

State of Alaska

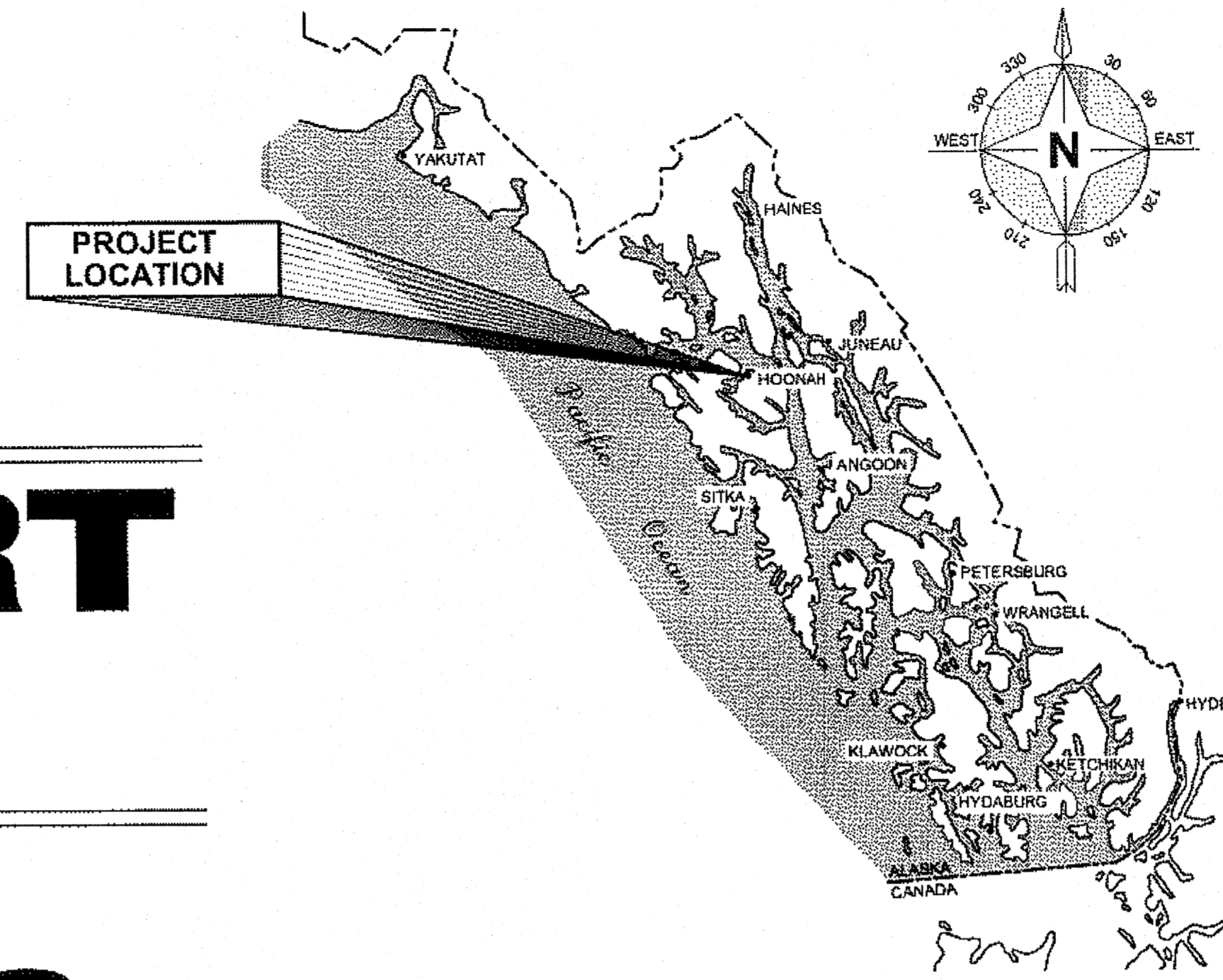
Department of Transportation
and Public Facilities

Southeast Region

HOONAH AIRPORT RUNWAY EXTENSION

PROJECT NO. 68303

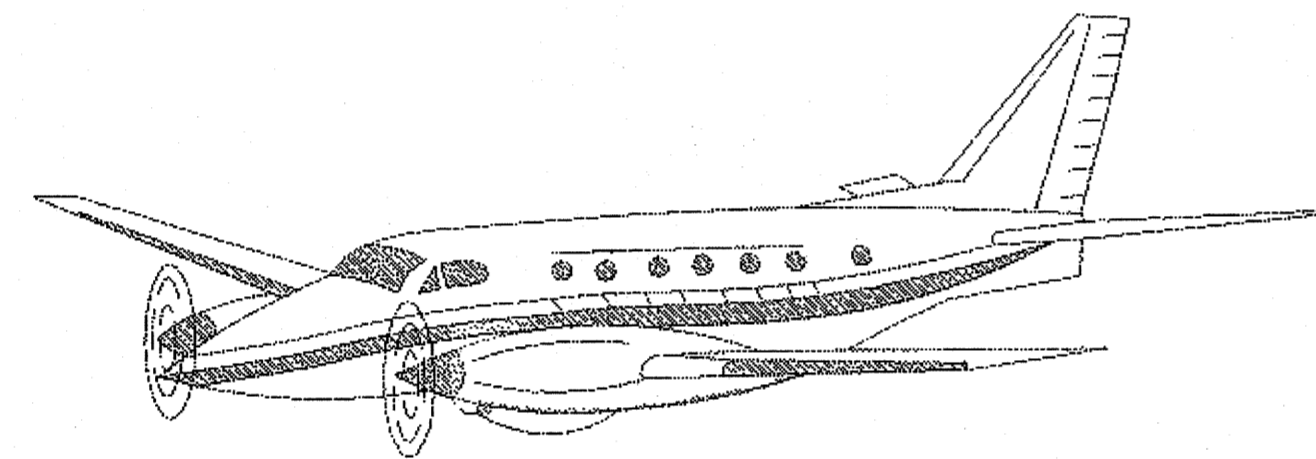
AIP NO. 3-02-0125-005-2012



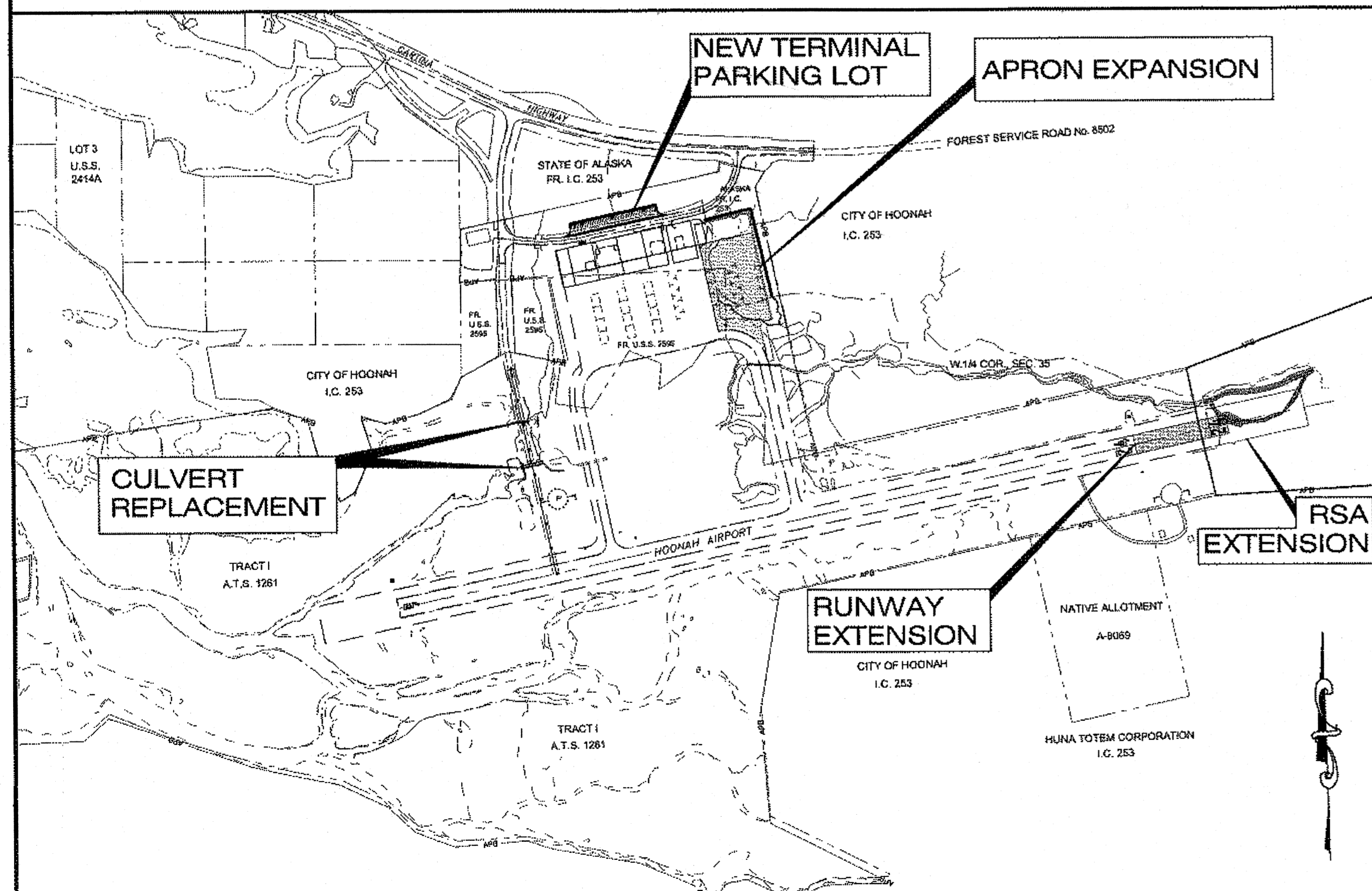
**SOUTHEAST
ALASKA REGION**

"As-Built" Plans
Contractor: SECON
Project Engineer: Garret K. Gladstjo
Begin Construction: 9/19/12
End Construction: 9/15/13

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *Garret Gladstjo* Date 1/21/14



HOONAH



VICINITY MAP

DESIGN DESIGNATION

AIRPORT REFERENCE CODE.....	B-II
AIRPORT TYPE.....	COMMUNITY
RUNWAY CATEGORY.....	SMALL AIRCRAFT ONLY
AIRPORT REFERENCE POINT..... (ARP COORDINATES)	LATITUDE N 58° 05' 77" LONGITUDE W 135° 24' 58"
RUNWAY 24 EXTENSION.....	380 FT x 75 FT
RUNWAY 6 / 24 ELEVATION.....	19 FT (MSL)
RSA EXTENSION.....	300 FT X 150 FT BEYOND RUNWAY 24 EXTENSION
RUNWAY/TAXIWAY SURFACE.....	ASPHALT CONCRETE
RUNWAY LIGHTING.....	MEDIUM INTENSITY RUNWAY LIGHTING (MIRL)
TAXIWAY LIGHTING.....	MEDIUM INTENSITY TAXIWAY LIGHTING (MITL)
FAA APPROACH AIDS..... (RUNWAY 24 ONLY)	RUNWAY END IDENTIFIER LIGHTS VISUAL RUNWAY MARKINGS

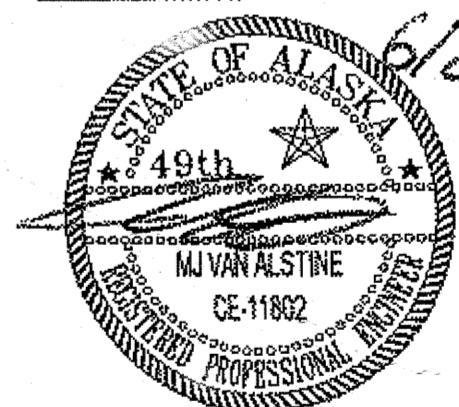
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A4-A7	SAFETY PLAN & DETAILS
A8	CONSTRUCTION SEQUENCE NOTES
C1	ESTIMATE OF QUANTITIES
D1	MISCELLANEOUS SUMMARIES
F1	APRON EXPANSION PLAN & PROFILE
F2	TERMINAL PARKING LOT & RSA DITCH PLAN & PROFILE
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H1	AIRPORT ACCESS ROAD TRAFFIC CONTROL PLAN
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L4-L5	INTERPRETIVE KIOSK, TYPE A DETAILS
T1-T3	EROSION & SEDIMENT CONTROL PLAN & DETAILS
U1-U12	ELECTRICAL PLANS

THE FOLLOWING ALASKA STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1	L-03.10	S-00.10	T-22.03
C-03.10	L-23.01	S-05.01	
D-01.02	L-26.00	S-20.10	
D-04.21	M-13.01	S-30.03	
E-13.00	M-16.01	T-21.02	

PATH: Q:\Hnh\68303\Planset\68303_A1_Title Sheet.dwg
Fri, 29/Jun/12 10:04AM rigrantham2

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION



APPROVED:

Chuck Correa 6/29/12
CHUCK CORREA, P.E.
REGIONAL PRECONSTRUCTION ENGINEER
DATE

Albert H. Clough 6/29/12
ALBERT H. CLOUGH, CPG
DIRECTOR, S.E. REGION
DATE

CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:
Walter A. Hansen 3-5-2014
CONSTRUCTION PROJECT MANAGER
DATE

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	AIP No. 3-02-0125-005-2012	2012	A1	48

P-69003 "As-Built"

LOCAL TIDAL RANGES

EXTREME HIGHWATER (EHW)	=	20.0 FT
HIGH TIDE LINE (HTL)	=	19.3 FT
MEAN HIGH WATER (MHW)	=	13.9 FT
MEAN SEA LEVEL (MSL)	=	7.95 FT
MEAN LOWER LOW WATER (MLLW)	=	0.0 FT

NOTE:

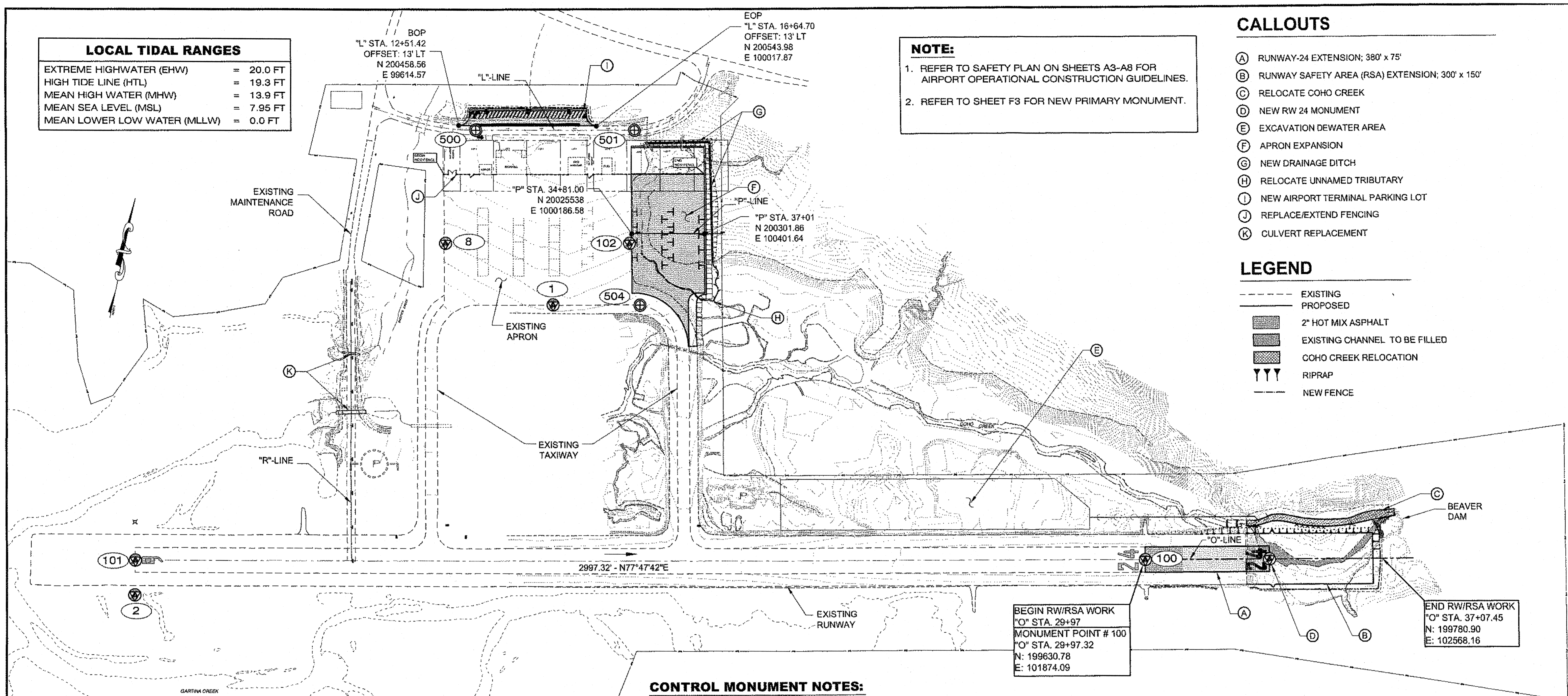
1. REFER TO SAFETY PLAN ON SHEETS A3-A8 FOR AIRPORT OPERATIONAL CONSTRUCTION GUIDELINES.
2. REFER TO SHEET F3 FOR NEW PRIMARY MONUMENT.

CALLOUTS

- (A) RUNWAY-24 EXTENSION; 380' x 75'
- (B) RUNWAY SAFETY AREA (RSA) EXTENSION; 300' x 150'
- (C) RELOCATE COHO CREEK
- (D) NEW RW 24 MONUMENT
- (E) EXCAVATION DEWATER AREA
- (F) APRON EXPANSION
- (G) NEW DRAINAGE DITCH
- (H) RELOCATE UNNAMED TRIBUTARY
- (I) NEW AIRPORT TERMINAL PARKING LOT
- (J) REPLACE/EXTEND FENCING
- (K) CULVERT REPLACEMENT

LEGEND

- EXISTING
- PROPOSED
- [Pattern] 2" HOT MIX ASPHALT
- [Pattern] EXISTING CHANNEL TO BE FILLED
- [Pattern] COHO CREEK RELOCATION
- [Symbol] RIPRAP
- NEW FENCE



HORIZONTAL CONTROL

HORIZONTAL CONTROL FOR THIS PROJECT IS BASED ON GPS STATIC OBSERVATIONS AT HOONAH-1 AS PROCESSED THROUGH OPUS. GEODETIC PARAMETERS RELATING OUR LOCAL GROUND BASED COORDINATE SYSTEM TO AKSPC ZONE 1 NAD83 ARE AS FOLLOWS:

ZONE = NAD83 AKSPC ZONE 1
 GRID SCALE = 1.0000573
 CONVERGENCE = +1°28'25"
 TRANSLATION ABOUT HOONAH-1
 AKSPC NORTHING = 2,292,273.3324 FT US
 AKSPC EASTING = 2,348,352.2288 FT US
 LOCAL NORTHING = 200000.0 FT US
 LOCAL EASTING = 100000.0 FT US

BASIS OF BEARING FOR THIS PROJECT IS N 77°47'42"E FROM THRESHOLD MONUMENT #101 TO THRESHOLD MONUMENT #100. BEARING DERIVED FROM GPS STATIC OBSERVATIONS AND APPLIED CONVERGENCE ANGLE OF +1°28'25".

VERTICAL CONTROL

THE VERTICAL DATUM IS BASED UPON MEAN LOWER LOW WATER AT 0.00'. PROJECT SPECIFIC BASIS OF VERTICAL CONTROL IS HOONAH-1 WITH AN ACCEPTED ELEVATION OF 31.50' ABOVE MLLW. TO CONVERT DATUM TO MEAN SEA LEVEL, SUBTRACT 7.95' FROM ELEVATIONS SHOWN.

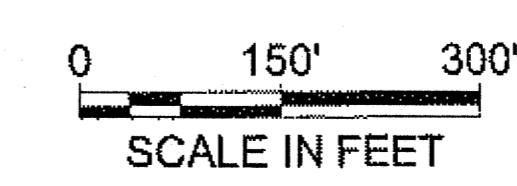
CONTROL MONUMENT NOTES:

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 MONUMENTS OR PROPERTY MARKERS OR ACCESSORIES WHICH WILL BE DISTURBED OR BURIED SHALL BE REFERENCED PRIOR TO BEING DISTURBED AND RE-ESTABLISHED IN THEIR ORIGINAL POSITION AND A RECORD OF MONUMENT FORM IN ACCORDANCE WITH A.S.34.65.040 SHALL BE SUBMITTED TO THE 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. THE EXISTING MONUMENT AT THE EXISTING END OF RUNWAY 24 SHALL BE REFERENCED PRIOR TO CONSTRUCTION ACTIVITIES. THIS MONUMENT SHALL BE PRESERVED THROUGH THE CONSTRUCTION PROCESS AND CHECKED FOR POSITION AT THE CONCLUSION OF CONSTRUCTION. SHOULD THIS MONUMENT GET DISTURBED DURING CONSTRUCTION, EITHER A NEW MONUMENT SHALL BE INSTALLED AT THE ORIGINAL POSITION, OR A NEW PUNCH MARK ON THE OLD MONUMENT AT THE ORIGINAL POSITION SHALL BE SET AND THE OLD PUNCH MARK OBLITERATED.

BEGIN RW/RSA WORK
 "O" STA. 29+97
 MONUMENT POINT # 100
 "O" STA. 29+97.32
 N: 199630.78
 E: 101874.09

END RW/RSA WORK
 "O" STA. 37+07.45
 N: 199780.90
 E: 102568.16

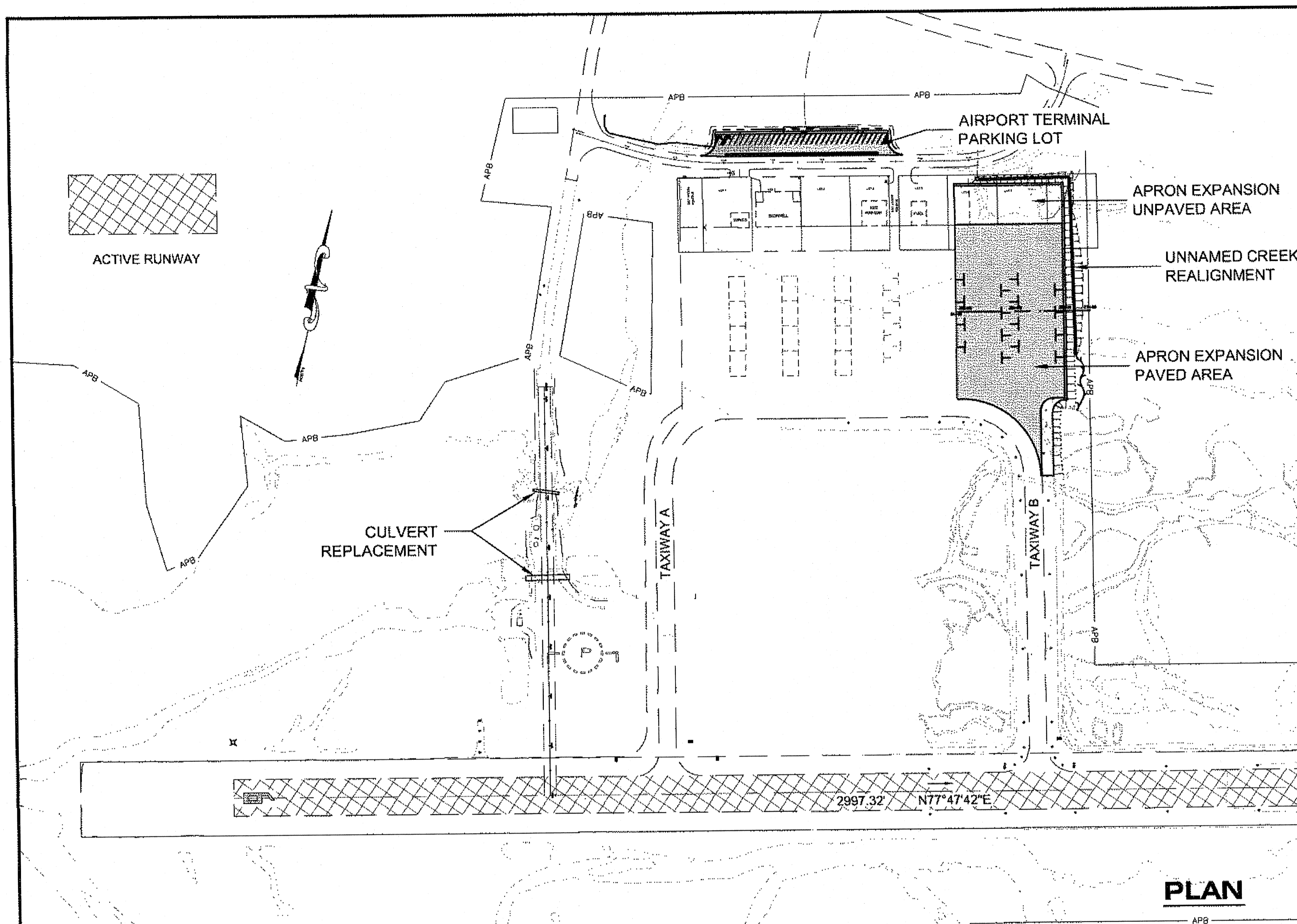
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	200000.0000	100000.0000	31.50	GPS_BC3.25" HOONAH-1
2	198896.0390	98964.6972	20.50	GPS_ALCAP2" HOONAH-2
8	200109.8567	99649.1601	31.89	GPS_BC2.5"WELL_HV-8
100	199630.7775	101874.0873	27.10	GPS_ALCTRL2"ICL_RW23
101	198997.1150	98944.5098	23.22	GPS_BC2.5"WELL_CL_RW5
102	200226.1032	100186.6886	33.05	GPS_BC2.5"WELL_HV-7
500	200454.7888	99666.3696	37.01	GPS_CL_MON_PT
501	200555.5364	100132.5748	41.05	GPS_CL_MON_PC
504	200054.2619	100255.0304	30.15	BC2.5" WELL_DOH



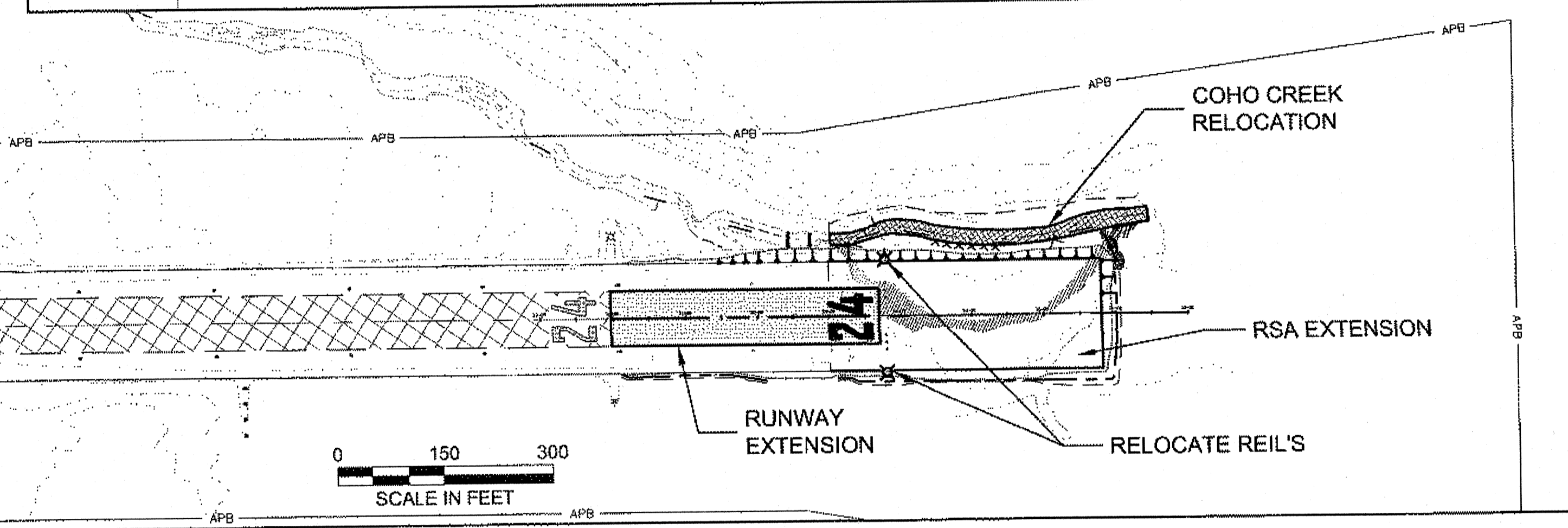
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE: [Signature] Date: 1/31/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: R. DAVIS 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
DESIGNED BY: T. REED DRAWN BY: T. REED		HOONAH AIRPORT RUNWAY EXTENSION SURVEY CONTROL & PROJECT LAYOUT PLAN	
PATH: Q:\HNH\68303\PLANSET\68303_A2_PROJ_LAYOUT_PLAN.DWG TAB: A2 Friday, June 15, 2012 2:01:32 PM		GRANHAM, RICK L (DOT)	
REVISIONS NO. DATE DESCRIPTION		PROJECT DESIGNATION 68303	YEAR 2012
		SHEET NO. A2	TOTAL SHEETS 48



NAVAID CONSTRUCTION RESPONSIBILITIES				
SYSTEM PAY ITEM	FAA	CONTRACTOR	PLAN SHEET	DETAIL SHEET
REIL R/W 24 L-125a	<ul style="list-style-type: none"> REMOVE SYSTEM FROM SERVICE AND LOCK OUT POWER SUPPLY PRIOR TO REMOVAL PROVIDE NOTAMS FOR OUTAGES INSPECT ABOVE GROUND CONDUCTOR TERMINATIONS (SEE GENERAL NOTE 10) INSPECT INSTALLATION, TEST AND CERTIFY SYSTEM PRIOR TO PLACING IN SERVICE, INCLUDING CAI, AND JAI FLIGHT CHECKS 	<ul style="list-style-type: none"> REMOVE REIL EQUIPMENT AND STORE IN DRY, SECURE LOCATION REMOVE AND DISPOSE OF EXISTING REIL FOUNDATIONS, CONDUIT, AND CONDUCTORS INSTALL NEW REIL FOUNDATIONS, CONDUIT, CONDUCTORS AND COUNTERPOISE INSTALL RELOCATED REIL SYSTEM ON NEW FOUNDATIONS AND RECONNECT. PROVIDE INITIAL AIMING OF IJAS ASSIST WITH FINAL SYSTEM TESTING AS DIRECTED SCHEDULE CAI FLIGHT CHECK WITH FAA REPLACE FAA CONDUIT AFFECTED P-1 & P-2 REPLACEMENT 	U2-DEMO U3-DEMO U5-NEW U6-NEW	U7-DETAILS U8-DETAILS U9-SINGLE LINES U10-DETAILS
PAPI R/W 6	<ul style="list-style-type: none"> REMOVE SYSTEM FROM SERVICE AND LOCK OUT POWER SUPPLY PRIOR TO REMOVAL PROVIDE NOTAMS FOR OUTAGES INSPECT ABOVE GROUND CONDUCTOR TERMINATIONS (SEE GENERAL NOTE 10) SYSTEM CAN BE PLACED IN SERVICE UPON NOTIFICATION BY FAA AS COMMUNICATED THROUGH THE ENGINEER WORK IS SUBSIDIARY TO L-125A 	<ul style="list-style-type: none"> ENERGIZE & DE-ENERGIZE PRIMARY & SECONDARY POWER UNTIL FAA IS SATISFIED WITH INSTALLATION. COORDINATE WITH ELECTRIC UTILITY, IPEC. REPLACE FAA CONDUIT AFFECTED P-1 & P-2 REPLACEMENT COORDINATE DISCONNECT AND RECONNECT OF TELECOMMUNICATIONS WITH PHONE UTILITY, ACS. 	U3-DEMO U6-NEW	U9-SINGLE LINES U11-DETAILS
ASOS	<ul style="list-style-type: none"> REMOVE SYSTEM FROM SERVICE AND LOCK OUT POWER SUPPLY PRIOR TO REMOVAL PROVIDE NOTAMS FOR OUTAGES INSPECT ABOVE GROUND CONDUCTOR TERMINATIONS (SEE GENERAL NOTE 10) SYSTEM CAN BE PLACED IN SERVICE UPON NOTIFICATION BY FAA AS COMMUNICATED THROUGH THE ENGINEER WORK IS SUBSIDIARY TO L-125A 	<ul style="list-style-type: none"> ENERGIZE & DE-ENERGIZE PRIMARY & SECONDARY POWER UNTIL FAA IS SATISFIED WITH INSTALLATION. COORDINATE WITH ELECTRIC UTILITY, IPEC. COORDINATE DISCONNECT AND RECONNECT OF TELECOMMUNICATIONS WITH PHONE UTILITY, ACS. 	U3-DEMO U6-NEW	U9-SINGLE LINES



GENERAL NOTES:

- SEE SHEET A8 FOR ONE POSSIBLE SEQUENCE OF WORK. CONTRACTOR MUST SUBMIT CONSTRUCTION SEQUENCE PLAN 10 DAYS PRIOR TO THE PRECONSTRUCTION CONFERENCE.
- SOME ITEMS OF WORK MAY BE PERFORMED CONCURRENTLY.
- NIGHT TIME PAVING AND STRIPING SHALL BE REQUIRED IN ORDER TO REDUCE FLIGHT DELAY TIMES. NIGHT TIME HOURS SHALL BE LIMITED FROM 9:00 P.M. TO 5:30 A.M.
- SEE SECTION 80 OF THE SPECIFICATIONS FOR MORE INFORMATION.
- SEQUENCE OF WORK ACTIVITIES INCLUDE MOST MAJOR ELEMENTS OF THE CONTRACT. CONTRACTOR SHALL PROVIDE ADDITIONAL DETAIL AS REQUIRED BY THE ENGINEER. THE SAFETY PLAN AND SPECIFICATIONS PROVIDE ADDITIONAL GUIDANCE ON OPERATIONAL LIMITATIONS, CONSTRUCTION TO COMPLY WITH ALL CONDITIONS OF SAFETY PLAN, SUBSECTION 80-04 LIMITATIONS OF OPERATIONS, SEE SHEET A4-A7 FOR SAFETY PLAN.
- CONTRACTOR'S APPROVED SEQUENCE WILL BE USED AS A BASIS FOR PREPARING STORM WATER POLLUTION PREVENTION PLAN, (SWPPP) MEASURES, SUBMIT ALTERNATE SEQUENCING PLANS FOR APPROVAL FIVE BUSINESS DAY BEFORE SWPPP SUBMITTAL. PROVIDE SWPPP UPDATES AS WORK PROGRESSES.
- DEVELOP A CONSTRUCTION SEQUENCE AND SUBMIT TO THE ENGINEER FOR APPROVAL. PROVIDE SUFFICIENT DETAIL TO ADDRESS REQUIRED SUBMITTALS, REVIEW PERIODS, PROCUREMENT OF MATERIALS, CONSTRUCTION WORK, AND FAA COORDINATION REQUIREMENTS ASSOCIATED WITH ITEMS OF WORK.
- INCLUDE ALL COMPONENTS OF THE PROJECT IN THE CONSTRUCTION SCHEDULE AND SEQUENCE FOR REVIEW AND APPROVAL BY THE ENGINEER. DEVIATIONS FROM THE APPROVED SCHEDULE REQUIRE APPROVAL BY THE ENGINEER.
- THE SEQUENCE SHALL PROVIDE A COMPLETE SCHEDULE OF CONTRACTOR ACTIVITIES FROM PROJECT START TO COMPLETION.
- IF FAA TESTING INDICATES FAULT IN UNDERGROUND ELECTRICAL / COMM. CONNECTIONS, CONTRACTOR SHALL EXCAVATE UNTIL PROBLEM IS LOCATED. NO ADDITIONAL PAYMENT WILL BE MADE TO REPEAT BEDDING, COMPACTING & BACKFILL.
- ALL REFERENCES ON PLAN SHEETS TO "ON SITE BIOLOGISTS" PERTAINS TO BIOLOGISTS FROM THE ADAPTIVE MANAGEMENT TEAM DESCRIBED IN THE ENVIRONMENTAL COMMITMENTS LOCATED IN APPENDIX D.

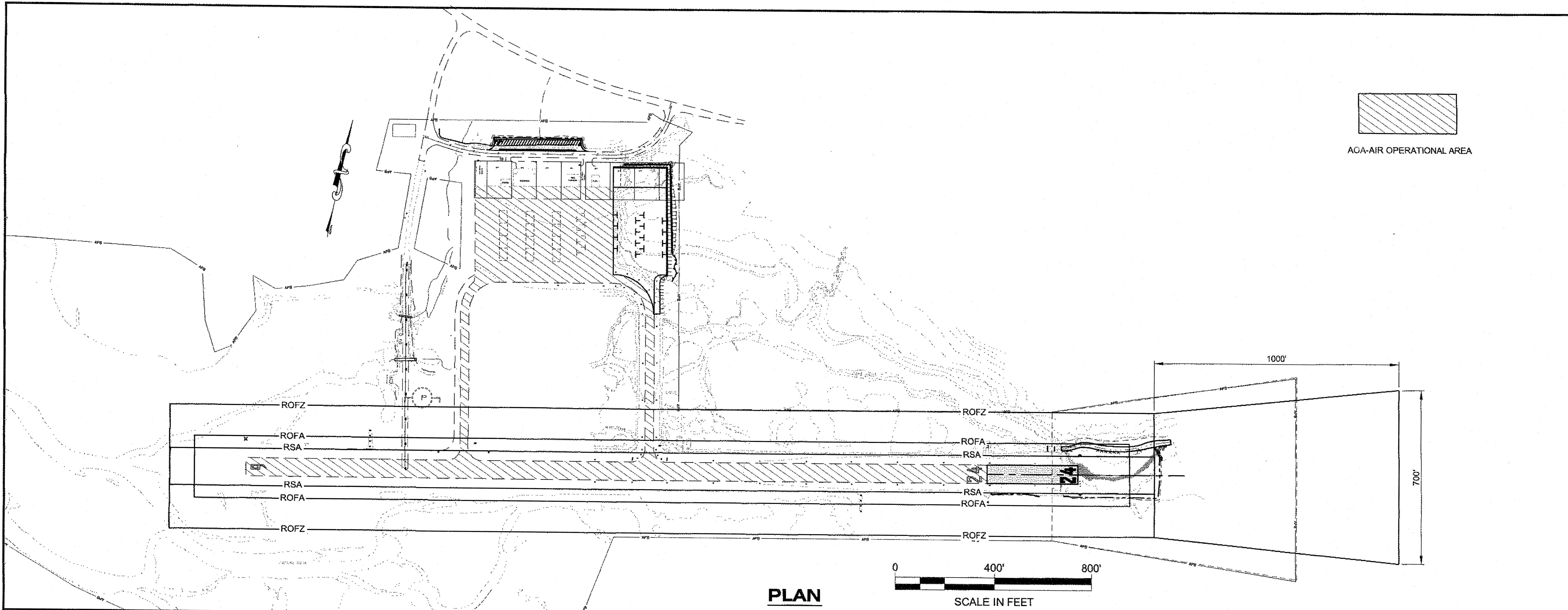
FAA NOTIFICATIONS & COORDINATION:

- FAA SHALL BE NOTIFIED A MINIMUM OF 30 DAYS PRIOR TO ANY REQUIRED ON-SITE INVOLVEMENT AND FLIGHT CHECKS BY FAA PERSONNEL.
- PROVIDE 45 DAYS ADVANCE NOTICE TO THE FAA FOR REIL, ASOS, AND PAPI SHUT DOWN IF MORE THAN 24 HOURS WILL BE REQUIRED TO RESTORE PERMANENT POWER.
- FAA WILL REQUIRE A MINIMUM OF 14 DAYS ON-SITE FOR REIL, ASOS, AND PAPI SYSTEMS FOR TERMINATION INSPECTIONS AND TESTING PRIOR TO THE SYSTEMS BEING AUTHORIZED FOR RE-ENERGIZATION AND FLIGHT CHECKS.
- NOTIFICATIONS OF OUTAGES/NOTAMS, ON-SITE INVOLVEMENT REQUIREMENTS, AND FLIGHT CHECKS SHALL BE PROVIDED TO:
STEVE CORDS, TECHNICAL OPERATIONS PROJECT MANAGER, ANCHORAGE, 907-271-2893
JAMES MACEY, TECHNICAL OPERATIONS SUPERVISOR, JUNEAU, 907-586-7500
MARK MAHONEY, SSC COORDINATOR, JUNEAU, 907-586-7466
- IF EQUIPMENT OR MATERIAL PENETRATING FEDERAL AVIATION REGULATION, PART 77, AIR SURFACES IS NEEDED BY THE CONTRACTOR TO ACCOMPLISH THE WORK, A 7460 NOTIFICATION WILL BE REQUIRED, UNLESS THE EQUIPMENT CAN BE LOWERED OR LAID DOWN WITHIN 15 MINUTES OR MOVED OUT OF THE ROFZ WITHIN 15 MINUTES.
- THE PAPI AND ASOS SHARE THE SAME HIGH VOLTAGE POWER SUPPLY AS THE REILS. ANY COORDINATION COSTS ASSOCIATED WITH THE ASOS AND PAPI IS INCIDENTAL TO THE REIL.
- TEMPORARY POWER GENERATORS SHALL NOT BE ALLOWED FOR FAA AND STATE OF ALASKA EQUIPMENT.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Date: 1/23/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION	
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		CONSTRUCTION SEQUENCE PLAN	
PATH: Q:\HNNH\68303\PLANS\SET168303_A3_CONST_SEQUENCE.DWG TAB: A3 Friday, June 29, 2012 9:31:49 AM GRANTHAM, RICK L (DOT)			
NO.	DATE	DESCRIPTION	REVISIONS
PROJECT DESIGNATION		YEAR	SHEET NO.
AIP No. 3-02-0125-005-2012		2012	A3
TOTAL SHEETS		48	



SAFETY PLAN NOTES

1. UNDER ALL CIRCUMSTANCES, SAFETY IS THE MOST IMPORTANT CONSIDERATION. SEE AC 150/5370-2F OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION. IF THERE IS A CONFLICT WITH THE PLANS AND SPECIFICATIONS, AC 150/5370-2F SHALL GOVERN.
2. THE SAFETY PLAN SHEETS SUMMARIZE SOME, BUT NOT ALL OF THE REQUIREMENTS FOR WORK ON THE AIRPORT. SEE SECTION 80 OF THE SPECIFICATIONS FOR MORE INFORMATION.
3. CONSTRUCTION CANNOT BEGIN UNTIL A SAFETY PLAN IS IN PLACE AND APPROVED BY THE ENGINEER. ALL CONSTRUCTION ACTIVITY WITHIN LIMITS OF AOA, ROFA, AND ROFZ, SHALL BE CARRIED OUT IN ACCORDANCE WITH AN APPROVED, CURRENT SAFETY PLAN AND LIMITATIONS IN SECTION 80 OF SPECIFICATIONS.
4. THE CONTRACTOR SHALL CONTINUOUSLY MONITOR CTAF 122.7 AND JUNEAU FLIGHT SERVICE STATION 122.35. ALL PERSONNEL AND EQUIPMENT SHALL BE CLEAR OF THE ROFA BY THE TIME AIRCRAFT ARE ON FINAL APPROACH AND WHEN AIRCRAFT BEGIN TAXIING ABOUT THE AOA PRIOR TO DEPARTURE. THIS SHALL BE DETERMINED BY MONITORING THE CTAF AND VISUAL MONITORING OF THE AREA.
5. CLOSURE OF THE RUNWAY IS ONLY PERMITTED BY COORDINATION WITH THE ENGINEER. SEE SECTION 80-04 OF THE SPECIFICATIONS, SHEET A5 OF THE PLANS FOR MORE INFORMATION.
6. DURING CLOSURE, COVER OR DISABLE EDGE LIGHTING AND VISUAL AIDS ON THE CLOSED PORTION OF THE RUNWAY. PLACE TEMPORARY MARKINGS AND LIGHTING AS REQUIRED.
7. DURING ANY CLOSURE PERIOD ALL IN-FLIGHT EMERGENCIES WILL BE GIVEN PERMISSION TO LAND. INCLUDE PROCEDURES FOR CLEARING THE AOA, ROFA, AND APPROACH SURFACE DURING THESE EMERGENCIES IN THE SAFETY PLAN.
8. NOT USED.
9. AIRPORT SECURITY MUST BE MAINTAINED AT THE HAUL ROUTE ENTRANCE TO THE AIRPORT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREVENT ENTRY OF UNAUTHORIZED PERSONS OR VEHICLES. SEE SECTION 80-04 OF THE SPECIFICATIONS.
10. THE CVO MONITORING RADIO AIR TRAFFIC FREQUENCIES SHALL CLEAR THE ROFA OF VEHICLES AND TRAILERS 15 MINUTES PRIOR TO AIRCRAFT LANDINGS AND TAKE OFFS.

GENERAL NOTES:

1. LOCATION OF KNOWN UTILITIES AND NAVAID COMMUNICATIONS ARE APPROXIMATE.

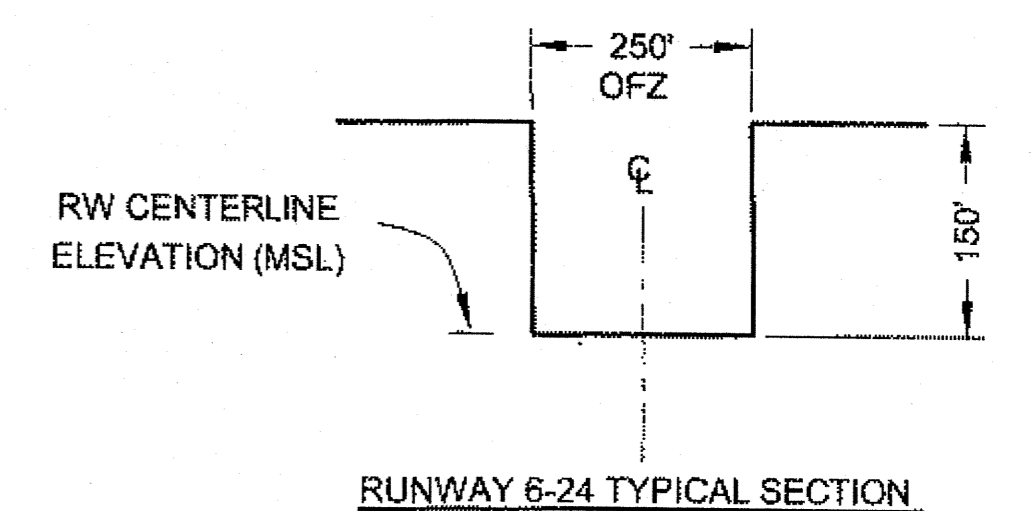
DEFINITIONS:

AOA - AIR OPERATIONS AREA - INCLUDES ALL AREAS OPEN TO MOVEMENT OF AIRCRAFT. ALL VEHICLES ENTERING THIS AREA SHALL BE APPROPRIATELY MARKED AND THE DRIVER SHALL BE TRAINED AND HAVE APPROPRIATE COMMUNICATIONS EQUIPMENT.

RSA - RUNWAY SAFETY AREA - DIMENSIONS:
 • RWY 6/24--150' WIDE+300' OFF EACH END OF THE RUNWAY

ROFZ - OBSTACLE FREE ZONE - DIMENSIONS:
 • RWY 6/24--250' WIDE+200' OFF EACH END OF THE RUNWAY

ROFA - OBSTACLE FREE AREA - DIMENSIONS:
 • RWY 6/24--500' WIDE+300' OFF EACH END OF THE RUNWAY



OBSTACLE FREE ZONES

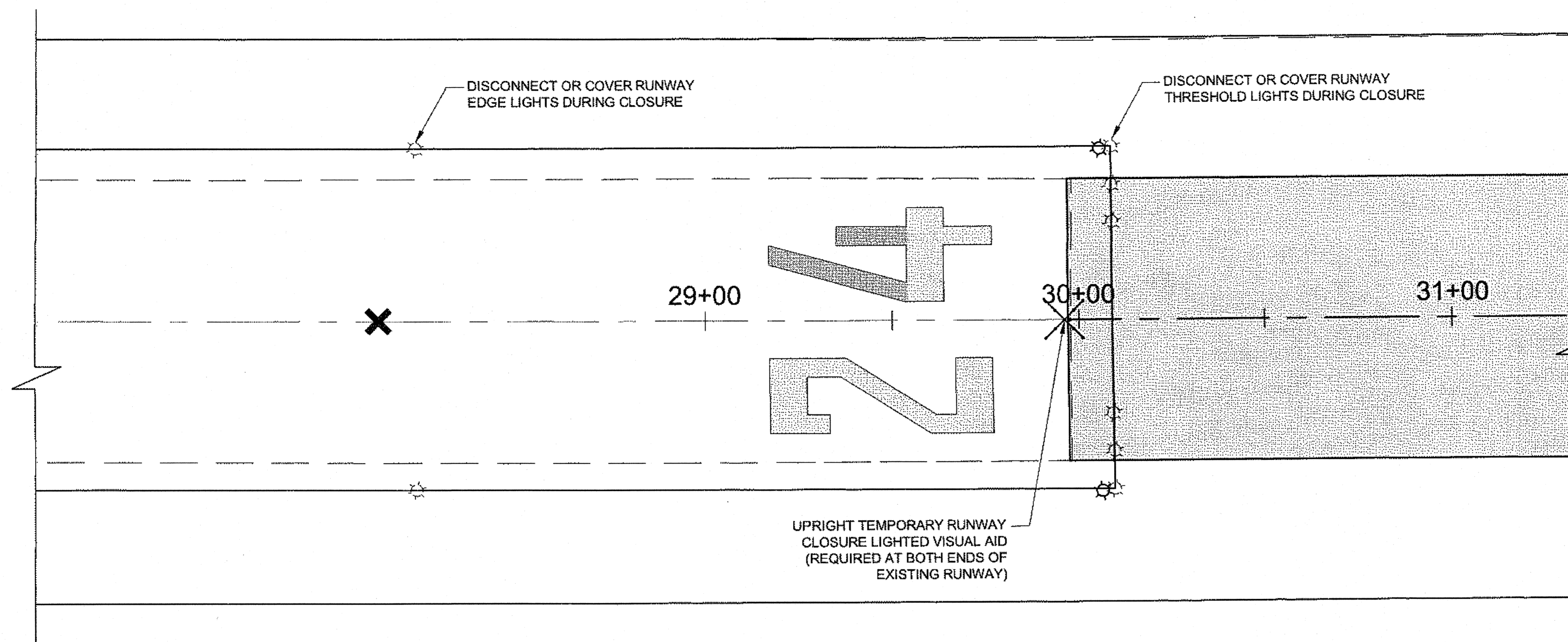
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

<p>CHECKED BY: M. VAN ALSTINE</p> <p>DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM</p>	<p>STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION</p> <p>HOONAH AIRPORT RUNWAY EXTENSION</p> <p>SAFETY PLAN</p>										
<p>PROJECT DESIGNATION: GRANTHAM, RICK L. (DOT)</p>											
<p>PATH: Q:\HNM\68303\PLANS\SET1\68303_A4_SAFETY PLAN.DWG TAB: A4 Friday, June 29, 2012 7:49:20 AM</p>											
	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DATE	DESCRIPTION				<p>PROJECT DESIGNATION AIP No. 3-02-0125-005-2012</p>	<p>YEAR 2012</p>	<p>SHEET NO. A4</p>	<p>TOTAL SHEETS 48</p>
NO.	DATE	DESCRIPTION									

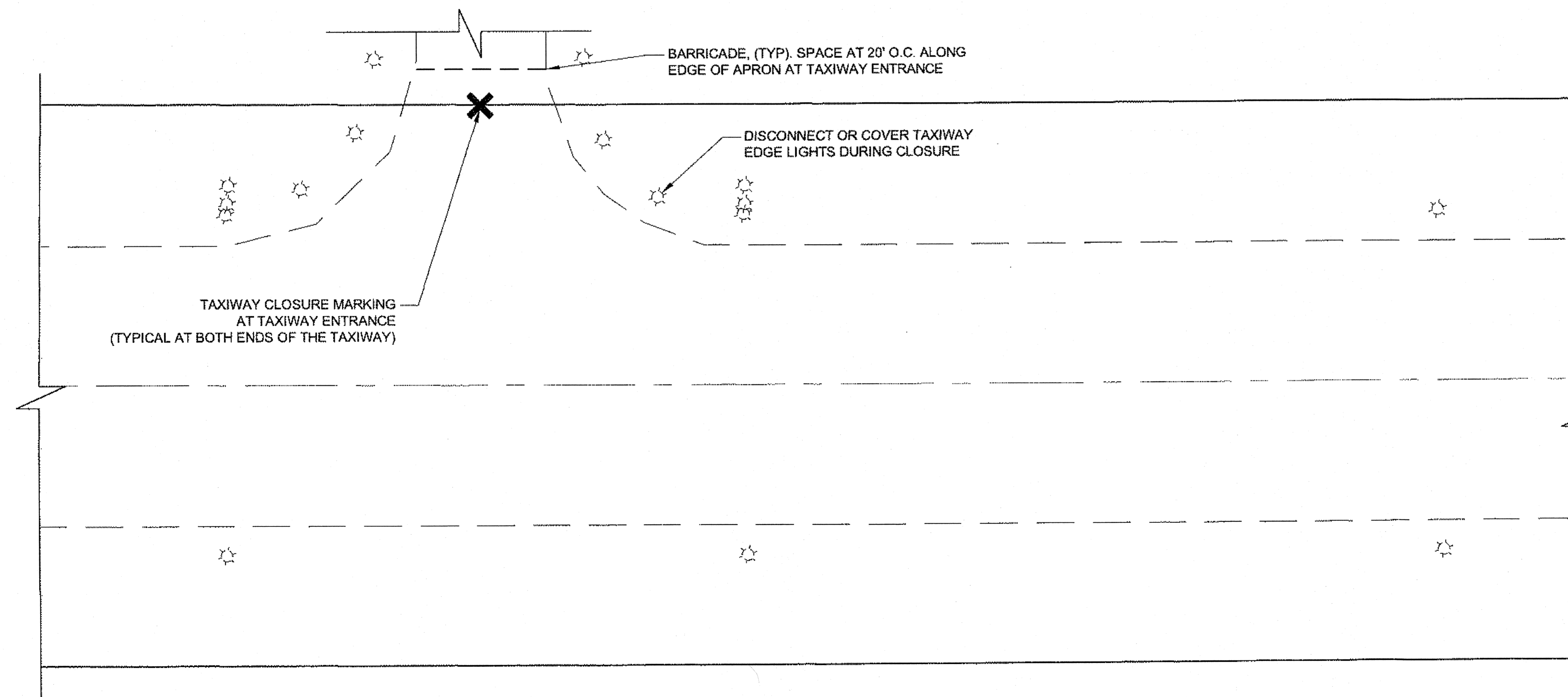
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 Date 1/31/14

NOTES ON RUNWAY CLOSURES

1. ALL CLOSURES MUST BE CARRIED OUT IN ACCORDANCE WITH AN APPROVED, CURRENT SAFETY PLAN.
2. EMERGENCY AIRCRAFT ARRIVALS/DEPARTURES WILL REQUIRE THE CONTRACTOR TO OPEN THE FULL RUNWAY. THE CONTRACTOR WILL RECEIVE 15 MINUTES NOTICE. SEE SECTION 80-04 OF THE SPECIFICATIONS.
3. SCHEDULE ALL CLOSURES WITH THE ENGINEER.
4. NO PORTION OF THE RUNWAY MAY BE CLOSED UNTIL A NOTAM HAS BEEN ISSUED BY AIRPORT MANAGEMENT OR THE FAA, THE ENGINEER HAS AUTHORIZED THE CONTRACTOR TO WORK THERE, AND THE NECESSARY TEMPORARY MARKINGS, HAZARD BARRIERS AND LIGHTING ARE IN PLACE.
5. ALL EQUIPMENT SHALL BE PROPERLY EQUIPPED WITH MARKING AND LIGHTING REQUIRED BY AC 150/5210-5.
6. EDGE LIGHTS, REIL AND NAVAIDS SHALL BE COVERED OR DISABLED ON CLOSED PORTIONS OF THE RUNWAY AND TAXIWAY.
7. PLACE TEMPORARY MARKINGS AND HAZARD MARKER BARRICADES AS REQUIRED.
8. A CVO SHALL BE PRESENT TO MONITOR RADIO TRAFFIC AND TO WARN CONTRACTOR PERSONNEL WHEN A FLIGHT EMERGENCY REQUIRES AN AIRCRAFT TO LAND OR TAKE OFF.




TEMPORARY FULL RUNWAY CLOSURE

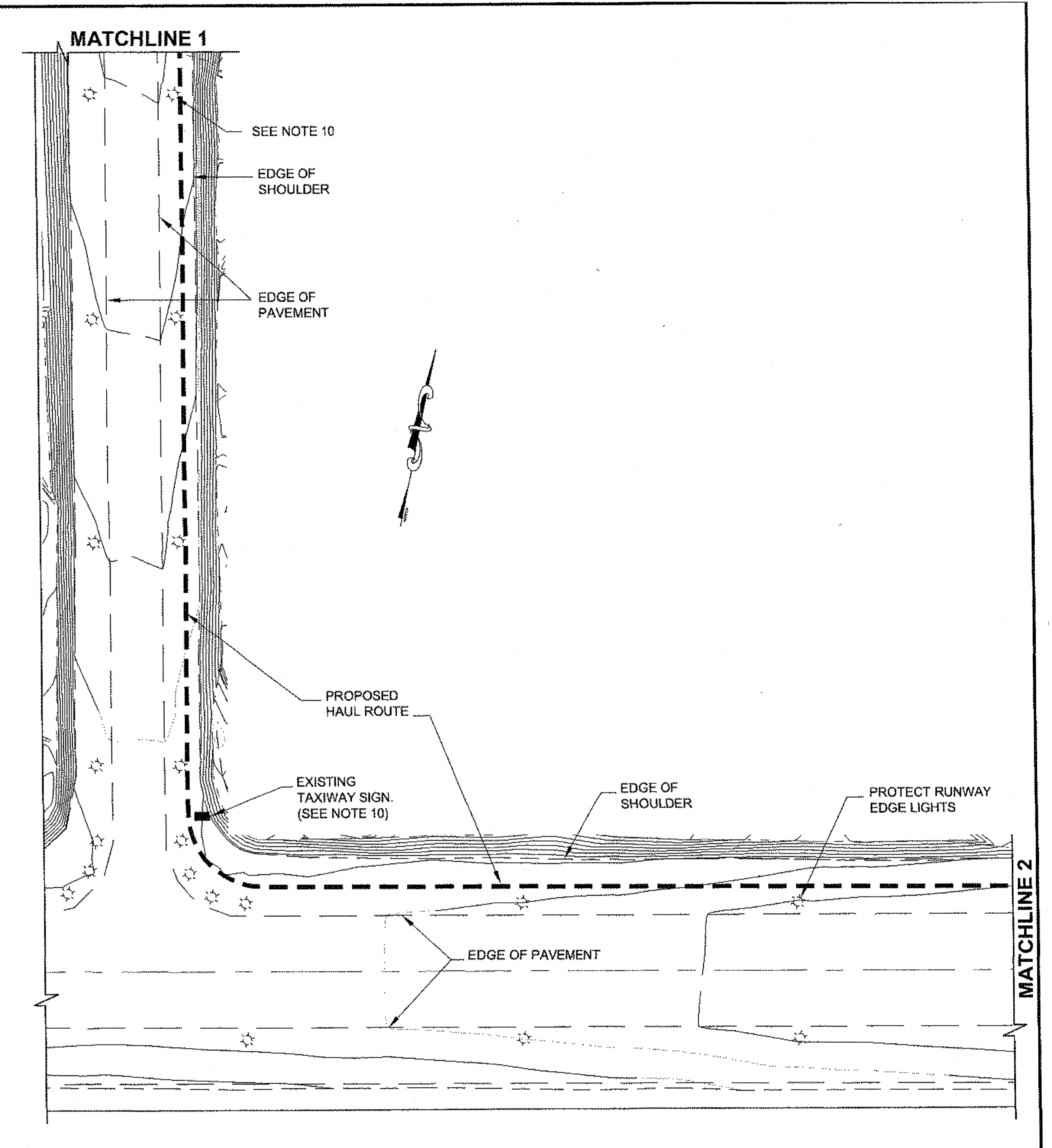
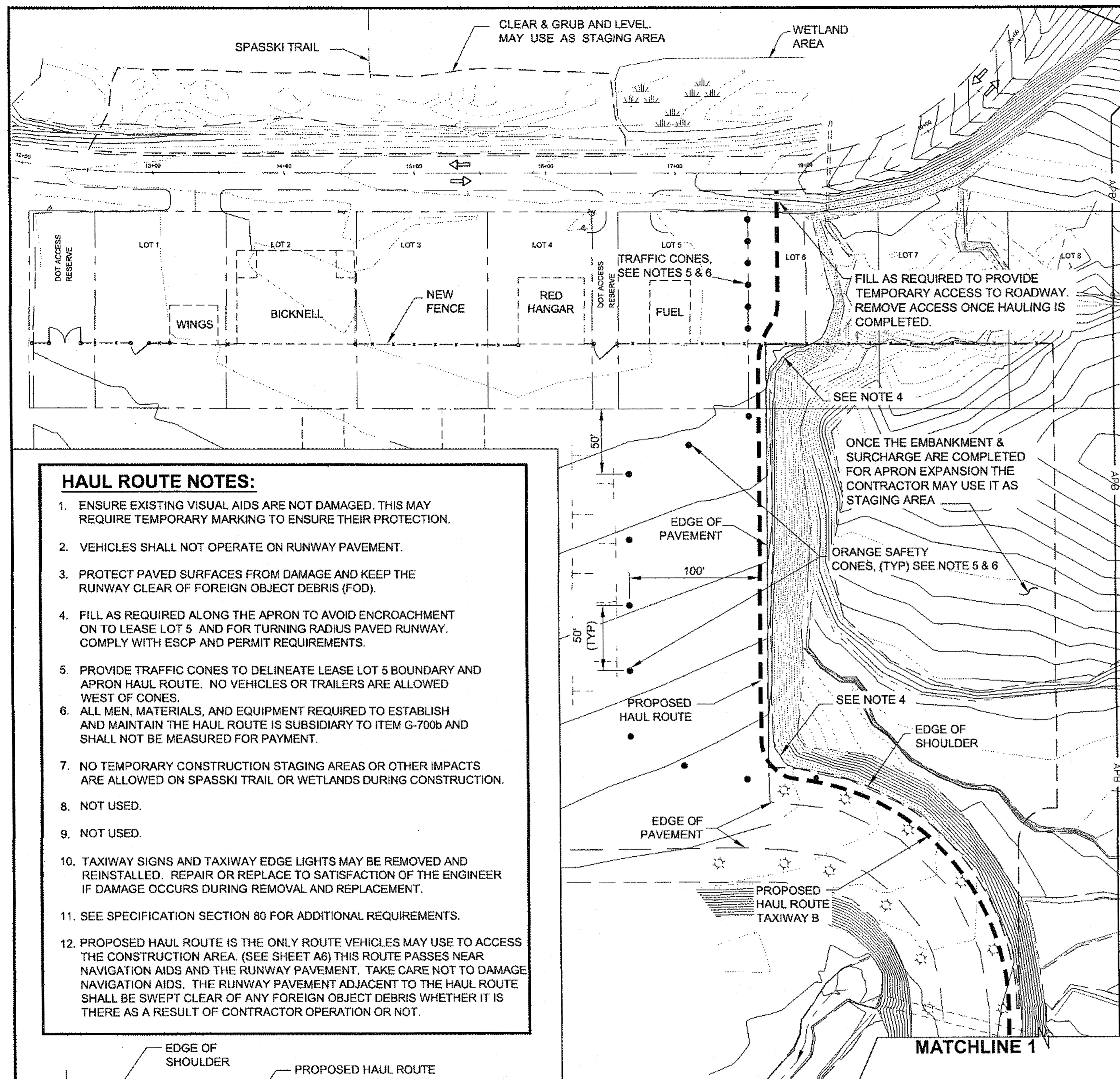


TEMPORARY TAXIWAY B CLOSURE

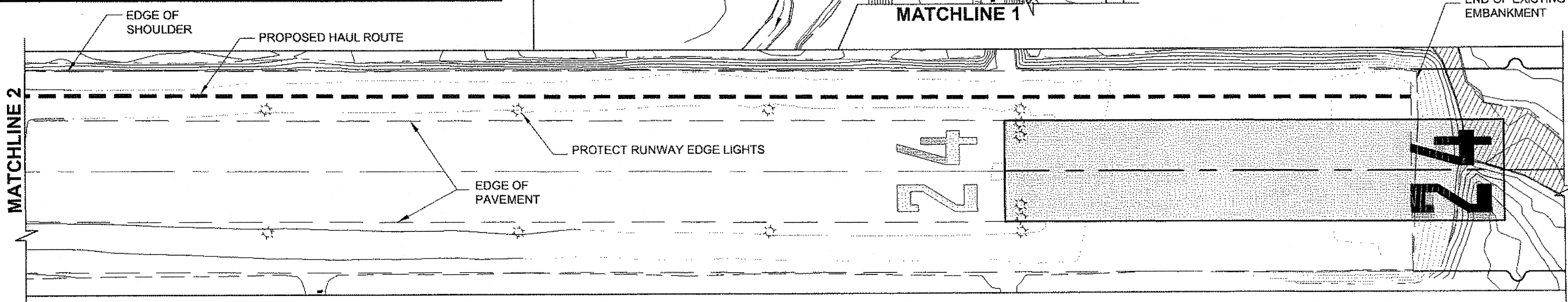
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/23/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

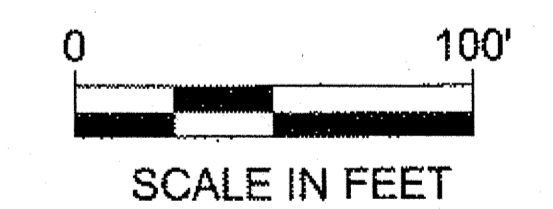
CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION SAFETY PLAN								
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012								
PATH: Q:\VNH168303\PLANSET\168303_A5-A7-G9_SAFETY PLAN.DWG TAB: A5 Thursday, June 28, 2012 8:52:32 AM GRANTHAM, RICK L (DOT)		YEAR 2012	SHEET NO. A5	TOTAL SHEETS 48						
<table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	DATE	DESCRIPTION						
NO.	DATE	DESCRIPTION								



- HAUL ROUTE NOTES:**
1. ENSURE EXISTING VISUAL AIDS ARE NOT DAMAGED. THIS MAY REQUIRE TEMPORARY MARKING TO ENSURE THEIR PROTECTION.
 2. VEHICLES SHALL NOT OPERATE ON RUNWAY PAVEMENT.
 3. PROTECT PAVED SURFACES FROM DAMAGE AND KEEP THE RUNWAY CLEAR OF FOREIGN OBJECT DEBRIS (FOD).
 4. FILL AS REQUIRED ALONG THE APRON TO AVOID ENCROACHMENT ON TO LEASE LOT 5 AND FOR TURNING RADIUS PAVED RUNWAY. COMPLY WITH ESCP AND PERMIT REQUIREMENTS.
 5. PROVIDE TRAFFIC CONES TO DELINEATE LEASE LOT 5 BOUNDARY AND APRON HAUL ROUTE. NO VEHICLES OR TRAILERS ARE ALLOWED WEST OF CONES.
 6. ALL MEN, MATERIALS, AND EQUIPMENT REQUIRED TO ESTABLISH AND MAINTAIN THE HAUL ROUTE IS SUBSIDIARY TO ITEM G-700b AND SHALL NOT BE MEASURED FOR PAYMENT.
 7. NO TEMPORARY CONSTRUCTION STAGING AREAS OR OTHER IMPACTS ARE ALLOWED ON SPASSKI TRAIL OR WETLANDS DURING CONSTRUCTION.
 8. NOT USED.
 9. NOT USED.
 10. TAXIWAY SIGNS AND TAXIWAY EDGE LIGHTS MAY BE REMOVED AND REINSTALLED. REPAIR OR REPLACE TO SATISFACTION OF THE ENGINEER IF DAMAGE OCCURS DURING REMOVAL AND REPLACEMENT.
 11. SEE SPECIFICATION SECTION 80 FOR ADDITIONAL REQUIREMENTS.
 12. PROPOSED HAUL ROUTE IS THE ONLY ROUTE VEHICLES MAY USE TO ACCESS THE CONSTRUCTION AREA. (SEE SHEET A6) THIS ROUTE PASSES NEAR NAVIGATION AIDS AND THE RUNWAY PAVEMENT. TAKE CARE NOT TO DAMAGE NAVIGATION AIDS. THE RUNWAY PAVEMENT ADJACENT TO THE HAUL ROUTE SHALL BE SWEEPED CLEAR OF ANY FOREIGN OBJECT DEBRIS WHETHER IT IS THERE AS A RESULT OF CONTRACTOR OPERATION OR NOT.



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE: *[Signature]* Date: 1/31/14



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE

DESIGNED BY: L. SEIFERT
 DRAWN BY: R. GRANTHAM

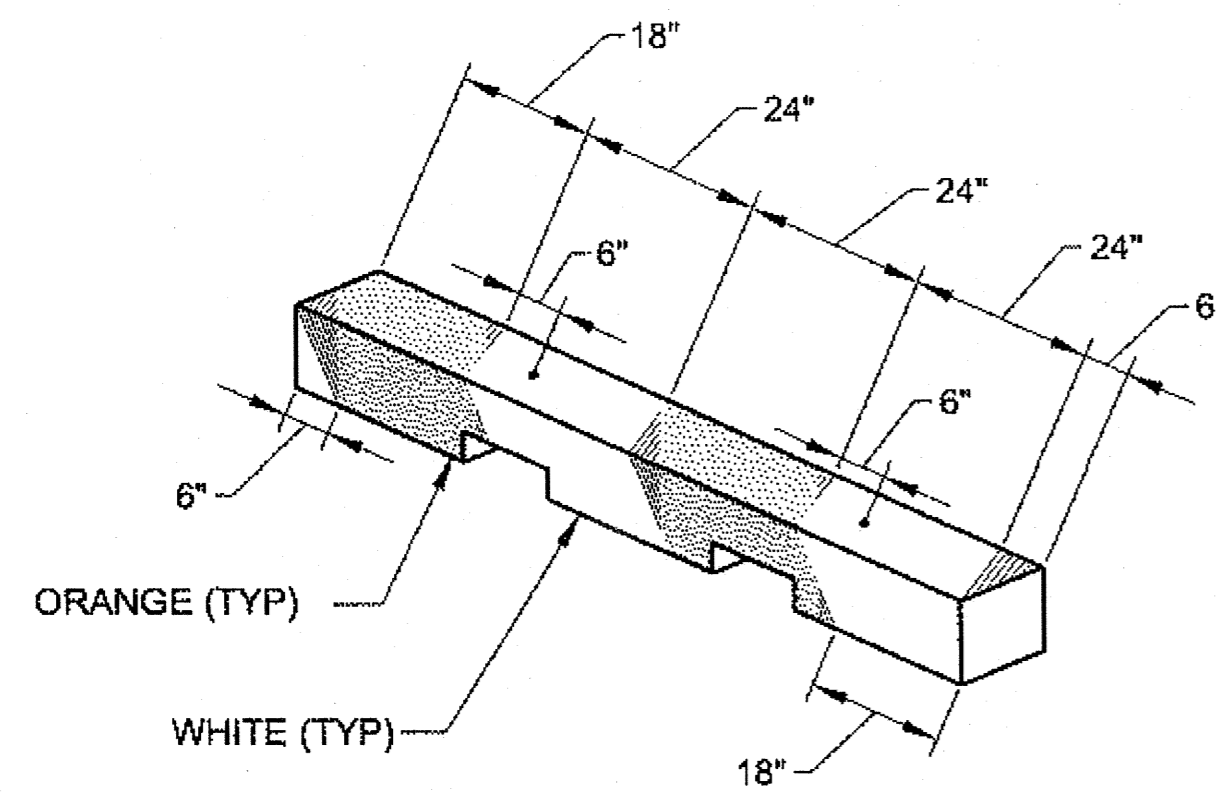
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

**HOONAH AIRPORT
 RUNWAY EXTENSION**

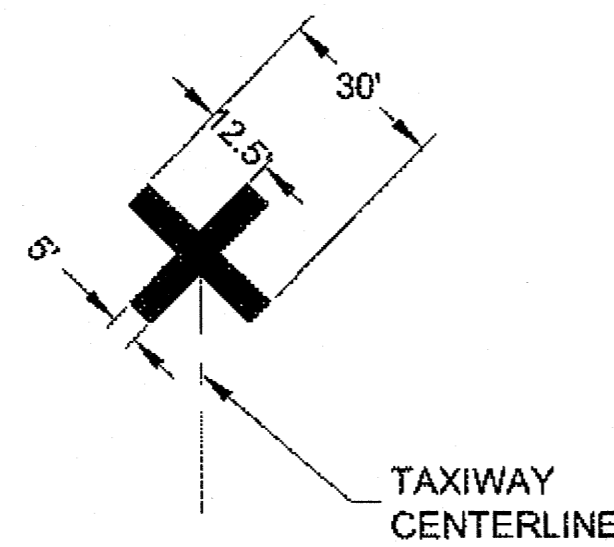
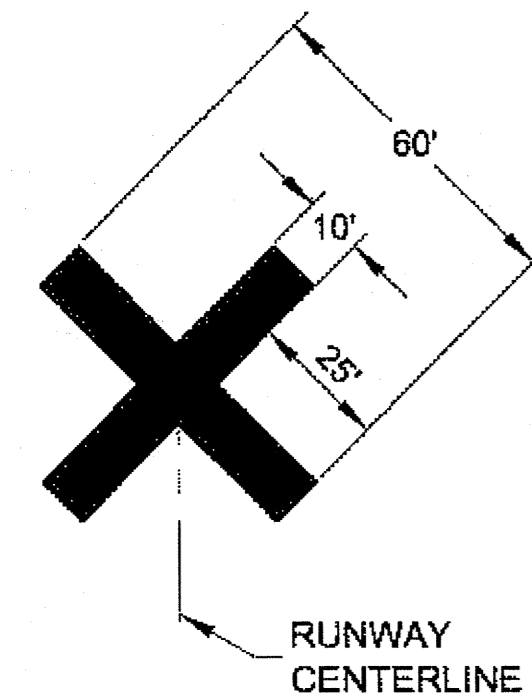
SAFETY PLAN

PATH: Q:\HNNH168303\PLANSET\168303_A6_SAFETY PLAN.DWG
 TAB: A6 Friday, June 29, 2012 7:51:09 AM GRANTHAM, RICK L (DOT)

REVISIONS			PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
NO.	DATE	DESCRIPTION				
			AIP No.	2012	A6	48
			3-02-0125-005-2012			



HAZARD MARKER BARRICADE STRIPING DETAIL



(A) CLOSED RUNWAY

(B) CLOSED TAXIWAY

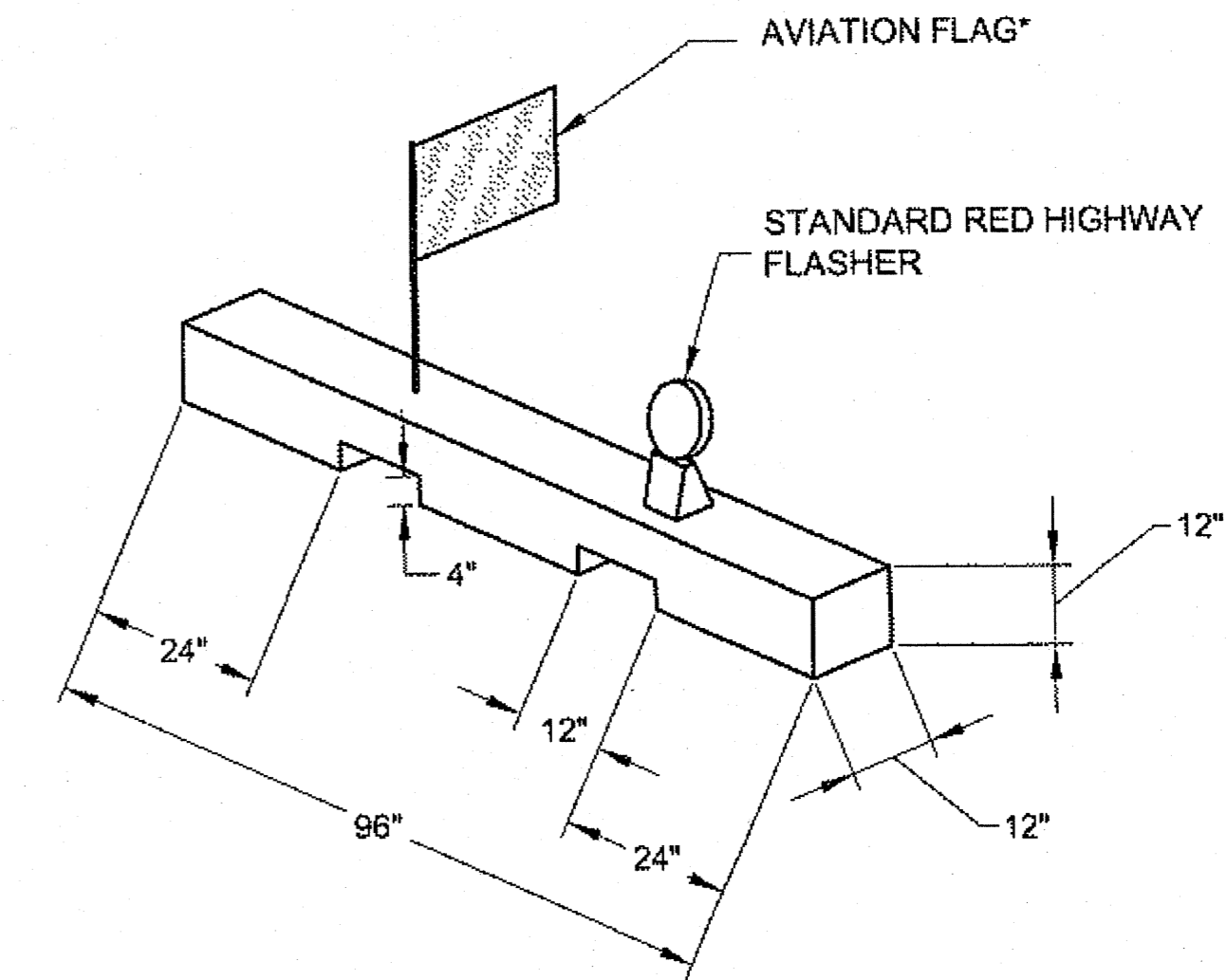
TEMPORARY CLOSURE MARKINGS

TEMPORARY RUNWAY NOTES:

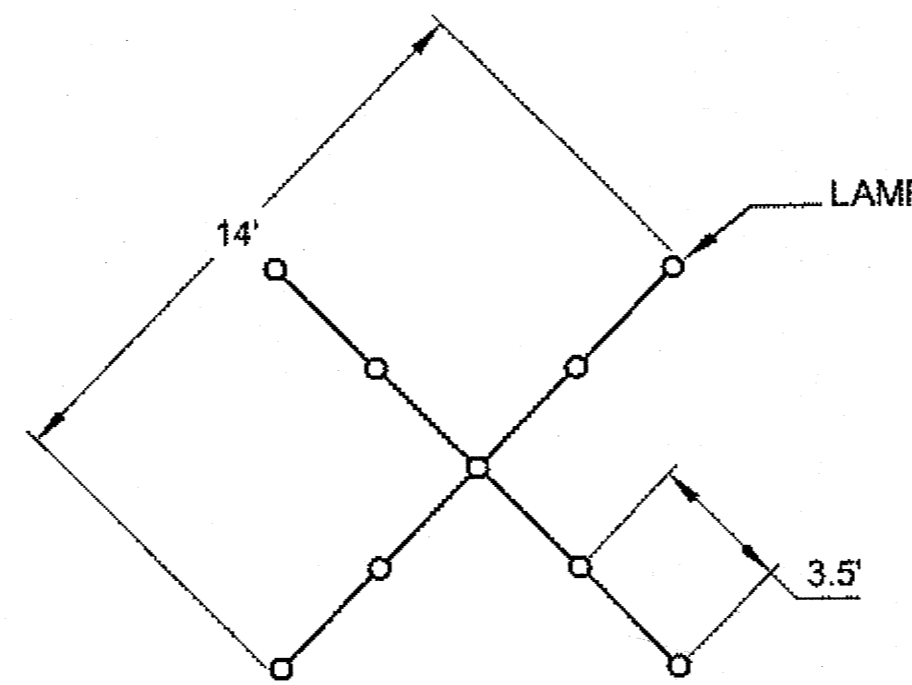
1. CROSSES SHALL BE YELLOW, CONSTRUCTED OF PLASTIC AND WEIGHTED DOWN SO AS NOT TO BE MOVED BY WIND OR JET BLAST.
2. CROSSES SHALL BE PLACED AT EACH END OF THE CLOSED PORTION OF THE RUNWAY OR TAXIWAY.
3. DISABLE AND PREVENT THE OPERATION OF RUNWAY EDGE LIGHTS, RUNWAY THRESHOLD LIGHTS, TAXIWAY EDGE LIGHTS, AND REILS WHICH FUNCTION IS TO IDENTIFY A CLOSED PORTION OF THE RUNWAY OR TAXIWAY.
4. INDICATE TEMPORARY THRESHOLD WITH REFLECTIVE MARKERS AS SHOWN ORIENT MARKERS SO THAT RED IS VISIBLE ON TAKEOFF AND THAT GREEN IS VISIBLE TO PILOTS APPROACHING TO LAND.

HAZARD MARKER BARRICADE NOTES:

1. BARRIERS SHALL BE IN PLACE TO LIMIT ACCESS TO THE CLOSED PORTION OF THE RUNWAY.
2. BARRICADES SHALL BE OF THE LOW STYLE (LESS THAN 12") HIGH WHEN USED ADJACENT TO AN ACTIVE MOVEMENT AREA. THESE BARRICADES NEED TO BE MARKED AS SHOWN IN THE FIGURE.
3. FLAGS SHALL ALTERNATE COLOR (ORANGE/WHITE) ON EACH BARRIER AS THEY ARE PLACED IN THE AIRPORT OPERATIONS AREA, IN SEQUENCE.



HAZARD MARKER BARRICADE PREPARATION OF FLAG & FLASHER MOUNT DETAIL



TEMPORARY RUNWAY CLOSURE LIGHTED VISUAL AID:

1. REFER TO AC 150/5345-55 FOR DETAILS AND SPECIFICATIONS FOR LIGHTED "X".
2. CROSSES SHALL HAVE A MEANS FOR ADJUSTING AND LEVELING TO ALLOW TILTING TO AN OPTIMUM ANGLE OF 5 DEGREES FROM VERTICAL.
3. PLACE CROSSES AT EACH END OF THE CLOSED RUNWAY ON THE RUNWAY DESIGNATION NUMBERS AND RUNWAY CENTERLINE.
4. LIGHTED "X" MARKINGS ARE FOR NIGHT TIME CLOSURES ONLY AND MUST BE COMPLETELY REMOVED FROM THE RUNWAY AND SAFETY AREAS PRIOR TO ANY NIGHTTIME EMERGENCY LANDINGS.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/23/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION			
	HOONAH AIRPORT RUNWAY EXTENSION			
SAFETY PLAN DETAILS				
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM	PROJECT DESIGNATION AIP No. 3-02-0125-005-2012			YEAR 2012
PATH: Q:\HNN\68303\PLANSET\68303_AS-A7-G9_SAFETY PLAN.DWG TAB: A7 Thursday, June 28, 2012 8:53:11 AM GRANTHAM, RICK L (DOT)	SHEET NO. A7	TOTAL SHEETS 48		

SEQUENCE OF WORK NOTES:

THIS SEQUENCE REPRESENTS ONE WAY THE PROJECT COULD BE CONSTRUCTED. HOWEVER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVELOPING THEIR OWN SEQUENCE AND SCHEDULE TO MEET MILESTONE REQUIREMENTS AND PROJECT COMPLETION DATE. SEQUENCE AND SCHEDULE SHALL BE APPROVED BY THE ENGINEER. THE SEQUENCE SHALL BE COORDINATED WITH THE PROJECT PLANS, SPECIFICATIONS, THE SAFETY PLAN OF SPECIFICATION SECTION 80, THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MEASURES AND OVERALL CONSTRUCTION SCHEDULE. SUBMIT SEQUENCING PLANS FOR APPROVAL FIVE BUSINESS DAYS BEFORE SWPPP SUBMITTAL AND 10 DAYS BEFORE THE PRE-CONSTRUCTION CONFERENCE. CONSTRUCTION SCHEDULE AND SEQUENCE SHALL PROVIDE SUFFICIENT DETAIL TO ADDRESS REQUIRED SUBMITTALS, REVIEW PERIODS, PROCUREMENT OF MATERIALS, CONSTRUCTION WORK, AND FAA COORDINATION REQUIREMENTS ASSOCIATED WITH ALL ITEMS OF WORK. PROVIDE UPDATES FOR APPROVAL BY THE ENGINEER AS WORK PROGRESSES. DEVIATIONS FROM THE APPROVED SCHEDULE REQUIRE APPROVAL BY THE ENGINEER.

SEQUENCE OF WORK:

CALENDAR YEAR 2012

1. CONSTRUCT STAGING AREA IN NEW TERMINAL PARKING LOT AREA, MAKING PROVISION FOR FINAL ELECTRICAL WORK AS REQUIRED.
2. REALIGN UNNAMED CREEK AND RELOCATE COHO CREEK. WEST AND NORTH EMBANKMENTS OF UNNAMED CREEK MUST BE CONSTRUCTED AND SURCHARGED BEFORE REALIGNING UNNAMED CREEK. BEAVER DAM MUST BE REMOVED AS A PART OF RELOCATING COHO CREEK. REFER TO ENVIRONMENTAL COMMITMENTS AND PERMITS IN APPENDIX D OF THE SPECIFICATION FOR DETAILS.
3. CONSTRUCT APRON EXPANSION AND RUNWAY EXTENSION AREA TO BOTTOM OF SUB-BASE AND PLACE SURCHARGE. SURCHARGE SHALL BE PLACED TO STATION 34+00 OF THE RUNWAY ALIGNMENT. SURCHARGE ENTIRE APRON EXPANSION AREA TO 185' LEFT OF P-LINE. CONSTRUCT RSA EMBANKMENT, ALLOWING FOR SURCHARGE MATERIAL THAT WILL BE RELOCATED IN 2013 (ASSUME 1' SETTLEMENT DUE TO SURCHARGE). DO NOT CONSTRUCT EMBANKMENTS BETWEEN DECEMBER FIFTEENTH AND APRIL FIRST.
4. STABILIZE SLOPES AND SURROUNDING AREAS ADEQUATELY TO SHUT DOWN WORK FOR 2012 IN ACCORDANCE WITH THE SWPPP AND ALL REQUIREMENTS OF THE CONTRACT.

CALENDAR YEAR 2013

1. RELOCATE SURCHARGE PER SHEET G-9 TO THE APPROPRIATE AREAS. INSTALL BASE AND SUB-BASE MATERIAL ON RUNWAY, RSA AND PAVED AREA OF APRON. COMPLETE UNDERGROUND ELECTRIC, EMBANKMENT, DITCHING AND ABOVE GROUND ELECTRIC FOR PARKING AREA.
2. OBTAIN LONG TERM OUTAGE FOR UTILITIES WORK. UTILITIES WORK SHALL BE COORDINATED TO ALLOW FOR ONLY ONE LONG TERM POWER OUTAGE. AFTER COMPLETION OF UTILITIES WORK, ADDITIONAL LONG TERM OUTAGES MAY BE REQUESTED TO ALLOW FOR FLIGHT CHECKS AND FINAL COMMISSIONING OF REIL'S AND RUNWAY STRIPING/ MARKINGS. MAXIMUM LENGTH OF OUTAGE IS 45 DAYS. FAA SHALL BE NOTIFIED WHEN POWER AND COMMUNICATIONS WILL NEED TO BE SHUT DOWN OR RESTORED. FAA MUST SHUT DOWN AND RESTORE POWER AND COMMUNICATIONS TO THE REIL, PAPI AND ASOS SYSTEMS (FAA SYSTEMS). PREPARE NOTAM'S AS REQUIRED FOR APPROVAL AND SUBMISSION BY THE PROJECT ENGINEER. DO NOT DISCONNECT PRIMARY, SECONDARY OR COMMUNICATIONS LINES UNTIL FAA HAS SHUT ISOLATED POWER TO THEIR SYSTEMS. THIS WORK SHALL BE COORDINATED IN ADVANCE WITH FAA THROUGH THE ENGINEER.

TAXIWAY LIGHTS, RUNWAY LIGHTS, AND RUNWAY 24 END PORTION OF REIL SYSTEMS:

1. TRENCH AND INSTALL NEW AND RELOCATED RUNWAY, TAXIWAY AND THRESHOLD LIGHTS, INCLUDING NEW WIRE AND CONDUIT, BED AND BACKFILL TRENCHES, COMPACTING AS REQUIRED.
2. REMOVE AND CAREFULLY STORE PORTION OF REIL SYSTEM LOCATED ON THE 24 END OF THE RUNWAY (TWO REIL LIGHTS AND APPURTENANCES). REIL SYSTEM SHALL BE STORED IN A WARM, DRY, SECURE LOCATION WHERE DIRECTED BY THE ENGINEER. (BY AGREEMENT WITH FAA, AND THE AIRPORT MANAGER, REIL STORAGE AREA WILL BE PROVIDED BY DOT&PF.)
3. CONSTRUCT NEW CONCRETE PADS FOR REIL SYSTEM. TRENCH AND INSTALL NEW POWER LINES. REINSTALL REIL SYSTEM AND PROVIDE FINAL ELECTRICAL TERMINATIONS. BED AND BACKFILL TRENCHES, COMPACTING AS REQUIRED. COVER NEW AND RELOCATED RUNWAY EDGE LIGHTS AND THRESHOLD LIGHTS UNTIL FLIGHT CHECKS ARE COMPLETE
4. RE-ENERGIZATION OF THE RUNWAY/TAXIWAY LIGHTING SYSTEM.
5. RE-ENERGIZE SYSTEM IN THE PRESENCE OF THE ENGINEER AND AIRPORT MANAGER. MAKE CORRECTIONS AS REQUESTED BY THE AIRPORT MANAGER AS DIRECTED BY THE ENGINEER.

WORK ON RUNWAY 6/24 & PAVEMENT OF ALL AREAS

1. PAVE RUNWAY FROM "O" STA. 29+97 TO 33+70, APRON EXPANSION & AIRPORT TERMINAL PARKING LOT AS REQUIRED.
2. REPLACE FENCING AND GATES ALONG EXISTING APRON AND INSTALL NEW FENCE ALONG THE NEW APRON EXPANSION AREA.
3. REMOVE EXISTING RUNWAY MARKINGS, EXCEPT FOR THRESHOLD BARS AND DESIGNATION MARKINGS. NOTIFY ENGINEER THAT PROJECT IS READY FOR FAA FLIGHT CHECKS. COVER EXISTING THRESHOLD MARKINGS AND SIMULATE NEW THRESHOLD MARKINGS PRIOR TO FAA FLIGHT CHECK OF THRESHOLD. USE OF BLACK PAINT TO TEMPORARILY MASK MARKINGS AND WHITE PAINT FOR TEMPORARY THRESHOLD IS ACCEPTABLE. TEMPORARY PAINT MARKINGS MUST BE MECHANICALLY REMOVED WITHIN 24 HOURS OF APPLICATION OR DURING THE NEXT FULL WORK SHIFT, WHICHEVER IS SOONER. COVER LIGHTS EAST OF EXISTING THRESHOLD.
4. WHEN FAA ALLOWS SHIFTING OF THE THRESHOLD AS COMMUNICATED THROUGH THE ENGINEER, REMOVE EXISTING RUNWAY THRESHOLD BARS AND DESIGNATION MARKINGS PRIOR TO RUNWAY THRESHOLD SHIFT
5. INSTALL NEW RW 6/24, TAXIWAY, AND APRON MARKINGS. UNCOVER LIGHTS EAST OF EXISTING THRESHOLD.
6. CONDUCT FINAL STABILIZATION / EROSION SEDIMENT CONTROL MEASURES. SITE CLEANUP, DEMOBILIZE

COHO CREEK CULVERT, SHOTTER CREEK CULVERT, PRIMARY POWER, SECONDARY POWER AND COMMUNICATIONS CABLE INSTALLATION:


1. THIS WORK MAY BE DONE SIMULTANEOUSLY WITH WORK ABOVE. HOWEVER, POWER MUST BE RESTORED PRIOR TO FAA INSPECTION OF RELOCATED REIL'S ON RUNWAY 24.
2. CONTRACTOR SHALL COORDINATE DIRECTLY WITH ACS AND IPEC TO ACCOMPLISH POWER AND COMMUNICATIONS WORK. FAA DE-ENERGIZES REIL, PAPI AND ASOS SYSTEMS (FAA SYSTEMS). IPEC & ACS INSTALL NEW PRIMARY POWER, SECONDARY POWER AND COMMUNICATIONS FOR FAA SYSTEMS & STATE OWNED RUNWAY/TAXIWAY/THRESHOLD (AIRFIELD) LIGHT SYSTEMS.
3. EXCAVATE AND REMOVE OR MAKE SAFE PROVISIONS FOR EXISTING PRIMARY POWER CABLE/CONDUIT, SECONDARY POWER CABLE/CONDUIT AND COMMUNICATIONS CABLE WHERE THE NEW COHO AND SHOTTER CREEK CULVERTS WILL BE INSTALLED. INSTALL NEW CULVERTS AT COHO AND SHOTTER CREEKS.
4. TRENCH AND REMOVE REMAINDER OF PRIMARY POWER CABLE/CONDUIT, SECONDARY POWER CABLE/CONDUIT AND COMMUNICATIONS CABLE. PROVIDE ADDITIONAL TRENCHING AS REQUIRED AND INSTALL NEW HIGH VOLTAGE POWER, SECONDARY POWER AND COMMUNICATIONS SYSTEMS. MAKE FINAL ELECTRICAL AND COMMUNICATION CONNECTIONS TO REIL, PAPI, ASOS AND RUNWAY/TAXIWAY LIGHTING SYSTEMS. AS NOTED ABOVE, FAA WILL RESTORE POWER AND COMMUNICATIONS SERVICE TO THEIR SYSTEMS.
5. BED AND BACK FILL TRENCHES, COMPACTING AS REQUIRED.
6. THE ENGINEER, CONTRACTOR, IPEC AND ACS SHALL BE PRESENT DURING FAA RESTORATION OF POWER AND COMMUNICATIONS AND SHALL MAKE CORRECTIONS REQUESTED BY FAA AS DIRECTED BY THE ENGINEER. FAA WILL CHECK, TEST AND RE-ENERGIZE THE REIL, PAPI AND ASOS SYSTEMS. COORDINATE INTERIM STATUS OF REIL SYSTEM UNTIL FLIGHT CHECKS ARE COMPLETED. FILE NOTAM'S WITH FAA THROUGH THE PROJECT ENGINEER REFLECTING INTERIM STATUS.

ESTIMATED PROJECT MILESTONES:

AUGUST 31, 2012	DEPARTMENT ISSUES NTP
DECEMBER 14, 2012	LAST DAY FOR NEW EMBANKMENT OR SURCHARGE CONSTRUCTION.
APRIL 1, 2013	FIRST DAY TO RESUME NEW EMBANKMENT CONSTRUCTION.
JULY 14, 2013	PAVING COMPLETE, CONSTRUCTION AND TESTING OF FAA NAVAIDS COMPLETE AND READY FOR FLIGHT CHECK. REQUEST FAA FLIGHT CHECK.
JULY 15, 2013 - AUGUST 15, 2013	30 DAYS FOR COMPLETION OF FAA FLIGHT CHECK.
SEPTEMBER 1, 2013	UPON NOTIFICATION OF PASSING FLIGHT CHECK, COMPLETE SHIFT OF RUNWAY THRESHOLD.
SEPTEMBER 15, 2013	PROJECT COMPLETION DATE.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/23/12

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION CONSTRUCTION SEQUENCE NOTES									
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012									
PATH: Q:\HNH\68303\PLANSET\68303_A8_CONST SEQUENCE NOTES.DWG TAB: A8 Friday, June 29, 2012 9:52:52 AM GRANTHAM, RICK L (DOT)		YEAR 2012	SHEET NO. A8								
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REVISIONS											
NO.	DATE	DESCRIPTION									

ESTIMATE OF QUANTITIES				FINAL QUANTITY
ITEM NO.	ITEM DESCRIPTION	PAY UNIT	QUANTITY	
D-701a (60)	CORRUGATED ALUMINUM PIPE, 60 INCH	LINEAR FOOT	54	54.8
D-701a (120)	CORRUGATED ALUMINUM STRUCTURAL PLATE PIPE, 120 INCH	LINEAR FOOT	89	89.75
F-162a	8 FOOT CHAIN LINK FENCE	LINEAR FOOT	650	476
F-162b	18' SINGLE SWING GATE	EACH	1	2
F-162c	24' DOUBLE SWING GATE	EACH	1	1
G-100a	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED	100%
G-115a	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED	100%
G-130a	FIELD OFFICE	LUMP SUM	ALL REQUIRED	100%
G-131e	ENGINEERING TRANSPORTATION	LUMP SUM	ALL REQUIRED	100%
G-135a	CONSTRUCTION SURVEYING BY THE CONTRACTOR	LUMP SUM	ALL REQUIRED	100%
G-135b	EXTRA THREE PERSON SURVEY PARTY	HOURLY	40	15.4
G-135c	MONUMENTS BY THE CONTRACTOR	LUMP SUM	ALL REQUIRED	100%
G-300a	CPM SCHEDULING	LUMP SUM	ALL REQUIRED	100%
G-700a	AIRPORT FLAGGER	CONTINGENT SUM	ALL REQUIRED	\$30,950.00
G-700b	AIRPORT TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED	100%
L-100d	MEDIUM INTENSITY RUNWAY EDGE LIGHT, L-861	EACH	4	4
L-100p	THRESHOLD/TAXIWAY LIGHT RELOCATION	EACH	10	10
L-100q	REMOVAL OF AIRFIELD LIGHTING EQUIPMENT	LUMP SUM	ALL REQUIRED	100%
L-108a	UNDERGROUND CABLE #6 AWG, COPPER, 5KV FAA TYPE "B", L-824	LINEAR FOOT	1250	1,281
L-108c	#6 INSULATED COPPER GROUND CONDUCTOR	LINEAR FOOT	1600	1,078
L-108e	UNDERGROUND CABLE, #6 AWG COPPER, 600V, TYPE "C", L-824	LINEAR FOOT	2160	1,939
L-108g	GROUND ROD	EACH	4	3
L-110k	2-INCH HDPE CONDUIT	LINEAR FOOT	1050	1,036.9
L-125a	RUNWAY END IDENTIFICATION LIGHTS RELOCATION	LUMP SUM	ALL REQUIRED	100%
L-660a	ROADWAY LIGHTING	LUMP SUM	ALL REQUIRED	100%
P-151a	CLEARING	ACRE	4	2.79
P-151c	CLEARING & GRUBBING	ACRE	0.8	3.65
P-151f	SELECTIVE TREE SALVAGE	LUMP SUM	ALL REQUIRED	100%
P-152a	UNCLASSIFIED EXCAVATION	CUBIC YARD	32,000	16,755.34
P-152i	BORROW	TON	111,200	89,717.60
P-154b	SUBBASE COURSE	TON	8,000	8,348.59
P-157a	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED	100%
P-157c	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL	LUMP SUM	ALL REQUIRED	100%
P-157d	TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL ADDITIVES	CONTINGENT SUM	ALL REQUIRED	\$2,408.00
P-157f	WITHHOLDING	CONTINGENT SUM	ALL REQUIRED	\$0.00
P-157g	SWPPP MANAGER	LUMP SUM	ALL REQUIRED	100%
P-157h	ROCK FILTER DAM	EACH	15	18
P-158a	COHO CREEK RELOCATION	LUMP SUM	ALL REQUIRED	100%
P-158b	UNNAMED CREEK REALIGNMENT	LUMP SUM	ALL REQUIRED	100%
P-185a	REMOVAL AND DISPOSAL OF EXISTING STRUCTURES	LUMP SUM	ALL REQUIRED	100%
P-180a	RIPRAP, CLASS I	CUBIC YARD	850	735.20
P-180b	RIPRAP, CLASS II	CUBIC YARD	700	633.00
P-209b	CRUSHED AGGREGATE BASE COURSE, D-1	TON	7,000	8,202.33
P-401a	HOT MIX ASPHALT TYPE II, CLASS D	TON	1,887	1,884.95
P-401b	HOT MIX ASPHALT PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED	\$18,566.76
P-401c	ASPHALT CEMENT PG 58-28	TON	116	165.94
P-620d	RUNWAY AND TAXIWAY PAINTING	LUMP SUM	ALL REQUIRED	100%
P-650a	SOIL ANCHOR TIE-DOWN	SET	20	12
P-661a	STANDARD SIGN	SQUARE FOOT	45.58	57.08
P-662a	INTERPRETIVE KIOSK, TYPE A	EACH	1.00	1.00
P-680a	SEDIMENT BARRIER	LINEAR FOOT	2,650	5,817.71
P-682a	GEOTEXTILE, SEPARATION AND REINFORCEMENT	SQUARE YARD	18,600	25,438.71
T-901a	SEEDING	ACRE	0.4	1.16867
T-905a	TOPSOILING	SQUARE YARD	3100	320
T-908b	ROLLED EROSION CONTROL PRODUCT	SQUARE YARD	2500	1,873
T-908a	SHRUB	EACH	1240	1,241
T-910a	STREAM RELOCATION MANAGER	LUMP SUM	ALL REQUIRED	100%

BASIS OF ESTIMATE		
ITEM NO.	ITEM	ESTIMATING FACTOR
G-131a	ENGINEERING TRANSPORTATION	2 EACH
G-135c	MONUMENTS BY THE CONTRACTOR	1 EACH
P-152i	BORROW	1.8 TON/CY
P-154b	SUBBASE COURSE	2.0 TON/CY
P-209b	CRUSHED AGGREGATE BASE COURSE, D-1	2.0 TON/CY
P-401a	HOT MIX ASPHALT, TYPE II, CLASS D	117 LB/SY/IN
P-401c	ASPHALT CEMENT PG 58-28	6% OF ITEM P-401a

GENERAL NOTES:

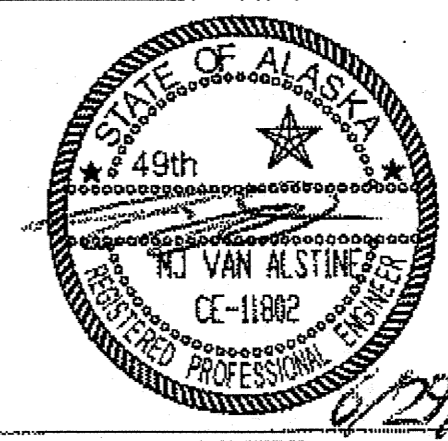
- THE INFORMATION CONTAINED IN THESE PLANS HAS BEEN DEVELOPED FROM A COMBINATION OF FIELD SURVEY, AS-BUILTS, AND FIELD INVESTIGATION. THEY HAVE BEEN MADE AS COMPLETE AND ACCURATE AS POSSIBLE.
- EXISTING FEATURES AND UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES.

CHANGE ORDER ITEMS

ITEM NO.	ITEM DESCRIPTION	PAY UNIT	FINAL QUANTITY
P-152b	Rock Excavation (C.O.#2)	CY	354
P-152k	Trench Rock Excavation (C.O.#2)	LF	32
T-905b	Existing Topsoil (C.O.#3)	SY	3,272.9
P-185c	Unnamed Creek Modifications (C.O.#4)	LS	100%
G-700c	Airport Hazard Marker Barricades (C.O.#5)	LS	100%
P-165b	Removal & Disposal of Chip Seal (C.O.#5)	LS	100%
P-152j	Runway 24 REIL Pad (C.O.#5)	LS	100%
L-660(b)	Relocate Luminaire B-1 (C.O.#6)	LS	100%
P-165c	Removal & Disposal of Existing Asphalt (C.O.#6)	LS	100%
L-125b	Re-Use Existing REIL Foundation (C.O.#7)	LS	100%
P-687a	Adjust Existing Sewer Cleanouts (C.O.#7)	LS	100%
T-909b	Additional Live Willow Stakes (C.O.#7)	LS	100%
T-910b	Department Provided Stream Relocation Manager (C.O.#7)	LS	100%
D-701d	Culvert P-1 Installation Delay (C.O.#8)	LS	100%
G-135e	BLM Monument (C.O.#8)	LS	100%
P-165b	Repair Existing Apron Depression (C.O.#8)	LS	100%

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE: *[Signature]* Date 1/31/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION ESTIMATE OF QUANTITIES	
CHECKED BY: M. VAN ALSTINE DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	
PATH: Q:\HNNH68303\PLANS\ET168303_C1_EST.DWG TAB: C1 Friday, June 29, 2012 9:33:32 AM GRANTHAM, RICK L (DOT)		YEAR 2012	SHEET NO. C1
		TOTAL SHEETS 48	

D-701 CULVERT PIPE SUMMARY - EACH

PIPE	INLET			OUTLET			LENGTH (FT)	SIZE	REMARKS	GRADE
	STATION	OFFSET	INVERT	STATION	OFFSET	INVERT				
P-1	"R" 4+27.90	44.10 RT	8.50	"R" 4+40.27	44.90 LT	8.02	89	120	AIRPORT MAINTENANCE ACCESS RD	0.54%
P-2	"R" 8+08.00	26.50 RT	12.30	"R" 8+16.85	27.50 LT	12.30	54	60	AIRPORT MAINTENANCE ACCESS RD	0.00%

NOTE: SEE SHEET G8 FOR CULVERT PLAN AND DETAILS.

G-135c PRIMARY MONUMENT - LUMP SUM

STATION	OFFSET	QUANTITY	UNIT	NORTHING	EASTING	REMARKS
"O" 33+70.00	CL	1	EACH	199708.56	102238.34	INSTALL NEW RW 24 MONUMENT
"P" 35+26.71	112.22' RT	1	LS			BLM Monument

P-158a COHO CREEK RELOCATION - LUMP SUM

ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	REMARKS
COHO CREEK			
BOULDERS	10	EA	
WOODY DEBRIS	30	EA	
SALVAGED VEGETATIVE MAT	100	SY	

P-165a REMOVAL AND DISPOSAL OF EXISTING STRUCTURES - LUMP SUM

ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	REMARKS
CULVERT	47.79	LF	REMOVE 48" DIA. x 47.79' CULVERT - MAINTENANCE ACCESS ROAD
CULVERT	2	LF	SAWCUT & REMOVE 2' OF OUTLET AT BEGINNING OF UNNAMED CK REALIGNMENT
EXISTING PAVEMENT	65	SY	SAWCUT & REMOVE FOR MATCHING TO EXISTING PAVEMENT

P-158b UNNAMED CREEK REALIGNMENT - LUMP SUM

ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	REMARKS
UNNAMED CREEK			
3" MINUS MATERIAL	50	CY	
WOODY DEBRIS	7	EA	
BOULDERS	7	EA	
WILLOW TREES	756	EA	
VEGETATIVE BUFFER (LOW WOODY SHRUB)	120	SY	
VOIDS FILERS (SAND SIZED & SMALLER)	-	-	QUANTITY AS REQUIRED. (SEE NOTE 4 ON SHEET G6)

P-661a STANDARD SIGN - SQUARE FOOT

NO.	STATION	OFFSET		TYPE	FACING TRAFFIC	LEGEND	SIZE		AREA (SF)	PST POST SIZE	REMARKS
		LT	RT				W x H				
5	"L" 12+00	X		R1-1	EB SB	STOP	30" x 30"	6.25	2.5'		AIRPORT TERMINAL PARKING LOT
2	"L" 13+00	X		R7-8RL	EB NB	RESERVED PARKING	12" x 18"	1.50	2.5'		AIRPORT TERMINAL PARKING LOT
3	"L" 13+00	X		R7-8RL	EB NB	RESERVED PARKING	12" x 18"	1.50	2.5'		AIRPORT TERMINAL PARKING LOT
6	"L" 13+00	X		R5-1	EB NB	DO NOT ENTER	12" x 18"	1.50	2.5'		AIRPORT TERMINAL PARKING LOT
1	"L" 13+15	X		D4-1	EB	PARKING	12" x 18"	1.50	2.5'		AIRPORT TERMINAL PARKING LOT
7				N/A	W	NOTICE OF AIRPORT PROPERTY NO TRESPASSING	24" x 8"	1.33	0		ATTACH TO FENCE
8				N/A	N	RESTRICTED AREA AUTHORIZED PERSONNEL ONLY	48" x 24"	8.00	0		ATTACH TO FENCE
9				N/A	N	RESTRICTED AREA AUTHORIZED PERSONNEL ONLY	48" x 24"	8.00	0		ATTACH TO FENCE
10				N/A	N	RESTRICTED AREA AUTHORIZED VEHICLES ONLY	48" x 24"	8.00	0		ATTACH TO GATE
11				N/A	N	RESTRICTED AREA AUTHORIZED VEHICLES ONLY	48" x 24"	8.00	0		ATTACH TO GATE
12	"L" 12+55	X		D4-1	WB	PARKING	12" x 18"	1.50	2.5'		AIRPORT TERMINAL PARKING LOT

NOTE: SEE SHEETS G10 & G11 FOR FENCING PLAN AND DETAILS.

T-909a SHRUB - EACH

ITEM DESCRIPTION	ESTIMATED QUANTITY	UNIT	REMARKS
SPIRAEA DOUGLASII	310	EA	24 INCH ON CENTER
MENZETIA FERRUGINEA	620	EA	FRONT EDGE AND 18-24 INCH ON CENTER AND ALSO MIDDLE
LEDUM GLANDULOSUM	310	EA	18-24 INCHES APART
TOTAL	1240	EA	SHRUBS WILL BE PLANTED AROUND THE NEW APRON EXTENSION

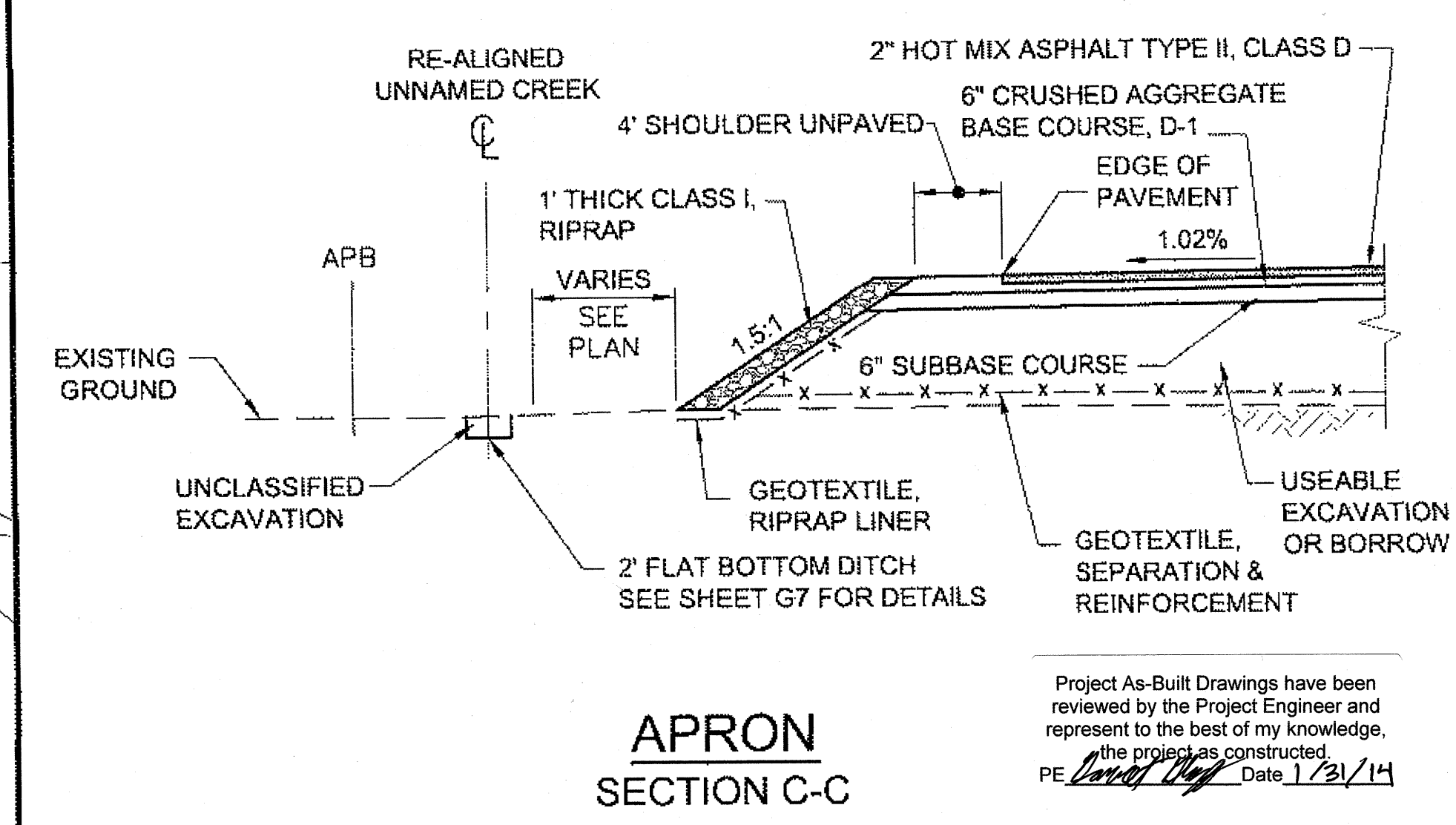
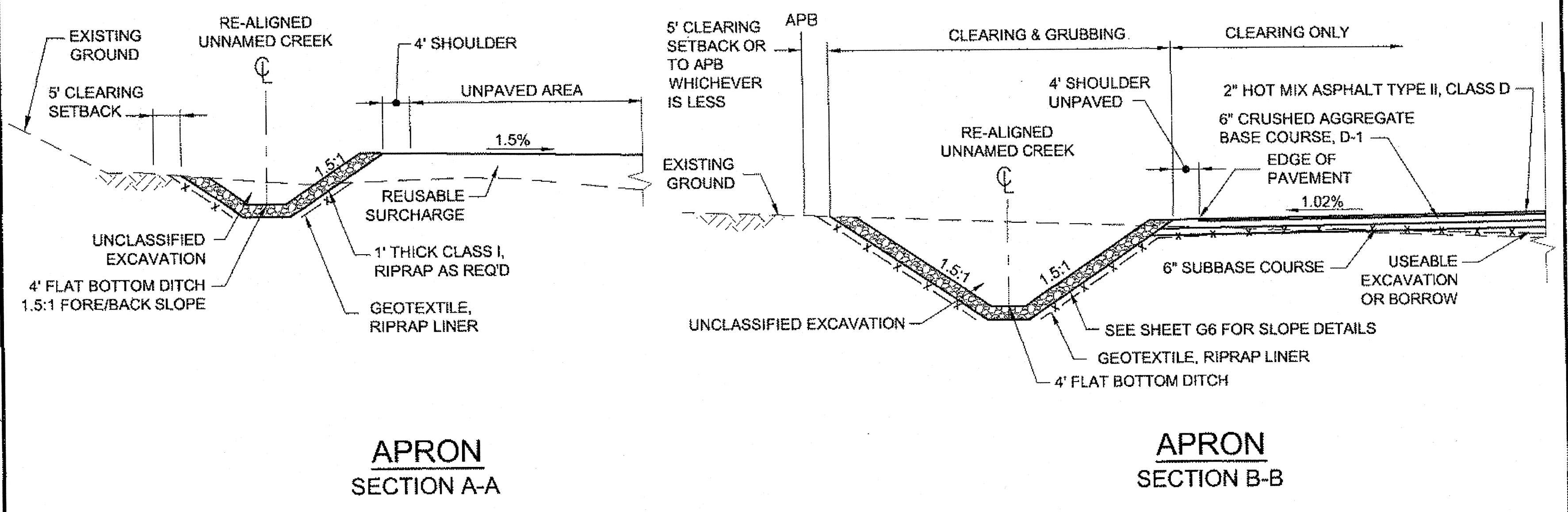
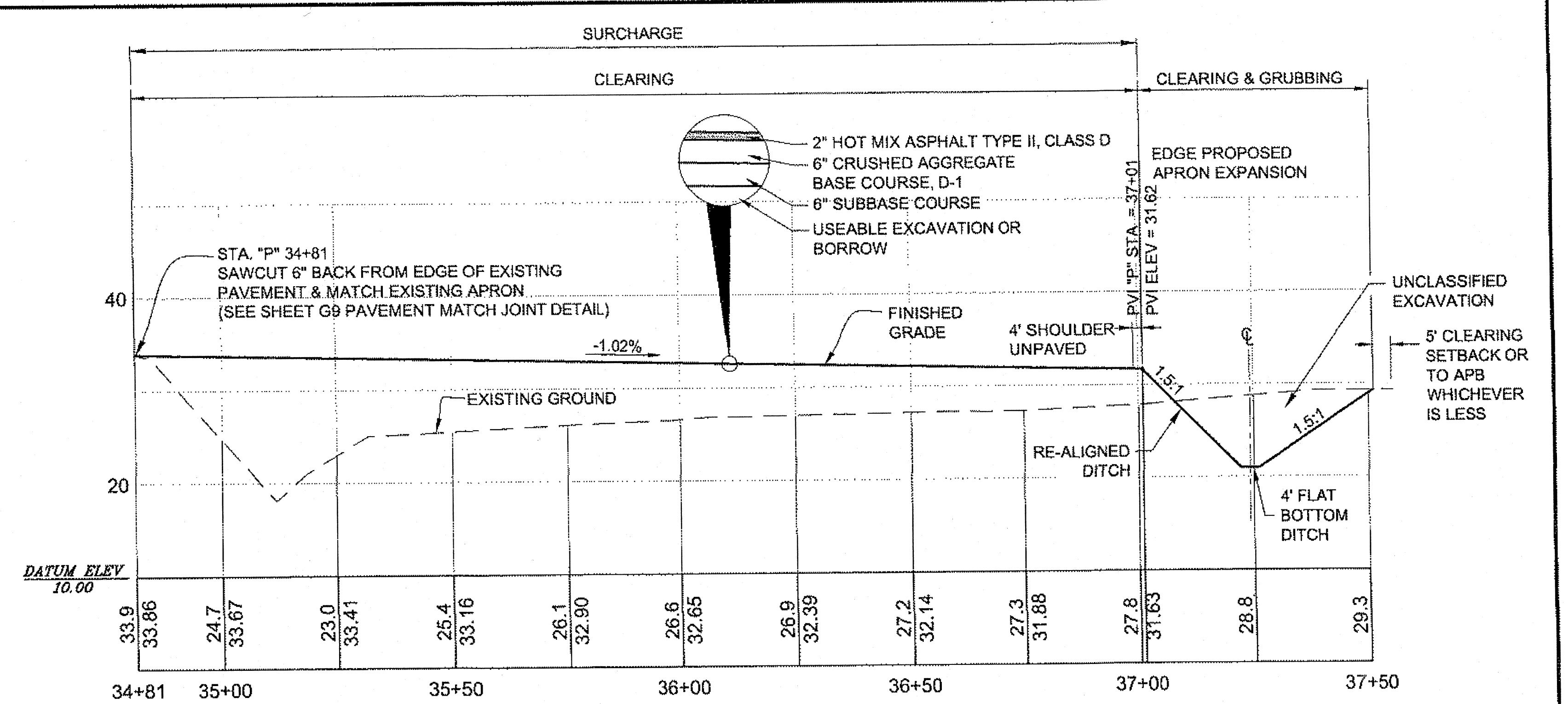
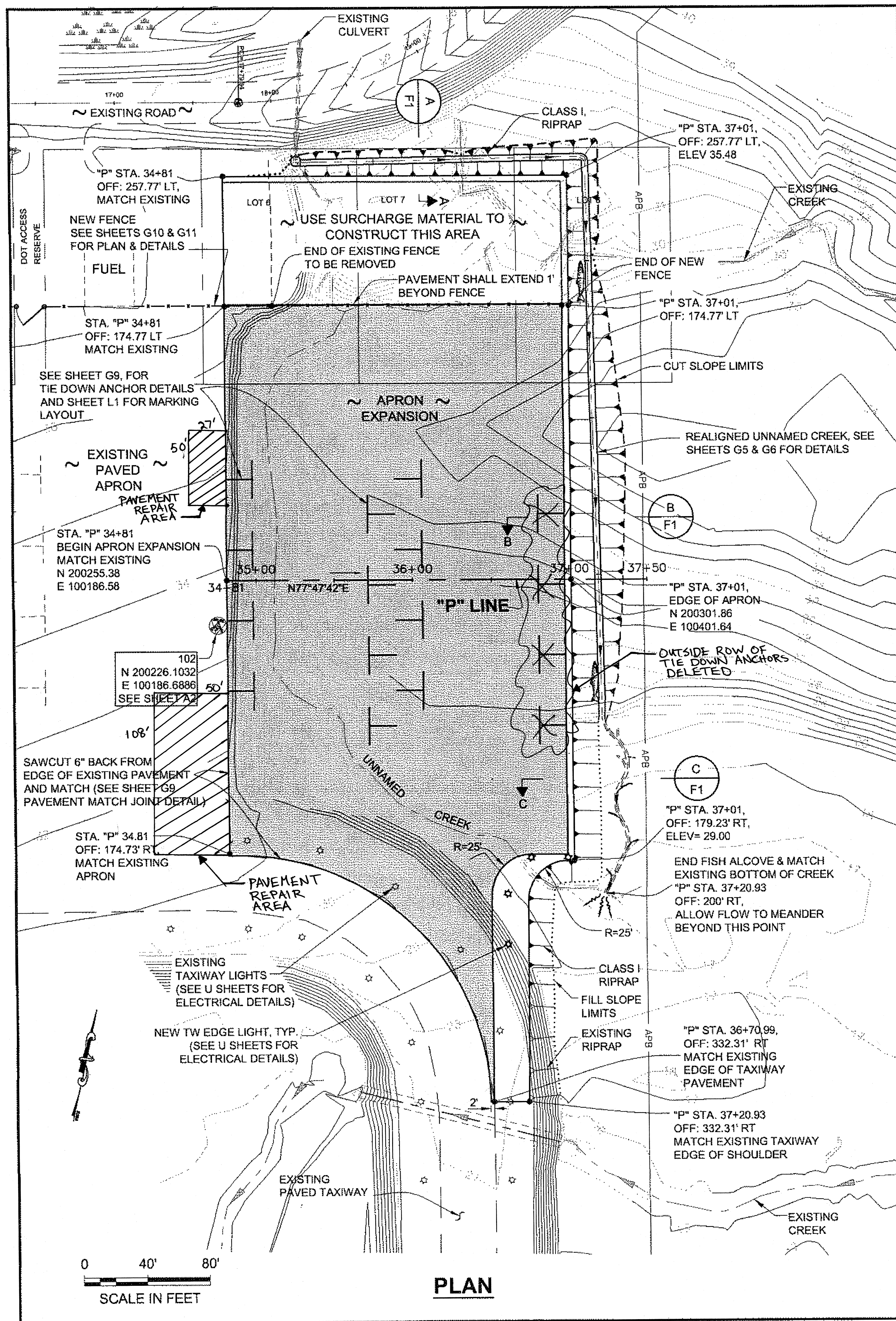
P-662a INTERPRETIVE KIOSK - EACH

NO.	STATION	OFFSET		TYPE	FACING TRAFFIC	LEGEND	REMARKS
		LT	RT				
6	"L" 14+50	X		A	EB	SPASSKI TRAIL	AIRPORT TERMINAL PARKING LOT - SEE SHEET L4 & L5 FOR DETAILS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/31/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION MISCELLANEOUS SUMMARIES			
	DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM PATH: Q:\HNH168303\PLANS\SET168303_D1_SUMS.DWG TAB: D1 Friday, June 29, 2012 9:33:57 AM GRANTHAM, RICK L (DOT)	PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	YEAR 2012	SHEET NO. D1



NOTE:
SEE SHEET G6 FOR DRAINAGE CONSTRUCTION DETAILS.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE

DESIGNED BY: L. SEIFERT
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
49th
M. VAN ALSTINE
REGISTERED PROFESSIONAL ENGINEER
CE-11802
9/29/12

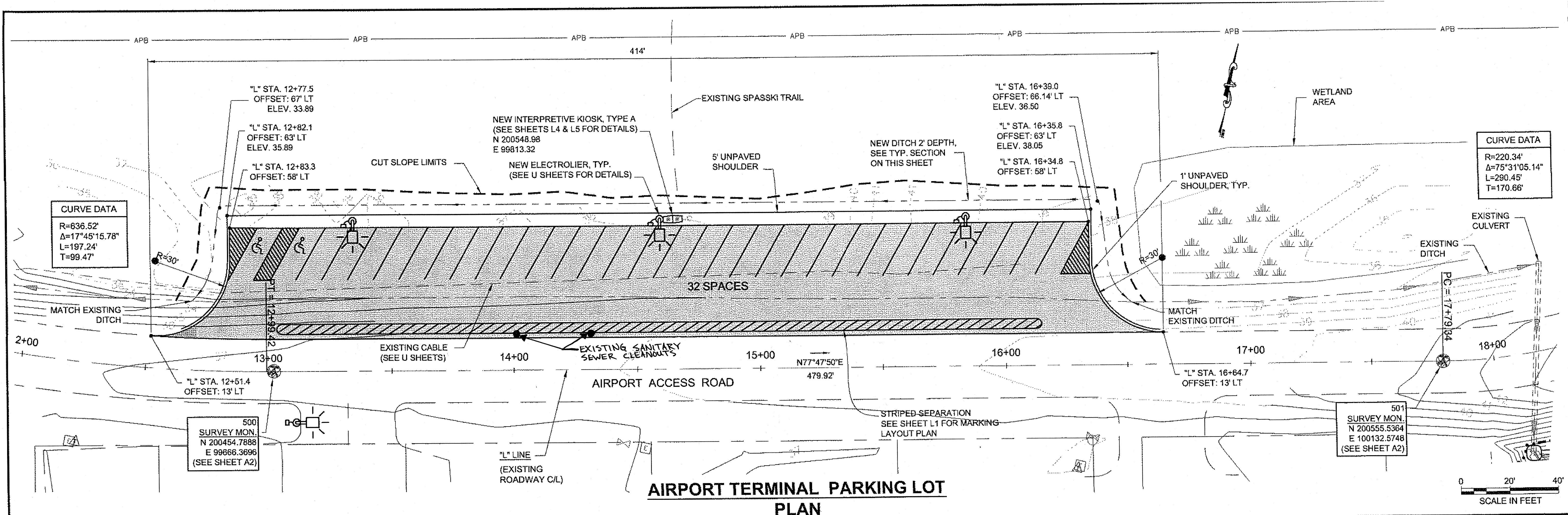
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
APRON EXPANSION
PLAN & PROFILE**

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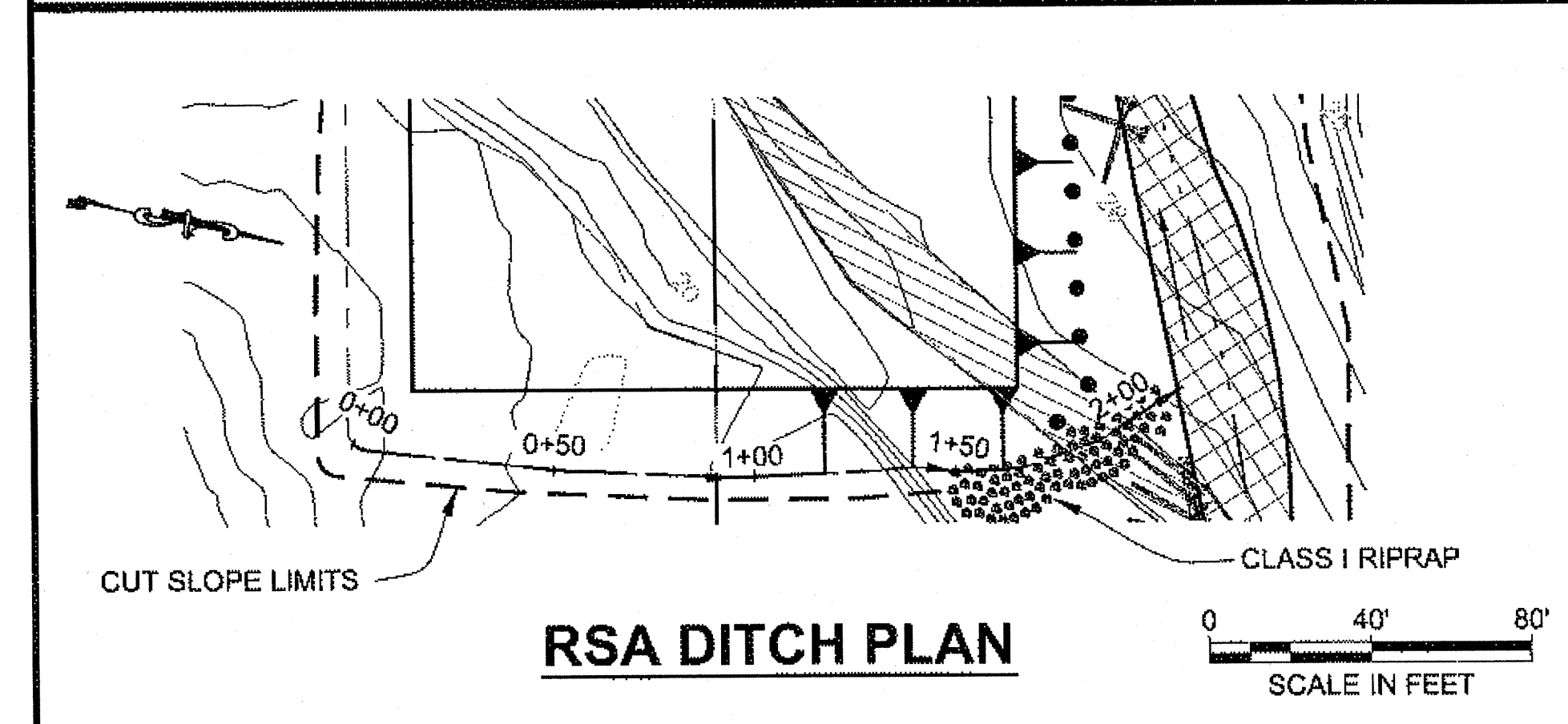
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PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

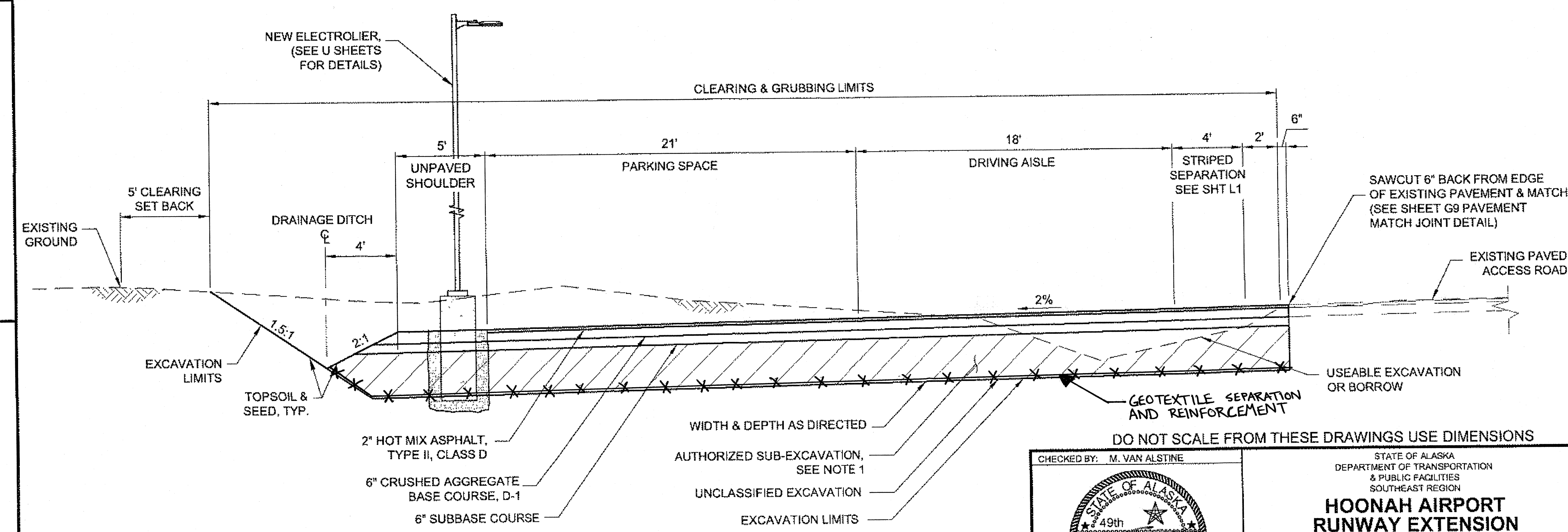
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE David Wang Date 1/21/14



AIRPORT TERMINAL PARKING LOT PLAN



RSA DITCH PLAN

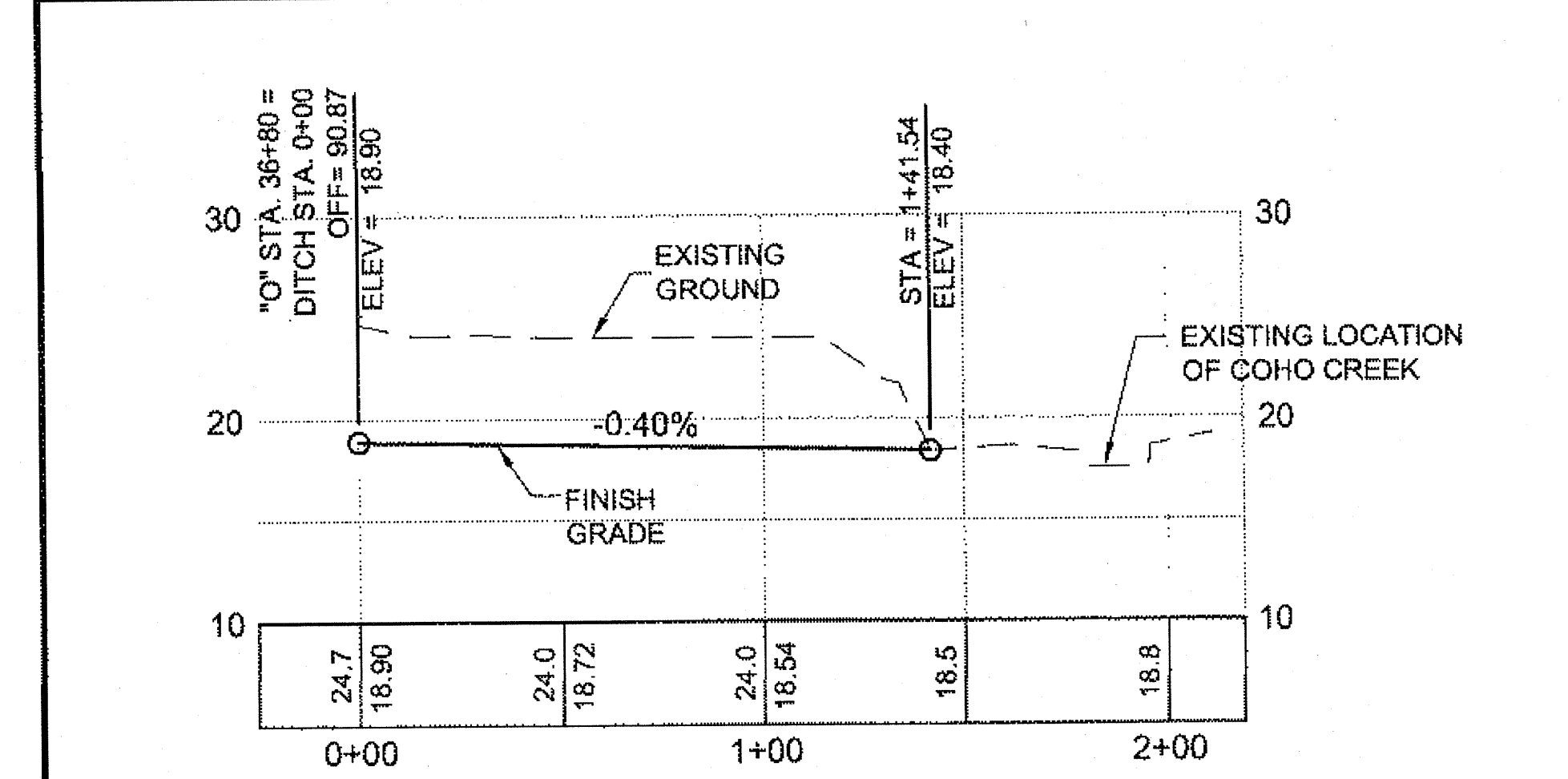


AIRPORT TERMINAL PARKING LOT TYPICAL SECTION

NOTES:

- SUB-EXCAVATE WHERE DIRECTED BY THE ENGINEER.
- THE LOCATION OF EXISTING COMMUNICATION CABLE IS INTERMITTENTLY VISIBLE ON THE GROUND SURFACE. THE CONTRACTOR SHALL VERIFY THE LOCATION PRIOR TO CONSTRUCTION ACTIVITIES ON THE PARKING LOT.
- REFERENCE U SHEETS FOR ELECTRICAL AND COMMUNICATION INSTALLATIONS. COORDINATE WITH BOTH UTILITIES AND THE ELECTRICAL CONTRACTOR.
- SEE "T" SHEETS FOR EROSION & SEDIMENT CONTROL PLAN.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/21/14



RSA DITCH PROFILE

CHECKED BY: M. VAN ALSTINE

DESIGNED BY: L. SEIFERT
 DRAWN BY: R. GRANTHAM

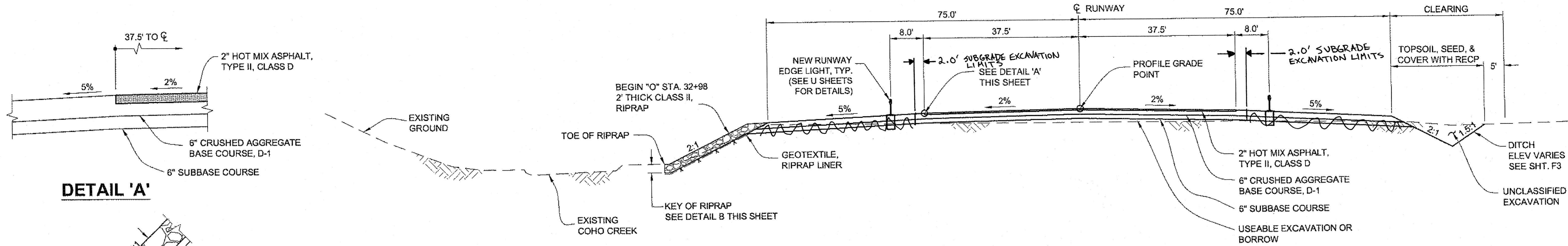
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

HOONAH AIRPORT RUNWAY EXTENSION
TERMINAL PARKING LOT & RSA DITCH PLAN & PROFILE

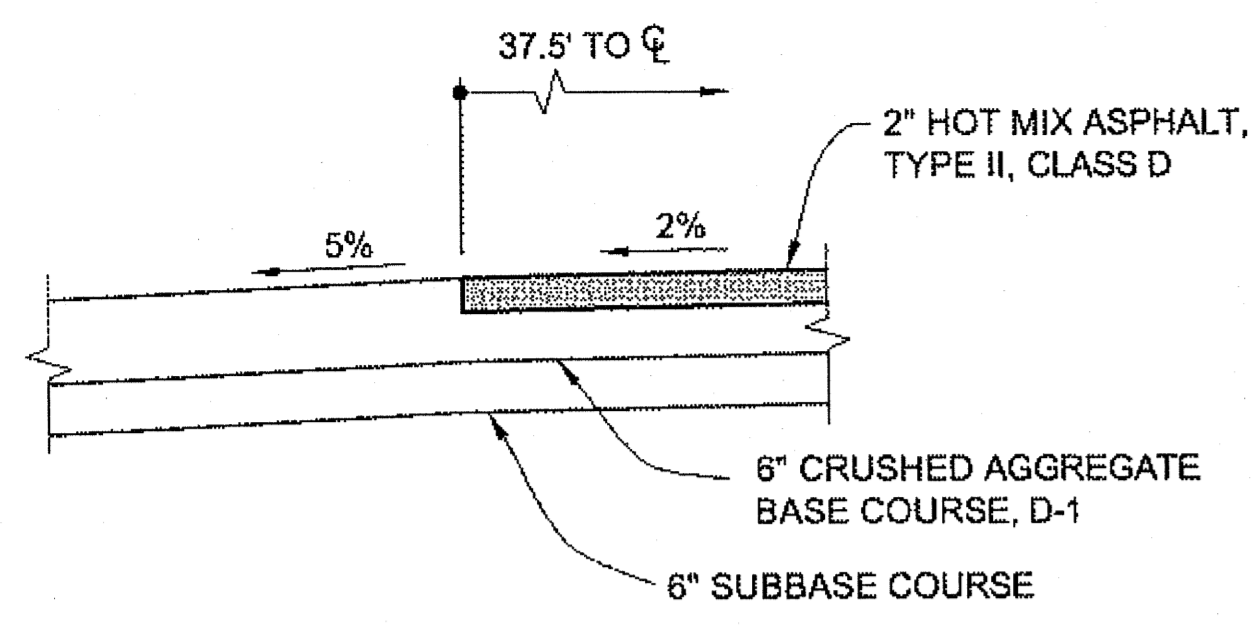
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NO.	DATE	DESCRIPTION	YEAR	SHEET NO.	TOTAL SHEETS
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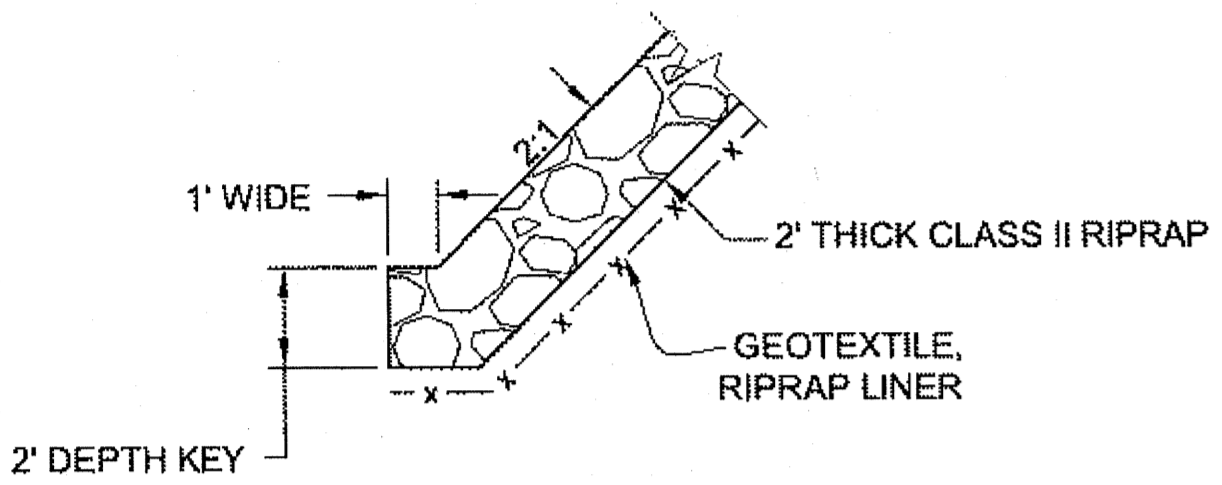
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RUNWAY TYPICAL SECTION
"O" STA. 29+97 TO 33+00



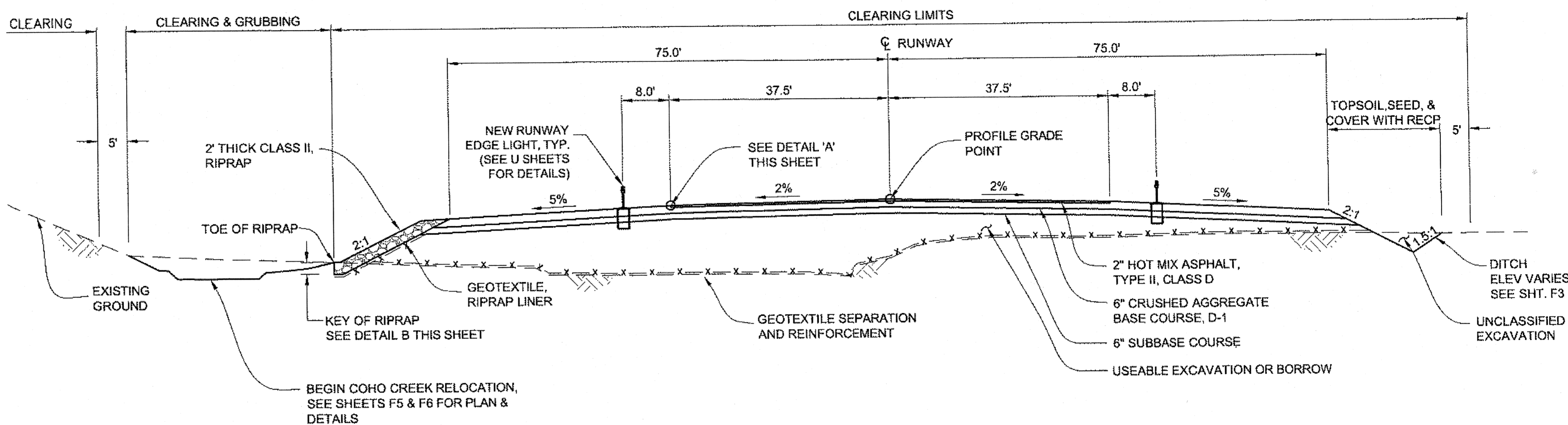
DETAIL 'A'



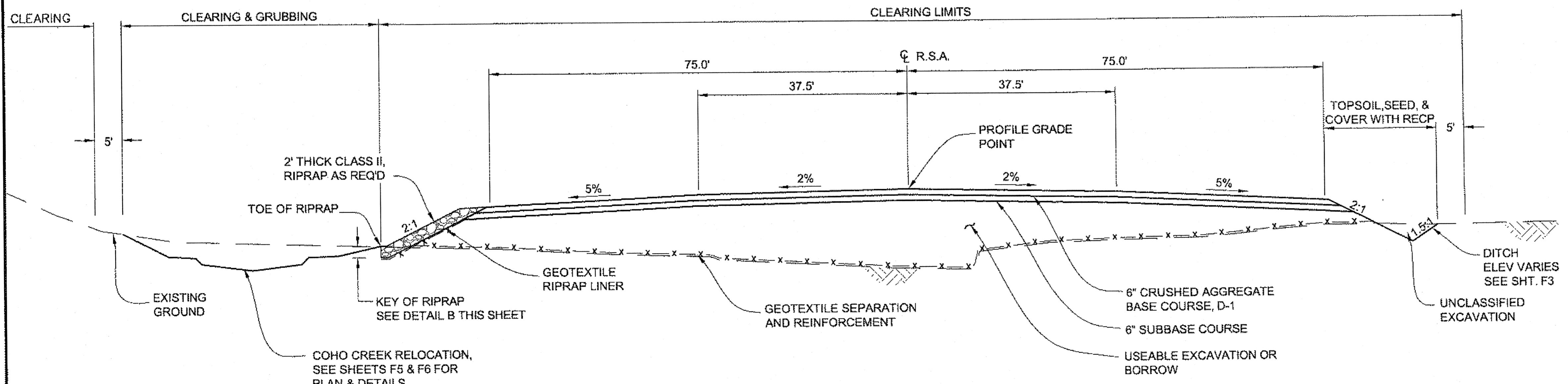
DETAIL 'B'

TYPICAL SECTION NOTES:

1. SEE SHEET F3 FOR PLAN AND PROFILE.
2. GEOTEXTILE WILL BE REQUIRED WHEREVER MUSKEG IS ENCOUNTERED FROM "O" STA. 33+50 TO 36+80.
3. PREPARE SURFACE IN ACCORDANCE WITH P-682 PRIOR TO PLACING GEOTEXTILE.
4. SEE SHEET G9 FOR SURCHARGE DETAILS.



RUNWAY TYPICAL SECTION
"O" STA. 33+00 TO 33+70

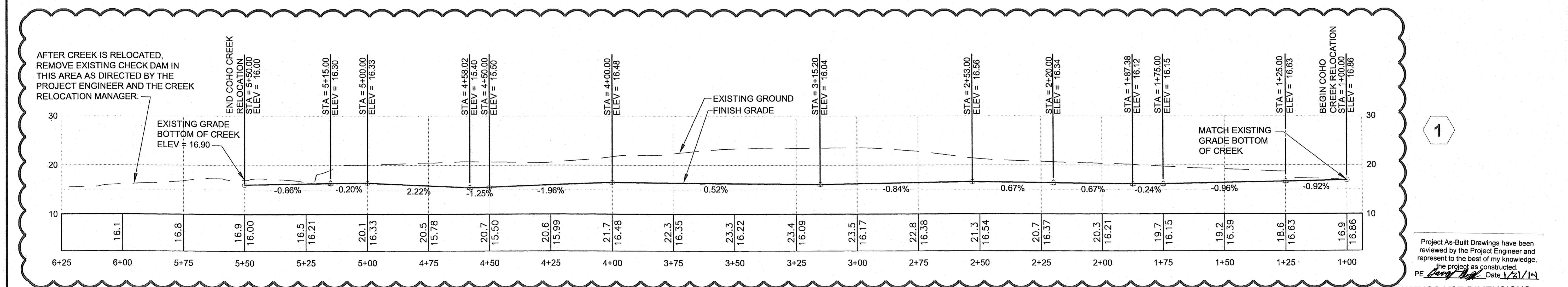
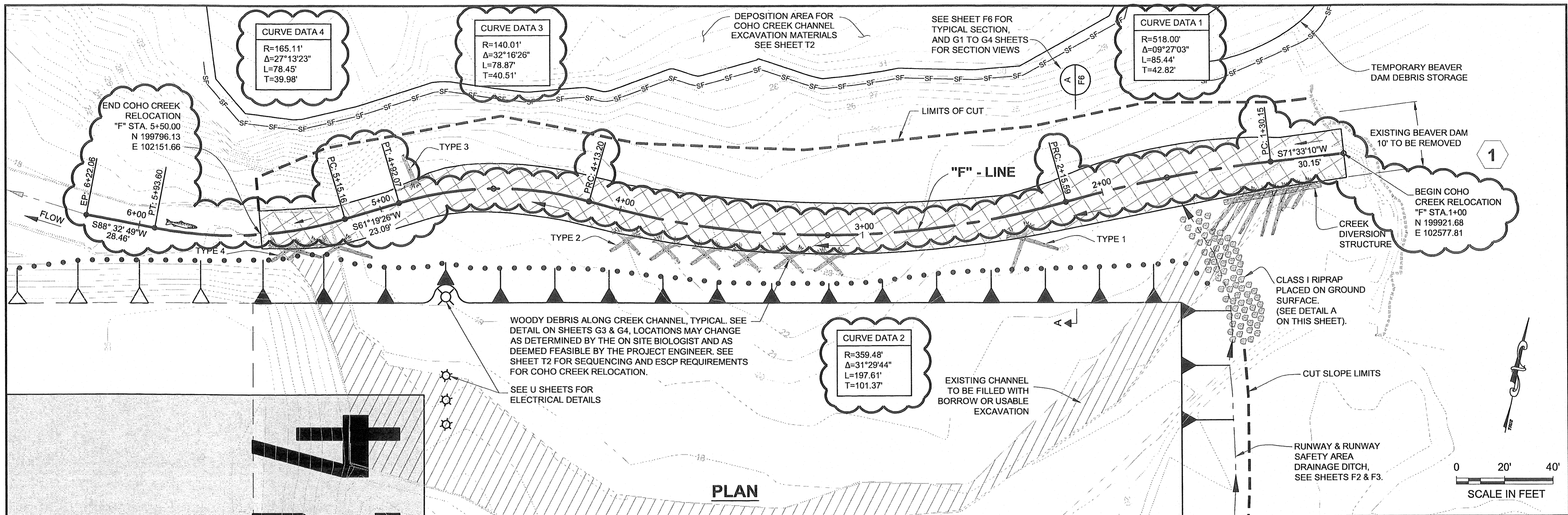


R.S.A. TYPICAL SECTION
"O" STA. 33+70 TO 36+80

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *[Signature]* Date 1/23/14

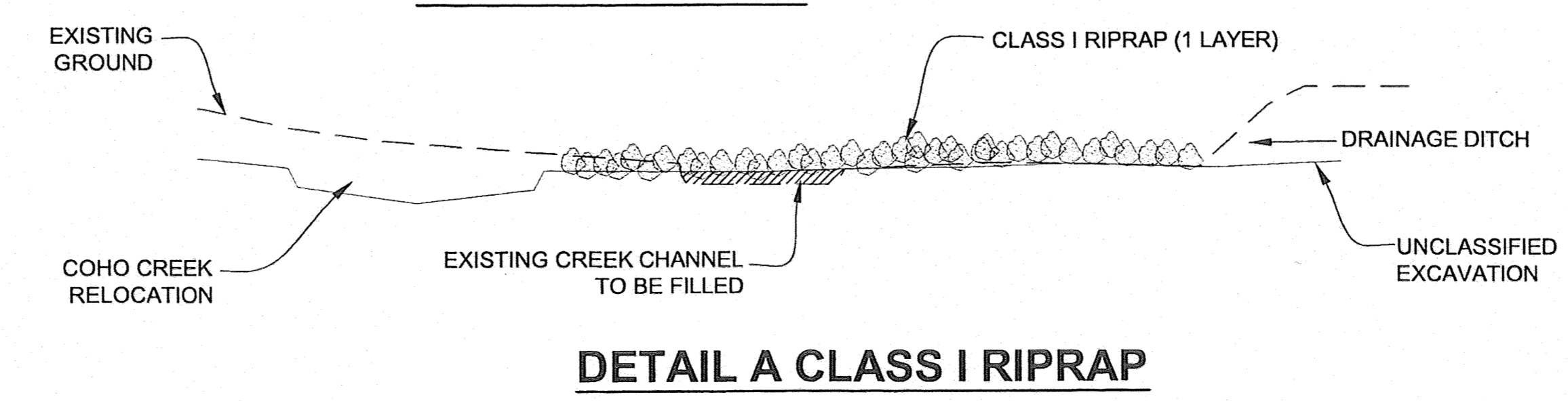
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION & TYPICAL SECTIONS	
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	
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REVISIONS NO. DATE DESCRIPTION		TOTAL SHEETS 48	



LEGEND

--- --	NEW CREEK ALIGNMENT LINE		EXISTING CHANNEL TO BE FILLED
— — — —	EXISTING		RIPRAP
-SF -SF-	SILT FENCE		COHO CREEK RELOCATION
	WOODY DEBRIS		



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/21/14

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

HOONAH AIRPORT RUNWAY EXTENSION

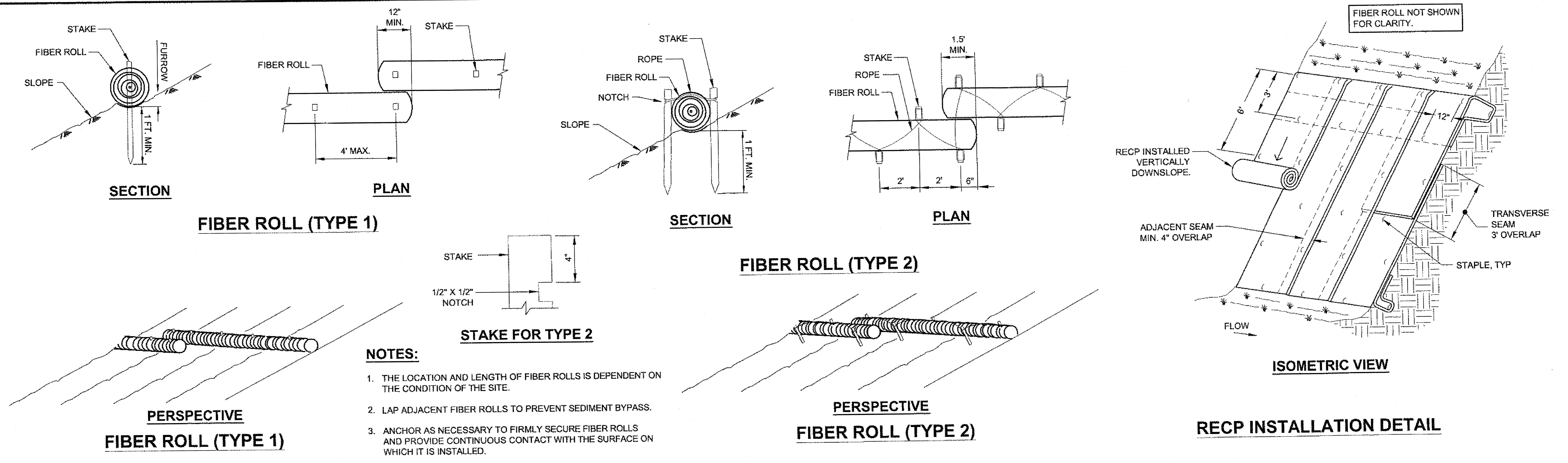
COHO CREEK RELOCATION PLAN & PROFILE

CHECKED BY: M. VAN ALSTINE
 DESIGNED BY: L. SEIFERT
 DRAWN BY: R. GRANTHAM
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 TAB: F5 Wednesday, September 26, 2012 6:53:37 AM SEIFERT, LOLITA T (DOT)

REVISIONS

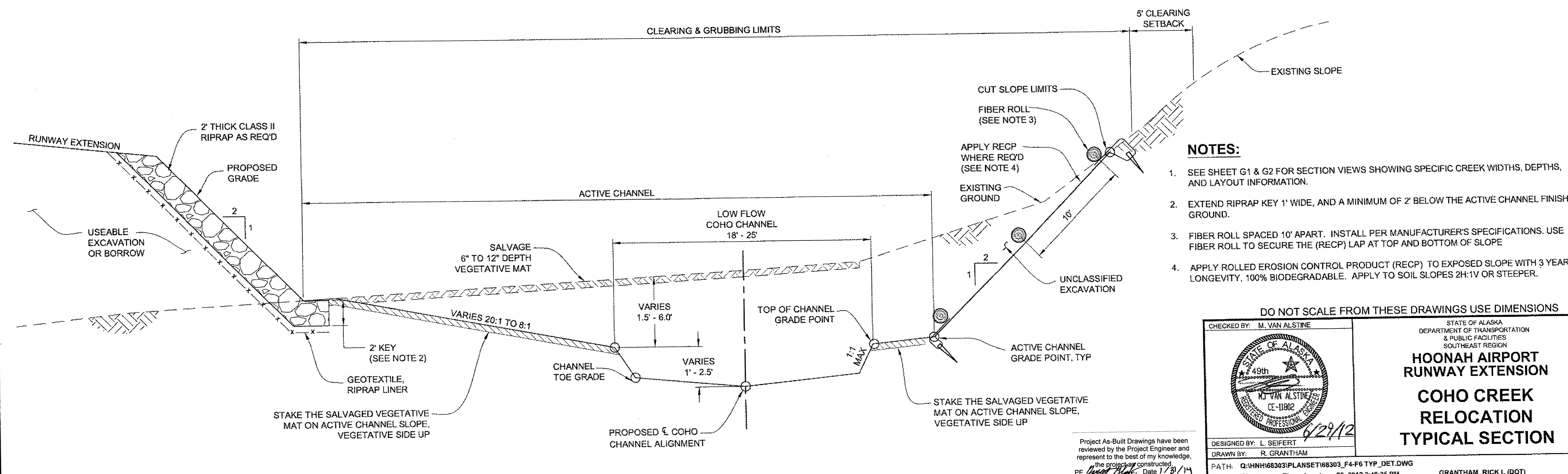
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1	09-26-2012	COHO CREEK RELOCATION ALIGNMENT

PROJECT DESIGNATION: AIP No. 3-02-0125-005-2012
 YEAR: 2012
 SHEET NO.: F5
 TOTAL SHEETS: 48



- NOTES:**
1. THE LOCATION AND LENGTH OF FIBER ROLLS IS DEPENDENT ON THE CONDITION OF THE SITE.
 2. LAP ADJACENT FIBER ROLLS TO PREVENT SEDIMENT BYPASS.
 3. ANCHOR AS NECESSARY TO FIRMLY SECURE FIBER ROLLS AND PROVIDE CONTINUOUS CONTACT WITH THE SURFACE ON WHICH IT IS INSTALLED.

TYPICAL FIBER ROLL DETAIL



- NOTES:**
1. SEE SHEET G1 & G2 FOR SECTION VIEWS SHOWING SPECIFIC CREEK WIDTHS, DEPTHS, AND LAYOUT INFORMATION.
 2. EXTEND RIPRAP KEY 1' WIDE, AND A MINIMUM OF 2' BELOW THE ACTIVE CHANNEL FINISHED GROUND.
 3. FIBER ROLL SPACED 10' APART. INSTALL PER MANUFACTURER'S SPECIFICATIONS. USE FIBER ROLL TO SECURE THE (RECP) LAP AT TOP AND BOTTOM OF SLOPE
 4. APPLY ROLLED EROSION CONTROL PRODUCT (RECP) TO EXPOSED SLOPE WITH 3 YEAR LONGEVITY, 100% BIODEGRADABLE. APPLY TO SOIL SLOPES 2H:1V OR STEEPER.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE

DESIGNED BY: L. SEIFERT
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

**HOONAH AIRPORT
RUNWAY EXTENSION
COHO CREEK
RELOCATION
TYPICAL SECTION**

PROJECT DESIGNATION: AIP No. 3-02-0125-005-2012
YEAR: 2012
SHEET NO.: F6
TOTAL SHEETS: 48

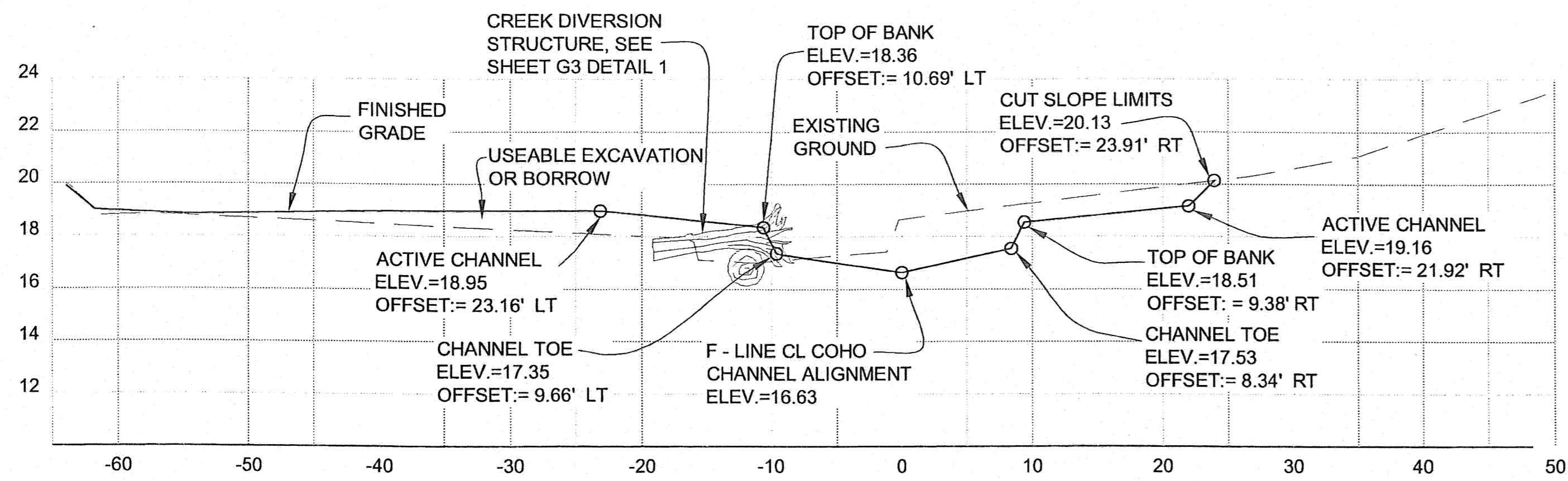
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GRANTHAM, RICK L. (DOT)

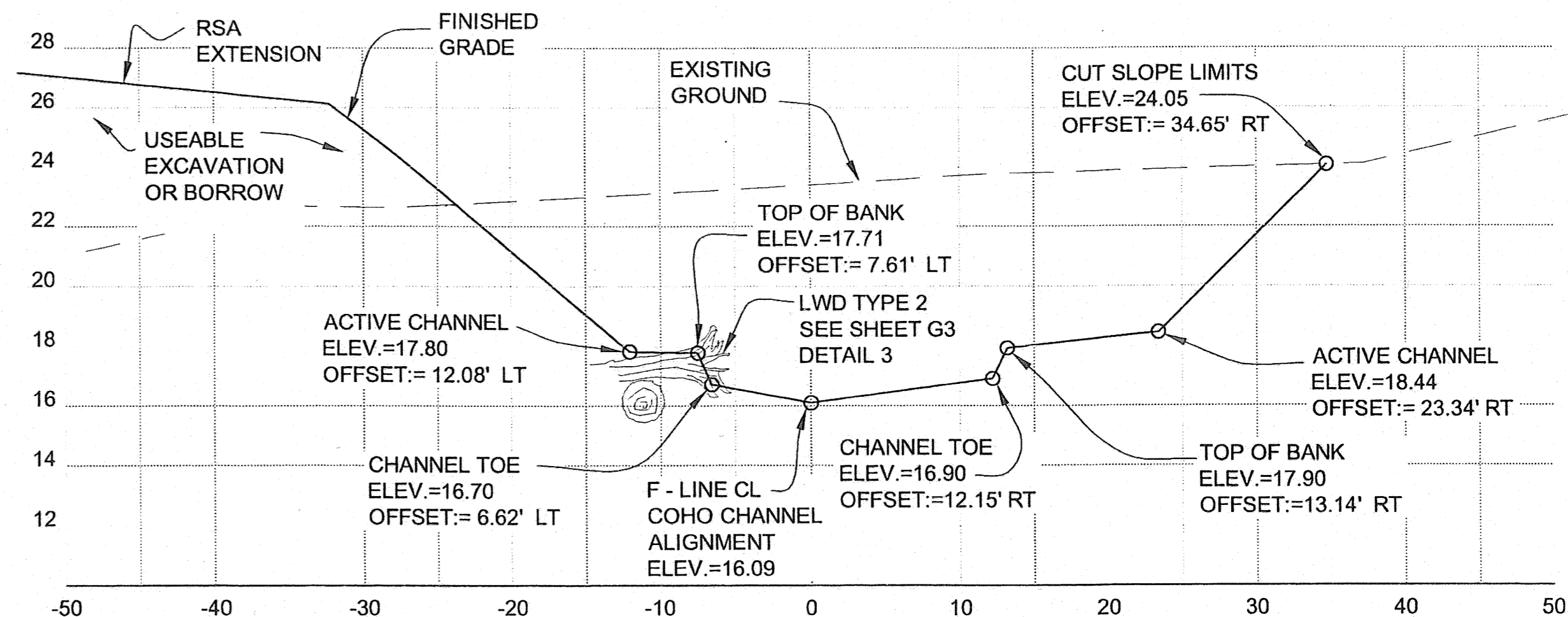
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**COHO CREEK RELOCATION
TYPICAL SECTION**

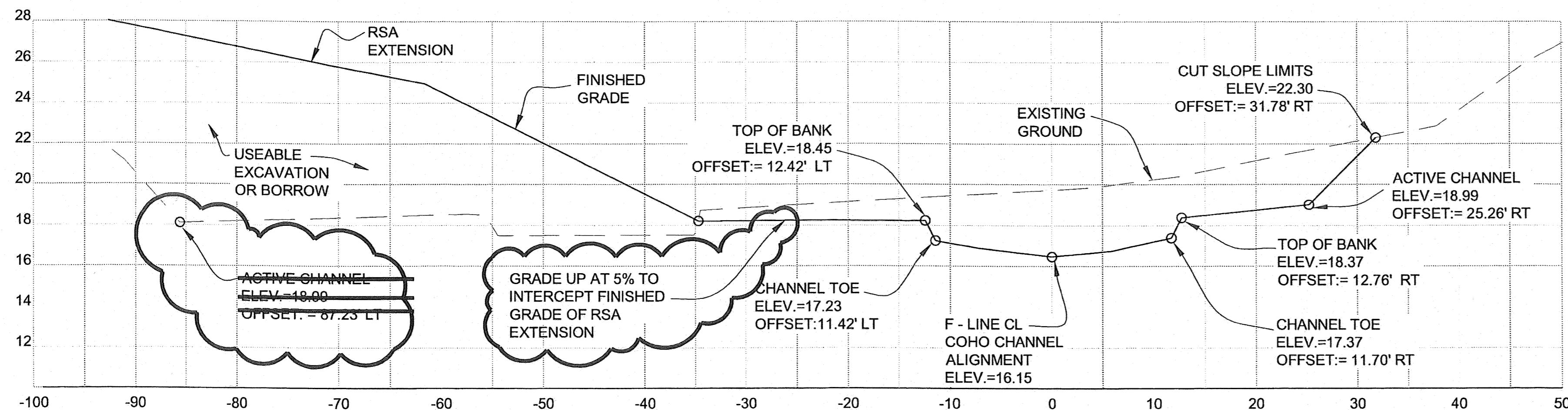
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE: *[Signature]* Date: 1/28/14



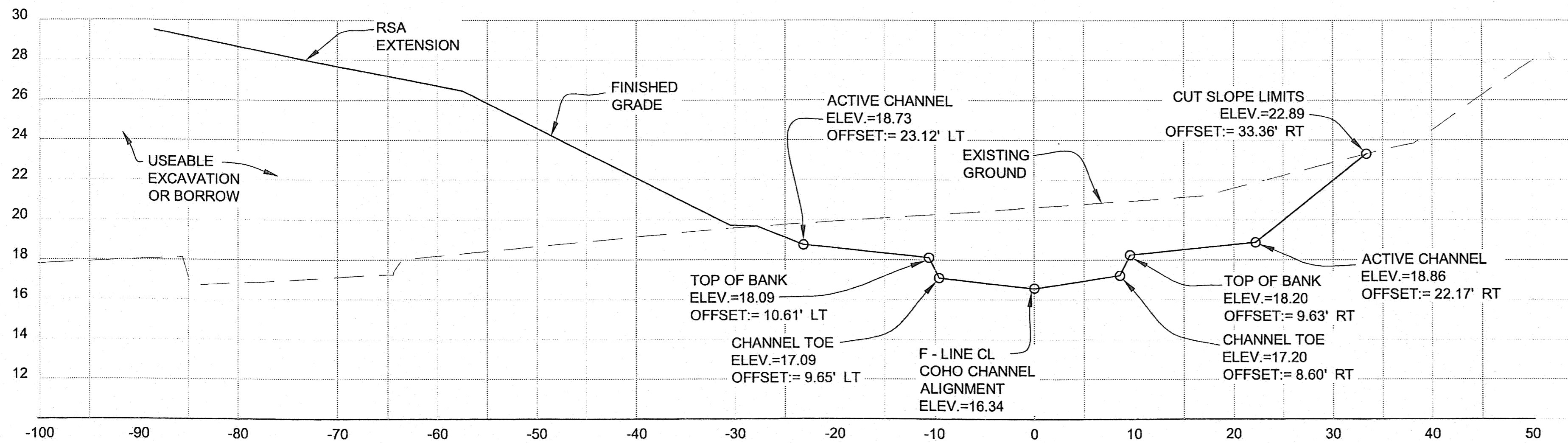
1 STA. 1+25



4 STA. 3+25



2 STA. 1+75 1



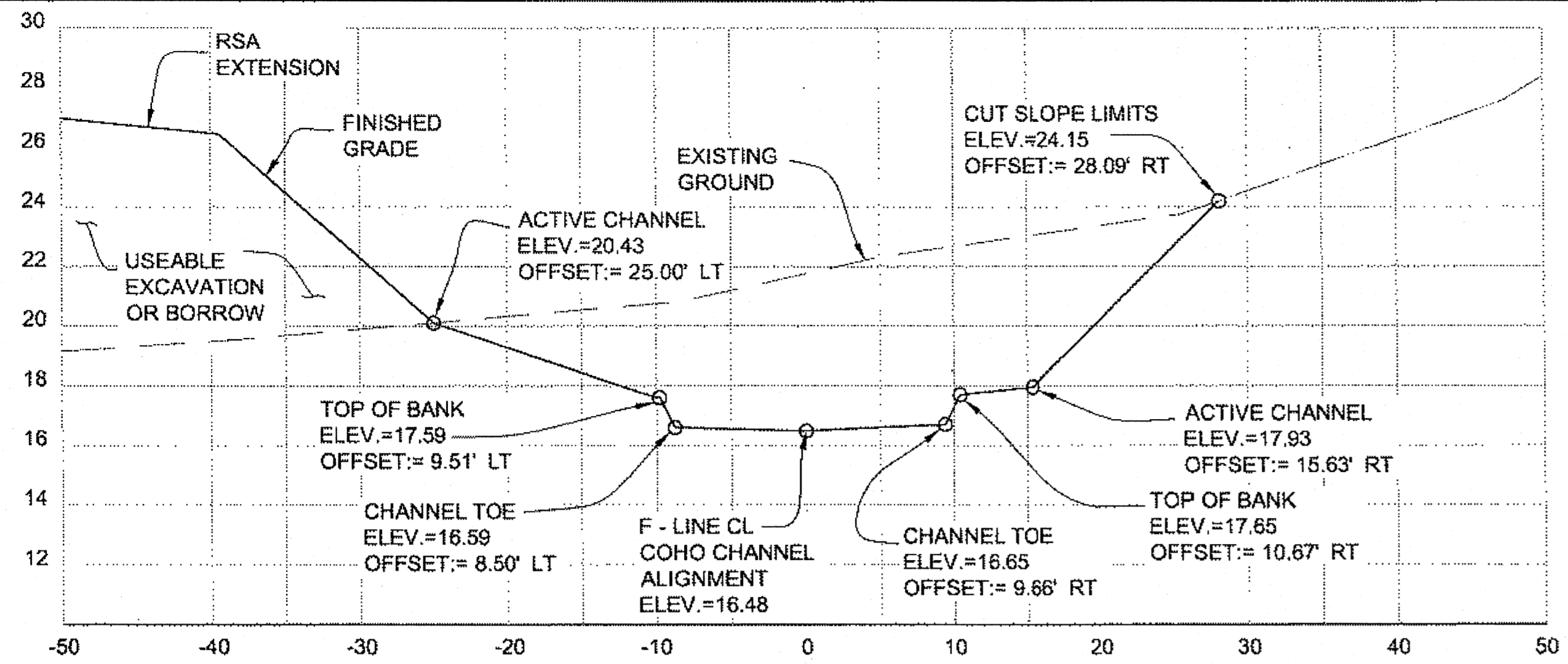
3 STA. 2+20

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/26/14

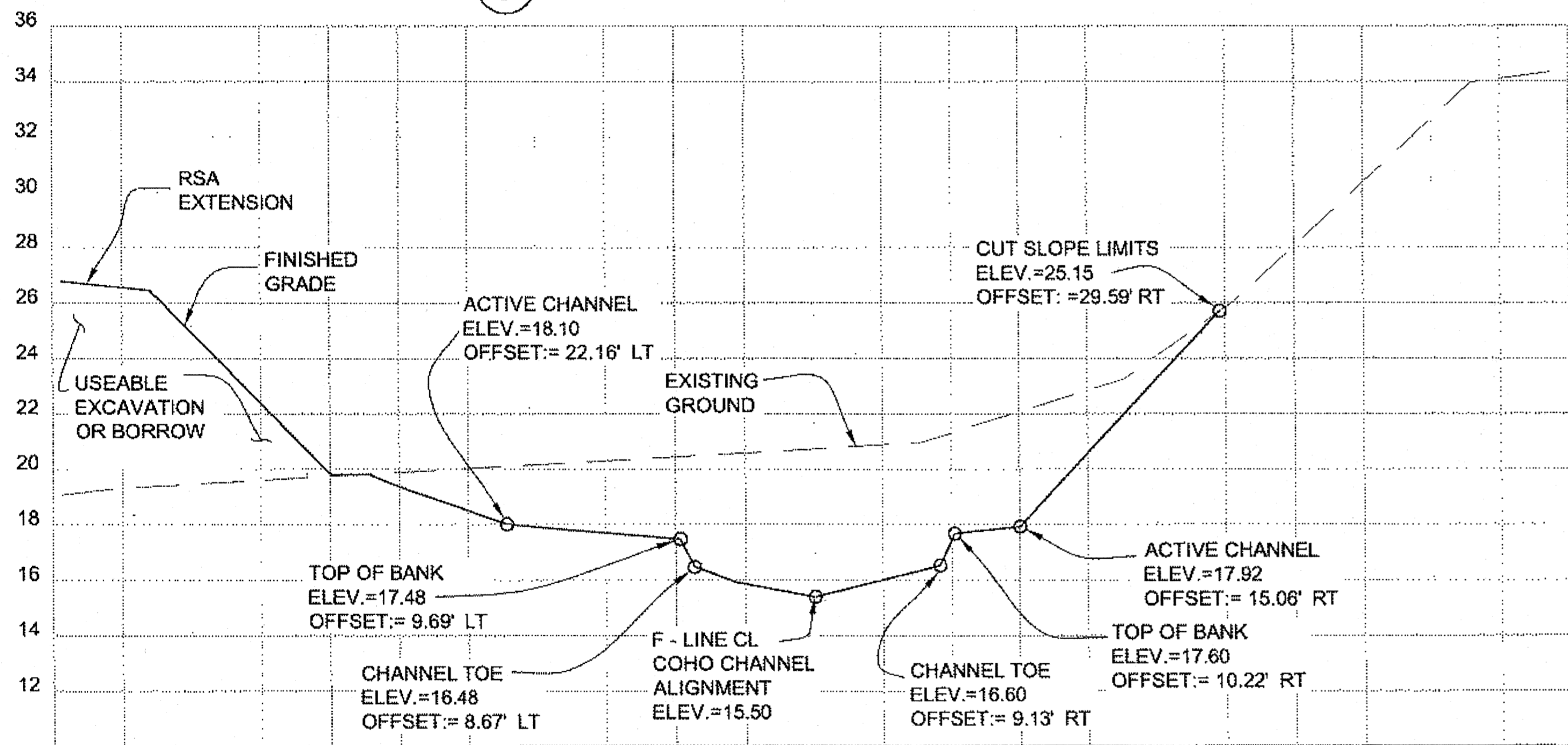
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION COHO CREEK RELOCATION SECTIONS						
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012						
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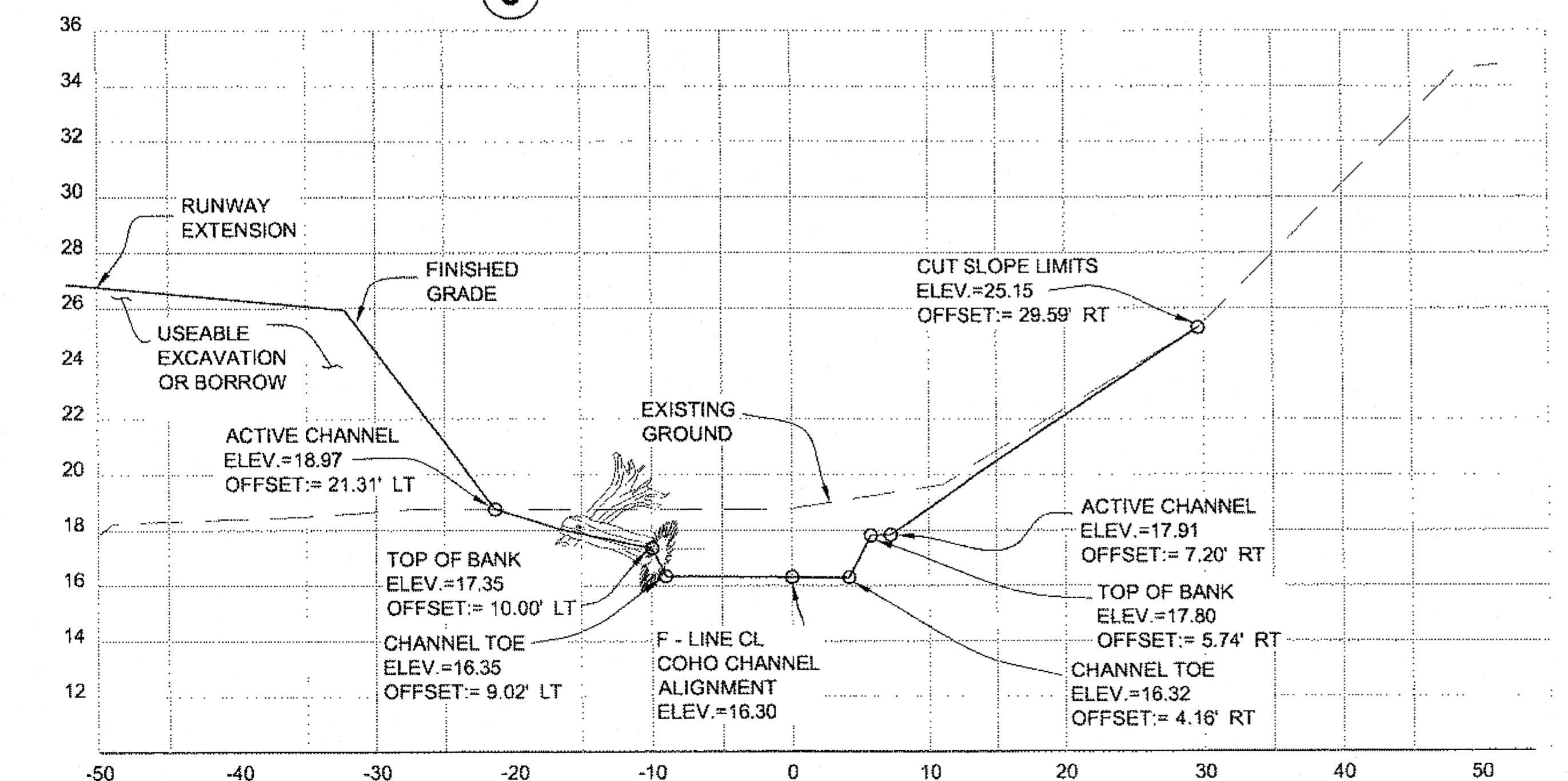
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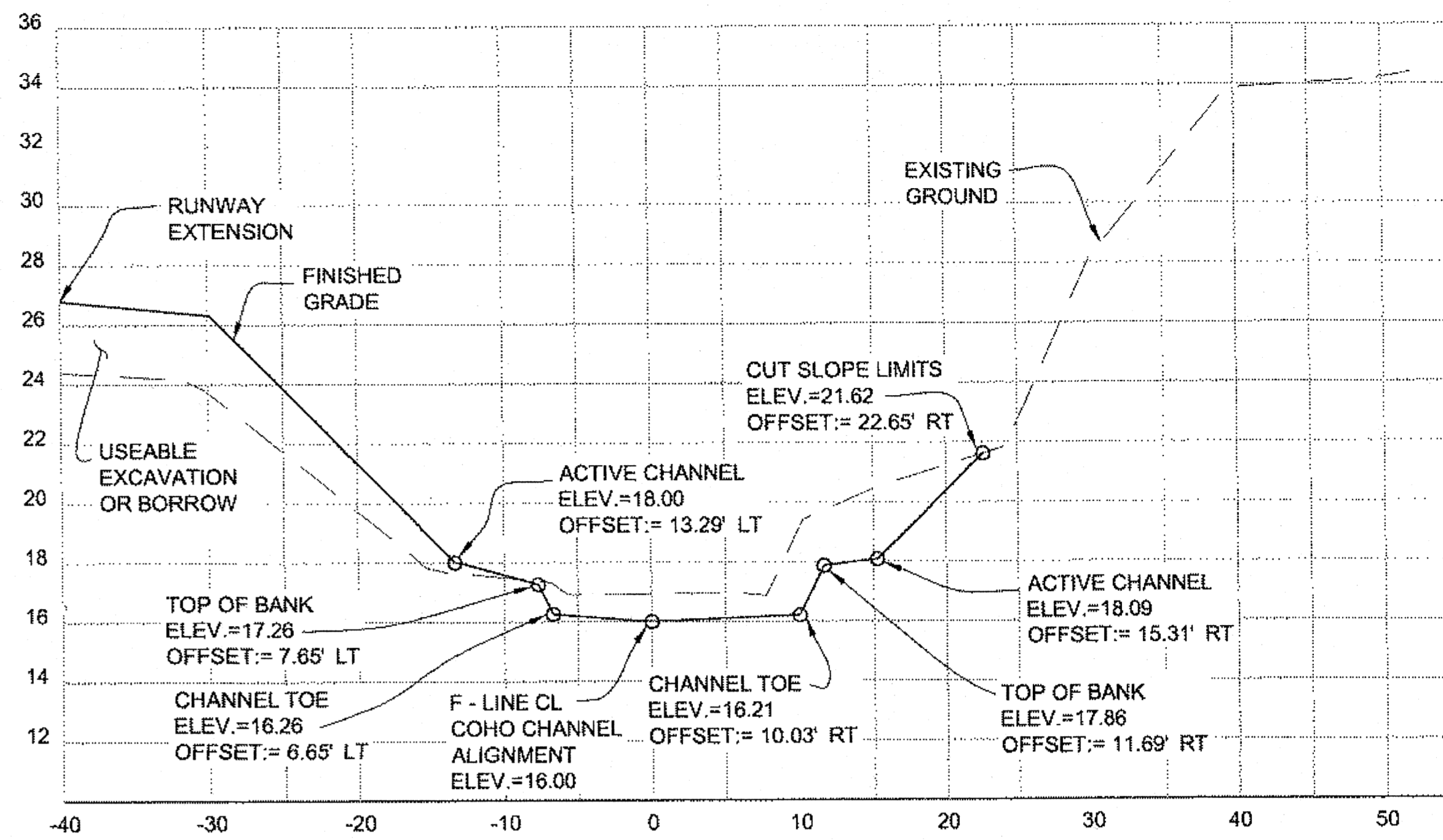
5 STA. 4+00



6 STA. 4+50



7 STA. 5+15

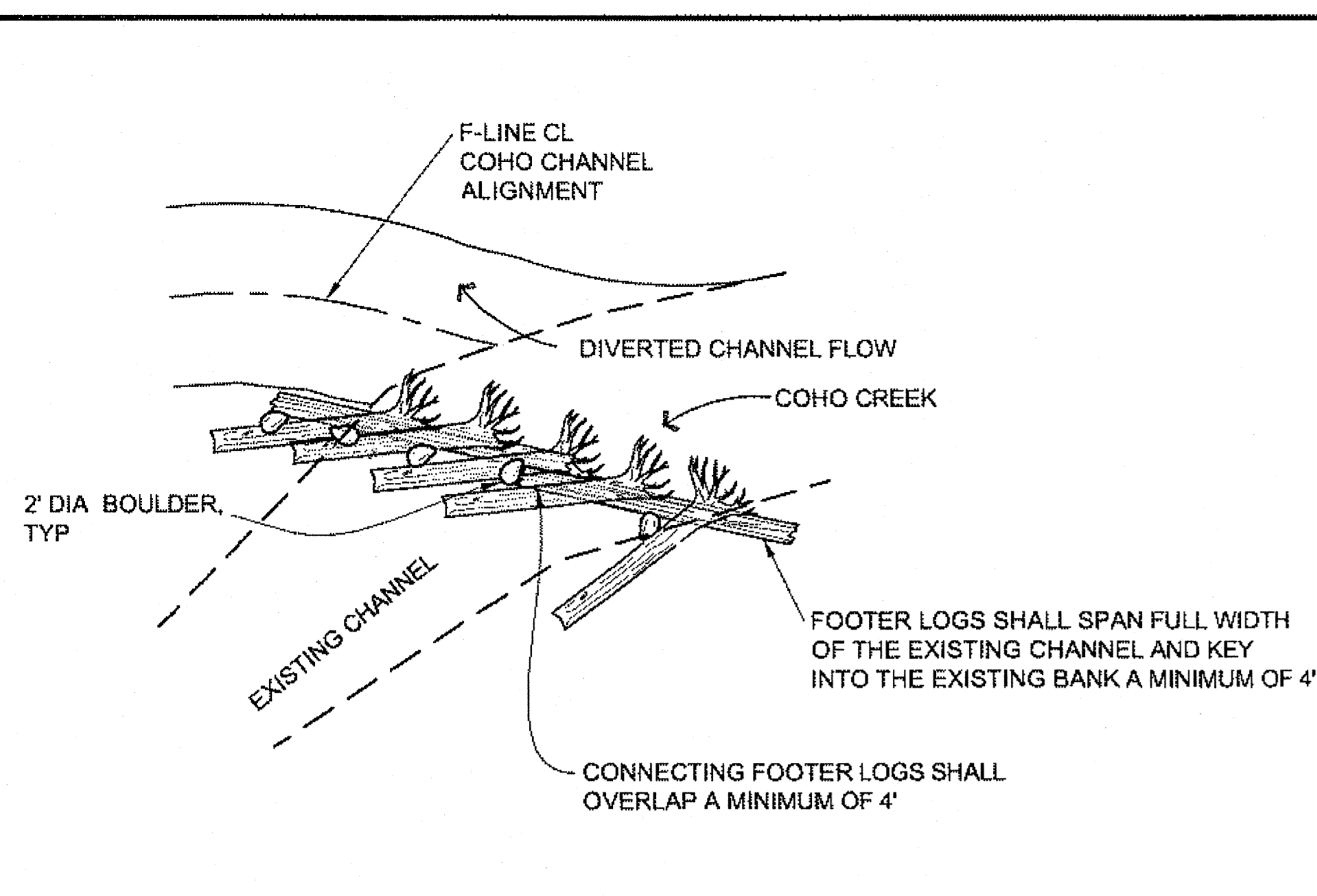


8 STA. 5+50

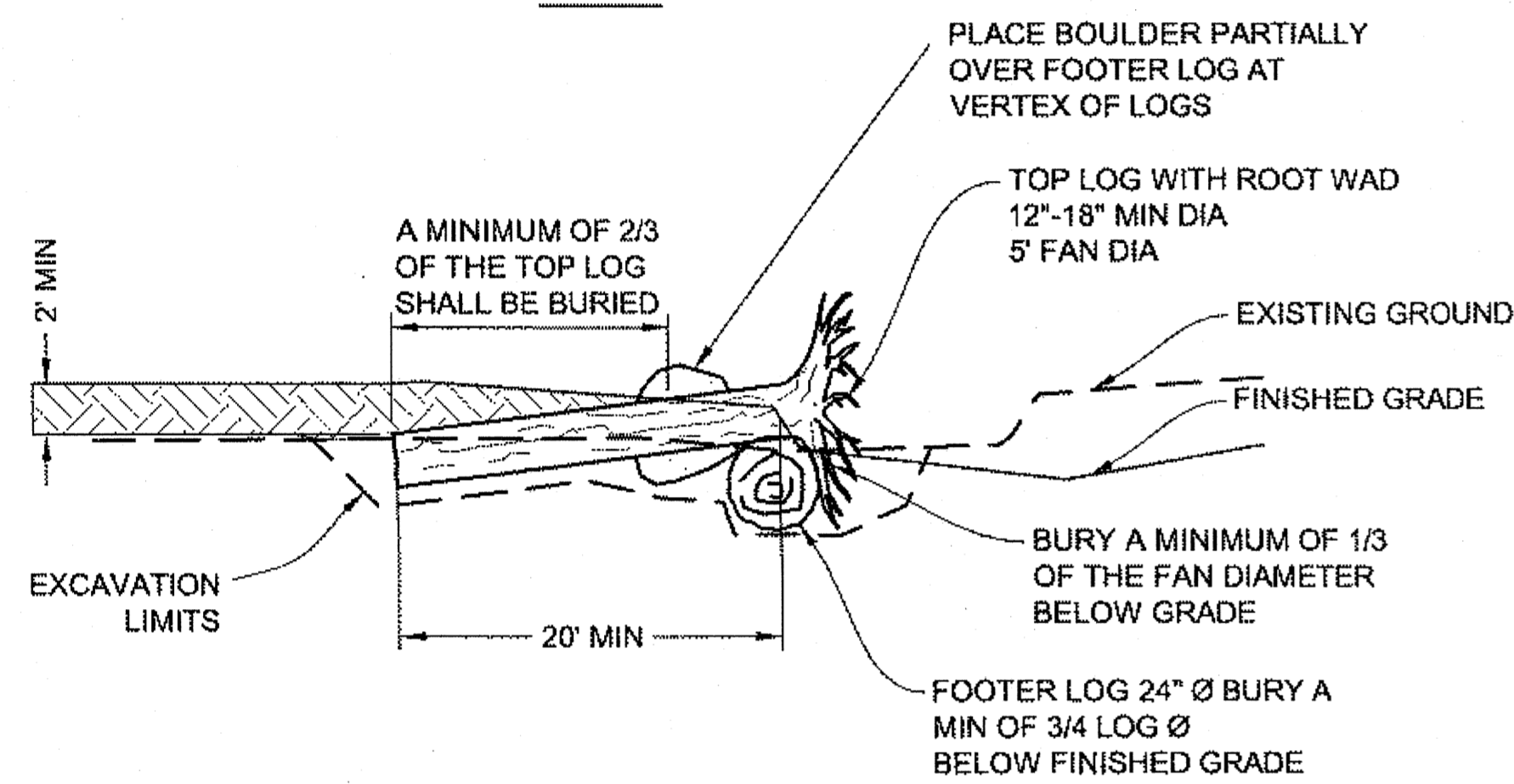
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/31/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION COHO CREEK RELOCATION SECTIONS									
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM PATH: Q:\HNH\68303\PLANSET\68303_G1-G2_MISC TYPES.DWG TAB: G2 Friday, June 29, 2012 9:34:54 AM GRANTHAM, RICK L (DOT)		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	YEAR 2012	SHEET NO. G2	TOTAL SHEETS 48						
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NO.	DATE	DESCRIPTION									



PLAN

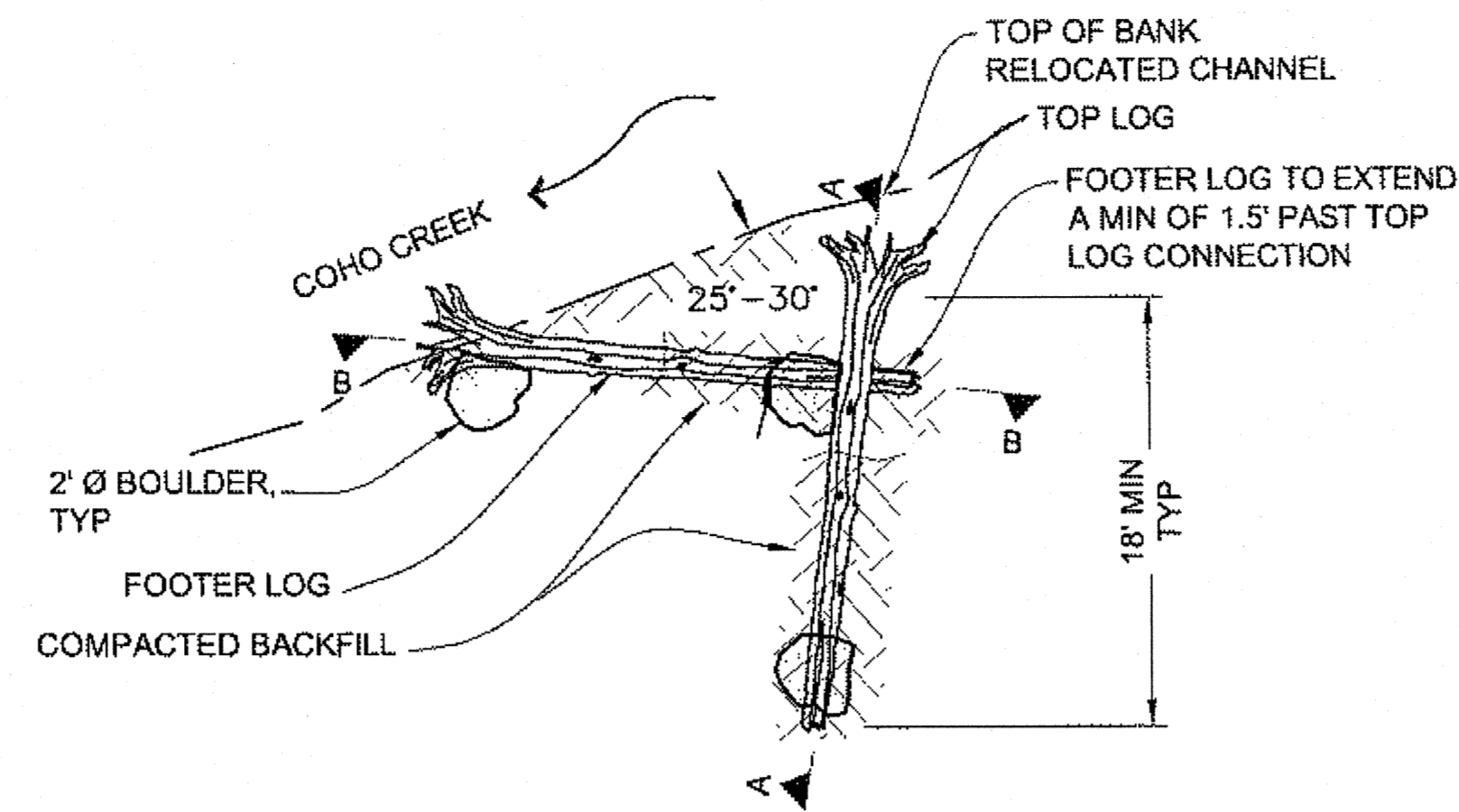


SECTION NTS

NOTES:

1. A MAXIMUM OF 2 FOOTER LOGS SHALL BE USED TO SPAN EXISTING CHANNEL FULL WIDTH.
2. THE NUMBER OF TOP LOGS SHALL BE DETERMINED IN FIELD. NUMBER IS BASED ON THE REQUIRED NUMBER OF ROOT WAD FANS TO SPAN THE EXISTING CHANNEL, (~ 7 LOGS).

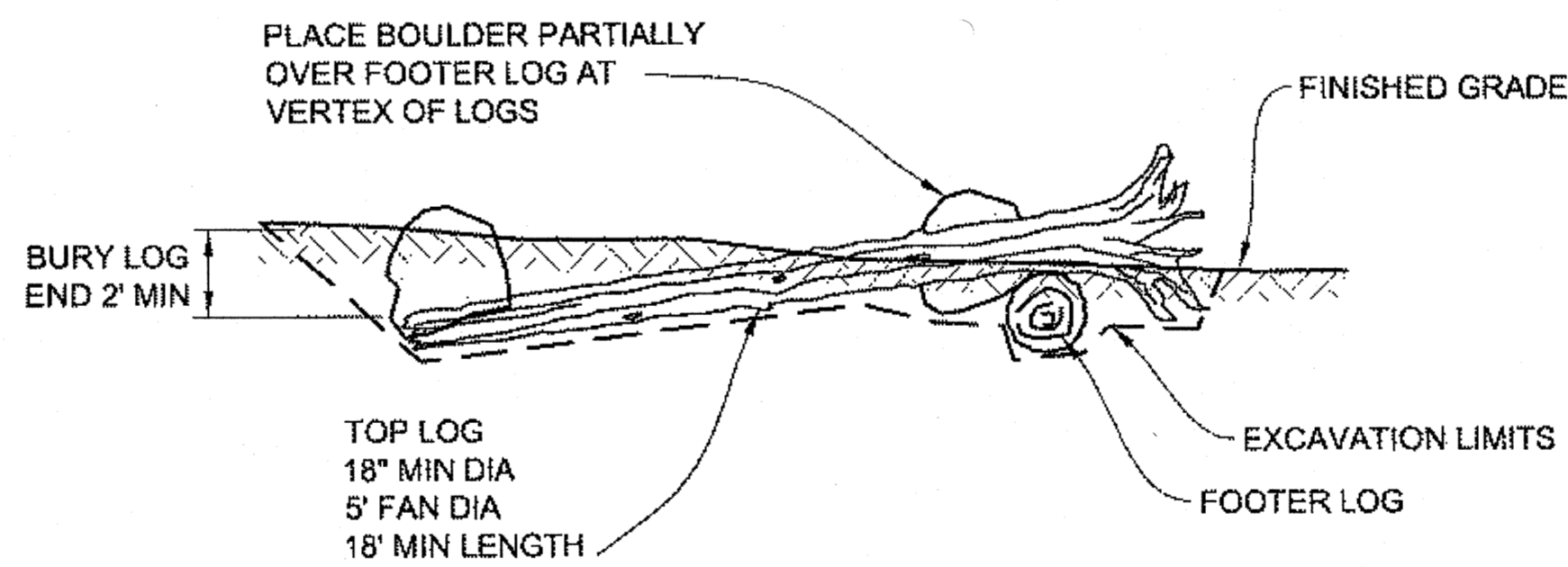
1 CREEK DIVERSION STRUCTURE TYPICAL DETAIL STA 1+10 TO 1+55 LT



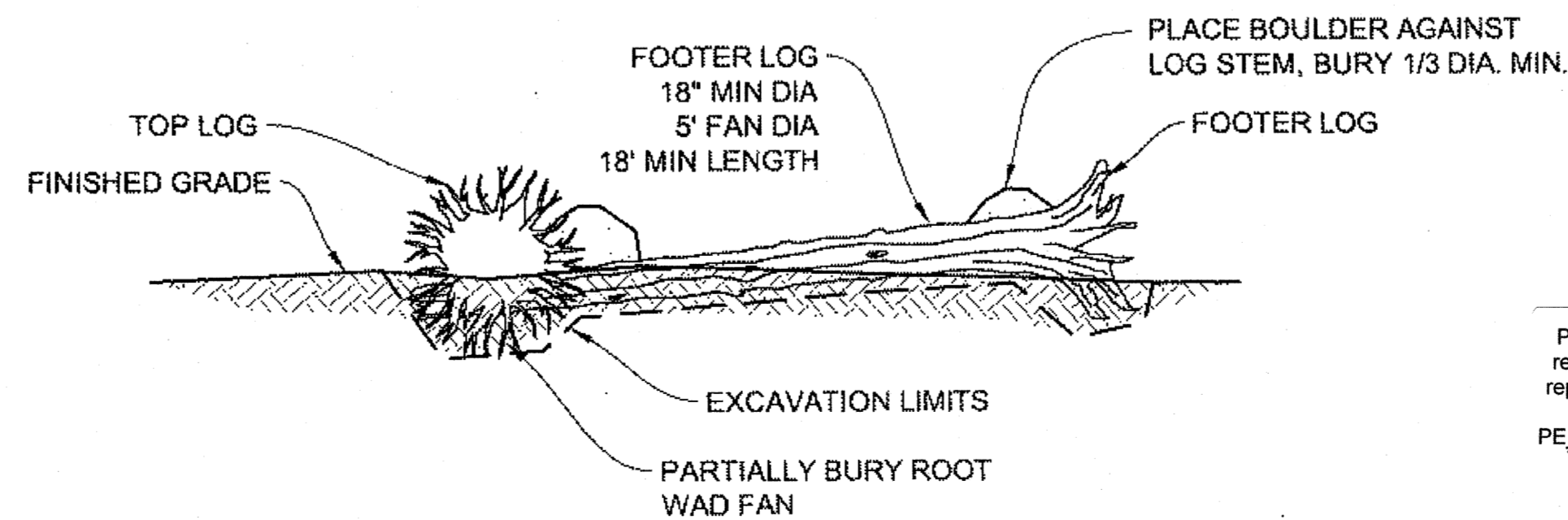
PLAN

TYPE 1 NOTES:

1. EMBEDDED LOGS SHALL BE PLACED AT A 90° ANGLE TO EACH OTHER.
2. FOOTER LOG SHALL BE PLACED AT A 25° TO 30° ANGLE WITH THE CHANNEL BANK.
3. EACH LOG SHALL BE EMBEDDED A MINIMUM OF 1/2 THE LENGTH OF THE LOG.
4. EXCAVATE A "CRADLE" AREA ON THE FLOOD PLAIN TO PLACE LOGS. BURY ROOT WAD OF THE FOOTER MEMBER 1/3 THE FAN DIAMETER INTO THE FLOOD PLAIN.
5. CUT A 4" DEEP "U" SHAPED NOTCH IN THE FOOTER LOG TO CRADLE THE TOP LOG.

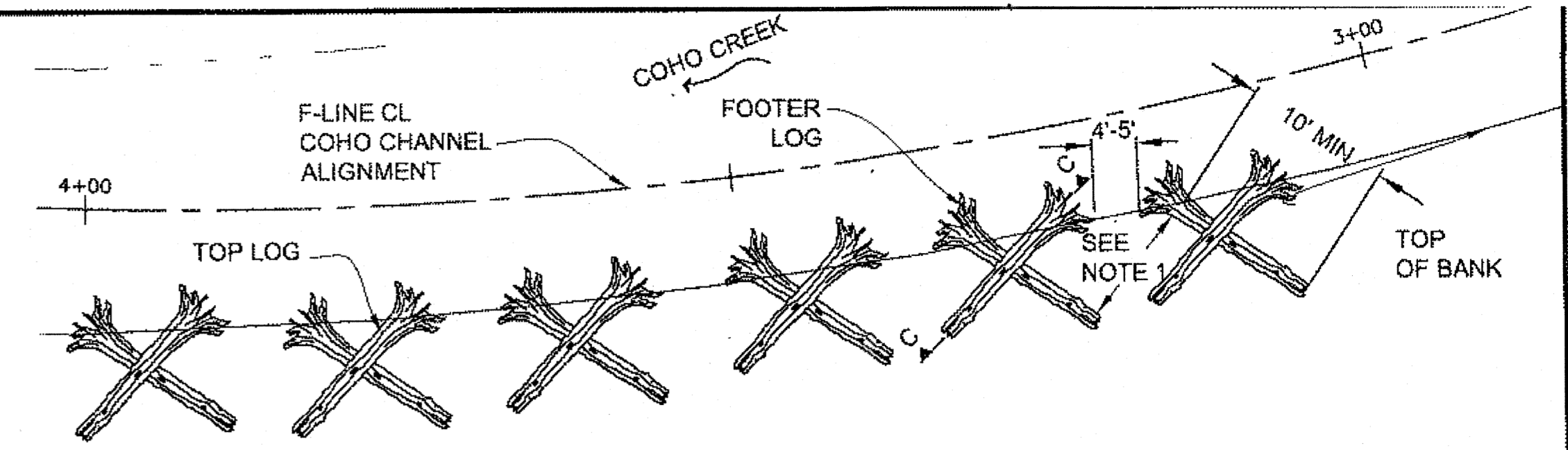


SECTION A-A



SECTION B-B

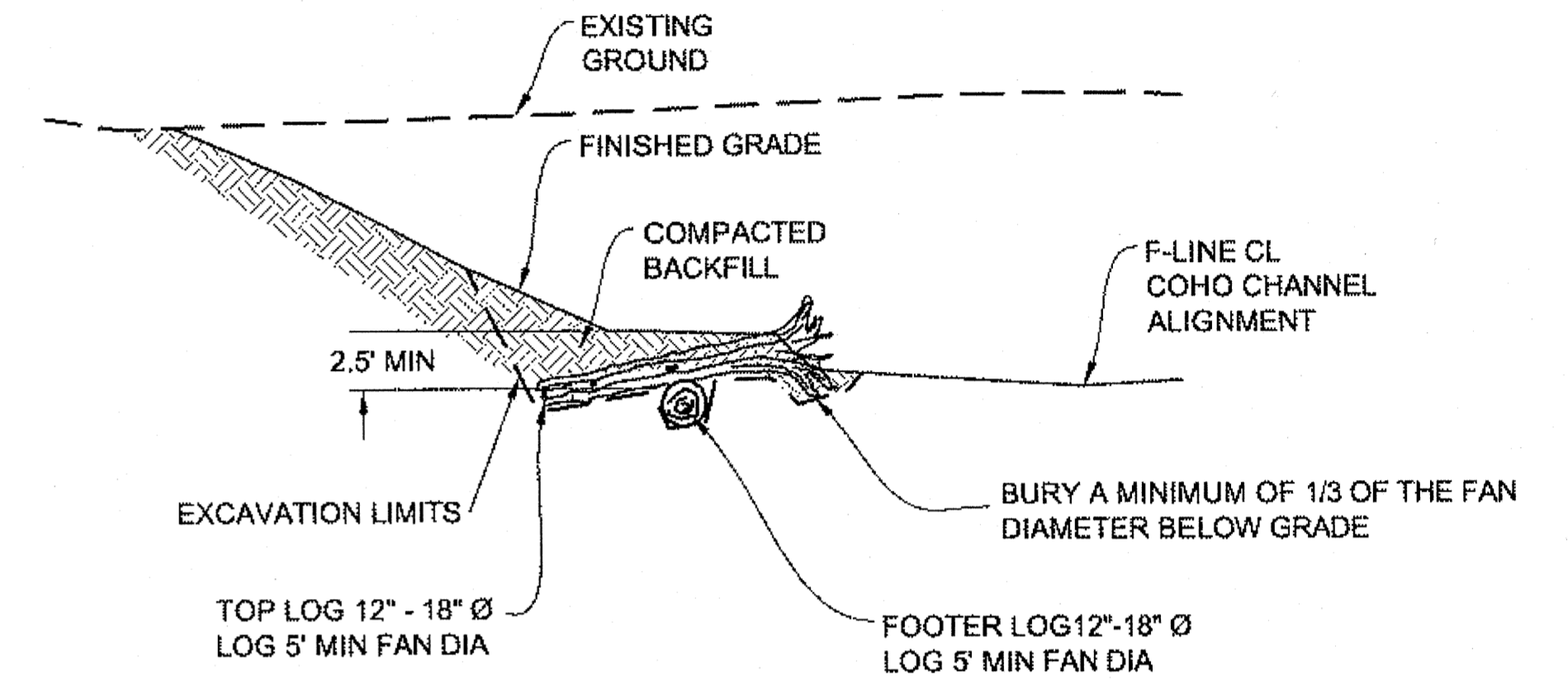
2 LARGE WOODY DEBRIS- TYPE I STA 2+30 TO 2+50 LT



PLAN

NOTES:

1. ALIGN THE FOOTER LOG STEM WITH THE CUT END OF THE DOWNSTREAM FOOTER LOG.



SECTION C-C

3 LARGE WOODY DEBRIS- TYPE 2 STA 3+00 TO 4+00 LT

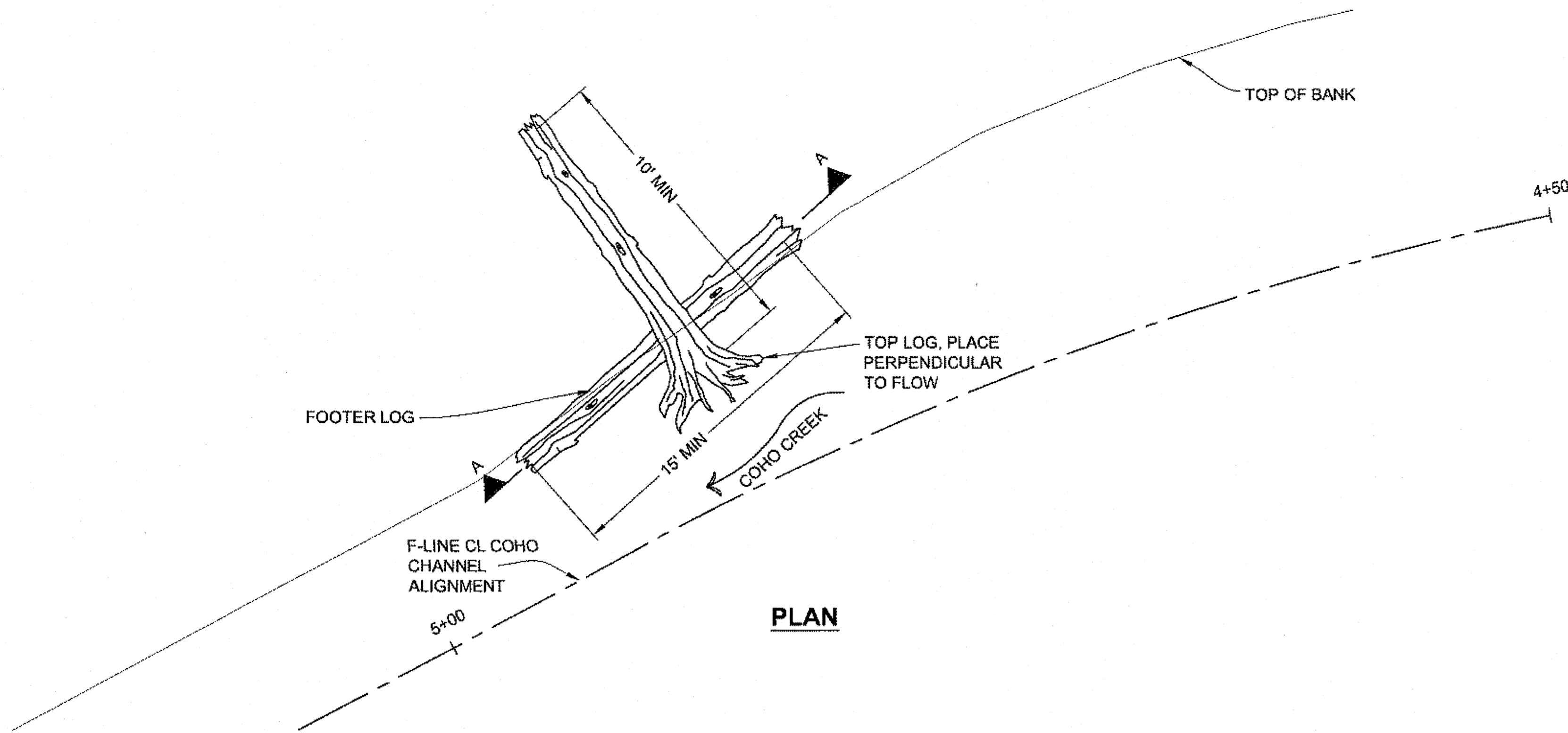
TYPE 2 NOTES:

1. ROOT WADS SHALL CONSIST OF STOUT ROOT STRUCTURES THAT ARE AT LEAST 2 INCHES IN DIAMETER.
2. MEASUREMENT OF LOG DIAMETER FOR ROOT WADS SHALL BE AT BREAST HEIGHT FOR THE STANDING TREE. MEASUREMENT OF LOG DIAMETER FOR IMPORTED LOGS SHALL BE AT THE NARROWEST POINT ALONG THE LOG.
3. MEASUREMENT OF LENGTH FOR LOGS WITH ROOT WADS SHALL NOT INCLUDE THE ROOT WAD.
4. LOGS AND ROOT WADS SHALL CONSIST OF CONIFEROUS SPECIES THAT ARE FREE FROM ROT OR DECAY AND WERE LOGGED WITHIN THE LAST TWO YEARS.
5. LOG STRUCTURES ARE NOT TO EXTEND INTO RUNWAY SAFETY AREA FILL.
6. LARGE WOODY DEBRIS LOCATIONS SUBJECT TO CHANGE. LOCATIONS TO BE DETERMINED BY THE ENGINEER.

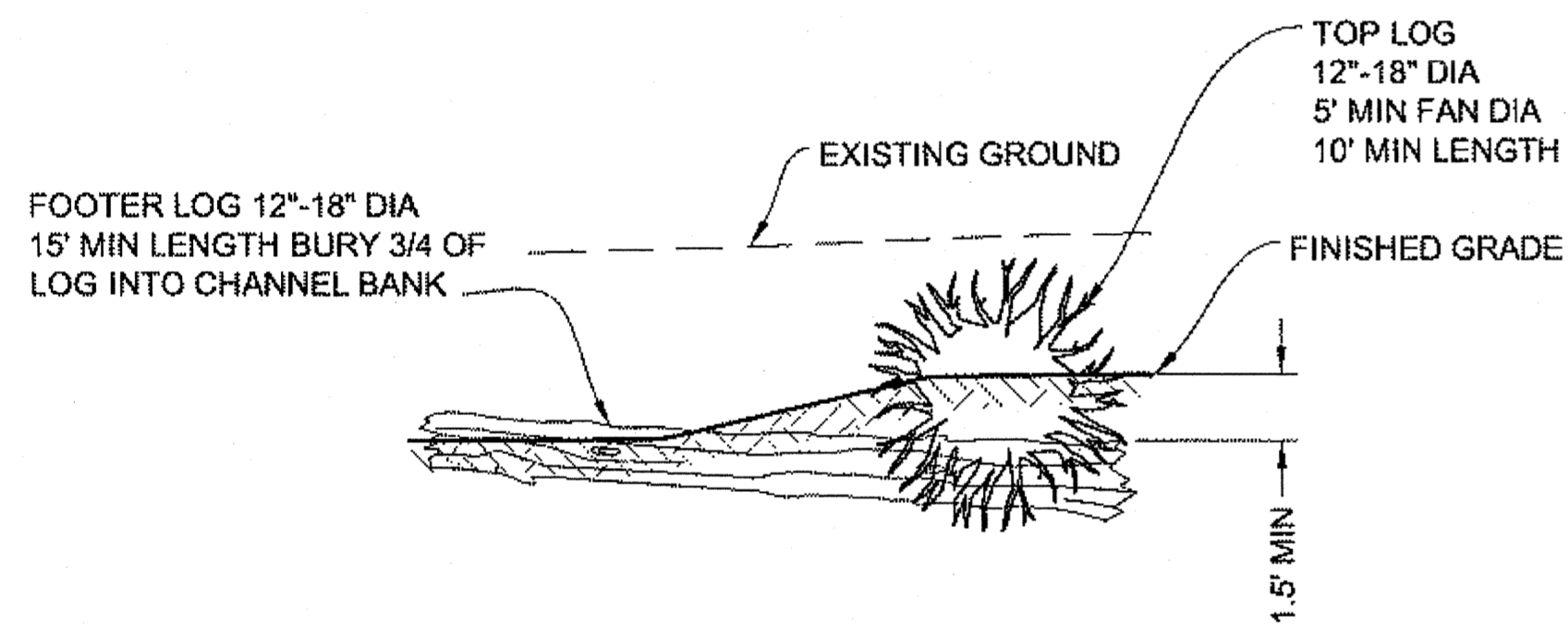
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *[Signature]* Date 1/31/14

CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION COHO CREEK RELOCATION DETAILS	
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		PROJECT DESIGNATION: AIP No. 3-02-0125-005-2012 YEAR: 2012 SHEET NO.: G3 TOTAL SHEETS: 48	
PATH: Q:\HNN\68303\PLANSET\68303_G3-G4_STRM_DETLS.DWG TAB: G3 Friday, June 29, 2012 9:35:42 AM GRANTHAM, RICK L (DOT)			
NO.	DATE	DESCRIPTION	

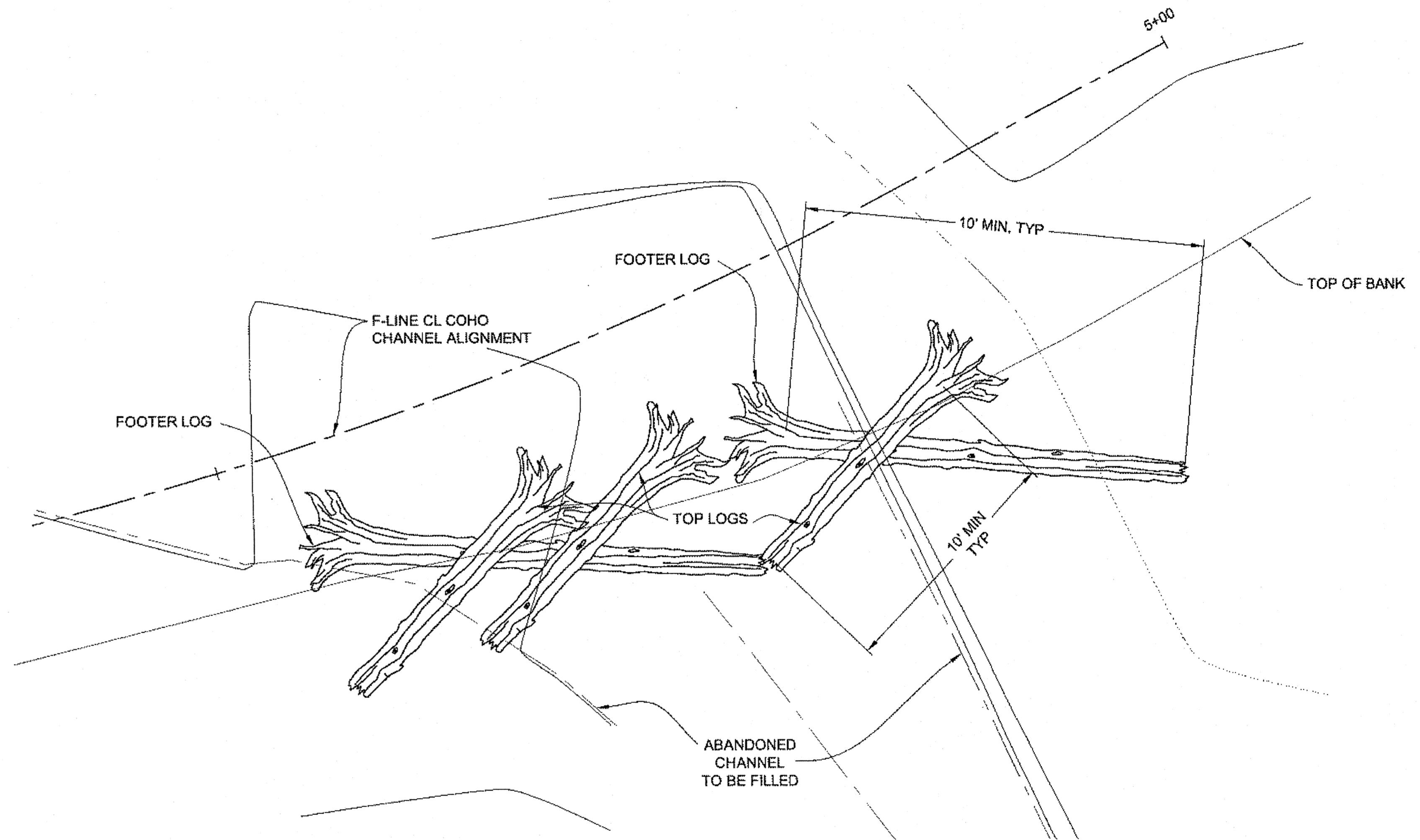


PLAN



SECTION A-A

1 **LARGE WOODY DEBRIS-
TYPE 3**
STA 4+75 TO 5+00



2 **LARGE WOODY DEBRIS-
TYPE 4**
STA 5+10 TO 5+50

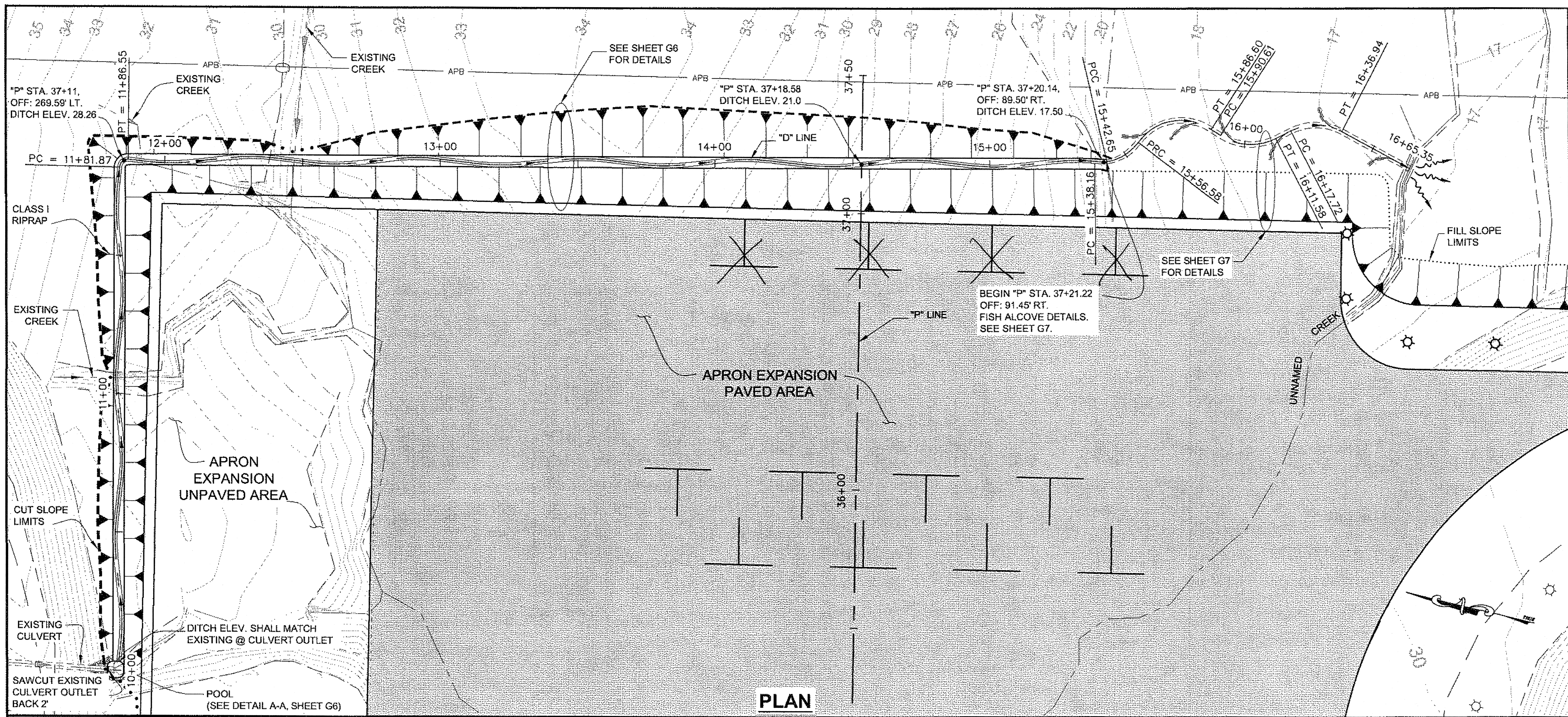
TYPE 4 NOTE:

FOLLOW SECTION C-C AND TYPE 2 NOTES FROM SHEET G3.

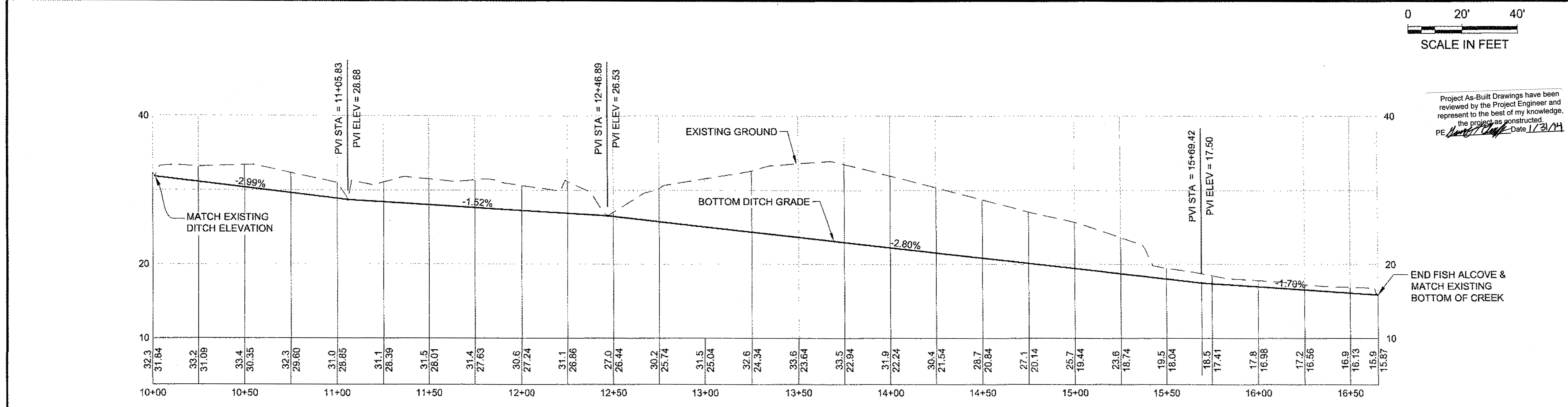
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *[Signature]* Date 1/23/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE  DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION COHO CREEK RELOCATION DETAILS			
PATH: Q:\HNH\68303\PLANSET\68303_G3-G4_STRM DETLS.DWG TAB: G4 Friday, June 29, 2012 9:35:37 AM GRANHAM, RICK L (DOT)		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	YEAR 2012	SHEET NO. G4	TOTAL SHEETS 48



PLAN



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
Q:\FIN\68303\PLANSET\68303_G5-G6_P-P_DTL.DWG
GRANTHAM, RICK L (DOT)
TAB: G5 Friday, June 29, 2012 9:36:16 AM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

PLAN LEGEND

CHECKED BY: M. VAN ALSTINE

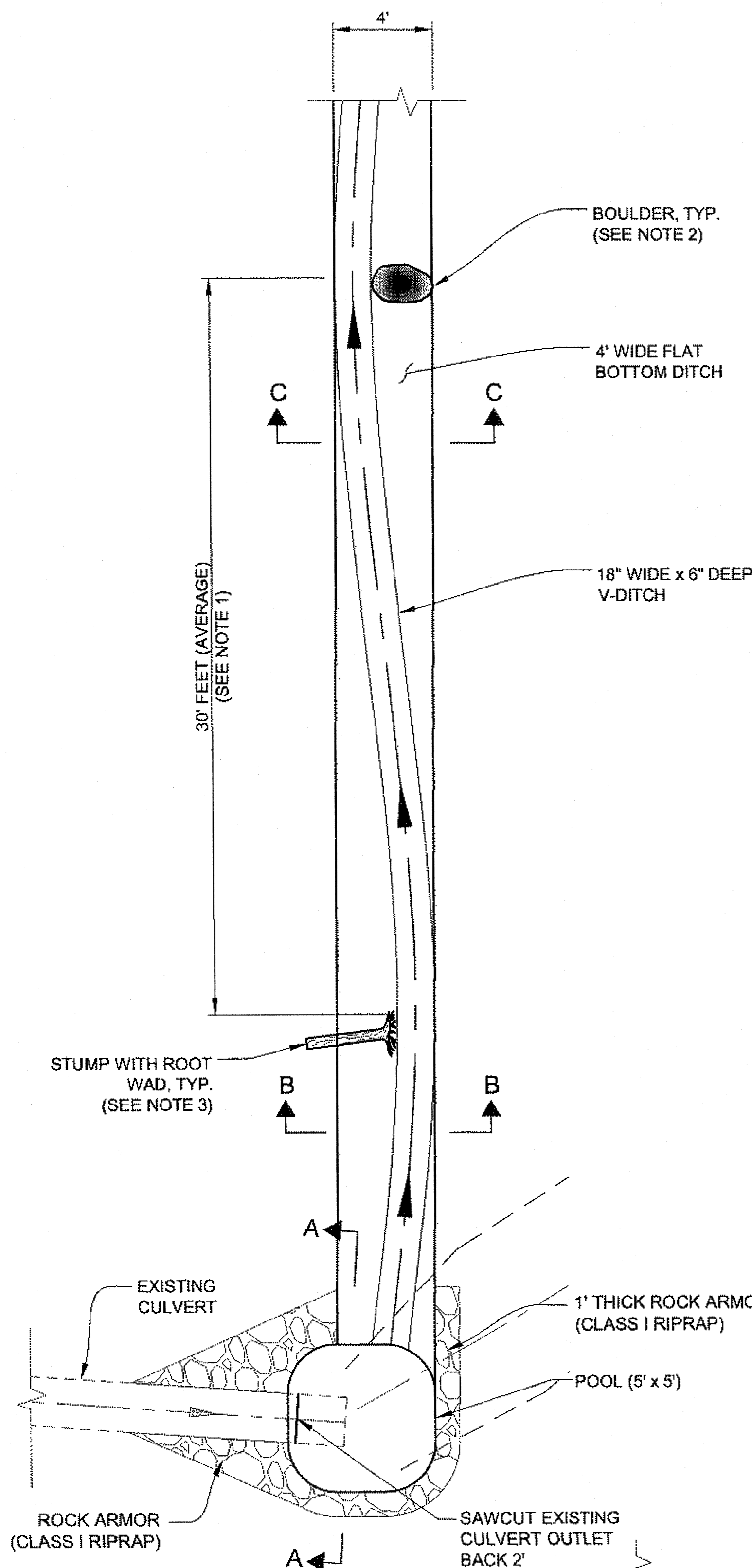
DESIGNED BY: L. SEIFERT
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303**
**REALIGNED
UNNAMED CREEK
PLAN & PROFILE**

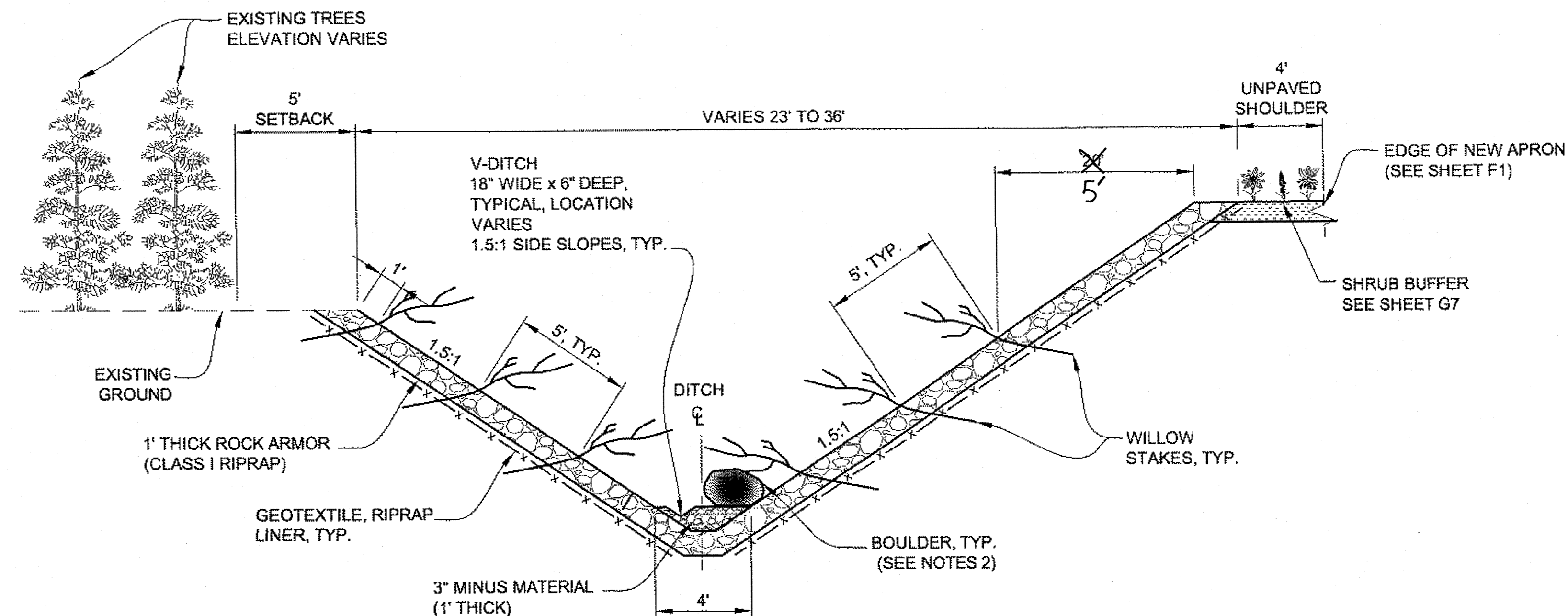
PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
G5	48

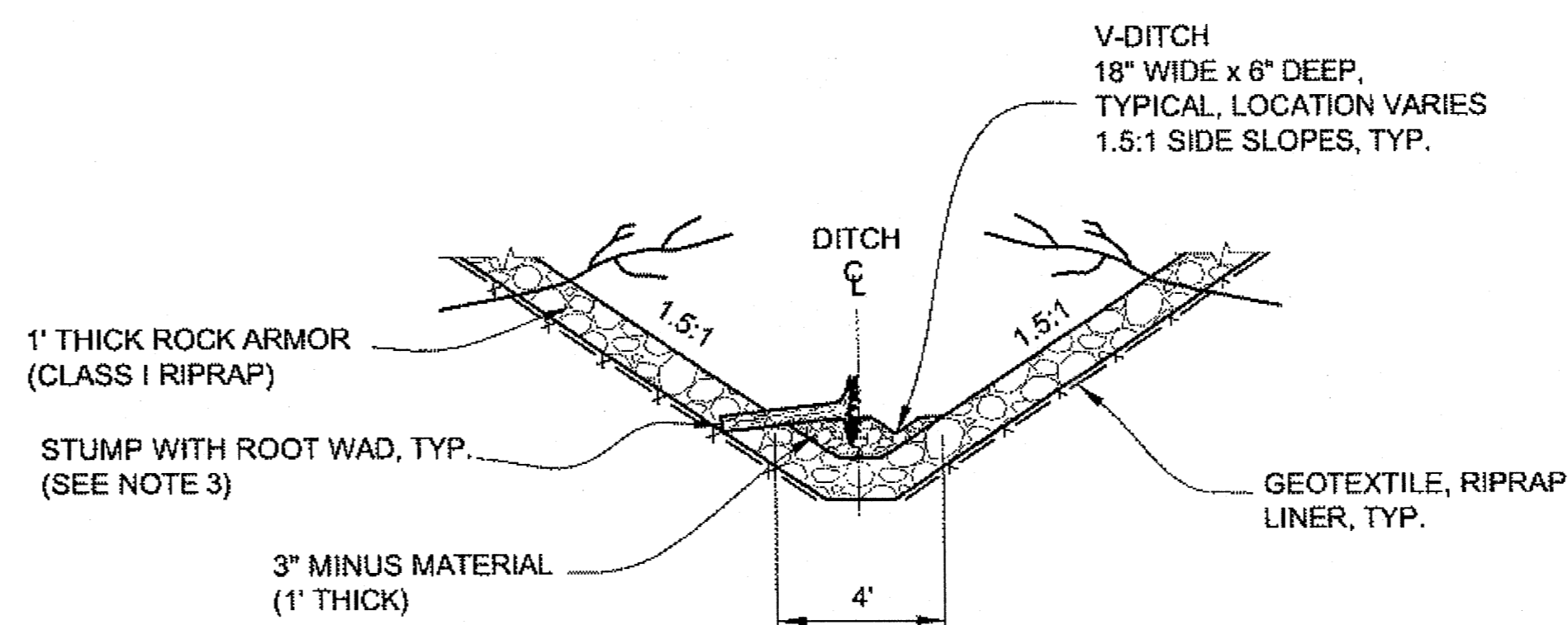
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GRANTHAM, RICK L (DOT)		
TAB: G6 Friday, June 29, 2012 9:38:24 AM		
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RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



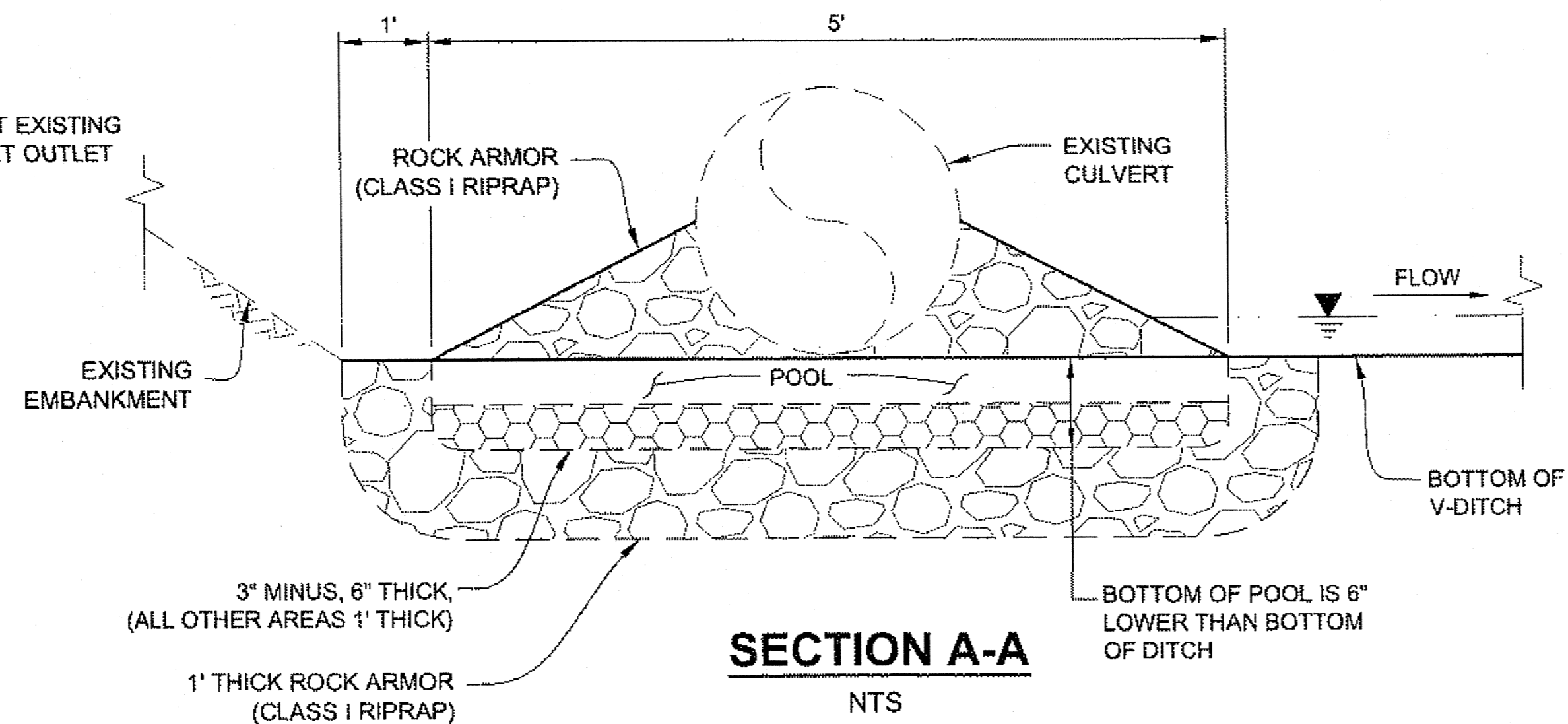
DETAIL A
(PLAN VIEW)



SECTION C-C



SECTION B-B



SECTION A-A
NTS

NOTES:

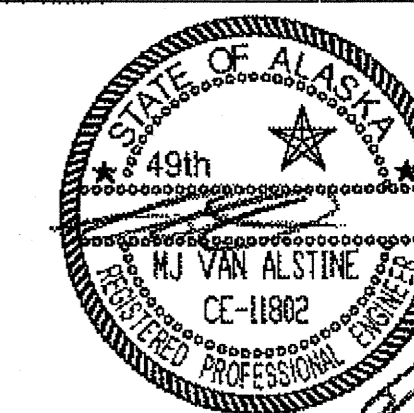
1. LENGTH SHOWN IS AVERAGE; ACTUAL LENGTH WILL BE LONGER OR SHORTER IN SPECIFIC LOCATIONS AS RECOMMENDED BY ON SITE BIOLOGISTS AND DEEMED FEASIBLE BY THE PROJECT ENGINEER.
2. BOULDER, AVERAGE DIAMETER 20" TO 30", TOTAL QUANTITY 7, ACTUAL LOCATIONS AS RECOMMENDED BY ON SITE BIOLOGISTS AND DEEMED FEASIBLE BY THE PROJECT ENGINEER.
3. 6" DIAMETER LOG (+/-1") 4' LONG WITH 2" DIAMETER ROOT WAD (+/-3"), TOTAL QUANTITY 7. ACTUAL LOCATIONS AS RECOMMENDED BY ON SITE BIOLOGISTS AND DEEMED FEASIBLE BY THE PROJECT ENGINEER.
4. FILL VOIDS OF CLASS I RIPRAP AND 3" MINUS MATERIAL WITH FINES. FINES USED TO FILL VOIDS IN STREAM BED MATERIAL SHALL BE MINERAL SOIL ONLY, COMPOSED OF SAND-SIZED AND SMALLER PARTICLES, SUCH THAT WHEN SETTLED INTO THE CLASS I RIPRAP AND 3" MINUS STREAM BED MATERIAL THEY FORM RELATIVELY IMPERVIOUS LAYERS. THE PROCESS SHALL BE CONSIDERED COMPLETE WHEN WATER FLOWS DOWN THE COMPLETED CHANNEL WITHOUT LOSS OF VOLUME TO THE SUBSTRATE. CONTRACTOR SHALL COMPLY WITH THE EROSION AND SEDIMENTATION CONTROL PLAN WHILE ACCOMPLISHING THE WORK.
5. LIVE WILLOW STAKE SPACING IS TO BE PLACED ON A GRID OF 5' X 5' MAXIMUM. WILLOW STAKES ARE NOT SHOWN TO SCALE AND ARE FOR ILLUSTRATIVE PURPOSES.
6. V-DITCH MAY NOT BE REQUIRED IF BEDROCK IS ENCOUNTERED DURING EXCAVATION.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *[Signature]* Date 1/23/14

PLAN LEGEND

CHECKED BY: M. VAN ALSTINE



DESIGNED BY: L. SEIFERT

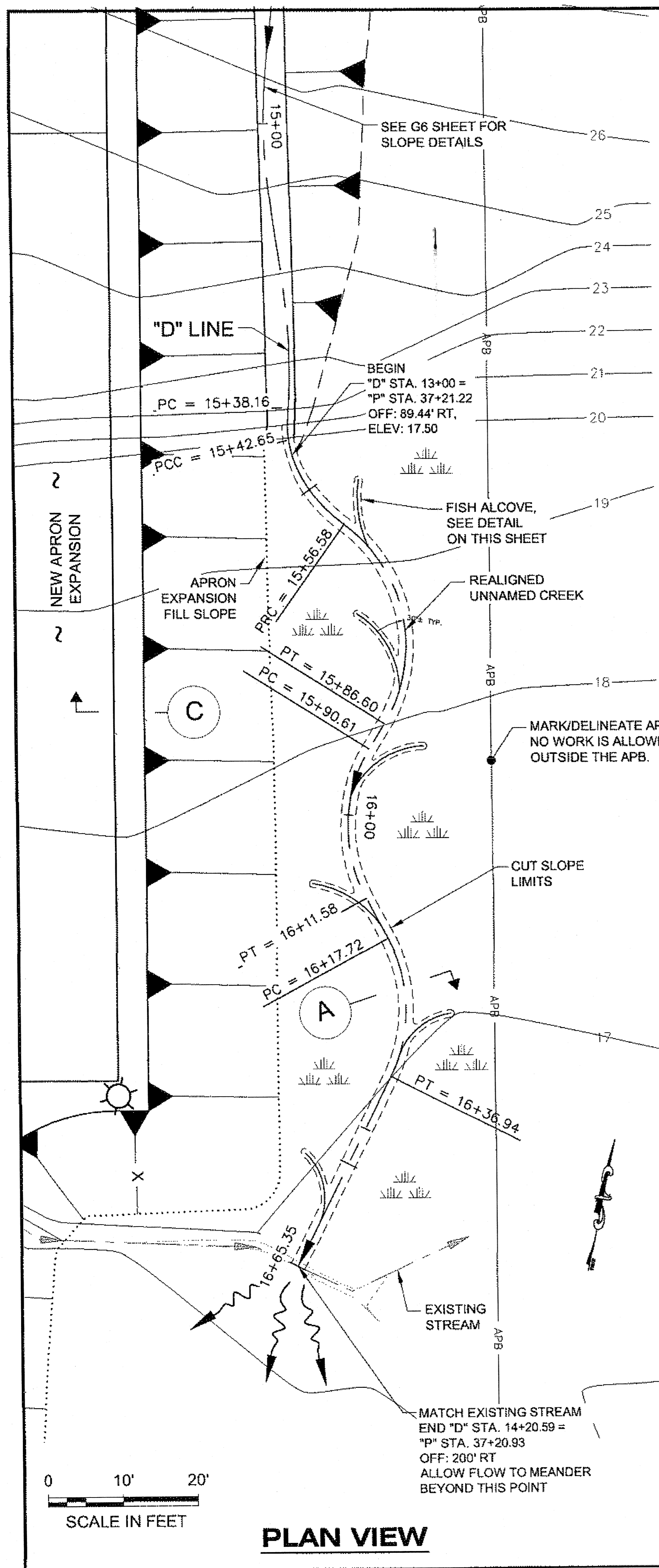
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303
REALIGNED
UNNAMED CREEK
DETAILS**

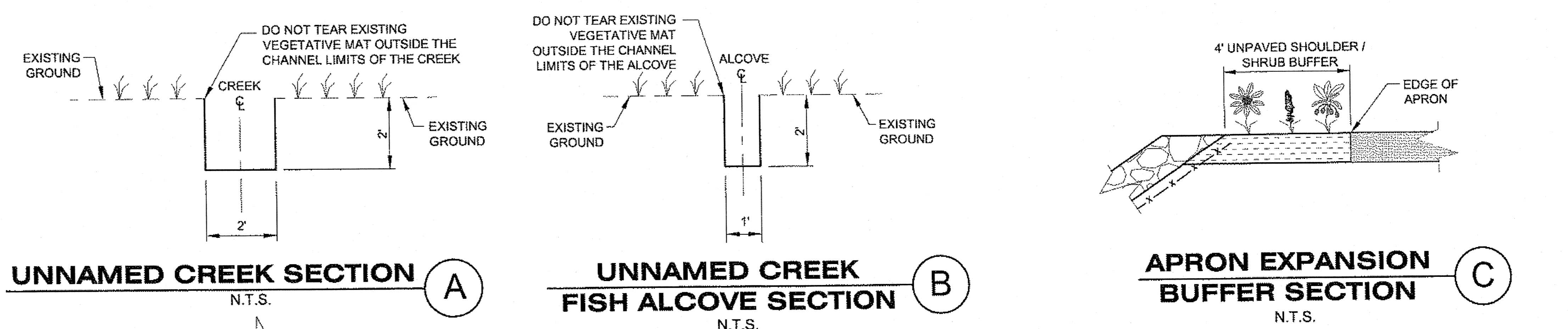
PROJECT DESIGNATION

AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
G6	48



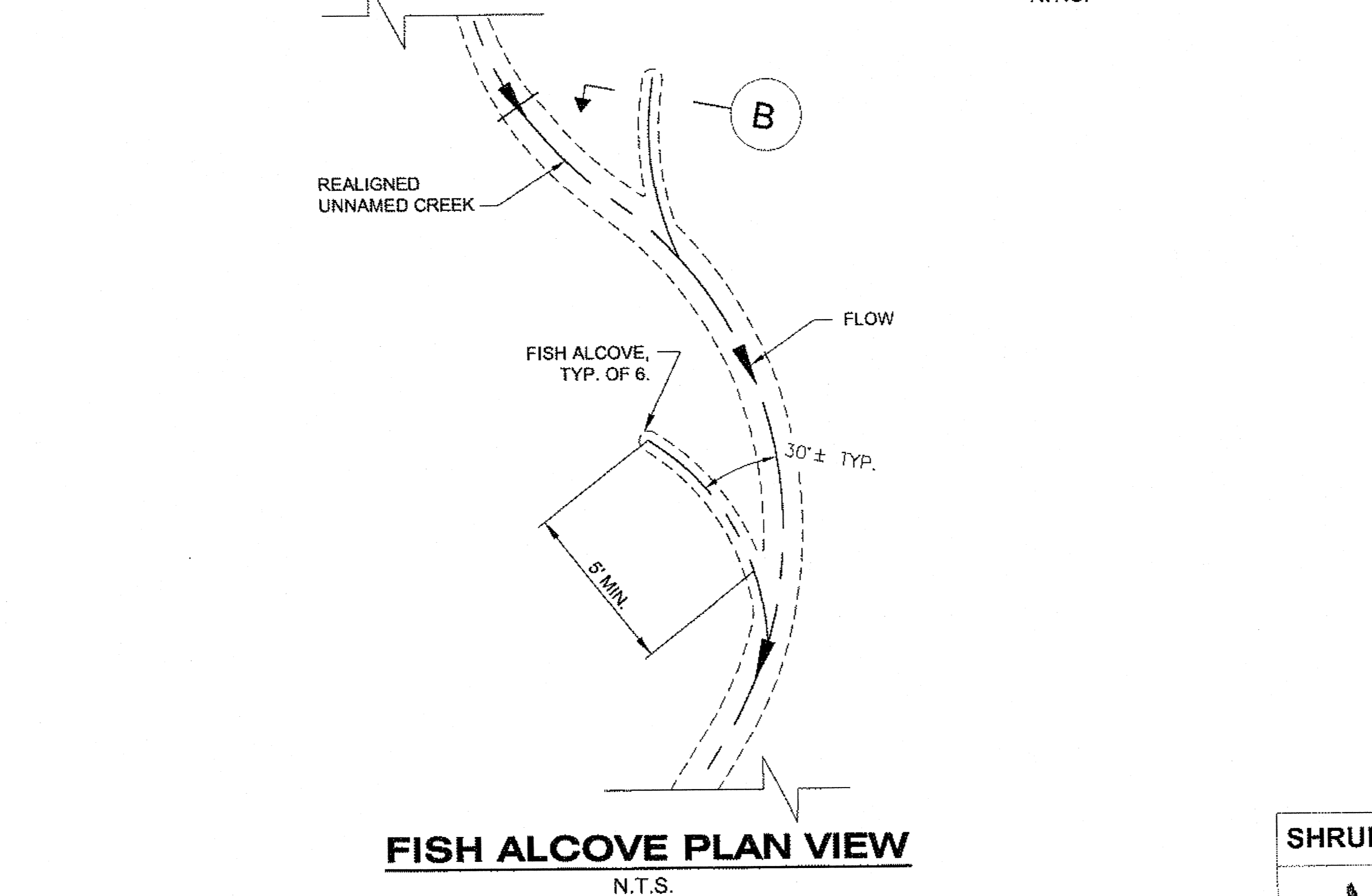
PLAN VIEW



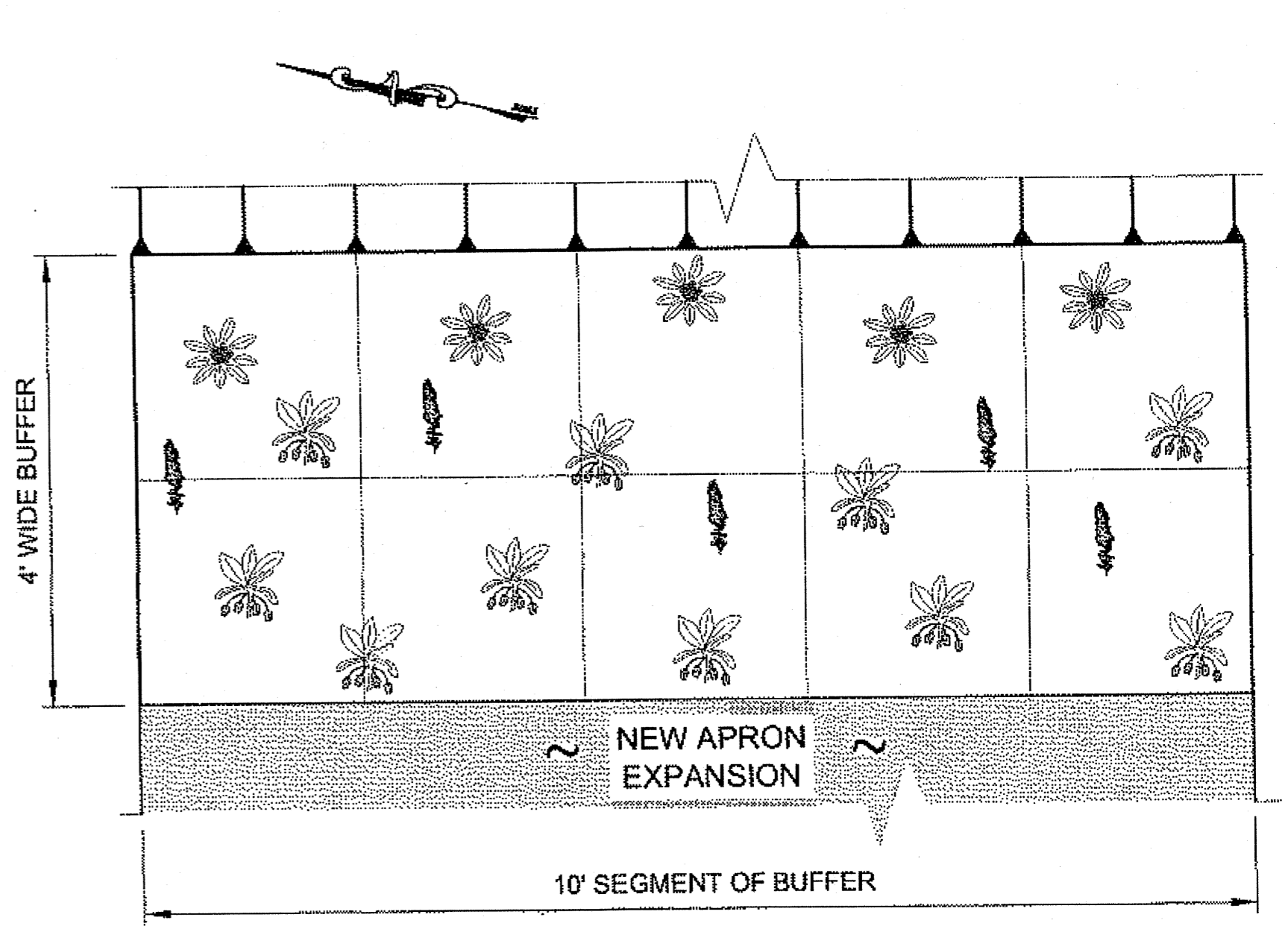
UNNAMED CREEK SECTION A

UNNAMED CREEK FISH ALCOVE SECTION B

APRON EXPANSION BUFFER SECTION C



FISH ALCOVE PLAN VIEW



BUFFER PLANTING DETAIL

- GENERAL ALCOVE NOTES:**
- EXCAVATE SIDE WALLS AS VERTICAL AS MATERIAL WILL SELF-STAND.
 - DO NOT TEAR. PRECUT VEGETATION AS DIRECTED TO AVOID TEARING.
 - OPERATION OF HEAVY EQUIPMENT IN WETLANDS ON MATS ONLY.

SHRUB LEGEND/10' SEGMENT

	SPIRAEA DOUGLASII	5 EA
	MENZIESIA FERRUGINEA	10 EA
	LEDUM GLANDULOSUM	5 EA

- BUFFER NOTES:**
- SHRUBS SHALL BE PLANTED AS DETAILED. THE DETAIL REPRESENTS A 10' SEGMENT AND REPEATS THROUGHOUT THE 620' LENGTH.

FISH ALCOVE CENTERLINE CONTROL TABLE

DESC.	STATION "D"	CURVE DATA				TANGENT		NORTHING	EASTING
		DELTA	RADIUS	LENGTH	TANGENT	BEARING	LENGTH		
BEGIN	15+25.00					S 13° 29' 38" E	13.40	200236.856	100435.034
PC	15+38.16	12° 52' 48"	20.00	4.50	2.26			200222.826	100438.161
PCC	15+42.65	39° 53' 49"	20.00	13.93	7.26			200218.609	100439.690
PRC	15+56.58	85° 59' 26"	20.00	30.02	18.65			200209.184	100449.560
PT	15+86.60					S 19° 43' 12" W	4.01	200184.126	100460.339
PC	15+90.61	60° 04' 35"	20.00	20.97	11.56			200180.348	100458.984
PT	16+11.58					S 40° 21' 22" E	6.14	200180.649	100462.571
PC	16+17.72	55° 05' 08"	20.00	19.23	10.43			200155.973	100468.544
PT	16+36.94					S 14° 43' 45" W	28.41	200137.937	100470.646
END	16+65.35							200110.463	100463.423

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE: *[Signature]* Date: 7/31/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE

DESIGNED BY: L. SEIFERT
 DRAWN BY: R. GRANTHAM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

HOONAH AIRPORT RUNWAY EXTENSION

PLAN VIEW BUFFER & FISH ALCOVE DETAILS

PATH: Q:\HNN\68303\PLANS\ET168303_F1-F5_G7-G8_P&P.DWG
 TAB: G7 Thursday, June 28, 2012 2:47:06 PM GRANTHAM, RICK L (DOT)

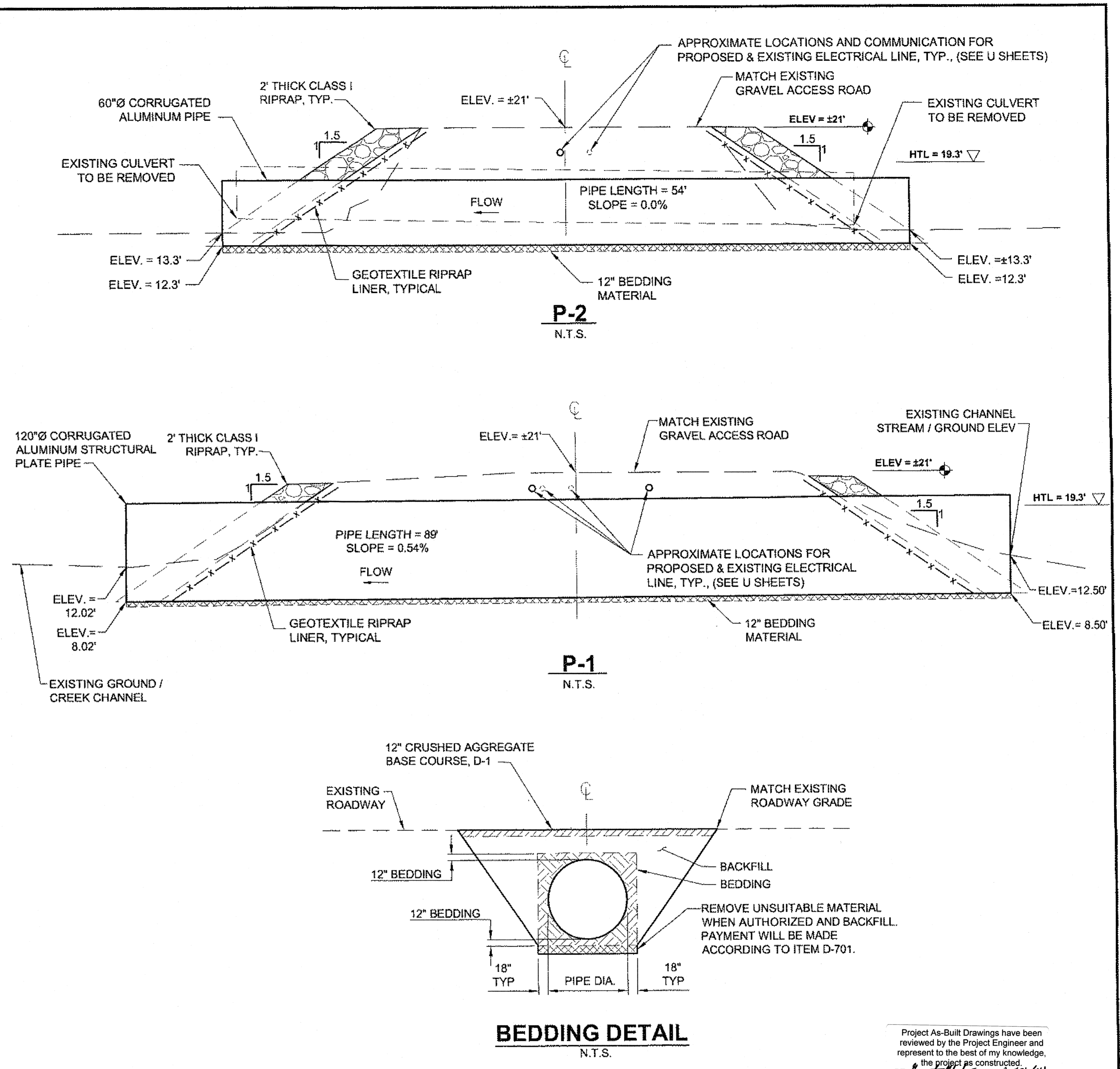
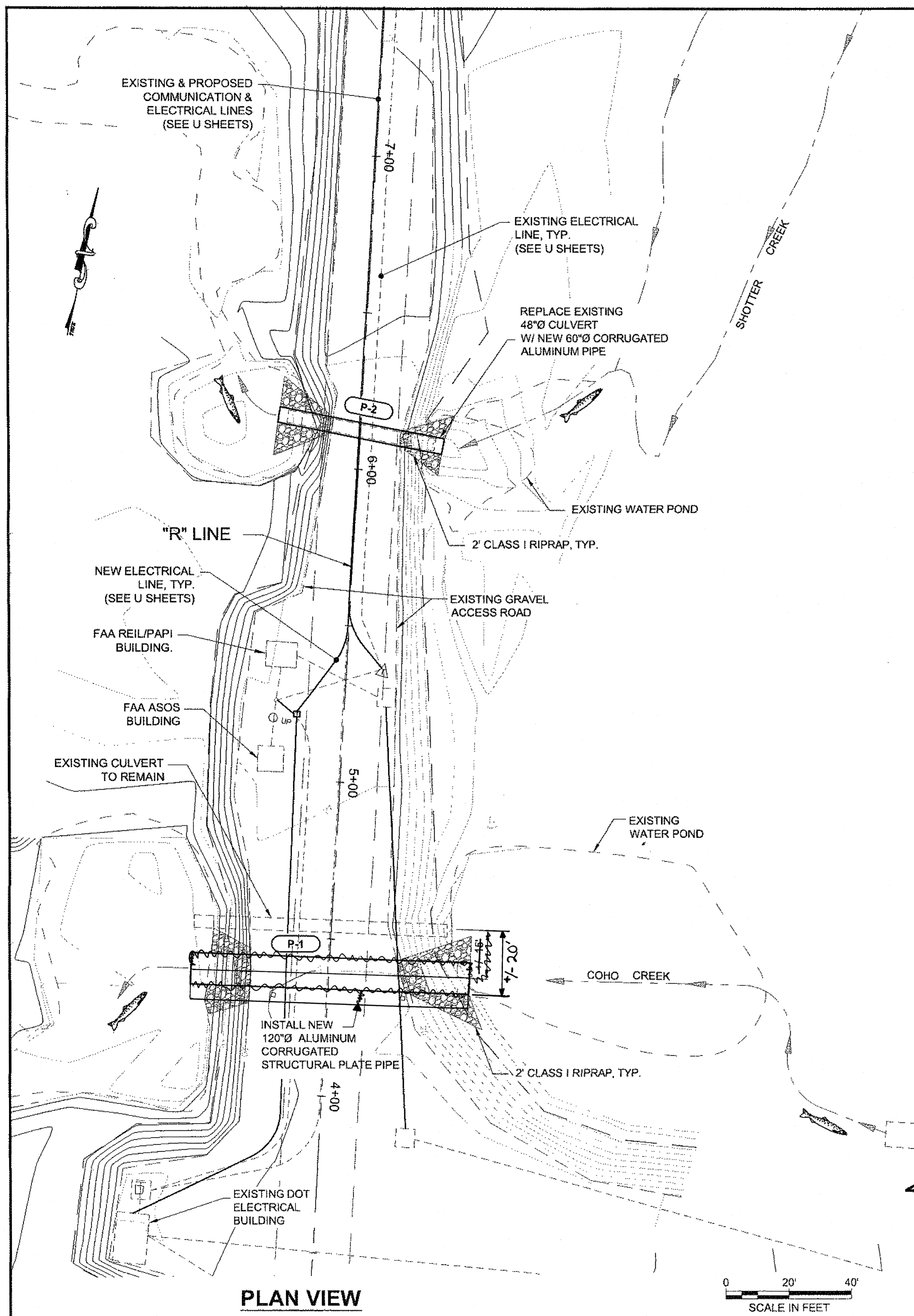
NO.	DATE	DESCRIPTION

PROJECT DESIGNATION: **AIP No. 3-02-0125-005-2012**

YEAR: **2012**

SHEET NO.: **G7**

TOTAL SHEETS: **48**



- NOTES:**
- COORDINATE WITH BOTH UTILITIES AND ELECTRICAL CONTRACTOR PRIOR TO EXCAVATION.
 - SUBMIT CULVERT INSTALLATION PLANS TO PROJECT ENGINEER FOR APPROVAL AT LEAST 14 DAYS PRIOR TO INSTALLATION.
 - SEE "T" SHEETS FOR EROSION & SEDIMENT CONTROL PLAN.
 - SEE SHEET D1 CULVERT SUMMARY TABLE.
 - DURING CULVERT INSTALLATION, TRAP & RELOCATE FISH.
 - PUSH CLEAN MATERIAL INTO ENDS OF PIPE & TAPER TO BOTTOM OF CULVERT.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Paul Duff Date 1/31/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

HOONAH AIRPORT RUNWAY EXTENSION

CULVERT PLAN & PROFILE/DETAIL

DESIGNED BY: L. SEIFERT
 DRAWN BY: R. GRANTHAM

STATE OF ALASKA
 49th
 M. VAN ALSTINE
 CE-11802
 PROFESSIONAL ENGINEER

GRANTHAM, RICK L. (DOT)

PATH: Q:\HNH\68303\PLANSET\68303_F1-F5_G7-G8_P&P.DWG
 TAB: G8 Thursday, June 28, 2012 9:07:13 AM

NO.	DATE	REVISIONS DESCRIPTION	PROJECT DESIGNATION AIP No.	YEAR	SHEET NO.	TOTAL SHEETS
			3-02-0125-005-2012	2012	G8	48

SURCHARGE NOTES:

GENERAL (APPLIES TO RUNWAY, AND APRON EXPANSION)

- HAND CLEAR BUT DO NOT GRUB UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER.
- IN AREAS WHERE GEOTEXTILE SEPARATION AND REINFORCEMENT ARE USED REMOVE THE CLEARING SLASH PRIOR TO PLACING THE FABRIC.
- LAY REINFORCING GEOTEXTILE IN AREAS OF WEAK ORGANIC MATERIAL, THICK PEAT OR SOFT CLAYEY SUBSOILS.
- PLACE THE INITIAL 3' LIFT USING SOFT GROUND EMBANKMENT PLACEMENT PROCEDURES.
- PLACE REMAINING EMBANKMENT IN 1 FT. LIFTS AND COMPACT USING MOISTURE DENSITY CONTROL OR SHOT ROCK PLACEMENT AND COMPACTION PROCEDURES.
- MONITOR EMBANKMENT FOR SIGNS OF FAILURE OR EXCESSIVE RATE OF SUBSIDENCE DURING PLACEMENT OF EACH LIFT.
- IF ANY OF THE FOLLOWING INDICATIONS OF EMBANKMENT FAILURE ARE NOTED SUSPEND FILL OPERATIONS UNTIL PORE WATER PRESSURE HAS DISSIPATED (1 TO 7 DAYS) DEPENDING ON FIELD EVALUATION BY PROJECT ENGINEER OR DEPARTMENT ENGINEERING GEOLOGIST:
 - CRACKS FORMING ON THE SURFACE OF THE FILL
 - EXCESSIVE BULGING OF NATIVE SOIL AT THE TOE OF THE SLOPE
 - DEPRESSIONS FORMING IN THE FILL SURFACE
 - EXCESSIVE WATER PUMPING THROUGH FILL MATERIAL DURING COMPACTION.

RUNWAY EXTENSION:

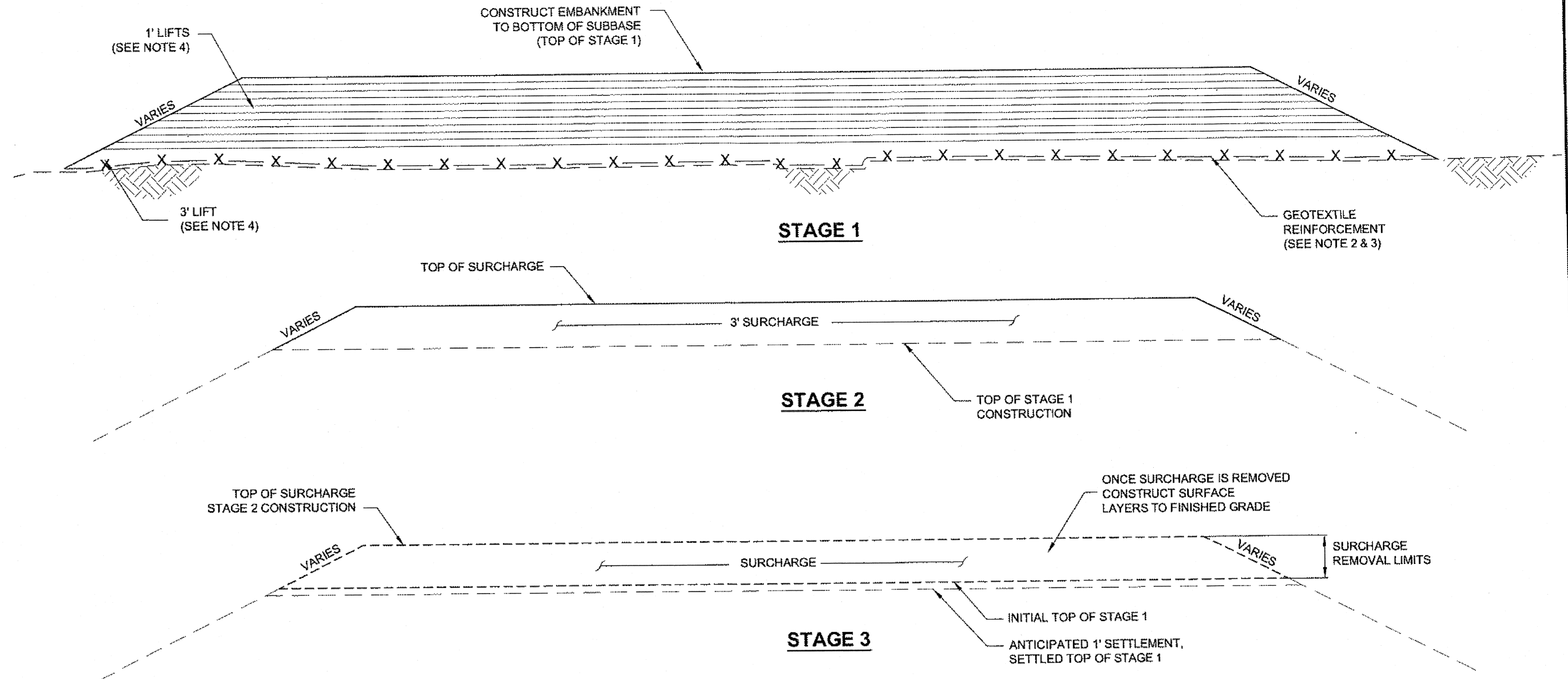
- PLACE 3' DEEP SURCHARGE ON THE EMBANKMENT STA. 33+00 TO 34+00 AND LEAVE IT IN PLACE FOR A MINIMUM OF 3 MONTHS. THIS IS TO ALLOW FOR LONGER TERM SETTLEMENT TO OCCUR IN THE AREAS THAT WILL BECOME PAVED RUNWAY.
- REMOVE SURCHARGE AS REQUIRED TO CONSTRUCT SURFACE LAYERS TO FINISHED GRADE.
- USE REMOVED SURCHARGE MATERIAL TO FINISH CONSTRUCTING THE RSA EMBANKMENT. INSTALL RSA EMBANKMENT ANTICIPATING 1 FT. OF SETTLEMENT IN THE RUNWAY SURCHARGE. IF SETTLEMENT IS LESS THAN 1 FT., REMOVE EXCESS SURCHARGE TO THE UNPAVED APRON EXPANSION AREA.

APRON EXPANSION PAVED AREA:

- PLACE 3' DEEP SURCHARGE ON THE EMBANKMENT AND LEAVE IT IN PLACE FOR A MINIMUM OF 3 MONTHS.
- ANTICIPATE 1' OF SETTLEMENT.
- REMOVE SURCHARGE AS REQUIRED TO CONSTRUCT SURFACE LAYERS TO FINISHED GRADE.

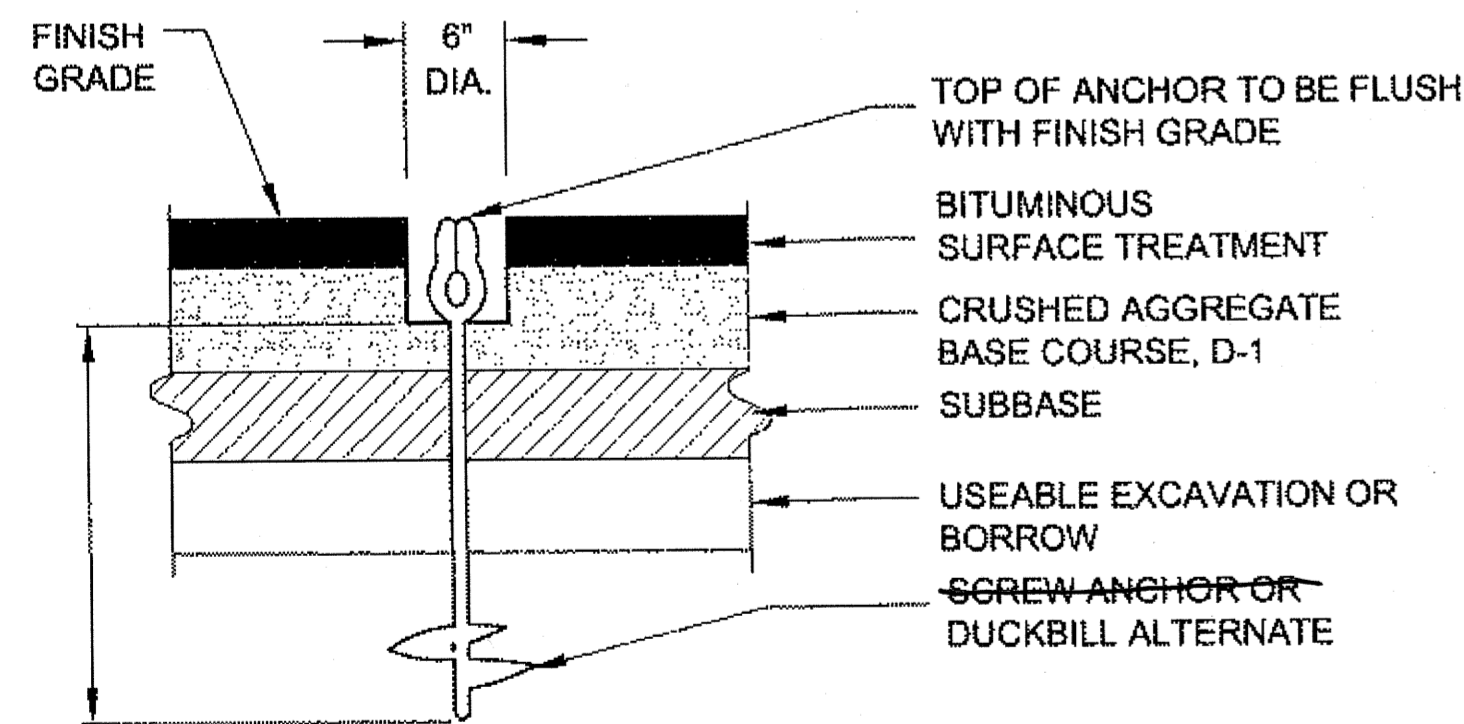
APRON EXPANSION UNPAVED AREA:

- SURCHARGE THAT IS REMOVED FROM APRON EXPANSION PAVED AREA, SHALL BE USED TO CONSTRUCT THE EMBANKMENT OF THE UNPAVED AREA.



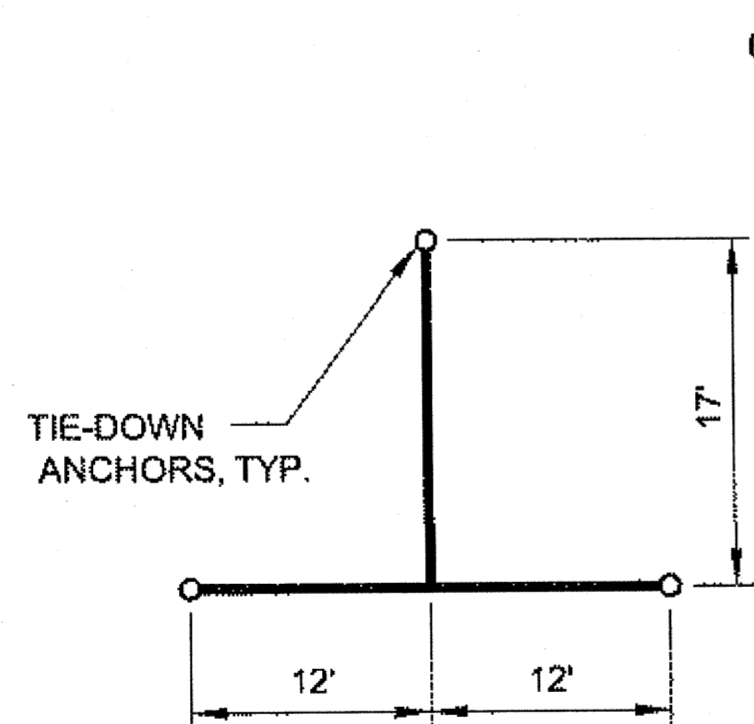
CONSTRUCTION SEQUENCE FOR RUNWAY, APRON EXPANSION

NTS



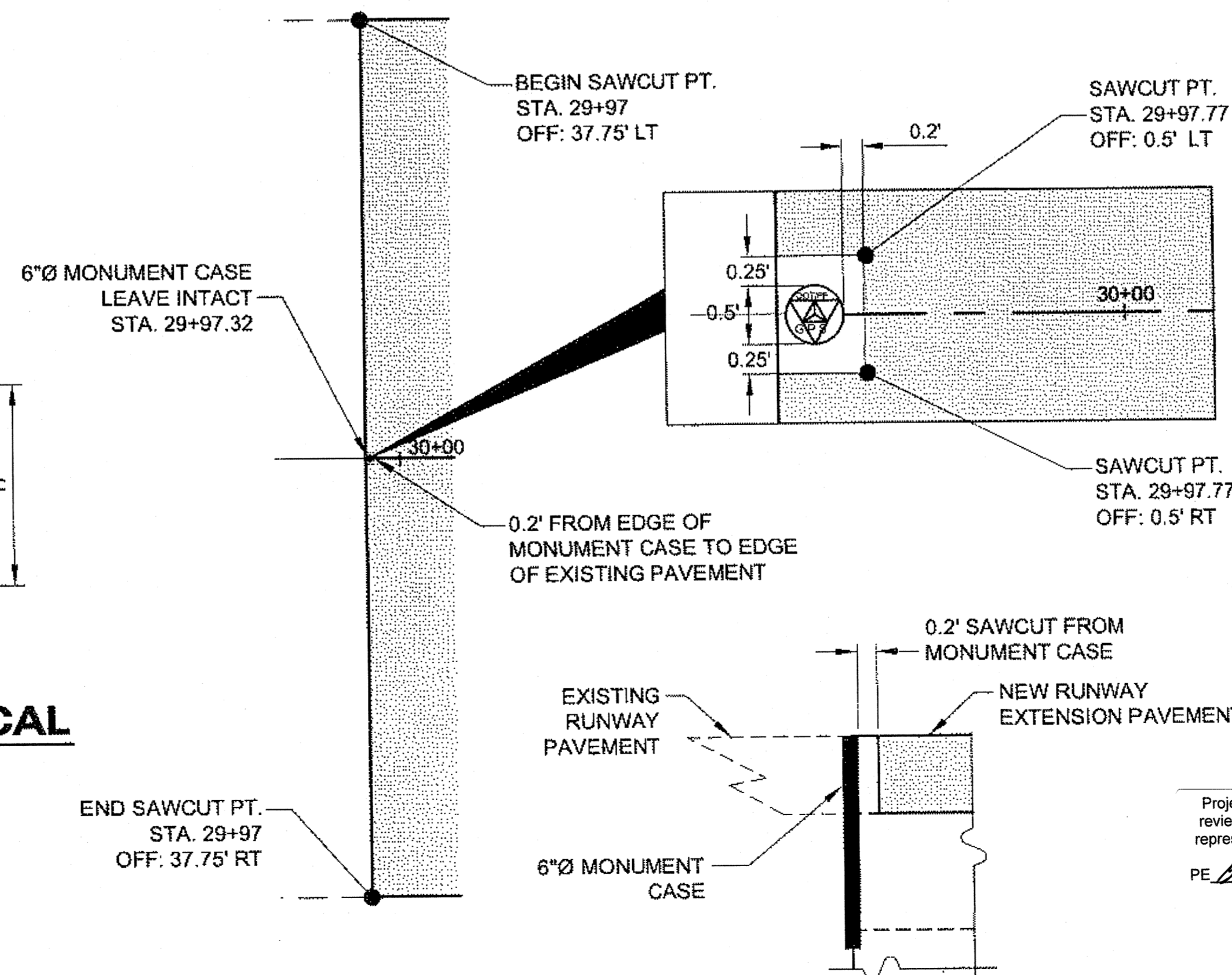
TIE-DOWN ANCHOR TYPICAL SECTION

NTS



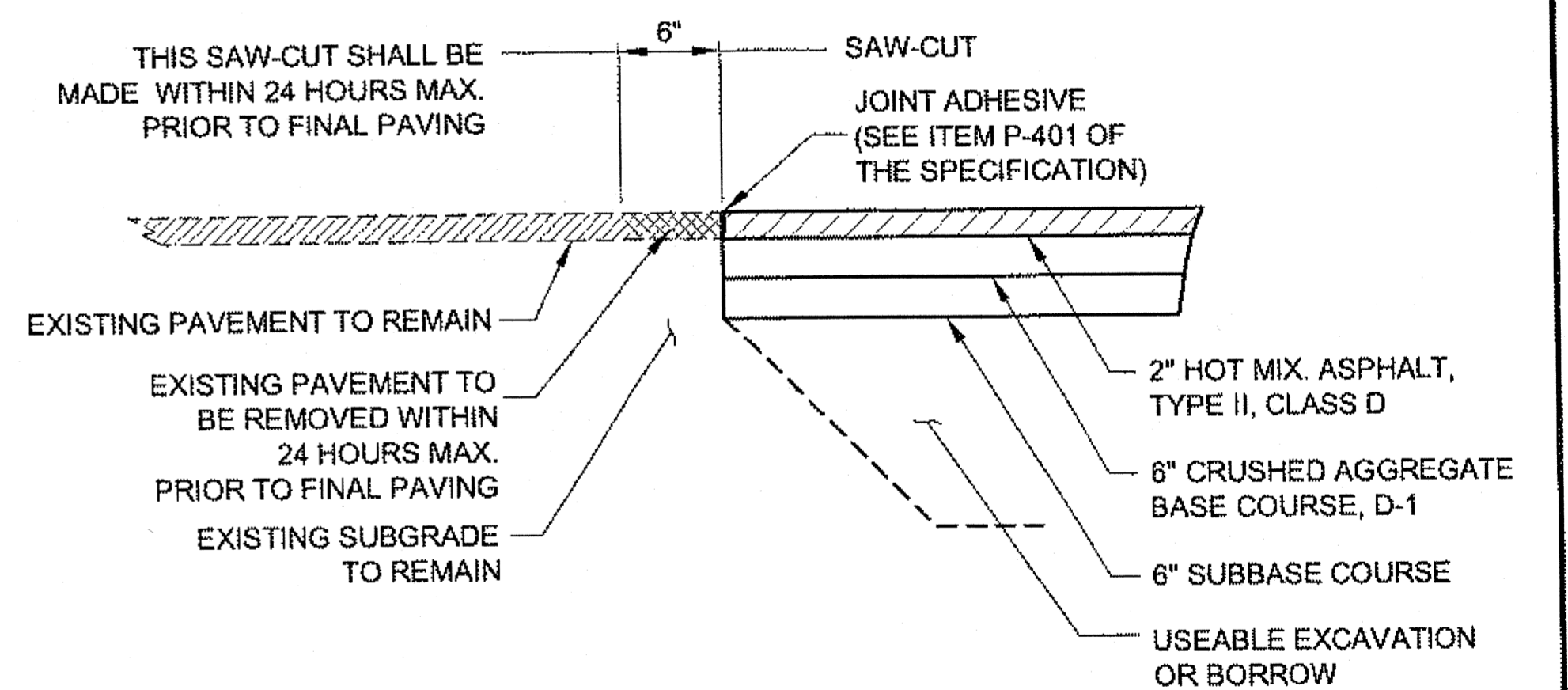
TIE-DOWN TYPICAL

NTS



RUNWAY END SAWCUT DETAIL

NTS



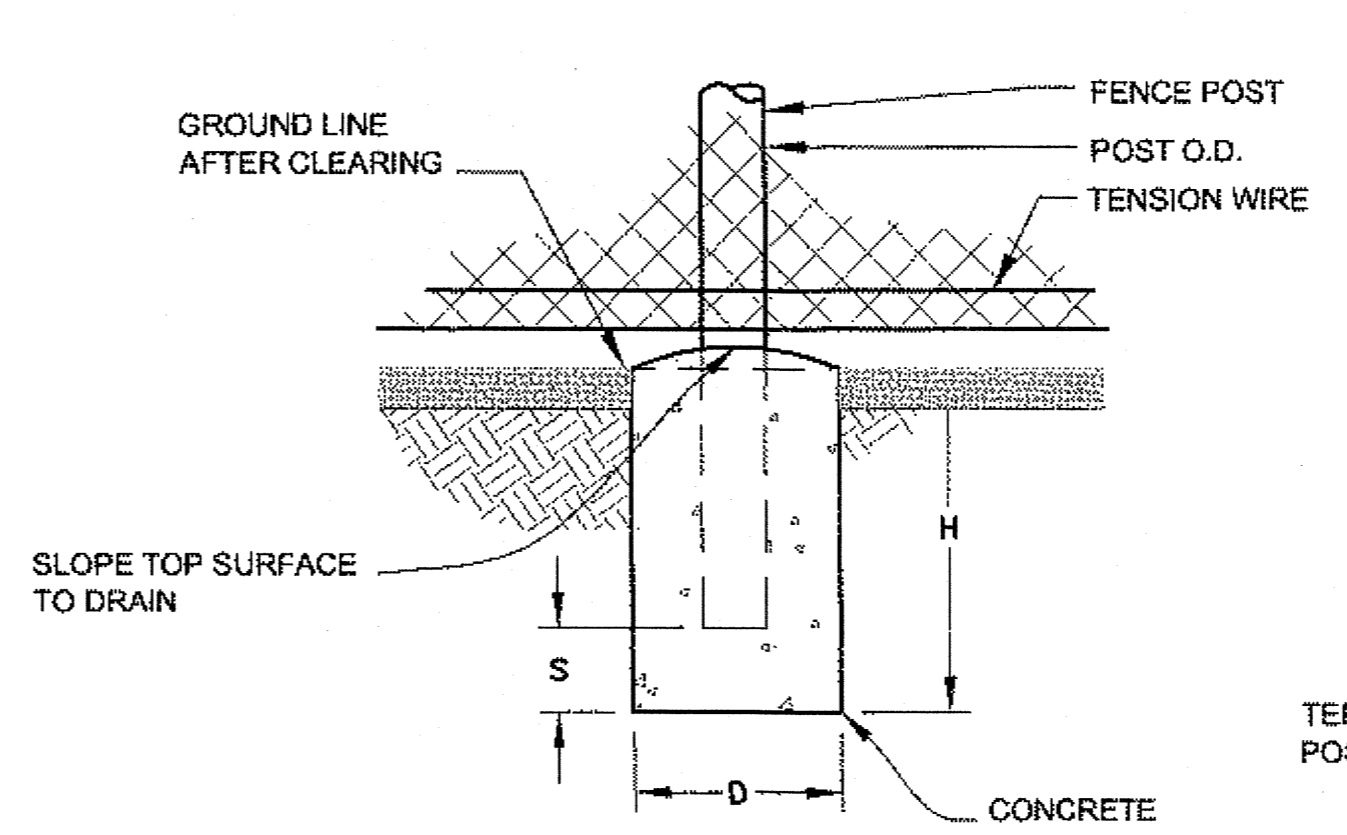
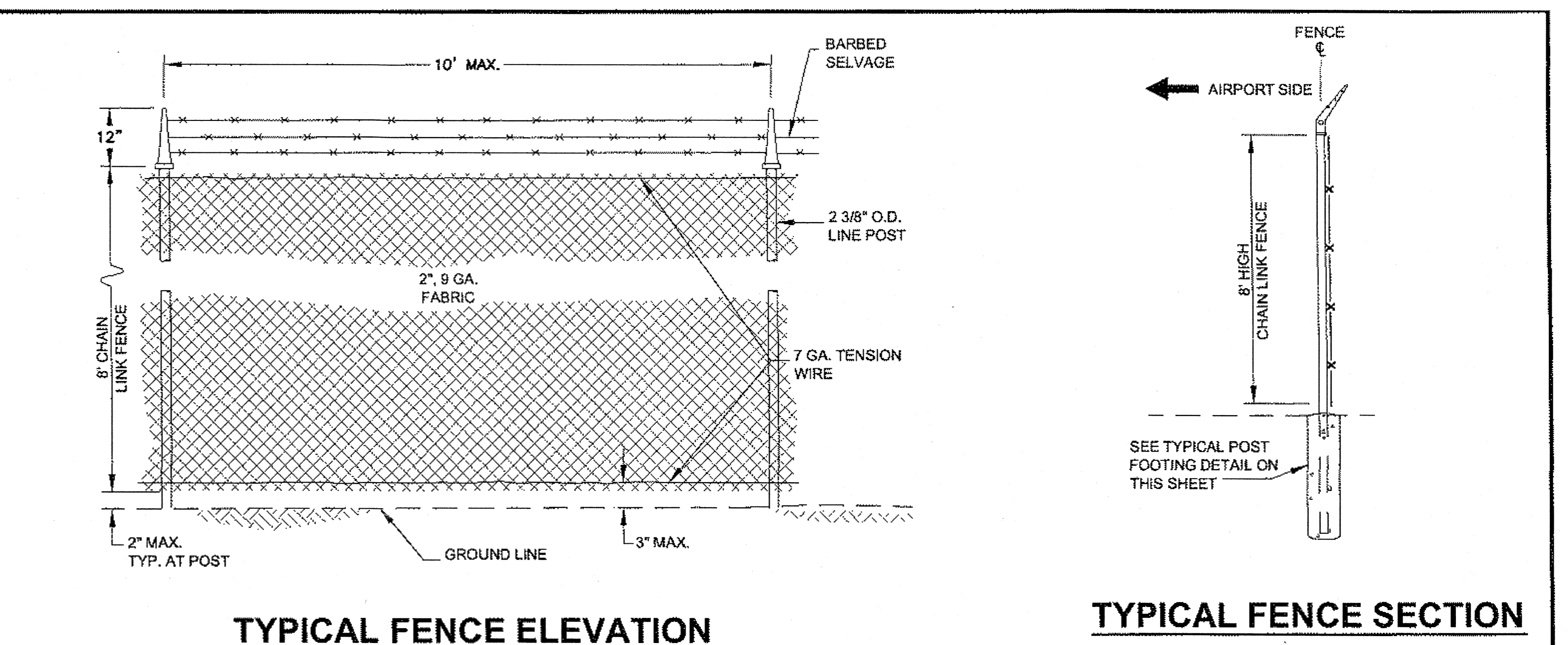
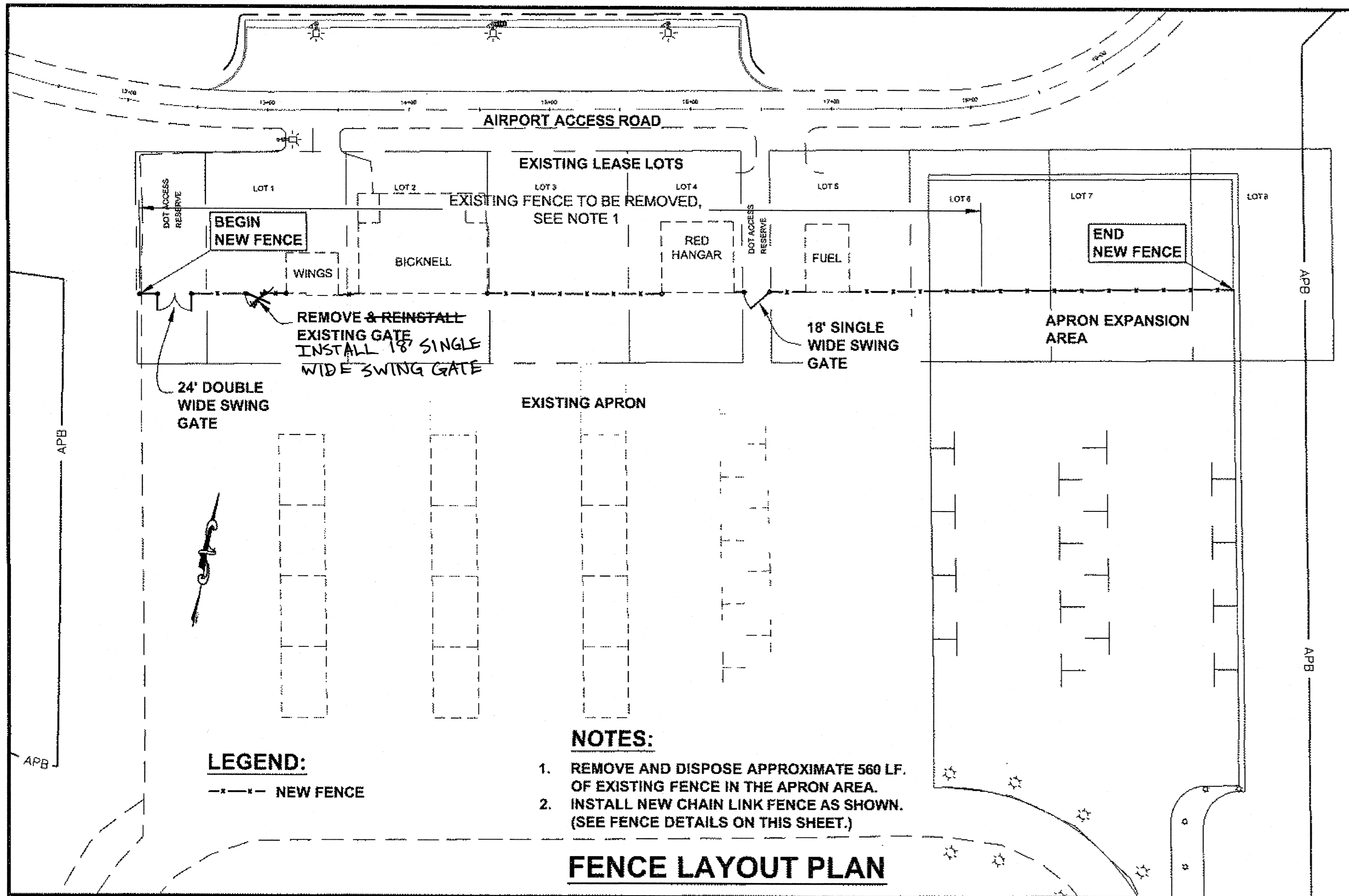
PAVEMENT MATCH JOINT DETAIL

NTS

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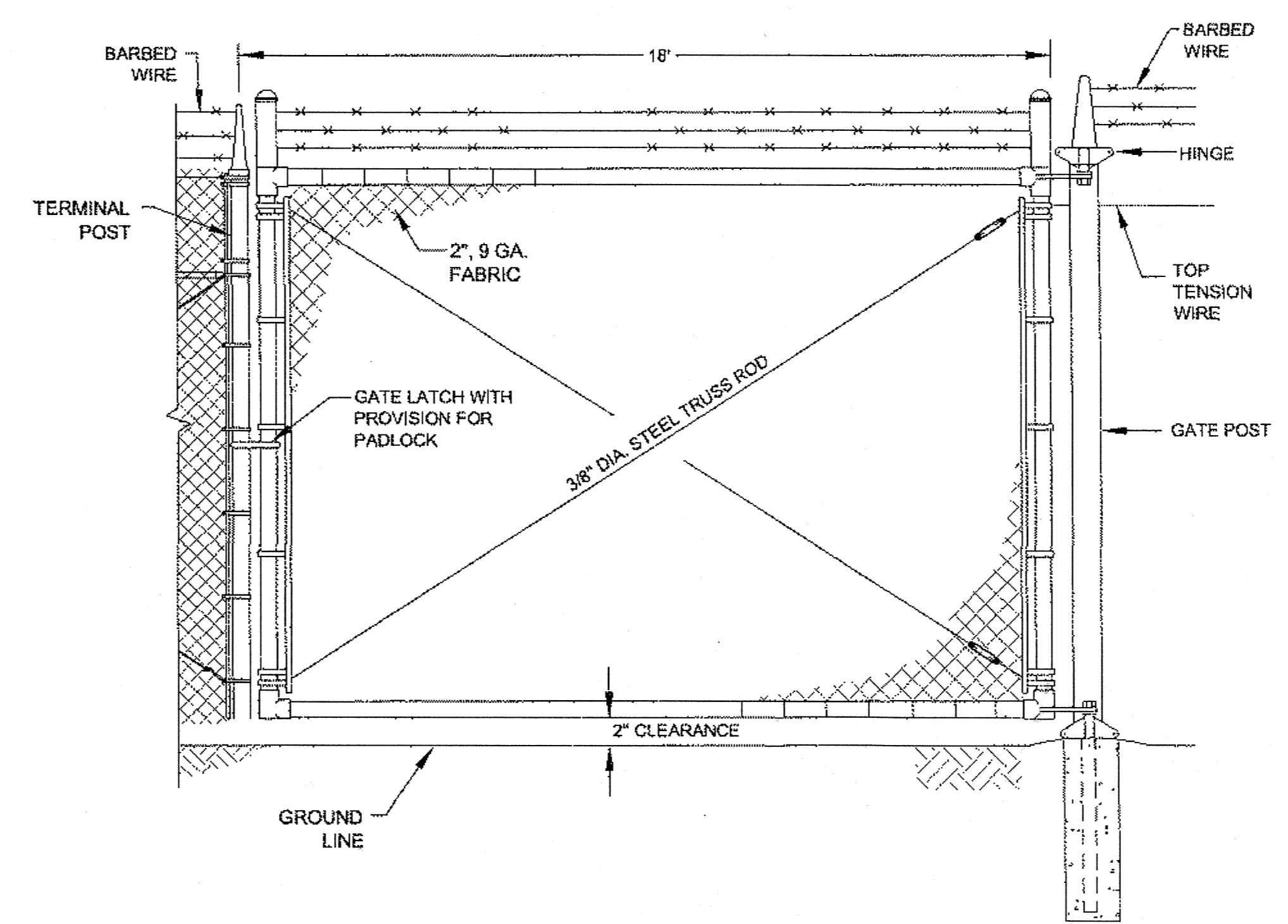
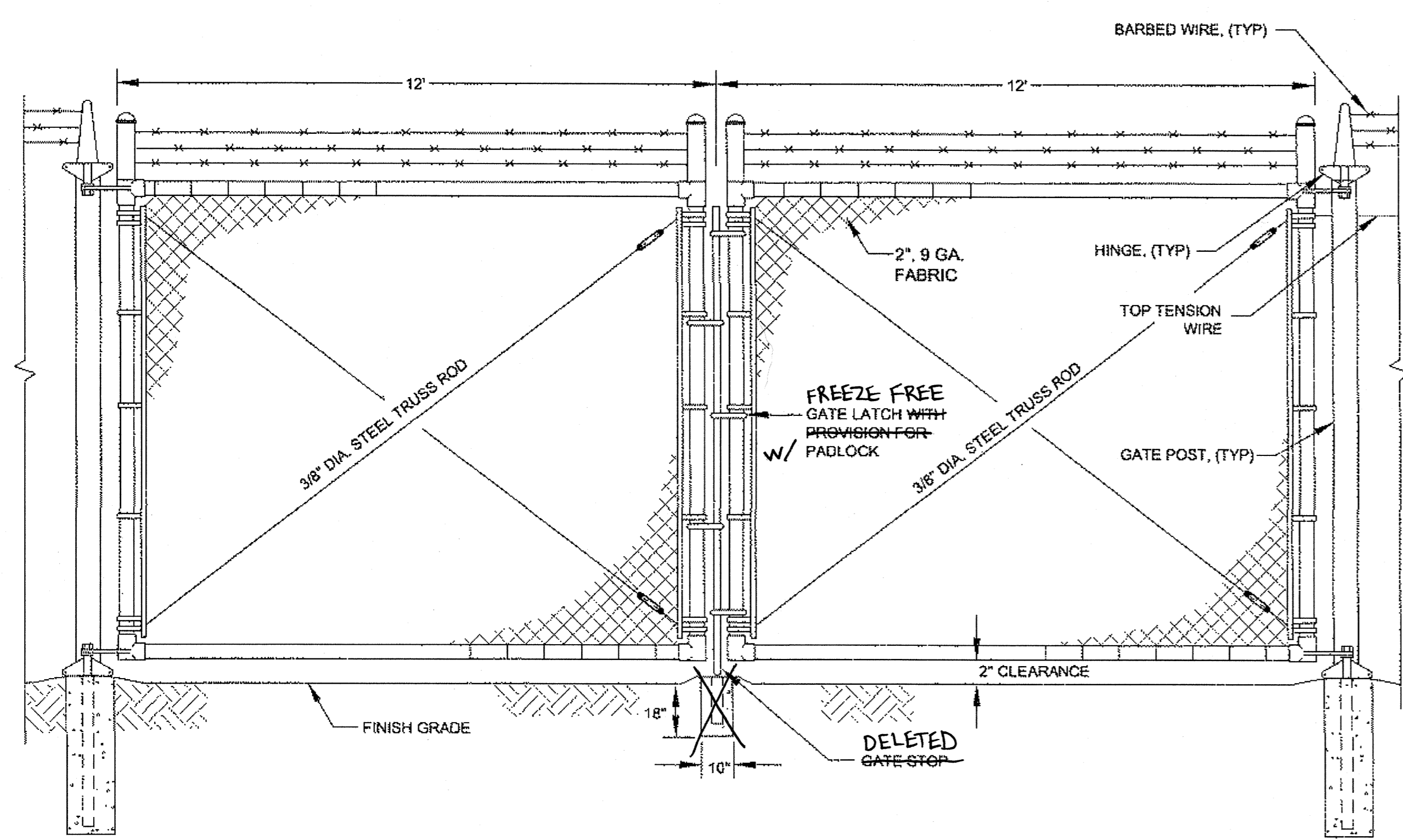
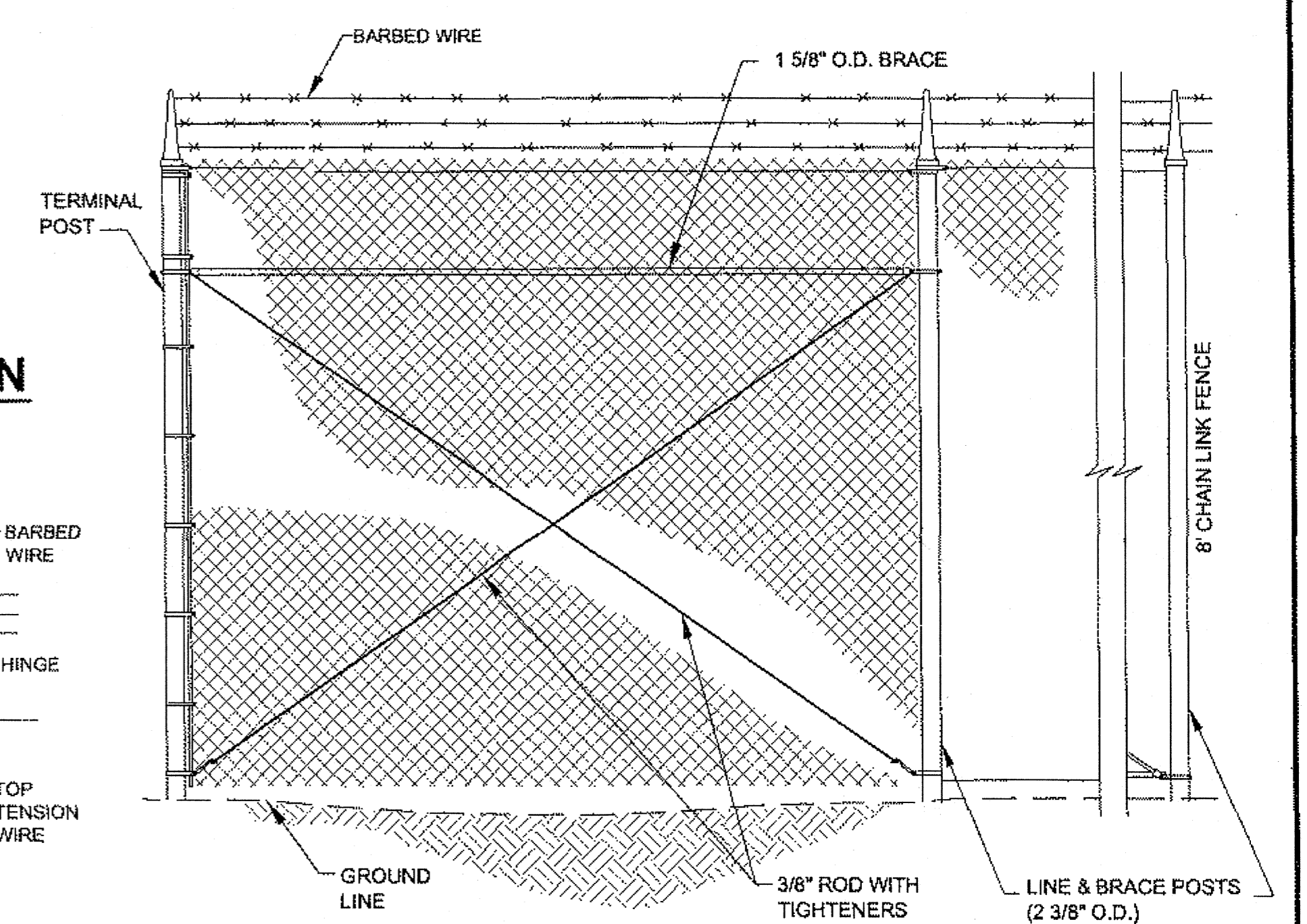
CHECKED BY: M. VAN ALSTINE		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION				
DESIGNED BY: L. SEIFERT						
DRAWN BY: R. GRANTHAM						
PATH: Q:\HNH\68303\PLANSET\68303_A5-A7-G9_SAFETY PLAN.DWG		HOONAH AIRPORT RUNWAY EXTENSION MISCELLANEOUS DETAILS				
TAB: G9 Friday, June 29, 2012 9:32:43 AM GRANTHAM, RICK L (DOT)						
NO.	DATE	DESCRIPTION	PROJECT DESIGNATION AIP No.	YEAR	SHEET NO.	TOTAL SHEETS
			3-02-0125-005-2012	2012	G9	48

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *[Signature]* Date 1/31/14



FOOTING DIMENSIONS

	POST OUTSIDE DIAMETER	D	H	S
LINE POST	2 3/8"	12"	38"	2"
PULL POST, CORNER POST	2 7/8"	20"	38"	2"
GATE POST	6 5/8"	20"	60"	6"



TYPICAL TERMINAL POST

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 SOUTHEAST REGION

HOONAH AIRPORT RUNWAY EXTENSION

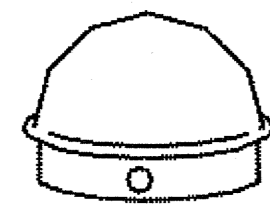
FENCING DETAILS

DESIGNED BY: L. SEIFERT
 DRAWN BY: R. GRANTHAM

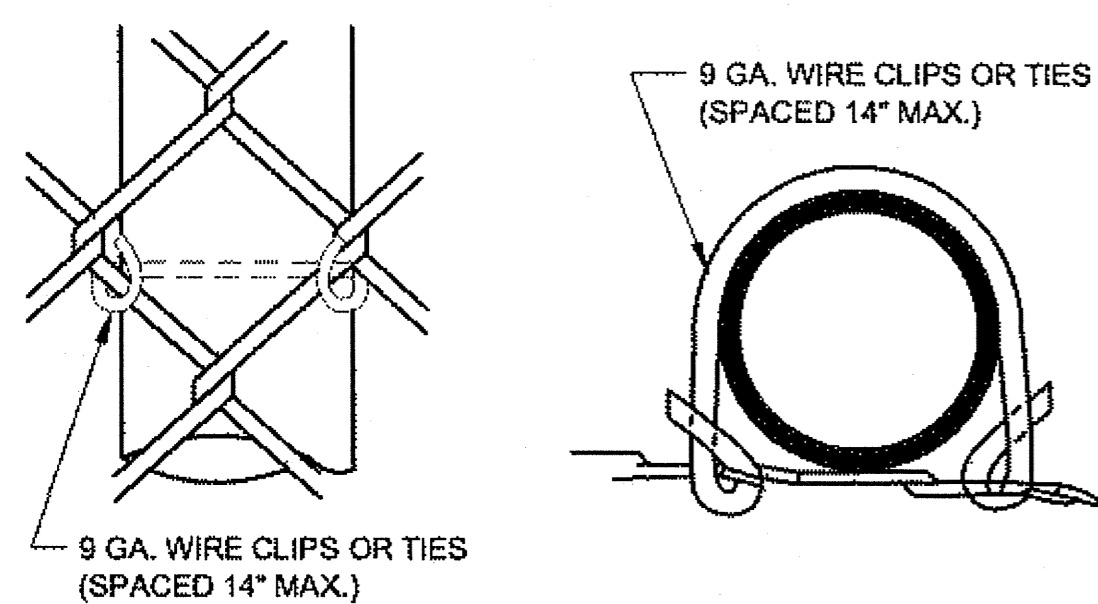
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 TAB: G10 Friday, June 29, 2012 9:41:03 AM GRANTHAM, RICK L. (DOT)

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/21/14

REVISIONS			PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	YEAR 2012	SHEET NO. G10	TOTAL SHEETS 48
NO.	DATE	DESCRIPTION				



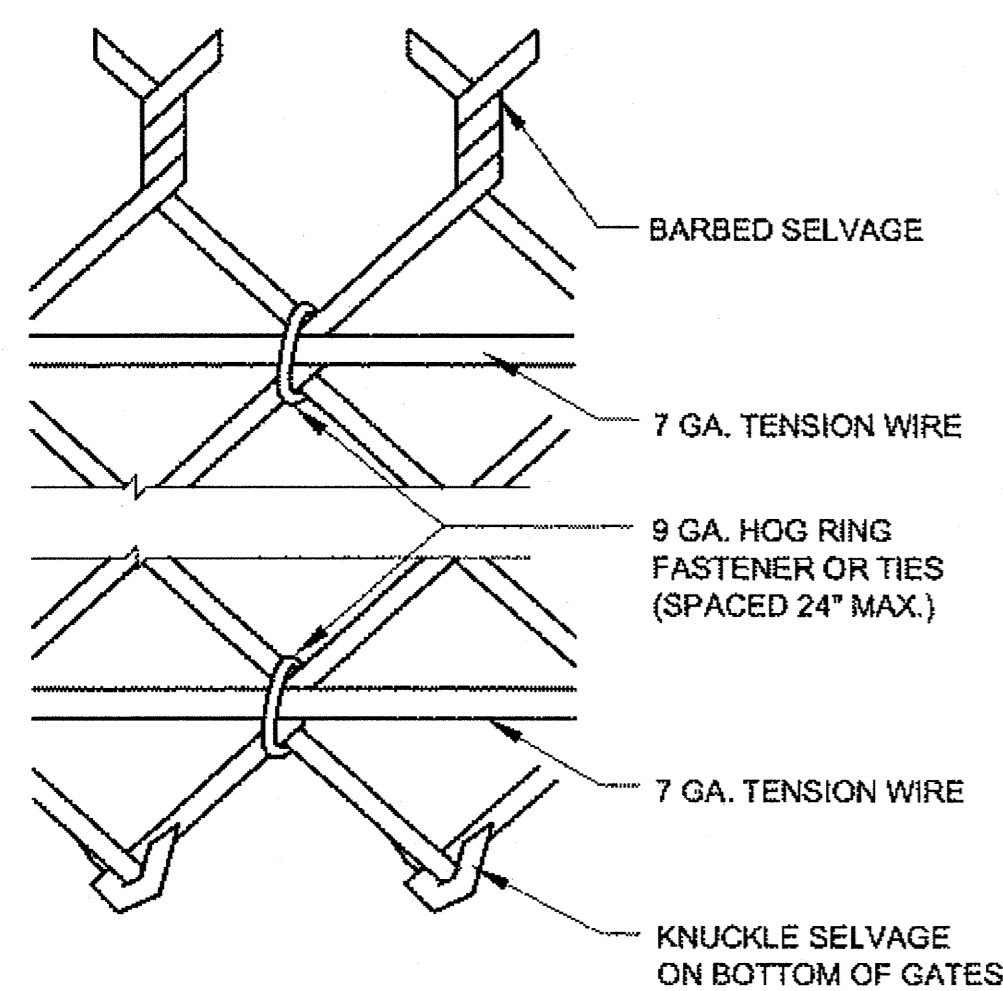
**ACORN OR DOME CAP
FOR GATE/TERMINAL POST**



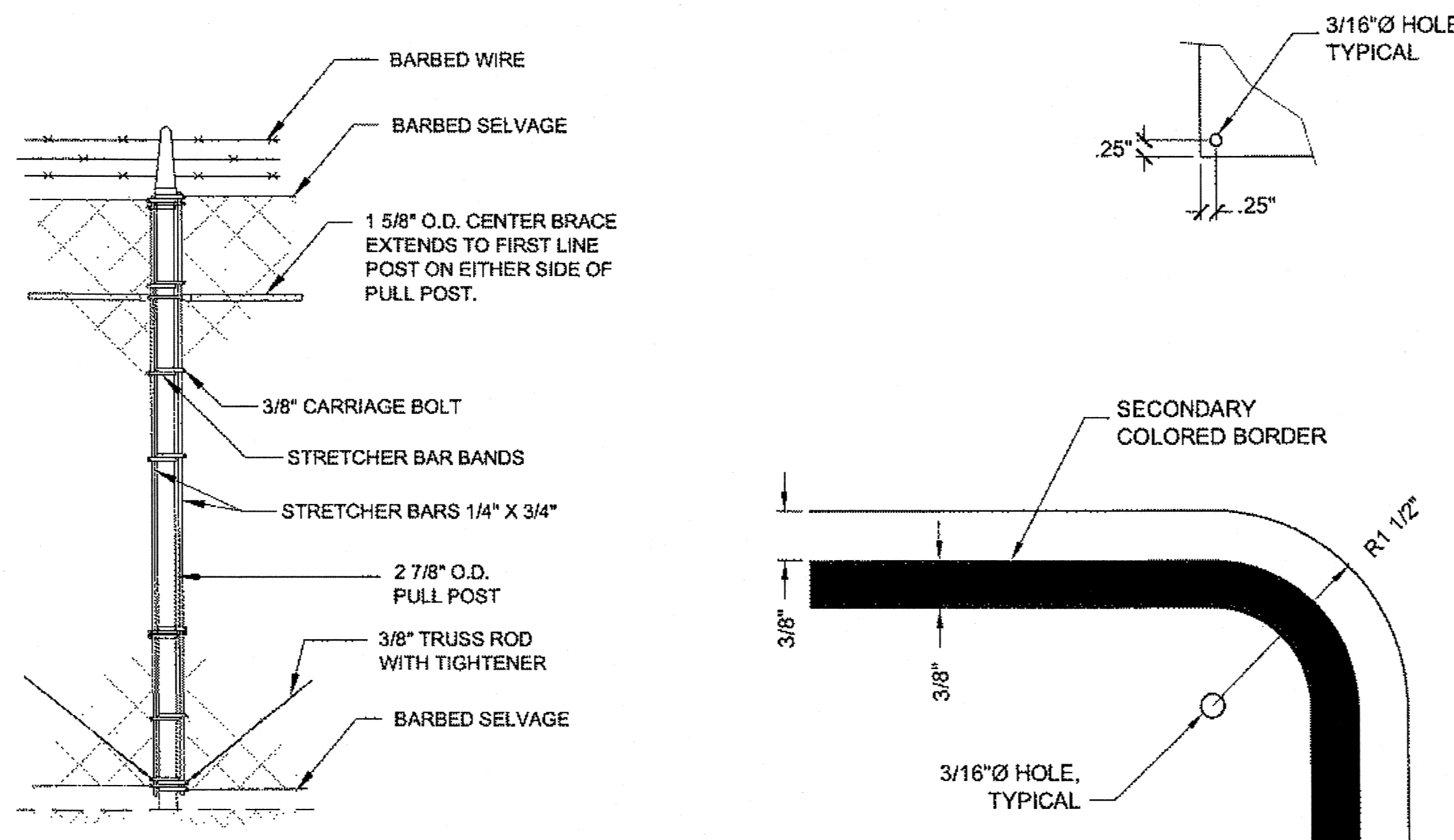
ELEVATION

PLAN

**TYPICAL CONNECTION
FABRIC TO LINE POSTS**

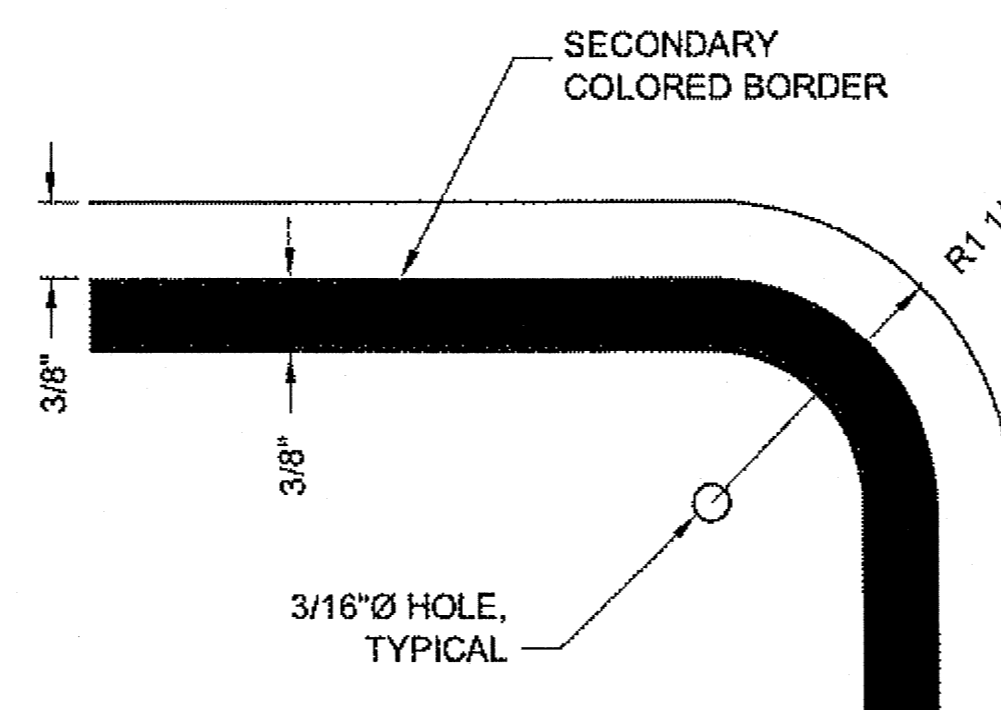


**TYPICAL METHOD OF TYING
FABRIC TO TENSION WIRE**

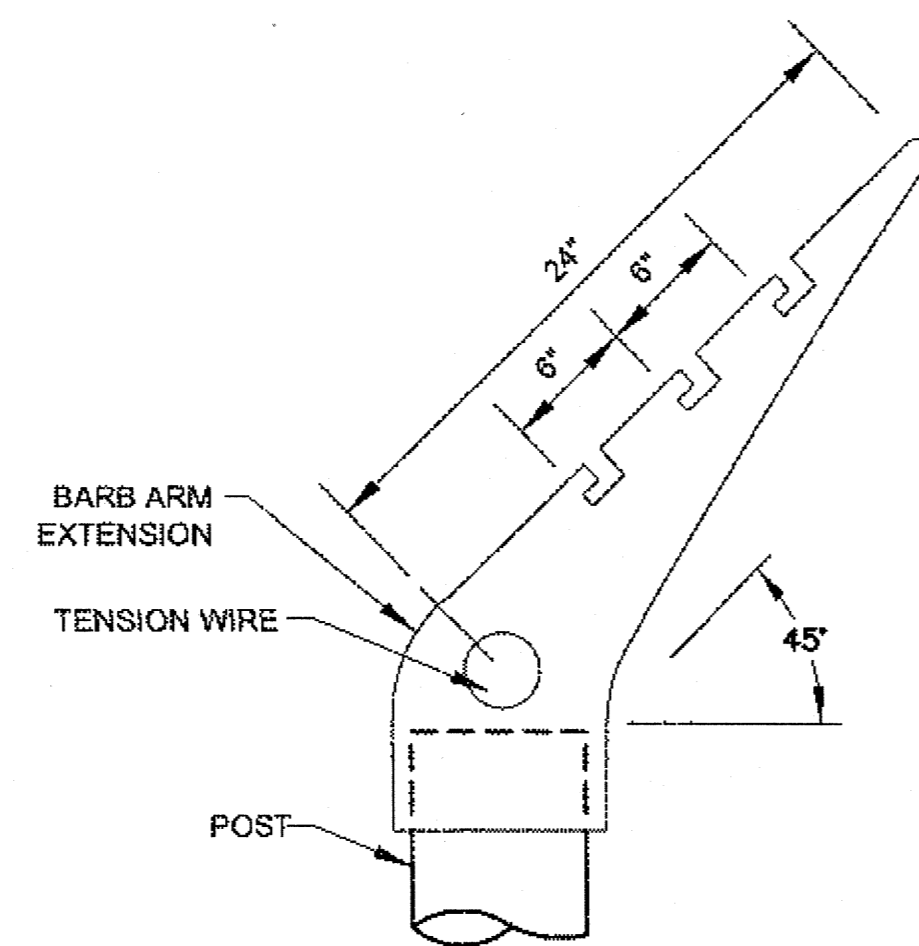


NOTE:
PULL POSTS SHALL BE SPACED AT 250' INTERVALS.

TYPICAL PULL POST DETAIL



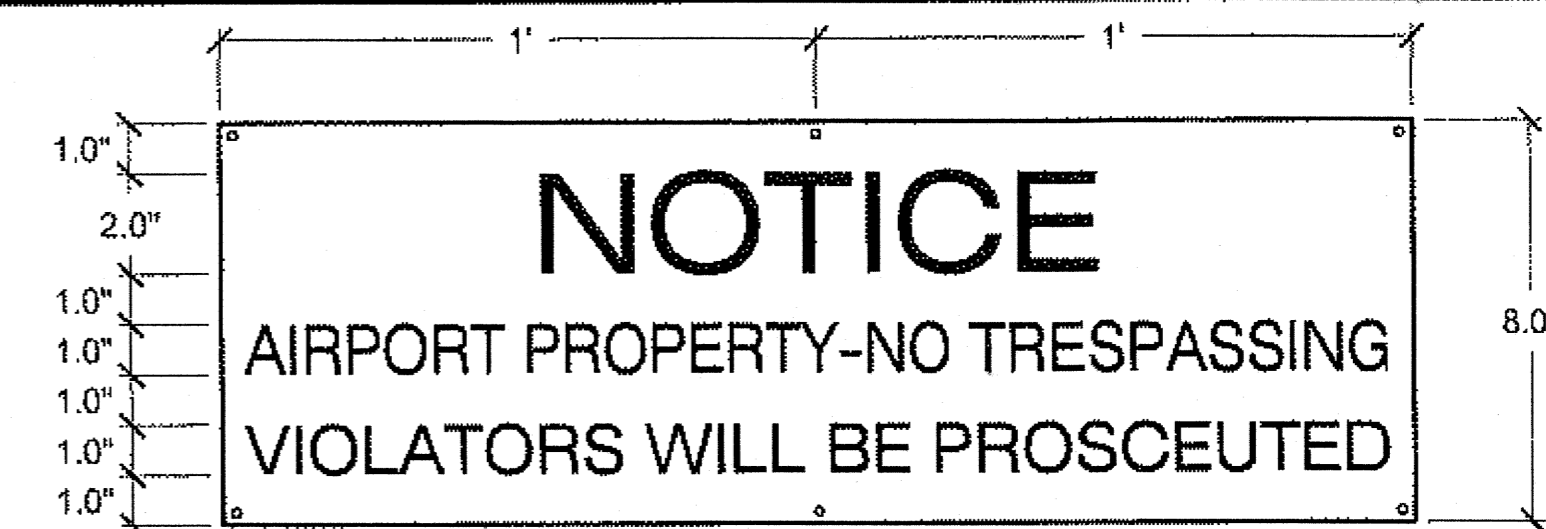
CORNER DETAILS



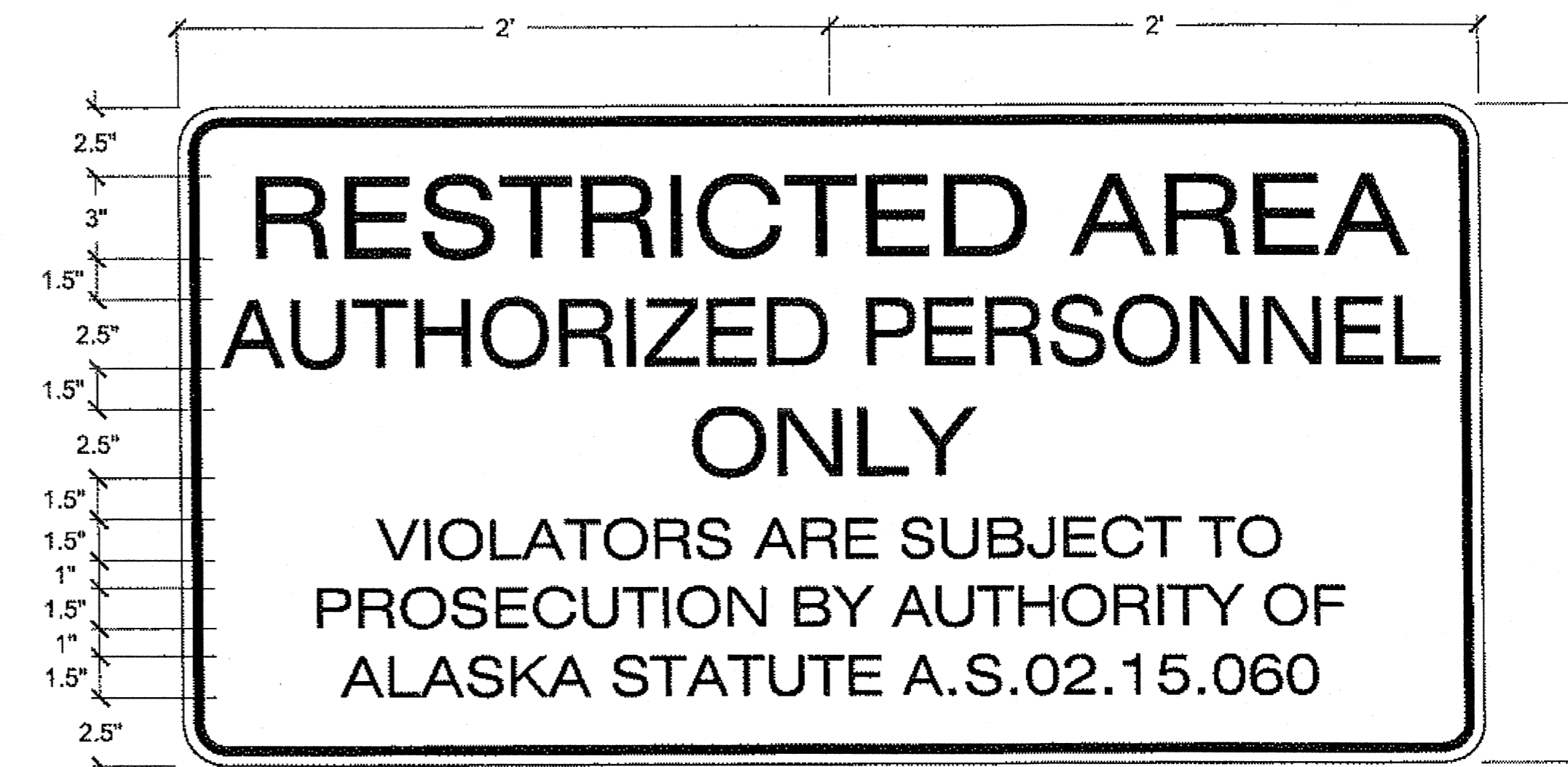
NOTE:
TYPICAL TOP FOR ALL LINE AND PULL POSTS.

**TYPICAL EYE-TOP
BARB-TOP EXTENSION**

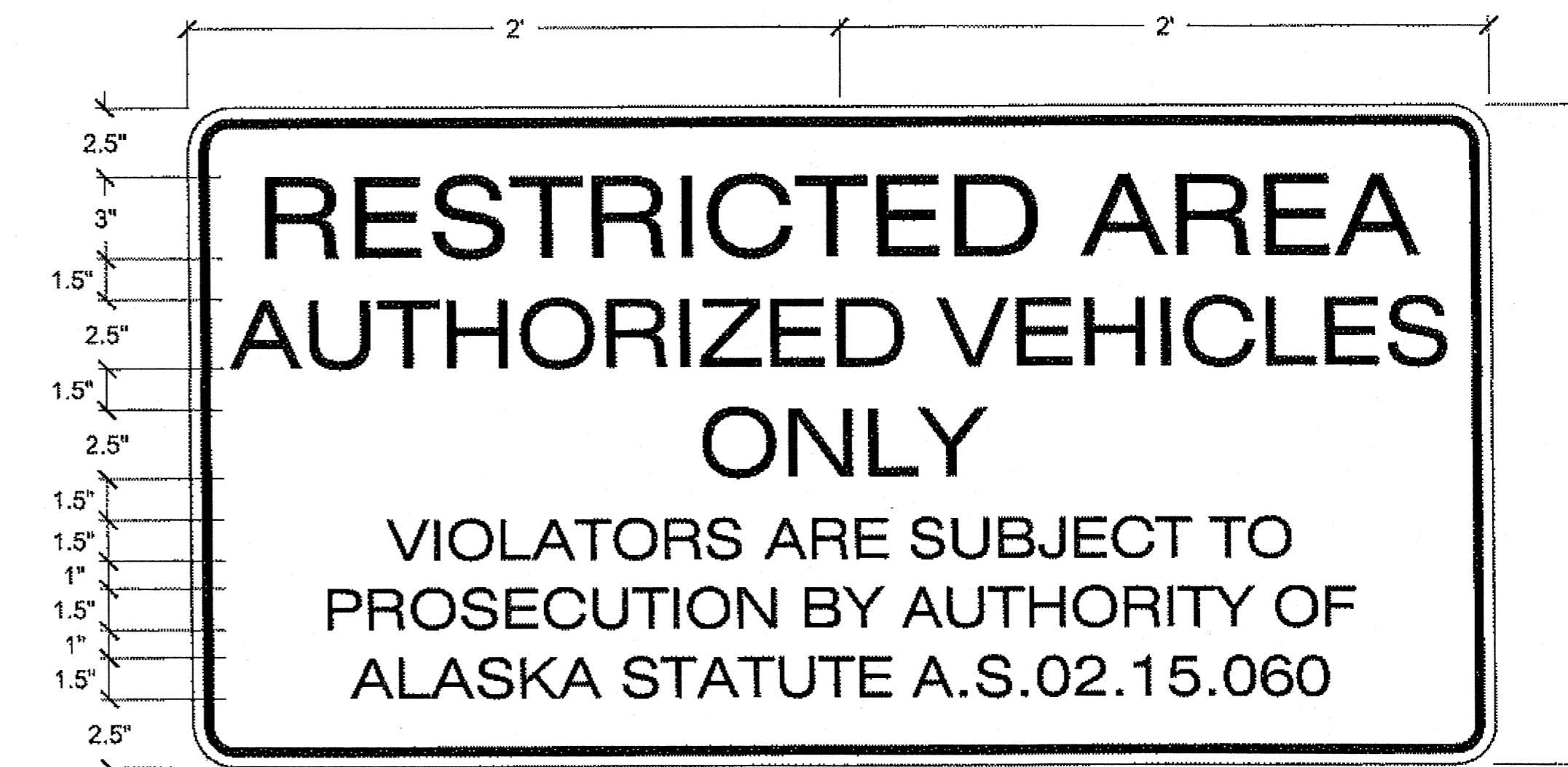
SIGN SUMMARY				
SIGN No.	SIGN	NUMBER	AREA SQ. FT.	LOCATION
1	BOUNDARY	1	1.33	LOCATED BY PROJECT ENGINEER & AIRPORT SAFETY AND SECURITY OFFICER
2	PERSONNEL	2	16	1 EVERY 200' ON PERIMETER FENCE
3	VEHICLES	2	16	2 EACH ON VEHICLE GATE
TOTALS		5	33.33	



**BOUNDARY SIGN
SIGN No. 1**



**PERSONNEL SIGN
SIGN No. 2**



**VEHICLE SIGN
SIGN No. 3**

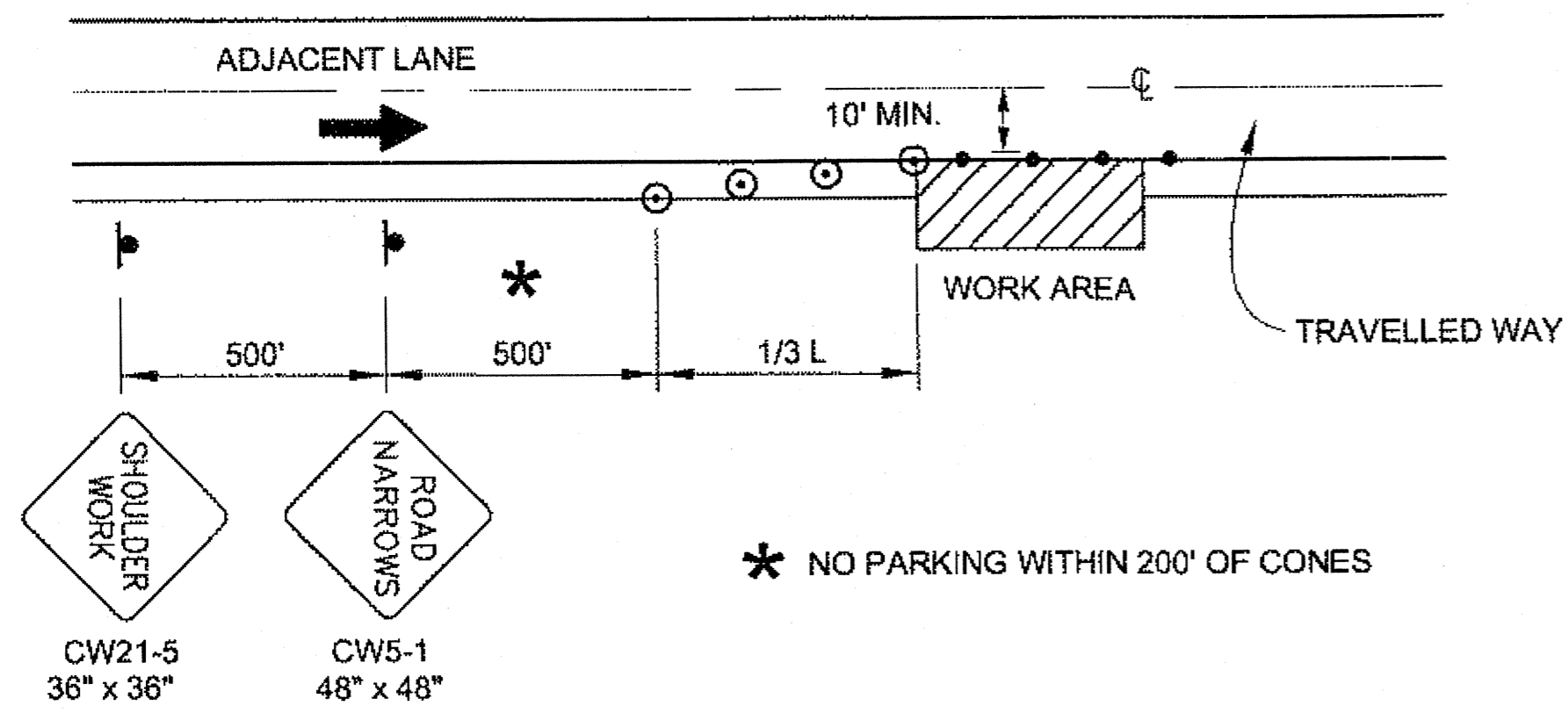
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

SIGN NOTES:

- RESTRICTED AREA SIGN PLATES SHALL HAVE RED REFLECTIVE SHEETING WITH WHITE LETTERING. THE INFORMATIONAL SIGNS SHALL HAVE YELLOW REFLECTIVE SHEETING WITH BLACK LETTERING AND STRIPING.
- SIGN PLATES SHALL BE PLACED ON THE FENCE OR GATES, EXCEPT AS NOTED UNDER 6' BELOW, 4' ABOVE GROUND. (MEASURED TO BOTTOM OF SIGN).
- "AUTHORIZED VEHICLES" SIGNS SHALL BE USED ON GATES FOR VEHICULAR ACCESS. "AUTHORIZED PERSONNEL" SIGNS SHALL BE USED ON GATES FOR PERSONNEL ACCESS.
- BOTH SIGNS SHALL BE USED WHERE VEHICLE / PERSONNEL COMBINATION OCCUR.
- ALL AIRPORT SIGNS SHALL BE ATTACHED TO FENCE WITH 9 GAUGE STEEL WIRE. THE "PERSONNEL" SIGN SHALL BE PLACED EVERY 200' ALONG THE 8' CHAIN LINK FENCE.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *[Signature]* Date 1/31/14

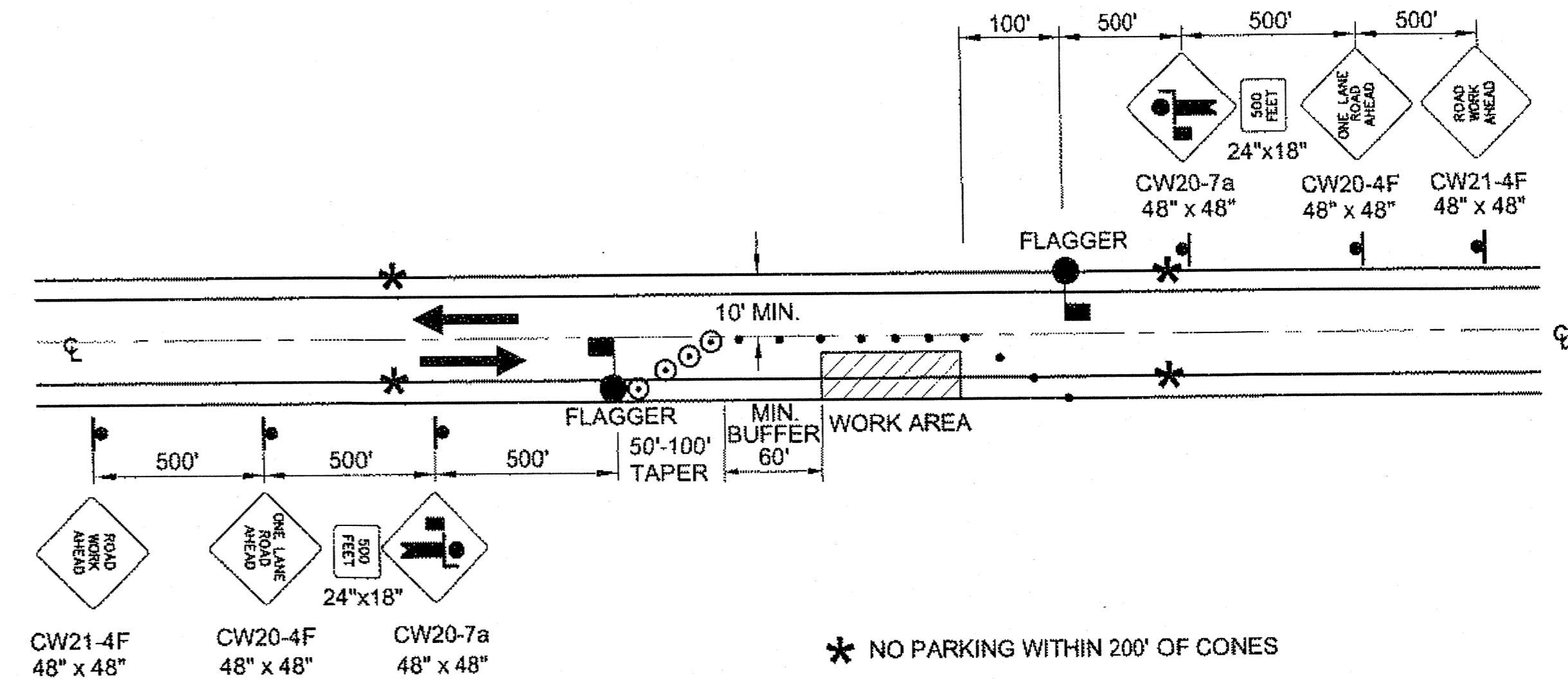
CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION FENCING DETAILS & SIGN DETAILS							
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM PATH: Q:\HNH\68303\PLANS\SET168303_G10-G11_FENCING DETAILS.DWG TAB: G11 Friday, June 29, 2012 9:38:18 AM GRANTHAM, RICK L (DOT)		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012							
REVISIONS <table border="1"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NO.	DATE	DESCRIPTION				YEAR 2012	SHEET NO. G11
NO.	DATE	DESCRIPTION							
TOTAL SHEETS 48									



SHOULDER WORK

LEGEND

- SIGN
- CONE
- ⊙ DRUM
- ||||| TYPE III BARRICADE
- FLAGGING STATION



**TWO LANE ROAD - SINGLE LANE CLOSURE
DOUBLE FLAGGER**

NOTE: USE SINGLE FLAGGER AS DIRECTED BY THE ENGINEER.

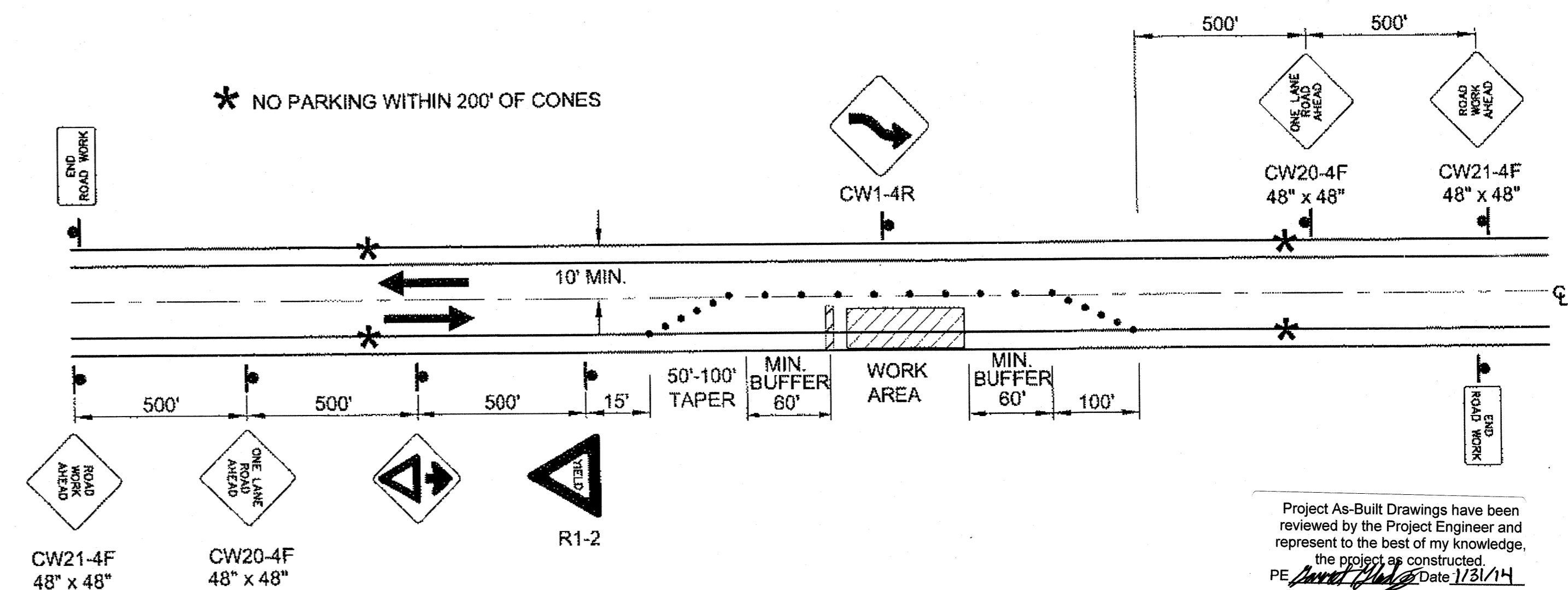
FORMULAS FOR L (TAPER LENGTH)

40 MPH OR LESS $L = \frac{W \times S^2}{60}$

WHERE W=WIDTH OF OFFSET
S= POSTED SPEED LIMIT

DRUM OR CONE SPACING = S (IN FEET)

MIN. BUFFER	
S	LENGTH
20	35
25	55
30	85
35	120
40	170



**TWO LANE ROAD - SINGLE LANE CLOSURE
NO FLAGGER**

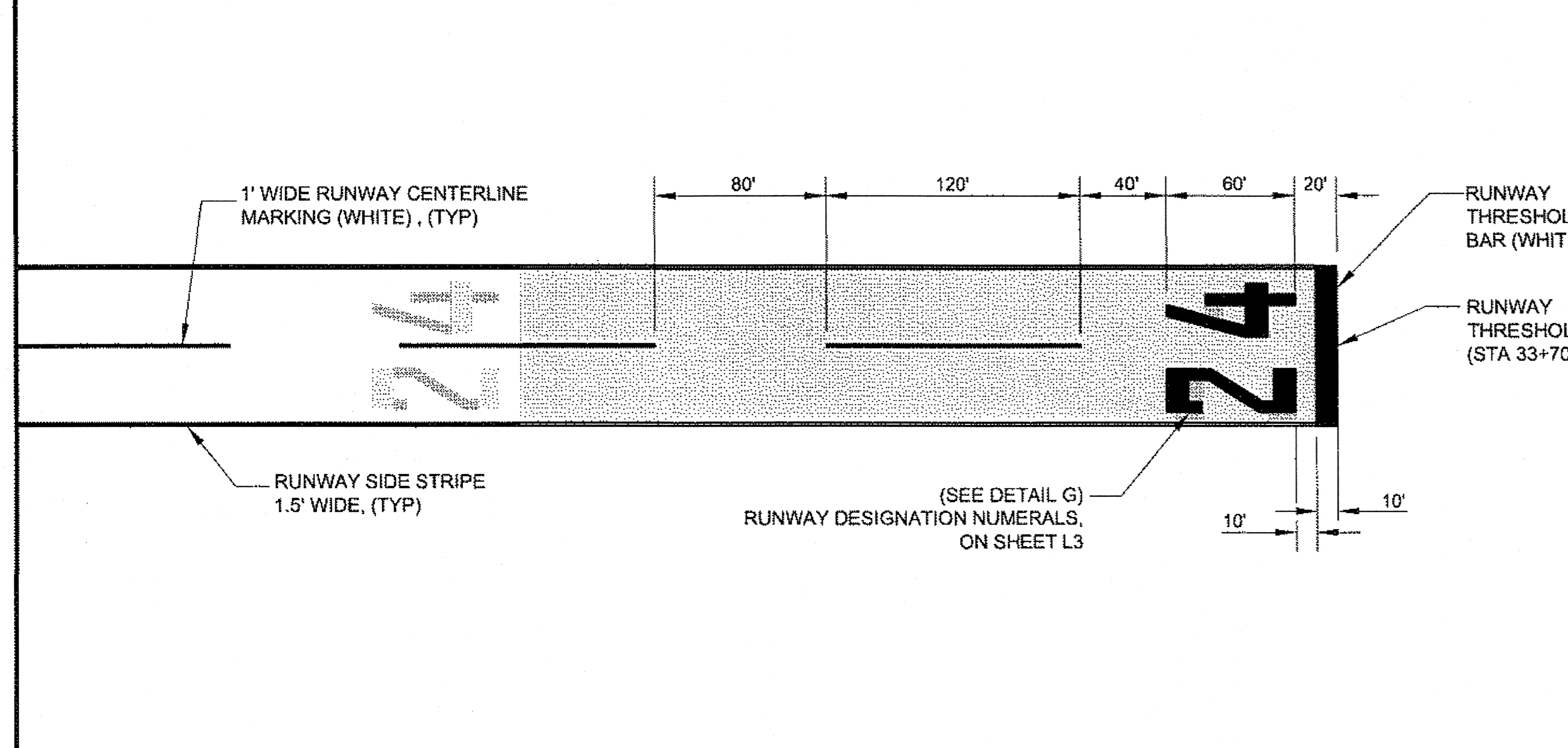
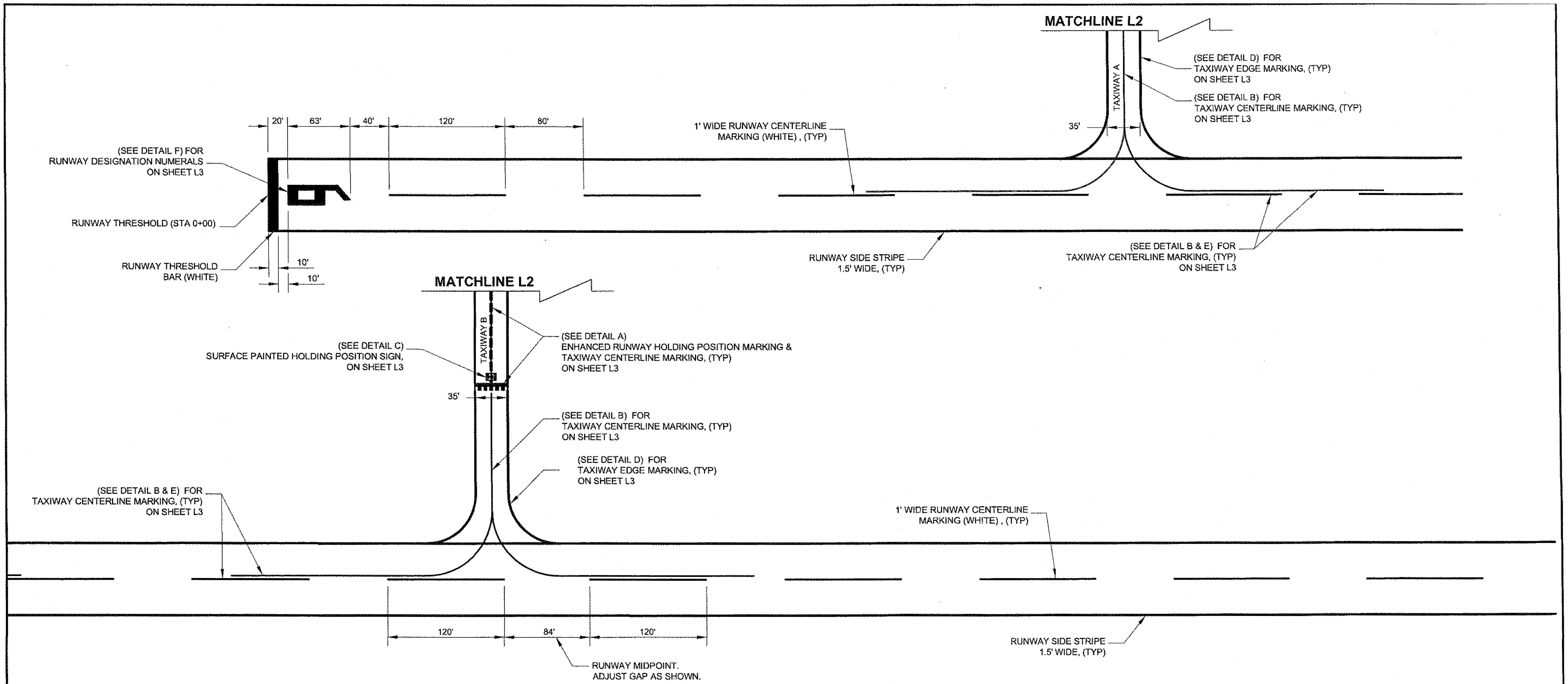
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

TRAFFIC CONTROL NOTES:

- A MINIMUM OF ONE LANE SHALL BE MAINTAINED AT ALL TIMES ALONG THE AIRPORT ACCESS ROAD WHILE WORKING ON THE AIRPORT TERMINAL PARKING LOT.
- CONSTRUCTION SIGNING SHALL BE IN PLACE ONLY WHEN THE CONDITIONS EXIST FOR WHICH THE SIGNS ARE INTENDED. CONSTRUCTION SIGNS SHALL BE PLACED SUCH THAT THEY DO NOT OBSCURE EXISTING TRAFFIC SIGNS.
- CONSIDERATION SHOULD BE GIVEN TO USING WARNING LIGHTS IN FOG OR SNOW AREAS, SEVERE ROADWAY CURVATURE, AND CLUTTERED ENVIRONMENTS. FLASHING WARNING LIGHTS MAY BE PLACED ON CHANNELIZING DEVICES USED SINGLY OR IN GROUPS TO MARK A SPOT CONDITION WARNING LIGHTS ON CHANNELIZING DEVICES USED IN A SERIES SHALL BE STEADY-BURN.
- IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. PLANS FOR CONFIGURATIONS NOT COVERED BY THE TCP SHALL BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE PORTIONS OF DETAILS ON THESE SHEETS.
- IF THE CONTRACTOR CANNOT PROVIDE TWO 10' LANES FOR TRAFFIC, USE THE TWO LANE ROAD-SINGLE LANE CLOSURE AS PROVIDED.
- TYPICAL APPLICATION 11 (TA-11) MAY BE USED IF AND ONLY IF THE THREE FOLLOWING CONDITIONS ARE MET:
 - FLAGGERS ARE NOT AVAILABLE.
 - VEHICULAR TRAFFIC VOLUME IS SUCH THAT SUFFICIENT GAPS EXIST FOR VEHICULAR TRAFFIC THAT MUST YIELD, AND
 - ROAD USERS FROM BOTH DIRECTIONS ARE ABLE TO SEE APPROACHING VEHICULAR TRAFFIC THROUGH & BEYOND THE WORKSITE & HAVE SUFFICIENT VISIBILITY OF APPROACHING VEHICLES.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
Date 1/21/14

CHECKED BY: D. EPSTEIN DO NOT SEAL TCP IN ACCORDANCE TO PRECONSTRUCTION MANUAL PER SECTION 1400.3.5 DATED JANUARY 20, 2012		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION	
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		AIRPORT ACCESS ROAD TRAFFIC CONTROL PLAN	
PATH: Q:\HNN\68303\PLANS\SET168303_H1_TRAFF.DWG TAB: H1 Friday, June 29, 2012 9:37:15 AM GRANTHAM, RICK L (DOT)			
REVISIONS NO. DATE DESCRIPTION		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	YEAR 2012
		SHEET NO. H1	TOTAL SHEETS 48



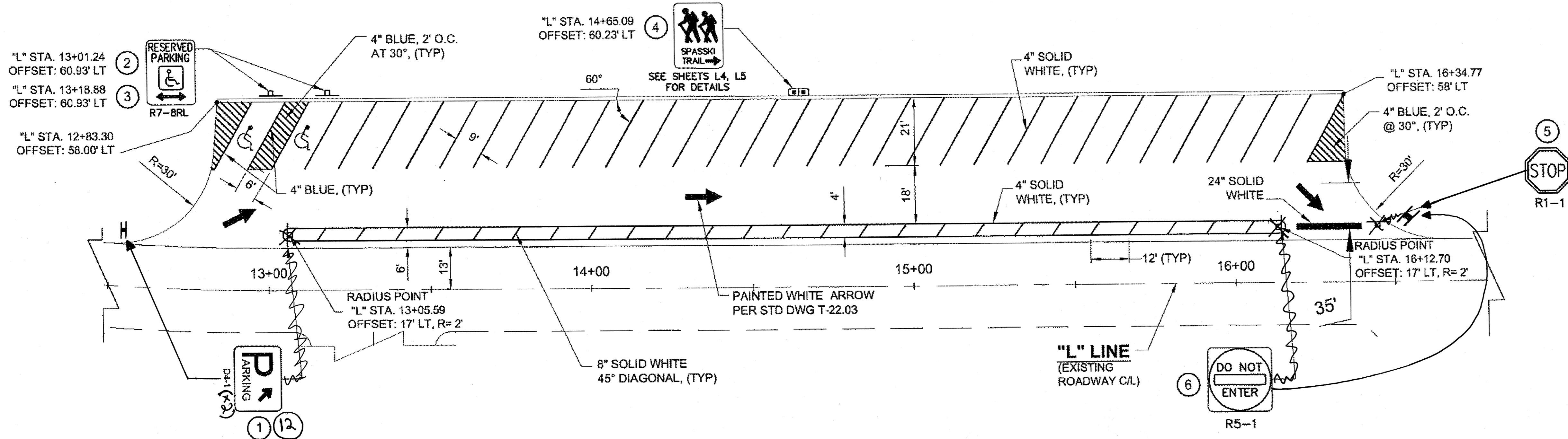
GENERAL NOTES:

1. ALL MARKINGS AND MATERIALS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5K340-1K, STANDARDS FOR AIRPORT MARKINGS.
2. LAYOUT RUNWAY CENTERLINE MARKING FROM EACH END OF RUNWAY AND WORK TOWARD THE CENTER. MAINTAIN 120' CENTERLINE STRIPES AND 80' SPACES AND ADJUST AT MIDPOINT STRIPE.
3. ALL RUNWAY MARKINGS SHALL BE WHITE. TAXIWAY AND APRON MARKINGS SHALL BE YELLOW.
4. ALL RUNWAY DIMENSIONS ARE IN FEET AND INCHES.
5. THE EXISTING RUNWAY SHALL BE FREE OF LOOSE OR FLAKING PAINT PRIOR TO RESTRIPIING.
6. CENTER TWO-DIGIT DESIGNATIONS ACROSS THE RUNWAY CENTERLINE, MEASURING TO THE OUTSIDE OF THE NUMERALS.
7. CENTER SINGLE DESIGNATIONS ON THE RUNWAY CENTERLINE MARKING. SINGLE DESIGNATIONS SHALL NOT BE PROCEEDED BY A ZERO.
8. MAINTAIN A 15' SPACE BETWEEN THE PAIRED RUNWAY DESIGNATION NUMERALS.
9. MARKINGS MUST BE ACCOMPLISHED ACCORDING TO APPROVED SEQUENCE.
10. REMOVE ENTIRE EXISTING RUNWAY CENTERLINE MARKING.
11. REMOVE EXISTING RUNWAY 24 NUMERAL MARKING AND RUNWAY THRESHOLD BAR AT STA. 29+97.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/31/14

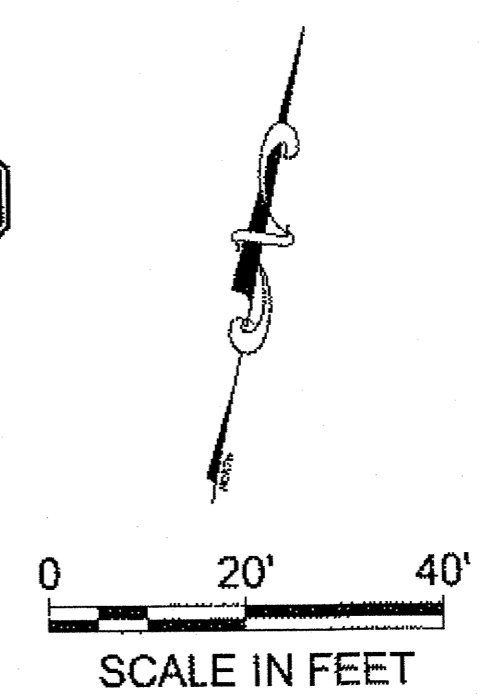
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION MARKING & STRIPING LAYOUT PLAN & DETAILS	
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	
PATH: Q:\HNH168303\PLANS\SET168303_L1-L3_AIRPORT MARKING.DWG TAB: L1 Friday, June 29, 2012 9:24:52 AM GRANTHAM, RICK L. (DOT)		YEAR 2012	SHEET NO. L1
REVISIONS NO. DATE DESCRIPTION		TOTAL SHEETS 48	

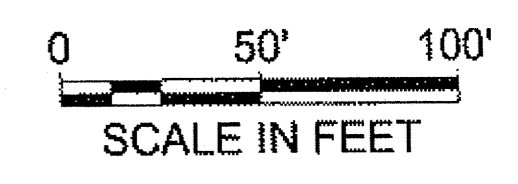
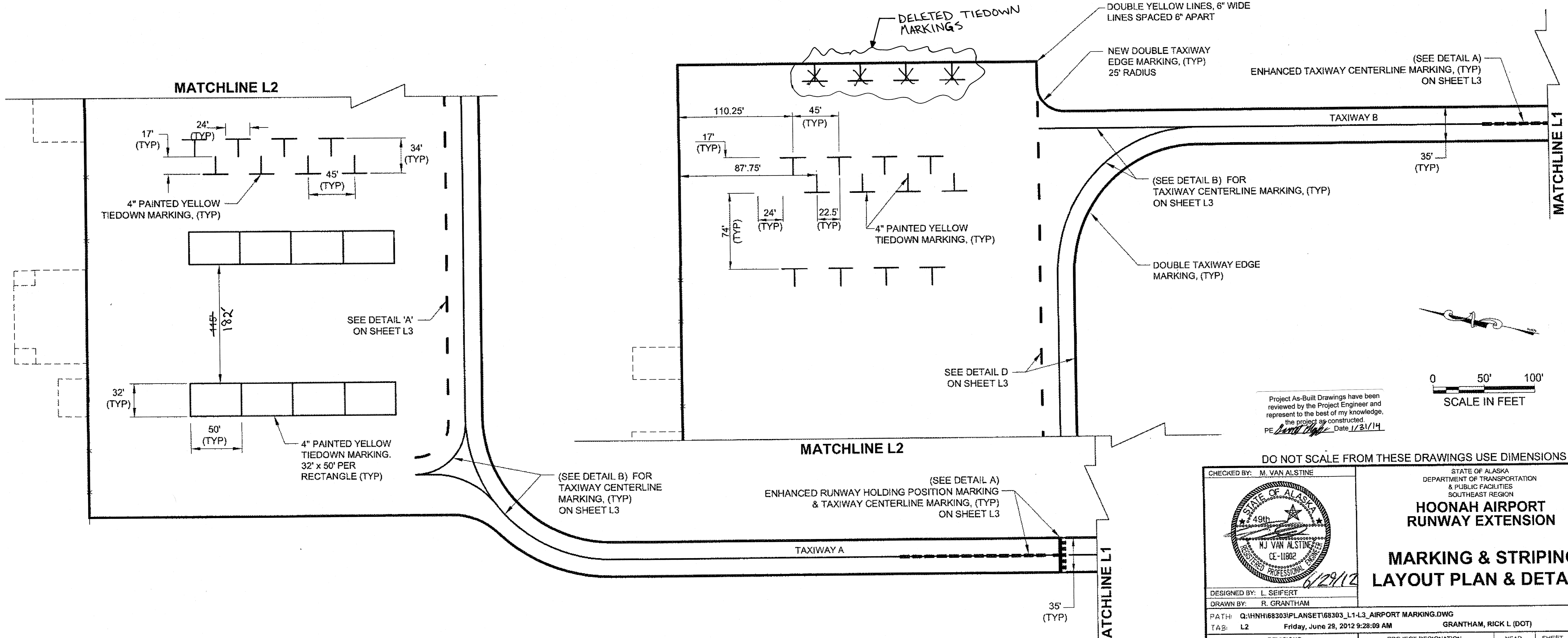


PARKING LOT NOTES:

1. SEE SECTION P-620 IN THE SPECIFICATION.
2. SEE SHEET D1 FOR STANDARD SIGNS TABLE.



AIRCRAFT PARKING LOT LAYOUT PLAN

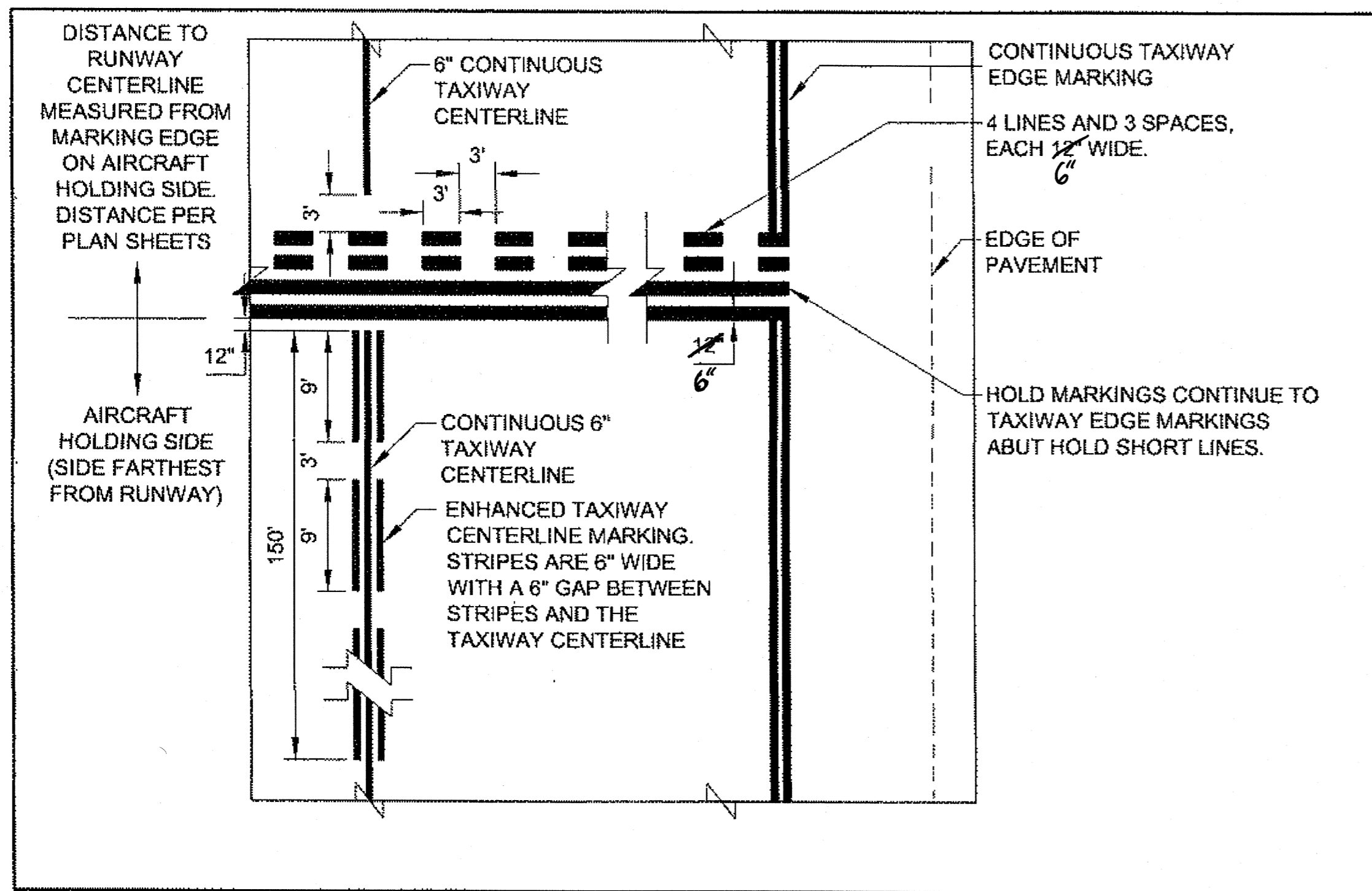


TAXIWAY A & B AND APRON TIEDOWN MARKER LAYOUT PLAN

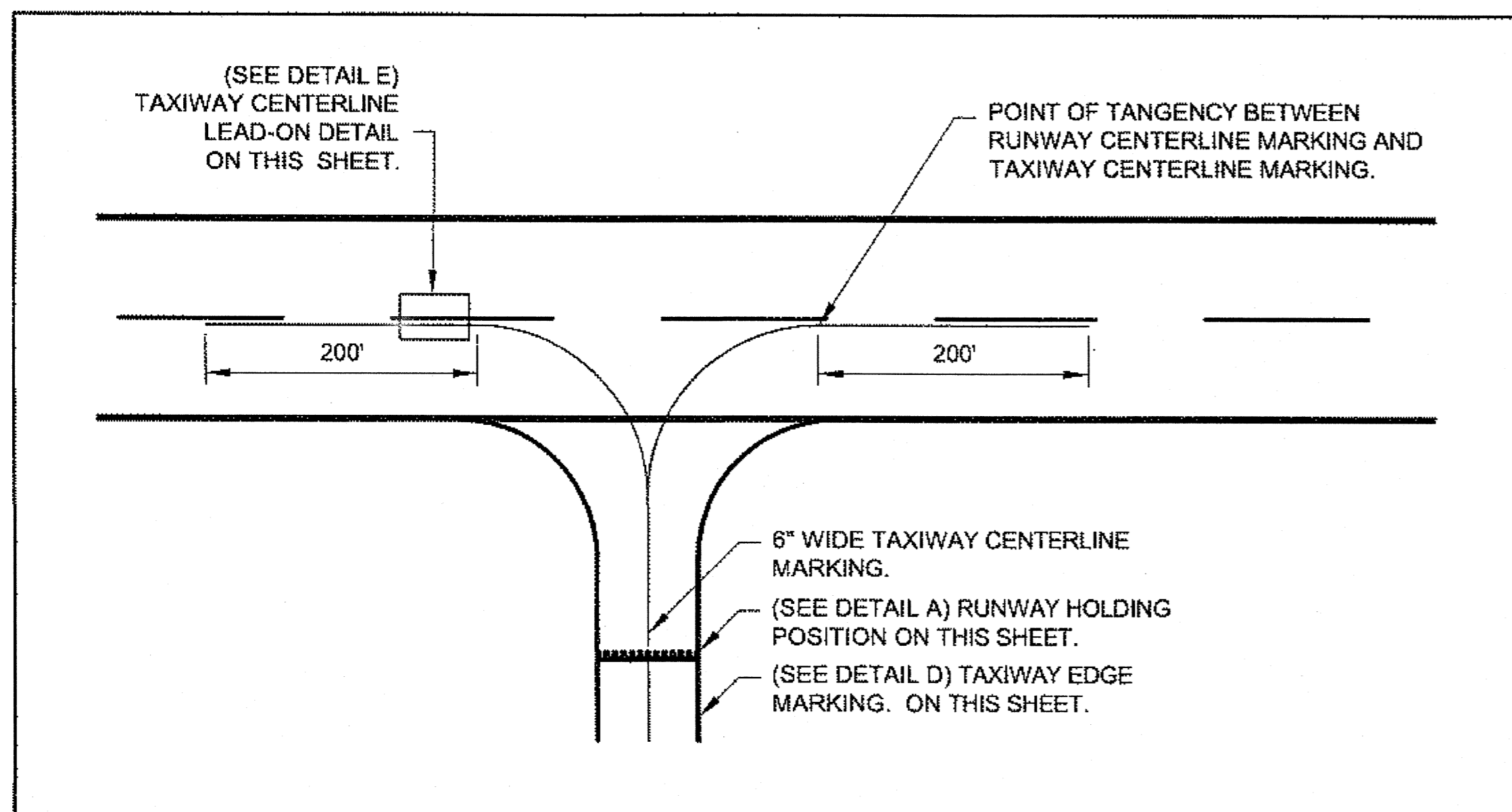
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/31/14

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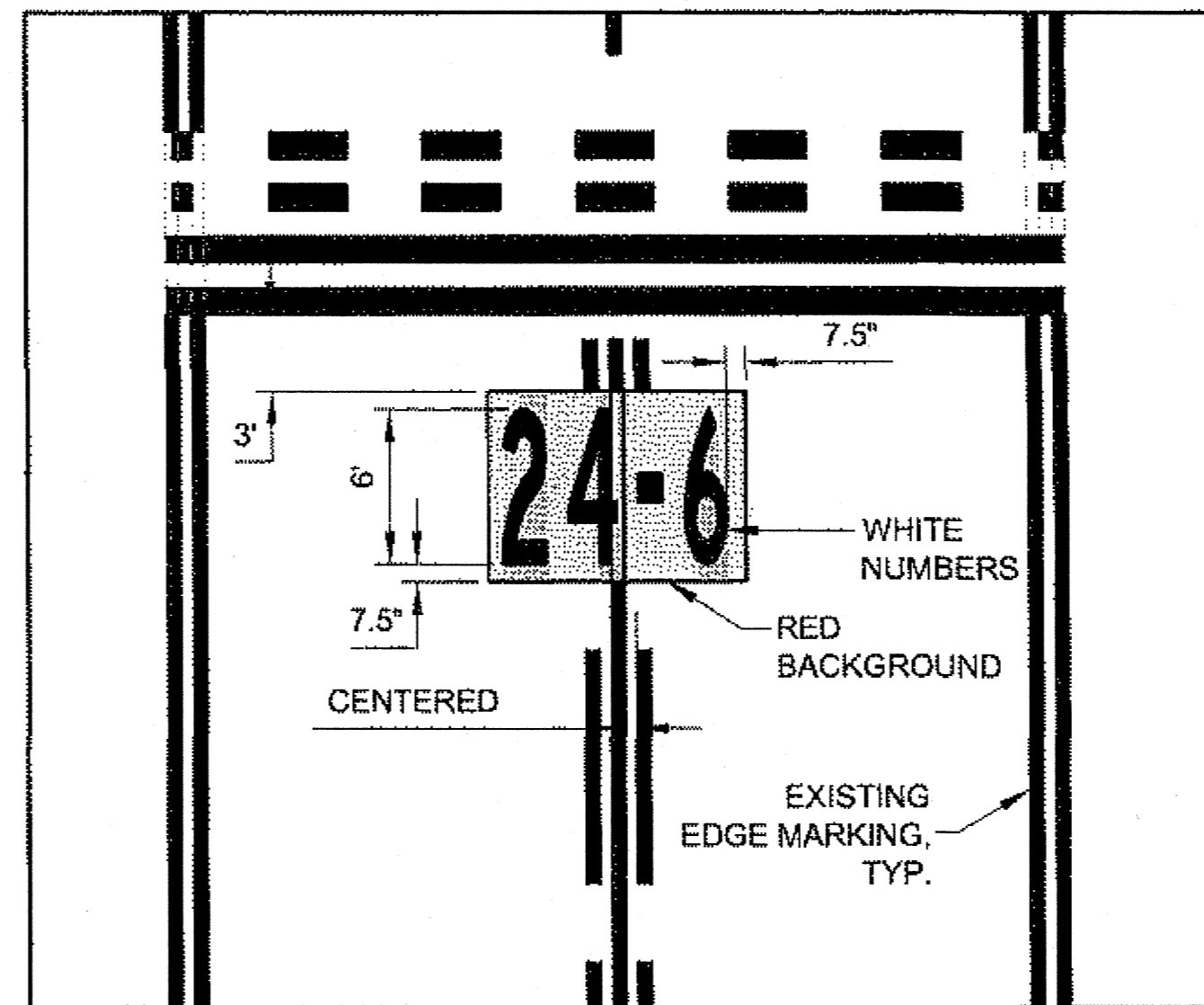
CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION MARKING & STRIPING LAYOUT PLAN & DETAILS												
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	YEAR 2012	SHEET NO. L2	TOTAL SHEETS 48									
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REVISIONS														
NO.	DATE	DESCRIPTION												



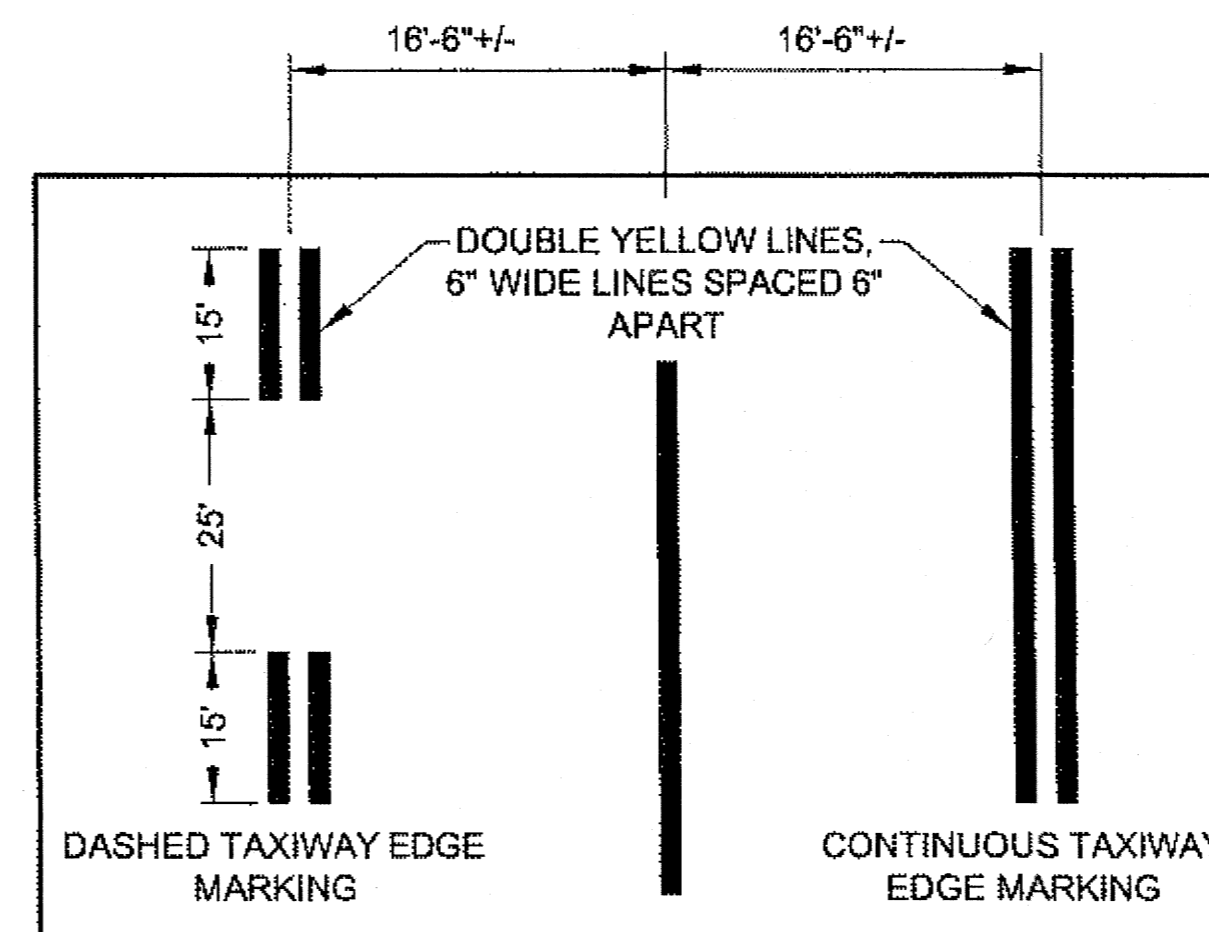
DETAIL A
ENHANCED RUNWAY HOLDING POSITION MARKING
WITH ENHANCED TAXIWAY CENTERLINE MARKING
 NTS



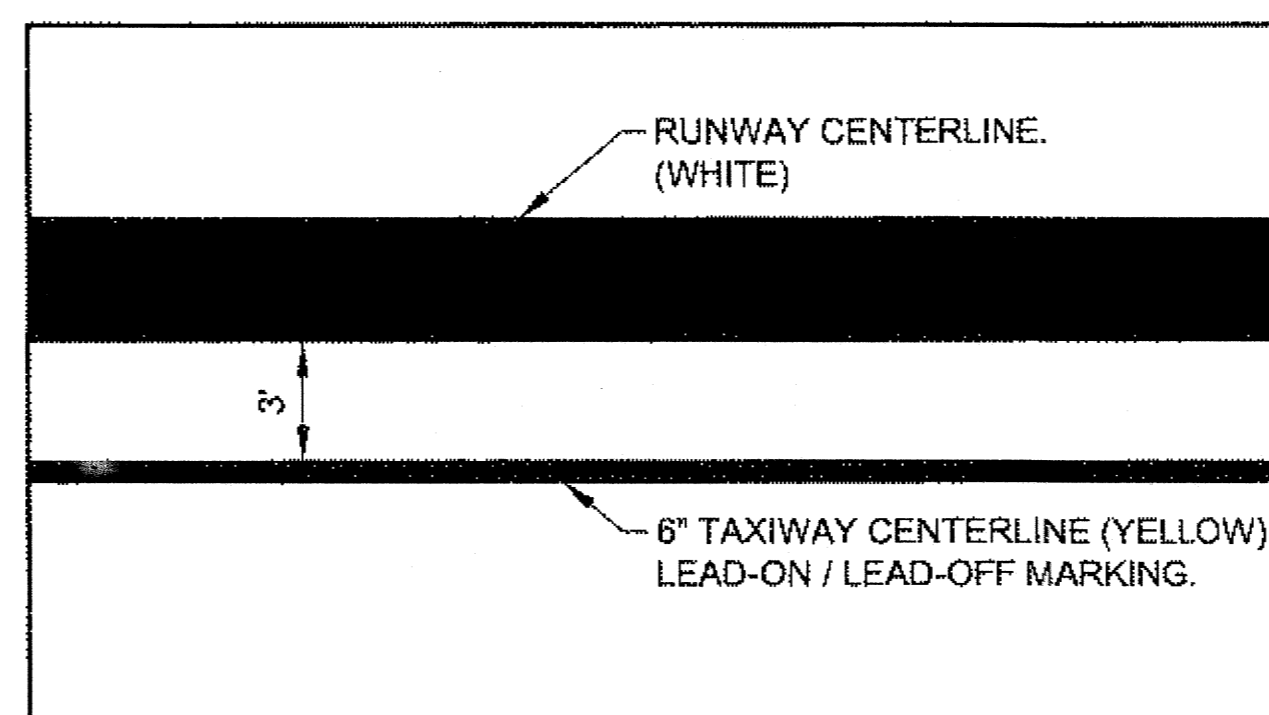
DETAIL B
TAXIWAY MARKINGS - HOLDING POSITION,
CENTERLINE, LEAD-ON AND EDGE
 NTS



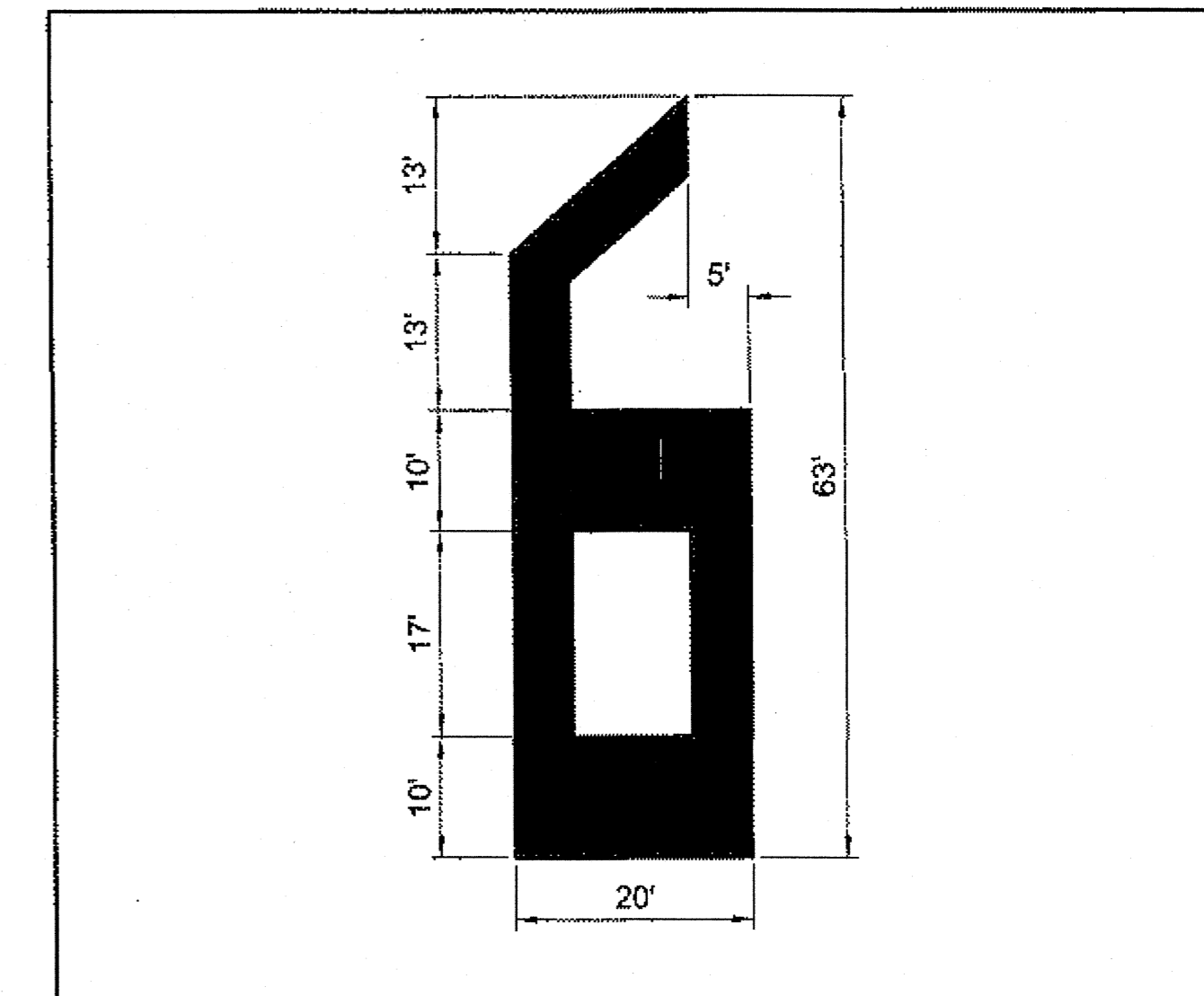
DETAIL C
SURFACE PAINTED HOLDING POSITION SIGN
 NTS



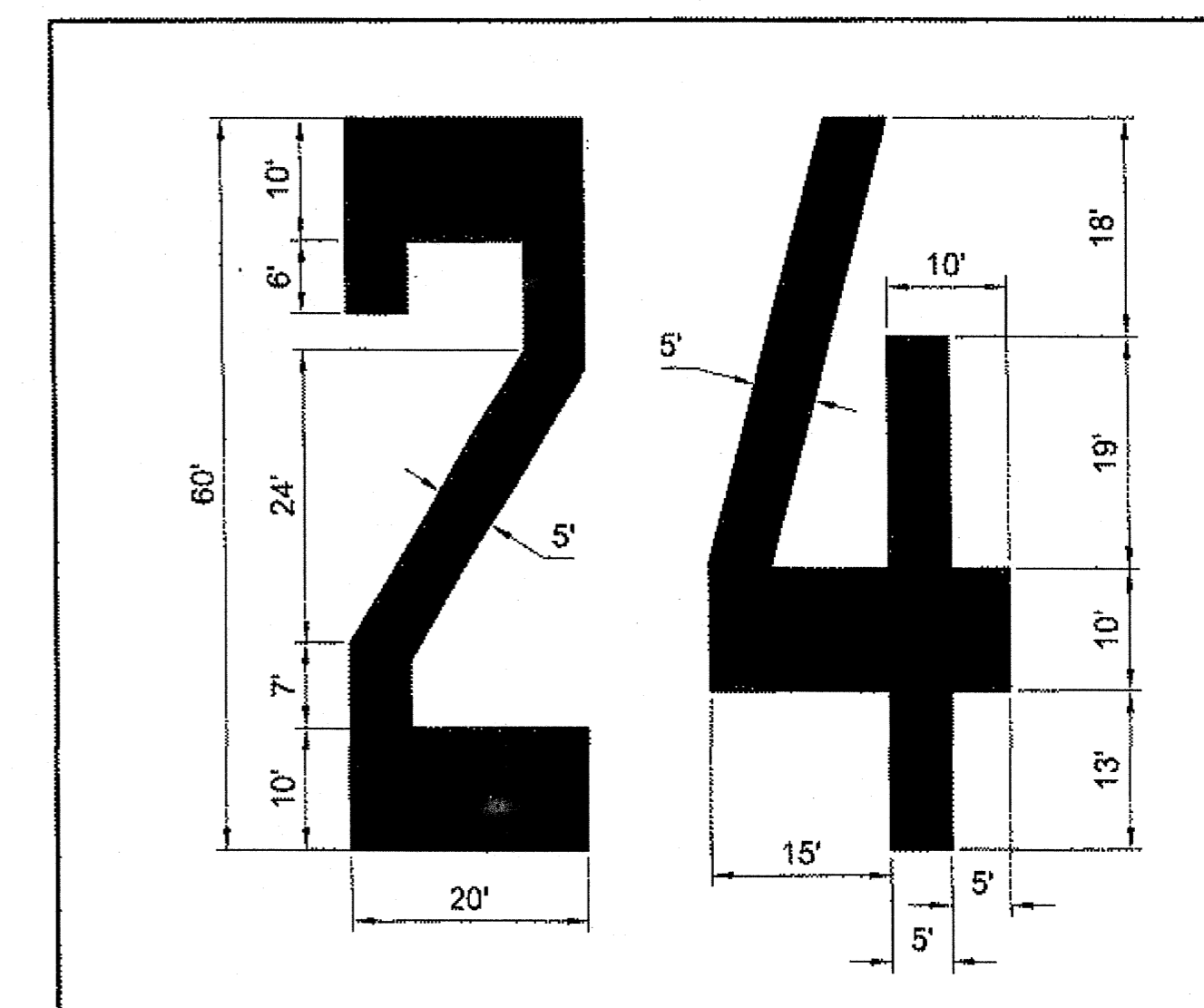
DETAIL D
TAXIWAY EDGE MARKING
 NTS



DETAIL E
TAXIWAY CENTERLINE LEAD-ON / LEAD-OFF DETAIL
 NTS



DETAIL F
RUNWAY DESIGNATION NUMERAL
AND LETTER DETAILS
 NTS

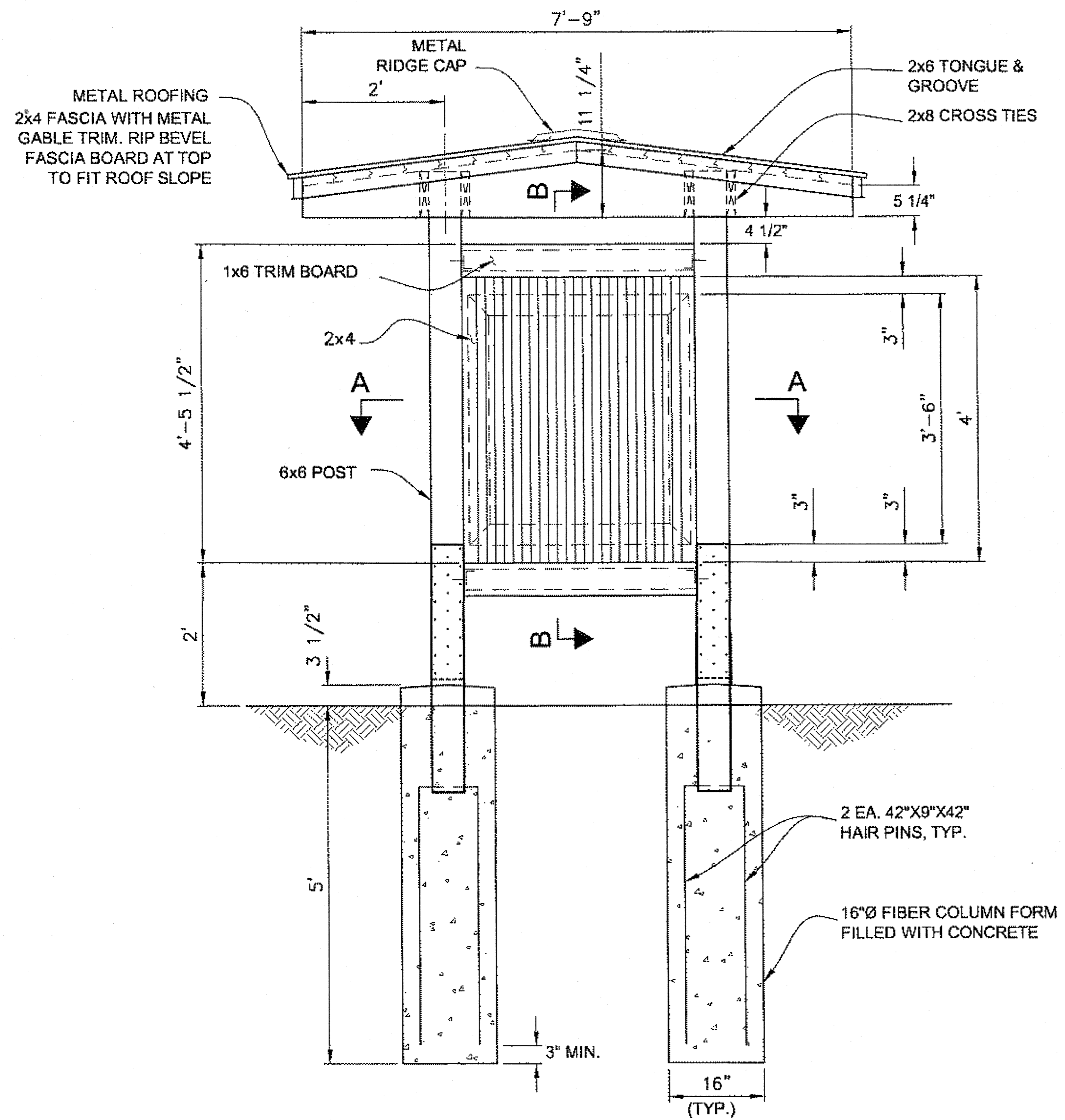


DETAIL G
RUNWAY DESIGNATION NUMERAL
AND LETTER DETAILS
 NTS

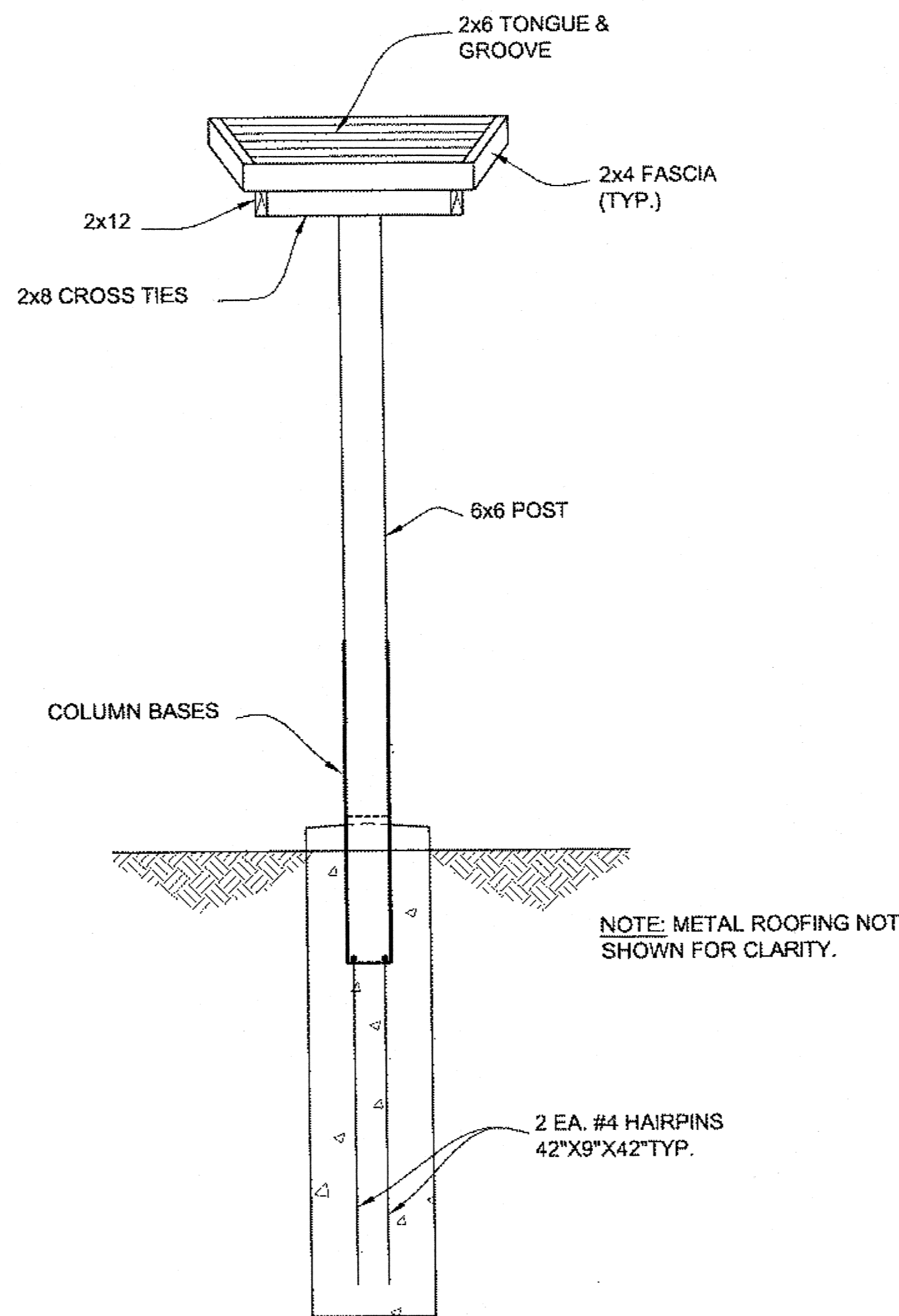
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project, as constructed.
 PE *[Signature]* Date 11/21/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

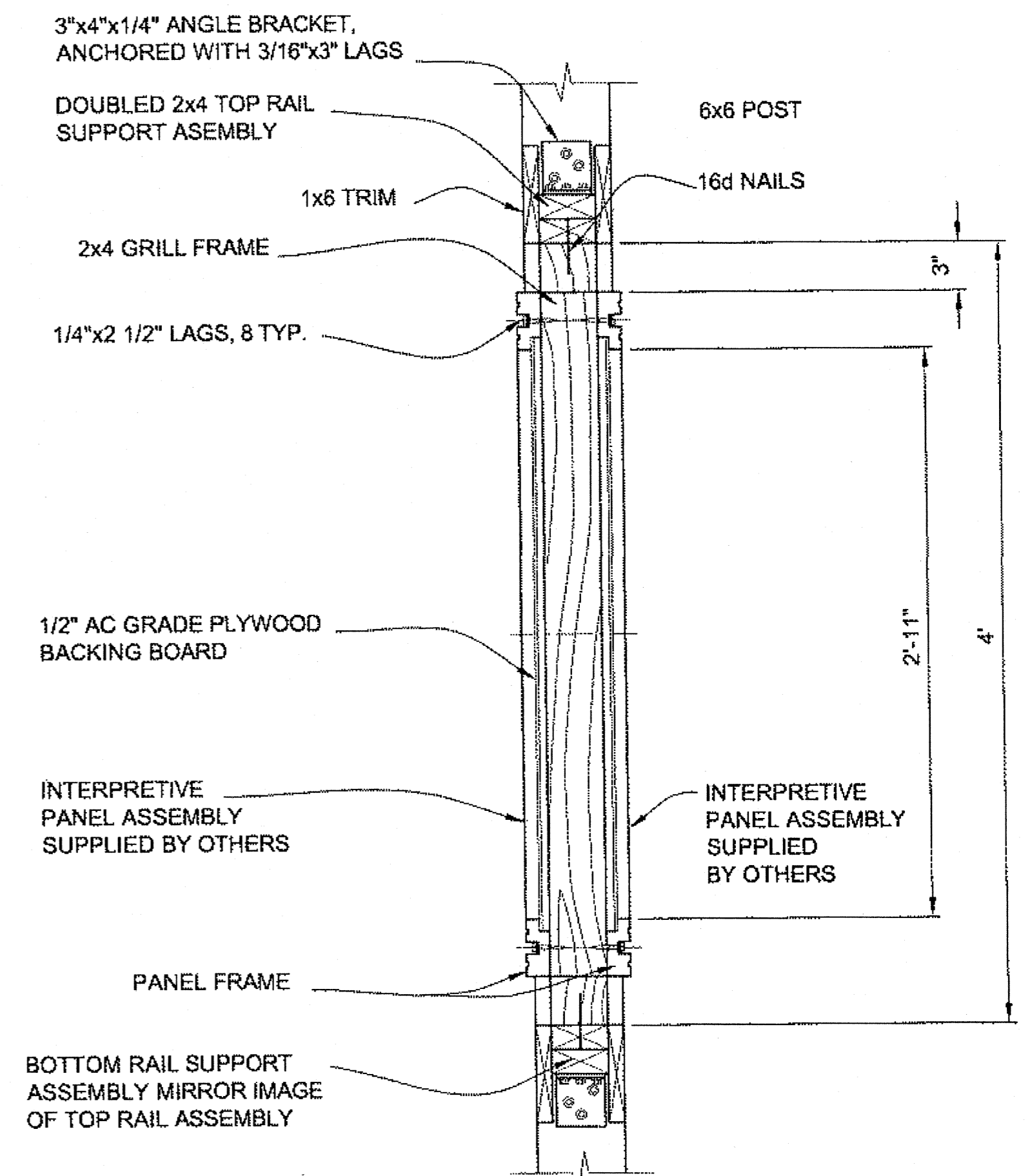
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PATH: Q:\HNH168303\PLANSET\168303_L1-L3_AIRPORT MARKING.DWG TAB: L3 Friday, June 29, 2012 9:28:15 AM GRANTHAM, RICK L (DOT)		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	YEAR 2012	SHEET NO. L3	TOTAL SHEETS 48
REVISIONS		PROJECT DESIGNATION			
NO.	DATE	DESCRIPTION			



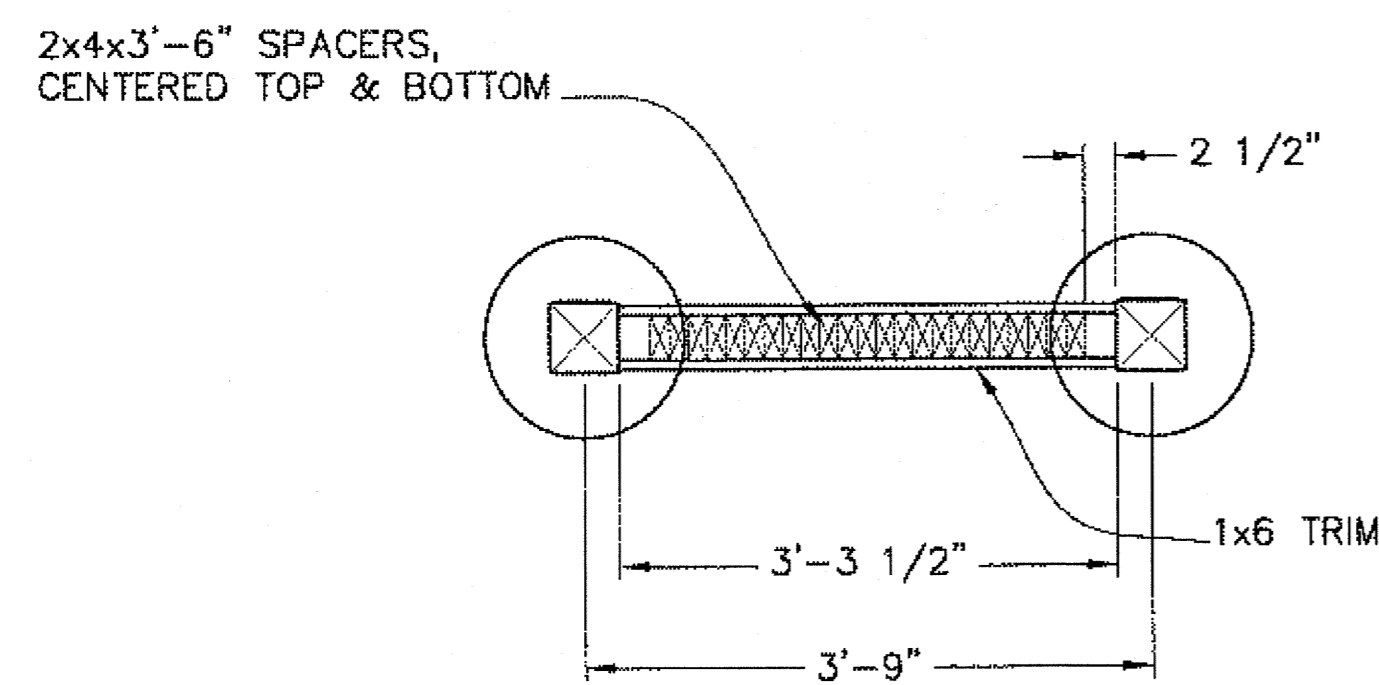
SIDE ELEVATION



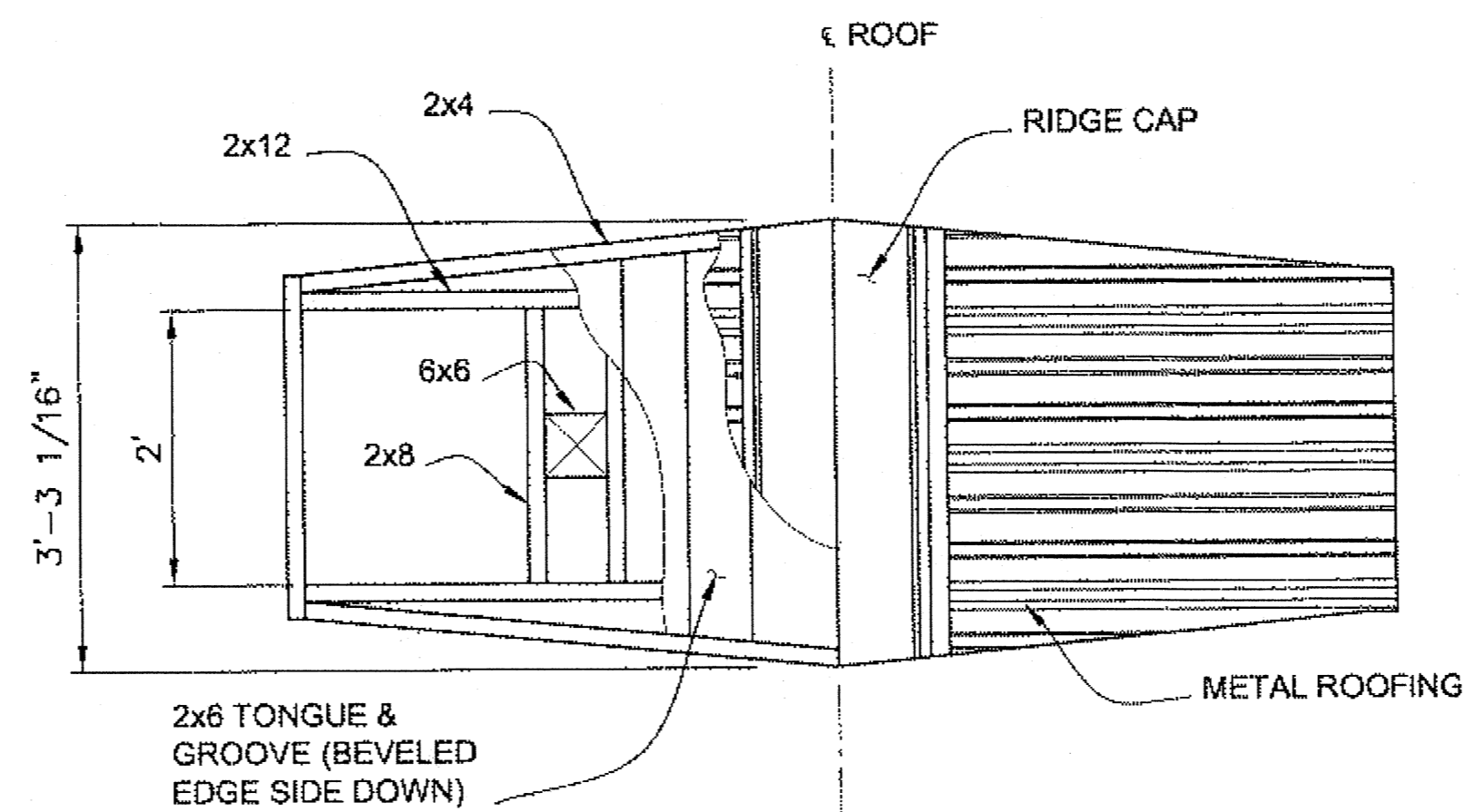
END ELEVATION



SECTION B-B



SECTION A-A

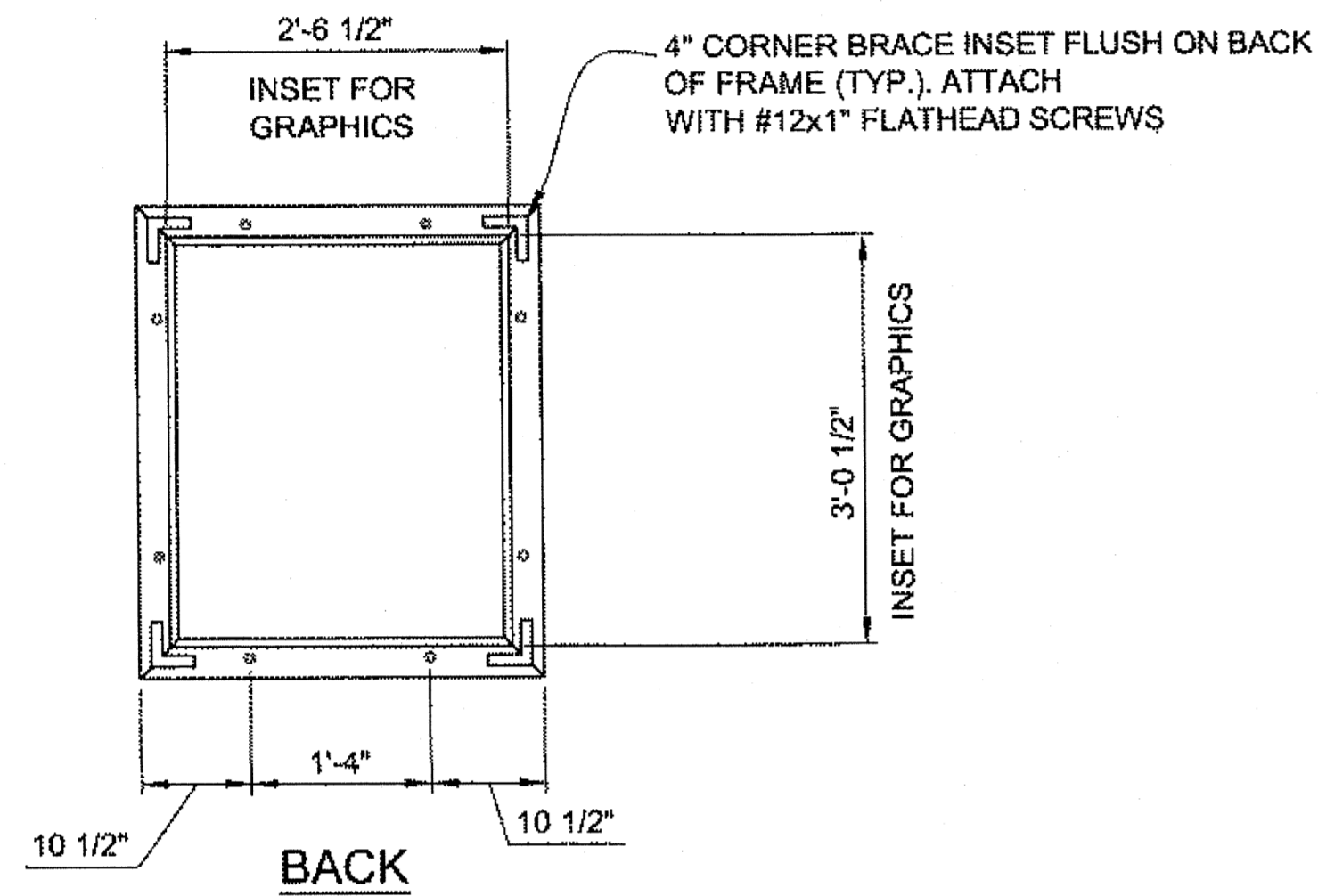
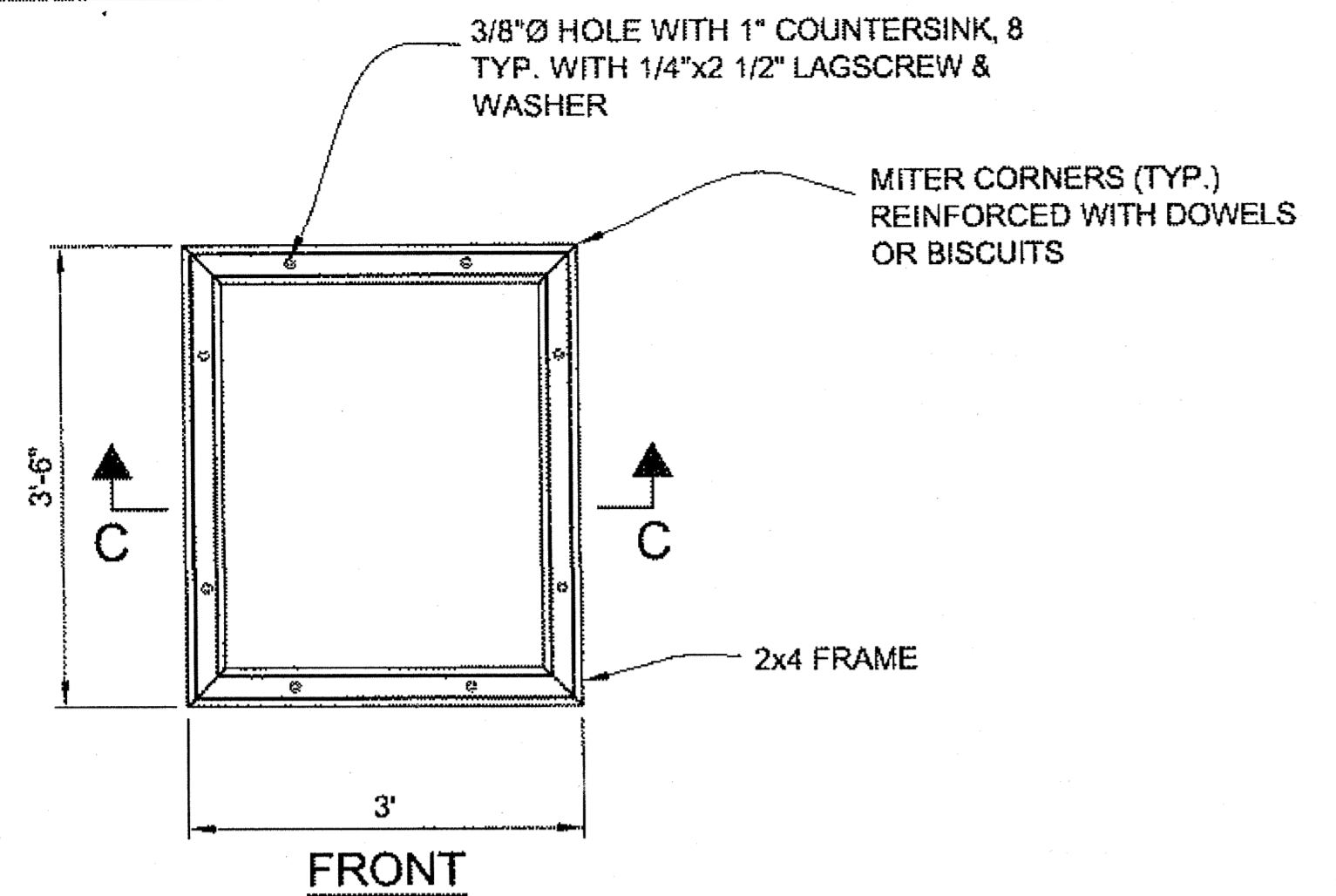


ROOF PLAN VIEW

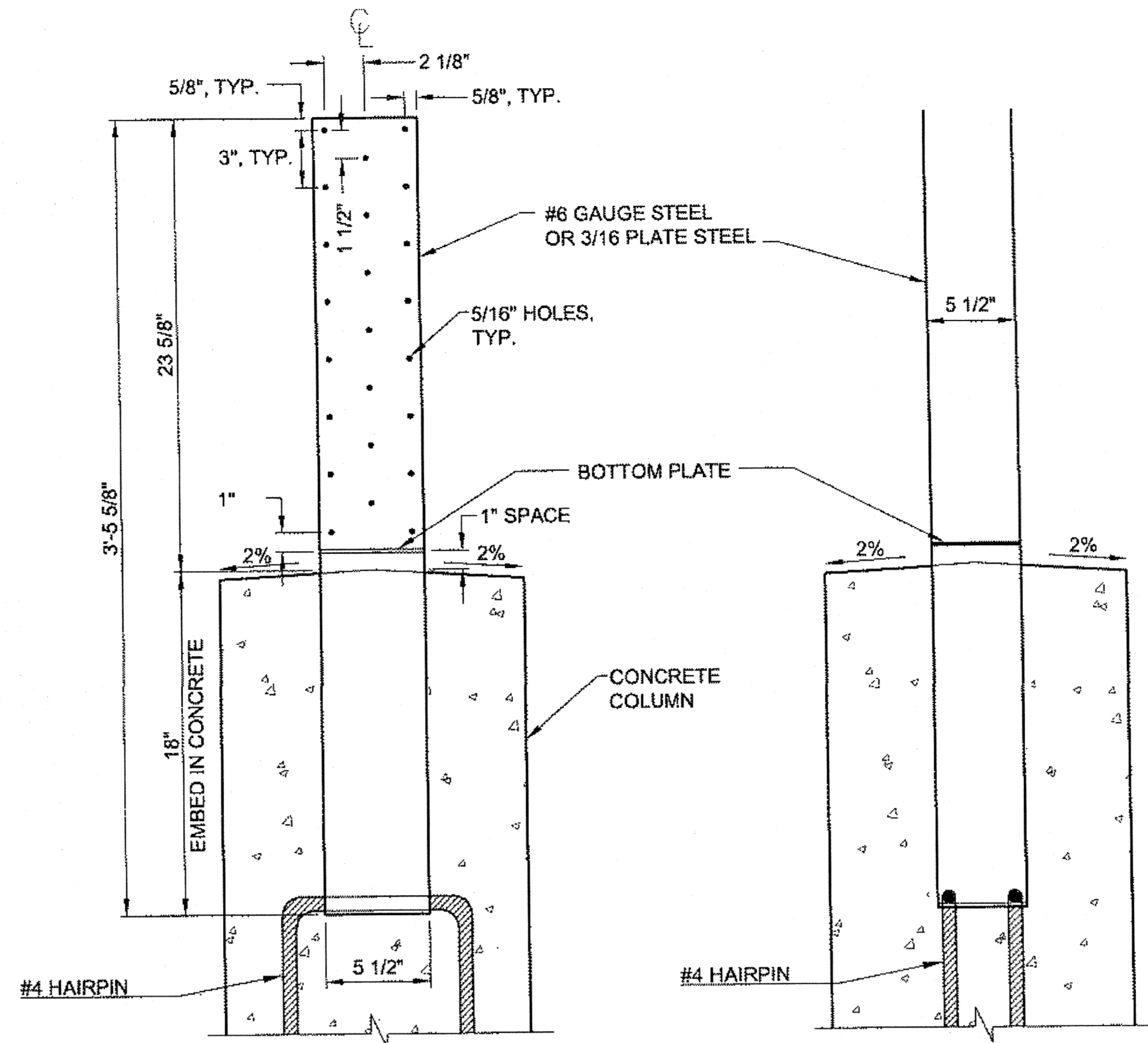
Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *David D. [Signature]* Date: 1/31/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION	
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		HOONAH AIRPORT RUNWAY EXTENSION	
PATH: Q:\H\H\68303\PLANSET\168303_L4-L5_DTLS.DWG TAB: L4 Wednesday, June 27, 2012 12:14:00 PM		INTERPRETIVE KIOSK, TYPE A DETAILS	
GRANTHAM, RICK L (DOT)		PROJECT DESIGNATION AIP No. 3-02-0125-005-2012	YEAR 2012
REVISIONS NO. DATE DESCRIPTION		SHEET NO. L4	TOTAL SHEETS 48

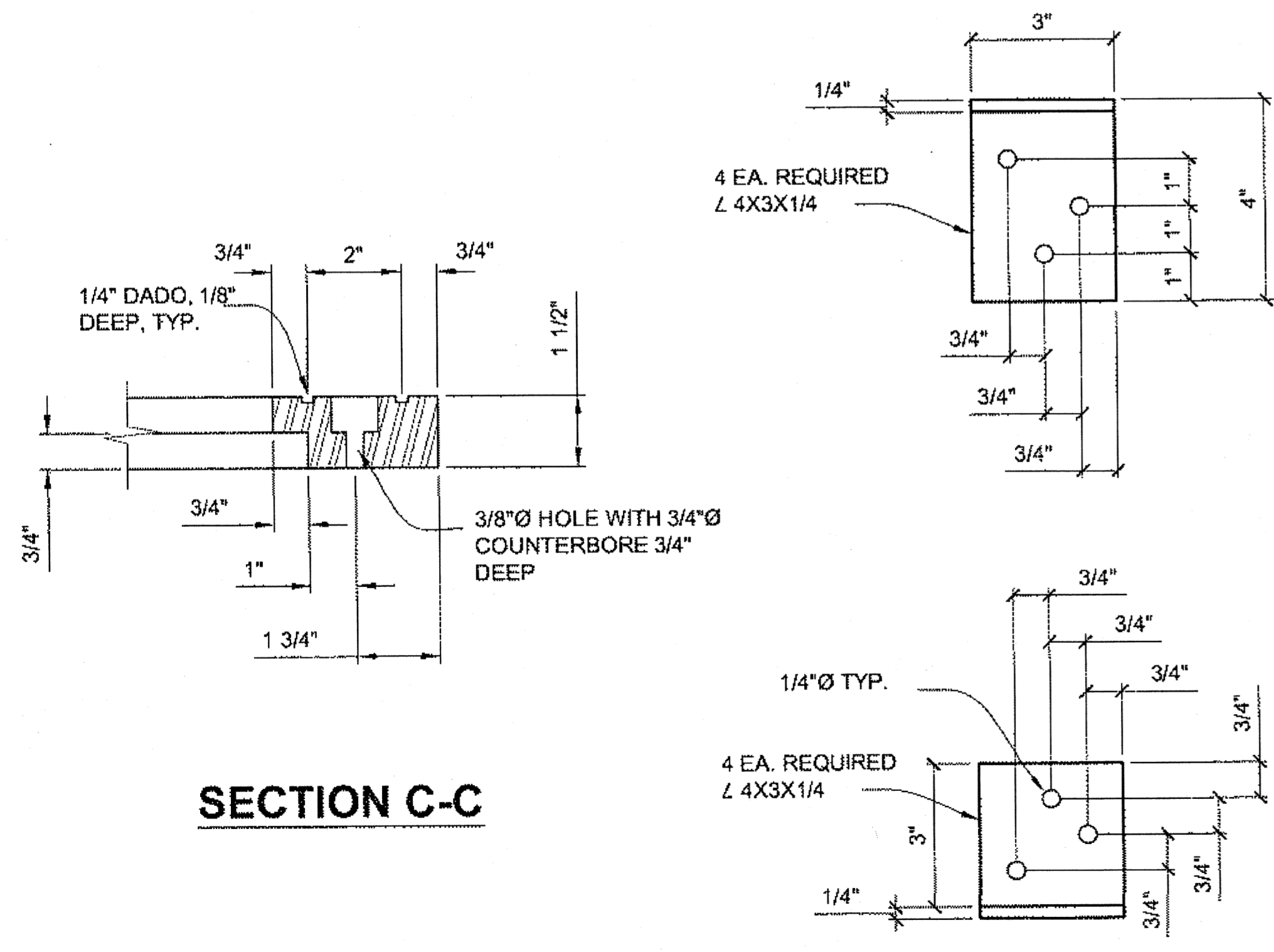


INTERPRETIVE PANEL FRAME
(2 REQUIRED)



POST BASE
FACE VIEW

POST BASE
SIDE VIEW



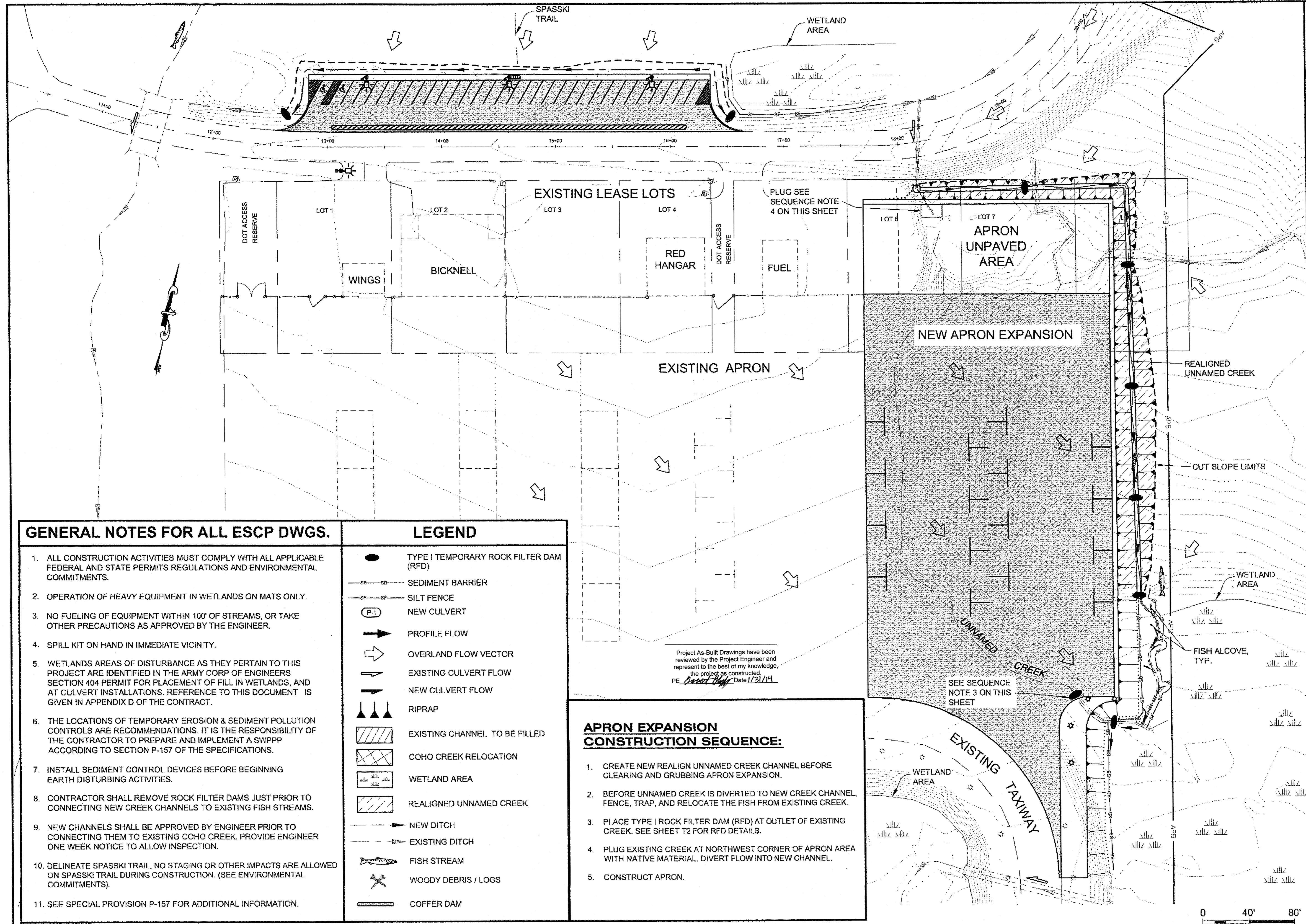
SECTION C-C

ANGLE BRACKET

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *David Duff* Date 1/31/14

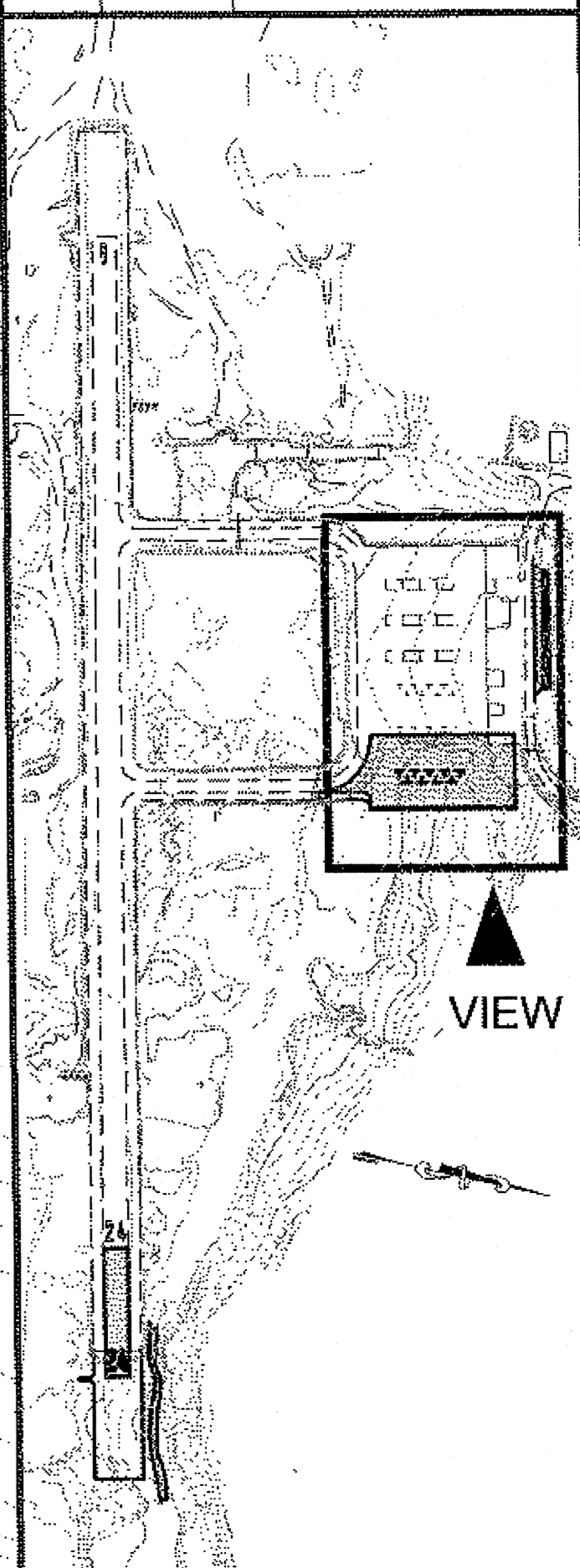
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

CHECKED BY: M. VAN ALSTINE 		STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES SOUTHEAST REGION HOONAH AIRPORT RUNWAY EXTENSION INTERPRETIVE KIOSK, TYPE A DETAILS	
DESIGNED BY: L. SEIFERT DRAWN BY: R. GRANTHAM		GRANTHAM, RICK L (DOT)	
PATH: Q:\HNNH168303\PLANSET168303_L4-L5_DTL.S.DWG TAB: L5		Wednesday, June 27, 2012 12:14:06 PM	
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PATH:
Q:\HNH68303\PLANSET\68303_T1-T3_ESCP.DWG
GRANTHAM, RICK L (DOT)
TAB: T1 Thursday, June 28, 2012 2:48:14 PM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



GENERAL NOTES FOR ALL ESCP DWGS.

- ALL CONSTRUCTION ACTIVITIES MUST COMPLY WITH ALL APPLICABLE FEDERAL AND STATE PERMITS REGULATIONS AND ENVIRONMENTAL COMMITMENTS.
- OPERATION OF HEAVY EQUIPMENT IN WETLANDS ON MATS ONLY.
- NO FUELING OF EQUIPMENT WITHIN 100' OF STREAMS, OR TAKE OTHER PRECAUTIONS AS APPROVED BY THE ENGINEER.
- SPILL KIT ON HAND IN IMMEDIATE VICINITY.
- WETLANDS AREAS OF DISTURBANCE AS THEY PERTAIN TO THIS PROJECT ARE IDENTIFIED IN THE ARMY CORP OF ENGINEERS SECTION 404 PERMIT FOR PLACEMENT OF FILL IN WETLANDS, AND AT CULVERT INSTALLATIONS. REFERENCE TO THIS DOCUMENT IS GIVEN IN APPENDIX D OF THE CONTRACT.
- THE LOCATIONS OF TEMPORARY EROSION & SEDIMENT POLLUTION CONTROLS ARE RECOMMENDATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE AND IMPLEMENT A SWPPP ACCORDING TO SECTION P-157 OF THE SPECIFICATIONS.
- INSTALL SEDIMENT CONTROL DEVICES BEFORE BEGINNING EARTH DISTURBING ACTIVITIES.
- CONTRACTOR SHALL REMOVE ROCK FILTER DAMS JUST PRIOR TO CONNECTING NEW CREEK CHANNELS TO EXISTING FISH STREAMS.
- NEW CHANNELS SHALL BE APPROVED BY ENGINEER PRIOR TO CONNECTING THEM TO EXISTING COHO CREEK. PROVIDE ENGINEER ONE WEEK NOTICE TO ALLOW INSPECTION.
- DELINEATE SPASSKI TRAIL, NO STAGING OR OTHER IMPACTS ARE ALLOWED ON SPASSKI TRAIL DURING CONSTRUCTION. (SEE ENVIRONMENTAL COMMITMENTS).
- SEE SPECIAL PROVISION P-157 FOR ADDITIONAL INFORMATION.

LEGEND

- TYPE I TEMPORARY ROCK FILTER DAM (RFD)
- SEDIMENT BARRIER
- SILT FENCE
- NEW CULVERT
- PROFILE FLOW
- OVERLAND FLOW VECTOR
- EXISTING CULVERT FLOW
- NEW CULVERT FLOW
- RIPRAP
- EXISTING CHANNEL TO BE FILLED
- COHO CREEK RELOCATION
- WETLAND AREA
- REALIGNED UNNAMED CREEK
- NEW DITCH
- EXISTING DITCH
- FISH STREAM
- WOODY DEBRIS / LOGS
- COFFER DAM

APRON EXPANSION CONSTRUCTION SEQUENCE:

- CREATE NEW REALIGN UNNAMED CREEK CHANNEL BEFORE CLEARING AND GRUBBING APRON EXPANSION.
- BEFORE UNNAMED CREEK IS DIVERTED TO NEW CREEK CHANNEL, FENCE, TRAP, AND RELOCATE THE FISH FROM EXISTING CREEK.
- PLACE TYPE I ROCK FILTER DAM (RFD) AT OUTLET OF EXISTING CREEK. SEE SHEET T2 FOR RFD DETAILS.
- PLUG EXISTING CREEK AT NORTHWEST CORNER OF APRON AREA WITH NATIVE MATERIAL. DIVERT FLOW INTO NEW CHANNEL.
- CONSTRUCT APRON.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *Robert Hoff* Date 1/31/14

DESIGNED BY: L. SEIFERT
DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHWEST REGION
HOONAH AIRPORT RUNWAY EXTENSION PROJECT #68303
EROSION & SEDIMENT CONTROL PLAN

PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

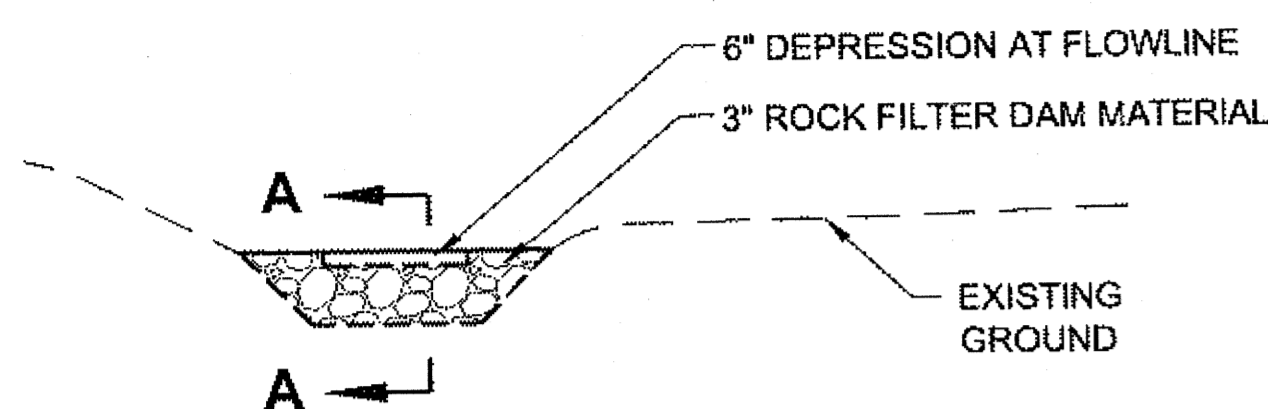
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ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
T1	48



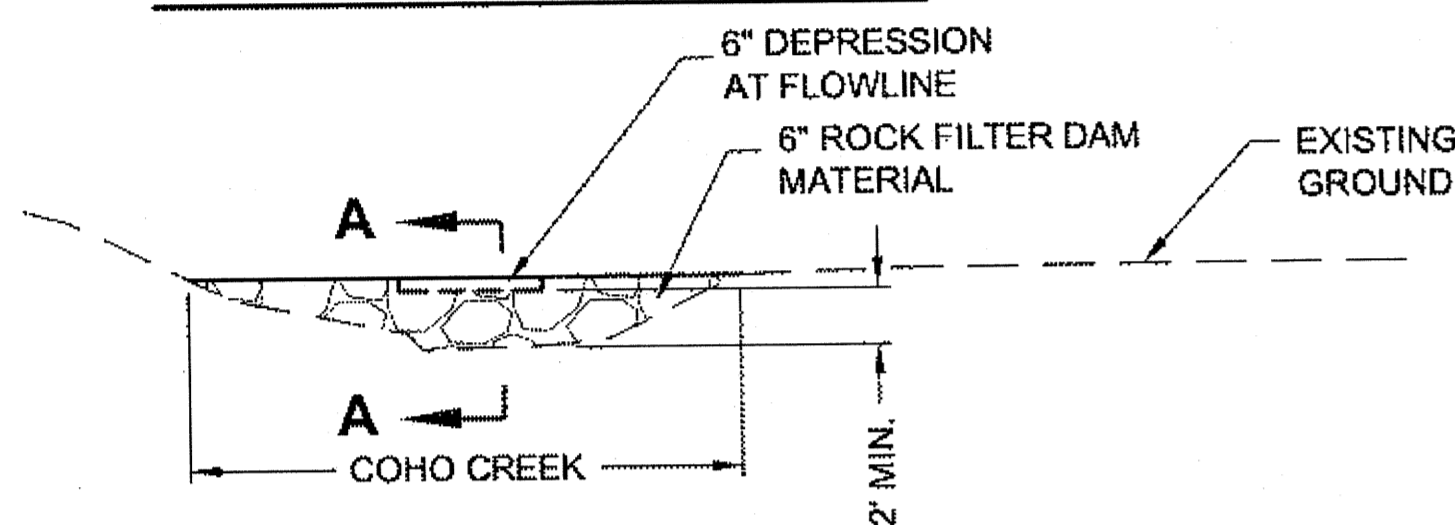
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

GENERAL NOTES:

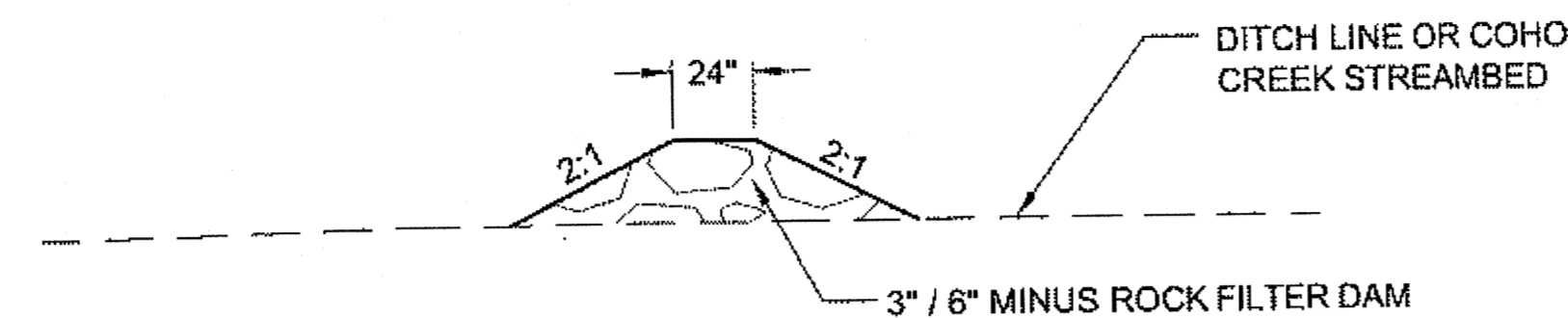
1. INSTALL TWO TYPE II ROCK FILTER DAMS (RFD) ACROSS COHO CREEK WHERE SHOWN. RFD'S MUST SPAN ENTIRE CREEK AND CONSIST OF CLEAN 6" MINUS ROCK.
2. MOVE HEAVY EQUIPMENT TO WORK SITE, USING LOGS TO MINIMIZE EQUIPMENT OPERATION IN CREEK. CROSS AT SITE OF ROCK FILTER DAMS.
3. CONTRACTOR SHALL SUBMIT COHO CREEK RELOCATION PLAN FOR ENGINEER APPROVAL.



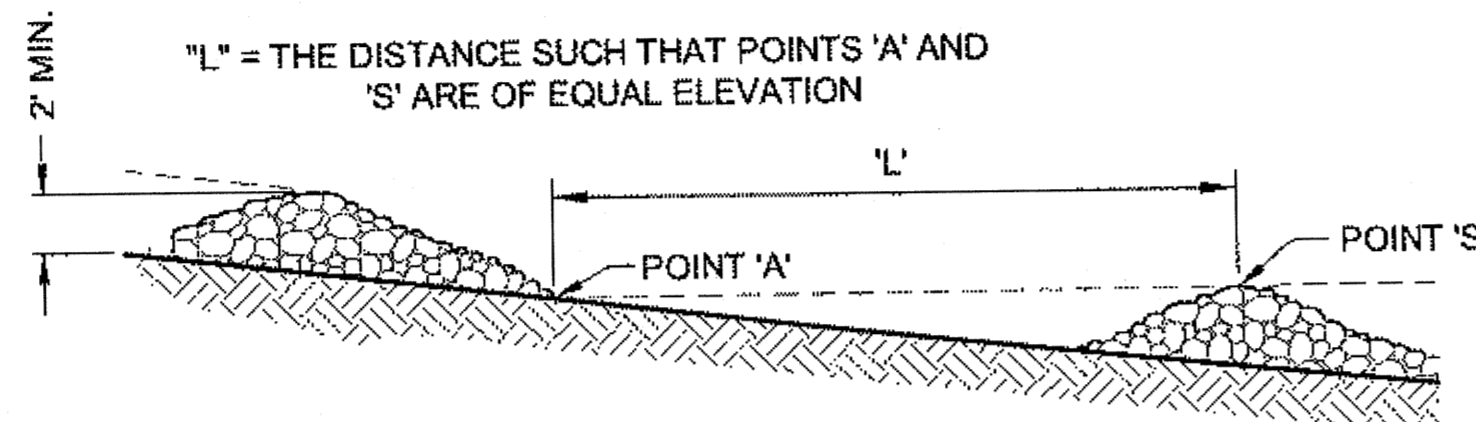
**TYPE I
ROCK FILTER DAM**



**TYPE II
ROCK FILTER DAM**



SECTION A-A



**SPACING BETWEEN
TYPE I ROCK FILTER DAMS**

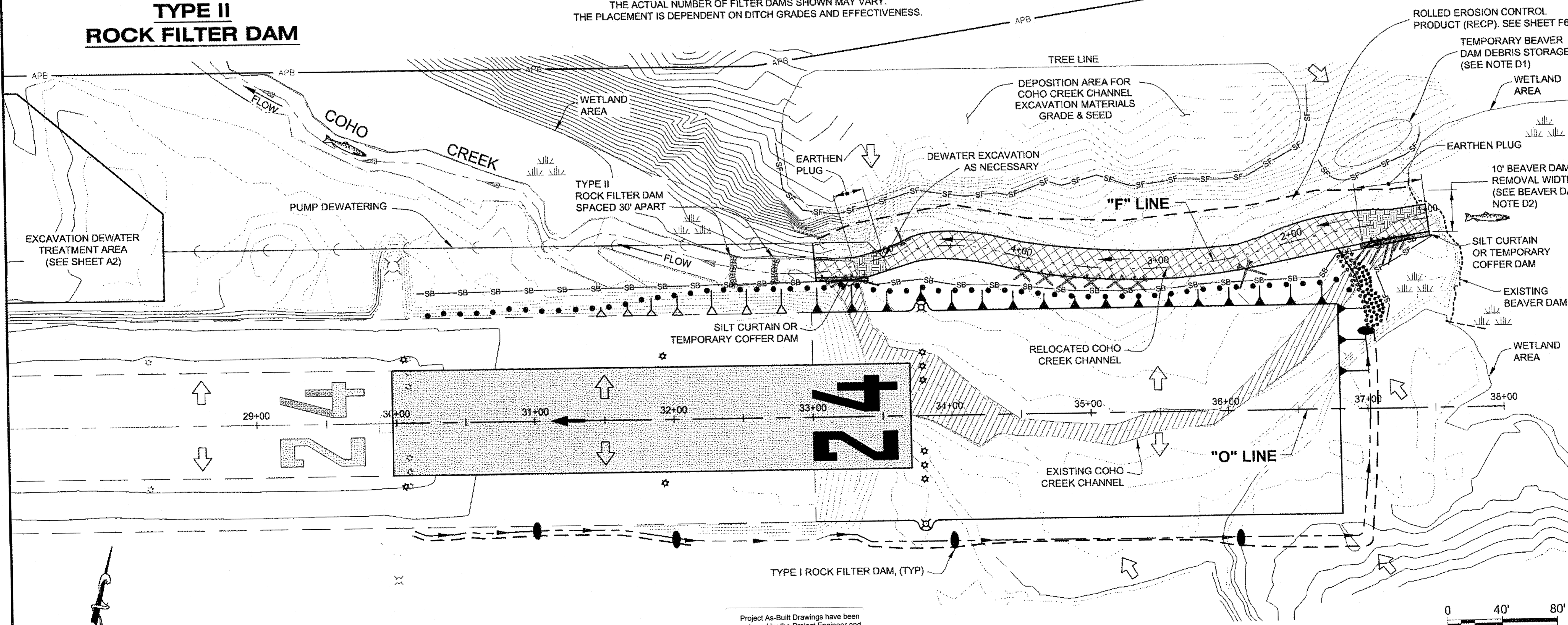
THE ACTUAL NUMBER OF FILTER DAMS SHOWN MAY VARY. THE PLACEMENT IS DEPENDENT ON DITCH GRADES AND EFFECTIVENESS.

BEAVER DAM NOTES:

- D1. ERECT A SILT FENCE IMMEDIATELY NORTH OF THE BEAVER DAM SITE TO CONTAIN SEDIMENT LADEN RUNOFF FROM EXCAVATED BEAVER DAM DEBRIS.
- D2. REMOVE BEAVER DAM IN LIFTS, NO MORE THAN 2' HIGH, AND TO ENTIRE 10' WIDTH OF REMOVAL SITE, TO MINIMIZE SCOUR. REMOVE NO MORE THAN ONE LIFT PER DAY, UNLESS GRANTED SPECIFIC WRITTEN PERMISSION FROM THE STREAM RELOCATION MANAGER ON DUTY. TEMPORARILY PLACE DEBRIS BEHIND SILT FENCE. EXTEND AND/OR REPAIR SILT FENCE TO MAINTAIN EFFECTIVE SEDIMENT BARRIER.
- D3. UPON COMPLETION OF OR CONCURRENT WITH BEAVER DAM REMOVAL, CAREFULLY TRANSFER DEBRIS TO THE DESIGNATED DEPOSITION AREA.
- D4. REVEGETATE BEAVER DAM DEBRIS SITE WITH INDIGENOUS GRASS SEED.
- D5. AFTER COHO CREEK RELOCATION AND BEAVER DAM REMOVAL ACTIVITIES ARE COMPLETED, REMOVE THE TWO TYPE II RFD'S.

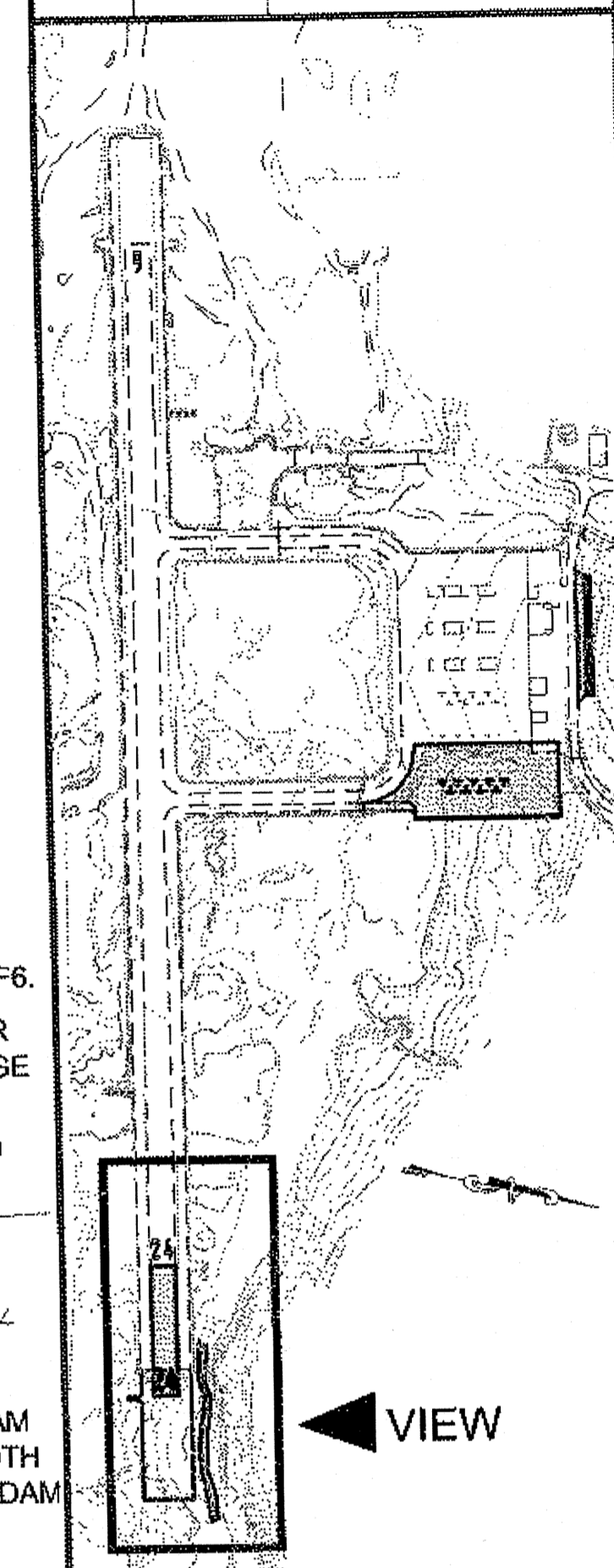
COHO CREEK RELOCATION SEQUENCE NOTES:

- E1. CONSTRUCTION OF THE RELOCATED COHO CREEK CHANNEL SHALL BE PERFORMED PRIOR TO THE EXTENSION OF THE RUNWAY SAFETY AREA AND DURING THE IN-WATER WORK WINDOW FOR COHO CREEK.
- E2. EXCAVATE AND GRADE THE NEW CHANNEL AND FLOODPLAIN FROM STA. 5+00 TO STA. 1+50. THIS WORK SHALL BE ISOLATED FROM THE FLOWING WATER OF COHO CREEK BY LEAVING EARTHEN PLUGS BETWEEN THE EXISTING AND PROPOSED CHANNELS. INSTALL THE LARGE WOODY DEBRIS (LWD) STRUCTURES LOCATED BETWEEN THE EARTHEN PLUG.
- E3. DRESS NEW CHANNEL SLOPES AS SHOWN ON SHEET F6.
- E4. ISOLATE, TRAP, AND RELOCATE REARING FISH WITHIN THE EXISTING CREEK CHANNEL BETWEEN STA. 1+00 AND 5+50. REMOVE THE DOWNSTREAM AND UPSTREAM EARTHEN PLUGS AND INSTALL THE REMAINING LWD STRUCTURES WHERE INDICATED. ALLOW COHO CREEK TO FLOW THROUGH THE NEW CHANNEL ALIGNMENT.
- E5. ISOLATE OLD STREAM CHANNEL FROM NEW STREAM CHANNEL WITH TEMPORARY COFFER DAMS BEFORE FILLING OLD CHANNEL. COFFER DAM COULD CONSIST OF SUPER SACKS WITH PLASTIC SHEETING.



PATH: Q:\NH\68303\PLANSET\68303_T1-T3_ESCP.DWG
 GRANHAM, RICK L (DOT)
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ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND

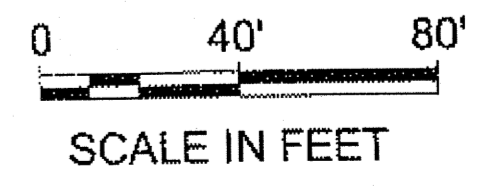
CHECKED BY: M. VAN ALSTINE
 DESIGNED BY: L. SEIFERT
 DRAWN BY: R. GRANHAM

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 DESIGN & ENGINEERING SERVICES
 DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
 RUNWAY EXTENSION
 PROJECT #68303**
**EROSION &
 SEDIMENT CONTROL
 PLAN & DETAILS**

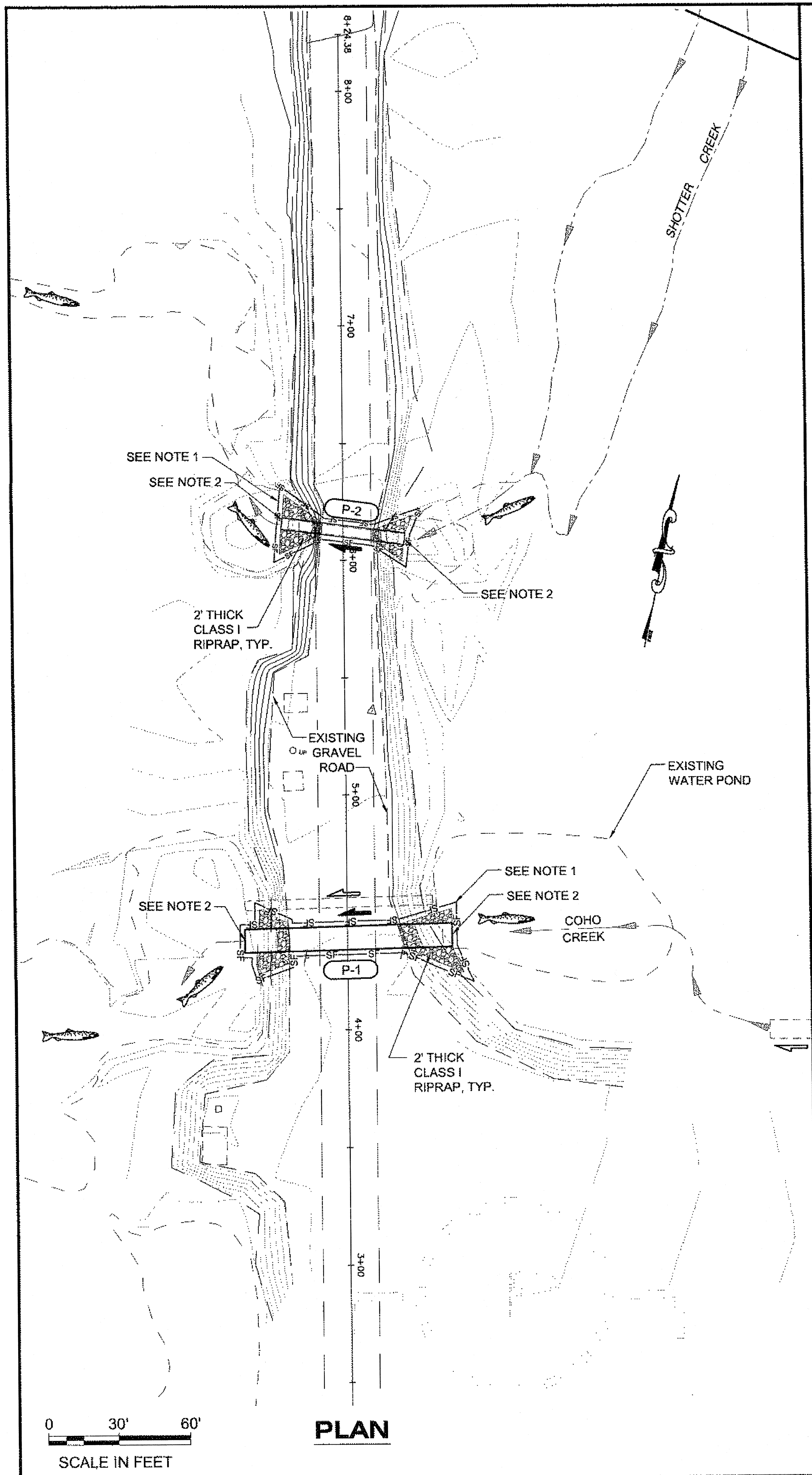
PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
T2	48

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *[Signature]* Date 1/21/14



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



PLAN

0 30' 60'
SCALE IN FEET

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *[Signature]* Date 11/21/14

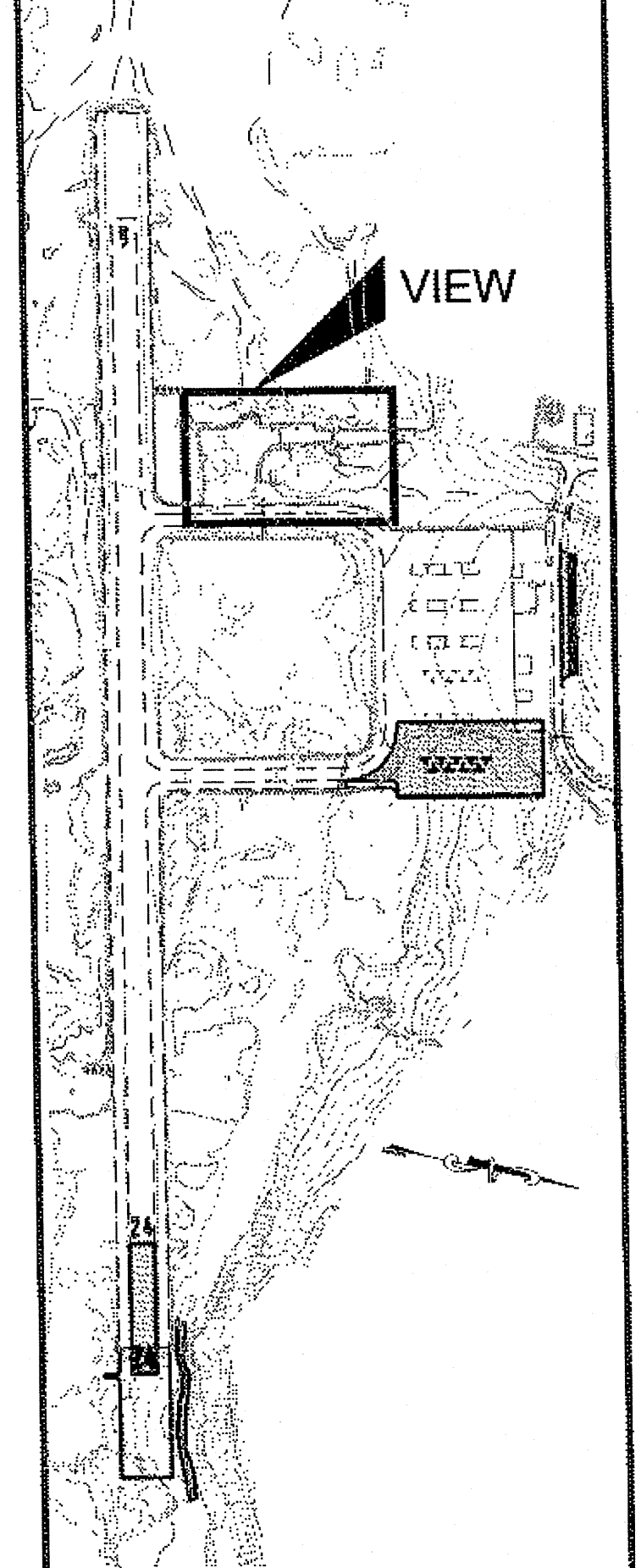
- NOTES:**
1. PLACE SEDIMENT BARRIER OR SILT FENCE AROUND WORK AREA.
 2. ISOLATE INLET & OUTLET WITH COFFER DAMS PRIOR TO EXCAVATION & REMOVAL OF EXISTING CULVERT.
 3. PLACE STREAMBED MATERIAL ON PIPE ENDS PER ADF&G PERMIT. TRAP & RELOCATE FISH AS NECESSARY.
 4. CONTRACTOR SHALL SUBMIT CULVERT INSTALLATION & EXCAVATION DEWATERING PLANS FOR APPROVAL.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
Q:\HNH\68303\PLANSET\68303_T1-T3_ESCP.DWG
GRANTHAM, RICK L (DOT)

TAB: T3 Thursday, June 28, 2012 2:48:28 PM

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ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: M. VAN ALSTINE



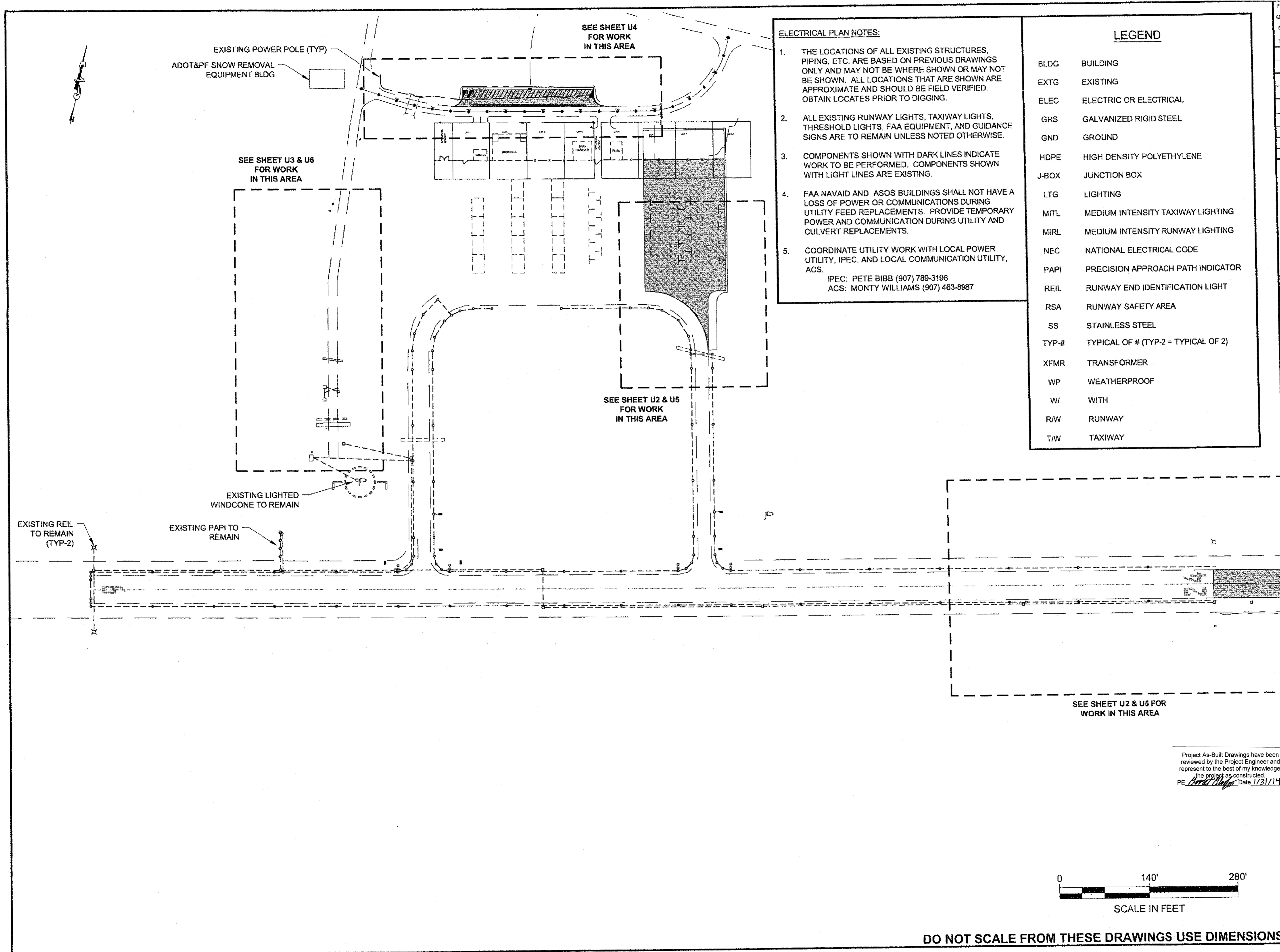
DESIGNED BY: L. SEIFERT

DRAWN BY: R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303
EROSION &
SEDIMENT CONTROL
PLAN & DETAILS**

PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
T3	48



- ELECTRICAL PLAN NOTES:**
1. THE LOCATIONS OF ALL EXISTING STRUCTURES, PIPING, ETC. ARE BASED ON PREVIOUS DRAWINGS ONLY AND MAY NOT BE WHERE SHOWN OR MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN LOCATES PRIOR TO DIGGING.
 2. ALL EXISTING RUNWAY LIGHTS, TAXIWAY LIGHTS, THRESHOLD LIGHTS, FAA EQUIPMENT, AND GUIDANCE SIGNS ARE TO REMAIN UNLESS NOTED OTHERWISE.
 3. COMPONENTS SHOWN WITH DARK LINES INDICATE WORK TO BE PERFORMED. COMPONENTS SHOWN WITH LIGHT LINES ARE EXISTING.
 4. FAA NAVAID AND ASOS BUILDINGS SHALL NOT HAVE A LOSS OF POWER OR COMMUNICATIONS DURING UTILITY FEED REPLACEMENTS. PROVIDE TEMPORARY POWER AND COMMUNICATION DURING UTILITY AND CULVERT REPLACEMENTS.
 5. COORDINATE UTILITY WORK WITH LOCAL POWER UTILITY, IPEC, AND LOCAL COMMUNICATION UTILITY, ACS.
- IPEC: PETE BIBB (907) 789-3196
 ACS: MONTY WILLIAMS (907) 463-8987

LEGEND

BLDG	BUILDING
EXTG	EXISTING
ELEC	ELECTRIC OR ELECTRICAL
GRS	GALVANIZED RIGID STEEL
GND	GROUND
HDPE	HIGH DENSITY POLYETHYLENE
J-BOX	JUNCTION BOX
LTG	LIGHTING
MITL	MEDIUM INTENSITY TAXIWAY LIGHTING
MIRL	MEDIUM INTENSITY RUNWAY LIGHTING
NEC	NATIONAL ELECTRICAL CODE
PAPI	PRECISION APPROACH PATH INDICATOR
REIL	RUNWAY END IDENTIFICATION LIGHT
RSA	RUNWAY SAFETY AREA
SS	STAINLESS STEEL
TYP-#	TYPICAL OF # (TYP-2 = TYPICAL OF 2)
XFMR	TRANSFORMER
WP	WEATHERPROOF
W	WITH
R/W	RUNWAY
T/W	TAXIWAY

PATH:
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 GRANTHAM, RICK L (DOT)
 TAB: U1 Wednesday, June 27, 2012 11:09:13 AM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

**HOONAH AIRPORT
 RUNWAY EXTENSION
 PROJECT #68303**
ELECTRICAL PLAN LEGEND

CHECKED BY: M. HANSEN

DESIGNED BY: N. GEARY
 DRAWN BY: N. GEARY, R. GRANTHAM

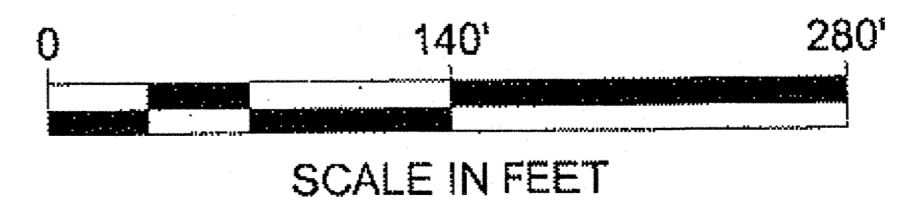
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 DESIGN & ENGINEERING SERVICES
 DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
 RUNWAY EXTENSION
 PROJECT #68303**

**ELECTRICAL PLAN
 LEGEND**

PROJECT DESIGNATION

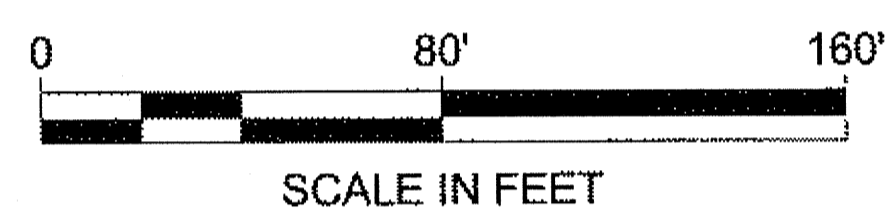
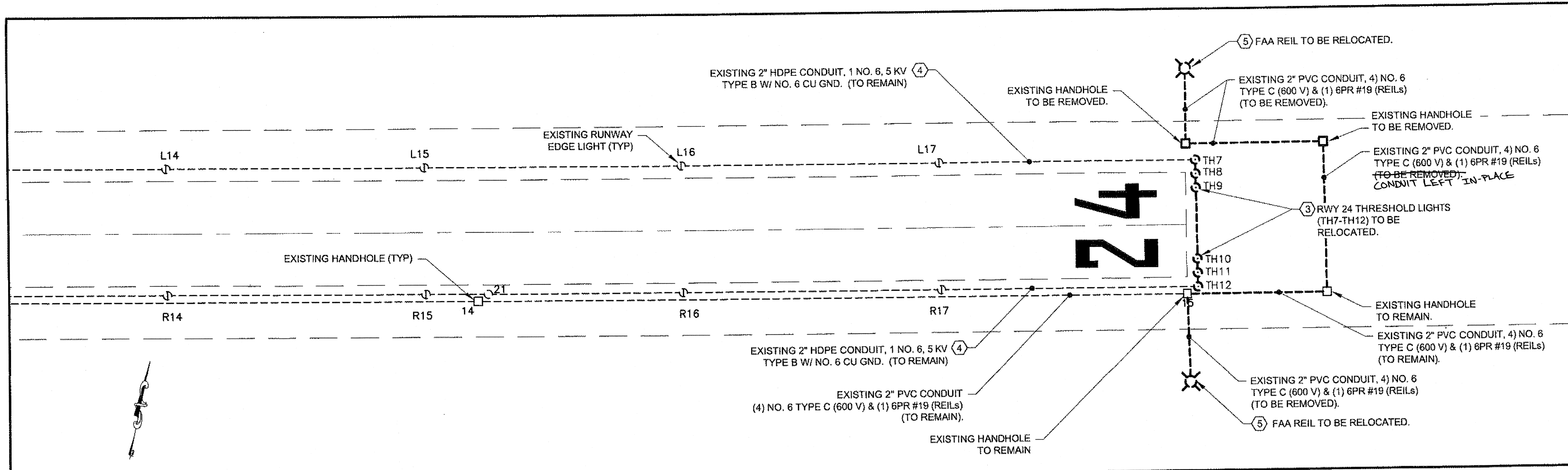
AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U1	48

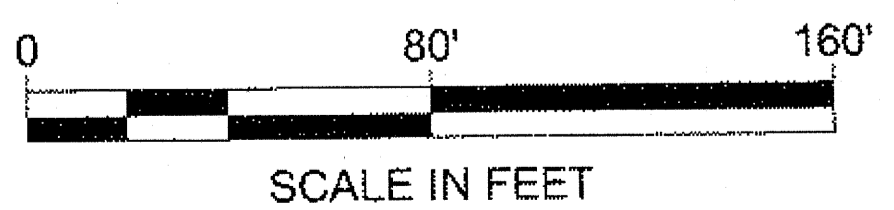
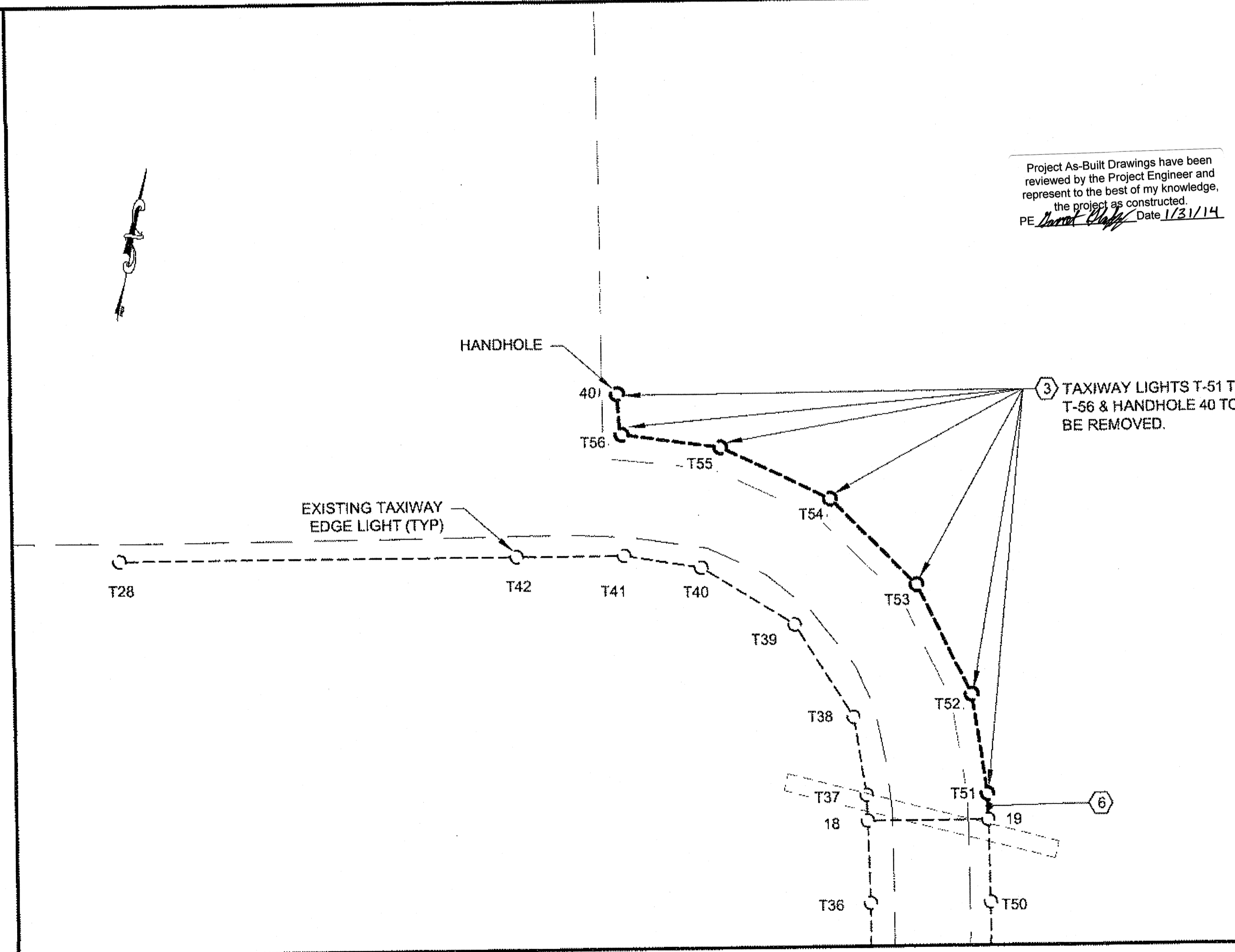


DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *David Dwyer* Date 1/21/14



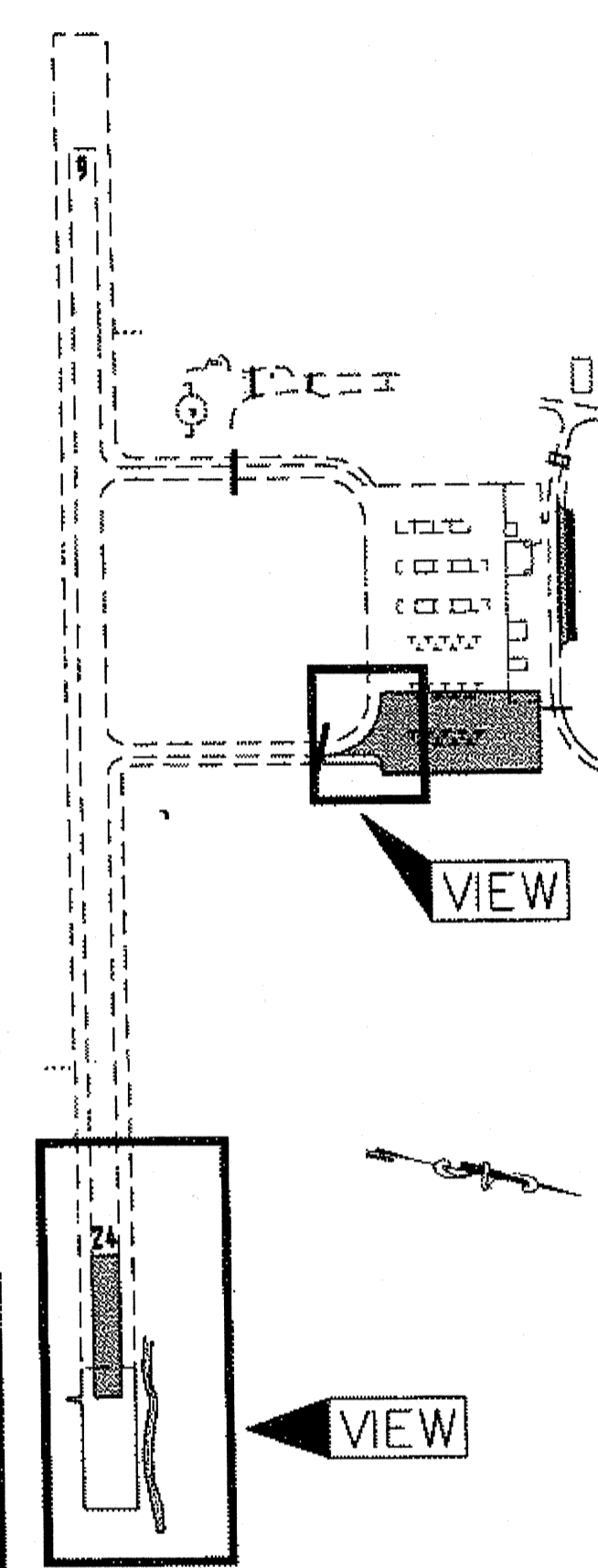
- NOTES:
- THE RUNWAY LIGHTS ARE POWERED FROM A REGULATOR IN THE ADOT/PF ELECTRICAL BUILDING ADJACENT TO THE PRIMARY WINDCONE AND SEGMENTED CIRCLE.
 - THE FAA POWER CONDUIT/CABLE IS IMMEDIATELY ADJACENT TO THE RUNWAY LIGHTING CONDUCTORS. DIG WITH EXTREME CAUTION. DO NOT DAMAGE. IF DAMAGED, REPLACE FAA CABLE AND FAA EQUIPMENT TO THE SATISFACTION OF THE FAA AND ENGINEER.
 - REMOVE EXISTING LIGHT INCLUDING THE BASE CAN, TRANSFORMER, ETC., AND CONDUIT AND CABLE BETWEEN THE LIGHTS. EXISTING LIGHT FIXTURE & ISOLATION TRANSFORMER TO BE REUSED. SEE SHEET U5.
 - EXISTING CONDUIT AND CABLE BETWEEN RUNWAY LIGHT R17 & TH12 AND BETWEEN RUNWAY LIGHT L17 & TH7 TO BE REUSED. IF CABLE BECOMES DAMAGED AND CAN NOT BE REUSED, PROVIDE AND INSTALL NEW CABLE.
 - EXISTING FAA EQUIPMENT TO BE RELOCATED. EXISTING CIRCUIT POWERING FAA EQUIPMENT TO BE REUSED TO POWER EQUIPMENT AT NEW LOCATION. SEE SHEET U5.
 - EXISTING 2" HDPE CONDUIT, (2) NO. 6, 5 KV TYPE B WITH NO. 6 CU GND (TYP BETWEEN HANDHOLE 19 AND HANDHOLE 40). (TO BE REMOVED).



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)
TAB: U2 Wednesday, June 27, 2012 12:59:32 PM

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ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



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CHECKED BY: M. HANSEN

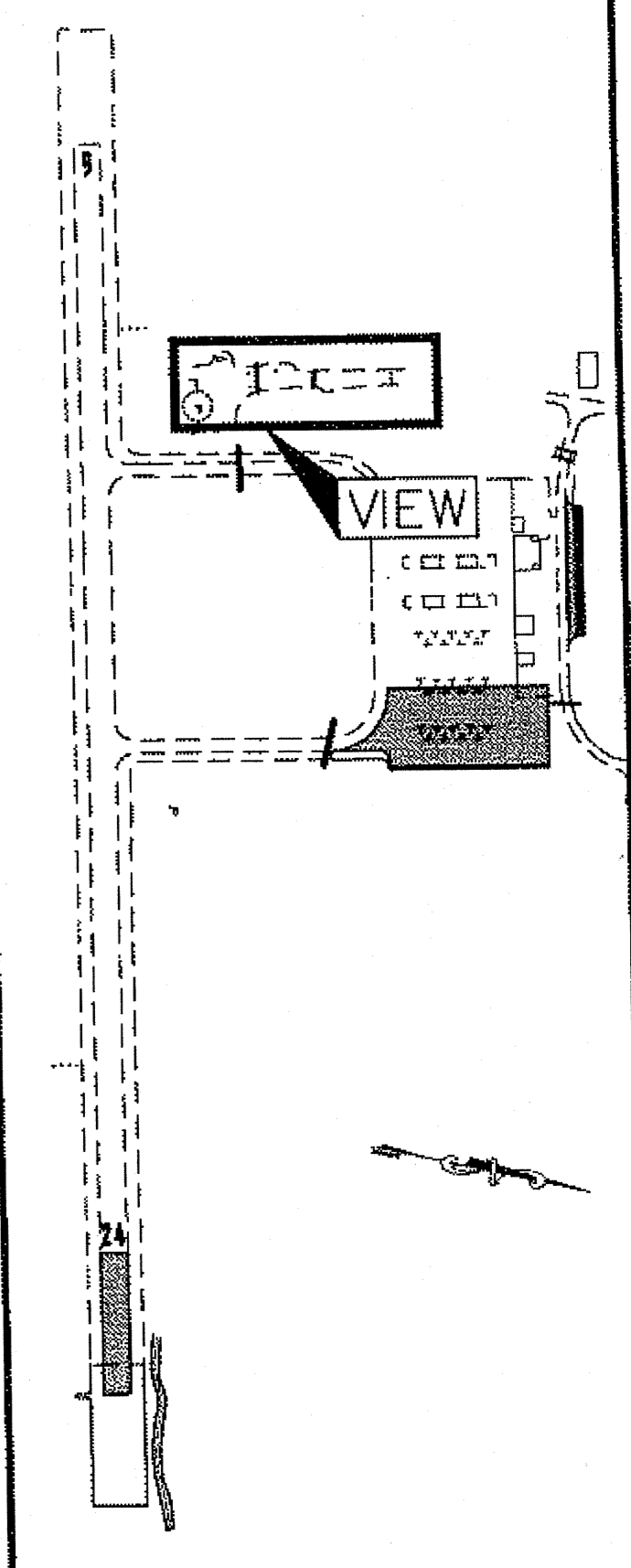
6-27-12

DESIGNED BY: N. GEARY
DRAWN BY: N. GEARY, R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303**
**RWY & TWY
ELECTRICAL
DEMOLITION PLAN**

PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U2	48



PLAN LEGEND

CHECKED BY: M. HANSEN

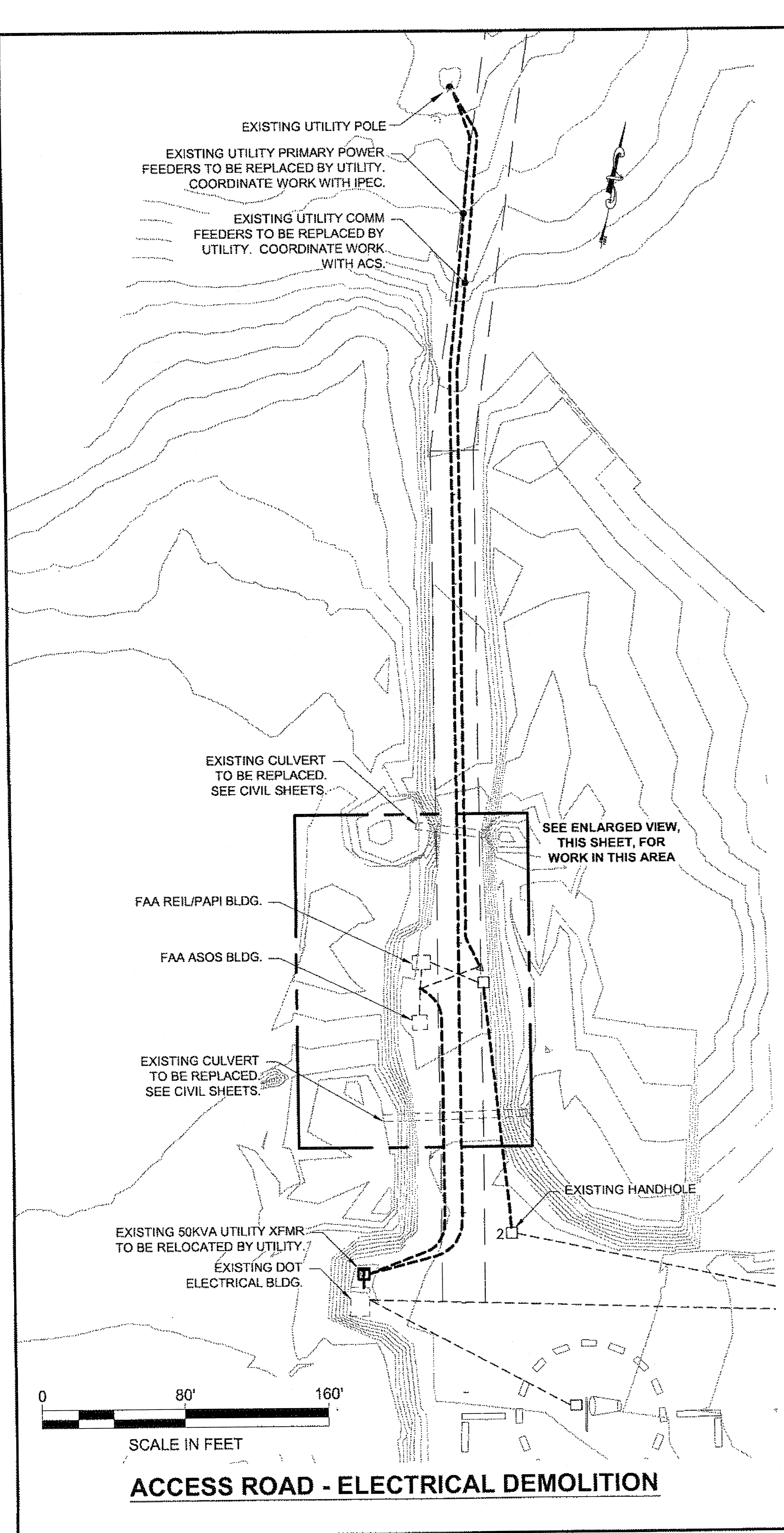
DESIGNED BY: N. GEARY

DRAWN BY: N. GEARY, R. GRANTHAM

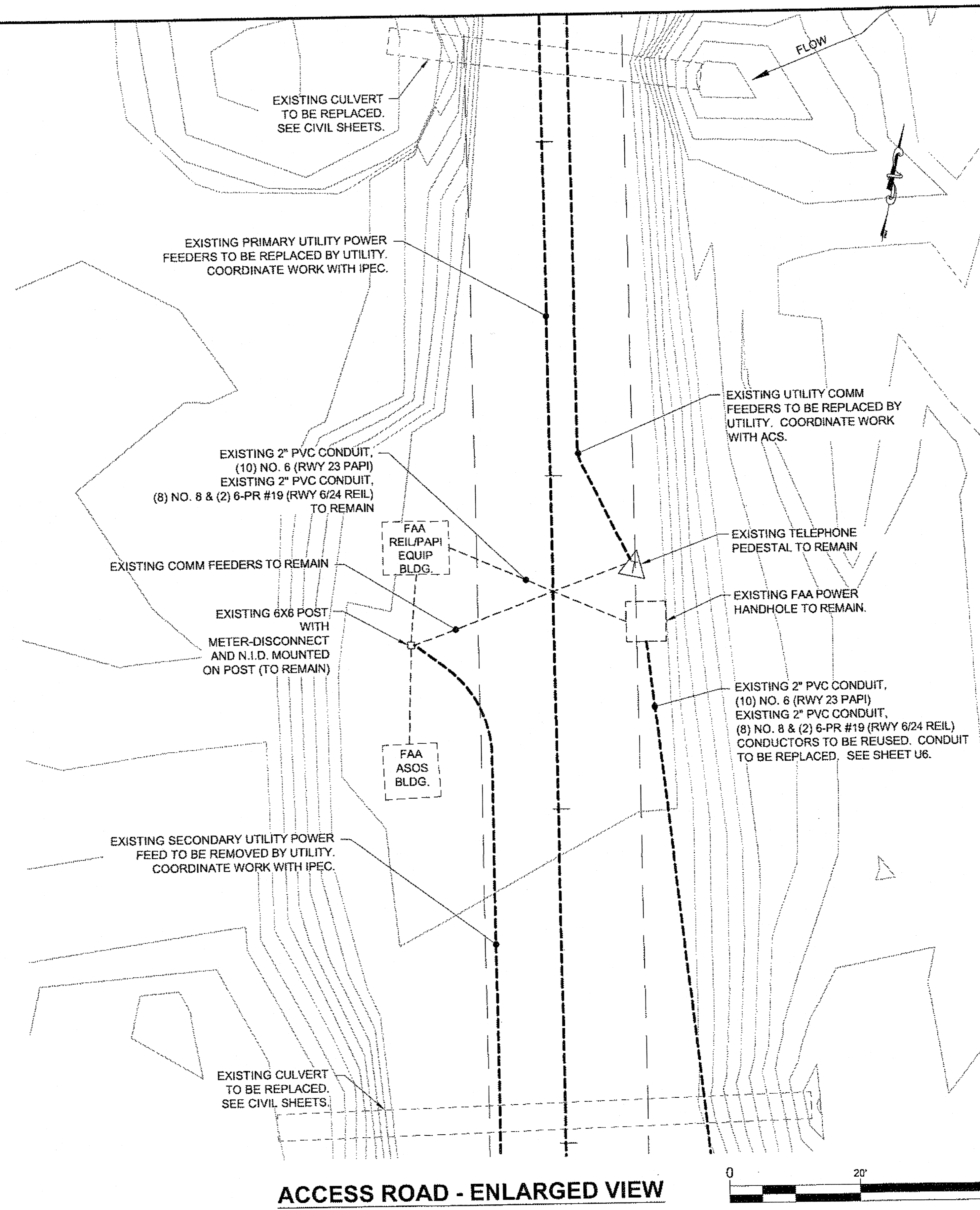
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
 DESIGN & ENGINEERING SERVICES
 DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
 RUNWAY EXTENSION
 PROJECT #68303**
**ACCESS ROAD
 ELECTRICAL
 DEMOLITION PLAN**

PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

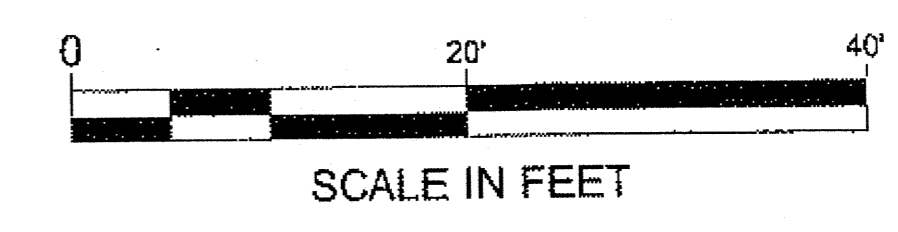
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U3	48



ACCESS ROAD - ELECTRICAL DEMOLITION



ACCESS ROAD - ENLARGED VIEW



- NOTES:
- COORDINATE ALL POWER UTILITY WORK WITH IPEC, AND COORDINATE ALL COMMUNICATION UTILITY WORK WITH ACS. SEE NOTE 5, SHEET U1 FOR CONTACT INFORMATION.
 - SEE SHEETS A3 THROUGH A8 FOR NOTIFICATIONS REGARDING WORK AND SCHEDULED ITEMS THAT AFFECT FAA EQUIPMENT. SEE SHEET U6 FOR NEW ELECTRICAL PLAN.
 - WORK BY UTILITIES ALONG THE ACCESS ROAD SHALL BE PAID FOR BY THE DEPARTMENT UNDER A SEPARATE CONTRACT.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
 PE *Demetrius P. Kelly* Date 1/31/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GEARY, NATE (DOT)

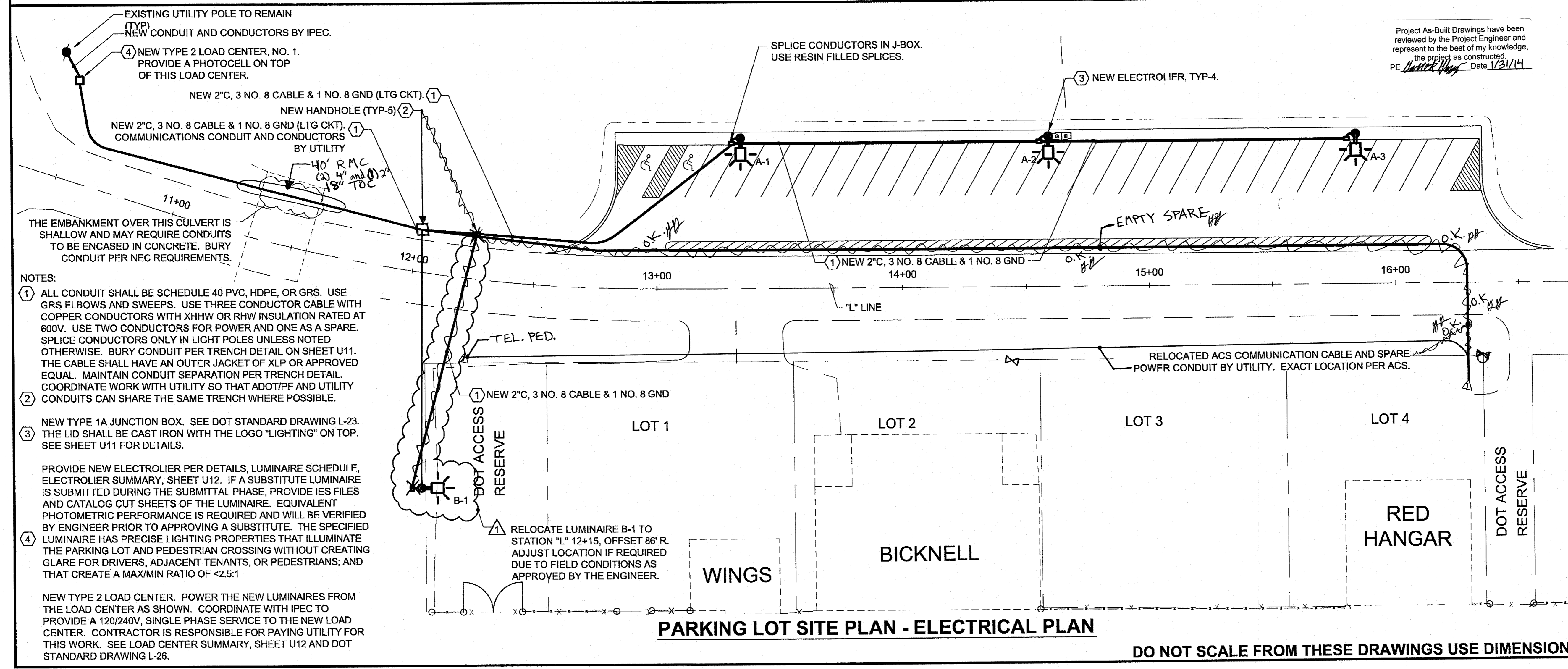
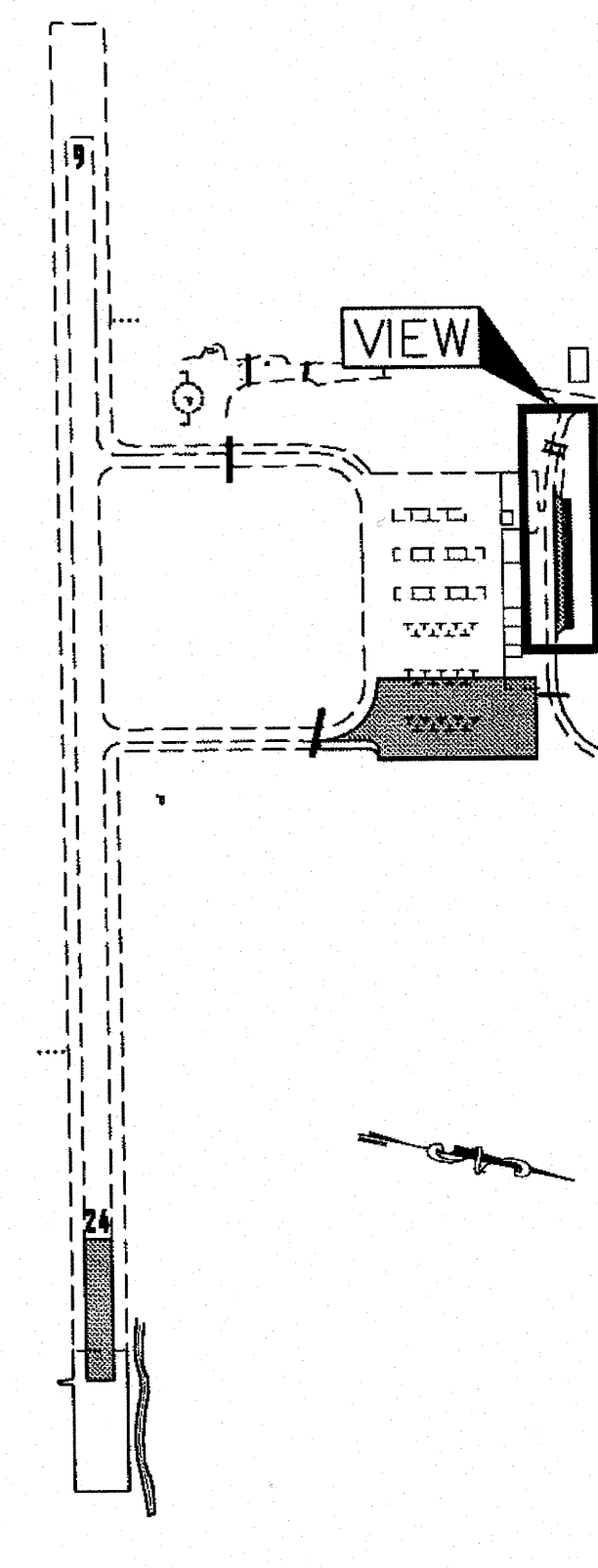
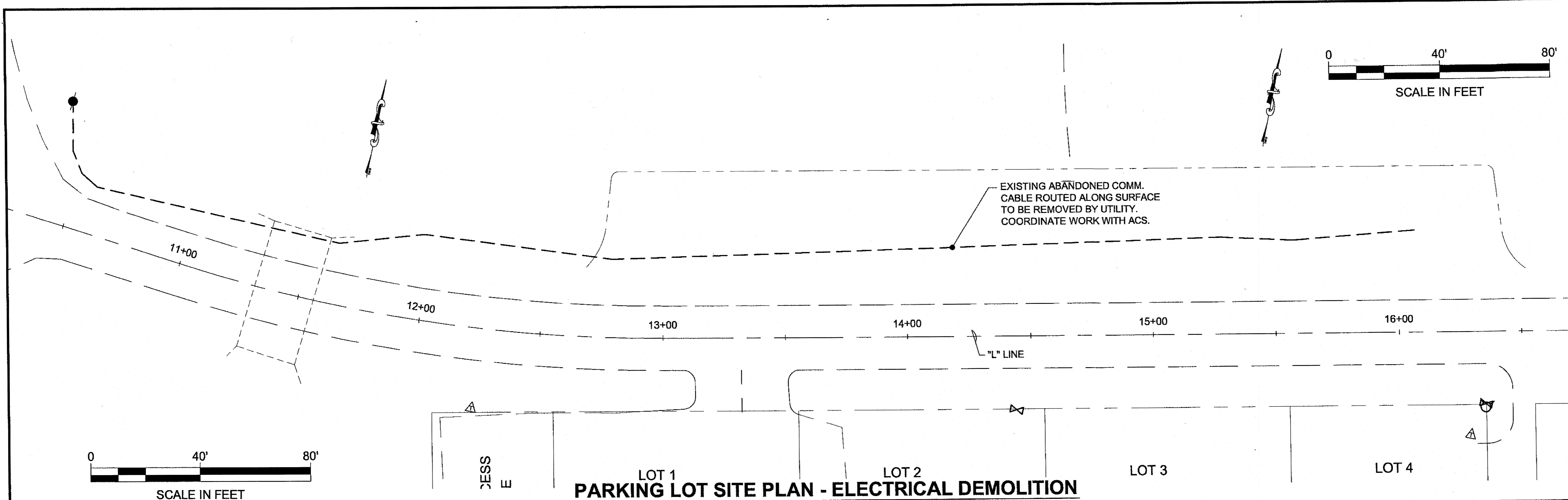
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
▲ 1	5/3/13	RELOCATED LUM. B-1



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE: *Nate Geary* Date: 1/31/14

PLAN LEGEND

CHECKED BY: M. HANSEN

STATE OF ALASKA
49th
Maurice A. Hansen
MAURICE A. HANSEN
REGISTERED PROFESSIONAL ENGINEER
EE-9050
5-3-13

DESIGNED BY: N. GEARY

DRAWN BY: N. GEARY, R. GRANTHAM

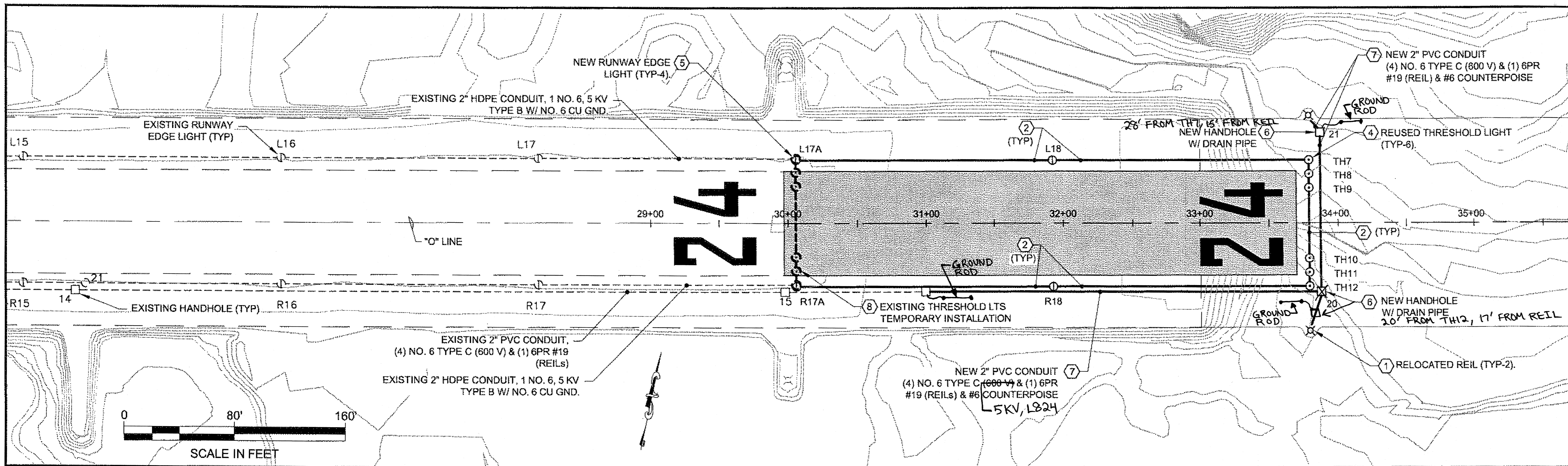
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION - SOUTHEAST REGION
HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303

PARKING LOT ELECTRICAL PLAN

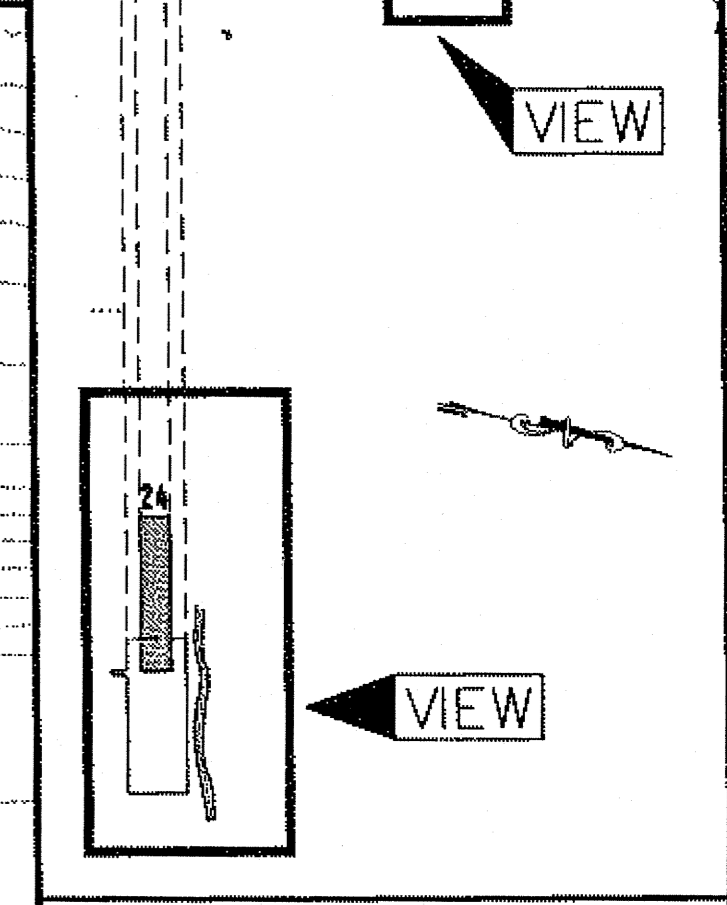
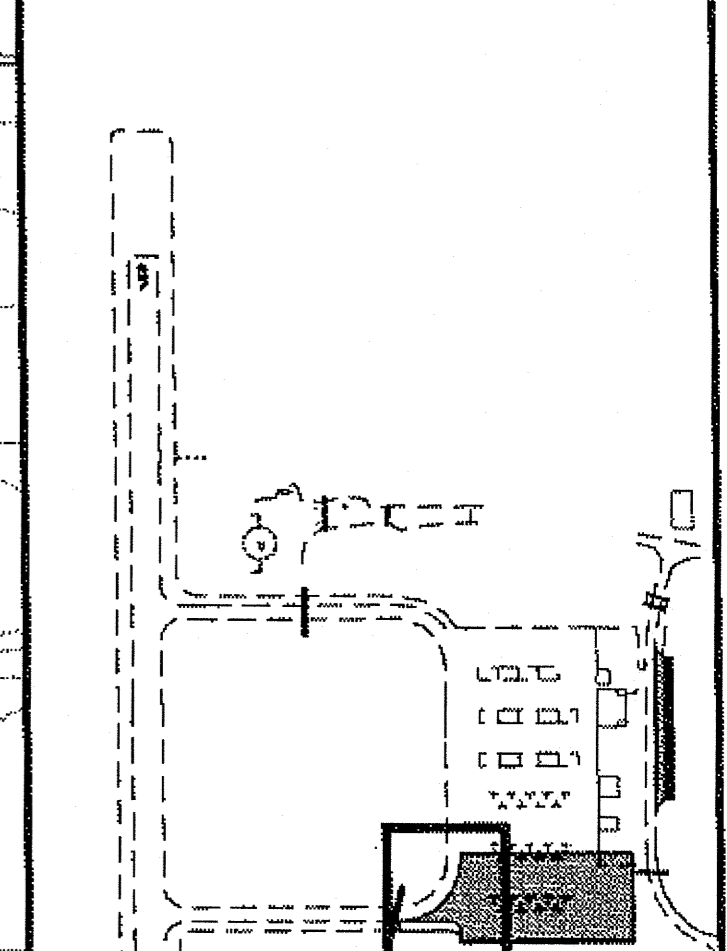
PROJECT DESIGNATION

AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U4	48



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GRANTHAM, RICK L (DOT)
TAB: US Wednesday, June 27, 2012 1:45:18 PM
ADDENDUM NUMBER
ATTACHMENT NUMBER
RECORD OF REVISIONS
No. DATE DESCRIPTION



PLAN LEGEND

CHECKED BY: M. HANSEN



DESIGNED BY: N. GEARY
DRAWN BY: N. GEARY, R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303
RWY & TWY
ELECTRICAL PLAN &
SUMMARIES**

PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U5	48

- NOTES:
- RELOCATE REILS TO NEW FOUNDATIONS WHERE SHOWN. SEE REIL DETAILS, SHEET U10. REUSE EQUIPMENT AND HARDWARE AS PRACTICABLE. PROVIDE NEW CONNECTORS, HARDWARE, ETC. AS REQUIRED TO RECONNECT THE RELOCATED REILS. RECONNECT REILS IN SAME MANNER AS EXISTING CONFIGURATION AND FROM THE EXISTING CIRCUIT.
 - PROVIDE NEW 2" HDPE CONDUIT, 1 NO. 6, 5 KV TYPE B W/ NO. 6 CU GND. CONNECT NEW/RELOCATED LIGHTS TO EXISTING LIGHTING CIRCUIT.
 - PROVIDE NEW 2" HDPE CONDUIT, (2) 1 NO. 6, 5 KV TYPE B W/ NO. 6 CU GND. CONNECT TO THE EXISTING CIRCUIT AT CAN 19.
 - REUSE EXISTING TAXIWAY EDGE/THRESHOLD LIGHT FIXTURES (INCLUDING SUPPORT COLUMN AND FRANGIBLE COUPLING) & ISOLATION TRANSFORMERS TO THE EXTENT POSSIBLE. PROVIDE NEW CONNECTORS, LIGHT BASES, LENS COVERS, AND OTHER EQUIPMENT AS REQUIRED. IF EXISTING EQUIPMENT BECOMES DAMAGED, PROVIDE NEW EQUIPMENT.
 - NEW RUNWAY EDGE LIGHT, BASE, TRANSFORMER AND ASSOCIATED CONNECTORS.
 - NEW 17"x30"x24" HANDHOLE. THE LID SHALL BE EMBOSSED "FAA UTILITY" ON TOP. (QUAZITE #PG1730BA24 OR EQUAL). PROVIDE 2" CONDUIT DRAIN TO DAYLIGHT. FIELD VERIFY EXACT LENGTH. SEE DRAIN CONDUIT DETAIL, SHEET U7.
 - PROVIDE A BARE SOLID COPPER WIRE, #6 AWG, COUNTERPOISE CONDUCTOR ABOVE NEW CONDUITS IN FAA REIL SYSTEM. BOND TO EARTH ELECTRODE SYSTEM AT EACH END AND TO GROUND RODS USING EXOTHERMIC WELDS. SEE DETAIL, AIRFIELD CONDUIT TRENCH, SHEET U7.
 - AFTER SURCHARGE MATERIAL HAS BEEN PLACED, REINSTALL THRESHOLD LTS ON SHORT L-867 CANS ABOVE GRADE. SECURE CANS AND CABLE WITH DARK COLORED SAND BAGS.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *[Signature]* Date 7/3/14

RELOCATED THRESHOLD LIGHT SUMMARY

UNIT NO.	STATION	OFFSET	REMARKS
TH7	"O" 33+79.08	46.1045-5 LT	GREEN/RED LENS. REUSE EXISTING LIGHT
TH8	"O" 33+79.08	36.1025-5 LT	GREEN/RED LENS. REUSE EXISTING LIGHT
TH9	"O" 33+79.08	26.1025-5 LT	GREEN/RED LENS. REUSE EXISTING LIGHT
TH10	"O" 33+79.08	16.1025-5 RT	GREEN/RED LENS. REUSE EXISTING LIGHT
TH11	"O" 33+79.08	6.1025-5 RT	GREEN/RED LENS. REUSE EXISTING LIGHT
TH12	"O" 33+79.08	1.1025-5 RT	GREEN/RED LENS. REUSE EXISTING LIGHT

LENS ORIENTATION: RED LENS FACES R/W MIDPOINT

NEW RUNWAY EDGE LIGHT SUMMARY

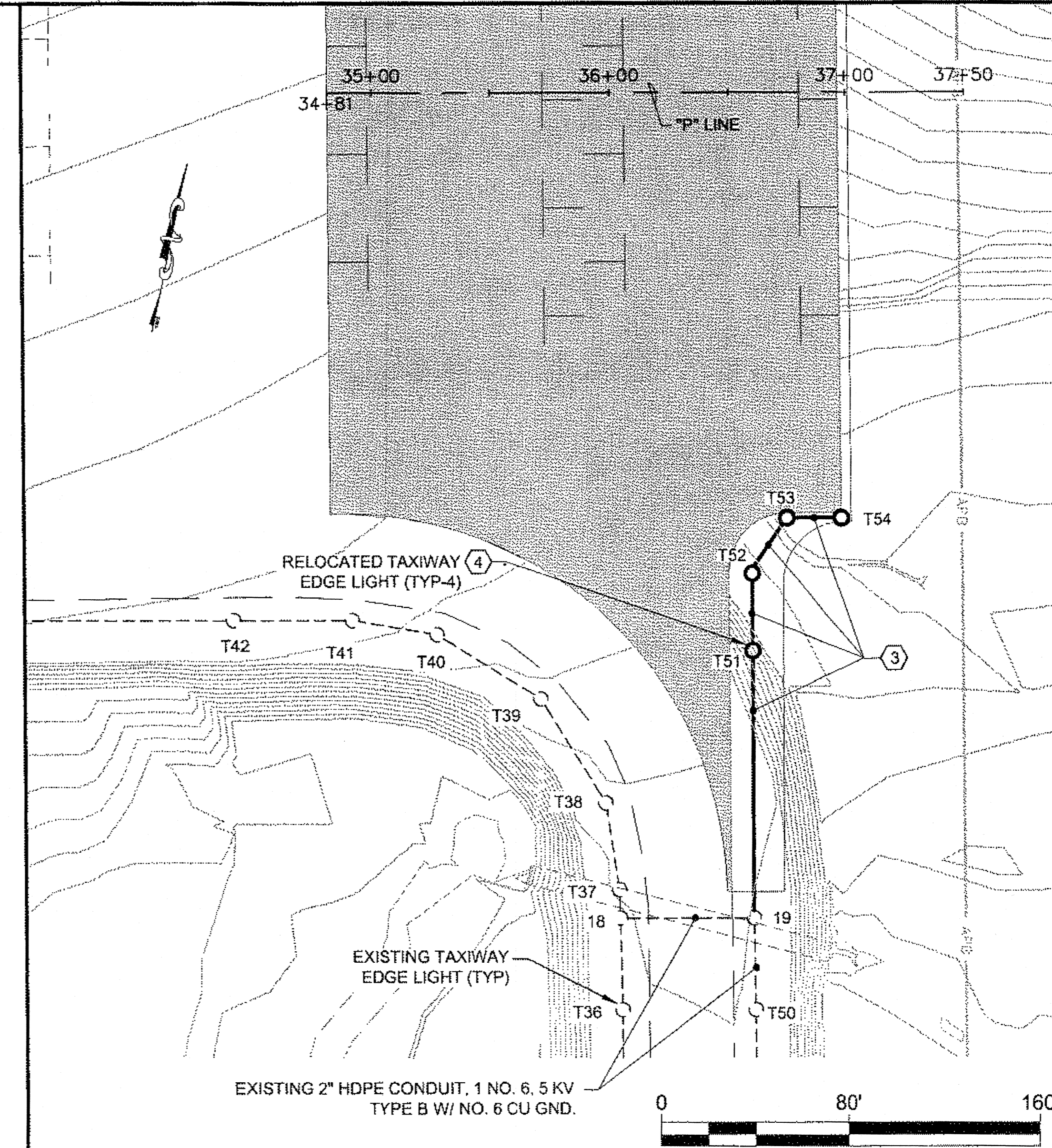
UNIT NO.	TYPE	STATION	OFFSET	REMARKS
L17A	MIRL	"O" 30+03.70	45.1145-5 LT	WHITE LENS. PROVIDE NEW EQUIPMENT
R17A	MIRL	"O" 30+03.70	44.1145-5 RT	WHITE LENS. PROVIDE NEW EQUIPMENT
L18	MIRL	"O" 31+90.40	46.0145-5 LT	WHITE LENS. PROVIDE NEW EQUIPMENT
R18	MIRL	"O" 31+90.40	44.1645-5 RT	WHITE LENS. PROVIDE NEW EQUIPMENT

RELOCATED T/W EDGE LIGHT SUMMARY

UNIT NO.	TYPE	STATION	OFFSET	REMARKS
T51	MITL	"P" 36+58.3	232.3' RT	BLUE LENS. REUSE EXISTING LIGHT
T52	MITL	"P" 36+58.3	200.2' RT	BLUE LENS. REUSE EXISTING LIGHT
T53	MITL	"P" 36+73.4	177.2' RT	BLUE LENS. REUSE EXISTING LIGHT
T54	MITL	"P" 36+97.0	177.2' RT	BLUE LENS. REUSE EXISTING LIGHT

RELOCATED REIL SUMMARY

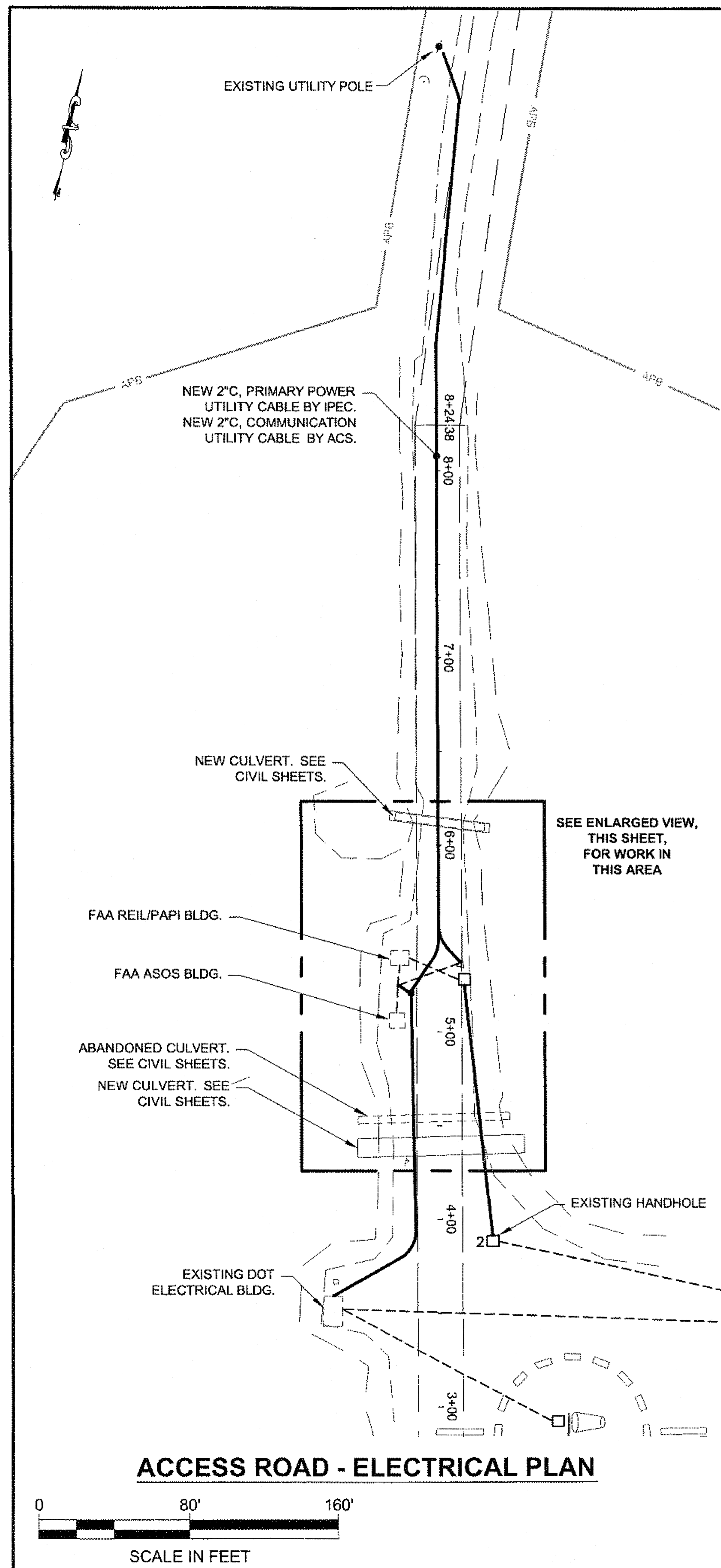
TYPE	STATION	OFFSET	REMARKS
REIL	"O" 33+79.1	75.89' LT	REUSE EXISTING EQUIPMENT.
REIL	"O" 33+79.1	75.89' RT	REUSE EXISTING EQUIPMENT.



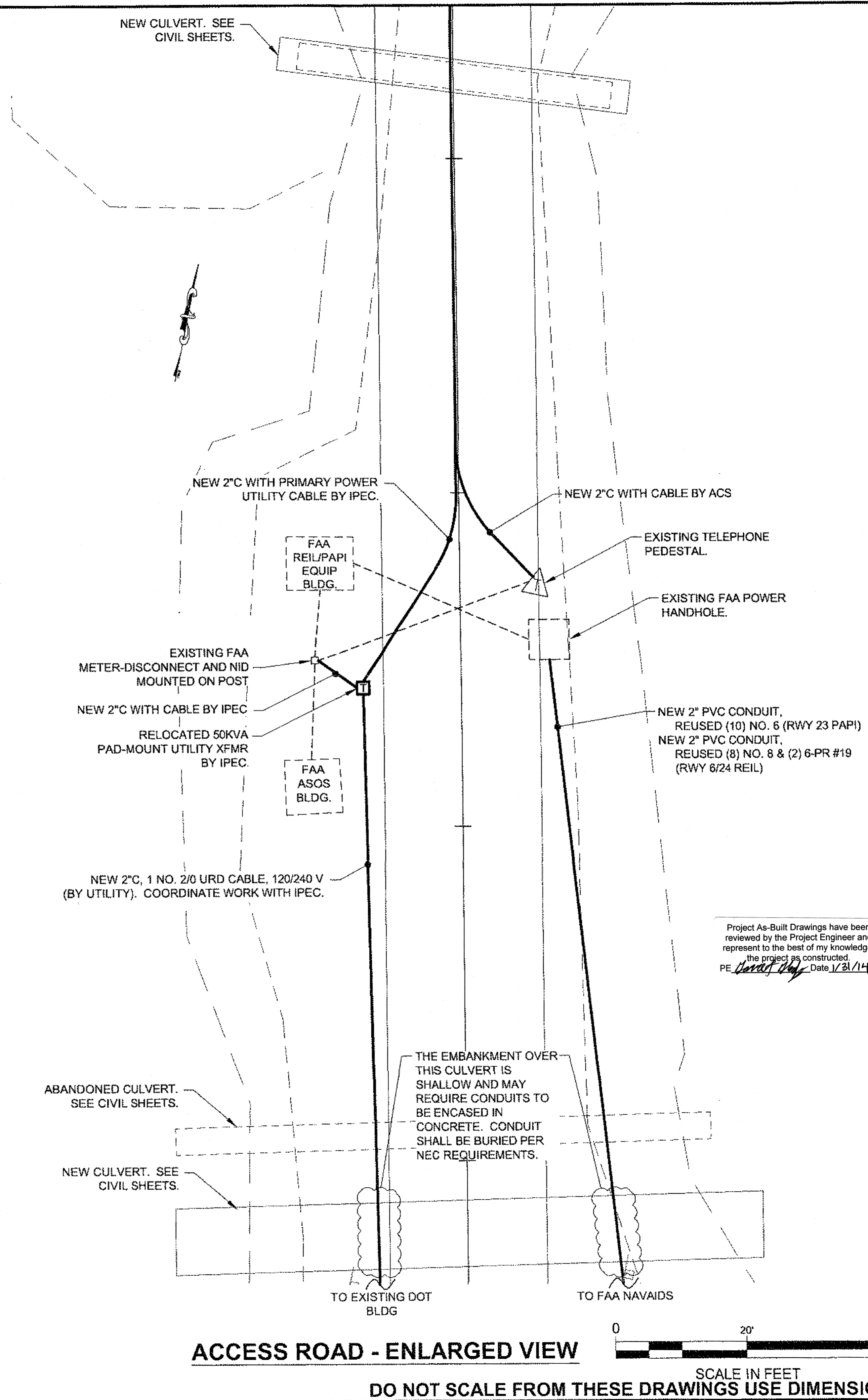
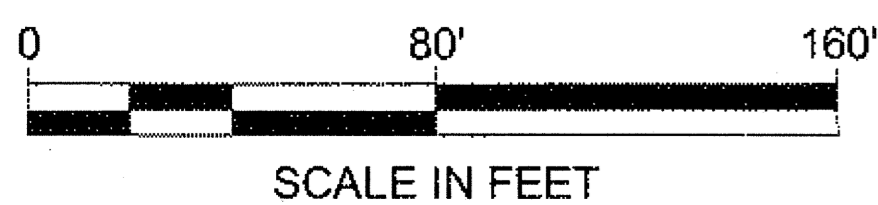
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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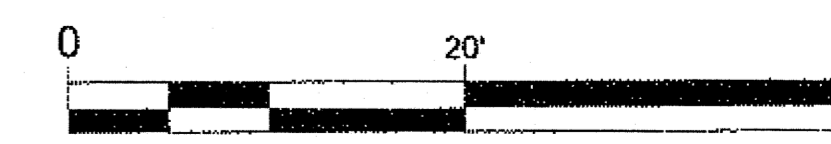
1. COORDINATE ALL POWER UTILITY WORK WITH IPEC, AND COORDINATE ALL COMMUNICATION UTILITY WORK WITH ACS. SEE NOTE 5, SHEET U1 FOR CONTACT INFORMATION.
2. SEE SHEETS A3 THROUGH A8 FOR NOTIFICATIONS REGARDING WORK & SCHEDULE ITEMS THAT AFFECT FAA EQUIPMENT.
3. WORK BY UTILITIES ALONG THE ACCESS ROAD SHALL BE PAID FOR BY THE DEPARTMENT UNDER A SEPARATE CONTRACT.
4. SEE SHEET U3 FOR ELECTRICAL DEMOLITION PLAN.



ACCESS ROAD - ELECTRICAL PLAN



ACCESS ROAD - ENLARGED VIEW

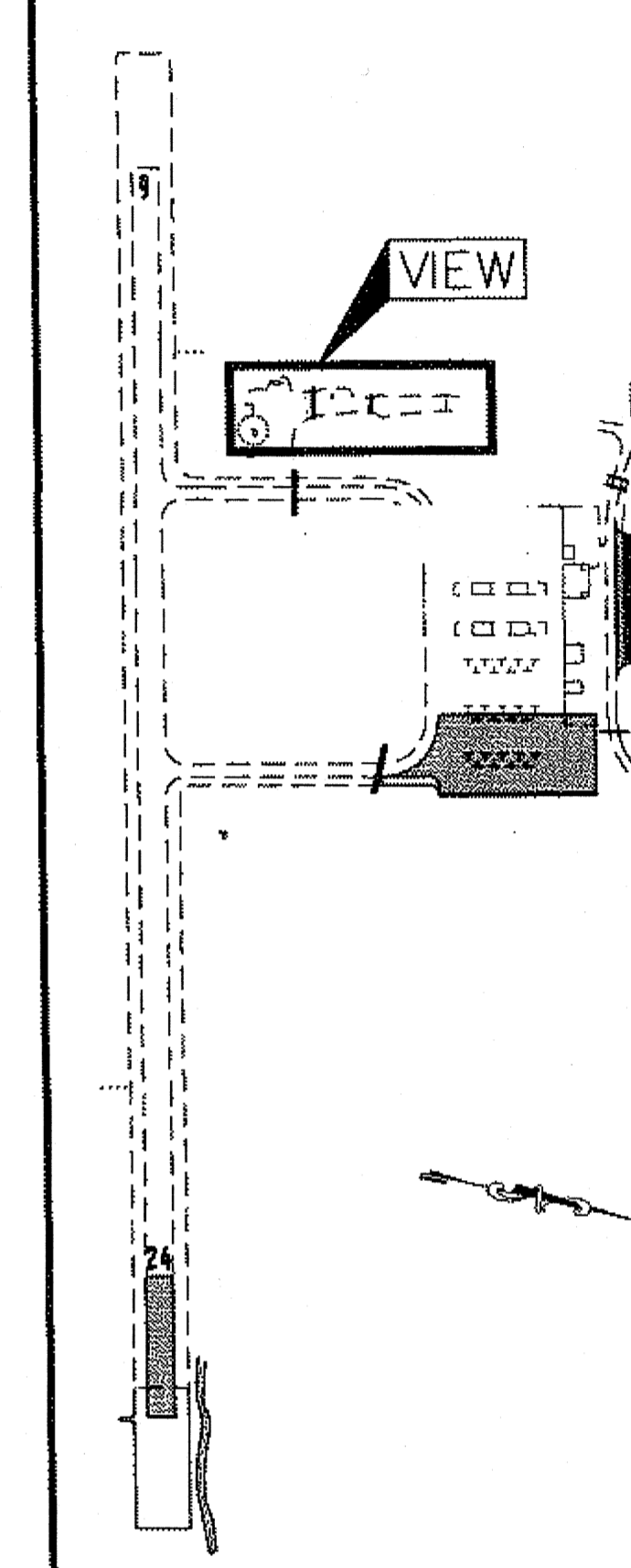


DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L (DOT)

TAB: U6 Wednesday, June 27, 2012 1:38:19 PM

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ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: M. HANSEN

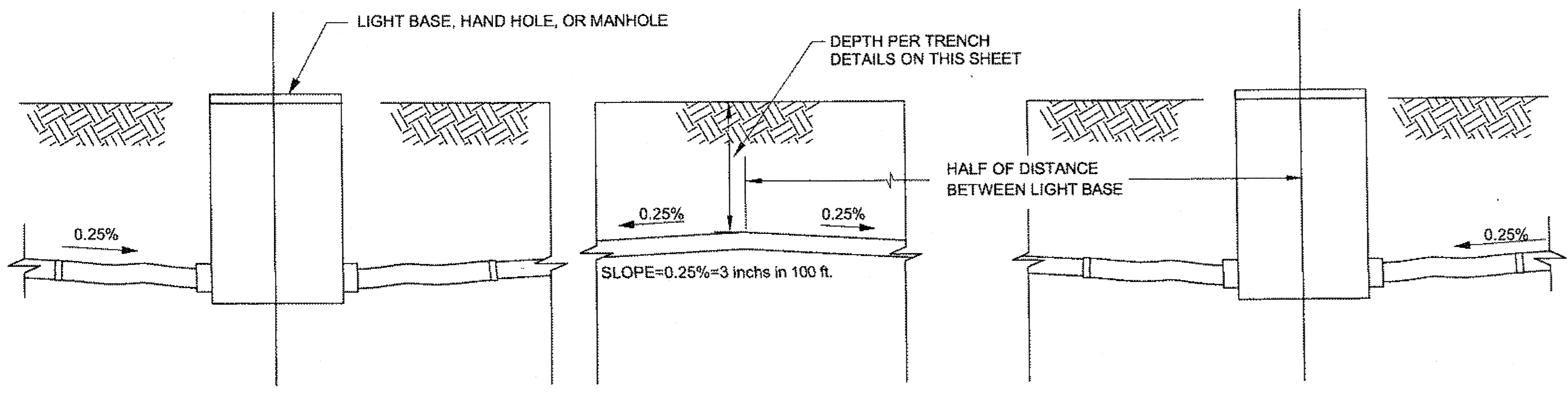
6-27-12

DESIGNED BY: N. GEARY
DRAWN BY: N. GEARY, R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303**

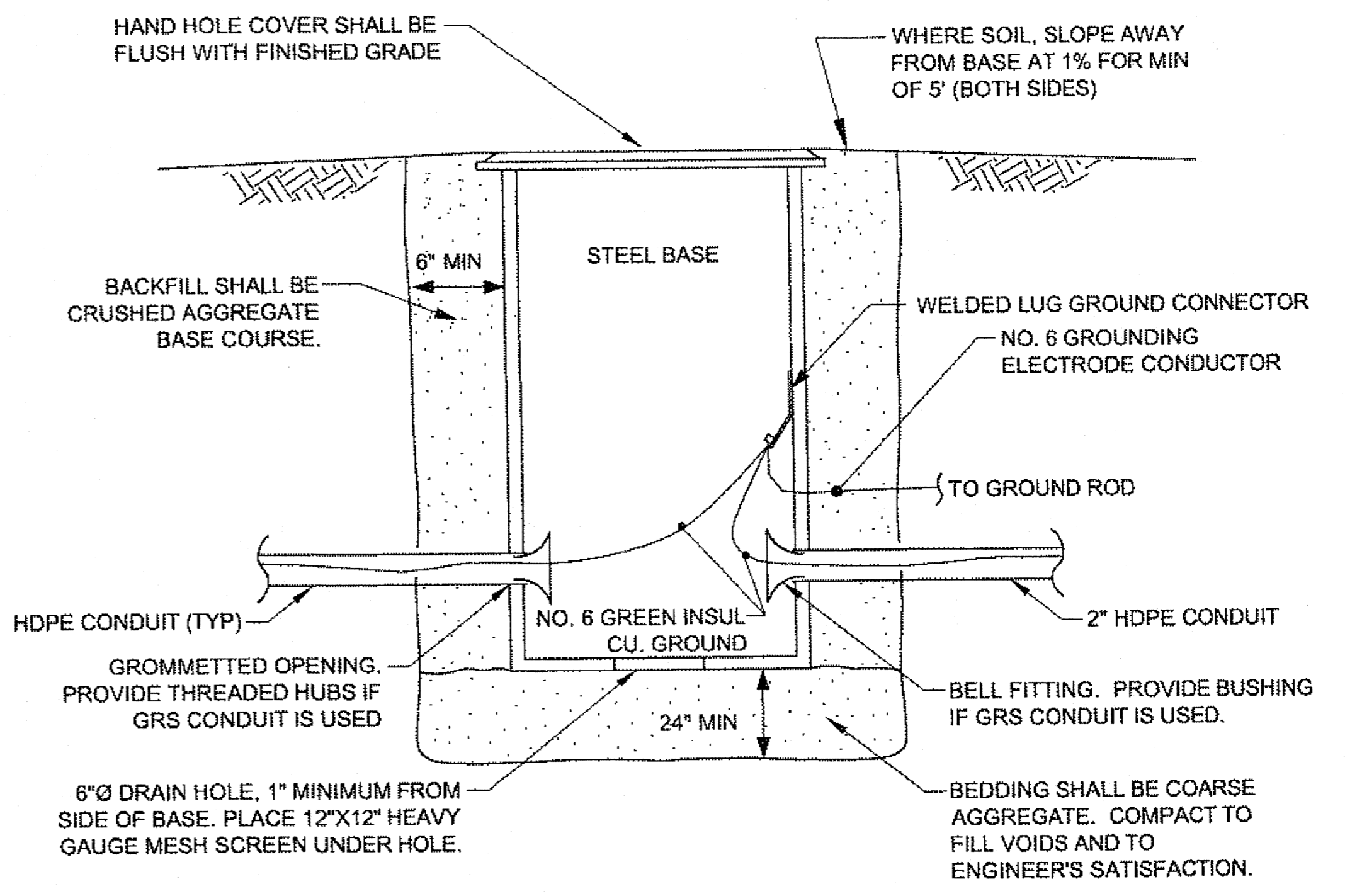
**ACCESS ROAD
ELECTRICAL PLAN**

PROJECT DESIGNATION	
AIP No. 3-02-0125-005-2012	
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U6	48



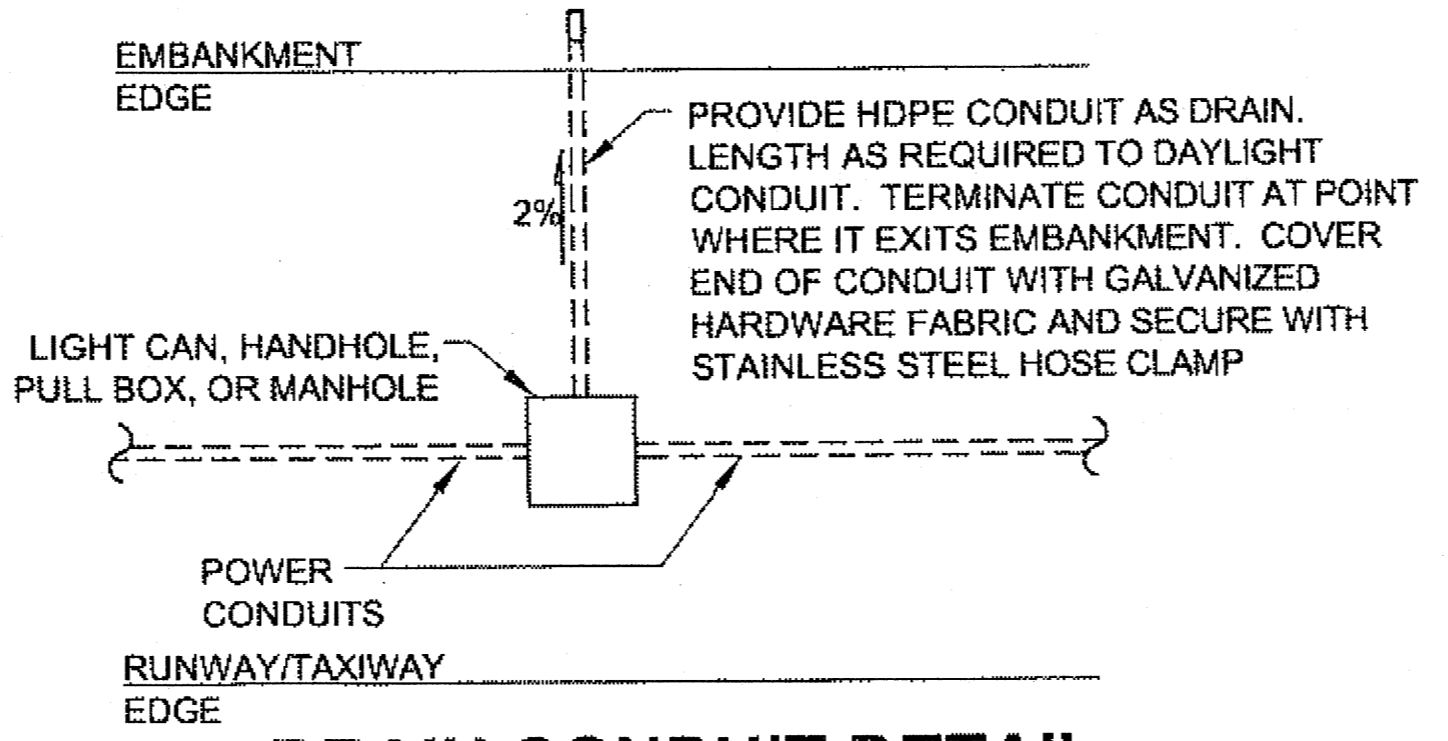
DETAIL: NEW CONDUIT INSTALLATION (TYP)
NO SCALE

- NOTES:
1. ALL CONDUIT SHALL BE SLOPED TO DRAIN.
 2. REFER TO HAND HOLE OR EDGE LIGHT DETAILS THIS SHEET FOR CONNECTIONS TO HAND HOLES OR L-867 BASES.
 3. WHERE THE FINISHED GRADE SLOPE BETWEEN TWO LIGHT BASES, OR A LIGHT BASE AND A MAN HOLE EXCEEDS 0.25%, INSTALL THE CONDUIT AT A CONSTANT SLOPE BETWEEN TERMINATIONS, OTHERWISE SLOPE CONDUIT AS SHOWN ABOVE.

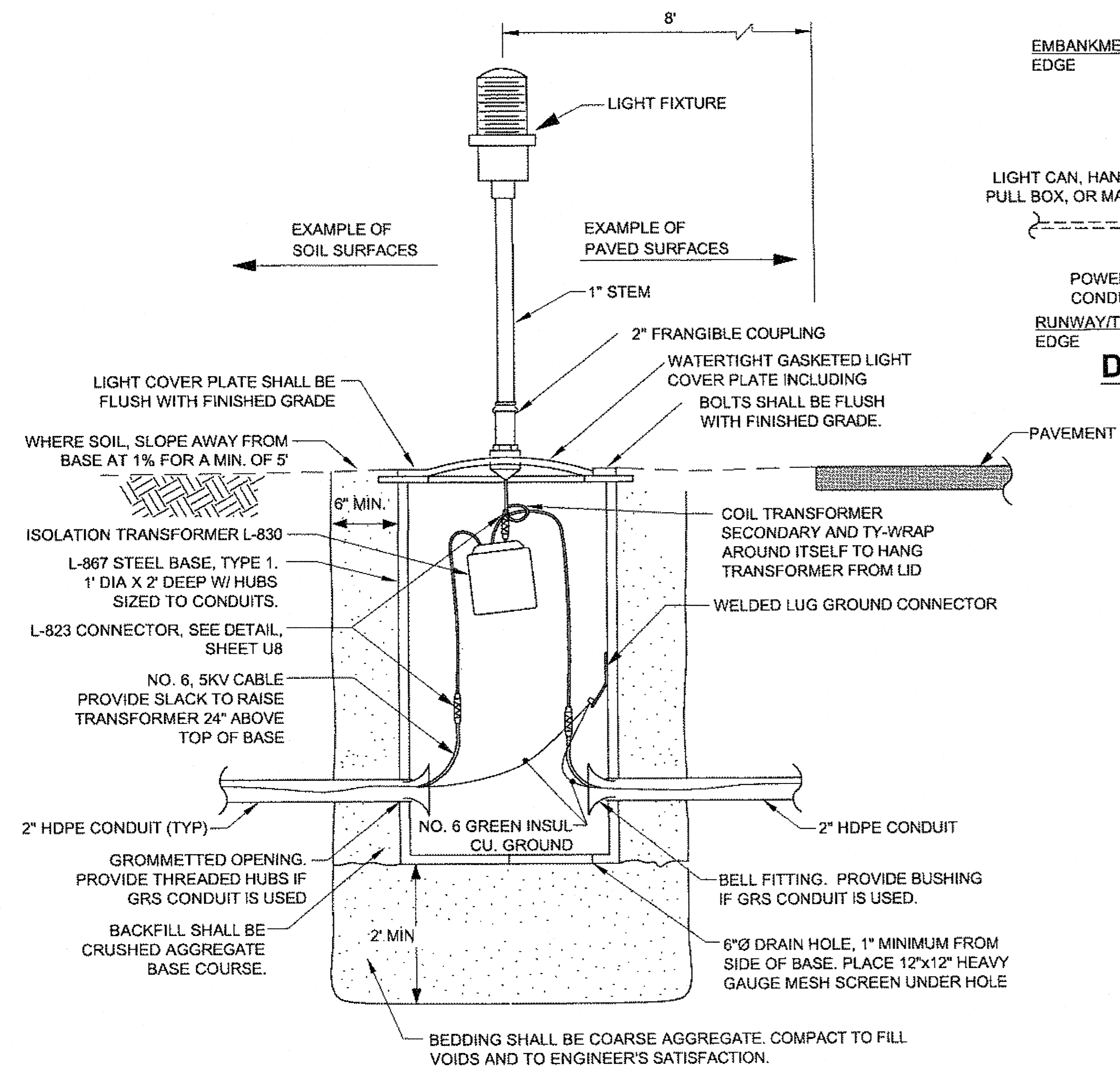


DETAIL: HAND HOLE (TYP)
NO SCALE

- NOTE:
- PROVIDE GROUNDING ELECTRODE CONDUCTOR IF SHOWN ON PLANS SHEET OR SINGLE LINE DIAGRAM. DRILL HOLE IN SIDE OF BASE TO ALLOW GROUNDING ELECTRODE CONDUCTOR TO BE CONNECTED TO GROUND ROD.

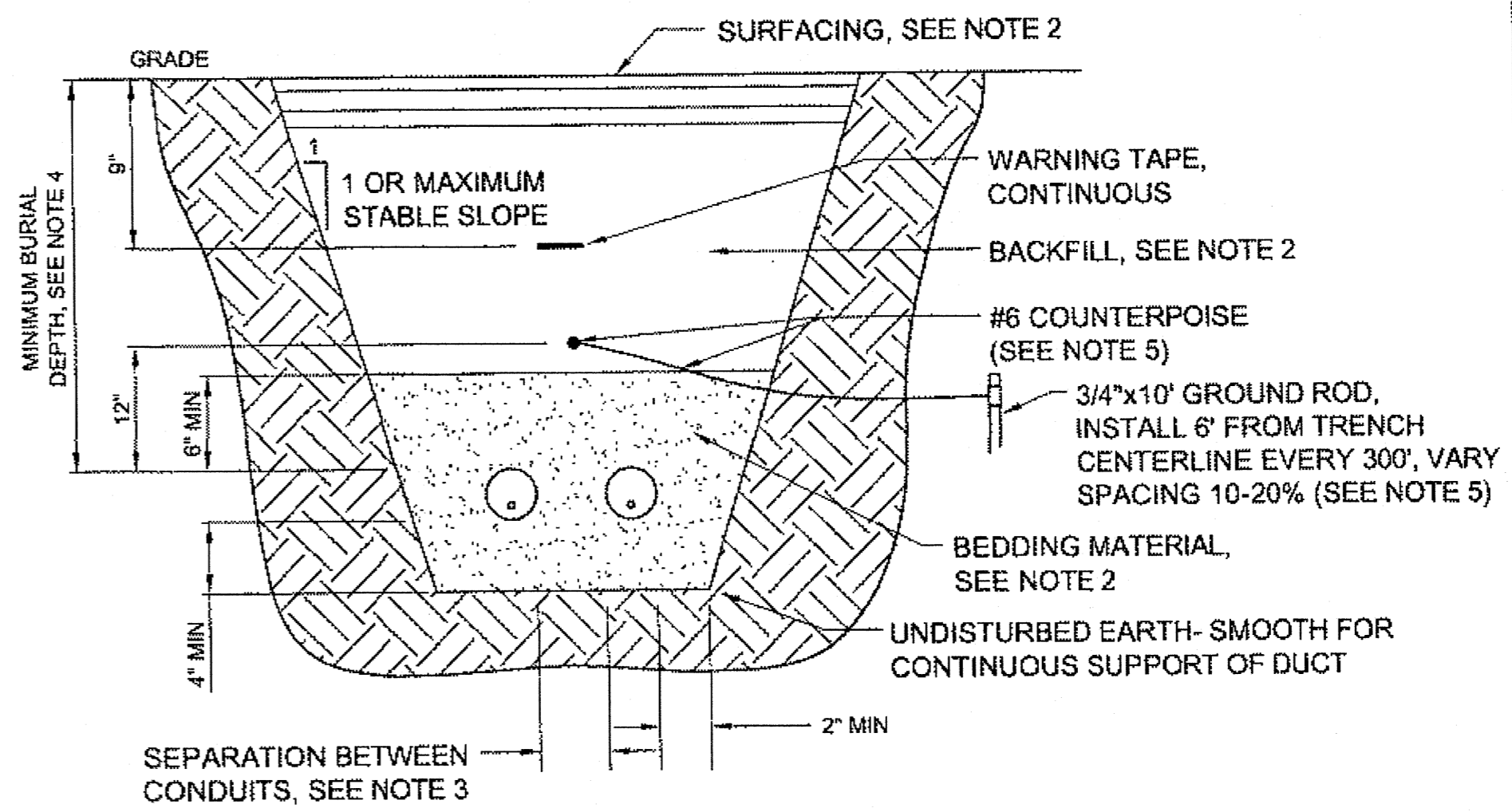


DRAIN CONDUIT DETAIL
NO SCALE



DETAIL: TAXIWAY / RUNWAY / THRESHOLD EDGE LIGHT (TYP)
NO SCALE

- NOTES:
1. PROVIDE WITH STAINLESS STEEL HARDWARE
 2. PROVIDE THE NUMBER OF CONDUIT OPENINGS ON THE LIGHT BASE AS NECESSARY TO PERFORM THE WORK SHOWN ON THE DRAWINGS
 3. RUNWAY EDGE LIGHT SHALL BE L-861 MEDIUM INTENSITY ELEVATED LIGHT WITH 2" FRANGIBLE COUPLING. THE LIGHT SHALL HAVE A HINGED TOP WITH STAINLESS SNAP LOCK. THE HEIGHT SHALL BE 24". THE LAMP SHALL BE 45W.
 4. LENS COLOR PER SUMMARY, SHEET U5.



DETAIL: AIRFIELD CONDUIT TRENCH
NO SCALE

- NOTES:
1. WIDTH OF TRENCH AND NUMBER OF CONDUITS PER TRENCH DETERMINED IN FIELD (2 SHOWN FOR ILLUSTRATION PURPOSES).
 2. **EMBANKMENT:** BEDDING: CRUSHED AGGREGATE BASE COURSE, D-4 SUBBASE COURSE
BACKFILL: EXCAVATED NATIVE MATERIAL
SURFACING: EXCAVATED NATIVE MATERIAL
 3. SEPARATION BETWEEN CONDUITS SHALL BE AS FOLLOWS:
-CONDUITS OF SAME SYSTEM - 3"
-AIRPORT LIGHTING AND FAA CONDUITS - 12" MIN
-PRIMARY POWER AND ANY OTHER CONDUIT - 12" MIN
-TELECOM SERVICE AND ANY OTHER CONDUIT - 12" MIN
 4. MINIMUM BURIAL DEPTH SHALL BE AS FOLLOWS:
-AIRPORT LIGHTING CONDUITS - 18"
-FAA AND COMMUNICATIONS CONDUITS - 24"
 5. COUNTERPOISE AND ASSOCIATED GROUND RODS SHALL BE INSTALLED FOR NEW CONDUITS IN FAA REIL SYSTEM. UTILIZE CADWELD CONNECTIONS.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
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GRANTHAM, RICK L (DOT)
TAB: U7 Wednesday, June 27, 2012 1:02:16 PM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *Maureen A. Hansen* Date 1/31/14

CHECKED BY: M. HANSEN

DESIGNED BY: N. GEARY
DRAWN BY: N. GEARY, R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303**
**MISCELLANEOUS
AIRFIELD LIGHTING
DETAILS**

PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

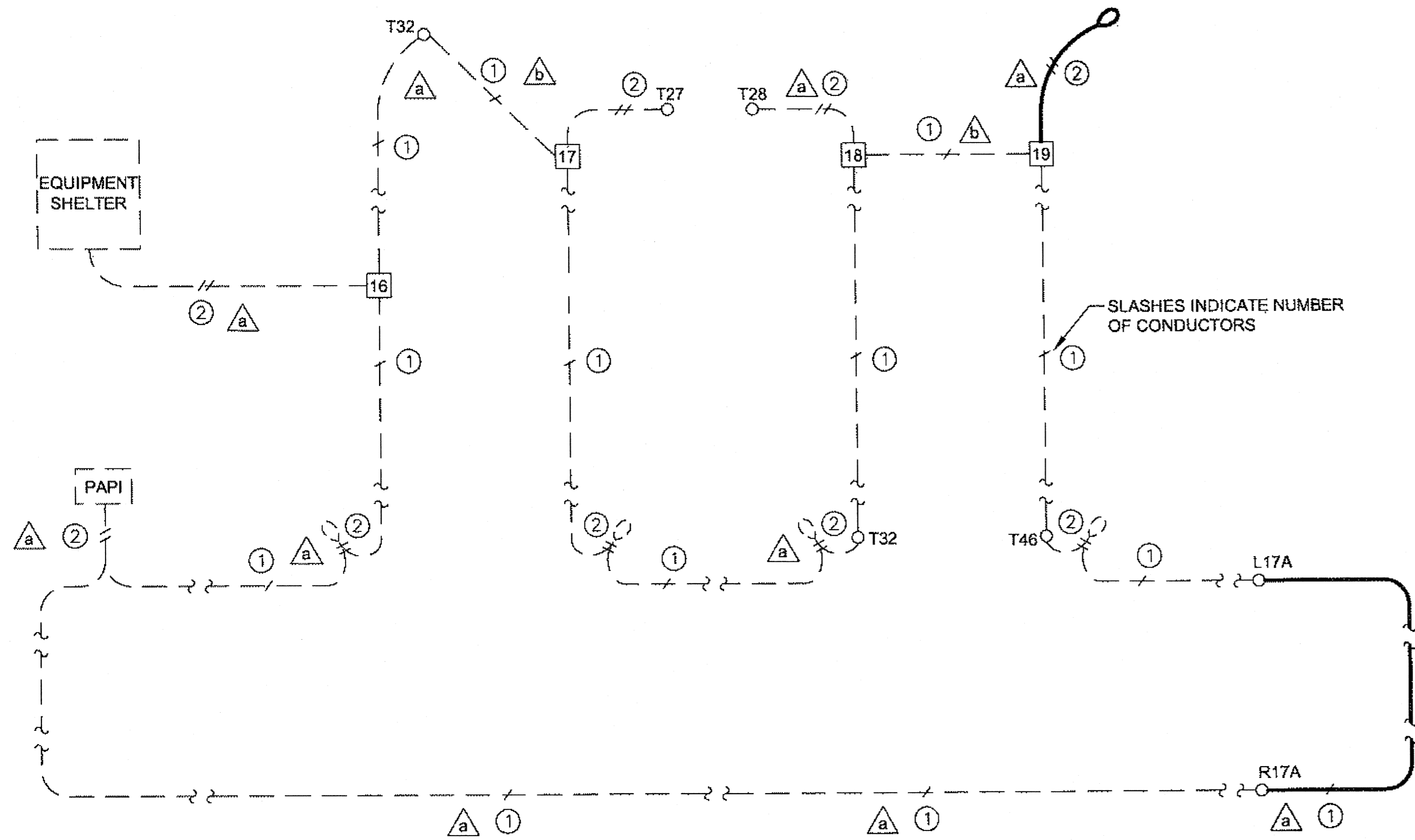
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U7	48

RACEWAY SCHEDULE

DESIGNATION	RACEWAY
△a	2" HDPE
△b	3" GRS

CIRCUIT SCHEDULE

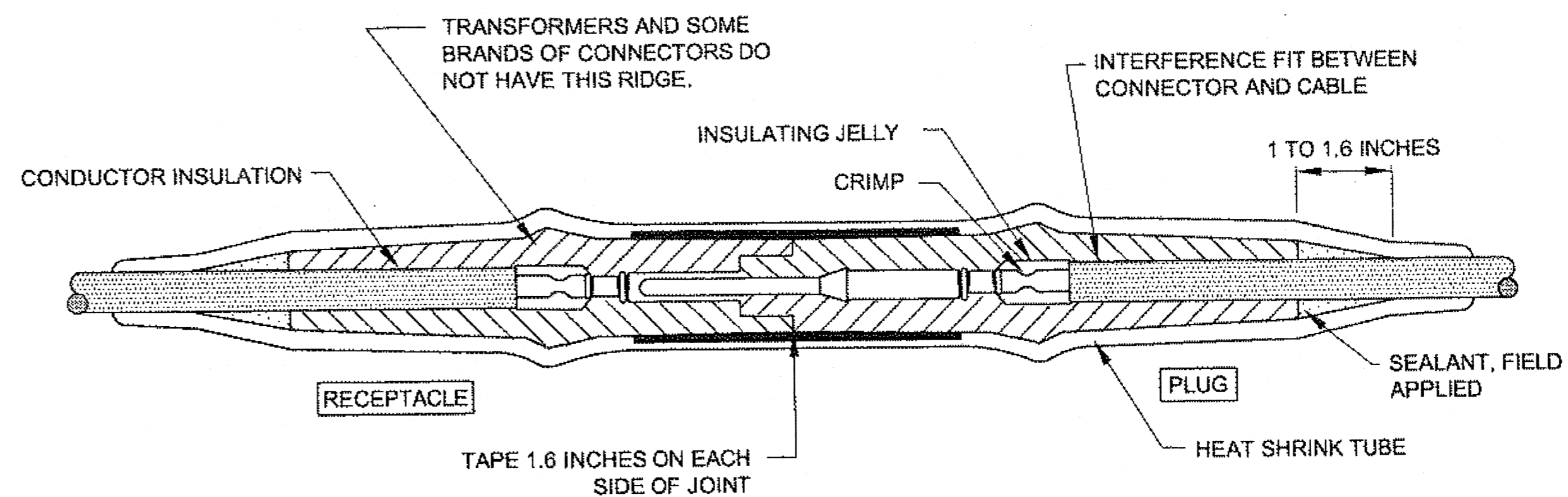
DESIGNATION	CABLE/CONDUCTOR	PURPOSE
①	NO. 6, 5 KV TYPE B W/ 1 NO. 6 CU GND	AIRFIELD LIGHTING
②	2 NO. 6, 5 KV TYPE B W/ 1 NO. 6 CU GND	AIRFIELD LIGHTING



NEW AIRFIELD SERIES CURRENT CIRCUIT

NO SCALE

- NOTES:
- COMPONENTS SHOWN WITH SOLID, DARK LINES ARE NEW. ALL COMPONENTS WITH LIGHT, DASHED LINES ARE EXISTING.

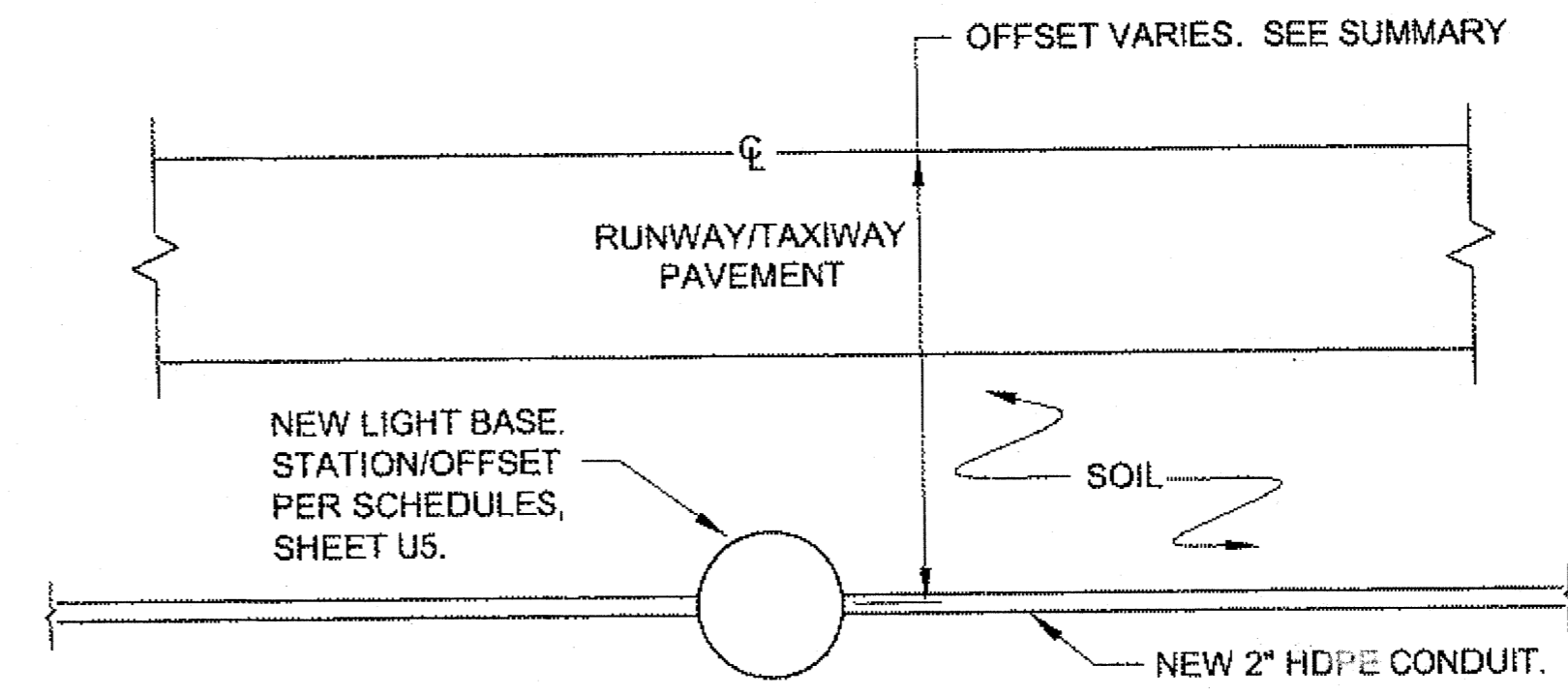


L-823 CONNECTOR WATERPROOFING DETAIL

NO SCALE

- NOTES:
- CLEAN THE CABLE THOROUGHLY 12 INCHES MIN. FROM THE END.
 - REMOVE INSULATION PER MANUFACTURER'S INSTRUCTIONS. DO NOT NICK THE CONDUCTOR. UTILIZE PENCILING TOOL.
 - INSTALL PIN AND / OR RECEPTACLE WITH A CRIMPING TOOL WHICH MUST BE COMPLETELY CLOSED BEFORE THE TOOL MAY BE REMOVED.
 - BE SURE CABLE AND CONNECTOR FITTINGS ARE CLEAN. COAT THE CABLE INSULATION WITH INSULATING JELLY FROM THE CONNECTOR.
 - CAREFULLY INSERT CABLE INTO CONNECTOR TO THE PROPER DEPTH.
 - SLIP 16 INCH LENGTH OF HEAT SHRINK TUBING ON TRANSFORMER LEAD. RANCHER TAPE KIT OR APPROVED EQUAL.
 - COMPLETE CONNECTION BY MATING THE PLUG AND RECEPTACLE. CAUTION: BE SURE THE CABLE DOES NOT SLIP OUT WHEN THE CONNECTION IS MADE.
 - APPLY RUBBER TAPE AND VINYL TAPE ONE HALF LAPPED, 1.6 INCHES ON EACH SIDE OF JOINT.
 - ANY CONNECTOR WHICH IS CONTAMINATED BY DIRT OR OTHER DAMAGING MATERIAL SHALL BE REMOVED AND NOT REINSTALLED.
 - CLEAN CONNECTOR, HEAT SHRINK AND CABLE INSULATION WITH WAX OR GREASE SOLVENT TO REMOVE SURFACE SILICONE JELLY. MAINTAIN CLEANLINESS THROUGH INSTALLATION PROCESS.
 - APPLY SILICONE SEALANT THOROUGHLY AROUND THE CABLE INSULATION BENEATH ENTIRE LENGTH OF HEAT SHRINK. SEALANT SHALL BE RAYCHEM S-1052 (STRIPS), OR SILICONE, OR APPROVED EQUAL.
 - CENTER HEAT SHRINK OVER THE CONNECTOR. APPLY HEAT EVENLY BEGINNING AT THE CENTER AND WORKING AROUND CABLE TO ENDS. DO NOT OVER HEAT.
 - THE HEAT SOURCE SHALL BE ELECTRIC HEAT GUN OR A PROPANE TORCH WITH A FLAME SPREADER TO BE APPROVED BY THE ENGINEER.

INSTALLATION INSTRUCTIONS TO SUPPLEMENT THE MANUFACTURERS INSTRUCTIONS



DETAIL: AIRFIELD LIGHTING BASE & CONDUIT INSTALLATION (TYP)

NO SCALE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
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GRANTHAM, RICK L (DOT)
TAB: U8 Wednesday, June 27, 2012 1:03:25 PM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *David Hogg* Date 1/31/14

CHECKED BY: M. HANSEN

DESIGNED BY: N. GEARY
DRAWN BY: N. GEARY, R. GRANTHAM

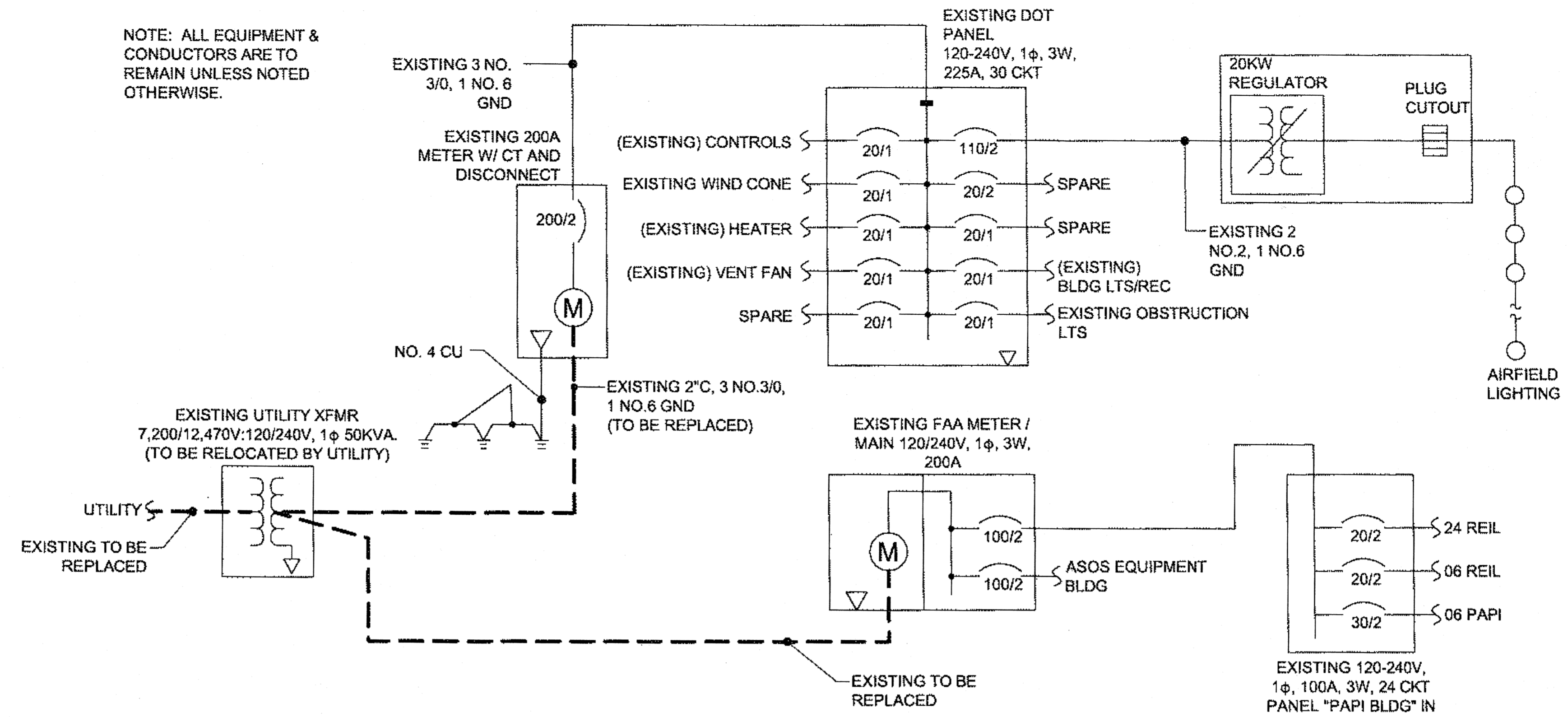
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTH-EAST REGION
**HQONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303**

**MISCELLANEOUS
AIRFIELD DETAILS &
CIRCUIT DIAGRAM**

PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

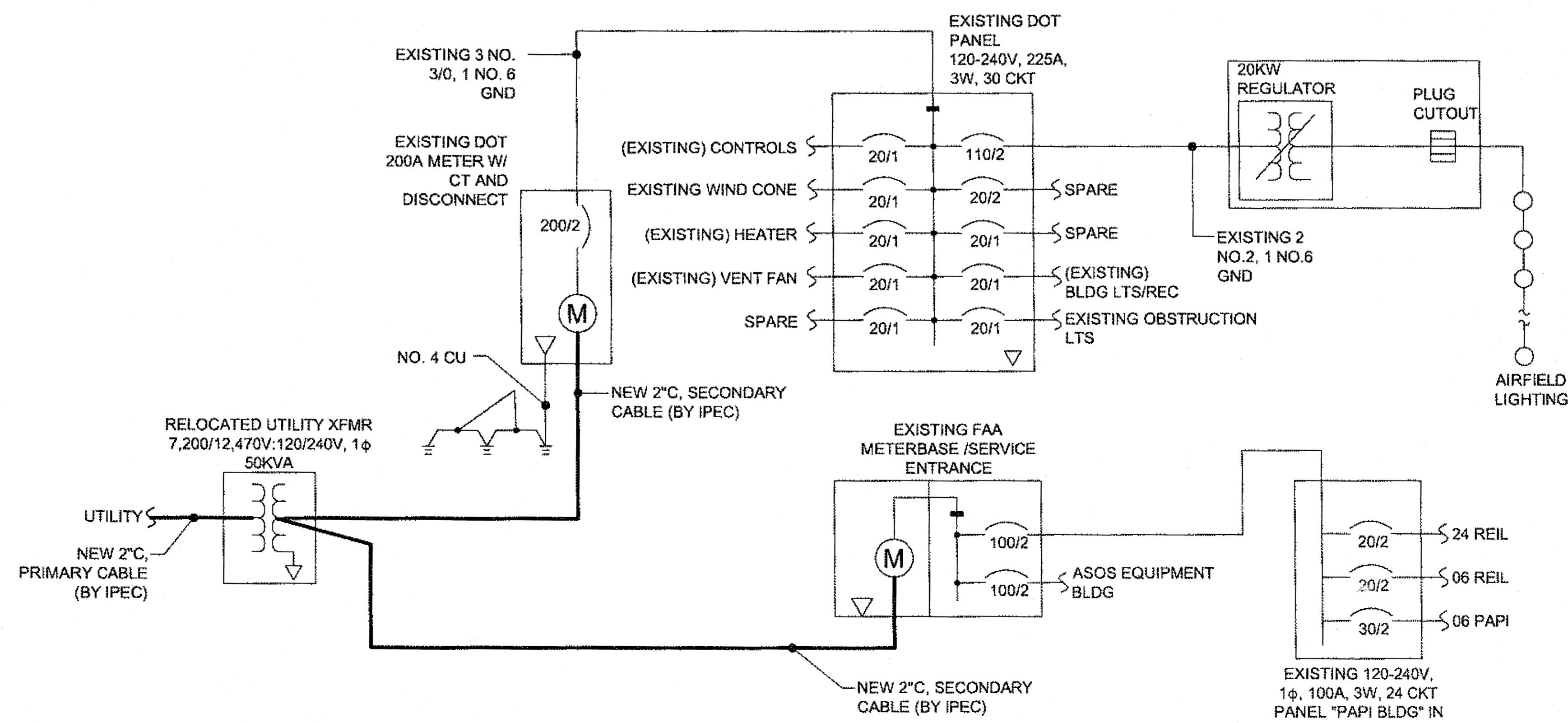
STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U8	48

NOTE: ALL EQUIPMENT & CONDUCTORS ARE TO REMAIN UNLESS NOTED OTHERWISE.



AIRFIELD ELECTRICAL - EXISTING SINGLE LINE DIAGRAM

NO SCALE



AIRFIELD ELECTRICAL - NEW SINGLE LINE DIAGRAM

NO SCALE

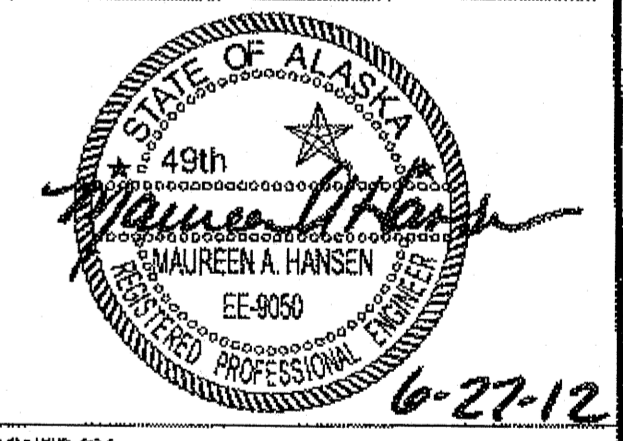
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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GRANTHAM, RICK L. (DOT)
TAB: U9 Wednesday, June 27, 2012 11:10:30 AM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *Devin Dwyer* Date 1/31/14

CHECKED BY: M. HANSEN



DESIGNED BY: N. GEARY

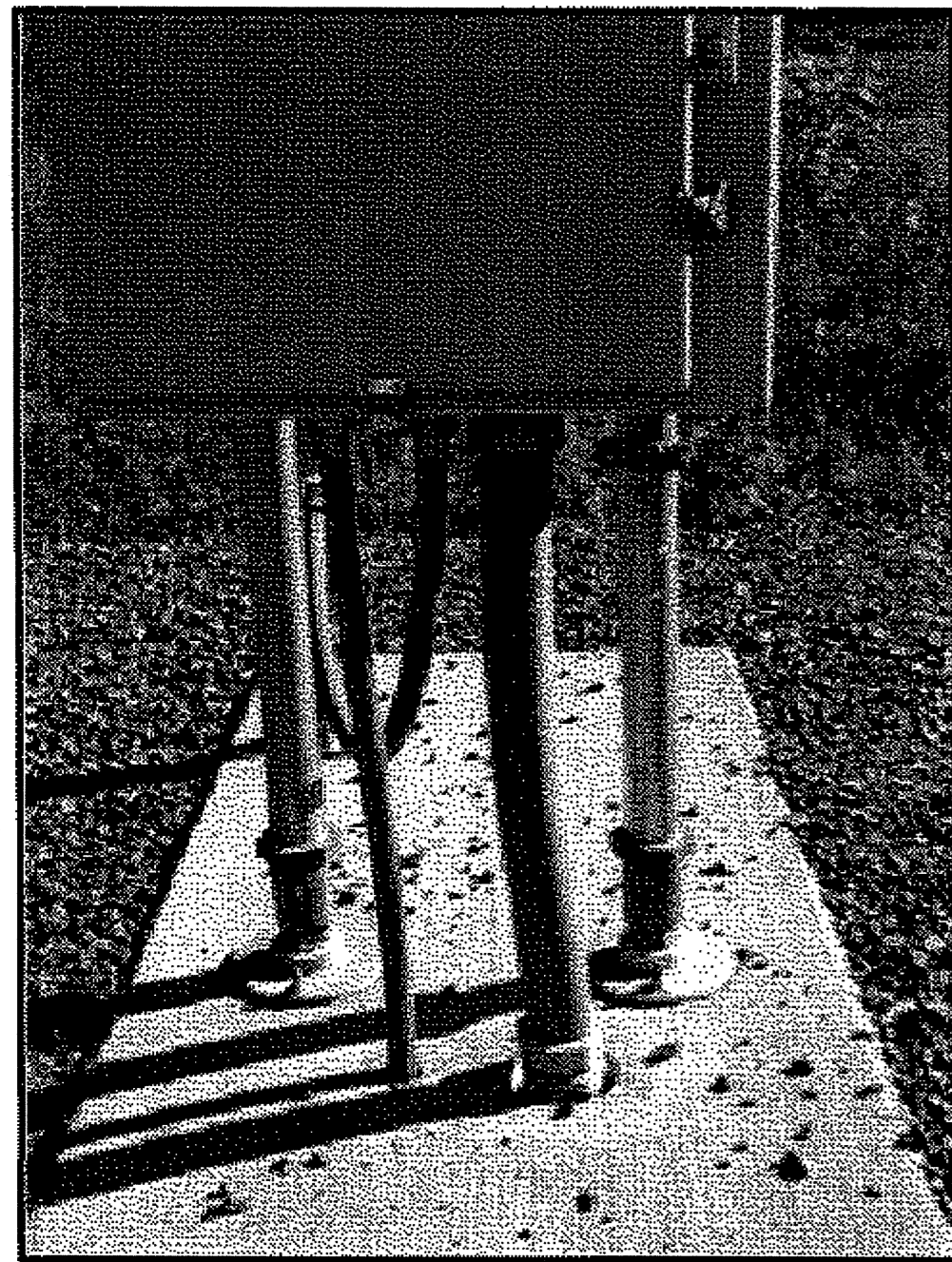
DRAWN BY: N. GEARY, R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303**

AIRFIELD SINGLE LINE DIAGRAM

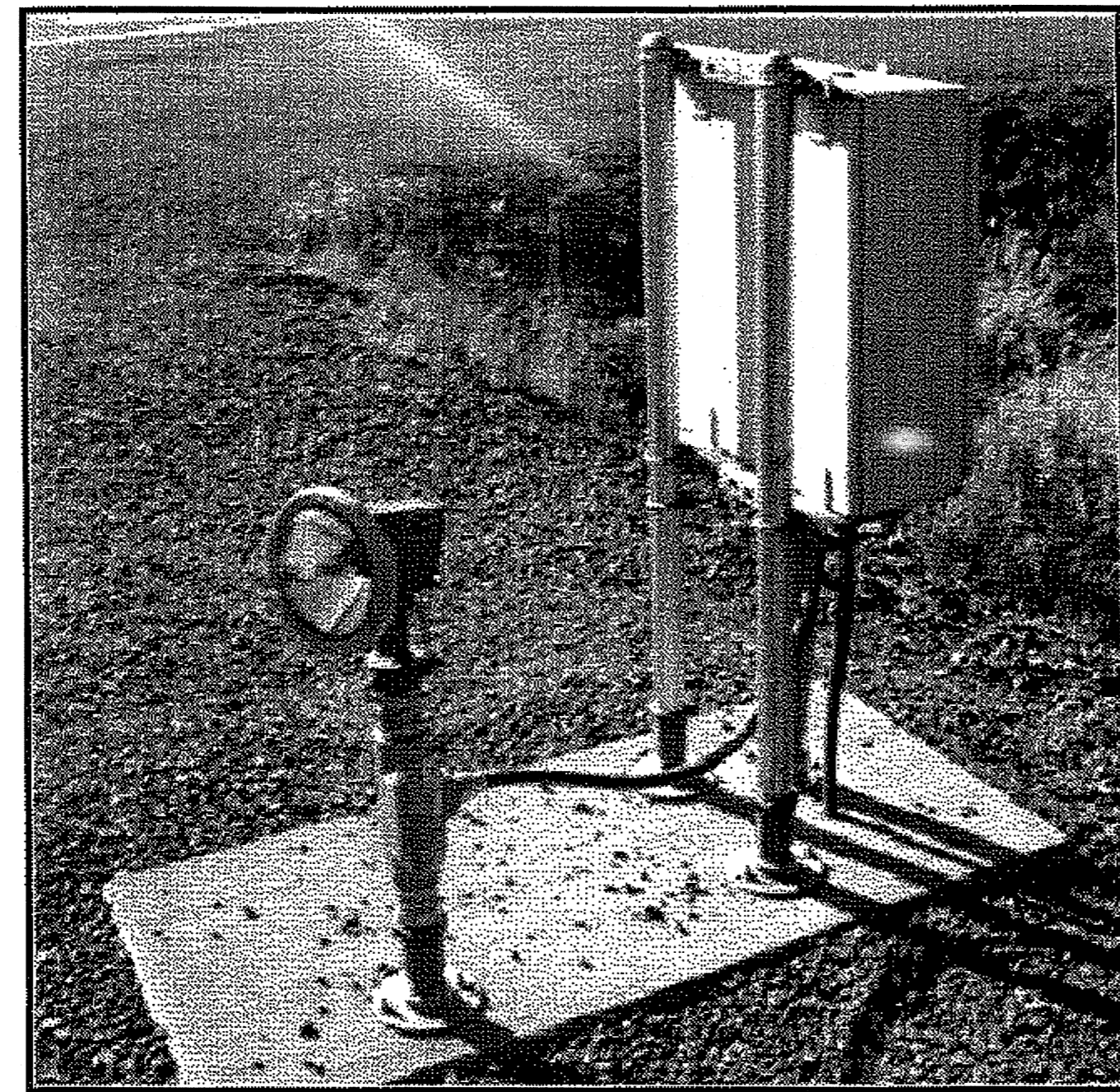
PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U9	48



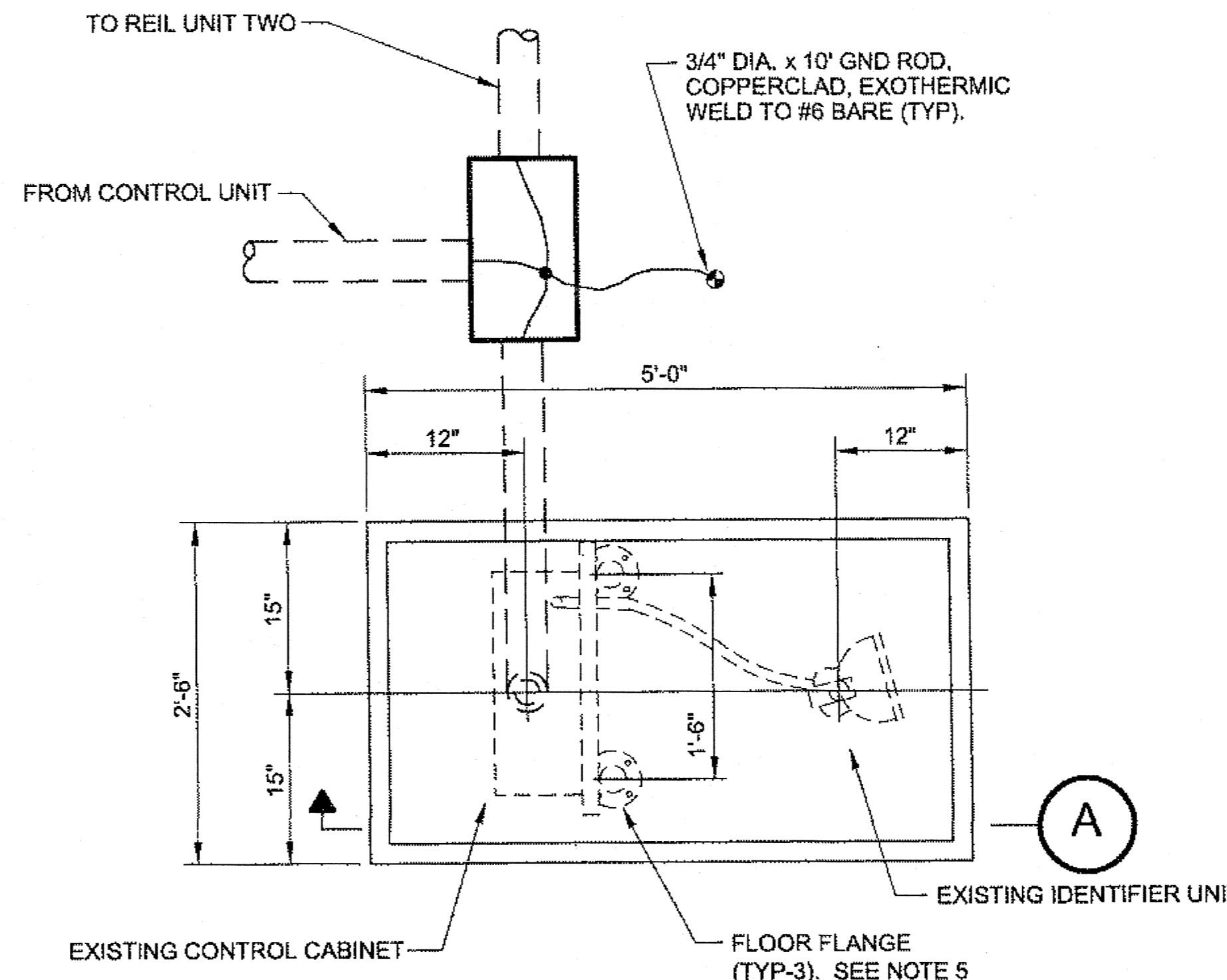
EXISTING REIL - FRONT VIEW

NO SCALE



EXISTING REIL - SIDE VIEW

NO SCALE

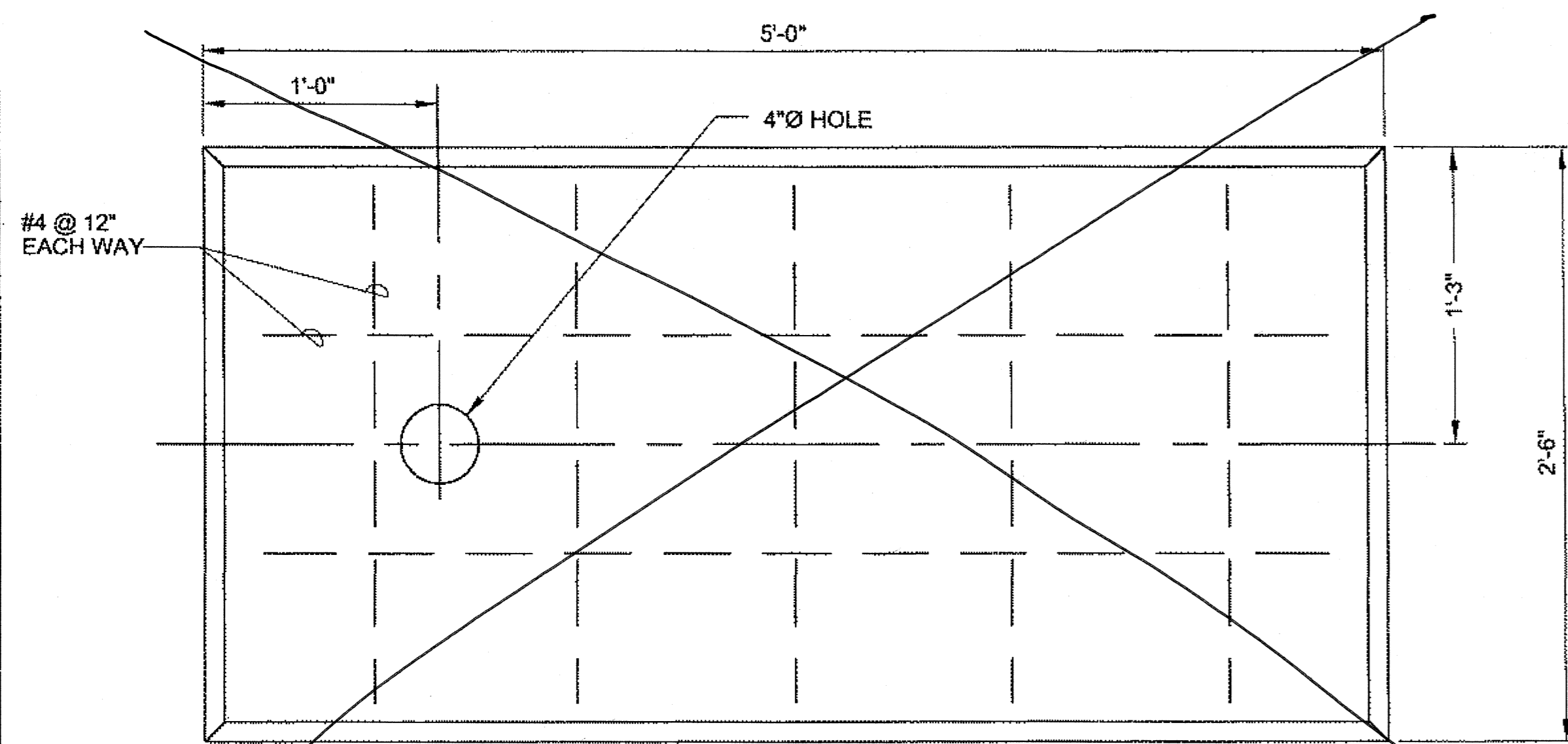


INDIVIDUAL CONTROL CABINET AND IDENTIFIER PLAN

NO SCALE

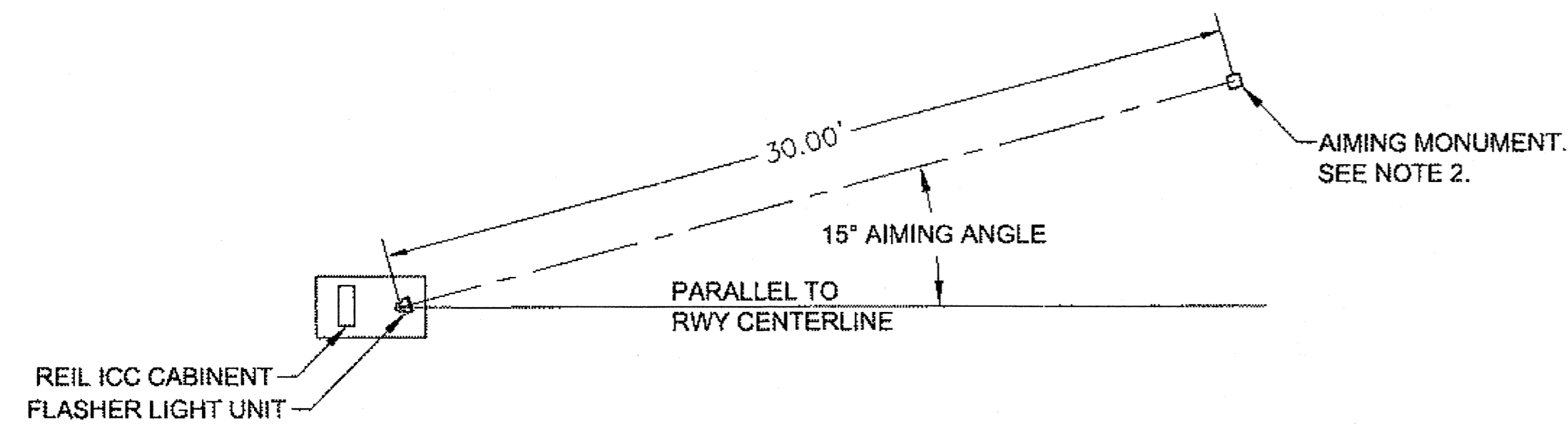
NOTES:

- EXISTING REILS AND EQUIPMENT TO BE RELOCATED. EXISTING FOUNDATIONS TO BE REUSED. REMOVE. PROVIDE NEW FOUNDATIONS AT NEW LOCATIONS PER DETAILS, THIS SHEET. COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE. MOUNT RELOCATED REILS ON NEW FOUNDATIONS. RE-POWER THE RELOCATED REILS FROM THE EXISTING CIRCUIT. REUSE EXISTING FITTINGS, HARDWARE, ETC. TO THE EXTENT POSSIBLE. PROVIDE ADDITIONAL EQUIPMENT AS REQUIRED. COORDINATE WITH THE FAA TO RETURN THE REILS BACK INTO SERVICE. FAA WILL VERIFY AIMING AND CERTIFY THE REIL SYSTEM AFTER THE INSTALLATION IS COMPLETE.
- AIMING MONUMENT SHALL BE 5/8" REBAR WITH A 2" ALCAP STAMPED "REIL REFERENCE MONUMENT". ALCAPS SET FLUSH TO GRADE. CARSONITE CABLE MARKER MARKS MONUMENT LOCATION.
- BOTH REIL LAMP HEADS (IDENTIFIERS) SHALL BE WITHIN 3 FEET OF A HORIZONTAL PLANE THROUGH THE RUNWAY CENTERLINE, OR A MAXIMUM OF 3 FEET ABOVE THE SURROUNDING GRADE. THE IDENTIFIERS SHALL BE AIMED 15 DEGREES OUTWARD FROM THE RUNWAY CENTERLINE AND 10 DEGREES ABOVE THE HORIZONTAL. SEE REIL AIMING DETAIL, THIS SHEET.
- FIELD LOCATE FLOOR FLANGES FOR EMT SUPPORTS IN CONCRETE. SUPPORTS SHALL BE 1/2" DIAMETER, EPOXY TYPE CONCRETE ANCHORS, HILTI HVA ADHESIVE CAPSULE WITH SS ROD INSERT. EMBED IN CONCRETE 4-1/4".
- THE LOCATION OF THE FLANGES FOR INDIVIDUAL CONTROL CABINET SUPPORTS SHALL BE BASED ON CONDUIT STUB UP LOCATION.
- PROVIDE NON-SHRINKING CONCRETE GROUT AROUND CONDUITS TO PREVENT WATER INTRUSION.



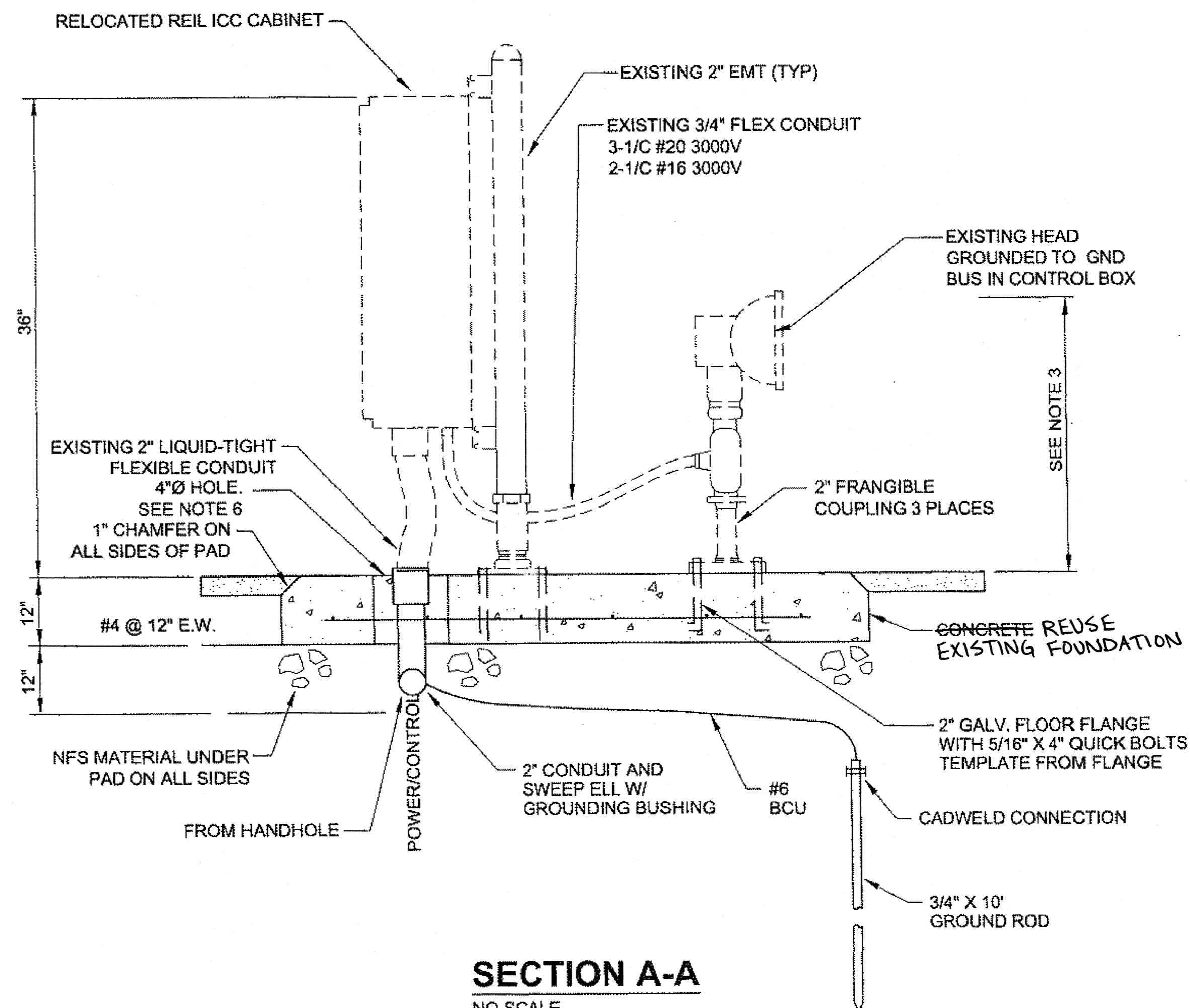
FOUNDATION PLAN

NO SCALE



REIL AIMING DETAIL

NO SCALE



SECTION A-A

NO SCALE

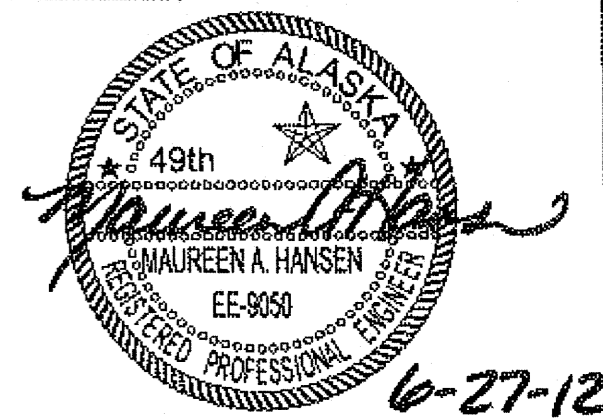
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GRANTHAM, RICK L (DOT)

TAB: U10 Wednesday, June 27, 2012 11:10:34 AM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *Maureen A. Hansen* Date 1/31/14

CHECKED BY: M. HANSEN



DESIGNED BY: N. GEARY

DRAWN BY: N. GEARY, R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
**HOONAH AIRPORT
RUNWAY EXTENSION
PROJECT #68303**

RUNWAY 24 REIL DETAILS

PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U10	48

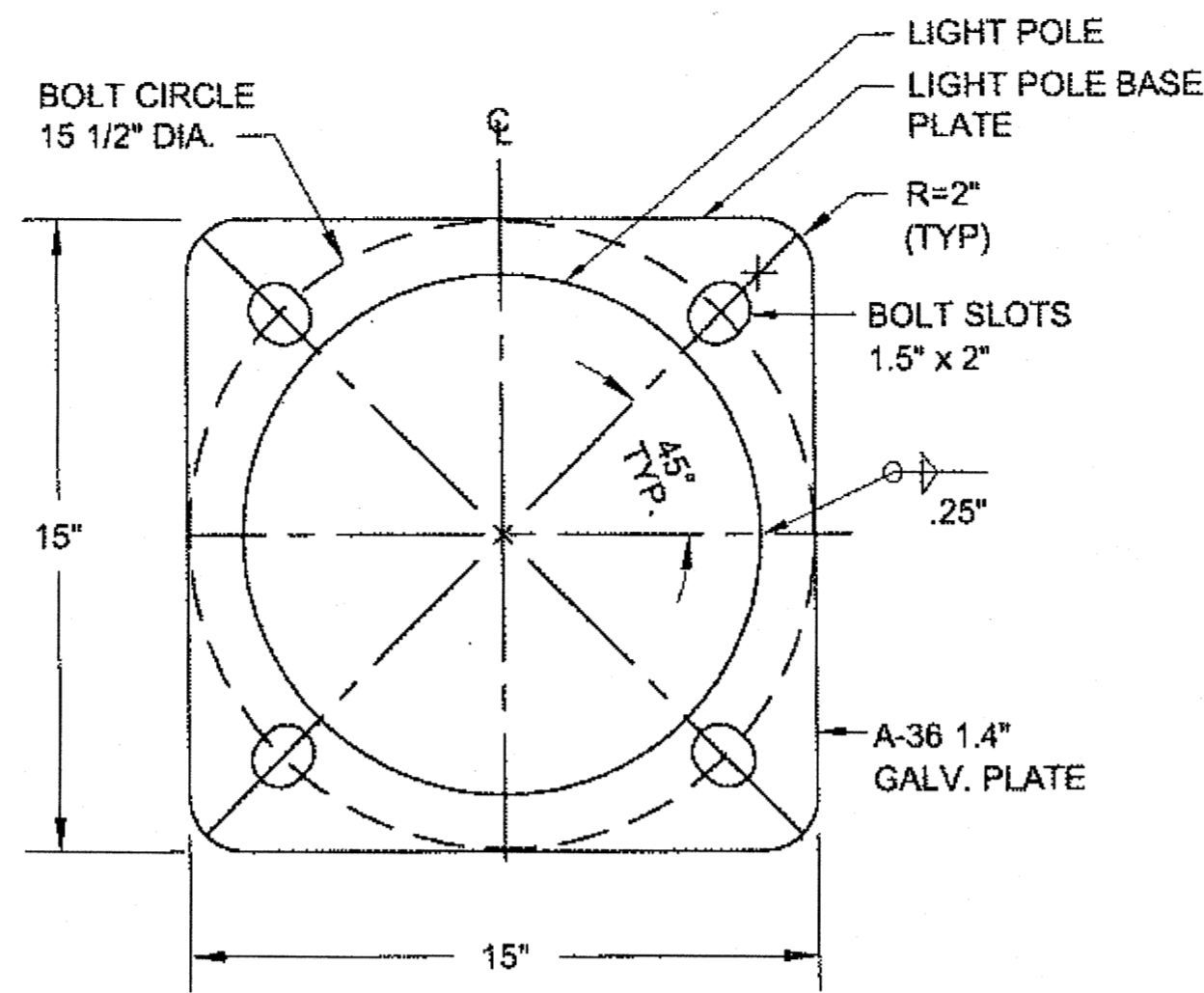
DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

ILLUMINATION GENERAL NOTES

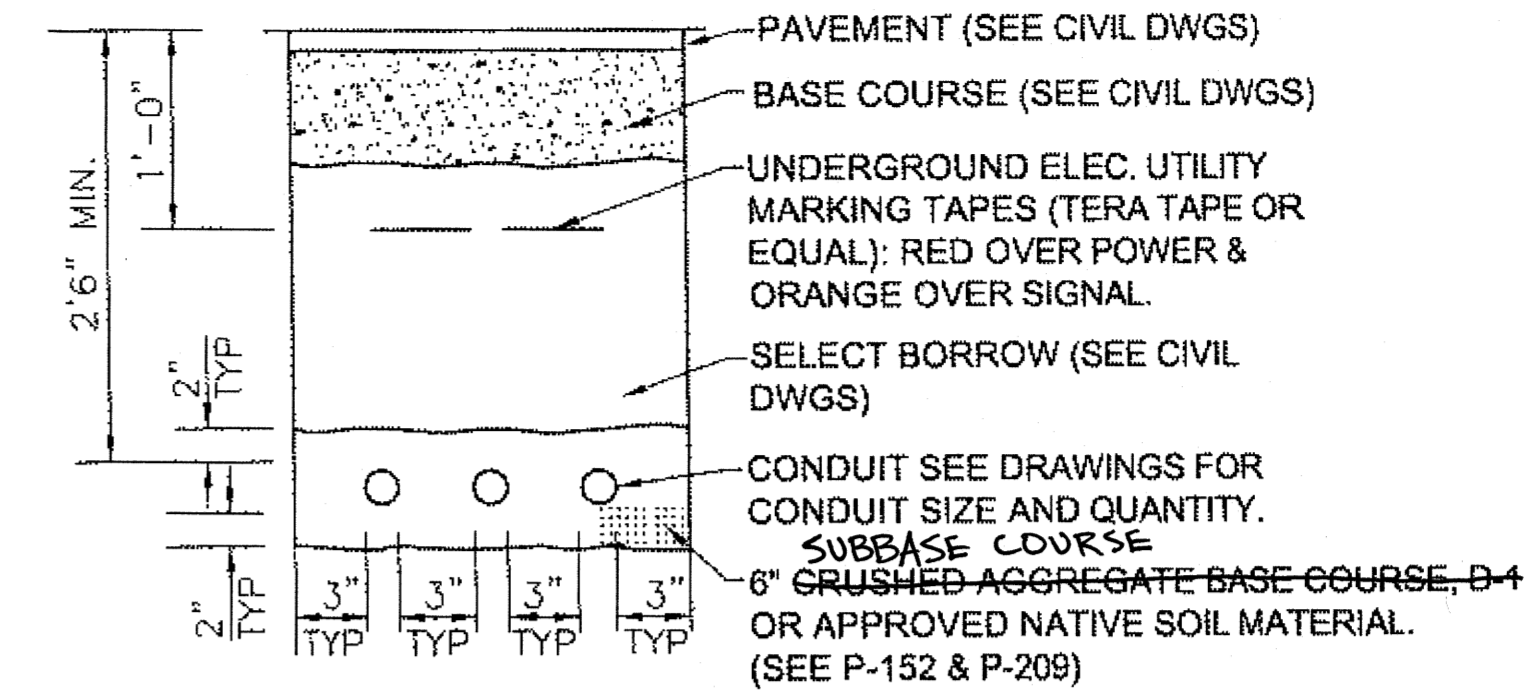
- EACH NEW ELECTROLIER SHALL HAVE A J-BOX INSTALLED ADJACENT TO THE FOUNDATION AS SHOWN IN THE POLE AND J-BOX WIRING DETAIL UNLESS NOTED OTHERWISE.
- ALL JUNCTION BOXES SHALL BE TYPE 1A. SEE STANDARD DRAWING L-23.01.
- NEW ELECTROLIER FOUNDATIONS SHALL BE PRE-CAST. PRE-CAST FOUNDATIONS SHALL BE LIFTED AND TRANSPORTED USING A DEVICE THAT DISTRIBUTES THE LOAD EVENLY BETWEEN THE ANCHOR BOLTS. SEE SHEET U12 FOR FOUNDATION DETAIL.
- INSTALL THE PHOTOELECTRIC CELL ON TOP OF LOADCENTER. SEE SHEET U4.
- ILLUMINATION CIRCUIT WIRES SHALL BE NO. 8 AWG., 3-CONDUCTOR CABLE AS SPECIFIED IN STANDARD SPECIFICATION L-660.
- LUMINAIRES SHALL BE 240 VOLT, LED. SEE LUMINAIRE SCHEDULE, SHEET U12.
- MAXIMUM SPACING BETWEEN ALL (NEW OR OLD) JUNCTION BOXES SHALL BE 190 FEET. PROVIDE ADDITIONAL JUNCTION BOXES AS NECESSARY TO MEET THIS SPACING. THE COST TO INSTALL ADDITIONAL JUNCTION BOXES SHALL BE INCIDENTAL TO THE LIGHTING SYSTEM PAY ITEM.
- COORDINATE WITH GENERAL CONTRACTOR TO ADJUST JUNCTION BOXES SO THAT THE TOP OF EACH JUNCTION BOX IS FLUSH WITH FINISHED GRADE.
- PROVIDE GROUNDING BUSHING ON CONDUIT ENTERING J-BOXES, POLES, AND AS REQUIRED PER THE NEC.
- SIZE POLE WITH LUMINAIRE AS REQUIRED FOR SUSTAINED WINDS OF 100 MPH AND GUSTS TO 120 MPH.

NOTES:

- SPLICE IN J-BOX ONLY WHEN CIRCUIT BRANCHES IN TWO DIRECTIONS (3 OR MORE CONDUIT PLUS CONDUIT TO LIGHT POLE). OTHERWISE SPLICE CABLES IN LIGHT POLE. USE RESIN FILLED SPLICE KITS WHEN SPLICING IN J-BOXES.
- BOND GROUNDING CONDUCTORS THAT ARE IN CONDUIT TO GROUNDING BUSHINGS AND TO J-BOX LID BONDING JUMPER.



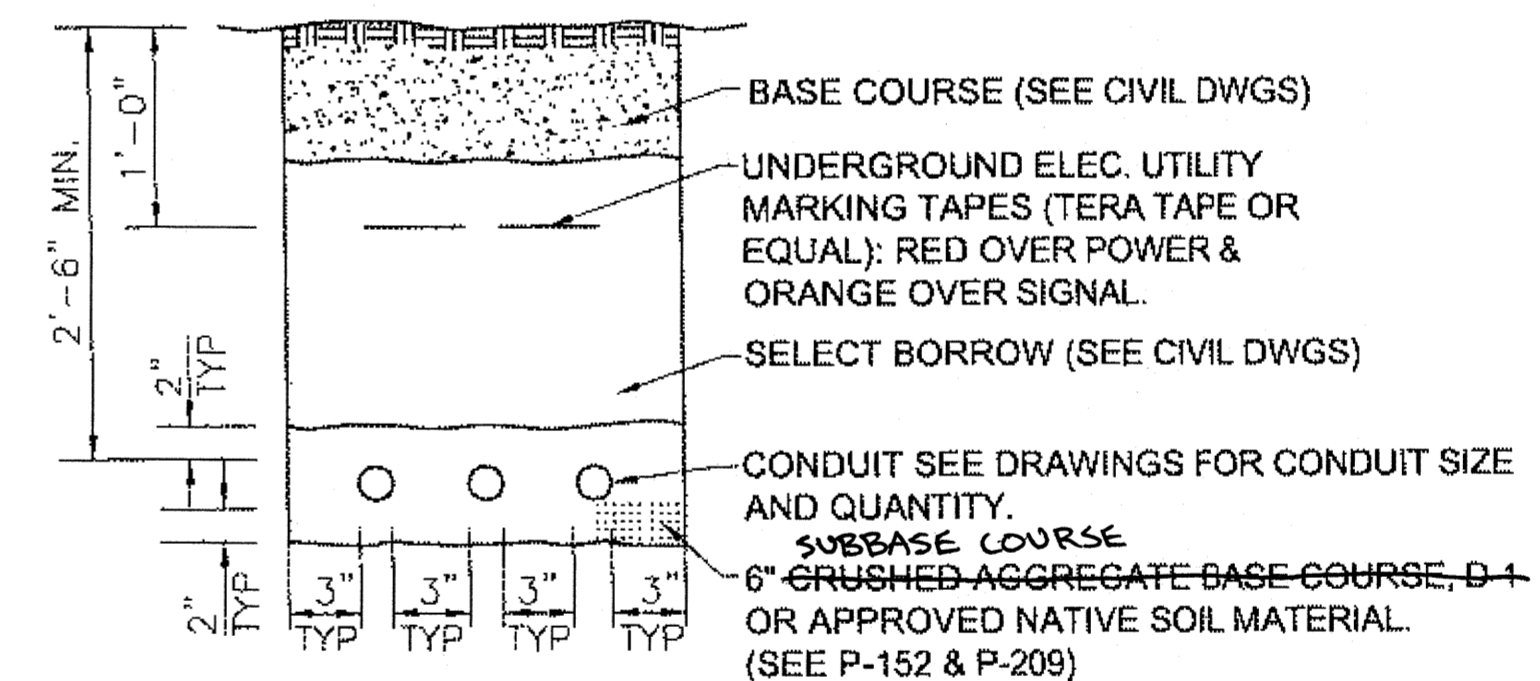
LIGHT POLE BASE DETAIL
NO SCALE



TRENCH DETAIL - ROADWAY PAVED AREAS
NO SCALE

NOTES:

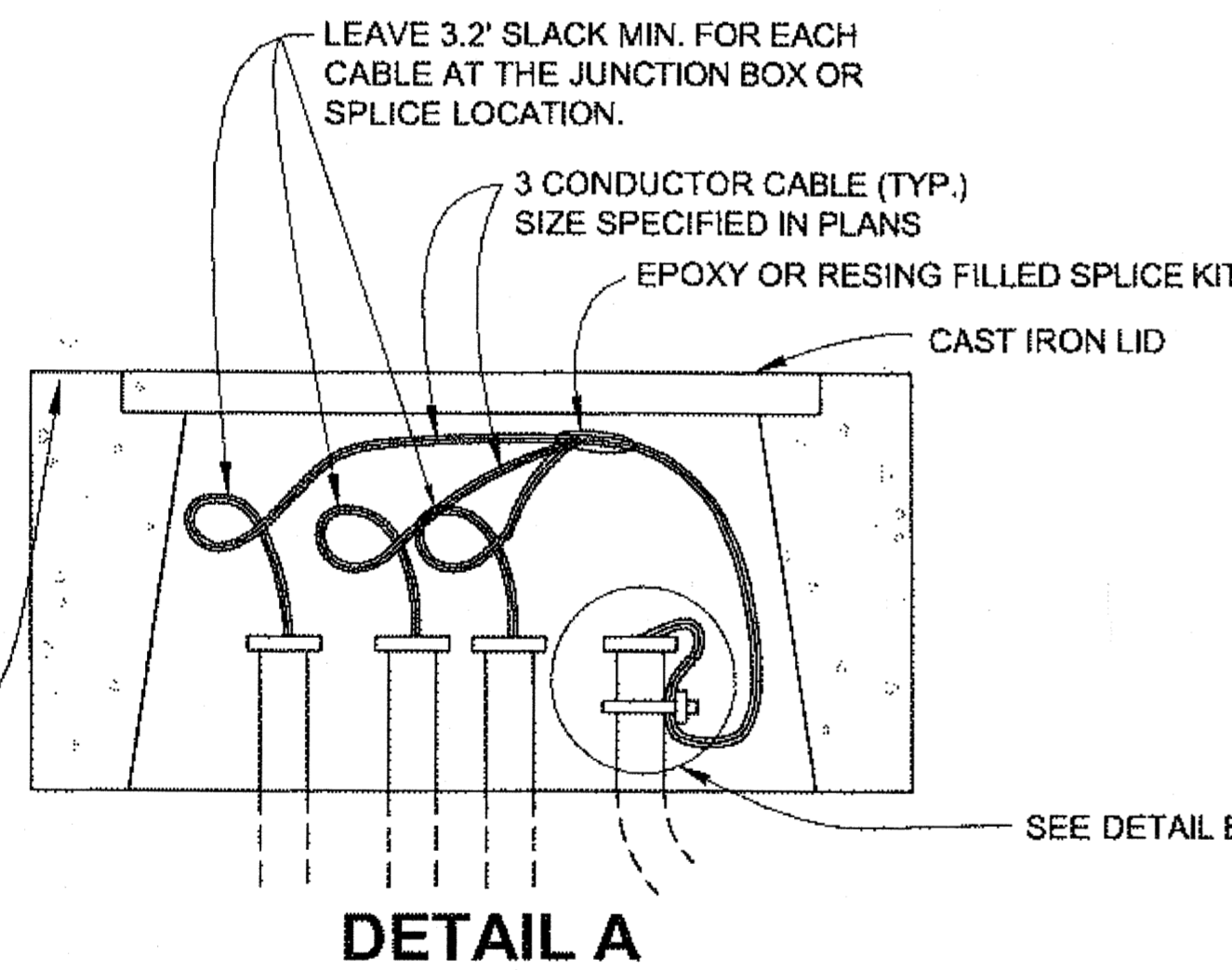
- ALL DIMENSIONS ARE MINIMUM.
- SEE CIVIL DRAWINGS FOR TYPICAL SECTIONS UNDER PAVED AREAS. PROVIDE BACKFILL (MATERIAL, COMPACTION, ETC.) PER THE CIVIL DRAWINGS.
- THE LOCATION OF ALL EXISTING PIPING, CONDUIT, ETC MAY NOT BE WHERE SHOWN AND MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN UTILITY LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID WATER, SEWER, DRAINAGE PIPES AND OTHER CONFLICTS.
- SAWCUT EXISTING ASPHALT AS REQUIRED TO INSTALL CONDUIT AND OTHER ELECTRICAL ITEMS. SAWCUT ASPHALT BACK 18" ON EACH SIDE OF EDGE OF TRENCH OR EXCAVATION AREA (ALL SIDES). THERE SHALL BE 18" OF UNDISTURBED SOIL BETWEEN EDGE OF SAWCUT AND EXCAVATION LIMITS. ALL TRENCHES SHALL BE 18" WIDE MIN. TOP 6" OF MATERIAL SHALL BE D-1. RE-PAVE SAWCUT AREAS PER PAVING SPECIFICATIONS.
- MAINTAIN 12 INCHES MINIMUM SEPARATION (ALL DIRECTIONS) BETWEEN POWER AND OTHER EXISTING CONDUITS, PIPES, ETC.



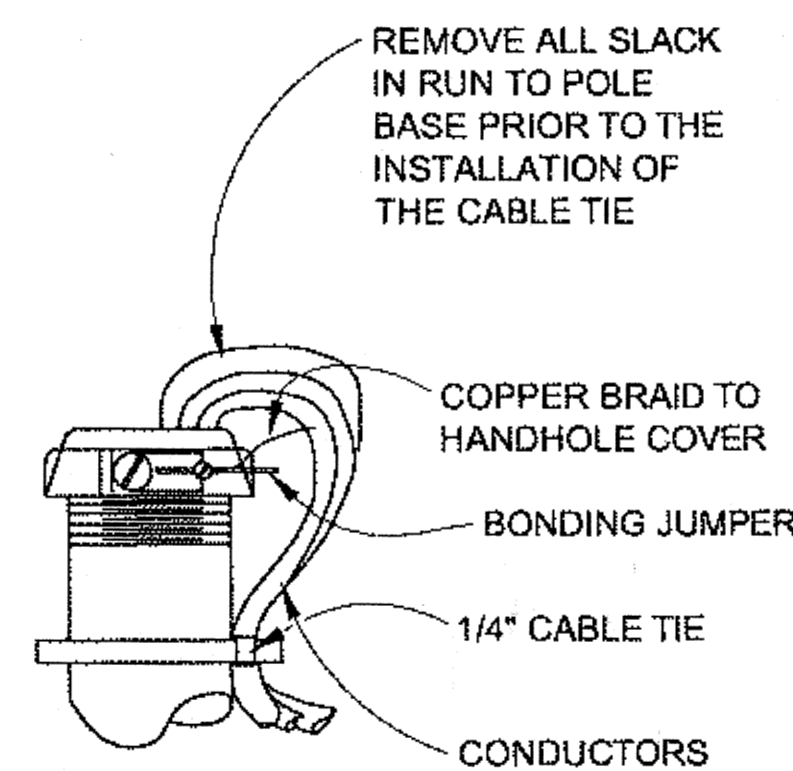
TRENCH DETAIL - ROADWAY NON-PAVED AREAS
NO SCALE

NOTES:

- ALL DIMENSIONS ARE MINIMUM.
- THE LOCATION OF ALL EXISTING PIPING, CONDUIT, ETC MAY NOT BE WHERE SHOWN AND MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN UTILITY LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID WATER, SEWER, DRAINAGE PIPES AND OTHER CONFLICTS.
- MAINTAIN 12 INCHES MINIMUM SEPARATION (ALL DIRECTIONS) BETWEEN POWER AND COMMUNICATION CONDUITS.
- ALL TRENCHES SHALL BE 18" WIDE MIN. TOP 6" OF MATERIAL SHALL BE D-1.

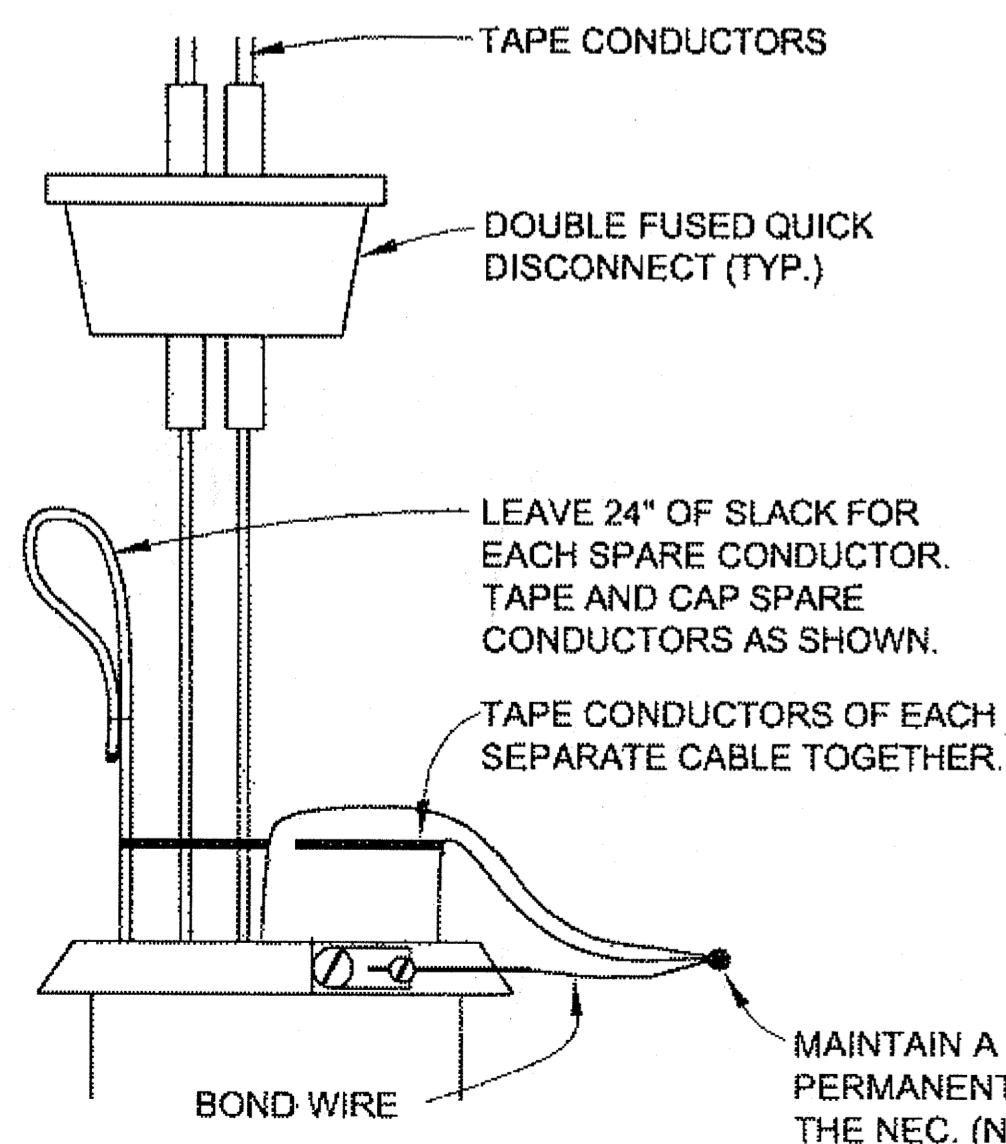


DETAIL A

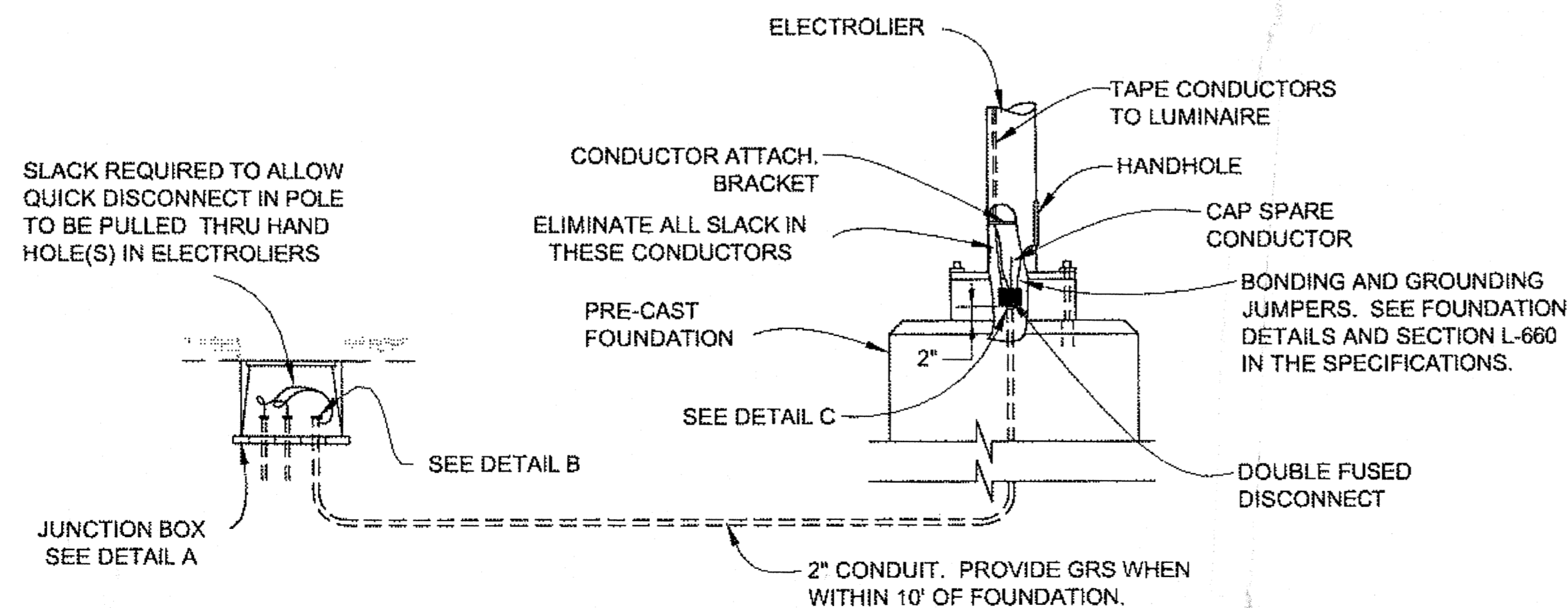


DETAIL B

(IN J-BOX)
(APPLICABLE ONLY TO GRS CONDUIT)



DETAIL C
(IN POLE BASE)



LIGHTING SYSTEM POLE AND J-BOX WIRING DETAILS

PATH:
Q:\NH\668303\PLANSET\668303_U1-12_ELEC.DWG
GRANTHAM, RICK L (DOT)
TAB: U11 Wednesday, June 27, 2012 11:10:37 AM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *David P. King* Date 1/31/14

CHECKED BY: M. HANSEN



DESIGNED BY: N. GEARY

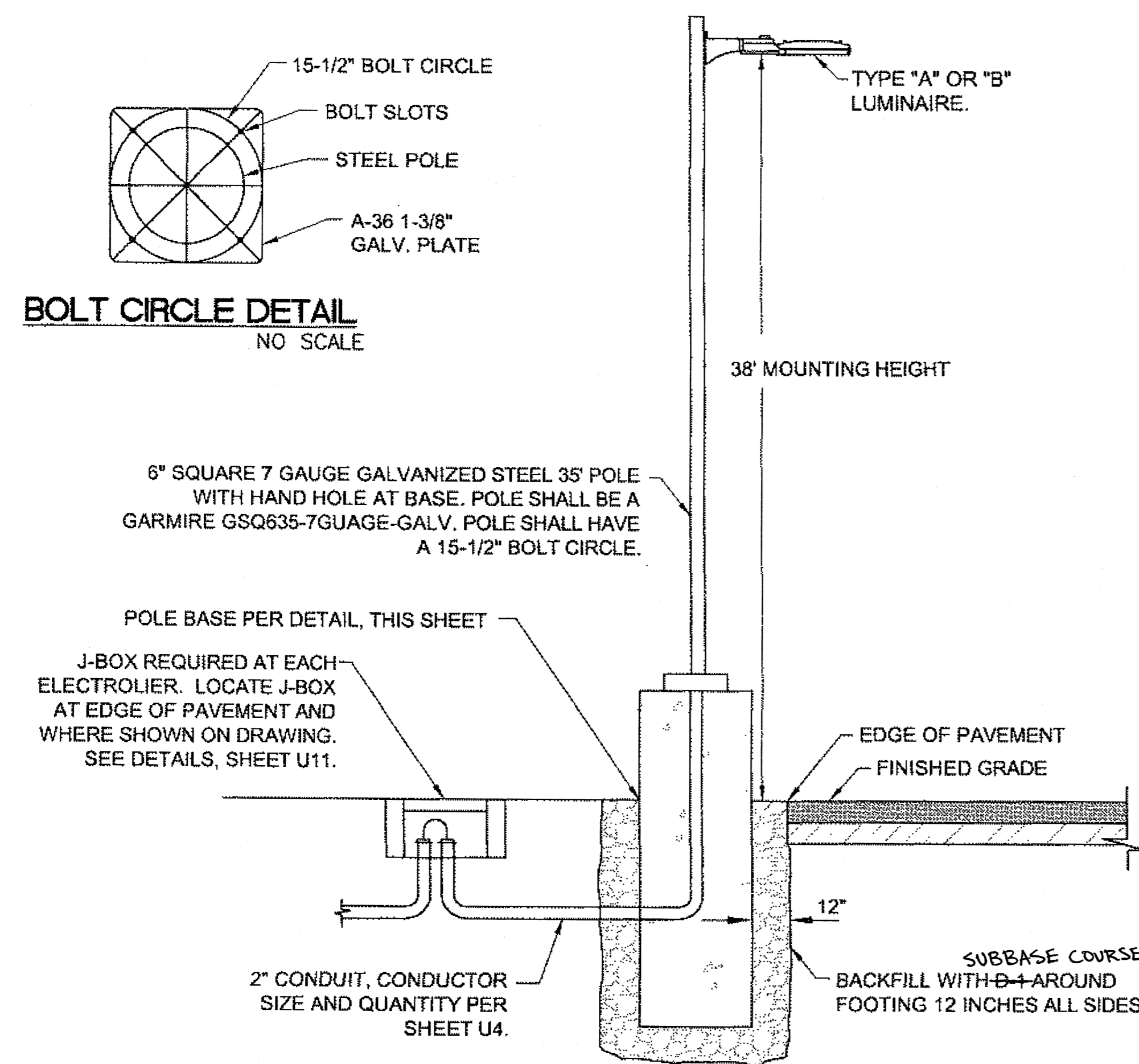
DRAWN BY: N. GEARY, R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
HOONAH AIRPORT RUNWAY EXTENSION PROJECT #68303
MISCELLANEOUS PARKING LOT LIGHTING DETAILS

PROJECT DESIGNATION
AIP No. 3-02-0125-005-2012

STATE	YEAR
ALASKA	2012
SHEET NUMBER	TOTAL SHEETS
U11	48

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



BOLT CIRCLE DETAIL
NO SCALE

PARKING LOT LIGHT POLE MOUNTING DETAIL
NO SCALE

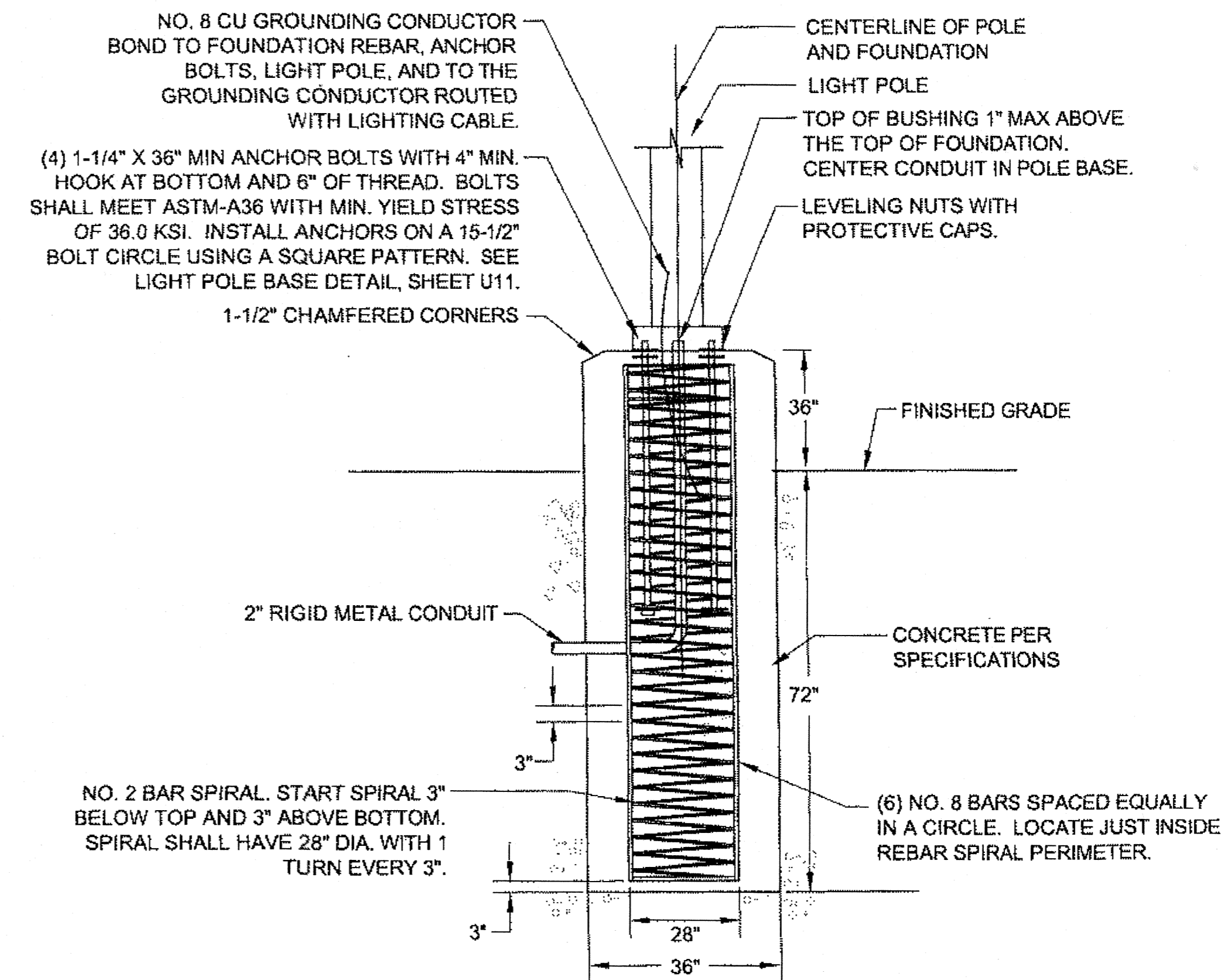
NOTES:

- 1) ALL SPLICES SHALL BE IN BASE OF POLE.
- 2) PROVIDE GROUNDING BUSHINGS ON CONDUIT.
- 3) PROVIDE DOUBLE FUSED CONNECTOR KITS IN BASE OF POLE. SEC NO. 1791-DF OR EQUAL. FUSES SHALL BE BUSS KTK-5 FAST ACTING FERRULE TYPE OR APPROVED EQUAL.
- 4) LOCATE THE CENTER OF THE LIGHT POLE PER ELECTROLIER SUMMARY, THIS SHEET.
- 5) SIZE POLE WITH MAST ARM AND LUMINAIRE FOR 100 MPH SUSTAINED WINDS WITH GUSTS TO 120 MPH.
- 6) PROTECT ANCHOR BOLTS FROM PHYSICAL DAMAGE DURING CONSTRUCTION.

LUMINAIRE SCHEDULE				
TYPE	DESCRIPTION	MANUFACTURER	LAMPS	REMARKS
A	GE LUMINAIRE. DIE-CAST ALUMINUM HOUSING WITH BLACK, CORROSION RESISTANT POLYESTER POWDER PAINT.	GE LIGHTING TYPE III DIST EAMT-0-W3-N-60-A-2-A-BLCK	132W, LED	POLE MOUNT. PROVIDE WITH STAINLESS HARDWARE.
B	GE LUMINAIRE. DIE-CAST ALUMINUM HOUSING WITH BLACK, CORROSION RESISTANT POLYESTER POWDER PAINT.	GE LIGHTING TYPE IV DIST EAMT-0-F4-N-60-A-2-A-BLCK	94W, LED	POLE MOUNT. PROVIDE WITH STAINLESS HARDWARE.

ELECTROLIER SUMMARY			
NO.	*STATION	*OFFSET	REMARKS
B-1	"L" 13+11.32	-20.74 RT	"L" 12+15, 86' RT
A-1	"L" 13+34.60	60.50 LT	
A-2	"L" 14+59.60	60.50 LT	
A-3	"L" 15+84.60	60.50 LT	

* STATION AND OFFSET GIVEN TO CENTER OF LIGHT POLE BASE.



PARKING LOT LIGHT POLE BASE DETAIL
NO SCALE

SUMMARY OF LIGHTING LOAD CENTER: NO. 1				
LOCATION DATA:	STA. 10+47.77, 40.15 RT			
LOAD CENTER:	TYPE 2. SEE STANDARD DRAWING L-26.00			
POWER SOURCE:	UTILITY POLE ADJACENT LOAD CENTER			
PHOTOELECTRIC CONTROL:	PROVIDE AT LOAD CENTER			
SERVICE VOLTAGE:	1 PHASE,	3-WIRE,	120/240 VOLTS,	60 Hz.
INTERRUPTING CAPACITY OF CIRCUIT BREAKERS-SERIES RATED:				10,000 AIC
PROVIDE METER SOCKET?	YES			SERVICE AMPS 100A
MAIN BREAKER A:	240 VOLT, 2 POLE, 30 AMPERES			
CONTACTOR:	600 VOLT, 4 POLE, 30 AMPERES			
LOAD PANEL A SUMMARY				
CIRCUIT NUMBER	DESCRIPTION	KVA LOAD	BREAKER	
			AMPS	POLES
A1	PHOTO ELECTRIC CONTROL	0.10	15A	1
A2	PARKING LOT LIGHTING	0.60	20A	2
A3	--	--	--	--
A4	SPARE	0.00	20A	2
A5	--	--	--	--
A6	SPACE	--	--	--
TOTAL DEMAND LOAD:			0.70 KVA	

NOTE:

1. STATION AND OFFSET INFORMATION GIVEN TO CENTER OF LOAD CENTER.
2. THE CONTACTOR SHALL BE CONTROLLED BY THE P.E. CELL WHEN THE HOA SWITCH IS IN AUTOMATIC POSITION.
3. SHIELD THE PHOTOCCELL FROM DIRECT, ARTIFICIAL ILLUMINATION.
4. THE CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS AND PAYMENTS WITH THE LOCAL UTILITY TO HAVE THE ELECTRICAL SERVICE CONNECTED. THE CONTRACTOR SHALL PAY FOR ALL ELECTRICAL SERVICE TO THE LOAD CENTER DURING THE PROJECT. THE ELECTRICAL BILLING WILL BE REGISTERED TO THE STATE OF ALASKA AFTER FINAL ACCEPTANCE. THE BILLING NAME AND ADDRESS WILL BE PROVIDED BY THE ENGINEER.

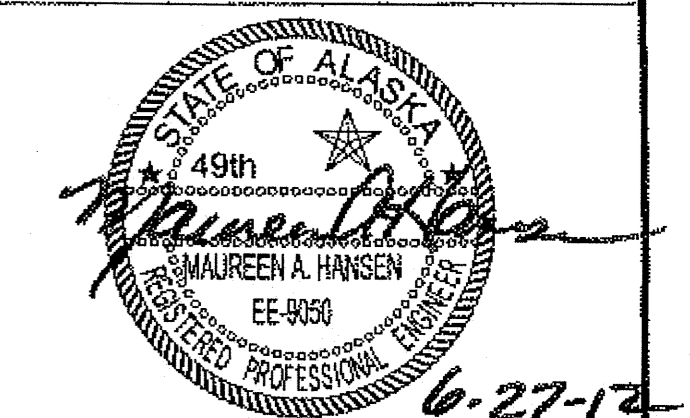
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PATH:
Q:\HH\68303\PLANSET\68303_U1-12_ELEC.DWG
GRANTHAM, RICK L (DOT)
TAB: L12 Wednesday, June 27, 2012 11:10:41 AM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE *Maureen A. Hansen* Date 1/31/14

CHECKED BY: M. HANSEN



DESIGNED BY: N. GEARY

DRAWN BY: N. GEARY, R. GRANTHAM

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
DESIGN & ENGINEERING SERVICES
DIVISION-SOUTHEAST REGION
HOONAH AIRPORT RUNWAY EXTENSION PROJECT #68303

PARKING LOT LIGHTING DETAILS & SUMMARIES

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U12	48