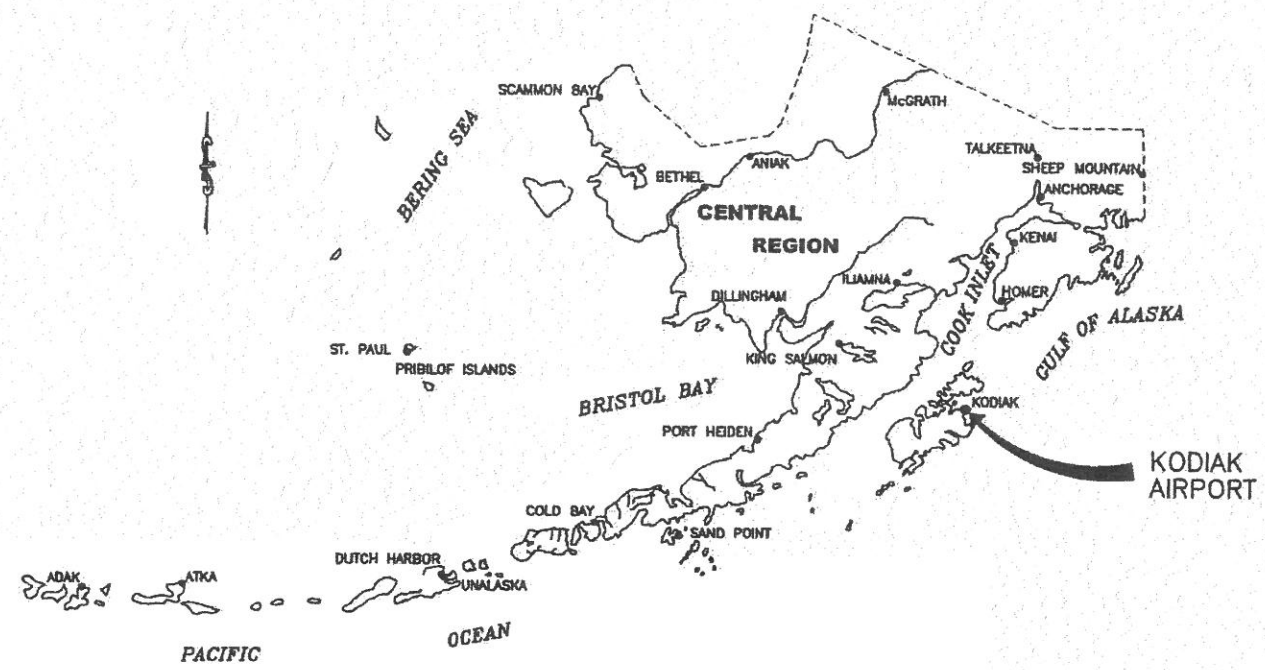


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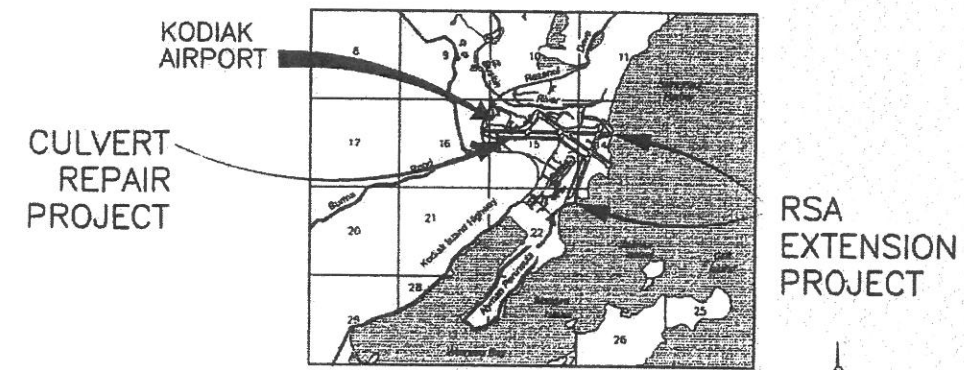
**ALASKA CENTRAL REGION
LOCATION MAP**

NOT TO SCALE

**KODIAK AIRPORT
KODIAK, ALASKA
KODIAK AIRPORT RSA EXTENSION
PROJECT No. 53587
AIRPORT IMPROVEMENT PROGRAM
No. 3-02-0158-017-2014**

**DEVILS CREEK CULVERT REPAIR
PROJECT No. 57474
AIRPORT IMPROVEMENT PROGRAM
No. 3-02-0158-01X-201**

**CENTRAL REGION
AS-ADVERTISED
APRIL, 2014**



VICINITY MAP

T 28 S. R 20 W SEC. 14, 15, 16, 22 & 23
SEWARD MERIDIAN
U.S.G.S. KODIAK (C-2, D-2), ALASKA

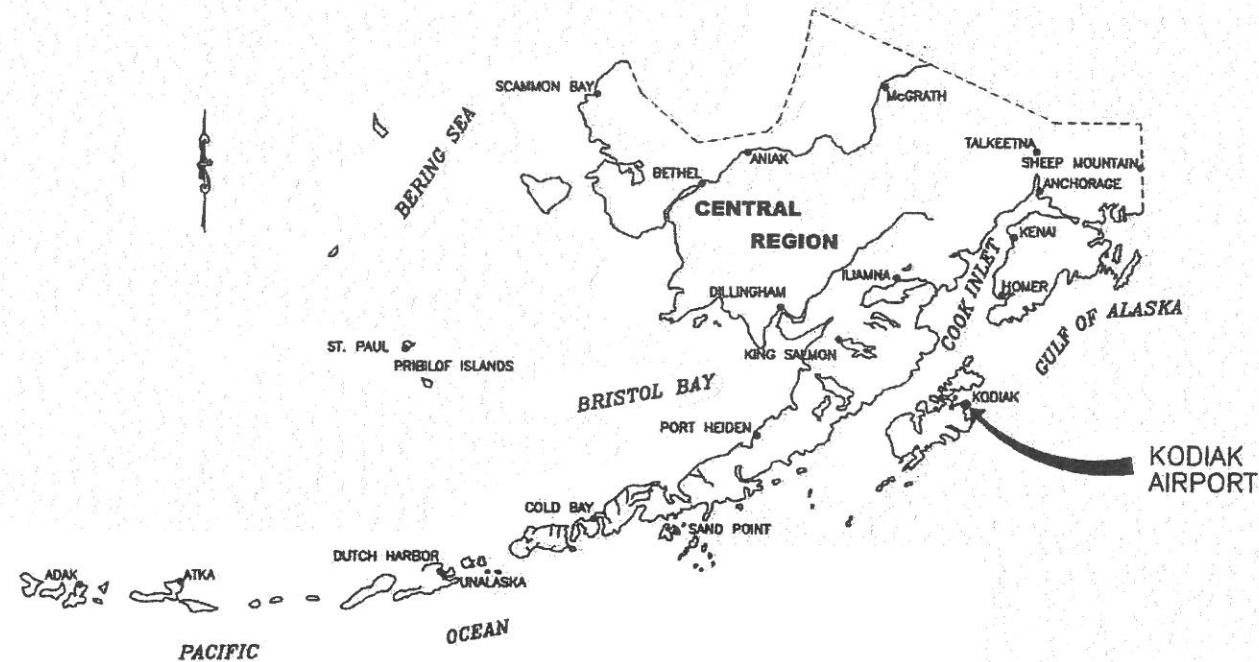


PREPARED BY: HDR Alaska, Inc.

CONCUR *[Signature]* DATE 3/27/2014
 JOEL ST. AUBIN, P.E. DIRECTOR OF DESIGN AND CONSTRUCTION
APPROVED *[Signature]* DATE 3/26/2014
 KENNETH M. MORTON, P.E. REGIONAL PRECONSTRUCTION ENGINEER
APPROVED *[Signature]* DATE 3/25/14
 WOLFGANG E. JUNGE, P.E. DESIGN SECTION CHIEF
APPROVED *[Signature]* DATE 3/24/14
 MORGAN MERRITT, P.E. PROJECT MANAGER

BY	DATE	REVISION	STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	KODIAK AIRPORT KODIAK, ALASKA	DATE: 3/18/2014 SHEET: A1 OF A1 AS-BUILT SHEET: 01
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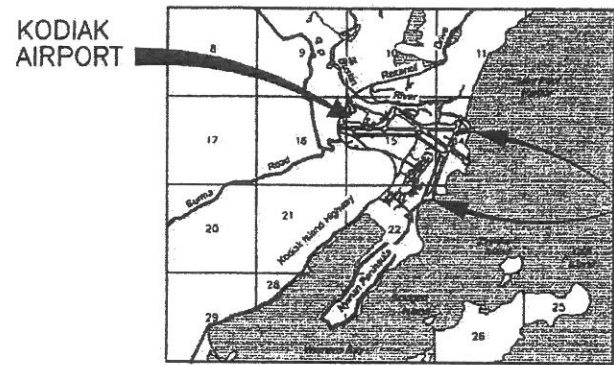
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ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE

KODIAK AIRPORT KODIAK, ALASKA KODIAK AIRPORT RSA EXTENSION PROJECT No. 53587 AIRPORT IMPROVEMENT PROGRAM No. 3-02-0158-017-2014



0 1 2 MILES

VICINITY MAP

T 28 S R 20 W SEC. 14, 15, 16, 22 & 23
SEWARD MERIDIAN
U.S.G.S. KODIAK (C-2, D-2), ALASKA

THIS
PROJECT



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

CONCUR
JOEL ST. AUBIN, P.E.

DATE 3/27/2014
DIRECTOR OF DESIGN AND CONSTRUCTION

APPROVED
KENNETH B. MORTON, P.E.

DATE 3/26/2014
REGIONAL PRECONSTRUCTION ENGINEER

APPROVED
WOLFGANG E. JUNGE, P.E.

DATE 3/26/14
DESIGN SECTION CHIEF

APPROVED
MORGAN MERRITT, P.E.

DATE 3/24/14
PROJECT MANAGER

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
KODIAK AIRPORT RSA EXTENSION, 2014
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
TITLES, SIGNATURES, LOCATION MAP
AND VICINITY MAP

DATE: 3/18/2014
SHEET: 1 OF 39
AS-BUILT SHEET: OF

Date Revised: 4/29/2014 12:15 PM
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 Checked By: J.W.
 Designated By: D.C.
 Design By: J.W.
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STATE OF ALASKA
**DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES**
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 INDEX

DATE: 3/26/2014
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AS-BUILT SHEET: or

LEGEND

ABBREVIATIONS

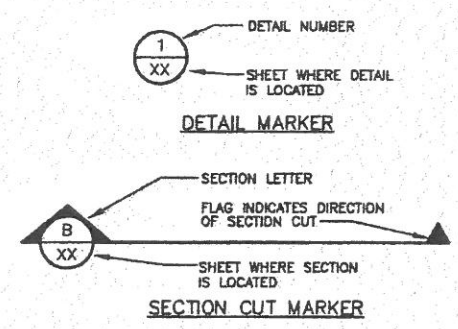
ABBREVIATIONS

DESCRIPTION **EXISTING** **PROPOSED**

AIRCRAFT TIE-DOWNS BUILDING		
CONSTRUCTION LICENSE BOUNDARY		
CONTROL BOX		
CULVERT		
DITCH WITH DRAINAGE FLOW DIRECTION		
EDGE OF PAVEMENT		
FENCE		
GEOTEXTILE SEPARATION		
GRADE BREAK		
LEASE LOT BOUNDARY		
MEAN HIGH WATER		
EXISTING GROUND		
OBJECT FREE AREA		
OBJECT FREE ZONE		
PAPI		
PAVEMENT MARKING		
PROJECT EARTHWORK AND GRADING LIMITS		
PROPERTY BOUNDARY		
REIL		
RIPRAP / ARMOR		
ROADWAY		
ROTATING BEACON		
RUNWAY DISPLACED THRESHOLD LIGHT		
RUNWAY EDGE LIGHT		
RUNWAY FLUSH MOUNT LIGHT		
RUNWAY PROTECTION ZONE		
RUNWAY SAFETY AREA		
RUNWAY THRESHOLD MARKERS		
SIGN		
SLOPE VALUE AND DIRECTION		
SPOT ELEVATION		
TOE OF SLOPE		
FILL		
CUT		
VASI		
WIND CONE UNLIGHTED		
WIND CONE AND SEGMENTED CIRCLE		

AOA	AIRCRAFT OPERATIONS AREA
ARFF	AIRPORT RESCUE FIRE FIGHTING
ASDA	ACCELERATE STOP DISTANCE AVAILABLE
ATCT	AIR TRAFFIC CONTROL TOWER
AWOS	AUTOMATED WEATHER OBSERVING SYSTEM
CABC	CRUSHED AGGREGATE BASE COURSE
CAU	CONCRETE ARMOR UNIT
CL	CENTER LINE
1lb./cu.ft.	POUND PER CUBIC FOOT
C.S.	CONTINGENT SUM
CSPP	CONSTRUCTION SAFETY PHASING PLAN
C.Y.	CUBIC YARD
E	EASTING
ELEV	ELEVATION
EMAS	ENGINEERED MATERIAL ARRESTING SYSTEM
EOP	EDGE OF PAVEMENT
FASBC	FOAMED ASPHALT STABILIZED BASE COURSE
FOD	FOREIGN OBJECT DEBRIS/ FOREIGN OBJECT DAMAGE
GB	GRADE BREAK
HDPE	HIGH DENSITY POLYETHYLENE
HMA	HOT MIXED ASPHALT
LDA	LANDING DISTANCE AVAILABLE
L.F.	LINEAR FOOT
L.S.	LUMP SUM
LT	LEFT OFFSET
MHW	MEAN HIGH WATER
MPH	MILES PER HOUR
N	NORTHING
N.T.S.	NOT TO SCALE
RAP	RECYCLED ASPHALT PAVEMENT
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA

RT	RIGHT OFFSET
RW	RUNWAY
SD	STORM DRAIN
S.F.	SQUARE FEET
SPCD	SAFETY PLAN COMPLIANCE DOCUMENT
SS	SANITARY SEWER
STA	STATION
TODA	TAKE OFF DISTANCE AVAILABLE
TORA	TAKE OFF RUN AVAILABLE
TW	TAXIWAY
OFA	OBJECT FREE AREA
OFZ	OBJECT FREE ZONE
OHE	OVERHEAD ELECTRIC
UGE	UNDERGROUND ELECTRIC
UGTel	UNDERGROUND TELECOMMUNICATIONS
USCG	UNITED STATES COAST GUARD
VASI	VISUAL APPROACH SLOPE INDICATOR
Wx	WEATHER



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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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KODIAK AIRPORT
KODIAK, ALASKA
KODIAK AIRPORT RSA EXTENSION, 2014
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
LEGEND AND ABBREVIATIONS

DATE: 3/18/2014
SHEET: 3 OF 39
AS-BUILT SHEET: *OT*

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 Drawn By: J.W.
 Checked By:

ESTIMATED QUANTITIES

ESTIMATING FACTORS

No.	ITEM	UNIT	QUANTITY
D-701a(1)	PE PIPE, 18"	L.F.	50
D-701a(2)	PE PIPE, 24"	L.F.	54
G-100a	MOBILIZATION AND DEMOBILIZATION	L.S.	ALL REQ'D
G-115a	WORKER MEALS AND LODGING, OR PER DIEM	L.S.	ALL REQ'D
G-130a	FIELD OFFICE	L.S.	ALL REQ'D
G-130b	FIELD LABORATORY	L.S.	ALL REQ'D
G-130g	NUCLEAR TESTING EQUIPMENT STORAGE SHED	EACH	1
G-130h	STORAGE CONTAINER	EACH	1
G-130j	ENGINEERING COMMUNICATIONS	C.S.	ALL REQ'D
G-131a	ENGINEERING TRANSPORTATION (TRUCK)	EACH	6
G-135a	CONSTRUCTION SURVEYING BY THE CONTRACTOR	L.S.	ALL REQ'D
G-135b	EXTRA THREE PERSON SURVEYING PARTY	HOUR	50
G-150a	EQUIPMENT RENTAL, DOZER (70hp MINIMUM)	HOUR	50
G-200a	CONTRACTOR QUALITY CONTROL PROGRAM	L.S.	ALL REQ'D
G-300a	CPM SCHEDULING	L.S.	ALL REQ'D
G-700a	AIRPORT FLAGGER	C.S.	ALL REQ'D
G-710a	HIGHWAY TRAFFIC MAINTENANCE	L.S.	ALL REQ'D
G-710b	HIGHWAY FLAGGER	C.S.	ALL REQ'D
G-710c	HIGHWAY TRAFFIC PRICE ADJUSTMENT	C.S.	ALL REQ'D
G-710d	HIGHWAY TRAFFIC CONTROL	C.S.	ALL REQ'D
G-715c	WILDLIFE MONITORING	C.S.	ALL REQ'D
L-100c(1)	HIGH INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT, L-862 and L-862E	EACH	21
L-100c(2)	HIGH INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT LENS, L-862 and L-862E	EACH	3
L-100e	TAXIWAY EDGE LIGHT, L-861T	EACH	22
L-100h	REMOVE RUNWAY AND TAXIWAY LIGHT	EACH	41
L-100n	AIRPORT SIGN, Type L-858	EACH	4
L-100r	TEMPORARY RUNWAY LIGHTING SYSTEM	L.S.	ALL REQ'D
L-100ap	SPARE PARTS	L.S.	ALL REQ'D
L-107a	8-FOOT LIGHTED WIND CONE, IN PLACE	EACH	1
L-108a	UNDERGROUND CABLE #8 AWG, COPPER, 5KV FAA TYPE "C", L-824	L.F.	3250
L-108c	# 6 BARE COPPER GROUND CONDUCTOR	L.F.	2850
L-108g	GROUND ROD	EACH	5
L-110a	2-INCH RIGID STEEL CONDUIT	L.F.	435
L-110g	2-INCH PE CONDUIT	L.F.	2250
L-135k	FOUNDATION AND UTILITIES FOR FAA EQUIPMENT	L.S.	ALL REQ'D
P-151b	CLEARING	L.S.	ALL REQ'D
P-152ak	SLOPE LINING	TON	500

No.	ITEM	UNIT	QUANTITY
P-152i(1)	BORROW (<6% NO. 200)	TON	505000
P-152i(2)	BORROW (<10% NO. 200)	TON	675800
P-152r	SUBGRADE PREPARATION	S.Y.	9600
P-154b	SUBBASE COURSE	TON	73500
P-157a	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	L.S.	ALL REQ'D
P-157b	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	C.S.	ALL REQ'D
P-157f	WITHHOLDING	C.S.	ALL REQ'D
P-157g	SWPPP MANAGER	L.S.	ALL REQ'D
P-161b	RECYCLED ASPHALT PAVEMENT	C.Y.	2600
P-162a	PAVEMENT COLD PLANING	S.Y.	3200
P-165a(1)	REMOVAL OF STRUCTURES (RSA EXTENSION)	L.S.	ALL REQ'D
P-181a	CONCRETE ARMOR UNITS (2.65 TON)	EACH	2600
P-185a	PRIMARY ARMOR STONE (PA-12000)	TON	81700
P-185b	UNDERLAYER STONE (U-700)	TON	41000
P-189b	GABIONS (STAINLESS STEEL)	C.Y.	940
P-209b	CRUSHED AGGREGATE BASE COURSE	TON	5400
P-401a	HOT MIX ASPHALT, TYPE II, Class A	TON	5300
P-401b	HOT MIX ASPHALT PRICE ADJUSTMENT	C.S.	ALL REQ'D
P-401c	ASPHALT CEMENT, PG 52-28	TON	295
P-555a(1)	INSTALL EMAS BED (RUNWAY 7)	L.S.	ALL REQ'D
P-555a(2)	INSTALL EMAS BED (RUNWAY 36)	L.S.	ALL REQ'D
P-556a	EMAS SNOW REMOVAL EQUIPMENT (TYPE I)	EACH	1
P-603a	TACK COAT, STE-1	TON	5
P-620c	RUNWAY AND TAXIWAY PAINTING	L.S.	ALL REQ'D
P-620f	PAINTED MARKING REMOVAL	L.S.	ALL REQ'D
P-621b	SAW-CUT GROOVES	L.S.	ALL REQ'D
P-640b	SEGMENTED CIRCLE (PANEL TYPE)	L.S.	ALL REQ'D
P-670b	FLASHER UNIT FOR TIMBER BARRIER	EACH	75
P-670c	FLAG	EACH	75
P-671c	ILLUMINATED RUNWAY CLOSURE MARKER	EACH	2
P-684a	FLOATING SILT CURTAIN	L.F.	4100

ITEM DESCRIPTION	ESTIMATING FACTOR
HOT MIX ASPHALT	150 lb./cu.ft.
ASPHALT CEMENT	5.5%
CRUSHED AGGREGATE BASE COURSE	145 lb./cu.ft.
SUBBASE	142 lb./cu.ft.
ARMOR STONE	1.6 ton/cu.yd.
UNDERLAYER STONE	1.6 ton/cu.yd.
SLOPE LINING	130 lb/cu.ft.

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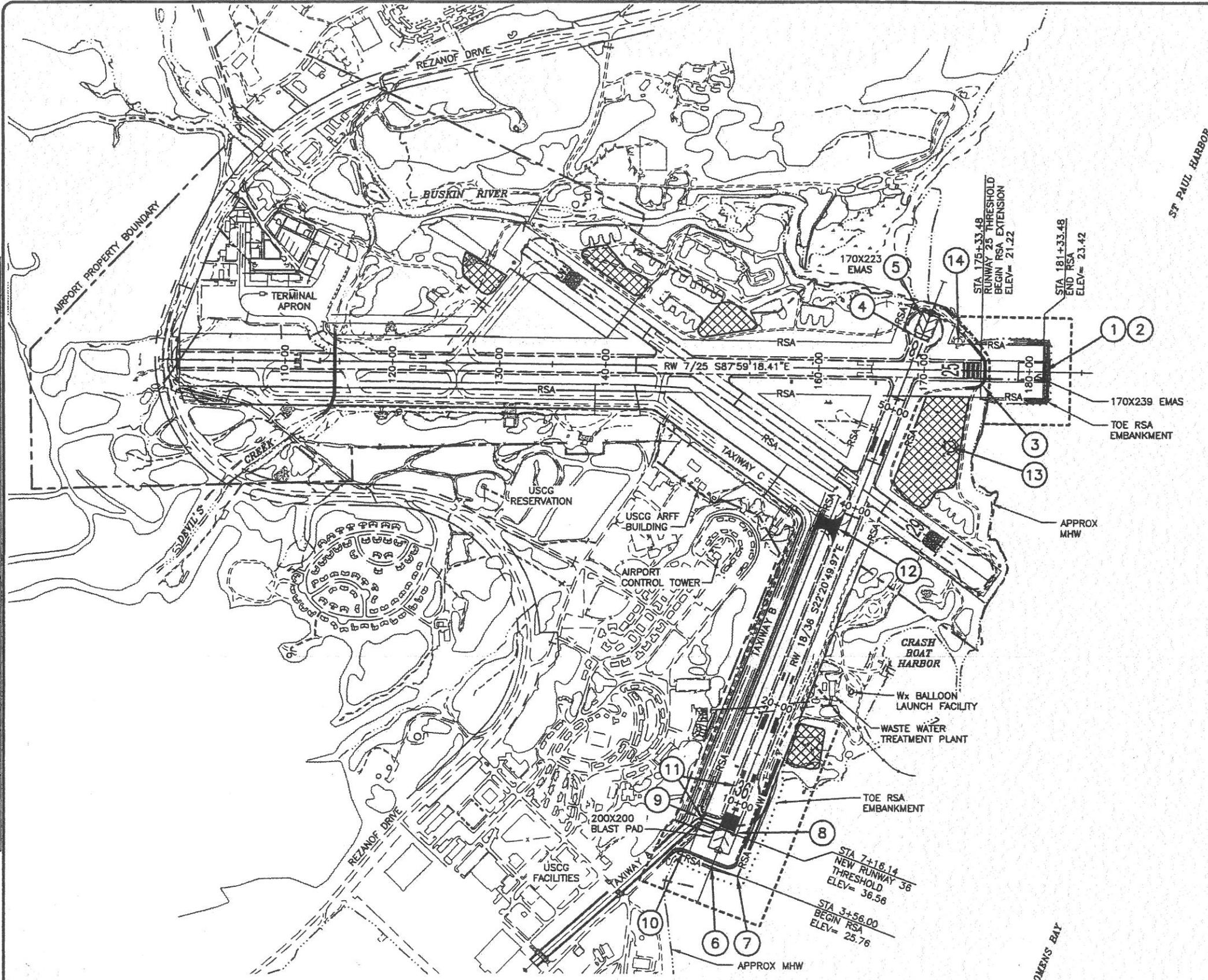
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 ESTIMATED QUANTITIES
 AND ESTIMATING FACTORS

DATE: 3/26/2014
 SHEET: 4 of 39
 AS-BUILT SHEET: *or*

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- PROJECT WORK ITEMS:**
1. EXTEND RSA FOR RUNWAY 7-25 BY 600' TO THE EAST.
 2. CONSTRUCT EMAS AT END OF RUNWAY 7-25 RSA
 3. CONSTRUCT SERVICE ROAD AT RUNWAY 25 THRESHOLD.
 4. RELOCATE THRESHOLD OF RUNWAY 18 BY 240' TO THE SOUTH.
 5. CONSTRUCT EMAS NORTH OF RUNWAY 18 THRESHOLD.
 6. EXTEND RUNWAY 18-36 EMBANKMENT BY 600' TO THE SOUTH.
 7. CONSTRUCT 360' RSA AT THE SOUTH END OF RUNWAY 18-36 EMBANKMENT EXTENSION.
 8. RELOCATE RUNWAY 36 THRESHOLD BY 240' TO THE SOUTH.
 9. CONSTRUCT NEW CONNECTING TAXIWAY FROM TAXIWAY A/B TO RUNWAY 36.
 10. CONSTRUCT NEW SERVICE ROAD AROUND THE END OF RUNWAY 36.
 11. REMARK RUNWAY 18-36, TAXIWAY A AND TAXIWAY B
 12. TAXIWAY C ASPHALT REPAIR
 13. CONSTRUCT NEW SEGMENTED CIRCLE AND NEW LIGHTED WIND CONE.
 14. REMOVE AND SALVAGE EXISTING LIGHTED WIND CONE AND EXISTING SEGMENTED CIRCLE.

- LEGEND**
- ① PROJECT ITEM IDENTIFIER
 - [Cross-hatch pattern] CONTRACTOR STAGING AREAS



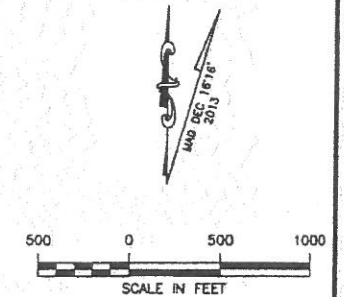
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BY	DATE	REVISION

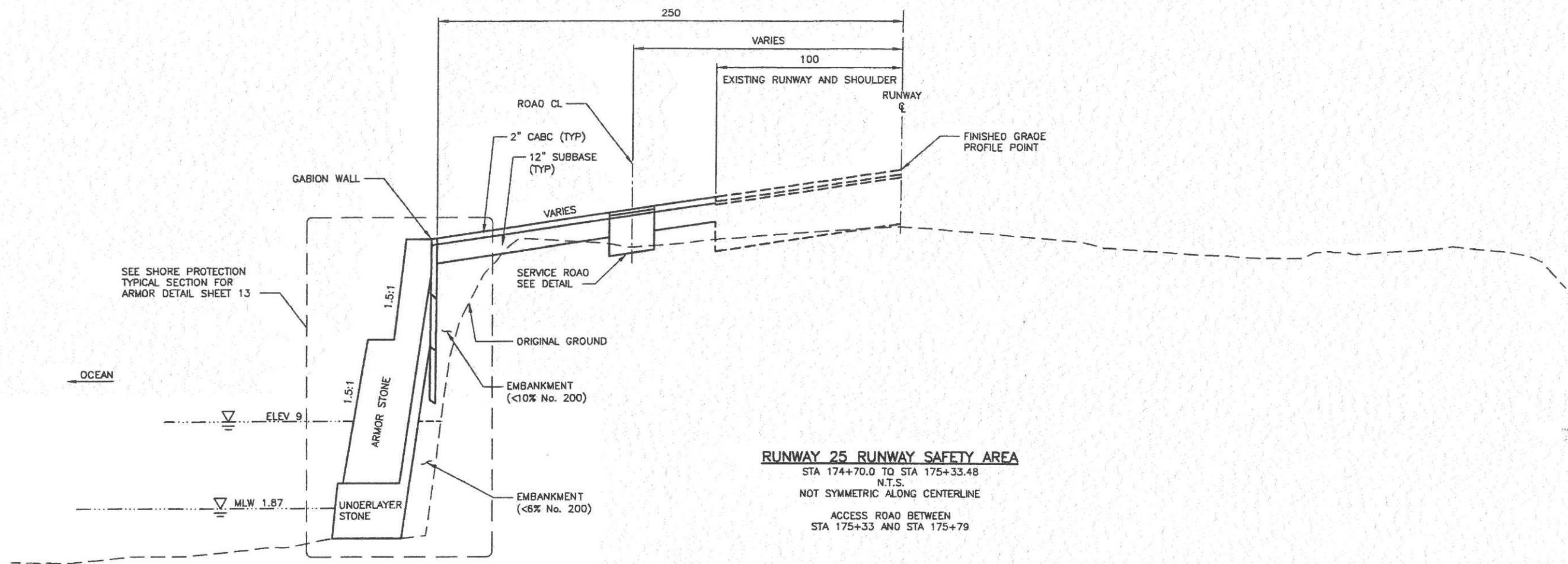
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 PROJECT LAYOUT PLAN

DATE: 3/18/2014
 SHEET: 5 of 39
 AS-BUILT SHEET:



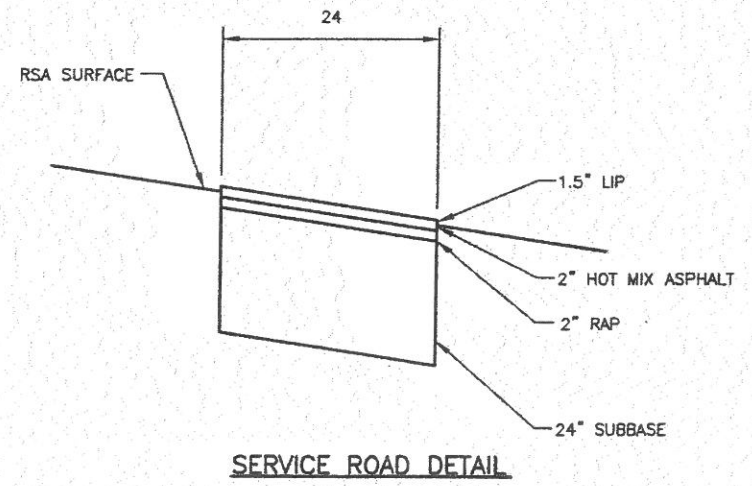
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RUNWAY 25 RUNWAY SAFETY AREA
 STA 174+70.0 TO STA 175+33.48
 N.T.S.
 NOT SYMMETRIC ALONG CENTERLINE
 ACCESS ROAD BETWEEN
 STA 175+33 AND STA 175+79

RSA CROSS SLOPE TRANSITION TABLE			
BEGIN TRANSITION			END TRANSITION
STA 175+33.48	STA 176+33.48	STA 176+83.48	STA 177+33.48
-1.5% — -1.5%	-0.5% — -0.5%	0.0% — -0.5%	+0.5% — -0.5%

• = POINT OF ROTATION AT CENTERLINE



COMPACTION REQUIREMENTS			
	UNDER PAVED AREAS	UNOER UNPAVED AREAS	IN WATER
HOT MIX ASPHALT	95%	-	-
SUBBASE	100%	95%	-
CABC	100%	COMPACTIVE EFFORT	-
RAP	98%	98%	-
BORROW <10%	100%	95%	-
BORROW <6%	95%	95%	COMPACTIVE EFFORT



PREPARED BY: HDR Alaska, Inc.

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STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
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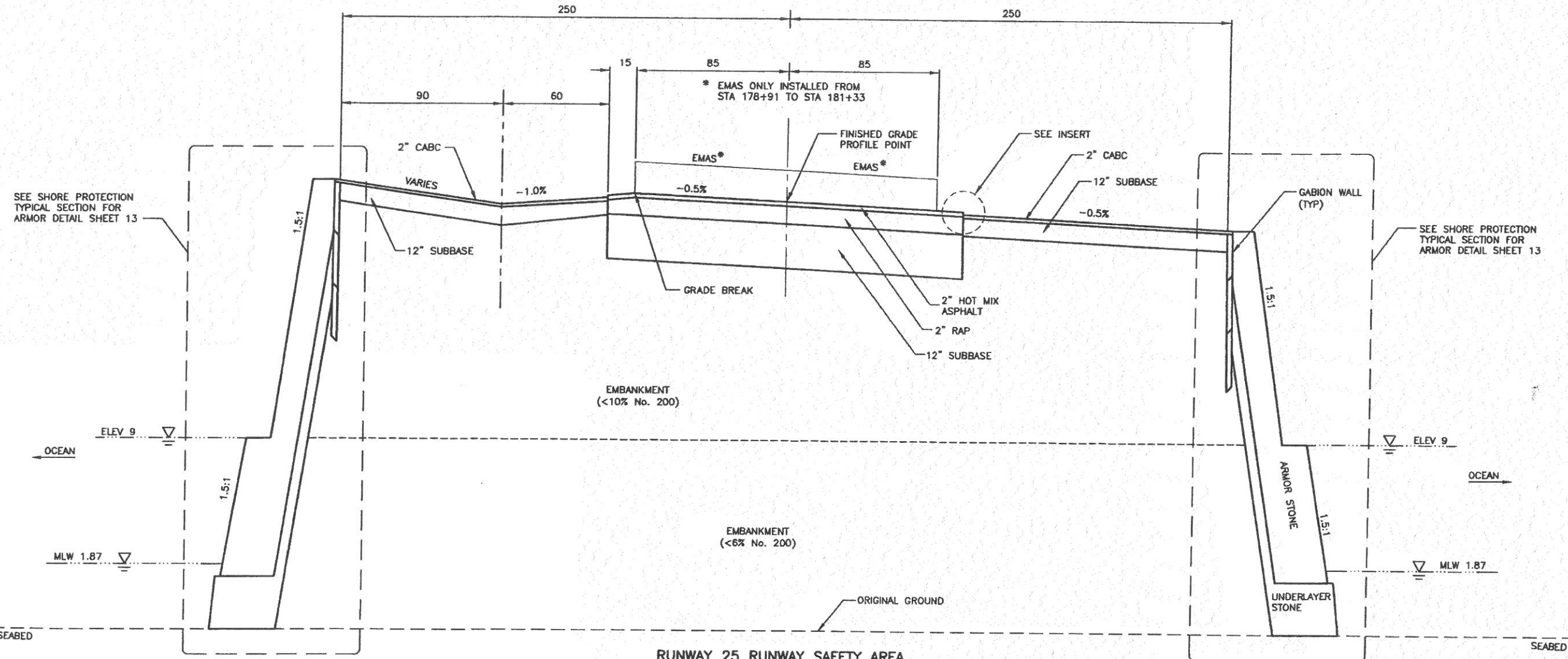
KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 25
 TYPICAL SECTION

DATE: 3/18/2014
 SHEET: 6 OF 39
 AS-BUILT SHEET:

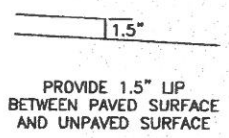
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 Drawn By: L.W.
 Checked By: J.M.

SEE SHORE PROTECTION TYPICAL SECTION FOR ARMOR DETAIL SHEET 13

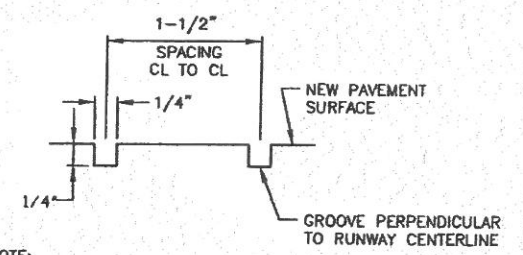
SEE SHORE PROTECTION TYPICAL SECTION FOR ARMOR DETAIL SHEET 13



COMPACTION REQUIREMENTS			
	UNDER PAVED AREAS	UNDER UNPAVED AREAS	IN WATER
HOT MIX ASPHALT	95%	-	-
SUBBASE	100%	95%	-
CABC	100%	COMPACTIVE EFFORT	-
RAP	98%	98%	-
BORROW <10%	100%	95%	-
BORROW <6%	95%	95%	COMPACTIVE EFFORT



INSERT



PAVEMENT GROOVING DETAIL

- NOTES:
1. UNCLASSIFIED EXCAVATION WILL NOT BE MEASURED FOR PAYMENT BUT CONSIDERED SUBSIDIARY TO OTHER ITEMS.
 2. ORIGINAL GROUND MAY VARY FROM THAT DEPICTED IN TYPICAL SECTIONS.
 3. IF RAP QUANTITIES ARE INSUFFICIENT CABG USED AS DIRECT REPLACEMENT INCH FOR INCH.
 4. SEE SHEET 21 FOR RSA SURFACE GRADING.



PREPARED BY: HDR Alaska, Inc.

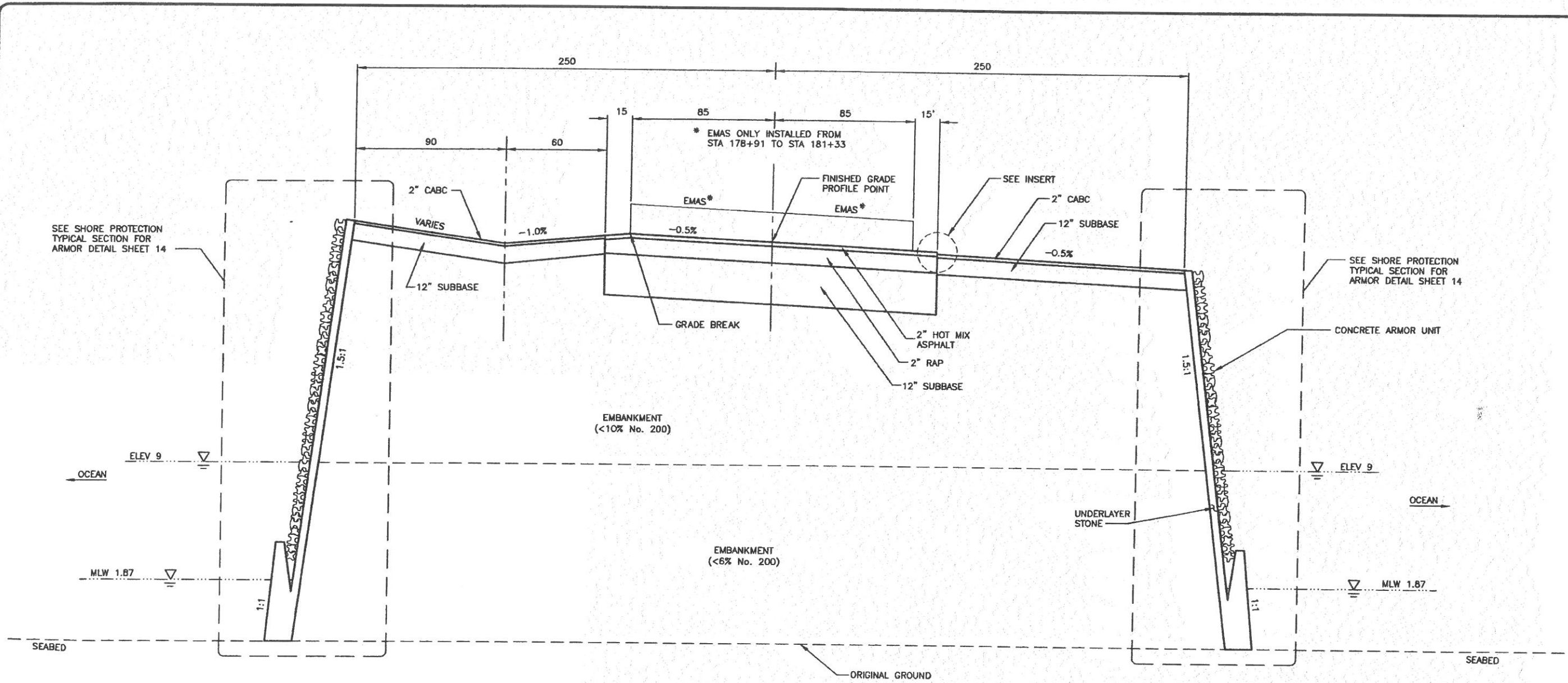
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 25
 TYPICAL SECTION

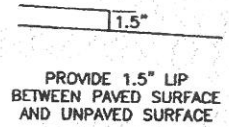
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 Designed By: D.G.
 Drawn By: L.W.
 Checked By: J.W.



COMPACTION REQUIREMENTS			
	UNDER PAVED AREAS	UNDER UNPAVED AREAS	IN WATER
HOT MIX ASPHALT	95%	-	-
SUBBASE	100%	95%	-
CABC	100%	COMPACTIVE EFFORT	-
RAP	98%	98%	-
BORROW <10%	100%	95%	-
BORROW <6%	95%	95%	COMPACTIVE EFFORT

RUNWAY 25 RUNWAY SAFETY AREA
 STA 179+72.0 TO STA 181+48.48
 N.T.S.
 NOT SYMMETRIC ALONG CENTERLINE



INSERT

- NOTES:
- UNCLASSIFIED EXCAVATION WILL NOT BE MEASURED FOR PAYMENT BUT CONSIDERED SUBSIDIARY TO OTHER ITEMS.
 - ORIGINAL GROUND MAY VARY FROM THAT DEPICTED IN TYPICAL SECTIONS.
 - IF RAP QUANTITIES ARE INSUFFICIENT CABC USED AS DIRECT REPLACEMENT INCH FOR INCH.
 - SEE SHEET 21 FOR RSA SURFACE GRADING.
 - TRANSITION CONCRETE ARMOR UNIT TYPICAL SECTION FROM STA 180+22 TO STA 179+72 BY INCREASING THICKNESS OF UNDERLAYER STONE TO BRING TO FACE OF CONCRETE ARMOR UNITS FLUSH WITH FACE OF ARMOR STONE.



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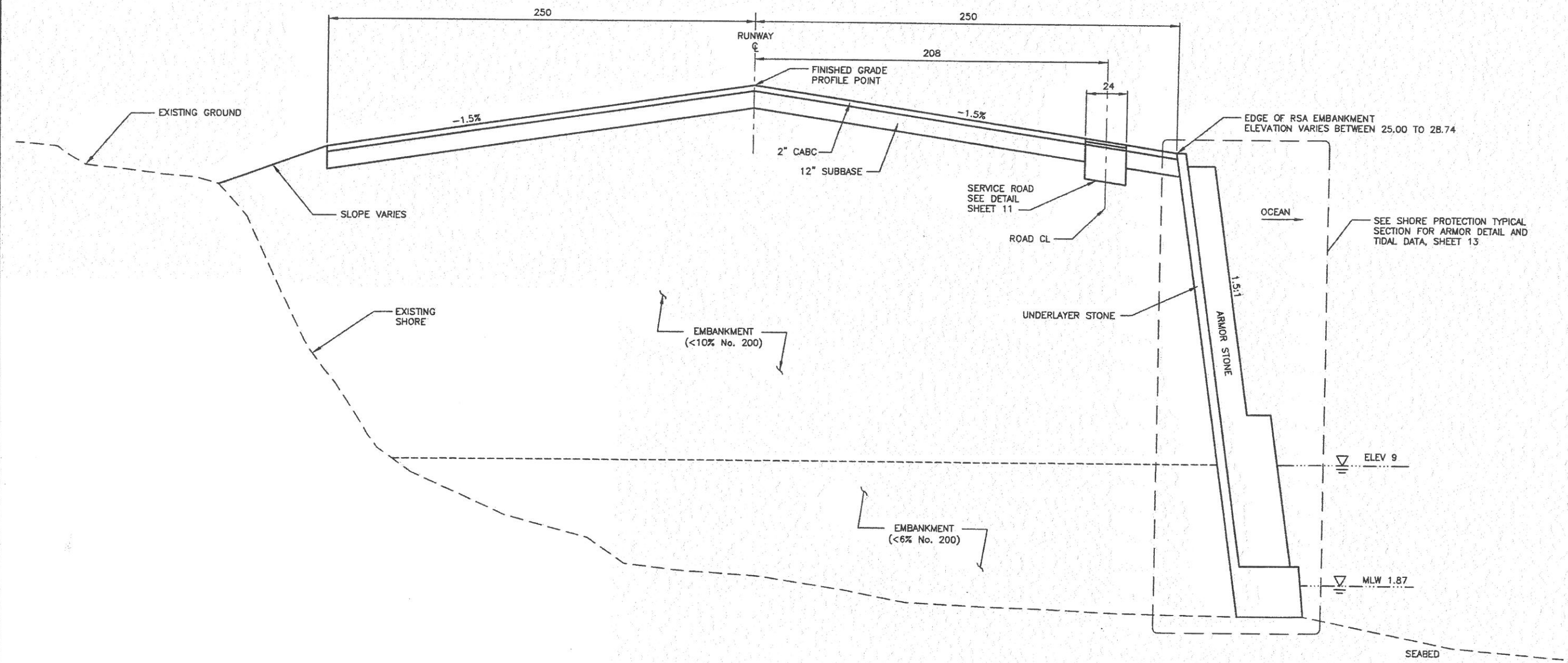
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 25
 TYPICAL SECTION

DATE: 3/28/2014
 SHEET: 8 of 39
 AS-BUILT SHEET: or

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 Designed By: D.C.
 Drawn By: D.C.
 Checked By: J.W.



COMPACTION REQUIREMENTS			
	UNDER PAVED AREAS	UNDER UNPAVED AREAS	IN WATER
HOT MIX ASPHALT	95%	-	-
SUBBASE	100%	95%	-
CABC	100%	COMPACTIVE EFFORT	-
RAP	98%	98%	-
BORROW <10%	100%	95%	-
BORROW <6%	95%	95%	COMPACTIVE EFFORT

RUNWAY 36 RUNWAY SAFETY AREA
 STA 3+56.00 TO STA 5+16.00
 N.T.S.
 NOT SYMMETRIC ALONG CENTERLINE

- NOTES:
- UNCLASSIFIED EXCAVATION WILL NOT BE MEASURED FOR PAYMENT BUT CONSIDERED SUBSIDIARY TO OTHER ITEMS.
 - ORIGINAL GROUND MAY VARY FROM THAT DEPICTED IN TYPICAL SECTIONS.
 - IF RAP QUANTITIES ARE INSUFFICIENT CABC USED AS DIRECT REPLACEMENT INCH FOR INCH.



PREPARED BY: HDR Alaska, Inc.

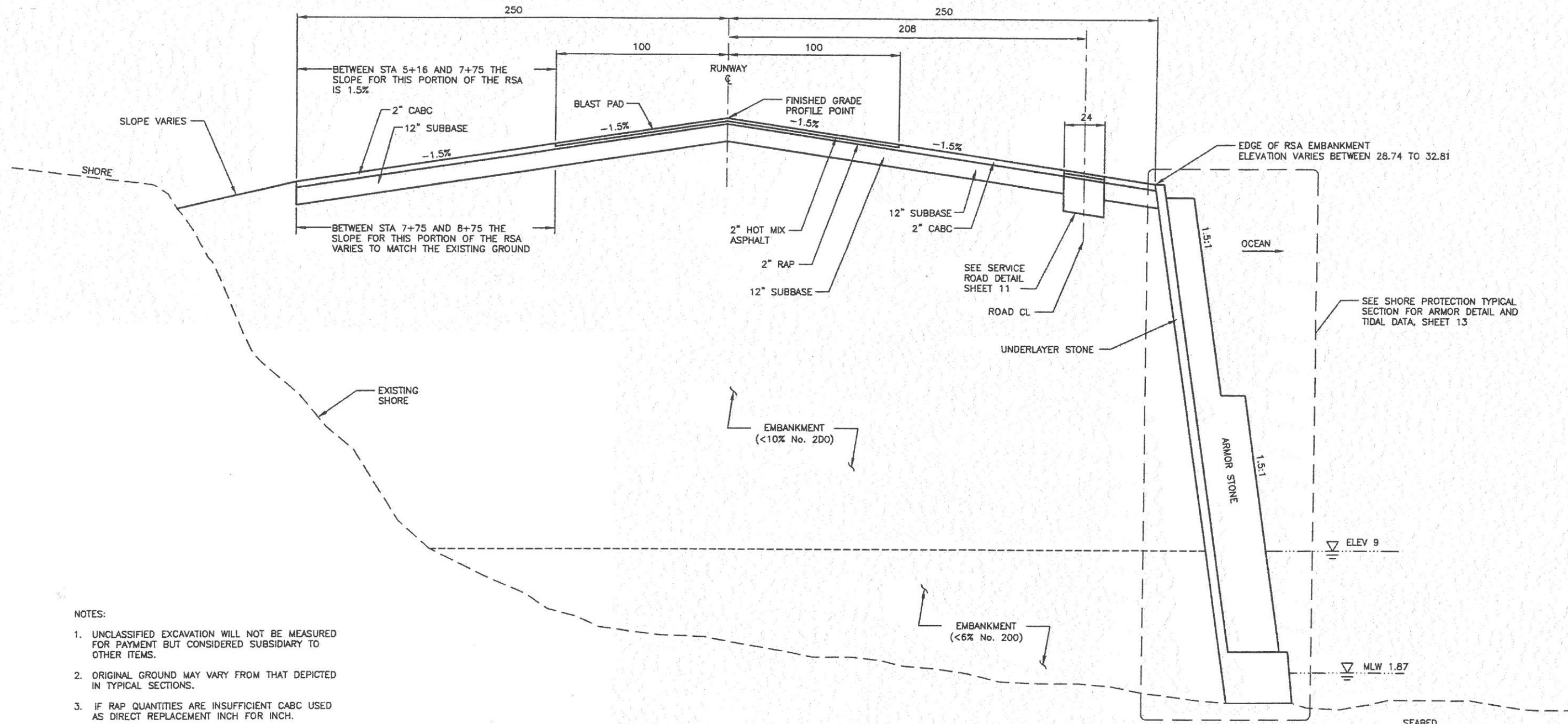
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STATE OF ALASKA
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KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 36
 TYPICAL SECTIONS

DATE: 3/18/2014
 SHEET: 9 OF 39
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 Designed By: D.G.
 Drawn By: D.G.
 Checked By: J.W.



NOTES:

- UNCLASSIFIED EXCAVATION WILL NOT BE MEASURED FOR PAYMENT BUT CONSIDERED SUBSIDIARY TO OTHER ITEMS.
- ORIGINAL GROUND MAY VARY FROM THAT DEPICTED IN TYPICAL SECTIONS.
- IF RAP QUANTITIES ARE INSUFFICIENT CABC USED AS DIRECT REPLACEMENT INCH FOR INCH.

COMPACTION REQUIREMENTS			
	UNDER PAVED AREAS	UNDER UNPAVED AREAS	IN WATER
HOT MIX ASPHALT	95%	-	-
SUBBASE	100%	95%	-
CABC	100%	COMPACTIVE EFFORT	-
RAP	98%	98%	-
BORROW <10%	100%	95%	-
BORROW <6%	95%	95%	COMPACTIVE EFFORT

RUNWAY 36 RUNWAY SAFETY AREA
 STA 5+16.00 TO STA 8+75.0
 N.T.S.
 NOT SYMMETRIC ALONG CENTERLINE



PREPARED BY: HDR Alaska, Inc.

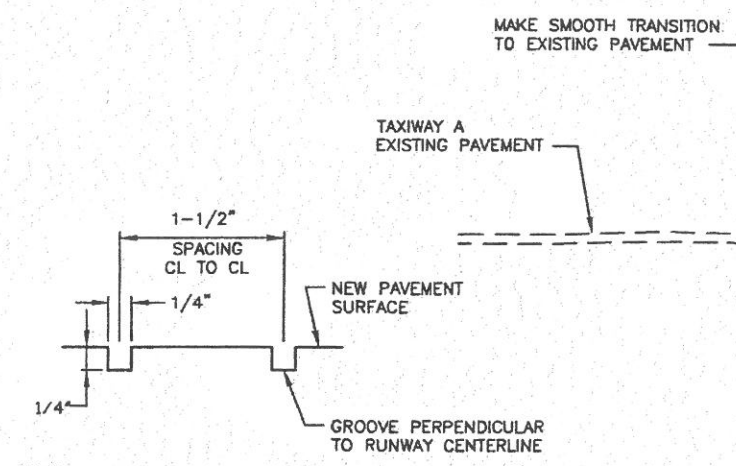
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STATE OF ALASKA
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KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 36
 TYPICAL SECTIONS

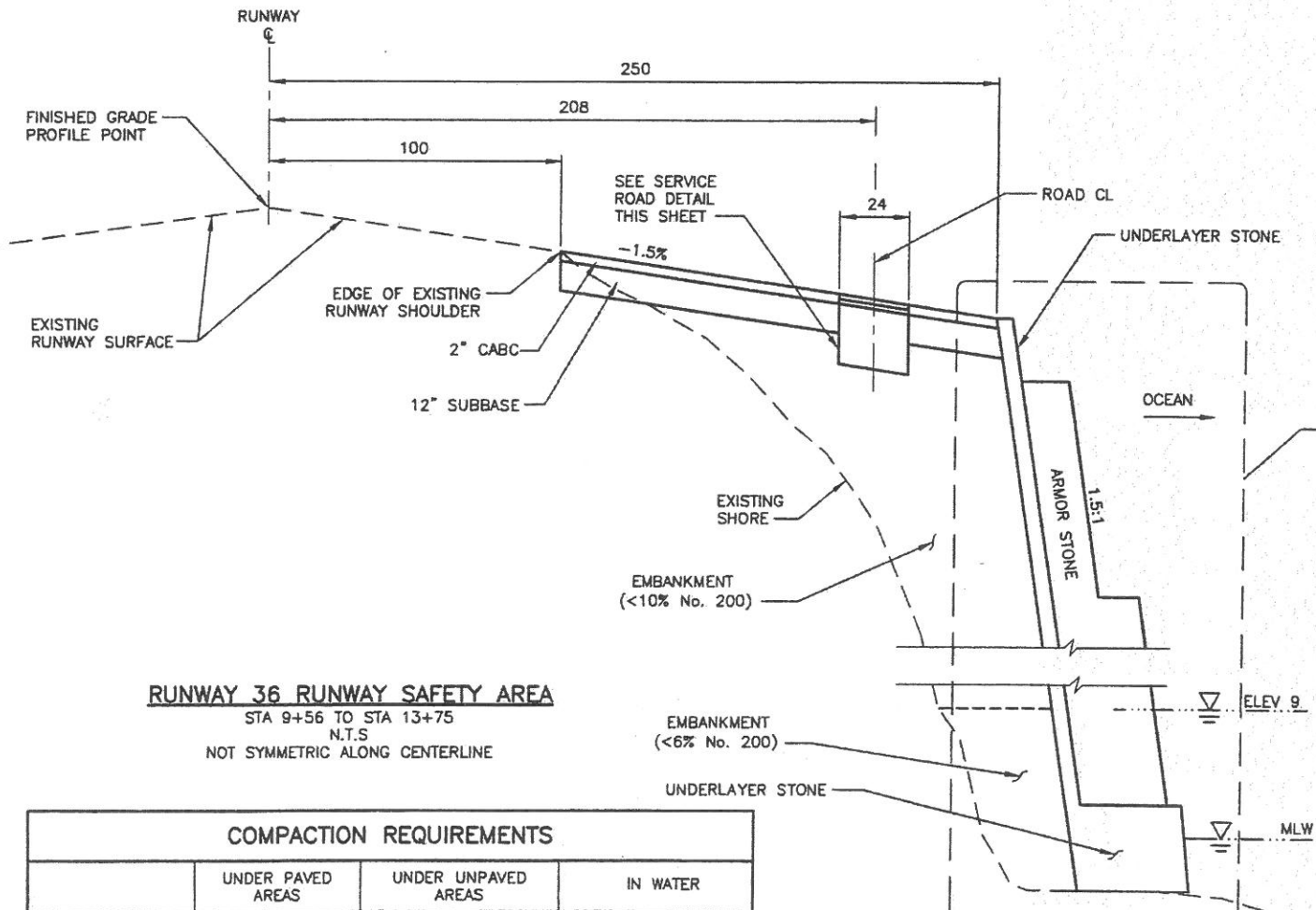
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 Drawn By: D.G.
 Checked By: J.W.



NOTE:
GROOVING FOR RUNWAY 36 SHALL BE FROM
STA 7+16 TO STA 9+56 100' LEFT TO 100' RIGHT

PAVEMENT GROOVING DETAIL



RUNWAY 36 RUNWAY SAFETY AREA

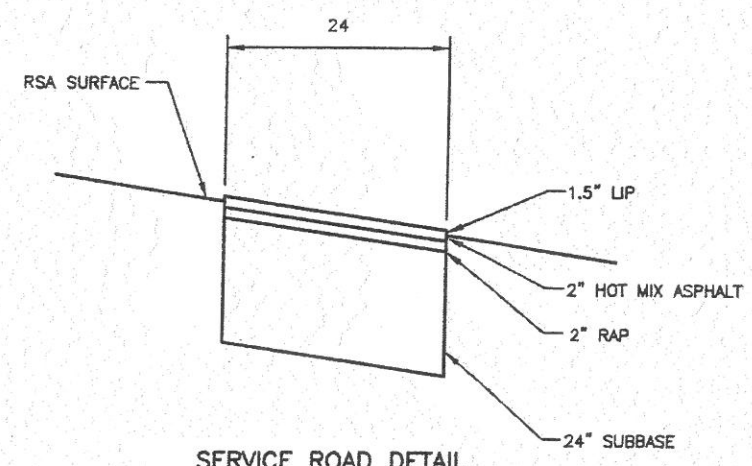
STA 9+56 TO STA 13+75
N.T.S.
NOT SYMMETRIC ALONG CENTERLINE

COMPACTION REQUIREMENTS			
	UNDER PAVED AREAS	UNDER UNPAVED AREAS	IN WATER
HOT MIX ASPHALT	95%	-	-
SUBBASE	100%	95%	-
CABC	100%	COMPACTIVE EFFORT	-
RAP	98%	98%	-
BORROW <10%	100%	95%	-
BORROW <6%	95%	95%	COMPACTIVE EFFORT

- NOTES:
- UNCLASSIFIED EXCAVATION WILL NOT BE MEASURED FOR PAYMENT BUT WILL BE CONSIDERED SUBSIDIARY TO OTHER ITEMS.
 - ORIGINAL GROUND MAY VARY FROM THAT DEPICTED IN TYPICAL SECTIONS.
 - TRANSITION BETWEEN ALL NON-CONSECUTIVE TYPICAL SECTIONS.
 - IF RAP QUANTITIES ARE INSUFFICIENT CABC USED AS DIRECT REPLACEMENT INCH FOR INCH.

RUNWAY 36 RUNWAY SAFETY AREA

STA 8+75.0 TO STA 9+56.14
N.T.S.
NOT SYMMETRIC ALONG CENTERLINE



SERVICE ROAD DETAIL



PREPARED BY: HDR Alaska, Inc.

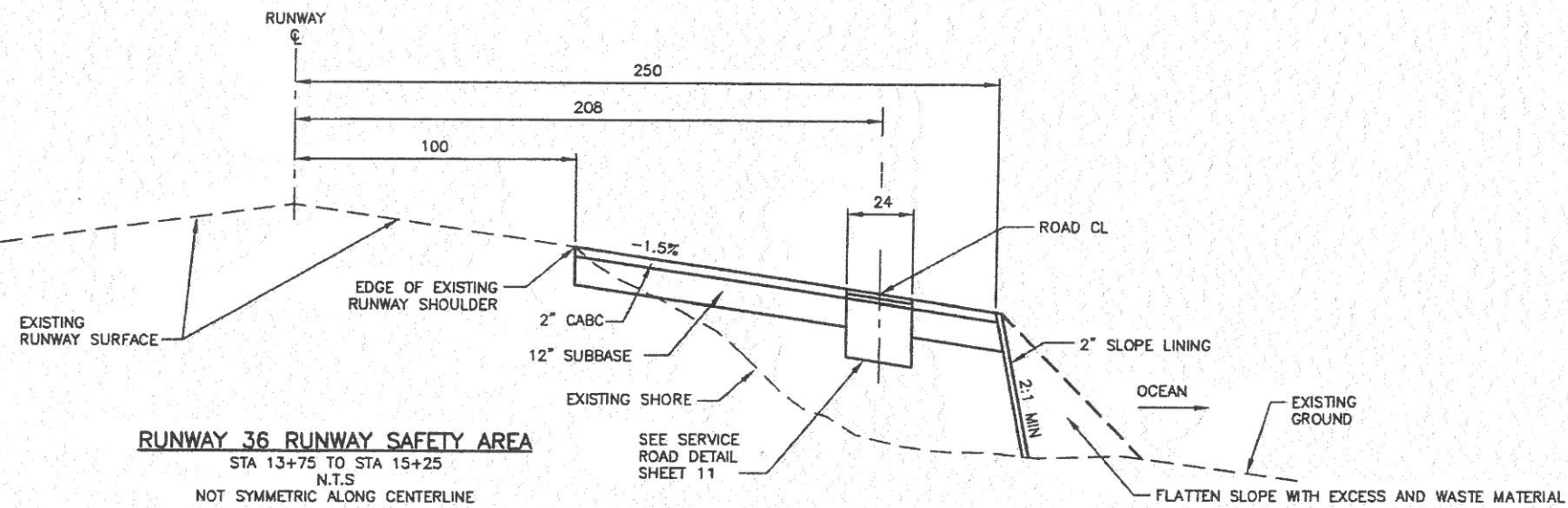
BY	DATE	REVISION

STATE OF ALASKA
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CENTRAL REGION

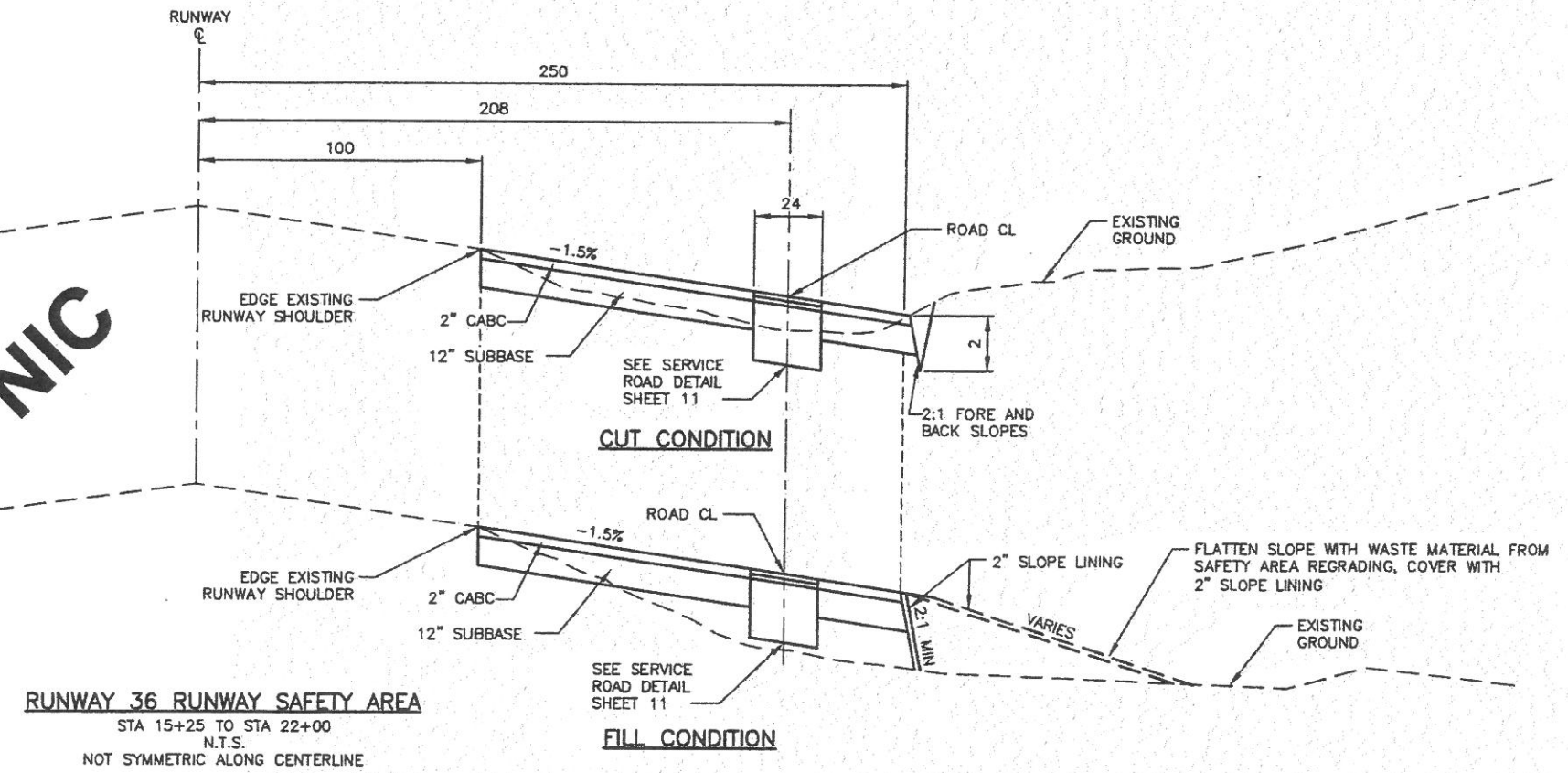
KODIAK AIRPORT
KODIAK, ALASKA
KODIAK AIRPORT RSA EXTENSION, 2014
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
RUNWAY 36
TYPICAL SECTIONS

DATE: 3/18/2014
SHEET: 11 of 39
AS-BUILT SHEET: *α*

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 Designed By: D.O.
 Drawn By: D.O.
 Checked By: J.W.



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COMPACTION REQUIREMENTS			
	UNDER PAVED AREAS	UNDER UNPAVED AREAS	IN WATER
HOT MIX ASPHALT	95%	--	--
SUBBASE	100%	95%	--
CABC	100%	COMPACTIVE EFFORT	--
RAP	98%	98%	--
BORROW <10%	100%	95%	--
BORROW <6%	95%	95%	COMPACTIVE EFFORT



PREPARED BY: HDR Alaska, Inc.

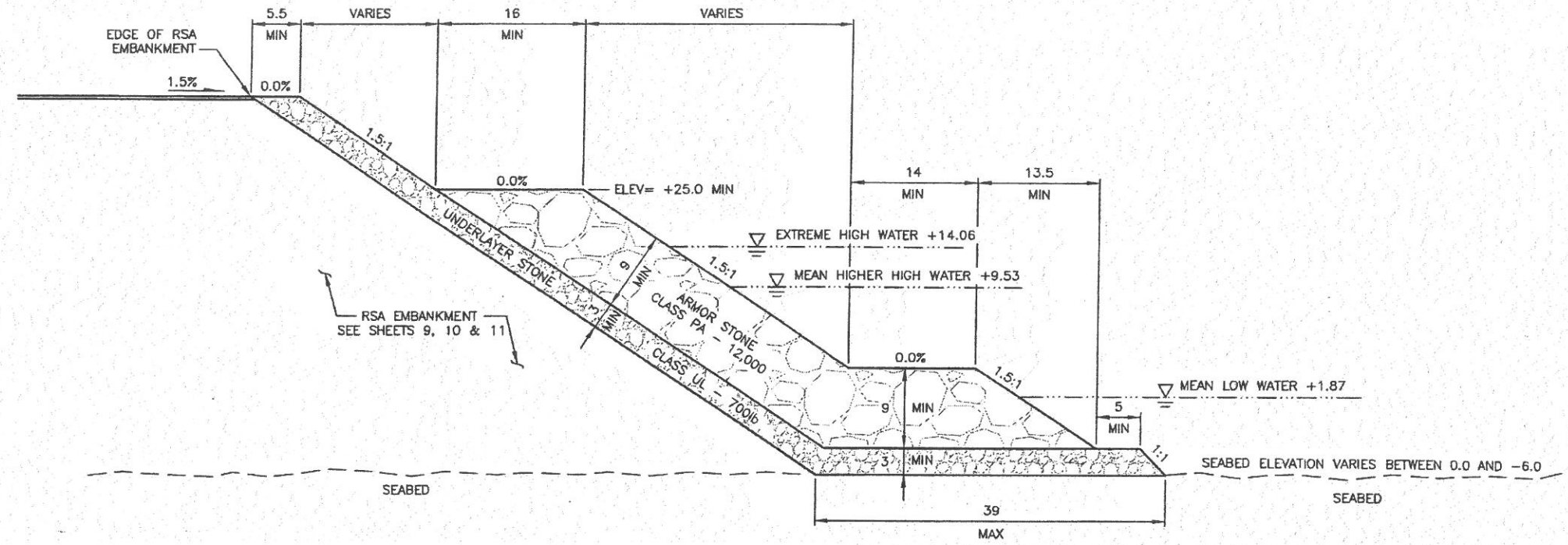
BY	DATE	REVISION

STATE OF ALASKA
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CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 36
 TYPICAL SECTIONS

DATE: 3/18/2014
 SHEET: 12 OF 39
 AS-BUILT SHEET:

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 Designed By: JVR
 Drawn By: JVR
 Checked By: JVR



**RUNWAY 36 RUNWAY SAFETY AREA
 ARMOR STONE SECTION VIEW**

A
 13

N.T.S.
 NOT SYMMETRIC ALONG CENTERLINE

NOTES:

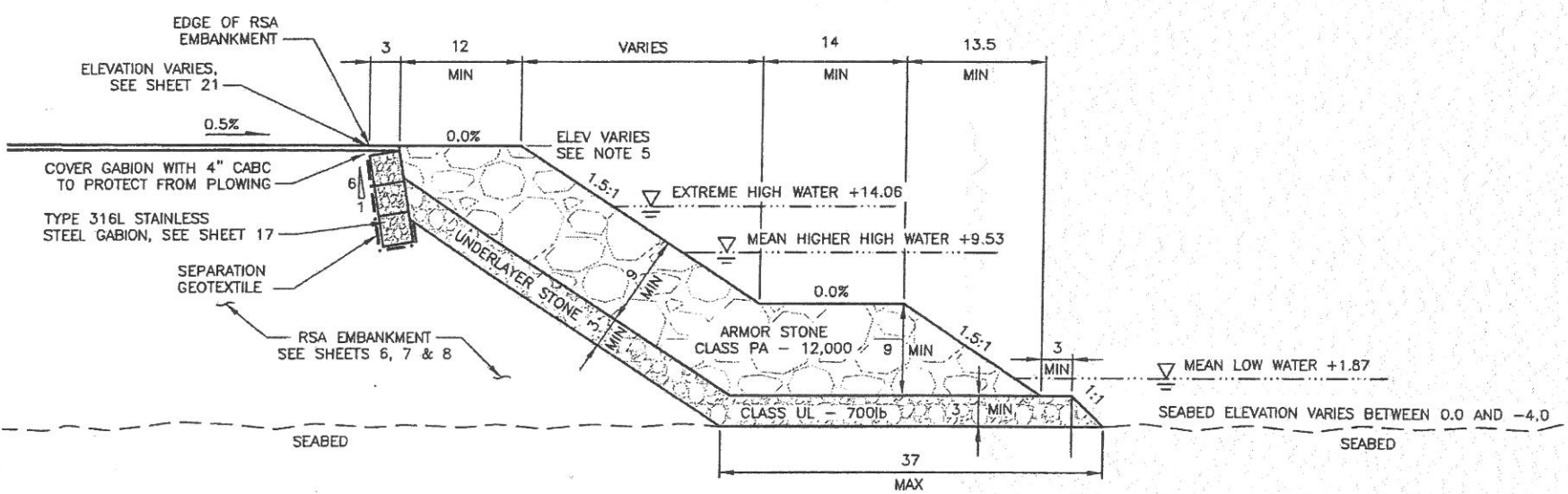
1. ARMOR STONE MEDIAN STONE WEIGHT IS 12,000lbs MIN. UNDERLAYER STONE MEDIAN STONE WEIGHT IS 700lbs MIN. REFER TO SPECIFICATION SECTION "ITEM P-185 ARMOR STONE" FOR ADDITIONAL GRADATION AND STONE REQUIREMENTS.
2. ARMOR STONE SHALL BE PLACED AND SPREAD IN SUCH A MANNER THAT THE VARIOUS STONE SIZES PRODUCE A RELATIVELY UNIFORM OUTER SURFACE AND A COMPLETED LAYER THAT IS A REASONABLY WELL GRADED COMPACT MASS OF ROCK.
3. ARMOR STONE AND UNDERLAYER STONE PLACEMENT SHALL MAXIMIZE CONTACT BETWEEN INDIVIDUAL STONES ON ALL SIDES WITH EACH STONE HAVING AT LEAST THREE POINTS OF CONTACT WITH OTHER STONES.
4. ELEVATIONS SHOWN ARE IN FEET, NAVD 88.
5. CREST ELEVATION OF RUNWAY 25 ARMOR STONE SHALL MATCH ADJACENT EDGE OF RSA EMBANKMENT CREST ELEVATION.

TIDAL DATA:

TIDAL DATA RETRIEVED FROM THE NOAA CO-OPS WEBSITE AT ADDRESS
http://co-ops.nos.noaa.gov/station_retrieve.shtml?type=bench+mark+data+sheets
 for 9457292 KODIAK ISLAND, AK, (WOMENS BAY)
 PUBLICATION DATE: 09/12/2007
 TIME PERIOD: JAN. 2002 - DEC. 2006

THE NOAA TIDAL DATA WATER LEVELS ADJUSTED TO NAVD88 = 0.0 FEET AS FOLLOWS:

EXTREME HIGH WATER	EHW	+14.06'	12/31/1986
MEAN HIGH WATER	MHW	+8.63'	
MEAN HIGHER HIGH WATER	MHHW	+9.53'	
MEAN SEA LEVEL	MSL	+5.25'	
MEAN TIDE LEVEL	MTL	+5.25'	
MEAN LOW WATER	MLW	1.87'	
MEAN LOWER LOW WATER	MLLW	+0.76'	
NAVD88 DATUM ORIGIN		0.00'	
EXTREME LOW WATER	ELW	-2.43'	1/12/2005



**RUNWAY 25 RUNWAY SAFETY AREA
 ARMOR STONE SECTION VIEW**

B
 13

NORTH SIDE OF EMBANKMENT STA 174+70.0 TO STA 179+72.0
 SOUTH SIDE OF EMBANKMENT STA 175+33.5 TO STA 179+72.0

N.T.S.
 NOT SYMMETRIC ALONG CENTERLINE



PREPARED BY: HDR Alaska, Inc.

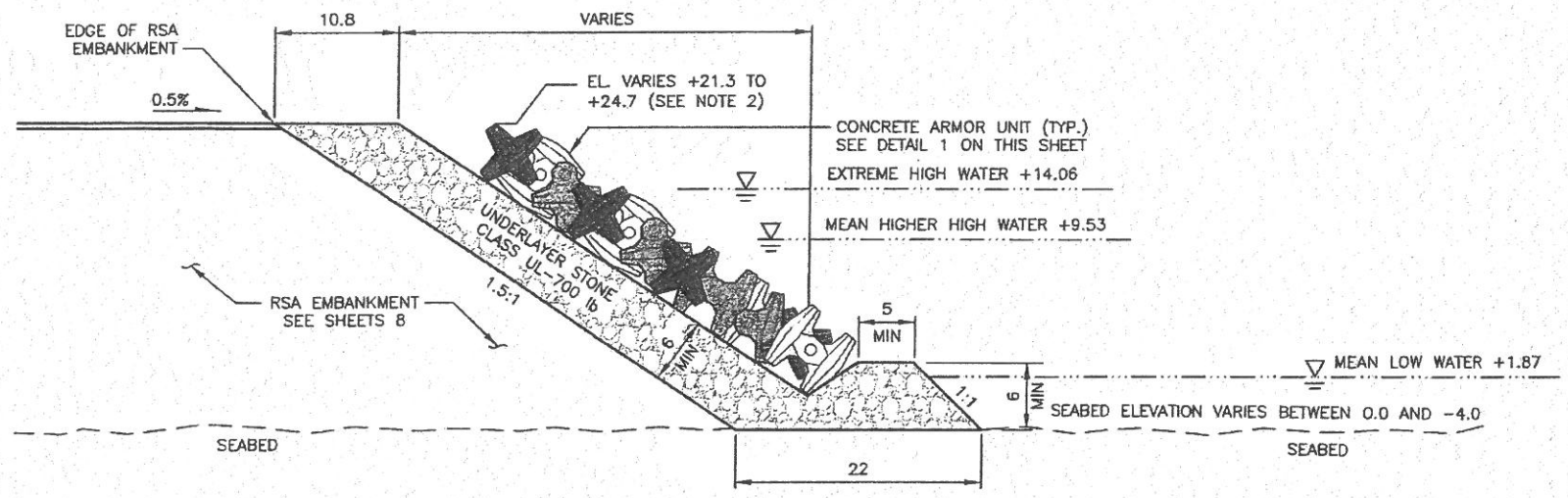
BY	DATE	REVISION

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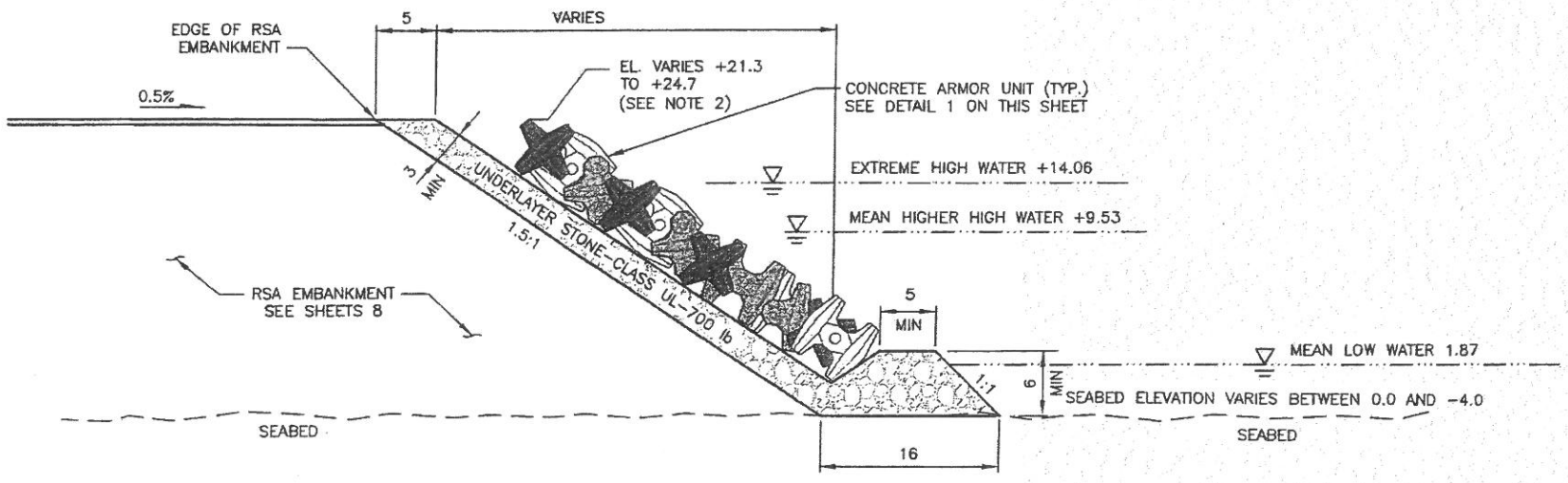
**KODIAK AIRPORT
 KODIAK, ALASKA**
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 SHORE PROTECTION (ARMOR STONE)
 TYPICAL SECTIONS

DATE:
 3/18/2014
 SHEET:
13 of 39
 AS-BUILT SHEET:
 OF

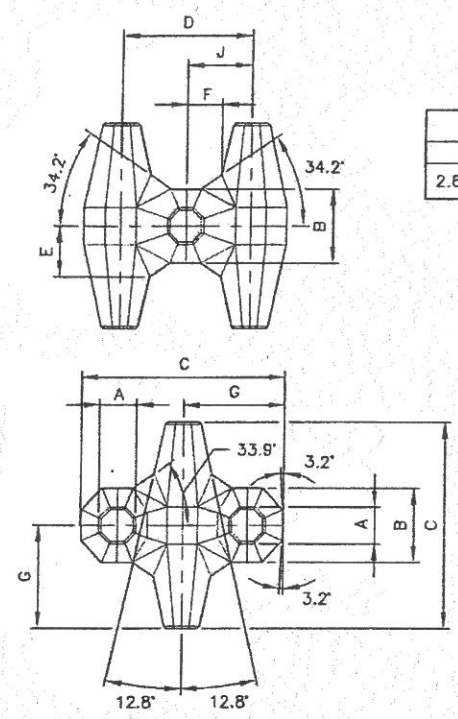
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 Designed By: D.C.
 Drawn By: J.W.
 Checked By: J.W.



SECTION A
RUNWAY 25 RUNWAY SAFETY AREA
CONCRETE ARMOR UNITS SECTION VIEW
 STA 179+72.0
 N.T.S.
 NOT SYMMETRIC ALONG CENTERLINE

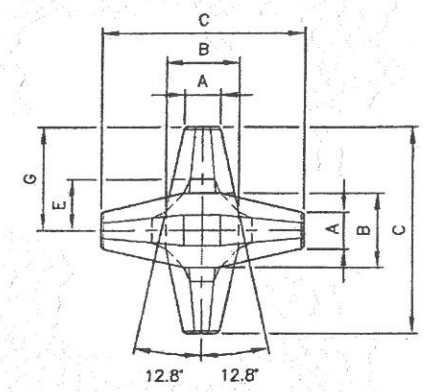


SECTION B
RUNWAY 25 RUNWAY SAFETY AREA
CONCRETE ARMOR UNITS SECTION VIEW
 NORTH SIDE STA 180+22.0 TO STA 181+48.48
 SOUTH SIDE STA 180+22.0 TO STA 181+48.48
 ACROSS END OF RSA AT STA 181+48.48
 OFFSET 250 LEFT TO 250 RIGHT
 N.T.S.
 NOT SYMMETRIC ALONG CENTERLINE



Concrete Armor Unit Minimum Dimensions								
	A	B	C	D	E	F	G	J
2.65 TON	0.971	1.953	5.426	3.472	1.346	0.949	2.713	1.736

UNDERLAYER STONE CONSISTS OF 700 LB. STONES



SECTION 1
CONCRETE ARMOR UNIT DETAIL
 N.T.S.

NOTE:

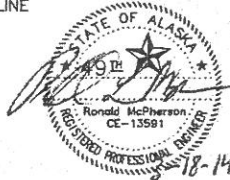
- FROM STATION 179+72 TO STATION 180+22 UNDERLAYER THICKNESS CONTINUOUSLY TRANSITIONS FROM 6 TO 3.
- CREST ELEVATION OF CONCRETE ARMOR UNITS SHALL MATCH ADJACENT EDGE OF RSA EMBANKMENT CREST ELEVATION.
- UNDERLAYER STONE MEDIAN STONE WEIGHT IS 700 lbs. REFER TO SPECIFICATION SECTION "ITEM P-185 ARMOR STONE" FOR ADDITIONAL GRADATION AND STONE REQUIREMENTS.
- ARMOR STONE SHALL BE PLACED AND SPREAD IN SUCH A MANNER THAT THE VARIOUS STONE SIZES PRODUCE A RELATIVELY UNIFORM OUTER SURFACE AND A COMPLETED LAYER THAT IS A REASONABLY WELL GRADED COMPACT MASS OF ROCK.
- UNDERLAYER STONE PLACEMENT SHALL MAXIMIZE CONTACT BETWEEN INDIVIDUAL STONES ON ALL SIDES WITH EACH STONE HAVING AT LEAST THREE POINTS OF CONTACT WITH OTHER STONES.
- REFER TO SPECIFICATION SECTION "ITEM P-181 CONCRETE ARMOR UNITS" FOR ADDITIONAL CONCRETE ARMOR UNITS REQUIREMENTS.
- ELEVATIONS SHOWN IN ARE IN FEET, NAVD88.

TIDAL DATA:

TIDAL DATA RETRIEVED FROM THE NOAA CO-OPS WEBSITE AT ADDRESS http://co-ops.nos.noaa.gov/station_retrieve.shtml?type=bench+mark+data+sheets for 9457292 KODIAK ISLAND, AK. (WOMENS BAY)
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MEAN HIGH WATER	MHW	+8.63'	
MEAN HIGHER HIGH WATER	MHHW	+9.53'	
MEAN SEA LEVEL	MSL	+5.25'	
MEAN TIDE LEVEL	MTL	+5.25'	
MEAN LOW WATER	MLW	+1.87'	
MEAN LOWER LOW WATER	MLLW	+0.76'	
NAVD88 DATUM ORIGIN		0.00'	
EXTREME LOW WATER	ELW	-2.43'	1/12/2005



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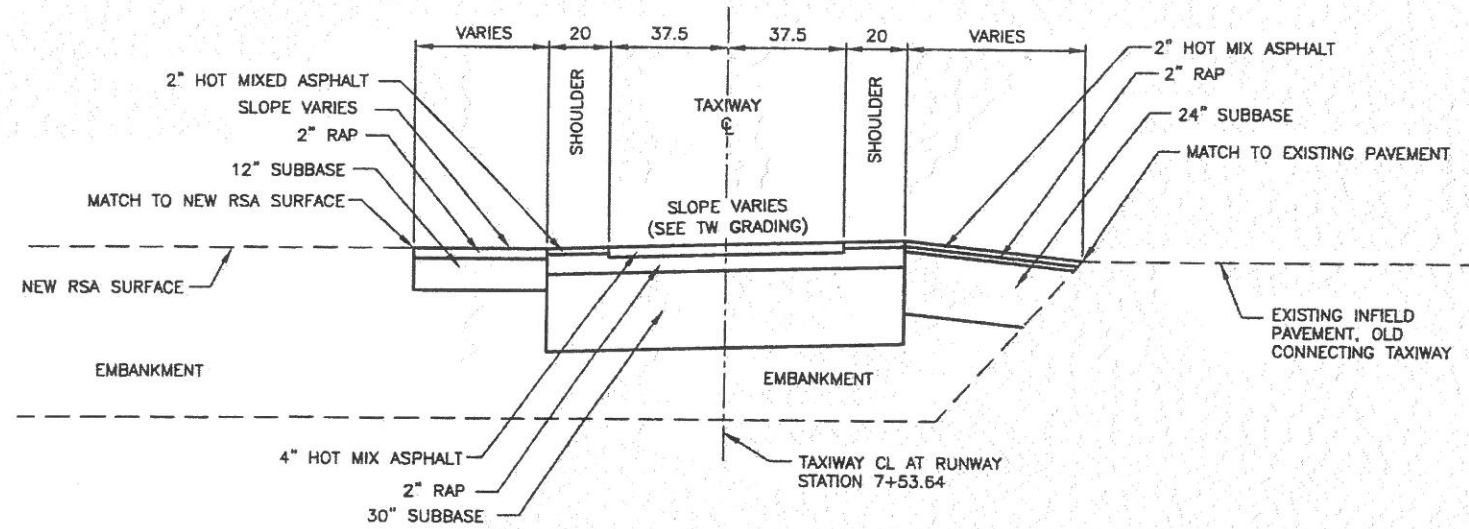
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KODIAK AIRPORT
KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0156-017-2014
 SHORE PROTECTION (CAU)
 TYPICAL SECTIONS

DATE: 3/18/2014
 SHEET: 14 OF 39
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Date Plotted: 3/17/2014 2:32 PM
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 Designed By: D.G.
 Drawn By: L.W.
 Checked By: J.W.



TAXIWAY B AT RUNWAY 36 THRESHOLD
 N.T.S.
 NOT SYMMETRIC ALONG CENTERLINE

NOTES:

- UNCLASSIFIED EXCAVATION WILL NOT BE MEASURED FOR PAYMENT BUT CONSIDERED SUBSIDIARY TO OTHER ITEMS.
- ORIGINAL GROUND MAY VARY FROM THAT DEPICTED IN TYPICAL SECTIONS.
- IF RAP QUANTITIES ARE INSUFFICIENT CABC USED AS DIRECT REPLACEMENT INCH FOR INCH

COMPACTION REQUIREMENTS			
	UNDER PAVED AREAS	UNDER UNPAVED AREAS	IN WATER
HOT MIX ASPHALT	95%	—	—
SUBBASE	100%	95%	—
CABC	100%	COMPACTIVE EFFORT	—
RAP	98%	98%	—
BORROW <10%	100%	95%	—
BORROW <6%	95%	95%	COMPACTIVE EFFORT



PREPARED BY: HDR Alaska, Inc.

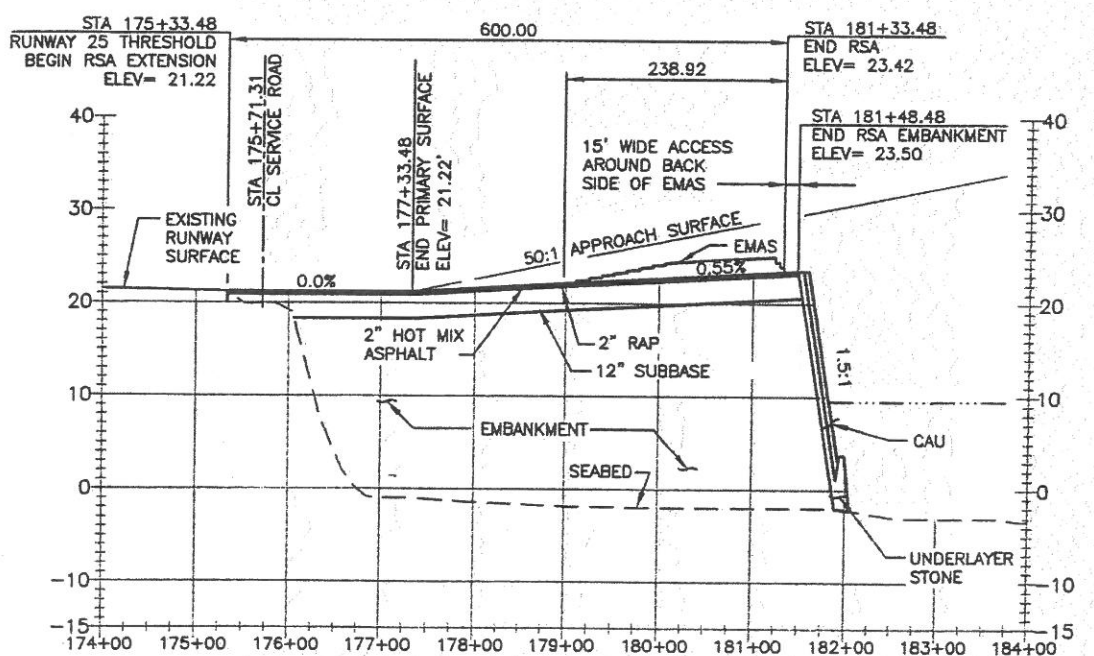
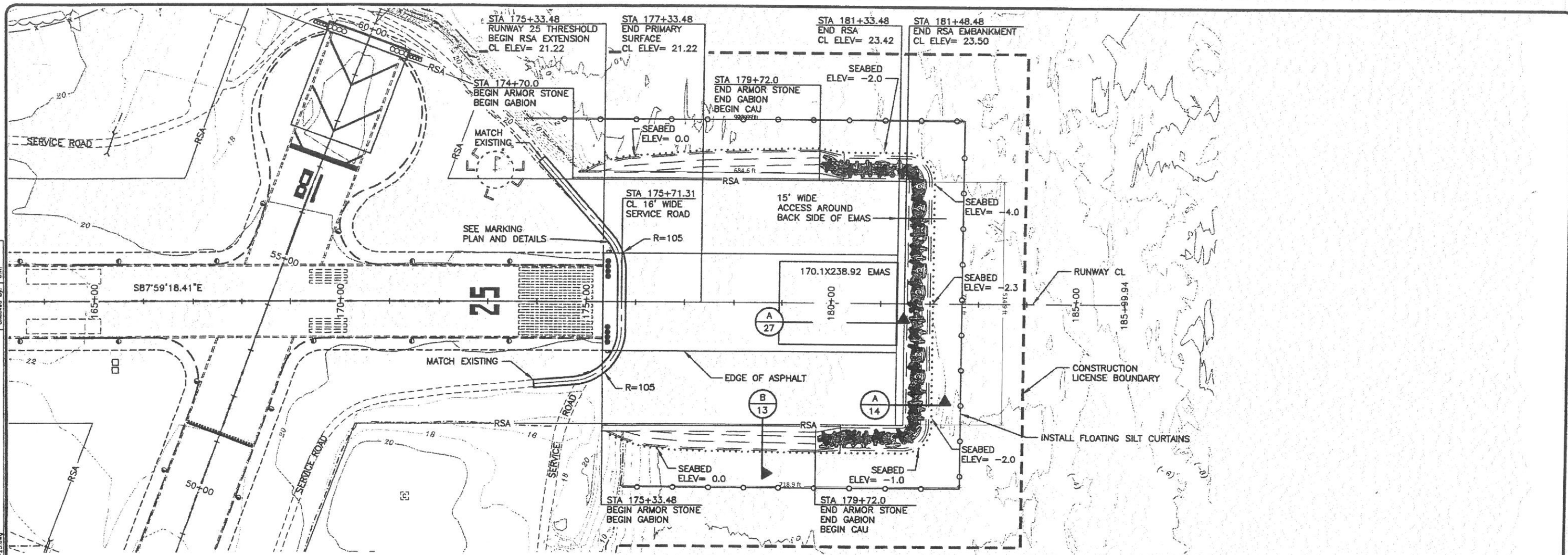
BY	DATE	REVISION

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 CENTRAL REGION

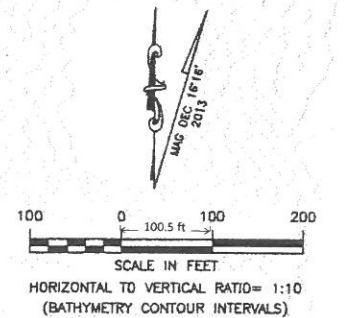
KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 TAXIWAY B
 TYPICAL SECTION

DATE: 3/18/2014
 SHEET: 15 of 39
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 Designed By: D.O.
 Drawn By: L.W.
 Checked By: J.W.



- NOTE:
1. VERTICAL DATUM NAVD 88.
 2. SEE SHEET 21 FOR RSA SURFACE GRADING.
 3. SEE SHEET 23 FOR SERVICE ROAD PLAN AND PROFILE.
 4. REFER TO SURVEY CONTROL SHEET FOR PROJECT LAYOUT.
 5. LOCATION OF FLOATING SILT CURTAIN IS APPROXIMATE. EXACT LOCATION WILL CONFORM TO LOCATION SPECIFIED IN THE ESCP AND SWPP.



PREPARED BY: HDR Alaska, Inc.

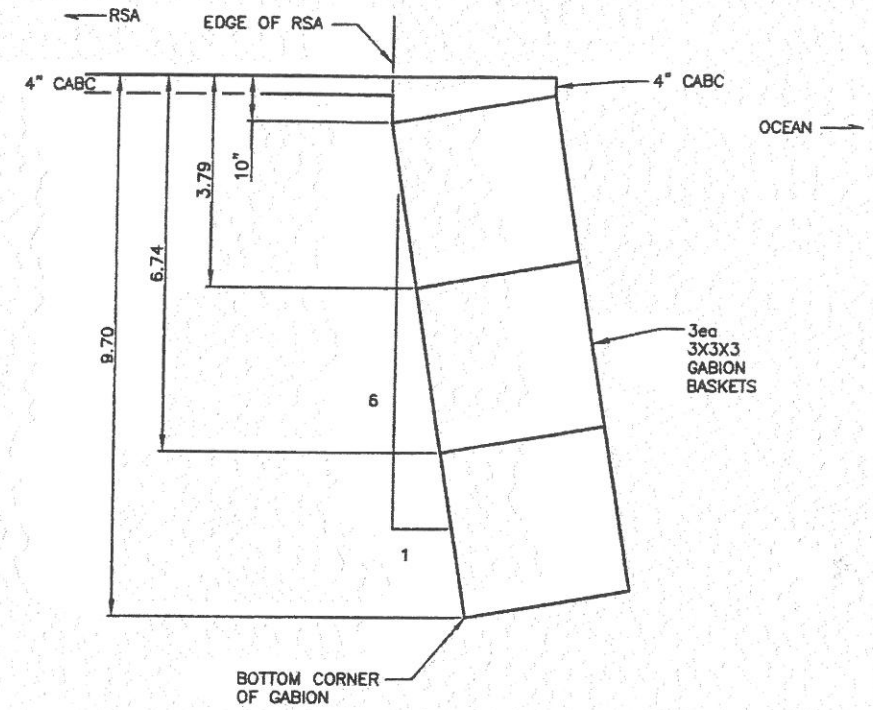
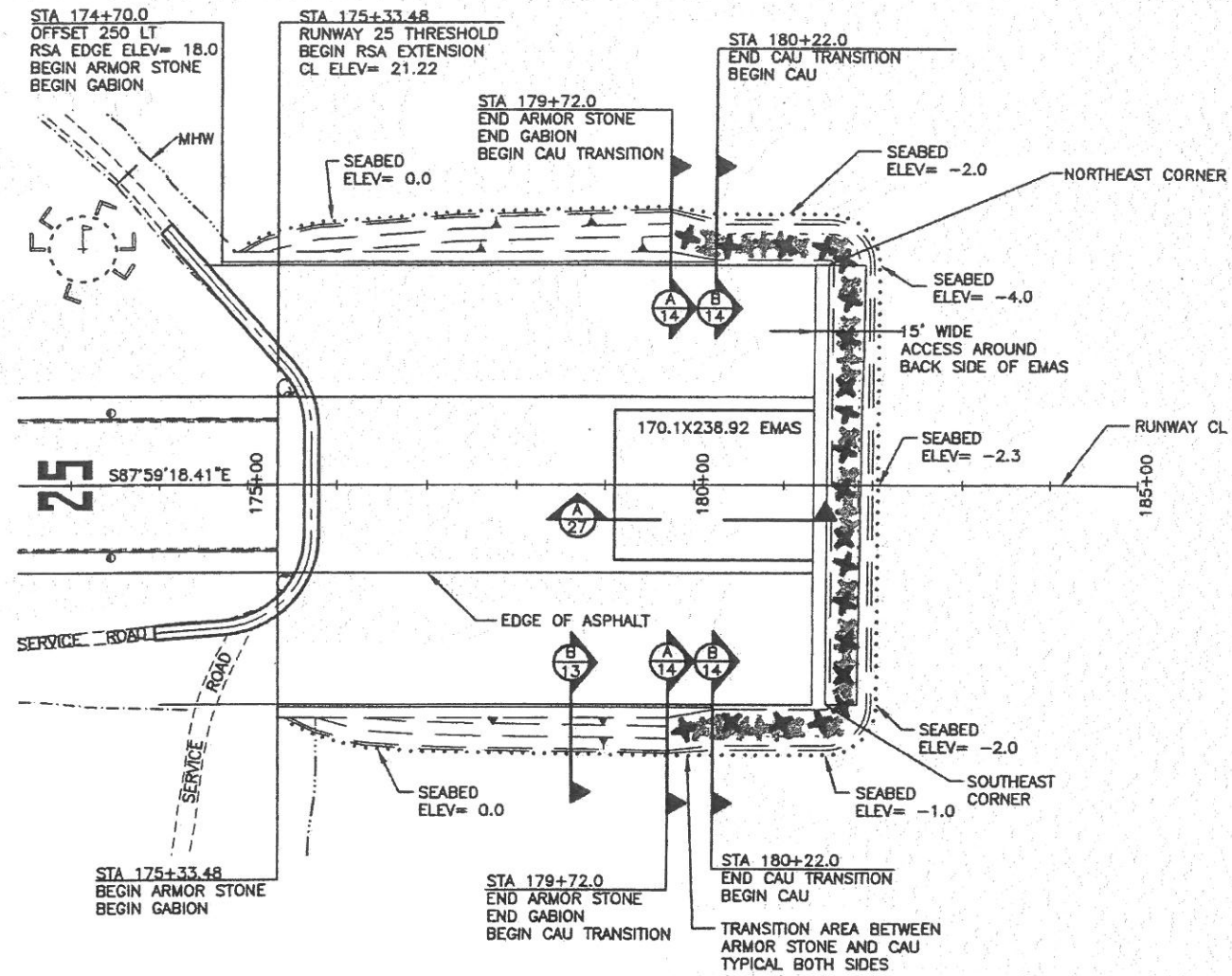
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

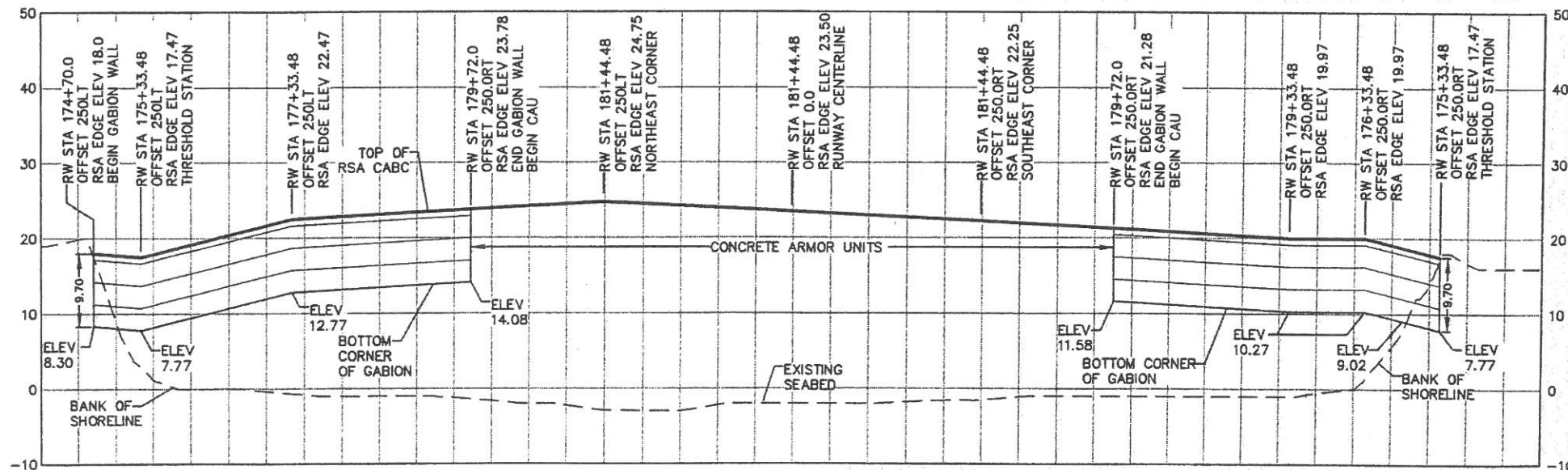
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 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 25
 PLAN AND PROFILE

DATE: 3/18/2014
 SHEET: 16 OF 39
 AS-BUILT SHEET:

Date Revised: 3/19/2014, 10:35 AM
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 Designed By: D.C.
 Drawn By: L.W.
 Checked By: J.W.

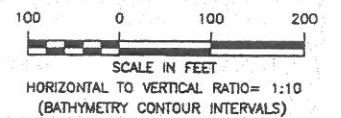


GABION BASKET DETAIL



NORTH SHORE TO RW CENTERLINE TO SOUTH SHORE

- NOTE:
1. VERTICAL DATUM NAVD 88.
 2. SEE SHEET 21 FOR RSA SURFACE GRADING.
 3. SEE SHEET 23 FOR SERVICE ROAD PLAN AND PROFILE.
 4. REFER TO SURVEY CONTROL SHEET FOR PROJECT LAYOUT.



PREPARED BY: HDR Alaska, Inc.

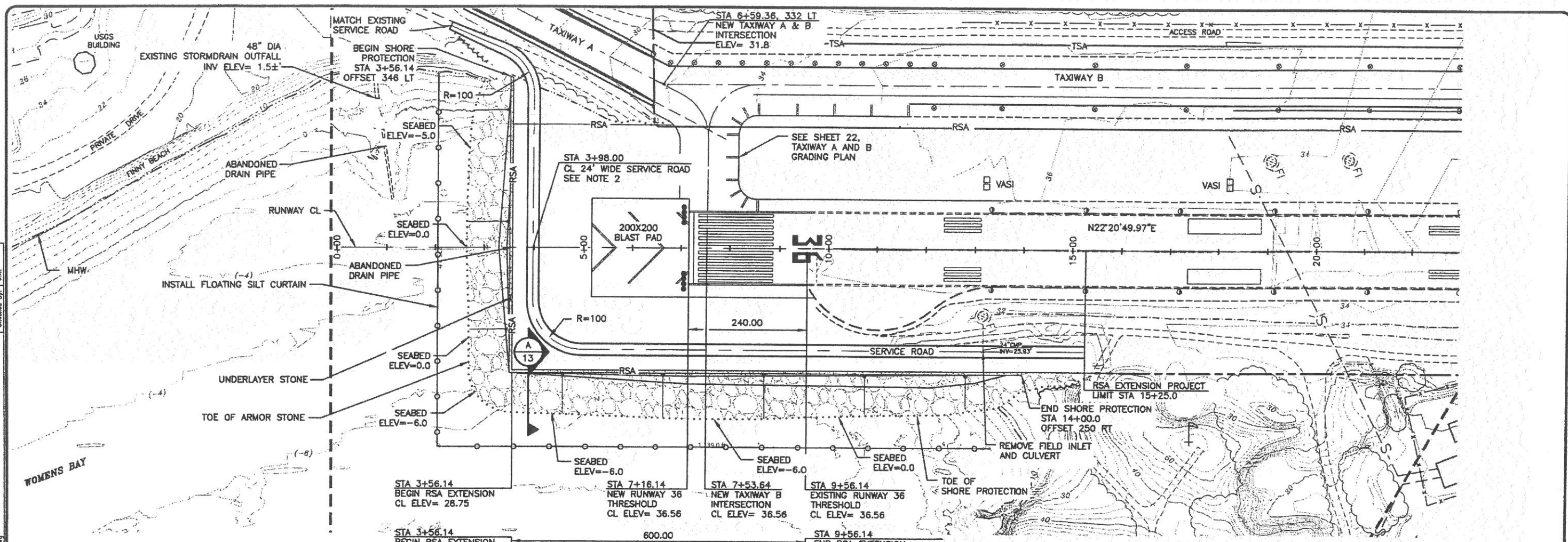
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

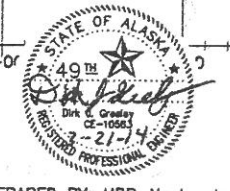
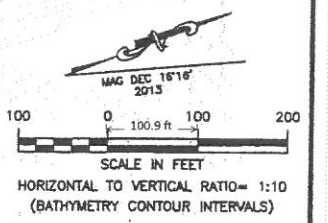
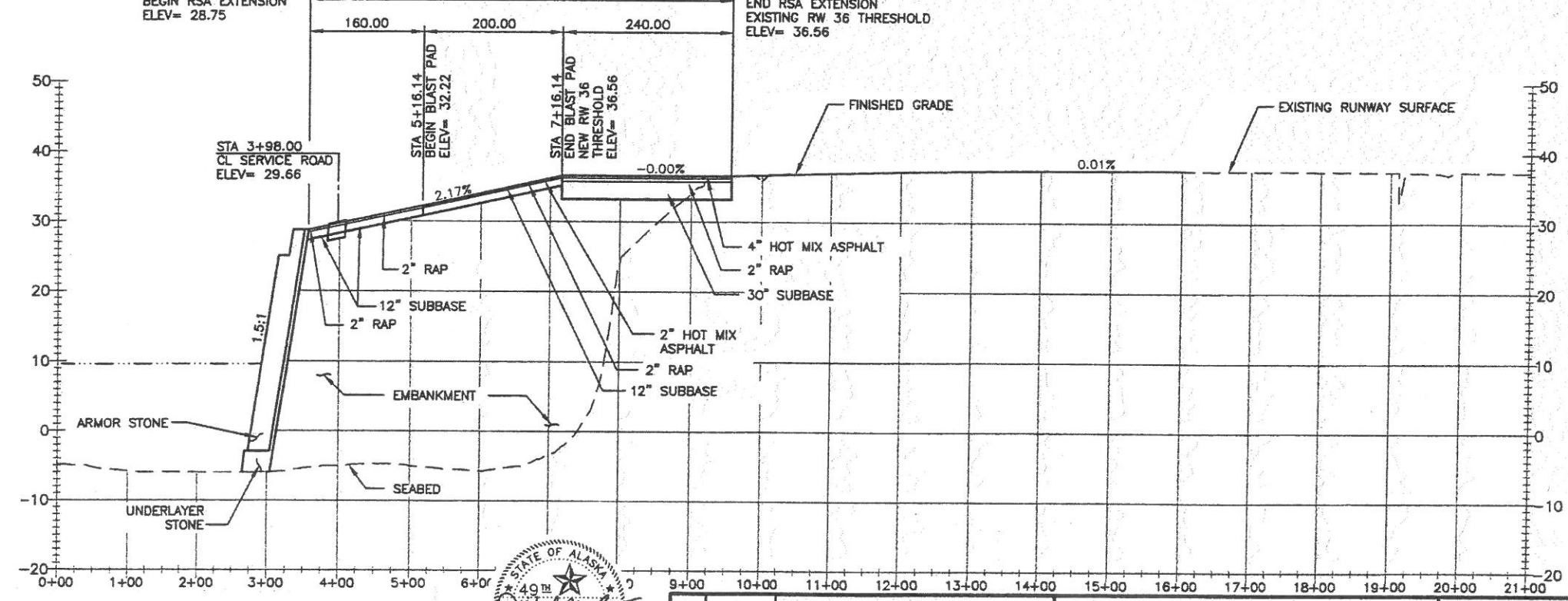
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 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 25 SHORE PROTECTION
 PLAN AND PROFILE

DATE:
 3/18/2014
 SHEET:
 17 of 39
 AS-BUILT SHEET:
 0

Date Revised: 3/21/2014, 12:00 PM
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 Designed By: D.O.
 Drawn By: D.O.
 Checked By: J.W.



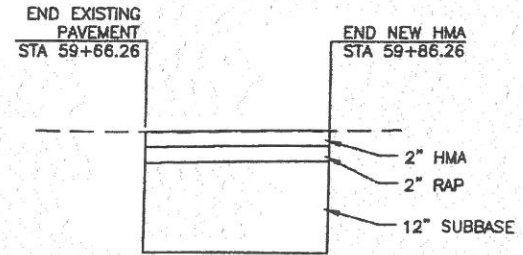
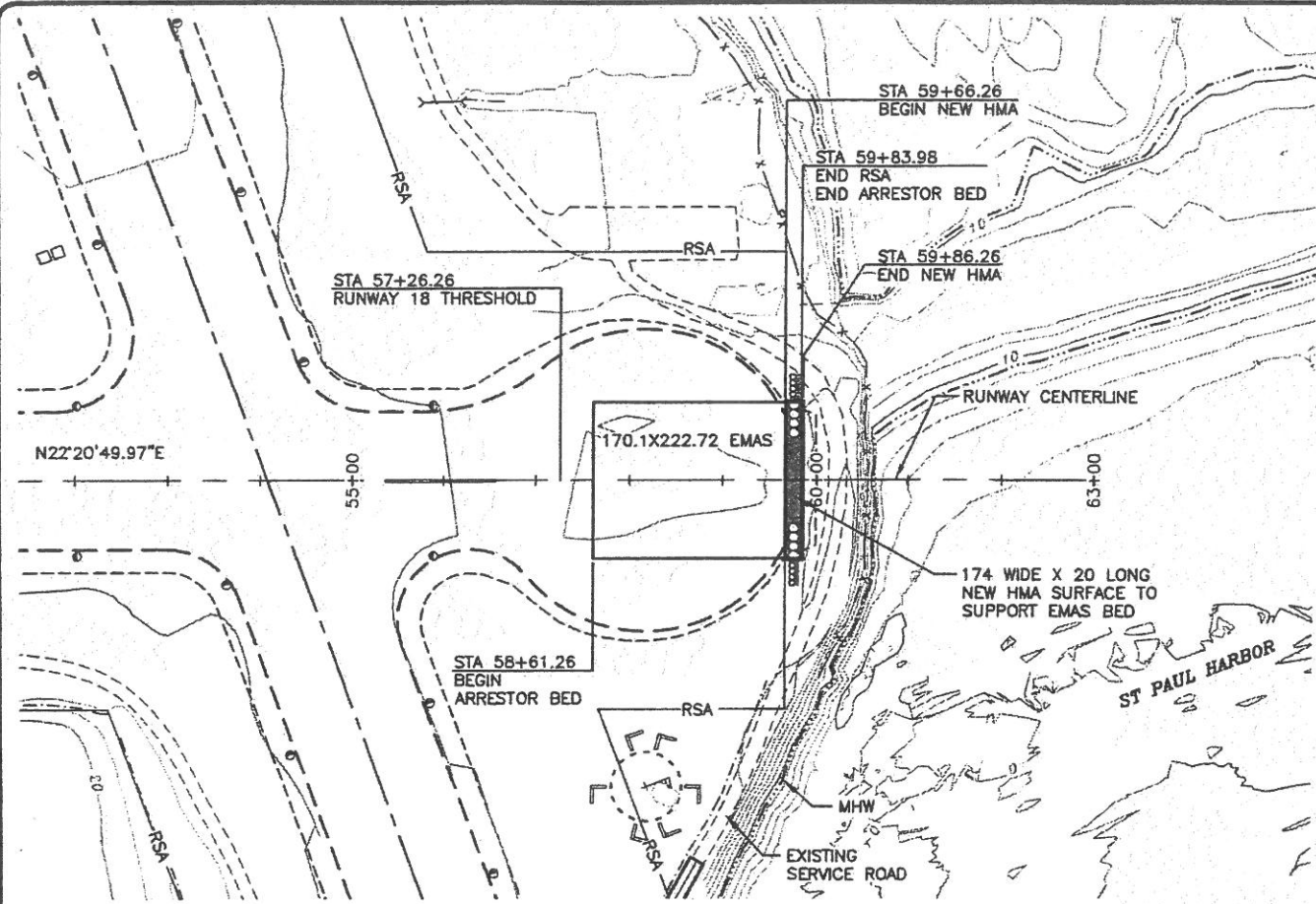
- NOTE:
1. VERTICAL DATUM NAVD 88.
 2. SEE SHEET 24 FOR SERVICE ROAD AND PLAN PROFILE.
 3. REFER TO SURVEY CONTROL SHEET FOR PROJECT LAYOUT.
 4. LOCATION OF FLOATING SILT CURTAIN IS APPROXIMATE. EXACT LOCATION WILL CONFORM TO LOCATION SPECIFIED IN THE ESCP AND SWPP.



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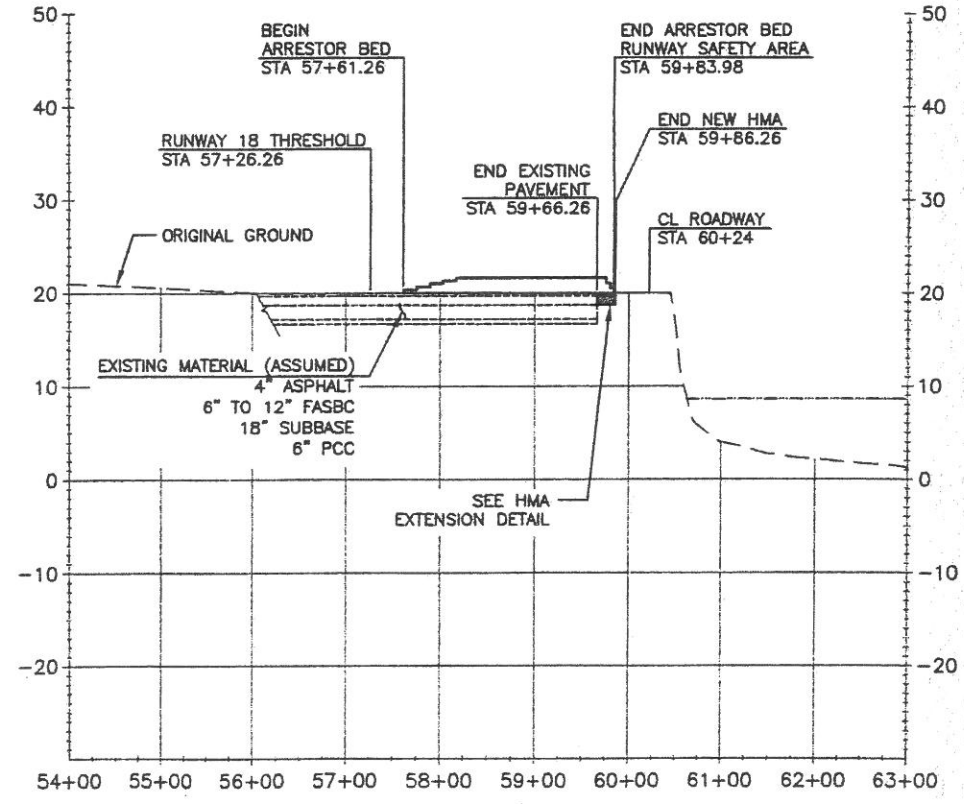
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	PREPARED BY: HDR Alaska, Inc. BY DATE REVISION	
	SCALE IN FEET HORIZONTAL TO VERTICAL RATIO= 1:10 (BATHYMETRY CONTOUR INTERVALS)	

Date Revised: 3/19/2014, 10:38 AM
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 Designed By: D.C.
 Drawn By: J.W.
 Checked By: J.W.

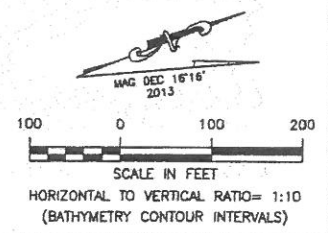


HMA EXTENSION DETAIL
N.T.S.

COMPACTION REQUIREMENTS			
	UNDER PAVED AREAS	UNDER UNPAVED AREAS	IN WATER
HOT MIX ASPHALT	95%	-	-
RAP	98%	98%	-
SUBBASE	100%	95%	-



- NOTE:
1. VERTICAL DATUM NAVD 88.
 2. REFER TO RUNWAY MARKING PLANS FOR STRIPING AND END IDENTIFIERS.
 3. REFER TO SURVEY CONTROL SHEET FOR PROJECT LAYOUT.



PREPARED BY: HDR Alaska, Inc.

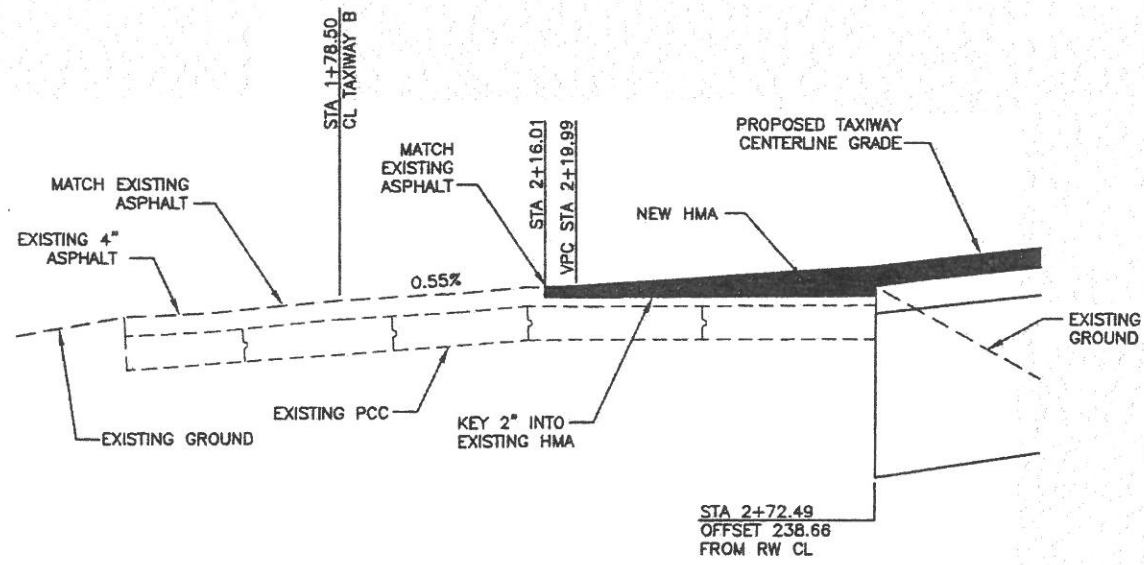
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

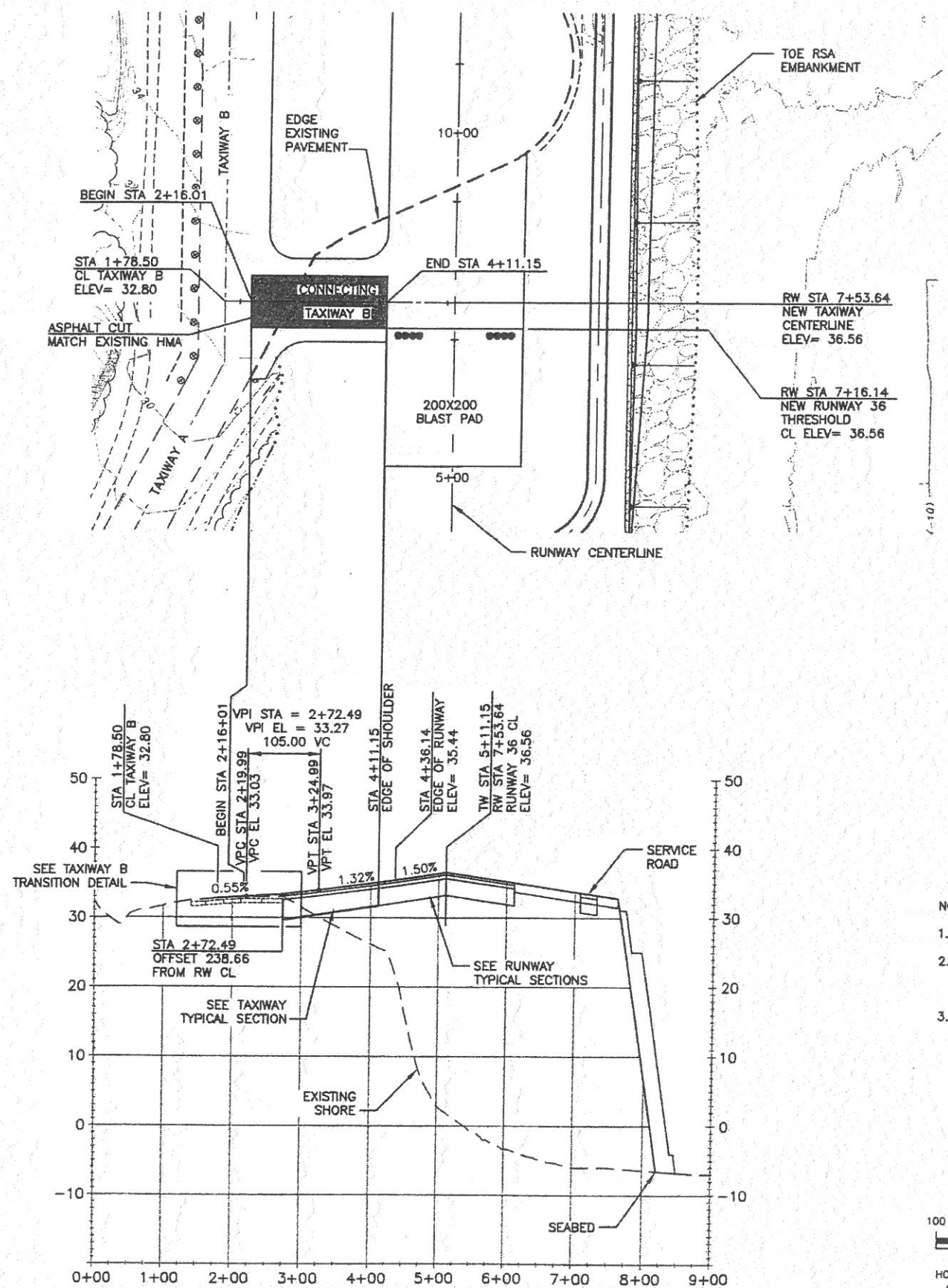
KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 18
 PLAN AND PROFILE

DATE: 3/18/2014
 SHEET: 19 of 39
 AS-BUILT SHEET: 0

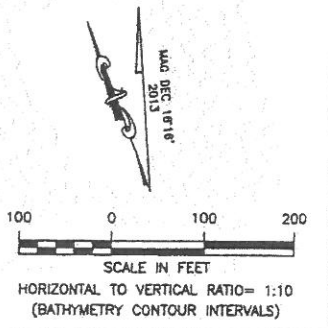
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 Designed By: D.G.
 Drawn By: L.W.
 Checked By: J.W.



TAXIWAY B TRANSITION DETAIL
NTS



- NOTE:
1. VERTICAL DATUM NAVD 88.
 2. REFER TO RUNWAY MARKING PLANS FOR STRIPPING AND END IDENTIFIERS
 3. REFER TO SURVEY CONTROL SHEET FOR PROJECT LAYOUT



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

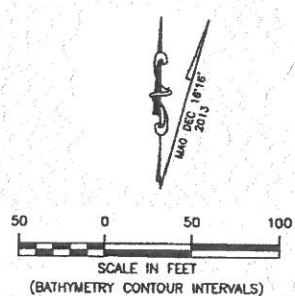
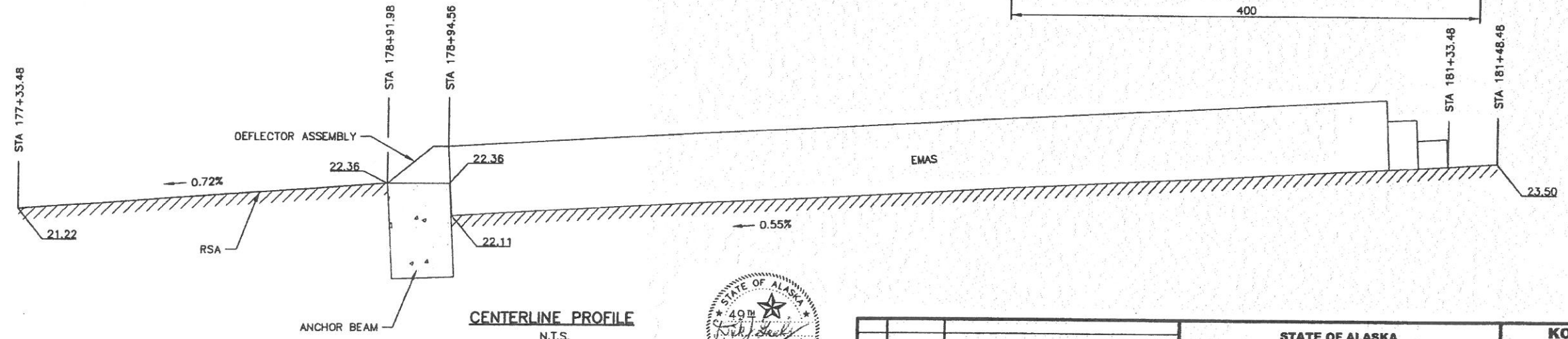
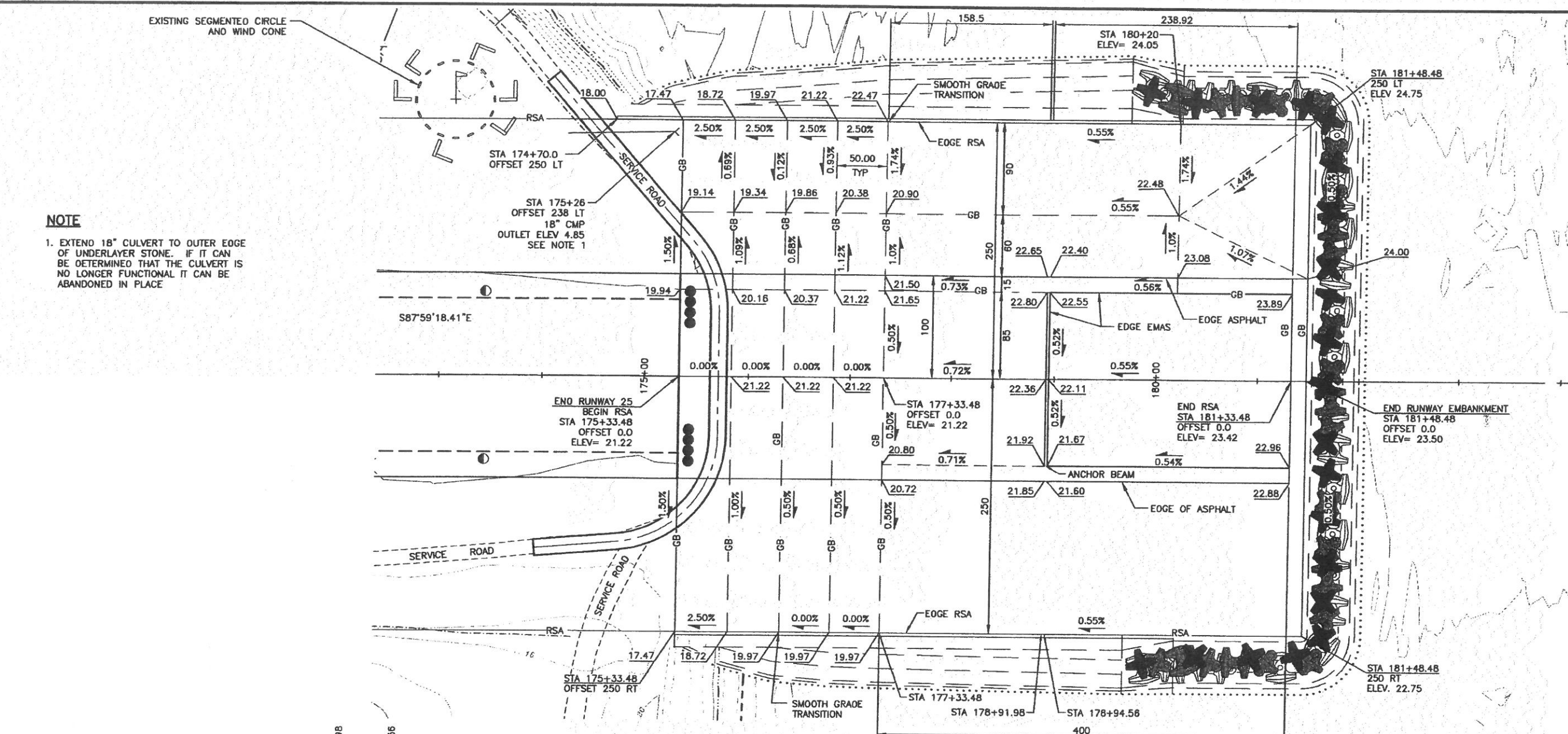
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 TAXIWAY B
 PLAN AND PROFILE

DATE: 3/18/2014
 SHEET: 20 OF 39
 AS-BUILT SHEET:

Date Revised: 4/08/2014 11:10 PM
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 Designed By: [Blank]
 Drawn By: [Blank]
 Checked By: [Blank]

NOTE
 1. EXTEND 18" CULVERT TO OUTER EDGE OF UNDERLAYER STONE. IF IT CAN BE DETERMINED THAT THE CULVERT IS NO LONGER FUNCTIONAL IT CAN BE ABANDONED IN PLACE



PREPARED BY: HDR Alaska, Inc.

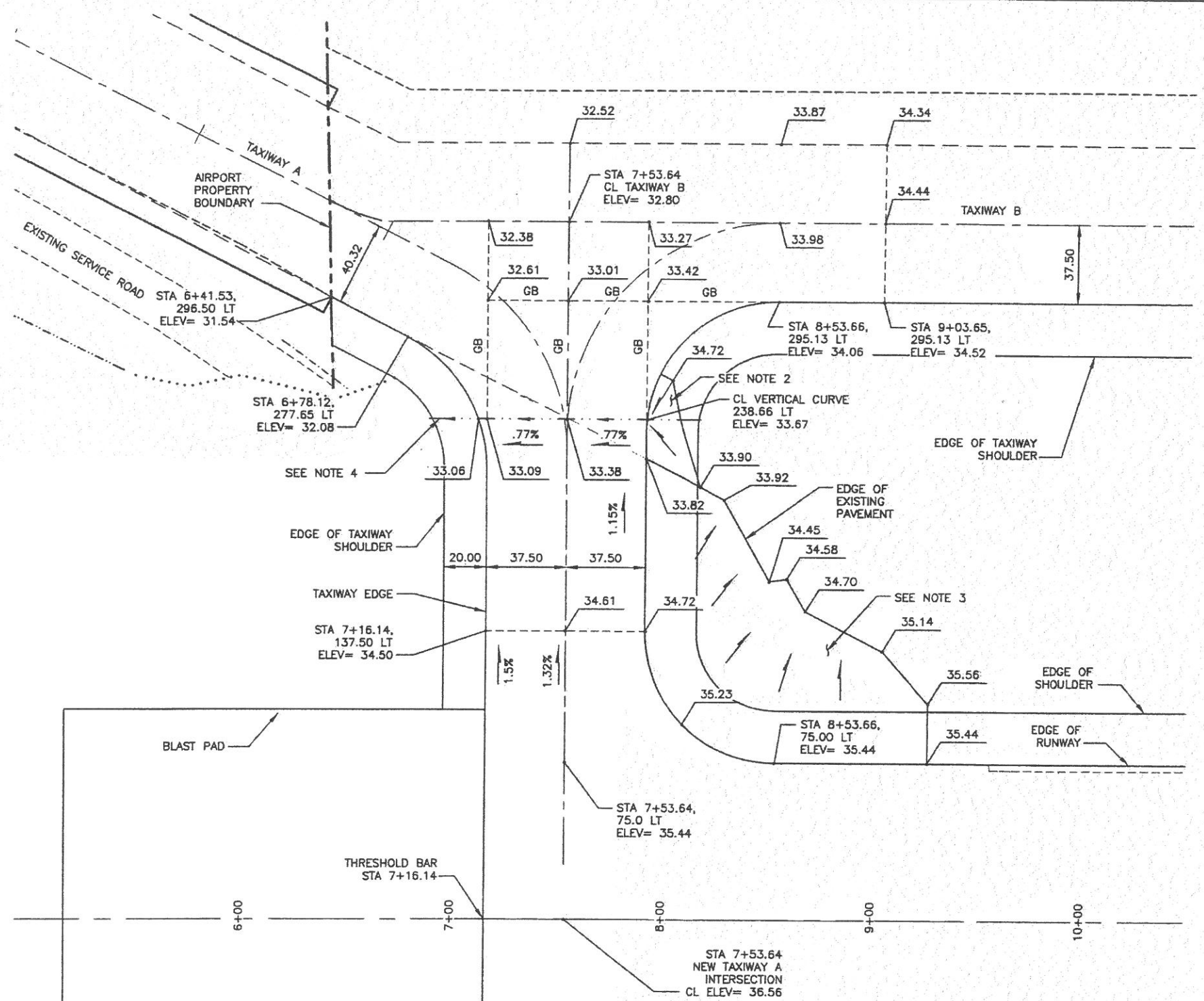
BY	DATE	REVISION

STATE OF ALASKA
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 AND PUBLIC FACILITIES
 CENTRAL REGION

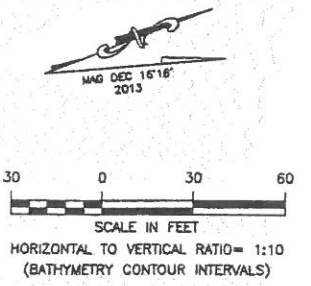
KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 25 RSA GRADING PLAN

DATE: 3/26/2014
 SHEET: 21 of 39
 AS-BUILT SHEET: [Blank]

Date Revised: 3/17/2014, 3:48 PM
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 Designed By: D.G.
 Drawn By: L.W.
 Checked By: J.W.



- NOTES:
1. VERTICAL DATUM NAVD 88.
 2. ASPHALT TO MATCH TAXIWAY B EXISTING ASPHALT. PER DETAIL 1 SHEET 20.
 3. AREA OF NEW ASPHALT GRADE TO DRAIN FROM NEW RUNWAY AND NEW TAXIWAY TO EDGE OF EXISTING PAVEMENT.
 4. VERTICAL CURVE FOR SWALE = 105', SEE TAXIWAY B PLAN AND PROFILE SHEET



PREPARED BY: HDR Alaska, Inc.

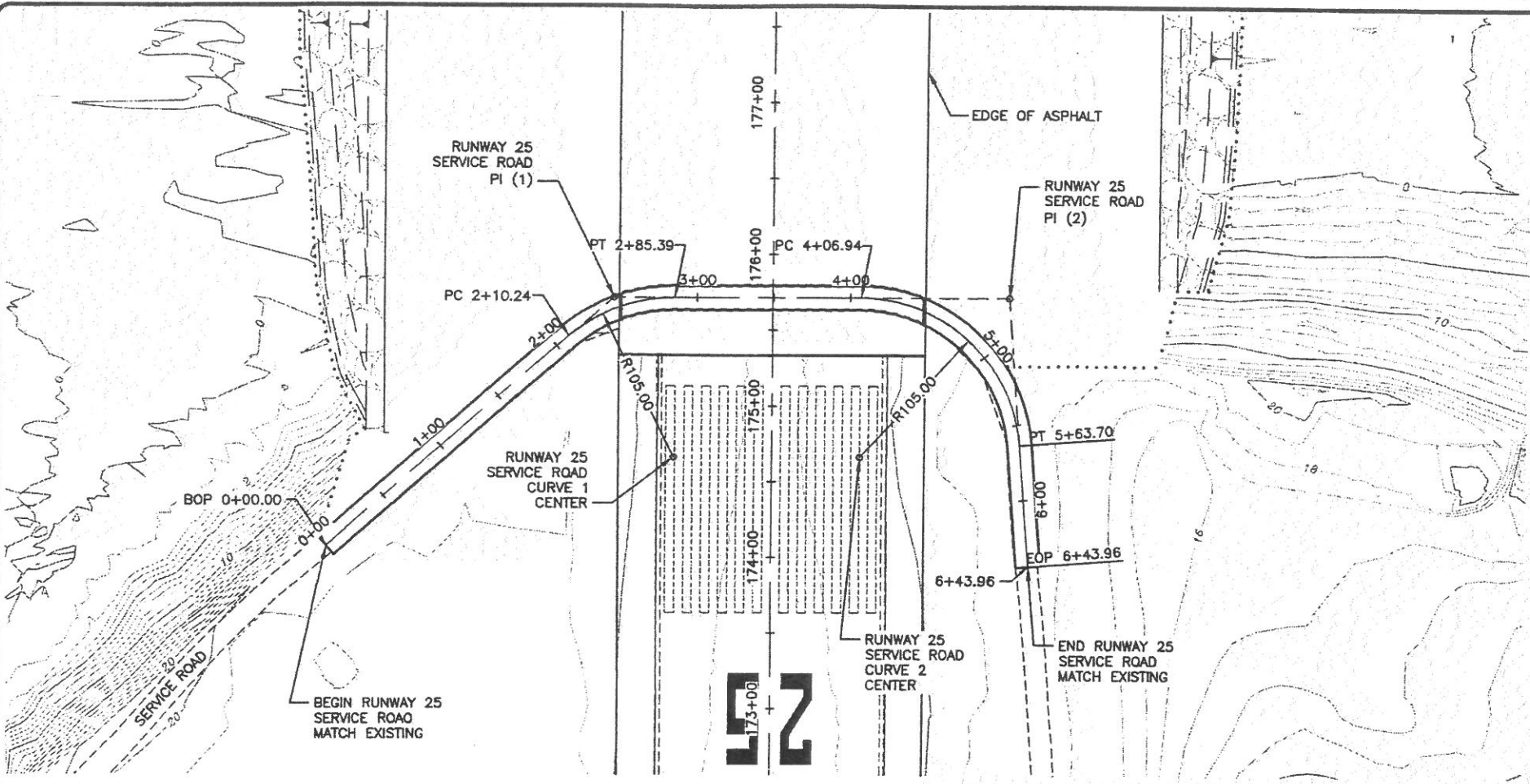
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 TAXIWAY A AND B
 GRADING PLAN

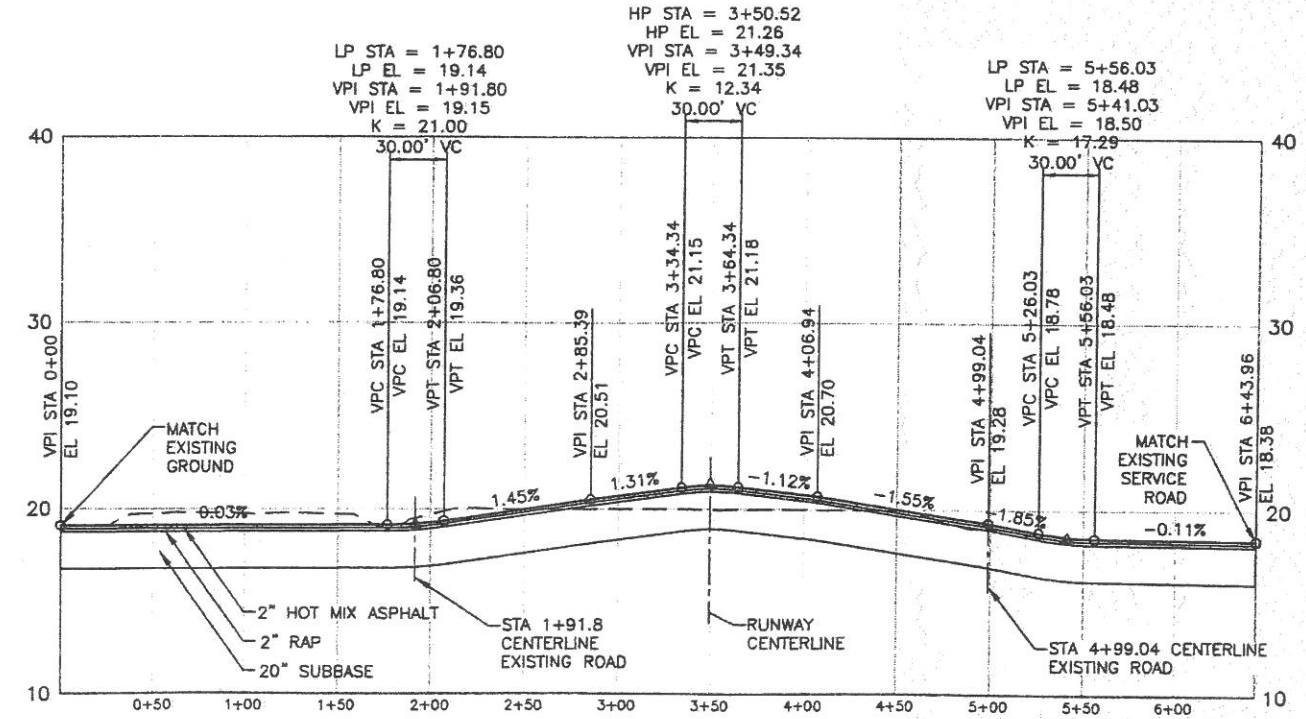
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 SHEET: 22 OF 39
 AS-BUILT SHEET: CF

Date Revised: 3/18/2014, 11:53 AM
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 Checked By: J.W.

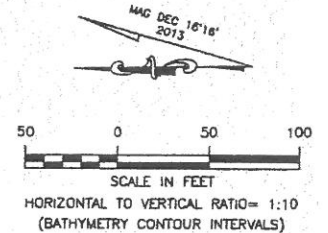


RUNWAY 25 SERVICE ROAD LAYOUT POINTS		
POINT	STATION	OFFSET
BEGIN ROAD	174+07.59	291.50LT
PI(1)	175+71.31	103.22LT
CURVE 1 CENTER	174+66.31	63.95LT
CURVE 2 CENTER	174+66.31	57.60RT
PI(2)	175+71.31	154.72RT
END ROAD	173+94.46	168.52RT

STATION AND OFFSET REFER TO RUNWAY 25 CENTERLINE



- NOTE:
1. VERTICAL DATUM NAVD 88.
 2. SEE SHEET 21 FOR RSA SURFACE GRADING.
 3. REFER TO SURVEY CONTROL SHEET FOR PROJECT LAYOUT.



PREPARED BY: HDR Alaska, Inc.

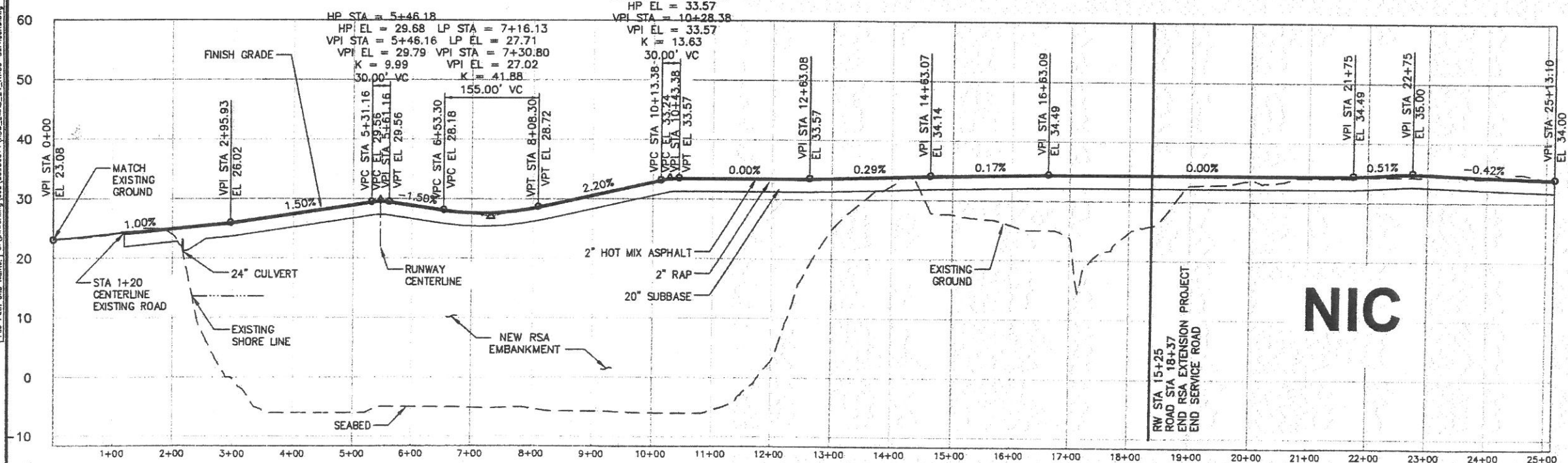
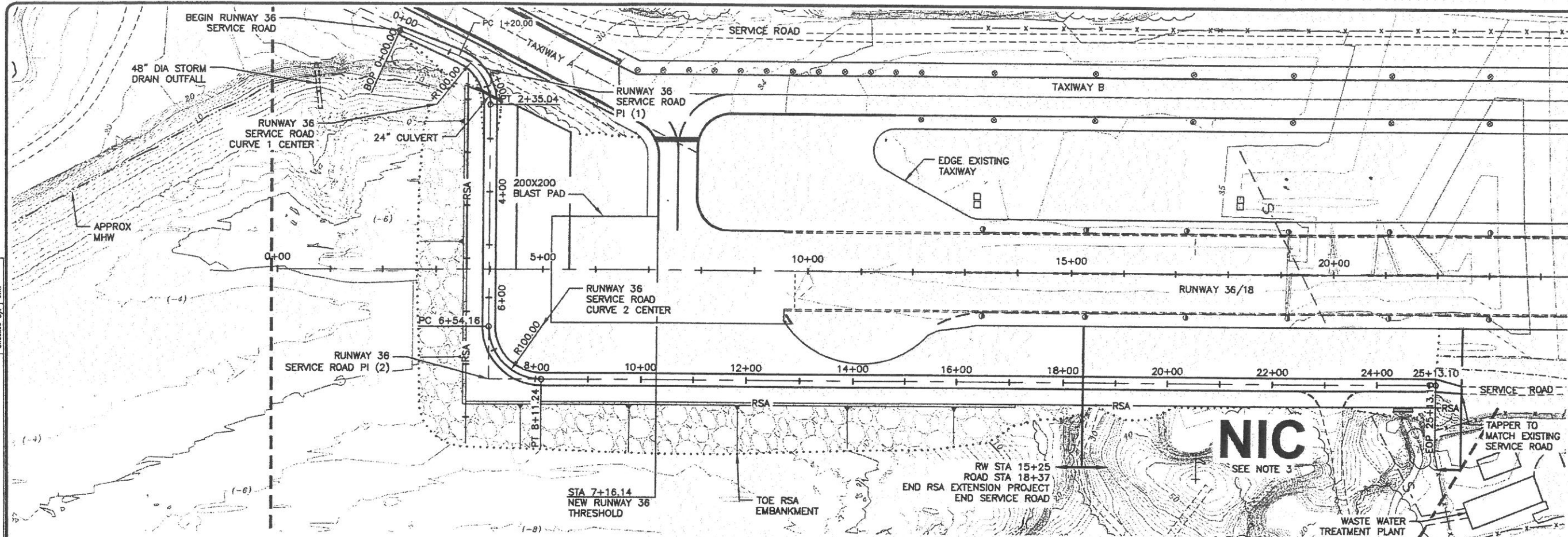
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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 CENTRAL REGION

KODIAK AIRPORT
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 25 SERVICE ROAD
 PLAN AND PROFILE

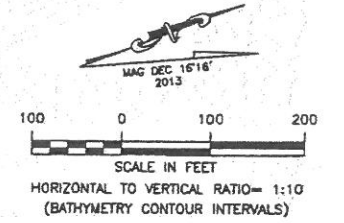
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 SHEET: 23 of 39
 AS-BUILT SHEET:

Date Revised: 3/21/2014, 10:51 AM
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 Designed By: D.O.
 Drawn By: L.W.
 Checked By: J.W.



RUNWAY 36 SERVICE ROAD LAYOUT POINTS		
POINT	STATION	OFFSET
BEGIN ROAD	2+29.40	451.39LT
CURVE 1 CENTER	2+98.14	311.12LT
PI(1)	3+98.14	375.14LT
PI(2)	3+98.14	208.0RT
CURVE 2 CENTER	4+98.14	108.0RT
END ROAD	18+37.00	208.0RT

STATION AND OFFSET REFER TO RUNWAY 36 CENTERLINE



NOTE:

- VERTICAL DATUM NAVD 88.
- RW-36 SERVICE ROAD STA 0+00 TO STA 18+37 CONSTRUCTED AS PART OF THE RSA EXTENSION PROJECT. RW-36 SERVICE ROAD STA 18+37 TO STA 25+13.10 NIC
- RW-36 STA 15+25 = SERVICE ROAD STA 18+37
RW-36 STA 22+00 = SERVICE ROAD STA 25+13



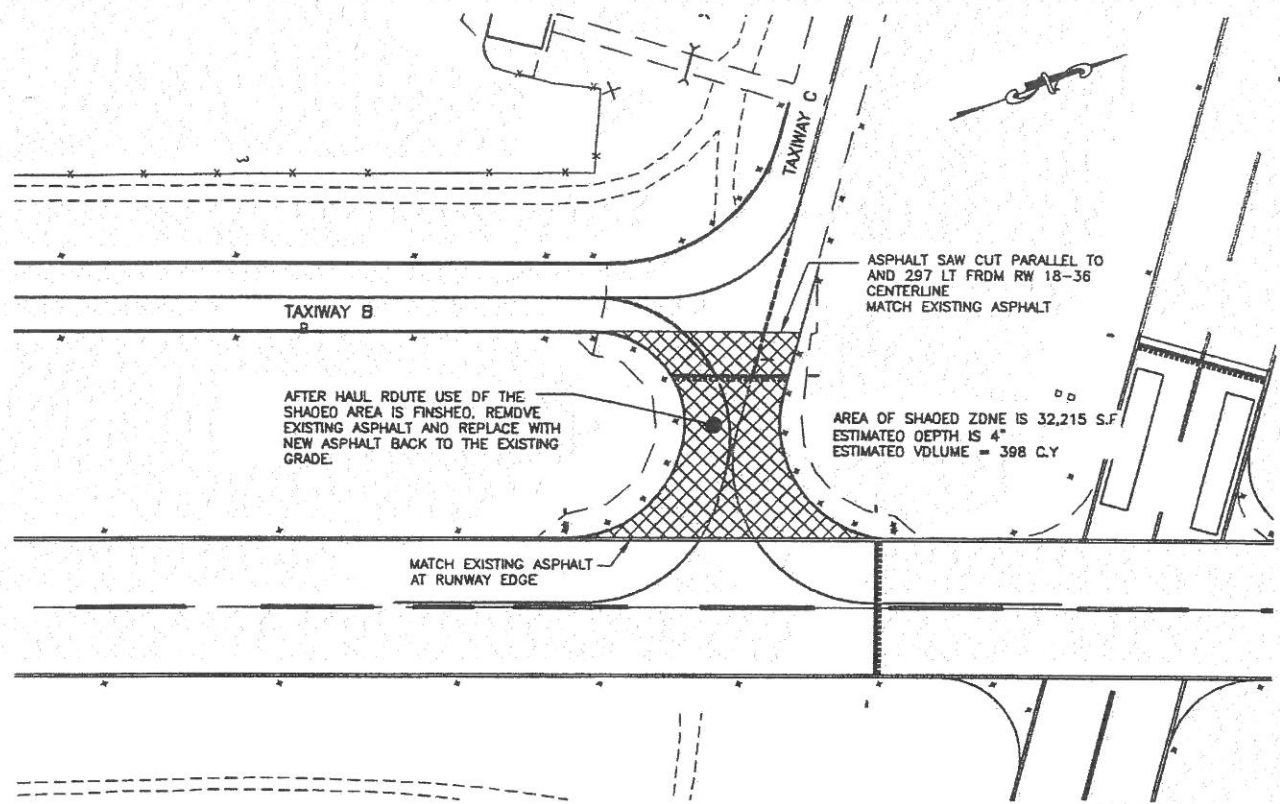
PREPARED BY: HDR Alaska, Inc. BY DATE REVISION

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 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

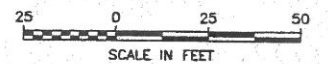
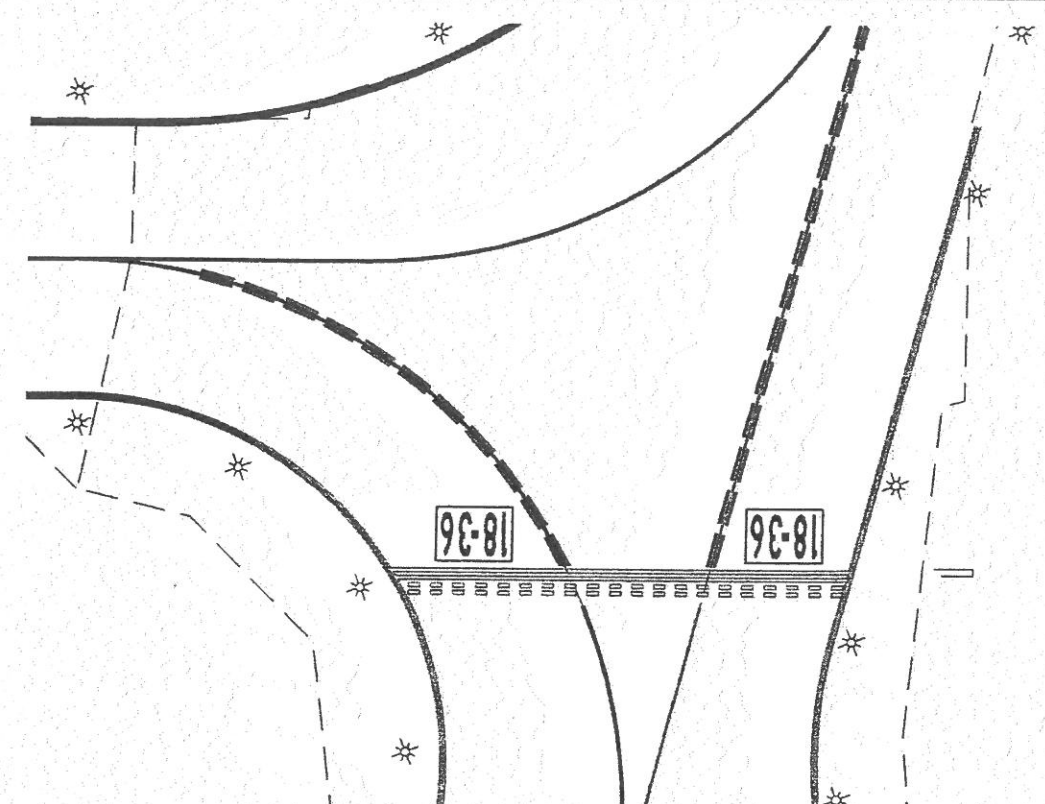
KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 36 SERVICE ROAD
 PLAN AND PROFILE

DATE: 3/18/2014
 SHEET: 24 OF 39
 AS-BUILT SHEET:

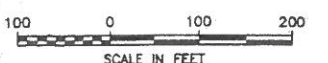
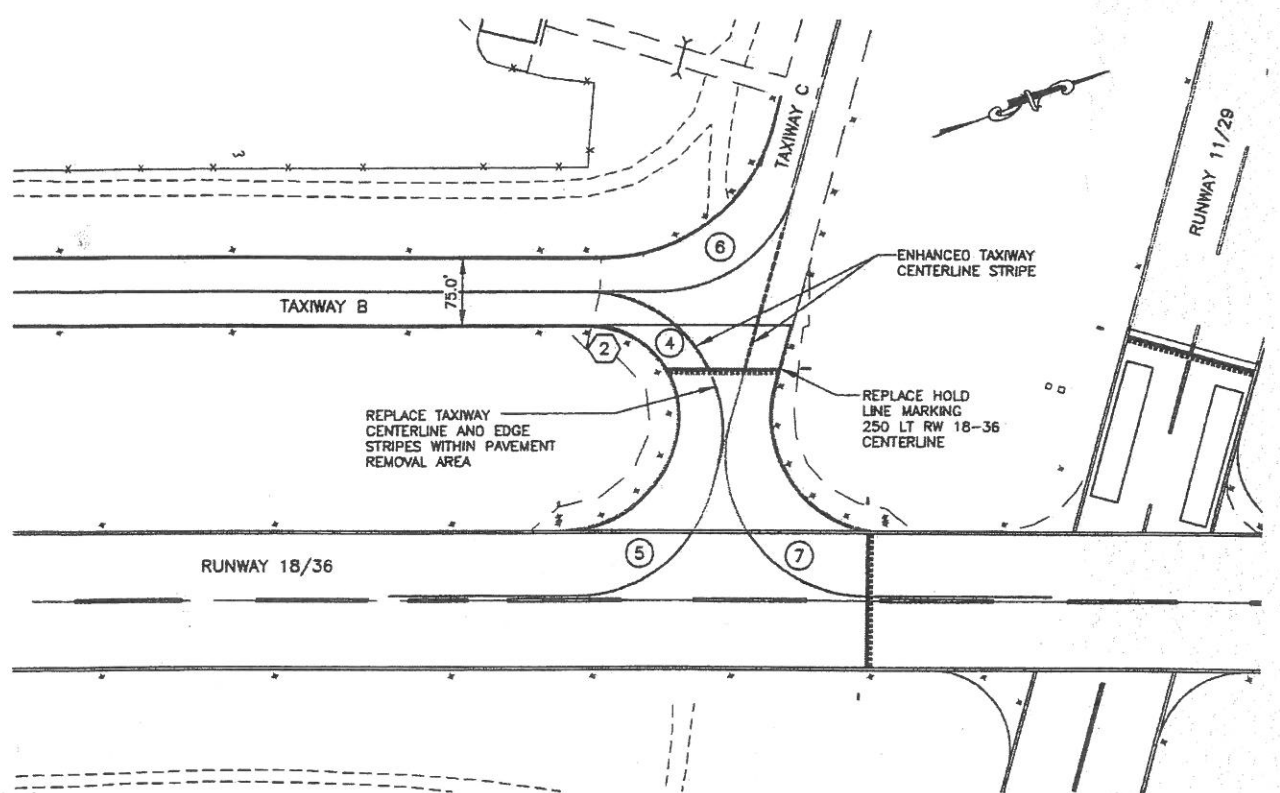
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 Designed By: C.M.
 Drawn By: T.P.
 Checked By: J.W.



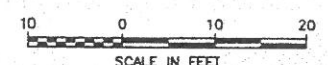
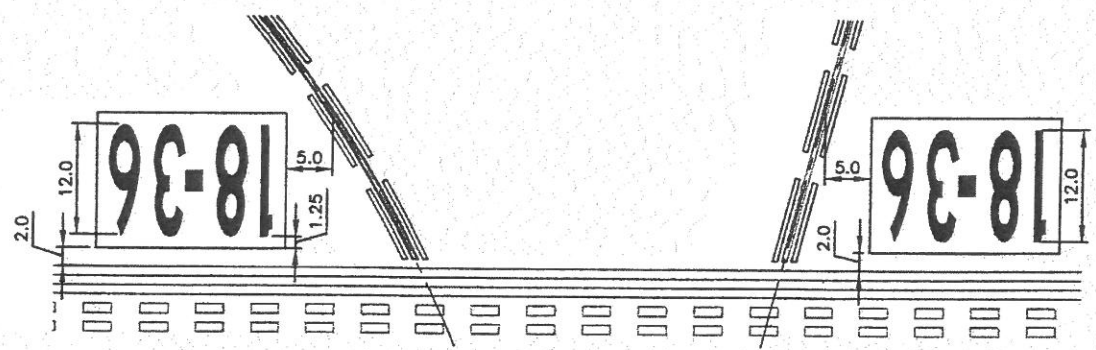
TAXIWAY C PAVEMENT REPAIR DETAIL



HOLDING POSITION DETAIL



TAXIWAY C PAVEMENT MARKING DETAIL



HOLDING POSITION MARKING DETAIL

TAXIWAY CENTERLINE STRIPE CURVE DATA								
I.O.	P.C.		P.T.		DELTA	RADIUS	TANGENT	LENGTH
	STATION	OFFSET	STATION	OFFSET				
4	36+15.75	332.25 LT	37+60.81	144.21 LT	104°41'00"	150.00	194.37	274.06
5	36+08.50	4.75 LT	37+33.61	71.99 LT	75°18'31"	150.00	115.74	197.16
6	36+15.73	332.25 LT	38+39.46	444.20 LT	75°18'54"	150.00	115.76	197.17
7	37+93.54	71.99 LT	39+18.64	4.75 LT	104°41'29"	150.00	194.4	274.08

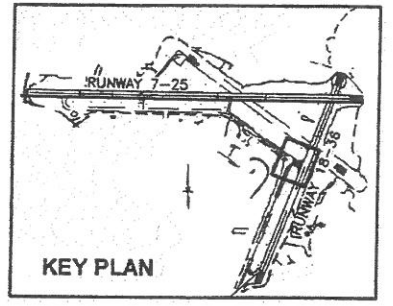
TAXIWAY EDGE STRIPE CURVE DATA								
I.O.	P.C.		P.T.		DELTA	RADIUS	TANGENT	LENGTH
	STATION	OFFSET	STATION	OFFSET				
2	36+15.75	294.75 LT	36+64.41	282.97 LT	28°51'59"	100.43	25.85	50.6

LEGEND

- ② TAXIWAY CENTERLINE STRIPE CURVE DATA I.O. NUMBER. SEE TAXIWAY CENTERLINE STRIPE CURVE DATA TABLE.
- ③ TAXIWAY EDGE STRIPE CURVE DATA I.O. NUMBER. SEE TAXIWAY EDGE STRIPE CURVE DATA TABLE.

NOTE:

- 1. ALL STATIONS THIS SHEET ARE BASED ON RUNWAY 18-36 CENTERLINE STATIONING



PREPARED BY: HDR Alaska, Inc.

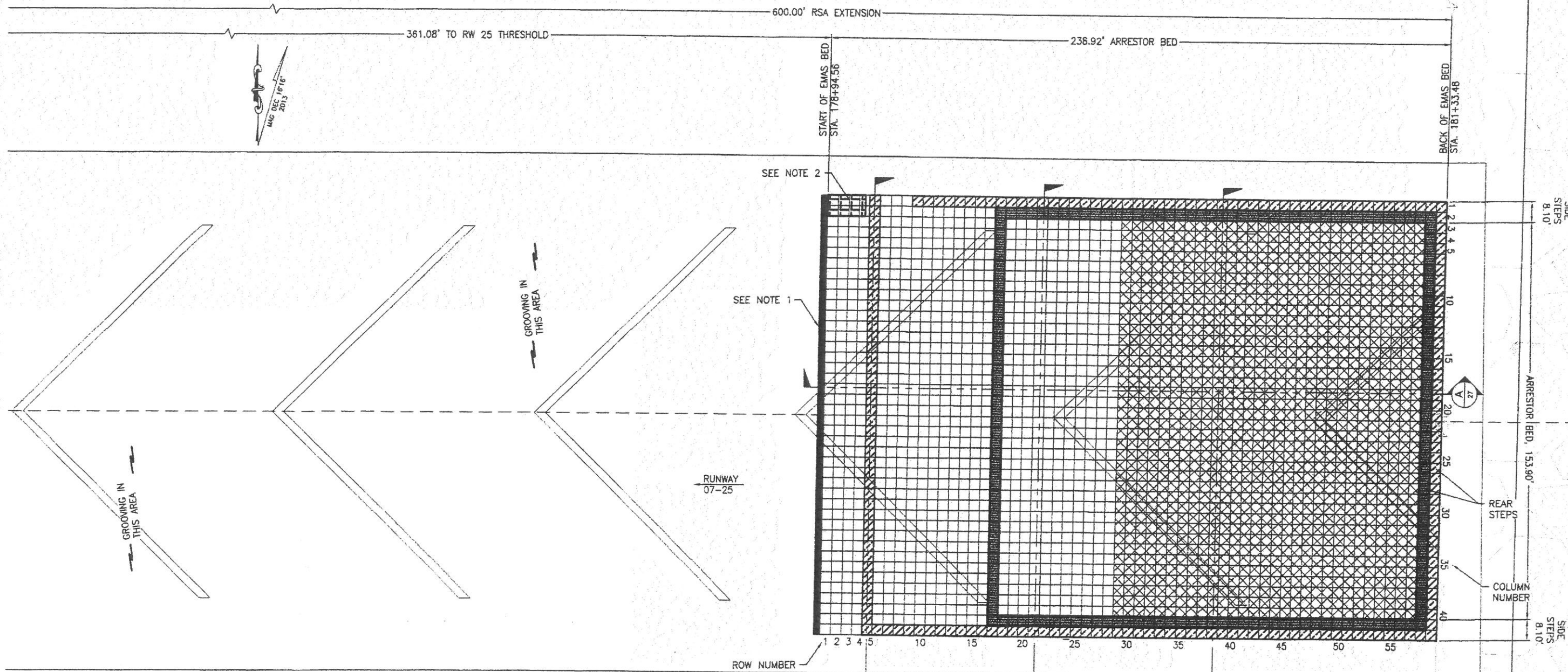
BY	DATE	REVISION

STATE OF ALASKA
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 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 TAXIWAY C PAVEMENT REPAIR

DATE: 3/18/2014
 SHEET: 25 OF 39
 AS-BUILT SHEET: OF

Date Revised: 3/18/2014, 11:58 AM
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 Drawn By: THB
 Checked By: MAH

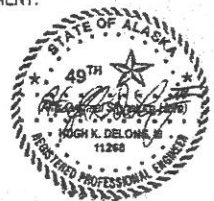


EMAS LAYOUT PLAN FOR RUNWAY 07 DEPARTURE END (25 END)

- LEGEND:**
- 8" STEPS
 - 14" STEPS
 - 20"
 - 6"-20"
 - CONCRETE ANCHOR BEAM
 - EQUIPMENT RAMP

- NOTE:**
1. A DEBRIS DEFLECTOR ASSEMBLY WILL BE INSTALLED ON TOP OF THE CONCRETE ANCHOR BEAM PRIOR TO BLOCK INSTALLATION. SEE DETAILS 1, 2, 3 & 4 ON EMAS DETAILS SHEET.
 2. DEBRIS DEFLECTOR ASSEMBLY IS NOT TO BE INSTALLED IN FRONT OF EQUIPMENT RAMP. BLOCKS WILL RISE FROM FLUSH WITH THE BACK OF THE ANCHOR BEAM (3") TO 7.5" OVER THE 12' RAMP.
 3. EXCLUDING THE FIRST ROW, BLOCKS INSTALLED WITH A 0.05' (≈1/2") GAP.

4. ALL MARKINGS DESIGNATED TO BE INSTALLED ON EMAS ARRESTOR SHALL BE APPLIED WITH A WALK BEHIND APPLICATOR OF SUCH WEIGHT THAT IT WILL NOT DAMAGE THE EMAS MATERIAL.
5. ALL BLOCKS ARE 4.0' X 4.0' AND VARY IN HEIGHT. FOR BLOCK HEIGHTS SEE PROFILE "A" ON EMAS PROFILE VIEW SHEET 27 AND EMAS SECTION VIEW SHEET 28 FOR SECTIONS "B", "C" AND "D".
6. PAVEMENT GROOVING IS REQUIRED IN FRONT OF EMAS ARRESTOR BED (TOWARDS RUNWAY THRESHOLD). GROOVING TO EXTEND FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT. SEE SPECIFICATION P-556 FOR MORE DETAILS.
7. SEE SPECIFICATION P-556 FOR MORE DETAILS.



PREPARED BY: Engineered Arresting Systems Corporation

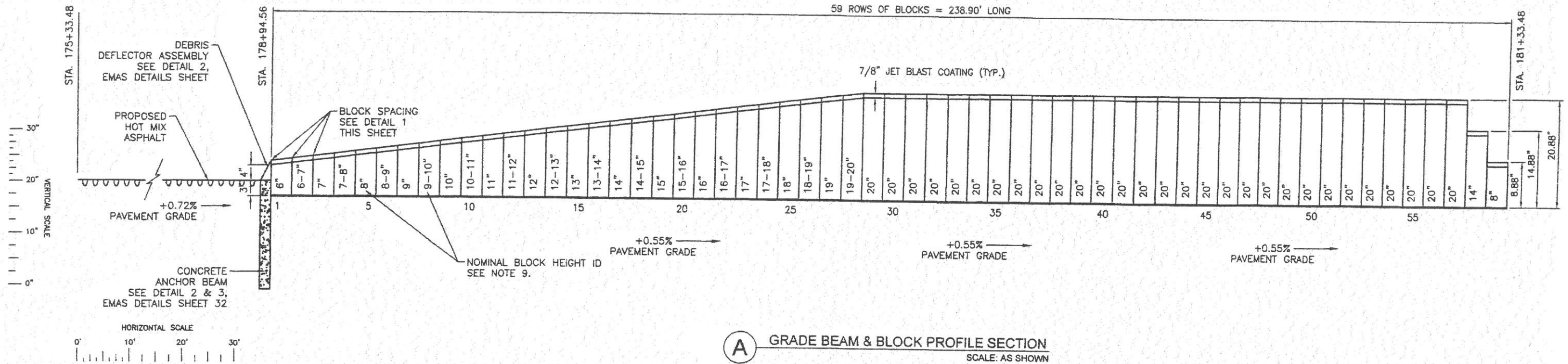
BY	DATE	REVISION

STATE OF ALASKA
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 AND PUBLIC FACILITIES
 CENTRAL REGION

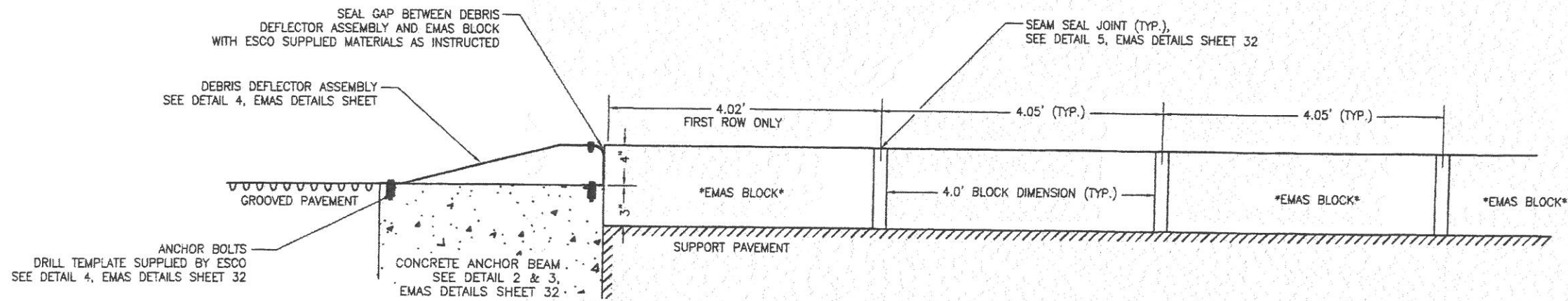
KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 25
 EMAS PLAN VIEW

DATE: 3/18/2014
 SHEET: 26 OF 39
 AS-BUILT SHEET:

Date Revised: 3/18/2014, 1:12 PM
 Profile
 Logaul Name: VEMAS, A Airport Engineering & Safety, Civil Engineering U.S. Airport's Kodiak Drawing
 File Path and Name: \\VEMAS\A\Airport Engineering & Safety\Civil Engineering U.S. Airport's Kodiak Drawing\ESCO ADD-07 DE Profile\Drawings\



A GRADE BEAM & BLOCK PROFILE SECTION
SCALE: AS SHOWN



1 CONCRETE ANCHOR BEAM & BLOCK LAYOUT
SCALE: NTS

EMAS GENERAL NOTES:

- THE CONTRACTOR SHALL COORDINATE WITH EMAS MANUFACTURER TO SCHEDULE AND ACCEPT DELIVERY OF THE EMAS BLOCKS.
- THE CONTRACTOR SHALL BEGIN BLOCK INSTALLATION AT STATION 178+94.56 BUTTING THE FIRST ROW OF BLOCKS AGAINST THE PROPOSED CONCRETE ANCHOR BEAM.
- AT THE END OF EACH WORKING SHIFT THE CONTRACTOR SHALL LEAVE THE WORK AREA IN A CONDITION SUCH THAT THE NUMBER AND HEIGHT OF INSTALLED BLOCKS IS SYMMETRICAL ABOUT THE RUNWAY CENTERLINE.
- AT THE CONCLUSION OF EACH DAY THE CONTRACTOR SHALL HAVE ALL SURFACE JOINTS SEALED. SEE TYPICAL SEAM SEAL JOINT DETAIL SHEET 32.
- DEBRIS DEFLECTOR ASSEMBLY AND ANCHOR BOLTS WILL BE PROVIDED BY EMAS MANUFACTURER.
- EMAS BED LENGTH TOLERANCE IS -0.1% TO +1%.
- EMAS BED HEIGHT TOLERANCE IS -0.25" TO +0.75".
- EMAS BED ALIGNMENT TOLERANCE IS $\pm 1/8"$ OVER A 20.25' SPAN.
- ALL BLOCKS ARE 4.0' X 4.0' X THICKNESS SHOWN. A JET BLAST COATING IS APPLIED PRIOR TO SHIPPING. FOR EASE OF IDENTIFYING BLOCKS DURING CONSTRUCTION, NOMINAL VALUES ARE USED.
- BLOCKS INSTALLED WITH A 0.05' GAP ($\approx 1/2"$).



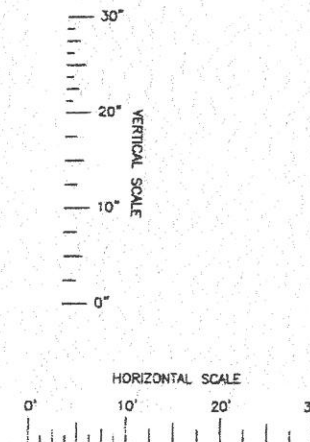
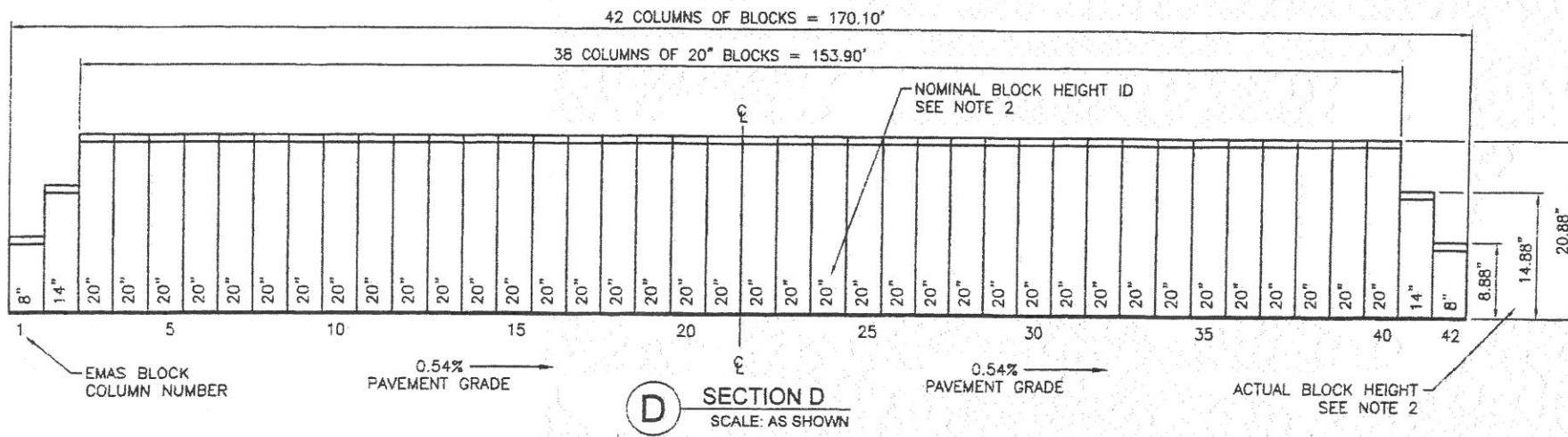
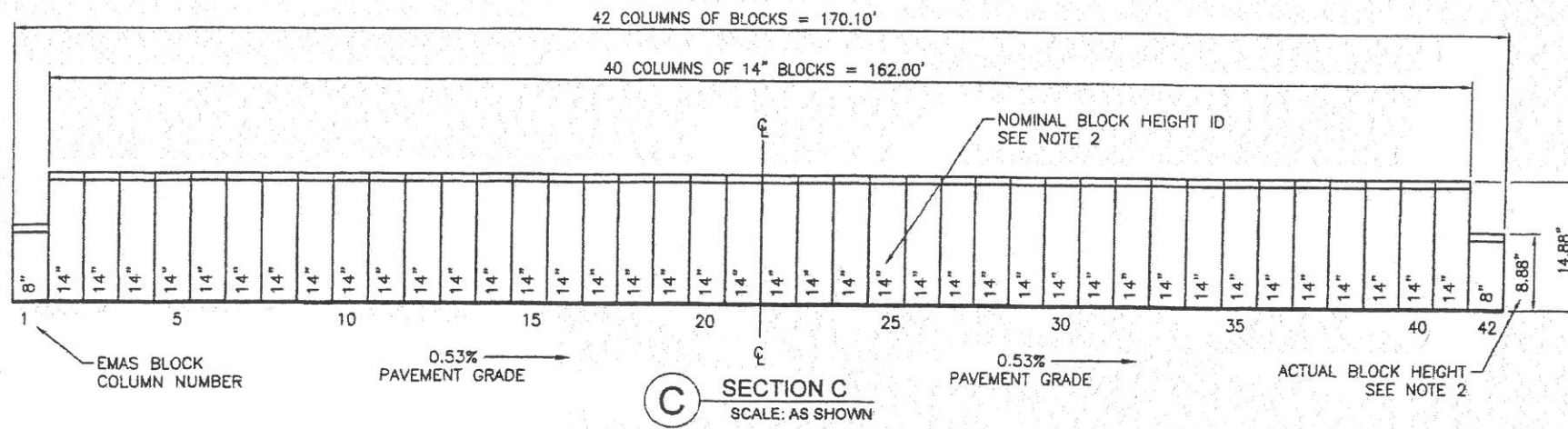
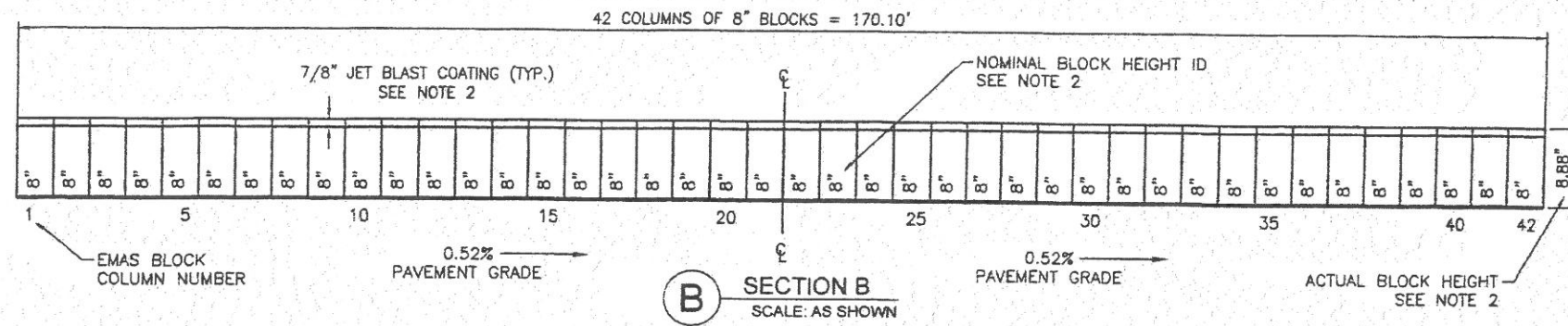
PREPARED BY: Engineered Arresting Systems Corporation

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
RUNWAY 25
EMAS PROFILE VIEW

DATE: 3/18/2014
SHEET: 27 OF 39
AS-BUILT SHEET: *at*



EMAS SECTION VIEW NOTES:

1. EMAS BED WIDTH TOLERANCE IS -0.1% TO +1%
2. ALL BLOCKS ARE 4.0' X 4.0' X THICKNESS SHOWN. A JET BLAST COATING IS APPLIED PRIOR TO SHIPPING. FOR EASE OF IDENTIFYING BLOCKS DURING CONSTRUCTION, NOMINAL VALUES ARE USED.
3. BLOCKS INSTALLED WITH A 0.05' GAP (≈ 1/2")
4. SEE EMAS PLAN VIEW SHEET 26 FOR CROSS SECTION REFERENCES.

Date Revised: 3/18/2014, 11:48 AM
 Layout Name: 23_Frd
 File Path and Name: \\EMAS-2\Airport Engineering & Safety\Civil Engineering\US Airports\Kodiak\Drawings\EMAS\EMAS ADD-07 DE Section Views

Designed By: LHD
 Drawn By: THB
 Checked By: MAH



PREPARED BY: Engineered Arresting Systems Corporation

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION







KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
RUNWAY 25
EMAS SECTION VIEW

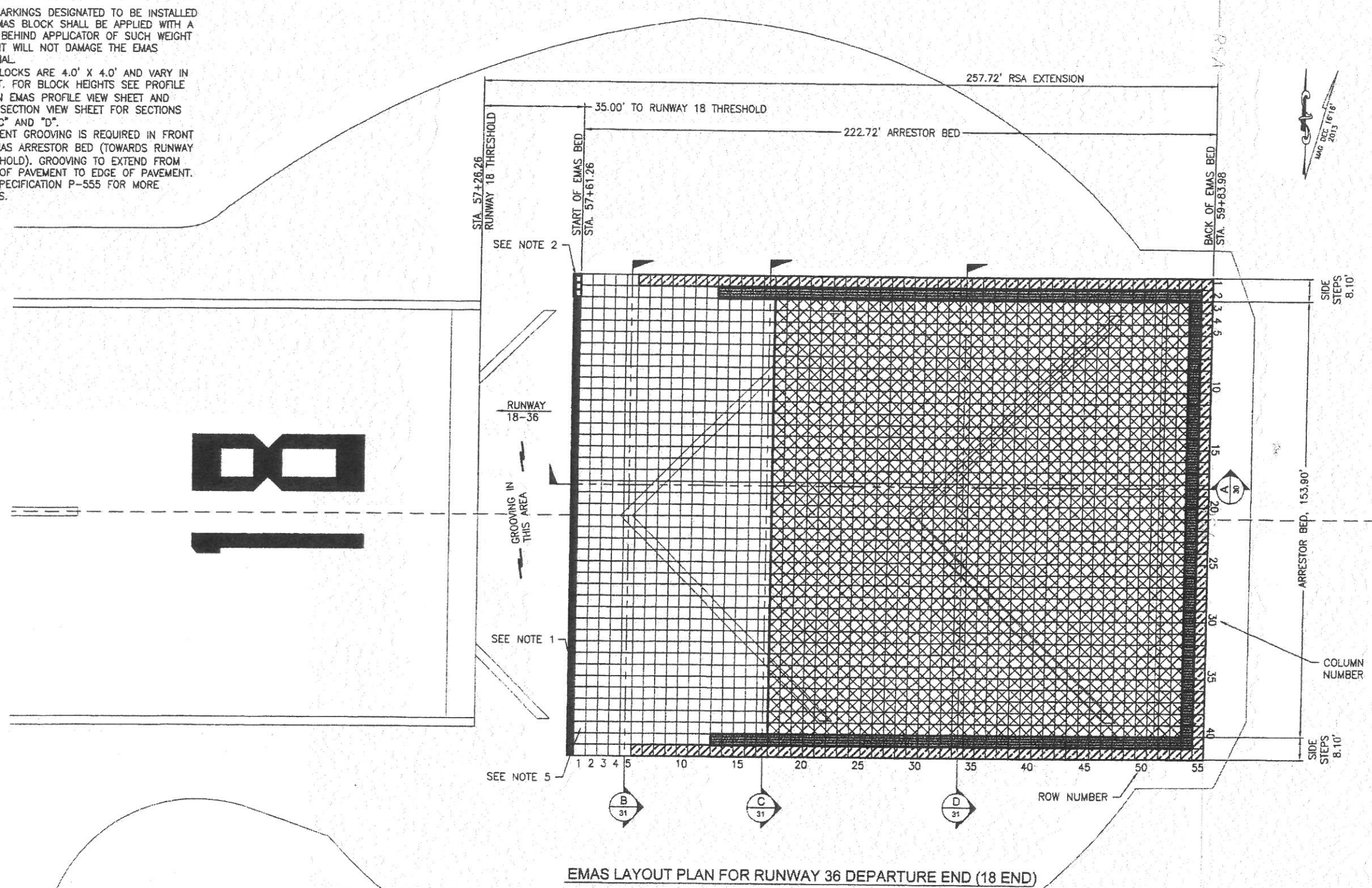
DATE: 3/18/2014
SHEET: 28 OF 39
AS-BUILT SHEET: 07

- NOTE:
1. A DEBRIS DEFLECTOR ASSEMBLY WILL BE INSTALLED ON TOP OF THE CONCRETE GRADE BEAM PRIOR TO BLOCK INSTALLATION. SEE DETAILS 1, 3, 4, & 7 ON EMAS DETAILS SHEET.
 2. DEBRIS DEFLECTOR ASSEMBLY IS NOT TO BE INSTALLED IN FRONT OF EQUIPMENT RAMP. A CONCRETE ENTRY RAMP WILL BE USED TO RISE FROM FLUSH WITH THE PAVEMENT TO THE 3" NOMINAL BLOCK HEIGHT. SEE DETAIL 8, EMAS PROFILE SHEET.
 3. EXCLUDING THE FIRST ROW, BLOCKS INSTALLED WITH A 0.05' (≈1/2") GAP.

4. ALL MARKINGS DESIGNATED TO BE INSTALLED ON EMAS BLOCK SHALL BE APPLIED WITH A WALK BEHIND APPLICATOR OF SUCH WEIGHT THAT IT WILL NOT DAMAGE THE EMAS MATERIAL.
5. ALL BLOCKS ARE 4.0' X 4.0' AND VARY IN HEIGHT. FOR BLOCK HEIGHTS SEE PROFILE "A" ON EMAS PROFILE VIEW SHEET AND EMAS SECTION VIEW SHEET FOR SECTIONS "B", "C" AND "D".
6. PAVEMENT GROOVING IS REQUIRED IN FRONT OF EMAS ARRESTOR BED (TOWARDS RUNWAY THRESHOLD). GROOVING TO EXTEND FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT. SEE SPECIFICATION P-555 FOR MORE DETAILS.
7. SEE SPECIFICATION P-555 FOR MORE DETAILS.

LEGEND:

-  8" STEPS
-  14" STEPS
-  20"
-  3"-20"
-  CONCRETE ANCHOR BEAM
-  EQUIPMENT RAMP



EMAS LAYOUT PLAN FOR RUNWAY 36 DEPARTURE END (18 END)

Date Revised: 3/18/2014, 12:06 PM
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 File Path and Name: \\EMAS_2\Airport Engineering & Safety\Civil Engineering\U.S. Airports\Kodiak Drawings\Emas details\EMAS ADG-07&38 DE Highspeed.dwg
 Designed By: HRD
 Drawn By: THB
 Checked By: MAN



PREPARED BY: Engineered Arresting Systems Corporation

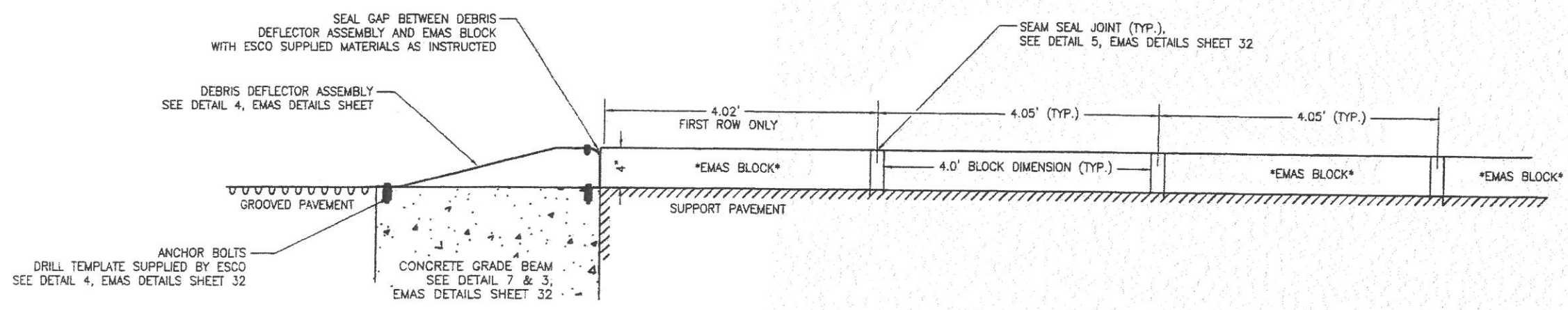
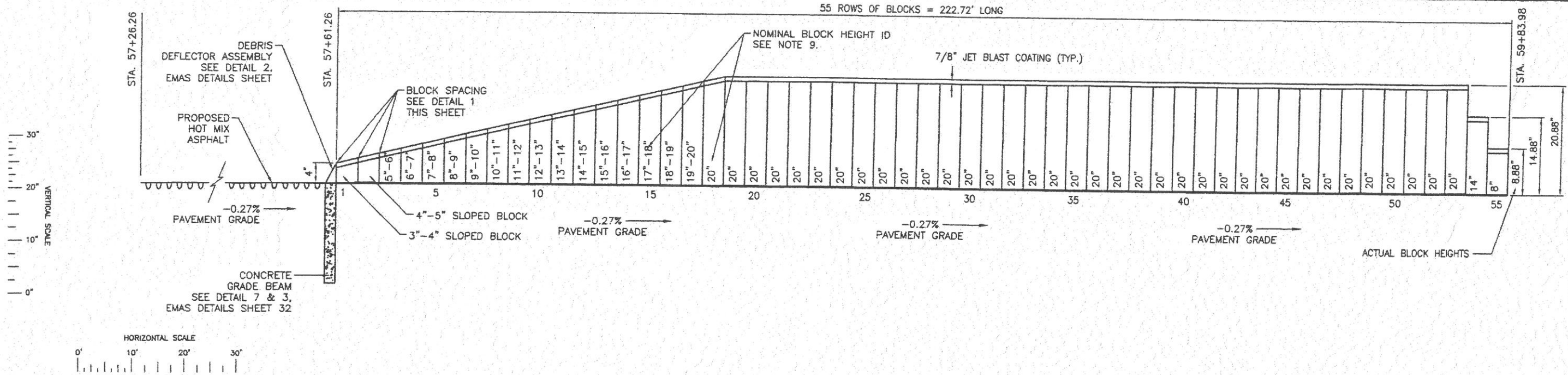
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 18
 EMAS PLAN VIEW

DATE: 3/18/2014
 SHEET: 29 OF 39
 AS-BUILT SHEET: OF

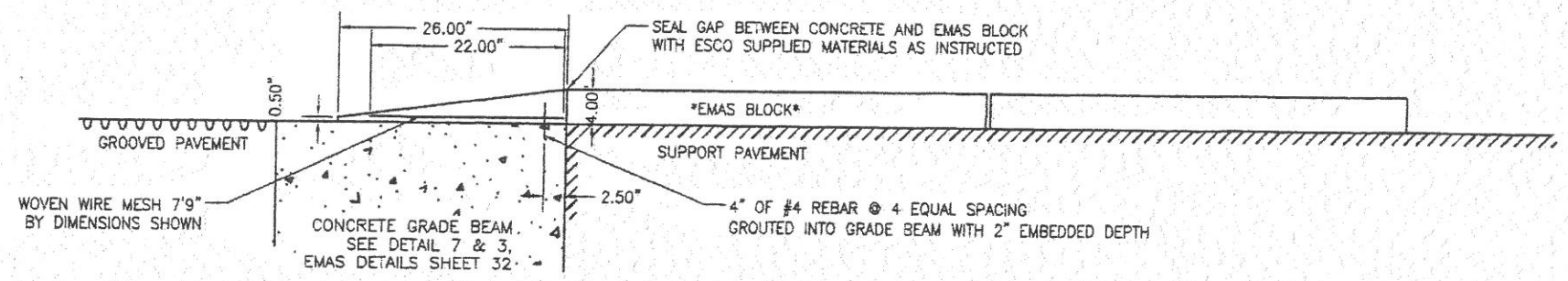
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 Profile: Airport Engineering & Survey
 Designer: HMD
 Drawn By: TMB
 Checked By: MAH



1 CONCRETE GRADE BEAM & BLOCK LAYOUT
SCALE: NTS

EMAS GENERAL NOTES:

1. THE CONTRACTOR SHALL COORDINATE WITH EMAS MANUFACTURER TO SCHEDULE AND ACCEPT DELIVERY OF THE EMAS BLOCKS.
2. THE CONTRACTOR SHALL BEGIN BLOCK INSTALLATION AT STATION 57+61.26 BUTTING THE FIRST ROW OF BLOCKS AGAINST THE DEBRIS DEFLECTOR.
3. AT THE END OF EACH WORKING SHIFT THE CONTRACTOR SHALL LEAVE THE WORK AREA IN A CONDITION SUCH THAT THE NUMBER AND HEIGHT OF INSTALLED BLOCKS IS SYMMETRICAL ABOUT THE RUNWAY CENTERLINE.
4. AT THE CONCLUSION OF EACH DAY THE CONTRACTOR SHALL HAVE ALL SURFACE JOINTS SEALED. SEE TYPICAL SEAM SEAL JOINT DETAIL SHEET 32.
5. DEBRIS DEFLECTOR ASSEMBLY AND ANCHOR BOLTS WILL BE PROVIDED BY EMAS MANUFACTURER.
6. EMAS BED LENGTH TOLERANCE IS -0.1% TO $+1\%$.
7. EMAS BED HEIGHT TOLERANCE IS $-0.25"$ TO $+0.75"$.
8. EMAS BED ALIGNMENT TOLERANCE IS $\pm 1/8"$ OVER A 20.25' SPAN.
9. ALL BLOCKS ARE 4.0' X 4.0' X THICKNESS SHOWN. A JET BLAST COATING IS APPLIED PRIOR TO SHIPPING. FOR EASE OF IDENTIFYING BLOCKS DURING CONSTRUCTION, NOMINAL VALUES ARE USED.
10. BLOCKS INSTALLED WITH A 0.05' GAP ($\approx 1/2"$).



8 CAST IN PLACE CONCRETE ENTRY RAMP DETAIL
SCALE: NTS



PREPARED BY: Engineered Arresting Systems Corporation

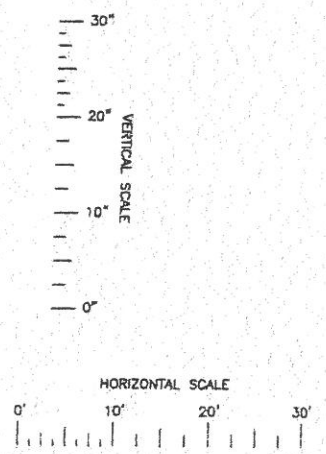
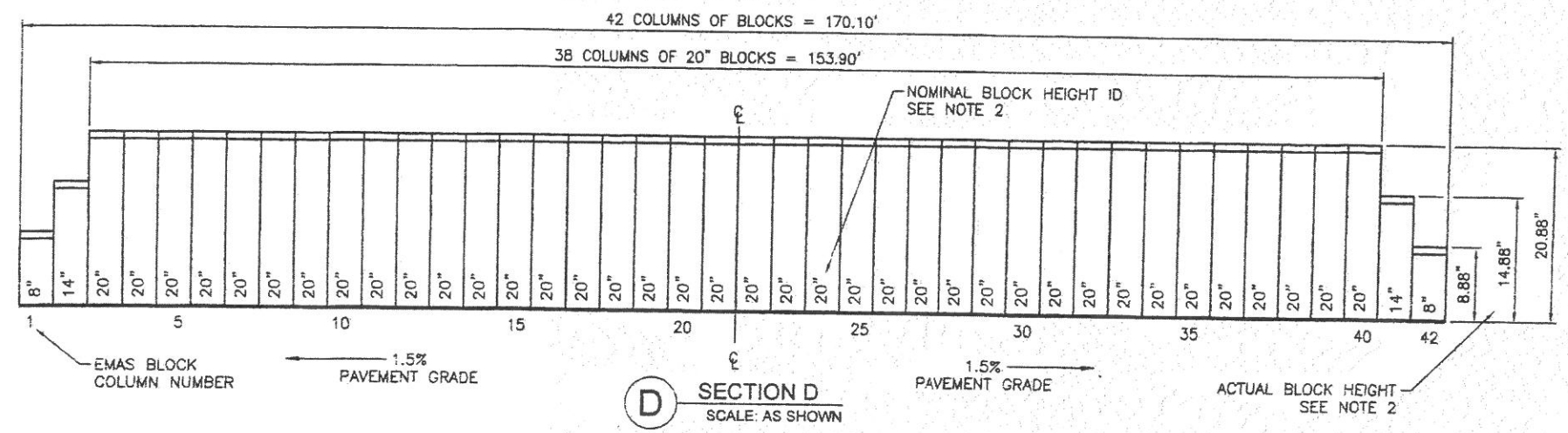
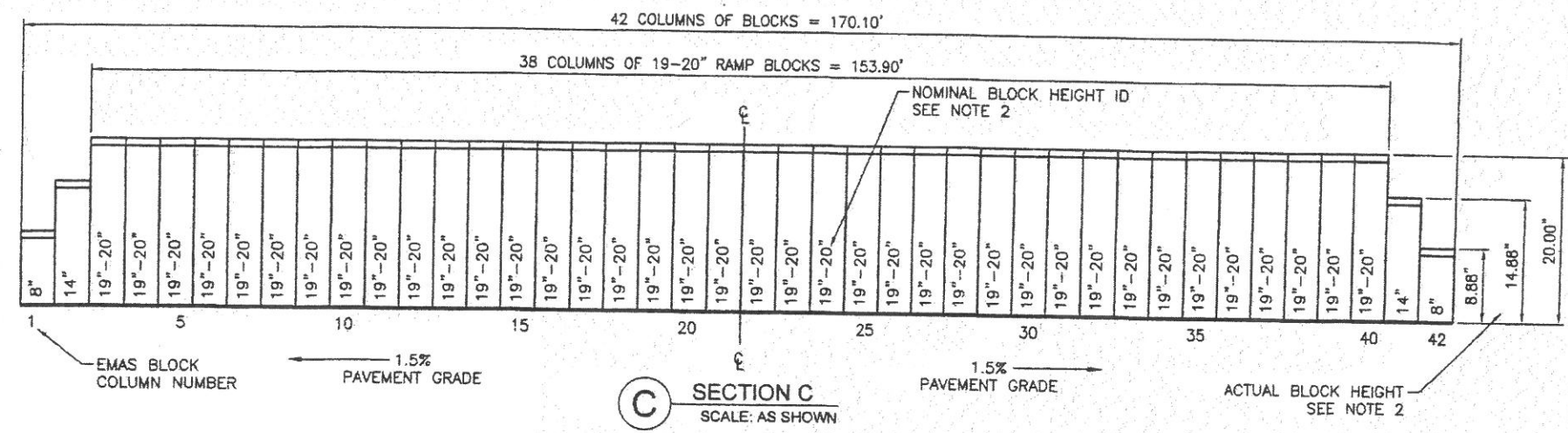
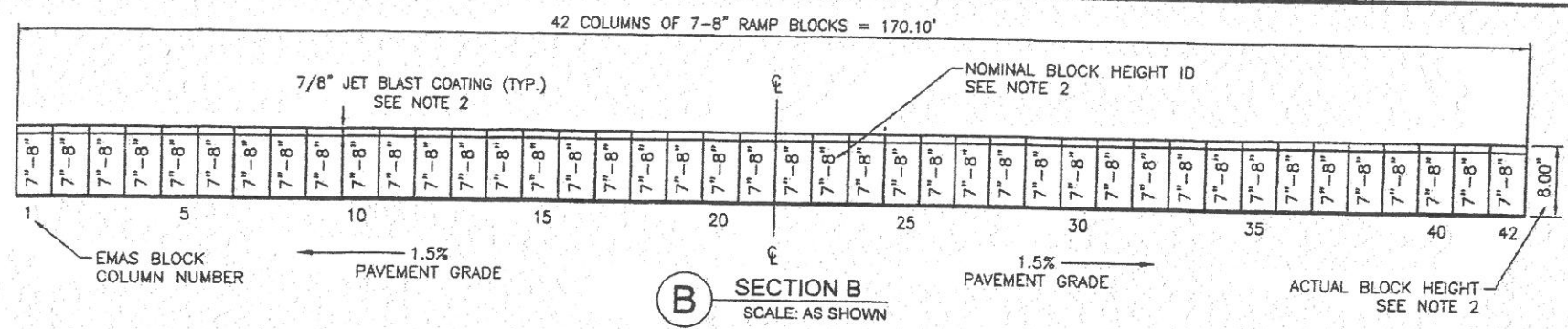
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 18
 EMAS PROFILE VIEW

DATE:
 3/18/2014
 SHEET:
30 OF 39
 AS-BUILT SHEET:

Date Revised: 3/12/2014, 11:24 AM
 Design By: HKD
 Drawn By: THB
 Checked By: MAH
 Project Name: Kodiak Airport Runway Safety Area Extension
 Drawing Title: EMAS Section View
 File Path and Name: \\NAS-2\Airport Engineering & Survey\Kodiak\Drawings\Error details\ADP-56 DE X-Section.dwg



EMAS SECTION VIEW NOTES:

1. EMAS BED WIDTH TOLERANCE IS -0.1% TO +1%
2. ALL BLOCKS ARE 4.0' X 4.0' X THICKNESS SHOWN. A JET BLAST COATING IS APPLIED PRIOR TO SHIPPING. FOR EASE OF IDENTIFYING BLOCKS DURING CONSTRUCTION, NOMINAL VALUES ARE USED.
3. BLOCKS INSTALLED WITH A 0.05' GAP (≈ 1/2")
4. SEE EMAS PLAN VIEW SHEET 29 FOR CROSS SECTION REFERENCES.



PREPARED BY: Engineered Arresting Systems Corporation

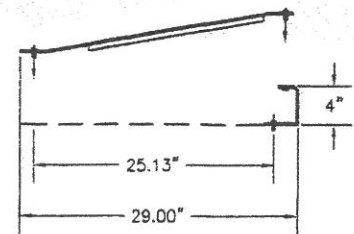
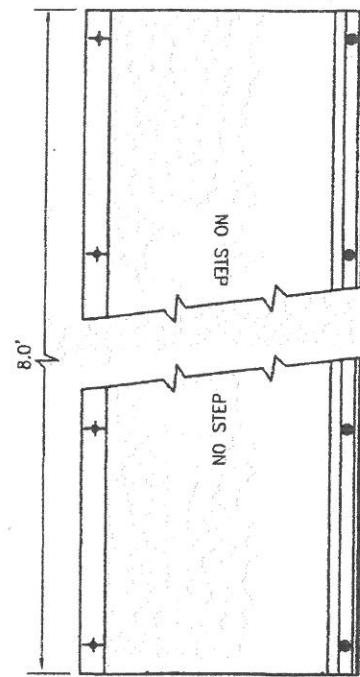
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 18
 EMAS SECTION VIEW

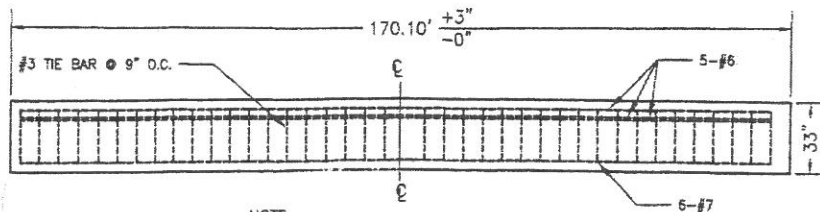
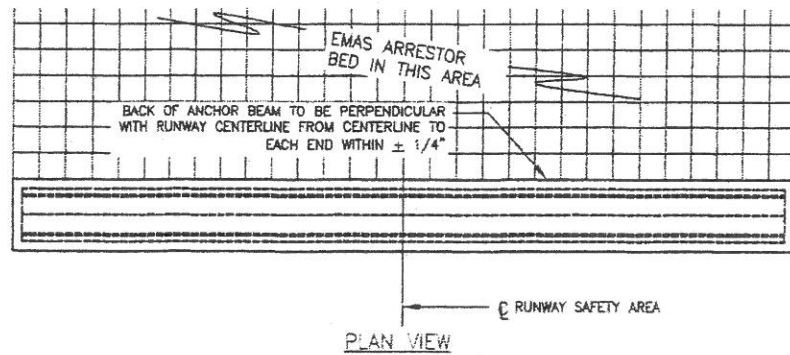
DATE: 3/18/2014
 SHEET: 31 of 39
 AS-BUILT SHEET:

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 Designed By: HKO
 Drawn By: THB
 Checked By: MAI



- NOTE:**
1. DEBRIS DEFLECTOR ASSEMBLY, DRILL TEMPLATE, & HARDWARE PROVIDED BY EMAS MANUFACTURER.
 2. FINAL LOCATION OF BACK OF DEBRIS DEFLECTOR ASSEMBLY DEPENDS ON STRAIGHTNESS OF BEAM. SEE DETAIL 3 FOR ANCHOR BEAM STRAIGHTNESS TOLERANCE.

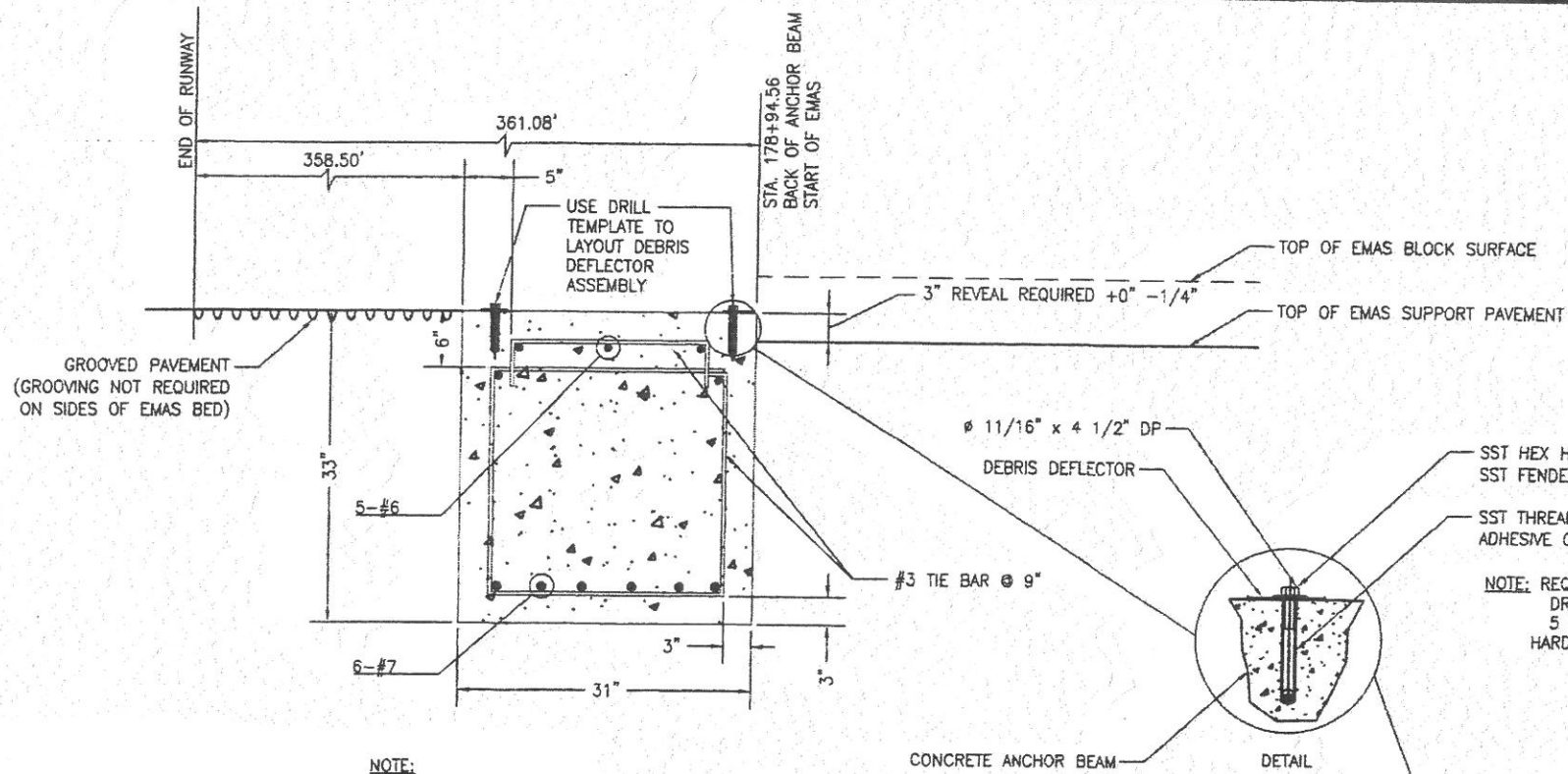
4 TYPICAL DEBRIS DEFLECTOR ASSEMBLY
SCALE: NTS



- NOTE:**
1. ALL BARS SHALL BE ASTM-A615, GRADE 60 (TYP.)
 2. DO NOT CHAMFER OR RADIUS ANCHOR BEAM.
 3. SEE P-610 IN SPEC FOR MORE INFO.

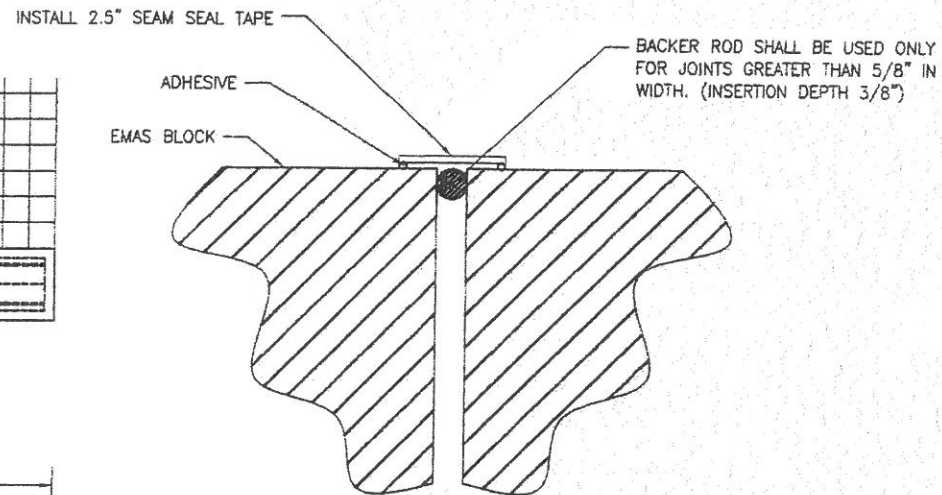
PROFILE VIEW

3 CONCRETE ANCHOR BEAM REBAR DETAIL
SCALE: NTS



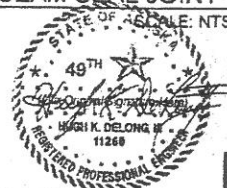
- NOTE:**
1. ALL BARS SHALL BE ASTM-A615, GRADE 60 (TYP), SEE SPECIFICATION P-610 FOR ADDITIONAL INFORMATION.
 2. SEE DETAIL 4 THIS SHEET FOR DEBRIS DEFLECTOR ASSEMBLY DIMENSIONS.
 3. SEE DETAIL 3 FOR REBAR PLAN & PROFILE VIEWS AND ALIGNMENT TOLERANCES
 4. BEAM SHALL BE POURED MONOLITHICALLY
 5. DO NOT CHAMFER OR RADIUS ANCHOR BEAM

2 CONCRETE ANCHOR BEAM DETAIL RUNWAY 07-25
SCALE: NTS



- NOTE:** MANUFACTURER TO SUPPLY SEAM SEAL TAPE, ADHESIVE, AND BACKER ROD.

5 TYPICAL SEAM SEAL JOINT
SCALE: NTS



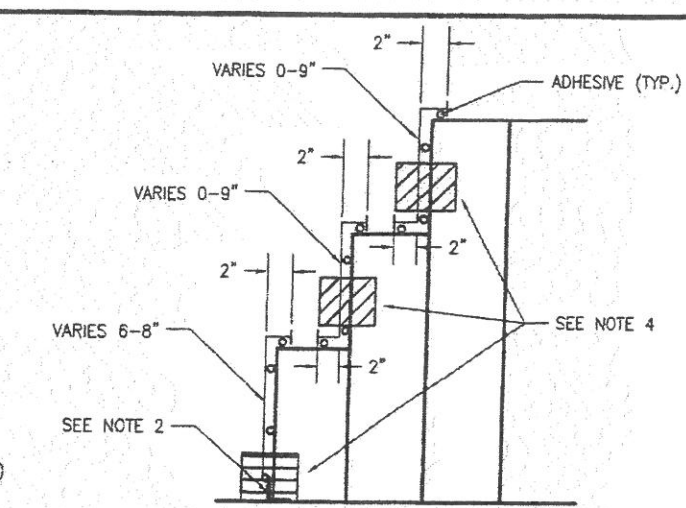
PREPARED BY: Engineered Arresting Systems Corporation

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

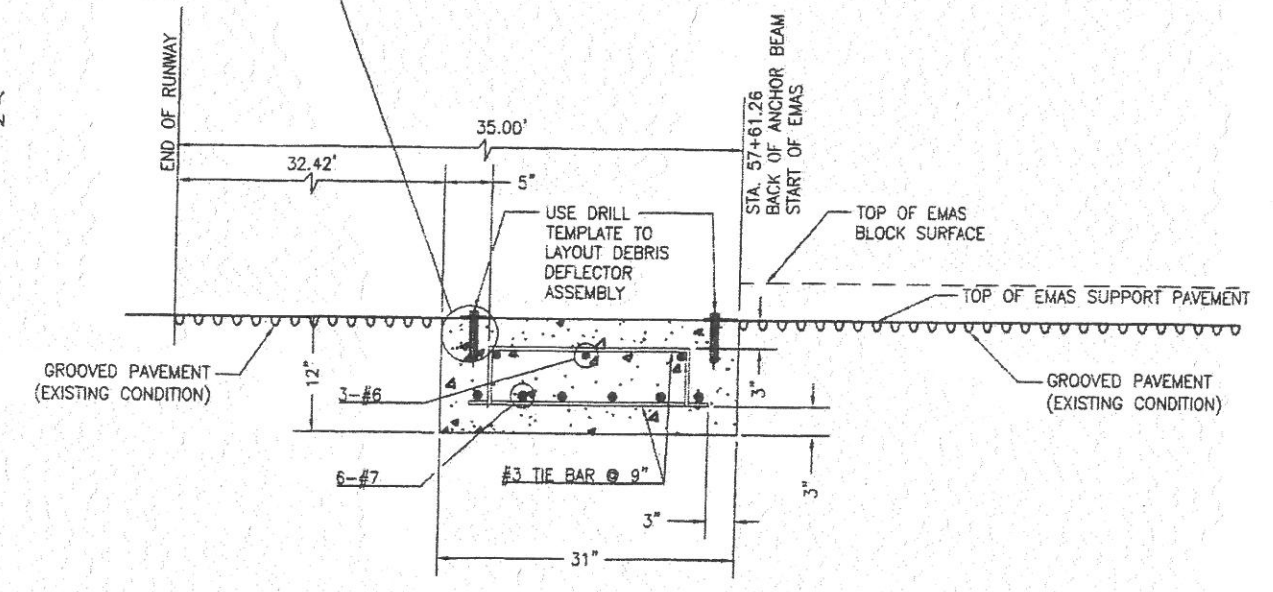
KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
RUNWAY 25 & RUNWAY 18
EMAS DETAILS

DATE: 3/18/2014
SHEET: 32 OF 39
AS-BUILT SHEET: OF



- NOTE:**
1. APPROXIMATELY 3,000 NET SQ. FT. OF SIDE COATING APPLIED TO VERTICAL SURFACES SUPPLIED BY EMAS MANUFACTURER.
 2. PLASTIC RIGHT ANGLE PIECE APPLIED TO SIDES AND BACK OF EMAS AS SHOWN.
 3. EMAS MANUFACTURER WILL SUPPLY SIDE COATING MATERIAL, ADHESIVES, VENTS, & PLASTIC RIGHT ANGLE PIECES.
 4. VENTS TO BE INSTALLED AT BLOCKS GAPS AS DIRECTED BY ON SITE EMAS MANUFACTURER REPRESENTATIVE.

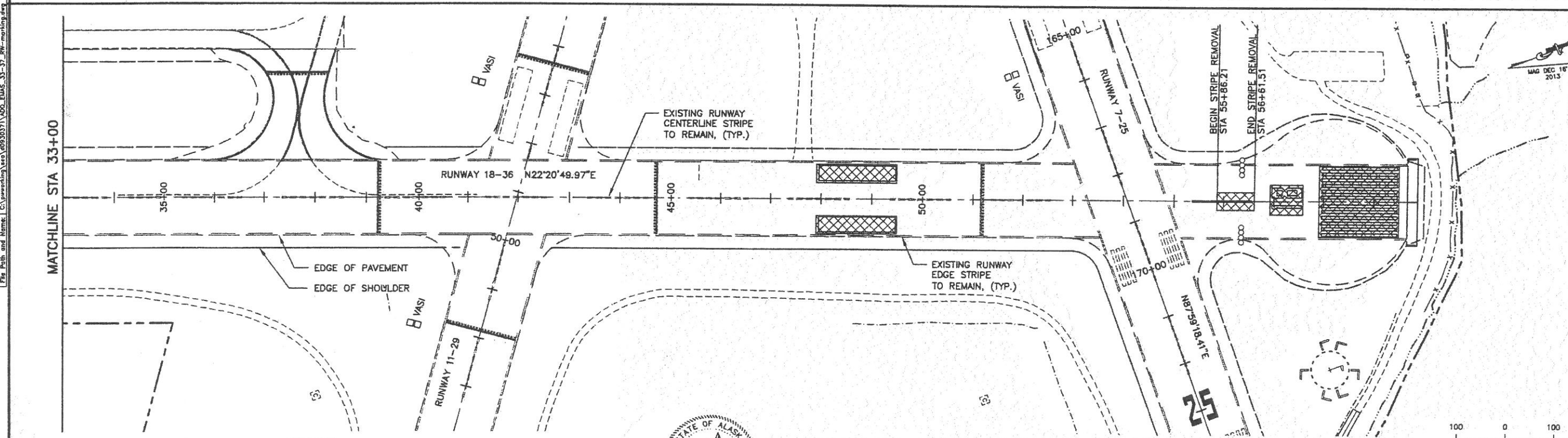
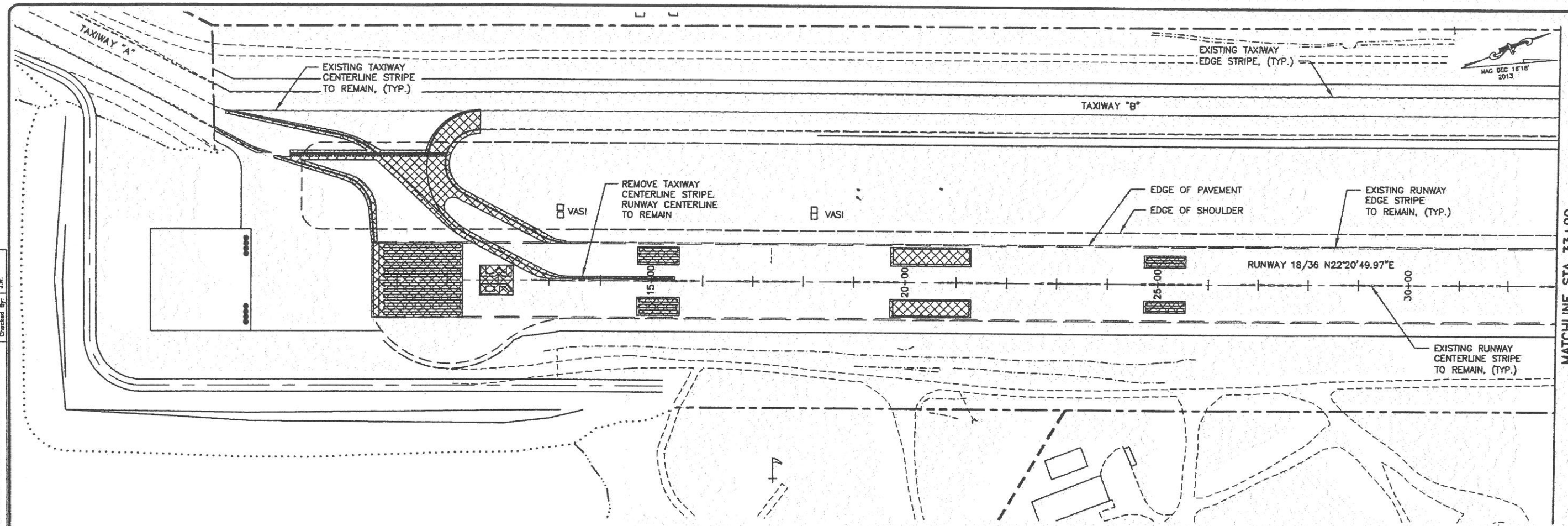
6 STEP BLOCK COATINGS
SCALE: NTS



- NOTE:** SEE NOTES FOR DETAIL 2 THIS SHEET.

7 CONCRETE GRADE BEAM DETAIL RUNWAY 18-36
SCALE: NTS

Date Plotted: 3/21/2014 11:20 AM
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 Dashed By: J.W.
 Plotted By: J.W.



LEGEND
 MARKINGS TO BE REMOVED
 ———— EDGE OF PAVEMENT
 - - - - - EDGE OF SHOULDER

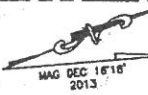
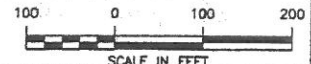


PREPARED BY: HDR Alaska, Inc. BY _____ DATE _____ REVISION _____

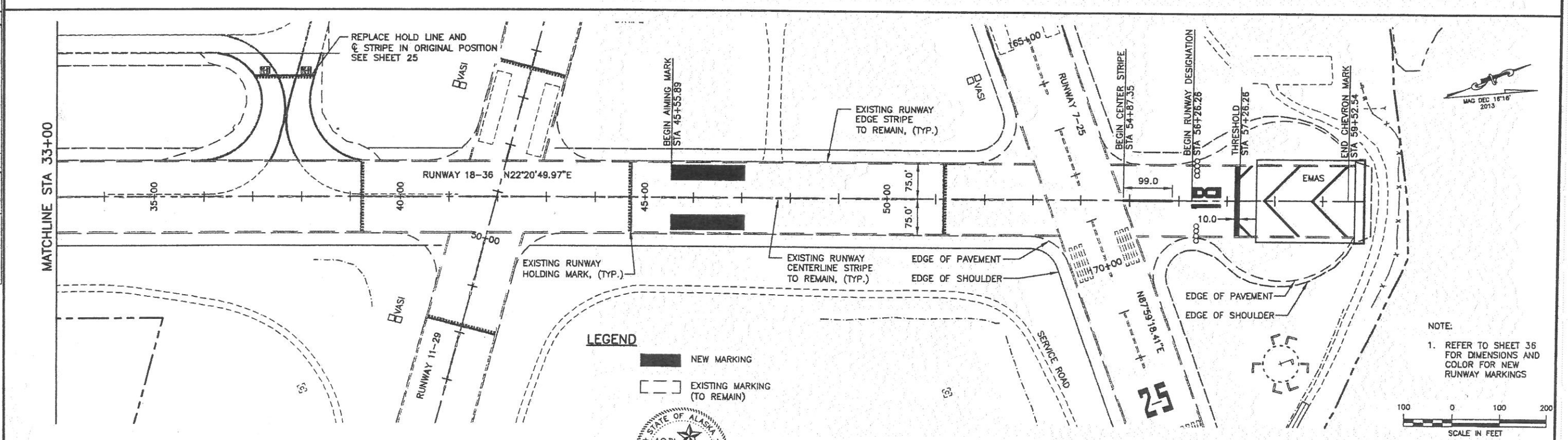
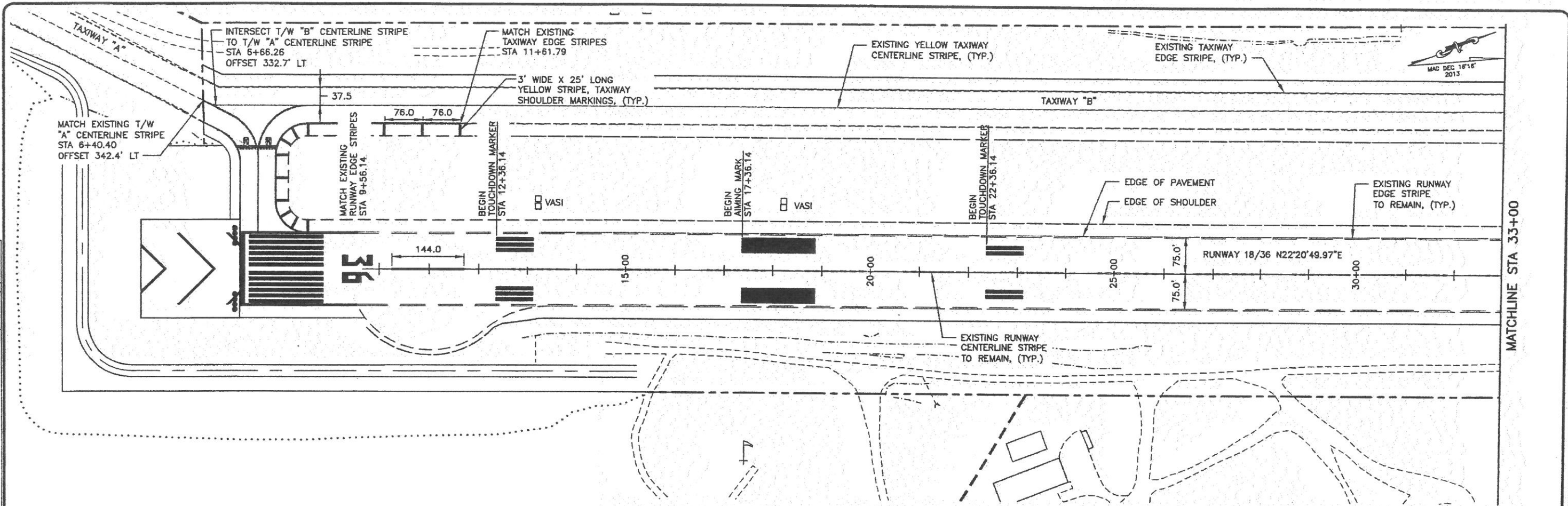
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 MARKING REMOVAL PLAN
 RUNWAY 18-36

DATE: 3/18/2014
 SHEET: 33 of 39
 AS-BUILT SHEET:



Date Rechecked: 3/21/2014 11:21 AM
 Drawn By: D.G.A.L.W.
 Checked By: J.W.
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LEGEND
 NEW MARKING
 EXISTING MARKING (TO REMAIN)



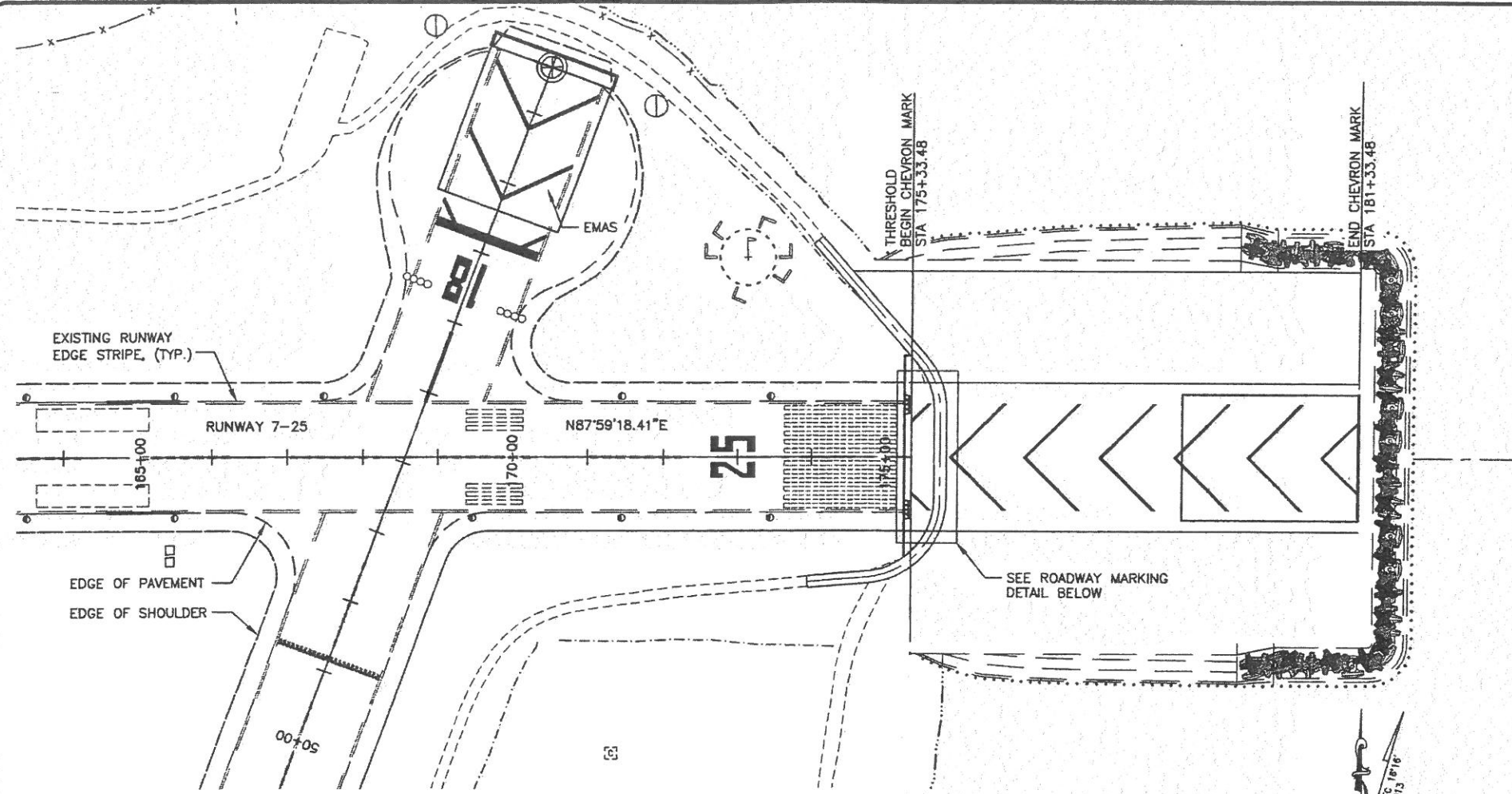
PREPARED BY: HDR Alaska, Inc. BY DATE REVISION

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		KODIAK AIRPORT KODIAK, ALASKA KODIAK AIRPORT RSA EXTENSION, 2014 PROJECT No. 53587 AIP No. 3-02-0158-017-2014 MARKING PLAN RUNWAY 18-36	DATE: 3/18/2014 SHEET: 34 OF 39 AS-BUILT SHEET: or
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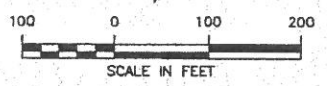
NOTE:
 1. REFER TO SHEET 36 FOR DIMENSIONS AND COLOR FOR NEW RUNWAY MARKINGS

100 0 100 200
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 Drawn By: D.C./L.W.
 Checked By: J.W.



RUNWAY END 25 MARKING PLAN

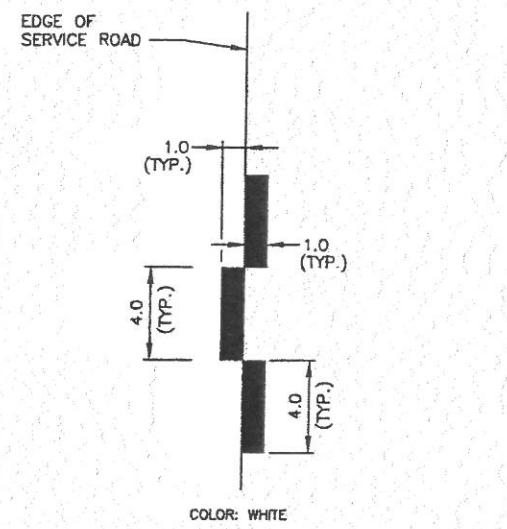


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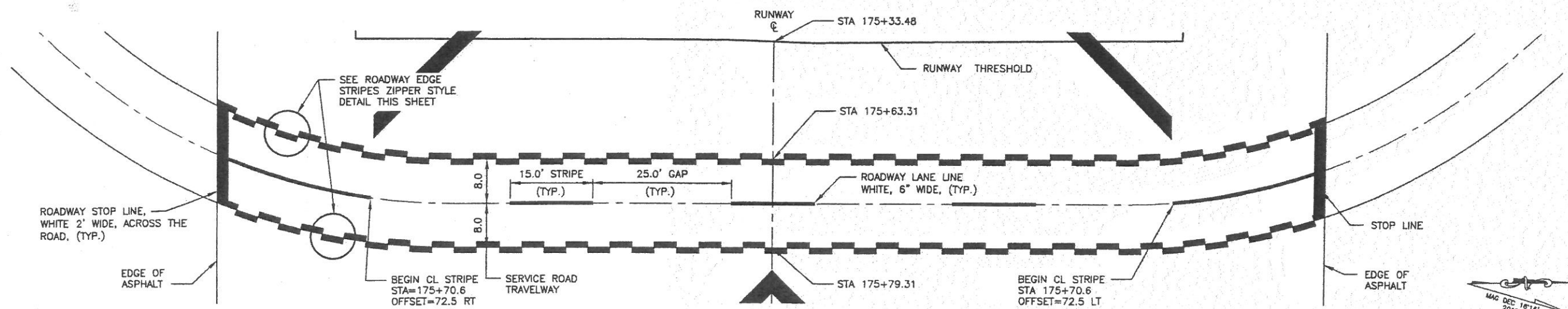
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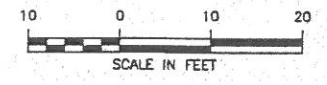
1. REFER TO SHEET 36 FOR DIMENSIONS AND COLOR FOR NEW RUNWAY MARKINGS



ROADWAY EDGE STRIPES ZIPPER STYLE



ROADWAY MARKING DETAIL



PREPARED BY: HDR Alaska, Inc.

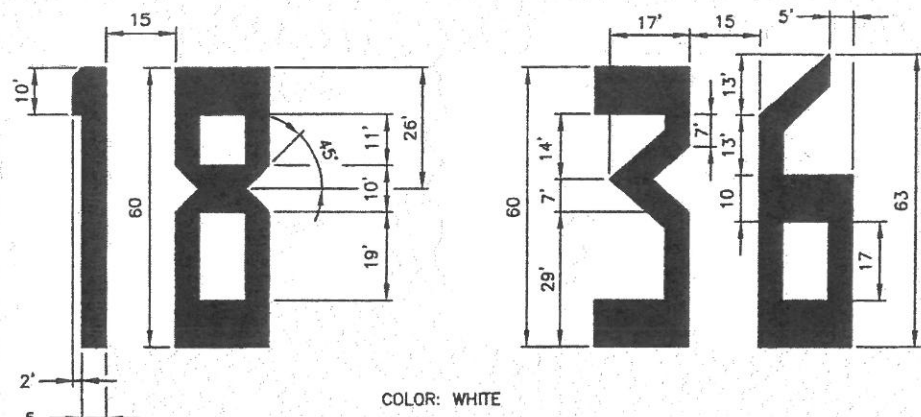
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 MARKING PLAN
 RUNWAY END 25

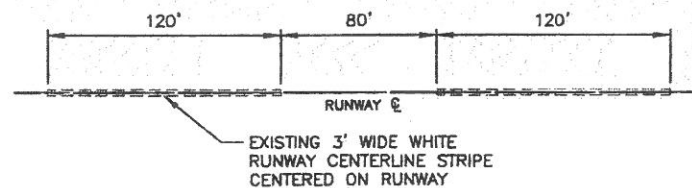
DATE: 3/18/2014
 SHEET: 35 of 39
 AS-BUILT SHEET:

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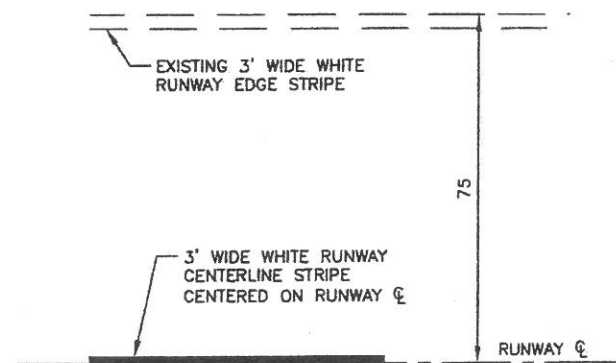


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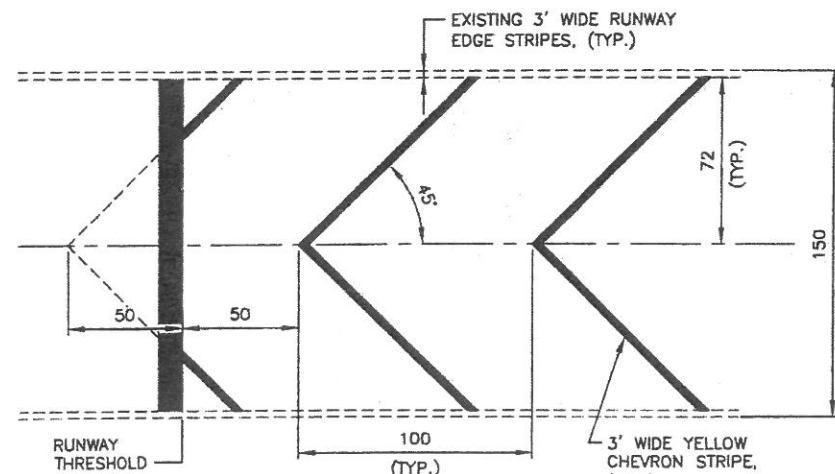
RUNWAY DESIGNATIONS
N.T.S.



RUNWAY CENTERLINE STRIPE SPACING
N.T.S.

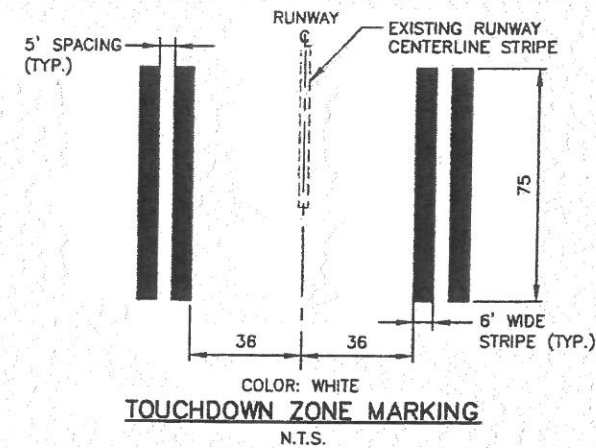


RUNWAY EDGE TO RUNWAY CENTERLINE
N.T.S.

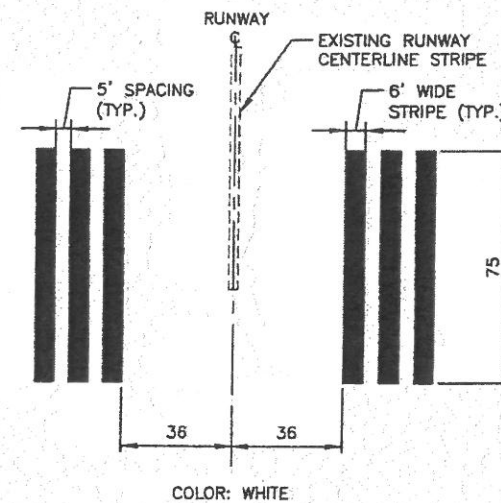


CHEVRON MARKINGS
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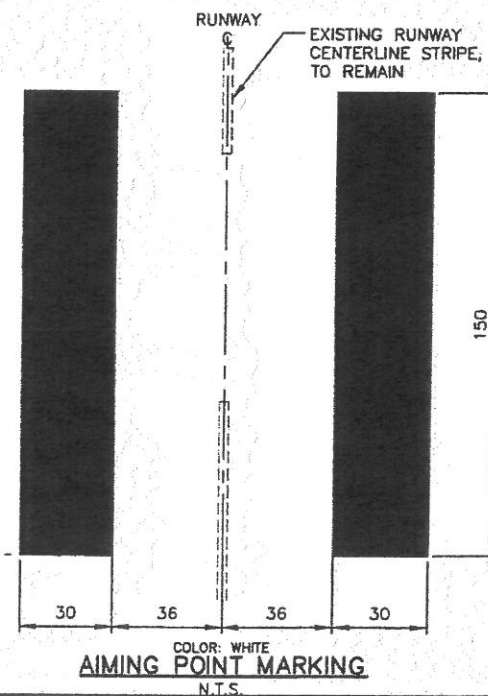
- NOTES:
1. SINGLE DESIGNATIONS ARE CENTERED ON THE RUNWAY PAVEMENT CENTERLINE.
 2. FOR DOUBLE DESIGNATIONS, THE CENTER OF THE OUTER EDGES OF THE TWO NUMERALS IS CENTERED ON THE RUNWAY PAVEMENT CENTERLINE.
 3. DETAILS ON THIS SHEET NOT TO THE SAME SCALE.



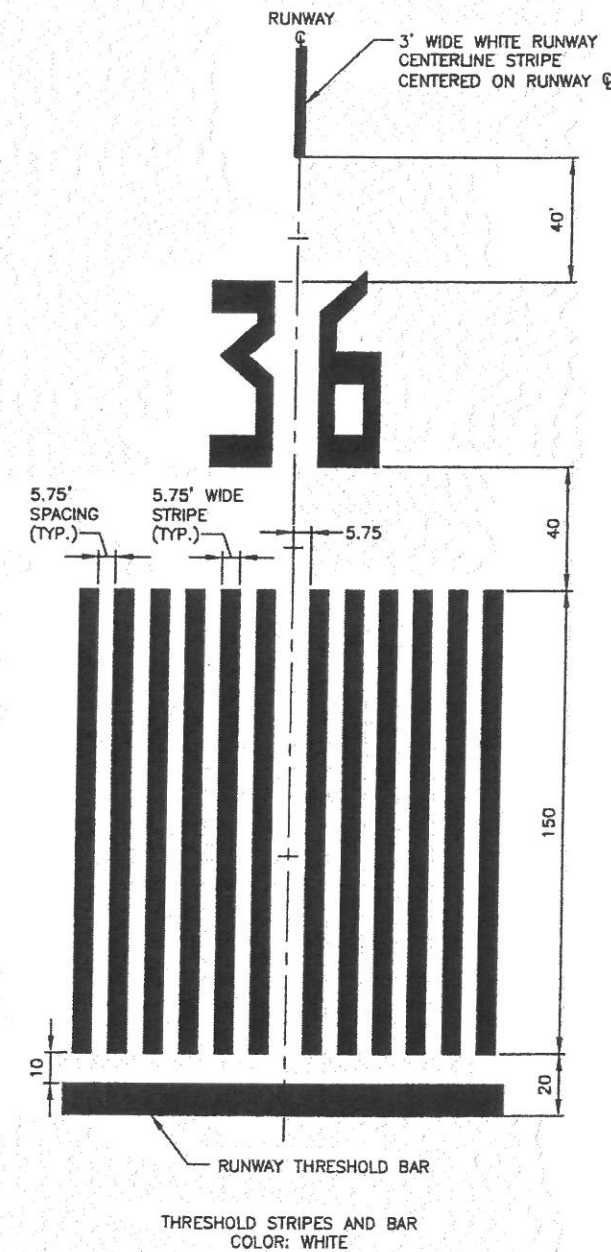
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TOUCHDOWN ZONE MARKING
N.T.S.



COLOR: WHITE
TOUCHDOWN ZONE MARKING
N.T.S.



COLOR: WHITE
AIMING POINT MARKING
N.T.S.



THRESHOLD STRIPES AND BAR
COLOR: WHITE
THRESHOLD STRIPES RW 36
N.T.S.



PREPARED BY: HDR Alaska, Inc.

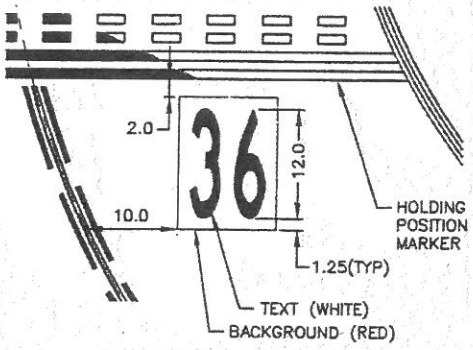
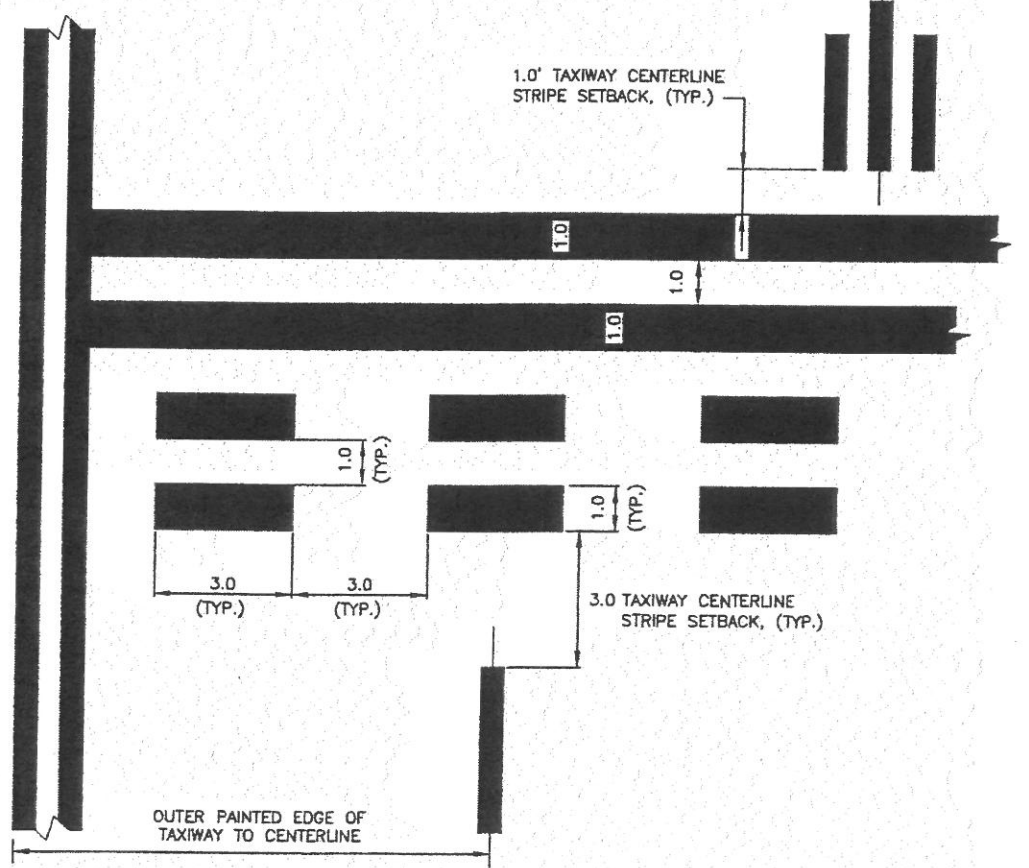
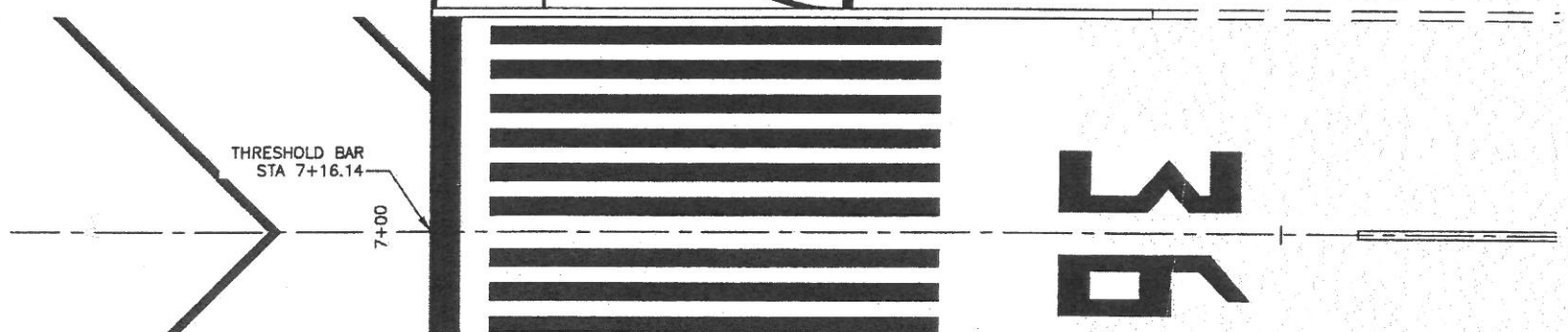
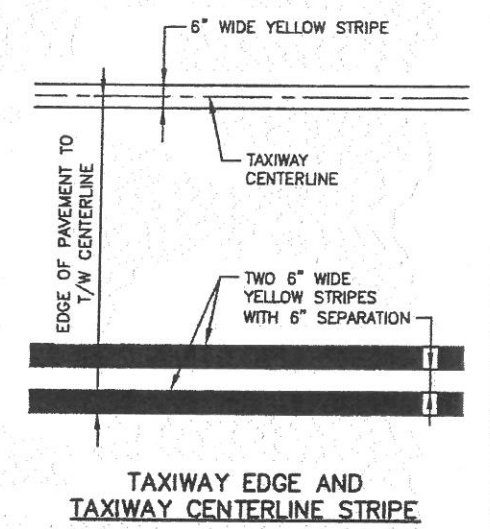
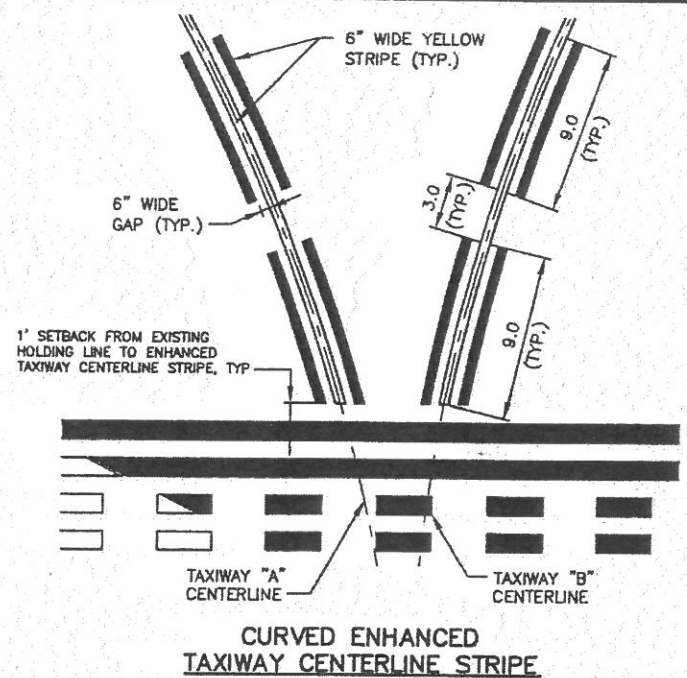
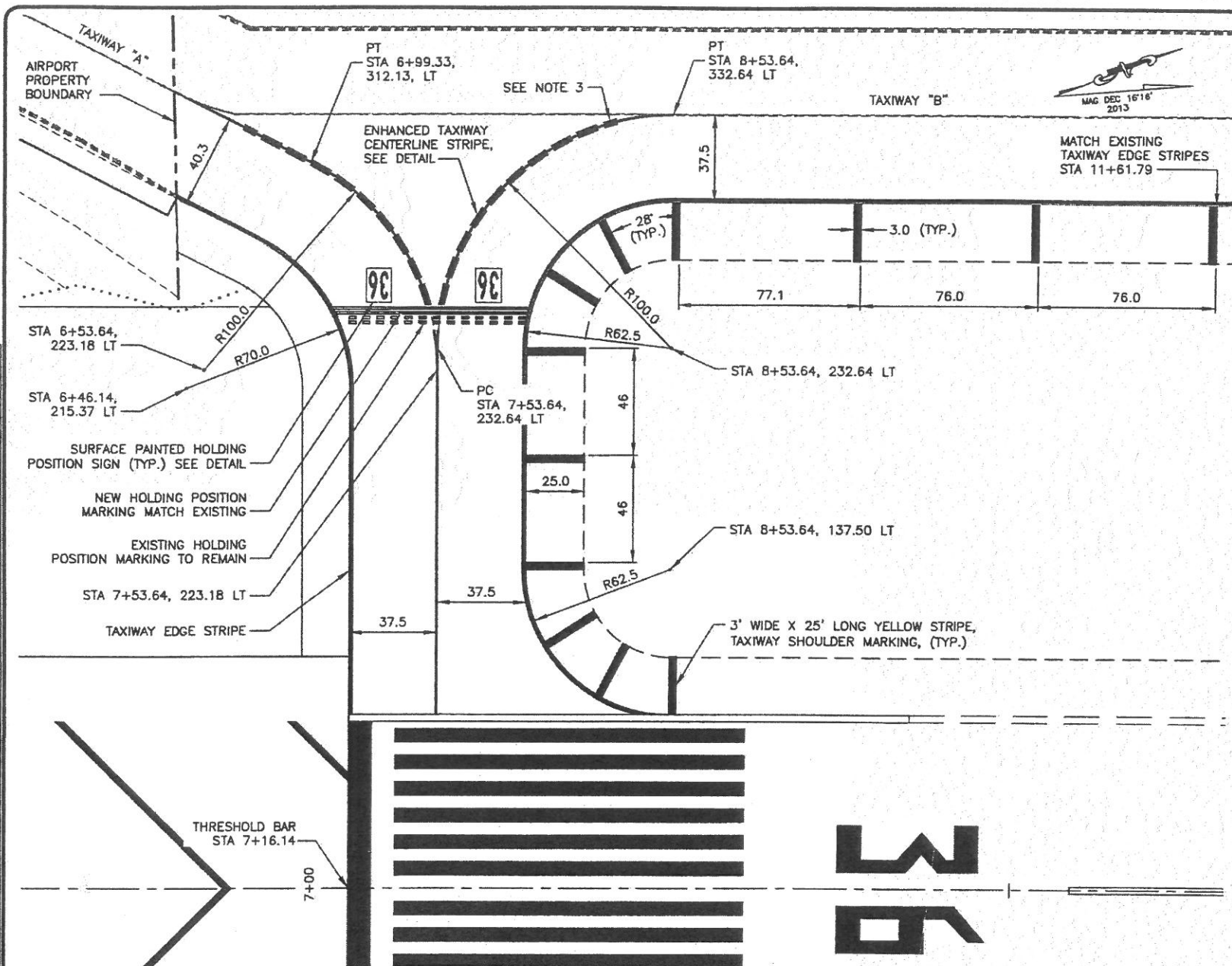
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY
 MARKING DETAILS

DATE: 3/18/2014
 SHEET: 36 OF 39
 AS-BUILT SHEET:

Date Revised: 3/25/2014, 11:53 AM
 Layout Name: 37-Taxiway-Marking-Details
 Drawn By: D.C./J.W.
 Checked By: J.M.
 File Path and Name: G:\paving\2014\37-Taxiway-Marking-Details\37-Taxiway-Marking-Details.dwg



- NOTES:**
- ALL MEASUREMENTS ARE TAKEN ALONG THE CENTER OF THE RUNWAY CENTERLINE.
 - THE TAXIWAY CENTERLINE MARKINGS MAY BE SHIFTED LEFT OR RIGHT TO AVOID INTERFERENCE WITH THE TAXIWAY CENTERLINE LIGHTS.
 - LAST ENHANCED CENTERLINE DASH IS 6 FEET LONG.
 - GLASS BEADS ARE APPLIED TO ALL ENHANCED MARKINGS.
 - REFER TO SHEET 36 FOR DIMENSIONS AND COLOR FOR NEW RUNWAY MARKINGS NOT DETAILED ON THIS SHEET.

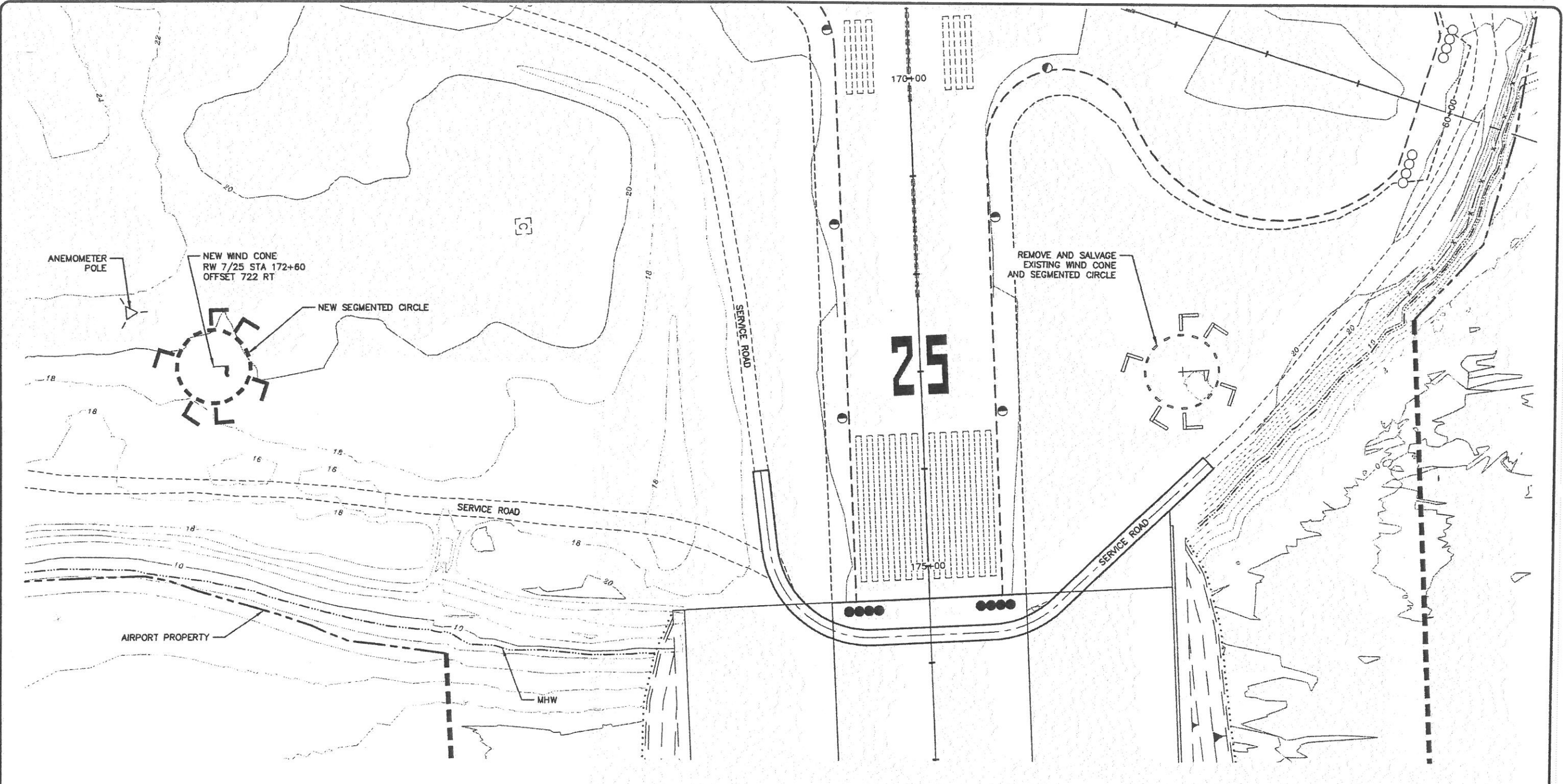


PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	KODIAK AIRPORT KODIAK, ALASKA KODIAK AIRPORT RSA EXTENSION, 2014 PROJECT No. 53587 AIP No. 3-02-0158-017-2014 TAXIWAY MARKING DETAILS	DATE: 3/18/2014
		SHEET: 37 OF 39 AS-BUILT SHEET:

Date Revised: 3/21/2014, 11:36 AM
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 File Path and Name: C:\working\Aves\60930331\A03-EMAS_38-39_WindCone_Plan.dwg
 Drawn By: L.W.
 Checked By: J.H.
 Designated By: D.G.



SCALE IN FEET
 HORIZONTAL TO VERTICAL RATIO= 1:10
 (BATHYMETRY CONTOUR INTERVALS)



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

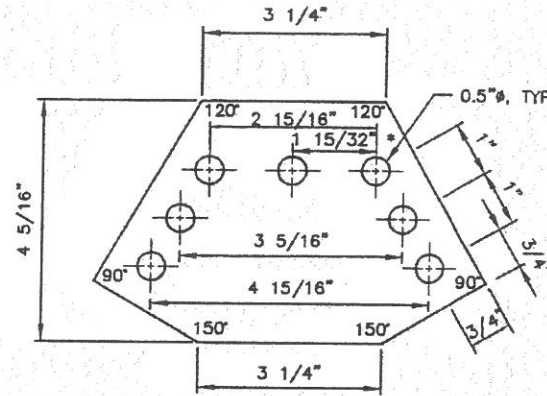
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 SEGMENTED CIRCLE AND
 WIND CONE PLAN

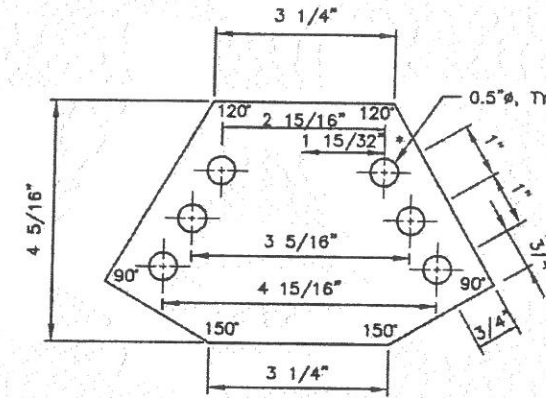
DATE: 3/18/2014
 SHEET: 38 OF 39
 AS-BUILT SHEET: or

SEGMENTED CIRCLE PANEL NOTES:

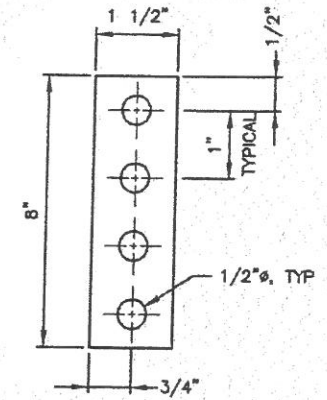
1. ALL STRUCTURAL MEMBERS ARE 1/8" THICK X 1.5" SQUARE, COLD ROLLED CARBON STEEL ASTM A426, CORNER WELDED, GALVANIZED (SIZE AS INDICATED ON DRAWING).
2. STRUCTURAL MEMBERS SHALL BE FASTENED TOGETHER WITH 3/8" X 5" GALVANIZED GRADE 2 STEEL BOLTS WITH NUT AND 2-25# WASHERS EACH.
3. GUSSET PLATES SHALL BE FASTENED TOGETHER WITH SIX 3/8" X 3" GALVANIZED GRADE 2 STEEL BOLTS.
4. PANEL SHALL BE 1/8" THICK ALUMINUM, ASTM B209, PRE PUNCHED 0.5"Ø FOR FASTENERS AS INDICATED IN DRAWING. FASTEN TO STRUCTURAL MEMBERS THROUGH LONGITUDINAL MEMBERS WITH 3/8" X 5" GALVANIZED GRADE 2 STEEL BOLTS WITH 0.5" DIAMETER WASHERS.
5. THE GUSSET PLATES SHALL BE FABRICATED FROM 1/4" STEEL PLATE, ASTM A36; GALVANIZED.
6. ASSURE EACH PANEL IS RECONSTRUCTED TO THE SAME TOP ELEVATION.



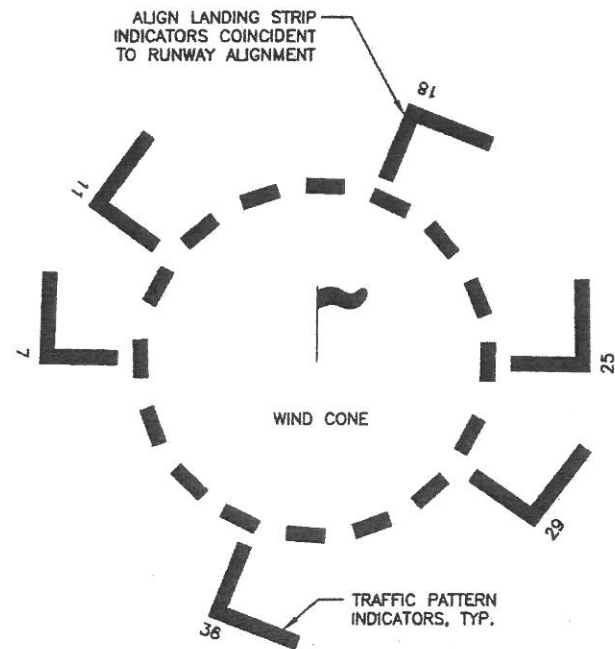
* TOP GUSSET PLATES ONLY
GUSSET PLATE "A" DETAIL
NTS



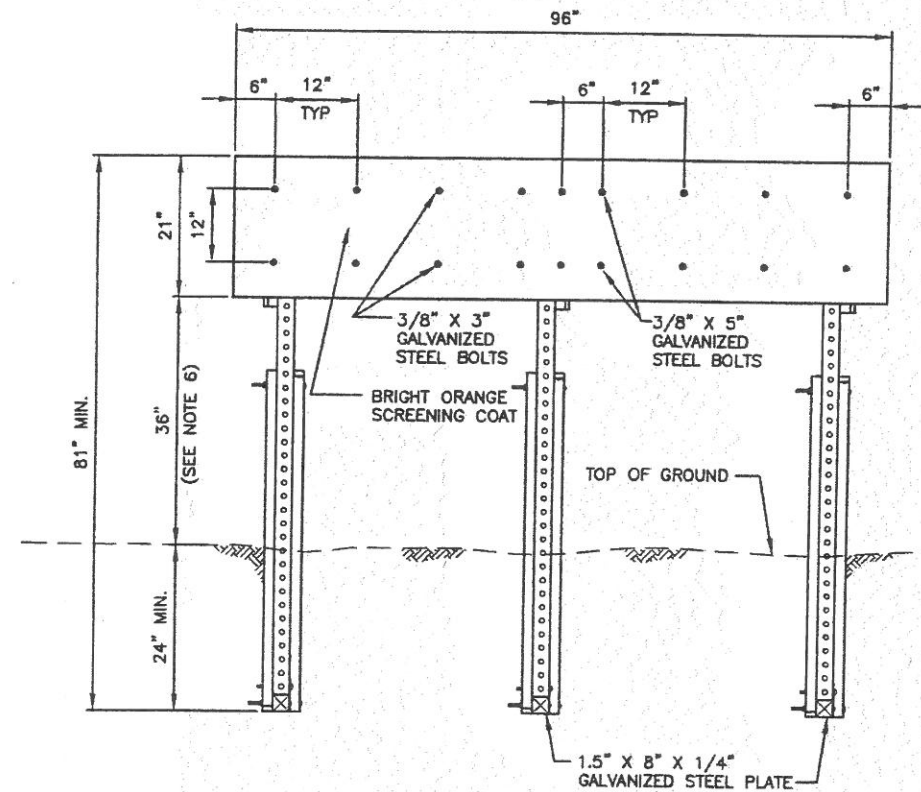
GUSSET PLATE "B" DETAIL
NTS



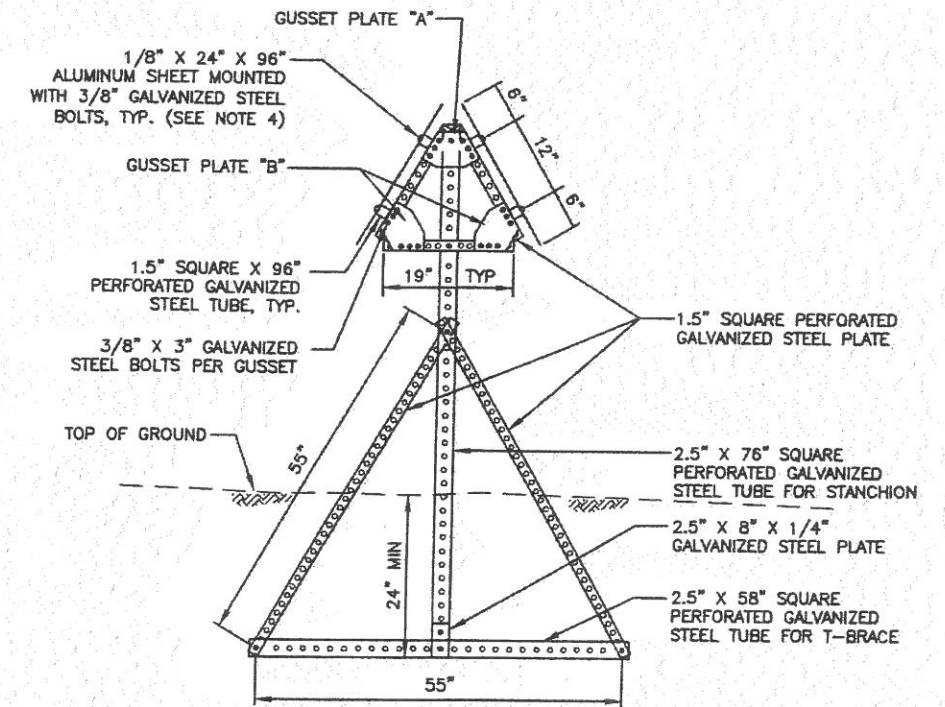
SPLICE PLATE DETAIL
NTS



SEGMENTED CIRCLE LAYOUT
NTS



FRONT VIEW



SIDE VIEW

SEGMENTED CIRCLE PANELS
NTS



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

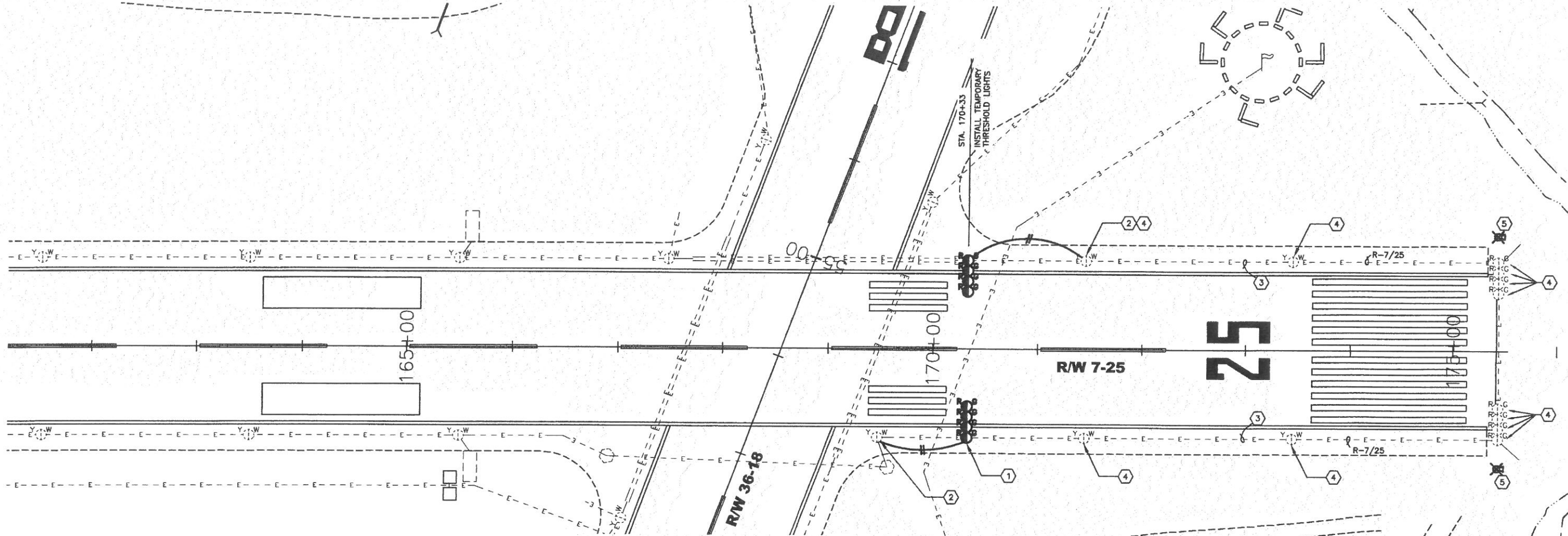
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
KODIAK AIRPORT RSA EXTENSION, 2014
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
SEGMENTED CIRCLE
DETAILS

DATE: 3/18/2014
SHEET: 39 OF 39
AS-BUILT SHEET: 0"

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 Drawn By: L.W.
 Checked By: J.W.

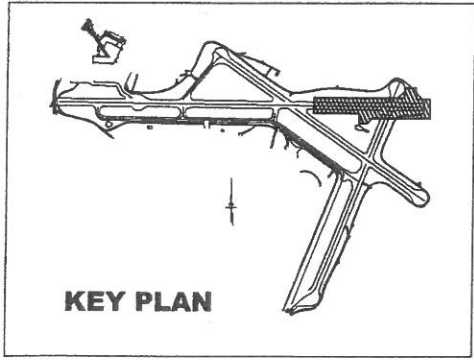
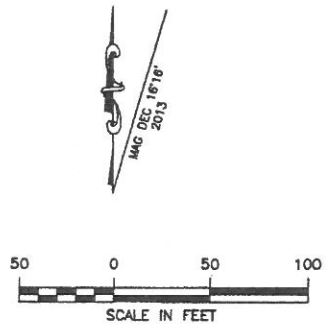
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 Designed By: DM
 Drawn By: ML
 Checked By: ML



1 R/W 25 TEMPORARY LIGHTING PLAN
D1

TEMPORARY LIGHTING LEGEND:

- R/W - RUNWAY
- XFMR - TRANSFORMER
- T/W - TAXIWAY
- LFMC - LIQUIDTIGHT FLEXIBLE METAL CONDUIT
- SDCB - STORM DRAIN CATCH BASIN
- TEMPORARY RUNWAY THRESHOLD LIGHT - HIGH INTENSITY
- EXISTING TAXIWAY LIGHT (TO REMAIN)
- EXISTING RUNWAY EDGE LIGHT (TO REMAIN)
- EXISTING RUNWAY THRESHOLD LIGHT (TO REMAIN)
- EXISTING ELECTRIC MANHOLE (TO REMAIN)
- EXISTING HANDHOLE (TO REMAIN)
- EXISTING CONCRETE ENCASE DUCT BANK (TO REMAIN)
- EXISTING AIRPORT SIGN (TO REMAIN)
- EXISTING UNDERGROUND CONDUIT (TO REMAIN)
- EXISTING UNDERGROUND ELECTRIC (TO REMAIN)
- EXISTING UNDERGROUND COMMUNICATION (TO REMAIN)
- EXISTING UNDERGROUND ELECTRIC UTILITY (TO REMAIN)
- EXISTING UNDERGROUND TELEPHONE UTILITY (TO REMAIN)



TEMPORARY LIGHTING NOTES:

- (X) INDICATES REFERENCE NOTE
- 1 CONSTRUCT TEMPORARY THRESHOLD PER DETAIL 1, SHEET E6. INSTALL AND MAINTAIN JUMPERS AND THRESHOLD AT THE LOCATIONS SHOWN ON THE PLANS IN ACCORDANCE WITH THE PHASING PLAN. EXTEND CAUTION ZONE WEST OF TEMPORARY THRESHOLD, RE-USE EXISTING LENSES AS PRACTICAL. PROVIDE NEW LENSES AS REQUIRED. UPON REMOVAL AND DISPOSAL OF TEMPORARY THRESHOLD THE CONTRACTOR SHALL RESTORE CIRCUITS AND CAUTION ZONE LIGHTING. THIS WORK SHALL BE SUBSIDIARY TO L-100r AND NO SEPARATE PAYMENT WILL BE MADE.
- 2 CONNECT TEMPORARY THRESHOLD LIGHTS TO EXISTING CIRCUIT IN NEAREST EDGE LIGHT BASE.
- 3 UTILIZE EXISTING CONDUIT AND CONDUCTORS FOR TEMPORARY LIGHTING.
- 4 EDGE LIGHTS BEYOND TEMPORARY THRESHOLD SHALL BE INOPERABLE WHEN TEMPORARY THRESHOLD IS IN SERVICE.
- 5 EXISTING REIL LIGHT TO BE REPLACED (BY OTHERS). CONTRACTOR TO REMOVE EXISTING REIL LIGHTS AND FOUNDATIONS AND PROVIDE NEW FOUNDATIONS, SEE SHEETS E7 AND E14-E19. EXISTING CONDUIT AND WIRING TO BE MAINTAINED AND REUSED. CONCRETE AND SURFACE SEALER SHALL MEET THE SPECIFICATION P-610. REIL LIGHTS SHALL BE INOPERABLE WHEN TEMPORARY THRESHOLD IS IN SERVICE. REIL LIGHTS SHALL BE SALVAGED AND OFFERED TO THE FAA. THIS WORK SHALL BE SUBSIDIARY TO L-135k AND NO SEPARATE PAYMENT WILL BE MADE.



PREPARED BY: MBA Consulting Engineers, Inc.

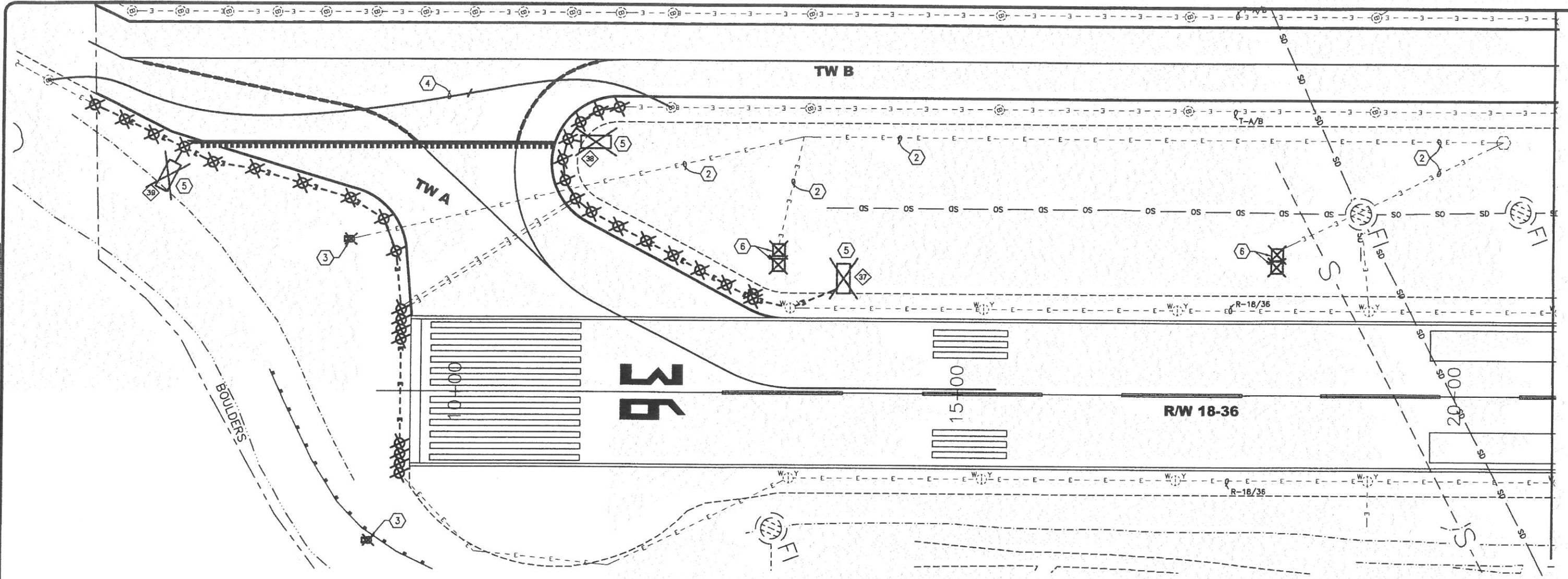
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
RUNWAY 25 TEMPORARY LIGHTING PLAN

DATE: 3/18/2014
SHEET: D1 OF D3
AS-BUILT SHEET:

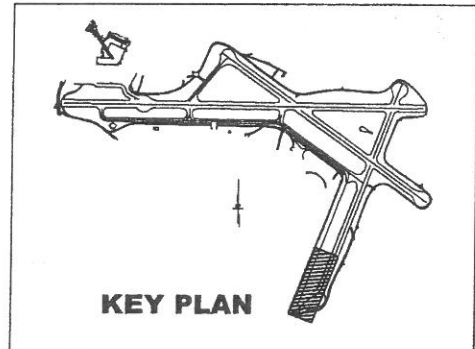
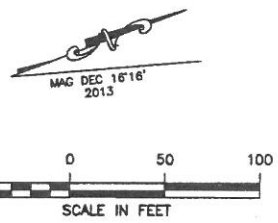
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 Designed By: DH
 Drawn By: MK
 Checked By: ML



1 R/W 36 AND T/W 'A' LIGHTING DEMOLITION PLAN
D2

DEMOLITION LEGEND:

- R/W - RUNWAY
- XFMR - TRANSFORMER
- T/W - TAXIWAY
- LFMC - LIQUIDTIGHT FLEXIBLE METAL CONDUIT
- SDCB - STORM DRAIN CATCH BASIN
- EXISTING RUNWAY OR TAXIWAY LIGHT AND METAL BASE (TO BE REMOVED) ①
- EXISTING TAXIWAY LIGHT (TO REMAIN)
- EXISTING RUNWAY EDGE LIGHT (TO REMAIN)
- EXISTING RUNWAY THRESHOLD LIGHT (TO REMAIN)
- EXISTING ELECTRIC MANHOLE (TO REMAIN)
- EXISTING WIND CONE (TO REMAIN)
- EXISTING HANDHOLE (TO REMAIN)
- EXISTING CONCRETE ENCASE DUCT BANK (TO REMAIN)
- EXISTING AIRPORT SIGN (TO REMAIN)
- EXISTING AIRPORT SIGN AND BASE (TO BE REMOVED)
- EXISTING UNDERGROUND CONDUIT (TO REMAIN)
- EXISTING UNDERGROUND ELECTRIC (TO REMAIN)
- EXISTING UNDERGROUND COMMUNICATION (TO REMAIN)
- EXISTING UNDERGROUND ELECTRIC UTILITY (TO REMAIN)
- EXISTING UNDERGROUND TELEPHONE UTILITY (TO REMAIN)



PREPARED BY: MBA Consulting Engineers, Inc.

DEMOLITION NOTES:

- (X) INDICATES REFERENCE NOTE
- ① REMOVE EXISTING EDGE LIGHTS. LIGHT FIXTURES AND TRANSFORMERS ARE TO BE SALVAGED AND OFFERED TO THE STATE. THIS WORK SHALL BE PAID UNDER L-100n.
 - ② EXISTING TO BE MAINTAINED AND WORKED AROUND.
 - ③ EXISTING REIL LIGHT TO BE RELOCATED (BY OTHERS). CONTRACTOR TO REMOVE EXISTING FOUNDATIONS AND PROVIDE NEW FOUNDATIONS, CONDUIT AND WIRING, SEE SHEETS E1, E7, EB AND E9. THIS WORK SHALL BE SUBSIDIARY TO L-135k AND NO SEPARATE PAYMENT WILL BE MADE.
 - ④ INSTALL AND MAINTAIN #8, 5 KV, TYPE C AIRPORT CABLE IN HDPE CONDUIT FOR TEMPORARY JUMPERS TO EDGE LIGHTS AS REQUIRED. SAND BAG, 50lb MINIMUM, AT INTERVAL NOT TO EXCEED 10 FEET ON CENTER. UPON REMOVAL AND DISPOSAL OF TEMPORARY JUMPERS THE CONTRACTOR SHALL RESTORE CIRCUITS AND LIGHTING. THIS WORK SHALL BE SUBSIDIARY TO L-100r AND NO SEPARATE PAYMENT WILL BE MADE.
 - ⑤ REMOVE EXISTING SIGNS. REMOVE SIGN BASES. REMOVE TRANSFORMERS AND SECONDARY CONDUCTORS. ABANDON CONDUIT IN PLACE. SIGNS AND TRANSFORMERS SHALL BE SALVAGED AND OFFERED TO DOT FIELD MAINTENANCE. THIS WORK SHALL BE SUBSIDIARY TO THE PAY ITEM L-100n AND NO SEPARATE PAYMENT WILL BE MADE.
 - ⑥ REMOVE EXISTING VASI BOXES AND FOUNDATIONS. EXISTING CONDUIT AND CONDUCTORS TO BE MAINTAINED AND WORKED AROUND. VASI BOXES SHALL BE SALVAGED AND OFFERED TO THE FAA. THIS WORK SHALL BE SUBSIDIARY TO L-135k AND NO SEPARATE PAYMENT WILL BE MADE.
 - ⑦ REMOVE EXISTING WIND CONE. DISPOSE OF EXISTING FOUNDATION AND RESTORE FINISH GRADE. REMOVE EXISTING CIRCUITRY BACK TO HANDHOLE HH-1. EXISTING WIND CONE AND POLE SHALL BE SALVAGED AND OFFERED TO THE STATE. THIS WORK SHALL BE SUBSIDIARY TO PAY ITEM L-107a AND NO SEPARATE PAYMENT WILL BE MADE.

DEMOLITION NOTES CONT:

- B. THE CONTRACTOR SHALL DISPOSE OF CONCRETE BASES AND RESTORE GRADE AND FINISH SURFACES DISTURBED BY THE REMOVAL OF THESE STRUCTURES. THIS WORK SHALL BE SUBSIDIARY TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.
9. ABANDONED CONDUCTORS AND GROUND WIRES IN RACEWAY SHALL BE REMOVED, CONDUIT AND DIRECT BURIED WIRING SHALL BE ABANDONED IN PLACE.
10. ABANDONED CONDUIT RUNS EXPOSED DURING EXCAVATION SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. THIS WORK SHALL BE SUBSIDIARY TO EXCAVATION AND NO SEPARATE PAYMENT WILL BE MADE.
11. CONTRACTOR SHALL RESTORE LIGHTING CONTROL AND POWER CIRCUITS TO THE SATISFACTION OF THE AIRPORT MANAGER.

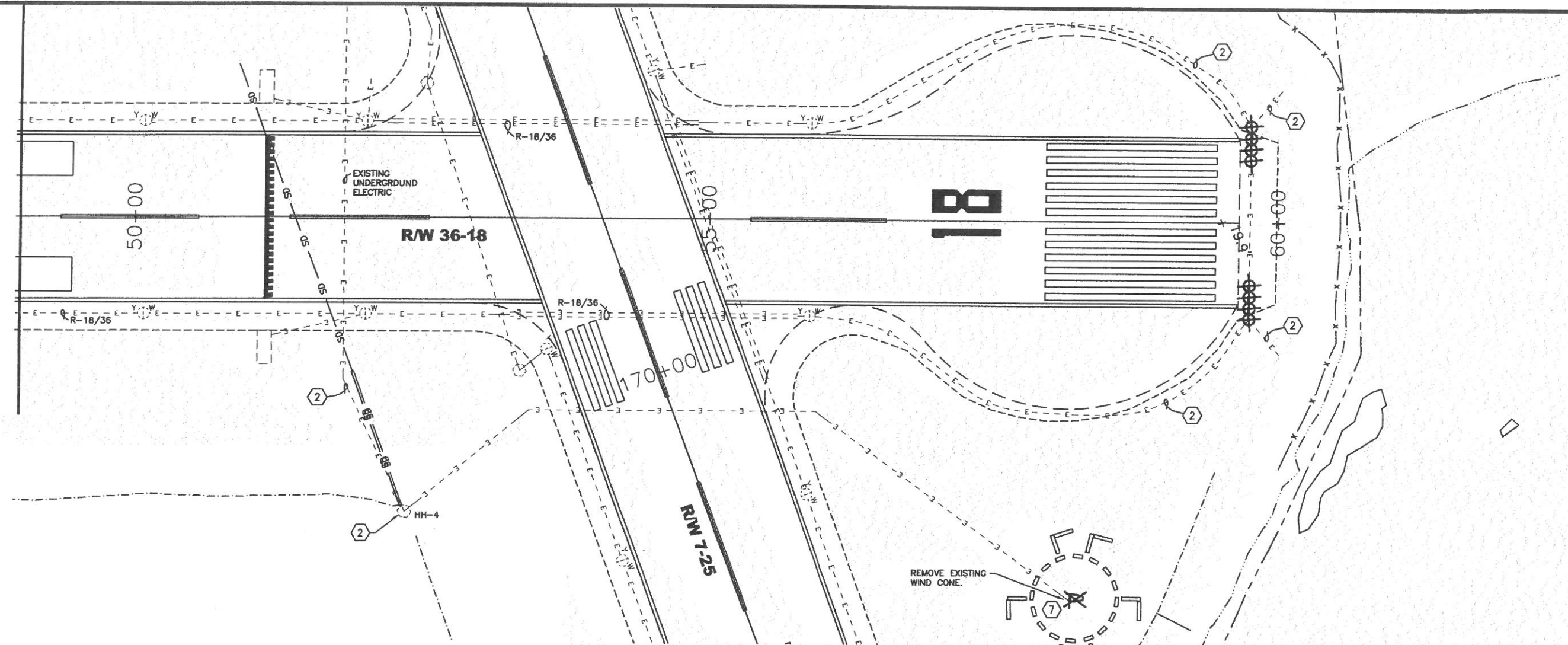
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
R/W 36 AND T/W 'A'
LIGHTING DEMOLITION PLAN

DATE: 3/18/2014
SHEET: D2 OF D3
AS-BUILT SHEET:

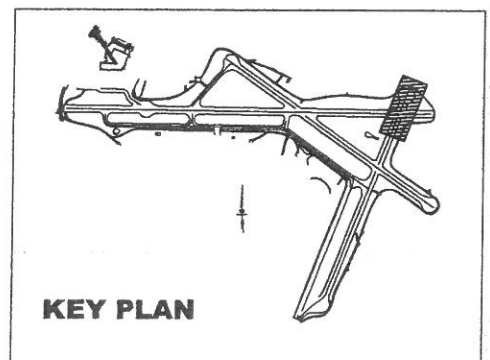
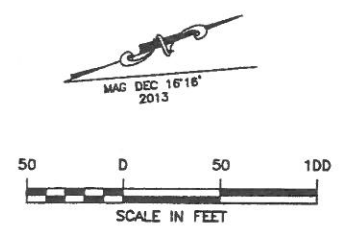
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 Designed By: DH
 Drawn By: MK
 Checked By: ML



1 R/W 18 LIGHTING DEMOLITION PLAN
D3

DEMOLITION LEGEND:

- R/W - RUNWAY
- XFMR - TRANSFORMER
- T/W - TAXIWAY
- LFMC - LIQUDTIGHT FLEXIBLE METAL CONDUIT
- SDCB - STDRM DRAIN CATCH BASIN
- EXISTING RUNWAY DR TAXIWAY LIGHT AND METAL BASE (TO BE REMDVED) (1)
- EXISTING TAXIWAY LIGHT (TO REMAIN)
- EXISTING RUNWAY EDGE LIGHT (TO REMAIN)
- EXISTING RUNWAY THRESHOLD LIGHT (TO REMAIN)
- EXISTING ELECTRIC MANHOLE (TO REMAIN)
- EXISTING WIND CDNE (TD BE REMDVED)
- EXISTING HANDHOLE (TD REMAIN)
- EXISTING CONCRETE ENCASE DUCT BANK (TO REMAIN)
- EXISTING AIRPRT SIGN (TO REMAIN)
- EXISTING AIRPRT SIGN AND BASE (TD BE RELDCATED) SHALL BE SUBSIDIARY TD PAY ITEM L1DDn
- EXISTING UNDERGRDND CONDUIT (TD REMAIN)
- E--- EXISTING UNDERGRDND ELECTRIC (TD REMAIN)
- C--- EXISTING UNDERGRDND COMMUNICATION (TD REMAIN)
- UGE--- EXISTING UNDERGRDND ELECTRIC UTILITY (TD REMAIN)
- UGTel--- EXISTING UNDERGRDND TELEPHONE UTILITY (TO REMAIN)



PREPARED BY: MBA Consulting Engineers, Inc.

DEMOLITION NOTES:

- (X) INDICATES REFERENCE NDTE)
- 1 REMOVE EXISTING EDGE LIGHTS. LIGHT FIXTURES AND TRANSFORMERS ARE TO BE SALVAGED AND OFFERED TO THE STATE. THIS WORK SHALL BE PAID UNDER L-1DDn.
 - 2 EXISTING TO BE MAINTAINED AND WORKED AROUND.
 - 3 EXISTING REIL LIGHT TO BE RELDCATED (BY OTHERS). CONTRACTOR TO REMOVE EXISTING FOUNDATIDNS AND PROVIDE NEW FOUNDATIONS, CONDUIT AND WIRING, SEE SHEETS E1, E7, E8 AND E9. THIS WDRK SHALL BE SUBSIDIARY TO L-135k AND ND SEPARATE PAYMENT WILL BE MADE.
 - 4 INSTALL AND MAINTAIN #8, 5 KV, TYPE C AIRPRT CABLE IN HDPE CONDUIT FDR TEMPORARY JUMPERS TO EDGE LIGHTS AS REQUIRED. SAND BAG, 50lb MINIMUM, AT INTERVAL NDT TO EXCEED 10 FEET DN CENTER. UPON REMOVAL AND DISPDAL DF TEMPORARY JUMPERS THE CONTRACTDR SHALL RESTDRE CIRCUITS AND LIGHTING. THIS WORK SHALL BE SUBSIDIARY TD L-1DDn AND NO SEPARATE PAYMENT WILL BE MADE.
 - 5 REMOVE EXISTING SIGNS. REMDVE SIGN BASES. REMOVE TRANSFORMERS AND SECONDARY CONDUCTRS. ABANDN CONDUIT IN PLACE. SIGNS AND TRANSFORMERS SHALL BE SALVAGED AND OFFERED TO DOT FIELD MAINTENANCE. THIS WORK SHALL BE SUBSIDIARY TD THE PAY ITEM L-1DDn AND ND SEPARATE PAYMENT WILL BE MADE.
 - 6 REMDVE EXISTING VASI BDXES AND FOUNDATIONS. EXISTING CONDUIT AND CDNDUCTRS TO BE MAINTAINED AND WORKED AROUND. VASI BOXES SHALL BE SALVAGED AND OFFERED TO THE FAA. THIS WORK SHALL BE SUBSIDIARY TO L-135k AND NO SEPARATE PAYMENT WILL BE MADE.
 - 7 REMDVE EXISTING WIND CONE. DISPDSE OF EXISTING FOUNDATION AND RESTORE FINISH GRADE. REMOVE EXISTING CIRCUITRY BACK TO HANDHOLE HH-1. EXISTING WIND CDNE AND POLE SHALL BE SALVAGED AND OFFERED TO THE STATE. THIS WORK SHALL BE SUBSIDIARY TD PAY ITEM L-1D7a AND ND SEPARATE PAYMENT WILL BE MADE.

DEMOLITION NOTES CONT:

8. THE CDNTRACTOR SHALL DISPOSE OF CONCRETE BASES AND RESTORE GRADE AND FINISH SURFACES DISTURBED BY THE REMOVAL DF THESE STRUCTURES. THIS WORK SHALL BE SUBSIDIARY TD THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.
9. ABANDNED CDNDUCTORS AND GROUND WIRES IN RACEWAY SHALL BE REMDVED, CONDUIT AND DIRECT BURIED WIRING SHALL BE ABANDONED IN PLACE.
10. ABANDNED CONDUIT RUNS EXPOSED DURING EXCAVATION SHALL BE REMDVED AND DISPDSE DF BY THE CONTRACTOR. THIS WDRK SHALL BE SUBSIDIARY TO EXCAVATION AND NO SEPARATE PAYMENT WILL BE MADE.
11. CONTRACTOR SHALL RESTDRE LIGHTING CONTROL AND POWER CIRCUITS TD THE SATISFACTION OF THE AIRPRT MANAGER.

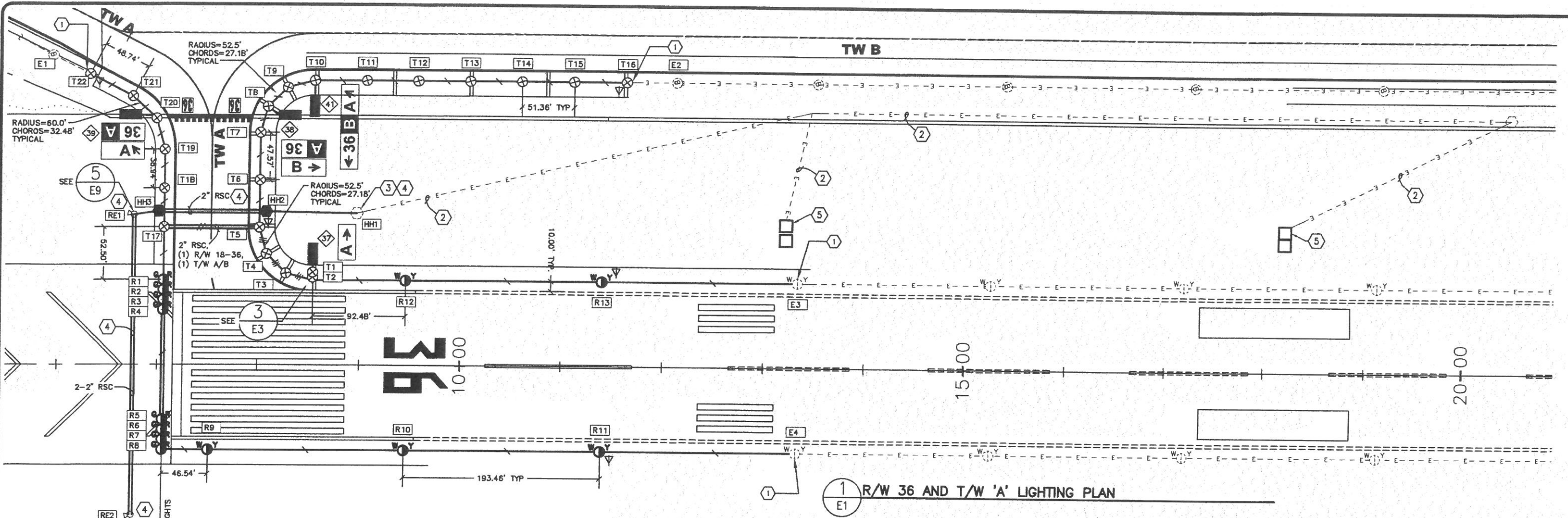
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 R/W 18
 LIGHTING DEMOLITION PLAN

DATE: 3/18/2014
 SHEET: D3 OF D3
 AS-BUILT SHEET:

Date Revised: 3/18/2014, 2:35 PM
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 Designed By: DH
 Drawn By: MK
 Checked By: ML



1 R/W 36 AND T/W 'A' LIGHTING PLAN

LEGEND:

- R/W - RUNWAY
- XFMR - TRANSFORMER
- T/W - TAXIWAY
- L/MC - LIQUIDTIGHT FLEXIBLE METAL CONDUIT
- SOCB - STORM DRAIN CATCH BASIN
- C--- EXISTING UNDERGROUND COMMUNICATION
- - - - EXISTING UNDERGROUND ELECTRIC
- === EXISTING CONCRETE ENCASE DUCT BANK
- NEW 2" RIGID STEEL CONDUIT
- NEW 2" HDPE CONDUIT, HASH MARKS INDICATE NUMBER OF #8 AWG. SKY AIRPORT CABLES TYPE "C" PLUS ONE #6 BARE COPPER GROUND CONDUCTOR.
- EXISTING HANDHOLE
- EXISTING ELECTRIC MANHOLE
- EXISTING RUNWAY EDGE LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- NEW RUNWAY THRESHOLD LIGHT - HIGH INTENSITY
- NEW RUNWAY EDGE LIGHT - HIGH INTENSITY
- NEW TAXIWAY EDGE LIGHT
- RELOCATED REL LIGHT (BY OTHERS)
- NEW 3/4" X 10' GROUND ROD
- SIGN NUMBER - SEE SCHEDULE ON SHEET E6
- EXISTING AIRPORT SIGN (TO REMAIN)
- NEW SIGN, SEE SHEET E4
- NEW HANDHOLE, L-867B
- RELOCATED WIND CONE

ELECTRICAL NOTES:

- (X) INDICATES REFERENCE NOTE
- 1 CONNECT NEW CONDUIT TO EXISTING LIGHT BASE, HANOHOLE OR CONDUIT. CONNECT NEW CONDUCTORS TO EXISTING FOR CONTINUATION OF CIRCUIT.
 - 2 EXISTING TO BE MAINTAINED AND WORKED AROUND.
 - 3 CONNECT NEW 2" HDPE CONDUIT TO EXISTING HANDHOLE, VERIFY LOCATION. PROVIDE 1/2" BLANK STEEL COVER.
 - 4 EXTEND REIL CONDUIT TO NEW LOCATION SHOWN, SEE SHEET E7. CONSTRUCT NEW CONCRETE FOUNDATIONS AND PROVIDE CONDUIT, WIRING, AND J-BOX PER SHEETS EB AND E9. CONCRETE AND SURFACE SEALER SHALL MEET THE SPECIFICATION P-610. THIS WORK SHALL BE SUBSIDIARY TO L-135k AND NO SEPARATE PAYMENT WILL BE MADE.
 - 5 PROVIDE NEW VASI FOUNDATIONS PER SHEETS E10, E11, E12, AND E13 IN EXISTING LOCATION. CONCRETE AND SURFACE SEALER SHALL MEET THE SPECIFICATION P-610. THIS WORK SHALL BE SUBSIDIARY TO L-135k AND NO SEPARATE PAYMENT WILL BE MADE.
 6. INSTALL NEW CONDUIT BEFORE RUNWAY, TAXIWAY OR SHOULDER IS PAVED.
 7. WHEN INSTALLED IN THE SAME STRUCTURE, DUCT BANK OR CONDUIT CONDUCTORS OF SEPARATE CIRCUITS SHALL BE IDENTIFIED BY COLORABLE INSULATION. THE COLORS GREEN AND WHITE SHALL NOT BE USED TO IDENTIFY CIRCUITS.
 8. SERIES CIRCUITS. VERIFY AND MATCH EXISTING COLOR, R/W 18-36: RED, T/W A/B: BLUE.
 9. PROVIDE LB67 LIGHT BASES AND HANDHOLES WITH ADDITIONAL THREADED HUBS TO ACCOMMODATE CONDUIT RUNS AND DRAINS SHOWN.
 10. CONNECT NEW HDPE CONDUIT TO EXISTING DISSIMILAR CONDUIT USING ELECTROFUSION COUPLING OR POLYCAM ADAPTER.
 11. CONTRACTOR SHALL RESTORE LIGHTING CONTROL AND POWER CIRCUITS, TO THE SATISFACTION OF THE AIRPORT MANAGER.
 12. CIRCUITS PULLED THROUGH LIGHT BASES WITHOUT TRANSFORMER TERMINATIONS SHALL BE CONTINUOUS WITH NO SPLICES OR SLACK LOOPS. CIRCUITS CONNECTING TO TRANSFORMER SHALL HAVE SLACK LOOPS PER SPECIFICATION.
 13. ADJUST CAUTION ZONE ON R/W 18-36 SOUTH 240 FEET. PROVIDE NEW LENSES FOR MODIFIED FIXTURES.

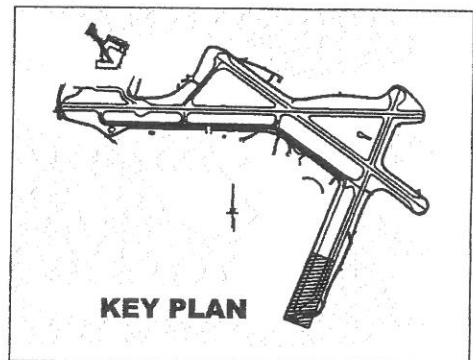
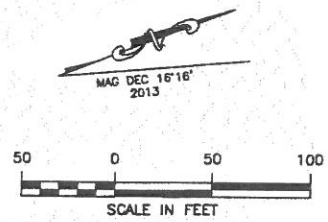


PREPARED BY: MBA Consulting Engineers, Inc.

BY	DATE	REVISION

LIGHT SCHEDULE							
NUMBER	SYMBOLS	LOCATION	LIGHT DETAILS				
			LIGHT COLOR	LAMP WATTAGE	F.A.A. NUMBER	TRANSFORMER WATTAGE	REMARKS
5	Y W	R/W 18-36 EDGE LIGHT	YELLOW/WHITE	120	LB62	100	SHEET E1
16	R G	R/W 18-36 THRESHOLD LIGHT	RED/GREEN	200	LB62E	200	SHEET E1 AND E2
22	⊗	T/W EDGE LIGHT	BLUE	12	LB61T	10/15	SHEET E1
1	NOT SHOWN	R/W 18-36 EDGE LIGHT	YELLOW/WHITE	EXISTING	LB62	EXISTING	LENS ONLY; SHEET E1, NOTE 13
2	NOT SHOWN	R/W 18-36 EDGE LIGHT	WHITE/WHITE	EXISTING	LB62	EXISTING	LENS ONLY; SHEET E1, NOTE 13

ALL TRANSFORMERS 6.6A/6.6A



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 RUNWAY 36
 LIGHTING PLAN

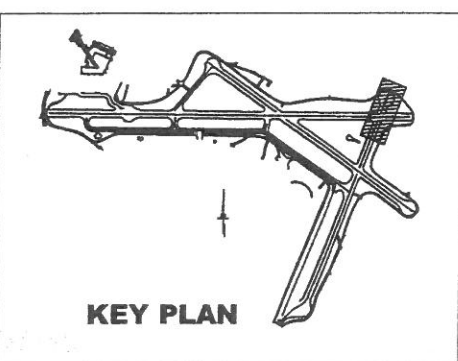
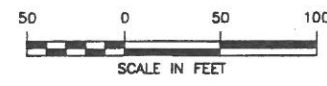
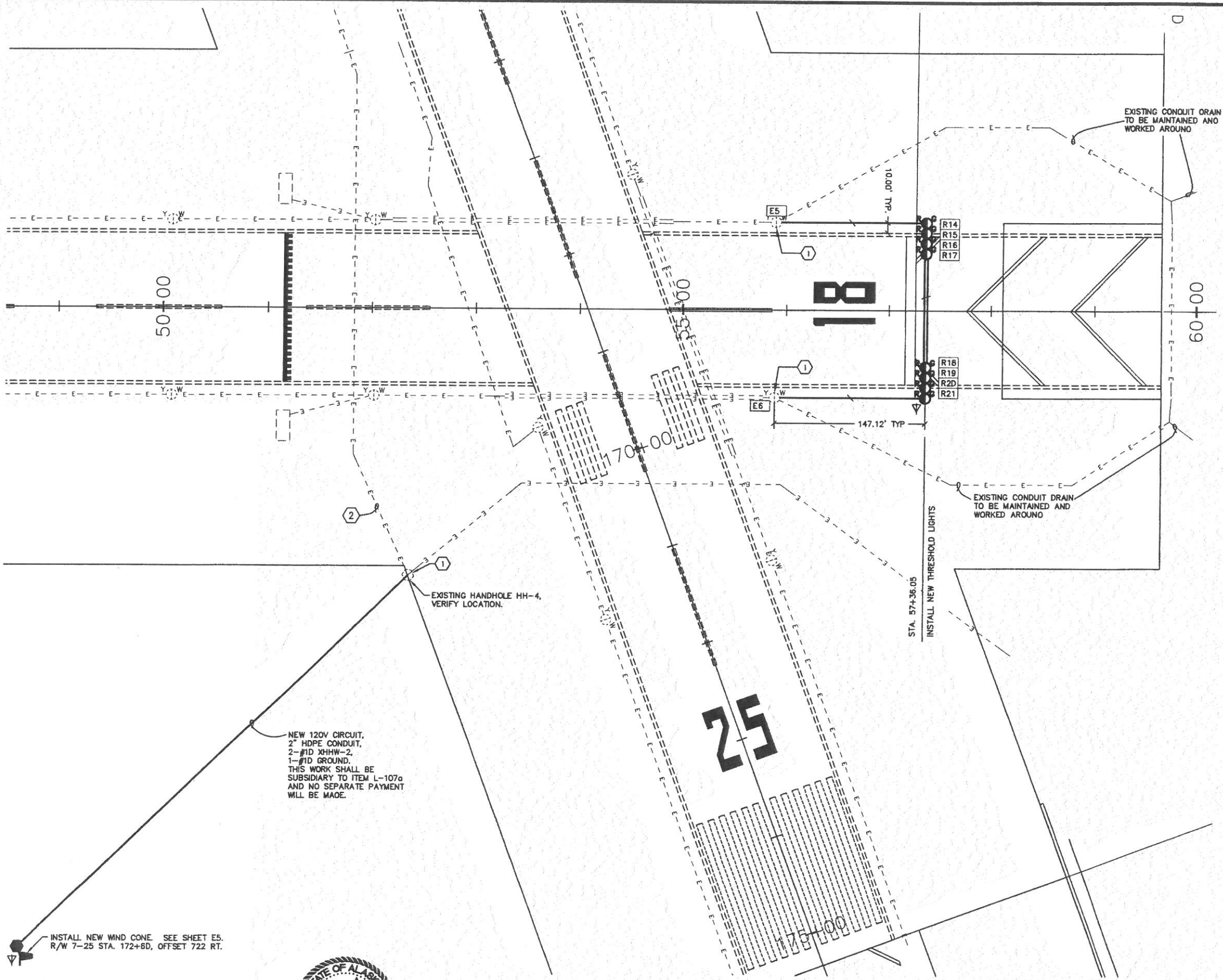
DATE: 3/18/2014
 SHEET: E1 OF E19
 AS-BUILT SHEET:

ELECTRICAL NOTES:

(X) INDICATES REFERENCE NOTE

1. CONNECT NEW CONDUIT TO EXISTING LIGHT BASE, HANDHOLE OR CONDUIT. CONNECT NEW CONDUCTORS TO EXISTING FOR CONTINUATION OF CIRCUIT.
2. EXISTING TO BE MAINTAINED AND WORKED AROUND.
3. CONNECT NEW 2" HDPE CONDUIT TO EXISTING HANDHOLE, VERIFY LOCATION. PROVIDE 1/2" BLANK STEEL COVER.
4. EXTEND REIL CONDUIT TO NEW LOCATION SHOWN. SEE SHEET E7. CONSTRUCT NEW CONCRETE FOUNDATIONS AND PROVIDE CONDUIT, WIRING, AND J-BOX PER SHEETS E8 AND E9. CONCRETE AND SURFACE SEALER SHALL MEET THE SPECIFICATION P-61D. THIS WORK SHALL BE SUBSIDIARY TO L-135k AND NO SEPARATE PAYMENT WILL BE MADE.
5. PROVIDE NEW VASI FOUNDATIONS PER SHEETS E10, E11, E12, AND E13 IN EXISTING LOCATION. CONCRETE AND SURFACE SEALER SHALL MEET THE SPECIFICATION P-61D. THIS WORK SHALL BE SUBSIDIARY TO L-135k AND NO SEPARATE PAYMENT WILL BE MADE.
6. INSTALL NEW CONDUIT BEFORE RUNWAY, TAXIWAY OR SHOULDER IS PAVED.
7. WHEN INSTALLED IN THE SAME STRUCTURE, DUCT BANK OR CONDUIT CONDUCTORS OF SEPARATE CIRCUITS SHALL BE IDENTIFIED BY COLORABLE INSULATION. THE COLORS GREEN AND WHITE SHALL NOT BE USED TO IDENTIFY CIRCUITS.
8. SERIES CIRCUITS. VERIFY AND MATCH EXISTING COLOR, R/W 18-36: RED, T/W A/B: BLUE.
9. PROVIDE LB67 LIGHT BASES AND HANDHOLES WITH ADDITIONAL THREADED HUBS TO ACCOMMODATE CONDUIT RUNS AND DRAINS SHOWN.
10. CONNECT NEW HDPE CONDUIT TO EXISTING DISSIMILAR CONDUIT USING ELECTROFUSION COUPLING OR POLYCAM ADAPTER.
11. CONTRACTOR SHALL RESTORE LIGHTING CONTROL AND POWER CIRCUITS, TO THE SATISFACTION OF THE AIRPORT MANAGER.
12. CIRCUITS PULLED THROUGH LIGHT BASES WITHOUT TRANSFORMER TERMINATIONS SHALL BE CONTINUOUS WITH NO SPLICES OR SLACK LOOPS. CIRCUITS CONNECTING TO TRANSFORMER SHALL HAVE SLACK LOOPS PER SPECIFICATION.
13. ADJUST CAUTION ZONE ON R/W 18-36 SOUTH 24D FEET. PROVIDE NEW LENSES FOR MODIFIED FIXTURES.

Date Revised: 3/19/2014, 2:35 PM
 Layout Name: E2
 File Path and Name: Z:\13004KRIA - Kodiak Airport Runway 18,36 and RSA\13004KRIA Drawings - RSA\13004_E2.dwg
 Designed By: DH
 Drawn By: NK
 Checked By: ML



1 R/W 18 LIGHTING PLAN
E2



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BY	DATE	REVISION

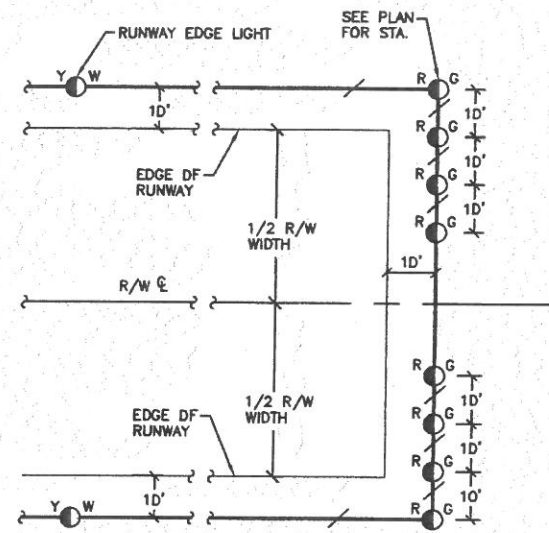
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
RUNWAY 18 LIGHTING PLAN
AND WIND CONE PLAN

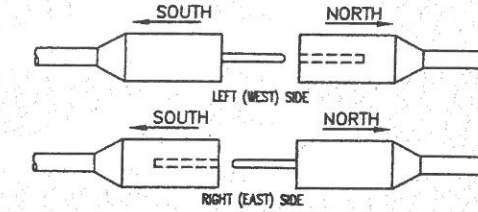
DATE: 3/18/2014
SHEET: E2 OF E19
AS-BUILT SHEET:

LIGHT FIXTURE SCHEDULE

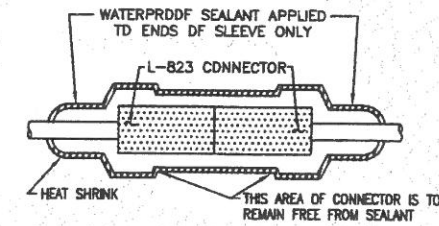
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			Lamp	Xfmr					
T 1	Blue	L-861T	12	10/15	RW 18/36 STA: 8+53.64	90.00 L	T/W A		
T 2	Blue	L-861T	12	10/15	RW 18/36 STA: 8+53.64	85.00 L	T/W A		
T 3	Blue	L-861T	12	10/15	RW 18/36 STA: 8+27.40	92.03 L	T/W A		
T 4	Blue	L-861T	12	10/15	RW 18/36 STA: 8+08.18	111.25 L	T/W A		
T 5	Blue	L-861T	12	10/15	RW 18/36 STA: 8+01.15	137.50 L	T/W A		
T 6	Blue	L-861T	12	10/15	RW 18/36 STA: 8+01.15	185.07 L	T/W A		
T 7	Blue	L-861T	12	10/15	RW 18/36 STA: 8+01.15	232.64 L	T/W A		
T 8	Blue	L-861T	12	10/15	RW 18/36 STA: 8+08.18	258.89 L	T/W A		
T 9	Blue	L-861T	12	10/15	RW 18/36 STA: 8+27.40	278.10 L	T/W A		
T 10	Blue	L-861T	12	10/15	RW 18/36 STA: 8+53.66	285.13 L	T/W A		
T 11	Blue	L-861T	12	10/15	RW 18/36 STA: 9+05.01	285.13 L	T/W A		
T 12	Blue	L-861T	12	10/15	RW 18/36 STA: 9+56.37	288.12 L	T/W A		
T 13	Blue	L-861T	12	10/15	RW 18/36 STA: 10+07.73	288.11 L	T/W A		
T 14	Blue	L-861T	12	10/15	RW 18/36 STA: 10+59.09	288.11 L	T/W A		
T 15	Blue	L-861T	12	10/15	RW 18/36 STA: 11+10.45	288.10 L	T/W A		
T 16	Blue	L-861T	12	10/15	RW 18/36 STA: 11+61.79	288.09 L	T/W A		
T 17	Blue	L-861T	12	10/15	RW 18/36 STA: 7+06.14	137.50 L	T/W A		
T 18	Blue	L-861T	12	10/15	RW 18/36 STA: 7+06.14	176.44 L	T/W A		
T 19	Blue	L-861T	12	10/15	RW 18/36 STA: 7+06.14	215.37 L	T/W A		
T 20	Blue	L-861T	12	10/15	RW 18/36 STA: 6+97.35	246.64 L	T/W A		
T 21	Blue	L-861T	12	10/15	RW 18/36 STA: 6+73.56	268.75 L	T/W A		
T 22	Blue	L-861T	12	10/15	RW 18/36 STA: 6+30.16	290.94 L	T/W A		
R 1	R/G	L-862E	200	200	RW 18/36 STA: 7+06.14	85.00 L	R/W 36		
R 2	R/G	L-862E	200	200	RW 18/36 STA: 7+06.14	75.00 L	R/W 36		
R 3	R/G	L-862E	200	200	RW 18/36 STA: 7+06.14	65.00 L	R/W 36		
R 4	R/G	L-862E	200	200	RW 18/36 STA: 7+06.14	55.00 L	R/W 36		
R 5	R/G	L-862E	200	200	RW 18/36 STA: 7+06.14	55.00 R	R/W 36		
R 6	R/G	L-862E	200	200	RW 18/36 STA: 7+06.14	65.00 R	R/W 36		
R 7	R/G	L-862E	200	200	RW 18/36 STA: 7+06.14	75.00 R	R/W 36		
R 8	R/G	L-862E	200	200	RW 18/36 STA: 7+06.14	85.00 R	R/W 36		
R 9	Y/W	L-862	120	100	RW 18/36 STA: 7+52.68	85.00 R	R/W 36		
R 10	Y/W	L-862	120	100	RW 18/36 STA: 9+46.10	85.00 R	R/W 36		
R 11	Y/W	L-862	120	100	RW 18/36 STA: 11+39.60	85.00 R	R/W 36		
R 12	Y/W	L-862	120	100	RW 18/36 STA: 9+46.14	85.00 L	R/W 36		
R 13	Y/W	L-862	120	100	RW 18/36 STA: 11+39.60	85.00 L	R/W 36		
R 14	R/G	L-862E	200	200	RW 18/36 STA: 57+36.26	85.00 L	R/W 18		
R 15	R/G	L-862E	200	200	RW 18/36 STA: 57+36.26	75.00 L	R/W 18		
R 16	R/G	L-862E	200	200	RW 18/36 STA: 57+36.26	65.00 L	R/W 18		
R 17	R/G	L-862E	200	200	RW 18/36 STA: 57+36.26	55.00 L	R/W 18		
R 18	R/G	L-862E	200	200	RW 18/36 STA: 57+36.26	55.00 R	R/W 18		
R 19	R/G	L-862E	200	200	RW 18/36 STA: 57+36.26	65.00 R	R/W 18		
R 20	R/G	L-862E	200	200	RW 18/36 STA: 57+36.26	75.00 R	R/W 18		
R 21	R/G	L-862E	200	200	RW 18/36 STA: 57+36.26	85.00 R	R/W 18		



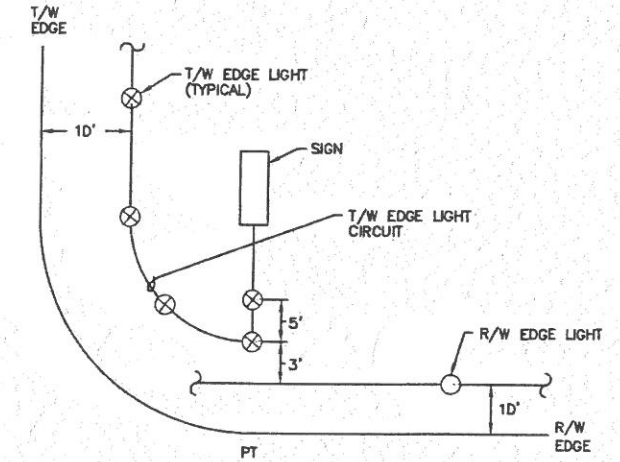
1 THRESHOLD LIGHTING DETAIL
E3 NTS



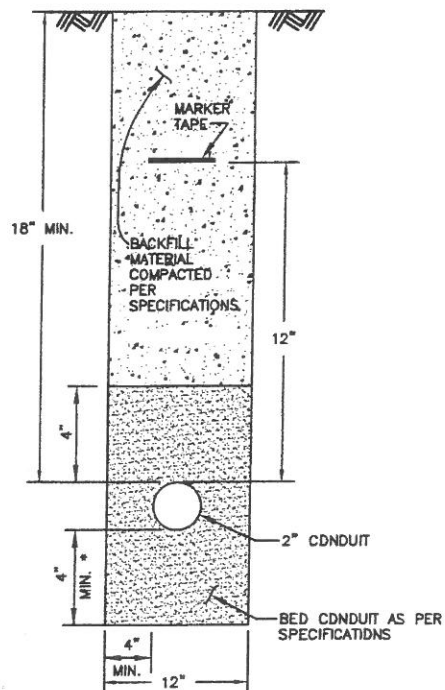
ORIENTATION OF L-823 CABLE CONNECTION IN LIGHT BASE DETAIL



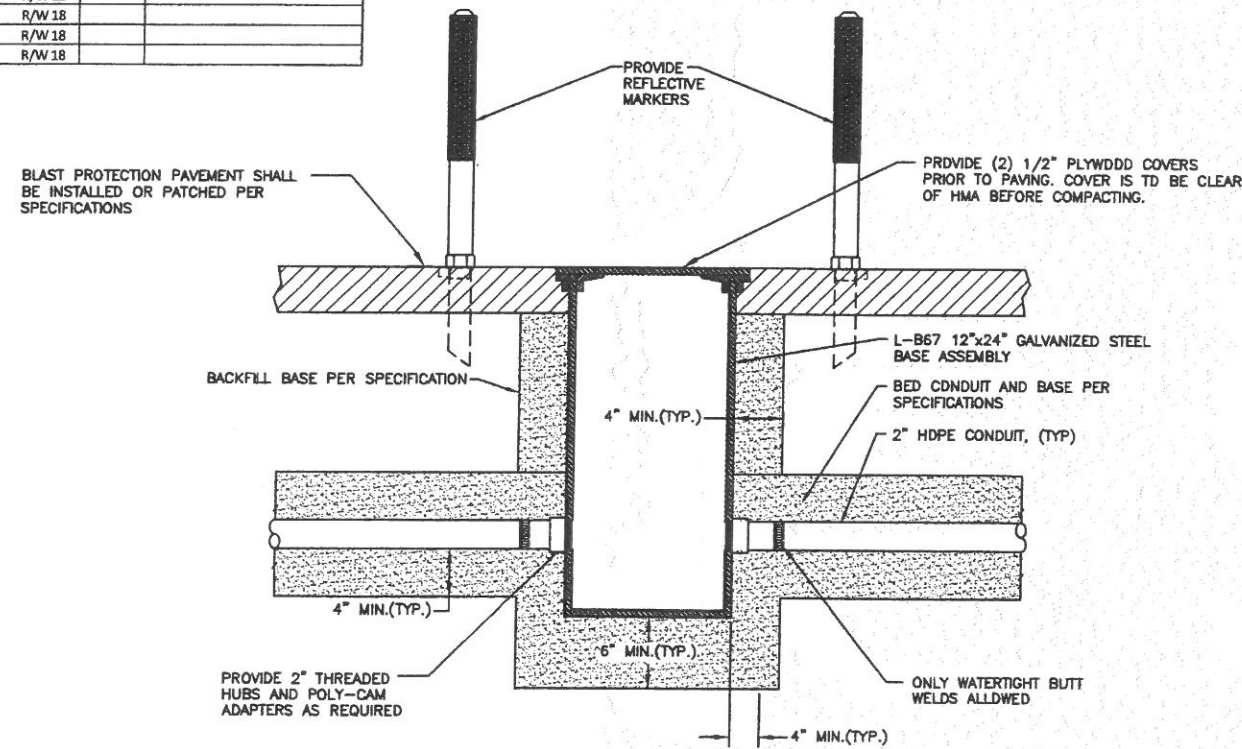
2 L-823 CONNECTOR
E3 NTS



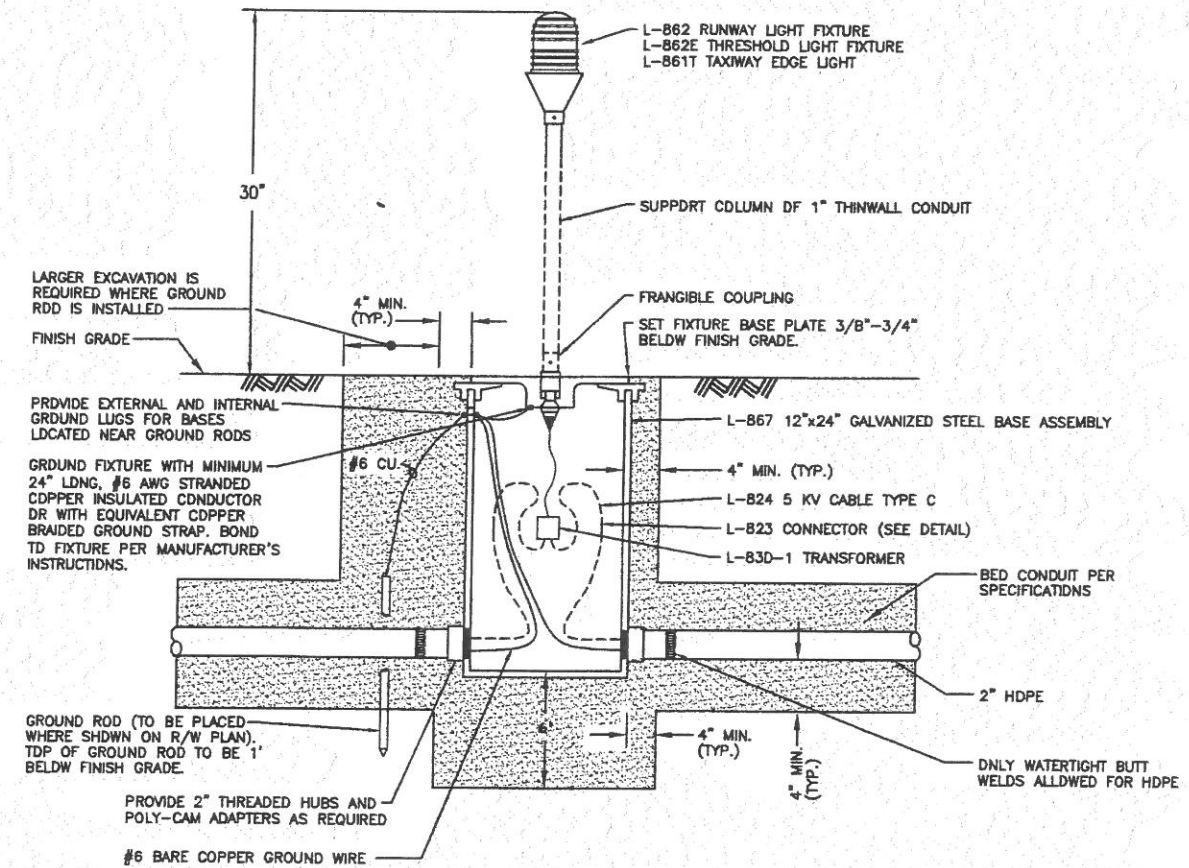
3 T/W ENTRANCE/EXIT LIGHT DETAIL
E3 NTS



4 CONDUIT TRENCH DETAIL
E3 NTS



5 L-867 BASE DETAIL
E3 NTS



6 ELEVATED EDGE LIGHT DETAIL
E3 NTS



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BY	DATE	REVISION

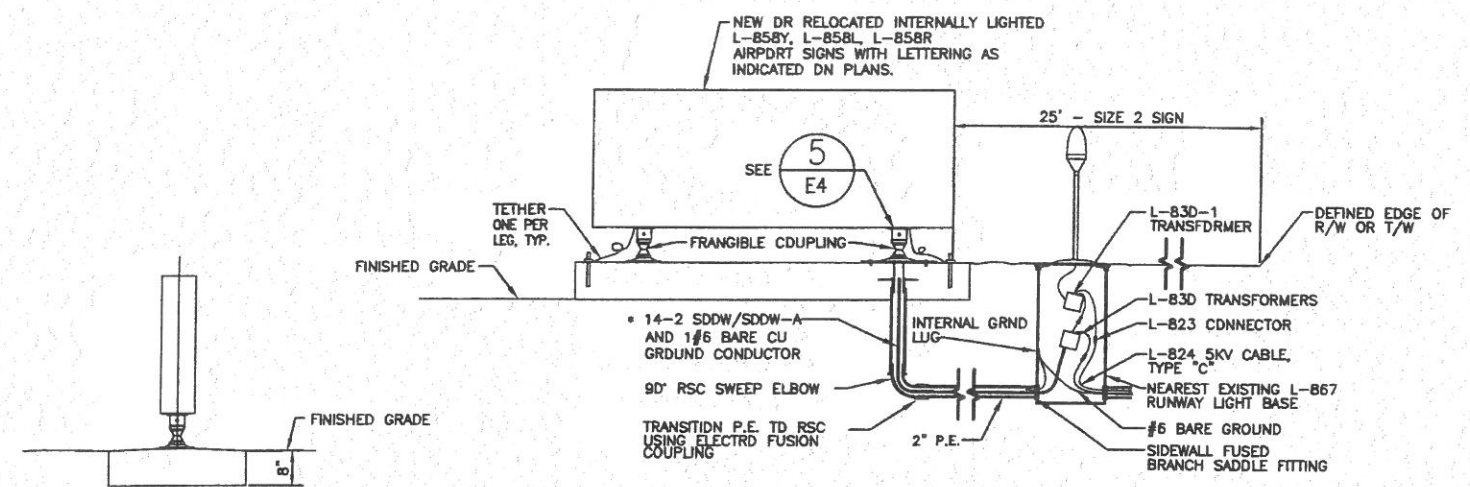
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
AIRFIELD LIGHTING DETAILS

DATE: 3/18/2014
SHEET: E3 OF E19
AS-BUILT SHEET:

Date Revised: 3/18/2014, 2:35 PM
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 Designed By: DH
 Drawn By: MK
 Checked By: ML

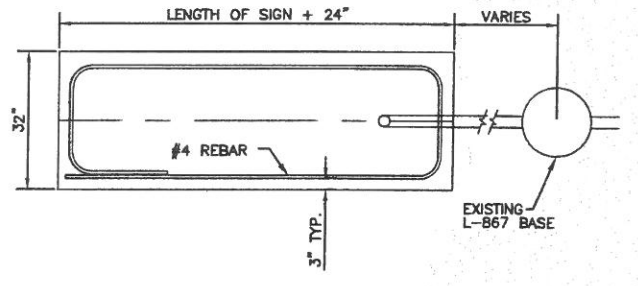
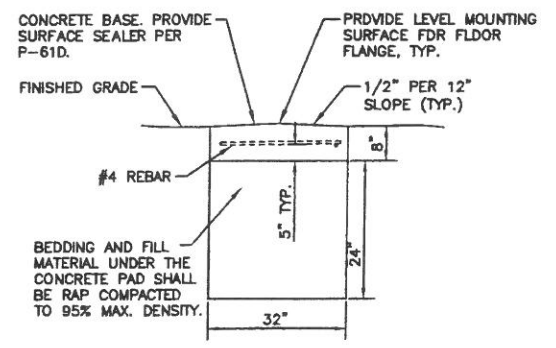
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 Designed By: DH
 Drawn By: MK
 Checked By: HL



1 SIDE VIEW
E4 NTS

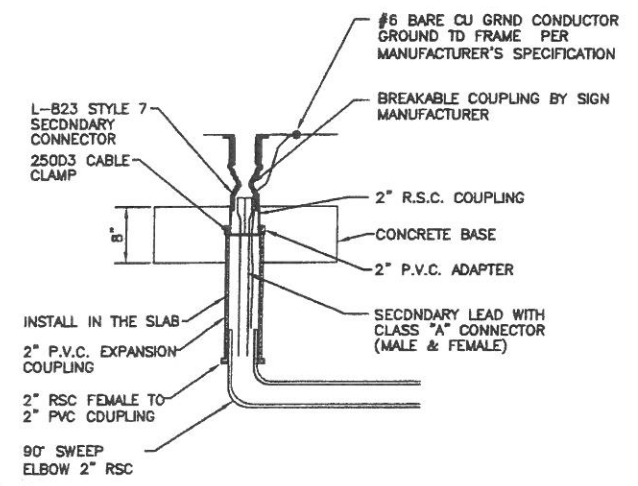
2 FRONT VIEW
E4 NTS

L-858 SIGN DETAILS



3 CONCRETE BASE SIDE VIEW
E4 NTS

4 CONCRETE BASE PLAN
E4 NTS



5 ELECTRICAL CONNECTION DETAIL
E4 NTS

NOTES:

1. ALL SIGNS - SIZE 2, LED STYLE 2 OR 3, CLASS 2.
2. NEW SIGNS AND TRANSFORMERS SHALL BE COMPATIBLE WITH EXISTING 6.6 A CIRCUITS.
3. PROVIDE NEW TRANSFORMERS, SECONDARY WIRING, AND GROUNDING. TRANSFORMER WATTAGE SIZE PER MANUFACTURER'S SPECIFICATION.
4. ATTACH SIGNS TO CONCRETE BASE IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTION.
5. THE CONTRACTOR SHALL CERTIFY THE CONCRETE BASE IS CONSTRUCTED TO MEET THE SPECIFICATION P61D.
6. BEDDING, BACK FILL AND FINISH GRADE RESTORATION SHALL BE SUBSIDIARY TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.
7. ALL CABLES PASSING THROUGH BASE SHALL HAVE SUFFICIENT SLACK TO ALLOW CONNECTORS TO BE DRAWN 3' ABOVE FINISHED GRADE. ALL CABLES SHALL BE TAGGED.

SIGN SCHEDULE								
SIGN No.	SIDE ND.	TYPE	PURPOSE	POWER STYLE	LEGEND COLOR	FACE CDLOR	LEGEND	STATIONING
37	1	L-858Y	DIRECTION	2	BLACK	YELLOW	A —	R/W 18-36 STA. 8+53.66 (1DD'LT)
38	1	L-858L	LOCATION MANDATORY DIRECTION	2	YELLOW WHITE BLACK	BLACK RED YELLOW	A 36 B —	R/W 18-36 STA. 8+18.6D (25D'LT)
	2	L-858R						
39	1	L-858R	MANDATORY LOCATION DIRECTION	2	WHITE YELLOW BLACK	RED BLACK YELLOW	36 A A \	R/W 18-36 STA. 6+81.98 (25D'LT)
	2	L-858L						
41	1	L-858R	DESTINATION LOCATION DIRECTION	2	BLACK YELLOW BLACK	YELLOW BLACK YELLOW	— 36 B A /	R/W 18-36 STA. 8+53.65 (27D'LT)
	1	L-858L						
	1	L-858Y						

* NUMBER OF MODULES TO BE DETERMINED BY MANUFACTURER.

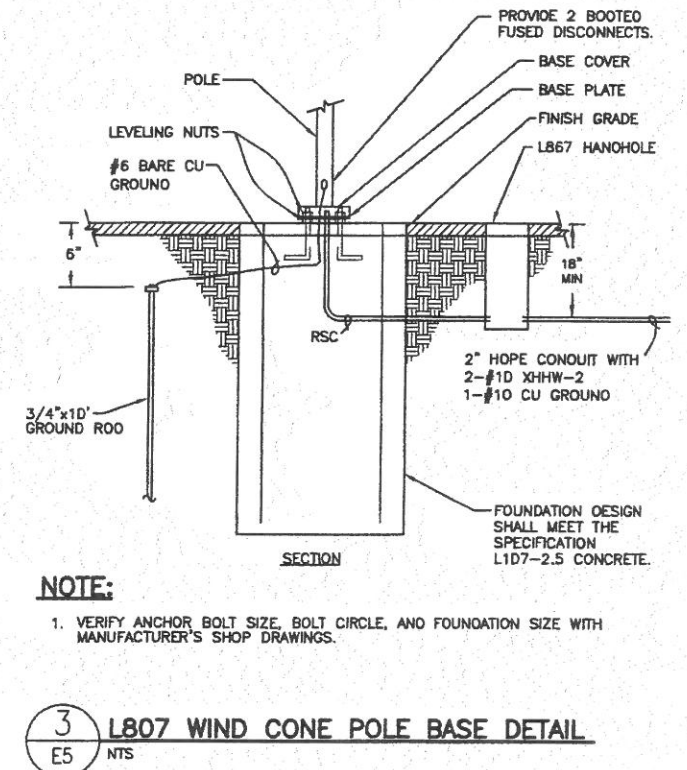
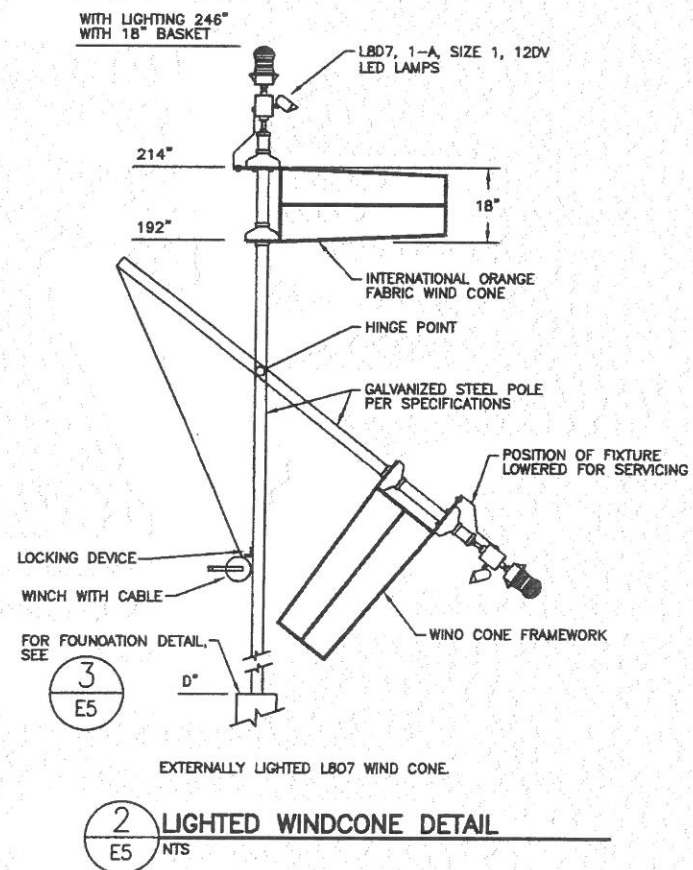
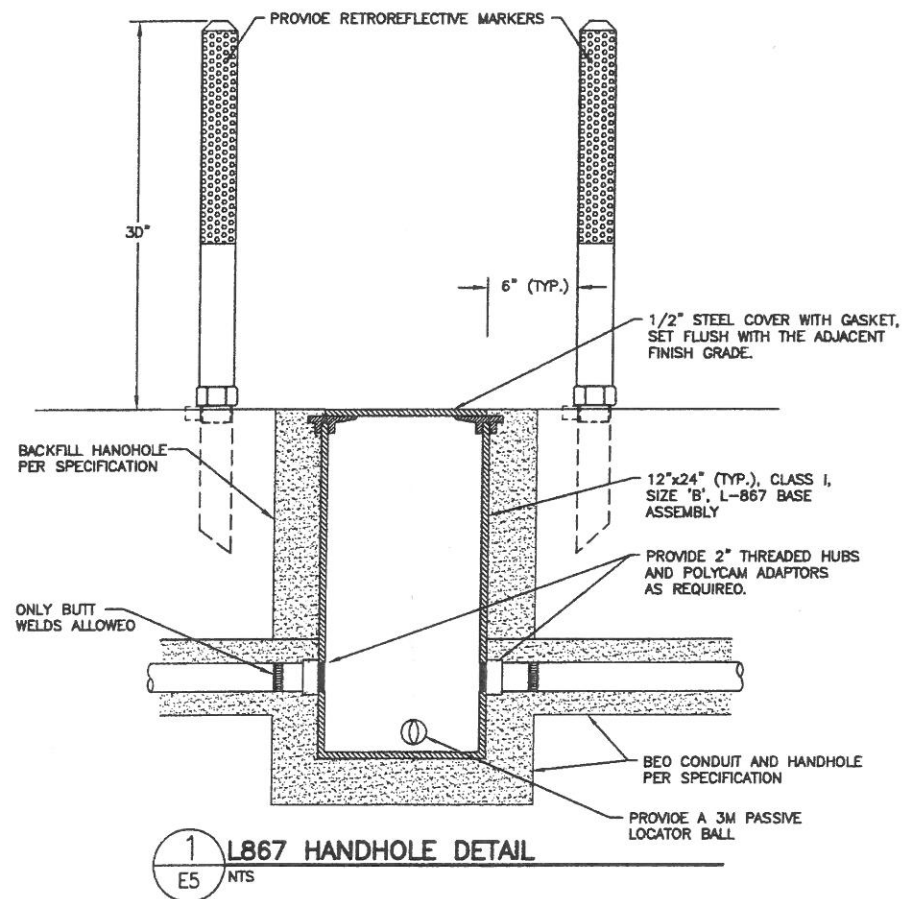


PREPARED BY: MBA Consulting Engineers, Inc.

BY	DATE	REVISION

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	KODIAK AIRPORT KODIAK, ALASKA RUNWAY SAFETY AREA EXTENSION PROJECT No. 53587 AIP No. 3-02-0158-017-2014 SIGN SCHEDULE AND DETAILS	DATE: 3/18/2014 SHEET: E4 OF E19 AS-BUILT SHEET:
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Date Revised: 3/18/2014, 2:35 PM
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 Designed By: DH
 Drawn By: DH
 Checked By: ML



PREPARED BY: MBA Consulting Engineers, Inc.

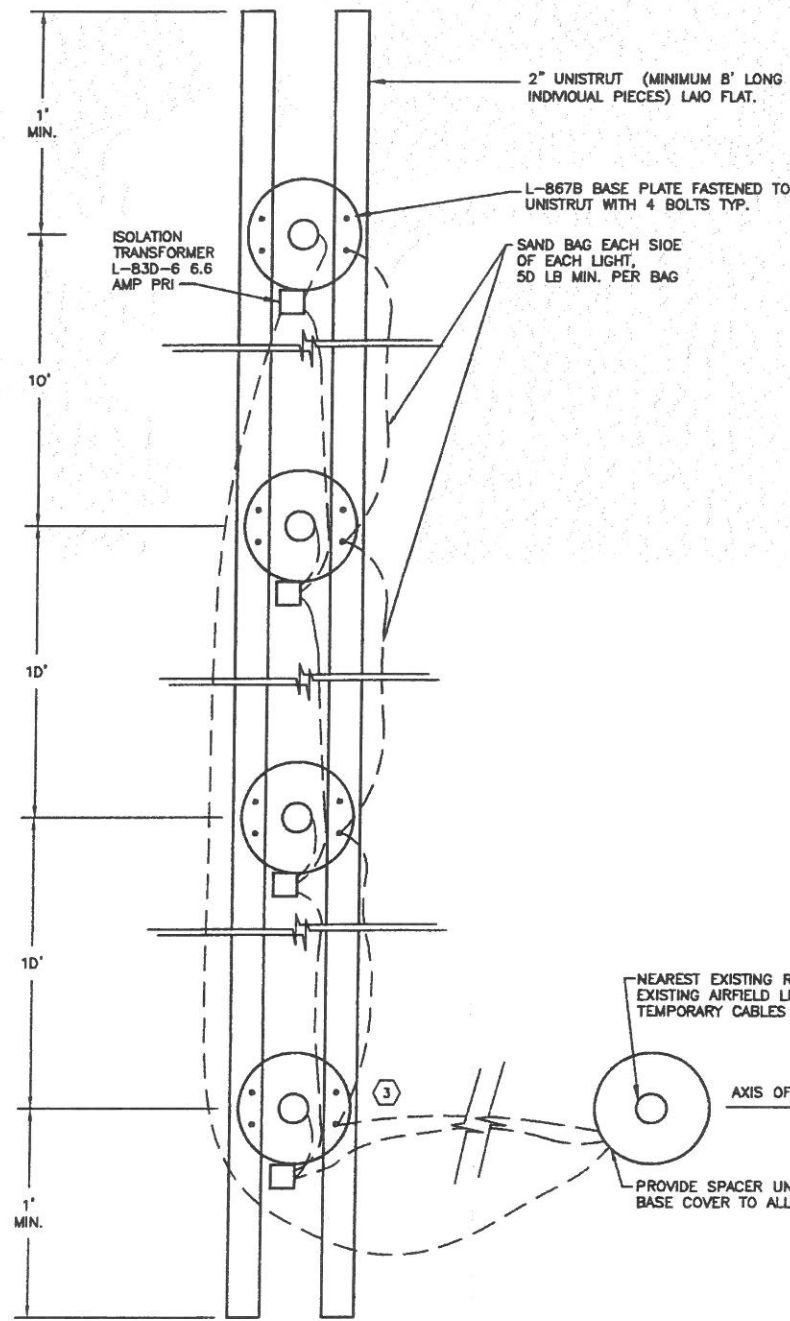
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
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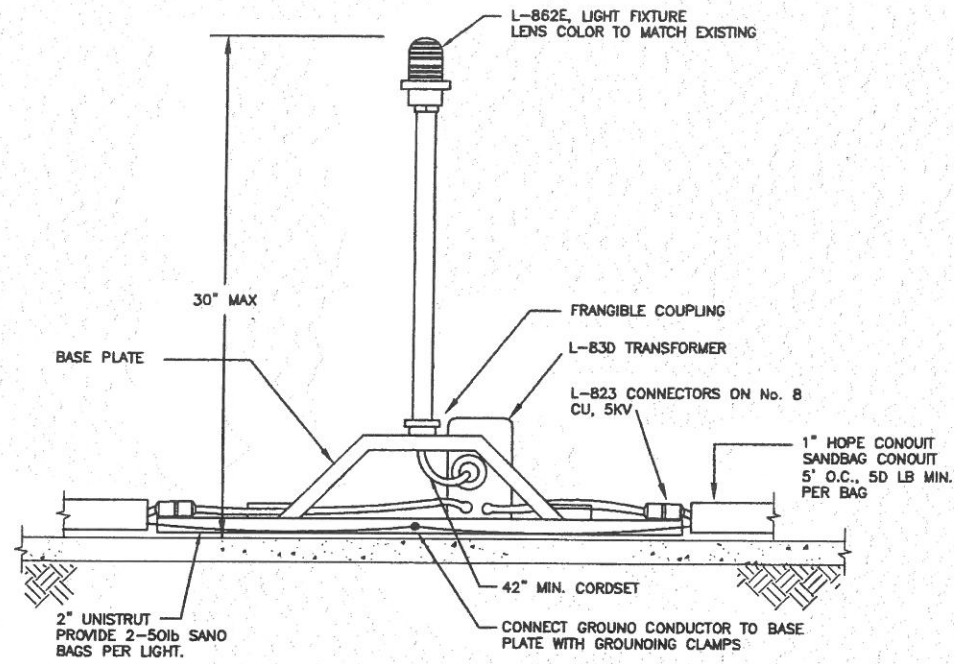
KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 WIND CONE DETAILS

DATE:
 3/18/2014
 SHEET:
 E5 OF E19
 AS-BUILT SHEET:

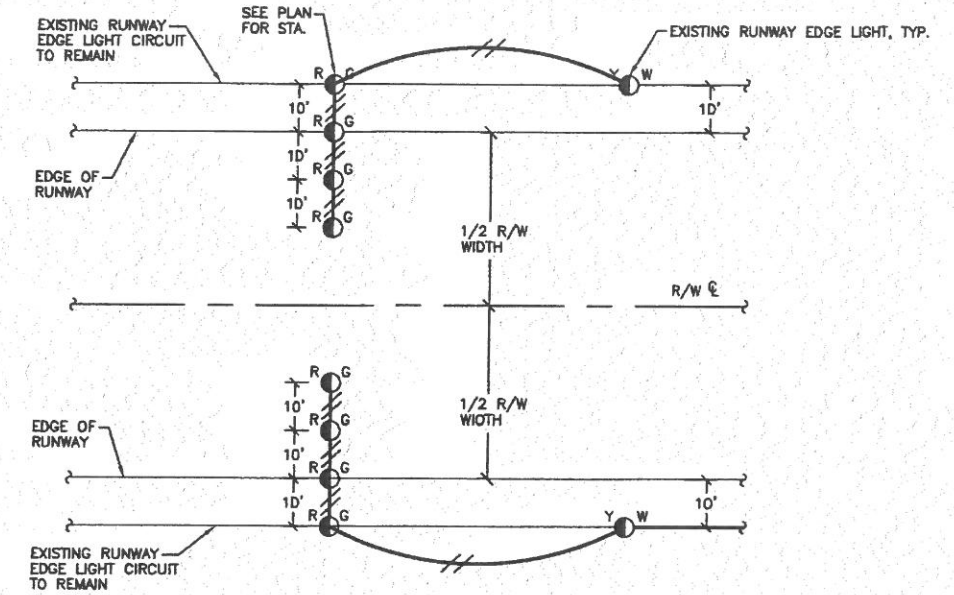
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 Designed By: DH
 Drawn By: MK
 Checked By: ML



1 TEMPORARY THRESHOLD LIGHT BAR DETAIL
E6 SCALE: NTS



2 TEMPORARY THRESHOLD AND EDGE LIGHT DETAIL
E6 SCALE: NTS



3 TEMPORARY THRESHOLD LIGHTING DETAIL - R/W 25
E6 SCALE: NTS

TEMPORARY LIGHTING NOTES:

1. PROVIDE TEMPORARY THRESHOLD LIGHT BARS AND EDGE LIGHTS IN ACCORDANCE WITH THE PROJECT SAFETY PLAN AND AS DIRECTED BY THE ENGINEER.
2. CONSTRUCTION, INSTALLATION, MAINTENANCE AND DEMOLITION OF TEMPORARY EDGE LIGHTS, THRESHOLD LIGHTS AND JUMPERS IS SUBSIDIARY TO PAY ITEM L-100r.
3. CONNECT TEMPORARY THRESHOLD LIGHT BARS TO EXISTING EDGE LIGHTS.
4. THE TEMPORARY LIGHT FIXTURES SHALL HAVE CORD SETS OF SUFFICIENT LENGTH TO ALLOW CONNECTION TO TRANSFORMER SECONDARY REMOTE FROM THE AREA UNDERNEATH THE L-867B LID FOR THE TEMPORARY THRESHOLD.
5. TEMPORARY LIGHT FIXTURES SHALL BE THE SAME HEIGHT: 30" L-862E (2DDW).
6. JUMPERS SHALL BE RUN IN 1" HDPE CONDUIT WITH A SEPARATE #6 BARE COPPER GROUND. SAND BAG CONDUIT 5' O.C., 50 LB MINIMUM PER SAND BAG.
7. TEMPORARY THRESHOLD LIGHT BARS AND EDGE LIGHT ASSEMBLIES SHALL BE OFFERED TO THE STATE FOR SALVAGE AT COMPLETION OF THE PROJECT.
- B. TEMPORARY JUMPERS SHALL BE SALVAGED OR DISPOSED OF AT THE DIRECTION OF THE ENGINEER.



PREPARED BY: MBA Consulting Engineers, Inc.

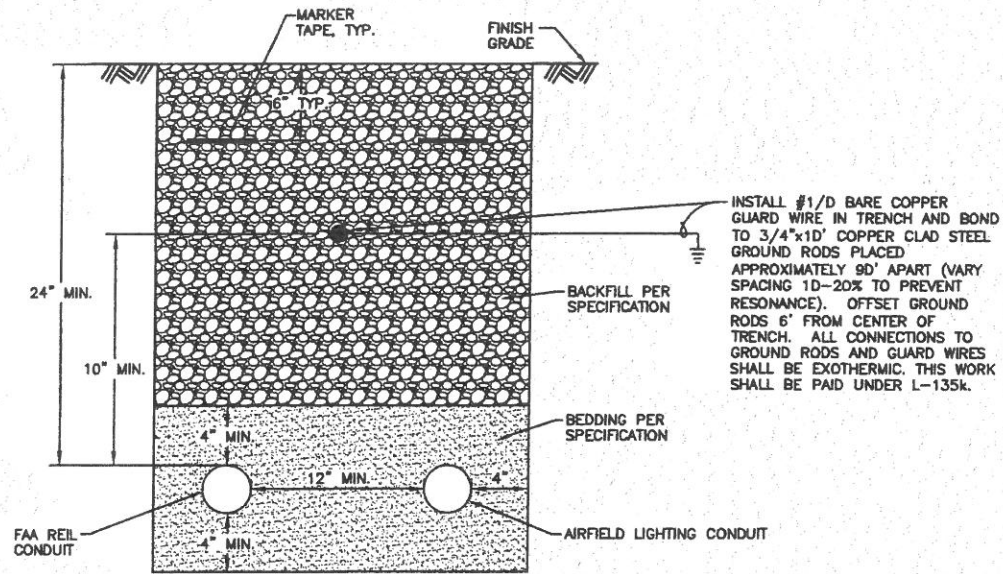
BY	DATE	REVISION

STATE OF ALASKA
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AND PUBLIC FACILITIES
CENTRAL REGION

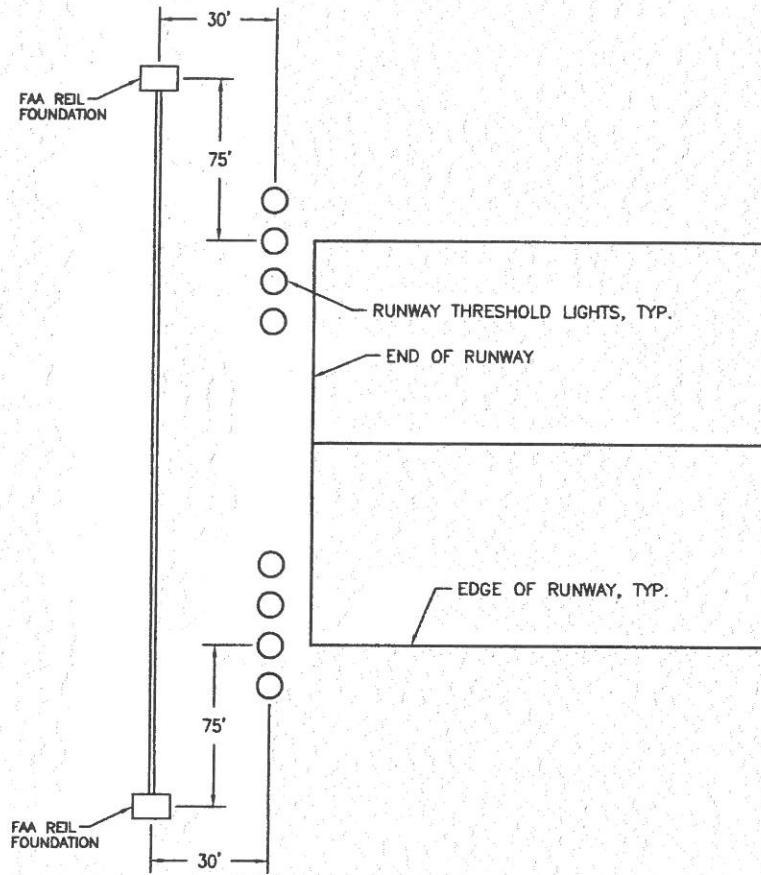
KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
TEMPORARY LIGHTING
DETAILS AND NOTES

DATE: 3/18/2014
SHEET: E6 OF E19
AS-BUILT SHEET:

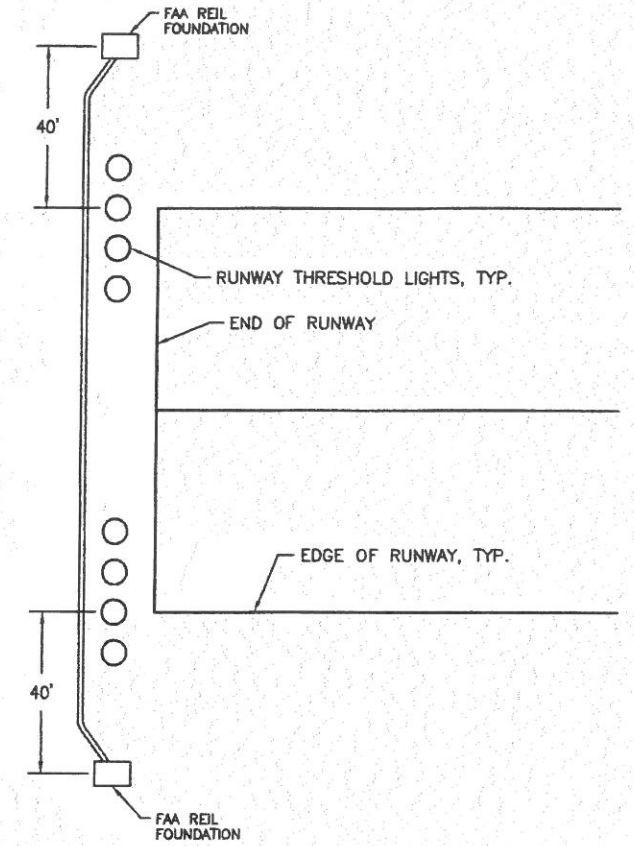
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 Designed By: DH
 Drawn By: MK
 Checked By: JL



1
 E7
 NTS
FAA CONDUIT TRENCH DETAIL



2
 E7
 NTS
R/W 36 REIL LAYOUT PLAN



3
 E7
 NTS
R/W 25 REIL LAYOUT PLAN



PREPARED BY: MBA Consulting Engineers, Inc.

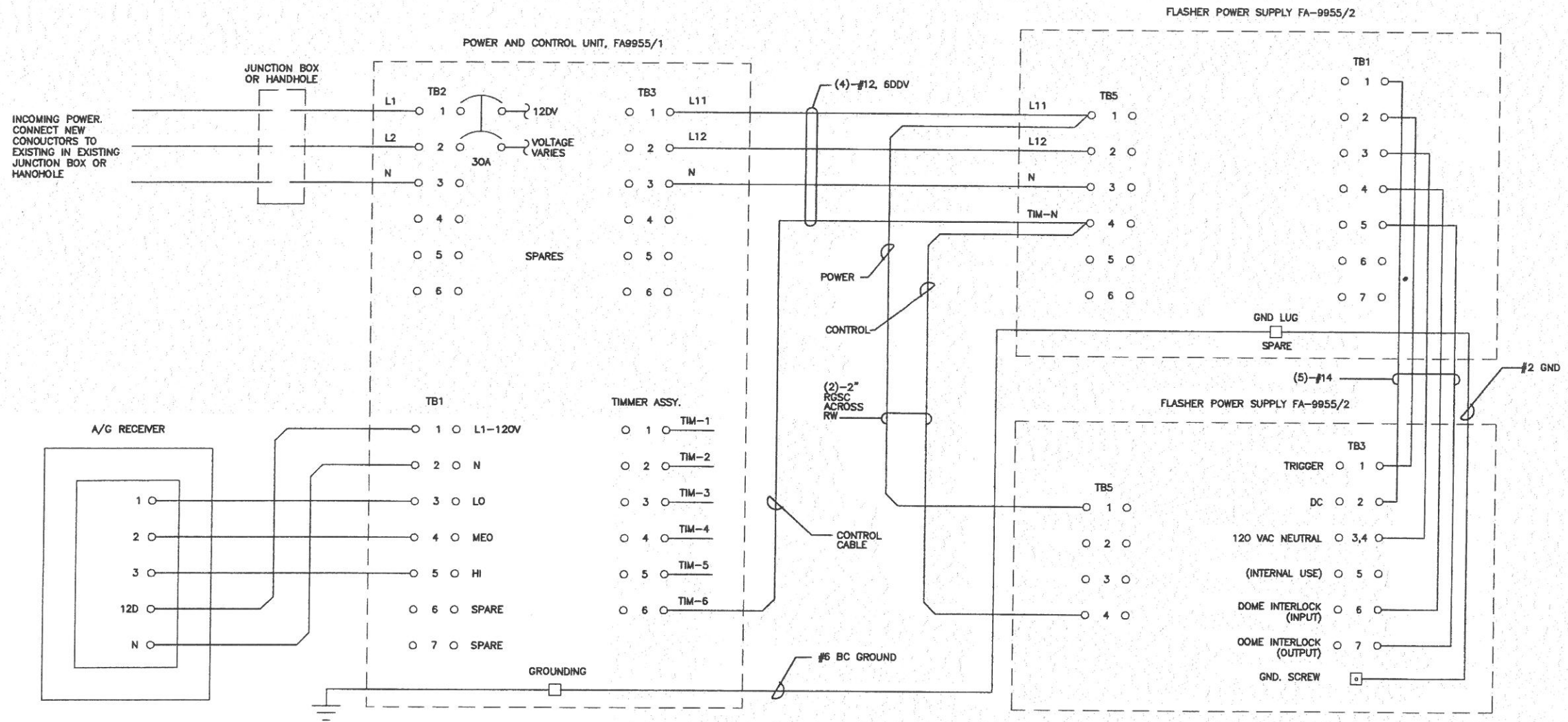
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 REIL DETAILS

DATE: 3/18/2014
 SHEET: E7 OF E19
 AS-BUILT SHEET:

Date Rechecked: 3/18/2014, 2:40 PM
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 Designed By:
 Drawn By:
 Checked By:



REIL WIRING DIAGRAM

NTS

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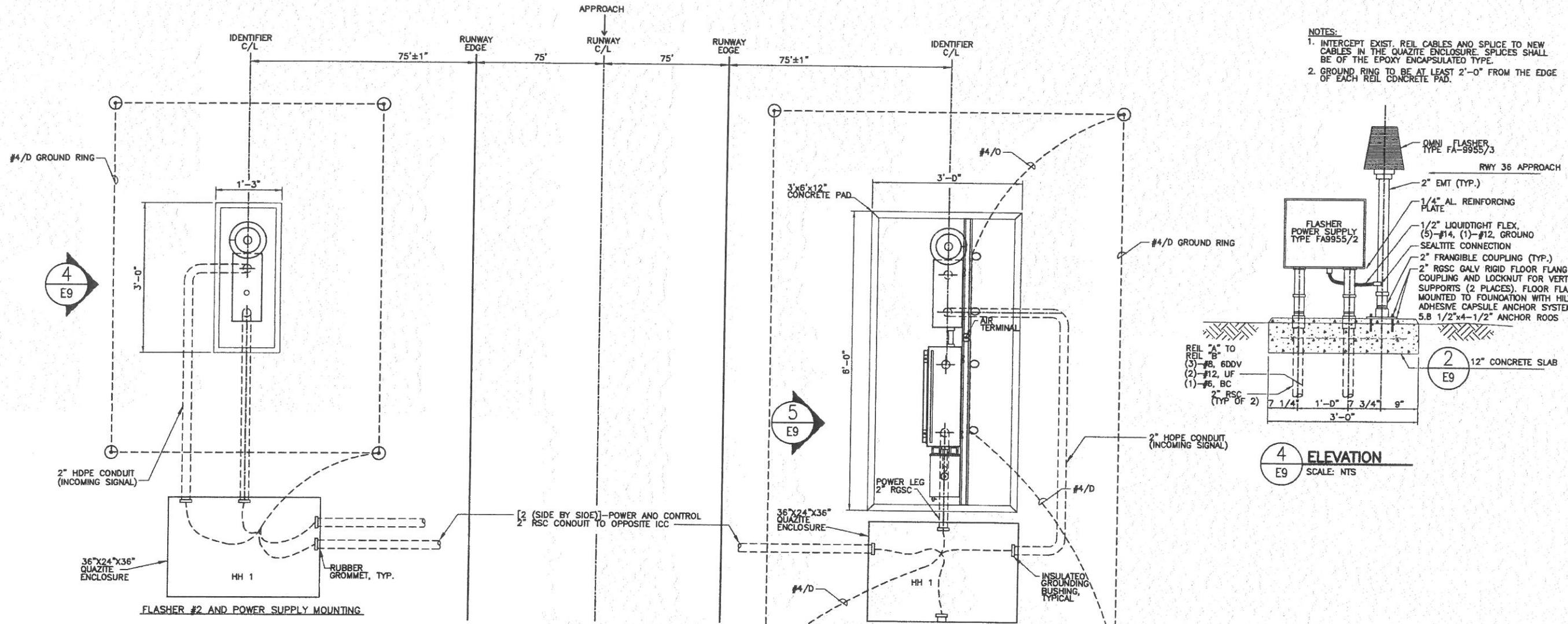
BY	DATE	REVISION

STATE OF ALASKA
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 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 FAA REFERENCE DRAWING
 REIL WIRING DIAGRAM

DATE: 3/18/2014
 SHEET: EB of E19
 AS-BUILT SHEET:

Date Revised: 3/18/2014, 2:40 PM
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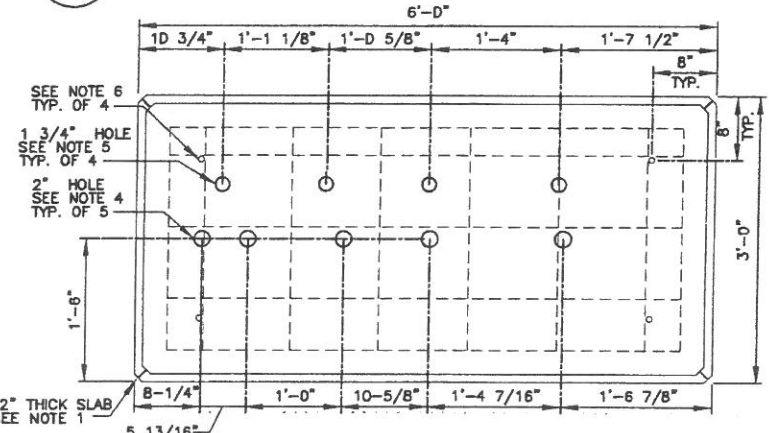


- NOTES:**
- INTERCEPT EXIST. REIL CABLES AND SPICE TO NEW CABLES IN THE QUARTZ ENCLOSURE. SPICES SHALL BE OF THE EPOXY ENCAPSULATED TYPE.
 - GROUND RING TO BE AT LEAST 2'-0" FROM THE EDGE OF EACH REIL CONCRETE PAD.

1 REIL INSTALLATION PLAN
SCALE: NTS

4 ELEVATION
SCALE: NTS

2 3'-0"x1'-0" CONCRETE PAD REBAR DETAIL
SCALE: 1" = 1'-0"

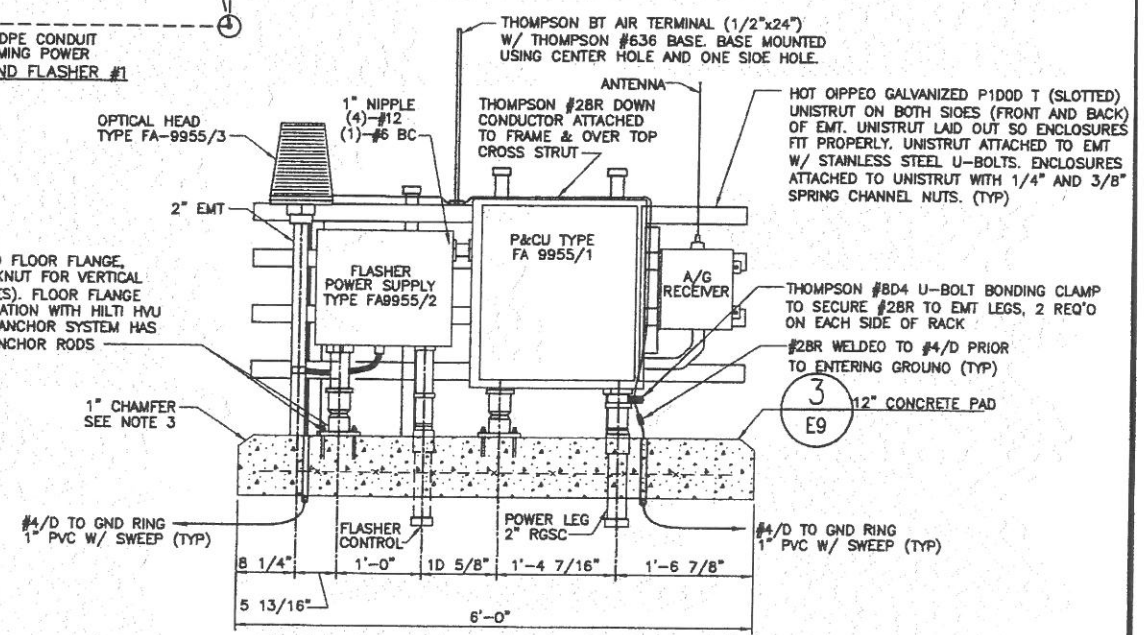


3 6'-0"x3'-0" CONCRETE PAD REBAR DETAIL
SCALE: 1" = 1'-0"

- DETAIL NOTES:**
- PROVIDE CONCRETE TO THE FOLLOWING CRITERIA:
 A. 3000 PSI COMPRESSIVE STRENGTH AT 28 DAYS
 B. SLUMP: 3 INCHES @ 60°F ± 1 INCH
 C. AGGREGATE SIZE: 3/4 INCHES MAXIMUM
 - REINFORCING STEEL SHALL BE #4, DEFORMED STEEL BARS. PROVIDE 1 1/2" (MIN.) CLEAR COVER OVER ALL REINFORCING STEEL.
 - CHAMFER ALL EDGES 1".
 - 2" DIAMETER HOLE.
 - 1 3/4" DIAMETER HOLE.
 - 3/4" THREADED INSERT 4" LONG LIFTING POINT ANCHORED IN CONCRETE TO ALLOW LIFTING OF PAD. 4 PLACES

2" RGSC GALV RIGID FLOOR FLANGE, COUPLING AND LOCKNUT FOR VERTICAL SUPPORTS (3 PLACES). FLOOR FLANGE MOUNTED TO FOUNDATION WITH HILTI HMU ADHESIVE CAPSULE ANCHOR SYSTEM HAS 5.8 1/2"x4-1/2" ANCHOR RODS

5 ELEVATION
SCALE: NTS



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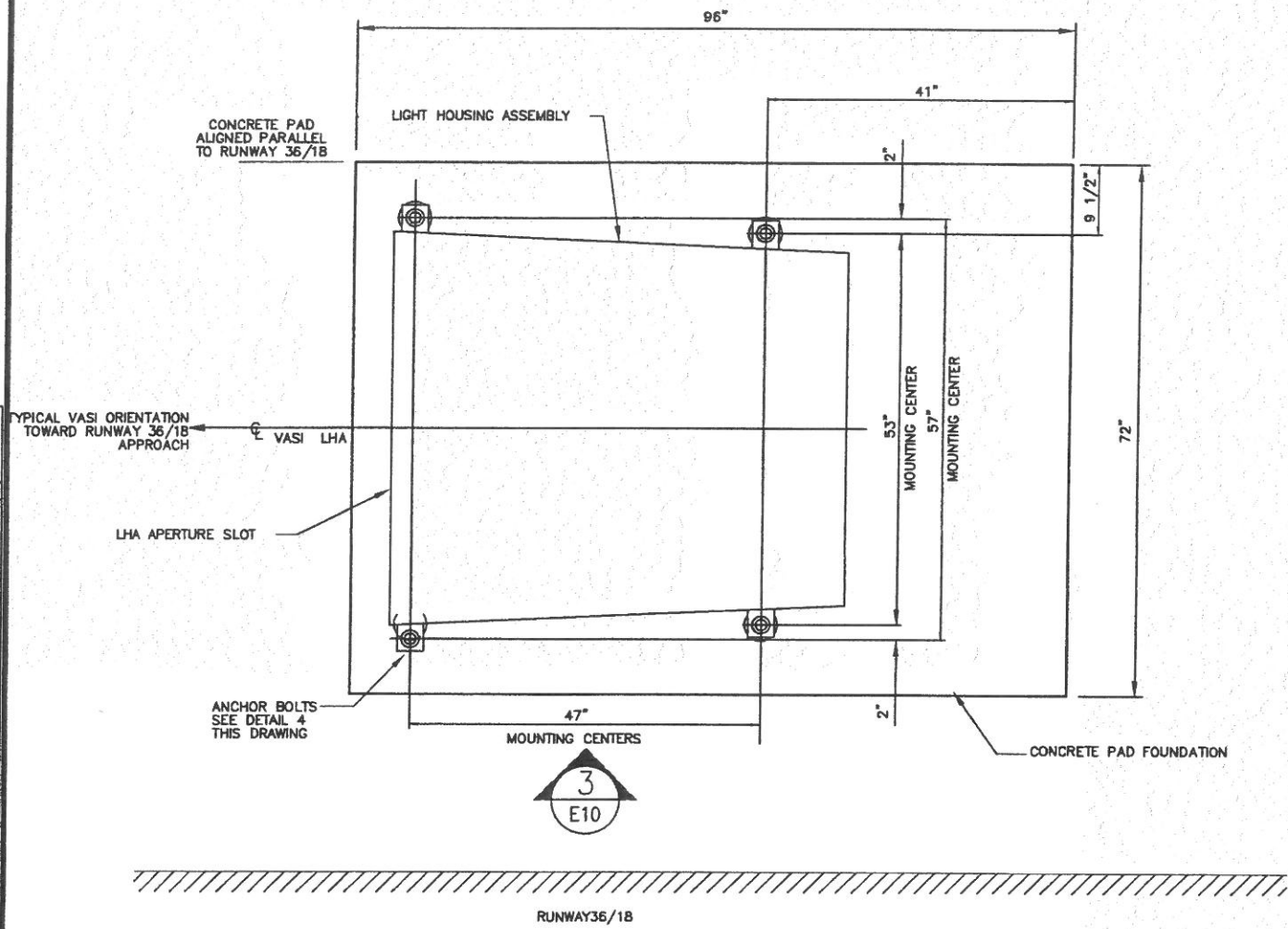
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 FAA REFERENCE DRAWING
 REIL WIRING AND DETAILS

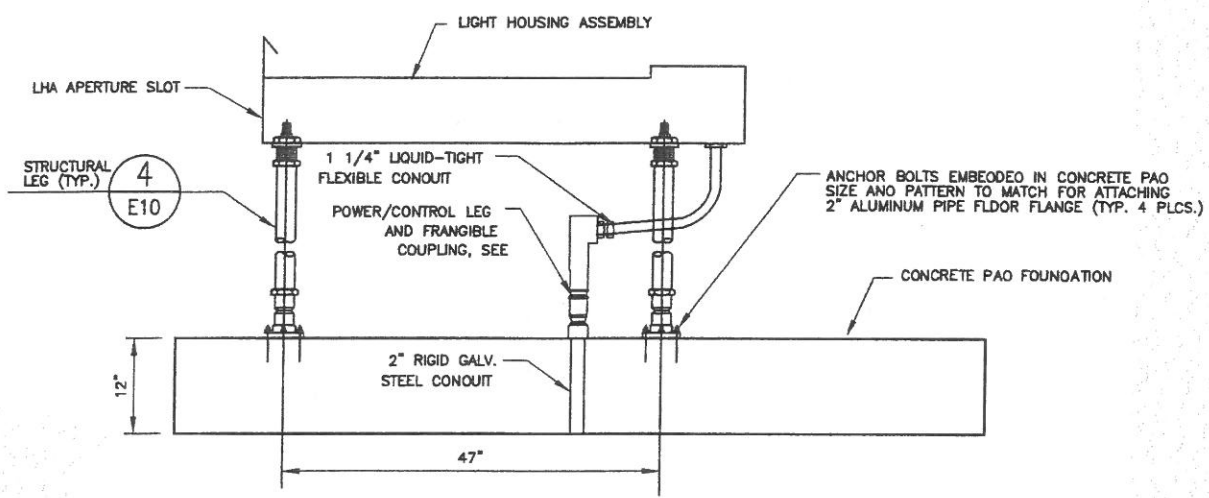
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NOTE:
1. SEE DRAWING E14 FOR VASI PAD FOUNDATION

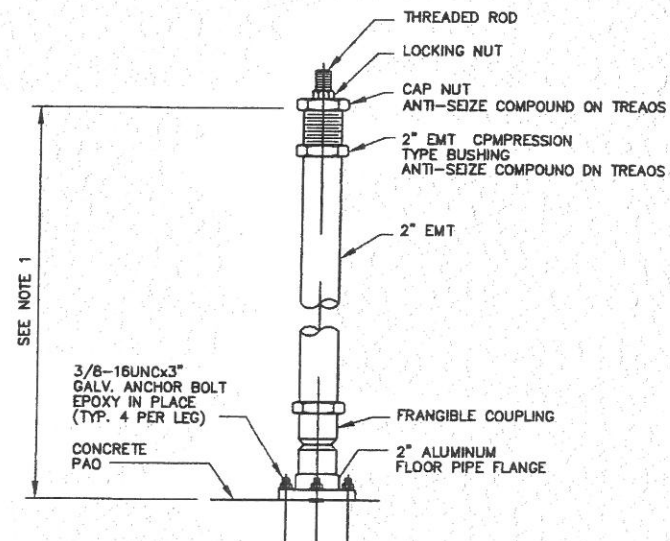


1 RUNWAY 36/18 VASI PLAN VIEW
E10
SCALE: 1" = 1'-0"

DETAIL NOTES:
1. CONCRETE PADS ALIGNED PARALLEL TO RUNWAY.



3 VASI LIGHT HOUSING ASSEMBLY ELEVATION
E10
SCALE: 1" = 1'-0"



4 TYPICAL STRUCTURAL LEG
E10
SCALE: NTS

DETAIL NOTES:
1. LEG HEIGHT DEPENDS ON LHA ELEVATION

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BY	DATE	REVISION

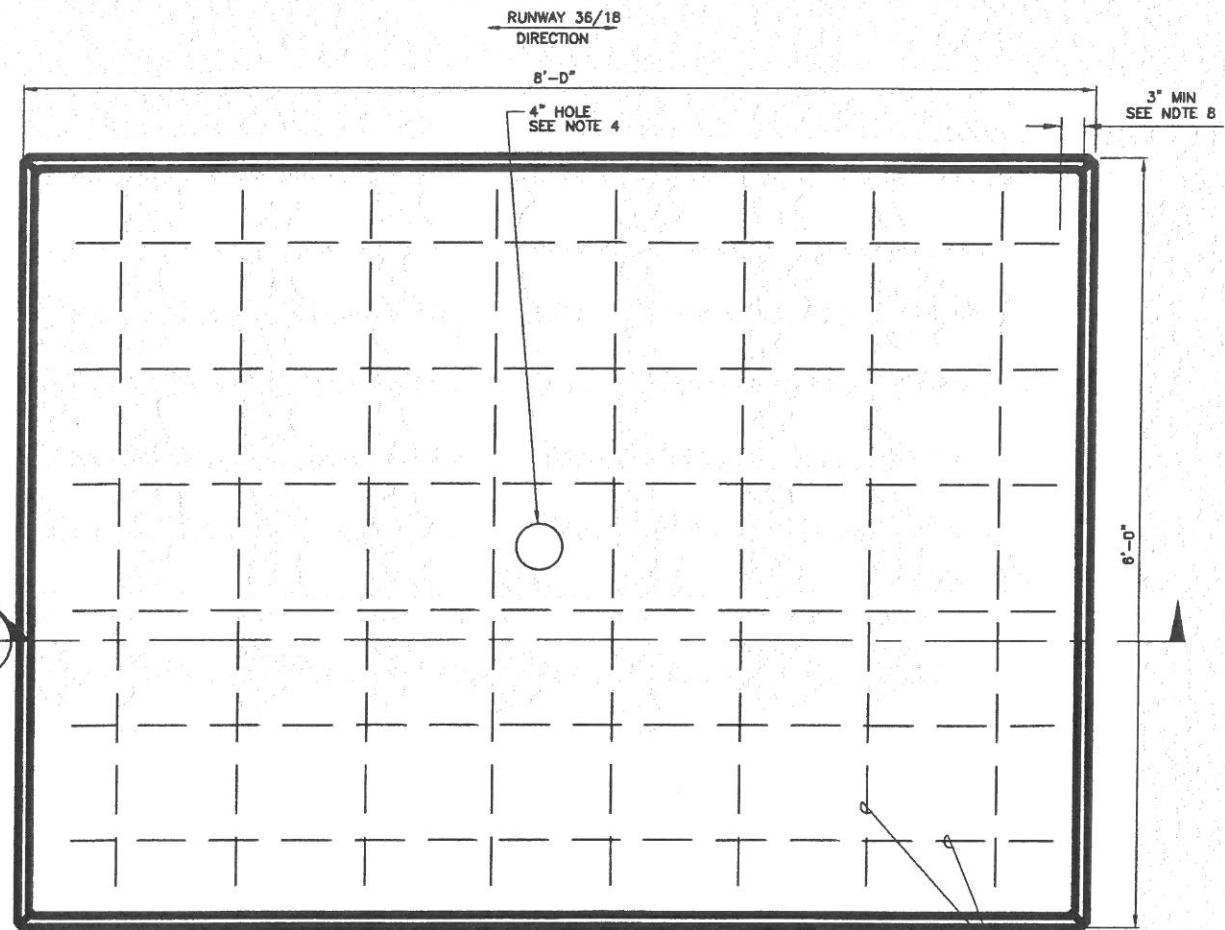
STATE OF ALASKA
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AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
FAA REFERENCE DRAWING
VASI PLAN VIEW, ELEVATION, & DETAILS

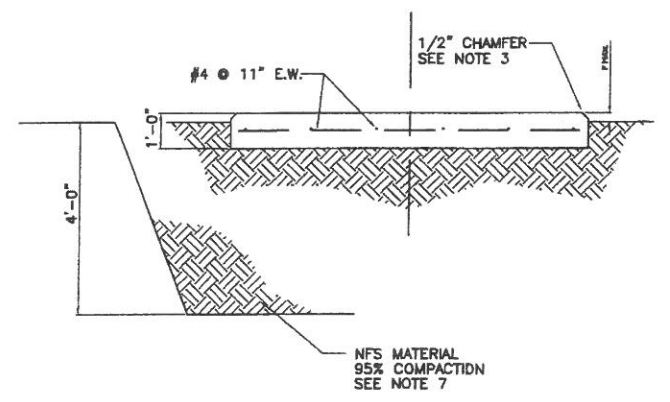
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 Checked By:

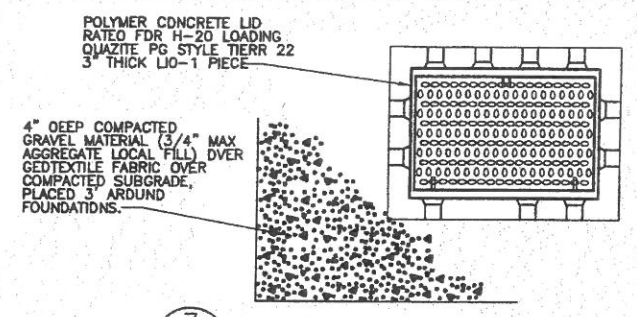
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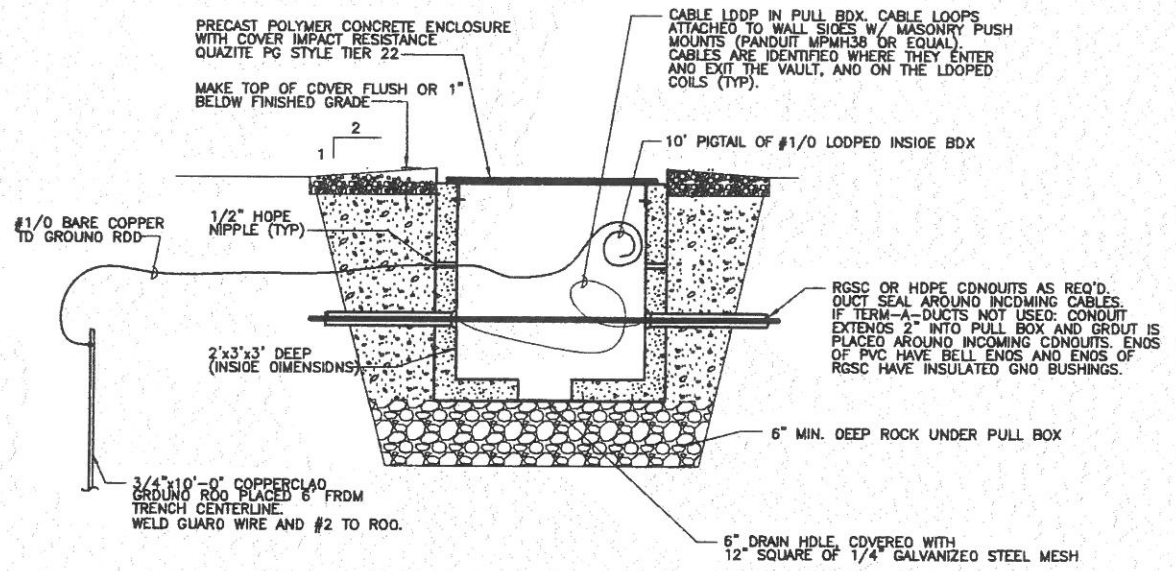
1 VASI FOUNDATION PLAN
E11 SCALE: NTS



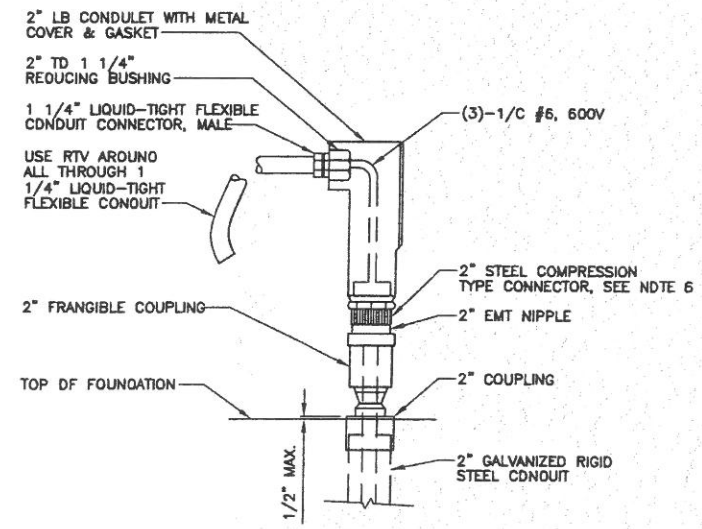
2 VASI FOUNDATION SECTION
E11 SCALE: NTS



3 HANDHOLE PLAN VIEW
E11 SCALE: 1" = 1'-0"



4 HANDHOLE SECTION
E11 SCALE: NTS



5 POWER AND CONTROL WIRE LEG
E11 SCALE: NTS

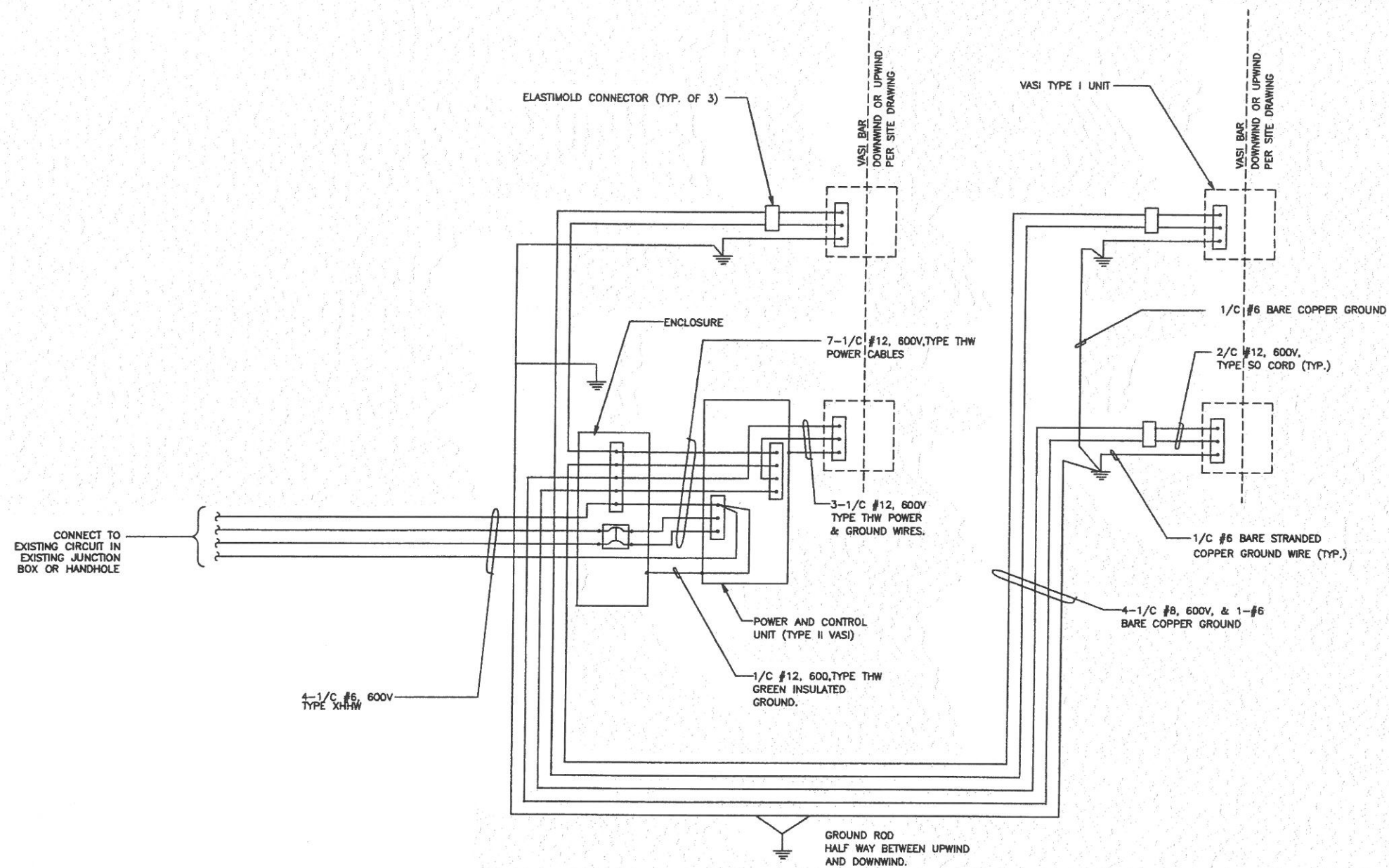
- NOTES :**
- CONCRETE IS TO THE FOLLOWING CRITERIA:
 - 3000 PSI COMPRESSIVE STRENGTH AT 28 DAYS
 - SLUMP: 3 INCHES @ 60 'F ± 1 INCH
 - AGGREGATE SIZE: 3/4 INCHES MAXIMUM
 - REINFORCING STEEL IS ASTM A615, GRADE 60, DEFORMED STEEL BARS. PROVIDE 2" (MIN.) CLEAR COVER OVER ALL REINFORCING STEEL.
 - CHAMFER ALL EDGES 1/2".
 - 4" DIAMETER HDLE.
 - 1 1/2" DIAMETER HDLE.
 - ANTI-SEIZE COMPOUND, NSN# 8030-00-251-3980 MANUFACTURED BY JET-LUBE, INC., HOUSTON, TX OR EQUAL, USE ON ALL FITTINGS.
 - ONLY NFS MATERIAL COMPACTED TO 95% IS BELOW ALL FOUNDATIONS.
 - 3" MINIMUM SPACE BETWEEN REINFORCING STEEL AND SIDE OF FOUNDATION.
 - CONDUIT SHALL BE INSTALLED WITH CROWN TO DRAIN TO LIGHT BASES.

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BY	DATE	REVISION

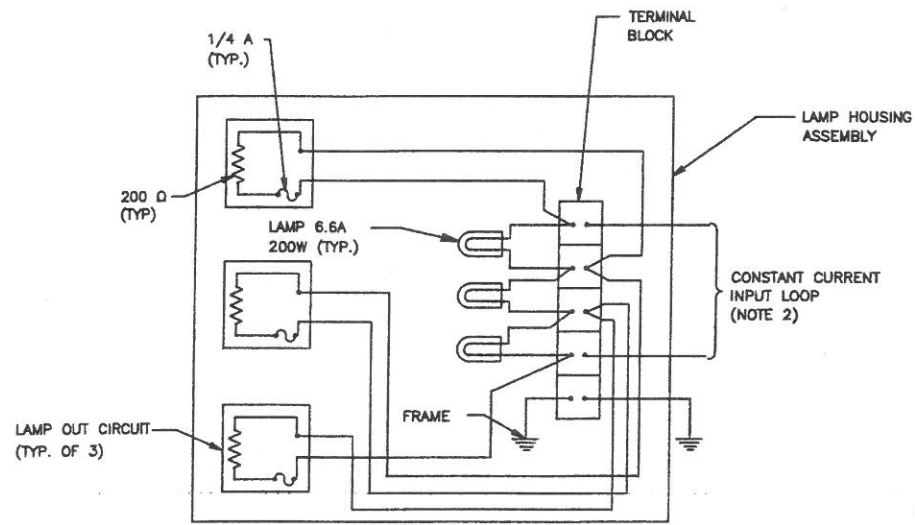
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION	KODIAK AIRPORT KODIAK, ALASKA RUNWAY SAFETY AREA EXTENSION PROJECT No. 53587 AIP No. 3-02-0158-017-2014 FAA REFERENCE DRAWING VASI FOUNDATION PLAN, SECTION, & DETAIL	DATE: 3/18/2014 SHEET: E11 of E19 AS-BUILT SHEET:
	BY DATE REVISION	

Date Revised: 3/18/2014, 2:39 PM
 Layout Number: E12
 File Path and Name: E:\3000\KRA - Kodiak Airport Runway Extension - Working Drawings - RSA\3000_E12.dwg
 Designed By:
 Drawn By:
 Checked By:



1 VASI FIELD WIRING DIAGRAM
 E12 SCALE: NTS

- NOTES:**
- REFER TO VASI MANUFACTURER'S INSTRUCTION BOOKS FOR PROPER CABLE TERMINATIONS WITHIN THE POWER AND CONTROL UNIT AND THE LAMP HOUSING ASSEMBLIES.
 - LAMP HOUSING ASSEMBLIES ARE WIRED INTERNALLY BY THE MANUFACTURER.



2 LAMP HOUSING ASSEMBLY WIRING DIAGRAM
 E12 SCALE: NTS

THIS DRAWING IS FOR REFERENCE ONLY

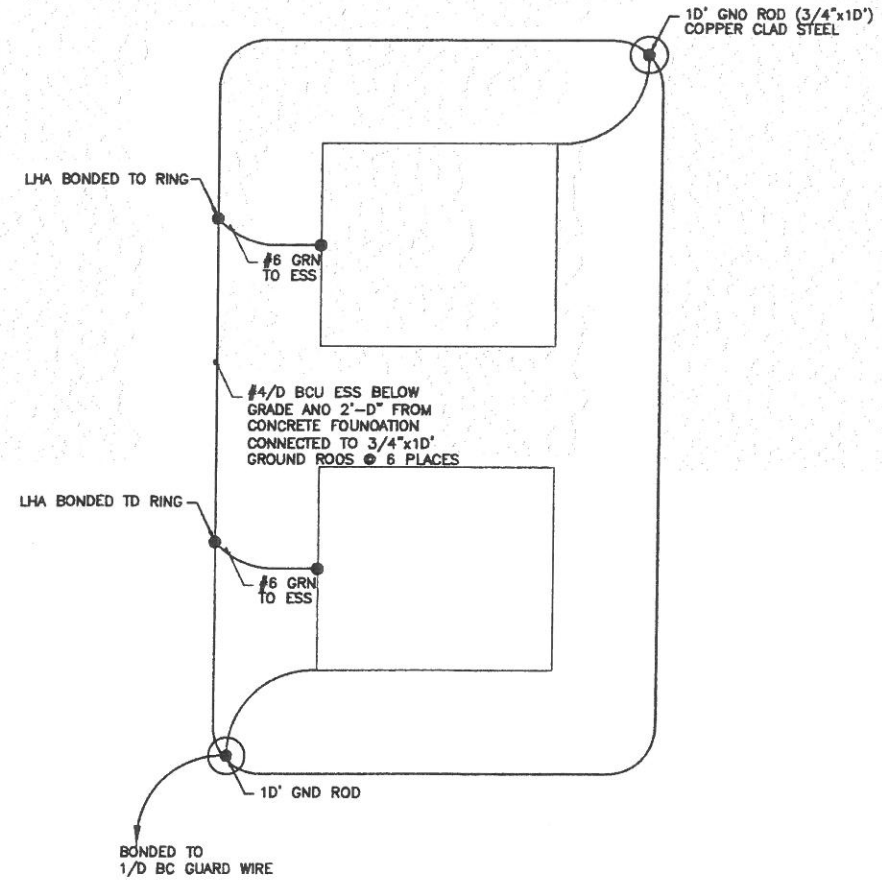
BY	DATE	REVISION

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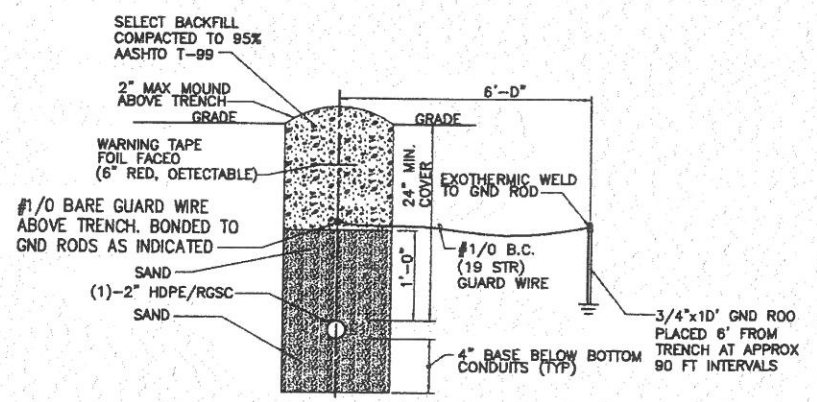
KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 FAA REFERENCE DRAWING
 ELECTRICAL SCHEMATIC DIAGRAM

DATE: 3/18/2014
 SHEET: E12 of E19
 AS-BUILT SHEET:

Date Revised: 3/18/2014, 2:40 PM
 Layout Name: E13
 File Path and Name: Z:\13004KRA - Kodiak Airport Runway 1836 and RSA\13004 E13.dwg
 Drawn By:
 Checked By:



1 VASI GROUNDING PLAN
 E13 SCALE: NTS



2 TRENCH DETAIL
 E13 SCALE: NTS

DETAIL NOTE:
 COMPACT FILL IN 12" (MAX) LIFTS

THIS DRAWING IS FOR REFERENCE ONLY

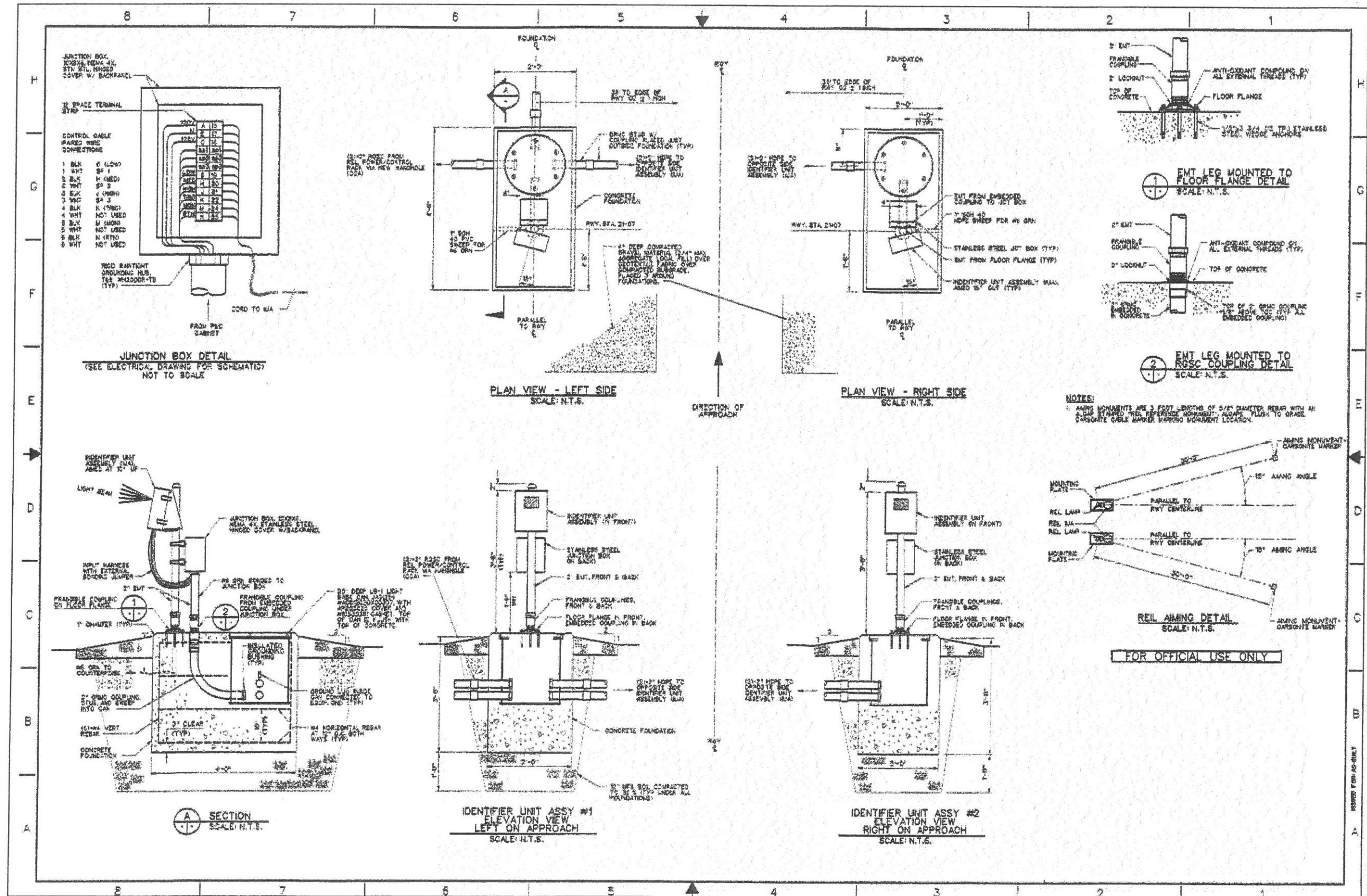
BY	DATE	REVISION

STATE OF ALASKA
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KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 FAA REFERENCE DRAWING
 GROUNDING PLAN & TRENCH DETAIL

DATE: 3/18/2014
 SHEET: E13 of E19
 AS-BUILT SHEET:

Date Revised: 3/19/2014, 2:44 PM
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 Drawn By:
 Checked By:



CAUTION: DRAWING SCALE IS REDUCED

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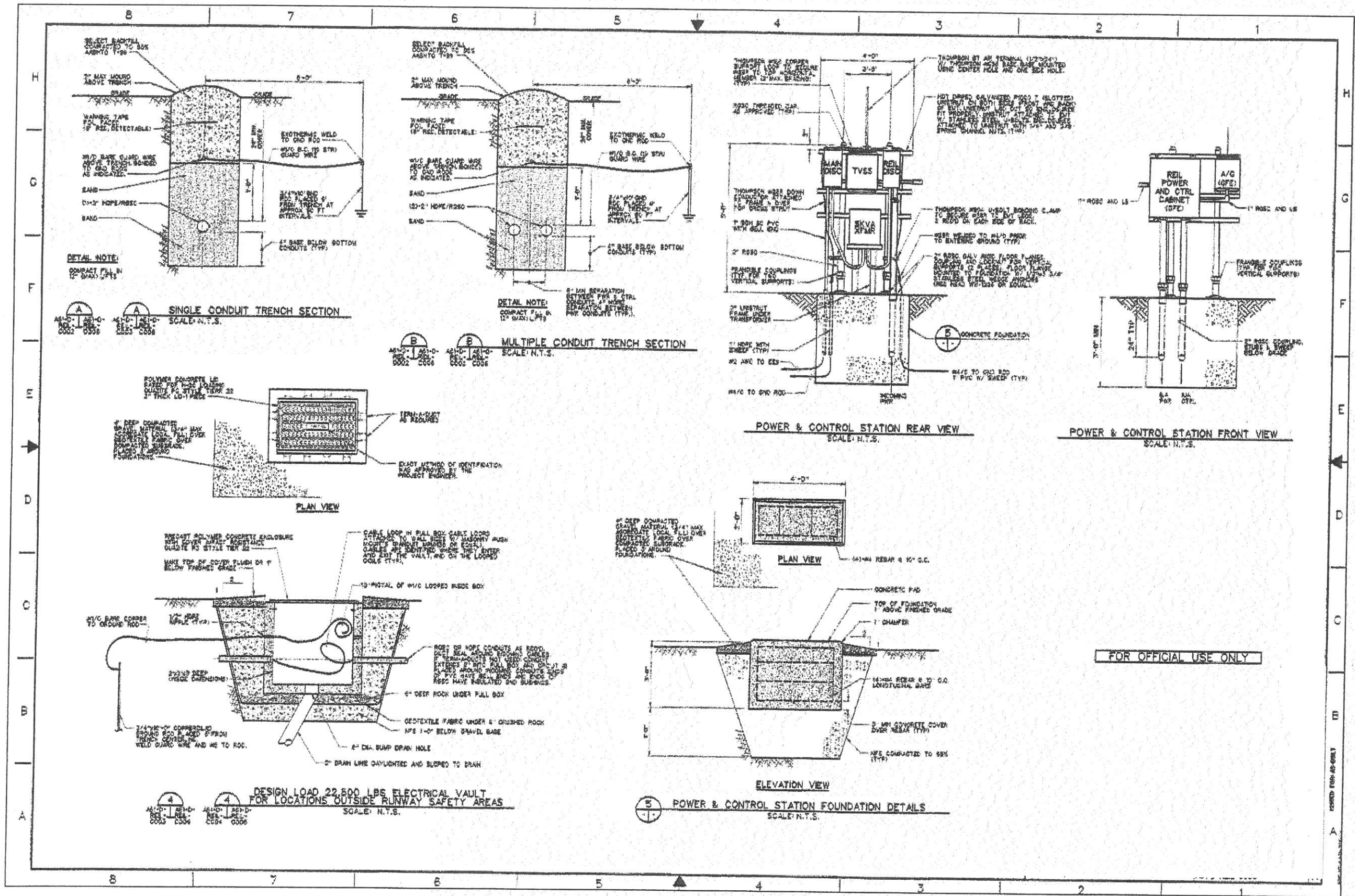
BY	DATE	REVISION

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 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 FAA REFERENCE DRAWING
 REIL DETAILS

DATE: 3/18/2014
 SHEET: E14 OF E19
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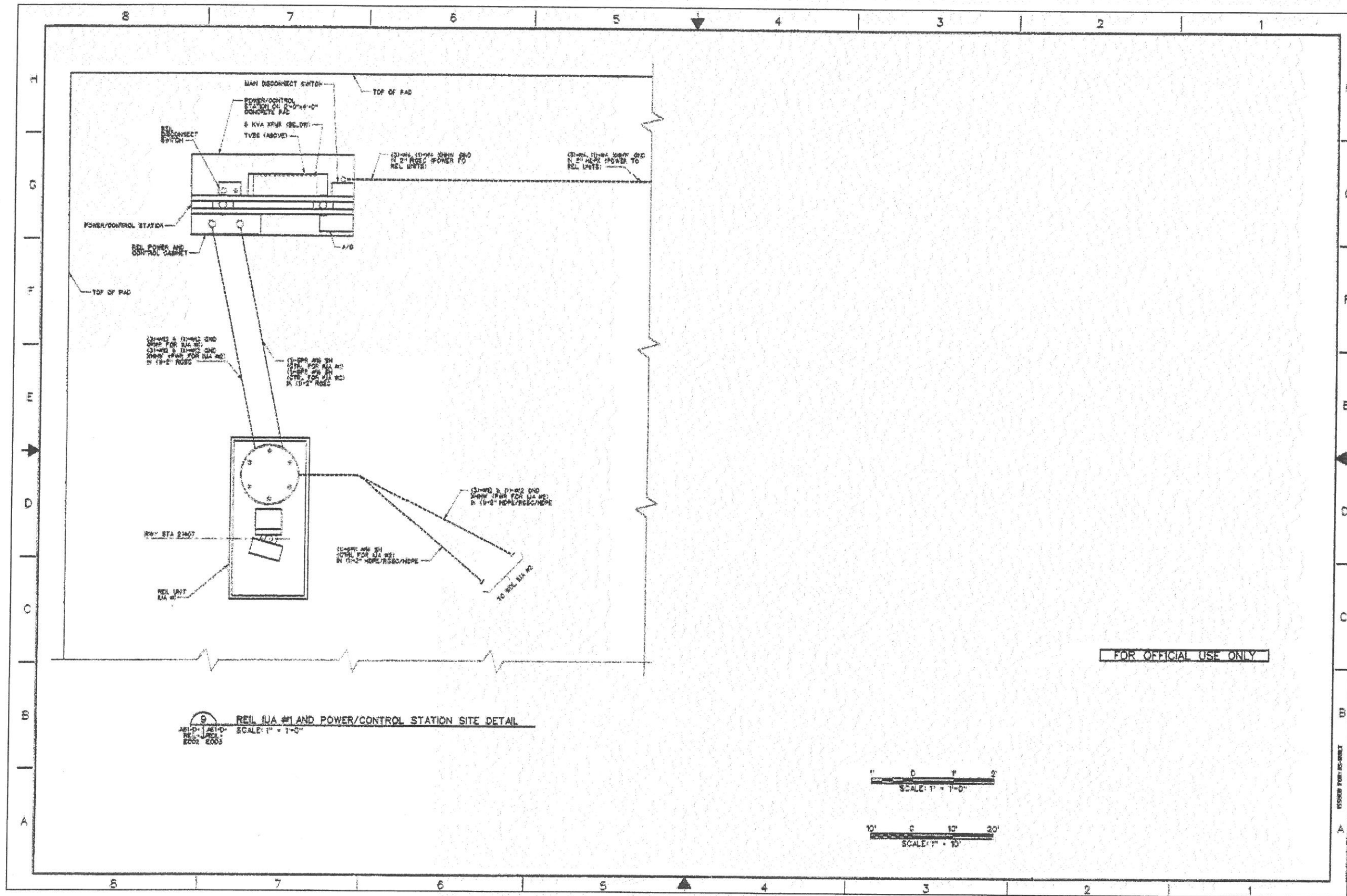
BY	DATE	REVISION

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KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 FAA REFERENCE DRAWING
 REIL DETAILS

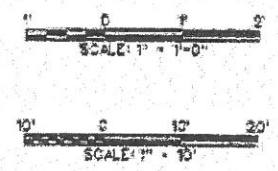
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 Designed By:
 Drawn By:
 Checked By:



9 REIL IIA #1 AND POWER/CONTROL STATION SITE DETAIL
 SCALE: 1" = 1'-0"

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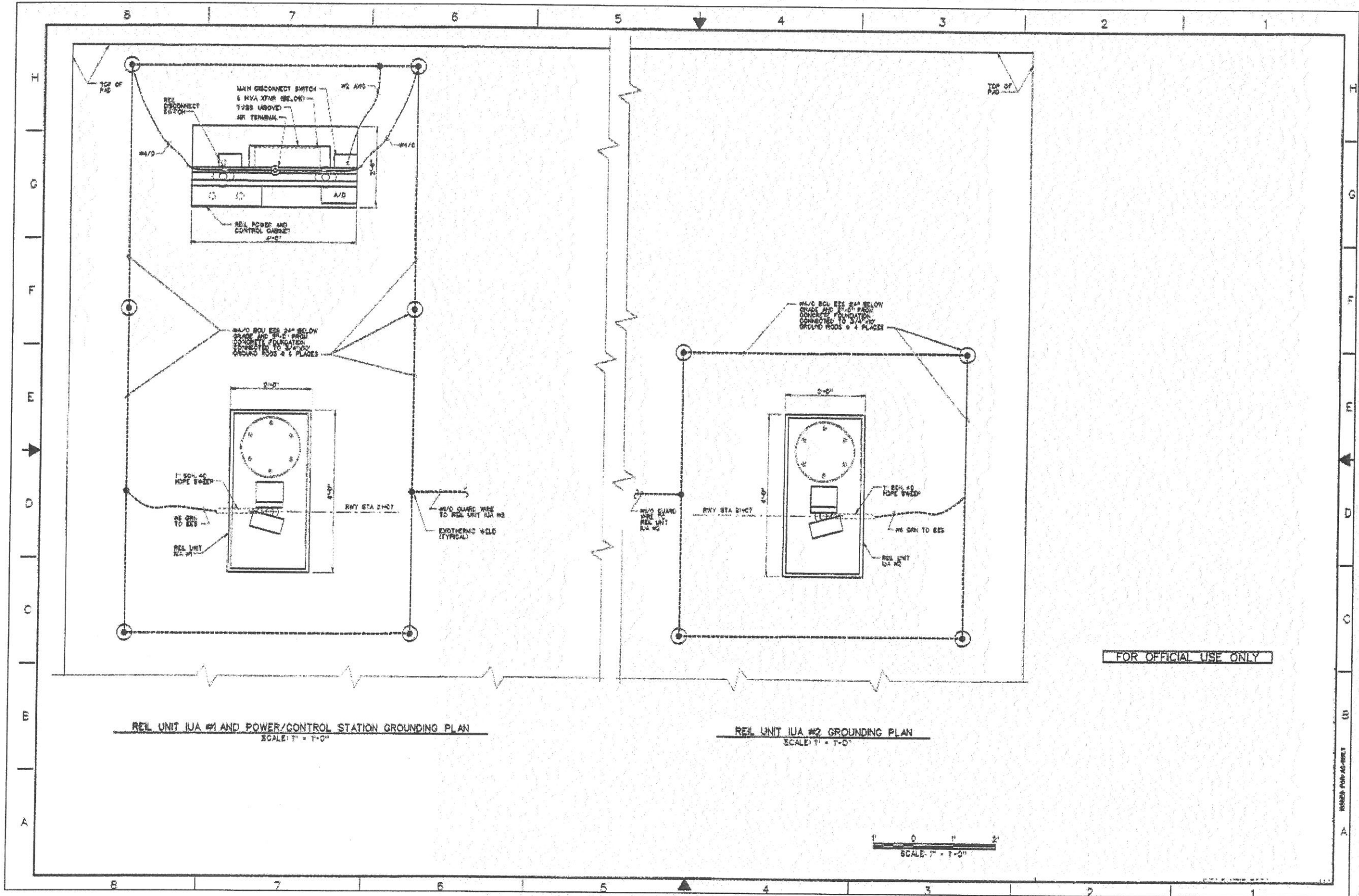
BY	DATE	REVISION

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KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 FAA REFERENCE DRAWING
 REIL DETAILS

DATE: 3/18/2014
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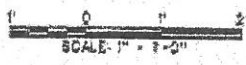
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REIL UNIT IUA #1 AND POWER/CONTROL STATION GROUNDING PLAN
SCALE: 1" = 1'-0"

REIL UNIT IUA #2 GROUNDING PLAN
SCALE: 1" = 1'-0"

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BY	DATE	REVISION

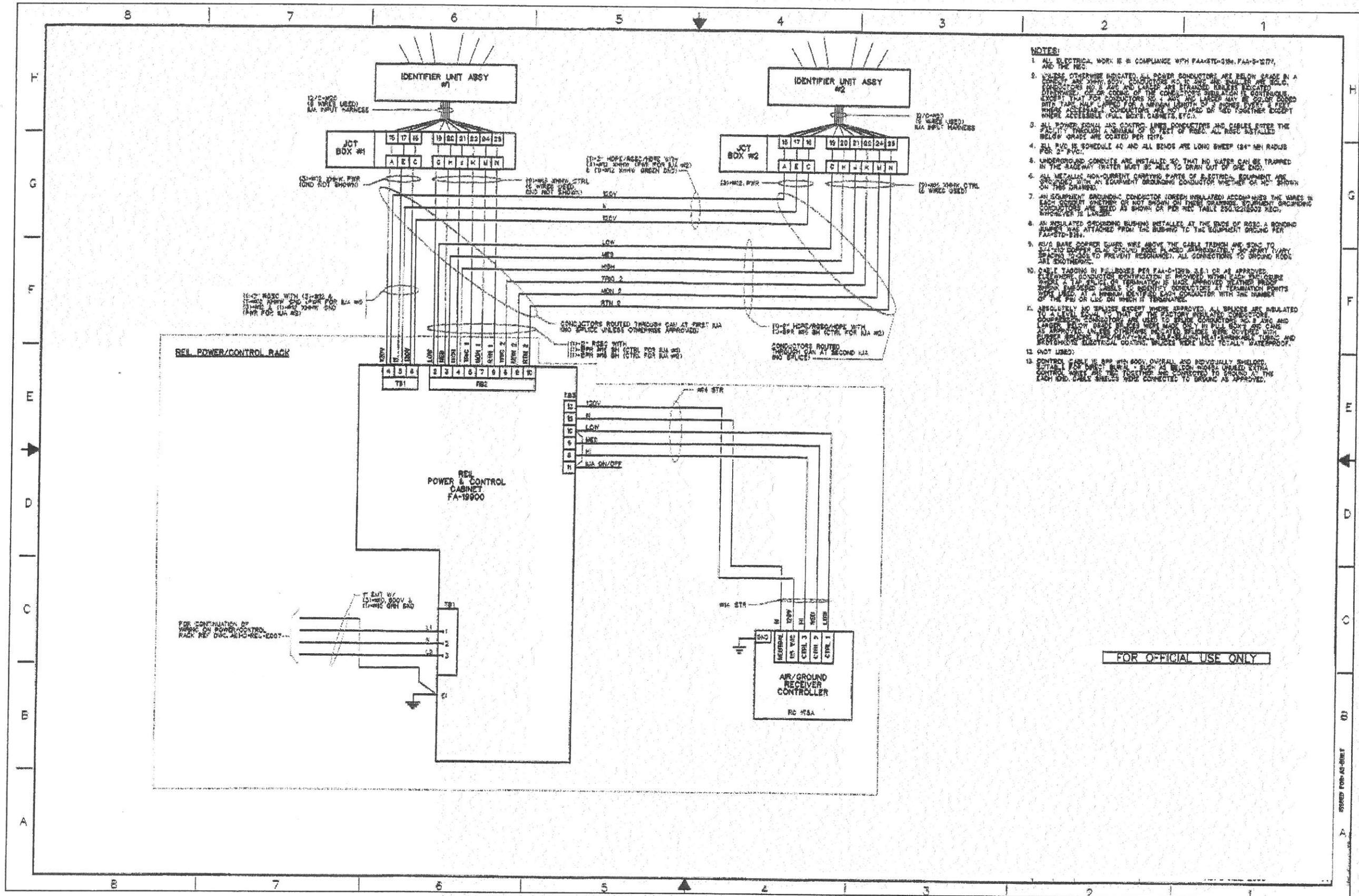
**STATE OF ALASKA
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AND PUBLIC FACILITIES
CENTRAL REGION**

**KODIAK AIRPORT
KODIAK, ALASKA
RUNWAY SAFETY AREA EXTENSION
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
FAA REFERENCE DRAWING
REIL DETAILS**

DATE: 3/18/2014
SHEET: E17 of E19
AS-BUILT SHEET:

CAUTION: DRAWING SCALE IS REDUCED

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 Designed By:
 Drawn By:
 Checked By:



- NOTES:**
1. ALL ELECTRICAL WORK IS IN COMPLIANCE WITH FAA-STD-336, FAA-D-107, AND THE NEC.
 2. UNLESS OTHERWISE INDICATED, ALL POWER CONDUCTORS ARE BEHIND GRADE IN A CONDUIT. UNLESS OTHERWISE INDICATED, ALL CONTROL WIRING IS BEHIND GRADE IN A CONDUIT. UNLESS OTHERWISE INDICATED, ALL WIRING IS TO BE INSTALLED IN ACCORDANCE WITH THE NEC. UNLESS OTHERWISE INDICATED, ALL WIRING IS TO BE INSTALLED IN ACCORDANCE WITH THE NEC. UNLESS OTHERWISE INDICATED, ALL WIRING IS TO BE INSTALLED IN ACCORDANCE WITH THE NEC.
 3. ALL POWER, SIGNAL AND CONTROL LINES CONDUCTORS AND CABLES ENTER THE FACILITY THROUGH A MINIMUM OF 18 FEET OF REEF. ALL REEF IS INSTALLED BELOW GRADE AND COATED PER 1071.
 4. ALL REEF IS SCHEDULE 40 AND ALL BEADS ARE LONG SWEEP (94" MIN RADIUS FOR 2" PVC).
 5. UNDERGROUND CONDUITS ARE INSTALLED SO THAT NO WATER CAN BE TRAPPED IN THE SIDEWAY. TRAPS MUST BE ABLE TO DRAIN OUT OF ONE END.
 6. ALL METALS FOR CURRENT CARRYING PARTS OF ELECTRICAL EQUIPMENT ARE GROUNDED WITH AN EQUIPMENT GROUNDING CONDUCTOR WHETHER OR NOT SHOWN ON THIS DRAWING.
 7. AN EQUIPMENT GROUNDING CONDUCTOR (EGC) INSTALLED ACCORDING TO THE WIRING IN EACH SECTION WHETHER OR NOT SHOWN ON THIS DRAWING IS UNDER THE GROUNDING CONDUCTOR AND SHALL BE SHOWN OR PER NEC TABLE 250.22(B)(2) XEC.
 8. AN INSULATED GROUNDING BUSHING INSTALLED AT THE ENDS OF REEF. A BONDING STRAP WAS ATTACHED FROM THE BUSHING TO THE EQUIPMENT GROUND PER FAA-STD-336.
 9. ALL WIRE BUNDLES SHALL BE ABOVE THE CABLE TRAYS AND SHALL BE SECURED TO THE TRAY TO PREVENT RESONANCE. ALL CONNECTIONS TO GROUND RODS ARE BROTHINGHAM.
 10. ALL WIRE BUNDLES IN TUBING SHALL BE SECURED TO THE TUBING WITH EACH BUNDLE WITH A 1/4" DIA. STAINLESS STEEL BUSHING. IF MADE APPROVED WEATHER PROOF SHALL BE USED. BUSHING SHALL BE INSTALLED AT TERMINATION POINTS TO PREVENT RESONANCE. ALL CONNECTIONS TO GROUND RODS SHALL BE BROTHINGHAM.
 11. ABSOLUTELY NO BRIDGES EXCEPT WHERE APPROVED. ALL BRIDGES ARE INSULATED TO A LEVEL ABOVE THE PART OF THE FACILITY WHERE THE BRIDGE IS AND COMPARTMENTED TO PREVENT RESONANCE. ALL BRIDGES SHALL BE MADE OF ALUMINUM OR GALVANIZED STEEL. ALL BRIDGES SHALL BE MADE OF ALUMINUM OR GALVANIZED STEEL. ALL BRIDGES SHALL BE MADE OF ALUMINUM OR GALVANIZED STEEL. ALL BRIDGES SHALL BE MADE OF ALUMINUM OR GALVANIZED STEEL.
 12. NOT USED.
 13. CONTROL WIRING IS 800 VDC OVERALL AND INDIVIDUALLY SHIELDED. CONTROL WIRING SHALL BE INSTALLED IN ACCORDANCE WITH THE NEC. EACH END, CABLE SHEATHS WERE CONNECTED TO GROUND AS APPROVED.

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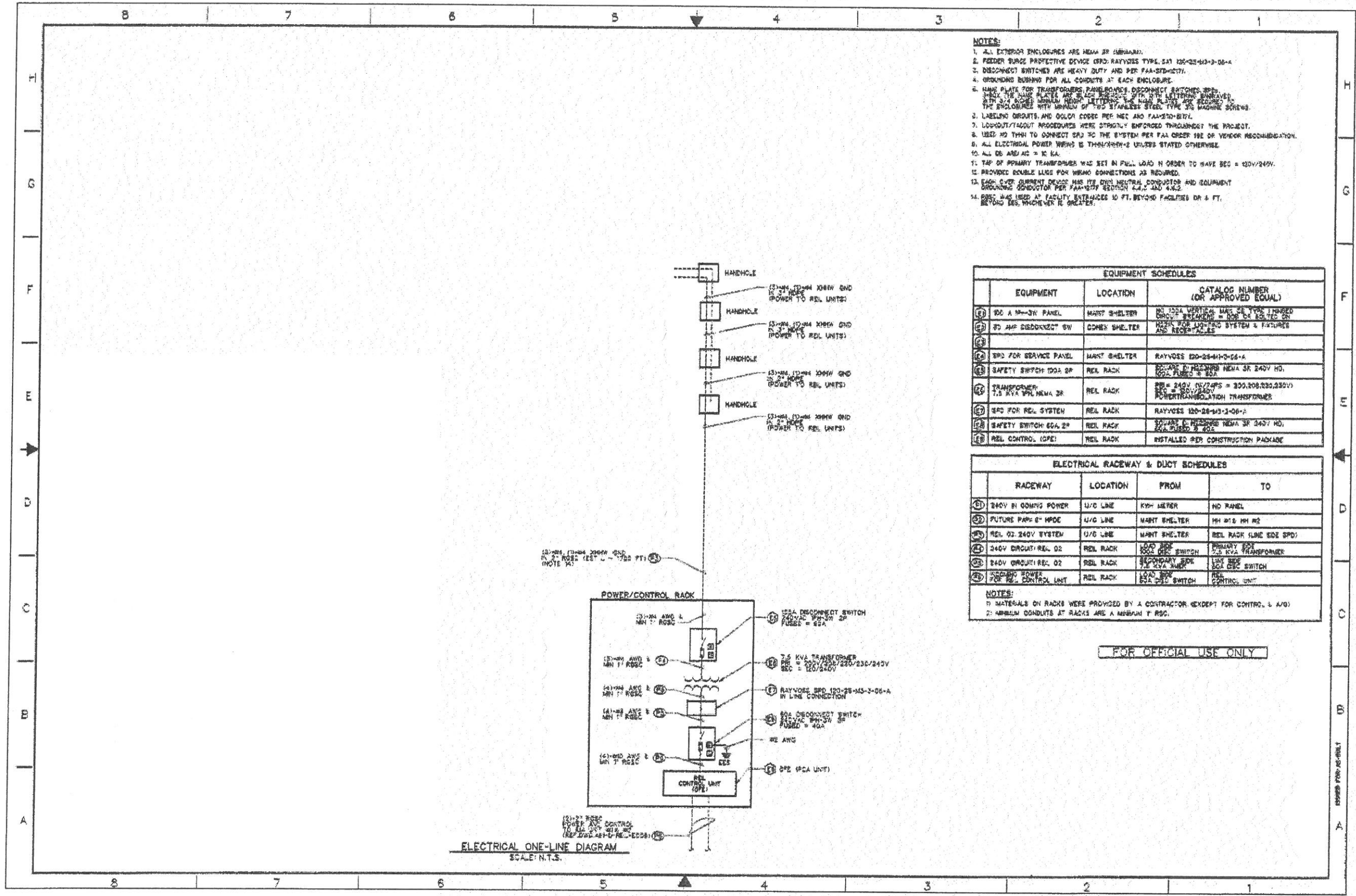
STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 FAA REFERENCE DRAWING
 REIL DETAILS

DATE: 3/18/2014
 SHEET: E18 of E19
 AS-BUILT SHEET:

CAUTION: DRAWING SCALE IS REDUCED

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 Designed By:
 Drawn By:
 Checked By:



- NOTES:**
1. ALL EXTERIOR ENCLOSURES ARE HEAVY DUTY (MINIMUM).
 2. FEEDER SURGE PROTECTIVE DEVICE (SPD) RAYVOSS TYPE SAT 120-28-MS-2-06-A.
 3. DISCONNECT SWITCHES ARE HEAVY DUTY AND PER FAA-STD-0271.
 4. GROUNDING BUSBARS FOR ALL CONDUITS AT EACH ENCLOSURE.
 5. NAME PLATE FOR TRANSFORMERS, PANELBOARDS, DISCONNECT SWITCHES, SPD, AND THE MAIN PLATES AND BUS BARRIERS SHALL BE LETTERED UNLESS OTHERWISE SPECIFIED IN MINIMUM HEIGHT LETTERS. ALL NAME PLATES SHALL BE SECURED TO THE ENCLOSURE WITH MINIMUM OF TWO STAINLESS STEEL TYPE 304 MACHINE SCREWS.
 6. LABELING CIRCUITS AND COLOR CODES PER NEC AND FAA-STD-0271.
 7. LOCKOUT/TAGOUT PROCEDURES WERE STRICTLY ENFORCED THROUGHOUT THE PROJECT.
 8. USED NO THIN TO CONNECT SAJ TO THE SYSTEM PER FAA ORDER 102 OR VENDOR RECOMMENDATION.
 9. ALL ELECTRICAL POWER WIRING IS THIN/NO. 12 UNLESS STATED OTHERWISE.
 10. ALL DB AND AC = 10 KA.
 11. TAP OF PRIMARY TRANSFORMER WAS SET IN FULL LOAD IN ORDER TO HAVE SEC = 120V/240V.
 12. PROVIDED DOUBLE LUGS FOR WIRING CONNECTIONS AS REQUIRED.
 13. EACH CIRCUIT BREAKER HAS ITS OWN NEUTRAL CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR PER FAA-STD SECTION 4.4.2 AND 4.6.2.
 14. GFCI WAS USED AT FACILITY ENTRANCES 10 FT. BEYOND FACILITIES OR 6 FT. BEYOND SEE, WHICHEVER IS GREATER.

EQUIPMENT SCHEDULES		
EQUIPMENT	LOCATION	CATALOG NUMBER (OR APPROVED EQUAL)
101	100 A 100-30V PANEL	WARRANT SHELTER NO. 100A VERTICAL MOUNT TYPE 100A 100V 30V 100A 100V 30V 100A 100V 30V
102	100 A 100-30V SW	WARRANT SHELTER NO. 100A 100V 30V 100A 100V 30V 100A 100V 30V
103	SPD FOR SERVICE PANEL	WARRANT SHELTER RAYVOSS 120-28-MS-2-06-A
104	SAFETY SWITCH 100A 2P	WARRANT SHELTER HEAVY DUTY 240V HD, 100A FUSED 3 20A
105	TRANSFORMER 7.5 KVA 240V/240V	SEC = 240V 120/240V = 300.008.000.000V SEC = 240V/240V POWERTRANSFORMATION TRANSFORMER
106	SPD FOR REL SYSTEM	WARRANT SHELTER RAYVOSS 120-28-MS-2-06-A
107	SAFETY SWITCH 60A 2P	WARRANT SHELTER HEAVY DUTY 240V HD, 60A FUSED 3 20A
108	REL CONTROL (OPE)	INSTALLED PER CONSTRUCTION PACKAGE

ELECTRICAL RACEWAY & DUCT SCHEDULES			
RACEWAY	LOCATION	FROM	TO
101	240V IN COMP. POWER	1/0 LINE	KVPH METER NO PANEL
102	FUTURE 240V IN COMP. POWER	1/0 LINE	WARRANT SHELTER 100A 100V 30V 100A 100V 30V
103	REL. 02 240V SYSTEM	1/0 LINE	WARRANT SHELTER REL RACK (LINE SIDE SPD)
104	240V CIRCUIT REL. 02	REL RACK	100A 100V 30V 100A 100V 30V 100A 100V 30V
105	240V CIRCUIT REL. 02	REL RACK	SECONDARY SIDE 100A 100V 30V 100A 100V 30V
106	240V CIRCUIT REL. 02	REL RACK	LOAD SIDE 100A 100V 30V 100A 100V 30V

- NOTES:**
1. MATERIALS ON RACKS WERE PROVIDED BY A CONTRACTOR EXCEPT FOR CONTROL, 3 & A/O.
 2. MINIMUM CONDUITS AT RACKS ARE A MINIMUM 1" RSC.

FOR OFFICIAL USE ONLY

THIS DRAWING IS FOR REFERENCE ONLY

BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
 RUNWAY SAFETY AREA EXTENSION
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 FAA REFERENCE DRAWING
 RELIL DETAILS

DATE:
 3/18/2014
 SHEET:
E19 OF E19
 AS-BUILT SHEET:

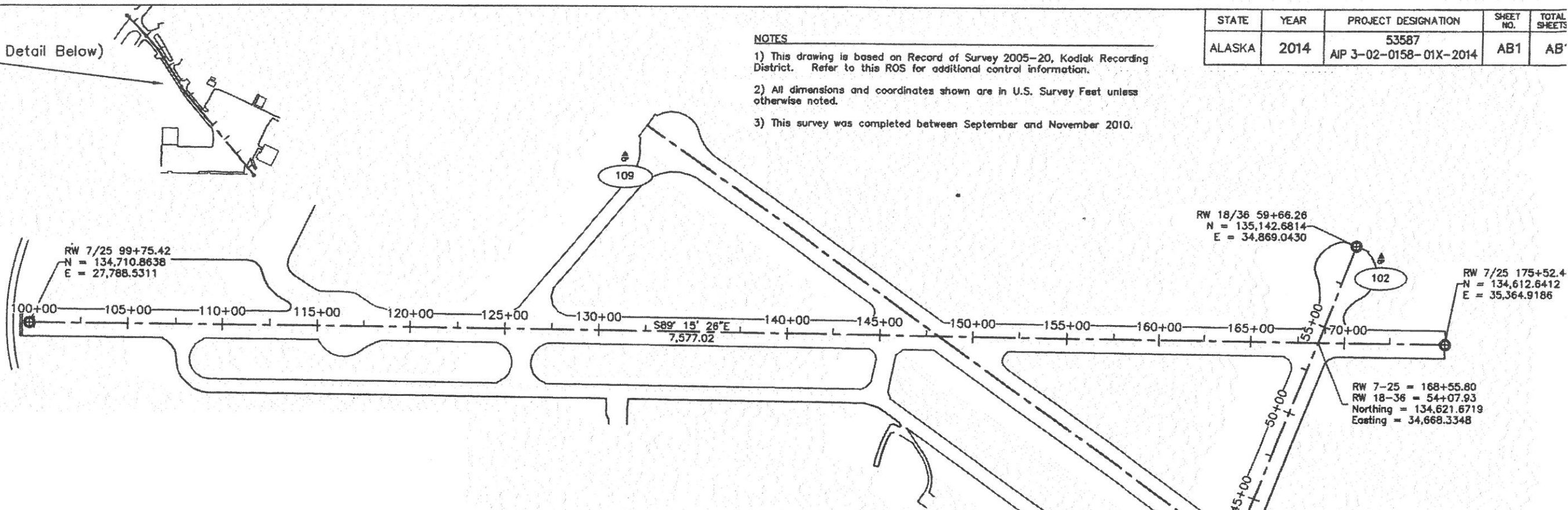
CAUTION: DRAWING SCALE IS REDUCED

STATE	YEAR	PROJECT DESIGNATION	SHEET NO.	TOTAL SHEETS
ALASKA	2014	53587 AIP 3-02-0158-01X-2014	AB1	AB'

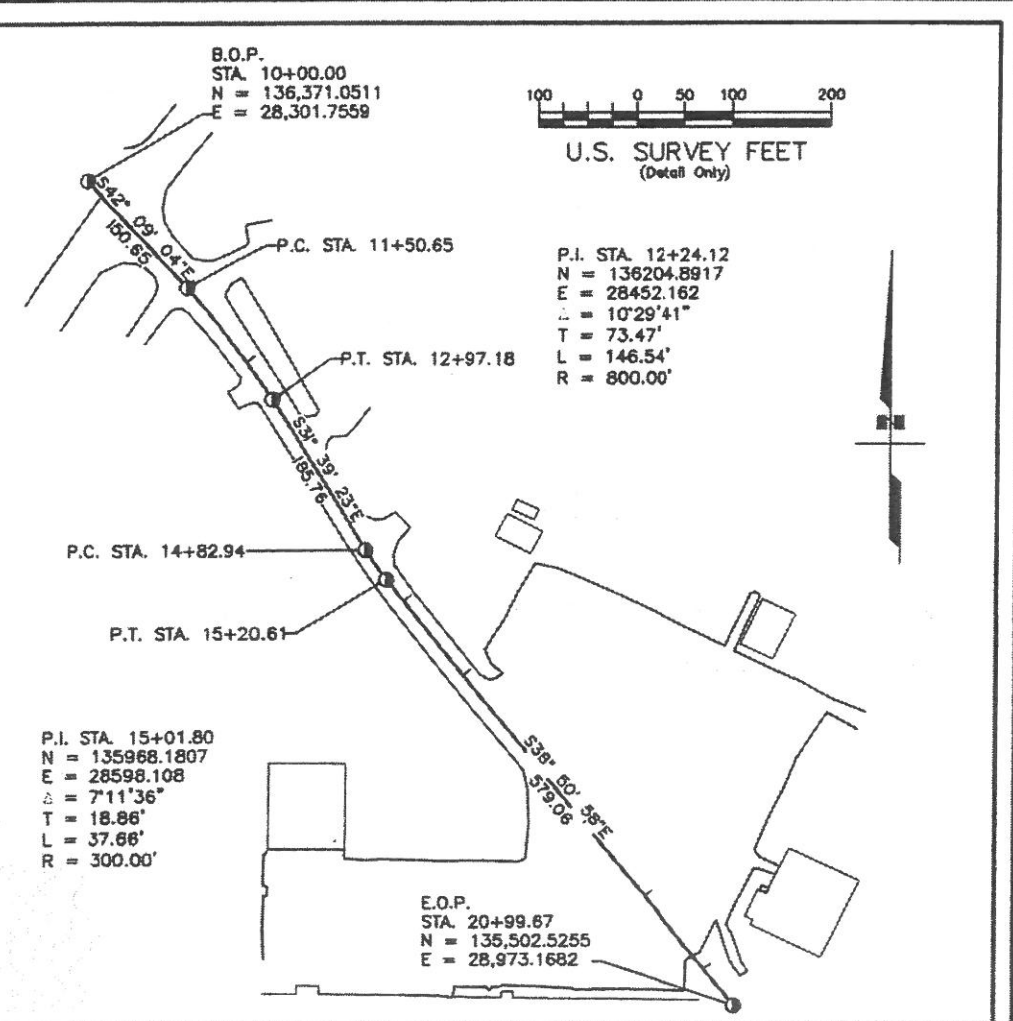
NOTES

- 1) This drawing is based on Record of Survey 2005-20, Kodiak Recording District. Refer to this ROS for additional control information.
- 2) All dimensions and coordinates shown are in U.S. Survey Feet unless otherwise noted.
- 3) This survey was completed between September and November 2010.

(See Landside Parking Detail Below)



Landside Parking Detail



SURVEY CONTROL								
Point	Runway 7/25 Station	Runway 7/25 Offset	Runway 18/36 Station	Runway 18/36 Offset	Northing	Easting	Elevation	Description
109	131+18.90	953.16 LI.	50+03.73	3835.31 LI.	135623.1985	30944.1030	36.09	Fd\AC\DOTI
552	144+10.39	4308.06 RI.			130345.6836	32167.2859	64.01	Fd\DAT POINT
556	160+99.15	1256.93 RI.	39+66.44	272.94 LI.	133374.6592	33895.4541	30.72	Fd\ABC
102	171+88.09	472.32 LI.	59+66.26	147.53 RI.	135089.6433	35006.7137	19.27	Fd\AC\DOTI

HORIZONTAL CONTROL STATEMENT

The project coordinates are a local ground system using the translation parameters of AKDOT Central Region Coordinate system Kodiak.

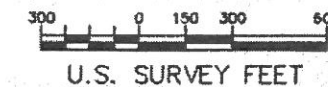
Translation Parameters:

To convert the local coordinates to NAD83(92) State Plane Zone 5 U.S. Foot coordinates, translate using +1,238,937.1390 Feet N, +1,901,866.2400 Feet E. (No scale factor is needed).

VERTICAL CONTROL STATEMENT

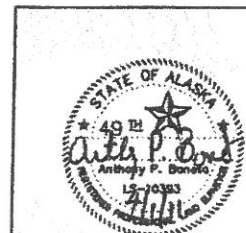
NAVD88 U.S. Survey Feet, based on Record of Survey 2005-20, Kodiak Recording District.

Whether listed or not, ALL monuments or property markers, corners, or accessories, which will be disturbed or buried, shall be referenced and re-established in their original position (A.S. 19.10.260) and recorded (A.S. 34.65.040).



Legend

- ⊕ Government Monument
- ▲ Control Point
- ⊙ Primary Centerline Monument
- ⊙ Secondary Centerline Monument

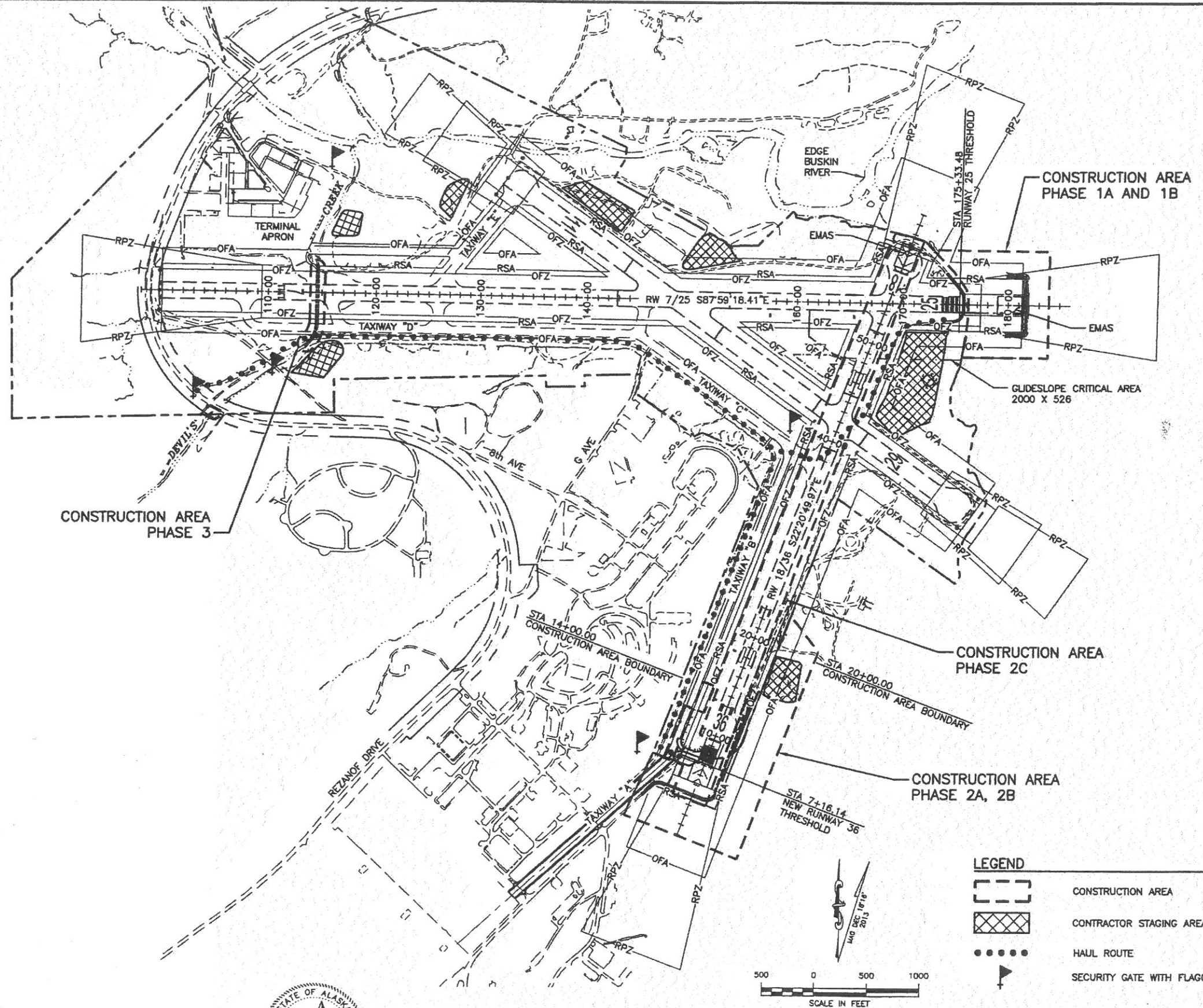


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
&
PUBLIC FACILITIES
Survey Control Sheet
Federal Project No.
53587/AIP 3-02-0158-01X-2014
Kodiak Airport - Kodiak, Alaska
KODIAK AIRPORT RSA EXTENSION

DRAWN	FMK	DATE	March 31, 2011	SCALE	(Varies)
CHECKED	APB	DATE	April 1, 2011	SHEET	1 OF 1

GENERAL HAUL ROUTE NOTES:

1. SPEED IS RESTRICTED TO 25 MPH ON AIRPORT PROPERTY AND 10 MPH NEAR NAVIGATION AIDS. FOLLOW LOCAL TRAFFIC LAWS WHEN TRAVELING ON PUBLIC ROADS.
2. ACCESS AND HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT HAULING AND CONSTRUCTION OPERATIONS.
3. PORTIONS OF THE HAUL ROUTES AND STAGING AREAS MAY REQUIRE IMPROVEMENT TO SUPPORT CONTRACTOR'S OPERATIONS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT, REMOVAL AND REPLACING ANY EXISTING FENCE OR GATES REQUIRED FOR ESTABLISHING ACCESS TO THE HAUL ROUTES.
5. FIELD-VERIFY SUITABILITY OF HAUL ROUTES AND STAGING AREAS SHOWN. DEVELOP AND MAINTAIN HAUL ROUTES AS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING THE HAUL ROUTES AND STAGING AREA DAMAGE TO PRECONSTRUCTION CONDITIONS. SEE SECTIONS GCP-40 AND GCP-70.
6. PROVIDE TRAFFIC CONTROL PLANS FOR EACH PHASE OF THE WORK. SEE SECTION G-710.
7. DUE TO THE LOCATION OF THE ELEMENTARY SCHOOL, HAUL OF EMBANKMENT AND SHORE PROTECTION MATERIAL SHALL NOT BE ALLOWED USING 8TH STREET AND G AVENUE.



Date Recheck: 3/28/2014 10:13 AM
 Layout Name: Sheet AD1
 File Path and Name: C:\pawel\working\2014\019\03\1\AD01_EMAS_AD1.dwg
 Drawn By: J.W.
 Checked By: J.W.



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 PHASING PLAN
 OVERVIEW

DATE: 3/28/2014
 SHEET: AD1 of 15
 AS-BUILT SHEET: *or*

PHASE 1A NOTES:

CONSTRUCTION SUMMARY:

WORK ASSOCIATED FOR THIS PHASE INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

- IMPLEMENT SAFETY PLAN REQUIREMENTS INCLUDED IN THE SPCD.
- IMPLEMENT BEST MANAGEMENT PRACTICES.
- DEACTIVATE THE FAA GLIDE SLOPE AND REIL (TO BE PERFORMED BY FAA).
- INSTALL TEMPORARY REIL.
- INSTALL TEMPORARY THRESHOLD LIGHTS AS SHOWN ON THE PLANS.
- INSTALL TEMPORARY THRESHOLD BAR AND CHEVRONS AS SHOWN IN THE SAFETY PLAN DETAILS.
- COVER THRESHOLD AND RUNWAY 25 DESIGNATION NUMBER AS SHOWN IN THE SAFETY PLAN DETAILS.
- CONSTRUCT THE NEW EMBANKMENT FOR THE SAFETY AREA EXTENSION EAST OF THE EAST END OF RUNWAY 7/25 TO INCLUDE PLACING OF EMBANKMENT MATERIAL AND SHORE PROTECTION.
- REMOVE TEMPORARY LIGHTING AND MARKING FOLLOWING COMPLETION OF EMBANKMENTS.
- RESTORE REIL SYSTEMS TO ITS ORIGINAL LOCATION (TO BE PERFORMED BY THE FAA).
- REACTIVATE GLIDESLOPE (TO BE PERFORMED BY THE FAA).

2. AREAS CLOSED TO AIRCRAFT OPERATIONS

THE THRESHOLD OF RUNWAY 25 WILL BE RELOCATED BY 500' TO THE WEST. THE FIRST 500' OF RUNWAY WILL BE CLOSED TO AIRCRAFT OPERATIONS.

3. TAXI ROUTES

TAXI ROUTES WILL NOT BE AFFECTED DURING THIS PHASE AND NO TAXIWAY WILL BE CLOSED.

4. ARFF ACCESS ROUTES

ARFF ACCESS ROUTES WILL NOT BE AFFECTED DURING THIS PHASE.

5. CONSTRUCTION HAUL ROUTES

ROUTES ARE SHOWN ON THE PHASING PLANS AND SHALL BE GENERALLY AS FOLLOWS:

THE PRIMARY HAUL ROUTE SHALL BE FROM REZANOF DRIVE WEST, EXIT ON DRIVEWAY LOCATED NORTH OF DEVIL'S CREEK. ENTER AOA THROUGH SECURITY GATE AND PROCEED EAST ALONG SERVICE ROAD SOUTH OF TAXIWAYS D AND C. CROSS RUNWAY 18/36 AND 11/29 TO THE SERVICE ROAD EAST OF RUNWAY 18/36. ENTER PROJECT AREA.

6. IMPACTS ON NAVAIDS

THE GLIDE SLOPE FOR RUNWAY 25 WILL BE DEACTIVATED DUE TO THE RELOCATION OF THE RUNWAY 25 THRESHOLD.

RUNWAY 25 VASI WILL BE DEACTIVATED AND TEMPORARILY RELOCATED 500' TO THE WEST. NEW TEMPORARY FOUNDATIONS WILL BE CONSTRUCTED AND TEMPORARY WIRING INSTALLED.

THE REIL WILL BE DEACTIVATED AND TEMPORARILY RELOCATED BY 500' TO THE WEST. NEW TEMPORARY WIRING AND LIGHT BASES WILL BE INSTALLED.

EXISTING VASI AND REIL EQUIPMENT WILL BE UTILIZED.

7. LIGHTING AND MARKING CHANGES

THE RUNWAY 25 THRESHOLD WILL BE RELOCATED BY APPROXIMATELY 500' TO THE WEST. THE RUNWAY EDGE LIGHTS AND THRESHOLD LIGHTS FOR THE CLOSED END OF THE RUNWAY WILL BE DEACTIVATED. TEMPORARY THRESHOLD LIGHTS WILL BE INSTALLED AT THE RELOCATED THRESHOLD.

A TEMPORARY THRESHOLD BAR WILL BE PLACED AT THE NEW THRESHOLD WITH TEMPORARY CHEVRONS LEADING UP TO THE BAR.

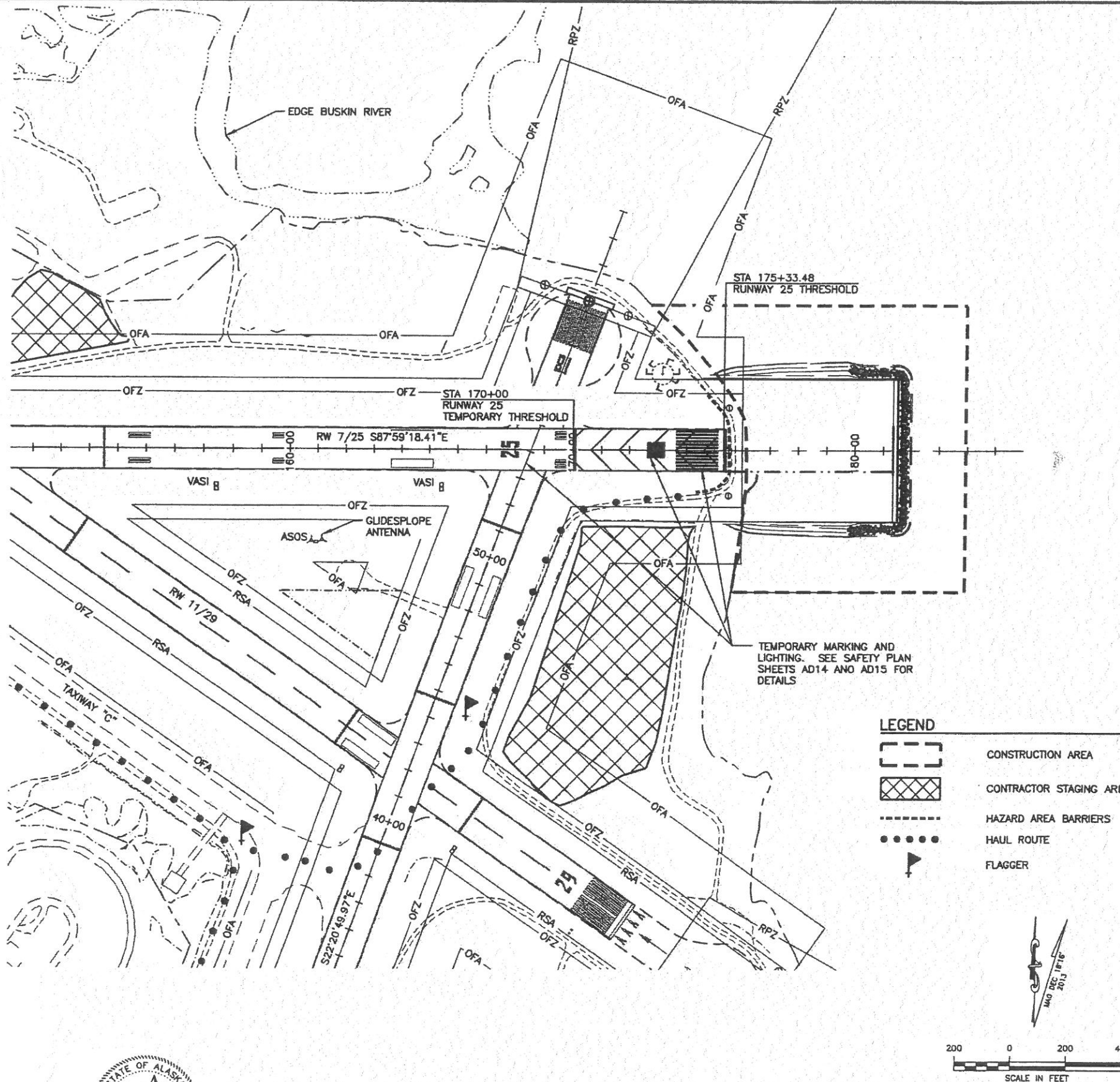
THE RUNWAY THRESHOLD AND DESIGNATION NUMBERS WILL BE COVERED.

8. AVAILABLE RUNWAY LENGTH

RUNWAY LENGTH WILL BE SHORTENED TO 7,000' FEET DURING THIS PHASE. SEE THE DECLARED DISTANCES INCLUDED AS FOLLOWS:

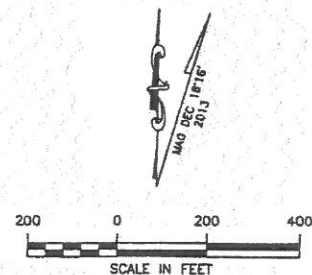
RUNWAY 7
ASQA = 7,000' TORA = 7,000' TODA = 7,000' LDA = 7,000'
RUNWAY 25
ASQA = 6,000' TORA = 6,000' TODA = 6,000' LDA = 7,000'

THERE IS NO SAFETY AREA BEYOND THE ENDS OR PRIOR TO THE BEGINNING OF EACH RUNWAY.



LEGEND

- CONSTRUCTION AREA
- CONTRACTOR STAGING AREA
- HAZARD AREA BARRIERS
- HAUL ROUTE
- FLAGGER



Date Revised: 3/28/2014 10:17 AM
 Layout Name: AD2-EMAS_A02-Phase1A_2 OF 15
 File Path and Name: C:\working\em\09030311\AD2-EMAS_A02-AD2-Phase1A.dwg



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 PHASING PLAN
 PHASE 1A

DATE: 3/28/2014
 SHEET: AD2 OF 15
 AS-BUILT SHEET: *or*

PHASE 1B NOTES:

1. CONSTRUCTION SUMMARY:

WORK ASSOCIATED FOR THIS PHASE INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

- IMPLEMENT SAFETY PLAN REQUIREMENTS INCLUDED IN THE SPCD.
- IMPLEMENT BEST MANAGEMENT PRACTICES.
- DEACTIVATE THE FAA GLIDE SLOPE, AND REIL (TO BE PERFORMED BY FAA).
- TEMPORARILY RELOCATE THE REIL LIGHTS AS SHOWN ON THE PLANS.
- INSTALL TEMPORARY THRESHOLD LIGHTS AS SHOWN OF THE PLANS.
- INSTALL TEMPORARY THRESHOLD BAR AND CHEVRONS AS SHOWN IN THE SAFETY PLAN DETAILS.
- COVER RUNWAY 25 THRESHOLD AND DESIGNATION NUMBER AS SHOWN IN THE SAFETY PLAN DETAILS.
- REGRADE THE SAFETY AREA, AS NEEDED.
- SURFACE AND PAVE THE SAFETY AREA AS SHOWN ON THE PLANS.
- INSTALL RUNWAY 7/25 EMAS.
- MARK SAFETY AREA.
- REMOVE TEMPORARY LIGHTING AND MARKING FOLLOWING COMPLETION OF EMBANKMENTS.
- RESTORE THE REIL SYSTEMS TO THEIR ORIGINAL LOCATION.
- REACTIVATE GLIDE SLOPE (TO BE PERFORMED BY THE FAA).

2. AREAS CLOSED TO AIRCRAFT OPERATIONS

THE THRESHOLD OF RUNWAY 25 WILL BE RELOCATED BY 500' TO THE WEST. THE FIRST 500' OF RUNWAY WILL BE CLOSED TO AIRCRAFT OPERATIONS.

3. TAXI ROUTES

TAXI ROUTES WILL NOT BE AFFECTED DURING THIS PHASE AND NO TAXIWAY WILL BE CLOSED.

4. ARFF ACCESS ROUTES

ARFF ACCESS ROUTES WILL NOT BE AFFECTED DURING THIS PHASE.

5. CONSTRUCTION ACCESS AND HAUL ROUTES

HAUL ROUTES ARE SHOWN ON THE PHASING PLAN AND SHALL BE GENERALLY AS FOLLOWS:

THE PRIMARY HAUL ROUTE FOR THE HAULING OF MATERIALS INCLUDING EMBANKMENT AND SHORE PROTECTION MATERIAL SHALL BE FROM REZANOF DRIVE WEST, EXIT ON DRIVEWAY LOCATED NORTH OF DEVIL'S CREEK. ENTER AOA THROUGH SECURITY GATE AND PROCEED EAST ALONG SERVICE ROAD SOUTH OF TAXIWAYS D AND C. CROSS RUNWAY 18/36 AND 11/29 TO THE SERVICE ROAD EAST OF RUNWAY 18/36. ENTER PROJECT AREA.

6. IMPACTS ON NAVAIDS

THE GLIDE SLOPE FOR RUNWAY 25 WILL BE DEACTIVATED DUE TO THE RELOCATION OF THE RUNWAY 25 THRESHOLD.

RUNWAY 25 VASI WILL BE DEACTIVATED AND TEMPORARILY RELOCATED 500' TO THE WEST. NEW TEMPORARY FOUNDATIONS WILL BE CONSTRUCTED AND TEMPORARY WIRING INSTALLED.

THE REIL WILL BE DEACTIVATED AND TEMPORARILY RELOCATED BY 500' TO THE WEST. NEW TEMPORARY WIRING AND LIGHT BASES WILL BE INSTALLED.

EXISTING VASI AND REIL EQUIPMENT WILL BE UTILIZED.

7. LIGHTING AND MARKING CHANGES

THE RUNWAY 25 THRESHOLD WILL BE RELOCATED BY APPROXIMATELY 500' TO THE WEST. THE RUNWAY EDGE LIGHTS AND THRESHOLD LIGHTS FOR THE CLOSED END OF THE RUNWAY WILL BE DEACTIVATED. TEMPORARY THRESHOLD LIGHTS WILL BE INSTALLED AT THE RELOCATED THRESHOLD.

A TEMPORARY THRESHOLD BAR WILL BE PLACED AT THE NEW THRESHOLD WITH TEMPORARY CHEVRONS LEADING UP TO THE BAR.

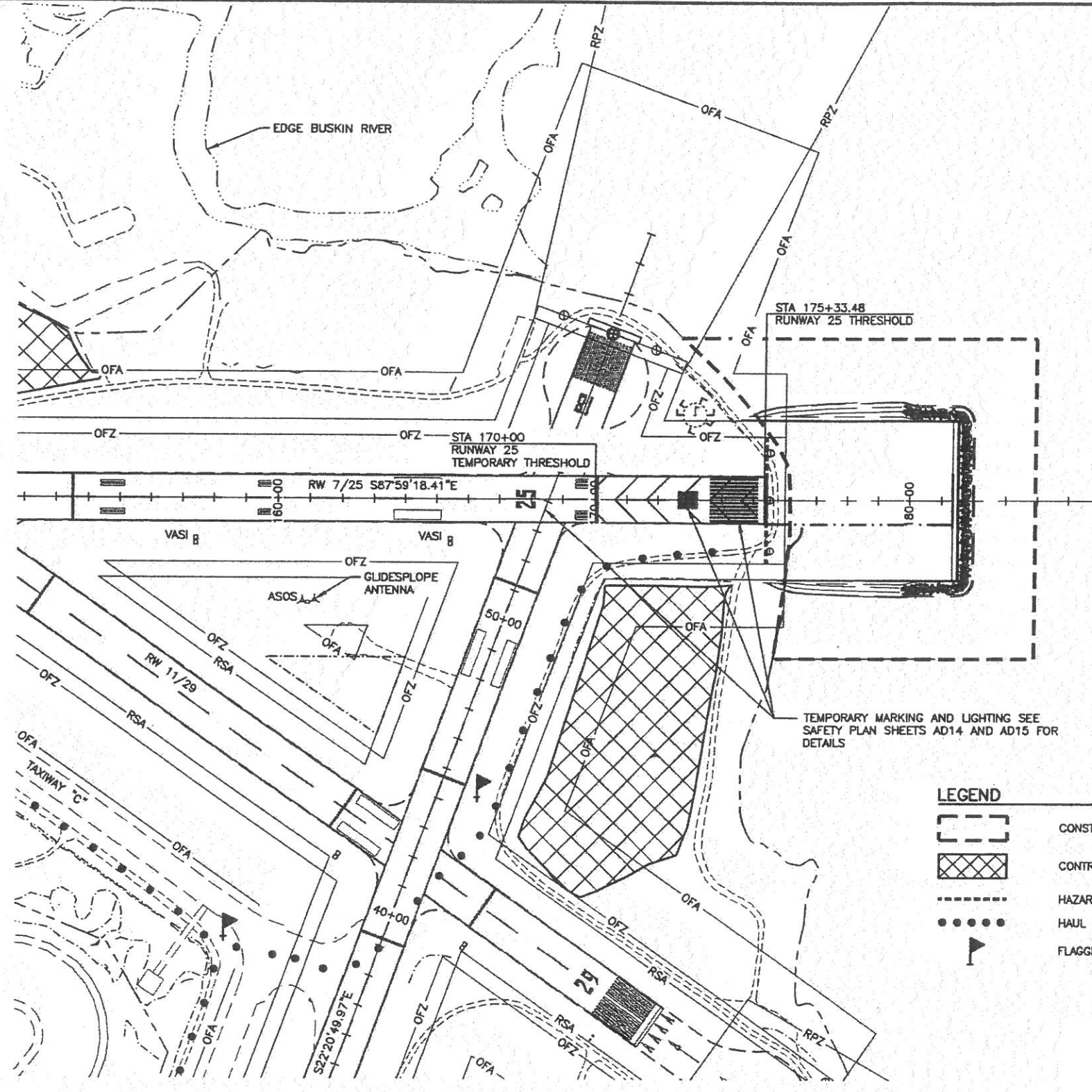
THE RUNWAY DESIGNATION NUMBER WILL BE COVERED.

8. AVAILABLE RUNWAY LENGTH

RUNWAY LENGTH WILL BE SHORTENED TO 7,033' FEET DURING THIS PHASE. SEE THE DECLARED DISTANCES INCLUDED AS FOLLOWS:

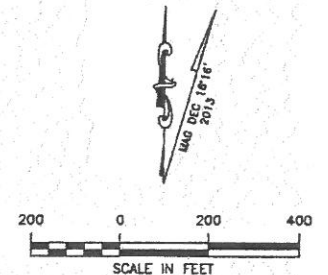
RUNWAY 7
ASDA = 7,000' TORA = 7,000' TODA = 7,000' LDA = 7,000'
RUNWAY 25
ASDA = 6,000' TORA = 6,000' TODA = 6,000' LDA = 7,000'

THERE IS NO SAFETY AREA BEYOND THE ENDS OR PRIOR TO THE BEGINNING OF EACH RUNWAY.



LEGEND

- CONSTRUCTION AREA (dashed line)
- CONTRACTOR STAGING AREA (cross-hatched)
- HAZARD AREA BARRIERS (dotted line)
- HAUL ROUTE (dotted line with dots)
- FLAGGER (flag symbol)



Date Revised: 3/28/2014, 10:13 AM
 Layout Name: 000-EMAS-003-PA-001-Phase 1B_S2F15
 File Path and Name: C:\ProgramData\HDR\Projects\000-EMAS-003-PA-001-Phase 1B_S2F15.dwg
 Drawn By: J.W.
 Checked By: J.W.



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 PHASING PLAN
 PHASE 1B

DATE: 3/28/2014
 SHEET: AD3 of 15
 AS-BUILT SHEET: *cr*

PHASE 2A NOTES:

1. CONSTRUCTION SUMMARY:

WORK ASSOCIATED WITH THIS PHASE INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

- IMPLEMENT SAFETY PLAN REQUIREMENTS INCLUDED IN THE SPCD.
- IMPLEMENT BEST MANAGEMENT PRACTICES.
- DURING HOURS OF DAILY RUNWAY AND TAXIWAY CLOSURE:
 - DEACTIVATE RUNWAY LIGHTS.
 - DEACTIVATE VASI AND REIL FOR RUNWAY 36.
 - PLACE ILLUMINATED HAZARD AREA BARRIERS AS SHOWN IN THE SAFETY PLAN DRAWINGS.
- CONSTRUCT THE NEW EMBANKMENT AND SHORE AT THE SOUTH END OF RUNWAY 18-36.
- FOLLOWING THE HOURS OF DAILY RUNWAY AND TAXIWAY CLOSURE:
 - REMOVE FOD FROM RUNWAY AND TAXIWAY SURFACES.
 - FOLLOWING THE CLOSURE, REMOVE THE BARRIERS, "X"'S.
 - RESTORE RUNWAY LIGHTING, VASI AND REIL SYSTEMS.

2. AREAS CLOSED TO AIRCRAFT OPERATIONS

RUNWAY 18-36 TAXIWAY A AND TAXIWAY B MAY BE CLOSED FROM 6:30 P.M. TO 6:30 A.M. DURING THIS PHASE.

3. DURATION OF CLOSURES

THIS PHASE IS EXPECTED TO BEGIN IN JUNE, 2014 AND BE COMPLETED BY DECEMBER, 2014.

4. TAXI ROUTES

TAXIWAY A AND B WILL BE CLOSED DURING PERIODS OF RUNWAY CLOSURE.

5. ARFF ACCESS ROUTES

ARFF ACCESS ROUTES WILL NOT BE AFFECTED DURING THIS PHASE.

6. HAUL ROUTES

THE HAUL ROUTES SHALL BE FROM REZANOF DRIVE WEST, EXIT ON DRIVEWAY LOCATED NORTH OF DEVILS CREEK. ENTER AOA THROUGH SECURITY GATE AND PROCEED ALONG THE SERVICE ROAD SOUTH OF TAXIWAYS D AND C, AND SOUTH ALONG THE WEST SIDE OF TAXIWAY B. CROSS TAXIWAY A AND ENTER PROJECT AREA.

7. IMPACTS ON NAVAIDS

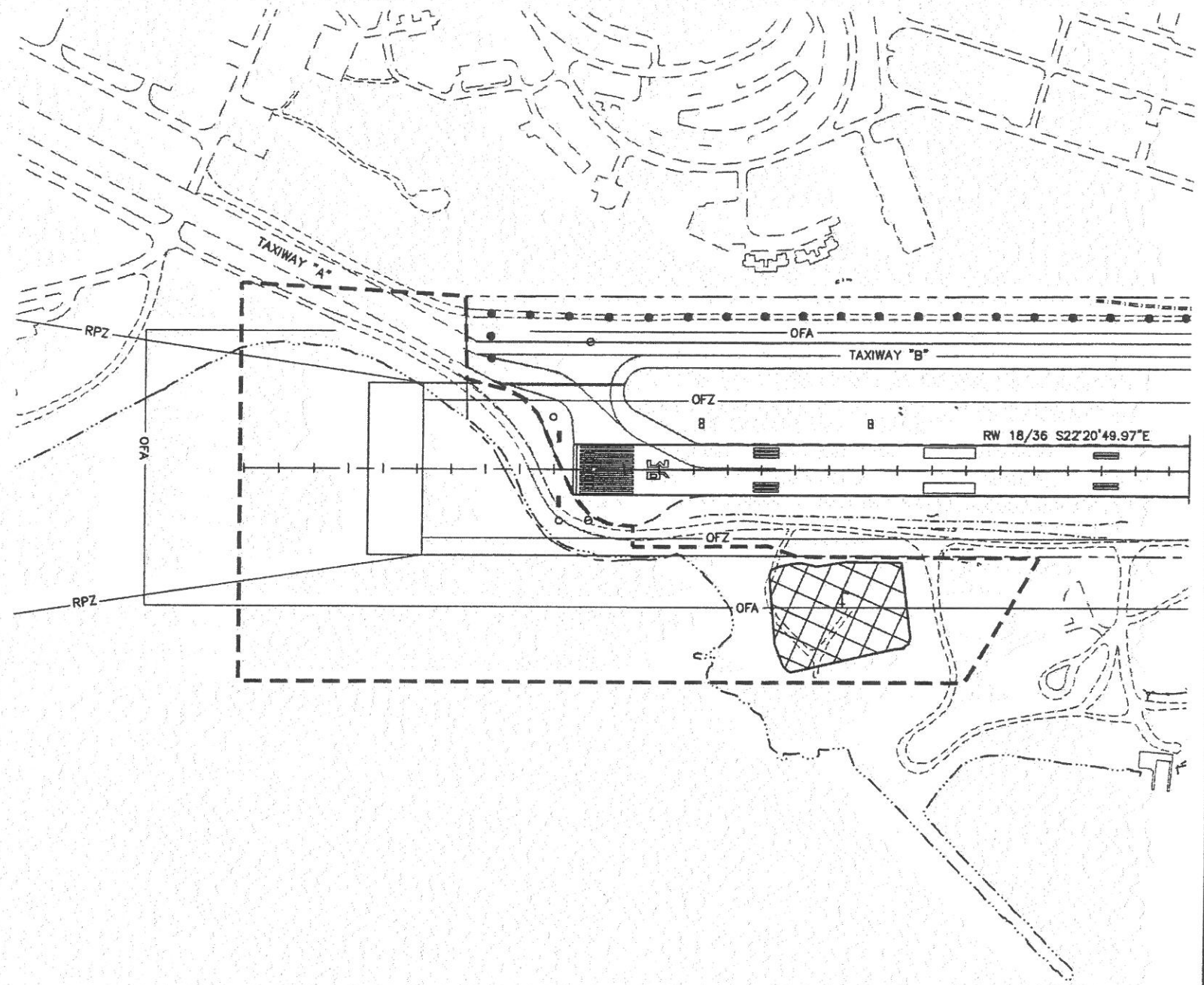
THE RUNWAY 36 VASI AND REIL WILL BE DEACTIVATED DURING HOURS OF RUNWAY CLOSURE BY EITHER OBSCURING THE LIGHTS OR TURNING OFF POWER. (AS DIRECTED BY FAA)

8. LIGHTING AND MARKING CHANGES

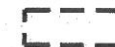




THE RUNWAY LIGHTS WILL BE DEACTIVATED DURING HOURS OF RUNWAY CLOSURE.

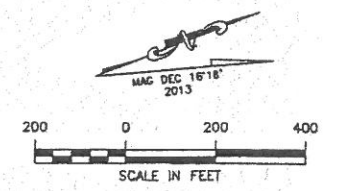
9. AVAILABLE RUNWAY LENGTH

THE LENGTH OF RUNWAY 18-36 WILL BE TO 5,009'.



LEGEND

-  CONSTRUCTION AREA
-  CONTRACTOR STAGING AREA
-  HAZARD AREA BARRIERS
-  HAUL ROUTE
-  SECURITY GATE WITH FLAGGER



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
KODIAK AIRPORT RSA EXTENSION, 2014
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
PHASING PLAN
PHASE 2A

DATE: 3/18/2014
SHEET: AD4 of 15
AS-BUILT SHEET: *or*

Date Revised: 3/24/2014, 10:22 AM
 Layout Name: AD4-EMAS_A04-PhasingPlan-Phase2A_40715
 File Path and Name: C:\working\aso\01930317\AD04-EMAS_A02-AD6-PhasingPlan.dwg
 Drawn By: L.W.
 Checked By: J.W.

PHASE 2B NOTES:

1. CONSTRUCTION SUMMARY:

WORK ASSOCIATED WITH THIS PHASE INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:

- IMPLEMENT SAFETY PLAN REQUIREMENTS INCLUDED IN THE SPCD.
- IMPLEMENT BEST MANAGEMENT PRACTICES.
- DURING HOURS OF DAILY RUNWAY AND TAXIWAY CLOSURE:
 - DEACTIVATE RUNWAY LIGHTS.
 - DEACTIVATE VASI AND REIL FOR RUNWAY 36.
 - PLACE LIGHTED "X'S" OVER RUNWAY RESIGNATION MARKERS FOR RUNWAY 18 AND 36.
 - PLACE ILLUMINATED HAZARD AREA BARRIERS AS SHOWN IN THE SAFETY PLAN DRAWINGS.
- CONSTRUCTION DURING THIS PHASE WILL INCLUDE
 - COMPLETE CONSTRUCTION OF THE SOUTHERN EMBANKMENT EXTENSION.
 - CONSTRUCT SOUTHERN EXTENSION OF RUNWAY, TAXIWAY A.
 - CONSTRUCT SAFETY AREA.
 - PAVE BLAST PAD.
 - CONSTRUCT SERVICE ROAD.
 - INSTALL LIGHTING.
- FOLLOWING THE HOURS OF DAILY RUNWAY AND TAXIWAY CLOSURE:
 - REMOVE FOD FROM RUNWAY AND TAXIWAY SURFACES.
 - FOLLOWING THE CLOSURE, REMOVE THE BARRIERS, "X'S."
 - RESTORE RUNWAY LIGHTING, VASI AND REIL SYSTEMS.

2. AREAS CLOSED TO AIRCRAFT OPERATIONS

RUNWAY 18-36, TAXIWAY A AND B MAY BE CLOSED FROM 6:30 P.M. TO 6:30 A.M. DURING THIS PHASE.

3. DURATION OF CLOSURES

THIS PHASE IS EXPECTED TO BEGIN IN JUNE, 2014 AND BE COMPLETED BY DECEMBER, 2014.

4. TAXI ROUTES

TAXIWAY A AND B WILL BE CLOSED DURING PERIODS OF RUNWAY CLOSURE.

5. ARFF ACCESS ROUTES

ARFF ACCESS ROUTES WILL NOT BE AFFECTED DURING THIS PHASE.

6. HAUL ROUTES

THE HAUL ROUTES SHALL BE FROM REZANOF DRIVE WEST, EXIT ON DRIVEWAY LOCATED NORTH OF DEVILS CREEK. ENTER AOA THROUGH SECURITY GATE AND PROCEED EAST ALONG THE SERVICE ROAD SOUTH OF TAXIWAYS D AND C, AND SOUTH ALONG THE WEST SIDE OF TAXIWAY B. CROSS TAXIWAY A AND ENTER PROJECT AREA.

7. IMPACTS ON NAVAIDS

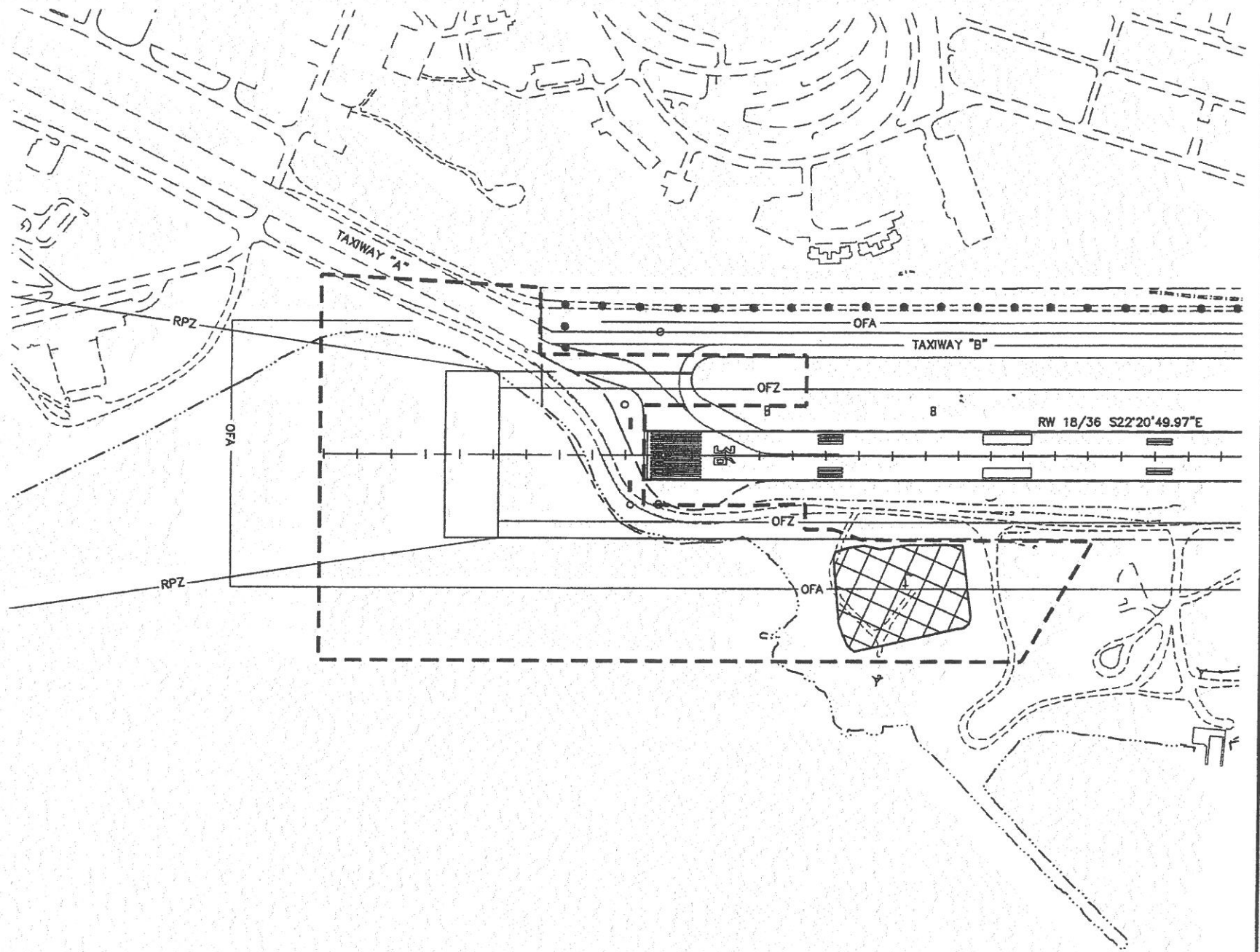
THE RUNWAY 36 VASI AND REIL WILL BE DEACTIVATED DURING HOURS OF RUNWAY CLOSURE BY EITHER OBSCURING THE LIGHTS OR TURNING OFF POWER. (AS DIRECTED BY FAA)

8. LIGHTING AND MARKING CHANGES

THE RUNWAY LIGHTS WILL BE DEACTIVATED DURING HOURS OF RUNWAY CLOSURE.

9. AVAILABLE RUNWAY LENGTH

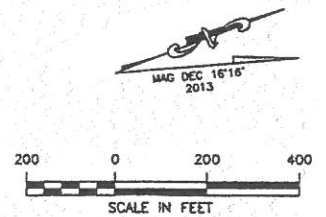
THE LENGTH OF RUNWAY 18-36 WILL BE TO 5,009'.



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LEGEND

- CONSTRUCTION AREA
- CONTRACTOR STAGING AREA
- HAZARD AREA BARRIERS
- HAUL ROUTE
- SECURITY GATE WITH FLAGGER



PREPARED BY: HDR Alaska, Inc.

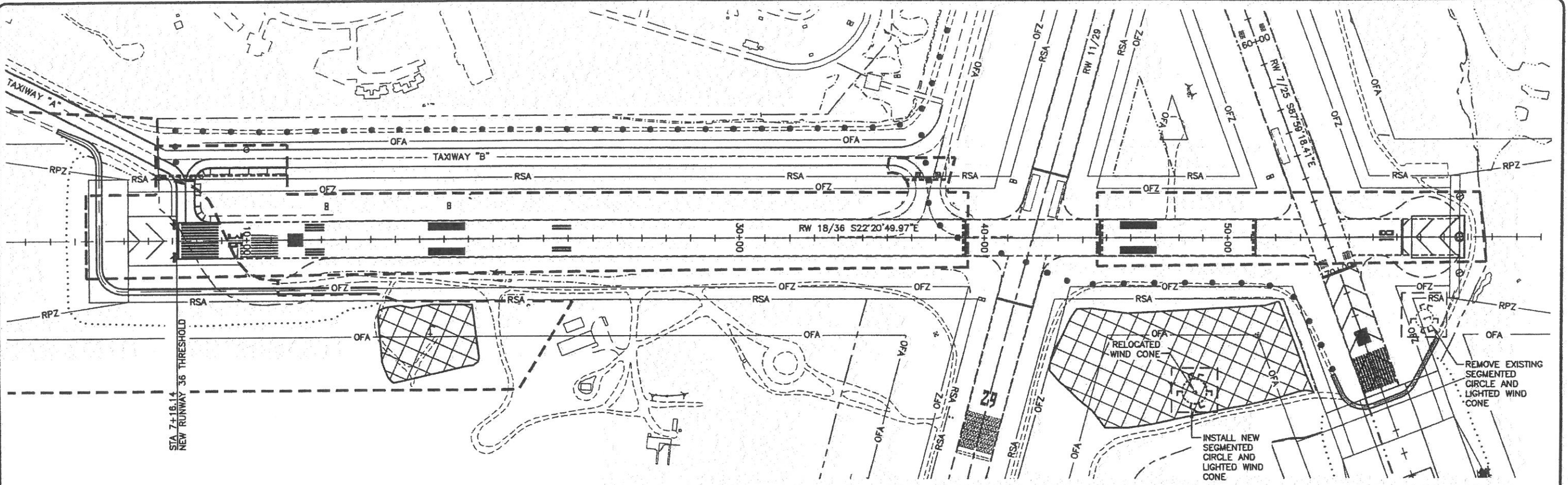
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 PHASING PLAN
 PHASE 2B

DATE: 3/18/2014
 SHEET: AD5 of 15
 AS-BUILT SHEET: 0'

Date Revised: 3/26/2014, 12:08 PM
 Layout Name: AD6-EMAS_A06-Phase2C-Phase2C_0515
 File Path and Name: E:\pwworking\10939371\AD6-EMAS_A02-AD6-Phase2C.dwg
 Designed By: D.G.
 Drawn By: L.V.
 Checked By: J.N.



PHASE 2C NOTES:

1. CONSTRUCTION SUMMARY:

- WORK ASSOCIATED WITH THIS PHASE INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:
- IMPLEMENT SAFETY PLAN REQUIREMENTS INCLUDED IN THE SPCD.
 - PLACE LIGHTED RUNWAY CLOSURE MARKERS AT ENDS OF RUNWAY AS SHOWN IN THE SAFETY PLAN.
 - DEACTIVATE RUNWAY AND TAXIWAY LIGHTS FOR THE PROJECT AREA.
 - PLACE HAZARD BARRIERS AS SHOWN IN THE SAFETY PLAN.
 - REMOVE THRESHOLD EDGE LIGHTS, AS REQUIRED, FOR RUNWAY 18.
 - INSTALL NEW THRESHOLD LIGHTS FOR THE RELOCATED THRESHOLD OF RUNWAY 18.
 - REMOVE EXISTING RUNWAY AND TAXIWAY STRIPING AS SHOWN ON THE MARKING DEMOLITION PLAN.
 - INSTALL EMAS AT NORTH END OF THE RUNWAY 18/36 SAFETY AREA.
 - MARK RUNWAY 18/36, TAXIWAY A AND TAXIWAY B AS SHOWN ON THE PLANS.
 - REFURBISH VASI
 - REPAVE TAXIWAY C
 - INSTALL NEW SEGMENTED CIRCLE AND LIGHTED WIND CONE
 - REMOVE EXISTING SEGMENTED CIRCLE AND LIGHTED WIND CONE
 - INSTALL REILS AT THEIR NEW LOCATIONS.
 - REACTIVATE RUNWAY, TAXIWAY LIGHTS AND NAVAIDS.
 - REMOVE CLOSURE MARKERS AND BARRIERS.

2. AREAS CLOSED TO AIRCRAFT OPERATIONS

RUNWAY 18/36 SHALL BE CLOSED TO AIRCRAFT OPERATIONS.
 TAXIWAYS A AND C BETWEEN TAXIWAY B AND RUNWAY 18/36 SHALL BE CLOSED.

3. DURATION OF CLOSURES

PHASE 2C WILL BEGIN IMMEDIATELY FOLLOWING COMPLETION OF PHASE 2B (APPROXIMATELY AUGUST, 2015) AND SHALL BE COMPLETED BY NOVEMBER 30, 2015.

4. TAXI ROUTES

AIRCRAFT WILL USE TAXIWAY A AND B TO ACCESS RUNWAYS 7/25 AND 11/29.

5. ARFF ACCESS ROUTES

ARFF ACCESS ROUTES WILL NOT BE AFFECTED DURING THIS PHASE.

6. CONSTRUCTION ACCESS AND HAUL ROUTES

ACCESS TO THE HAUL ROUTES IS SHOWN ON THE PHASING PLAN AND SHALL BE GENERALLY AS FOLLOWS:
 THE ACCESS ROUTE WILL BE FROM REZANOF DRIVE WEST, PROCEED VIA 8TH STREET AND G AVENUE TO THE SECURITY GATE ADJACENT TO THE USCG ARFF FACILITY. ENTER THE AOA AND PROCEED EAST ALONG SERVICE ROAD SOUTH OF TAXIWAYS D AND C AND WEST OF TAXIWAY B. CROSS TAXIWAY A AND ENTER PROJECT AREA.
 ALTERNATE ACCESS WILL BE FROM REZANOF DRIVE WEST, PROCEED FROM THE TERMINAL ENTRANCE ROAD TO THE DEVIL'S CREEK SERVICE ROAD. ENTER THE AOA THROUGH THE GATE AT DEVIL'S CREEK AND THEN PROCEED VIA THE EXISTING SERVICE ROADS NORTH ALONG TAXIWAY E AND EAST ON THE NORTH SIDE OF RUNWAYS 11/29 AND 7/25 TO THE PROJECT AREA.

7. IMPACTS ON NAVAIDS

THE RUNWAY 36 VASI AND REIL LIGHTS WILL BE DEACTIVATED. VASI WILL BE REFURBISHED AND REIL LIGHTS RELOCATED TO THEIR FINAL POSITION.

8. LIGHTING AND MARKING CHANGES

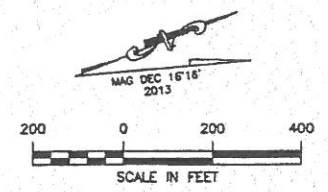
TEMPORARY LIGHTED RUNWAY CLOSURE MARKERS SHALL BE PLACED ON RUNWAY CENTERLINE ON OR NEAR THE EXISTING OR RELOCATED RUNWAY DESIGNATION NUMBERS DEPENDING ON CONSTRUCTION AND MARKING ACTIVITIES.

9. AVAILABLE RUNWAY LENGTH

RUNWAY 18/36 SHALL BE CLOSED.

LEGEND

- CONSTRUCTION AREA
- CONTRACTOR STAGING AREA
- HAZARD AREA BARRIERS
- HAUL ROUTE
- SECURITY GATE WITH FLAGGER



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

STATE OF ALASKA
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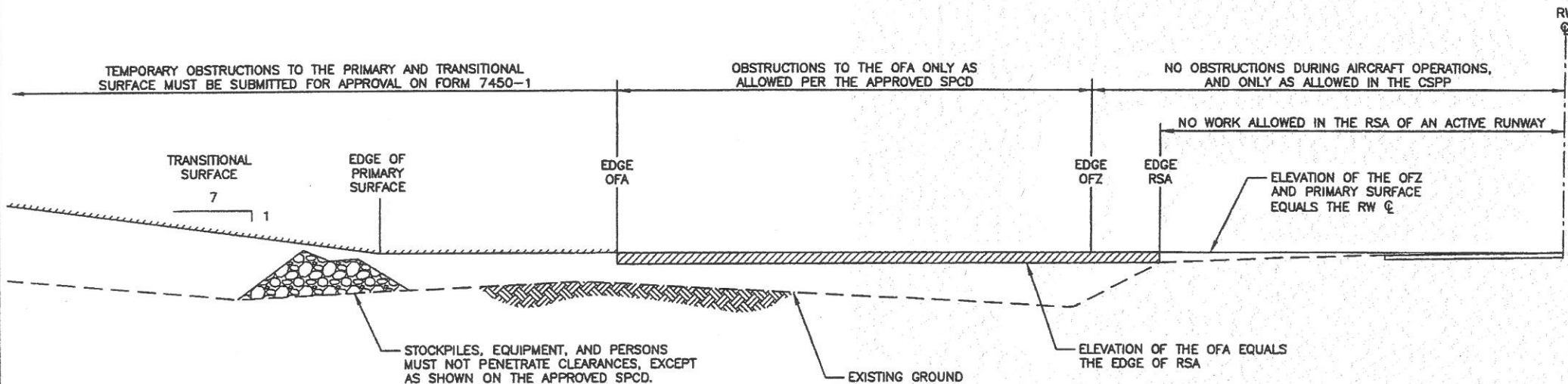
KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 PHASING PLAN
 PHASE 2C

DATE: 3/26/2014
 SHEET: AD6 of 15
 AS-BUILT SHEET: 07

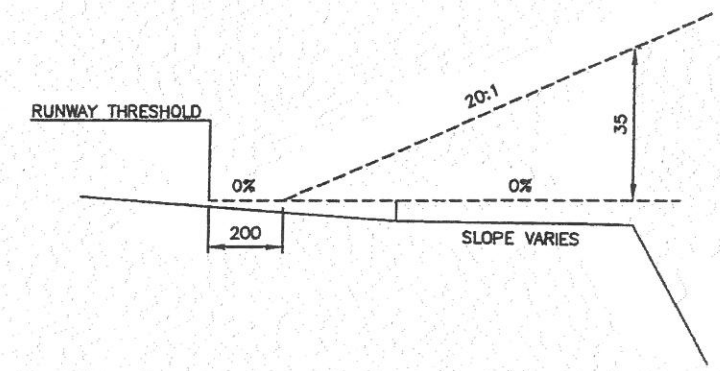
GENERAL SAFETY PLAN NOTES:

- SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) PER FAA AC 150/5370-2F, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION (SAFETY AC), WITHIN 30 DAYS OF RECEIVING NOTICE TO PROCEED (NTP) TO THE ENGINEER FOR APPROVAL.
- FOLLOWING APPROVAL OF THE SPCD, IF SUBSEQUENT CHANGES ARE NEEDED, SUBMIT A REVISION TO THE ENGINEER FOR REVIEW AND APPROVAL. ALLOW UP TO 40 DAYS FOR REVIEW OF REVISED SPCD.
- SEE SHEETS AD9 THROUGH AD15 FOR CONSTRUCTION PHASE SPECIFIC SAFETY PLANS.
- WHENEVER THE PLANS OR SPECIFICATIONS CALL FOR COORDINATION, NOTIFICATION, CONTACT, OR OTHER INTERACTION WITH FAA, AIRPORT MANAGEMENT, MAINTENANCE AND OPERATIONS, ARFF PERSONNEL, AIRPORT TENANTS, AIRPORT USERS, ANY LOCAL, STATE, OR FEDERAL AGENCY, GROUP, OR ASSOCIATION, OR THE GENERAL PUBLIC, SUCH ACTIVITY SHALL BE DONE THROUGH, IN THE PRESENCE OF, OR WITH THE WRITTEN APPROVAL OF THE ENGINEER. ALLOW SUFFICIENT TIME FOR COORDINATION AND APPROVALS WITHIN PROPOSED WORK SCHEDULES. SEE THE CSPP FOR REQUIRED LEAD TIMES FOR COORDINATION WITH CERTAIN GROUPS.
- THE CONTRACTOR MUST REPORT ANY SAFETY ISSUES TO THE ENGINEER AND AIRPORT MANAGER UPON DISCOVERY. THE CONTRACTOR MUST TAKE IMMEDIATE ACTION TO RESOLVE SAFETY ISSUES AS DIRECTED.
- THE TERM "ACTIVE RUNWAY" REFERS TO RUNWAY OR PORTION OF THE RUNWAY OPEN TO LANDING, TAKEOFF AND TAXIING OPERATIONS.
- NO CONSTRUCTION ACTIVITY IS ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OF THE ACTIVE RUNWAY. NO CONSTRUCTION ACTIVITY IS ALLOWED WITHIN THE TAXIWAY SAFETY AREA (TSA) OR TAXIWAY OBJECT FREE AREA (TOFA) WHILE THE TAXIWAY IS OPEN FOR AIRCRAFT OPERATIONS. COORDINATE ANY RESTRICTIONS TO AIRCRAFT OPERATIONS WITH AIRPORT USERS AND THE AIRPORT MANAGER.
- DO NOT STORE MATERIALS OR PARK EQUIPMENT WITHIN THE OFA OF THE ACTIVE RUNWAY. USE STOCKPILE AND STAGING AREAS SHOWN TO STORE MATERIALS OR PARK EQUIPMENT. EQUIPMENT MAY BE PARKED IN THE "CONSTRUCTION AREA" PROVIDED IT DOES NOT CONFLICT WITH OTHER LIMITATIONS. ALL TEMPORARY STAGING AND STOCKPILE LOCATIONS OTHER THAN "STOCKPILE AREA" REQUIRE APPROVAL OF THE ENGINEER. ENSURE ADEQUATE DISTANCE FOR JET AND PROP BLAST PROTECTION.
- EQUIPMENT WILL NOT BE ALLOWED OUTSIDE OF THE FOOTPRINT OF THE PROJECT EXCEPT FOR EXISTING PADS AS APPROVED BY THE ENGINEER.
- EQUIPMENT WILL ONLY BE PERMITTED INSIDE THE AIRPORT OPERATIONS AREAS (AOA) AS APPROVED BY THE AIRPORT MANAGER THROUGH THE ENGINEER. SEE GCP-80 OF THE SPECIFICATIONS FOR LIMITATIONS AND OPERATIONAL SAFETY CONCERNS.
- SNOW OR EARTH BERMS, STORAGE OF EQUIPMENT AND MATERIALS, OR ANY GROUND DISTURBING ACTIVITIES WILL NOT BE ALLOWED IN THE GLIDESLOPE CRITICAL AREA EXCEPT FOR WORK DEPICTED ON THE PLANS WHILE THE GLIDESLOPE IS SHUT DOWN AND BEFORE FAA CONDUCTS THE FLIGHT CHECK.
- ARFF MUST HAVE ACCESS TO THE ENTIRE AIRPORT DURING EMERGENCIES. MAINTAIN SUITABLE CORRIDORS AND COORDINATE ACCESS WITH ARFF PERSONNEL THROUGH THE ENGINEER AS REQUIRED.
- MAINTAIN AIRCRAFT ACCESS TO TAXIWAYS AND APRONS DURING AIR OPERATIONS AS SHOWN ON THE PLANS. WHEN TAXIWAYS ARE CLOSED, HAZARD BARRIERS NEED TO BE PLACED AS SHOWN ON THE PLANS. CONTACT THE AIRPORT MANAGER AND AFFECTED PARTIES 45 DAYS PRIOR TO FULL CLOSURE OF ANY TAXIWAY (SEE CSPP FOR MORE INFORMATION).
- RUNWAY AND TAXIWAY WORK AREA LIMITS WILL BE TEMPORARILY CLOSED FOR AIRCRAFT OPERATIONS AS SHOWN ON THE SAFETY AND PHASING PLAN SHEETS AND IN ACCORDANCE WITH CSPP AND THE APPROVED SPCD.
- MARK OPEN TRENCHES OR EXCAVATIONS WITH HAZARD AREA BARRIERS. LIGHT WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. SEE CSPP (SECTION 18) REGARDING RESTRICTIONS FOR TRENCH AND EXCAVATION LOCATIONS
- HAZARDOUS AREA BARRIERS MAY BE REQUIRED AT ADDITIONAL LOCATIONS, OR ADJUSTMENT MAY BE REQUIRED. LOCATE BARRIERS AS DIRECTED BY THE ENGINEER. SEE HAZARDOUS AREA BARRIER DETAIL ON SAFETY PLAN DETAILS SHEET.
- COORDINATE THROUGH THE ENGINEER FOR CONTRACTOR ACTIVITIES THAT MAY INTERFERE WITH THE OFA AND WEATHER INSTRUMENTS. SEE THIS SHEET FOR VERTICAL CLEARANCES.
- MONITOR TEMPORARY MARKINGS AND LIGHTING SYSTEMS FREQUENTLY AND TAKE ACTION TO CORRECT DEFICIENCIES IMMEDIATELY UPON DISCOVERY AND NOTIFICATION.
- CARRY OUT CONTINUING COORDINATION THROUGH THE ENGINEER USING WEEKLY EMAIL UPDATES AND PROGRESS MEETINGS WITH THE AIRPORT MANAGER, AIRPORT MAINTENANCE, ARFF PERSONNEL, AIRPORT USERS AND OTHER PARTIES LISTED IN SECTION 1A OF THE SCPP.
- PROVIDE WATER FOR DUST CONTROL AS REQUIRED, AND AS DIRECTED. DUST, SMOKE, STEAM, OR OTHER AIRBORNE PARTICULATES CAUSED BY CONTRACTOR ACTIVITIES MAY BE CONSIDERED A SAFETY VIOLATION.
- KEEP ALL ACTIVE HAUL ROUTES AND AIRPORT SURFACES CLEAN OF MATERIAL. REMOVE SPILLED OR TRACKED MATERIAL IMMEDIATELY TO AVOID VEHICLE ACCIDENTS OR AIRCRAFT DAMAGE.
- REMOVE ALL FOREIGN OBJECT DEBRIS (FOD) IMMEDIATELY UPON DISCOVERY OR NOTIFICATION. FAILURE TO REMOVE FOD MAY BE CONSIDERED A SAFETY VIOLATION AS DETERMINED BY THE ENGINEER.
- WHEN A RUNWAY IS OPEN TO AIRCRAFT OPERATIONS, CONSTRUCTION, INCLUDING EXCAVATIONS, MAY BE PERMITTED IN THE ROFA. HOWEVER, EQUIPMENT MUST BE REMOVED FROM THE ROFA WHEN NOT IN USE, AND MATERIAL SHOULD NOT BE STOCKPILED IN THE ROFA IF NOT NECESSARY. STOCKPILING MATERIAL IN THE OFA REQUIRES SUBMITTAL OF A 7460-1 FORM AND JUSTIFICATION PROVIDED TO THE APPROPRIATE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE FOR APPROVAL. NO EQUIPMENT OR VEHICLES ARE TO BE PARKED, OR LEFT UNATTENDED, IN THE ROFA AT ANY TIME.
- KEEP ALL WORKERS, EQUIPMENT AND MATERIALS OUTSIDE OF THE ACTIVE RUNWAY SAFETY AREA, NAVAID CRITICAL AREAS, AND APPROACH SURFACES DURING AIRCRAFT OPERATIONS, AND ONLY ENTER THESE AREAS AS REQUIRED AND AS APPROVED.
- KEEP ALL WORKERS, EQUIPMENT, AND MATERIALS OUTSIDE OF THE TAXIWAY SAFETY AREAS AND TAXIWAY OBJECT FREE AREAS WHILE TAXIWAYS ARE OPEN TO AIRCRAFT. ALL TAXIING AIRCRAFT HAVE THE RIGHT OF WAY.
- PROVIDE AN AIRPORT FLAGGER IF HAULING ACROSS AN ACTIVE TAXIWAY AND/OR ACTIVE RUNWAY AND IS APPROVED AND INCLUDED IN THE APPROVED SPCD.
- PROVIDE A GATE GUARD IF ANY GATE REMAINS OPEN DURING CONSTRUCTION ACTIVITIES.
- TEMPORARY CLOSURE OF ANY RUNWAY OR TAXIWAY MUST BE DEPICTED IN THE APPROVED SPCD. COORDINATE WITH THE AIRPORT MANAGER, FAA, AIRPORT TENANTS AND OPERATORS, THROUGH THE ENGINEER AT LEAST 45 DAYS IN ADVANCE OF ACTUAL CLOSURES. REFER TO THE SCPP FOR ALLOWED CLOSURE DURATIONS.
- HAZARDOUS AREA BARRIERS FOR THE CONTRACTOR'S USE ARE AVAILABLE FROM THE AIRPORT MANAGER. FLAGS AND FLASHERS MAY ALSO BE AVAILABLE. THE CONTRACTOR SHALL CONFIRM AVAILABILITY AND PROVIDE ADDITIONAL FLAGS AND FLASHERS AS REQUIRED. THE CONTRACTOR SHALL ALSO PROVIDE FRESH BATTERIES FOR FLASHERS.
- PROVIDE PICK UP BROOM TRUCK (STREET SWEEPER), OR OTHER EQUIPMENT AS APPROVED FOR CONTROL OF FOD ON ACTIVE SURFACES. CLEAN ACTIVE SURFACES OF FOD IMMEDIATELY UPON DISCOVERY OR NOTIFICATION.

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 Designed By: J.W.
 Drawn By: J.W.
 Checked By: J.W.



VERTICAL RELATION OF THE RSA, OFZ, OFA, PRIMARY AND TRANSITIONAL SURFACES
NTS



APPROACH / DEPARTURE SURFACES (TYPICAL)
NTS

PHASE 1A AND 1B	RSA OR TSA (ft.)*	OFZ (ft.)*	OFA (ft.)*	PRIMARY SURFACE (ft.)*
RW 7-25	150	200	400	500
PHASE 1A AND 1B	RSA OR TSA (ft.)*	OFZ (ft.)*	OFA (ft.)*	PRIMARY SURFACE (ft.)*
RW 18-38	150	200	400	500
TW A	85.5			N/A
TW B	85.5			N/A

* DISTANCE MEASURED FROM RW OR TW CENTERLINE



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BY	DATE	REVISION

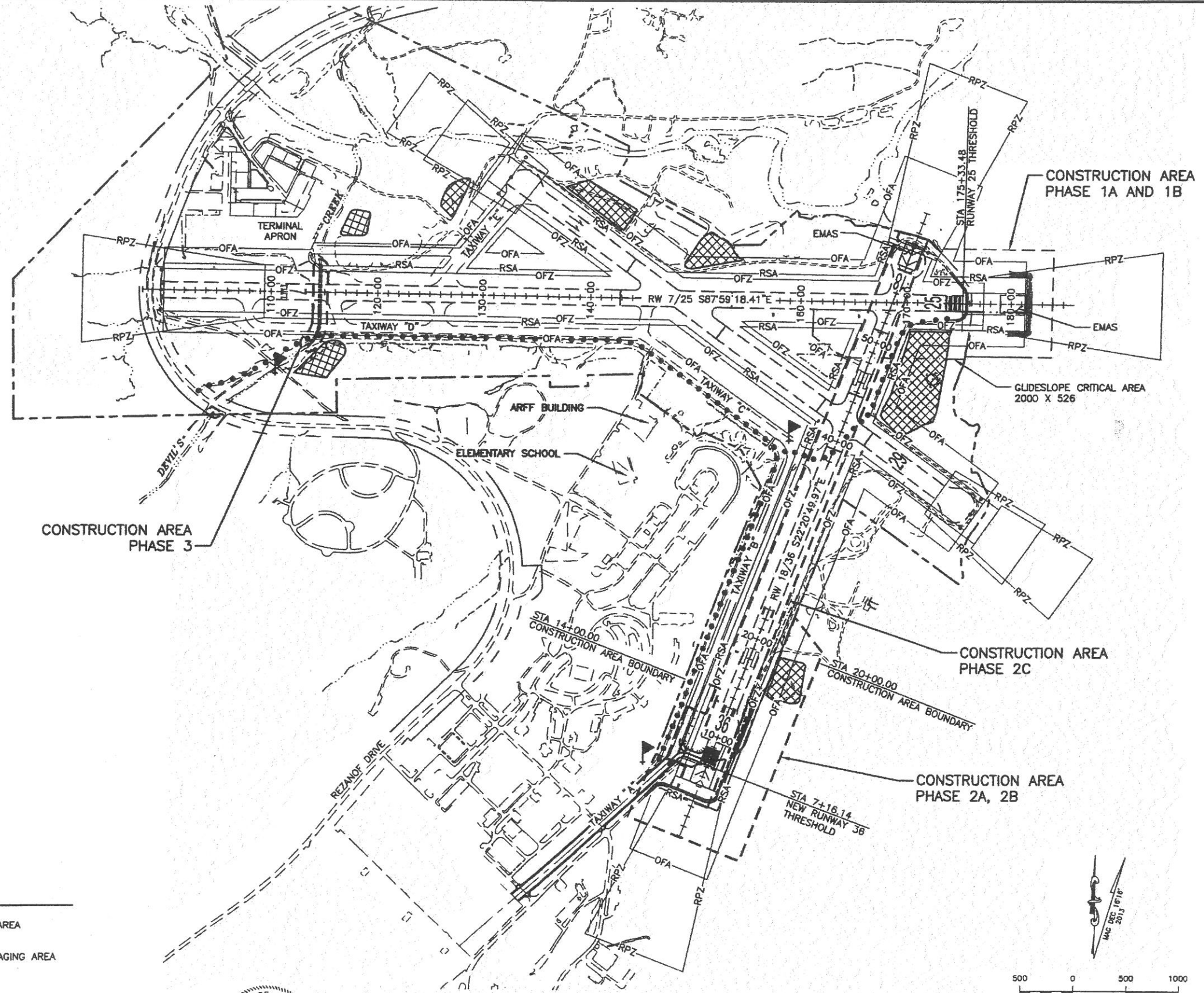
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
KODIAK AIRPORT RSA EXTENSION, 2014
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
SAFETY PLAN NOTES





DATE: 3/18/2014
SHEET: AD7 of 15
AS-BUILT SHEET: *of*

GENERAL HAUL ROUTE NOTES:

1. SPEED IS RESTRICTED TO 25 MPH ON AIRPORT PROPERTY AND 10 MPH NEAR NAVIGATION AIDS. FOLLOW LOCAL TRAFFIC LAWS WHEN TRAVELING ON PUBLIC ROADS.
2. HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR THROUGHOUT HAULING AND CONSTRUCTION OPERATIONS.
3. PORTIONS OF THE HAUL ROUTES AND STAGING AREAS MAY REQUIRE IMPROVEMENT TO SUPPORT CONTRACTOR'S OPERATIONS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACEMENT, REMOVAL AND REPLACING ANY EXISTING FENCE OR GATES REQUIRED FOR ESTABLISHING ACCESS TO THE HAUL ROUTES.
5. FIELD-VERIFY SUITABILITY OF HAUL ROUTES AND STAGING AREAS SHOWN. DEVELOP AND MAINTAIN HAUL ROUTES AS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING THE HAUL ROUTES AND STAGING AREA DAMAGE TO PRECONSTRUCTION CONDITIONS. SEE SECTIONS GCP-40 AND GCP-70.
6. PROVIDE TRAFFIC CONTROL PLANS FOR EACH PHASE OF THE WORK. SEE SECTION G-710.



LEGEND

-  CONSTRUCTION AREA
-  CONTRACTOR STAGING AREA
-  HAUL ROUTE
-  SECURITY GATE WITH FLAGGER



PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

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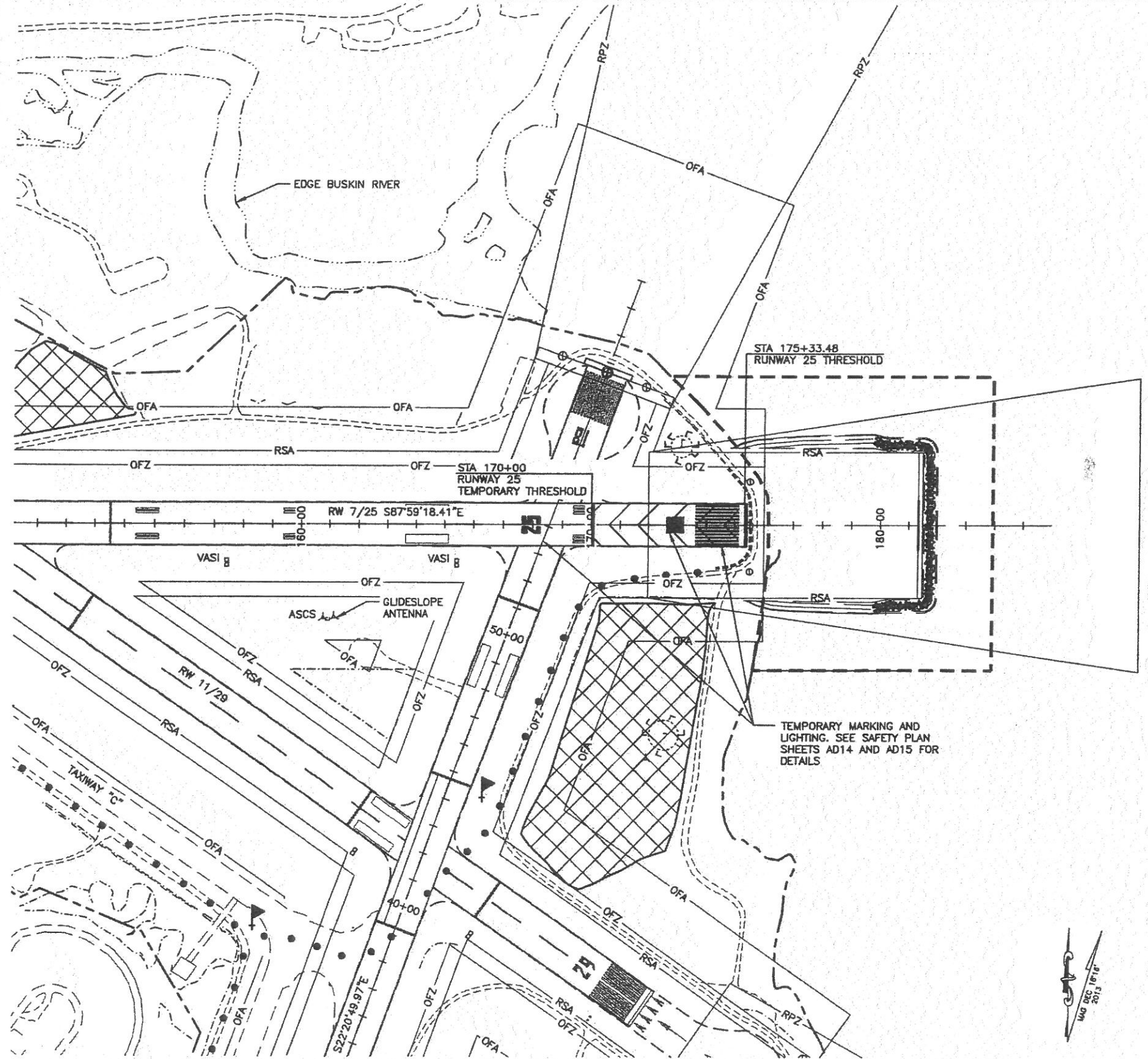
KODIAK AIRPORT
KODIAK, ALASKA
KODIAK AIRPORT RSA EXTENSION, 2014
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
SAFETY PLAN
OVERVIEW

DATE: 3/26/2014
SHEET: ADB OF 15
AS-BUILT SHEET: *or*

Date Revised: 3/26/2014, 10:28 AM
 Drawn By: [Name]
 Checked By: [Name]
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PHASE 1A SAFETY PLAN NOTES:

1. KEEP ALL PERSONS, EQUIPMENT, AND TEMPORARY STOCKPILES CLEAR OF THE 20:1 APPROACH / DEPARTURE SURFACE OF THE RUNWAY 25 RELOCATED THRESHOLD DURING AIRCRAFT OPERATIONS ON RUNWAY 7/25. THIS INCLUDES STAYING CLEAR OF THE APPROACH / DEPARTURE SURFACES 15 MINUTES PRIOR TO LANDING AND 15 MINUTES AFTER DEPARTURE. NOTE THE 20:1 SURFACE BEGINS 200 FEET PRIOR TO (EAST) THE RELOCATED THRESHOLD AND HAS THE ELEVATION OF THE CENTERLINE OF THE RELOCATED THRESHOLD.
2. THE ELEVATION OF THE 20:1 SURFACE REMAINS THE SAME REGARDLESS OF THE OFFSET FROM THE CENTERLINE, BUT THE HEIGHT ABOVE THE GROUND VARIES WITH THE TERRAIN AS THE OFFSET AND GROUND ELEVATION CHANGES. THE SURFACE ITSELF IS IMAGINARY, AND IS REQUIRED TO BE FREE OF OBSTRUCTIONS TO SUPPORT THE APPROVED APPROACH PROCEDURE FOR RUNWAY 7/25.
3. USE THE DESIGNATED HAUL ROUTES FOR THIS PHASE AS SHOWN ON SAFETY PLAN OVERVIEW SHEET. ALTERNATE HAUL ROUTES MUST BE APPROVED AND DEPICTED IN THE APPROVED SPCD.
4. GLIDE SLOPE WILL BE DEACTIVATED DURING PHASE 1A. THERE WILL BE NO RESTRICTIONS WITHIN THE GLIDESLOPE CRITICAL AREA AFTER DEACTIVATION.



Date Revised: 3/26/2014, 8:34 AM
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 Drawn By: J.M.
 Checked By: J.M.

LEGEND

-  CONSTRUCTION AREA
-  CONTRACTOR STAGING AREA
-  HAZARD AREA BARRIERS
-  HAUL ROUTE
-  FLAGGER



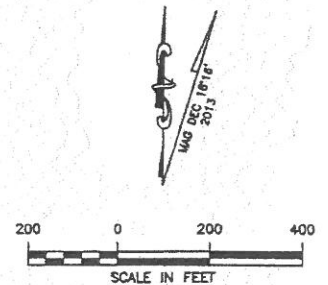
PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

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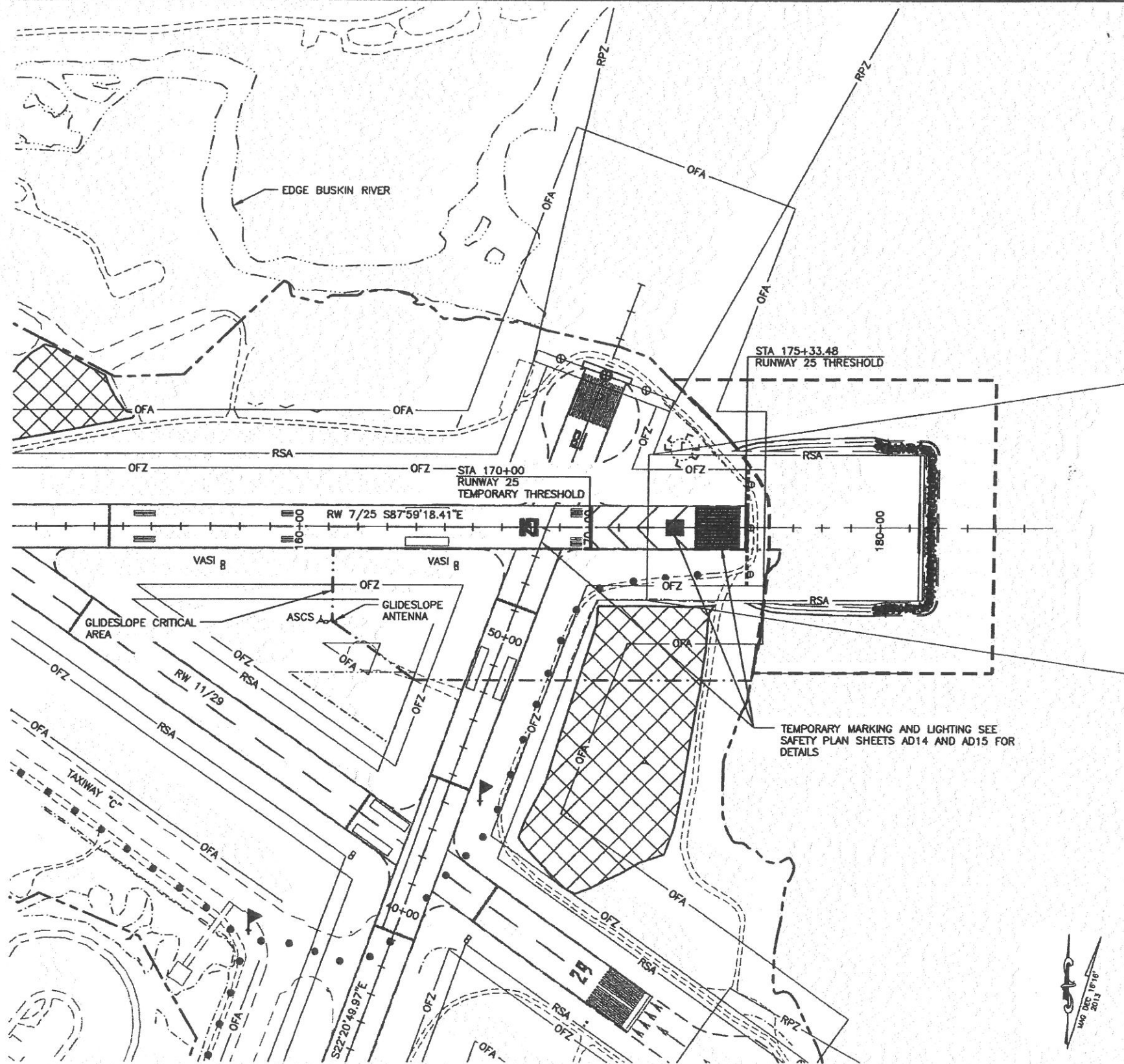
KODIAK AIRPORT
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 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 SAFETY PLAN
 PHASE 1A

DATE: 3/26/2014
 SHEET: AD9 OF 15
 AS-BUILT SHEET: *or*



PHASE 1B SAFETY PLAN NOTES:

- KEEP ALL PERSONS, EQUIPMENT, AND TEMPORARY STOCKPILES CLEAR OF THE 20:1 APPROACH / DEPARTURE SURFACE OF THE RUNWAY 25 RELOCATED THRESHOLD DURING AIRCRAFT OPERATIONS ON RUNWAY 7/25. THIS INCLUDES STAYING CLEAR OF THE APPROACH / DEPARTURE SURFACES 15 MINUTES PRIOR TO LANDING AND 15 MINUTES AFTER DEPARTURE. NOTE THE 20:1 SURFACE BEGINS 200 FEET PRIOR TO (EAST) THE RELOCATED THRESHOLD AND HAS THE ELEVATION OF THE CENTERLINE OF THE RELOCATED THRESHOLD.
- THE ELEVATION OF THE 20:1 SURFACE REMAINS THE SAME REGARDLESS OF THE OFFSET FROM THE CENTERLINE, BUT THE HEIGHT ABOVE THE GROUND VARIES WITH THE TERRAIN AS THE OFFSET AND GROUND ELEVATION CHANGES. THE SURFACE ITSELF IS IMAGINARY, AND IS REQUIRED TO BE FREE OF OBSTRUCTIONS TO SUPPORT THE APPROVED APPROACH PROCEDURE FOR RUNWAY 7/25.
- USE THE DESIGNATED HAUL ROUTES FOR THIS PHASE AS SHOWN. ALTERNATE HAUL ROUTES MUST BE APPROVED AND DEPICTED IN THE APPROVED SPCD.
- GLIDESLOPE WILL BE DEACTIVATED DURING PHASE 1B. THERE WILL BE NO RESTRICTIONS WITHIN THE GLIDESLOPE CRITICAL AREA AFTER DEACTIVATION.



Date Reviewed: 4/03/2014, 2:31 PM
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 Drawn By: L.H.
 Checked By: L.H.

LEGEND

- CONSTRUCTION AREA
- CONTRACTOR STAGING AREA
- HAZARD AREA BARRIERS
- HAUL ROUTE
- SECURITY GATE WITH FLAGGER



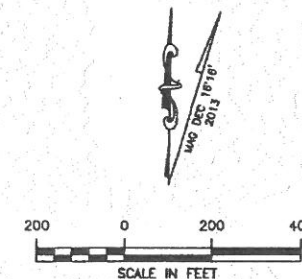
PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

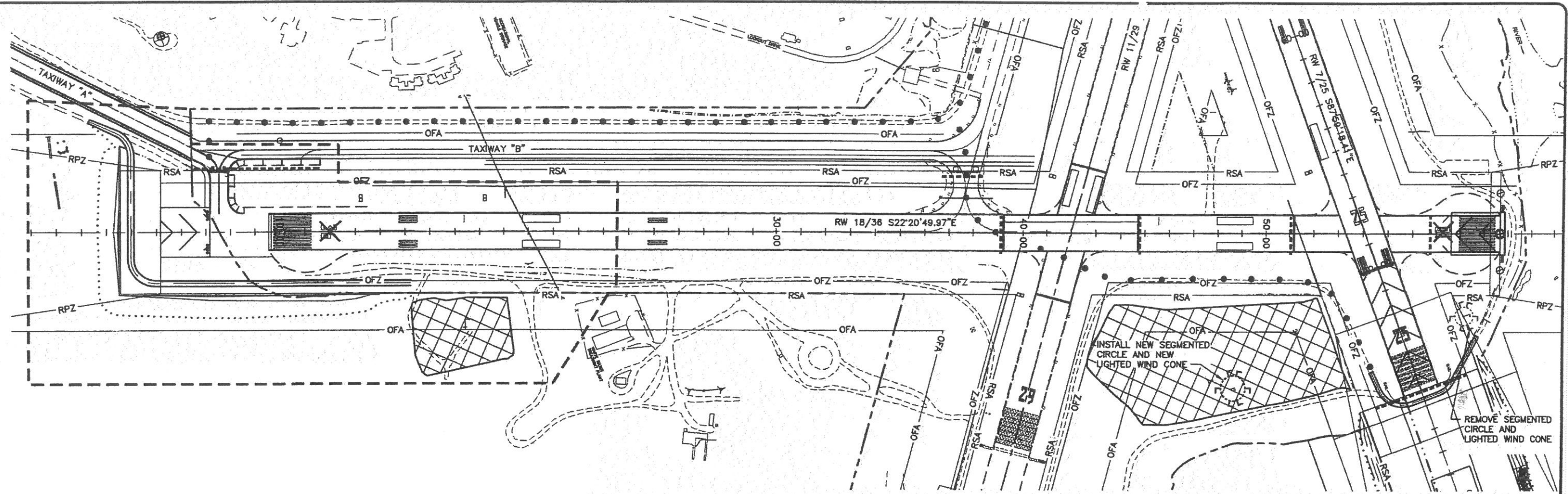
STATE OF ALASKA
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KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 SAFETY PLAN
 PHASE 1B

DATE: 3/26/2014
 SHEET: AD10 of 15
 AS-BUILT SHEET: CF









Date Revised: 3/28/2014, 10:30 AM
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 Drawn By: J.W.
 Checked By: J.W.

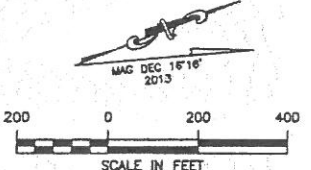


PHASE 2A SAFETY PLAN NOTES:

1. KEEP ALL PERSONS, EQUIPMENT, AND TEMPORARY STOCKPILES CLEAR OF THE 20:1 APPROACH / DEPARTURE SURFACE OF THE RUNWAY 36 THRESHOLD DURING AIRCRAFT OPERATIONS ON RUNWAY 18/36. THIS INCLUDES STAYING CLEAR OF THE APPROACH / DEPARTURE SURFACES 15 MINUTES PRIOR TO LANDING AND 15 MINUTES AFTER DEPARTURE. NOTE THE 20:1 SURFACE BEGINS 200 FEET PRIOR TO (SOUTH OF) THE THRESHOLD AND HAS THE ELEVATION OF THE CENTERLINE OF THE THRESHOLD.
2. THE ELEVATION OF THE 20:1 SURFACE REMAINS THE SAME REGARDLESS OF THE OFFSET FROM THE CENTERLINE, BUT THE HEIGHT ABOVE THE GROUND VARIES WITH THE TERRAIN AS THE OFFSET AND GROUND ELEVATION CHANGES. THE SURFACE ITSELF IS IMAGINARY, AND IS REQUIRED TO BE FREE OF OBSTRUCTIONS TO SUPPORT THE APPROVED APPROACH PROCEDURE FOR RUNWAY 18/36.
3. USE THE DESIGNATED HAUL ROUTES FOR THIS PHASE AS SHOWN. ALTERNATE HAUL ROUTES MUST BE APPROVED AND DEPICTED IN THE APPROVED SPCD.
4. TAXIWAY A AND B CLOSURE AND MOVEMENT OF AIRCRAFT:
 - THE CONTRACTOR SHALL KEEP TAXIWAY A AND B OPEN AND USEABLE FOR THE PASSAGE OF AIRCRAFT AT ALL TIMES WITH THE FOLLOWING RESTRICTIONS:
 - TAXIWAY A WILL REMAIN OPENED FOR THE PASSAGE OF AIRCRAFT, UNDER POWER, FROM 6:30 A.M. TO 6:30 P.M. THE CONTRACTOR MAY CONTINUE TO WORK ON THE TAXIWAY DURING THIS TIME PERIOD, PROVIDED THAT HE NOT DELAY PASSAGE OF AIRCRAFT BY MORE THAN 30 MINUTES FROM NOTIFICATION BY ENGINEER, AIRPORT MANAGER, THE ATCT OR AIR STATION KODIAK OPERATIONS CENTER OF THE ARRIVAL OR DEPARTURE OF THE AIRCRAFT.
 - TAXIWAY A MAY BE CLOSED FROM 6:30 P.M. TO 6:30 A.M. WITH THE RESTRICTION THAT IT MUST BE AVAILABLE FOR MOVEMENT OF AIRCRAFT, UNDER TOW, FOR CRITICAL OPERATIONS AS STATED BELOW.
 - IN THE EVENT OF A CRITICAL OPERATION SUCH AS SEARCH AND RESCUE, DISASTER RELIEF, AIRCRAFT MECHANICAL PROBLEM FOR A MISSION CRITICAL AIRCRAFT, OR OTHER EMERGENCY, REGARDLESS OF THE TIME, THE CONTRACTOR SHALL IMMEDIATELY PROVIDE FOR PASSAGE OF ANY AIRCRAFT, WITH A MAXIMUM 15 MINUTE DELAY FROM TIME OF NOTIFICATION BY THE ENGINEER, AIRPORT MANAGER, ATCT OR OPERATIONS CENTER.
5. RUNWAY 18-36 TEMPORARY CLOSURE:
 - RUNWAY 18-36 MAY BE CLOSED FROM 6:30 P.M. TO 6:30 A.M. DURING THIS PHASE.
 - PLACE ILLUMINATED RUNNING CLOSURE MARKERS OVER RUNWAY DESIGNATION NUMBERS OF EACH RUNWAY.
 - PLACE HAZARDOUS BARRIERS WITH FLAGS AND FLASHERS AS INDICATED ON PLANS.

LEGEND

-  CONSTRUCTION AREA
-  CONTRACTOR STAGING AREA
-  HAZARD AREA BARRIERS
-  HAUL ROUTE
-  SECURITY GATE WITH FLAGGER
-  ILLUMINATED RUNWAY CLOSURE MARKER



PREPARED BY: HDR Alaska, Inc.

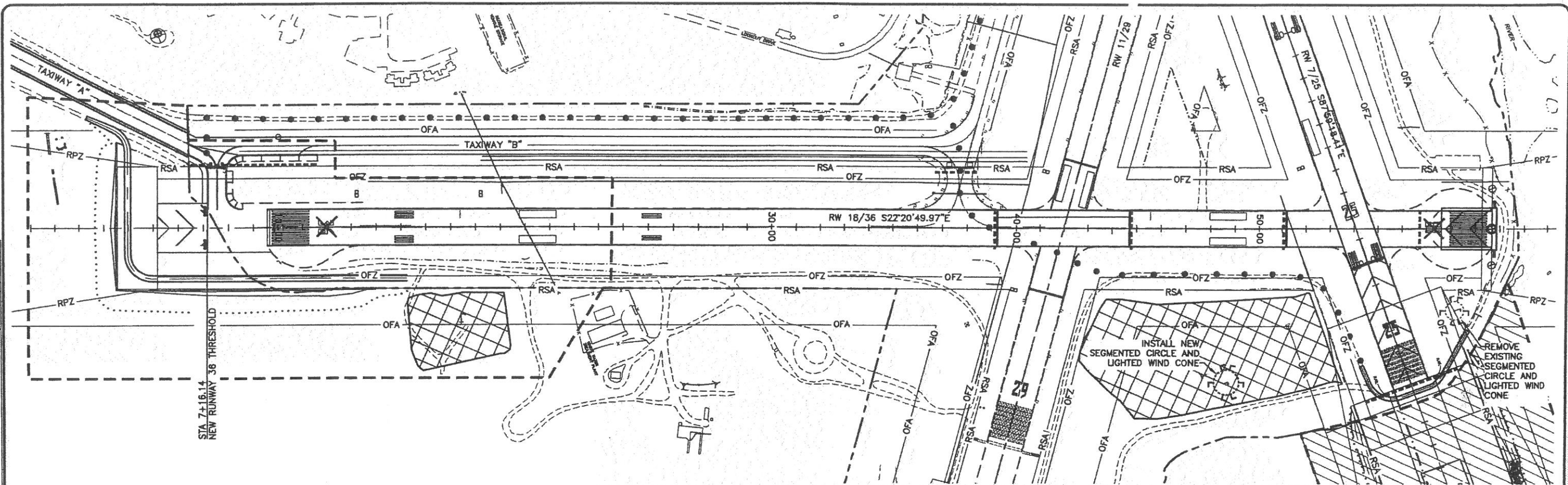
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 SAFETY PLAN
 PHASE 2A

DATE: 3/28/2014
 SHEET: AD11 of 15
 AS-BUILT SHEET: 0'







Date Revised: 3/26/2014, 10:32 AM
 Layout Name: AD12 - EMAS AD12 - Safety Plan
 File Path and Name: C:\pwworking\aso\00930371\ADO_EMAS_ADP-AD12_SafetyPlan.dwg
 Designed By: D.G.
 Drawn By: L.W.
 Checked By: J.K.

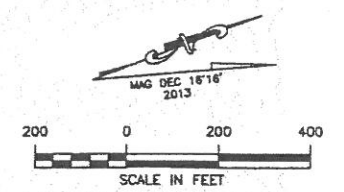


PHASE 2B SAFETY PLAN NOTES:

1. KEEP ALL PERSONS, EQUIPMENT, AND TEMPORARY STOCKPILES CLEAR OF THE 20:1 APPROACH / DEPARTURE SURFACE OF THE RUNWAY 36 THRESHOLD DURING AIRCRAFT OPERATIONS ON RUNWAY 18/36. THIS INCLUDES STAYING CLEAR OF THE APPROACH / DEPARTURE SURFACES 15 MINUTES PRIOR TO LANDING AND 15 MINUTES AFTER DEPARTURE. NOTE THE 20:1 SURFACE BEGINS 200 FEET PRIOR TO (SOUTH OF) THE THRESHOLD AND HAS THE ELEVATION OF THE CENTERLINE OF THE THRESHOLD.
2. THE ELEVATION OF THE 20:1 SURFACE REMAINS THE SAME REGARDLESS OF THE OFFSET FROM THE CENTERLINE, BUT THE HEIGHT ABOVE THE GROUND VARIES WITH THE TERRAIN AS THE OFFSET AND GROUND ELEVATION CHANGES. THE SURFACE ITSELF IS IMAGINARY, AND IS REQUIRED TO BE FREE OF OBSTRUCTIONS TO SUPPORT THE APPROVED APPROACH PROCEDURE FOR RUNWAY 18/36.
3. USE THE DESIGNATED HAUL ROUTES FOR THIS PHASE AS SHOWN. ALTERNATE HAUL ROUTES MUST BE APPROVED AND DEPICTED IN THE APPROVED SPCD.
4. TAXIWAY A AND B CLOSURE AND MOVEMENT OF AIRCRAFT:
 - THE CONTRACTOR SHALL KEEP TAXIWAY A AND B OPEN AND USEABLE FOR THE PASSAGE OF AIRCRAFT AT ALL TIMES WITH THE FOLLOWING RESTRICTIONS:
 - TAXIWAY A WILL REMAIN OPENED FOR THE PASSAGE OF AIRCRAFT, UNDER POWER, FROM 6:30 A.M. TO 6:30 P.M. THE CONTRACTOR MAY CONTINUE TO WORK ON THE TAXIWAY DURING THIS TIME PERIOD, PROVIDED THAT HE NOT DELAY PASSAGE OF AIRCRAFT BY MORE THAN 30 MINUTES FROM NOTIFICATION BY ENGINEER, AIRPORT MANAGER, THE ATCT OR AIR STATION KODIAK OPERATIONS CENTER OF THE ARRIVAL OR DEPARTURE OF THE AIRCRAFT.
 - TAXIWAY A MAY BE CLOSED FROM 6:30 P.M. TO 6:30 A.M. WITH THE RESTRICTION THAT IT MUST BE AVAILABLE FOR MOVEMENT OF AIRCRAFT, UNDER TOW, FOR CRITICAL OPERATIONS AS STATED BELOW.
 - IN THE EVENT OF A CRITICAL OPERATION SUCH AS SEARCH AND RESCUE, DISASTER RELIEF, AIRCRAFT MECHANICAL PROBLEM FOR A MISSION CRITICAL AIRCRAFT, OR OTHER EMERGENCY, REGARDLESS OF THE TIME, THE CONTRACTOR SHALL IMMEDIATELY PROVIDE FOR PASSAGE OF ANY AIRCRAFT, WITH A MAXIMUM 15 MINUTE DELAY FROM TIME OF NOTIFICATION BY THE ENGINEER, AIRPORT MANAGER, ATCT OR OPERATIONS CENTER.
5. RUNWAY 18-36 TEMPORARY CLOSURE:
 - RUNWAY 18-36 MAY BE CLOSED FROM 6:30 P.M. TO 6:30 A.M. DURING THIS PHASE.
 - PLACE ILLUMINATED RUNNING CLOSURE MARKERS OVER RUNWAY DESIGNATION NUMBERS OF EACH RUNWAY.
 - PLACE HAZARDOUS BARRIERS WITH FLAGS AND FLASHERS AS INDICATED ON PLANS.

LEGEND

-  CONSTRUCTION AREA
-  CONTRACTOR STAGING AREA
-  HAZARD AREA BARRIERS
-  HAUL ROUTE
-  SECURITY GATE WITH FLAGGER
-  ILLUMINATED RUNWAY CLOSURE MARKER



PREPARED BY: HDR Alaska, Inc.

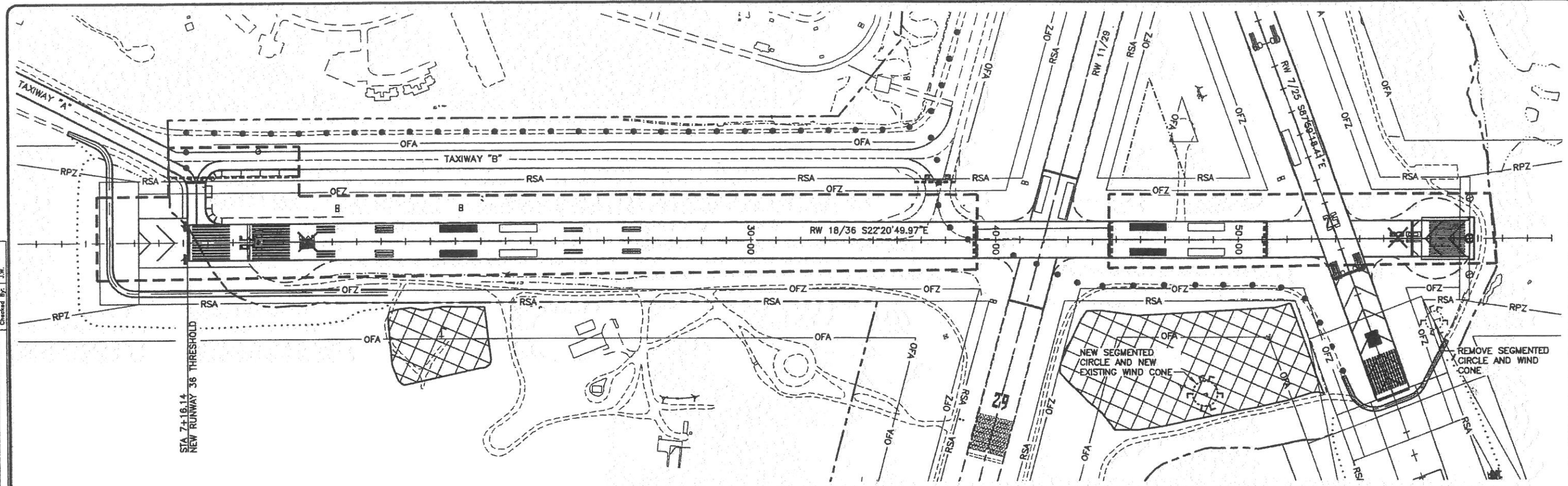
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 SAFETY PLAN
 PHASE 2B

DATE: 3/26/2014
 SHEET: AD12 OF 15
 AS-BUILT SHEET:







Date Revised: 3/26/2014, 10:00 AM
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 Drawn By: D.G.
 Checked By: J.W.

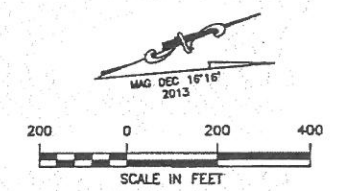


PHASE 2C SAFETY PLAN NOTES:

1. USE THE DESIGNATED HAUL ROUTES FOR THIS PHASE AS SHOWN. ALTERNATE HAUL ROUTES MUST BE APPROVED AND DEPICTED IN THE APPROVED SPCD.
2. PROVIDE PICK UP BROOM TRUCK (STREET SWEEPER), OR OTHER EQUIPMENT AS APPROVED FOR CONTROL OF FOD ON ACTIVE SURFACES. CLEAN ACTIVE SURFACES OF FOD IMMEDIATELY UPON DISCOVERY OR NOTIFICATION.
3. TAXIWAYS A AND B CLOSURE AND MOVEMENT OF AIRCRAFT:
 - TAXIWAY A AND C BETWEEN TAXIWAY B AND RUNWAY 18/36
 - THE FOLLOWING APPLIES TO OPEN SEGMENT OF TAXIWAYS A AND B:
 - THE CONTRACTOR SHALL KEEP TAXIWAY A AND B OPEN AND USEABLE FOR THE PASSAGE OF AIRCRAFT AT ALL TIMES WITH THE FOLLOWING RESTRICTIONS:
 - TAXIWAY A WILL REMAIN OPENED FOR THE PASSAGE OF AIRCRAFT, UNDER POWER, FROM 6:30 A.M. TO 6:30 P.M. THE CONTRACTOR MAY CONTINUE TO WORK ON THE TAXIWAY DURING THIS TIME PERIOD, PROVIDED THAT THE CONTRACTOR DOES NOT DELAY PASSAGE OF AIRCRAFT BY MORE THAN 30 MINUTES FROM NOTIFICATION BY THE ATCT OR AIR STATION KODIAK OPERATIONS CENTER OF THE ARRIVAL OR DEPARTURE OF THE AIRCRAFT.
 - TAXIWAY A MAY BE CLOSED FROM 6:30 P.M. TO 6:30 A.M. WITH THE RESTRICTION THAT THE CONTRACTOR MUST MAINTAIN THE TAXIWAY TO BE AVAILABLE FOR MOVEMENT OF AIRCRAFT, UNDER TOW, FOR CRITICAL OPERATIONS AS STATED BELOW.
 - IN THE EVENT OF A CRITICAL OPERATION SUCH AS SEARCH AND RESCUE, DISASTER RELIEF, AIRCRAFT MECHANICAL PROBLEM FOR A MISSION CRITICAL AIRCRAFT, OR OTHER EMERGENCY, REGARDLESS OF THE TIME, THE CONTRACTOR SHALL IMMEDIATELY PROVIDE FOR PASSAGE OF ANY AIRCRAFT, WITH A MAXIMUM 15 MINUTE DELAY FROM TIME OF NOTIFICATION BY THE ATCT OR OPERATIONS CENTER.
4. RUNWAY CLOSURE
 - RUNWAY 18-36 WILL BE CLOSED DURING THIS PHASE.
 - PLACE ILLUMINATED CLOSURE MARKERS
 - PLACE HAZARDOUS AREA BARRIERS AS SHOWN.

LEGEND

-  CONSTRUCTION AREA
-  CONTRACTOR STAGING AREA
-  HAZARD AREA BARRIERS
-  HAUL ROUTE
-  SECURITY GATE WITH FLAGGER
-  ILLUMINATED RUNWAY CLOSURE MARKER



PREPARED BY: HDR Alaska, Inc.

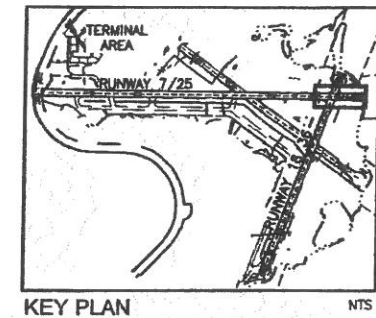
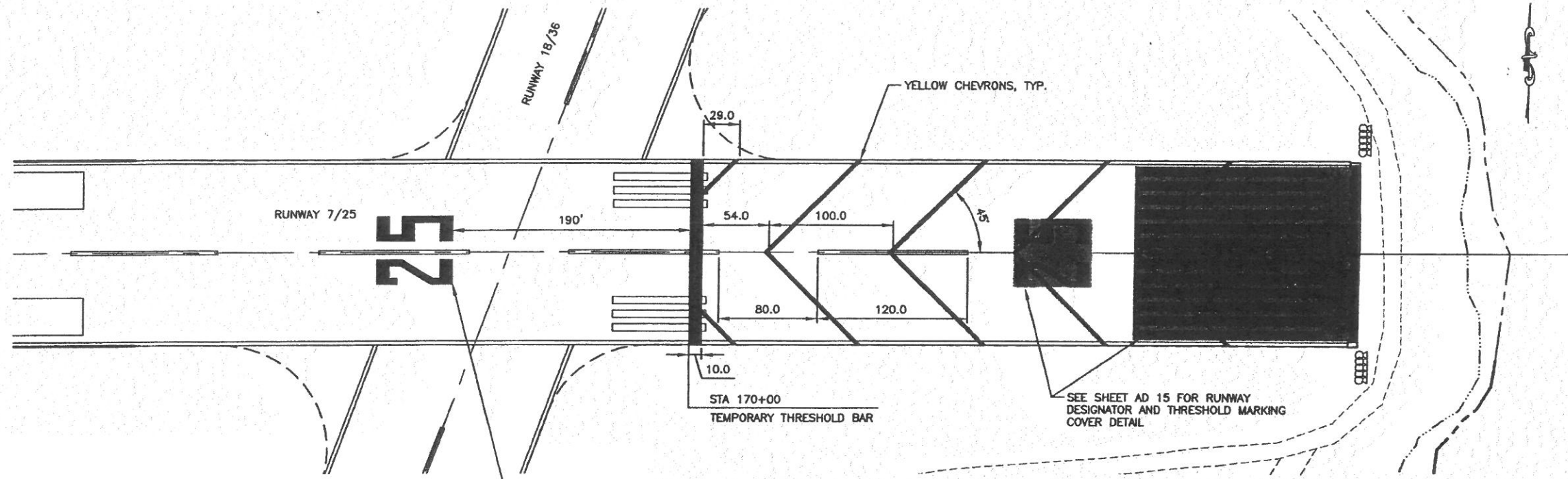
BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
SAFETY PLAN
 PHASE 2C

DATE: 3/26/2014
 SHEET: AD13 of 15
 AS-BUILT SHEET:

Date Revised: 4/20/2014, 2:59 PM
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 Designed By: D.P.
 Drawn By: L.W.
 Checked By: J.M.

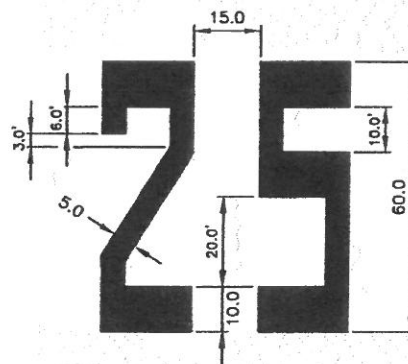


NOTES:

1. 10x150 THRESHOLD BAR SHALL BE WHITE IN COLOR
2. CHEVRONS SHALL BE YELLOW IN COLOR

RUNWAY 25 TEMPORARY THRESHOLD MARKING PHASES 1A AND 1B

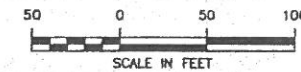
TEMPORARY RUNWAY DESIGNATION NUMBER



RUNWAY DESIGNATION

NOTES:

1. RUNWAY DESIGNATION MARKER SHALL BE WHITE.
2. USE TEMPORARY WATER BASED PAINT FOR RUNWAY DESIGNATION NUMBERS
3. REMOVE PAINT FOLLOWING PHASE 1A AND 1B.
4. TEMPORARY MARKING SHALL BE FABRIC OR PLYWOOD SECURED TO PAVEMENT.



PREPARED BY: HDR Alaska, Inc.

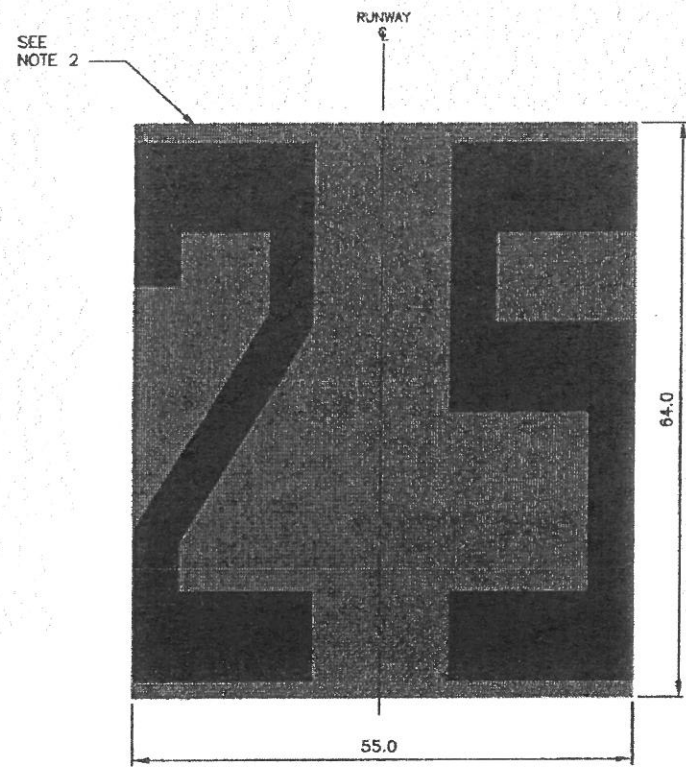
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 SAFETY PLAN
 TEMPORARY MARKING PLAN

DATE: 3/26/2014
 SHEET: AD14 of 15
 AS-BUILT SHEET: 0

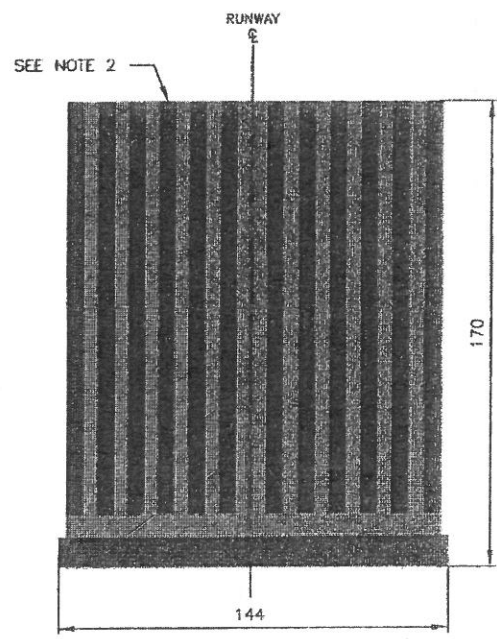
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 Drawn By: L.W.
 Checked By: J.N.
 Designed By: D.G.



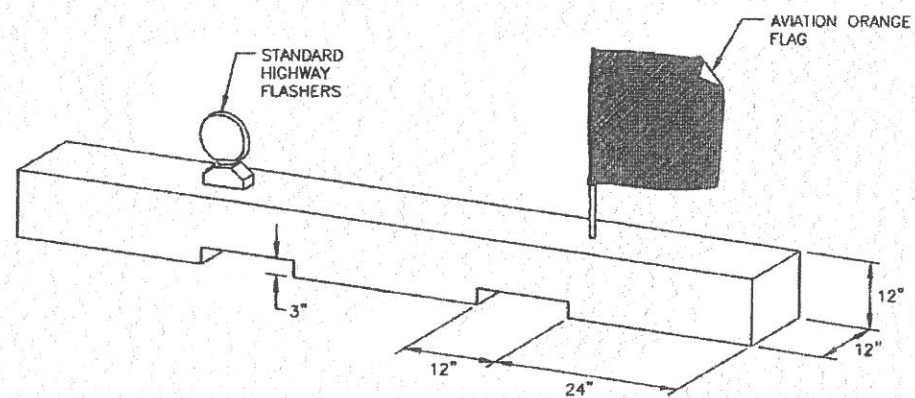
RUNWAY DESIGNATOR COVER
NTS

NOTES:

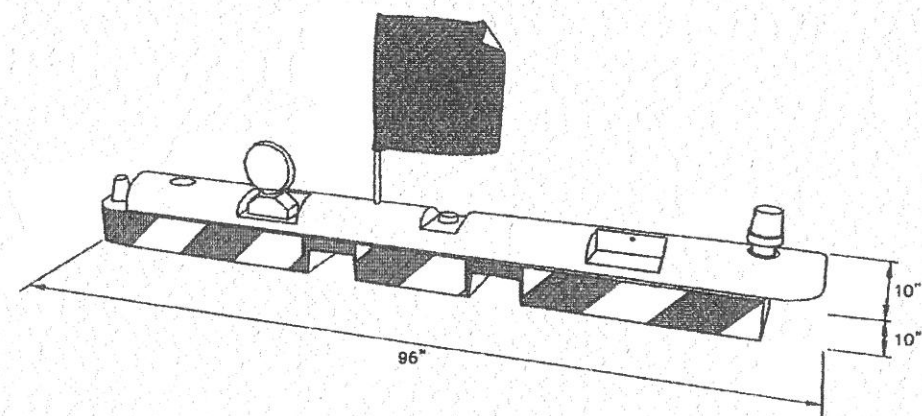
1. THE DIMENSIONS ARE APPROXIMATE. FIELD VERIFY AND ADJUST AS NECESSARY TO COMPLETELY COVER THE RUNWAY DESIGNATOR.
2. RUNWAY DESIGNATOR AND THRESHOLD MARKING COVERS SHALL BE CONSTRUCTED OF MATERIAL SPECIFIED IN SECTION P-671, AND SHALL BE BLACK IN COLOR.
3. PLACE AND MAINTAIN RUNWAY DESIGNATOR COVERS AS CONSTRUCTION ALLOWS. COVERS MUST ALSO BE IN PLACE DURING NON WORKING HOURS.



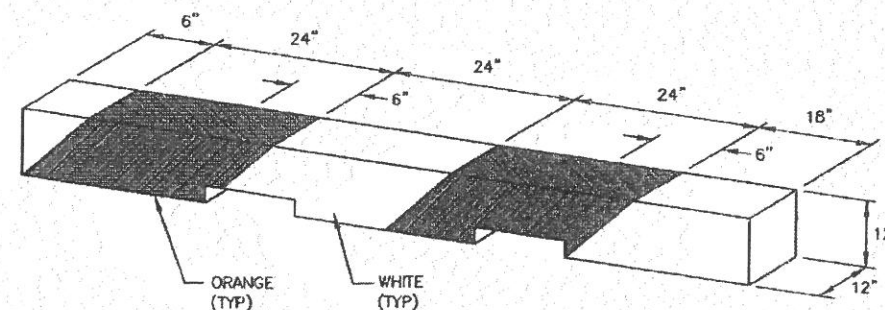
RUNWAY THRESHOLD MARKING COVER
NTS



TIMBER PREPARATION, FLAG AND FLASHER MOUNTING DETAIL
NTS



PRE-MANUFACTURED POLYETHYLENE BARRIER
NTS



PAINT DETAIL

HAZARDOUS AREA BARRIERS
NTS

NOTES:

1. DRILL AND NOTCH TIMBER BEFORE PAINTING.
2. REFER TO SECTION 704, HAZARDOUS AREA BARRIER.



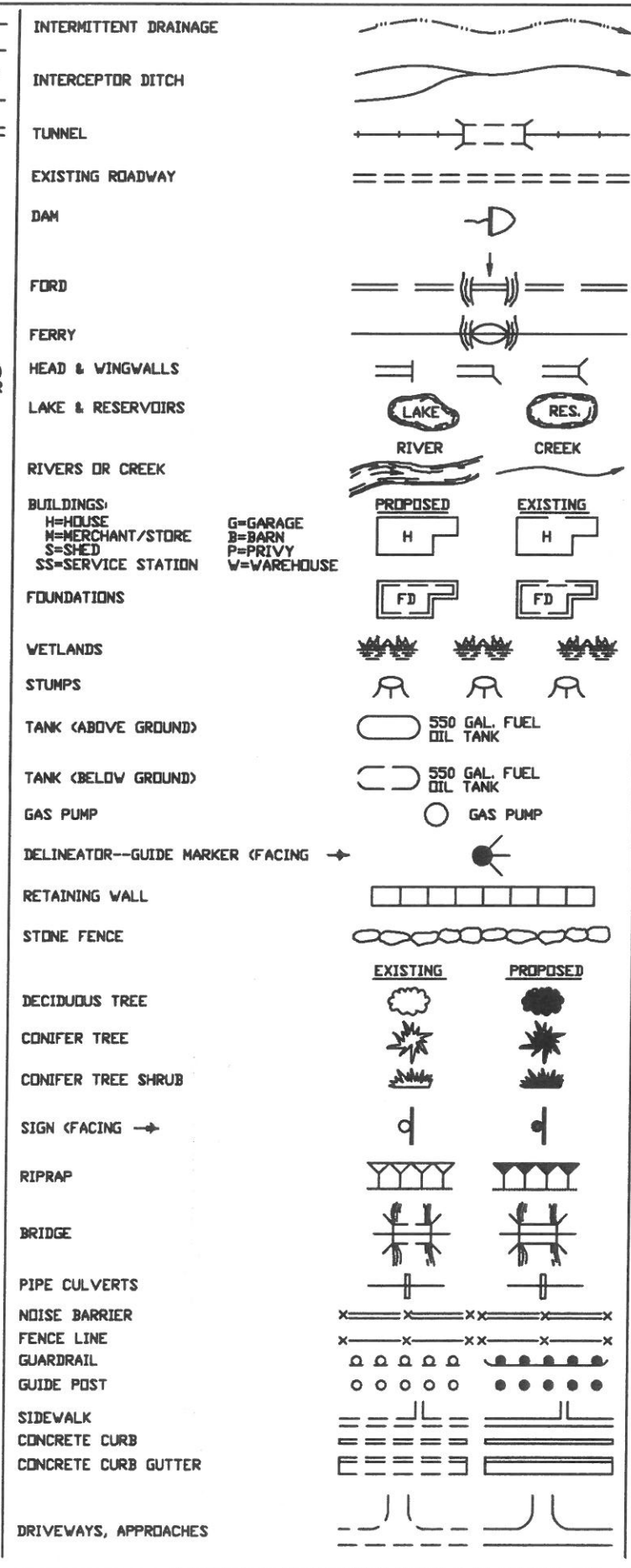
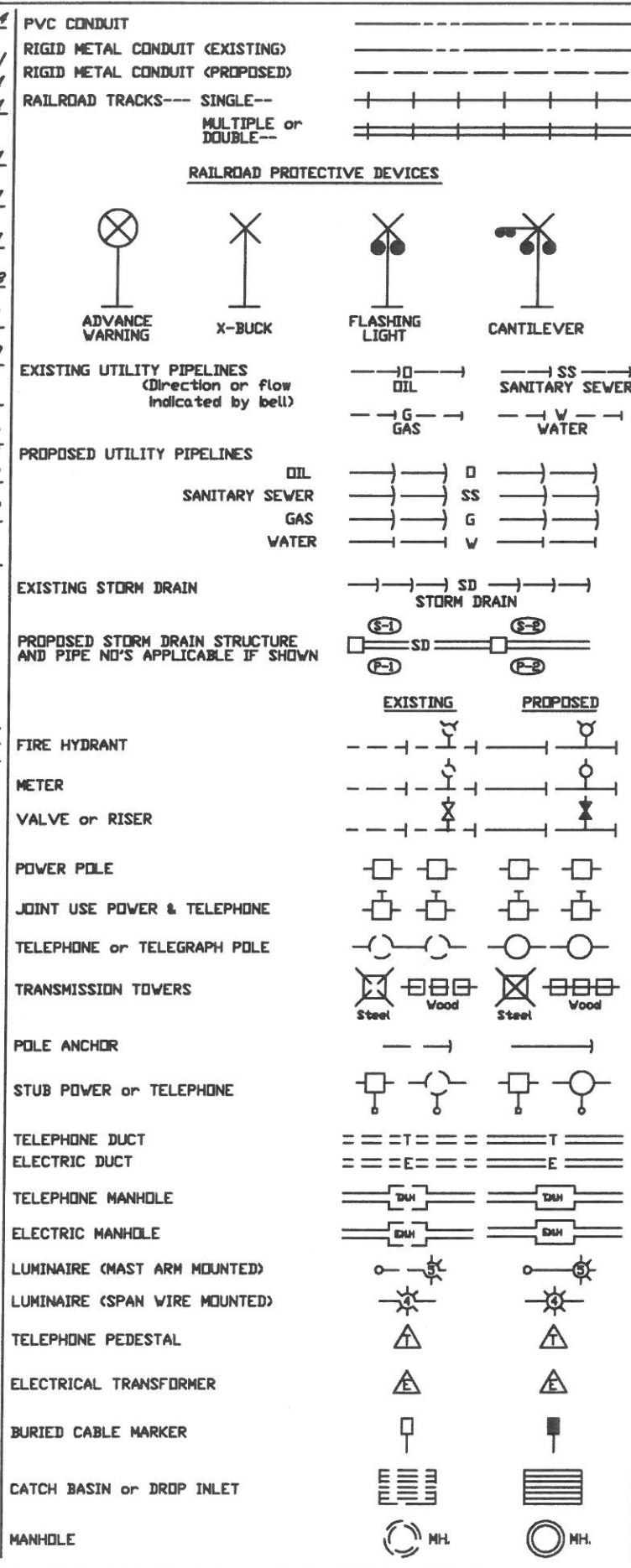
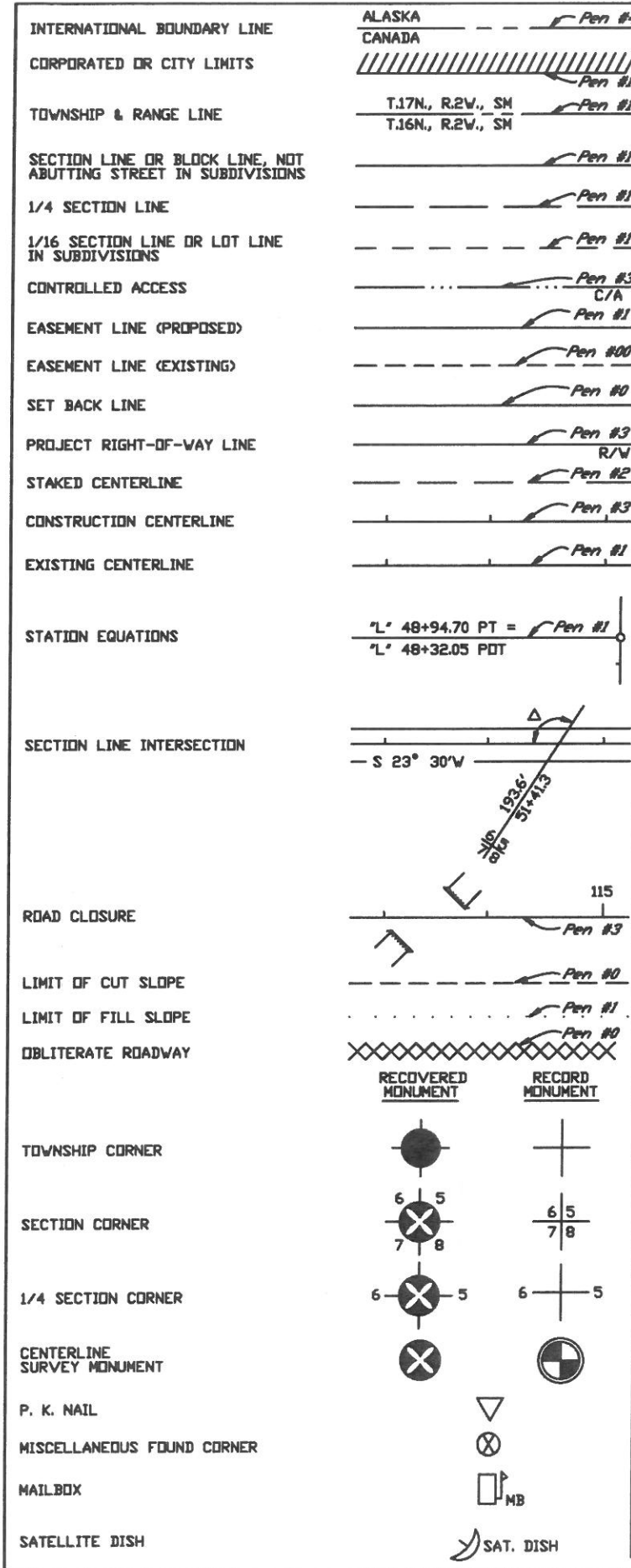
PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

KODIAK AIRPORT
KODIAK, ALASKA
KODIAK AIRPORT RSA EXTENSION, 2014
PROJECT No. 53587
AIP No. 3-02-0158-017-2014
SAFETY PLAN
DETAILS

DATE: 3/26/2014
SHEET: AD15 of 15
AS-BUILT SHEET: /A



EXISTING **PROPOSED**

SIGNAL FACE, VEHICULAR

SIGNAL FACE, BACKPLATE

SIGNAL FACE, LEFT TURN, BACKPLATE

SIGNAL FACE, PEDESTRIAN

JUNCTION BOX, TYPE I

JUNCTION BOX, TYPE II

JUNCTION BOX, TYPE III

DETECTOR, LOOP

DETECTOR, MAGNETOMETER

DETECTOR, RADAR

DETECTOR, SONIC

DETECTOR, OPTICOM

DETECTOR, PUSH BUTTON (DIRECTION →)

SIGNAL CONTROLLER

LOAD CENTER

SIGNAL POLE

SIGNAL POLE w/MASTARM

SOLID WHITE STRIPE

SOLID YELLOW STRIPE

BROKEN WHITE or YELLOW STRIPE

DASH YELLOW STRIPE

SOLID YELLOW STRIPE with BROKEN YELLOW STRIPE

FOR STRIPING PLANS

842

R.R. 2580+60
 HWY. 126+38

RAILROAD MILE POST

143

121+25

HIGHWAY MILE POST

REVISIONS		
Date	Description	By

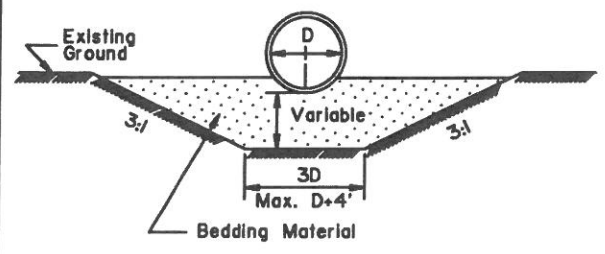
State of Alaska
 Department of Transportation
 & Public Facilities

SYMBOLS

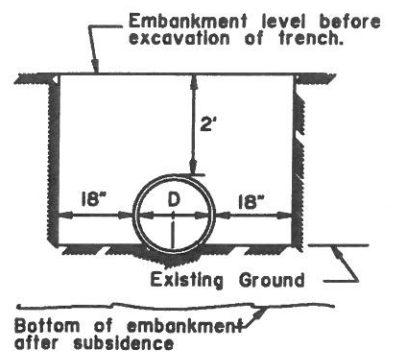
APPROVED

49

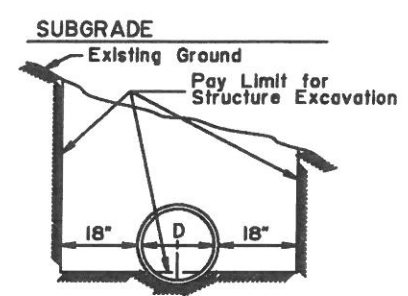
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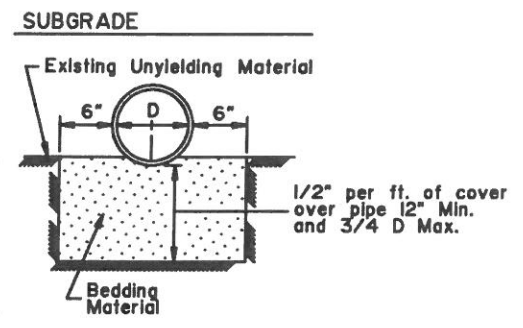
TYPE "A"
FOUNDATION STABILIZATION
To be used in unstable areas as directed by the Engineer.



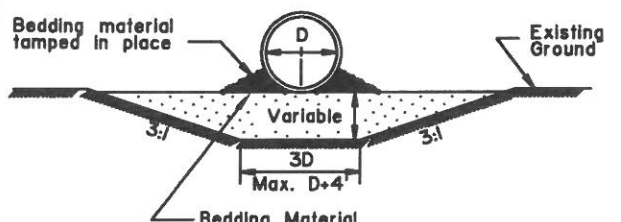
TYPE "B"



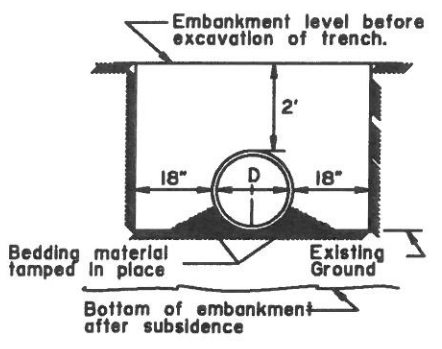
TYPE "C"



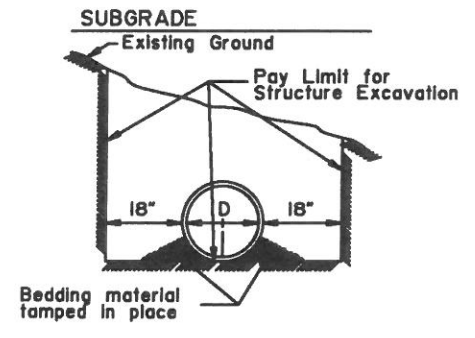
TYPE "D"
ROCK OR UNYIELDING MATERIAL



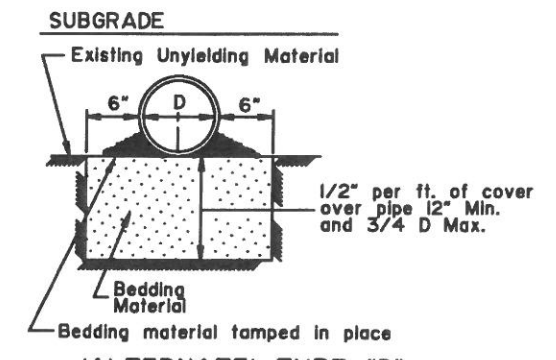
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FOUNDATION STABILIZATION
To be used in unstable areas as directed by the Engineer.



'ALTERNATE' TYPE "B"

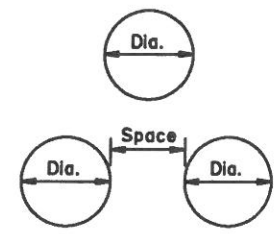


'ALTERNATE' TYPE "C"



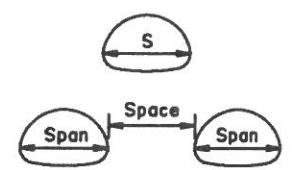
'ALTERNATE' TYPE "D"
ROCK OR UNYIELDING MATERIAL

D = Nominal Pipe Diameter



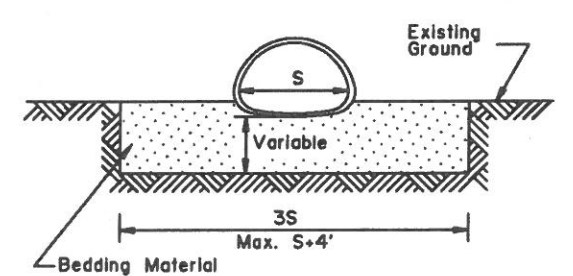
MULTIPLE INSTALLATIONS	
Dia.	Minimum Space Between Pipes
0" - 42"	24"
48" & Over	1/2 Dia. of pipe or 3', whichever is less.

S = Nominal Pipe Arch Span

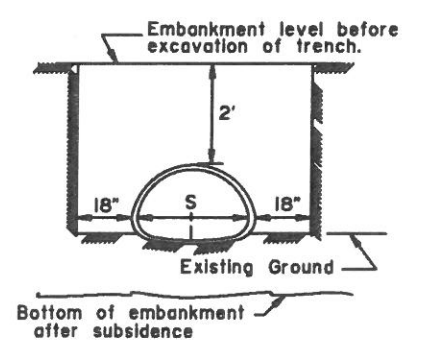


MULTIPLE INSTALLATIONS	
Dia.	Minimum Space Between Pipes
0" - 42"	24"
48" & Over	1/2 Span of pipe arch or 3', whichever is less.

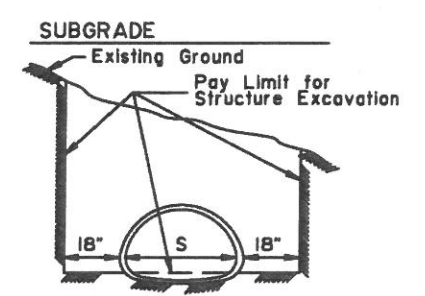
CULVERT PIPE



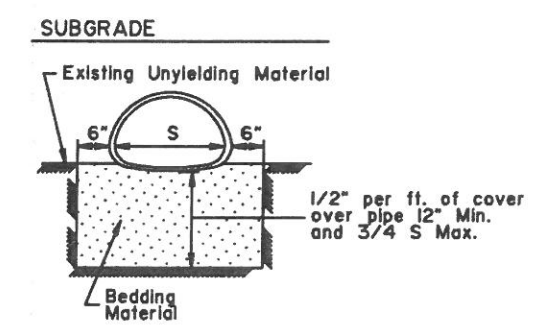
TYPE "A"
FOUNDATION STABILIZATION
To be used in unstable areas as directed by the Engineer.



TYPE "B"



TYPE "C"



TYPE "D"
ROCK OR UNYIELDING MATERIAL

ARCH

REVISIONS		
Date	Description	By
12/1/87	Delete ref. to Specs.	Gdo
4/1/93	Delete Alt. Arch	Gdo

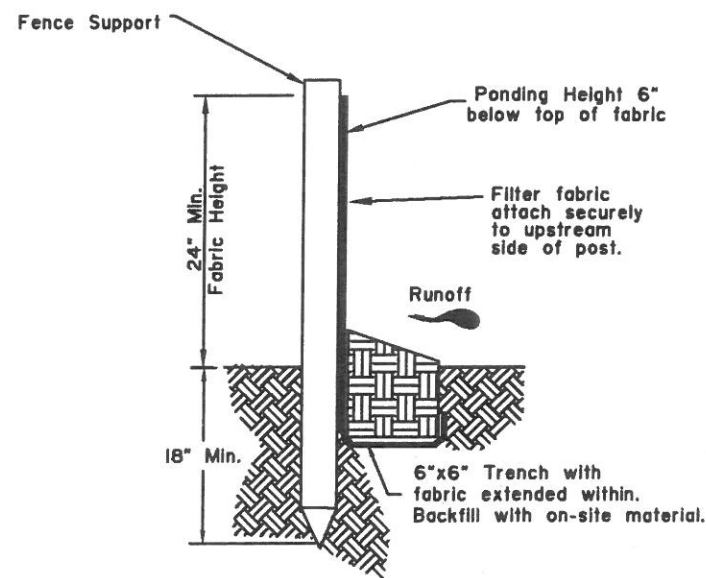
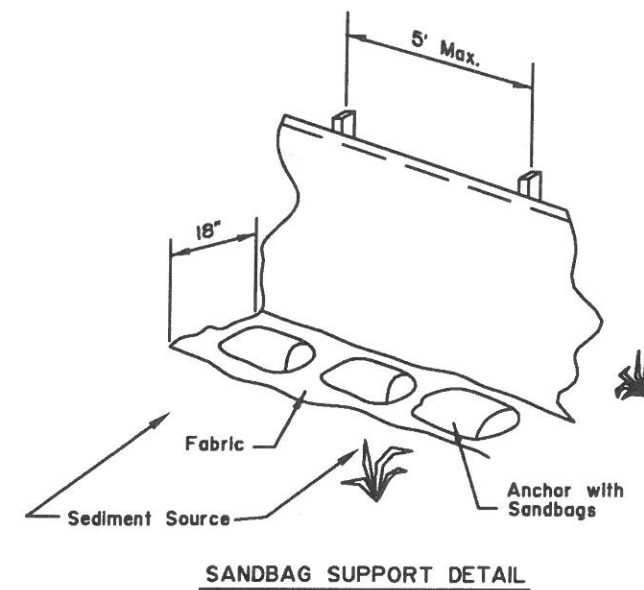
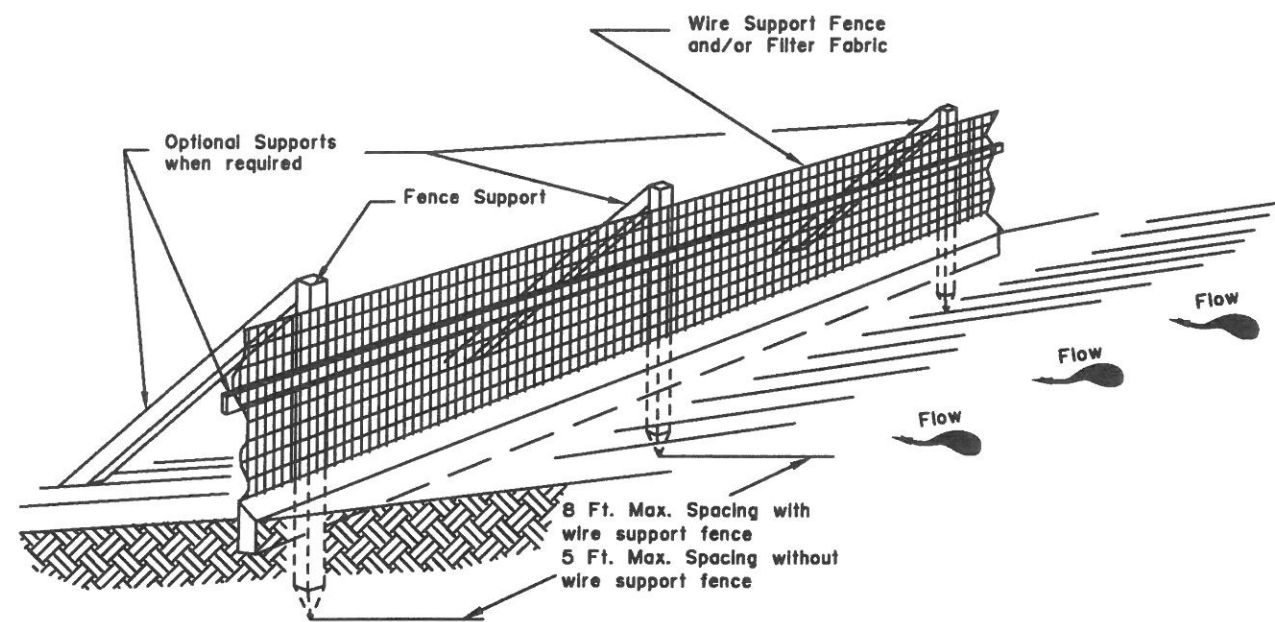
State of Alaska
Department of Transportation
& Public Facilities
**CULVERT PIPE & ARCH
INSTALLATION DETAILS**

APPROVED

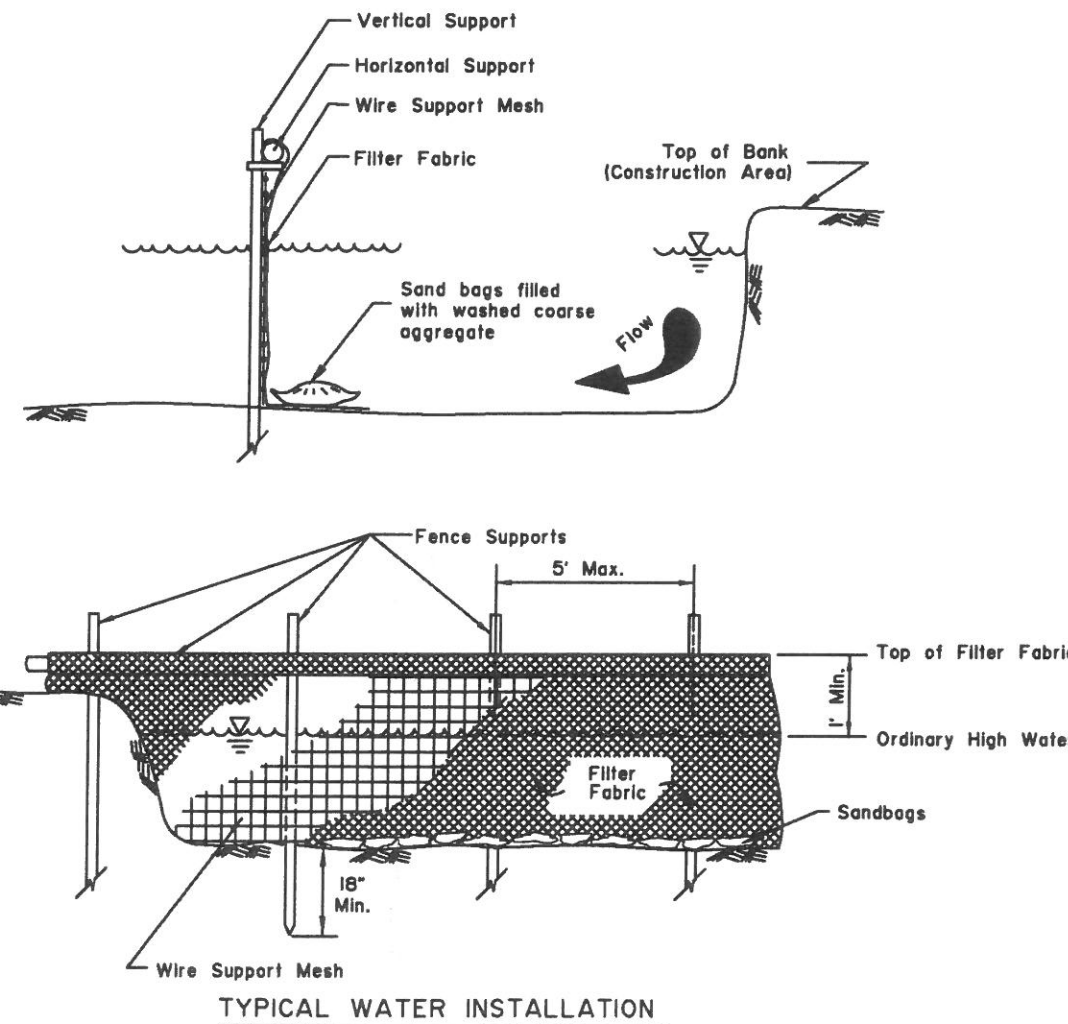
Date 7/15/82

GENERAL NOTES:

1. Silt Fence Supports shall be 2-inch PVC pipe reinforced with iron pipe or No. 6 rebar, wood posts, or as approved.
2. For Water Installations, secure the ends of the silt fence to the stream bank by staking.
3. Use approved Wire Support Mesh to keep filter fabric in place in water installations.
4. For Land Installations, fence shall be placed at the toe of embankment or excavation areas, or as directed.
5. Fence anchored in standing water shall have the bottom anchored with sandbags or equivalent to prevent gaps.
6. Installation and application shall be in accordance with the practices as outlined in the Erosion and Sediment Control Plan.
7. Filter fabric shall be overlapped 6 inches at fence supports.
8. Filter fabric shall be hung taut, not loose or folded.



TRENCH SUPPORT DETAIL
TYPICAL LAND INSTALLATION



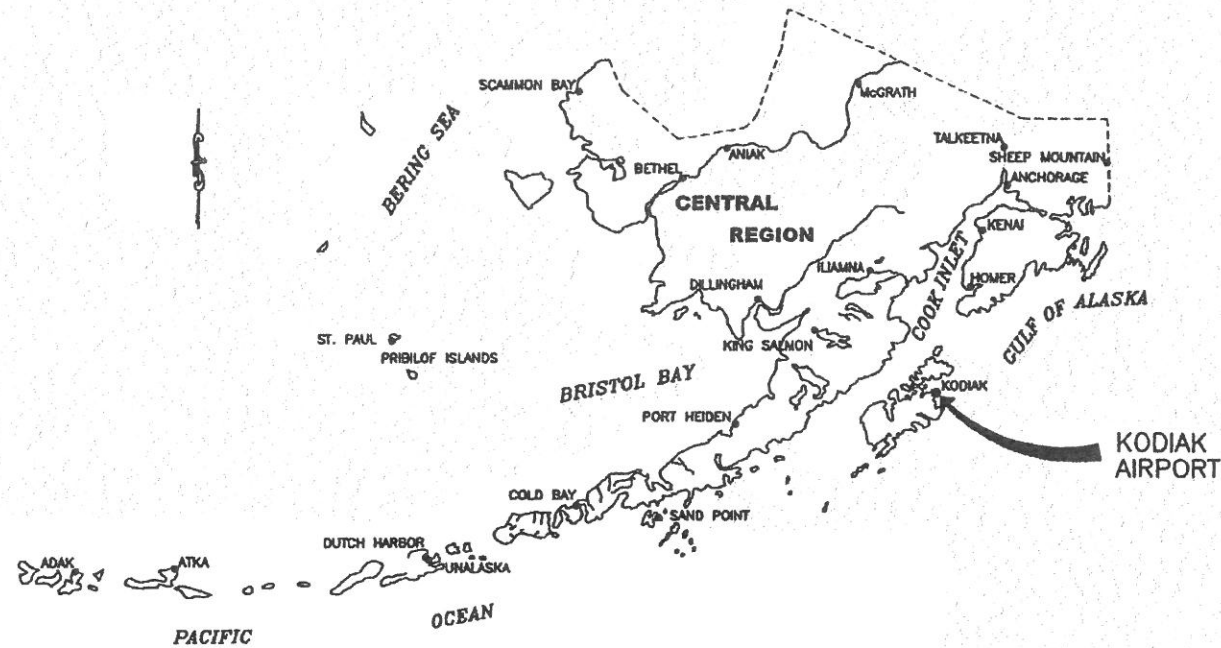
REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities
**SEDIMENT CONTROL
SYSTEM
(SILT FENCE)**



Date 1/1/96

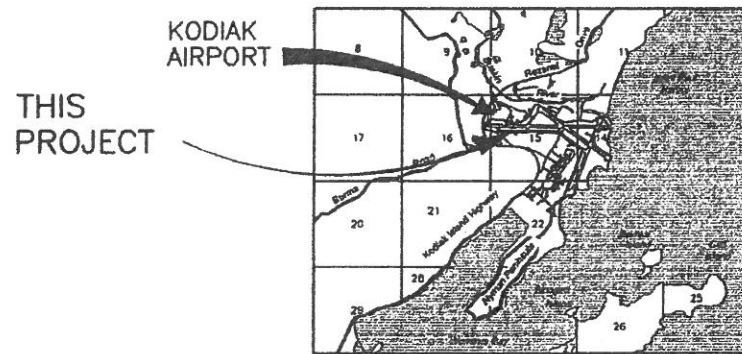
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**ALASKA CENTRAL REGION
LOCATION MAP**

NOT TO SCALE

**KODIAK AIRPORT
KODIAK, ALASKA
DEVILS CREEK CULVERT REPAIR
PROJECT No. 57474
AIRPORT IMPROVEMENT PROGRAM
No. 3-02-0158-01X-201_**



VICINITY MAP

T 28 S, R 20 W SEC. 14, 15, 16, 22 & 23
SEWARD MERIDIAN
U.S.G.S. KODIAK (C-2, D-2), ALASKA



PREPARED BY: HDR Alaska, Inc.

CONCUR JOEL ST. AUBIN, P.E.	<i>[Signature]</i>	DATE 3/27/2014 DIRECTOR OF DESIGN AND CONSTRUCTION
APPROVED KENNETH M. MORTON, P.E.	<i>[Signature]</i>	DATE 3/26/2014 REGIONAL PRECONSTRUCTION ENGINEER
APPROVED WOLFGANG E. JUNGE, P.E.	<i>[Signature]</i>	DATE 3/25/14 DESIGN SECTION CHIEF
APPROVED MORGAN MERRITT, P.E.	<i>[Signature]</i>	DATE 3/24/14 PROJECT MANAGER

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

**KODIAK AIRPORT
KODIAK, ALASKA**
DEVILS CREEK CULVERT REPAIR
PROJECT No. 57474
AIP No. 3-02-0158-01-201_
TITLES, SIGNATURES, LOCATION MAP
AND VICINITY MAP

DATE: 3/18/2014
SHEET: 1 of 9
AS-BUILT SHEET: or

Date Revisi: 4/08/2014 10:37 AM
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INDEX		ANCILLARY DRAWINGS		APPENDIX DRAWINGS	
SHEET TITLE	SHEET No.	SHEET TITLE	SHEET No.	SHEET TITLE	SHEET No.
<u>BASIC BID</u>				<u>APPENDIX D</u>	
TITLE, SIGNATURES, LOCATION MAP AND VICINITY MAP	1			<u>PHASING PLAN</u>	
INDEX	2			PHASE 3	BD1 OF 2
LEGEND AND ABBREVIATIONS	3			<u>SAFETY PLAN</u>	
ESTIMATED QUANTITIES AND ESTIMATING FACTORS	4			PHASE 3	BD2 OF 2
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DEVILS CREEK CULVERT SITE PLAN	6				
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				STANDARD DRAWINGS	
				SHEET TITLE	SHEET No.
				SYMBOLS	A-1
				SEDIMENT CONTROL SYSTEM (SILT FENCE)	E-13.00



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STATE OF ALASKA
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KODIAK AIRPORT
 KODIAK, ALASKA
 DEVILS CREEK CULVERT REPAIR
 PROJECT No. 57474
 AIP No. 3-02-0158-01-201_

DATE: 3/18/2014
 SHEET: 2 OF 9
 AS-BUILT SHEET: or

INDEX

LEGEND

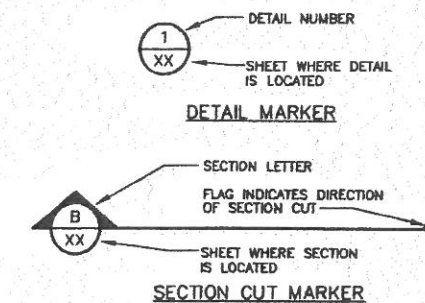
ABBREVIATIONS

ABBREVIATIONS

DESCRIPTION	EXISTING	PROPOSED
BUILDING		
CONSTRUCTION LICENSE BOUNDARY		
CONTROL BOX		
CULVERT		
DITCH WITH DRAINAGE FLOW DIRECTION		
EDGE OF PAVEMENT		
FENCE		
GEOTEXTILE SEPARATION		
GRADE BREAK		
LEASE LOT BOUNDARY		
MEAN HIGH WATER		
EXISTING GROUND		
OBJECT FREE AREA		
OBJECT FREE ZONE		
PAPI		
PAVEMENT MARKING		
PROJECT EARTHWORK AND GRADING LIMITS		
PROPERTY BOUNDARY		
REIL		
RIPRAP / ARMOR		
ROADWAY		
ROTATING BEACON		
RUNWAY PROTECTION ZONE		
RUNWAY SAFETY AREA		
RUNWAY THRESHOLD MARKERS		
SIGN		
SLOPE VALUE AND DIRECTION		
SPOT ELEVATION		
TOE OF SLOPE		
FILL		
CUT		
VASI		
WIND CONE UNLIGHTED		
WIND CONE AND SEGMENTED CIRCLE		
UTILITIES		
SANITARY SEWER LINE WITH MANHOLE		
STORM DRAIN WITH FIELD INLET MANHOLE		
WATER VALVE		
WATER LINE WITH MANHOLE		

AOA	AIRCRAFT OPERATIONS AREA
ARFF	AIRPORT RESCUE FIRE FIGHTING
ASDA	ACCELERATE STOP DISTANCE AVAILABLE
ATCT	AIR TRAFFIC CONTROL TOWER
AWOS	AUTOMATED WEATHER OBSERVING SYSTEM
CABC	CRUSHED AGGREGATE BASE COURSE
CL	CENTER LINE
1lb./cu.ft.	POUND PER CUBIC FOOT
C.S.	CONTINGENT SUM
CSPP	CONSTRUCTION SAFETY PHASING PLAN
C.Y.	CUBIC YARD
E	EASTING
EB	EAST BAY OF BOX CULVERT
ELEV	ELEVATION
EMAS	ENGINEERED MATERIAL ARRESTING SYSTEM
EOP	EDGE OF PAVEMENT
FASBC	FOAMED ASPHALT STABILIZED BASE COURSE
FOD	FOREIGN OBJECT DEBRIS/ FOREIGN OBJECT DAMAGE
GB	GRADE BREAK
HDPE	HIGH DENSITY POLYETHYLENE
HMA	HOT MIXED ASPHALT
LDA	LANDING DISTANCE AVAILABLE
L.F.	LINEAR FOOT
L.S.	LUMP SUM
LT	LEFT OFFSET
MHW	MEAN HIGH WATER
MPH	MILES PER HOUR
N	NORTHING
N.T.S.	NOT TO SCALE
RAP	RECYCLED ASPHALT PAVEMENT
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA

RT	RIGHT OFFSET
RW	RUNWAY
SD	STORM DRAIN
S.F.	SQUARE FEET
SPCD	SAFETY PLAN COMPLIANCE DOCUMENT
SS	SANITARY SEWER
STA	STATION
TODA	TAKE OFF DISTANCE AVAILABLE
TORA	TAKE OFF RUN AVAILABLE
TW	TAXIWAY
OFA	OBJECT FREE AREA
OFZ	OBJECT FREE ZONE
OHE	OVERHEAD ELECTRIC
UGE	UNDERGROUND ELECTRIC
UGTel	UNDERGROUND TELECOMMUNICATIONS
USCG	UNITED STATES COAST GUARD
VASI	VISUAL APPROACH SLOPE INDICATOR
WB	WEST BAY OF BOX CULVERT
Wx	WEATHER



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 Drawn By: L.W.
 Checked By: J.W.



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BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 DEVILS CREEK CULVERT REPAIR
 PROJECT No. 57474
 AIP No. 3-02-0158-01-201-
 LEGEND AND ABBREVIATIONS

DATE: 3/18/2014
 SHEET: 3 of 9
 AS-BUILT SHEET: OF

ESTIMATED QUANTITIES

No.	ITEM	UNIT	QUANTITY
G-100a	MOBILIZATION AND DEMOBILIZATION	L.S.	ALL REQ'D
G-115a	WORKER MEALS AND LODGING, OR PER DIEM	L.S.	ALL REQ'D
G-130a	FIELD OFFICE	L.S.	ALL REQ'D
G-130b	FIELD LABORATORY	L.S.	ALL REQ'D
G-130j	ENGINEERING COMMUNICATIONS	C.S.	ALL REQ'D
G-135a	CONSTRUCTION SURVEYING BY THE CONTRACTOR	L.S.	ALL REQ'D
G-135b	EXTRA THREE PERSON SURVEYING PARTY	HOUR	20
G-200a	CONTRACTOR QUALITY CONTROL PROGRAM	L.S.	ALL REQ'D
G-300a	CPM SCHEDULING	L.S.	ALL REQ'D
G-700a	AIRPORT FLAGGER	C.S.	ALL REQ'D
P-152ae	DITCH LINING	TON	320
P-152i(2)	BORROW (<10% No. 200)	TON	1,355
P-152r	SUBGRADE PREPARATION	S.Y.	1,280
P-157a	EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION	L.S.	ALL REQ'D
P-157b	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	C.S.	ALL REQ'D
P-157f	WITHHOLDING	C.S.	ALL REQ'D
P-157g	SWPPP MANAGER	L.S.	ALL REQ'D
P-160a	EXCAVATION OF PAVEMENT (AC)	S.Y.	320
P-161b	RECYCLED ASPHALT PAVEMENT	C.Y.	30
P-164a	HYDRODEMOLITION	S.Y.	1,600
P-164b	SCARIFICATION	S.Y.	700
P-165a(2)	REMOVAL OF STRUCTURES (DEVILS CREEK)	L.S.	ALL REQ'D
P-209b	CRUSHED AGGREGATE BASE COURSE	TON	200
P-511a	MICROSILICA MODIFIED CONCRETE	S.Y.	1,600
P-511b	EPOXY-BONDED EPOXY MORTAR	S.Y.	750
P-610g	STEEL REINFORCEMENT	L.F.	7,000

ESTIMATING FACTORS

ITEM DESCRIPTION	ESTIMATING FACTOR
HOT MIX ASPHALT	150 lb./cu.ft.
ASPHALT CEMENT	5.5%
CRUSHED AGGREGATE BASE COURSE	145 lb./cu.ft.
SUBBASE	142 lb./cu.ft.
DITCH LINING	130 lb./cu.ft.

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 Designed By: D.C.
 Drawn By: L.W.
 Checked By: J.W.



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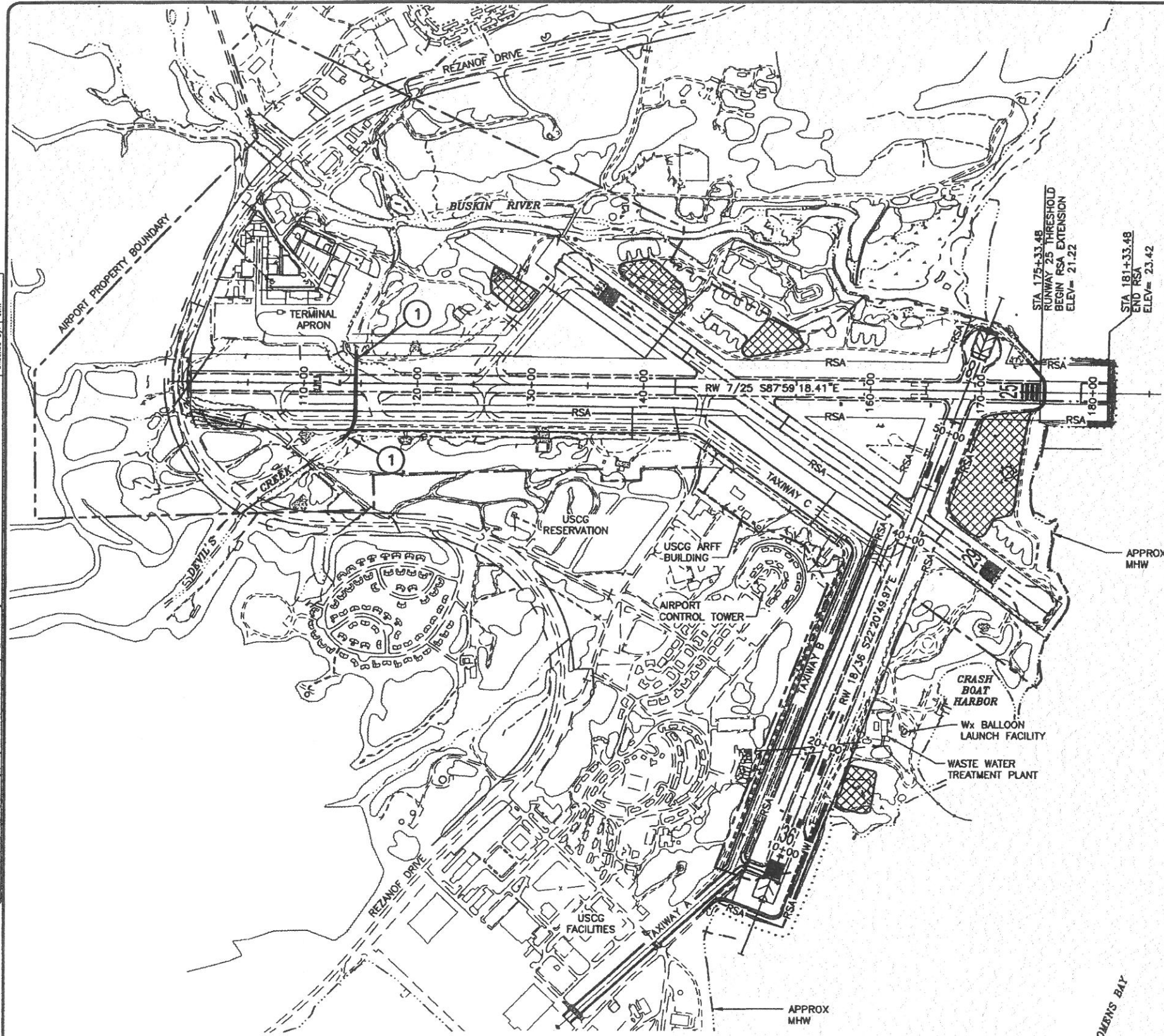
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 DEVILS CREEK CULVERT REPAIR
 PROJECT No. 57474
 AIP No. 3-02-0158-01-201
 ESTIMATED QUANTITIES
 AND ESTIMATING FACTORS

DATE: 3/18/2014
 SHEET: 4 of 9
 AS-BUILT SHEET: *cr*

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 Designed By: D.C.
 Drawn By: L.W.
 Checked By: J.W.



PROJECT WORK ITEMS:
1. DEVILS CREEK CULVERT REPAIR.

LEGEND	
①	PROJECT ITEM IDENTIFIER
[Cross-hatched box]	CONTRACTOR STAGING AREAS



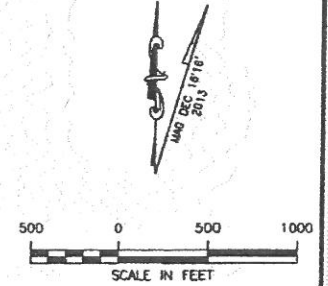
PREPARED BY: HDR Alaska, Inc.

BY	DATE	REVISION

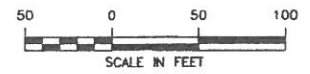
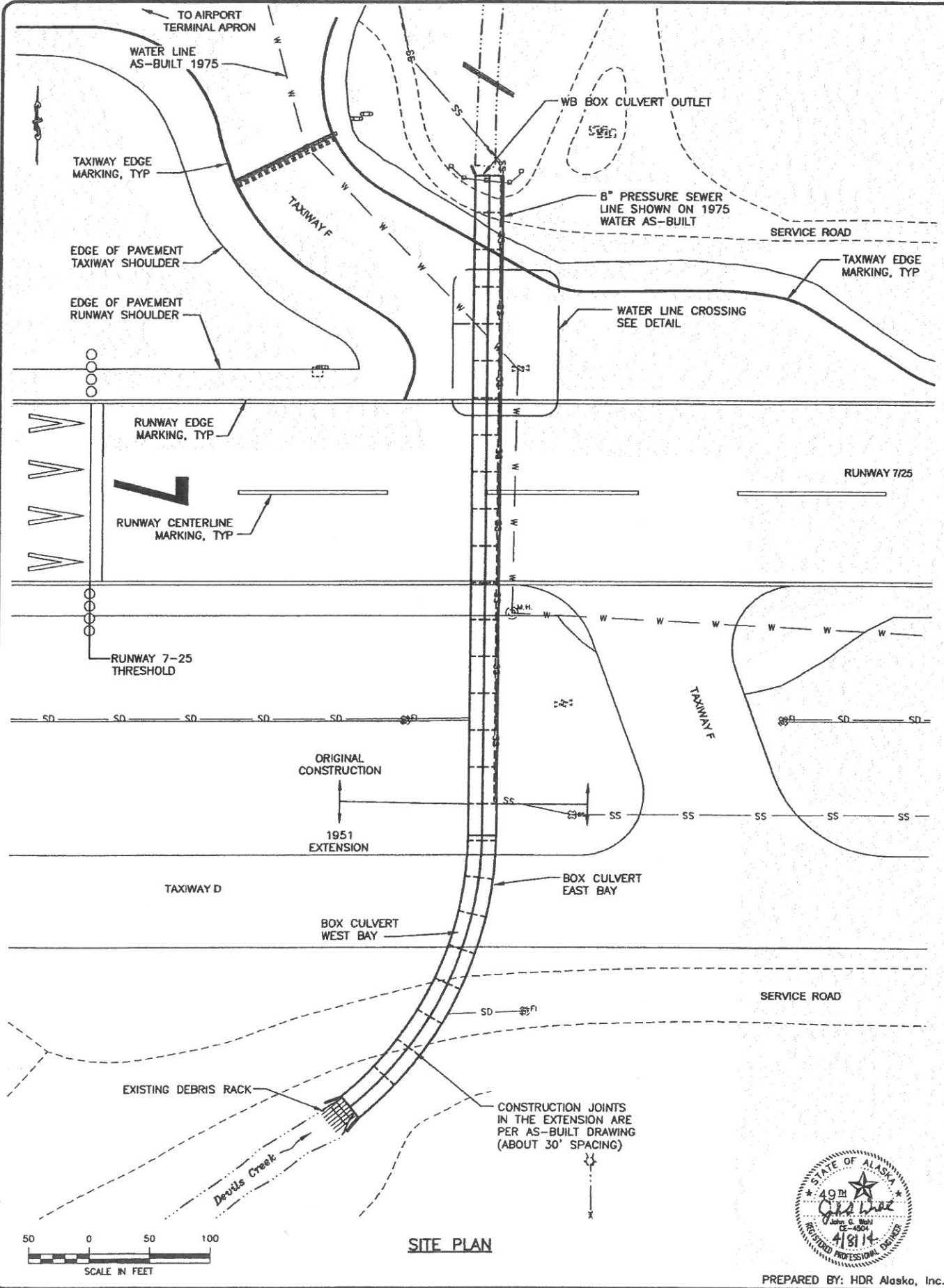
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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KODIAK AIRPORT
KODIAK, ALASKA
 DEVILS CREEK CULVERT REPAIR
 PROJECT No. 57474
 AIP No. 3-02-0158-01-201-
 PROJECT LAYOUT PLAN

DATE:	3/18/2014
SHEET:	5 OF 9
AS-BUILT SHEET:	



Date Revised: 4/09/2014, 1:28 PM
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SITE PLAN



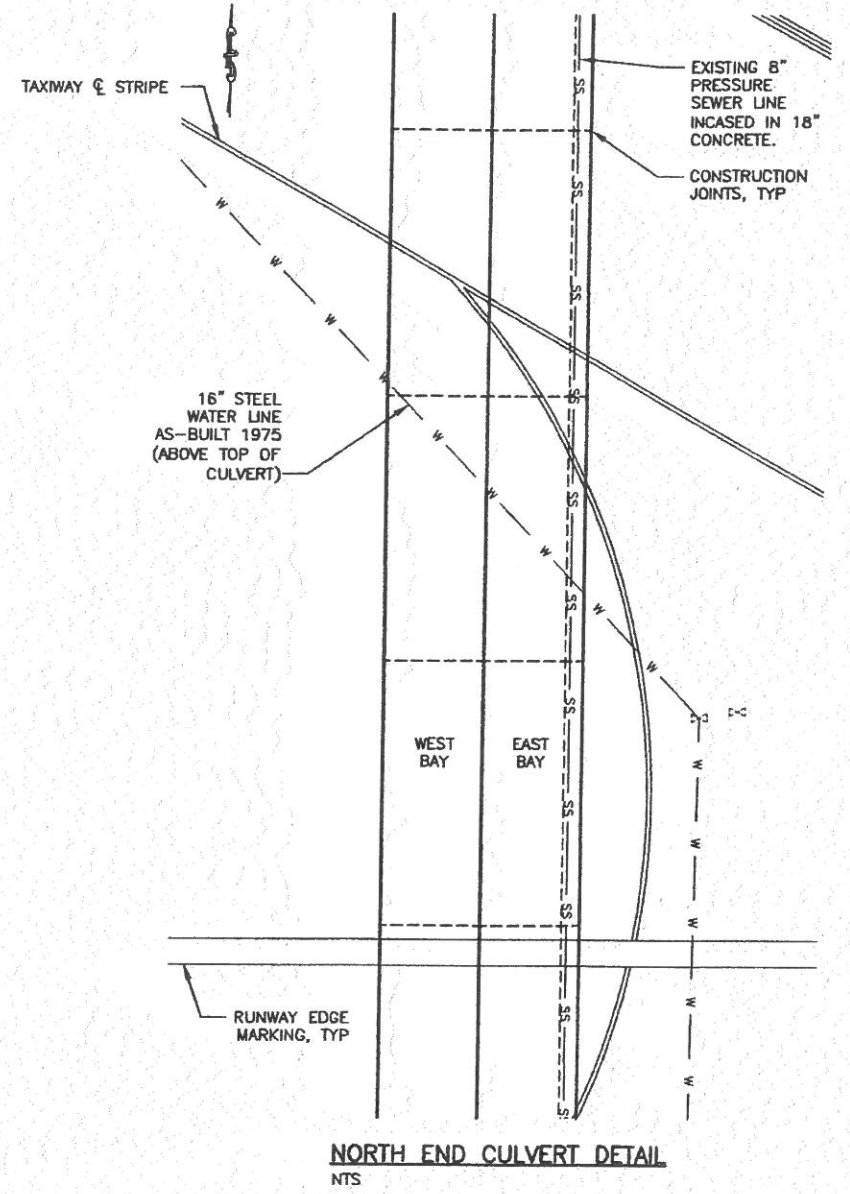
PREPARED BY: HDR Alaska, Inc.

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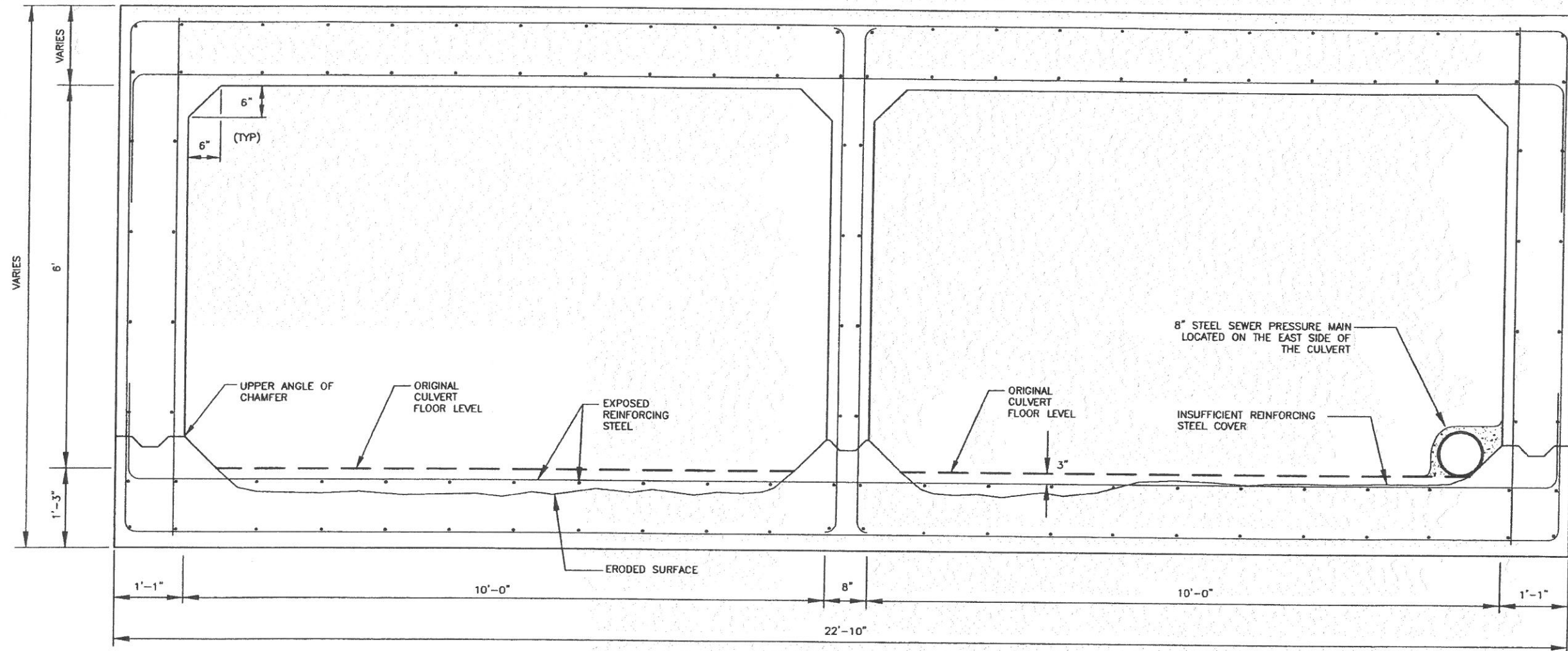
KODIAK AIRPORT
 KODIAK, ALASKA
 DEVILS CREEK CULVERT REPAIR
 PROJECT No. 57474
 AIP No. 3-02-0158-01-201
 DEVILS CREEK CULVERT
 SITE PLAN

DATE: 3/18/2014
 SHEET: 6 OF 9
 AS-BUILT SHEET:



NORTH END CULVERT DETAIL
NTS

Date Revised: 4/08/2014, 10:42 AM
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TYPICAL SECTION THRU DEVILS CREEK CULVERT (EXISTING)
N.T.S.

NOTES:

1. TYPICAL SECTION DIMENSION AND REINFORCING STEEL SHOWN ARE BASED ON AS-BUILT DRAWINGS AND FIELD OBSERVATION. DETAILS MAY VARY ALONG THE LENGTH OF THE CULVERT.



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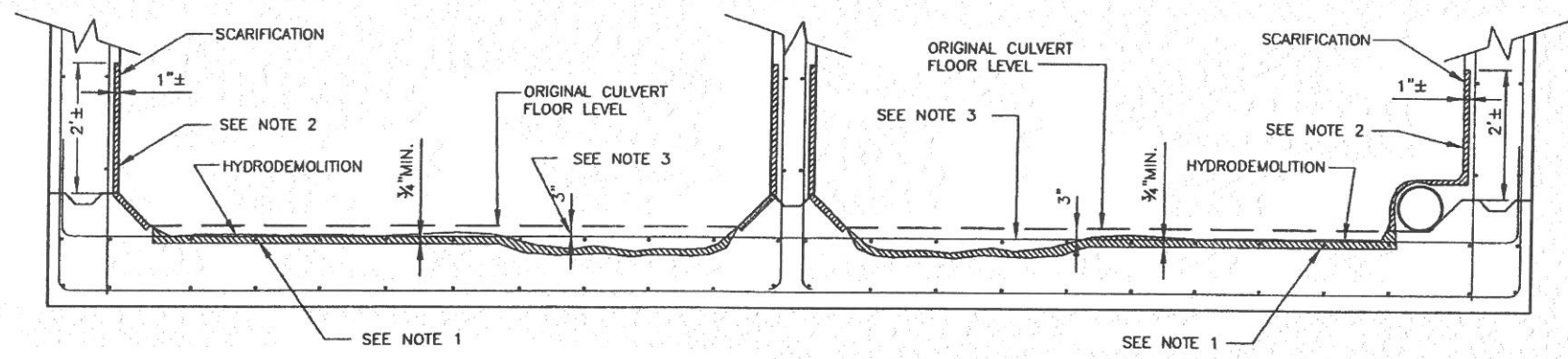
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KODIAK AIRPORT
 KODIAK, ALASKA
 DEVILS CREEK CULVERT REPAIR
 PROJECT No. 57474
 AP No. 3-02-0158-01-201_
 DEVILS CREEK CULVERT SECTION

DATE: 3/18/2014
 SHEET: 7 OF 9
 AS-BUILT SHEET: 0

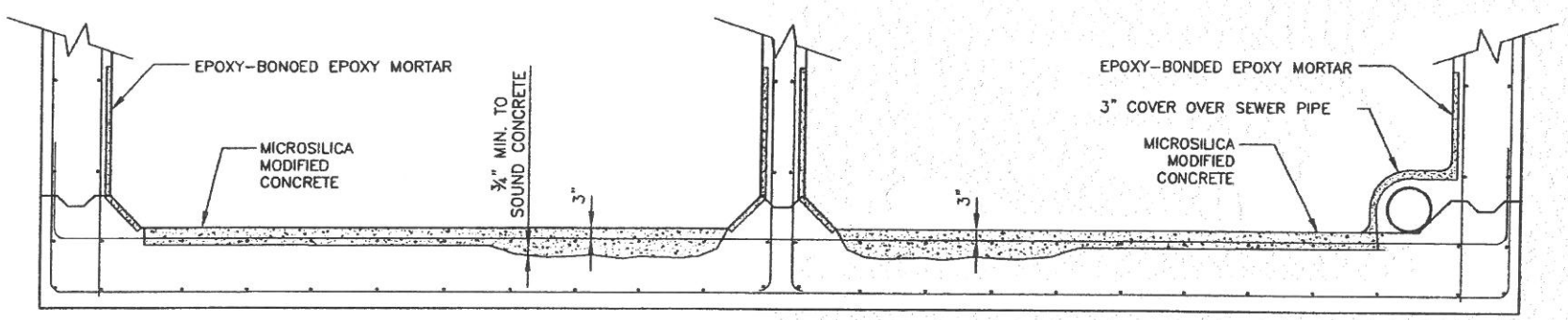
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 Drawn By: E.C.
 Checked By: J.W.



HYDRODEMOLITION DETAIL
N.T.S.

NOTES:

1. REMOVE EXISTING AND DETERIORATED CONCRETE TO A MINIMUM 3/4" BELOW TOP LAYER OF TRANSVERSE REINFORCING STEEL OR TO DEPTH OF SOUND CONCRETE, WHICHEVER IS GREATER.
2. SCARIFY AREAS OF DETERIORATED CONCRETE.
3. CLEAN EXPOSED REINFORCING STEEL OF CORROSION, RUST.
4. REPAIR REINFORCING STEEL WHERE RUST, CORROSION OR ABRASION HAS REDUCED REINFORCING STEEL CROSS-SECTIONAL AREA TO LESS THAN 80% OF ORIGINAL REINFORCING STEEL CROSS-SECTIONAL AREA. (SEE ITEM 610)
5. REPAIR OF REINFORCING STEEL SHALL CONSIST OF SECURELY ATTACHING A #4 BAR OF REINFORCING STEEL TO THE DAMAGED BAR. THE BAR WILL RUN THE FULL WIDTH OF THE HYDRO DEMOLITION AREA. IN AREAS OF MULTIPLE DAMAGED BARS, EVERY SECOND BAR SHALL BE REPAIRED.
6. PLACE NEW CONCRETE SO SURFACE IS 3" ABOVE TOP OF TRANSVERSE REINFORCING STEEL.



CULVERT REPAIR DETAIL
N.T.S.

LEGEND

- HYDRO DEMOLITION
- SCARIFICATION
- MICROSILICA MODIFIED CONCRETE
- EPOXY-BONDED EPOXY MORTAR



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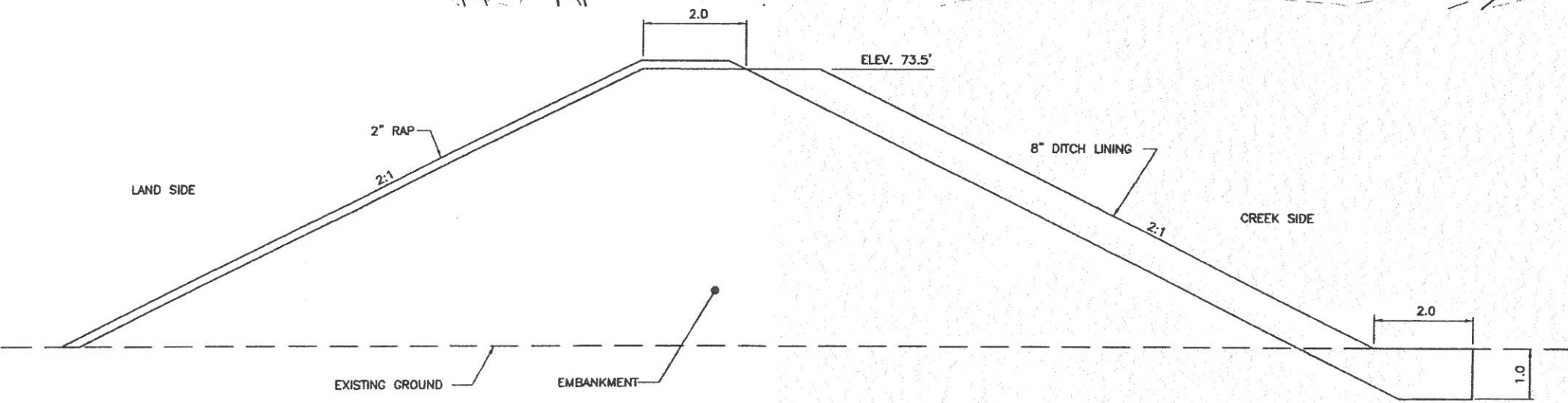
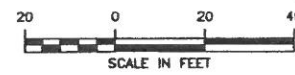
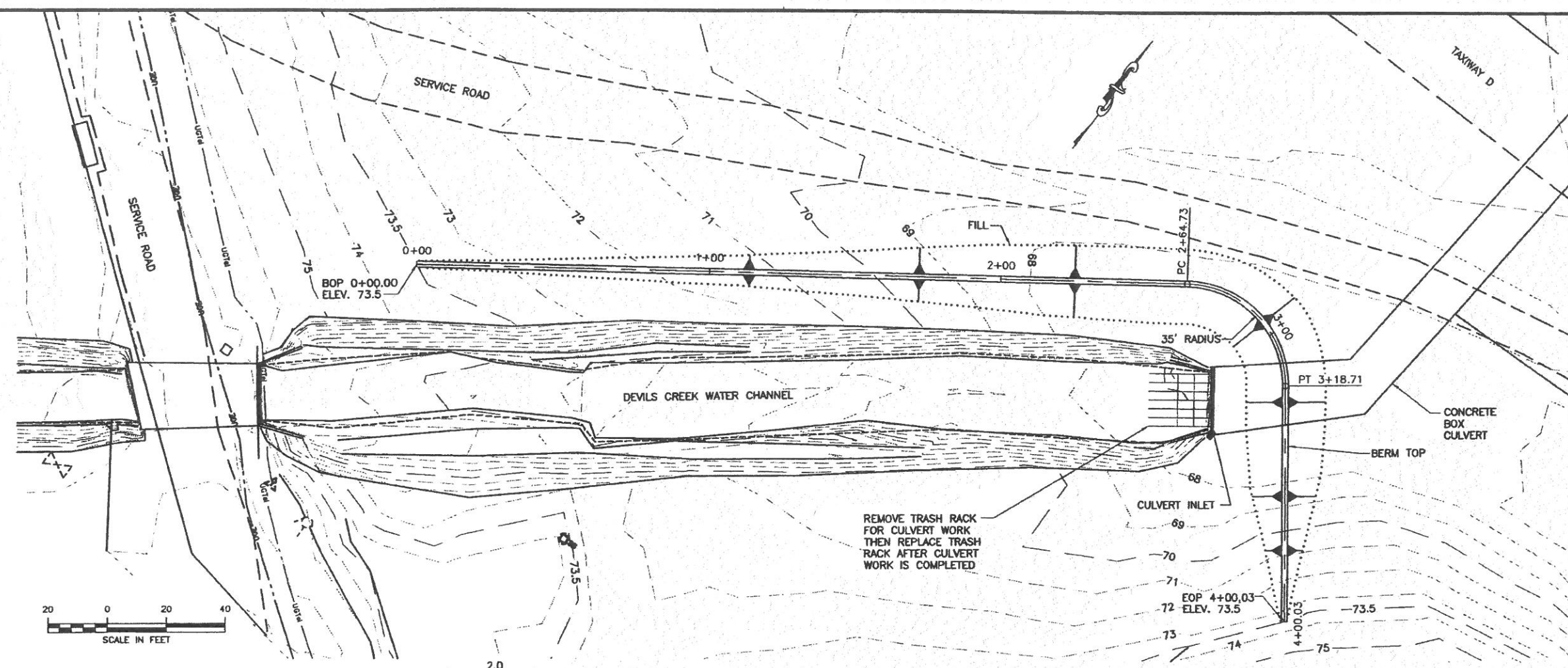
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
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 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 DEVILS CREEK CULVERT REPAIR
 PROJECT No. 57474
 AIP No. 3-02-0158-01-201_
 DEVILS CREEK CULVERT REPAIR DETAILS

DATE: 3/18/2014
 SHEET: 8 OF 9
 AS-BUILT SHEET: *α*

Date Revised: 4/08/2014, 10:44 AM
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 Drawn By: L.W.
 Checked By: J.W.
 Project Name: Devils Creek Culvert Repair
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BERM TYPICAL SECTION
N.T.S.

COORDINATE TABLE FOR BERM LAYOUT

	BOP 0+00	PC 2+64	PT 3+18	EOP 4+00
NORTHING	134,070.034	134,220.9645	134,212.9737	134,147.5051
EASTING	28,911.7704	29,129.2551	29,177.3859	29,225.6311
RW STATION	111+06.9	---	---	114+19.7
RW OFFSET	626.2' RT	---	---	544.7' RT

COMPACTION REQUIREMENTS	
EMBANKMENT	95%

- NOTES:**
1. RW REFERS TO RUNWAY 25
 2. SEE RUNWAY SAFETY AREA PLANSET FOR SURVEY CONTROL SHEET.



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KODIAK AIRPORT
KODIAK, ALASKA
 DEVILS CREEK CULVERT REPAIR
 PROJECT No. 57474
 AIP No. 3-02-0158-01-201
 DEVILS CREEK CULVERT
 BERM

DATE: 3/18/2014
 SHEET: 9 OF 9
 AS-BUILT SHEET: *of*

PHASE 3 PHASING PLAN NOTES:

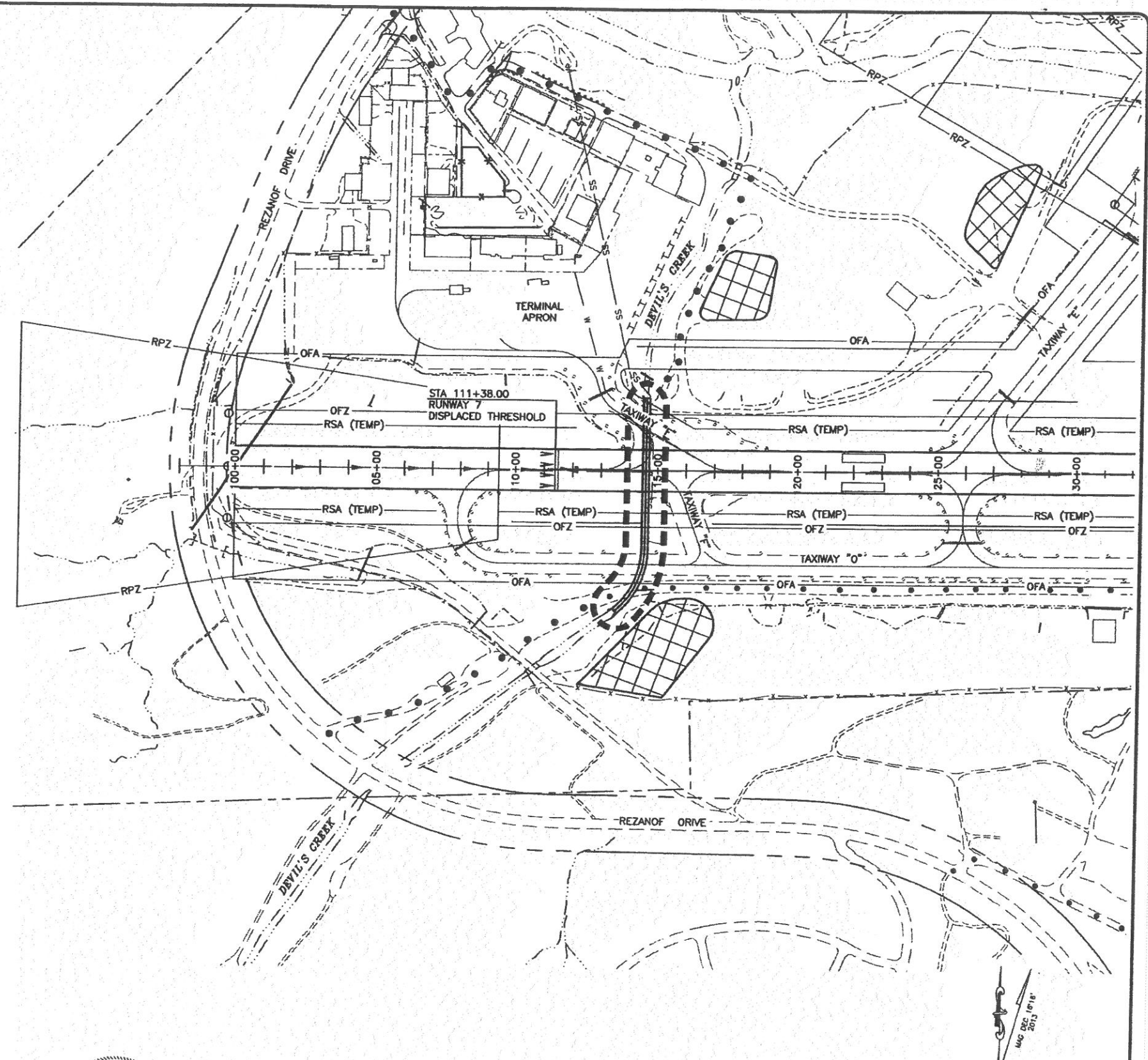
CONSTRUCTION SUMMARY:

1. WORK ASSOCIATED WITH THIS PHASE INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING:
 - REPAIR INTERIOR OF PCC BOX CULVERT
 - CONSTRUCT A DIKE AROUND THE ENTRANCE TO THE BOX CULVERT TO RAISE HYDRAULIC HEAD OF THE CREEK TO INCREASE FLOW THROUGH THE CULVERT
2. **AREAS CLOSED TO AIRCRAFT OPERATIONS**
 RUNWAY 7-25 AND TAXIWAYS D AND F SHALL REMAIN OPEN AT ALL TIMES.
3. **DURATION OF CLOSURES**
 RUNWAY 7-25 AND TAXIWAYS D AND F SHALL REMAIN OPEN AT ALL TIMES.
4. **Taxi Routes**
 TAXI ROUTES WILL NOT BE CHANGED.

 WHILE CONSTRUCTION ACTIVITY IS UNDER WAY, LARGE AIRCRAFT (GREATER THAN 12,500 POUNDS) MAY NOT MAKE A RIGHT TURN WHILE TAXING FROM THE COMMERCIAL APRON VIA TAXIWAY F ONTO RUNWAY 7-25 FOR BACKTAXI TO RUNWAY 7 TO AVOID JET/PROP BLAST TO THE CONSTRUCTION AREA AT DEVILS CREEK. TAXIWAY F AND TAXIWAY D SHALL BE USED.
5. **ARFF ACCESS ROUTES**
 ARFF ACCESS ROUTES WILL NOT BE AFFECTED DURING THIS PHASE.
6. **CONSTRUCTION ACCESS AND HAUL ROUTES**
 ACCESS AND HAUL ROUTES SHALL BE GENERALLY AS FOLLOWS:





 THE PRIMARY ACCESS ROUTE TO THE SOUTH END OF THE DEVILS CREEK CULVERT WILL BE FROM REZANOF DRIVE WEST, PROCEED VIA 8TH STREET AND G AVENUE TO THE SECURITY GATE ADJACENT TO THE USCG ARFF FACILITY. ENTER THE AOA AND PROCEED WEST ALONG SERVICE ROAD SOUTH OF TAXIWAY O AND ENTER PROJECT AREA. ALTERNATE ROUTE IS THROUGH THE DEVILS CREEK GATE USING FLAGGERS AT ACCESS CONTROLS SIMILAR TO THE RSA EXTENSION PROJECT.

 THE ACCESS AND HAUL ROUTE TO THE NORTH END OF THE DEVILS CREEK CULVERT WILL BE FROM REZANOF DRIVE WEST, PROCEED FROM THE TERMINAL ENTRANCE ROAD TO THE DEVILS CREEK SERVICE ROAD. ENTER THE AOA THROUGH THE GATE AT DEVILS CREEK AND THEN PROCEED TO THE PROJECT AREA ON THE RIGHT.
7. **IMPACTS ON NAVAIDS**
 NO NAVAIDS WILL BE AFFECTED BY THIS PHASE.
8. **LIGHTING AND MARKING CHANGES**
 THERE WILL BE NO LIGHTING OR MARKING CHANGES DURING THIS PHASE.
9. **AVAILABLE RUNWAY LENGTH**
 RUNWAY LENGTHS INCLUDED IN PHASES 1A AND 1B WILL APPLY.
10. **COORDINATION WITH OTHER PROJECTS**
 THIS PHASE IS BEING PERFORMED UNDER A CONSTRUCTION CONTRACT INCLUDING THE KODIAK AIRPORT RSA EXTENSION, PROJECT NO. 53587, AND KODIAK AIRPORT DEVILS CREEK CULVERT REPAIR, PROJECT NO. 57474. THE CONSTRUCTION SAFETY AND PHASING PLAN INCLUDES BOTH PROJECTS AND PROVISIONS FOR THE PLAN ARE APPLICABLE TO BOTH PROJECTS.



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 Check By: L.W.
 Checked By: J.W.

LEGEND

	CONSTRUCTION AREA
	CONTRACTOR STAGING AREA
	HAZARD AREA BARRIERS
	HAUL ROUTE

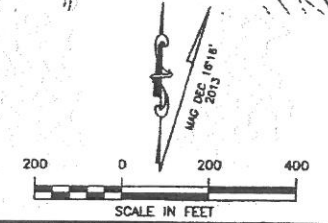


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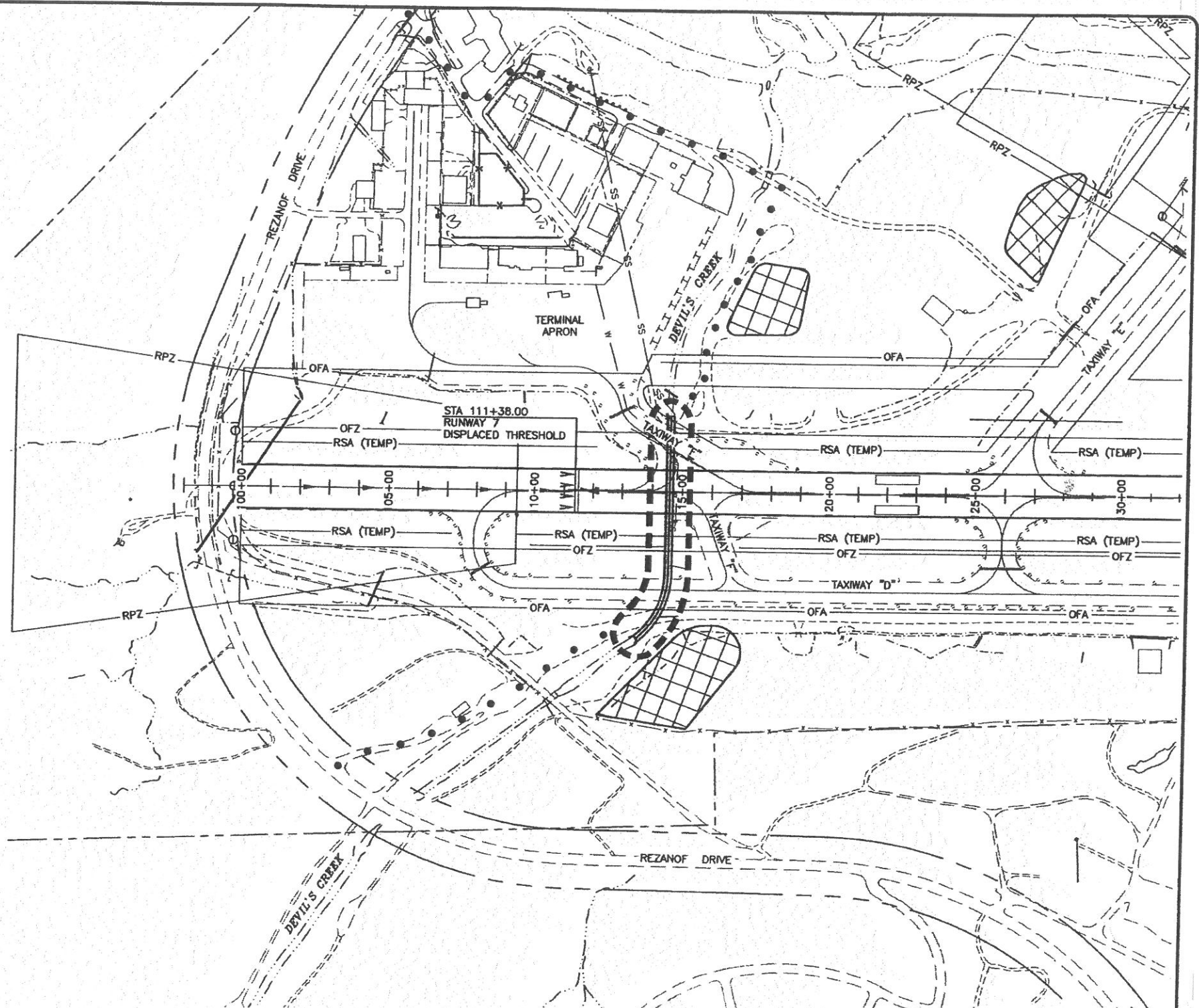
KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 PHASING PLAN
 PHASE 3



DATE: 3/28/2014
 SHEET: BD1 OF 2
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PHASE 3 SAFETY PLAN NOTES:

- KEEP ALL WORKERS, EQUIPMENT AND MATERIALS OUTSIDE OF THE ACTIVE RUNWAY SAFETY AREA, NAVAID CRITICAL AREAS, AND APPROACH SURFACES DURING AIRCRAFT OPERATIONS, AND ONLY ENTER THESE AREAS AS REQUIRED AND AS APPROVED.
- KEEP ALL WORKERS, EQUIPMENT, AND MATERIALS OUTSIDE OF THE TAXIWAY SAFETY AREAS AND TAXIWAY OBJECT FREE AREAS WHILE TAXIWAYS ARE OPEN TO AIRCRAFT. ALL TAXIING AIRCRAFT HAVE THE RIGHT OF WAY.
- USE THE DESIGNATED HAUL ROUTES FOR THIS PHASE AS SHOWN. ALTERNATE HAUL ROUTES MUST BE APPROVED AND DEPICTED IN THE APPROVED SPCD.
- PROVIDE AN AIRPORT FLAGGER IF HAULING ACROSS AN ACTIVE TAXIWAY AND/OR ACTIVE RUNWAY AND IS APPROVED AND INCLUDED IN THE APPROVED SPCD.
- PROVIDE A GATE GUARD IF ANY GATE REMAINS OPEN DURING CONSTRUCTION ACTIVITIES.
- TEMPORARY CLOSURE OF ANY RUNWAY OR TAXIWAY MUST BE DEPICTED IN THE APPROVED SPCD. COORDINATE WITH THE AIRPORT MANAGER, FAA, AIRPORT TENANTS AND OPERATORS, THROUGH THE ENGINEER AT LEAST 45 DAYS IN ADVANCE OF ACTUAL CLOSURES. REFER TO THE SPCD FOR ALLOWED CLOSURE DURATIONS.
- HAZARDOUS AREA BARRIERS ARE SHOWN AT APPROXIMATE LOCATIONS. ADJUSTMENTS OR ADDITIONAL LOCATIONS MAY BE REQUIRED. RELOCATE BARRIERS AS DIRECTED BY THE ENGINEER.
- PROVIDE PICK UP BROOM TRUCK (STREET SWEEPER), OR OTHER EQUIPMENT AS APPROVED FOR CONTROL OF FOD ON ACTIVE SURFACES. CLEAN ACTIVE SURFACES OF FOD IMMEDIATELY UPON DISCOVERY OR NOTIFICATION. CLEAN AFFECTED RUNWAY AND TAXIWAY SURFACES PRIOR TO REOPENING.
- ARFF MUST HAVE ACCESS TO ENTIRE AIRPORT DURING EMERGENCIES. MAINTAIN SUITABLE CORRIDORS AND COORDINATE ACCESS WITH ARFF PERSONNEL THROUGH THE ENGINEER AS REQUIRED.
- RUNWAY 7-25 AND TAXIWAYS D AND F SHALL REMAIN OPEN AT ALL TIMES
- COORDINATION WITH OTHER PROJECTS**
THIS PHASE IS BEING PERFORMED UNDER A CONSTRUCTION CONTRACT INCLUDING THE KODIAK AIRPORT RSA EXTENSION, PROJECT NO. 53587, AND KODIAK AIRPORT DEVILS CREEK CULVERT REPAIR, PROJECT NO. 57474. THE CONSTRUCTION SAFETY AND PHASING PLAN INCLUDES BOTH PROJECTS. PROVISIONS FOR THE PLAN ARE APPLICABLE TO BOTH PROJECTS.



Date Revised: 4/08/2014 3:31 PM
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 Drawn By: L.W.
 Checked By: J.W.

LEGEND

- CONSTRUCTION AREA
- CONTRACTOR STAGING AREA
- HAZARD AREA BARRIERS
- HAUL ROUTE
- FLAGGER



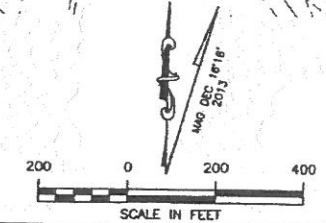
PREPARED BY: HDR Alaska, Inc.

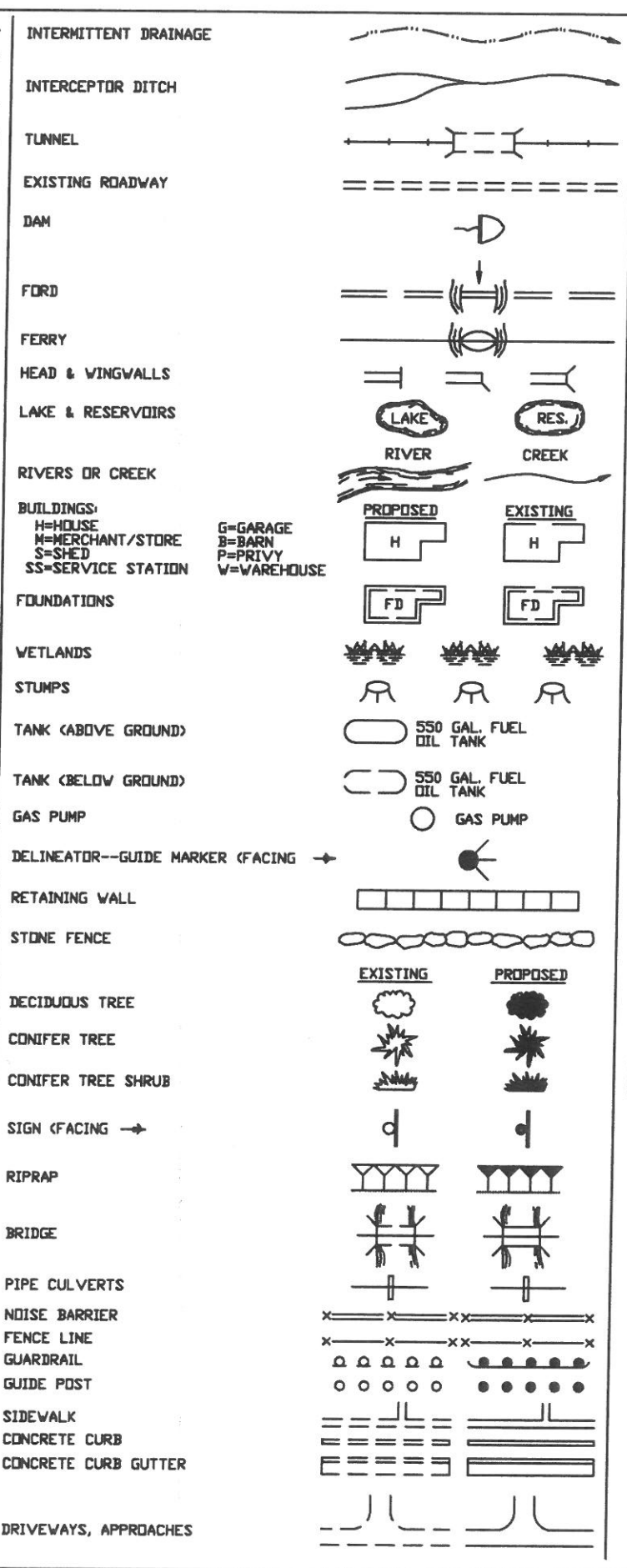
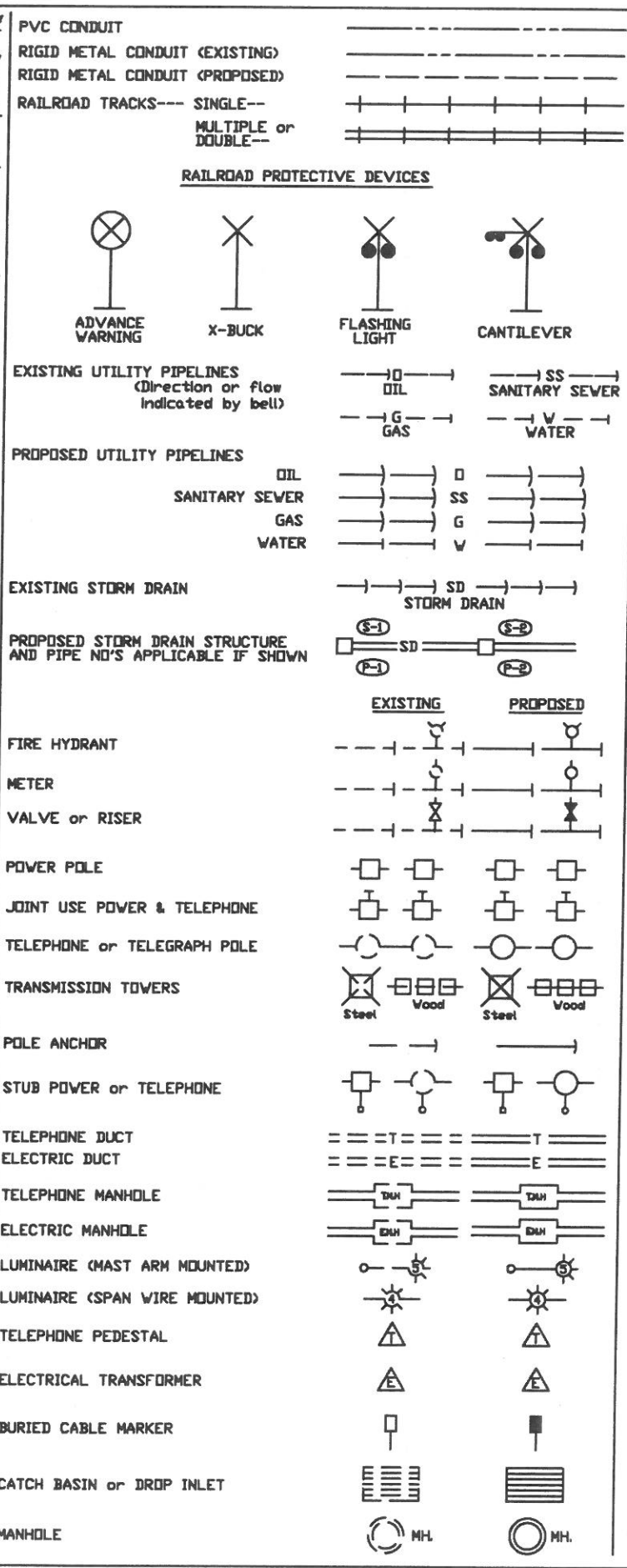
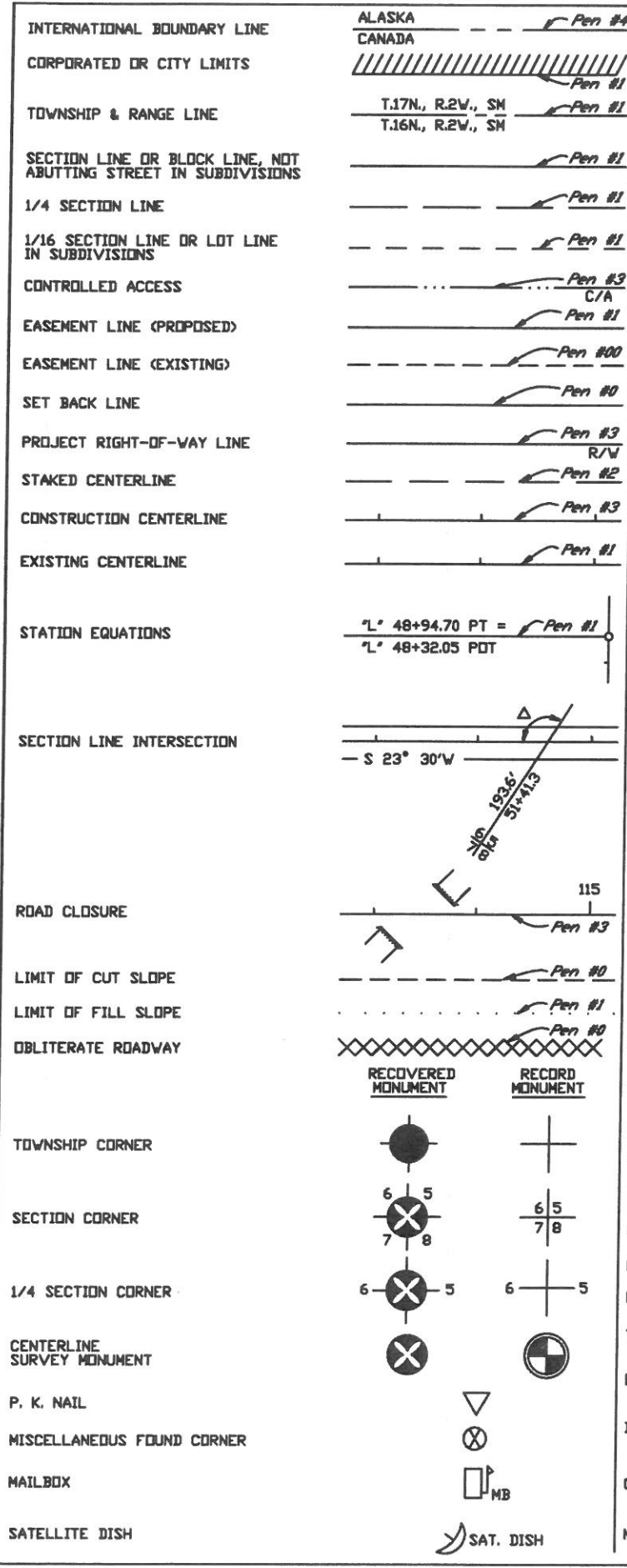
BY	DATE	REVISION

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES
 CENTRAL REGION

KODIAK AIRPORT
 KODIAK, ALASKA
 KODIAK AIRPORT RSA EXTENSION, 2014
 PROJECT No. 53587
 AIP No. 3-02-0158-017-2014
 SAFETY PLAN
 PHASE 3

DATE: 3/26/2014
 SHEET: BD2 of 2
 AS-BUILT SHEET: or





	EXISTING	PROPOSED
SIGNAL FACE, VEHICULAR		
SIGNAL FACE, BACKPLATE		
SIGNAL FACE, LEFT TURN, BACKPLATE		
SIGNAL FACE, PEDESTRIAN		
JUNCTION BOX, TYPE I		
JUNCTION BOX, TYPE II		
JUNCTION BOX, TYPE III		
DETECTOR, LOOP		
DETECTOR, MAGNETOMETER		
DETECTOR, RADAR		
DETECTOR, SONIC		
DETECTOR, OPTICOM		
DETECTOR, PUSH BUTTON (DIRECTION)		
SIGNAL CONTROLLER		
LOAD CENTER		
SIGNAL POLE		
SIGNAL POLE w/MASTARM		
SOLID WHITE STRIPE		
SOLID YELLOW STRIPE		
BROKEN WHITE or YELLOW STRIPE		
DASH YELLOW STRIPE		
SOLID YELLOW STRIPE with BROKEN YELLOW STRIPE		

REVISIONS		
Date	Description	By

State of Alaska
Department of Transportation & Public Facilities

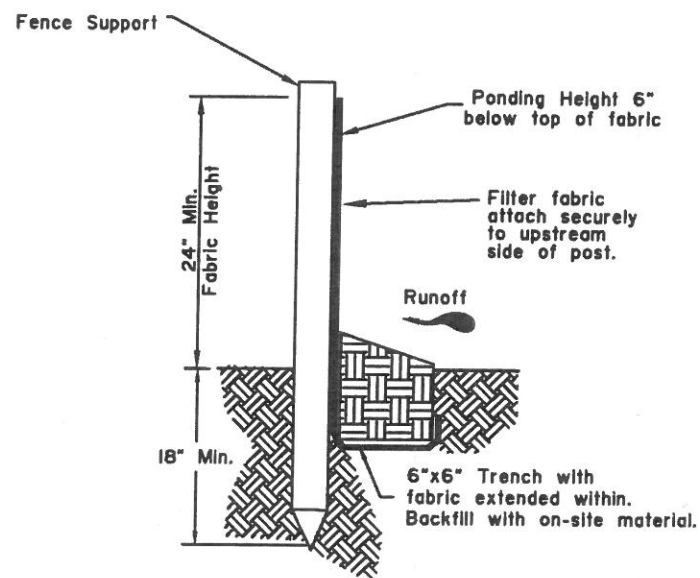
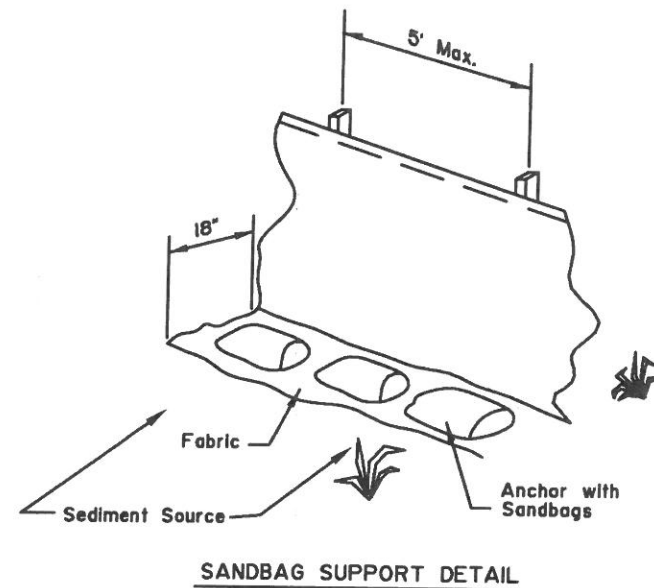
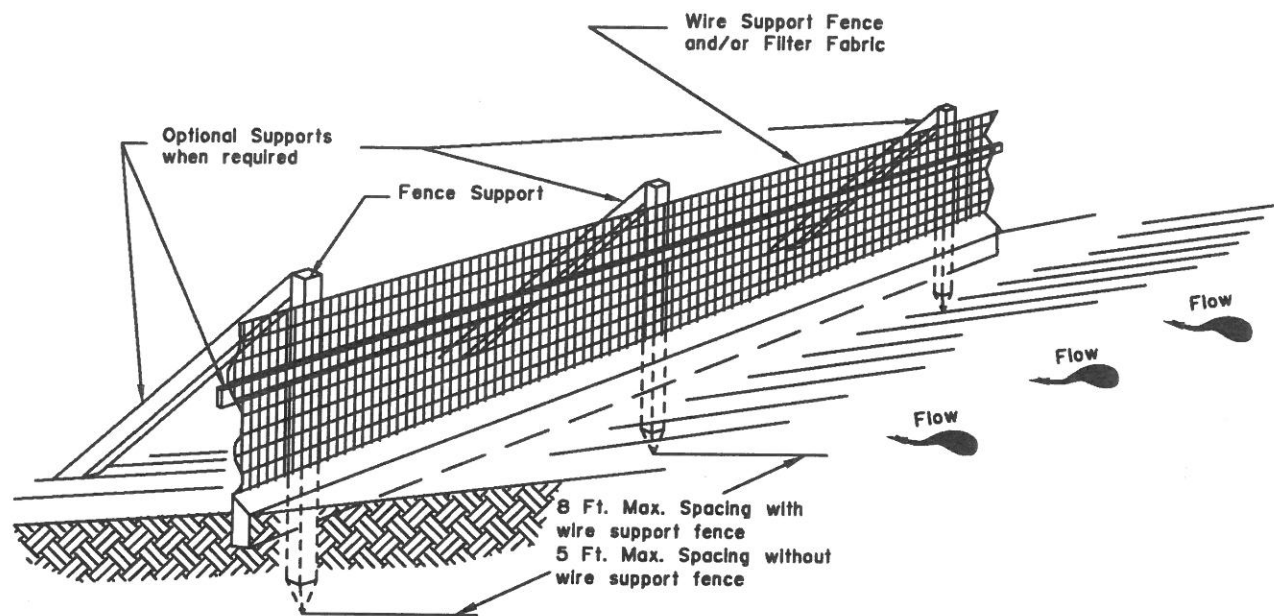
SYMBOLS

APPROVED

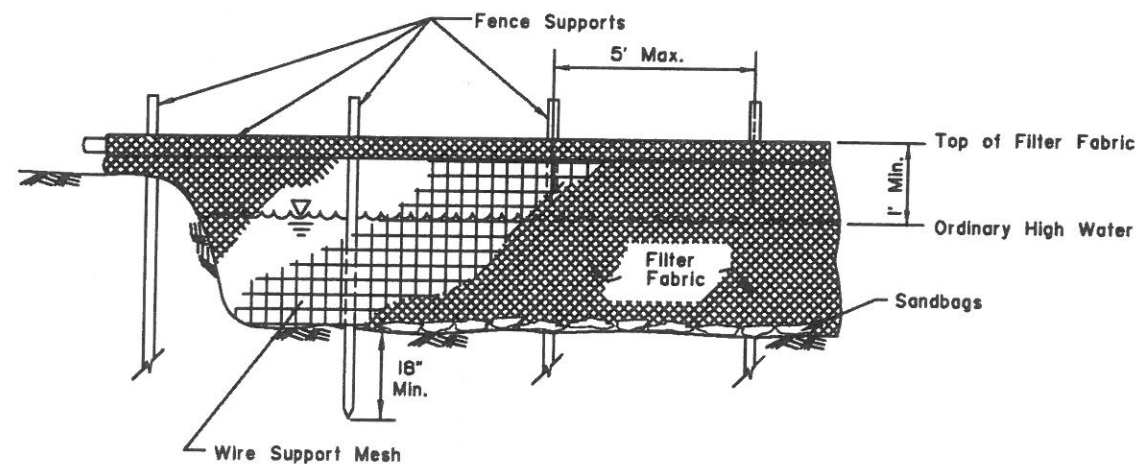
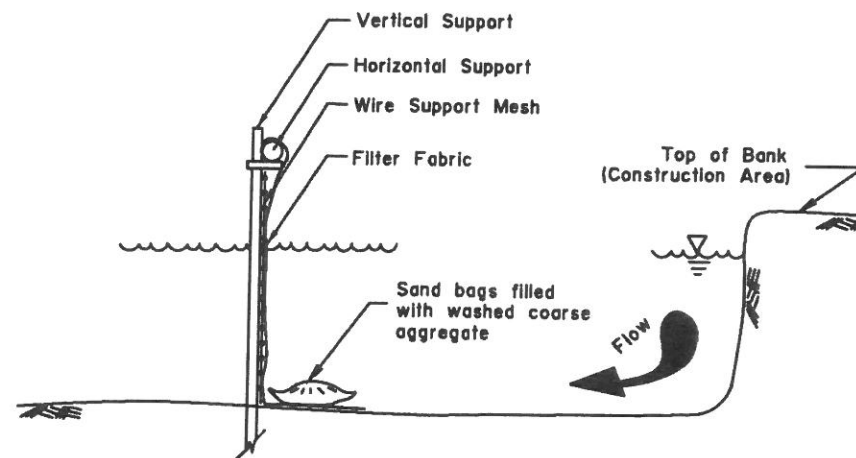
DATE

GENERAL NOTES:

1. Silt Fence Supports shall be 2-inch PVC pipe reinforced with iron pipe or No. 6 rebar, wood posts, or as approved.
2. For Water Installations, secure the ends of the silt fence to the stream bank by staking.
3. Use approved Wire Support Mesh to keep filter fabric in place in water installations.
4. For Land Installations, fence shall be placed at the toe of embankment or excavation areas, or as directed.
5. Fence anchored in standing water shall have the bottom anchored with sandbags or equivalent to prevent gaps.
6. Installation and application shall be in accordance with the practices as outlined in the Erosion and Sediment Control Plan.
7. Filter fabric shall be overlapped 6 inches at fence supports.
8. Filter fabric shall be hung taut, not loose or folded.



TRENCH SUPPORT DETAIL
TYPICAL LAND INSTALLATION



TYPICAL WATER INSTALLATION

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Date	Description	By

State of Alaska
Department of Transportation
& Public Facilities
**SEDIMENT CONTROL
SYSTEM
(SILT FENCE)**



Date 1/1/96