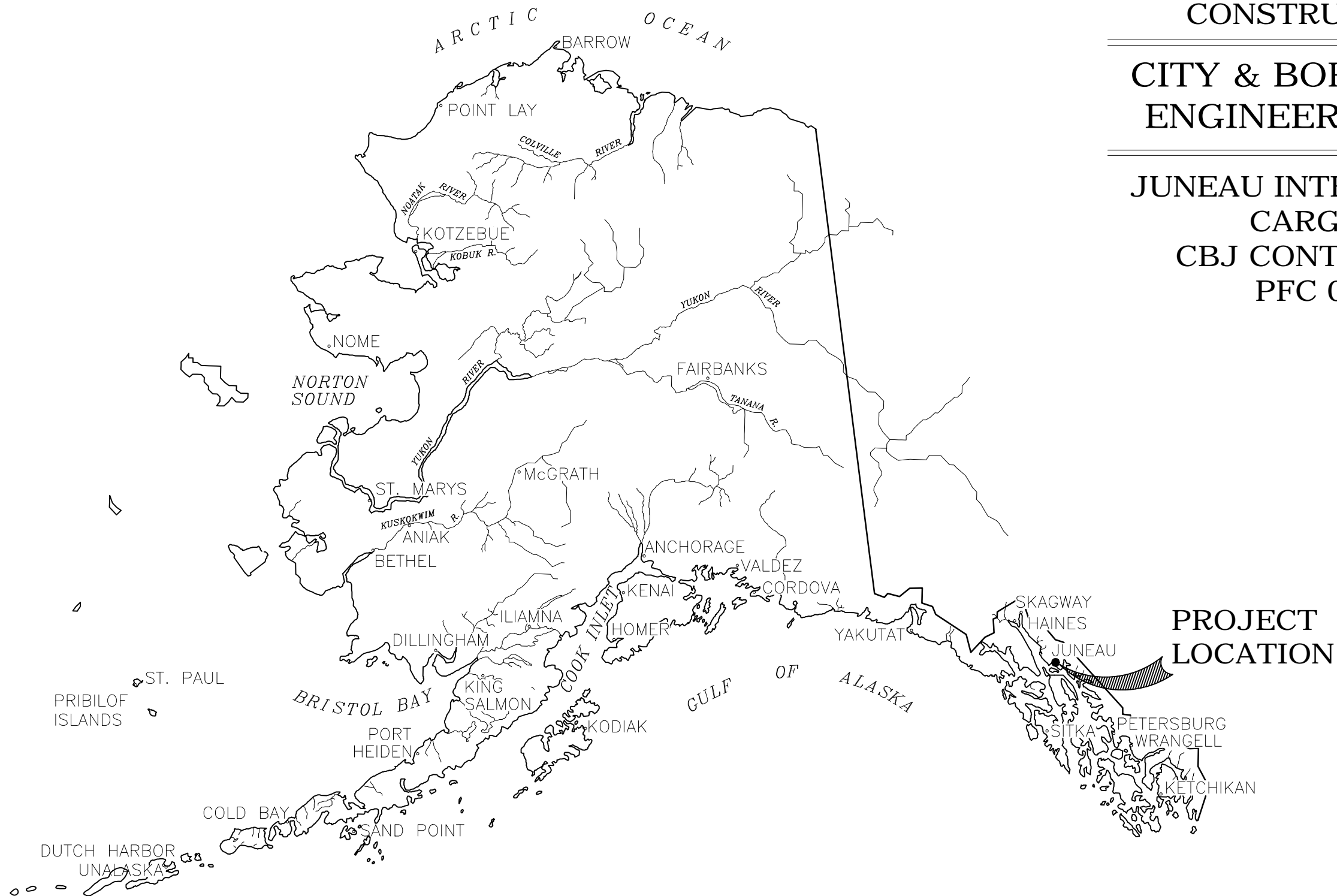
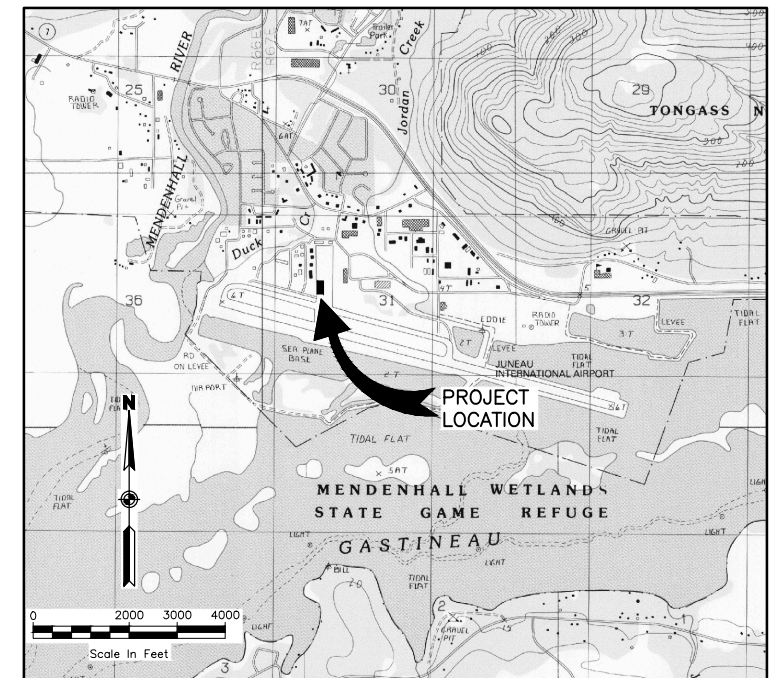


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Plot Date: Feb 24, 2017 - 4:26pm
Designed By: RPK
Checked By: JGL/BEH
Drawn By: MRM



CONSTRUCTION PLANS FOR CITY & BOROUGH OF JUNEAU ENGINEERING DEPARTMENT

JUNEAU INTERNATIONAL AIRPORT
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
PFC 04-07-C-04-JNU



VICINITY MAP
T 40S, R 67E, SEC 31, 32
T 40S, R 66E, SEC 36
COPPER RIVER MERIDIAN
USGS JUNEAU (B-2) 1986 SW, ALASKA



STANTEC CONSULTING SERVICES, INC.
725 EAST FIREWEED LANE, SUITE 200
ANCHORAGE, AK 99503-2245
907-276-4245
CERTIFICATE OF AUTHORIZATION # 126386



APPROVED FOR CONSTRUCTION:

AIRPORT ENGINEER
KEN NICHOLS, P.E.

DATE

AIRPORT MANAGER
PATRICIA K. WAHTO

DATE

ABBREVIATIONS

| | |
|--------|---|
| AIP | AIRPORT IMPROVEMENT PROJECT |
| AC | ADVISORY CIRCULAR |
| AOA | AIRCRAFT OPERATIONS AREA |
| APPROX | APPROXIMATE/APPROXIMATELY |
| ARFF | AIRPORT RESCUE AND FIRE FIGHTING |
| AWOS | AUTOMATED WEATHER OBSERVING SYSTEM |
| BMP | BEST MANAGEMENT PRACTICE |
| BRL | BUILDING RESTRICTION LINE |
| CL | CENTERLINE |
| CABC | CRUSHED AGGREGATE BASE COURSE |
| CBMH | CATCH BASIN MANHOLE |
| CMP | CORRUGATED METAL PIPE |
| CPEP | CORRUGATED POLYETHYLENE PIPE |
| CS | CONTINGENT SUM |
| CSPP | CONSTRUCTION SAFETY AND PHASING PLAN |
| CY | CUBIC YARD |
| DIA | DIAMETER |
| E | EAST/EASTING |
| EA | EACH |
| ELEC | ELECTRICAL |
| ELEV | ELEVATION |
| ESCP | EROSION AND SEDIMENT CONTROL PLAN |
| FAA | FEDERAL AVIATION ADMINISTRATION |
| FOD | FOREIGN OBJECT DEBRIS |
| FT | FOOT/FEET |
| HMA | HOT MIX ASPHALT |
| INV | INVERT ELEVATION |
| JNU | JUNEAU INTERNATIONAL AIRPORT IDENTIFIER |
| LF | LINEAR FOOT |
| LS | LUMP SUM |
| LT | LEFT |
| MALS | MEDIUM INTENSITY APPROACH LIGHTING SYSTEM |
| MAX | MAXIMUM |
| MIN | MINIMUM |
| MTE | MATCH TO EXISTING |
| N | NORTH/NORTHING |
| NAD | NORTH AMERICAN DATUM |
| NAVD | NORTH AMERICAN VERTICAL DATUM |
| NIC | NOT IN CONTRACT |
| NOTAM | NOTICE TO AIRMEN |
| NTP | NOTICE TO PROCEED |
| NTS | NOT TO SCALE |
| TOFA | TAXIWAY OBJECT FREE AREA |
| OFF | OFFSET |
| OFZ | OBJECT FREE ZONE |
| PS&E | PLANS, SPECIFICATIONS, AND ESTIMATE |
| R | RADIUS |
| RP | RADIUS POINT |
| RT | RIGHT |
| RW | RUNWAY |
| SD | STORM DRAIN |
| SDMH | STORM DRAIN MANHOLE |
| SPCD | SAFETY PLAN COMPLIANCE DOCUMENT |
| SREB | SNOW REMOVAL EQUIPMENT BUILDING |
| SY | SQUARE YARD |
| TOFA | TAXIWAY OBJECT FREE AREA |
| TSA | TAXIWAY SAFETY AREA |
| TW | TAXIWAY |
| TYP | TYPICAL |

LEGEND

| EXISTING | PROPOSED | DESCRIPTION |
|----------|----------|------------------------------------|
| | | AIRPORT BOUNDARY |
| | | BUILDING |
| | | COMMUNICATION LINE |
| | | CONCRETE |
| | | CONTOUR LINE |
| | | DRAINAGE FLOW ARROW |
| | | EDGE OF PAVEMENT |
| | | EDGE OF SUBSURFACE TRANSITION SLAB |
| | | FENCE POST/STEEL BOLLARD |
| | | FENCE, CHAIN LINK |
| | | HAUL ROUTE |
| | | STORM DRAIN INLET/CATCH BASIN |
| | | STORM DRAIN MANHOLE |
| | | STORM DRAIN PIPE |
| | | WATER BODY |
| | | BURIED ELECTRICAL LINE |
| | | ELECTRIC JBOX |
| | | TAXIWAY OBJECT FREE AREA |

LEGEND NOTES

- SOME SHEETS CONTAIN SHEET SPECIFIC LEGENDS.
- SEE ATTACHED TONER NORDLING SHEET FOR SURVEY CONTROL.

SHEET INDEX

| SHEET No. | SHEET TITLE |
|-----------|---|
| 01 | COVER SHEET AND VICINITY MAP |
| 02 | SHEET INDEX AND LEGEND |
| 03 | ESTIMATED QUANTITIES |
| 04 | PROJECT LAYOUT AND GENERAL SAFETY PLAN |
| 05 | ENLARGED SAFETY PLANS AND SAFETY PLAN DETAILS |
| 06 | EROSION AND SEDIMENT CONTROL PLAN |
| 07 | HARDSTAND GRADING PLAN |
| 08 | BOGEY BOX LAYOUT PLAN |
| 09 | HARDSTAND FOUNDATION SLAB PLAN |
| 10 | HARDSTAND STRUCTURAL DETAILS |
| 11 | TEMPORARY HARDSTAND MARKING PLAN |
| 12 | PERMANENT HARDSTAND MARKING PLAN |
| 13 | PERMANENT MARKING PLAN |
| 14 | HARDSTAND MARKING DETAILS |

ATTACHMENT:

TONER NORDLING SURVEY CONTROL SHEET (FOLLOWS SHEET 14).

CALL BEFORE YOU DIG

The Contractor shall notify all area utility companies prior to commencement of excavation.
Alaska Digline, Inc.
Statewide Toll Free 1-800-478-3121
Local Digline
(907) 586-1333

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Feb 24, 2017 4:27 pm

Designed By: JGL/JH/BEH

Checked By: ZWS

Drawn By: MRM

| ESTIMATED QUANTITIES – BASIC BID | | | |
|----------------------------------|--|----------------|--------------|
| ITEM NO | PAY ITEM | PAY UNIT | QUANTITY |
| G-100a | MOBILIZATION AND DEMOBILIZATION | LUMP SUM | ALL REQUIRED |
| G-135a | CONSTRUCTION SURVEYING BY THE CONTRACTOR | LUMP SUM | ALL REQUIRED |
| G-200a | CONTRACTOR QUALITY CONTROL PROGRAM | LUMP SUM | ALL REQUIRED |
| G-700a | AIRPORT FLAGGER | CONTINGENT SUM | ALL REQUIRED |
| P-152a | UNCLASSIFIED EXCAVATION | CUBIC YARD | 660 |
| P-157a | EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION | LUMP SUM | ALL REQUIRED |
| P-157c | TEMPORARY EROSION, SEDIMENT AND POLLUTION CONTROL | LUMP SUM | ALL REQUIRED |
| P-157f | WITHHOLDING | CONTINGENT SUM | ALL REQUIRED |
| P-160a | EXCAVATION OF PAVEMENT (AC) | SQUARE YARD | 1070 |
| P-209b | CRUSHED AGGREGATE BASE COURSE | TON | 740 |
| P-401h | HOT MIX ASPHALT TYPE II, CLASS E | TON | 140 |
| P-501a | PORTLAND CEMENT CONCRETE PAVEMENT | CUBIC YARD | 225 |
| P-620c | RUNWAY AND TAXIWAY PAINTING | LUMP SUM | ALL REQUIRED |
| P-620e | PAINTED MARKING REMOVAL | SQUARE FOOT | 2000 |
| P-620g | TEMPORARY RUNWAY AND TAXIWAY PAINTING | LUMP SUM | ALL REQUIRED |
| P-670b | FLASHER UNIT FOR PLASTIC BARRIER | EACH | 100 |
| P-670c | FLAG | EACH | 100 |

| ESTIMATED QUANTITIES – ADDITIVE ALTERNATE | | | |
|---|-----------------------------------|-------------|----------|
| ITEM NO | PAY ITEM | PAY UNIT | QUANTITY |
| P-152a | UNCLASSIFIED EXCAVATION | CUBIC YARD | 70 |
| P-160a | EXCAVATION OF PAVEMENT (AC) | SQUARE YARD | 110 |
| P-209b | CRUSHED AGGREGATE BASE COURSE | TON | 80 |
| P-401h | HOT MIX ASPHALT TYPE II, CLASS E | TON | 30 |
| P-501a | PORTLAND CEMENT CONCRETE PAVEMENT | CUBIC YARD | 15 |

| ESTIMATING FACTORS | | | |
|--------------------|----------------------------------|------------|-----------|
| No. | ITEM | FACTOR/QTY | |
| P-209 | CRUSHED AGG BASE COURSE | 1.96 | TON/CY |
| P-401a | HOT MIX ASPHALT TYPE II, CLASS E | 160 | LBS/CF |
| P-401c | ASPHALT CEMENT PG 64-28 | 5.50% | of P-401a |

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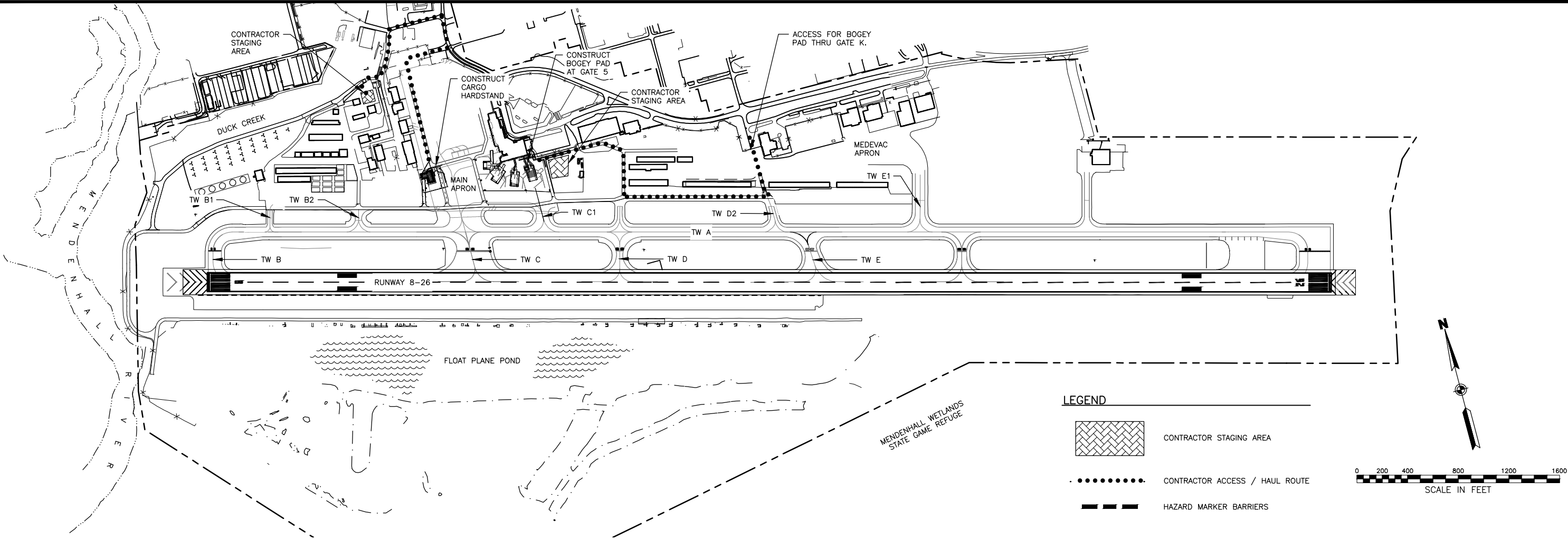




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JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
PFC 04-07-C-04-JNU
ESTIMATED QUANTITIES

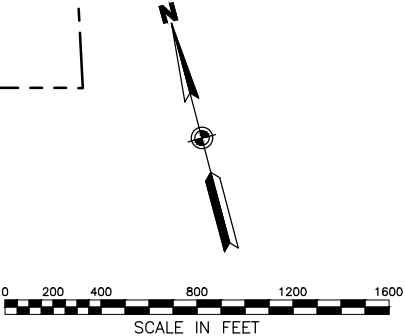


LEGEND

CONTRACTOR STAGING AREA

CONTRACTOR ACCESS / HAUL ROUTE

HAZARD MARKER BARRIERS



SAFETY PLAN NOTES

1. SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) PER FAA ADVISORY CIRCULAR (AC) 150/5370-2F, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION (SAFETY AC), TO THE ENGINEER FOR REVIEW. DO NOT BEGIN CONSTRUCTION ACTIVITIES UNTIL THE ENGINEER APPROVES THE SPCD IN WRITING. ALLOW 10 DAYS FOR INITIAL REVIEW. INCLUDE CONSTRUCTION SEQUENCING. IF PLAN DIFFERS FROM WHAT IS SHOWN, OR IF SUBSEQUENT CHANGES ARE MADE, SUBMIT A REVISION TO THE ENGINEER FOR REVIEW AND APPROVAL. ALLOW 5 DAYS FOR REVIEW OF REVISED SPCD. SEE APPENDIX D OF THE SPECIFICATIONS FOR THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) DOCUMENT, AND MORE INFORMATION ON THE REQUIREMENTS OF THE SAFETY AC AND SPCD. SEE SECTION 104c ON PAGE 4 OF THE SAFETY AC FOR A SUMMARIZED GENERAL LIST OF CONTRACTOR RESPONSIBILITIES REGARDING SAFETY DURING CONSTRUCTION.

2. COORDINATE WORK EFFORTS WITH ANY OTHER WORK THAT MAY BE OCCURRING ON THE AIRPORT.

3. NO CONSTRUCTION ACTIVITY IS ALLOWED WITHIN THE TAXIWAY OBJECT FREE AREA (TOFA) WHILE THE TAXIWAY IS OPEN FOR AIRCRAFT OPERATIONS. SEE SECTION 221 OF THE SAFETY AC FOR REQUIREMENTS REGARDING THE NARROWING OF THE TOFA FOR CONSTRUCTION. COORDINATE ANY RESTRICTIONS TO AIRCRAFT OPERATIONS WITH AIRPORT USERS, AND AIRPORT. TOFA WIDTH FOR THE MAIN APRON TAXILANE IS 162'.

4. WHENEVER THE PLANS OR SPECIFICATIONS CALL FOR COORDINATION, NOTIFICATION, CONTACT, OR OTHER INTERACTION WITH FAA, AIRPORT, 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 AND AIRPORT MANAGEMENT. ALLOW SUFFICIENT TIME FOR COORDINATION AND APPROVALS WITHIN PROPOSED WORK SCHEDULES.

5. ARFF MUST HAVE ACCESS TO ENTIRE AIRPORT AT ALL TIMES TO RESPOND TO EMERGENCIES. MAINTAIN SUITABLE CORRIDORS AND COORDINATE ACCESS WITH ARFF PERSONNEL THROUGH THE ENGINEER AS REQUIRED.

6. THE AIRPORT MAY PROVIDE A SAFETY OFFICER TO MONITOR TOWER AND GROUND CONTROL FREQUENCIES AND ADVISE CONSTRUCTION EQUIPMENT OPERATORS DURING CONSTRUCTION AS THE ENGINEER REQUIRES.
7. ALL PERSONS AND EQUIPMENT WORKING WITHIN THE AIRPORT PROPERTY SHALL REMAIN IN CONSTANT RADIO CONTACT WITH THE SAFETY OFFICER (WHEN PRESENT) USING A RADIO FREQUENCY APPROVED FOR USE BY THE FEDERAL COMMUNICATIONS COMMISSION.

8. STORAGE OF EQUIPMENT OR MATERIALS ON APRONS, TAXIWAYS AND SAFETY AREAS OR RUNWAY SAFETY AREA WILL NOT BE ALLOWED. NO STOCKPILING OF MATERIALS, PARKING OR STAGING OF EQUIPMENT IS ALLOWED WITHIN 400 FEET OF THE ACTIVE RUNWAY CENTERLINE, NOR WITHIN 1000 FEET BEYOND EACH OF THE THRESHOLDS ALONG THE EXTENDED CENTERLINE.

9. MAINTAIN TEMPORARY MARKINGS AND LIGHTING SYSTEMS THROUGHOUT THE PHASES OF CONSTRUCTION. REPAIR DAMAGED OR NON-FUNCTIONING MARKINGS AND LIGHTING IMMEDIATELY UPON DISCOVERY OR NOTIFICATION. USE OF LIGHT COLORED SAND BAGS, OR OTHER MATERIALS THAT INTERFERE WITH THE AIRPORT MARKING SYSTEM WILL NOT BE ALLOWED.

10. PROVIDE CONTINUOUS COORDINATION THROUGH THE ENGINEER USING WEEKLY BRIEFINGS WITH AIRPORT, AIRPORT MAINTENANCE, ARFF PERSONNEL, ATC, AND AIRPORT USERS TO KEEP EVERYONE AWARE OF THE STATUS AND CHANGES OF AIRPORT SURFACES IN RELATION TO AIRCRAFT AND GROUND TRAFFIC. PROVIDE DETAILED DRAWINGS INDICATING TRAFFIC ROUTES FOR AIRCRAFT, AND GROUND TRAFFIC. INDICATE AREAS CLOSED TO AIRCRAFT MOVEMENT AND PARKING. PROVIDE UPDATED DRAWINGS AT WEEKLY CONSTRUCTION MEETINGS AS CONSTRUCTION PROCEEDS.

11. THE CONTRACTOR MUST REPORT ANY SAFETY ISSUES TO THE ENGINEER AND AIRPORT UPON DISCOVERY. THE CONTRACTOR MUST TAKE IMMEDIATE ACTION TO RESOLVE SAFETY ISSUES AS DIRECTED.

12. PROVIDE WATER FOR DUST CONTROL AS REQUIRED, AND AS DIRECTED. DUST, SMOKE, STEAM, OR OTHER AIRBORNE PARTICULATES CAUSED BY CONTRACTOR ACTIVITIES MAYBE CONSIDERED A SAFETY VIOLATION AS DETERMINED BY THE ENGINEER.

13. REMOVE ALL FOREIGN OBJECTS AND DEBRIS (FOD) FROM ACTIVE SURFACES IMMEDIATELY UPON DISCOVERY OR NOTIFICATION. FAILURE TO REMOVE FOD MAY BE CONSIDERED A SAFETY VIOLATION AS DETERMINED BY THE ENGINEER. PROVIDE A VACUUM SWEEPER TRUCK, (STREET SWEEPER). INCLUDE MAKE AND MODEL IN THE SPCD FOR APPROVAL.
14. CONDUCT A JOINT INSPECTION OF AIRPORT SURFACES WITH AIRPORT MANAGEMENT, AND THE ENGINEER PRIOR TO OPENING THEM FOR AIRCRAFT MOVEMENT OR OPERATIONS. REMOVE ALL FOREIGN OBJECTS, CLEAN AND SWEEP SURFACES AS REQUIRED OR AS DIRECTED.

15. PREPARE ALL SURFACES SO NO AIRCRAFT WILL BE REQUIRED TO OPERATE ON UNPAVED SURFACES.

16. FIELD VERIFY SUITABILITY OF HAUL ROUTES AND STAGING AREAS SHOWN. DEVELOP AND MAINTAIN HAUL ROUTES AS REQUIRED. PROVIDE TRAFFIC CONTROL PLANS FOR EACH PHASE OF WORK.

17. REFER TO FAA AC 150/5370-2F FOR ADDITIONAL GUIDANCE ON PREPARING SAFETY PLANS. REFER TO AC 150/5300-13A CHAPTER 3 FOR CLEARANCE STANDARDS RELATED TO THE TAXIWAY OFA. NOTICE THAT THE MOST RESTRICTIVE CRITERIA GOVERNS. JNU IS AN APPROACH CATEGORY C, AND DESIGN GROUP III AIRPORT. SEE THE CSPP ATTACHED TO THE SPECIFICATIONS AS AN APPENDIX FOR ADDITIONAL INFORMATION.

18. ALL WASTE IS TO BE DISPOSED OF OFF-SITE AT THE CONTRACTORS EXPENSE.

19. HELICOPTER OPERATIONS ARE PERFORMED DIRECTLY ADJACENT TO PROJECT AREA. ROTOR WASH WILL DISTURB ANY FOD ON PROJECT SITE DAMAGING PROPERTY AND PERSONNEL. CONTINUALLY INSPECT SITE FOR FOD AND DISPOSE OF WASTE PROPERLY AND IMMEDIATELY.

20. GATES 4 AND 6 MUST REMAIN OPEN TO AIRCRAFT OPERATIONS THROUGHOUT THE PROJECT. MAINTAIN TUG AND SERVICE VEHICLE ACCESS TO ALL TERMINAL DOORS, AND TO GATES 4 AND 6.

21. COORDINATE WITH THE AIRPORT TO CONSTRUCT BOGEY PAD TO MINIMIZE OPERATIONAL IMPACTS. HAULING MATERIALS, CONCRETE PLACEMENT, AND OTHER CONSTRUCTION ACTIVITIES WILL NOT BE ALLOWED DURING PASSENGER LOADING/UNLOADING AT GATE 6.

SUGGESTED WORK SEQUENCE:

- THE FOLLOWING GENERAL WORK TASKS ARE A SUGGESTED SEQUENCE ONLY, AND MAY BE ADJUSTED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. THE WORK DESCRIBED MAY NEED TO BE COMPLETED CONCURRENTLY, AND IS NOT INTENDED TO BE A COMPREHENSIVE LIST OF ALL WORK. SOME WORK MAY NEED TO BE COMPLETED DURING NIGHT TIME HOURS, OR DURING PERIODS WITH NO SCHEDULED FLIGHTS. SUBMIT A COMPLETE WORK SCHEDULE FOR APPROVAL AS SPECIFIED. SEE SPECIFICATIONS FOR INTERIM COMPLETION DATE OF MAY 18, 2017 FOR WORK AT GATE 5. LIQUIDATED DAMAGES WILL APPLY.
1. INSTALL EROSION SEDIMENT CONTROL MEASURES.

2. CLOSE GATE 5 AREA BY PLACING HAZARDOUS AREA BARRIERS.

3. SAWCUT AND REMOVE PAVEMENT AT GATE 5.

4. CONSTRUCT NEW WHEEL BOGEY PAD.

5. PAINT MARKINGS AT GATE 5.

6. REMOVE HAZARDOUS AREA BARRIERS AND OPEN GATE 5.

7. PAINT TEMPORARY MARKINGS AT HARDSTAND.

8. CLOSE HARDSTAND AND TUG ROAD BY PLACING HAZARDOUS AREA BARRIERS.

9. SAWCUT AND REMOVE PAVEMENT AT HARDSTAND.

10. CONSTRUCT NEW HARDSTAND

11. REMOVE EXISTING HARDSTAND AND TUG ROAD MARKINGS

12. PAINT PERMANENT MARKINGS AT HARDSTAND.

13. REMOVE TEMPORARY MARKINGS AT HARDSTAND.

14. PAINT PERMANENT TUG ROAD MARKINGS.

15. REMOVE HAZARDOUS AREA BARRIERS AND OPEN HARDSTAND.

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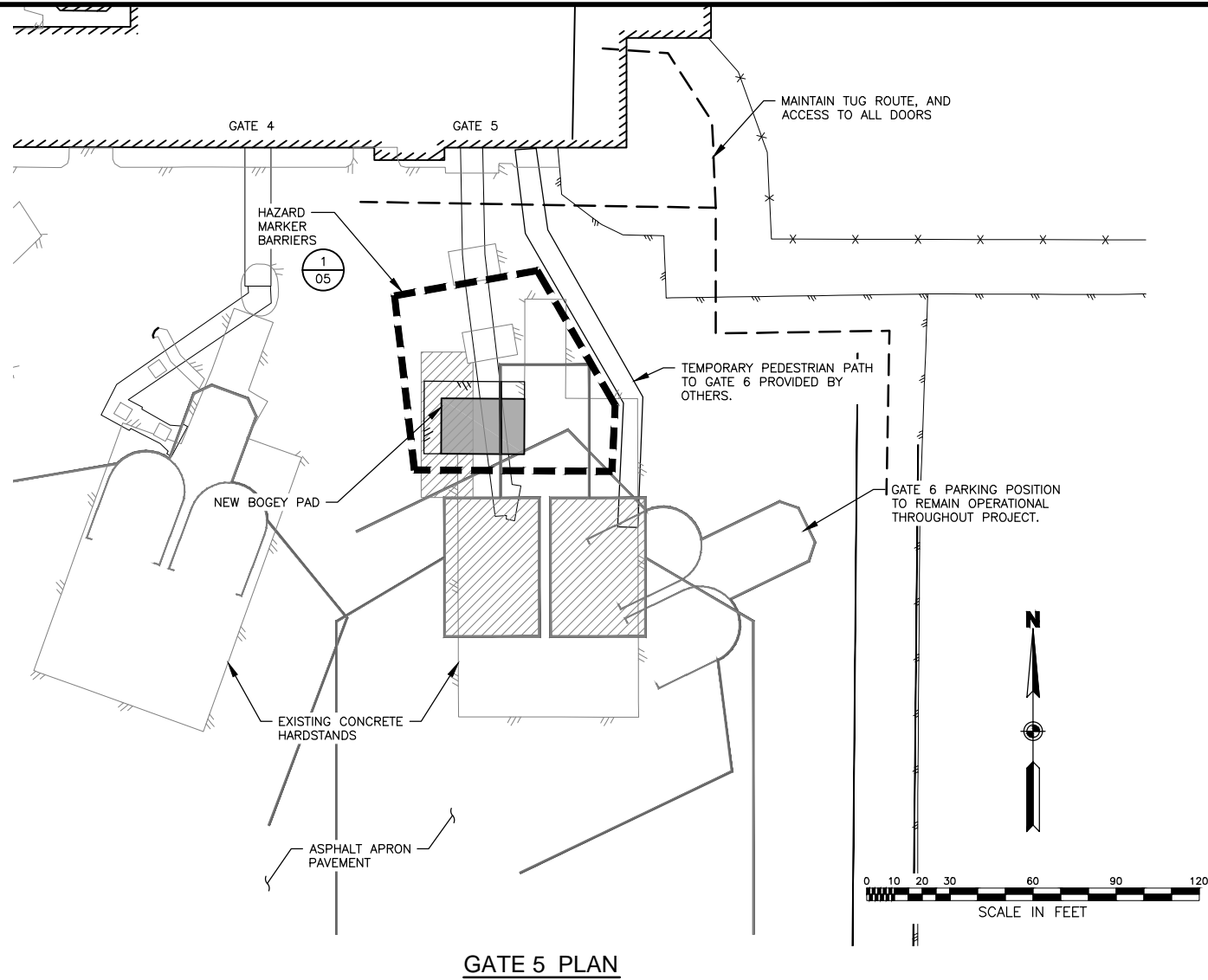
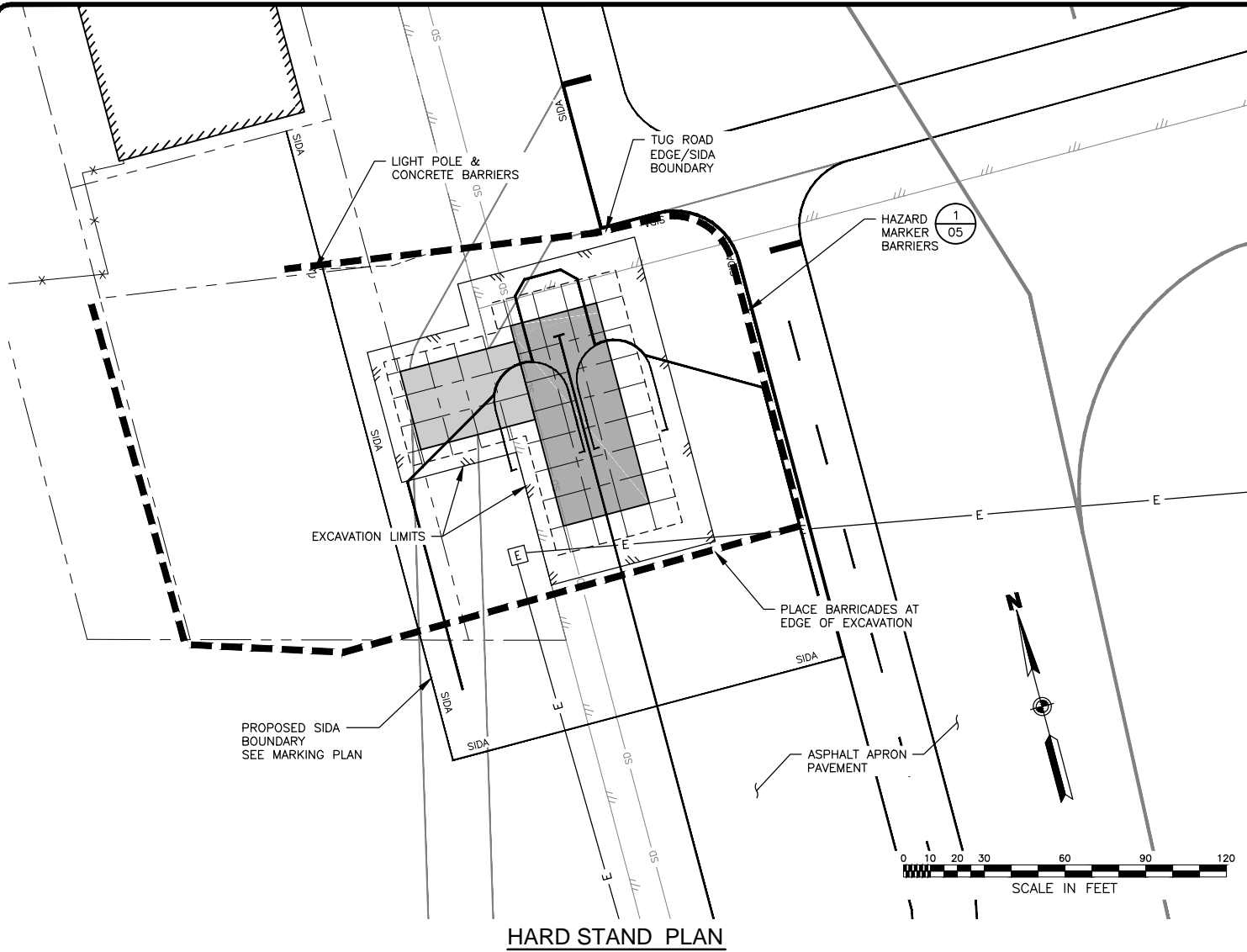


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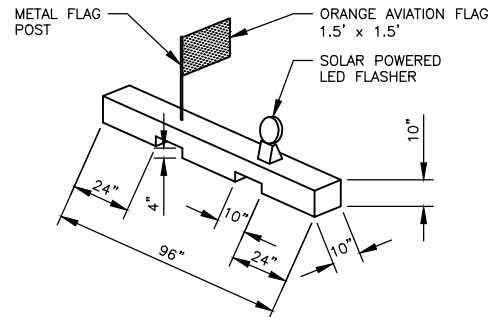
JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
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PROJECT LAYOUT AND
GENERAL SAFETY PLAN

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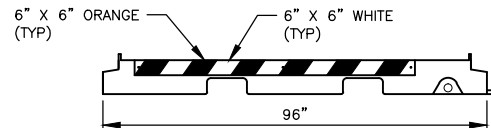


HAZARD MARKER BARRIER NOTES

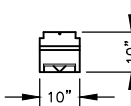
1. PLACE BARRIERS TO LIMIT ACCESS TO THE CONSTRUCTION AREA. USE OWNER FURNISHED LOW STYLE BARRIERS (LESS THAN 12 INCHES HIGH). PROVIDE ONE SET OF: ONE NEW FLAG AND ONE NEW LIGHT PER BARRICADE.
2. CONSIDER JET BLAST AND ROTORWASH WHEN PLACING BARRIERS.
3. ADJUST SPACING AND LOCATION OF BARRIERS AS DIRECTED. JOIN BARRIERS TOGETHER TO MAKE A CONTINUOUS DELINEATION.



PREPARATION OF
FLAG & FLASHER MOUNT DETAIL



ELEVATION VIEW



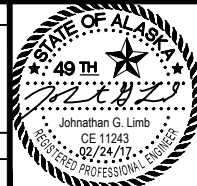
SIDE VIEW

1 05 HAZARD MARKER BARRIER

SCALE: NOT TO SCALE

CONCEPTUAL DETAIL, BARRICADES WILL BE OWNER FURNISHED USED EQUIPMENT. FLAGS AND LIGHTS WILL BE CONTRACTOR FURNISHED NEW EQUIPMENT.

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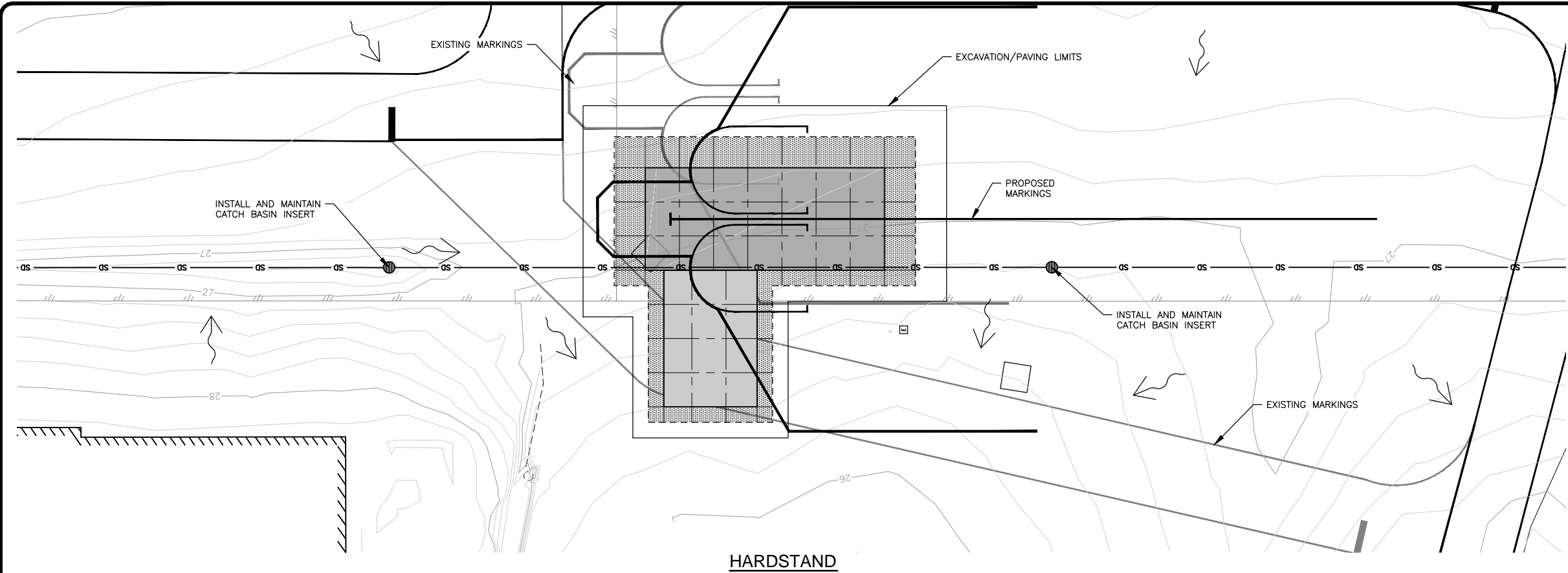
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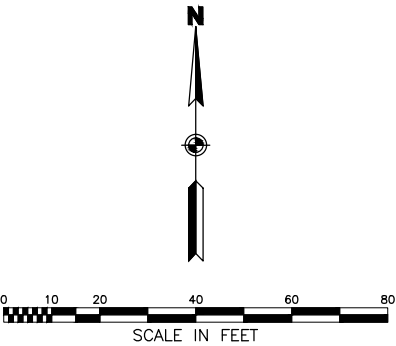
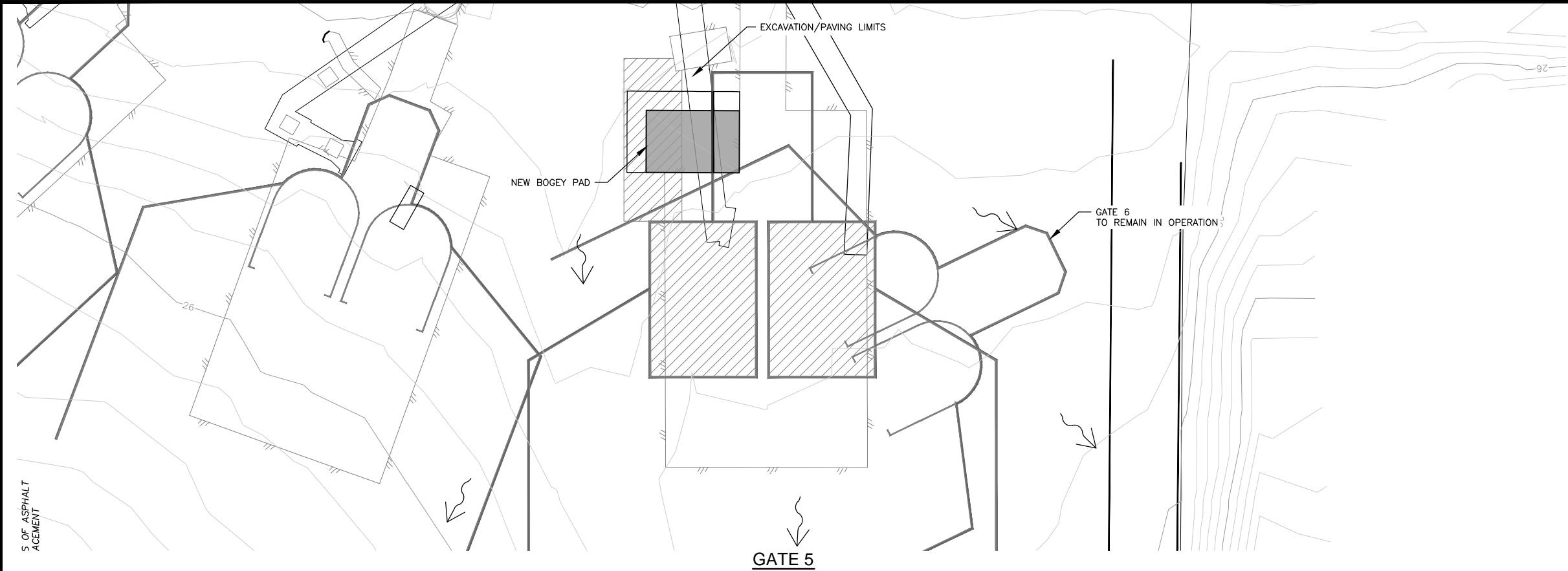
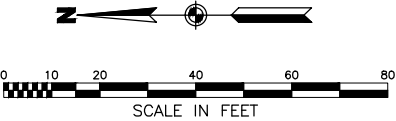
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EROSION AND SEDIMENT CONTROL PLAN NOTES

1. INSTALL SEDIMENT CONTROL DEVICES BEFORE ERODIBLE SOILS ARE EXPOSED. DEVICES MAY HAVE TO BE REMOVED AND REINSTALLED DAILY TO ALLOW CONSTRUCTION ACTIVITIES TO PROCEED. MAINTAIN ALL DEVICES ON A DAILY BASIS, INCLUDING, BUT NOT LIMITED TO, REMOVAL AND DISPOSAL OF ACCUMULATED SOILS, CLEANING, AND REPAIR OF DAMAGED DEVICES OR REPLACEMENT WITH NEW.
2. INSPECT AND REPAIR DEVICES AFTER EACH RAINFALL. IF INSPECTION REVEALS EROSION CONTROL MEASURES ARE INSUFFICIENT, IMMEDIATELY IMPLEMENT CORRECTIVE ACTION. THIS MAY INCLUDE: CHANGING CONSTRUCTION METHODS, INSTALLING ADDITIONAL EROSION CONTROL BMPs, PHASING WORK, AND OTHER CORRECTIVE MEASURES.
3. MINIMIZE THE AREA AND TIME PERIOD ERODIBLE SOILS ARE EXPOSED TO STORM WATER. DISTURBED AREAS SHALL BE STABILIZED AS SOON AS PRACTICABLE AFTER DISTURBANCE AND IN ACCORDANCE WITH ALASKA CONSTRUCTION GENERAL PERMIT (ACGP) GUIDELINES. REMOVE AND DISPOSE OF SEDIMENT CONTROL DEVICES AFTER STABILIZATION.
4. USE WATER OR NON-TOXIC DUST PALLIATIVES TO CONTROL DUST.
5. PROVIDE INLET PROTECTION ON ALL INLETS WITHIN 25 FEET OF DISTURBED GROUND.
6. MATERIAL TRACKED BY CONSTRUCTION EQUIPMENT SHALL BE SWEEPED BACK INTO THE PROJECT AREA OR PICKED UP BY A VACUUM TRUCK. INSTALL A CONSTRUCTION EXIT IF SWEEPING MEASURES ARE INADEQUATE TO CONTROL TRACK-OUT.
7. CONSTRUCT A CONCRETE WASHOUT IN THE CONTRACTOR'S STAGING AREA AS LOCATED ON SHEET 04.
8. PROVIDE SEDIMENT CONTROL DEVICES IN STAGING AREAS AS NEEDED FOR STOCKPILED MATERIAL.



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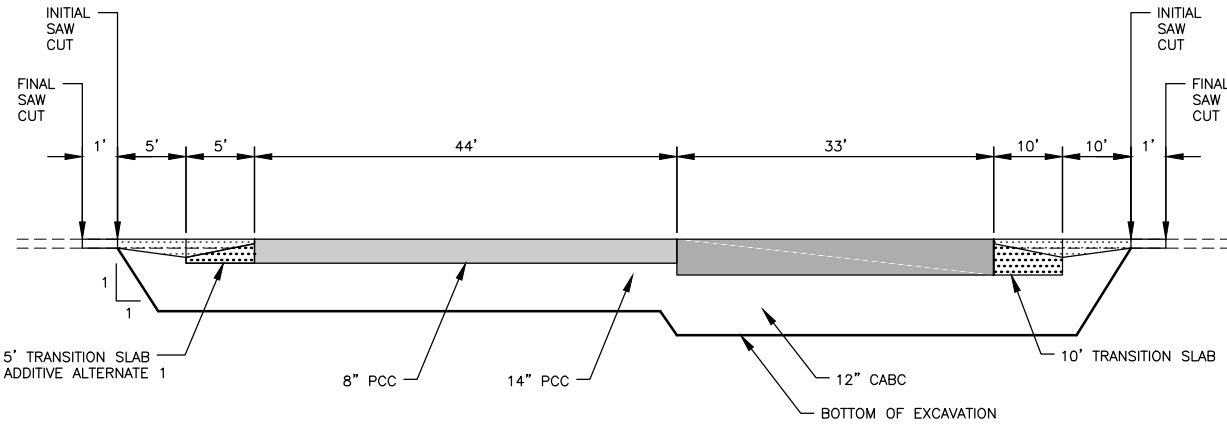
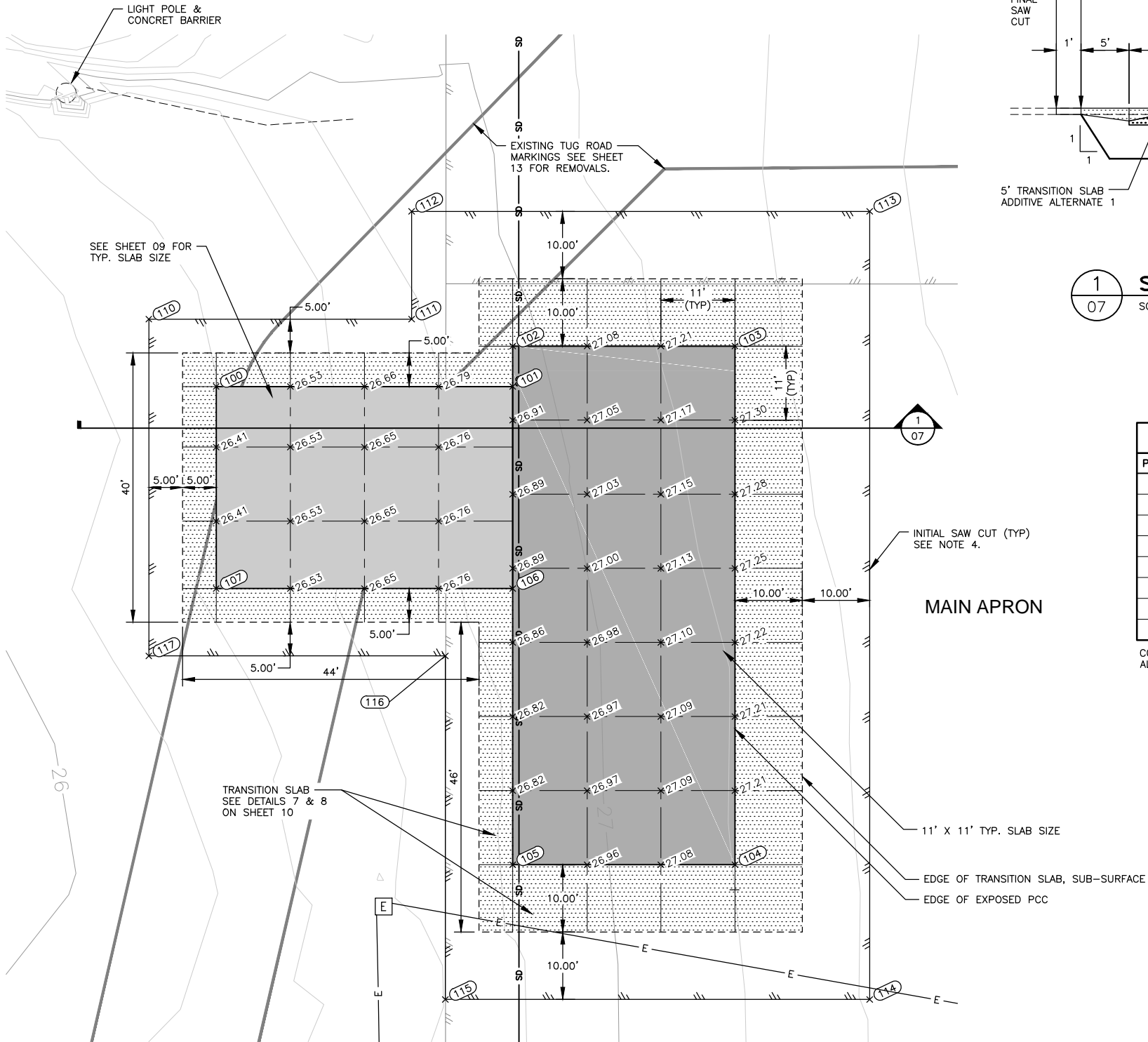
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JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
PFC 04-07-C-04-JNU
EROSION AND SEDIMENT
CONTROL PLAN

SHEET
06
OF
14

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Designed By: JGL/JH/BEH
Checked By: ZWS
Drawn By: WRM
File: U:\204700309\Drawings\07 HARDSTAND GRADING PLAN.dwg
Script File:
Plot Date: Feb 24, 2017 -- 4:29pm



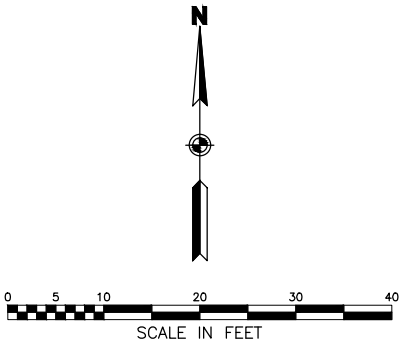
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07 **SECTION**
SCALE: NOT TO SCALE
*CONSTRUCT 5' TRANSITION SLAB ONLY IF ADDITIVE ALTERNATE 1 IS AWARDED

| COORDINATE TABLE | | | | |
|------------------|-----------|----------|----------|-------------|
| POINT | ELEVATION | NORTHING | EASTING | DESCRIPTION |
| 100 | 26.40 | 50970.25 | 46516.35 | EDGE_HMA |
| 101 | 26.93 | 50970.25 | 46560.35 | EDGE_HMA |
| 102 | 26.95 | 50976.25 | 46560.35 | EDGE_HMA |
| 103 | 27.33 | 50976.25 | 46593.35 | EDGE_HMA |
| 104 | 27.20 | 50899.25 | 46593.35 | EDGE_HMA |
| 105 | 26.82 | 50899.25 | 46560.35 | EDGE_HMA |
| 106 | 26.88 | 50940.25 | 46560.35 | EDGE_HMA |
| 107 | 26.43 | 50940.25 | 46516.35 | EDGE_HMA |

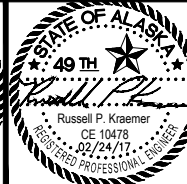
| COORDINATE TABLE | | | | |
|------------------|-----------|----------|----------|-------------|
| POINT | ELEVATION | NORTHING | EASTING | DESCRIPTION |
| 110 | MTE | 50980.25 | 46506.35 | SAW_CUT |
| 111 | MTE | 50980.25 | 46545.35 | SAW_CUT |
| 112 | MTE | 50996.25 | 46545.35 | SAW_CUT |
| 113 | MTE | 50996.25 | 46613.35 | SAW_CUT |
| 114 | MTE | 50879.25 | 46613.35 | SAW_CUT |
| 115 | MTE | 50879.25 | 46550.35 | SAW_CUT |
| 116 | MTE | 50930.25 | 46550.35 | SAW_CUT |
| 117 | MTE | 50930.25 | 46506.35 | SAW_CUT |

COORDINATE TABLE REFLECTS CONSTRUCTION OF TRANSITION SLAB UNDER ADDITIVE ALTERNATE 1. IF ADDITIVE ALTERNATE IS NOT AWARDED, ADJUST LIMITS AS DIRECTED.

- NOTES**
- ALL ELEVATIONS REFER TO TOP OF FINISHED GRADE.
 - FIELD VERIFY ALL MATCH POINTS. REVIEW WITH ENGINEER PRIOR TO BEGINNING ANY DEMOLITION WORK. ADJUST SAW CUT LOCATION AS DIRECTED.
 - SEE SHEET 10 FOR JOINT DIMENSIONS AND REINFORCEMENT.
 - MAKE INITIAL SAWCUT AT THE LIMITS SHOWN. A SECOND AND FINAL SAW CUT WILL BE REQUIRED 24 HOURS PRIOR TO HMA PAVING TO ENSURE A CLEAN VERTICAL FACE AT THE MATCH LINE.
 - ADJUST ALL EXISTING SUB-SURFACE UTILITIES EXPOSED WITHIN THE LIMITS OF PAVEMENT REMOVAL FOR FINAL GRADE. ADJUSTMENT OF UTILITIES IS SUBSIDIARY TO THE CONTRACT.



| SCALE | |
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| VERT. | |
| W.O. NO. | 204700309 |
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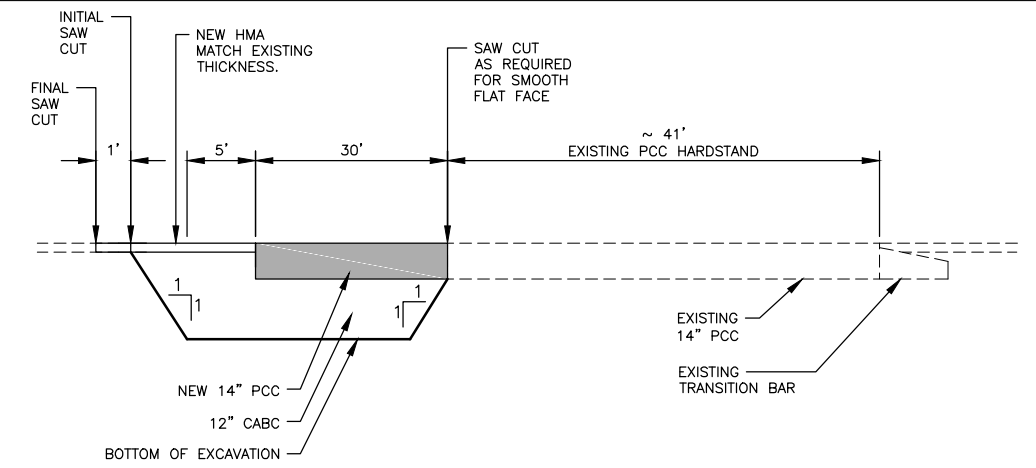
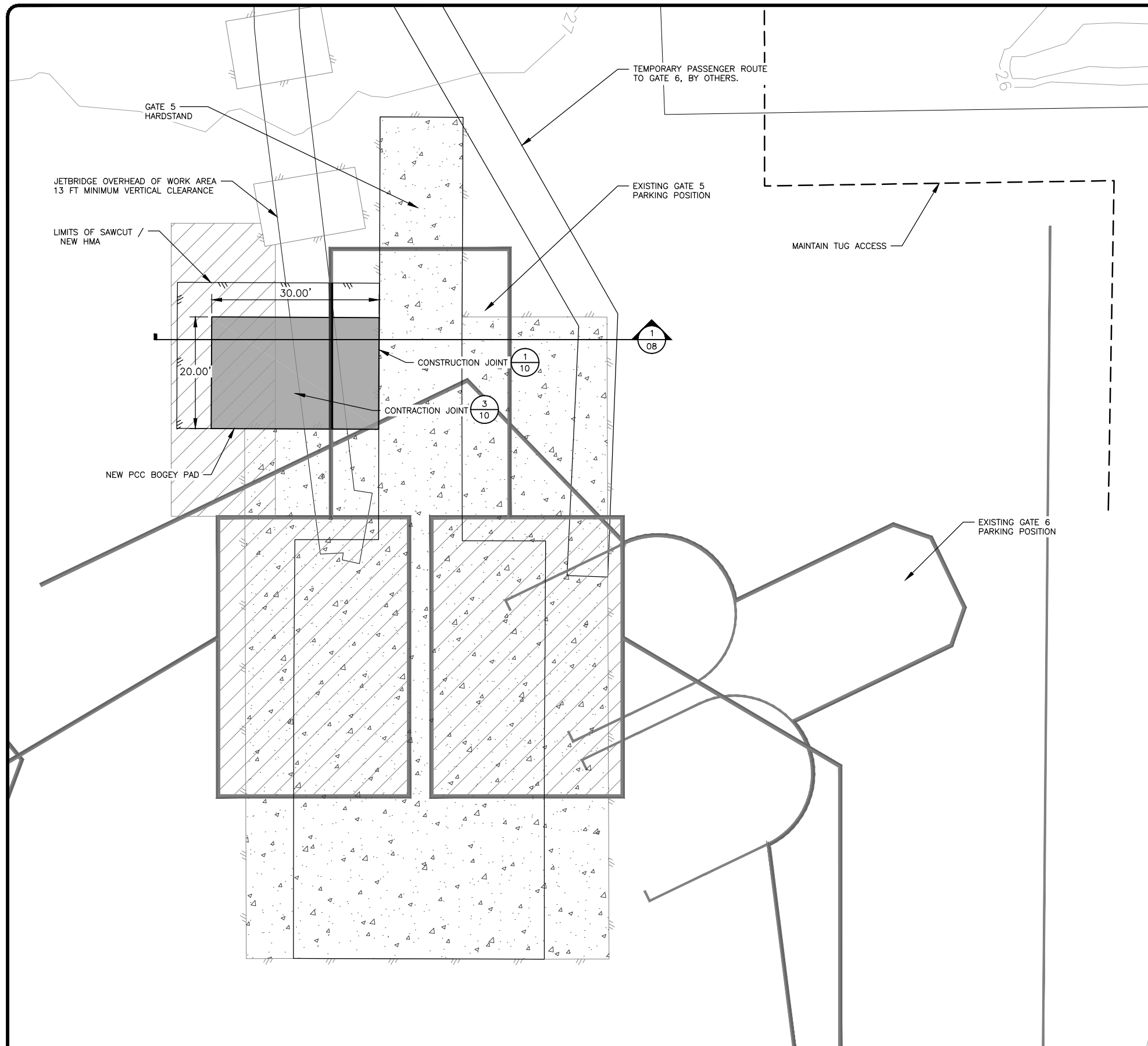


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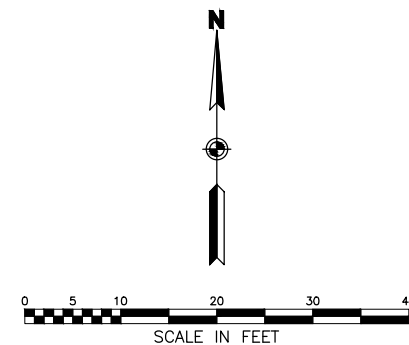
JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
PFC 04-07-C-04-JNU
HARDSTAND GRADING PLAN

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| Checked By: | ZWS |
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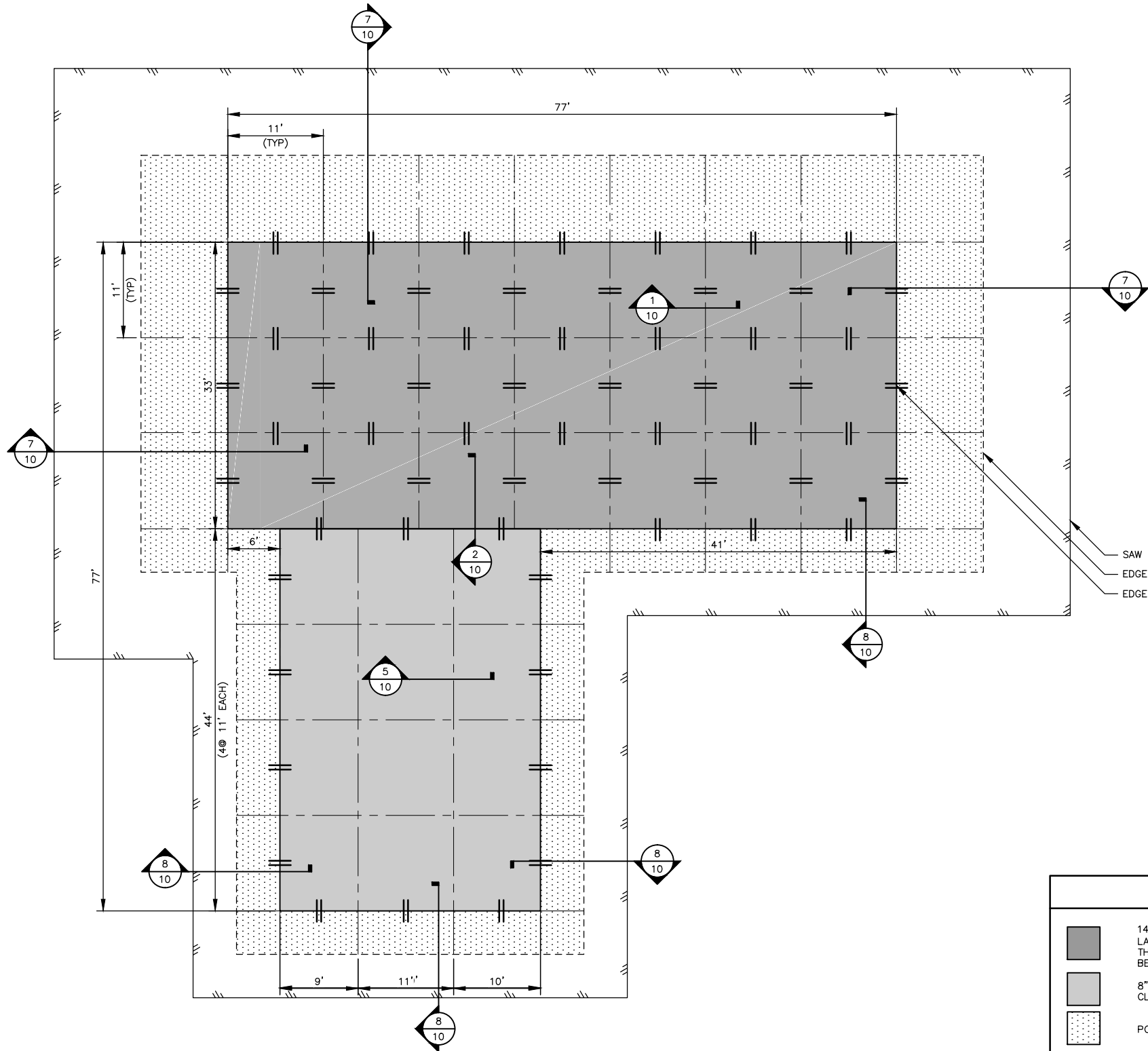
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08 SECTION
SCALE: NOT TO SCALE

- ## NOTES
1. MATCH EXISTING ELEVATIONS AND PAVEMENT CROSS SLOPES TO MAINTAIN SURFACE DRAINAGE.
 2. FIELD VERIFY ALL MATCH POINTS. REVIEW WITH ENGINEER PRIOR TO BEGINNING ANY DEMOLITION WORK. ADJUST SAW CUT LOCATION AS DIRECTED.
 3. SEE SHEET 10 FOR JOINT DIMENSIONS AND REINFORCEMENT. MATCH EXISTING CONTRACTION JOINT LAYOUT PATTERN, OR AS DIRECTED. PROVIDE CONSTRUCTION JOINTS FOR TIE-IN TO EXISTING CONCRETE HARDSTAND.
 4. MAKE INITIAL SAWCUT AT THE LIMITS SHOWN. A SECOND AND FINAL SAW CUT WILL BE REQUIRED 24 HOURS PRIOR TO HMA PAVING TO ENSURE A CLEAN VERTICAL FACE AT THE MATCH LINE.



| | | | | | | | | | |
|----|------|-----------|--------------------|--|---|--|---|--|-------------------------|
| | | | SCALE |  |  |  <p>STANTEC CONSULTING SERVICES, INC. 725 EAST FIREWEED LANE, SUITE 200 ANCHORAGE, AK 99503-2245 907-276-4245 CERTIFICATE OF AUTHORIZATION # 126386</p> |  | JUNEAU INTERNATIONAL AIRPORT JUNEAU, ALASKA CARGO HARDSTAND CBJ CONTRACT No. BE17-223 PFC 04-07-C-04-JNU | SHEET 08 OF 14 |
| | | | HORZ. | | | | | | |
| | | | VERT. | | | | | | |
| | | | W.O. NO. 204700309 | | | | | | |
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| BY | DATE | REVISIONS | | | | | | | |

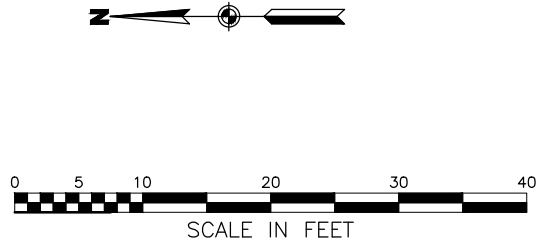
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Plot Date: Feb 24, 2017 4:29pm



NOTE:

PLAN VIEW ON THIS SHEET DEPICTS CONSTRUCTION OF ADDITIVE ALTERNATE 1. CONSTRUCTION OF 5' TRANSITION SLABS ONLY IF ADDITIVE ALTERNATE 1 IS AWARDED.

SAW CUT, EDGE OF NEW HMA
EDGE OF TRANSITION SLAB, SUB-SURFACE
EDGE OF EXPOSED PCC



LEGEND

- 14" PCC SLAB REINFORCED WITH (2) LAYERS OF #8 AT 10". PLACE THE BOTTOM LAYER 3" CLEAR OF THE PREPARED BASE, THE TOP LAYER SHALL BE 2" CLEAR OF THE TOP OF THE SLAB. USE A #5 SPREADER BARS EVERY 9 SQUARE FEET MINIMUM BETWEEN LAYERS.
- 8" PCC SLAB REINFORCED WITH ONE LAYER OF #8 AT 16". PLACE REINFORCING 2" CLEAR OF TOP OF SLAB.
- PCC TRANSITION SLAB - THICKNESS VARIES
- INDICATES DOWELED CONSTRUCTION OR CONTRACTION JOINT. PLACE JOINT DOWELS USING WIRE DOWEL STANDS.
- INDICATES CONTRACTION JOINT. CONTRACTOR'S OPTION TO SUBSTITUTE A CONSTRUCTION JOINT AT ANY CONTRACTION JOINT LOCATION.

| SCALE | |
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| HORZ. | |
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| BY | DATE |
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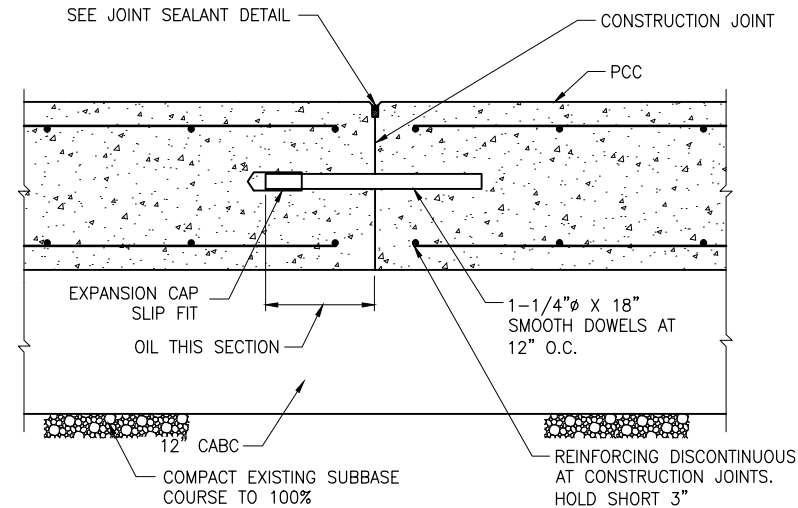
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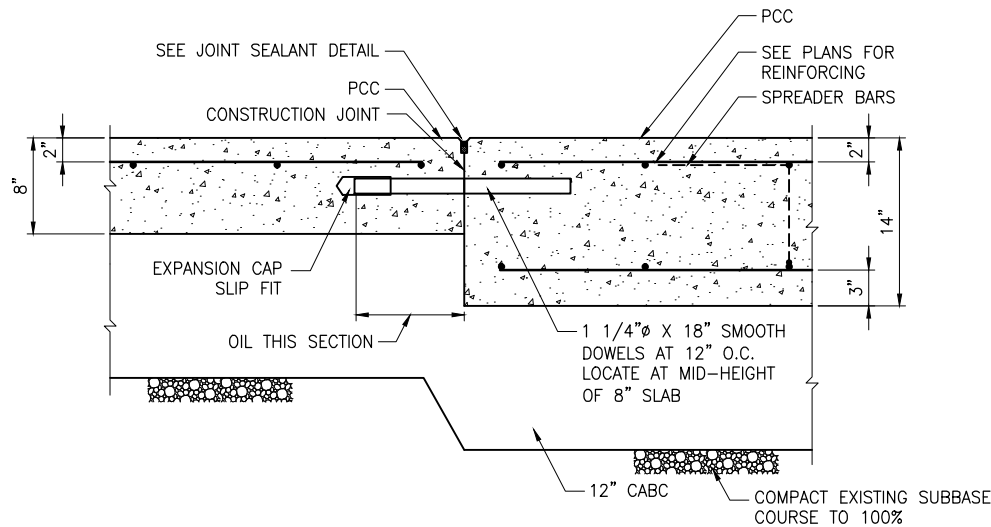
JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
PFC 04-07-C-04-JNU
HARDSTAND FOUNDATION SLAB PLAN

SHEET
09
OF
14

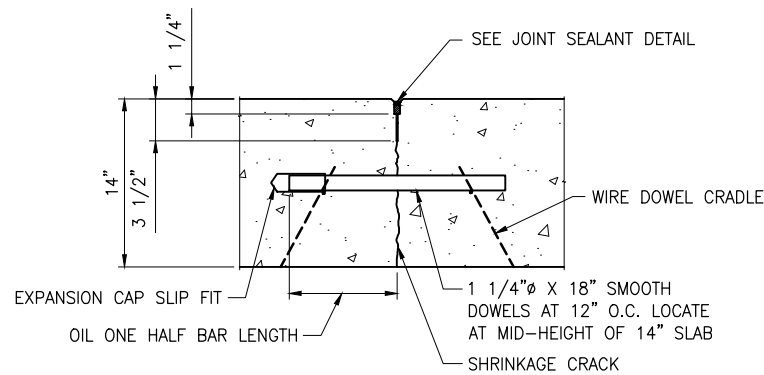
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BY DATE REVISIONS



1
10 CONSTRUCTION JOINT IN 14" PCC
SCALE: 1 1/2"=1'-0"

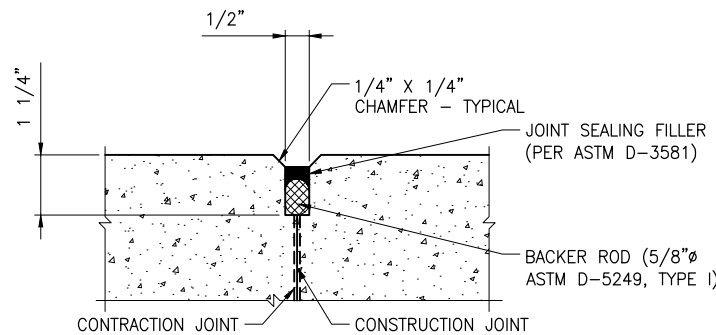


2
10 TRANSITION 14" PCC TO 8" PCC
SCALE: 1 1/2"=1'-0"



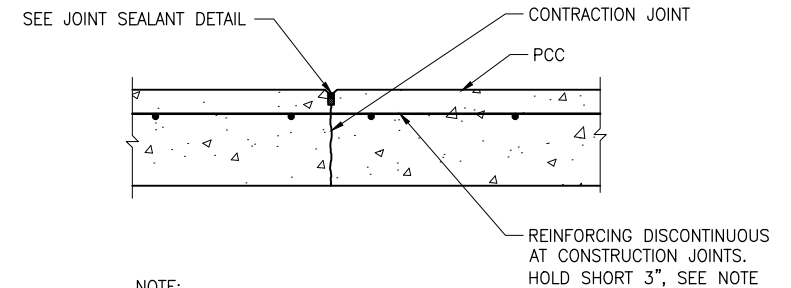
NOTE:
1. REINFORCING NOT SHOWN FOR CLARITY.
2. CONSTRUCTION JOINTS CAN BE USED IN LIEU OF CONTRACTION JOINTS.

3
10 CONTRACTION JOINT IN 14" PCC
SCALE: 1 1/2"=1'-0"



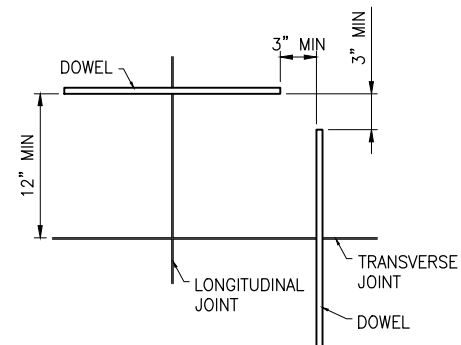
NOTE: REINFORCING NOT SHOWN FOR CLARITY

4
10 JOINT SEALANT DETAIL
SCALE: 6"=1'-0"

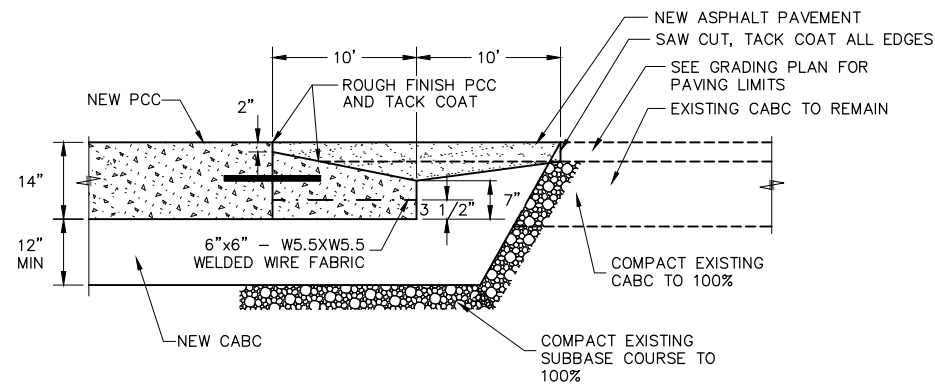


NOTE:
CONSTRUCTION JOINTS CAN BE USED IN LIEU OF CONTRACTION JOINTS.

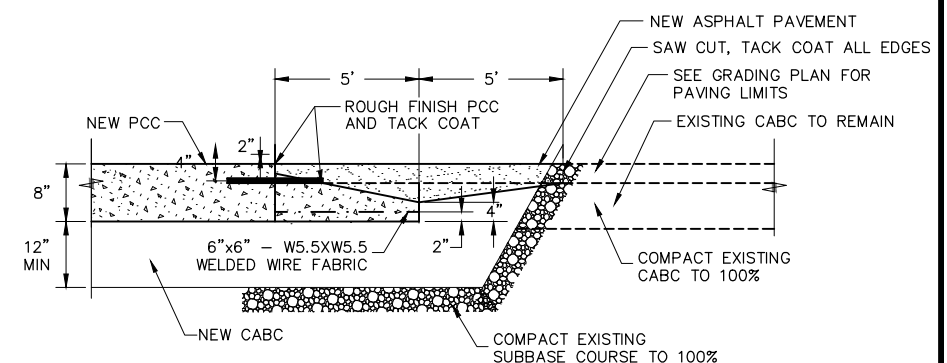
5
10 TYPICAL CONTRACTION JOINT IN 8" PCC
SCALE: 1 1/2"=1'-0"



6
10 DOWEL POSITION DETAIL
SCALE: 1 1/2"=1'-0"



7
10 10' TRANSITION PCC TO HMA
SCALE: NOT TO SCALE



8
10 5' TRANSITION PCC TO HMA
SCALE: NOT TO SCALE
ADDITIVE ALTERNATE 1
CONSTRUCT ONLY IF AWARDED.

| SCALE | |
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JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
PFC 04-07-C-04-JNU
HARDSTAND STRUCTURAL DETAILS

SHEET
10
OF
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REMOVE EXISTING TUG ROAD MARKINGS
SEE SHEET 13.

REMOVE MARKING

REMOVE MARKING

REMOVE MARKING

REMOVE DASHED
PORTION OF OLD
SIDA MARKING (TYP)

REMOVE ALL OF THE
OLD GATE MARKINGS

CONSTRUCT HARDSTAND
SEE SHEET 07.

TEMPORARY AIRCRAFT PARKING
POSITION STOP BAR LOCATION
PROVIDED BY THE OWNER, SEE
TEMPORARY MARKING PLAN

AIRCRAFT SAFETY
BOUNDARY, SEE
DETAILS SHEET 14

TEMPORARY SIDA BOUNDARY
12 INCH RED.

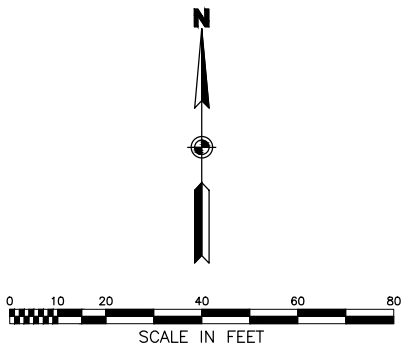
TEMPORARY SIDA MARKING
RED LEGEND ON WHITE BACKGROUND.
COORDINATE WITH ENGINEER FOR USE
OF AIRPORT OWNED STENCIL.

COORDINATE TABLE

| POINT | NORTHING | EASTING | DESCRIPTION |
|-------|----------|----------|-----------------|
| 230 | 50722.54 | 46548.23 | TEMP_MRKKG |
| 231 | 50802.54 | 46548.23 | TEMP_MRKKG |
| 232 | 50825.48 | 46587.63 | TEMP_MRKKG |
| 233 | 50820.04 | 46600.89 | RP |
| 234 | 50833.89 | 46604.57 | TEMP_MRKKG |
| 235 | 50859.02 | 46604.57 | TEMP_MRKKG |
| 236 | 50864.19 | 46609.73 | TEMP_MRKKG |
| 237 | 50864.19 | 46623.73 | TEMP_MRKKG |
| 238 | 50859.02 | 46628.90 | TEMP_MRKKG |
| 239 | 50833.89 | 46628.90 | TEMP_MRKKG |
| 240 | 50820.04 | 46632.58 | RP |
| 241 | 50825.48 | 46645.84 | TEMP_MRKKG |
| 242 | 50802.54 | 46685.23 | TEMP_MRKKG |
| 243 | 50722.54 | 46685.23 | TEMP_MRKKG |
| 244 | 50796.54 | 46646.58 | TEMP_MRKKG |
| 245 | 50796.54 | 46618.58 | TEMP_MRKKG |
| 246 | 50796.54 | 46614.89 | TEMP_MRKKG |
| 247 | 50796.54 | 46586.89 | TEMP_MRKKG |
| 248 | 50840.54 | 46616.73 | TERMINATION_BAR |
| 249 | 50825.67 | 46541.73 | TEMP_SIDA |
| 250 | 50825.67 | 46691.73 | TEMP_SIDA |
| 251 | 50711.79 | 46691.73 | TEMP_SIDA |
| 252 | 50711.79 | 46541.73 | TEMP_SIDA |
| 253 | 50691.52 | 46616.73 | LEAD-IN |

NOTES

- ALL POINTS REFER TO CENTER OF RED OR CENTER OF YELLOW STRIPES. ENGINEER MUST APPROVE LAYOUT OF MARKINGS PRIOR TO PAINTING. ADJUST LAYOUT OF MARKINGS AS DIRECTED.
- CONTRACTOR WILL REPLACE ANY OF THE AIRPORT MARKINGS DAMAGED OR REMOVED DUE TO CONSTRUCTION ACTIVITY AT NO ADDITIONAL COST.
- SEE SHEET 04 FOR MARKING SEQUENCE WITHIN THE SUGGESTED WORK SEQUENCE.
- BLACKOUT SIDA LINE BETWEEN POINTS 249 AND 250.



| SCALE | |
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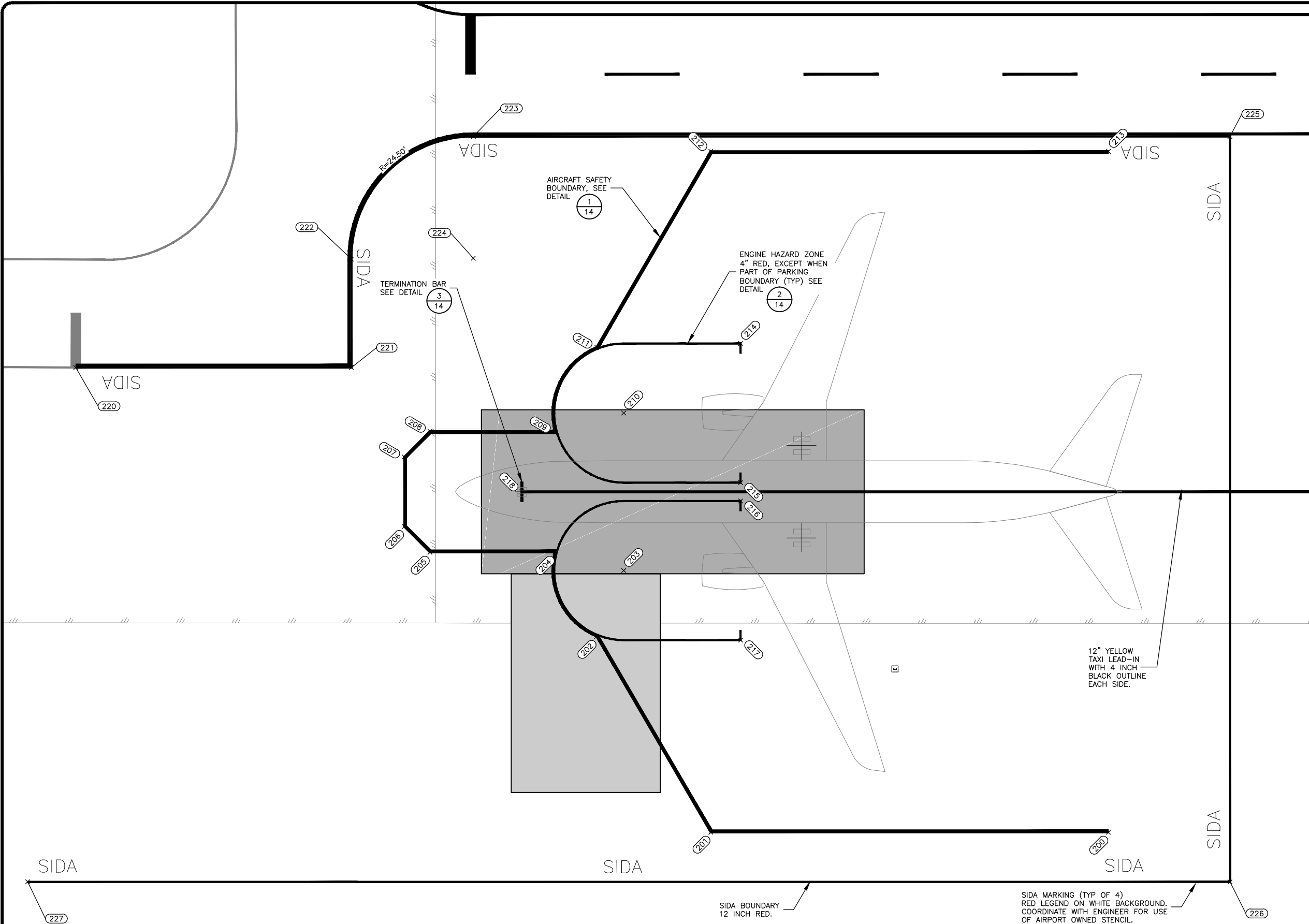
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JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
PFC 04-07-C-04-JNU
TEMPORARY MARKING
PLAN

SHEET
11
OF
14

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Designed By: JGL/JH/BEH
Checked By: ZWS
Drawn By: MRM



| COORDINATE TABLE | | | |
|------------------|----------|----------|----------------------|
| POINT | NORTHING | EASTING | DESCRIPTION |
| 200 | 50850.11 | 46508.35 | APRON MARK |
| 201 | 50930.11 | 46508.35 | APRON MARK |
| 202 | 50953.05 | 46547.74 | APRON MARK |
| 203 | 50947.61 | 46561.00 | RP |
| 204 | 50961.46 | 46564.68 | APRON MARK |
| 205 | 50986.59 | 46564.68 | APRON MARK |
| 206 | 50991.76 | 46569.85 | APRON MARK |
| 207 | 50991.76 | 46583.85 | APRON MARK |
| 208 | 50986.59 | 46589.02 | APRON MARK |
| 209 | 50961.46 | 46589.02 | APRON MARK |
| 210 | 50947.61 | 46592.69 | RP |
| 211 | 50953.05 | 46605.95 | APRON MARK |
| 212 | 50930.11 | 46645.35 | APRON MARK |
| 213 | 50850.11 | 46645.35 | APRON MARK |
| 214 | 50924.11 | 46606.69 | APRON MARK |
| 215 | 50924.11 | 46578.69 | APRON MARK |
| 216 | 50924.11 | 46575.00 | APRON MARK |
| 217 | 50924.11 | 46547.00 | APRON MARK |
| 218 | 50968.10 | 46576.85 | TERMINATION BAR |
| 219 | 50740.79 | 46576.85 | LEAD-IN START |
| 220 | 51057.85 | 46601.85 | SIDA, MATCH EXISTING |
| 221 | 51002.38 | 46601.85 | SIDA PI |
| 223 | 50977.88 | 46648.35 | SIDA PT |
| 224 | 50977.88 | 46623.85 | SIDA RP |
| 225 | 50825.67 | 46648.35 | SIDA PI |
| 226 | 50825.67 | 46498.35 | SIDA PI |
| 227 | 51067.51 | 46498.37 | SIDA PI |

NOTES

- ALL POINTS REFER TO CENTER OF RED OR CENTER OF YELLOW STRIPES. ENGINEER MUST APPROVE LAYOUT OF MARKINGS PRIOR TO PAINTING. ADJUST LAYOUT OF MARKINGS AS DIRECTED.
- REMOVE ALL EXISTING STRIPES BEFORE PAINTING NEW STRIPING. SEE WORK SEQUENCE FOR MARKING SEQUENCE ON SHEET 04.
- CONTRACTOR WILL REPLACE ANY OF THE AIRPORT MARKINGS DAMAGED OR REMOVED DUE TO CONSTRUCTION ACTIVITY AT NO ADDITIONAL COST.
- REMOVE TEMPORARY MARKINGS AFTER COMPLETING HARDSTAND CONSTRUCTION AND PERMANENT MARKINGS.



| | | SCALE | |
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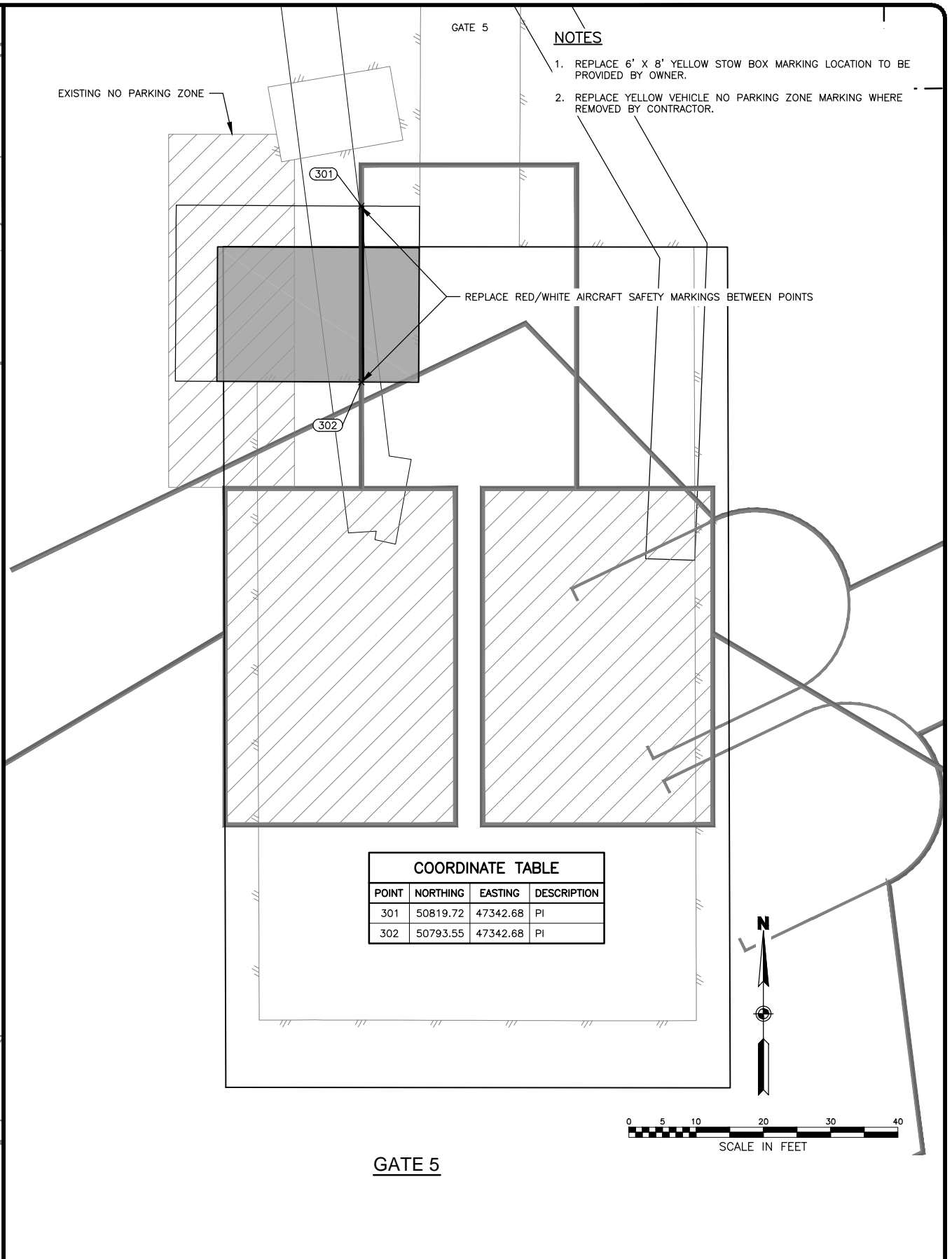
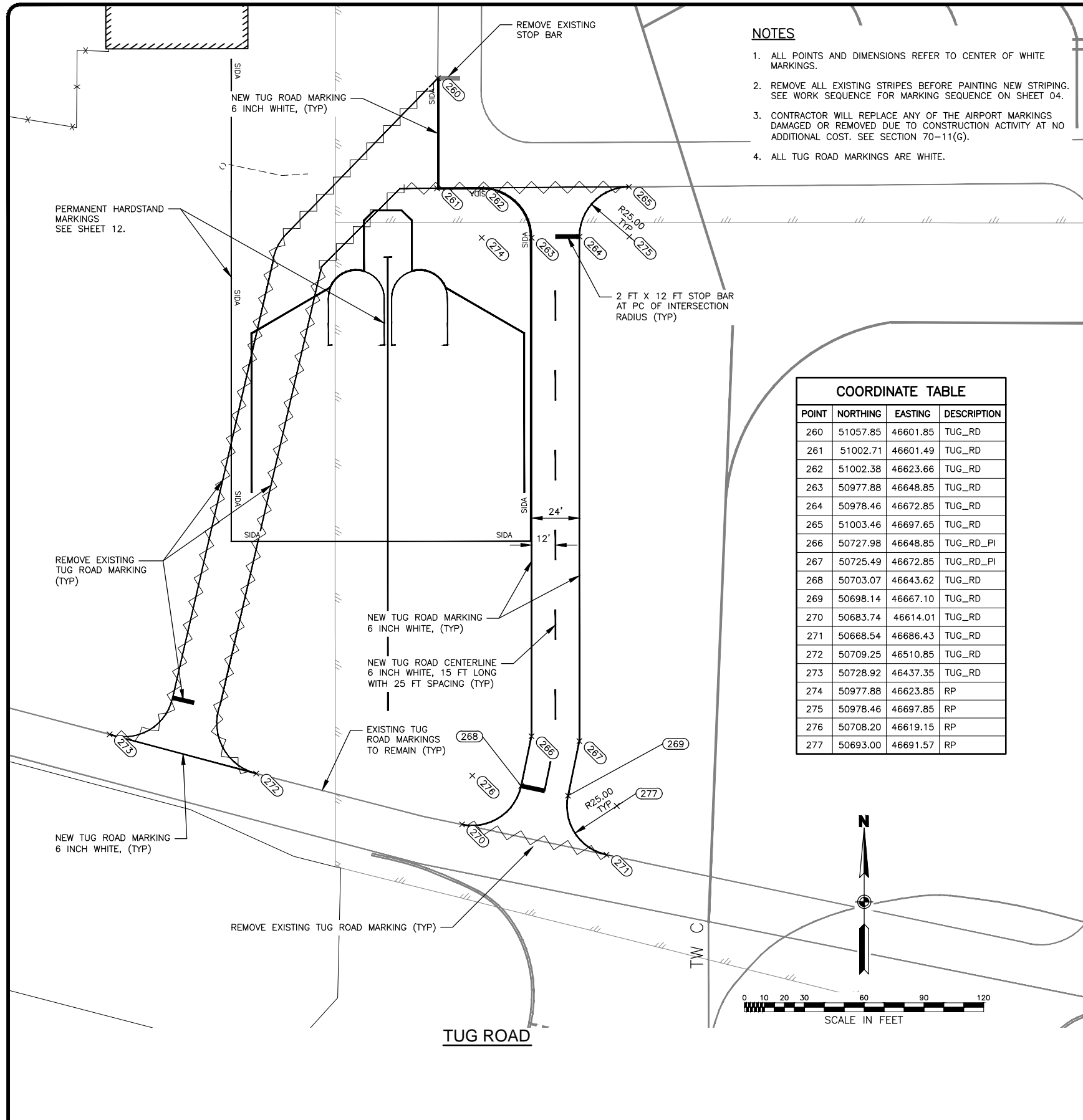


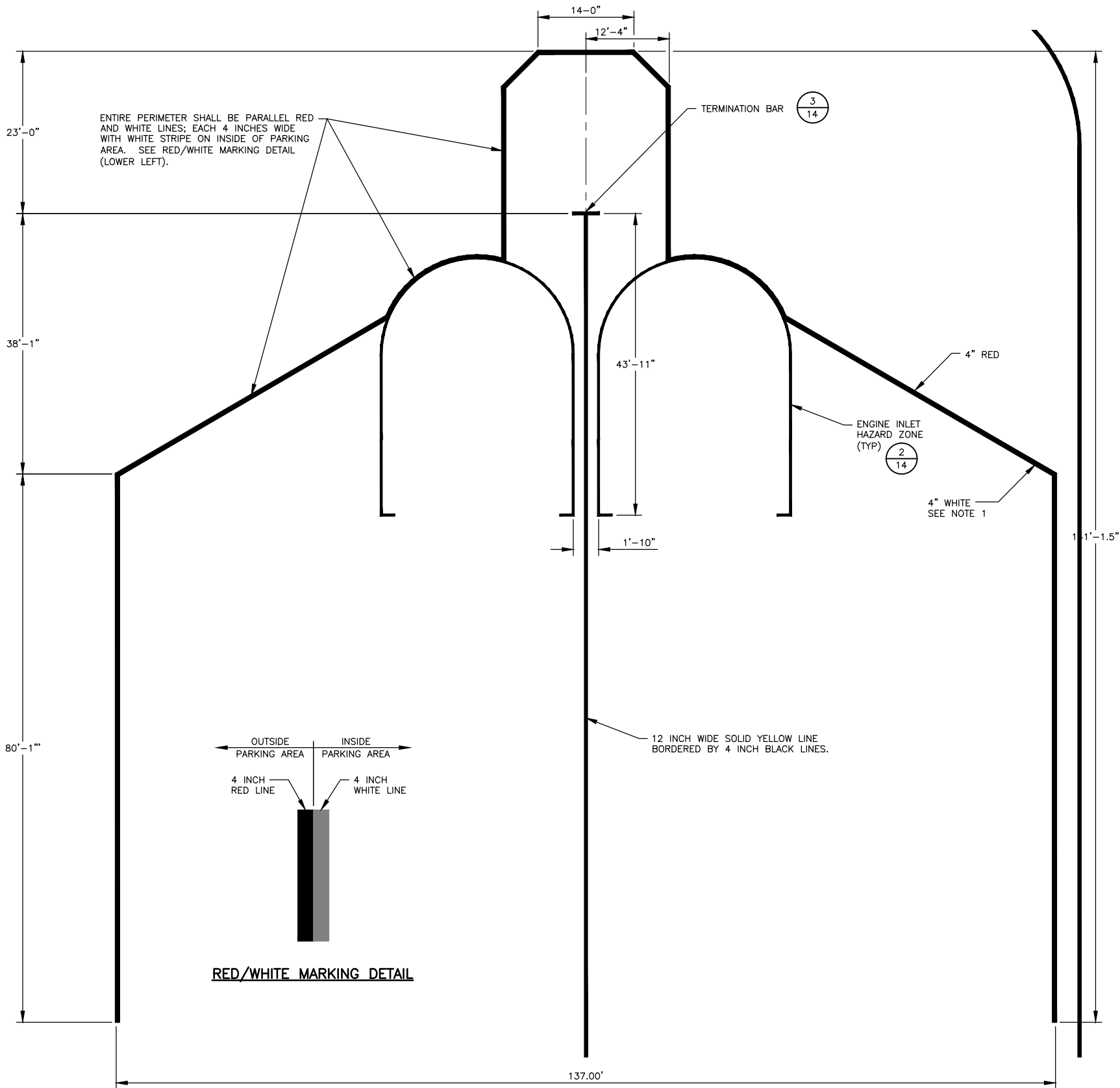
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JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
PFC 04-07-C-04-JNU
PERMANENT HARDSTAND
MARKING PLAN

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Checked By: ZWS
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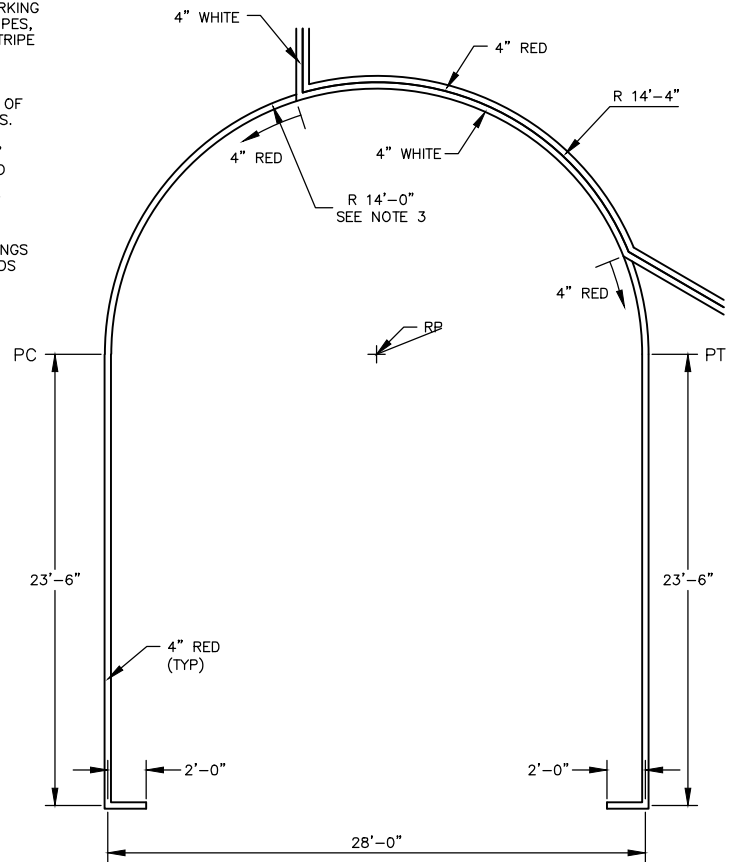
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14

AIRCRAFT SAFETY MARKINGS

SCALE: NOT TO SCALE

NOTES

- PERIMETER OF AIRCRAFT SAFETY MARKING CONSIST OF TWO 4-INCH WIDE STRIPES, ONE RED, ONE WHITE. THE RED STRIPE IS THE OUTER MARKING ALONG THE PERIMETER.
- ALL DIMENSIONS REFER TO CENTER OF RED OR CENTER OF YELLOW STRIPES.
- THE ENGINE HAZARD RADIUS OF 14' CHANGES FROM RED, TO WHITE, AND BACK TO RED, AS IT BECOMES THE OUTER PERIMETER OF THE AIRCRAFT SAFETY MARKING.
- ALL RED, WHITE AND YELLOW MARKINGS TO INCLUDE REFLECTIVE GLASS BEADS EMBEDDED IN PAINT.



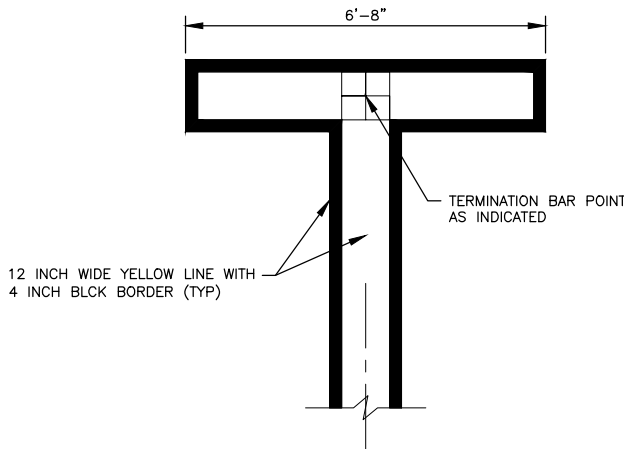
(RIGHT SIDE)

2
14

ENGINE INLET HAZARD ZONE MARKINGS

SCALE: NOT TO SCALE

- ALL STRIPES ARE 4-INCH WIDE, RED, EXCEPT AS SHOWN, AND AS SPECIFIED IN NOTE 3 BELOW.
- LEFT ENGINE HAZARD MARKING IS MIRROR IMAGE.

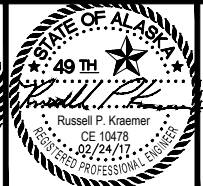


3
14

TERMINATION BAR (NOSE WHEEL MARK)

SCALE: NOT TO SCALE

| SCALE | |
|-----------|-----------|
| HORZ. | |
| VERT. | |
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| FOR BIDS | |
| BY | DATE |
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JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
CARGO HARDSTAND
CBJ CONTRACT No. BE17-223
PFC 04-07-C-04-JNU
HARDSTAND MARKING DETAILS