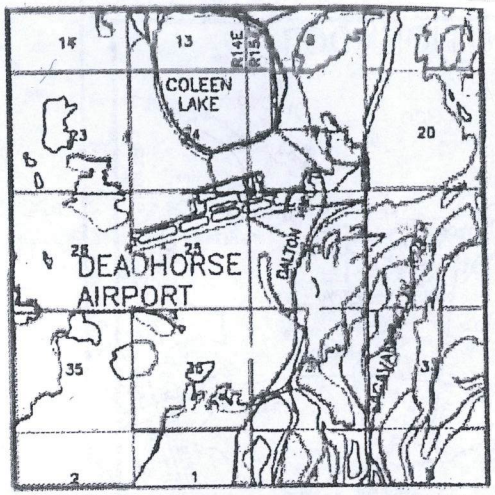
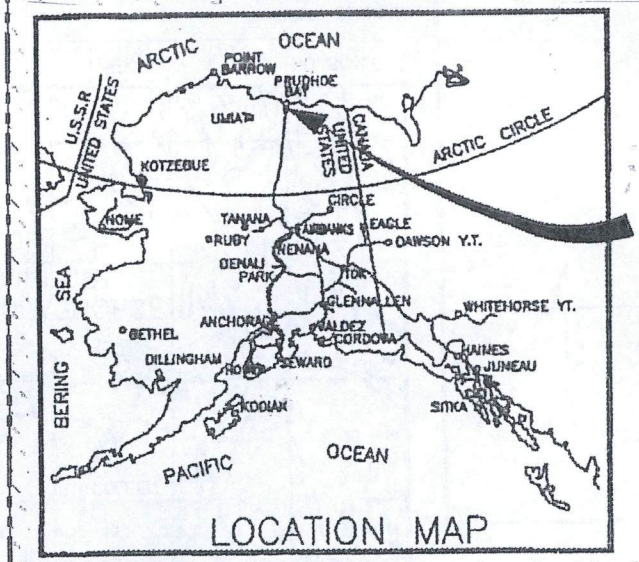
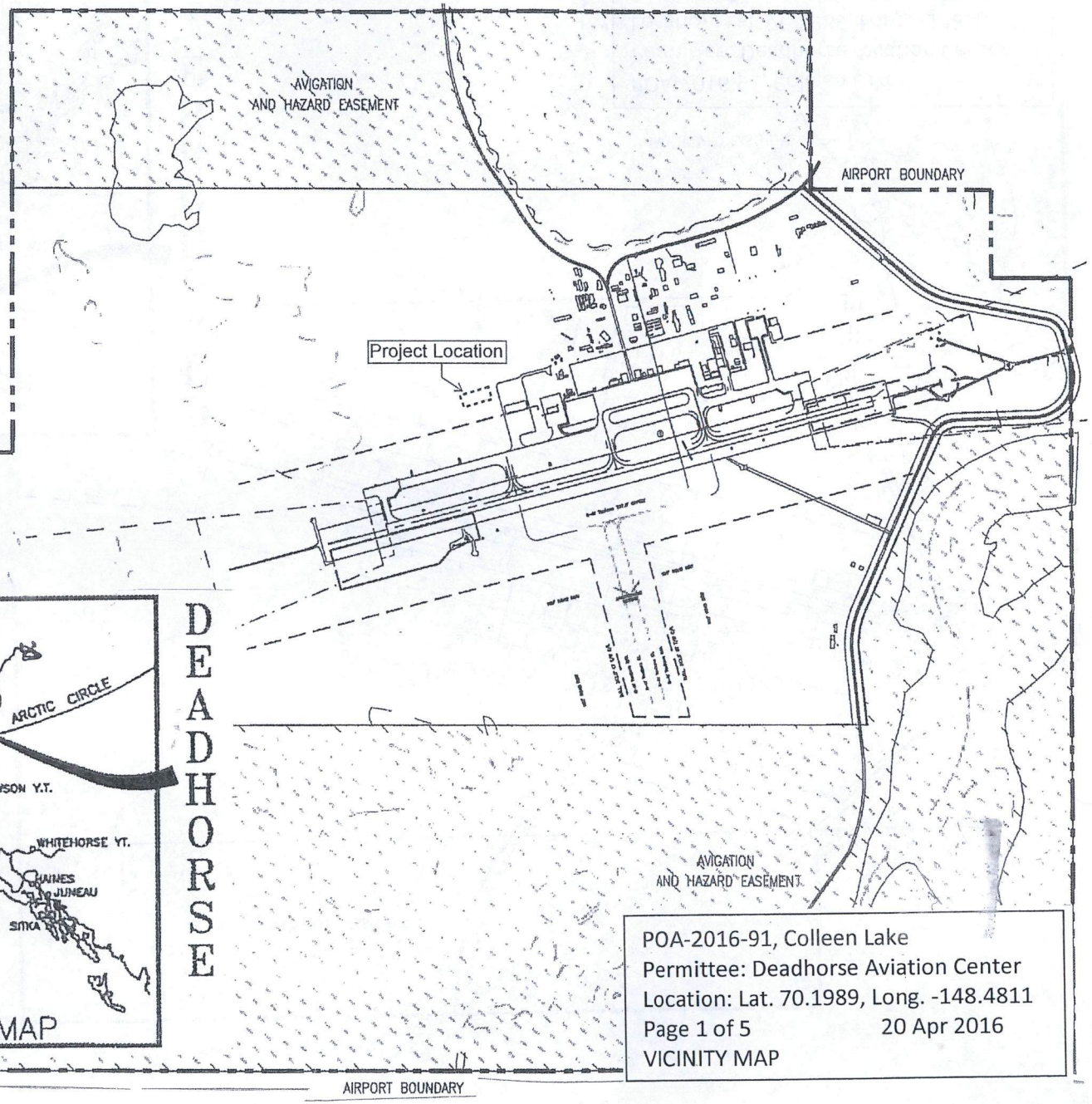



VICINITY MAP NO SCALE




POA-2016-91, Colleen Lake
Permittee: Deadhorse Aviation Center
Location: Lat. 70.1989, Long. -148.4811
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VICINITY MAP

Deadhorse Airport
Aerial Photo, proposd fill area in center
Legend
Deadhorse
COLLEEN LAKE
FILL AREA
POA-2016-91, Colleen Lake
Permittee: Deadhorse Aviation Center
Location: Lat. 70.1989, Long. -148.4811
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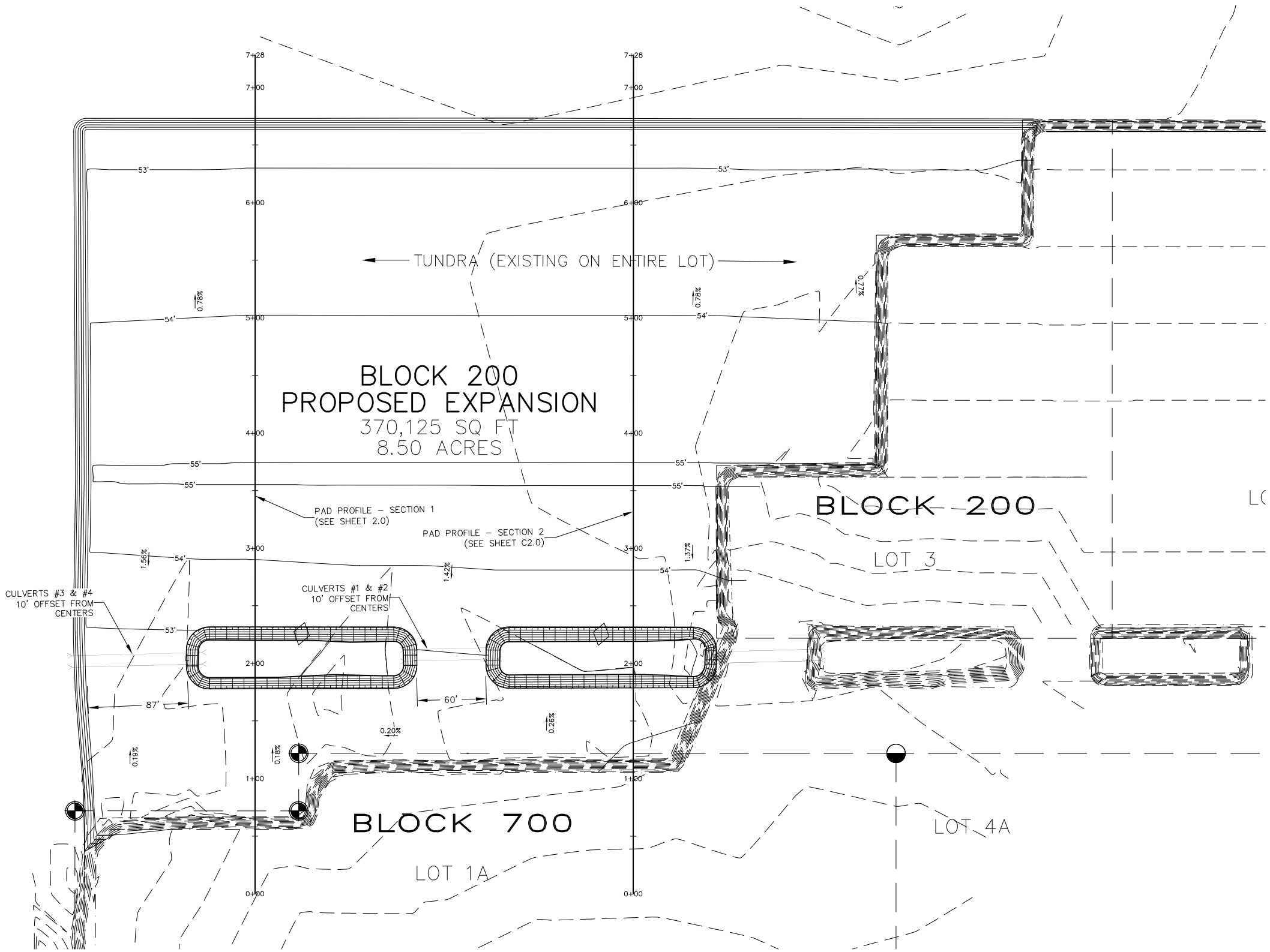
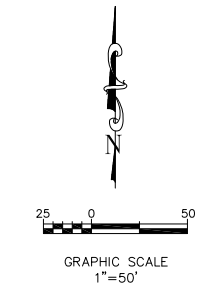
WETLANDS MAP
N
2000 ft
Google earth
Image © 2016 DigitalGlobe
© 2016 Google




## LEGEND

- LOT BOUNDARY – PROJECT EXTERIOR
- LOT BOUNDARY – PROJECT INTERIOR
- LOT BOUNDARY – ADJACENT
- XX' – EXISTING CONTOURS
- XX' – FINAL GRADE CONTOURS
- CULVERT
- 0.XX% SURFACE GRADE (% SLOPE)
- PAD/ROAD SHOULDER – PROF
- ### SURVEY POINT

## ESTIMATED MATERIAL QUANTITIES

- TOTAL AREA OF PROJECT = 370,125 SF
- CALCULATED BANK RUN QUANTITIES = 82,375 C.Y. CALCULATED BY DIRECT COMPARISON BETWEEN THE PROPOSED DESIGN GRADE SURFACE AND THE ASSUMED TUNDRA SURFACE ELEVATIONS.
- CALCULATED IN-SITU QUANTITIES = 111,206 C.Y. ACCOUNTS FOR 35% INCREASE FOR COMPACTION, HAULING. AND ASSUMED TUNDRA COMPACTION.

## DESIGN NOTES

1. THE PAD IS DESIGNED TO HAVE A MINIMUM 5 FEET OF GRAVEL AT ALL POINTS
2. AN EAST–WEST GRADE BREAK IS DESIGNATED TO DRAIN THE PAD TO THE NORTH AND SOUTH. APPROXIMATELY 1/3 OF THE PAD DRAINS SOUTH WITH THE REMAINING PORTION DRAINING TO THE NORTH. THIS GRADE BREAK MATCHES THE EXISTING GRADE BREAK ON LOT 3 BLOCK 200.
3. CULVERTS WILL BE PLACED BENEATH DRIVEWAY ENTRANCES TO TRANSFER SNOWMELT AND RUNOFF IN A NATURAL DRAINAGE PATTERN TO THE SOUTHWEST.

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PLAN VIEW

STATE OF ALASKA 49TH
FRANK R. BELL
NO. 2162-CE
REGISTERED PROFESSIONAL ENGINEER

DATE: --/--/--

REVISION:

CLIENT: FAIRWEATHER
ADDRESS:

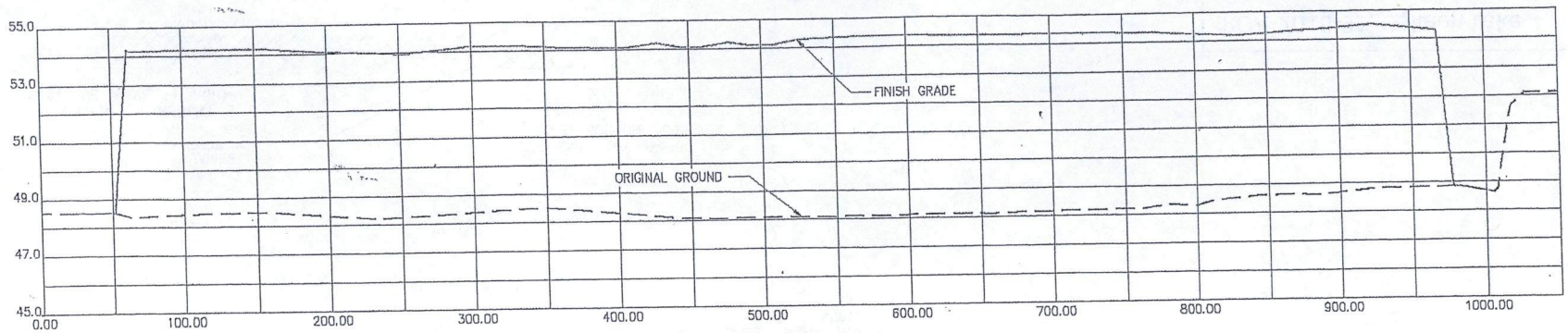
DRAWN BY: CLB
CHECKED BY: CLB
DATE: 03-04-2014
FIELD BOOK:

JOB NUMBER:
SCALE: NTS

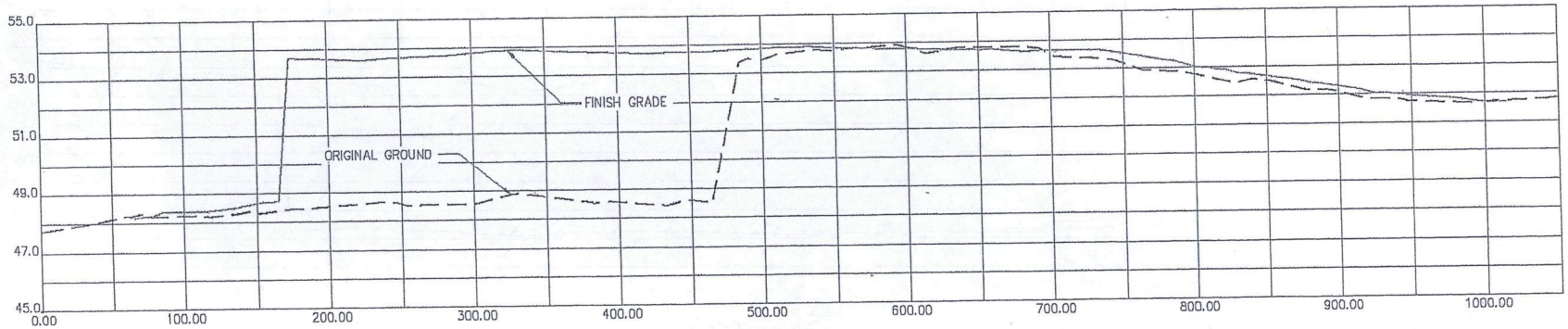
**DAC**
**BLOCK 200**
**PROPOSED GRAVEL EXPANSION**
**PROPOSED PAD DESIGN**

SHEET: 1 OF 2

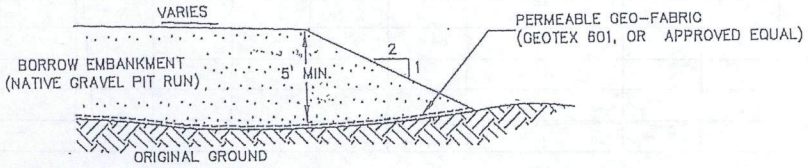
F.R. BELL & ASSOCIATES




(A) SECTION EAST – WEST
SCALE: 1"= 100' HOR.
1"= 5' VERT.




(B) SECTION ROAD – PAD
SCALE: 1"= 100' HOR.
1"= 5' VERT.




DETAIL – TYPICAL GRAVEL PAD SHOULDER

SCALE: NTS

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SECTION VIEWS

## NOTES

1. GEO-FABRIC MATERIAL SHALL BE PLACED DIRECTLY OVER TUNDRA PRIOR TO GRAVEL PLACEMENT.
2. CONTRACTOR TO PLACE GEO-FABRIC ACCORDING TO MANUFACTURERS SPECIFICATIONS.
3. GRAVEL PLACED OVER EXISTING GRAVEL FILL DOES NOT REQUIRE GEO-FABRIC PLACEMENT.
4. ALL GRAVEL FILL MATERIAL WILL BE NON-FROST SUSCEPTIBLE (NFS), A MIXTURE OF SAND AND GRAVEL CONTAINING SIX PERCENT OR LESS MATERIAL FINER THAN #200 SIEVE SIZE.
5. TUNDRA IS EXPECTED TO BE UNFROZEN WHEN FILL IS PLACED, THE INITIAL LIFT MAY BE UP TO 24-INCHES THICK AND SHALL BE DOZED OUT USING LIGHTWEIGHT EQUIPMENT.
6. THE FIRST LAYER WILL BE COMPACTED USING A NON-VIBRATORY ROLLER. IF THE MATERIAL STARTS TO "PUMP" COMPACTION EFFORTS WILL BE STOPPED.
7. THE PAD WILL BE PLACED AND COMPACTED TO PRODUCE A NON-YIELDING UNIFORM COMPACTION. LOW VIBRATORY ENERGY OR NO VIBRATORY ENERGY WILL BE REQUIRED IF THE MATERIAL STARTS TO "PUMP".
8. ALL FILL WILL BE PLACED AND COMPACTED WHEN IT IS UNFROZEN.
9. ALL GRAVEL SHALL BE PLACED IN LIFTS NOT TO EXCEED 18".
10. ALL GRAVEL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY.
11. THE CONTRACTOR SHALL EXERCISE CARE TO PREVENT DAMAGE TO THE TUNDRA BEYOND THE EARTHWORK FOOTPRINT. DURING SUMMER, THE CONTRACTOR SHALL ONLY USE EQUIPMENT THAT CAN TURN AROUND WITHIN THE PERMITTED FOOTPRINT. THE CONTRACTOR SHALL REPORT ANY TUNDRA DAMAGE TO THE CLIENT AND SHALL BE RESPONSIBLE FOR ANY DISTURBED TUNDRA.