

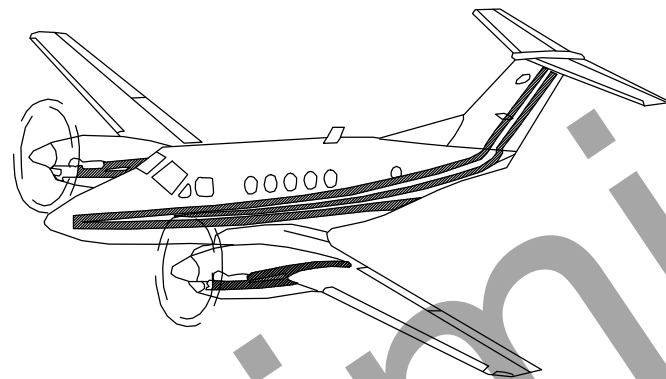
PROPOSED AIRPORT PROJECT

DEERING AIRPORT

DEERING AIRPORT AND
ACCESS ROAD IMPROVEMENTS

AIP NO. 3-02-0400-XX-202X

PROJECT NO. NFAPT00249

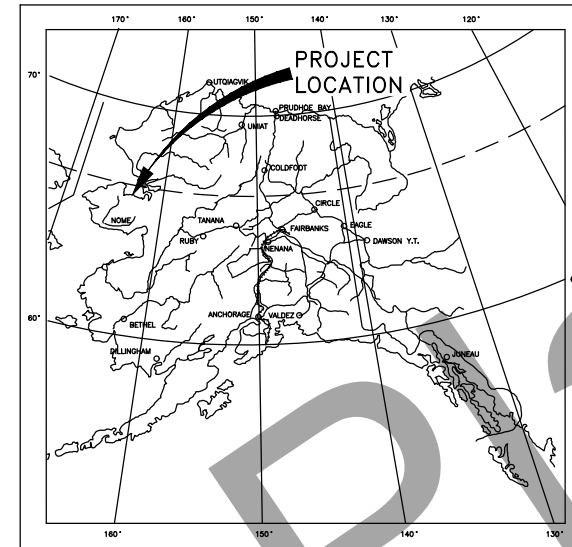


JONATHAN J. HUTCHINSON, P.E., PROJECT MANAGER

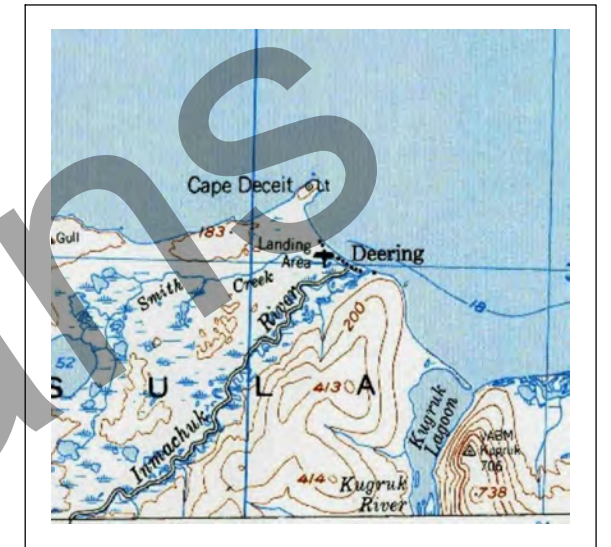
SPONSORED BY THE STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION

APPROVED BY: _____ DATE _____
SARAH E. SCHACHER, P.E., PRECONSTRUCTION ENGINEER, NORTHERN REGION

ACCEPTED FOR CONSTRUCTION: _____ DATE _____
RYAN F. ANDERSON, P.E., REGIONAL DIRECTOR, NORTHERN REGION



LOCATION MAP



VICINITY MAP

INDEX OF SHEETS

SHEET NO.	SHEET TITLE
1	COVER
2	ESTIMATE OF QUANTITIES
3	PROJECT LAYOUT, LEGEND, AND ABBREVIATIONS
4	CONSTRUCTION SAFETY AND PHASING PLAN OVERVIEW
5	CONSTRUCTION SAFETY AND PHASING GENERAL NOTES
6	CONSTRUCTION SAFETY AND PHASING PLAN PHASE 1
7	CONSTRUCTION SAFETY AND PHASING PLAN PHASE 2
8	CONSTRUCTION SAFETY AND PHASING PLAN PHASE 3
9	CONSTRUCTION SAFETY AND PHASING PLAN DETAILS 1 OF 2
10	CONSTRUCTION SAFETY AND PHASING PLAN DETAILS 2 OF 2
11	AIRFIELD TYPICAL SECTIONS
12-17	RUNWAY PLAN AND PROFILES
18	TAXIWAY PLAN AND PROFILE
19	RUNWAY AND TAXIWAY INTERSECTION GRADING
20-21	ROADWAY TYPICAL SECTIONS
22-25	WEST AIRPORT ROAD PLAN AND PROFILES
26-27	INTERSECTION DETAILS
28	WATER LINE RELOCATION PLAN AND NOTES
29	ROADWAY DETAILS
30	REMOTE THAW WIRE DETAILS
31	SIGNING DETAILS
32	GUIDE MARKER DETAILS
33-38	EROSION AND SEDIMENT CONTROL PLANS
E1	ELECTRICAL LEGEND AND NOTES
E2-E6	ELECTRICAL DEMOLITION PLANS
E7-E12	ELECTRICAL NEW WORK PLANS
E13-E19	ELECTRICAL DETAILS
E20-E21	PAPI DETAILS
E22	ELECTRICAL SCHEDULES
E23	OVERHEAD ELECTRIC PLAN AND PROFILES
S1-S4	BRIDGE PLANS
B1-B2	APPENDIX B: SURVEY CONTROL SHEETS

DOT&PF STANDARD PLANS

SHEET NO.	SHEET TITLE
D-01.02	CULVERT PIPE AND ARCH INSTALLATION DETAILS
D-09.00	CULVERT MARKER POST
G-05.11S	STEEL POST W31 GUARDRAIL
G-20.12	WIDENING FOR GUARDRAIL END TERMINALS
G-32.01	MASH BRIDGE RAIL THRIE BEAM TRANSITION
I-81.00	SUPERELEVATION TRANSITION
S-01.02	BRACING FOR SIGNS MOUNTED ON SINGLE POST
S-05.02	POST MOUNTED SIGN OFFSET AND HEIGHT
S-30.05	LIGHT SIGN STRUCTURE POST EMBEDMENT

95% DESIGN

5/28/2021, 9:25 AM
 PLANS DEVELOPED BY: STANTEC CONSULTING SERVICES, INC. 725 EAST FIREWEED LANE, SUITE 200, ANCHORAGE, AK 99503-2245 907-276-4245 CERTIFICATE OF AUTHORIZATION #126386
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ESTIMATE OF QUANTITIES

ITEM NO.	PAY ITEM	PAY UNIT	PLAN QUANTITY
D701.040.0036	CAA PIPE, 36-INCH	LF	75
D701.040.0048	CAA PIPE, 48-INCH	LF	90
D701.228.0060	ASP PIPE, ROUND, 60-INCH	LF	85
D701.290.0000	RECONSTRUCT ROAD CROSSING	LS	ALL REQ'D
D760.030.0000	THAW WIRE INSTALLATION	LF	75
G100.010.0000	MOBILIZATION AND DEMOBILIZATION	LS	ALL REQ'D
G115.010.0000	WORKER MEALS AND LODGING, OR PER DIEM	LS	ALL REQ'D
G130.010.0000	FIELD OFFICE	LS	ALL REQ'D
G130.020.0000	FIELD LABORATORY	LS	ALL REQ'D
G130.060.0000	NUCLEAR TESTING EQUIPMENT STORAGE SHED	EACH	1
G130.110.0000	FIELD COMMUNICATIONS	CS	ALL REQ'D
G131.010.0000	ENGINEERING TRANSPORTATION (TRUCK)	EACH	2
G131.020.0000	ENGINEERING TRANSPORTATION (ATV)	EACH	1
G135.010.0000	CONSTRUCTION SURVEYING BY THE CONTRACTOR	LS	ALL REQ'D
G135.020.0000	EXTRA THREE PERSON SURVEY PARTY	HR	40
G300.010.0000	CPM SCHEDULING	LS	ALL REQ'D
G310.010.0000	PUBLIC UPDATES	LS	ALL REQ'D
G700.010.0000	AIRPORT FLAGGER	CS	ALL REQ'D
G700.030.0000	AIRPORT TRAFFIC MAINTENANCE	LS	ALL REQ'D
G710.010.0000	HIGHWAY TRAFFIC MAINTENANCE	LS	ALL REQ'D
L101.020.0000	ROTATING BEACON, MEDIUM INTENSITY, L-801A	EACH	1
L107.010.0008	8-FEET LIGHTED WIND CONE, IN PLACE	EACH	1
L108.010.2008	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE C, L-824	LF	14,100
L108.030.0006	#6 BARE COPPER GROUND CONDUCTOR	LF	13,800
L108.050.1008	UNDERGROUND CABLE #8 AWG, COPPER, 600V, TYPE C, L-824	LF	1,200
L108.070.0000	GROUND ROD	EACH	27
L109.030.0000	ELECTRICAL ENCLOSURE AND FOUNDATION IN PLACE	EACH	1
L109.040.0000	INSTALLATION OF ELECTRICAL EQUIPMENT IN NEW OR EXISTING STRUCTURE	EACH	1
L110.030.1002	RIGID STEEL CONDUIT, 2-INCH	LF	1,190
L110.080.1002	HDPE CONDUIT, 2-INCH	LF	14,030
L119.010.0000	OBSTRUCTION LIGHT	EACH	2
L125.020.0000	REGULATOR, L-828	EACH	1
L125.030.0000	MEDIUM INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT, L-861 AND L-861E	EACH	91
L125.040.0000	TAXIWAY EDGE LIGHT, L-861T	EACH	23
L125.070.0000	REMOVE RUNWAY AND TAXIWAY LIGHT	EACH	113
L125.150.0000	HANDHOLE, L-867, SIZE B	EACH	9
L125.170.0000	SPARE PARTS	CS	ALL REQ'D
L125.400.0000	ADJUST HANDHOLE	EACH	11
L132.030.0010	RELOCATE APPROACH LIGHTING AIDS, PAPI	LS	ALL REQ'D
P152.010.0000	UNCLASSIFIED EXCAVATION	CY	8,400
P152.200.0000	BORROW	TON	242,000
P167.020.0000	DUST PALLIATIVE	LS	ALL REQ'D
P190.020.0000	INSULATION BOARD	MBM	1,900
P299.020.0000	CRUSHED AGGREGATE SURFACE COURSE	TON	67,200
P641.010.0000	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	LS	ALL REQ'D
P641.030.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	LS	ALL REQ'D
P641.040.0000	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL ADDITIVES	CS	ALL REQ'D

ESTIMATE OF QUANTITIES

ITEM NO.	PAY ITEM	PAY UNIT	PLAN QUANTITY
P641.060.0000	WITHHOLDING	CS	ALL REQ'D
P641.070.0000	SWPPP MANAGER	LS	ALL REQ'D
P650.020.0000	SOIL ANCHOR TIE-DOWN	SET	2
P660.030.0000	REFLECTIVE MARKER, TYPE II	EACH	41
P660.070.0000	CONE, 18 INCH	EACH	114
P660.080.0000	GUIDE MARKER	EACH	163
P661.010.0000	STANDARD SIGN	SF	75
P675.010.0000	W-BEAM GUARDRAIL	LF	100
P675.130.0000	PARALLEL GUARDRAIL TERMINAL	EACH	4
P681.010.0000	GEOTEXTILE, SEPARATION	SY	36,900
P681.020.0000	GEOTEXTILE, STABILIZATION	SY	1,760
S145.010.0000	BRIDGE	LS	ALL REQ'D
T901.020.0000	SEEDING	LB	1,200
T905.010.0020	TOPSOILING, CLASS B	SY	87,900
T908.040.0000	MULCH - HYDRAULIC EROSION CONTROL PRODUCTS	SY	87,900
U100.010.0000	WATER SYSTEM	LS	ALL REQ'D
U500.010.0000	ELECTRICAL POWER SYSTEM	LS	ALL REQ'D

TABLE OF ESTIMATING FACTORS

ITEM NO.	DESCRIPTION	FACTOR	
P152.200.0000	BORROW	1.94	TON/CY
P299.020.0000	CRUSHED AGGREGATE SURFACE COURSE	1.96	TON/CY
T901.020.0000	SEEDING	1.50	LB/1000 SF

D701 CULVERT INSTALLATION SUMMARY

SHEET	PIPE	INLET STATION	INLET OFFSET	INLET INVERT	OUTLET STATION	OUTLET OFFSET	OUTLET INVERT	LENGTH (FT)	SIZE	MATERIAL	SLOPE
22	P1	13+76.00	-32.6	10.30	13+76.00	42.4	8.10	75'	36"	CAA	2.93%
24	P2	88+66.08	-42.8	2.94	88+62.89	42.2	2.72	85'	60"	ASP	0.27%
25	P3	60+61.33	-45.2	8.00	60+85.66	41.5	9.00	90'	48"	CAA	-1.11%

CULVERT NOTES:

- SEE DETAILS 1/29 AND 2/29 FOR INSULATION DETAILS AROUND CULVERTS.
- FINAL PIPE LOCATION AND FLOW LINE ELEVATIONS MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
- INSTALL CULVERT MARKER POSTS ON CULVERTS P1, P3, AND ON WATER LINE PROTECTION AT INTERSECTIONS 1 & 2.
- CAA CULVERTS MUST HAVE A WALL THICKNESS OF 0.135 INCH (10 GAGE), WITH 3 X 1 INCH CORRUGATIONS.
- ASP CULVERTS MUST HAVE A WALL THICKNESS OF 0.125 INCH, WITH 9 X 2.5 INCH CORRUGATIONS.

DESIGN MLH
 DRAWN MLH
 CHECKED RPK

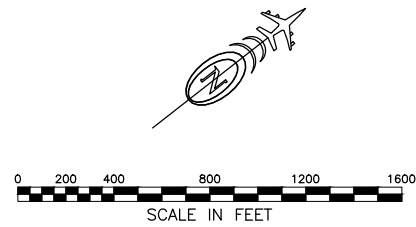
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
 APPROVED: _____ DATE _____
 ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

**95%
DESIGN**

BY	DATE	REVISIONS

DEERING AIRPORT
 DEERING AIRPORT AND
 ACCESS ROAD IMPROVEMENTS
 AIP 3-02-0400-XX-202X/NFAPT00249
ESTIMATE OF QUANTITIES

SHEET
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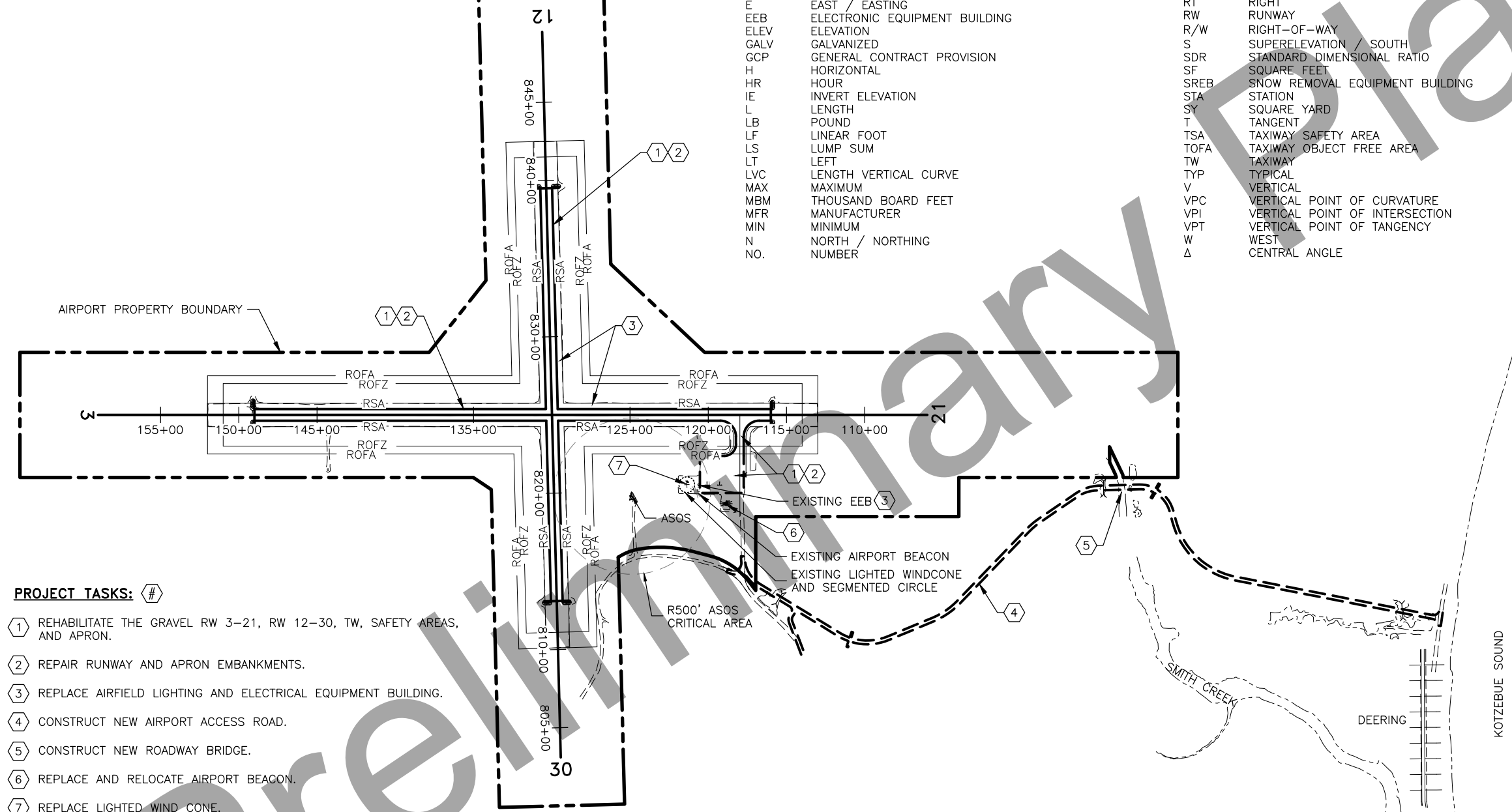


ABBREVIATIONS:

AHD	AHEAD	NTS	NOT TO SCALE
AIP	AIRPORT IMPROVEMENT PROGRAM	OC	ON CENTER
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM	OFF	OFFSET
ASP	ALUMINUM STRUCTURAL PLATE	OHE	OVERHEAD
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	PAPI	PRECISION APPROACH APPROACH INDICATORS
AWWA	AMERICAN WATER WORKS ASSOCIATION	PC	POINT OF CURVE
BK	BACK	PI	POINT OF INTERSECTION
CAA	CORRUGATED ALUMINUM ALLOY	PSI	POUNDS PER SQUARE INCH
CASC	CRUSHED AGGREGATE SURFACE COURSE	PT	POINT OF TANGENT
CL	CENTERLINE	R	RADIUS
CS	CONTINGENT SUM	RD	ROAD
CSPP	CONSTRUCTION SAFETY AND PHASING PLAN	REIL	RUNWAY END IDENTIFIER LIGHTS
CY	CUBIC YARD	ROFA	RUNWAY OBJECT FREE AREA
D	DEGREE OF CURVATURE	ROFZ	RUNWAY OBSTACLE FREE ZONE
DIA	DIAMETER	RP	RADIUS POINT
DOT&PF	DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES	RSA	RUNWAY SAFETY AREA
E	EAST / EASTING	RT	RIGHT
EEB	ELECTRONIC EQUIPMENT BUILDING	RW	RUNWAY
ELEV	ELEVATION	R/W	RIGHT-OF-WAY
GALV	GALVANIZED	S	SUPERELEVATION / SOUTH
GCP	GENERAL CONTRACT PROVISION	SDR	STANDARD DIMENSIONAL RATIO
H	HORIZONTAL	SF	SQUARE FEET
HR	HOUR	SREB	SNOW REMOVAL EQUIPMENT BUILDING
IE	INVERT ELEVATION	STA	STATION
L	LENGTH	SY	SQUARE YARD
LB	POUND	T	TANGENT
LF	LINEAR FOOT	TSA	TAXIWAY SAFETY AREA
LS	LUMP SUM	TOFA	TAXIWAY OBJECT FREE AREA
LT	LEFT	TW	TAXIWAY
LVC	LENGTH VERTICAL CURVE	TYP	TYPICAL
MAX	MAXIMUM	V	VERTICAL
MBM	THOUSAND BOARD FEET	VPC	VERTICAL POINT OF CURVATURE
MFR	MANUFACTURER	VPI	VERTICAL POINT OF INTERSECTION
MIN	MINIMUM	VPT	VERTICAL POINT OF TANGENCY
N	NORTH / NORTHING	W	WEST
NO.	NUMBER	Δ	CENTRAL ANGLE

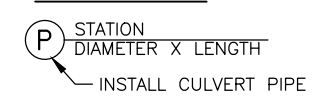
LEGEND:

EXISTING	NEW	
— AG/W —	— W —	ABOVE GROUND WATER LINE
---	---	AIRPORT PROPERTY BOUNDARY
⊕	⊕	ASOS
⊙	⊙	BEACON
□	□	BUILDING
5	5	CONTOUR LINES
—	—	CULVERT
---	---	CUT
⊞	⊞	ELECTRIC VAULT
.....	FILL
---	---	GRAVEL EDGE
•	•	GUIDE MARKER
□	□	JUNCTION BOX
— OH/E/T —	— OH/E/T —	OVERHEAD ELECTRIC/TELEPHONE
□	□	PEDESTAL
---	---	R/W
---	---	RIGHT-OF-WAY LINE
---	---	RUNWAY OBJECT FREE AREA
---	---	RUNWAY OBJECT FREE ZONE
---	---	RUNWAY SAFETY AREA
---	---	RW / TW EDGE
— SS —	— SS —	SANITARY SEWER
⊞	⊞	SANITARY SEWER MANHOLE
⊕	⊕	SEGMENTED CIRCLE AND WIND CONE
⊕	⊕	SIGN
⊕	⊕	SURVEY: ALUMINUM CAP ON REBAR
⊕	⊕	SURVEY: GOVERNMENT MONUMENT
⊕	⊕	SURVEY: REBAR CAP SET
⊕	⊕	SURVEY: ROW CONTROL MONUMENT
⊕	⊕	TAXIWAY/RUNWAY LIGHT
---	---	TAXIWAY OBJECT FREE AREA
---	---	TAXIWAY SAFETY AREA
⊕	⊕	THRESHOLD LIGHT
⊕	⊕	TIE-DOWN
⊕	⊕	UTILITY POLE
---	---	WATER



- PROJECT TASKS:** #
- ① REHABILITATE THE GRAVEL RW 3-21, RW 12-30, TW, SAFETY AREAS, AND APRON.
 - ② REPAIR RUNWAY AND APRON EMBANKMENTS.
 - ③ REPLACE AIRFIELD LIGHTING AND ELECTRICAL EQUIPMENT BUILDING.
 - ④ CONSTRUCT NEW AIRPORT ACCESS ROAD.
 - ⑤ CONSTRUCT NEW ROADWAY BRIDGE.
 - ⑥ REPLACE AND RELOCATE AIRPORT BEACON.
 - ⑦ REPLACE LIGHTED WIND CONE.

CULVERT LABEL:



DESIGN MLH
 DRAWN MLH
 CHECKED RPK

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BY	DATE	REVISIONS

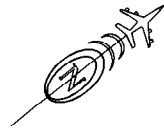
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 DEERING AIRPORT AND
 ACCESS ROAD IMPROVEMENTS
 AIP 3-02-0400-XX-202X/NFAPT00249
 PROJECT LAYOUT PLAN,
 LEGEND, AND ABBREVIATIONS

SHEET
 3
 OF
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GENERAL NOTES:

- ROFA, ROFZ, TSA, AND TOFA DIMENSIONS SHOWN HERE ARE APPLICABLE FOR A/B-II AIRCRAFT (MTOW > 12,500 lbs).
- COORDINATE WITH THE AIRPORT MANAGER THROUGH THE ENGINEER.

AIRPORT MANAGER CONTACT INFORMATION:
ALVIN WERNEKE PO BOX 55
907-442-3147 KOTZEBUE, AK 99752
- DEERING IS SERVED BY A FLIGHT SERVICE STATION (FSS)
KOTZEBUE FSS
907-442-3310
CTAF: 122.9 MHZ
- TAXIWAY IS 50 FEET WIDE WITH 79 FEET WIDE TSA. TOFA IS 131 FEET WIDE.
- RUNWAY 3-21 (PRIMARY) IS 3,300 FEET LONG AND 75 FEET WIDE, WITH 10 FOOT SHOULDERS. RUNWAY 12-30 (CROSSWIND) IS 2,640 FEET LONG AND 75 FEET WIDE, WITH 10 FOOT SHOULDERS.

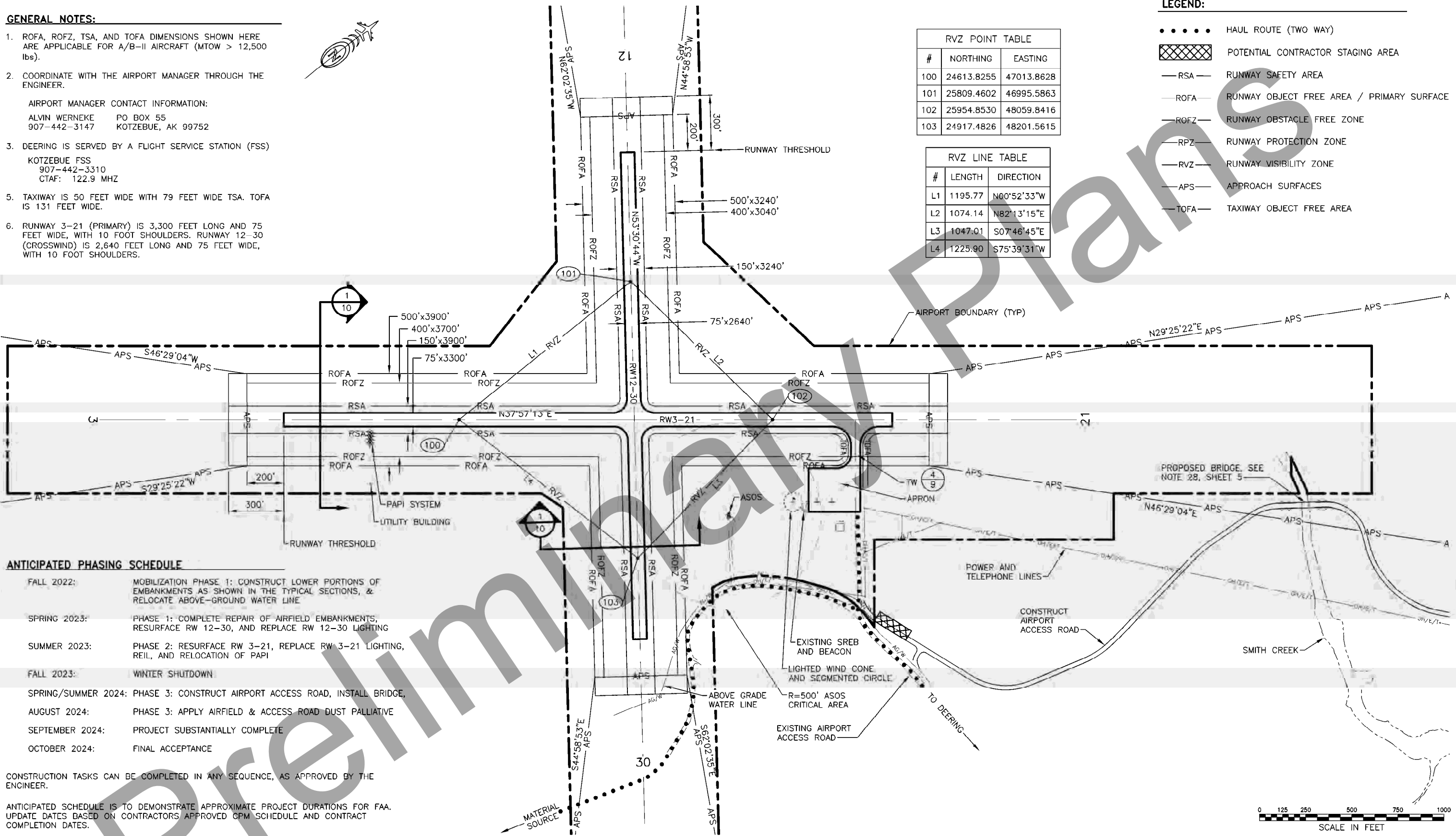


LEGEND:

- HAUL ROUTE (TWO WAY)
- ▨ POTENTIAL CONTRACTOR STAGING AREA
- RSA— RUNWAY SAFETY AREA
- ROFA— RUNWAY OBJECT FREE AREA / PRIMARY SURFACE
- ROFZ— RUNWAY OBSTACLE FREE ZONE
- RPZ— RUNWAY PROTECTION ZONE
- RVZ— RUNWAY VISIBILITY ZONE
- APS— APPROACH SURFACES
- TOFA— TAXIWAY OBJECT FREE AREA

RVZ POINT TABLE		
#	NORTHING	EASTING
100	24613.8255	47013.8628
101	25809.4602	46995.5863
102	25954.8530	48059.8416
103	24917.4826	48201.5615

RVZ LINE TABLE		
#	LENGTH	DIRECTION
L1	1195.77	N00°52'33"W
L2	1074.14	N82°13'15"E
L3	1047.01	S07°46'45"E
L4	1225.90	S75°39'31"W



ANTICIPATED PHASING SCHEDULE

- FALL 2022: MOBILIZATION PHASE 1: CONSTRUCT LOWER PORTIONS OF EMBANKMENTS AS SHOWN IN THE TYPICAL SECTIONS, & RELOCATE ABOVE-GROUND WATER LINE
- SPRING 2023: PHASE 1: COMPLETE REPAIR OF AIRFIELD EMBANKMENTS, RESURFACE RW 12-30, AND REPLACE RW 12-30 LIGHTING
- SUMMER 2023: PHASE 2: RESURFACE RW 3-21, REPLACE RW 3-21 LIGHTING, REIL, AND RELOCATION OF PAPI
- FALL 2023: WINTER SHUTDOWN
- SPRING/SUMMER 2024: PHASE 3: CONSTRUCT AIRPORT ACCESS ROAD, INSTALL BRIDGE,
- AUGUST 2024: PHASE 3: APPLY AIRFIELD & ACCESS ROAD DUST PALLIATIVE
- SEPTEMBER 2024: PROJECT SUBSTANTIALLY COMPLETE
- OCTOBER 2024: FINAL ACCEPTANCE

CONSTRUCTION TASKS CAN BE COMPLETED IN ANY SEQUENCE, AS APPROVED BY THE ENGINEER.

ANTICIPATED SCHEDULE IS TO DEMONSTRATE APPROXIMATE PROJECT DURATIONS FOR FAA. UPDATE DATES BASED ON CONTRACTORS APPROVED GPM SCHEDULE AND CONTRACT COMPLETION DATES.

DESIGN CWW
 DRAWN JLD
 CHECKED RPK

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
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 CONSTRUCTION SAFETY AND PHASING PLAN
 OVERVIEW

SHEET
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PLANS DEVELOPED BY: STANTEC CONSULTING SERVICES, INC. 725 EAST FIREWEED LANE, SUITE 200, ANCHORAGE, AK 99503-2245 907-276-4245 CERTIFICATE OF AUTHORIZATION #126396
 z:\AA_Jobs\deering airport-1884-19\iteration 1\sheets\00279_c_CSPP.dwg 5/27/2021, 9:41 AM

GENERAL NOTES:

1. SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH GENERAL CONTRACT PROVISIONS (GCP) SECTION 80 AND SECTION G-210. DO NOT BEGIN CONSTRUCTION ACTIVITIES UNTIL THE ENGINEER APPROVES SPCD IN WRITING. ALLOW 30 DAYS FOR INITIAL REVIEW. INCLUDE CONSTRUCTION SEQUENCING. IF PLAN DIFFERS FROM WHAT IS SHOWN, OR IF SUBSEQUENT CHANGES ARE MADE, SUBMIT A REVISION TO THE ENGINEER FOR REVIEW AND APPROVAL. ALLOW 5 DAYS FOR REVIEW OF REVISIONS.
2. THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) DOCUMENT (APPENDIX D OF THE SPECIFICATIONS) AND DRAWINGS DESCRIBE THE GENERAL SCOPE OF WORK FOR EACH PHASE. SHEET 4 SHOWS THE AIRPORT LAYOUT IN ITS EXISTING CONDITION. PARTICULAR RESTRICTIONS ARE NOTED IN THE PLAN VIEW FOR EACH PHASE.
3. COORDINATE WITH AIRPORT MANAGER PRIOR TO DEVELOPING A SCHEDULE. DEVELOP A CONSTRUCTION SCHEDULE TO MINIMIZE THE IMPACTS TO AIRPORT OPERATIONS AS MUCH AS PRACTICAL AND AS DIRECTED BY ENGINEER. THE CONSTRUCTION SCHEDULE SHOULD BE BASED ON THE PHASING SCHEDULE SHOWN, OR SUBMIT AN ALTERNATE PLAN FOR APPROVAL. ALTERNATE WORK PLANS WILL REQUIRE REVISIONS OF THE CSPP. PROVIDE SUFFICIENT SCHEDULE DETAIL TO ADDRESS REQUIRED SUBMITTALS, REVIEW PERIODS, MATERIAL PROCUREMENT, WORK, AND COORDINATION REQUIREMENTS.
4. WHENEVER THE PLANS OR SPECIFICATIONS CALL FOR COORDINATION, NOTIFICATION, CONTACT, OR OTHER INTERACTION WITH THE FEDERAL AVIATION ADMINISTRATION (FAA), AIRPORT MANAGEMENT, MAINTENANCE AND OPERATIONS, AIRPORT TENANTS, AIRPORT USERS, ANY LOCAL, STATE, OR FEDERAL AGENCY, GROUP, OR ASSOCIATION, OR THE GENERAL PUBLIC, SUCH ACTIVITY MUST BE DONE THROUGH, IN THE PRESENCE OF, OR WITH THE WRITTEN APPROVAL OF THE ENGINEER. ALLOW SUFFICIENT TIME FOR COORDINATION AND APPROVALS WITHIN PROPOSED WORK SCHEDULES.
5. NIGHT TIME CLOSURES OF THE RW WILL BE REQUIRED TO COMPLETE THIS PROJECT. COORDINATE WITH AIRPORT MANAGEMENT AND AIRPORT USERS TO ESTABLISH HOURS FOR NIGHT TIME CLOSURES. SUBMIT PROPOSED CLOSURE TIMES AS PART OF THE CPM AND WORK SCHEDULES. DISABLE OR COVER RW EDGE LIGHTS, PAPI, REIL, AND THRESHOLD LIGHTS DURING RW CLOSURES.
6. NO FULL-TIME TEMPORARY RUNWAY LIGHTING SYSTEM IS REQUIRED. MAINTAIN A SYSTEM OF TEMPORARY RUNWAY LIGHTS ON STANDBY CAPABLE OF BEING DEPLOYED WITHIN 30 MINUTES OF NOTIFICATION TO ACCOMMODATE MEDIVAC FLIGHTS AT NIGHT. THE TEMPORARY RUNWAY LIGHTING MAY CONSIST OF EXISTING RUNWAY LIGHTS NOT YET REMOVED, NEW RUNWAY LIGHTS FULLY INSTALLED, TEMPORARY LIGHTS PROVIDED AND PLACED PER SPECIFICATION L-125, OR ANY COMBINATION THEREOF. NO TEMPORARY LIGHTS ARE REQUIRED FOR THE TAXIWAY. WORK ON THE EEB AND ASSOCIATED ELECTRICAL SERVICE MUST BE SCHEDULED AND COMPLETED OR TEMPORARY PROVISIONS PROVIDED TO BE CAPABLE OF PROVIDING RUNWAY LIGHTING WITHIN 30 MINUTES FOR MEDIVAC FLIGHTS. NO TEMPORARY LIGHTING PROVISIONS ARE REQUIRED BETWEEN JUNE 1 - JULY 24 DUE TO THE EXTENDED DAYLIGHT AVAILABLE.
7. ALL WORKERS AND EQUIPMENT MUST CLEAR THE RSA, ROFZ, AND TOFA DURING ALL AIRCRAFT OPERATIONS, OR AS DIRECTED BY THE ENGINEER OR AIRPORT PERSONNEL. NO WORKERS OR EQUIPMENT MAY ENTER THESE UNTIL DIRECTED.
8. THE RSA IS 150 FEET WIDE, CENTERED ON THE ACTIVE RW, AND EXTENDS 300 FEET BEYOND RW THRESHOLDS. THE ROFZ IS 400 FEET WIDE, CENTERED ON THE ACTIVE RW, AND EXTENDS 200 FEET BEYOND THE RW THRESHOLDS. THE ROFA IS 500 FEET WIDE, CENTERED ON THE ACTIVE RW, AND EXTENDS 300 FEET BEYOND RW THRESHOLDS. SEE SAFETY PLAN DETAILS FOR ADDITIONAL GROUND AND AIRSPACE RESTRICTIONS.
9. NO CONSTRUCTION ACTIVITIES WILL BE ALLOWED BEYOND THE THRESHOLDS OF RUNWAYS WHEN OPEN TO OPERATIONS. WORK MAY ONLY OCCUR IN THESE AREAS DURING APPROVED RUNWAY CLOSURES.
10. MARK OPEN TRENCHES WITH HAZARD MARKER BARRIERS, LIGHT WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE RSA WHILE THE RW IS OPEN. IF THE RW IS OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVERS FOR TRENCHES OR EXCAVATIONS MUST BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE HEAVIEST AIRCRAFT OPERATING ON THE RW.
11. REMOVE ALL FOREIGN OBJECTS AND DEBRIS (FOD) FROM ACTIVE SURFACES IMMEDIATELY UPON DISCOVERY OR NOTIFICATION. CONDUCT FOD INSPECTION AND RW/TW CLEANING REQUIRED PRIOR TO THE END OF EVERY SHIFT. CLEANING IS SUBSIDIARY TO RELATED WORK. SEE GCP SECTION 40-05. FAILURE TO REMOVE FOD MAY BE CONSIDERED A SAFETY VIOLATION AS DETERMINED BY THE ENGINEER.
12. THE SPEED LIMIT WITHIN THE AIRPORT PROPERTY IS 25 MPH. SEE GCP SECTION 80-05, THIRD PARAGRAPH.
13. PROVIDE AIRPORT FLAGGER TO MONITOR COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) ON 122.9 MHZ AND ADVISE CONSTRUCTION EQUIPMENT OPERATORS AT ALL TIMES DURING CONSTRUCTION. AIRPORT FLAGGER MUST BE RESPONSIBLE FOR CLEARING ALL WORKERS AND EQUIPMENT OUTSIDE THE ROFZ FOR ALL AIRCRAFT OPERATIONS.
14. ALL WORKERS AND EQUIPMENT WITHIN THE ROFA, RVZ OR TOFA MUST REMAIN IN CONSTANT RADIO CONTACT WITH THE AIRPORT FLAGGER.
15. STORAGE OR STAGING OF EQUIPMENT OR MATERIALS INSIDE THE RW OBJECT FREE AREA (ROFA), APS, RVZ, OR TOFA WILL NOT BE ALLOWED.
16. CARRYOUT CONTINUING COORDINATION THROUGH THE ENGINEER USING WEEKLY BRIEFINGS WITH AIRPORT MANAGEMENT, AIRPORT MAINTENANCE, FAA CONTRACTORS, AND AIRPORT USERS TO KEEP EVERYONE AWARE OF THE STATUS AND CHANGES OF AIRPORT SURFACES IN RELATION TO AIRCRAFT AND GROUND TRAFFIC. PROVIDE DETAILED DRAWINGS INDICATING TRAFFIC ROUTES FOR AIRCRAFT, GROUND TRAFFIC, AND PASSENGERS. INDICATE AREAS CLOSED TO AIRCRAFT MOVEMENT AND PARKING. PROVIDE UPDATED DRAWINGS AS CONSTRUCTION PROCEEDS.
17. CONDUCT JOINT INSPECTIONS WITH THE PROJECT ENGINEER AND AIRPORT MANAGEMENT ON NEWLY CONSTRUCTED AIRPORT SURFACES. REMOVE ALL FOREIGN OBJECTS, CLEAN SURFACES AS REQUIRED, OR AS DIRECTED.
18. REPORT ANY SAFETY ISSUES TO THE ENGINEER AND AIRPORT MANAGER UPON DISCOVERY. TAKE IMMEDIATE ACTION TO RESOLVE SAFETY ISSUES AS DIRECTED.
19. PROVIDE WATER FOR DUST CONTROL AS REQUIRED, AND AS DIRECTED. DUST, SMOKE, STEAM, OR OTHER AIRBORNE PARTICULATES CAUSED BY CONTRACTOR ACTIVITIES MAY BE CONSIDERED A SAFETY VIOLATION AS DETERMINED BY THE ENGINEER.
20. REFER TO FAA ADVISORY CIRCULAR (AC) 150/5370-2G FOR ADDITIONAL GUIDANCE ON PREPARING SPCD. REFER TO AC 150/5300-13A CHAPTER 3 FOR CLEARANCE STANDARDS RELATED TO THE ROFA, ROFZ, AND RSA. REFER TO PARAGRAPH 303 IN THE AC REGARDING RW END SITING CRITERIA. NOTICE THAT THE MOST RESTRICTIVE CRITERIA GOVERNS.
21. FIELD VERIFY SUITABILITY OF HAUL ROUTES AND STAGING AREAS SHOWN. DEVELOP AND MAINTAIN HAUL ROUTES AS REQUIRED. SEE SECTIONS 40-04, 60-06 & 70-11G. PROVIDE TRAFFIC CONTROL PLANS FOR EACH PHASE OF WORK. SEE SECTION G-710.
22. STOCKPILE AREAS MUST BE ON APPROVED CONTRACTOR STAGING AREAS OR OFF AIRPORT PROPERTY. CONTRACTOR MUST DISPOSE OF EXCESS MATERIALS. SUBMIT STOCKPILE AND WASTE DISPOSAL LOCATIONS IN THE SPCD FOR APPROVAL BY THE ENGINEER. CONTRACTOR MUST OBTAIN PERMITS AS SPECIFIED UNDER GCP 70-02.
23. SHOULD IMPROVEMENTS TO THE POTENTIAL CONTRACTOR STAGING AREA BE REQUIRED TO SUPPORT THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR MUST ACQUIRE ALL NECESSARY PERMITS AND AUTHORIZATIONS IN ACCORDANCE WITH GCP 70-02.
24. COORDINATE ANY REQUIRED UTILITY OUTAGES WITH AIRPORT MANAGEMENT, AIRPORT USERS, AND ANY AFFECTED PERSONS PRIOR TO SERVICE INTERRUPTION.
25. WORK WILL BE PERFORMED WITHIN THE 500' CRITICAL AREA OF THE ASOS. THIS EQUIPMENT IS SENSITIVE TO DUST AND GROUND VIBRATION. COORDINATE WITH THE FAA THROUGH THE ENGINEER TO SCHEDULE EQUIPMENT MONITORING OR MAINTENANCE. APPROPRIATE MEASURES MUST BE IMPLEMENTED TO PROHIBIT SIGNIFICANT IMPACT TO THE ASOS. SEE CSPP NARRATIVE FOR ADDITIONAL DISCUSSION AND DUST CONTROL MEASURES.
26. DAILY APPROVALS TO OPEN THE RUNWAY & TAXIWAY FOR DAYTIME AND MEDEVAC OPERATIONS WILL NOT CONSTITUTE ACCEPTANCE FOR ANY TYPICAL SECTION, WORK, MATERIALS, OR RELIEVE THE CONTRACTOR OF ANY CONTRACTUAL RESPONSIBILITY.
27. PROVIDE PUBLIC UPDATES AS SPECIFIED UNDER SECTION G-310.
28. SUBMIT A PLAN DETAILING TYPE/HEIGHT OF EQUIPMENT BEING USED FOR THE ROADWAY AND BRIDGE CONSTRUCTION. DESCRIBE HOW APPROACH SURFACES WILL BE PROTECTED. THE CONTRACTOR MAY NEED TO COMPLETE A NIGHT CLOSURE OF RW 3-21 TO OPERATE EQUIPMENT THAT HAS THE POTENTIAL FOR OBSTRUCTING THE APPROACH SURFACE. COMPLETE FAA FORM 7460-1 AS DESCRIBED IN THE CSPP NARRATIVE DOCUMENT UNDER SECTION 10(e). SEE DETAIL 2, SHEET 10.
29. RELOCATE / RECONFIGURE OF THE PAPI. THE IN-BOARD LIGHT HOUSING ASSEMBLY (LHA) WILL BE RELOCATED TO BE THE OUT-BOARD LHA AS SHOWN ON THE CIVIL AND ELECTRICAL PLANS. THE PAPI WILL NEED TO BE RE-AIMED AND FLIGHT CHECKED BY THE FAA DURING THE PROJECT. THE CONTRACTOR MUST COMPLETE THE CIVIL AND ELECTRICAL WORK ASSOCIATED WITH THE PAPI. COORDINATE WITH THE FAA AS REQUIRED. THE FAA WILL NEED TO BE ON SITE PRIOR TO RESTORING OR RECONNECTING THE POWER.

DESIGN CWW
 DRAWN JLD
 CHECKED RPK

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SHEET
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 OF
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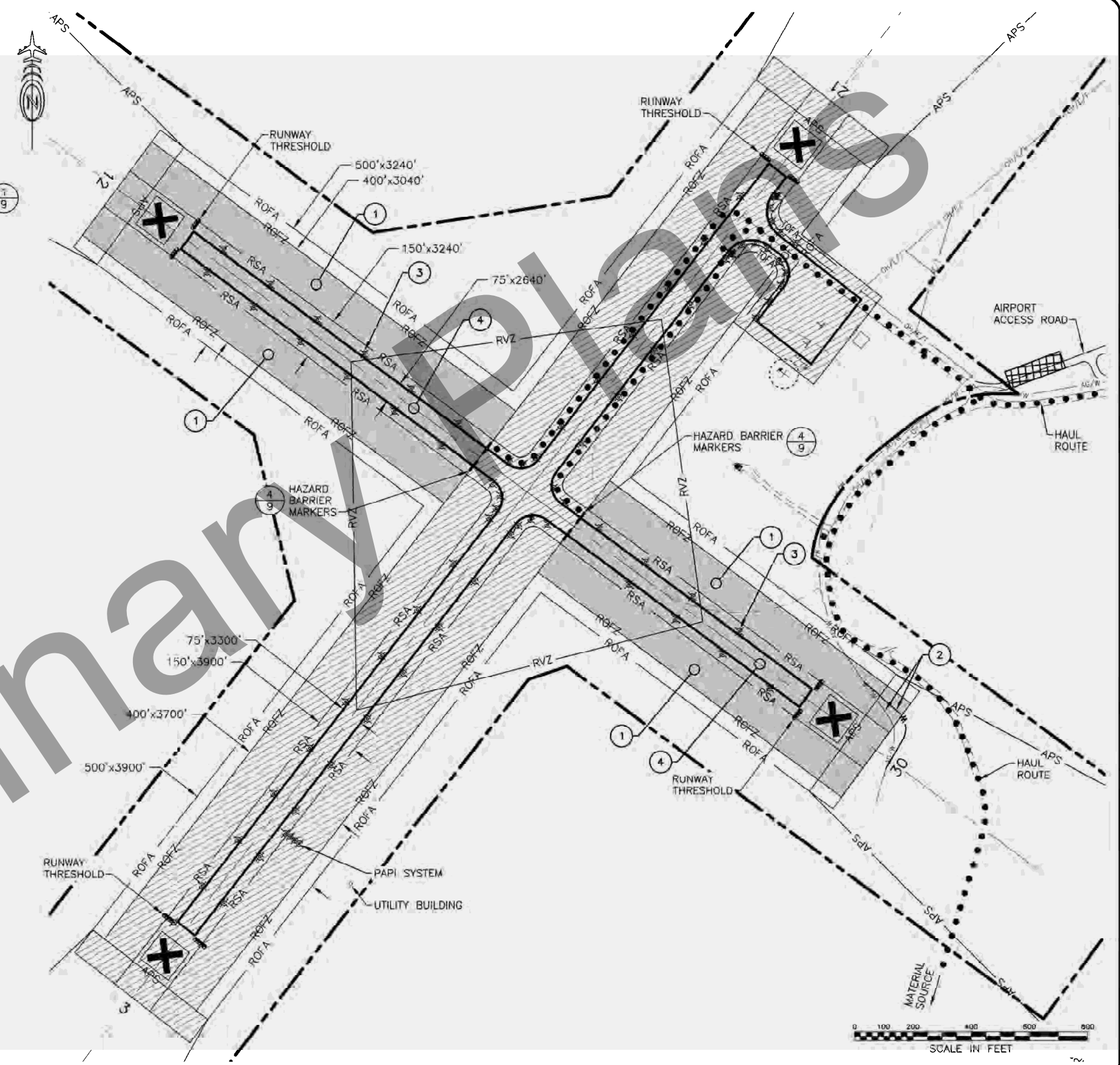
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PHASE 1 SAFETY PLAN NOTES

1. THIS PHASE WILL REQUIRE A TEMPORARY CLOSURE OF RW12-30 AND NIGHT CLOSURE OF RW3-21. COORDINATE WITH AIRPORT USERS TO ACCOMMODATE ALL SCHEDULED FLIGHTS. COORDINATE WITH AIRPORT MANAGEMENT FOR ISSUANCE OF PROPER NOTAM'S. INSTALL ILLUMINATED RW CLOSURE "X" MARKERS IMMEDIATELY UPON NOTIFICATION OF RW CLOSURE. COORDINATE WITH AIRPORT MANAGEMENT TO TURN OFF RW LIGHTS, TW LIGHTS, AND AIRPORT BEACON DURING CLOSURES.
2. DURING RW 3-21 CLOSURE THE CONTRACTOR WILL TAKE ALL ACTIONS REQUIRED OR AS DIRECTED TO READY RW 3-21 TO ACCOMMODATE ALL MEDIVAC FLIGHTS IF NEEDED WITHIN 30 MINUTES OF NOTIFICATION. ANY AIRCRAFT DECLARING AN EMERGENCY WILL BE ALLOWED TO LAND.
3. NIGHT TIME CLOSURES MAY BEGIN 30 MINUTES AFTER LAST SCHEDULED DEPARTURE, AND END 30 MINUTES PRIOR TO THE FIRST SCHEDULED ARRIVAL THE FOLLOWING DAY. AS APPROVED BY THE ENGINEER AND AIRPORT MANAGER.
4. MOVE EQUIPMENT OUTSIDE RW 3-21 ROFZ/TOFA DURING AIR OPERATIONS.
5. NO WORKERS OR EQUIPMENT ALLOWED BEYOND THE RW THRESHOLDS WHILE THE RUNWAY IS OPEN.
6. ELECTRICAL LIGHT CANS AND OTHER STRUCTURES MUST NOT EXTEND ABOVE THE GROUND SURFACE MORE THAN THREE INCHES. TEMPORARY GRADING AROUND ELECTRICAL LIGHT CANS AND STRUCTURES MUST BE COMPLETED AS DIRECTED.
7. LOW PROFILE BARRICADES MUST BE INSTALLED ON THE APRON TO PROVIDE SAFETY AREA FOR AIRCRAFT MANEUVERING. AIRCRAFT MUST HAVE ACCESS TO A PORTION OF THE APRON FOR PARKING AND MANEUVERING WHEN THE RUNWAY IS OPEN. TIE DOWNS MUST BE AVAILABLE FOR USE.
8. COORDINATE WITH AIRPORT MANAGEMENT FOR PROPER ISSUE OF NOTAMS.
9. NO STOCK PILES OR DEBRIS WILL BE PERMITTED WITHIN RW 3-21 ROFA OR TOFA AT ANY TIME.
10. PRIOR TO THE END OF EACH SHIFT, HAUL ROUTES WITHIN THE RSA, TSA, AND APRON MUST BE REPAIRED, GRADED, AND COMPACTED TO PRE-EXISTING CONDITIONS.
11. RW 12-30 RUNWAY EDGE LIGHTING & THRESHOLD LIGHTING SHOULD BE DISABLED OR COVERED DURING THIS PHASE.

LEGEND:

- HAUL ROUTE (TWO WAY)
- ▨ POTENTIAL CONTRACTOR STAGING AREA
- CONSTRUCTION AREA (CLOSED TO AIRCRAFT OPERATIONS)
- ▨ CONSTRUCTION AREA (NIGHT CLOSURES TO AIRCRAFT OPERATIONS)
- - - HAZARD BARRIER MARKERS
- ⊗ ILLUMINATED RUNWAY CLOSURE MARKER



PHASE 1 CONSTRUCTION TASKS:

THE FOLLOWING LIST IS A GENERAL DESCRIPTION OF WORK TO BE COMPLETED IN THIS PHASE. IT IS NOT INTENDED AS A COMPREHENSIVE LIST OF ALL TASKS, OR RELATED WORK THAT WILL BE REQUIRED. THE LIST BELOW DOES NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY TO COORDINATE AND SCHEDULE THE WORK WITH AFFECTED INDIVIDUALS OR GROUPS, PRIOR TO BEGINNING WORK. INCLUDE ANY ADDITIONAL OR RELATED WORK AND GENERAL TASKS IN THE WORK SCHEDULE REQUIRED UNDER SECTION 80 AND SECTION G-300.

- 1 REPAIR EMBANKMENTS, RW 12-30, RW 3-21, TAXIWAY, & APRON
- 2 RELOCATION OF ABOVE GROUND WATERLINE
- 3 REPLACE RW 12-30 AIRFIELD LIGHTING
- 4 RESURFACE RW 12-30

DESIGN CWW
 DRAWN JLD
 CHECKED RPK

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 PHASE 1

SHEET
6
 OF
65

PHASE 2 SAFETY PLAN NOTES

1. CLOSE RUNWAY AT NIGHT FOR WORK WITHIN THE ROFZ & APS. COORDINATE WITH AIRPORT USERS TO ACCOMMODATE ALL SCHEDULED FLIGHTS. COORDINATE WITH AIRPORT MANAGEMENT FOR ISSUANCE OF PROPER NOTAM'S. INSTALL ILLUMINATED RW CLOSURE MARKERS IMMEDIATELY UPON NOTIFICATION OF RW CLOSURE. COORDINATE WITH AIRPORT MANAGEMENT TO TURN OFF RW LIGHTS, TW LIGHTS, AND AIRPORT BEACON DURING CLOSURES. PLACE REFLECTIVE TEMPORARY RUNWAY, THRESHOLD, AND TAXIWAY EDGE MARKERS THAT CORRELATE TO EXISTING LIGHT POSITIONS.
2. DURING RW CLOSURES THE CONTRACTOR WILL TAKE ALL ACTIONS REQUIRED OR AS DIRECTED TO READY THE AIRFIELD TO ACCOMMODATE ALL MEDIVAC FLIGHTS IF NEEDED WITHIN 30 MINUTES OF NOTIFICATION. ANY AIRCRAFT DECLARING AN EMERGENCY WILL BE ALLOWED TO LAND.
3. NIGHT TIME CLOSURES MAY BEGIN 30 MINUTES AFTER LAST SCHEDULED DEPARTURE, AND END 30 MINUTES PRIOR TO THE FIRST SCHEDULED ARRIVAL THE FOLLOWING DAY, AS APPROVED BY THE ENGINEER AND AIRPORT MANAGER.
4. AIRCRAFT MUST HAVE ACCESS TO/FROM THE APRON WHEN THE RUNWAY IS OPEN. DETAIL ACCESS IN SPCD.
5. LOW PROFILE BARRICADES MUST BE INSTALLED ON THE APRON TO PROVIDE SAFETY AREA FOR AIRCRAFT MANEUVERING. AIRCRAFT MUST HAVE ACCESS TO A PORTION OF THE APRON FOR PARKING AND MANEUVERING WHEN THE RUNWAY IS OPEN. TIE DOWNS MUST BE AVAILABLE FOR USE.
6. COORDINATE WITH AIRPORT MANAGEMENT FOR PROPER ISSUE OF NOTAMS.
7. PROVIDE AN AIRPORT FLAGGER IF HAULING OR MOVING ACROSS AN ACTIVE RUNWAY, TAXIWAY, OR ACTIVE APRON, AS APPROVED BY ENGINEER.
8. AT THE END OF EACH SHIFT, GRAVEL TRANSITIONS WILL BE CONSTRUCTED WITH CRUSHED AGGREGATE SURFACE COURSE TO KEEP THE RW, TW, AND APRON OPEN AND OPERATIONAL DURING DAYTIME HOURS. TRANSITIONS MUST BE APPROVED BY THE ENGINEER PRIOR TO OPENING FOR AIRCRAFT OPERATIONS. SEE DETAIL 3 ON SHEET AD10.
9. ELECTRICAL LIGHT CANS AND OTHER STRUCTURES MUST NOT EXTEND ABOVE THE GROUND SURFACE MORE THAN THREE INCHES. TEMPORARY GRADING AROUND ELECTRICAL LIGHT CANS AND STRUCTURES MUST BE COMPLETED AS DIRECTED.
10. AT THE END OF EACH SHIFT, HAUL ROUTES WITHIN THE RSA, TSA, AND APRON MUST BE REPAIRED, GRADED, AND COMPACTED TO PRE-EXISTING CONDITION.
11. NO STOCK PILES OR DEBRIS WILL BE PERMITTED WITHIN THE ROFA OR TOFA AT ANY TIME.
12. PAPI SYSTEM IS A VISUAL APPROACH AID FOR AIRCRAFT. THE PAPI SYSTEM MUST BE DISABLED WITH PROPER NOTAMS DURING RELOCATION WORK. ALIGNMENT ANGLES FOR THE PAPI SYSTEM WILL BE INSPECTED BY THE FAA PRIOR TO THE RECONNECTION OF POWER. CARRY OUT ALL COORDINATION WITH THE FAA TO SCHEDULE AND ALLOW FAA FLIGHT CHECK.

LEGEND:

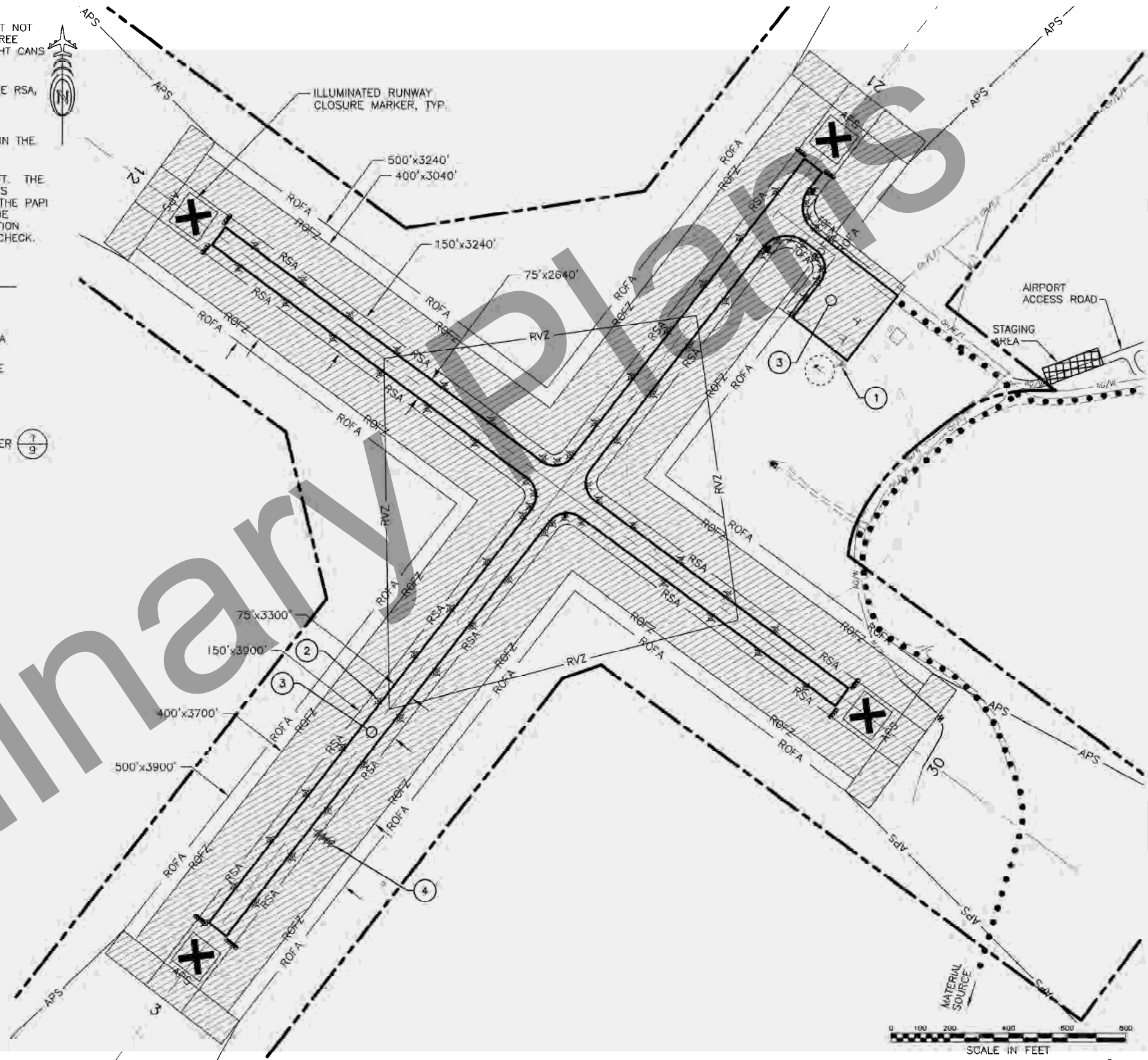
- HAUL ROUTE (TWO WAY)
- ▨ POTENTIAL CONTRACTOR STAGING AREA
- ▨ CONSTRUCTION AREA (NIGHT CLOSURE TO AIRFIELD OPERATIONS)
- - - HAZARD BARRIER MARKERS
- ⊗ ILLUMINATED RUNWAY CLOSURE MARKER

PHASE 2 CONSTRUCTION TASKS: ①

THE FOLLOWING LIST IS A GENERAL DESCRIPTION OF WORK TO BE COMPLETED IN THIS PHASE. IT IS NOT INTENDED AS A COMPREHENSIVE LIST OF ALL TASKS, OR RELATED WORK THAT WILL BE REQUIRED. THE LIST BELOW DOES NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY TO COORDINATE AND SCHEDULE THE WORK WITH AFFECTED INDIVIDUALS OR GROUPS, PRIOR TO BEGINNING WORK. INCLUDE ANY ADDITIONAL OR RELATED WORK AND GENERAL TASKS IN THE WORK SCHEDULE REQUIRED UNDER SECTION 80 AND SECTION G-300.

- ① INSTALL NEW EEBI
- ② REPLACE THE AIRFIELD RW 3-21 & TAXIWAY LIGHTING SYSTEM
- ③ RESURFACE RW 3-21, APRON, & TAXIWAY
- ④ RELOCATE PAPI SYSTEM AS SHOWN ON THE CIVIL AND ELECTRICAL PLANS (SEE NOTE 12)

TASKS LISTED MAY REQUIRE CONCURRENT WORK. ALL WORK MUST BE ACCOMPLISHED ACCORDING TO THE LIMITATIONS IN THE CONSTRUCTION SAFETY AND PHASING PLAN, APPLICABLE SPECIAL PROVISIONS, ENVIRONMENTAL COMMITMENTS, AND PERMIT CONDITIONS.



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DESIGN CWW
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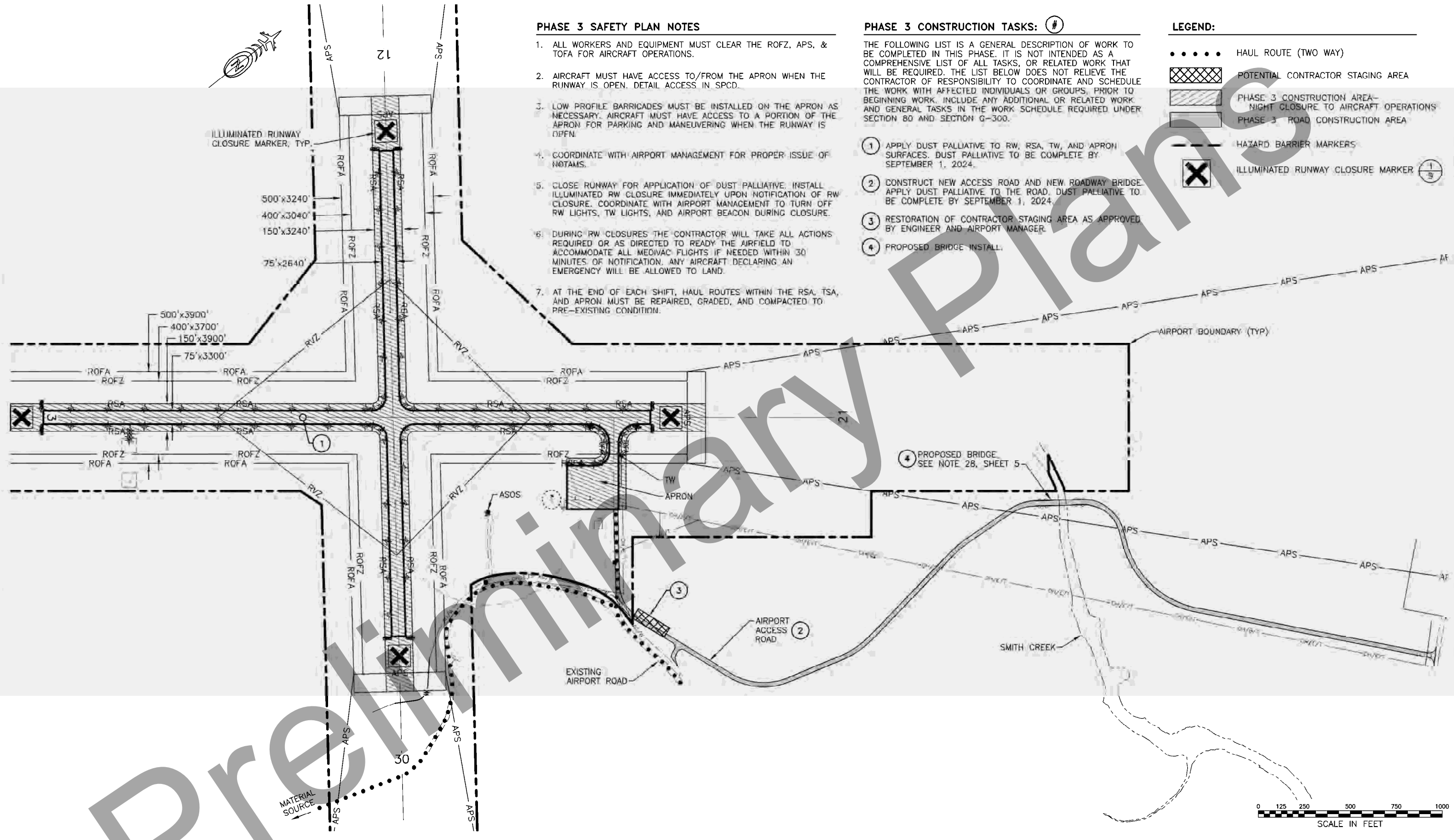
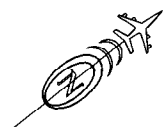
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 PHASE 2

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PHASE 3 SAFETY PLAN NOTES

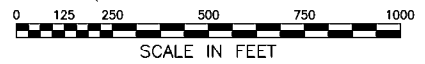
1. ALL WORKERS AND EQUIPMENT MUST CLEAR THE ROFZ, APS, & TOFA FOR AIRCRAFT OPERATIONS.
2. AIRCRAFT MUST HAVE ACCESS TO/FROM THE APRON WHEN THE RUNWAY IS OPEN. DETAIL ACCESS IN SPCD.
3. LOW PROFILE BARRICADES MUST BE INSTALLED ON THE APRON AS NECESSARY. AIRCRAFT MUST HAVE ACCESS TO A PORTION OF THE APRON FOR PARKING AND MANEUVERING WHEN THE RUNWAY IS OPEN.
4. COORDINATE WITH AIRPORT MANAGEMENT FOR PROPER ISSUE OF NOTAMS.
5. CLOSE RUNWAY FOR APPLICATION OF DUST PALLIATIVE. INSTALL ILLUMINATED RW CLOSURE IMMEDIATELY UPON NOTIFICATION OF RW CLOSURE. COORDINATE WITH AIRPORT MANAGEMENT TO TURN OFF RW LIGHTS, TW LIGHTS, AND AIRPORT BEACON DURING CLOSURE.
6. DURING RW CLOSURES THE CONTRACTOR WILL TAKE ALL ACTIONS REQUIRED OR AS DIRECTED TO READY THE AIRFIELD TO ACCOMMODATE ALL MEDIVAC FLIGHTS IF NEEDED WITHIN 30 MINUTES OF NOTIFICATION. ANY AIRCRAFT DECLARING AN EMERGENCY WILL BE ALLOWED TO LAND.
7. AT THE END OF EACH SHIFT, HAUL ROUTES WITHIN THE RSA, TSA, AND APRON MUST BE REPAIRED, GRADED, AND COMPACTED TO PRE-EXISTING CONDITION.

PHASE 3 CONSTRUCTION TASKS: #

- 1 APPLY DUST PALLIATIVE TO RW, RSA, TW, AND APRON SURFACES. DUST PALLIATIVE TO BE COMPLETE BY SEPTEMBER 1, 2024.
- 2 CONSTRUCT NEW ACCESS ROAD AND NEW ROADWAY BRIDGE. APPLY DUST PALLIATIVE TO THE ROAD. DUST PALLIATIVE TO BE COMPLETE BY SEPTEMBER 1, 2024.
- 3 RESTORATION OF CONTRACTOR STAGING AREA AS APPROVED BY ENGINEER AND AIRPORT MANAGER.
- 4 PROPOSED BRIDGE INSTALL.

LEGEND:

- HAUL ROUTE (TWO WAY)
- [Cross-hatched box] POTENTIAL CONTRACTOR STAGING AREA
- [Diagonal lines box] PHASE 3 CONSTRUCTION AREA- NIGHT CLOSURE TO AIRCRAFT OPERATIONS
- [Solid grey box] PHASE 3 ROAD CONSTRUCTION AREA
- - - - HAZARD BARRIER MARKERS
- [X in circle] ILLUMINATED RUNWAY CLOSURE MARKER



DESIGN CWW
 DRAWN JLD
 CHECKED RPK

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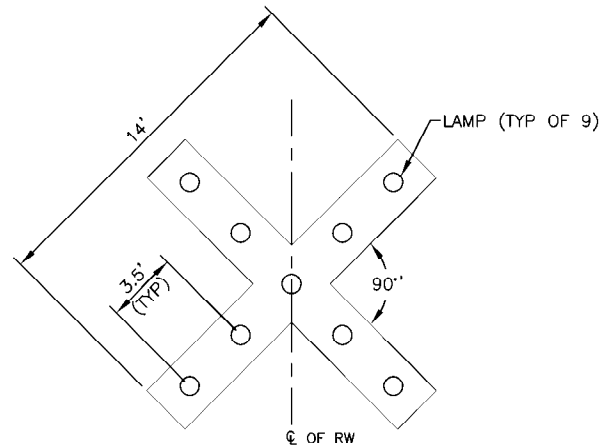
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DEERING AIRPORT
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 CONSTRUCTION SAFETY AND PHASING PLAN
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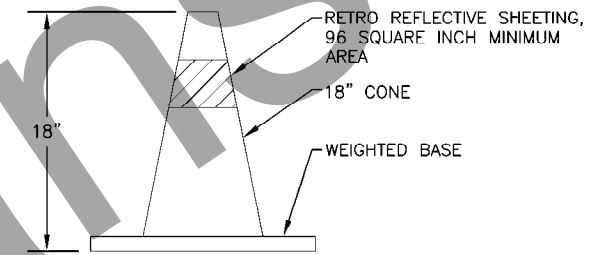
- PLACE ILLUMINATED RW CLOSURE MARKERS AT EACH END OF THE CLOSED RW. ALIGN MARKERS ON THE CENTERLINE OF THE RSA OR AS DIRECTED BY THE ENGINEER.
- KEY FEATURES OF THE ILLUMINATED RW CLOSURE MARKER INCLUDE THE FOLLOWING:
 - PORTABLE AND CAPABLE OF BEING TOWED.
 - ENERGIZED BY A PORTABLE POWER SUPPLY CAPABLE OF A MINIMUM OF 24 HOURS CONTINUOUS OPERATION.
 - SIMULTANEOUSLY FLASH ALL LIGHT SOURCES AT 2.5 SECONDS ON, 2.5 SECONDS OFF.
 - CAPABLE OF SWITCHING BETWEEN DAY (70,000 CANDELA) AND NIGHT (2,000 CANDELA) INTENSITIES.
 - ALLOWING TILTING TO AN OPTIMUM ANGLE OF 5 DEGREES FROM VERTICAL.
 - REFER TO AC 150/5345-55 FOR ADDITIONAL REQUIREMENTS.



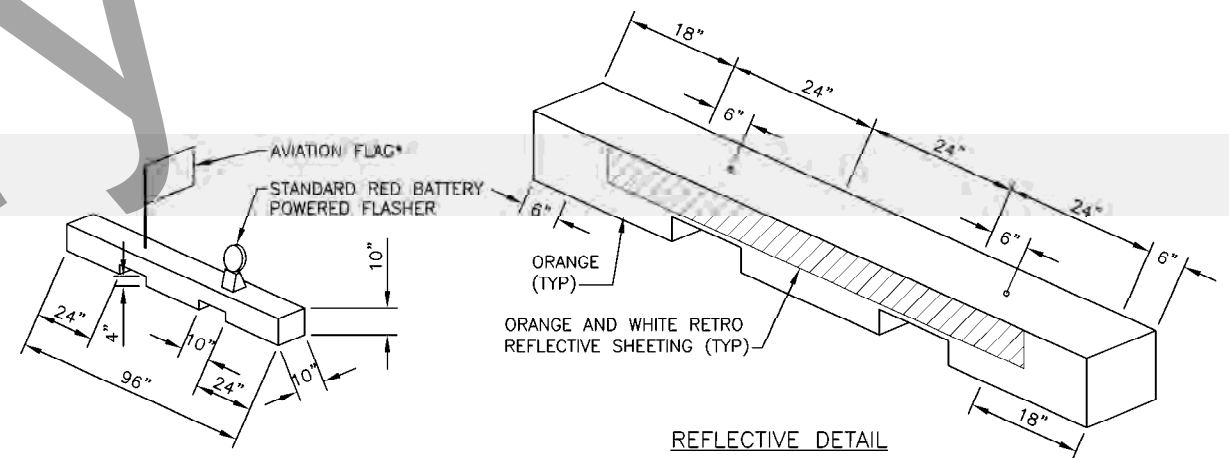
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9 ILLUMINATED RW CLOSURE MARKER
SCALE: NTS

NOTES:

- TEMPORARY RW EDGE MARKERS MUST HAVE WHITE RETRO REFLECTIVE SHEETING.
- TEMPORARY SAFETY AREA MARKERS MUST HAVE AN ORANGE RETRO REFLECTIVE SHEETING.
- TEMPORARY THRESHOLD MARKERS MUST HAVE RED AND GREEN RETRO REFLECTIVE SHEETING. THE GREEN SIDE OF THE SHEETING MUST FACE THE APPROACH OF THE RUNWAY, AND THE RED SIDE OF THE SHEETING MUST FACE THE RUNWAY.
- TEMPORARY TW EDGE MARKERS MUST HAVE BLUE RETRO REFLECTIVE SHEETING.
- TEMPORARY MARKERS ARE PAID UNDER ITEM P-660 AS THE PERMANENT MARKER CONES INSTALLED ON THE NEW LIGHT FIXTURES. CONES DAMAGED DURING TEMPORARY USE MUST BE REPLACED PRIOR TO PERMANENT INSTALLATION.
- ALL TEMPORARY MARKERS MUST BE TETHERED TO PREVENT FOREIGN OBJECT DEBRIS (FOD). INSTALLATION OF THE CONE ON A PERMANENT LIGHTING FIXTURE WILL MEET TETHERING REQUIREMENTS.



2
9 TEMPORARY EDGE MARKERS
SCALE: NTS

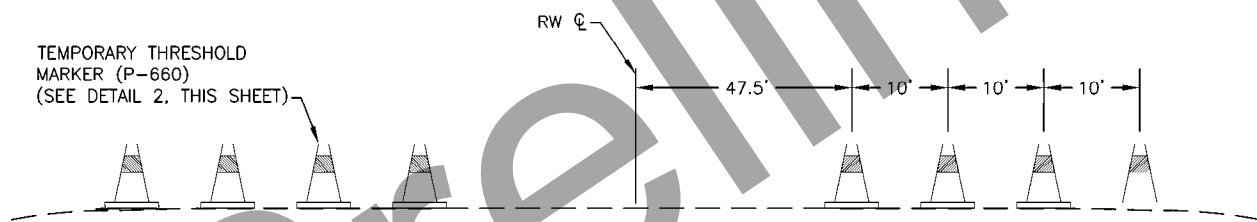


PREPARATION OF FLAG & FLASHER MOUNT DETAIL
* FLAGS MUST ALTERNATE COLOR (ORANGE/WHITE) ON EACH BARRIER AS THEY ARE PLACED IN THE AIRPORT OPERATIONS AREA, IN SEQUENCE.

NOTES:

- PLACE BARRIERS TO LIMIT ACCESS TO THE CLOSED AREAS. USE LOW STYLE PLASTIC BARRIERS (LESS THAN 12 INCHES HIGH) WHEN ADJACENT TO AN ACTIVE MOVEMENT AREA.
- HAZARD MARKER BARRIERS ARE NOT TO BE PLACED WITHIN THE RSA OF AN ACTIVE RW. CONSIDER PROPELLER WASH WHEN PLACING BARRIERS.
- SEE CSPP SECTION 16 FOR SPACING REQUIREMENTS.
- THE DETAIL SHOWN IS CONCEPTUAL. THE CONTRACTOR MAY SUBMIT ALTERNATE COMMERCIAL PRODUCTS SPECIFICALLY DESIGNED FOR USE ON AIRPORTS.

4
9 HAZARD BARRIER MARKER
SCALE: NTS



3
9 TEMPORARY RUNWAY THRESHOLD MARKER DETAIL
SCALE: NTS

DESIGN CWW

DRAWN JLD

CHECKED RPK

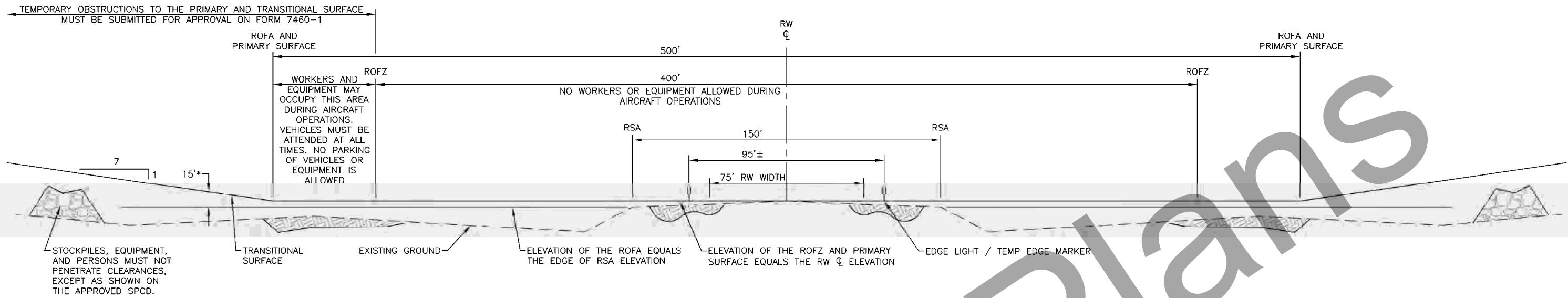
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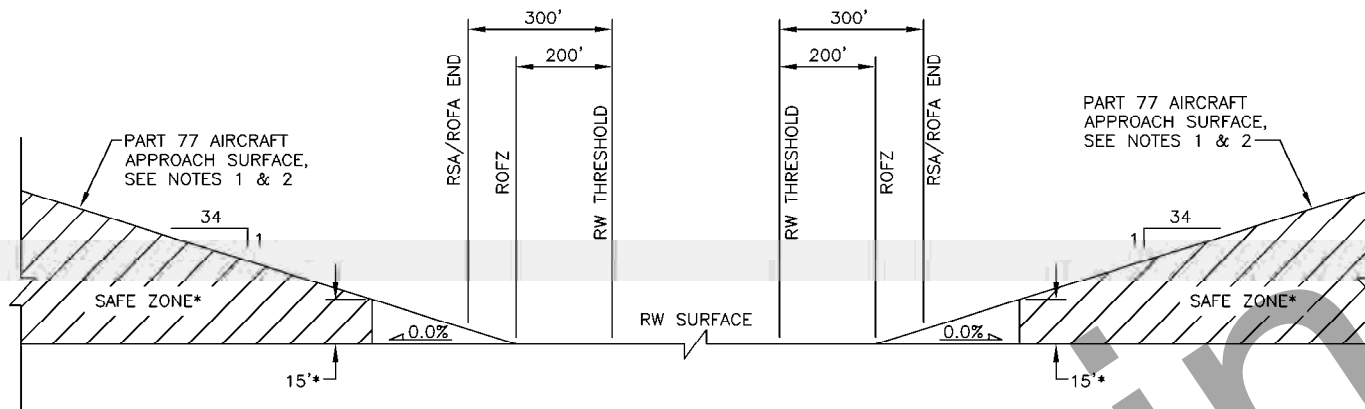
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10 VERTICAL RELATION OF THE RSA, ROFZ, AND ROFA
SCALE: NTS

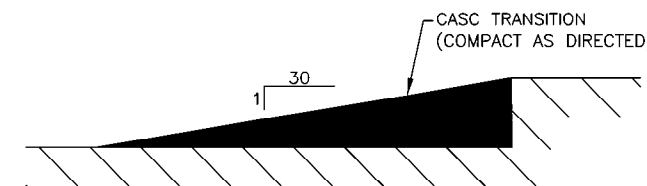


* VEHICLES TALLER THAN 15 FEET (INCLUDING ALL PARTS OF THE EQUIPMENT, E.G. AN EXCAVATOR) MUST REMAIN FARTHER AWAY FROM THE RUNWAY THRESHOLD. WHEN THIS IS THE CASE, NOTIFY AND COORDINATE SAFE ZONE LIMITS WITH THE ENGINEER. THE APPROACH SURFACE IS BASED ON THE THRESHOLD ELEVATION. THE ALLOWABLE VEHICLE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

NOTES:

1. TEMPORARY OBSTRUCTIONS TO THE APPROACH SURFACE MUST BE SUBMITTED FOR APPROVAL ON FORM 7460-1.
2. RW 12-30 APPROACH SURFACES RISE VERTICALLY AT A 20:1 SLOPE.

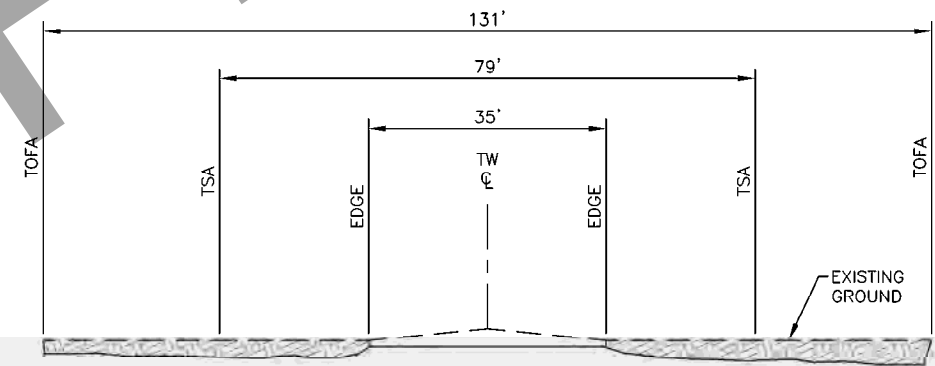
2
10 SAFE ZONES ADJACENT TO RUNWAY ENDS
SCALE: NTS



NOTES:

1. TRANSITIONS WILL BE SMOOTH AND FREE OF RUTS AND APPROVED BY THE ENGINEER PRIOR TO OPENING FOR AIRCRAFT OPERATIONS.

3
10 GRAVEL TRANSITION DETAIL
SCALE: NTS



NOTE:

1. AS SHOWN AAC-ADG = A/B-II

4
10 SAFETY ZONES ADJACENT TO TAXIWAYS
SCALE: NTS

DESIGN CWW

DRAWN JLD

CHECKED RPK

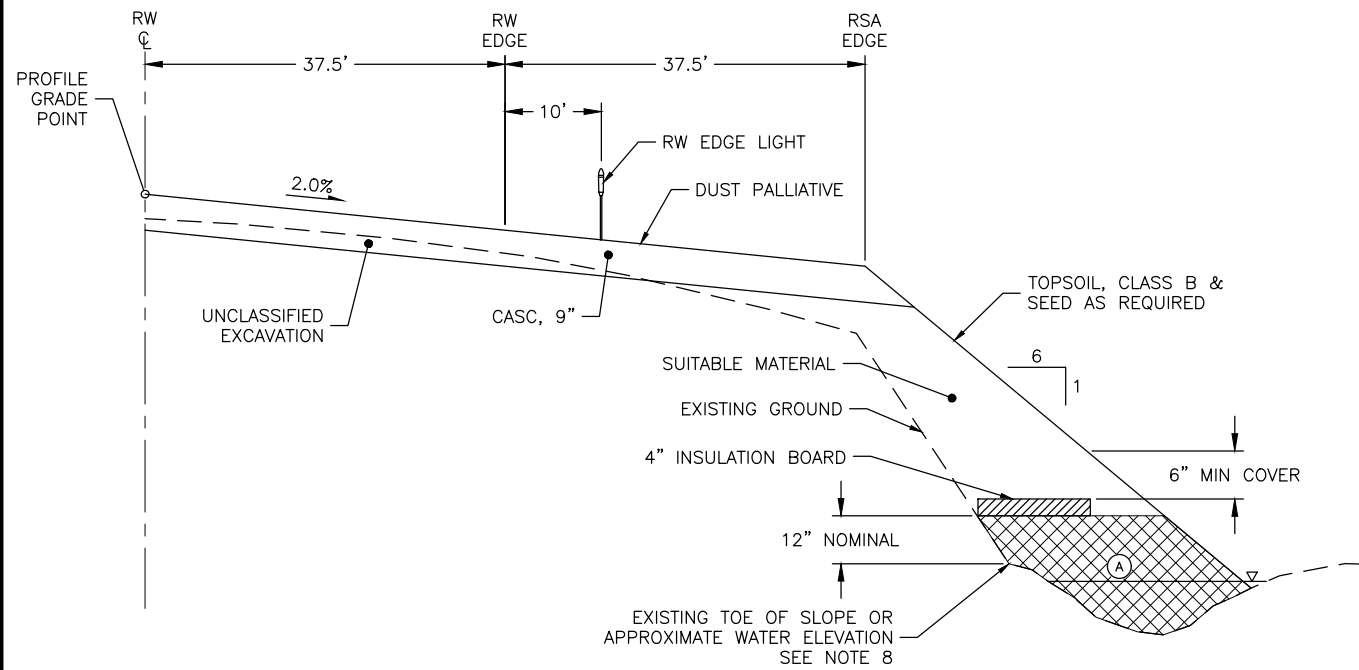
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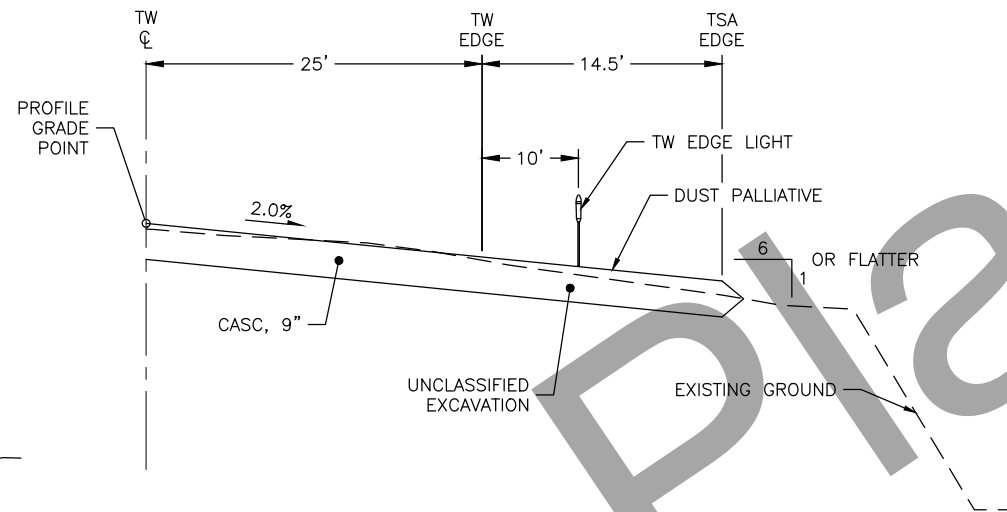
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CONSTRUCTION SAFETY AND PHASING PLAN
DETAILS

SHEET
10
OF
65

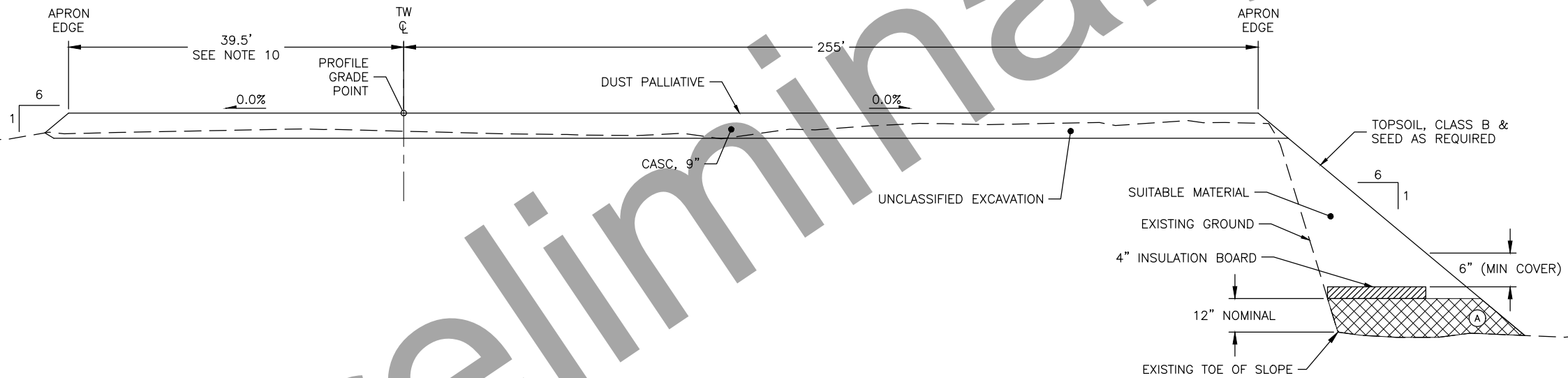


1 RW/RSA TYPICAL SECTION
11 SCALE: NTS
RW 3-21 STA: 113+00.00 TO 152+00.28
RW 12-30 STA: 810+00.00 TO 842+50.07

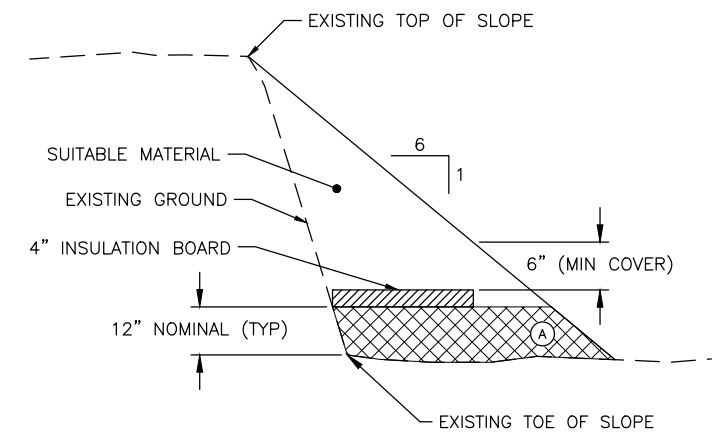


2 TW/TSA TYPICAL SECTION
11 SCALE: NTS
STA: 325+37.50 TO 327+47.65

- NOTES:**
1. TYPICAL SECTIONS 1 AND 2 SHOW HALF SECTIONS MIRRORED ABOUT THE CENTERLINE. CONSTRUCT SURFACE COURSE FULL WIDTH AND CONSTRUCT EMBANKMENT SLOPE REPAIR ALONG BOTH SIDES OF RUNWAYS AND RUNWAY ENDS.
 2. SEE PLAN AND PROFILE OR GRADING SHEETS FOR ADDITIONAL LAYOUT INFORMATION.
 3. APPLY DUST PALLIATIVE TO ALL NEW CASC SURFACES.
 4. APPLY TOPSOIL, CLASS B, AND SEED TO ALL AREAS REQUIRING STABILIZATION AS DIRECTED BY THE ENGINEER. APPLY SEED WITHOUT TOPSOIL AS A STABILIZATION MEASURE ONLY AS DIRECTED.
 5. PREPARE UNDERLYING COURSE AS SPECIFIED IN SECTION P-299-3.2 PRIOR TO PLACING CASC.
 6. INITIAL FILL MATERIAL BELOW THE INSULATION MUST BE PLACED AND COMPACTED PRIOR TO FREEZE-UP AND KEPT SNOW FREE DURING WINTER. SEE AREA (A).
 7. INSULATION TO BE INSTALLED PRIOR TO THAW, WHILE SOILS ARE FULLY FROZEN.
 8. WATER ACCUMULATES AT EXISTING TOE OF SLOPE IN MANY LOCATIONS ALONG BOTH RUNWAYS. REMOVE OR REDUCE WATER LEVEL AHEAD OF PLACING FILL TO AID COMPACTION AND ACQUIRE A STABLE EMBANKMENT. OBTAIN ANY REQUIRED PERMITS AS SPECIFIED UNDER GCP 70-02.
 9. CONTINUE EMBANKMENT REPAIR IN AREAS NOT DEFINED BY TYPICAL SECTION AS DETERMINED BY THE ENGINEER.
 10. LEFT APRON WIDTH VARIES AT STATION 328+55, SEE PLAN VIEW FOR LAYOUT.



3 APRON TYPICAL SECTION
11 SCALE: NTS
STA: 327+47.65 TO 329+99.00



4 EMBANKMENT SLOPE REPAIR DETAIL
11 NTS

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CHECKED RPK

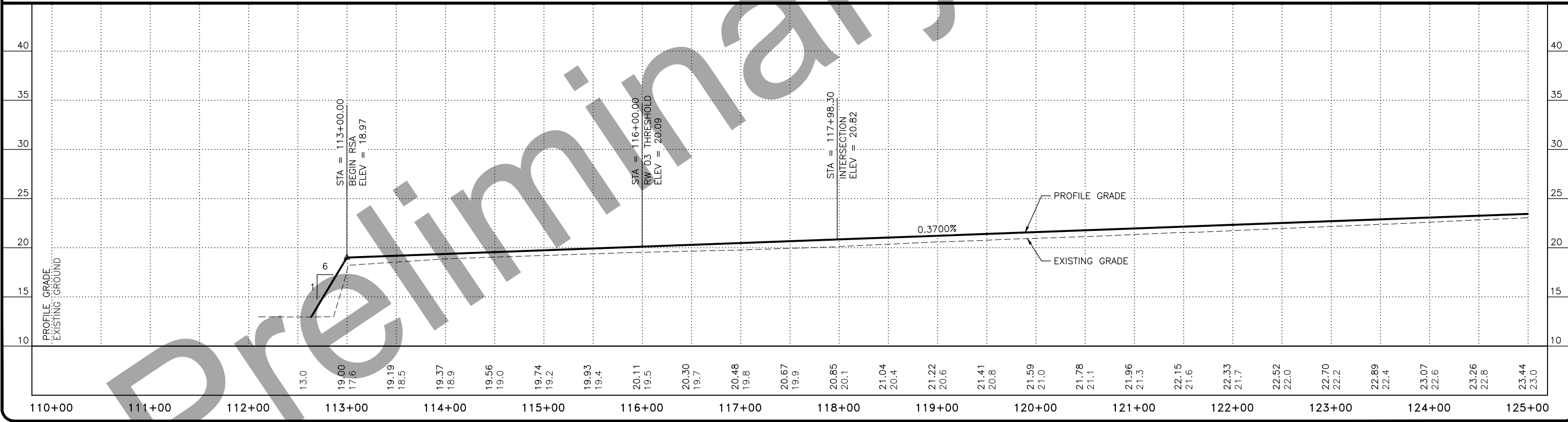
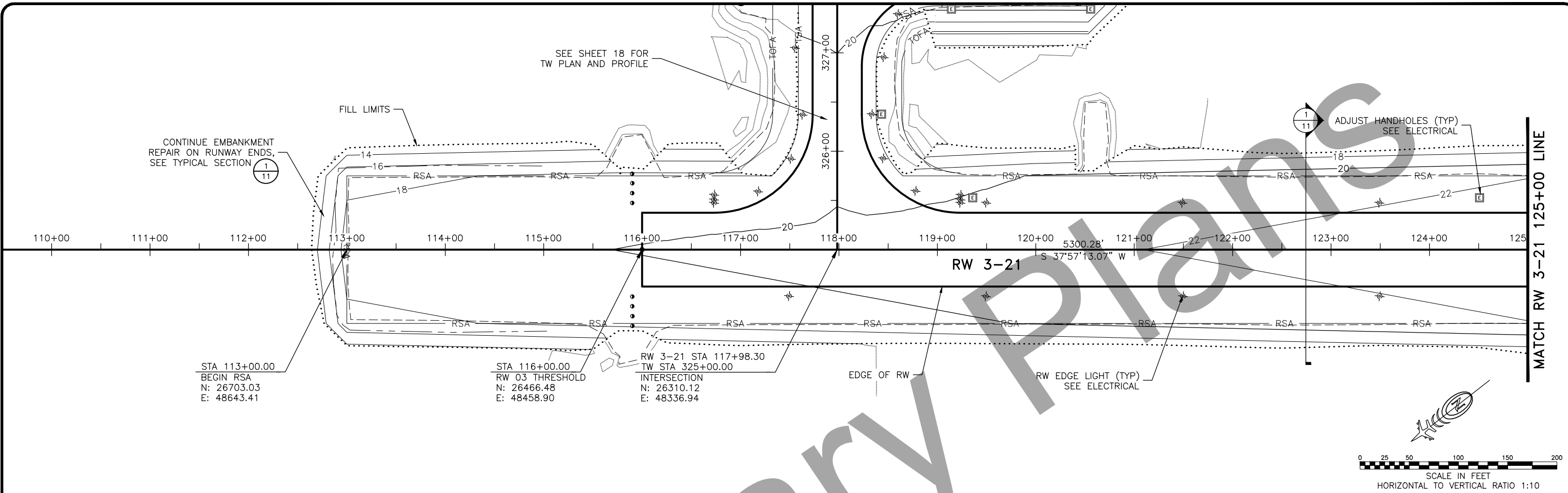
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AIRFIELD TYPICAL SECTIONS

SHEET
11
OF
65

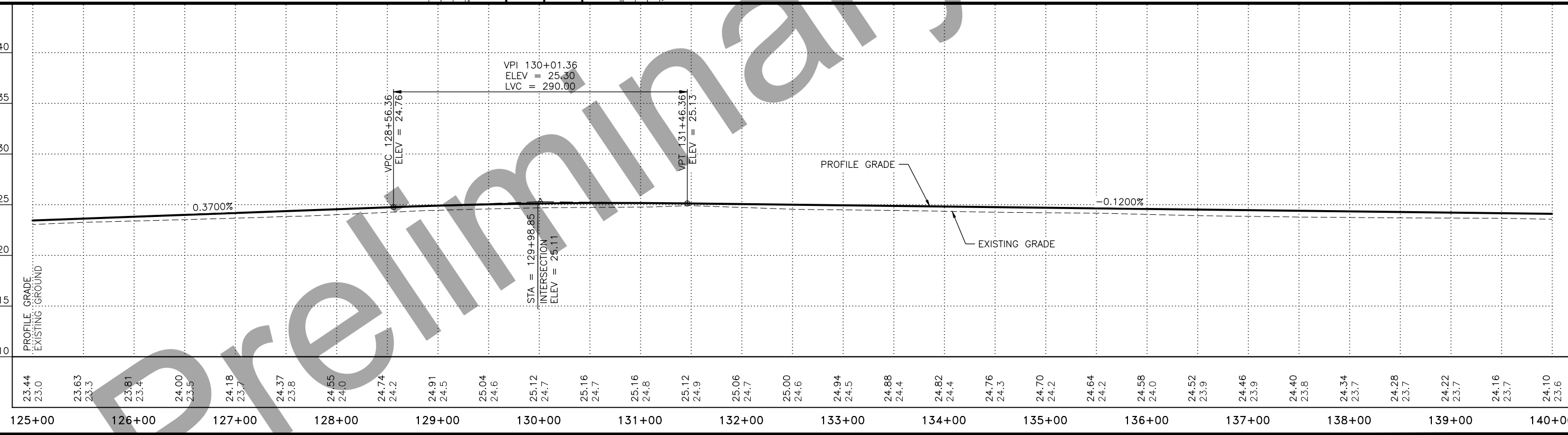
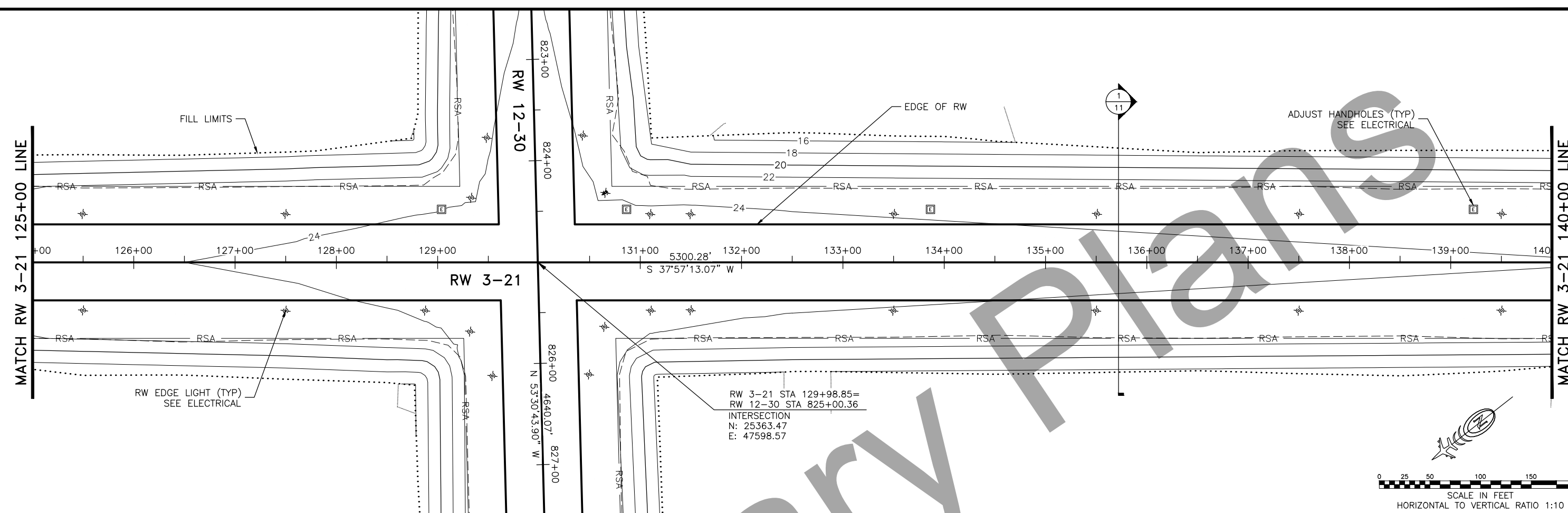


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 AIP 3-02-0400-XX-202X/NFAPT00249
 RW 3-21 PLAN AND PROFILE 1 OF 3

SHEET
12
 OF
65

5/28/2021, 9:28 AM
 PLANS DEVELOPED BY: STANTEC CONSULTING SERVICES, INC. 725 EAST FIREWEED LANE, SUITE 200, ANCHORAGE, AK 99503-2245 907-276-4245 CERTIFICATE OF AUTHORIZATION #126386
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 CHECKED RPK

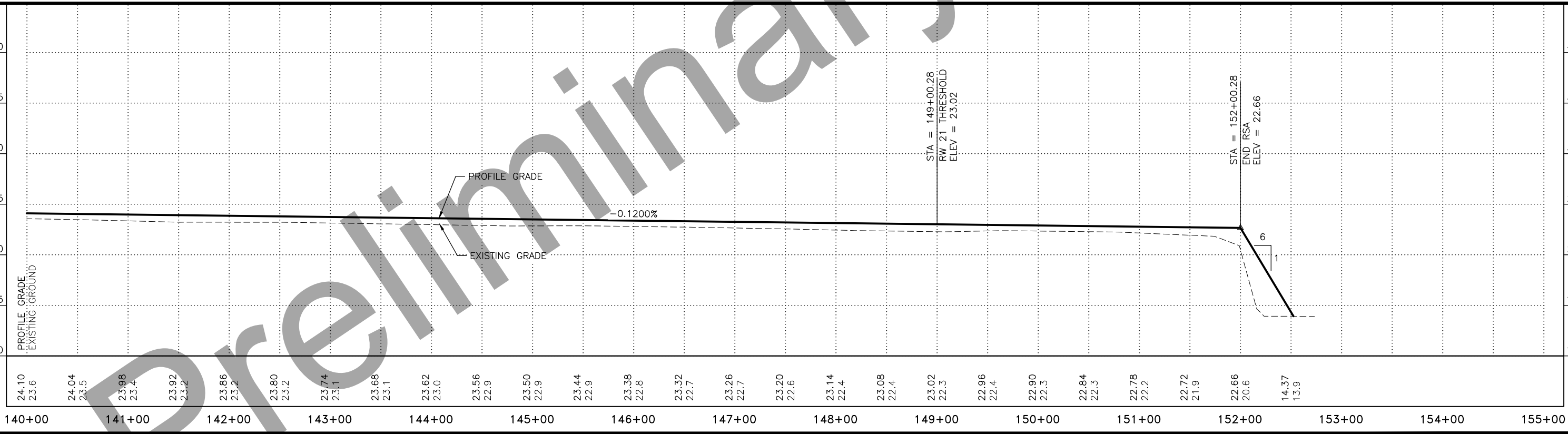
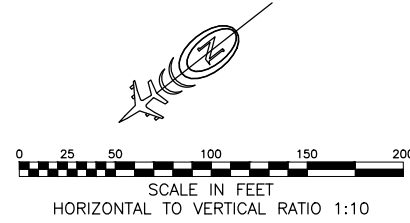
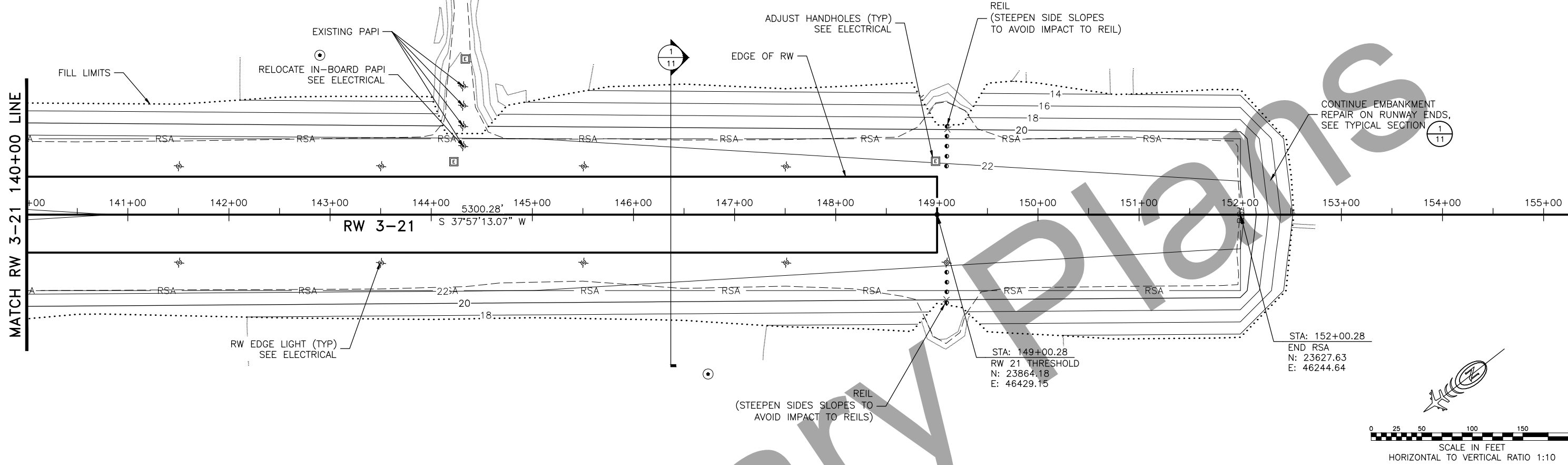
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 RW 3-21 PLAN AND PROFILE 2 OF 3

SHEET
 13
 OF
 65



DESIGN MLH
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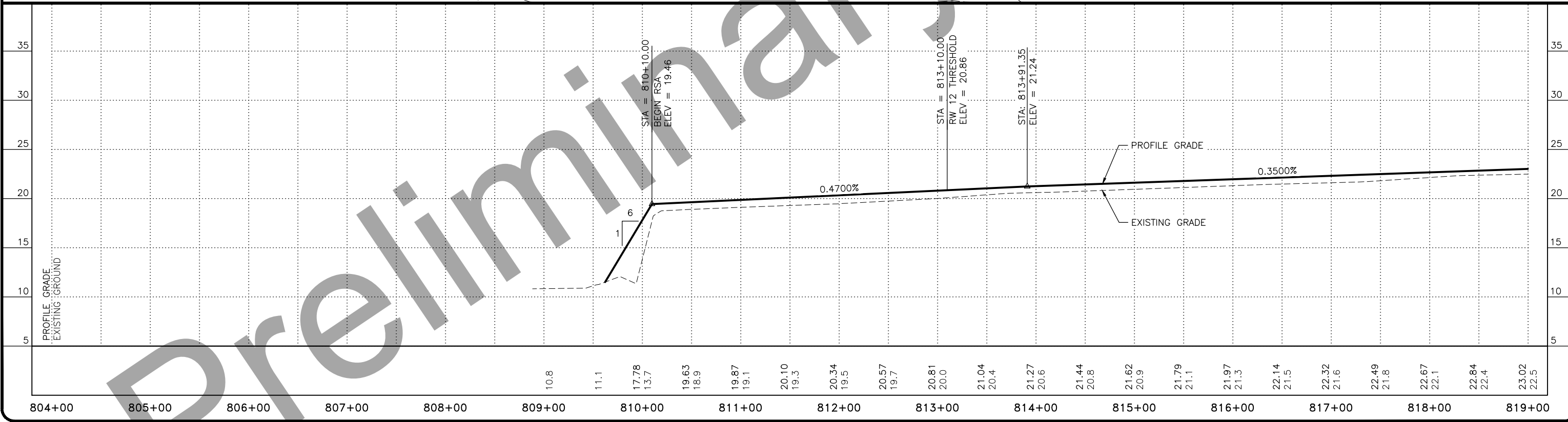
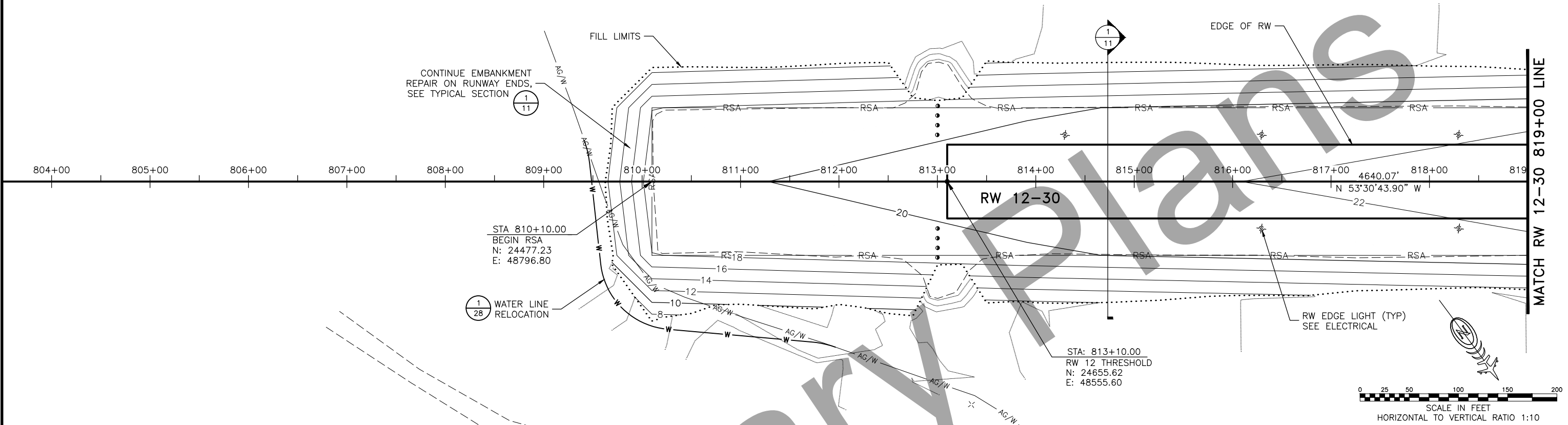
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 RW 3-21 PLAN AND PROFILE 3 OF 3

SHEET
 14
 OF
 65



DESIGN MLH
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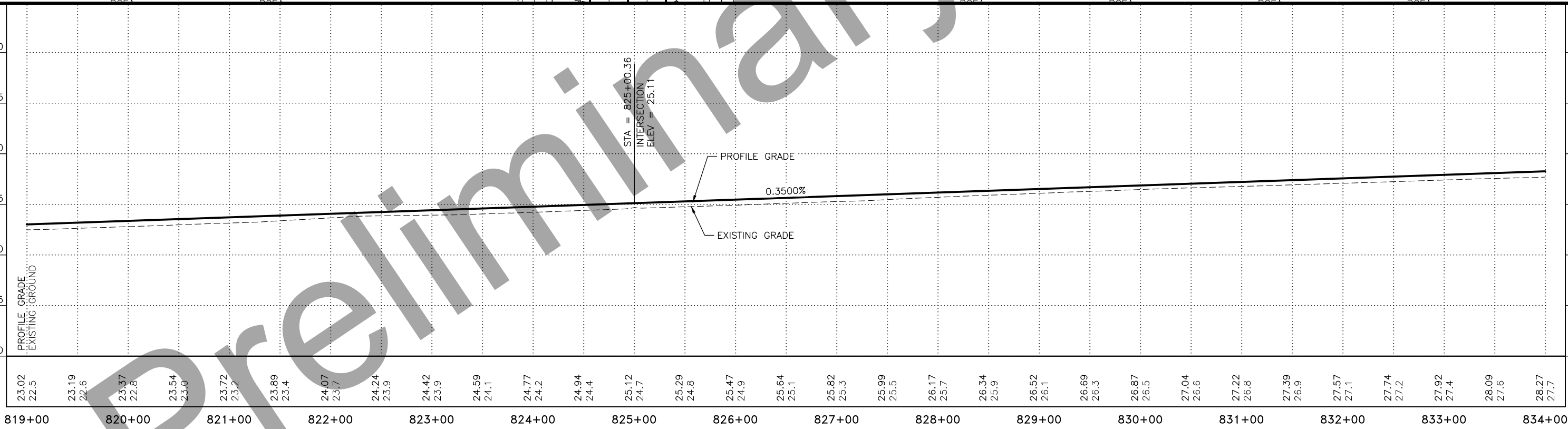
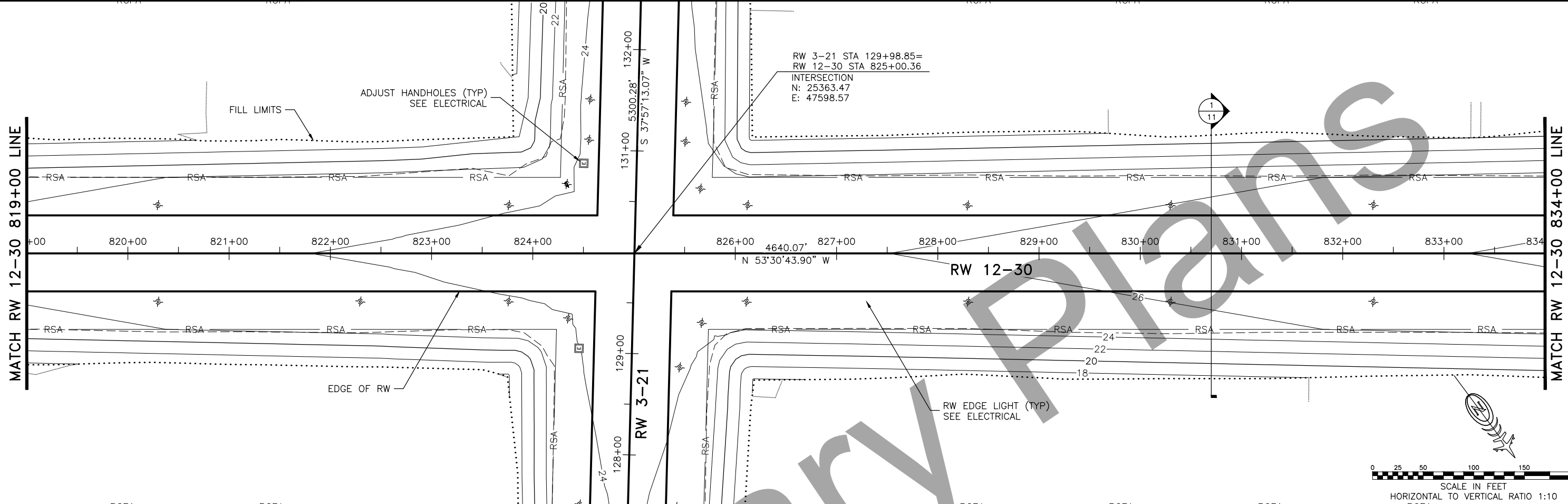
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 RW 12-30 PLAN AND PROFILE 1 OF 3

SHEET
 15
 OF
 65

MATCH RW 12-30 819+00 LINE

MATCH RW 12-30 834+00 LINE



DESIGN MLH
 DRAWN MLH
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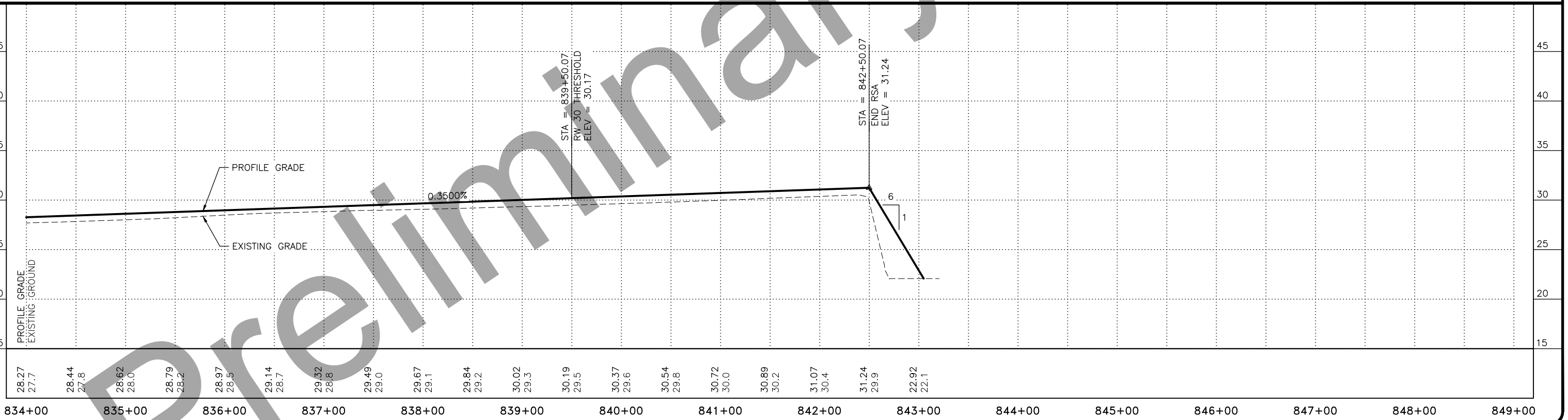
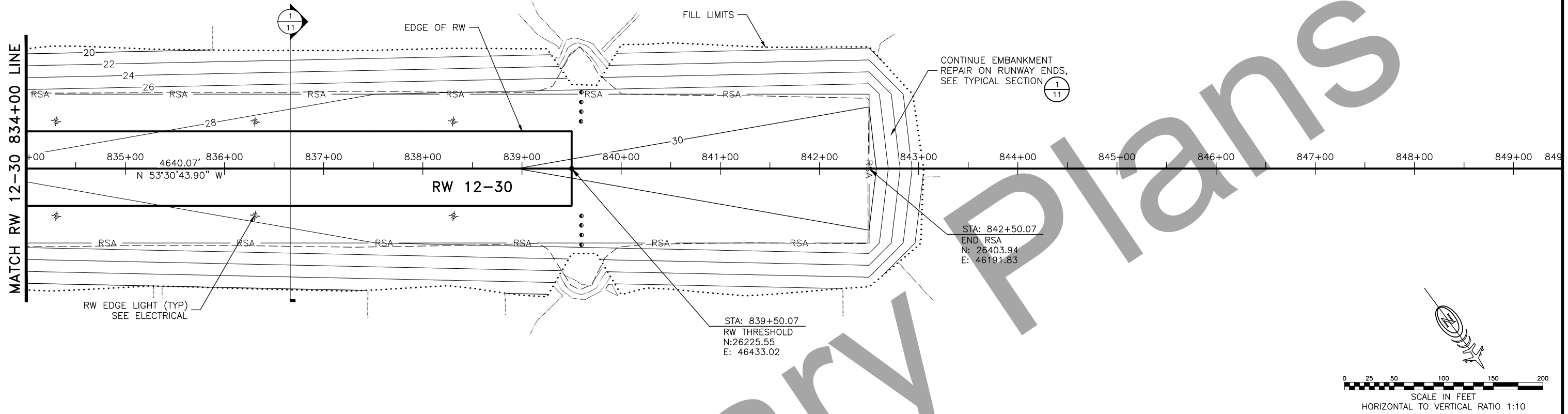
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 AIP 3-02-0400-XX-202X/NFAPT00249
 RW 12-30 PLAN AND PROFILE 2 OF 3

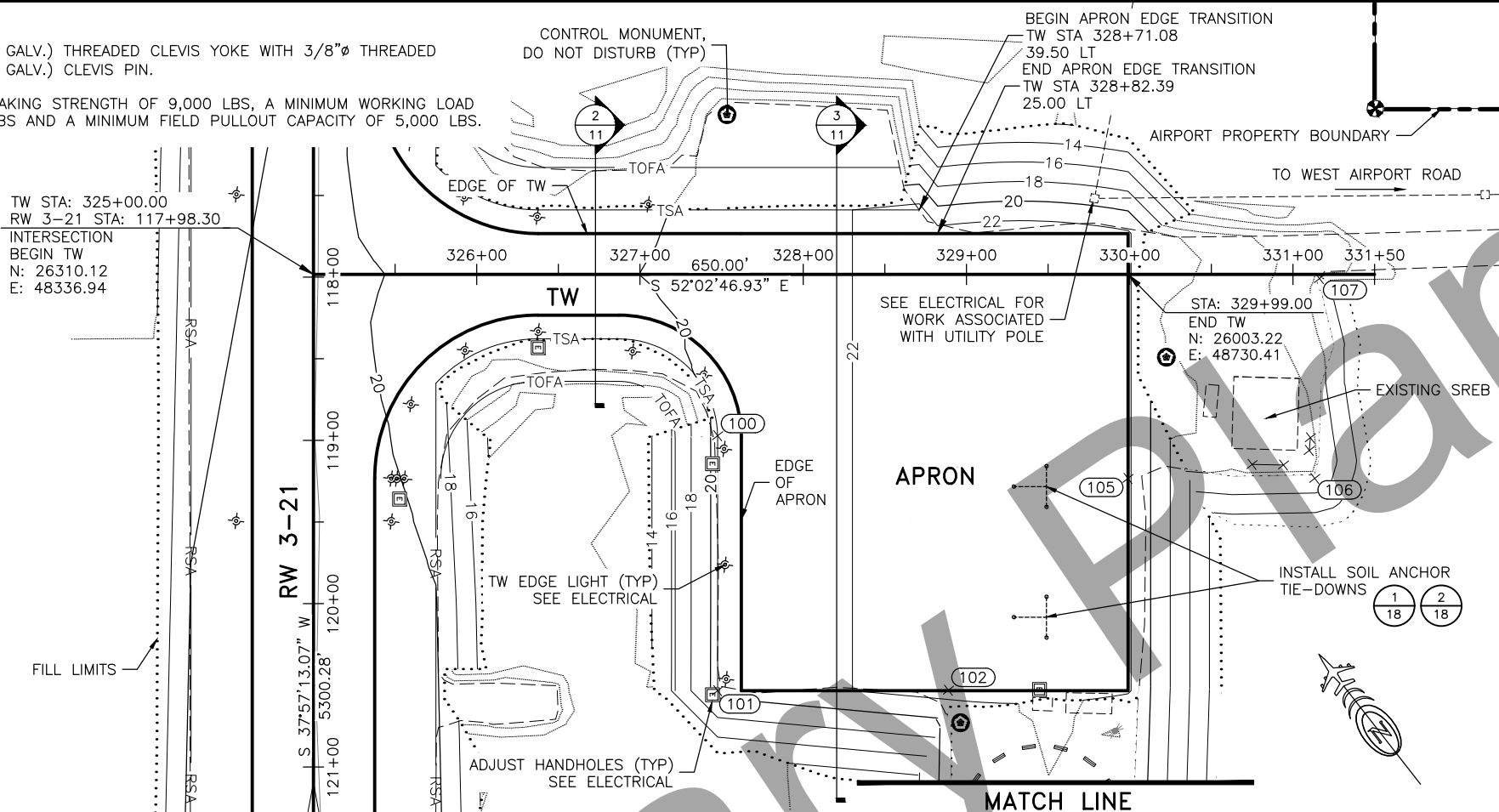
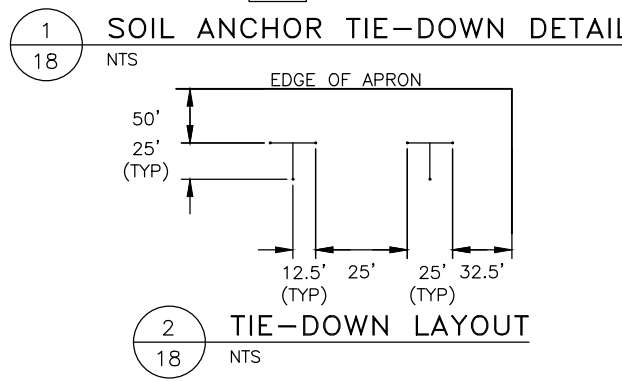
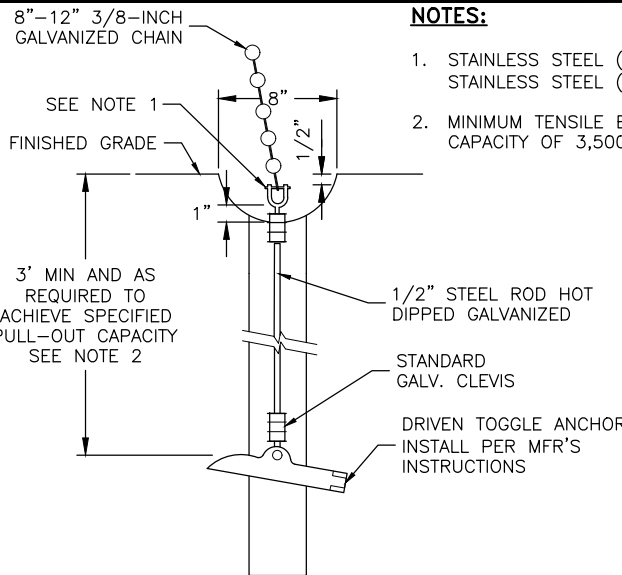
SHEET
 16
 OF
 65



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CHECKED RPK					

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 RW 12-30 PLAN AND PROFILE 3 OF 3

SHEET 17 OF 65

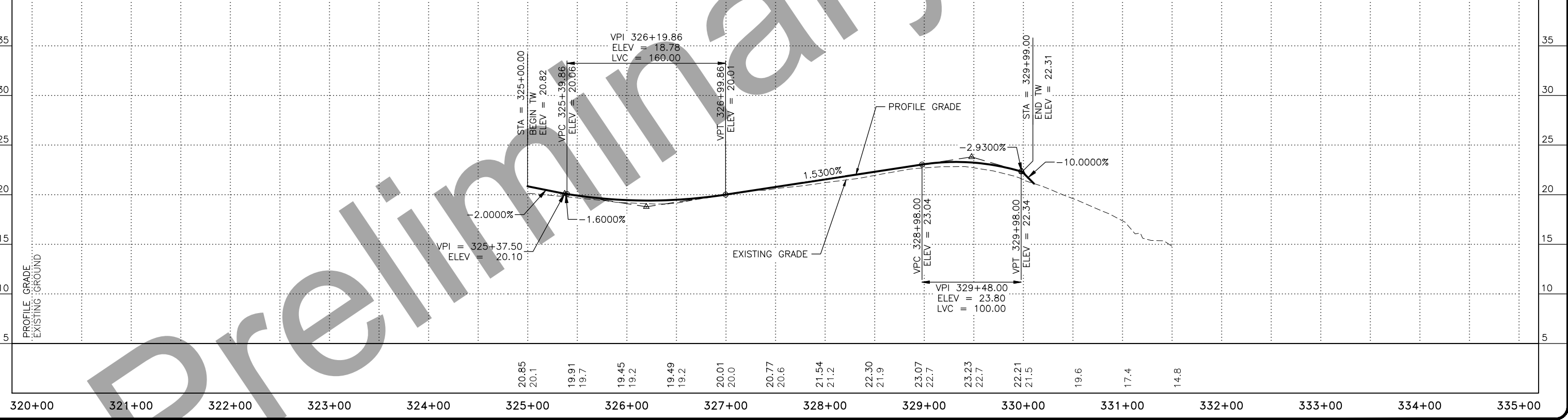
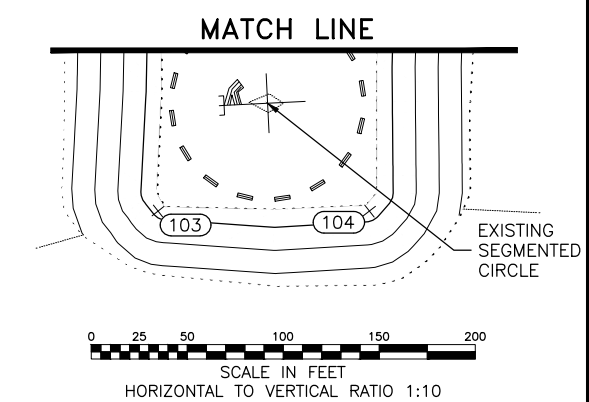


EMBAKMENT SLOPE REPAIR POINT TABLE

POINT NO.	STATION	OFFSET
100	327+48	99 RT
101	327+48	255 RT
102	328+89	255 RT
103	328+89	395 RT
104	329+99	395 RT
105	329+99	125 RT
106	331+13	125 RT
107	331+16	3 RT

POINT TABLE NOTES:

1. POINTS LISTED IN TABLE ARE THE TOP OF EMBAKMENT THAT REQUIRES EMBAKMENT SLOPE REPAIR. SEE DETAIL 4 ON SHEET 11.
2. POINT LOCATIONS ARE APPROXIMATE. DETERMINE ACTUAL LIMITS IN THE FIELD BY SLOPE STAKING OR AS DIRECTED BY THE ENGINEER.
3. PROVIDE SMOOTH TRANSITIONS TO MATCH EXISTING SLOPES WHERE REQUIRED.



DESIGN MLH
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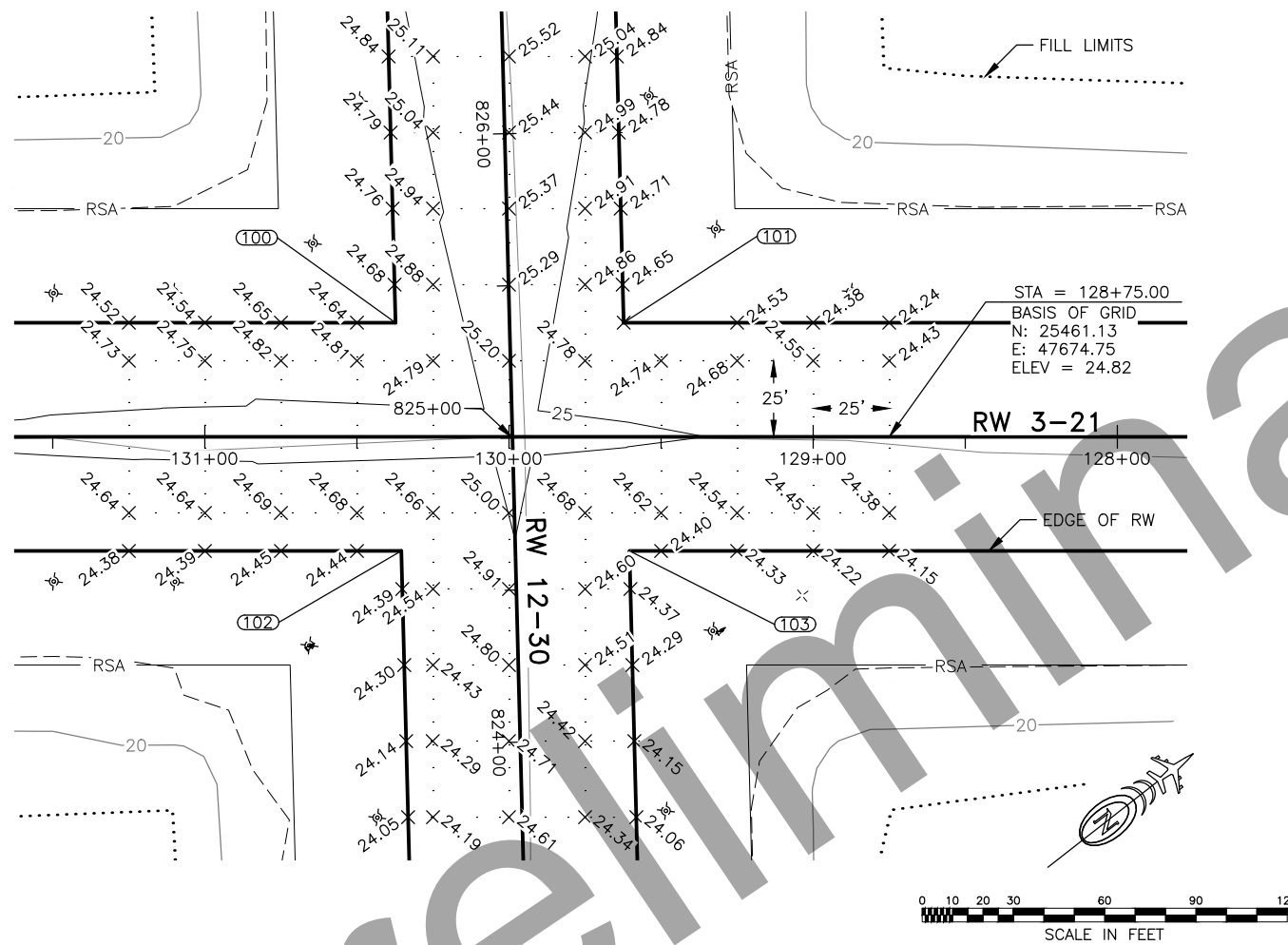
BY	DATE	REVISIONS

DEERING AIRPORT
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 TAXIWAY PLAN AND PROFILE

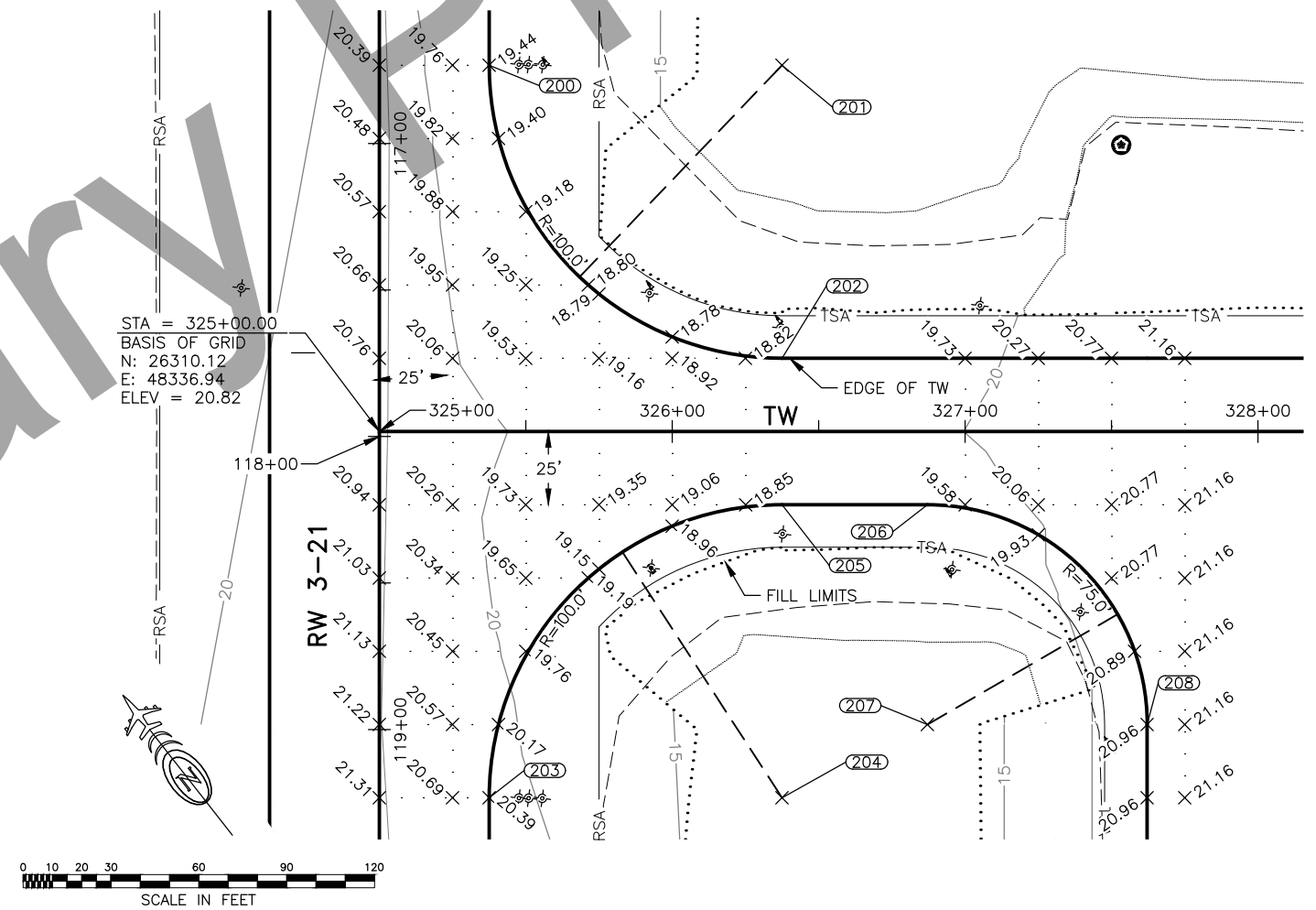
SHEET
 18
 OF
 65

RUNWAY EDGE			
POINT NO.	NORTHING	EASTING	DESCRIPTION
100	25356.20	47545.34	PI
101	25415.36	47591.49	PI
102	25311.59	47605.66	PI
103	25370.74	47651.80	PI

TAXIWAY EDGE			
POINT NO.	NORTHING	EASTING	DESCRIPTION
200	26385.62	48443.39	PC
201	26324.12	48522.24	RP
202	26245.27	48460.74	PT
203	26188.49	48289.63	PC
204	26126.99	48368.48	RP
205	26205.84	48429.99	PT
206	26175.31	48469.13	PC
207	26116.17	48423.01	RP
208	26070.04	48482.15	PT



1 RW-RW INTERSECTION GRADING
19



2 RW-TW & TW-APRON INTERSECTION GRADING
19

DESIGN MLH
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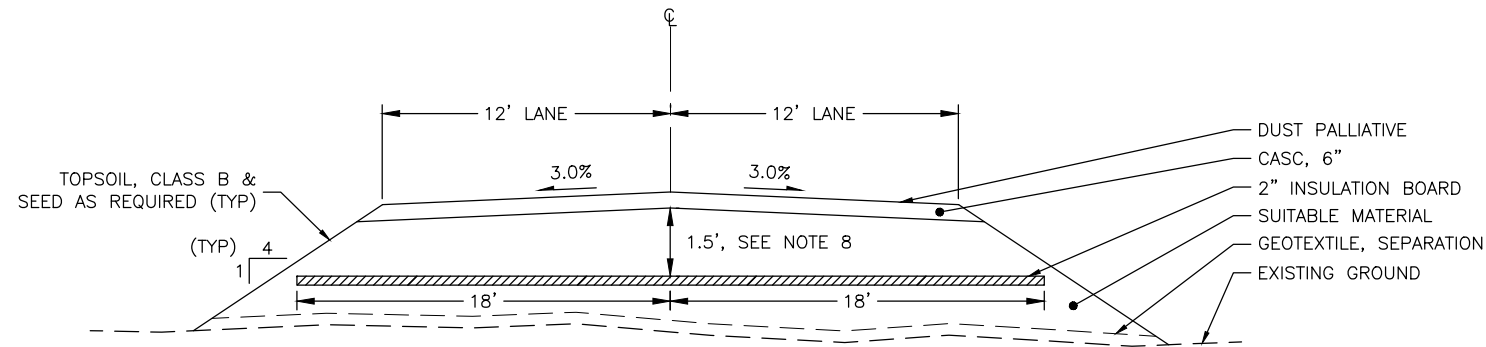
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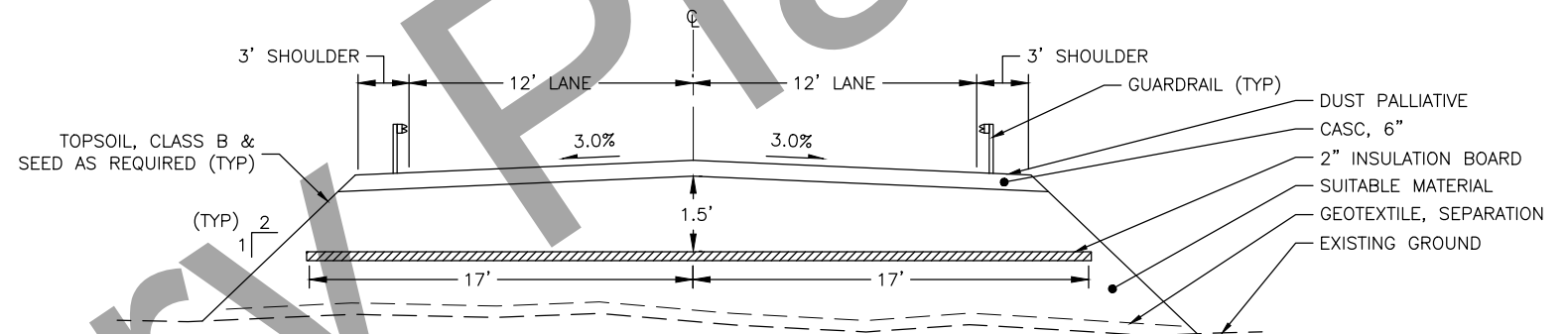
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 AIP 3-02-0400-XX-202X/NFAPT00249
 RUNWAY AND TAXIWAY
 INTERSECTION GRADING

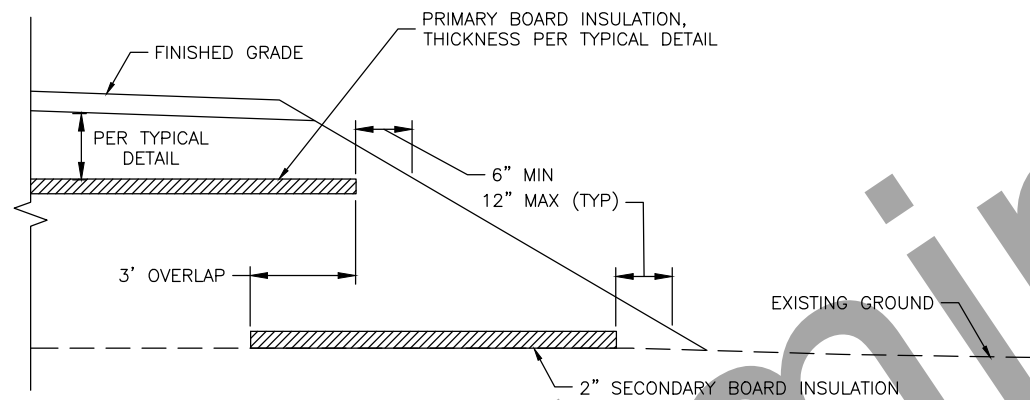
SHEET
 19
 OF
 65



1 TWO-LANE CROWN FILL SECTION
 SCALE: NTS
 STA 10+75.00 TO 36+57.40
 STA 43+69.94 TO 63+18.38
 STA 86+57.40 TO 87+36.91
 STA 92+29.43 TO 93+86.21
 INT 2 STA 201+00.00 TO 201+81.91



2 TWO-LANE CROWN SECTION WITH GUARDRAIL
 SCALE: NTS
 STA 88+36.91 TO 91+29.43



3 TYPICAL INSULATION DETAIL
 SCALE: NTS
 STA 87+00 TO 91+50
 SEE SHEET 24

NOTES:

1. MATCH EXISTING GROUND AT STATION 10+00. CONSTRUCT SMOOTH TRANSITION TO STATION 10+17, USING TOP WIDTH AND SURFACE SHOWN ON TYPICAL 1/20.
2. TRANSITION SHOULDER WIDTH BETWEEN TYPICAL 1/20 AND 3/20 OVER 100'. MAINTAIN 12' LANE WIDTH AND INSULATION BOARD ACROSS TRANSITION.
3. APPLY DUST PALLIATIVE TO ALL NEW CASC SURFACES AND AS DIRECTED BY ENGINEER.
4. APPLY TOPSOIL, CLASS B AND SEED TO ALL AREAS REQUIRING STABILIZATION AS DIRECTED BY THE ENGINEER. APPLY SEED WITHOUT TOPSOIL AS STABILIZATION MEASURE ONLY AS DIRECTED.
5. ALL UNSUITABLE MATERIAL MUST BE REMOVED AND DISPOSED AT CONTRACTOR FURNISHED DISPOSAL SITE.
6. UNCLASSIFIED EXCAVATION LIMITED TO EXISTING ROADWAY EMBANKMENT. DO NOT EXCAVATE BELOW EXISTING ROADWAY EMBANKMENT.
7. THE PROFILE GRADE POINT IS THE ELEVATION OF THE AGGREGATE SURFACE COURSE AT THE ALIGNMENT CENTERLINE.
8. NO INSULATION AT TRANSITION TO EXISTING ROADWAY EMBANKMENT. INSTALL INSULATION AS DIRECTED BY ENGINEER.

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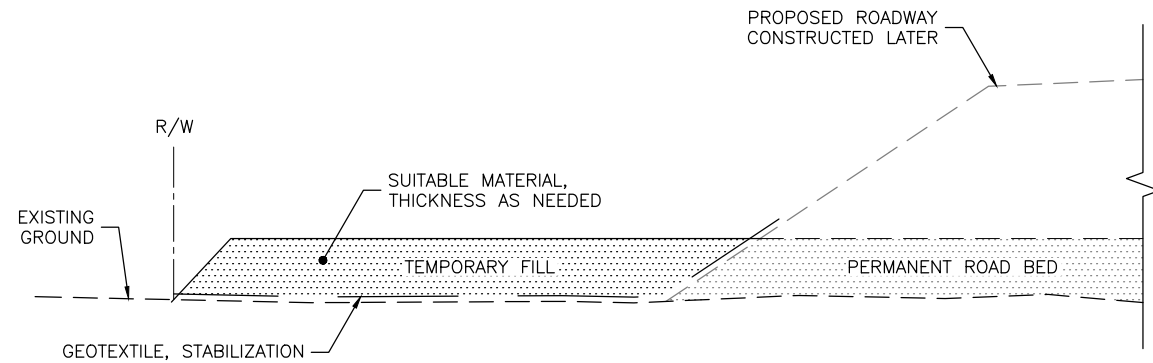
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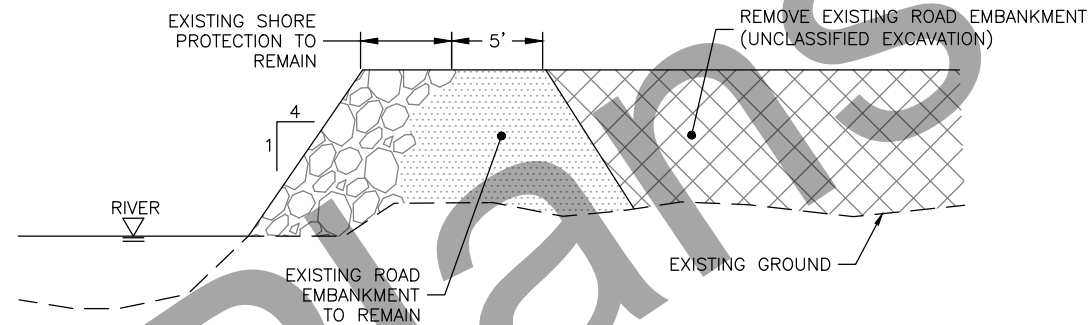
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 ROADWAY TYPICAL SECTIONS 1 OF 2

SHEET
 20
 OF
 65



1 TEMPORARY CONSTRUCTION PAD
 21 SCALE: NTS



2 EMBANKMENT EXCAVATION SECTION
 21 SCALE: NTS

EMBANKMENT EXCAVATION SECTION NOTE:

- EXISTING CULVERT TO REMAIN IF PART OF SHORE PROTECTION SYSTEM. HOWEVER, CULVERT MUST BE CUT BACK TO LIMITS OF REMAINING EMBANKMENT.

SUPERELEVATION SUMMARY

CURVE #	CURVE PI	RADIUS (FT)	BEGIN TRANSITION	TRANSITION LENGTH (FT)	CURVE PC	BEGIN FULL SUPERELEVATION	SUPERELEVATION RATE (%)	END FULL SUPERELEVATION	CURVE PT	TRANSITION LENGTH (FT)	END TRANSITION	REMARKS
1	11+24.11	210	N/A	N/A	10+06.64	N/A	N/A	N/A	12+20.85	N/A	N/A	NO SUPERELEVATION, HOLD NORMAL CROWN
2	19+99.81	350	17+35.71	106.39	18+20.82	18+42.10	3.2	21+30.44	21+51.72	106.39	22+36.83	
3	25+63.17	500	23+76.98	102.96	24+59.35	24+79.94	3.0	26+43.49	26+64.08	102.96	27+46.45	
4	33+44.90	500	32+11.51	102.96	32+93.88	33+14.47	3.0	33+74.98	33+95.57	102.96	34+77.94	
5	87+58.59	250	35+94.52	113.26	86+85.12	87+07.77	3.6	88+05.38	88+28.03	113.26	89+18.63	
6	92+55.86	210	90+37.32	116.69	90+89.83	91+54.01	3.8	93+57.76	93+70.80	65.21	44+06.70	SEE NOTE 4
7	47+38.20	500	44+06.70	51.48	44+26.15	44+58.18	3.0	49+63.51	49+84.10	102.96	50+66.47	

SUPERELEVATION NOTES:

- SUPERELEVATION ROTATION MUST BE PER STANDARD PLAN I-81.00, CASE 1, PAVEMENT ROTATED ABOUT THE CENTERLINE.
- BUILD SUPERELEVATION INTO SUBGRADE AND CARRY THROUGH SHOULDERS.
- CURVATURE DOES NOT CHANGE THE LOCATION OF THE AXIS OF ROTATION.
- THE TANGENT BETWEEN CURVES 6 AND 7 IS TOO SHORT TO RETURN TO NORMAL CROWN. ROTATE THE ROAD SURFACE IN A PLANE FROM FULL SUPER TO FULL SUPER. STATION 44+06.70 IS FLAT WITH 0.00% FULL WIDTH.
- THE RELATIVE SLOPE AT THE EDGE OF THE 12' LANE IS 1V:143H FOR ALL TRANSITIONS.

DESIGN MLH

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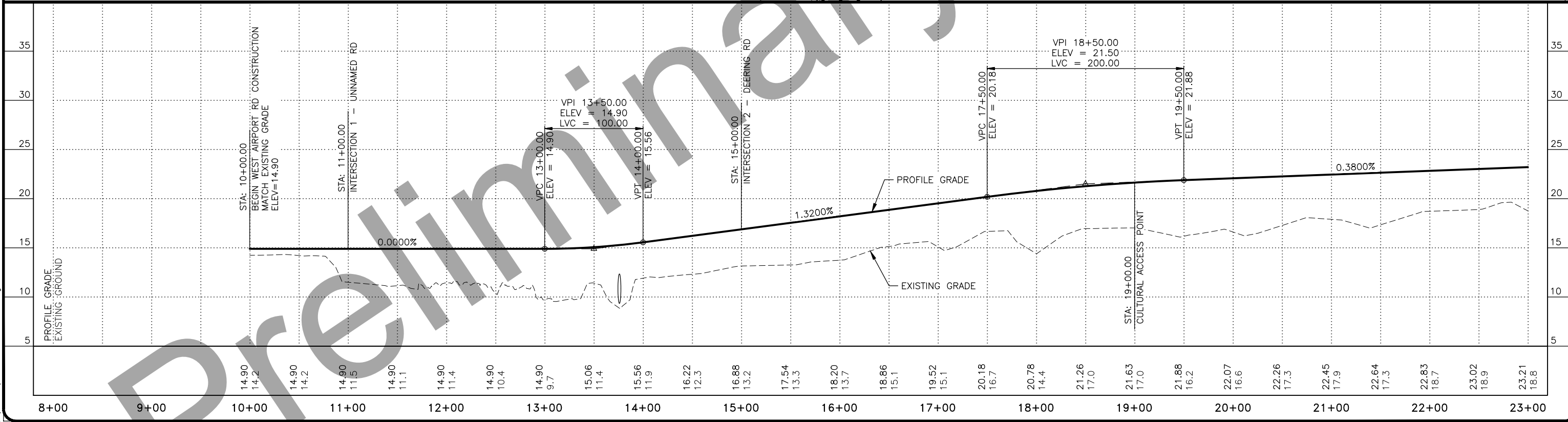
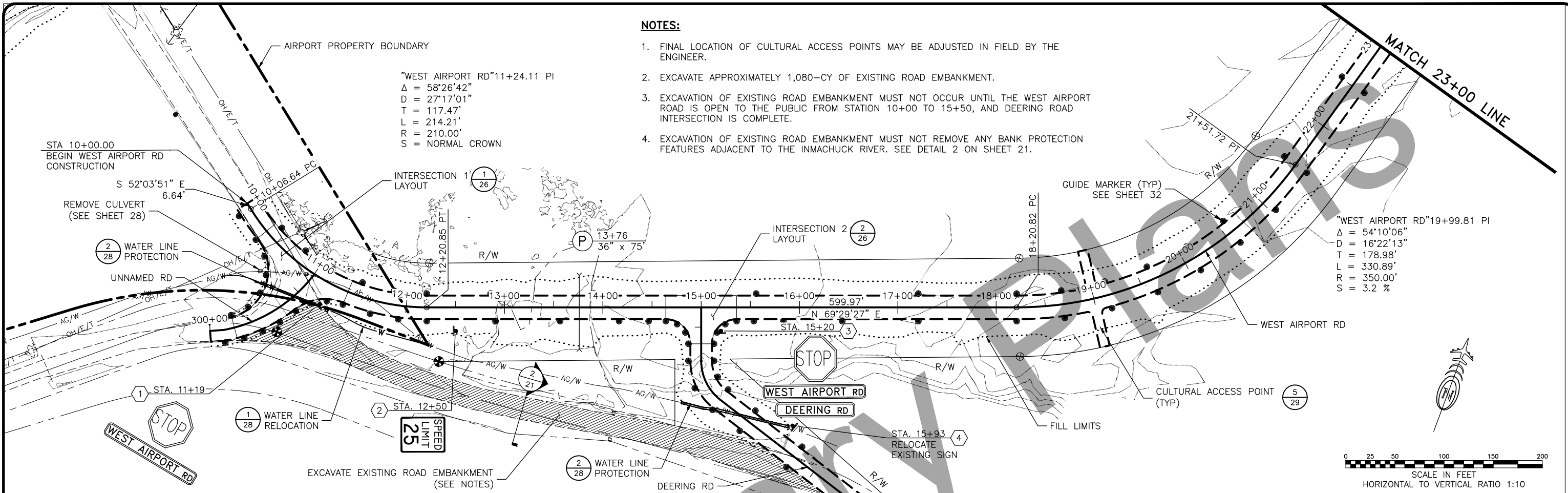
BY	DATE	REVISIONS

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 ROADWAY TYPICAL SECTIONS 2 OF 2

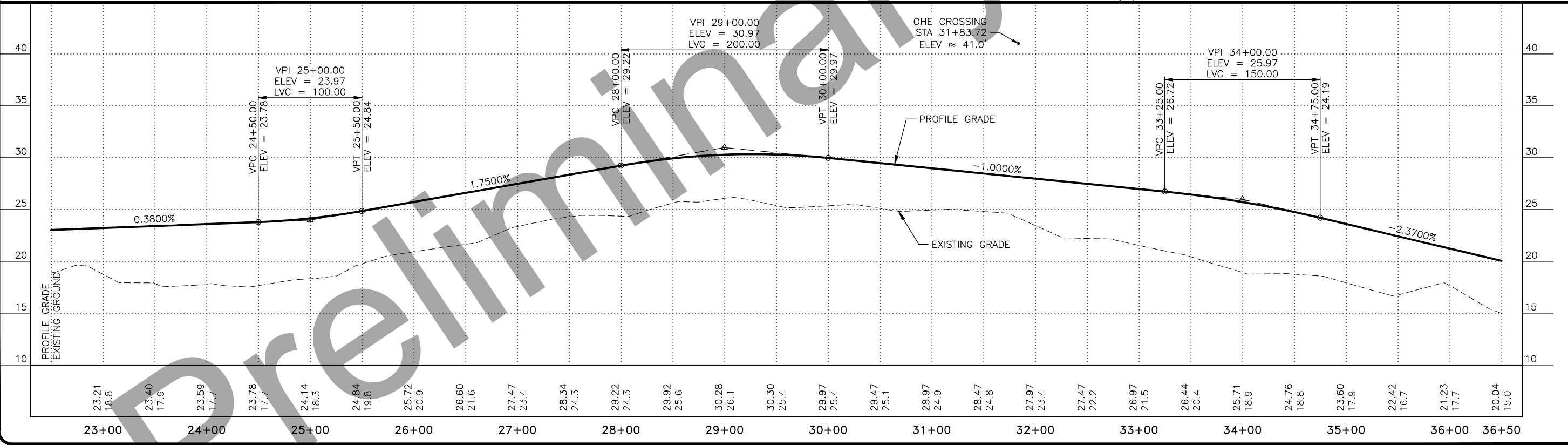
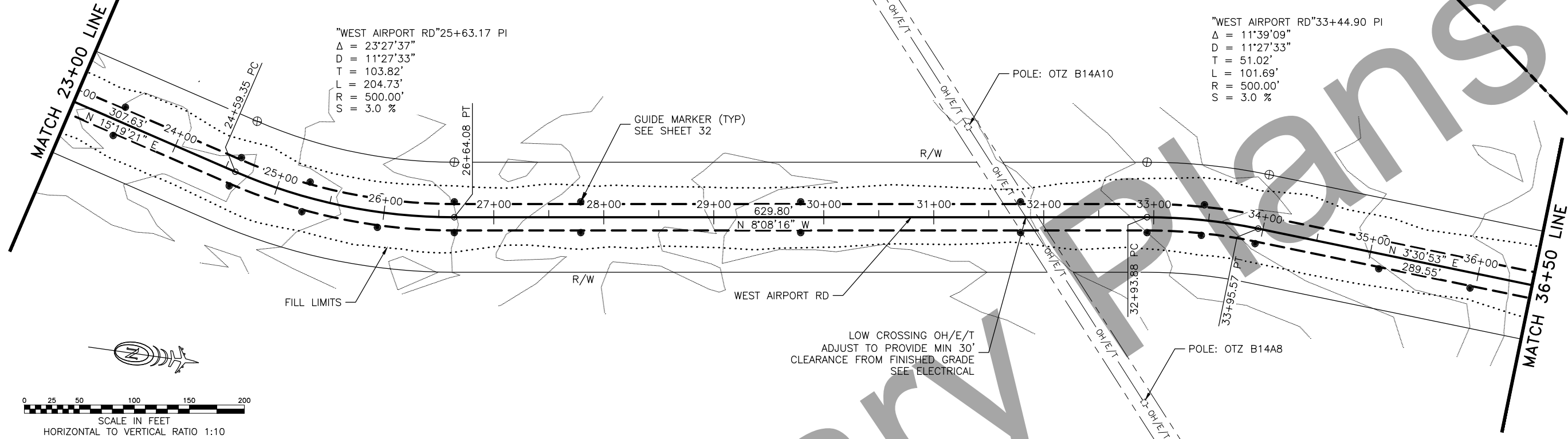
SHEET
 21
 OF
 65

NOTES:

1. FINAL LOCATION OF CULTURAL ACCESS POINTS MAY BE ADJUSTED IN FIELD BY THE ENGINEER.
2. EXCAVATE APPROXIMATELY 1,080-CY OF EXISTING ROAD EMBANKMENT.
3. EXCAVATION OF EXISTING ROAD EMBANKMENT MUST NOT OCCUR UNTIL THE WEST AIRPORT ROAD IS OPEN TO THE PUBLIC FROM STATION 10+00 TO 15+50, AND DEERING ROAD INTERSECTION IS COMPLETE.
4. EXCAVATION OF EXISTING ROAD EMBANKMENT MUST NOT REMOVE ANY BANK PROTECTION FEATURES ADJACENT TO THE INMACHUCK RIVER. SEE DETAIL 2 ON SHEET 21.



DESIGN MLH	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION APPROVED: _____ DATE _____ ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF	95% DESIGN		DEERING AIRPORT DEERING AIRPORT AND ACCESS ROAD IMPROVEMENTS AIP 3-02-0400-XX-202X/NFAPT00249 WEST AIRPORT ROAD PLAN AND PROFILE 1 OF 4	SHEET 22 OF 65
DRAWN MLH			BY		DATE
CHECKED RPK			REVISIONS		



DESIGN MLH
 DRAWN MLH
 CHECKED RPK

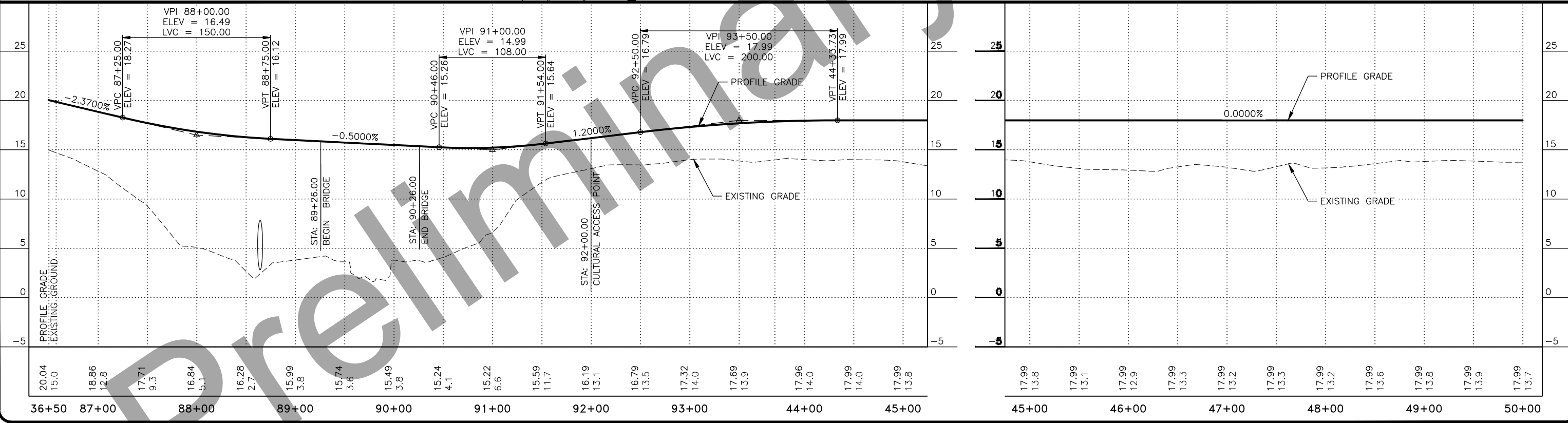
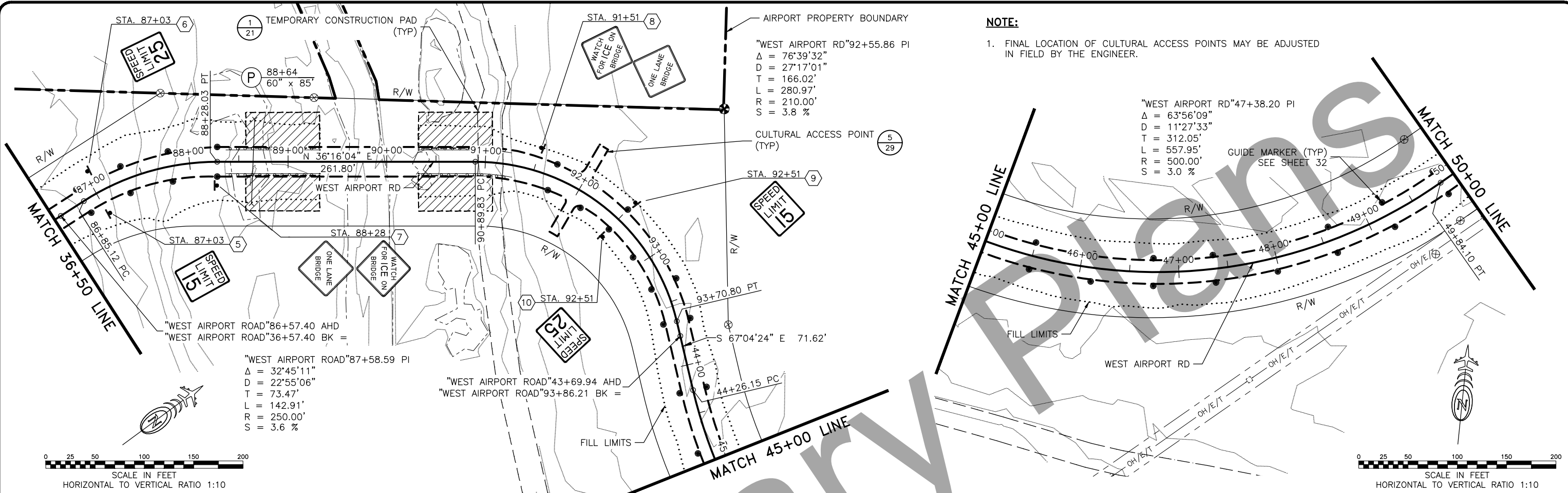
STATE OF ALASKA
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BY	DATE	REVISIONS

DEERING AIRPORT
 DEERING AIRPORT AND
 ACCESS ROAD IMPROVEMENTS
 AIP 3-02-0400-XX-202X/NFAPT00249
 WEST AIRPORT ROAD PLAN AND PROFILE
 2 OF 4

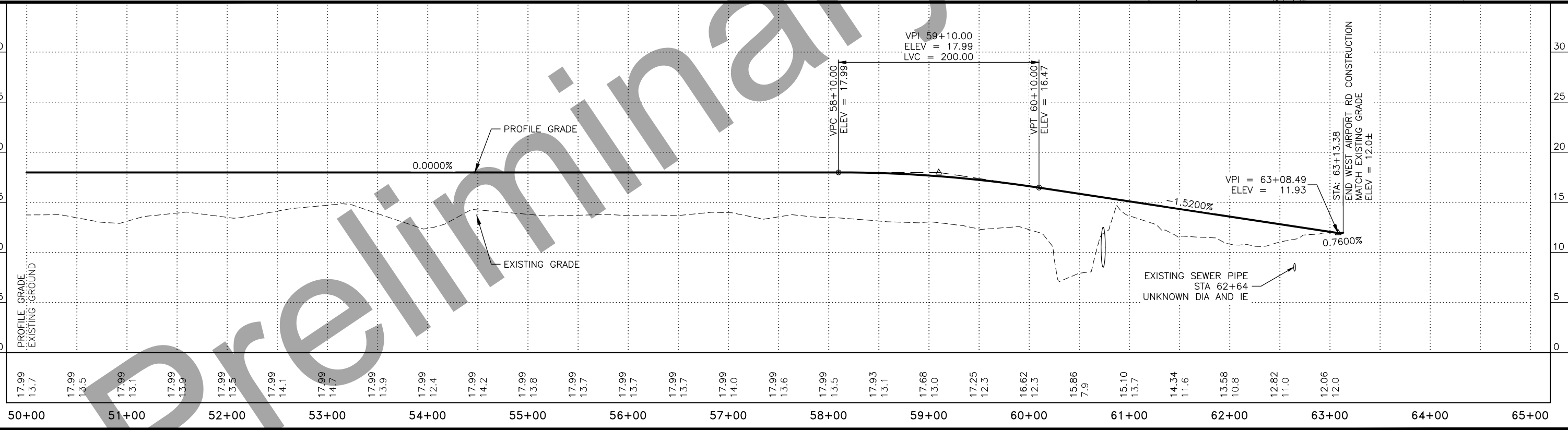
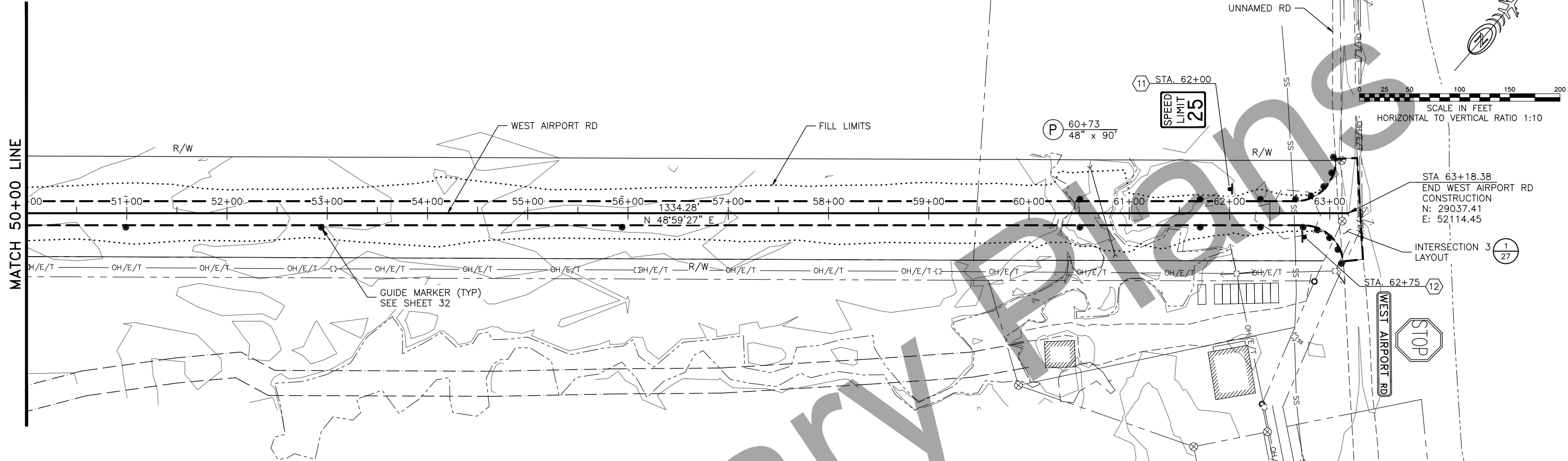
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DESIGN MLH	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION APPROVED: _____ DATE _____ ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF	95% DESIGN	BY	DATE	REVISIONS
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DEERING AIRPORT
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 AIP 3-02-0400-XX-202X/NFAPT00249
 WEST AIRPORT ROAD PLAN AND PROFILE
 3 OF 4

SHEET **24** OF **65**



DESIGN MLH
 DRAWN MLH
 CHECKED RPK

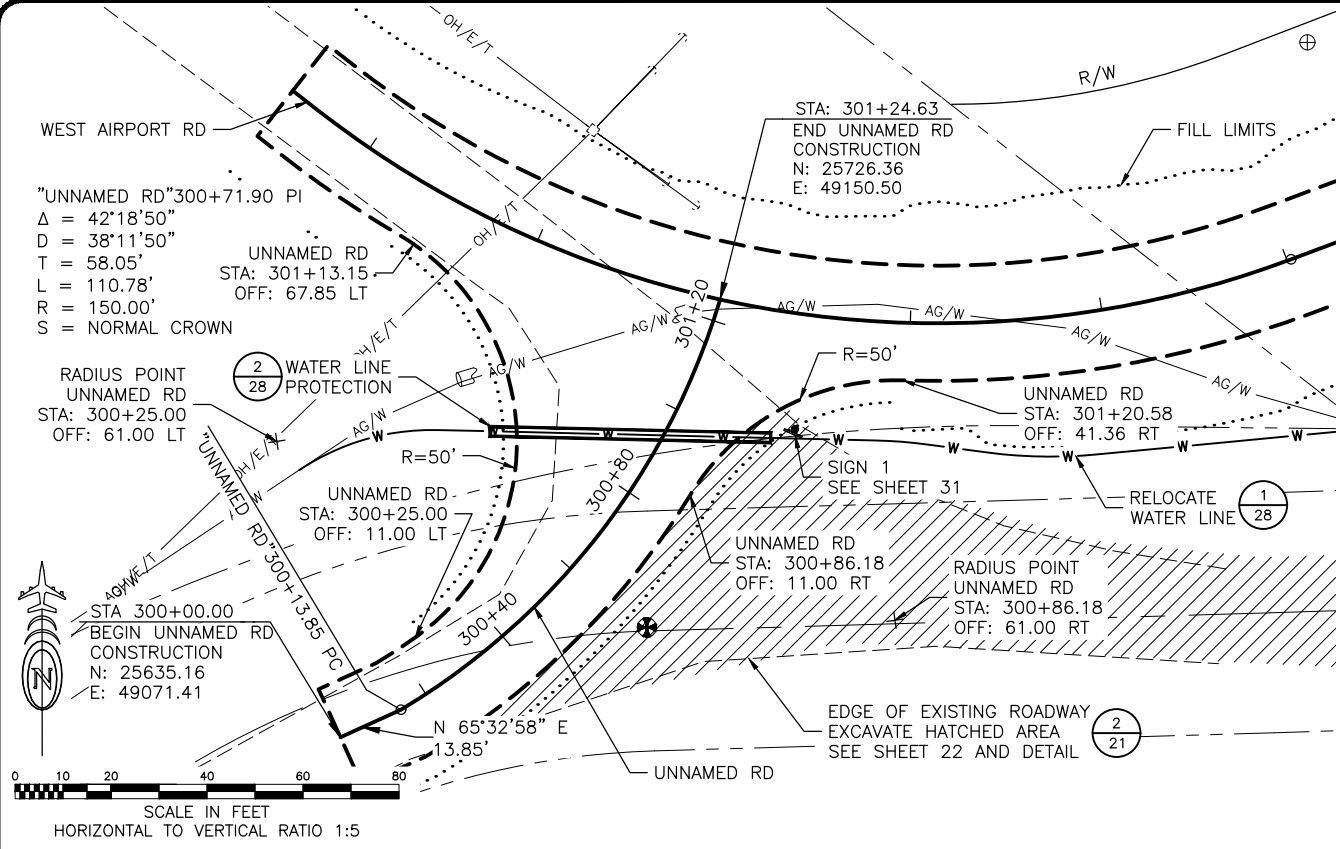
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
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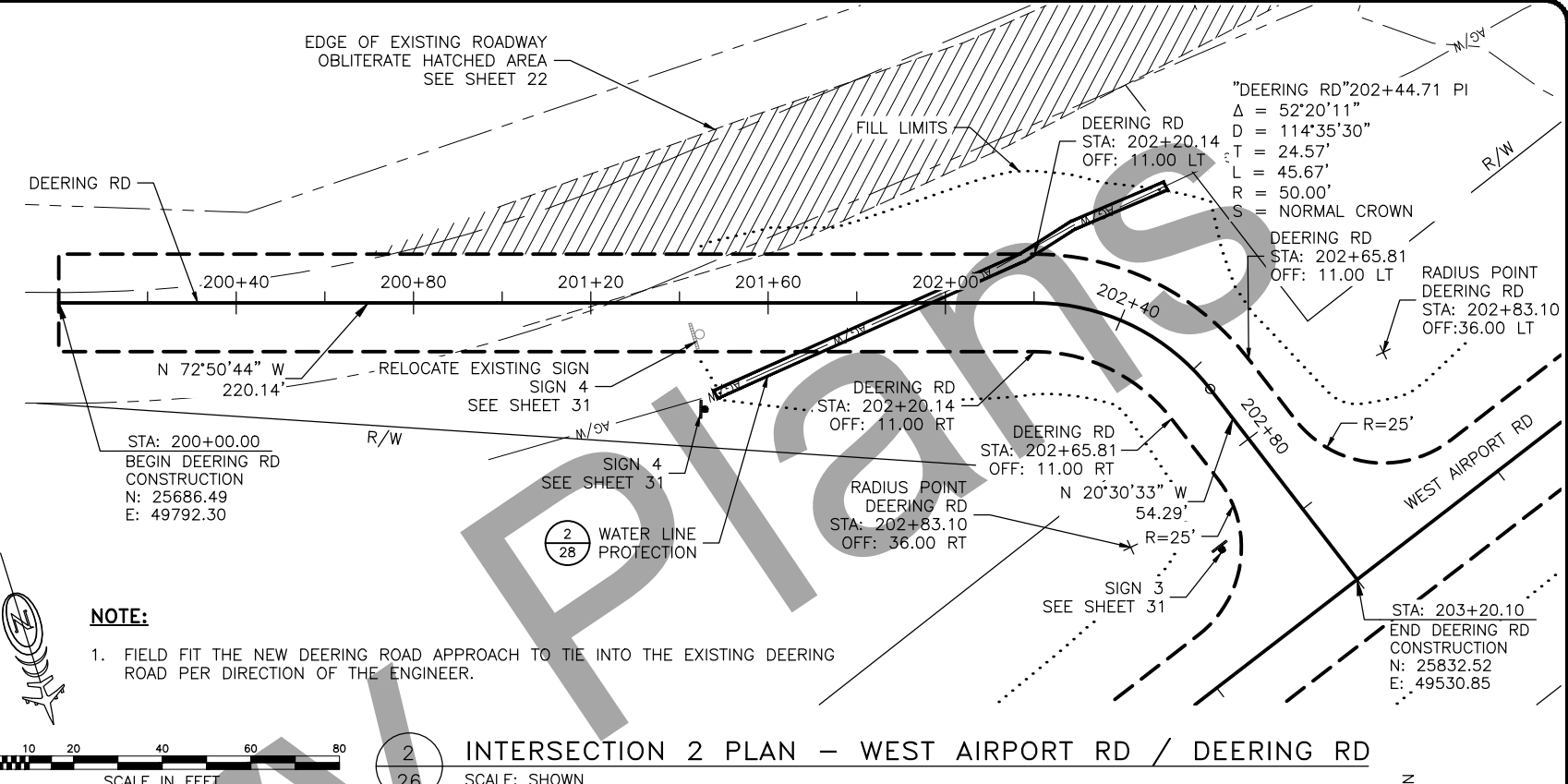
BY	DATE	REVISIONS

DEERING AIRPORT
 DEERING AIRPORT AND
 ACCESS ROAD IMPROVEMENTS
 AIP 3-02-0400-XX-202X/NFAPT00249
 WEST AIRPORT ROAD PLAN AND PROFILE
 4 OF 4

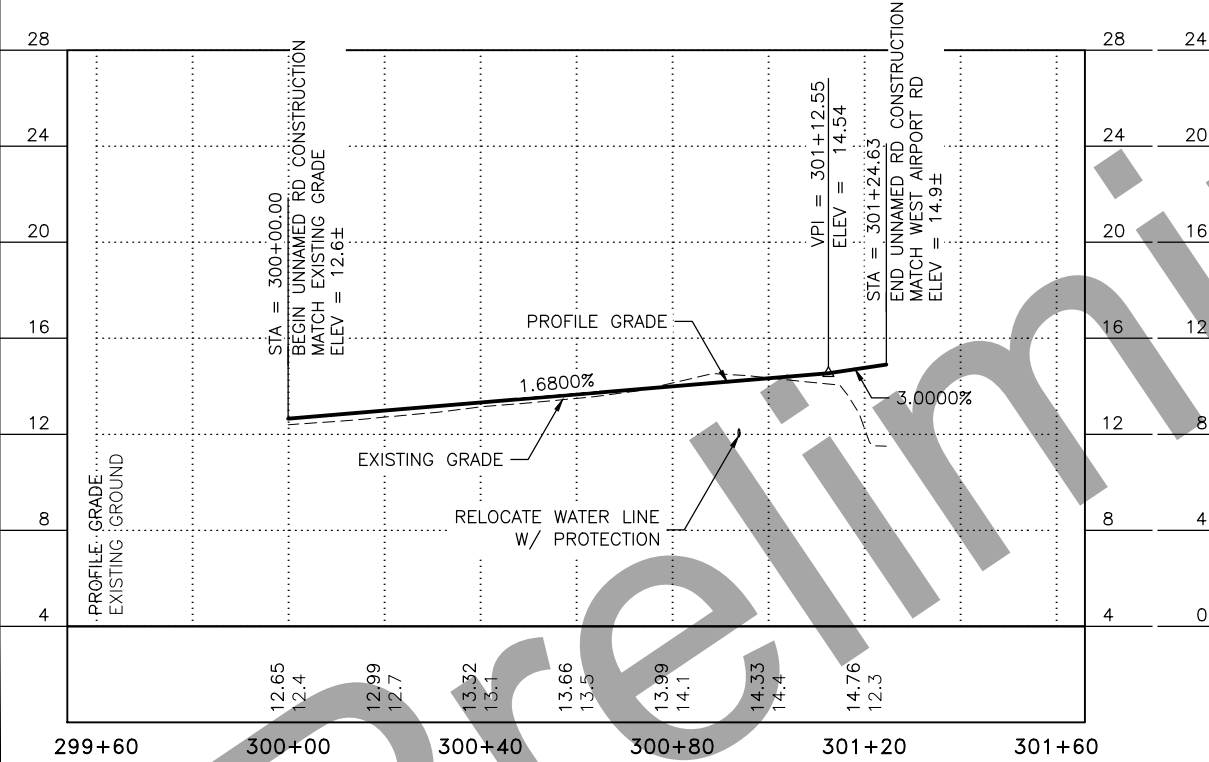
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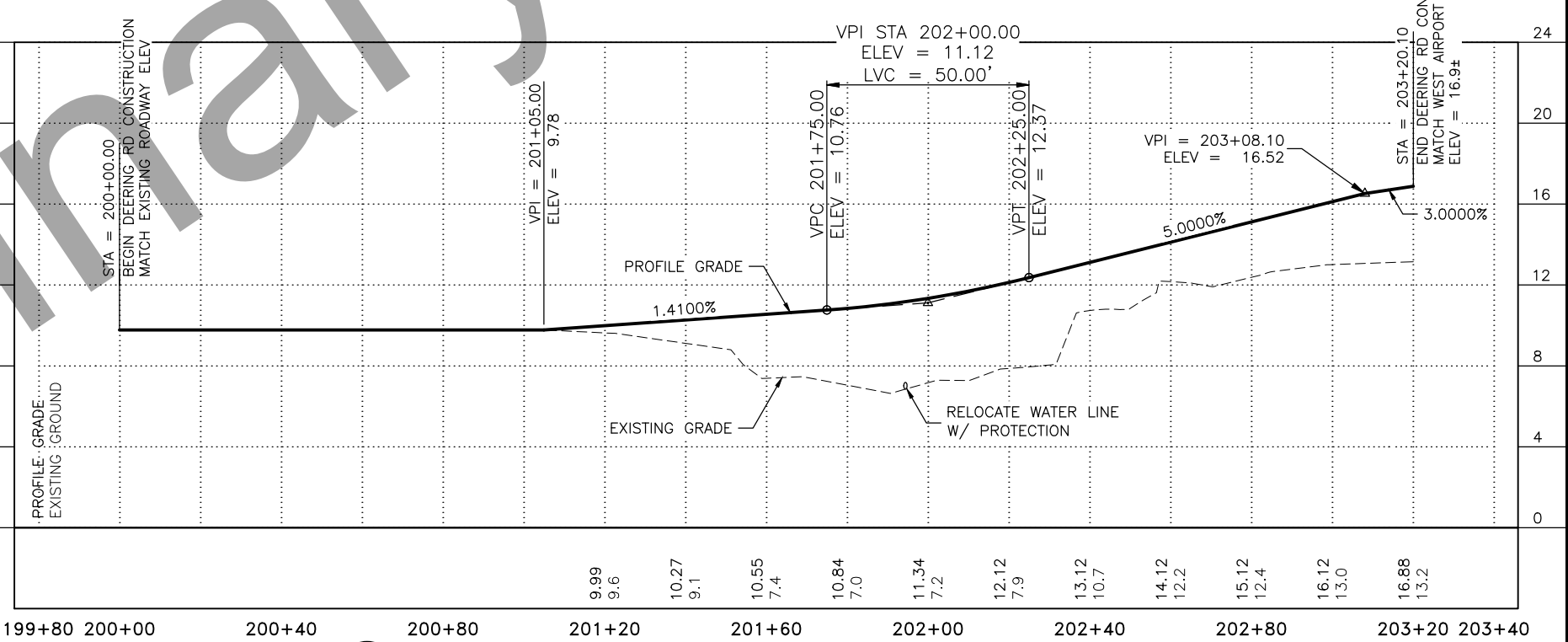
1 INTERSECTION 1 PLAN - WEST AIRPORT RD / UNNAMED RD
SCALE: SHOWN



2 INTERSECTION 2 PLAN - WEST AIRPORT RD / DEERING RD
SCALE: SHOWN



1 INTERSECTION 1 PROFILE - WEST AIRPORT RD / UNNAMED RD
SCALE: SHOWN



2 INTERSECTION 2 PROFILE - WEST AIRPORT RD / DEERING RD
SCALE: SHOWN

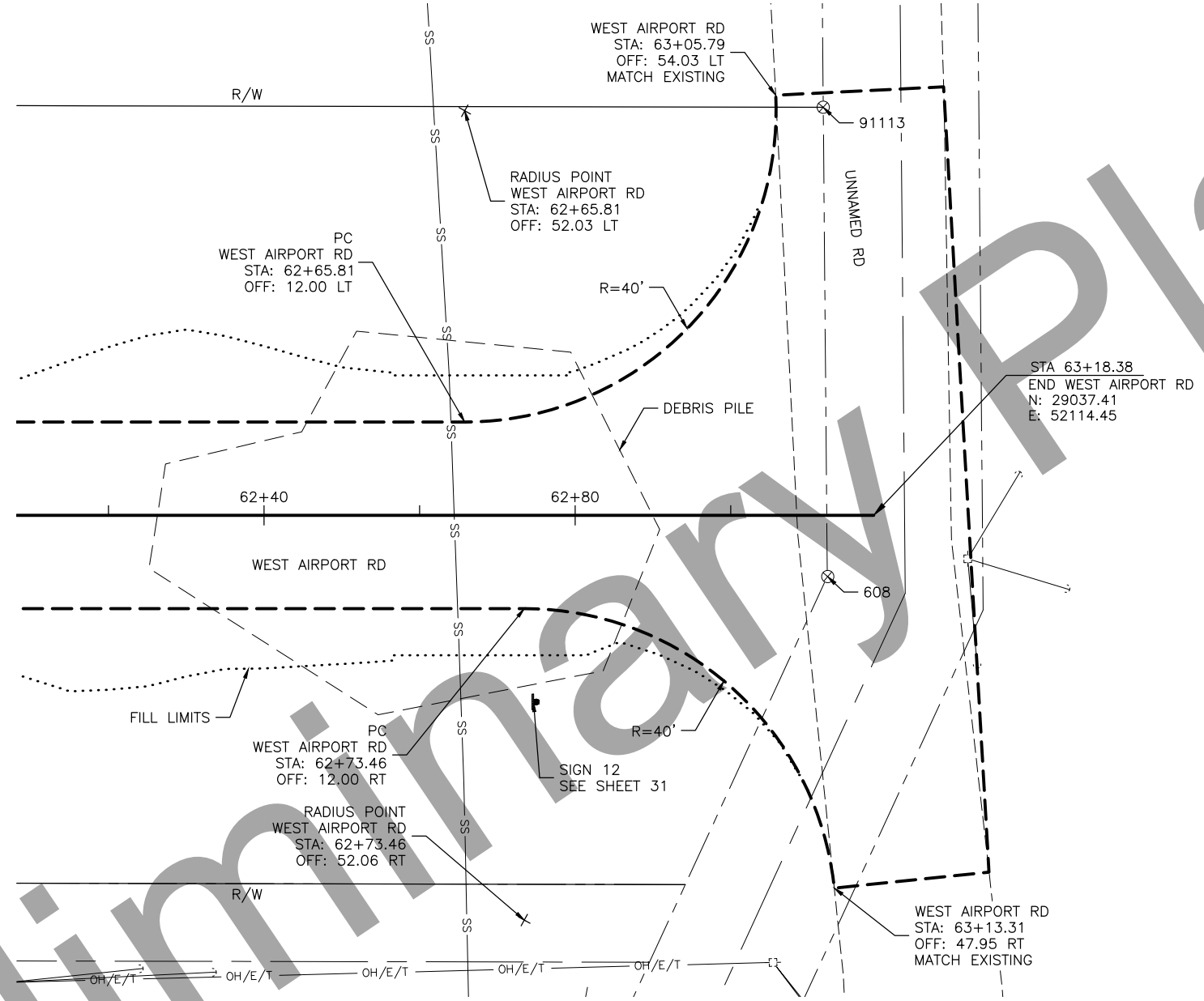
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DRAWN	MLH
CHECKED	RPK

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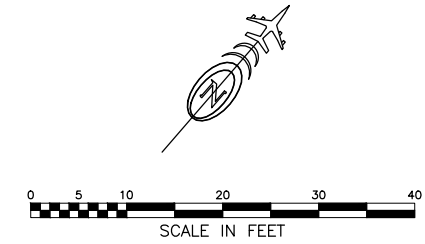
BY	DATE	REVISIONS

DEERING AIRPORT
DEERING AIRPORT AND
ACCESS ROAD IMPROVEMENTS
AIP 3-02-0400-XX-202X/NFAPT00249
INTERSECTION DETAILS 1 OF 2



NOTES:

1. REGRADE ONLY THE PORTION OF EXISTING ROADWAY NECESSARY TO PROVIDE A SMOOTH TRANSITION AS DIRECTED BY THE ENGINEER.
2. DO NOT DISTURB HORIZONTAL CONTROL POINTS.



1
27 INTERSECTION 3 PLAN - WEST AIRPORT RD / UNNAMED RD
SCALE: SHOWN

DESIGN MLH
DRAWN MLH
CHECKED RPK

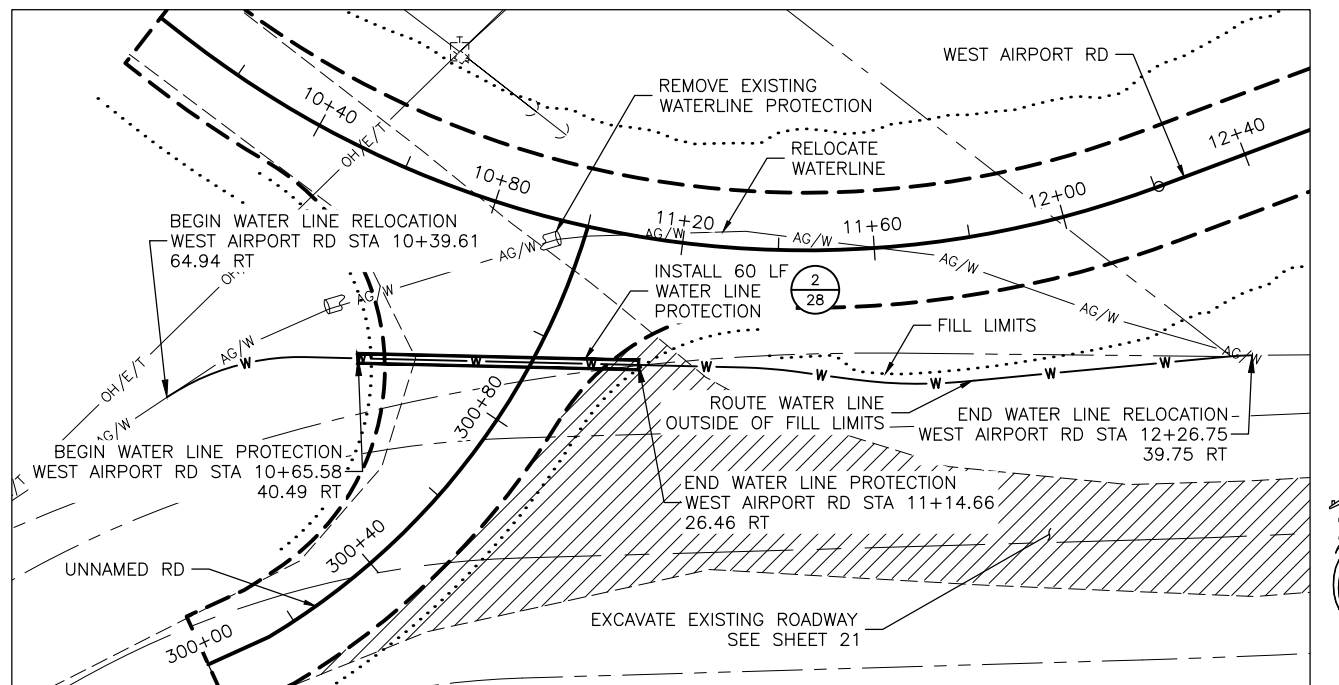
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DESIGN

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DEERING AIRPORT AND
ACCESS ROAD IMPROVEMENTS
AIP 3-02-0400-XX-202X/NFAPT00249
INTERSECTION DETAILS 2 OF 2

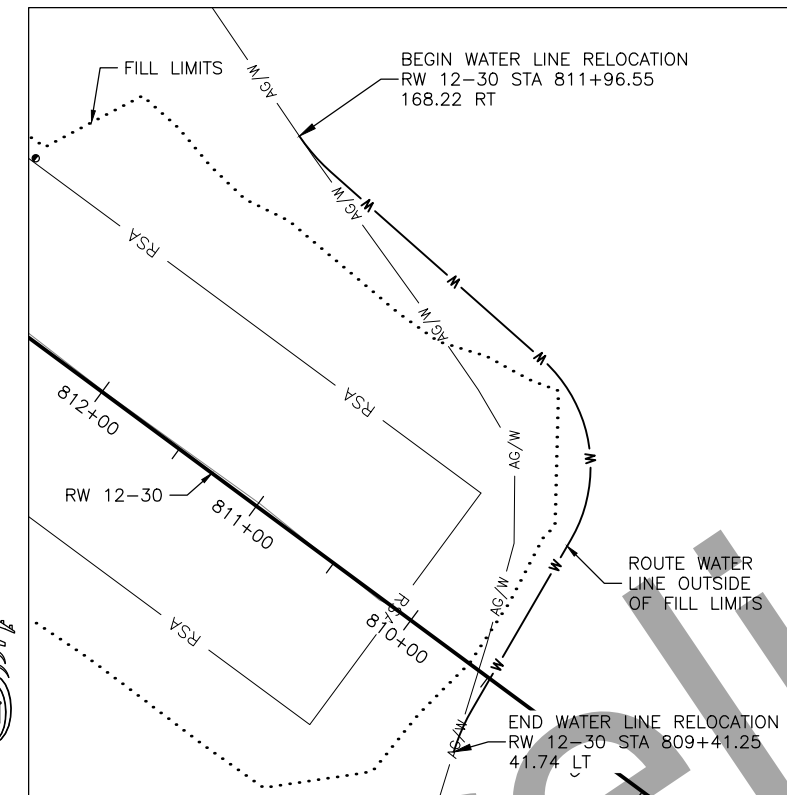
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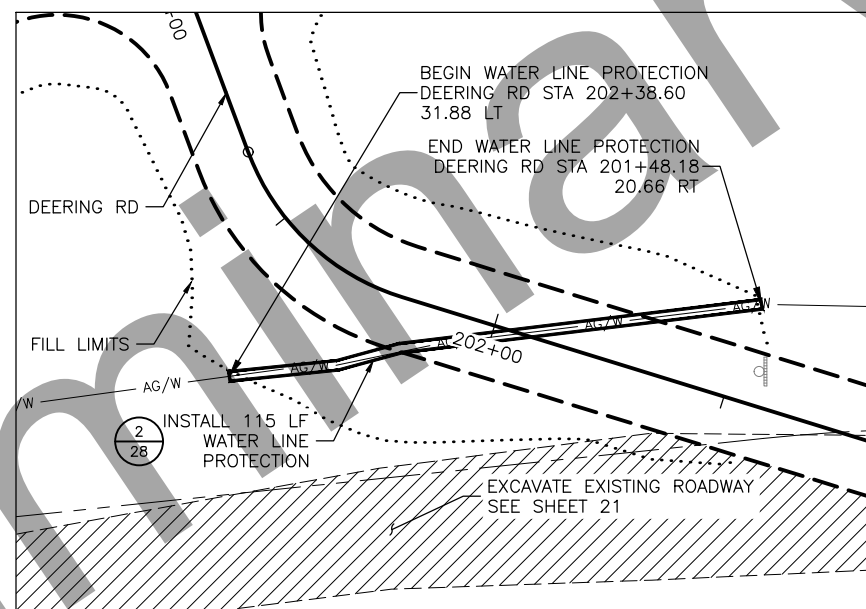
SCALE IN FEET

WATER LINE RELOCATION NOTES:

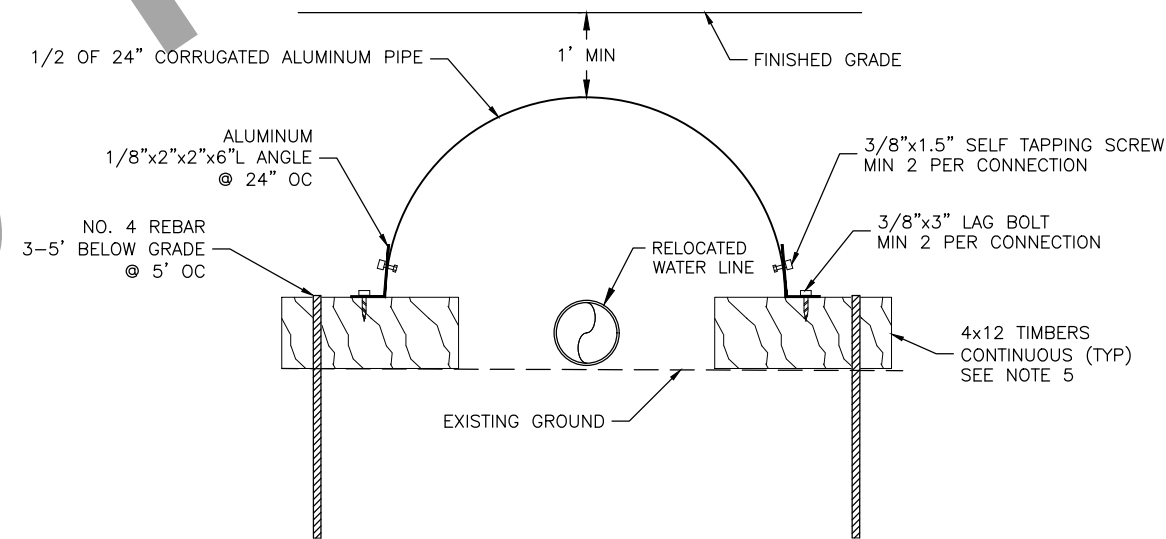
1. CONTRACTOR MUST COORDINATE WATER LINE RELOCATION WITH THE ENGINEER, CITY OF DEERING, AND ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC) DRINKING WATER DIVISION.
2. THE EXISTING WATER LINE IS HDPE OF UNKNOWN SIZE AND SDR RATING. IT IS ASSUMED TO BE 4" PIPE. FIELD VERIFY BEFORE ORDERING MATERIALS.
3. THE EXISTING WATER LINE IS SECURED IN PLACE ON SLEEPERS AND SOIL ANCHORS OF AN UNKNOWN TYPE AND UNKNOWN SPACING.
4. THE SLEEPERS MUST BE REUSED AND THE SOIL ANCHORS MAY BE OMITTED IN THE RELOCATION AREA.
5. WATER LINE SPLICES MUST BE MADE WITH A JCM INDUSTRIES SINGLE BAND REPAIR FITTING MODEL #101 UCC, OR APPROVED EQUAL. ANY SPLICE MUST BE STAINLESS STEEL, INCLUDING ALL HARDWARE.
6. THE RELOCATED WATER LINE MUST BE DISINFECTED IN ACCORDANCE WITH AWWA C651.
7. AFTER THE MOVEMENT OF THE WATER LINE, BUT BEFORE SPLICING BACK INTO THE MAIN LINE, THE WATER LINE MUST BE TESTED BY ONE OF THE FOLLOWING METHODS:
 - a. ASTM F1417 INSTALLATION AND ACCEPTANCE OF PLASTIC GRAVITY SEWERS LINES USING LOW-PRESSURE AIR.
 - PILE MUST BE PRESSURIZED TO 4-PSI AND ALLOWED TO STABILIZE FOR 10-MINUTES. AFTER STABILIZATION PERIOD, ADD AIR AS NECESSARY TO RETURN TO 4-PSI. TEST PIPE SECTION FOR 10-MINUTES. MAXIMUM ALLOWABLE LOSS IS 0.2-PSI. IF PIPE LEAKS; IDENTIFY LEAK, REPAIR, AND RETEST. CONTRACTOR TO USE EXTREME CAUTION DURING AIR TESTING.
 - b. AWWA C960 POLYETHYLENE PRESSURE PIPE.
 - TEST MEDIUM MUST BE CLEAN WATER. SYSTEM MUST BE FILLED WITH WATER, BLEEDING ALL AIR FROM THE SYSTEM, AND SLOWLY PRESSURIZE TO 80-PSI. MAKE UP WATER MUST BE ADDED TO THE SYSTEM, AS NECESSARY TO MAINTAIN CONSTANT PRESSURE FOR THE INITIAL EXPANSION TIME OF 3 HOURS. IMMEDIATELY AFTER THE EXPANSION PHASE THE TEST PHASE BEGINS. REDUCE THE PRESSURE TO 70-PSI AND ALLOW TO STAND FOR 1-HOUR UNDISTURBED, NO MAKEUP WATER MUST BE ADDED. THE MAXIMUM ALLOWABLE PRESSURE DROP DURING THE TEST PERIOD IS 3.5-PSI. IF PIPE LEAKS; IDENTIFY LEAK, REPAIR, AND RETEST. A RETEST IS NOT ALLOWED WITHIN 8-HOURS OF THE PREVIOUS TEST.



SCALE IN FEET



SCALE IN FEET



2 WATER LINE PROTECTION
28 SCALE: NTS

WATER LINE PROTECTION NOTES:

1. WATER LINE PROTECTION LIMITS ARE APPROXIMATE AND MUST BE DETERMINED IN THE FIELD BY SLOPE STAKING.
2. THE CORRUGATED ALUMINUM PIPE MUST BE AS SPECIFIED IN SECTION D-701-2.2.
3. THE CORRUGATED ALUMINUM PIPE IS SUBSIDIARY TO ITEM U100.010.0000. THE QUANTITIES ON SHEET 2 DO NOT REFLECT THE CORRUGATED ALUMINUM PIPE USED FOR WATER LINE PROTECTION. WATER LINE PROTECTION IS ESTIMATED TO BE APPROXIMATELY 175 LINEAR FEET. SEE GCP 90-01 REGARDING PAYMENT OF LUMP SUM ITEMS.
4. CORRUGATED ALUMINUM PIPE MUST OVERLAP AT SPLICES AT LEAST THREE (3) CORRUGATIONS.
5. INSTALL CULVERT MARKER POSTS AT ENDS OF CORRUGATED ALUMINUM PIPE USED FOR WATER LINE PROTECTION.
6. TIMBER MUST BE IN ACCORDANCE WITH SECTIONS U-100-2.2 AND MUST BE RATED FOR MARINE USE IN NORTHERN WATERS.

1 ABOVE GROUND WATER LINE RELOCATION AND PROTECTION
28 SCALE: SHOWN

DESIGN MLH
DRAWN MLH
CHECKED RPK

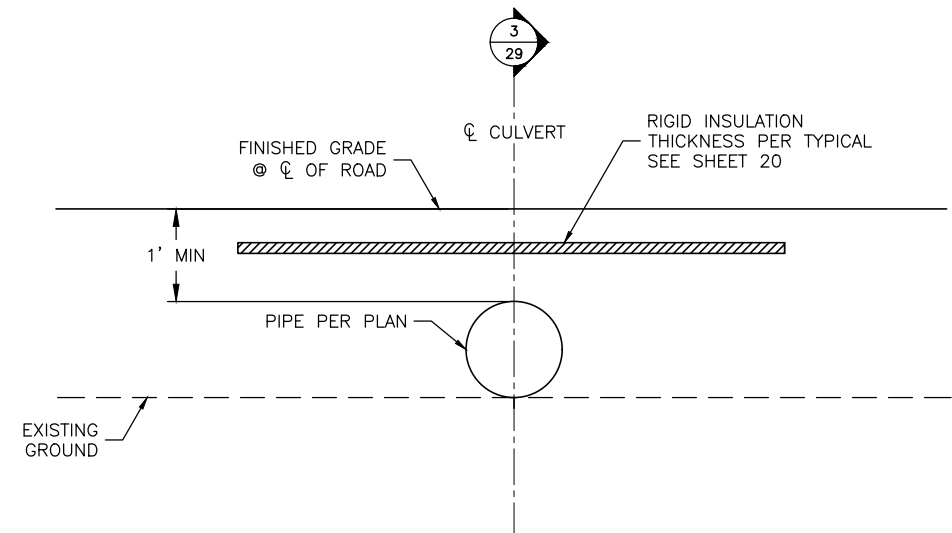
STATE OF ALASKA
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NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
APPROVED: _____ DATE _____
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DESIGN

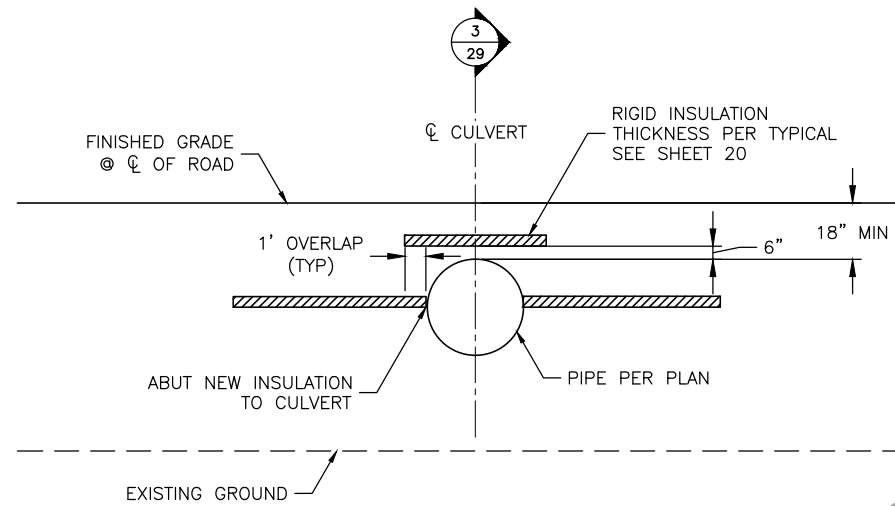
BY	DATE	REVISIONS

DEERING AIRPORT
DEERING AIRPORT AND
ACCESS ROAD IMPROVEMENTS
AIP 3-02-0400-XX-202X/NFAPT00249
WATER LINE RELOCATION
PLAN AND NOTES

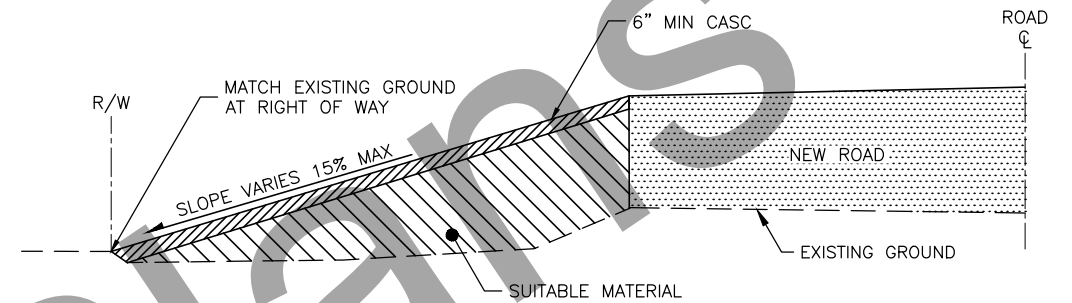
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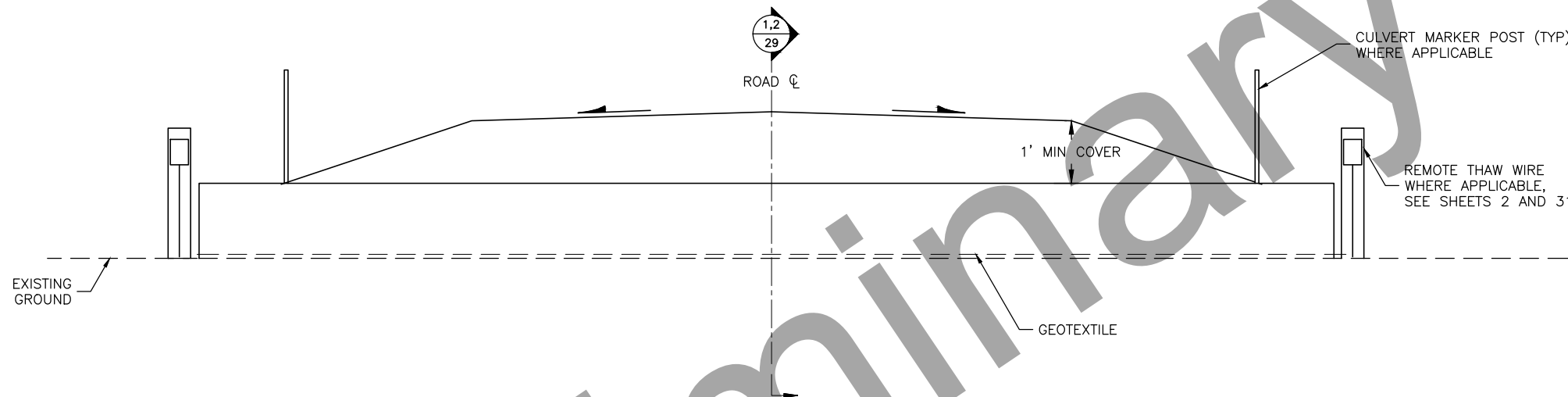
1 TYPICAL CULVERT CROSS SECTION
SCALE: NTS



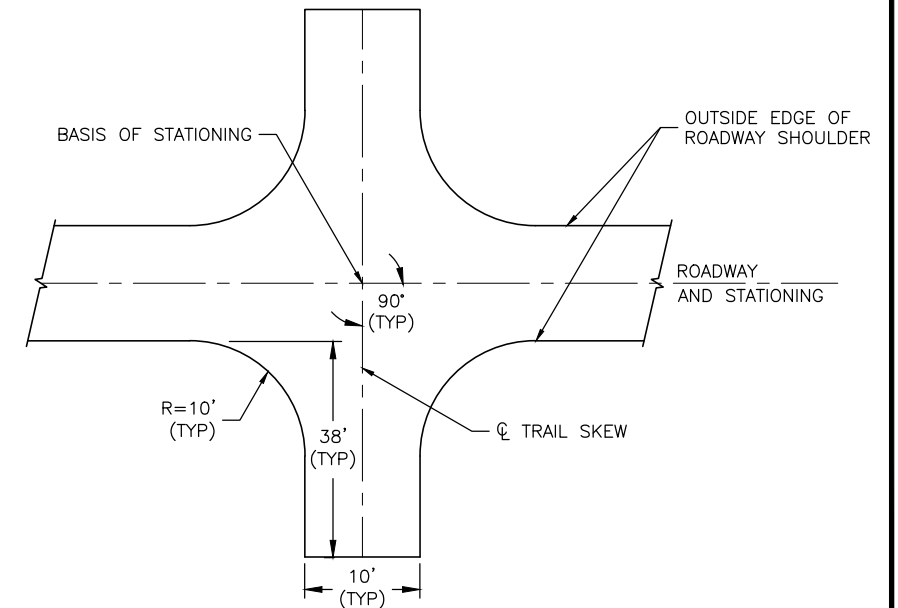
2 TYPICAL CULVERT CROSS SECTION W/ INSULATION CONFLICT
SCALE: NTS



4 CULTURAL ACCESS POINT FILL SLOPE DETAIL
SCALE: NTS



3 TYPICAL CULVERT CROSS SECTION
SCALE: NTS



5 CULTURAL ACCESS POINT LAYOUT DETAIL
SCALE: NTS

CULVERT NOTES

1. ROADWAY SECTION DEPICTED ABOVE IS SHOWN WITHOUT GUARDRAIL FOR CLARITY. DO NOT DAMAGE CULVERTS WHILE INSTALLING GUARDRAIL.
2. SEE DETAILS ON SHEET 20 FOR TYPICAL ROADWAY SECTIONS.
3. SEE SHEET 2 FOR CULVERT INSTALLATION SUMMARY.
4. SEE SHEET 30 FOR THAW WIRE INSTALLATION DETAILS.

ACCESS NOTES

1. CONSTRUCT CULTURAL ACCESS POINTS AT STATIONS 19+00 AND 92+00 OF WEST AIRPORT ROAD.
2. SKEW ANGLE IS MEASURED BY FACING STATIONING AHEAD AND TURNING ANGLE TO THE LEFT OR RIGHT OF CENTERLINE.
3. CULTURAL ACCESS POINT SIDE SLOPES MUST BE 2H:1V OR FLATTER.
4. FINAL LOCATION OF CULTURAL ACCESS POINTS MAY BE ADJUSTED IN FIELD BY THE ENGINEER.

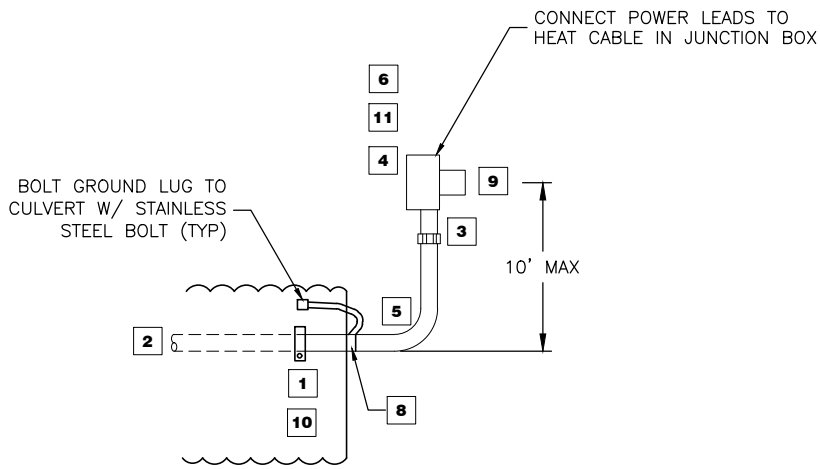
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
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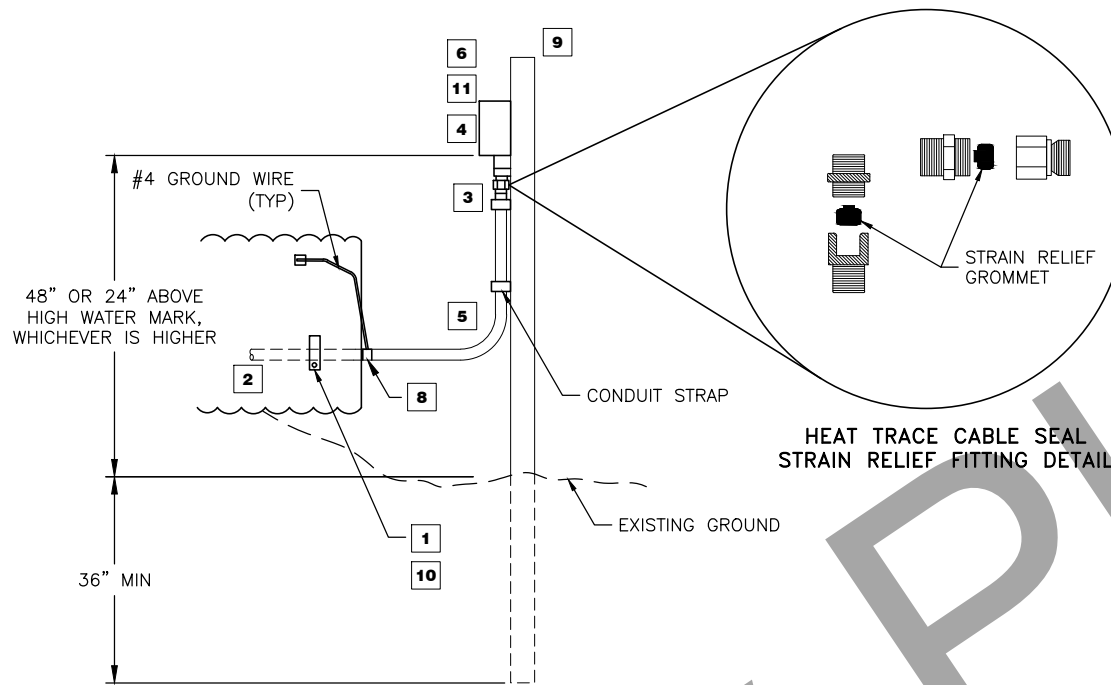
95%
DESIGN

BY	DATE	REVISIONS

DEERING AIRPORT
DEERING AIRPORT AND
ACCESS ROAD IMPROVEMENTS
AIP 3-02-0400-XX-202X/NFAPT00249
ROADWAY DETAILS



1 CULVERT INLET DETAIL - PLAN VIEW
 30 SCALE: NTS



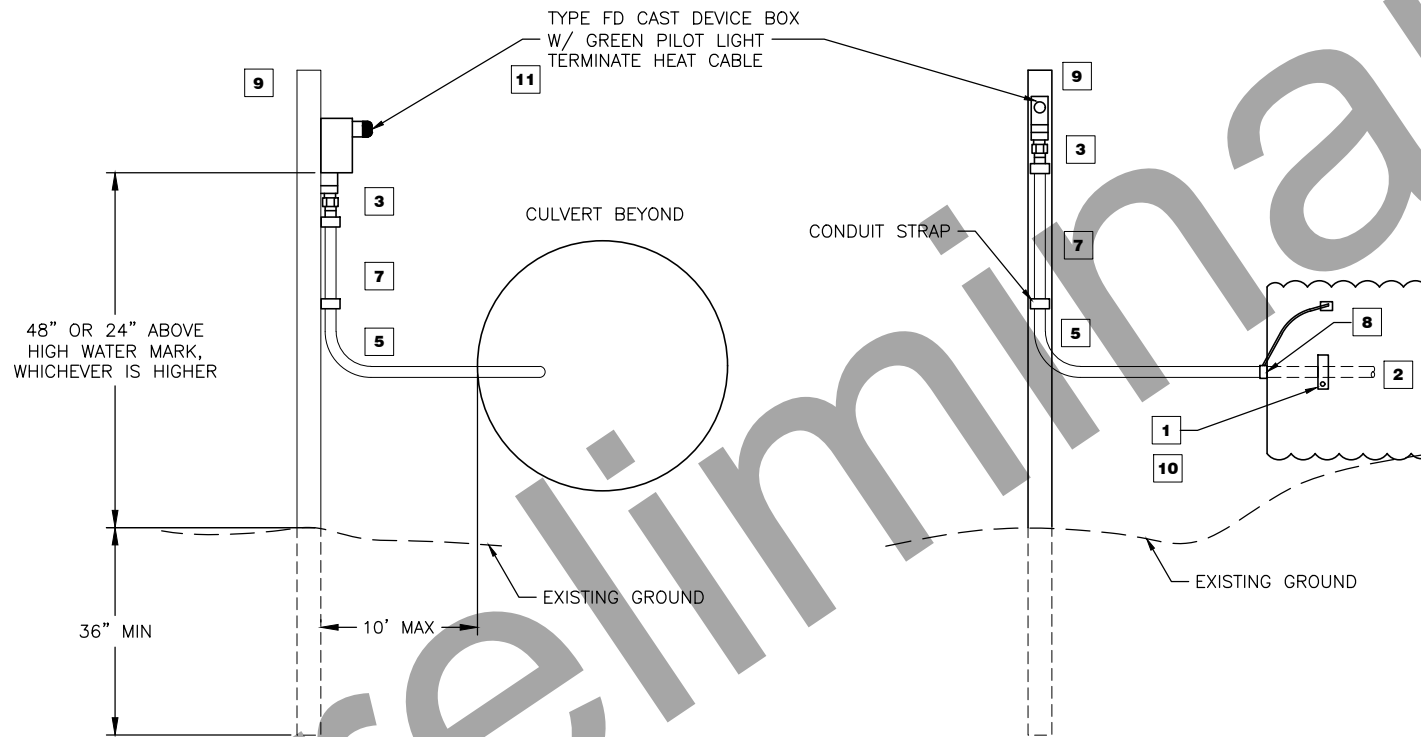
2 CULVERT INLET DETAIL - PROFILE VIEW
 30 SCALE: NTS

LEGEND

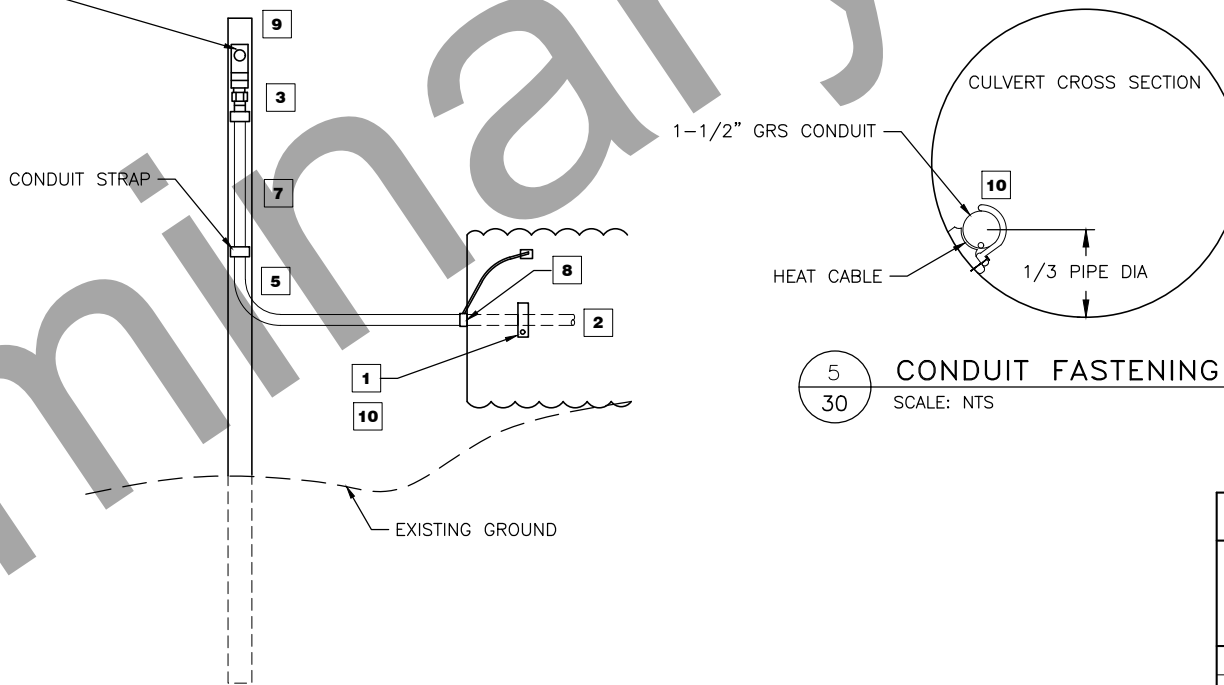
- 1 CONDUIT SUPPORTS IN CULVERTS TO BE SPACED PER NEC TABLE 344.30 (B) (2).
- 2 HEAT TRACE CABLE: SELF LIMITING, 12 WATTS/FT @ 240 VAC IN RIGID CONDUIT.
- 3 STRAIN RELIEF FITTING, SEPARATES ELECTRICAL CONNECTIONS FROM WATER IN CONDUIT CONTAINING HEAT TRACE CABLE.
- 4 WET LOCATION JUNCTION BOX 8" X 8" W X 4" D W/ INTERFACE BETWEEN THE HEATING CONDUCTORS AND NON-HEATING CONDUCTORS - MOUNT 48 OR 24 INCHES ABOVE HIGH WATER LEVEL.
- 5 LIQUID TIGHT FLEXIBLE METAL CONDUIT. LEAVE ENOUGH SLACK FOR 2' MOVEMENT OF POST.
- 6 POWER INLET LOCKED NEMA L6-30, 240 VOLT 30 AMP.
- 7 CONDUIT WITH HEAT TRACE CABLE TO GREEN PILOT LIGHT.
- 8 CONNECTOR WITH GROUNDING LUG FOR #4 GROUND WIRE.
- 9 6" X 6" TREATED WOOD POST. PLACE AS APPROVED BY THE ENGINEER.
- 10 ONE-HOLE MALLEABLE IRON CONDUIT CLAMP. SECURE TO CULVERT WITH SELF-TAPING STAINLESS STEEL SCREW.
- 11 SPLICE HEATING AND NON-HEATING CONDUCTORS IN JUNCTION BOX.

NOTES

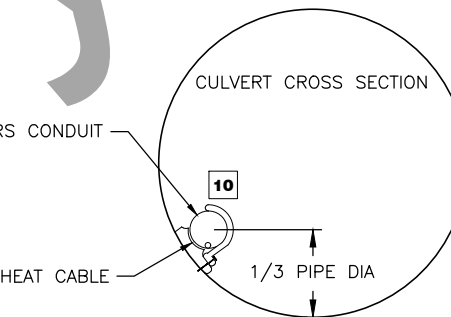
- 1. ALL PILOT LIGHTS MUST BE LIGHT EMITTING DIODE (LED).
- 2. PLACE 6"x6" POST ON HIGH GROUND OUT OF WATER AT ENGINEER'S DISCRETION, OUTSIDE OF 24 FOOT CLEAR ZONE.
- 3. HEAT TRACE CABLE: 12 WATTS/FOOT AT 240 VOLT CURRENT SELF LIMITING, MAX TEMP 150 DEGREES FAHRENHEIT.



3 CULVERT OUTLET DETAIL - FRONT VIEW
 30 SCALE: NTS



4 CULVERT OUTLET DETAIL - PROFILE VIEW
 30 SCALE: NTS



5 CONDUIT FASTENING DETAIL
 30 SCALE: NTS

SUPPORT FOR RIGID METAL CONDUIT	
CONDUIT SIZE	MAXIMUM DISTANCE BETWEEN RIGID METAL CONDUIT SUPPORTS (INCHES)
1.0	12
1.25-1.5	14
2.0-2.5	16

DESIGN MLH
 DRAWN MLH
 CHECKED RPK

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 DESIGN

BY	DATE	REVISIONS

DEERING AIRPORT
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 AIP 3-02-0400-XX-202X/NFAPT00249
 REMOTE THAW WIRE DETAILS

SHEET
 30
 OF
 65

SIGNING SUMMARY

LOC. NO.	STATION	LOCATION		ASDS CODE	LEGEND	SIZE H X V (INCHES)		BRACING/FRAMING		AREA (SF)	MTG. HGT. (FT.)	DIR.	POST		REMARKS	
		LT.	RT.			BRACED	FRAMED	TYPE	SIZE (INCHES)				NO.			
1	11+19		24.0'	R1-1 D3-1 D3-1	STOP WEST AIRPORT RD WEST AIRPORT RD	30 X 30 42 X 8 42 X 8	X X X			6.25 2.33 2.33		S N S	PST	2.5	1	
2	12+50		24.0'	R2-1	SPEED LIMIT 25	24 X 30	X			5.00		W	PST	2.5	1	
3	15+20		24.0'	R1-1 D3-1 D3-1 D3-1	STOP WEST AIRPORT RD WEST AIRPORT RD DEERING RD DEERING RD	30 X 30 42 X 8 42 X 8 30 X 8 30 X 8	X X X X X			6.25 2.33 2.33 1.67 1.67		S N S E W	PST	2.5	1	
4	15+93	120.3'		-	MILE POST	-				-		SE	-	-	-	RELOCATE EXISTING SIGN
5	87+03		24.0'	R2-1	SPEED LIMIT 25	24 X 30	X			5.00		S	PST	2.5	1	
6	87+03	24.0'		R2-1	SPEED LIMIT 25	24 X 30	X			5.00		N	PST	2.5	1	
7	88+28		24.0'	HW16-6	WATCH FOR ICE ON BRIDGE	24 X 24	X			4.00		SW	PST	2.5	1	
8	91+51	24.0'		HW16-6	WATCH FOR ICE ON BRIDGE	24 X 24	X			4.00		NE	PST	2.5	1	
9	92+51		24.0'	R2-1	SPEED LIMIT 25	24 X 30	X			5.00		E	PST	2.5	1	
10	92+51		24.0'	R2-1	SPEED LIMIT 25	24 X 30	X			5.00		W	PST	2.5	1	
11	62+00		24.0'	R2-1	SPEED LIMIT 25	24 X 30	X			5.00		NE	PST	2.5	1	
12	62+75		24.0'	R1-1 D3-1 D3-1	STOP WEST AIRPORT RD WEST AIRPORT RD	30 X 30 42 X 8 42 X 8	X X X			6.25 2.33 2.33		SW SE NW	PST	2.5	1	
TOTAL =						74.08										

SIGNING NOTES

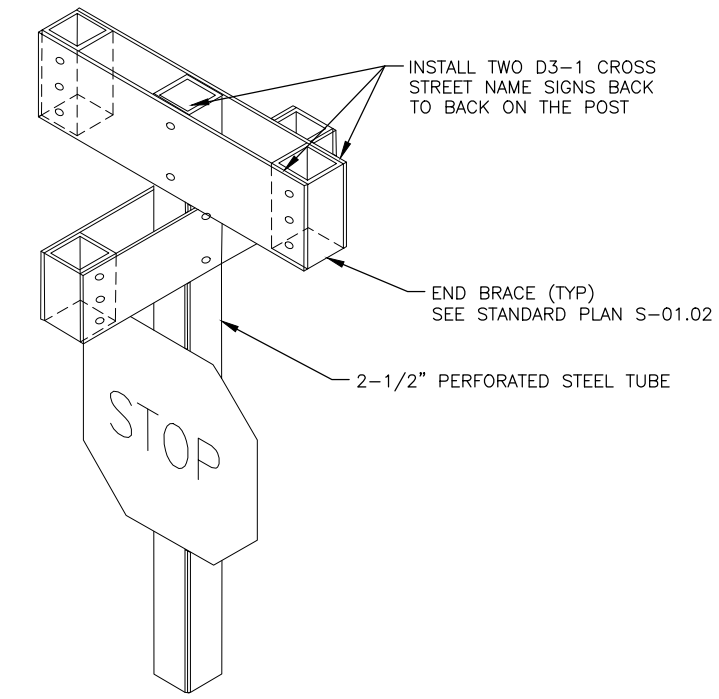
- OFFSET DISTANCES LISTED ARE FROM DESIGN CENTERLINE TO NEAR EDGE OF SIGN.
- STATIONING IS APPROXIMATE. INSTALL SIGNS AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- SIGNS MUST BE INSTALLED WITHIN RIGHT-OF-WAY BOUNDARIES.
- MOUNTING HEIGHTS ARE PER ALASKA DOT&PF STANDARD PLAN S-05.02 UNLESS OTHERWISE NOTED.
- IN THE SIGN SUMMARY, "PST" MEANS PERFORATED STEEL TUBE.
- DETERMINE POST LENGTHS IN THE FIELD. DO NOT EXTEND POSTS ABOVE TOP OF SIGN.
- INSTALL PST SIGN POSTS WITH SLEEVE TYPE SOIL EMBEDMENT PER ALASKA DOT&PF STANDARD PLAN S-30.05.
- INSTALL "TUBE POST SIGN BRACING" AS SHOWN ON ALASKA DOT&PF STANDARD PLAN S-01.02 ON ALL SIGNS, EXCEPT D3-1 SERIES SIGNS, MOUNTED ON A SINGLE PST POST AND HAVING A HORIZONTAL DIMENSION OF 30 INCHES OR GREATER. INSTEAD OF THE 5/8" GALVANIZED BOLTS AND NYLON LOCKING NUTS SHOWN ON STANDARD PLAN S01.02, USE GALVANIZED 3/8" BOLTS, SPLIT LOCK WASHERS AND NUTS. STAINLESS STEEL FASTENER HARDWARE MAY BE USED INSTEAD OF GALVANIZED. 1/4"x1-1/2" ALUMINUM ALLOY 6061-T6 BAR MAY ALSO BE USED TO FABRICATE SIGN BRACES.
- ALL FASTENER HARDWARE MUST MEET THE REQUIREMENTS OF THE "FASTENER SPECIFICATION TABLE" ON THIS SHEET.
- STOP (R1-1) SIGNS, ESPECIALLY THOSE AT LARGE RADIUS INTERSECTIONS, MAY NEED ADJUSTMENT IN THE FIELD. THE ENGINEER WILL APPROVE FINAL LOCATIONS.
- INSTALL D3-1 SIGNS ABOVE THEIR RESPECTIVE STOP SIGNS. WHEN TWO D3-1 SERIES SIGNS ARE TO BE LOCATED ON THE SAME POST, INSTALL THE CROSS-STREET PANEL IN THE UPPER POSITION.
- D3-1 SERIES SIGNS REQUIRE TWO SEPARATE SINGLE SIDED PANELS. END-BRACE PANELS PER SMALL STREET NAME SIGN BRACING DETAILS IN ALASKA DOT&PF STANDARD PLAN S-01.02.
- MAINTAIN EXISTING SIGNS UNTIL NEW SIGNS ARE INSTALLED. DO NOT LEAVE DUPLICATE OR CONFLICTING SIGNING UP AT ANY TIME.
- USE SERIES C LETTERS FOR D3-1 SERIES SIGNS UNLESS OTHERWISE NOTED.
- USE A 3" HORIZONTAL SPACING BETWEEN WORDS, BETWEEN CARDINAL DIRECTIONS AND WORDS, AND BETWEEN WORDS AND NUMBERS ON D3-1, D3-1A, AND D3-1D SIGNS UNLESS OTHERWISE NOTED.
- LOCATE AND PROTECT ALL NEW AND EXISTING UNDERGROUND UTILITIES, INCLUDING BUT NOT LIMITED TO: PIPELINES, INTERCONNECT CABLES, SIGNAL SYSTEMS, STORM AND SANITARY SEWERS, WATER SYSTEMS, AND TELEPHONE AND ELECTRICAL CABLES, PRIOR TO INSTALLING SIGN POSTS. NOT ALL EXISTING UTILITIES MAY BE SHOWN ON THE PLANS.
- CLEARING MAY BE REQUIRED TO ENSURE ADEQUATE VISIBILITY OF SIGNS. THIS WORK IS SUBSIDIARY TO PAY ITEM P661.
- ALL APPLICABLE SIGNS MUST CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2009, ALASKA DESIGN SPECIFICATIONS SUPPLEMENT (ASDS) 2015, AND STANDARD PLANS.
- WORK AND MATERIALS NOT SPECIFICALLY REFERRED TO UNDER A CONTRACT BID ITEM MUST BE CONSIDERED SUBSIDIARY TO CONTRACT PAY ITEMS AND MUST REQUIRE NO ADDITIONAL COMPENSATION. SEE SECTION 40-01.
- FABRICATE ALL SIGNS WITH TYPE IV REFLECTIVE SHEETING ON 0.125 INCH THICK ALUMINUM PANELS.

SIGN LEGEND			
TYPE	SIGN	TYPE	SIGN
D3-1	DEERING RD WEST AIRPORT RD	HW16-6	WATCH FOR ICE ON BRIDGE
R1-1	STOP	R2-1	SPEED LIMIT 25 SPEED LIMIT 15

1 NEW SIGN LEGEND
31 NTS

FASTENER SPECIFICATION TABLE		
FASTENERS	STEEL	STAINLESS STEEL
BOLT	ASTM A307	ASTM F593
NUTS	ASTM A563	ASTM F594
WASHERS	ASTM A36	ASTM A480

- STREET NAME SIGN NOTE:**
- VERTICALLY SEPARATE MULTIPLE SIGNS MOUNTED ON THE SAME POST BY 2-1/2 INCHES.



2 STREET NAME SIGN
31 NTS

PLANS DEVELOPED BY: STANTEC CONSULTING SERVICES, INC. 725 EAST FIREWEED LANE, SUITE 200, ANCHORAGE, AK 99503-2245 907-276-4245 CERTIFICATE OF AUTHORIZATION #126386 U:\2047062400\drawing_LDP\c\sheet\00249_C_DETAILS.dwg

DESIGN MLH
DRAWN MLH
CHECKED RPK

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
APPROVED: _____ DATE _____
ALBERT M.L. BECK, P.E. DESIGN GROUP CHIEF

95%
DESIGN

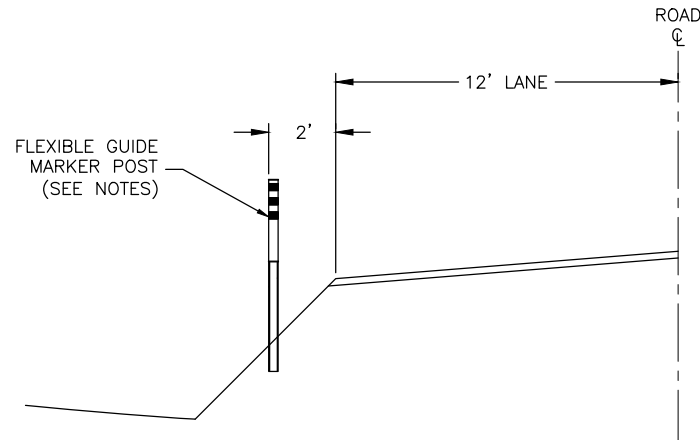
BY	DATE	REVISIONS

DEERING AIRPORT
DEERING AIRPORT AND
ACCESS ROAD IMPROVEMENTS
AIP 3-02-0400-XX-202X/NFAPT00249
SIGNING DETAILS

SHEET
31
OF
65

GUIDE MARKER NOTES

1. FLEXIBLE GUIDE MARKER POSTS MUST INCLUDE A CYLINDRICAL VISIBILITY ENHANCING CAP WITH (3) 3" REFLECTIVE BANDS AROUND THE CAP, FASTENED TO THE TOP OF EACH POST TO PROVIDE 360 DEGREE REFLECTIVE VISIBILITY.
2. SEE GUIDE MARKER SUMMARY TABLES ON THIS SHEET FOR APPROXIMATE LOCATIONS. ADJUST GUIDE MARKER LOCATION AS DIRECTED.



1
32
GUIDE MARKER DETAIL
NTS

GUIDE MARKER SUMMARY		
MARKER NO.	STATION	OFFSET
GM-1	63+03.63	55.92 LT
GM-2	63+01.95	40.22 LT
GM-3	62+94.04	26.55 LT
GM-4	62+81.26	17.28 LT
GM-5	62+65.81	14.00 LT
GM-6	62+30.81	14.00 LT
GM-7	61+70.81	14.00 LT
GM-8	60+50.81	14.00 LT
GM-9	55+94.10	14.00 LT
GM-10	52+94.10	14.00 LT
GM-11	50+99.10	14.00 LT
GM-12	49+84.10	14.00 LT
GM-13	49+22.10	14.00 LT
GM-14	48+60.11	14.00 LT
GM-15	47+98.11	14.00 LT
GM-16	47+36.12	14.00 LT
GM-17	46+74.13	14.00 LT
GM-18	46+12.13	14.00 LT
GM-19	45+50.14	14.00 LT
GM-20	44+88.14	14.00 LT
GM-21	44+26.17	14.00 LT
GM-22	93+70.78	14.00 LT
GM-23	93+30.59	13.47 LT
GM-24	92+90.34	13.37 LT
GM-25	92+50.11	13.69 LT
GM-26	92+09.98	14.42 LT
GM-27	91+69.97	13.54 LT
GM-28	88+28.04	15.00 LT
GM-29	87+80.59	15.29 LT
GM-30	87+32.92	14.27 LT
GM-31	86+85.12	14.00 LT
GM-32	35+95.12	14.00 LT
GM-33	35+10.34	14.37 LT
GM-34	33+95.57	14.00 LT
GM-35	33+44.73	14.00 LT
GM-36	32+93.88	14.00 LT
GM-37	31+78.88	14.00 LT
GM-38	29+78.98	14.00 LT
GM-39	27+79.08	14.00 LT
GM-40	26+64.08	14.00 LT
GM-41	25+95.84	14.00 LT
GM-42	25+27.60	14.00 LT
GM-43	24+59.35	14.00 LT
GM-44	23+44.35	14.00 LT
GM-45	22+51.72	14.00 LT
GM-46	21+51.72	14.00 LT
GM-47	21+04.45	14.00 LT
GM-48	20+57.18	14.00 LT
GM-49	20+09.91	14.00 LT
GM-50	19+62.64	14.00 LT
GM-51	19+15.37	14.00 LT
GM-52	18+68.10	14.00 LT
GM-53	18+20.82	14.00 LT
GM-54	17+20.82	14.00 LT
GM-55	15+55.82	14.00 LT

GUIDE MARKER SUMMARY		
MARKER NO.	STATION	OFFSET
GM-56	13+90.85	14.00 LT
GM-57	12+85.85	14.00 LT
GM-58	12+20.85	14.00 LT
GM-59	11+85.15	14.00 LT
GM-60	11+49.45	14.00 LT
GM-61	11+13.75	14.00 LT
GM-62	10+78.05	14.00 LT
GM-63	10+42.34	14.00 LT
GM-64	10+06.64	14.00 LT
GM-65	10+06.64	14.00 RT
GM-66	10+34.25	14.00 RT
GM-67	10+51.42	18.54 RT
GM-68	10+64.32	30.97 RT
GM-69	10+70.76	48.40 RT
GM-70	10+70.76	67.44 RT
GM-71	10+65.49	85.07 RT
GM-72	10+74.95	110.03 RT
GM-73	10+83.10	94.33 RT
GM-74	10+90.72	77.66 RT
GM-75	10+97.68	60.13 RT
GM-76	11+03.82	41.83 RT
GM-77	11+11.27	27.44 RT
GM-78	11+23.53	17.54 RT
GM-79	11+38.81	14.00 RT
GM-80	11+66.16	14.00 RT
GM-81	11+93.51	14.00 RT
GM-82	12+20.85	14.00 RT
GM-83	12+90.85	14.00 RT
GM-84	13+56.50	14.00 RT
GM-85	14+16.50	14.00 RT
GM-86	14+46.50	14.00 RT
GM-87	14+64.00	14.00 RT
GM-88	14+75.50	17.08 RT
GM-89	14+83.92	25.50 RT
GM-90	14+87.00	37.00 RT
GM-91	14+87.00	54.29 RT
GM-92	14+93.46	82.07 RT
GM-93	15+11.51	104.16 RT
GM-94	15+39.21	125.55 RT
GM-95	15+86.71	162.21 RT
GM-96	16+81.70	235.53 RT
GM-97	16+97.59	214.95 RT
GM-98	16+02.60	141.63 RT
GM-99	15+55.10	104.96 RT
GM-100	15+27.39	83.58 RT
GM-101	15+16.79	70.61 RT
GM-102	15+13.00	54.29 RT
GM-103	15+13.00	37.00 RT
GM-104	15+16.08	25.50 RT
GM-105	15+24.50	17.08 RT
GM-106	15+36.00	14.00 RT
GM-107	15+53.50	14.00 RT
GM-108	15+83.50	14.00 RT
GM-109	16+43.50	14.00 RT
GM-110	17+20.82	14.00 RT

GUIDE MARKER SUMMARY		
MARKER NO.	STATION	OFFSET
GM-111	18+20.82	14.00 RT
GM-112	18+68.10	14.00 RT
GM-113	19+15.37	13.63 RT
GM-114	19+62.64	14.00 RT
GM-115	20+09.91	14.00 RT
GM-116	20+57.18	14.59 RT
GM-117	21+04.45	15.59 RT
GM-118	21+51.72	15.00 RT
GM-119	22+51.72	14.35 RT
GM-120	23+44.35	14.92 RT
GM-121	24+59.35	14.00 RT
GM-122	25+27.60	14.00 RT
GM-123	25+95.84	14.00 RT
GM-124	26+64.08	14.00 RT
GM-125	27+79.08	14.00 RT
GM-126	29+78.98	14.00 RT
GM-127	31+78.88	14.00 RT
GM-128	32+93.88	14.00 RT
GM-129	33+44.73	14.00 RT
GM-130	33+95.57	14.00 RT
GM-131	35+10.34	14.00 RT
GM-132	35+95.12	14.00 RT
GM-133	86+85.12	14.00 RT
GM-134	87+32.43	14.00 RT
GM-135	87+79.81	14.00 RT
GM-136	88+28.04	14.00 RT
GM-137	91+70.69	14.00 RT
GM-138	92+11.30	14.00 RT
GM-139	92+50.11	14.00 RT
GM-140	92+90.34	14.00 RT
GM-141	93+30.59	14.00 RT
GM-142	93+70.79	14.00 RT
GM-143	44+26.15	14.00 RT
GM-144	44+88.14	14.00 RT
GM-145	45+50.14	14.00 RT
GM-146	46+12.13	14.00 RT
GM-147	46+74.13	14.00 RT
GM-148	47+36.12	14.00 RT
GM-149	47+98.11	14.00 RT
GM-150	48+60.11	14.00 RT
GM-151	49+22.10	14.00 RT
GM-152	49+84.10	14.00 RT
GM-153	50+99.10	14.00 RT
GM-154	52+94.10	14.00 RT
GM-155	55+94.10	14.00 RT
GM-156	60+50.81	14.00 RT
GM-157	61+70.81	14.00 RT
GM-158	62+30.81	14.00 RT
GM-159	62+73.46	14.00 RT
GM-160	62+87.58	16.72 RT
GM-161	62+99.69	24.48 RT
GM-162	63+08.05	36.18 RT
GM-163	63+11.47	50.15 RT

DESIGN MLH
 DRAWN MLH
 CHECKED RPK

STATE OF ALASKA
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 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION
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BY	DATE	REVISIONS

DEERING AIRPORT
 DEERING AIRPORT AND
 ACCESS ROAD IMPROVEMENTS
 AIP 3-02-0400-XX-202X/NFAPT00249
 GUIDE MARKER DETAILS

SHEET
 32
 OF
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5/27/2021, 9:33 AM
 PLANS DEVELOPED BY: STANTEC CONSULTING SERVICES, INC. 725 EAST FIREWEED LANE, SUITE 200, ANCHORAGE, AK 99503-2245 907-276-4245 CERTIFICATE OF AUTHORIZATION #126386
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EROSION AND SEDIMENT CONTROL PLAN NOTES:

1. THE CONTRACTOR MUST DEVELOP A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) THAT COMPLIES WITH THE ALASKA POLLUTANT DISCHARGE ELIMINATION SYSTEM (APDES) REQUIREMENTS FOR STORM WATER DISCHARGES FOR THE PROJECT.
2. NO EARTHWORK WILL BE ALLOWED UNTIL PERMIT COVERAGE UNDER THE CONSTRUCTION GENERAL PERMIT HAS BEEN OBTAINED.
3. THE CONTRACTOR MUST MINIMIZE THE AREA AND TIME PERIOD ERODIBLE SOILS ARE EXPOSED TO STORM WATER. THE CONTRACTOR MUST INITIATE STABILIZATION IMMEDIATELY WHEN GRADING ACTIVITIES CEASE.
4. ALL BMPs MUST BE MAINTAINED ON A DAILY BASIS INCLUDING, BUT NOT LIMITED TO REMOVAL AND DISPOSAL OF ACCUMULATED SOILS, CLEANING BMPs, AND REPLACEMENT OF DAMAGED BMPs.
5. THE CONTRACTOR MUST USE WATER OR NON-CORROSIVE, NON-TOXIC DUST PALLIATIVES AS DIRECT BY THE PROJECT'S CONSTRUCTION DOCUMENTS.
6. THE CONTRACTOR MUST NOT MAINTAIN EQUIPMENT OR REFUEL VEHICLES/EQUIPMENT WITHIN 100 FEET OF A WATER BODY OR WETLANDS.
7. THE CONTRACTOR MUST INSPECT AND CLEAN CONSTRUCTION EQUIPMENT PRIOR TO ENTERING AND EXITING THE WORK SITE TO MINIMIZE SPREAD OF VEGETATIVE MATERIALS.
8. THE CONTRACTOR MUST PROVIDE SEDIMENT CONTROL AS SHOWN ON PLANS, AND AS NECESSARY TO PREVENT MIGRATION OF SEDIMENT USING SILT FENCE, FIBER ROLLS, AND CULVERT INLET PROTECTION. A VEGETATIVE BUFFER MAY BE USED FOR SEDIMENT/PERIMETER CONTROL IF A MINIMUM OF 25 FEET WIDTH OF VEGETATIVE BUFFER EXISTS AND ITS USE IS APPROVED BY THE ENGINEER. INSTALL STRUCTURAL PERIMETER CONTROL BMPs ADJACENT TO WETLANDS LOCATION WHERE LESS THAN 25 FEET OF VEGETATIVE BUFFER EXISTS.
9. EROSION AND SEDIMENT CONTROL MATERIALS WILL BE LOCALLY PRODUCED PRODUCTS TO MINIMIZE POTENTIAL IMPORTATIONS OF NEW PLANT SPECIES FROM OUTSIDE ALASKA.
10. THE CONTRACTOR MUST PROVIDE EROSION AND SEDIMENT CONTROL AROUND ALL STOCKPILE AREAS.
11. THE CONTRACTOR MUST RESTORE ALL DISTURBED AREAS DISTURBED BY CONTRACT ACTIVITIES TO PRE-EXISTING CONDITIONS.
12. THE CONTRACTOR MUST PREPARE A HAZARDOUS MATERIAL CONTROL PLAN (HMCP) TO PREVENT DISCHARGES OF POLLUTANTS FROM STORAGE, USE, CONTAINMENT, CLEANUP, AND DISPOSAL OF HAZARDOUS MATERIAL, INCLUDING PETROLEUM PRODUCTS RELATED TO CONSTRUCTION ACTIVITIES AND EQUIPMENT.
13. THE CONTRACTOR MUST PREPARE SURFACE ROUGHENING AND SEEDING TO REPAIRED NEW EMBANKMENTS AS SOON AS PRACTICABLE. CONTRACTOR MUST PROVIDE, APPLY, AND USE APPROVED SEED AS INDICATED IN GCP 901.
14. THE CONTRACTOR MUST PROVIDE FIBER ROLLS ALONG CONTOURS TO BREAK UP DISTURBED EMBANKMENT SLOPE LENGTHS, WHERE THERE ARE SLOPES 25 FEET IN LENGTH OR LONGER OR WHERE THERE IS EXCESSIVE EROSION OCCURRING ON SLOPES.
15. STEEP SLOPES, LOCATED AT THE PROJECT, MUST BE PROTECTED. EXPOSED STEEP SLOPES SHALL BE STABILIZED IMMEDIATELY WHEN WORK IS COMPLETE OR WHEN WORK TEMPORARILY STOPS, IN ACCORDANCE WITH SECTION 4.5 OF THE CONSTRUCTION GENERAL PERMIT.
16. CONTRACTOR MUST MINIMIZE THE DISTURBANCE OR DAMAGE TO NATURAL VEGETATED AREAS AS PRACTICABLE.
17. CONTRACTOR MUST VERIFY THAT DISTURBANCES ARE AUTHORIZED UNDER THE APPLICABLE PROJECT PERMITS.
18. OFF-ROAD CROSSING OF THE SMITH CREEK MUST ONLY OCCUR ON A WINTER ICE BRIDGE.
19. CLEARING OF VEGETATION OBSTRUCTIONS MUST ONLY OCCUR DURING THE WINTER, TO LIMIT IMPACTS TO WETLAND AND MIGRATORY BIRDS.
20. ALL MATERIALS SITE MUST BE CONTRACTOR-FURNISHED. GCP 7D REQUIRES THE CONTRACTOR OBTAIN ALL PERMITS NECESSARY.
21. REFER TO ESCP DOCUMENTATION LOCATED IN APPENDIX C FOR ADDITIONAL INFORMATION.

ESCP LEGEND:

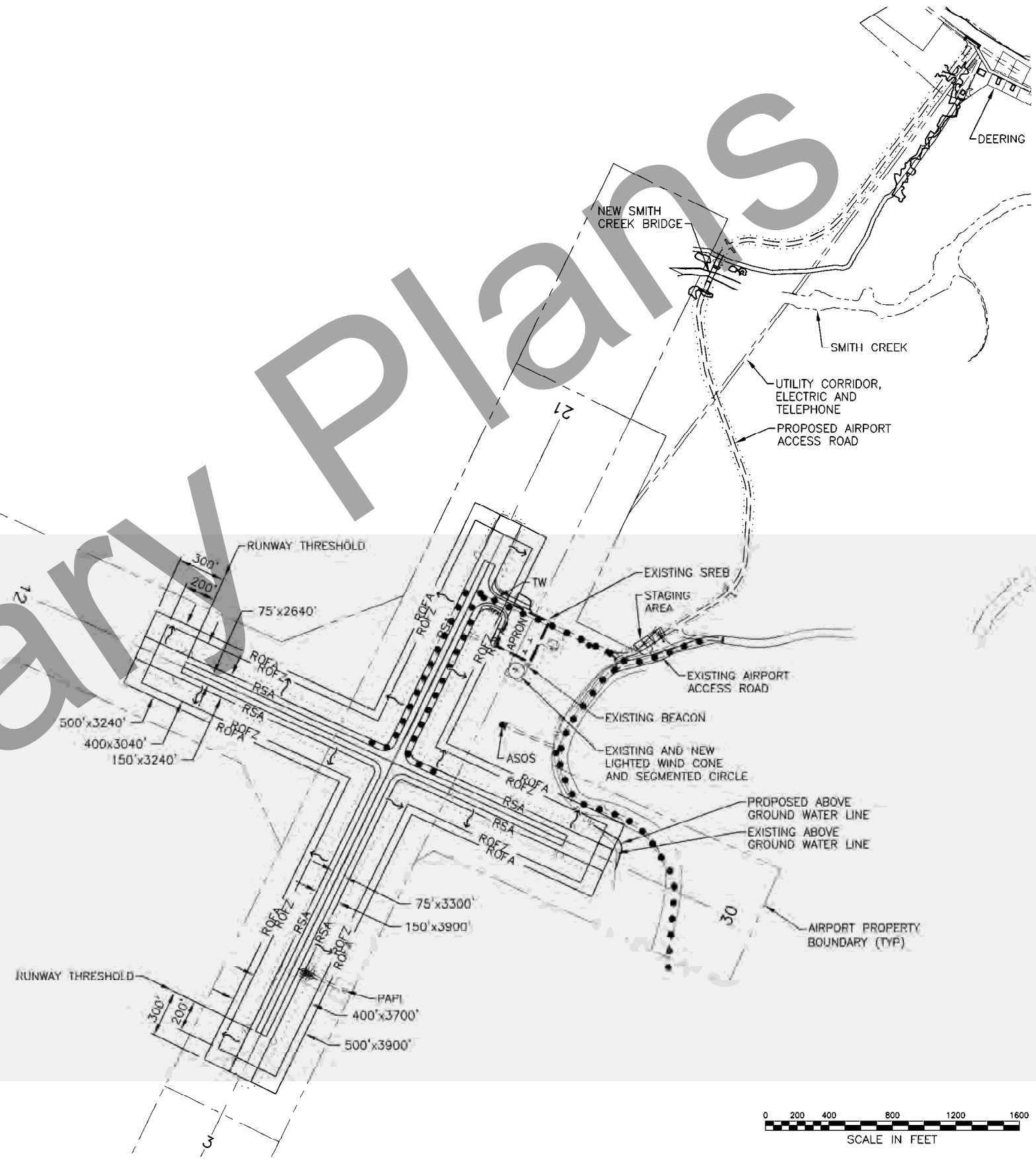
- P — PERIMETER CONTROL
- FLOW ARROW

LEGEND:

- HAUL ROUTE (TWO WAY)
- ▨ POTENTIAL CONTRACTOR STAGING AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- ROFZ — RUNWAY OBSTACLE FREE ZONE
- APS — APPROACH SURFACE
- - - - - EXISTING PROPERTY LINE
- - - - - AIRPORT ACCESS ROAD

CONSTRUCTION TASKS NOTES:

1. THE PROVIDED PHASING CONSTRUCTION TASKS ARE A GENERAL DESCRIPTION OF WORK TO BE COMPLETED IN EACH PHASE. IT IS NOT INTENDED AS A COMPREHENSIVE LIST OF ALL TASKS, OR RELATED WORK THAT WILL BE REQUIRED. THE LISTS DO NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY TO COORDINATE AND SCHEDULE THE WORK WITH AFFECTED INDIVIDUALS OR GROUPS, PRIOR TO BEGINNING WORK. INCLUDE ANY ADDITIONAL OR RELATED WORK AND GENERAL TASKS IN THE WORK SCHEDULE REQUIRED UNDER SECTION 80 AND SECTION G-300.
2. CONSTRUCTION TASKS AND PHASES CAN BE COMPLETED IN ANY SEQUENCE OR SIMULTANEOUSLY, AS APPROVED BY THE ENGINEER. ALL WORK MUST BE ACCOMPLISHED ACCORDING TO THE LIMITATIONS IN THE CONSTRUCTION SAFETY AND PHASING PLAN, APPLICABLE SPECIAL PROVISIONS, ENVIRONMENTAL COMMITMENTS, AND PERMIT REQUIREMENTS.
3. THE CONTRACTOR MUST FOLLOW ALL HAUL ROUTE REQUIREMENTS AS DETERMINED IN THE CSPP. CONTRACTOR MUST NOT HAUL ALONG OR CROSS RW 3-21 WHILE RUNWAY IS OPEN TO AIRCRAFT OPERATIONS.



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 DESIGN**

BY	DATE	REVISIONS

DEERING AIRPORT
 DEERING AIRPORT AND
 ACCESS ROAD IMPROVEMENTS
 AIP 3-02-0400-XX-202X/NFAPT00249
 EROSION AND SEDIMENT CONTROL PLAN
 OVERVIEW

SHEET
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ESCP LEGEND:

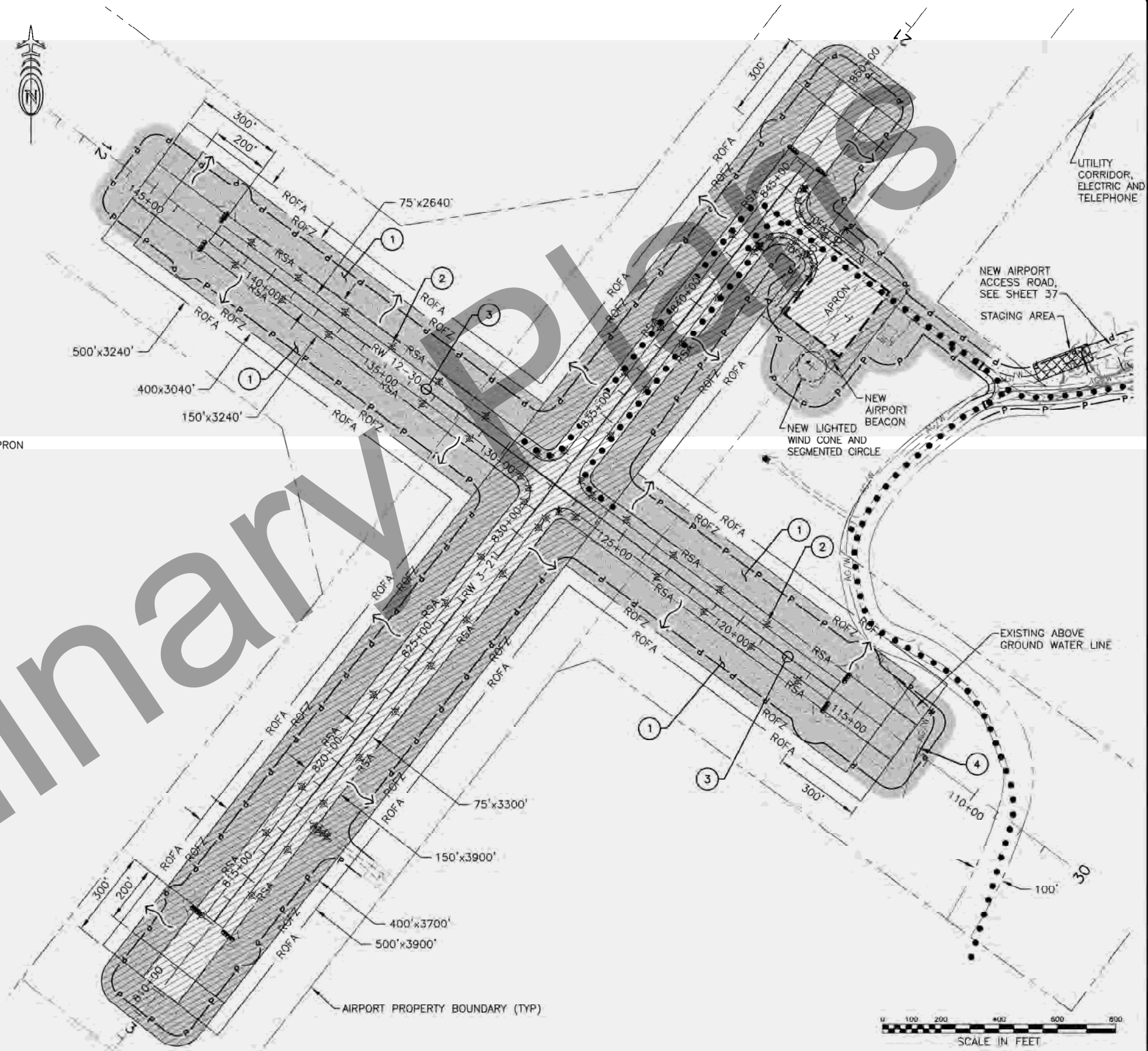
- P — PERIMETER CONTROL
- FLOW ARROW

LEGEND:

- HAUL ROUTE (TWO WAY)
- [Cross-hatched box] POTENTIAL CONTRACTOR STAGING AREA
- [Solid grey box] PHASE 1 CONSTRUCTION AREA
- [Diagonal lines box] NIGHT CLOSURE
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- ROFZ — RUNWAY OBSTACLE FREE ZONE
- - - - - EXISTING PROPERTY LINE
- - - - - AIRPORT ACCESS ROAD

PHASE 1 CONSTRUCTION TASKS: #

- ① REPAIR EMBANKMENTS RW 12-30. RW 3-21. TAXIWAY. AND APRON
- ② REPLACE RW 12-30 AIRFIELD LIGHTING
- ③ RESURFACE RW 12-30
- ④ RELOCATION OF WATER LINE



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 EROSION AND SEDIMENT CONTROL PLAN
 GRADING AND STABILIZATION - PHASE 1

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ESCP LEGEND:

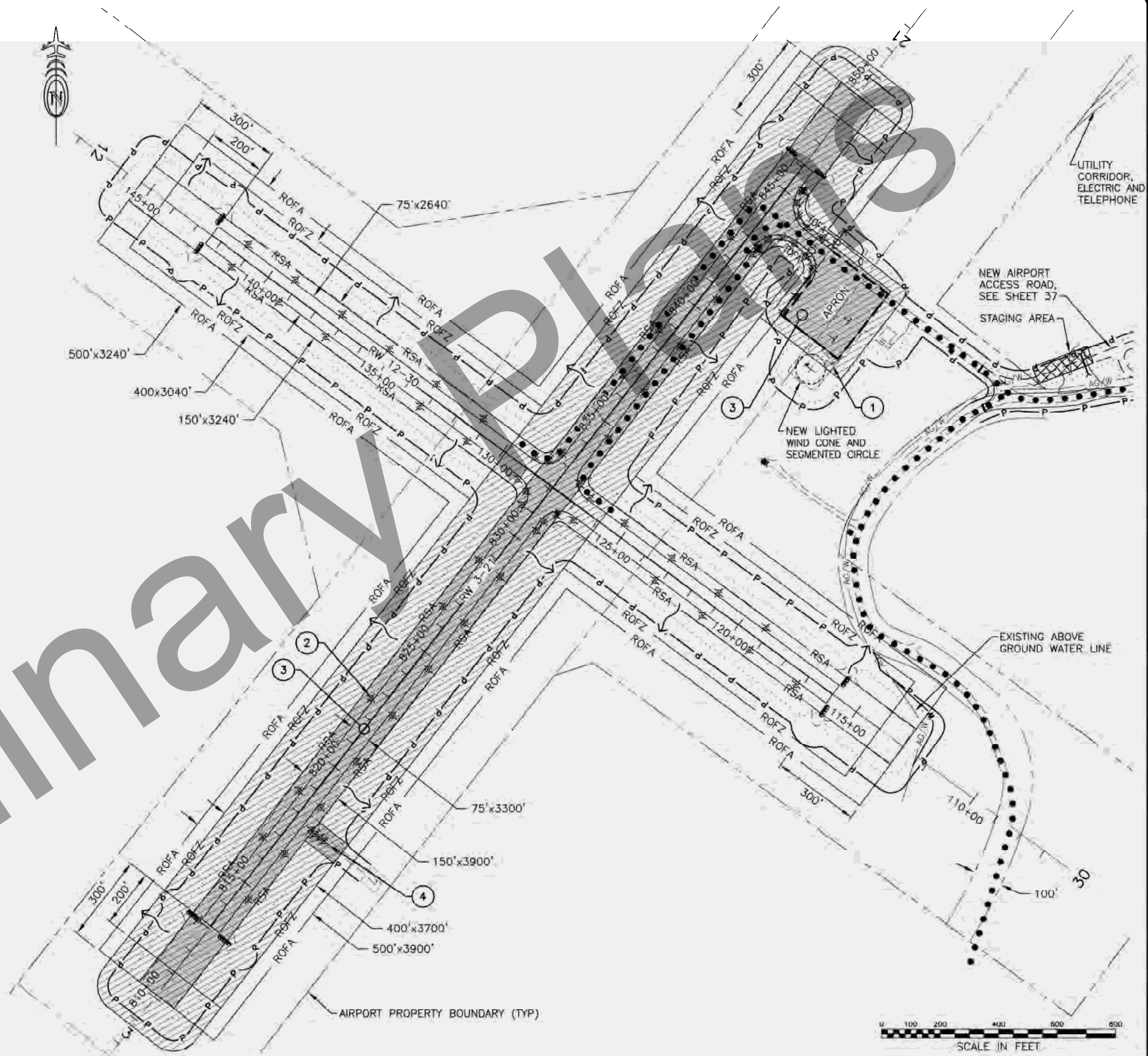
- P — PERIMETER CONTROL
- FLOW ARROW

LEGEND:

- HAUL ROUTE (TWO WAY)
- [Cross-hatched box] POTENTIAL CONTRACTOR STAGING AREA
- [Solid grey box] PHASE 2 CONSTRUCTION AREA
- [Diagonal lines box] NIGHT CLOSURE
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- ROFZ — RUNWAY OBSTACLE FREE ZONE
- - - - - EXISTING PROPERTY LINE
- - - - - AIRPORT ACCESS ROAD

PHASE 2 CONSTRUCTION TASKS: ①

- 1 INSTALL NEW EEE
- 2 REPLACE THE AIRFIELD RW 3-21 & TAXIWAY LIGHTING SYSTEM
- 3 RESURFACE RW 3-21, TAXIWAY, & APRON
- 4 RELOCATE PAPI SYSTEM



PLANS DEVELOPED BY: STANTEC CONSULTING SERVICES, INC. 725 EAST FIREWHEEL LANE, SUITE 200, ANCHORAGE, AK 98503-2245 907-276-4245 CERTIFICATE OF AUTHORIZATION #126386
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STATE OF ALASKA
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 EROSION AND SEDIMENT CONTROL PLAN
 GRADING AND STABILIZATION - PHASE 2

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 OF
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ESCP LEGEND:

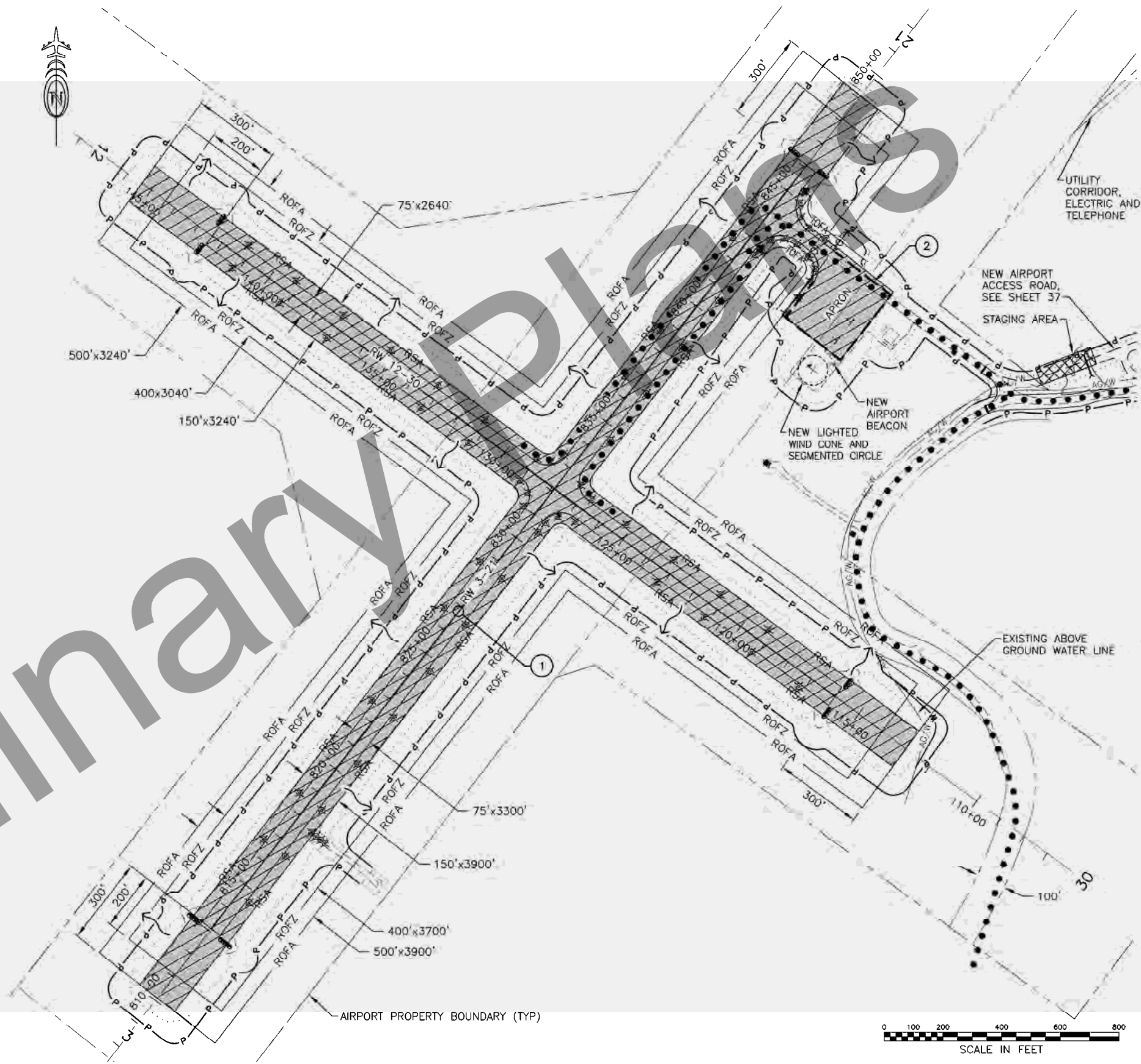
- P — PERIMETER CONTROL
- FLOW ARROW

LEGEND:

- HAUL ROUTE (TWO WAY)
- [Cross-hatched box] POTENTIAL CONTRACTOR STAGING AREA
- [Solid grey box] PHASE 3 CONSTRUCTION AREA
- [Diagonal lines box] DUST PALLIATIVE APPLICATION AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- ROFZ — RUNWAY OBSTACLE FREE ZONE
- - - - - EXISTING PROPERTY LINE
- - - - - AIRPORT ACCESS ROAD

PHASE 3 CONSTRUCTION TASKS: ①

- ① APPLY DUST PALLIATIVE TO RW, RSA, TW, AND APRON SURFACES. DUST PALLIATIVE TO BE COMPLETE BY SEPTEMBER 1, 2024.
- ② RESTORATION OF CONTRACTOR STAGING AREA AS APPROVED BY ENGINEER AND AIRPORT MANAGER.



PLANS DEVELOPED BY: STANTEC CONSULTING SERVICES, INC. 725 EAST FIREWHEEL LANE, SUITE 200, ANCHORAGE, AK 99503-2245 907-276-4245 CERTIFICATE OF AUTHORIZATION #126386
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DESIGN JBK
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 CHECKED RPK

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DEERING AIRPORT
 DEERING AIRPORT AND
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 AIP 3-02-0400-XX-202X/NFAPT00249
 EROSION AND SEDIMENT CONTROL PLAN
 GRADING AND STABILIZATION - PHASE 3

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 OF
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PHASE 3 CONSTRUCTION TASKS: #

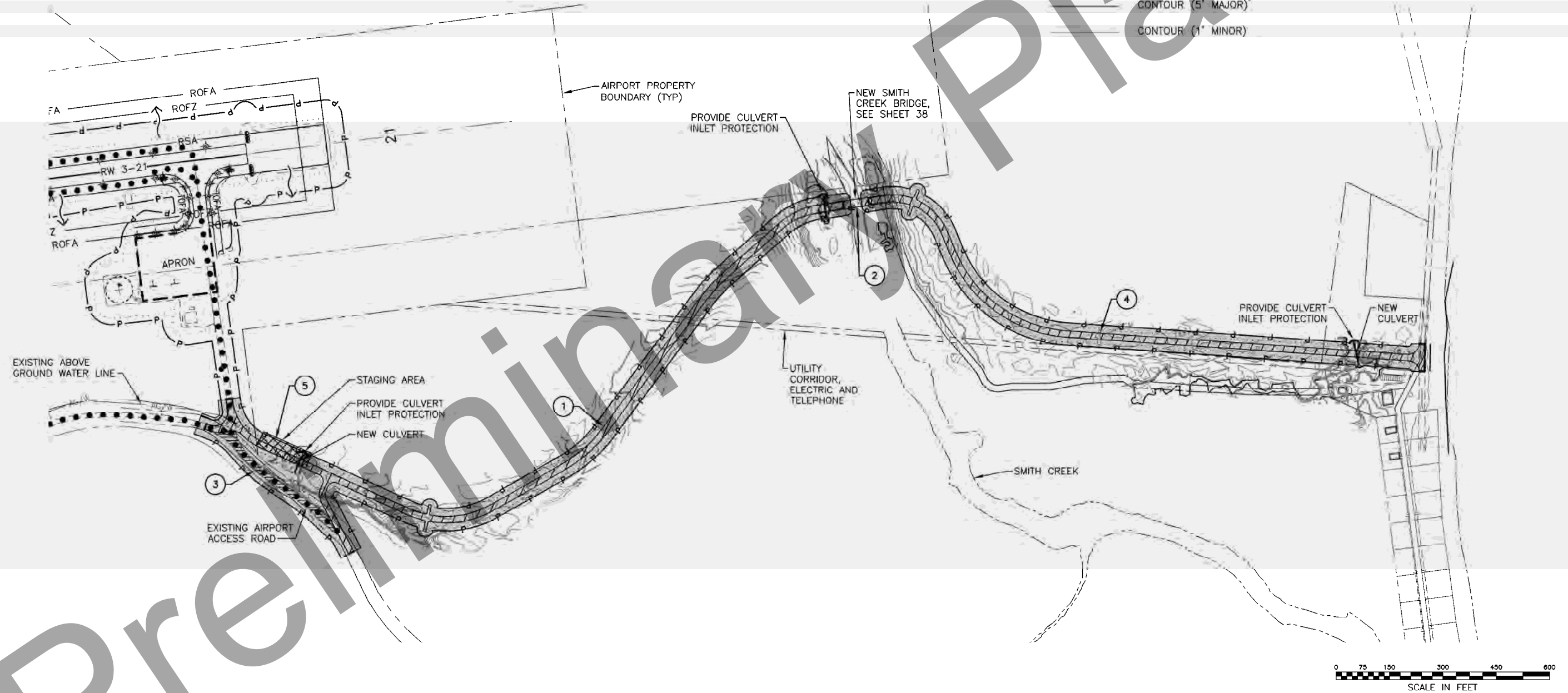
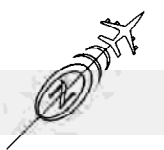
- 1 CONSTRUCT NEW AIRPORT ACCESS ROAD
- 2 CONSTRUCT NEW SMITH CREEK BRIDGE
- 3 EXISTING AIRPORT ACCESS ROAD OBLITERATION
- 4 APPLY DUST PALLIATIVE TO ACCESS ROAD SURFACES. DUST PALLIATIVE TO BE COMPLETE BY SEPTEMBER 1, 2024.
- 5 RESTORATION OF CONTRACTOR STAGING AREA AS APPROVED BY ENGINEER AND AIRPORT MANAGER.

ESCP LEGEND:

- P — PERIMETER CONTROL
- FLOW ARROW
- INLET PROTECTION

LEGEND:

- HAUL ROUTE (TWO WAY)
- [Cross-hatched box] POTENTIAL CONTRACTOR STAGING AREA
- [Solid grey box] PHASE 3 CONSTRUCTION AREA
- [Diagonal lines box] DUST PALLIATIVE APPLICATION AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- ROFZ — RUNWAY OBSTACLE FREE ZONE
- EXISTING PROPERTY LINE
- AIRPORT ACCESS ROAD
- CONTOUR (5' MAJOR)
- CONTOUR (1' MINOR)



DESIGN JBK
 DRAWN JLD
 CHECKED RPK

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 DESIGN

BY	DATE	REVISIONS

DEERING AIRPORT
 DEERING AIRPORT AND
 ACCESS ROAD IMPROVEMENTS
 AIP 3-02-0400-XX-202X/NFAPT00249
 EROSION AND SEDIMENT CONTROL PLAN
 GRADING AND STABILIZATION - PHASE 3

SHEET
37
 OF
65

NOTES:

1. AFTER FINAL GRADE AND/OR AT END OF ALL CONSTRUCTION ACTIVITIES, IMMEDIATELY INITIATE STABILIZATION OF ALL EMBANKMENTS AND DISTURBED AREAS NEAR SMITH CREEK.
2. ACHIEVE FINAL STABILIZATION AS SOON AS POSSIBLE OR WITHIN 7 DAYS OF INITIATING FINAL STABILIZATION. CONTINUE ALL MAINTENANCE REQUIRED TO MAINTAIN SEDIMENT AND EROSION CONTROL AND/OR ESTABLISH VEGETATIVE COVER.

PHASE 3 CONSTRUCTION TASKS: #

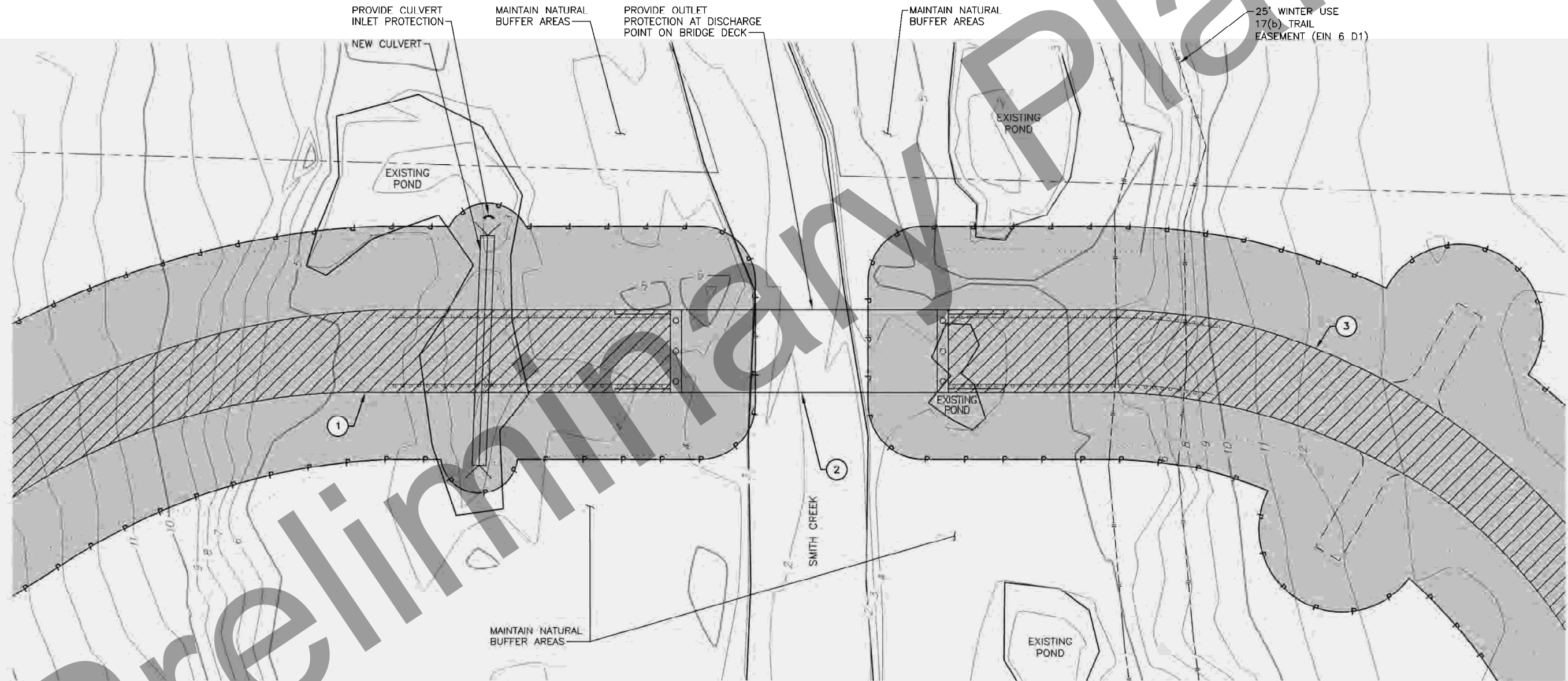
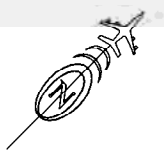
- 1 CONSTRUCT NEW AIRPORT ACCESS ROAD
- 2 CONSTRUCT NEW SMITH CREEK BRIDGE
- 3 APPLY DUST PALLIATIVE TO ACCESS ROAD SURFACES. DUST PALLIATIVE TO BE COMPLETE BY SEPTEMBER 1, 2024.

ESCP LEGEND:

- P — PERIMETER CONTROL
- INLET PROTECTION

LEGEND:

- ▭ PHASE 3 CONSTRUCTION AREA
- ▨ DUST PALLIATIVE APPLICATION AREA
- - - - - EXISTING PROPERTY LINE
- - - - - AIRPORT ACCESS ROAD
- DAYLIGHT LINE
- GUARDRAIL
- 5' — CONTOUR (5' MAJOR)
- 1' — CONTOUR (1' MINOR)



DESIGN JBK
 DRAWN JLD
 CHECKED RPK

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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 EROSION AND SEDIMENT CONTROL PLAN
 GRADING AND STABILIZATION - PHASE 3

SHEET
 38
 OF
 65

GENERAL ELECTRICAL NOTES:

- LOCATIONS OF EXISTING EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM ASBUILT DRAWINGS AND LIMITED SURVEY DATA AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
- REMOVE LIGHTS AND OTHER EQUIPMENT AS INDICATED ON DEMOLITION PLANS. REMOVAL INCLUDES ALL ASSOCIATED CONDUIT, CONDUCTORS, LIGHT BASES, TRANSFORMERS, DRAIN CONDUITS, FOUNDATIONS, AND CONCRETE, UNLESS OTHERWISE INDICATED. ALL REMOVED LIGHTS, BASEPLATES (INCLUDING BOLTS), TRANSFORMERS, WIND CONES, ROTATING BEACON, BEACON PLATFORM, AND THE ELECTRICAL EQUIPMENT BUILDING WITH ALL CONTAINED EQUIPMENT SHALL BE OFFERED TO AIRPORT MAINTENANCE. DISPOSAL OF LIGHTING EQUIPMENT DEEMED NON-SALVAGABLE BY AIRPORT MAINTENANCE AND REMOVED CONDUIT, CONDUCTORS, LIGHT BASES, CONCRETE, AND OTHER MATERIAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DISPOSED OF AT AN APPROVED SITE OFF OF AIRPORT PROPERTY IN ACCORDANCE WITH FEDERAL AND STATE REGULATIONS. DISPOSAL COSTS SHALL BE SUBSIDIARY TO THE CONTRACT.
- COORDINATE ALL LIGHTING OUTAGES CAUSED BY DISCONNECTIONS, CIRCUIT CHANGES, OR OTHER WORK WITH THE PROJECT ENGINEER. SCHEDULE INSTALLATION OF CONDUCTORS AND OTHER EQUIPMENT TO MINIMIZE QUANTITY AND DURATION OF OUTAGES.
- ALL AIRFIELD LIGHTING CONDUCTORS SHALL BE 8 AWG, FAA TYPE C.
- INSTALL A #6 BARE COPPER GROUNDING CONDUCTOR WITH ALL LIGHTING CIRCUIT CONDUCTORS.
- INSTALL PULL ROPE IN ALL EMPTY CONDUITS AND ALL AIRFIELD LIGHTING CONDUITS.
- COORDINATE WORK ON UTILITY DISTRIBUTION SYSTEM WITH ELECTRIC UTILITY, IPNATCHIAQ ELECTRIC COMPANY (IEC). COORDINATE TELEPHONE UTILITY WORK WITH TELEPHONE UTILITY, OTZ TELECOM. TELEPHONE UTILITY WORK WILL BE PERFORMED BY THE UTILITY.

SHEET NOTES: (X)

- CONDUIT DRAIN TO DAYLIGHT, SEE DETAIL 5/E14. DRAIN LOCATIONS MAY BE ADJUSTED OR OMITTED IN THE FIELD IN COORDINATION WITH THE ENGINEER TO PROVIDE OPTIMAL LOCATIONS OF CONDUIT DRAINS BASED ON ACTUAL GRADES AND CONDITIONS.

ELECTRICAL PLAN LEGEND

- ⊗ EXISTING LIGHT TO BE REMOVED
- RUNWAY EDGE LIGHT, OMNI-DIRECTIONAL
- ⊖ RUNWAY EDGE LIGHT, BI-DIRECTIONAL
- RUNWAY THRESHOLD LIGHT, BI-DIRECTIONAL
- TAXIWAY EDGE LIGHT, OMNI-DIRECTIONAL
- ⊕ GROUND ROD, 3/4"x10' TYPICAL
- ⊗ HANDHOLE (HH), TYPE I (LIGHT BASE WITH BLANK COVER)
- ⊞ JUNCTION BOX
- Ⓜ METERBASE
- ⊞ PAD-MOUNT TRANSFORMER
- ⊕ WIND CONE
- ⊕ ROTATING BEACON
- ⊗ REFERENCE TO SHEET NOTE
- ⊞ REFERENCE TO REVISION

LIGHT COLORS AND DISTRIBUTIONS

- B BLUE
- Y YELLOW/AMBER
- G GREEN
- R RED
- W WHITE
- O OBSCURED/BLANK
- BI BI-DIRECTIONAL
- UNI UNI-DIRECTIONAL
- OMNI OMNI-DIRECTIONAL

- XXX-- EXISTING UTILITY LINE TO REMAIN, XXX DESIGNATES TYPE
- XXX--- NEW UTILITY LINE, XXX DESIGNATES TYPE
 UG = UNDERGROUND E = ELECTRIC
 OH = OVERHEAD T = TELEPHONE
 C = COMMUNICATIONS
- EXISTING CONDUIT TO REMAIN
- ===== HDPE CONDUIT WITH CONDUCTORS AS INDICATED, 2" UNLESS OTHERWISE INDICATED
- ===== RIGID STEEL CONDUIT WITH CONDUCTORS AS INDICATED, 2" UNLESS OTHERWISE INDICATED
- .-.-.-.- TEMPORARY JUMPER OR CIRCUIT, SURFACE LAID IN HDPE CONDUIT
- ||--- SERIES LIGHTING CIRCUIT, TICK MARKS INDICATE NUMBER OF 5KV SERIES CONDUCTORS IN CONDUIT (2 SHOWN), INCLUDE GROUND CONDUCTOR (NOT SHOWN), TICK MARKS NOT SHOWN ON SHORT SEGMENTS OR IN CONGESTED AREAS FOR CLARITY

ELECTRICAL ABBREVIATIONS

- AWOS AUTOMATED WEATHER OBSERVING SYSTEM
- BC BARE COPPER
- C CONDUIT OR CHORD
- CB CIRCUIT BREAKER
- CF CUBIC FOOT
- CL CENTERLINE
- DOT&PF DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
- EMT ELECTRICAL METALLIC TUBING
- EXST EXISTING
- FAA FEDERAL AVIATION ADMINISTRATION
- GRD GROUND
- HDPE HIGH DENSITY POLYETHYLENE
- IEC IPNATCHIAQ ELECTRIC COMPANY
- LFMC LIQUIDTIGHT FLEXIBLE METALLIC CONDUIT
- LFNC LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT
- LHA LIGHT HOUSING ASSEMBLY
- MC METAL CLAD (CABLE)
- MIN MINIMUM
- NIC NOT IN CONTRACT
- NF NON-FUSED
- PAPI PRECISION APPROACH PATH INDICATOR
- PE PHOTOELECTRIC
- PVC POLYVINYL CHLORIDE
- REIL RUNWAY END IDENTIFIER LIGHT
- RMC RIGID METALLIC CONDUIT (GALVANIZED STEEL)
- R/W RUNWAY
- R RADIUS
- SREB SNOW REMOVAL EQUIPMENT BUILDING
- SS STAINLESS STEEL
- T/W TAXIWAY
- TYP TYPICAL
- UON UNLESS OTHERWISE NOTED

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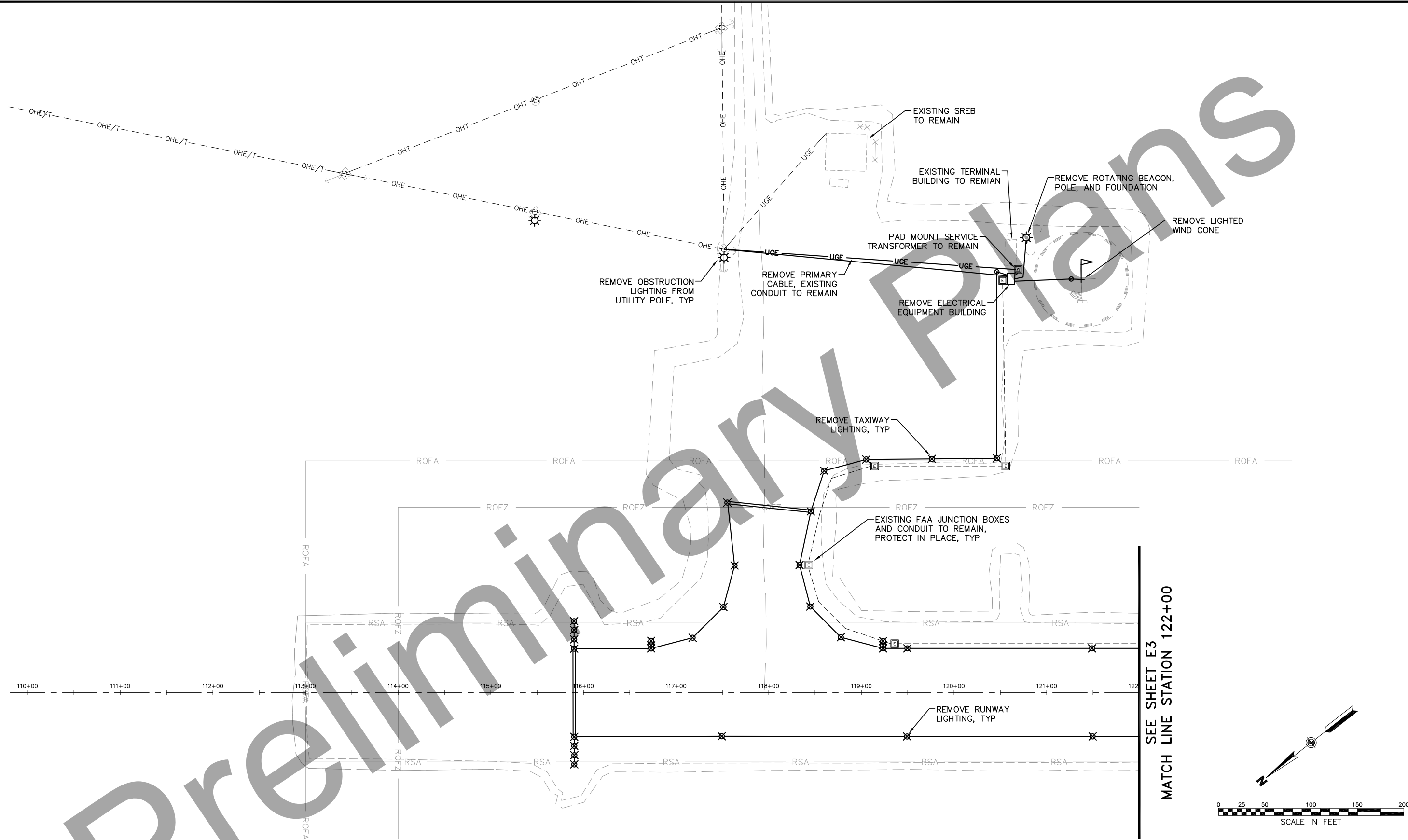
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ELECTRICAL LEGEND AND NOTES

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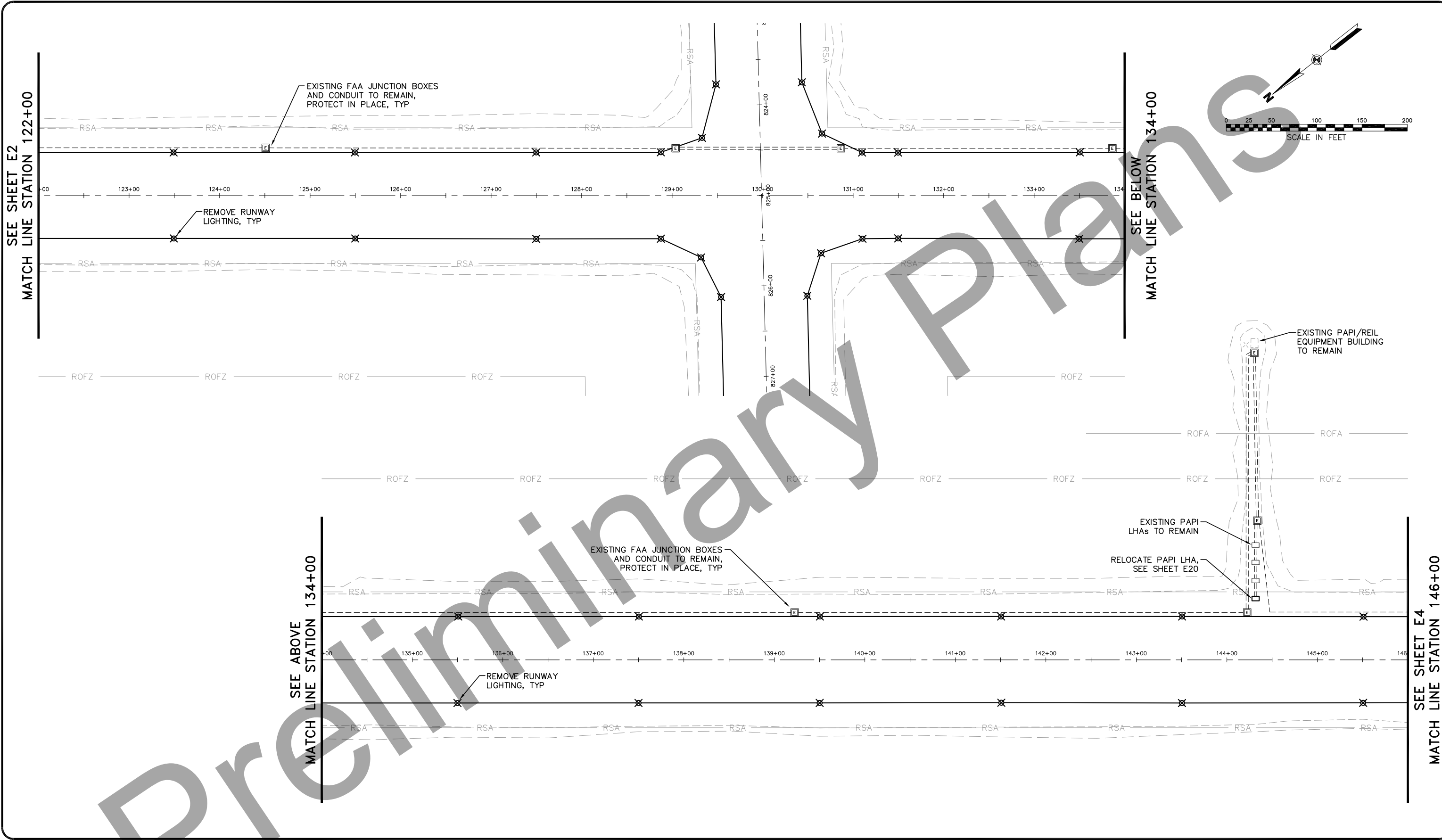
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 RUNWAY 3-21 EAST

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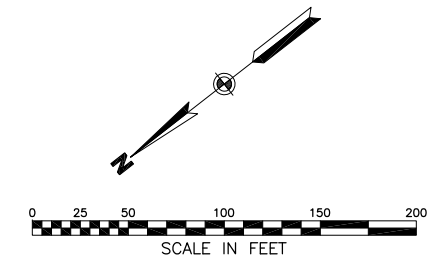
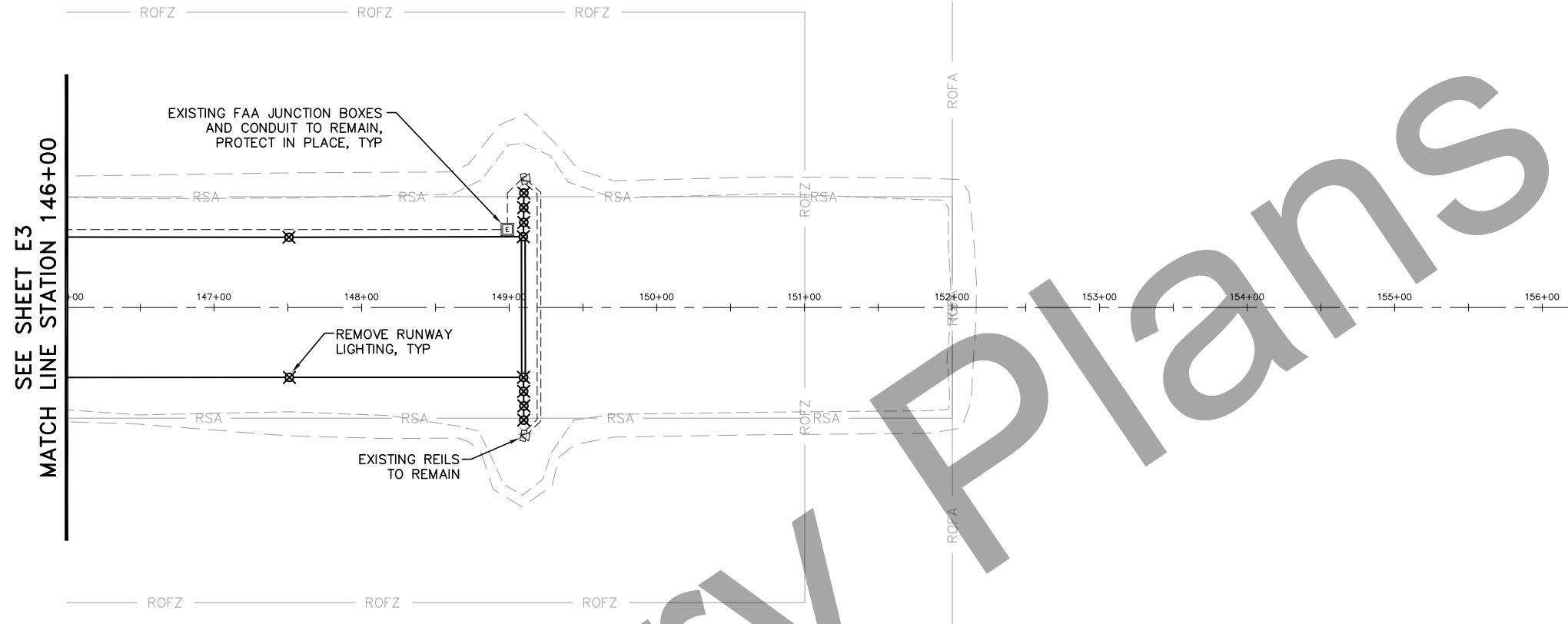
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 RUNWAY 3-21 CENTER

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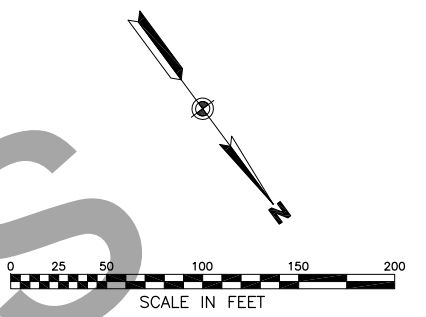
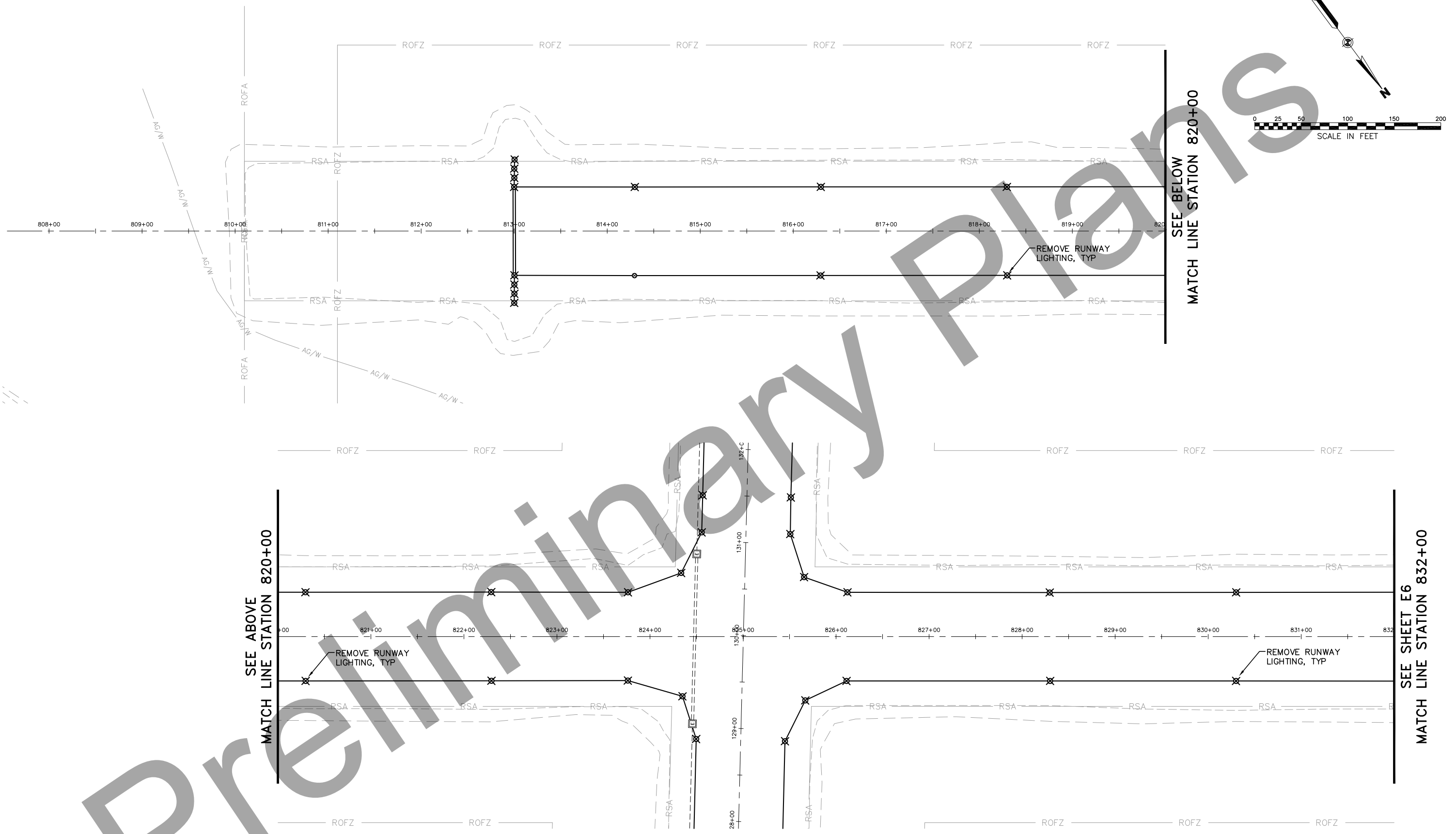
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 RUNWAY 3-21 WEST

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SEE ABOVE
MATCH LINE STATION 820+00

SEE BELOW
MATCH LINE STATION 820+00

SEE SHEET E6
MATCH LINE STATION 832+00

DESIGN LPS

DRAWN JCA

CHECKED LPS

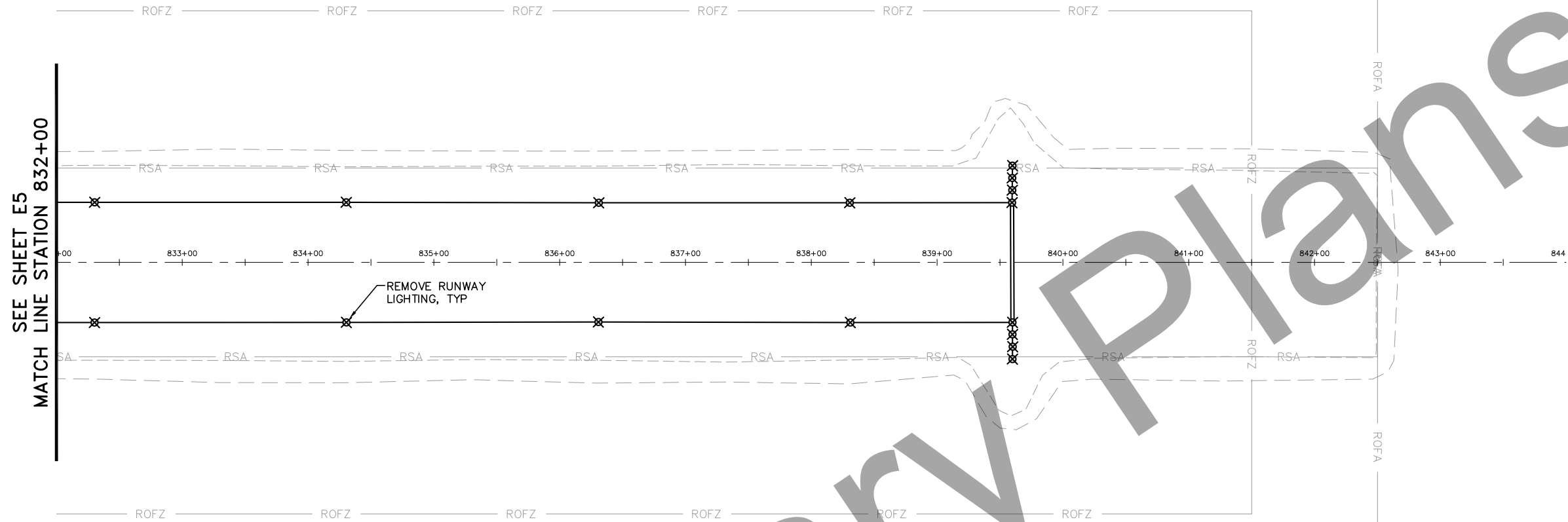
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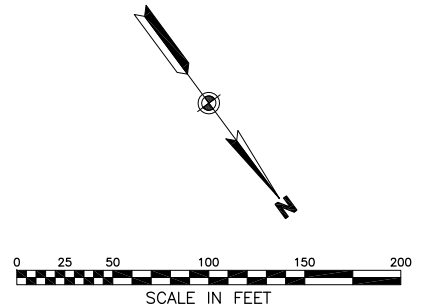
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 ELECTRICAL DEMOLITION PLAN -
 RUNWAY 12-30 SOUTH

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Preliminary Plans



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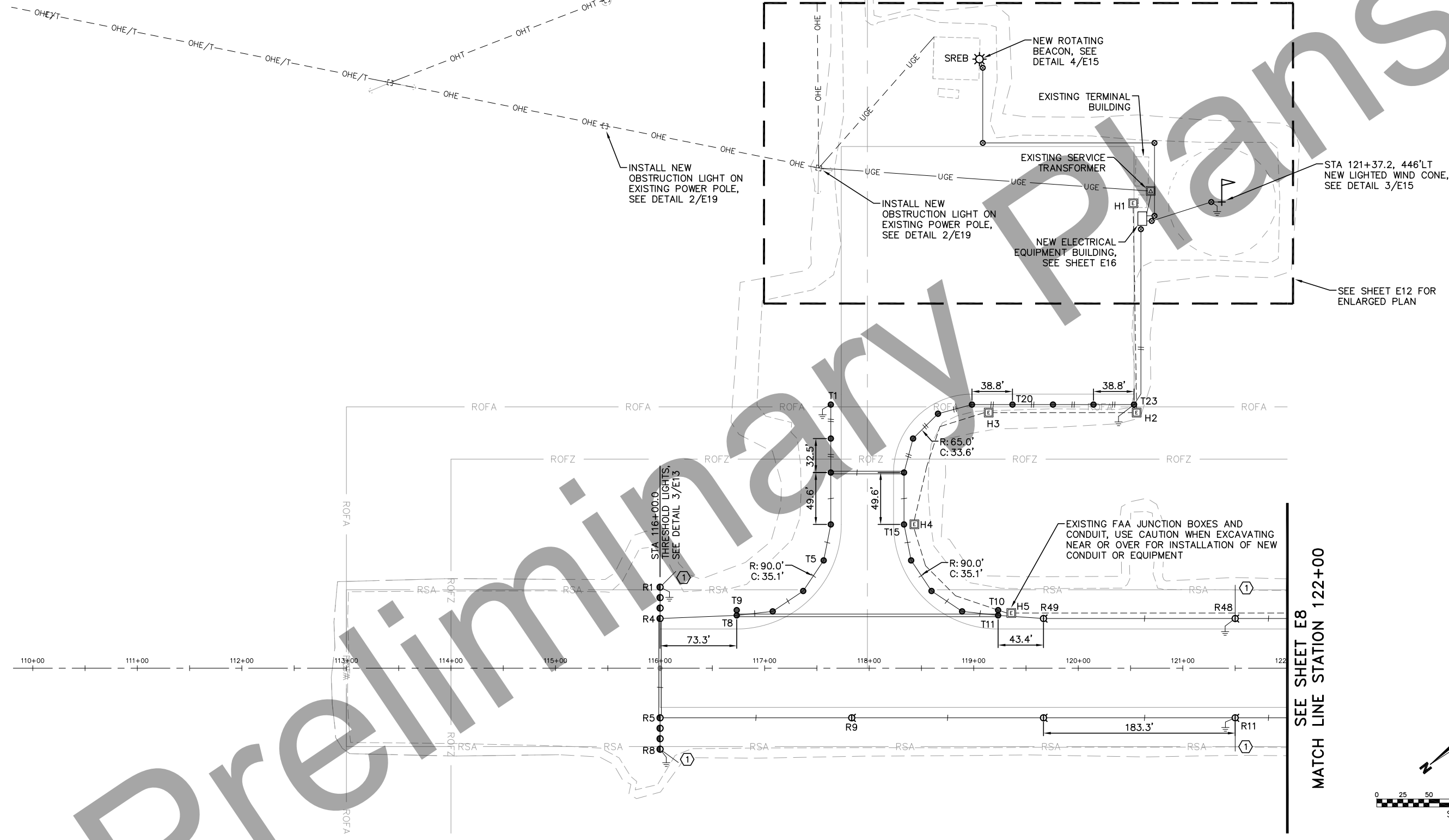
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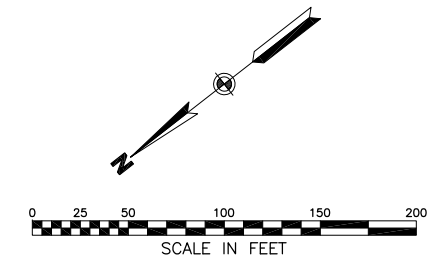
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 ELECTRICAL DEMOLITION PLAN -
 RUNWAY 12-30 NORTH

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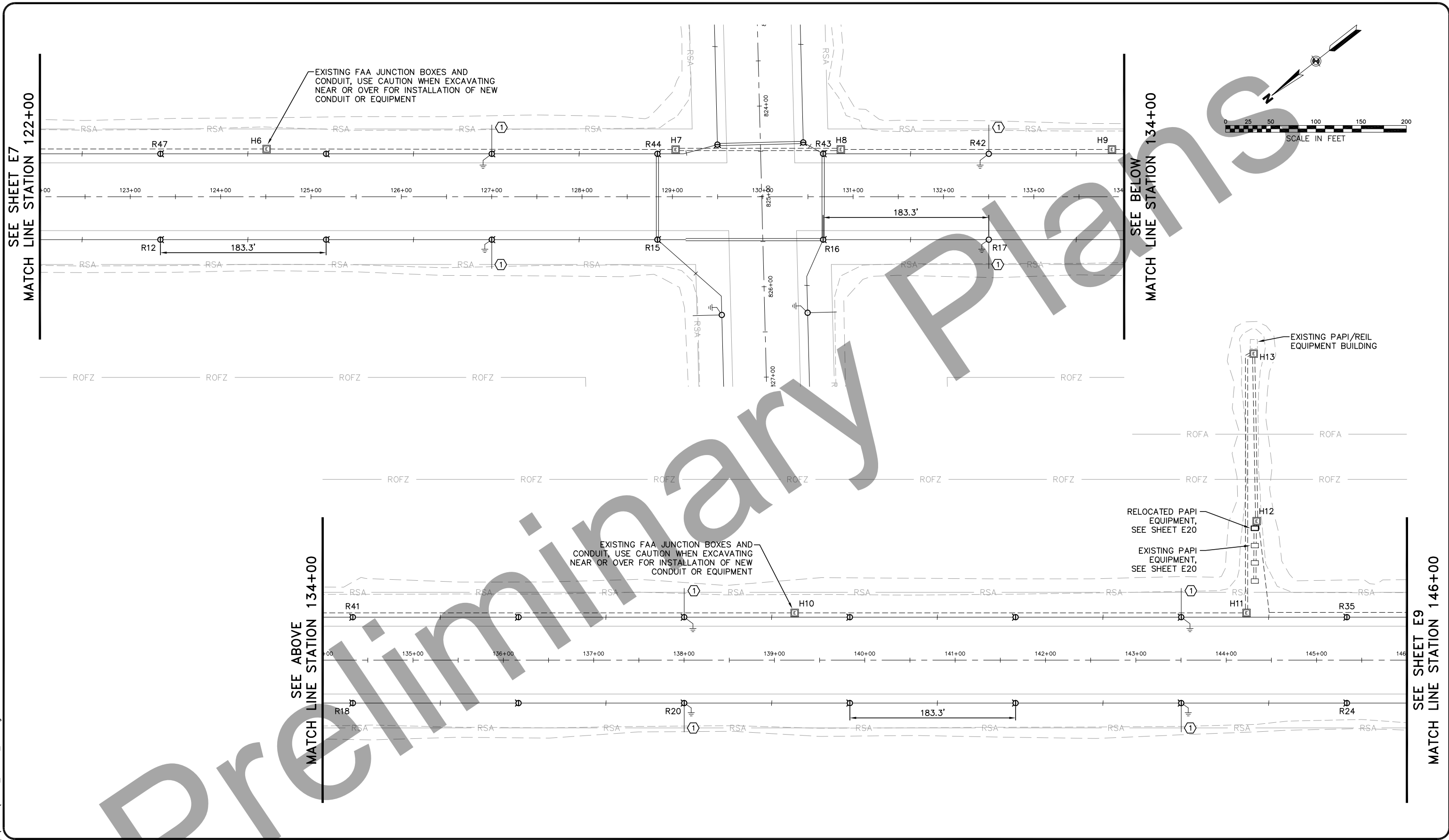
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 ELECTRICAL NEW WORK PLAN -
 RUNWAY 3-21 EAST

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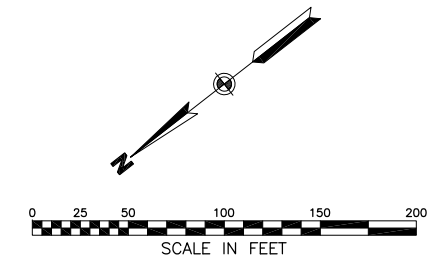
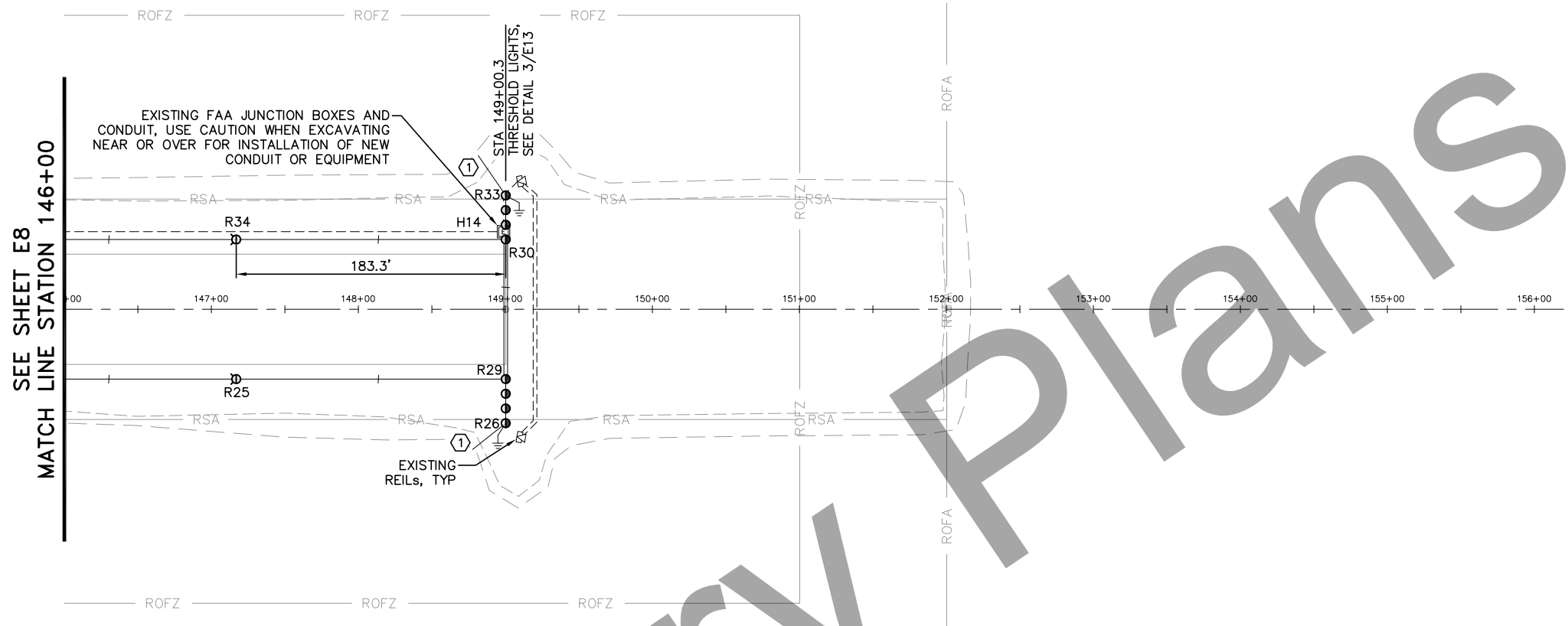
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RUNWAY 3-21 CENTER

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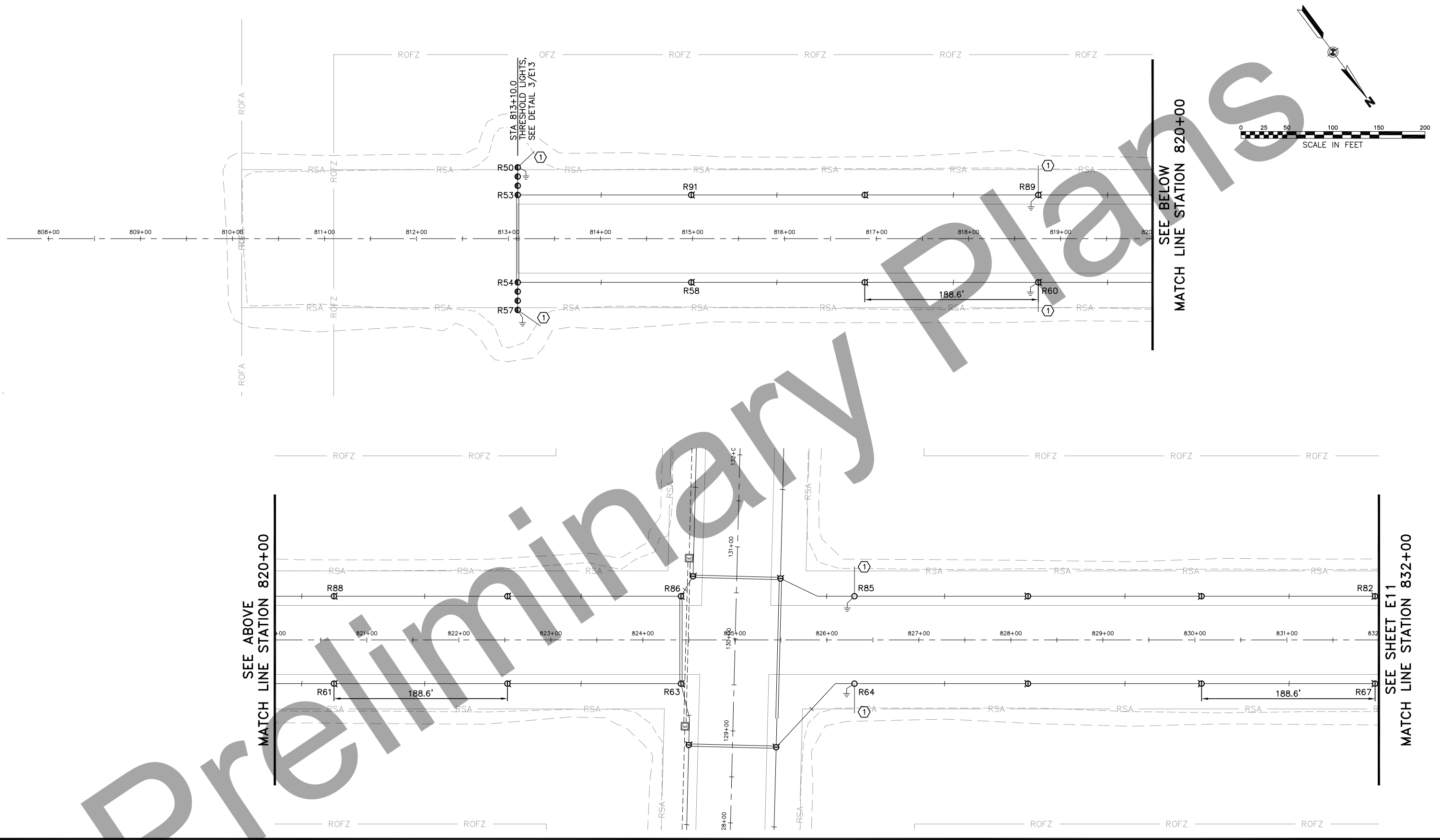
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 RUNWAY 3-21 WEST

SHEET
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 OF
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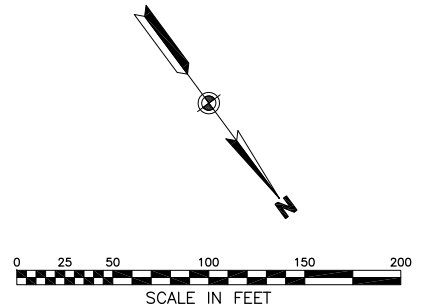
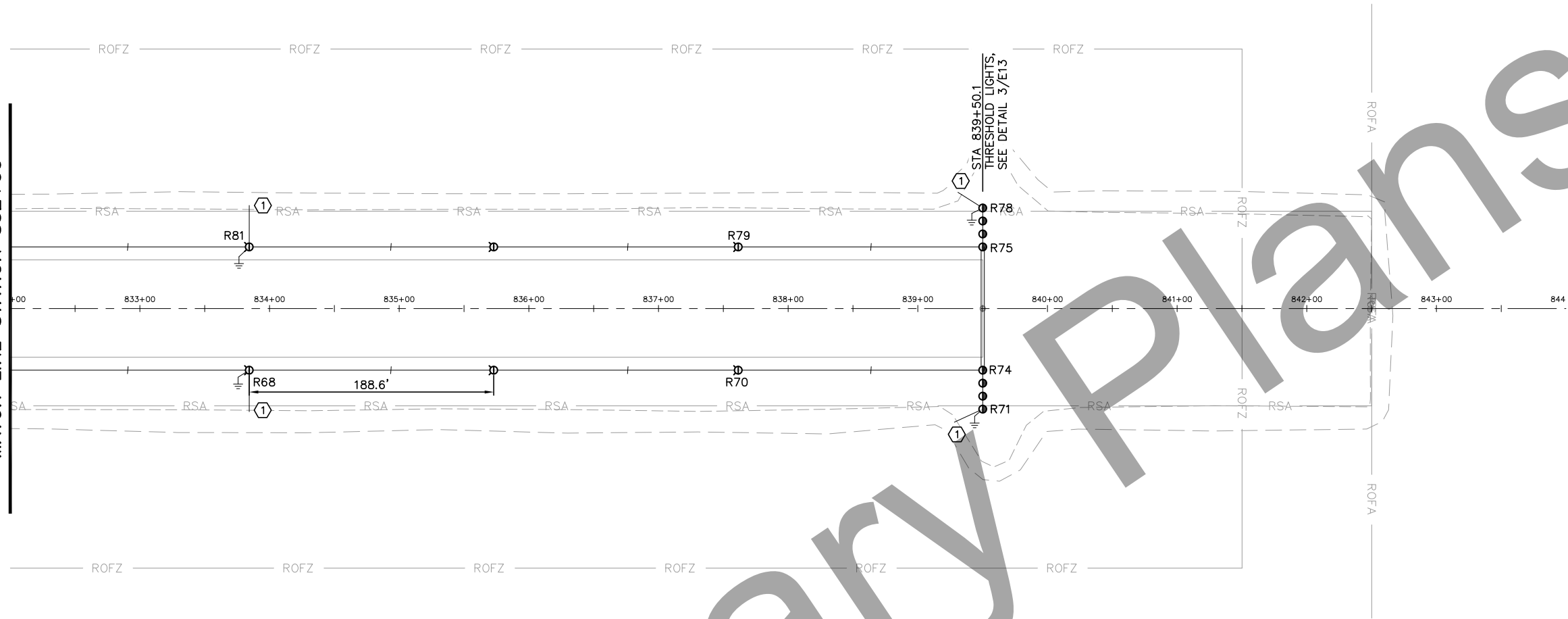
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 RUNWAY 12-30 SOUTH

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SEE SHEET E10
MATCH LINE STATION 832+00



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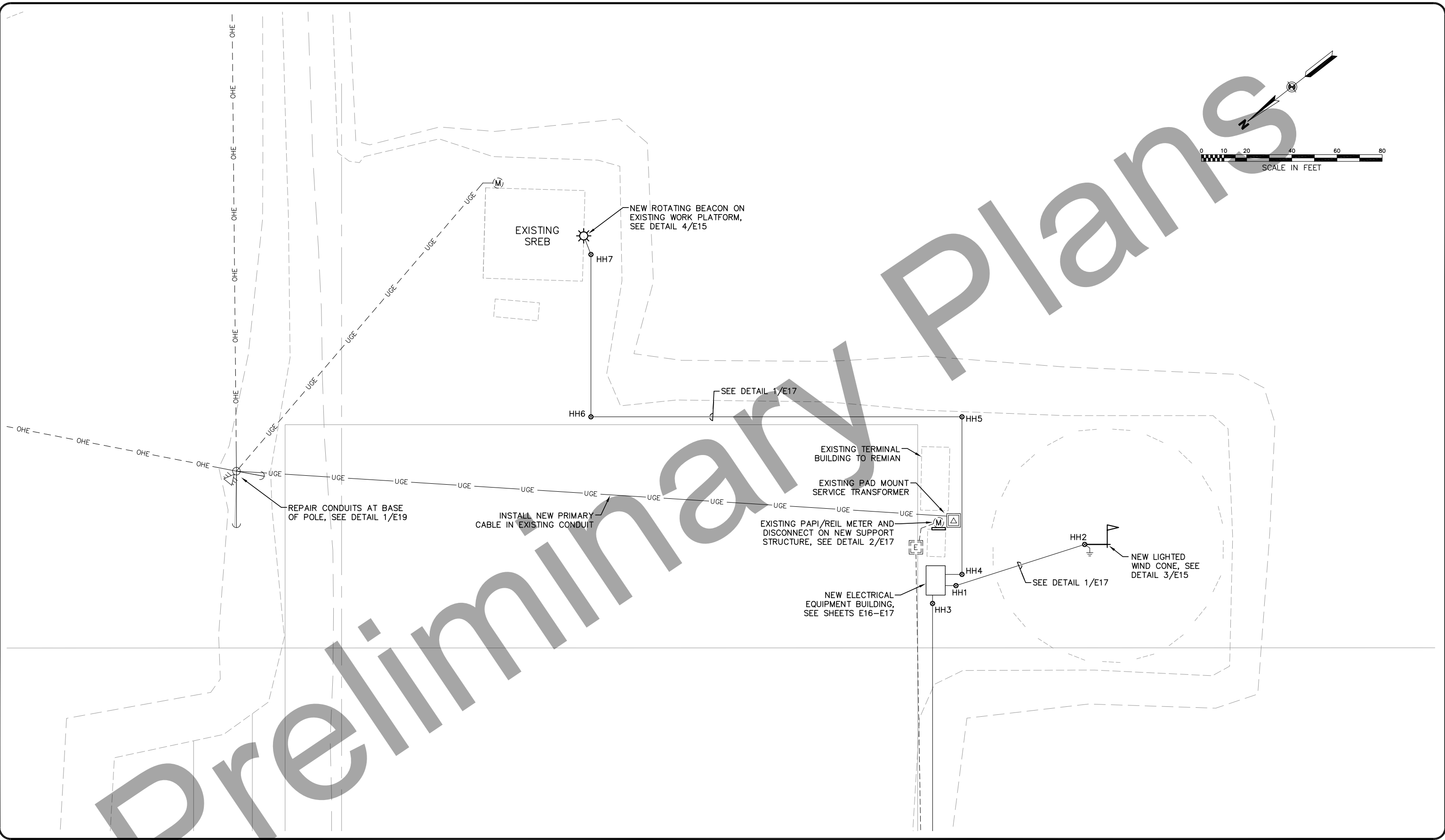
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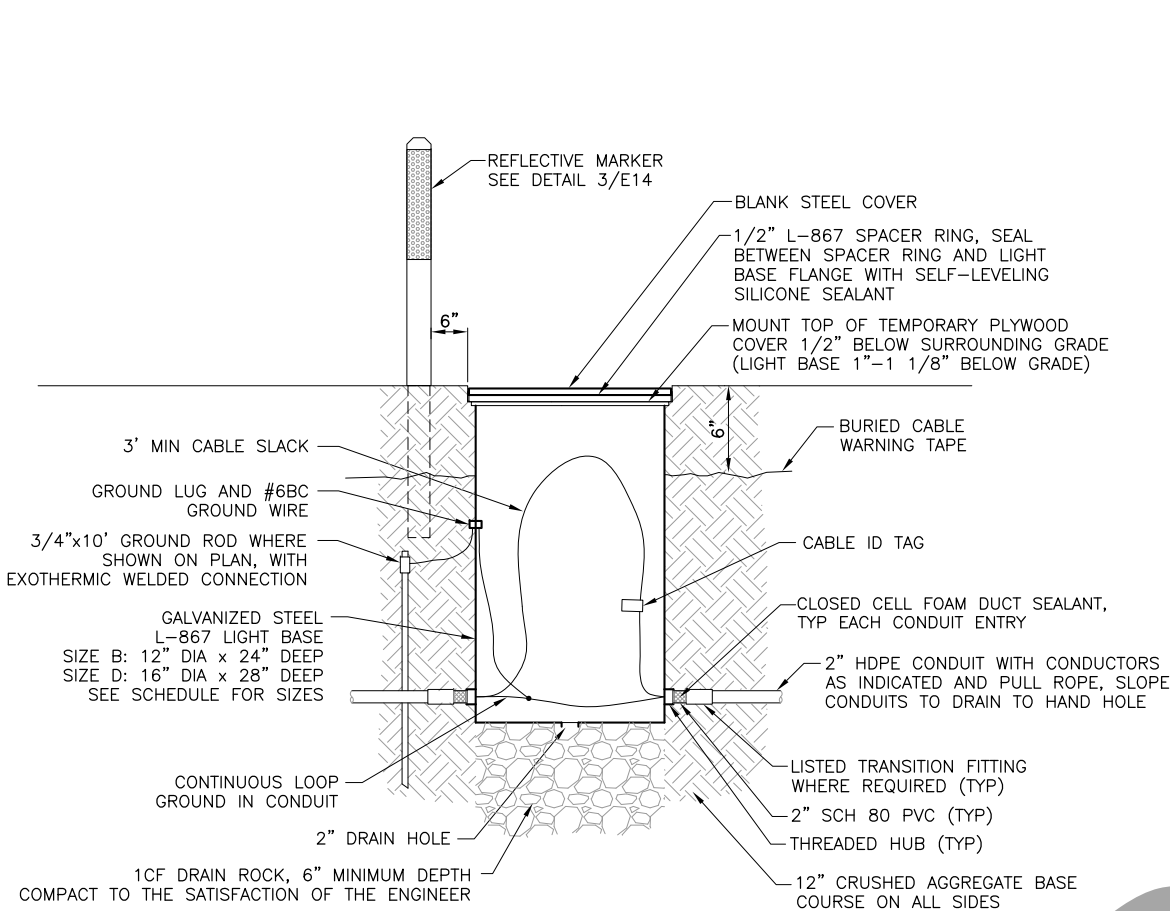
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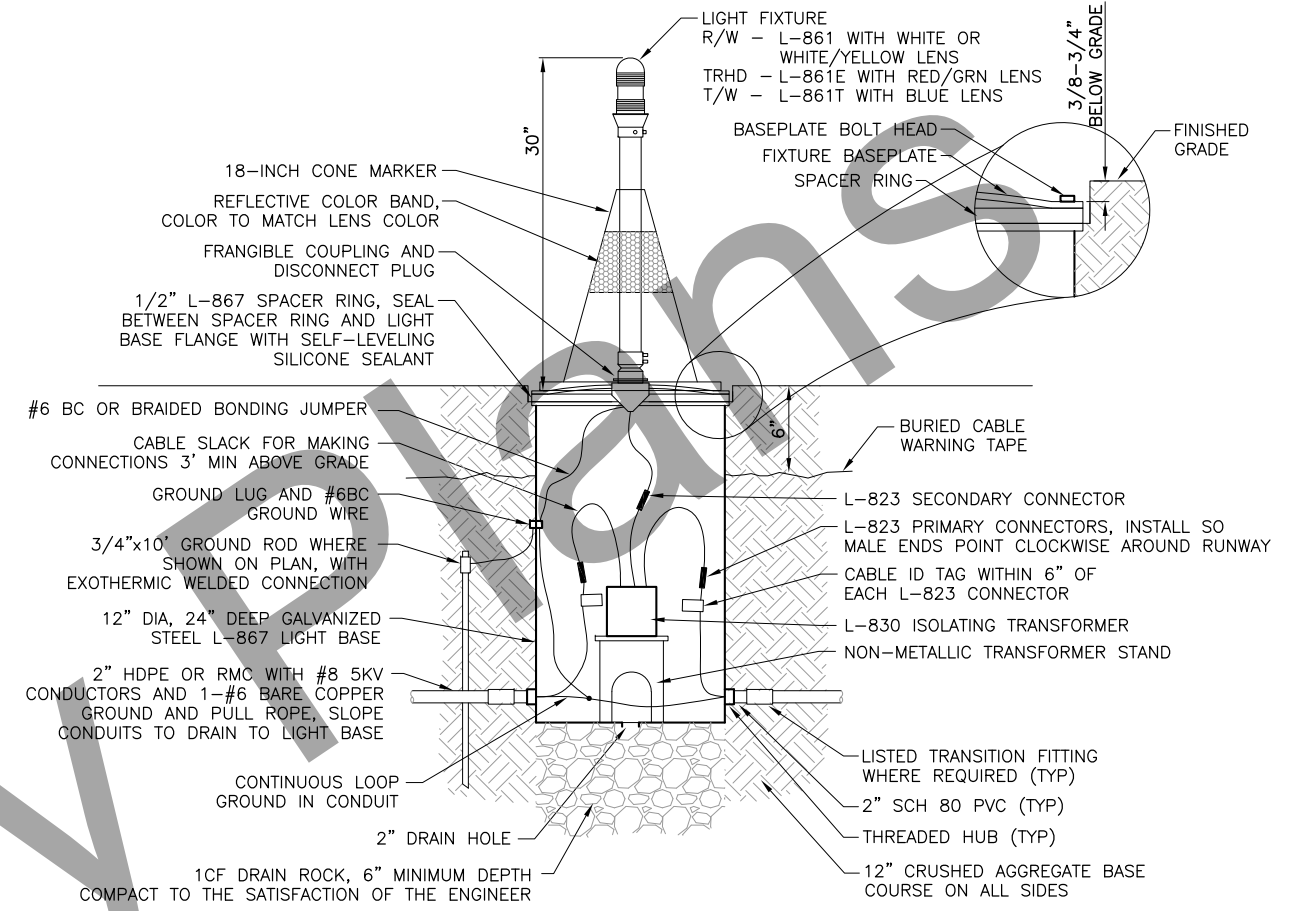
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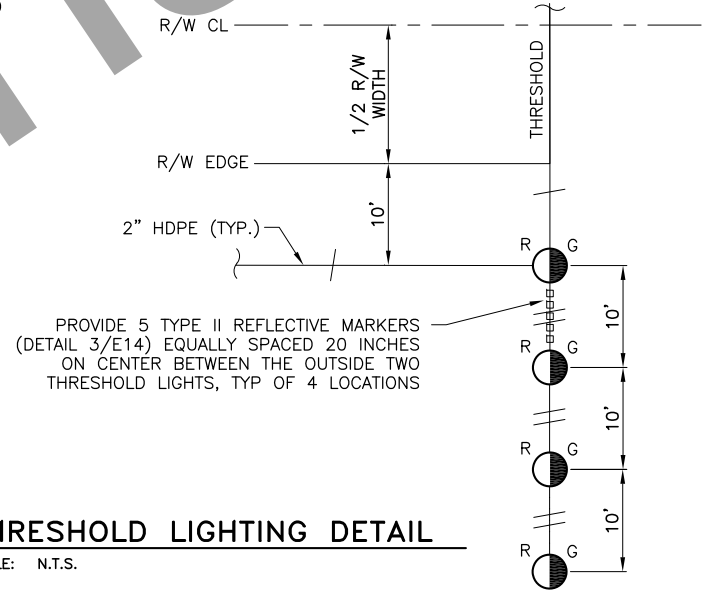
1 HANDHOLE DETAIL
 E13 SCALE: N.T.S.

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



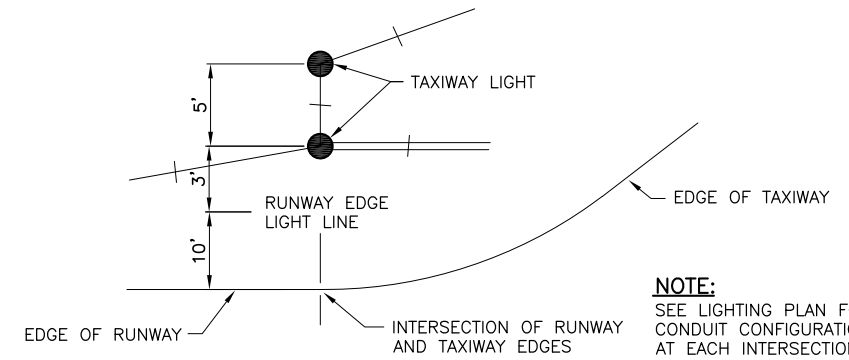
2 BASE MOUNTED LIGHT DETAIL
 E13 SCALE: N.T.S.

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



3 THRESHOLD LIGHTING DETAIL
 E13 SCALE: N.T.S.

PROVIDE 5 TYPE II REFLECTIVE MARKERS (DETAIL 3/E14) EQUALLY SPACED 20 INCHES ON CENTER BETWEEN THE OUTSIDE TWO THRESHOLD LIGHTS, TYP OF 4 LOCATIONS



4 TYPICAL TAXIWAY ENTRANCE LIGHTS
 E13 SCALE: N.T.S.

NOTE:
 SEE LIGHTING PLAN FOR CONDUIT CONFIGURATION AT EACH INTERSECTION

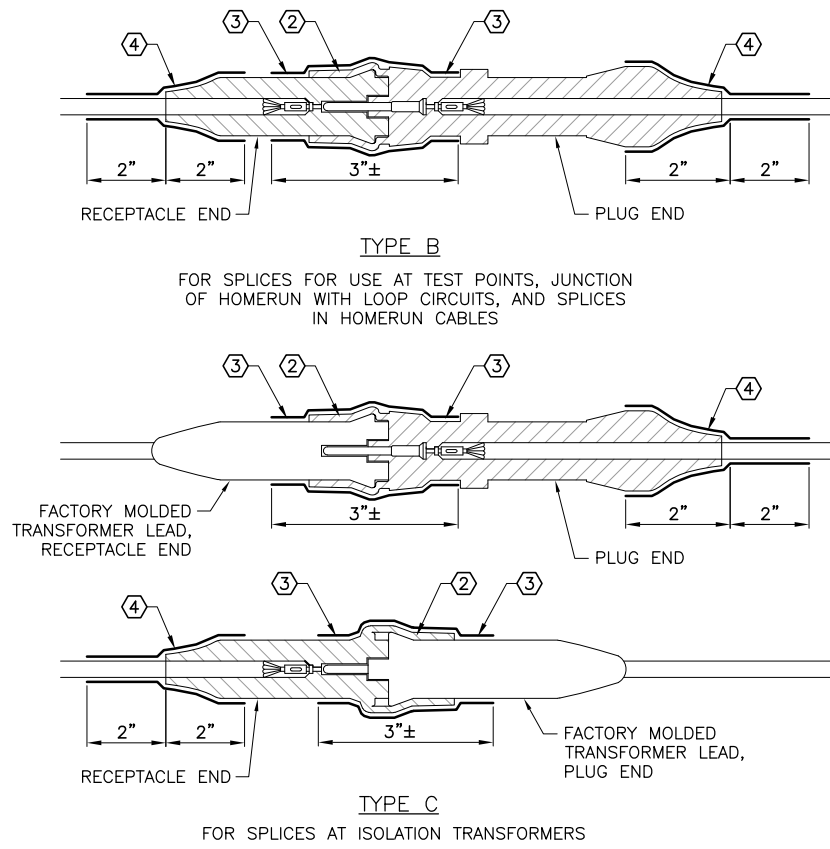
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CHECKED	LPS

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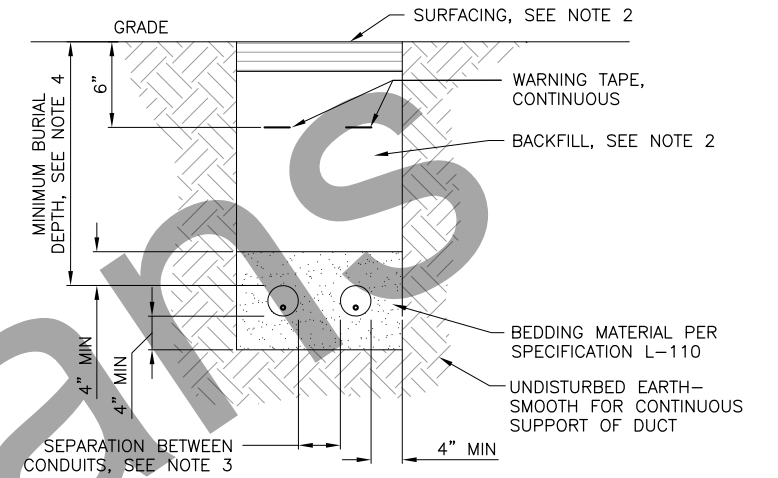
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 ELECTRICAL DETAILS (1 OF 7)



1 TYPICAL SPLICE DETAILS
 E14 SCALE: N.T.S.

NOTES:

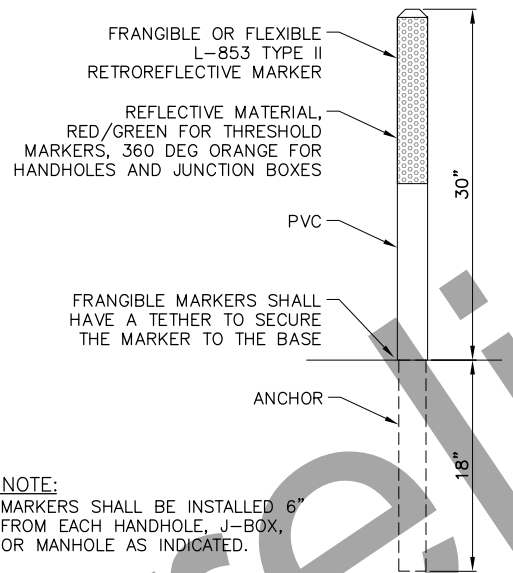
- CABLE SHALL MEET SPECIFICATION L-824. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE. CONNECTOR SHALL BE SUPPLIED TO MATCH CABLE PER MANUFACTURER'S INSTRUCTIONS.
- L-823 CONNECTOR SHALL HAVE FACTORY-MOLDED SEALING FLAP. PULL SEALING FLAP ACROSS CONNECTOR INTERFACE. REMOVE SEALING FLAP FROM RECEPTACLE CONNECTOR FOR TYPE B CONNECTIONS.
- WRAP CONNECTOR INTERFACE WITH A MINIMUM OF ONE LAYER RUBBER TAPE AND ONE LAYER PLASTIC TAPE, EACH LAYER ONE-HALF LAPPED. EXTEND TAPE TO A FLAT SECTION OF CONNECTOR BODY TO ACHIEVE A GOOD CONTACT SEAL, APPROXIMATELY 3" OF TOTAL WRAP AREA.
- L-823 CONNECTOR SHALL HAVE TAPERED STRAIN RELIEF AT CABLE ENTRY. WRAP CABLE ENTRY POINT OF FIELD-INSTALLED CONNECTOR WITH A MINIMUM OF ONE LAYER RUBBER TAPE AND ONE LAYER PLASTIC TAPE, EACH LAYER ONE-HALF LAPPED, EXTENDING AT LEAST 2" ONTO CABLE AND CONNECTOR.



NOTES:

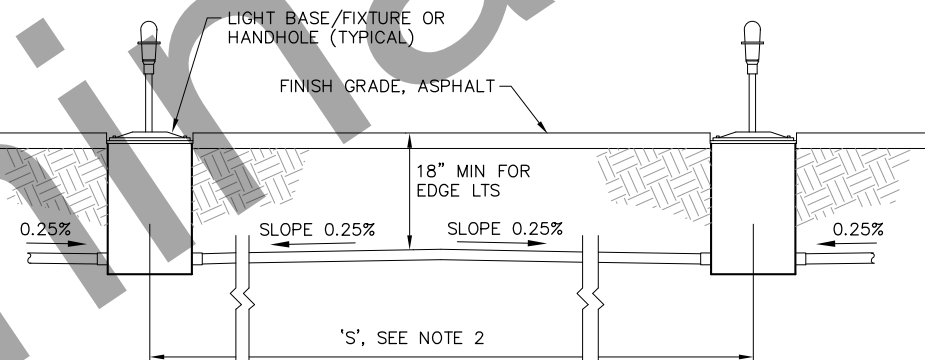
- WIDTH OF TRENCH AND NUMBER OF CONDUITS PER TRENCH DETERMINED IN FIELD (2 SHOWN)
- IN AREAS OF NEW SURFACING, SEE TYPICAL SECTIONS FOR SURFACING AND BACKFILL. IN EXISTING AREAS, MATCH EXISTING SURFACING AND BACKFILL.
- SEPARATION BETWEEN CONDUITS SHALL BE AS FOLLOWS:
 - CONDUITS OF SAME TYPE (POWER OR SIGNAL) UNDER SAME OWNERSHIP - 2" MIN
 - AIRPORT LIGHTING AND FAA NAVAID CONDUITS - 12" MIN
 - AIRPORT LIGHTING OR FAA NAVAID CONDUITS AND FAA POWER CONDUITS - 24" MIN
- MINIMUM BURIAL DEPTH SHALL BE AS FOLLOWS:
 - AIRPORT LIGHTING CONDUITS - 18" UNDER RUNWAYS AND TAXIWAYS
 - 24" UNDER ROADWAYS OPEN TO PUBLIC

2 TYPICAL CONDUIT TRENCH DETAIL
 E14 SCALE: N.T.S.



NOTE:
 MARKERS SHALL BE INSTALLED 6" FROM EACH HANDHOLE, J-BOX, OR MANHOLE AS INDICATED.

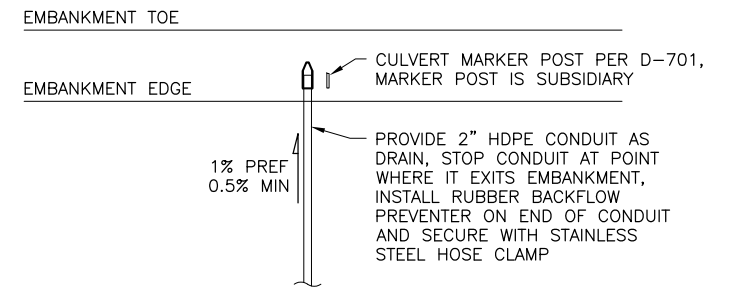
3 REFLECTIVE MARKER DETAIL
 E14 SCALE: N.T.S.



NOTES:

- CONDUIT SHALL BE INSTALLED WITH CROWN TO DRAIN TO LIGHT BASES AS SHOWN.
- IF 'S' IS LESS THAN 20', OR IF 0.25% SLOPE CAN BE MAINTAINED IN ONE DIRECTION DUE TO SLOPE OF GRADE, LAY CONDUIT STRAIGHT WITHOUT CROWN BETWEEN BASES/HANDHOLES. DUE TO GRADE OF RUNWAY AND TAXIWAY, THIS CONDITION WILL BE PRESENT AT NUMEROUS LOCATIONS, SEE PROFILE SHEETS FOR GENERAL GRADES.

4 TYPICAL INTERCONNECTION DETAIL
 E14 SCALE: N.T.S.



5 CONDUIT DRAIN DETAIL
 E14 SCALE: N.T.S.

DESIGN LPS
 DRAWN JCA
 CHECKED LPS

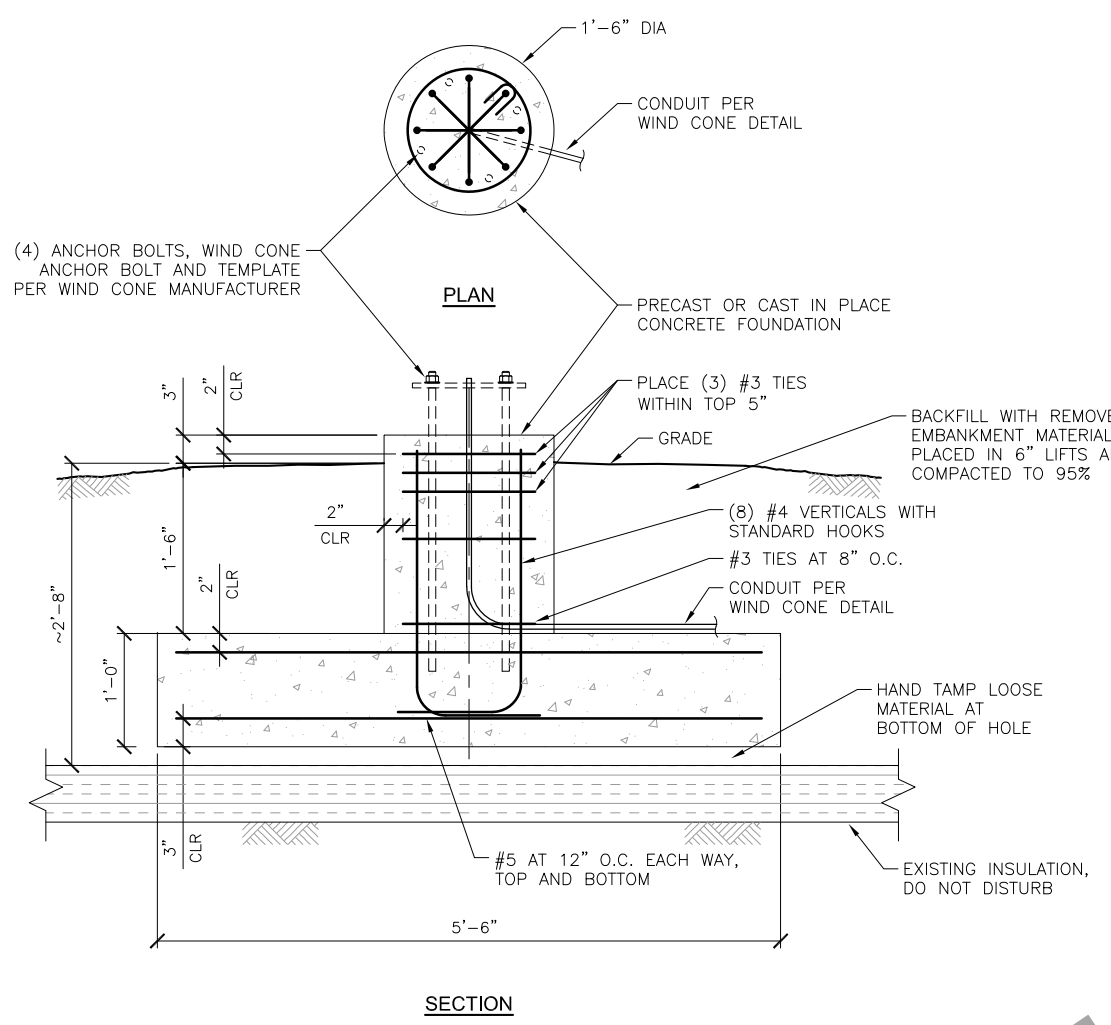
STATE OF ALASKA
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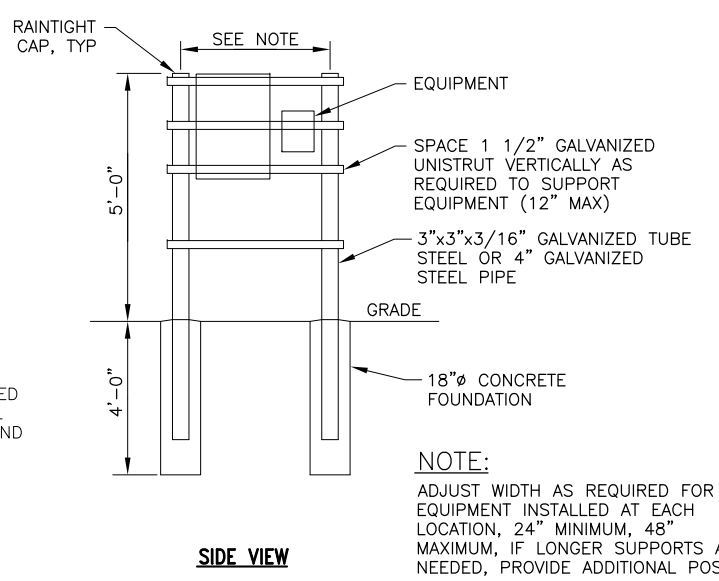
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 AIP 3-02-0400-XX-202X/NFAPT00249
 ELECTRICAL DETAILS (2 OF 7)

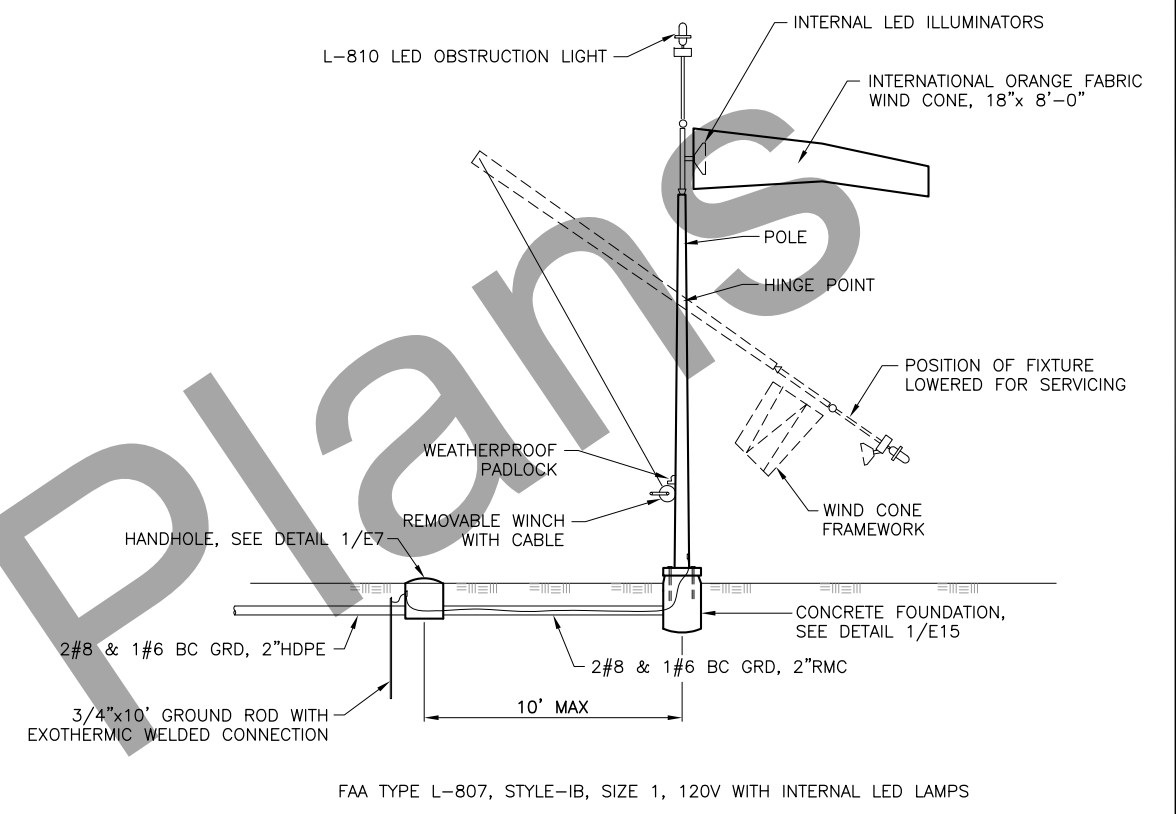
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E14
 OF
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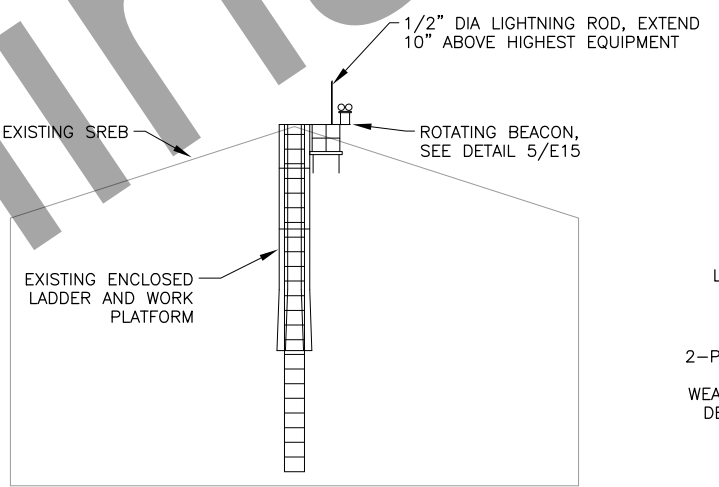
1 WIND CONE FOUNDATION DETAIL
 E15 SCALE: N.T.S.



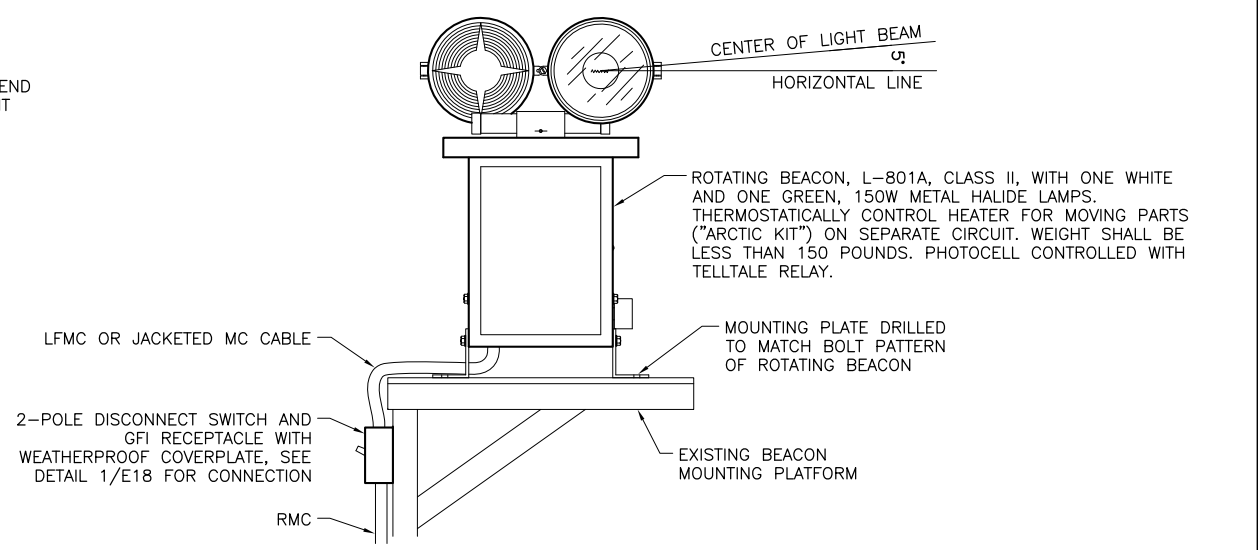
2 METER SUPPORT DETAIL
 E15 SCALE: N.T.S.



3 L-807 LIGHTED WIND CONE DETAIL
 E15 SCALE: N.T.S.



4 BEACON MOUNTING DETAIL
 E15 SCALE: N.T.S.



5 ROTATING BEACON DETAIL
 E15 SCALE: N.T.S.

DESIGN	LPS
DRAWN	JCA
CHECKED	LPS

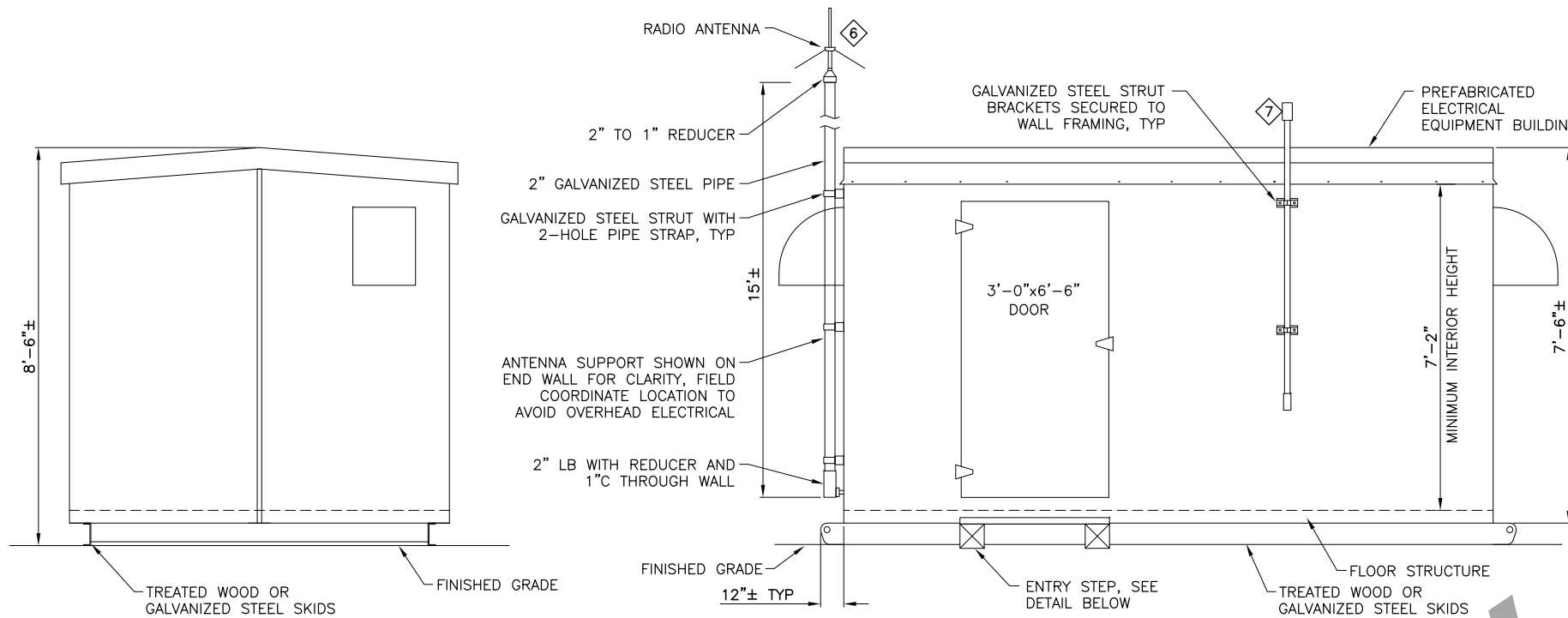
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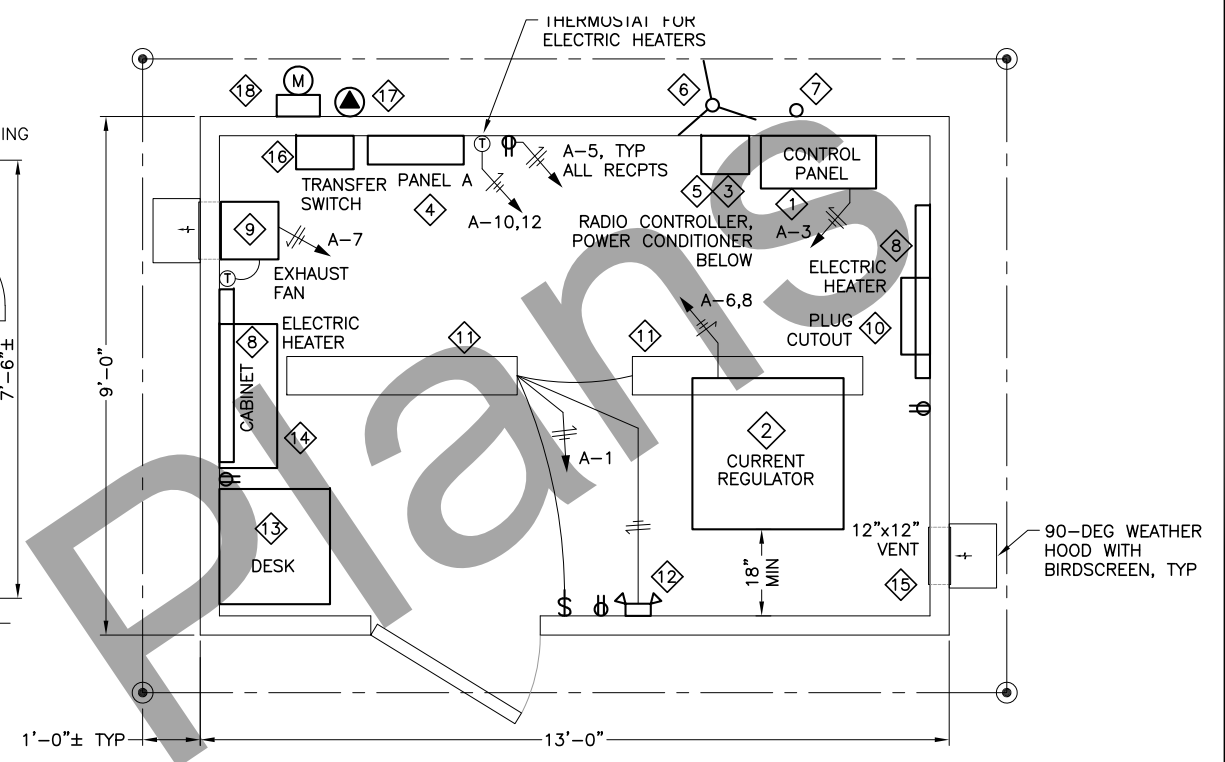
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 ELECTRICAL DETAILS (3 OF 7)

SHEET
E15
 OF
65



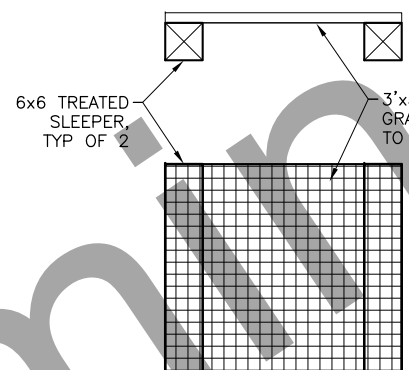
1 EEB TYPICAL END ELEVATION
 E16 SCALE: N.T.S.

2 EEB TYPICAL SIDE ELEVATION
 E16 SCALE: N.T.S.



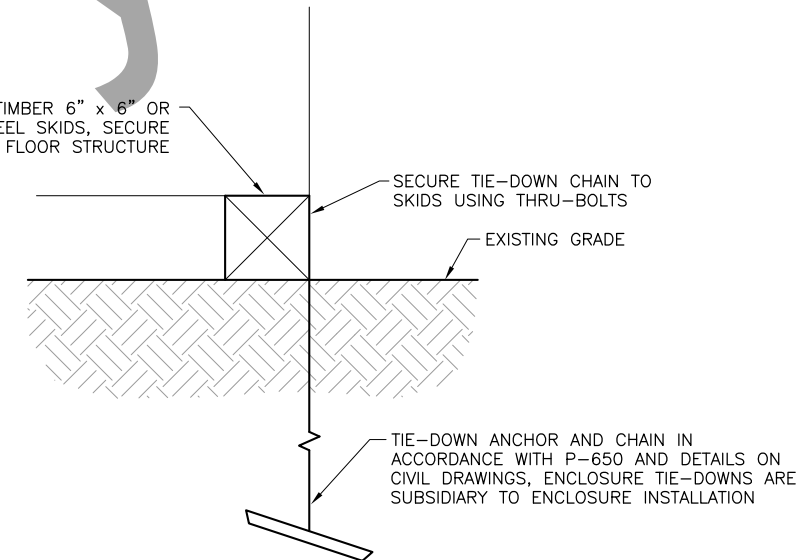
3 ELECTRICAL EQUIPMENT BUILDING (EEB) PLAN
 E16 SCALE: N.T.S.

EQUIPMENT LIST		
NO.	DESCRIPTION	NOTES
1	LIGHTING CONTROL PANEL	SEE SPECIFICATION L-109 AND SHEET E18
2	7.5KW REGULATOR, 3-STEP 240V INPUT, 6.6A OUTPUT	FERRORESONANT TYPE WITH DIGITAL METER
3	ADJUSTABLE FREQUENCY RADIO CONTROLLER	SET FREQUENCY TO CTAF: 122.9MHZ, RELAYS SHALL OPERATE CUMULATIVELY
4	PANELBOARD	BOLT-ON CIRCUIT BREAKERS, SEE PANEL SCHEDULE FOR ADDITIONAL INFORMATION
5	1200W, 120V POWER CONDITIONER	WITH AUTOMATIC VOLTAGE REGULATION AND SURGE SUPPRESSION, INSTAL ON SHELF BELOW RADIO CONTROLLER AND SECURE TO SHELF
6	RADIO ANTENNA	
7	PHOTOELECTRIC CONTROL	
8	1500W ELECTRIC BASEBOARD HEATER	PROVIDE WALL-MOUNT LINE-VOLTAGE THERMOSTAT TO CONTROL BOTH BASEBOARD HEATERS, ADJ 40-85 DEG F WITH BACKDRAFT DAMPER AND WALL-MOUNTED 40-85 DEG F THERMOSTAT
9	EXHAUST FAN, 150CFM MINIMUM AT 0.2 IN WG	
10	PLUG CUTOUT, 5KV	MOUNT IN 16x16x8 NEMA 1 ENCLOSURE WITH HINGED COVER
11	INTERIOR LIGHT FIXTURE	4000LM OUTPUT, FROSTED LENS, 120V
12	EMERGENCY LIGHT	
13	METAL WALL DESK 24"x23"x12"	MOUNT TOP OF DESK AT 36" AFF
14	LOCKABLE WALL CABINET 30"x12"x26"	
15	12"x12" RELIEF AIR VENT	WITH WEIGHTED DAMPER AND DUST FILTER
16	TRANSFER SWITCH	100A, 2-POLE WITH SOLID NEUTRAL
17	GENERATOR RECEPTACLE	100A, 3-POLE, 4-WIRE, REVERSE CONFIGURATION PIN AND SLEEVE RECEPTACLE, PROVIDE WITH MATING PLUG
18	METER/MAIN	100A, 2-POLE, MAIN CIRCUIT BREAKER



NOTE:
 INSTALL STEP IN FRONT OF DOOR TO ELECTRICAL EQUIPMENT BUILDING. GRADE AREA AS REQUIRED TO PROVIDE LEVEL, STABLE STEP APPROXIMATELY 7" HIGH.

4 ENTRY STEP DETAIL
 E16 SCALE: N.T.S.



5 TIE-DOWN DETAIL
 E16 SCALE: N.T.S.

BUILDING PLAN LEGEND	
	DUPLEX RECEPTACLE
	SINGLE POLE SWITCH
	CEILING MOUNTED LIGHT FIXTURE
	EMERGENCY LIGHT WITH BATTERY BACKUP
	THERMOSTAT
	SEE EQUIPMENT LIST

DESIGN LPS
 DRAWN JCA
 CHECKED LPS

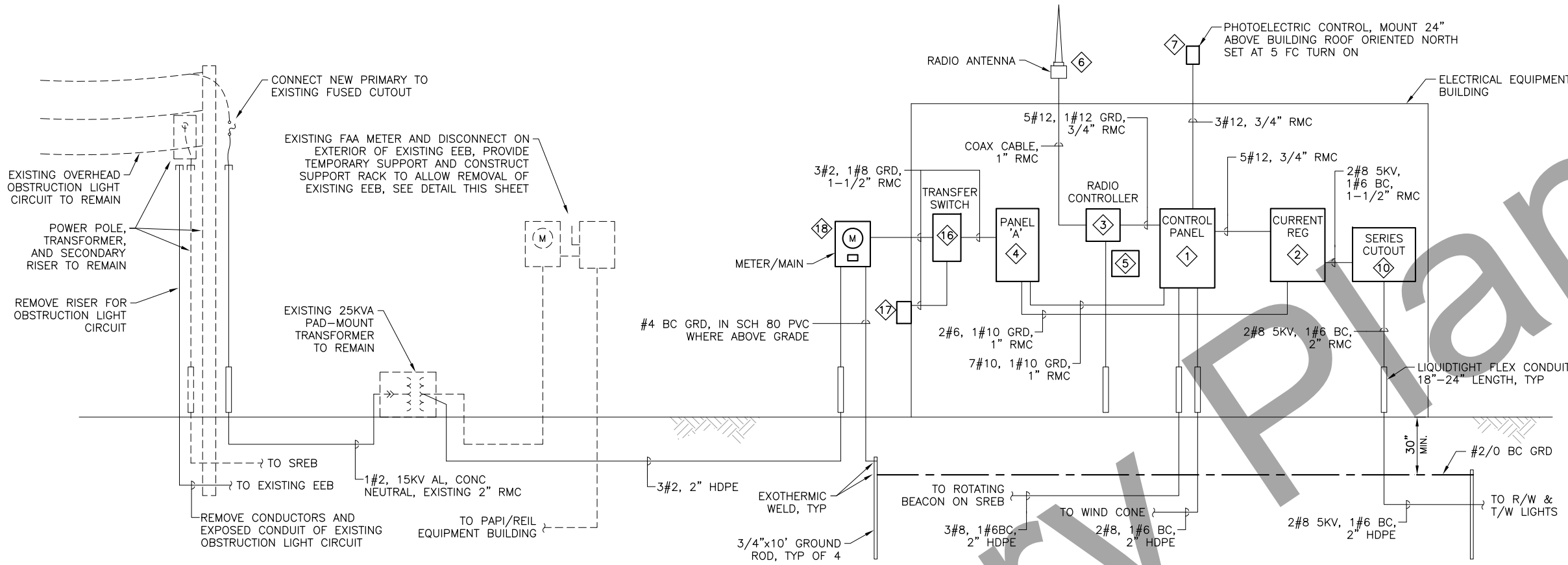
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 ELECTRICAL DETAILS (4 OF 7)

SHEET
E16
 OF
 65



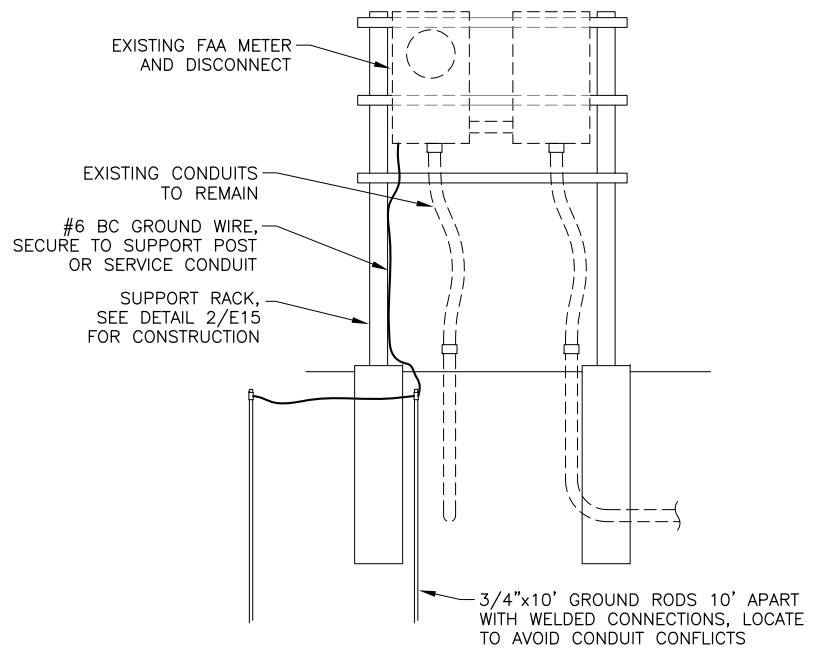
ELECTRICAL EQUIPMENT BUILDING NOTES:

1. ALL BUILDING PENETRATIONS SHALL GO THROUGH THE FLOOR OR WALLS. WALL PENETRATIONS SHALL BE MADE BELOW THE LEVEL OF THE INTERIOR EQUIPMENT THEY SERVE.
2. NO PENETRATIONS SHALL BE MADE THROUGH THE ROOF.
3. ALL PENETRATIONS SHALL BE SEALED WEATHERTIGHT WITH SILICONE SEALANT.
4. IMC OR EMT MAY BE USED FOR CONDUIT SECTIONS LOCATED ENTIRELY INTERIOR TO THE EQUIPMENT BUILDING.
5. GROUND RING AND RODS ARE SUBSIDIARY TO EQUIPMENT BUILDING INSTALLATION.
6. ALL CONDUCTORS SHALL BE COPPER, TYPE XHHW-2 UNLESS OTHERWISE INDICATED.
7. PROVIDE FAULT CURRENT LABEL ON SERVICE EQUIPMENT (EEB METER/MAIN) READING "AVAILABLE FAULT CURRENT = 8,680A, CALCULATED ON 20 MAY 2021."

1 ONE-LINE DIAGRAM
 SCALE: N.T.S.

EQUIPMENT LIST		
NO.	DESCRIPTION	NOTES
1	LIGHTING CONTROL PANEL	SEE SPECIFICATION L-109 AND SHEET E18
2	7.5KW REGULATOR, 3-STEP 240V INPUT, 6.6A OUTPUT	FERRORESONANT TYPE WITH DIGITAL METER
3	ADJUSTABLE FREQUENCY RADIO CONTROLLER	SET FREQUENCY TO CTAF: 122.9MHZ, RELAYS SHALL OPERATE CUMULATIVELY
4	PANELBOARD	BOLT-ON CIRCUIT BREAKERS, SEE PANEL SCHEDULE FOR ADDITIONAL INFORMATION
5	1200W, 120V POWER CONDITIONER	WITH AUTOMATIC VOLTAGE REGULATION AND SURGE SUPPRESSION, INSTAL ON SHELF BELOW RADIO CONTROLLER AND SECURE TO SHELF
6	RADIO ANTENNA	
7	PHOTOELECTRIC CONTROL	
8	1500W ELECTRIC BASEBOARD HEATER	PROVIDE WALL-MOUNT LINE-VOLTAGE THEROMSTAT TO CONTROL BOTH BASEBOARD HEATERS, ADJ 40-85 DEG F
9	EXHAUST FAN, 150CFM MINIMUM AT 0.2 IN WG	WITH BACKDRAFT DAMPER AND WALL-MOUNTED 40-85 DEG F THERMOSTAT
10	PLUG CUTOUT, 5KV	MOUNT IN 16x16x8 NEMA 1 ENCLOSURE WITH HINGED COVER
11	INTERIOR LIGHT FIXTURE	4000LM OUTPUT, FROSTED LENS, 120V
12	EMERGENCY LIGHT	
13	METAL WALL DESK 24"x23"x12"	MOUNT TOP OF DESK AT 36" AFF
14	LOCKABLE WALL CABINET 30"x12"x26"	
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18	METER/MAIN	100A, 2-POLE, MAIN CIRCUIT BREAKER

PANEL 'A'									
CKT	LOAD	BRANCH		CONN KVA		BRANCH		LOAD	CKT
		BKR	VA	A	B	VA	BKR		
1	ENCLOSURE LIGHTS	20/1	139	0.5		395	20/2	ROTATING BEACON	2
3	LIGHTING CONTROL PANEL	20/1	600		1.0	400		BEACON STRIP HEATER	4
5	RECEPTACLES - SEE NOTE 1	20/1	720	5.9		5160	60/2	7.5KW REGULATOR	6
7	EXHAUST FAN	20/1	75		5.2	5160		SEE NOTE 2	8
9	SPARE	20/1		1.5		1500	20/2	ELECTRIC HEATERS	10
11	SPARE	20/1			1.5	1500			12
13	SPARE	20/1		0.1		64	20/1	WIND CONE	14
15	SPARE	20/2		0.0			30/2	SPARE	16
17				0.0					18
CONNECTED LOAD		15.7 KVA		8.0	7.7				
NEC DEMAND		65 AMPS		66	64				
		77 AMPS							
PANEL SPECIFICATIONS									
MAINS RATING AMPS - 100									
MAIN CIRCUIT BREAKER AMPERES - MLO									
CAPACITY ONE-POLE CIRCUITS - 18									
SYSTEM VOLTAGE - 240/120									
PHASE, NO. OF WIRES - 1 PH, 3 W									
AIC RATING - 10,000									
MOUNTING - SURFACE									
PANEL NOTES									
1. GFI CIRCUIT BREAKER									
2. MAXIMUM INPUT LOAD SHOWN. ACTUAL LOAD WILL BE LESS.									



2 METER CENTER DETAIL
 SCALE: N.T.S.

DESIGN LPS
 DRAWN JCA
 CHECKED LPS

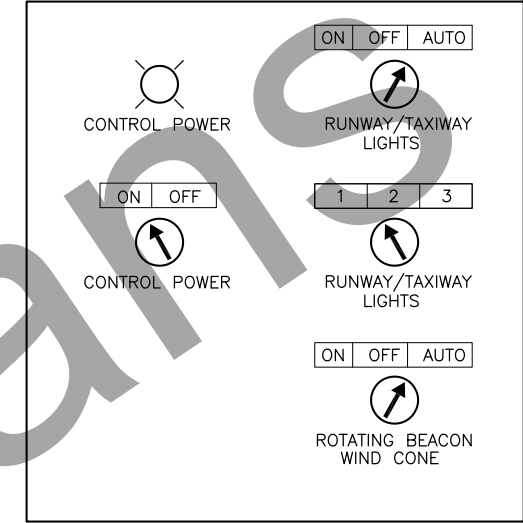
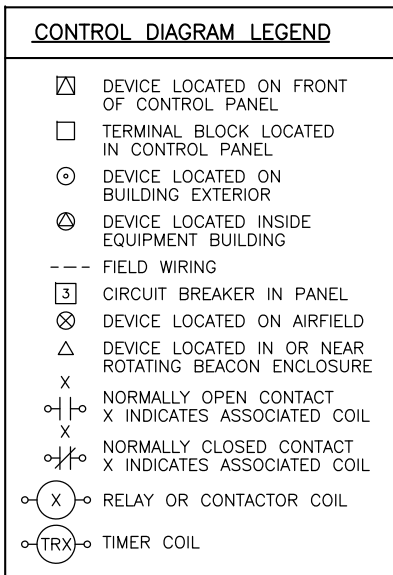
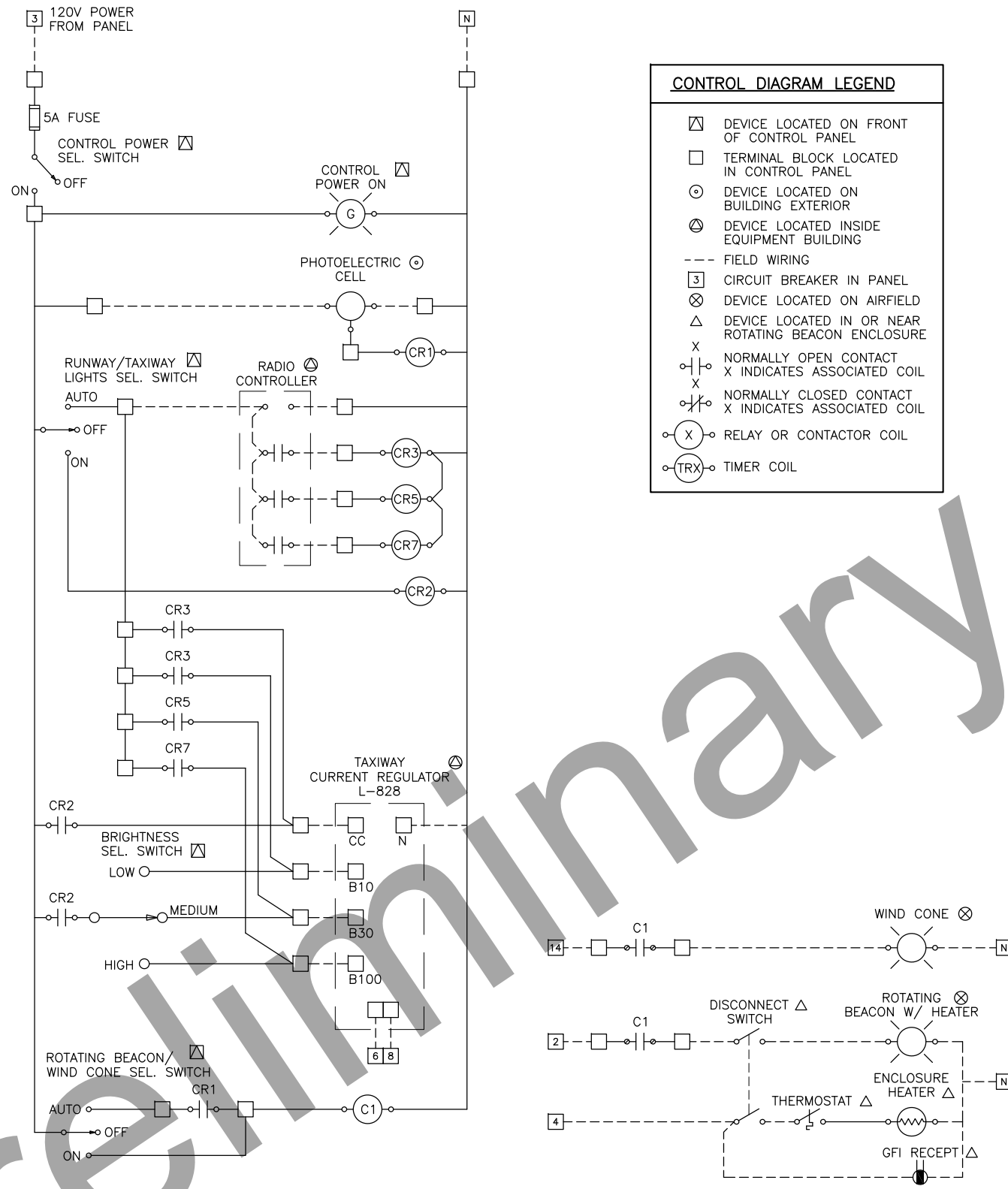
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95%
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BY	DATE	REVISIONS

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 AIP 3-02-0400-XX-202X/NFAPT00249
 ELECTRICAL DETAILS (5 OF 7)

SHEET
E17
 OF
65



CONTROL SEQUENCE DESCRIPTION

RUNWAY & TAXIWAY LIGHTS

ON - LIGHTS ON AT BRIGHTNESS SET BY MANUAL BRIGHTNESS SWITCH
 OFF - LIGHTS OFF
 AUTO - RADIO CONTROLLER ENABLED
 3 CLICKS OF MIC TURNS ON RW/TW LIGHTS AT STEP 1,
 2 ADDITIONAL CLICKS OF MIC TURNS RW/TW LIGHTS TO STEP 2,
 2 ADDITIONAL CLICKS OF MIC TURNS RW/TW LIGHTS TO STEP 3,
 LIGHTS REMAIN ON FOR 15 MINUTES AFTER LAST CLICK

ROTATING BEACON/WIND CONE

ON - BEACON AND WIND CONE ON
 OFF - BEACON AND WIND CONE OFF
 AUTO - PHOTOELECTRIC CONTROL ENABLED



1 CONTROL PANEL LADDER DIAGRAM
 E18 SCALE: N.T.S.

DESIGN LPS
 DRAWN JCA
 CHECKED LPS

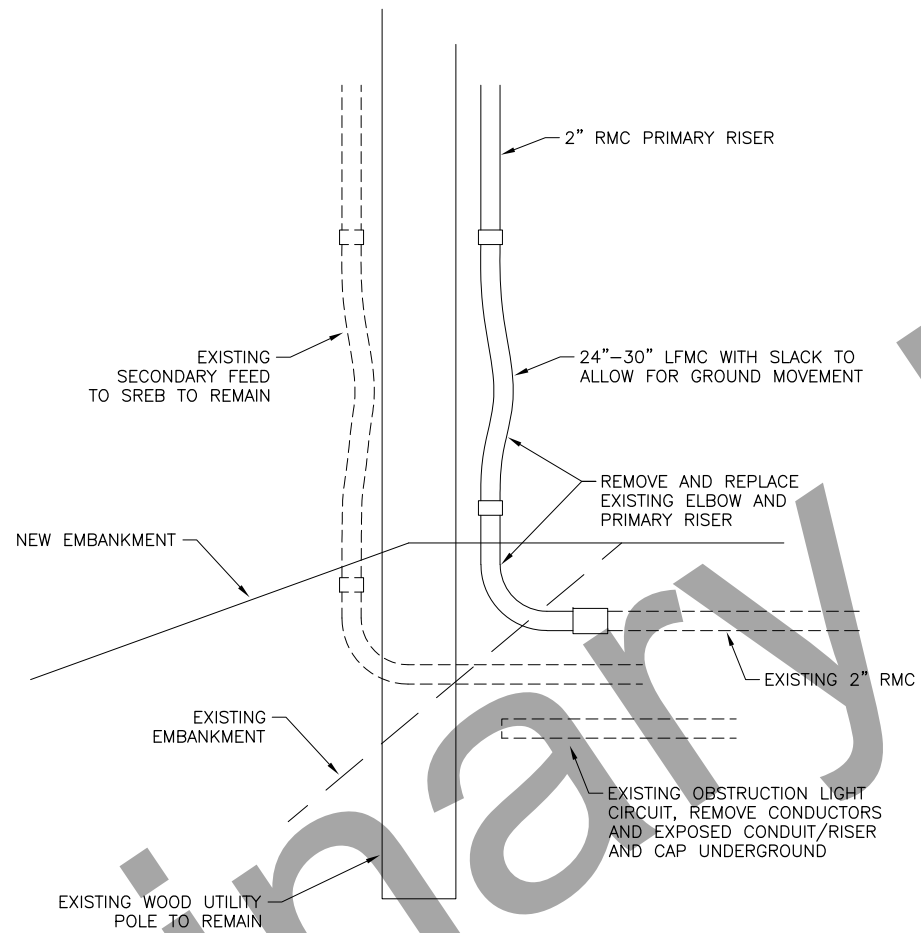
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 DESIGN**

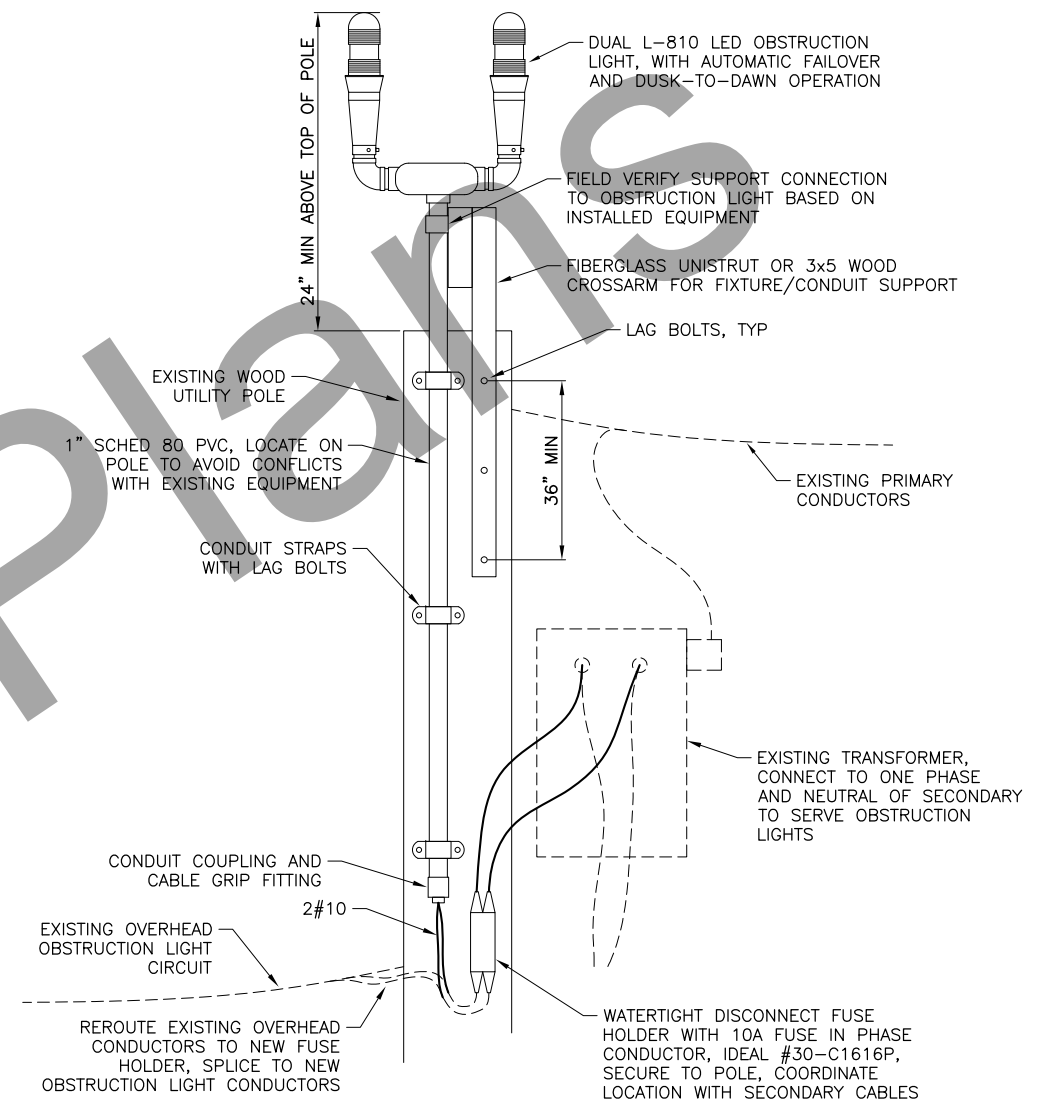
BY	DATE	REVISIONS

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 AIP 3-02-0400-XX-202X/NFAPT00249
ELECTRICAL DETAILS (6 OF 7)

SHEET
E18
 OF
65



1 CONDUIT REPAIR DETAIL
E19 SCALE: N.T.S.



2 OBSTRUCTION LIGHT DETAIL
E19 SCALE: N.T.S.

NOTES:

- COORDINATE OBSTRUCTION LIGHT INSTALLATION WITH UTILITY AND PRIMARY POWER WORK.
- DETAIL DEPICTS POLE AT EDGE OF APRON. THE NEXT POLE TO THE NORTHEAST IS SIMILAR, BUT WITHOUT THE TRANSFORMER. THE OBSTRUCTION LIGHT ON THAT POLE SHALL BE SERVED DIRECTLY FROM THE OVERHEAD OBSTRUCTION LIGHT CIRCUIT WITH NO FUSE HOLDER.

DESIGN LPS
DRAWN JCA
CHECKED LPS

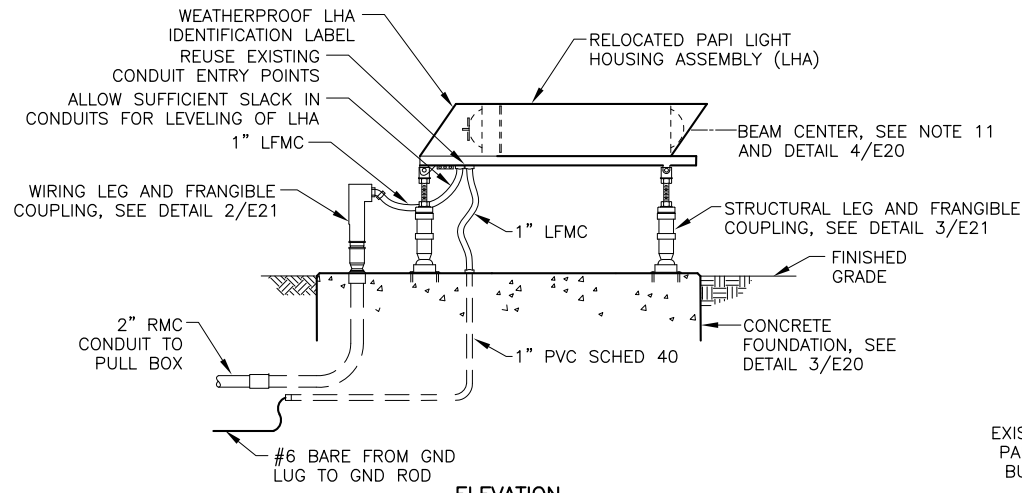
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DESIGN

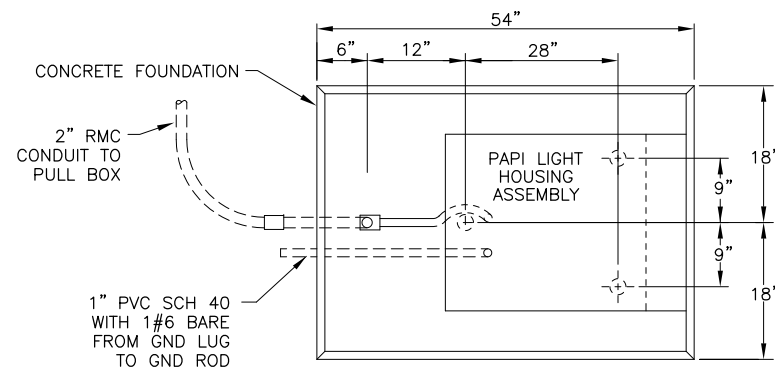
BY	DATE	REVISIONS

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ELECTRICAL DETAILS (7 OF 7)

SHEET
E19
OF
65

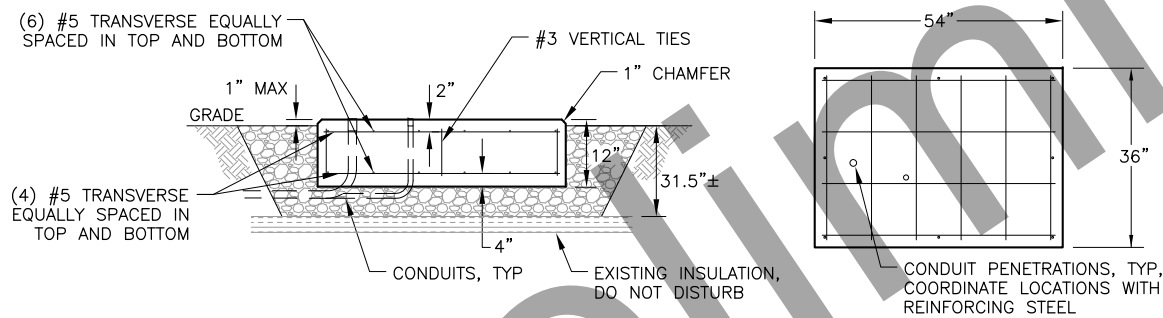


ELEVATION



PLAN VIEW

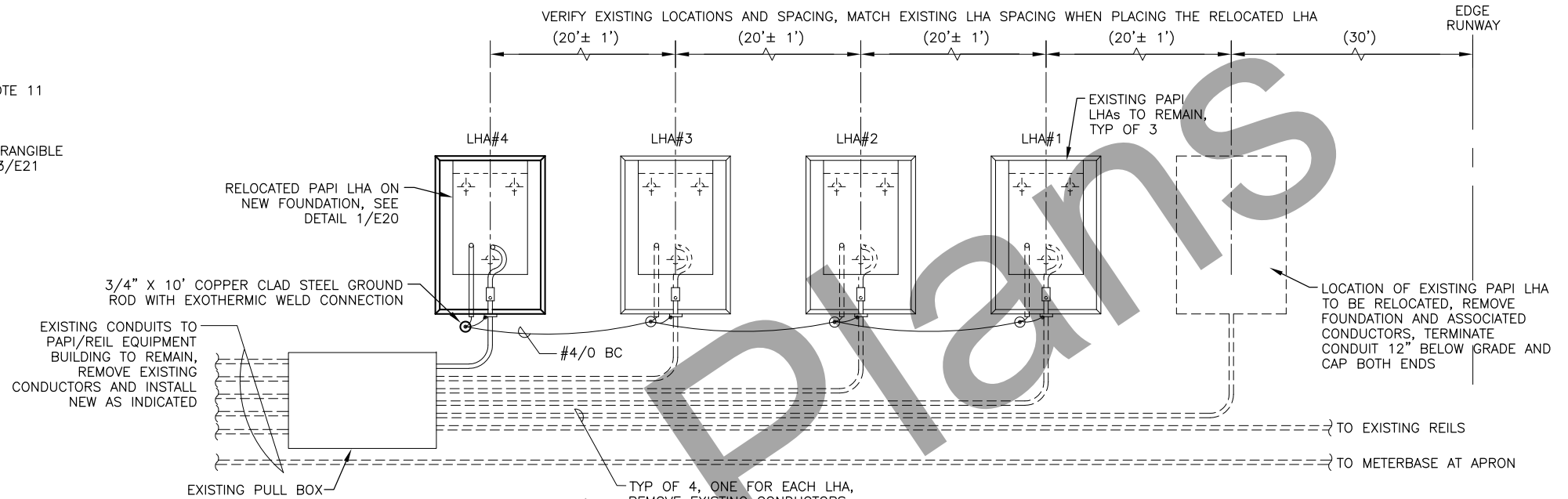
1 LIGHT HOUSE ASSEMBLY (LHA)
 E20 SCALE: N.T.S.



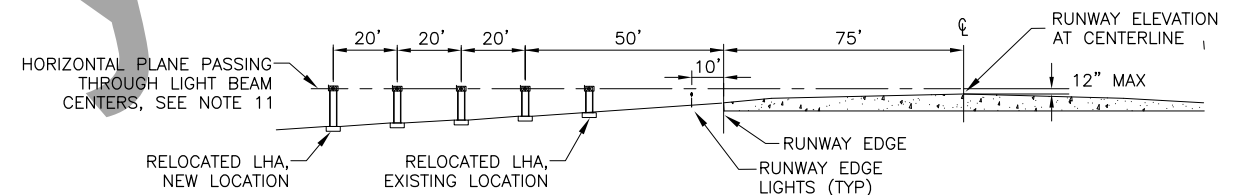
SECTION

PLAN

3 LHA FOUNDATION DETAIL
 E20 SCALE: N.T.S.



2 PAPI FOUNDATION LAYOUT
 E20 SCALE: N.T.S.



4 PAPI ELEVATIONS
 E20 SCALE: N.T.S.

NOTES:

- FAA WILL VERIFY AIMING AND CERTIFY THE PAPI SYSTEM AFTER THE INSTALLATION IS COMPLETE.
- CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610.
- DRILL HOLES AND INSTALL ANCHORS WHEN PAPI UNITS HAVE BEEN ACCURATELY LOCATED.
- COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE.
- FOLD BACK UNUSED SHIELDED PAIRS AND TAPE IN THE LIGHT HOUSING ASSEMBLY.
- ALL MOUNTINGS TO BE 2 INCH FRANGIBLE COUPLINGS.
- PROVIDE ANTI-SEIZE COMPOUND ON THE ADJUSTABLE LEG THREADS.
- ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE. ALL THREADED CONNECTIONS SHALL BE TREATED WITH NOALOX ANTI-OXIDANT COMPOUND BEFORE ASSEMBLY.
- LHAs SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE. THE FRONT FACES OF EACH LHA MUST BE WITHIN ±1" OF THIS LINE.
- LHA SPACING AND DISTANCE TO RUNWAY EDGE SHALL BE AS INDICATED ±2".
- 2" EMT LEG LENGTH IS REQUIRED SO THAT THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN ±1" OF A HORIZONTAL PLANE. THIS HORIZONTAL PLANE SHALL BE WITHIN 1 FOOT OF THE ELEVATION OF THE RUNWAY CROWN IN LINE WITH THE LHAs. EXISTING LHAs MAY REMAIN IN PLACE IF LIGHT PLANE MEETS THESE REQUIREMENTS. MATCH ELEVATION OF RELOCATED LHA TO EXISTING LHAs.
- AIM PAPIs TO PROVIDE A 3.0° GLIDE PATH:

LHA	AIMING ANGLE
#1	3' 30' 00"
#2	3' 10' 00"
#3	2' 50' 00"
#4	2' 30' 00"
- IDENTIFY EACH LHA BY ITS NUMBER AND AIMING ANGLE WITH ENGRAVED PLASTIC LABELS WITH WHITE LETTERS ON A BLACK BACKGROUND. ACTUAL LABELS SHALL BE APPROVED BY THE ENGINEER. FASTEN LABELS USING SELF-TAPPING STAINLESS STEEL SCREWS. REMOVE EXISTING LABELS FROM EACH LHA.

DESIGN LPS
 DRAWN JCA
 CHECKED LPS

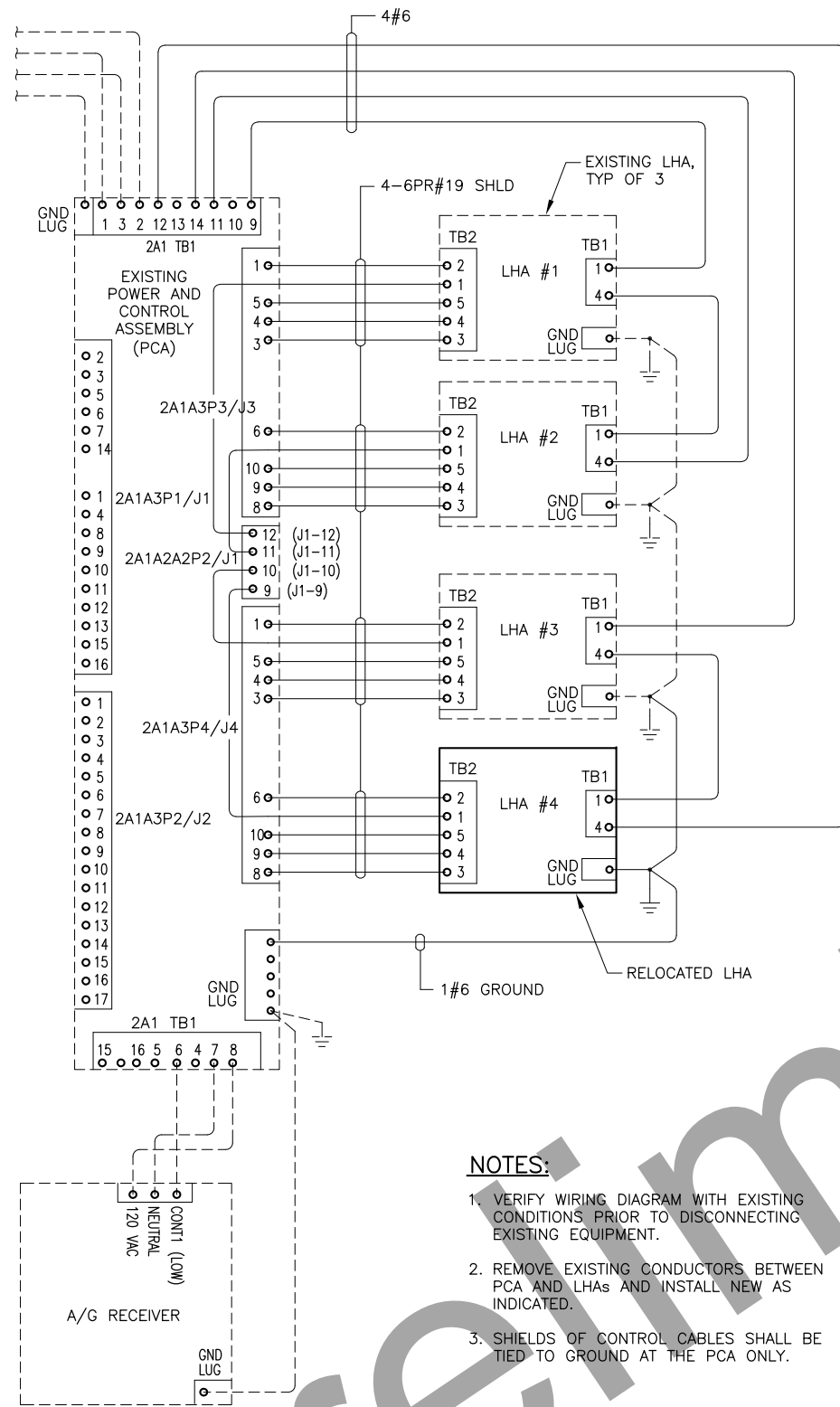
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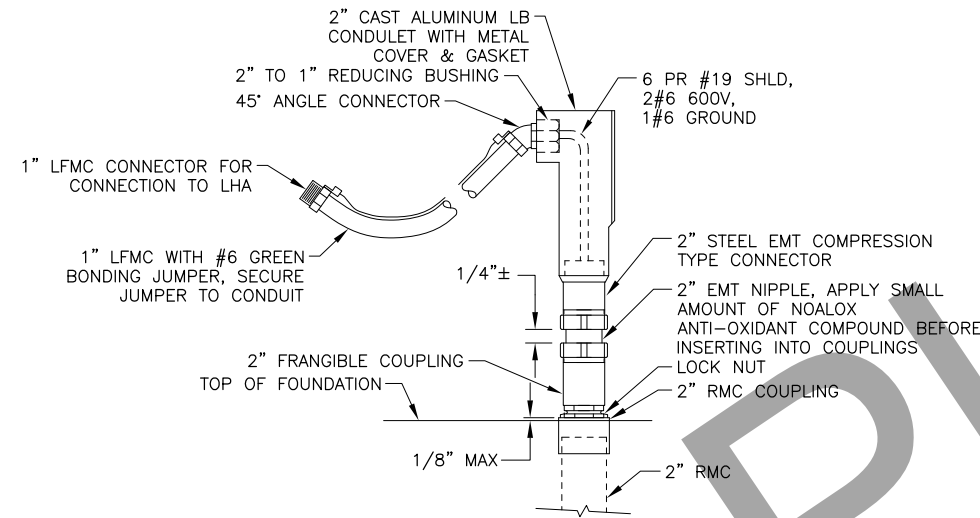
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1 PAPI SCHEMATIC WIRING DIAGRAM
SCALE: N.T.S.

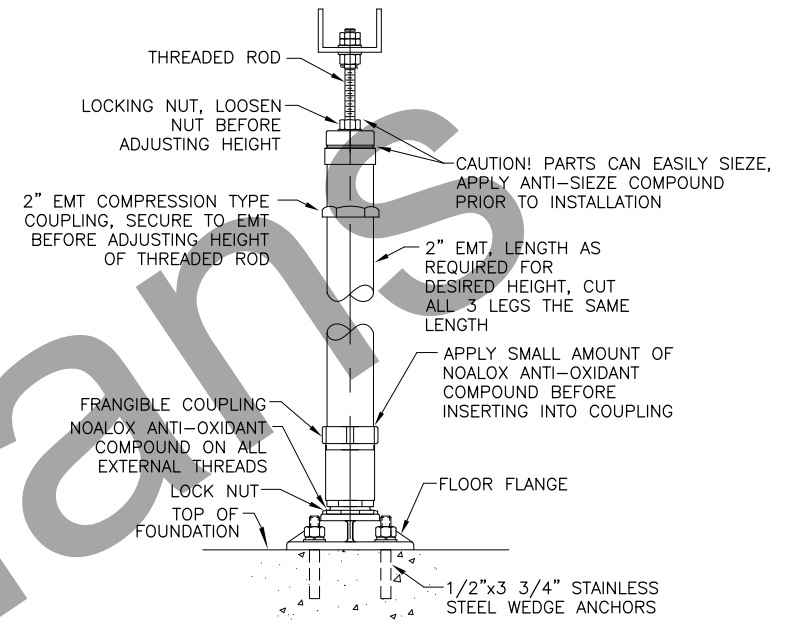
NOTES:

1. VERIFY WIRING DIAGRAM WITH EXISTING CONDITIONS PRIOR TO DISCONNECTING EXISTING EQUIPMENT.
2. REMOVE EXISTING CONDUCTORS BETWEEN PCA AND LHAs AND INSTALL NEW AS INDICATED.
3. SHIELDS OF CONTROL CABLES SHALL BE TIED TO GROUND AT THE PCA ONLY.



2 WIRING LEG DETAIL
SCALE: N.T.S.

NOTE:
EXISTING MATERIALS EXCEPT FOR CONDUCTORS AND LFCM MAY BE REUSED IF IN GOOD CONDITION.



3 STRUCTURAL LEG DETAIL
SCALE: N.T.S. TYP OF 3 PER LHA

NOTE:
EXISTING MATERIALS EXCEPT FOR CONCRETE FOUNDATION AND ANCHOR BOLTS MAY BE REUSED IF IN GOOD CONDITION.

DESIGN LPS
DRAWN JCA
CHECKED LPS

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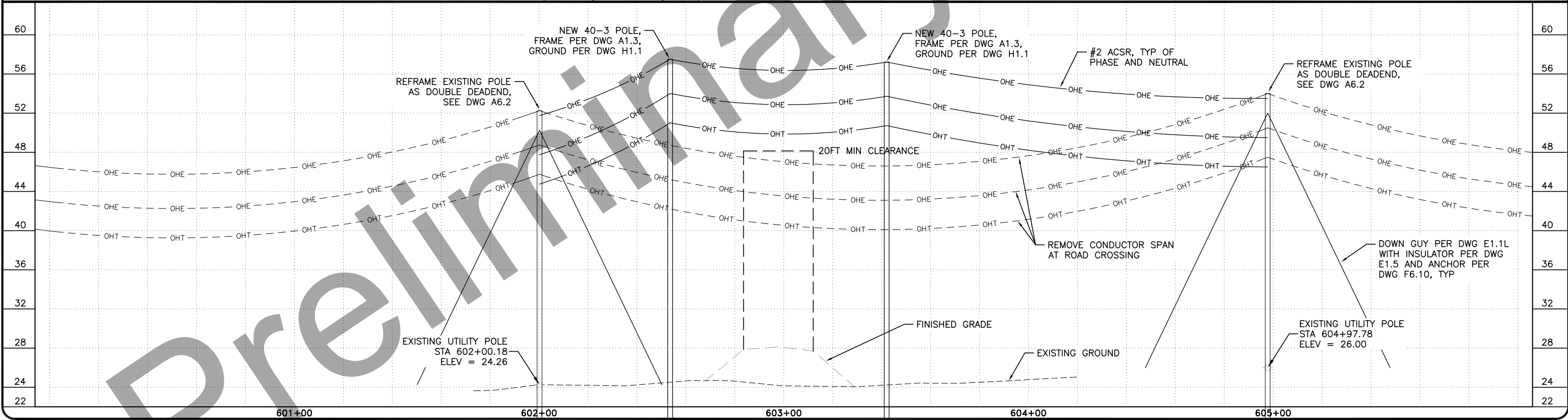
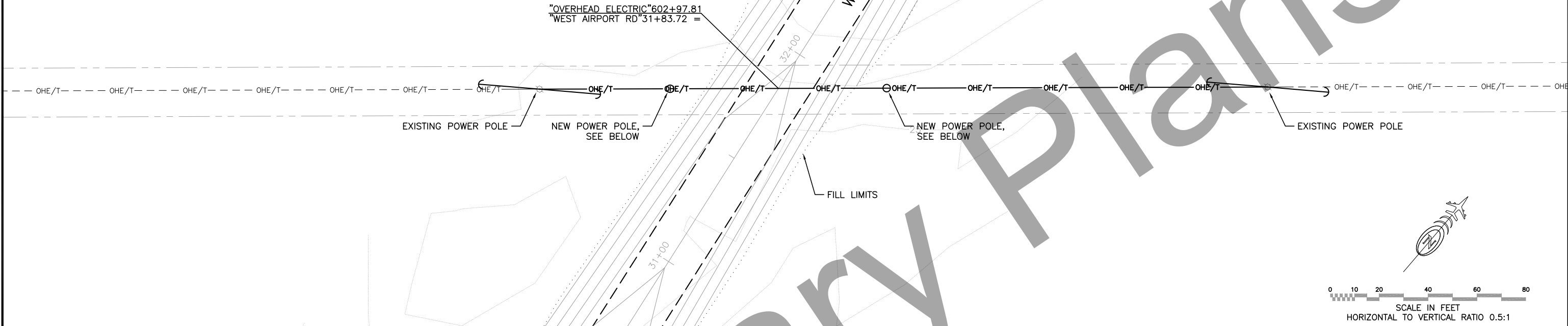
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PAPI DETAILS (2 OF 2)

SHEET
E21
OF
65

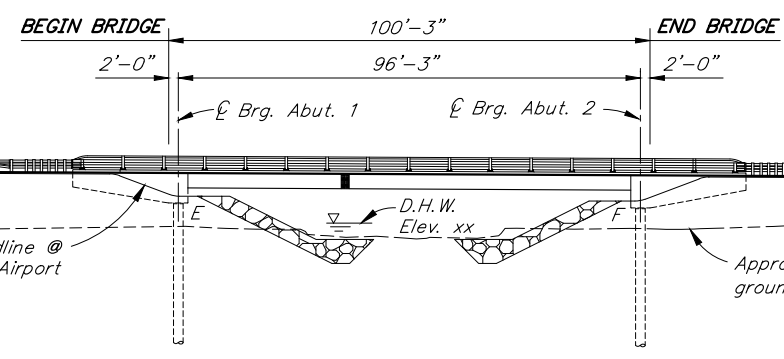
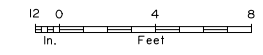
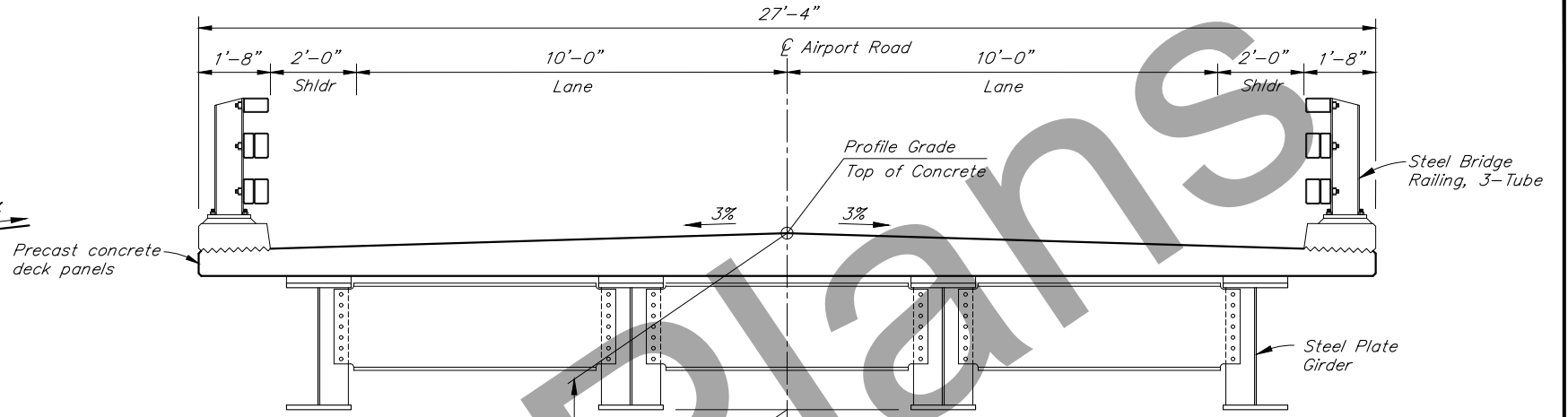
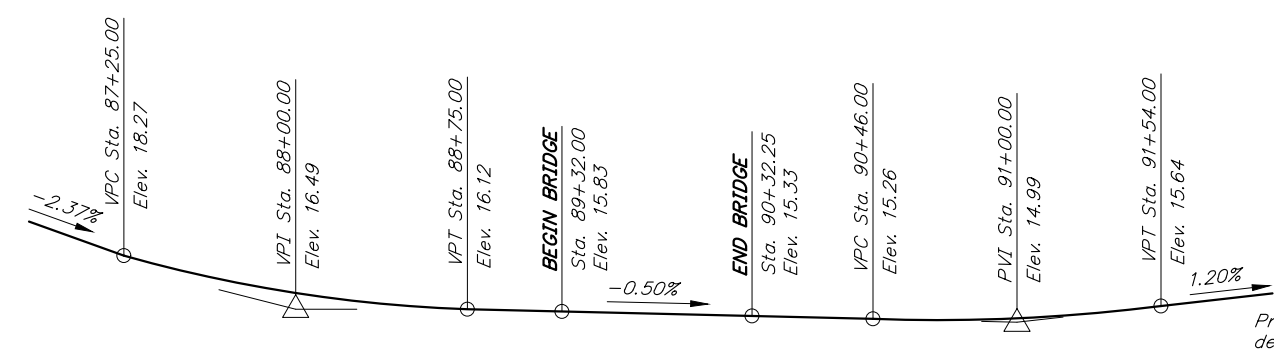
NOTES:

- COORDINATE ALL WORK WITH UTILITY, IPNATCHIAQ ELECTRIC COMPANY. SCHEDULE AND SEQUENCE WORK TO MINIMIZE POWER INTERRUPTIONS. DO NOT PROCEED WITH INTERRUPTIONS WITHOUT WRITTEN APPROVAL FROM THE UTILITY AND ENGINEER.
- INSTALL POLES IN ACCORDANCE WITH REFERENCED STANDARD DRAWINGS FROM RUS BULLETIN 1728F-804.
- ALL TELEPHONE WORK WILL BE PERFORMED BY OTZ TELECOM. COORDINATE SCHEDULE OF WORK WITH UTILITY THROUGH THE ENGINEER.

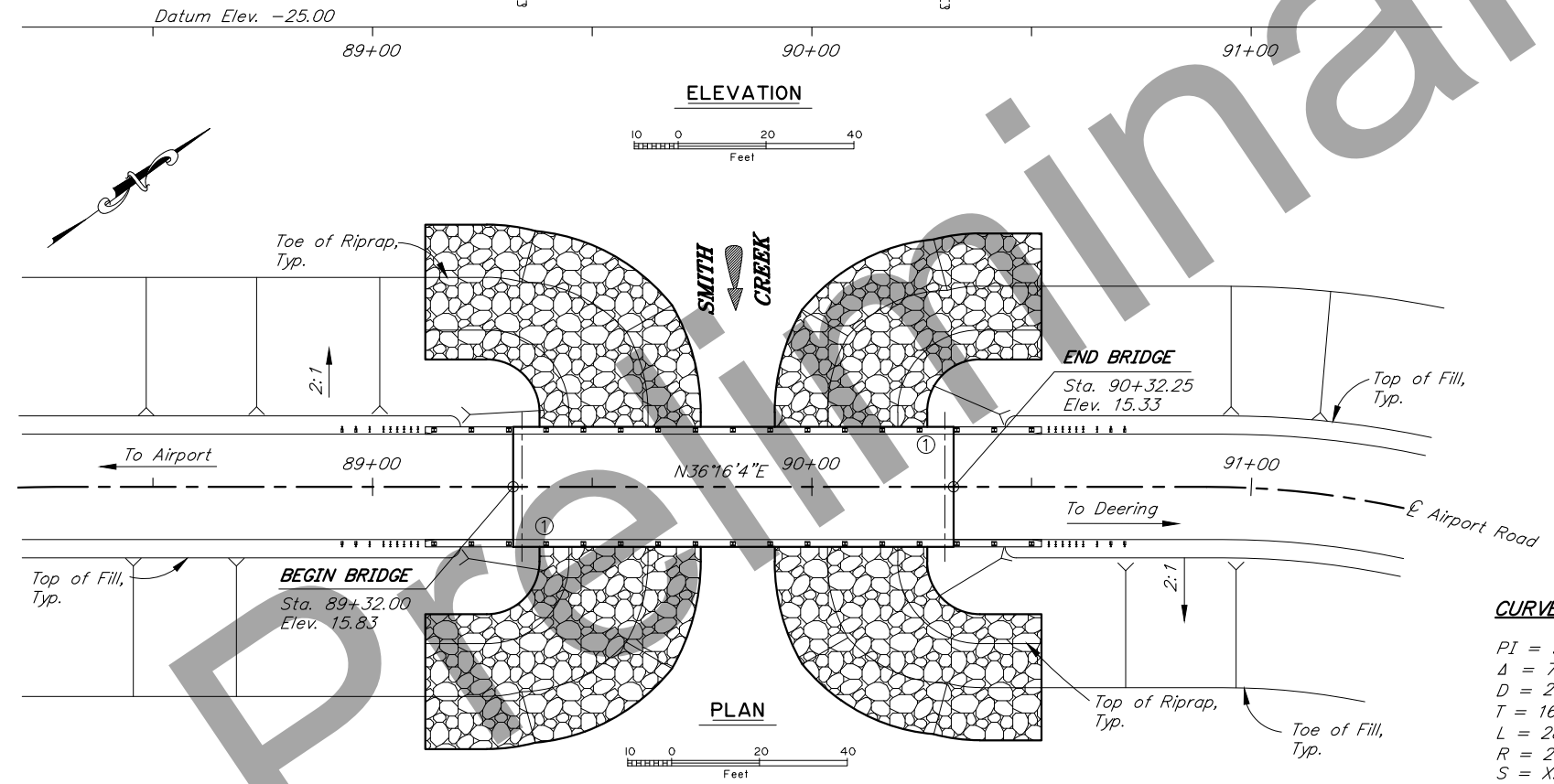


DESIGN <u>LPS</u> DRAWN <u>MLH/LPS</u> CHECKED <u>LPS</u>	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION APPROVED: _____ ALBERT M.L. BECK, P.E.	95% DESIGN	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>BY</th> <th>DATE</th> <th>REVISIONS</th> </tr> </thead> <tbody> <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> </tbody> </table>	BY	DATE	REVISIONS													DEERING AIRPORT DEERING AIRPORT AND ACCESS ROAD IMPROVEMENTS AIP 3-02-0400-XX-202X/NFAPT00249 OVERHEAD ELECTRIC PLAN AND PROFILE	SHEET E23 OF 65
BY	DATE	REVISIONS																		

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFAPT00249	2021	N1	T15hts



BRIDGE DRAWING INDEX	
TITLE	DWG. NO.
GENERAL LAYOUT	1
SITE PLAN	2
RIPRAP LAYOUT	3
ABUTMENT 1	4
ABUTMENT 2	5
ABUTMENT DETAILS	6
WINGWALLS	7
FRAMING PLAN AND TYPICAL SECTION	8
GIRDERS	9
GIRDER DETAILS	10
OPTIONAL BOLTED SPLICE DETAILS	11
CAMBER DIAGRAM	12
DECK PANELS	13
STEEL BRIDGE RAILING, 3-TUBE	14
TRANSITION RAIL, 3-TUBE	15
LOG OF TEST HOLE BORINGS	TBD



CURVE DATA:

PI = 92+55.86
Δ = 76°39'32"
D = 27°17'01"
T = 166.02'
L = 280.97'
R = 210.00'
S = X.XX%

PRELIMINARY PLAN

NOTES:

① Approximate location of Bridge Number Plate.

R:\cad\2363\2363-1 Thu, Jul/15/21 12:37pm

DESIGNED BY: Douglas Gelineau	CHECKED: Checker	LAYOUT BY: Douglas Gelineau	CHECKED BY: Checker
DRAWN BY: Sam Sallie	CHECKED: Douglas Gelineau	SPECIFICATIONS BY: Douglas Gelineau	P S & E COMPARED: Checker
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker	APPROVAL RECOMMENDED BY:	Rich Pratt

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

SMITH CREEK BRIDGE
AIRPORT ROAD
GENERAL LAYOUT

BRIDGE NO. 2363
DWG. NO. 1

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFAP00249	2021	N2	T15hts

GENERAL NOTES

DESIGN:..... AASHTO LRFD Bridge Design Specifications, 2020 Edition, with latest interim specifications.
 Seismic design per AASHTO Guide Specifications for LRFD Seismic Bridge Design, 2011 with latest interim revisions.

LIVE LOAD:..... HL-93

DEAD LOAD:..... Includes 50 psf for all wearing surfaces.

SEISMIC PARAMETERS:.....
 PGA = 0.10
 S_s = 0.24
 S_i = 0.08
 Site Class = D
 Liquefaction Potential = Low
 AASHTO 7% probability of exceedance in 75 years.

REINFORCEMENT:..... ASTM A706, Grade 60, F_y = 60,000 psi
 Space reinforcement evenly unless otherwise noted.

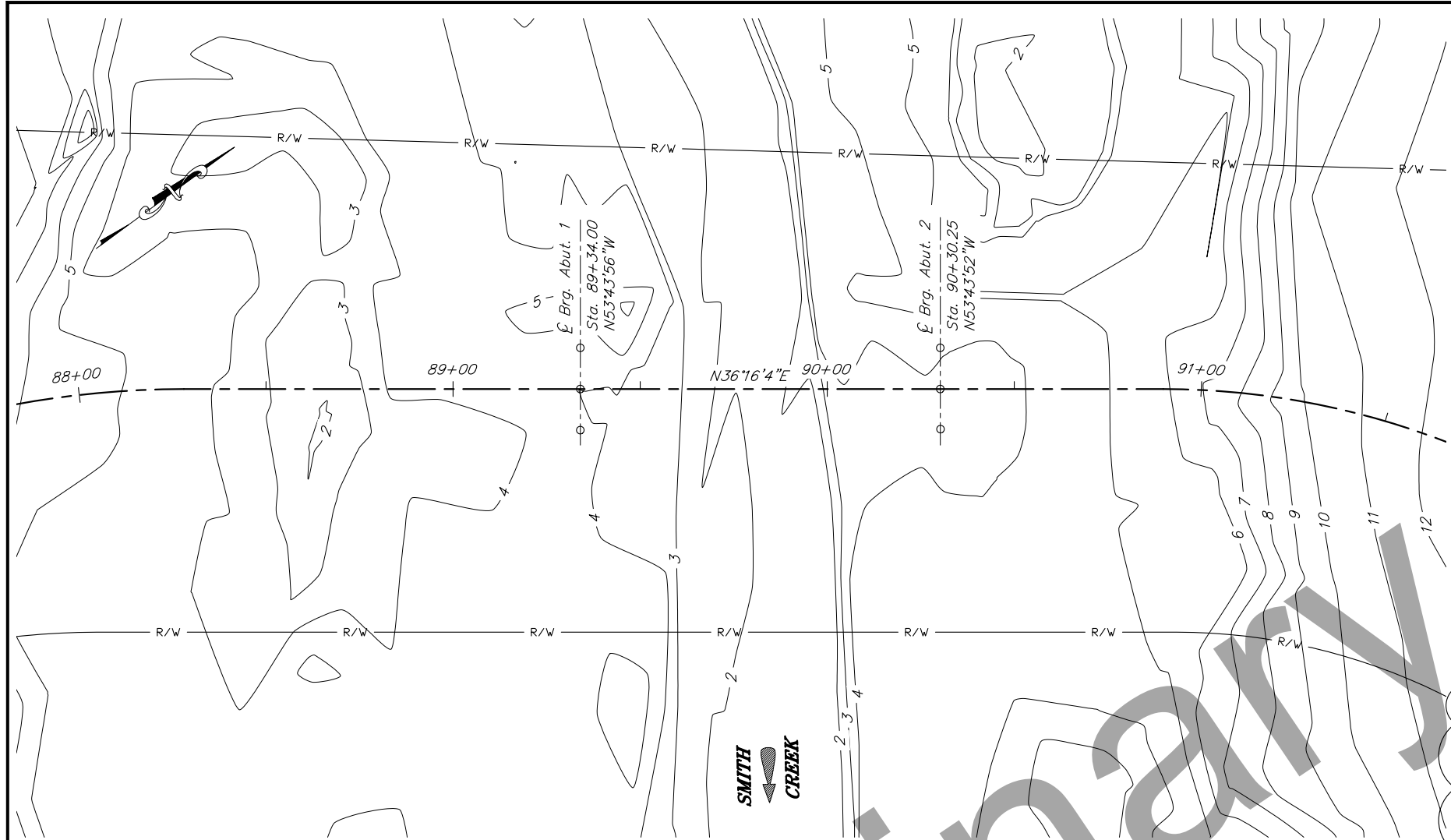
CONCRETE:..... Class A Concrete unless otherwise noted, f'_c = 4000 psi
 Class P Concrete for precast deck panels, f'_c = 5,000 psi.
 Provide rubbed finish on all exposed vertical surfaces.

STRUCTURAL STEEL:..... ASTM A709, Grade 50T3, F_y = 50,000 psi
 Galvanize structural steel in accordance with AASHTO M111 or SSPC CS23.00 unless noted otherwise.
 All steel in main members subject to tension.

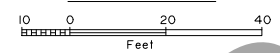
HIGH STRENGTH BOLTS:..... Galvanized ASTM F3125 Grade A325 or F1852, F_u = 120,000 psi.
 Exclude threads from shear plane. Do not use punched holes.

STRUCTURAL STEEL PILING:..... API 5L X52 PSL2, F_y = 52,000 psi. or
 ASTM A709, GR50T3, F_y = 50,000 psi.
 Pile Tip reinforcing is required.

SHEAR STUD CONNECTORS:..... ASTM A108, F_u = 60,000 psi



SITE PLAN



PILE DATA TABLE							
LOCATION	PILE TYPE	DRIVING CRITERIA			DESIGN DATA		
		MINIMUM PENETRATION (ft)	ESTIMATED PILE TIP ELEVATION (ft)	DRIVING RESISTANCE (K)	STRENGTH FACTORED LOAD (K)	NOMINAL RESISTANCE (K)	RESISTANCE FACTOR, φ
Abutment 1	2'-0"Ø x 1/2"	100			220		0.65
Abutment 2	2'-0"Ø x 1/2"	100			220		0.65

TBD

ABBREVIATIONS:

- CL = centerline
- Elev. = elevation
- EA = each
- LS = lump sum
- E = expansion
- EA = each face
- LT = left
- (E) = existing
- e.f. = end vertical curve
- max. = maximum
- and = and
- EVV = end vertical curve
- min. = minimum
- @ = at
- e.w. = each way
- n.f. = near face
- Ø = diameter
- Ext. = exterior
- No. = number
- ± = approximate
- F = fixed
- o.c. = on center
- Abut. = abutment
- F.f. = front/air face
- O.H.W. = ordinary high water
- Approx. = approximate
- f'c = specified concrete compressive strength
- pcf = pounds per cubic foot
- b.f. = back/dirt face
- ft. = feet
- psf = pounds per square foot
- bot. = bottom
- Ft. = yield stress
- psi = pounds per square inch
- Br. = bridge
- Fy = yield stress
- R = radius
- Brg. = bearings
- Galv. = galvanize
- R/W = right of way
- btwn. = between
- H.S. = high strength
- RT. = right
- BVC = begin vertical curve
- Hwy. = highway
- Rd. = road
- C.G. = center of gravity
- ID = internal diameter
- spcs. = space, spaces
- C.I.P. = cast in place
- Int. = interior
- Sta. = station
- CJP = complete joint penetration
- Jt. = joint
- SF = square feet
- Clr. = clear, clearance
- K = kips
- SY = square yard
- CY = cubic yard
- ksf = 1000 pounds per square foot
- Std. = standard
- Dia. = diameter
- ksi = 1000 pounds per square inch
- Symm. = symmetric
- Dwg. = drawing
- LBS or lb = pounds
- Typ. = typical
- E = expansion
- LF = linear foot
- UT = ultrasonic testing
- VPI = point of vertical intersection
- w/ = with

ESTIMATE OF QUANTITIES						
ITEM NO.	ITEM	PAY UNIT	ESTIMATING UNIT	SUBST.	SUPERST.	TOTAL QUANTITY
205.0006.0000	Structural Fill	CY	CY	750	---	750
501.0001.0000	Class A Concrete	LS	CY	134	---	134
501.0007.0000	Precast Concrete Member, Deck Panels	EA	EA	19	---	19
503.0001.0000	Reinforcing Steel	LS	LBS	17,492	---	17,492
503.0002.0000	Epoxy-Coated Reinforcing Steel	LS	LBS	---	1,973	1,973
504.0001.0000	Structural Steel	LS	LBS	---	126,780	126,780
505.0005.0000	Furnish Structural Steel Pipe Piles, 2'-0" Dia. x 1/2" Pipe	LF	LF	800	---	800
505.0006.0000	Drive Structural Steel Pipe Piles, 2'-0" Dia. x 1/2" Pipe	EA	EA	8	---	8
507.0001.0003	Steel Bridge Railing, 3-Tube	LF	LF	---	281	281
606.0016.0000	Transition Rail	EA	EA	---	4	4
611.0001.0002	Riprap, Class II	CY	CY	1,500	---	1,500
631.0002.0001	Geotextile, Erosion Control, Class 1	SY	SY	1,500	---	1,500

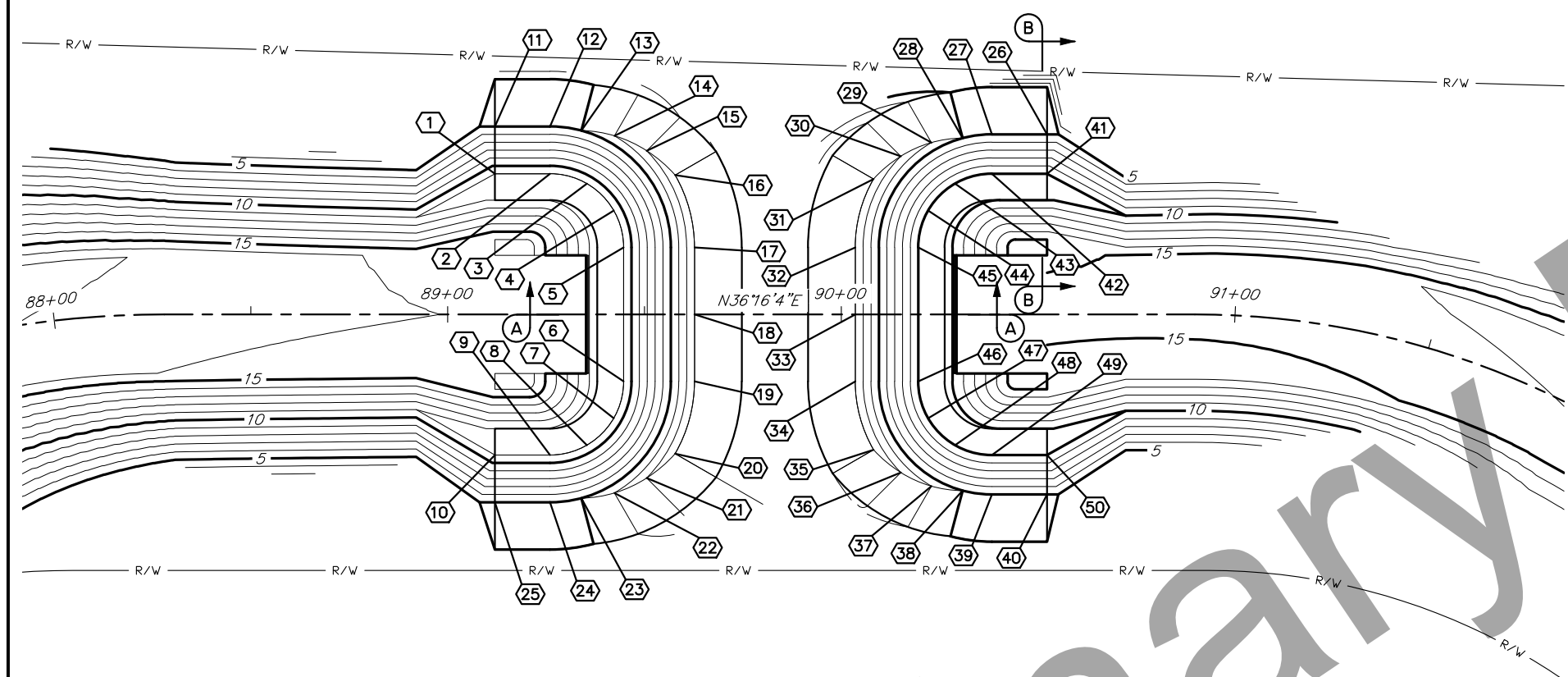
Item numbers are for reference only. Quantities shown are not necessarily the pay quantities nor the total quantity of the particular item.

DESIGNED BY: Douglas Gelineau	CHECKED: [Signature]	FOUNDATIONS REVIEWED BY: [Signature]	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES BRIDGE SECTION 3132 Channel Drive Juneau, Alaska 99801 907-465-2975	SMITH CREEK BRIDGE AIRPORT ROAD SITE PLAN	 BRIDGE NO. 2363 DWG. NO. 2
DRAWN BY: Sam Sallie	CHECKED: Douglas Gelineau		PRELIMINARY PLAN		
QUANTITIES BY: Douglas Gelineau	CHECKED: [Signature]				

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STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFAPT00249	2021	N3	TUShTs

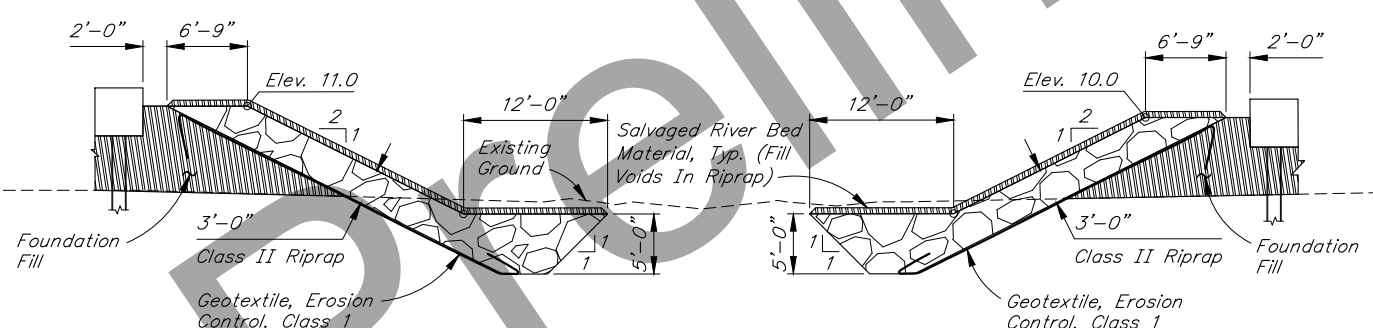
RIPRAP TABLE							
POINT	STATION	OFFSET	ELEVATION	POINT	STATION	OFFSET	ELEVATION
1	89+12.0	35.7' Left	11.0'	26	90+52.3	5.0 Left	5.0'
2	89+26.0	35.7' Left	11.0'	27	90+38.3	5.0 Left	5.0'
3	89+35.4	33.2' Left	11.0'	28	90+30.8	5.0 Left	5.0'
4	89+42.2	26.4' Left	11.0'	29	90+22.9	4.0 Left	4.0'
5	89+44.7	17.0' Left	11.0'	30	90+15.1	3.0 Left	3.0'
6	89+44.7	17.0' Right	11.0'	31	90+08.2	2.0 Left	2.0'
7	89+42.2	26.4' Right	11.0'	32	90+03.5	2.0 Left	2.0'
8	89+35.4	33.2' Right	11.0'	33	90+03.5	2.0 Left	2.0'
9	89+26.0	35.7' Right	11.0'	34	90+03.5	2.0 Right	2.0'
10	89+12.0	35.7' Right	11.0'	35	90+08.2	2.0 Right	2.0'
11	89+12.0	47.7' Left	5.0'	36	90+15.1	3.0 Right	3.0'
12	89+26.0	47.7' Left	5.0'	37	90+22.9	4.0 Right	4.0'
13	89+33.9	46.7' Left	5.0'	38	90+30.8	5.0 Right	5.0'
14	89+42.4	45.3' Left	4.0'	39	90+38.3	5.0 Right	5.0'
15	89+50.5	41.5' Left	3.0'	40	90+52.3	5.0 Right	5.0'
16	89+57.8	35.4' Left	2.0'	41	90+52.3	10.0 Left	10.0'
17	89+62.7	17.0' Left	2.0'	42	90+38.3	10.0 Left	10.0'
18	89+62.7	0.0' Left	2.0'	43	90+28.9	10.0 Left	10.0'
19	89+62.7	17.0' Right	2.0'	44	90+22.0	10.0 Left	10.0'
20	89+57.8	35.4' Right	2.0'	45	90+19.5	10.0 Left	10.0'
21	89+50.5	41.5' Right	3.0'	46	90+19.5	10.0 Right	10.0'
22	89+42.4	45.3' Right	4.0'	47	90+22.0	10.0 Right	10.0'
23	89+33.9	46.7' Right	5.0'	48	90+28.9	10.0 Right	10.0'
24	89+26.0	47.7' Right	5.0'	49	90+38.3	10.0 Right	10.0'
25	89+12.0	47.7' Right	5.0'	50	90+52.3	10.0 Right	10.0'



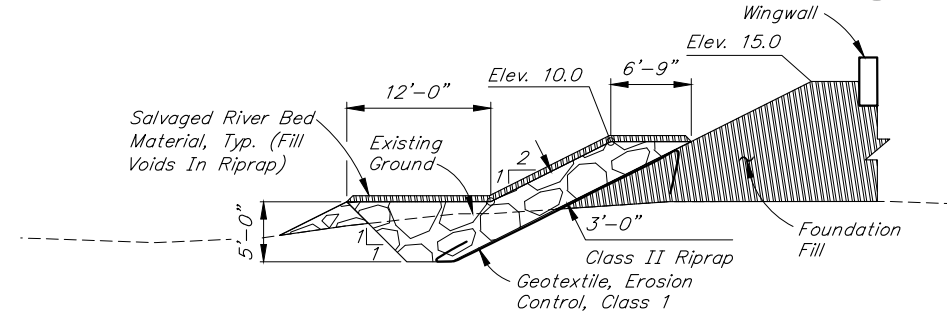
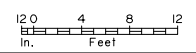
HYDRAULIC & HYDROLOGIC SUMMARY, BRIDGE NO. 2363			
Flood Frequency (Yr.)	50	100	500
Exceedance Probability (%)	2	1	0.2
Discharge (cfs)	X		
Water Surface Elevation (ft)			
Anticipated Add'l Backwater (ft)	0	0	0
Contraction Scour (ft)			
Pier Scour (ft)			
Abutment Scour (ft)			
Long-Term Degradation (ft)			

TBD

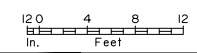
Drainage Area: XX square miles
The hydraulic capacity is roughly XX cfs in an ice-free channel condition.



SECTION A-A



SECTION B-B



DESIGNED BY:	Designer	CHECKED:	Checker
DRAWN BY:	Sam Sallie	CHECKED:	Designer
QUANTITIES BY:	Designer	CHECKED:	Checker

PRELIMINARY PLAN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

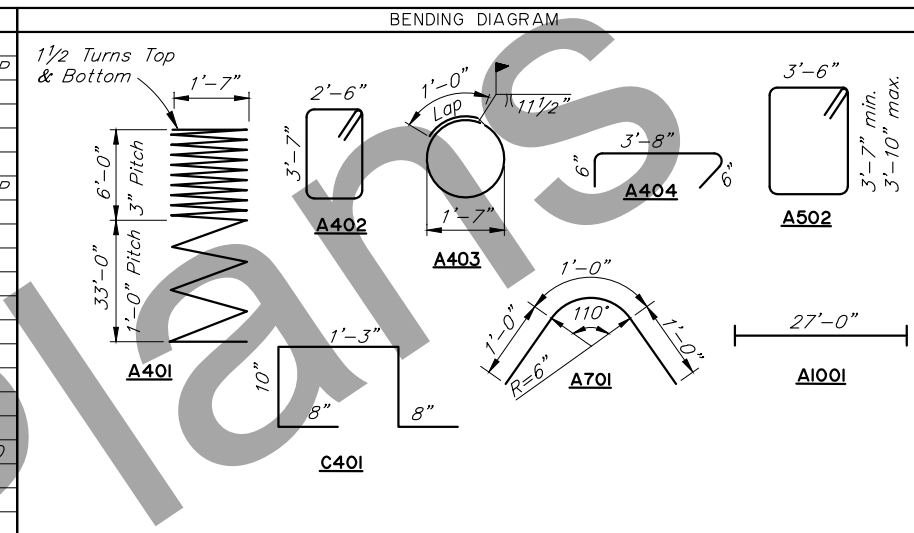
SMITH CREEK BRIDGE
AIRPORT ROAD
RIPRAP LAYOUT

BRIDGE NO. 2363
DWG. NO. 3

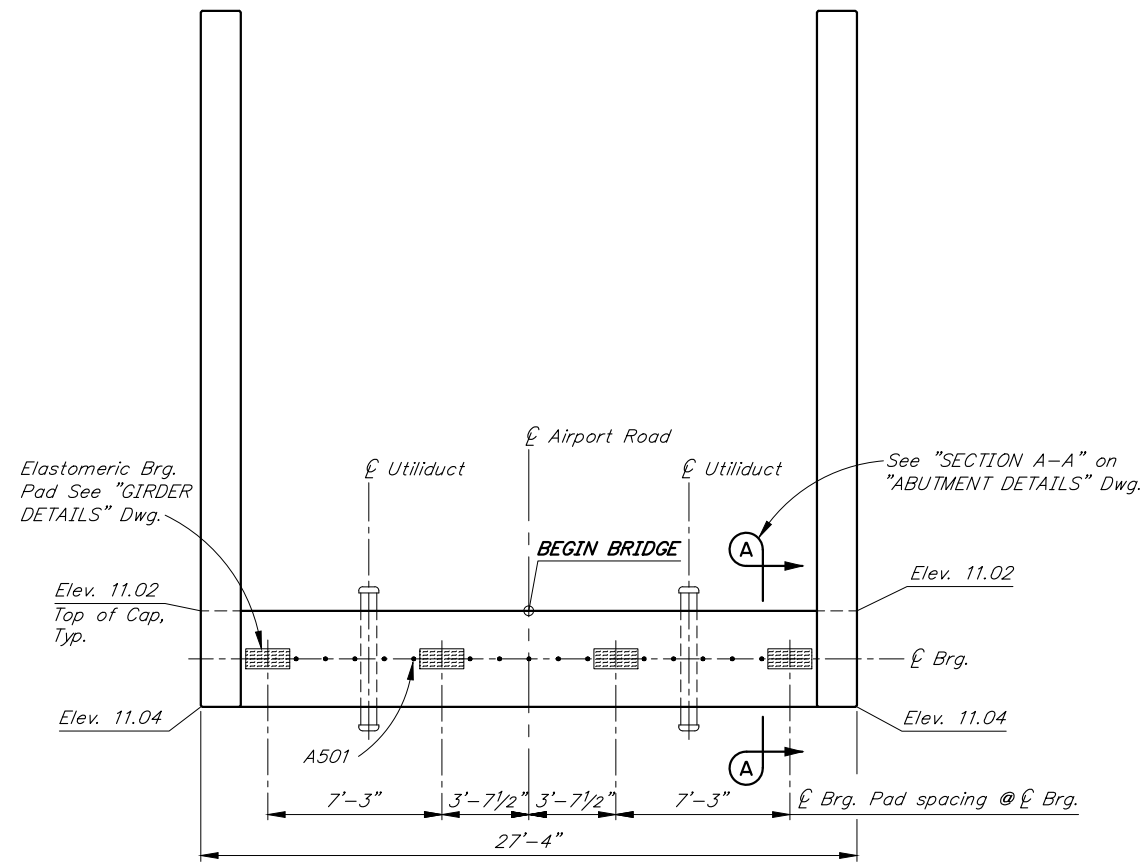
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REINFORCING STEEL - ABUTMENT ONE

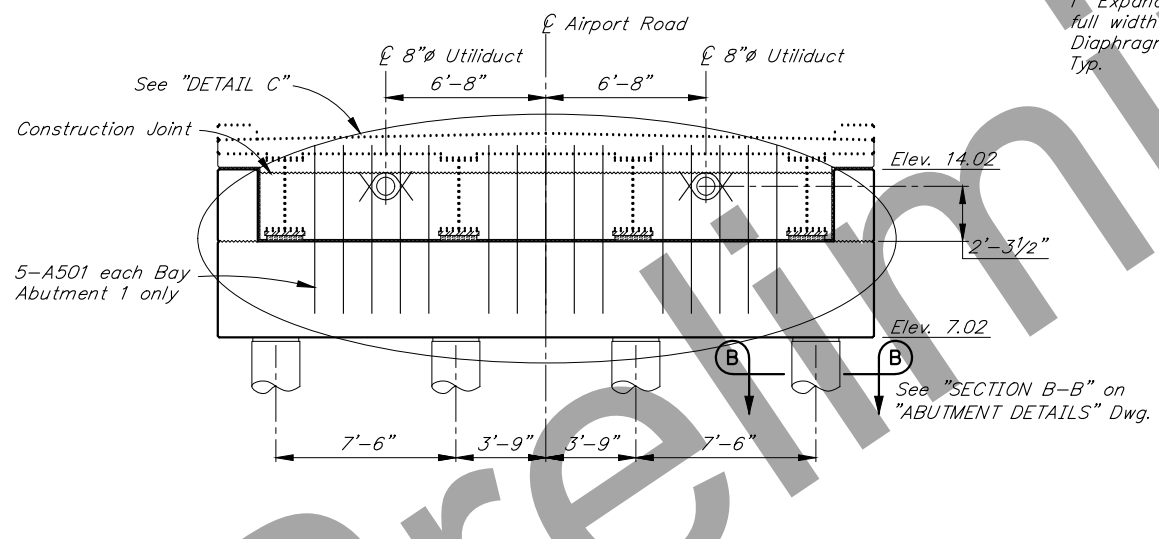
MARK	NOTE	SIZE	NO.	LENGTH	TYPE
A401	S	4	4	291'-8"	SPIRAL
A402		4	82	12'-11"	STIRRUP
A403		4	28	6'-0"	HOOP
A404		4	40	4'-8"	TIE
A501	A	5	15	7'-0"	---
A502	E	5	24	VARIABLE	STIRRUP
A601		6	10	27'-0"	---
A602	E	6	8	23'-6"	---
A603	E,M	6	7	27'-0"	---
A701	E	7	8	3'-0"	BENT
A801		8	32	43'-3"	---
A1001	H	10	14	27'-0"	HEADED
C401	E	4	8	4'-3"	BENT



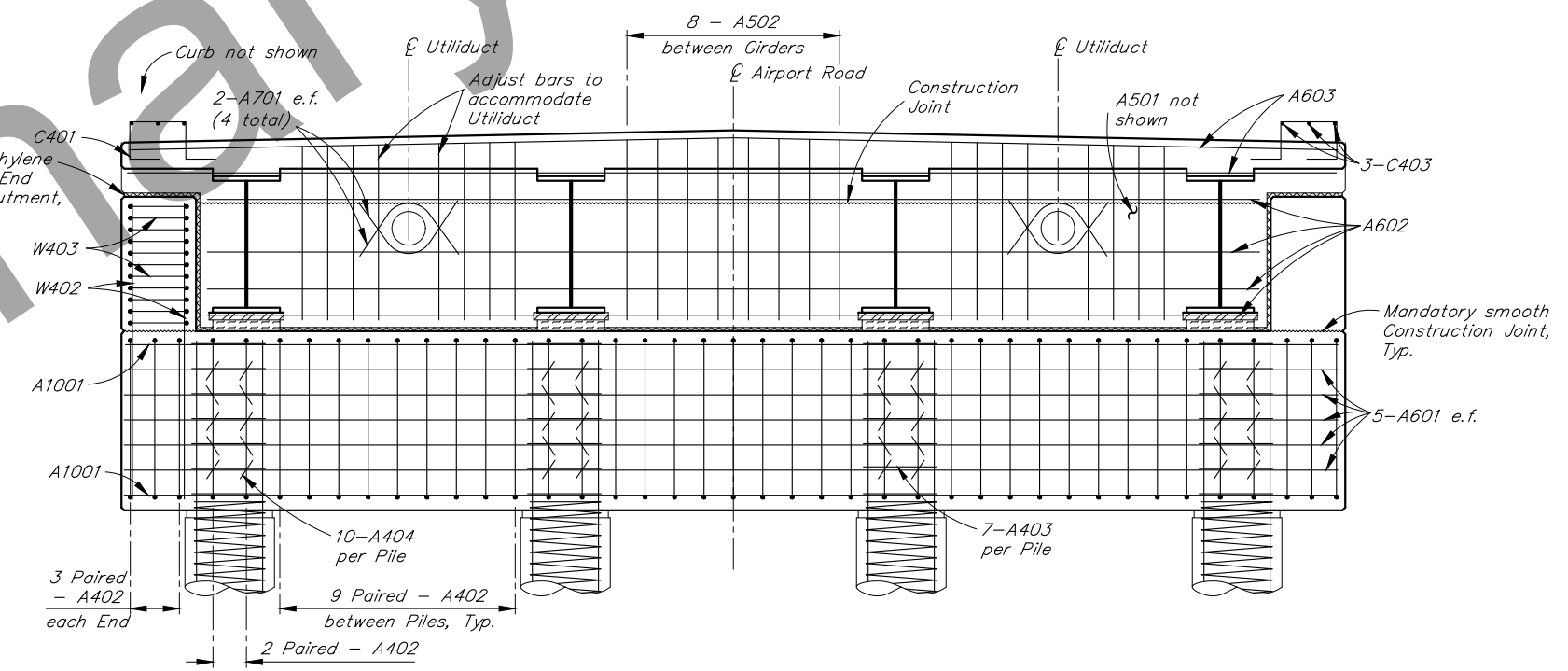
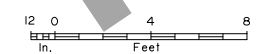
A - Abutment 1 only
 E - Epoxy-Coated
 H - Headed reinforcing steel
 M - Field adjust to match crown
 S - Splices permitted. Splice length not included



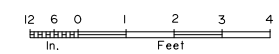
PLAN



ELEVATION
(Looking back on station)



DETAIL C



R:\cad\2363\2363-1-4 Thu Jul 15/21 12:37pm

DESIGNED BY: Douglas Gelineau
 DRAWN BY: Sam Sollie
 QUANTITIES BY: Douglas Gelineau

CHECKED: Checker
 CHECKED: Douglas Gelineau
 CHECKED: Checker

PRELIMINARY PLAN

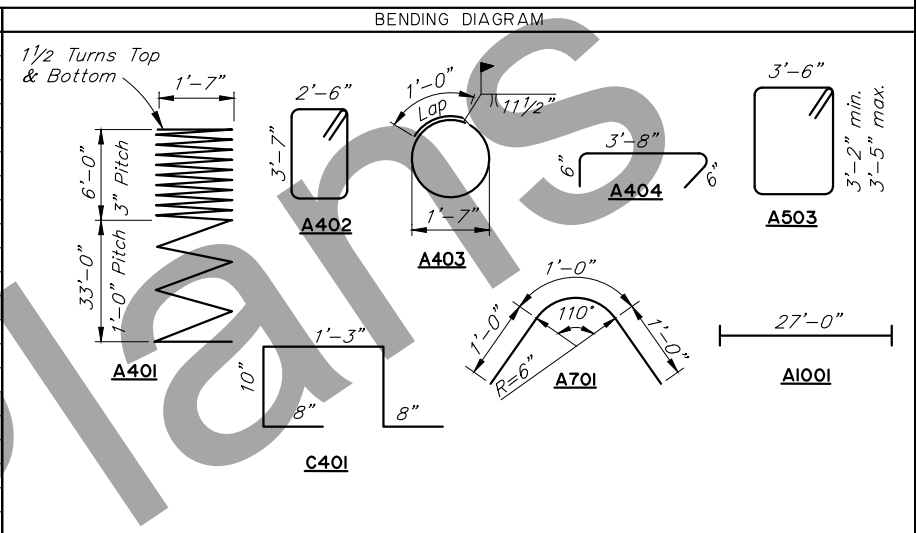
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 BRIDGE SECTION
 3132 Channel Drive
 Juneau, Alaska 99801
 907-465-2975

SMITH CREEK BRIDGE
 AIRPORT ROAD
ABUTMENT 1

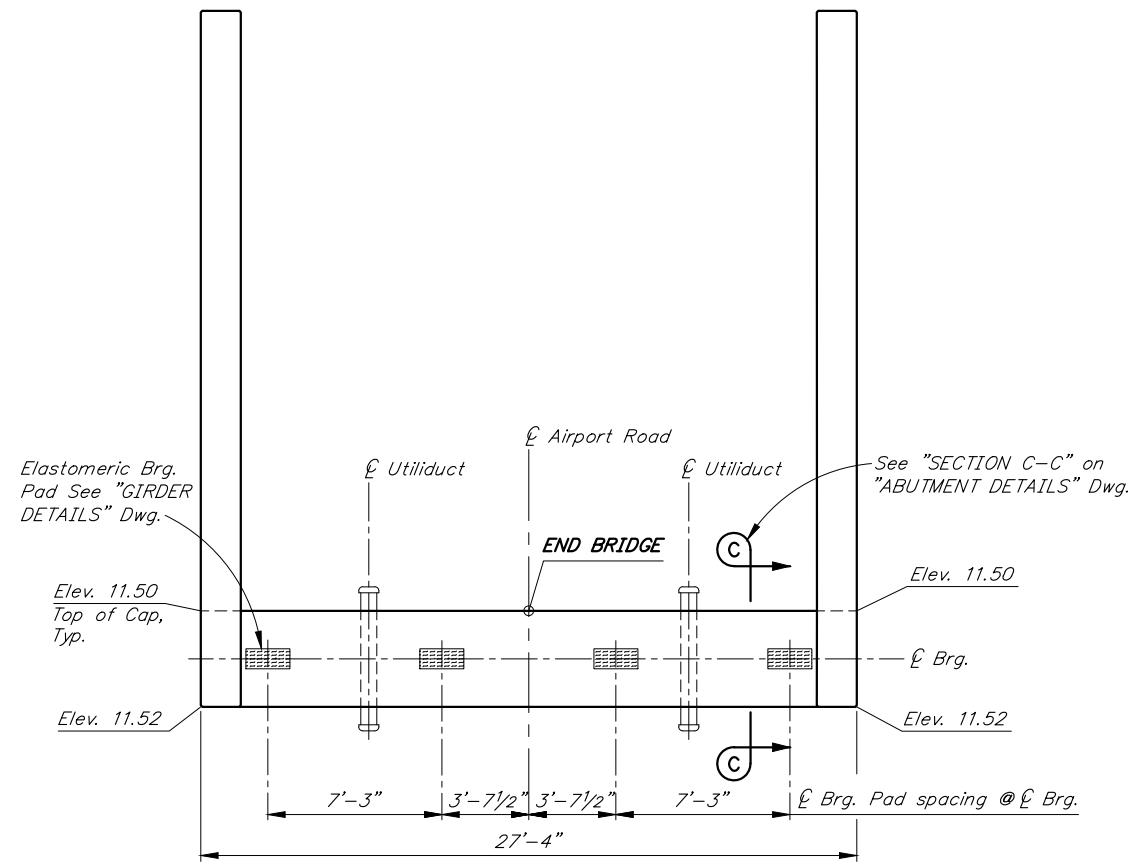

 BRIDGE NO. 2363
 DWG. NO. 4

REINFORCING STEEL - ABUTMENT TWO

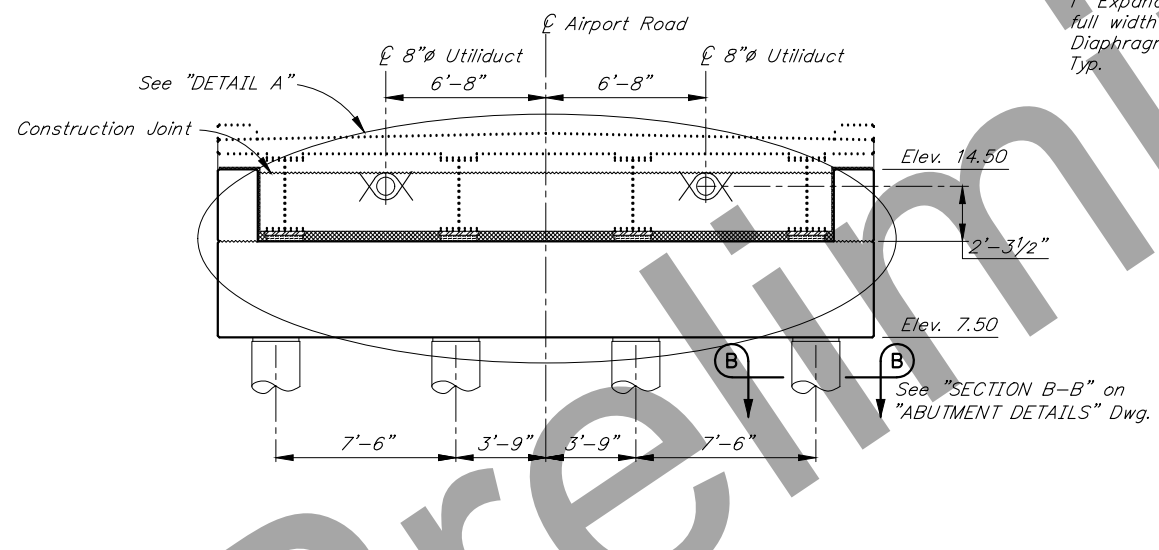
MARK	NOTE	SIZE	NO.	LENGTH	TYPE
A401	S	4	4	291'-8"	SPIRAL
A402		4	82	12'-11"	STIRRUP
A403		4	28	6'-0"	HOOP
A404		4	40	4'-8"	TIE
A503	E	5	24	VARIES	STIRRUP
A601		6	10	27'-0"	---
A602	E	6	7	23'-6"	---
A603	E,M	6	7	27'-0"	---
A604	E	6	3	6'-10"	---
A701	E	7	8	3'-0"	BENT
A801		8	32	43'-3"	---
A1001	H	10	14	27'-0"	HEADED
C401	E	4	8	4'-3"	BENT



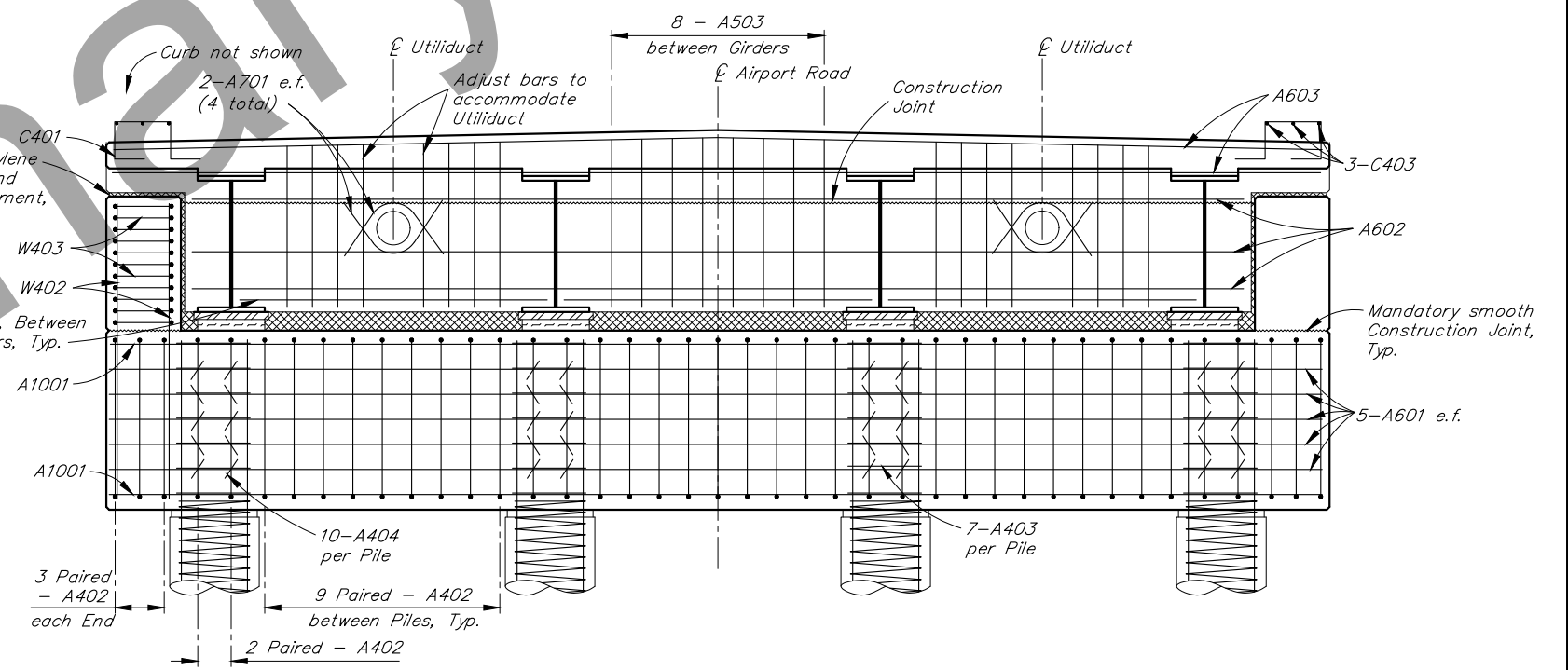
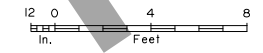
E - Epoxy-Coated
H - Headed reinforcing steel
M - Field adjust to match crown
S - Splices permitted. Splice length not included



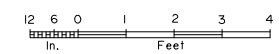
PLAN



ELEVATION



DETAIL A



R:\cod\2363\2363-1-5 Thu, Jul/15/21 12:37pm

DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

PRELIMINARY PLAN

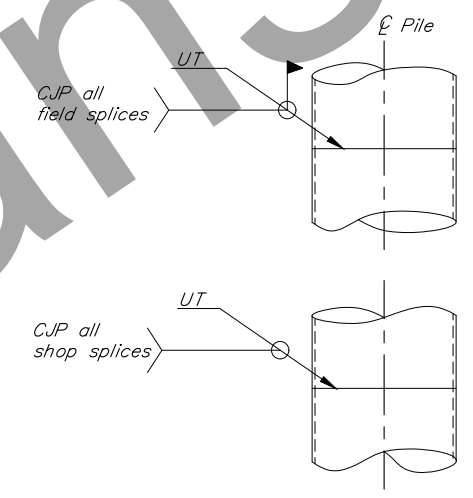
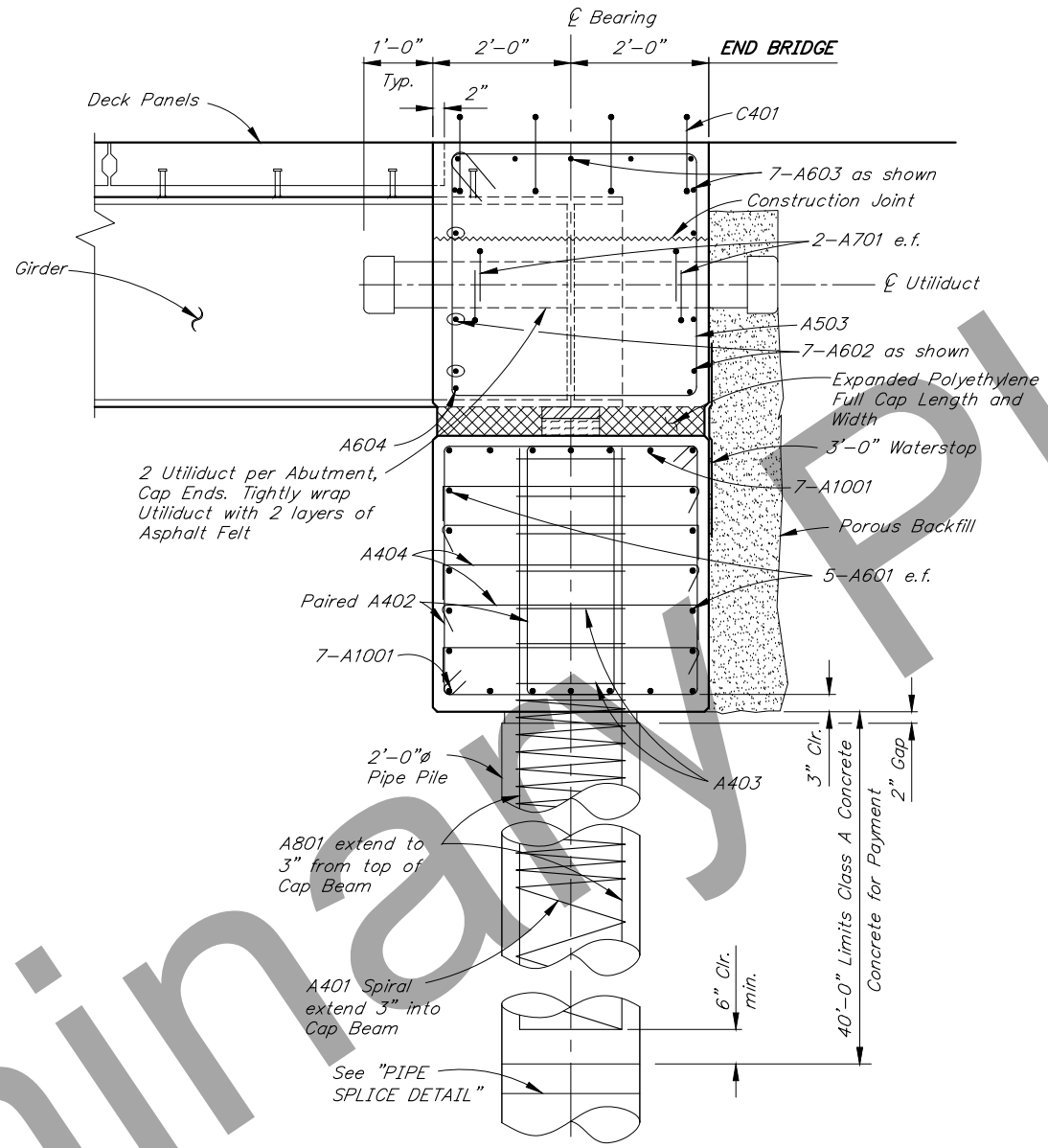
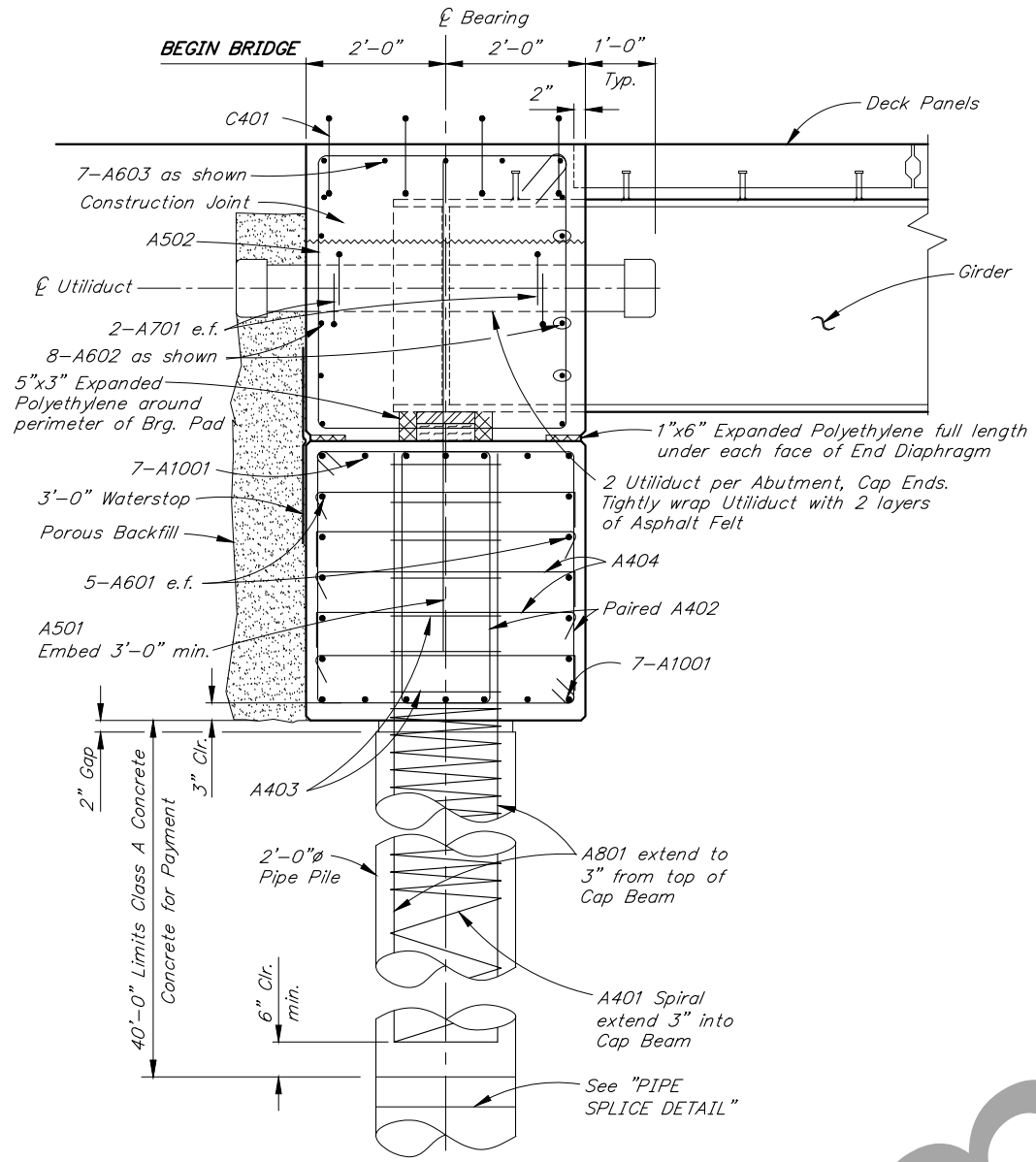
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

SMITH CREEK BRIDGE
AIRPORT ROAD
ABUTMENT 2

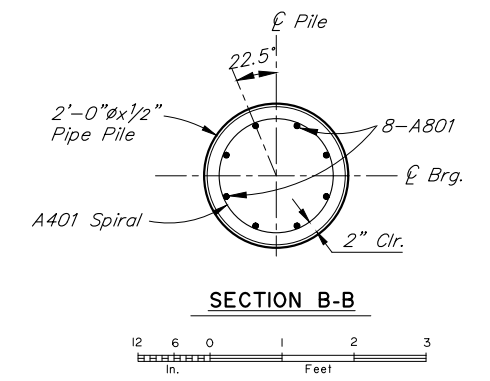
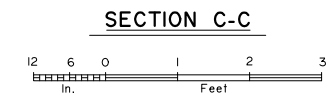
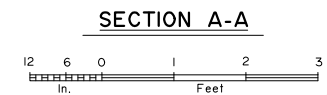


BRIDGE NO. 2363
DWG. NO. 5

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFAPT00249	2021	N6	TtShTs



PIPE SPLICE DETAIL
No Scale



R:\cad\2363\2363-1-6 Thu, Jul/15/21 12:37pm

DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

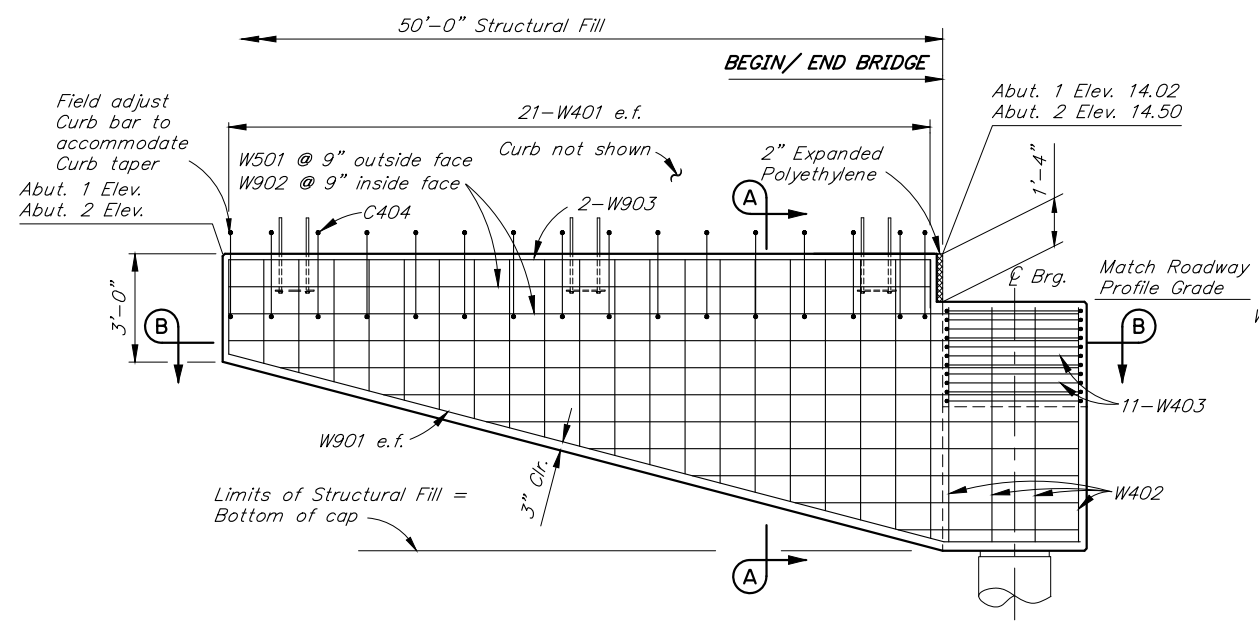
PRELIMINARY PLAN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

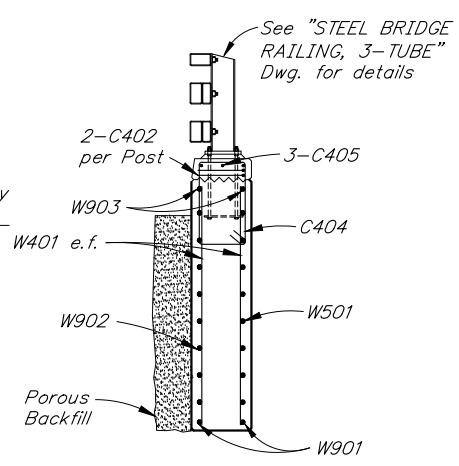
SMITH CREEK BRIDGE
AIRPORT ROAD
ABUTMENT DETAILS



BRIDGE NO. 2363
DWG. NO. 6



ELEVATION



SECTION A-A

REINFORCING STEEL - ONE ABUTMENT						
MARK	NOTE	SIZE	NO.	LENGTH	TYPE	BENDING DIAGRAM
W401		4	84	VARIES	---	
W402		4	16	6'-6"	---	
W403		4	22	10'-7"	STIRRUP	
W501		5	20	VARIES	---	
W901		9	4	24'-3"	BENT	
W902		9	20	VARIES	---	
W903		9	4	21'-1"	BENT	
C402	E	4	12	3'-10"	BENT	
C404	E	4	38	7'-7"	STIRRUP	
C405	E	4	6	19'-6"	---	
W901				20'-6" @ 161°		
W901				3'-9"		

W401

C404

C402

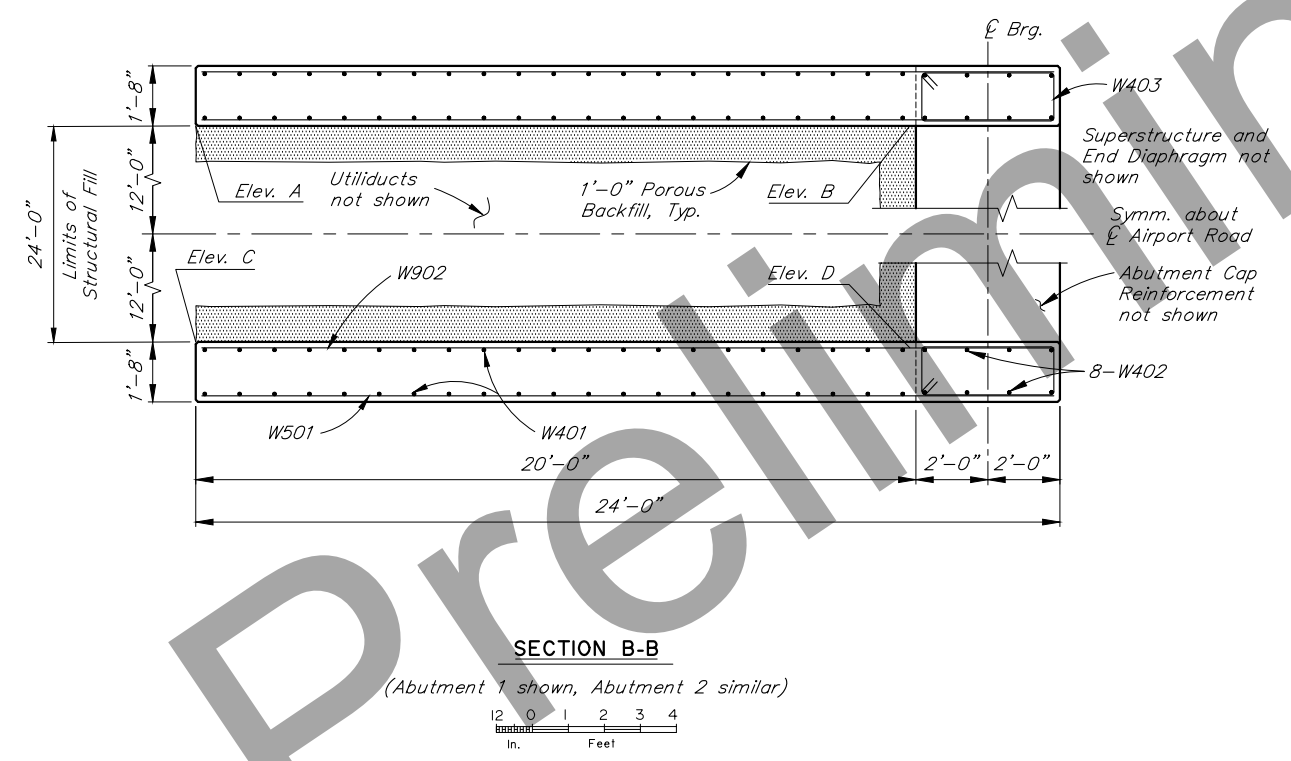
W403

W501, W902

W903

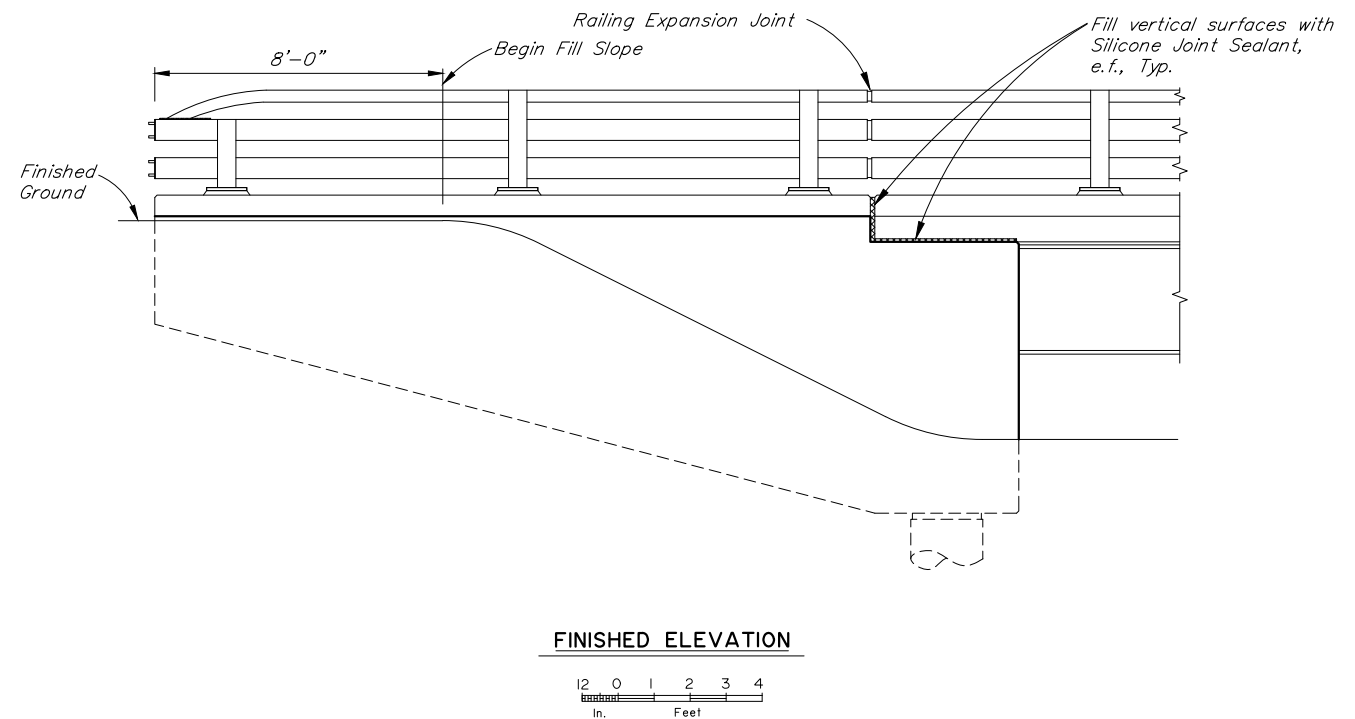
E - Epoxy-Coated

LOCATION	A	B	C	D
ABUTMENT 1	14.77	14.87	14.77	14.87
ABUTMENT 2	15.47	15.37	15.47	15.37



SECTION B-B

(Abutment 1 shown, Abutment 2 similar)



R:\cad\2363\2363-1-7 Thu, Jul/15/21 12:37pm

DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

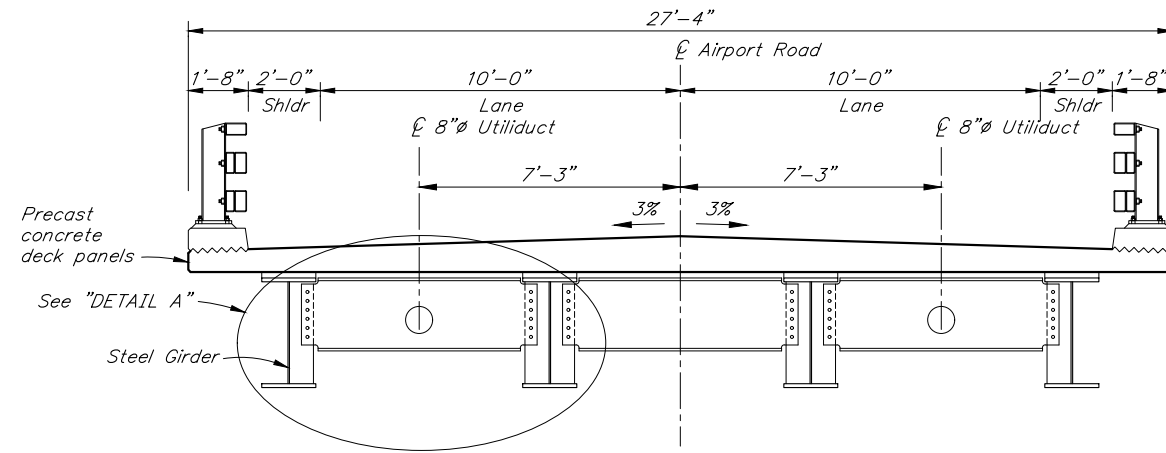
PRELIMINARY PLAN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

SMITH CREEK BRIDGE
AIRPORT ROAD
WINGWALLS

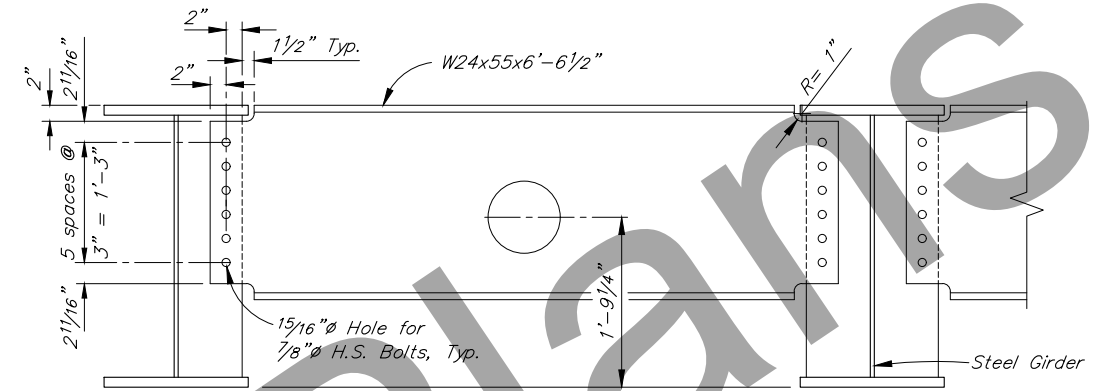
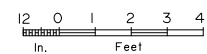

BRIDGE NO. 2363
DWG. NO. 7

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFAPT00249	2021	N8	TtIShts

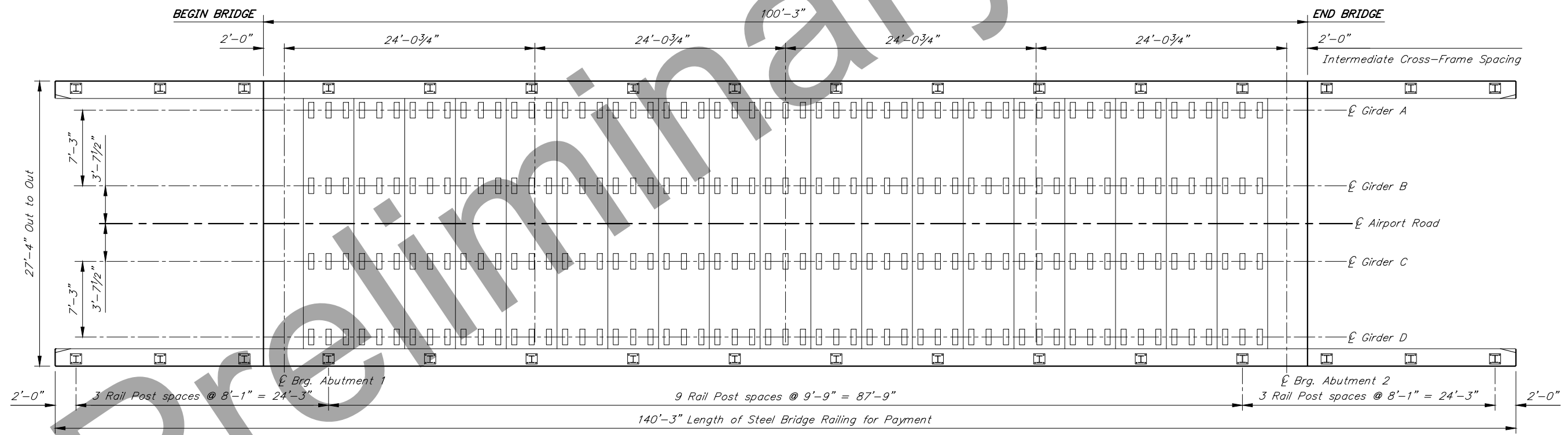


AT INTERMEDIATE CROSS-FRAME

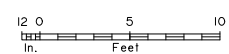
TYPICAL SECTION



DETAIL A



FRAMING PLAN



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DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

PRELIMINARY PLAN

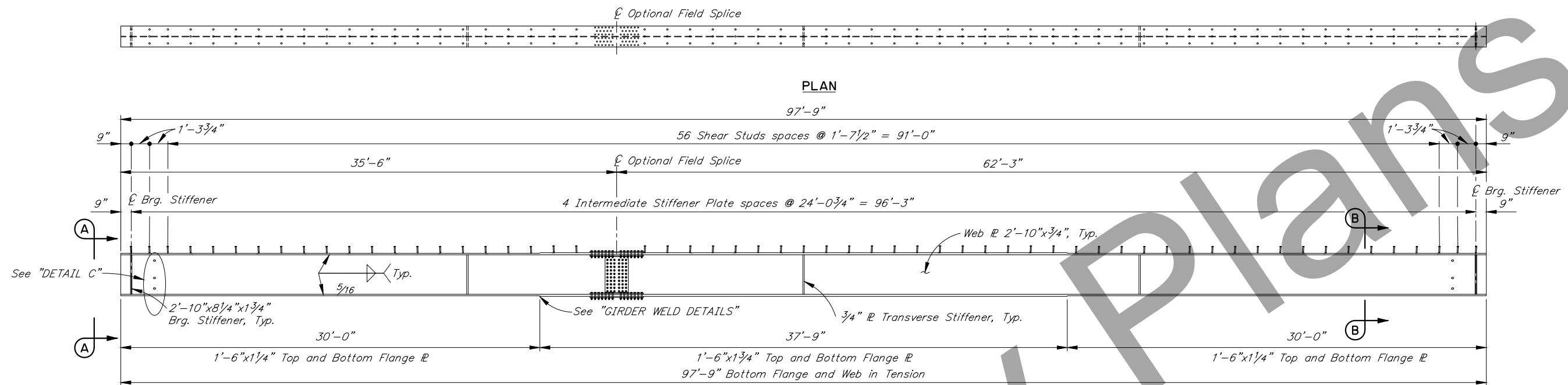
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

SMITH CREEK BRIDGE
AIRPORT ROAD
FRAMING PLAN AND TYPICAL SECTION

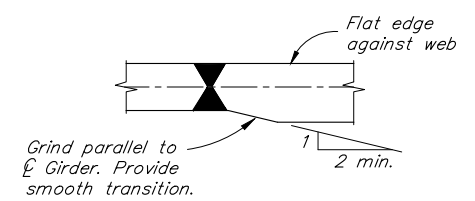


BRIDGE NO. 2363
DWG. NO. 8

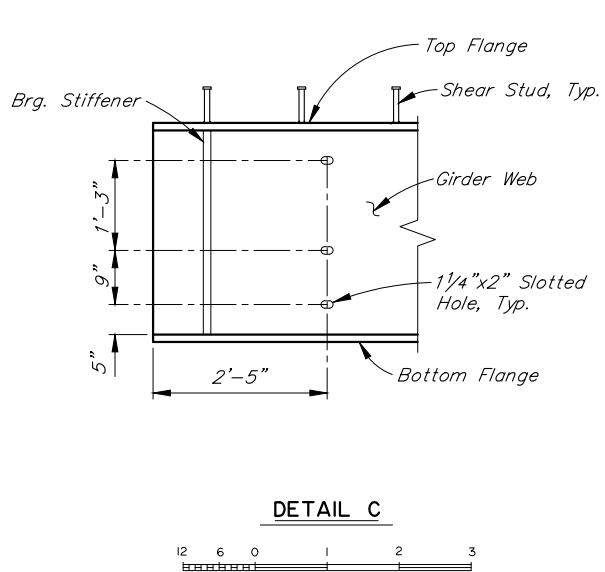
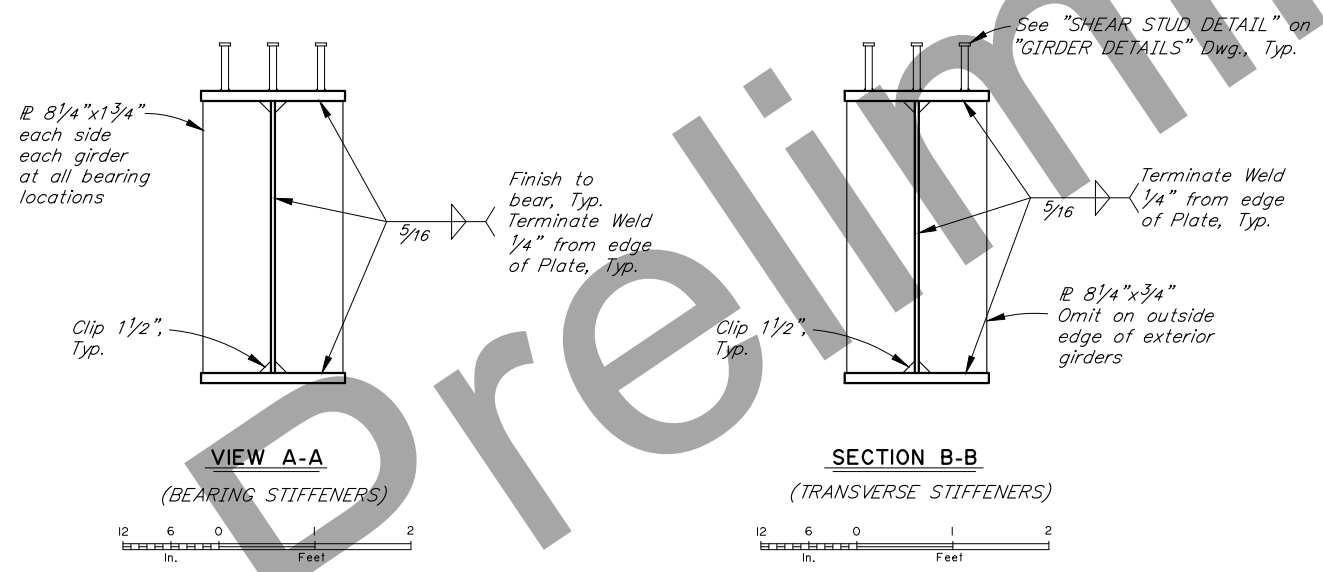
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFAPT00249	2021	N9	Tt1Shts



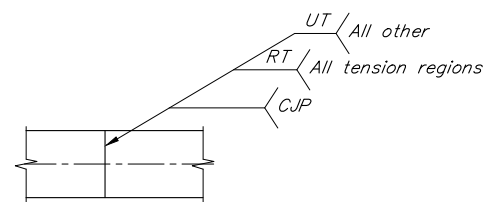
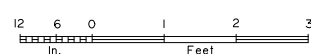
GIRDER ELEVATION



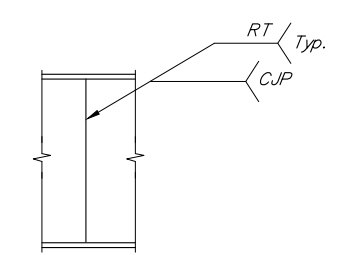
FLANGE TRANSITION



DETAIL C



FLANGE SPLICE



WEB SPLICE

GIRDER WELD DETAILS
No Scale

R:\cad\2363\2363-1-9 Thu, Jul/15/21 12:38pm

DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

PRELIMINARY PLAN

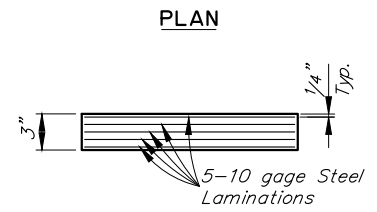
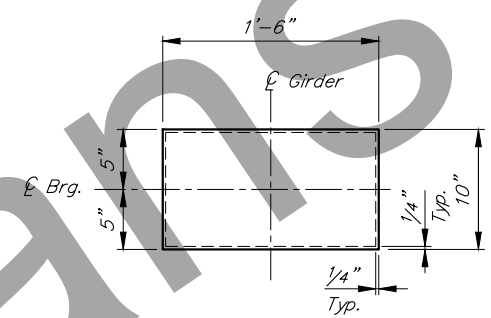
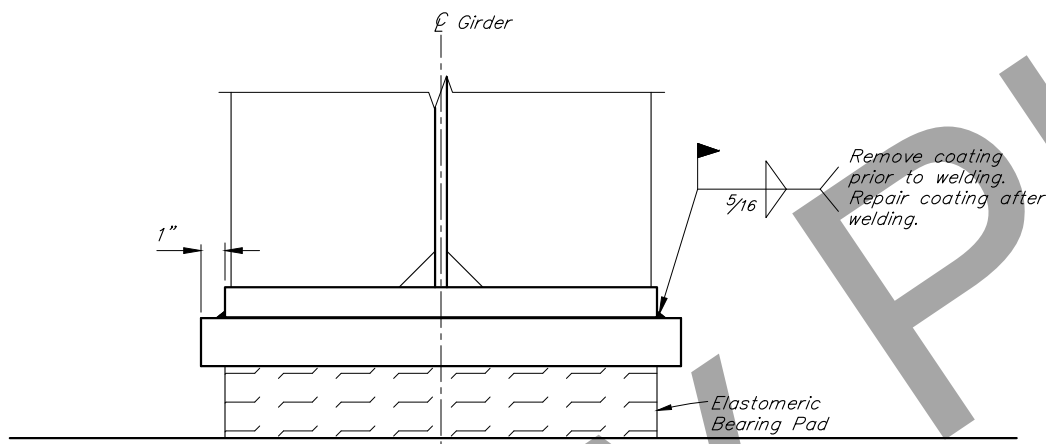
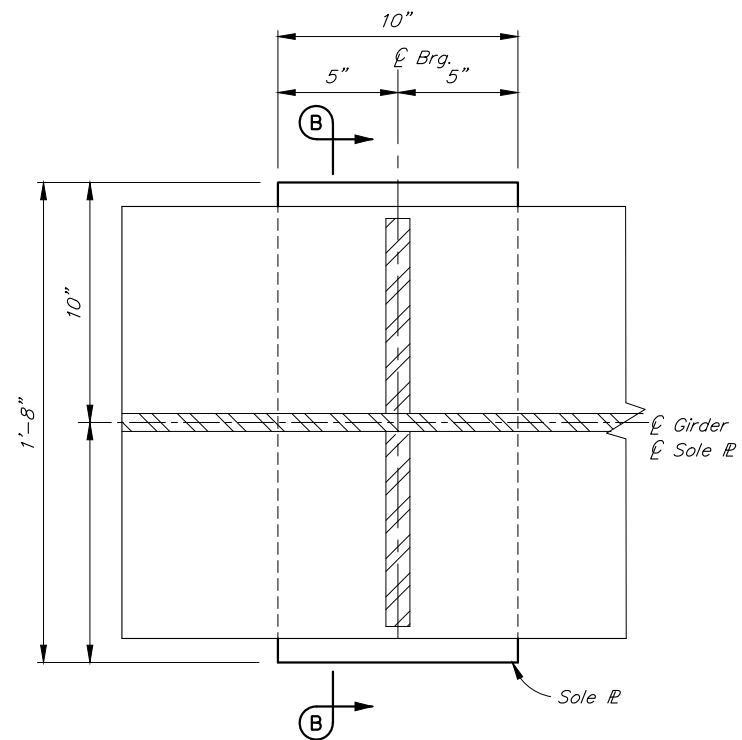
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

SMITH CREEK BRIDGE
AIRPORT ROAD
GIRDERS



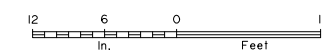
BRIDGE NO. 2363
DWG. NO. 9

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFAPT00249	2021	N10	Tt1Shts

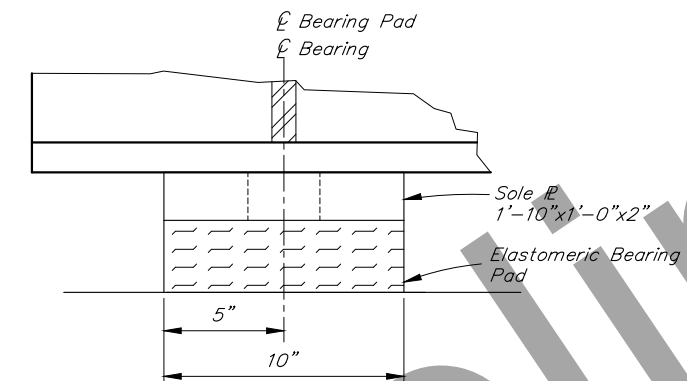


**ELEVATION
ELASTOMERIC BEARING PAD**

Grade 5
 Max. Dead Load = 163 k
 Max. Live Load = 97 k
 Shear Modulus = 115 psi

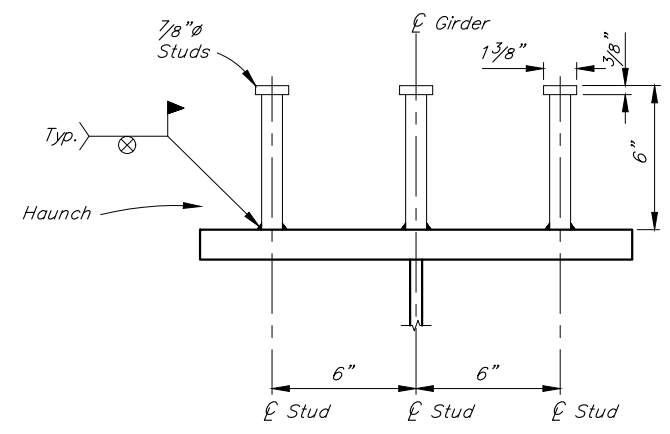


PLAN



ELEVATION

BEARING DETAILS



SHEAR STUD DETAIL



R:\cad\2363\2363-1-10 Thu, Jul/15/21 12:38pm

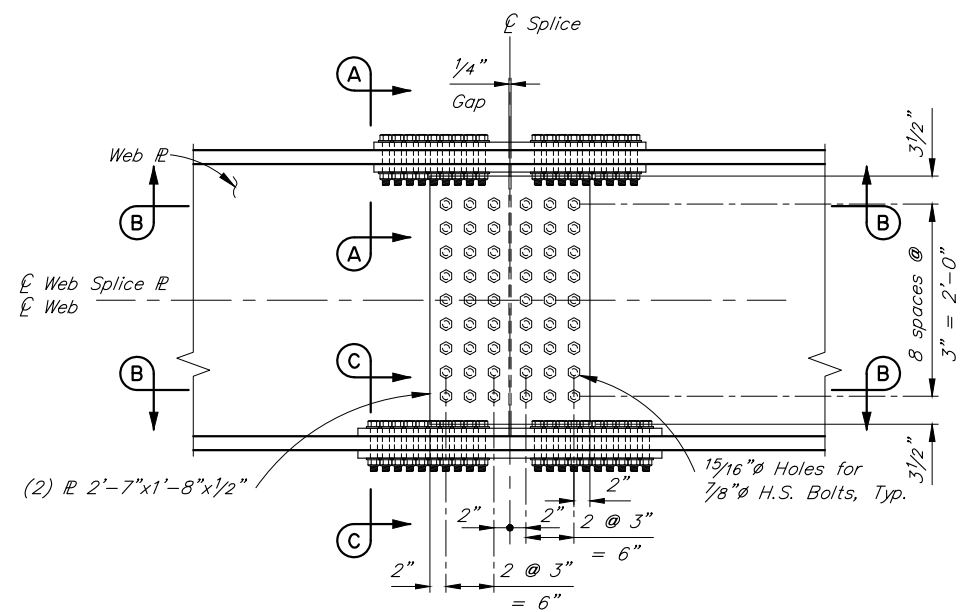
DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

PRELIMINARY PLAN

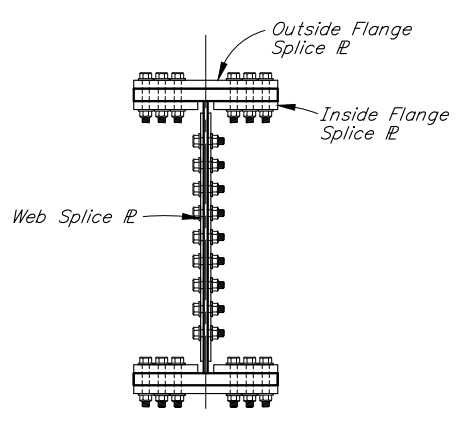
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 BRIDGE SECTION
 3132 Channel Drive
 Juneau, Alaska 99801
 907-465-2975

SMITH CREEK BRIDGE
 AIRPORT ROAD
GIRDER DETAILS

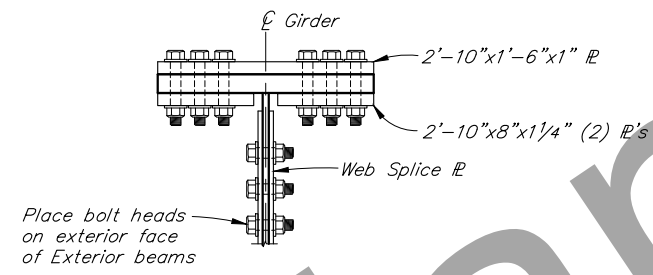
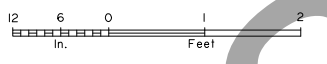

 BRIDGE NO. 2363
 DWG. NO. 10



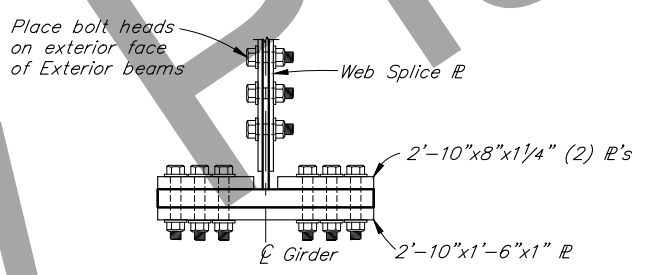
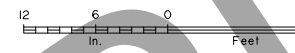
FIELD SPICE CONNECTION DETAIL



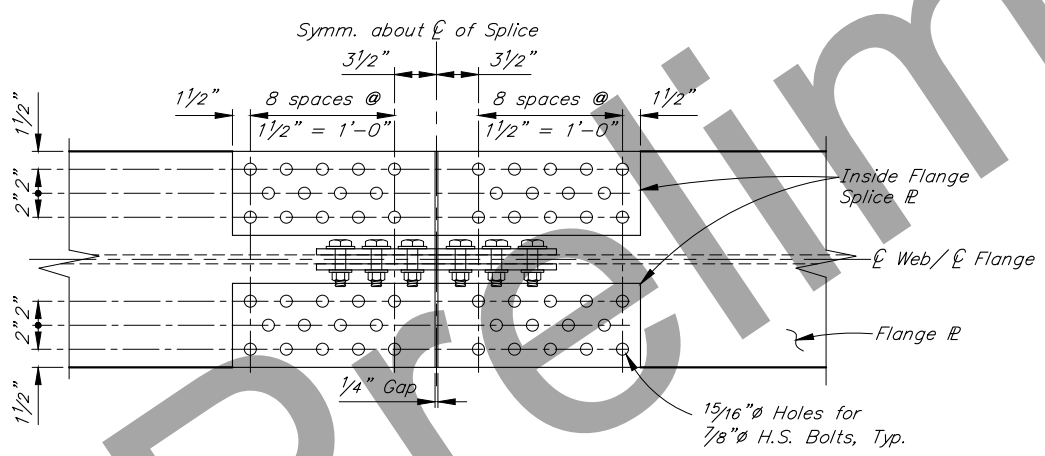
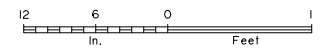
TYPICAL SECTION



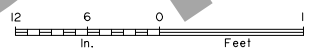
SECTION A-A



SECTION C-C



SECTION B-B



- NOTE:**
- Girders and splice plates must be galvanized in accordance with SSPC CS23.00, to provide Class B surface condition for slip-critical connection.
 - Two bolted field splices are permitted in each girder.

R:\cad\2363\2363-1-11 Thu Jul 15 21 12:38pm

DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

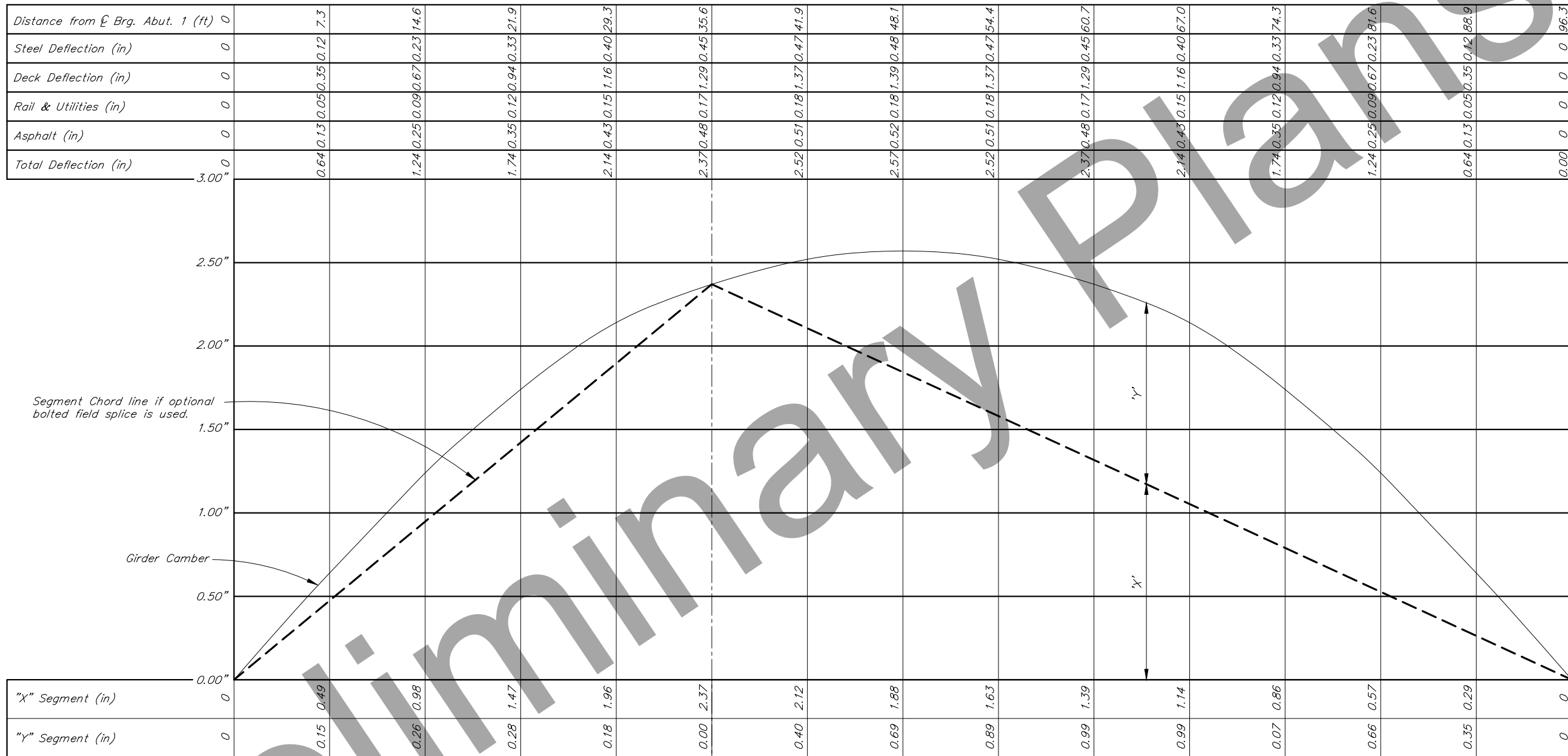
PRELIMINARY PLAN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

SMITH CREEK BRIDGE
AIRPORT ROAD
OPTIONAL BOLTED FIELD SPICE



BRIDGE NO. 2363
DWG. NO. 11



\bar{C} Optional Bolted Field Splice

CAMBER DIAGRAM
No Scale

Camber Notes:

1. Segment Chord line is a straight line through the top of the web connecting the \bar{C} of bearing @ Abutment to \bar{C} of field splice.
2. Minimum camber (sum of x+y) is provided. Maximum additional camber may vary up to 1/2" at the mid-span. Additional camber shall vary parabolically.

R:\cod\2363\2363-1-12_Thu, Jul/15/21 12:38pm

DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

PRELIMINARY PLAN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

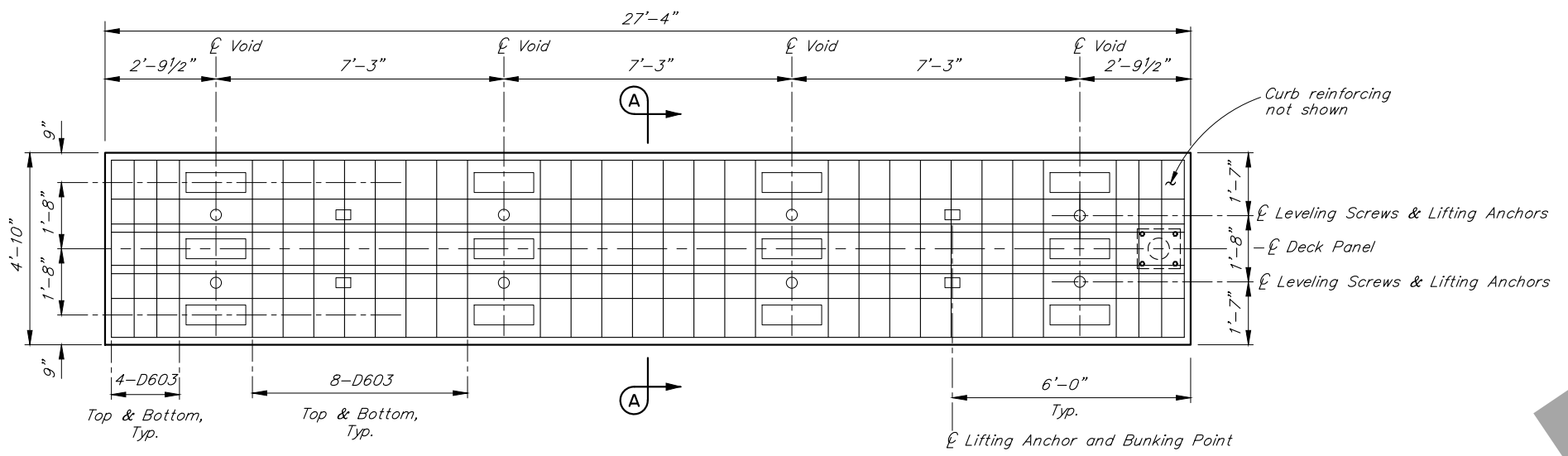
SMITH CREEK BRIDGE
AIRPORT ROAD
CAMBER DIAGRAM



BRIDGE NO. 2363
DWG. NO. 12

REINFORCING STEEL - ONE PANEL						
MARK	NOTE	SIZE	NO.	LENGTH	TYPE	BENDING DIAGRAM
C401	E	4	8	4'-3"	BENT	
C402	E	4	4	3'-10"	BENT	
C403	E	4	6	102'-2"	---	
D601	E,M	6	8	28'-4"	BENT	
D602	E	6	8	27'-0"	---	
D603	E	6	64	4'-5"	---	

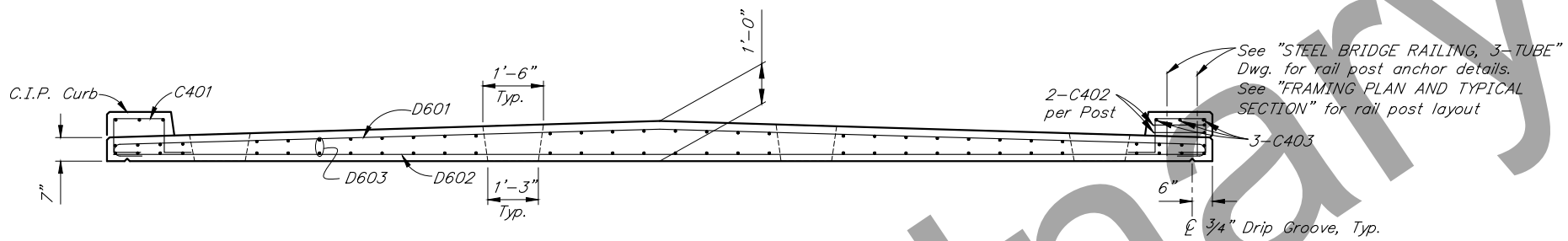
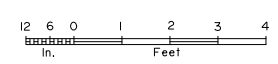
E - Epoxy-Coated



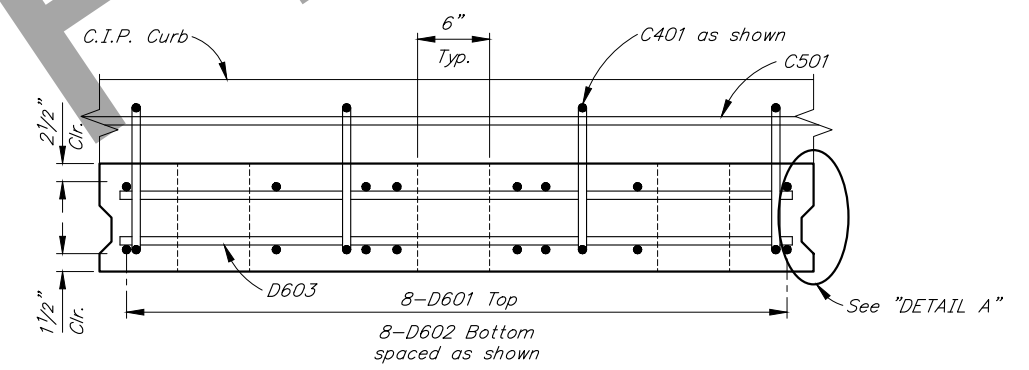
PANEL WITHOUT RAIL POST DETAIL
(9 Total)

PANEL WITH RAIL POST DETAIL
(10 Total)

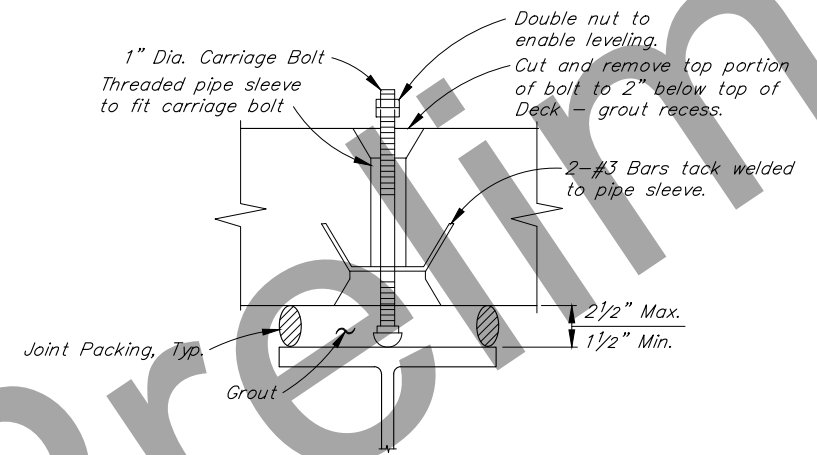
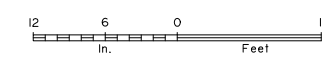
DECK PANEL - PLAN



DECK PANEL - ELEVATION

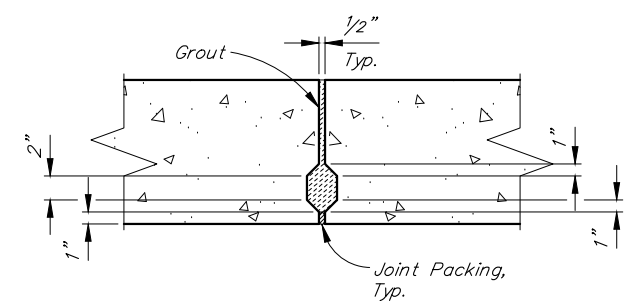


SECTION A-A



LEVELING SCREW DETAIL

No Scale



DETAIL A

No Scale

NOTES:

1. Provide rough broom finish on deck.
2. Roughen surface under curbs.
3. Finish top grout surface to match top of deck.
4. Rotate hook bars to provide specified cover.

R:\cad\2363\2363-1-13 Thu Jul 15/21 12:38pm

DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

PRELIMINARY PLAN

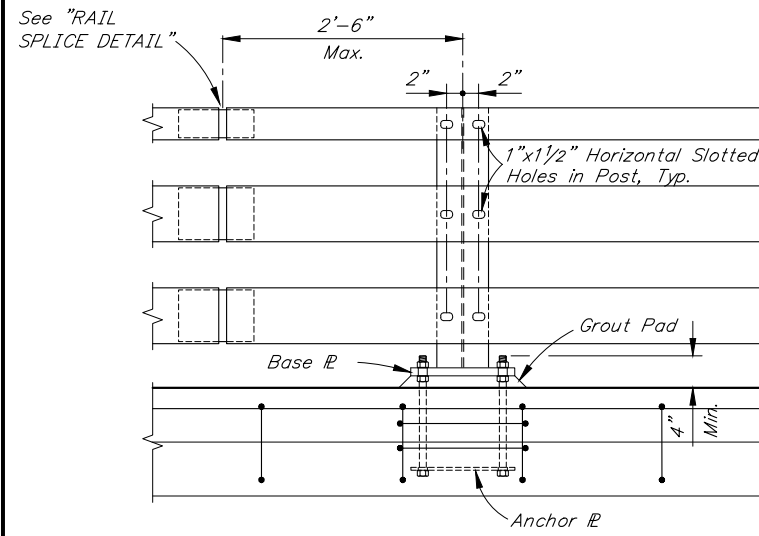
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

SMITH CREEK BRIDGE
AIRPORT ROAD
DECK PANELS

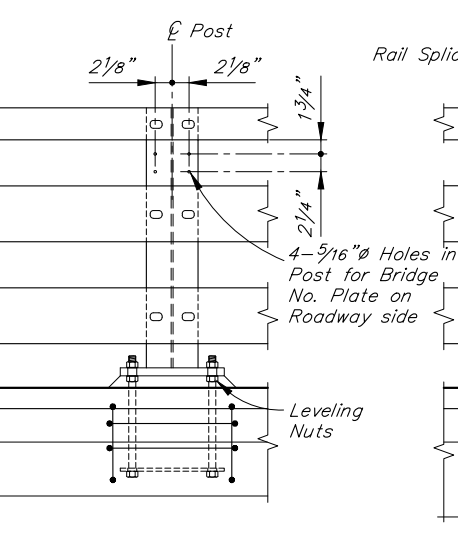
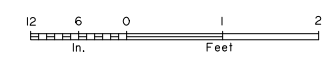


BRIDGE NO. 2363
DWG. NO. 13

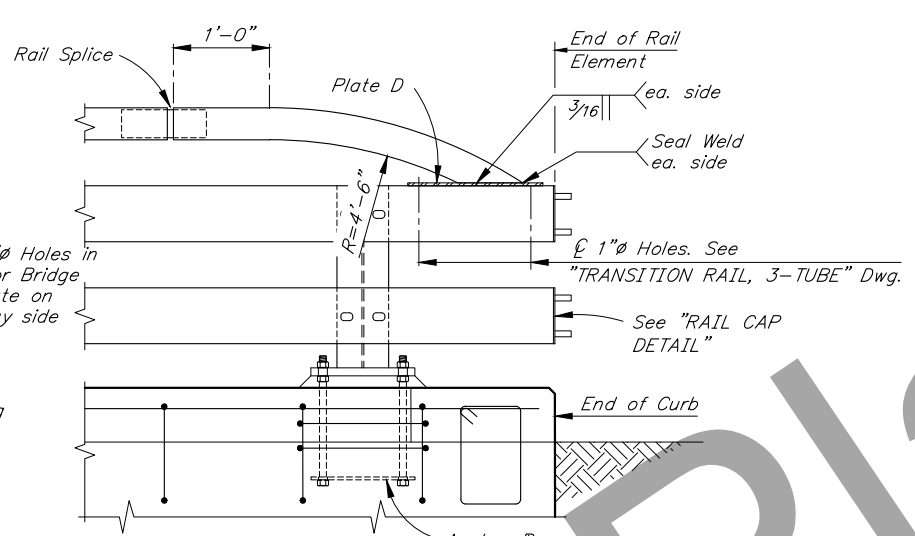
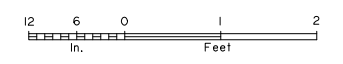
STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFAPT00249	2021	N14	TtShts



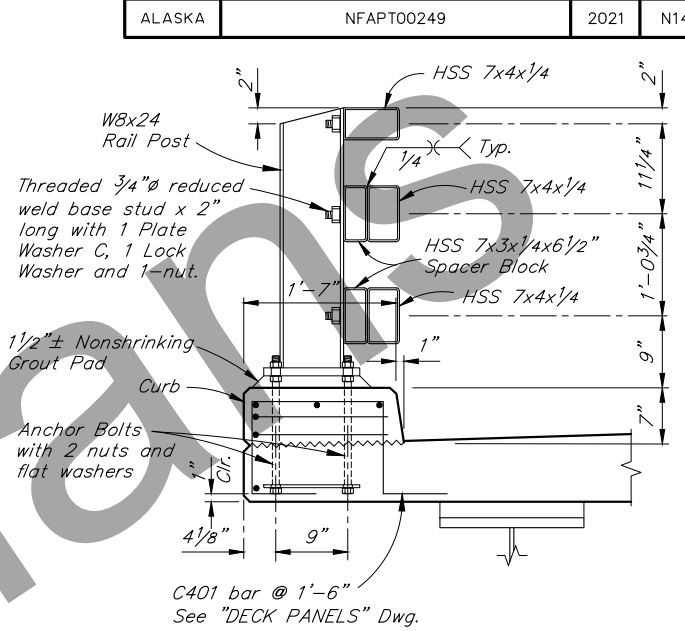
EXPANSION JOINT



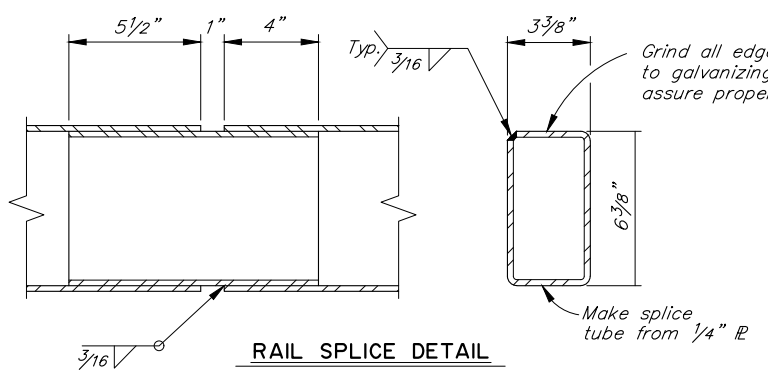
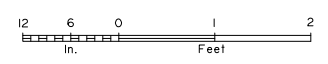
TYPICAL POST ELEVATION



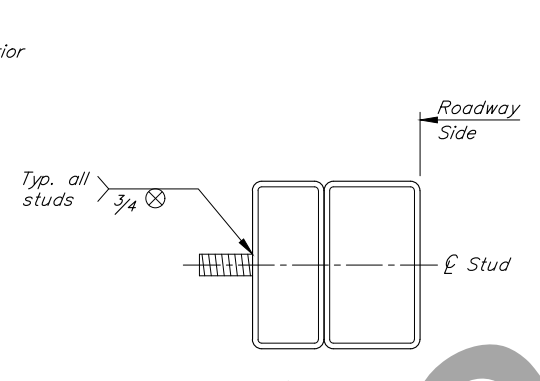
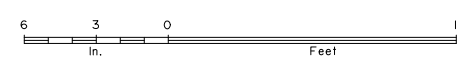
END POST - ELEVATION



TYPICAL SECTION

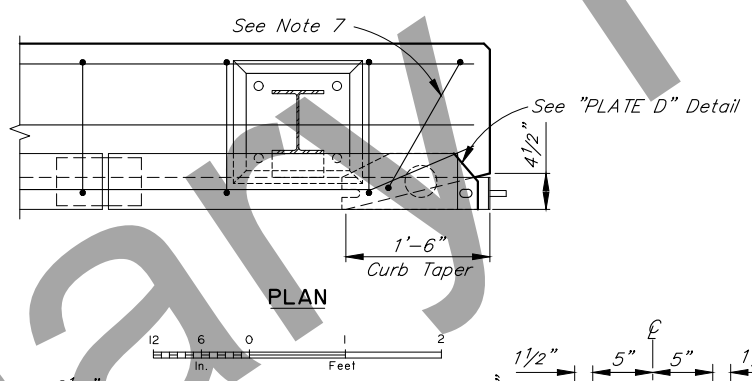


RAIL SPLICE DETAIL



RAILING STUD DETAIL

(Lower rail shown, upper rail similar)
No Scale



PLAN

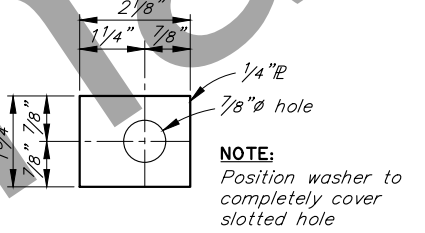
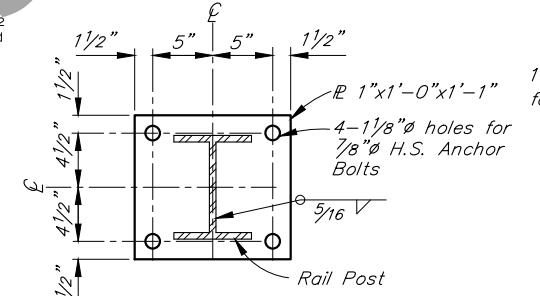
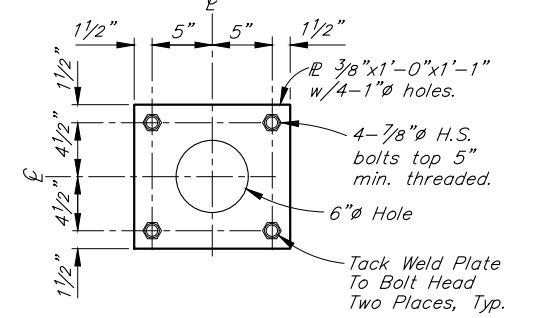
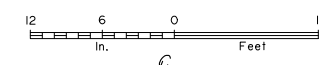


PLATE WASHER

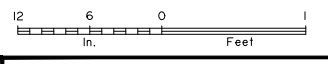
No Scale



BASE PLATE DETAIL

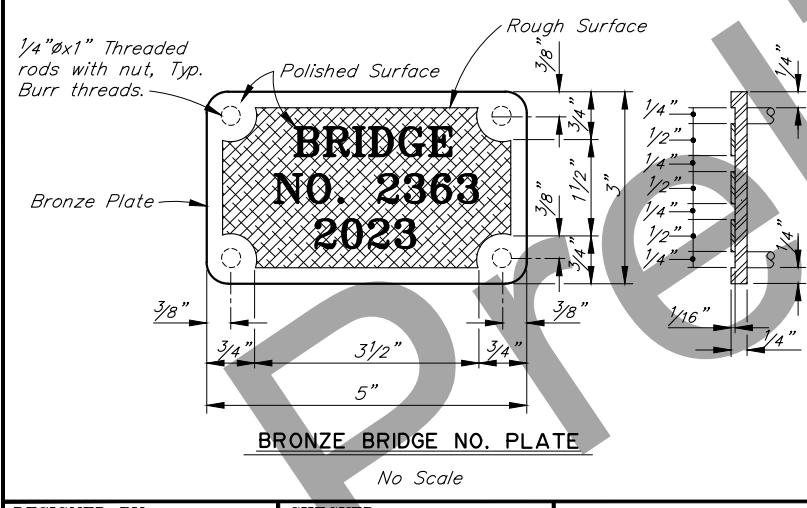


ANCHOR PLATE DETAIL



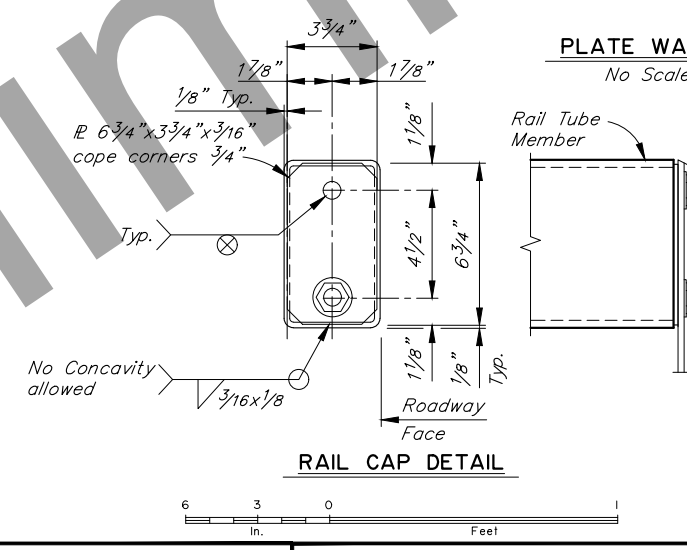
NOTES:

1. Locate bridge number plates on right hand side of approaching traffic near each end as shown on "GENERAL LAYOUT" Dwg. (2 total).
2. Furnish bridge number plates. Use "Century" type style lettering. Use studs and nuts that conform to UNS C65100 or C65500. Braze 1/4" threaded rod to back of plate with nut - 4 required. Use tamper proof nuts.
3. Provide railing expansion joints at 50'-0" maximum intervals. Railing shall be continuous over 2 posts minimum. Railing expansion joints are required in rail panels that span bridge expansion joints.
4. Use grout with a minimum 24-hour f'c of 3000 psi in single placement.
5. See "FRAMING PLAN AND TYPICAL SECTION" Dwg. for rail post spacing.
6. Install bridge rail posts plumb.
7. Adjust reinforcing to accommodate curb taper.



BRONZE BRIDGE NO. PLATE

No Scale



RAIL CAP DETAIL



DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

PRELIMINARY PLAN

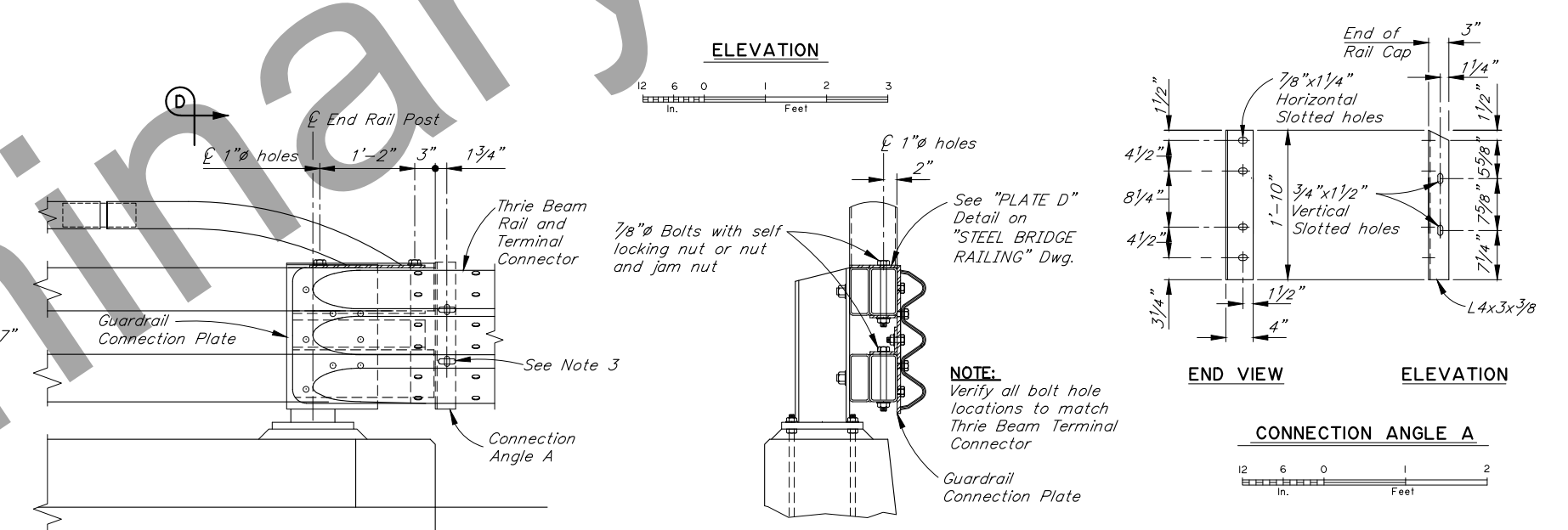
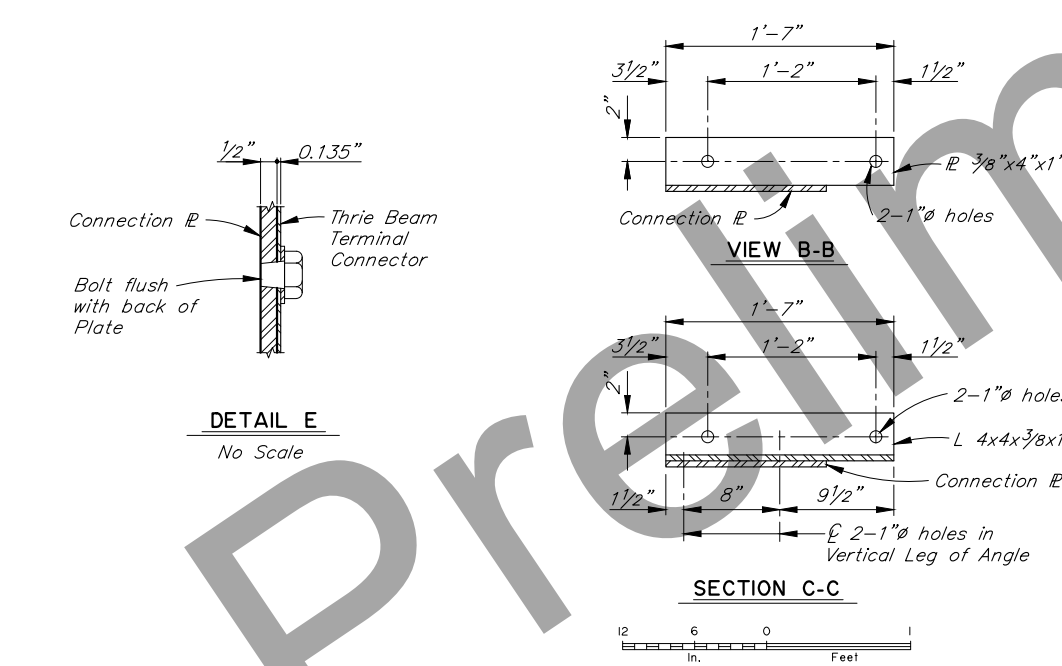
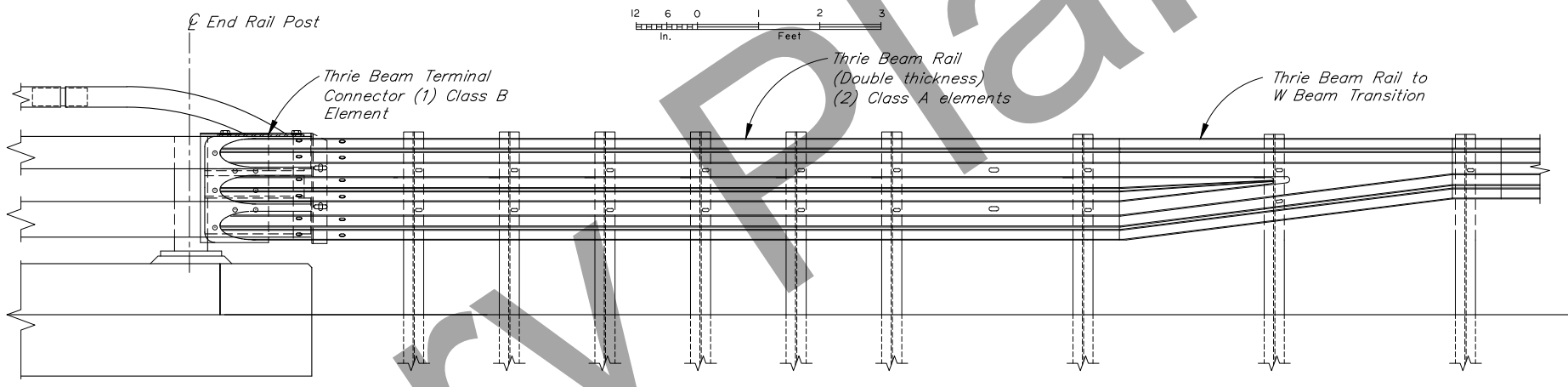
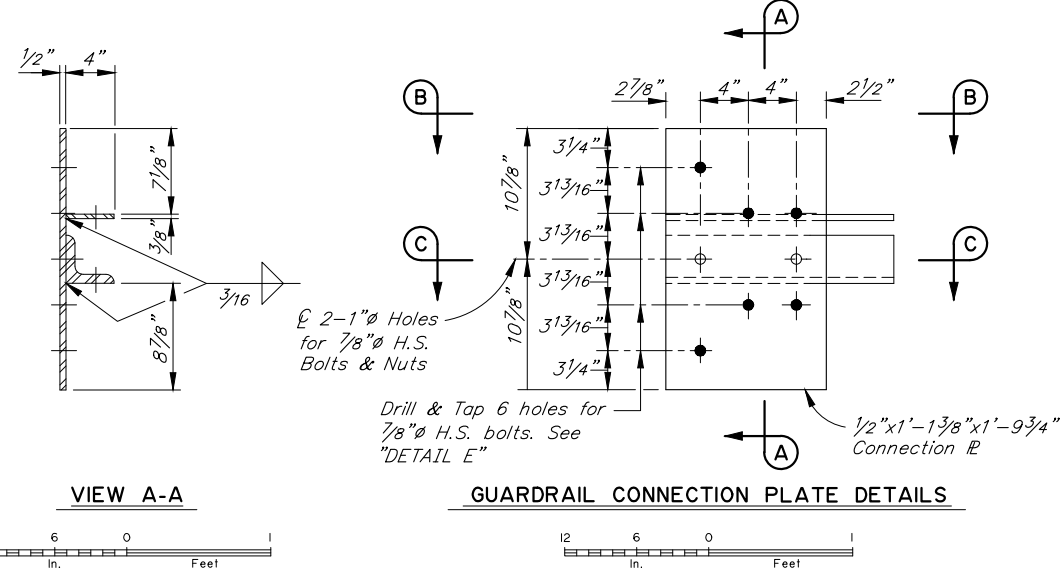
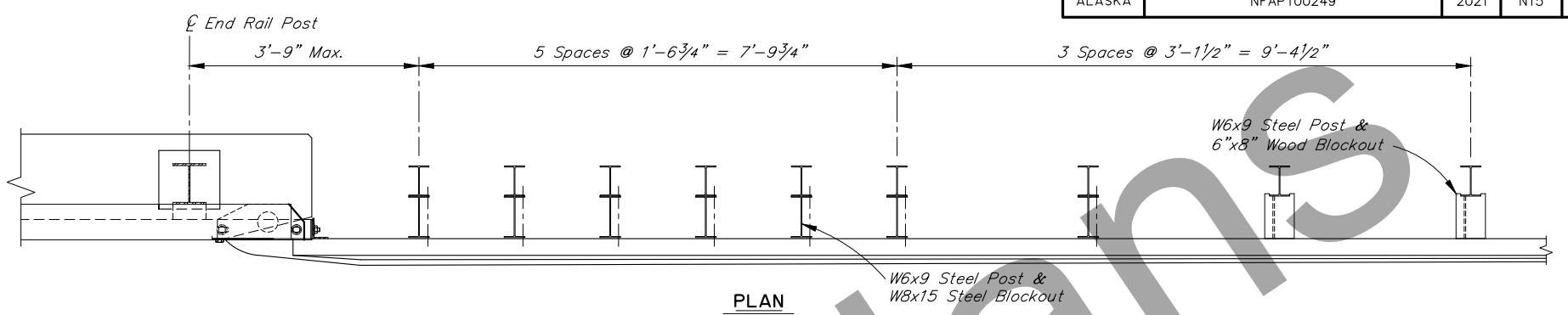
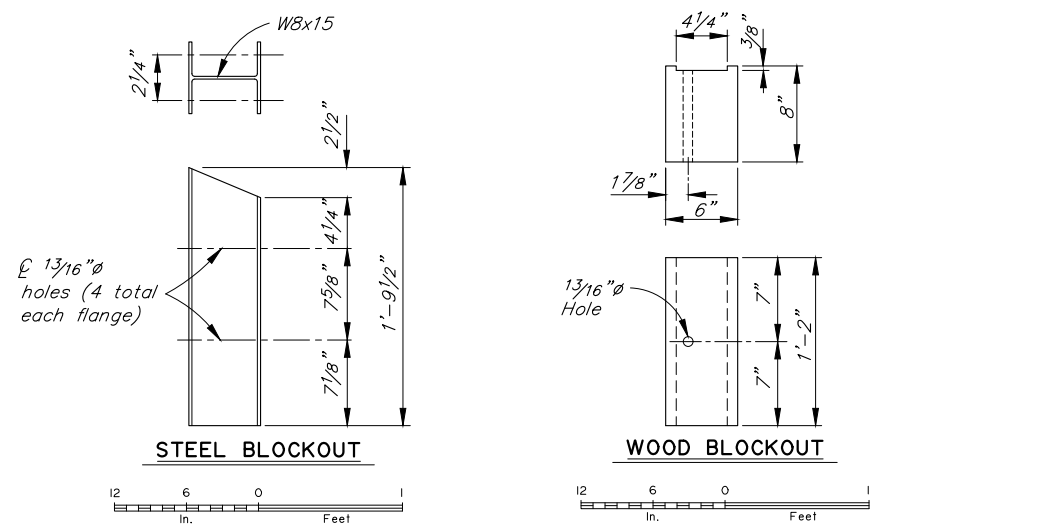
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

SMITH CREEK BRIDGE
AIRPORT ROAD
STEEL BRIDGE RAILING, 3-TUBE

	BRIDGE NO. 2363
	DWG. NO. 14

R:\cod\2363\2363-1-14 Thu Jul 15 21 12:38pm

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NFAPT00249	2021	N15	TtShts



- NOTES:**
1. Conform to G-00, G-05 and G-10 for all guardrail details not shown.
 2. Lap approach guardrail to prevent snags from oncoming traffic.
 3. Provide 4 1/2" horizontal slots in approach guardrail. Adjust guardrail bolts for sliding fit.

R:\cad\2363\2363-1-15 Thu Jul 15 21 12:38pm

DESIGNED BY: Douglas Gelineau	CHECKED: Checker
DRAWN BY: Sam Sollie	CHECKED: Douglas Gelineau
QUANTITIES BY: Douglas Gelineau	CHECKED: Checker

PRELIMINARY PLAN

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION
3132 Channel Drive
Juneau, Alaska 99801
907-465-2975

SMITH CREEK BRIDGE
AIRPORT ROAD
TRANSITION RAIL, 3-TUBE


BRIDGE NO. 2363
DWG. NO. 15

Vertical Control Points						
Point	Station	Offset	Northing	Easting	Elevation	Description
455	N/A	N/A	25910.3	48750.4	23.62	Not Adjacent to Alignment. The top, NE edge of a concrete filled 7" dia. metal bollard, located in front of the NE side of airport maintenance warehouse overhead door. Marked with yellow paint pen. TBM is approx. 4.5' above ground and 2.1' perpendicular to the NE wall of the warehouse, and 8.2' from the N. building corner.

HORIZONTAL CONTROL STATEMENT

Coordinate System is DRGGRS80, a low distortion projection (LDP) local surface (ground) grid coordinate system developed for the Deering airport road project. DRGGRS80 is suitable for engineering, boundary development, property acquisition, and use in geographic information systems (GIS). The coordinate system encompasses Deering (DRG) and the surrounding area. Units are U.S. Survey Feet.

Basis of Bearings

The Basis of Bearings is GRS80 Geodetic North at Longitude 162° 45' 00" West as determined by long occupation static GNSS observations adjusted to NGS CORS stations AC07, AC50, AB18, and AC31 (UNAVCO-PBO stations) held positions as of October 31, 2017, as determined by NGS. Reference Frame is NAD_83 (2011) (EPOCH:2010.0000).

Basis of Coordinates

Horizontal coordinates are based on control point 10, as determined by long occupation static GNSS observations adjusted to NGS CORS stations AC07, AC50, AB18, and AC31 (see Bearings note above). Point 10 is a 2" Aluminum Cap on 5/8" x 30" rebar, flush with ground. Cap is marked "CP 10" with center punch.
 Latitude = 66° 05' 00.38720" North
 Longitude = 162° 44' 50.42973" West
 Northing (DRGGRS80): 30526.0275 ft.
 Easting (DRGGRS80): 50394.7173 ft.

DRGGRS80 Translation Parameters

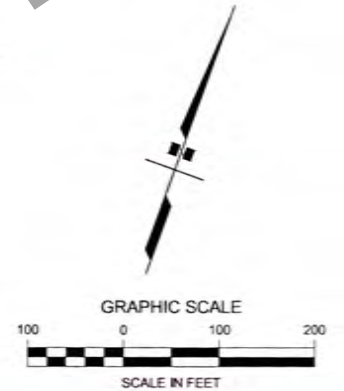
Coordinate System Name: DRGGRS80
 Projection: Transverse Mercator
 Ellipsoid: GRS80
 Units: U.S. Survey Feet (fts.) = 1200 / 3937 meters
 False Northing: 0 fts.
 False Easting: 50 000 fts. (fifty-thousand)
 Origin Latitude: 66°00'00" North
 Central Meridian: 162°45'00" West
 (Note: Enter as -162.45 or -162.75, if decimal degrees, when using software requiring purely numeric entries)
 Assigned Project Scale Factor (SF) at Central Meridian = 1.000002 [5 zeros]

VERTICAL CONTROL STATEMENT

NAVD88 elevation was transferred to control point 10 by GNSS methods as determined by long occupation static GNSS observations adjusted to NGS CORS stations AC07, AC50, AB18, and AC31 (see Bearings note above).
 Orthometric Elevation = 49.81 ft.
 GEOID12A is applied to this point for a held Ellipsoid value of 62.54 ft.
 Geoid Separation at this point is 12.73 ft.

All GNSS established elevations shall be based on Geoid12A referenced to the control point identified hereon.

- LEGEND**
- BLM Brass Cap Monument
 - 2" Alum. Cap on 5/8" Dia. x 30" Rebar
 - Public Use Easement Boundary
 - Power Line ROW
 - Point Number

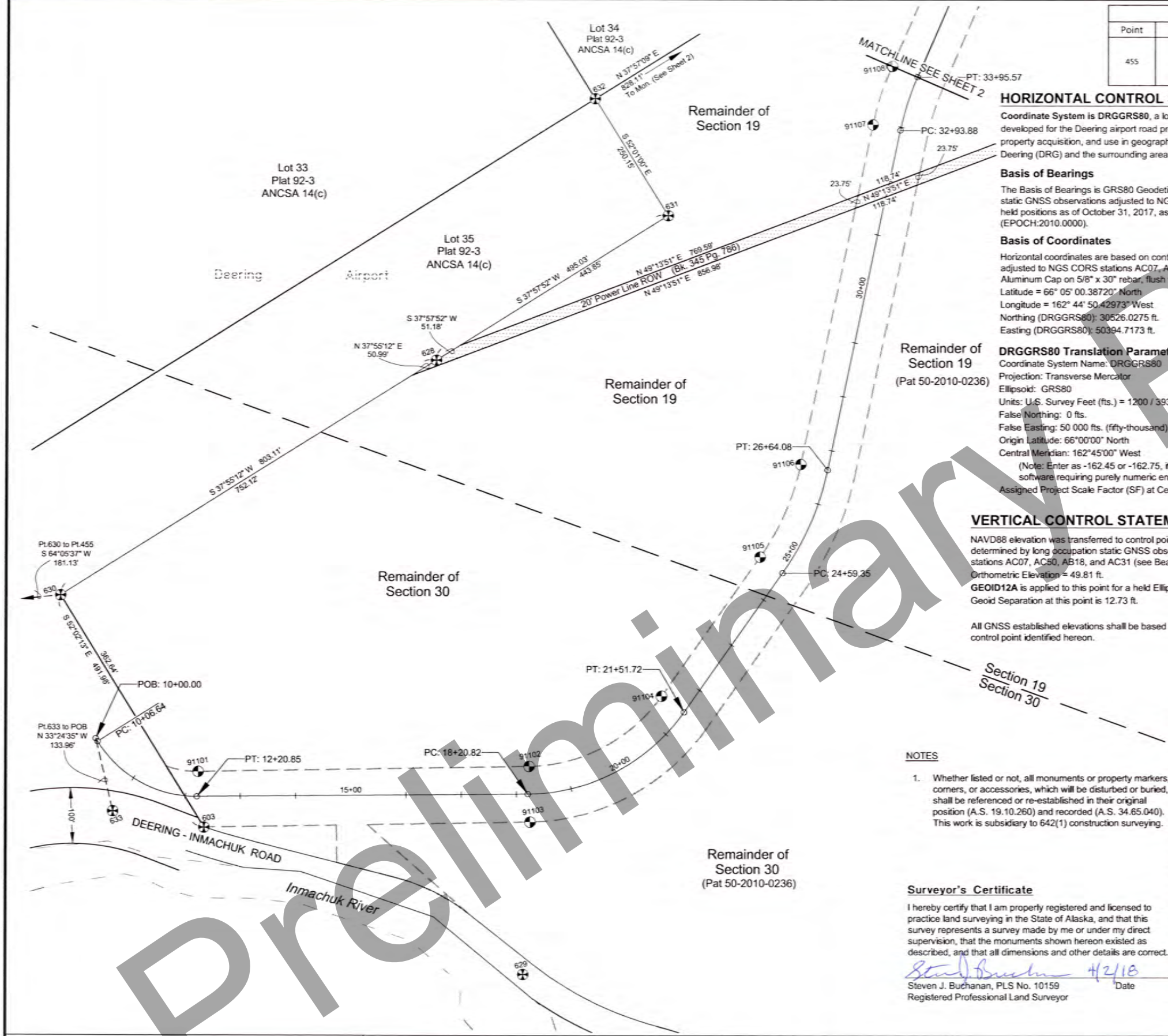


Monument Summary						
Point	Station	Offset	Northing	Easting	Description	
603	12+33.20	55.09' Rt	25687.446	49300.267	3-1/4" 1989 BLM Brass Cap	
628	24+10.14	734.83' Lt	26623.665	49405.848	3-1/4" 1989 BLM Brass Cap	
629	18+08.76	322.87' Rt	25638.288	49933.165	3-1/4" 1989 BLM Brass Cap	
630	N/A	N/A	25990.107	48912.306	3-1/4" 1989 BLM Brass Cap	
631	30+55.66	378.29' Lt	27013.937	49710.400	3-1/4" 1989 BLM Brass Cap	
632	32+35.97	551.68' Lt	27167.891	49513.231	3-1/4" 1989 BLM Brass Cap	
633	10+99.88	70.00' Rt	25658.043	49135.241	3-1/4" BLM Brass Cap	
91101	12+23.39	44.89' Lt	25777.650	49256.045	2" 2017 Aluminum Cap on 5/8" x 30" Rebar	
91102	18+23.77	50.01' Lt	25992.656	49816.184	2" 2017 Aluminum Cap on 5/8" x 30" Rebar	
91103	18+23.81	50.00' Rt	25899.302	49852.053	2" 2017 Aluminum Cap on 5/8" x 30" Rebar	
91104	21+51.74	50.04' Lt	26193.490	49998.016	2" 2017 Aluminum Cap on 5/8" x 30" Rebar	
91105	24+59.31	50.03' Lt	26490.131	50079.305	2" 2017 Aluminum Cap on 5/8" x 30" Rebar	
91106	26+64.08	50.03' Lt	26672.767	50090.783	2" 2017 Aluminum Cap on 5/8" x 30" Rebar	
91107	32+93.87	50.06' Lt	27296.207	50001.596	2" 2017 Aluminum Cap on 5/8" x 30" Rebar	
91108	33+95.56	50.08' Lt	27407.798	49997.071	2" 2017 Aluminum Cap on 5/8" x 30" Rebar	

Deering West Airport Road Centerline Alignment Data										
Station	Northing	Easting	Bearing	Length	Delta	Radius	Length	Target	Chd Brg	Chd Dist
POB	10+00.00	25769.864	49061.481							
			S 52°03'51" E	6.64						
PC	10+06.64	25765.781	49066.720							
					58°26'42"	210.00	214.21	117.47	S 81°17'12" E	205.05
PT	12+20.85	25734.719	49269.398							
			N 69°29'27" E	599.97						
PC	18+20.82	25944.924	49831.340							
					54°10'06"	350.00	330.89	178.98	N 42°24'24" E	318.71
PT	21+51.72	26180.251	50046.274							
			N 15°19'21" E	307.63						
PC	24+59.35	26476.948	50127.566							
					23°27'37"	500.00	204.73	103.62	N 3°35'33" E	203.30
PT	26+64.08	26679.851	50140.305							
			N 8°08'16" W	629.80						
PC	32+93.88	27303.311	50051.155							
					11°39'09"	500.00	101.69	51.02	N 2°18'41" W	101.51
PT	33+95.57	27404.740	50047.060							

- NOTES**
- 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). This work is subsidiary to 642(1) construction surveying.

Surveyor's Certificate
 I hereby certify that I am properly registered and licensed to practice land surveying in the State of Alaska, and that this survey represents a survey made by me or under my direct supervision, that the monuments shown hereon existed as described, and that all dimensions and other details are correct.
Steven J. Buchanan 4/2/18
 Steven J. Buchanan, PLS No. 10159 Date
 Registered Professional Land Surveyor



REVISIONS				REVISIONS			
NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION

Project No. 32140063

SurvBase
 SurvBase, LLC
 620 E. Whitney Rd. Ste A
 Anchorage, Alaska 99501
 AECL 1197

NATIVE VILLAGE OF DEERING
 P.O. BOX 30689
 DEERING, ALASKA 99736
 Phone (907) 363-2138 Fax (907) 363-2195

STATE OF ALASKA
 49th
Steven J. Buchanan
 Steven J. Buchanan
 2018-04-02
 No. 10159
 LICENSED PROFESSIONAL LAND SURVEYOR

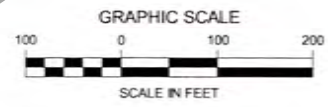
WEST AIRPORT ROAD PROJECT
 DEERING, ALASKA
SURVEY CONTROL SHEET

SCALE: SHOWN DESIGNED: CHECKED: SJB DRAWN: BPH DATE: 04/02/2018 SHEET 2 OF 36

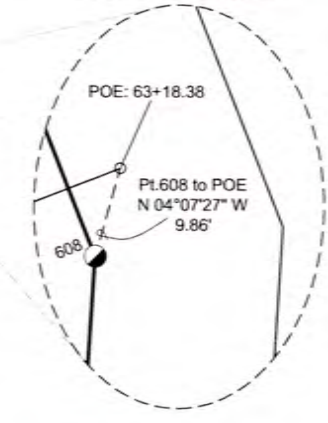
100% DESIGN SUBMITTAL

SHEET NO. **B1**

Vertical Control Points						
Point	Station	Offset	Northing	Easting	Elevation	Description
454	62+63.5	395.6' Lt	29299.9	51813.5	14.45	The top outside SE edge of a conduit support bracket running across & under metal stairs along the SE edge of the fuel tank farm, immediately next to the "EMERGENCY PUMP SHUT OFF" sign & switch. Bracket is the 2nd from the bottom and is directly adjacent to steel I beam pile & cross-support. Marked with yellow paint pen. TBM is approx. 3.5' above ground 6.7' from the S. end of stair rail.
456	62+24.0	150.9' Rt	28861.6	52142.3	15.94	The concrete, domed top center of a concrete filled 9" dia. metal bollard, located in front (NE side) of the Deering City Shop. It is the 2nd bollard of 4 from the N. building corner. Marked with yellow paint pen. TBM is approx. 4" above ground and 2.5' perpendicular to the NE shop wall, and 20.2' from the N. building corner.



Detail Not to Scale



See Notes on Sheet 1

- LEGEND**
- X TBM Temporary Benchmark
 - ⊕ BLM Brass Cap Monument
 - ⊙ Aluminum Cap on Rebar
 - ⊕ BLM Aluminum Cap Monument
 - ⊙ 2" Alum. Cap on 5/8" Dia. x 30" Rebar
 - - - Public Use Easement Boundary
 - ▭ Power Line ROW
 - 620 Point Number

Deering West Airport Road Centerline Alignment Data										
Deering West Airport Road (continued from Sheet 1)										
Station	Northing	Easting	Bearing	Length	Delta	Radius	Length	Target	Chd Brg	Chd Dist
PT 33+95.57	27404.740	50047.060								
PC 36+57.40	27666.080	50063.112	N 3°30'53" E	261.83						
PT 38+00.32	27796.647	50111.079			32°45'15"	250.00	142.92	73.47	N 19°53'30" E	140.98
PC 40+88.99	28031.385	50281.846	N 36°16'08" E	288.67						
PT 43+69.94	28100.569	50532.957			76°39'20"	210.00	280.96	166.01	N 74°35'47" E	260.47
PC 44+26.17	28078.666	50584.747	S 67°04'33" E	56.23						
PT 49+84.10	28161.875	51107.583			63°56'00"	500.00	557.92	312.03	N 80°57'27" E	529.43
POE 63+18.38	29037.405	52114.449	N 48°59'27" E	1334.28						

Monument Summary					
Point	Station	Offset	Northing	Easting	Description
608	63+12.46	7.89' Rt	29027.569	52115.159	2" 2002 Aluminum Cap on Rebar
611	61+64.30	232.60' Rt	28760.778	52150.806	2" 1990 Aluminum Cap on Rebar
612	59+89.44	171.44' Rt	28692.187	51978.724	2" 1990 Aluminum Cap on Rebar
614	45+67.85	318.49' Rt	27726.261	50684.161	3-1/4" 1989 BLM Brass Cap
615	45+34.78	384.59' Rt	27669.340	50618.626	3-1/4" 1989 BLM Brass Cap
616	39+21.88	79.96' Lt	27943.954	50118.522	3-1/4" 1989 BLM Aluminum Cap on 36" Aluminum Drive Rod
621	42+42.08	163.56' Lt	28272.600	50373.735	3-1/4" 1989 BLM Brass Cap
623	63+10.38	222.73' Lt	29200.230	51962.262	2" Aluminum Cap on Rebar
625	62+37.85	217.77' Rt	28820.229	52196.574	2" 1990 Aluminum Cap on Rebar
91108	33+95.56	50.08' Lt	27407.798	49997.071	2" 2017 Aluminum Cap on 5/8" x 30" Rebar
91109	37+74.63	86.35' Lt	27820.860	50022.477	2" 2017 Aluminum Cap on 5/8" x 30" Rebar
91110	43+69.93	49.99' Lt	28146.614	50552.417	2" 2017 Aluminum Cap on 5/8" x 30" Rebar
91111	49+78.14	57.05' Lt	28201.487	51066.156	2" 2017 Aluminum Cap on 5/8" x 30" Rebar
91112	49+78.85	42.96' Rt	28125.742	51131.468	2" 2017 Aluminum Cap on 5/8" x 30" Rebar
91113	63+11.82	52.48' Lt	29072.698	52075.063	2" 2017 Aluminum Cap on 5/8" x 30" Rebar

100% DESIGN SUBMITTAL

REVISIONS				REVISIONS			
NO.	DATE	BY	DESCRIPTION	NO.	DATE	BY	DESCRIPTION

Project No. 321400053

SurvBase, LLC
620 E. Whitney Rd. Ste A
Anchorage, Alaska 99501
AECL 1197

NATIVE VILLAGE OF DEERING
P.O. BOX 30689
DEERING, ALASKA 99736
Phone (907) 363-2138 Fax (907) 363-2195



WEST AIRPORT ROAD PROJECT
DEERING, ALASKA

SURVEY CONTROL SHEET

SHEET NO. **B2**

SCALE: SHOWN DESIGNED: CHECKED: SJB DRAWN: BPH DATE: 04/02/2018 SHEET 3 OF 36