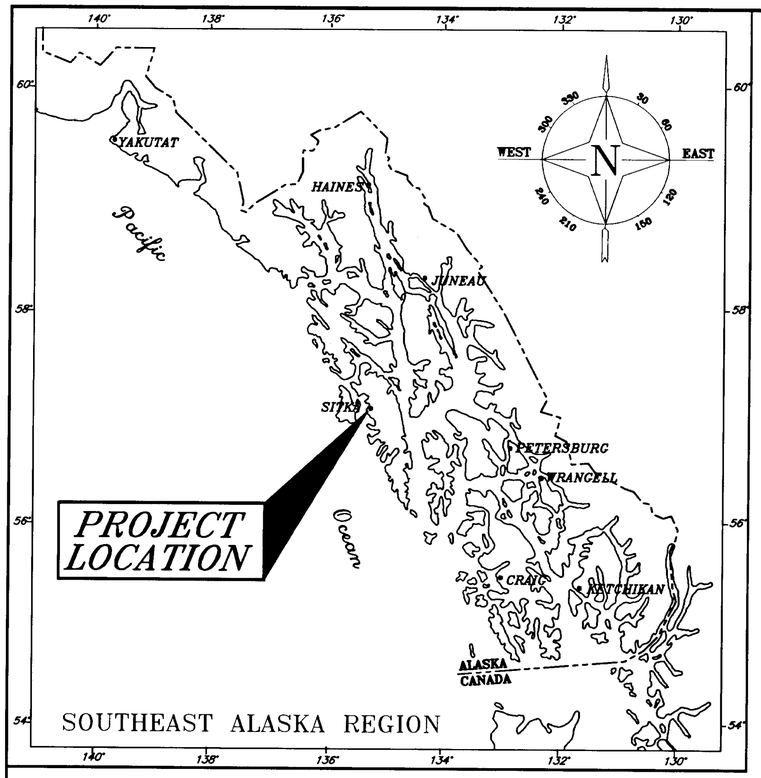


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION

SITKA
ROCKY GUTIERREZ
AIRPORT

APRON & TAXILANE RECONSTRUCTION

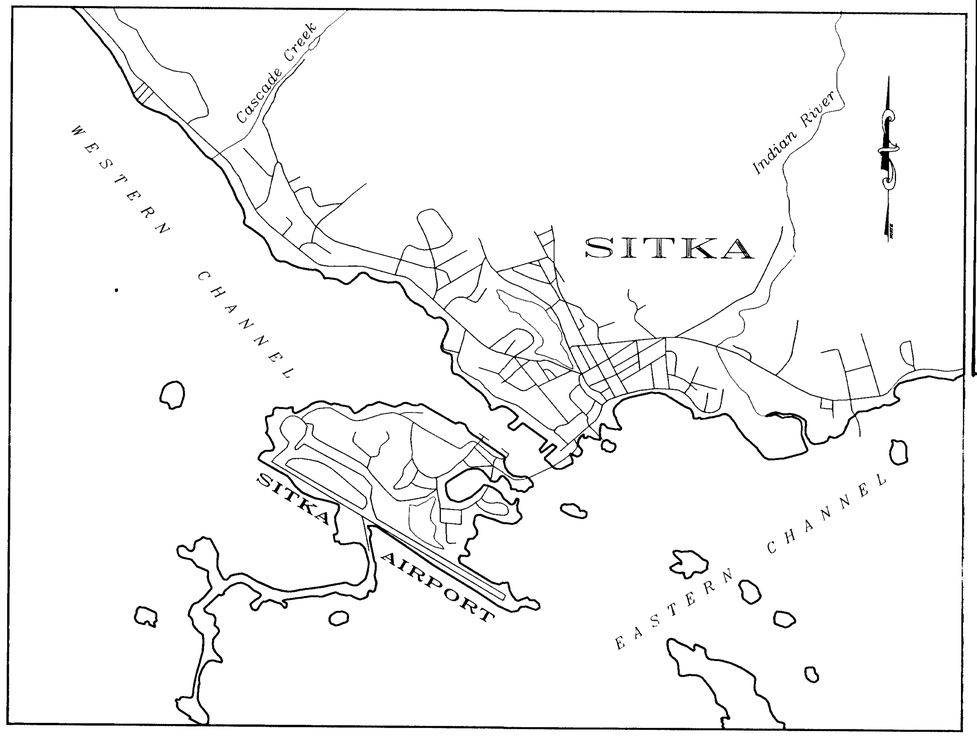
A.I.P. No. 3-02-0268-0799
PROJECT NO. 72200

INDEX OF SHEETS

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:
A-1, D-01.02, D-04.10, D-05.10, D-37.01, M-13.01, M-16.01

AIRPORT DESIGN DATA

AIRPORT TYPE:..... COMMERCIAL SERVICE
SERVICE LEVEL:..... TRANSPORT
TAXIWAY WIDTH:..... 75'
TAXIWAY SAFETY AREA WIDTH: 118'
APRON AREA:..... APPROX. 82,500 SQ. YDS.
AIRPORT APPROVAL CATAGORY C:
AIRPLANE DESIGN GROUP:..... III
DESIGN AIRCRAFT:..... B 737-800



VICINITY MAP

AS-BUILTS

contractor: South Coast, Inc.
project engineer: Thad Hopper
begin date: 6-9-00
end date: 6-1-01

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION

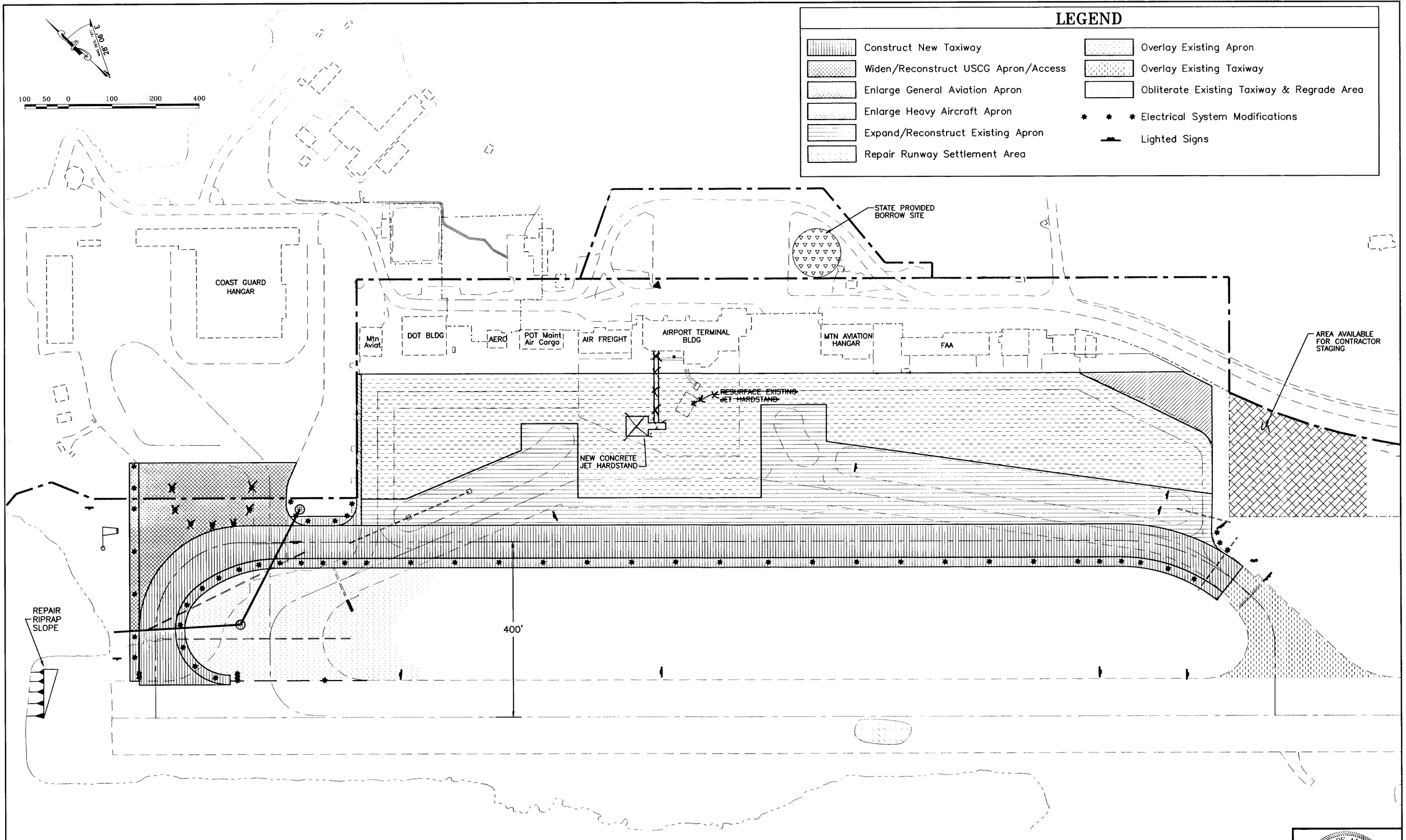
APPROVED _____ Date 3/30/00
Regional Preconstruction Engineer

APPROVED _____ Date 3/30/00
Director, S.E. Region

PROJECT NUMBER: 72200
DATE: March 2000
SHEET A1 OF 31

ENGINEER'S SEAL
STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3-30-00

[PlotStamp Eval] 24/Mar/00 O:\SIA\72200A\Planset\Cover.dwg Rhonda



NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — *ALASKA*

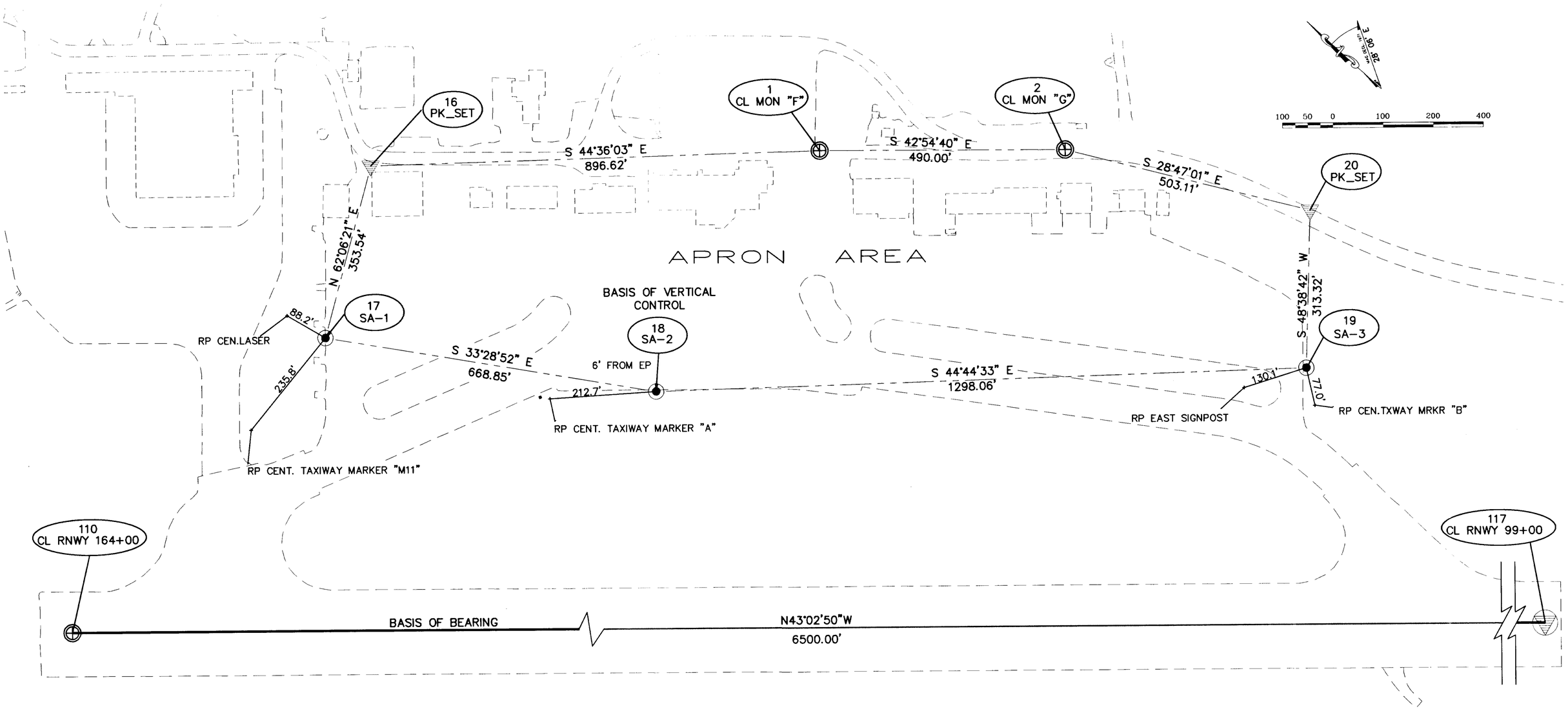
SITKA AIRPORT

A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200

PROJECT LAYOUT PLAN

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *L.P.C./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *A2* OF *31*

STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/30/00



HORIZONTAL CONTROL

THE BASIS OF HORIZONTAL CONTROL IS THE BEARING OF N43°02'50"W FROM THE RUNWAY CL MON @ STA 99+00 TO THE RUNWAY CL MON @ STA 164+00.
THE PROJECT SPECIFIC BASIS OF HORIZONTAL CONTROL IS THE BEARING OF S44°44'33"E FROM DOT/PF MONUMENT "SA-2" TO DOT/PF MONUMENT "SA-3".

VERTICAL CONTROL

THE BASIS OF VERTICAL CONTROL FOR THIS PROJECT IS DOT/PF MONUMENT "SA-2" WITH AN ACCEPTED ELEVATION OF 33.78' MLLW.

LEGEND

= PK
= PK w/ WASHER
= 2" ALCAP ON REBAR
= CL BRASS CAP IN CASE

Pnt#	Runway Station	Offset	Northing(ft)	Easting(ft)	Elev(ft)	Description
1	149+02.07'	948.23R	31093.487	47882.641	35.36	CL MON "F"
2	144+12.07'	947.07R	30734.606	48216.264	37.07	CL MON "G"
16	157+98.36'	923.92R	31731.891	47253.071	34.79	PK_SET
17	158+90.77'	582.68R	31566.494	46940.612	28.20	2" ALCAP/REBAR SA-1
18	152+31.22'	471.53R	31008.628	47309.591	33.78	2" ALCAP/REBAR SA-2
19	139+33.73'	509.93R	30086.642	48223.324	23.80	2" ALCAP/REBAR SA-3
20	139+24.48'	823.11R	30293.659	48458.511	26.90	PK_SET
110	164+00'	0.00	31540.896	46167.195	23.98	CL RNWY 164+00
117	99+00'	0.00	26790.752	50604.101	26.11	CL RNWY 99+00

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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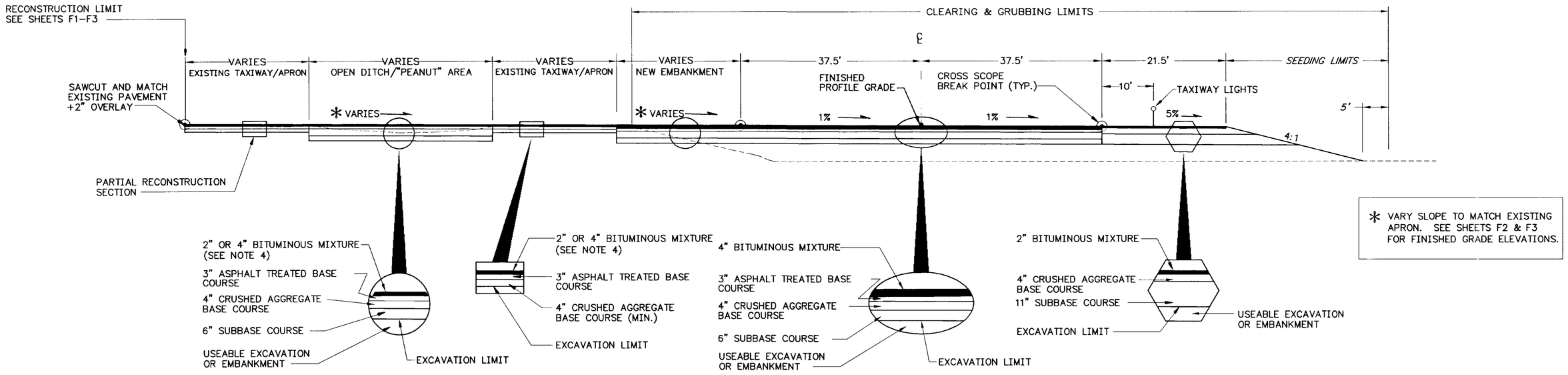
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
SURVEY CONTROL

DESIGNED BY:	PROJECT NO. 72200
DRAWN BY: T. REED	DATE: March 2000
CHECKED BY: R. HUNGERFORD	SHEET A3 OF 31

STATE OF ALASKA 49th
Garrith McLean
LS#9019
REGISTERED PROFESSIONAL LAND SURVEYOR



RECONSTRUCTION TYPICAL SECTION

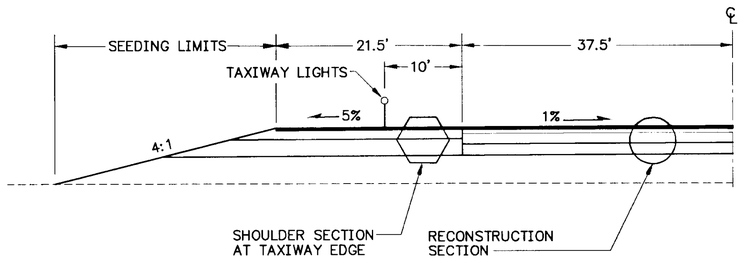
SHOULDER PAVING TYPICAL SECTION

TAXIWAY TYPICAL SECTION

N.T.S.

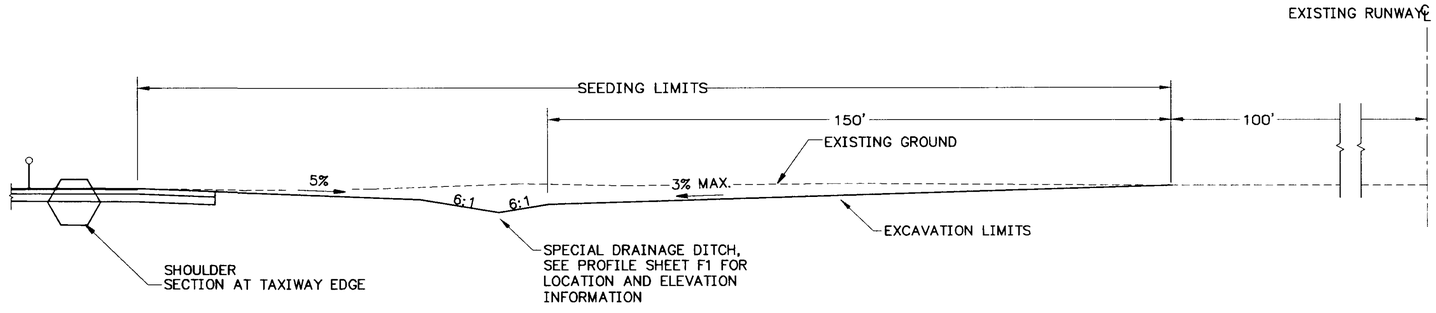
TYPICAL SECTION NOTES:

1. ALL CRUSHED AGGREGATE SURFACES SHALL BE PRIME COATED PRIOR TO PLACEMENT OF BITUMINOUS MIXTURE.
2. ALL ASPHALT SURFACES SHALL BE TACK COATED PRIOR TO PLACEMENT OF NEXT LAYER OF ASPHALT.
3. ALL DISTURBED, BARE, OR OTHERWISE UNPROTECTED SOIL WITHIN THE LIMITS OF THE PROJECT SHALL BE SEEDED.
4. USE 4" BITUMINOUS MIXTURE IN HEAVY AIRCRAFT APRON AREA AND 2" BITUMINOUS MIXTURE IN GA APRON AREA.



TAXIWAY LEFT SIDE TYPICAL SECTION WHEN NOT MATCHING EXIST. PAVEMENT

N.T.S.



TAXIWAY RIGHT SIDE WITH EXISTING TAXIWAY REMOVAL/SPECIAL DITCH EXCAVATION

N.T.S.

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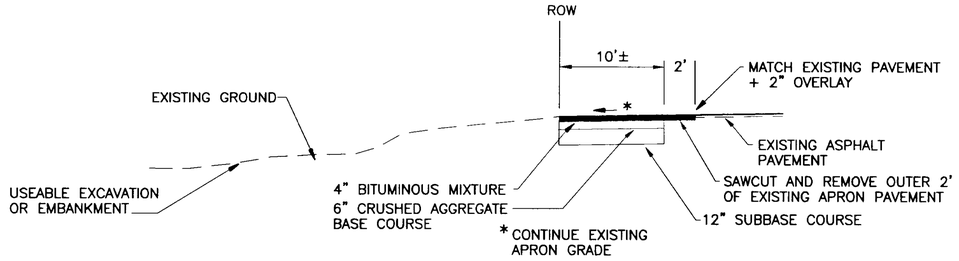
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — *ALASKA*

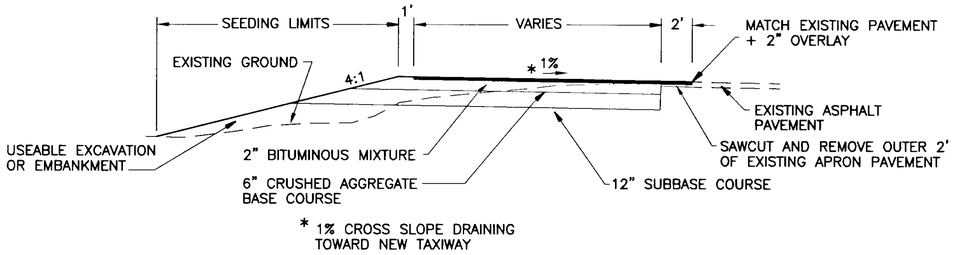
SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
TYPICAL TAXIWAY SECTIONS

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *W.H./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *B1* OF *31*

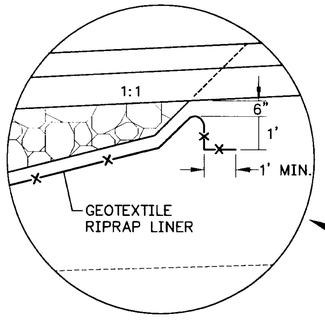
STATE OF ALASKA
49th
L. Pat Carroll
CE-9756
REGISTERED PROFESSIONAL ENGINEER
3/30/00



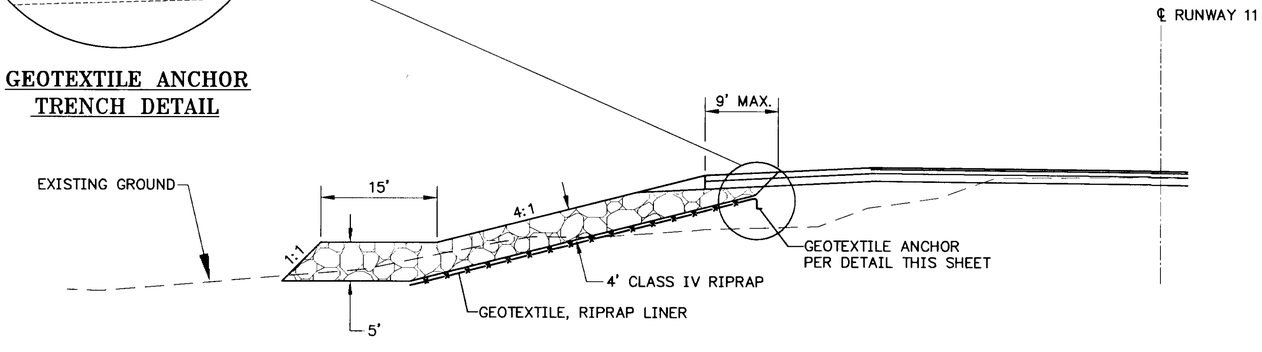
TYPICAL SECTION
HEAVY AIRCRAFT APRON EXPANSION AREA
NO SCALE



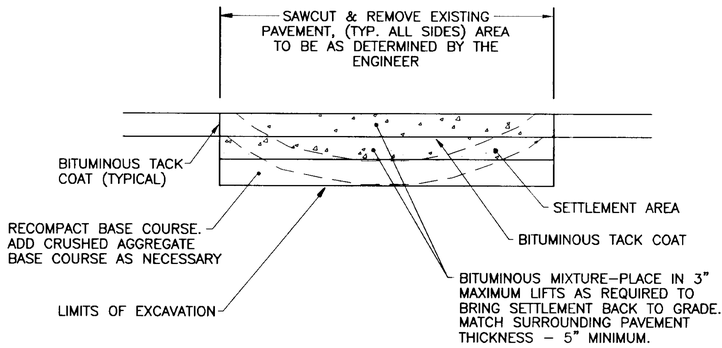
TYPICAL SECTION
GA APRON EXPANSION
NO SCALE



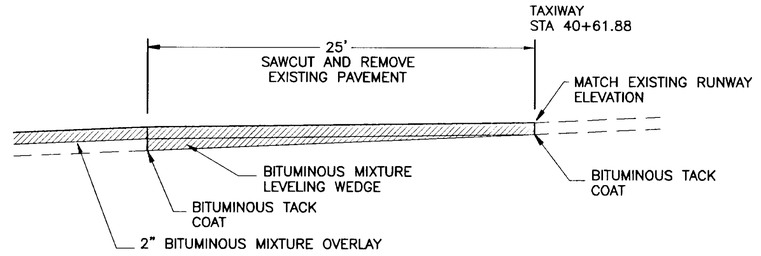
GEOTEXTILE ANCHOR TRENCH DETAIL



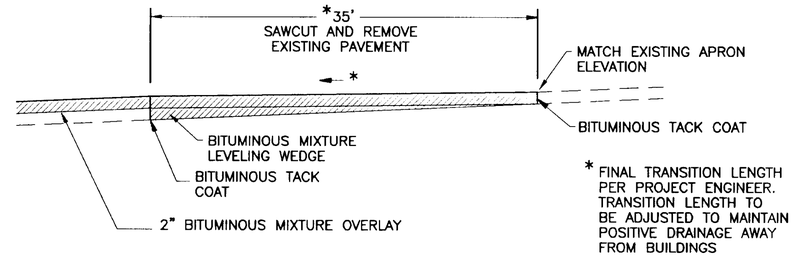
RIPRAP SLOPE PROTECTION DETAIL
"TW" STA. 11+15 TO 12+25 LT.



SETTLEMENT AREA REPAIR DETAIL
NO SCALE



PAVEMENT TRANSITION DETAIL
TAXIWAY TO RUNWAY
NO SCALE



APRON PAVEMENT TRANSITION DETAIL
NO SCALE

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
TYPICAL SECTIONS

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *W.H.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *B2* OF *31*

STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/30/00

ESTIMATE OF QUANTITIES

Item No	Pay Item	Pay Unit	Quantity	
P-401a	Bituminous Mixture	Ton	~~20350~~	19,769.15
P-401b	Bituminous Price Adjustment	Contingent Sum	1	
P-401c	Bituminous Material [PG 64-28]	Ton	~~1220~~	1,112.60
G-100	Mobilization and Demobilization	Lump Sum	1	
111a	Temporary Erosion and Pollution Control	Contingent Sum	1	
111b	Erosion and Pollution Control, Administration	Lump Sum	1	
120	DBE Adjustment	Contingent Sum	1	
121	Construction Surveying by the Contractor	Lump Sum	1	
126	Engineering Radios	Lump Sum	1	
130	Engineer's Field Office And Laboratory	Lump Sum	1	
200f	Clearing and Grubbing	Lump Sum	1	
210a	Removal of Structures and Obstructions	Lump Sum	1	
250a	Excavation And Disposal Of Pavement Materials	Square Yard	~~34100~~	43,170.90
330a	Unclassified Excavation	Cubic Yard	~~14580~~	16,460.15
330f	Embankment	Cubic Yard	~~34650~~	39,527.38
350a	Riprap, Class I	Cubic Yard	~~63~~	14
350d	Riprap, Class IV	Cubic Yard	~~768~~	1,675.6
400b	30 Inch Corrugated Steel Pipe	Linear Foot	243	
400c	36 Inch Corrugated Steel Pipe	Linear Foot	~~317~~	314
500b	Subbase Course	Ton	~~18400~~	12,404.81
510a	Crushed Aggregate Base Course	Ton	~~15100~~	16,981.19
551b	Geotextile, Riprap Liner	Square Yard	~~620~~	1,024.40
~~600a~~	~~Bituminous Prime Coat, Cutback~~ DELETED CO 1	~~Ton~~	~~68~~	
610	Bituminous Tack Coat	Ton	~~45~~	35.32
670	Asphalt Treated Base Course	Ton	~~11075~~	9,179.69
675	Runway Settlement Repair	Lump Sum	1	
700c	State Traffic Marking Paint	Lump Sum	1	
701a	Monument Cases	Each	2	
701b	Survey Monuments	Each	2	
720	8-Foot Unlighted Wind Cone	Each	1	
721a	Remove and Relocate Segmented Circle	Lump Sum	1	
751a	Manholes, Type III	Each	1	
~~810~~	~~Concrete Jet Hardstands~~ DELETED CO 1	~~Each~~	~~1~~	
820a	Tie-Down Anchors	Each	~~120~~	114
900a	Seeding	Acre	~~4~~	1.13
1000d	New High Intensity Runway Marker Light, L-862	Each	2	
1000e	Removal of Runway / Taxiway Marker Light	Each	~~82~~	81
1000f	New Taxiway Marker Light, L-861t	Each	~~62~~	56
1000h	New Underground Cable #6 AWG, Copper, 5KV, Type "B", L-824	Linear Foot	~~10250~~	9,210.00
1000i	2 " Rigid Steel Conduit	Linear Foot	~~410~~	2,155.00
1000j	2" Conduit	Linear Foot	~~9350~~	5,830.00
1000l	#6 XHHW Insulated Copper Ground Conductor	Linear Foot	~~10300~~	5,959.00
1000m	3" Conduit	Linear Foot	~~100~~	~~0~~
1000n	Removal of Existing Electrical Components	Lump Sum	1	
1000o	Type 3 Handhole	Each	1	
1000p	Underground Cable	Linear Foot	~~1500~~	2,061.00
1000q	Relocation of Existing Handholes	Each	~~2~~	3
1000u	Relocated Lighted Airport Sign	Each	4	
1000v	New Lighted Airport Sign	Each	2	
1010a	Relocate Existing Lighted Windcone	Lump Sum	1	
704	SHUTTLE VAN SERVICE CO 2	LUMP SUM	1	
721b	NEW SEGMENTED CIRCLE MATERIALS CO 2	LUMP SUM	1	
1000w	RELOCATE REILS CO 2	LUMP SUM	1	
706	SHUTTLE VAN SERVICE, 2001 CO 3	LUMP SUM	1	

BASIS OF ESTIMATE

ITEM NO.	ITEM	QUANTITY
P-401a	BITUMINOUS MIXTURE	121 LB/SY-INCH
P-401b	BITUMINOUS MATERIAL, PG-64-28	6.0% OF 660a
500b	SUBBASE COURSE	1.8 TONS/CY
510a	CRUSHED AGGREGATE BASE	1.96 TONS/CY
600a	BITUMINOUS PRIME COAT, CUTBACK	.25 GAL/SY @ 256 GAL/TON
610	BITUMINOUS TACK COAT	.10 GAL/SY @ 240 GAL/TON
670	ASPHALT TREATED BASE COURSE	120 LB/SY-INCH

ESTIMATE NOTES:

1. ESTIMATED VOLUME OF PAVEMENT EXCAVATION IS 3500 CY.
2. ESTIMATED VOLUME OF UNUSABLE EXCAVATION (WASTE) 1500 CY.

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
ESTIMATE OF QUANTITIES

DESIGNED BY: P. CARROLL	PROJECT NO. 72200
DRAWN BY: R.S.	DATE: March 2000
CHECKED BY: T. MOORE	SHEET C1 OF 31

STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/30/00

REMOVAL OF PIPE SUMMARY

STATION/ LOCATION	QUANTITY		DESCRIPTION / REMARKS
	LENGTH	SIZE	
"TW" 14+25, 104' RT.	405'	24"	
"TW" 15+41, 221' RT.	432'	24"	
"TW" 18+23, 26' LT.	150'	24"	
"TW" 19+61, 85' LT.	150'	24"	
"TW" 36+83, 93' LT.	127'	24"	
TOTAL	1264'		

REMOVAL OF EXISTING INLETS

STATION	OFFSET		DESCRIPTION / REMARKS
	LEFT	RIGHT	
"TW" 18+91	56'		
"TW" 20+30	115'		

MONUMENT SUMMARY

"TW" STATION	OFFSET	NEW MONUMENT & CASE	ADJUST CASE	REMARKS
(PT) 15+09.91	0.00	X		
(PC) 35+23.06	0.00	X		

CULVERT PIPE SUMMARY

PIPE NO.	DIA.	LENGTH	FROM STRUCTURE/STATION	FLOWLINE ELEV.	TO STRUCTURE/STATION	FLOWLINE ELEV.	GRADE
(P-1)	36"	~~317'3H~~ '	MH-1	12.35	"TW" 11+70.65, 94.50' LT.	10.76	0.5%
(P-2)	30"	243'	"TW" 16+42.02, 74.65 LT	20.0	MH-1	12.85	2.94%

STRUCTURE SUMMARY

STRUCTURE NO.	LOCATION	TOP OF CASTING ELEVATION	INVERT ELEV.	CASTING TYPE	REMARKS
MH1	"TW" 15+25.12, 137.65 RT	TC=18.18	10.85	NEENAH R-3492-CG OR APPROVED EQUIVALENT	SEE SHEET H3 & STD. DWG. D-37.01

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
MISCELLANEOUS SUMMARIES

DESIGNED BY: P. CARROLL	PROJECT NO. 72200
DRAWN BY: P. CARROLL	DATE: March 2000
CHECKED BY: T. MOORE	SHEET D1 OF 31

STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/30/00

CONSTRUCTION SEQUENCE:

A) COMPLETE APRON EXPANSION EARTHWORK IN AREAS ① AND ②.

B) COMPLETE EARTHWORK IN AREA ③.

C) PAVE TO TOP OF ATB IN AREA ③, SHIFT COAST GUARD BASE ACCESS TO AREA ③.

D) COMPLETE EARTHWORK IN AREA ④, EXISTING TAXIWAY A CLOSED.

E) PAVE TO TOP OF ATB IN AREA ④, SHIFT APRON ACCESS TO PROPOSED TAXIWAY A.

F) COMPLETE EARTHWORK IN AREA ⑤, EXISTING TAXIWAY B CLOSED.

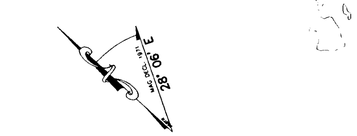
G) PAVE TO TOP OF ATB IN AREA ⑤.

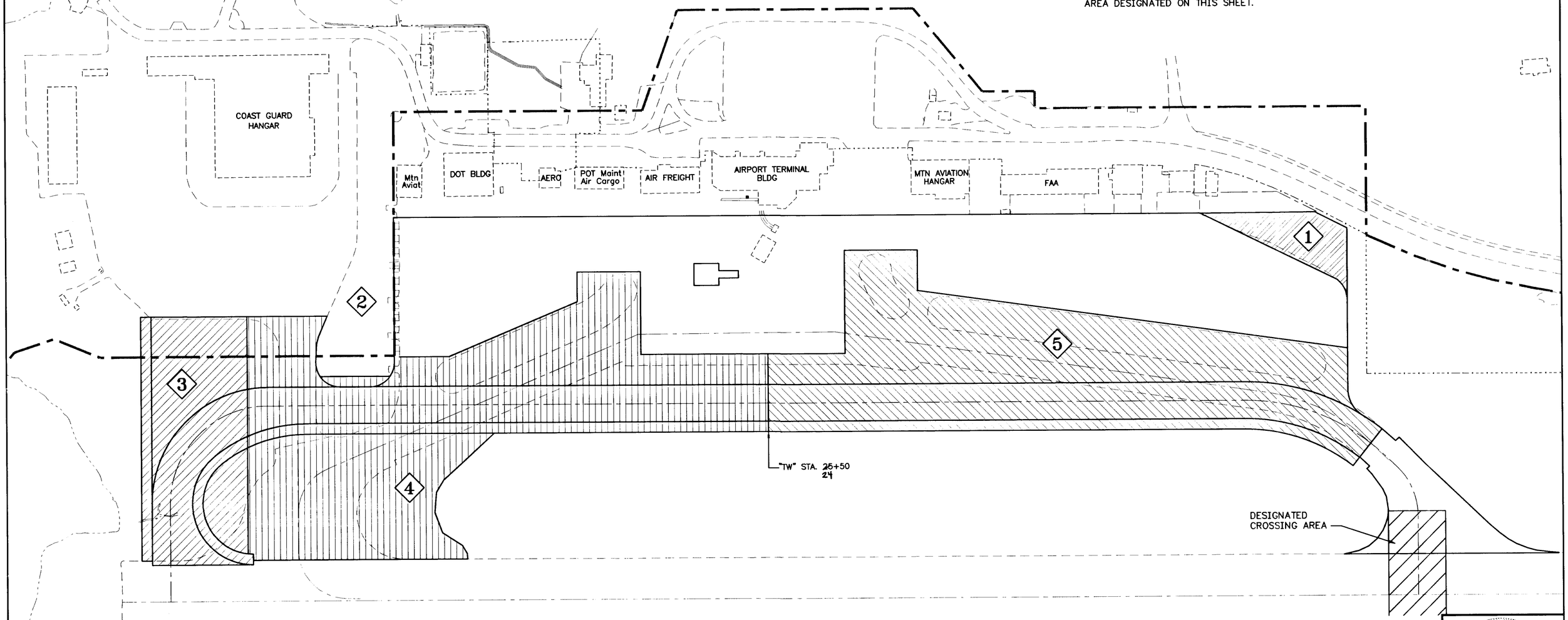
H) CONSTRUCT FINAL OVERLAY AND SHOULDER PAVING ON APRON AND TAXIWAY.

I) COMPLETE STRIPING AND CLEANUP WORK.

SAFETY NOTES:

1. TEMPORARY PAVEMENT TRANSITIONS SHALL BE CONSTRUCTED AT ALL VERTICAL DROPS OF 1 1/2" OR GREATER IN THICKNESS. PAVEMENT TRANSITIONS SHALL BE SIZED SUCH THAT THE GRADE OF THE TRANSITION DOES NOT EXCEED 1.5%.
2. CHANGES TO THE CONSTRUCTION SEQUENCE MUST BE APPROVED IN WRITING BY THE AIRPORT MANAGER AND ENGINEER PRIOR TO COMMENCING THE WORK.
3. ONE AIRPORT TAXIWAY AND THE APRONS SHALL REMAIN OPERATIONAL AT ALL TIMES. TEMPORARY RELOCATION OF THE ITINERANT OPERATIONS TO THE LIGHT APRON EXPANSION AREA WILL BE REQUIRED DURING APRON WORK. DURING THIS RELOCATION PERIOD THE CONTRACTOR SHALL PROVIDE A SHUTTLE FOR PASSENGER AND FREIGHT MOVEMENT FROM THE TERMINAL BUILDING.
4. NO WORK (MEN AND EQUIPMENT) SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA DURING JET OPERATIONS.
5. SEE SECTION 80 OF THE SPECIFICATIONS FOR SPECIAL LIMITATIONS AND OPERATIONAL SAFETY CONCERNS.
6. ALL CONTRACTOR PERSONNEL AND EQUIPMENT SHALL CROSS THE RUNWAY AT THE AREA DESIGNATED ON THIS SHEET.





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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

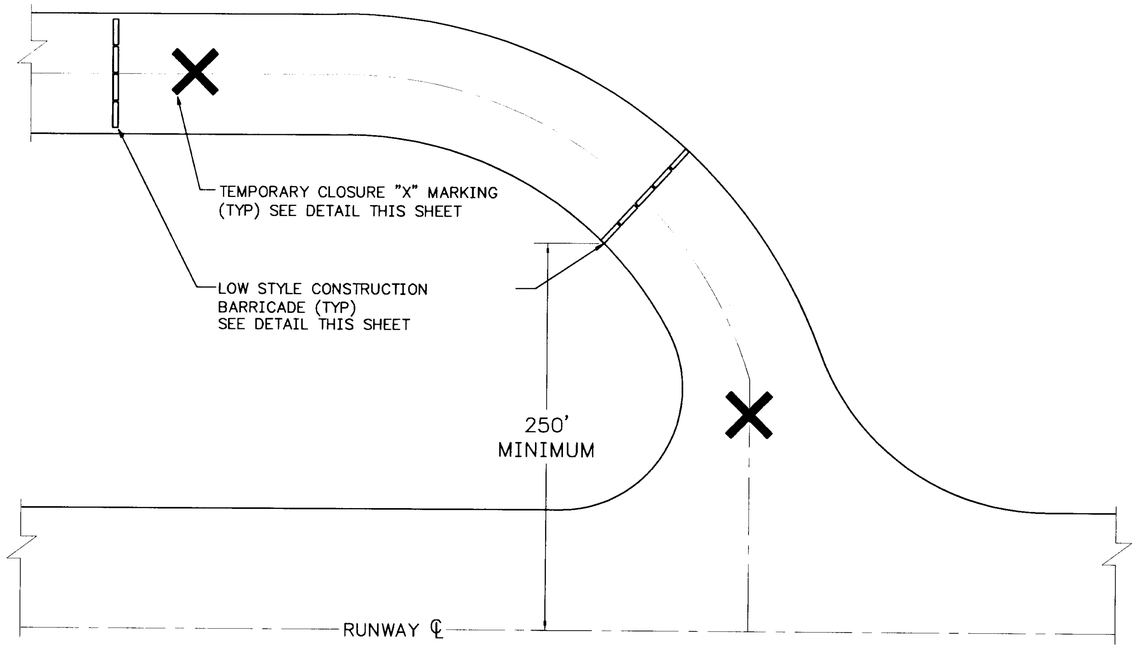
SITKA — *ALASKA*

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200

SAFETY PLAN

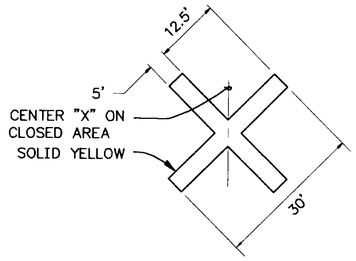
DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *L.P.C./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *E1* OF *31*

STATE OF ALASKA
19th
L. Pat Carroll
(E-9556)
REGISTERED PROFESSIONAL ENGINEER
3/20/00



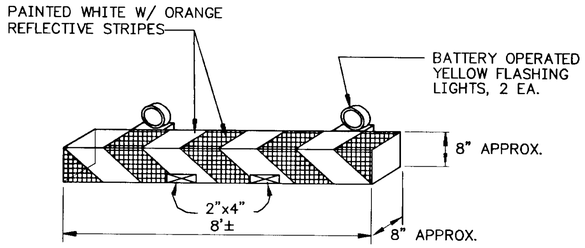
TYPICAL TAXIWAY CLOSURE

N.T.S.



TEMPORARY MARKINGS

N.T.S.



NOTES:
1. BASE MAY BE MADE FROM WOOD OR SIMILAR MATERIAL AND MUST BE ANCHORED.

TYPICAL LOW STYLE CONSTRUCTION BARRICADE

N.T.S.

NOTES:

1. CROSSES SHALL BE YELLOW AND MAY BE CONSTRUCTED OF PLASTIC OR OTHER SUITABLE MATERIAL AND WEIGHTED DOWN SO AS NOT TO BE MOVED BY WIND OR JET BLAST.
2. CROSSES SHALL BE PLACED AT EACH END OF THE CLOSED PORTION OF THE TAXIWAY.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: [PlotStamp Eval] 30/Mar/00 Q:\Sit\72200A\Planset\Tcp.dwg		
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=100(F)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — *ALASKA*

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
TRAFFIC CONTROL DETAILS

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *L.P.C./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *E2* OF *31*

STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/30/00

Mtn Aviat | DOT BLDG | AERO | POT Maint Air Cargo | AIR FREIGHT | AIRPORT TERMINAL BLDG | MTN AVIATION HANGAR | FAA

SEE TAXIWAY INTERSECTION DETAIL ON SHEET F2

~~NEW CONCRETE JET HARDSTAND, SEE SHEETS I1 & I2 FOR DETAILS~~

RECONSTRUCTION LIMIT

RECONSTRUCT APRON

"PEANUT" AREA 1

"PEANUT" AREA 2

RECONSTRUCTION LIMIT

OPEN DITCH AREA

REMOVE EXISTING CULVERT

NEW MONUMENT & CASE

15+00 | 20+00 | 25+00 | 30+00 | 35+00

S43°02'50"E – 2013.15'

CURVE DATA
△ =43°35'33"
R=413.622
L=314.40'
T=165.25'

℄ = PT 38+35.50
℄ = PC 38+71.02

CURVE DATA
△ =46°40'31"
R=137.93'
L=112.36'
T=59.51'

P-1 | P-2 | MH-1

SPECIAL DITCH, SEE PROFILE BELOW

21.5' PAVED SHOULDER

75' TAXILANE

NEW TAXIWAY

NEW MONUMENT & CASE

PC = 35+23.06

APPROX. DRAINAGE HIGH POINT STA."TW" 26+50, RT.

400'

REGRADE DITCH TO DRAIN

STA."TW" 38+00, SAWCUT & MATCH EXIST. PAVEMENT +2" OVERLAY

S 0°16'39"W 35.51'

PT 39+83.38

40+00

STA."TW" 15+25.00 OFFSET: 137.60' RT.

EXISTING RUNWAY

N 46°57'10" E 176.00'

10+00

S 46°57'10" W 76.83'

PAVEMENT TRANSITION SEE DETAIL SHEET B2

CL RNWY 164+00

N43°02'50"W

RUNWAY CL

100 50 0 100 200 400

STA. "TW" 9+74.29= CL RNWY STA. 163+~~39.83~~ 62.50

STA. "TW" 41+45.89= CL RNWY STA. 137+74.04

BEGIN TAXIWAY RECONSTRUCTION
STA. "TW" 10+48.29, (74' LT R/W ℄)
MATCH EXISTING RUNWAY ELEV.

END TAXIWAY RECONSTRUCTION
STA. "TW" 38+00.00
ELEV. 22.49'

END TAXIWAY OVERLAY
STA. "TW" 40+61.88
MATCH EXISTING RUNWAY ELEV.

LOW POINT ELEV = 21.75
LOW POINT STA = 12+07.20
PVI STA = 11+88.53
PVI ELEV = 21.34
VC = 200'

PVI STA "TW" 17+35
PVI ELEV = 25.09
VC = 100'

HIGH POINT ELEV = 33.97
HIGH POINT STA "TW" 24+75.36
PVI STA "TW" 24+30
PVI ELEV = 34.33
VC = 200'

PVI STA "TW" 32+20
PVI ELEV = 30.38
VC = 150'

PVI STA "TW" 37+15
PVI ELEV = 22.96
VC = 150'

BVCS: 10+88.53 BVCE: 22.34
EVCS: 12+88.53 EVCE: 22.03
BVCS: 16+85 BVCE: 24.75
EVCS: 17+85 EVCE: 25.75
BVCS: 23+30 BVCE: 33.00
EVCS: 25+30 EVCE: 33.83
BVCS: 31+45 BVCE: 30.76
EVCS: 32+95 EVCE: 29.26
BVCS: 36+40 BVCE: 24.08
EVCS: 37+90 EVCE: 22.54

FINISHED PROFILE GRADE

1.00% | 0.69% | 1.33% | -0.50% | -1.50% | 0.55%

0.5%

SPECIAL DITCH RT

STA."TW" 15+25.00 ELEV: 18.18'

STA."TW" 19+00.00, ELEV: 20.06± MATCH EXISTING FLOW LINE

40 36 32 28 24 20 16 12

22.7 22.73 | 21.8 22.23 | 15.2 21.89 | 20.6 21.75 | 21.3 21.83 | 22.5 22.11 | 23.5 22.45 | 24.8 22.79 | 24.2 23.14 | 23.9 23.48 | 23.9 23.82 | 24.0 24.16 | 21.7 24.51 | 24.6 24.86 | 24.0 25.33 | 26.2 25.95 | 26.9 26.62 | 27.8 27.28 | 28.4 27.95 | 29.1 28.61 | 29.4 29.28 | 28.0 29.94 | 25.4 30.61 | 25.0 31.27 | 24.9 31.94 | 24.8 32.60 | 25.2 33.25 | 25.4 33.71 | 25.0 33.94 | 25.4 33.94 | 25.5 33.73 | 25.4 33.48 | 24.9 33.23 | 25.1 32.98 | 25.1 32.73 | 25.1 32.48 | 24.8 32.23 | 24.7 31.98 | 24.5 31.73 | 24.0 31.48 | 23.5 31.23 | 23.2 30.98 | 24.3 30.73 | 25.3 30.38 | 26.0 29.87 | 26.6 29.18 | 26.7 28.43 | 26.3 27.68 | 26.0 26.93 | 25.5 26.18 | 25.1 25.43 | 24.6 24.68 | 24.1 23.94 | 23.6 23.30 | 23.2 22.82 | 22.7 22.49 | 22.3 22.21 | 22.1 22.03 | 22.0 22.05 | 22.2 22.27 | 22.8 22.68

10+00 | 11+00 | 12+00 | 13+00 | 14+00 | 15+00 | 16+00 | 17+00 | 18+00 | 19+00 | 20+00 | 21+00 | 22+00 | 23+00 | 24+00 | 25+00 | 26+00 | 27+00 | 28+00 | 29+00 | 30+00 | 31+00 | 32+00 | 33+00 | 34+00 | 35+00 | 36+00 | 37+00 | 38+00 | 39+00 | 40+00

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

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BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

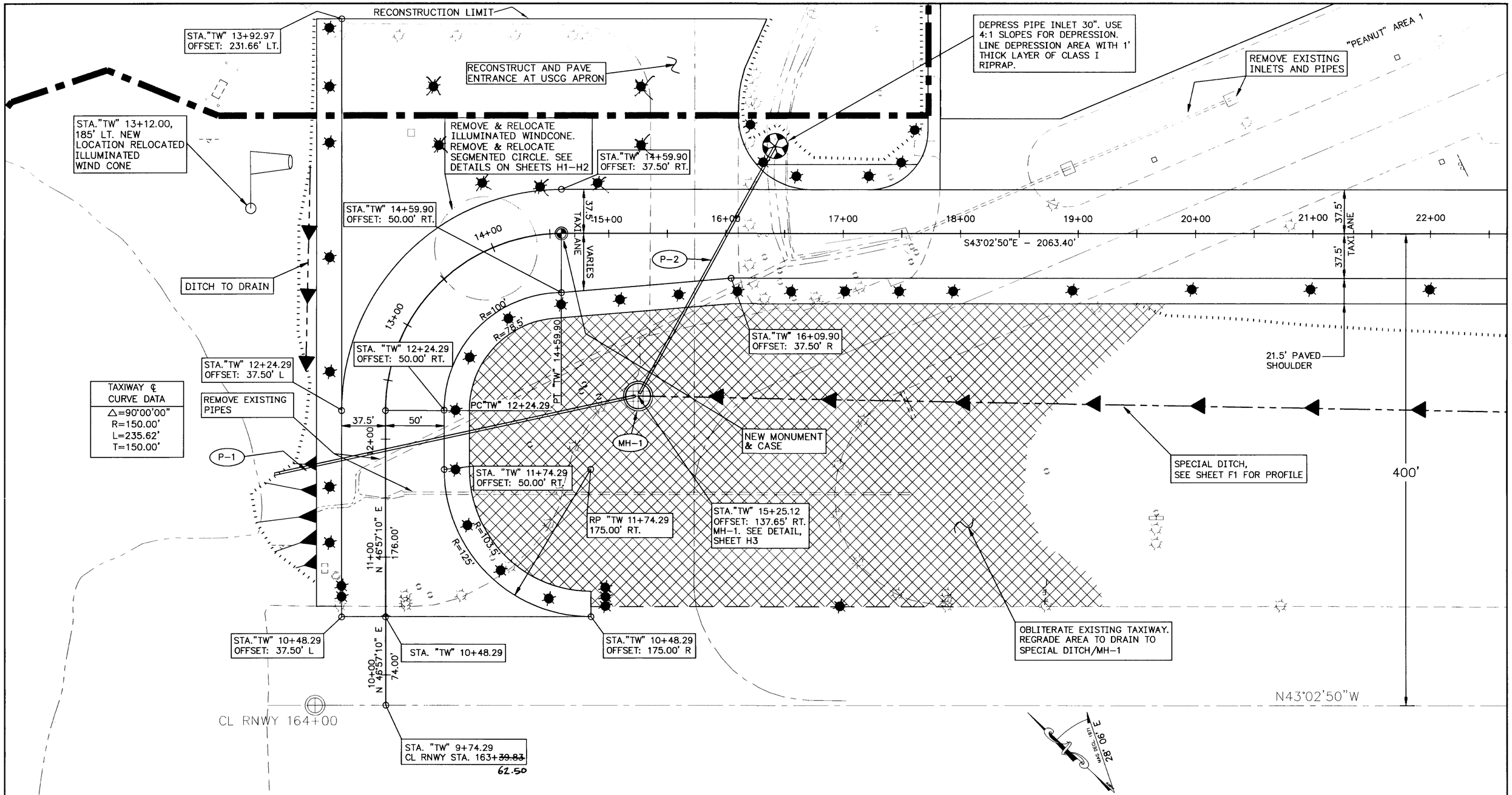
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA | ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
TAXIWAY PLAN & PROFILE

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *L.P.C./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *F1* OF *31*

STATE OF ALASKA · 49TH · L. Pat Carroll · CE-9356 · REGISTERED PROFESSIONAL ENGINEER
3/30/00



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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BY:	DATE:	DESCRIPTION OF CHANGE:	

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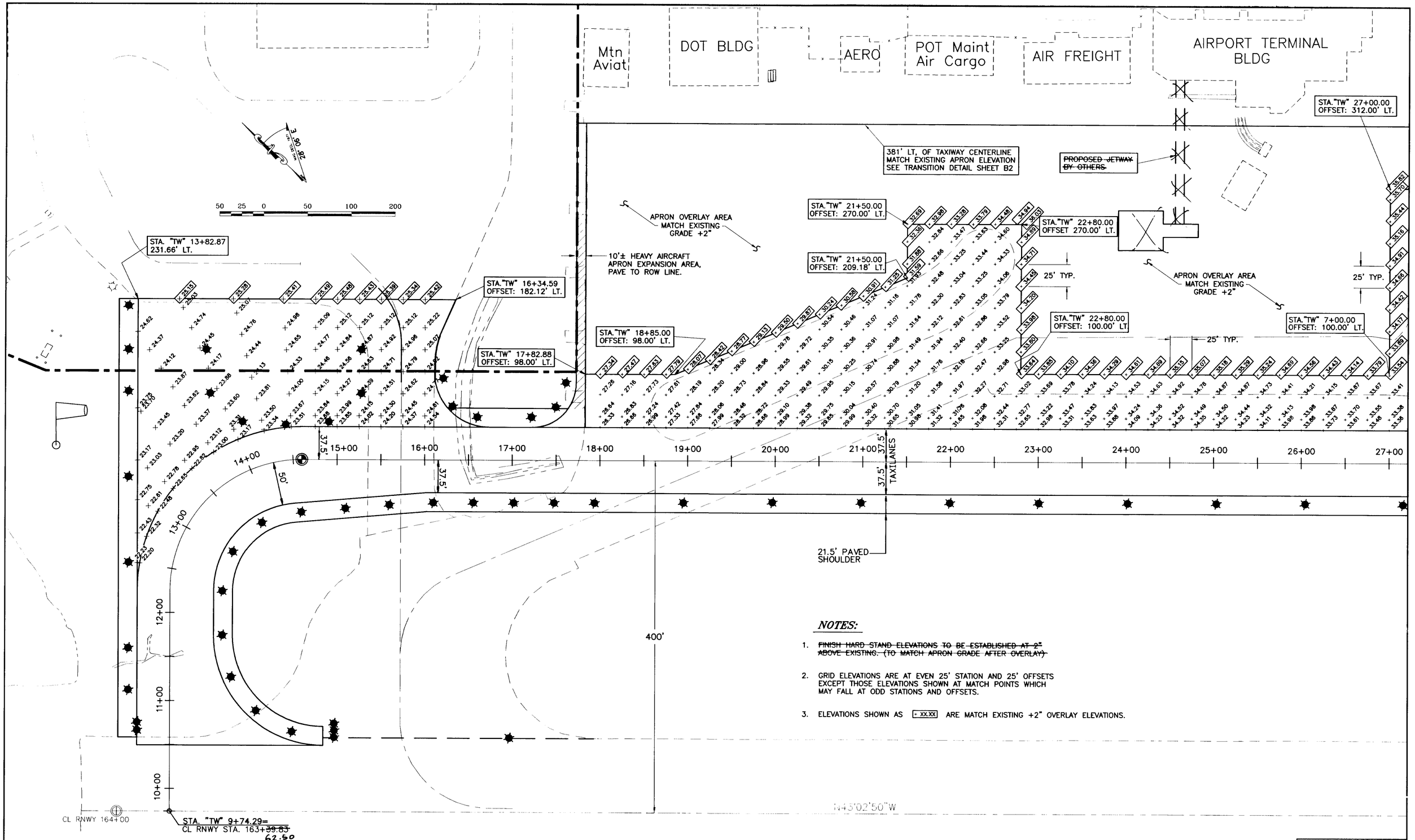
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
TAXIWAY INTERSECTION DETAIL

DESIGNED BY: P. CARROLL	PROJECT NO. 72200
DRAWN BY: L.P.C./R.S.	DATE: March 2000
CHECKED BY: T. MOORE	SHEET F2 OF 31

STATE OF ALASKA 49TH L. Pat Carroll CE-9356 REGISTERED PROFESSIONAL ENGINEER 3/30/00



NOTES:

1. ~~FINISH HARD STAND ELEVATIONS TO BE ESTABLISHED AT 2" ABOVE EXISTING. (TO MATCH APRON GRADE AFTER OVERLAY)~~
2. GRID ELEVATIONS ARE AT EVEN 25' STATION AND 25' OFFSETS EXCEPT THOSE ELEVATIONS SHOWN AT MATCH POINTS WHICH MAY FALL AT ODD STATIONS AND OFFSETS.
3. ELEVATIONS SHOWN AS [+XX.XX] ARE MATCH EXISTING +2" OVERLAY ELEVATIONS.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: *[PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\Apron-1.dwg*		
PLOT: *SCALE: 1=50(F) OR 1=100(H)*		
BY:	DATE:	DESCRIPTION OF CHANGE:

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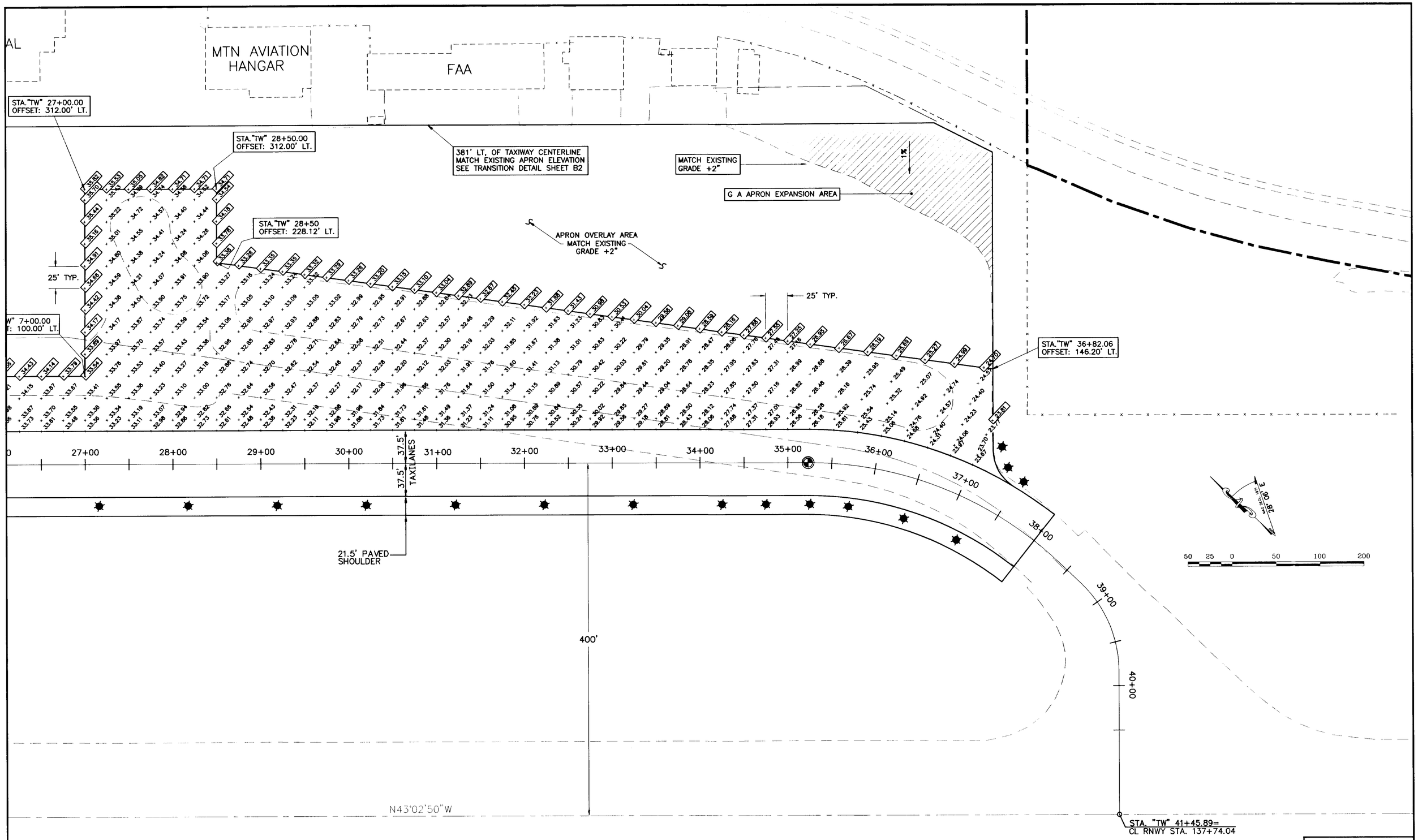
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — *ALASKA*

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
APRON GRADE CONTROL

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *L.P.C./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *F3* OF *31*

STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/30/00



NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

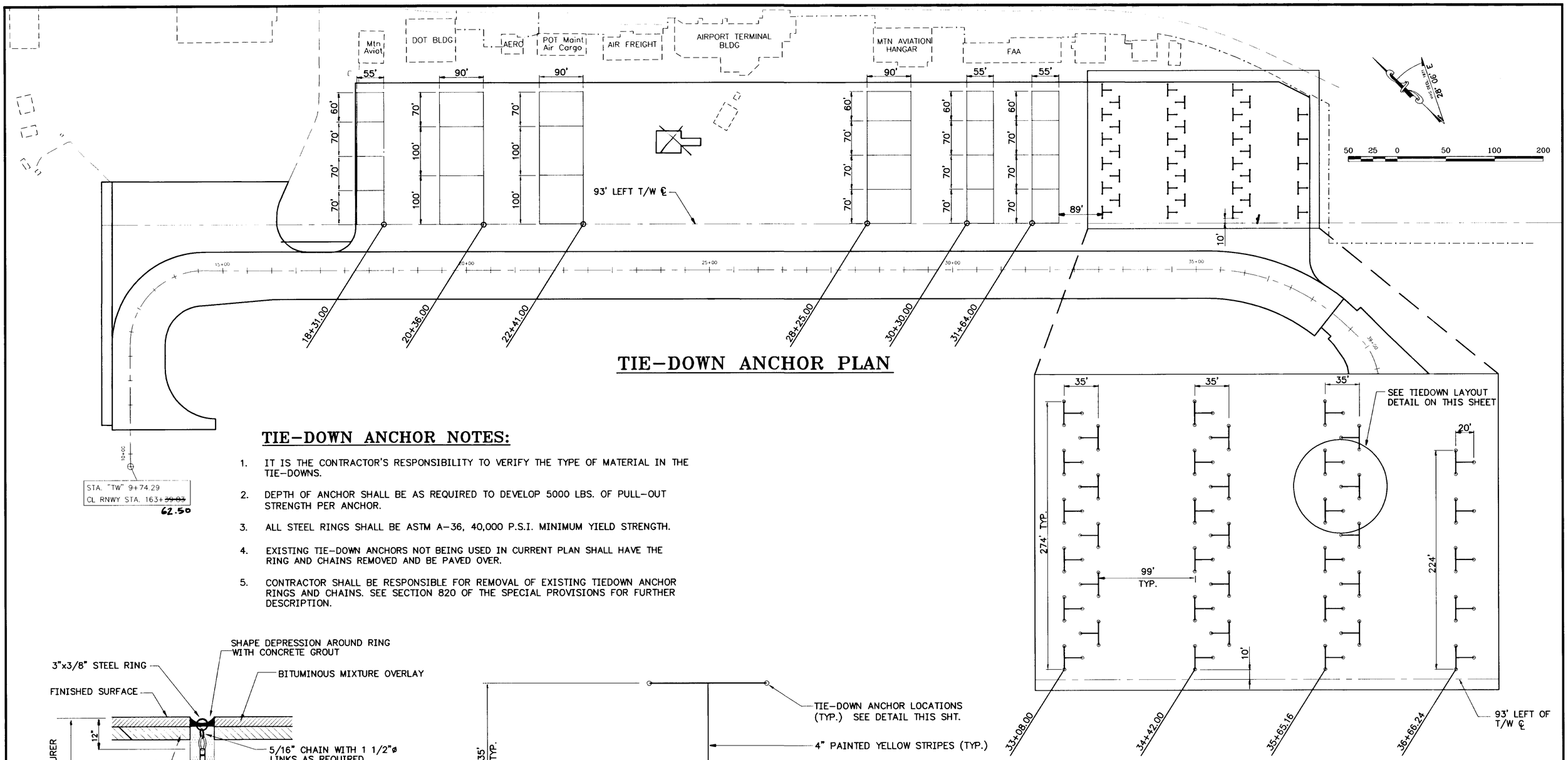
SITKA — *ALASKA*

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200

APRON GRADE CONTROL

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *L.P.C./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *F4* OF *31*

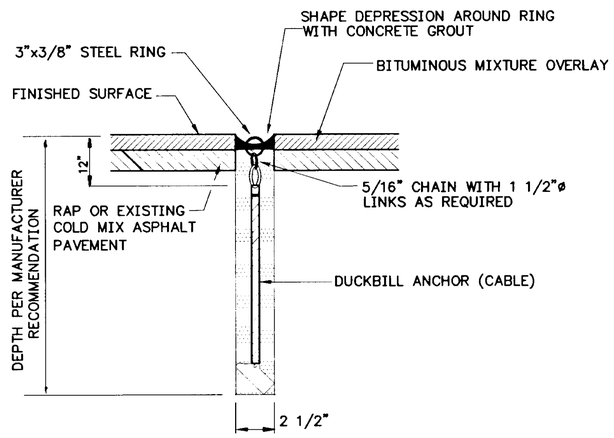
STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/24/00



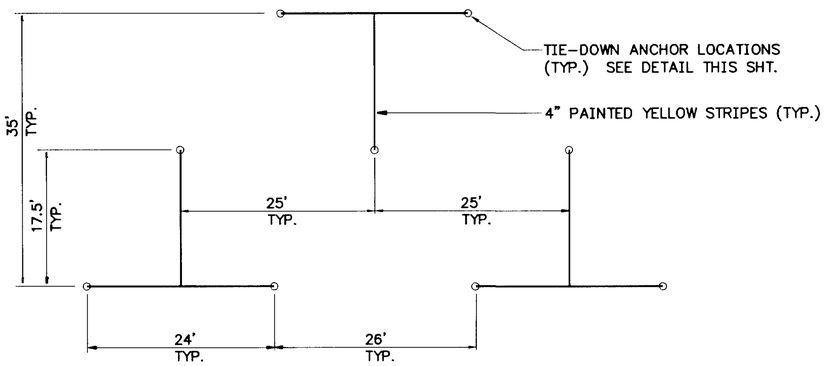
TIE-DOWN ANCHOR PLAN

TIE-DOWN ANCHOR NOTES:

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE TYPE OF MATERIAL IN THE TIE-DOWNS.
2. DEPTH OF ANCHOR SHALL BE AS REQUIRED TO DEVELOP 5000 LBS. OF PULL-OUT STRENGTH PER ANCHOR.
3. ALL STEEL RINGS SHALL BE ASTM A-36, 40,000 P.S.I. MINIMUM YIELD STRENGTH.
4. EXISTING TIE-DOWN ANCHORS NOT BEING USED IN CURRENT PLAN SHALL HAVE THE RING AND CHAINS REMOVED AND BE PAVED OVER.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF EXISTING TIEDOWN ANCHOR RINGS AND CHAINS. SEE SECTION 820 OF THE SPECIAL PROVISIONS FOR FURTHER DESCRIPTION.



TIE-DOWN ANCHOR DETAIL



TIE-DOWN LAYOUT DETAIL

TIE-DOWN LAYOUT PLAN

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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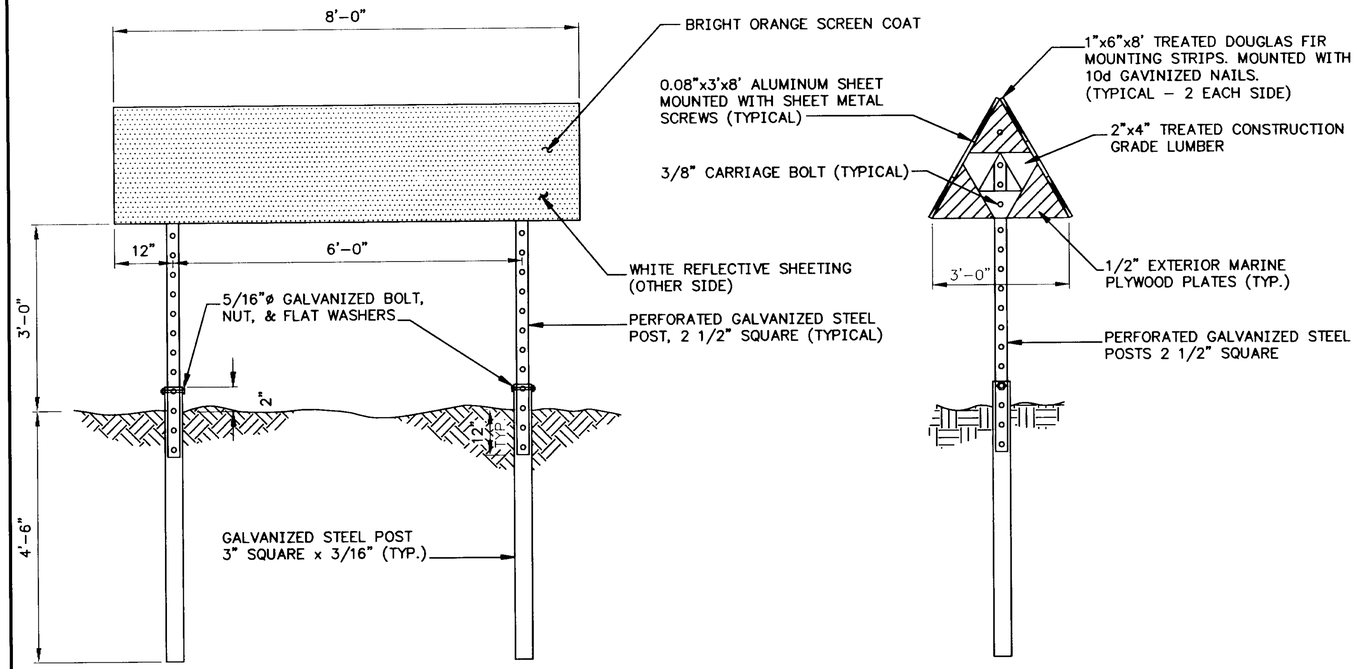
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
APRON PARKING STRIPING & TIE-DOWN DETAIL

DESIGNED BY: P. CARROLL	PROJECT NO. 72200
DRAWN BY: W.H./R.S.	DATE: March 2000
CHECKED BY: T. MOORE	SHEET G1 OF 31

STATE OF ALASKA 49th L. Pat Carroll CE-9356 REGISTERED PROFESSIONAL ENGINEER 3/29/00



FRONT VIEW DETAIL

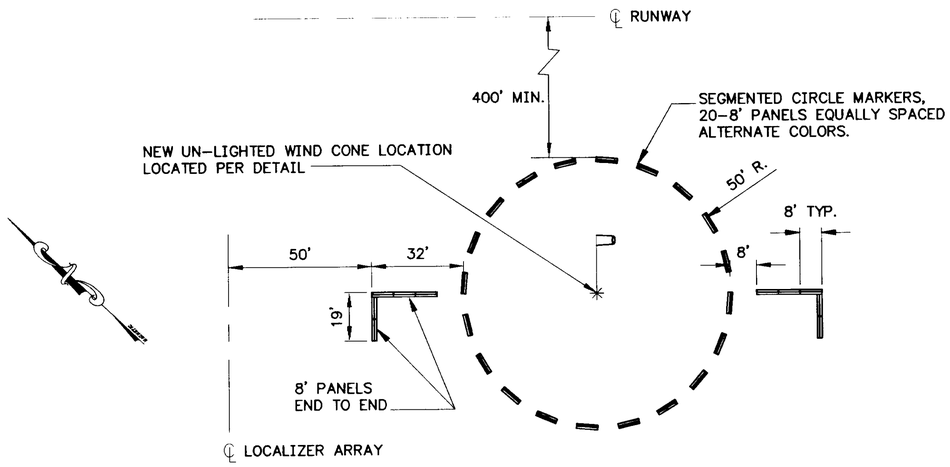
SEGMENTED CIRCLE MARKERS

NO SCALE

SIDE VIEW DETAIL

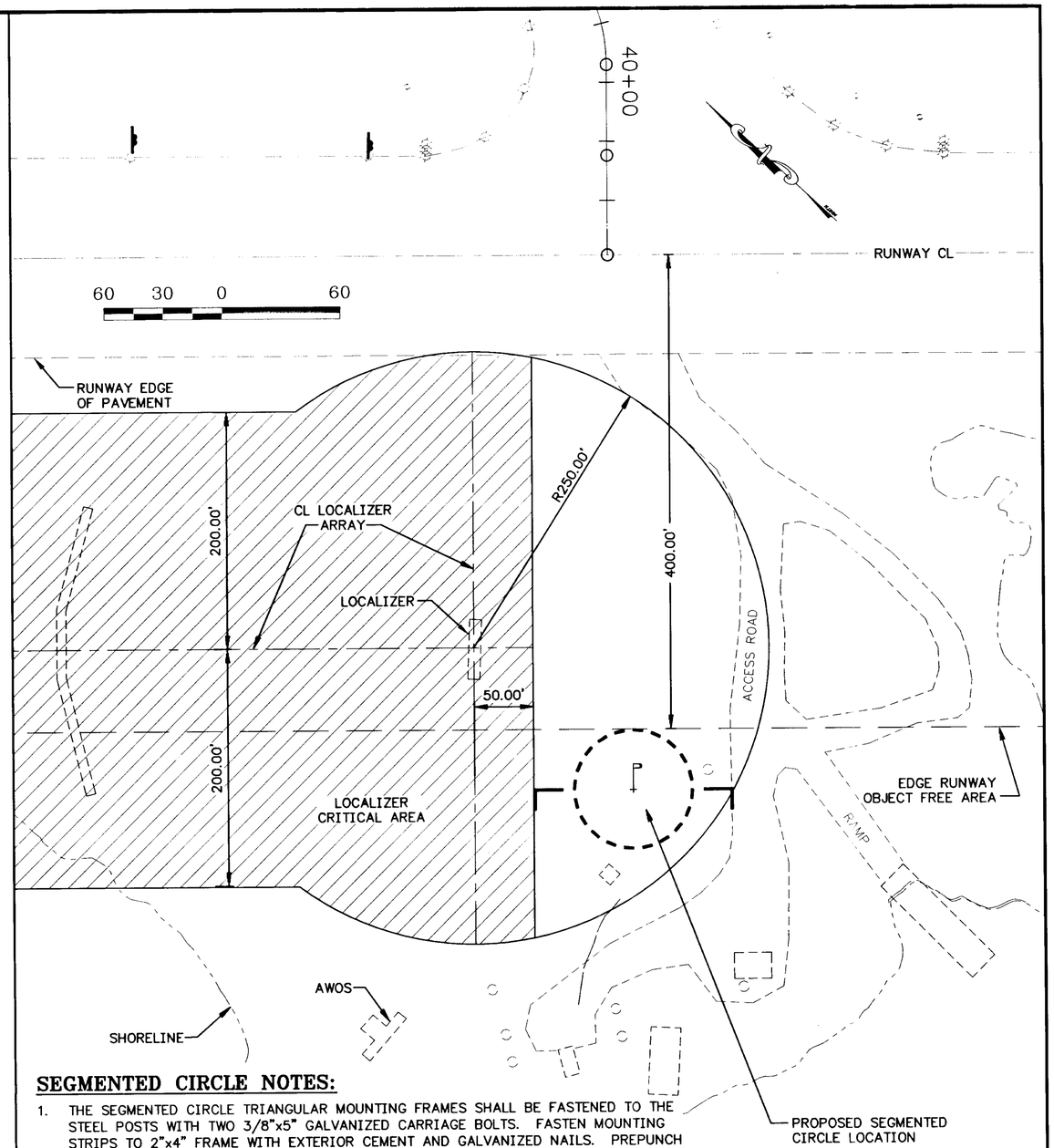
SEGMENTED CIRCLE MARKERS

NO SCALE



WINDCONE AND RELOCATED SEGMENTED CIRCLE DETAIL WITH TRAFFIC PATTERN INDICATORS

NO SCALE



SEGMENTED CIRCLE NOTES:

1. THE SEGMENTED CIRCLE TRIANGULAR MOUNTING FRAMES SHALL BE FASTENED TO THE STEEL POSTS WITH TWO 3/8"x5" GALVANIZED CARRIAGE BOLTS. FASTEN MOUNTING STRIPS TO 2"x4" FRAME WITH EXTERIOR CEMENT AND GALVANIZED NAILS. PREPUNCH ALUMINUM SHEETS ON 12" CENTERS, 3" FROM TOP TO BOTTOM. FASTEN TO MOUNTING STRIPS WITH 1/2" x #8 PAN HEAD COATED SHEET METAL SCREWS.
2. ALL WOOD USED SHALL BE TREATED AND PAINTED WITH NON-LEADED ENAMEL PAINT, COLOR BLACK.
3. EXISTING SEGMENTED CIRCLE MARKERS MAY BE REUSED IF IN SALVAGEABLE CONDITION AS DETERMINED BY THE PROJECT ENGINEER. SALVAGED MARKERS TO BE INSTALLED USING METHODS SIMILAR TO THE EXISTING INSTALLATION. FINAL INSTALLATION METHOD USED FOR SALVAGED MARKERS TO BE APPROVED BY THE PROJECT ENGINEER.

SEGMENTED CIRCLE LOCATION DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: [PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\Segcircl.dwg		
PLOT: 1=1(F) OR 1=2(H)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

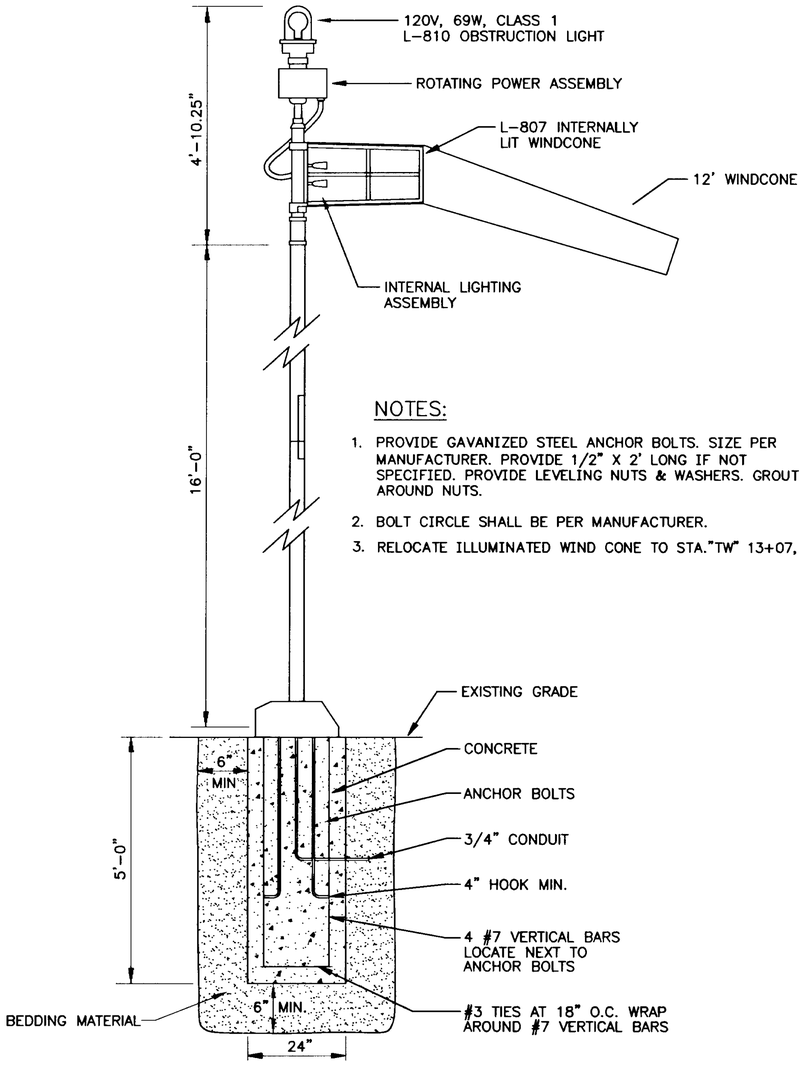
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
SEGMENTED CIRCLE & WINDCONE DETAILS

DESIGNED BY: P. CARROLL	PROJECT NO. 72200
DRAWN BY: P.C./R.S.	DATE: March 2000
CHECKED BY: T. MOORE	SHEET H1 OF 31

STATE OF ALASKA 49th L. Pat Carroll CE-9356 REGISTERED PROFESSIONAL ENGINEER 3/30/00



NOTES:

1. PROVIDE GAVANIZED STEEL ANCHOR BOLTS. SIZE PER MANUFACTURER. PROVIDE 1/2" X 2' LONG IF NOT SPECIFIED. PROVIDE LEVELING NUTS & WASHERS. GROUT AROUND NUTS.
2. BOLT CIRCLE SHALL BE PER MANUFACTURER.
3. RELOCATE ILLUMINATED WIND CONE TO STA."TW" 13+07, 175' LT.

RELOCATED ILLUMINATED WIND CONE

NO SCALE

WINDCONE NOTES:

1. EXISTING LIGHTED WINDCONE SHALL BE SALVAGED AND RELOCATED. PRIOR TO ERECTING, THE HARDWARE SHALL BE CLEANED AND SERVICED.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: [PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\Det1.dwg		
PLOT: 1=1(F) OR 1=2(H)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

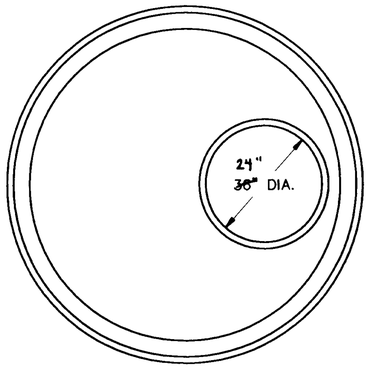
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA ALASKA

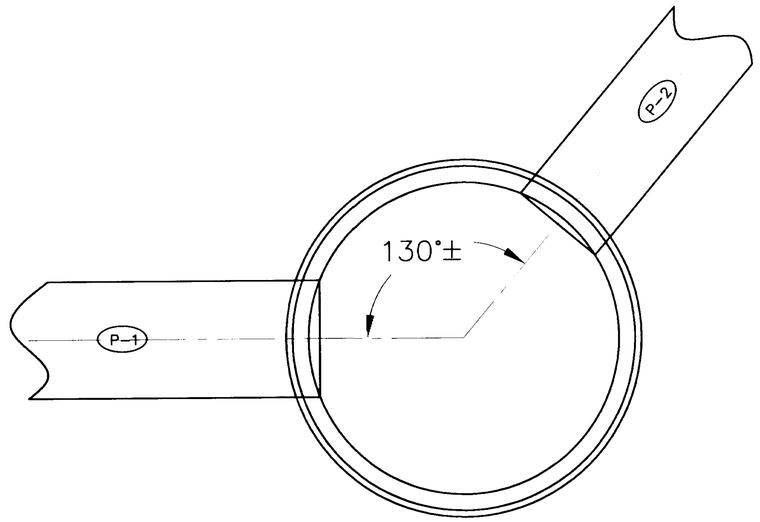
SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
WINDCONE DETAILS

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *L.P.C./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *H2* OF *31*

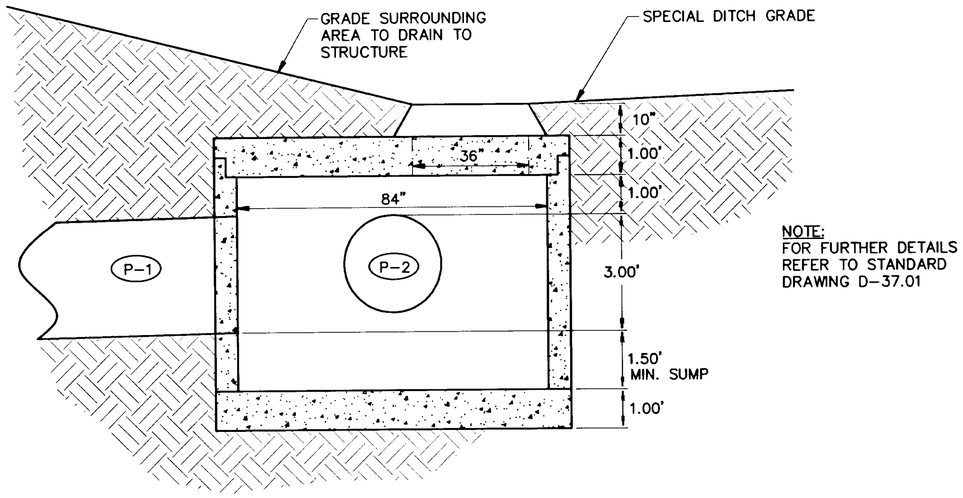
STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/30/00



REDUCING SLAB

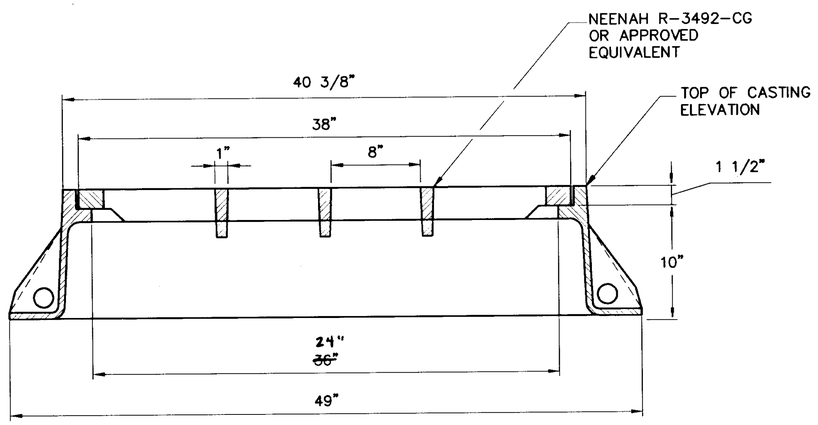


TOP VIEW



NOTE:
FOR FURTHER DETAILS REFER TO STANDARD DRAWING D-37.01

STORM DRAIN MANHOLE TYPE III



CASTING DETAIL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH: [PlotStamp Eval] 29/Mar/00 Q:\Sit\72200A\Planset\Drain1.dwg		
PLOT: 1=1(F) OR 1=2(H)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA ALASKA

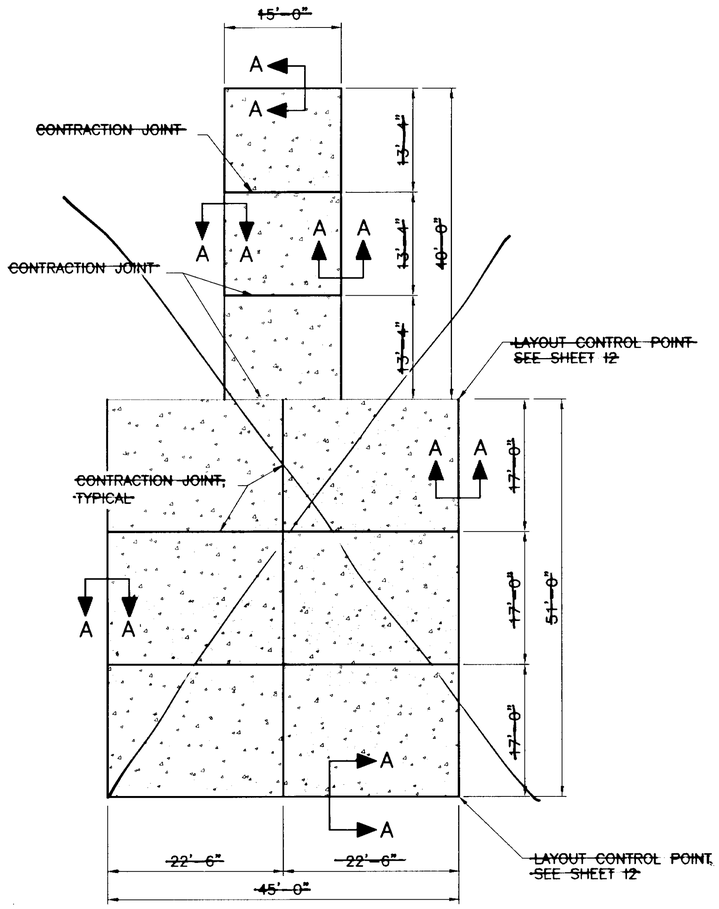
SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
DRAINAGE DETAILS

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *B.B.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *H3* OF *31*

STATE OF ALASKA
49th
Pat Carroll
CE-9556
REGISTERED PROFESSIONAL ENGINEER
3/20/00

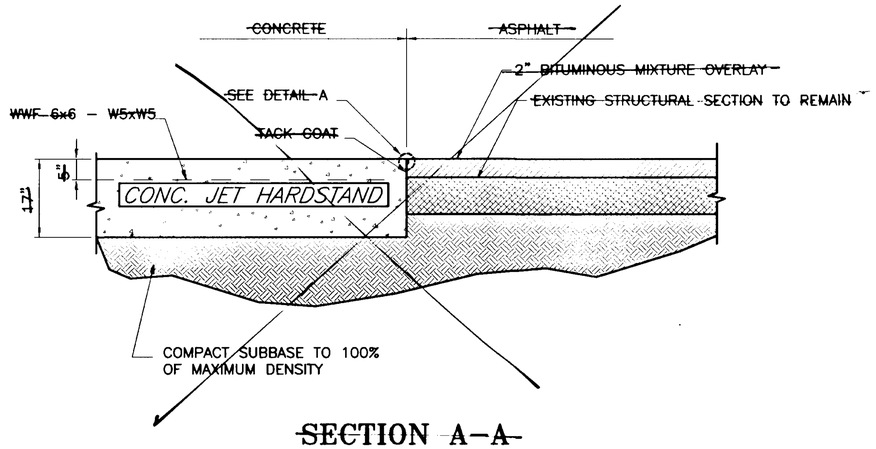
NOTE:

1. SEE SHEET I2 FOR HARDSTAND LOCATIONS.



CONCRETE JET HARDSTAND

PLAN VIEW



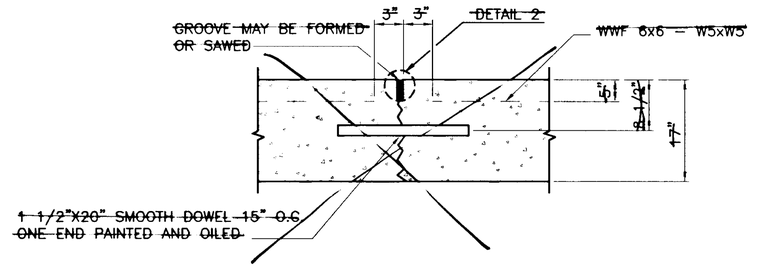
SECTION A–A

NOT TO SCALE

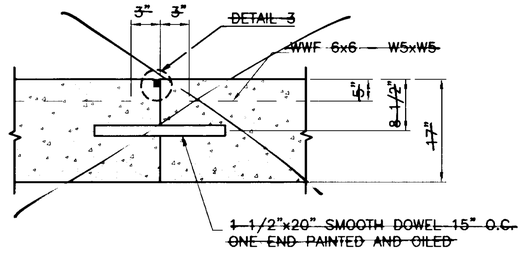
CONCRETE HARDSTAND WAS NOT CONSTRUCTED UNDER THIS CONTRACT.

NOTE :

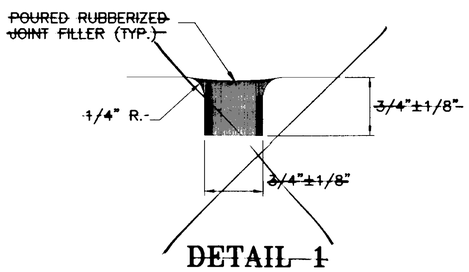
MINIMUM 12" END LAP AND MINIMUM 6" SIDE LAP ON WELDED WIRE FABRIC.



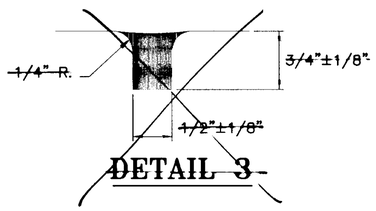
CONTRACTION JOINT DETAIL



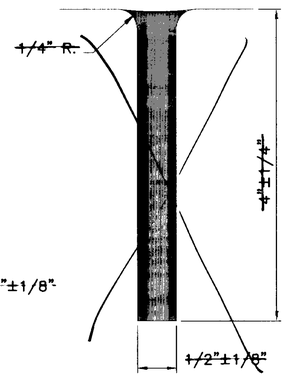
CONSTRUCTION JOINT DETAIL



DETAIL 1



DETAIL 3



DETAIL 2

JOINT SEALANT DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: [PlotStamp Eval] 29/Mar/00 Q:\Sit\72200A\Planset\Stand-2.dwg		
PLOT: SCALE: 1=1(F) OR 1=2(H)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

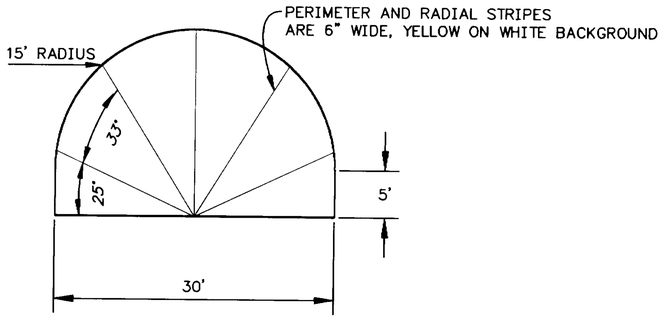
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA ALASKA

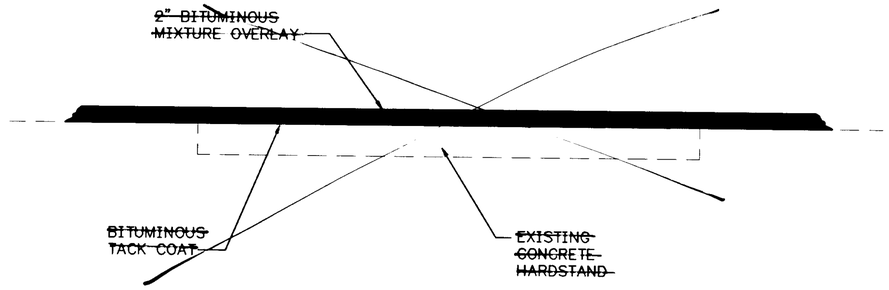
SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
CONCRETE JET HARDSTAND DETAILS

DESIGNED BY: P. CARROLL	PROJECT NO. 72200
DRAWN BY: W.H.	DATE: March 2000
CHECKED BY: T. MOORE	SHEET 11 OF 31

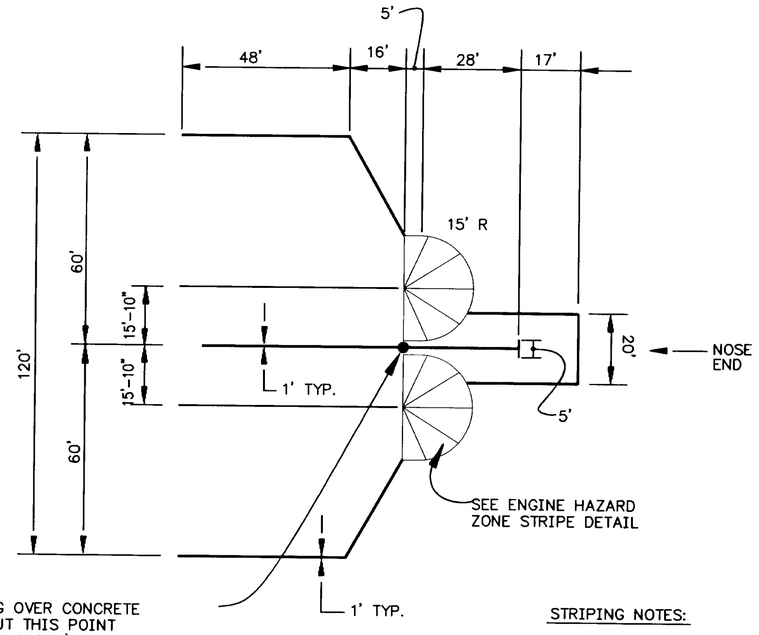
STATE OF ALASKA 49th L. Pat Carroll CE-9356 REGISTERED PROFESSIONAL ENGINEER 3/30/00



ENGINE HAZARD ZONE STRIPING DETAIL



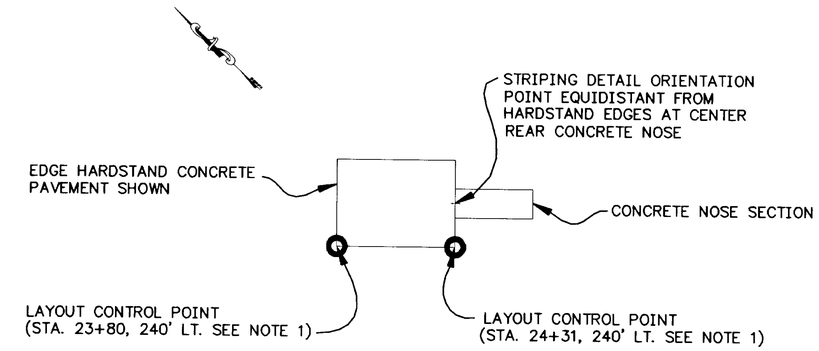
EXISTING CONCRETE HARDSTAND OVERLAY



STRIPING NOTES:

1. ALL STRIPES ARE YELLOW
2. EDGE & ℄ STRIPES 1' WIDE, ALL OTHERS 6".

HARDSTAND STRIPING PLAN



MAIN HARDSTAND LAYOUT DETAIL

NOTES:

1. HARDSTAND LOCATION IS APPROXIMATE. FINAL HARDSTAND LOCATION TO BE COORDINATED WITH ALASKA AIRLINES PRIOR TO START OF CONSTRUCTION.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: [PlotStamp Eval] 29/Mar/00 Q:\Sit\72200A\Planset\Stand–1.dwg		
PLOT:		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — *ALASKA*

SITKA AIRPORT

A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200

HARDSTAND DETAILS

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *P. CARROLL*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *12* OF *31*

STATE OF ALASKA 49TH L. Pat Carroll CE - 9356 REGISTERED PROFESSIONAL ENGINEER 3/30/00

LEGEND

- RWY RUNWAY LIGHTING
- TWY TAXIWAY LIGHTING
- ○ RUNWAY LIGHT (NEW)
- ◌ RUNWAY LIGHT (EXISTING)
- ⊙ TAXIWAY LIGHT (NEW)
- ⊛ TAXIWAY LIGHT (EXISTING)
- ⨯ RUNWAY LIGHT TO BE REMOVED
- ⨯ TAXIWAY LIGHT TO BE REMOVED
- ⨯ CONDUIT AND CONDUCTORS TO BE REMOVED

MTN AVIAT
DOT BLDG. BLDG.
AERO SERVICES
POT MAINT. AIR CARGO
AK AIR FREIGHT
AIRPORT TERMNAL BLDG.
TO HH-29 ACROSS STREET
(1) 3"C, 2 NO. 4 & 1 NO. 10 GND (600V) PARKING LOT LTG.
(3) 3"C, SPARE
2"C, 2 NO. 4, 2 NO. 10 & 1 NO. 10 GND
HH-0
HH-1
1"C, 2 NO. 10 & 1 NO. 10 GND
APRON FLOOD LIGHT
(1) 2"C, 3 NO. 6 (600V) UNUSED
(1) 2"c, SPARE
(2) 3"C, ABANDONED
1 1/2"C, (TO BE REMOVED)
(3) 1 1/2"C, (TO BE REMOVED)
2"C, 2 NO. 6 & 1 NO. 10 GND (600V) EQUIPMENT POWER
HH-13 (TO BE REMOVED)
2"C, 1 NO. 8 (5 KV), C.G. TWY LTG
2"C, 1 NO. 8 (5KV) C.G. TWY LTG (TYP)
HH-26
FAA LASER BEAM CEILIOMETER
2"C, 2 NO. 6 & 1 NO. 10 GND (600V) EQUIPMENT POWER
HH-41
2"C, 2 NO. 6 & 1 NO. 10 GND EQUIPMENT POWER (TO BE REMOVED)
(1) 3"C, 1 NO. 6 (5 KV), TWY LTG (TO BE REMOVED)
(2) 3"C, SPARE (TO BE REMOVED)
HH-12 (TO BE REMOVED)
2"C, 1 NO. 8 (5 KV) C.G. TWY LTG (TO BE REMOVED (TYP))
SIGN (TO BE RELOCATED & FACE TO BE REPLACED)
11 W / MIL ↑ (1b, 1o)
HH-5f (TO BE REMOVED)
1 1/4"C, 1 NO. 6 (5 KV) TWY LTG (TO BE REMOVED (TYP))
1 1/2"C, 2 NO. 6 (5 KV) TWY LTG (TO BE REMOVED (TYP))
HH-23 (TO BE RELOCATED)
1 1/2"C, (TO BE REMOVED (TYP))
4 / 4
SIGN (TO BE RELOCATED)
LIGHTED WINDCONE (TO BE RELOCATED) REMOVE ENCLOSURE CONTAINING STEP DOWN TRANSFORMER PRIOR TO RELOCATING WINDCONE.
1 1/2"C, 2 NO. 6 & 1 NO. 10 EQUIPMENT POWER (TO BE REMOVED)
HH-22 (TO BE RELOCATED)
HH-24 (TO BE REMOVED)
1 1/4"C, 1 NO. 6 (5 KV) TWY LTG (TO BE REMOVED (TYP))
2"C, 2 NO. 6 & 1 NO. 10 GND (TO BE REMOVED)
1 1/2"C, 2 NO. 6 (5 KV), TWY LTG 1 NO. 6 (5 KV), RWY LTG (TO BE REMOVED)
(1) 3"C, 2 NO. 6,1 NO. 10 GND, EQUIP POWER (TO BE REMOVED)
(1) 3"C, 1 NO. 6 (5 KV), TWY LTG (TO BE REMOVED)
1 NO. 6 (5 KV), RWY LTG (TO BE REMOVED)
(2) 3"C, SPARE (TO BE REMOVED)
HH-37 (TO BE RELOCATED)
HH-42 (TO BE REMOVED)
2"C, 2 NO. 6 & 1 NO. 10 GND (TO BE REMOVED)
3"C, 2 NO. 6, 1 NO. 10 GND (600V) EQUIPMENT POWER (TO BE RE-ROUTED)
A 11 / APRON (2a, 2b)
SIGN (TO BE RELOCATED & FACE REPLACED)
HH-21
2"C, 2 NO. 6 (5 KV), TWY LTG (TO BE REMOVED (TYP))
2"C, 1 NO. 6 (5 KV) (TO BE REMOVED)
FAA CABLE
2"C, 1 NO. 6 (5 KV), TWY LTG (TO BE REMOVED (TYP))
2"C, 1 NO. 6 (5 KV), TWY LTG (TO BE REMOVED)
VASI
3 / A
SIGN (TO BE RELOCATED)
10a / 10b
5 / 1
REIL
HH-25
2"C, 1 NO. 6 (5 KV), RWY LTG (TO BE REMOVED (TYP-3))
2"C, 1 NO. 6 (5 KV), RWY LTG
℄ RUNWAY

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

RECORD OF REVISIONS		
BY:	DATE:	DESCRIPTION OF CHANGE:

PATH: [PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\3107j1.dwg
PLOT: 1=50(F) OR 1=100(H)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
EXISTING TAXIWAY & APRON LIGHTING

DESIGNED BY: M. MORRIS	PROJECT NO. 72200
DRAWN BY:	DATE: March 2000
CHECKED BY: M. MORRIS	SHEET J1 OF 31

STATE OF ALASKA 49TH — M. G. MORRIS EE-8613 — REGISTERED PROFESSIONAL ENGINEER

2"C, 2 NO. 18 CABLE, LTG. CONTROLS

HH-2

2"C, 3 NO. 6, UNUSED

HH-28

CAP

2"C, 3 NO. 6, TENANT SERVICE, TO HH-1
2"C, SPARE
(2) 3"C, ABANDONED

2"C, (TO BE REMOVED)

1 1/2"C, (TO BE REMOVED)

FAA POLE W/ METER

UTILITY POLE

TELE DEMARCATION ON UTILITY POLE

UTILITY PEDESTAL

HH-40

3/4"C, 4 PAIR TELE. CABLE FROM TELE DEMARK
3/4"C, 2 NO. 10, 1 NO. 12 GND. FROM FAA POLE W/ METER

FAA CEILING LT.

HH-3
(TO BE REMOVED)

1 1/2"C, 2 NO. 6 (5 KV), ABANDONED
(TO BE REMOVED (TYP))

HH-5a
(TO BE REMOVED)

HH-5b
(TO BE REMOVED)

HH-5c
(TO BE REMOVED)

2"C, 2 NO. 18 CABLE, LTG. CONTROLS (TO FAA BLDG. VIA HH-40 & HH-28)

4"C, (1) 50 PAIR TELE., FAA (TO TELE. DEMARK ON UTILITY POLE)
4"C, SPARE

4"C, 1 NO. 2 (15 KV), UTILITY (7200V) (TO UTILITY POLE)

1 1/2"C, 2 NO. 6 (5 KV), TWY LTG
(TO BE REMOVED (TYP))

HH-4
(TO BE REMOVED)

SIGN
(TO BE REMOVED)

1 1/4"C, 1 NO. 6 (5 KV), TWY LTG
(TO BE REMOVED (TYP))

HH-39

HH-18

HH-17

7b

7a

SIGN (LEGEND
(TO BE REPLACED)

APRON

1 1/4"C, 1 NO. 6 (5 KV), TWY LTG, (TO BE REPLACED)

2"C, 1 NO. 6 (5 KV), TWY LTG
(TO BE REMOVED (TYP))

3"C, NEW 2 NO. 6 (5 KV), TWY LTG. (FROM HH-27 TO HH-17)
1 NO. 6 (5 KV), RWY LTG.
3"C, (1) 50 PAIR TELE, FAA (FROM HH-35 TO HH-18)
3"C, (2) 20 NO. 18 CABLE, LTG. CONTROLS (FROM HH-36 TOHH-39)
3"C, 1 NO. 2 (15 KV), UTILITY (7200V) (FROM VAULT SOUTH
OF RUNWAY TO HH-17)
1 NO. 2 (15 KV), EQUIPMENT POWER (2400V)

2"C, 1 NO. 6 (5 KV), TWY LTG. (TO BE REPLACED)

HH-27

EXISTING 3"C, 2 NO. 6 (5 KV), TWY LTG.
1 NO. 6 (5 KV), RWY LTG.

HH-34

HH-35

HH-36

2"C, 1 NO. 6 (5 KV), RWY LTG.
2"C, 1 NO. 2 (15 KV), 2400V POWER

TO HH-17

2"C, 2 NO. 6 (5 KV), TWY LTG.

EXISTING 2"C, 1 NO. 6 (5 KV), RWY LTG:

TO CONTROL BLDG.
OR FAA BLDG.

℄ RUNWAY

LEGEND

RWY	RUNWAY LIGHTING
TWY	TAXIWAY LIGHTING
○	RUNWAY LIGHT (NEW)
◌	RUNWAY LIGHT (EXISTING)
⊙	TAXIWAY LIGHT (NEW)
◌	TAXIWAY LIGHT (EXISTING)
⊗	RUNWAY LIGHT TO BE REMOVED
⊗	TAXIWAY LIGHT TO BE REMOVED
⊗	CONDUIT AND CONDUCTORS TO BE REMOVED

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: [PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\3107j2.dwg
PLOT: 1=50(F) OR 1=100(H)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

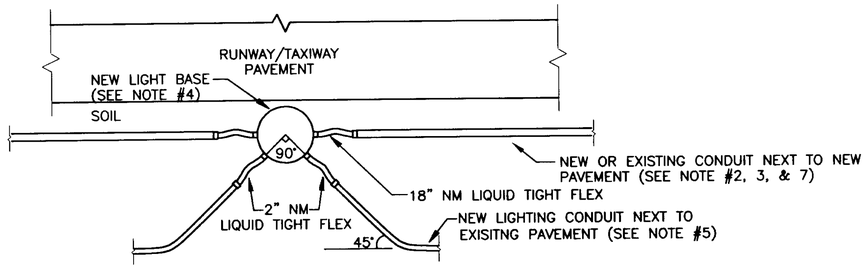
SITKA *ALASKA*

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200

EXISTING TAXIWAY & APRON LIGHTING

DESIGNED BY: *M. MORRIS*	PROJECT NO. *72200*
DRAWN BY:	DATE: *March 2000*
CHECKED BY: *M. MORRIS*	SHEET *J2* OF *31*

STATE OF ALASKA
49TH
M. G. MORRIS
EE-8613
REGISTERED PROFESSIONAL ENGINEER

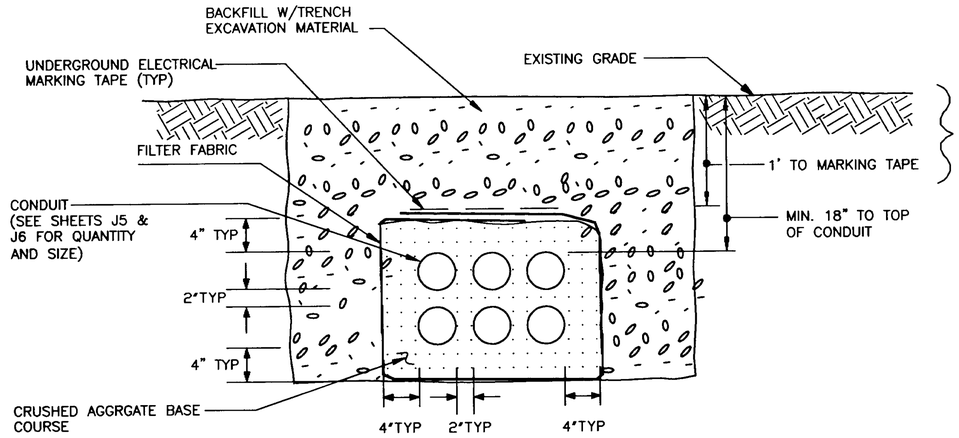


DETAIL: LIGHT BASE & CONDUIT INSTALLATION (TYP)

NO SCALE

NOTES:

1. REMOVE THE EXISTING LIGHT BASES AND THE EXISTING CABLES.
2. WHERE THE EXISTING CONDUIT IS LESS THAN 2' FROM EDGE OF PAVEMENT AND WHERE PAVEMENT IS TO REMAIN. CUT THE CONDUIT BACK 2' FROM THE NEW LIGHT BASE LOCATION AND ABANDON THE REMAINDER OF THE CONDUIT IN PLACE, UNLESS OTHERWISE NOTED.
3. WHERE PAVEMENT IS TO REMAIN, REMOVE THE EXISTING CONDUIT WHERE IT IS LOCATED 2' OR MORE FROM THE EDGE OF THE PAVEMENT. IN AREAS WHERE PAVEMENT IS TO BE REMOVED, REMOVE THE CONDUIT.
4. INSTALL THE NEW RUNWAY LIGHT BASES 85' FROM THE CENTER LINE OF THE RUNWAY TO THE CENTER OF THE LIGHT LENS WHEN INSTALLED ON THE BASE. INSTALL THE NEW TAXIWAY LIGHT BASES 10' FROM THE OUTSIDE EDGE OF THE EDGE LINE TO THE CENTER OF THE LIGHT LENS WHEN INSTALLED ON THE BASE.
5. WHERE EXISTING PAVEMENT IS BEING RETAINED INSTALL THE CONDUIT AS SHOWN. ANGLE THE CONDUIT AWAY FROM THE LIGHT BASE AT A 45 DEGREE ANGLE UNTIL IT IS 4' MIN. FROM THE PAVEMENT. THEN RUN PARALLEL TO PAVEMENT TO THE NEXT LIGHT BASE.
6. BACKFILL BY HAND WHERE MATERIAL SLUFFS OUT FROM UNDER THE RUNWAY OR TAXIWAY. COMPACT TO THE SATISFACTION OF THE PROJECT ENGINEER.
7. WHERE NEW PAVEMENT IS BEING INSTALLED, INSTALL THE CONDUIT IN A DIRECT LINE BETWEEN LIGHT BASES.

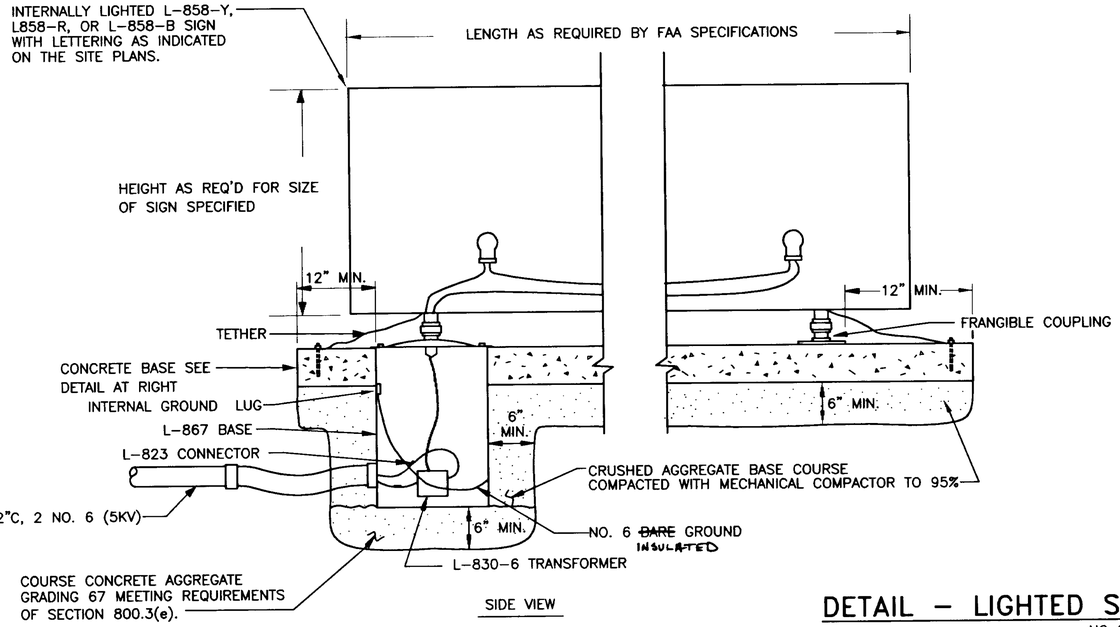


DETAIL: CONDUIT TRENCH (TYP)

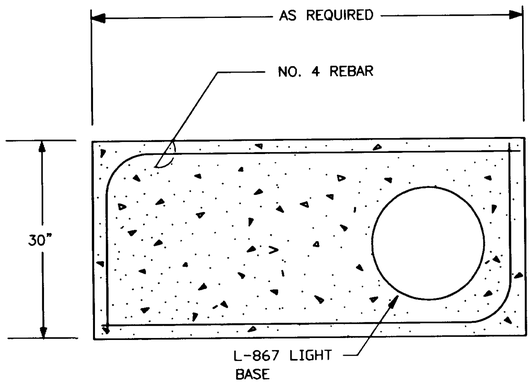
NO SCALE

NOTES:

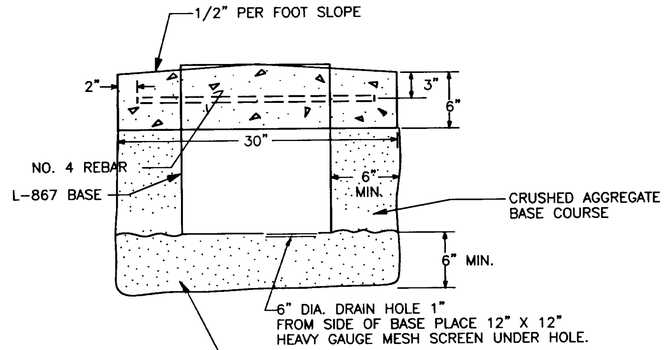
1. THIS IS A TYPICAL TRENCH SECTION SHOWING MINIMUM DIMENSIONS AND REQUIRED MATERIALS. CONFIGURE ALL TRENCHES AS NECESSARY TO COMPLY WITH DIMENSIONS SHOWN.
2. BURY ALL CONDUIT AT 18" MINIMUM BELOW FINISH GRADE UNLESS OTHERWISE NOTED.
3. ALLOW NO MORE THAN 3% SLOPE IN CONDUIT.
4. EQUIPMENT USED TO DIG THE TRENCH WHERE ADJACENT TO REMAINING PAVEMENT SHALL NOT HAVE A BUCKET OR BLADE WIDTH GREATER THAN 18". UNLESS ALLOWED IN WRITING FROM THE PROJECT ENGINEER ON A CASE BY CASE BASIS.
5. SEE SHEETS J5 & J6 FOR NUMBER OF CONDUITS IN TRENCH.



SIDE VIEW



TOP VIEW



END VIEW

DETAIL – LIGHTED SIGN

NO SCALE

NOTES:
1. REFER TO TYPE 2 HANDHOLE DETAIL ON SHEET J4 FOR CONNECTION OF CONDUITS TO L-867 BASE.
2. WHEN RELOCATING A SIGN, RELOCATE EXISTING CONCRETE SIGN BASES OR PROVIDE NEW CONCRETE BASES INCLUDING THE LIGHT BASE.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH:	[PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\3107J6.dwg	
PLOT:	1=1(F) OR 1=2(H)	
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

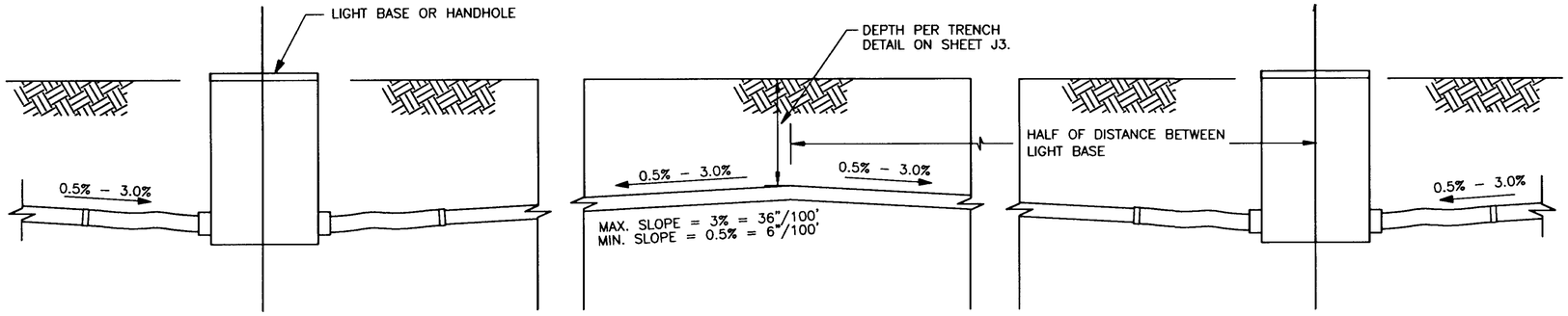
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — *ALASKA*

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
HANDHOLES, LIGHTS, SIGNS DETAILS

DESIGNED BY: *M. MORRIS*	PROJECT NO. *72200*
DRAWN BY:	DATE: *March 2000*
CHECKED BY: *M. MORRIS*	SHEET *J3* OF *31*

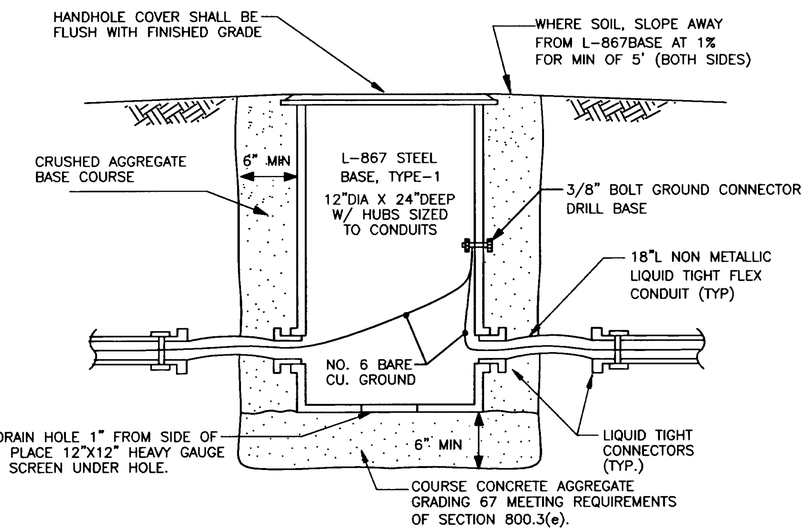
STATE OF ALASKA 49TH 20 M. G. MORRIS REGISTERED PROFESSIONAL ENGINEER EE-8613



DETAIL: CONDUIT INSTALLATION (TYP)

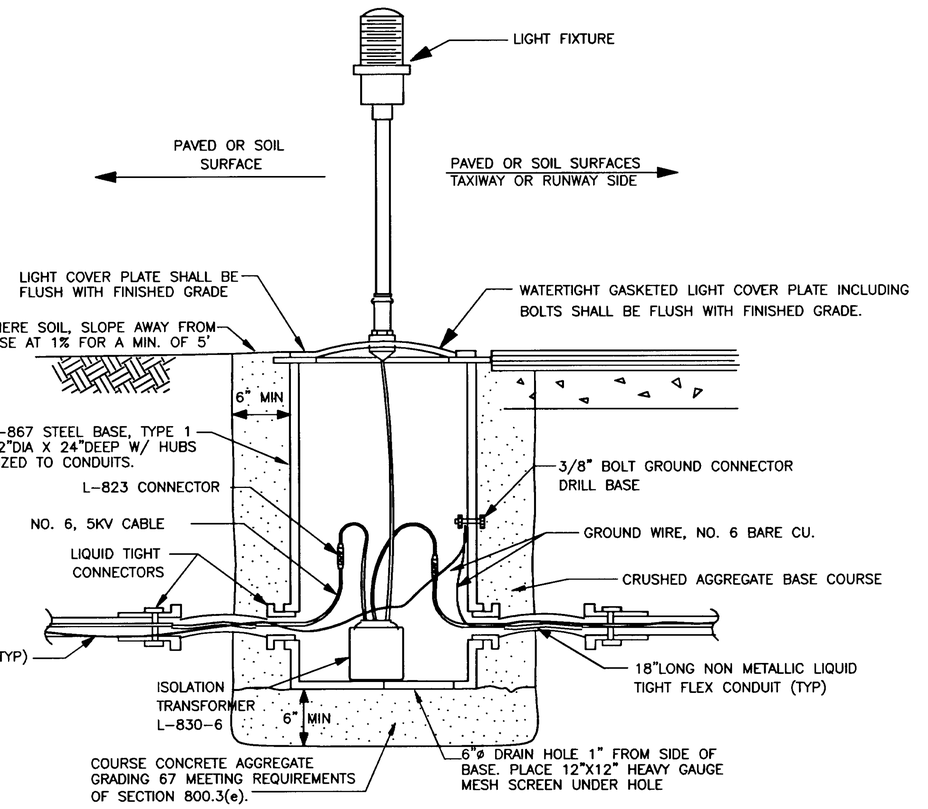
NO SCALE

NOTES:
1 ALL CONDUIT SHALL BE SLOPED TO DRAIN AS SHOWN.
2 REFER TO HANDHOLE OR EDGE LIGHT DETAILS THIS SHEET FOR CONNECTIONS TO HANDHOLES OR L–867 BASES.



DETAIL: TYPE 2 HANDHOLE (TYP)

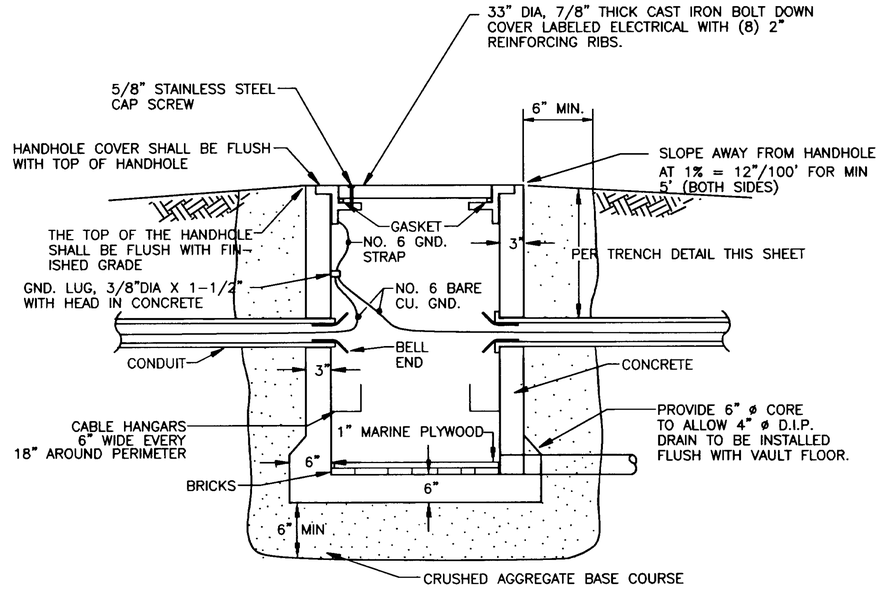
NO SCALE



DETAIL: TAXIWAY/RUNWAY EDGE LIGHT (TYP)

NO SCALE

15'–0" MIN.
NOTE: ROADWAY WIDTH IS TO BE 20'–0" MINIMUM



DETAIL: TYPE 1, 3, & 4 HANDHOLE (TYP)

NO SCALE

NOTE:
1. TYPE 3 AND 4 HANDHOLES SHALL BE 48"WIDE 48"LONG X 36"DEEP OUTSIDE DIMENSIONS. UTILIVAULT 443–LA OR APPROVED EQUAL.
2. THE COVERS FOR HANDHOLES CONTAINING POWER CABLES SHALL BE LABELED "ELECTRICAL".
3. TYPE 1 HANDHOLE SHALL BE 48"WIDE X 48"LONG X 48"DEEP OUTSIDE DIMENSIONS. UTILIVAULT 444–LA OR APPROVED EQUAL.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH:	[PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\3107J6.dwg	
PLOT:	1=1(F) OR 1=2(H)	
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — *ALASKA*

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3–02–0268–0799 ~ PROJECT NO. 72200
HANDHOLES, LIGHTS, SIGNS DETAILS

DESIGNED BY: *M. MORRIS*	PROJECT NO. *72200*
DRAWN BY:	DATE: *March 2000*
CHECKED BY: *M. MORRIS*	SHEET *J4* OF *31*

STATE OF ALASKA 49TH
M. G. MORRIS EE–8613
REGISTERED PROFESSIONAL ENGINEER

GENERAL NOTES

1. ALL CONDUIT SHALL BE SLOPED TO DRAIN, SEE CONDUIT INSTALLATION DETAIL SHEET J4.
2. IN EVERY HANDHOLE ALL CONDUCTORS AND CABLES SHALL BE LABELED WITH A NYLON IDENTIFICATION TAG BEARING THE CIRCUIT TYPE (TWY, EQUIP. POWER, ETC.) AND THE CIRCUIT VOLTAGE STAMPED ON THE TAG.
3. ALL CONDUITS SHALL BE CLEANED WITH A MANDREL RECOMMENDED BY THE MANUFACTURER PRIOR TO PULLING CONDUCTORS OR CAPPING THE ENDS.
4. ALL SPARE CONDUIT SHALL BE CAPPED WITH A WATER TIGHT SEAL AT BOTH ENDS.
5. PULL A GREEN INSULATED STRANDED GROUND CONDUCTOR IN ALL CONDUIT RUNS. BOND THE GROUND CONDUCTOR TO ALL LIGHT BASES, HANDHOLES, EQUIPMENT, ENCLOSURES AND STRUCTURES CONNECTED TO THE CONDUIT. USE A NO. 6 CONDUCTOR WITH ALL CONDUITS CARRYING GREATER THAN 600V RATED CABLE.
6. WHERE THE POWER TO EQUIPMENT HAS BEEN REMOVED DUE TO THE WORK SHOWN ON SHEETS J1 & J2, PROVIDE ALL THE NECESSARY MATERIALS AND LABOR TO RECONNECT THE POWER USING THE CIRCUITING SHOWN ON SHEETS J5 & J6. REPLACE ALL EXISTING SPLICES AND COUPLINGS WITH NEW.
7. WHEN CONNECTING NEW CONDUIT AND CONDUCTORS TO EXISTING LIGHT BASES, PROVIDE ALL THE NECESSARY COUPLINGS, FITTINGS, AND CONNECTORS TO MAKE A COMPLETE OPERATING INSTALLATION. REPLACE THE LIGHT BASE IF NECESSARY.
8. INSTALL TAXIWAY LTS. 10' FROM OUTSIDE EDGE OF TAXIWAY OR APRON EDGE MARKINGS.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

PATH:	[PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\3107j3.dwg	
PLOT:	1=50(F) OR 1=100(H)	
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA *ALASKA*

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
NEW TAXIWAY & APRON LIGHTING

DESIGNED BY: M. MORRIS	PROJECT NO. 72200
DRAWN BY:	DATE: March 2000
CHECKED BY: M. MORRIS	SHEET J5 OF 31

STATE OF ALASKA 49TH M. G. MORRIS EE-8613 REGISTERED PROFESSIONAL ENGINEER

MTN AVIATION HANGAR

FAA

CAP

EXISTING 2"C, 2 NO. 18 CABLE, LTG. CONTROLS

HH-2 (EXISTING)

EXISTING 2"C, 3 NO. 6, (UNUSED)

HH-28 (EXISTING)

EXISTING 2"C, 3 NO. 6, (UNUSED), TO HH-1
2"C, SPARE
(2) 3"C, ABANDONED

GENERAL NOTES

1. ALL CONDUIT SHALL BE SLOPED TO DRAIN, SEE CONDUIT INSTALLATION DETAIL SHEET J4.
2. IN EVERY HANDHOLE ALL CONDUCTORS AND CABLES SHALL BE LABELED WITH A NYLON IDENTIFICATION TAG BEARING THE CIRCUIT TYPE (TWY, EQUIP. POWER, ETC.) AND THE CIRCUIT VOLTAGE STAMPED ON THE TAG.
3. ALL CONDUITS SHALL BE CLEANED WITH A MANDREL RECOMMENDED BY THE MANUFACTURER PRIOR TO PULLING CONDUCTORS OR CAPPING THE ENDS.
4. ALL SPARE CONDUIT SHALL BE CAPPED WITH A WATER TIGHT SEAL AT BOTH ENDS.
5. PULL A GREEN INSULATED STRANDED GROUND CONDUCTOR IN ALL CONDUIT RUNS. BOND THE GROUND CONDUCTOR TO ALL LIGHT BASES, HANDHOLES, EQUIPMENT, ENCLOSURES AND STRUCTURES CONNECTED TO THE CONDUIT. USE A NO. 6 CONDUCTOR WITH ALL CONDUITS CARRYING GREATER THAN 600V RATED CABLE.
6. WHERE THE POWER TO EQUIPMENT HAS BEEN REMOVED DUE TO THE WORK SHOWN ON SHEETS J1 & J2, PROVIDE ALL THE NECESSARY MATERIALS AND LABOR TO RECONNECT THE POWER USING THE CONDUIT & CONDUCTORS SHOWN ON SHEETS J5 & J6. REPLACE ALL EXISTING SPLICES AND COUPLINGS WITH NEW.
7. WHEN CONNECTING NEW CONDUIT AND CONDUCTORS TO EXISTING LIGHT BASES, PROVIDE ALL THE NECESSARY COUPLINGS, FITTINGS, AND CONNECTORS TO MAKE A COMPLETE OPERATING INSTALLATION. REPLACE THE LIGHT BASE IF NECESSARY.
8. INSTALL TAXIWAY LTS. 10' FROM OUTSIDE EDGE OF TAXIWAY OR APRON EDGE MARKINGS.
9. PROVIDE ALL WIRING TO CONNECT THE NEW TAXIWAY LIGHTS TO THE EXISTING TAXIWAY LIGHTING CIRCUIT.

50 25 0 50 100 150

27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00

EXISTING FAA POLE W/ METER

EXISTING UTILITY POLE

TELE DEMARCATION ON UTILITY POLE

EXSITING UTILITY PEDESTAL

HH-40 (EXISTING)

EXISTING 3/4"C, 4 PAIR TELE. CABLE FROM TELE DEMARK
3/4"C, 2 NO. 10, 1 NO. 12 GND. FROM FAA POLE W/ METER

EXISTING FAA CEILING LT.

EXISTING 2"C, 2 NO. 18 CABLE, LTG. CONTROLS (TO FAA BLDG. VIA HH-40 & HH-28)

EXISTING 4"C, (1) 50 PAIR TELE., FAA (TO TELE. DEMARK ON UTILITY POLE)
4"C, SPARE

EXISTING 4"C, 1 NO. 2 (15 KV), UTILITY 7200V (TO UTILITY POLE)

NEW 2"C, 2 NO. 6 (5 KV), TWY LTG. (TYP)

3 NEW TWY LTS. 24.41' APART
STARTING AT STA. 37+54.96, 47.5' LT.
HEADING NORTHWEST AS SHOWN

NEW 2"C, 2 NO. 6 (5 KV), TWY LTG.
CONNECT TO EXISTING LIGHT BASE

HH-39 (EXISTING)

HH-18 (EXISTING)

HH-17 (EXISTING)

7b B 29-11 APRON 7a

EXISTING SIGN
WITH NEW LEGEND

EXISTING 1 1/4"C, NEW 2 NO. 6 (5 KV), TWY LTG.

6 NEW TWY LTS. 101.25' APART
STARTING AT STA. 28+17.10, 47.5' RT.
HEADING EAST AS SHOWN

CONTINUOUS TAXIWAY EDGE
MARKINGS 37.5' RT. OF
TAXIWAY CENTERLINE.

4 NEW TWY LTS. 50' APART
STARTING AT STA. 34+24.86, 47.5' RT.
HEADING EAST AS SHOWN

2 NEW TWY LTS. 64.5' APART
STARTING AT STA. 36+47.73, 47.5' RT.
HEADING SOUTHEAST AS SHOWN

NEW 2"C, 2 NO. 6 (5 KV), TWY LTG. (TYP)

NEW 2"C, 2 NO. 6 (5 KV), TWY LTG.
CONNECT TO EXISTING LIGHT BASE

EXISTING 2"C, NEW 2 NO. 6 (5 KV), TWY LTG.

HH-27 (EXISTING)

RUNWAY HOLD LINE

EXISTING 3"C, NEW 2 NO. 6 (5 KV), TWY LTG. (FROM HH-27 TO HH-17)
EXISTING 1 NO. 6 (5 KV), RWY LTG.
3"C, (1) 50 PAIR TELE, FAA (FROM HH-35 TO HH-18)
3"C, (2) 20 NO. 18 CABLE, LTG. CONTROLS (FROM HH-36 TOHH-39)
3"C, 1 NO. 2 (15 KV), UTILITY (7200V) (FROM VAULT SOUTH OF RUNWAY TO HH-17)
1 NO. 2 (15 KV), EQUIPMENT POWER (2400V)

EXISTING 3"C, 2 NO. 6 (5 KV), TWY LTG.
1 NO. 6 (5 KV), RWY LTG.

11a 11b 4 2 EXISTING SIGN

8 1 3 EXISTING SIGN

HH-34 (EXISTING)

HH-35 (EXISTING)

HH-36 (EXISTING)

EXISTING 2"C, 2 NO. 6 (5 KV), TWY LTG.

TO HH-17

EXISTING 2"C, 1 NO. 6 (5 KV), RWY LTG.

TO CONTROL BLDG.
OR FAA BLDG.

EXISTING 2"C, 1 NO. 6 (5 KV), RWY LTG.
2"C, 1 NO. 2 (15 KV), 2400V POWER

℄ RUNWAY

LEGEND

RWY	RUNWAY LIGHTING
TWY	TAXIWAY LIGHTING
○	RUNWAY LIGHT (NEW)
◌	RUNWAY LIGHT (EXISTING)
⊙	TAXIWAY LIGHT (NEW)
◌	TAXIWAY LIGHT (EXISTING)
GRS	GALVANIZED RIGID STEEL

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA **SITKA AIRPORT** *ALASKA*
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
NEW TAXIWAY & APRON LIGHTING

DESIGNED BY: *M. MORRIS*	PROJECT NO. *72200*
DRAWN BY:	DATE: *March 2000*
CHECKED BY: *M. MORRIS*	SHEET *J6* OF *31*

STATE OF ALASKA 49TH M. G. MORRIS EE-8613 REGISTERED PROFESSIONAL ENGINEER

L-858 AIRPORT SIGN SUMMARY

SIGN NO.	LEGEND	LETTER SIZE & COLOR	BACKGROUND COLOR	LEGEND DIRECTION	STATION	RWY OR TWY OFFSET DISTANCE TO NEAR EDGE OF SIGN	REMARKS	TYPE	SIZE	# OF MODULES
1a	↑ MIL	12" BLACK	YELLOW	S	C.G. APRON	20' FROM APRON EDGE LINE	EXISTING SIGN, RELOCATE AS SHOWN	DESTINATION	1	
1b	← A →	12" BLACK	YELLOW	N	C.G. APRON	20' FROM APRON EDGE LINE	EXISTING SIGN, RELOCATE AS SHOWN, REPLACE LEGEND	TAXIWAY DIRECTION	1	AS NECESSARY
2a	↑ MIL	12" BLACK	YELLOW	S.W.	TWY	20' FROM TWY EDGE LINE	EXISTING SIGN, RELOCATE, REPLACE LEGEND	DESTINATION	1	AS NECESSARY
2b	A/11	12" YEL/WHITE	BLACK/RED	N.E.	TWY	20' FROM TWY EDGE LINE	EXISTING SIGN, RELOCATE AS SHOWN	LOCATION/HOLDING POS.	1	
3	A →	12" BLACK	YELLOW	E	RWY	95' RT OF RWY ℄	EXISTING SIGN, RELOCATE AS SHOWN	RUNWAY EXIT	1	
4a	A	12" YELLOW	BLACK	N.E.	TWY	20' FROM TWY EDGE LINE	EXISTING SIGN, RELOCATE AS SHOWN	LOCATION	1	
4b	A	12" YELLOW	BLACK	S.W.	TWY	20' FROM TWY EDGE LINE	SUPPLY NEW LEGEND TO EXISTING RELOCATED SIGN	LOCATION	1	
5	B	12" YELLOW	BLACK	N.W.	TWY		EXISTING SIGN, REMOVE SIGN, DELIVER TO AIRPORT MANAGER	LOCATION	1	
6	↘ B ↘	12" BLACK	YELLOW	N	TWY		EXISTING SIGN, REMOVE SIGN, DELIVER TO AIRPORT MANAGER	TAXIWAY DIRECTION	1	
7a	APRON ↑	12" BLACK	YELLOW	S.E.	TWY		EXISTING SIGN, REPLACE LEGEND	DESTINATION	1	AS NECESSARY
7b	B/29-11	12" YEL/WHITE	BLACK/RED	N.W.	TWY		EXISTING SIGN	LOCATION/HOLDING POS.	1	
8	← B	12" BLACK	YELLOW	W	RWY		EXISTING SIGN	RUNWAY EXIT	1	
10a	5	25" WHITE	BLACK	W	RWY		EXISTING SIGN	RUNWAY DIST. REMAINING	5	
10b	1	25" WHITE	BLACK	E	RWY		EXISTING SIGN	RUNWAY DIST. REMAINING	5	
11a	4	25" WHITE	BLACK	W	RWY		EXISTING SIGN	RUNWAY DIST. REMAINING	5	
11b	2	25" WHITE	BLACK	E	RWY		EXISTING SIGN	RUNWAY DIST. REMAINING	5	
15a	MIL →	12" BLACK	YELLOW	E	TWY	20' FROM TWY EDGE LINE	NEW SIGN	DESTINATION	1	AS NECESSARY
15b	APRON ↑	12" BLACK	YELLOW	W	TWY	20' FROM TWY EDGE LINE	NEW SIGN	DESTINATION	1	AS NECESSARY
16a	MIL ↑	12" BLACK	YELLOW	S	C.G. APRON	20' FROM APRON EDGE LINE	NEW SIGN	DESTINATION	1	AS NECESSARY
16b	← A ↑	12" BLACK	YELLOW	N	C.G. APRON	20' FROM APRON EDGE LINE	NEW SIGN	TAXIWAY DIRECTION	1	AS NECESSARY

AIRPORT SIGNING NOTES:

1. ALL SIGNS NEW OR EXISTING SHALL COMPLY WITH FAA A/C 150/5340-18C, A/C 150/5345-44F, AND WITH THE SPECIFICATIONS. UPGRADE EXISTING SIGNS OR REPLACE THEM WITH NEW SIGNS TO COMPLY WITH THESE REQUIREMENTS.
2. WHEN RELOCATING A SIGN, REPLACE IF NECESSARY THE EXISTING FOUNDATION INCLUDING LIGHT BASES, AND COVERS, FRANGIBLE, COUPLINGS, MOUNTING HARDWARE AND ELECTRICAL DISCONNECTS. THE RELOCATED FOUNDATION SHALL MEET THE SAME REQUIREMENTS AS A NEW FOUNDATION. SEE SIGN DETAILS ON SHEET J3.
3. ALL MEASUREMENTS USING THE TAXIWAY EDGE LINE SHALL BE FROM THE OUTSIDE EDGE OF THE EDGE LINE.
4. ALL NEW HARDWARE FOR A RELOCATED SIGN SHALL BE MADE BY THE ORGINAL SIGN MANUFACTURER FOR THAT TYPE OF SIGN.
5. REPOWER RELOCATED SIGNS WITH NEW CONDUIT, CONDUCTORS, AND OTHER REQUIRED MATERIAL. ROUTE THE CONDUIT FROM AN ADJACENT LIGHT BASE AS SHOWN. USE 2" CONDUIT AND NO. 6 (5 KV) LIGHTING CABLE.
6. WHEN REPLACING A SIGN LEGEND, PROVIDE ADDITIONAL NEW SIGN MODULES AS NECESSARY. THE NEW MODULES SHALL BE THE SAME SIZE AND COLOR AS THE EXISTING MODULES AND SHALL BE BY THE SAME MANUFACTURER.

HANDHOLE NOTES:

1. -REFER TO SHEETS J1, J2, J5 AND J6 FOR LOCATIONS OF HANDHOLES.
2. PROVIDE NEW 4" DRAIN PIPE FOR RELOCATED HH-22 AND HH-23. PROVIDE NEW 4" DRAIN PIPE FOR HH-44. ROUTE THE DRAIN PIPE FOR RELOCATED HH-22 INTO THE COLLECTION BASIN AT 16+41.59, 75' LT. SLOPE PIPE AT 1% MIN. DAYLIGHT THE DRAIN PIPE FOR RELOCATED HH-23 TO THE DITCH ON THE RIGHT SIDE OF THE TAXIWAY OR TO MH-1 AT 1% MINIMUM. DAYLIGHT THE DRAIN PIPE FOR HH-44 IN THE RIPRAP.
3. PATCH UNUSED OPENINGS IN HH-22, HH-23 AND HH-37. REPLACE COVER IF DAMAGED OR IF IT LEAKS WATER.
4. WHERE A HANDHOLE IS REMOVED, BACKFILL HOLE WITH CRUSHED AGGREGATE BASE COURSE AND COMPACT TO 95%.
5. REMOVE AND REINSTALL HH-37. INSTALL TOP FLUSH WITH GRADE. PROVIDE NEW 4" DRAIN FROM HH-37 INTO DITCH.
6. WHEN RELOCATING AN EXISTING HANDHOLE, REINSTALL THE HH PER DETAIL ON SHEET J4.

HANDHOLE SCHEDULE

NO. (HH-#)	LOCATION	TYPE	INSTRUCTIONS
0	NO CHANGE		EXISTING TO REMAIN
1	↓		↓
2	↓		↓
3	N/A		TO BE REMOVED
4	↓		↓
5a	↓		↓
5b	↓		↓
5c	↓		↓
5f	↓		↓
12	↓		↓
13	↓		↓
15	NO CHANGE		EXISTING TO REMAIN
16	↓		↓
17	↓		↓
18	↓		↓
19	↓		↓
21	↓		↓
22	20' FROM TWY EDGE LINE	3	RELOCATE AS SHOWN
23	20' FROM TWY EDGE LINE	3	RELOCATE AS SHOWN
24	N/A	2	TO BE REMOVED
25	NO CHANGE	2	EXISTING TO REMAIN
26	↓	2	↓
27	↓	3	↓
28	↓		↓
29	↓	4	↓
30	↓		↓
31	↓		↓
32	↓		↓
33	↓		↓
34	↓	3	↓
35	↓	3	↓
36	↓	3	↓
37	↓	3	REMOVE & REINSTALL FLUSH W/GRADE
38	↓		EXISTING TO REMAIN
39	↓	1	↓
40	↓	2	↓
41	↓	2	↓
42	N/A	2	TO BE REMOVED
44	20' FROM TWY EDGE LINE		INSTALL NEW TYPE 3

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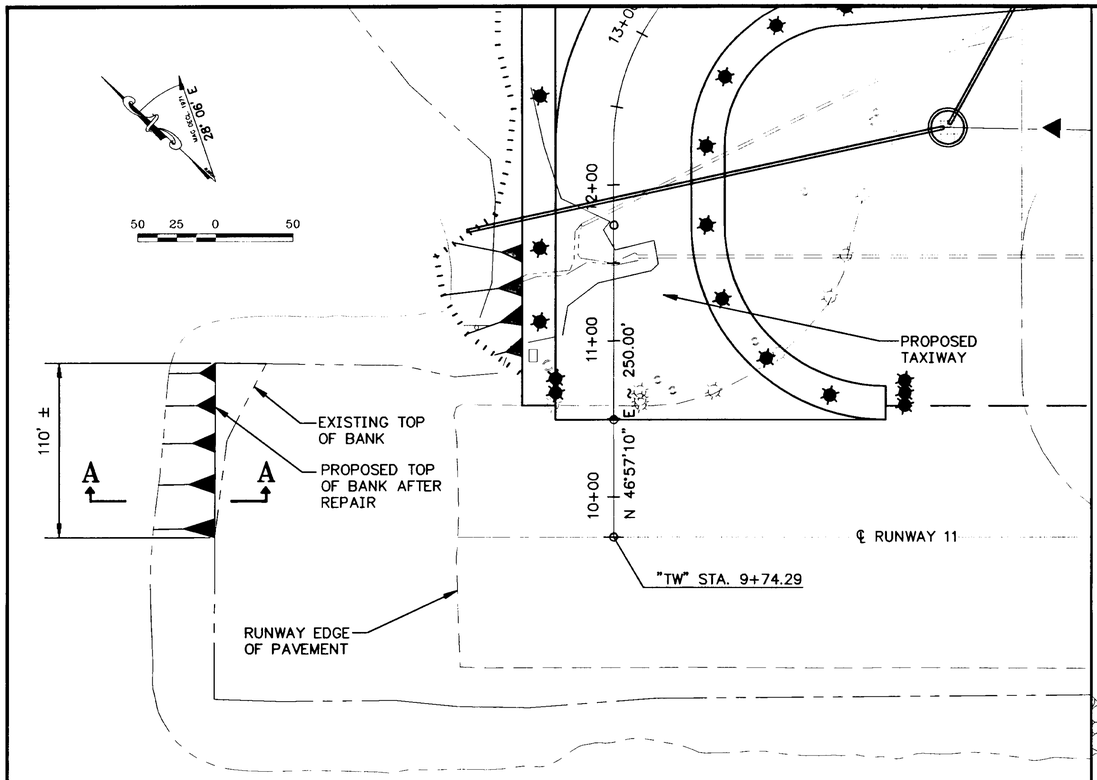
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA *ALASKA*

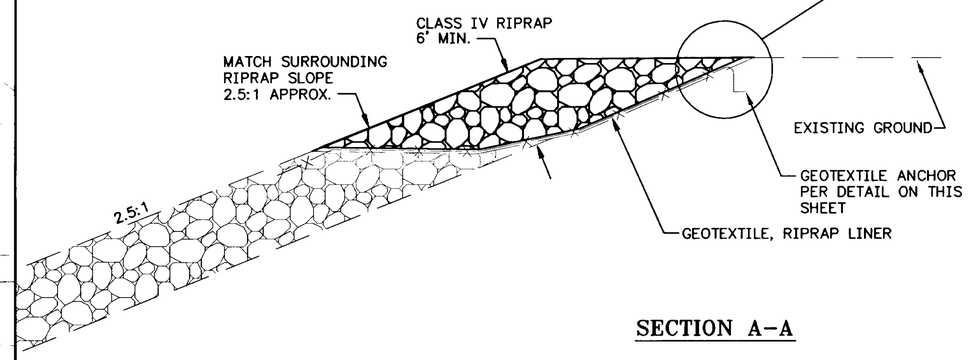
SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
SIGN SUMMARY, HANDHOLE SUMMARY

DESIGNED BY: *M. MORRIS*	PROJECT NO. *72200*
DRAWN BY:	DATE: *March 2000*
CHECKED BY: *M. MORRIS*	SHEET *J7* OF *31*

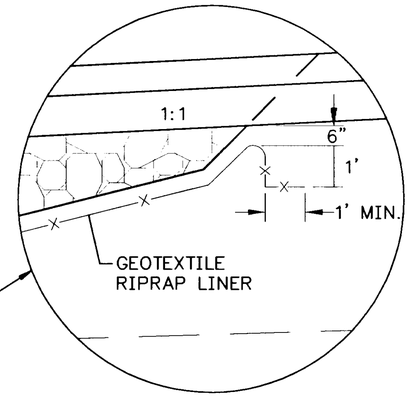
STATE OF ALASKA 49TH M. G. MORRIS EE-8613 REGISTERED PROFESSIONAL ENGINEER



RUNWAY 11 END RIPRAP REPAIR



SECTION A-A



GEOTEXTILE ANCHOR TRENCH DETAIL

RUNWAY 11 END RIPRAP REPAIR DETAIL

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SITKA ALASKA

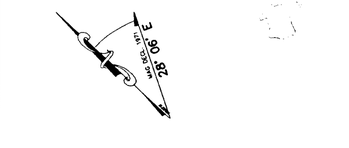
SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
RUNWAY 11 RIPRAP REPAIR DETAILS

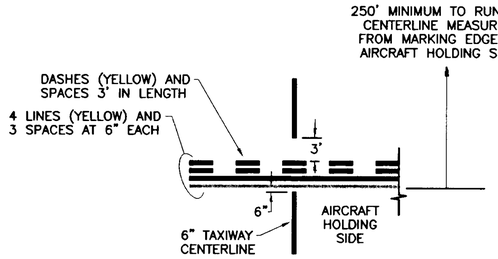
DESIGNED BY: P. CARROLL	PROJECT NO. 72200
DRAWN BY: R.S.	DATE: March 2000
CHECKED BY: T. MOORE	SHEET K1 OF 31

STATE OF ALASKA 49th L Pat Carroll CE-9356 REGISTERED PROFESSIONAL ENGINEER 3/24/00

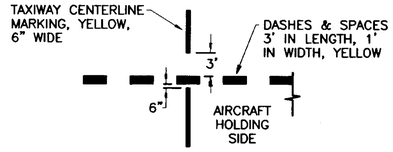
NOTES:

1. LEAD IN STRIPES LOCATION AND CONFIGURATION TO BE COORDINATED WITH ALASKA AIRLINES. A MINIMUM OF 81' SEPARATION IS REQUIRED BETWEEN TAXI LANE CENTERLINE (LEAD-IN LINE) AND AIRCRAFT PARKING AREAS.

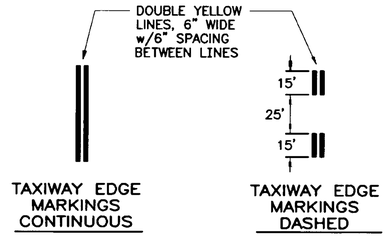




RUNWAY HOLDING POSITION MARKINGS

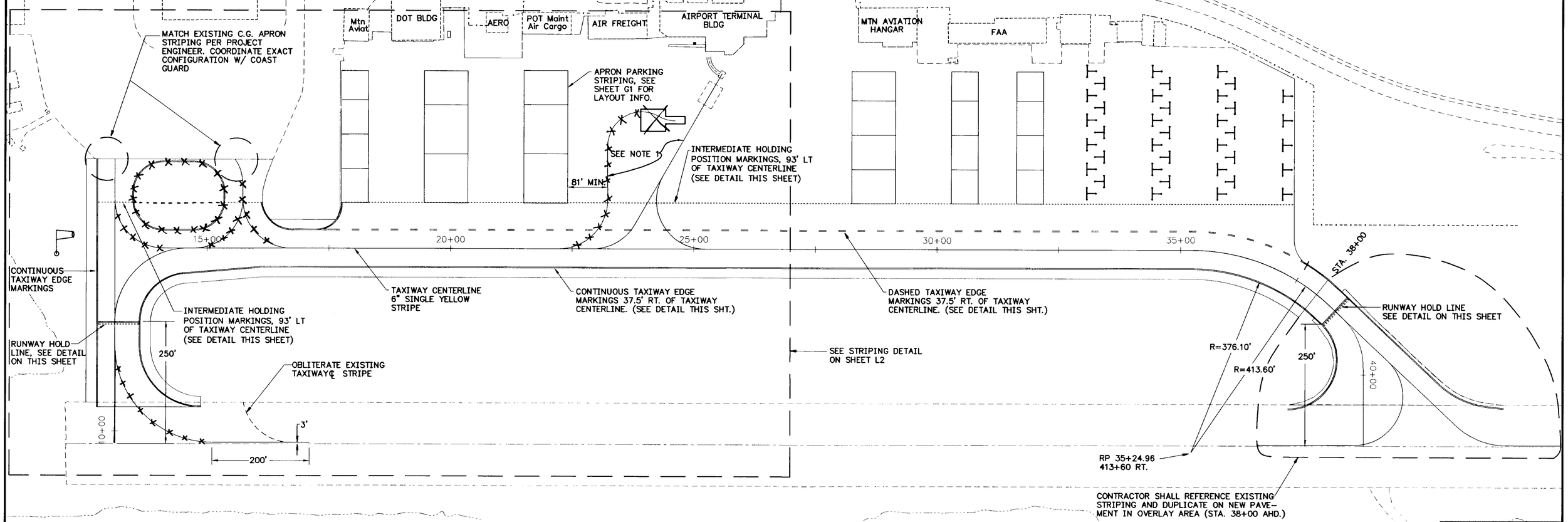


INTERMEDIATE HOLDING POSITION MARKINGS



TAXIWAY EDGE MARKINGS CONTINUOUS

TAXIWAY EDGE MARKINGS DASHED



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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA — *ALASKA*

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200

TAXIWAY STRIPING PLAN

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *B.B./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *L1* OF *31*

STATE OF ALASKA 19th L. Pat Carroll REGISTERED PROFESSIONAL ENGINEER L. Pat Carroll CE-9356 3/21/00

Mtn Aviat

DOT BLDG

AERO

POT Maint Air Cargo

AIR FREIGHT

AIRPORT TERMINAL BLDG

MATCH EXISTING C.G. APRON STRIPING PER PROJECT ENGINEER. COORDINATE EXACT CONFIGURATION W/ COAST GUARD

APRON PARKING STRIPING, SEE SHEET H1 FOR LAYOUT INFO.

SEE NOTE 1 SHEET L1

INTERMEDIATE HOLDING POSITION MARKINGS 93' LT. OF TAXIWAY CENTERLINE. (SEE DETAIL ON SHEET L2).

81' MIN.

INTERMEDIATE HOLDING POSITION MARKINGS 93' LT. OF TAXIWAY CENTERLINE. (SEE DETAIL ON SHEET L2).

R=62.5'

37.50'

R=100'

R=150'

16+00

18+00

20+00

22+00

24+00

26+00

14+00

12+00

10+00

STA: 14+59.90
OFFSET: 50.00' RT.

STA: 16+09.90
OFFSET: 37.50' RT.

TAXIWAY CENTERLINE 6" SINGLE YELLOW STRIPE

TAXIWAY EDGE MARKINGS 37.5' RT. OF TAXIWAY CENTERLINE. (SEE DETAIL THIS SHEET)

CONTINUOUS TAXIWAY EDGE MARKINGS

RUNWAY HOLD LINE

RP ARC, R=100'/150'
STA: 11+95.75
OFFSET: 170.63 RT.

RP ARC, R=125'
STA: 11+74.30
OFFSET: 175.00 RT.

RP ARC, R=200'
STA: 11+77.30
OFFSET: 200.00 RT.

50.00'

250'

3.90
28.87
MAGNETIC NORTH

100 50 0 100

OBLITERATE EXISTING TAXIWAY ℄ STRIPE

3'

200'

TAXIWAY CENTERLINE STATIONING IS CARRIED ALONG THIS LINE.

PC STA: 9+77.30
OFFSET: 200.00 RT.

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

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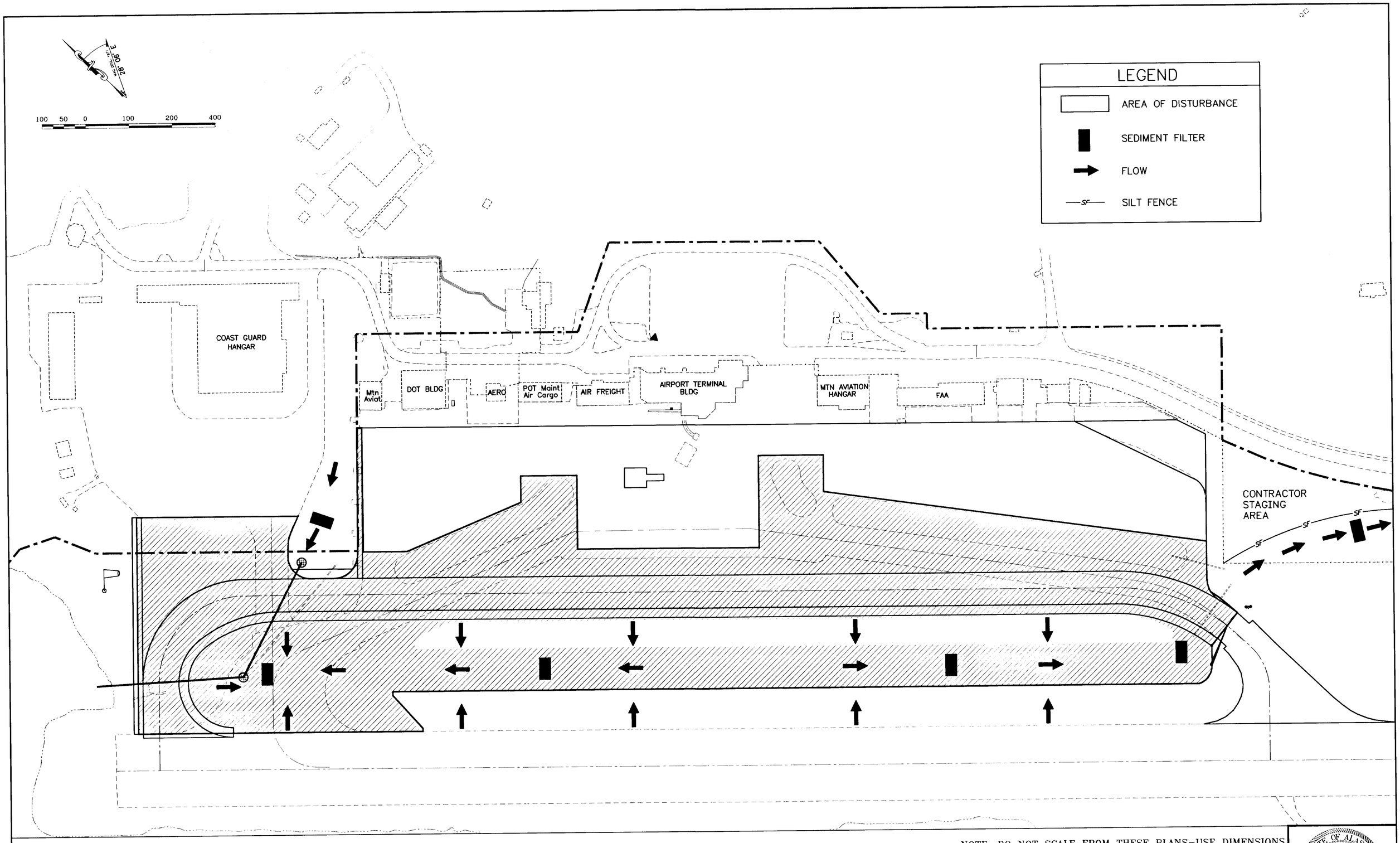
SITKA ALASKA

SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200

TAXIWAY CURVE STRIPING DETAILS

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *L2* OF *31*

STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/30/00



NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: [PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\Erosion1.dwg
PLOT: PSPACE: 1=1(F) OR MSPACE: 1=100(F)

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

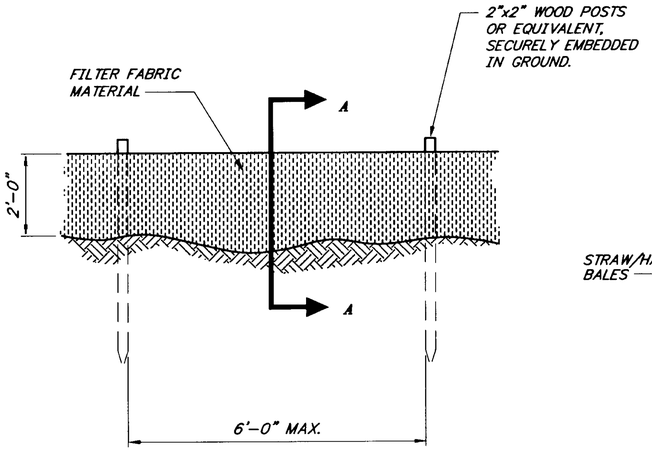
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION

SITKA *ALASKA*

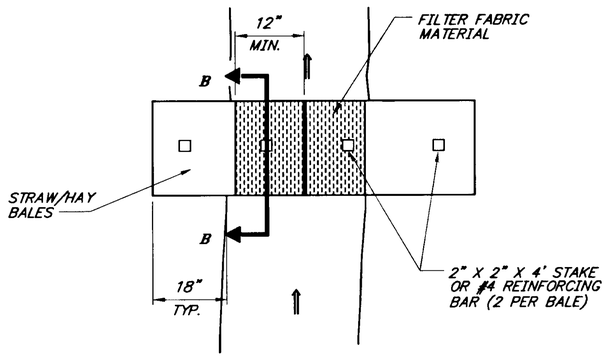
SITKA AIRPORT
APRON & TAXILANE IMPROVEMENTS
A.I.P. NO. 3-02-0268-0799 ~ PROJECT NO. 72200
EROSION & SEDIMENT CONTROL PLAN

DESIGNED BY: *P. CARROLL*	PROJECT NO. *72200*
DRAWN BY: *L.P.C./R.S.*	DATE: *March 2000*
CHECKED BY: *T. MOORE*	SHEET *M1* OF *31*

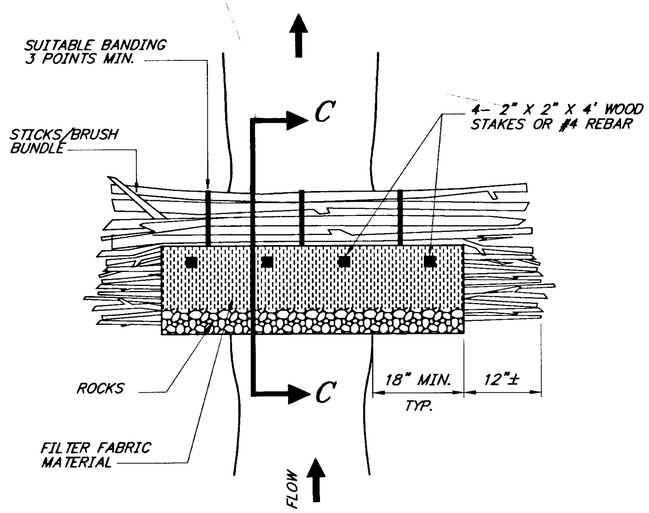
STATE OF ALASKA
19th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/20/00



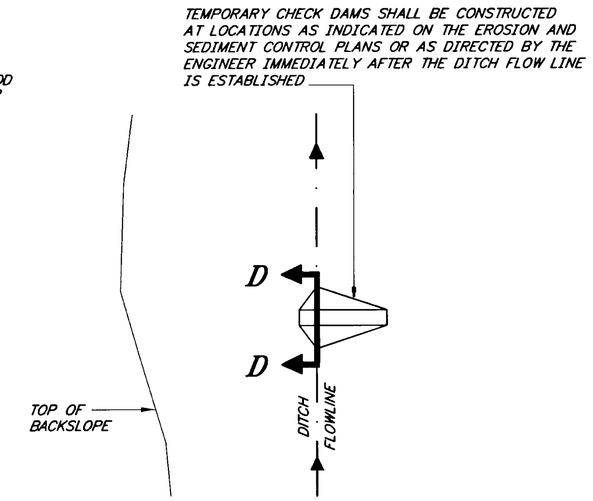
SILT FENCE DETAIL



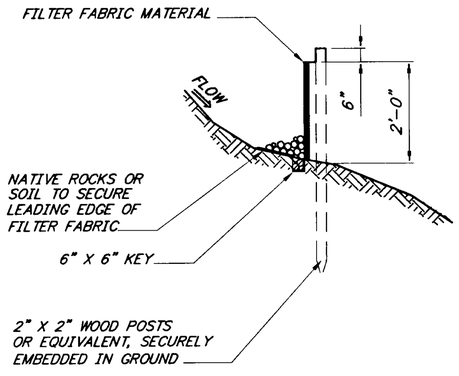
TYPE "A" SEDIMENT FILTER DETAIL



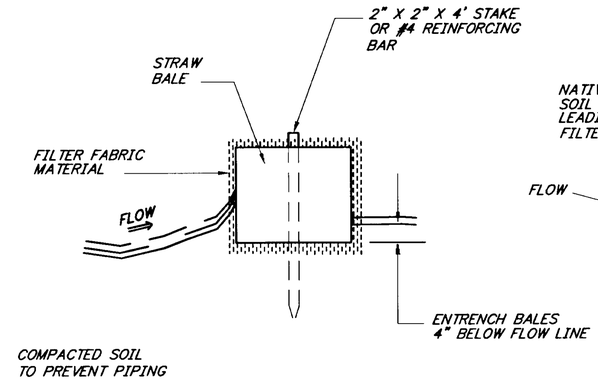
TYPE "B" SEDIMENT FILTER DETAIL



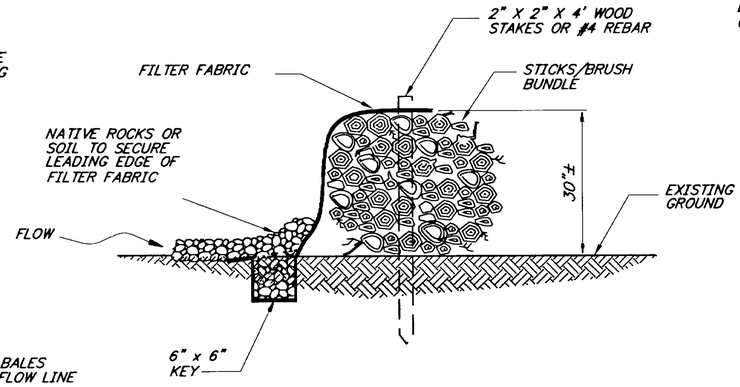
TYPE "C" SEDIMENT FILTER DETAILS



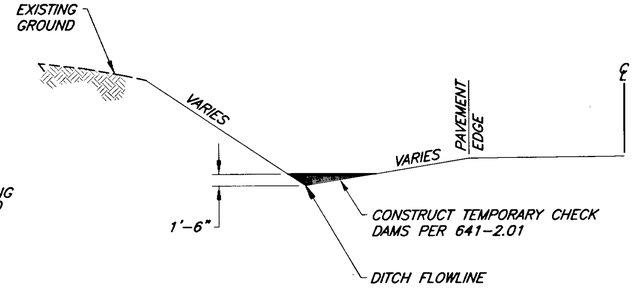
SECTION A–A



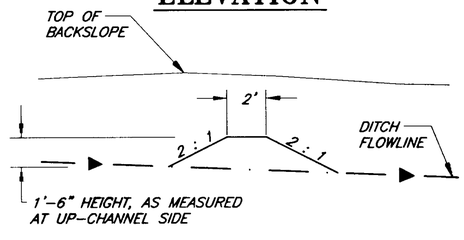
SECTION B–B



SECTION C–C



ELEVATION



SECTION D–D

NOTE: DO NOT SCALE FROM THESE PLANS–USE DIMENSIONS

PATH: [PlotStamp Eval] 24/Mar/00 Q:\Sit\72200A\Planset\Erosion2.dwg		
PLOT: SCALE: 1=1(F) OR 1=2(H)		
BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
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DESIGNED BY: P. CARROLL	PROJECT NO. 72200
DRAWN BY: P.C.	DATE: March 2000
CHECKED BY: T. MOORE	SHEET M2 OF 31

STATE OF ALASKA
49th
L. Pat Carroll
CE-9356
REGISTERED PROFESSIONAL ENGINEER
3/30/00