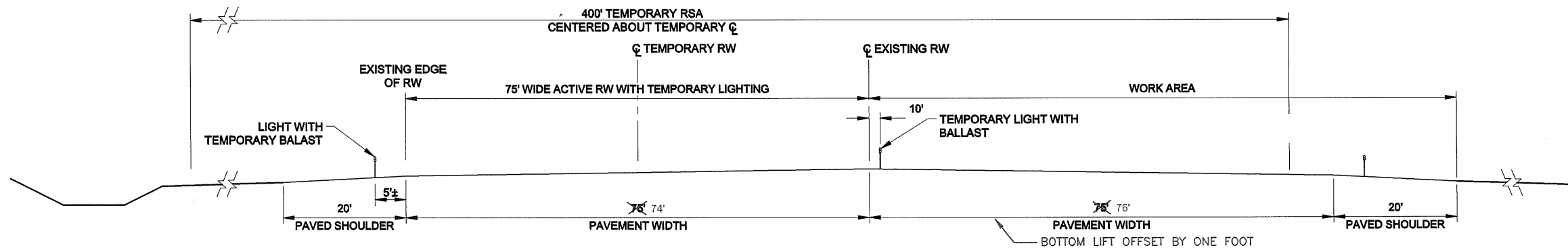


NOTE:

1. SECTION IS REVERSED FOR THE OTHER SIDE OF RW CLOSURE.



1
A10 **HALF WIDTH RW TYPICAL SECTION**
N.T.S.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: 880202 A10R.dwg
Wed, 30/Mar/11 12:47PM jskejdan
TAB: A05

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS
No. DATE DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

HALF WIDTH RUNWAY TYPICAL SECTION

PREPARED BY: USKH INC.
CHECKED BY: DLM



DESIGNED BY: RPK
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

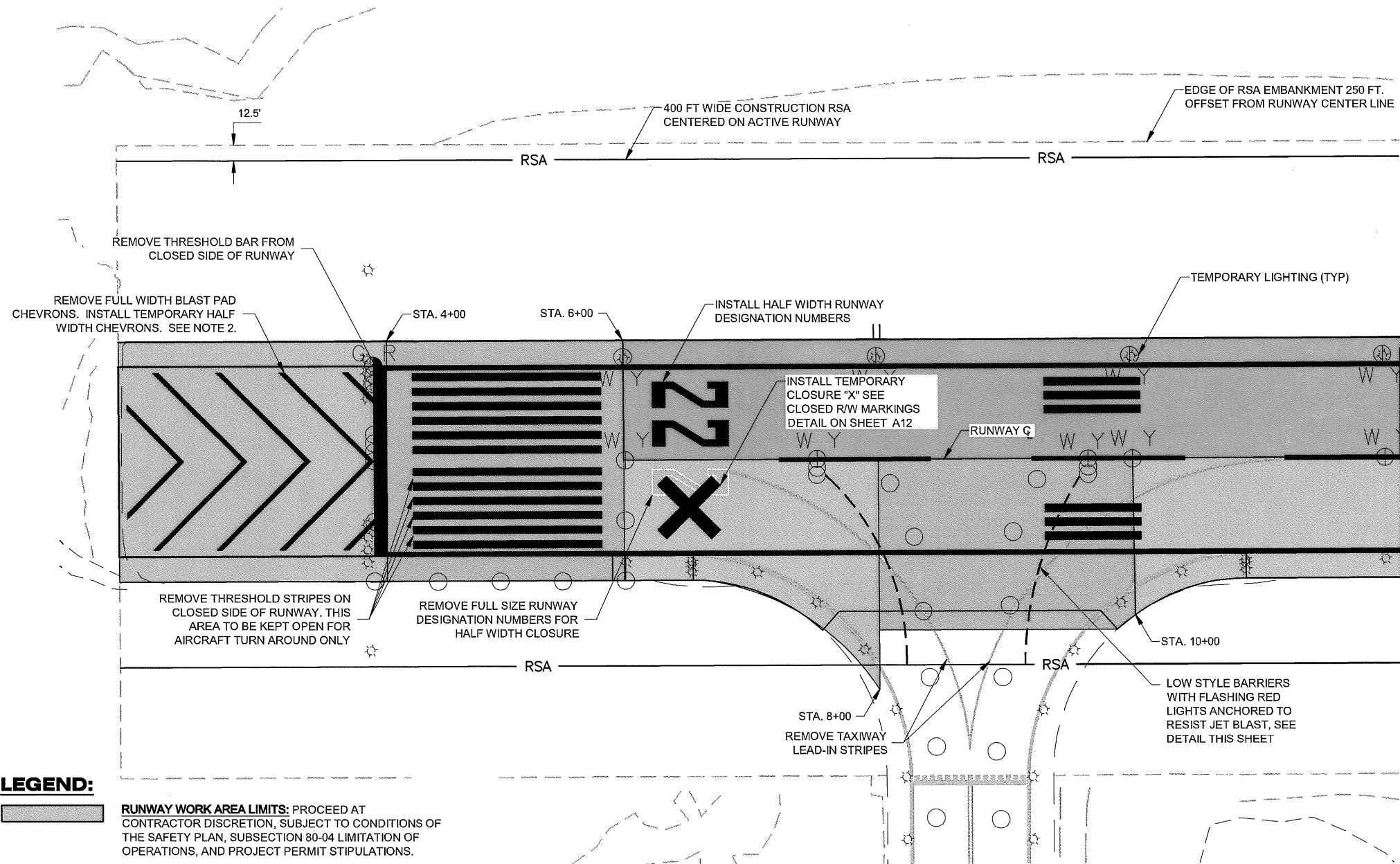
PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

HALF WIDTH
RUNWAY TYPICAL
SECTION

PROJECT DESIGNATIONS
ALASKA - DOT & PF 69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
A10	58

10/81



LEGEND:



RUNWAY WORK AREA LIMITS: PROCEED AT CONTRACTOR DISCRETION, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.

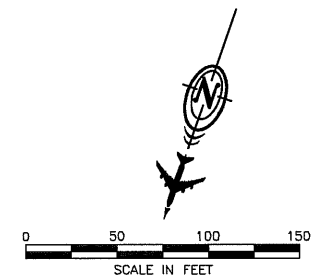


LIMITED RUNWAY: PROCEED AS APPROVED BY THE ENGINEER, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS. AREA MUST BE AVAILABLE FOR AIRCRAFT USE AS USERS DEMAND.



ACTIVE RUNWAY: PROCEED AS DIRECTED BY THE ENGINEER. MOVE PERSONNEL, MATERIALS AND EQUIPMENT ON APPROVED HAUL ROUTES SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.

PARTIAL TAXIWAY CLOSURE DETAIL - STAGE 2



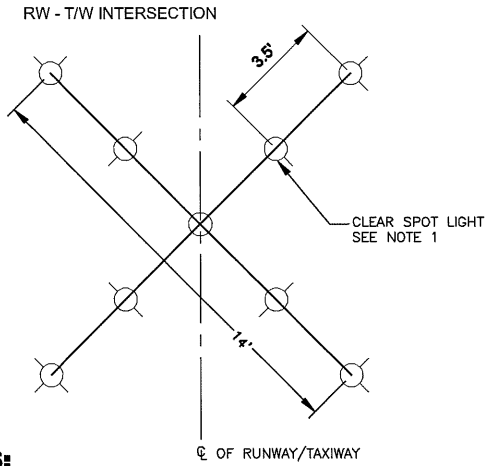
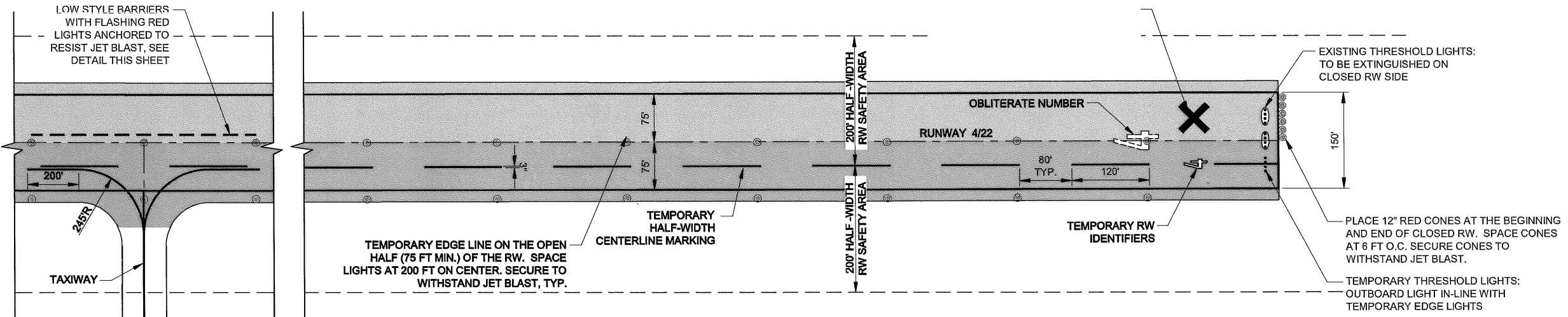
NOTES:

1. SHEETS A6-A9 AND A11-A12 ARE INTENDED TO BE VIEWED IN COLOR. CONTACT THE ENGINEER FOR INSTRUCTIONS ON ACQUIRING COLOR COPIES.
2. AIR CARRIER REQUIRES FULL WIDTH RUNWAY FROM STA 4+00 TO 6+00 AND STA 62+00 TO 64+00 DURING ALL OPERATIONS INVOLVING BACK TAXI. ACCOMPLISH ALL CONSTRUCTION ACTIVITIES IN THESE AREAS DURING NIGHTTIME CLOSURES OR AS APPROVED IN THE SAFETY PLAN.
3. TEMPORARY BLAST PAD CHEVRONS MAY BE MADE OF WOOD, PLASTIC, OR OTHER APPROVED MATERIAL AND WEIGHTED DOWN TO WITHSTAND JET BLAST.
4. ANY CONSTRUCTION MATERIALS USED, SUCH AS SAND BAGS, MUST BE COLORED SO AS TO NOT DISRUPT OR CONFUSE AIRPORT MARKINGS.
5. CENTERLINE ALIGNMENT HAS BEEN OMITTED FOR CLARITY.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: 880202 A11R.dwg		
Wed, 30/Mar/11 12:47PM jskojan		
TAB: A05		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
PARTIAL TAXIWAY CLOSURE DETAIL		
PREPARED BY: USKH INC.		
CHECKED BY: DLM		
DESIGNED BY: RPK		
DRAWN BY: KEB		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION		
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
PARTIAL TAXIWAY CLOSURE DETAIL		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360		
FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
A11	58	



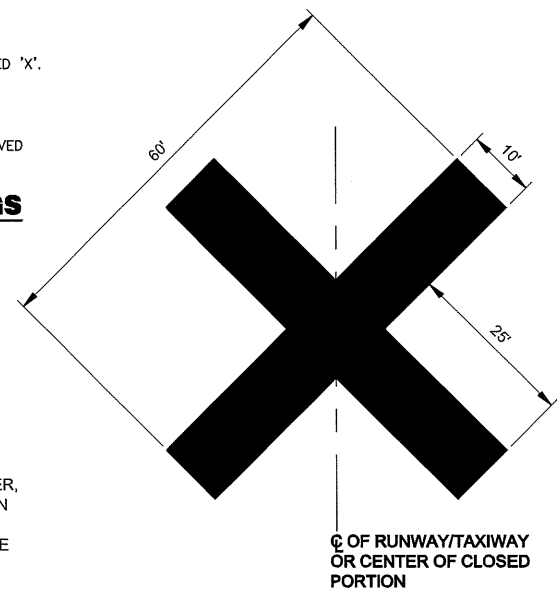
RW 4/22 - STAGE 3 PARTIAL WIDTH CLOSURE
N.T.S.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JGR DATE 3/30/11

NOTES:

1. REFER TO FAA CIRCULAR 150/5345-55 FOR DETAILS AND SPECIFICATIONS FOR LIGHTED 'X'.
2. PLACE CROSSES AT EACH END OF THE CLOSED PORTION OF THE RUNWAY/TAXIWAY.
3. LIGHTED 'X' MARKINGS ARE FOR NIGHT TIME CLOSURES ONLY AND CANNOT BE USED DURING HALF WIDTH OPERATIONS. LIGHTED 'X' MARKINGS MUST BE COMPLETELY REMOVED FROM THE RUNWAY AND SAFETY AREA PRIOR TO ANY NIGHTTIME LANDINGS. SEE SECTION 80-04, F. (3) AND 80-04, F. (7).

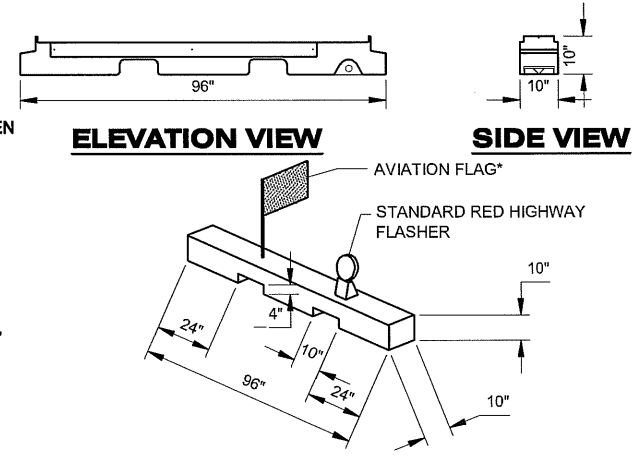
LIGHTED 'X' TEMPORARY CLOSURE MARKINGS
N.T.S.



CLOSED R/W MARKINGS

NOTES:

1. SHEETS A6-A9 AND A11-A12 ARE INTENDED TO BE VIEWED IN COLOR. CONTACT THE ENGINEER FOR INSTRUCTIONS ON ACQUIRING COLOR COPIES.
2. PLACE BARRIERS TO LIMIT ACCESS TO THE CLOSED PORTION OF THE RUNWAY. USE LOW STYLE BARRIERS (LESS THAN 12 INCHES HIGH) WHEN ADJACENT TO AN ACTIVE MOVEMENT AREA.
3. PHYSICALLY REMOVE ALL CONFLICTING RUNWAY MARKINGS BY SAND BLASTING, CHEMICAL REMOVER OR BY OTHER APPROVED MEANS. PAINTING OVER OR OTHERWISE MASKING TEMPORARY MARKINGS IS STRICTLY FORBIDDEN.
4. DISABLE AND PREVENT THE OPERATION OF RUNWAY EDGE LIGHTS AND RUNWAY THRESHOLD LIGHTS IN A CLOSED PORTION OF THE RUNWAY.
5. USE TEMPORARY LIGHTING TO OUTLINE THE ACTIVE RUNWAY FOR HALF-WIDTH OPERATIONS.
6. TEMPORARY CLOSED R/W MARKINGS MAY BE MADE OF WOOD, PLASTIC, OR OTHER APPROVED MATERIAL AND WEIGHTED DOWN TO WITHSTAND JET BLAST.
7. THE RSA DURING CONSTRUCTION IS 200 FT EACH SIDE OF THE HALF-WIDTH CENTERLINE.



HAZARDOUS AREA BARRIERS

*FLAGS SHALL ALTERNATE COLOR (ORANGE/WHITE) ON EACH BARRIER AS THEY ARE PLACED IN THE AIRPORT OPERATIONS AREA, IN SEQUENCE.

LEGEND:

- RUNWAY WORK AREA LIMITS:** PROCEED AT CONTRACTOR DISCRETION, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.
- LIMITED RUNWAY:** PROCEED AS APPROVED BY THE ENGINEER, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS. AREA MUST BE AVAILABLE FOR AIRCRAFT USE AS USERS DEMAND.
- ACTIVE RUNWAY:** PROCEED AS DIRECTED BY THE ENGINEER. MOVE PERSONNEL, MATERIALS AND EQUIPMENT ON APPROVED HAUL ROUTES SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.

PATH:
B80202 A12.dwg
Wed, 30/Mar/11 12:47PM jskojan
TAB: A07

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

SAFETY PLAN DETAILS

PREPARED BY: USKH INC.
CHECKED BY: DLM

DESIGNED BY: RPK
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
**PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)**

**SAFETY PLAN
DETAILS**

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
A12	58

12/81

PATH: 880202 B01R.dwg		
Wed, 30/Mar/11 03:56PM jskajdan		
TAB: B01		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

**PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)**

TYPICAL SECTIONS

PREPARED BY: USKH INC.
CHECKED BY: DLM



DESIGNED BY: RPK
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

**PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)**

**TYPICAL
SECTIONS**

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69360

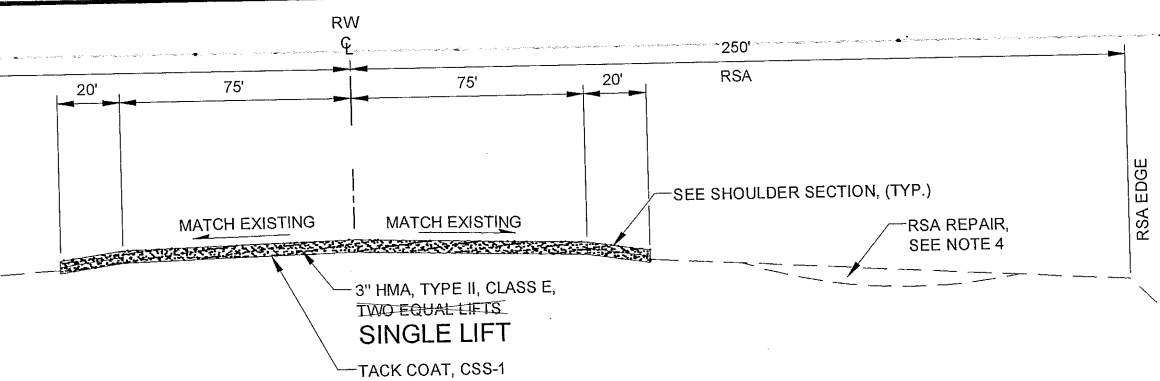
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
B1	58

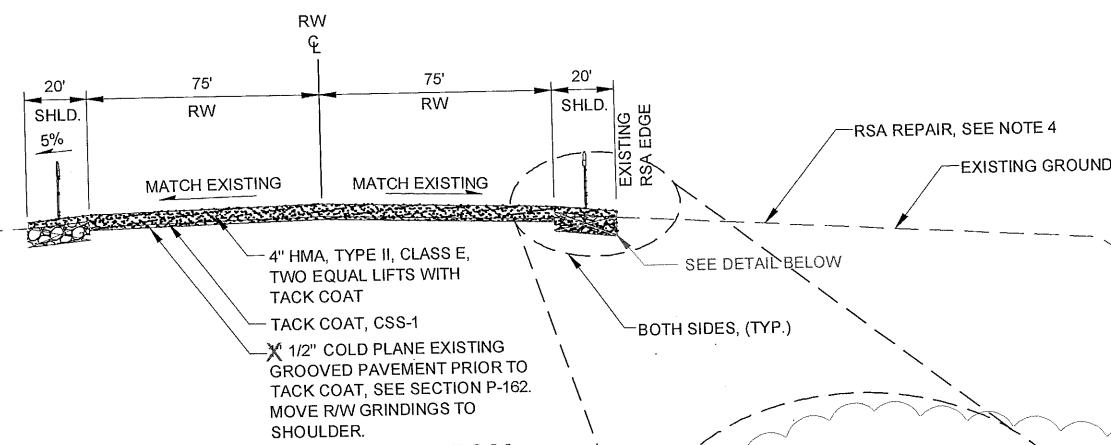
PROJECT AS-BUILT DRAWINGS HAVE
BEEN REVIEWED BY THE PROJECT
ENGINEER AND REPRESENT TO THE
BEST OF MY KNOWLEDGE THE
PROJECT AS CONSTRUCTED

PE JSK DATE 4/1/11

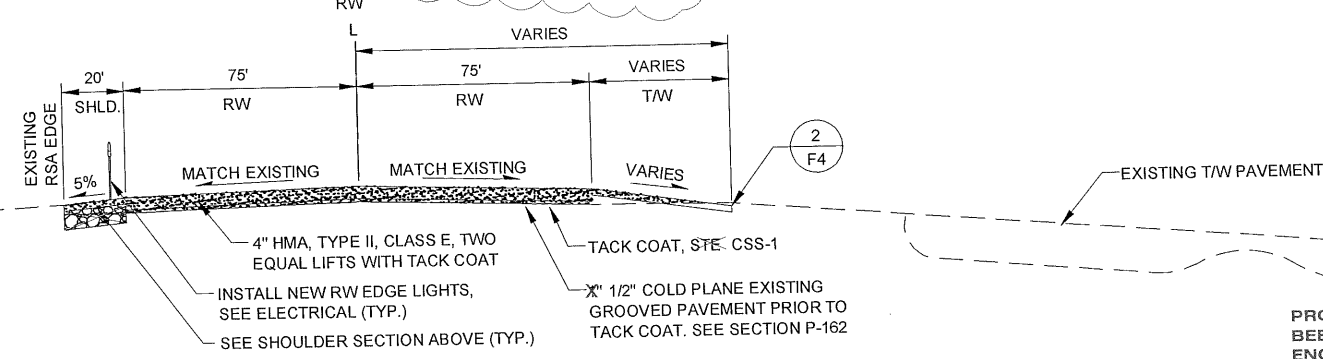
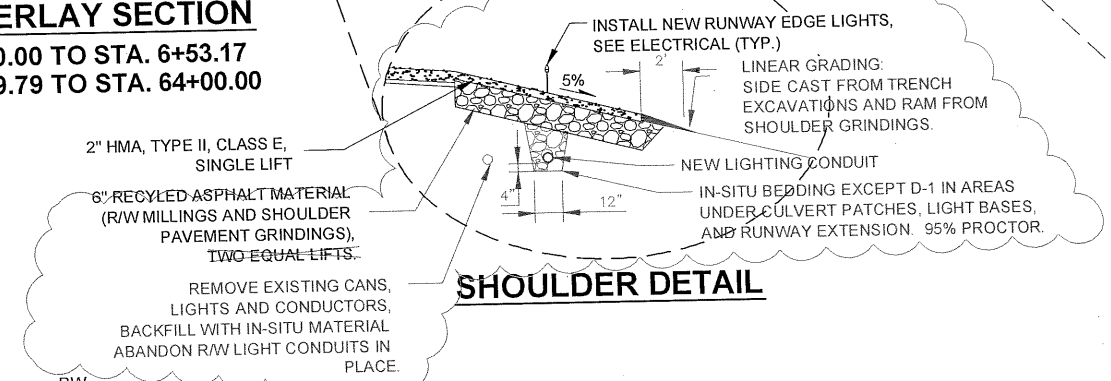
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



**EXISTING BLAST PAD OVERLAY SECTION
STA. 2+00.00 TO STA. 4+00.00**



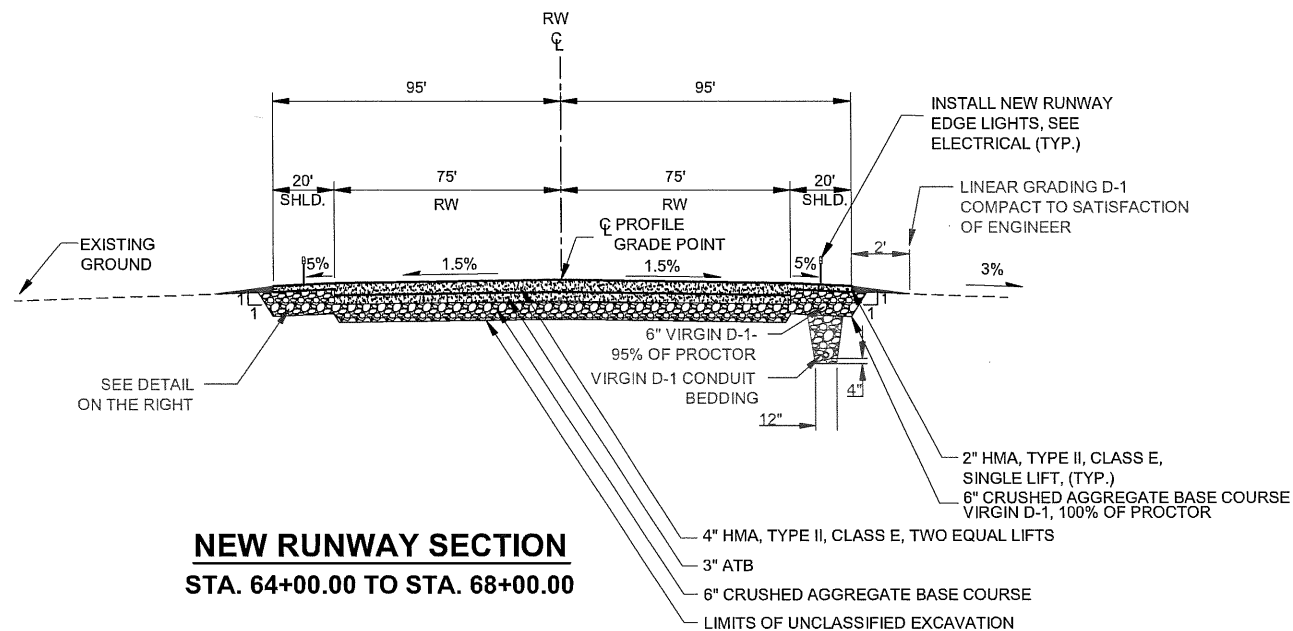
**RW OVERLAY SECTION
STA. 4+00.00 TO STA. 6+53.17
STA. 10+89.79 TO STA. 64+00.00**



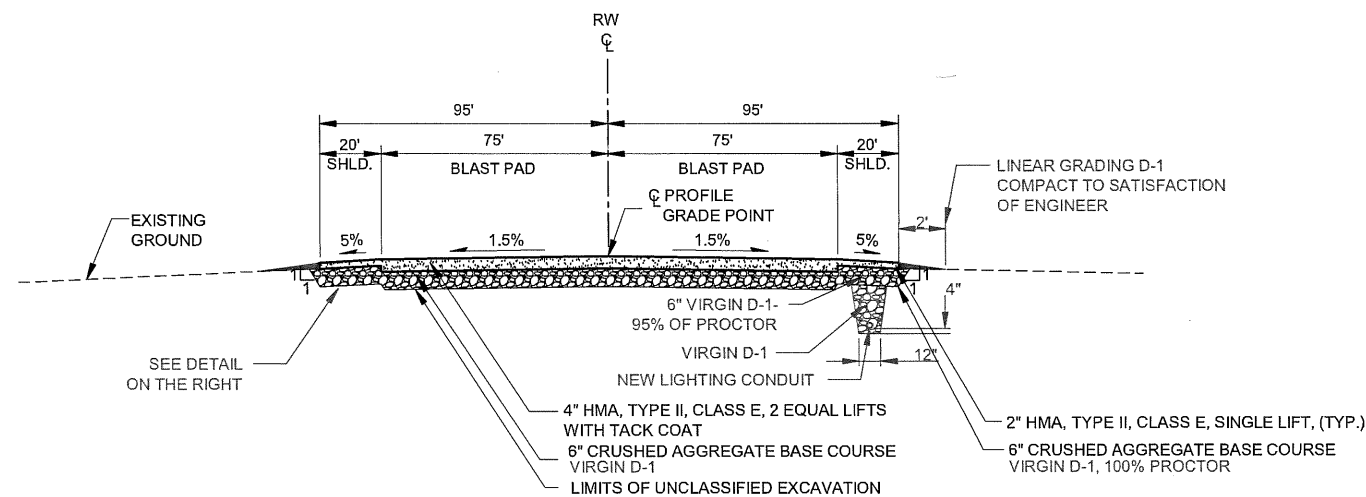
**RW OVERLAY SECTION
STA. 6+53.17 TO STA. 10+89.79**

NOTES:

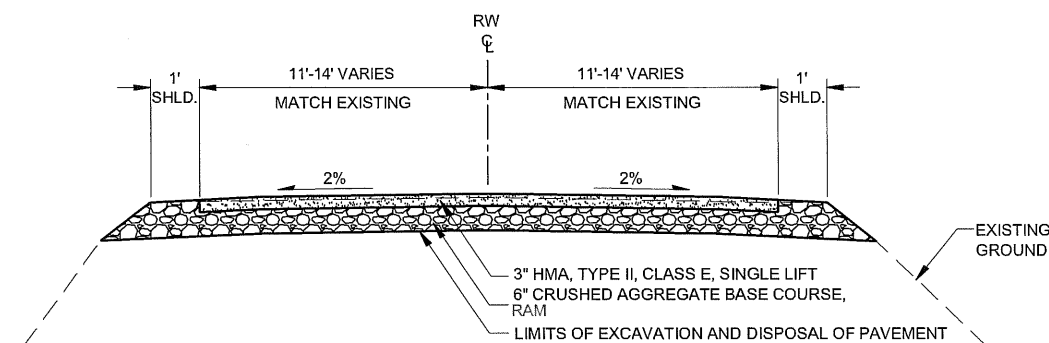
1. PROVIDE TACK COAT BETWEEN ALL LIFTS AND LAYERS OF HOT MIX ASPHALT.
 2. SEE DETAIL 3 ON SHEET F4 FOR PAVEMENT TRANSITION AT 68+00.
 3. COLD PLANE THE GROOVED RW PAVEMENT TO A MIN. DEPTH THAT MATCHES THE DEPTH OF THE GROOVING. THE DEPTH OF COLD PLANING FOR THE GROOVED PAVEMENT MUST NOT EXCEED ONE INCH. THE MILLED SURFACE SHALL APPROXIMATELY MATCH THE EXISTING CROSS SLOPE AND GRADES OF THE EXISTING RW. HOWEVER THE FINISHED RW PAVEMENT WHEN OVERLAYED MUST HAVE A CROSS SLOPE OF NOT LESS THAN 1%, AND NO GREATER THAN 1.5%, FLOWING AWAY FROM THE CENTERLINE. MILL THE PAVEMENT TRANSITION AREAS AS SHOWN IN THE TRANSITION DETAILS. MILLINGS MUST BE RECYCLED AS DESCRIBED IN SECTION P-209
 4. REPAIR THE EXISTING RSA SURFACE INTERMITTENT SETTLEMENTS AS SHOWN ON SHEET C2.
- CHANGES BY ADDENDA:
5. EXISTING PAVEMENT ON RUNWAY SHOULDERS AND ARFF ROADWAY IS APPROXIMATELY 2" THICK.
 6. TEST SECTION PAVEMENT, REQUIRED UNDER SECTION P-401-3.4, SHALL BE 2" THICK.
 7. MATERIAL NECESSARY TO RE-GRADE TO LEVEL OF BOTTOM OF EXCAVATION LIMITS SHALL BE SUBSIDIARY.



NEW RUNWAY SECTION
STA. 64+00.00 TO STA. 68+00.00



NEW BLAST PAD SECTION
STA. 68+00.00 TO STA. 70+00.00



ARFF ACCESS ROAD SECTION
STA. 200+00.00 TO STA. 211+00.00

NOTES:

1. PROVIDE TACK COAT BETWEEN ALL LIFTS AND LAYERS OF HOT MIX ASPHALT.
2. SEE DETAIL 3 ON SHEET F4 FOR PAVEMENT TRANSITION AT 68+00.
3. COLD PLANE THE GROOVED RW PAVEMENT TO A MIN. DEPTH THAT MATCHES THE DEPTH OF THE GROOVING. THE DEPTH OF COLD PLANING FOR THE GROOVED PAVEMENT MUST NOT EXCEED ONE INCH. THE MILLED SURFACE SHALL APPROXIMATELY MATCH THE EXISTING CROSS SLOPE AND GRADES OF THE EXISTING RW. HOWEVER THE FINISHED RW PAVEMENT WHEN OVERLAYED MUST HAVE A CROSS SLOPE OF NOT LESS THAN 1%, AND NO GREATER THAN 1.5%, FLOWING AWAY FROM THE CENTERLINE. MILL THE PAVEMENT TRANSITION AREAS AS SHOWN IN THE TRANSITION DETAILS. MILLINGS MUST BE RECYCLED AS DESCRIBED IN SECTION P-209.
4. REMOVAL OF PAVEMENT FOR ARFF ROAD PAID FOR UNDER 160a - EXCAVATION AND DISPOSAL OF PAVEMENT.
5. PROVIDE SMOOTH TRANSITION OF ARFF ACCESS ROAD PROFILE AND SECTION AT RW AND AT MATCH IN OF EXISTING PAVEMENTS.

CHANGES BY ADDENDA:

6. EXISTING PAVEMENT OF RUNWAY SHOULDERS AND ARFF ACCESS ROADWAY IS APPROXIMATELY 2' THICK. EXCAVATE AND DISPOSE OF PAVEMENT AS SHOWN. CONSTRUCT TYPICAL SECTION TO MATCH EXISTING PROFILE GRADE PLUS APPROXIMATELY SEVEN INCHES. MATCH EXISTING ROADWAY CROSS SLOPES. TRANSITION TYPICAL SECTION AS APPROVED TO MATCH RUNWAY SHOULDER PAVEMENT, AND TIE-IN AT MAINTENANCE APRON.
7. TEST SECTION PAVEMENT, REQUIRED UNDER SECTION P-401-3.4, SHALL BE 2' THICK.
8. MATERIAL NECESSARY TO RE-GRADE TO LEVEL OF BOTTOM OF EXCAVATION LIMIT SHALL BE SUBSIDIARY AND NOT MEASURED FOR PAYMENT.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JSR DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: 880202 802R.dwg	
Wed, 30/Mar/11 12:47PM jskajdan	
TAB: B02	
ADDENDUM NUMBER	
ATTACHMENT NUMBER	
RECORD OF REVISIONS	
No.	DATE DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)	
TYPICAL SECTIONS	
PREPARED BY: USKH INC.	
CHECKED BY: DLM	
DESIGNED BY: RPK	
DRAWN BY: KEB	
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)	
TYPICAL SECTIONS	
PROJECT DESIGNATIONS	
ALASKA - DOT & PF 69360	
FEDERAL - FAA AIP NO. 3-02-0219-1309	
STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
B2	58

14/81

ESTIMATE OF QUANTITIES			
ITEM NO.	PAY ITEM	PAY UNIT	QUANTITY
D-701d	CULVERT REPAIR	LUMP SUM	ALL REQUIRED
G-100a	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
G-115a	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED
G-131a	ENGINEERING TRANSPORTATION (TRUCK)	EACH	3
G-135a	CONSTRUCTION SURVEYING BY THE CONTRACTOR	LUMP SUM	ALL REQUIRED
G-135b	EXTRA THREE PERSON SURVEY PARTY	hour	~~-80-~~ <u>5.8</u>
G-135c	MONUMENTS BY THE CONTRACTOR	LUMP SUM	ALL REQUIRED
G-200a	CONTRACTOR QUALITY CONTROL PROGRAM	LUMP SUM	ALL REQUIRED
G-200b	QC PROGRAM ADMINSTRATOR	LUMP SUM	ALL REQUIRED
G-200c	QC PROGRAM TECHNICIAN	EACH	2
G-300a	CPM SCHEDULING	LUMP SUM	ALL REQUIRED
G-700a	AIRPORT FLAGGER	CONTINGENT SUM	ALL REQUIRED
G-700c	AIRPORT TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
L-100b	REGULATOR, L-829	EACH	1
L-100c	HIGH INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT, L-862 AND L-862E	EACH	~~-74-~~ <u>86</u>
L-100d	REPLACEMENT OF TAXIWAY EDGE LIGHT, L-861T ON EXISTING BASE	EACH	~~-35-~~ <u>34</u>
L-100e	TAXIWAY EDGE LIGHT, L-861T	EACH	~~-4-~~ <u>5</u>
L-100f	WINDCONE HANDHOLE, L-867, SIZE D	EACH	1
L-100g	PRIMARY HANDHOLE, L-868, SIZE B	EACH	~~-10-~~ <u>11</u>
L-100h	REMOVE EXISTING RUNWAY AND TAXIWAY LIGHT	EACH	~~128~~ <u>83</u>
L-100i	SEMI-FLUSH RUNWAY THRESHOLD LIGHT, L-850D	EACH	~~-4-~~ <u>3</u>
L-100k	SEMI-FLUSH RUNWAY EDGE LIGHT, L-850C	EACH	5
L-100l	SEMI-FLUSH TAXIWAY EDGE LIGHT, L-852T	EACH	4
L-100n	AIRPORT SIGN, TYPE L-858	EACH	7
L-100o	ARFF BUILDING WORK	LUMP SUM	ALL REQUIRED
L-100p	TEMPORARY LIGHTING SYSTEM	LUMP SUM	ALL REQUIRED
L-100q	RE-FEED AND RE-CONFIGURE EXISTING AIRPORT SIGN	EACH	5
L-107a	L-806 8-FOOT LIGHTED WIND CONE	EACH	1
~~L-107b~~	~~L-807 12-FOOT LIGHTED WIND CONE~~	~~EACH~~	~~-1-~~ <u>0</u>
L-107c	REMOVE EXISTING WIND CONES	LUMP SUM	~~ALL REQUIRED~~ <u>50%</u>
L-108a	UNDERGROUND CABLE 1 NO. 8 AWG, COPPER, 5KV FAA TYPE "C", L-824	LINEAR FOOT	~~-23535-~~ <u>21,825.44</u>
L-108c	INSULATED COPPER GROUND CONDUCTOR	LINEAR FOOT	~~-20150-~~ <u>17,828.72</u>
L-108d	REMOVAL OF EXISTING RUNWAY AND TAXIWAY LIGHTING CABLE	LUMP SUM	ALL REQUIRED
L-108e	NO. 8 XHHW COPPER CONDUCTOR, 600V	LINEAR FOOT	~~-20000-~~ <u>16,270.8</u>
L-110a	2-INCH RIGID STEEL CONDUIT	LINEAR FOOT	~~-1500-~~ <u>12,54.13</u>
L-110g	2-INCH HDPE CONDUIT	LINEAR FOOT	~~-25185-~~ <u>21,276.13</u>
L-132a	FAA MALSF FLUSH LIGHT BASE	EACH	28
L-132b	FAA MALSF MANHOLE	EACH	3
L-132c	FAA MALSF MANHOLE DRAIN PIPING	LINEAR FOOT	~~-800-~~ <u>490</u>
L-132d	FAA MALSF 2-INCH RIGID STEEL CONDUIT	LINEAR FOOT	~~-475-~~ <u>419</u>
L-132e	FAA MALSF 2-INCH HDPE CONDUIT	LINEAR FOOT	~~-1021-~~ <u>2,315</u>
L-143a	EXISTING POWER SYSTEM REMOVAL	LUMP SUM	ALL REQUIRED
L-143b	MANHOLE	EACH	~~-25-~~ <u>19</u>
L-143c	MANHOLE DRAIN PIPING	LINEAR FOOT	~~-2000-~~ <u>779.90</u>
L-143d	LOAD BREAK JUNCTION ASSEMBLY IN MANHOLE	EACH	4
L-143e	PRIMARY CABLE 15KV, NO 2.	LINEAR FOOT	~~-11000-~~ <u>9,934.08</u>

ESTIMATE OF QUANTITIES			
ITEM NO.	PAY ITEM	PAY UNIT	QUANTITY
L-143f	NEUTRAL NO 2 XHHW	LINEAR FOOT	~~-11000-~~ <u>9,934.08</u>
L-143g	4" HDPE	LINEAR FOOT	~~-11000-~~ <u>17,799.10</u>
L-143h	PRIMARY TRANSFORMER 15KVA	EACH	3
L-143i	PRIMARY TRANSFORMER 50 KVA	EACH	1
L-143j	PRIMARY TRANSFORMER 112.5 KVA	EACH	1
L-143k	INSTALL FAA POWER SYSTEM	LUMP SUM	ALL REQUIRED
P-152j	BORROW, 3-INCH MINUS	TON	~~-29,000-~~ <u>70,803.63</u>
P-152k	PERMANENT SEDIMENT CONTROL	LUMP SUM	ALL REQUIRED
P-157a	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
P-157b	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
P-157e	EROSION, SEDIMENT, AND POLLUTION CONTROL PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
P-157f	SWPPP MANAGER	LUMP SUM	ALL REQUIRED
P-157h	TEMPORARY CHECK DAMS	EACH	~~-20-~~ <u>8</u>
P-157j	TEMPORARY SEEDING	POUND	200
P-157k	SILT FENCE	LINEAR FOOT	~~-1,000-~~ <u>742</u>
P-160a	EXCAVATION AND DISPOSAL OF PAVEMENT (AC)	SQUARE YARD	~~-30,900-~~ <u>31,017.78</u>
P-162a	PAVEMENT COLD PLANING	LUMP SUM	ALL REQUIRED
P-209a	CRUSHED AGGREGATE BASE COURSE	CUBIC YARD	~~-6,650-~~ <u>6,853.85</u>
P-320b	ASPHALT TREATED BASE	TON	~~-1,200-~~ <u>1,048.89</u>
P-401a	HOT MIX ASPHALT TYPE II, CLASS E	TON	~~-30,400-~~ <u>29,680.80</u>
P-401b	HOT MIX ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
P-401c	ASPHALT CEMENT, PG 64-28	TON	~~-1,726-~~ <u>1,937.73</u>
P-603a	TACK COAT, CSS-1	TON	~~-92-~~ <u>53.33</u>
P-620c	RUNWAY AND TAXIWAY PAINTING	LUMP SUM	ALL REQUIRED
P-630b	PAVEMENT GROOVING	LUMP SUM	ALL REQUIRED
P-640b	SEGMENTED CIRCLE (PANEL-TYPE)	LUMP SUM	ALL REQUIRED
P-661a	STANDARD SIGN	SQUARE FOOT	~~-31-~~ <u>31.25</u>
P-670a	HAZARD MARKER BARRIER	EACH	40
P-681a	PAVING FABRIC	LINEAR FOOT	~~-1,750-~~ <u>1,771.3</u>

NOTE:

ALL QUANTITIES SHOWN AS A BASIS OF ESTIMATE FOR LUMP SUM ITEMS ARE APPROXIMATE. SEE SECTION 90-01 OF THE STANDARD SPECIFICATIONS.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND RESPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JSR DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: 880202 C01R.dwg
Wed, 30/Mar/11 12:47PM jskajdan
TAB: C01

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS
No. DATE DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

ESTIMATE OF QUANTITIES

PREPARED BY: USKH INC.
CHECKED BY: DLM



DESIGNED BY: RPK
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

ESTIMATE OF
QUANTITIES

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE YEAR
ALASKA 2009

SHEET NUMBER TOTAL SHEETS
C1 58

15/81

NEW ITEMS ADDED BY CHANGE ORDER			
ITEM NO.	PAY ITEM	PAY UNIT	QUANTITY
D-701e	IWA#2, CO#4, ADDED EPS FILL	LUMP SUM	ALL REQUIRED
D-701f	IWA#7, CO#6, ARFF ROAD CULVERT	CONTINGENT SUM	ALL REQUIRED
G-200d	CO#3, QC PROGRAM ADMINISTRATOR PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
L-100r	CO#8, LIGHT BASE EDGE TOLERANCE PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
L-107d	IWA#20, CO#8, DELIVER PRIMARY WIND CONE AND SEGMENTED CIRCLE	LUMP SUM	ALL REQUIRED
L-110m	IWA#1, CO#2, CONDUIT ABANDONMENT ADJUSTMENT	LUMP SUM	ALL REQUIRED
L-132f	IWA#19, CO#9, MLB TOP SECTIONS WITH COVERS	LUMP SUM	ALL REQUIRED
L-132g	IWA#21, CO#9 MALSF GUARD WIRE	LUMP SUM	ALL REQUIRED
L-132h	IWA#21, CO#9 MALSF GUARD WIRE FREIGHT CHARGES	CONTINGENT SUM	ALL REQUIRED
L-132i	CO#9, GOLD LABEL LOOP SEALANT	CONTINGENT SUM	ALL REQUIRED
L-143l	IWA#22, CO#9, 4-INCH RIGID STEEL CONDUIT	LINEAR FOOT	680.0
L-143m	IWA#15, CO#8, REPLACE FAA J-BOXES AND RAISE HAND HOLES	LUMP SUM	ALL REQUIRED
L-143n	IWA#14, CO#8, SUB-EX AND BACKFILL FOR STRUCTURES	CONTINGENT SUM	ALL REQUIRED
L-143o	IWA#18, CO#8, ELECTRICAL ACCESS PAD EXTRA WORK	CONTINGENT SUM	ALL REQUIRED
P-152l	IWA#18/RFP#7, CO#7, PIT RUN BORROW	CUBIC YARD	1,474.0
P-153a	IWA#1, CO#2, QUARRY REMEDIATION	LUMP SUM	ALL REQUIRED
P-153b	IWA#3, CO#5 MHT CLEARING AND GRUBBING	CONTINGENT SUM	ALL REQUIRED
P-153c	IWA#3, CO#5, MHT ENTRANCE DEVELOPMENT MOBILIZATION	LUMP SUM	ALL REQUIRED
P-209c	IWA#1, CO#2, CABC-ATB AGGREGATE SOURCE ADJUSTMENT	LUMP SUM	ALL REQUIRED
P-209d	IWA#1, CO#2, RECLAMATION ADJUSTMENT	LUMP SUM	ALL REQUIRED
P-209e	IWA#1, CO#2, ARFF ROAD RECLAMATION ADJUSTMENT	LUMP SUM	ALL REQUIRED
P-209f	IWA#1, CO#2, LINEAR GRADING ADJUSTMENT	LUMP SUM	ALL REQUIRED
P-401d	IWA#1, CO#2 ASPHALT AGGREGATE SOURCE ADJUSTMENT	LUMP SUM	ALL REQUIRED
P-401e	IWA#9, CO#6, TEST STRIP GRADE PREP	CONTINGENT SUM	ALL REQUIRED
P-401f	IWA#10, CO#6, PRE-LEVELING COURSE	CONTINGENT SUM	ALL REQUIRED
P-630c	CO#6, ADDED PAVEMENT GROOVING	LUMP SUM	ALL REQUIRED
P-661b	IWA#24, CO#6, RELOCATE SIGNS	LUMP SUM	ALL REQUIRED
P-671a	IWA#23, CO#6, ADDED MIDFIELD X	LUMP SUM	ALL REQUIRED

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND RESPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
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Wed, 30/Mar/11 12:47PM jska\jdan
TAB: CO1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

ESTIMATE OF QUANTITIES

PREPARED BY: USKH INC.

CHECKED BY: DLM



DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

ESTIMATE OF QUANTITIES

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
C1a	58

16/81

P-620c RUNWAY AND TAXIWAY PAINTING - BASIS OF ESTIMATE						
DESCRIPTION		COLOR	DIMENSIONS		ESTIMATED QUANTITY	ESTIMATED TOTAL AREA (SQ FT)
			WIDTH (FT)	LENGTH (FT)		
RUNWAY MARKINGS						
	THRESHOLD BAR	WHITE	10	150	2	3,000
	THRESHOLD MARKING (PER STRIPE)	WHITE	5.75	150	24	20,700
	TOUCHDOWN ZONE MARKING (PER STRIPE)	WHITE	6	75	32	14,400
	AIMING POINT (PER STRIPE)	WHITE	30	150	4	18,000
	CENTER LINE - PRECISION (PER STRIPE)	WHITE	3	120	26	9,360
	CENTERLINE (MIDPOINT STRIPE)	WHITE	3	160	1	480
	DESIGNATION MARKING	WHITE				1,905
	SIDE STRIPE (RUNWAY _ 100' W)	WHITE	3	6,380	2	38,280
TAXIWAY MARKINGS						
	EDGE MARKING - SOLID	YELLOW	(2) 0.5	125	2	250
	CENTERLINE MARKING	YELLOW	0.5	170	1	85
	ENHANCED T/W CENTERLINE MARKING	YELLOW	0.5	958		479
MISCELLANEOUS MARKINGS						
	DEMARCATON BAR	YELLOW	3	150	1	450
	CHEVRON	YELLOW	SEE DETAIL 2, SHEET F2			4,667
	ARROW	WHITE	SEE DETAIL 2, SHEET F2		2	677
	ARROWHEAD	WHITE			4	874
				TOTAL WHITE PAINT:		107,676
				TOTAL YELLOW PAINT:		5,931
				TOTAL PAINT:		113,607

NOTE:

1. ALL QUANTITIES SHOWN AS A BASIS OF ESTIMATE FOR LUMP SUM ITEMS ARE APPROXIMATE. SEE SECTION 90-01 OF THE STANDARD SPECIFICATIONS.

ESTIMATING FACTORS			
ITEM NO.	ITEM	FACTOR/QUANTITY	
P-152i	BORROW, 3-INCH MINUS	1.80	TON/CY
P-320b	ASPHALT TREATED BASE	120	LB/IN*SQ YD
P-209b	CRUSHED AGGREGATE BASE COURSE	2.052	TON/CY
P-401a	HOT MIX ASPHALT TYPE II, CLASS E	120	LB/IN*SQ YD
P-401c	ASPHALT CEMENT [PG 64-28]	5.5% OF P-401a	
P-401c	ASPHALT CEMENT [PG 64-28]	4.5% OF P-320b	
P-603a	TACK COAT, STE-1	0.1	GAL./SQ YD
P-603a	TACK COAT, STE-1	240	GAL./TON

P-152k PERMANENT SEDIMENT CONTROL - BASIS OF ESTIMATE	
DESCRIPTION	ESTIMATED QUANTITY
BORROW, 3 - INCH MINUS	4000 CY
BORROW (6" MINUS ROCK)	1500 CY
EXCAVATION	6600 CY
48" PIPE (HDPE OR CMP)	200 LF
36" PIPE (HDPE OR CMP)	100 LF
OUTLET CONTROL STRUCTURE	SEE DETAIL 2, SHEET Q4
GEO-MEMBRANE LINER	14 FT X 400 FT

ELECTRICAL SERVICE PAD TABLE		
STATION	OFFSET	ELEVATION
0+22.5	510.00 LT.	93.8'
9+80.0	510.00 LT.	116.2'
17+06.0	265.00 LT.	101.3'
58+91.5	265.00 RT.	85.3'
68+16.5	265.00 RT.	101.3'

SEE MANHOLE SCHEDULE FOR LOCATIONS.

RSA SLOPE TABLE			
SIDE	FROM STA.	TO STA.	CROSS SLOPE
LEFT	2+00	5+00	3%
	5+50	22+00	2%
	22+50	26+50	3%
	27+00	44+00	2%
	44+50	46+00	3%
	46+50	48+50	2%
	49+00	53+00	3%
	53+50	58+00	2%
	58+50	60+00	3%
	60+50	64+00	2%
	64+00	74+00	2%
	2+00	15+50	3%
RIGHT	16+00	17+50	2%
	18+00	34+00	3%
	34+50	38+00	2%
	38+50	64+00	3%
	64+00	74+00	3%

RSA SETTLEMENT REPAIR TABLE			
SIDE	FROM STA.	TO STA.	APPROX. AVE. DEPTH (FT)
LEFT	23+50	24+50	0.4
	46+00	50+50	0.6
	51+50	59+00	0.6
RIGHT	17+00	23+00	0.4
	33+00	36+00	0.4
	38+50	40+50	0.4
	41+50	43+00	0.4
	43+50	45+00	0.4
	45+00	61+00	1.2
	62+00	64+00	0.5

NOTES:

1. REPAIR THE EXISTING RSA SURFACE INTERMITTENT SETTLEMENTS. BACKFILL, GRADE AND COMPACT WITH 3" MINUS BORROW TO RE-ESTABLISH THE RSA CROSS SLOPES AS SHOWN IN AREAS ON THE RSA TABLE ABOVE. APPROXIMATE ESTIMATED QUANTITY IS 9600 CY.
2. THE RSA WILL BE INSPECTED BY THE ENGINEER ON JULY 15, 2010 AND ANY AREAS FOUND TO BE DEFICIENT AS TO TRAVERSABILITY OR CROSS SLOP/ELEVATION WILL BE ADDED TO THE TABLE OF RSA SETTLEMENTS TO BE REPAIRED AS PER THE SECOND PARAGRAPH OF SECTION P-152-3.1.

D-701d CULVERT REPAIR-BASIS OF ESTIMATE		
DESCRIPTION	UNITS	ESTIMATED QUANTITY
UNCLASSIFIED EXCAVATION	CUBIC YARD	6,600
POLYSTYRENE BLOCKS	CUBIC YARD	2,780 3325
BORROW, 3" MINUS	CUBIC YARD	4,400 XXXX
72" CAP *	LINEAR FOOT	60

* THE CORRUGATED ALUMINUM PIPE SPECIFIED FOR THE CULVERT REPAIR MUST BE SUPPLIED IN 20 FOOT SECTIONS TO MATCH THE EXISTING PIPE TO BE REPLACED. THE EXISTING PIPE HAS DEFLECTED AT THE ENDS OF EACH OF THE THREE 20 FOOT SECTIONS. SUPPLY AN APPROPRIATE NUMBER AND TYPE OF BANDS FOR JOINING EACH SECTION OF PIPE.

POLYSTYRENE BLOCKS	
DIMENSION	ESTIMATED QUANTITY
20 X 8 X 8	33
20 X 8 X 3.5	30

DIMENSION	ESTIMATED QUANTITY
4X4X19	32
4X4X16	38
4X4X18	56
4X4X14	72
3.5X4X17	160

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED. PE JSR DATE 2/1/11

PATH:
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Wed, 30/Mar/11 03:56PM jskejdan
TAB: C01

ADDENDUM NUMBER

ATTACHMENT NUMBER

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No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

ESTIMATE OF QUANTITIES

PREPARED BY: USKH INC.

CHECKED BY: DLM



DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

ESTIMATE OF QUANTITIES

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
C2	58

G-135c MONUMENTS BY THE CONTRACTOR			
POINT NO.	NORTHING	EASTING	REMARKS
13	300000.0000	200000.0000	ADJUST CASE
18	300454.1485	200197.6323	TO REMAIN
~~24~~ 23	301179.9801	200794.1956	ADJUST CASE
~~25~~ 24	300345.4613	200657.5531	ADJUST CASE
~~26~~ 25	299151.7729	187,567.7722	ADJUST CASE
~~27~~ 26	~~298279.3708~~ ~~298276.3708~~	195060.3236	ADJUST CASE
~~28~~ 27	298366.0786	194989.8037	INSTALL NEW RW 5 MONUMENT, COORDINATES APPROXIMATE

P-661a STANDARD SIGN												
POST NO.	STATION	REF. CL.	MUTCD TYPE	LEGEND	SIZE (INCHES)		AREA (SQ. FT.)	SIGN FACES	POST SIZE	THICKNESS (INCHES)		REMARKS
					WIDTH	HEIGHT				FRAMED	UNFRAMED	
1	15+89.45	458.00 RT. 250' RT	R5-5		30	30	6.25	N	1X2.5 PT		0.125	
			R1-1		30	30	6.25	N	-		0.125	
2	16+16.36	475.00 RT. 250' RT	R5-5		30	30	6.25	N	1X2.5 PT		0.125	
			R1-1		30	30	6.25	N	-		0.125	
3	13+71.68	653.00 RT.	R5-5		30	30	6.25	E	1X2.5 PT		0.125	
					TOTAL AREA		31.25					

NOTE:

INSTALL SIGNS IN ACCORDANCE WITH DETAIL S-05.01,
STATE OF ALASKA STANDARD DRAWINGS MANUAL.

P-681a - PAVING FABRIC SUMMARY *				
NO.	STARTING STA. RT	ENDING STA. LT	APPROX. LENGTH (LF)	REMARKS
1	12+75.00	13+00.00	152	
2	18+60.00	18+00.00	162	
3	20+00.00	21+00.00	180	CULVERT CRACK
4	22+50.00	23+50.00	180	CULVERT CRACK
5	28+10.00	28+60.00	158	
6	44+50.00	44+50.00	150	CULVERT CRACK
7	46+00.00	46+00.00	150	CULVERT CRACK
8	49+25.00	49+50.00	152	CULVERT CRACK
9	51+00.00	51+00.00	150	CULVERT CRACK
10	58+75.00	58+75.00	150	CULVERT CRACK
11	60+00.00	60+00.00	150	CULVERT CRACK
		TOTAL	1734	

* SEE PAVING FABRIC DETAIL ON SHEET F4.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JSK DATE 3/30/11

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PATH: 880202 D01R.dwg
Wed, 30/Mar/11 12:47PM jskajdan
TAB: D01

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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

PREPARED BY: USKH INC.
CHECKED BY: DLM



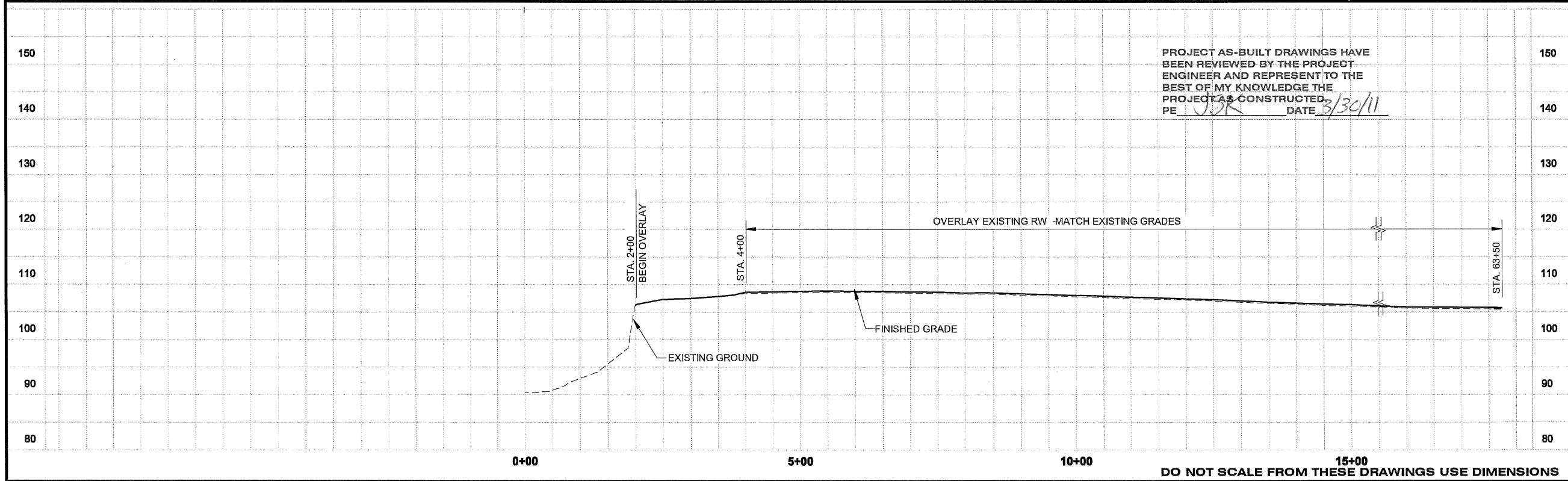
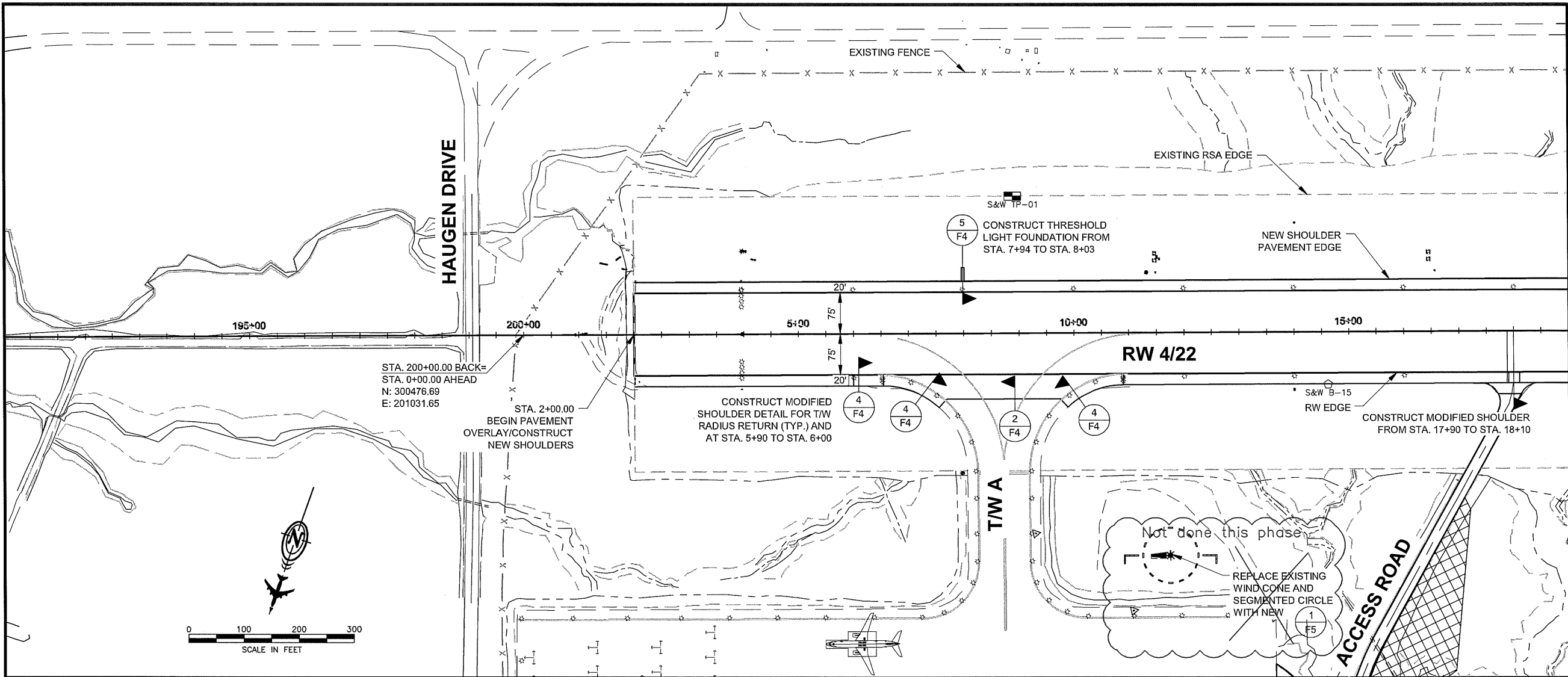
DESIGNED BY: RPK
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION
**PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)**

SUMMARY TABLES
PROJECT DESIGNATIONS
ALASKA - DOT & PF 69360
FEDERAL - FAA AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
D1	58

18/81



PATH: 880202 E01R.dwg
Wed, 30/Mar/11 12:48PM jskajden
TAB: Layout1

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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

PREPARED BY: USKH INC.

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

RUNWAY PLAN & PROFILE

PROJECT DESIGNATIONS

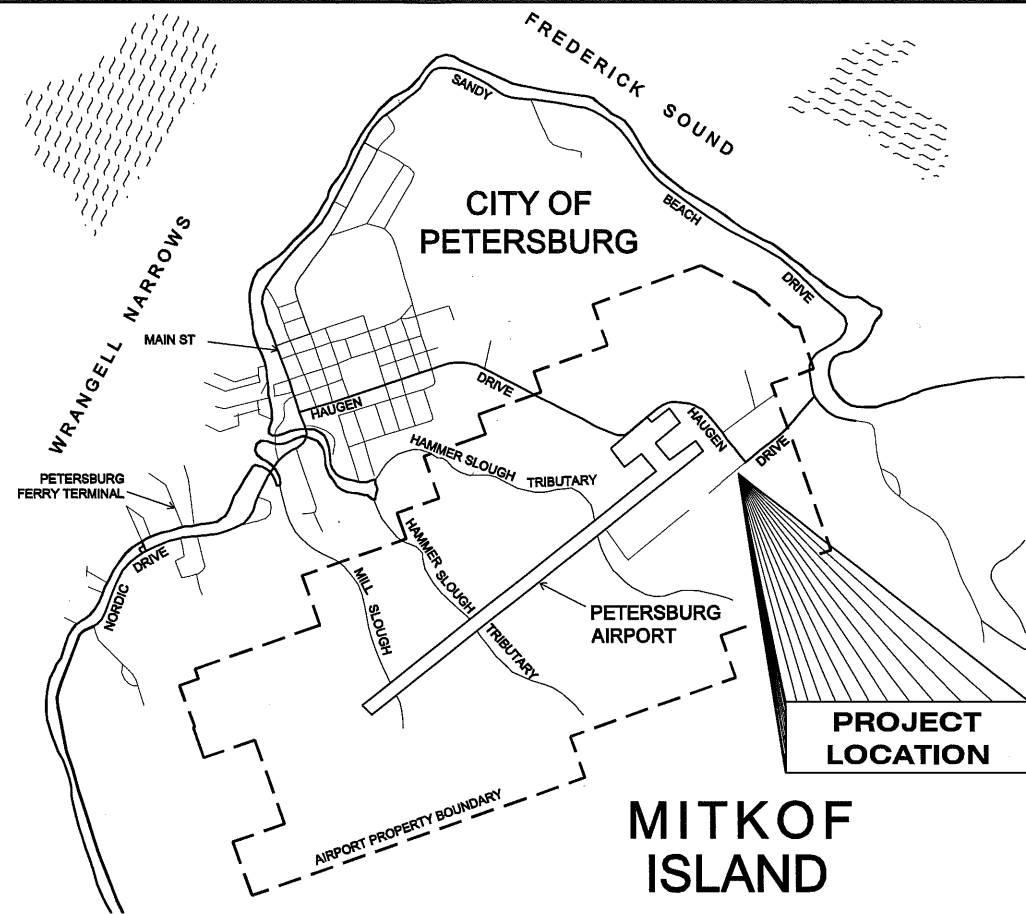
ALASKA - DOT & PF
69360

FEDERAL - FAA
AIP NO. 3-02-0219-1309

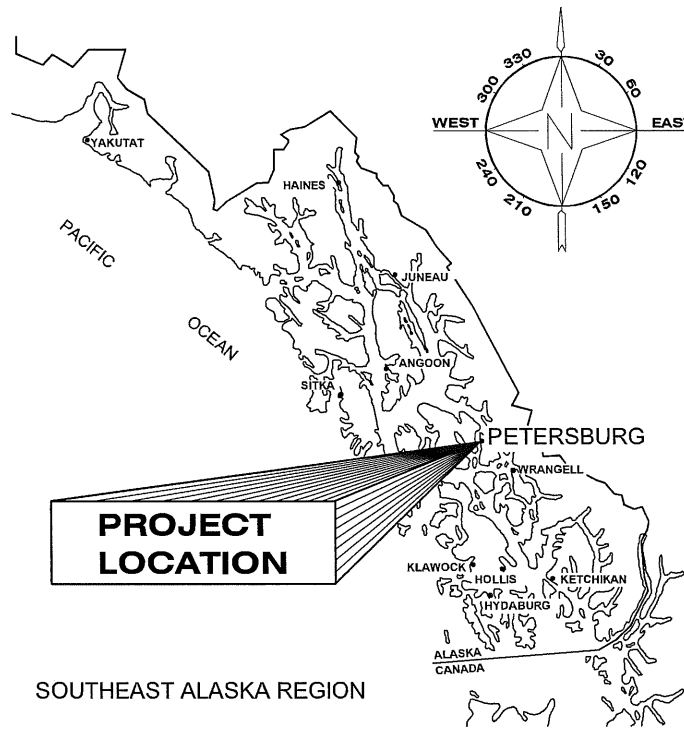
STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
E1	58

19/81



VICINITY MAP



LOCATION MAP

LEGEND		
EXISTING	NEW	
		RUNWAY/TAXIWAY CENTERLINE
		EDGE OF PAVEMENT
		EDGE OF GRAVEL
		HAUL ROUTE
		CONTOUR
		STREAM CENTERLINE
		STREAM EDGE
		EDGE OF BRUSH
		TOP OF BANK
		DITCH BOTTOM
		TCE BOUNDARY
		ACOE PERMIT BOUNDARY
		ASSUMED ULTIMATE BUILDOUT
		UNDERGROUND ELECTRIC LINE
		SECURITY FENCE
		TOP OF MINERAL SOIL
		OBJECT FREE AREA
		PROPERTY LINE
		CULVERT
		NEW CULVERT NUMBER

	UTILITY POLE
	LUMINAIRE
	STRUCTURE
	DRAINAGE STRUCTURE
	RUNWAY/TAXIWAY EDGE LIGHTING
	TELEPHONE BOX
	TELEPHONE MANHOLE
	ELECTRICAL VAULT
	ELECTRICAL MANHOLE
	TEST HOLE LOCATION
	TEST PIT LOCATION
	NGS MONUMENT
	GPS_CHK
	2" ALCP W/REBAR
	CENTERLINE CASE MONUMENT
	PRIMARY MONUMENT
	P.K. NAIL
	WETLANDS

NOTE:
SEE SHEET G1 FOR ELECTRICAL LEGEND.

THE FOLLOWING STANDARD
DRAWINGS APPLY TO THIS PROJECT:

E-09.00 E-13.00 M-13.01 M-16.01

PROJECT AS-BUILT DRAWINGS HAVE
BEEN REVIEWED BY THE PROJECT
ENGINEER AND REPRESENT TO THE
BEST OF MY KNOWLEDGE THE
PROJECT AS CONSTRUCTED.
PE *DK* DATE *3/30/11*

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PATH:
880202 A02R.dwg
Wed, 30/Mar/11 12:46PM jskajdan
TAB: A02

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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

KEY MAP LEGEND & ABBREVIATIONS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

KEY MAP LEGEND & ABBREVIATIONS

PROJECT DESIGNATIONS

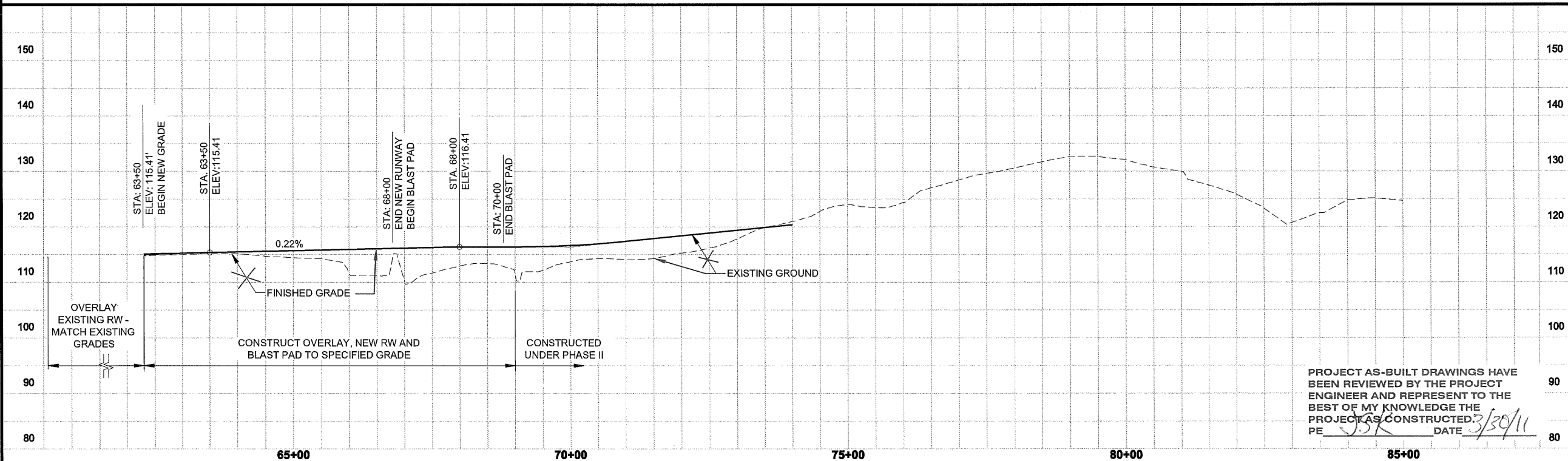
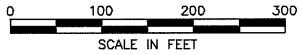
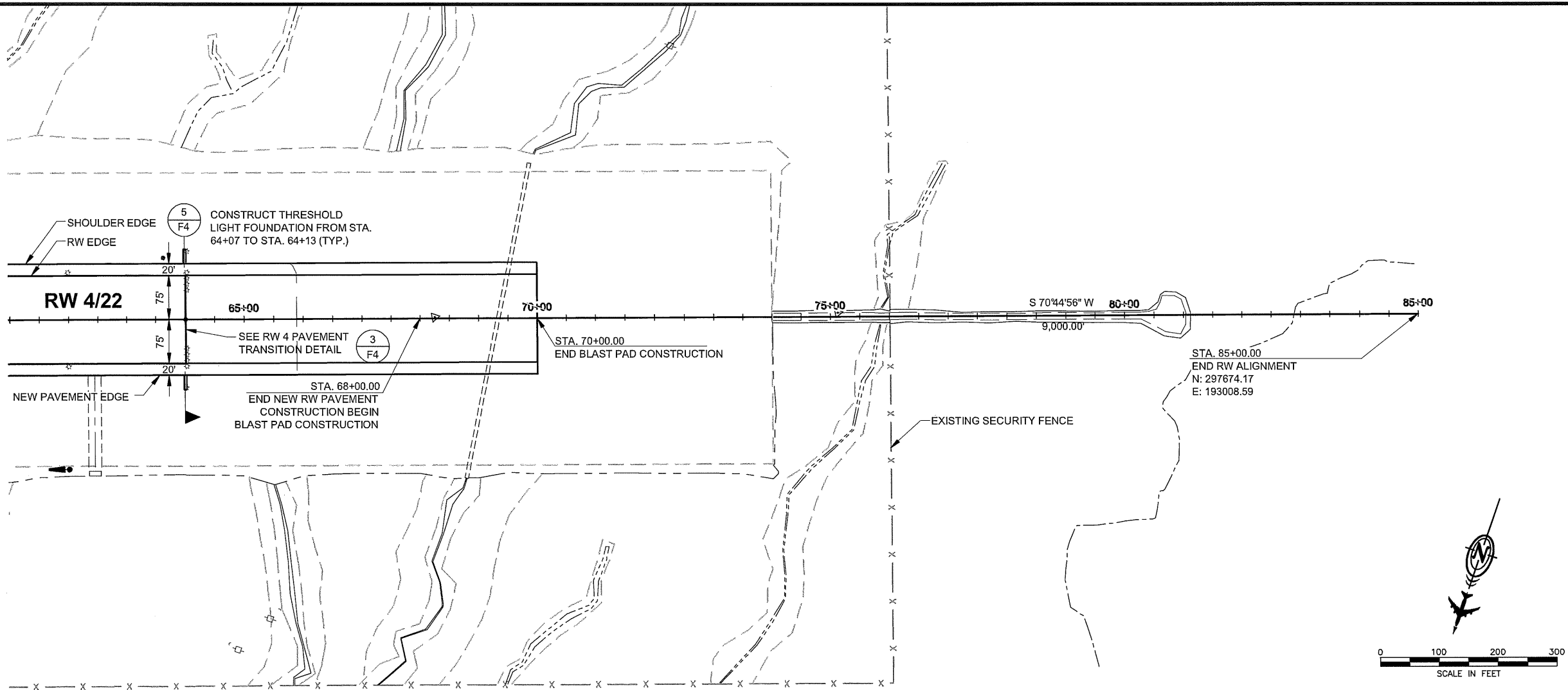
ALASKA - DOT & PF
69360
FEDERAL - FAA
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STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
A2	58

ABBREVIATIONS

AOA	AIR OPERATIONS AREA	N/A	NOT APPLICABLE
AP	AIRPORT IMPROVEMENT PROGRAM	N.T.S.	NOT TO SCALE
APPROX.	APPROXIMATE	OFA	OBJECT FREE AREA
ARFF	AIRPORT RESCUE AND FIRE FIGHTING	OFZ	OBSTACLE FREE ZONE
BMP	BEST MANAGEMENT PRACTICES	PAPI	PRECISION APPROACH PATH INDICATOR
BOP	BEGINNING OF PROJECT	R	RADIUS
CAP	CORRUGATED ALLUMINUM PIPE	RSA	RUNWAY SAFETY AREA
CF	CUBIC FOOT	PVI	POINT OF VERTICAL CURVE
CFR	CODE OF FEDERAL REGULATIONS	RT	RIGHT
CFS	CUBIC FEET PER SECOND	RW	RUNWAY
CMP	CORRUGATED METAL PIPE	RSA	RUNWAY SAFETY AREA
C.F.	CONTINGENT SUM	SIDA	SECURITY IDENTIFICATION DISPLAY AREA
CY	CUBIC YARD	STA	STATION
DIA.	DIAMETER	SWPPP	STORM WATER POLLUTION PREVENTION PLANS
E	EASTING	SOA	STATE OF ALASKA
ELEV.	ELEVATION	TSA	TAXIWAY SAFETY AREA
ESCP	EROSION AND SEDIMENT CONTROL PLAN	TYP	TYPICAL
EOP	END OF PROJECT	TCE	TEMPORARY CONSTRUCTION EASMENT
FAA	FEDERAL AVIATION ADMINISTRATION	T/W	TAXIWAY
FT	FEET	U.S.	UNITED STATES
HMA	HOT MIX ASPHALT		
LB	POUND		
LT	LEFT		
LVC	LENGTH OF VERTICAL CURVE		
MAX.	MAXIMUM		
MHT	MENTAL HEALTH TRUST		
MIN.	MINIMUM		
N	NORTHING		



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PE JSK DATE 3/30/11

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Wed, 30/Mar/11 12:48PM jskajdan
TAB: Layout1

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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

RUNWAY PLAN & PROFILE

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: RPK
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
**PETERSBURG
AIRPORT
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AREA IMPROVEMENTS
(PHASE III)**

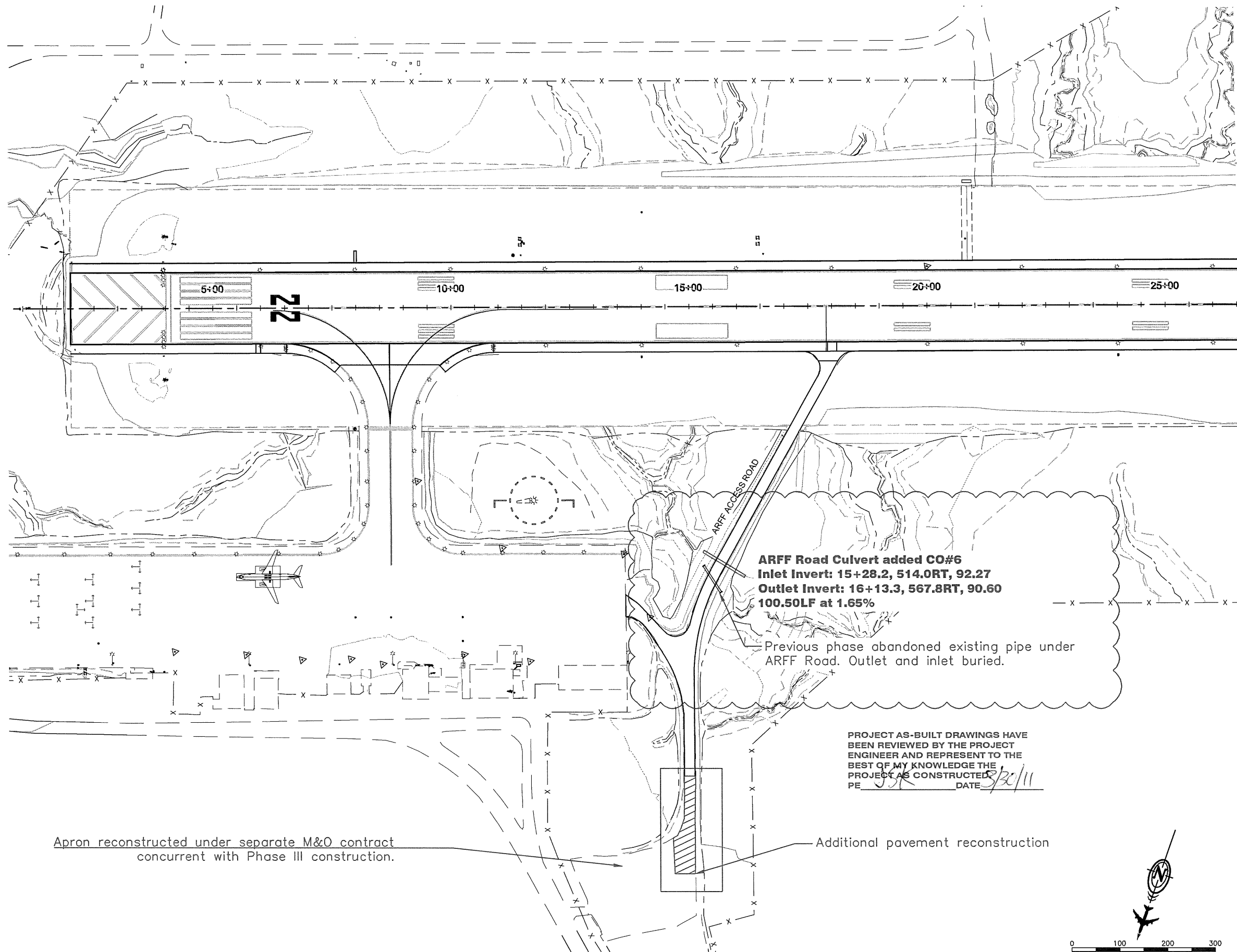
**RUNWAY PLAN &
PROFILE**

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
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E2	58

20/81



PATH: 880202 E03R.dwg
Wed, 30/Mar/11 12:48PM jskajdan
TAB: Layout1

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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

ARFF ACCESS ROAD PLAN

PREPARED BY: USKH INC.
CHECKED BY: DLM



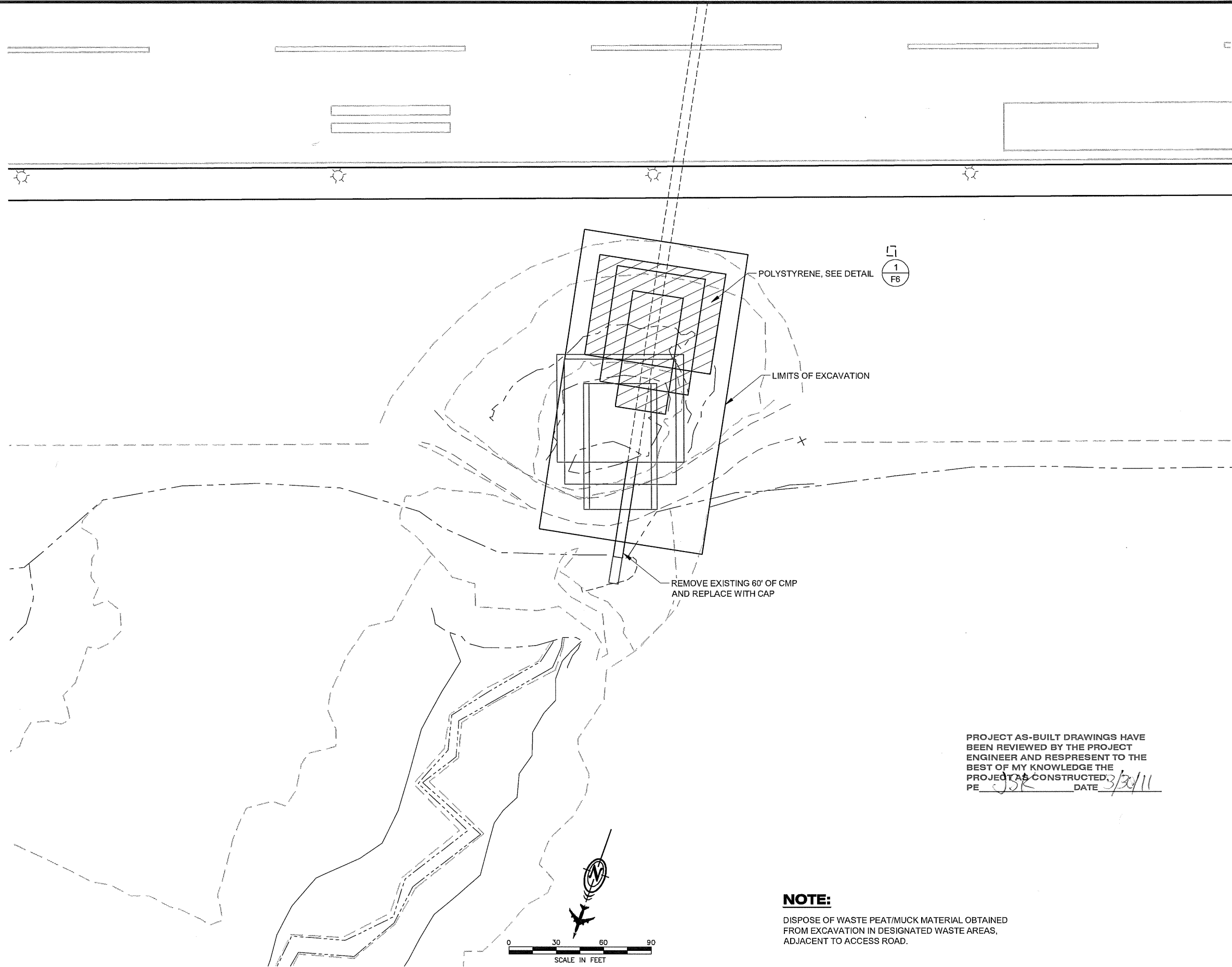
DESIGNED BY: PLM
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
**PETERSBURG
AIRPORT
RUNWAY SAFETY
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**ARFF ACCESS
ROAD PLAN**
PROJECT DESIGNATIONS
ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
E3	58

21/81



PROJECT AS-BUILT DRAWINGS HAVE
BEEN REVIEWED BY THE PROJECT
ENGINEER AND REPRESENT TO THE
BEST OF MY KNOWLEDGE THE
PROJECT AS CONSTRUCTED.
PE JSR DATE 3/30/11

NOTE:

DISPOSE OF WASTE PEAT/MUCK MATERIAL OBTAINED
FROM EXCAVATION IN DESIGNATED WASTE AREAS,
ADJACENT TO ACCESS ROAD.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
880202 E04R.dwg

Wed, 30/Mar/11 12:48PM jskajdan
TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

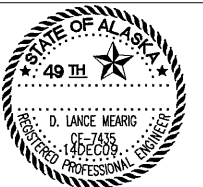
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

CULVERT REPAIR PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM



DESIGNED BY: PLM

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

**CULVERT REPAIR
PLAN**

PROJECT DESIGNATIONS

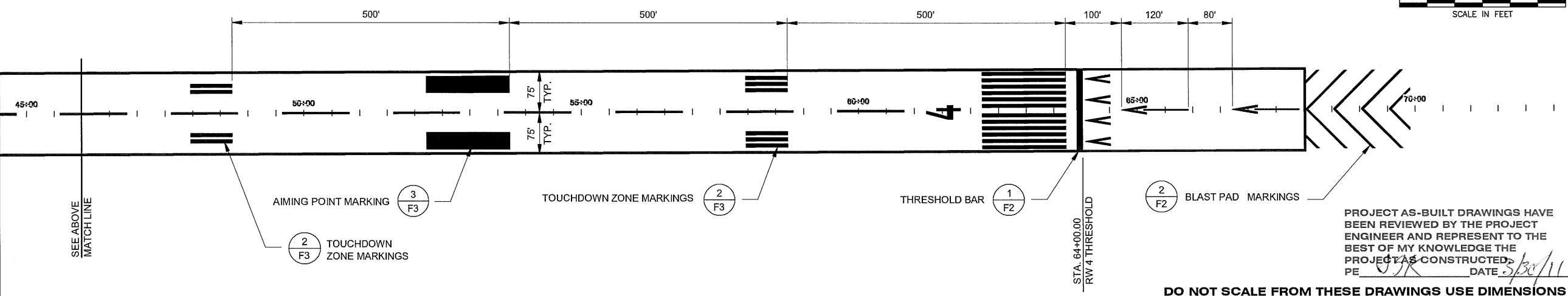
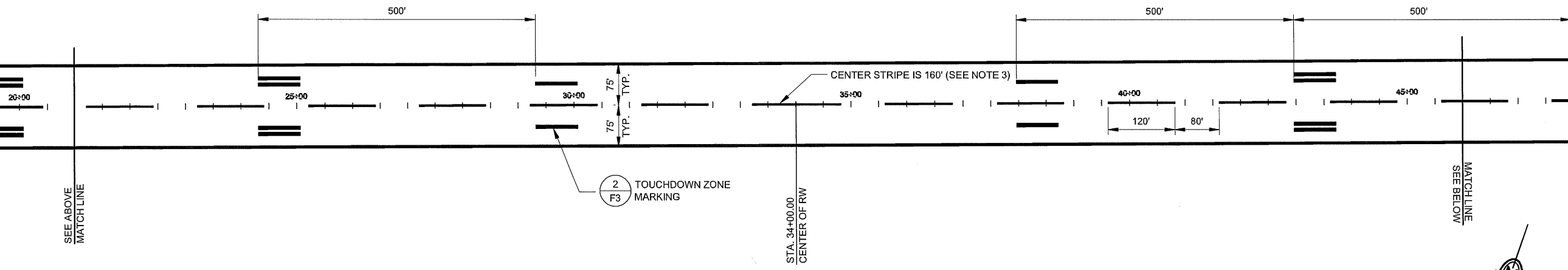
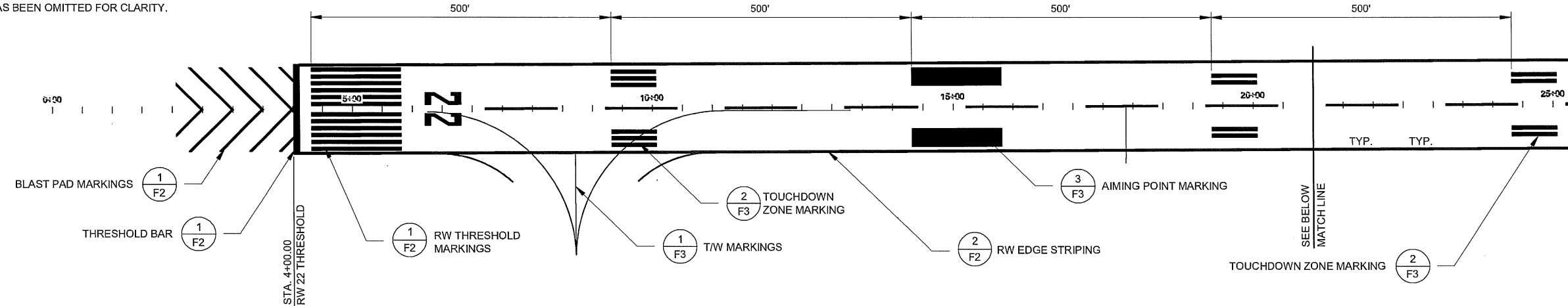
ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
E4	58

22/81

NOTES:

1. ALL RW MARKINGS, INCLUDING DISPLACEMENT THRESHOLD, SHALL BE WHITE PAINT.
2. ALL TAXIWAY MARKINGS SHALL BE "AVIATION" YELLOW PAINT.
3. LAYOUT RW CENTERLINE SPACING FROM BOTH ENDS TOWARD CENTER OF RW. MAINTAIN 120' CENTERLINE STRIPES AND 80' SPACES AND ADJUST AT CENTER STRIPE.
4. REFLECTIVE GLASS BEADS SHALL BE USED ON ALL AIRFIELD MARKINGS.
5. RW AND T/W EDGE MARKINGS ARE DIMENSIONED FROM CENTERLINE TO THE OUTSIDE EDGE OF THE OUTERMOST STRIPE.
6. ALL RW MARKINGS ARE ON TOP OF FULL STRUCTURE SECTIONS AND DO NOT EXTEND ON TO SHOULDER. USE DIMENSIONS AS SHOWN.
7. CENTERLINE HAS BEEN OMITTED FOR CLARITY.



PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE *[Signature]* DATE *3/30/11*

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PATH:
880202 F01R.dwg
Wed, 30/Mar/11 12:48PM jskajdan
TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

RUNWAY & TAXIWAY MARKING PLAN

PREPARED BY: USKH INC.
CHECKED BY: DLM

DESIGNED BY: KM
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

RUNWAY & TAXIWAY
MARKING PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
F1	58

23/81

PATH:
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Wed, 30/Mar/11 12:48PM jskajdan
TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

RUNWAY & TAXIWAY MARKING PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM



DESIGNED BY: KM

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

RUNWAY & TAXIWAY
MARKING PLAN

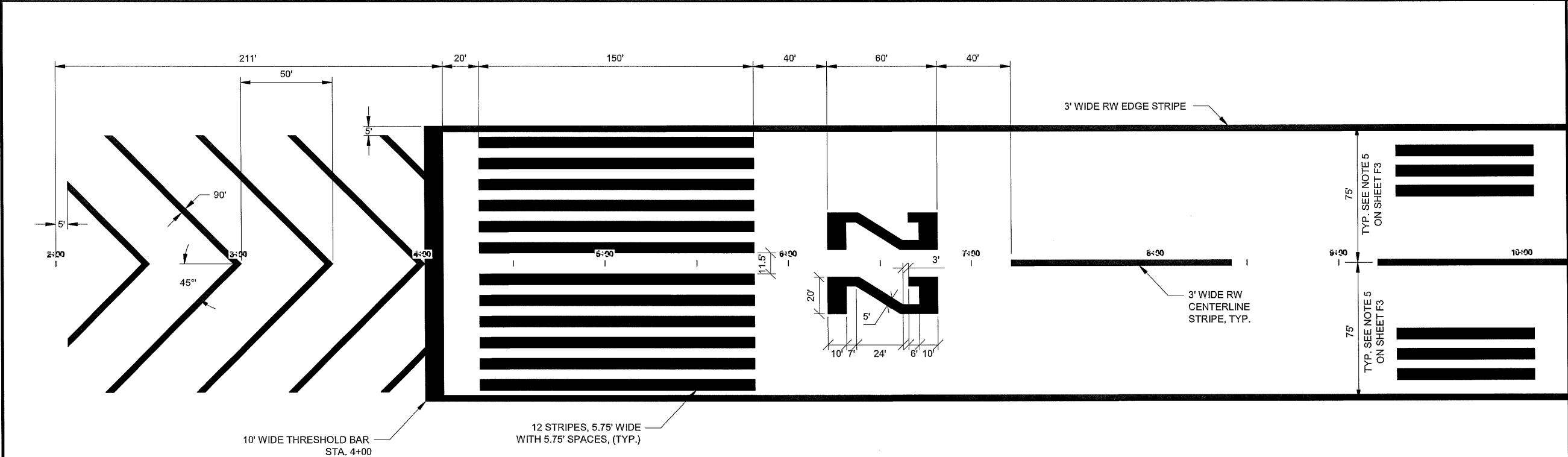
PROJECT DESIGNATIONS

ALASKA - DOT & PF
69360

FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

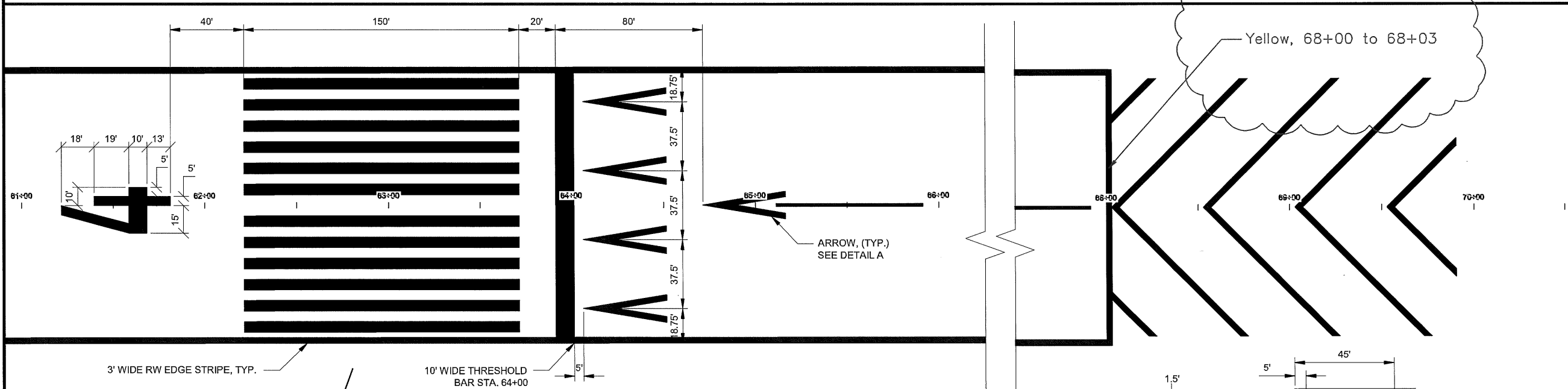
SHEET NUMBER	TOTAL SHEETS
F2	58



NOTE:

1. THE WIDTH OF THE RW DESIGNATION #'S ARE EITHER 5' OR 10' WIDE NUMBER AS SHOWN.

1 RW 22 APPROACH END MARKING DETAIL
F2 N.T.S.



2 RW 4 APPROACH END MARKING DETAIL
F2 N.T.S.

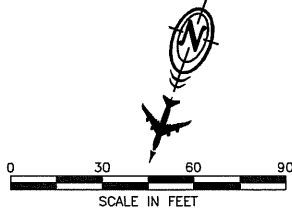
NOTE:

1. ALL ARROW MARKINGS ARE WHITE
2. ARROW HEADS ARE SAME.

DETAIL A

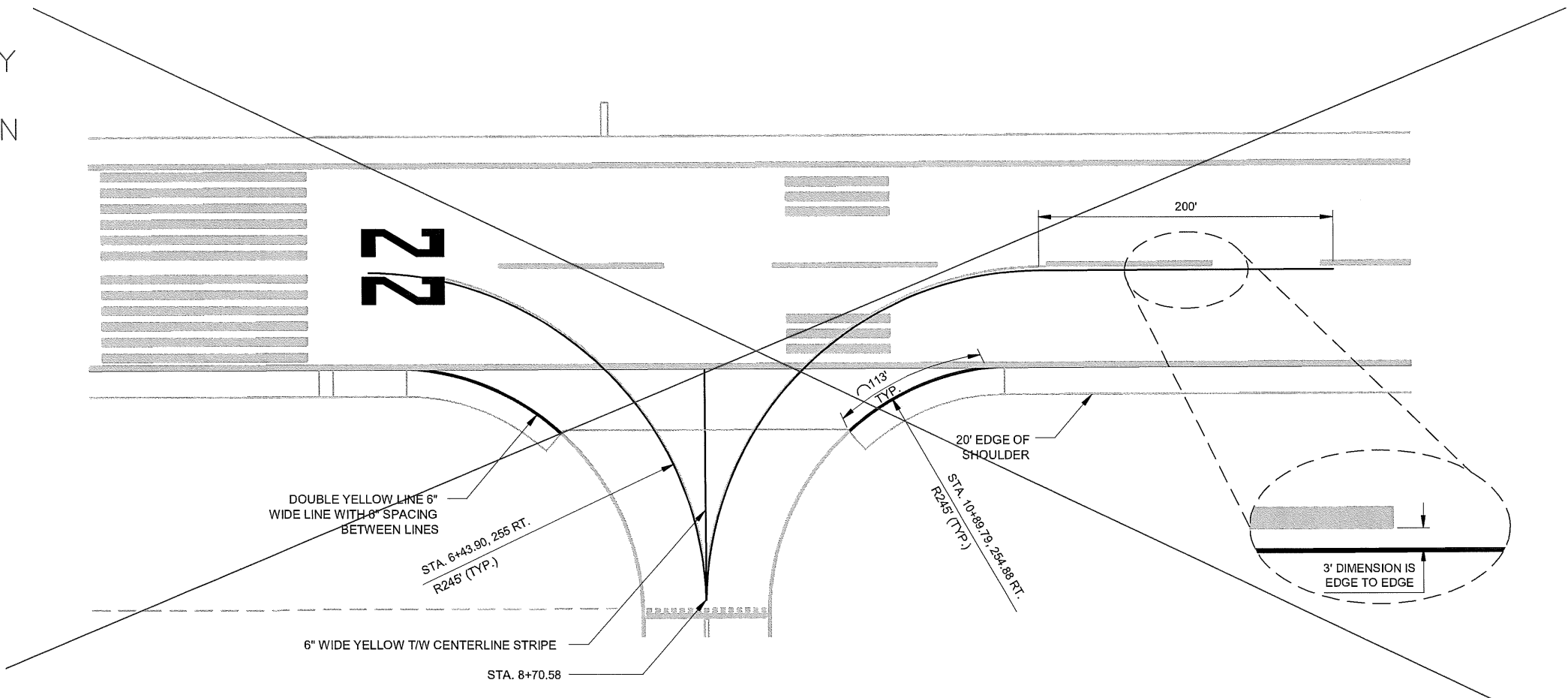
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JSK DATE 3/30/11

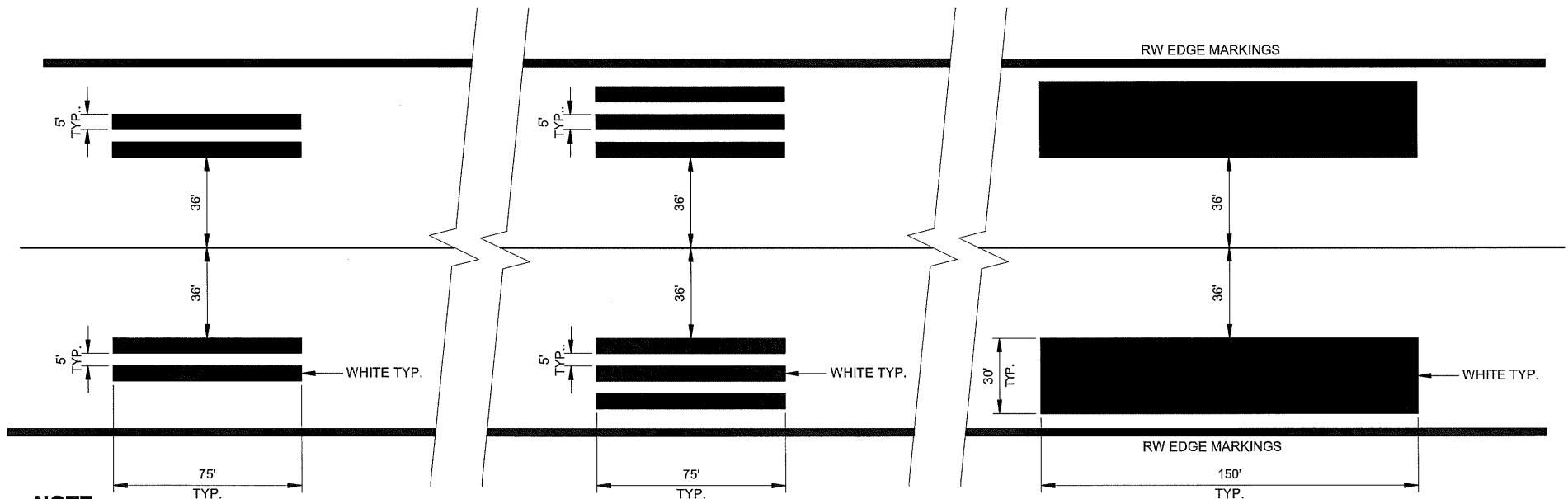


24/81

RE-DESIGNED BY
DESIGNER. SEE
ADDITIONAL PLAN
SHEETS



1 T/W MARKING DETAIL
F3 N.T.S.



NOTE:
1. SEE SHEET F1 FOR SPACING AND LAYOUT ORDER OF ZONE MARKINGS.

2 TOUCHDOWN ZONE MARKING DETAIL
F3 N.T.S.

3 AIMING POINT MARKING
F3 N.T.S.

PROJECT AS-BUILT DRAWINGS HAVE
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BEST OF MY KNOWLEDGE THE
PROJECT AS CONSTRUCTED.
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: 880202 F03R.dwg
Wed, 30/Mar/11 12:49PM jskajdon
TAB: Layout1

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS
No. DATE DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

PREPARED BY: USKH INC.
CHECKED BY: DLM

DESIGNED BY: KM
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

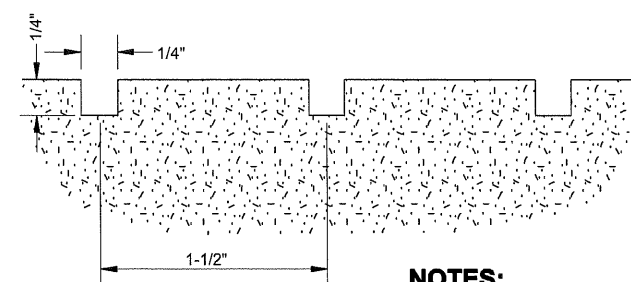
RUNWAY & TAXIWAY
MARKING PLAN

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE YEAR
ALASKA 2009

SHEET NUMBER TOTAL SHEETS
F3 58

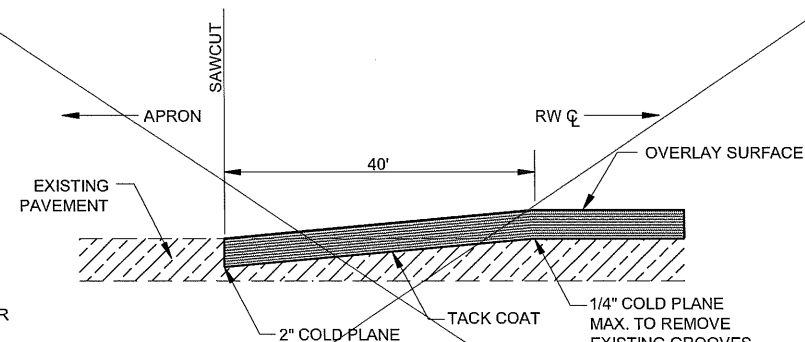
25/81



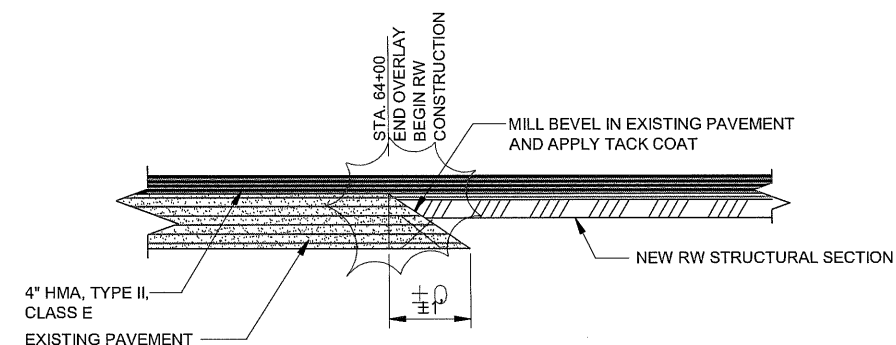
NOTES:

- GROOVE ENTIRE RW (150' X 6400') PER SECTION P-630.
- EXTEND GROOVES TO DAYLIGHT IN RW SHOULDER PAVEMENT.

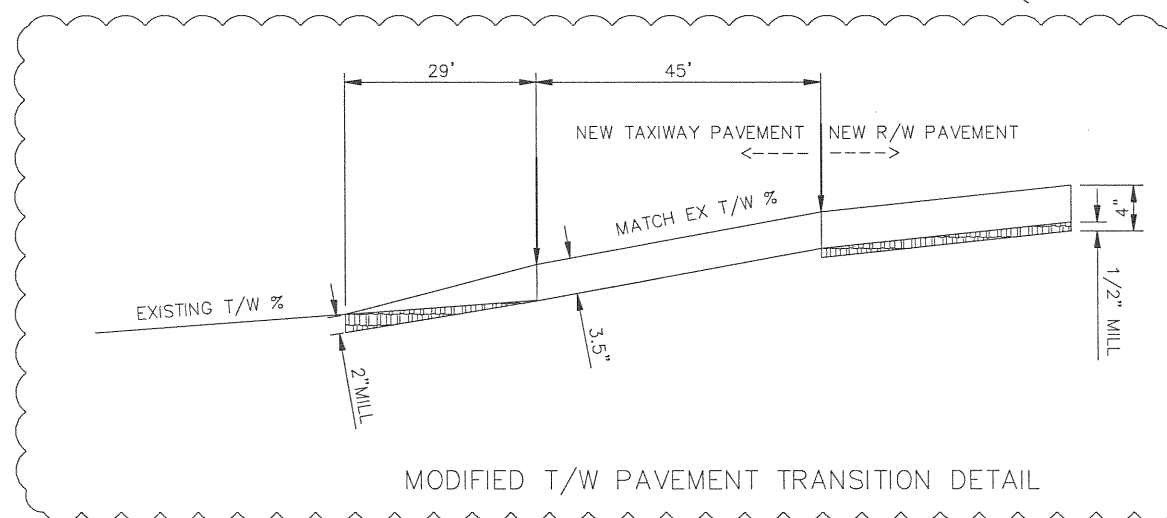
1 PAVEMENT GROOVING DETAIL
F4 N.T.S.



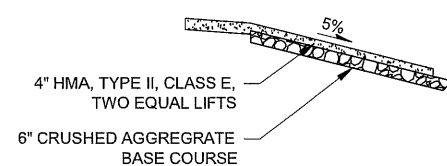
2 T/W PAVEMENT TRANSITION DETAIL
F4 N.T.S.



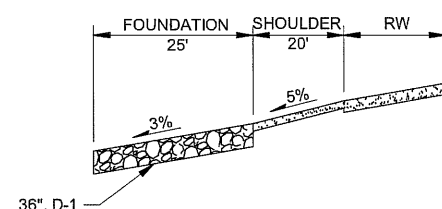
3 RW 4 PAVEMENT TRANSITION DETAIL
F4 N.T.S.



MODIFIED T/W PAVEMENT TRANSITION DETAIL



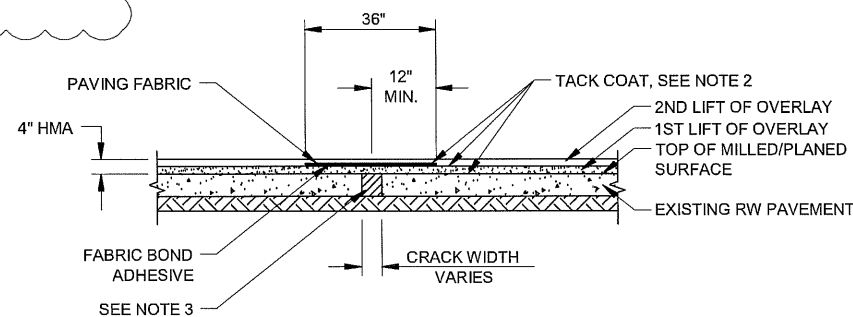
4 MODIFIED SHOULDER DETAIL
F4 N.T.S.



NOTE:

- CONSTRUCT THRESHOLD LIGHT FOUNDATION AT STA. 8+00 LT. AND STA. 64+10 LT./RT.

5 THRESHOLD LIGHTS FOUNDATION DETAIL
F4 N.T.S.



NOTES:

- DO NOT INSTALL FABRIC ON MILLED/PLANED SURFACE. (SEE SECTION P-681).
- APPLY TACK OVER FABRIC SURFACE.
- INSPECT RUNWAY AFTER MILL/PLANING, CLEAN AND SEAL CRACK, (SEE SECTION P-681).

6 PAVING FABRIC DETAIL
F4 N.T.S.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JSK DATE 8/30/11

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PATH: 880202 F04R.dwg
Wed, 30/Mar/11 12:49PM jskajdan
TAB: F06

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

MISCELLANEOUS DETAILS

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: KM

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

MISCELLANEOUS DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF 69360
FEDERAL - FAA AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

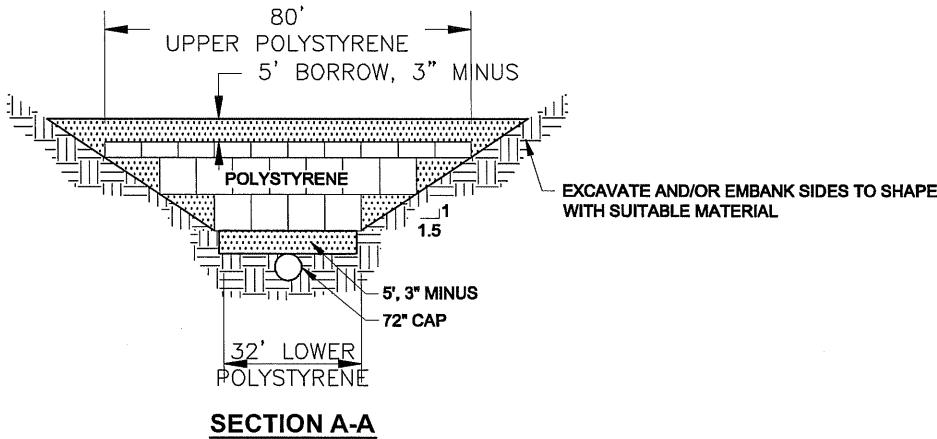
SHEET NUMBER	TOTAL SHEETS
F4	58

26/81

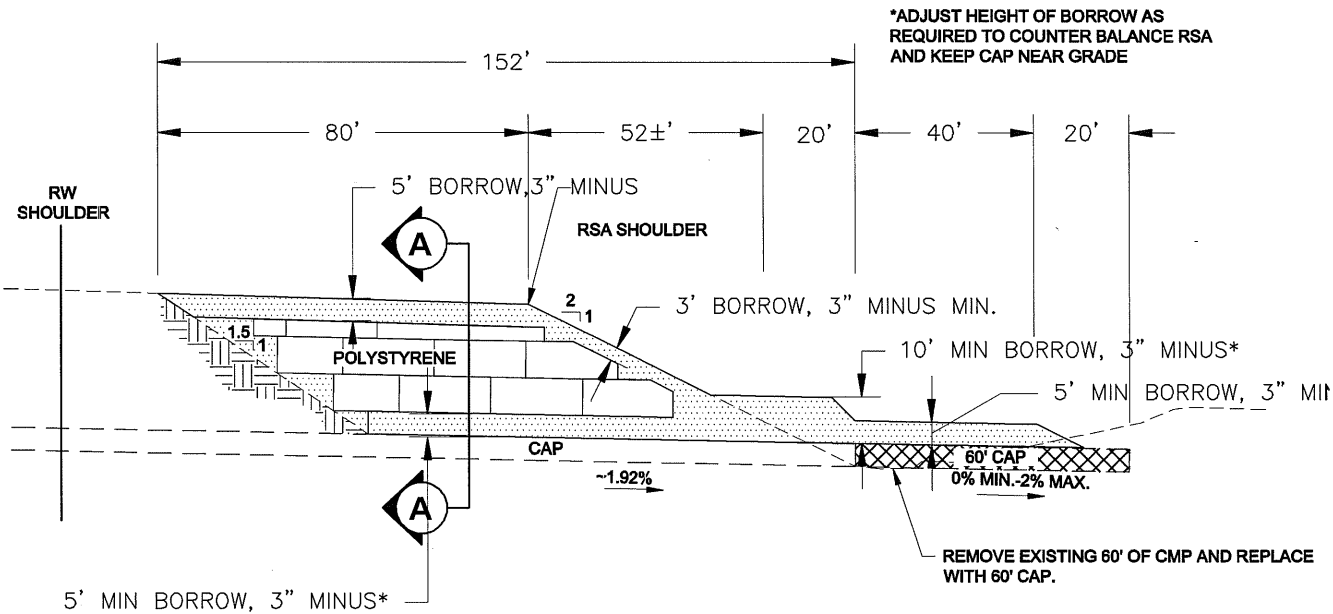
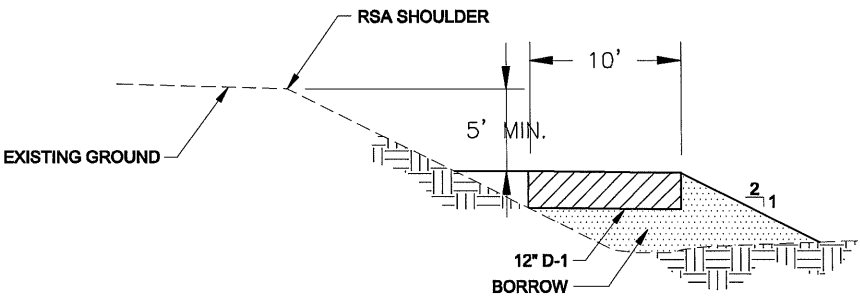
ELECTRICAL SERVICE PAD TABLE		
STATION	OFFSET	ELEVATION
0+22.5	510.00 LT.	93.8'
9+80.0	510.00 LT.	116.2'
17+06.0	265.00 LT.	101.3'
58+91.5	265.00 RT.	85.3'
68+16.5	265.00 RT.	101.3'

SEE MANHOLE SCHEDULE

PATH: 880202 F06R.dwg		
Wed, 30/Mar/11 12:49PM jska/dan		
TAB: F07		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

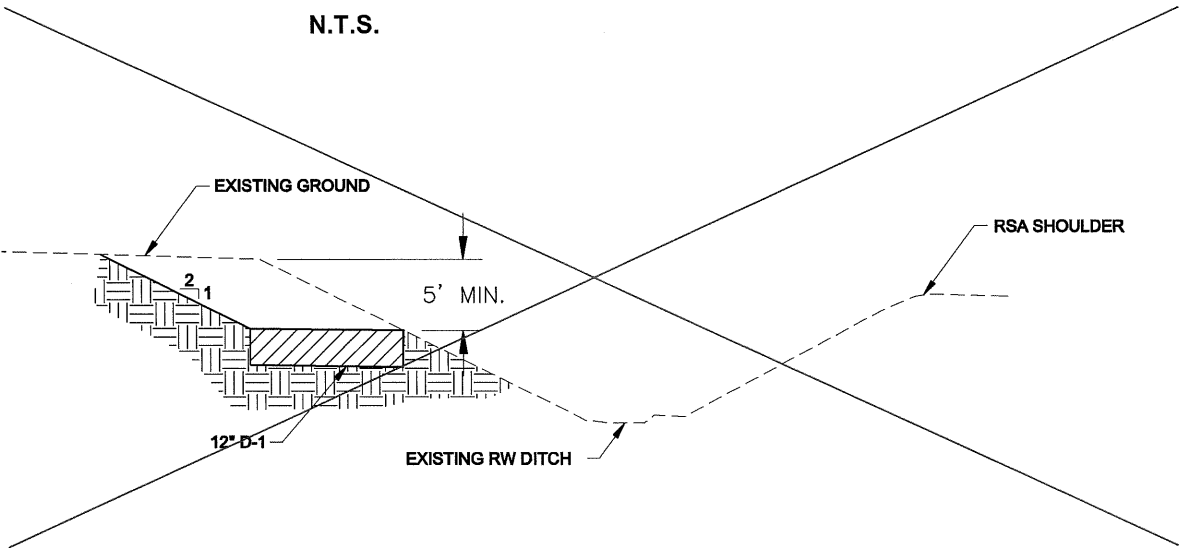


2 ELECTRICAL SERVICE PAD DETAIL RT OF RW



1 CULVERT REPAIR DETAIL

N.T.S.



3 ELECTRICAL SERVICE PAD DETAIL LT OF RW

NOTES:

1. ELECTRICAL SERVICE PAD IS 10'X30'.
2. THE REFERENCE POINT FOR THE ELECTRICAL SERVICE PAD TABLE IS THE GEOMETRIC CENTER OF THE 10'X30' PAD.
3. ELEVATIONS ARE APPROXIMATE.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

MISCELLANEOUS DETAILS

PREPARED BY: USKH INC.

CHECKED BY: DLM



DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
**PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)**

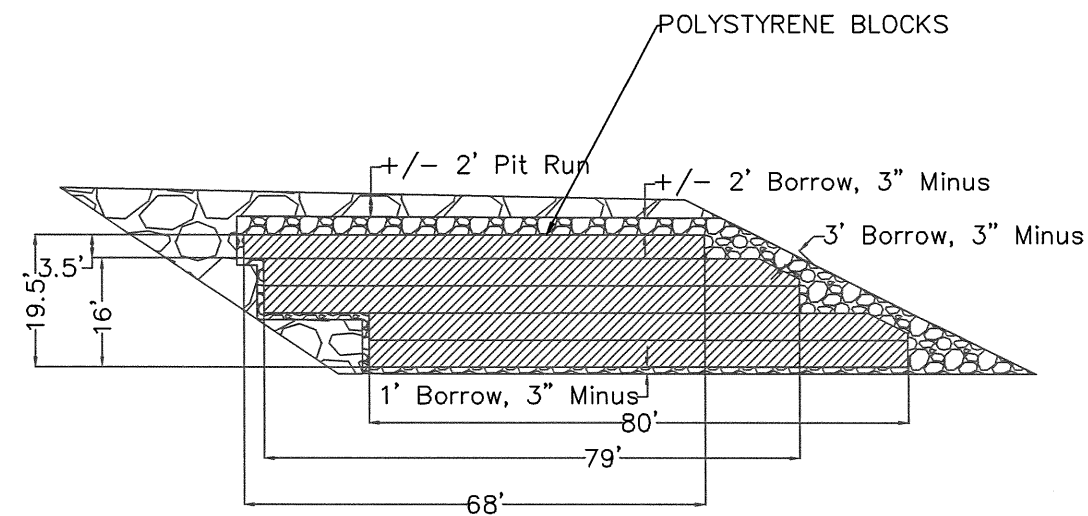
MISCELLANEOUS
DETAILS

PROJECT DESIGNATIONS

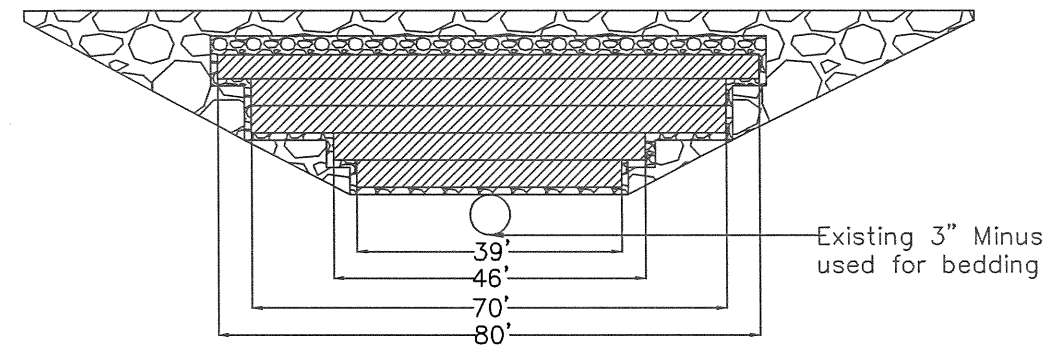
ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
F6	58

28/81



CULVERT REPAIR DETAIL - SIDE VIEW



SECTION VIEW

AS-BUILT

Date: 7/23/2010

Petersburg Airport
Runway Safety
Area
Improvements
Phase III -69360

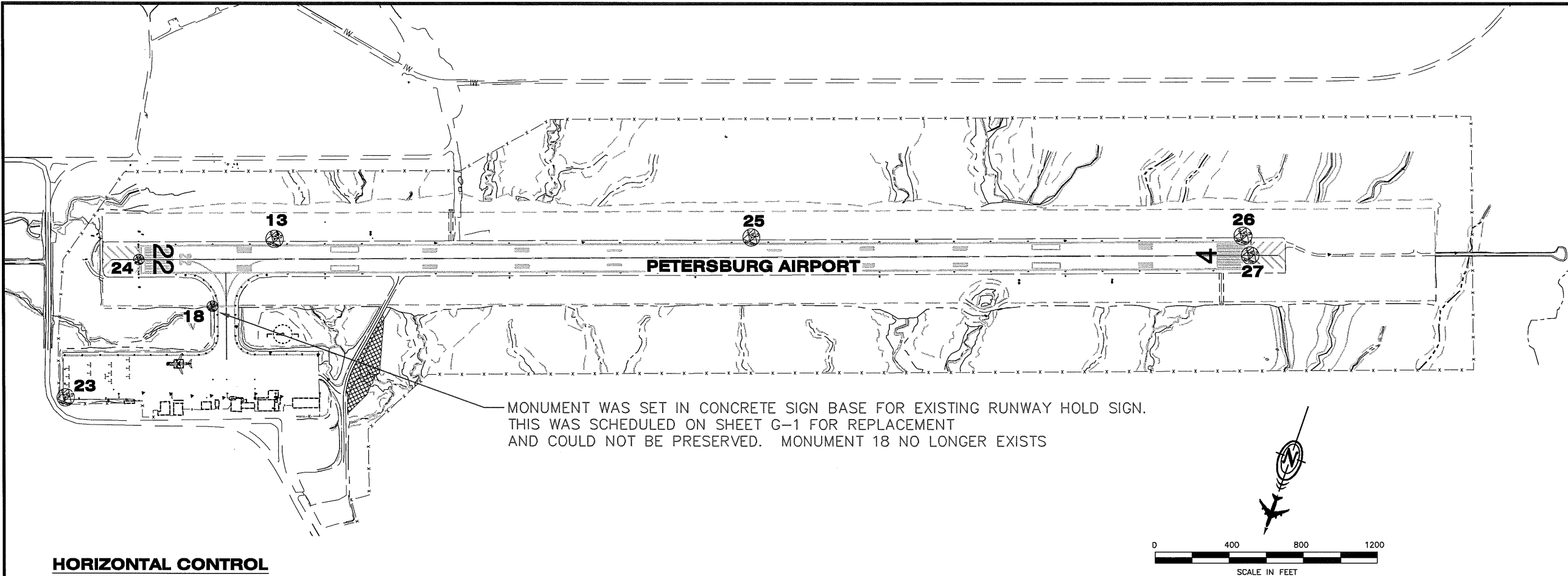
STATE OF ALASKA
DEPARTMENT OF
TRANSPORTATION &
PUBLIC FACILITIES

DRAWN BY: Kristina Novikova
CHECKED BY: John Kajdan

SHEET: F6(2)

PROJECT AS-BUILT DRAWINGS HAVE
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ENGINEER AND REPRESENT TO THE
BEST OF MY KNOWLEDGE THE
PROJECT AS CONSTRUCTED
PE JSK DATE 3/30/11

29/81



HORIZONTAL CONTROL

Horizontal Control for this project is based on the DOT/PF 2001 PSG Grid

The DOT/PF Petersburg Grid-2001 System is a local ground coordinate system based at NGS Primary Airport Control Station PSG-D. It relates to AKSPC zone 1 NAD83 through the following parameters:
Zone = NAD83 AKSPC ZONE 1
Grid Scale = 0.999905
Convergence = +0°36'11"
Translation about NGS point PSG-D as follows:
AKSPC Northing = 1815770.3578 FT US
AKSPC Easting = 2832689.3475 FT US
Local Northing = 300000.0000 FT US
Local Easting = 200000.0000 FT US

Basis of Coordinates for this project established with SKI PRO static GPS processing and Starnet least squares adjustment.

Project Specific Basis of Horizontal Control

PSG-D : Punch in Stainless Rod inside PVC near North VASI light at East end runway.
PSG-Grid N 300000.0000 FT US, E 200000.0000 FT US
AKSPC N 1815770.3581 FT US, E 2832689.3483 FT US

PSG-A : 3" brass cap set in NE corner of runway sign 22-4.
PSG-Grid N 300454.1485 FT US, E 200197.6323 FT US
AKSPC N 1816226.5179 FT US, E 2832882.1705 FT US

VERTICAL CONTROL

The Vertical Datum for PSG Grid-2001 is MLLW (9451439) PSG Wrangell Narrows tidal datum based on third order levels and supplemented with GEOID '99 Modeled Heights. The basis of vertical control is NOAA BM1439A having a published elevation of 25.82' above MLLW on the 1960-1978 tidal epoch. Static GPS sessions and geoid '99 were used to transfer elevation to NGS PACS PSG-D in July 2001.

The Project Specific Basis of Vertical Control is PSG-D having an accepted elevation of 103.23 feet above MLLW.

Vertical Control Note: Generally airport work is conducted on a mean sea level (MSL) datum for FAA compliance. This project was based on other projects in the area and it was decided to stick with our MLLW datum. To compute MSL elevations for this project, simply subtract 8.30 feet.

EXISTING CONTROL MONUMENTS										
POINT	LOCAL NORTH	LOCAL EAST	ORTHO ELEV (MLLW)	RUNWAY STATION	OFFSET	DESC	LAT	LON	AKSPC NORTH	AKSPC EAST
							*LAT/LON values are DMS packed format			
13	300000.0000	200000.0000	103.23	11+32.69	109.34 LT	GPS_NGS_SS-ROD_PSG-D	56.48122962	-132.56039512	1815770.3578	2832689.3475
18	300454.1485	200197.6323	106.04	7+96.37	254.25 RT	GPS_NGS_BC3.5"/CONC_PSG-A	56.40167710	-132.56004000	1816226.5179	2832882.1705
23	301179.9801	200794.1956	102.39	N/A	N/A	GPS_PK/WASH_SET	56.48239219	-132.55496818	1816958.5187	2833471.0054
24	300345.4613	200657.5531	107.96	3+98.00	0.00 LT	GPS_NGS_BC2.5"/WELL_PSG-B	56.48156991	-132.55521395	1816122.6873	2833343.1661
25	299151.7729	197567.7722	107.19	37+08.58	108.22 LT	GPS_NGS_BC3.5"/ROCK_PSG-E	56.48039399	-132.56476364	1814896.6612	2830266.4123
26	298279.3708	195060.3236	112.32	63+63.46	105.11 LT	GPS_NGS_SS-ROD_PSG-F	56.47553410	-132.57326670	1813998.0017	2827768.5221
27	298366.0786	194989.8037	114.74	64+01.43	0.00 LT	GPS_NGS_BC2.5"/WELL_PSG-C	56.47561953	-132.57339336	1814083.9564	2827697.1096

NOTE:

- EXISTING MONUMENTS AT POINT NUMBERS 13, 24, 25, 26, AND 27 ARE HIGH ORDER NGS MONUMENTS AND MUST BE PRESERVED. ADJUST THE CASES TO THE NEW RUNWAY OR RUNWAY SHOULDER GRADES. SEE SUMMARY TABLE FOR ITEM G-135C.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.
PE *SK* DATE *3/30/11*

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
Wed, 30/Mar/11 12:46PM jskoajdon
TAB: A03

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS
No. DATE DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE III)

SURVEY CONTROL PLAN

PREPARED BY: USKH INC.

CHECKED BY: R. MURPHY

DESIGNED BY: T. REED

DRAWN BY: T.R./R.S.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION
PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE III)

SURVEY CONTROL
PLAN

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69360
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE YEAR
ALASKA 2009

SHEET NUMBER TOTAL SHEETS
A3 58

3/81

LEGEND

TYP	TYPICAL	HOA	HAND OFF AUTO	●	RUNWAY THRESHOLD LIGHT SPLIT COLOR
S	SINGLE POLE SWITCH	J-BOX	JUNCTION BOX	D G UNI	RUNWAY THRESHOLD LIGHT. GREEN UNIDIRECTIONAL (180°).
④	JUNCTION BOX	LBOR	LOAD BREAK OIL FILLED SWITCH	MIRL	MEDIUM INTENSITY RUNWAY LIGHTING
CKTS	CIRCUITS	LTG	LIGHTING	HIRL	HIGH INTENSITY RUNWAY LIGHTING
GRS	GALVANIZED RIGID STEEL	NEC	NATIONAL ELEC CODE	PAPI	PRECISION APPROACH PATH INDICATOR
~~~~	FLEXIBLE CONDUIT	VASI	VISUAL APPROACH SLOPE INDICATOR	RAIL	RUNWAY ALIGNMENT INDICATING LIGHT
⦶	DUPLEX RECEPTACLE	RW	RUNWAY	REIL	RUNWAY END IDENTIFICATION LIGHT
⦶	DOUBLE DUPLEX RECEPTACLE	TW	TAXIWAY	RSA	RUNWAY SAFETY AREA
GND	GROUND	SS	STAINLESS STEEL	⊗	EXISTING RUNWAY OR TAXIWAY LIGHT TO BE REMOVED
AFF	ABOVE FINISHED FLOOR	TYP-#	TYPICAL OF # (TYP-2 = TYPICAL OF 2)	MALSF	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH FLASHING LIGHTS
AFG	ABOVE FINISHED GRADE	WP	WEATHERPROOF	MTB	MALSF THRESHOLD BAR
REC	RECEPTACLE	XFMR	TRANSFORMER	MLB-1	MALSF LIGHT BAR - NO.
W/	WITH	○	TAXIWAY EDGE LIGHT FULL COLOR	⊕	HAND HOLE
BLDG	BUILDING	⦿	RUNWAY EDGE LIGHT FULL COLOR	JSPC	JACKETED SHIELDED POWER CABLE
→	HOME RUN	⦿	RUNWAY EDGE LIGHT SPLIT COLOR	EMT	ELECTRICAL METALLIC TUBING
⦶	SPECIAL USE RECEPTACLE	⦿	RUNWAY LIGHT BASE WITHOUT LIGHT	PCL	PILOT CONTROLLED LIGHTING
ELEC	ELECTRIC OR ELECTRICAL	⊗	LIGHT POLE WITH LUMINAIRE	TCH	THRESHOLD CROSSING HEIGHT
EXTG	EXISTING	LHA	LAMP HOUSING ASSEMBLY	⦿	WALL MOUNT LUMINAIRE.
HDPE	HIGH DENSITY POLYETHYLENE CONDUIT			LFNC	LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT
C/B	CIRCUIT BREAKER			UON	UNLESS OTHERWISE NOTED
				□	MANHOLE

GENERAL NOTES (APPLICABLE TO ALL SHEETS):

- PERFORM ALL WORK DESCRIBED IN THE PLANS AND SPECIFICATIONS PER THE NEC, NESC, AND PER ALL OTHER APPLICABLE LOCAL, STATE, AND FEDERAL CODES.
- ALL WORK SHOWN IS NEW UNLESS SPECIFICALLY NOTED OTHERWISE.
- VERIFY FINAL EQUIPMENT AND DEVICE LOCATIONS, ORIENTATIONS, AND MOUNTING HEIGHTS WITH THE ENGINEER AND APPLICABLE FAA ADVISORY CIRCULARS PRIOR TO INSTALLATION.
- FIELD VERIFY PLAN SHEET INFORMATION PRIOR TO WORK.
- STATION AND OFFSETS ARE GIVEN TO THE CENTER OR MIDDLE OF THE EQUIPMENT.
- SEE SHEET A5 FOR CONSTRUCTION SEQUENCE AND SHEETS A6-A12 FOR THE WORK AREA LIMITS FOR EACH STAGE OF WORK.

SHEET INDEX	
SHEET	DESCRIPTION
G0	GENERAL NOTES, SHEET INDEX & LEGEND
G1	RUNWAY 4/22 ELECTRICAL DEMOLITION PLAN STA 188+00 TO 15+00
G2	RUNWAY 4/22 ELECTRICAL DEMOLITION PLAN STA 15+00 TO 65+00
G3	RUNWAY 4/22 LIGHTING DEMOLITION SCHEDULE
G4	RUNWAY 4/22 ELECTRICAL PLAN, STA 200+00 TO 15+00
G5	RUNWAY 4/22 ELECTRICAL PLAN, STA 15+00 TO 40+00
G6	RUNWAY 4/22 ELECTRICAL PLAN, STA 40+00 TO 63+00
G7	RUNWAY 4/22 ELECTRICAL PLAN, STA 63+00 TO 75+00
G8	RUNWAY 22 THRESHOLD LIGHTING DETAILS
G9	AIRPORT LIGHTING SINGLE LINE DIAGRAMS
G10	SEMIFLUSH LIGHTING DETAILS
G11	LIGHTING DETAILS
G12	LIGHTING DETAILS
G13	TRENCHING DETAILS
G14	WINDCONE DETAILS
G15	FAA ELECTRICAL DEMOLITION PLAN STA 188+00 TO 15+00
G16	FAA ELECTRICAL DEMOLITION PLAN STA 15+00 TO 64+50
G17	FAA ELECTRICAL SITE PLAN STA 188+00 TO 15+00
G18	FAA ELECTRICAL SITE PLAN STA 15+00 TO 40+00
G19	FAA ELECTRICAL SITE PLAN STA 40+00 TO 71+00
G20	RUNWAY 22 THRESHOLD FAA DETAILS
G21	EXISTING FAA SINGLE LINE DIAGRAM
G22	NEW FAA SINGLE LINE DIAGRAM
G23	FAA MANHOLE DETAILS
G24	FAA TRANSFORMER AND REIL/PAPI DISCONNECT DETAILS

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSR DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
G1-G8R.dwg

Wed, 30/Mar/11 12:49PM    jakajdan  
TAB: G0

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

GENERAL NOTES, SHEET  
INDEX & LEGEND

PREPARED BY: MORRIS ENGINEERING

CHECKED BY:   MGM



DESIGNED BY:   MGM

DRAWN BY:    MHW

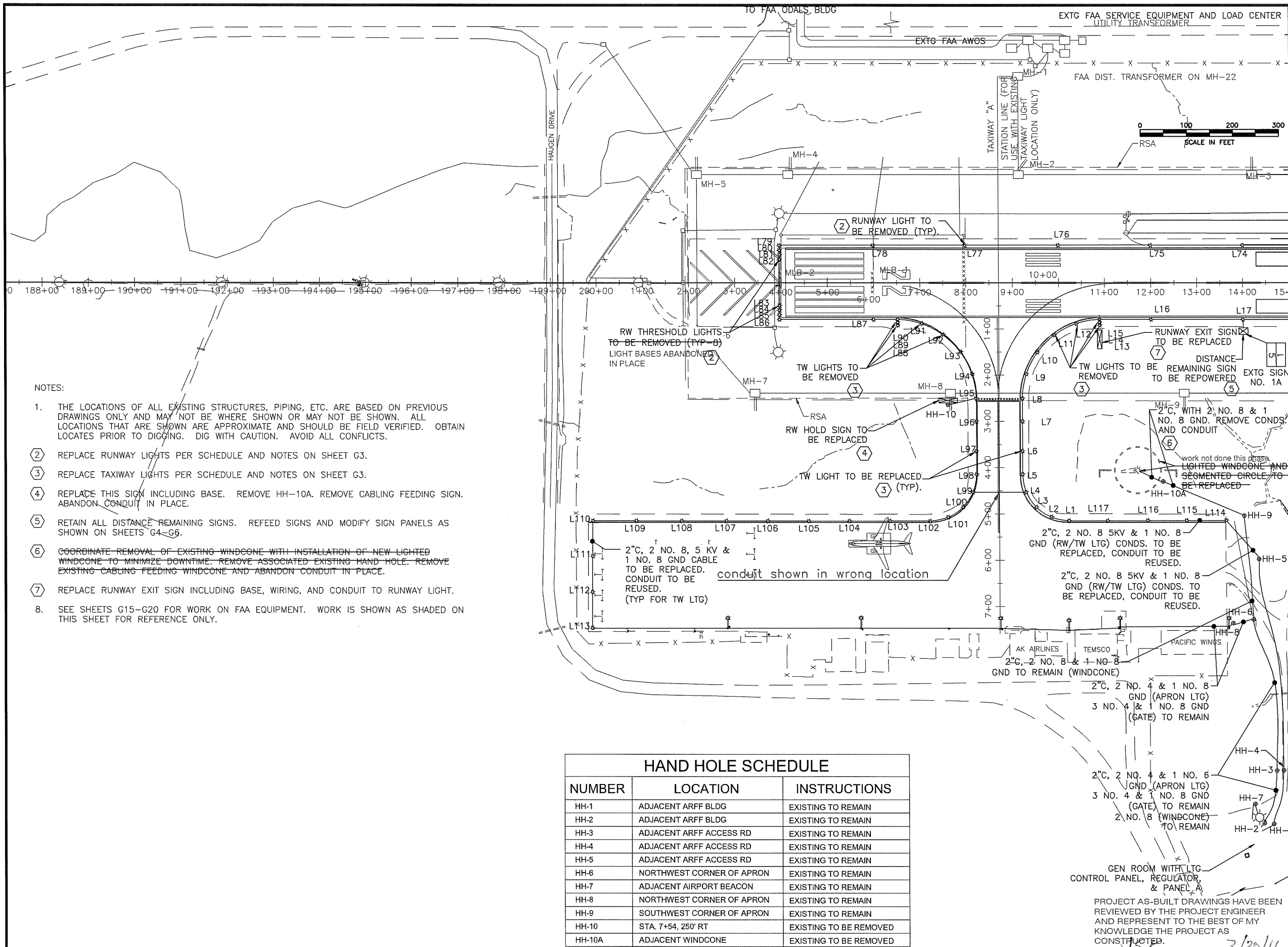
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
**PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)**  
**GENERAL NOTES,  
SHEET INDEX &  
LEGEND**

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G0	58

30/81



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Wed, 30/Mar/11 12:49PM jskajdan

TAB: G1R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
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PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 4/22 ELECTRICAL  
DEMOLITION PLAN STA 188+00 TO  
15+00

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM

DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)  
RUNWAY 4/22  
ELECTRICAL DEMO  
PLAN STA 188+00  
TO 15+00

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360

FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
G1R	58

31/81

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



SHEET NOTES:

1. THE EXISTING MIRL RUNWAY LIGHTS SHALL BE REPLACED WITH HIRL RUNWAY LIGHTS. THE EXISTING RUNWAY LIGHTS ARE APPROXIMATELY 5' OFF THE RUNWAY. THE NEW RUNWAY LIGHTS SHALL BE 10' OFF THE RUNWAY. SEE STATION AND OFFSET VALUES IN LIGHT SCHEDULES. REMOVE ALL EXISTING RUNWAY LIGHTS, ISOLATION TRANSFORMERS, BASES, CONDUIT AND CABLING BETWEEN LIGHTS. DO NOT DAMAGE EQUIPMENT AND CABLES DURING REMOVAL. LIGHTS, TRANSFORMERS, AND BASES REMOVED SHALL REMAIN STATE PROPERTY AND SHALL BE DELIVERED TO LOCAL DOT AIRPORT MANAGER. DISPOSE OF CONDUIT. DISPOSE OF ANY OF THIS EQUIPMENT DOT AIRPORT MANAGER DOES NOT WANT TO KEEP. CABLING SHALL BE DISPOSED OR RETAINED AS SALVAGE BY CONTRACTOR.
2. THE EXISTING TAXIWAY LIGHTS SHALL BE REPLACED WITH NEW LED TAXIWAY LIGHTS. THE ISOLATION TRANSFORMERS AND CABLING BETWEEN LIGHTS SHALL BE REPLACED. REMOVE THE EXISTING TAXIWAY LIGHTS, ISOLATION TRANSFORMERS AND CABLING BETWEEN LIGHTS. DO NOT DAMAGE EQUIPMENT AND CABLES DURING REMOVAL. LIGHTS, AND TRANSFORMERS REMOVED SHALL REMAIN STATE PROPERTY AND SHALL BE DELIVERED TO LOCAL DOT AIRPORT MANAGER. THE LIGHT BASES AND CONDUITS SHALL BE REUSED UNLESS OTHERWISE NOTED. THERE ARE SEVERAL TAXIWAY LIGHTS BEING REMOVED REQUIRING THEIR BASES AND CONDUIT TO BE REMOVED. SEE THE TAXIWAY LIGHT SCHEDULE. DISPOSE OF ANY OF THIS EQUIPMENT DOT AIRPORT MANAGER DOES NOT WANT TO KEEP. CABLING SHALL BE DISPOSED OR RETAINED AS SALVAGE BY CONTRACTOR.

SCHEDULE NOTES:

- ① REPLACE LIGHT, TRANSFORMER, AND WIRING. LIGHT BASES AND CONDUIT TO REMAIN.
- ② REMOVE LIGHT, TRANSFORMER WIRING, BASE & CONDUIT.
- ③ TAXIWAY LIGHT STATIONING BASED ON TAXIWAY "A" LINE SHOWN ON SHEET G1.
- ④ REPLACE EXISTING 80/2 BREAKER FEEDING CONSTANT CURRENT REGULATOR WITH 150/2 AS DIRECTED IN SINGLE LINE DIAGRAM.
- ⑤ REMOVE LIGHT, TRANSFORMER WIRING, & BASE

EXTG PANEL A		SIZE	VOLTS, PHASE					MOUNTING	MAIN	LOCATION
		225A	120/208V, 3Ø, 4W					SURFACE	LUGS ONLY	GEN ROOM
CKT NO.	DESCRIPTION	C/B SIZE	KVA					C/B SIZE	DESCRIPTION	CKT NO.
			CKT	AØ	BØ	CØ	CKT			
1	RADIO RECEIVER	20/1						80/2	RUNWAY LIGHTING REGULATOR ④	2
3	WIND CONE							NEW	---	4
5	CONTROL POWER							20/2	HEATER	6
7	BEACON							---	---	8
9	BATTERY CHARGER							20/2	SPARE	10
11	BEACON HEATER							---	---	12
13	RECEPTACLE UNDER PANEL							100/3	PANEL B	14
15	GENERATOR RECEPTACLE							---	---	16
17	EXTERIOR RECEPTACLE							---	---	18
19	SPACE							50/2	APRON LIGHTS	20
21								---	---	22
23								50/2	GATE POWER	24
25								---	---	26
27									SPACE	28
29									SPACE	30
EXISTING MEASURED LOAD = 29 KVA/110 AMPS*										
NEW DEMAND LOAD = 38 KVA/153 AMPS										
*NOTE: HIGHEST LEG OF UNBLANACED LOAD PRIMARILY DUE TO REGULATOR										

EXISTING RUNWAY/TAXIWAY LIGHT SCHEDULE				
UNIT NO.	TYPE	STATION	OFFSET	REMARKS
L1	MITL	5+15	150' LT	BLUE ①
L2	MITL	5+06	112' LT	
L3	MITL	4+88	76' LT	
L4	MITL	4+54	53' LT	
L5	MITL	4+15	51' LT	
L6	MITL	3+65	50' LT	
L7	MITL	3+00	50' LT	
L8	MITL	2+51	50' LT	
L9	MITL	1+98	58' LT	
L10	MITL	1+61	83' LT	
L11	MITL	9+90	113' RT	②
L12	MITL	10+37	88' RT	
L13	MITL	10+90	96' RT	
L14	MITL	10+90	88' RT	
L15	MIRL	10+90	80' RT	WHITE
L16	MIRL	12+00	80' RT	
L17	MIRL	14+00	80' RT	
L18	MIRL	16+00	80' RT	
L19	MIRL	18+00	80' RT	
L20	MIRL	20+00	80' RT	
L21	MIRL	22+00	80' RT	
L22	MIRL	24+00	80' RT	
L23	MIRL	26+00	80' RT	
L24	MIRL	28+00	80' RT	
L25	MIRL	30+00	80' RT	
L26	MIRL	32+00	80' RT	
L27	MIRL	34+00	80' RT	
L28	MIRL	36+00	80' RT	
L29	MIRL	38+00	80' RT	
L30	MIRL	40+00	80' RT	
L31	MIRL	42+00	80' RT	
L32	MIRL	44+00	80' RT	
L33	MIRL	46+00	80' RT	
L34	MIRL	48+00	80' RT	
L35	MIRL	50+00	80' RT	
L36	MIRL	52+00	80' RT	
L37	MIRL	54+00	80' RT	
L38	MIRL	56+00	80' RT	
L39	MIRL	58+00	80' RT	
L40	MIRL	60+00	80' RT	
L41	MIRL	62+00	80' RT	
L42	MIRL	64+08	80' RT	GREEN/RED
L43	MIRL	64+08	70' RT	
L44	MIRL	64+08	60' RT	
L45	MIRL	64+08	50' RT	
L46	MIRL	64+08	50' LT	
L47	MIRL	64+08	60' LT	
L48	MIRL	64+08	70' LT	
L49	MIRL	64+08	80' LT	
L50	MIRL	62+00	80' LT	WHITE
L51	MIRL	60+00	80' LT	
L52	MIRL	58+00	80' LT	
L53	MIRL	56+00	80' LT	
L54	MIRL	54+00	80' LT	
L55	MIRL	52+00	80' LT	
L56	MIRL	50+00	80' LT	
L57	MIRL	48+00	80' LT	
L58	MIRL	46+00	80' LT	
L59	MIRL	44+00	80' LT	
L60	MIRL	42+00	80' LT	
L61	MIRL	40+00	80' LT	
L62	MIRL	38+00	80' LT	
L63	MIRL	36+00	80' LT	
L64	MIRL	34+00	80' LT	
LENS ORIENTATION:				

EXISTING RUNWAY/TAXIWAY LIGHT SCHEDULE				
UNIT NO.	TYPE	STATION	OFFSET	REMARKS
L65	MIRL	32+00	80' LT	WHITE ②
L66	MIRL	30+00	80' LT	
L67	MIRL	28+00	80' LT	
L68	MIRL	26+00	80' LT	
L69	MIRL	24+00	80' LT	
L70	MIRL	22+00	80' LT	
L71	MIRL	20+00	80' LT	
L72	MIRL	18+00	80' LT	
L73	MIRL	16+00	80' LT	
L74	MIRL	14+00	80' LT	
L75	MIRL	12+00	80' LT	
L76	MIRL	10+00	80' LT	
L77	MIRL	8+00	80' LT	
L78	MIRL	6+00	80' LT	
L79	MIRL	3+92	80' LT	GREEN/RED
L80	MIRL	3+92	70' LT	
L81	MIRL	3+92	60' LT	
L82	MIRL	3+92	50' LT	
L83	MIRL	3+92	50' RT	
L84	MIRL	3+92	60' RT	
L85	MIRL	3+92	70' RT	
L86	MIRL	3+92	80' RT	
L87	MIRL	6+00	80' RT	WHITE
L88	MITL	6+50	96' RT	BLUE
L89	MITL	6+50	88' RT	BLUE
L90	MIRL	6+50	80' RT	WHITE
L91	MITL	7+05	84' RT	BLUE
L92	MITL	7+49	114' RT	
L93	MITL	1+51	83' RT	①
L94	MITL	1+98	58' RT	①
L95	MITL	2+51	50' RT	⑤
L96	MITL	3+00	50' RT	①
L97	MITL	3+65	50' RT	
L98	MITL	4+15	51' RT	
L99	MITL	4+54	53' RT	
L100	MITL	4+88	76' RT	
L101	MITL	5+09	111' RT	
L102	MITL	5+15	150' RT	
L103	MITL	5+15	238' RT	
L104	MITL	5+15	326' RT	
L105	MITL	5+15	414' RT	
L106	MITL	5+15	502' RT	
L107	MITL	5+15	590' RT	
L108	MITL	5+15	687' RT	
L109	MITL	5+15	785' RT	
L110	MITL	5+15	897' RT	
L111	MITL	5+92	897' RT	
L112	MITL	6+69	897' RT	
L113	MITL	7+47	897' RT	
L114	MITL	5+15	490' LT	
L115	MITL	5+15	405' LT	
L116	MITL	5+15	320' LT	
L117	MITL	5+15	234' LT	
LENS ORIENTATION:				

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSR DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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TAB: G3R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 4/22 LIGHTING  
DEMOLITION SCHEDULE

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)  
RUNWAY 4/22  
LIGHTING  
DEMOLITION  
SCHEDULE

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G3R	58

33/81

NOTES:

- PROVIDE ALL NEW RUNWAY LIGHTS (INCLUDING LIGHT BASE, TRANSFORMER, LIGHT ASSEMBLY, CONDUIT, CABLING, ETC.) AS SHOWN. INSTALL RUNWAY EDGE LIGHTS 85' FROM RUNWAY CENTERLINE. INSTALL THE RUNWAY EDGE LIGHTS ON EACH SIDE OF THE RUNWAY WITHIN 1/4" INCH OF A STRAIGHT LINE AS MEASURED BY A LASER. INSTALL THE RUNWAY & TAXIWAY LIGHTS PER SCHEDULES ON THIS SHEET. PROVIDE NEW TAXIWAY LIGHTS INCLUDING LIGHT BASE, TRANSFORMER, LIGHT ASSEMBLY, CONDUIT, CABLING, ETC. AS SHOWN FOR LIGHTS T1, T2, T3, T4, T26, T7, T27, T28, & T29. PROVIDE NEW TAXIWAY LIGHTS ON EXISTING BASES FOR ALL OTHER TAXIWAY LIGHTS. REUSE EXISTING CONDUIT BETWEEN EXISTING BASES. PROVIDE NEW CABLING AND TRANSFORMERS FOR ALL TAXIWAY LIGHTS. SEE DETAILS ON SHEETS G10-G13.
- PROVIDE NEW TAXIWAY HOLD SIGN AS SHOWN. INSTALL SIGN IN LINE WITH THE HOLDING POSITION MARKING WITH A TOLERANCE OF NO MORE THAN PLUS OR MINUS 10'. POWER THE NEW SIGNS FROM THE ADJACENT TAXIWAY LIGHT. REPLACE THE TAXIWAY LIGHT BASE. PROVIDE NEW CONDUIT AND CONDUCTORS AS REQUIRED TO POWER NEW SIGN. SEE NEW SIGN SUMMARY ON THIS SHEET AND DETAIL ON SHEET G12.
- SEE RUNWAY 22 THRESHOLD DETAIL, SHEET G8, FOR EXACT LIGHT SPACING IN THIS AREA.
- PROVIDE 2" EMPTY HDPE CONDUIT FROM THE LIGHT BASE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT AT 1%. INSTALL CONDUIT NO DIFFERENTLY THAN CONDUIT ON REST OF PROJECT TO MATCH EXISTING SLOPE OF SAFETY AREA. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP.
- PROVIDE SIGN WHERE SHOWN. POWER FROM ADJACENT TAXIWAY LIGHT. PROVIDE NEW CONDUIT AND CONDUCTORS AS REQUIRED TO POWER NEW SIGN. SEE NEW SIGN SUMMARY ON THIS SHEET AND DETAIL ON SHEET G12.
- PROVIDE NEW HANDHOLES, CONDUIT, WIRING AND OTHER WORK REQUIRED TO PROVIDE AND POWER A NEW LIGHTED WINDCONE. SEE DETAILS SHEETS G11 & G14, AND SEE SINGLE LINE ON SHEET G9.
- REROUTE EXISTING DISTANCE REMAINING SIGN CONDUIT TO NEW EDGE LIGHT BASE. PROVIDE NEW CONDUIT AS REQUIRED. REPLACE CABLES TO SIGN AND CONNECT TO EDGE LIGHT CIRCUIT. REMOVE RW 22 PANELS AND REPLACE WITH BLACK PANELS. SEE TABLE ON SHEET G5.
- INSTALL THIS CONDUIT PER DETAILS ON SHEET G10. BACKFILL CONDUIT WITH CONCRETE WHERE UNDER TAXIWAY. ADJUST CONDUIT DEPTH TO ENTER R19A AT CORRECT ELEVATION.

NEW TAXIWAY EDGE LIGHT SCHEDULE

UNIT NO.	TYPE	STATION	OFFSET	REMARKS
T5	MITL	1+51	83' RT	LED W/ HEATER (A)
T6	MITL	1+98	58' RT	LED W/ HEATER (A)
T7	MITL	2+51	50' RT	LED W/ HEATER (B)
T8	MITL	3+00	50' RT	LED W/ HEATER (A)
T9	MITL	3+65	50' RT	LED W/ HEATER
T10	MITL	4+15	51' RT	LED W/ HEATER
T11	MITL	4+54	53' RT	LED W/ HEATER
T12	MITL	4+88	76' RT	LED W/ HEATER
T13	MITL	5+09	111' RT	LED W/ HEATER
T14	MITL	5+15	150' RT	LED W/ HEATER
T15	MITL	5+15	238' RT	LED W/ HEATER
T16	MITL	5+15	326' RT	LED W/ HEATER
T17	MITL	5+15	414' RT	LED W/ HEATER
T18	MITL	5+15	502' RT	LED W/ HEATER
T19	MITL	5+15	590' RT	LED W/ HEATER
T20	MITL	5+15	687' RT	LED W/ HEATER
T21	MITL	5+15	785' RT	LED W/ HEATER
T22	MITL	5+15	897' RT	LED W/ HEATER
T23	MITL	5+92	897' RT	LED W/ HEATER
T24	MITL	6+69	897' RT	LED W/ HEATER
T25	MITL	7+47	897' RT	LED W/ HEATER
T26	MITL	10+89.58	88' RT	LED W/ HEATER (B)
T27	MITL	10+89.58	93' RT	LED W/ HEATER (B)
T28	MITL	10+37	88' RT	LED W/ HEATER (B)
T29	MITL	9+90	113' RT	LED W/ HEATER (B)
T30	MITL	1+51	83' LT	LED W/ HEATER (A)
T31	MITL	1+98	58' LT	LED W/ HEATER
T32	MITL	2+51	50' LT	LED W/ HEATER
T33	MITL	3+00	50' LT	LED W/ HEATER
T34	MITL	3+65	50' LT	LED W/ HEATER
T35	MITL	4+15	51' LT	LED W/ HEATER
T36	MITL	4+54	53' LT	LED W/ HEATER
T37	MITL	4+88	76' LT	LED W/ HEATER
T38	MITL	5+06	112' LT	LED W/ HEATER
T39	MITL	5+15	150' LT	LED W/ HEATER
T40	MITL	5+15	234' LT	LED W/ HEATER
T41	MITL	5+15	320' LT	LED W/ HEATER
T42	MITL	5+15	405' LT	LED W/ HEATER
T43	MITL	5+15	490' LT	LED W/ HEATER

- NOTES:
- (A) EXISTING LIGHT BASE. PROVIDE NEW WIRING, TRANSFORMER, AND LIGHT.
  - (B) NEW LIGHT BASE, WIRING, TRANSFORMER, AND LIGHT.
  - (C) EXISTING TAXIWAY LIGHT STATIONING BASED ON TAXIWAY "A" LINE.
  - (D) RUNWAY STATIONING BASED ON RUNWAY CENTERLINE.

NEW RUNWAY EXIT/TAXIWAY HOLD SIGN SUMMARY

(SEE NOTES ON SHEET G5)

Sign No.	6	7
Sign Size	1	1
Sign Type	L-858Y	L-858LR L-858Y
Front/Back	FRONT BACK	FRONT BACK
Legend	BLACK A	A 22-4 RAMP
Legend Facing	RW 22 RW 4	APRON RUNWAY
Station	10+89	AT HOLD SHORT LINE
Offset	90' RIGHT 95'	15' OFF TW EDGE LINE

NEW RUNWAY EDGE LIGHT SCHEDULE

UNIT NO.	TYPE	STATION	OFFSET	REMARKS
R19A	HIRL	10+89.58	85' RT	**CLEAR/YELLOW LENS, ELEVATED
R20	HIRL	10+00	85' LT	**CLEAR/YELLOW LENS, ELEVATED
R21	HIRL	12+00	85' RT	**CLEAR/YELLOW LENS, ELEVATED
R22	HIRL	12+00	85' LT	**CLEAR/YELLOW LENS, ELEVATED
R23	HIRL	14+00	85' RT	**CLEAR/YELLOW LENS, ELEVATED
R24	HIRL	14+00	85' LT	**CLEAR/YELLOW LENS, ELEVATED

LENS ORIENTATION: ** YELLOW FACES RW MIDPOINT

HAND HOLE SCHEDULE

NUMBER	LOCATION	INSTRUCTIONS
HH-11	STA. 12+85, 406' RT	NEW TYPE L-867
HH-12	STA. 12+85, 206' RT	NEW TYPE L-868

NOT INSTALLED ON THIS PHASE.

RUNWAY SEMIFLUSH LIGHT SCHEDULE

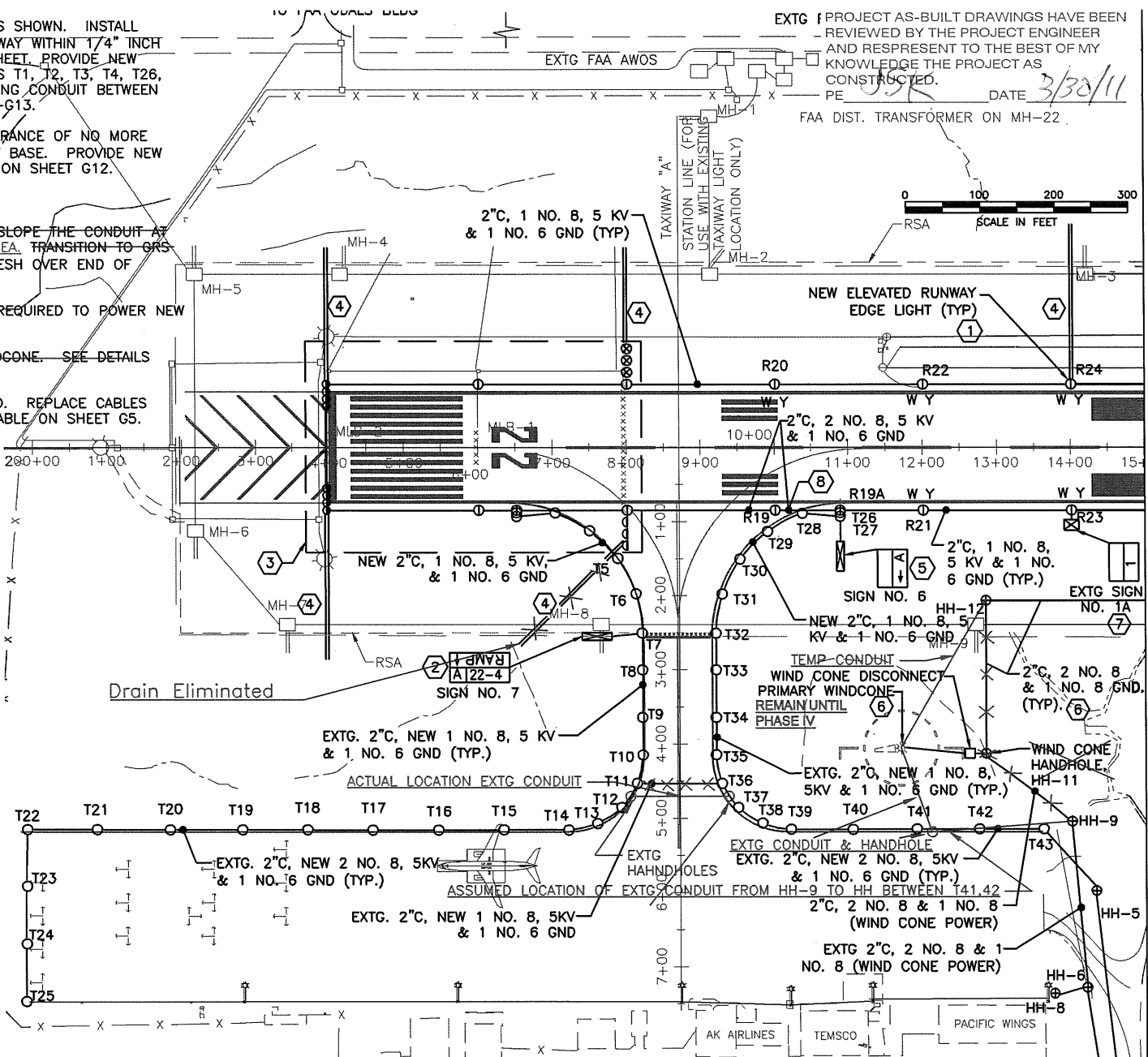
UNIT NO.	TYPE	STATION	OFFSET	REMARKS
R19	HIRL	10+00	85' RT	**CLEAR/YELLOW LENS

LENS ORIENTATION: ** YELLOW FACES RW MIDPOINT

WIND CONE SCHEDULE

UNIT NO.	TYPE	STATION	OFFSET	STYLE	SIZE	REMARKS
PRIMARY	L807	11+72	405' RT	1B	2	SEE DETAIL, SHEET G14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



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TAB: G4R

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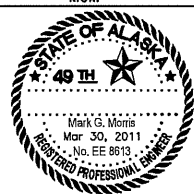
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 4/22 ELECTRICAL PLAN,  
STA 196+00 TO 15+00

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 4/22 ELECTRICAL PLAN,  
STA 200+00 TO 15+00

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360

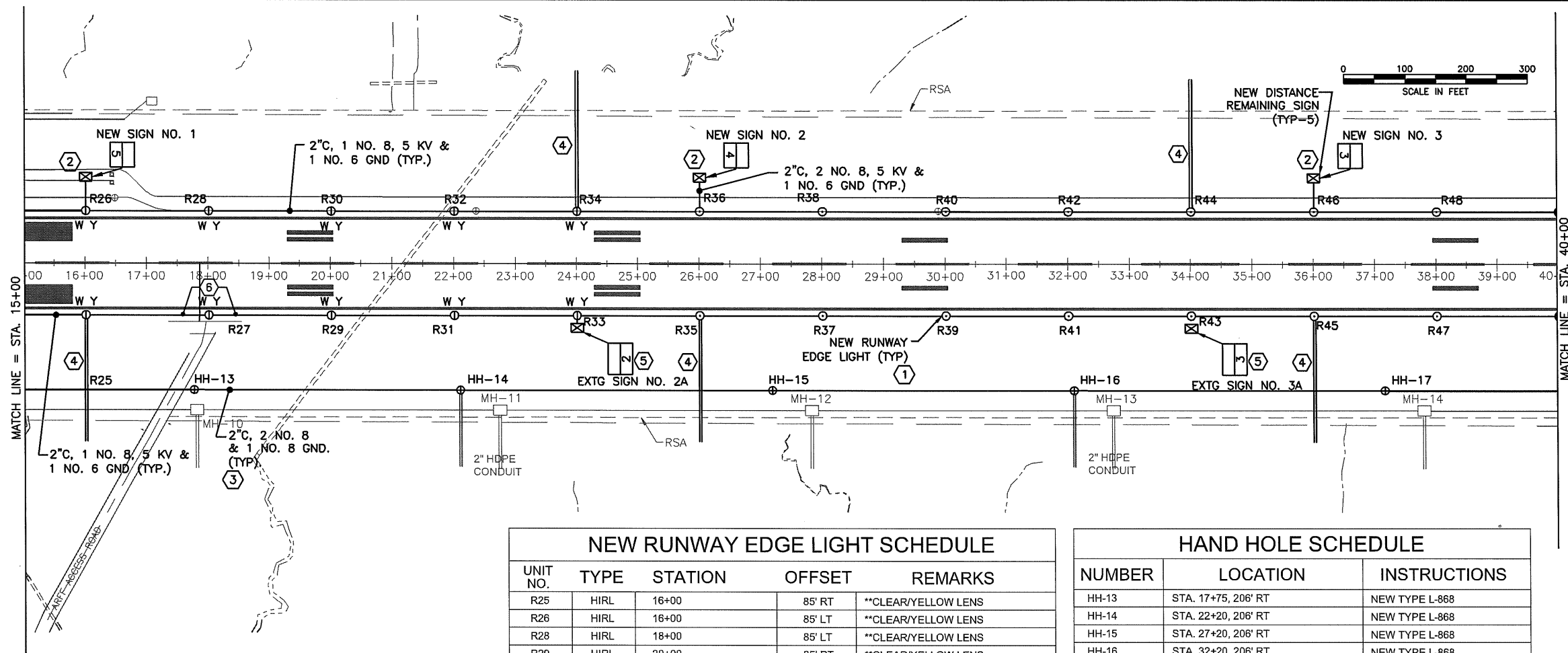
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE YEAR  
ALASKA 2009

SHEET NUMBER TOTAL SHEETS

G4R 58

34/81



NOTES:

- 1 PROVIDE ALL NEW RUNWAY LIGHTS (INCLUDING LIGHT BASE, TRANSFORMER, LIGHT ASSEMBLY, CONDUIT, CABLING, ETC.) AS SHOWN. INSTALL RUNWAY EDGE LIGHTS 85' FROM RUNWAY EDGE LINE. INSTALL THE RUNWAY EDGE LIGHTS ON EACH SIDE OF THE RUNWAY WITHIN 1/4" INCH OF A STRAIGHT LINE AS MEASURED BY A LASER. INSTALL THE RUNWAY LIGHTS PER SCHEDULE ON THIS SHEET AND DETAILS ON SHEETS G11-G13.
- 2 PROVIDE NEW DISTANCE REMAINING SIGNS WHERE SHOWN. POWER FROM ADJACENT RUNWAY LIGHTS. SEE DETAIL, SHEET G12.
- 3 PROVIDE NEW HANDHOLES, CONDUIT, WIRING AND OTHER WORK REQUIRED TO PROVIDE AND POWER A NEW LIGHTED WINDCONE. SEE DETAILS SHEETS G11 & G14, AND SEE SINGLE LINE ON SHEET G9.
- 4 PROVIDE 2" EMPTY HDPE CONDUIT FROM THE LIGHT BASE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT AT -1% TO MATCH SLOPE OF THE RSA. INSTALL CONDUIT PER CONDUIT TRENCH DETAIL. TRANSITION TO GRS CONDUIT 10' PRIOR TO DAYLIGHTING. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL BAND CLAMP.
- 5 REROUTE EXISTING DISTANCE REMAINING SIGN CONDUIT TO ADJACENT NEW RUNWAY EDGE LIGHT BASE. PROVIDE NEW CONDUIT AS REQUIRED. REPLACE CABLES TO SIGN AND CONNECT TO EDGE LIGHT CIRCUIT. REMOVE RW 22 PANELS AND REPLACE WITH BLACK PANELS.
- 6 INSTALL THIS CONDUIT PER DETAILS ON SHEET G10. BACKFILL CONDUIT WITH CONCRETE WITHIN 10 FEET OF LIGHT BASE. ADJUST CONDUIT DEPTH TO ENTER R25 AND R29 AT CORRECT ELEVATION.
- 7 PROVIDE TEMPORARY DISTANCE REMAINING SIGNS AT THE SAME STATIONING AS THE EXISTING DISTANCE REMAINING SIGNS BUT AT 95'-120' LEFT, DEPENDING UPON THE HEIGHT OF THE SIGN. SEE APPLICABLE A/C IN NOTE 4 OF SIGN SUMMARY.

NEW RUNWAY EDGE LIGHT SCHEDULE

UNIT NO.	TYPE	STATION	OFFSET	REMARKS
R25	HIRL	16+00	85' RT	**CLEAR/YELLOW LENS
R26	HIRL	16+00	85' LT	**CLEAR/YELLOW LENS
R28	HIRL	18+00	85' LT	**CLEAR/YELLOW LENS
R29	HIRL	20+00	85' RT	**CLEAR/YELLOW LENS
R30	HIRL	20+00	85' LT	**CLEAR/YELLOW LENS
R31	HIRL	22+00	85' RT	**CLEAR/YELLOW LENS
R32	HIRL	22+00	85' LT	**CLEAR/YELLOW LENS
R33	HIRL	24+00	85' RT	**CLEAR/YELLOW LENS
R34	HIRL	24+00	85' LT	**CLEAR/YELLOW LENS
R35	HIRL	26+00	85' RT	CLEAR LENS
R36	HIRL	26+00	85' LT	CLEAR LENS
R37	HIRL	28+00	85' RT	CLEAR LENS
R38	HIRL	28+00	85' LT	CLEAR LENS
R39	HIRL	30+00	85' RT	CLEAR LENS
R40	HIRL	30+00	85' LT	CLEAR LENS
R41	HIRL	32+00	85' RT	CLEAR LENS
R42	HIRL	32+00	85' LT	CLEAR LENS
R43	HIRL	34+00	85' RT	CLEAR LENS
R44	HIRL	34+00	85' LT	CLEAR LENS
R45	HIRL	36+00	85' RT	CLEAR LENS
R46	HIRL	36+00	85' LT	CLEAR LENS
R47	HIRL	38+00	85' RT	CLEAR LENS
R48	HIRL	38+00	85' LT	CLEAR LENS

LENS ORIENTATION: ** YELLOW FACES RW MIDPOINT

RUNWAY SEMIFLUSH LIGHT SCHEDULE

UNIT NO.	TYPE	STATION	OFFSET	REMARKS
R27	HIRL	18+00	85' RT	**CLEAR/YELLOW LENS

LENS ORIENTATION: ** YELLOW FACES RW MIDPOINT

HAND HOLE SCHEDULE

NUMBER	LOCATION	INSTRUCTIONS
HH-13	STA. 17+75, 206' RT	NEW TYPE L-868
HH-14	STA. 22+20, 206' RT	NEW TYPE L-868
HH-15	STA. 27+20, 206' RT	NEW TYPE L-868
HH-16	STA. 32+20, 206' RT	NEW TYPE L-868
HH-17	STA. 37+20, 206' RT	NEW TYPE L-868

RUNWAY DISTANCE REMAINING SIGN SUMMARY

Sign No.	Sign Size	Sign Type	Front/Back	Legend	Legend Facing	Station	Offset
1	4	L-858B	FRONT BACK	5 BLACK	RW 22 RW 4	16+00	140 LEFT
2	4	L-858B	FRONT BACK	4 BLACK	RW 22 RW 4	26+00	140 LEFT
3	4	L-858B	FRONT BACK	3 BLACK	RW 22 RW 4	36+00	140 LEFT
1A	EXTG	L-858B	FRONT BACK	BLACK 1	RW 22 RW 4	~14+00	~105 LEFT RIGHT
2A	EXTG	L-858B	FRONT BACK	BLACK 2	RW 22 RW 4	~24+00	~105 LEFT RIGHT
3A	EXTG	L-858B	FRONT BACK	BLACK 3	RW 22 RW 4	~34+00	~105 LEFT RIGHT

NOTES:

- ALL SIGNS ARE TO BE LIGHTED.
- OFFSET DISTANCES ARE TO THE RUNWAY FACE OF THE SIGN.
- IN NO CASE SHOULD THE DISTANCE FROM THE TOP OF THE SIGN TO GRADE EXCEED 60" ON THE SIDE NEAREST THE RUNWAY.
- ALL SIGNS SHALL COMPLY WITH A/C 150/5345-44, BE INSTALLED PER A/C 150-5340-18 & PER SPECIFICATIONS.
- PROVIDE STYLE 3 SIGNS, POWER FROM THE RUNWAY LIGHTING CIRCUIT.
- INSTALL BLACK PANEL ON BACK OF NEW DISTANCE REMAINING SIGNS. PROVIDE ADDITIONAL PANELS (SIZE 4) DISPLAYING 1, 2, 3, 4, 5 TO REPLACE THE BLACK PANELS IN THE FUTURE. DELIVER ADDITIONAL PANELS TO DOT AIRPORT MANAGER IN CRATED BOX.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: G1-GBR.dwg  
Wed, 30/Mar/11 12:49PM jskajdan  
TAB: G5R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 4/22 ELECTRICAL PLAN,  
STA 15+00 TO 40+00

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM

DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
49 TH  
Mark G. Morris  
Mar 30, 2011  
No. EE 6613  
REGISTERED PROFESSIONAL ENGINEER

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)  
RUNWAY 4/22  
ELECTRICAL PLAN,  
STA 15+00 TO  
40+00

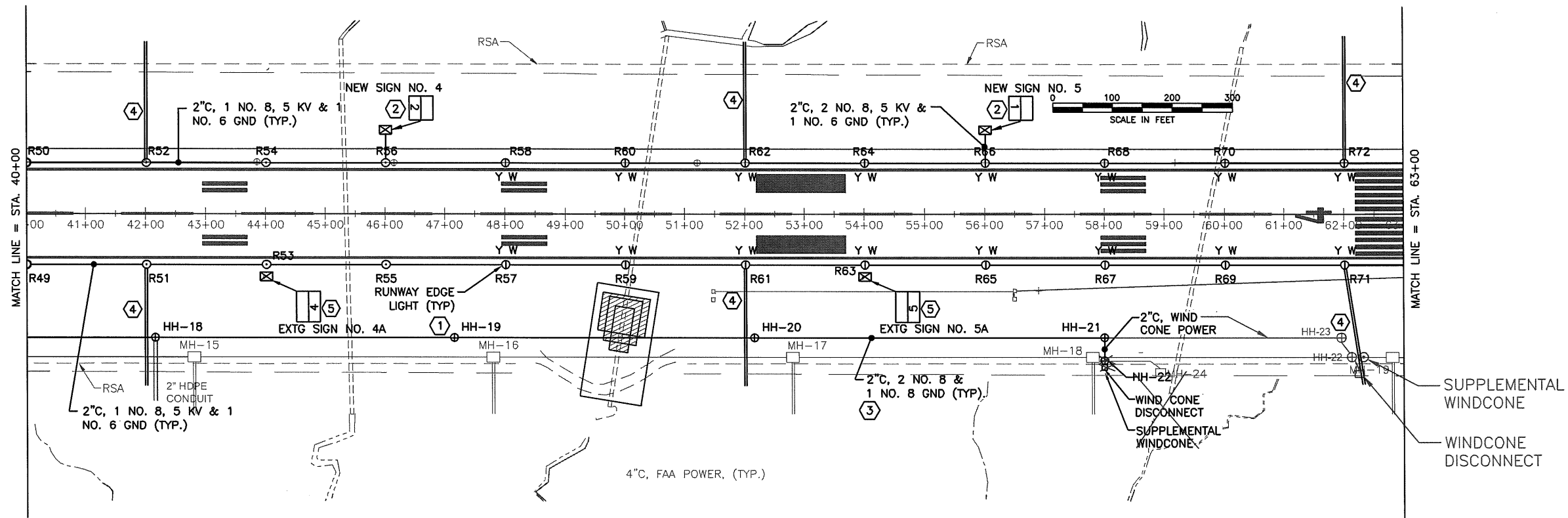
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
G5R	58

35/81



NEW HAND HOLE SCHEDULE		
NUMBER	LOCATION	INSTRUCTIONS
HH-18	STA. 42+20, 206' RT	NEW TYPE L-868
HH-19	STA. 47+20, 206' RT	NEW TYPE L-868
HH-20	STA. 52+20, 206' RT	NEW TYPE L-868
HH-21	STA. 58+00, 206' RT	NEW TYPE L-868
HH-22	STA. 62+34, 206' RT	NEW TYPE L-868 & 7
HH-23	STA. 62+00, 206' RT	NEW TYPE L-868

WIND CONE SCHEDULE						
UNIT NO.	TYPE	STATION	OFFSET	STYLE	SIZE	REMARKS
SUPPLEMENTAL DISCONNECT	L806	58+00 62+47	255' RT	1B	1	SEE DETAIL, SHEET G14
		62+46	271' RT			

NEW RUNWAY DISTANCE REMAINING SIGN SUMMARY							
Sign No.	Sign Size	Sign Type	Front/Back	Legend	Legend Facing	Station	Offset
4	4	L-858B	FRONT BACK	2 BLACK	RW 22 RW 4	46+00	140 LEFT
5	4	L-858B	FRONT BACK	1 BLACK	RW 22 RW 4	56+00	140 LEFT
4A	EXTG	L-858B	FRONT BACK	4 BLACK	RW 22 RW 4	-44+00	-105 LEFT RT
5A	EXTG	L-858B	FRONT BACK	5 BLACK	RW 22 RW 4	-54+00	-105 LEFT RT
NOTES:							
1. ALL SIGNS ARE TO BE LIGHTED.							
2. OFFSET DISTANCES ARE TO THE RUNWAY FACE OF THE SIGN.							
3. IN NO CASE SHOULD THE DISTANCE FROM THE TOP OF THE SIGN TO GRADE EXCEED 60" ON THE SIDE NEAREST THE RUNWAY.							
4. ALL SIGNS SHALL COMPLY WITH A/C 150-5345-44, BE INSTALLED PER A/C 150-5340-18 & PER SPECIFICATIONS.							
5. PROVIDE STYLE 3 SIGNS, POWER FROM THE RUNWAY LIGHTING CIRCUIT.							
6. INSTALL BLACK PANEL ON BACK OF DISTANCE REMAINING SIGNS. PROVIDE ADDITIONAL PANELS (SIZE 4) DISPLAYING 1, 2, 3, 4, 5 TO REPLACE THE BLACK PANELS IN THE FUTURE. DELIVER ADDITIONAL PANELS TO DOT AIRPORT MANAGER IN CRATED BOX.							

NEW RUNWAY EDGE LIGHT SCHEDULE				
UNIT NO.	TYPE	STATION	OFFSET	REMARKS
R49	HIRL	40+00	85' RT	CLEAR LENS
R50	HIRL	40+00	85' LT	CLEAR LENS
R51	HIRL	42+00	85' RT	CLEAR LENS
R52	HIRL	42+00	85' LT	CLEAR LENS
R53	HIRL	44+00	85' RT	CLEAR LENS
R54	HIRL	44+00	85' LT	CLEAR LENS
R55	HIRL	46+00	85' RT	CLEAR LENS
R56	HIRL	46+00	85' LT	CLEAR LENS
R57	HIRL	48+00	85' RT	**CLEAR/YELLOW LENS
R58	HIRL	48+00	85' LT	**CLEAR/YELLOW LENS
R59	HIRL	50+00	85' RT	**CLEAR/YELLOW LENS
R60	HIRL	50+00	85' LT	**CLEAR/YELLOW LENS
R61	HIRL	52+00	85' RT	**CLEAR/YELLOW LENS
R62	HIRL	52+00	85' LT	**CLEAR/YELLOW LENS
R63	HIRL	54+00	85' RT	**CLEAR/YELLOW LENS
R64	HIRL	54+00	85' LT	**CLEAR/YELLOW LENS
R65	HIRL	56+00	85' RT	**CLEAR/YELLOW LENS
R66	HIRL	56+00	85' LT	**CLEAR/YELLOW LENS
R67	HIRL	58+00	85' RT	**CLEAR/YELLOW LENS
R68	HIRL	58+00	85' LT	**CLEAR/YELLOW LENS
R69	HIRL	60+00	85' RT	**CLEAR/YELLOW LENS
R70	HIRL	60+00	85' LT	**CLEAR/YELLOW LENS
R71	HIRL	62+00	85' RT	**CLEAR/YELLOW LENS
R72	HIRL	62+00	85' LT	**CLEAR/YELLOW LENS
R73	HIRL	64+00	85' RT	**CLEAR/YELLOW LENS
R74	HIRL	64+00	85' LT	**CLEAR/YELLOW LENS
LENS ORIENTATION: ** YELLOW FACES RW MIDPOINT				

NOTES:

- PROVIDE ALL NEW RUNWAY LIGHTS (INCLUDING LIGHT BASE, TRANSFORMER, LIGHT ASSEMBLY, CONDUIT, CABLING, ETC.) AS SHOWN. INSTALL RUNWAY EDGE LIGHTS 85' FROM RUNWAY EDGE LINE. INSTALL THE RUNWAY EDGE LIGHTS ON EACH SIDE OF THE RUNWAY WITHIN 1/4" INCH OF A STRAIGHT LINE AS MEASURED BY A LASER. INSTALL THE RUNWAY LIGHTS PER SCHEDULES ON THIS SHEET AND DETAILS ON SHEETS G11-G13.
- PROVIDE NEW DISTANCE REMAINING SIGNS WHERE SHOWN. POWER FROM ADJACENT RUNWAY LIGHTS. SEE DETAIL, SHEET G12.
- PROVIDE NEW HANDHOLES, CONDUIT, WIRING AND OTHER WORK REQUIRED TO PROVIDE AND POWER A NEW LIGHTED WINDCONE. SEE DETAILS SHEETS G11 & G14 AND SEE SINGLE LINE ON SHEET G9.
- PROVIDE 2" EMPTY HDPE CONDUIT FROM THE LIGHT BASE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT AT 1%. INSTALL CONDUIT PER CONDUIT TRENCH DETAIL. TRANSITION TO GRS CONDUIT 10' PRIOR TO DAYLIGHTING. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL BAND CLAMP.
- REROUTE EXISTING DISTANCE REMAINING SIGN CONDUIT TO ADJACENT NEW RUNWAY EDGE LIGHT BASE. PROVIDE NEW CONDUIT AS REQUIRED. REPLACE CABLES TO SIGN AND CONNECT TO EDGE LIGHT CIRCUIT. REMOVE RW 22 PANELS AND REPLACE WITH BLACK PANELS.

PROVIDE TEMPORARY DISTANCE REMAINING SIGNS AT THE SAME STATIONING AS THE EXISTING DISTANCE REMAINING SIGNS BUT AT 95'-120' LEFT, DEPENDING UPON THE HEIGHT OF THE SIGN. SEE APPLICABLE A/C IN NOTE 4 OF SIGN SUMMARY.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE *JSK* DATE *3/30/11*

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
G1-G8R.dwg

Wed, 30/Mar/11 12:50PM jskajdan  
TAB: G6R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
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PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

STA 40+00 TO 63+00

4/22 ELECTRICAL PLAN,  
STA 40+00 TO 63+00

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM

DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT

RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 4/22  
ELECTRICAL PLAN,  
STA 40+00 TO  
63+00

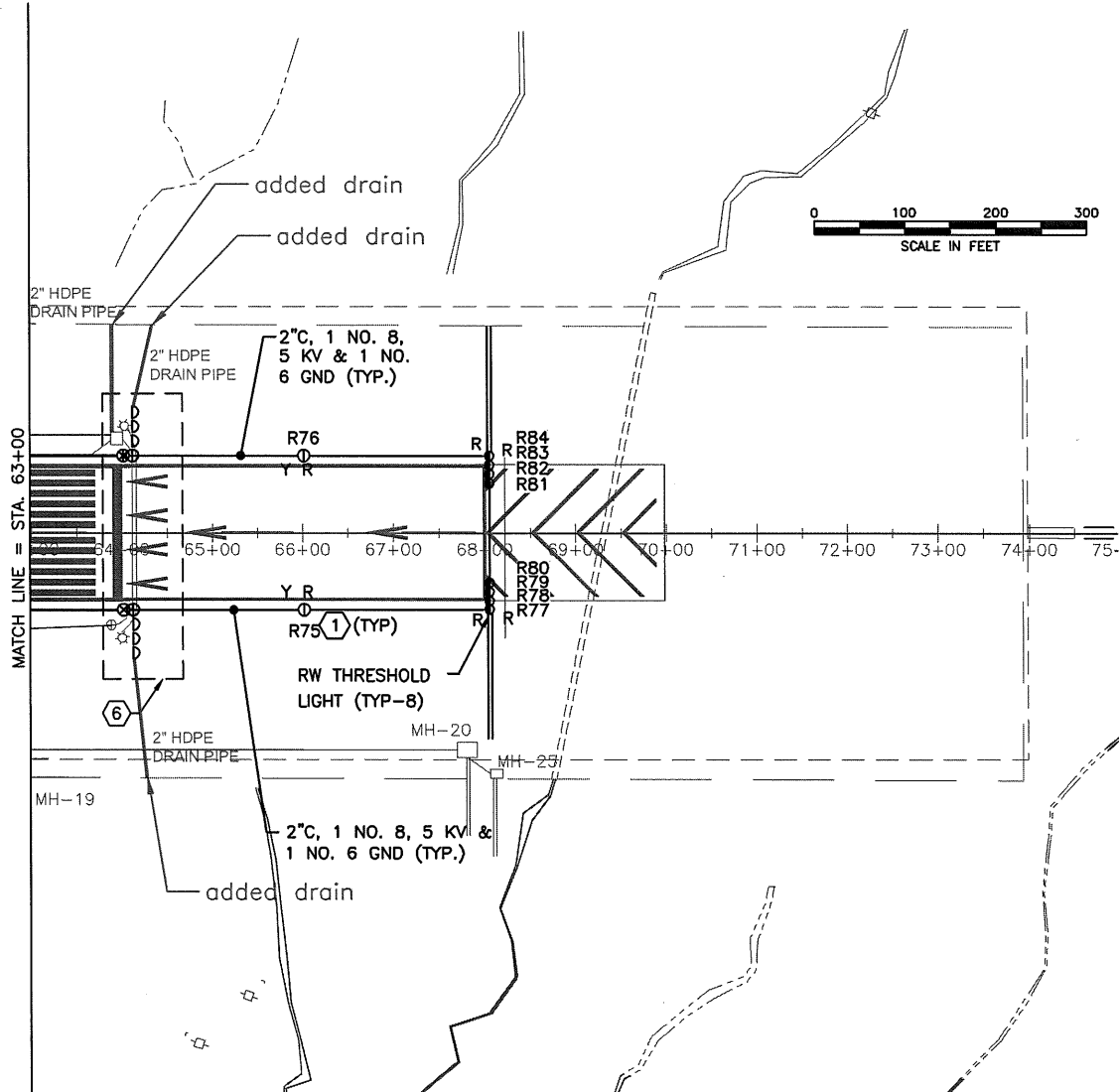
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360

FEDERAL - FAA  
AIP NO. 3-02-0219-1309

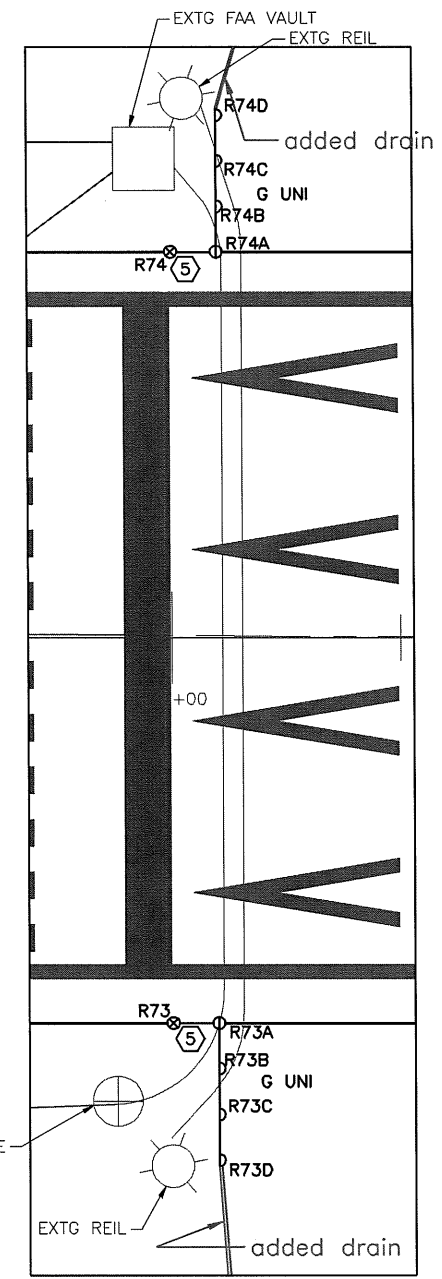
STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G6R	58

36/81



NEW RUNWAY EDGE LIGHT SCHEDULE				
UNIT NO.	TYPE	STATION	OFFSET	REMARKS
R73	HIRL	64+00	85' RT	(5)
R73A	HIRL	64+10	85' RT	#GREEN/YELLOW
R73B	HIRL	64+10	95' RT	#GREEN UNIDIRECTIONAL
R73C	HIRL	64+10	105' RT	#GREEN UNIDIRECTIONAL
R73D	HIRL	64+10	115' RT	#GREEN UNIDIRECTIONAL
R74	HIRL	64+00	85' LT	(5)
R74A	HIRL	64+10	85' LT	#GREEN/YELLOW
R74B	HIRL	64+10	95' LT	#GREEN UNIDIRECTIONAL
R74C	HIRL	64+10	105' LT	#GREEN UNIDIRECTIONAL
R74D	HIRL	64+10	115' LT	#GREEN UNIDIRECTIONAL
R75	HIRL	66+00	85' RT	**YELLOW/RED LENS
R76	HIRL	66+00	85' LT	**YELLOW/RED LENS
R77	HIRL	68+10	85' RT	RED/RED LENS
R78	HIRL	68+10	75' RT	RED/RED LENS
R79	HIRL	68+10	65' RT	RED/RED LENS
R80	HIRL	68+10	55' RT	RED/RED LENS
R81	HIRL	68+10	55' LT	RED/RED LENS
R82	HIRL	68+10	65' LT	RED/RED LENS
R83	HIRL	68+10	75' LT	RED/RED LENS
R84	HIRL	68+10	85' LT	RED/RED LENS
LENS ORIENTATION:			# GREEN FACES AWAY FROM RW MIDPOINT	
			** YELLOW FACES RW MIDPOINT	

- NOTES:
- 1 PROVIDE ALL NEW RUNWAY LIGHTS (INCLUDING LIGHT BASE, TRANSFORMER, LIGHT ASSEMBLY, CONDUIT, CABLING, ETC.) AS SHOWN. INSTALL RUNWAY EDGE LIGHTS 85' FROM RUNWAY EDGE LINE. INSTALL THE RUNWAY EDGE LIGHTS ON EACH SIDE OF THE RUNWAY WITHIN 1/4" INCH OF A STRAIGHT LINE AS MEASURED BY A LASER. INSTALL THE RUNWAY LIGHTS PER SCHEDULES ON THIS SHEET AND DETAILS ON SHEETS G11-G13.
  2. NOT USED
  3. NOT USED
  - 4 PROVIDE 2" EMPTY HDPE CONDUIT FROM THE LIGHT BASE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT AT 1% TO MATCH THE RSA. INSTALL CONDUIT NO DIFFERENTLY THAN CONDUIT ON REST OF PROJECT. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP.
  - 5 INSTALL EDGE LIGHT PER DETAIL ON SHEET G11. INSTEAD OF INSTALLING THE LIGHT FIXTURE ON TOP OF THE L-867 STEEL BASE, PROVIDE A GALVANIZED STEEL COVER 3/8" MIN THICK. DO NOT INSTALL ISOLATION TRANSFORMER. INSTEAD INSTALL L-823 CONNECTORS ON CABLES AND LOOP CABLES SO THAT ENOUGH SLACK EXISTS TO RAISE THE CONNECTORS 24" ABOVE THE LIGHT CAN. DELIVER THE REMAINING COMPONENTS (LIGHT HOUSING, ISOLATION TRANSFORMER, ETC.) NECESSARY TO COMPLETE THE LIGHT INSTALLATION WITH A SPLIT CLEAR/YELLOW LENS TO THE DOT AIRPORT MANAGER. THIS LIGHT BASE WILL BE USED IN THE FUTURE FOR AN EDGE LIGHT.
  - 6 SEE DETAIL THIS SHEET.



DETAIL - RUNWAY 4 THRESHOLD

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE *JJR* DATE *3/30/11*

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
G1-G8R.dwg

Wed, 30/Mar/11 12:50PM jskjdan  
TAB: G7R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 4/22 ELECTRICAL PLAN,  
STA 63+00 TO 75+00

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM

DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)  
RUNWAY 4/22 ELECTRICAL PLAN,  
STA 63+00 TO 75+00

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G7R	58

37/81

Location changed to match corresponding light T-26

### NEW RUNWAY ELEVATED THRESHOLD AND EDGE LIGHT SCHEDULE

UNIT NO.	STATION	OFFSET	REMARKS
R1	3+90	85' RT	#GREEN/RED LENS
R2	3+90	75' RT	#GREEN/RED LENS
R3	3+90	65' RT	#GREEN/RED LENS
R4	3+90	55' RT	#GREEN/RED LENS
R5	3+90	55' LT	#GREEN/RED LENS
R6	3+90	65' LT	#GREEN/RED LENS
R7	3+90	75' LT	#GREEN/RED LENS
R8	3+90	85' LT	#GREEN/RED LENS
R10	6+00	85' LT	**YELLOW/CLEAR LENS
R15 R18	8+00	85' LT	④
R16 R17	8+00	95' LT	④
R17 R16	8+00	105' LT	④
R18 R15	8+00	115' LT	**YELLOW/CLEAR LENS

LENS ORIENTATION: # GREEN FACES AWAY FROM RW MIDPOINT  
** YELLOW FACES RW MIDPOINT

### NEW SEMIFLUSH TAXIWAY EDGE LIGHT SCHEDULE

UNIT NO.	TYPE	STATION	OFFSET	REMARKS
T1	MITL	6+52.21	88 -90° RT	BLUE, LED W/ HEATER
T2	MITL	6+52.21	93° RT	BLUE, LED W/ HEATER
T3	MITL	7+04	88.8° RT	BLUE, LED W/ HEATER
T4	MITL	7+50.5	112.7° RT	BLUE, LED W/ HEATER

### NEW SEMIFLUSH RUNWAY EDGE LIGHTS SCHEDULE

UNIT NO.	TYPE	STATION	OFFSET	REMARKS
R9	HIRL	6+00	85' RT	**YELLOW/CLEAR LENS
R9A	HIRL	6+52.21	85' RT	**YELLOW/CLEAR LENS
R11	HIRL	8+00	115' RT	GREEN UNIDIRECTIONAL ③
R12	HIRL	8+00	105' RT	GREEN UNIDIRECTIONAL ③
R13	HIRL	8+00	95' RT	GREEN UNIDIRECTIONAL ③
R14	HIRL	8+00	85' RT	**YELLOW/CLEAR LENS

LENS ORIENTATION: # GREEN FACES AWAY FROM RW MIDPOINT  
** YELLOW FACES RW MIDPOINT

#### NOTES:

- ① PROVIDE 2" EMPTY HDPE CONDUIT FROM THE LIGHT BASE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT AT 1%. INSTALL CONDUIT NO DIFFERENTLY THAN CONDUIT ON REST OF PROJECT. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP. CONDUIT SHALL BE GRS WHERE UNDER RUNWAY OR TAXIWAY.
- ② PROVIDE A 2" SPARE CONDUIT BETWEEN RUNWAY LIGHTS R9A AND R14 FOR FUTURE USE.
- ③ INSTALL LAMP FOR TESTING ONLY. AFTER TESTING REMOVE LAMP AND DELIVER TO DOT AIRPORT MANAGER.
- ④ INSTALL EDGE LIGHT PER DETAIL ON SHEET G11. INSTEAD OF INSTALLING WITH LIGHT FIXTURE ON TOP OF THE L-867 STEEL BASE, PROVIDE A HOT DIPPED GALVANIZED STEEL COVER 3/8" MIN THICK. DO NOT INSTALL ISOLATION TRANSFORMER. INSTEAD INSTALL L-823 CONNECTORS ON CABLES AND LOOP CABLES SO THAT ENOUGH SLACK EXISTS TO RAISE THE CONNECTORS 12" ABOVE THE LIGHT CAN. DELIVER THE REMAINING COMPONENTS (LIGHT HOUSING, ISOLATION TRANSFORMER, ETC.) NECESSARY TO COMPLETE THE LIGHT INSTALLATION WITH A UNIDIRECTIONAL GREEN LENS TO THE DOT AIRPORT MANAGER. ALSO DELIVER A TOTAL OF (3) SPARE 3/8" THICK HOT DIPPED GALVANIZED STEEL COVERS TO THE DOT AIRPORT MANAGER. THIS LIGHT BASE WILL BE USED IN THE FUTURE FOR AN EDGE LIGHT.
- ⑤ INSTALL THIS CONDUIT PER DETAILS ON SHEET G10. BACKFILL CONDUIT WITH CONCRETE WHERE IT IS UNDER ASPHALT.
6. ALL CONDUIT BETWEEN SEMIFLUSH LIGHTS SHALL BE BACKFILLED WITH CONCRETE PER DETAILS ON SHEET G10.
- ⑦ INSTALL THIS CONDUIT PER DETAILS ON SHEET G10. BACKFILL CONDUIT WITH CONCRETE TO 10' FROM THE LIGHT BASE TOWARD R1 OR T5.

- ⑧ PROVIDE ALL NEW RUNWAY LIGHTS (INCLUDING LIGHT BASE, TRANSFORMER, LIGHT ASSEMBLY, CONDUIT, CABLING, ETC.) AS SHOWN. INSTALL RUNWAY EDGE LIGHTS 85' FROM RUNWAY EDGE LINE. INSTALL THE RUNWAY LIGHTS PER SCHEDULES ON THIS SHEET AND DETAILS ON SHEETS G11-G13.

PATH:  
G1-G8R.dwg

Wed, 30/Mar/11 12:50PM jskajdan  
TAB: G8R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 22 THRESHOLD  
LIGHTING DETAILS

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
**PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)**

### RUNWAY 22 THRESHOLD LIGHTING DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

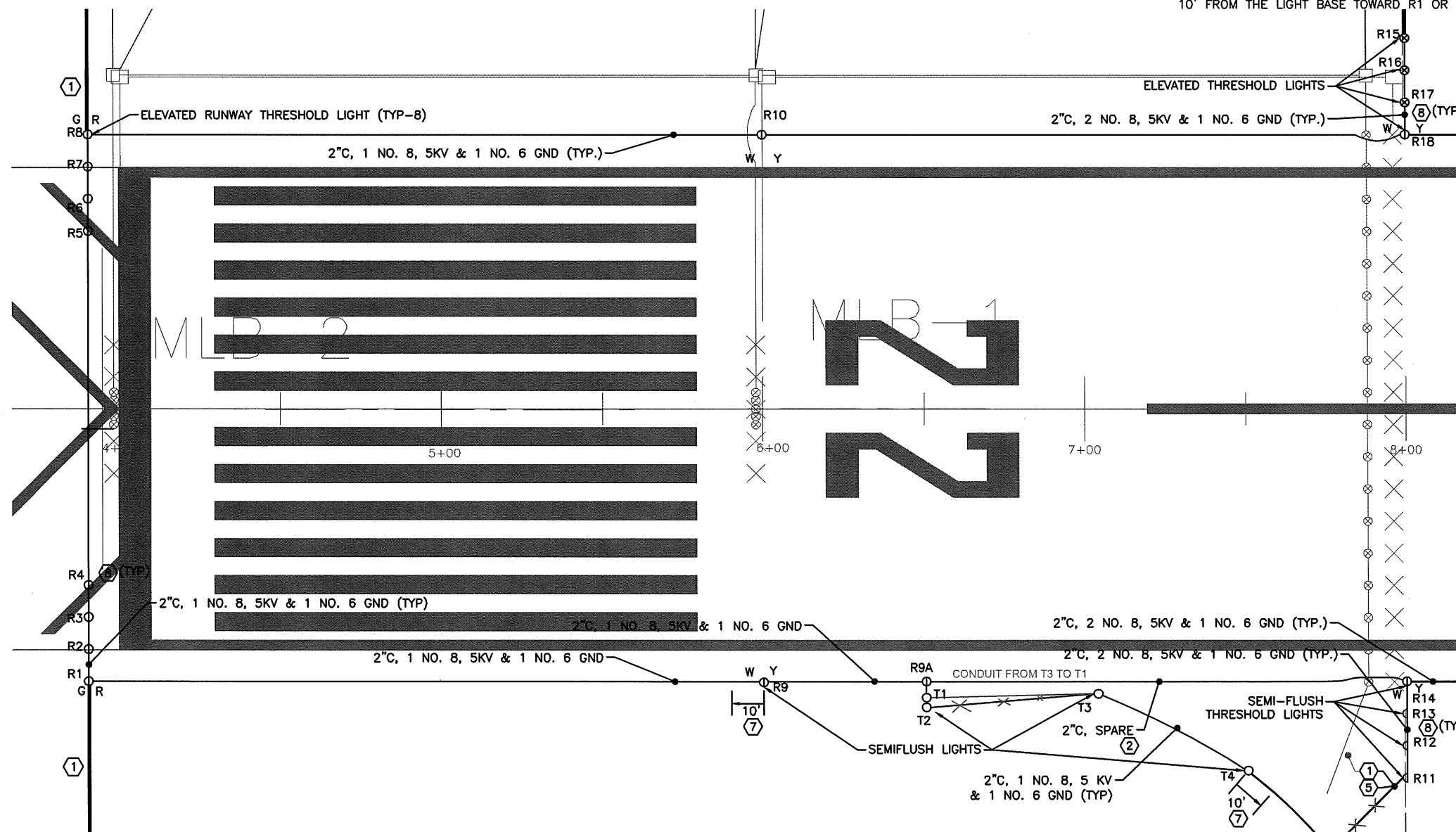
STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G8R	58

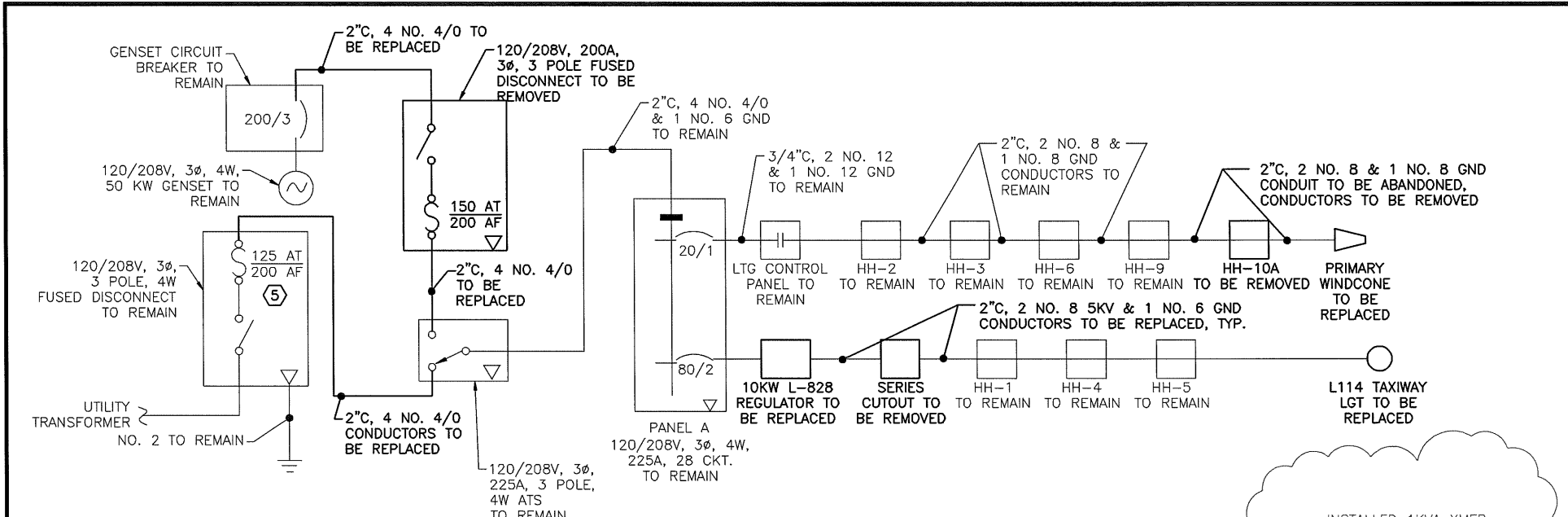
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REVIEWED BY THE PROJECT ENGINEER  
AND REPRESENT TO THE BEST OF MY  
KNOWLEDGE THE PROJECT AS  
CONSTRUCTED.  
PE JSR DATE 3/30/11

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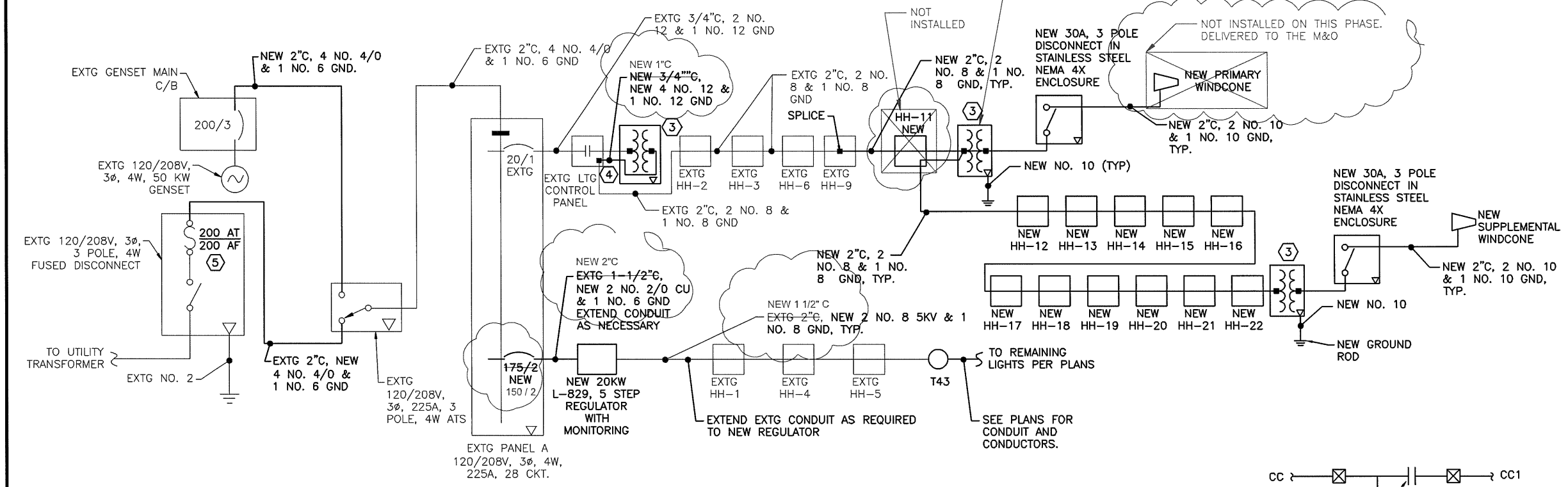
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

### DETAIL - RUNWAY 22 THRESHOLD NO SCALE



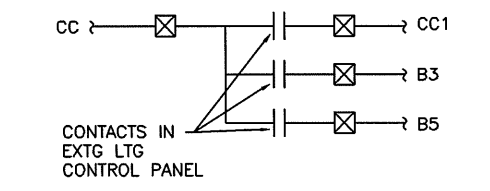


**EXISTING AIRPORT LIGHTING SINGLE LINE DIAGRAM**  
NO SCALE



**NEW AIRPORT LIGHTING SINGLE LINE DIAGRAM**  
NO SCALE

- NOTES:
1. REMOVE POWER TO EXISTING WINDCONE AS SHOWN. THE WINDCONE POWER IS SWITCHED BY A CONTACT IN THE LIGHTING CONTROL PANEL. POWER NEW WINDCONES FROM THESE CONTACTS IN THE LIGHTING CONTROL PANEL AS SHOWN.
  2. REMOVE THE EXISTING C/B, BRANCH CIRCUIT, RUNWAY LIGHTING REGULATOR, CONDUCTORS, AND SERIES CUTOUT. PROVIDE A NEW L-829 20 KW, 5 STEP FERRO RESONANT REGULATOR WITH BUILT IN SERIES CUTOUT AND MONITOR. PROVIDE WITH 120V CONTROL CIRCUIT. CONNECT REGULATOR TO EXTG LIGHTING CONTROL PANEL IN SAME MANNER AS THE EXISTING REGULATOR WAS CONTROLLED. ROUTE POWER WITH NEW CONDUCTORS IN EXISTING CONDUIT TO T43 AS SHOWN. EXPAND EXISTING REGULATOR CONCRETE HOUSE KEEPING PAD AS REQUIRED TO MOUNT NEW REGULATOR ON EXPANDED PAD.
- 3 120:240V, 1 KVA CONTROL TRANSFORMER WITH PRIMARY AND SECONDARY OVER CURRENT PROTECTION IN NEMA 4X ENCLOSURE. UNIT IN ARFF BUILDING MAY HAVE NEMA 1 ENCLOSURE.
- 4 SPLICE CONDUCTORS IN LIGHTING CONTROL PANEL.
- 5 REPLACE FUSE WITH NEW.
6. GROUND CONDUCTORS SHALL BE GREEN.
7. THE APRON LIGHTING AND APRON GATE POWER CIRCUITS ARE NOT SHOWN FOR CLARITY.



**REGULATOR CONTROL SCHEMATIC**  
NO SCALE

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSK DATE 3/30/11

NOTE: CONNECT NEW REGULATOR TO EXTG LTG CONTROL PANEL IN SAME MANNER AS EXTG REGULATOR IS CONTROLLED.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
G9-G24R.dwg

Wed, 30/Mar/11 12:50PM jekajdan  
TAB: G9R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

AIRPORT LIGHTING SINGLE LINE  
DIAGRAMS

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM

DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

AIRPORT LIGHTING  
SINGLE LINE  
DIAGRAMS

PROJECT DESIGNATIONS

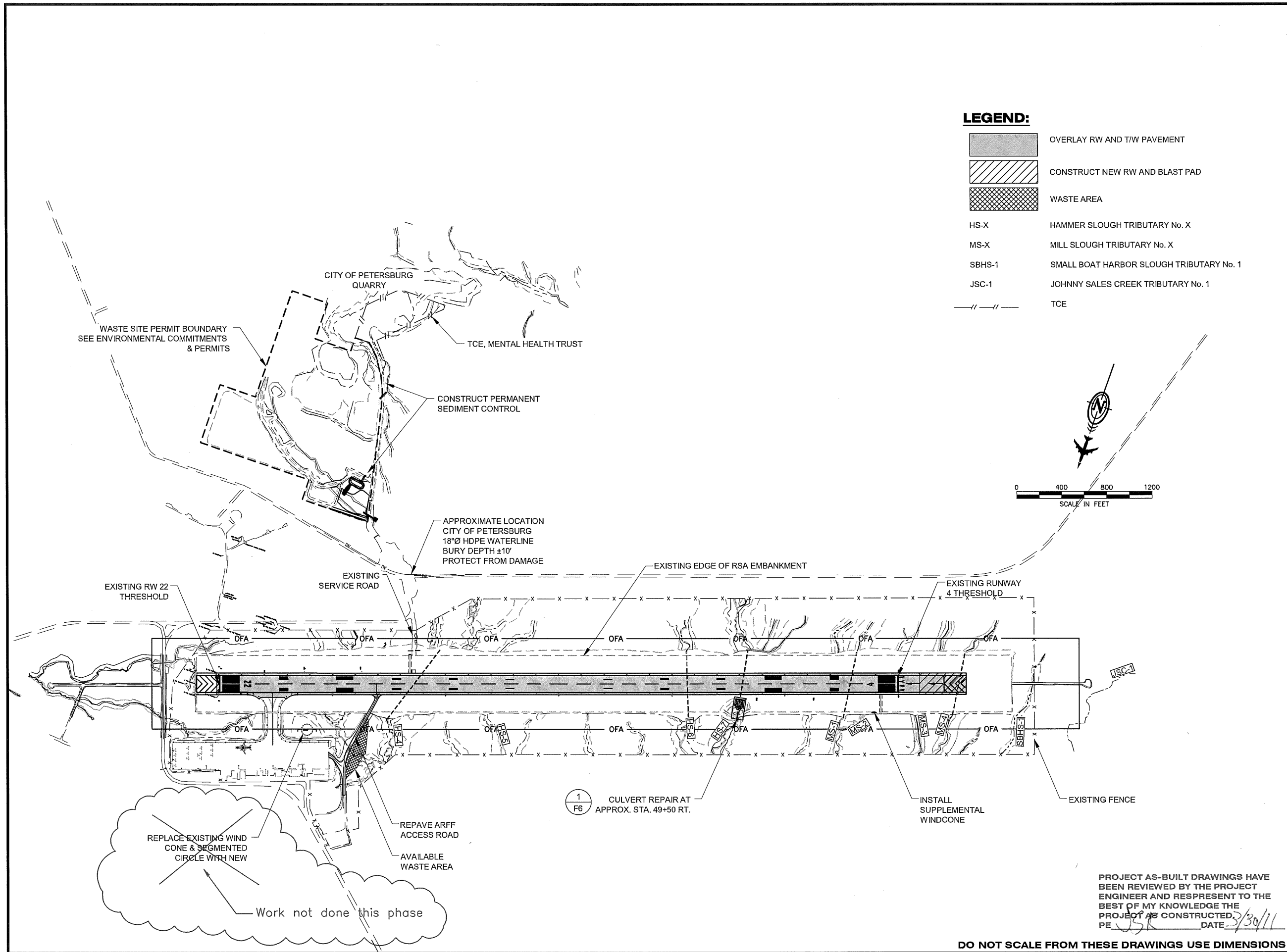
ALASKA - DOT & PF  
69360

FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
G9R	58

39/81



PATH:  
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Wed, 30/Mar/11 12:46PM jskajdan

TAB: A04

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

GENERAL LAYOUT PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

GENERAL LAYOUT  
PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
A4	58

PROJECT AS-BUILT DRAWINGS HAVE  
BEEN REVIEWED BY THE PROJECT  
ENGINEER AND RESPRESENT TO THE  
BEST OF MY KNOWLEDGE THE  
PROJECT AS CONSTRUCTED.  
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

4/81

NOTES:

- COMPOSITION OF EXISTING EMBANKMENT BENEATH CRUSHED AGGREGATE BASE COURSE IS UNKNOWN AND OBSTACLES MAY BE ENCOUNTERED. ALL WORK INCIDENTAL TO REMOVAL OF OBSTACLES AND PREPARATION OF SOIL IS THE RESPONSIBILITY OF CONTRACTOR.
- THE FOLLOWING INSTRUCTIONS ARE APPLICABLE TO SEMIFLUSH LIGHTS LOCATED WITH 75 FEET OF RUNWAY CENTERLINE.
- INSTALL PHASES 1-3 BEFORE EXISTING ASPHALT IS PLANNED.
- FOR SEMIFLUSH LIGHTS THAT ARE INSTALLED MORE THAN 75' FROM CENTERLINE OF RUNWAY, THE EXISTING ASPHALT IS BEING COMPLETELY REMOVED AND (2) 2" LIFTS OF NEW ASPHALT SHALL BE APPLIED. PERFORM PHASES 1-3 AFTER FIRST LIFT OF ASPHALT. POUR CONCRETE FLUSH WITH FIRST 2" LIFT OF ASPHALT IN PHASE 3 PROVIDE A SINGLE SECTION L-868B LIGHT BASE 12" HIGH.
- ALL CONDUIT BETWEEN SEMIFLUSH LIGHTS SHALL BE BACKFILLED WITH CONCRETE PER DETAILS AND INSTRUCTIONS THIS SHEET.
- PLACE AND COMPACT WASHED ROCK AS SPECIFIED IN SECTION L-100.

PHASE 1 INSTRUCTIONS:

- STEP 1: AUGER PROVIDE 36" DIAMETER HOLE 25-1/2" MIN DEPTH AT EACH SEMIFLUSH LIGHT LOCATION. HAND DIG A 12"x12" HOLE FOR WASHED ROCK. SEE ELEVATION THIS SHEET. FOR THE FAA LIGHT BASES IN MLB-1 & MLB-2 (5 LIGHTS TOGETHER) SAW CUT AND HAND DIG A SECTION AS SHOWN IN THE PLAN VIEW ON THIS SHEET. DEPTH SHALL BE SAME AS FOR AN INDIVIDUAL LIGHT.
- STEP 2: USE A VERMEER FROST WHEEL (OR EQUIVALENT) TO CUT TRENCHES 6" WIDE AND 13-1/2" DEEP FOR ALL IN-PAVEMENT CONDUIT.
- STEP 3: USE VACUUM TRUCK TO REMOVE EXCESS MATERIAL AND DEBRIS FROM TRENCHES AND AUGURED HOLES.

PHASE 2 INSTRUCTIONS:

- STEP 1: COVER L-868B LIGHT BASE BOTTOM SECTION WITH (1) 3/4" PLYWOOD AND MUDPLATE. DRIVE A PK NAIL IN THE EXACT CENTER OF THE PLYWOOD AND ATTACH TO LIGHT PLACEMENT JIG (JAQUITH INDUSTRIES JIG OR EQUIVALENT).

- STEP 2: POSITION LIGHT PLACEMENT JIG AND L-868 LIGHT BASE BOTTOM SECTION OVER HOLE. LIGHT BASES SHALL BE INSTALLED WITH CARE TO ASSURE VERTICAL & AZIMUTH ALIGNMENT OF FIXTURE.

- STEP 3: LAY CONDUIT IN TRENCHES AND SUPPORT WITH 2" PAVERS SPACED EVERY 6'

- STEP 4: CONNECT CONDUITS AND DRAINS TO LIGHT BASE AS REQUIRED BY PLANS.

PHASE 3 INSTRUCTIONS:

- STEP 1: USING A GPS, RECORD THE EXACT POSITION OF EACH LIGHT BASE AND THE CENTER OF THE

RE-DESIGNED BY DESIGNER. SEE ADDITIONAL PLAN SHEETS

AND CONDUIT TRENCHES WITH 3000 PSI CONCRETE TO 1-1/2" BELOW GRADE. REMOVE ALL VOIDS IN CONCRETE. FOR FAA LIGHT BASES IN MLB-1 AND MLB-2, AND ALL LIGHT BASES IN TAXIWAY (AND ASSOCIATED CONDUIT) CONCRETE MUST BE HIGH EARLY STRENGTH AND ATTAIN 4000PSI STRENGTH WITHIN 8 HOURS OF SET.

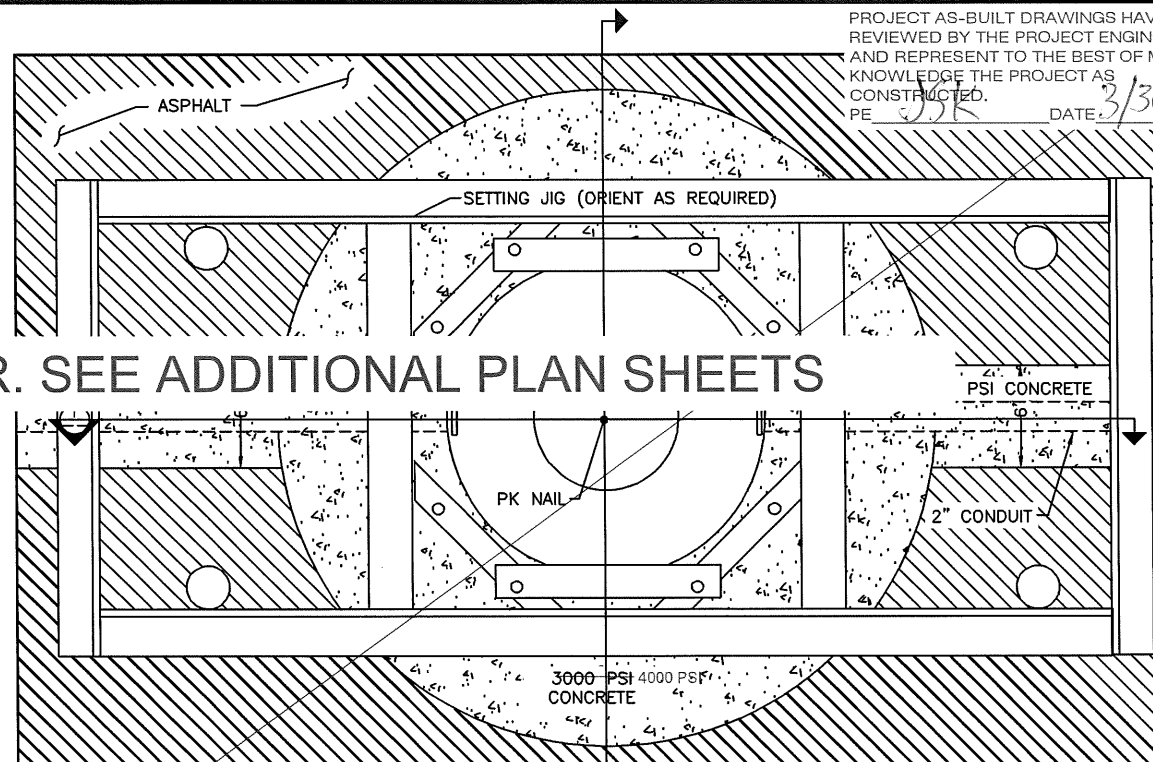
- STEP 3: APPLY SONNEBORN KURE-N-HARDEN CURING AGENT (OR EQUIVALENT) TO ALL CONCRETE. DO NOT FINISH CONCRETE.

PHASE 4 INSTRUCTIONS:

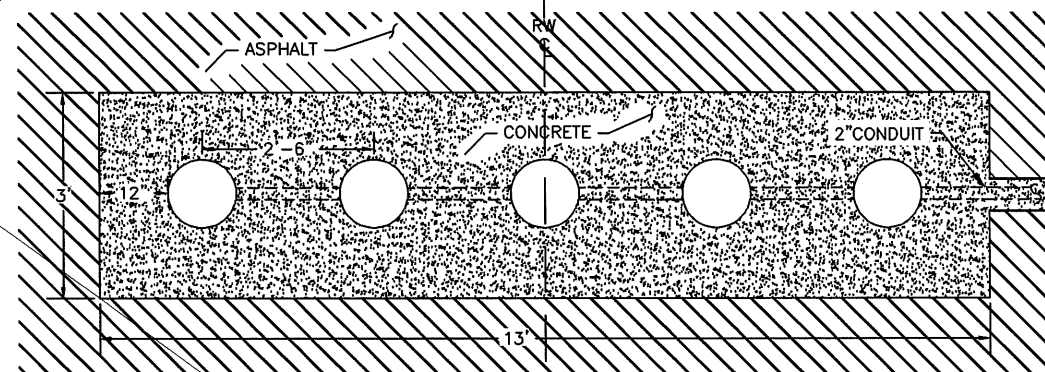
- STEP 1: WHEN CONCRETE IS CURED, REMOVE LIGHTING JIG.
- STEP 2: APPLY ASPHALT OVERLAY (4"). FOR LIGHT BASES INTENDED FOR FUTURE MALSF SYSTEM, STOP AT THIS POINT AND PROVIDE A COPY OF GPS LOCATIONS TO ENGINEER AND CUSTOMER.
- STEP 3: WITH THE AID OF A GPS, USE A 2"-4" HOLE SAW TO DRILL PILOT HOLES TO LOCATE THE PK NAIL IN THE PLYWOOD.
- STEP 4: CENTER A 16" HOLE SAW OVER PK NAIL AND CORE ASPHALT TO UNCOVER PLYWOOD.
- STEP 5: REMOVE PLYWOOD AND DISCARD ALL FASTENERS USED TO ATTACH IT TO L-868 LIGHT BASE.

PHASES 5 & 6 INSTRUCTIONS - SEE SHEET G11

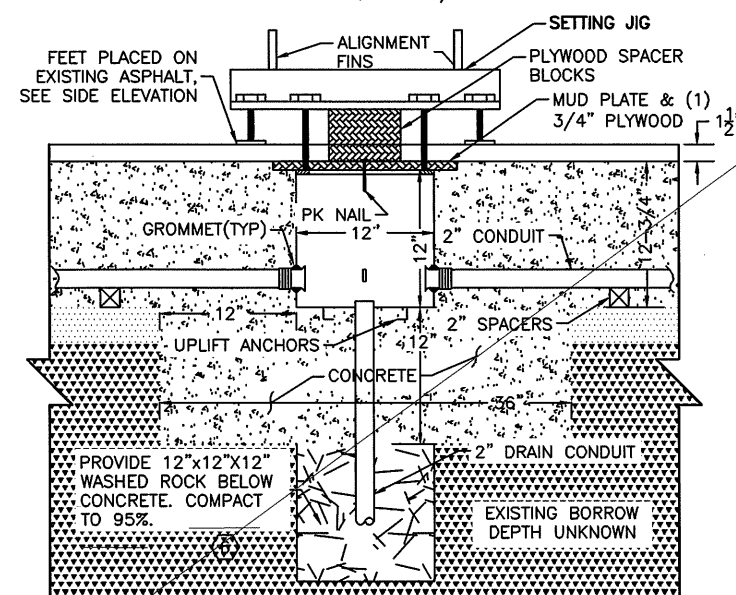
PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE: *[Signature]* DATE: 3/30/11



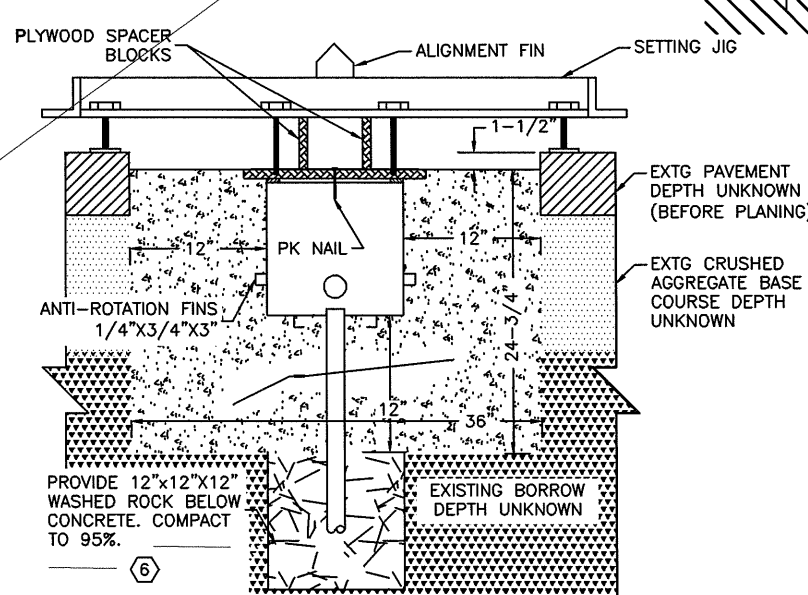
PLAN VIEW  
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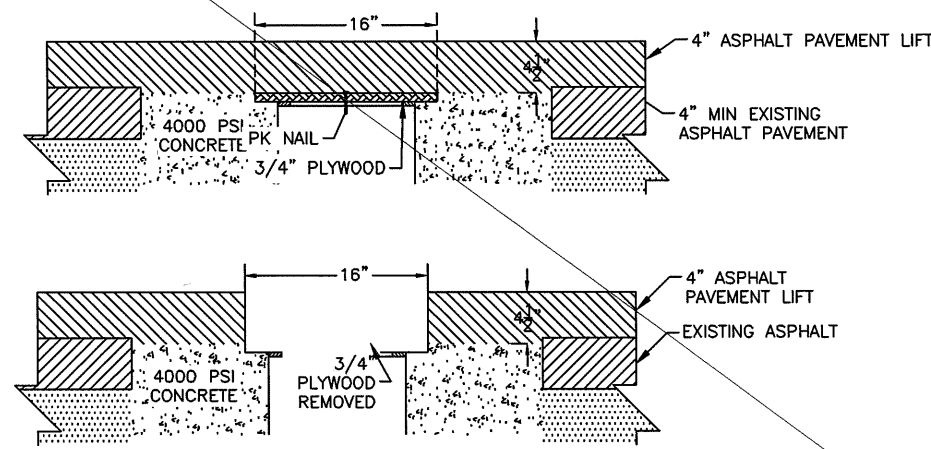
PLAN VIEW - MLB-1 & MLB-2  
NO SCALE



ELEVATION - VIEW 1  
NO SCALE



ELEVATION - VIEW 2  
NO SCALE



SEMIFLUSH LIGHT INSTALLATION - PHASE 4  
NO SCALE

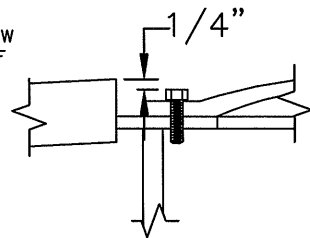
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: G9-G24R.dwg		
Wed, 30/Mar/11 12:50PM jakajdan		
TAB: G10R		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
PREPARED BY: MORRIS ENGINEERING		
CHECKED BY: MGM		
DESIGNED BY: MGM		
DRAWN BY: MHW		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION		
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
SEMIFLUSH LIGHTING DETAILS		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360		
FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
G10R	58	

40/81

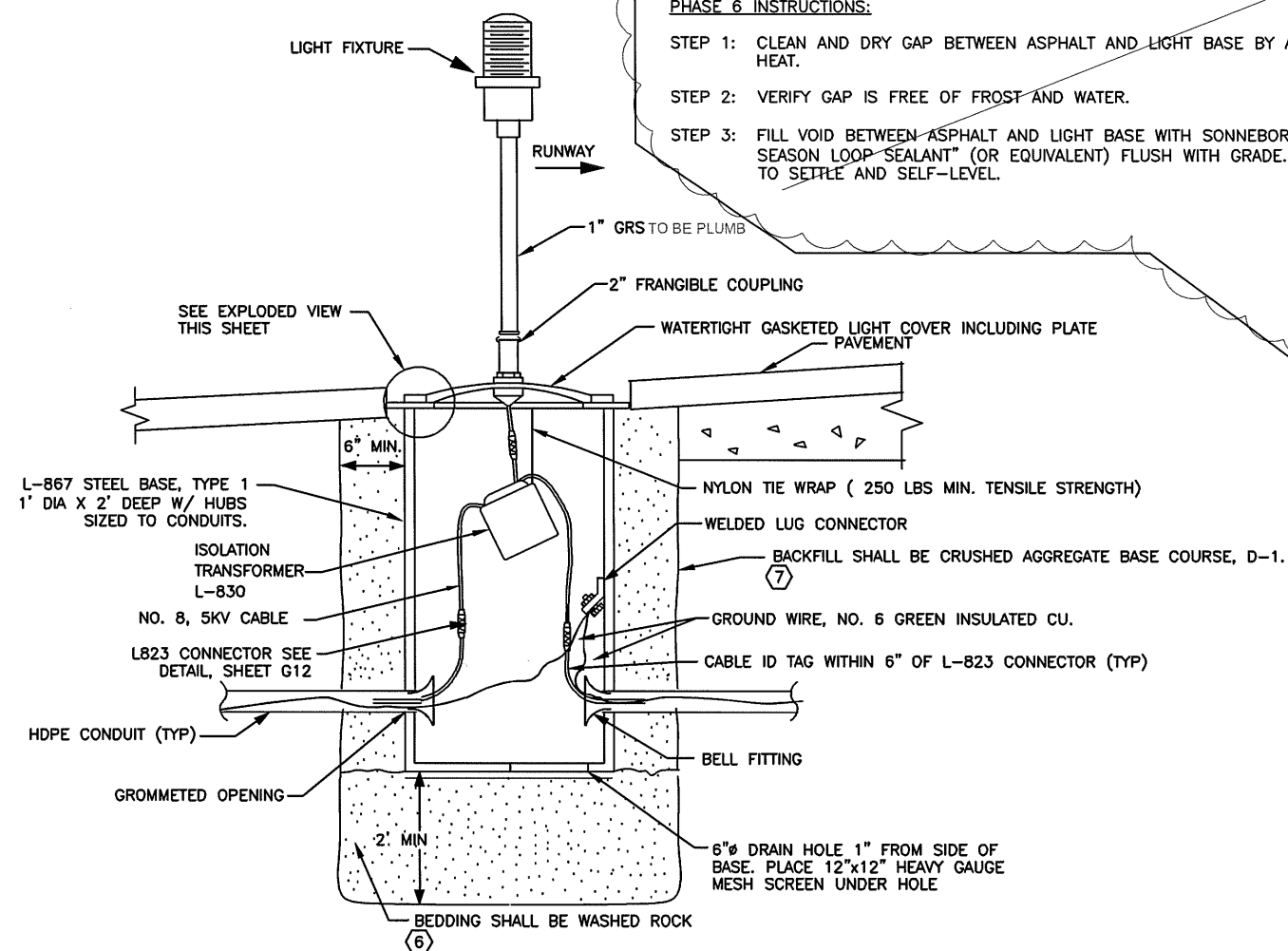
NOTE:

SET LIGHT BASE TO PROVIDE 1/4" BELOW ASPHALT TO TOP OF BOLT AT DOWNSLOPE OF PAVEMENT EDGE OF BASE. BASE TO BE LEVEL.



## EDGE LIGHT - EXPLODED VIEW

NO SCALE



## DETAIL: TAXIWAY/RUNWAY EDGE LIGHT (TYP)

NO SCALE

NOTES:

1. PROVIDE WITH STAINLESS STEEL HARDWARE.
2. LOOP CABLE IN LIGHT BASE TO ALLOW THE LIGHT COVER TO BE REMOVED 24" ABOVE GRADE.
3. PROVIDE THE NUMBER OF CONDUIT OPENINGS ON THE LIGHT BASE AS NECESSARY TO PERFORM THE WORK SHOWN ON THE DRAWINGS. PROVIDE TRENCHING & BACKFILL PER DETAILS ON SHEET G13.
4. RUNWAY EDGE LIGHT SHALL BE L-862 HIGH INTENSITY ELEVATED LIGHT WITH 2" FRANGIBLE COUPLING. THE LIGHT SHALL HAVE A HINGED TOP WITH STAINLESS SNAP LOCK. THE HEIGHT SHALL BE 24". THE LAMP SHALL BE 120W (200W FOR THRESHOLD LIGHT). LENS COLOR PER DRAWINGS.

NOTES:

BOLTS AND WASHERS USED DURING INSTALLATION OF BASE, CABLE AND TRANSFORMERS SHALL BE REPLACED WITH NEW, FOR FINAL INSTALLATION. MINIMUM THREAD ENGAGEMENT INTO TOP FLANGE OF L-868 BOTTOM SECTION IS 0.5".

2. INSTALL SPACER RINGS AS REQUIRED TO MAINTAIN FLAN BELOW GRADE PER FAA INSTALLATION TOLERANCE. A N RINGS MAY BE STACKED TOGETHER. A TYPICAL INSTALL OF SPACING PROVIDED BY (1) 1/8" & (1) 1/2" SPACI NECESSARY TO MAINTAIN INSTALLATION TOLERANCE.

PROVIDE CABLE ID TAGS WITHIN 6" OF L-823 CONNECTORS.

WHERE LIGHTS ARE MORE THAN 75' FROM RW CENTERLINE 1 SECTION. PROVIDE SPACER RINGS AS REQUIRED (APPR SPACERS). PROVIDE LIGHT FIXTURE PER SCHEDULES ON PLAN SHEETS.

### PHASE 5 INSTRUCTIONS:

INSTALL CABLES AND TRANSFORMER. PROVIDE 2'-3' CABLE SLACK WITHIN LIGHT BASE TO ALLOW TRANSFORMER SERVICING.

INSTALL L-868 TOP SECTION, SPACER RINGS (SEE NOTE 2 ABOVE), FLANGE RING AND LIGHT FIXTURE.

### PHASE 6 INSTRUCTIONS:

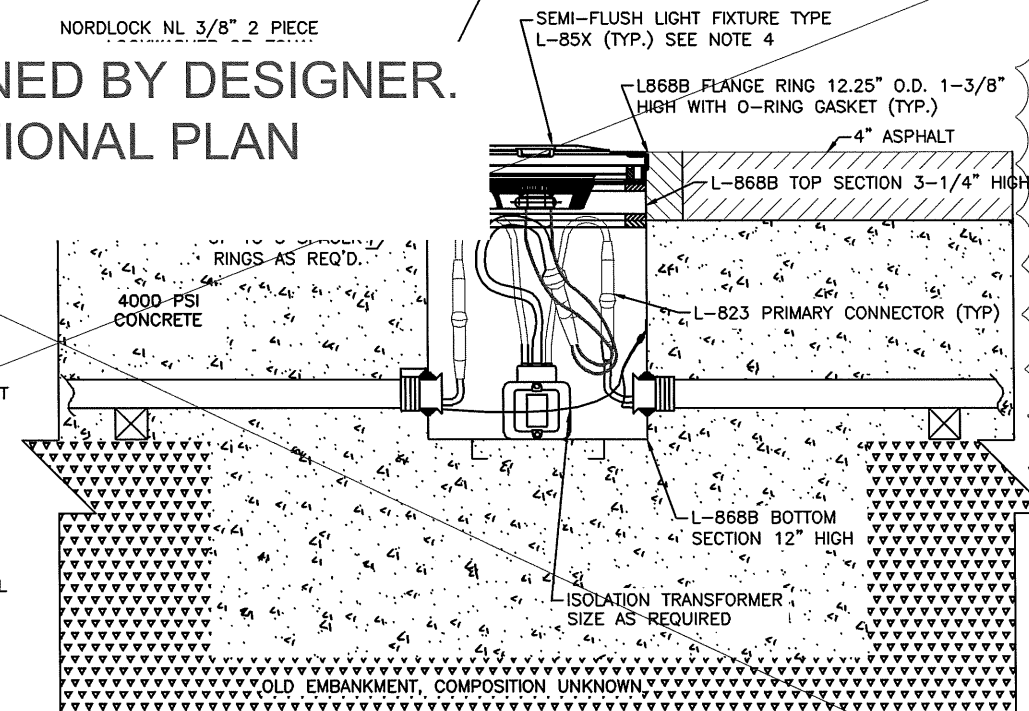
STEP 1: CLEAN AND DRY GAP BETWEEN ASPHALT AND LIGHT BASE BY APPLICATION OF HEAT.

STEP 2: VERIFY GAP IS FREE OF FROST AND WATER.

STEP 3: FILL VOID BETWEEN ASPHALT AND LIGHT BASE WITH SONNEBORN "GOLD LABEL ALL SEASON LOOP SEALANT" (OR EQUIVALENT) FLUSH WITH GRADE. ALLOW SEALANT TO SETTLE AND SELF-LEVEL.

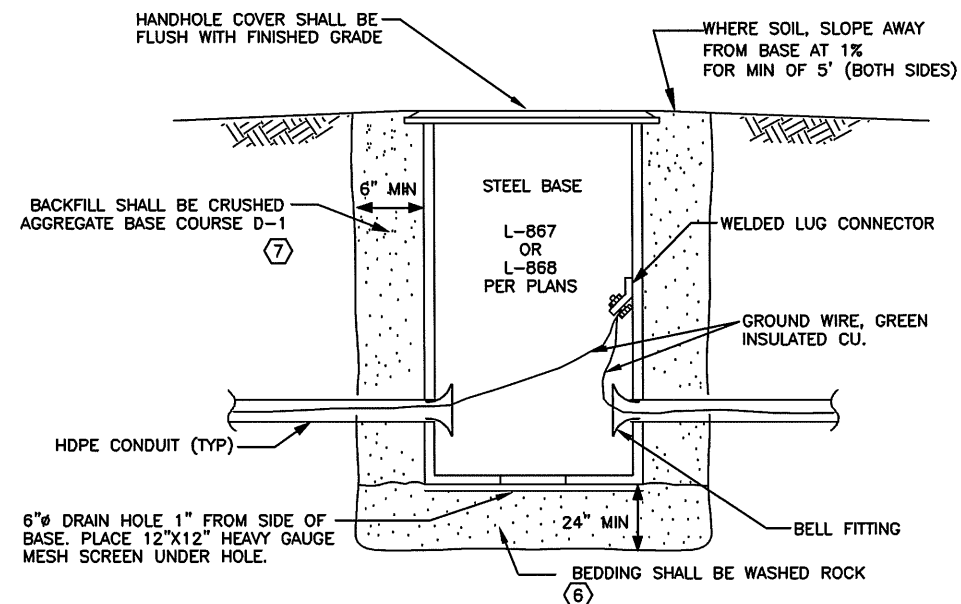
3/8"-16 STAINLESS STEEL BOLT (TYP. OF 6)  
TORQUE TO 185 INCH POUNDS, SEE NOTE 1  
NORDLOCK NL 3/8" 2 PIECE

## RE-DESIGNED BY DESIGNER. SEE ADDITIONAL PLAN SHEETS



## SEMIFLUSH LIGHT INSTALLATION - PHASES 5-6

NO SCALE



## DETAIL: HANDHOLE (TYP)

NO SCALE

NOTES (CONT'D):

5. TAXIWAY EDGE LIGHT SHALL BE LED (100,000 HR LIFE), L-861T. IT SHALL HAVE SAME OVERALL SILHOUETTE AS QUARTZ LIGHTS FOR A SIMILAR APPEARANCE. THE HEIGHT SHALL BE 24". THE LIGHT SHALL OPERATE AT 6.6A W/L-823 PLUG ASSEMBLY FOR CONNECTION TO A L-830 ISOLATION TRANSFORMER. IT SHALL CREATE NO INTERFERENCE WITH THE CONSTANT CURRENT REGULATOR DUE TO A SPECIAL CONVERTER. PROVIDE WITH HEATER.
6. PLACE AND COMPACT WASHED ROCK AS SPECIFIED IN SECTION L-100.
7. PLACE AND COMPACT CRUSHED AGGREGATE BASE COURSE AS SPECIFIED IN SECTION L-100.
8. PROVIDE CABLE ID TAGS WITHIN 6" OF L-823 CONNECTORS.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE *JSR* DATE *3/30/11*

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PATH:  
G9-G24R.dwg

Wed, 30/Mar/11 12:50PM jskajdan  
TAB: G11R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

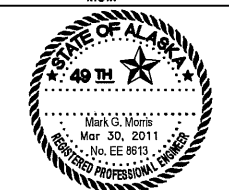
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

LIGHTING DETAILS

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

## LIGHTING DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G11R	58

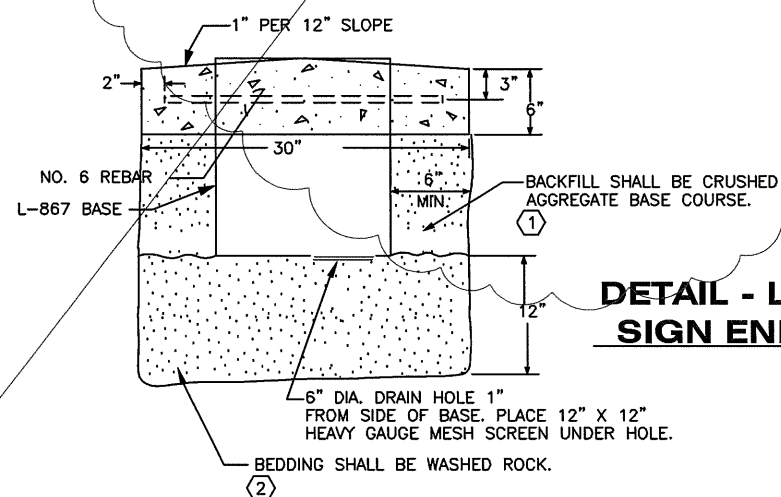
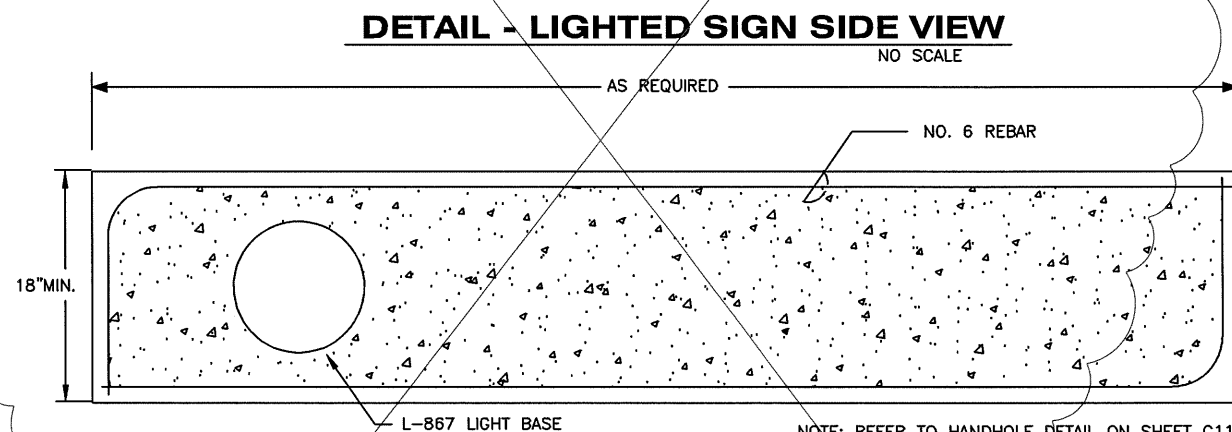
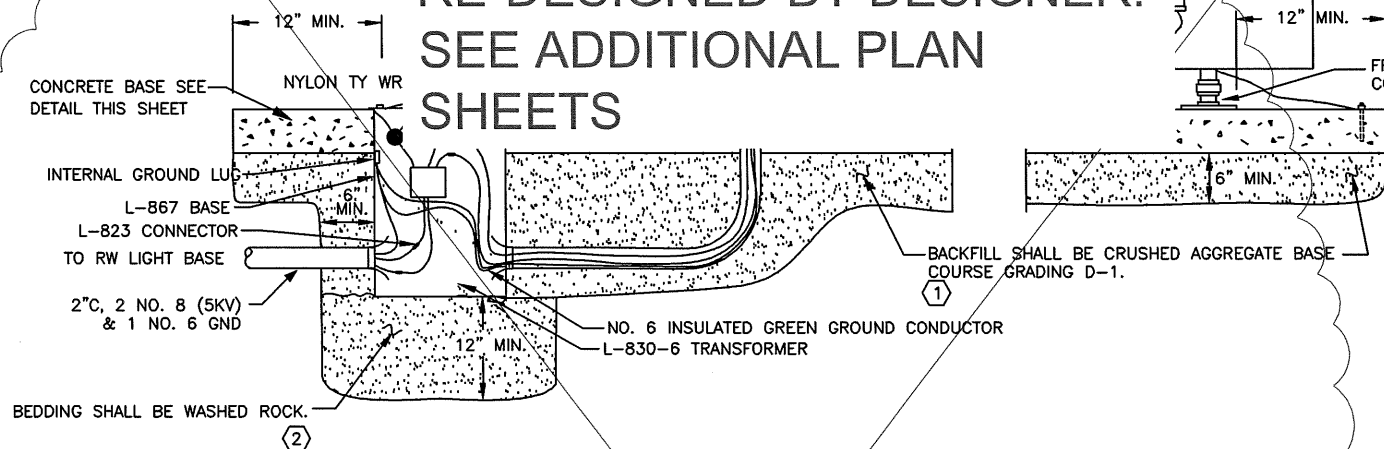
41/81

INTERNALLY LIT L-858-Y, L858-R, OR L-858-B SIGN WITH LETTERING AS INDICATED ON THE SITE PLANS.

LENGTH AS REQUIRED BY FAA SPECIFICATIONS

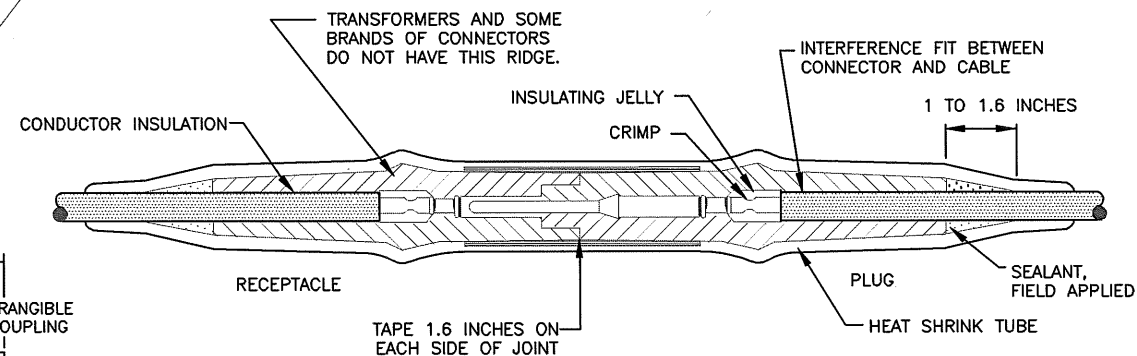
HEIGHT AS REQ'D FOR SIZE OF SIGN SPECIFIED

RE-DESIGNED BY DESIGNER.  
SEE ADDITIONAL PLAN SHEETS



NOTES:

- (1) PLACE AND COMPACT CRUSHED AGGREGATE BASE COURSE AS SPECIFIED IN SECTION L-100.
- (2) PLACE AND COMPACT WASHED ROCK AS SPECIFIED IN SECTION L-100.



NOTES:

1. CLEAN THE CABLE THOROUGHLY 12 INCHES MIN. FROM THE END.
2. REMOVE INSULATION PER MANUFACTURERS INSTRUCTIONS. DO NOT NICK THE CONDUCTOR. UTILIZE PENCILING TOOL.
3. INSTALL PIN AND / OR RECEPTACLE WITH A CRIMPING TOOL WHICH MUST BE COMPLETELY CLOSED BEFORE THE TOOL MAY BE REMOVED.
4. BE SURE CABLE AND CONNECTOR FITTINGS ARE CLEAN. COAT THE CABLE INSULATION WITH INSULATING JELLY FROM THE CONNECTOR.
5. CAREFULLY INSERT CABLE INTO CONNECTOR TO THE PROPER DEPTH.
6. SLIP 16 INCH LENGTH OF HEAT SHRINK TUBING ON TRANSFORMER LEAD. RANCHER TAPE KIT OR APPROVED EQUAL.
7. COMPLETE CONNECTION BY MATING THE PLUG AND RECEPTACLE. CAUTION: BE SURE THE CABLE DOES NOT SLIP OUT WHEN THE CONNECTION IS MADE.
8. APPLY RUBBER TAPE AND VINYL TAPE ONE HALF LAPPED, 1.6 INCHES ON EACH SIDE OF JOINT.
9. ANY CONNECTOR WHICH IS CONTAMINATED BY DIRT OR OTHER DAMAGING MATERIAL SHALL BE REMOVED AND NOT REINSTALLED.
10. CLEAN CONNECTOR, HEAT SHRINK AND CABLE INSULATION WITH WAX OR GREASE SOLVENT TO REMOVE SURFACE SILICONE JELLY. MAINTAIN CLEANLINESS THROUGH INSTALLATION PROCESS.
11. USE HEAT SHRINK TO BIND WITH INTEGRAL FULL LENGTH SEALANT COATING OR APPROVED EQUAL, SAS MODEL 71A0070.
12. CENTER HEAT SHRINK OVER THE CONNECTOR. APPLY HEAT EVENLY BEGINNING AT THE CENTER AND WORKING AROUND CABLE TO ENDS. DO NOT OVERHEAT.
13. THE HEAT SOURCE SHALL BE ELECTRIC HEAT GUN OR A PROPANE TORCH WITH A FLAME SPREADER TO BE APPROVED BY THE ENGINEER.

### INSTALLATION INSTRUCTIONS TO SUPPLEMENT THE MANUFACTURERS INSTRUCTIONS

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PE *JSR* DATE 3/30/11

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PATH:  
G9-G24R.dwg

Wed, 30/Mar/11 12:50PM jskajdan  
TAB: G12R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

LIGHTING DETAILS

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

### LIGHTING DETAILS

PROJECT DESIGNATIONS

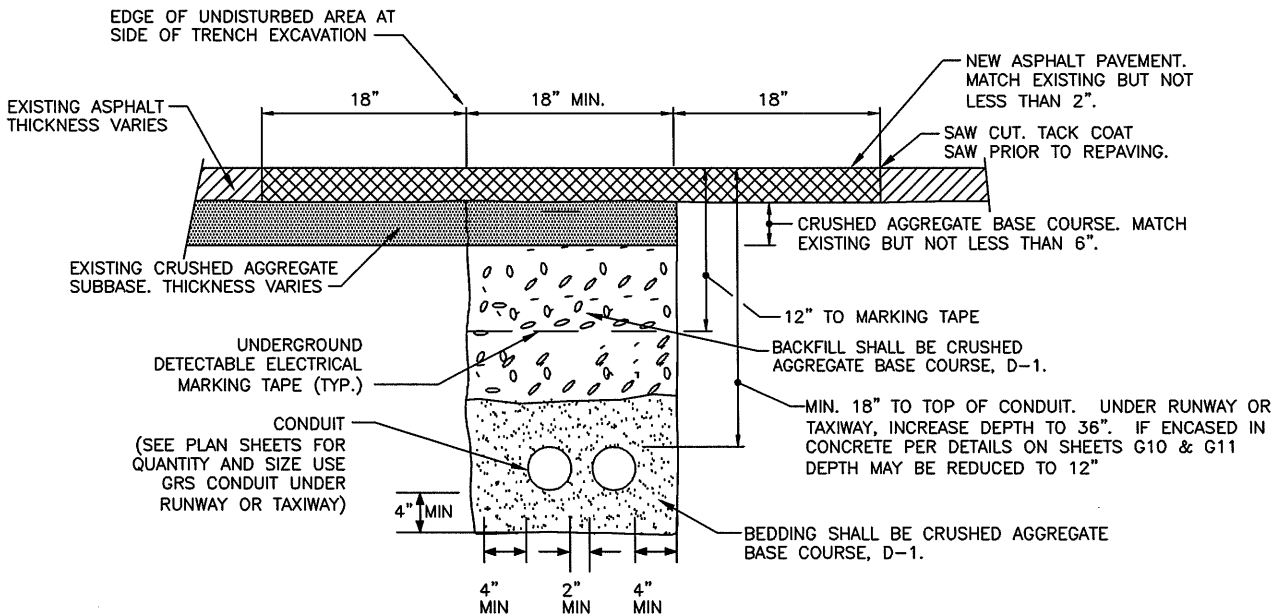
ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G12R	58

42/81

SHEET NOTE

1. PLACE AND COMPACT CRUSHED AGGREGATE BASE COURSE AS SPECIFIED IN SECTION L-100.



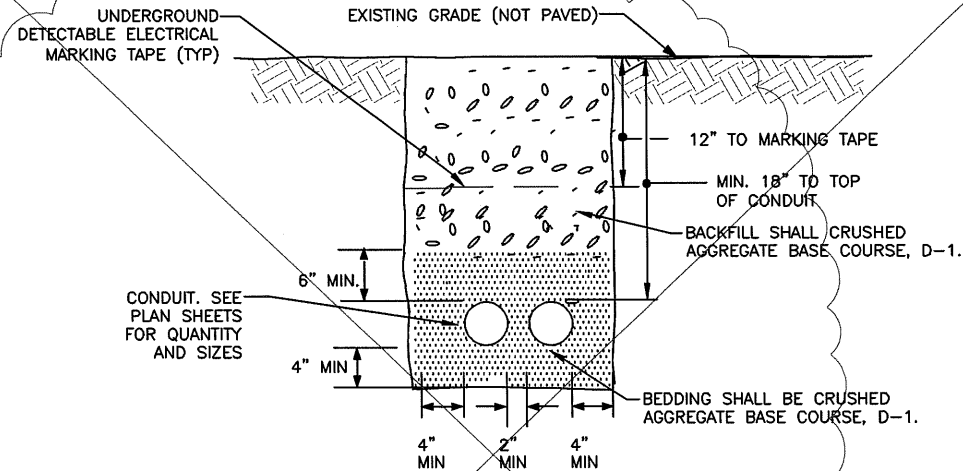
CONDUIT TRENCH WITHIN PAVED AREAS TO BE PATCHED

NO SCALE

NOTES:

1. THIS IS A TYPICAL TRENCH SECTION SHOWING MINIMUM DIMENSIONS AND REQUIRED MATERIALS. CONFIGURE ALL TRENCHES AS NECESSARY TO COMPLY WITH DIMENSIONS SHOWN. USE THIS DETAIL WHERE CONDUIT HAS TO BE PLACED BELOW EXISTING ASPHALT TO REMAIN.
2. BURY ALL CONDUIT AT 18" MINIMUM BELOW FINISHED GRADE UNLESS OTHERWISE NOTED.
3. TRENCH BEDDING AND BACKFILL TO BE COMPACTED TO 95% MAXIMUM DENSITY.
4. CRUSHED AGGREGATE BASE COURSE TO BE COMPACTED TO 100% MAXIMUM DENSITY FOR TOP 6" WHERE UNDER A RUNWAY OR TAXIWAY.
5. SEE PLAN SHEETS FOR NUMBER OF CONDUITS IN TRENCH.
6. RETURN PAVEMENT TO THE CONDITION IT WAS IN PRIOR TO MAKING THE SAW CUT.
7. FAA POWER CONDUIT SHALL BE BURIED AT 36" BELOW FINISHED GRADE.
8. BACKFILL AND BEDDING SHALL BE CONCRETE WHERE UNDER TAXIWAY OR RUNWAY. CONCRETE SHALL BE HIGH EARLY STRENGTH AND ATTAIN 4000 PSI STRENGTH WITHIN 8 HOURS OF SET.

PROJECT ENGINEER'S NOTE: THE CONTRACT SPECIFIED CONCRETE BACKFILL FOR TRENCHES UNDER RUNWAY AND TAXIWAY.



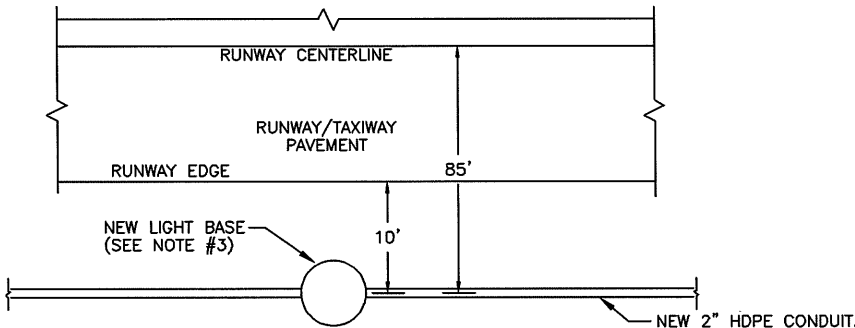
DETAIL: CONDUIT TRENCH WITH NO EXISTING ASPHALT COVER (TYP)

NO SCALE

NOTES:

1. THIS IS A TYPICAL TRENCH SECTION SHOWING MINIMUM DIMENSIONS AND REQUIRED MATERIALS. CONFIGURE ALL TRENCHES AS NECESSARY TO COMPLY WITH DIMENSIONS SHOWN.
2. BURY ALL CONDUIT AT 18" MINIMUM BELOW FINISH GRADE UNLESS OTHERWISE NOTED.
3. SEE PLAN SHEETS FOR NUMBER OF CONDUITS IN TRENCH.
4. WHERE TRENCHING THROUGH EXISTING ASPHALT, PATCH ASPHALT PER TRENCH DETAIL ON THIS SHEET.
5. FAA POWER CONDUIT SHALL BE BURIED AT 36" BELOW FINISHED GRADE.

RE-DESIGNED. SEE ADDED PLAN SHEETS



DETAIL: LIGHT BASE & CONDUIT INSTALLATION (TYP)

NO SCALE

NOTES:

1. WHERE THE LIGHTS ARE IN ASPHALT, CUT THE ASPHALT A MINIMUM OF 4.5' WIDE. IF MORE ROOM IS NEEDED TO PLACE THE LIGHT BASE, WIDEN THE ENTIRE CUT TO AT LEAST 18" WIDER THAN THE WIDTH OF THE EXCAVATION ON EACH SIDE OF THE TRENCH.
2. PATCH THE ASPHALT PER THE TRENCH DETAIL ON THIS SHEET
3. INSTALL THE NEW RUNWAY LIGHT BASES 85' FROM RUNWAY CENTER LINE TO THE CENTER OF THE LIGHT LENS. INSTALL THE NEW TAXIWAY LIGHT BASES PER THE TAXIWAY LIGHT SCHEDULE.
4. INSTALL CONDUIT IN A STRAIGHT LINE BETWEEN THE LIGHT BASES.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
G9-G24R.dwg

Wed, 30/Mar/11 12:50PM jskajdan  
TAB: G13R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

TRENCHING DETAILS

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

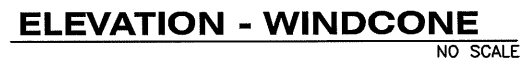
TRENCHING  
DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G13R	58

43/81

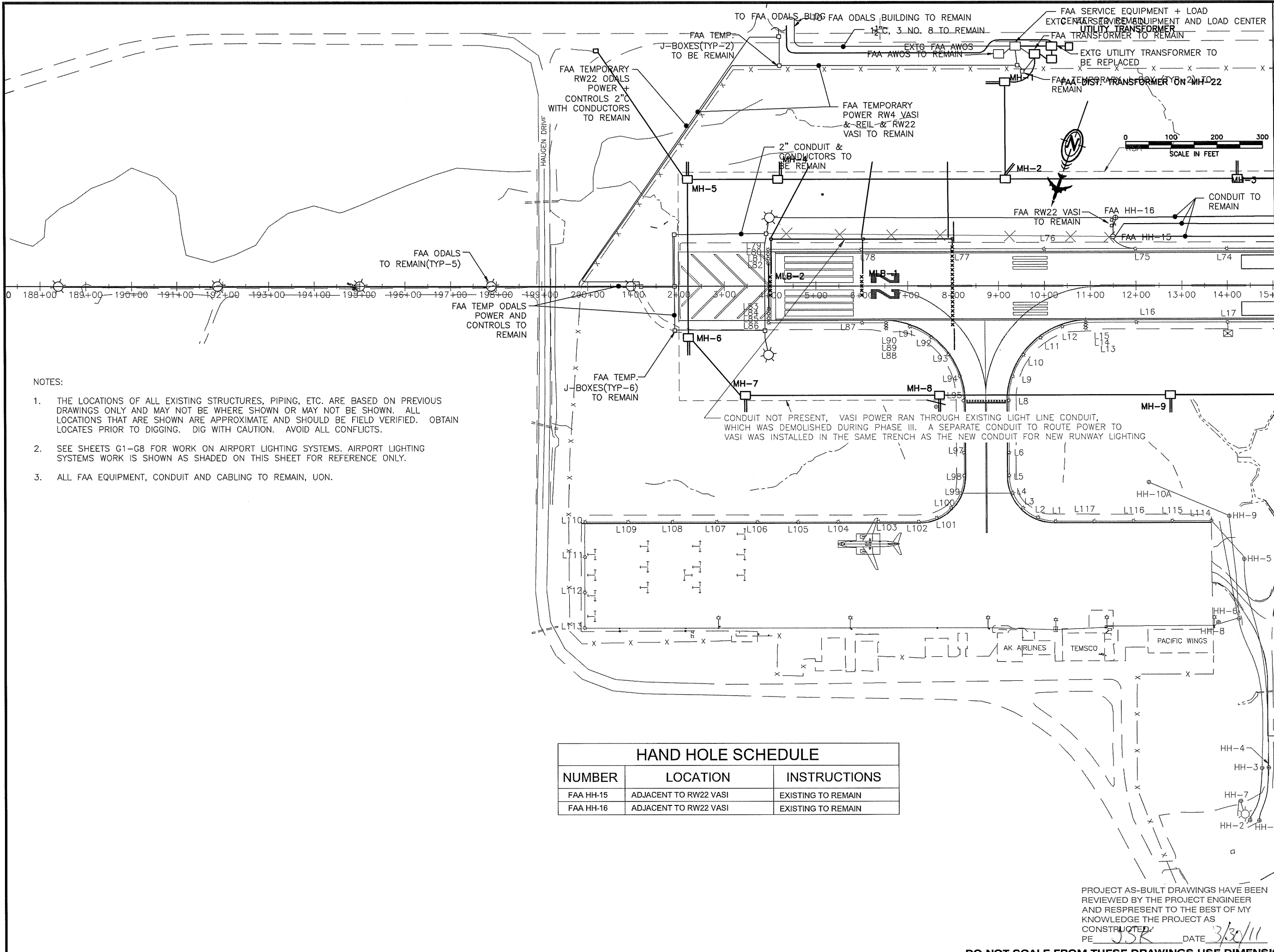


- ELEVATION - WIND CONE DISCONNECT**

- DETAIL: WINDCONE**  
NO SCALE

**DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS**

44/81



- NOTES:
1. THE LOCATIONS OF ALL EXISTING STRUCTURES, PIPING, ETC. ARE BASED ON PREVIOUS DRAWINGS ONLY AND MAY NOT BE WHERE SHOWN OR MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID ALL CONFLICTS.
  2. SEE SHEETS G1-G8 FOR WORK ON AIRPORT LIGHTING SYSTEMS. AIRPORT LIGHTING SYSTEMS WORK IS SHOWN AS SHADED ON THIS SHEET FOR REFERENCE ONLY.
  3. ALL FAA EQUIPMENT, CONDUIT AND CABLING TO REMAIN, UON.

HAND HOLE SCHEDULE		
NUMBER	LOCATION	INSTRUCTIONS
FAA HH-15	ADJACENT TO RW22 VASI	EXISTING TO REMAIN
FAA HH-16	ADJACENT TO RW22 VASI	EXISTING TO REMAIN

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSR DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
G9-G24R.dwg

Wed, 30/Mar/11 12:51PM jskajdan

TAB: G15R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

FAA ELECTRICAL DEMOLITION  
PLAN STA 188+00 TO 15+00

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM

DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

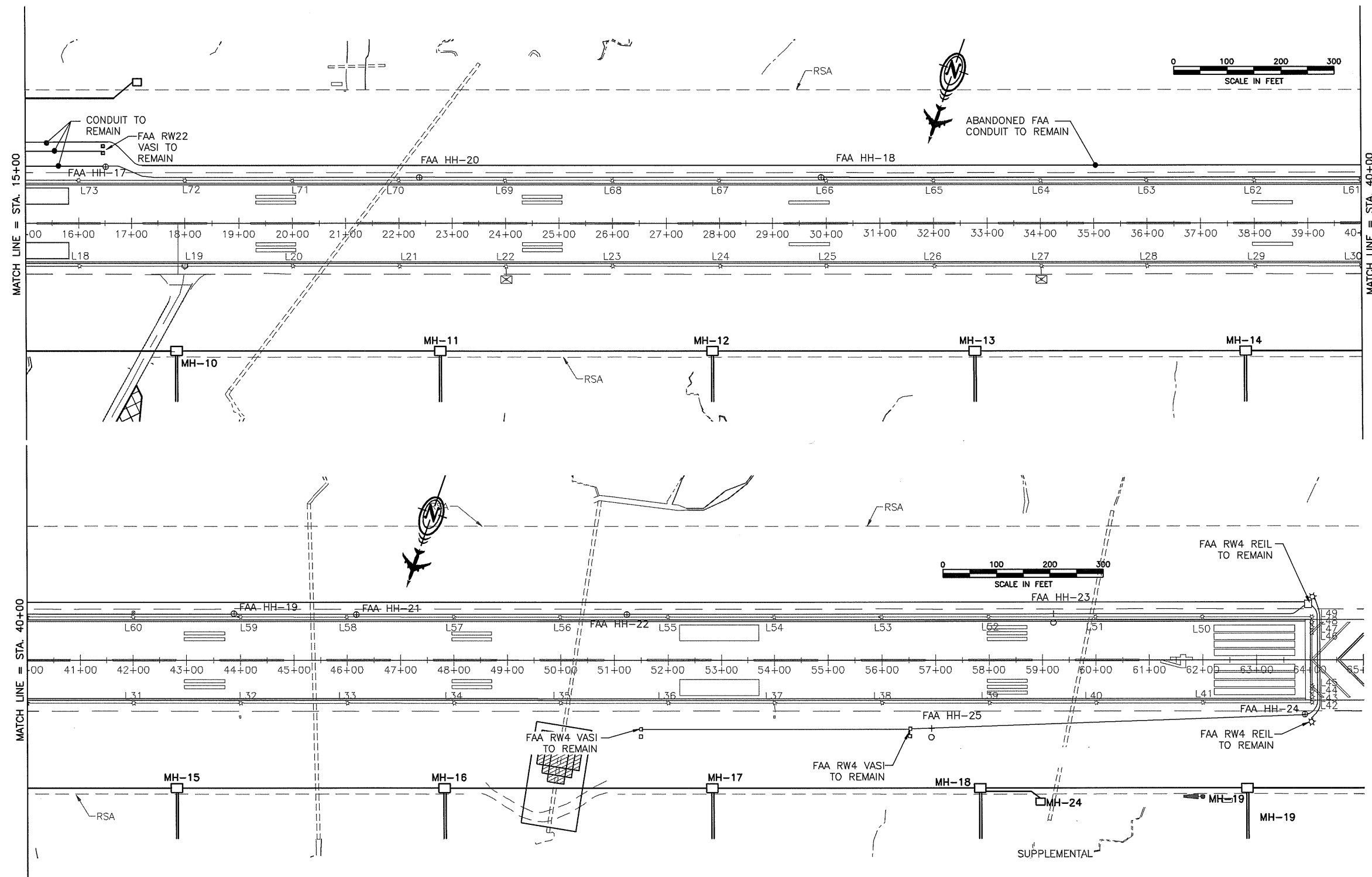
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)  
FAA ELECTRICAL  
DEMOLITION PLAN  
STA 188+00 TO  
15+00

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G15R	58

45/81



NOTES:

1. THE LOCATIONS OF ALL EXISTING STRUCTURES, PIPING, ETC. ARE BASED ON PREVIOUS DRAWINGS ONLY AND MAY NOT BE WHERE SHOWN OR MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID ALL CONFLICTS.
2. SEE SHEETS G1-G8 FOR WORK ON AIRPORT LIGHTING SYSTEMS. AIRPORT LIGHTING SYSTEMS WORK IS SHOWN AS SHADED ON THIS SHEET FOR REFERENCE ONLY.
3. ALL FAA EQUIPMENT, CONDUIT AND CABLING TO REMAIN, UON.

HAND HOLE SCHEDULE

NUMBER	LOCATION	INSTRUCTIONS
FAA HH-17	APPROX. STA. 16+50, 110' LT	EXISTING TO REMAIN
FAA HH-18	APPROX. STA. 29+90, 90' LT	EXISTING TO REMAIN
FAA HH-19	APPROX. STA. 43+90, 90' LT	EXISTING TO REMAIN
FAA HH-20	APPROX. STA. 22+40, 90' LT	EXISTING TO REMAIN
FAA HH-21	APPROX. STA. 46+20, 90' LT	EXISTING TO REMAIN
FAA HH-22	APPROX. STA. 51+30, 90' LT	EXISTING TO REMAIN
FAA HH-23	APPROX. STA. 59+20, 90' LT	EXISTING TO REMAIN
FAA HH-24	ADJACENT FAA RW4 REIL	EXISTING TO REMAIN
FAA HH-25	ADJACENT FAA RW4 VASI	EXISTING TO REMAIN

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: G9-G24R.dwg		
Wed, 30/Mar/11 12:51PM jskajdan		
TAB: G16		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
FAA ELECTRICAL DEMOLITION PLAN STA 15+00 TO 64+50		
PREPARED BY: MORRIS ENGINEERING		
CHECKED BY: MGM		
DESIGNED BY: MGM		
DRAWN BY: MHW		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION		
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III) FAA ELECTRICAL DEMOLITION PLAN STA 15+00 TO 64+50		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360		
FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
G16	58	

46/81

NOTES:

1. PROVIDE A NEW FAA POWER DISTRIBUTION SYSTEM AS SHOWN.
2. PROVIDE 2" EMPTY HDPE CONDUIT FROM A LIGHT BASE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT AT 1%. INSTALL CONDUIT NO DIFFERENTLY THAN CONDUIT ON REST OF PROJECT. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP.
3. SEE SHEET G20 FOR WORK IN THIS AREA.
4. PROVIDE 4" EMPTY HDPE CONDUIT FROM A MANHOLE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT AT 1%. INSTALL CONDUIT NO DIFFERENTLY THAN CONDUIT ON REST OF PROJECT. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP.
5. ROUTE 4" CONDUIT BELOW EXISTING FAA TEMPORARY SERVICE WITHOUT DISTURBING SERVICE TO FAA EQUIPMENT.
6. BED AND BACKFILL CONDUIT WITH CONCRETE UNDER TAXIWAY.

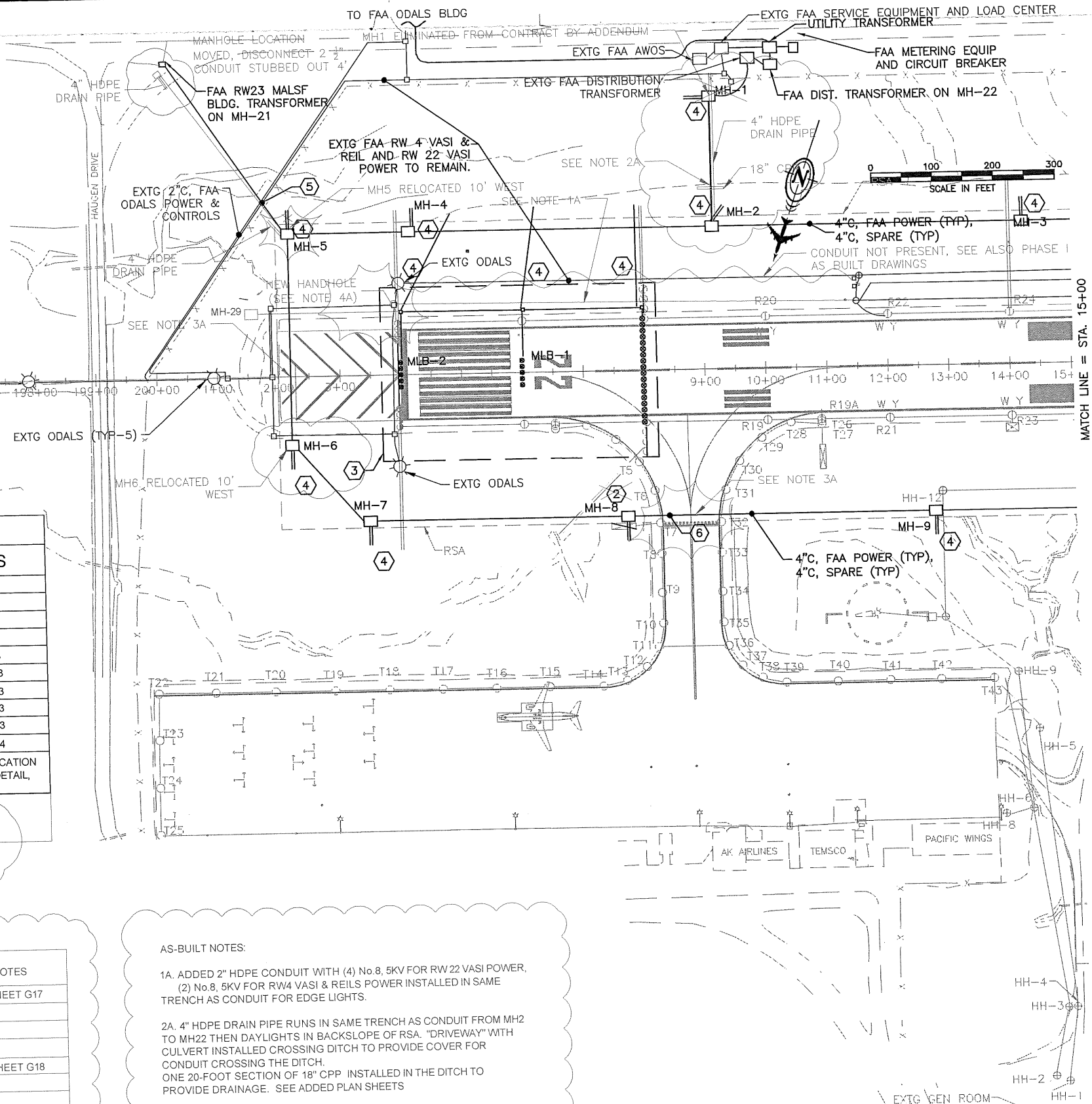
NEW FAA MAN HOLE SCHEDULE

NUMBER	LOCATION	INSTRUCTIONS
MH-1	STA. 9+20, 450' LT	DELETED BY ADDENDUM
MH-2	STA. 9+20, 240' LT	SEE DETAIL, SHEET G23
MH-3	STA. 14+20, 240' LT	SEE DETAIL, SHEET G23
MH-4	STA. 4+20, 240' LT	SEE DETAIL, SHEET G23
MH-5	STA. 2+10, 240' LT	STA. 2+20, 240' LT
MH-6	STA. 2+10, 100' RT	STA. 2+20, 100' RT
MH-7	STA. 3+50, 240' RT	SEE DETAIL, SHEET G23
MH-8	STA. 7+70, 240' RT	SEE DETAIL, SHEET G23
MH-9	STA. 12+70, 240' RT	SEE DETAIL, SHEET G23
MH-21	STA. 200+20, 510' LT	SEE DETAIL, SHEET G24
MH-22	STA. 9+80, 510' LT	STA. 9+25, 504' LT
MH-29	STA. 1+90, 102' LT	MALSF MH, SEE DETAIL SHEET G-23

CULVERT NAME	DIAM & TYPE	LENGTH (FT)	INVERT ELEVATION	LOCATION	NOTES
MH-2 CULVERT	18" CPP	20			
INLET			98.77'	STA. 9+09, 263' LT	
OUTLET			98.37'	STA. 9+30, 262' LT	
MH-23 CULVERT	18" CPP	(2) 20			
INLET			98.94'	STA. 16+85, 268' LT	
OUTLET			98.83'	STA. 17+26, 268' LT	

AS-BUILT NOTES:

- 1A. ADDED 2" HDPE CONDUIT WITH (4) No. 8, 5KV FOR RW 22 VASI POWER, (2) No. 8, 5KV FOR RW4 VASI & REILS POWER INSTALLED IN SAME TRENCH AS CONDUIT FOR EDGE LIGHTS.
- 2A. 4" HDPE DRAIN PIPE RUNS IN SAME TRENCH AS CONDUIT FROM MH2 TO MH22 THEN DAYLIGHTS IN BACKSLOPE OF RSA. "DRIVEWAY" WITH CULVERT INSTALLED CROSSING DITCH TO PROVIDE COVER FOR CONDUIT CROSSING THE DITCH. ONE 20-FOOT SECTION OF 18" CPP INSTALLED IN THE DITCH TO PROVIDE DRAINAGE. SEE ADDED PLAN SHEETS
- 3A. 4" RIGID STEEL LOCATIONS  
STA. 2+21, 106' RT TO 2+21, 75' LT; (NOT CONCRETE ENCASED)  
STA. 7+70, 240' RT TO 9+25, 240' RT (CONCRETE ENCASED)
- 4A. EXISTING J-BOX 5 WAS REPLACED WITH A NEW HANDHOLE.

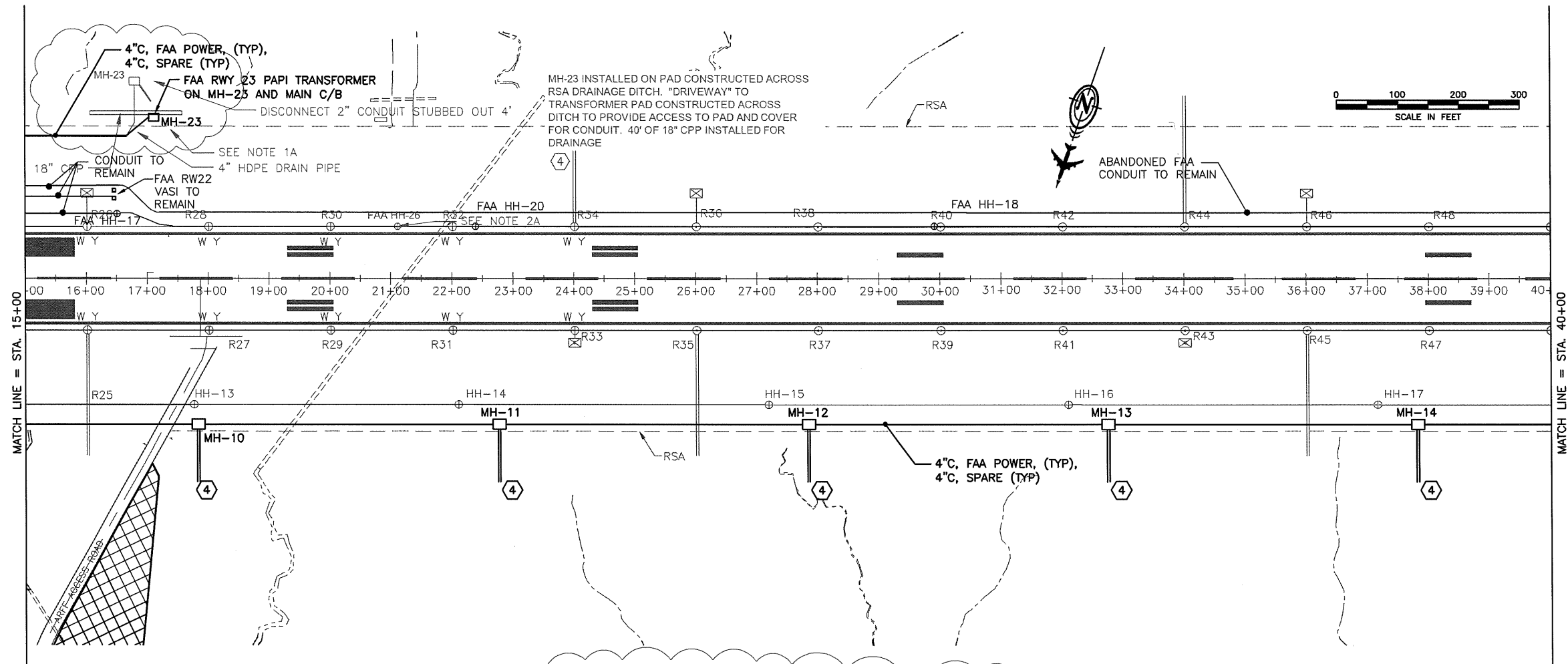


PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSK DATE 4/1/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: G9-G24R.dwg		
Wed, 30/Mar/11 04:00PM jskajdan		
TAB: G17R		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)   FAA ELECTRICAL SITE PLAN STA. 188+00 TO STA 15+00		
PREPARED BY: MORRIS ENGINEERING		
CHECKED BY: MGM		
DESIGNED BY: MGM		
DRAWN BY: MHW		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION &amp; PUBLIC FACILITIES SOUTHEAST REGION   PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III) <b>FAA ELECTRICAL SITE PLAN STA. 188+00 TO STA. 15+00</b>		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360		
FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
G17R	58	

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NEW FAA MAN HOLE SCHEDULE		
NUMBER	LOCATION	INSTRUCTIONS
MH-10	STA. 17+70, 240' RT	SEE DETAIL, SHEET G24
MH-11	STA. 22+70, 240' RT	SEE DETAIL, SHEET G24
MH-12	STA. 27+70, 240' RT	SEE DETAIL, SHEET G24
MH-13	STA. 32+70, 240' RT	SEE DETAIL, SHEET G24
MH-14	STA. 37+70, 240' RT	SEE DETAIL, SHEET G24
MH-23	STA. 17+09, 265' LT STA. 17+04, 289' LT	SEE DETAIL, SHEET G24

NOTES:

1. PROVIDE A NEW FAA POWER DISTRIBUTION SYSTEM AS SHOWN.
2. NOT USED.
3. NOT USED.

4. PROVIDE 4" EMPTY HDPE CONDUIT FROM A MANHOLE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT AT 1%. INSTALL CONDUIT NO DIFFERENTLY THAN CONDUIT ON REST OF PROJECT. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP.

ADJUSTED FAA HAND HOLE SCHEDULE		
NUMBER	LOCATION	INSTRUCTIONS
HH-26	STA. 21+12, 81' LT	SEE SHEET G18
HH-21	STA. 45+92, 81' LT	SEE SHEET G19
HH-27	STA. 49+60, 82' LT	SEE SHEET G19
HH-19A	STA. 55+96, 81' LT	SEE SHEET G19
HH-L29	STA. 60+39, 82' LT	SEE SHEET G19

NOTES:

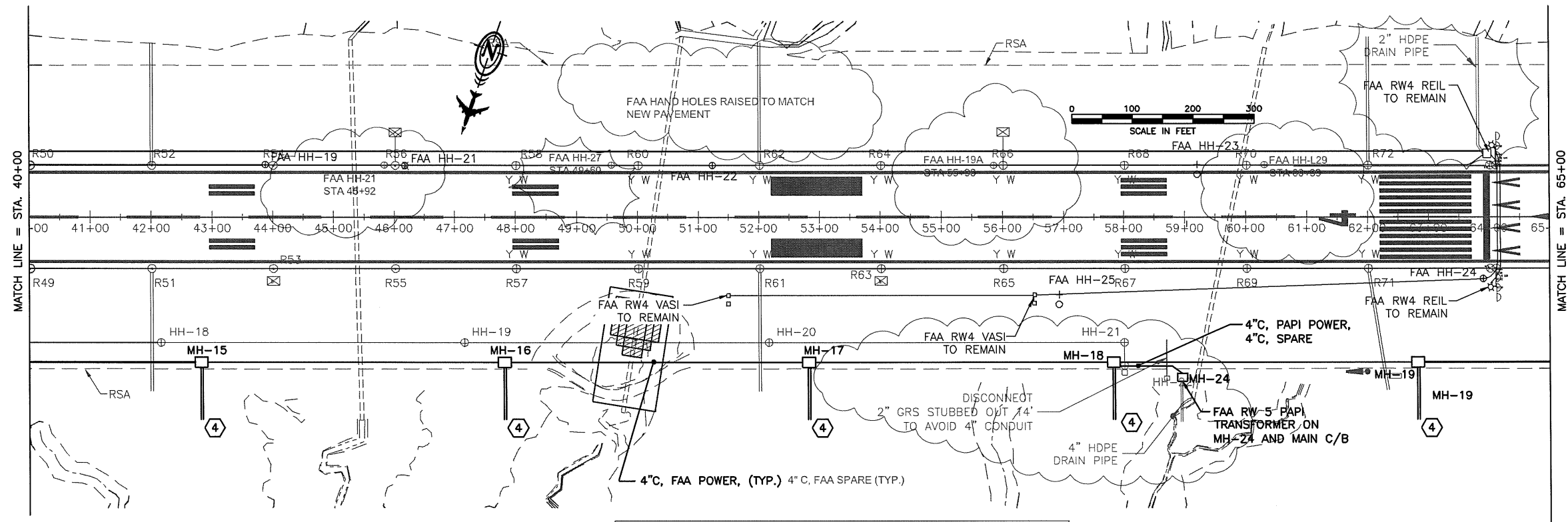
- 1A. APPROXIMATE DIMENSIONS OF TRANSFORMER PAD: 30'X40'. SEE ADDED PLAN SHEETS.
- 2A. THE EXISTING HANDHOLES WERE RAISED TO MATCH THE NEW PAVEMENT ELEVATION.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSR DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: G9-G24R.dwg		
Wed, 30/Mar/11 12:51PM jskajdan		
TAB: G18R		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
FAA ELECTRICAL SITE PLAN STA. 15+00 TO STA. 40+00		
PREPARED BY: MORRIS ENGINEERING		
CHECKED BY: MGM		
DESIGNED BY: MGM		
DRAWN BY: MHW		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION		
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III) FAA ELECTRICAL SITE PLAN STA. 15+00 TO STA. 40+00		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360		
FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
G18R	58	

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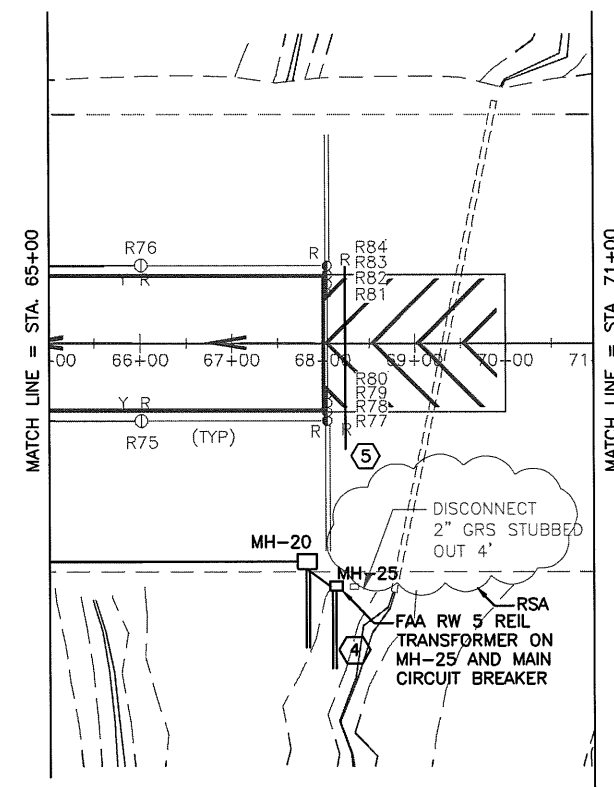


#### NOTES:

- ① PROVIDE A NEW FAA POWER DISTRIBUTION SYSTEM AS SHOWN.
- ② NOT USED.
- ③ NOT USED.
- ④ PROVIDE A 4" EMPTY HDPE CONDUIT FROM THE MANHOLE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT AT 1%. INSTALL CONDUIT NO DIFFERENTLY THAN CONDUIT ON REST OF PROJECT. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP.
- ⑤ PROVIDE (2) SPARE 2" GRS CONDUIT FROM STATION 68+20, 100' RT TO STATION 68+20, 100' LT. THIS WILL BE USED FOR THE FUTURE RW 5 REIL. CAP CONDUIT. PROVIDE SWING TIES TO ADJACENT LIGHT & MANHOLE ON AS-BUILT DRAWINGS.
- ⑥ RUNWAY MARKING FROM STATION 64+00 TO 70+00 IS INCORRECT. SEE SHEET F1 FOR CORRECT MARKING.

#### NEW FAA MAN HOLE SCHEDULE

NUMBER	LOCATION	INSTRUCTIONS
MH-15	STA. 42+70, 240' RT	SEE DETAIL, SHEET G23
MH-16	STA. 47+70, 240' RT	SEE DETAIL, SHEET G23
MH-17	STA. 52+70, 240' RT	SEE DETAIL, SHEET G23
MH-18	STA. 57+70, 240' RT	SEE DETAIL, SHEET G23
MH-19	STA. 62+70, 240' RT	SEE DETAIL, SHEET G23
MH-20	STA. 67+70, 240' RT	SEE DETAIL, SHEET G23
MH-24	STA. 58+95, 265' RT	SEE DETAIL, SHEET G24
MH-25	STA. 68+14, 265' RT	SEE DETAIL, SHEET G24



PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSR DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: G9-G24R.dwg		
Wed, 30/Mar/11 12:51PM jskajdan		
TAB: G19R		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
FAA ELECTRICAL SITE PLAN STA 40+00 TO 71+00		
PREPARED BY: MORRIS ENGINEERING		
CHECKED BY: MGM		
DESIGNED BY: MGM		
DRAWN BY: MHW		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION		
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III) FAA ELECTRICAL SITE PLAN STA 40+00 TO 71+00		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360		
FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
G19R	58	

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SEQUENCING NOTES:

1. STAGES 1 - 4 SHOW A SUGGESTED CONSTRUCTION SEQUENCE FOR WORK UNDER THIS CONTRACT. THE TASKS SHOWN MAY REQUIRE DIFFERENT SEQUENCING, OR CONCURRENT PROGRESS WITH OTHER TASKS TO ACCOMPLISH THE WORK. THE SAFETY PLANS AND SPECIFICATIONS PROVIDE ADDITIONAL GUIDANCE ON OPERATIONAL LIMITATIONS. STAGE CONSTRUCTION TO COMPLY WITH ALL CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.
2. WORK OUTSIDE OF THE EXISTING RUNWAY SAFETY AREA MAY BE PERFORMED AT CONTRACTOR'S DISCRETION SUBJECT TO THE LIMITS OF THE APPROVED SAFETY AND STAGING PLANS.
3. USE THESE STAGES, OR ALTERNATE STAGING APPROVED BY THE ENGINEER, AS A BASIS FOR PREPARING STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MEASURES FOR EACH STAGE. THE PROJECT EROSION AND SEDIMENT CONTROL PLAN (ESCP) MEASURES APPLY TO ALL STAGES. SUBMIT ALTERNATE SEQUENCING PLANS FOR APPROVAL FIVE DAYS BEFORE SWPPP SUBMITTAL. PROVIDE SWPPP UPDATES AS EACH STAGE PROGRESSES.
4. DEVELOP A CONSTRUCTION SCHEDULE BASED ON SEQUENCING SHOWN, OR AN APPROVED ALTERNATE. PROVIDE SUFFICIENT DETAIL TO ADDRESS REQUIRED SUBMITTALS, REVIEW PERIODS, PROCUREMENT OF MATERIALS, CONSTRUCTION WORK, AND COORDINATION REQUIREMENTS ASSOCIATED WITH ITEMS OF WORK.
5. ALL FAA FACILITIES SHALL REMAIN IN OPERATION THROUGH OUT THE PROJECT EXCEPT AS SPECIFIED IN THE APPROVED STAGING PLAN. DAMAGE TO FAA FACILITIES INCLUDING POWER DISRUPTION SHALL BE IMMEDIATELY REPAIRED IN A MANNER ACCEPTABLE TO THE FAA AT THE CONTRACTOR'S EXPENSE.

THE GENERAL SCOPE OF WORK FOR EACH STAGE IS DESCRIBED BELOW. PARTICULAR RESTRICTIONS ARE NOTED IN THE PLAN VIEW FOR EACH STAGE. FOR THE STAGING PLAN BELOW, ALL STATIONS AND OFFSETS ARE REFERENCED TO THE PROPOSED RUNWAY ALIGNMENT AS DEFINED, REGARDLESS OF HALF WIDTH CLOSURE STATUS.

6. CONSTRUCT TEST SECTIONS PRIOR TO WORK UNDER STAGE 1B.

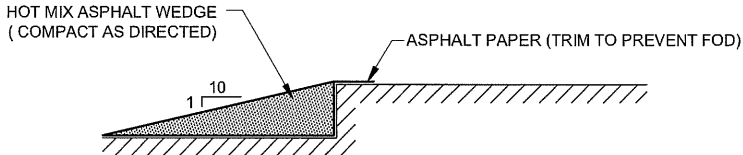
7. COORDINATE PLACEMENT OF RECYCLED ASPHALT MATERIAL (RAM) WITH CONDUIT WORK UNDER RUNWAY SHOULDERS (See Specifications Section P-209-3.3)

STAGE 1: OFF RUNWAY WORK

- A. CONSTRUCT THE CULVERT REPAIR AT RUNWAY STATION 49+75 RIGHT. INSTALL EROSION SEDIMENT CONTROLS AS WARRANTED.
- B. CONSTRUCT NEW RUNWAY BASE COURSE, AND ASPHALT TREATED BASE, FULL WIDTH FROM STA 64+00 TO 68+00. GRADE NEW RUNWAY SHOULDERS FROM 64+00 TO 68+00. GRADE NEW BLAST PAD AND SHOULDERS FROM 68+00 TO 70+00.
- C. REPLACE LIGHTING REGULATOR AND ASSOCIATED WORK IN DOT ARFF BUILDING, REPLACE TAXIWAY/RUNWAY LIGHTING CIRCUIT FROM ARFF BUILDING TO APRON, REPLACE PRIMARY WINDCONE AND SEGMENTED CIRCLE, REPLACE TAXIWAY LIGHTS (APRON AND TAXIWAY) UP TO RUNWAY HOLD POSITION, REPLACE TAXIWAY SIGN, PROVIDE NEW SUPPLEMENTAL WINDCONE CIRCUIT AND WINDCONE, PROVIDE NEW RUNWAY EDGE LIGHT BASES AND CONDUIT FROM STATION 64+00 TO STATION 68+10.
- D. PROVIDE NEW FAA POWER DISTRIBUTION SYSTEM, AND PROVIDE SPARE CONDUIT AT STA. 68+20 FOR FUTURE FAA REIL.

STAGE 2: NORTH HALF RUNWAY CLOSURE

- A. INSTALL RUNWAY MARKINGS TO ALLOW HALF WIDTH OPERATIONS.
- B. COORDINATE WITH THE FAA THROUGH THE ENGINEER TO SHUT DOWN RUNWAY 22 ODALS AND RUNWAY 4 REILS. OUTAGE TO REMAIN IN EFFECT FOR DURATION OF HALF WIDTH CLOSURES (STAGES 2 & 3). EXISTING FAA VASI UNITS SHALL REMAIN ON DURING DURATION OF HALF WIDTH CLOSURES (STAGES 2 & 3). SEE SECTION 80-04 d. NOTIFICATION, FOR 45 DAY LEAD TIME REQUIREMENT.
- C. PROVIDE TEMPORARY RUNWAY EDGE LIGHTING AROUND ENTIRE HALF WIDTH RUNWAY 4/22 INCLUDING TEMPORARY THRESHOLD LIGHTING. PROVIDE TEMPORARY RUNWAY DISTANCE REMAINING SIGNS. PROVIDE TEMPORARY TAXIWAY LIGHTING FROM THE RUNWAY TO THE HOLD SHORT LINE. PROVIDE 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. THE NEW REGULATOR MAY BE USED TO POWER THE TEMPORARY LIGHTING IF PRACTICAL, OTHERWISE PROVIDE A SEPARATE REGULATOR AND FEED IT FROM SPACE IN PANEL A IN THE DOT ARFF BUILDING. SHUT OFF EXISTING DISTANCE REMAINING SIGNS.
- D. REMOVE RUNWAY SHOULDER PAVEMENT AND RW EDGE LIGHTING FROM NORTH SIDE OF RUNWAY FROM STA 2+00 TO 64+00
- E. PROVIDE SEMIFLUSH LIGHT BASES AND CONDUIT IN CLOSED AREA WITHIN 75 FEET OF RUNWAY CENTERLINE. INSTALL LIGHT BASES AND CONDUIT FOR FAA MALSF MLB-1 AND MLB-2 DURING A NIGHT CLOSURE. SEE DETAILS SHEET G10. PROVIDE ELEVATED THRESHOLD LIGHT BASES AND CONDUIT FOR R2-R7. CUT AND PATCH ASPHALT PER DETAIL SHEET G13..
- F. MILL AND PAVE FIRST TWO INCH LIFT OF OVERLAY FROM STATION 5+90 TO 11+00. ACCOMPLISH WORK DURING NIGHT TIME CLOSURE AS REQUIRED TO MAINTAIN APRON / TAXIWAY ACCESS. PAVE FIRST TWO INCH LIFT FOR RUNWAY SHOULDERS FROM STATION 5+90 AROUND TW RADIUS TO MATCH LINE, AND FROM MATCH LINE AROUND TW RADIUS TO STATION 11+00. PAVE FIRST TWO INCH LIFT FOR RUNWAY SHOULDER FROM STATION 17+50 TO 18+50.
- G. PROVIDE SEMIFLUSH LIGHT BASES AND CONDUIT FOR R9, R9A, R11-R14, R19, R27, T1-T4, AND ASSOCIATED CONDUIT TO THE NEXT ADJACENT LIGHT.
- H. CONTINUE MILL AND OVERLAY EXISTING PAVED RUNWAY SURFACE ON NORTH SIDE FROM STA 11+00 TO 64+00, AND PAVE NEW RUNWAY AND SHOULDER FROM STA 64+00 TO 68+00 TO THE FULL WIDTH OF THE NEW RUNWAY.
- I. GRADE NEW RUNWAY SHOULDER FOR NORTH SIDE OF RUNWAY FROM STA 2+00 TO 68+00. CONSTRUCT THRESHOLD LIGHT FOUNDATIONS AT STATION 64+10 LEFT AND RIGHT.
- J. PROVIDE REMAINING NEW RUNWAY EDGE AND THRESHOLD LIGHT BASES AND CONDUIT IN THE CLOSED AREA. PROVIDE REMAINING TAXIWAY LIGHT BASES AND CONDUIT NOT INSTALLED IN STAGE 1. RE-FEED EXISTING RUNWAY DISTANCE REMAINING SIGNS. PROVIDE NEW RUNWAY EXIT SIGN.
- K. PAVE NEW RUNWAY SHOULDERS FOR NORTH SIDE OF RUNWAY FROM STATION 2+00 TO 64+00.
- L. PULL CONDUCTORS IN CONDUIT AND PROVIDE LIGHTS ON ALL INSTALLED LIGHT BASES EXCEPT WHERE NOTED ON THE DRAWINGS. PERFORM ALL OTHER ELECTRICAL WORK NORTH OF RUNWAY CENTERLINE. DO NOT ENERGIZE NEW LIGHTS.
- M. INSTALL TEMPORARY MARKINGS IN PREPARATION FOR STAGE 3.



TRANSITION WEDGE DETAIL

SEQUENCING NOTES CONTINUED:

STAGE 3: SOUTH HALF RUNWAY CLOSURE

- A. SWITCH HALF WIDTH AIR OPERATIONS TO NORTH SIDE NEW PAVEMENT.
- B. PROVIDE TEMPORARY RUNWAY EDGE LIGHTING AROUND ENTIRE HALF WIDTH RUNWAY 4/22 INCLUDING TEMPORARY THRESHOLD LIGHTING. PROVIDE TEMPORARY RUNWAY DISTANCE REMAINING SIGNS. PROVIDE TEMPORARY TAXIWAY LIGHTING FROM THE RUNWAY TO THE HOLD SHORT LINE. PROVIDE POWER, CABLING, AND ALL OTHER WORK REQUIRED FOR TEMPORARY LIGHTING. PROVIDE POWER, CABLING, AND ALL OTHER WORK REQUIRED FOR TEMPORARY LIGHTING. A COMBINATION OF TEMPORARY AND NEW LIGHTING MAY BE USED TO PROVIDE THE LIGHTING REQUIRED. THE NEW REGULATOR MAY BE USED TO POWER THE TEMPORARY LIGHTING IF PRACTICAL, OTHERWISE PROVIDE A SEPARATE REGULATOR AND FEED IT FROM SPACE IN PANEL A IN THE DOT ARFF BUILDING.
- C. REMOVE RUNWAY SHOULDER PAVEMENT AND RW EDGE LIGHTING ON SOUTH SIDE.
- D. PROVIDE SEMIFLUSH LIGHT BASES AND CONDUIT IN CLOSED AREA WITHIN 75 FEET OF RUNWAY CENTERLINE. SEE DETAILS SHEET G10.
- E. MILL AND OVERLAY SOUTH SIDE EXISTING PAVED RUNWAY SURFACE FROM STA 2+00 TO 64+00.
- F. GRADE NEW RUNWAY SHOULDER ON SOUTH SIDE FROM STATION 2+00 TO 64+00. CONSTRUCT THRESHOLD LIGHT FOUNDATIONS AT STATION 8+00 LEFT.
- G. PROVIDE LIGHT BASES AND CONDUIT FOR EDGE LIGHTING INCLUDING REMAINING THRESHOLD LIGHTING IN THE CLOSED AREA. PROVIDE NEW RUNWAY DISTANCE REMAINING SIGNS.
- H. PAVE NEW RUNWAY SHOULDER ON SOUTH SIDE FROM STATION 2+00 TO 64+00.
- I. PULL CONDUCTORS IN CONDUIT AND PROVIDE LIGHTS ON ALL INSTALLED LIGHT BASES EXCEPT WHERE NOTED ON THE DRAWINGS. PERFORM ALL OTHER ELECTRICAL WORK SOUTH OF RUNWAY CENTERLINE. DO NOT ENERGIZE NEW LIGHTS.
- J. INSTALL PERMANENT MARKINGS ON CLOSED SIDE OF RUNWAY IN PREPARATION FOR STAGE 4.
- K. REPLACE PANELS IN EXISTING RUNWAY DISTANCE REMAINING SIGNS IN PREPARATION OF STAGE 4.

STAGE 4: OPEN RUNWAY 4/22 TO FULL WIDTH USING EXISTING THRESHOLDS

- A. REMOVE TEMPORARY LIGHTING AND ENERGIZE ALL RUNWAY LIGHTING AND SIGNS.
- B. INSTALL REMAINING PERMANENT RUNWAY MARKINGS DURING NIGHT TIME CLOSURES AS REQUIRED.
- C. COORDINATE WITH THE FAA THROUGH THE ENGINEER TO ENERGIZE RUNWAY 22 ODALS AND RUNWAY 4 REILS.
- D. REGRADE EXISTING RSA EMBANKMENT TO REPAIR EMBANKMENT CONSOLIDATION / SETTLEMENT ACCORDING TO TYPICAL SECTION.
- E. CONSTRUCT PERMANENT SEDIMENT CONTROL AS SHOWN ON THE Q SHEETS.
- F. CONDUCT FINAL STABILIZATION / EROSION SEDIMENT CONTROL MEASURES AT WASTE SITES, SITE CLEANUP, DEMOBILIZE.

SAFETY PLAN NOTES:

1. SUBMIT A SAFETY PLAN TO THE ENGINEER FOR REVIEW. DO NOT BEGIN CONSTRUCTION ACTIVITIES UNTIL THE ENGINEER APPROVES YOUR SAFETY PLAN IN WRITING. INCLUDE CONSTRUCTION SEQUENCING AND HALF-WIDTH RUNWAY OPERATIONS IN THE SAFETY PLAN. IF YOUR PLAN DIFFERS FROM WHAT IS SHOWN, OR IF YOU MAKE SUBSEQUENT CHANGES, SUBMIT A REVISION TO THE ENGINEER FOR REVIEW AND APPROVAL.
2. KEEP PERSONNEL AND EQUIPMENT A MINIMUM OF 200 FT BEYOND RUNWAY CENTERLINE AND MINIMUM OF 200 FT BEYOND RUNWAY THRESHOLDS DURING OPERATIONS OF AIRCRAFT CLASSIFIED AS DESIGN GROUP II (49-FT WING SPAN) OR LARGER. THE TIME RESTRICTIONS FOR AN AIRCRAFT OPERATION INCLUDE 15 MINUTES BEFORE ARRIVAL AND 15 MINUTES AFTER DEPARTURE IN ADDITION TO TIME ON RUNWAY AND TAXIWAY SURFACES.
3. DURING CONSTRUCTION, THE RSA IS REDUCED FROM THE STANDARD WIDTH OF 500 FT, TO 400 FT, CENTERED ON THE RUNWAY. DURING HALF WIDTH OPERATIONS, THE 400 FT CONSTRUCTION RSA IS CENTERED ON THE 75 FT WIDE ACTIVE RUNWAY.
4. PERFORM WORK OUTSIDE 200 FT OF RUNWAY CENTERLINE AND BEYOND 200 FT OF RUNWAY THRESHOLDS AT ANY TIME DURING THE CONTRACT, SUBJECT TO APPROVED SAFETY PLAN CONDITIONS, LIMITATIONS DESCRIBED IN SECTION 80 OF THE GENERAL CONTRACT PROVISIONS, AND PERMIT STIPULATIONS.
5. DO NOT STORE MATERIALS OR PARK EQUIPMENT WITHIN 250 FT OF RUNWAY CENTERLINE. USE THOSE AREAS SHOWN FOR STAGING TO STORE MATERIALS OR PARK EQUIPMENT. EQUIPMENT MAY BE PARKED IN ACTIVE WORK AREAS IF NOT IN CONFLICT WITH OTHER LIMITATIONS AND AS APPROVED BY THE ENGINEER. ENSURE ADEQUATE DISTANCE FOR JET BLAST PROTECTION.
6. MARK OPEN TRENCHES WITH RED OR ORANGE FLAGS AS APPROVED BY THE ENGINEER. LIGHT WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN 200 FT OF THE RUNWAY CENTERLINE AND 200 FT OF THE RUNWAY THRESHOLDS WHILE THE RUNWAY IS OPEN FOR CAT C-III AIRCRAFT. IF THE RUNWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY. COVERINGS FOR OPEN TRENCHES OR EXCAVATIONS MUST BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY.
7. THE LIMITED HALF-WIDTH CLOSURES ARE ALLOWED WHEN PERFORMED UNDER AN APPROVED SAFETY PLAN. REFER TO GUIDELINES IN THE DRAWINGS FOR IMPLEMENTING CLOSURES.
8. DURING HALF-WIDTH OPERATIONS, MONITOR TEMPORARY MARKINGS AND LIGHTING FREQUENTLY AND TAKE ACTION TO CORRECT DEFICIENCIES IMMEDIATELY UPON DISCOVERY OR NOTIFICATION.
9. EQUIPMENT WILL ONLY BE PERMITTED INSIDE OF AOA AS APPROVED BY THE ENGINEER.
10. MAINTAIN AIRCRAFT ACCESS TO TAXIWAY AND APRON DURING AIR OPERATIONS.
11. SEE SPECIFICATIONS FOR LIMITATIONS, OPERATIONAL SAFETY REQUIREMENTS, AND TEMPORARY LIGHTING REQUIREMENTS.
12. PROVIDE SUFFICIENT BALLAST OR ANCHORING OF TEMPORARY LIGHTING TO WITHSTAND JET BLAST. SAND BAGS OR OTHER BALLAST MATERIALS MUST MATCH COLOR OF PAVEMENT TO A SUFFICIENT DEGREE AS TO NOT INTERFERE WITH AIRPORT MARKING SYSTEM. WHITE OR YELLOW COLORED SAND BAGS WONT BE ALLOWED.
13. USE A TRANSITION WEDGE FOR AIRCRAFT MOVEMENT ACROSS VERTICAL DROPS OF ONE (1) INCH OR MORE. SEE DETAIL THIS SHEET.
14. RUNWAY WORK AREA LIMITS WILL BE TEMPORARILY CLOSED FOR AIRCRAFT OPERATIONS. ALL OTHER RUNWAY, TAXIWAY, AND APRON SURFACES MUST BE AVAILABLE FOR AIRCRAFT OPERATIONS AS USERS DEMAND.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.

PE JSK DATE 3/30/11

DO NOT SCALE FROM THE

PATH: 880202 A05R.dwg		
Wed, 30/Mar/11 12:46PM jskajdan		
TAB: A05		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III )		
SAFETY PLAN CONSTRUCTION SEQUENCING NOTES & PHASE I		
PREPARED BY: USKH INC.		
CHECKED BY: DLM		
DESIGNED BY: RPK		
DRAWN BY: KEB		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION		
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III) SAFETY PLAN CONSTRUCTION SEQUENCING NOTES & PHASE I		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360		
FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
A5	58	

5/81

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSR DATE 3/30/11

PATH:  
G9-G24R.dwg  
Wed, 30/Mar/11 12:51PM jskojdan  
TAB: G20R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No. DATE DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 22 THRESHOLD  
FAA DETAILS

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 22  
THRESHOLD  
FAA DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE YEAR

ALASKA 2009

SHEET NUMBER TOTAL SHEETS

G20R 58

### NEW FAA MALSF MAN HOLE SCHEDULE

NUMBER	STATION	OFFSET	INSTRUCTIONS
MH-26	STA. 4+00	102' LT	SEE DETAIL, SHEET G23
MH-27	STA. 6+00	102' LT	SEE DETAIL, SHEET G23
MH-28	STA. 7+90	102' LT	SEE DETAIL, SHEET G23
MH-29	STA. 2+05	106' LT	SEE DETAIL, SHEET G23

ADDED BY ADDENDUM

### FUTURE MALSF SEMIFLUSH LIGHT SCHEDULE

LIGHTBAR	STATION	OFFSET	REMARKS
MLB-TH	STA. 7+90	85', 75', 65', 55', 45', 35', 25', 15', 5' LT 85', 75', 65', 55', 45', 35', 25', 15', 5' RT	18 LIGHT BASES (2)
MLB-1	STA. 6+00	5' LT, 2.5' LT, 0', 2.5' RT, 5' RT	5 LIGHT BASES (2)
MLB-2	STA. 4+00	5' LT, 2.5' LT, 0', 2.5' RT, 5' RT	5 LIGHT BASES (2)

(3) 2" HDPE CONDUITS,  
1/0 GUARD WIRE BTW  
MH-29 AND MH-26

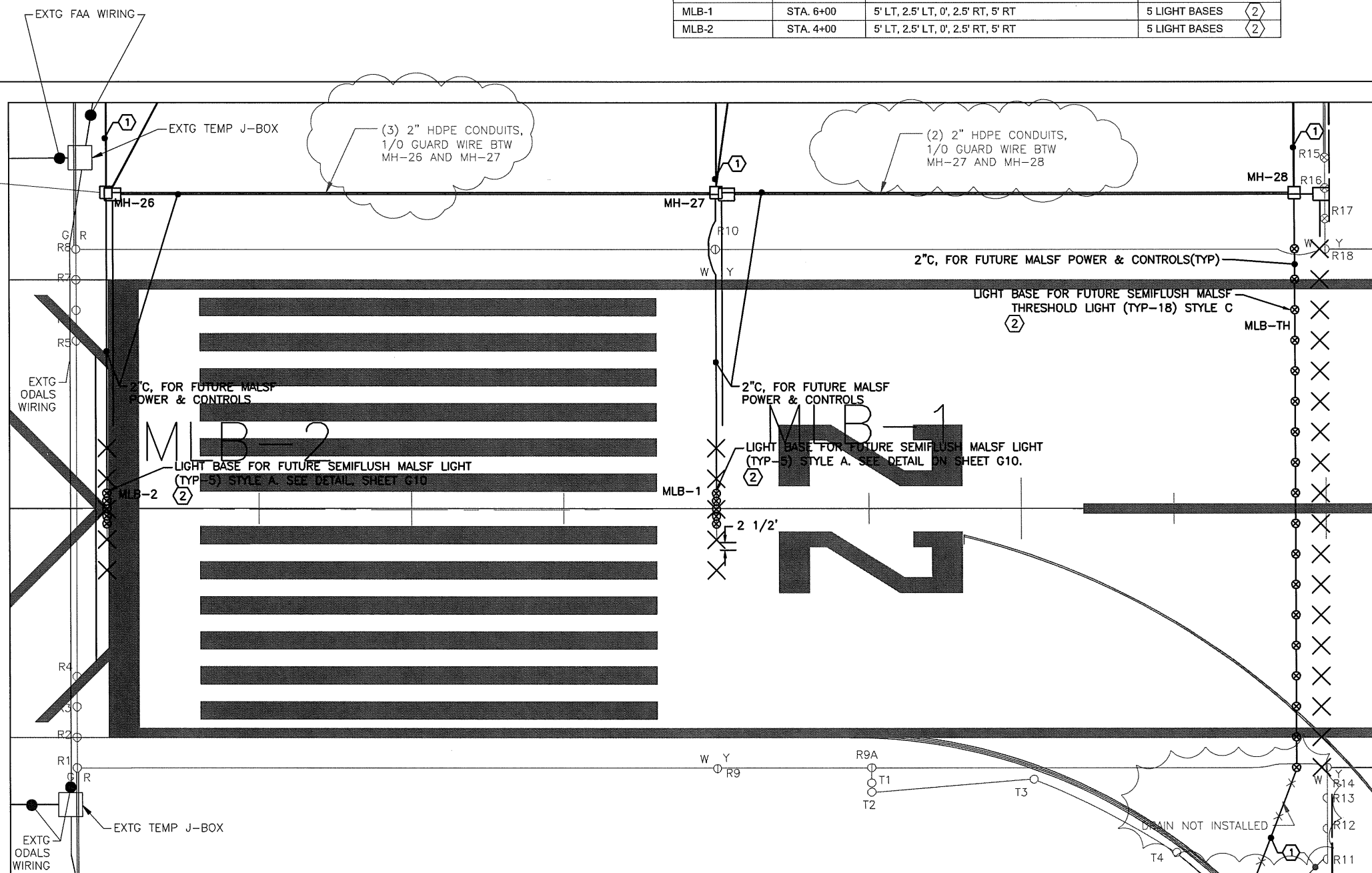
MH-29

#### NOTES:

1. PROVIDE 2" EMPTY HDPE CONDUIT FROM A LIGHT BASE OR 4" EMPTY HDPE FROM A MANHOLE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT TO MATCH THE SLOPE OF THE RUNWAY. INSTALL CONDUIT NO DIFFERENTLY THAN CONDUIT ON REST OF PROJECT. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP. ADD THIRD OPENING TO LIGHT BASE FOR HDPE CONDUIT. CONDUIT SHALL BE GRS WHERE UNDER RUNWAY OR TAXIWAY.

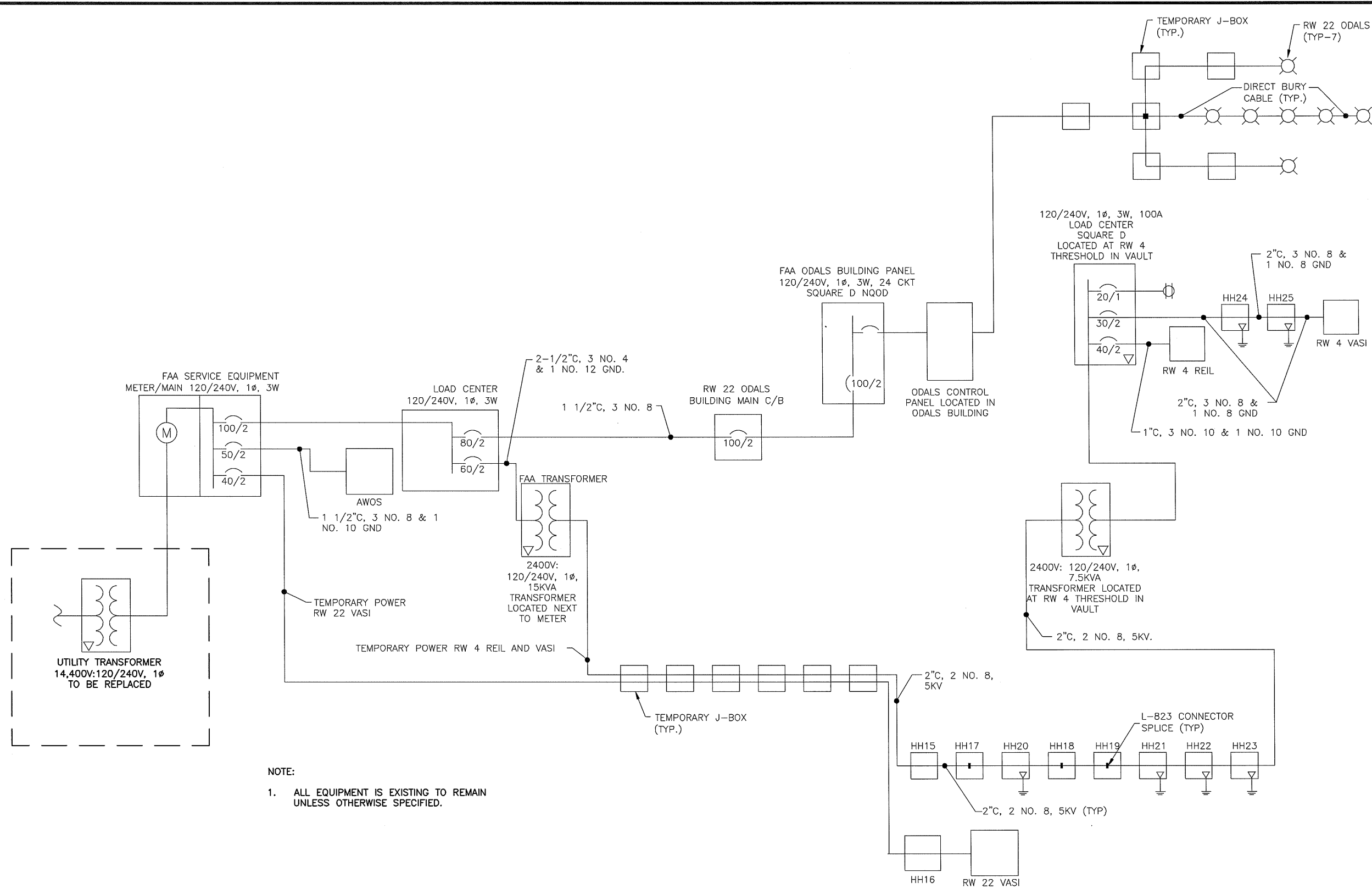
2. INSTALL L-868 BOTTOM SECTION LIGHT BASE PER DETAILS ON SHEET G10, PHASES 1-4. USE A 16" DIAMETER 1/2" GALV STEEL COVER WITH A 1/4" PLYWOOD COVER INSTEAD OF THE 3/4" PLYWOOD SHOWN. THE REMAINDER OF THE LIGHT INSTALLATION WILL BE DONE IN THE FUTURE BY OTHERS.

3. ALL CONDUIT BETWEEN SEMIFLUSH LIGHTS SHALL BE BACKFILLED WITH CONCRETE PER DETAILS ON SHEET G10.



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

50/81



NOTE:  
1. ALL EQUIPMENT IS EXISTING TO REMAIN  
UNLESS OTHERWISE SPECIFIED.

**EXISTING FAA SINGLE LINE DIAGRAM**  
NO SCALE

PROJECT AS-BUILT DRAWINGS HAVE BEEN  
REVIEWED BY THE PROJECT ENGINEER  
AND REPRESENT TO THE BEST OF MY  
KNOWLEDGE THE PROJECT AS  
CONSTRUCTED.  
PE *[Signature]* DATE *3/30/11*

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
G9-G24R.dwg

Wed, 30/Mar/11 12:51PM jskajdan

TAB: G21

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

EXISTING FAA SINGLE LINE  
DIAGRAM

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM

DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

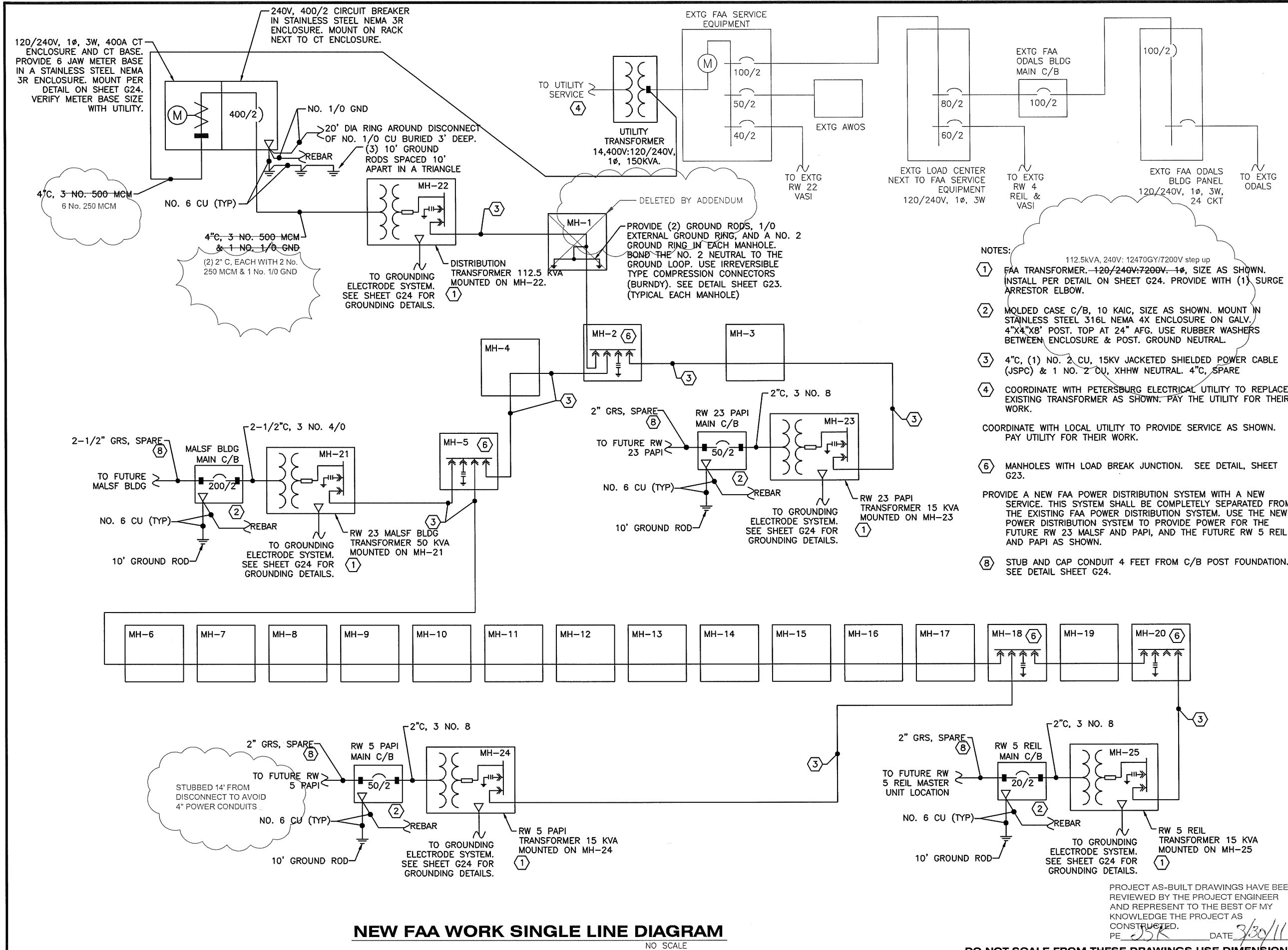
EXISTING FAA  
SINGLE LINE  
DIAGRAM

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G21	58

51/81



**NEW FAA WORK SINGLE LINE DIAGRAM**  
NO SCALE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
G9-G24R.dwg

Wed, 30/Mar/11 12:51PM jskajdan  
TAB: G22R

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

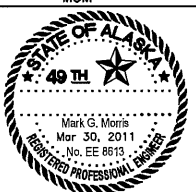
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

NEW FAA SINGLE LINE DIAGRAM

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

NEW FAA SINGLE  
LINE DIAGRAM

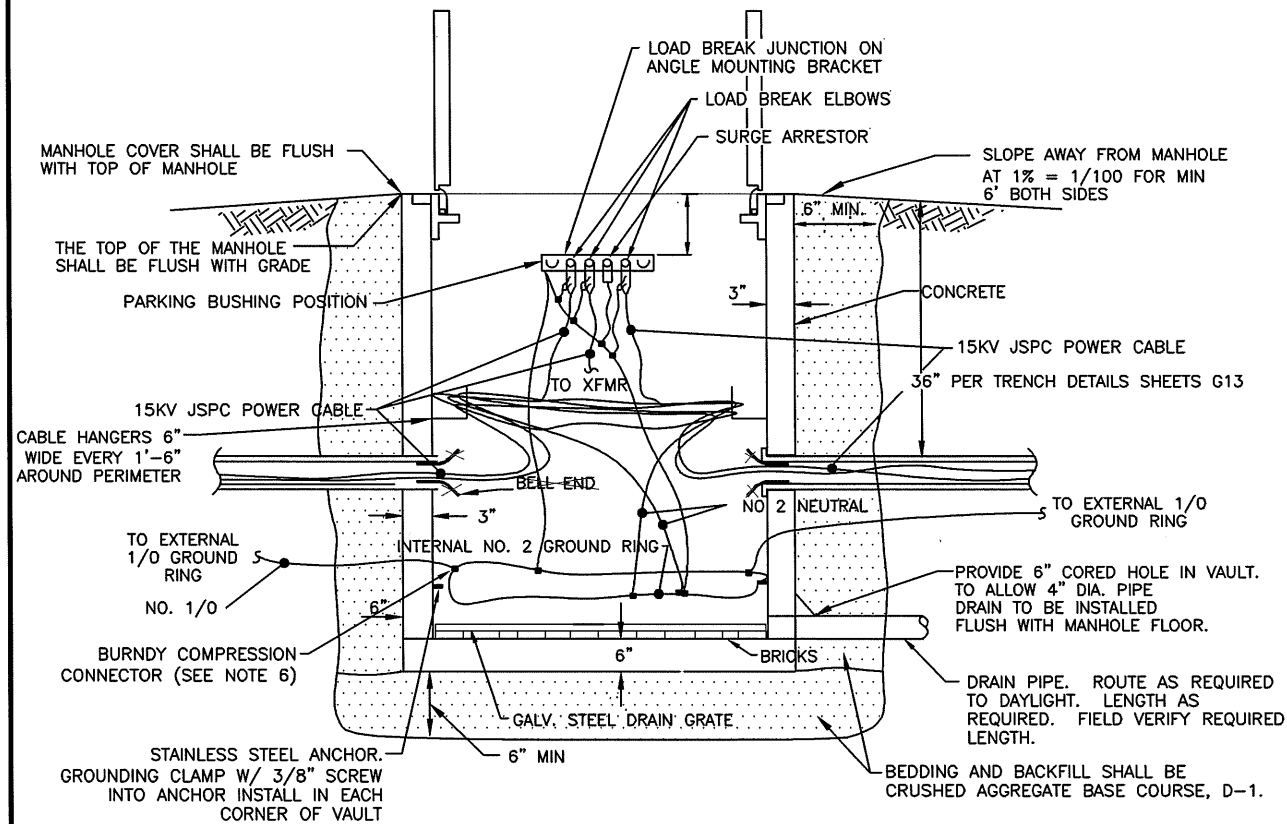
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
G22R	58

52/81



### DETAIL: NEW FAA MANHOLE W/ LOAD BREAK JUNCTION

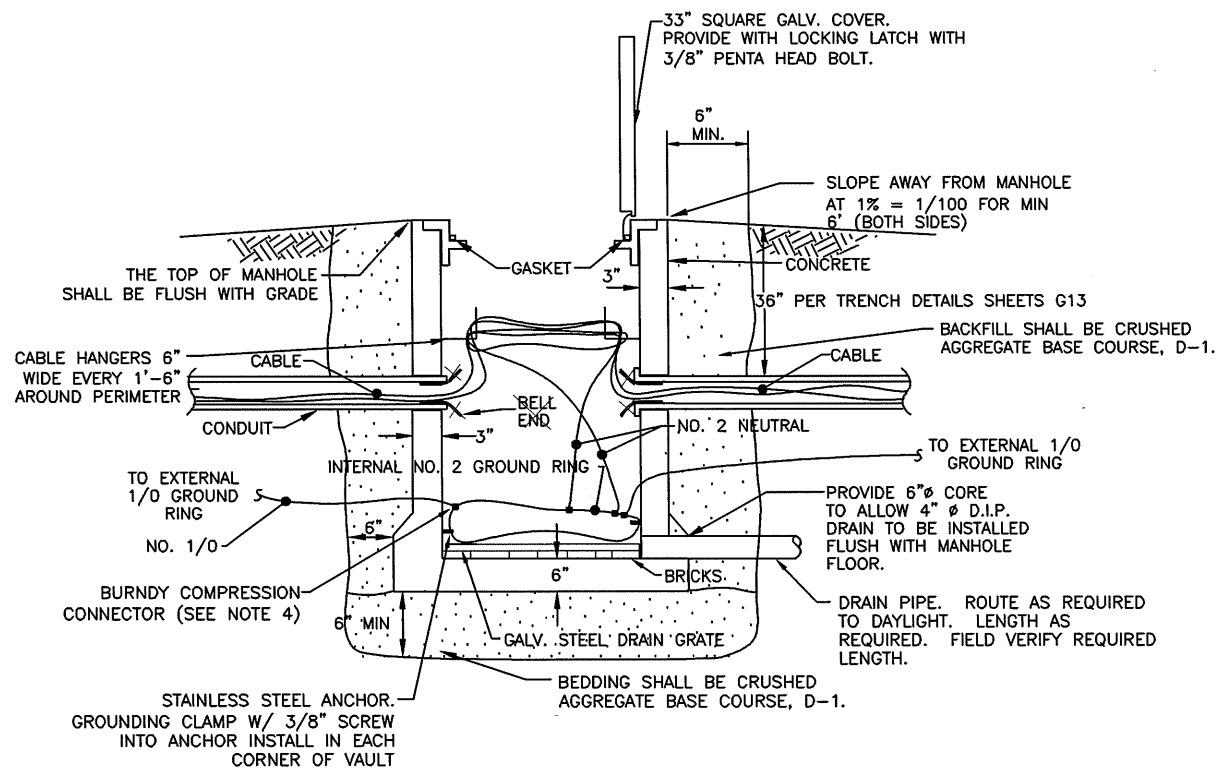
NO SCALE

NOTES:

1. THE FAA MANHOLE SHALL BE 5' WIDE X 7' LONG X 5' DEEP (INSIDE DIMENSIONS). PROVIDE WITH LID AND ACCESSORIES AS SHOWN. INCREASE DEPTH AS REQUIRED TO MAINTAIN DRAINAGE BETWEEN MANHOLES AT 1% MIN. SLOPE WHEN USING ONE MANHOLE TO DRAIN ANOTHER.
2. PROVIDE A DRAIN PIPE OUT OF THE VAULT AND ROUTE IT AT A 1% MIN. SLOPE TO A POINT ON THE AIRPORT WHERE IT WILL DAYLIGHT INTO A DITCH OR OUT OF A SLOPE. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP.
3. UNISTRUT CAST INTO THE VAULT 14" BELOW THE BOTTOM OF THE COVER. ANGLE THE LOAD BREAK JUNCTION SO THAT A FULL LENGTH HOT STICK MAY BE USED.
4. PROVIDE A 10' MIN. DIAMETER 1/0 BARE COPPER GROUND RING 4 FEET BELOW GRADE AROUND THE OUTSIDE OF THE MANHOLE. CONNECT THE GROUND RING TO AN INTERNAL NO. 2 GROUND RING INSIDE THE MANHOLE WITH TWO 1/0 BONDING JUMPERS. DRIVE TWO GROUND RODS 10' APART OUTSIDE THE MANHOLE NEXT TO THE GROUND RING AND CONNECT THEM TO THE 1/0 GROUND RING. BOND THE NEUTRAL TO THE NO. 2 GROUND RING WITH IRREVERSIBLE TYPE CONNECTORS (SEE NOTE 6).
5. LOOP ALL NON-GROUND CONDUCTORS AROUND VAULT AT LEAST ONCE BEFORE TERMINATING THEM.
6. PROVIDE EXOTHERMIC TYPE WELDS FOR BURIED GROUND CONNECTIONS. PROVIDE BURNDY IRREVERSIBLE COMPRESSION TYPE CONNECTORS FOR ALL OTHER GROUND CONNECTIONS.

SHEET NOTE:

1. PLACE AND COMPACT CRUSHED AGGREGATE  
BASE COURSE AS SPECIFIED IN SECTION L-100.



### DETAIL: NEW FAA MANHOLE

NO SCALE

NOTES:

1. THE FAA MANHOLE SHALL BE 4' WIDE X 4' LONG X 4' DEEP OUTSIDE DIMENSIONS WITH A 33" SQUARE GALVANIZED STEEL COVER. INCREASE DEPTH AS REQUIRED TO MAINTAIN DRAINAGE BETWEEN MANHOLES AT 1% MIN. SLOPE WHEN USING ONE MANHOLE TO DRAIN ANOTHER. PROVIDE A DRAIN PIPE OUT OF THE MANHOLE AND ROUTE IT AT A 1% MIN. SLOPE TO A POINT ON THE AIRPORT WHERE IT WILL DAYLIGHT INTO A DITCH OR OUT OF A SLOPE. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP.
2. PROVIDE A 10' MIN. DIAMETER 1/0 BARE COPPER GROUND RING 4 FEET BELOW GRADE AROUND THE OUTSIDE OF THE MANHOLE. CONNECT THE GROUND RING TO AN INTERNAL NO. 2 GROUND RING INSIDE THE MANHOLE WITH TWO 1/0 BONDING JUMPERS. DRIVE TWO GROUND RODS 10' APART OUTSIDE THE MANHOLE NEXT TO THE GROUND RING AND CONNECT THEM TO THE 1/0 GROUND RING. BOND THE NEUTRAL TO THE NO. 2 GROUND RING WITH IRREVERSIBLE TYPE CONNECTORS (SEE NOTE 4)
3. LOOP ALL NON-GROUND CONDUCTORS AROUND VAULT AT LEAST ONCE BEFORE TERMINATING THEM.
4. PROVIDE EXOTHERMIC TYPE WELDS FOR BURIED GROUND CONNECTIONS. PROVIDE BURNDY IRREVERSIBLE COMPRESSION TYPE CONNECTORS FOR ALL OTHER GROUND CONNECTIONS.
5. WHERE THE MANHOLE IS USED FOR THE FUTURE FAA MALSF SYSTEM, THE GROUNDING SHALL BE PROVIDED AS SHOWN, HOWEVER NO CABLES WILL BE INSTALLED IN THE CONDUITS FEEDING THE MANHOLE.

PROJECT AS-BUILT DRAWINGS HAVE BEEN  
REVIEWED BY THE PROJECT ENGINEER  
AND REPRESENT TO THE BEST OF MY  
KNOWLEDGE THE PROJECT AS  
CONSTRUCTED.

PE JSR DATE: 3/30/11

**DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS**

PATH:  
G9-G24R.dwg

Wed, 30/Mar/11 12:51PM jskajdan  
TAB: G23R

ADDENDUM NUMBER

ATTACHMENT NUMBER

### RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

## FAA MANHOLE DETAILS

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
**PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)**

## FAA MANHOLE DETAILS

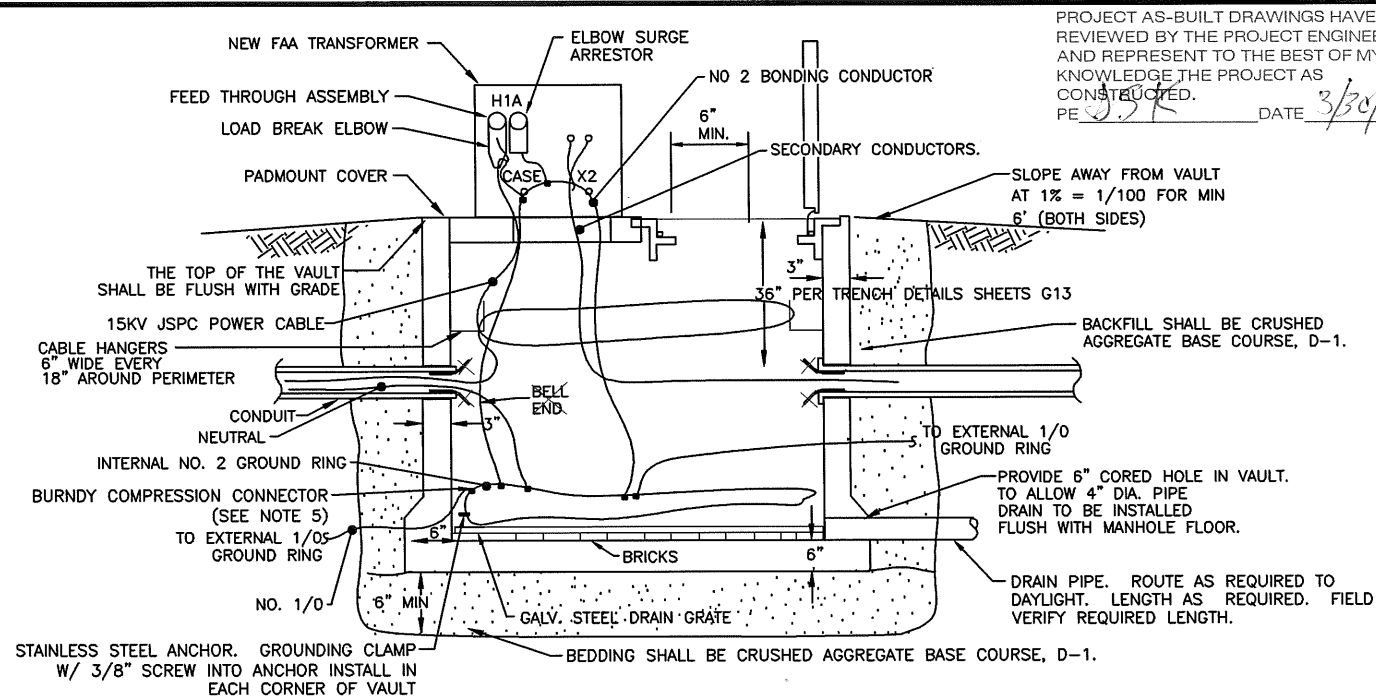
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
<b>G23R</b>	58

53/81

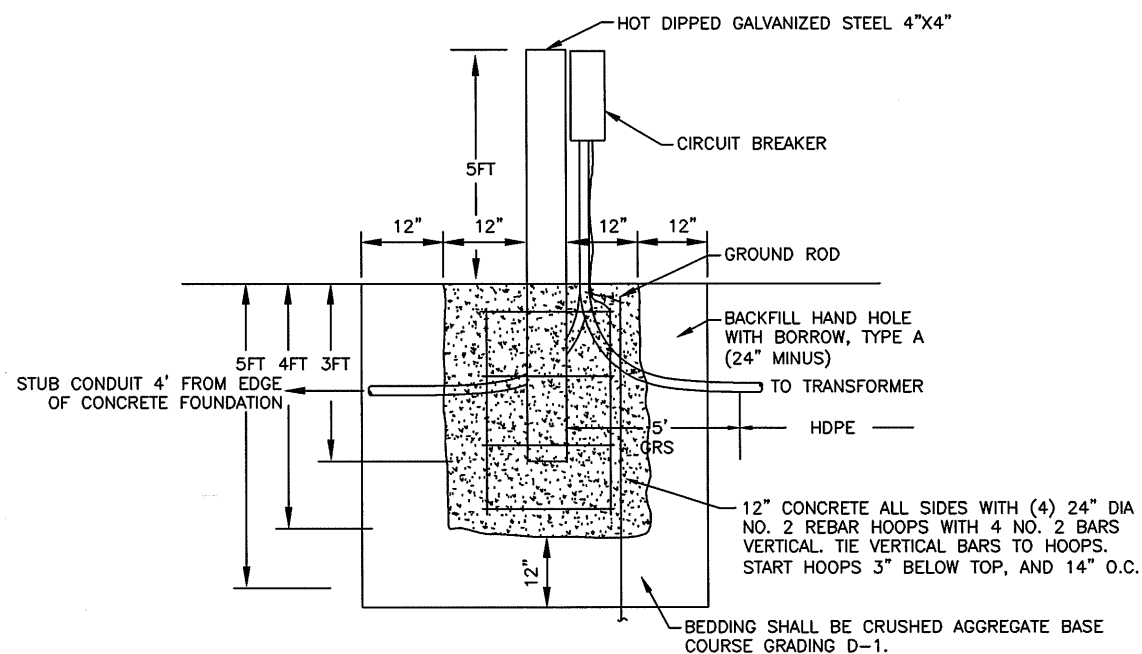
1. INSTALL TRANSFORMER ON A VAULT. PROVIDE A 5' WIDE X 5' DEEP X 7' LONG VAULT (OUTSIDE DIMENSIONS). PROVIDE WITH A HINGED LOCKING STEEL COVER, A PADMOUNT OPENING, AND ACCESSORIES AS SHOWN. INCREASE DEPTH OF VAULT AS REQUIRED TO MAINTAIN DRAINAGE BETWEEN MANHOLES AND VAULT AT 1% MIN. SLOPE WHERE VAULT IS LOCATED NEAR A MANHOLE. PROVIDE A DRAIN PIPE OUT OF THE VAULT AND ROUTE IT AT A 1% MIN. SLOPE TO A POINT ON THE AIRPORT WHERE IT WILL DAYLIGHT INTO A DITCH OR OUT OF A SLOPE. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP.
2. PROVIDE A 10' MIN. DIAMETER 1/0 BARE COPPER GROUND RING 4 FEET BELOW GRADE AROUND THE OUTSIDE OF THE VAULT. CONNECT THE GROUND RING TO AN INTERNAL NO. 2 GROUND RING INSIDE THE VAULT WITH TWO 1/0 BONDING JUMPERS. DRIVE TWO GROUND RODS 10' APART OUTSIDE THE VAULT NEXT TO THE GROUND RING AND CONNECT THEM TO THE 1/0 GROUND RING. ROUTE A NO. 2 GROUND BONDING CONDUCTOR FROM THE INTERNAL RING UP TO THE TRANSFORMER CASE GROUND AND THE X2 LUG ON THE SECONDARY SIDE THEN BACK TO THE INTERNAL RING. BOND A NO. 6 MIN. GROUND CONDUCTOR TO THE NO. 2 CONDUCTOR AND TO THE CABLE SHIELD ADAPTER AND THE ELBOW. ALSO BOND THE NO. 4 GROUND CONDUCTOR FROM THE SURGE ARRESTOR TO THE NO. 2 CONDUCTOR. BOND THE NEUTRAL TO THE INTERNAL GROUND RING.
3. PROVIDE A COLD SHRINK JACKET OVER THE CABLE SHIELD ADAPTER CAP AND THE BOTTOM OF THE LOAD BREAK ELBOW. USE A CABLE ACCESSORY SEALING KIT. 3M 8452.
4. LOOP ALL NON-GROUND CONDUCTORS AROUND VAULT AT LEAST ONCE BEFORE TERMINATING THEM.
5. PROVIDE EXOTHERMIC TYPE WELDS FOR BURIED GROUND CONNECTIONS. PROVIDE BURNDY IRREVERSIBLE COMPRESSION TYPE CONNECTORS FOR ALL OTHER GROUND CONNECTIONS.
6. PLACE AND COMPACT CRUSHED AGGREGATE BASE COURSE AS SPECIFIED IN L-100.



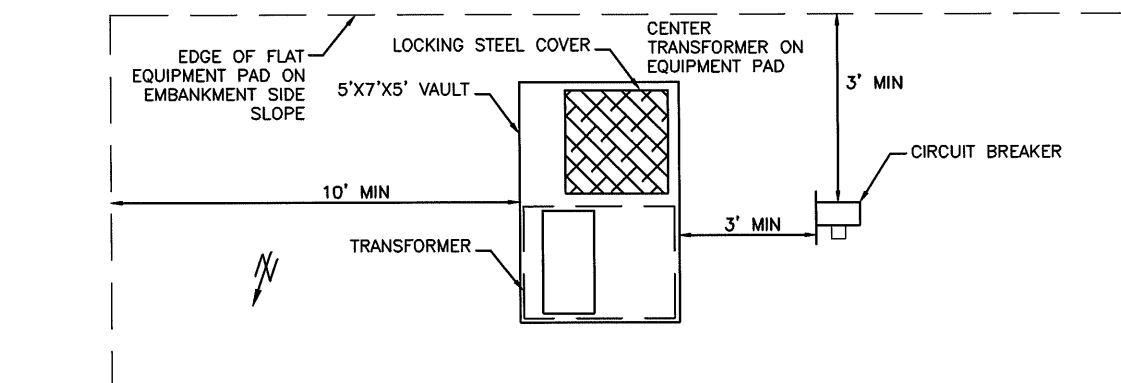
PROJECT AS-BUILT DRAWINGS HAVE BEEN  
REVIEWED BY THE PROJECT ENGINEER  
AND REPRESENT TO THE BEST OF MY  
KNOWLEDGE THE PROJECT AS  
CONSTRUCTED.  
PE *J.S.K.* DATE *3/30/11*

NO SCALE

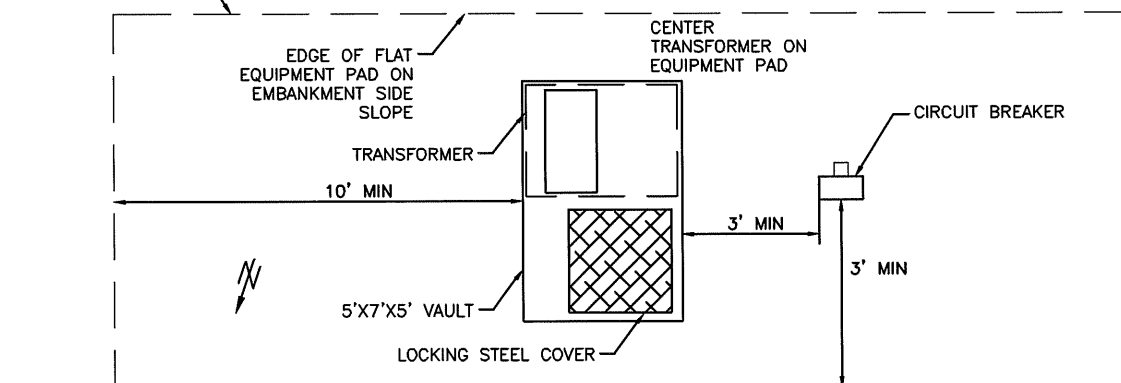
1. BEDDING AND BACKFILL: CRUSHED AGGREGATE BASE COURSE D-1. PLACE AND COMPACT CRUSHED AGGREGATE BASE COURSE AS SPECIFIED IN L-100.
2. CONNECT THE GROUND ROD AND REBAR TO A GROUND BUS IN THE CIRCUIT BREAKER WITH A NO. 6 GROUNDING ELECTRODE CONDUCTOR. PROVIDE EXOTHERMIC TYPE WELDS FOR BURIED GROUND CONNECTIONS. PROVIDE BURNDY IRREVERSIBLE COMPRESSION TYPE CONNECTORS FOR ALL OTHER GROUND CONNECTIONS.
3. PROVIDE GROUND RING FOR MALSF BUILDING DISCONNECT.
4. FOR FAA METER MAIN (SEE SHEET G22), PROVIDE (2) POSTS WITH UNISTRUT BETWEEN POSTS. MOUNT METER MAIN TO UNISTRUT.



NO SCALE



## NO SCALE



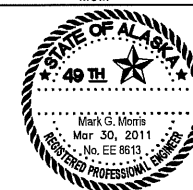
NO SCALE

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ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT            RUNWAY SAFETY AREA IMPROVEMENTS            (PHASE III)                       FAA TRANSFORMER AND REIL/PAPI            DISCONNECT DETAILS		
PREPARED BY: MORRIS ENGINEERING		
CHECKED BY: MGM		
		
DESIGNED BY: MGM		
DRAWN BY: MHW		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION <b>PETERSBURG          AIRPORT          RUNWAY SAFETY          AREA IMPROVEMENTS          (PHASE III)</b> <b>FAA TRANSFORMER          AND REIL/PAPI          DISCONNECT          DETAILS</b>		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360 FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
G24R	58	

**PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III )**

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

## FAA TRANSFORMER AND REIL/PAPI DISCONNECT DETAILS

## PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
<b>G24R</b>	58

54/8

GENERAL ESCP NOTES:

1. THE ENVIRONMENTAL PERMITS AND COMMITMENTS ARE CONTAINED IN AN APPENDIX TO THE SPECIAL PROVISIONS.
2. THE CONTRACTOR SHALL USE THIS EROSION AND SEDIMENT CONTROL PLAN (ESCP) TO DEVELOP STORM WATER POLLUTION PREVENTION PLANS (SWPPP) FOR EACH OF THE STAGES SHOWN ON SHEETS A5. NO EARTHWORK WILL BE ALLOWED ON A SPECIFIC STAGE UNTIL THE SWPPP COVERING THAT SPECIFIC STAGE HAS BEEN APPROVED AND IMPLEMENTED.
3. ESCP MEASURES ARE INTENDED TO TREAT ONLY STORM WATER RUNOFF COMING FROM DISTURBED AREAS. STORM WATER COMING FROM OUTSIDE THE PROJECT LIMITS, UNDISTURBED AREAS AND BASE FLOWS ARE TO BE ROUTED THROUGH EXISTING DRAINAGE CHANNELS AND AROUND WORK AREAS. USE TEMPORARY DITCHING AND PIPING AS NECESSARY TO MEET THIS REQUIREMENT.
4. THE ENGINEER MAY DIRECT THE CONTRACTOR TO PROVIDE ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES AS REQUIRED TO PREVENT SEDIMENT FROM ENTERING WATERS OF THE US. THESE ADDITIONAL CONTROL MEASURES MAY INCLUDE, BUT ARE NOT LIMITED TO:

• TEMPORARY SEEDING OF EXPOSED SLOPES

• ADDING OF FLOCCULANTS IN SEDIMENTATION PONDS

• APPLICATION OF SOIL STABILIZATION POLYMER TO ROADS OR EXPOSED SLOPES.

• BENTONITE CLAY AND OTHER SOIL SEALERS

• ADDITION OF AGGREGATE BASE COURSE MATERIALS TO HAUL ROADS

• VEHICLE TRACKING ENTRANCE/EXIT

• DEWATERING SILT BAG

• CONSTRUCTION TIMING AND SEQUENCING TO MINIMIZE EXPOSURE OF EXPOSED SLOPES
5. THIS PROJECT WILL EXPAND THE RUNWAY SAFETY AREA AT THE JAMES A. JOHNSON AIRPORT IN PETERSBURG, ALASKA. THE WORK INCLUDES REPAIRING A CULVERT THAT PASSES THROUGH THE RW EMBANKMENT, OVERLAYING THE EXISTING RUNWAY PAVEMENT, EXTENDING THE RUNWAY, REPLACING THE RUNWAY LIGHTING, CONSTRUCTING PERMANENT SEDIMENT CONTROL, AND RECONSTRUCTION OF AIRPORT SERVICE ROADS.
6. THE ESTIMATED TOTAL AREA OF DISTURBANCE, INCLUDING THE CULVERT REPAIR, DIVERSION OF WATER, AND PERMANENT SEDIMENT CONTROL IS 4.9 ACRES. HOWEVER CONTRACTOR ACTIVITIES, MEANS AND METHODS MAY REVISE THE ACTUAL ACREAGE DISTURBED .
7. THE RECEIVING WATERS FOR STORM WATER DISCHARGES ARE ULTIMATELY WRANGELL NARROWS AND FREDERICK SOUND. SEVERAL SMALL DRAINAGES CROSS APPROXIMATELY PERPENDICULAR TO THE RUNWAY CENTERLINE, AND ENTER THE NARROWS VIA HAMMER SLOUGH, MILL SLOUGH, AND JOHNNY SALES CREEK.
8. NO KNOWN THREATENED OR ENDANGERED SPECIES WILL BE AFFECTED BY THE PROJECT OR IT'S STORM WATER DISCHARGES.
9. NO KNOWN HISTORIC SITES WILL BE AFFECTED BY THE PROJECT OR IT'S STORM WATER DISCHARGES.
10. NO KNOWN IMPAIRED WATERS, OR WATERS WITH TOTAL MAXIMUM DAILY LOADS (TMDLS), WILL BE AFFECTED BY THE PROJECT OR IT'S STORM WATER DISCHARGES.
11. IF AIRPORT QUARRY LAND IS UTILIZED IN SUPPORT OF THE PROJECT ACTIVITIES, THERE MAY BE AN AFFECT ON THE QUARRY MSGP SWPPP AND MAY QUALIFY THE CONTRACTOR AS AN OPERATOR UNDER MSGP REQUIREMENTS. NOTIFY THE ENGINEER BEFORE NEGOTIATING FOR USE OF THE AIRPORT QUARRY WITH THE CITY OF PETERSBURG, OR MENTAL HEALTH TRUST.

LEGEND

SF

SF

SILT FENCE

-----

HAUL ROUTE

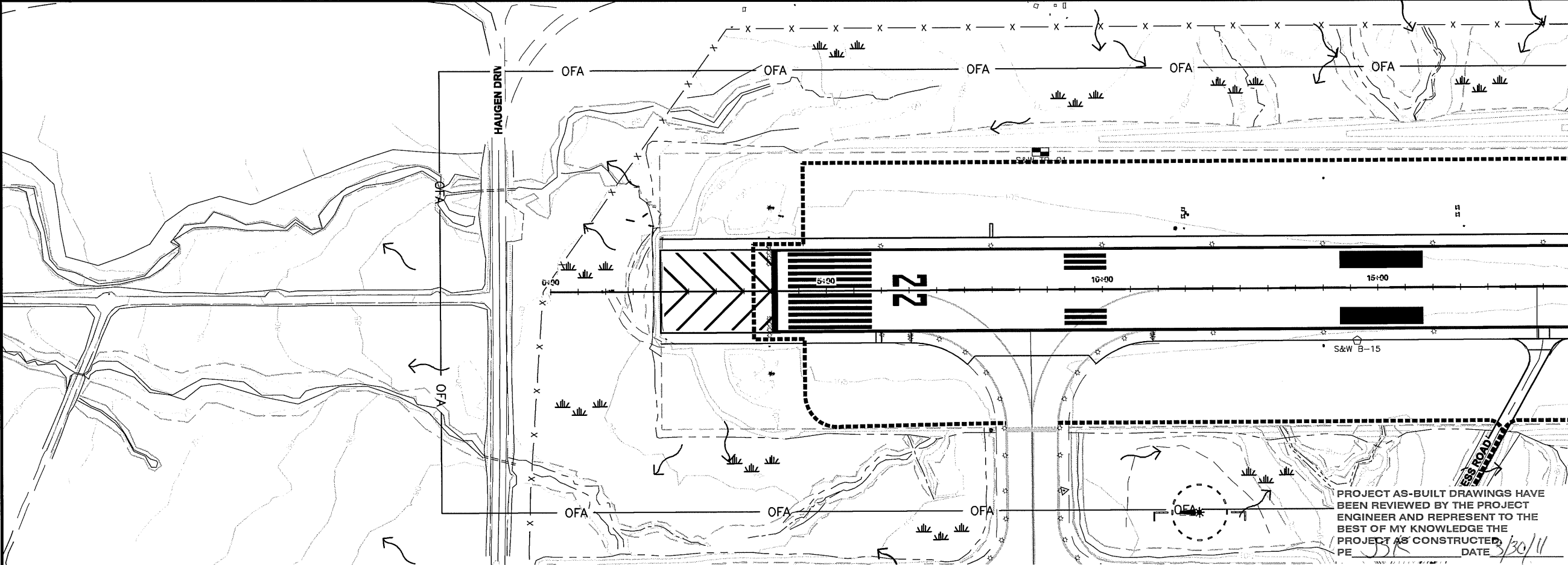
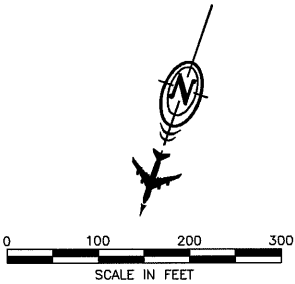
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PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JBR DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
880202 K01R.dwg

Wed, 30/Mar/11 12:51PM jskajdan  
TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

EROSION & SEDIMENT CONTROL PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

DESIGNED BY: PLM

DRAWN BY: KEB

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

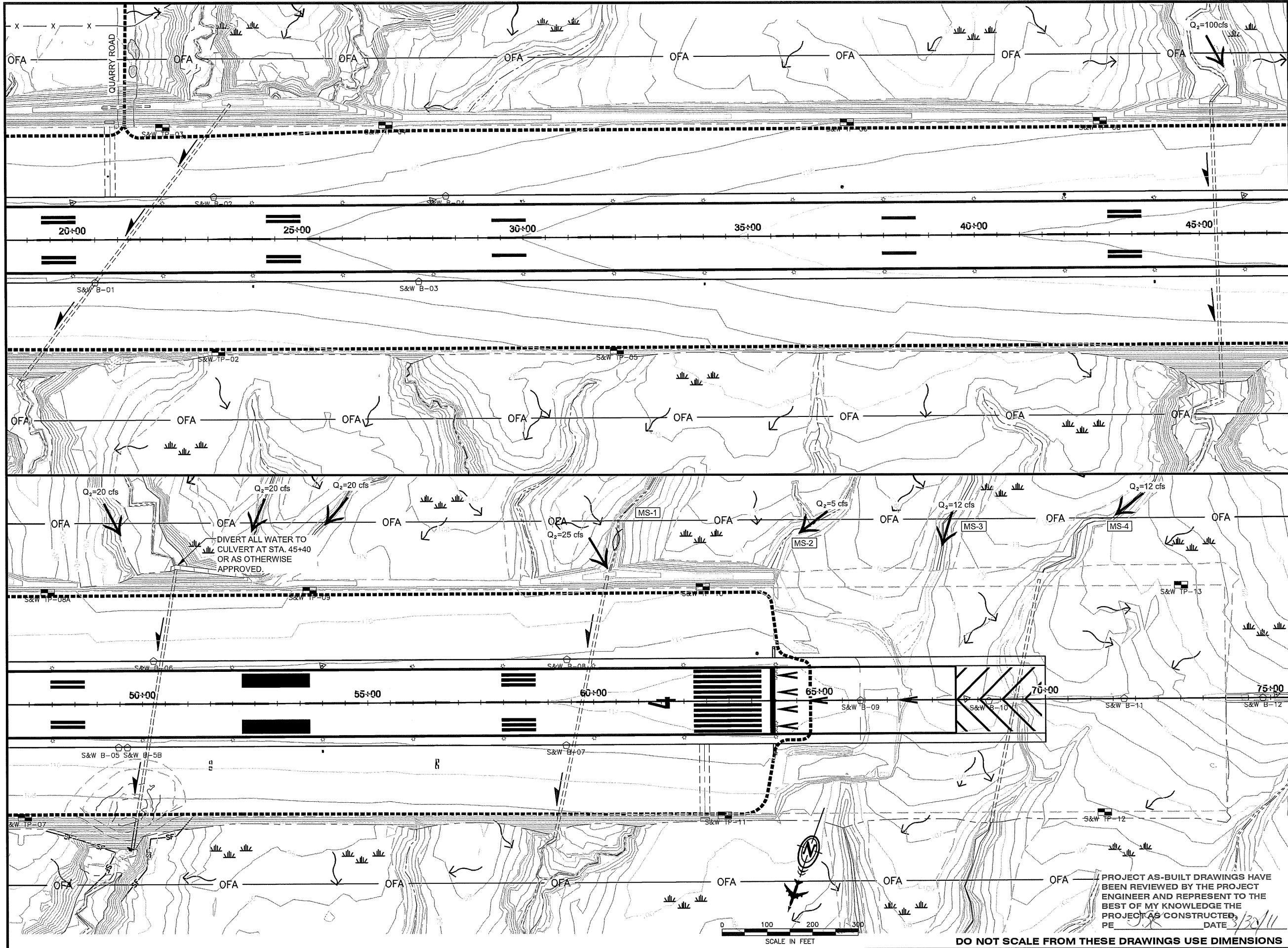
EROSION &  
SEDIMENT  
CONTROL PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
K1	58



PATH: 880202 K02R.dwg  
Wed, 30/Mar/11 12:52PM jskojdan  
TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

EROSION & SEDIMENT CONTROL PLAN

PREPARED BY: USKH INC.  
CHECKED BY: DLM

DESIGNED BY: PLM  
DRAWN BY: KEB

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

EROSION & SEDIMENT CONTROL PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF 69360  
FEDERAL - FAA AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
K2	58

56/81

- NOTES:**
- 1. ALL GRADES AND ELEVATIONS ARE APPROXIMATE AND SUBJECT TO FIELD REVISION. THE DESIGN IS BASED ON 200X AERIAL PHOTOGRAMMERTY AND ESTIMATE OF RECENT AS-BUILT CONDITIONS.
  - 2. INSTALL CULVERTS AND CONSTRUCT DITCHES TO ADEQUATELY CONTAIN AND CONDUCT DRAINAGE FLOWS FROM THE EXISTING QUARRY TO THE PERMANENT SEDIMENT CONTROLS AND OUTLET LOCATIONS, AS DIRECTED BY THE ENGINEER.
  - 3. ROCK APRONS TO DISSIPATE FLOW. 20'X40'X2' AT COARSE SEDIMENT POND AND 20'X20'X2' AT P-2.
  - 4. MINIMUM COVER ON ALL PIPES IS 3 FEET.

ALIGNMENT: QUARRY ACCESS RD (1)							
SEGMENT NO.	START STATION	BEGIN NORTHING	BEGIN EASTING	DISTANCE / LENGTH	END BEARING	RADIUS	DELTA ANGLE
L19	80+00.00	296950.33	200477.04	268.13	N45° 00' 00.00"W		
C17	82+68.13	297139.92	200287.44	181.27	N21° 55' 11.1"W	450.00	23° 04' 48.9"
C18	84+49.40	297290.13	200188.17	476.82	N11° 14' 52.7"W	2560.00	10° 40' 18.5"
L20	89+26.22	297746.46	200052.28	723.97	N11° 14' 52.67"W		
C19	96+50.19	298456.52	199911.06	311.06	N66° 56' 37.3"W	320.00	55° 41' 44.6"
C20	99+61.26	298688.54	199722.53	533.94	N28° 42' 10.7"W	800.00	38° 14' 26.6"
L21	104+95.20	299040.42	199334.14	119.76	N28° 42' 10.70"W		
L22	104+95.20	299040.42	199334.14	119.76	N28° 42' 10.70"W		

PATH:  
880202 Q01R.dwg

Wed, 30/Mar/11 12:52PM jskajdan  
TAB: Layout1

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

PERMANENT SEDIMENT  
CONTROL PLAN & PROFILE

PREPARED BY: USKH INC.  
CHECKED BY: DLM



DESIGNED BY: PLM  
DRAWN BY: KEB

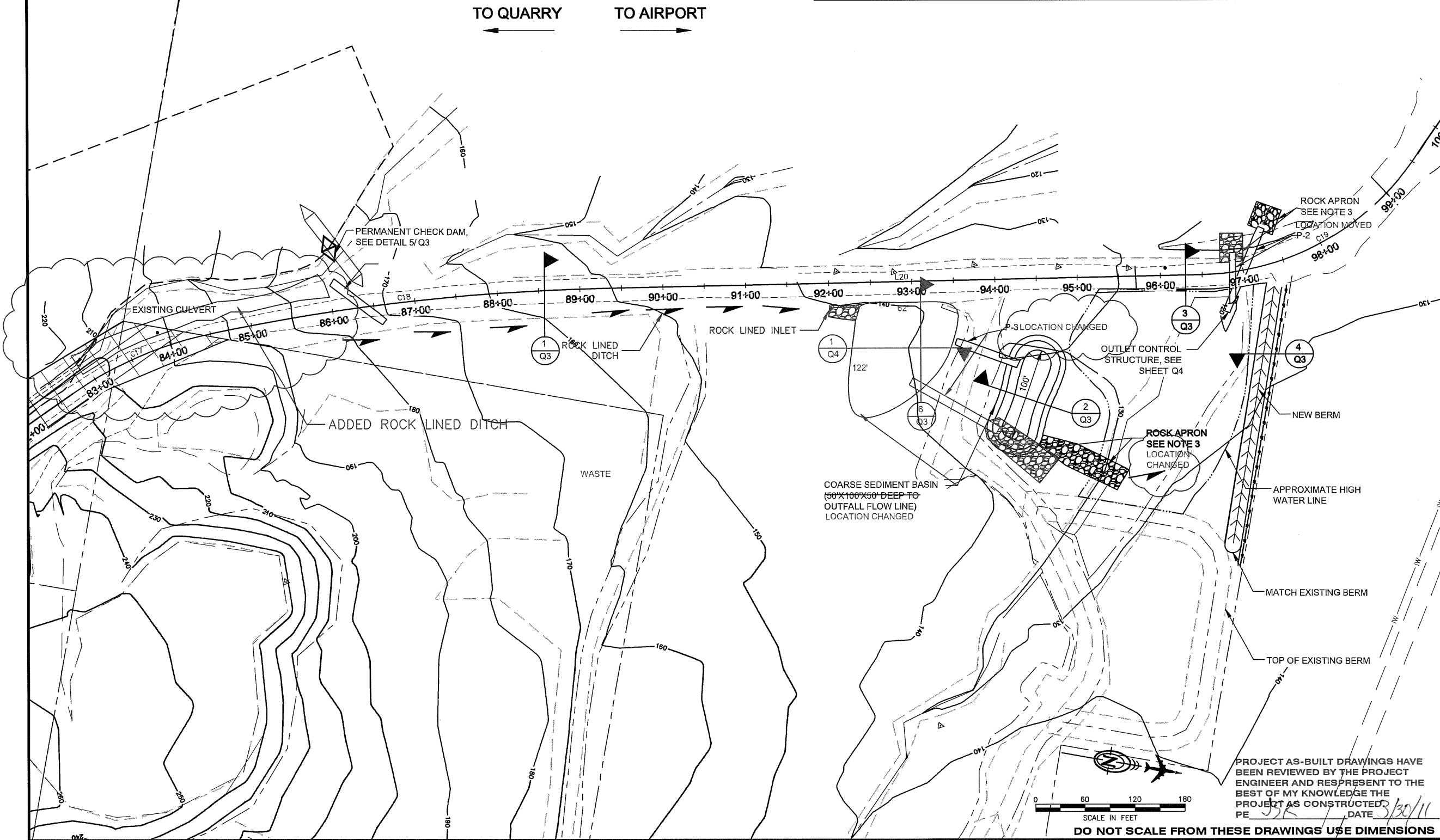
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

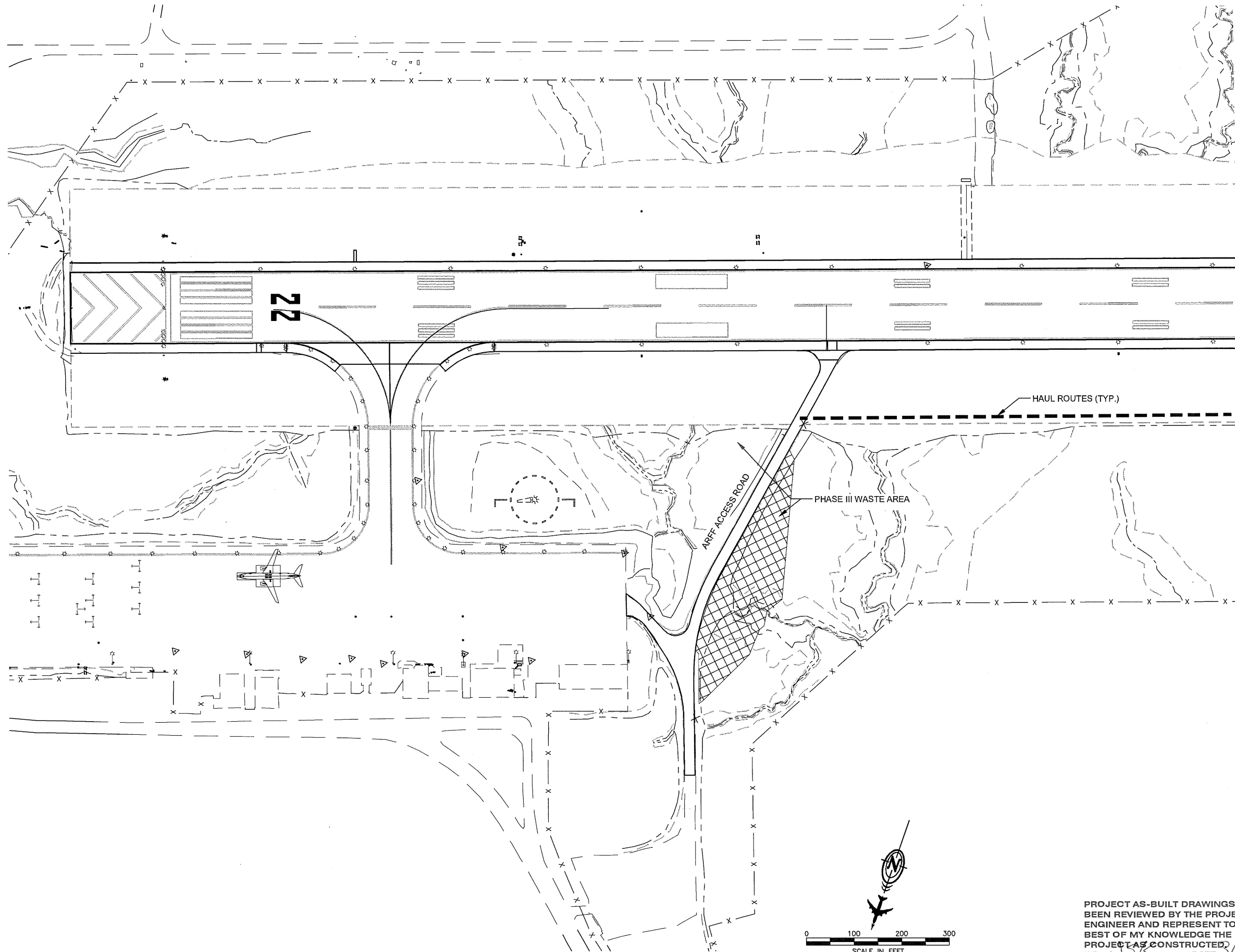
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)  
PERMANENT  
SEDIMENT  
CONTROL PLAN &  
PROFILE

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
Q1	58





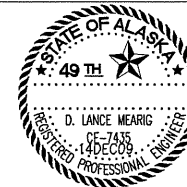
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ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

WASTE AREA PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM



DESIGNED BY: PLM

DRAWN BY: KEB

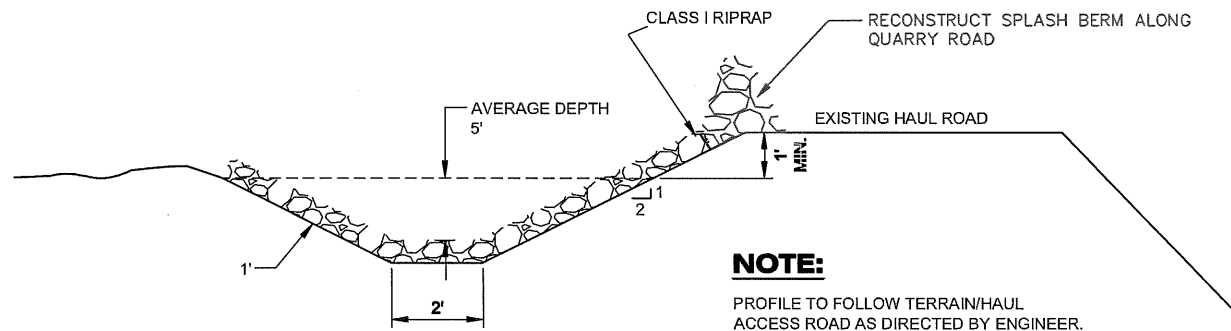
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

WASTE AREA PLAN

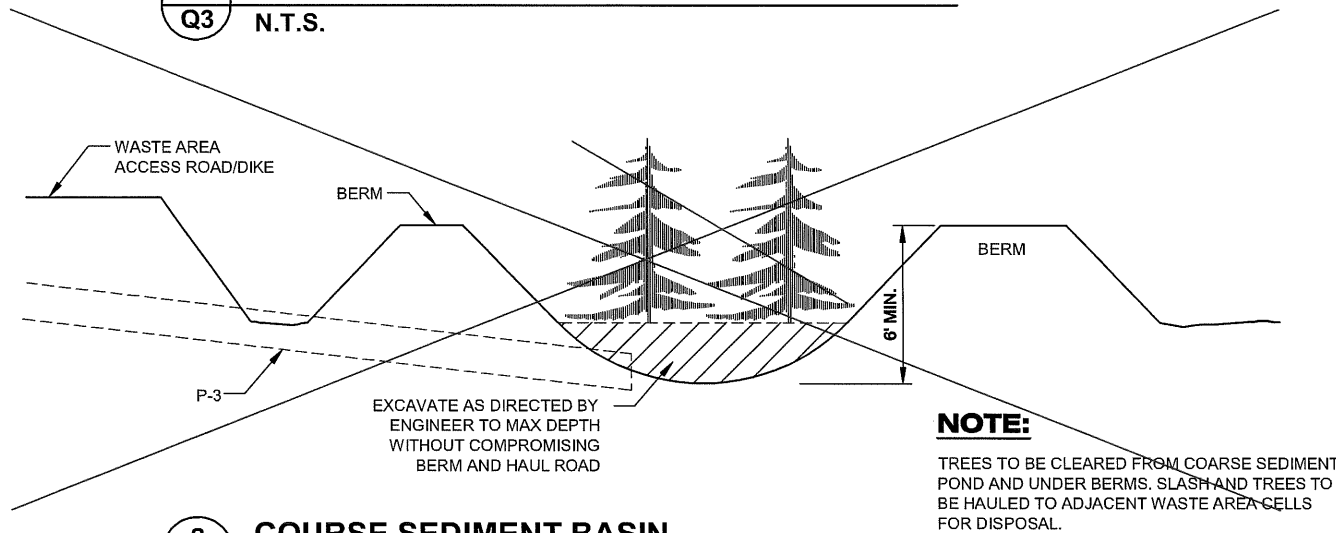
PROJECT DESIGNATIONS  
ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
Q2	58

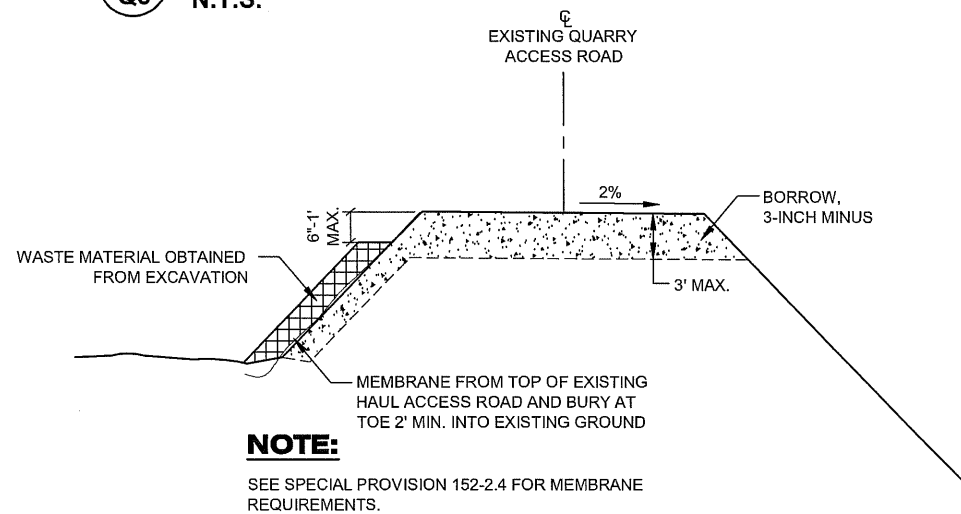
58/81



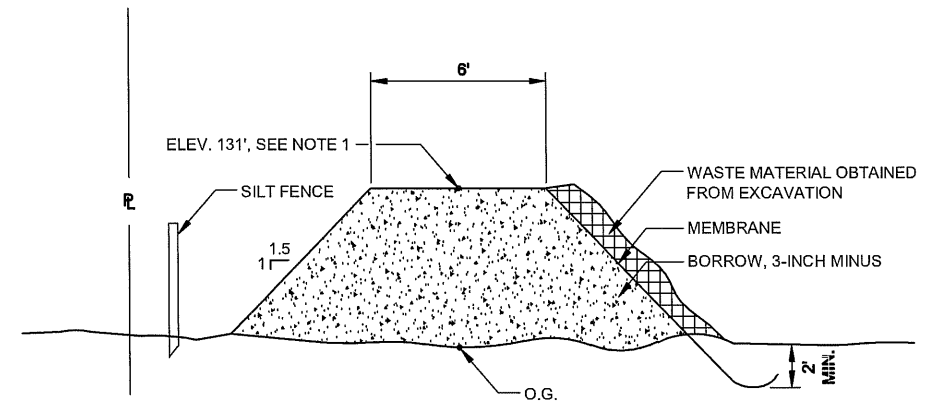
**1 DITCH DIVERSION**  
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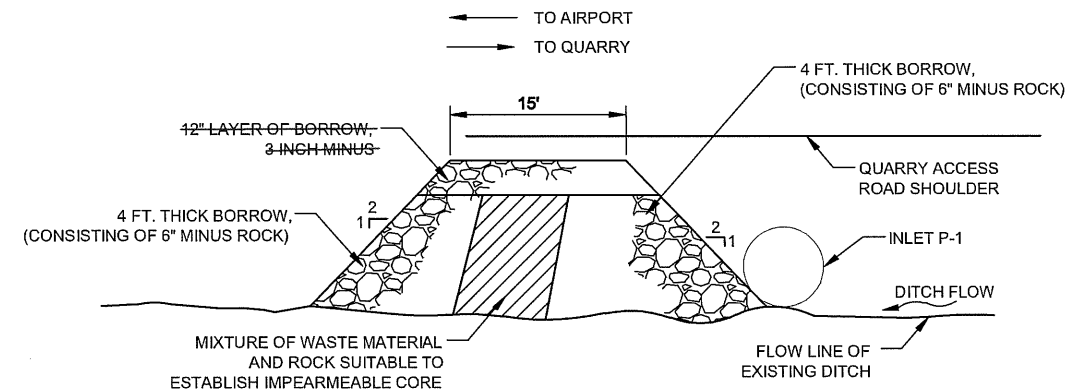
**2 COARSE SEDIMENT BASIN**  
N.T.S.



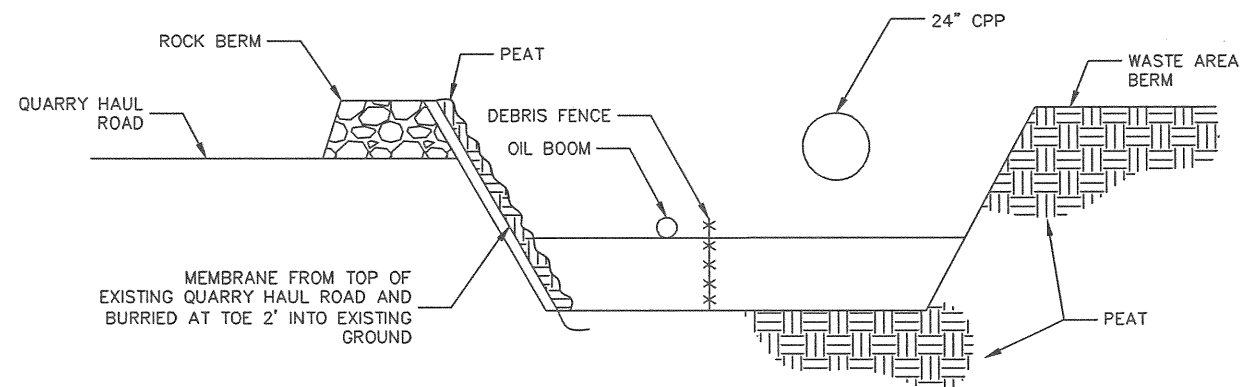
**3 RAISE VERTICAL CURVE PROFILE**  
N.T.S.



**4 BERM DETAIL**  
N.T.S.



**5 PERMANENT CHECK DAM DETAIL**  
N.T.S.



**6 COARSE SETTLING POND - SECTION**  
N.T.S.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE *[Signature]* DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: 880202 Q03R.dwg  
Wed, 30/Mar/11 12:53PM jskajdan  
TAB: Layout1

ADDENDUM NUMBER  
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

PREPARED BY: USKH INC.  
CHECKED BY: DLM/G

DESIGNED BY: PLM  
DRAWN BY: KEB

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

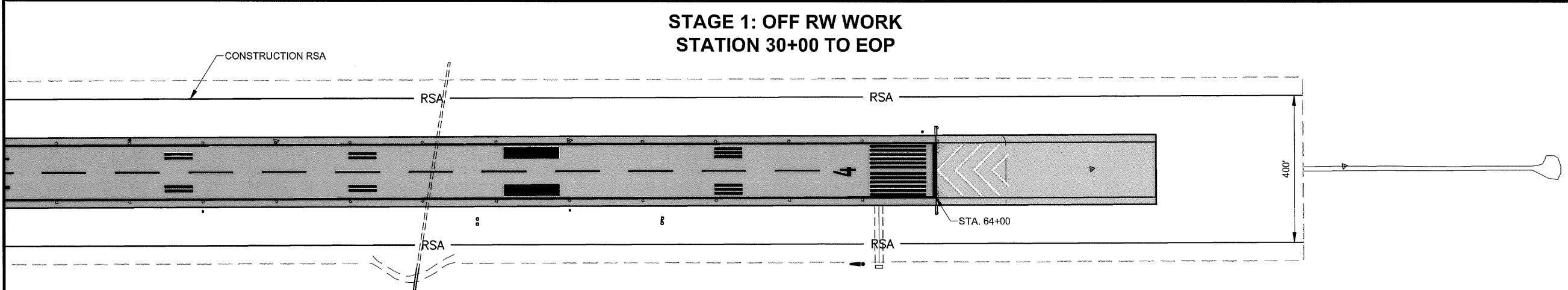
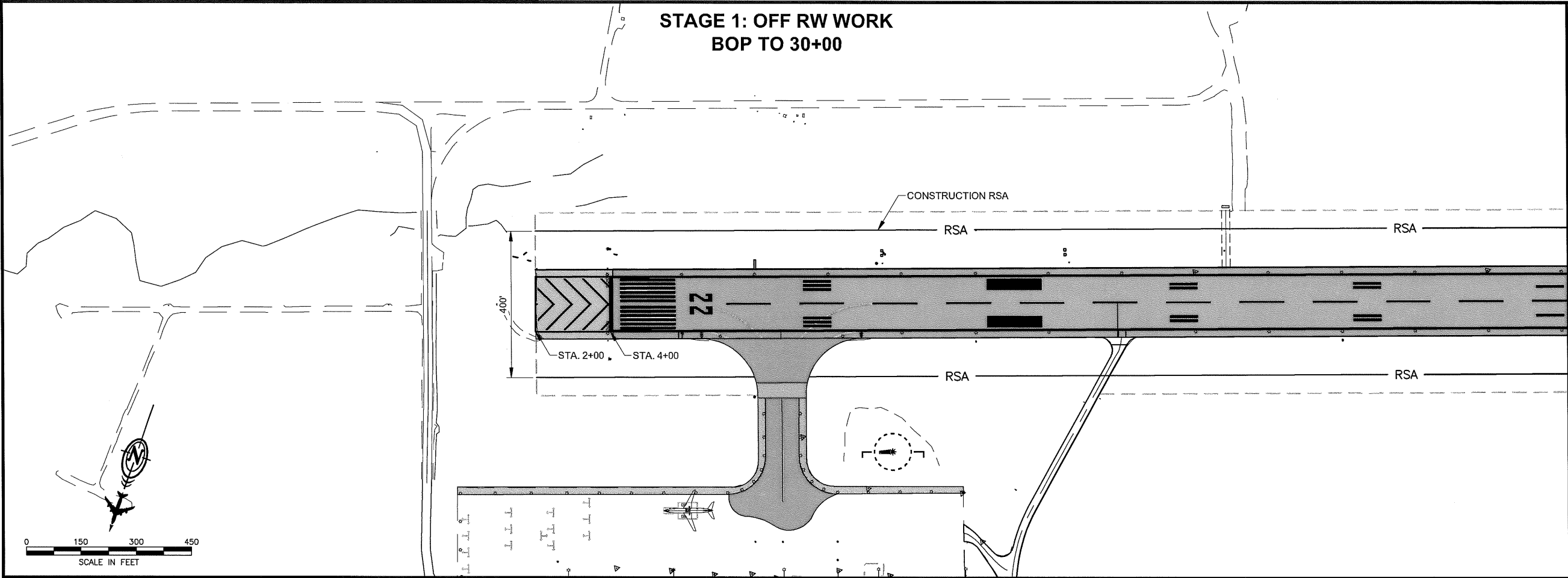
PERMANENT SEDIMENT CONTROL DETAILS

PROJECT DESIGNATIONS  
ALASKA - DOT & PF 69360  
FEDERAL - FAA AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
Q3	58

59/81



**LEGEND:**

- RW WORK AREA LIMITS:** PROCEED AT CONTRACTOR DISCRETION, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.
- LIMITED RW:** PROCEED AS APPROVED BY THE ENGINEER, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS. AREA MUST BE AVAILABLE FOR AIRCRAFT USE AS USERS DEMAND.
- ACTIVE RW:** PROCEED AS DIRECTED BY THE ENGINEER. MOVE PERSONNEL, MATERIALS AND EQUIPMENT ON APPROVED HAUL ROUTES SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.
- WHITE OUTLINED MARKINGS:** MUST BE REMOVED
- BLACK FILLED MARKINGS:** TO BE INSTALLED OR EXISTING TO REMAIN

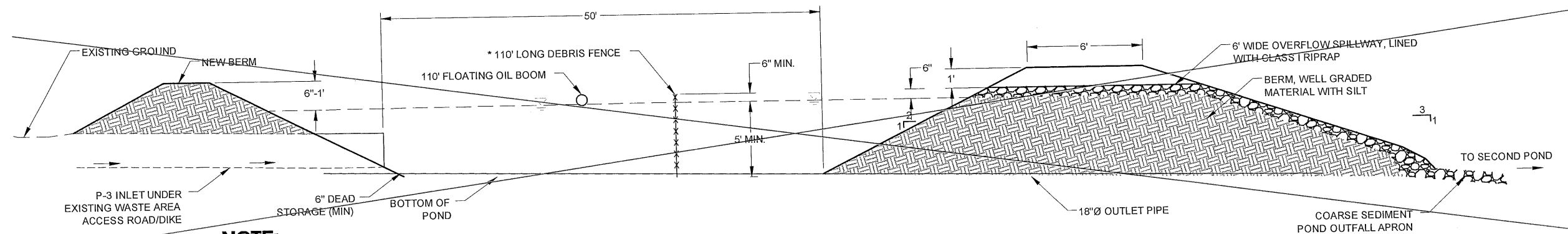
**NOTES:**

1. SHEETS A6-A9 AND A11-A12 ARE INTENDED TO BE VIEWED IN COLOR. CONTACT THE ENGINEER FOR INSTRUCTIONS ON ACQUIRING COLOR COPIES.
2. SHADING INTENDED ONLY FOR AOA AREAS. WORK OUTSIDE AOA CAN BE PERFORMED ANYTIME, IN ACCORDANCE WITH SECTION 80 AND THE APPROVED SAFETY PLAN.
3. RW CENTERLINE HAS BEEN OMITTED FOR CLARITY.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND RESPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSR DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

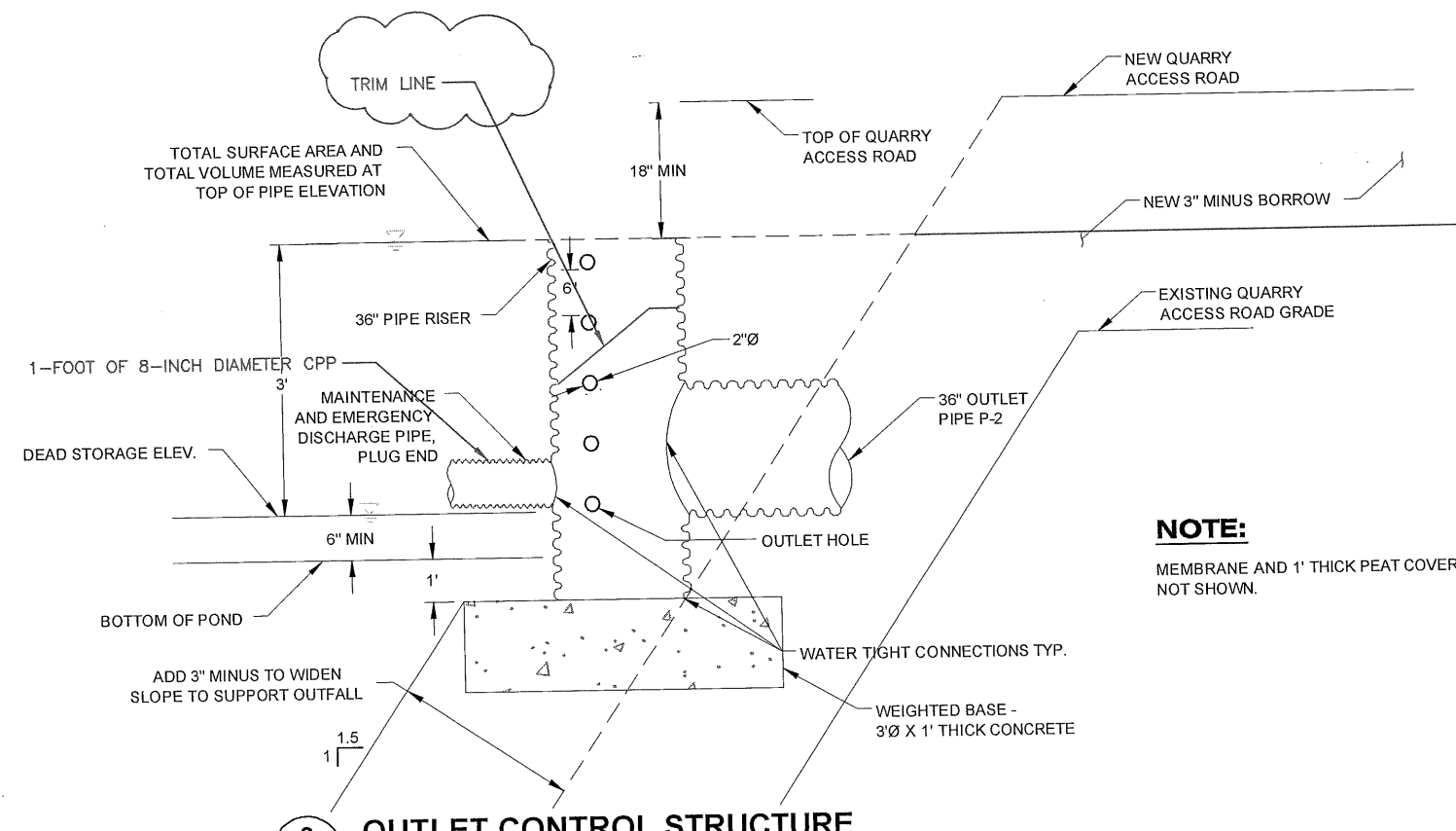
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ATTACHMENT NUMBER	
RECORD OF REVISIONS	
No.	DATE
	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)	
STAGE 1 SAFETY PLAN	
PREPARED BY: USKH INC.	
CHECKED BY: DLM	
DESIGNED BY: RPK	
DRAWN BY: KEB	
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)	
STAGE 1 SAFETY PLAN	
PROJECT DESIGNATIONS	
ALASKA - DOT & PF 69360	
FEDERAL - FAA AIP NO. 3-02-0219-1309	
STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
A6	58



**NOTE:**

DEBRIS FENCE 2"Ø METAL FENCE POST AT 5' O.C. MAX. AND SILT FENCE ZIP TIE TO POST AT 6" O.C. MAX. BURY FENCE INTO BERM AT END. ANCHOR FLOATING BOOM TO THE END OF THE BERMS.

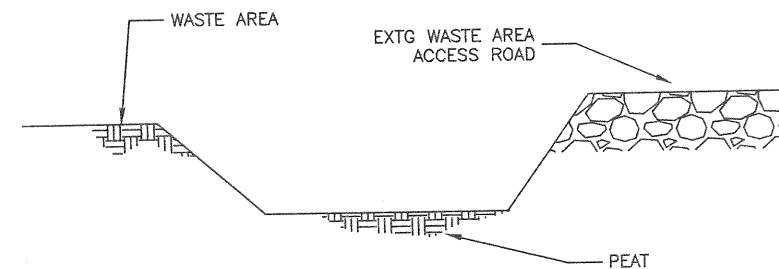
**1 COARSE SETTLING POND - SECTION**  
Q4 N.T.S.



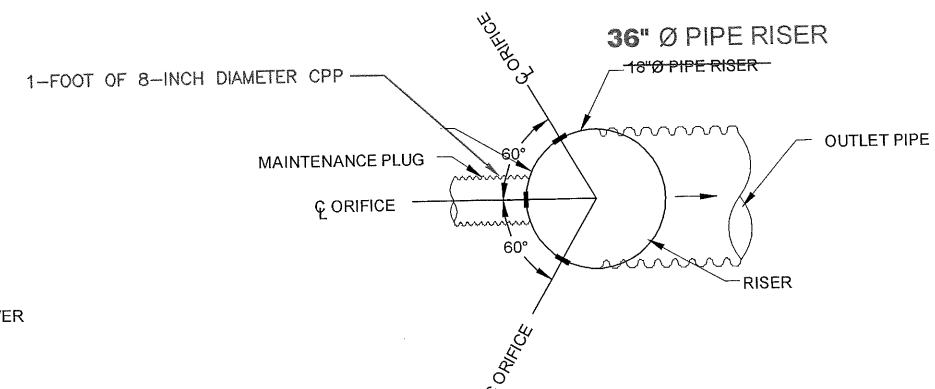
**NOTE:**

MEMBRANE AND 1' THICK PEAT COVER NOT SHOWN.

**2 OUTLET CONTROL STRUCTURE**  
Q4 N.T.S.



**4 COARSE SETTLING POND - SECTION**  
Q4 N.T.S.



**3 PLAN VIEW OF OUTLET CONTROL**  
Q4 N.T.S.

PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSK DATE 4/1/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: 880202 Q04R.dwg  
Wed, 30/Mar/11 04:02PM jskajdan  
TAB: LAYOUT 1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

PREPARED BY: USKH INC.  
CHECKED BY: DLM

STATE OF ALASKA  
49TH  
D. LANCE MEARIG  
CE-7435  
14DEC09  
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: PLM  
DRAWN BY: KEB

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
SOUTHEAST REGION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

**PERMANENT SEDIMENT CONTROL DETAILS**

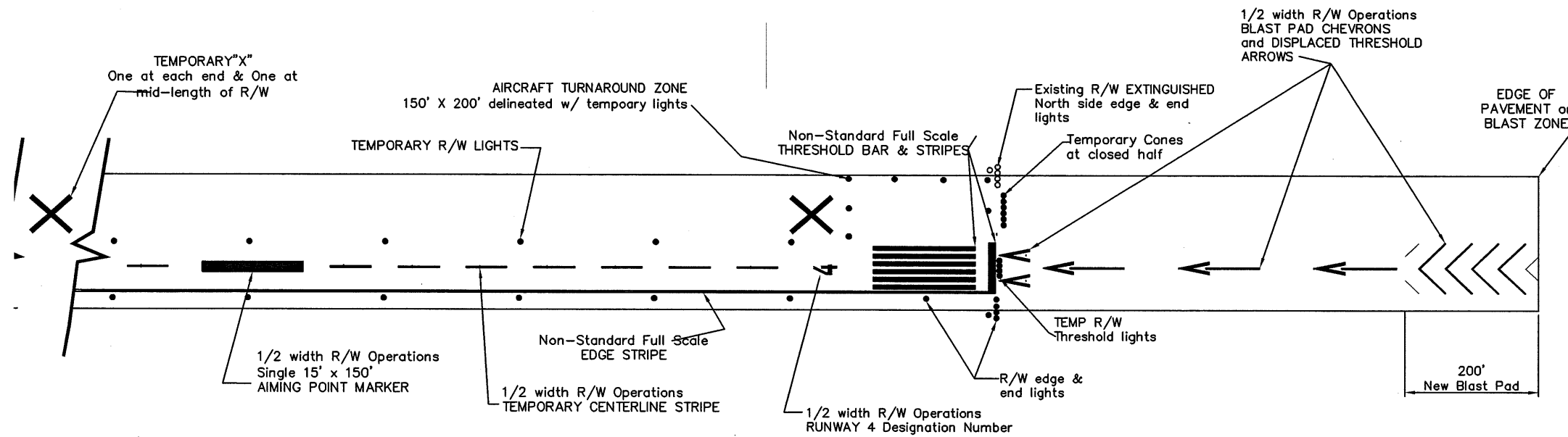
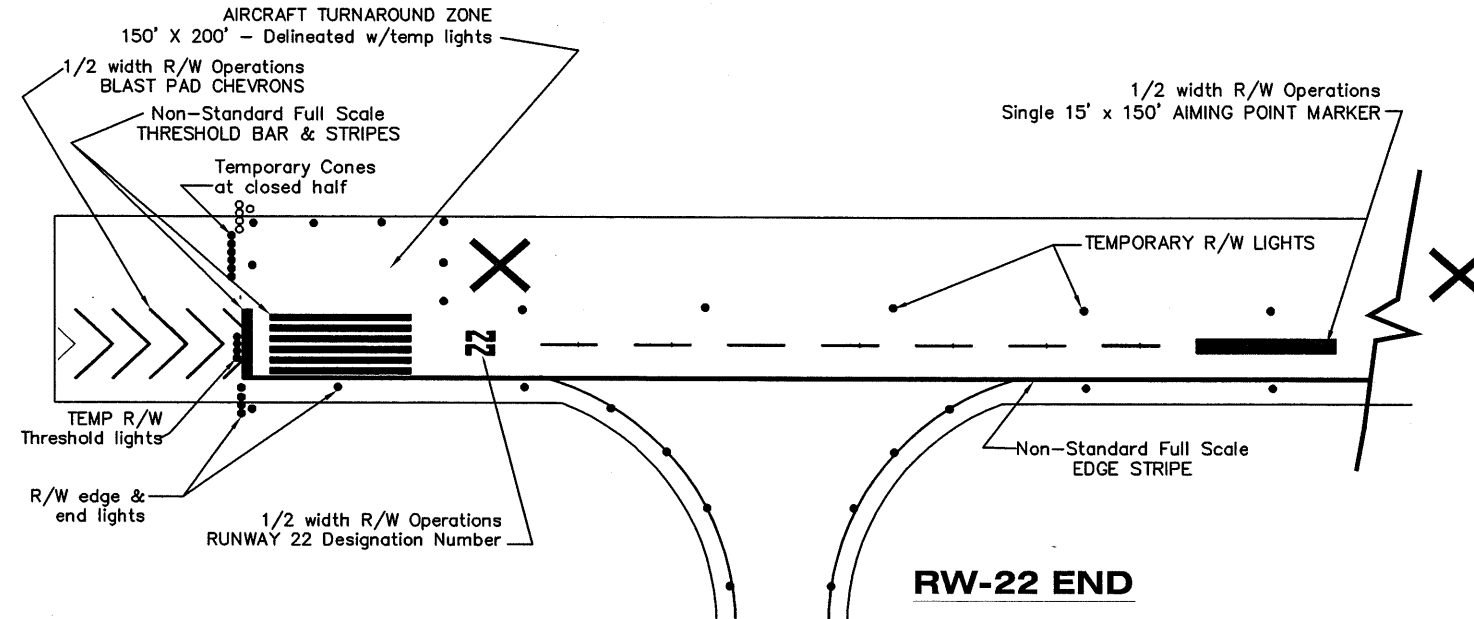
PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009

SHEET NUMBER	TOTAL SHEETS
Q4	58

60/81



**RW-04 END**

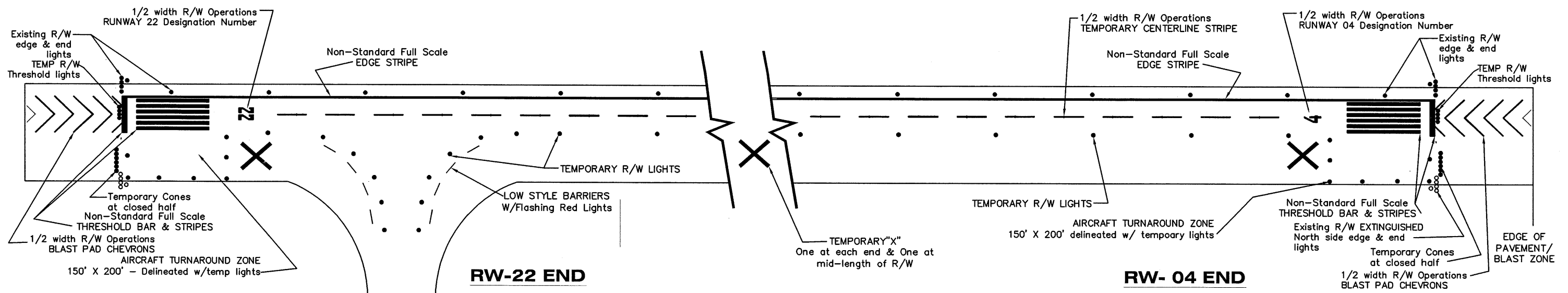
**R/W 04-22**

**Temporary  
MARKING  
LAYOUT PLAN**

**Closure of  
South 1/2 of R/W**

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSR Date 3/30/11

61/81



**R/W 22 END**

**Temporary  
MARKING  
LAYOUT PLAN**

**STAGE 2**

**Closure of  
North 1/2 of R/W**

**R/W 04 END**

**Temporary  
MARKING  
LAYOUT PLAN**

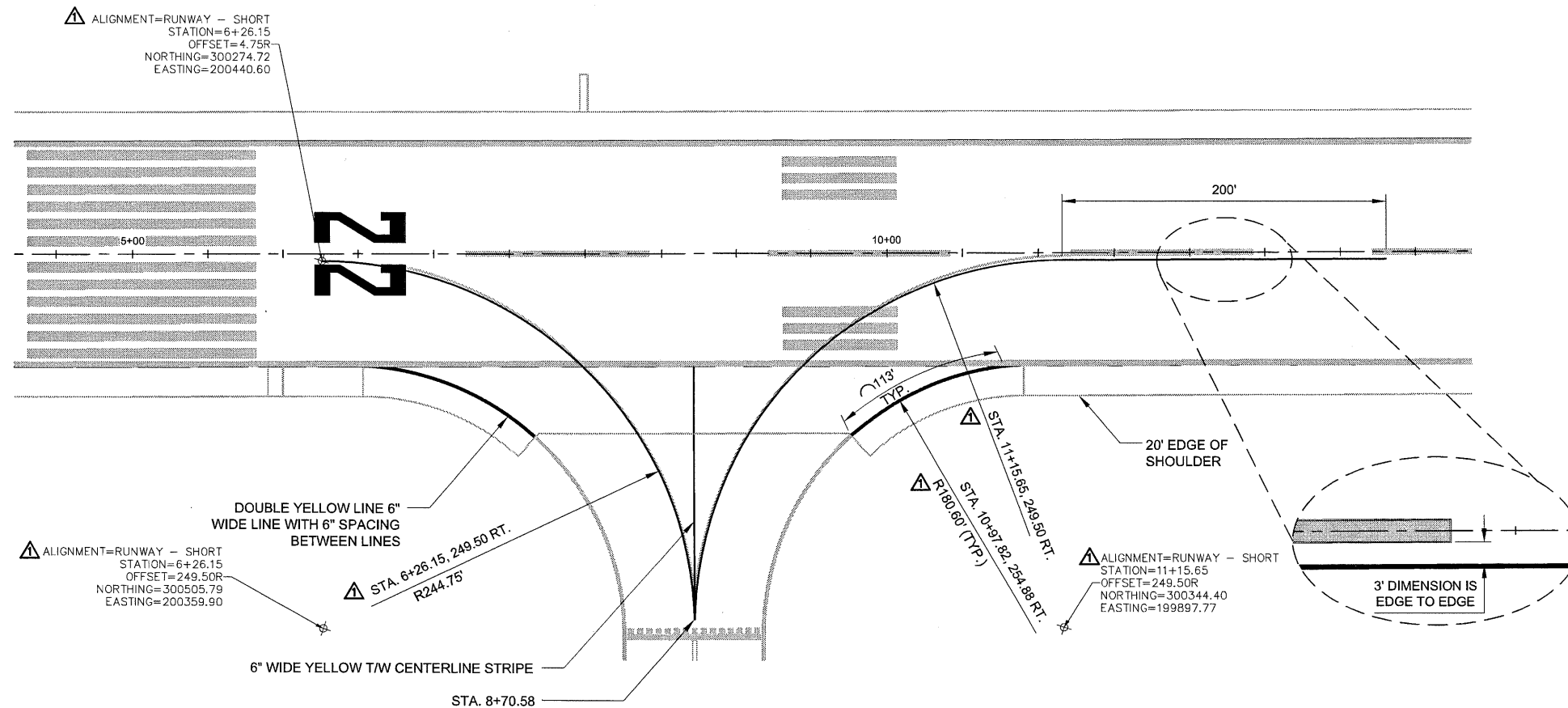
**STAGE 2**

**Closure of  
North 1/2 of R/W**

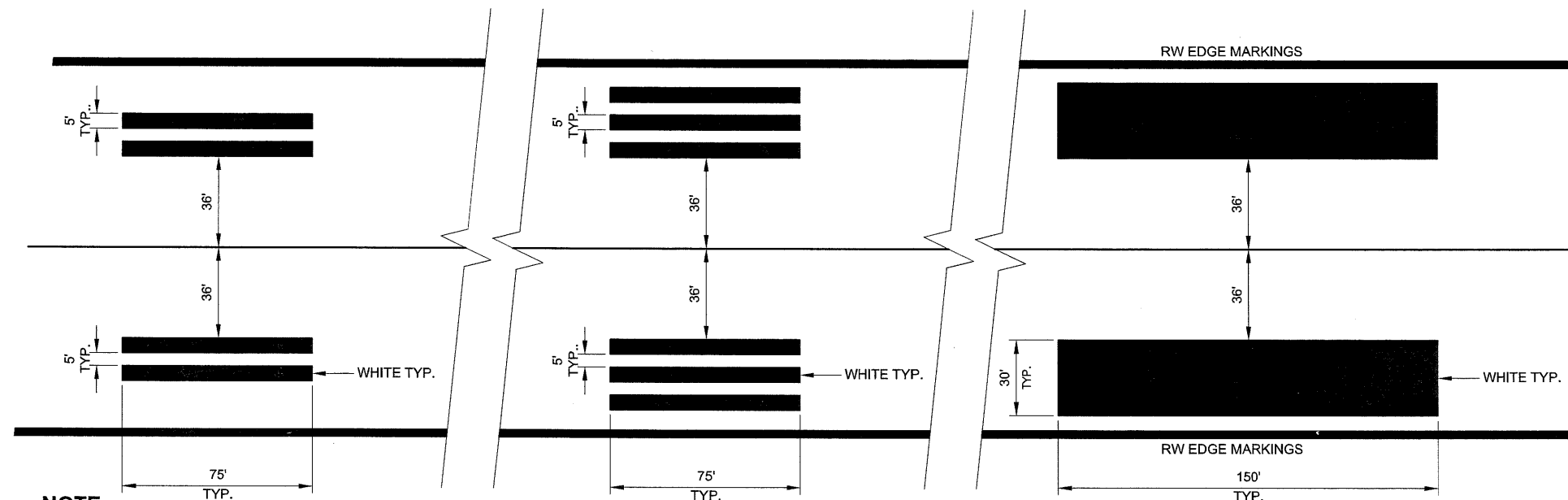
Revised 5-7-10

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSR Date 3/30/11

62/81



1 T/W MARKING DETAIL  
F3 N.T.S.



NOTE:

1. SEE SHEET F1 FOR SPACING AND LAYOUT ORDER OF ZONE MARKINGS.

2 TOUCHDOWN ZONE MARKING DETAIL  
F3 N.T.S.

3 AIMING POINT MARKING DETAIL  
F3 N.T.S.

DO NOT  
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

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RECORD OF REVISIONS	
No.	DATE
1	07/14/10
DESCRIPTION	
REVISED TW RADII	
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)	
PREPARED BY: USKH INC.	
CHECKED BY: DLM	
DESIGNED BY: KM	
DRAWN BY: KEB	
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)	
RUNWAY & TAXIWAY MARKING PLAN	
PROJECT DESIGNATIONS	
ALASKA - DOT & PF 69360	
FEDERAL - FAA AIP NO. 3-02-0219-1309	
STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
F3	58

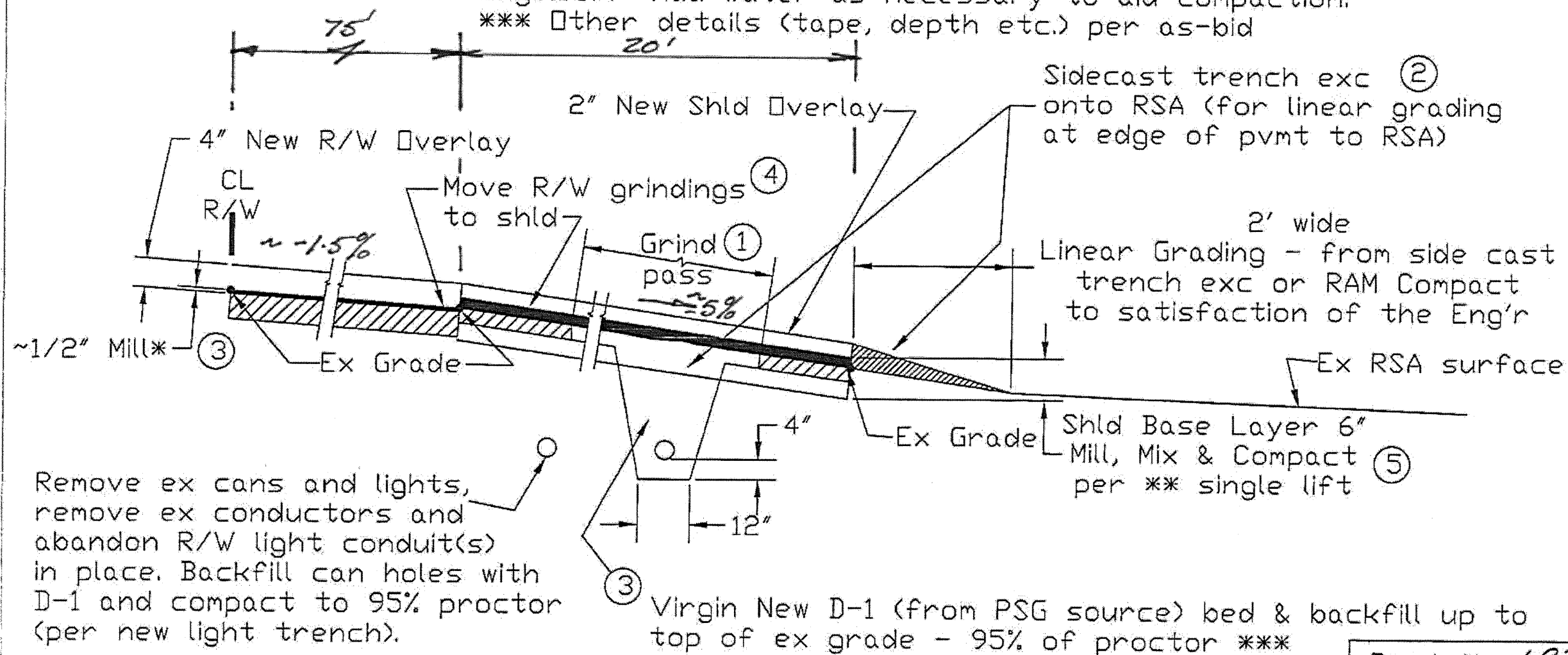
ENSIONS

63/81

Prior to beginning any grinding - the edge of RW pavement and edge of shoulder pavement shall be surveyed at 50' ctrs max and at each new light can to determine the set elevation of new cans. Asphalt to be installed by yield (thickness) as-bid.

①-⑤ = Sequence of events

* ~1/2" by 75' grind R/W should provide enough mat'l to build depth of base course layer on 20' wide shoulder. Match ex crossslopes.  
 ** 8 Passes of spec vibratory roller, subject to approval of Engineer. Add water as necessary to aid compaction.  
 *** Other details (tape, depth etc.) per as-bid



## Existing Runway & Shoulder

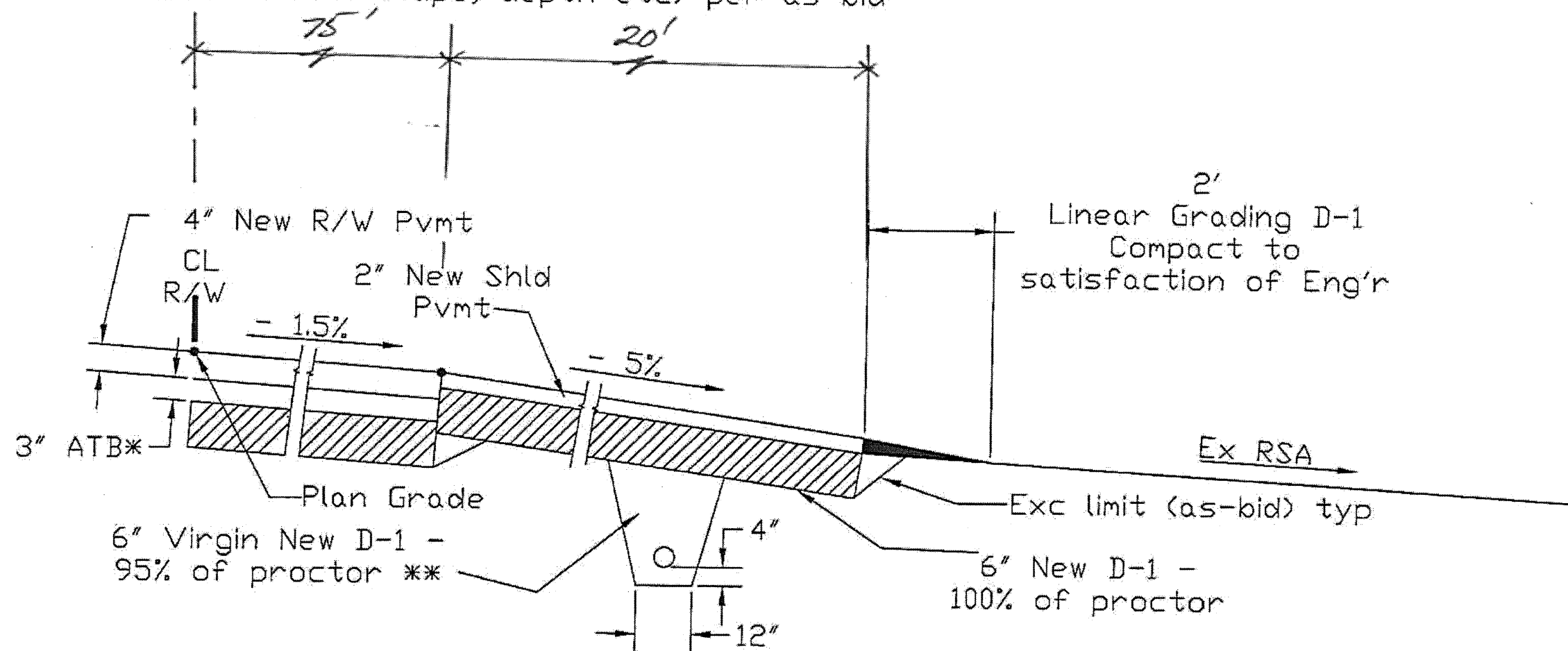
Proj. No. 69360  
 PSG RSA Ph III  
 Pg 1 of 4  
 03-15-10

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE JSK Date 3/30/11

CO #2 Attach 1/4  
 "A"

64/81

* ATB under New Runway only  
 ** Other Details (tape, depth etc) per as-bid



New Runway & Shld - New Blast Pad & Shld  
 Shown similar except w/o ATB

Proj. No. 69360  
 PSG RSA Ph III  
 Pg 2 of 4  
 03-15-10

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE JSK Date 3/30/11

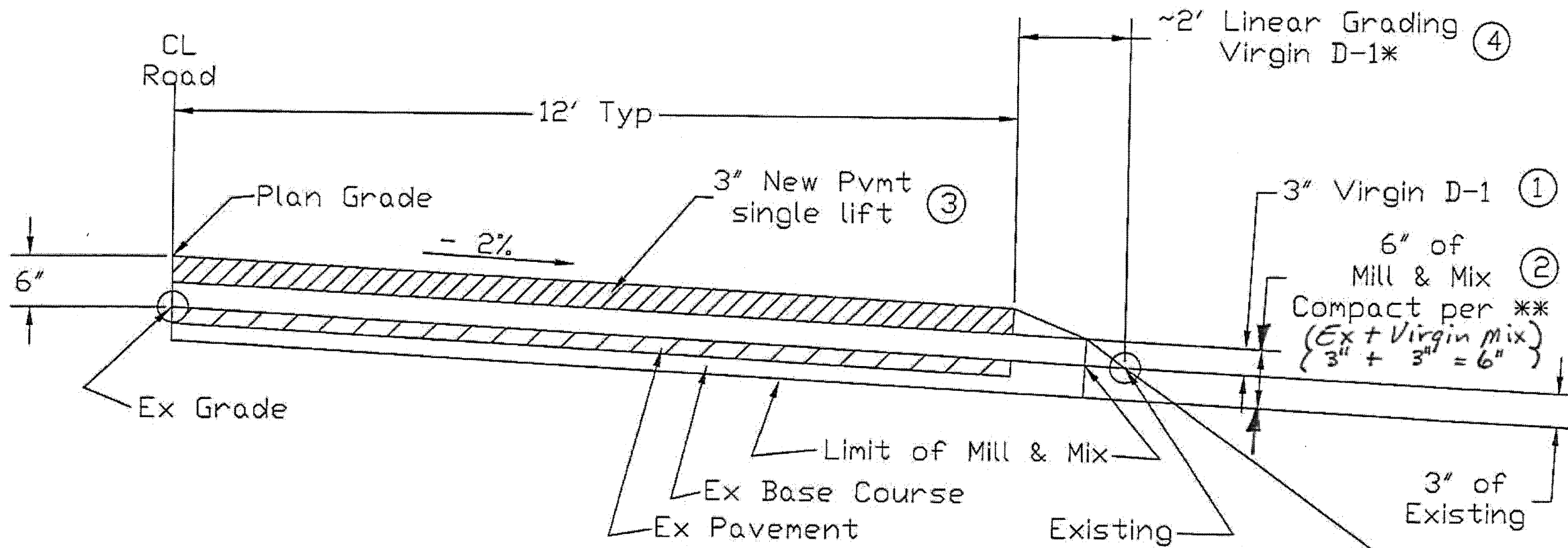
CO #2 Attach 2/4  
 "A"

65/81

* Compact to satisfaction of Engineer

** 8 passes of roller spec'd for RAM, subject to approval of Engineer.  
Add water as necessary

①-④ = Sequence of events



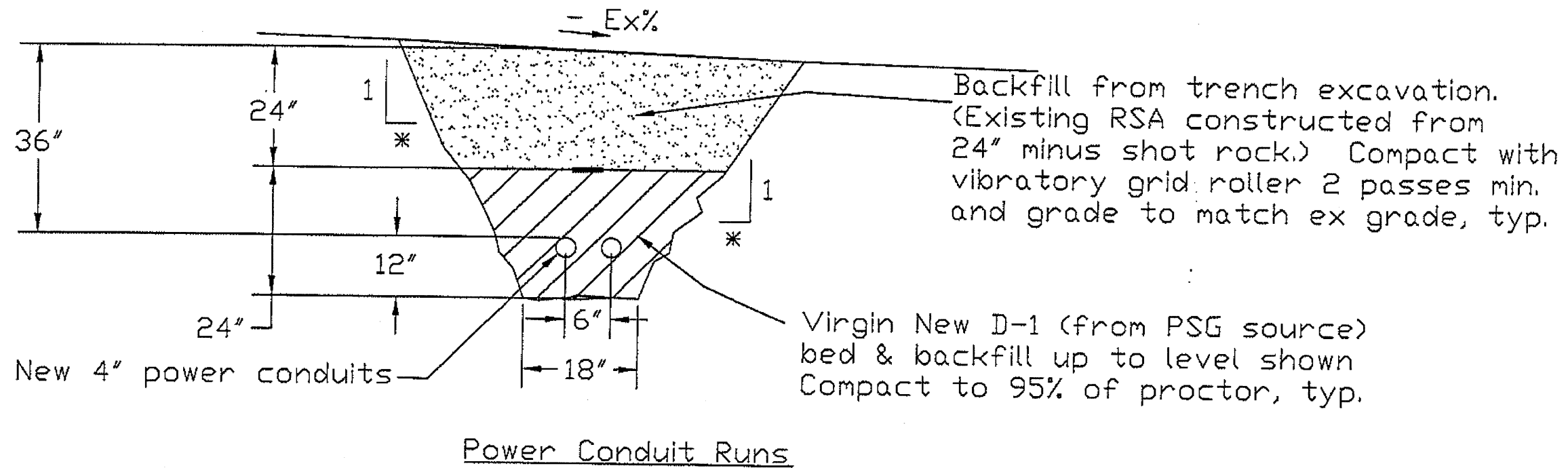
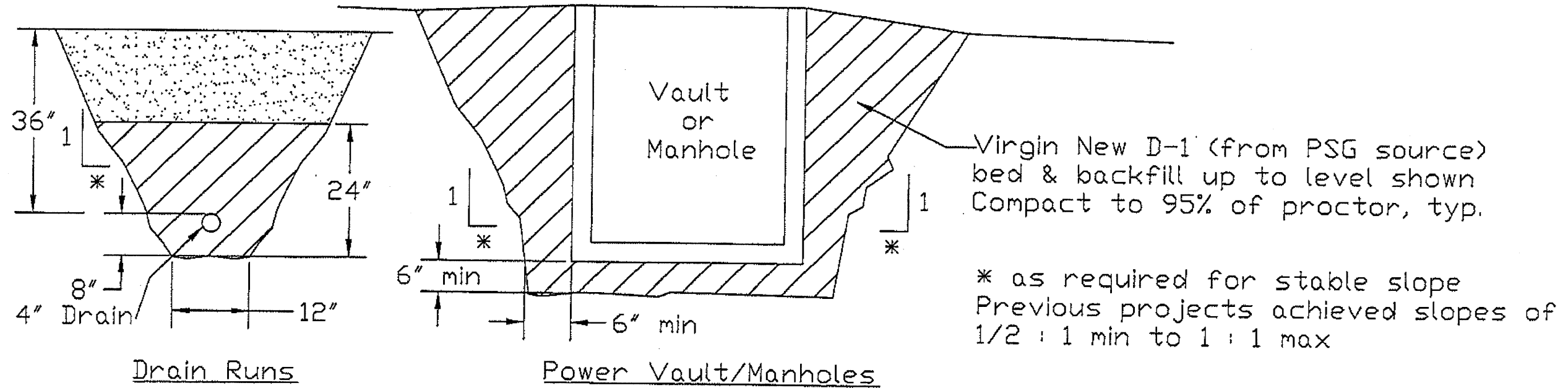
ARRF Road  
Symm about CL Road

Proj. No. 69360  
PSG RSA Ph III  
Pg 3 of 4  
03-15-10

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

CO #2 Attach 3/4  
"A"

66/81



# FAA Power System - RSA

Proj. No. 69360  
PSG RSA Ph III  
Pg 4 of 4  
03-15-10

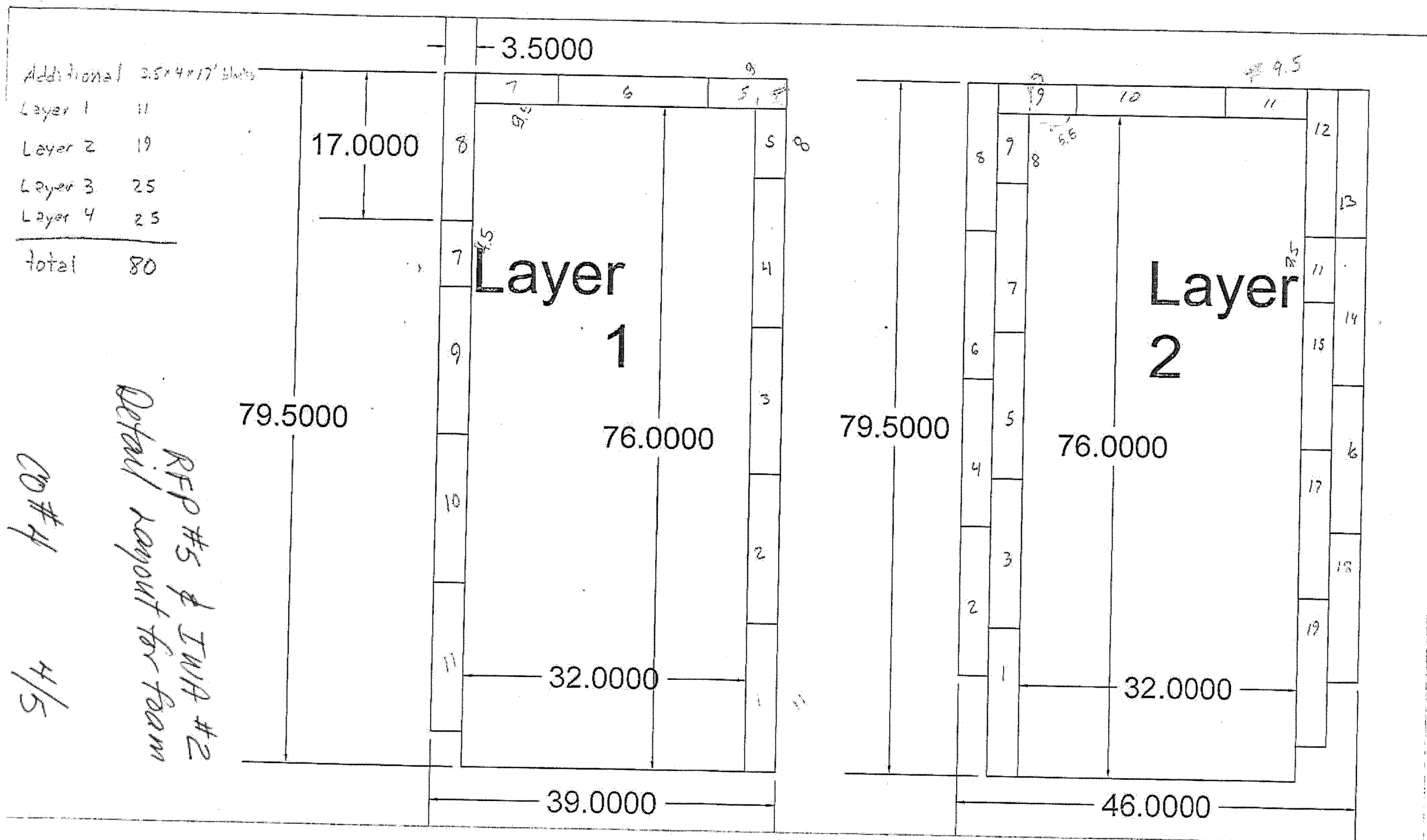
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

CD #2 Attach 4/4  
"A"

67/81

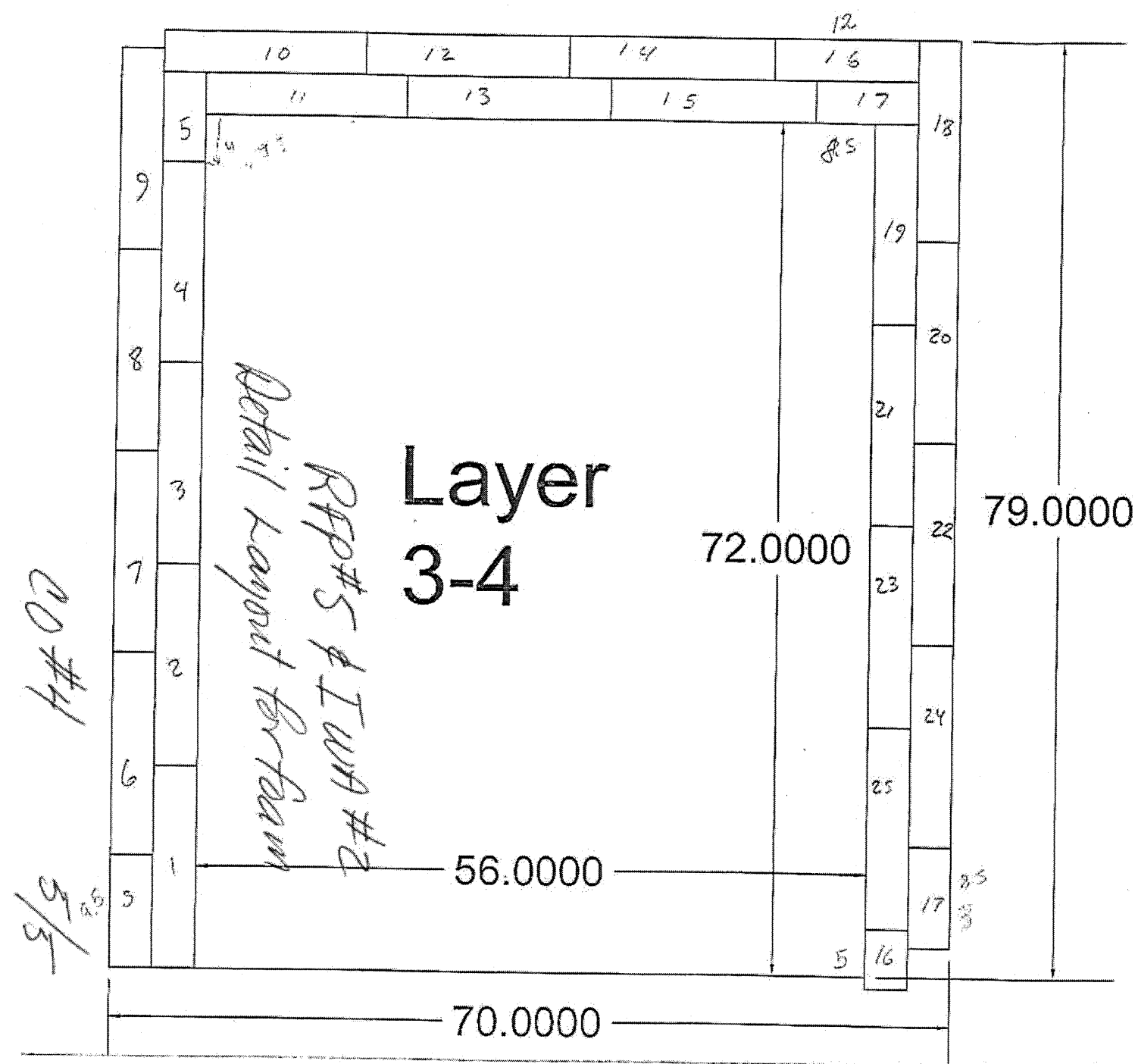
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE JSK Date 3/30/11



*Detail layout for team*  
*RFP #5 & IWA #2*  
*CO #4*  
*4/5*

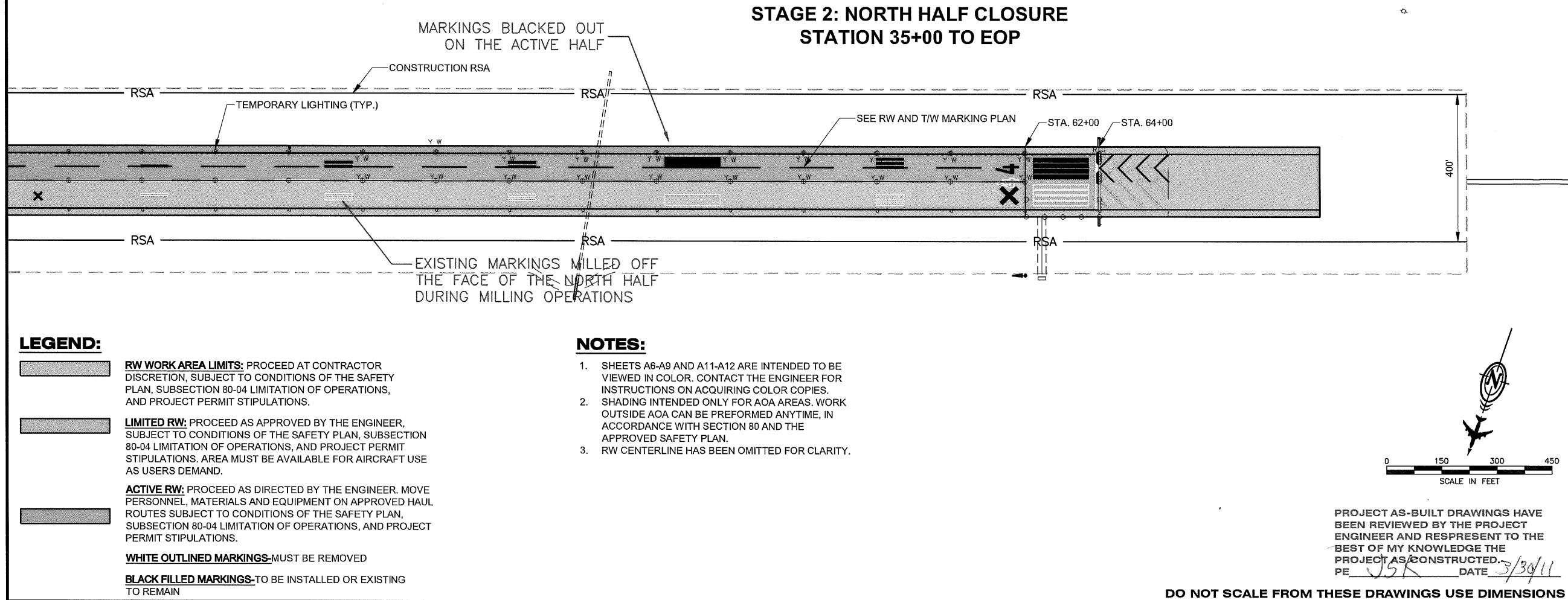
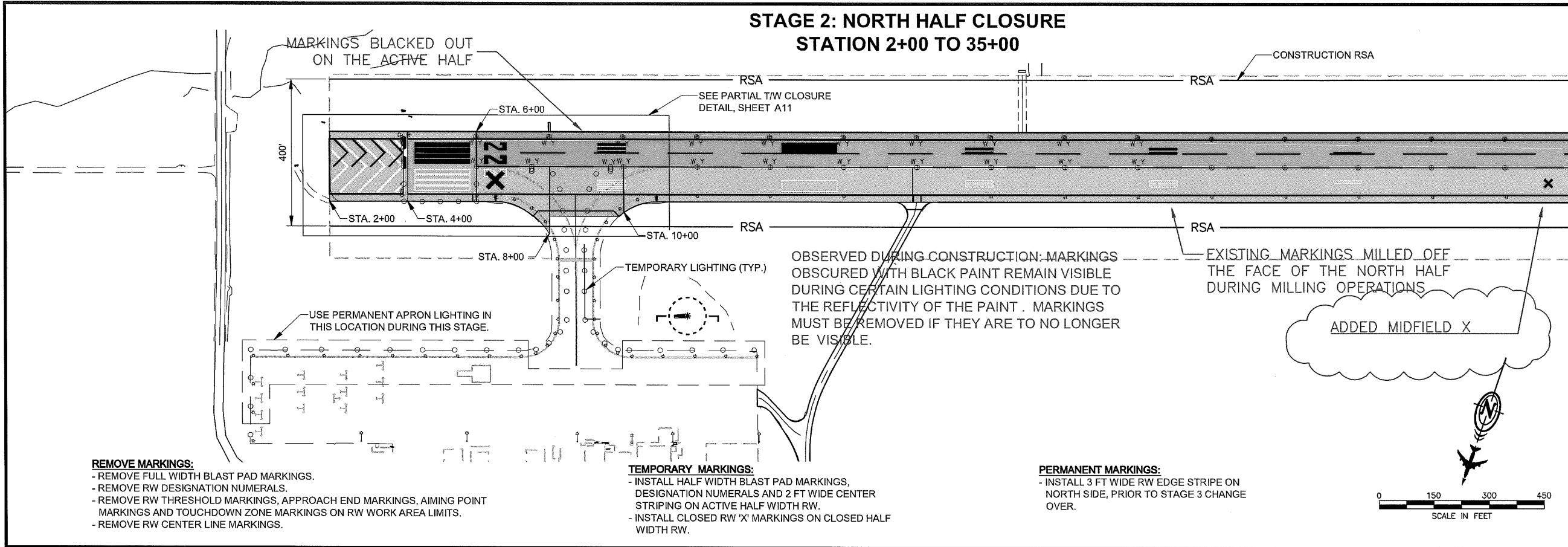
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Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

JSK 4/23/2010

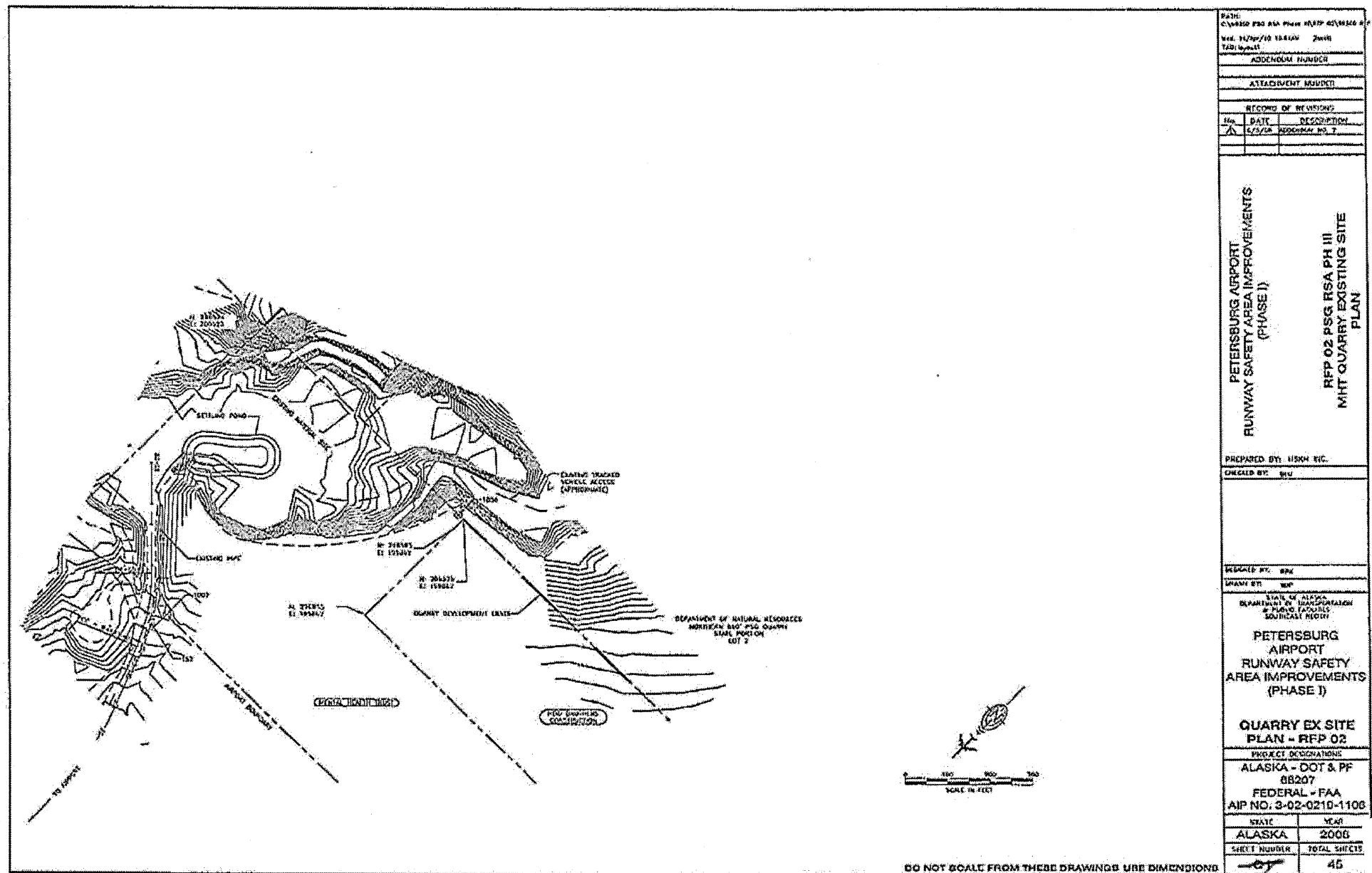
69/81



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No.	DATE	DESCRIPTION
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STAGE 2 SAFETY PLAN		
PREPARED BY: USKH INC.		
CHECKED BY: DLM		
DESIGNED BY: RPK		
DRAWN BY: KEB		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION <b>PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)</b>		
<b>STAGE 2 SAFETY PLAN</b>		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360 FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
A7	58	

7/81

RFP 02 3/4



PATH: C:\P2002\PSG\RSA PHASE I\REF 02\REF 02.dwg Rev. 11/20/10 10:41AM JWH TAD: jwh	
ADDENDUM NUMBER	
ATTACHMENT NUMBER	
RECORDS OF REVISIONS	
Rev.	DATE DESCRIPTION
1	6/5/10 REF 02 PHASE I
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)  RFP 02 PSG RSA PH III MHT QUARRY EXISTING SITE PLAN	
PREPARED BY: USDA, INC.	
CHECKED BY: JWH	
DESIGNED BY: JWH	
DRAWN BY: JWH	
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHCOAST REGION  PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE I)  QUARRY EX SITE PLAN - RFP 02 PROJECT DESIGNATIONS ALASKA - DOT & PF 88207 FEDERAL - FAA AIP NO. 3-02-0210-1108	
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ALASKA	2006
SHEET NUMBER	TOTAL SHEETS
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Q5

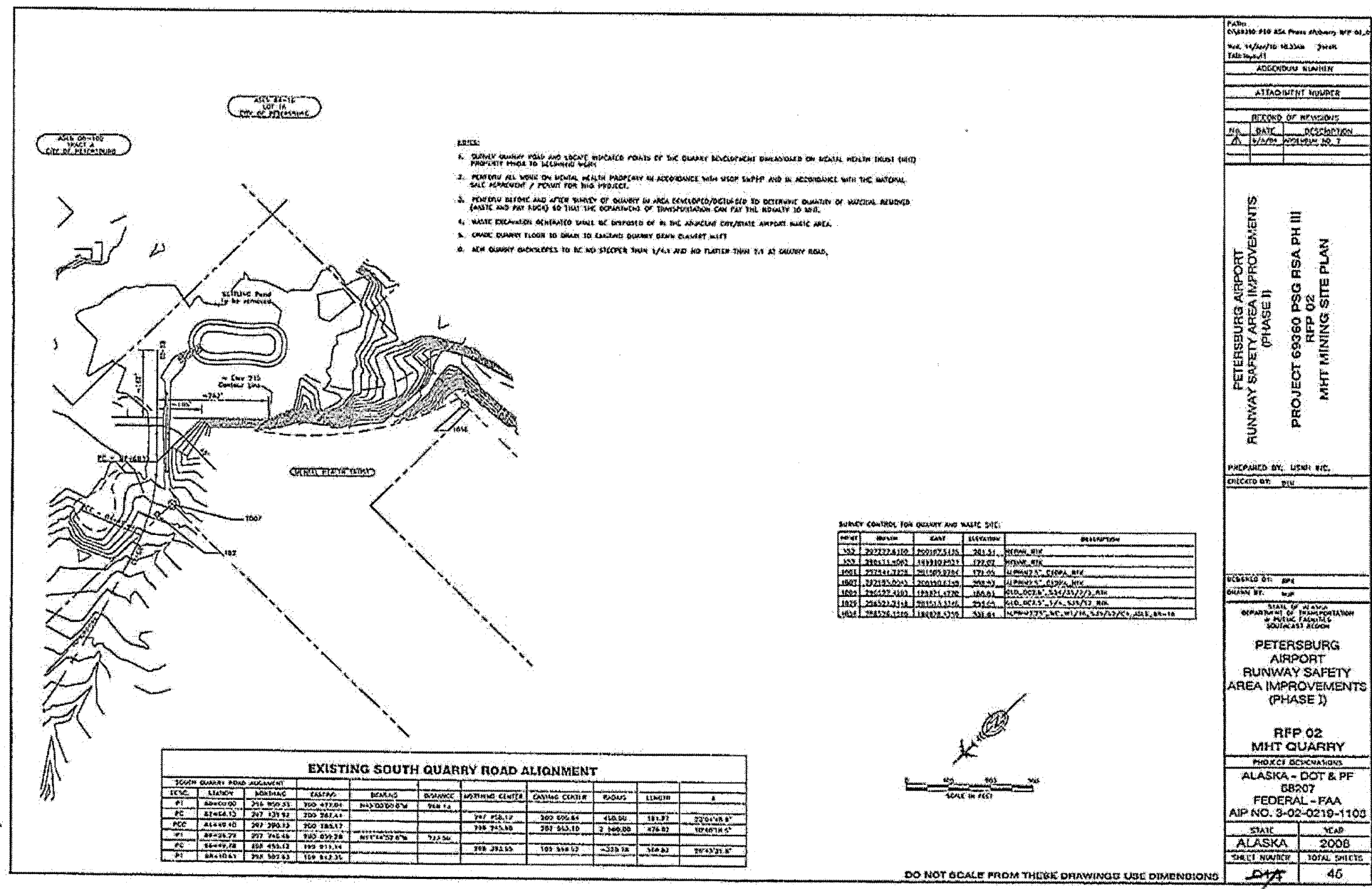
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
 PE JSK Date 3/30/11

CO#5

4/5

70/81

RFP 02 4/4



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

CO #5 5/5

7/1/81

IWA #19 2/6

PATH:  
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Wed, 09/Dec/09 02:13PM mdt

TAB: G20

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 22 THRESHOLD  
FAA DETAILS

PREPARED BY: MORRIS ENGINEERING

CHECKED BY: MGM



DESIGNED BY: MGM

DRAWN BY: MHW

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

RUNWAY 22  
THRESHOLD  
FAA DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360

FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
G20	58

## NEW FAA MALSF MAN HOLE SCHEDULE

NUMBER	STATION	OFFSET	INSTRUCTIONS
MH-26	STA. 4+00	102' LT	SEE DETAIL, SHEET G23
MH-27	STA. 6+00	102' LT	SEE DETAIL, SHEET G23
MH-28	STA. 7+90	102' LT	SEE DETAIL, SHEET G23

## FUTURE MALSF SEMIFLUSH LIGHT SCHEDULE

LIGHTBAR	STATION	OFFSET	REMARKS
MLB-TH	STA. 7+90	85', 75', 65', 55', 45', 35', 25', 15', 5' LT 85', 75', 65', 55', 45', 35', 25', 15', 5' RT	18 LIGHT BASES (2)
MLB-1	STA. 6+00	5' LT, 2.5' LT, 0', 2.5' RT, 5' RT	5 LIGHT BASES (2)
MLB-2	STA. 4+00	5' LT, 2.5' LT, 0', 2.5' RT, 5' RT	5 LIGHT BASES (2)

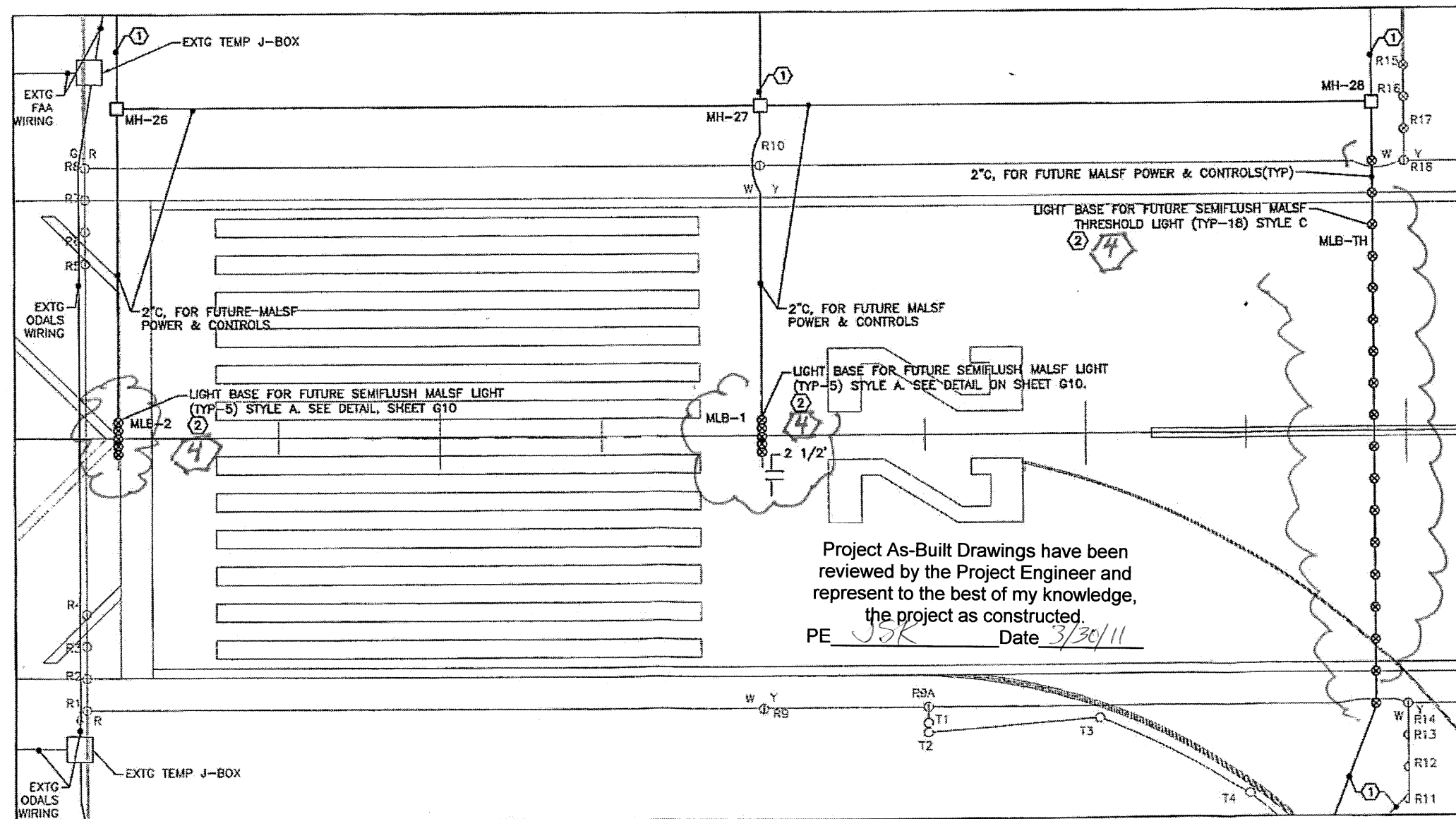
## NOTES:

- ① PROVIDE 2" EMPTY HDPE CONDUIT FROM A LIGHT BASE OR 4" EMPTY HDPE FROM A MANHOLE AS SHOWN TO DAYLIGHT INTO THE DITCH OR EMBANKMENT. SLOPE THE CONDUIT TO MATCH THE SLOPE OF THE RUNWAY. INSTALL CONDUIT NO DIFFERENTLY THAN CONDUIT ON REST OF PROJECT. TRANSITION TO GRS CONDUIT 10' BEFORE CONDUIT DAYLIGHTS. FIELD VERIFY CONDUIT LENGTH REQUIRED TO DAYLIGHT. PROVIDE GALV. MESH OVER END OF CONDUIT. SECURE WITH STAINLESS STEEL PIPE CLAMP. ADD THIRD OPENING TO LIGHT BASE FOR HDPE CONDUIT. CONDUIT SHALL BE GRS WHERE UNDER RUNWAY OR TAXIWAY.

- ② INSTALL L-868 BOTTOM SECTION LIGHT BASE PER DETAILS ON SHEET G10, PHASES 1-4. USE A 16" DIAMETER 1/2" GALV. STEEL COVER WITH A 1/4" PLYWOOD COVER INSTEAD OF THE 3/4" PLYWOOD SHOWN. THE REMAINDER OF THE LIGHT INSTALLATION WILL BE DONE IN THE FUTURE BY OTHERS.

3. ALL CONDUIT BETWEEN SEMIFLUSH LIGHTS SHALL BE BACKFILLED WITH CONCRETE PER DETAILS ON SHEET G10.

- ④ Install light base top sections with traffic rated covers per IWA #19



72/81

## GENERAL NOTES:

- COMPOSITION OF EXISTING EMBANKMENT BENEATH CRUSHED AGGREGATE BASE COURSE IS UNKNOWN AND OBSTACLES MAY BE ENCOUNTERED. ALL WORK INCIDENTAL TO REMOVAL OF OBSTACLES AND PREPARATION OF SOIL IS THE RESPONSIBILITY OF CONTRACTOR
- PERFORM PHASES 1-3 OF INSTALLATION AFTER EXISTING ASPHALT IS COLD PLANED AND BEFORE NEW ASPHALT IS APPLIED.
- ALL CONDUIT BETWEEN SEMIFLUSH LIGHTS SHALL BE BACKFILLED WITH CONCRETE PER DETAILS AND INSTRUCTIONS THESE SHEETS. PROVIDE PRE-MANUFACTURED CONCRETE OR PLASTIC SPACERS DESIGNED FOR THE PURPOSE TO SUPPORT CONDUITS OFF OF TRENCH FLOOR DURING CONCRETE PLACEMENT.
- INSTALL SPACER RINGS AS REQUIRED TO MAINTAIN FIXTURE EDGE  $1/8"$   $+0/-1/16"$  BELOW GRADE PER FAA INSTALLATION TOLERANCE. A MAXIMUM OF THREE SPACER RINGS MAY BE STACKED TOGETHER. THE TOLERANCE IS GIVEN TO THE OUTBOARD EDGE (I.E., SHALLOWEST DEPTH) WHEN THE LIGHT IS INSTALLED ON A SLOPED SURFACE. MEASURE THE BELOW GRADE DISTANCE AT THE DOWN SLOPE EDGE OF THE FIXTURE PER AC 150/5340-30D, FIGURE 34.
- PRIOR TO INSTALLATION, TEMPORARILY ASSEMBLE A COMPLETE LIGHT BASE AND FIXTURE INSTALLATION ABOVE GRADE TO ENSURE LIGHT BASES WILL BE SET AT THE PROPER ELEVATIONS. A MINIMUM OF  $5/8"$  TOTAL THICKNESS OF SPACER RINGS SHALL BE PROVIDED BETWEEN THE LIGHT BASE TOP SECTION AND THE FLANGE RING TO ENSURE THAT THE LIGHT FIXTURE HOUSING DOES NOT CONFLICT WITH THE TOP SECTION BOTTOM FLANGE. THE COVER PLATES INDICATED IN THE DETAILS ARE DESIGNED TO REQUIRE MORE THAN  $5/8"$  OF SPACER RINGS WHEN THE TOP OF THE MUDPLATE IS INSTALLED EVEN WITH THE TOP OF THE CONCRETE AND THE SURROUNDING GRADE.
- BOLTS AND WASHERS USED FOR COVER PLATES DURING INSTALLATION SHALL BE REPLACED WITH NEW FOR FINAL INSTALLATION. MINIMUM THREAD ENGAGEMENT INTO FLANGE OF LIGHT BASE SHALL BE  $1/2"$ .
- PROVIDE CABLE ID TAGS WITHIN 6" OF L-823 CONNECTORS.
- PLACE AND COMPACT WASHED ROCK AS SHOWN FOR DRAINAGE AS SPECIFIED IN SECTION L-100.

## PHASE 1 INSTRUCTIONS:

- STEP 1: PROVIDE A 36" DIAMETER HOLE AT EACH SEMIFLUSH LIGHT LOCATION TO THE DEPTH REQUIRED TO PROVIDE 12" OF CONCRETE BELOW THE LIGHT BASE. HAND DIG A 12"x12" HOLE FOR WASHED ROCK. SEE ELEVATIONS ON THE FOLLOWING SHEETS. FOR THE MALS LIGHT BASES IN MLB-1 & MLB-2 (5 LIGHTS TOGETHER) SAW CUT AND HAND DIG A SECTION AS SHOWN IN THE MALS PLAN VIEW ON SHEET FLT2. DEPTH SHALL BE SAME AS FOR AN INDIVIDUAL LIGHT.
- STEP 2: PROVIDE CONDUIT TRENCHES SAW CUT THROUGH THE PAVEMENT OR TRENCHED WITH A VERMEER FROST WHEEL (OR EQUIVALENT). TRENCHES ACROSS RUNWAY OR BLAST PAD PAVEMENT WIDER THAN 13" SHALL NOT BE ALLOWED.
- STEP 3: USE VACUUM TRUCK TO REMOVE EXCESS MATERIAL AND DEBRIS FROM TRENCHES AND AUGURED HOLES.

## PHASE 2 INSTRUCTIONS:

- STEP 1: COVER L-868 LIGHT BASE BOTTOM SECTION WITH STEEL COVER, PLYWOOD COVER(S), AND MUDPLATE AS SHOWN FOR EACH APPLICATION. MUDPLATES SHALL HAVE AN INDENTED CENTER POINT. ATTACH LIGHT BASE TO PLACEMENT JIG (JAQUITH INDUSTRIES JIG OR EQUIVALENT).
- STEP 2: POSITION LIGHT PLACEMENT JIG AND L-868 LIGHT BASE OVER HOLE. LIGHT BASES SHALL BE INSTALLED WITH CARE TO ASSURE VERTICAL & AZIMUTH ALIGNMENT OF FIXTURE. ADJUST THE JIG SO THAT THE LIGHT BASE FLANGE IS LEVEL. SEE FAA AC 150/5340-30D, SECTION 11.1 AND FIGURE 34. ENSURE LIGHT BASES ARE SET AT THE PROPER ELEVATION IN COORDINATION WITH THE FINAL PAVEMENT THICKNESSES TO ALLOW THE REQUIRED THICKNESS OF SPACER RINGS AND MAINTAIN THE FLANGE RING WITHIN THE ELEVATION TOLERANCES.
- STEP 3: LAY CONDUIT IN TRENCHES AND SUPPORT WITH 2" SUPPORTS SPACED EVERY 6FT.
- STEP 4: CONNECT CONDUITS AND DRAINS TO LIGHT BASE AS REQUIRED BY PLANS AND DETAILS.

## PHASE 3 INSTRUCTIONS:

- STEP 1: USING SURVEY-GRADE GPS, RECORD THE EXACT POSITION OF CENTER POINT OF THE MUDPLATE.
- STEP 2: BACKFILL UNDER AND AROUND L-868 LIGHT BASE AND CONDUIT TRENCHES WITH CONCRETE TO THE LEVEL OF THE SURROUNDING GRADE. REMOVE ALL VOIDS IN CONCRETE. CONCRETE SHALL BE HIGH EARLY STRENGTH AND ATTAIN 4000PSI STRENGTH WITHIN 8 HOURS OF SET.
- STEP 3: APPLY SONNEBORN KURE-N-HARDEN CURING AGENT (OR EQUIVALENT) TO ALL CONCRETE. DO NOT FINISH CONCRETE.

## PHASE 4 INSTRUCTIONS:

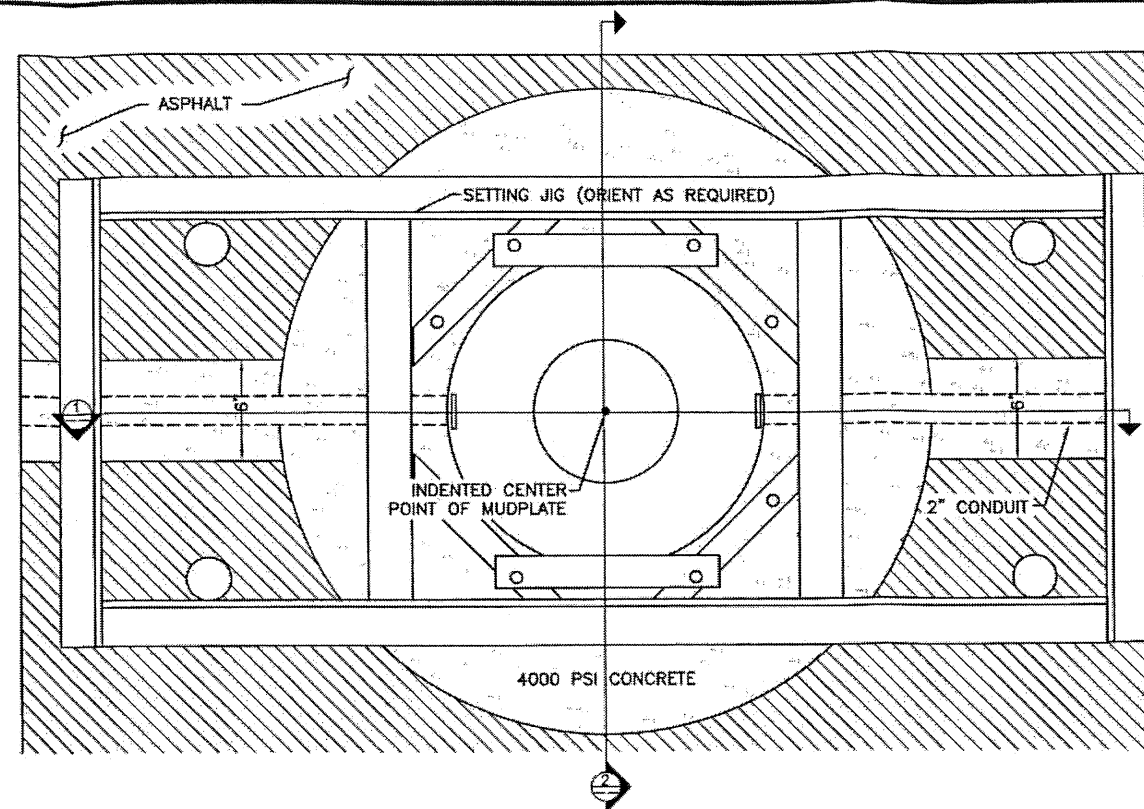
- STEP 1: WHEN CONCRETE IS CURED, REMOVE LIGHT PLACEMENT JIG.
- STEP 2: APPLY ASPHALT OVERLAY. FOR LIGHT BASES INTENDED FOR FUTURE MALS SYSTEM, STOP AT THIS POINT AND PROVIDE A COPY OF GPS LOCATIONS OF THE MALS LIGHT BASES TO THE ENGINEER.
- STEP 3: USING THE GPS LOCATIONS, USE A 2"-4" HOLE SAW TO DRILL PILOT HOLES TO LOCATE THE CENTER POINT OF THE MUDPLATE.
- STEP 4: CENTER A 16" HOLE SAW OVER THE CENTER POINT AND CORE ASPHALT TO EXPOSE MUDPLATE.
- STEP 5: REMOVE MUDPLATE AND STEEL AND PLYWOOD COVERS AND DISCARD ALL FASTENERS USED TO ATTACH THEM TO LIGHT BASE.

## PHASE 5 INSTRUCTIONS:

- STEP 1: INSTALL CABLES AND TRANSFORMER. PROVIDE 2-3FT CABLE SLACK WITHIN LIGHT BASE TO ALLOW TRANSFORMER SERVICING.
- STEP 2: INSTALL L-868 TOP SECTION, SPACER RINGS (SEE NOTES 4 AND 5), FLANGE RING AND LIGHT FIXTURE. SEAL BETWEEN LIGHT BASE SECTIONS, SPACER RINGS, AND FLANGE RING WITH SELF-LEVELING SILICONE SEALER, GE RTV 118 (OR EQUIVALENT).

## PHASE 6 INSTRUCTIONS:

- STEP 1: CLEAN AND COMPLETELY DRY GAP BETWEEN ASPHALT AND LIGHT BASE. IF HEAT IS USED FOR DRYING, LIMIT HEAT SO ASPHALT DOES NOT WEEP OIL. IF EXCESSIVE OIL IS PRESENT, IT MUST BE REMOVED PRIOR TO APPLYING EPOXY SEALANT.
- STEP 2: VERIFY GAP IS FREE OF FROST, WATER, DEBRIS, AND EXCESS ASPHALT OIL.
- STEP 3: FILL VOID BETWEEN ASPHALT AND LIGHT BASE WITH EPOXY SEALANT TO TOP OF FLANGE RING. EPOXY SHALL BE SONNEBORN "GOLD LABEL ALL SEASON LOOP SEALANT" (OR EQUIVALENT). ALLOW SEALANT TO SETTLE AND SELF-LEVEL.



TYPICAL PLAN VIEW

NO SCALE

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE JSK Date 3/30/11

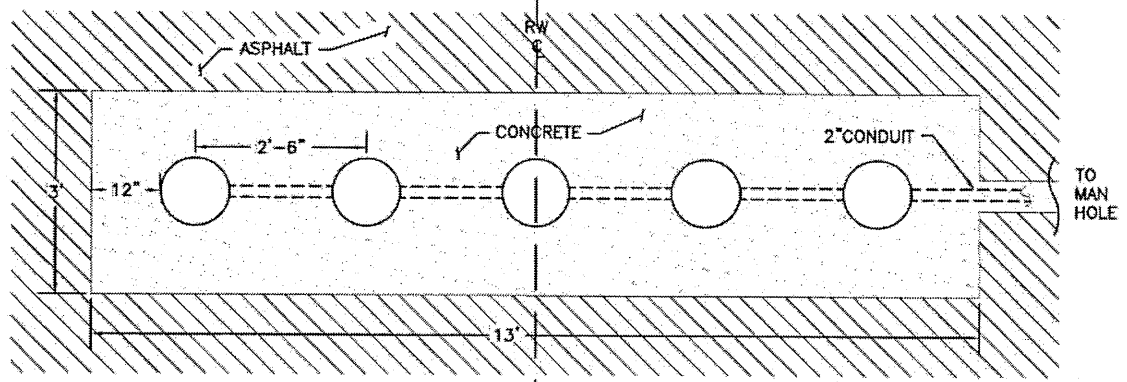
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ATTACHMENT NUMBER		
RECORD OF REVISIONS		
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SEMIFLUSH LIGHTING DETAILS		
PREPARED BY: USKH INC.		
CHECKED BY: RK		
DESIGNED BY: LPS		
DRAWN BY: LPS		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION PUBLIC FACILITIES SOUTHEAST REGION		
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
SEMIFLUSH LIGHTING DETAILS		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360		
FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
FLT1	4	

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

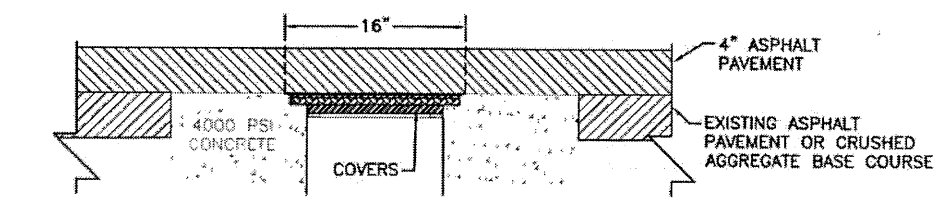
IWA #19 4/6

- SHEET NOTES:
1. SEE SHEET FLT1 FOR GENERAL NOTES AND INSTALLATION SEQUENCE.
  2. DETAILS ON THIS SHEET ARE DESIGNED FOR A 4" ASPHALT PAVEMENT OVERLAY AND APPLY TO FIXTURES R9, R9A, R27, T1, T2, T3, T4, AND THE FUTURE MALSF FIXTURES IN MLB-1, MLB-2, AND THE MALSF THRESHOLD BAR EXCEPT FOR THE THE LAST FIXTURE AT THE NORTH AND SOUTH ENDS.
  3. MALSF FIXTURE LIGHT BASE BOTTOM SECTIONS SHALL BE INSTALLED AND COVERED WITH ASPHALT. CORE DRILLING OF ASPHALT AND COMPLETION OF INSTALLATION WILL BE PERFORMED IN THE FUTURE BY OTHERS. DELIVER UNINSTALLED COMPONENTS, SUCH AS TOP SECTIONS, SPACER RINGS, AND FLANGE RINGS, TO AIRPORT MAINTENANCE.
  4. MALSF THRESHOLD FIXTURES LOCATED AT 75' FROM CENTERLINE ARE CENTERED ON A TRANSITION FROM 4" RUNWAY TO 2" SHOULDER OR 4" RUNWAY TO 3-1/2" TAXIWAY PAVEMENT. ADJUST INSTALLATION AS REQUIRED. MAINTAIN FIXTURE DEPTH WITHIN THE ELEVATION TOLERANCES MEASURED AT THE DOWNSLOPE EDGE OF FIXTURE ON THE SHOULDER OR TAXIWAY PAVEMENT.

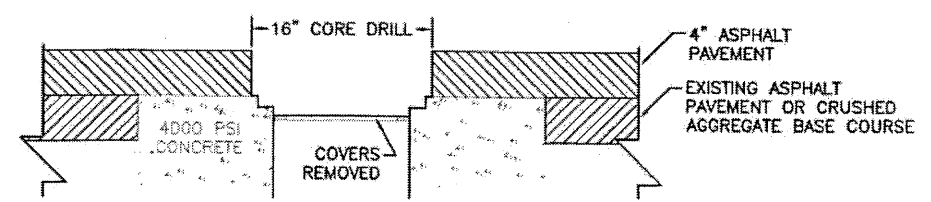
3 MALSF LIGHT BASE  
TOP SECTIONS SHALL  
BE INSTALLED W/ TRAFFIC  
RATED COVERS



MALS PLAN VIEW - MLB-1 & MLB-2  
NO SCALE

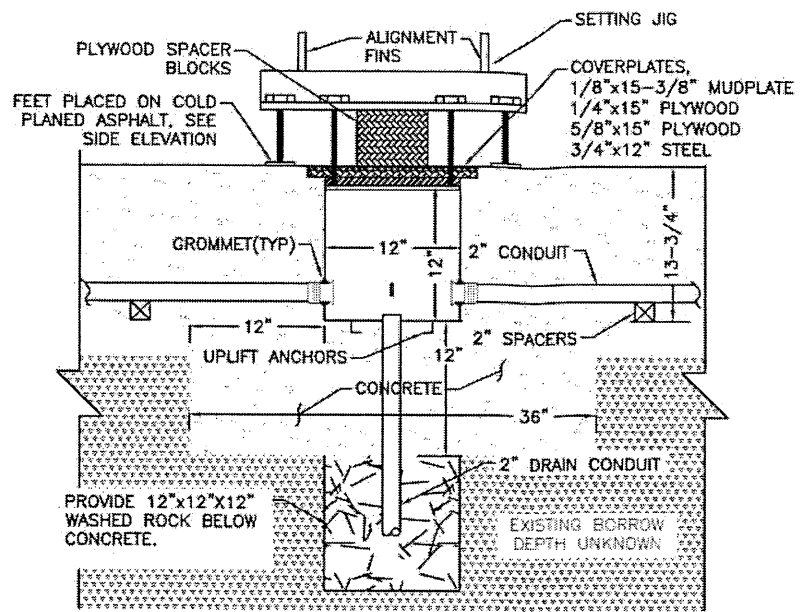


NOTE: STOP AT THIS POINT FOR FUTURE MALSF FIXTURES

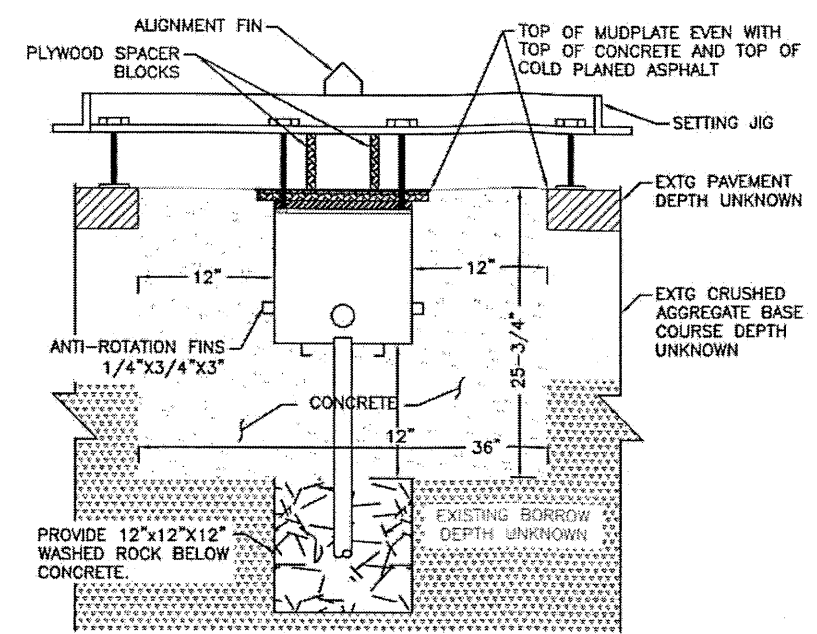


NOTE: N.I.C. FOR FUTURE MALSF FIXTURES

SEMIFLUSH LIGHT INSTALLATION - PHASE 4  
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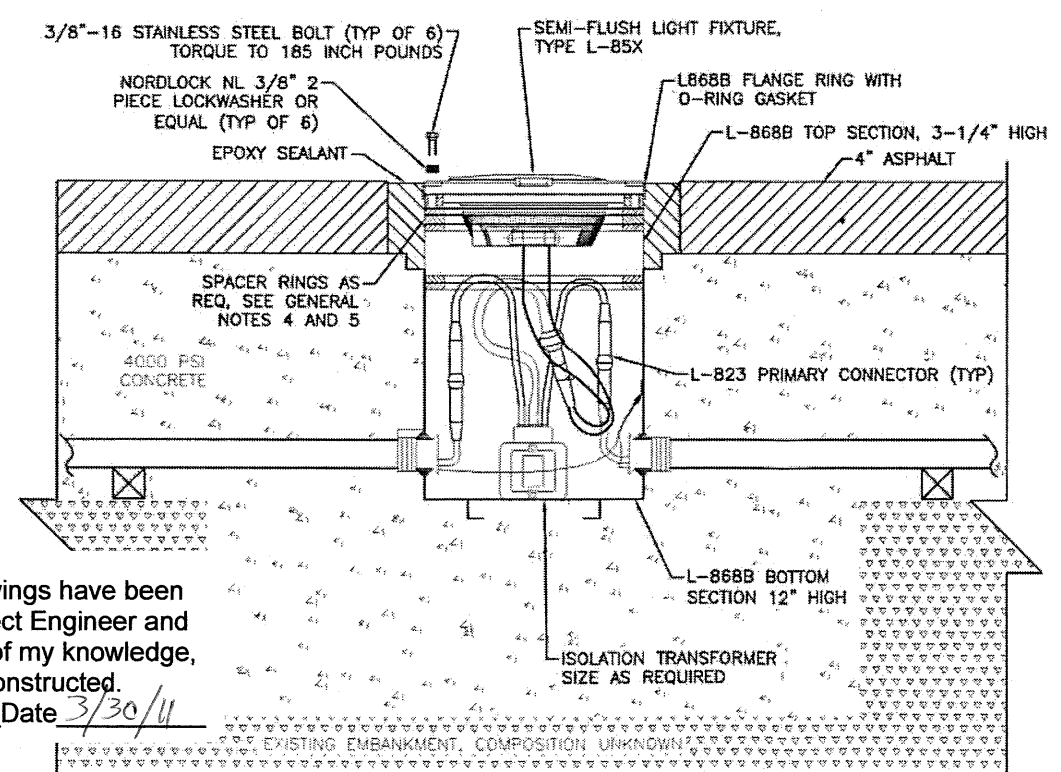


ELEVATION - VIEW 1  
NO SCALE



ELEVATION - VIEW 2  
NO SCALE

SEMIFLUSH LIGHT INSTALLATION - PHASES 1-3  
NO SCALE



NOTE: N.I.C. FOR FUTURE MALSF FIXTURES  
SEMIFLUSH LIGHT INSTALLATION - PHASES 5-6  
NO SCALE

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\B0203\Draws\EN\Phase II Changes\PIETERSBURG.PE  
Mon, 17/Mar/10 05:13PM isconneig  
TAB: FLT2

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

SEMIFLUSH LIGHTING DETAILS  
4" OVERLAY

PREPARED BY: USKH, INC.  
CHECKED BY: RK

DESIGNED BY: LPS  
DRAWN BY: LPS

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC SAFETY  
SOUTHEAST REGION

PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)

SEMIFLUSH  
LIGHTING DETAILS  
4" OVERLAY

PROJECT DESIGNATIONS

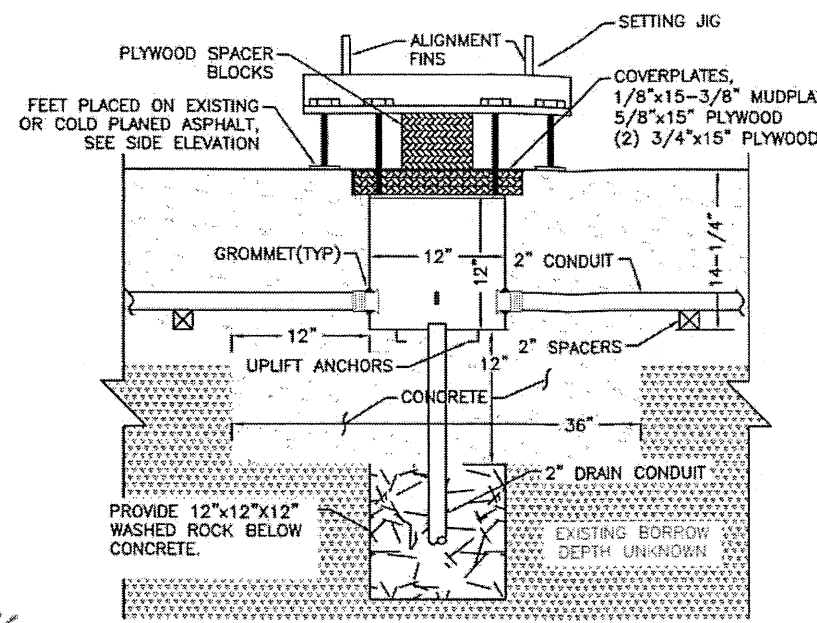
ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
FLT2	4

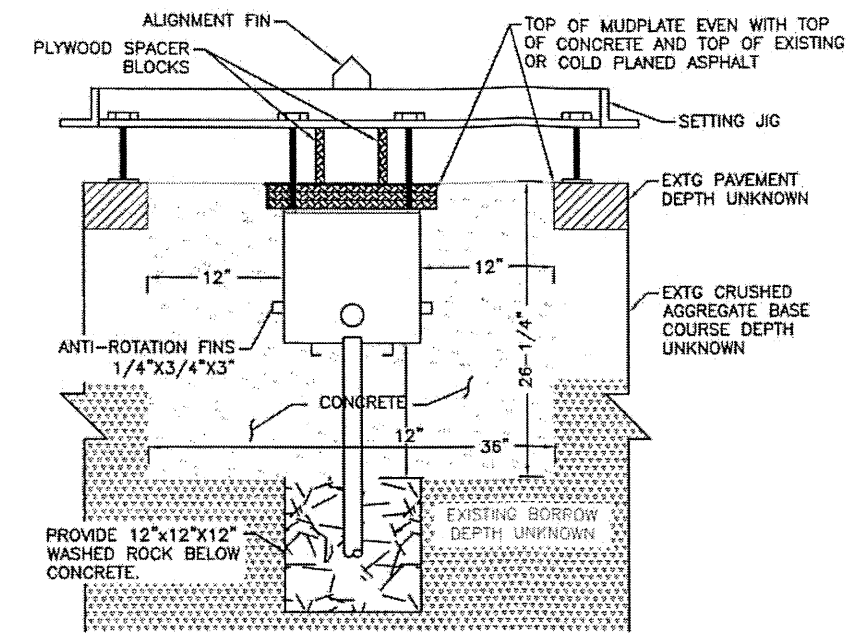
74/81

- SHEET NOTES:**
1. SEE SHEET FLT1 FOR GENERAL NOTES AND INSTALLATION SEQUENCE.
  2. DETAILS ON THIS SHEET ARE DESIGNED FOR A 3-1/2" ASPHALT PAVEMENT OVERLAY AND APPLY TO FIXTURES R11, R12, R13, R14, R19, AND THE LAST MALSF THRESHOLD FIXTURE AT THE NORTH SIDE OF THE RUNWAY.
  3. MALSF FIXTURE LIGHT BASE BOTTOM SECTIONS SHALL BE INSTALLED AND COVERED WITH ASPHALT. CORE DRILLING OF ASPHALT AND COMPLETION OF INSTALLATION WILL BE PERFORMED IN THE FUTURE BY OTHERS. DELIVER UNINSTALLED COMPONENTS, SUCH AS TOP SECTIONS, SPACER RINGS, AND FLANGE RINGS, TO AIRPORT MAINTENANCE.
  4. FOR ANY LIGHT BASE BOTTOM SECTIONS ANTICIPATED TO RECEIVE AIRCRAFT TRAFFIC PRIOR TO COMPLETION OF THE FIXTURE INSTALLATION, PROVIDE A 3/4"x12" STEEL COVER IN PLACE OF THE BOTTOM PLYWOOD COVER SHOWN.

3. MALSF FIXTURE TOP SECTIONS SHALL BE INSTALLED WITH TRAFFIC RATED COVERS

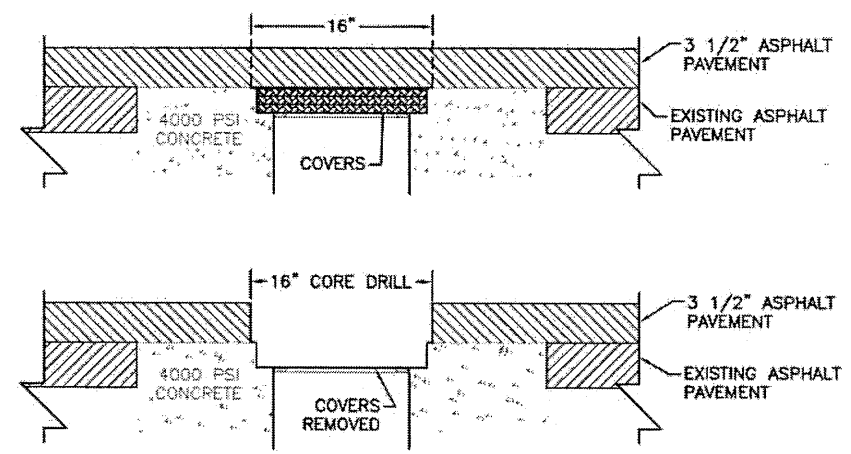


**ELEVATION - VIEW 1**  
NO SCALE

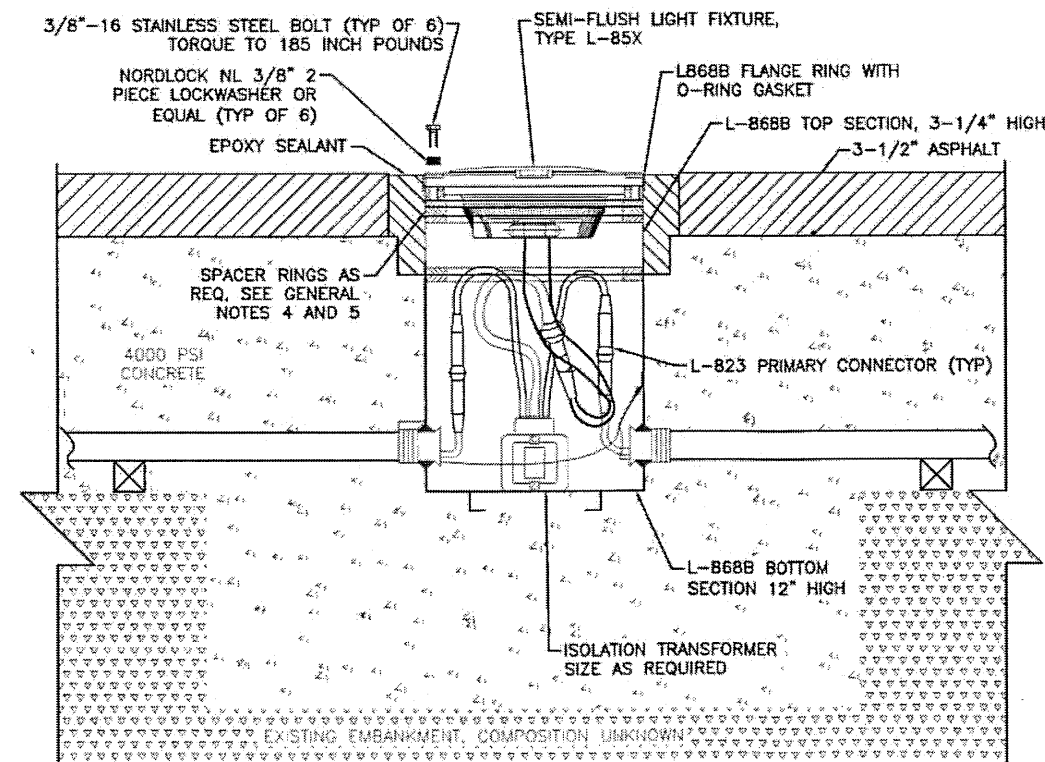


**ELEVATION - VIEW 2**  
NO SCALE

**SEMIFLUSH LIGHT INSTALLATION - PHASES 1-3**



**SEMIFLUSH LIGHT INSTALLATION - PHASE 4**  
NO SCALE



**SEMIFLUSH LIGHT INSTALLATION - PHASES 5-6**  
NO SCALE

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

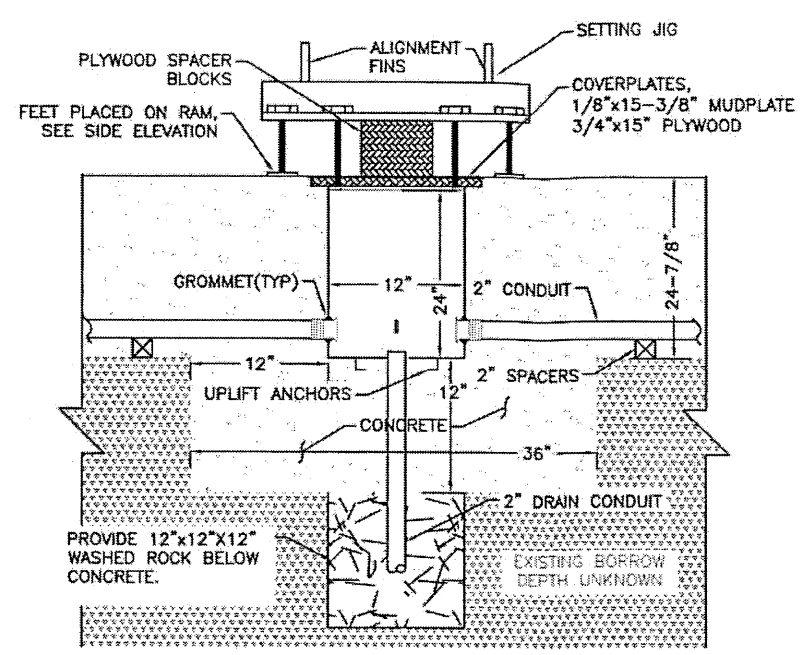
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: \\660203\Draws\Exchnges\PORTS\PORTS Date: 17/May/10 04:53PM (bchmeyer) TAB: FLT3		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
SEMIFLUSH LIGHTING DETAILS 3-1/2" OVERLAY		
PREPARED BY: USKH INC.		
CHECKED BY: RK		
DESIGNED BY: LPS		
DRAWN BY: LPS		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC SAFETY SOUTHEAST REGION PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
SEMIFLUSH LIGHTING DETAILS 3-1/2" OVERLAY		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360		
FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
FLT3	4	

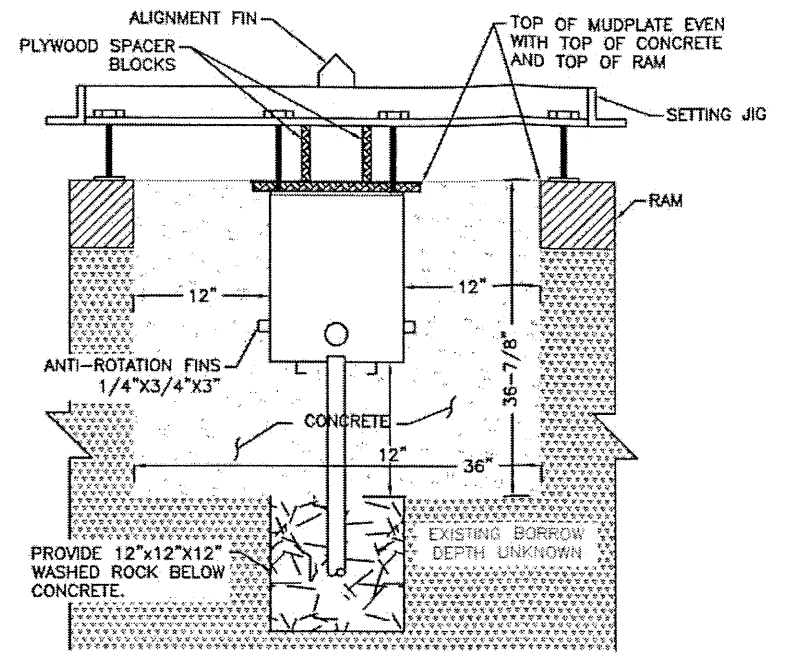
DWA #19 6/6

- SHEET NOTES:
1. SEE SHEET FLT1 FOR GENERAL NOTES AND INSTALLATION SEQUENCE.
  2. DETAILS ON THIS SHEET ARE DESIGNED FOR A 2" ASPHALT PAVEMENT OVERLAY AND APPLY TO THE LAST MALSF THRESHOLD FIXTURE AT THE SOUTH SIDE OF THE RUNWAY.
  3. MALSF FIXTURE LIGHT BASE BOTTOM SECTIONS SHALL BE INSTALLED AND COVERED WITH ASPHALT. CORE DRILLING OF ASPHALT AND COMPLETION OF INSTALLATION WILL BE PERFORMED IN THE FUTURE BY OTHERS. ADDITIONAL N.I.C. WORK IS SHOWN FOR REFERENCE ONLY. DELIVER UNINSTALLED COMPONENTS, SUCH AS SPACER RINGS, AND FLANGE RINGS, TO AIRPORT MAINTENANCE.

3. MALSF FIXTURE TOP SECTIONS SHALL BE INSTALLED WITH TRAFFIC RATED COVERS

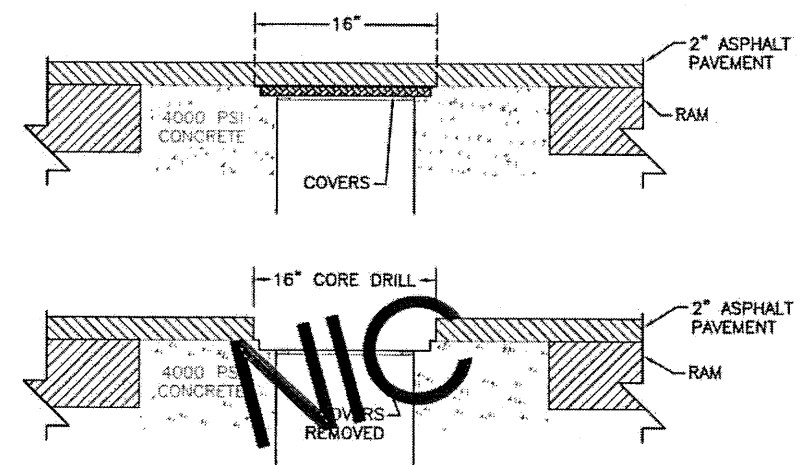


ELEVATION - VIEW 1  
NO SCALE

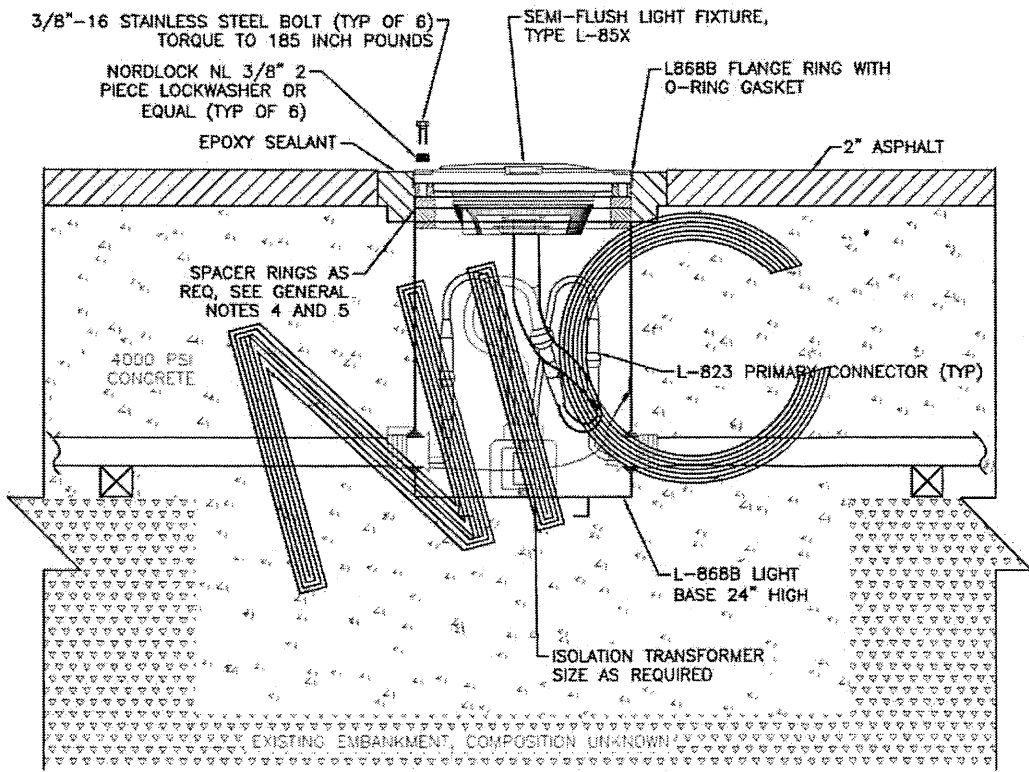


ELEVATION - VIEW 2  
NO SCALE

SEMIFLUSH LIGHT INSTALLATION - PHASES 1-3



SEMIFLUSH LIGHT INSTALLATION - PHASE 4  
NO SCALE



SEMIFLUSH LIGHT INSTALLATION - PHASES 5-6

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: \\PERS203\Draws\Phase II Changes\PERF56110.FIN		
Mon, 17/May/10 04:59PM Ischneller		
TAB: FLT4		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
SEMIFLUSH LIGHTING DETAILS 2" OVERLAY		
PREPARED BY: USKH INC.		
CHECKED BY: RK		
DESIGNED BY: LPS		
DRAWN BY: LPS		
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC SAFETY SOUTHEAST REGION PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE III)		
SEMIFLUSH LIGHTING DETAILS 2" OVERLAY		
PROJECT DESIGNATIONS		
ALASKA - DOT & PF 69360 FEDERAL - FAA AIP NO. 3-02-0219-1309		
STATE	YEAR	
ALASKA	2009	
SHEET NUMBER	TOTAL SHEETS	
FLT4	4	

76/81

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION

AND  
PUBLIC FACILITIES

Computations

For Electrical Access Pads

Item No. _____

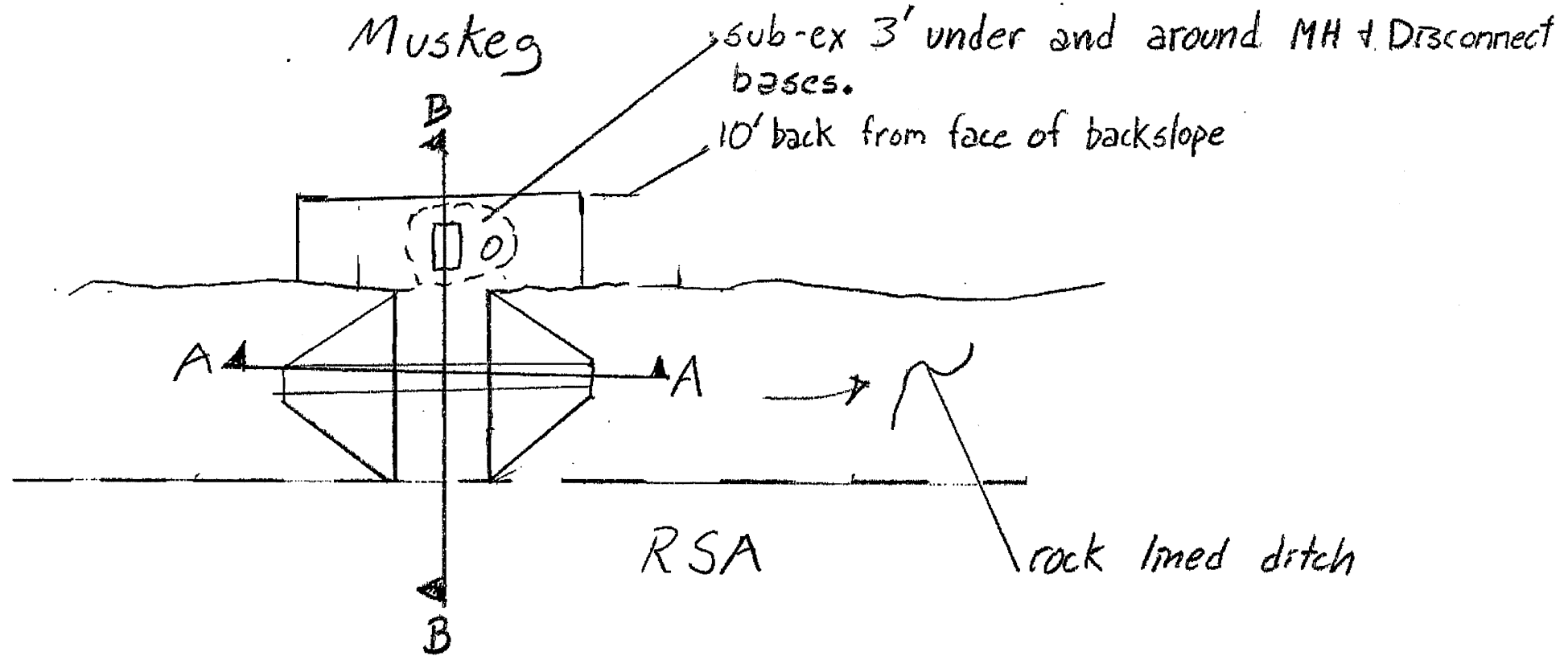
DATE _____

Project No. _____

Project Name _____

Calc. by _____

Checked By _____



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

IWA #18 386

Sheet 1 of 4 Sheets  
25D-120 (5/84)

77/81

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION

AND  
PUBLIC FACILITIES

Computations

Item No. _____

DATE _____

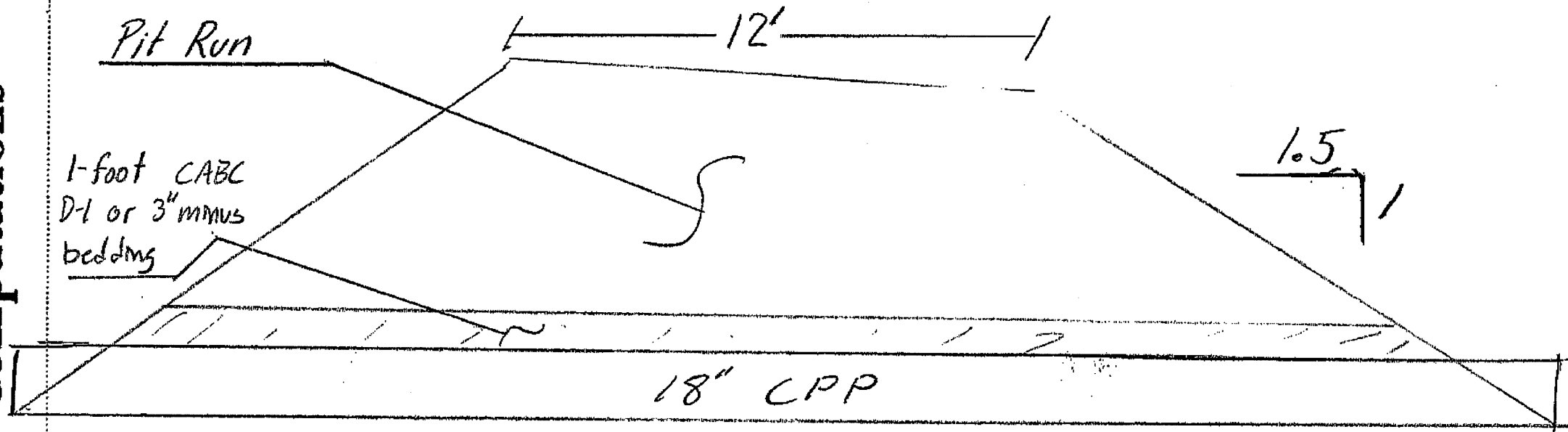
Project No. _____

Project Name _____

Calc. by _____

Checked By _____

For.....



Project As-Built Drawings have been  
reviewed by the Project Engineer and  
represent to the best of my knowledge,  
the project as constructed.  
PE JSK Date 3/30/11

Sheet 2 of 4 Sheets  
25D-120 (5/84)

IWA #18 4 of 6

78/81

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION

AND  
PUBLIC FACILITIES

Computations

Item No. _____

DATE _____

Project No. _____

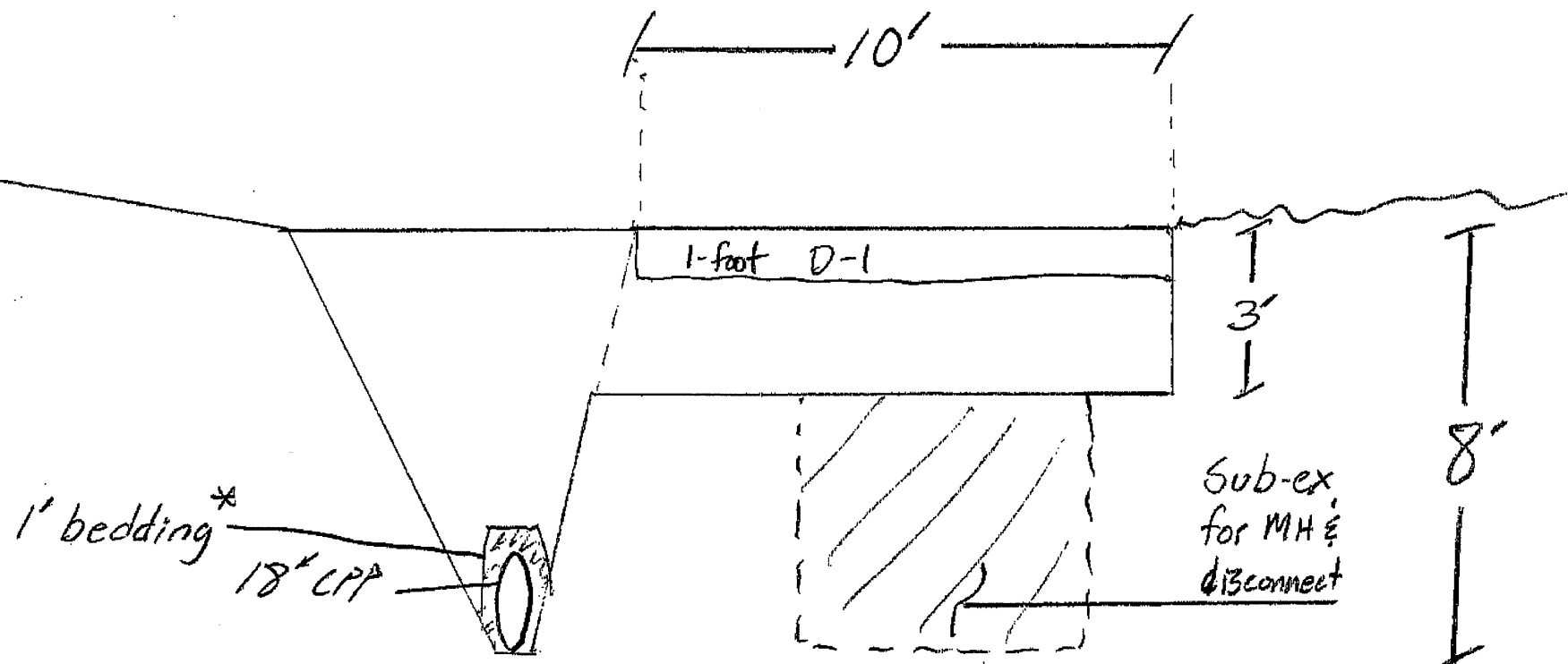
Project Name _____

Calc. by _____

Checked By _____

For.....

B-B



* remove or push down rock ditch  
lining below pipe and place bedding  
so that pipe invert matches ditch grade

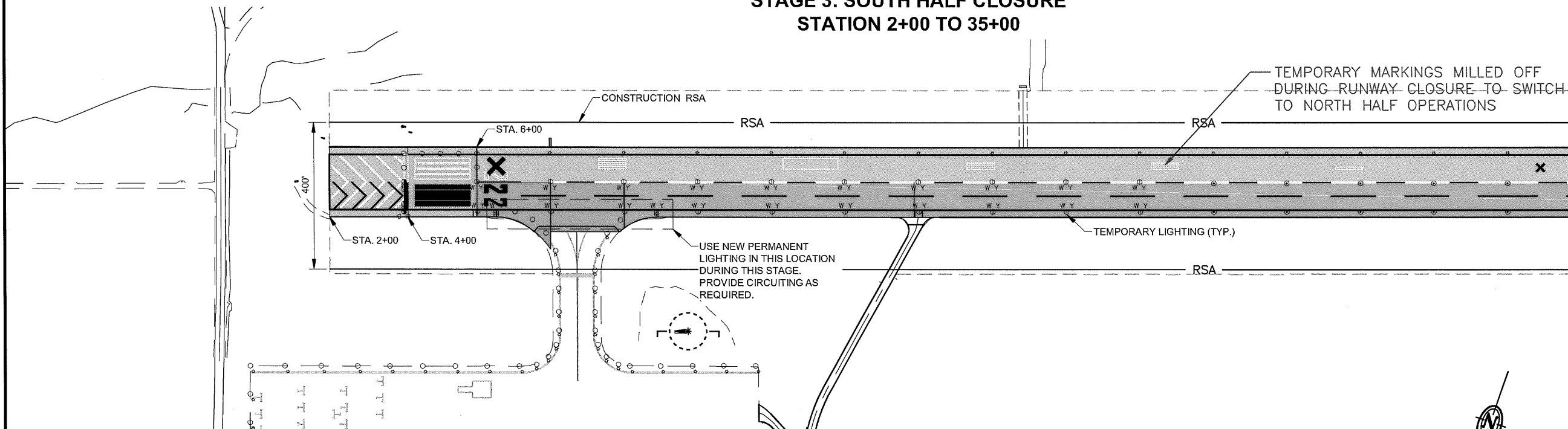
Project As-Built Drawings have been  
reviewed by the Project Engineer and  
represent to the best of my knowledge,  
the project as constructed.  
PE JSK Date 3/30/11

IWA #18 586

Sheet 3 of 4 Sheets  
25D-120 (5/84)

79/81

STAGE 3: SOUTH HALF CLOSURE  
STATION 2+00 TO 35+00



**REMOVE MARKINGS:**

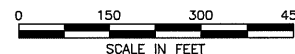
- REMOVE ALL TEMPORARY HALF WIDTH MARKINGS FROM STAGE 2.
- REMOVE RW THRESHOLD MARKINGS, APPROACH END MARKINGS, AIMING POINT MARKINGS AND TOUCHDOWN ZONE MARKINGS ON RW WORK AREA LIMITS.

**TEMPORARY MARKINGS:**

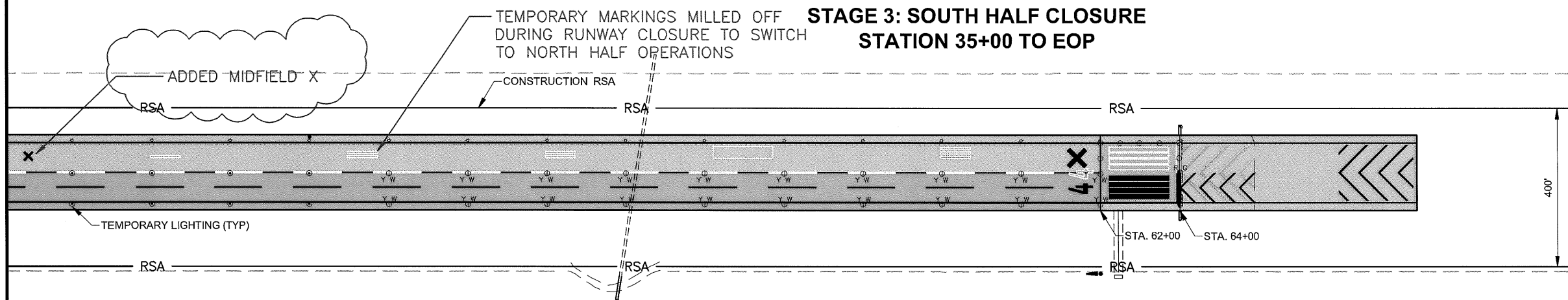
- INSTALL HALF WIDTH BLAST PAD MARKINGS, DESIGNATION NUMERALS AND 2 FT WIDE CENTER STRIPING ON ACTIVE HALF WIDTH RW.
- INSTALL CLOSED RW 'X' MARKINGS ON CLOSED HALF WIDTH RW.

**PERMANENT MARKINGS:**

- INSTALL 3 FT WIDE RW EDGE STRIPE.
- INSTALL RW CENTERLINE STRIPE.
- INSTALL BLAST PAD CHEVERONS.



STAGE 3: SOUTH HALF CLOSURE  
STATION 35+00 TO EOP



**LEGEND:**



**RW WORK AREA LIMITS:** PROCEED AT CONTRACTOR DISCRETION, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.



**LIMITED RW:** PROCEED AS APPROVED BY THE ENGINEER, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS. AREA MUST BE AVAILABLE FOR AIRCRAFT USE AS USERS DEMAND.



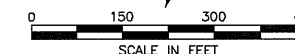
**ACTIVE RW:** PROCEED AS DIRECTED BY THE ENGINEER. MOVE PERSONNEL, MATERIALS AND EQUIPMENT ON APPROVED HAUL ROUTES SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.

**WHITE OUTLINED MARKINGS:** MUST BE REMOVED

**BLACK FILLED MARKINGS:** TO BE INSTALLED OR EXISTING TO REMAIN

**NOTES:**

1. SHEETS A8-A9 AND A11-A12 ARE INTENDED TO BE VIEWED IN COLOR. CONTACT THE ENGINEER FOR INSTRUCTIONS ON ACQUIRING COLOR COPIES.
2. SHADING INTENDED ONLY FOR AOA AREAS. WORK OUTSIDE AOA CAN BE PERFORMED ANYTIME, IN ACCORDANCE WITH SECTION 80 AND THE APPROVED SAFETY PLAN.
3. RW CENTERLINE HAS BEEN OMITTED FOR CLARITY.



PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND REPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE JSK DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:  
880202 A08R.dwg

Wed, 30/Mar/11 12:47PM jskajdan  
TAB: LAYOUT

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No. DATE DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

STAGE 3 SAFETY PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM



DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
**PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)**

**STAGE 3 SAFETY  
PLAN**

PROJECT DESIGNATIONS

ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
A8	58

8/81

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION

AND  
PUBLIC FACILITIES

Computations

Item No. _____

DATE _____

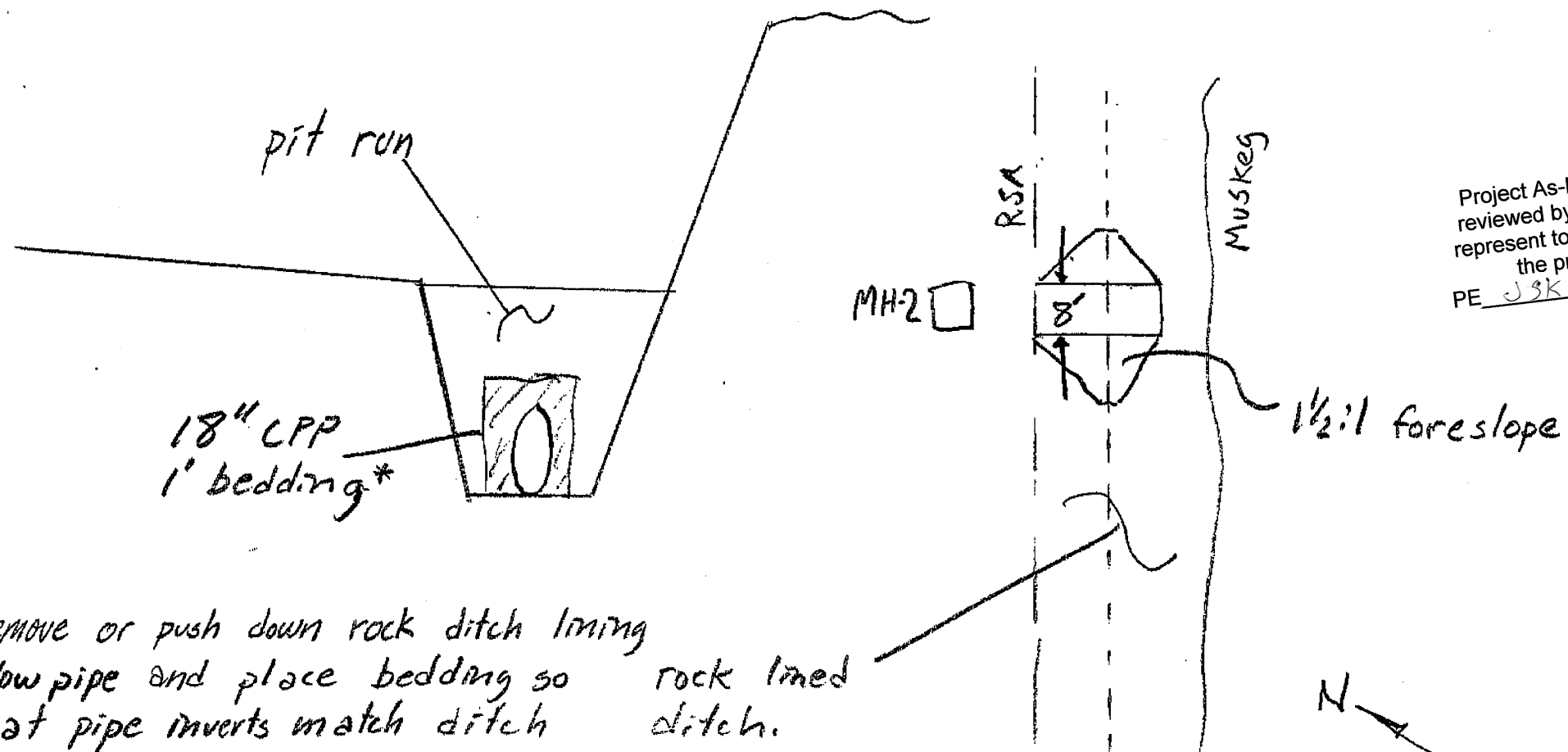
Project No. _____

Project Name _____

Calc. by _____

Checked By _____

Culvert and fill for  
MH-2 Conduit Trench Crossing



* remove or push down rock ditch lining below pipe and place bedding so that pipe inverts match ditch grade.

rock lined ditch.

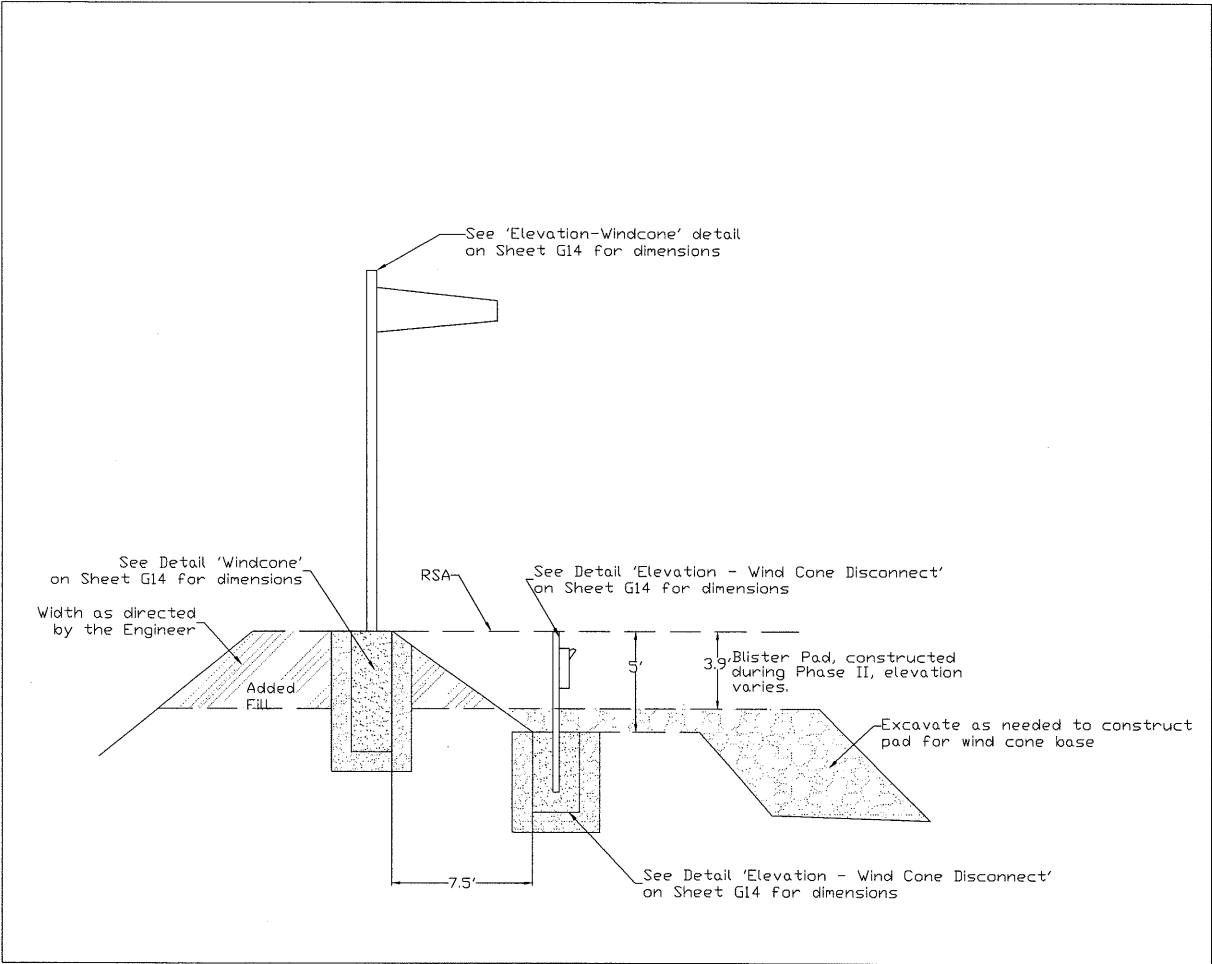
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JJK Date 3/30/11

IWA #18 686

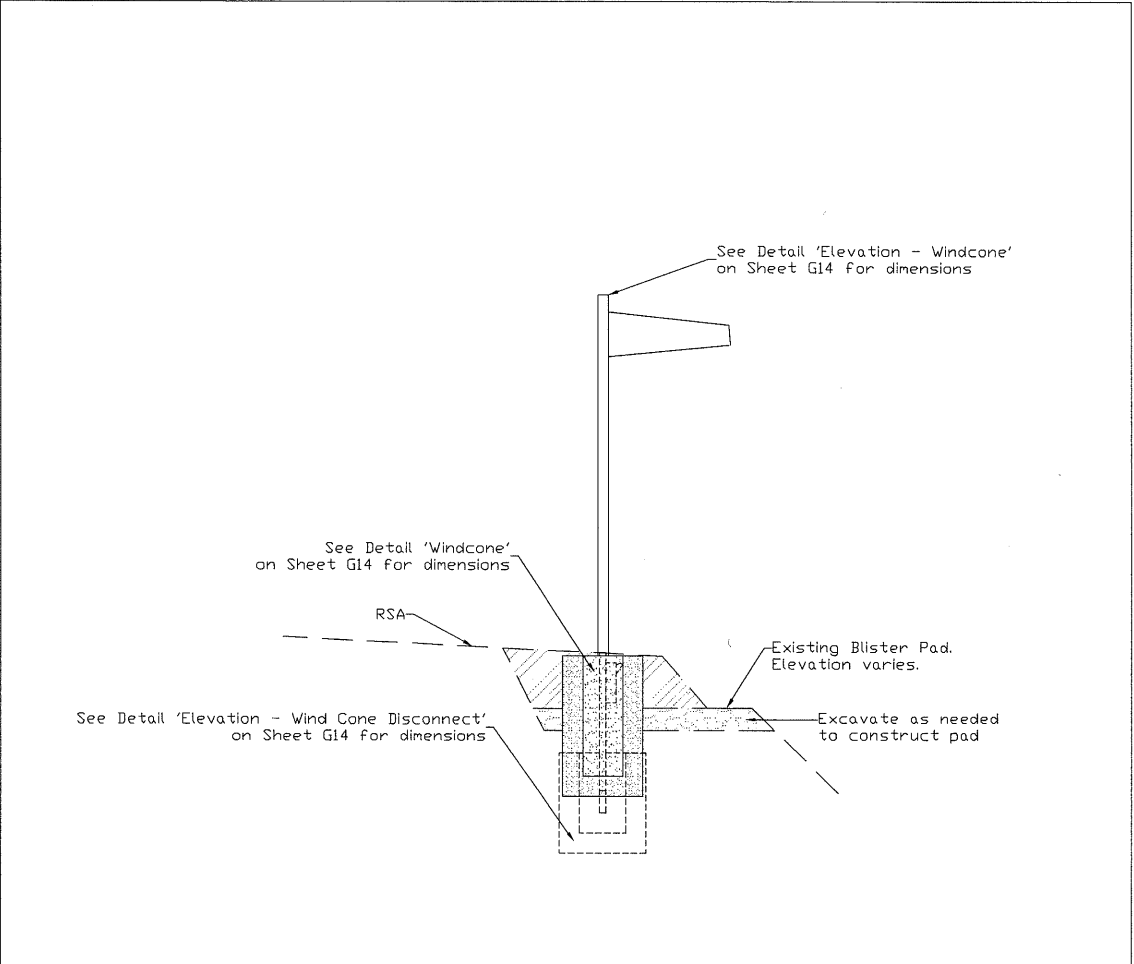
Sheet 4 of 4 Sheets  
25D-120 (5/84)

80/81

- NOTES:
- 1. Verify all locations with the Engineer prior to construction.
  - 2. Existing blister pad contains enough material for windcone fill. Useable excavation generated from trench excavation may also be used.
  - 3. Compact material in 2' lifts by track walking.
  - 4. Complete construction of wind cone pad prior to placing bases for windcone and disconnect.



PROFILE VIEW



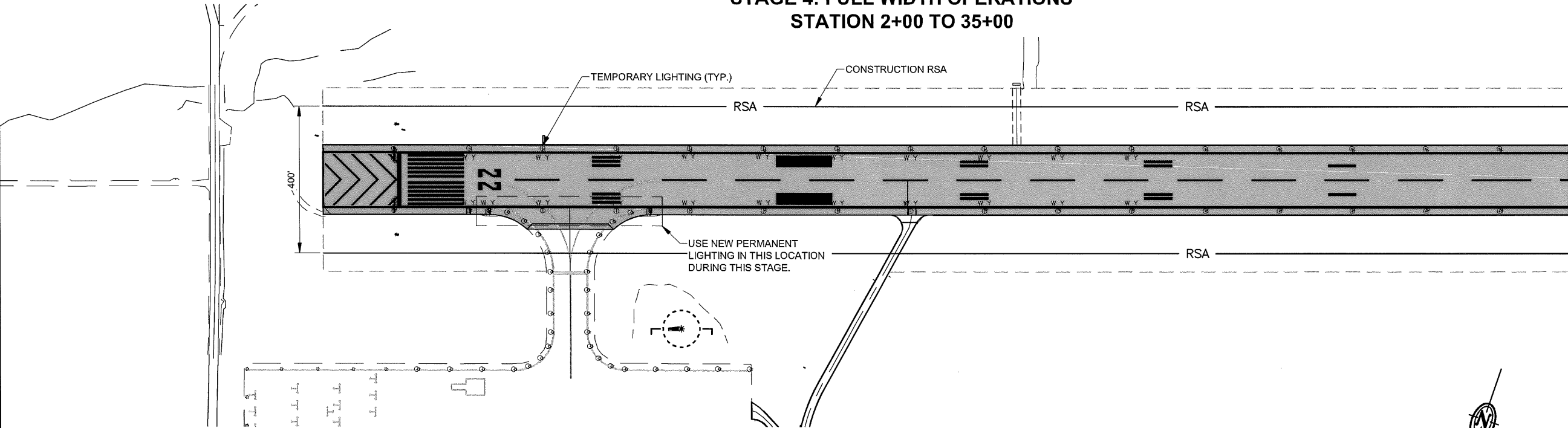
SECTION VIEW

	Concrete
	D-1 Bedding

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.  
PE JSK Date 3/30/11

81/81

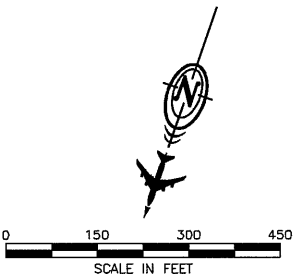
STAGE 4: FULL WIDTH OPERATIONS  
STATION 2+00 TO 35+00



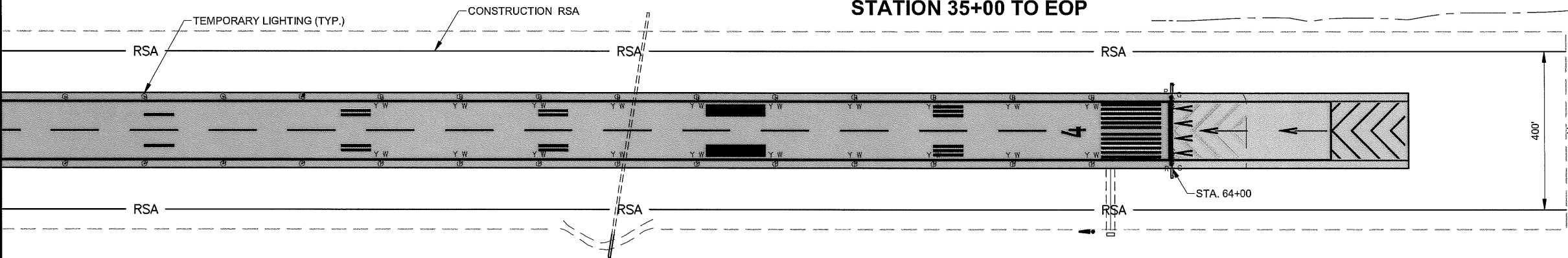
**REMOVE MARKINGS:**  
- REMOVE ALL TEMPORARY MARKINGS FROM STAGE 3.

**TEMPORARY MARKINGS:**  
- INSTALL TEMPORARY 4/22 DESIGNATION NUMERALS FOR FULL WIDTH CONFIGURATION.

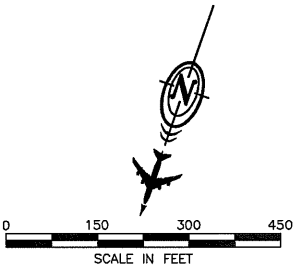
**PERMANENT MARKINGS:**  
- INSTALL DISPLACED THRESHOLD MARKINGS, T/W MARKINGS, DEMARCATION BAR, TOUCHDOWN ZONE MARKINGS, AIMING POINT MARKINGS, AND T/W MARKINGS.



STAGE 4: FULL WIDTH OPERATIONS  
STATION 35+00 TO EOP



TEMPORARY LIGHTING (TYP.)  
CONSTRUCTION RSA  
RSA  
STA. 64+00



PROJECT AS-BUILT DRAWINGS HAVE BEEN REVIEWED BY THE PROJECT ENGINEER AND RESPRESENT TO THE BEST OF MY KNOWLEDGE THE PROJECT AS CONSTRUCTED.  
PE [Signature] DATE 3/30/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: 880202 A09R.dwg		
Wed, 30/Mar/11 12:47PM jsajdan		
TAB: A05		
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PETERSBURG AIRPORT  
RUNWAY SAFETY AREA IMPROVEMENTS  
(PHASE III)

STAGE 4 SAFETY PLAN

PREPARED BY: USKH INC.  
CHECKED BY: DLM



DESIGNED BY: RPK  
DRAWN BY: KEB

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION  
**PETERSBURG  
AIRPORT  
RUNWAY SAFETY  
AREA IMPROVEMENTS  
(PHASE III)**

**STAGE 4 SAFETY  
PLAN**

PROJECT DESIGNATIONS  
**ALASKA - DOT & PF  
69360  
FEDERAL - FAA  
AIP NO. 3-02-0219-1309**

STATE	YEAR
ALASKA	2009
SHEET NUMBER	TOTAL SHEETS
A9	58

**LEGEND:**



**RW WORK AREA LIMITS:** PROCEED AT CONTRACTOR DISCRETION, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.



**LIMITED RW:** PROCEED AS APPROVED BY THE ENGINEER, SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS. AREA MUST BE AVAILABLE FOR AIRCRAFT USE AS USERS DEMAND.



**ACTIVE RW:** PROCEED AS DIRECTED BY THE ENGINEER. MOVE PERSONNEL, MATERIALS AND EQUIPMENT ON APPROVED HAUL ROUTES SUBJECT TO CONDITIONS OF THE SAFETY PLAN, SUBSECTION 80-04 LIMITATION OF OPERATIONS, AND PROJECT PERMIT STIPULATIONS.

**WHITE OUTLINED MARKINGS:** MUST BE REMOVED

**BLACK FILLED MARKINGS:** TO BE INSTALLED OR EXISTING TO REMAIN

**NOTES:**

1. SHEETS A6-A9 AND A11-A12 ARE INTENDED TO BE VIEWED IN COLOR. CONTACT THE ENGINEER FOR INSTRUCTIONS ON ACQUIRING COLOR COPIES.
2. SHADING INTENDED ONLY FOR AOA AREAS. WORK OUTSIDE AOA CAN BE PERFORMED ANYTIME, IN ACCORDANCE WITH SECTION 80 AND THE APPROVED SAFETY PLAN.
3. RW CENTERLINE HAS BEEN OMITTED FOR CLARITY.