PROPOSED AIRPORT PROJECT

ST MARY’S AIRPORT

AIRPORT IMPROVEMENTS PROJECT

AIP NO. 3-02-0017-XXX-202X

PROJECT NO. Z605630000

CHRISTOPHER JOHNSTON, P.E., ENGINEERING MANAGER

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

NOTE TO REVIEWERS:
1. CURRENT DESIGN IS BASED ON HISTORICAL GEOTECHNICAL INVESTIGATION DATA. A NEW GEOTECHNICAL INVESTIGATION IS PLANNED, THE RESULTS OF WHICH MAY SIGNIFICANTLY AFFECT MATERIALS CHOICES AND TYPICAL SECTIONS.
2. DESIGN OF PROPOSED ELECTRICAL COMPONENTS WILL BE COMPLETED BY OTHERS UNDER SEPARATE CONTRACT.
<table>
<thead>
<tr>
<th>ITEM NO.</th>
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NOTE TO REVIEWERS:
1. CURRENT DESIGN IS BASED ON HISTORICAL GEOLOGICAL INVESTIGATION DATA. A NEW GEOLOGICAL INVESTIGATION IS PLANNED FOR THE PROJECT OF WHICH MAY SIGNIFICANTLY AFFECT MATERIALS AND DESIGN DETAILS.
2. Design of proposed electrical components will be completed by others under separate contract.
Preliminary Plans

GENERAL DEMOLITION NOTES:
1. REMOVE EXISTING RUNWAY EDGE LIGHT, BASE, CABLE, AND CONDUIT. SEE ELECTRICAL PLANS.
2. REMOVE EXISTING MALKER THRESHOLD LIGHT, BASE, CABLE, AND CONDUIT. SEE ELECTRICAL PLANS.
3. REMOVE RUNWAY THRESHOLD LIGHT, BASE, CABLE, AND CONDUIT. SEE ELECTRICAL PLANS.
4. REMOVE TANKWAY LIGHT, BASE, CABLE, AND CONDUIT. SEE ELECTRICAL PLANS.
5. REMOVE EXISTING TRENCH ANCHORS (SET OF 3).
6. REMOVE EXISTING SUPPLEMENTAL WIND CONE, FOUNDATION, CABLE, AND CONDUIT. SEE ELECTRICAL PLANS.
7. REMOVE EXISTING SEGMENTED CIRCUIT.
8. REMOVE EXISTING VASI LIGHT UNIT, BASE, CABLE, AND CONDUIT. SEE ELECTRICAL PLANS.
9. REMOVE EXISTING LIGHTED SIGN, BASE, CABLE, AND CONDUIT. SEE ELECTRICAL PLANS.
10. REMOVE EXISTING MALER LIGHTS, STAND-OFF, CONDUIT, CABLE, FOOT TELLS, AND ASSOCIATED EQUIPMENT TO GROUND LEVEL.

NOTE TO REVIEWERS:
1. CURRENT DESIGN IS BASED ON HISTORICAL GEO-TECHNICAL INVESTIGATION DATA. A NEW GEO-TECHNICAL INVESTIGATION IS PLANNED; THE RESULTS OF WHICH MAY SIGNIFICANTLY AFFECT MATERIALS CHOICES AND TYPICAL.
2. DESIGN OF PROPOSED ELECTRICAL COMPONENTS WILL BE COMPLETED BY OTHERS UNDER SEPARATE CONTRACT.

LEGEND
# EXISTING RUNWAY EDGE LIGHT
# EXISTING TANKWAY EDGE LIGHT
# EXISTING MALER THRESHOLD LIGHT
# EXISTING VASI
# EXISTING SLIDE SLOPE
# EXISTING AUTOMATED WEATHER OBSERVATION STATION (AWOS)
RSA EXPANSION AREA
SEGMENTED CIRCLE AND PRIMARY WIND CONE
**Preliminary Plans**

**UNPAVED RUNWAY \(5/24\) TYPICAL SECTION**

1. \(8''\) CRUSHED AGGREGATE SURFACE COURSE (P-299)
2. COMPACTED SUBGRADE (P-152)
3. \(6''\) BORROW (P-153)
4. \(15''\) BORROW (P-152)
5. SUBBASE COURSE (P-154) OR BORROW (P-152)

**NOTE TO REVIEWERS:**

1. Current design is based on historical geotechnical investigation data. A new geotechnical investigation is planned; the results of which may significantly affect materials choices and typical sections.
2. Design of proposed electrical components will be completed by others under separate contract.

ST MARY’S AIRPORT
AIRPORT IMPROVEMENTS PROJECT
PROJECT NO. 2605630000
RUNWAY 6–24 TYPICAL SECTIONS
APRON KEY NOTES

1. 8" CRUSHED AGGREGATE SURFACE COURSE (P-190)
2. 12" BORROW (P-152)
3. WOVEN GEOTEXTILE FOR SEPARATION, STABILIZATION, AND DRAINAGE
4. COMPACTED SUBBASE (P-153)
5. 4" ASPHALT MIXTURE SURFACE COURSE (P-401)
6. 6" CRUSHED AGGREGATE BASE COURSE (P-209)
7. 8" BORROW (P-152)
8. 6" FLOOR INSULATION
9. 6" FLOOR INSULATION

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ST MARY’S AIRPORT
AIRPORT IMPROVEMENTS PROJECT
PROJECT NO. 2605630000
APRON TYPICAL SECTIONS

PRELIMINARY PLANS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION—DESIGN AND CONSTRUCTION—AVIATION
CONSTRUCTION NOTES:
1. Construct curb and hard aggregate surface course, overdrain pipe, and typical sections at ends of sheet 11.
2. Install delineator sign and base per sign schedule sheet 32.
3. Clear existing ground of all above-ground vegetation.
4. Install woven geotextile prior to fill emplacement construction.
5. Construct ditch, see typical sections.
6. Overexcavate subgrade 1'-1", and compact per BMP, 3 5-FOOT.

GENERAL NOTES:
1. See electrical sheets for new runway, taxiway, and apron lighting.
2. All sign reference points are the near edge of the sign, on center.

NOTES TO REVIEWERS:
1. Current design is based on historical geotechnical investigation data. A new geotechnical investigation is planned for this project, and the results may significantly affect materials choice and typical sections.
2. Proposed runway, taxiway, and apron lighting will be complete of others and incorporated on these sheets when available.

LEGEND
- Crushed aggregate surface course
- Asphalt pavement
- Over excavation area
- Geotextile for separation
- Cut limits
- Fill limits
- Proposed runway threshold light
- Proposed runway edge light
- Proposed taxiway edge light
- Proposed RCL
- Proposed PAP
- Existing lighted sign
- New lighted airport sign
- New lighted sign reference point (near edge)
CONSTRUCTION NOTES:
1. Construct or hard aggregate surface course over existing surface typical section details on sheet 11.
2. Install diamond sign and base per sign installation details sheet 13.
3. Clear existing ground of all actionable vegetation.
4. Install woven geotextile prior to fill emplacement construction.
5. Construct ditch, see typical sections.
6. Incorporate subgrade fill and compact per details, 3 5-EXT 31.

GENERAL NOTES:
1. See electrical sheets for new runway, taxiway, and apron lighting.
2. All sign reference points are at the near edge of the sign on center.

NOILS TO REVIEW:
1. Current design is based on historical geotechnical investigation data. A new geotechnical investigation is planned for this project and the results may significantly affect materials choice and typical sections.
2. Proposed runway, taxiway, and apron lighting will be complete by others and incorporated on these sheets when available.

Legend:
- Crushed aggregate surface course
- Asphalt pavement
- Geotextile for separation
- Cut limits
- Fill limits
- Proposed runway threshold light
- Proposed runway edge light
- Proposed taxiway edge light
- Proposed ROL
- Proposed PAPR
- Existing sign
- New lighted runway sign
- New lighted taxiway sign
- New apron sign reference point (near edge)
CONSTRUCTION NOTES:
1. CONSTRUCT CRUSHED AGGREGATE SURFACE COURSE OVER TYPICAL SECTION DETAIL OF SHEET 12.
2. CLEAR AREA (FIVE) EXISTING GROUND COVER ON GROUND VEGETATION PRIOR TO GEOTEXTILE INSTALLATION.
3. INSTALL GEOTEXTILE FOR SEPARATION ON CLEAR GROUND PRIOR TO FILL PLACEMENT.
4. CONSTRUCT RSA FILL EMBANKMENT PER PROFILE AND TYPICAL SECTIONS.

GENERAL NOTES:
1. SEE ELECTRICAL SHEETS FOR NEW RUNWAY, TARMAC AND AIRCRAFT LIGHTING.
2. ALL SIGN REFERENCE POINTS ARE THE NEAR EDGE OF THE SIGN ON CENTER.

NOTES TO REVIEWERS:
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2. PROPOSED RUNWAY, TARMAC, AND AIRCRAFT LIGHTING WILL BE COMPLETED BY OTHERS AND INCORPORATED ON THESE SHEETS WHEN AVAILABLE.

NOTE TO REVIEWERS:
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Preliminary Plans

STORM DRAINAGE NOTES:
1. PROVIDE NEW DITCH WITH MIN 1:5 SLOPE.
2. INCLUDE SECTION DETAILS, SHEETS.
3. REMOVE EXISTING CULVERT AND INSTALL NEW 36" DIA. STORM DRAIN CULVERT.
4. INSTALL DITCH OUTLET PROTECTION AND APPURT.

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION—DESIGN AND CONSTRUCTION—AVIATION

ST MARY’S AIRPORT
AIRPORT IMPROVEMENTS PROJECT
PROJECT NO. 2605630000
DRAINAGE PLAN

DESIGN No. D
DRAWN BY
CHECKED BY

BY DATE

REVISIONS

SHEET

47
SEGMENTED CIRCLE PANEL ASSEMBLY

1. APPLICABLE SPECIFICATIONS AND STANDARDS
   CONSTRUCTION AND INSTALLATION SHALL BE IN ACCORDANCE WITH THE INTERNATIONAL BUILDING CODE (IBC), 2021 EDITION, AND WITH THE LATEST EDITION OF THE APPLICABLE SPECIFICATIONS AND THE REQUIREMENTS LISTED AS FOLLOWS:

2. DESIGN LOADS
   A. LOADS IN ACCORDANCE WITH SECTION 4.2.3 OF AIA ADVISORY CIRCULAR 150/5345-37E:
      1. Basic Wind Speed: 250 MPH
      2. Reference Plane: Floor Area/Surface: 10 FEET

3. FOUNDATION
   A. PRELIMINARY VERTICAL FUNDATION PRESSURE: 1500 PSF
   B. PRELIMINARY HORIZONTAL FUNDATION PRESSURE: 1500 PSF/FT
   C. LATERAL BEARING PRESSURE: 1500 PSF/FT
   D. FOUNDATION RECOMMENDATIONS

4. CONCRETE
   A. CONCRETE SHALL CONFORM TO THE AMERICAN CEMENT INSTITUTE BUILDING CODE RECOMMENDATIONS FOR REINFORCED CONCRETE (ACI 318-19)
   B. DETAILING, FABRICATION, AND PLACEMENT OF REINFORCEMENT SHALL CONFORM TO DETAILS AND REQUIREMENTS OF CONCRETE REINFORCEMENT (ACI 318-19)
   C. MATERIALS
      1. CONCRETE
         a. STRUCTURAL: ASTM C 33, GRADE 40
         b. REINFORCING: ASTM A 615, GRADE 60
         c. ANCHOR: ASTM A 307, GRADE B
         d. CHAMFER ALL EXPOSED CONCRETE EDGES 3/8" UNLESS OTHERWISE INDICATED.

ST MARY'S AIRPORT
AIRPORT IMPROVEMENTS PROJECT
PROJECT NO. 2605830000
CIVIL DETAILS 2
## LIGHTED SIGN SCHEDULE

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### LIGHTED SIGN GENERAL NOTES

1. SIGN INSCRIPTIONS FOR EACH SIDE OF SIGN ARE BASED ON HEADING SIGN FROM LEFT TO RIGHT.
2. ALL SIGN SIZE WILL BE 24".

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**NOTE TO REVIEWERS:**

1. CURRENT DESIGN IS BASED ON HISTORICAL GEOENGINEERING INVESTIGATION DATA. A NEW GEOENGINEERING INVESTIGATION IS PLANNED THE RESULTS OF WHICH MAY SIGNIFICANTLY AFFECT MATERIALS CHOICES AND TYPICAL SECTIONS.
2. DESIGN OF PROPOSED ELECTRICAL COMPONENTS WILL BE COMPLETED BY OTHERS UNDER SEPARATE CONTRACT.
GENERAL SITE INFORMATION:

PROJECT TYPE: St. Mary's Airport Improvements
1. CLIMATE: The climate in St. Mary's is classified as continental subarctic.
2. AVERAGE ANNUAL PRECIPITATION: 24 inches (Alaska Regional Climate Center)
3. AVERAGE HISTORICAL TEMPERATURES: September 14 to June 30 (Alaska Regional Climate Center)
4. APPROXIMATE GROWING SEASON: April to October 3 (Regional Supplement to the Corps of Engineers' Region 7 Delegation Manual)
5. INFERTILE Site: The site is infertile and unsuitable for agriculture.
6. WATER SOURCES: Clean water sources are located nearby.
7. 30 MILE RADIUS: The 30 mile radius includes a variety of environments.

GENERAL FSCP NOTES:

1. The FSCP notes are not comprehensive and do not include all requirements. Additional requirements are included in the contract documentation.
2. Environmental protection and mitigation measures are described in the contract documentation.
3. The Contractor is responsible for ensuring compliance with all permit and regulatory requirements.
4. The Contractor must ensure that all work is performed in accordance with the approved plans and specifications.
5. Water quality and sediment control measures are included in the contract documentation.
6. The Contractor is required to submit weekly progress reports to the Project Engineer.
7. The Contractor must comply with all applicable laws and regulations.
8. The Contractor must ensure that all work is performed in a manner that minimizes environmental impacts.
9. The Contractor must ensure that all work is performed in a manner that minimizes disturbance to the site.

EROSION & SEDIMENT CONTROL NOTES:

1. Install fiber rolls or other approved BMP.
2. Protect and maintain at least 20 feet of native vegetation for upslope buffer strip.
3. Use seed or straw bales for upslope buffer strip.
4. Construct and maintain erosion control measures.
5. Construct and maintain sediment control measures.
6. Construct and maintain access control measures.
7. Construct and maintain water quality control measures.
8. Construct and maintain sediment control measures.
9. Construct and maintain erosion control measures.
10. Construct and maintain sediment control measures.
11. Construct and maintain erosion control measures.
12. Construct and maintain sediment control measures.

EROSION & SEDIMENT CONTROL PLAN:

1. INSTALL FIBER ROLLS OR OTHER APPROVED BMP
2. PROTECT AND MAINTAIN AT LEAST 20 FEET OF NATIVE VEGETATION FOR UPLAND BUFFER STRIP
3. USE SEED OR STRAW BALES FOR UPLAND BUFFER STRIP
4. CONSTRUCT AND MAINTAIN EROSION CONTROL MEASURES
5. CONSTRUCT AND MAINTAIN SEDIMENT CONTROL MEASURES
6. CONSTRUCT AND MAINTAIN ACCESS CONTROL MEASURES
7. CONSTRUCT AND MAINTAIN WATER QUALITY CONTROL MEASURES
8. CONSTRUCT AND MAINTAIN SEDIMENT CONTROL MEASURES
9. CONSTRUCT AND MAINTAIN EROSION CONTROL MEASURES
10. CONSTRUCT AND MAINTAIN SEDIMENT CONTROL MEASURES
11. CONSTRUCT AND MAINTAIN EROSION CONTROL MEASURES
12. CONSTRUCT AND MAINTAIN SEDIMENT CONTROL MEASURES
HAUL ROUTE NOTES:

1. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL EVALUATE HAUL ROUTES WITH THE ENGINEER AND AIRPORT MANAGER. THE PURPOSE OF THIS EVALUATION IS TO:
   A. DOCUMENT EXISTING HAUL ROUTE CONDITIONS WITH PHOTOGRAPHS, VIDEOS, AND DESCRIPTIONS.
   B. DETERMINE ANY AREAS IN NEED OF IMPROVEMENTS PRIOR TO CONSTRUCTION. THE CONTRACTOR AND ENGINEER SHALL AWARE OF ANY HAUL ROUTE IMPROVEMENTS REQUIRED PRIOR TO THE START OF CONSTRUCTION.
   C. AT COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL RETURN ALL HAUL ROUTES TO MEET OR EXCEED THEIR CONDITION PRIOR TO CONSTRUCTION.
   D. INSTALL ORANGE CONSTRUCTION SIGNS AT ALL LOCATIONS WHERE HAUL ROUTE TRAFFIC ENTERS ACTING AIRPORT OPERATIONS AREAS. COMMUNICATE LOCATION IN FIELD WITH ENGINEER PRIOR TO INSTALL.
   E. HAUL ROUTES SHOWN SCHEMATICALLY AND FOR REFERENCE ONLY. CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) AS REQUIRED FOR THE CONTRACT DOCUMENTS DETAILING PROPOSED RECTIONS TO ALL ROUTES.

NOTE TO REVIEWERS:

1. CURRENT DESIGN IS BASED ON GEOLOGICAL INVESTIGATION DATA. A NEW GEOFISICAL INVESTIGATION IS PLANNED. THE RESULTS OF WHICH MAY SIGNIFICANTLY AFFECT MATERIALS, DESIGN AND TECHNICAL DETAILS.
2. DESIGN OF PROPOSED ELECTRICAL COMPONENTS WILL BE COMPLETED BY OTHERS UNDER SEPARATE CONTRACT.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION—DESIGN AND CONSTRUCTION—AVIATION

ST MARY’S AIRPORT
AIRPORT IMPROVEMENTS PROJECT
PROJECT NO. 2605630000
CSPP-HAUL ROUTES STAGING & STOCKPILE AREAS

DESIGN NO.
DRAWN BY
CHECKED BY

BY DATE
REVISIONS

SHEET 37/47
**PHASE 1 SAFETY PLAN NOTES:**

1. **NIGHTTIME RUNWAY 17/35 CLOSURES WILL BE REQUIRED IN PHASE 1 TO COMPLETE RUNWAY 17 SAFETY AREA EXPANSION.**
2. **Mauling shall not be permitted on the Runway Shoulder or within RSA while the Runway is open for operations.**
3. **Coordinate with FAA Airways personnel through the engineer for removal of marker system and marker shack.**
4. **Maintain access to the Taxiway and Apron at all times during Phase 1.**
5. **Install lighted runway closure markers at each end of Runway 17/35 prior to beginning construction.**
6. **Retopositioning may be required for access and mauling. Coordinate all repositioning of runway closure markers with engineer.**
7. **Coordinate nightly runway 17/35 closure and reopening with airport management through the engineer.**

**PHASE 1 NOTES:**

- **Allow closure on working days.**
- **Open status: Runway 17/35 closed nightly Monday – Friday 8:00PM-8:00AM.**
- **RSA work schedule must: All work within RSA shall occur only at night when runway is closed, with the last activity prior to flight of the day.**
- **Taxiway & apron status: Taxiway B closed nightly. Taxiway A and Apron open. Contractor shall maintain access.**

**WORK ELEMENTS:**

1. Remove existing RSA
2. Clear area within pill limits of above ground vegetation
3. Install geotextile for separation
4. Construct RSA embankment north of Runway 17 threshold

**PHASE 1 LIGHTED RUNWAY CLOSURE MARKER AT NIGHT DURING WORK HOURS; REMOVE WHEN RUNWAY IS OPEN. SEE DETAIL 4.**

**CONSTRUCTION NOTES:**

- **Lighted runway closure marker at night during work hours. Remove when runway is open. See detail 4.**

**NOTE TO REVIEWERS:**

1. **Current design is based on historical geotechnical investigation data. A new geotechnical investigation is planned. The results of which may significantly affect materials choices and typical sections.**
2. **Design of proposed electrical components will be completed by others under separate contract.**

**STATE OF ALASKA**
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION – DESIGN AND CONSTRUCTION – AVIATION

**ST MARY’S AIRPORT**
AIRPORT IMPROVEMENTS PROJECT
PROJECT NO. 2605630000
CSPP – PHASE 1 – Rwy 17 END

**DATE:**

**REVISIONS:**
PHASE 1 SAFETY PLAN NOTES:

1. NEGATIVE RUNWAY 17/35 CLOSURES WILL BE REQUIRED IN PHASE 1 TO COMPLETE RUNWAY 17 SAFETY AREA CORRECTION.
2. HAILING SHALL NOT BE PERMITTED ON THE RUNWAY SHOULDERS OR WITHIN RSA WHILE THE RUNWAY IS OPEN FOR OPERATIONS.
3. COORDINATE WITH FAA NARROWS PERSPECTIVE THROUGH THE ENGINEER FOR REMOVAL OF MALAR SYSTEM AND MALAR SHIM.
4. MAINTAIN ACCESS TO THE TAXIWAY AND APRON AT ALL TIMES DURING PHASE 1.
5. INSTALL LIGHTED RUNWAY CLOSURE MARKERS AT EACH END OF RUNWAY 17/35 PRIOR TO BEGINNING CONSTRUCTION EACH DAY. REPOSITIONING MAY BE REQUIRED FOR ACCESS AND HAILING. COORDINATE ALL REPOSITIONING ON RUNWAY CLOSURE WITH ENGINEER.
6. COORDINATE NIGHTLY RUNWAY 17/35 CLOSURE AND REOPENING WITH AIRPORT MANAGER THROUGH THE ENGINEER. ALLOW FOR ISSUANCE OF NOTAM BY AIRPORT MANAGEMENT A MINIMUM OF 24 HOURS IN ADVANCE OF START OF WORK, AND PRIOR TO CHANGES IN PROPOSED WORK TO KEEP ALL AIRPORTERS INFORMED OF CLOSURES AND APRON, TAXIWAY, AND RUNWAY STATUS.

PHASE 1 NOTES:

1. ALLOWED SUBJECT TO WORKING HOURS:
   - CLOSING STATUS: RUNWAY 17/35 CLOSED NIGHTLY MONDAY - FRIDAY 8:00PM-8:00AM
   - RSA AND APRON CLOSURES WILL ALLOW WORK WITHIN RSA SHALL OCCUR ONLY AT NIGHT WHEN RUNWAY IS CLOSED. MALAR SHIMS ARE REMOVED PRIOR TO THE START OF NIGHT TIME.
   - TAXIWAY & RIDGE STATUS: TAXIWAY B CLOSED NIGHTLY, TAXIWAY A AND APRON OPEN. CONTRACTOR WILL MANAGE ACCESS.

PLANNING ELEMENTS TO BE COMPLETED EACH DAY AT THE START OF EACH SHIFT DURING PHASE 1:
1. PLACE LIGHTED RUNWAY CLOSURE MARKERS ON RUNWAY 17/35 NIGHTLY AS SHOWN ON THIS PLAN OR AS DIRECTED BY ENGINEER.
2. DEACTIVATE EXISTING RUNWAY LIGHTING AND APPROACH LIGHTING AT START OF SHIFT.

WORK ELEMENTS:
1. REMOVE EXISTING MALAR SYSTEM
   - REMOVE MALAR FROM ALL LIMITS OF ABOVE GROUND VEGETATION
2. INSTALL LIGHTED CLOSURE MARKERS
3. INSTALL CONSTRUCTION WORK AREA
4. INSTALL RSA ENCLOSED NORTH OF RUNWAY 17 THRESHOLD

PHASE 1 ELEMENTS TO BE REMOVED AT THE END OF EACH SHIFT DURING PHASE 1:
1. REMOVE LIGHTED RUNWAY CLOSURE MARKERS ON RUNWAY 17/35 PRIOR TO RE-OPENING RUNWAY
2. REACTIVATE EXISTING RUNWAY LIGHTING AND APPROACH LIGHTING AT END OF SHIFT.

CONSTRUCTION NOTES:

1. PLACE LIGHTED RUNWAY CLOSURE MARKER AT NIGHT DURING WORK HOURS. REMOVE WHEN RUNWAY IS OPEN. SEE DETAIL.
2. PLACE UNLITTED TAXIWAY CLOSURE MARKER DURING RUNWAY 17/35 CLOSURES. REMOVE WHEN RUNWAY 17/35 IS OPEN. SEE DETAIL.
3. PLACE HAZARD MARKER BARRIERS WITH RED LIGHTS. SEE DETAIL.

NOTE TO REVIEWERS:
1. CURRENT DESIGN IS BASED ON PRELIMINARY GEOFRACTUAL INVESTIGATION DATA. A FURTHER GEOFRACIAL INVESTIGATION IS PLANNED TO FURTHER THE RESULTS OF WHICH MAY SIGNIFICANTLY AFFECT MATERIALS, CHECKS AND TYPICAL SECTIONS.
2. DESIGN OF PROPOSED ELECTRICAL COMPONENTS WILL BE COMPLETED BY OTHERS UNDER SEPARATE CONTRACT.

PRELIMINARY PLANS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION—DESIGN AND CONSTRUCTION—AVIATION

ST MARY'S AIRPORT
AIRPORT IMPROVEMENTS PROJECT
PROJECT NO. 2605630000
CSPP-PHASE 1 - Rwy 35 END

PRELIMINARY PLANS
PHASE 2 SAFETY PLAN NOTES:

1. NIGHTIME RUNWAY 17/35 CLOSURES WILL BE REQUIRED IN PHASE 2 TO COMPLETE ALL WORK WITHIN THE TEMPORARY RSA.

2. HAULING SHALL NOT BE PERMITTED ON THE RUNWAY 17/35 SHOULDERS OR WITHIN TEMPORARY RSA WHILE RUNWAY 17/35 IS OPEN FOR OPERATIONS. ALL HAULING SHALL TAKE PLACE ON THE CLOSED PORTION OF THE RUNWAY, OUTSIDE OF THE TEMPORARY RSA. CLEARING OF THE HAIL ROUTE SHALL BE CONTINUED TO PREVENT THE ACUMULATION OF SAND OR DIRT, CONSTRUCTION DEBRIS, ETC.

3. PROVIDE TEMPORARY RUNWAY EDGE LIGHTING FOR THE HALF-WIDTH OPERATION OF RUNWAY 17/35, INCLUDING THRESHOLD LIGHTING, PROVISION FOR POWER, CABLING, AND ALL OTHER WORK REQUIRED FOR TEMPORARY LIGHTING. A COMBINATION OF TEMPORARY AND EXISTING LIGHTING MAY BE USED TO PROVIDE THE LIGHTING REQUIRED.

4. THE WIDTH OF RUNWAY 17/35 WITH THE TEMPORARY EDGE LIGHTING IN PLACE IS 100 FEET FOR THIS PHASE. SEE DETAIL 1 ON SHEET 47.

5. MAINTAIN ACCESS TO TAXIWAY A AND APRON AREAS WHEN HALF-MOON RUNWAY 17/35 IS OPEN DURING PHASE 2.

6. MAINTAIN LIGHTED RUNWAY CLOSURE MARKERS ON HALF-MOON RUNWAY 17/35 TO KEEP IN PLACE AT ALL TIMES DURING PHASE 2 WORK HOURS. REPOSITIONING MAY BE REQUIRED FOR CONSTRUCTION TO PROGRESS. COORDINATE ALL REPOSITIONING OF RUNWAY CLOSURE MARKERS WITH ENGINEER.

7. THE FIRST 200 FEET OF THE SAFETY AREA BEYOND RUNWAY 17/35 MUST BE AVAILABLE FOR AIRCRAFT TURNOVER DURING THE DURATION OF THIS PHASE WHEN THE RUNWAY IS OPEN TO OPERATING.

8. COORDINATE CLOSING AND OPENING OF AIR OPERATIONS AREAS WITH AIRPORT MANAGEMENT THROUGH THE CONCERNER. ALLOW FOR ILLUSTRATION OF NOTICES BY AIRPORT MANAGEMENT LARING 24 HOURS IN ADVANCE OF PROPOSED WORK TO KEEP ALL AIRPORT USERS INFORMED OF CLOSED AREAS AND AIRPORT TAXIWAY AND RUNWAY STATUS.

PHASE 2 NOTES:

1. ALLOWED CLOSURE TO RUNWAY 17/35:
   - TOTAL RUNWAY 17/35 CLOSURE DURING PHASE 2された WORK HOURS.
   - TEMPORARY RUNWAY 17/35 CLOSED 500 FEET
   - TEMPORARY RUNWAY 17/35 CLOSED 100 FEET
   - TEMPORARY RUNWAY 17/35 CLOSED 50 FEET
   - TEMPORARY RUNWAY 17/35 CLOSED 10 FEET

2. RSA WORK REQUIREMENTS: ALL WORK WITHIN TEMORARY RSA SHALL OCCUR ONLY AT NIGHT WHEN RUNWAY 17/35 IS CLOSED, AFTER LAST SCHEDULED FLIGHT OF THE DAY.

CONSTRUCTION NOTES:

1. PLACE LIGHTED RUNWAY CLOSURE MARKER AT NIGHT DURING WORK HOURS. REMOVE WHEN RUNWAY IS OPEN. SEE DETAIL 5.

2. PLACE UNILIGHTED TAXIWAY CLOSURE MARKER DURING RUNWAY 17/35 CLOSURES. REMOVE WHEN RUNWAY 17/35 IS OPEN. SEE DETAIL 5.

3. PLACE HAZARD MARKER BARRIERS WITH RED LIGHTS; SEE DETAIL 5.

NOTE TO REVIEWERS:

1. CURRINENT DESIGN IS BASED ON HISTORICAL GEOLOGICAL INVESTIGATION DATA. A NEW GEOLOGICAL INVESTIGATION IS PLANNED. THE RESULTS OF WHICH MAY SIGNIFICANTLY AFFECT MATERIALS SELECTIONS, DESIGN AND CONSTRUCTION.

2. DESIGN OF PROPOSED ELECTRICAL COMPONENTS WILL BE COMPLETED BY OTHERS UNDER SEPARATE CONTRACT.
PHASE 5 SAFETY PLAN NOTES:
1. 24-HOUR RUNWAY 6/24 CLOSURES WILL BE REQUIRED IN PHASE 5 TO COMPLETE ALL WORK ON RUNWAY 6/24 OUTSIDE OF THE RUNWAY 17/35 RSA.
2. HALLING SHALL NOT BE PERMITTED WITHIN THE RUNWAY 17/35 RSA WHILE RUNWAY 17/35 IS OPEN FOR OPERATIONS WITHOUT MEASURES IN PLACE TO MITIGATE TRAVEL UNDER THE RUNWAY 35 APPROACH. ALL HALLING IS SUBJECT TO OPERATIONAL RESTRICTIONS BASED ON RUNWAY 17/35 OPERATIONS.
3. PROVIDE Flagging WITH RAISED TURNS TO CIRC 122.3 MPH ON EACH SIDE OF RUNWAY 17/35 SAFETY AREA TO MONITOR AIRCRAFT ACTIVITY DURING ALL HALLING OPERATIONS.
4. CLEANING OF THE HULL ROUTE SHALL BE CONTINUOUS TO PREVENT THE ACCUMULATION OR SPREAD OF FUEL (OIL) CONSTRUCTION DEBRIS, ETC.
5. MAINTAIN LIGHTED RUNWAY CLOSURE MARKERS ON RUNWAY 6/24 AND KEEP IN PLACE AT ALL TIMES DURING PHASE 5 WORK. DEPOSITIONS MAY BE REQUIRED FOR CONSTRUCTION TO PROCEED. COORDINATE ALL POSITIONING OF RUNWAY CLOSURE MARKERS WITH ENGINEER.
6. COORDINATE CLOSING AND OPENING OF AIR OPERATIONS AREAS WITH AIRPORT MANAGEMENT A MINIMUM OF 48 HOURS IN ADVANCE OF PROPOSED WORK TO KEEP ALL AIRPORT USERS INFORMED OF CLOSED AREAS AND AVOID TAMPER AND RUNWAY SAFETY

PHASE 5 NOTES:
ALLOWED EXCEPTION TO WORKING DAYS
WORK NOT PERMITTED DURING 24 HOURS/ DAY
WORK WORKS CLOSURE AREAS.
WORK WITHIN ANY RSA SHALL OCCUR ONLY WHEN RUNWAY IS CLOSED.

CONSTRUCTION NOTES:
1. PLACE LIGHTED RUNWAY CLOSURE MARKER AT NIGHT DURING WORK PROGRESS. REMOVE WHEN RUNWAY IS OPEN.
2. PLACE UNLIGHTED TAMPER CLOSURE MARKERS DURING RUNWAY 17/35 CLOSURES. REMOVE WHEN RUNWAY 17/35 IS OPEN.
3. PLACE HAZARD MARKER BARRIERS WITH RED LIGHTS. SEE DETAIL

NOTE TO REVIEWERS:
1. CURRENT DESIGN IS BASED ON HISTORICAL GEOFUNDAMENTAL INVESTIGATION DATA. A NEW GEOTECHNICAL INVESTIGATION IS PLANNED THE RESULTS OF WHICH MAY SIGNIFICANTLY AFFECT MATERIALS CHECKS AND TYPICAL SECTIONS.
2. DESIGN OF PROPOSED ELECTRICAL COMPONENTS WILL BE COMPLETED BY OTHERS UNDER SEPARATE CONTRACT.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION—DESIGN AND CONSTRUCTION—AVIATION

ST MARY’S AIRPORT
AIRPORT IMPROVEMENTS PROJECT
PROJECT NO. 2605630000
CSPP-PHASE 5-RWY 6/24

DESIGN NO.:
DRAWN BY:
CHECKED BY:
PRELIMINARY PLANS
HAZARD MARKER BARRIER NOTES

1. PLACE BARRIERS TO LIMIT ACCESS TO THE CLOSED RUNWAY. USE LOW STYLE BARRIERS (LESS THAN 12 INCHES HIGH) WHEN ADJACENT TO AN ACTIVE MOVEMENT AREA.
2. CLEAN AND PREVENT THE INSTALLATION OF RUNWAY EDGE LIGHTS AND RUNWAY THRESHOLD LIGHTS DURING CLOSURE OF THE RUNWAY.
3. HAZARD MARKER BARRIERS ARE NOT TO BE PLACED WITHIN THE ORI OF THE ACTIVE RUNWAY CONSIDER "JET BLAST" WHEN PLACING BARRIERS.
4. SEE CSPP FOR SPACING REQUIREMENTS.

HAZARD MARKER BARRIER DETAIL

SCALE: N.T.S.
CONCEPTUAL DETAIL, SUBMIT ALTERNATE DESIGN OR COMMERCIAL PRODUCT FOR APPROVAL. COLOR MUST BE ALTERNATING ORANGE AND WHITE SIMILAR AS SHOWN.

LIGHTED RUNWAY CLOSURE MARKER NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION AND REMOVAL OF LIGHTED RUNWAY CLOSURE MARKERS FOR ALL RUNWAY CLOSURES.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FUNCTIONAL CHANGES, LIGHT REPLACEMENT, AND ALL MAINTENANCE OF LIGHTED RUNWAY CLOSURE MARKERS.

ENTERING AIRCRAFT OPERATIONS AREA: MONITOR CTAF 122.3 MHZ

NOTE TO REVIEWERS:
1. CURRENT DESIGN IS BASED ON HISTORICAL GEO-HYDROLOGICAL INVESTIGATIONS DATA. A NEW GEO-HYDROLOGICAL INVESTIGATION IS PLANNED THE RESULTS OF WHICH MAY SIGNIFICANTLY AFFECT MATERIALS DIRECTIONS AND TYPICAL SECTIONS.
2. DESIGN OF PROPOSED ELECTRICAL COMPONENTS WILL BE COMPLETED BY OTHERS UNDER SEPARATE CONTRACT.