

CONSTRUCTION PLANS FOR

# PETERSBURG AIRPORT

RUNWAY, TAXIWAY, AND APRON PAVING

AS-BUILTS

S.C. No. 81-345-01

CONTRACTOR: ASSOCIATED SAND & GRAVEL CO., INC.

Box 2037 EVERETT, WA. 98203

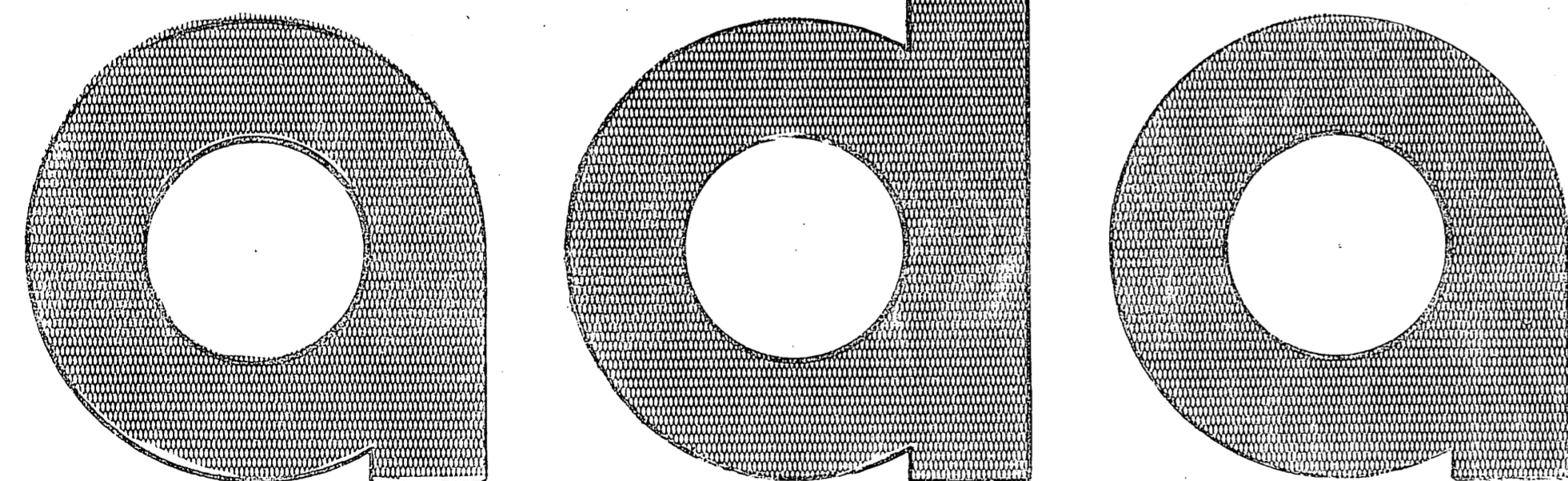
START CONSTRUCTION: JULY 8, 1981

END CONSTRUCTION: OCT. 6, 1981

PROJECT ENGINEER: W.C. BOYD & D.F. ROBBINS

1981

SPONSORED BY THE STATE OF ALASKA



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION and PUBLIC FACILITIES

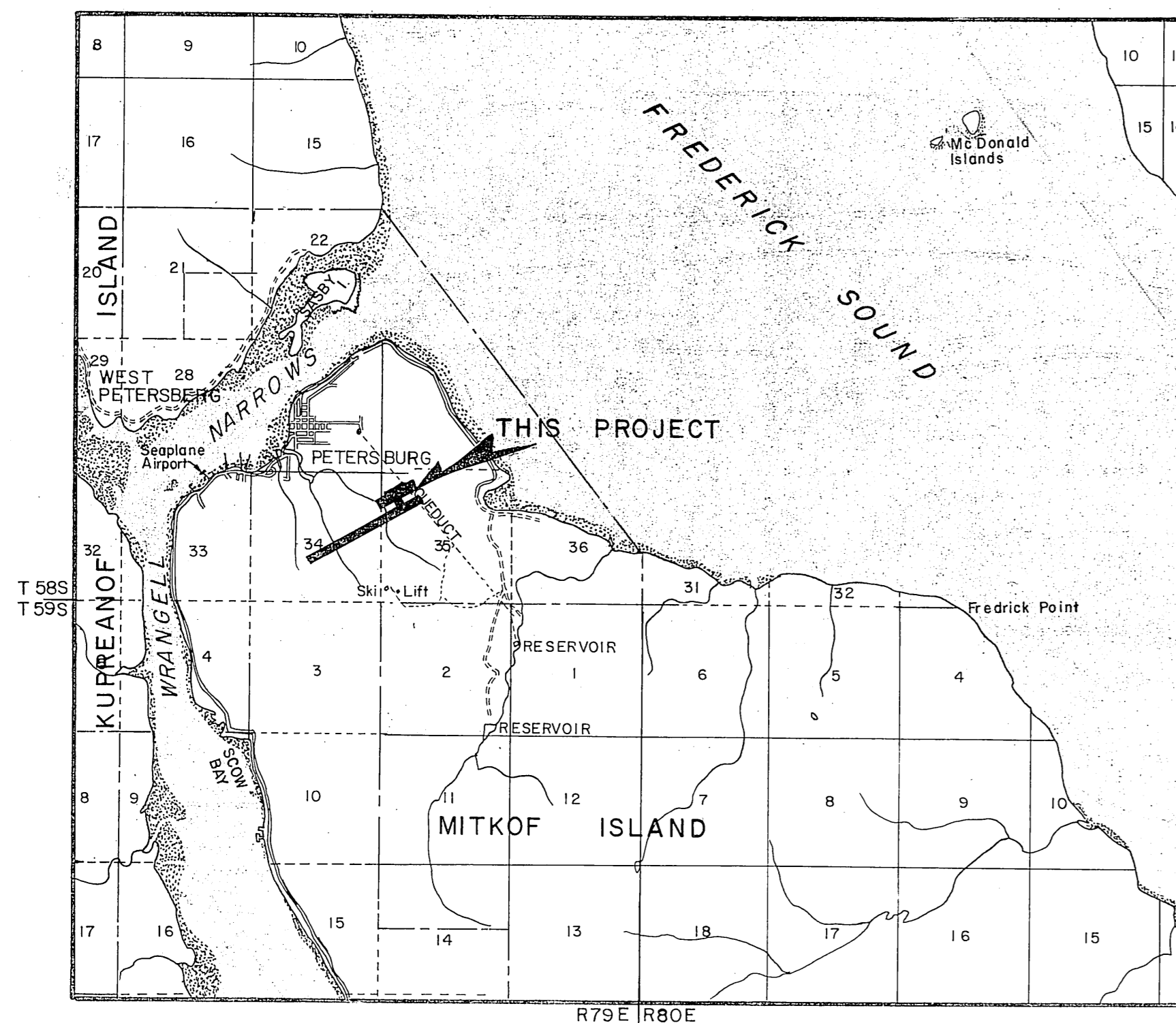
DIVISION OF AVIATION - DESIGN & CONSTRUCTION

APPROVED Clayton C. Hueners DATE 5-14-81  
CLAYTON C. HUENERS DIRECTOR



**LOCATION MAP**

NOT TO SCALE



**VICINITY MAP**

SCALE: 1" = 1 MILE

**ESTIMATED QUANTITIES**

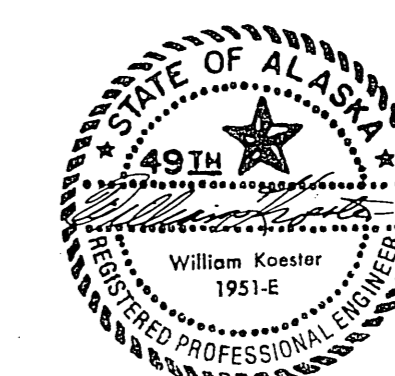
NO.	ITEM	QUANTITY	UNIT
100	MOBILIZATION & DEMOBILIZATION	ONE JOB	LUMP SUM
<del>125</del>	<del>ENGINEER'S VEHICLE</del>	<del>ONE</del>	<del>PER EACH</del>
<del>130</del>	<del>ENGINEER'S FIELD OFFICE</del>	<del>ONE JOB</del>	<del>LUMP SUM</del>
135	FIELD LABORATORY	ONE JOB	LUMP SUM
280	AGGREGATE SURFACE PREPARATION	<del>109,795</del> <del>105,210</del>	SQ. YDS.
510a	CRUSHED AGGREGATE BASE COURSE	<del>56,074</del> <del>55,352</del>	TONS
600	BITUMINOUS PRIME COAT, MC-30	<del>137,821.61</del>	TONS
660a	BITUMINOUS SURFACE COURSE	<del>13,840.77</del> <del>12,633</del>	TONS
660c	ASPHALT CEMENT, AC-5	<del>821,704.25</del>	TONS
700	RUNWAY & TAXIWAY MARKING	ONE JOB	LUMP SUM
1000a	RUNWAY & TAXIWAY LIGHT STAKE EXTENSION	<del>11108</del>	PER EACH
3000	PETROLEUM ESCALATION	NONE	PER CONT. SUM
614a	SETTLEMENT PLATFORM MONUMENT CASES	ALL REQ'D	LUMP SUM

**DEDUCTIVE ALTERNATE**

ADD:			
<del>650a</del>	<del>BITUMINOUS MATERIALS, SURFACE TREATMENT</del>	<del>423</del>	<del>TONS</del>
ADD:			
<del>650b</del>	<del>AGGREGATE, SURFACE TREATMENT</del>	<del>3440</del>	<del>TONS</del>
DELETE:			
<del>660a</del>	<del>BITUMINOUS SURFACE COURSE</del>	<del>12,633</del>	<del>TONS</del>
DELETE:			
<del>660c</del>	<del>ASPHALT CEMENT, AC-5</del>	<del>821</del>	<del>TONS</del>

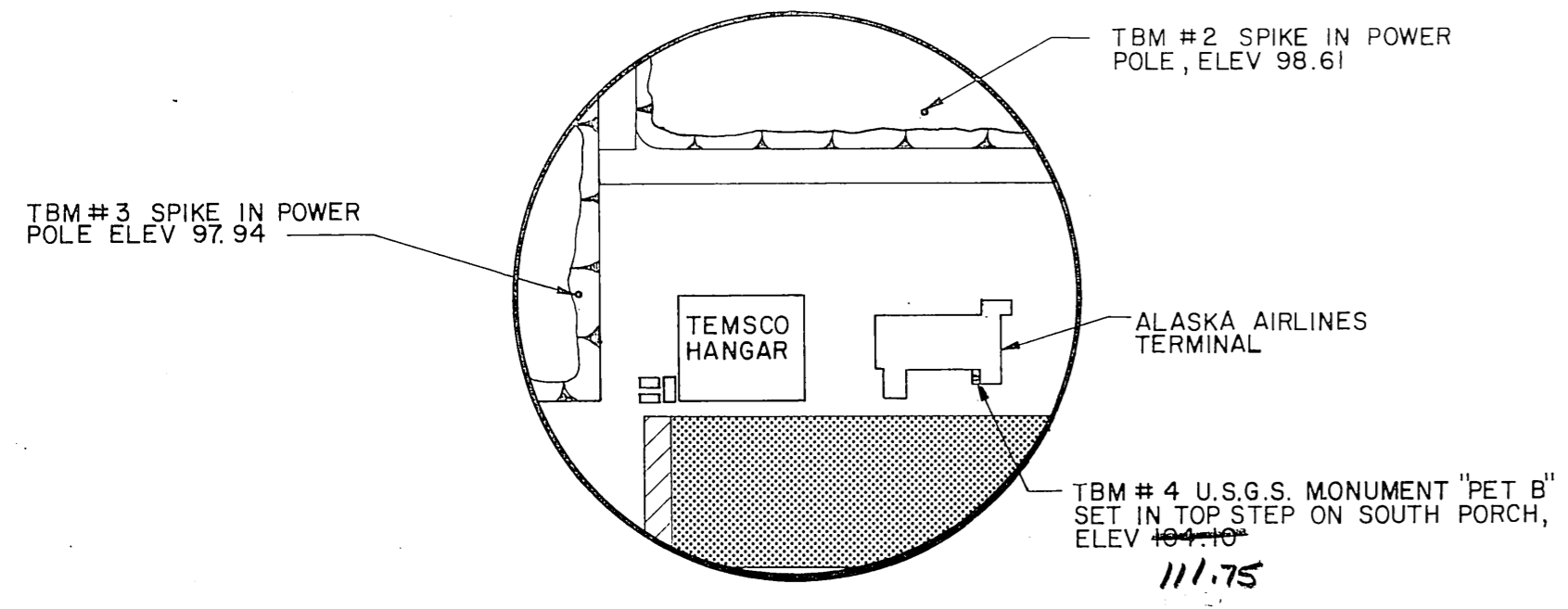
**INDEX**

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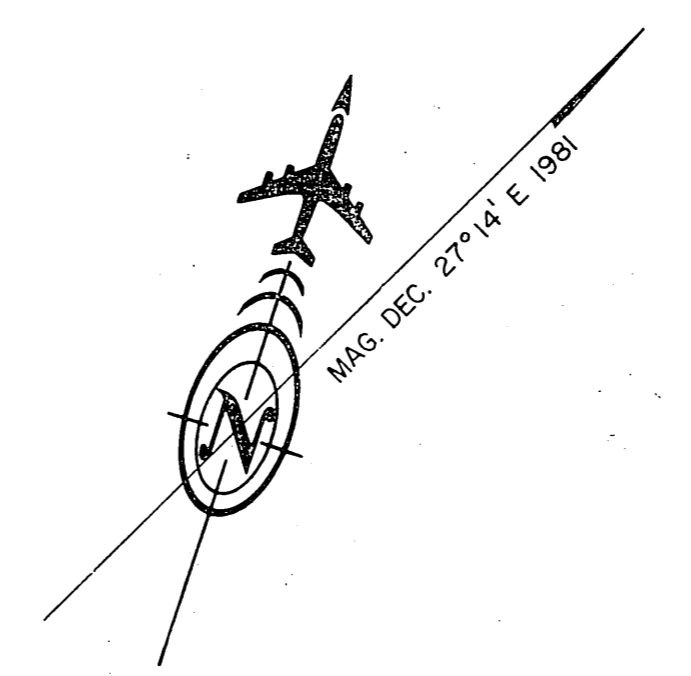


STATE OF ALASKA  
 DEPARTMENT OF TRANSPORTATION  
 AND PUBLIC FACILITIES  
 DIVISION OF AVIATION-DESIGN AND CONSTRUCTION  
 PETERSBURG AIRPORT  
 S.C. No. 81-345-01  
 LOCATION & VICINITY MAP, INDEX &  
 ESTIMATED QUANTITIES

APPROVED	<i>William A. Allison</i>	WILLIAM A. ALLISON, P.E.	CHIEF DESIGN ENGINEER
APPROVED	<i>William Koester</i>	WILLIAM KOESTER, P.E.	SOUTHEASTERN REGION ENGINEER
BY	DATE	CHANGE	SCALE
		REVISIONS	DESIGNED <i>PHW</i> CHECKED <i>PHW</i> DATE <i>10/15/51</i>

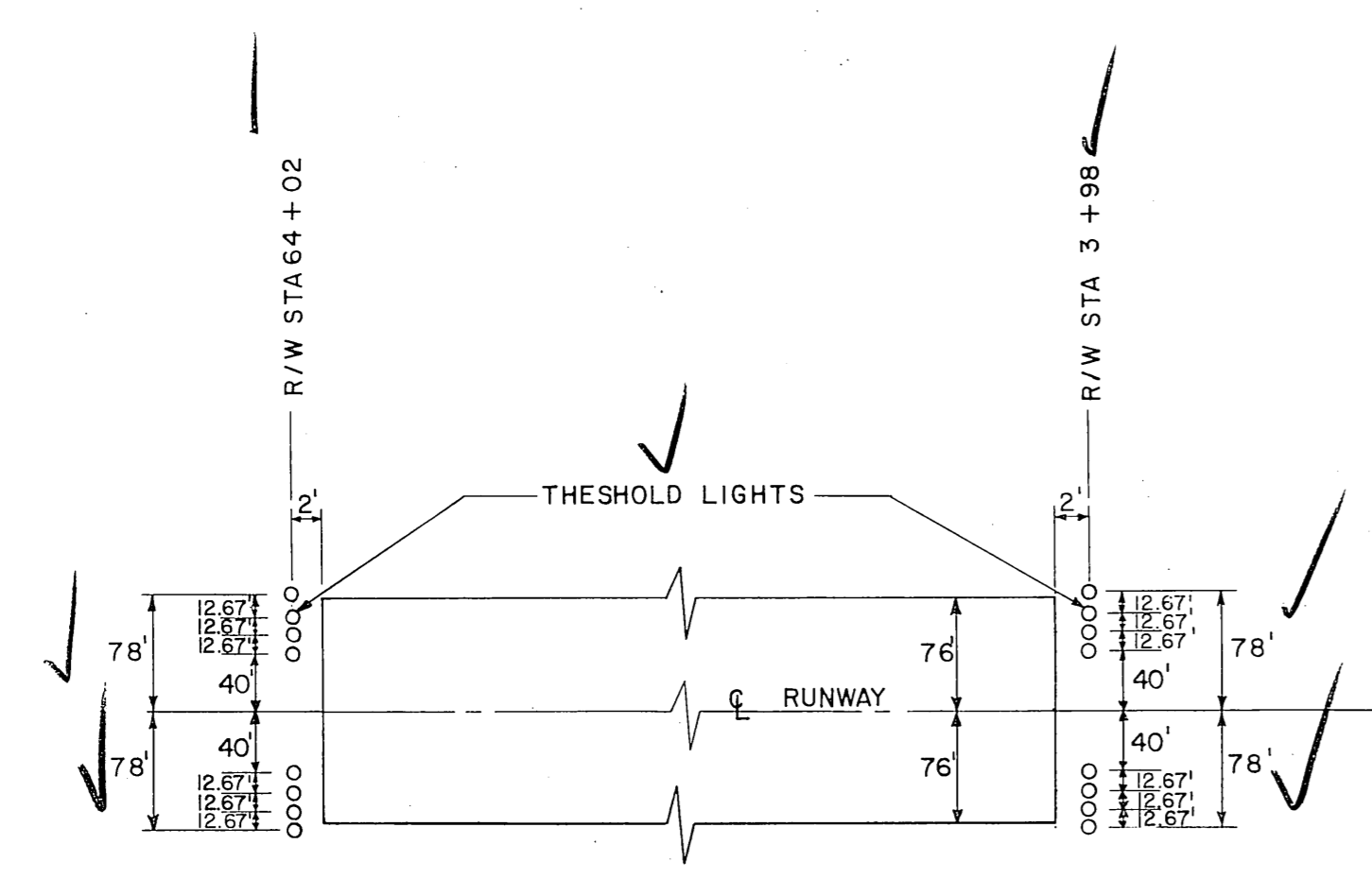
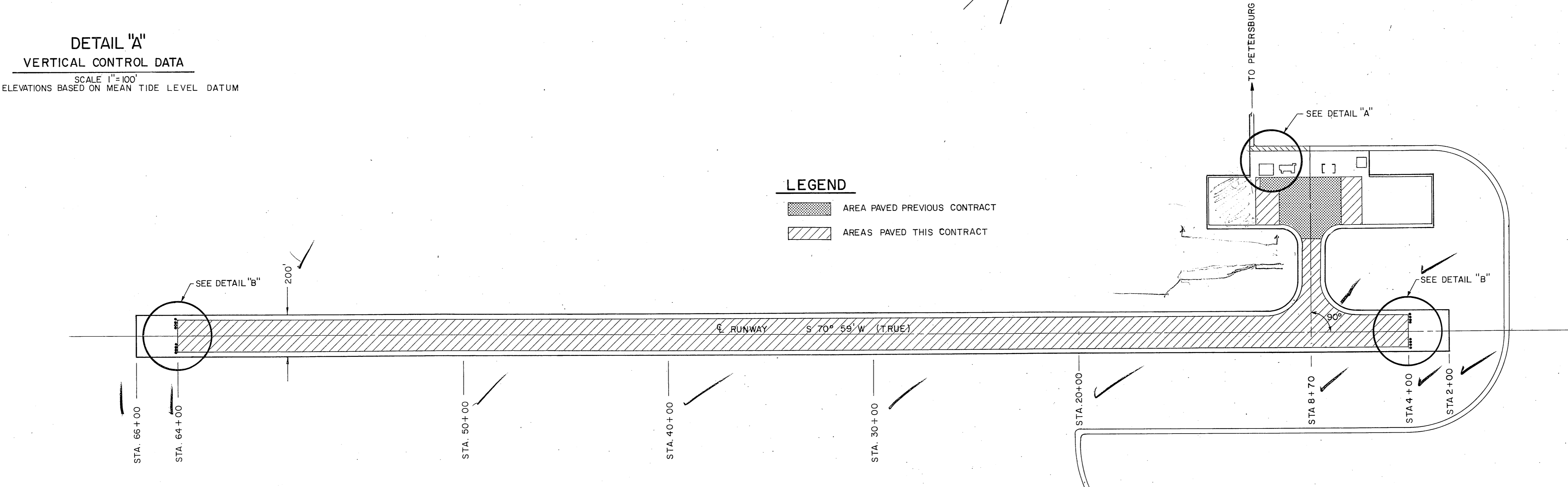


**DETAIL "A"**  
**VERTICAL CONTROL DATA**  
 SCALE 1"=100'  
 NOTE: ALL ELEVATIONS BASED ON MEAN TIDE LEVEL DATUM

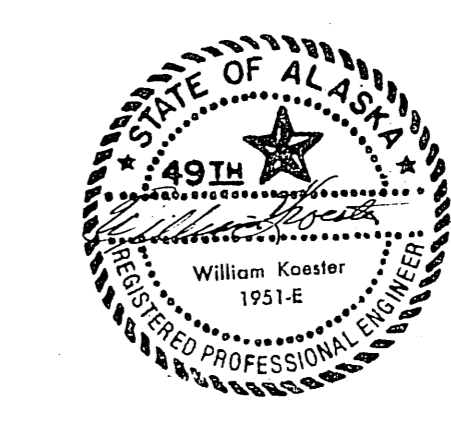
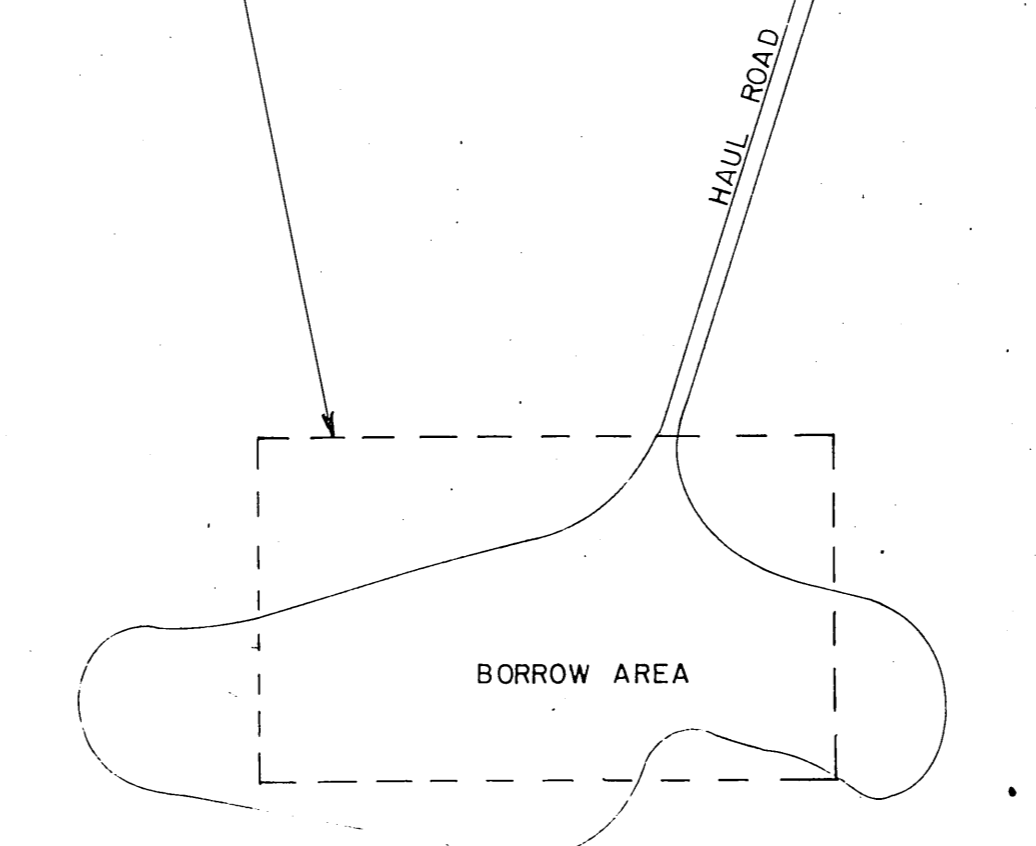
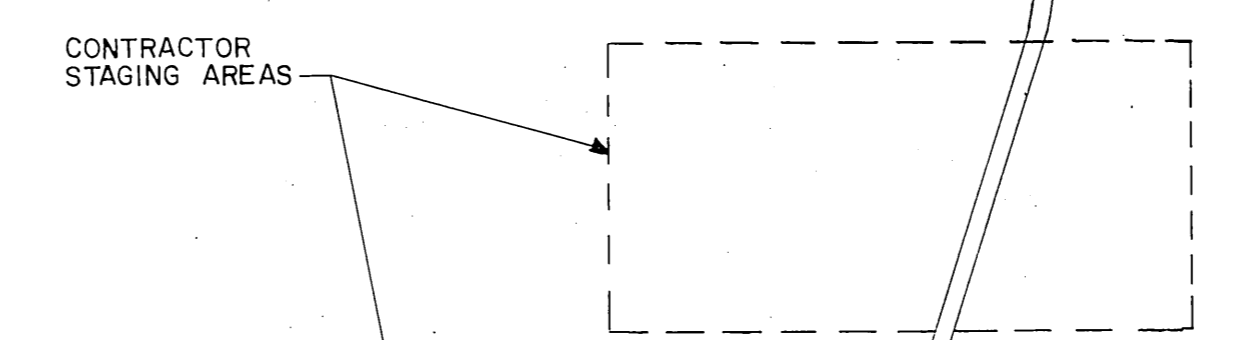


**LEGEND**

- AREA PAVED PREVIOUS CONTRACT
- AREAS PAVED THIS CONTRACT



**DETAIL "B"**  
**HORIZONTAL CONTROL DATA**  
 NO SCALE

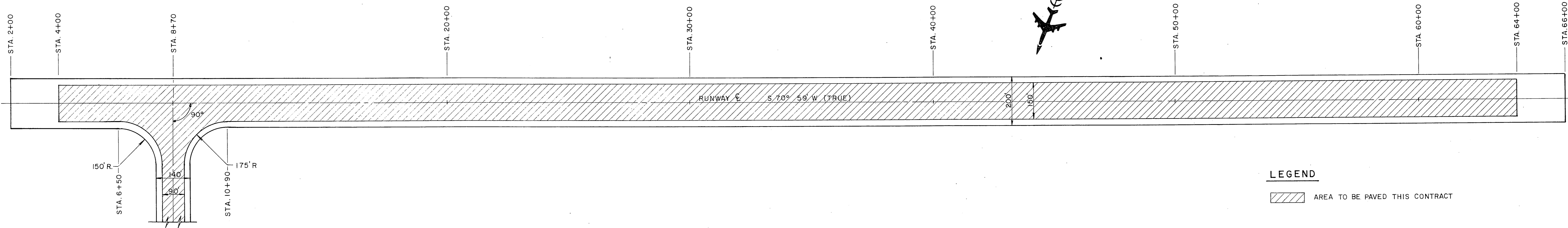


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 PROJECT LAYOUT PLAN

APPROVED	<i>William A. Allison</i> WILLIAM A. ALLISON, P.E. CHIEF DESIGN ENGINEER	
APPROVED	<i>William Koester</i> WILLIAM KOESTER, P.E. SOUTHEASTERN REGION ENGINEER	
SCALE	DESIGNED	DRAWN
AS SHOWN	bob ams	JRE
CHECKED		DATE
RW		MAY 15, 1981
BY	DATE	CHANGE
REVISIONS		
		SHEET 3 OF 8

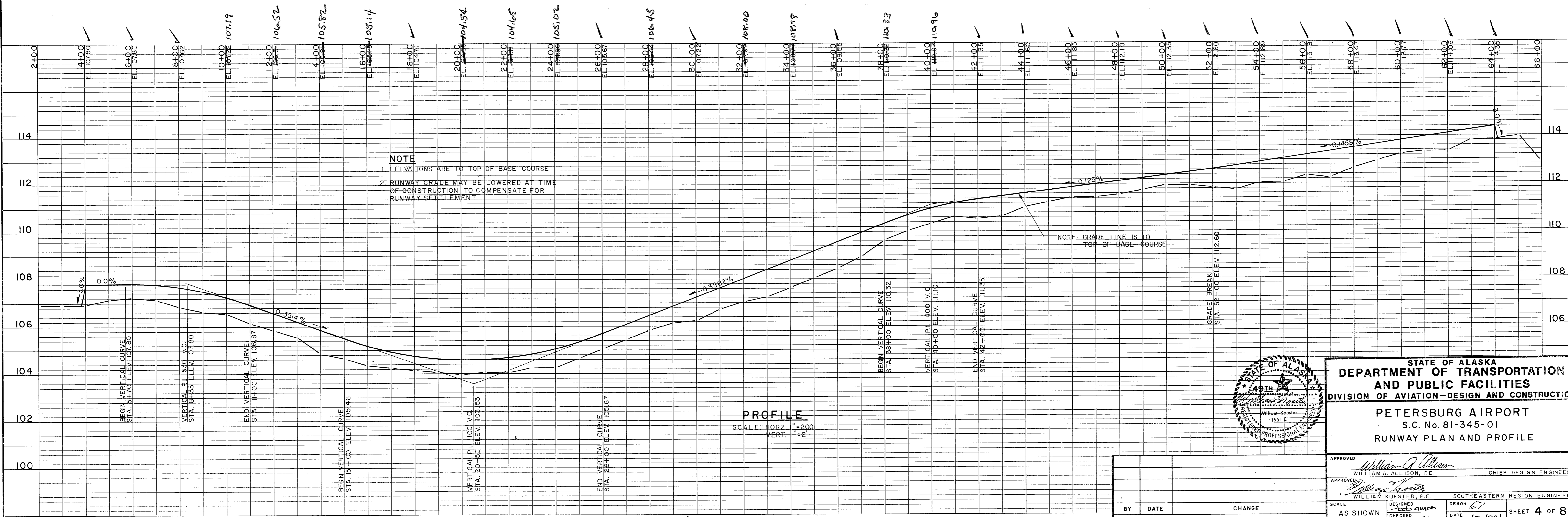
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 SURVEYED: \_\_\_\_\_  
 ALIGNED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 NO. OF WAY CHECKED: \_\_\_\_\_  
 No. \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 ALIGNED: \_\_\_\_\_  
 NOTE BOOK: \_\_\_\_\_  
 NO. OF WAY CHECKED: \_\_\_\_\_  
 No. \_\_\_\_\_



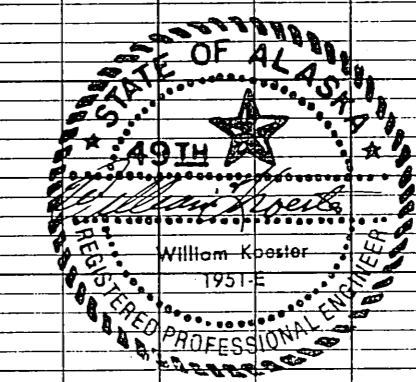
**LEGEND**  
 AREA TO BE PAVED THIS CONTRACT

**PLAN**  
 SCALE: 1" = 200'



**NOTE**  
 1. ELEVATIONS ARE TO TOP OF BASE COURSE  
 2. RUNWAY GRADE MAY BE LOWERED AT TIME OF CONSTRUCTION TO COMPENSATE FOR RUNWAY SETTLEMENT.

**PROFILE**  
 SCALE: HORIZ. 1" = 200'  
 VERT. 1" = 2'



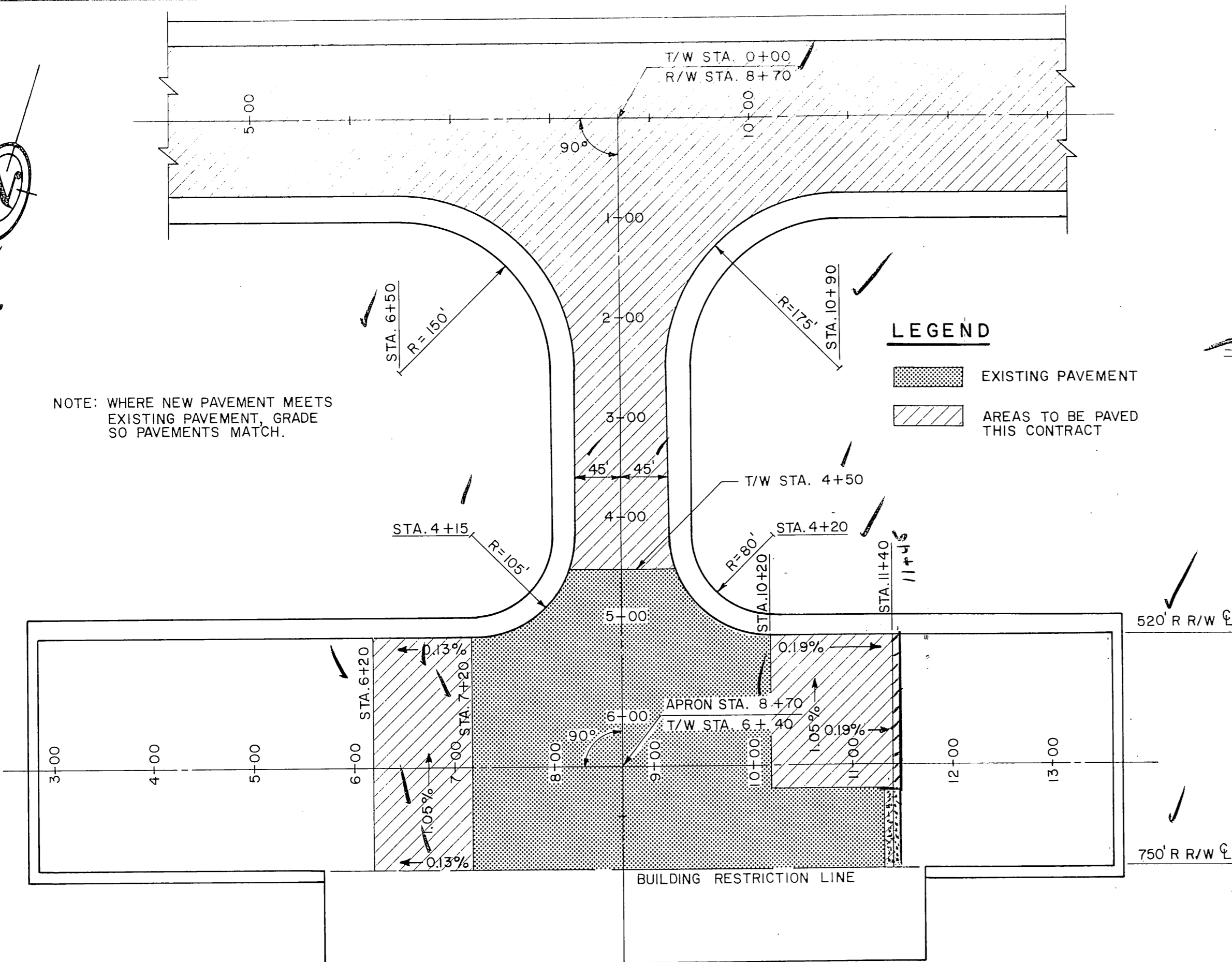
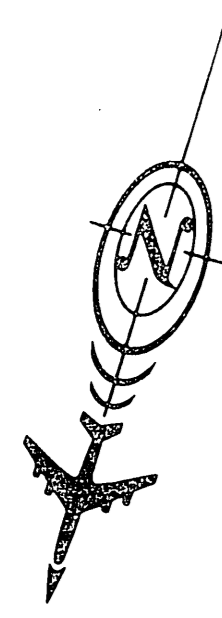
STATE OF ALASKA  
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 DIVISION OF AVIATION-DESIGN AND CONSTRUCTION  
**PETERSBURG AIRPORT**  
 S.C. No. 81-345-01  
 RUNWAY PLAN AND PROFILE

APPROVED: *William A. Allison*  
 WILLIAM A. ALLISON, P.E. CHIEF DESIGN ENGINEER  
 APPROVED: *William Koester*  
 WILLIAM KOESTER, P.E. SOUTHEASTERN REGION ENGINEER  
 SCALE: AS SHOWN  
 DESIGNED: *Bob Ames*  
 CHECKED: *RHW*  
 DRAWN: *67*  
 DATE: *Mar 13, 1961*  
 SHEET 4 OF 8

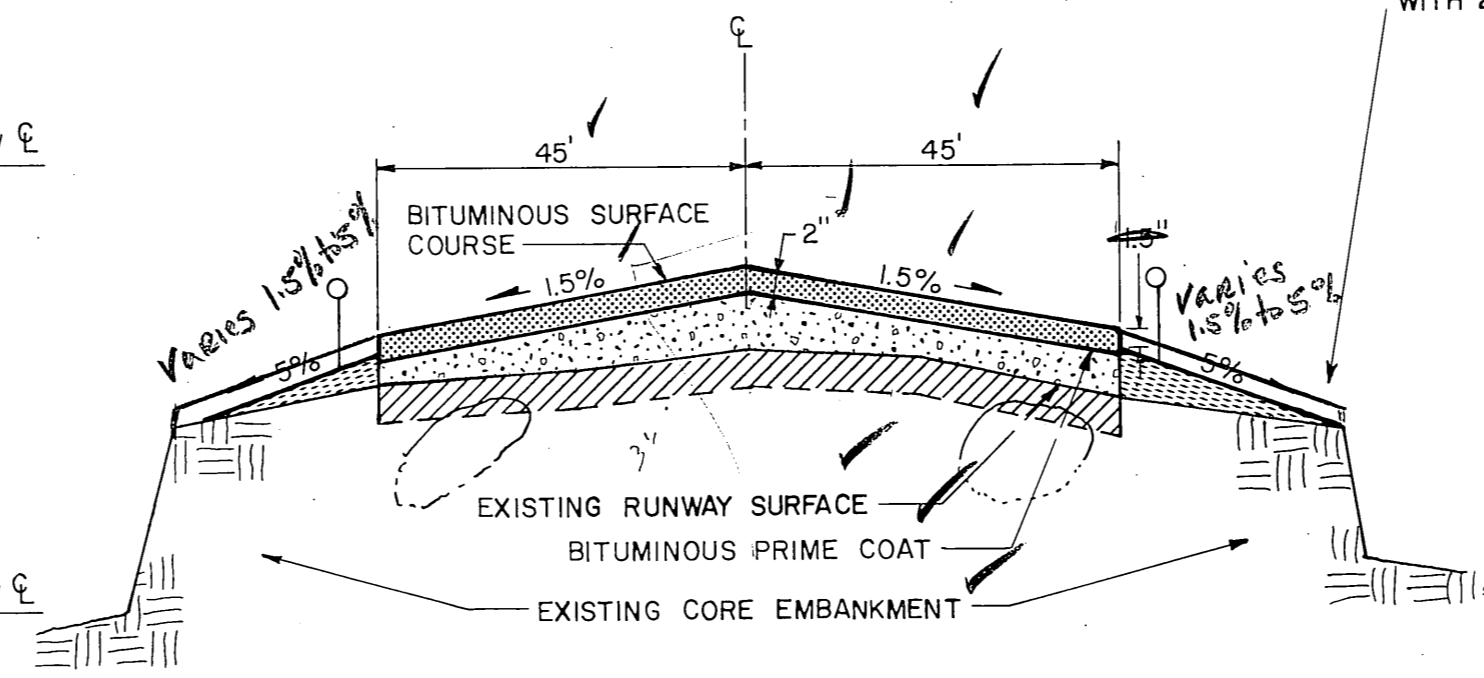
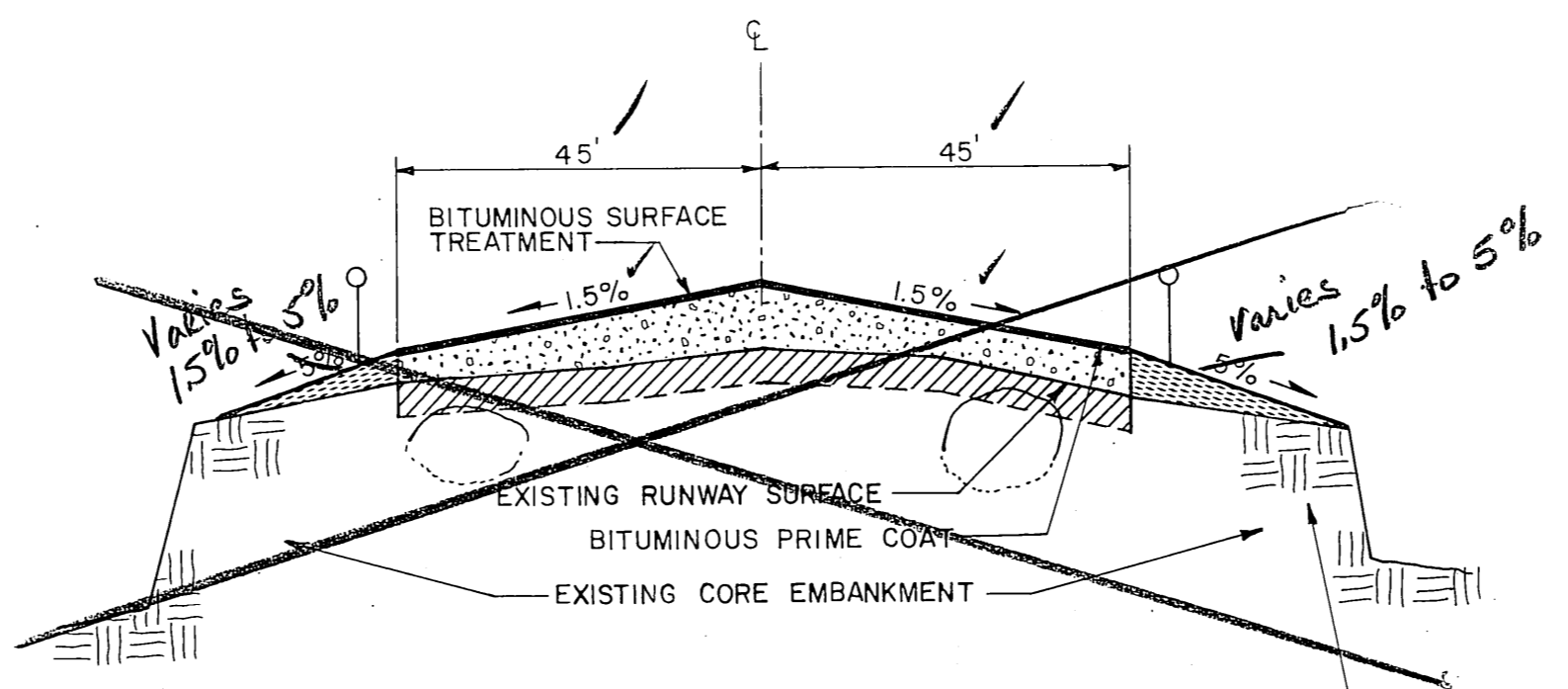
BY	DATE	CHANGE

DATE	
BY	
SURVEYED	
NOTED	
NOTE BOOK	
NO. OF WAY CHECKED	
No.	

DATE	
BY	
SURVEYED	
NOTED	
NOTE BOOK	
NO. OF WAY CHECKED	
No.	

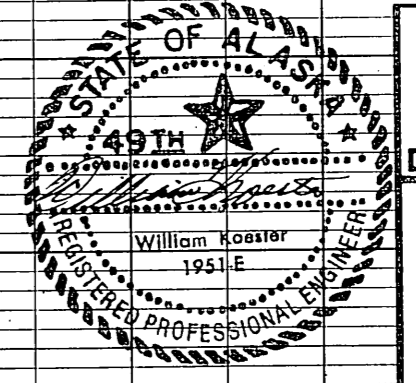
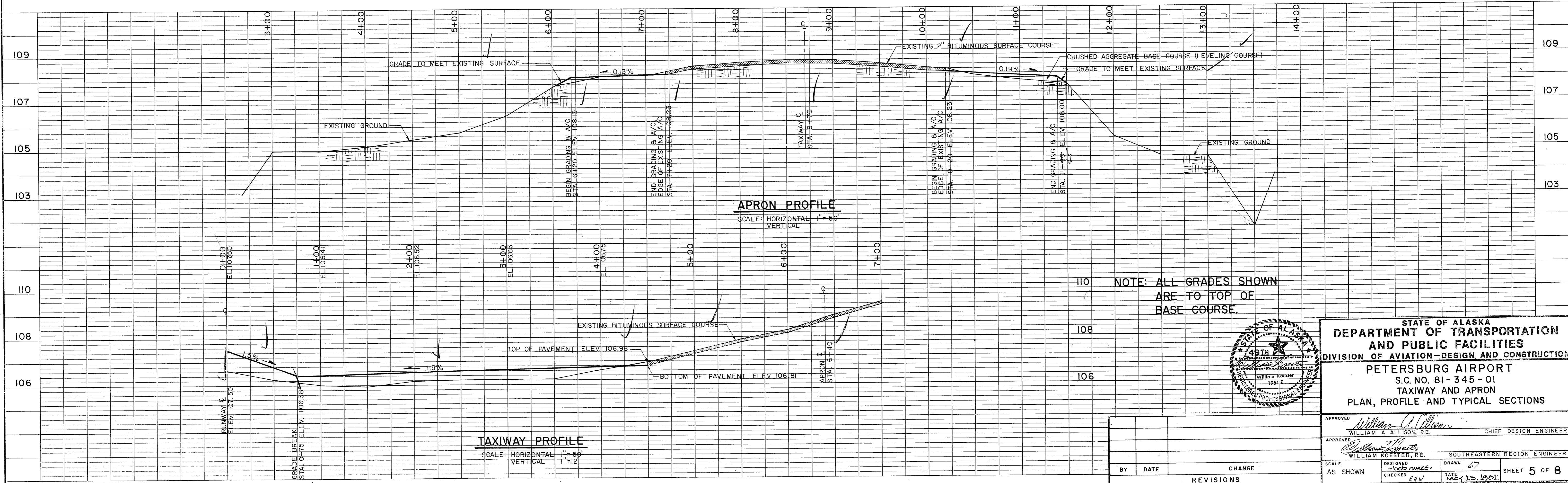


**APRON & TAXIWAY PLAN**  
SCALE 1"=100'



- LEGEND FOR TYPICAL SECTIONS**
- CRUSHED AGGREGATE BASE COURSE
  - MATERIAL TO BE REMOVED AS SURFACE PREPARATION AND TO BE REPLACED WITH CRUSHED AGGREGATE BASE COURSE
  - CONSTRUCT WITH MATERIAL REMOVED AS SURFACE PREPARATION
  - BIG ROCKS FROM CORE EMBANKMENT

WHERE NECESSARY, CATCH FILL MATERIAL AT EXISTING SHOULDER WITH 2:1 SLOPE, BOTH SIDES.



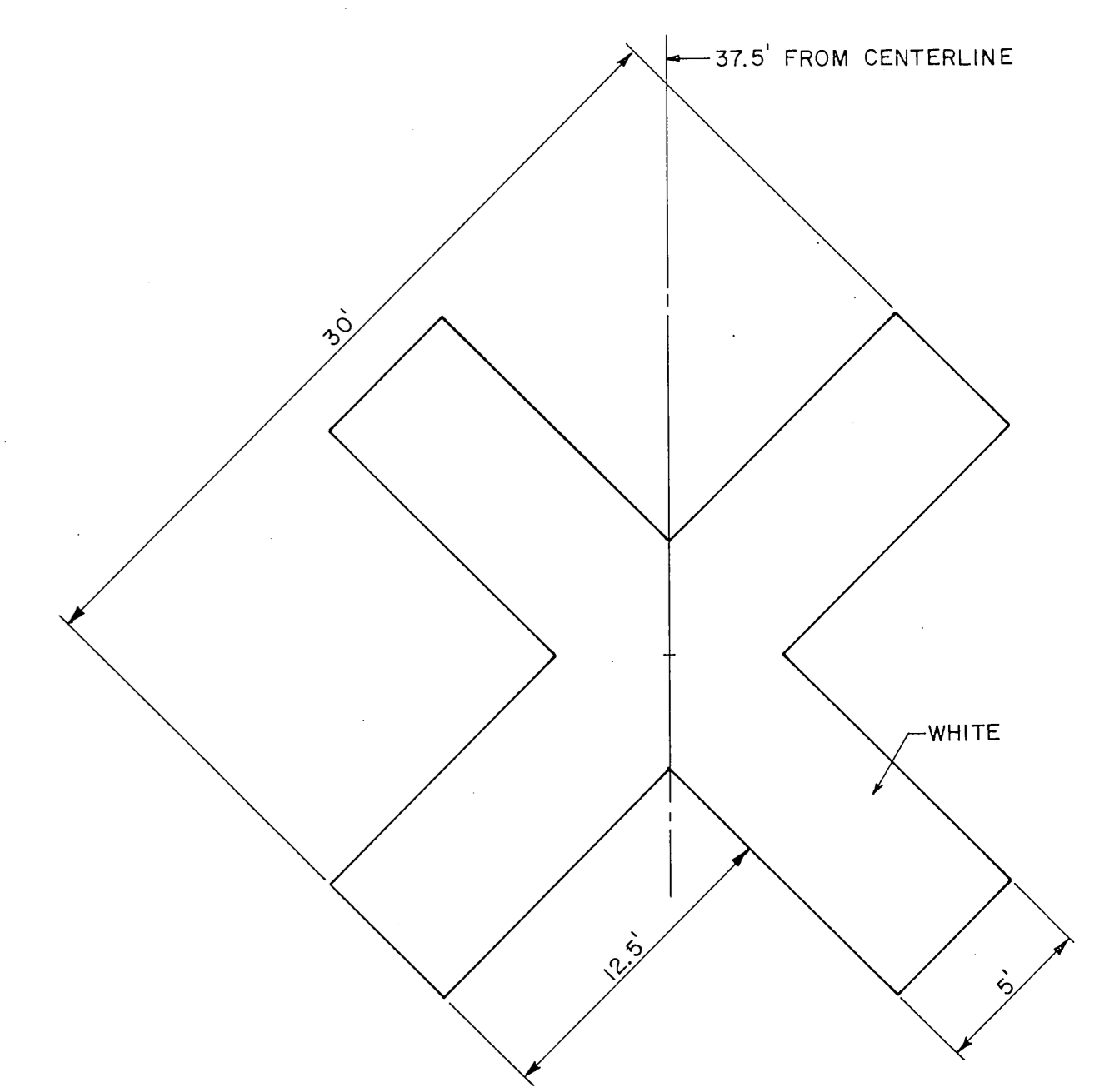
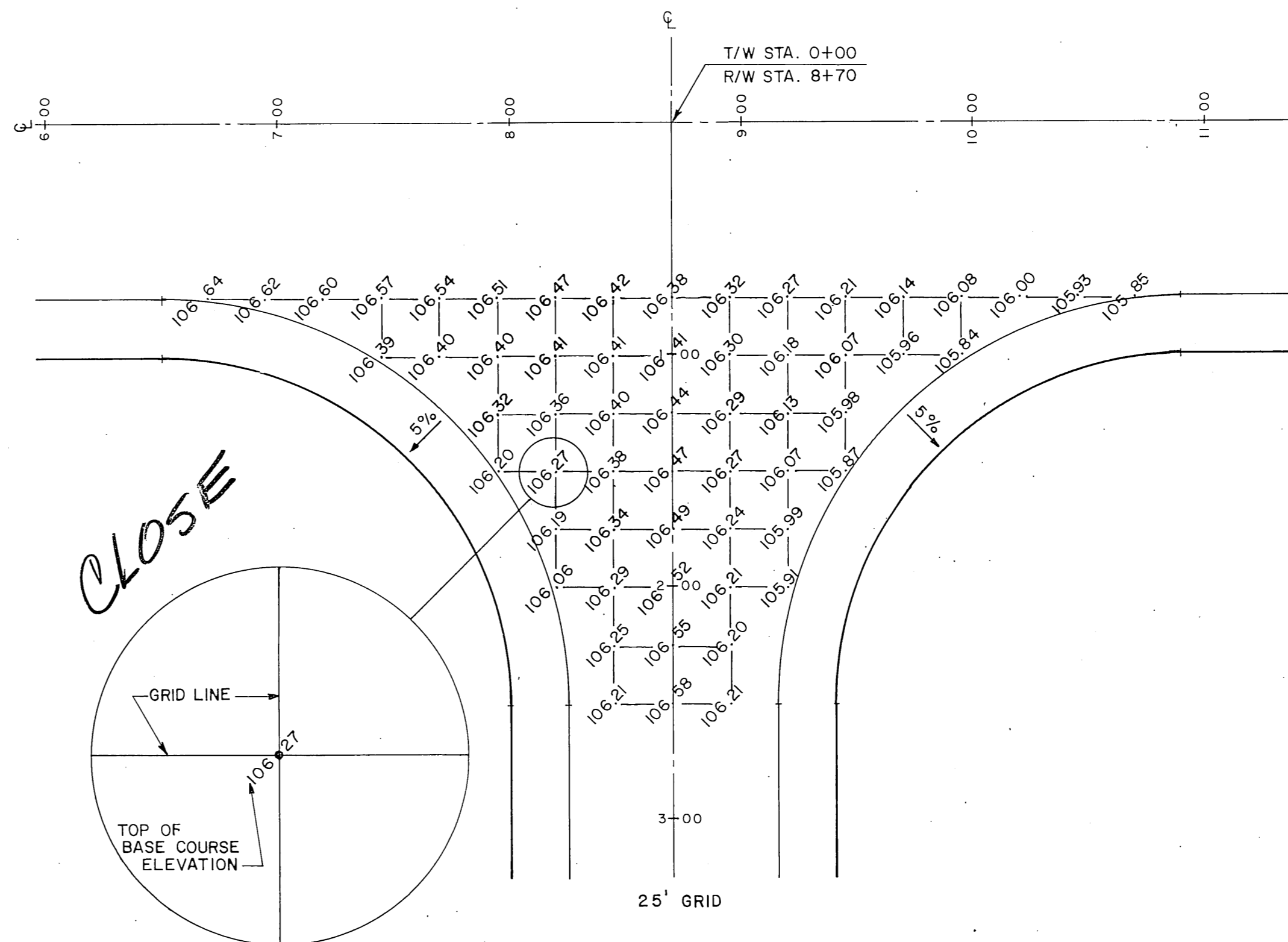
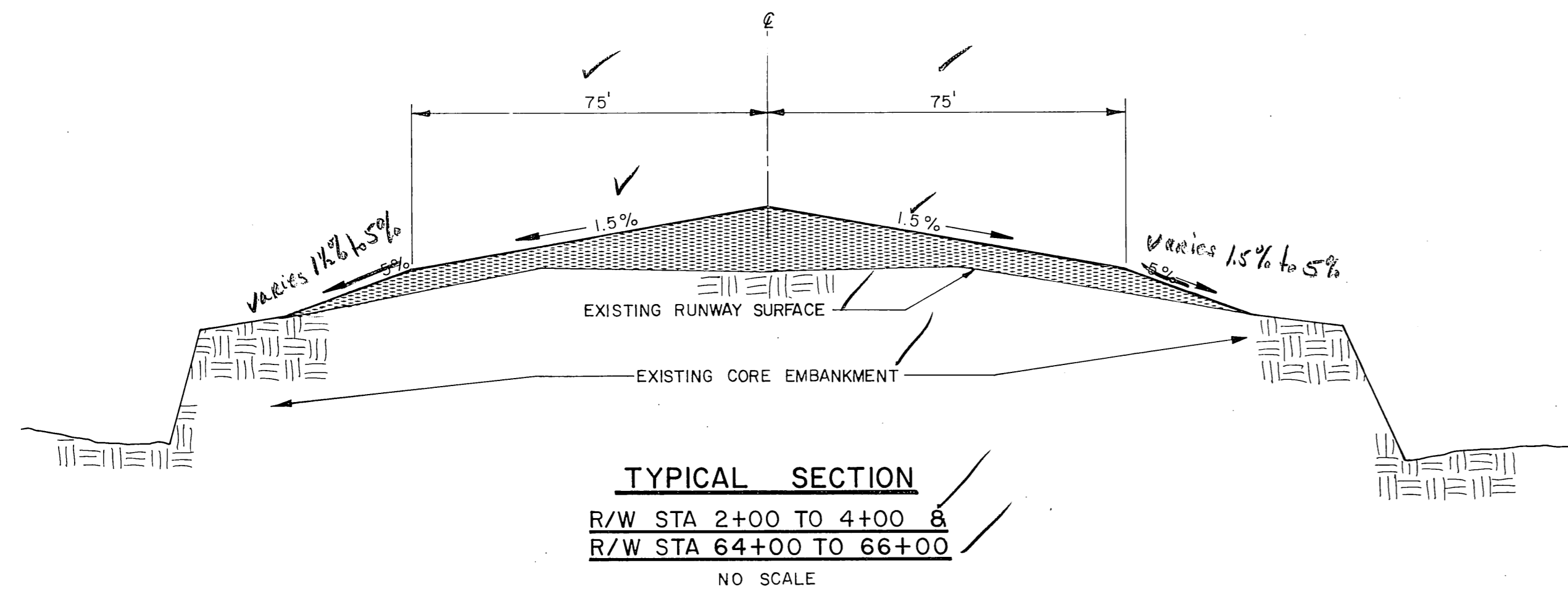
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
DIVISION OF AVIATION-DESIGN AND CONSTRUCTION  
PETERSBURG AIRPORT  
S.C. NO. 81-345-01  
TAXIWAY AND APRON  
PLAN, PROFILE AND TYPICAL SECTIONS

APPROVED *William A. Allison*  
WILLIAM A. ALLISON, P.E. CHIEF DESIGN ENGINEER

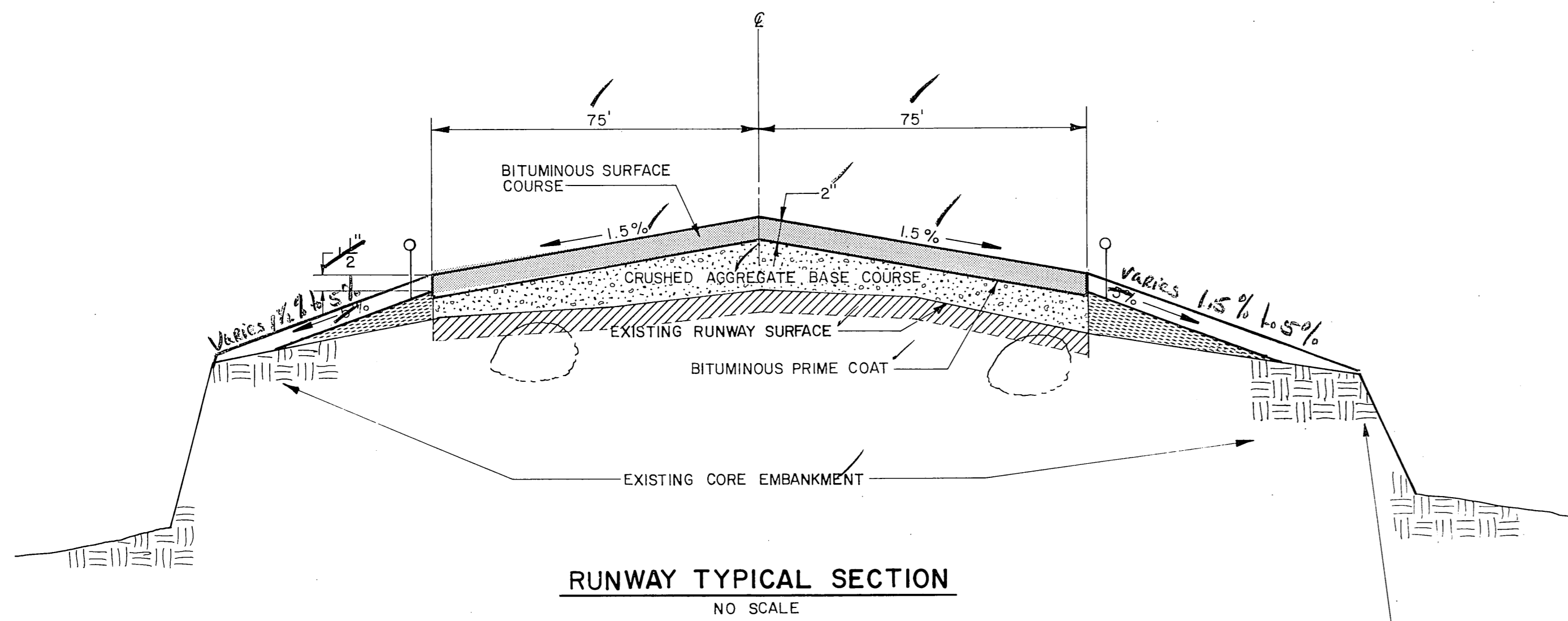
APPROVED *William Koester*  
WILLIAM KOESTER, P.E. SOUTHEASTERN REGION ENGINEER

BY	DATE	CHANGE

SCALE AS SHOWN  
DESIGNED *awc*  
CHECKED *rhw*  
DRAWN *67*  
DATE *May 13, 1961*  
SHEET 5 OF 8



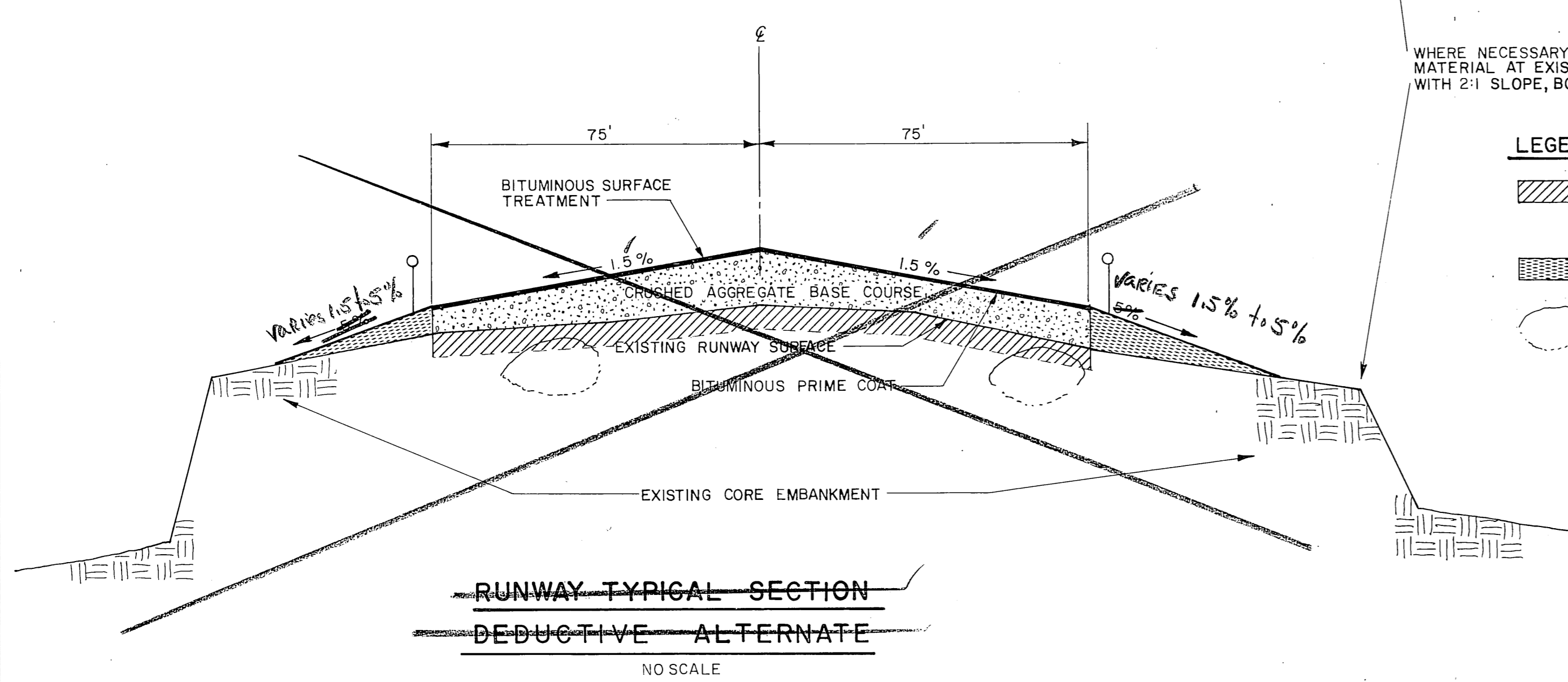
THE MARKING SHALL BE MADE OF A SUITABLE MATERIAL TO RESIST WIND, RAIN, AND JET BLAST DAMAGE.



WHERE NECESSARY, CATCH FILL MATERIAL AT EXISTING SHOULDER WITH 2:1 SLOPE, BOTH SIDES.

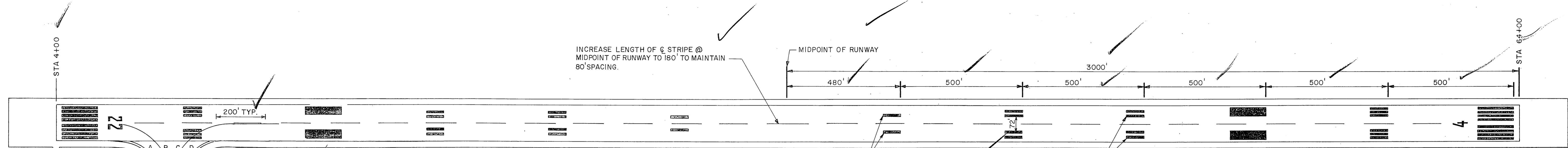
**LEGEND FOR TYPICAL SECTIONS**

- MATERIAL TO BE REMOVED AS SURFACE PREPARATION AND TO BE REPLACED WITH CRUSHED AGGREGATE BASE COURSE
- CONSTRUCTED WITH MATERIAL REMOVED AS SURFACE PREPARATION
- BIG ROCKS FROM CORE EMBANKMENT



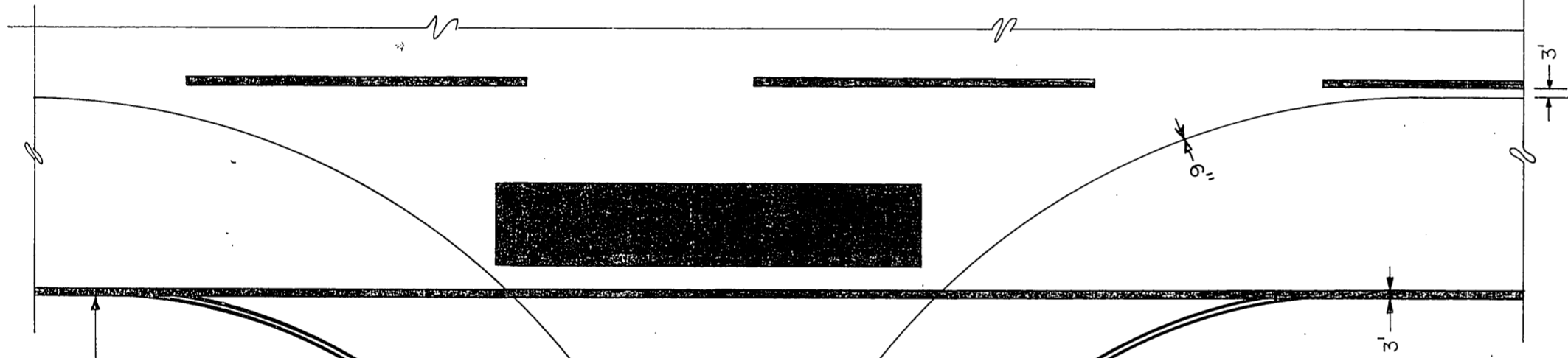
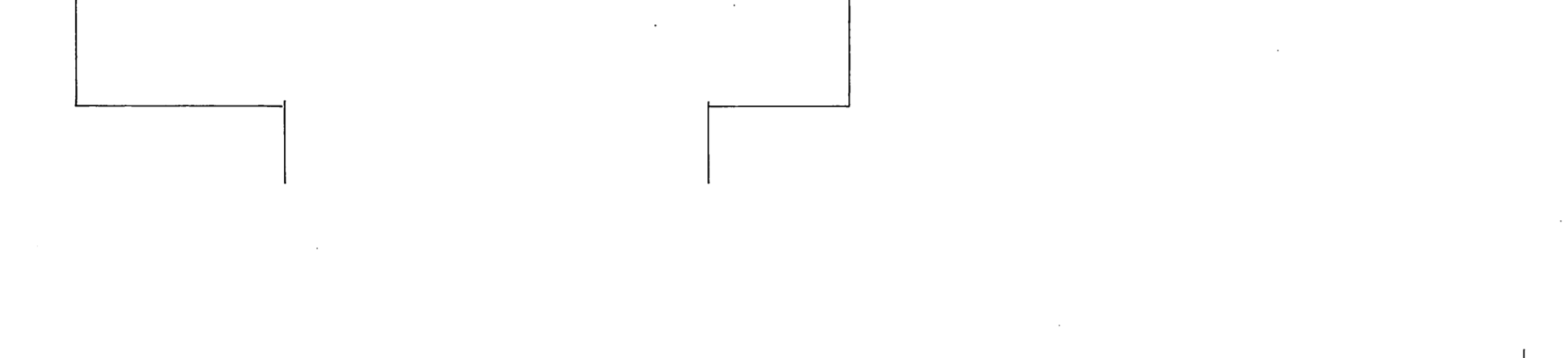
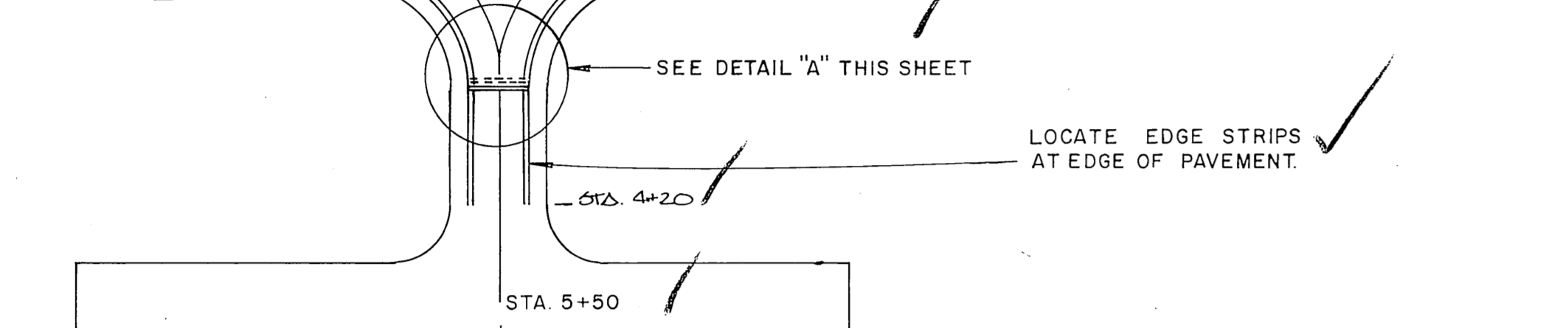
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 PETERSBURG AIRPORT  
 S.C. No. 81-345-01  
 RUNWAY TYPICAL SECTIONS AND  
 TAXIWAY INTERSECTION DETAIL

APPROVED		<i>William A. Allison</i> WILLIAM A. ALLISON, P.E.		CHIEF DESIGN ENGINEER	
APPROVED		<i>William Koester</i> WILLIAM KOESTER, P.E.		SOUTHEASTERN REGION ENGINEER	
BY	DATE	CHANGE	SCALE	DESIGNED	DRAWN
			AS SHOWN	<i>W.A.</i>	<i>M.A.</i>
REVISIONS			CHECKED	DATE	SHEET
			<i>R.H.W.</i>	<i>MAY 13, 1961</i>	6 OF 8



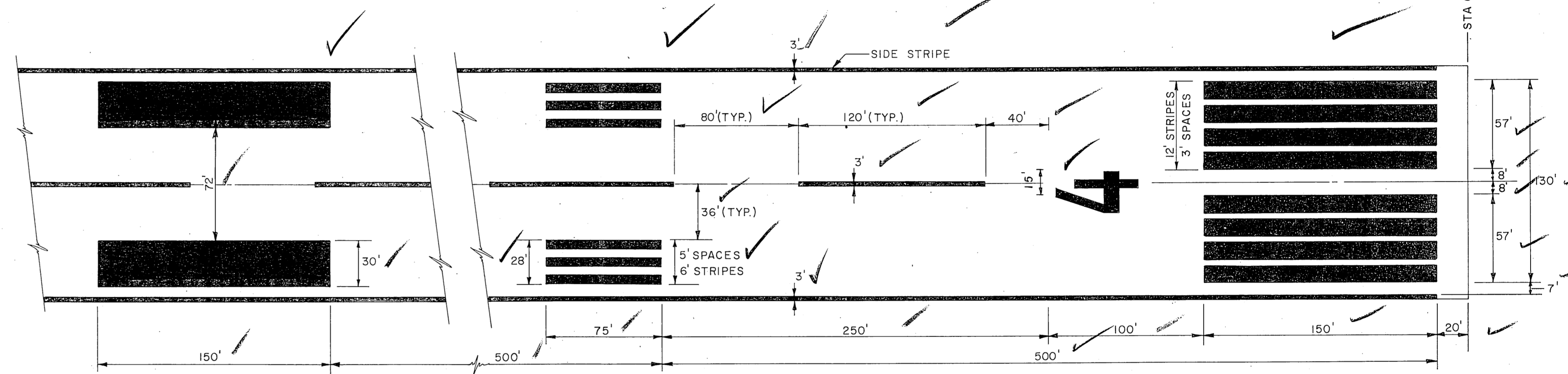
**PAVEMENT MARKING PLAN**  
SCALE: 1" = 200'

NOTE:  
RUNWAY MARKING IS SYMMETRICAL ABOUT THE MIDPOINT OF THE RUNWAY



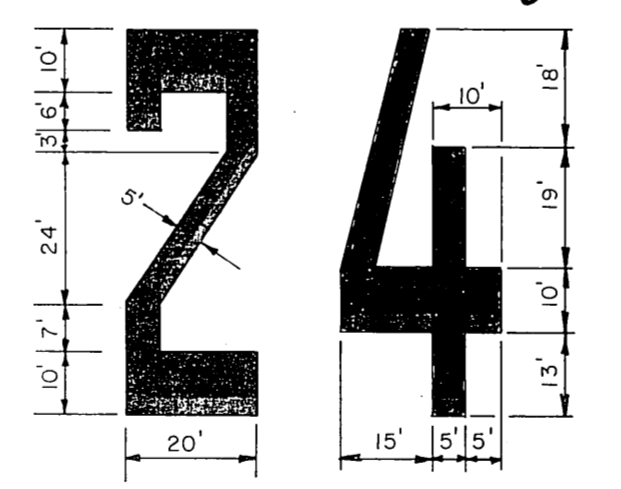
**DETAIL "A"**  
SCALE: 1" = 50'

**DETAIL "B"**  
SCALE: 1" = 20'

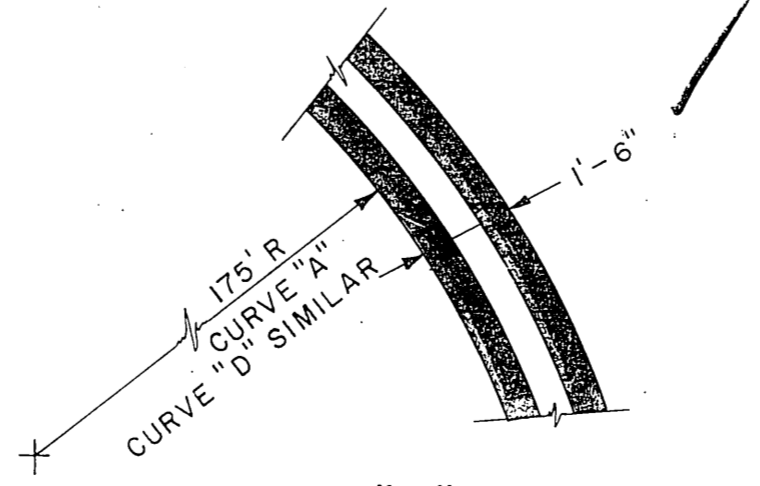


**PAVEMENT MARKING DETAIL**  
SCALE: 1" = 50'

CURVE DATA					
CURVE	R	Δ	T	PC	PT
A	175'	90°	175'	R/W STA. 6+50	T/W STA. 2+50
B	245'	90°	245'	R/W STA. 6+25	T/W STA. 2+50
C	245'	90°	245'	R/W STA. 11+15	T/W STA. 2+50
D	175'	90°	175'	R/W STA. 10+90	T/W STA. 2+50



**NUMERAL DETAIL**  
SCALE: 1" = 30'



**DETAIL "C"**  
SCALE: 1" = 3'

**GENERAL NOTES:**

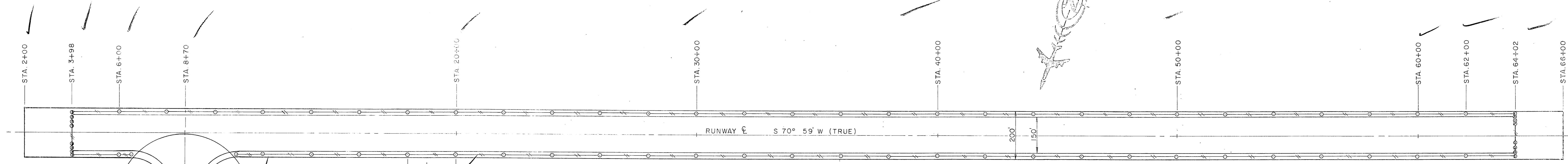
- LAYOUT RUNWAY CENTERLINE SPACING FROM BOTH ENDS TOWARD CENTER.
- ALL MARKINGS SHALL BE ACCOMPLISHED USING AVIATION YELLOW.
- THE NUMERALS SHALL BE HORIZONTALLY SPACED 15 FEET APART.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN FEET AND INCHES.
- ALL CURVE RADII ARE MEASURED TO INSIDE EDGE OF STRIPE. IF CENTERLINE IS DESIRED ADD 1/2 OF STRIPE WIDTH TO RADIUS INDICATED AND ADJUST PC, PT, AND T ACCORDINGLY.



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**PETERSBURG AIRPORT**  
S.C. NO. 81-345-01  
AIRPORT MARKING PLAN

APPROVED	<i>William A. Allison</i> WILLIAM A. ALLISON, P.E.		CHIEF DESIGN ENGINEER
APPROVED	<i>William Koester</i> WILLIAM KOESTER, P.E.		SOUTHEASTERN REGION ENGINEER
DESIGNED	<i>Bob Ames</i>	DRAWN	<i>JRC</i>
CHECKED	<i>RHW</i>	DATE	MAY 12, 1968
REVISIONS			

DATE	
BY	
CHECKER	
CHECKED	



**RUNWAY LIGHTING PLAN**

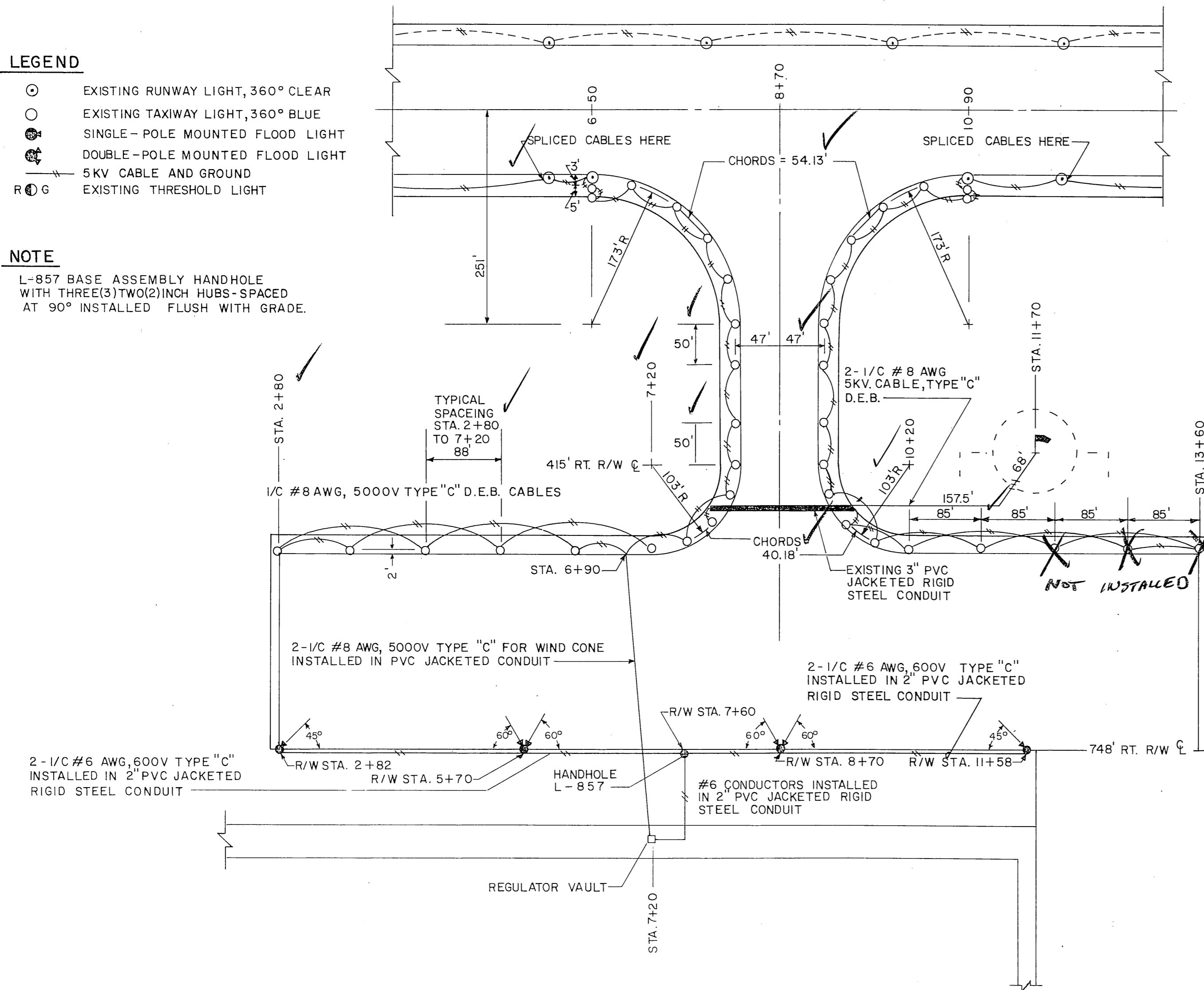
SCALE 1" = 200'

**LEGEND**

- ⊙ EXISTING RUNWAY LIGHT, 360° CLEAR
- EXISTING TAXIWAY LIGHT, 360° BLUE
- ⊙ SINGLE-POLE MOUNTED FLOOD LIGHT
- ⊙ DOUBLE-POLE MOUNTED FLOOD LIGHT
- ⊙ 5 KV CABLE AND GROUND
- R O G EXISTING THRESHOLD LIGHT

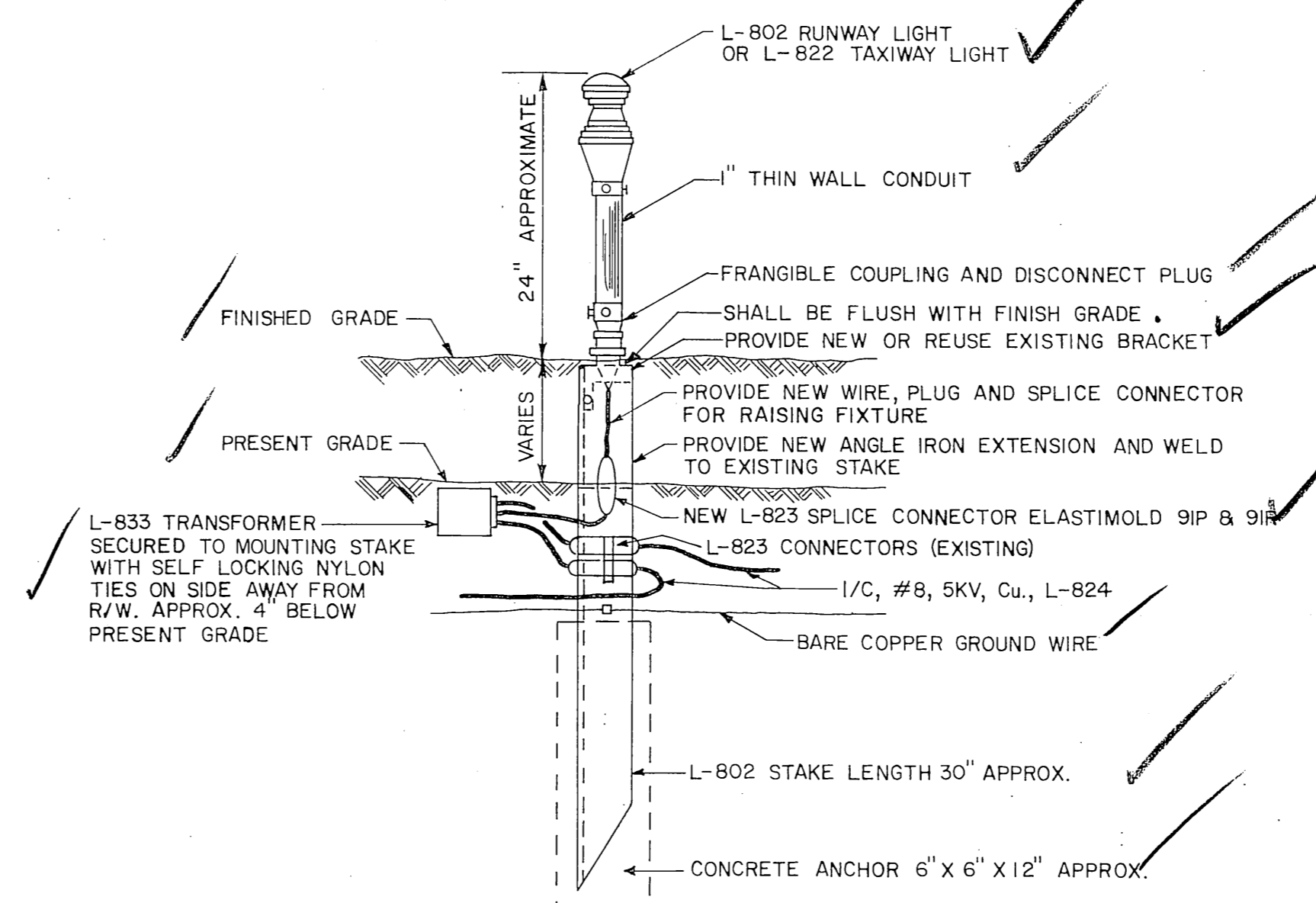
**NOTE**

L-857 BASE ASSEMBLY HANDHOLE WITH THREE(3)TWO(2)INCH HUBS-SPACED AT 90° INSTALLED FLUSH WITH GRADE.



**APRON AND TAXIWAY LIGHTING DETAIL**

SCALE 1" = 100'

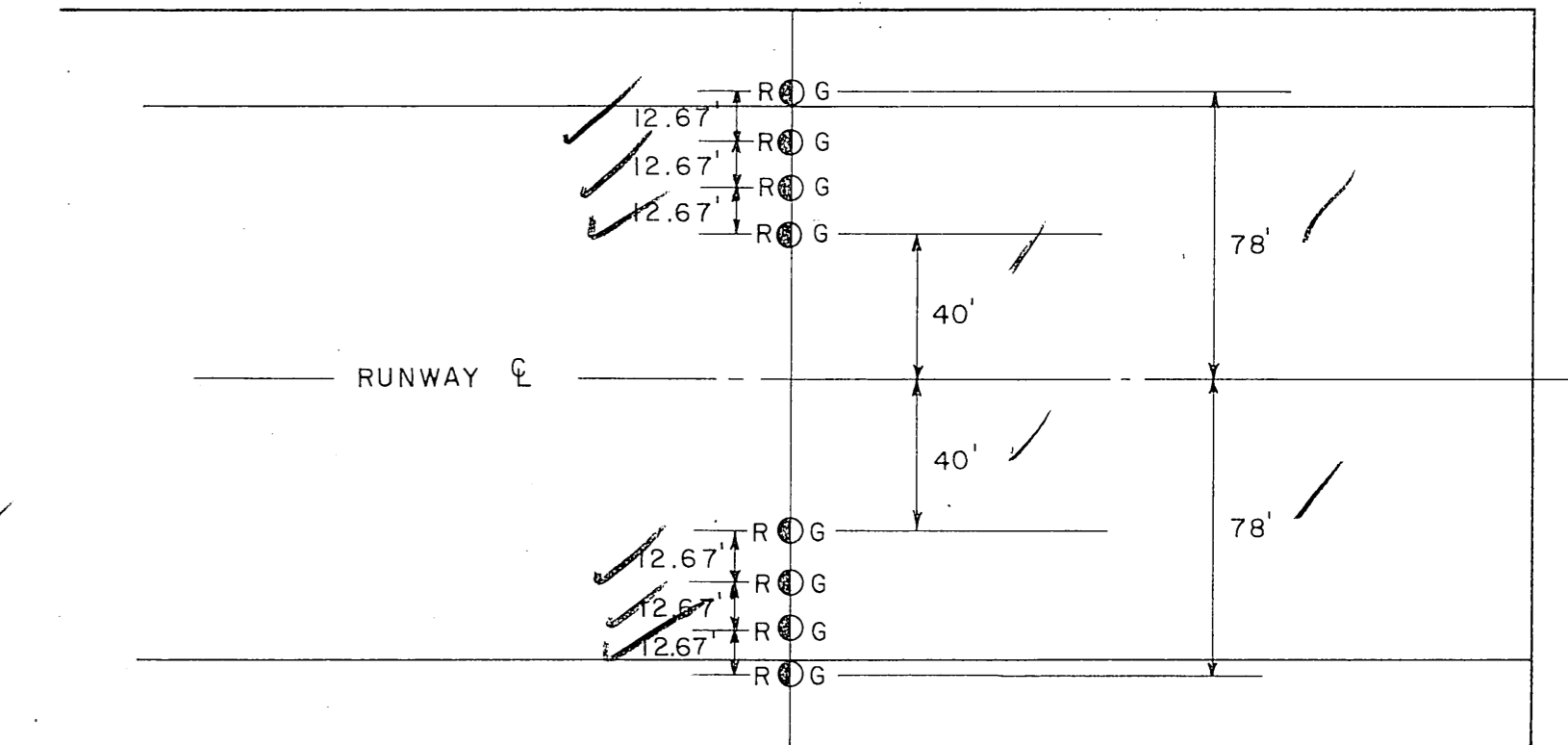


**NOTES**

1. EACH MOUNTING STAKE SHALL BE EXTENDED TO THE FINISH GRADE ELEVATION AND THEN REASSEMBLED.
2. EXACT AMOUNT OF EXTENSION REQUIRED AT EACH LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
3. CONTRACTOR SHALL PROVIDE NEW WIRE, PLUG AND SPLICE CONNECTOR FOR EXTENDING THE TRANSFORMER LEAD.
4. CONTRACTOR CAN REUSE EXISTING STAKE MOUNTING BRACKET WHERE POSSIBLE OR SHALL PROVIDE NEW ONES IF EXTENSIONS ARE PREFABRICATED.

**TYPICAL STAKE MOUNTED LIGHT MODIFICATION DETAIL**

NO SCALE



**THRESHOLD LIGHTING DETAIL TYPICAL**

SCALE 1" = 50'

APPROVED		 WILLIAM A. ALLISON, P.E. CHIEF DESIGN ENGINEER	
APPROVED		 WILLIAM KOESTER, P.E. SOUTHEASTERN REGION ENGINEER	
SCALE	AS SHOWN	DESIGNED	DRAWN
CHECKED	DATE	DATE	DATE
REVISIONS			

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