

*Handwritten:*  
Project Engineer  
2.22.2021

# CONSTRUCTION PLANS FOR SITKA AIRPORT

**FFY18 SITKA TRENCH DRAIN  
PROJECT NO. SFAPT00188  
A.I.P. No. 3-02-0200-122-2018**

## DESIGN DESIGNATIONS

|                              |                                                                                      |
|------------------------------|--------------------------------------------------------------------------------------|
| AIRPORT TYPE.....            | PART 139 CERTIFICATED                                                                |
| RUNWAY TYPE.....             | OTHER THAN UTILITY                                                                   |
| RUNWAY/TAXIWAY SURFACE.....  | ASPHALT CONCRETE                                                                     |
| RUNWAY LIGHTING.....         | HIGH INTENSITY RUNWAY LIGHTING (HIRL)                                                |
| TAXIWAY LIGHTING.....        | MEDIUM INTENSITY TAXIWAY LIGHTING (MITL)                                             |
| AIRPORT REFERENCE CODE.....  | C-III                                                                                |
| AIRPORT ELEVATION.....       | 26.5 ft (MSL)                                                                        |
| AIRPORT REFERENCE POINT..... | Latitude N 57° 02' 48.54"<br>(ARP Coordinates - NAD '83) Longitude W 135° 21' 39.72" |

CONCUR  
D. LANCE MEARIG, P.E.

DATE 02 Oct 2019  
REGIONAL DIRECTOR

APPROVED  
PAT L. CARROLL, P.E.

DATE 10.1.19  
REGIONAL PRECONSTRUCTION ENGINEER

The undersigned hereby  
certifies that this duplicated  
document is an exact and  
true copy of the original.

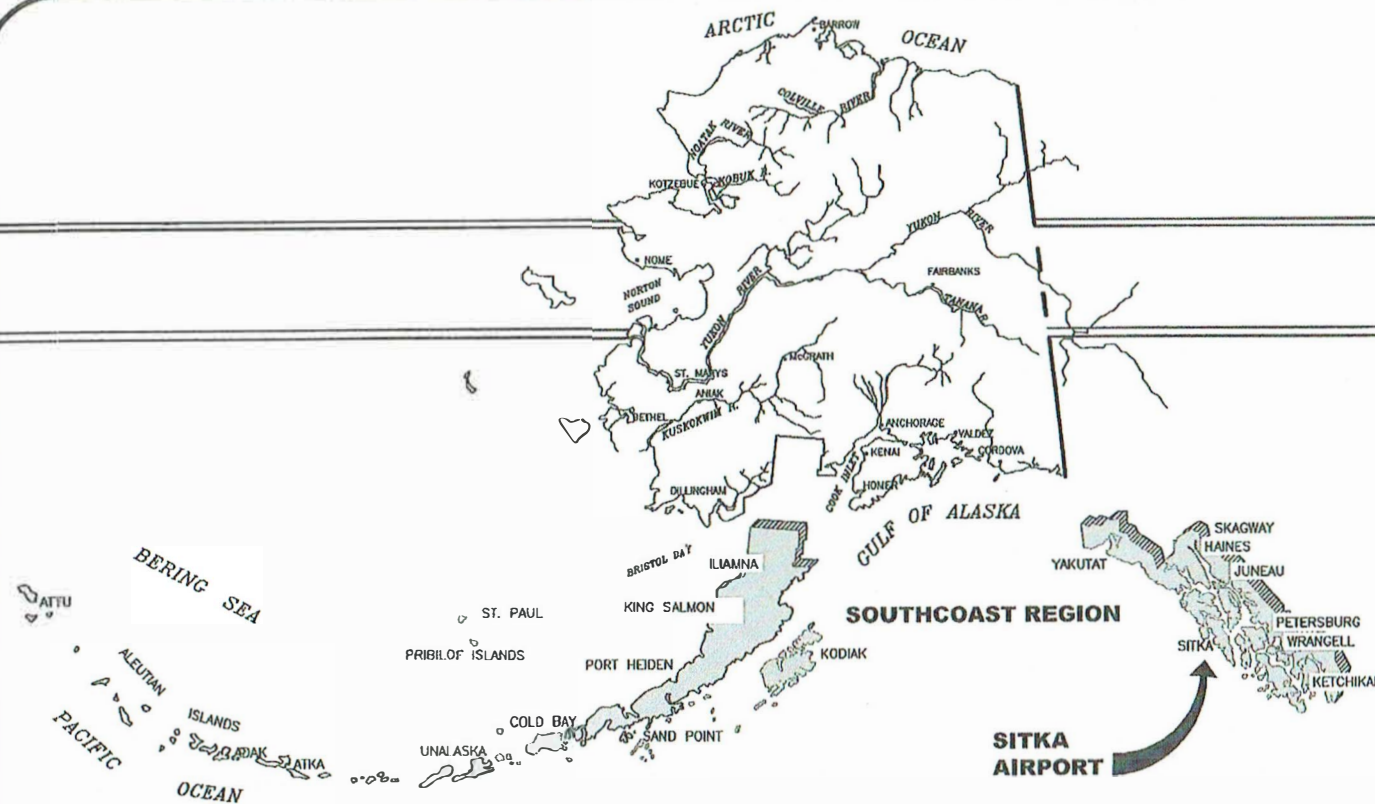
*Handwritten Signature:* Jessica Pulkala

January 06, 2020

**SPONSORED BY STATE OF ALASKA DEPARTMENT  
OF TRANSPORTATION & PUBLIC FACILITIES  
SOUTHCOAST REGION**

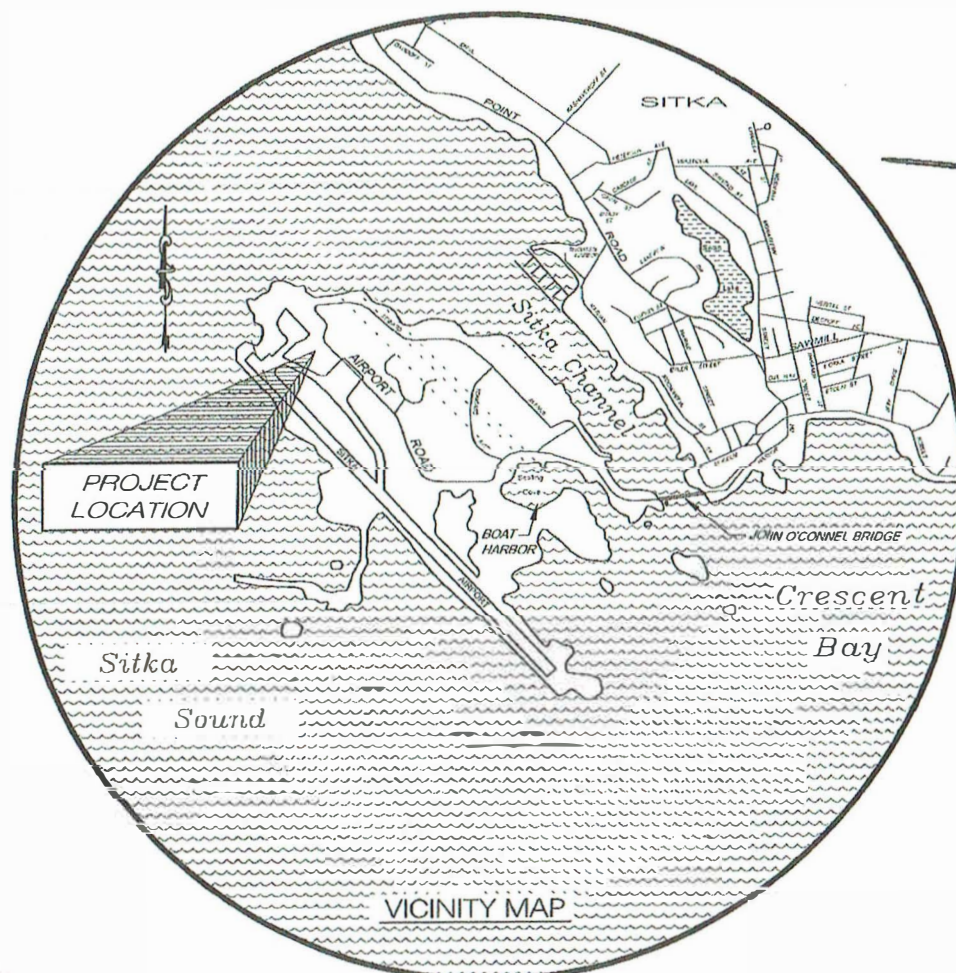
6860 GLACIER HIGHWAY  
JUNEAU, ALASKA 99801  
907-465-1763

**SHEET A1 OF 16**



**ALASKA SOUTHCOAST REGION LOCATION MAP**

NOT TO SCALE

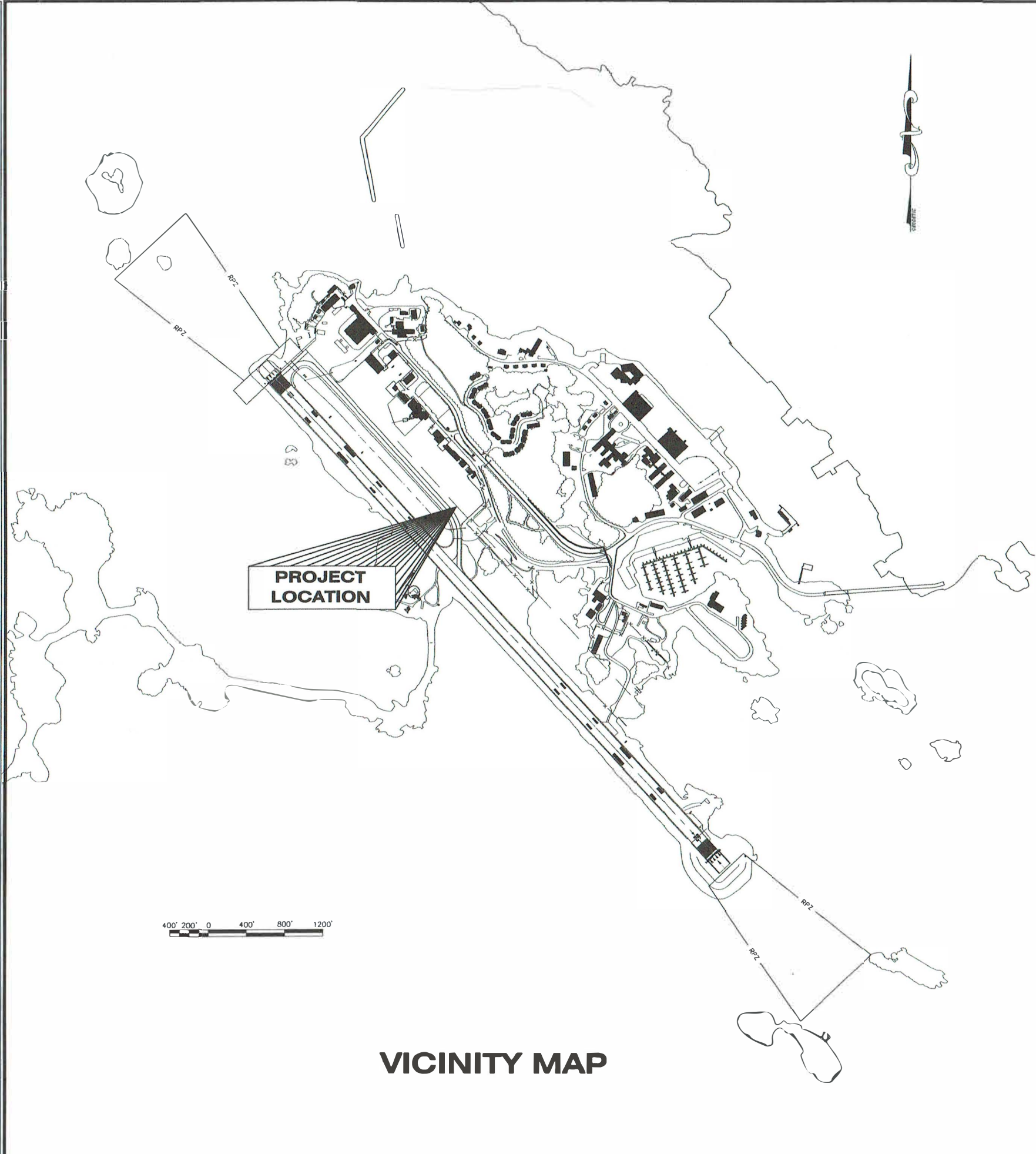


VICINITY MAP



Scale: 1 inch = 1 mile  
Date: 01/06/2020  
Project: SFAPT00188  
Sheet: A1 of 16  
Title: SITKA AIRPORT TRENCH DRAIN PROJECT  
Author: J. Pulkala  
Check: D. Mearig  
Draw: P. Carroll  
WAC: J. Pulkala

FILE Q:\S\F\A\PT00188\Plans\A\SF\PT00188\_A2\_KEY MAPS.dwg DATE 7/15/2019 15:20 LAYOUT A2 DESIGNED TDF CHECKED CMT DRAFTED TDF



VICINITY MAP

| NO. | DATE | REVISION | STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
|     |      |          | ALASKA | SFAPT00188          | 2019 | A2        | 7            |

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2-22-21

| SHEET INDEX |                                                 |
|-------------|-------------------------------------------------|
| SHEET NO.   | DESCRIPTION                                     |
| A1          | TITLE SHEET                                     |
| A2          | KEY MAPS & ABBREVIATIONS                        |
| A3          | LEGEND & SYMBOLS                                |
| A4          | SURVEY CONTROL SHEET                            |
| A5-A6       | CONSTRUCTION SAFETY PLAN & PHASING PLAN         |
| A7          | CONSTRUCTION SAFETY PLAN & PHASING PLAN DETAILS |
| C1          | ESTIMATE OF QUANTITIES                          |
| D1          | SUMMARIES                                       |
| E1-E2       | MISCELLANEOUS DETAILS                           |
| F1-F2       | PLAN & PROFILE                                  |
| Q1-Q3       | EROSION & SEDIMENT CONTROL PLAN                 |
| U1          | ELECTRICAL & STRIPING PLAN                      |

| ABBREVIATIONS |                                   |        |                                       |
|---------------|-----------------------------------|--------|---------------------------------------|
| AC            | ASPHALT CONCRETE                  | N.T.S. | NOT TO SCALE                          |
| AIP           | AIRPORT IMPROVEMENT PROGRAM       | OFA    | OBJECT FREE AREA                      |
| APPROX.       | APPROXIMATE                       | OFZ    | OBSTACLE FREE ZONE                    |
| ARFF          | AIRPORT RESCUE AND FIRE FIGHTING  | PAPI   | PRECISION APPROACH PATH INDICATOR     |
| BMP           | BEST MANAGEMENT PRACTICES         | PC     | POINT OF CURVATURE                    |
| CL            | CENTERLINE                        | PT     | POINT OF TANGENCY                     |
| CAP           | CORRUGATED ALLUMINUM PIPE         | R      | RADIUS                                |
| CF            | CUBIC FOOT                        | RSA    | RUNWAY SAFETY AREA                    |
| CFR           | CODE OF FEDERAL REGULATIONS       | P.C.C. | PORTLAND CEMENT CONCRETE              |
| CFS           | CUBIC FEET PER SECOND             | PVI    | POINT OF VERTICAL CURVE               |
| CMP           | CORRUGATED METAL PIPE             | PVMT.  | PAVEMENT                              |
| CPP           | CORRUGATED POLYETHYLENE PIPE      | R.A.P. | RECLAIMED ASPHALT PAVEMENT            |
| C.S.          | CONTINGENT SUM                    | RT     | RIGHT                                 |
| CY            | CUBIC YARD                        | R/W    | RUNWAY                                |
| DIA.          | DIAMETER                          | SIDA   | SECURITY IDENTIFICATION DISPLAY AREA  |
| E             | EASTING                           | STA.   | STATION                               |
| ELEV.         | ELEVATION                         | SWPPP  | STORM WATER POLLUTION PREVENTION PLAN |
| ESCP          | EROSION AND SEDIMENT CONTROL PLAN | TSA    | TAXIWAY SAFETY AREA                   |
| FAA           | FEDERAL AVIATION ADMINISTRATION   | TYP    | TYPICAL                               |
| FT            | FEET                              | T/W    | TAXIWAY                               |
| LB            | POUND                             | U.S.   | UNITED STATES                         |
| LT            | LEFT                              |        |                                       |
| LVC           | LENGTH OF VERTICAL CURVE          |        |                                       |
| MAX.          | MAXIMUM                           |        |                                       |
| MIN.          | MINIMUM                           |        |                                       |
| N             | NORTHING                          |        |                                       |
| N/A           | NOT APPLICABLE                    |        |                                       |



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GST AIRPORT APRON, RUNWAY,  
AND TAXIWAY PAVEMENT REHAB.

KEY MAPS & ABBREVIATIONS

FILE Q:\S\F\SF\T00188\Plants\SF\T00188\_A3\_LEGEND.dwg DATE 7/15/2019 15:21 LAYOUT A3 DESIGNED WMC CHECKED WMC DRAFTED WMC

|                            |                                            |
|----------------------------|--------------------------------------------|
| CONSTRUCTION CENTERLINE    | 5+00                                       |
| MICELLANEOUS CENTERLINE    | 10+00                                      |
| STATION EQUATION           | "L"48+97.23 POT BK=<br>"O"48+97.23 PC AHD  |
| PROJECT RIGHT-OF-WAY LINE  | R/W                                        |
| EXISTING RIGHT-OF-WAY LINE |                                            |
| EXISTING PROPERTY LINE     |                                            |
| EXISTING EASEMENT LINE     |                                            |
| PROPOSED EASEMENT LINE     |                                            |
| PROPOSED CUT SLOPE LIMIT   |                                            |
| PROPOSED FILL SLOPE LIMIT  |                                            |
| SECTION LINE               |                                            |
| 1/4 SECTION LINE           |                                            |
| 1/16 SECTION LINE          |                                            |
| TOWNSHIP & RANGE LINE      | T. 2 N.<br>T. 1 N.      E. 2 E.<br>E. 1 E. |
| HAZARD MARKER BARRIER      |                                            |
| SIDA BOUNDARY-NO ACCESS    |                                            |

|                                      | EXISTING | PROPOSED |
|--------------------------------------|----------|----------|
| SANITARY SEWER<br>(FLOW DIRECTION →) | ---      | ---      |
| ELECTRICAL LINE                      | ---      | ---      |
| FUEL LINE                            | ---      | ---      |
| GAS LINE                             | ---      | ---      |
| WATER LINE                           | ---      | ---      |
| METER, VALVE, FIRE HYDRANT           | ⊕ ⊕ ⊕    | ⊕ ⊕ ⊕    |
| WATER LINE                           | ---      | ---      |
| STORM DRAIN                          | SD       | ---      |
| FIBER OPTIC LINE                     | ---      | ---      |
| DIRECT BURIAL TELEPHONE CABLE        | ---      | ---      |
| DIRECT BURIAL ELECTRIC CABLE         | ---      | ---      |
| ELECTRIC LINE (OVERHEAD)             | ---      | ---      |
| POWER POLE LINE                      | ⊕ ⊕      | ⊕ ⊕      |
| JOINT USE POWER & TELEPHONE          | ⊕ ⊕      | ⊕ ⊕      |
| TELEPHONE POLE LINE                  | ⊕ ⊕      | ⊕ ⊕      |
| POLE ANCHOR                          | ⊕ ⊕      | ⊕ ⊕      |
| STUB POLE (POWER OR TELEPHONE)       | ⊕ ⊕      | ⊕ ⊕      |
| EXISTING MARKING                     | ⊕        | ⊕        |
| EXISTING ELECTRICAL                  | ⊕        | ⊕        |
| FENCE                                | ---      | ---      |
| RUNWAY/TAXIWAY LIGHTS                | ⊕        | ⊕        |
| LUMINAIRE                            | ⊕        | ⊕        |

|                                 |  |
|---------------------------------|--|
| TREE LINE                       |  |
| WATER BOUNDARY                  |  |
| ORDINARY HIGH WATER LINE        |  |
| FLOW CENTERLINE                 |  |
| FLOW DIRECTION                  |  |
| WETLANDS                        |  |
| EXISTING BUILDINGS              |  |
| ASPHALT                         |  |
| GRAVEL                          |  |
| GRASS                           |  |
| DESIGNATED CROSSING/HAUL ROUTES |  |
| WORKZONE                        |  |

H = HOUSE  
G = GARAGE  
M = MERCHANT/STORE  
B = BARN  
S = SHED  
P = PRIVY  
SS = SERVICE STATION  
W = WAREHOUSE

| NO. | DATE | REVISION | STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|-----------|--------------|
|     |      |          | ALASKA | SFAPT00188          | 2019 | A3        | 7            |

|                                   | PROPOSED | EXISTING |
|-----------------------------------|----------|----------|
| EXISTING ASPHALT                  |          |          |
| EXISTING CENTERLINE               |          |          |
| EXISTING CURB                     |          |          |
| EXISTING SIDEWALK                 |          |          |
| BREAK LINE TOP OF BANK            |          |          |
| BREAK LINE TOE OF BANK            |          |          |
| EXISTING CENTER OF DITCH          |          |          |
| RUNWAY SAFETY AREA                | RSA      | RSA      |
| RUNWAY OBJECT FREE AREA           | OFA      | OFA      |
| RUNWAY OBSTACLE FREE ZONE         | OFZ      | OFZ      |
| TAXIWAY/TAXILANE OBJECT FREE AREA | TOFA     | TOFA     |
| TAXIWAY SAFETY AREA               | TSA      | TSA      |

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FFY18 SITKA TRENCH DRAIN

8/6/2019 LEGEND & SYMBOLS

| NO. | DATE | REVISION | STATE  | PROJECT DESIGNATION | YEAR | SHEET NO | TOTAL SHEETS |
|-----|------|----------|--------|---------------------|------|----------|--------------|
|     |      |          | ALASKA | SFAPT00188          | 2019 | A4       | 7            |

MONUMENT NOTES:

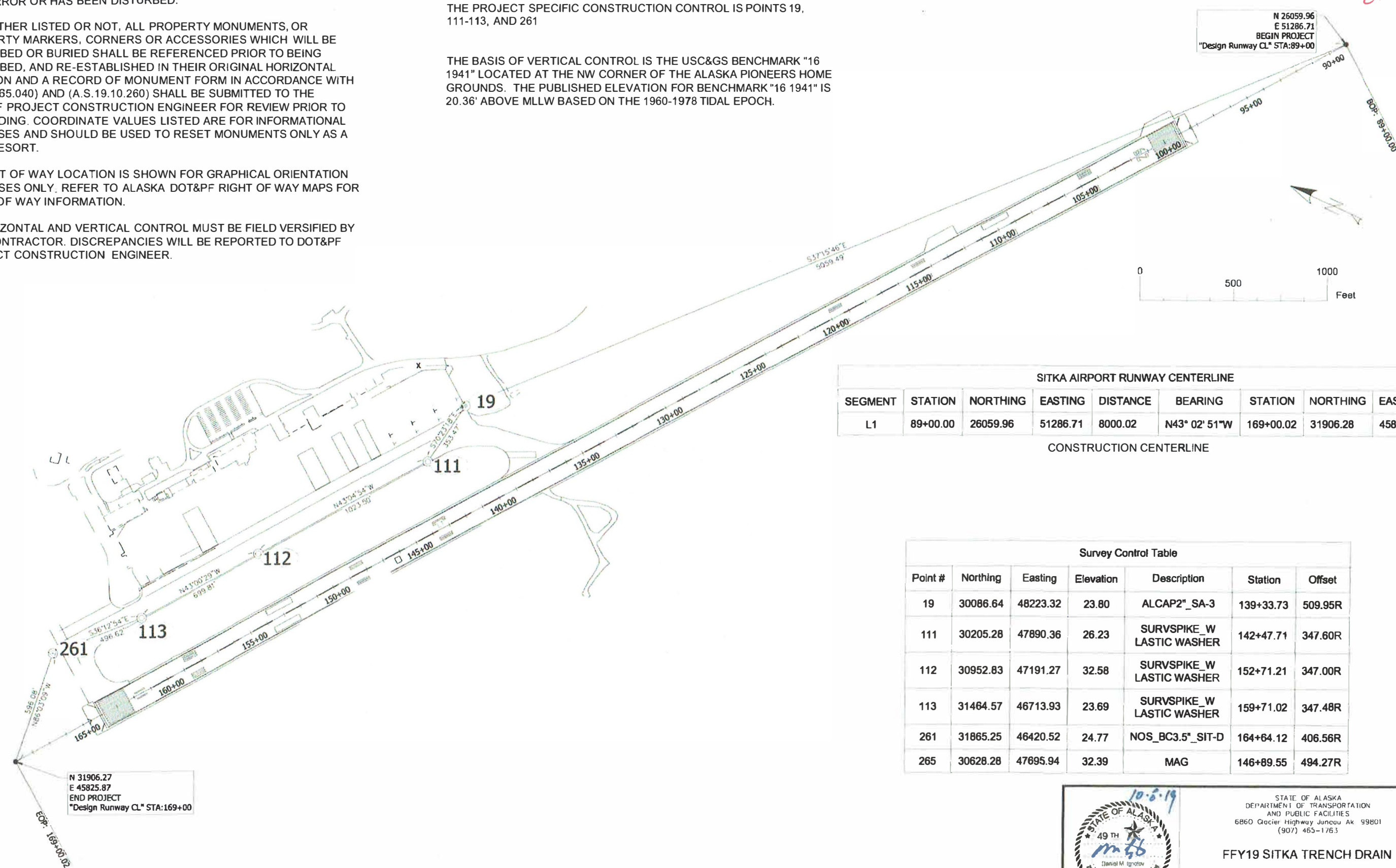
1. IF ANY PAIR OF CONTROL POINTS DISAGREES FROM PUBLISHED VALUE BY MORE THAN 1:10,000 HORIZONTALLY OR VERTICALLY THEN A THIRD NETWORK POINT MUST BE TIED TO ASCERTAIN WHICH POINT IS IN ERROR OR HAS BEEN DISTURBED.
2. WHETHER LISTED OR NOT, ALL PROPERTY MONUMENTS, OR PROPERTY MARKERS, CORNERS OR ACCESSORIES WHICH WILL BE DISTURBED OR BURIED SHALL BE REFERENCED PRIOR TO BEING DISTURBED, AND RE-ESTABLISHED IN THEIR ORIGINAL HORIZONTAL POSITION AND A RECORD OF MONUMENT FORM IN ACCORDANCE WITH (A.S.34.65.040) AND (A.S.19.10.260) SHALL BE SUBMITTED TO THE DOT&PF PROJECT CONSTRUCTION ENGINEER FOR REVIEW PRIOR TO RECORDING. COORDINATE VALUES LISTED ARE FOR INFORMATIONAL PURPOSES AND SHOULD BE USED TO RESET MONUMENTS ONLY AS A LAST RESORT.
3. RIGHT OF WAY LOCATION IS SHOWN FOR GRAPHICAL ORIENTATION PURPOSES ONLY. REFER TO ALASKA DOT&PF RIGHT OF WAY MAPS FOR RIGHT OF WAY INFORMATION.
4. HORIZONTAL AND VERTICAL CONTROL MUST BE FIELD VERSIFIED BY THE CONTRACTOR. DISCREPANCIES WILL BE REPORTED TO DOT&PF PROJECT CONSTRUCTION ENGINEER.

HORIZONTAL & VERTICAL CONTROL

THE BASIS OF BEARING FOR THIS PROJECT IS ASSUMED N 43° 02' 51" W FROM THE B.O.P. AND E.O.P. OF CONSTRUCTION CENTERLINE.

THE PROJECT SPECIFIC CONSTRUCTION CONTROL IS POINTS 19, 111-113, AND 261

THE BASIS OF VERTICAL CONTROL IS THE USC&GS BENCHMARK "16 1941" LOCATED AT THE NW CORNER OF THE ALASKA PIONEERS HOME GROUNDS. THE PUBLISHED ELEVATION FOR BENCHMARK "16 1941" IS 20.36' ABOVE MLLW BASED ON THE 1960-1978 TIDAL EPOCH.



| SITKA AIRPORT RUNWAY CENTERLINE |          |          |          |          |               |           |          |          |
|---------------------------------|----------|----------|----------|----------|---------------|-----------|----------|----------|
| SEGMENT                         | STATION  | NORTHING | EASTING  | DISTANCE | BEARING       | STATION   | NORTHING | EASTING  |
| L1                              | 89+00.00 | 26059.96 | 51286.71 | 8000.02  | N43° 02' 51"W | 169+00.02 | 31906.28 | 45825.86 |

CONSTRUCTION CENTERLINE

| Survey Control Table |          |          |           |                           |           |         |
|----------------------|----------|----------|-----------|---------------------------|-----------|---------|
| Point #              | Northing | Easting  | Elevation | Description               | Station   | Offset  |
| 19                   | 30086.64 | 48223.32 | 23.80     | ALCAP2" SA-3              | 139+33.73 | 509.95R |
| 111                  | 30205.28 | 47890.36 | 26.23     | SURVSPIKE_W LASTIC WASHER | 142+47.71 | 347.60R |
| 112                  | 30952.83 | 47191.27 | 32.58     | SURVSPIKE_W LASTIC WASHER | 152+71.21 | 347.00R |
| 113                  | 31464.57 | 46713.93 | 23.69     | SURVSPIKE_W LASTIC WASHER | 159+71.02 | 347.48R |
| 261                  | 31865.25 | 46420.52 | 24.77     | NOS_BC3.5" SIT-D          | 164+64.12 | 406.56R |
| 265                  | 30628.28 | 47695.94 | 32.39     | MAG                       | 146+89.55 | 494.27R |



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FFY19 SITKA TRENCH DRAIN

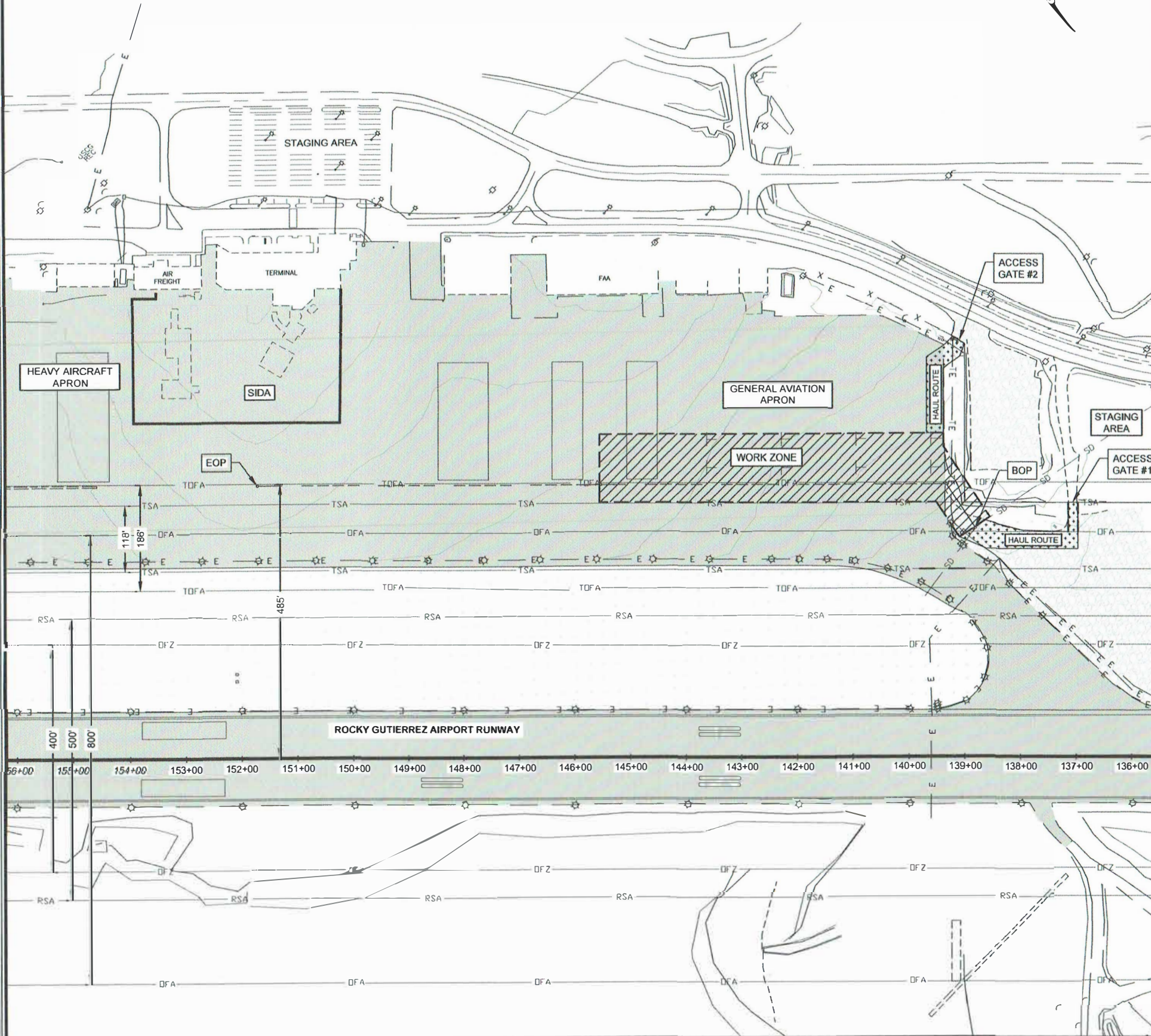
SURVEY CONTROL

DRAWING LOCATION  
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# PHASE I



## CONSTRUCTION SEQUENCE NOTES:

1. SUBMIT PROPOSED CONSTRUCTION PHASING PLAN 5 DAYS PRIOR TO PRECONSTRUCTION MEETING. CHANGES TO THIS PLAN MUST BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO COMMENCING THE WORK.
2. COMPLETE TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL MEASURES PRIOR TO COMMENCING CULVERT AND SLOTTED DRAIN WORK.
3. THE CONTRACTOR SHALL STAGE ONLY DAILY QUANTITIES OF MATERIALS IN THE WORK ZONE. ALL OTHER MATERIALS MUST BE KEPT IN STAGING AREA.

## SAFETY NOTES:

1. ALL CONTRACTOR PERSONNEL AND EQUIPMENT SHALL CROSS THE APRON AND TAXIWAY AT DESIGNATED HAUL ROUTES SHOWN ON THIS SHEET.
2. ALL CONTRACTOR OPERATIONS IN DESIGNATED HAUL ROUTES MUST BE TRAINED OR HAVE A POSITIVE ESCORT.
3. CONTRACTOR SHALL NOT ENTER TAXIWAY SAFETY AREA (TSA) WITHOUT EXPLICIT PERMISSION FROM THE AIRPORT MANAGER OR AT DESIGNATED HAUL ROUTES.
4. THERE SHALL BE NO ACCESS INTO SIDA AT ANY TIME. SIDA MARKED BY 12" WIDE YELLOW LINE.
5. HAZARDOUS AREA BARRIERS SHALL BE PLACED AROUND ALL WORK ZONES AT A MAXIMUM GAPS OF 4'. SEE SHEET A7 FOR DETAILS ON HAZARDOUS BARRIERS.
6. ALL CONTRACTOR PERSONNEL AND EQUIPMENT SHALL YIELD TO ALL AIRCRAFT. AIRCRAFT ALWAYS HAVE RIGHT OF WAY.
7. CONTRACTOR PERSONNEL PARKING SHALL BE LOCATED IN THE STAGING AREA.
8. SEE SECTION 80 OF THE SPECIFICATIONS FOR SPECIAL LIMITATIONS AND OPERATIONAL SAFETY CONCERNS.
9. ACCESS TO ALL AIRPORT APRONS, INCLUDING COAST GUARD, SHALL BE MAINTAINED AT ALL TIMES.
10. ALL EQUIPMENT, MATERIALS, AND PERSONNEL SHALL BE CLEAR OF THE TAXIWAY OBJECT FREE AREA (TOFA) BY THE TIME AIRCRAFT ARE DEPARTING OR APPROACHING THE TAXIWAY.

## LEGEND

- HAZARD MARKER BARRIER
- SIDA BOUNDARY—NO ACCESS
- TOFA — TAXIWAY OBJECT FREE AREA (TOFA)
- TSA — TAXIWAY SAFETY AREA (TSA)
- OFZ — RUNWAY OBJECT FREE ZONE (OFZ)
- OFA — RUNWAY OBJECT FREE AREA (ROFA)
- RSA — RUNWAY SAFETY AREA (RSA)
- ||||| WORK ZONE LIMITS
- ▨ DESIGNATED CROSSING/HAUL ROUTES
- AIR OPERATIONS AREA (AOA)
- GRAVEL

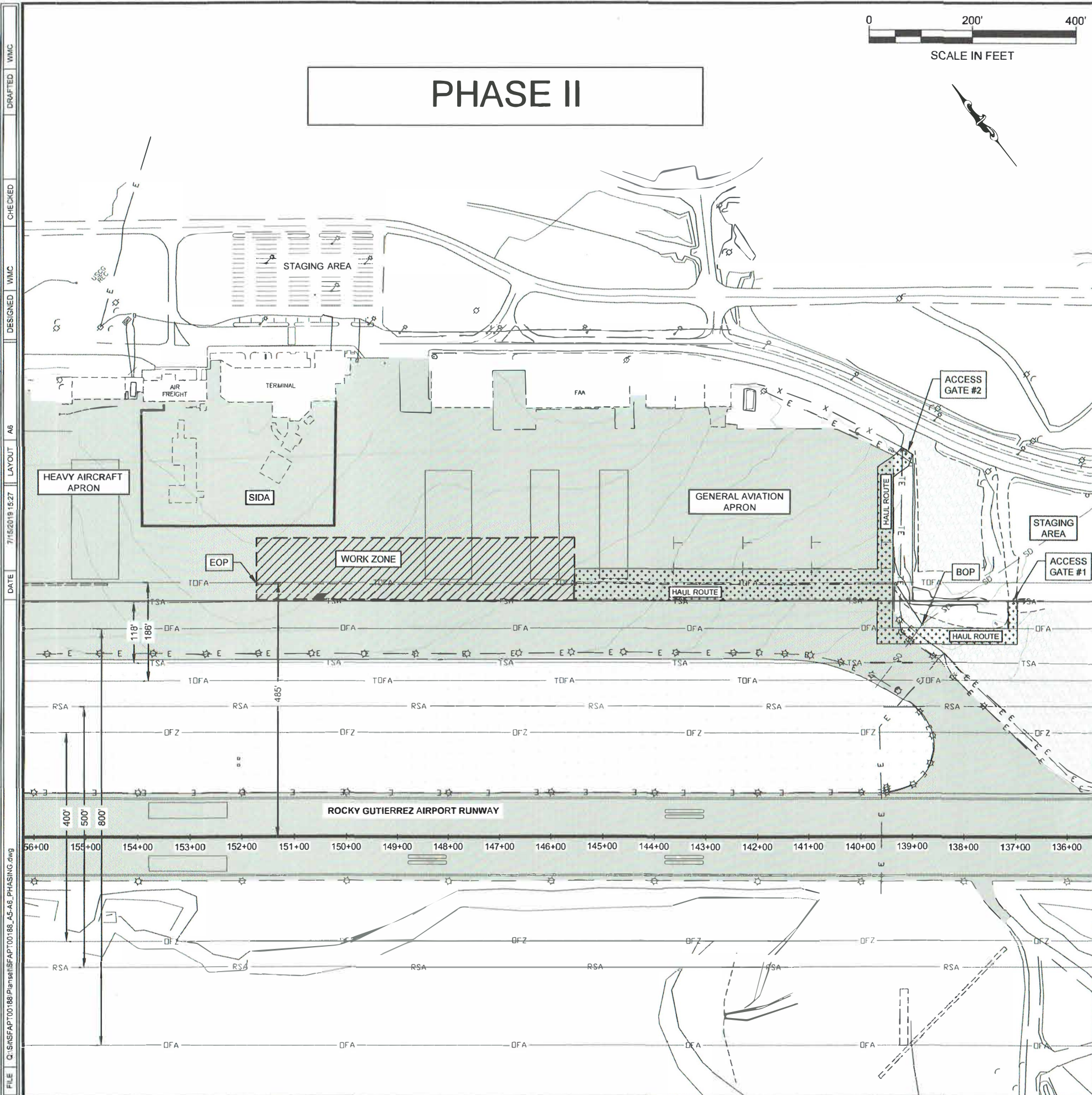
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| SHEET NO.           | TOTAL SHEETS |
|---------------------|--------------|
| A5                  | 7            |
| STATE               | YEAR         |
| ALASKA              | 2019         |
| PROJECT DESIGNATION |              |
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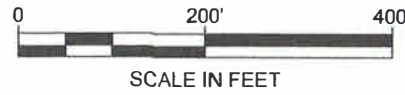
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8/6/2019  
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
FFY18 SITKA  
TRENCH DRAIN  
CONSTRUCTION  
SEQUENCING &  
SAFETY PLAN



# PHASE II



- CONSTRUCTION SEQUENCE NOTES:**
1. SUBMIT PROPOSED CONSTRUCTION PHASING PLAN 5 DAYS PRIOR TO PRECONSTRUCTION MEETING. CHANGES TO THIS PLAN MUST BE APPROVED IN WRITING BY THE ENGINEER PRIOR TO COMMENCING THE WORK.
  2. COMPLETE TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL MEASURES PRIOR TO COMMENCING CULVERT AND SLOTTED DRAIN WORK.
  3. THE CONTRACTOR SHALL STAGE ONLY DAILY QUANTITIES OF MATERIALS IN THE WORK ZONE. ALL OTHER MATERIALS MUST BE KEPT IN STAGING AREA.

- SAFETY NOTES:**
1. ALL CONTRACTOR PERSONNEL AND EQUIPMENT SHALL CROSS THE APRON AND TAXIWAY AT DESIGNATED HAUL ROUTES SHOWN ON THIS SHEET.
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**LEGEND**

- HAZARD MARKER BARRIER
- SIDA BOUNDARY-NO ACCESS
- TOFA TAXIWAY OBJECT FREE AREA (TOFA)
- TSA TAXIWAY SAFETY AREA (TSA)
- OFZ RUNWAY OBJECT FREE ZONE (OFZ)
- OFA RUNWAY OBJECT FREE AREA (ROFA)
- RSA RUNWAY SAFETY AREA (RSA)
- WORK ZONE LIMITS
- DESIGNATED CROSSING/HAUL ROUTES
- AIR OPERATIONS AREA (AOA)
- GRAVEL

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| SHEET NO.           | TOTAL SHEETS |
|---------------------|--------------|
| A6                  | 7            |
| STATE               | YEAR         |
| ALASKA              | 2019         |
| PROJECT DESIGNATION |              |
| SFAPT00188          |              |

| REVISION | DATE | NO. |
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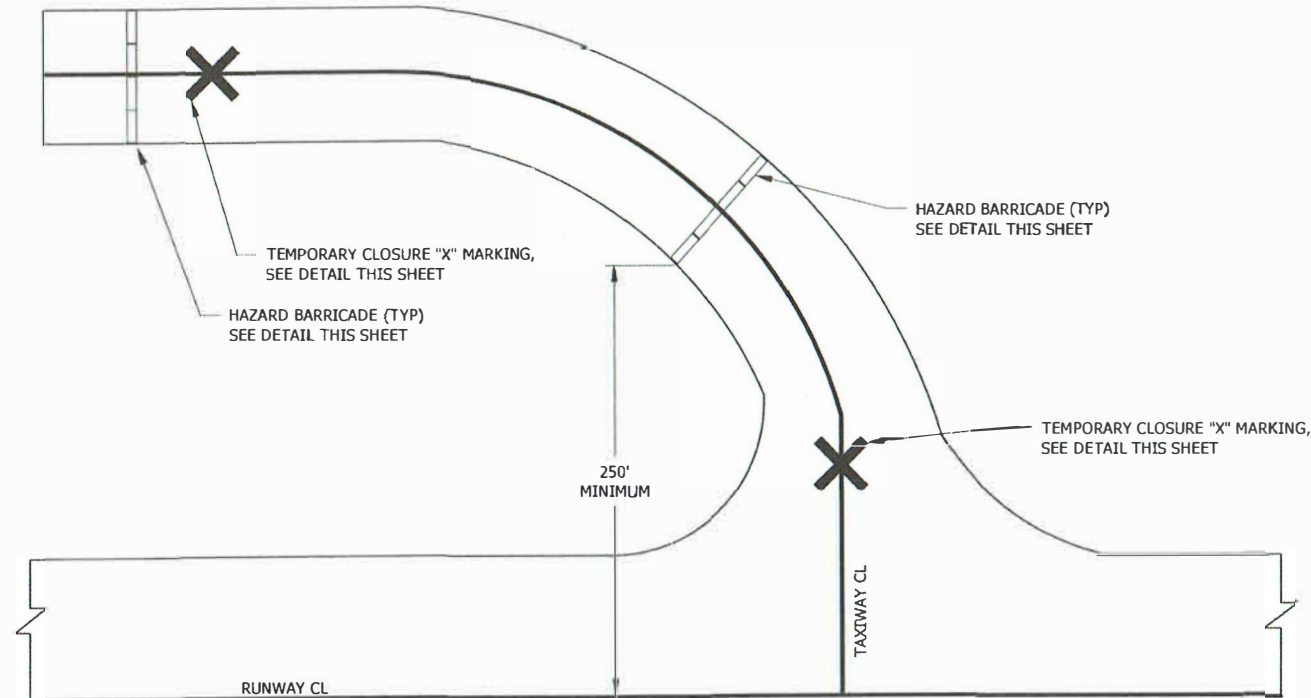
8/6/2019

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

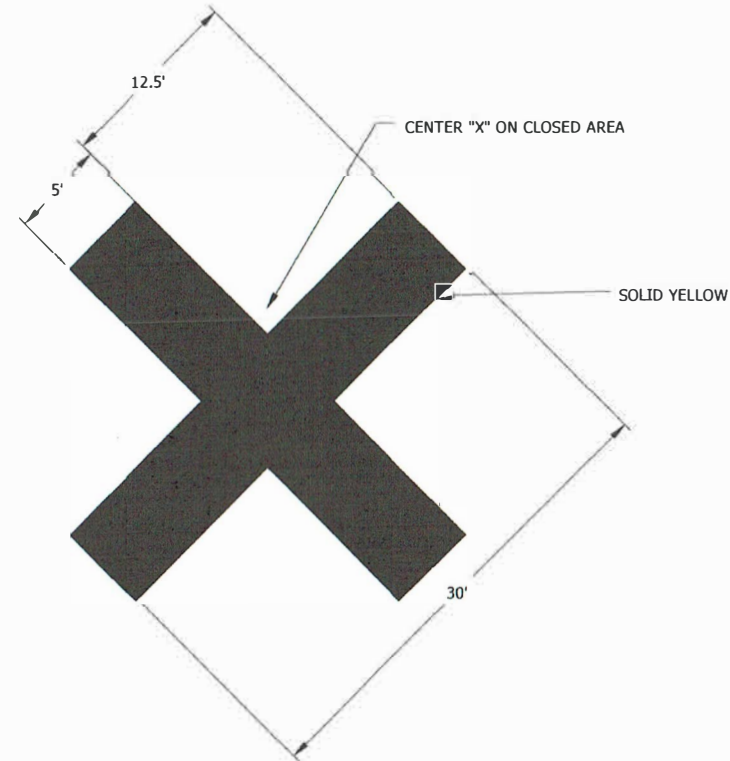
FFY18 SITKA  
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| NO. | DATE | REVISION | STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
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|     |      |          | ALASKA | SFAPT00188          | 2019 | A7        | 7            |

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TYPICAL TAXIWAY CLOSURE  
N.T.S.

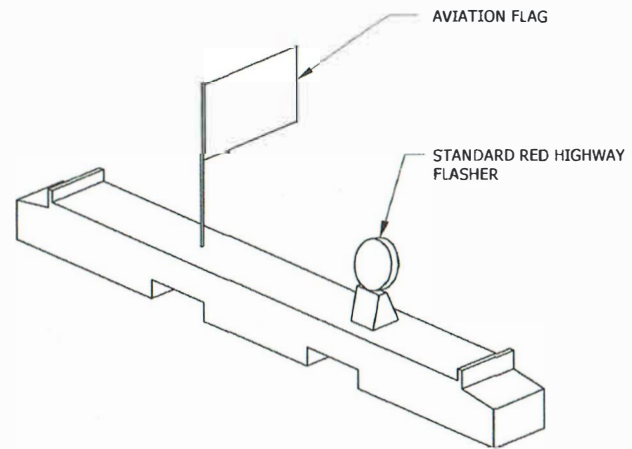


TEMPORARY MARKINGS  
N.T.S.

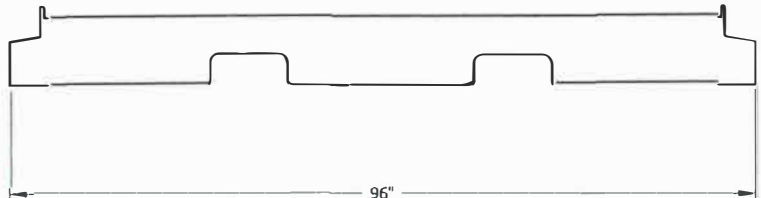
TEMPORARY MARKINGS NOTES:

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.

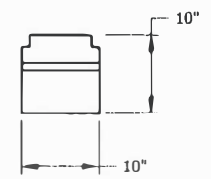
HAZARDOUS BARRICADE  
N.T.S.



PREPARATION OF FLAG & FLASHER MOUNT  
SKEWED VIEW



ELEVATION VIEW



SIDE VIEW

HAZARDOUS BARRICADE NOTES:

1. BARRICADES SHALL BE IN PLACE TO LIMIT ACCESS TO THE CLOSED PORTION OF THE APRON.
2. BARRICADES SHALL BE OF THE LOW STYLE, LESS THAN 10" HIGH WHEN USED ADJACENT TO AN ACTIVE MOVEMENT AREA AND SPACED 12' ON CENTER.
3. BARRICADES SHALL BE DELINEATED AS SHOWN IN THE FIGURE.
4. FLAGS SHALL BE PLACED ON EACH BARRIER.



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION  
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(907) 465-1763

FFY18 SITKA TRENCH DRAIN

CONSTRUCTION SEQUENCING &  
SAFETY PLAN DETAILS

| NO.                                                                               | DATE    | REVISION                                                                       | STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----------------------------------------------------------------------------------|---------|--------------------------------------------------------------------------------|--------|---------------------|------|-----------|--------------|
|  | 3/19/20 | UPDATED QUANTITIES TO SHOW P-1 & P-2<br>MODIFICATIONS AND REMOVAL OF S-1 & S-2 | ALASKA | SFAPT00188          | 2019 | C1        | 1            |

HMF  
2.22.21

| ESTIMATE OF QUANTITIES   |                                                                 |                     |                         |
|--------------------------|-----------------------------------------------------------------|---------------------|-------------------------|
| ITEM NO.                 | ITEM                                                            | PAY UNIT            | QUANTITY                |
| D701.010.0018            | CS PIPE, 18-INCH                                                | LINEAR FOOT         | 127                     |
| D702.010.0000            | SLOTTED DRAIN, 18-INCH, 14 GAUGE PIPE                           | LINEAR FOOT         | 1,196                   |
| D702.020.0000            | CONCRETE FOR BACKFILL                                           | CUBIC YARD          | 270                     |
| <del>D751.010.0046</del> | <del>MANHOLE, TYPE 1, 48-INCH</del>                             | <del>EACH</del>     | <del>1</del>            |
| G100.010.0000            | MOBILIZATION AND DEMOBILIZATION                                 | LUMP SUM            | ALL REQUIRED            |
| G115.010.0000            | WORKER MEALS AND LODGING, OR PER DIEM                           | LUMP SUM            | ALL REQUIRED            |
| <del>G130.010.0000</del> | <del>FIELD OFFICE</del>                                         | <del>LUMP SUM</del> | <del>ALL REQUIRED</del> |
| <del>G130.020.0000</del> | <del>FIELD LABORATORY</del>                                     | <del>LUMP SUM</del> | <del>ALL REQUIRED</del> |
| <del>G130.060.0000</del> | <del>NUCLEAR TESTING EQUIPMENT STORAGE SHED</del>               | <del>EACH</del>     | <del>1</del>            |
| G130.140.0000            | RADIOS                                                          | EACH                | 2                       |
| G131.010.0000            | ENGINEERING TRANSPORTATION (TRUCK)                              | EACH                | 2                       |
| G135.010.0000            | CONSTRUCTION SURVEYING BY THE CONTRACTOR                        | LUMP SUM            | ALL REQUIRED            |
| G135.020.0000            | EXTRA THREE PERSON SURVEY PARTY                                 | HOURL               | 10                      |
| G200.010.0000            | CONTRACTOR QUALITY CONTROL PROGRAM                              | LUMP SUM            | ALL REQUIRED            |
| G300.010.0000            | CPM SCHEDULING                                                  | LUMP SUM            | ALL REQUIRED            |
| G310.010.0000            | PUBLIC UPDATES                                                  | LUMP SUM            | ALL REQUIRED            |
| G700.030.0000            | AIRPORT TRAFFIC MAINTENANCE                                     | LUMP SUM            | ALL REQUIRED            |
| G700.040.0000            | TRAFFIC CONTROL FOR AIRPORTS                                    | CONTINGENT SUM      | ALL REQUIRED            |
| P152.010.0000            | UNCLASSIFIED EXCAVATION                                         | CUBIC YARD          | 236                     |
| P152.040.0000            | ROCK EXCAVATION                                                 | CUBIC YARD          | 139                     |
| P152.200.0000            | BORROW                                                          | TON                 | 174                     |
| P160.040.0000            | EXCAVATION AND DISPOSAL OF EXISTING PAVEMENT, AC                | SQUARE YARD         | 476                     |
| P209.020.0000            | CRUSHED AGGREGATE BASE COURSE                                   | TON                 | 12                      |
| P299.020.0000            | CRUSHED AGGREGATE SURFACE COURSE                                | TON                 | 12                      |
| P605.010.0000            | JOINT SEALING FILLER                                            | LINEAR FOOT         | 2,640                   |
| P641.010.0000            | EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION         | LUMP SUM            | ALL REQUIRED            |
| P641.030.0000            | TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL              | LUMP SUM            | ALL REQUIRED            |
| P641.050.0000            | TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY DIRECTIVE | CONTINGENT SUM      | ALL REQUIRED            |
| P641.060.0000            | WITHHOLDING                                                     | CONTINGENT SUM      | ALL REQUIRED            |
| P641.070.0000            | SWPPP MANAGER                                                   | LUMP SUM            | ALL REQUIRED            |

- |                 |                                      |                |
|-----------------|--------------------------------------|----------------|
| ● G130.1.0001   | FIELD OFFICE REDUCED SIZE            | ADDED PER CO#3 |
| ● D751.010.0049 | S-3 MODIFICATION TYPE IV CATCH BASIN | ADDED PER CO#4 |

| BASIS OF ESTIMATE |                                  |                                       |
|-------------------|----------------------------------|---------------------------------------|
| ITEM NO.          | ITEM                             | ESTIMATING FACTOR                     |
| D702.020.0000     | CONCRETE FOR BACKFILL            | 0.22 CY/LF                            |
| P152.040.0000     | ROCK EXCAVATION                  | 1/2 OF TOTAL SLOTTED DRAIN EXCAVATION |
| P152.200.0000     | BORROW                           | 1.85 TON/CY                           |
| P209.020.0000     | CRUSHED AGGREGATE BASE COURSE    | 1.95 TON/CY                           |
| P299.020.0000     | CRUSHED AGGREGATE SURFACE COURSE | 1.95 TON/CY                           |

133.3 LF TTD

1200 LF TTD

DELETED PER COM2

DELETED PER CO#4

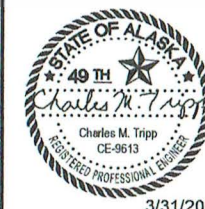
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331.21 CY TTD

64.08 TON TTD

491.81 SY TTD

2656 LF TTD



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION  
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## FFY18 SITKA TRENCH DRAIN

ESTIMATE OF QUANTITIES

FILE Q:\SIT\SFAP00188\Platset\SFAP00188\_D1\_SUMS.dwg DATE 3/26/2020 13:18 LAYOUT D1 DESIGNED WMC CHECKED CT DRAFTED WMC

| NO. | DATE    | REVISION                                                          | STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|---------|-------------------------------------------------------------------|--------|---------------------|------|-----------|--------------|
| 1   | 3/19/20 | UPDATED TABLES TO SHOW REMOVAL OF S-1 & S-2 AND P-2 MODIFICATION. | ALASKA | SFAP00188           | 2019 | D1        | 1            |

Amf 2.22.21

| SLOTTED DRAIN SECTIONS- INSTALLATION SUMMARY |           |             |                     |           |             |                     |             |        |               |                    |
|----------------------------------------------|-----------|-------------|---------------------|-----------|-------------|---------------------|-------------|--------|---------------|--------------------|
| SECTION                                      | INLET     |             |                     | OUTLET    |             |                     | LENGTH (FT) | SIZE   | APPROX. GRADE | REMARKS            |
|                                              | STATION   | OFFSET (FT) | APPROX. INVERT (FT) | STATION   | OFFSET (FT) | APPROX. INVERT (FT) |             |        |               |                    |
| 1                                            | 151+73.73 | 485 RT      | 33.04               | 151+53.73 | 485 RT      | 33.01               | 20          | 18" SD | 0.12%         | P-1 BULKHEAD       |
| 2                                            | 151+53.73 | 485 RT      | 33.01               | 151+33.73 | 485 RT      | 32.95               | 20          | 18" SD | 0.30%         | P-1                |
| 3                                            | 151+33.73 | 485 RT      | 32.95               | 151+13.73 | 485 RT      | 32.82               | 20          | 18" SD | 0.65%         | P-1                |
| 4                                            | 151+13.73 | 485 RT      | 32.82               | 150+93.73 | 485 RT      | 32.63               | 20          | 18" SD | 0.95%         | P-1                |
| 5                                            | 150+93.73 | 485 RT      | 32.63               | 150+73.73 | 485 RT      | 32.43               | 20          | 18" SD | 1.00%         | P-1                |
| 6                                            | 150+73.73 | 485 RT      | 32.43               | 150+53.73 | 485 RT      | 32.23               | 20          | 18" SD | 1.00%         | P-1                |
| 7                                            | 150+53.73 | 485 RT      | 32.23               | 150+33.73 | 485 RT      | 32.03               | 20          | 18" SD | 1.00%         | P-1                |
| 8                                            | 150+33.73 | 485 RT      | 32.03               | 150+13.73 | 485 RT      | 31.90               | 20          | 18" SD | 0.65%         | P-1                |
| 9                                            | 150+13.73 | 485 RT      | 31.90               | 149+93.73 | 485 RT      | 31.74               | 20          | 18" SD | 0.80%         | P-1                |
| 10                                           | 149+93.73 | 485 RT      | 31.74               | 149+73.73 | 485 RT      | 31.57               | 20          | 18" SD | 0.85%         | P-1                |
| 11                                           | 149+73.73 | 485 RT      | 31.57               | 149+53.73 | 485 RT      | 31.56               | 20          | 18" SD | 0.05%         | P-1                |
| 12                                           | 149+53.73 | 485 RT      | 31.56               | 149+33.73 | 485 RT      | 31.49               | 20          | 18" SD | 0.35%         | P-1                |
| 13                                           | 149+33.73 | 485 RT      | 31.49               | 149+13.73 | 485 RT      | 31.40               | 20          | 18" SD | 0.45%         | P-1                |
| 14                                           | 149+13.73 | 485 RT      | 31.40               | 148+93.73 | 485 RT      | 31.29               | 20          | 18" SD | 0.55%         | P-1                |
| 15                                           | 148+93.73 | 485 RT      | 31.29               | 148+73.73 | 485 RT      | 31.19               | 20          | 18" SD | 0.50%         | P-1                |
| 16                                           | 148+73.73 | 485 RT      | 31.19               | 148+53.73 | 485 RT      | 31.04               | 20          | 18" SD | 0.75%         | P-1                |
| 17                                           | 148+53.73 | 485 RT      | 31.04               | 148+33.73 | 485 RT      | 30.86               | 20          | 18" SD | 0.90%         | P-1                |
| 18                                           | 148+33.73 | 485 RT      | 30.86               | 148+13.73 | 485 RT      | 30.80               | 20          | 18" SD | 0.30%         | P-1                |
| 19                                           | 148+13.73 | 485 RT      | 30.80               | 147+93.73 | 485 RT      | 30.71               | 20          | 18" SD | 0.45%         | P-1                |
| 20                                           | 147+93.73 | 485 RT      | 30.71               | 147+73.73 | 485 RT      | 30.61               | 20          | 18" SD | 0.50%         | P-1                |
| 21                                           | 147+73.73 | 485 RT      | 30.61               | 147+53.73 | 485 RT      | 30.51               | 20          | 18" SD | 0.50%         | P-1                |
| 22                                           | 147+53.73 | 485 RT      | 30.51               | 147+33.73 | 485 RT      | 30.47               | 20          | 18" SD | 0.20%         | P-1                |
| 23                                           | 147+33.73 | 485 RT      | 30.47               | 147+13.73 | 485 RT      | 30.39               | 20          | 18" SD | 0.40%         | P-1                |
| 24                                           | 147+13.73 | 485 RT      | 30.39               | 146+93.73 | 485 RT      | 30.29               | 20          | 18" SD | 0.50%         | P-1                |
| 25                                           | 146+93.73 | 485 RT      | 30.29               | 146+73.73 | 485 RT      | 30.19               | 20          | 18" SD | 0.50%         | P-1                |
| 26                                           | 146+73.73 | 485 RT      | 30.19               | 146+53.73 | 485 RT      | 30.09               | 20          | 18" SD | 0.50%         | P-1                |
| 27                                           | 146+53.73 | 485 RT      | 29.99               | 146+33.73 | 485 RT      | 29.97               | 20          | 18" SD | 0.60%         | P-1                |
| 28                                           | 146+33.73 | 485 RT      | 29.97               | 146+13.73 | 485 RT      | 29.93               | 20          | 18" SD | 0.20%         | P-1                |
| 29                                           | 146+13.73 | 485 RT      | 29.93               | 145+93.73 | 485 RT      | 29.85               | 20          | 18" SD | 0.40%         | P-1                |
| 30                                           | 145+93.73 | 485 RT      | 29.85               | 145+73.73 | 485 RT      | 29.82               | 20          | 18" SD | 0.15%         | P-1                |
| 31                                           | 145+73.73 | 485 RT      | 29.82               | 145+53.73 | 485 RT      | 29.72               | 20          | 18" SD | 0.50%         | P-1                |
| 32                                           | 145+53.73 | 485 RT      | 29.72               | 145+33.73 | 485 RT      | 29.61               | 20          | 18" SD | 0.55%         | P-1                |
| 33                                           | 145+33.73 | 485 RT      | 29.61               | 145+13.73 | 485 RT      | 29.47               | 20          | 18" SD | 0.70%         | P-1                |
| 34                                           | 145+13.73 | 485 RT      | 29.47               | 144+93.73 | 485 RT      | 29.32               | 20          | 18" SD | 0.75%         | P-1                |
| 35                                           | 144+93.73 | 485 RT      | 29.32               | 144+73.73 | 485 RT      | 29.19               | 20          | 18" SD | 0.65%         | P-1                |
| 36                                           | 144+73.73 | 485 RT      | 29.19               | 144+53.73 | 485 RT      | 28.97               | 20          | 18" SD | 1.10%         | P-1                |
| 37                                           | 144+53.73 | 485 RT      | 28.97               | 144+33.73 | 485 RT      | 28.72               | 20          | 18" SD | 1.20%         | P-1                |
| 38                                           | 144+33.73 | 485 RT      | 28.72               | 144+13.73 | 485 RT      | 28.47               | 20          | 18" SD | 1.30%         | P-1                |
| 39                                           | 144+13.73 | 485 RT      | 28.47               | 143+93.73 | 485 RT      | 28.16               | 20          | 18" SD | 1.55%         | P-1                |
| 40                                           | 143+93.73 | 485 RT      | 28.16               | 143+73.73 | 485 RT      | 27.84               | 20          | 18" SD | 1.60%         | P-1                |
| 41                                           | 143+73.73 | 485 RT      | 27.84               | 143+53.73 | 485 RT      | 27.54               | 20          | 18" SD | 1.50%         | P-1                |
| 42                                           | 143+53.73 | 485 RT      | 27.54               | 143+33.73 | 485 RT      | 27.16               | 20          | 18" SD | 1.90%         | P-1                |
| 43                                           | 143+33.73 | 485 RT      | 27.16               | 143+13.73 | 485 RT      | 26.87               | 20          | 18" SD | 1.45%         | P-1                |
| 44                                           | 143+13.73 | 485 RT      | 26.87               | 142+93.73 | 485 RT      | 26.55               | 20          | 18" SD | 1.60%         | P-1                |
| 45                                           | 142+93.73 | 485 RT      | 26.55               | 142+73.73 | 485 RT      | 26.25               | 20          | 18" SD | 1.50%         | P-1                |
| 46                                           | 142+73.73 | 485 RT      | 26.25               | 142+53.73 | 485 RT      | 25.95               | 20          | 18" SD | 1.50%         | P-1                |
| 47                                           | 142+53.73 | 485 RT      | 25.95               | 142+33.73 | 485 RT      | 25.69               | 20          | 18" SD | 1.30%         | P-1                |
| 48                                           | 142+33.73 | 485 RT      | 25.69               | 142+13.73 | 485 RT      | 25.42               | 20          | 18" SD | 1.35%         | P-1                |
| 49                                           | 142+13.73 | 485 RT      | 25.42               | 141+93.73 | 485 RT      | 25.12               | 20          | 18" SD | 1.50%         | P-1                |
| 50                                           | 141+93.73 | 485 RT      | 25.12               | 141+73.73 | 485 RT      | 24.86               | 20          | 18" SD | 1.30%         | P-1                |
| 51                                           | 141+73.73 | 485 RT      | 24.86               | 141+53.73 | 485 RT      | 24.65               | 20          | 18" SD | 1.05%         | P-1                |
| 52                                           | 141+53.73 | 485 RT      | 24.65               | 141+33.73 | 485 RT      | 24.41               | 20          | 18" SD | 1.20%         | P-1                |
| 53                                           | 141+33.73 | 485 RT      | 24.41               | 141+13.73 | 485 RT      | 24.17               | 20          | 18" SD | 1.20%         | P-1                |
| 54                                           | 141+13.73 | 485 RT      | 24.17               | 140+93.73 | 485 RT      | 23.85               | 20          | 18" SD | 1.60%         | P-1                |
| 55                                           | 140+93.73 | 485 RT      | 23.85               | 140+73.73 | 485 RT      | 23.57               | 20          | 18" SD | 1.40%         | P-1                |
| 56                                           | 140+73.73 | 485 RT      | 23.57               | 140+53.73 | 485 RT      | 23.35               | 20          | 18" SD | 1.10%         | P-1                |
| 57                                           | 140+53.73 | 485 RT      | 23.35               | 140+33.73 | 485 RT      | 23.11               | 20          | 18" SD | 1.30%         | P-1                |
| 58                                           | 140+33.73 | 485 RT      | 23.11               | 140+13.73 | 485 RT      | 22.98               | 20          | 18" SD | 0.65%         | P-1                |
| 59                                           | 140+13.73 | 485 RT      | 22.98               | 139+93.73 | 485 RT      | 22.85               | 20          | 18" SD | 0.75%         | P-1                |
| 60                                           | 139+93.73 | 485 RT      | 22.85               | 139+73.73 | 485 RT      | 22.69               | 20          | 18" SD | 0.70%         | P-1 CONNECT TO P-2 |
| 1                                            | 139+73.73 | 485 RT      | 22.69               | 139+53.73 | 485 RT      | 21.60               | 20          | 18" SD | 5.45%         | P-2                |
| 2                                            | 139+53.73 | 485 RT      | 21.60               | 139+36.63 | 485 RT      | 20.66               | 17.1        | 18" SD | 5.50%         | P-2 CONNECT TO S-3 |

| PIPE INSTALLATION SUMMARY |           |             |                     |           |             |                     |             |         |               |               |
|---------------------------|-----------|-------------|---------------------|-----------|-------------|---------------------|-------------|---------|---------------|---------------|
|                           | INLET     |             |                     | OUTLET    |             |                     | LENGTH (FT) | SIZE    | APPROX. GRADE | REMARKS       |
|                           | STATION   | OFFSET (FT) | APPROX. INVERT (FT) | STATION   | OFFSET (FT) | APPROX. INVERT (FT) |             |         |               |               |
| P-1                       | 151+69.73 | 485 RT      | 33.03               | 139+73.73 | 485 RT      | 22.69               | 1196        | 18" SD  | 0.86%         | SLOTTED DRAIN |
| P-2                       | 139+73.73 | 485 RT      | 22.69               | 139+36.63 | 485 RT      | 20.66               | 37.1        | 18" CSP | 5.47%         | CULVERT       |
| P-3                       | 139+33.52 | 483 RT      | 17.00               | 138+83.75 | 408 RT      | 16.00               | 90.08       | 18" CSP | 1.11%         | CULVERT       |

| MANHOLE INSTALLATION SUMMARY |           |             |                                                |
|------------------------------|-----------|-------------|------------------------------------------------|
|                              | STATION   | OFFSET (FT) | REMARKS                                        |
| S-1                          |           |             | REMOVED FROM PROJECT                           |
| S-2                          |           |             | REMOVED FROM PROJECT                           |
| S-3                          | 139+34.63 | 485 RT      | 48" DIAMETER, 100,000 LB LOAD RATING, 18" SUMP |

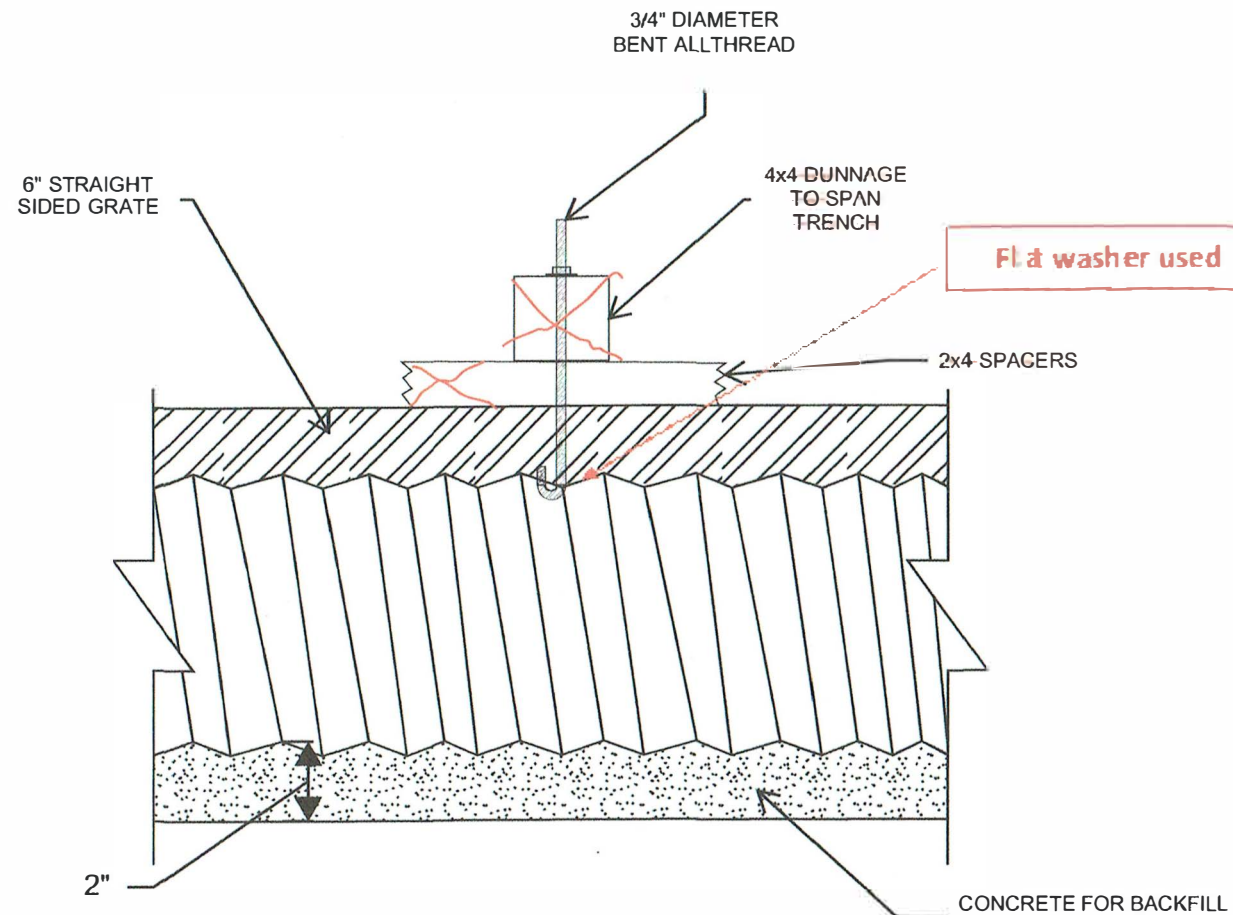
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NOTE: PROPOSED MANHOLE LIDS SHALL HAVE A 100,000 LB LOAD RATING

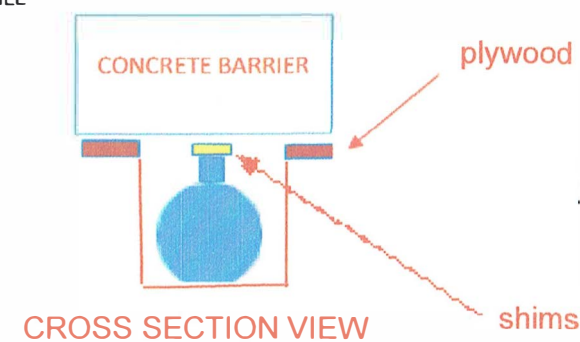
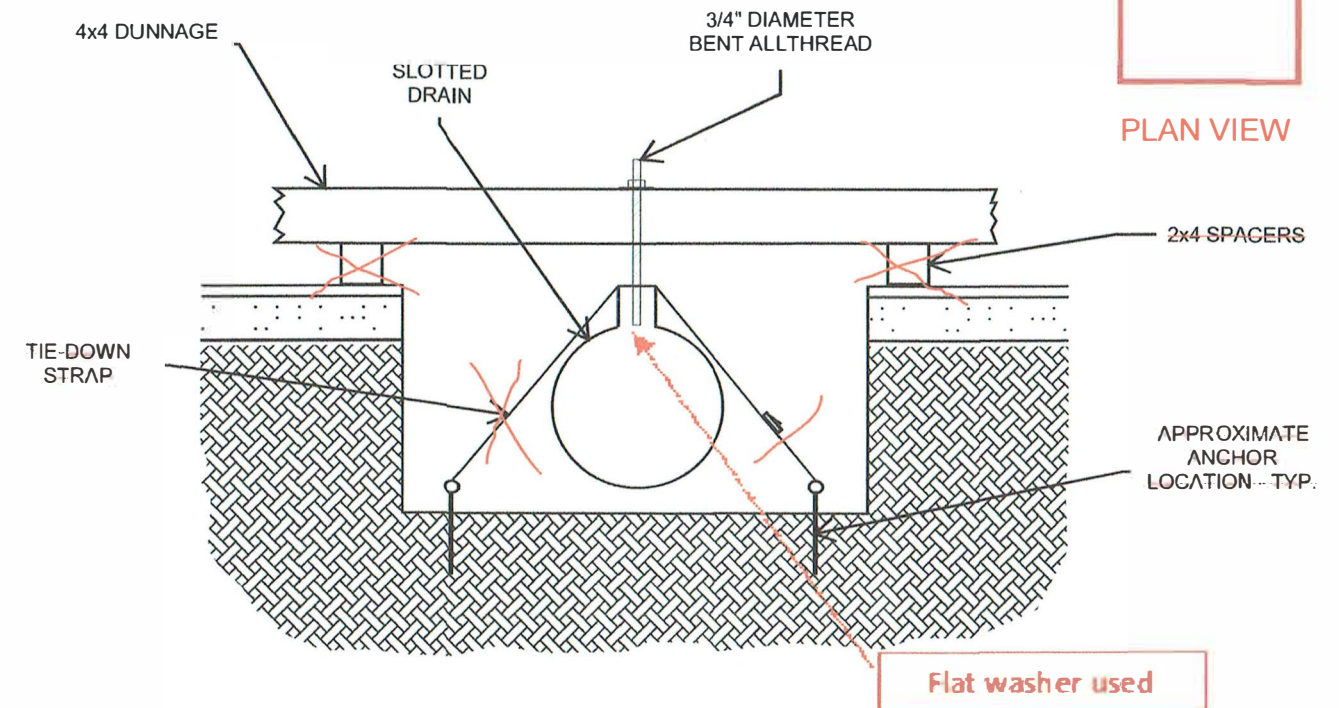


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**FFY18 SITKA TRENCH DRAIN**

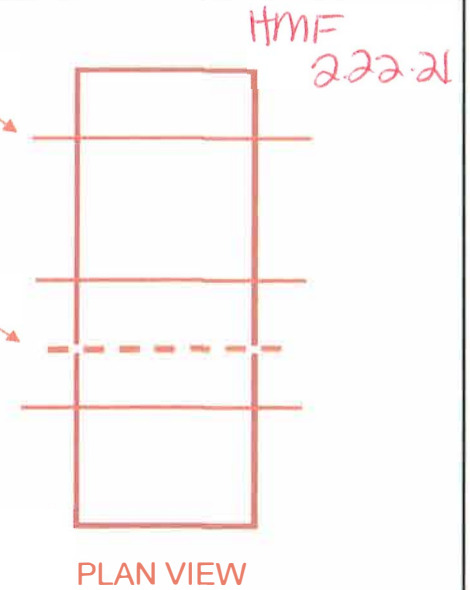
- No tie down used
- No 2x4 spacer used



**SLOTTED DRAIN**  
ELEVATION VIEW  
N.T.S.

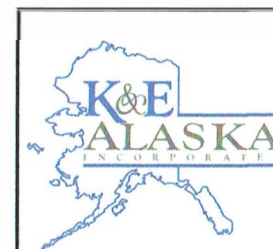


**SLOTTED DRAIN**  
SECTION  
N.T.S.



#### LEVELING DEVICE NOTES:

1. ANCHORS AND TIE-DOWN STRAPS WILL BE USED IN ADDITION TO THE LEVELING DEVICES TO STABILIZE TRENCH DRAIN WHILE BACKFILLING TO PREVENT FLOATING. SELECT BACKFILL MAY BE USED
2. ANCHOR TYPE WILL BE CHOSEN BASED ON SOIL TYPE
3. LEVELING DEVICES WILL BE SPACED 7FT ON-CENTER. ADDITIONAL DEVICES MAY BE NEEDED



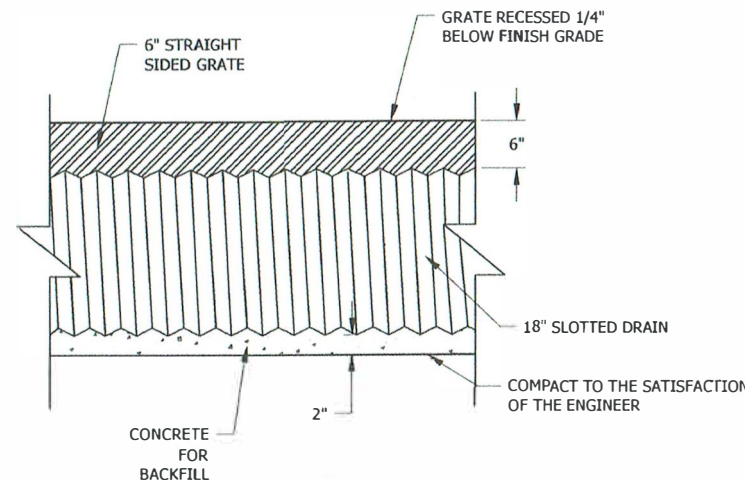
FFY18 SITKA AIRPORT  
TRENCH DRAIN

PROPOSED SLOTTED DRAIN  
LEVELING DEVICE DETAILS

FILE Q:\SIT\SFAPT00188\Plan\SFAPT00188\_E1\_DETAILS.dwg 3/31/2020 10:47 LAYOUT E1 DESIGNED WWC CHECKED CT DRAFTED WWC

| NO. | DATE    | REVISION             | STATE  | PROJECT DESIGNATION | YEAR | SHEET NO. | TOTAL SHEETS |
|-----|---------|----------------------|--------|---------------------|------|-----------|--------------|
| 1   | 3/19/20 | ADDED DETAIL FOR P-2 | ALASKA | SFAPT00188          | 2019 | E1        | 1            |

HMF 2.22.21

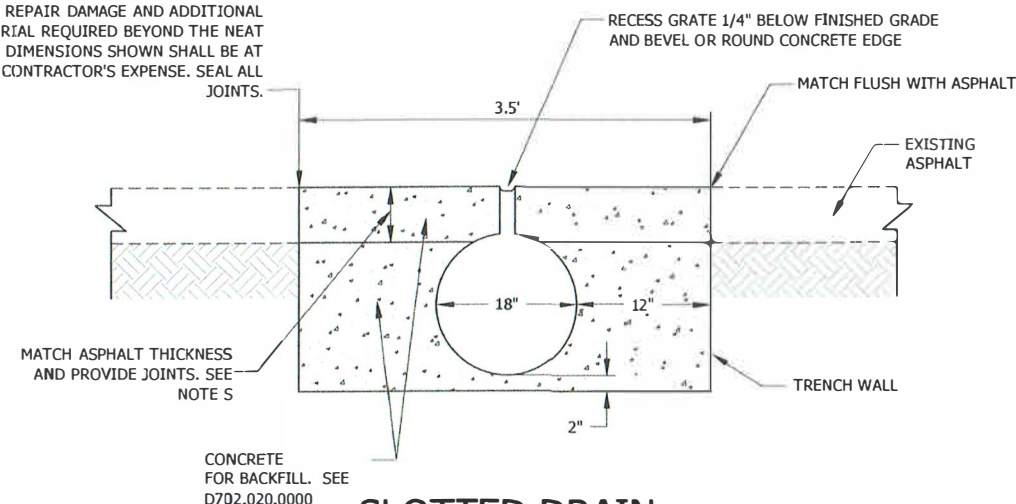


**SLOTTED DRAIN**  
ELEVATION VIEW  
N.T.S.

**SLOTTED DRAIN NOTES:**

1. SLOTTED DRAIN MUST BE CAPABLE OF WITHSTANDING MINIMUM LOADS OF 100,000-POUNDS PER FAA AC 150/5320-6F.
2. MATERIAL SUBMITTAL AND APPROVAL REQUIRED PRIOR TO INSTALLATION OF SLOTTED DRAIN.
3. HUGGER BANDS SHALL BE USED TO CONNECT SLOTTED DRAIN TO CORRUGATED STEEL PIPE.

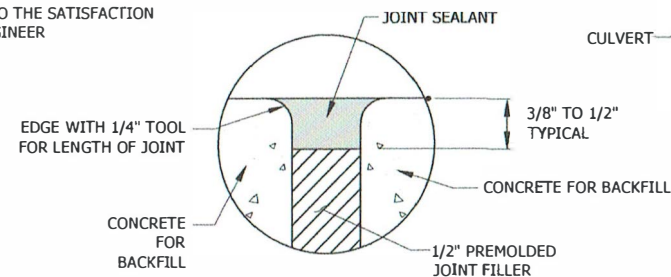
PROTECT FROM DAMAGING SAWCUT EDGE. DAMAGED EDGE SHALL BE RESAWCUT. ALL RESAWCUTTING TO REPAIR DAMAGE AND ADDITIONAL MATERIAL REQUIRED BEYOND THE NEAT LINE DIMENSIONS SHOWN SHALL BE AT THE CONTRACTOR'S EXPENSE. SEAL ALL JOINTS.



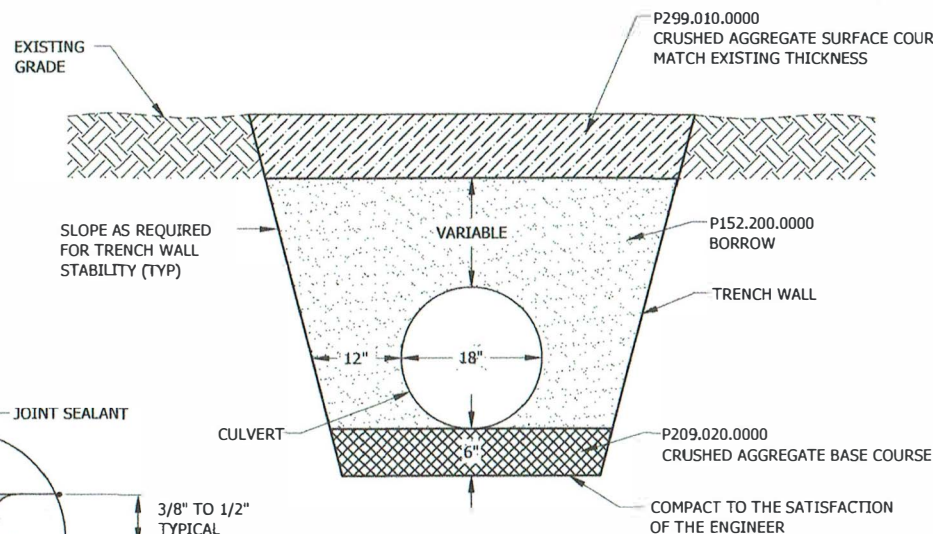
**SLOTTED DRAIN**  
SECTION  
N.T.S.

**SLOTTED DRAIN TYPICAL SECTION NOTES:**

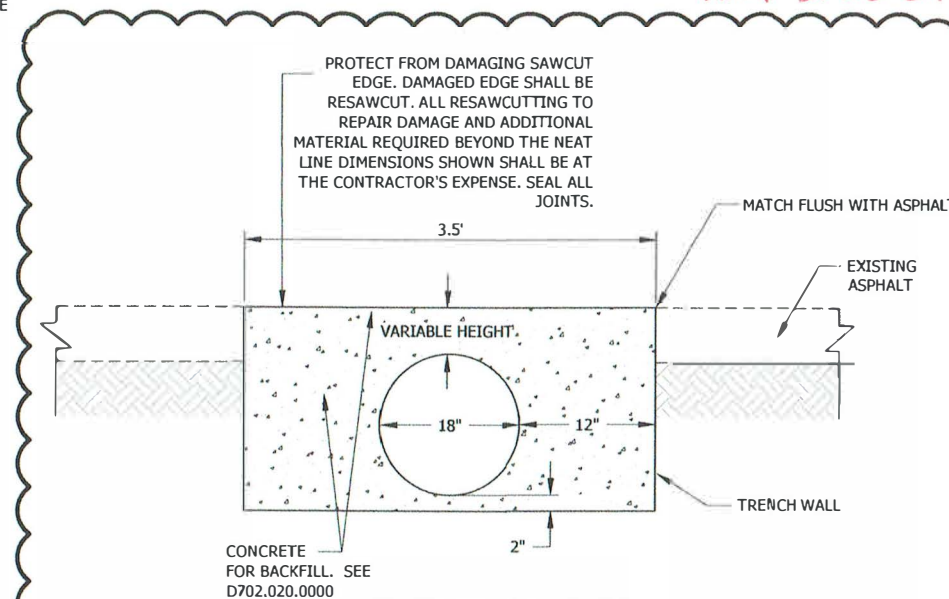
1. SLOTTED DRAIN MUST BE CAPABLE OF WITHSTANDING MINIMUM LOADS OF 100,000-POUNDS PER FAA AC 150/5320-6F.
2. CONTRACTOR REQUIRED TO INSTALL LEVELING DEVICE TO ENSURE PROPER GRADE IS MAINTAINED AND PIPE IS SECURE DURING BACKFILLING PROCESS. USE SLOTTED DRAIN MANUFACTURER'S RECOMMENDED LEVELING DEVICE OR APPROVED EQUAL. ALL ROCK EXCAVATION SHALL BE DONE ACCORDING TO ITEM P152.040.0000.
3. DAMAGE TO ASPHALT, BEYOND LIMITS SHOWN, SHALL BE AT THE EXPENSE OF THE CONTRACTOR.
4. STRUCTURAL CONCRETE BACKFILL SHALL BE PAID FOR ACCORDING TO NEAT LINE QUANTITIES, BASED ON TYPICAL SECTION SHOWN.
5. PROVIDE TRANSVERSE EXPANSION JOINTS EVERY 30'. PROVIDE 1" DEPTH CONSTRUCTION JOINTS EVERY 10'.



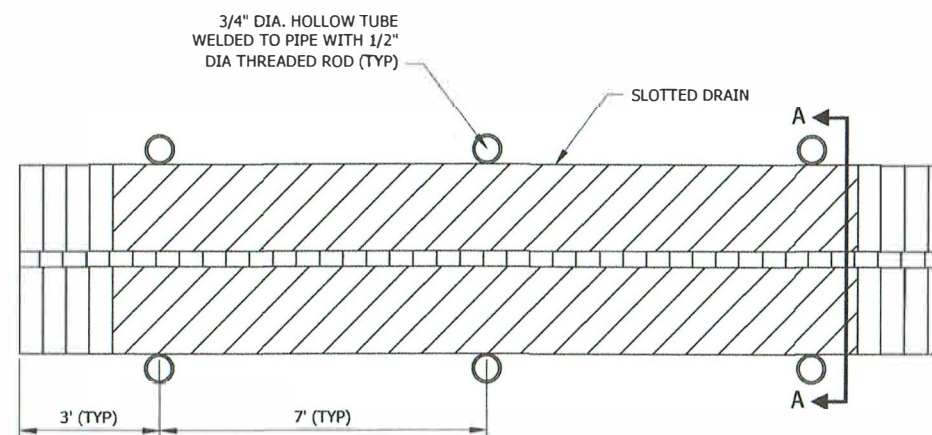
**TRANSVERSE**  
**EXPANSION JOINT**  
DETAIL  
N.T.S.



**STORM DRAIN**  
SECTION  
N.T.S.  
STA 138+83.75 TO 139+33.52



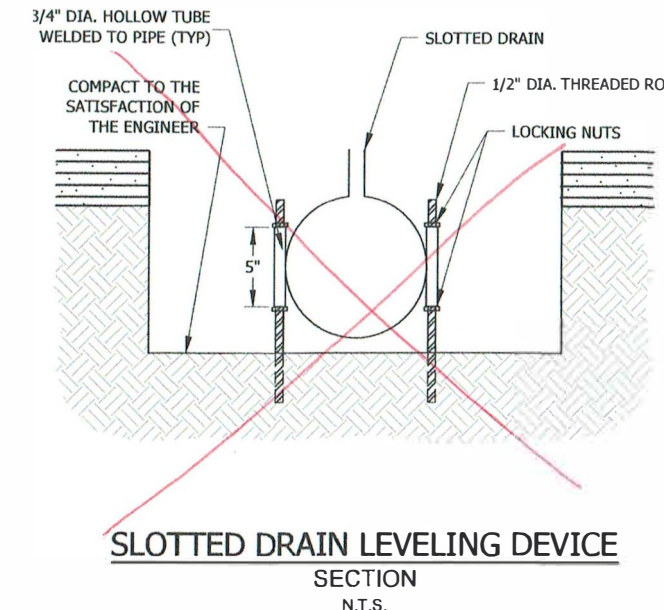
**STORM DRAIN**  
SECTION  
N.T.S.  
STA 139+36.63 TO STA 139+73.73



**SLOTTED DRAIN LEVELING DEVICE**  
PLAN VIEW  
N.T.S.

**LEVELING DEVICE NOTES:**

1. TYPICAL SPACING SHOWN ON PLAN VIEW. ADDITIONAL RODS MAY BE NECESSARY.
2. STAGED BACKFILLING MAY BE NEEDED TO PREVENT FLOATING.
3. USE SLOTTED DRAIN MANUFACTURER'S RECOMMENDED LEVELING DEVICE, OR APPROVED EQUAL.



**SLOTTED DRAIN LEVELING DEVICE**  
SECTION  
N.T.S.



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
6860 GLACIER HIGHWAY, JUNEAU, AK 99811  
(907) 465-1763

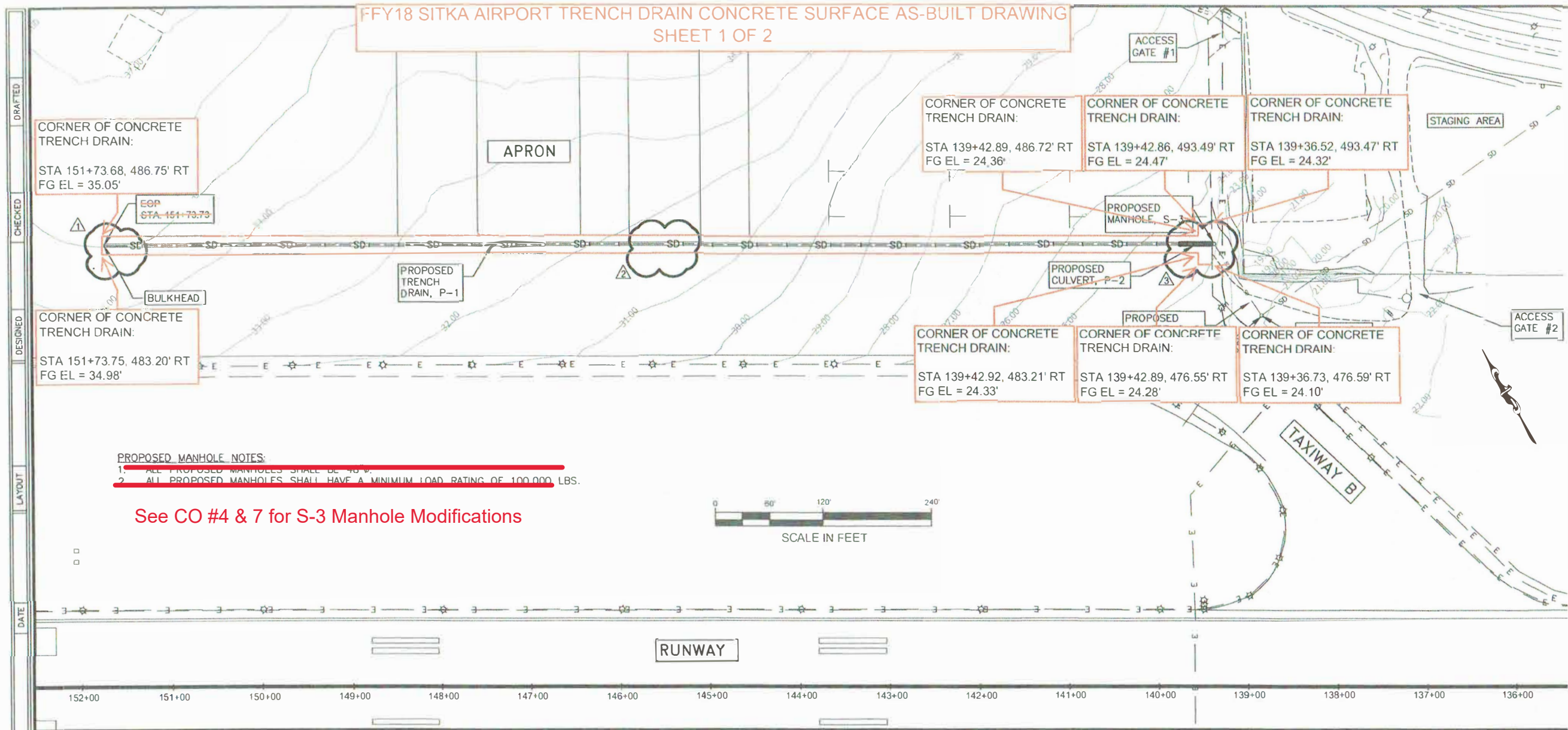
**FFY18 SITKA TRENCH DRAIN**

SLOTTED DRAIN DETAILS

3/31/2020

Hmf 2.22.21

FFY18 SITKA AIRPORT TRENCH DRAIN CONCRETE SURFACE AS-BUILT DRAWING  
SHEET 1 OF 2

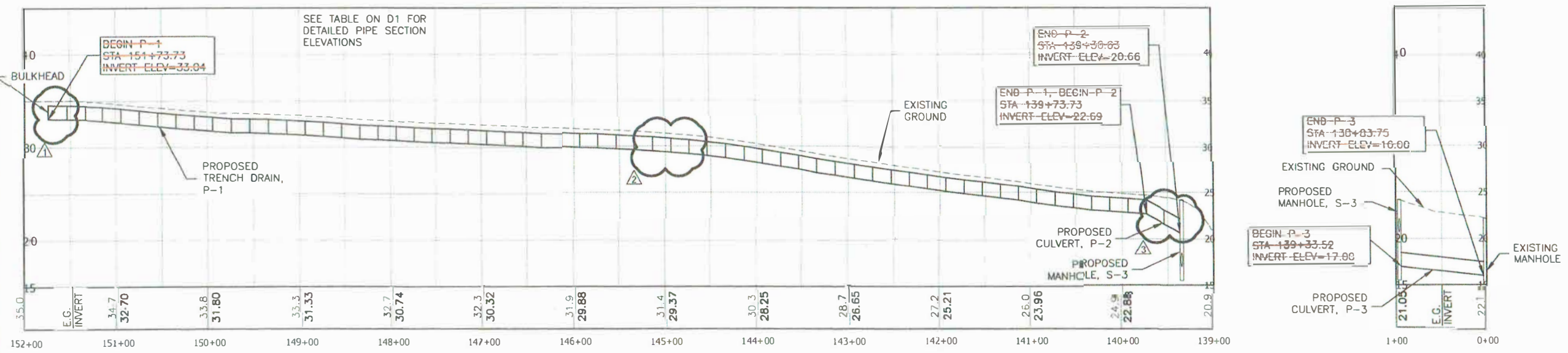


PROPOSED MANHOLE NOTES:  
1. ALL PROPOSED MANHOLES SHALL BE 48\"/>

See CO #4 & 7 for S-3 Manhole Modifications

| SHEET NO.           | TOTAL SHEETS |
|---------------------|--------------|
| F1                  | 2            |
| STATE               | YEAR         |
| ALASKA              | 2019         |
| PROJECT DESIGNATION |              |
| SFAPT00188          |              |

| NO. | DATE    | REVISION                                |
|-----|---------|-----------------------------------------|
| 1   | 3/19/20 | REMOVED S-1, ADDED BULKHEAD             |
| 2   | 3/19/20 | REMOVED S-2                             |
| 3   | 3/19/20 | MODIFIED P-2 LENGTH, MATERIAL ELEVATION |



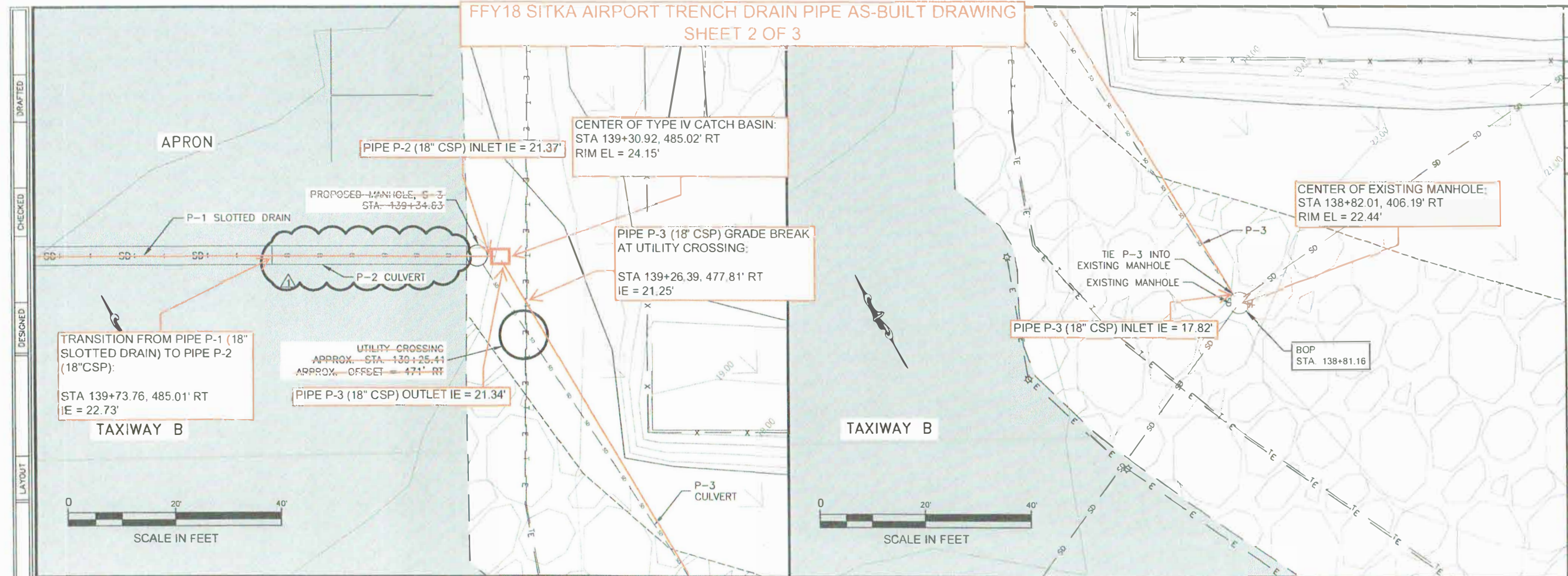
PLAN & PROFILE

HMT  
222.21

| FFY18 SITKA AIRPORT TRENCH DRAIN CONCRETE SURFACE AS-BUILT DATA |             |                        |                 |
|-----------------------------------------------------------------|-------------|------------------------|-----------------|
| SHEET 2 OF 2                                                    |             |                        |                 |
| STATION                                                         | OFFSET (RT) | FINISH GRADE ELEVATION | DESCRIPTION     |
| 139+36.73                                                       | 476.59      | 24.10                  | CONCRETE CORNER |
| 139+36.52                                                       | 493.47      | 24.32                  | CONCRETE CORNER |
| 139+42.89                                                       | 476.55      | 24.28                  | CONCRETE CORNER |
| 139+42.49                                                       | 493.49      | 24.47                  | CONCRETE CORNER |
| 139+42.92                                                       | 483.21      | 24.33                  | CONCRETE CORNER |
| 139+42.89                                                       | 486.72      | 24.36                  | CONCRETE CORNER |
| 139+76.83                                                       | 486.73      | 24.75                  | CONCRETE EDGE   |
| 139+96.85                                                       | 483.25      | 24.83                  | CONCRETE EDGE   |
| 140+26.71                                                       | 486.81      | 25.09                  | CONCRETE EDGE   |
| 140+46.87                                                       | 483.25      | 25.29                  | CONCRETE EDGE   |
| 140+86.86                                                       | 486.78      | 25.77                  | CONCRETE EDGE   |
| 140+96.84                                                       | 483.24      | 25.89                  | CONCRETE EDGE   |
| 141+36.84                                                       | 486.79      | 26.47                  | CONCRETE EDGE   |
| 141+46.84                                                       | 483.26      | 26.58                  | CONCRETE EDGE   |
| 141+96.85                                                       | 486.78      | 27.15                  | CONCRETE EDGE   |
| 141+96.92                                                       | 483.27      | 27.14                  | CONCRETE EDGE   |
| 142+46.71                                                       | 486.78      | 27.91                  | CONCRETE EDGE   |
| 142+50.02                                                       | 483.25      | 27.90                  | CONCRETE EDGE   |
| 142+96.72                                                       | 483.28      | 28.63                  | CONCRETE EDGE   |
| 143+13.08                                                       | 486.76      | 28.92                  | CONCRETE EDGE   |
| 143+45.85                                                       | 483.25      | 29.38                  | CONCRETE EDGE   |
| 143+63.00                                                       | 486.79      | 29.70                  | CONCRETE EDGE   |
| 143+95.67                                                       | 483.28      | 30.16                  | CONCRETE EDGE   |
| 144+12.89                                                       | 486.75      | 30.46                  | CONCRETE EDGE   |
| 144+48.76                                                       | 483.22      | 30.91                  | CONCRETE EDGE   |
| 144+83.02                                                       | 486.73      | 31.26                  | CONCRETE EDGE   |
| 145+01.08                                                       | 483.26      | 31.31                  | CONCRETE EDGE   |
| 145+42.80                                                       | 486.75      | 31.67                  | CONCRETE EDGE   |
| 145+55.55                                                       | 483.28      | 31.68                  | CONCRETE EDGE   |
| 146+00.09                                                       | 486.77      | 31.94                  | CONCRETE EDGE   |
| 146+11.86                                                       | 483.24      | 31.91                  | CONCRETE EDGE   |
| 146+60.57                                                       | 486.76      | 32.11                  | CONCRETE EDGE   |
| 146+65.69                                                       | 483.23      | 32.06                  | CONCRETE EDGE   |
| 147+10.46                                                       | 483.23      | 32.37                  | CONCRETE EDGE   |
| 147+18.45                                                       | 486.73      | 32.46                  | CONCRETE EDGE   |
| 147+63.04                                                       | 483.26      | 32.61                  | CONCRETE EDGE   |
| 147+73.89                                                       | 486.76      | 32.68                  | CONCRETE EDGE   |
| 148+17.28                                                       | 483.25      | 32.78                  | CONCRETE EDGE   |
| 148+29.99                                                       | 486.76      | 32.91                  | CONCRETE EDGE   |
| 148+72.65                                                       | 483.24      | 33.20                  | CONCRETE EDGE   |
| 148+84.74                                                       | 486.74      | 33.28                  | CONCRETE EDGE   |
| 149+27.83                                                       | 483.26      | 33.41                  | CONCRETE EDGE   |
| 149+40.89                                                       | 486.73      | 33.53                  | CONCRETE EDGE   |
| 149+86.86                                                       | 483.24      | 33.66                  | CONCRETE EDGE   |
| 149+97.03                                                       | 486.75      | 33.77                  | CONCRETE EDGE   |
| 150+40.65                                                       | 483.25      | 34.10                  | CONCRETE EDGE   |
| 150+51.22                                                       | 486.74      | 34.26                  | CONCRETE EDGE   |
| 150+90.79                                                       | 483.25      | 34.59                  | CONCRETE EDGE   |
| 151+22.08                                                       | 486.77      | 34.91                  | CONCRETE EDGE   |
| 151+43.50                                                       | 483.24      | 34.95                  | CONCRETE EDGE   |
| 151+73.68                                                       | 486.75      | 35.05                  | CONCRETE CORNER |
| 151+73.75                                                       | 483.20      | 34.98                  | CONCRETE CORNER |

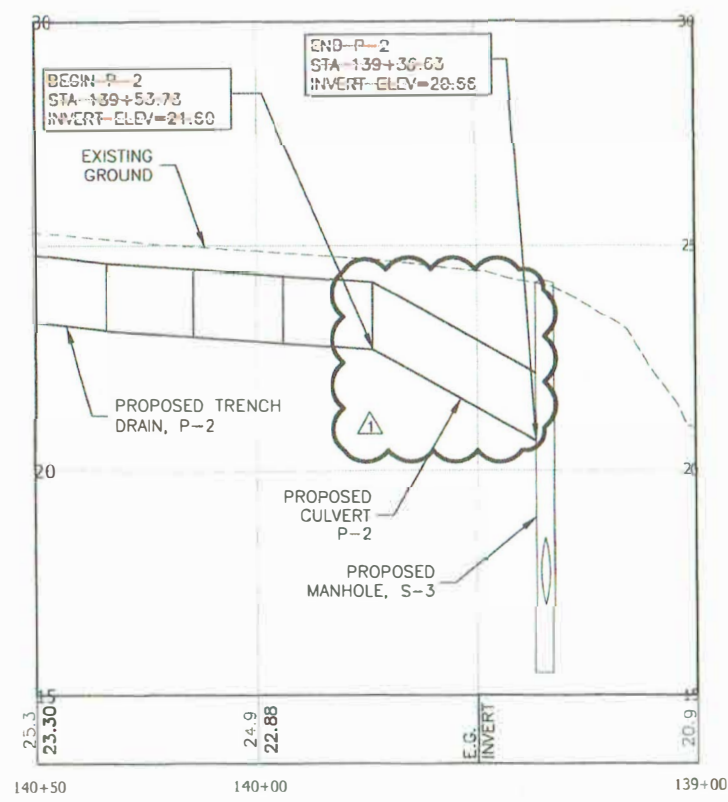
HMF 222-21

FFY18 SITKA AIRPORT TRENCH DRAIN PIPE AS-BUILT DRAWING  
SHEET 2 OF 3



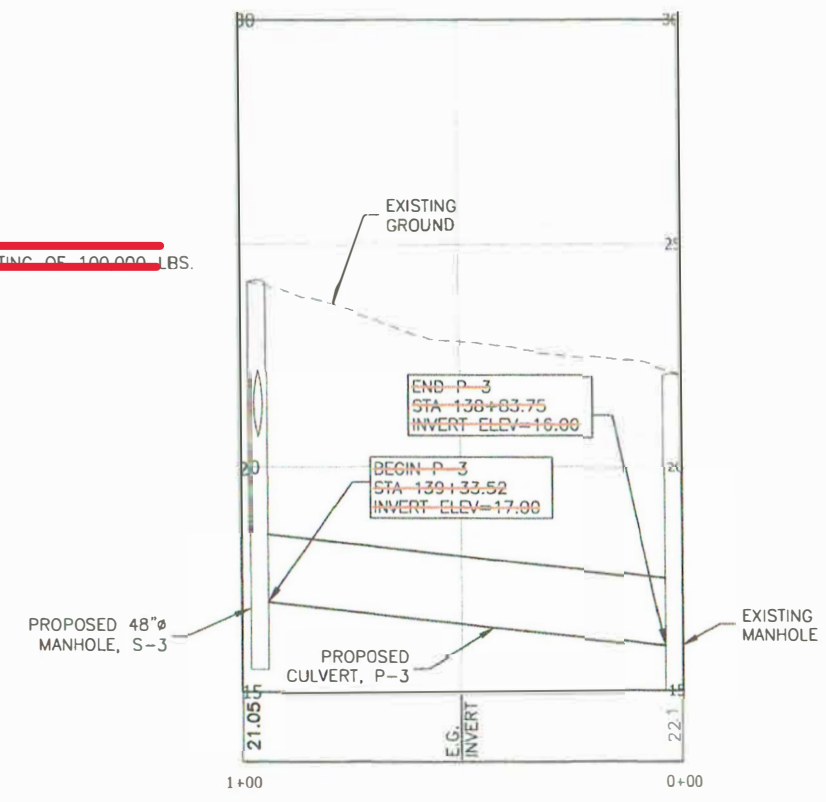
| SHEET NO.           | TOTAL SHEETS |
|---------------------|--------------|
| F2                  | 2            |
| STATE               | YEAR         |
| ALASKA              | 2019         |
| PROJECT DESIGNATION |              |
| SFAPT00188          |              |

| NO. | DATE    | REVISION | MODIFIED P-2 LENGTH MATERIAL ELEVATION |
|-----|---------|----------|----------------------------------------|
| 1   | 3/19/20 |          |                                        |
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See Change Order 4 & 7 S3 Modifications

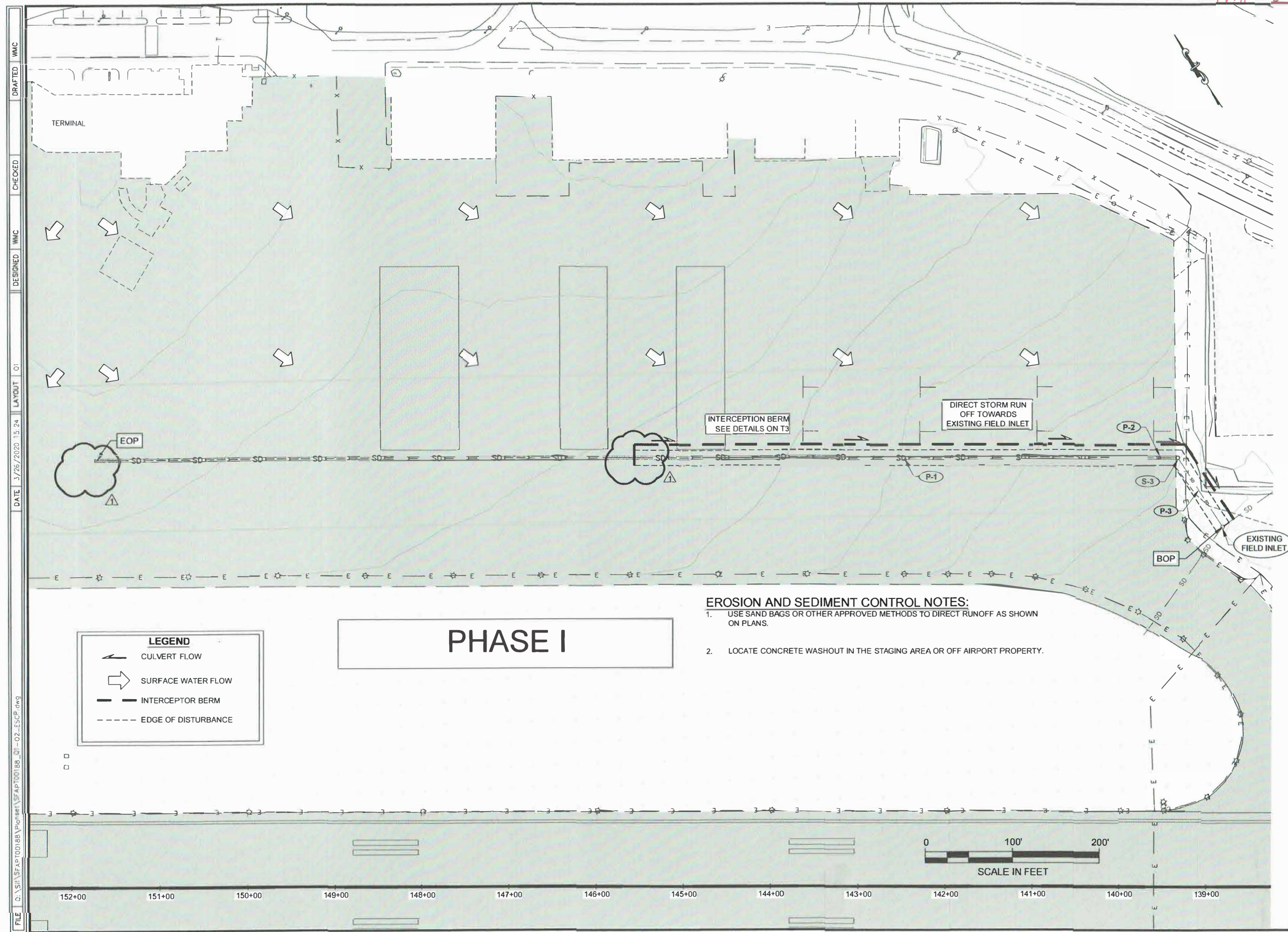
PROPOSED MANHOLE NOTES:  
1. ALL PROPOSED MANHOLES SHALL BE 48"Ø  
2. ALL PROPOSED MANHOLES SHALL HAVE A MINIMUM LOAD RATING OF 100,000 LBS.



HMF 2.22.21

| FFY18 SITKA AIRPORT TRENCH DRAIN PIPE AS-BUILT DATA |             |                  |                 |                                 |
|-----------------------------------------------------|-------------|------------------|-----------------|---------------------------------|
| SHEET 3 OF 3                                        |             |                  |                 |                                 |
| STATION                                             | OFFSET (RT) | INVERT ELEVATION | GRATE ELEVATION | DESCRIPTION                     |
| 139+73.76                                           | 485.01      | 22.73            | 24.65           | SLOTTED DRAIN TO CSP TRANSITION |
| 140+13.31                                           | 484.98      | 22.98            | 24.90           | SLOTTED DRAIN                   |
| 140+53.30                                           | 485.02      | 23.39            | 25.31           | SLOTTED DRAIN                   |
| 140+93.29                                           | 485.02      | 23.82            | 25.74           | SLOTTED DRAIN                   |
| 141+33.27                                           | 485.07      | 24.43            | 26.35           | SLOTTED DRAIN                   |
| 141+73.06                                           | 485.04      | 24.82            | 26.74           | SLOTTED DRAIN                   |
| 142+13.17                                           | 485.02      | 25.43            | 27.35           | SLOTTED DRAIN                   |
| 142+53.06                                           | 485.03      | 25.95            | 27.87           | SLOTTED DRAIN                   |
| 142+96.62                                           | 484.99      | 26.65            | 28.57           | SLOTTED DRAIN                   |
| 143+36.62                                           | 485.05      | 27.25            | 29.17           | SLOTTED DRAIN                   |
| 143+76.72                                           | 485.00      | 27.90            | 29.82           | SLOTTED DRAIN                   |
| 144+16.59                                           | 484.99      | 28.55            | 30.47           | SLOTTED DRAIN                   |
| 144+56.43                                           | 484.92      | 28.99            | 30.91           | SLOTTED DRAIN                   |
| 144+96.34                                           | 484.92      | 29.36            | 31.28           | SLOTTED DRAIN                   |
| 145+36.44                                           | 484.95      | 29.65            | 31.57           | SLOTTED DRAIN                   |
| 145+73.02                                           | 485.02      | 29.84            | 31.76           | SLOTTED DRAIN                   |
| 146+12.54                                           | 485.01      | 30.02            | 31.94           | SLOTTED DRAIN                   |
| 146+52.44                                           | 484.96      | 30.13            | 32.05           | SLOTTED DRAIN                   |
| 146+92.45                                           | 485.02      | 30.39            | 32.31           | SLOTTED DRAIN                   |
| 147+32.51                                           | 484.98      | 30.54            | 32.46           | SLOTTED DRAIN                   |
| 147+72.39                                           | 484.95      | 30.68            | 32.60           | SLOTTED DRAIN                   |
| 148+12.41                                           | 485.01      | 30.87            | 32.79           | SLOTTED DRAIN                   |
| 148+52.27                                           | 484.96      | 31.10            | 33.02           | SLOTTED DRAIN                   |
| 148+92.00                                           | 484.99      | 31.38            | 33.30           | SLOTTED DRAIN                   |
| 149+31.94                                           | 484.93      | 31.54            | 33.46           | SLOTTED DRAIN                   |
| 149+72.22                                           | 485.01      | 31.70            | 33.62           | SLOTTED DRAIN                   |
| 150+11.90                                           | 484.96      | 31.93            | 33.85           | SLOTTED DRAIN                   |
| 150+51.97                                           | 484.98      | 32.29            | 34.21           | SLOTTED DRAIN                   |
| 150+92.04                                           | 485.01      | 32.74            | 34.66           | SLOTTED DRAIN                   |
| 151+32.79                                           | 484.99      | 33.05            | 34.97           | SLOTTED DRAIN                   |
| 151+72.49                                           | 484.81      | 33.10            | 35.02           | SLOTTED DRAIN BULKHEAD          |

HME 2.22.21



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|---------------------|--|--------------|--|
| SHEET NO.           |  | TOTAL SHEETS |  |
| Q1                  |  | 3            |  |
| STATE               |  | YEAR         |  |
| ALASKA              |  | 2019         |  |
| PROJECT DESIGNATION |  |              |  |
| SFAPT00188          |  |              |  |
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EROSION AND SEDIMENT CONTROL NOTES:

1. USE SAND BAGS OR OTHER APPROVED METHODS TO DIRECT RUNOFF AS SHOWN ON PLANS.
2. LOCATE CONCRETE WASHOUT IN THE STAGING AREA OR OFF AIRPORT PROPERTY.

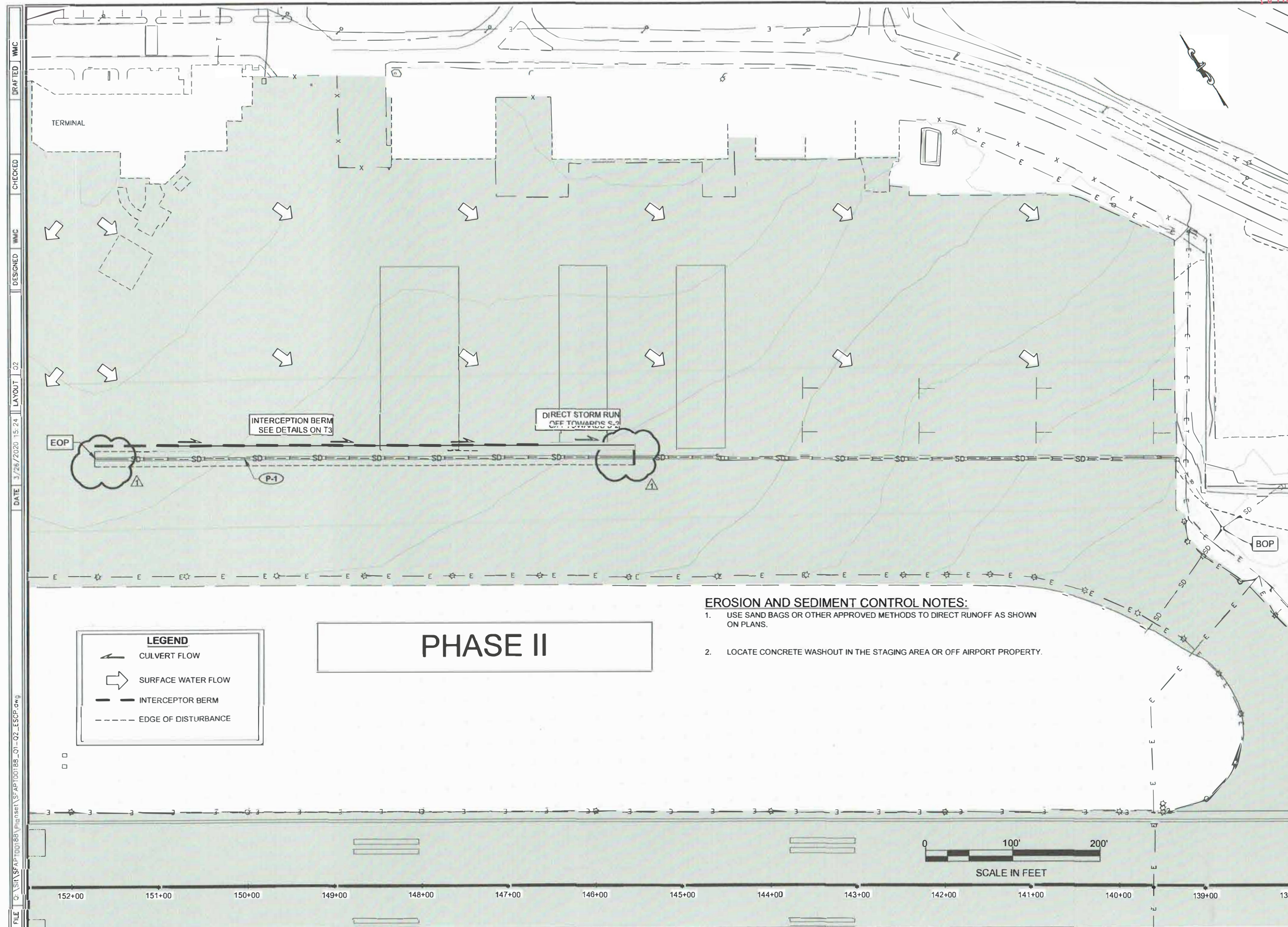
ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

FFY18 SITKA  
TRENCH DRAIN

EROSION & SEDIMENT  
CONTROL PLAN

HME-2 22 21



| SHEET NO.           | TOTAL SHEETS |
|---------------------|--------------|
| Q2                  | 3            |
| STATE               | YEAR         |
| ALASKA              | 2019         |
| PROJECT DESIGNATION |              |
| SFAPT00188          |              |

| NO. | DATE    | REVISION          |
|-----|---------|-------------------|
| 1   | 3/19/20 | REMOVED S-1 & S-2 |

ESCP NOT SEALED IN ACCORDANCE WITH ALASKA HIGHWAY PRECONSTRUCTION MANUAL SECTION 1120.7.3 DATED NOVEMBER 15, 2013

STATE OF ALASKA  
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