



# Alaska Department of Transportation & Public Facilities REQUEST FOR PROPOSALS PACKAGE

(Procurement per Article 3 of AS 36.30)

PART

A

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Other: N/A

## ISSUING OFFICE

Agency Contact & Phone No.....: Matthew Burkholder, PLS (907) 269-0701 [See 15 – Special Notices, item 15.4]  
Contracting Division .....: State of Alaska Department of Transportation & Public Facilities, Central Region  
Design & Engineering Services

## PROJECT

**RFP NUMBER** .....: 25262047  
**Project Numbers-State/Federal**.....: CFAPT01224 / AIP 3-02-0303-XXX-20XX  
**Project Site (City, Village, etc.)**.....: Tuntutuliak, Alaska  
**Project Title & Contract Description** .....: Tuntutuliak Airport Improvements Surveying & Mapping Services

The Contractor shall provide professional services for Surveying & Mapping in support of the above-named project, which is largely being designed in-house. Services include Control Services, Surveying for Design, and Right of Way Mapping (Right of Way Lines for Construction). The Contracting Agency reserves the right to add other services by amendment in accordance with the Statement of Services, but is under no obligation to do so.

## SCHEDULE & PAYMENT

Anticipated period for performance-Begin/End: August 2026 through August 2031

Estimated amount of proposed contract: (initial services only)

☒ Less than \$200,000 ☐ \$200,000 to \$250,000 ☐ \$1,000,000 or greater  
☐ \$250,000 to \$500,000 ☐ \$500,000 to \$1,000,000

Proposed Method(s) of Payment: ☒ Firm Fixed Price (FFP) ☒ Cost Plus Fixed Fee (CPFF)  
☒ Fixed Price Plus Expenses (FPPE) ☒ Other: Time & Expenses

## SUBMITTAL DEADLINE AND LOCATION

*OFFERORS ARE RESPONSIBLE TO ASSURE DELIVERY PRIOR TO DEADLINE (2 AAC 12.250).  
ONLY PROPOSALS RECEIVED PRIOR TO THE FOLLOWING DATE AND TIME WILL BE OPENED.*

**DATE:** July 1, 2026

**PREVAILING TIME:** 4:00 PM

**HAND DELIVER ONLY DIRECTLY TO FOLLOWING LOCATION** (and person, if named):

**\*Also see 15. Special Considerations, item 15.5**

Sharon L. Smith, P.E., Chief of Contracts  
Department of Transportation & Public Facilities  
4111 Aviation Avenue  
Anchorage, AK 99502

**Email:** [crdotpfcontracts@alaska.gov](mailto:crdotpfcontracts@alaska.gov)

**IMPORTANT NOTICE:** If you downloaded this solicitation from the State's Website, you must self-register for the Plan Holders list to receive subsequent addenda. Failure to register may adversely affect your proposal. It is the Offeror's responsibility to ensure that he has received all addenda affecting this RFP.

## SELECTION PROCEDURE

1. Competitive Sealed Proposals will be evaluated by a committee (2 AAC 12, Article 4). Evaluation of responses to criteria set forth in Part C results in a numerical score for each proposal. Each criterion in Part C has an assigned weight for this RFP which demonstrates its relative importance. The total of all weights is 100 (100%). Each one-percent weight equates to a range of 0-5 points per Evaluator. The maximum points (score) obtainable for any proposal is equal to the product of 500 multiplied by the number of Evaluators.
2. Scoring of proposals will be accomplished as follows:
  - 2.1 Each Evaluator will individually read and rate each Offeror's response to each criterion described in Part C - Section I - Technical Proposal. Ratings will be based solely on contents of proposal and in compliance with the Contracting Agency's standard Instructions for Evaluation Committee. Except as may be stated within any criterion description in Part C, a rating of "5" = Best Response from all Offerors; "4" to "1" = Progressively Less Responsive; "0" = Non-Responsive. Ratings are multiplied by the assigned weights for each criterion to obtain criteria scores.
  - 2.2 After completion of individual ratings in Part C, Section 1, Technical Proposal, the Evaluation Committee will meet to discuss proposals. Evaluators may then alter their ratings; however, any changes shall be based solely on the criteria set forth in Part C.
  - 2.3 After scoring Part C - Section I - Technical Proposal, criteria scores for Part C - Section II - Preferences, and Section III - Price (if applicable), will be calculated based on criteria descriptions.
  - 2.4 The total score for each Offeror will be obtained by summing the scores determined for each criterion in Sections I, II and III of Part C. The order of ranking for negotiations shall be as follows: highest scored Offeror will be ranked first, next highest scored second, and etcetera.
3. Evaluators may discuss factual knowledge of, and may investigate Offerors' and proposed Subcontractors' prior work experience and performance, including projects referenced in proposal, available written evaluations, etcetera, and may contact listed references or other persons knowledgeable of a Contractor's and/or a Subcontractor's past performance. Factors such as overall experience relative to the proposed contract, quality of work, control of cost, and ability to meet schedules may be addressed. If any issues of significant concern to the proposed contract are discovered, the Committee may:
  - 3.1 Provide written recommendations for consideration during contract negotiations;
  - 3.2 Conduct discussions in accordance with paragraph 4, below.
4. The Committee may decide to conduct discussions (or "interviews") with responsible Offerors whose proposals are determined to be reasonably susceptible of being selected for award for the purpose of clarification to assure full understanding of, and responsiveness to, the solicitation requirements (AS 36.30.240 & 2 AAC 12.290). Offerors selected by the Committee for discussions may be permitted to submit Best and Final Offers (BAFO) for final Committee Evaluation. After discussions and any BAFOs, Evaluators will determine the final scoring and ranking for contract negotiations by evaluating written and oral responses using only the criteria set forth in Part C of this RFP (2 AAC 12.260(b)).
5. All Offerors will be advised of the Offeror selected for negotiation and, after completion of negotiations, a Notice of Intent to Award will be provided to all Offerors. If contract negotiations are unsuccessful with Offeror(s) selected for negotiation, the Contracting Agency may either cancel the solicitation or negotiate with other Offerors in the order of ranking.

## NOTICES

PART

A

1. The Contracting Agency is an equal opportunity employer.
2. Copies of contract documents are available for review at the Contracting Agency's office. Offerors located outside the general vicinity of the Contracting Agency's office may telephone the Agency Contact identified on page one of this Part A for a discussion of such items.

**General Conditions** of the Professional Services Agreement are contained in the Small Procurement Standard Provisions Booklet, which is located on the Department's website under "Procurement."

The General Conditions are the **same** for both Competitive Sealed Proposals and Small Procurements.

3. Offerors are specifically advised that a contract shall not be in effect until a written agreement is executed by an authorized agent of the Contracting Agency. The Contracting Agency shall not be liable for any cost incurred by an Offeror in response to this solicitation, including any work done, even in good faith, prior to execution of a contract and issuance of a Notice to Proceed.

4. The Contracting Agency expressly reserves the right to waive minor informalities, negotiate changes or reject any and all proposals and to not award the proposed contract, if in its best interest. "Minor Informalities" means matters of form rather than substance which are evident from the submittal, or are insignificant matters that have a negligible effect on price, quantity, quality, delivery, or contractual conditions and can be waived or corrected without prejudice to other Offerors (2 AAC 12.990).

5. All proposals shall be open for public inspection (AS 36.30.230) after a Notice of Intent to Award is issued. Offerors should not include proprietary information in proposals if such information should not be disclosed to the public. Any language within a submittal purporting to render all or portions of a proposal confidential will be disregarded. Proprietary information which may be provided after selection for contract negotiations will be confidential if expressly agreed to by the Contracting Agency (AS 36.30.230).

6. Substitution for any personnel named in a proposal may result in termination of negotiations.

7. If it is discovered that a selected Offeror is in arrears on taxes due the State of Alaska, a contract may not be awarded until the Alaska Department of Revenue approves the payment provisions for the contract.

8. **Offerors and proposed subcontractors shall be in compliance with the statutory requirements for Alaska business licensing and professional registrations included in the certification statement on Page 2 of Part D in this RFP package.**

9. **PRICE COMPETITION:** Price cannot be an Evaluation Criterion in accordance with Article 3 of AS 36.30 for services that must be performed only by Architects, Engineers, Land Surveyors, or Landscape Architects (A/E, LS or LA) licensed in the State of Alaska, UNLESS the provisions of AS 36.30.270(d) apply; i.e., unless the services required are repetitious in nature, and the nature and amount of services required are thoroughly defined by measurable and objective standards to reasonably enable firms or persons making proposals to compete with a clear understanding and interpretation of the services required. If price is a factor, a majority of the evaluation committee must be registered in Alaska to perform architectural, engineering, or land surveying services.

- 9.1 If the services performed do not require an A/E, LS or LA, then all Offerors including any A/E, LS or LA must provide Price Proposals in accordance with AS 36.30.270(b) and 2 AAC 12.260(c).

- 9.2 Price (or any estimate of labor hours) cannot be an Evaluation Criterion for contracts that will receive Federal-aid highway program funding per 23 CFR 172.7, and FAA Airport Improvement Program funding per AC 150/5100-14E, 2.1. For FAA exceptions: see AC 150/5100/14E, 2.4.

10. An audit of the selected Offerors' and proposed Subcontractors' cost accounting systems and business records may be required to ascertain if systems are adequate for segregating contract costs; to establish a maximum allowable Indirect Cost Rate for the Agency's negotiator; and to investigate the accuracy of proposed labor rates and unit prices. In order not to unduly delay contract negotiation or award, be prepared to submit Pre-Audit Statement, DOT&PF Form 25A257 immediately for your firm and any subcontract that may exceed \$250,000.

For contract amounts less than \$250,000, the Contracting Agency may require the Offeror and proposed Subcontractor to submit the Pre-Audit Statement if deemed necessary to determine allowable costs under Title 23 CFR requirements. If selected for negotiation, failure to submit properly completed Pre-Audit Statement(s) in a timely manner may disqualify an Offeror from further consideration. Information from Pre-Audit Statements and any Audit conducted for the Contracting Agency is considered proprietary and will be confidential.

11. Standard insurance provisions for Worker's Compensation, General and Automobile Liability, and Professional Liability are contained in DOT&PF Form 25A269, Indemnification and Insurance. Coverages may be modified under very limited circumstances. Offeror should not assume any modification of coverages.

12. Professional Liability Insurance for the proposed contract: ☐ is not required

☒ is required as shown on DOT&PF Form 25A269.

13. The proposed contract ☒ will ☐ will not be a Federally Assisted Program of the U.S. Department of Transportation. If it will be an assisted program, then the Offeror shall insert the following notification in all subcontract solicitations for bids or proposals pertinent to this RFP:

"In accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 USC 2000d to 2000d-4 and Title 49, CFR, U.S. Department of Transportation (U.S. DOT), Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. DOT issued pursuant to such Act, in any Subcontract entered into pursuant to this RFP, Disadvantaged Business Enterprise firms will be afforded full opportunity to submit bids or proposals and will not be discriminated against on the grounds of race, color, sex, or national origin, in consideration for an award.

14. Pre-proposal Conference: ☒ None ☐ As follows:

15. Special Notices:

15.1 Per Alaska Statute (AS) 36.30.210(e): An Alaska Business License is required of Contractors who do business in Alaska at time of award. To qualify for the Alaska Offerors' Preference, under AS 36.30.321, an Offeror shall have a valid Alaska business license as a prerequisite to proposal. Information regarding applying for an Alaska Business License can be found on-line at <https://www.commerce.alaska.gov/web/cbpl/BusinessLicensing.aspx> or by calling 1-907-465-2550. The business license must be in the name of the company under which the proposal is submitted.

15.2 Effective May 8, 2015, the Department, in coordination with the U.S. Department of Transportation, adopted a Race-Neutral Disadvantaged Business Enterprise (DBE) Program for its federal-aid program. The Race-Neutral DBE program applies to federally-funded construction-related professional services solicitations.

The Department encourages contractors to utilize DBEs in all Federal-aid projects to ensure the Department meets its overall DBE Utilization Goal. All DBE participation will count towards the Race-Neutral program. If you have any questions about this notice or the Department's DBE program, please contact the Civil Rights Office at (907) 269-0851 or refer to their website <http://www.dot.alaska.gov/cvlrts/index.shtml>

15.3 The Department intends to send notices (including Notice of Intent to Negotiate, and Notice of Intent to Award) to Offerors by using the email address provided the Offeror's submitted Part D. Such delivery of an email sent by the Department is complete upon receipt in the addressee's email account. An email sent after 4:30pm shall be deemed to have occurred at the opening of business on the next working day. By submitting a response to this RFP, all Offerors consent to the use of Electronic Mail as described herein.

15.4 In lieu of contacting the Agency Contact on page 1, if an Offeror has a question relating to this Request for Proposal, it may direct its inquiry to the questions and answers area of the Bid Express proposal page: <https://ui.bidx.com/ALASKA/lettings>. Microsoft Edge is recommended for use with Bid Express.

15.5 The Department will accept an electronic (email) submission of proposals for this solicitation or proposals may be submitted through the Department's online bidding service (see Note 15.6). Emailed proposals should be submitted to [crdotpfcontracts@alaska.gov](mailto:crdotpfcontracts@alaska.gov) prior to the date and time shown on page 1. Offerors are responsible to assure timely delivery, and receipt of their proposal. Offerors are cautioned that due to mailbox restrictions, we cannot receive proposals over 20MB in size. The Contracting Agency will either print out proposals in color for distribution or email a PDF to the Evaluation Committee.

15. Special Notices – cont'd:

15.6 DOT&PF is using the AASHTOWare system to generate the Bidder Registration lists and to receive and record proposals. Therefore, all Contractors, Consultants, and Subconsultants must be registered in AASHTOWare and must have an AASHTOWare Vendor number. To check if your company is registered in AASHTOWare and to find your Vendor Number, visit this website: <http://dot.alaska.gov/aashtoware/awp-vendorcheck.cfm>.

If your company is not yet registered in AASHTOWare, you are encouraged to begin this multi-step process as soon as possible. Guidance is available on the DOT&PF website. <http://dot.alaska.gov/aashtoware/docs/AWP-Vendor-List-Guidance.pdf> or from the Regional Contracts Sections.

15.7 Compensation under this Agreement may include various methods of cost reimbursement payment as indicated on page 1 of rfp-a, and as negotiated with the Department. The compensation terms of the Agreement (Appendix C-1) will itemize current audited indirect cost rates (IDCRs) for the firms named in the agreement. The Department of Transportation and Public Facilities Internal Review section is typically the responsible section for conducting these audits.

If the top scoring Offeror selected for negotiations does not have a current audit, they will be required to submit the necessary paperwork to DOT&PF's Internal Review section in a timely fashion. In addition, any proposed subcontractors that may receive more than \$250,000 under the proposed contract, or any proposed subcontractors who may receive more than \$250,000 cumulatively under contracts with the State, will be required to submit a complete and executed copy of the DOT&PF Form 25A257, Pre-Audit Statement, unless any such Subcontractors have been audited by the Department within the last year.

By submitting a response to this RFP, Offerors acknowledge the audit requirements and commit to furnishing all required audit information to DOT&PF's audit staff in an expedited manner as required by the Department for their entire team, including any identified subcontractors. Failure of an Offeror to satisfy this requirement for their team may result in unsuccessful contract negotiations. And, in the event contract negotiations are unsuccessful with the top ranked Offeror, the Contracting Agency may negotiate with the next ranked Offeror or cancel the solicitation.

15.8 For federally funded RFPs, at the time of Proposal submission, all Proposers must submit the Alaska DOT&PF Bidders List form with their Proposal. This is a Federal requirement of all Proposers, but is not a condition of responsiveness.

Fill out the Alaska DOT&PF Bidders List form for all subcontractors contacted regardless of whether they are the successful subcontractor and included as part of your team. NAICS codes submitted in the Alaska DOT&PF Bidders Form should align the subcontractor scope for the work requested with the appropriate federal code. This may result in multiple NAICS codes for each subcontractor.

Vendor IDs are available at <https://dot.alaska.gov/procurement/awp/vendorcheck.html>

If a Subcontractor does not have a Vendor ID in AASHTOWare, leave that field blank but fill in the Vendor Name and applicable NAICS codes.

For electronically submitted proposals, attach a copy of the completed excel file as an attachment in BidX. If manually submitting a proposal by a means other than BidX, email the excel file to the regional contracts office conducting the procurement prior to the Proposal due date and time (Central– [crdotpfcontracts@alaska.gov](mailto:crdotpfcontracts@alaska.gov); Northern– [dot.nrcontracts@alaska.gov](mailto:dot.nrcontracts@alaska.gov); SouthCoast– [srdotpfcontracts@alaska.gov](mailto:srdotpfcontracts@alaska.gov)).

The collection of this information is a requirement of 49 CFR 26.11(c) and is required of all Proposers at the time of proposal submission to ensure DOT&PF's compliance with Federal Regulation.

15.9 Award of this contract will be contingent on receipt of federal funding.

# SUBMITTAL CHECKLIST

PART

**B**

Offeror may use left margin to check off items when completed.

**An Alaska Business License is required of Contractors who do business in Alaska at time of award (AS 36.30.210(e)).**

- [ ] 1. Offerors must carefully review this RFP Package for defects and questionable material, and become familiar with submittal requirements. Submit written comments to the address shown under "Submittal Deadline and Location" on page 1 of Part A - RFP. Substantive issues will be addressed in a written addendum to all RFP recipients on record. Failure to comply with directions may result in lower score and may eliminate a submittal from consideration. Protests based on alleged improprieties or ambiguities in a solicitation may be disallowed at the discretion of the Contracting Agency if the protest is not received in writing at least ten (10) Agency work days prior to the Submittal Deadline (AS 36.30.565).
- [ ] 2. Review Part A - RFP and the proposed Statement of Services and any other attached or referenced materials. If no Statement of Services is attached, telephone the Agency contact person identified on page 1 of Part A.
- [ ] 3. Review Part C - Evaluation Criteria. Read each criterion in light of the proposed Statement of Services. Note any project specific criteria which may have been added or any changes to standard criteria descriptions which may have been made. Be aware of the assigned weight for each criterion. If a weight is not entered for any criterion on Part C, notify the Agency contact person. Plan your proposal to address the applicable criteria. Criteria Responses shall not exceed the number of pages stated below. **Note:** If weight is applied to Criterion #11, Alaska Bidder (Offeror) Preference, that box must be checked on page 1 of Part D, rfp-d.
- [ ] 4. Prepare a distinct Response for each criterion that has a weight more than zero. Failure to respond directly to any criteria weighted more than zero will result in an evaluation score of zero for that criteria. Any Responses to criteria weighted zero will be disregarded. Acceptable Responses must be specific and directly related to the Contracting Agency's proposed Statement of Services. Marketing brochures, federal SF330s, marketing resumes, and other non-project specific materials will be discarded without evaluation and should not be submitted.
- [ ] 5. **Each criterion Response must be titled, numbered and assembled in the order in which the criteria are listed in Part C**, so the criterion to which information applies shall be plainly evident. Material not so identified or assembled may be discarded without evaluation.
- [ ] 6. Price ☐ is ☒ is not an evaluation criterion for the proposed contract.  
If Price is a Criterion, prepare **Billing Rates and/or Price Proposals** as described in Criteria #12 and/or #13.
- [ ] 7. Complete all entries on Part D - Proposal Form. Note the statutory requirements for Alaska business licenses and professional registrations, and be sure to sign and date the Certification. Copies of licenses and registrations may be provided with submittal, and will not count in the requirements of #8 below.

- [ ] 8. Attach Criteria Responses (**except any Billing Rates or Price Proposals**) to Part D - Proposal Form. The maximum number of attached pages (**each printed side equals one page**) for Criteria Responses shall not exceed: **Eight (8) pages**. Attached page limit does not include the four-page Part D - Proposal Form, or any Billing Rates or Price Proposals.
- Criteria Responses shall be presented in **8-1/2" X 11" format**, except for a minimal number of larger sheets (e.g., 11" x 17") that may be used (e.g., for schedules) if they are folded to 8-1/2" X 11" size. Large sheets will count as multiple pages at 93.5 square inches or fraction thereof per page, unless otherwise noted.
- CAUTION:** Criteria Responses which do not comply with the required page limit or presentation size, may result in disqualification. Further, small print or typeface that is difficult to read may negatively influence evaluation of your submittal and affect scoring for "Quality of Proposal."

CHECKLIST IS CONTINUED NEXT PAGE

[ ] 9. N/A

[ ] 10. Parts A, B and C of Form 25A270 and the proposed Statement of Services shall not be returned to the Contracting Agency. **Submittals shall consist of the following applicable items assembled as follows and in the order listed:**

[ ] 10.1 Completed Part D - Proposal Form (generally at least one copy with original signature) and Responses to all evaluation criteria -- **except Billing Rates, Price Proposals** – attached. Each copy shall be fastened with one staple in the upper left corner. No other form of binding shall be used and no cover and no transmittal letter will be included. **CAUTION:** Failure to comply with this instruction will negatively influence evaluation of Submittal.

[ ] 10.2 Number of copies of Part D (**all pages**) and Criteria Responses (**except Billing Rates, and Price Proposals**) required is: **Six (6), if hand delivered.**

[ ] 10.3 If **Billing Rates and/or Price Proposals** are required, **one copy** bound with one staple in the upper left corner separately enclosed in a sealed envelope marked on the outside to identify it as a **Billing Rates or Price Proposal** and the names of the Project and Offeror. Each **Billing Rates or Price Proposal** must be signed and dated by the person who prepares it (may be different signatures for each Subcontractor).

[ ] 10.4 If Item 9, above, is completed for this RFP Package, any submittal items described therein. Unless otherwise stated, one copy only, bound appropriately.

[ ] 10.5 Pre-Audit Statement, DOT&PF Form 25A257, shall **not** be provided with Submittal. (See Notice #10 on page 3 of Part A - RFP.)

[ ] 10.6 **CAUTION:** If you replicate (other than by photocopy) Part D or any form in lieu of completing the forms provided by the Contracting Agency, provide a signed certification that lists such forms and attests that they are exact replicas of that issued by the Contracting Agency. Changed forms may result in rejection at the Contracting Agency's discretion. Any alteration – other than completion of the required entries – may be cause for rejection without recourse.

[ ] 11. Deliver **submittals in one sealed package** to the location and before the submittal deadline cited in Part A - RFP. **Mark the outside of the package** to identify the Project and the Offeror. Proposals must be received prior to the specified date and time. Late proposals will not be opened (2 AAC 12.250).

# EVALUATION CRITERIA

PART

C

Criteria with a weight of zero are not applicable and should be disregarded. If a weight is not indicated for any criterion, telephone the Agency Contact person identified at the top of page 1 of Part A - RFP.

## SECTION I - TECHNICAL PROPOSAL

### 1. Objectives and Services

1. Weight: 15

Response must **demonstrate your comprehension of the objectives and services** for the proposed contract. Do not merely duplicate the Statement of Services provided with this RFP. Also, consider if Statement of Services is sufficiently explicit; are expressed or implied schedules attainable/economically feasible; etcetera? Explain. **Define any assumptions made** in formulating Criteria Response. If design services for a construction project are included, express any opinions regarding alternative design considerations that could impact construction costs.

### 2. Methods

2. Weight: 15

Response must outline the methods for accomplishing the proposed contract or, if methodology is contained in the proposed Statement of Services, address its adequacy. Describe what, when, where, how, and in what sequence the work will be done. Address how proximity to the Project site, *particular* geographic familiarity, experience, and capabilities of your firms (Offeror and Proposed Subcontractors) and Project Staff might *specifically* contribute to the proposed methods. Identify the amount and type of work to be performed by any Subcontractors. Consider how each task may be carried out; what services or interaction required from/with the Contracting Agency; etcetera. Suggest alternatives, if appropriate. Identify any **distinct and substantive qualifications** for undertaking the proposed contract such as the availability of specialized equipment or unique approaches or concepts **relevant to the required services** which the firms may use.

### 3. Management

3. Weight: 10

Response must describe the administrative and operational structures that will be used for performing the proposed contract. For example consider: who will have overall responsibility for the contract? Who will have direct responsibility for specific disciplines? What will the lines of authority be? For any individual who would be in "responsible-charge" (reference AS 08.48) as an Architect, Engineer, Land Surveyor or Landscape Architect, so state and list his/her Alaska professional registration number. A graphic depiction is preferred in your response to this criterion. Additionally, the Contracting Agency may want to inspect work products in progress and have a close ongoing working relationship with your Project Staff. Accordingly, your response should also identify where the various contract services will be performed, *in proximity to the Contracting Agency's office*, and how communications will be maintained between your Project Staff, the Contracting Agency, and (as applicable) any other government agencies or the public.

### 4. Proposed Project Staff

4. Weight: 20

Response must name the individuals to perform the following **FUNCTIONS** plus any other professional/technical functions you deem essential to perform the services:

1. Contract Management (contract compliance)
2. Survey Management\* (**Alaska AELS Type L License**) (single point-of-contact directly engaged in contract performance)
3. Land Surveying\* & Mapping\* (**Alaska AELS Type L License**)
4. Photogrammetry (ASPRS Certification Required)\*\*

\*All personnel acting in responsible charge for all Architectural, Engineering, Land Surveying, and Landscape Architecture functions require an Alaska Registration and must be identified in your proposal.

\*\*Identify in your proposal your ability to provide staff for this function should the Contracting Agency add the services to the contract by amendment.

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Describe the work to be performed by the individuals you name to perform essential functions and detail their specific qualifications and substantive **experience directly related to the proposed contract**. A response prepared specifically for this proposal is required. Marketing resumes often include non-relevant information that may detract from the evaluation of proposal. Lists of projects are not useful. Focus on individual's specific duties and responsibilities and how project experience is relevant to the proposed contract.

For each person named, identify their: employer, professional discipline or job classification and state of residency. List at least three (3) professional references (contact persons and telephone numbers) for each person.

## 5. Workload and Resources

5. Weight: 25

(1) Discuss both current and potential time commitments of your proposed Project Staff to all clients. Include contracts that are in negotiations with DOT&PF.

(2) Provide the projected workload of each firm (Offeror and Proposed Subcontractors) for all clients. A quarterly breakdown is preferred.

(3) Provide a list and status of current contracts with the Contracting Agency in which your proposed Project Staff are participating (include all current contracts statewide with regions, divisions, etc.).

(4) Demonstrate adequate support personnel, facilities, and other resources to provide the services required.

(5) Briefly address capabilities for providing additional services and/or services under an accelerated schedule. Also address capacity to reassign personnel, equipment, and facilities whenever the proposed contract would not require such capabilities or was delayed.

## 6. Past Performance & Quality Control

6. Weight: 10

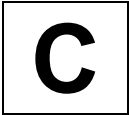
Response must describe previous projects the project team has worked on that are related in size and scope to this project. Describe the dollar amount of each project, a brief narrative of the successes of the project, and the year of completion. Address how the experience will help your team to perform under this contract. Provide references (contact name and phone number) for each project. Indicate which of the proposed firms and project staff was involved in each project. The State reserves the right to investigate referenced projects, contact references and research other projects that the respondent has worked on.

Include in your response a description of your firm's quality control process and how this process has affected the quality of your deliverables. Use specific examples.

## 7. Quality of Proposal

7. Weight: 5

**Offerors do not respond to this criterion.** Committee members will rate this criterion based on their perception of the clarity, completeness and presentation of submittal. Note: This criterion is **NOT** used to evaluate color, graphics or other visual techniques except as they may detract from legibility.



8. N/A

8. Weight: 0

9. N/A

9. Weight: 0

## SECTION II - PREFERENCES

**10. Disadvantaged Business Enterprises****49 CFR 26****10. Weight: 0**

This solicitation is being conducted under the Department's Race Neutral Disadvantaged Business Enterprise (DBE) program for construction-related professional services solicitations. Therefore, there is no DBE goal for this solicitation and the criterion has a weight of zero (0).

See rfp-a, section 15. Special Notices, paragraph 15.2.

**11. Alaska Bidder (Offeror) Preference****23 CFR 172.7(a)(1)(iii)(C), AC 150/5100-14E, and 2 AAC 12.260(e)****Weight shall be "0" if any federal funding, otherwise weight shall be at least "10".****11. Weight: 0**

To be granted this preference:

***Offeror must claim the Alaska Bidder (Offeror) Preference on page one of Part D Proposal Form. In claiming the Alaska Bidder (Offeror) Preference on page one of Part D, the Offeror is certifying that they meet the following requirements per AS 36.30.990:***

- (A) Firm holds a current Alaska Business License;
- (B) Proposal is submitted under the name as appearing on the Firm's current Alaska Business License;
- (C) Firm has maintained a place of business within Alaska, staffed by the Firm or an employee of the Firm, for a period of six months immediately preceding the date of the offer;
- (D) Firm is incorporated or qualified to do business under the laws of the State of Alaska, is a sole proprietorship, and the proprietor is a resident of Alaska, is a limited liability company organized under AS 10.50 and all members are residents of Alaska, or is a partnership under AS 32.06, or AS 32.11 and all partners are residents of Alaska; and
- (E) If the Firm is a Joint Venture, it is composed entirely of entities that qualify under (A) - (D).

*Alaska Bidder (Offeror) Preference will be scored: Rating x Number of Evaluators x Weight = Criterion Score.*

*Rating will be as follows:*

*An Alaska Offeror's preference (i.e., a Rating of 5) will be assigned to the proposal of an Offeror who certifies (by claiming the preference on page one of Part D) that they are an Alaska Bidder (Offeror) as described above.*

*No Alaska Offeror's preference (i.e., a Rating of 0) will be assigned to the proposal of an Offeror who does not certify (by failure to claim the preference on page one of Part D) that it qualifies as an Alaska Bidder (Offeror) as described above.*

No narrative response to this criterion is required within the Offeror's Proposal.

## SECTION III - PRICE

If price is not an Evaluation Criterion, weights for both Criterion #12 and #13 shall be "0". If price is an Evaluation Criterion, the sum of weights for Criterion #12 and #13 shall be at least "10", and all Offerors shall submit Price Proposals in the specified format(s).

See item #9, under Notices in Part A – RFP, regarding statutory and regulatory provisions about price competition and item #10.3, in Part B – Submittal Checklist, regarding procedure for submittal of Billing Rates and/or Price Proposals. Cost terminology is explained on page 2 of the Pre-Audit Statement (DOT&PF Form 25A257).

CAUTION: Submittal of Offeror's or Subcontractor's "standard" rate schedules or other pricing documents which are not in required format will be non-responsive if they do not allow direct comparison with other responsive proposals.

Rates and costs proposed by the Offeror selected for contract negotiations may be investigated for reasonableness and allowability in accordance with AS 36.30.400, .420 & .480, 2 AAC 12.550 and the contract cost principles in 48 CFR Part 31. Unsupported rates and costs may be disallowed or result in termination of negotiations, or contract award. All proposed rates and the negotiated contract rates will be public information.

12. Labor Billing Rates (Required Format)

12. Weight: 0

Provide a proposed total hourly Billing Rate (i.e., inclusive of Direct Cost of Direct Labor, all Indirect Costs, and Fee) only for each of the job **FUNCTIONS** listed below. Note: Some of these functions may be performed by one or more employees of the Offeror or Subcontractors; consequently, an individual might be billed under the contract at different rates appropriate to the functions performed. **Only the maximum rate paid to any individual for each listed job function** – regardless of employer (Offeror or Subcontractor) – **must be provided and will be considered for this response**. Rates for lower paid individuals or for other job functions, if any, will be addressed during contract negotiations.

1. Contract Management	(Estimated at	% of total labor effort)
2. Project Management	(Estimated at	% of total labor effort)
3.	(Estimated at	% of total labor effort)
4.	(Estimated at	% of total labor effort)
5.	(Estimated at	% of total labor effort)

\*In accordance with the submittal Checklist ('rfp-b'), item 10.3, *Billing Rates must* be signed and dated by the person who prepares it (may be different signatures for each Subcontractor)

Response will be scored as follows: The maximum hourly rates proposed for the job functions listed above will be multiplied by the percentage of total labor effort (estimated above) and then summed to obtain an aggregate rate for each Offeror. If more than one rate is provided for any job function, only the highest rate will be used. Each Offeror's score will be calculated using the following equation – except that the **score will be zero if a rate for each listed function is not provided by an Offeror**.

$$\frac{(\text{Lowest aggregate rate from all Offerors}) \times (\text{MPP}^*)}{(\text{Offeror's aggregate rate})} = \text{Offeror's Criterion Score}$$

\*MPP = Maximum Possible Points = (5) x (Number of Evaluators) x (Weight)

If no federal funding, then per AS 36.30.250(b), aggregate rates shall be reduced for the above calculation by the following applicable percentages when the rates are from Offerors that **designate preferences on page one of Part D**.

- ALASKA BIDDER (OFFEROR) PREFERENCE [2 AAC 12.260(d)]..... 5%
- ALASKA VETERAN-OWNED BUSINESS PREFERENCE [AS 36.30.175] (maximum \$5000)..... 5%
- and only ONE of the following:
- EMPLOYMENT PROGRAM PREFERENCE [AS 36.30.170(c)] ..... 15%
- DISABLED SOLE PROPRIETOR OR 50% DISABLED EMPLOYEES [AS 36.30.170(e & f)]..... 10%

To claim employment or disabled preference, Offeror must be on the appropriate Alaska Division of Vocational Rehabilitation list at the time designated for opening (i.e., receipt) of proposals.

**13. Total Price Proposal (Required Format)****13. Weight: 0**

Provide proposed costs for all labor, subcontracts, equipment, expenses, etc., and a proposed amount for Fee. Submit a separate price proposal in the following format for the Offeror and for each Subcontract (first, second, third tier, etc.) that may exceed \$25,000. Each price proposal must be signed and dated by the person who prepares it. Note that the PRICES of the next lower tier subcontracts must be listed as COSTS in Item #4 (Other Direct Costs) of the price proposal for the next higher tier contractor so that the price of all subcontracts "roll-up" into the Offeror's total price proposal.

1. Show project title, project number, and Offeror or Subcontractor Name.

2. **Direct Costs of Direct Labor (DCDL)**

Show the estimated costs for each job classification of employees proposed for the contract. List under the following headings. Names required only for key staff and/or persons in "responsible-charge" (Ref: AS 08.48). **Hourly Rates must not include Indirect Costs or Fee.**

<u>Job Classification</u>	<u>Name</u>	<u>Total Hours</u>	<u>Rate(\$/hr)</u>	<u>Proposed Costs (\$)</u>
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Total DCDL: \$ \_\_\_\_\_

3. **Indirect Costs (IDC)**

These costs include what are generally referred to as 1) Fringe Benefits and 2) Overhead (including direct and indirect costs of Indirect Labor). Show the Proposed IDC Rate as a percentage of Direct Costs of Direct Labor and the product (IDC Amount) of that Rate multiplied by the total DCDL.

IDC Rate: \_\_\_\_\_ % IDC Amount: \$ \_\_\_\_\_

4. **Other Direct Costs (ODC)**

These costs include: subcontracts, equipment (company owned or rented), and reimbursable expenses (e.g., transportation, food and lodging, reproduction) – if not included in Indirect Costs. List proposed costs under the following headings. If multiples of an item required, list the proposed quantity, unit rate, and total cost for each. **Costs must be based on actual costs to the offeror or the subcontractor, without any profit or other markup.**

<u>Item</u>	<u>Quantity</u>	<u>Cost (\$/Unit)</u>	<u>Proposed Costs (\$)</u>
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Total ODC: \$ \_\_\_\_\_

5. **Total Proposed Cost**

Sum of DCDL + IDC + ODC

Total Cost: \$ \_\_\_\_\_

6. **Proposed Fee**

List a proposed amount (Contract Fee is generally negotiated using a structured Fee analysis of proposed costs).

Proposed Fee: \$ \_\_\_\_\_

7. **Total Proposed Price**

Sum of Total Proposed Cost plus Proposed FEE.

Total Price: \$ \_\_\_\_\_

8. *In accordance with the Submittal Checklist ('rfp-b'), item 10.3, Price Proposals must be signed and dated by the person who prepares it (may be a different signature for each subcontractor).*

Response will be scored as follows: 
$$\frac{(\text{Lowest Total Proposed Price}) \times (\text{MPP}^*)}{(\text{Offeror's Total Proposed Price})} = \text{Criterion Score}$$

\*MPP = Maximum Possible Points = (5) x (Number of Evaluators) x (Weight)

If no federal funding, then per AS 36.30.250(b), total price shall be reduced for the above calculation by the following applicable percentages when the prices are from Offerors **designate preferences on page one of Part D.**

- ALASKA BIDDER (OFFEROR) PREFERENCE [2 AAC 12.260(d)]..... 5%
- ALASKA VETERAN-OWNED BUSINESS PREFERENCE [AS 36.30.321(f)] (maximum \$5,000)..... 5%
- and only ONE of the following:
- EMPLOYMENT PROGRAM PREFERENCE [AS 36.30.321(b)] ..... 15%
- DISABLED SOLE PROPRIETOR [AS 36.30.321(d) / (k)] ..... 10%

To claim employment or disabled preference, Offeror must be on the appropriate Alaska Division of Vocational Rehabilitation list at the time designated for opening (i.e., receipt) of proposals.

# Alaska Department of Transportation & Public Facilities

## PROPOSAL FORM

PART

D

**THIS FORM MUST BE THE FIRST PAGE OF PROPOSAL.** Attach criteria responses as explained in Part B - Submittal Checklist. No transmittal letter or cover sheet will be used.

### PROJECT

Project Numbers-State/Federal ..... : CFAPT01224 / AIP 3-02-0303-XXX-20XX  
 Project Title..... : Tuntutuliak Airport Improvements Surveying & Mapping Services  
 RFP No..... : 25262047

### OFFEROR (CONTRACTOR)

Contractor ..... :  
 Street ..... :  
 P.O. Box ..... :  
 City, State, Zip ..... :  
 Alaska Business License Number ..... :  
 Federal Tax Identification No. .... :  
 DOT&PF DBE Certification No. (if any)..... :  
 Individual(s) to sign contract..... :  
 Title(s)..... :  
 Type of business enterprise (check one) .... : ☐ Corporation in the state of ..  
☐ Individual ☐ Partnership ☐ Other(specify) ..... :

### ALASKA STATUTORY PREFERENCES (IF NO FEDERAL FUNDING)

Check the applicable preferences that you claim for the proposed contract (reference Criteria 11, 12 & 13 in Part C):  
☐ Alaska Bidder (Offeror) **AND>>** ☐ Veterans **AND>>** ☐ Employment Program or ☐ Disabled Persons

### PROPOSED SUBCONTRACTOR(S)

<u>Service, Equipment, etc.</u>	<u>Subcontractor &amp; Office Location</u>	<u>AK Business License No.</u>	<u>DOT&amp;PF DBE Certification No.</u>

### CERTIFICATIONS

I certify: that I am a duly authorized representative of the Contractor; that this Submittal accurately represents capabilities of the Contractor and Subcontractors identified herein for providing the services indicated; and that the requirements of the Certifications on page 2 and 3 of this Part D for 1) Alaska Licenses/Registrations, 2) Insurance, 3) Federal-Aid Contracts exceeding \$100,000, 4) Cost and Pricing Data, 5) Trade Restrictions/Suspension/Debarment, 6) Foreign Contracting, 7) DBE Commitment, and 8) Former Public Officer – will be complied with in full. These Certifications are material representations of fact upon which reliance will be placed if the proposed contract is awarded. Failure to comply with these Certifications is a fraudulent act. The Contracting Agency is hereby authorized to request any entity identified in this proposal to furnish information deemed necessary to verify the reputation and capabilities of the Contractor and Subcontractors. This proposal is valid for at least ninety days.

Signature ..... : \_\_\_\_\_  
 Name ..... : \_\_\_\_\_  
 Title ..... : \_\_\_\_\_  

Date: \_\_\_\_\_  
 Telephone (voice): \_\_\_\_\_  
 (fax): \_\_\_\_\_  
 Email Address: \_\_\_\_\_

## **CERTIFICATION FOR ALASKA BUSINESS LICENSES AND REGISTRATIONS**

**PART**

**D**

Contractor and all Subcontractors shall comply with the following applicable requirements of Alaska Statutes:

1. **Alaska Business License** (Form 08-070 issued under AS 43.70) at the time contract is awarded as required by AS 36.30.210(e) for Contractor and all Subcontractors. In accordance with Administrative Manual, Section 81.120, proof of application for an Alaska Business license will satisfy this requirement. Per AAM 81.120, acceptable evidence that the offeror possesses a valid Alaska business license consists of any one of the following:
  - a. Copy of the Alaska business license.
  - b. A canceled check that demonstrates payment for the Alaska business license fee.
  - c. A copy of the Alaska business license application with a receipt stamp from the State's business license office.
  - d. A sworn notarized affidavit that the bidder/offeror applied and paid for the Alaska business license.
  - e. Other forms of evidence acceptable to the Department of Law.
2. **Certificate of Registration** for each individual to be in "responsible charge" (AS 08.48.341(11-14)) for Architecture, Engineering, Land Surveying, or Landscape Architecture (Form 08-2407 issued under AS 08.48.211) issued prior to submittal of proposal. Associates, consultants, or specialists under the supervision of a registered individual in "responsible charge" are exempt from registration requirements (AS 08.48.331).
3. **Certificate of Authorization for Corporations, Limited Liability Companies, and Limited Liability Partnerships** for Contractors and Subcontractors for Architecture, Engineering, Land Surveying, or Landscape Architecture (Form 08-2407 issued under AS 08.48.241). Entities offering to provide Architectural, Engineering or Land Surveying services do not need to be registered for such disciplines at the time proposal is submitted provided they obtain registration prior to contract award (AS 08.48.241).
4. **Certificate of Incorporation** (Alaska firms) or **Certificate of Authorization for Foreign Firm** ("Out-of-State" firms). All corporations, regardless of type of services provided, must have one of the certificates (AS 10.06.218 and other sections of Title 10.06 - Alaska Corporations Code).
5. **Current Board of Director's Resolution** for incorporated Contractors and incorporated Subcontractors for Architecture, Engineering, Land Surveying or Landscape Architecture (reference AS 08.48.241) that names the person(s) designated in "responsible charge" for each discipline. Such persons shall be licensed in Alaska and shall participate as project staff in the Contract/Subcontracts.
6. **All partners** in a Partnership to provide Architectural, Engineering, Land Surveying, or Landscape Architecture **must be legally registered in Alaska** prior to submittal of proposal for at least one of those disciplines (AS 08.48.251) which the Partnership offers.
7. **Joint Ventures**, regardless of type of services provided, must be licensed/registered in the legal name of the Joint Venture as used in this proposal (AS 43.70.020 and 43.70.110(4)).
8. **Contracts for Architecture, Engineering, Land Surveying, or Landscape Architecture** may not be awarded to individuals, corporations or partnerships not in compliance, respectively, with the provisions of paragraph 2, 3, and 6, above (AS 36.90.100).

**For information about licensing, Offerors may contact the Alaska Department of Commerce, Community, and Economic Development, Division of Corporations, Business and Professional Licensing at P.O. Box 110806, Juneau, AK 99811-0806, or at Telephone (907) 465-2550, or at Internet address: <https://www.commerce.alaska.gov/web/cbpl>**

## **CERTIFICATION FOR INSURANCE**

Contractor will ensure that it and all Subcontractors have insurance coverage to effectuate the requirements of DOT&PF Form 25A269, Indemnification and Insurance.

## **CERTIFICATION FOR FEDERAL-AID CONTRACTS EXCEEDING \$100,000**

The individual signing this proposal certifies to the best of his or her knowledge and belief, that:

- (1) No federal appropriated funds have been paid, by or on behalf of the Contractor, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Contractor shall complete and submit Standard Form-LLL, Disclosure of Lobbying Activities, in accordance with its instructions. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

This certification is a material representation of fact upon which reliance will be placed if the proposed contract is awarded. Submission of this certification is a prerequisite for making or entering into the proposed contract imposed by Section 1352, Title 31, U.S. Code. The Contractor also agrees by submitting this proposal that Contractor shall require that the language of this certification be included in all lower tier subcontracts which exceed \$100,000 and that all such Subcontractors shall certify and disclose accordingly.

**CERTIFICATION – COST AND PRICING DATA**

In accordance with AS 36.30.400, any cost and pricing data submitted herewith, or in any future price proposals for the proposed contract, will be accurate, complete and current as of the date submitted and will continue to be accurate and complete during the performance of the contract, if awarded.

The Contractor certifies that all costs submitted in a current or future price proposal are allowable in accordance with the cost principles of the Federal Acquisition Regulations of Title 48, Code of Federal Regulations (CFR), Part 31 and that the price proposal does not include any costs which are expressly unallowable under the cost principles of the FAR of 48 CFR 31. In addition, all known material transactions or events that have occurred affecting the firm's ownership, organization and indirect costs rates have been disclosed.

**CERTIFICATION – TRADE RESTRICTIONS AND SUSPENSION AND DEBARMENT**

The individual signing this proposal certifies to the best of his or her knowledge that the Contractor and any subcontractors are in compliance with DOT&PF 25A262 Appendix A, General Conditions, Article A25 and Article A26.

**CERTIFICATION - FOREIGN CONTRACTING**

By signature on this solicitation, the offeror certifies that all services provided under this contract by the contractor and all subcontractors shall be performed in the United States. If the offeror cannot certify that all work is being performed in the United States, the offeror must contact the Contracts Officer to request a waiver at least 10 days prior to proposal deadline. The offeror must provide with their submission a detailed description of the portion of work being performed outside the United States, where, by whom, and the reason the waiver is necessary. Failure to comply with this requirement may cause the state to reject the bid or proposal as non-responsive, or cancel the contract.

**CERTIFICATION – DBE COMMITMENT**

For federal-aid projects with DBE goals: if the Contractor submits a utilization report that proposes to use certified DBE's in the performance of work, the Contractor certifies that every effort will be made to meet or exceed the proposed percentage.

In addition, the Contractor certifies that a Consultant Registration form shall be submitted to the DBE/Civil Rights Office for their firm and each subconsultant prior to award.

**CERTIFICATION – FORMER PUBLIC OFFICER**

Any proposer listing as a member of the proposer's team a current public officer or a former public officer who has left state service within the past two years must submit a sworn statement from that individual that the Alaska Executive Branch Ethics Act does not prohibit his or her participation in this project. If a proposer fails to submit a required statement, the proposal may be deemed nonresponsive or nonresponsible, and rejected, depending upon the materiality of the individual's proposed position.

The Ethics Act bars a public officer who leaves State service from representing, advising or assisting a person for compensation regarding a matter –

that was under consideration by the administrative unit in which the officer served, and in which the officer participated personally and substantially through the exercise of official action,

for two years after leaving state service. See AS 39.52.180(a). "Public officer" includes a state employee, a member of a state board and commission, and a trustee of the Exxon Valdez Oil Spill Trust. "Official action" means a recommendation, decision, approval, disapproval, vote, or other similar action or inaction. Possible remedies for violating the bar include penalties against the former public officer and voiding the state grant, contract or lease in which the former public officer is involved.

Additionally, former public officers may not disclose or use information acquired in the course of their official duties that could in any way result in a benefit to the former public officers or their families, if the information has not been disseminated to the public or is confidential by law, without appropriate authorization. See AS 39.52.140.

Each current or former public officer is responsible for determining whether he or she may serve in the listed capacity on this project without violating the Ethics Act. A form that a former public officer may use to certify their eligibility is attached. Current public officers may seek advice from their designated ethics supervisors concerning the scope and application of the Ethics Act. Former public officers may, in writing, request advice from the Office of the Attorney General, Ethics Attorney concerning the application of the Ethics Act to their participation in this project. It is the responsibility of the individual and the proposer to seek resolution in a timely manner of any question concerning the individual's eligibility.



# PRE-AUDIT STATEMENT

(Confidential when completed)

Submit this form, completed and with required attachments, **only** if specifically requested, and **only** to the following address: DOT&PF, Attn: Office of Internal Review, PO Box 196900, Anchorage, AK 99519-6900, OR email dot.internalreview@alaska.gov. Confidentiality may not be ensured if delivered otherwise.

Evaluation of this statement may preclude the necessity for a comprehensive audit of Contractor's records. Entries may be handwritten, if legible.

1. Identify your financial year including beginning and ending dates .....
2. List your actual costs, by the following categories, for your most recently ended fiscal year. Cost Terminology is defined on the reverse.
  - 2a. Direct Labor ..... \$
  - 2b. Attach a Trial Balance with grouping of accounts used to arrive at the following Indirect Cost amounts:  
Fringe Benefits ..... \$  
General & Administrative Expenses ..... \$  
  
Sum ..... \$
  - 2c. Indirect Cost Rate (Sum of 2b / 2a) ..... Percent (%):
3. If your records have been audited within the last two years by a government agency, attach a copy of the Audit Report.
4. Attach copies of your most recent Internal and Audited (if performed by other than the Contracting Agency) Financial Statements.
5. Are your accounting methods for recording contract costs based on a job or project identified cost system?  
[     ] Yes [     ] No If your response is "No," attach an explanation of your project cost accounting system.
6. Do you charge projects based on unit rates (e.g.: for computer time, laboratory tests, copies or equipment use, etc.)  
[     ] Yes [     ] No If your response is "Yes," attach a list of such items and unit rates.
7. Do you offset revenue received from unit rate payments against the applicable Indirect Cost Accounts?  
[     ] Yes [     ] No

***If you have questions concerning this document, please contact Internal Review at (907) 269-0719.***

## CERTIFICATION

I certify that I am a duly authorized representative of the Contractor and that information and materials enclosed within this statement accurately represent financial records of the office listed below.

Signature: \_\_\_\_\_

Name:

Title:

Contractor:

Date:

Telephone:

Fax:

Office Address for which this Submittal is made:

Address where Accounting Records are maintained,  
if not at Office Address:

Street:

P.O. Box:

City, State, Zip:

:  
:  
:

## **COST TERMINOLOGY**

**DIRECT LABOR** - Base salary or wages paid to employees charged directly to contracts or projects.

**OTHER DIRECT COSTS** - Actual costs of other than Direct Labor. Some examples of Other Direct Costs are subcontracts, equipment (company owned or rented), unit rate items and reimbursable expenses (travel, computer charges, reproduction, etc.). Do not include other direct costs in the Pre-Audit Statement

**INDIRECT COST RATE** – A computed rate developed by adding all of a firm's general and administrative costs, and all other indirect costs, then dividing by a base value, usually direct labor dollars to get a percentage. This rate is normally compiled based on the consultant's applicable fiscal year.

**INDIRECT COSTS** - Indirect costs consist of allowable expenses which, because of their incurrence for common or joint cost objectives, must be prorated (allocated) to jobs or contracts using a specified Indirect Cost Rate. A cost objective is a function, organizational subdivision, contract, project, or work unit for which cost data is accumulated under the Contractor's accounting system. Generally, Indirect Costs are segregated into the following categories: Fringe Benefits and General & Administrative Expenses.

Fringe Benefits - Costs for items such as:

Workers' Compensation Insurance  
Deferred Compensation/Retirement Plans

Vacation Time and Authorized Leave  
Social Security and Unemployment Taxes  
Group Medical Plan and Life Insurance Premiums

Overhead costs for items such as the following, if they are not included in Direct Costs:

Indirect Labor (Supervisory, Administrative, etc.)  
Travel, Food and Lodging  
Maintenance and Depreciation of Equipment/Computers  
Business Insurance Premiums Not Billed to Clients  
Rent, Heat, Power, Light and Janitorial Services

Office Supplies  
Communications  
Reproduction Costs  
Recruiting Expense  
Rentals of Equipment/Computers

**UN-ALLOWABLE COSTS** - Costs for the following items and certain other costs defined in 48 CFR Part 31 and related regulations are not allowable. Such costs shall not be included as Indirect Costs or in the calculation of the Indirect Cost Rate.

Alcoholic Beverages  
Advertising  
Interest and Other Financial Costs  
Contributions and Donations  
Federal Income Taxes  
Goodwill

Organization Costs  
Lobbying Costs  
Bad Debts  
Fines and Penalties  
Entertainment  
Keyman Insurance

**NOTE: IF YOUR ACCOUNTING SYSTEM WHOLLY OR PARTIALLY ALLOCATES INDIRECT COSTS ON OTHER THAN A DIRECT LABOR BASIS, ATTACH A DESCRIPTION OF THE COST POOLS OR SERVICE CENTERS YOU USE AND IDENTIFY THE INDIRECT COSTS RATE(S) AND BASE(S).**

# INDEMNIFICATION AND INSURANCE

## Appendix D in Professional Services Agreements

IRIS Program No:	CFAPT01224
Federal Project No:	AIP 3-02-0303- XXX-20XX
Date Prepared:	06/09/2026

CONTRACTOR shall include the provisions of this form in all subcontracts that exceed \$25,000 and shall ensure Subcontractor's compliance with such provisions.

### ARTICLE D1 INDEMNIFICATION

D1.1 The CONTRACTOR shall indemnify, hold harmless, and defend the CONTRACTING AGENCY from and against any claim of, or liability for negligent acts, errors or omissions of the CONTRACTOR under this Agreement. The CONTRACTOR shall not be required to indemnify the CONTRACTING AGENCY for a claim of, or liability for, the independent negligence of the CONTRACTING AGENCY. If there is a claim of, or liability for, the joint negligent error or omission of the CONTRACTOR and the independent negligence of the CONTRACTING AGENCY, the indemnification and hold harmless obligation shall be apportioned on a comparative fault basis. "CONTRACTOR" and "CONTRACTING AGENCY", as used within this article, include the employees, agents and other contractors who are directly responsible, respectively, to each. The term "Independent Negligence" is negligence other than in the CONTRACTING AGENCY's selection, administration, monitoring, or controlling of the CONTRACTOR and in approving or accepting the CONTRACTOR's Work.

D1.2 The CONTRACTOR shall exercise that degree of skill, care and judgment commensurate with the professional standards for the services of a similar nature. When such standards are in dispute, they shall be established by a panel of three qualified, impartial professionals objectively selected and appointed by the Appeals Officer.

D1.3 The CONTRACTOR shall correct, through re-performance at its expense, any services which are deficient or defective because of the CONTRACTOR's failure to perform said services in accordance with professional standards, provided the CONTRACTING AGENCY has notified the CONTRACTOR in writing within a reasonable time, not to exceed 60 days, of the discovery of any such deficiency during the performance of the services and within 12 months of the date of final payment under this Agreement.

### ARTICLE D2 INSURANCE

D2.1 Without limiting the CONTRACTOR's indemnification, it is agreed that CONTRACTOR shall purchase at its own expense and maintain in force at all times for the duration of this Agreement, plus one year

following the date of final payment, the following policies of insurance. Where specific limits are shown, it is understood that they shall be the minimum acceptable limits. If the CONTRACTOR's policy contains higher limits, the CONTRACTING AGENCY shall be entitled to coverage to the extent of such higher limits. Certificates of insurance must be furnished to the CONTRACTING AGENCY and incorporated into this Agreement with copies attached to this document. Certificates must provide for the CONTRACTING AGENCY to receive notice of any policy cancellation or reduction per AS 21.36 Sections 210-310. Failure to furnish certificates of insurance or lapse of the policy is a material breach and grounds for termination of the CONTRACTOR's services and may preclude other Agreements between the CONTRACTOR and the CONTRACTING AGENCY.

D2.1.1 Worker's Compensation Insurance: The CONTRACTOR shall provide and maintain, for all employees engaged in work under this Agreement, coverage as required by AS 23.30.045, and; where applicable, any other statutory obligations including but not limited to Federal USL&H and Jones Act requirements. The policy(s) must waive subrogation against the State of Alaska.

D2.1.2 Commercial General Liability Insurance: Such policy shall have **minimum** coverage limits of \$300,000 combined single limit per occurrence, covering all business premises and operations used by the Contractor in the performance of services under this agreement. The policy shall be written on an "occurrence" form and shall not be written as a "claims-made" form unless specifically reviewed and agreed to by the CONTRACTING AGENCY.

D2.1.3 Comprehensive Automobile Liability Insurance: Such policy shall have **minimum** coverage of \$300,000 combined single limit per occurrence covering all vehicles used by the Contractor in the performance of services under this agreement.

D2.1.4 Professional Liability (E&O) Insurance: Covering all negligent errors or omissions, and negligent acts, which the CONTRACTOR, Subcontractor or anyone directly or indirectly employed by them, make in the performance of this Agreement which result in financial loss to the State of Alaska. Limits required are per the following schedule:

**MINIMUM LIMITS OF E&O INSURANCE**

<u>Contract Amount</u>	<u>Combined Single Limit, Per Claim &amp; Annual Aggregate</u>
Under \$25,000	As Available
\$25,000 to \$100,000	\$300,000
\$100,000 to \$499,999	\$500,000
\$500,000 to \$999,000	\$1,000,000
\$1,000,000 to \$1,999,999	\$2,000,000
\$2,000,000 to \$4,999,999	\$5,000,000
\$5,000,000 to \$9,999,999	\$10,000,000
\$10,000,000 or above	\$20,000,000

D2.1.5 Professional Liability Insurance required for this

Agreement is \$ 500,000**ARTICLE D3****MODIFICATION OF INSURANCE REQUIREMENTS**

(Article D3 is completed only when some of the standard insurance coverages are not applicable.)

**CONTRACTOR RELATED MODIFICATIONS**

- D3.1 ☐ **Workers Compensation Insurance** is not required because the CONTRACTOR is an Independent Contractor, Sole Proprietor or Self-Employed Person having no employees in any sense of AS 23.30.045.
- D3.2 ☐ **Comprehensive or Commercial General Liability Insurance** is not required because the general public and clients do not have any business access to a place of business or home office maintained by the CONTRACTOR.
- D3.3 ☐ **Comprehensive Automobile Liability Insurance** is not required because only public transportation, or a rented passenger vehicle with business use insurance, will be used to accomplish requirements of this Agreement.

**PROJECT RELATED MODIFICATIONS FOR E&O COVERAGE**

***When services may apply to fire, life safety or structural aspects and/or wherever the services should safeguard life, limb, health or property, Professional Liability Insurance shall be required.***

(E&amp;O Coverage may be waived only if it was specifically not required within the solicitation for proposals.)

- D3.4 ☐ **Professional Liability (E&O) Insurance** is not required because: 1) the CONTRACTING AGENCY's use of the services or Work products obtained from the CONTRACTOR will not result in significant exposure to any third party claims for loss or damage; and 2), the CONTRACTOR services will not apply to any construction, alteration, demolition, repair or direct use of any highway, airport, harbor, building or other structure.
- D3.5 ☐ **Professional Liability (E&O) Insurance** is not required because this Agreement is for one of the following applicable (*checked*) services for which E&O coverage is not needed:
- ☐ Right-of-Way Fee Appraisals
  - ☐ Photogrammetric Mapping Services
  - ☐ Architectural/Engineering review of Construction Bid Documents wherein design responsibility clearly remains with the designer of record.

**OTHER BASIS FOR MODIFICATIONS**

(Requires written concurrence from Division of Risk Management)

- D3.6 ☐ Attached Exhibit D-1 identifies and provides justification for insurance modifications.

Above *checked* modifications of the insurance requirements specified in Article D2 are hereby approved:**CONTRACTING OFFICER**
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_

# PROPOSED STATEMENT OF SERVICES APPENDIX B

<b>RFP No:</b> 25262047
<b>IRIS Project No:</b> CFAPT01224
<b>Federal Project No:</b> AIP 3-02-0303-XXX-20XX
<b>Date Prepared:</b> 06/09/2026

## Tuntutuliak Airport Improvements Survey & Mapping Services

### ARTICLE B1 INDEX

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#### **Exhibit B-1 Survey Request, Tuntutuliak Airport (dated 5/21/2026)**

**NIC** is abbreviation for Not in Contract. The Contracting Agency reserves the right to add (NIC) tasks by amendment. However, it is under no obligation to do so and reserves the right to complete the services by any other means, including the use of in-house forces.

### ARTICLE B2 GENERAL CRITERIA FOR SURVEYING AND MAPPING SERVICES

**B2.1 Standards.** The Contractor shall perform the services to standards called for in the Alaska State Professional Land Surveyors (ASPLS) Standards of Practice, the California Geodetic Control Committee (CGCC) Standards for Band IV surveys, U.S. COE Manual EM-1110-1-10000 for Photogrammetric Mapping, or the DOT&PF Construction Surveying Requirements, as appropriate to the services being performed.

All studies, reports and services shall be performed in accordance with applicable codes, regulations and standards; professional practice procedures; and commonly recognized surveying and mapping methods. The contractor shall package the deliverable in an electronic format using folders. The Contractor shall not begin surveying for design, surveying for right-of-way, or right-of-way mapping without specific written authorization from the Contracting Agency.

**B2.2 Considerations.** The Contractor shall consider the geographical location of the project as well as other environmental and site specific constraints when performing services. The Contractor shall procure the necessary right of entry permissions when required, including private property, any Native Allotments, and Alaska Railroad property.

**B2.3 Registration.** All survey services shall be conducted by, or under, the direct supervision of a Professional Land Surveyor (PLS) holding current registration in the State of Alaska. A PLS shall be an active, on-site field supervisor of the survey crew. A PLS shall also be directly involved in the preparation of all survey deliverables.

**B2.4 Field books.** The Contractor shall furnish hardbound field books for recording survey information. The books shall become the property of the Contracting Agency after the survey information has been entered and the contract completed. Each book shall be labeled with the project name and an appropriate title, e.g. Horizontal Control, Vertical Control, etc., and shall have an index and comments page. The index page shall reference the contents by page number. A readable PDF copy of the field books is acceptable.

**B2.4.1** Field notes shall be kept in a neat and orderly fashion. All pages shall be consecutively numbered, showing date, weather, and crew names. All abbreviations used shall be described on the comments page. Sketches are to be

used frequently and shall be detailed enough to assist in following the progression of the services. Notes and sketches shall be adequately detailed to convey their intent to a person who is not familiar with the project. Descriptions of all monuments or other points, recovered or set, are to include the data stamped on the monument and the condition of the monument.

**B2.5 Units.** U.S. Customary System of Measurement (foot units) shall be used throughout development of the project. Any metric conversions required shall be based upon the U.S. Survey Foot (3937 feet = 1200 meters exact).

**B2.6 Drawings, Plats, and Maps** shall be prepared in electronic format as specified by the Contracting Agency.

**B2.6.1** Unless otherwise stated, the format and standards for all drawings will be according to the most current DOT/PF Central Region Design Drafting Manual. These standards are available upon request. The plotted scale shall be as specified by the Contracting Agency.

**B2.6.2** Drawings shall be produced and provided in English (U.S. Survey foot units) format. Distances will be shown in horizontal ground foot units. Areas shall be annotated with "Ac." for acres, and "sq. ft." for square feet. Metric units shall not be shown on drawings developed for design work, unless requested to do so by the Contracting Agency.

**B2.6.3** All linework and lettering must be of professional quality and all line widths and lettering sizes must be of such size that all information can be clearly shown without overlap or confusion. All lettering must be a minimum size of 0.1 inch at a full-scale plot. Lettering and linework must be in the appropriate black drafting ink. AutoCAD style names and fonts shall follow the Contracting Agency's specified standards. See the current Design Drafting Manual (B2.6.1)

**B2.6.4** Linework shall not run through text. Do not break lines at text; mask the linework using color 155 solids. Solids shall be placed on the same layer as the text that the solid lies under.

**B2.6.5** Drawings are to be accurate models of the data shown, e.g.; a line labeled N 10°00'00" E 104.35' shall be electronically drawn exactly as labeled, a line that is shown to terminate at a monument symbol shall be electronically drawn with no distance between the endpoint of the line and the center of the symbol, etc.

**B2.6.6** All CAD work within Model Space shall be color by layer. The drawing shall include metadata, to include: control statements, drawing notes, and any other survey related info shown as text within Model space. The drawing shall be purged before submitting. Zoom to extents and remove any extraneous features. Check to ensure that all symbols are the same scale, which should be the plotted scale of the drawing. A standard DOT&PF north arrow, a legend depicting only the symbols and linework used on that sheet, a foot unit bar scale, and standard DOT&PF border will be included on each sheet within the drawing. Do not include any extraneous backup files.

**B2.6.7** Final Plans, Maps, and Plats shall be submitted electronically and with solid black ink on 22" x 34" original mylar. All final drawings shall be plotted so that the ink is on the front surface of the mylar. Topographic drawings are not required to be plotted.

**B2.6.8** Drawings not meeting these standards will be rejected. All drawing files shall be submitted electronically to the AK DOT&PF Survey Manager upon completion for review. The contractor shall perform their own internal review of these products before delivery, to see that Department standards have been followed.

**B2.7 TINs** shall be an Autodesk Civil3D Surface or 3D lines with an accompanying LandXML file. Include the TIN boundary as a closed polyline at elevation zero, and the fault lines as 3D polylines. All TINs produced shall be checked by ground based survey methods and by field inspection of contours generated by the TIN.

**B2.7.1** A TIN certificate shall be submitted, signed, and sealed by the responsible PLS and shall contain the following: 1) the methods used to gather data for production of the TIN(s), 2) the accuracy of the TIN(s), and 3) the checks used to substantiate the accuracy of the TIN(s). All ground based TIN(s) shall be field checked before final submittal, and this shall be stated on the TIN certificate. All TIN(s) shall be checked by a PLS using withheld Topographic points randomly collected throughout the TIN(s) area. A minimum of 50 points shall be collected. Provide a spreadsheet showing the elevation differences from the TIN(s). A sample certification of TIN is available from the Contracting Agency's Survey Section.

**B2.8 Coordinate Files** shall be comma-delimited ASCII text files. Data shall be in the sequence Point Number, N, E, Z, and Description. Coordinates shall be given to four decimals for the Northings and Eastings, and two decimals for elevations. Points of unknown elevation shall have a placeholder of -9999 in the Z position. Descriptors are to be case sensitive, e.g.: Rebar5 shall not equal REBAR5. Descriptors for found or set monuments shall follow examples provided by the Contracting Agency.

**B2.8.1 Point Numbering Scheme.** The following point numbering scheme shall be used:

Range	Use
1-200	Primary Control Set (main project, line-of-sight traverses)
201-300	Primary GNSS Control
301-400	Aerial Control Panels or Naturals (HV's)
401-550	Secondary Control Points (Spikes/Nails)
551-600	Recovered Published Hz. Control (NGS, NOS, etc.)
601-700	Set or Recovered Vertical Control
701-2000	Fnd Mons/Prop Cors
2,001-5,000	Computed/Protracted Points, Search, Pre/Post Stakeout
5,001-20,000+	Topography Survey Points

The Surveyor shall ensure that point numbers used in this task do not conflict with point numbers used in other survey tasks on this project.

**B2.9 Electronic Data** (drawing files, coordinate files, reports, etc.) shall be submitted on appropriate size and type of digital media.

**B2.10 Quality Control** shall be performed by the Contractor prior to all submittals. Three dimensional backsight checks shall be recorded at the beginning and end of all instrument setups. Three dimensional coordinate checks shall be recorded at the beginning and end of an RTK GNSS work session. These checks shall become part of the submittal, labeled as "Quality Control Checks" within the Control Summary deliverable. The Contracting Agency will **reject** submittals that do not substantially conform to the requirements of this statement of services.

**B2.11 Reviews.** Draft documents required under this agreement shall be submitted to the Contracting Agency Survey Manager for review. The Contractor shall allow three weeks for the return of written comments. The Contractor shall address and respond to these comments to the satisfaction of the Contracting Agency prior to submitting the final documents.

**B2.12 Submittal Delivery.** Deliverables shall be submitted to the Contracting Agency in accordance with the negotiated schedule.

## **ARTICLE B3** **SURVEYING AND MAPPING SERVICES**

### **B3.1 OVERVIEW**

**B3.1.1 General.** The Contractor shall research all information applicable to the requirements of the assigned project and perform all necessary field and office services necessary to collect geospatial data and to reduce the collected data to a form useful for the Contracting Agency's project.

**B3.1.2 Survey Limits and Scope.** The survey limits and scope are included in the attached project Survey Request.

**B3.1.3 Survey Services** shall be performed in the following sequence unless otherwise directed by the Contracting Agency:

- A. Research
- B. Pre-Work Meeting with ADOT&PF
- C. Control Survey
- D. Aerial Photography/Photogrammetry
- E. Topographic/Planimetric Survey
- F. Bridge Site(s)/Drainage Survey
- G. Special Features
- H. Right-of-Way Survey
- I. Right-of-Way Mapping
- J. Preconstruction Surveying
- K. Post Construction Surveying
- L. Right of Way Engineering Closeout Services

## **B3.2 Control Surveys**

**B3.2.1 General.** Control surveys include establishing horizontal and vertical control points as directed by the Contracting Agency. The Contractor shall prepare a Survey Control Diagram (SCD) showing the results of the control survey. The SCD will be a recorded document, and as such, will need to meet certain criteria. All points used or tied as a part of these control surveys shall be included in the project coordinate file and shown on the SCD. SCD guidelines are available from the DOT&PF Survey Section. Prior to performing field surveys for the project, the Contractor shall meet with the Contracting Agency's Survey Manager, or their designee, to get existing Department control data and to discuss the control requirements for the project.

**B3.2.1.1 Basis of Horizontal Control.** When the primary control is provided by the Contracting Agency, it shall be held as the basis of control for the project. Contact the Contracting Agency if the provided control is found to be disturbed or out of tolerance. Any auxiliary control points necessary to augment this control shall be incidental to the task for which it is required. When the primary control is to be performed by the Contractor, the basis of control shall be as directed by the Contracting Agency's Survey Section. The local project coordinate system to be used shall be based upon transformation parameters supplied by the Contracting Agency.

**B3.2.1.2 Horizontal Control Standards.** All horizontal control survey measurements and references shall be recorded in field books. Electronic data collection can be used to record control data, but is not acceptable as the sole data source for survey measurements. Distances shall be measured and recorded in both feet (nearest 0.01 foot) and meters (nearest 0.001 meter) as a check. Recorded angle sets, at a minimum, will contain 2 direct and 2 reverse measurements of the forward angle right. When the difference between a direct and reverse pointing of an angle pair exceeds six seconds (ten seconds for distances of 150 feet or less), then that angle pair shall be rejected and remeasured. The mean angle right shall be used for all computations. All foresights and backsights shall be of the fixed leg type. Secondary control points may be side-tied in the same manner. Secondary control points shall be, at minimum, a mag-nail in paved areas or a 6-inch spike in unpaved areas.

All traverses performed shall meet or exceed the standards for Third Order Class I, Traverse Surveys as specified in the ASPLS Standards of Practice. All traverses shall be closed; beginning and ending at known points with an allowable linear error of closure of 1:10,000 or better. In no case shall ground traverses run greater than 2 miles between GNSS controlled points. Static GNSS work shall meet current CGCC Standards for Band IV Surveys. Traverse and GNSS network adjustments shall be by simultaneous least squares adjustment methods.

All cadastral, property, or right of way corners controlled with GNSS shall be done using Static GNSS survey methods. These corners are to be considered secondary control and need only to be occupied once, providing there is a minimum of two 20 minute duration vectors from project control computed for the corner position that differ by no more than 0.08 feet horizontally.

**The use of Post-Processed Kinematic (PPK) or Real-Time-Kinematic (RTK) GNSS procedures are not allowed for establishing control.**

**B3.2.1.3 Primary Horizontal Control.** For Highway Projects or traverses along road corridors, GNSS control points shall be set at approximately 2 mile intervals within the project limits, in areas where they may be easily traversed in and out of. These points shall be used for both the project horizontal and vertical control. A 9/16" dia. stainless steel rod shall be used for these deep monuments. A minimum 4" dia. well case of length 2.5 feet shall be set around each monument with a protective cap and marker post. These points shall be driven to a maximum of 40 feet or refusal, whichever is less. An acceptable alternative would be to cement a cap into a solid rock outcropping or bedrock, or a dig-in type flared-base monument where conditions warrant.

Additional intervisible traverse points, as needed, shall be set at maximum 1320 foot intervals, and shall consist of a minimum 5/8" x 24" rebar (5/8" x 8" in pavement) with identifying cap. These points shall be located off of the existing paved surface wherever possible, and shall be set at least 0.1 foot below the existing ground surface. No spikes or nails shall be used as the Primary Horizontal Control.

All primary horizontal control points and reference points, found or set, shall be shown on the SCD.

The Contractor shall prepare a narrative horizontal control summary detailing the datum, primary control points used, Basis of Bearings, type of adjustment performed and statistics, problems encountered during the survey, equipment used, etc., which shall include annotated copies of control computations and control adjustments, and a horizontal control statement. For GNSS control surveys, the Contractor shall also provide a RINEX2 format data file of at least 8 hours of GNSS data for at least two control points for at least two different days in the Contractor's control network. **The Contracting Agency recommends logging as much data on as many different days as possible to account for any solar disturbances or other unanticipated problems that might occur.**

**B3.2.1.4 Basis of Vertical Control.** When primary vertical control is provided by the Contracting Agency, it shall be held as the basis of control for the project. Any auxiliary control points necessary to augment this control shall be incidental to the task for which it is required. When the primary vertical is to be established by the Contractor, the vertical datum shall be determined by the Contracting Agency. Note: A tie to MLLW shall be made for all surveys in or adjoining tidally influenced areas unless specifically directed to do otherwise by the Contracting Agency.

**B3.2.1.5 Vertical Control Standards.** All vertical control survey measurements shall be recorded in field books. If an electronic digital level is used and the data is recorded electronically the Contractor shall provide annotated copies of the raw and reduced data. All vertical survey circuits shall meet or exceed the standards for third order leveling as specified in the latest printing of the Federal Geodetic Control Committee's Standards and Specifications for Geodetic Control Networks. All vertical control points shall be part of a closed level loop; side-shots are not acceptable. Each loop shall be adjusted and this adjusted elevation used for any further loops. Loop closures and loop-adjusted elevations shall be shown in the field books. The books shall also be used to record descriptions and sketches of vertical control points found or set, condition of found points, and for electronically recorded data the loop information (start point, point(s) controlled, end point, etc.) necessary to interpret the data. Primary vertical control points (BMs and TBMs) shall be controlled by differential leveling. Elevations may be established for secondary control points by closed trigonometric loops, in which case sight distances shall not exceed 750 feet with foresights and backsights of approximately equal lengths, and the line of sight shall clear obstacles by a minimum of 1.5 feet to avoid the effects of adverse refraction. Elevation differences shall be measured and recorded to the nearest 0.01 foot.

**B3.2.1.6 Primary Vertical Control.** For highway projects or projects along road corridors, primary vertical control points shall be established every ½ mile or less. Existing official bench marks (BMs) shall be used wherever possible, with intermediate temporary bench marks (TBMs) established between them. These TBMs shall be stable objects such as luminaire and signal pole base bolts, spikes in trees, etc. **Wooden utility poles, scribes in concrete, and traverse points shall not be used for TBM's.** Contact the Contracting Agency for direction if no suitable TBM locations exist. Where no permanent official bench marks exist, the Contractor shall establish a minimum of two **permanent bench marks** per project site, or one per mile, whichever is the greater number, for use through project construction. Permanent bench marks shall be at a minimum, 9/16" dia. stainless steel rod driven no more than 40 feet or until refusal into dry ground, encased by a 2.5 foot section of 4" dia. well casing flush with the ground with a rubber cap covering the top of the pipe, or a brass cap cemented into rock outcrops or stable concrete structures, e.g. bridge abutments or building foundations and walls. These points may also satisfy the requirements for Horizontal control, under section B3.2.1.3. A marker post shall be placed near each permanent benchmark, found or set. Refer to the NOAA Manual NOS NGS 1, Geodetic Bench Marks for recommended guidelines for setting permanent benchmarks.

Primary vertical control points, found or set, shall be described in great detail, identifying the particular physical feature used for the elevation point, and sketches shall be made to aid in this effort. Instructions sufficient to enable someone unfamiliar with the project to find these points shall be recorded; these instructions shall include distances and directions from recognizable terrain features such as major intersections, bridges, buildings, etc. All primary vertical control points, found or set, shall be tied to the project horizontal control and shown on the SCD.

The Contractor shall prepare and provide a narrative vertical control summary detailing the datum, primary control points used, vertical network adjustment data, problems encountered during the survey, equipment used, etc., which shall include an NGS benchmark data sheet if available.

**B3.2.2 Survey Control Diagram.** The Contractor shall prepare a Survey Control Diagram (SCD) for the project showing the relationship between survey monuments set and found in the field. The SCD typically shows all horizontal and vertical control found or set in the course of a survey, as well as all found or set monuments that exist in the roadway. The SCD will be recorded as a Record of Survey in the appropriate Recording District by the Contracting Agency once approved. In cases where Right of Way Mapping will not take place as part of a project, the Contractor may be required to show all monument ties on the SCD, as directed by the Contracting Agency.

**B3.2.3 Survey Control Sheet (NIC)** The Contractor shall prepare a Survey Control Sheet (SCS) for the project showing the relationship between the final project centerline and survey monuments in the field. This differs from a Survey Control Diagram (SCD-see section B3.2.2) in that the SCD does not show the final project centerline. The SCS shall be part of the construction plan set and its principal users will likely be Land Surveyors staking the project centerline prior to and after construction or replacing corners that have been disturbed, Contracting Agency surveyors checking that work, and the Project Engineer to ensure that existing monumentation does not get disturbed. Other near-term users may include Land Surveyors who are performing boundary work in the vicinity of the project. The SCS may be recorded as a Record of Survey, but typically is not. **The SCS must not be prepared before the final design centerline is known**, typically after the Pre PS&E Review. Samples are available from the Contracting Agency's Survey Section.

**B3.2.4 Electronic Photographs.** To assist in the point identification, verification of markings, condition of monument and accessories, we ask that .jpg digital photographs be gathered of all monuments found, set, or tied. Each corner should have a minimum of three photographs: one readable close-up of the cap, one near distance showing monument condition, and one with an overview of the monument and its surroundings (it helps to have a tripod setup over the point or some other indicator like fiberglass post to find monument in surrounding picture). All original bearing trees and other accessories of record should also be photographed for these corners. The photographs should be indexed by point number, with the point number in the file name to aid identification of the point. Many times a chalkboard or other similar device can be used in the field to identify the point in the photographs by writing the point legal designation and project point number on the board, and placing board in scene of the pictures. Resolution/File Size should be limited to no more than 1Mb per photo, or a resolution of no more than 2048x1356.

### **B3.3 Survey for Design**

**B3.3.1 General.** Design Surveys include topographic, hydrographic, photogrammetric, and other geospatial methods of data collection associated with defining the existing ground surface and both natural and man-made features.

**B3.3.2 Monument Ties.** The Contractor shall research, locate, photograph, and verify all monuments within the existing Right-of-Way limits and the proposed construction limits. If the Contracting Agency previously performed a field survey tying monumentation, the existence of these monuments shall be field verified. This will insure that the Contracting Agency can comply with the provisions of AS 19.10.260 and AS 34.65.040, and enable an estimate of quantities to be made. Examples would be Rectangular or Centerline monuments. In the event there is no Right of Way survey performed, these corners will need to be surveyed using the methodology described in section B3.2.1.2, so their position can be accurately reestablished.

**B3.3.3 Remote Sensing (NIC)** When directed by the Contracting Agency, the Contractor shall obtain remotely sensed and associated mapping products. The Contracting Agency shall be granted rights to use of the data and associated delivered products, for our project design and other in-house uses, including transmittal to others.

**B3.3.3.1 Photogrammetry.** As an alternative to ground surveying, the Contractor may use controlled aerial photography to provide planimetric and topographic information. Use of photogrammetric data for this project is subject to the Contracting Agency's approval. As aerial photography may be used for a variety of analyses, the photography shall be natural color and have sufficient scale and resolution to allow for the preparation of the photogrammetric products, which meet the required accuracies and provide economical acquisition. Aerial photography used for topographic mapping products shall be acquired during leaf-free and snow free conditions. Aerial photography used solely for orthophoto products may be acquired with leaf-on conditions. Existing photography may be substituted for new photography with the approval of the Contracting Agency Project Manager. All acquired aerial photography, and all photogrammetric products prepared by the Contractor, shall conform to the guidelines and standards of the US COE Manual EM-1110-1-1000. The Contractor using methods suitable to return the desired mapping accuracies shall control aerial photography used for mapping products. Horizontal and vertical datum for the photogrammetric products shall be on the same datums as that used for the project control. Any photo pre-mark panel points shall be set and controlled for this task, using the same methods and materials as detailed for auxiliary control points presented above for Horizontal and Vertical Control. The Contractor shall determine the number of, location of, and panel size for these points in conjunction with the firm performing the aerial photography. Each photogrammetric control point shall be marked using appropriate panel material. The Contractor shall remove and dispose of all panels set under this contract at the direction of the Contracting Agency. The use of the most cost effective techniques that will provide the specified products is encouraged. All photogrammetric products for development of TINs shall meet the format, content, accuracy and certification requirements of Section B3.3.4.1 through B3.3.4.6 unless directed otherwise by the Contracting Agency.

If aerial photography is acquired for, or available for use on this project, a digital orthophoto, geo-referenced to the project coordinates, shall be provided to the Contracting Agency for use in design. Orthophotos shall be delivered in two formats with the associated world files: uncompressed .TIF, and compressed Mr. Sid image file.

**B3.3.4 Topographic Survey.** Topographic features shall be surveyed using appropriate data collection methods. The Contractor shall provide complete topographic mapping in a single AutoCAD drawing file along with a single TIN upon completion. All points located in these surveys shall be included in the project coordinate file. The Contractor shall:

**B3.3.4.1 Define the existing ground surface** by creating a Triangular Irregular Network (TIN). The TIN shall be capable of accurately generating 1 foot contours in all areas. Hard shots (pavement, concrete, etc.) shall have vertical accuracy of less than 0.1 foot. The TIN shall incorporate fault lines (grade breaks, existing centerlines, edges of pavement, curbs [flowline and top back], sidewalks, shoulders and/or tops of bank, toes of slope/fill, ditches and/or drainages, etc.) and additional shots as necessary to insure that the TIN accurately represents the **existing ground surface**. The TIN shall not represent water surfaces. Sufficient data shall be gathered along driveways and side streets to allow grade matching. Provide TIN verification in the form of the Contracting Agency's TIN Certificate. (B2.7)

**B3.3.4.2 Locate and map all existing improvements and utilities** (above and below ground) within the survey limits. Mapping of overhead utility wires shall include the apparent low point of the wire sag. Overhead wire crossings shall also be located at the existing and proposed centerlines. Elevations for these points shall be the bottom wire elevation. Locate all attachments (guy wires, pedestals, stand pipes, load centers, lights, etc.) within the project survey limits. This includes, but is not limited to, power, telephone, fuel lines, water and sewer lines, cable television, edge of pavement, fences, signage, and nav aids within the survey limits. Note any historical sites located in this area. Caution shall be used to avoid disturbing any historic remnants. Locate the edge of trees and identify the approximate average height of the trees at the edge. Locate the limits of any apparent contaminated soils and waters within the project area. Tie to any Corp of Engineers flood plain datums. For Airports: Heights of towers, antennas and any other structure that could be considered a hazard to aircraft shall be included. Determine location, finish floor elevations, peak roof elevations and a description of all buildings in and within 100 feet of the surveyed area. Locate the first tier of structures lying outside of the proposed airport boundary and within 200 feet of that boundary.

**B3.3.4.3 Locate and map all drainage structures** within the survey limits. Record diameter, length, invert elevations, structure type and condition, high water marks, and apparent flow direction.

**B3.3.4.4 Locate and map any other physical feature, natural or man-made**, including any ordinary or mean high water boundaries that could affect the design of the project, as directed by the Contracting Agency.

**B3.3.4.5** After the Contracting Agency has reviewed the provided data, the Contractor may need to **extend the TIN & topographic mapping as specified** by the Contracting Agency.

**B3.3.4.6** Locate and tie, both horizontally and vertically, **all proposed and existing geotechnical sample locations**. The Contractor shall stake the baseline or sample locations as directed by the Contracting Agency.

**B3.3.5 Bridge Site/Drainage Survey** The Contractor shall perform drainage surveys in the vicinity of proposed channel crossings or major drainages. All work shall be tied to project horizontal and vertical control. Surveys shall be performed as specified in the Preconstruction or Drainage Manual unless otherwise directed by the Contracting Agency. The Contractor shall coordinate with the Contracting Agency for site-specific requirements. The data collected for these surveys shall be incorporated into the TIN and topographic files, and all shots taken shall be included in the project coordinate file.

For culverts 36 inches and over in diameter, 4 cross sections upstream and 4 cross sections downstream from the inlet and outlet of said culvert shall be surveyed. The spacing of these cross sections shall typically be equal to the average width of the existing streambed (i.e. 10 feet wide will then have cross sections taken at 10, 20, 30, and 40 feet up stream and downstream). Cross sections shall be taken perpendicular to the existing streambed. Shots shall be taken at: the thalweg, the toe of slope, the edge of existing water, ordinary high water, the top of bank, and one shot past the top of bank. The data collected for these surveys shall be incorporated into the TIN, topographic, and project coordinate files. The Contractor shall perform the following drainage survey work:

**B3.3.5.1** For bridge sites, the line of **ordinary high water** shall be located. The Contractor shall search for evidence of extreme high water and locate it at the existing structure. These items shall be located both horizontally and vertically. The Contractor shall complete the appropriate sections of the Contracting Agency's Bridge Site Survey Form.

**B3.3.5.2** Prepare a topographic map of each bridge site. The map shall show the ordinary high water elevation (or mean high water in tidally influenced areas) and indicate the edge of water at the time of the survey. All buildings, dikes, rock outcroppings and other physical features shall be noted on the map.

**B3.3.5.3** Additional data collection for the Hydraulic Report may be required after the design has reached the Local Review stage.

**B3.3.5.4** Prepare a Bridge Site Report, which is a summary in ASCII format noting pertinent information such as horizontal and vertical control basis, date of survey, bridge number, name of water body, ordinary high water coordinate point numbers, extreme high water coordinate point numbers, existing structure coordinate point numbers, and note whether body of water is navigable.

**B3.3.6 Special Features.** The Contractor shall collect ground elevation data necessary and stake the location of project specific appurtenances to the roadway (retaining walls, breakwaters, special ditches, turnouts, sound barriers, etc.) as necessary for their design and field review by the Contracting Agency.

**B3.3.7 Deliverable Items.** The deliverables shall be organized electronically in folders according to the following list. Only submit what is required for your specific project. Do not submit extra information not required by the Contracting Agency. Name the files and folders according to what they represent. Do not use contractor specific job numbers. CAD drawings should be named in such a manner that anyone can tell what it represents without having to open the drawing. An example would be "Sleetmute\_Topo.dwg", and not "06-342.dwg". The Contractor shall submit the following items related to their survey to the AK DOT&PF Survey Section:

#### **Deliverable Description**

- A. Field Books: The original field books or PDF indexed, reduced, stamped and checked. (B2.4)
- B. Point Files: An ASCII coordinate file containing all recovered, computed, and topographic points in the local system (if provided). Electronic format shall be submitted. Elevations that are not valid TIN elevations shall be coded as such in the descriptor. (B2.8)
- C. Descriptors: An ASCII file listing all descriptors used and an expanded description of their meanings. Descriptors not used on this project shall not be included in this list. (B2.8)

### **Deliverable Description**

- D. Survey Report and Control Summary: Horizontal and vertical control summaries in ASCII format. The Contractor shall also provide stamped annotated copies of control computations and control adjustments, including a check shot report. (B3.2)
- E. Survey Control Diagram (Record of Survey): Electronic CAD and PDF copy. (B3.2.2)
- F. Survey Control Sheet(s): Electronic CAD and PDF copy. (B3.2.3)
- G. GNSS Data: For GNSS control surveys, the Contractor shall provide RINEX2 GNSS data files of 8 hours length for at least 2 control points, along with any GNSS processing or OPUS reports. (B3.2.1.3)
- H. Electronic Pictures: Organized folders containing all of the control, monument ties, and project site photos. Do not use separate folders for each point. If applicable, the point number should be referenced within the image filename. (B3.2.4)
- I. TIN: All TIN files with a sealed and signed certificate of accuracy. Quality control check spreadsheet showing the differences from the true values (B2.7).
- J. Bridge Site/Drainage Survey mapping: Electronic drawing files and TIN files (B3.3.5.2)
- K. Bridge Site Report: Refer to the Preconstruction or Drainage Manual, and or the Contracting Agency for possible additional information. (B3.3.5.4)
- L. Project Drawing: A single complete and edited AutoCAD drawing file of the entire survey limits, containing topographic mapping (points, surfaces, annotations, metadata), base-mapping, bridge site/drainage surveys. (B3.3.4)
- M. Air Photo Report: A report of the photogrammetric control shall be provided including all ground control points, aerial photography camera logs, airborne GNSS control procedures and results, analytical aero triangulation results, current camera calibration reports, and other data associated with control of the aerial photography. (B3.3.3.1)
- N. Ortho Photo Mosaic: .tif format files shall be delivered in files less than 250MB in size. A compressed image file in Mr. Sid format shall also be included. An index file showing the project area and the areas covered by the individual files shall be included. (B3.3.3.1)

## **B3.4 SURVEYING FOR RIGHT-OF-WAY**

**B3.4.1 General.** The Contractor shall perform the following services to the standards in B3.2. Typically the surveying for ROW is performed after horizontal control is established for the project. Any exceptions shall be discussed at the project pre-work meeting.

**B3.4.1.1** Prior to commencement of the survey, the Contractor shall review any title documents and mapping in the Contracting Agency's possession which is considered relevant to the project. The Contractor shall be responsible for researching additional relevant documentation from other sources. These documents include but are not limited to the following:

Bureau of Land Management (BLM) and Department of Natural Resources (DNR) land status plats, BLM township survey plats, Mineral and U.S. Survey plats and field notes, any records of survey, subdivisions, and relevant engineering control surveys, United States Coast and Geodetic Survey (USC&GS)/ National Geodetic Survey (NGS) control diagrams-descriptions, DOT&PF right-of-way records and other easement or boundary documents of record, DOT&PF engineering as-builts, DOT&PF Airport Leasing documents, DNR surveys, and aerial photos, DEC Community Profile Maps, Local or Municipal data.

All research for property corner ties (generally includes local platting authority subdivision plats and right-of-way plats, BLM U.S. Surveys, state land survey plats, waiver documents, deeds, record of surveys and monument records) should be done prior to commencement of searching and tying property and ROW controlling corners.

**B3.4.1.2** Tie the nearest Public Land Survey System (PLSS) monuments (Section, 1/4 Section and 1/16 Section Corners) left and right of the project Right-of-Way corridor or if existing monuments that represent the legal corner positions do not exist at those locations, sufficient additional rectangular monuments and/or accessories to control the computations of the legal locations of those corners per the relevant BLM *Manual of Surveying Instructions for Public Lands*. Any corner monument in need of rehabilitation or re-monumentation shall first be photographed, and then have rehabilitation accomplished prior to tying the monument location and re-photographing the final condition. The intent of the PLSS monument ties is to define the larger remaining parcel surrounding the existing road Right-of-Way.

Tie all existing centerline monumentation throughout the project limits including two centerline monuments at each end that extend beyond the limits of the project. Additional PLSS monuments shall be recovered to allow section breakdown for property boundary determination as directed by the Contracting Agency. Tie adequate centerline monumentation on side streets to determine side street alignment to the project limits. A minimum of two side street centerline monuments shall be tied. If side street centerline monuments are not recovered then sufficient block or lot corners will be tied to define the side streets.

For the initial surveys all property corners within and along the existing ROW and the ROW centerlines should be searched for, documented and tied. In most cases, there will be some non-fronting property corners also required to be tied to setup subdivision blocks, survey boundaries and side-street ROWs. Sufficient control is required to establish the location of all surveys adjoining the ROW, or where acquisitions are planned. The extent of the corners to be tied normally is discussed and clarified during contract negotiations or at the survey pre-work meeting.

**B3.4.1.3** For projects with PLO ROWs or other ROWs dependent on the physical road location (such as prescriptive claims), tangent asbuilts are required. This procedure normally requires the field determination of pavement or unpaved surfaces centerline by physical measurement, and then location of those points. Points are normally surveyed near each tangent end and a minimum of 3 points on curves. The number of shots actually required depends on curve length and degree of curve and should be clarified in writing at the pre-work meeting. The Contractor at the direction of the Contracting Agency may also be tasked with developing an alignment and locating existing slope or clearing limits. Please consult the Contracting Agency's ROW Engineering section for guidance.

**B3.4.2 Record of Survey.** A Record of Survey shall be prepared for recording in the appropriate Recording District for the Right of Way survey. All Right of Way surveying completed above in section B3.4.1 shall be included in the Record of Survey. Consult with the Contracting Agency for guidance in the preparation of the Record of Survey.

**B3.4.3 Annotated Plats and Research Documents.** PDF Copies of all of the research documents for the rectangular survey, centerline monuments, ROW monuments and property corners shall be provided, along with annotations of whether the point was searched for and not found, or monument destroyed, or if found it's corresponding project point number. These annotations do not need to be "works of art", and many times are the original paper plat copies, or scans of such, that the field crews had in the field with them. The annotated plats should be indexed in some method (by Section Location, MOA grid, or other logical means), placed in labeled folders organized by the indexing scheme.

**B3.4.4 Additional Topography for Right-of-Way Acquisition.** The Contractor shall collect all topographic information that may affect the cost and/or schedule of defined right-of-way acquisitions for the project, such as culverts, land service or access roads, improvements, apparent contaminated soils or waters, buried fuel tanks, fences and any structures. Septic system, well and building locations are examples of pertinent data, usually outside of the acquisition area, that may affect the value of the right-of-way to be acquired.

**B3.4.5 Deliverable Items.** The deliverables shall be organized electronically in folders according to the following list. Only submit what is required for your specific project. Do not submit extra information not required by the Contracting Agency. Name the files and folders according to what they represent. Do not use contractor specific job numbers. CAD drawings should be named in such a manner that anyone can tell what it represents without having to open the drawing. An example would be "Sleetmute\_ROW.dwg", and not "06-342.dwg". The Contractor shall submit the following items related to their Survey to the AK DOT&PF Survey Section:

**Deliverable Description:**

- A. Field Books: The original field books or PDF indexed, reduced, stamped and checked. (B2.4)
- B. An ASCII coordinate file containing all recovered, computed, and topographic points in the local system

(if provided). Electronic format shall be submitted. Elevations that are not valid TIN elevations shall be shown as -9999. (B2.8)

- C. An ASCII file listing all descriptors used and an expanded description of their meanings. Descriptors not used on this project shall not be included in this list. This file shall be submitted with the draft coordinate file. (B2.8)
- D. Right of Way Survey Report Memo. A brief description of the survey methods, equipment, computations, quality control checks and accuracy estimates.
- E. Survey Control Diagram (Record of Survey): Electronic CAD and PDF copy. (B3.2.2)
- F. Annotated Plats and Research Documents. (B3.4.3)
- G. GNSS Data: For GNSS control surveys, the Contractor shall provide RINEX2 GNSS data files of 8 hours length for at least 2 control points, along with any GNSS processing or OPUS reports. (B3.2.1.3)
- H. Electronic Pictures: Organized folders containing all of the control, monument ties, and project site photos. Do not use separate folders for each point. If applicable, the point number should be referenced within the image filename. (B3.2.4)

### **B3.5 RIGHT-OF-WAY MAPPING**

**B3.5.1 General.** The Contractor shall perform the services necessary to establish the existing Right of Way, and, prepare ROW Lines for Construction Plans, Base Maps, Right of Way Maps, Parcel Plats, Airport Property Plans, Airport Land Occupancy Maps, and Right of Way Acquisition Plats in accordance with the DOT&PF Right of Way Manual and specific instructions from the Contracting Agency.

**B3.5.2 ROW Lines for Construction Plans** The Contractor shall submit an electronic drawing file which contains the existing ROW lines, existing ROW centerline, adjoining property lines and subdivisions. The Contractor shall include a narrative of the ROW that is being shown. Narrative shall include source documents and methods used to determine existing rights-of-way.

**B3.5.3 Base Maps (NIC)** shall show the entire project limits and shall include a DOT&PF standard Right of Way title sheet, legend sheet, tract maps, plan sheets, monument summary sheets, and general notes sheet including a source document table using Contracting Agency supplied AutoCAD format at the scale and layout specified by the Contract Manager. The plan sheets shall show the following information:

- A. Existing property boundaries, including all Public Land Survey System survey lines.
- B. All subdivisions, including name, plat number, lot and block, or aliquot part description, and easements as shown.
- C. Existing right of way centerline.
- D. Existing rights-of-way
- E. Improvements.
- F. Other features required by the Right of Way Manual and /or the Contracting Agency.

**B3.5.3.1** When preparing Base Maps, the Contractor shall (a) thoroughly document sources of existing rights-of-way (b) resolve problems with existing Right of Way and boundary locations and (c) analyze preliminary engineering information to determine where additional survey ties are required. The Contractor shall provide a written summary of (any significant) Boundary Problems encountered in making specific boundary determinations, including rationale for the solution. The Contractor shall provide digital copies of all research with the preliminary Base Map.

**B3.5.3.2** The Contractor shall not begin preparing Base Maps without prior specific written authorization from the Contracting Agency.

**B3.5.4 Right of Way Maps (NIC)** shall show the entire project limits and shall include a DOT&PF standard Right of Way title sheet, legend sheet, tract maps, plan sheets, and monument summary sheets. The plan sheets shall show all the information required for the Base Maps plus the following information:

- A. Proposed Right of Way.
- B. Proposed project centerline.
- C. Station and offsets to right of way limits.
- D. Easements.
- E. Parcels.
- F. Parcel Information Block.
- G. Proposed slope limits.
- H. Revision block.
- I. Other features required by the Right of Way Manual and /or the Contracting Agency.
- J. For Airport Property Plan and Airport Acquisition Plat (in addition to the above):
  - 1. Plan view showing Tracts and Parcels.
  - 2. Runway Centerline end coordinates in the NAD83 CORS datum.

**B3.5.4.1** When preparing Right of Way Maps, the Contractor shall:

- A. Resolve survey conflicts with existing right of way and boundary locations.
- B. Analyze preliminary engineering information to determine where additional survey ties are required.
- C. Examine Title Reports and adjust preliminary boundaries, add additional easements and update owner information as required.
- D. Compute the Take and Remain areas of each parcel based on right of way requirements supplied by the Contracting Agency.
- E. Prepare Map per appropriate platting codes.

**B3.5.5 Parcel Plats (NIC)** The Contractor shall prepare plats for all parcels to be acquired for this project when directed by the Contracting Agency. Note: full takes do not need a parcel plat prepared. Parcel plats shall contain the information required by the DOT&PF Right of Way Manual. The Contractor shall make revisions to Parcel Plats requested by the Contracting Agency. Parcel Plats shall use the Contracting Agency's standard 8-1/2 by 14 inch format and be submitted as a PDF or in a format specified by the Contracting Agency. Plats shall be at a scale suitable for legibility and clarity of detail using Contracting Agency supplied AutoCAD format and shall contain information as required by the DOT&PF Right of Way Manual and the parcel plat checklist. A Title block and border drawing file will be supplied by the Contracting Agency.

**B3.5.6 Airport Property Plan and Airport Acquisition Plat (NIC)** The Contractor shall prepare an Airport Property Plan according to the DOT&PF Right of Way Manual. The Airport Property Plan is considered similar to a Base Map and relates the existing property boundary and property status. An Airport Acquisition Plat is necessary for acquisition areas in the Unorganized Borough and is required to follow the regulations as set for Right-of-Way Acquisition Plats by Department of Natural Resources.

**B3.5.7 Airport Land Occupancy Maps (NIC)** The Contractor shall research current and historic airport tenant lease documents, resolve any found discrepancies and map errors, and provide an updated Airport Land Occupancy (LO) Map, as directed by the Contracting Agency.

**B3.5.8 Right-of-Way Negotiations (NIC)** The Contractor shall provide technical support for right-of-way negotiations. This shall include interpreting documents prepared for the project and explaining project impacts to the Contracting Agency's personnel, property owners, and others. The Contractor shall also attend meetings as required to make presentations and answer questions.

**B3.5.9 Pre-Acquisition Meeting (NIC)** When requested by the Contracting Agency, the Contractor shall attend the pre-acquisition meeting. The purpose of this meeting is to discuss proposed project features and impacts to adjoining properties and parcel configuration prior to plat approval and acquisition. The Contractor should be prepared to discuss any design features which may affect adjoining properties such as project alignments, pathways, sidewalks, medians, curb and gutter, slope limits, impacts to driveways and utilities. Adjoining property information shall include lot boundaries, buildings, driveways, and any other features/improvements that will help the Contracting Agency in negotiations with affected property owners and others to assess project impacts. In addition to preliminary right of way plans, the Contractor may be requested to provide additional visual displays for clarification.

**B3.5.10 Reviews and Schedule.** The Contractor shall submit drafts of the Base Maps, Right of Way Maps and Parcel Plats, for the Contracting Agency's review, in accordance with the following: Base Maps shall be submitted with the Local Review Assembly. Right of Way Maps including proposed takes for project construction shall be submitted with the Plans-In-Hand Review Assembly. Right of Way Maps including proposed takes for the project and all required utility relocations shall be submitted within four months of the Plans-In-Hand Review submittal. Current Right of Way Maps shall be submitted with the PS&E Assembly. The Summary of Boundary Problems shall be submitted with the drafts of Base Maps. The Contracting Agency shall have a minimum of four weeks for the return of written comments. The Contractor shall address comments to the satisfaction of the Contracting Agency prior to submitting final documents for Right of Way Certification.

**B3.5.11 Deliverable Items.** The Contractor shall submit draft and final Base Maps, Right of Way Maps and Parcel Plats in PDF and DWG format for Contracting Agency review. Electronic copies of all research and the Summary of Boundary Problems shall be submitted with the draft Base Map. If requested by the Contracting Agency, the Contractor shall provide full sized mylars with original signature for recording along with the final Base Map submittal. Prior to Right of Way Certification, the Contractor shall submit two final Right of Way Maps on 11x17 paper with original signatures and one full size mylar with original signature.

**B3.5.12 Provided Items.** The Contracting Agency will provide the following (item A can be found on the DOT&PF web site. Items B-D can be obtained on the DOT&PF FTP site. Call 269-0680 for site addresses):

- A. One copy of the Title and Plans Section from the DOT&PF Right of Way Manual.
- B. Samples of final drawings, parcel plats, and title reports.
- C. Civil 3D Drawing Template
- D. The Contracting Agency's Standard Right of Way legend sheet.
- E. Original Title reports for each property to be acquired.

## **B3.6 Pre & Post Construction Surveys (NIC)**

**B3.6.1 General.** In order to best perpetuate the positions of DOT/PF Project Centerline Monuments, we encourage the use of Static GPS ties to permanent control stations that are set outside project limits, and are expected to last well beyond construction.

**B3.6.2 Pre-Construction.** When directed by the Contracting Agency upon completion of the design phase of the project, but prior to advertising for construction, the Contractor, using the previously established project control shall monument the project (PC's, PT's, and no-curve PI's, etc.) using conventional methods. All monuments established shall consist of a minimum 5/8" dia. X 24" rebar (5/8" dia. X 8" in pavement) with a 2" dia. cap, and stake nearby. Once set, all monuments shall be photographed and re-tied to verify their position (B3.2), and a comparison to the design coordinates shall be presented to the Contracting Agency in spreadsheet format. This information shall be presented in project staking report.

Static GNSS Control points for this task shall be set at approximately two mile intervals, or closer for a small project, outside of the construction limits, so as to last for the duration of the project. A plan identifying the type of monument to be set for control, and its proposed location, shall be submitted to the Contracting Agency prior to the work being performed. Control points from the design survey effort may be used for this effort upon approval.

Monuments that may be disturbed during construction shall be referenced by static GNSS to the off-project control. It shall be the Contractor's responsibility to coordinate with the Agency or Firm developing the Right of Way Mapping to identify these monuments. Two in line conventional reference points, set outside the construction limits, may be used in the cases where static GNSS will not work. Two vectors at a minimum shall establish the position of the monument to be referenced. These two vectors shall differ by no more than 0.08 feet.

This procedure is further explained here:

[http://www.dot.state.ak.us/creg/dot-cadastral/Construction\\_Surveys/Centerline\\_Referencing\\_and\\_Perpetuation\\_2011.doc](http://www.dot.state.ak.us/creg/dot-cadastral/Construction_Surveys/Centerline_Referencing_and_Perpetuation_2011.doc).

**B3.6.3 Post-Construction:** When directed by the Contracting Agency, and upon completion of the construction phase of the project, the Contractor shall establish and monument the project and a random control line. Monument type and spacing shall be determined in discussions with the Contracting Agency. In the case of a project centerline, the points shall be established using the data from the Pre-Construction effort. Right of Way monumentation that was referenced

prior to construction shall be field verified that it was not disturbed. A digital photo shall be required as proof. Any disturbed ROW monuments shall be reestablished as part of this effort. This procedure is further explained here [http://www.dot.state.ak.us/creg/dot-cadastral/Construction\\_Surveys/Centerline\\_Referencing\\_and\\_Perpetuation\\_2011.doc](http://www.dot.state.ak.us/creg/dot-cadastral/Construction_Surveys/Centerline_Referencing_and_Perpetuation_2011.doc). A final Record of Survey or data incorporation into the project Right of Way Mapping shall be completed that shows any new monumentation set.

**B3.6.4 Final Record of Survey (Airports).** When directed by the Contracting Agency, and upon completion of the Construction phase, the Contractor shall complete the final Record of Survey which may include, but is not limited to, the following tasks: FAA Aeronautical Survey, locate all navigational aids, as built the runway using guidelines provided by the Contracting Agency, set or check the airport boundary monumentation, set or check the access road monumentation, tie into older horizontal and vertical datums, and establish threshold coordinates. If land was acquired as part of the project a Right-of-Way Acquisition plat will be developed and recorded in the appropriate recording district.

#### **Deliverable Description**

- A. Field Books: The original field books or PDF indexed, reduced, stamped and checked. (B2.4)
- B. Point Files: An ASCII coordinate file containing all recovered, computed, and topographic points in the local system (if provided). Electronic format shall be submitted. Elevations that are not valid TIN elevations shall be coded as such in the descriptor. (B2.8)
- C. Descriptors: An ASCII file listing all descriptors used and an expanded description of their meanings. Descriptors not used on this project shall not be included in this list. (B2.8)
- D. Survey Report and Control Summary: Horizontal and vertical control summaries in ASCII format. The Contractor shall also provide stamped annotated copies of control computations and control adjustments, including a check shot report. (B3.2)
- E. Record of Survey for centerline and random control, and/or Monument of Record Forms (B3.6.3) if this information is not incorporated with the project Right of Way Mapping closeout effort. (B3.5 or B3.7)
- F. Project Staking Report (B3.6.2)
- G. GNSS Data: For GNSS control surveys, the Contractor shall provide RINEX2 GNSS data files of 8 hours length for at least 2 control points, along with any GNSS processing or OPUS reports. (B3.2.1.3)
- H. Electronic Pictures: Organized folders containing all of the control, monument ties, and project site photos. Do not use separate folders for each point. If applicable, the point number should be referenced within the image filename. (B3.2.4)
- I. Right of Way Acquisition plat. (B3.5.6)
- J. Airport as-built Record of Survey (B3.6.4)

### **B3.7 Right of Way Engineering Closeout Services (NIC)**

**B3.7.1 Right of Way Engineering Services:** *Engineering Services* may include identification of field surveying and mapping services necessary to close out the various projects, such as a Record of Survey or ROW Acquisition Plat, but the performance of the identified field surveying and associated mapping services will not be part of the initial *Right of Way Engineering Services*.

- A. The Contractor shall perform the services necessary to reconcile the Right of Way conveyance documents with the Right of Way Mapping in accordance with the Department Project Close Out check list, and specific instructions from the Contract Manager.

- B. The Contractor should check the centerline and right of way geometry (Bearings, Distances, Curves, Station-offsets, Monument Summary Tables etc.) for any mathematical errors to verify that the right of way can be computed from the information shown.
- C. The Contractor shall proof read the vesting documents of record on file with the Department and/or the Recorders Office. The written legal description and parcel plats will be checked against the Right of Way mapping both visually and for mathematical closure.
- D. The Contractor shall review the Right of Way mapping. The Right of Way mapping shall include (if it applies) the following information:
  - 1. Information as defined in the Project Close Out check list.
  - 2. Lands purchased in excess to the ROW needed for the project. These lands will be identified on the ROW mapping as "X" or "R" parcels on older projects.
  - 3. Commissioner's Quit Claim Deed or Relinquishment.
  - 4. Lands acquired from DNR will be referenced to the ADL number associated with the parcel.
  - 5. Files involving these parcels are contained within the Department Right of Way Section.
  - 6. Final Judgments need to be researched if there was a declaration of taking on the project.
- E. When reviewing the Right of Way mapping, the Contractor shall identify discrepancies among the ROW mapping, written legal descriptions, and parcel plats. The Department will review and approve and/or modify the corrective actions the contractor is to take.
- F. When directed by the Department the Contractor shall hand edit the original mylar Right of Way mapping using drafting ink and lettering sets and update any electronic drawings provided by the Department.
- G. The Contractor will submit copies of the edited ROW mapping to the Contracting Agency who will then submit the plans to the appropriate platting authority for plat approval. When directed by the Contracting Agency, the Contractor will make the final changes to the mylars and electronic drawings then submit for final review to the Contracting Agency. After platting authority and Department approval the contractor will sign the mylars using the Department's Contractor Closeout Certificate.

### **B3.8 Aeronautical Surveys (NIC)**

**B3.8.1 General** When directed by the Contracting Agency the Contractor shall perform any and all necessary tasks required by current FAA Advisory Circulars related to the performance and delivery of Aeronautical Surveys. The type and level of effort required will be determined by the Contracting Agency at the time of request. Additional design or ROW survey information may be requested concurrently with an Aeronautical Survey task.

The Contractor shall contact the Contracting Agency's Maintenance and Operation Supervisor, in the appropriate district, to coordinate airport entry procedures and shall exercise caution when working in the vicinity of the runway.

The Contractor shall coordinate with the Contracting Agency prior to fieldwork for threshold locations, runway length, and runway width; no changes to these shall be made without Contracting Agency approval.

Data providers shall make maximum use of existing data for the airport that is traceable to the source to meet the requirements of this Statement of Services before undertaking additional data collection.

**B3.8.2 Services.** For each of the airports, the Contractor shall perform the following tasks:

The ACs identified below detail the data collection requirements and accuracies for the AOC Survey.

AC 150/5300-16A "General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey."

AC 150/5300-17C "General Guidance and Specifications for Aeronautical Survey Airport Imagery Acquisition and Submission to the National Geodetic Survey."

AC 150/5300-18B "General Guidance and Specifications for Submission of Aeronautical Surveys to National Geodetic Survey (NGS): Field Data Collection and Geographic Information System (GIS) Standards."

Note: The FAA Airports GIS (AGIS) website and the ACs mentioned above are currently being refined and changes to the process should be expected. The Contractor shall use the most current AC upon the start of work for each airport.

**B3.8.3 Record of Survey.** A Record of Survey shall be prepared for recording in the appropriate Recording District for the Airport Monuments. All temporary monumentation completed above in Section B3.8.2 shall be included in the Record of Survey. Consult with the Contracting Agency for guidance in the preparation of the Record of Survey.

**B3.8.4 Deliverable Items.** Deliverables will be submitted to the FAA AGIS Portal, and copies of final FAA approved deliverables will be submitted to the Contracting Agency in a local geodetic system as specified by the contracting agency or developed by the Contractor as directed by the Contracting Agency. The Contractor shall submit, for each airport, the following items:

**Deliverable Description**

**A. AC 150/5300-16A Deliverables:**

Geodetic Control Plan  
Geodetic Control Data and Report

**B. AC 150/5300-17C Deliverables:**

Imagery Plan  
Georeferenced Imagery & Orthophotos  
Orthophotos

**C. AC 150/5300-18B Deliverables:**

Survey and Quality Control Plan  
Airport GIS Survey Data  
AutoCAD Support Drawings and Files  
Final Project Report & Spreadsheet

**ARTICLE 4**  
**ADMINISTRATIVE REQUIREMENTS**

**B4.1 General.** The CONTRACTOR shall be responsible for all tasks and services authorized by a Notice to Proceed signed by the Project Manager and shall perform such services in accordance with the project schedule.

**B4.2 Project Schedule.** Draft deliverables are due 12 weeks after NTP. If the CONTRACTOR becomes aware of any reason why the project schedule may be delayed, such reason shall be identified in writing to the Project and Contract Manager within two working days of discovery.

**B4.3 Project Staff.** All services must be performed by or under the direct supervision of the following individuals. Only prior written approval from the CONTRACTING AGENCY shall accomplish replacement of, or addition to, the Project Staff named below:

<u>Name</u>	<u>Company</u>	<u>Project Responsibilities</u>
TBD	TBD	Contract Manager
TBD	TBD	Survey Manager
TBD	TBD	Project Surveyor
TBD	TBD	Photogrammetry (Possible Added Service)

**B4.4 Professional Registration.** Where applicable, all reports, plans, specification, estimates and similar work products provided by the CONTRACTOR shall be prepared by, or under, the supervision of the Registered Land Surveyor in responsible charge for the services. These Surveyors shall be currently registered in the State of Alaska and they shall sign and seal each final work product for what they are responsible in compliance with **12 AAC 36.185**.

**B4.5 Billing Reports.** The Contractor shall provide a two-page (typical) report with each monthly billing for months in which services are performed. The report shall specifically describe the services and other items **for which the billing is submitted**, and shall estimate the percent the services are complete. Any delayed costs from previous billing periods that are included in the current billing must be clearly explained in the report.

**B4.6 Correspondence.** All correspondence prepared by the Contractor shall bear the Contracting Agency's assigned Project name and numbers (State & Federal).

**B4.7 Contractor Name on Plan Sheets and Documents.** No Contractor logos shall be allowed on any electronic or hard copy document produced for the Contracting Agency. The Contractor company name shall be included in the box above or below the engineer's seal on each sheet. Documents produced for the Contracting Agency shall include the Contractor's company name at the bottom right of the first page, cover sheet, or title sheet only. Contractor letterhead shall be allowed only as exhibits in document appendices. The Contractor name shall be in the following format:

PLANS DEVELOPED BY:  
COMPANY NAME  
ADDRESS  
TELEPHONE NUMBER  
LICENSING INFORMATION

**B4.8 Documents and Reports** shall be printed with solid black letters that are double spaced on white, 8.5 inch x 11-inch bond or "Xerox Copy" paper. Other size paper may be used for illustrations if they are folded to 8.5 inch x 11-inch size. Original documents and reports shall be printed on one side of the paper only and shall be ready for copying. Documents and reports shall have no black and white photographs, color photographs, or multicolored graphics except as specifically approved by the Contracting Agency. Original, camera ready, copies of final documents and reports shall be submitted to the Contracting Agency for a check before printing.

**B4.8.1 Copies.** When the Contract calls for multiple copies of documents or reports, the copies shall be printed on both sides of the paper. However, the cover and pages with approved illustrations, multicolored graphics, or photographs shall be printed on one side of the page only. All copies - except for originals - shall be bound.

**B4.8.2 Page Numbers.** All documents shall be page numbered to allow every major Section, Chapter, Appendix, etc., to begin on a "right hand," odd numbered page.

**B4.8.3 Covers.** The cover of all documents and reports shall include the following information:

- A. Name of document or report.
- B. Date.
- C. Indicate whether draft or final.
- D. Project Name.
- E. State and Federal Project Number(s).
- F. Prepared for: Alaska Department of Transportation and Public Facilities.
- G. Prepared by:
- H. Map and/or picture of project area.

**B4.9 Revisions.** The Contractor shall modify work products in response to direction from the Contracting Agency. Corrections, adjustments, or modifications necessitated by the review/approval process, but which do not substantially affect the scope, complexity, or character of the services, shall be considered a normal part of the Contractor's services.

**B4.9.1 Errors and Omissions.** Except as described in this Statement of Services, work products shall be essentially complete when submitted to the Contracting Agency. Work products having significant errors or omissions will not be accepted until such problems are corrected.

**B4.9.2 Review Meetings.** Following each review the Contracting Agency will provide written comments and may hold a meeting to discuss the issues. The Contractor's personnel who are in responsible charge for the work products under review shall attend the meeting and they may be asked to interpret and provide explanations of the content.

**B4.9.3 Comment Resolution.** The Contractor shall provide a written response with subsequent submittals that address all written and oral comments from the Contracting Agency. All changes from previous submittals shall be clearly explained.

**B4.9.4 Reproduction and Distribution.** When the contract requires only the original or only one copy of a work product to be delivered, the Contracting Agency will reproduce and distribute all other copies required. Items delivered for reproduction shall be organized and camera ready for copying and not stapled or otherwise bound.

# EXHIBIT B-1

## SURVEY REQUEST



<b>Project Name:</b> Tuntutuliak Airport Improvements	
<b>From:</b> (Section, Design Group) Aviation Design	<b>Date Submitted:</b> 5/21/2026
<b>Request Initiated by:</b> Matthew Hebnes	<b>Phone:</b> 907-269-0761
<b>State/Federal/AIP Project #:</b> CFAPT01224	
<b>Desired Completion Date:</b> 02 October 2026	<b>Activity Code:</b> 002P <b>Phase Code:</b> T02FA1

**Project Scope & Survey Limits:** (include exhibits as attachments)

*(Please contact Right of Way Engineering prior to filling this out, as their requirements may directly affect the survey effort required. Include their response)*

For each area the following information is needed: Alignment data or physical location of line (exist CL, top bluff, etc.); Desired contour interval; Distance or physical limits left and/or right from line desired. Please provide an attachment for each alignment.

**Scope of overall project:**

Rehabilitate airport operational surfaces, replace lighting system, install erosion protection on Runway 2 (south end), widen runway, widen runway safety area, replace visual NAVAIDs (wind cones, segmented circle, beacon with tower, and threshold markers), and apply dust palliative. The runway safety area will be widened and end areas lengthened to meet standards for the critical aircraft. The runway embankment is constrained by a drainage on one end and the Kinak River on the other, therefore the runway will be shortened by 120 feet to accommodate the longer end RSAs. The reduced runway length is adequate for the critical aircraft. The runway operational surface will be widened to improve crosswind coverage.

**Scope of survey work requested:**

Survey work is to follow guidance from 150/5300-18B Table 2-1 included in the attachments. Provide full design-level topographic and planimetric survey of airport for rehabilitation/resurfacing, drainage and utility information in the project area. Survey limits should extend at least 25 feet beyond the toe of existing embankment slopes at the airport. Transects are requested where proposed erosion protection will be placed along the North side of the Kinak River, as shown on the attached figure. Please pick up elevations of access boardwalk as it ties into apron area. FAA is installing a new AWOS on the pad near the apron and they will likely be completed with work next season. May require an additional mobilization to get elevations.

Survey:

- Runway, taxiway, and access road centerline alignments
- Edge of airport gravel surfaces
- Top of airport embankments
- Toe of slope and ditches surrounding airport
- Shore perpendicular transects, extent should be a few feet back on top of bank to wading depth, during low tide
- Edge of vegetation
- Tree tops (if any)
- Threshold and edge markers
- Navigation and visual aids (segmented circle, primary wind cone, new secondary wind cone)
- Provide airport property boundary and M&O lease lots
- Signs
- Tie-downs
- All utilities
- Airport Buildings

**Locate: (Fill empty slots if desired & Check all that apply)**

Improvements		Drainage		Utilities		Right of way/Monuments		Other	
Edge Pvmnt., Curbs, etc.		Culverts		Above Ground		Front Corners Only		Edge of Gravel	X
Structures	X	Ditches	X	O'head X-ings		Front & Back Corners	X	Top of Toe Slopes	X
Sewer/Septic System		Storm Drain		Inverts		Monuments in Roadway	X	Alignments/CL	X
Bridge Site Survey						Encroachments	X	Brushline	X

Completed by \_\_\_\_\_ Date Completed \_\_\_\_\_

Notes: \_\_\_\_\_

**Vertical Control**

Are there any elevation-critical features needing to be located?

☒ Yes      ☐ No

If Yes, which datum are these features to be referenced to? (MSL, MLLW, MHW, Project, Geoid \_\_, etc...) Project

**Monuments in the road**

Are there survey monuments in the roadway (from as-builts)?

☒ Yes      ☐ No

**Construction Schedule**

When is construction anticipated to occur?

2030

Completed by \_\_\_\_\_ Date Completed \_\_\_\_\_  
Notes: \_\_\_\_\_

Survey Assigned to: TBD

Estimated Completion Date: Fall/Winter 2026

**Project History:**

This is a new project. Legacy airport information is as follows:

1. Tuntutuliak Airport Relocation Stage II – AKSAS# 55695, As-Built Approved 12/10/10
2. Tuntutuliak Airport Right of Way Acquisition Plat 2010-9 Bethel Recording District (BRD)
3. Tuntutuliak Airport Record of Survey (ROS) 2010-14 BRD
4. Tuntutuliak Airport Layout Plan (ALP) (dated June 5, 2019)
5. Tuntutuliak Airport Exhibit “A” Airport Property Inventory Map (dated April 24, 2024)

**H/Vert Control:** Based upon 2010-14 BRD - NAD83(CORS96)(EPOCH 2003), NAVD 88 Geoid 12B (latest Geoid).

The contractor shall recover and check project control from ROS 2010-14 BRD. Additional project control shall be set if legacy control is compromised.

VT control shall be recovered, checked, set, and updated as necessary. Update the vertical datum table from 2010-14 with this project on the SCD.

Deliverable: Survey Control Diagram (SCD)

**ROW/Monument Ties:**

The Contractor shall recover and check airport Boundary, lease lot monuments, and centerline monuments with RTK that are in or within 50’ of the Survey Limits against RWAP 2010-14 BRD. This is merely an inventory of monuments that may need to be replaced post construction. If the monument is out of record by more than 0.20’ it shall be re-tied to project control and its new value noted in the monument table.

Deliverable: SCD, ROWLFC in the SCD and project drawing

**TIN/Topo:**

The Contractor shall complete a topographic and planimetric survey of the survey limits outlined in the Survey Request and Exhibits.

Utilities shall be located to one shot beyond (UG), or the next pole (OHU) beyond the survey limits. All utilities shall be referenced to their owner by drawing layer and pole/ped number.

Aeronautical aspects of the project shall be located via the latest FAA AC 150/5300 – 18

The Contractor shall also provide LiDAR, imagery, and surface mapping via drone of the barge landing and within the airport boundary to USGS and ASPRS Standards: 3DEP Lidar Based Specification 2025 rev. and ASPRS Positional Accuracy Standards for Digital Geospatial Data, Edition 2, V 2 (2024)

Deliverables: Project Drawings, .las files, Imagery, project surface.

**Deliverables:**

B3.3.7 A-I, L-N; B3.4.5 A-H; B3.5.2 ROWLFC

**Schedule:**

Fieldwork: Summer/Fall 2026

Draft deliverables: 12 Weeks from NTP

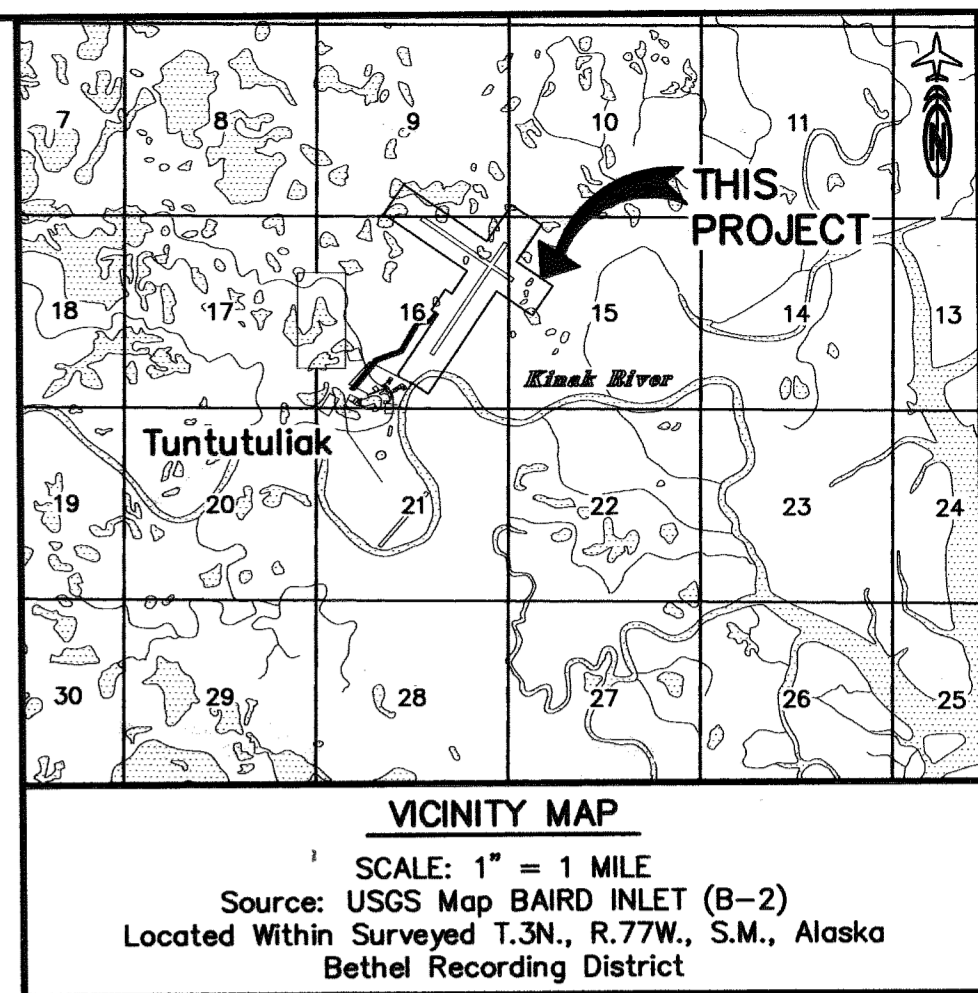
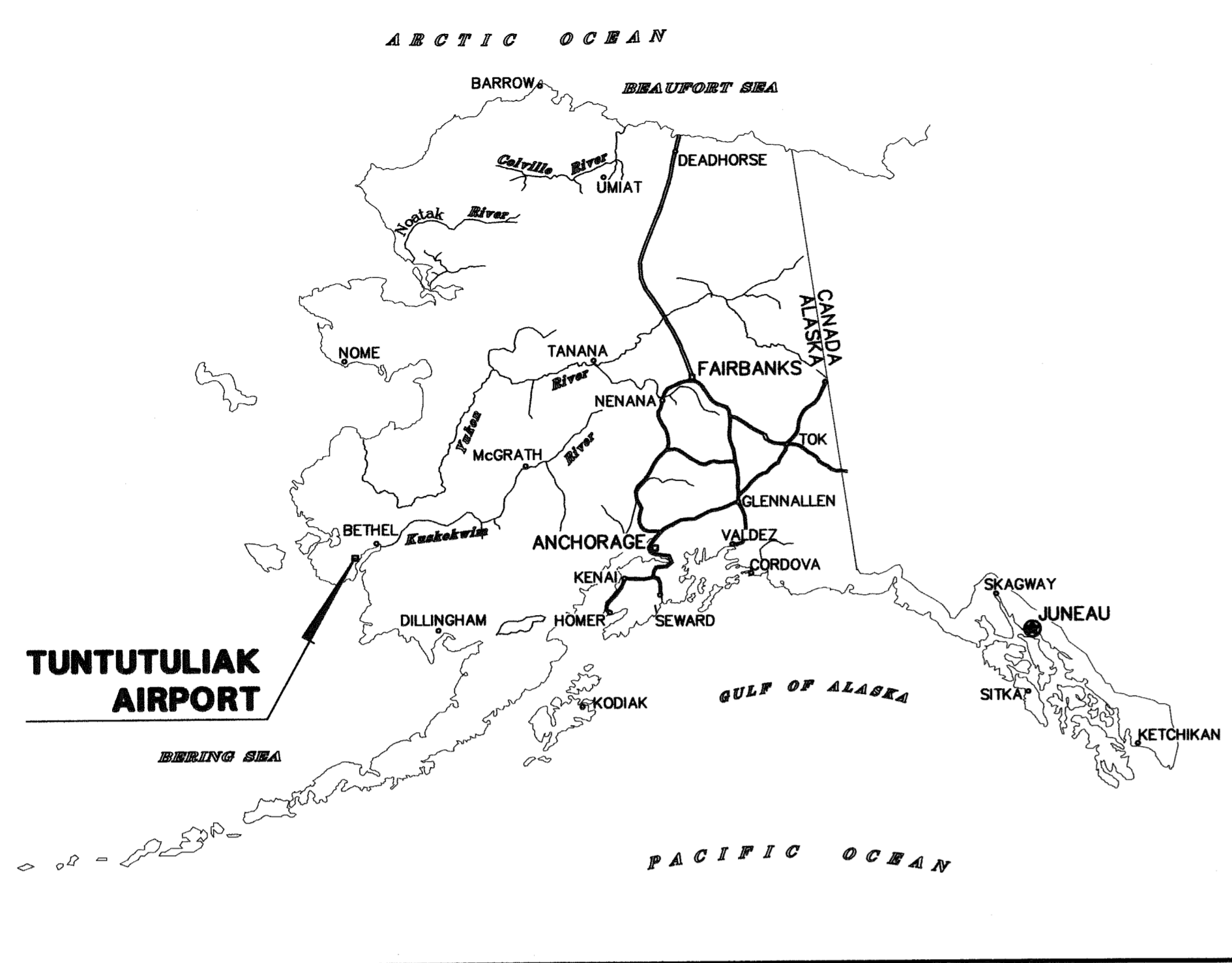
Final Deliverables: Two weeks from last Contracting Agency Review. ~ November 2026

Completed by \_\_\_\_\_ Date Completed \_\_\_\_\_  
Notes: \_\_\_\_\_

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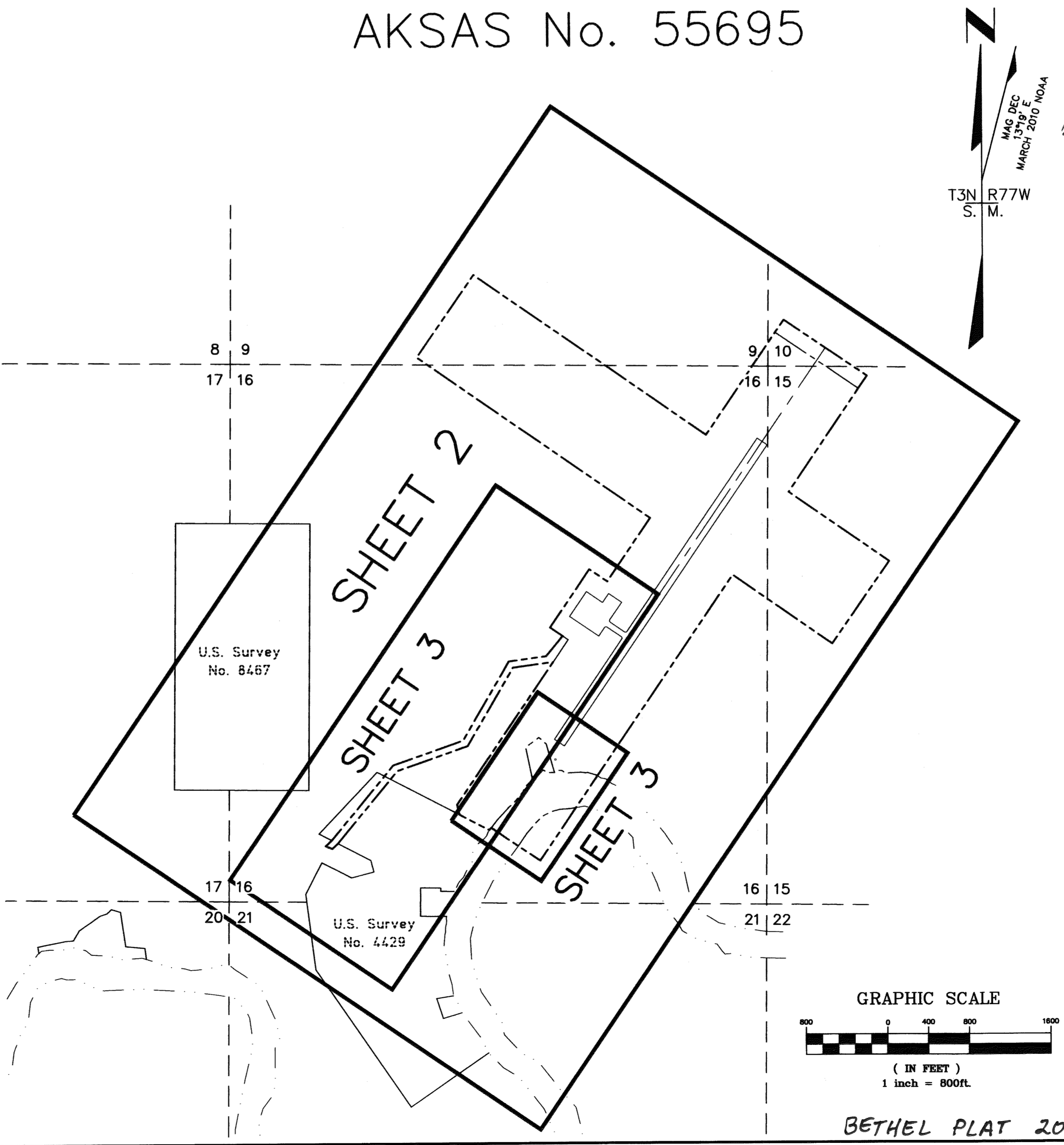
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

TUNTUTULIAK AIRPORT  
RIGHT OF WAY ACQUISITION PLAT  
AKSAS No. 55695



SURVEY NOTES

- The information provided here is based on the field survey performed by R&M Consultants, Inc., March 1st through March 4th, 2010. Additionally, R&M surveys from 1996–2000 and McClintock Land Associates surveys from 2004–2006 were compiled and best fit to this survey's GPS Static positions.
  - Primary horizontal control was established using Static GPS techniques with Trimble dual frequency receivers. The GPS vectors were free adjusted by simultaneous least squares methods using Trimble Geomatics Office software.
  - The bearings shown are local plane bearings as oriented to the State Plane Zone 7 grid Basis of Bearings. The rotation angle between the True Meridian and the local plane bearings on the runway centerline is 0°34'08" clockwise.
  - The minimum closure of the Airport Boundary as field monumented meets or exceeds 1:10000.
  - Runway 02–20 stationing is based on the As–built threshold stationing at R/W End 02: 21+00.00. Refer to "Construction Plans for Tuntutuliak Airport, 2006", sheet 19 of 24. See the red-lined "As–built" set of these drawings.
  - Access Boardwalk stationing is based on record stationing as reported in "Construction Plans for Tuntutuliak Airport, 2006", sheet N1 of 22.
  - The Boundary information shown here is the same as that shown on "Tuntutuliak Airport Boundary" Record of Survey plat 2000–35, B.R.D. However, the 2000 survey has been converted from meters to U.S. Survey Feet and has been translated and rotated to the datum described in the drawing "Survey Control Diagram" Record of Survey plat 2006–17, B.R.D. The 2000 R.O.S. was never mathematically linked to the 2006 R.O.S. The 2000 survey has now been best–fit to the newer datum through ties from Station "Tunt 1" to existing boundary monumentation.
  - All dimensions and coordinates shown hereon are in U. S. Survey Feet unless otherwise noted. Distances shown are reduced to horizontal ground distances.
  - Section lines are based on protraction and ties to NGS Tri–stations "NAPA" and "Bivouvac". The exterior lines of T.3N., R.77W. have been surveyed. All interior lines off the township are unsurveyed.
  - This is a survey of the Tuntutuliak Airport Right–of–Way described as Parcels 1–4, 7–10, & E–11 in the following documents:  
Deed, recorded 9/10/1998 in Bk. 80 Pg. 776, B.R.D., Surface Estate.  
Deed, recorded 9/10/1998 in Bk. 80 Pg. 784, B.R.D., Subsurface Estate.  
Deed, recorded 3/31/2009 as Document No. 2009–000418–0, B.R.D., Surface Estate.  
Deed, recorded 3/31/2009 as Document No. 2009–000419–0, B.R.D., Subsurface Estate.  
ILMA, recorded 10/26/1998 in Bk. 81 Pg. 537, B.R.D.  
Easement, acquired 12/6/2000 from Tuntutuliak Traditional Council  
Easement, recorded 11/6/2009, as Document No. 2009–001343–0, Surface Estate.  
Easement and Restrictive Covenant, recorded 9/10/1998 in Bk. 80 Pg. 792, B.R.D., Surface Estate.  
Restricted Covenant, recorded 9/10/1998 in Bk. 80 Pg. 797, B.R.D., Subsurface Estate.  
  
Additional source documents are:  
U.S. Patent 50–94–0489, U.S. Patent 50–94–0490  
BLM MTP and Rectangular plats for T.3N. R.77W. S.M. AK.  
BLM U.S. Survey 4429 plat  
Tuntutuliak Survey Control Diagram R.O.S. Plat 2006–17, B.R.D.  
Tuntutuliak Survey Control Diagram, DOT&PF, dated 1/24/1998.  
Tuntutuliak Survey Control Sheet, DOT&PF dated 6/15/2006  
Tuntutuliak Airport Property Plan, DOT&PF dated 8/98, rev. date 7/27/06  
Tuntutuliak Airport R.O.S., circa May 2010, recording date pending  
Construction Plans for Tuntutuliak Airport, 2006, Redline Copies
10. Right–of–Way has been acquired. Construction has been completed.



PLAT APPROVAL

This plat is approved by the Commissioner of the Department of Natural Resources, or the Commissioner's Designee, in accordance with AS 40.15.

*Gerald Jennings*  
COMMISSIONER  
Date *Oct 08, 2010*

SURVEYOR'S CERTIFICATE

I, Randal H. Brinker, hereby certify that I am a registered professional land surveyor in the state of Alaska and that this plat represents a survey made by me or under my direct supervision, and that the monuments shown on this plat actually exist as described, and that all dimensions and other details are true and correct to the best of my knowledge.

*Randal H. Brinker*  
RANDAL H. BRINKER, L.S. 8852  
Date *9/24/10*

HORIZONTAL CONTROL STATEMENT

Coordinate System:  
Project coordinates are on a local ground–based grid coordinate system, expressed in U.S. Survey Feet. This local system was developed by McClintock Land Associates and documented in the "Survey Control Diagram" Record of Survey (R.O.S.) plat 2006–17, B.R.D.

Basis of Coordinates:  
All project coordinates are referenced to Station "TUNT 1" (#10), as shown on "Survey Control Diagram" R.O.S. plat 2006–17, B.R.D. The local U.S. Survey Feet coordinate values for "TUNT 1" are N 50,000.0000, E 30,000.0000. A Scale Factor of 1.0000842122 was applied to the NAD83 (CORS96)(EPOCH:2003) Alaska State Plane Zone 7 values to obtain local ground distances. Note: EPOCH:2003 was not stated in R.O.S. 2006–17. R.O.S. 2006–17 states that State Plane Coordinates are based on OPUS solutions.

Basis of Bearings:  
Project bearings are NAD83 Alaska State Plane Zone 7 grid bearings translated to the local coordinate system.

Translation Parameters:  
To convert the local U.S. Survey Feet coordinates to NAD83 (CORS96)(EPOCH:2003.0000) Alaska State Plane Zone 7 feet coordinates:  
Step 1: Translate using +2,270,764.3192 N, +1,492,237.5082 E.  
Step 2: Scale by .9999157949 (base point 0,0).

To convert the NAD83 (CORS96)(EPOCH:2003.0000) Alaska State Plane Zone 7 feet coordinates to local U.S. Survey Feet coordinates:  
Step 1: Scale by 1.0000842122 (base point 0,0).  
Step 2: Translate using –2,270,764.3192 N, –1,492,237.5082 E.

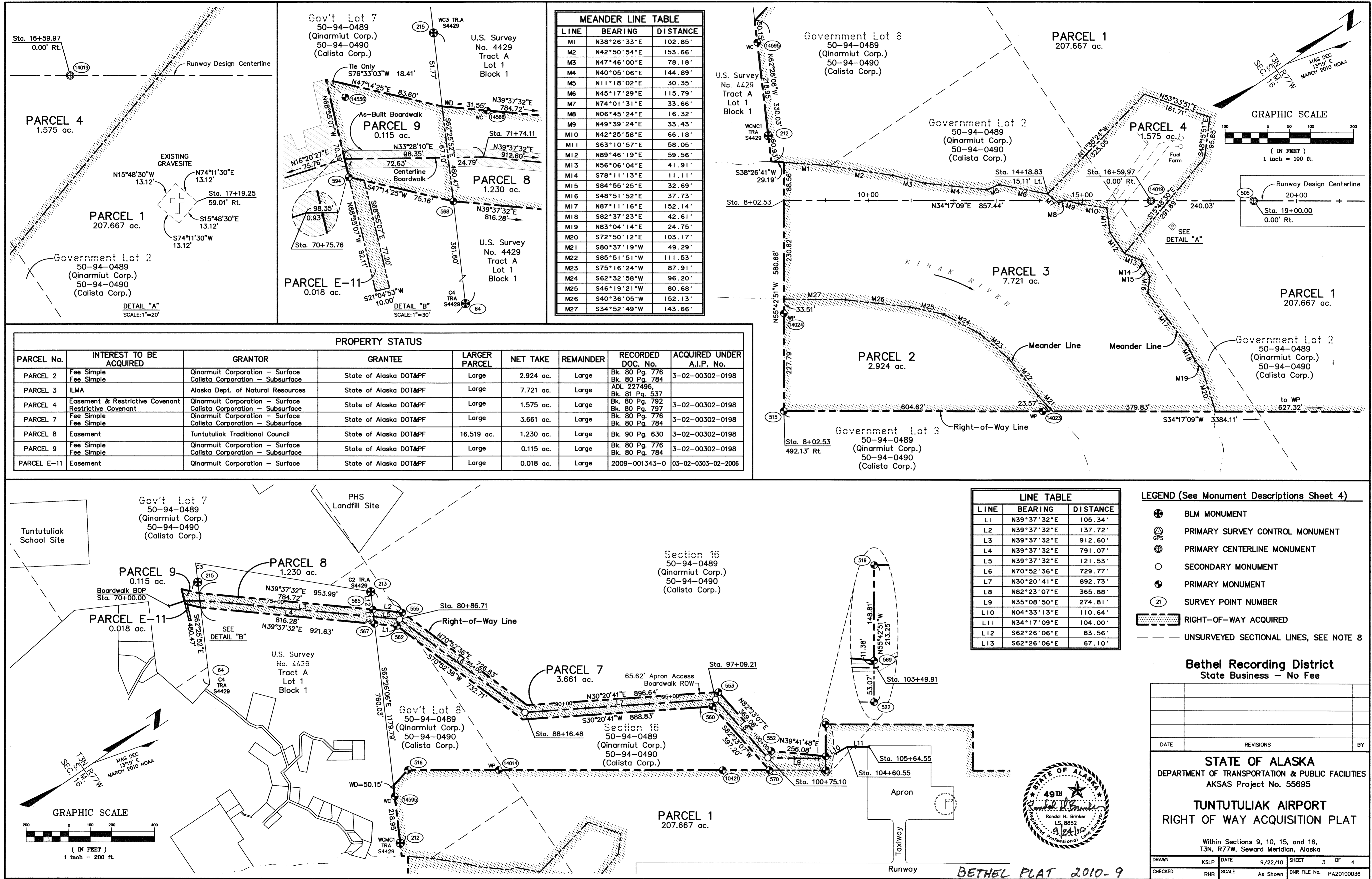
BETHEL RECORDING DISTRICT  
STATE BUSINESS-NO FEE

SHEET 1 OF 4  
DNR FILE No. PA20100036

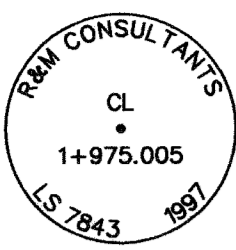
BETHEL PLAT 2010-9



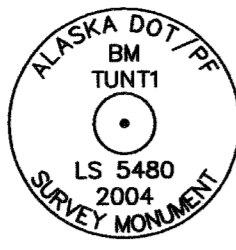
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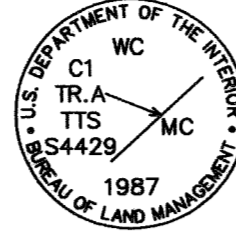
Typical  
2" Aluminum Cap  
On 5/8" x 30" Rebar  
Runway Centerline and RP's,  
Access Boardwalk Centerline



Found  
2 1/2" Brass Cap  
1.1' above grade  
Inside 6" PVC 1.4' above grade  
With carsonite post  
1' Easterly



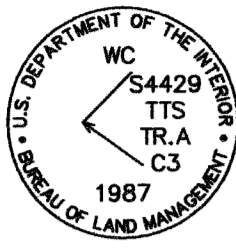
Found  
3 1/4" BLM Aluminum Cap  
2' above grade  
On 3/4" Aluminum Rod



Found  
3 1/4" BLM Aluminum Cap  
2' above grade  
On 3/4" Aluminum Rod



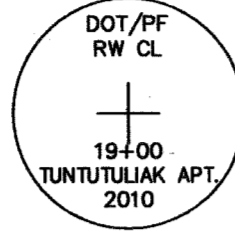
Found  
3 1/4" BLM Aluminum Cap  
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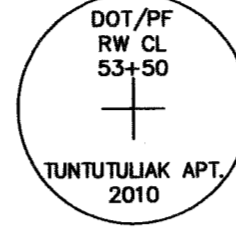
Found  
3 1/4" BLM Aluminum Cap  
2' above grade  
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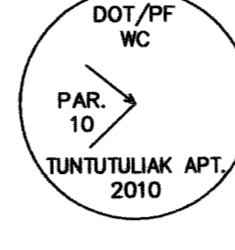
Found  
2 1/2" Brass Cap  
0.4' above grade  
Inside 6" PVC 0.6' above grade  
With carsonite post  
1.2' Southerly



Set  
3 1/4" Aluminum Cap  
On 2 1/2" x 30" Aluminum Post  
0.4' below grade  
Flared at base



Set  
3 1/4" Aluminum Cap  
On 2 1/2" x 30" Aluminum Post  
0.4' below grade  
Flared at base



Set  
3 1/4" Aluminum Cap  
On 2 1/2" x 30" Aluminum Post  
0.4' below grade  
Flared at base



Set  
3 1/4" Aluminum Cap  
On 2 1/2" x 30" Aluminum Post  
Flush with grade  
Flared at base



Set  
3 1/4" Aluminum Cap  
Dig Mon 0.2' above grade  
With carsonite post  
1.3' inside boundary



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3 1/4" Aluminum Cap  
Dig Mon 0.2' above grade  
With carsonite post  
1.3' inside boundary



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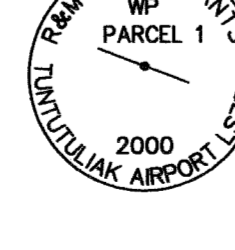
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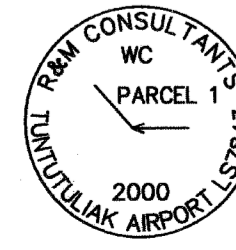
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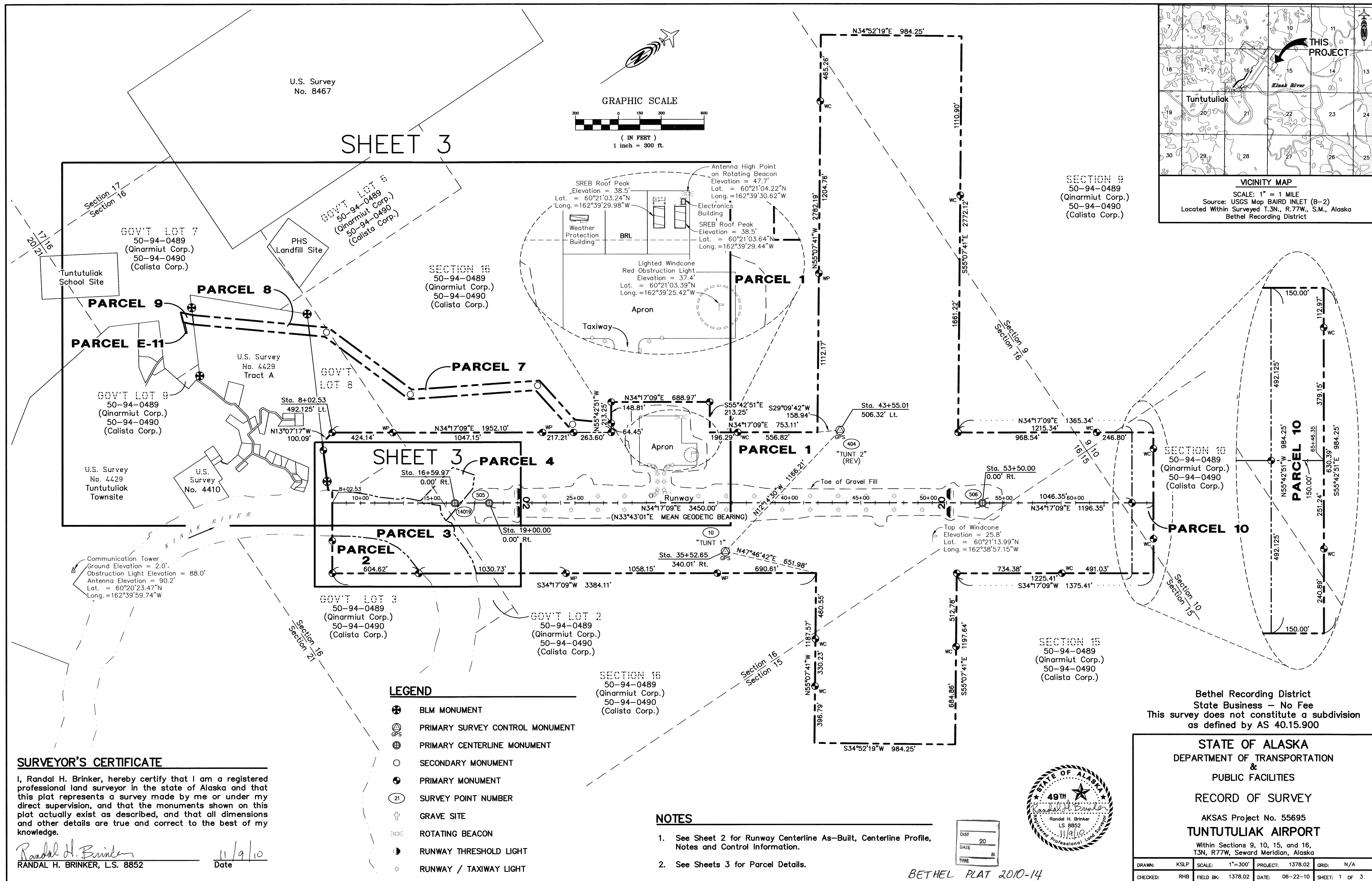
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MONUMENTS RECOVERED								
Point	Northing	Easting	Runway 02-20 Centerline		Runway 11-29 Centerline		Access Road Centerline	
			Station	Offset	Station	Offset	Station	Offset
10	50000.0000	30000.0000	35+52.65	340.01				
64	47654.6463	26912.1662					72+31.44	386.43
212	47974.4885	28024.5429	7+66.28	-151.18				
213	48520.4412	26978.6701					79+40.71	-114.52
215	47877.0155	26486.2520					71+40.27	-87.57
404	51139.6946	29752.7195	43+55.01	-506.32				

MONUMENTS SET								
Point	Northing	Easting	Runway 02-20 Centerline		Runway 11-29 Centerline		Access Road Centerline	
			Station	Offset	Station	Offset	Station	Offset
505	48826.0490	28788.1025	19+00.00	0.00				
506	51676.5717	30731.5584	53+50.00	0.00				
507	52523.5132	31613.0663	65+46.35	251.24				
508	52878.6252	31092.2135	65+46.35	-379.15				
515	47642.0502	28576.4858	8+02.53	492.13				
516	48196.4984	27763.2606	8+02.53	-492.13				
519	49929.5255	28686.7174	27+54.62	-705.38				
520	50498.7831	29074.8311	34+43.60	-705.38				
522	49809.3951	28862.9164	27+54.62	-492.13			103+46.72	53.06
534	51251.4020	31037.3032	51+70.94	492.12	225+58.91	-492.12		
536	51814.1697	30229.7501	51+81.01	-492.13	215+74.61	-492.13		
552	49648.6622	28646.1039					100+90.48	-31.69
553	49599.7556	28280.2812					* 97+10 ±	* -33 ±
555	48587.8470	27140.5755					* 80+87 ±	* -33 ±
560	49538.9621	28320.7257					97+25.23	32.81
562	48531.8634	27179.4107					80+77.53	32.81
565	48481.7738	27052.7440					79+58.17	-32.81
567	48450.7243	27112.2255					79+72.19	32.81
568	47822.0000	26591.6256					71+52.49	30.67
569	49845.6990	28809.6681	27+54.62	-556.57			103+45.75	-11.38
570	49591.5952	28714.4225	24+91.02	-492.13			100+83.15	57.03
594	47770.9748	26536.4454					70+79.50	12.78
14012	49867.5290	30093.7934	34+96.03	492.13				
14013	48993.2421	29497.7141	24+37.88	492.13				
14014	48546.9370	28002.1858	12+26.66	-492.13				
14019	48627.7247	28652.8871	16+59.97	0.00				
14021	49412.1298	28592.0650	22+73.81	-492.13				
14023	48141.6146	28917.0834	14+07.15	492.12				
14024	47770.3686	28388.2774	8+02.53	264.34				
14513	52541.1040	31320.9873	63+96.35	0.00				
14514	52614.4153	30775.3491	61+49.55	-492.13				
14521	50540.8379	29361.6063	36+39.89	-492.13				
14526	50549.1196	31184.3127			230+81.05	0.00		
14527	52616.1535	28218.1867			194+65.73	0.00		
14528	52325.5875	27774.3927			192+67.76	492.12		
14529	52763.9595	28866.8329			199+13.39	-492.13		
14530	50958.2230	31458.0056			230+71.69	-492.13		
14531	49986.0123	31131.6063			233+59.76	492.12		
14533	51858.1715	31450.9923	59+05.32	492.13				
14535	50174.8169	30860.6779			230+29.53	492.12		
14537	51636.7763	28762.8140			204+72.51	492.13		
14556	47800.5765	26488.6750					70+77.85	-43.40
14566	47877.3570	26552.2710					* 71+75 ±	* -33 ±
14595	48075.8090	27830.4447	7+40.65	-368.63				

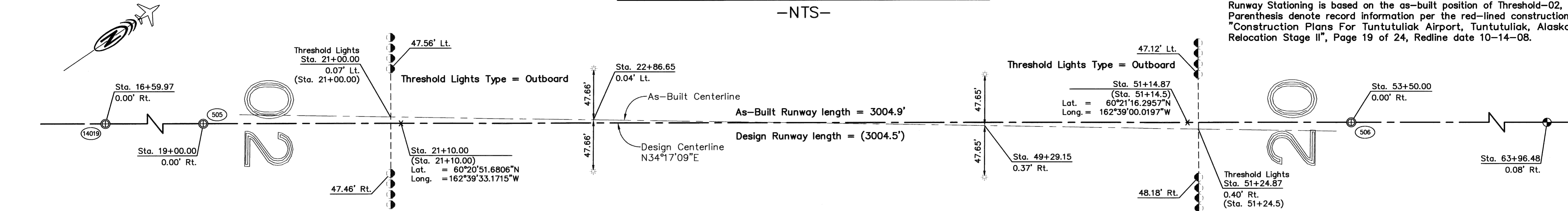


# RUNWAY AS-BUILT CENTERLINE

-NTS-

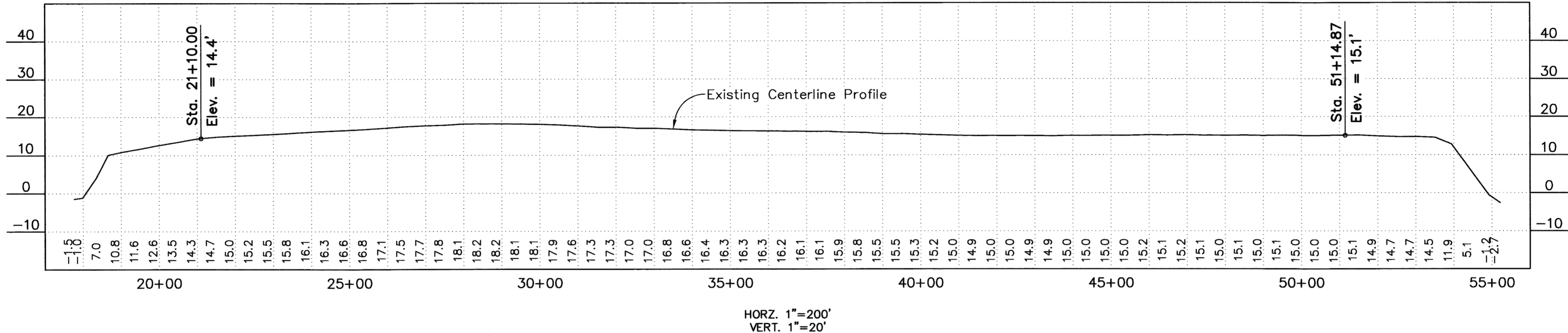
## Note:

Runway Stationing is based on the as-built position of Threshold-02, 20+00.00. Parenthesis denote record information per the red-lined construction drawings "Construction Plans For Tuntutuliak Airport, Tuntutuliak, Alaska, Airport Relocation Stage II", Page 19 of 24, Redline date 10-14-08.



## LEGEND

- BLM MONUMENT
- PRIMARY SURVEY CONTROL MONUMENT
- PRIMARY CENTERLINE MONUMENT
- SECONDARY MONUMENT
- PRIMARY MONUMENT
- SURVEY POINT NUMBER
- GRAVE SITE
- ROTATING BEACON
- RUNWAY THRESHOLD LIGHT
- RUNWAY / TAXIWAY LIGHT



SURVEY CONTROL POINTS									
POINT	NAD83 GEOGRAPHIC COORDINATES		NAD83 AK S.P. ZONE 7		LOCAL COORDINATES		ELEVATION	DESCRIPTION	
	LATITUDE	LONGITUDE	NORTHING	EASTING	NORTHING	EASTING			
* 10	60°21'01.63993"	162°39'11.63592"	2320568.8990	1522109.3280	50000.0000	30000.0000	* 0.67	Fd 2-1/2" BC {DOT} "TUNT-1" with datum pt 1.1' AG in 6" PVC 1.4' AG	
404	60°21'12.83930"	162°39'16.77534"	2321708.4976	1521862.0684	51139.6946	29752.7195	* 1.71	Fd 2-1/2" BC {DOT} "TUNT-2" (Rev) with datum pt 0.4' AG in 6" PVC 0.6' AG	
505	60°20'49.96021"	162°39'35.48781"	2319395.0469	1520897.5326	48826.0490	28788.1025		Set {DOT} 2-1/2" x 30" Alpost w/ 3-1/4" AC 0.4' BG, RWCL	
506	60°21'18.22170"	162°38'57.42498"	2322245.3295	1522840.8248	51676.5717	30731.5584		Set {DOT} 2-1/2" x 30" Alpost w/ 3-1/4" AC 0.4' BG, RWCL	
14019	60°20'47.99381"	162°39'38.13534"	2319196.7393	1520762.3286	48627.7247	28652.8871		Fd 3-1/4" AC {R&M} 0.1' AG, RWCL	

\* Record values per R.O.S. Plat No. 2006-17

## VERTICAL CONTROL STATEMENT

Basis of Vertical Control:  
Project vertical datum is NAVD88 based on Station "TUNT 1", elevation 0.67 feet, as shown on "Survey Control Diagram" R.O.S. 2006-17, B.R.D. The "TUNT 1" Elevation was derived using GPS static observations processed with OPUS and GEOID99. CORS Stations BAY1, KOD1 and KEN1 were used.

Additional Vertical datum Information:  
1. Two 8-hour GPS static observations at station "TUNT 1" were performed 3/2/2010 - 3/3/2010 and processed with OPUS and GEOID09. CORS Stations BET1, AB08, and AB14 were used. Both OPUS solutions returned a GEOID09 NAVD88 elevation of 12.49 feet.  
2. The original 1996-1997 Tuntutuliak Airport design survey elevations were based on recovered ADA brass cap monument "Station 0+36" on the old runway centerline south of town. Station 0+36 brass cap Elevation was 14.0' as shown on the drawing titled "State of Alaska, Department of Public Works, Division of Aviation, Tuntutuliak, Survey Control Sheet" dated 9/24/73. This datum was approximately 10' above the current project datum. See table below.

## VERTICAL DATUM TABLE

OPUS Geoid99 NAVD88 = 0.00' (Project Datum)	
OPUS Geoid09 NAVD88 = 11.82'	Bethel Recording District
1996-1997 = 10' ±	State Business - No Fee
	This survey does not constitute a subdivision as defined by AS 40.15.900



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES RECORD OF SURVEY			
AKSAS Project No. 55695 TUNTUTULIAK AIRPORT			
Within Sections 9, 10, 15, and 16, T3N, R77W, Seward Meridian, Alaska			
DRAWN: KSLP	SCALE: As Shown	PROJECT: 1378.02	GRID: N/A
CHECKED: RHB	FIELD BK: 1378.02	DATE: 06-22-10	SHEET: 2 OF 3

## SURVEY NOTES

- The information provided here is based on the field survey performed by R&M Consultants, Inc., March 1st through March 4th, 2010. Additionally, R&M surveys from 1996-2000 and McClintock Land Associates surveys from 2004-2006 were compiled and best fit to this survey's GPS Static positions.
- The purpose of this survey was to:
  - Monument runway centerline.
  - Monument Parcel 10.
  - As-built constructed runway centerline.
  - As-built constructed runway thresholds.
  - As-built constructed nav-aids, runway lights, windcones, etc.
  - As-built runway footprint, apron footprint, and access boardwalk.
  - As-built buildings and other planimetrics on the apron.
  - As-built any airspace obstructions.
  - Check boundary monumentation.
  - Translate R&M 1996-2000 survey to McClintock 2005-2006 datum (added later).
- Primary horizontal control was established using Static GPS techniques with Trimble dual frequency receivers. The GPS vectors were free adjusted by simultaneous least squares methods using Trimble Geomatics Office software.
- The As-built runway centerline was established through the midpoints between the extreme runway light pairs at each end of the runway. The thresholds were established at the intersect of the As-built runway and a best-fit line through the threshold lights. The discrepancy between As-built and design runway centerlines was less than 0.5' feet, thus meeting the DOT&PF criteria dictating that design centerline be held for monumentation.

## SURVEY NOTES

- Runway 02-20 stationing is based on the As-built threshold stationing at R/W End 02: 21+00.00. Refer to "Construction Plans for Tuntutuliak Airport, 2006", sheet 19 of 24. See the red-lined "As-built" set of these drawings.

Access Boardwalk stationing is based on record stationing as reported in "Construction Plans for Tuntutuliak Airport, 2006", sheet N1 of 22.
- As-built runway length is 3004.9 feet. Design runway length is 3004.5 feet. Refer to "Construction Plans for Tuntutuliak Airport" (described in note 5).
- All elevations established this survey were transferred from station "TUNT 1" (#10) using GPS Static and RTK measurements constrained by Geoid09.
- The Boundary information shown here is the same as that shown on "Tuntutuliak Airport Boundary" Record of Survey plat 2000-35, B.R.D. However, the 2000 survey has been converted from meters to U.S. Survey Feet and has been translated and rotated to the datum described in the drawing "Survey Control Diagram" Record of Survey plat 2006-17, B.R.D. The 2000 R.O.S was never mathematically linked to the 2006 R.O.S. The 2000 survey has now been best-fit to the newer datum through ties from Station "Tunt 1" to existing boundary monumentation.
- All dimensions and coordinates shown hereon are in U. S. Survey Feet unless otherwise noted. Distances shown are reduced to horizontal ground distances.
- Section lines are based on protraction and ties to NGS Tri-stations "NAPA" and "Bivouvac". The exterior lines of T.3N., R.77W. have been surveyed. All interior lines off the township are unsurveyed.

## HORIZONTAL CONTROL STATEMENT

Coordinate System:  
Project coordinates are on a local ground-based grid coordinate system, expressed in U.S. Survey Feet. This local system was developed by McClintock Land Associates and documented in the "Survey Control Diagram" Record of Survey (R.O.S.) plat 2006-17, B.R.D.

Basis of Coordinates:  
All project coordinates are referenced to Station "TUNT 1" (#10), as shown on "Survey Control Diagram" R.O.S. plat 2006-17, B.R.D. The local U.S. Survey Feet coordinate values for "TUNT 1" are N 50,000.0000, E 30,000.0000. A Scale Factor of 1.0000842122 was applied to the NAD83 (CORS96)(EPOCH:2003) Alaska State Plane Zone 7 values to obtain local ground distances. Note: EPOCH:2003 was not stated in R.O.S. 2006-17. R.O.S. 2006-17 states that State Plane Coordinates are based on OPUS solutions.

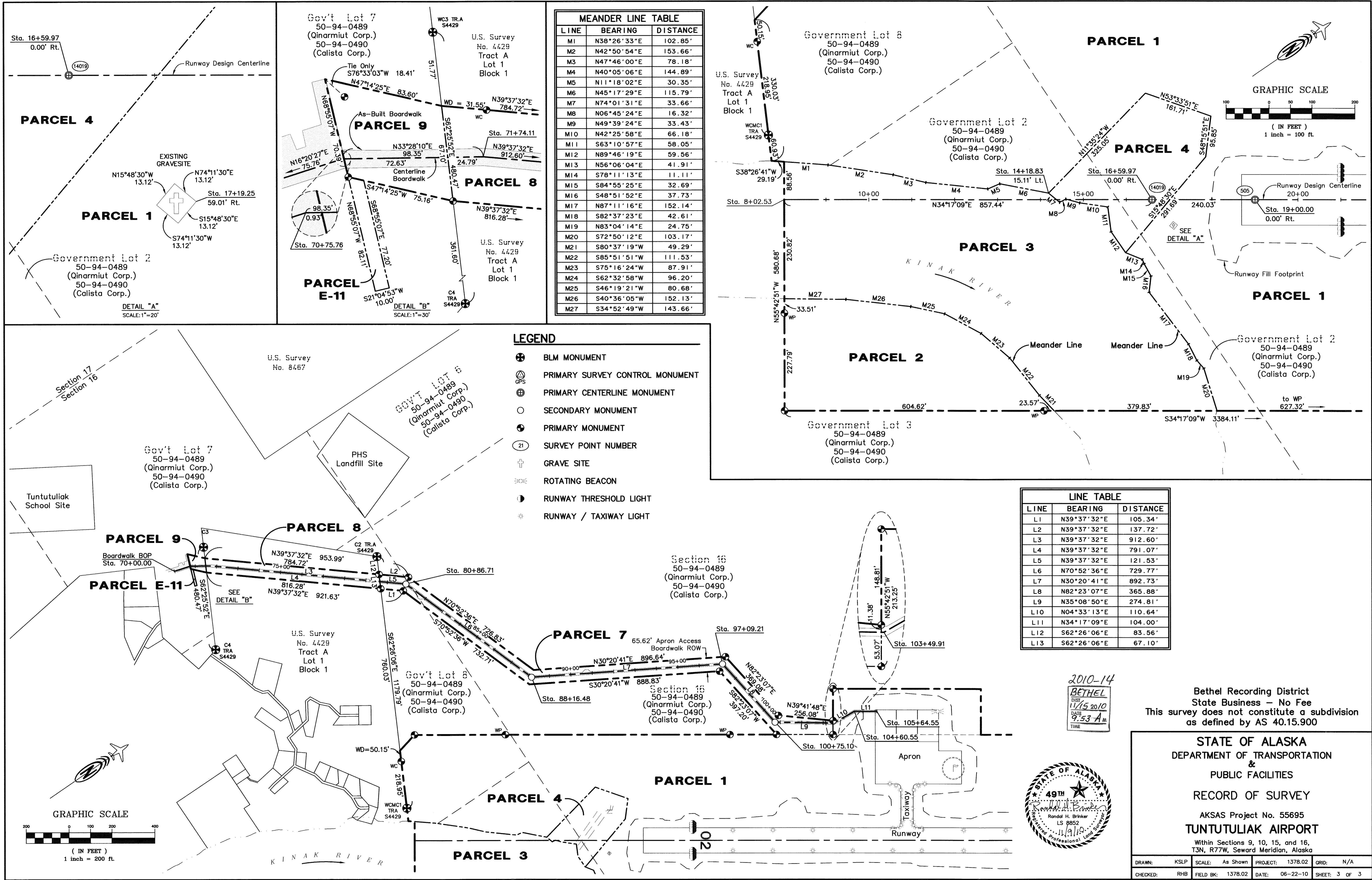
Basis of Bearings:  
Project bearings are NAD83 Alaska State Plane Zone 7 grid bearings translated to the local coordinate system.

Translation Parameters:  
To convert the local U.S. Survey Feet coordinates to NAD83 (CORS96) (EPOCH:2003.0000) Alaska State Plane Zone 7 feet coordinates:  
Step 1: Translate using +2,270,764.3192 N, +1,492,237.5082 E.  
Step 2: Scale by .9999157949 (base point 0,0).

To convert the NAD83 (CORS96)(EPOCH:2003.0000) Alaska State Plane Zone 7 feet coordinates to local U.S. Survey Feet coordinates:  
Step 1: Scale by 1.0000842122 (base point 0,0).  
Step 2: Translate using -2,270,764.3192 N, -1,492,237.5082 E.

BETHEL PLAT 2010-14

Z:\project\1378.02 Tuntutuliak Airport\Survey\Acad\Tuntutuliak\_ROS-v2005.dwg  
Plotted 6/22/2010 12:34 PM by Katy Lander-Pederson





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division

222 West 7<sup>th</sup> Avenue, #14  
Anchorage, Alaska 99513

June 5, 2019

Wolfgang E. Junge, P.E.  
Central Region Preconstruction Engineer  
State of Alaska Department of Transportation and Public Facilities  
P.O. Box 196900  
Anchorage AK 99519-6900

Dear Mr. Junge:

The Tuntutuliak Airport (A61) Airport Layout Plan (ALP) bearing your signature is approved. A signed copy of the approved ALP is enclosed.

An aeronautical study (No. 2018-AAL-358-NRA) was conducted on the proposed development. This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, aviation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. Airport Improvement Program funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable

Federal Aviation Regulations. More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

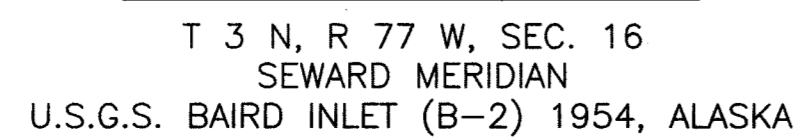
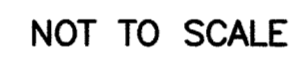
If you have any questions, please contact Jonathan Linquist in our office at 907-271-5445.





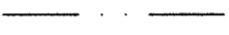





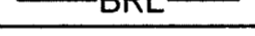




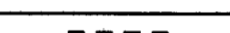
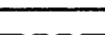
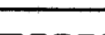








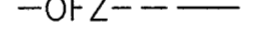

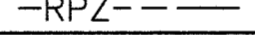
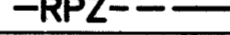
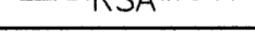

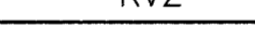







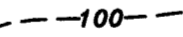




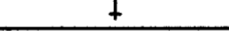



Sincerely,

A handwritten signature in blue ink, appearing to read "Katrina Moss". The signature is fluid and cursive, with the first name "Katrina" being more prominent than the last name "Moss".

Katrina Moss  
Lead Community Planner

Enclosure



LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
APPROACH		
APPROACH SITING		
BUILDINGS		
BUILDING RESTRICTION LINE		
FAA WEATHER STATION		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
RUNWAY OBSTACLE FREE AREA		
RUNWAY OBSTACLE FREE ZONE		
RUNWAY PROTECTION ZONE		
RUNWAY SAFETY AREA		
RUNWAY VISUAL ZONE		
SEGMENTED CIRCLE		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS		
UTILITY POLE		
WATER BODY		
WIND CONE		
WIND TURBINE		

DRAWING INDEX	
Sheet No.	Sheet Title
1	COVER AND SHEET INDEX
2	AIRPORT DATA
3	WIND ROSE
4	EXISTING LAYOUT
5	ULTIMATE LAYOUT
6	EXISTING INNER APPROACH — RUNWAY 20 — 02
7	ULTIMATE INNER APPROACH — RUNWAY 20 — 02
8	ULTIMATE INNER APPROACH — RUNWAY 29 — 11
9	RUNWAY PROFILES
10	AIRPORT AIRSPACE, 14 CFR, PART 77
11	AIRPORT PROPERTY MAP

			APPROVED: <u>[Signature]</u> <b>JOHN R. LINNELL, P.E.</b> RECOMMENDED: _____ <u>[Signature]</u> <b>LUKE BOWLAND, P.E.</b>		DATE: <u>4/4/19</u> <b>PRECONSTRUCTION ENGINEER</b> DATE: <u>5/31/19</u> <b>AVIATION DESIGN GROUP CHIEF</b>		STATE OF ALASKA <b>DEPARTMENT OF TRANSPORTATION          AND PUBLIC FACILITIES</b> <b>CENTRAL REGION</b>		
			AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO ALP APPROVAL LETTER DATED <u>6-1-5-2019</u> FAA AIRSPACE REVIEW NUMBER: <u>2019-AAL-398-NRA</u> <u>[Signature]</u> <b>FAA, AIRPORTS DIVISION ALASKAN REGION, AAL-</b>		DATE: <u>6-5-2019</u> <b>TUNTUTULIAK AIRPORT</b> TUNTUTULIAK, ALASKA AIRPORT LAYOUT PLAN COVER AND SHEET INDEX		DATE: <u>5/21/2019</u> SHEET: <u>1</u> OF <u>11</u>		
BY	DATE	REVISION							

AIRPORT DATA		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	A61	A61
NATIONAL AIRPORT IDENTIFIER	A61	A61
FAA SITE NUMBER	50772.6*A	50772.6*A
AIRPORT ELEVATION NAVD88	18.2	18.2
AIRPORT REFERENCE CODE	B-I	A-II(S)
MEAN MAX. TEMPERATURE, HOTTEST MONTH	62.6°F JULY	62.6°F JULY
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	11.43° E, 2016, 0.29° W	11.43° E, 2016, 0.29° W
CRITICAL AIRCRAFT OR AIRCRAFT GROUP	A-II(S)	A-II(S)
AIRPORT AND TERMINAL NAVIGATION AIDS	BEACON, SEG CIRCLE	BEACON, SEG CIRCLE
MISCELLANEOUS FACILITIES	WINDCONE	WEATHER STATION, WINDCONE
NPIAS SERVICE LEVEL	LOCAL	LOCAL
STATE EQUIVALENT SERVICE ROLE	COMMUNITY OFF ROAD	COMMUNITY OFF ROAD

GEOGRAPHIC COORDINATES		
ITEM	EXISTING	ULTIMATE
ARP		
LATITUDE	60°21'03.99"N	60°21'10.03"N
LONGITUDE	162°39'16.60"W	162°39'17.16"W
THRESHOLD RW 02		
LATITUDE	60°20'51.68"N	60°20'51.68"N
LONGITUDE	162°39'33.17"W	162°39'33.17"W
STATION	21+10	21+10
ELEVATION	14.4	14.4
THRESHOLD RW 20		
LATITUDE	60°21'16.30"N	60°21'16.30"N
LONGITUDE	162°39'00.02"W	162°39'00.02"W
STATION	51+15	51+15
ELEVATION	15.1	15.1
THRESHOLD RW 11		
LATITUDE	N/A	60°21'24.23"N
LONGITUDE	N/A	162°39'38.75"W
STATION	N/A	222+00
ELEVATION	N/A	15.1
THRESHOLD RW 29		
LATITUDE	N/A	60°21'10.08"N
LONGITUDE	N/A	162°38'56.88"W
STATION	N/A	247+50
ELEVATION	N/A	15.1

PRIMARY AIRPORT CONTROL STATIONS			
POINT	LATITUDE	LONGITUDE	DESCRIPTION
10	60° 21' 01.64"	162° 39' 11.64"	TUNT-1
404	60° 21' 12.84"	162° 39' 16.78"	TUNT-2
505	60° 20' 49.96"	162° 39' 35.49"	RWCL
506	60° 21' 18.22"	162° 38' 57.42"	RWCL
14019	60° 26' 47.99"	162° 39' 38.14"	RWCL

TAXIWAY DATA		
ITEM	EXISTING	ULTIMATE
AIRPLANE DESIGN GROUP	I	II
TAXIWAY DESIGN GROUP	N/A	1A
TAXIWAY SURFACE	GRAVEL	GRAVEL
TAXIWAY DIMENSIONS	25' X 200'	25' X 220'
SHOULDER WIDTH	10'	10'
SAFETY AREA (TSA) WIDTH	49'	79'
EDGE SAFETY MARGIN (TESM)	N/A	5'
OBJECT FREE AREA (TOFA) WIDTH	89'	131'
TAXIWAY LIGHTING	MITL	MITL
TAXIWAY MARKING	NONE	NONE

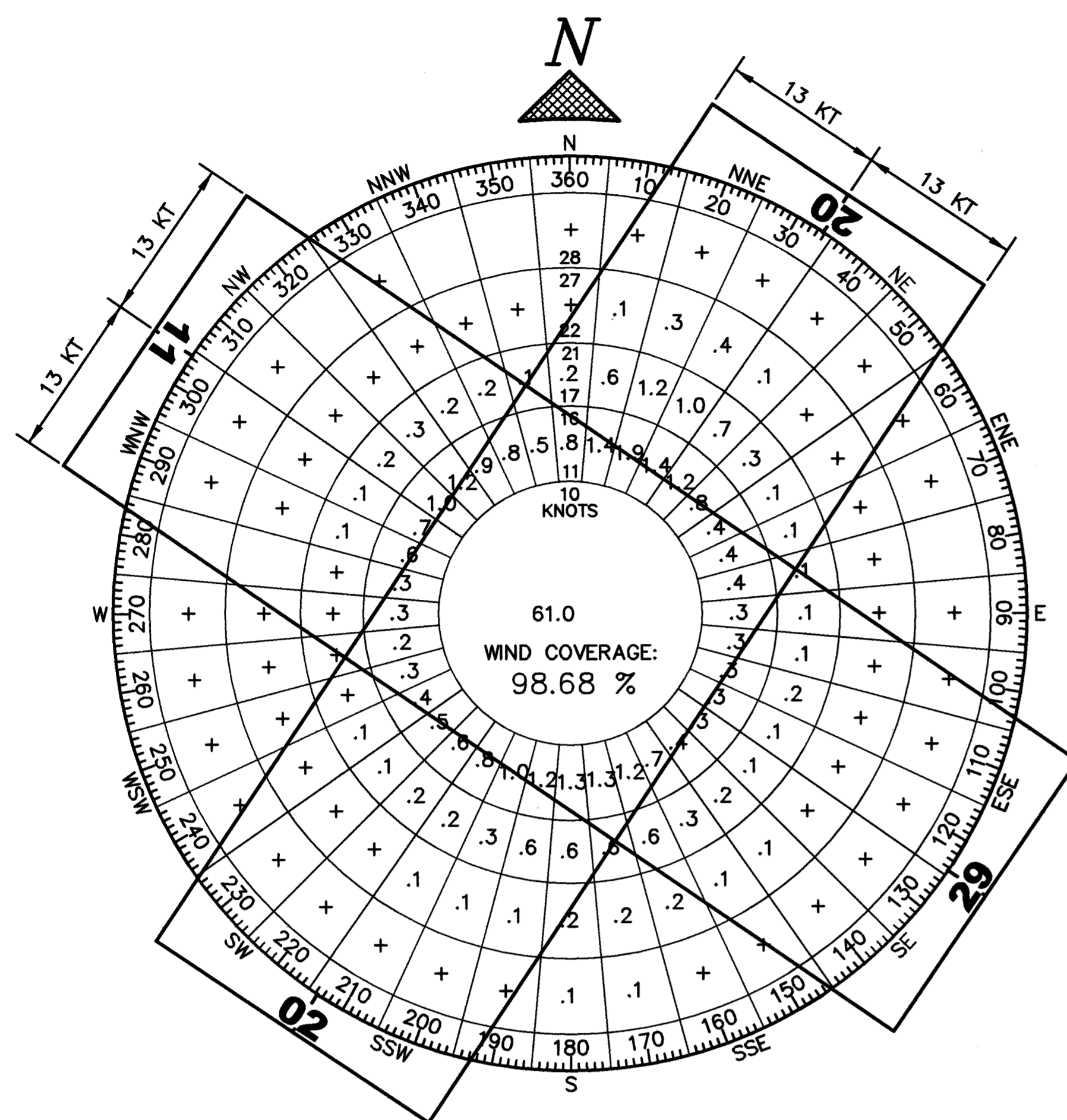
MODIFICATIONS TO STANDARDS					
ASN	DESCRIPTION	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE APPROVED
	NONE REQUIRED				

RUNWAY DATA			
ITEM	EXISTING	ULTIMATE	ULTIMATE
RUNWAY IDENTIFIER	02/20	02/20	11/29
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V	NPI	V
FAR PART 77 VISIBILITY MINIMUM	VISUAL	>1 MILE	VISUAL
FAR PART 77 APPROACH SURFACES SLOPE	20:1	20:1	20:1
APPROACH TYPE (VIS, NPA, APV(NP), APV(P), PREC)	VIS	NPA	VIS
THRESHOLD SITING SURFACE SLOPE	20:1	20:1	20:1
RUNWAY DESIGN CODE	B-I-VIS	A-II(S)-5000	A-II(S)-VIS
APPROACH RUNWAY REFERENCE CODE (APRC)	B-II-VIS	B-II-5000	B-II-VIS
DEPARTURE RUNWAY REFERENCE CODE (DPRC)	B-II	B-II	B-II
RUNWAY SURFACE	GRAVEL	GRAVEL	GRAVEL
SURFACE TREATMENT	NONE	NONE	NONE
AIRPLANE GEAR CONFIG/PAVE STRENGTH (x1000 lbs)	N/A	N/A	N/A
PAVEMENT STRENGTH BY PCN	N/A	N/A	N/A
DESIGN AIRCRAFT (>60,000 lbs)	N/A	N/A	N/A
MAXIMUM ELEVATION	18.2	18.2	15.1
TOUCHDOWN ZONE ELEVATION	18.2	18.2	15.1
EFFECTIVE GRADE	0.55%	0.55%	0.00%
MEAN GEODETIC BEARING	N 33°43'00.71" E	N 33°43'00.71" E	N 55°41'50.49" W
RUNWAY DIMENSIONS	75' X 3,005'	75' X 3,005'	75' X 2,550'
RUNWAY SAFETY AREA (RSA)	120' X 3,485'	150' X 3,605'	150' X 3,150'
RSA LENGTH BEYOND DEPARTURE END	240'	300'	300'
RSA LENGTH PRIOR TO THRESHOLD	240'	300'	300'
RUNWAY OBJECT FREE AREA (OFA)	400' X 3,485'	500' X 3,605'	500' X 3,150'
ROFA LENGTH BEYOND DEPARTURE END	240'	300'	300'
ROFA LENGTH PRIOR TO THRESHOLD	240'	300'	300'
RUNWAY OBSTACLE FREE ZONE (OFZ)	250' X 3,405'	250' X 3,405'	250' X 2,950'
PRECISION OBSTACLE FREE ZONE (POFZ)	N/A	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ)	1,000' X 250' X 450'	1,000' X 250' X 450'	1,000' X 250' X 450'
RUNWAY LIGHTING	MIRL	MIRL	MIRL
RUNWAY MARKING TYPE	NONE	NONE	NONE
RUNWAY NAVIGATION AIDS	REIL / -- WIND CONE	REIL / REIL PAPI / PAPI WIND CONE	REIL / REIL PAPI / PAPI WIND CONE
AERONAUTICAL SURVEY TYPE REQUIRED	NVG	NVG	NVG
DEPARTURE SURFACE	NO	YES	NO

**NOTES:**

1. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
2. NO THRESHOLD SITING SURFACE PENETRATIONS.
3. ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
4. ALL ELEVATIONS ARE NAVD88.

[illegible]

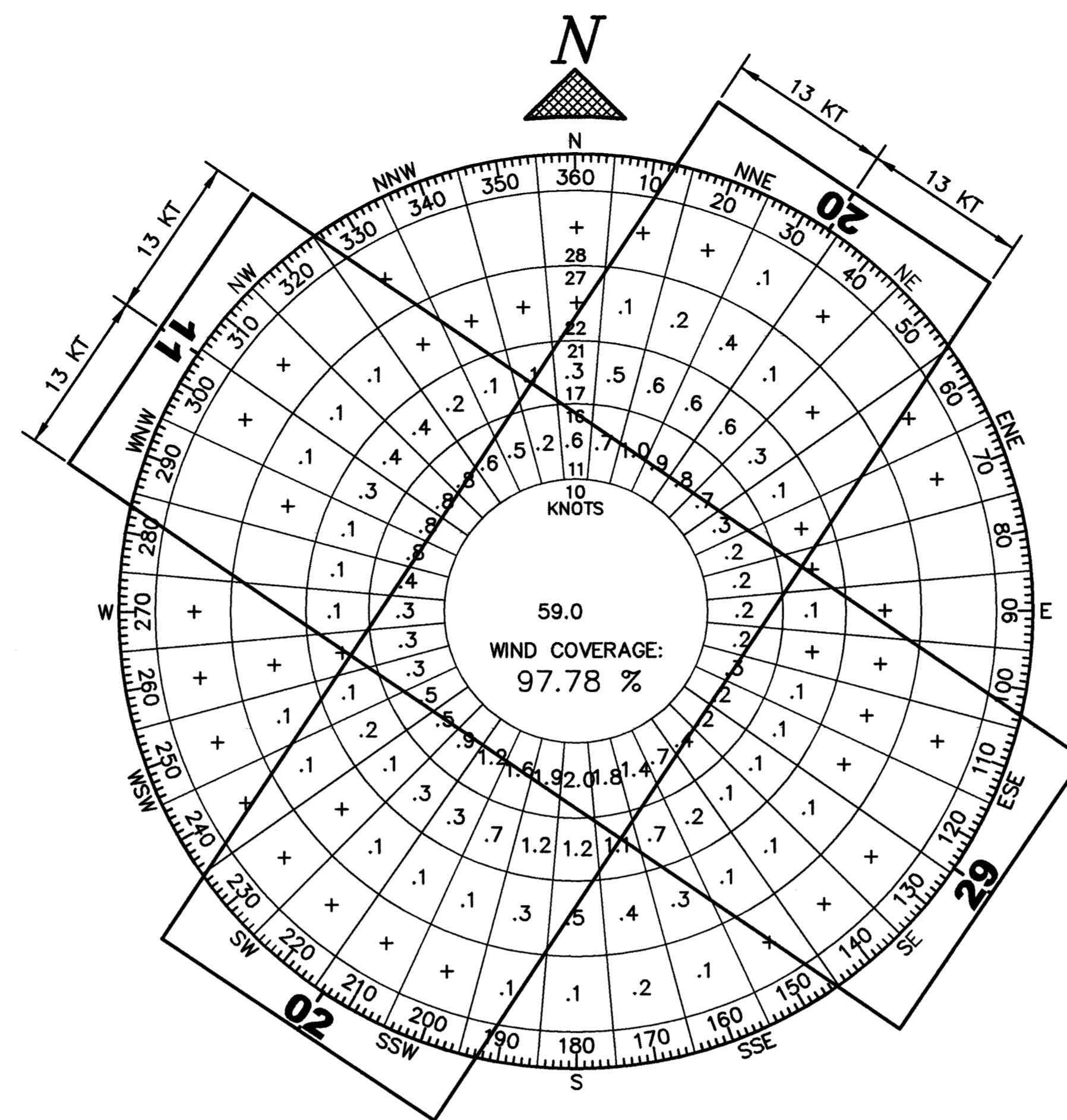


## WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

ALL WEATHER WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 02/20	85.55%	91.50%	
RW 11/29	76.40%	84.20%	
COMBINED			98.68%

SOURCE: BETHEL WIND DATA  
FAA GIS NATIONAL CLIMATE DATA CENTER  
JULY 12, 2017  
PERIOD: 2007 - 2016

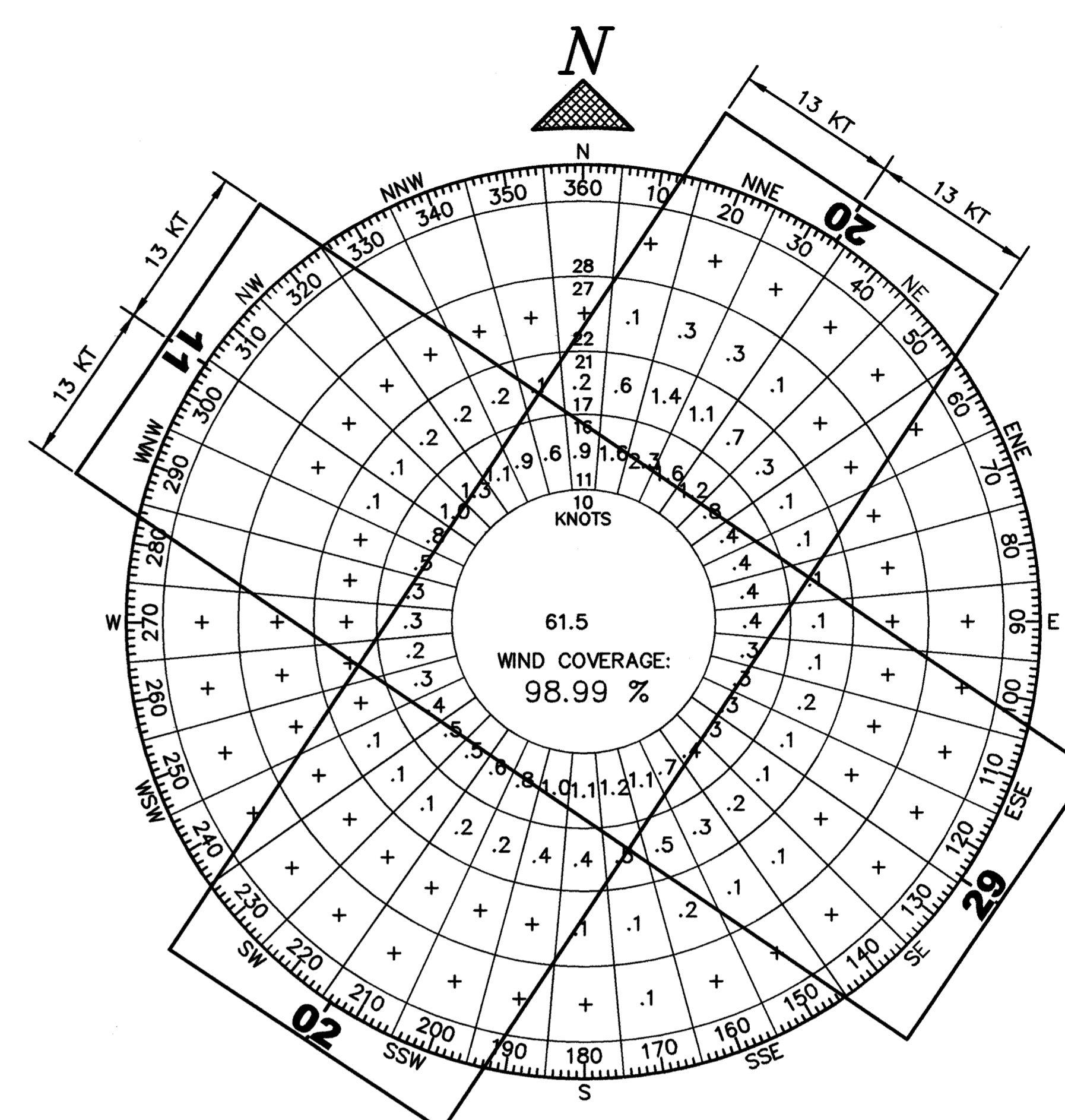


## WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

IFR WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 02/20	84.06%	90.35%	
RW 11/29	74.04%	82.05%	
COMBINED			97.78%

SOURCE: BETHEL WIND DATA  
FAA GIS NATIONAL CLIMATE DATA CENTER  
JULY 12, 2017  
PERIOD: 2007 - 2016



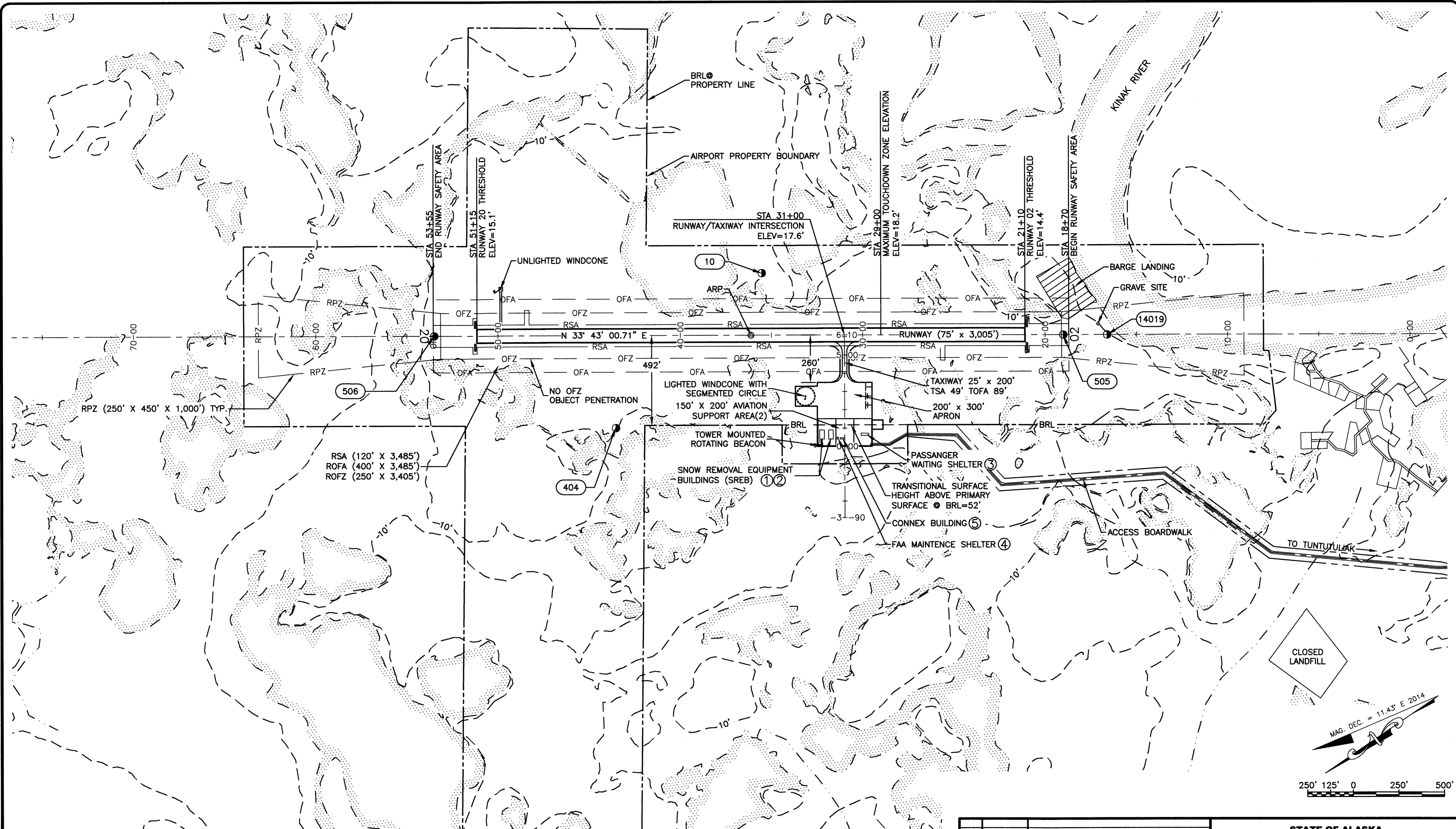
## WIND DATA

NOTE: WIND SPEED IS INDICATED IN KNOTS.

VFR WIND DATA			
RUNWAY	10.5 kt	13 kt	
RW 02/20	86.02%	91.88%	
RW 11/29	77.05%	84.80%	
COMBINED			98.99%

SOURCE: BETHEL WIND DATA  
FAA GIS NATIONAL CLIMATE DATA CENTER  
JULY 12, 2017  
PERIOD: 2007 - 2016

[illegible]



BUILDING DATA				
ID #	DESCRIPTION	STATION/OF FSET	TOP ELEV (MSL)	OBSTRUCT MARKING
①	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	32+25/520L	40	NONE
②	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	31+76/520L	40	NONE
③	PASSENGER SHELTER	29+90/543L	27	NONE
④	FAA MAINTENANCE SHELTER	31+39/566L	20	NONE
⑤	CONNEX BUILDING	31+15/566L	28	NONE

- NOTES:**
1. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
  2. NO THRESHOLD SITING SURFACE PENETRATIONS.
  3. ALL LATITUDE/LONGITUDE COORDINATES ARE NAD83.
  4. ALL ELEVATIONS ARE NAVD88.
  5. SEE SHEET ONE FOR PRIMARY AIRPORT CONTROL STATIONS' COORDINATES.
  6. NO OFZ PENETRATIONS.
  7. SEE INNER APPROACH SHEETS FOR APPROACH AND THRESHOLD SURFACE DIMENSIONS AND SLOPES

[illegible]

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

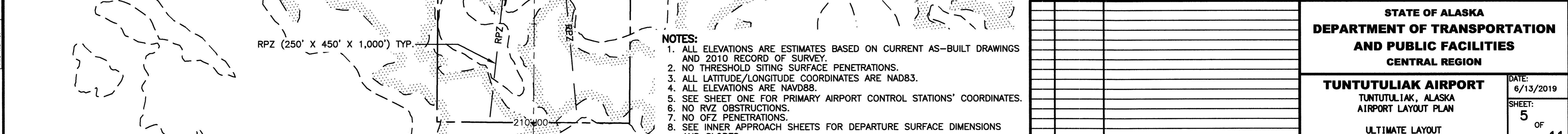
# TUNTUTULIAK AIRPORT

TUNTUTULIAK, ALASKA  
AIRPORT LAYOUT PLAN

EXISTING LAYOUT

DATE:  
6/13/2019

SHEET:  
4 OF 11



BUILDING DATA				
ID #	DESCRIPTION	STATION/OF FSET	TOP ELEV (MSL)	OBSTRUCT MARKING
①	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	32+25/560L	40	NONE
②	SNOW REMOVAL EQUIPMENT BUILDING (SREB)	31+76/560L	40	NONE
③	PASSENGER SHELTER	29+90/563L	27	NONE
④	FAA MAINTENANCE SHELTER	31+39/585L	20	NONE
⑤	CONNEX BUILDING	31+15/586L	28	NONE

MAG. DEC. = 11.43° E 2014

250' 125' 0 250' 500'

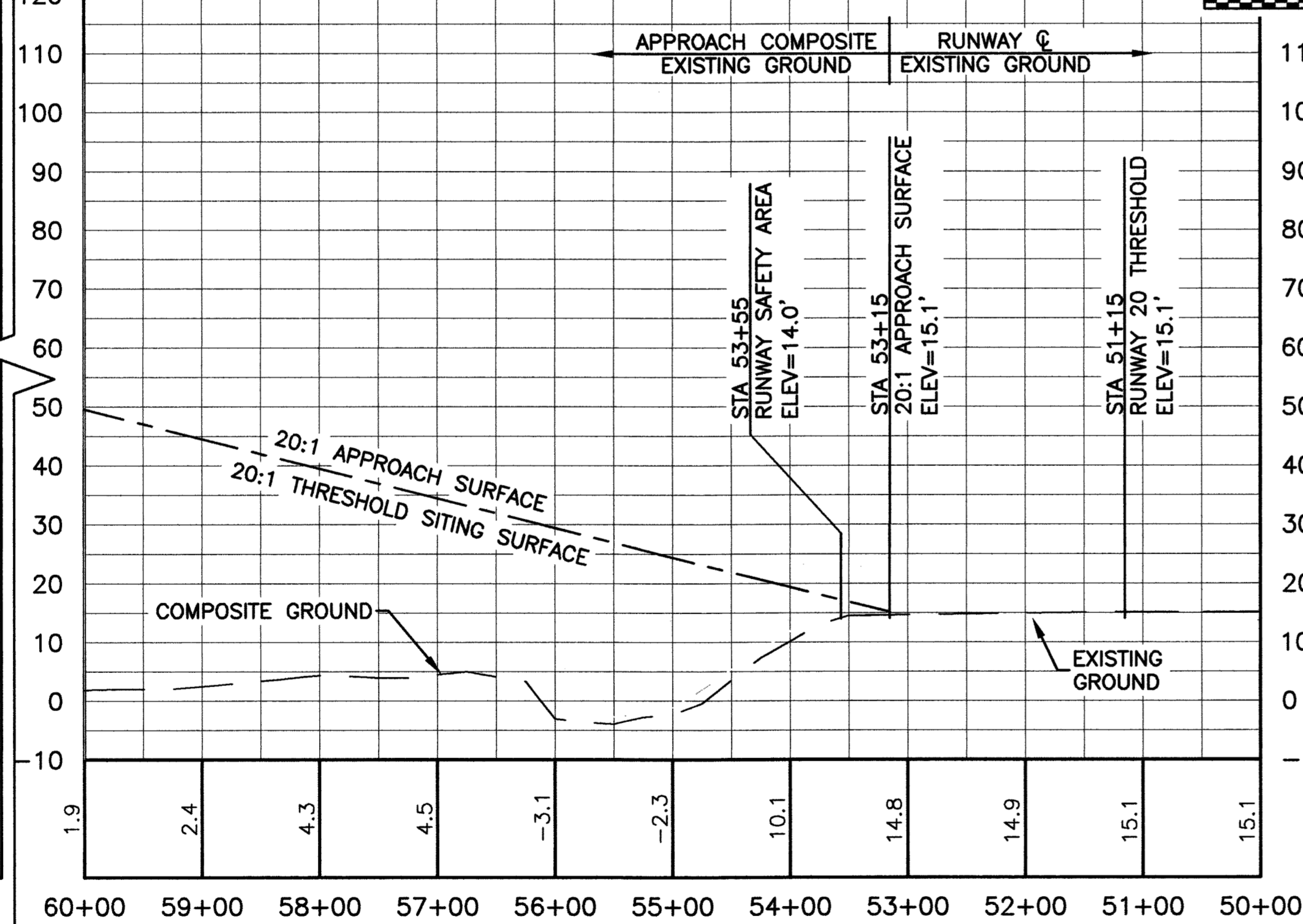
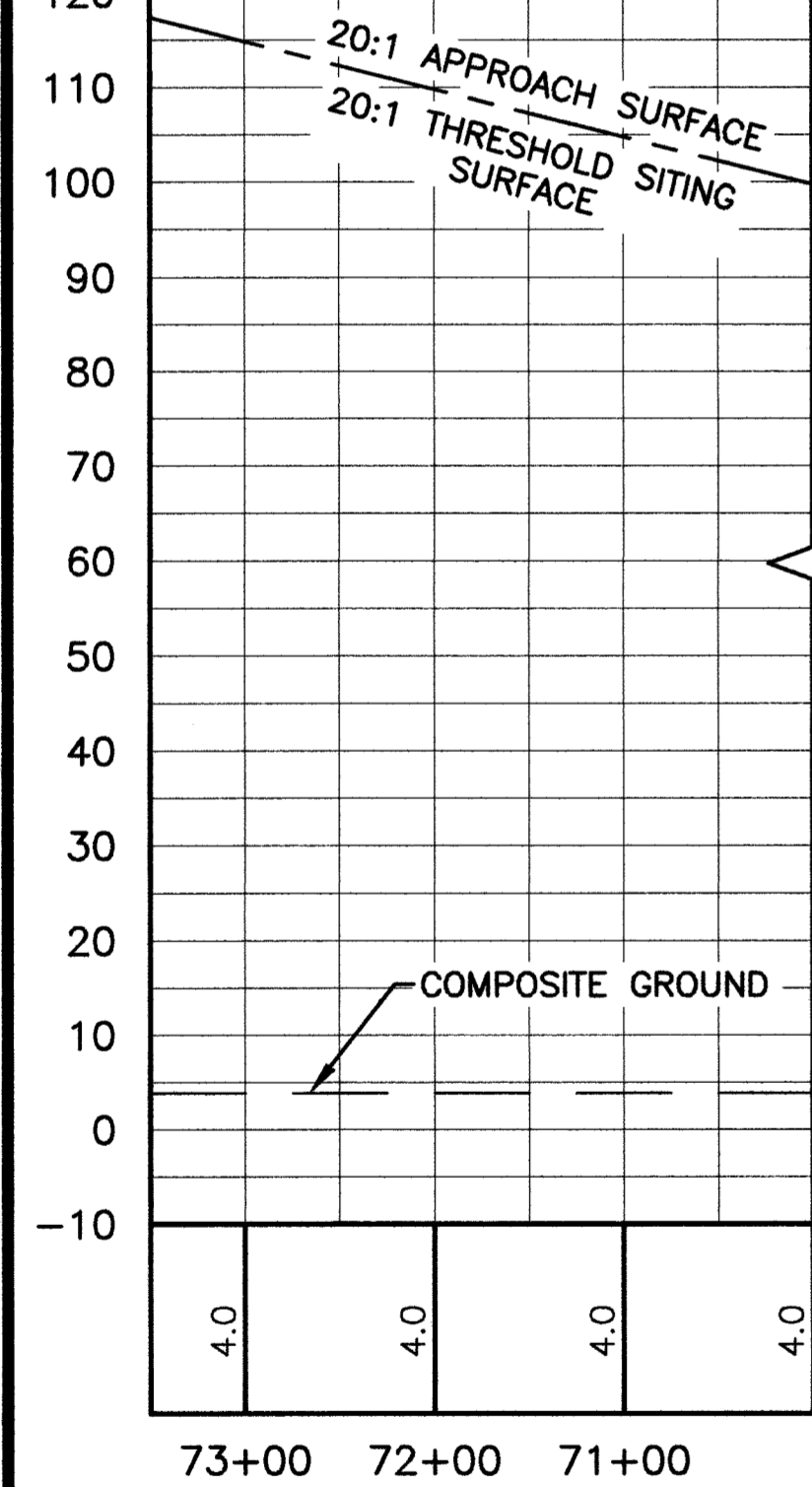
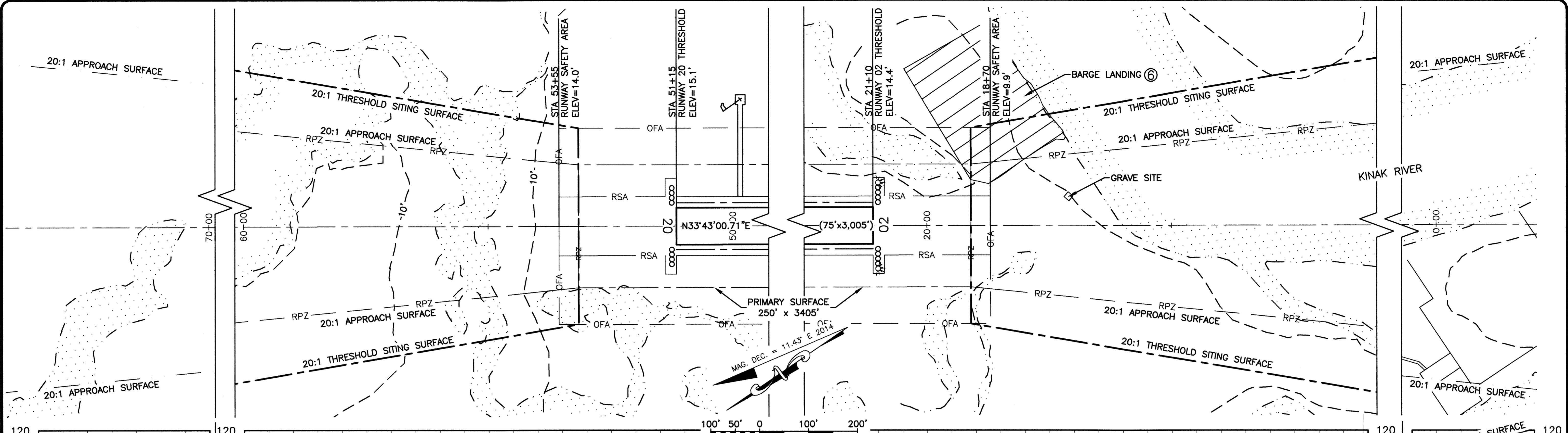
**STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION**

# TUNTUTULIAK AIRPORT

ULTIMATE LAYOUT

4

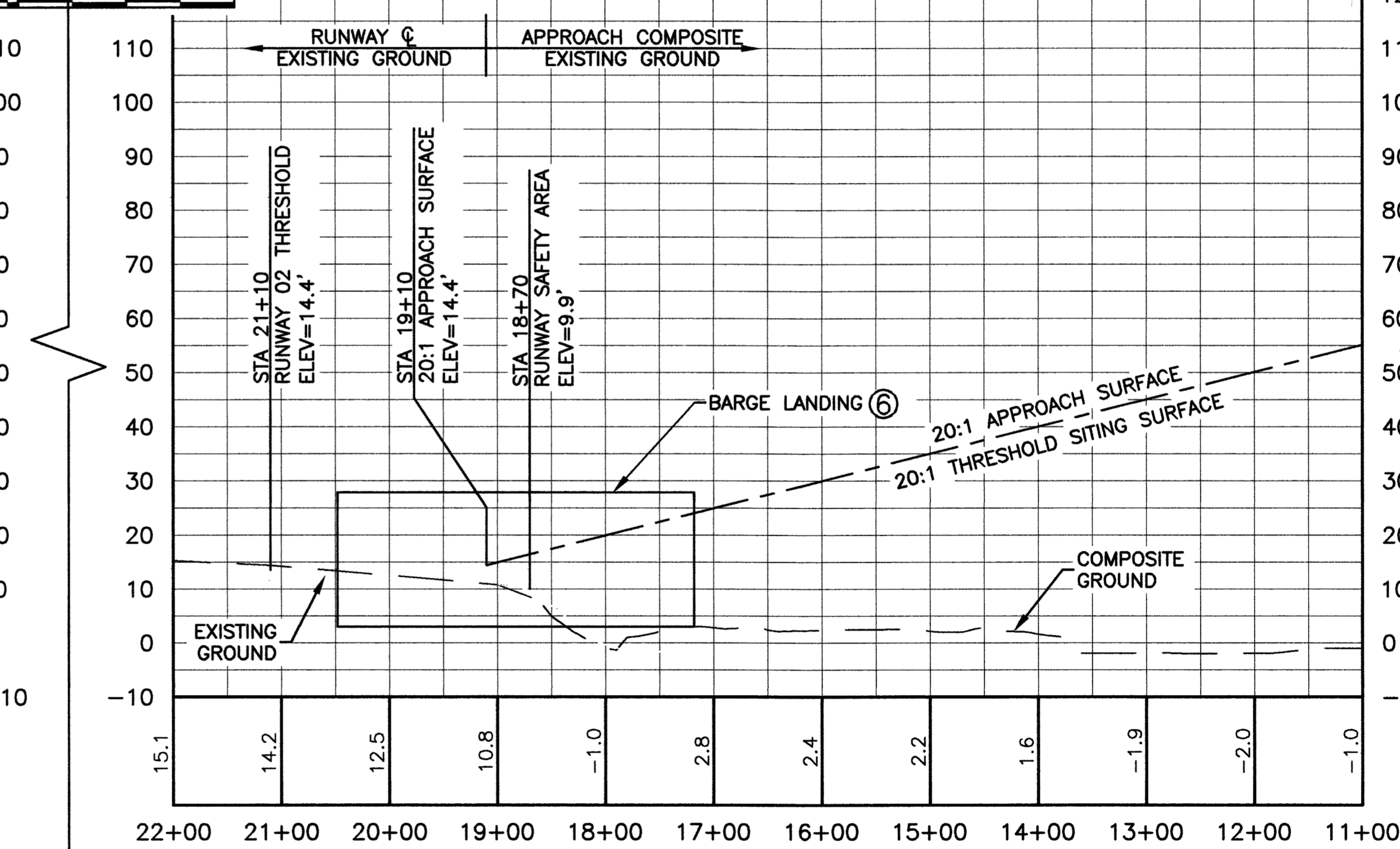
Date Plotted: 6/13/2019, 8:04 AM  
 Layout Name: Existing Inner Approach Runway 20 - 02  
 File Name: W:\Projects\Tuntutuliak\AIP-2018\Airport Layout Plan\Tuntutuliak ALP2017.dwg  
 Designed By: JLM  
 Drawn By: RLB  
 Checked By: MMH



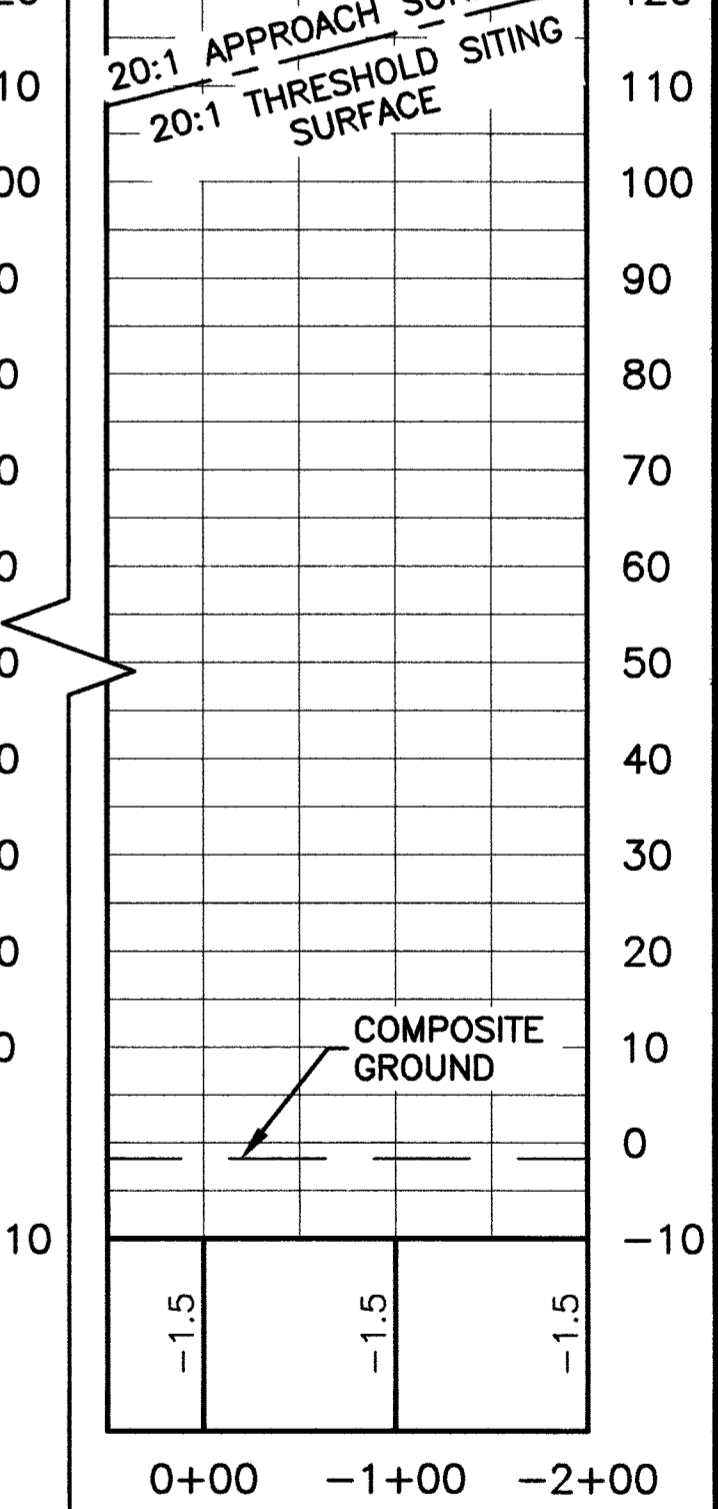
RUNWAY 20 INNER APPROACH

INNER APPROACH SURFACE OBSTACLES (RUNWAY 02)										
ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	TRIGGER EVENT	DISPOSITION
6	BARGE LANDING	18+74.80/250' RT	3.00'	25.0'	28.0'	APPROACH SURFACE	16.2'	11.8'	EXISTING	TO REMAIN

THRESHOLD SITING SURFACE OBSTACLES (RUNWAY 02)										
ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	TRIGGER EVENT	DISPOSITION
6	BARGE LANDING	18+74.80/250' RT	3.00'	25.0'	28.0'	THRESHOLD SITING SURFACE	16.2'	11.8'	EXISTING	TO REMAIN



RUNWAY 02 INNER APPROACH



- NOTES:
- ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
  - THRESHOLD SITING CRITERIA IS BASED ON AC150/5300-13A, TABLE 3-2, LINE 4.
  - APPROXIMATE COMPOSITE EXISTING GROUND PROFILE FROM USGS-QUAD BAIRD INLET (B-2).
  - ABOVE GROUND LEVEL HEIGHT FOR BARGE LANDING ASSUMES A BARGE HEIGHT OF 25'

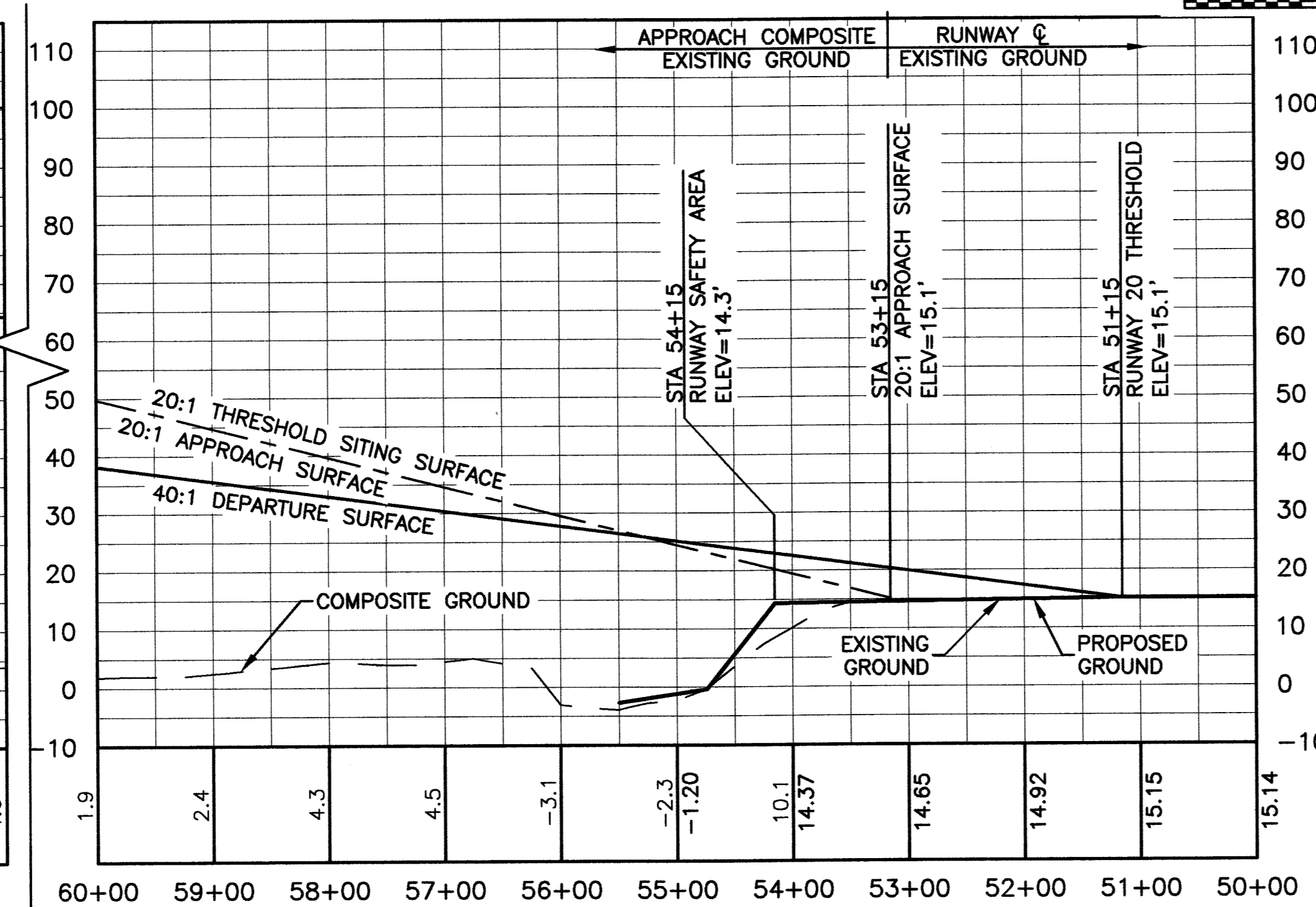
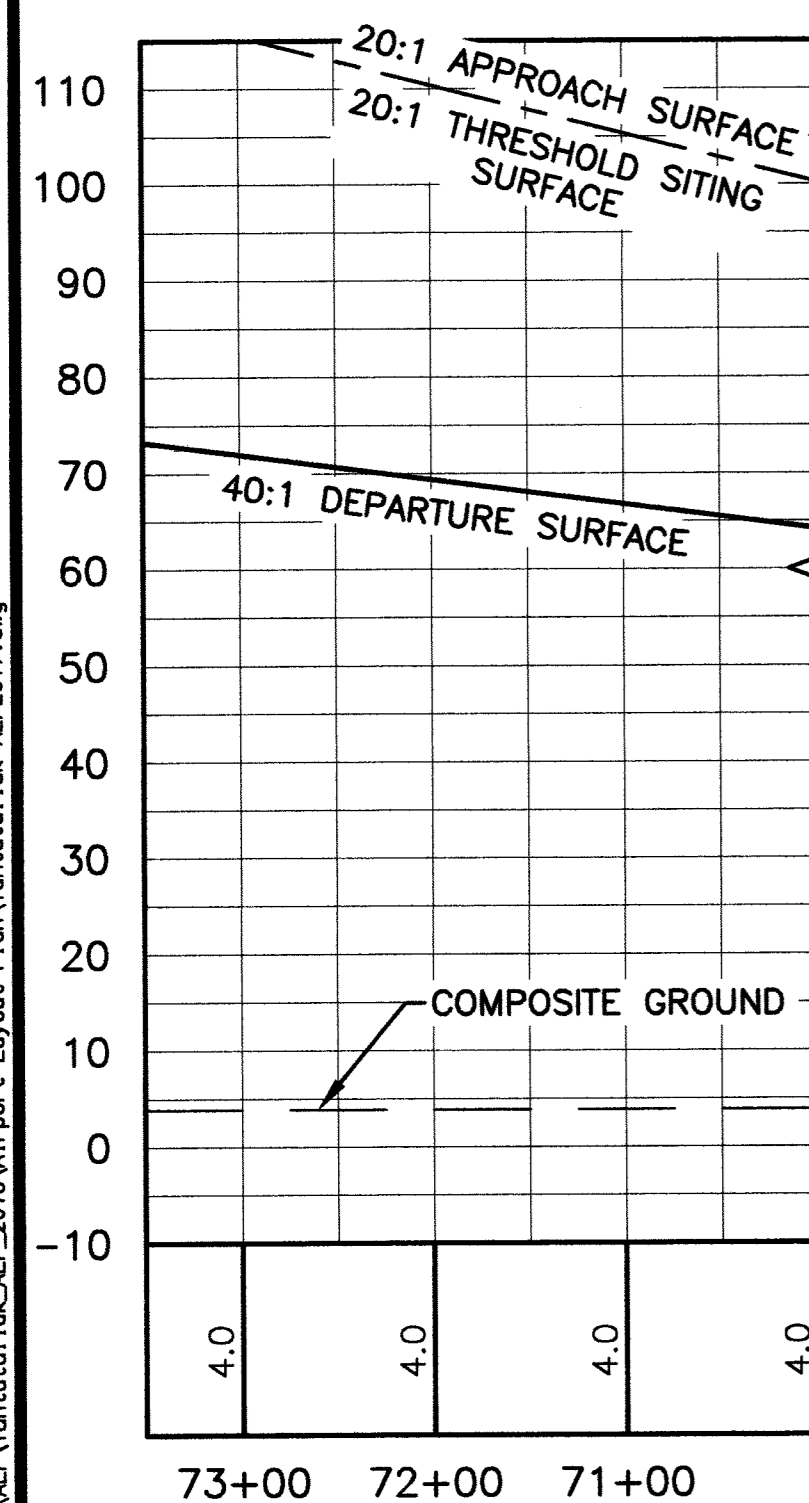
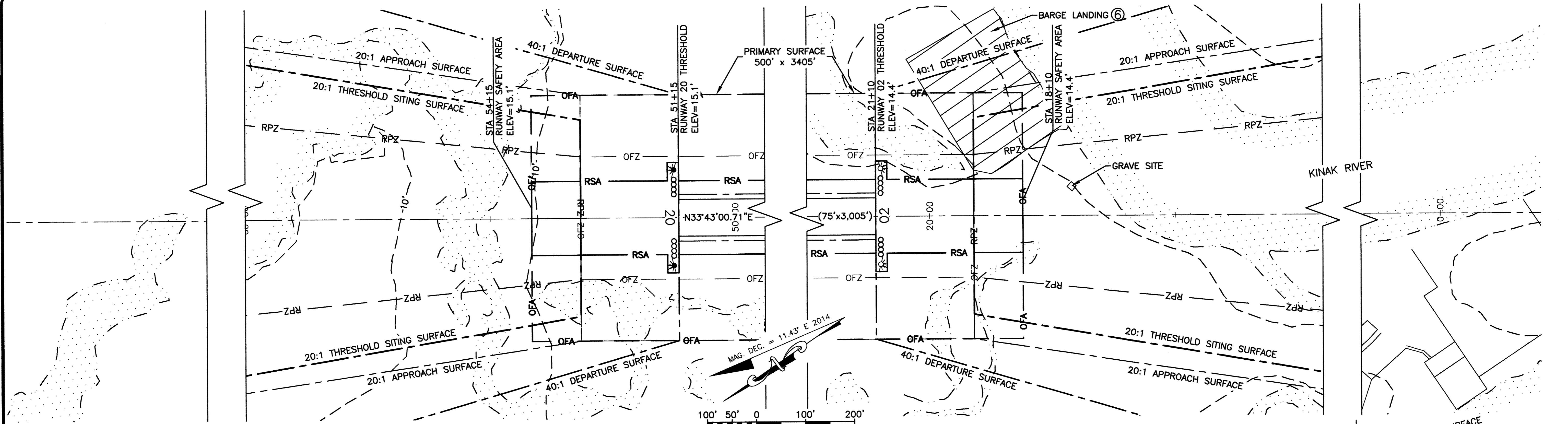
BY	DATE	REVISION

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

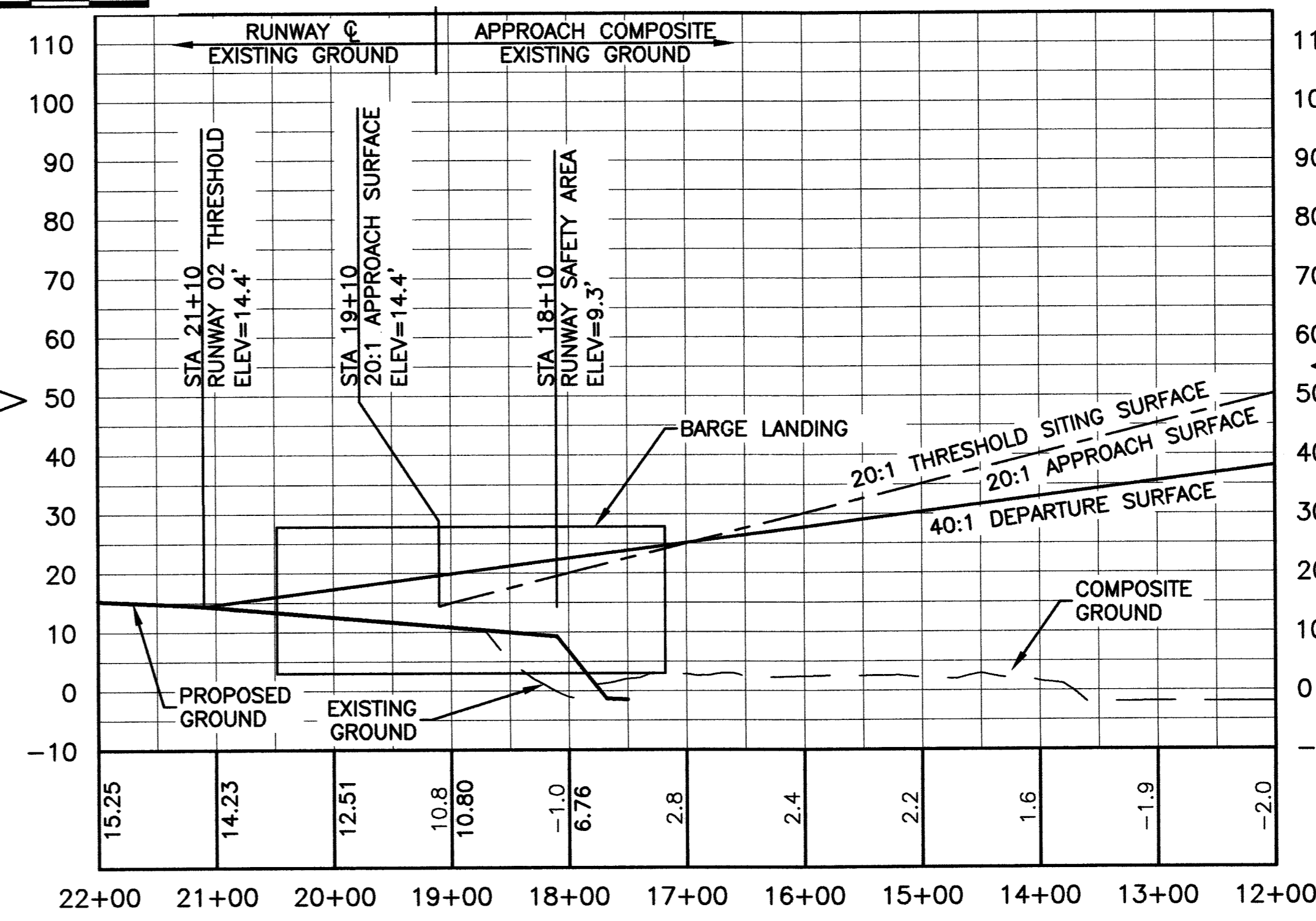
TUNTUTULIAK AIRPORT  
TUNTUTULIAK, ALASKA  
AIRPORT LAYOUT PLAN

EXISTING INNER APPROACH - RUNWAY 20 - 02

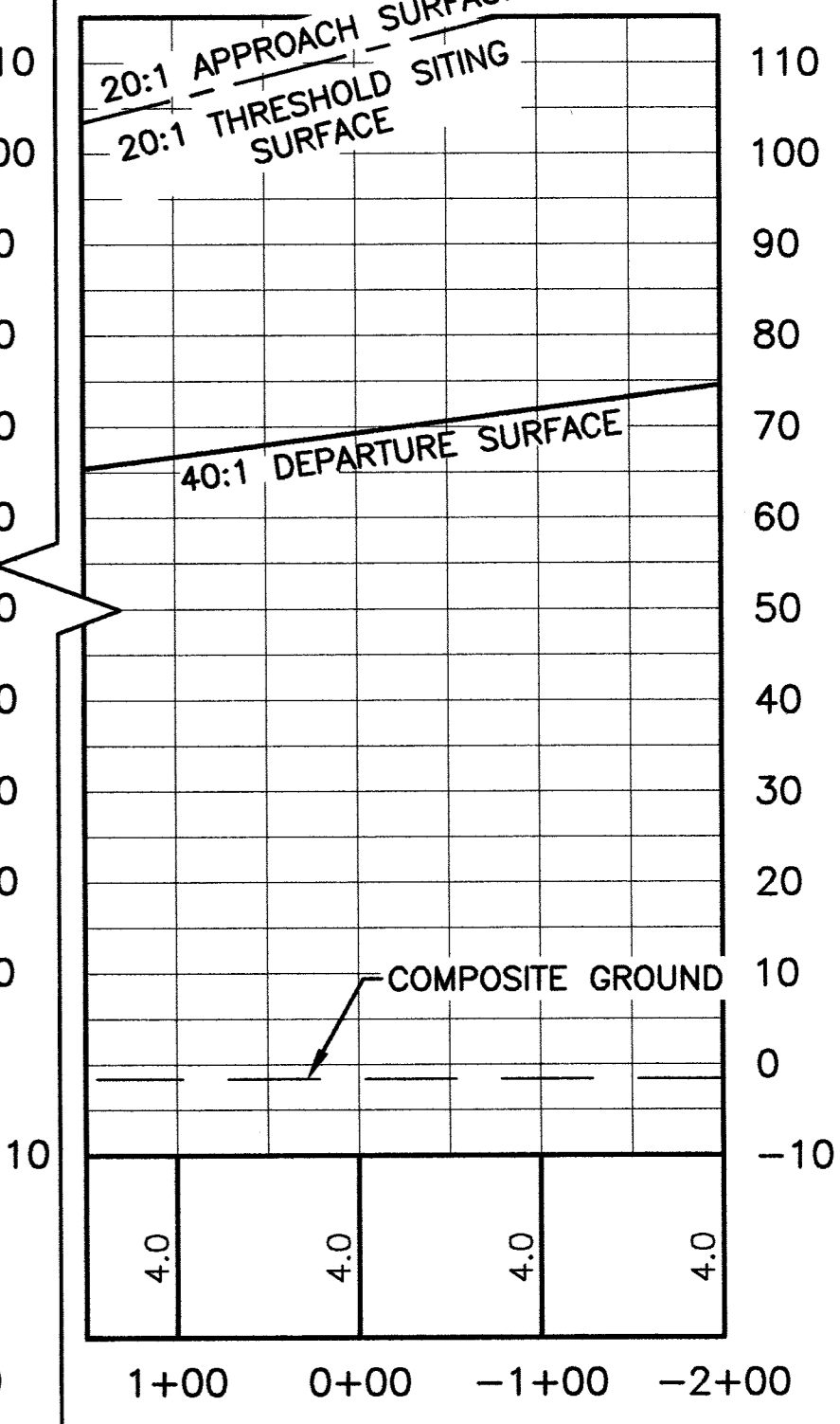
DATE:  
6/13/2019  
SHEET:  
6  
OF  
11



RUNWAY 20 INNER APPROACH



RUNWAY 02 INNER APPROACH



INNER APPROACH & THRESHOLD SITING SURFACE OBSTACLES (RUNWAY 02)

ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	TRIGGER EVENT	DISPOSITION
6	BARGE LANDING	18+74.80/250' RT	3.00'	25.0'	28.0'	APPROACH SURFACE & THRESHOLD SITING SURFACE	16.2'	11.8'	EXISTING	TO REMAIN

DEPARTURE SURFACE OBSTACLES (RUNWAY 02)

ID #	DESCRIPTION	STATION/OFFSET	GROUND ELEVATION	ABOVE GROUND LEVEL	TOP ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	TRIGGER EVENT	DISPOSITION
6	BARGE LANDING	18+74.80/250' RT	3.00'	25.0'	28.0'	DEPARTURE SURFACE	20.3'	7.7'	EXISTING	TO REMAIN

NOTES:

- ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
- THRESHOLD SITING CRITERIA IS BASED ON AC 150/5300-13A, TABLE 3-2, LINE 4.
- APPROXIMATE COMPOSITE EXISTING GROUND PROFILE FROM USGS-QUAD BAIRD INLET (B-2).
- ABOVE GROUND LEVEL HEIGHT FOR BARGE LANDING ASSUMES A BARGE HEIGHT OF 25'.

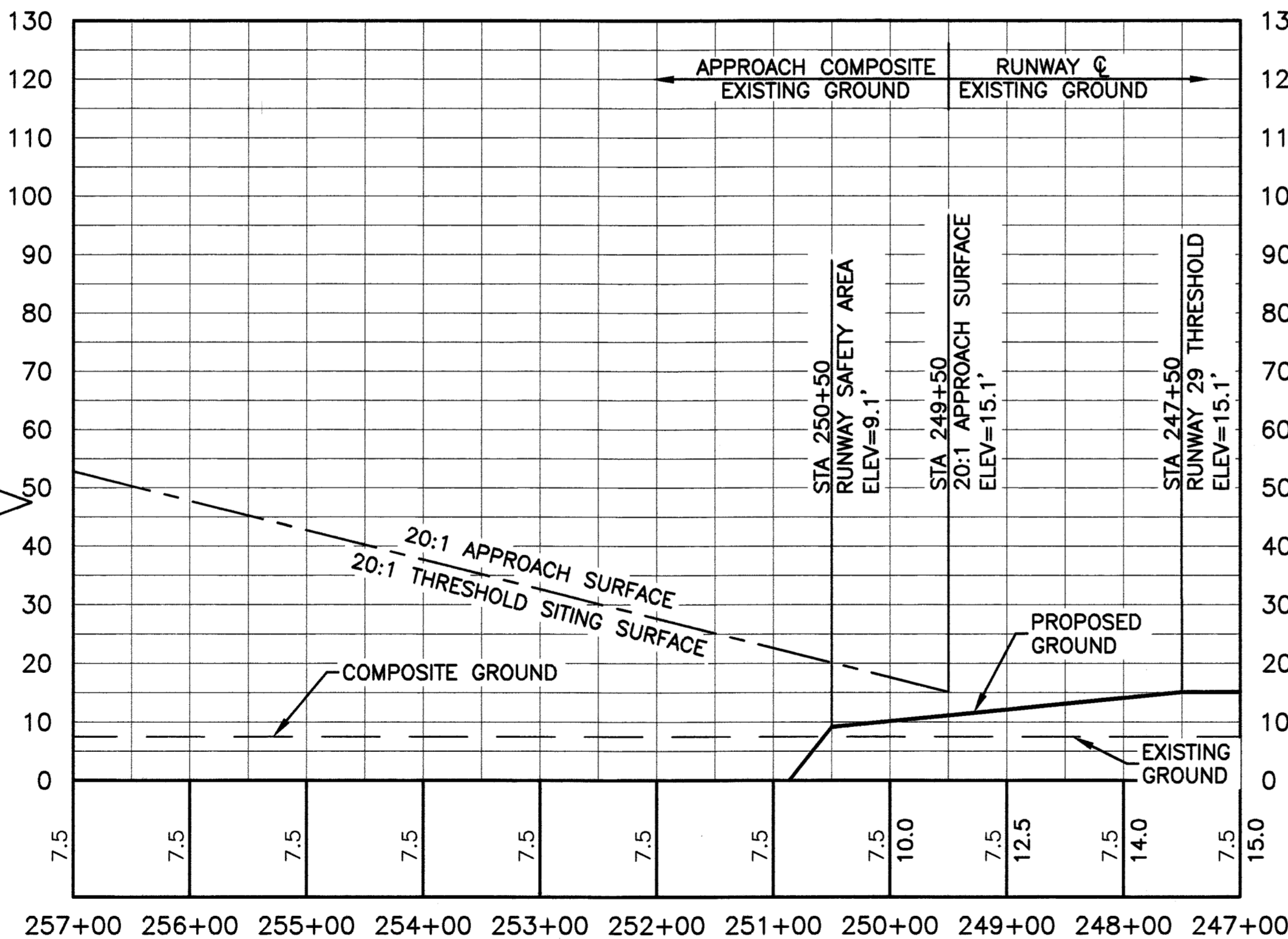
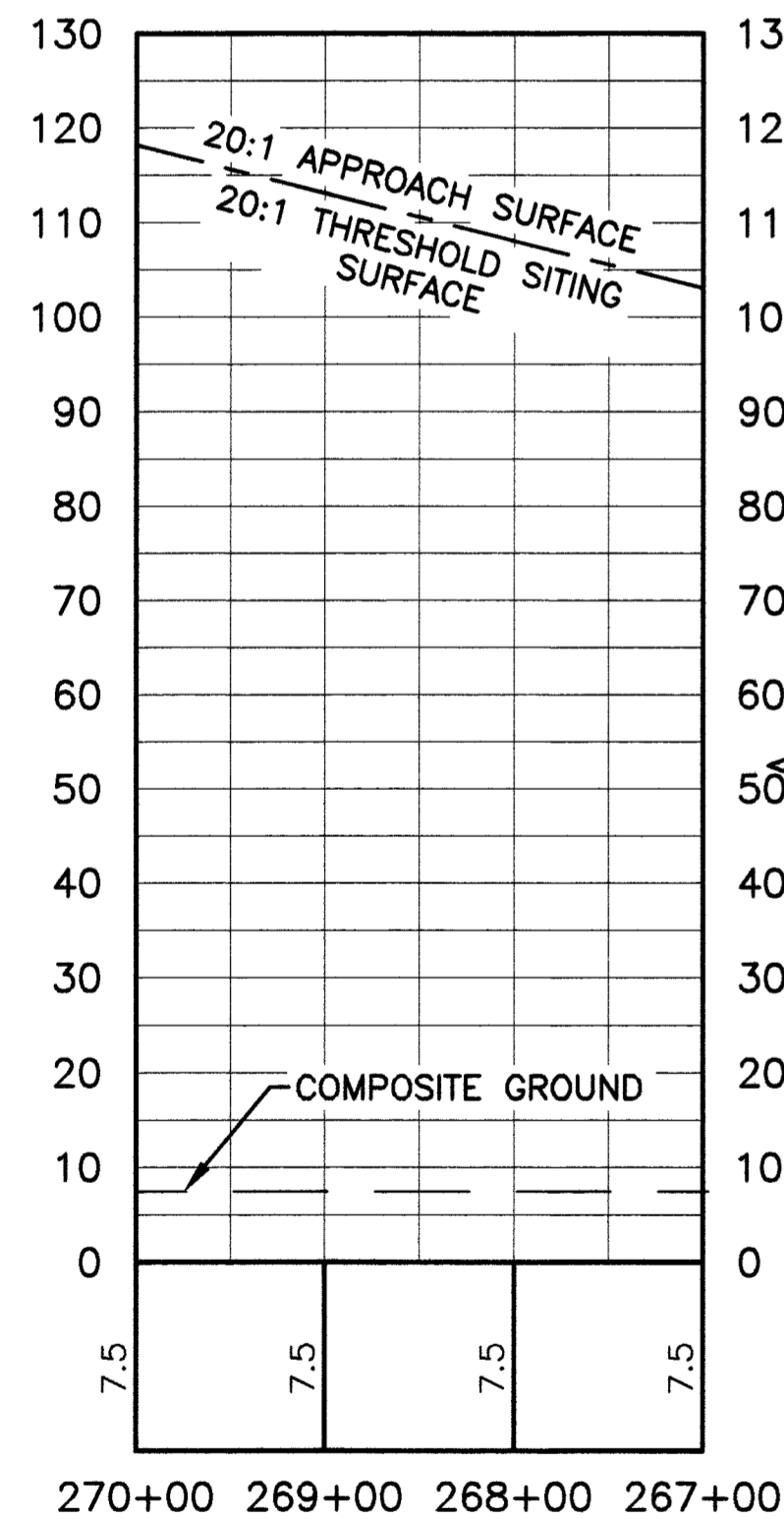
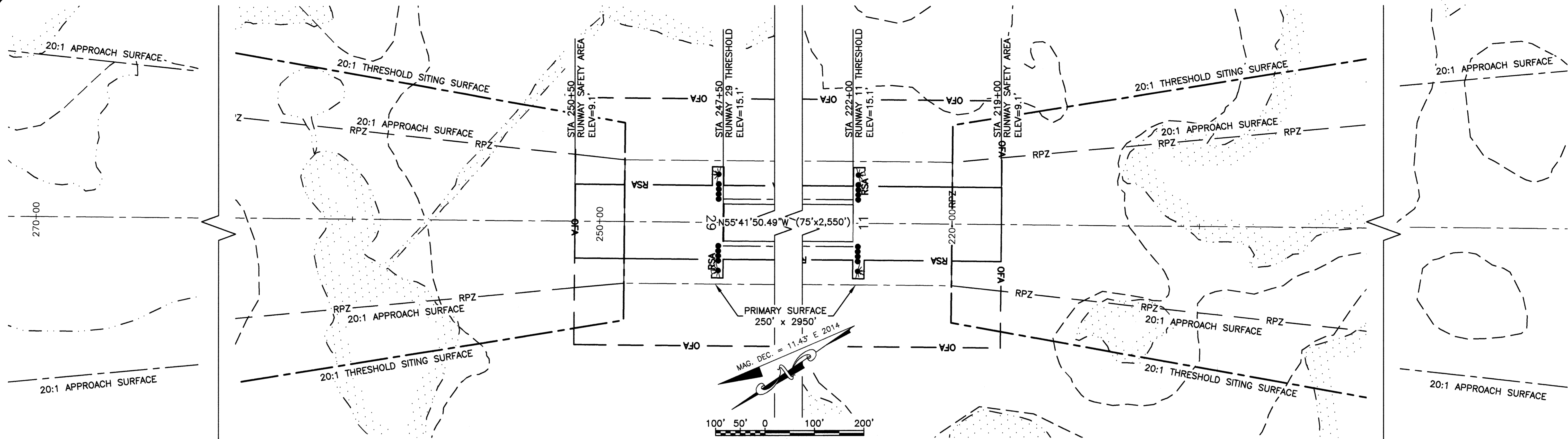
			<b>STATE OF ALASKA</b>	
			<b>DEPARTMENT OF TRANSPORTATION</b>	
			<b>AND PUBLIC FACILITIES</b>	
			<b>CENTRAL REGION</b>	
			<b>TUNTUTULIAK AIRPORT</b>	
			TUNTUTULIAK, ALASKA	
			AIRPORT LAYOUT PLAN	
			ULTIMATE INNER APPROACH - RUNWAY 20 - 02	
BY	DATE	REVISION		

DATE: 6/13/2019

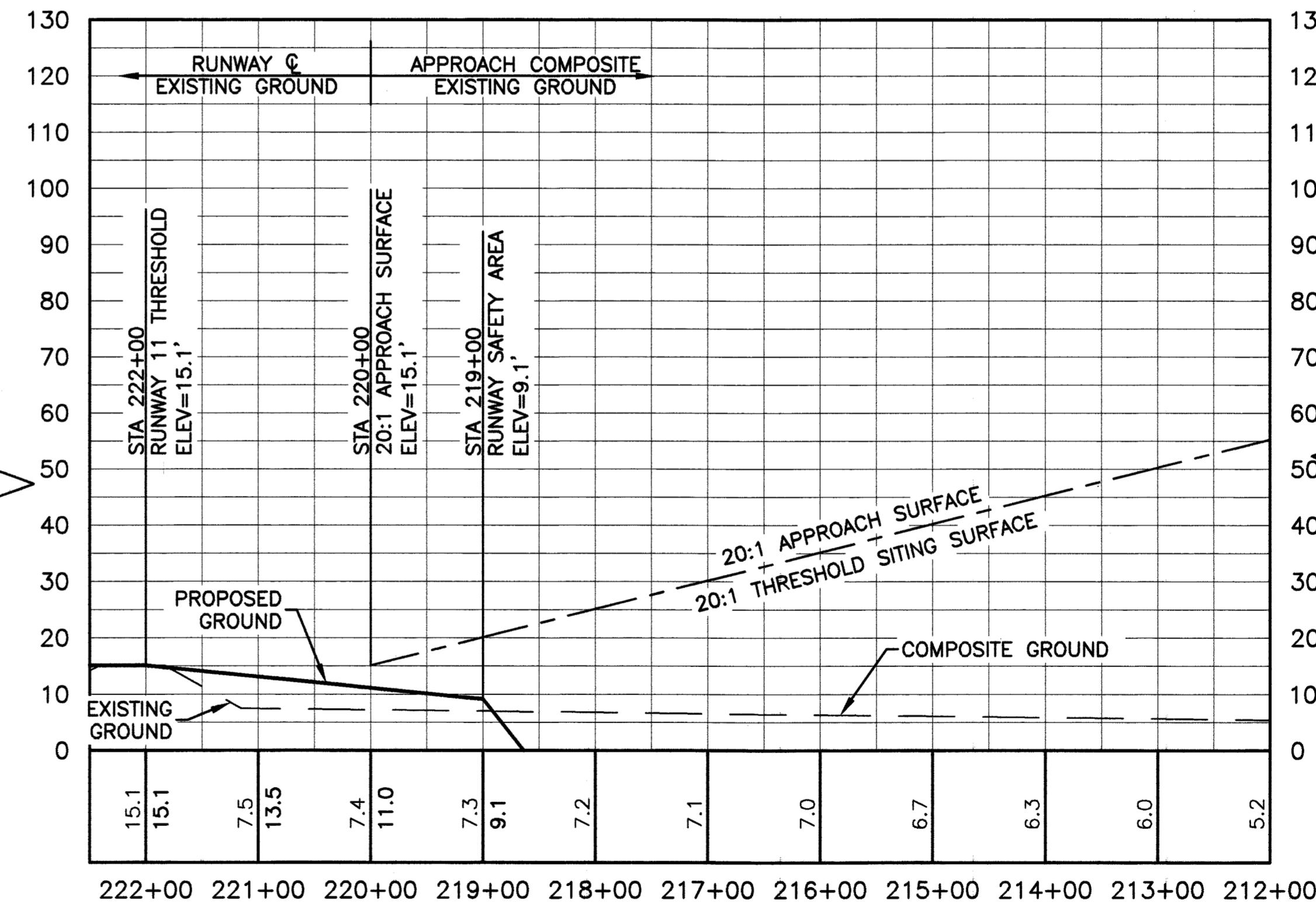
SHEET: 7 OF 11

Designed By: JLM  
Checked By: RLB  
Checked By: MWH

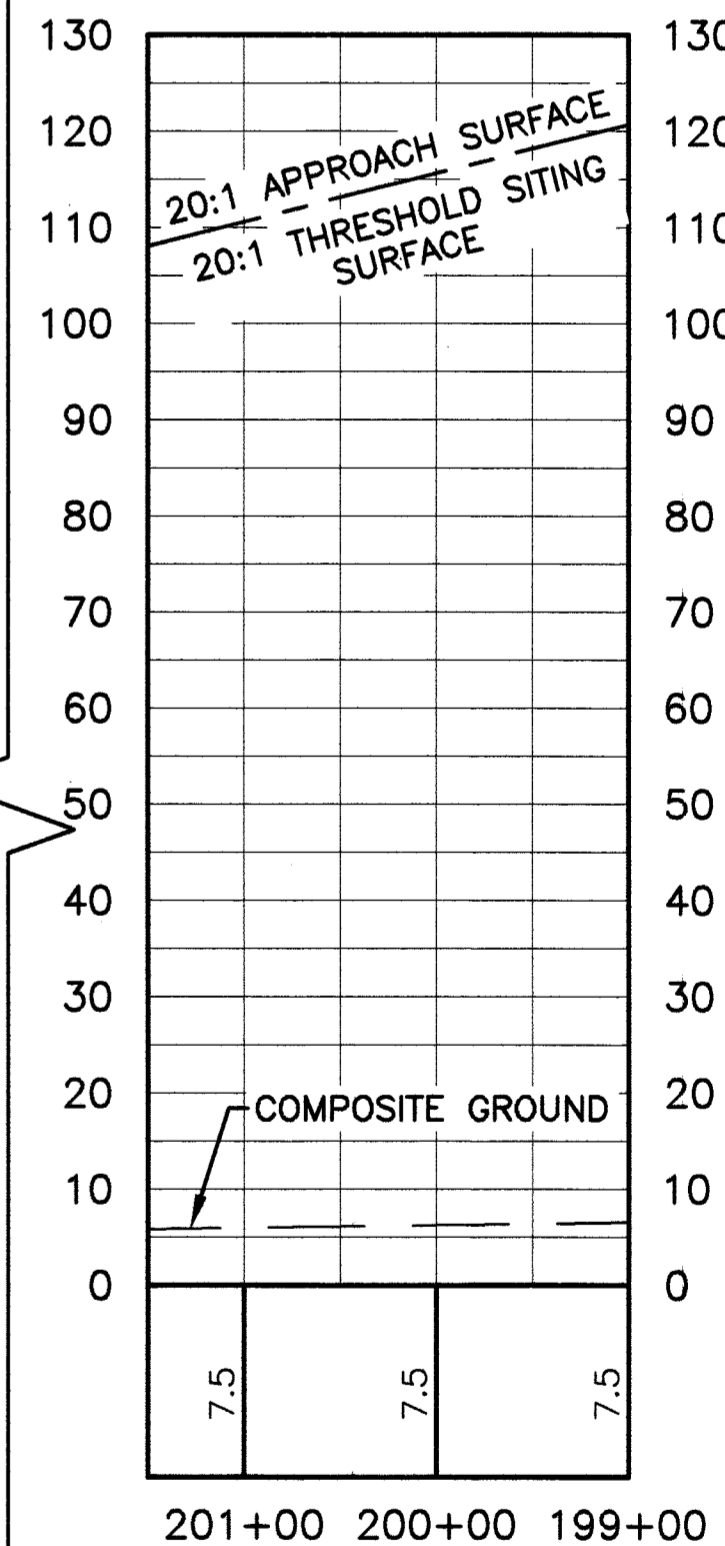
Date Plotted: 6/13/2019, 8:04 AM  
Layout Name: Ultimate Inner Approach Runway 29 - 11  
File Name: W:\Projects\Tuntutuliak\Tuntutuliak Airport Layout Plan\Tuntutuliak ALP2017.dwg



RUNWAY 29 INNER APPROACH



RUNWAY 11 INNER APPROACH



NOTES:

1. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
2. THRESHOLD SITING CRITERIA IS BASED ON AC 150/5300-13 A, TABLE 3-2, LINE 4.
3. APPROXIMATE COMPOSITE EXISTING GROUND PROFILE FROM USGS-QUAD BAIRD INLET (B-2).
4. NO THRESHOLD SITING SURFACE OBJECT PENETRATIONS.
5. NO APPROACH SURFACE OBJECT PENETRATIONS.

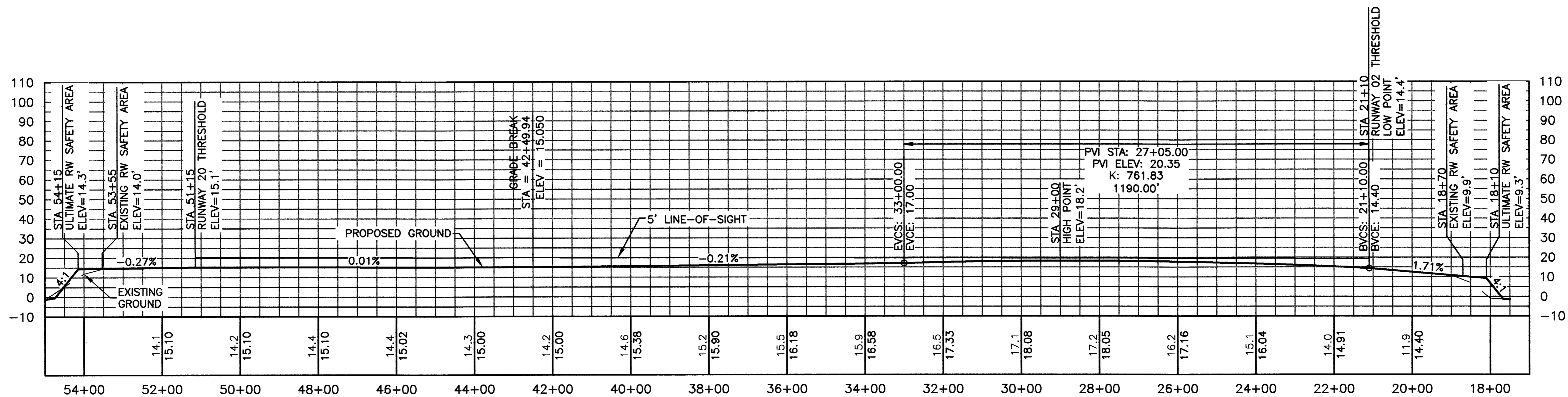
BY	DATE	REVISION

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES  
CENTRAL REGION

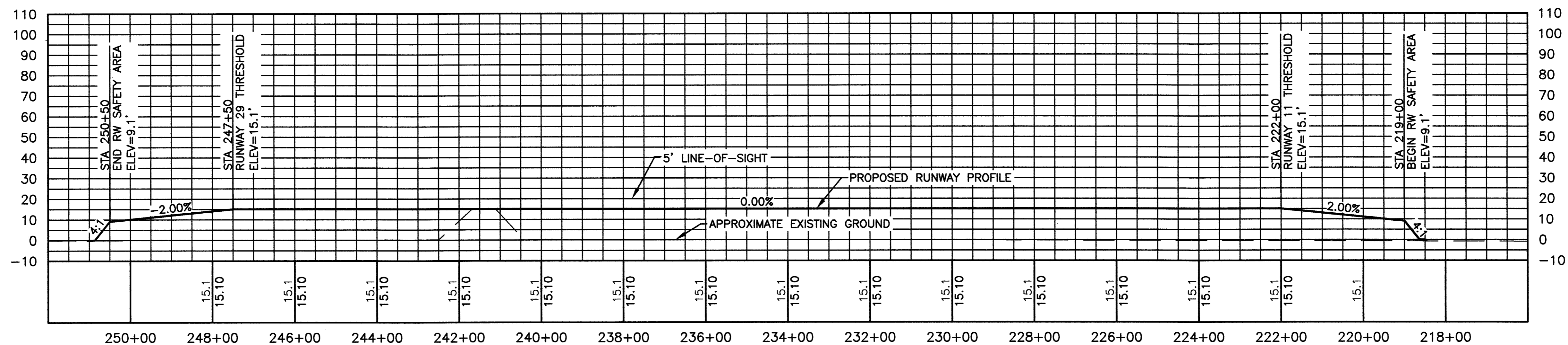
TUNTUTULIAK AIRPORT  
TUNTUTULIAK, ALASKA  
AIRPORT LAYOUT PLAN

ULTIMATE INNER APPROACH - RUNWAY 29 - 11

DATE:  
6/13/2019  
SHEET:  
8  
OF  
11



RUNWAY 20 - 02



RUNWAY 29 - 11



**NOTES:**

1. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.

[illegible]

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

# TUNTUTULIAK AIRPORT

## TUNTUTULIAK, ALASKA

### AIRPORT LAYOUT PLAN

## RUNWAY PROFILES

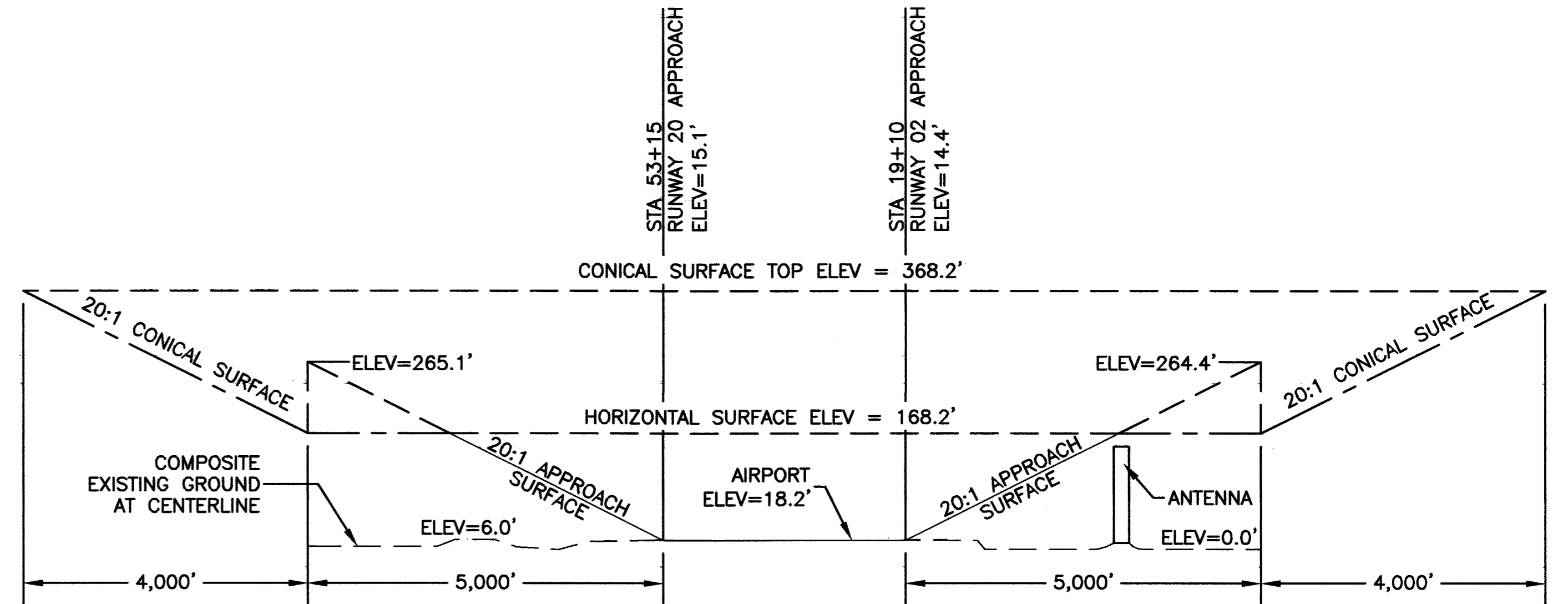
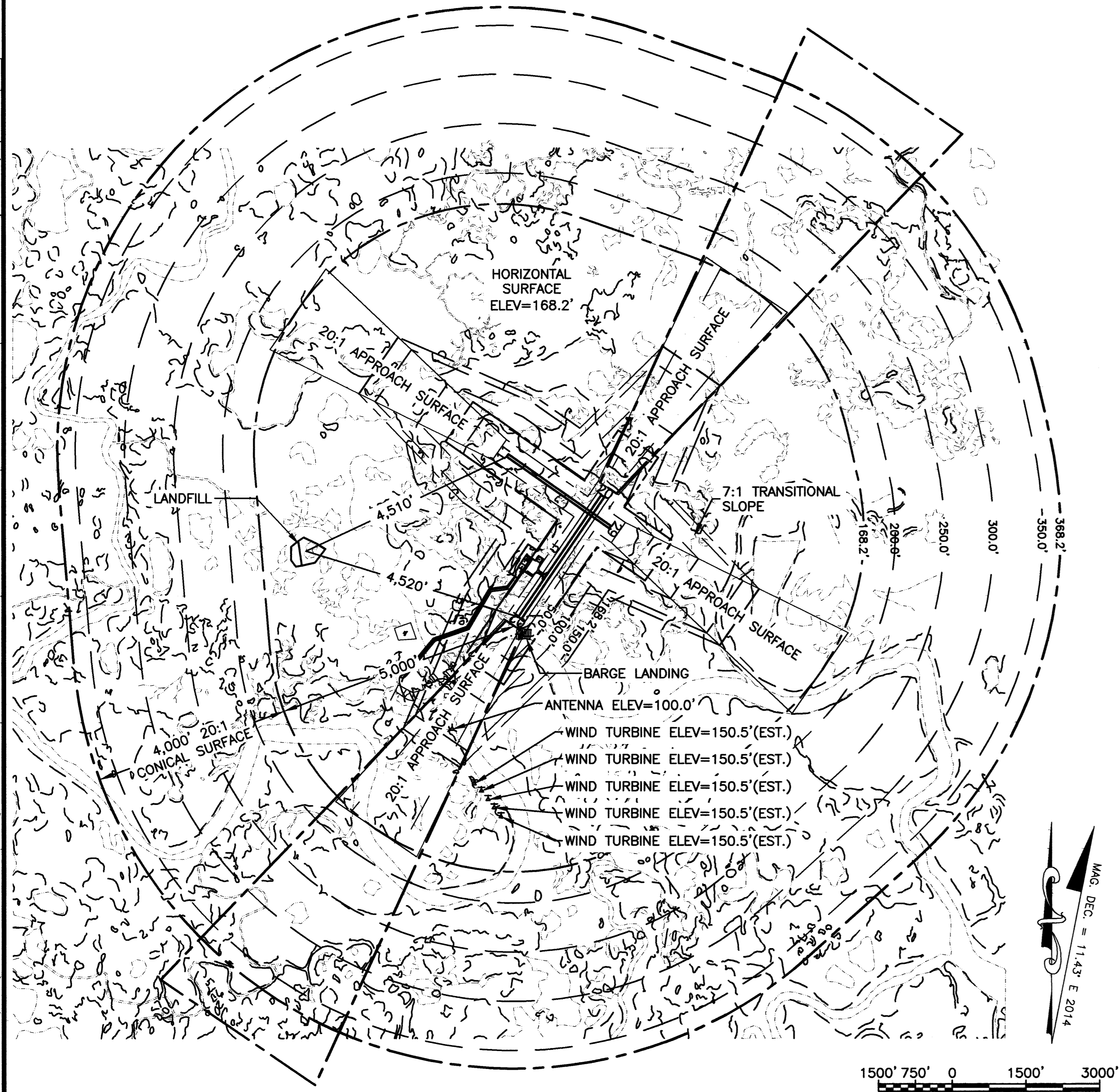
DATE:  
6/13/2019

SHEET:  
9

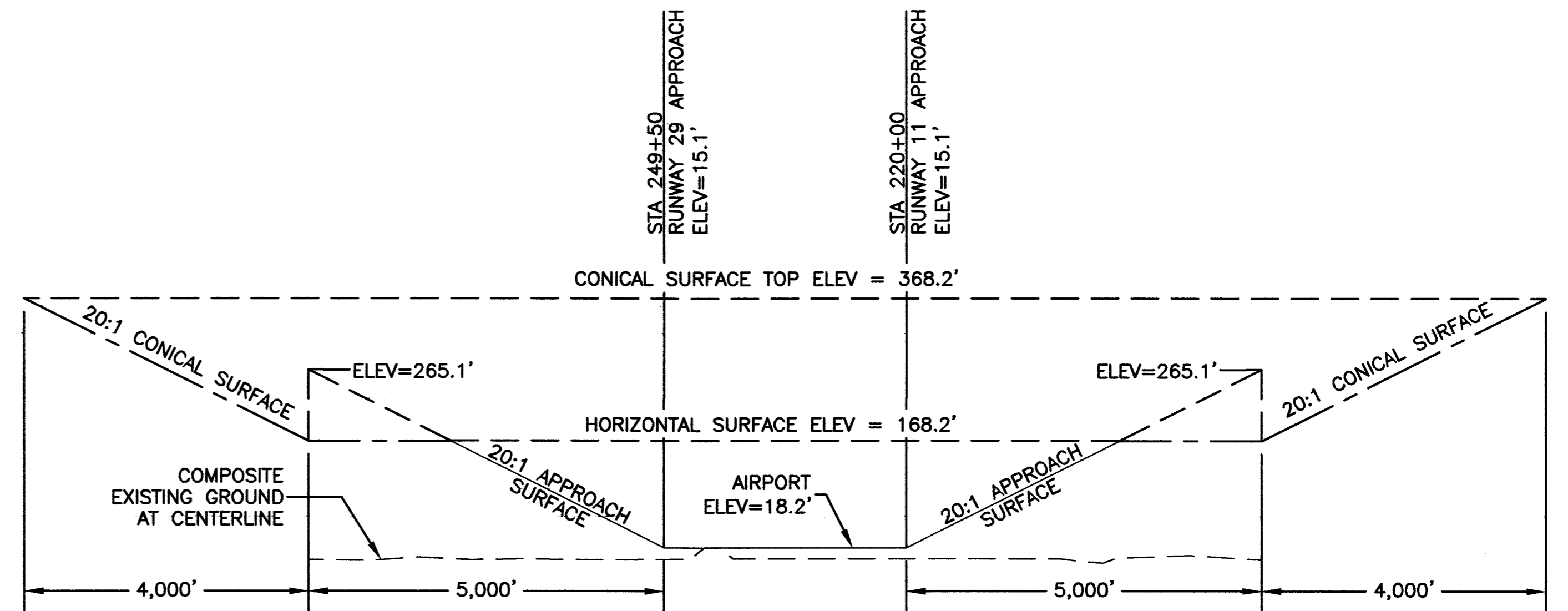
11

Designed By: JLM  
Drawn By: RJB  
Checked By: MMH

Date Plotted: 6/13/2019, 8:05 AM  
Project: Airport Airspace Part 77  
Layout Name: W:\Projects\Tuntutuliak\Tuntutuliak\_AUP\_2018\Airport Layout Plan\Tuntutuliak\_AUP2017.dwg  
File Name:



**RUNWAY 20 / 02 PROFILE**  
NTS



**RUNWAY 29 / 11 PROFILE**  
NTS

**NOTES:**

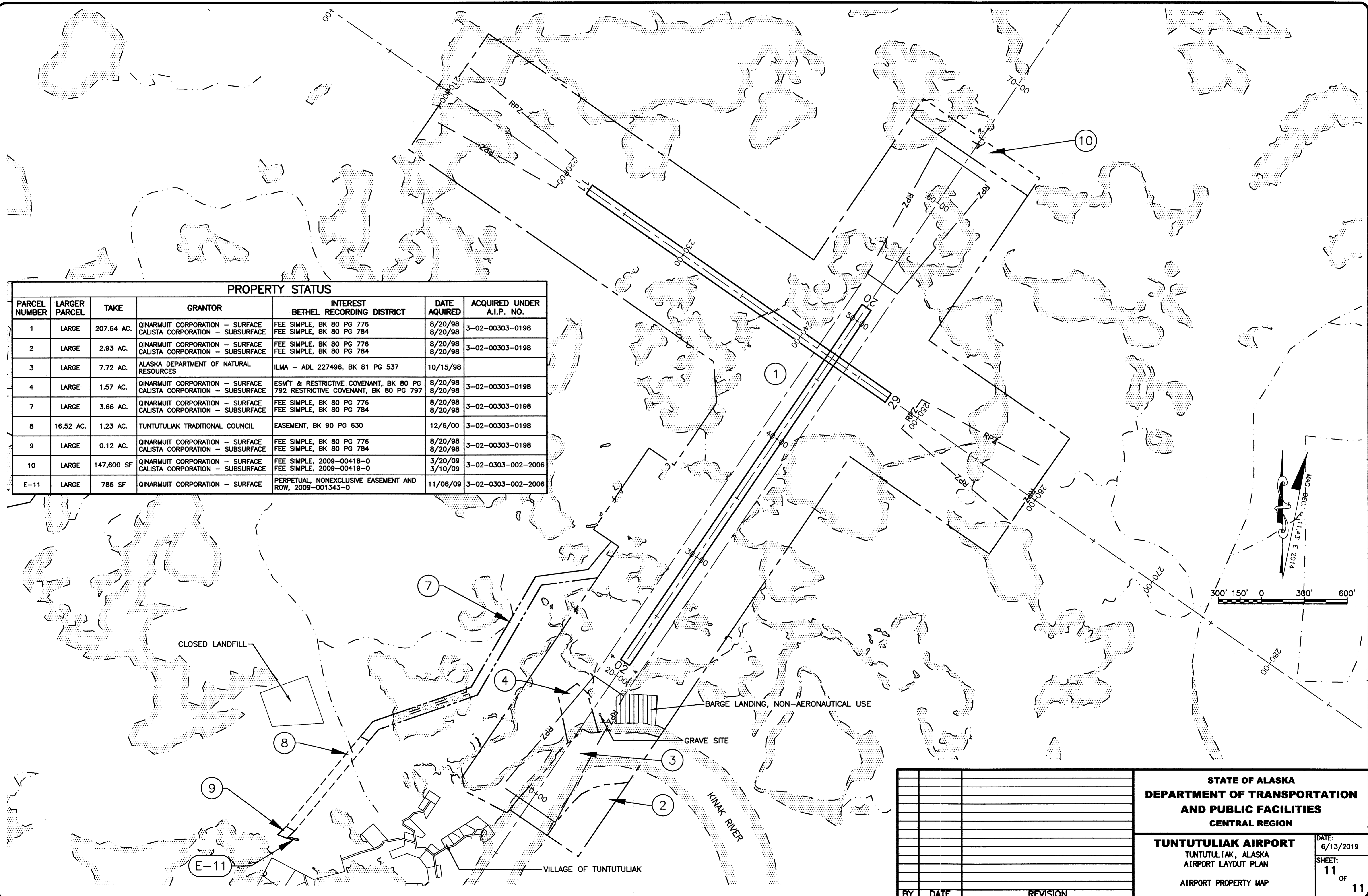
1. ALL ELEVATIONS ARE ESTIMATES BASED ON CURRENT AS-BUILT DRAWINGS AND 2010 RECORD OF SURVEY.
2. WIND TURBINES LOCATIONS ARE ESTIMATED.
3. ESTABLISHED AIRPORT ELEVATION IS 18.2'.
4. APPROACH SURFACES ARE 20:1 BEGINNING AT 200' FROM THE THRESHOLDS.
5. BASEMAP DATA FROM USGS QUAD, BAIRD INLET (B-2).
6. WIDTH OF PRIMARY SURFACE IS 500'.
7. REFER TO THE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE IN OBSTRUCTIONS.

OBSTRUCTION TABLE (OUTER)								
ID #	DESCRIPTION	STATION/OFFSET	ELEVATION (MSL)	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NO OBSTRUCTIONS							

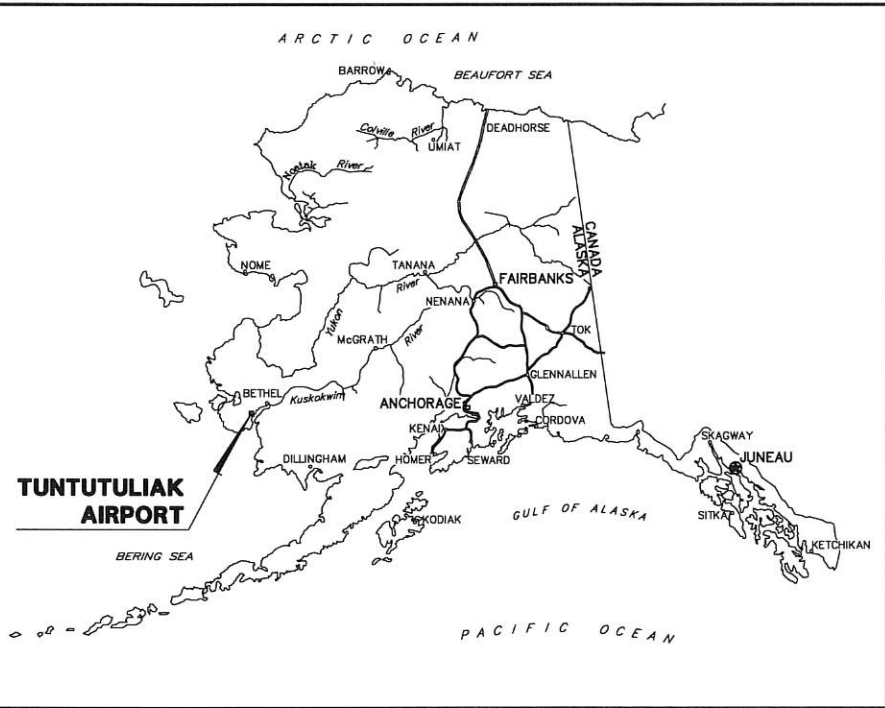
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION		DATE: 6/13/2019
TUNTUTULIAK AIRPORT TUNTUTULIAK, ALASKA AIRPORT LAYOUT PLAN		SHEET: 10
AIRPORT AIRSPACE, 14 CFR, PART 77		OF 11
BY	DATE	REVISION

Date Plotted:	6/13/2019, 8:05 AM
Layout Name:	Airport Property Map
File Name:	W:\Projects\Tuntutu\ok ALP\Tuntutu\ok ALP 2016\Report Layout Plan\Tuntutu\ok ALP2017.dwg

PROPERTY STATUS						
PARCEL NUMBER	LARGER PARCEL	TAKE	GRANTOR	INTEREST BETHEL RECORDING DISTRICT	DATE ACQUIRED	ACQUIRED UNDER A.I.P. NO.
1	LARGE	207.64 AC.	QINARMUIT CORPORATION – SURFACE CALISTA CORPORATION – SUBSURFACE	FEE SIMPLE, BK 80 PG 776 FEE SIMPLE, BK 80 PG 784	8/20/98 8/20/98	3-02-00303-0198
2	LARGE	2.93 AC.	QINARMUIT CORPORATION – SURFACE CALISTA CORPORATION – SUBSURFACE	FEE SIMPLE, BK 80 PG 776 FEE SIMPLE, BK 80 PG 784	8/20/98 8/20/98	3-02-00303-0198
3	LARGE	7.72 AC.	ALASKA DEPARTMENT OF NATURAL RESOURCES	ILMA – ADL 227496, BK 81 PG 537	10/15/98	
4	LARGE	1.57 AC.	QINARMUIT CORPORATION – SURFACE CALISTA CORPORATION – SUBSURFACE	ESM'T & RESTRICTIVE COVENANT, BK 80 PG 792 RESTRICTIVE COVENANT, BK 80 PG 797	8/20/98 8/20/98	3-02-00303-0198
7	LARGE	3.66 AC.	QINARMUIT CORPORATION – SURFACE CALISTA CORPORATION – SUBSURFACE	FEE SIMPLE, BK 80 PG 776 FEE SIMPLE, BK 80 PG 784	8/20/98 8/20/98	3-02-00303-0198
8	16.52 AC.	1.23 AC.	TUNTUTULIAK TRADITIONAL COUNCIL	EASEMENT, BK 90 PG 630	12/6/00	3-02-00303-0198
9	LARGE	0.12 AC.	QINARMUIT CORPORATION – SURFACE CALISTA CORPORATION – SUBSURFACE	FEE SIMPLE, BK 80 PG 776 FEE SIMPLE, BK 80 PG 784	8/20/98 8/20/98	3-02-00303-0198
10	LARGE	147,600 SF	QINARMUIT CORPORATION – SURFACE CALISTA CORPORATION – SUBSURFACE	FEE SIMPLE, 2009-00418-0 FEE SIMPLE, 2009-00419-0	3/20/09 3/10/09	3-02-0303-002-2006
E-11	LARGE	786 SF	QINARMUIT CORPORATION – SURFACE	PERPETUAL, NONEXCLUSIVE EASEMENT AND ROW, 2009-001343-0	11/06/09	3-02-0303-002-2006

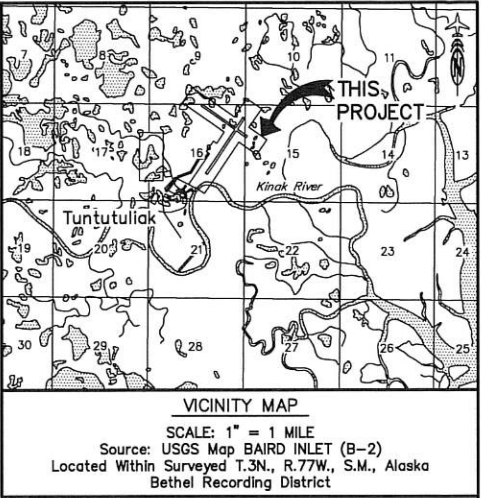
[illegible]

<b>STATE OF ALASKA</b> <b>DEPARTMENT OF TRANSPORTATION</b> <b>AND PUBLIC FACILITIES</b> <b>CENTRAL REGION</b>	
<b>TUNTUTULIAK AIRPORT</b> TUNTUTULIAK, ALASKA AIRPORT LAYOUT PLAN  AIRPORT PROPERTY MAP	DATE: 6/13/2019  SHEET: <div style="text-align: center; font-size: 2em;">11</div> <div style="text-align: center;">OF</div> <div style="text-align: center; font-size: 2em;">11</div>



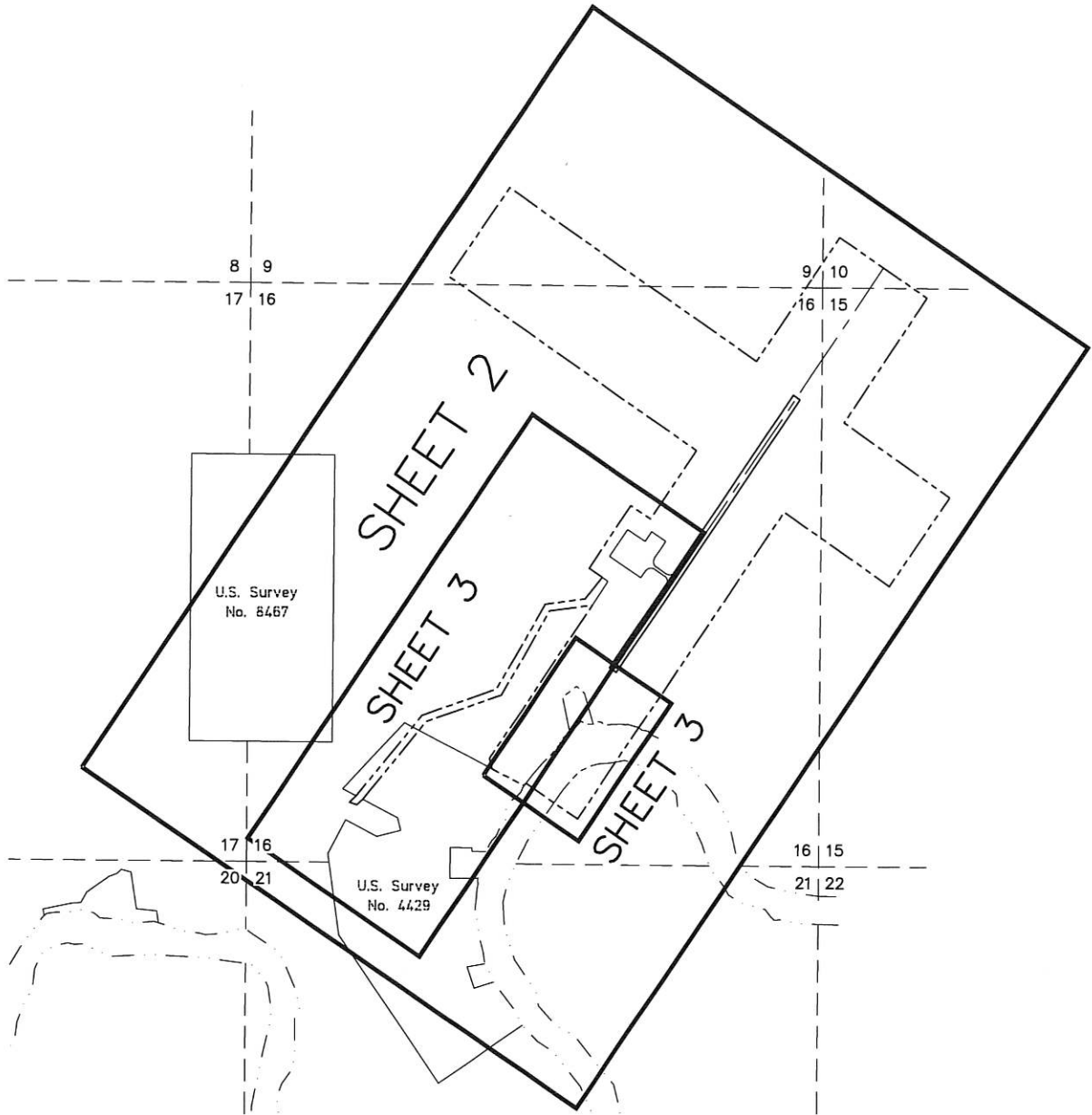
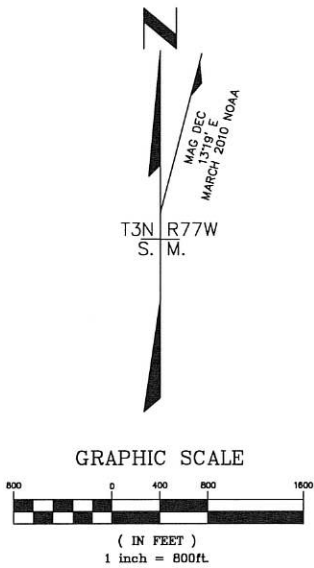
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
&  
PUBLIC FACILITIES

TUNTUTULIAK AIRPORT  
EXHIBIT "A"  
AIRPORT PROPERTY INVENTORY MAP



- NOTES
1. THIS EXHIBIT "A" IS BASED ON RIGHT-OF-WAY ACQUISITION PLAT 2010-9, BETHEL RECORDING DISTRICT. NO ADDITIONAL FIELD SURVEY WAS COMPLETED FOR THIS DOCUMENT. REFER TO PLAT 2010-9 FOR SURVEY INFORMATION.
  2. THE RPZ, OFA, RSA, OFZ, AND BRL DELINEATIONS DEPICTED ON THIS EXHIBIT "A" ARE APPROXIMATE AND SHOULD BE USED FOR VISUAL PURPOSES ONLY.
  3. THERE ARE CURRENTLY NO DOCUMENTED NON-AERONAUTICAL USES FOR THIS AIRPORT RECORDED IN THE STATE-WIDE AVIATION DATABASE.
  4. ALL DOCUMENTS AND PLATS SHOWN HEREON ARE RECORDED IN THE BETHEL RECORDING DISTRICT, UNLESS NOTED OTHERWISE.

- LEGEND
- AIRPORT BOUNDARY
  - UNSURVEYED SECTIONAL LINES
  - MEANDER LINE
  - EXISTING PROPERTY LINE



DEPARTMENT OF  
TRANSPORTATION & PUBLIC FACILITIES

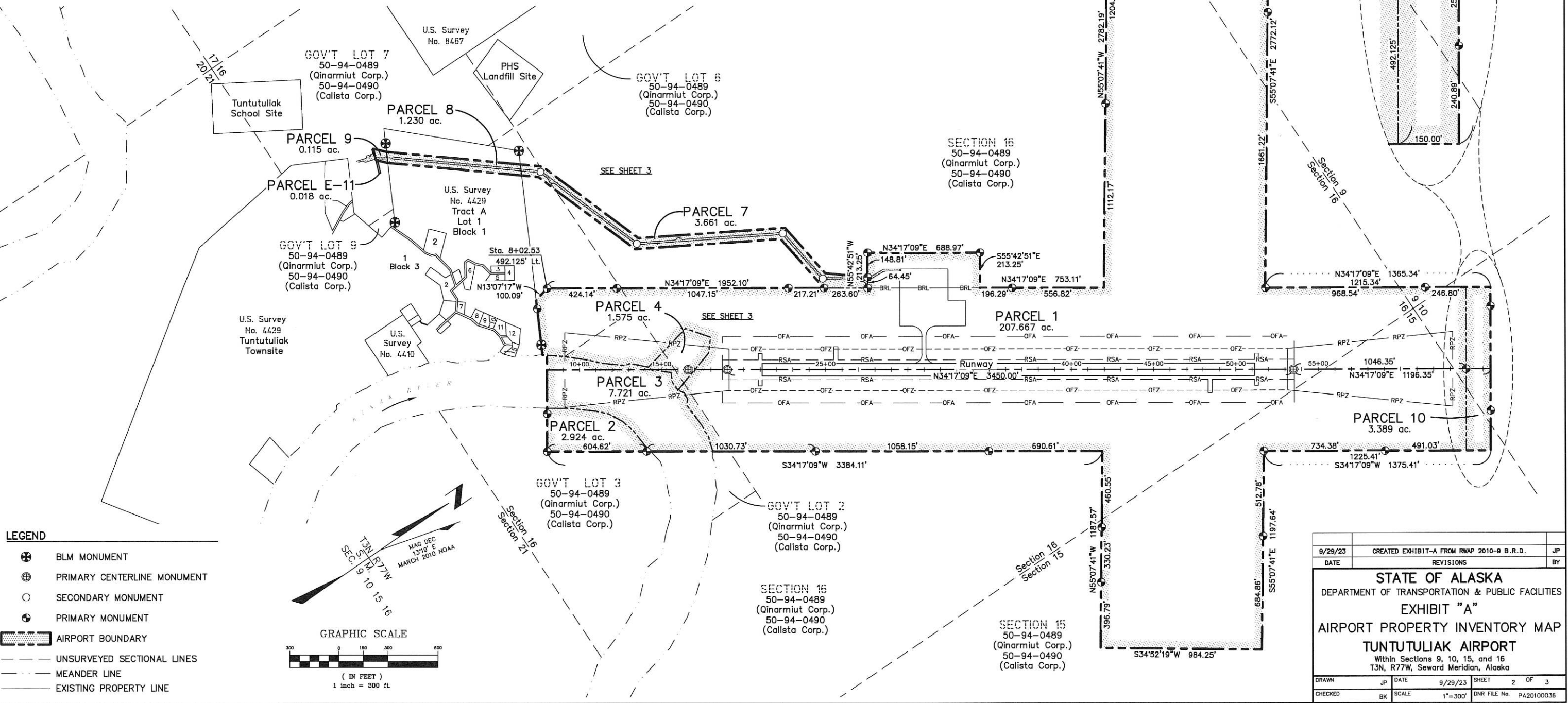
APPROVED April 05 2024  
DATE  
*Melanie Smith*  
REGIONAL CHIEF R/W AGENT

9/29/23	CREATED EXHIBIT-A FROM RWAP 2010-9 B.R.D.	JP
DATE	REVISIONS	BY

R:\Cad\Aviation\Central Region Airports\2023 Exhibit A Update Effort\Tuntutuliak\Tuntutuliak\_UPDATED\_12-29-2023.dwg  
Plotted 2/7/2024 1:59 PM by Pettijohn, Joshua M (DOT)

PROPERTY STATUS											
PARCEL NO.	GRANTOR	INTEREST	LARGER PARCEL	NET TAKE (ACRES)	REMAINDER	RECORDED DOCUMENT NO.	DATE RECORDED	REVERTER CLAUSE	PURPOSE OF ACQUISITION	AIP NO.	LAND OBTAINED WITH FUNDS
1	QINARMIUT CORP. - SURFACE	FEE SIMPLE	LARGE	207.667±	LARGE	BK 80, PG 776	9/10/1998	YES	CURRENT AERONAUTICAL	3-02-0303-001-1998	YES
	CALISTA CORP. - SUBSURFACE	FEE SIMPLE				BK 80, PG 784	9/10/1998	NO			YES
2	QINARMIUT CORP. - SURFACE	FEE SIMPLE	LARGE	2.924±	LARGE	BK 80, PG 776	9/10/1998	YES	CURRENT AERONAUTICAL	3-02-0303-001-1998	YES
	CALISTA CORP. - SUBSURFACE	FEE SIMPLE				BK 80, PG 784	9/10/1998	NO			YES
3	ALASKA DNR	I.L.M.A.	LARGE	7.721±	LARGE	ADL 227496	10/26/1998	YES	CURRENT AERONAUTICAL	3-02-0303-001-1998	NO
						BK 81, PG 537					
4	QINARMIUT CORP. - SURFACE	EASEMENT & RESTRICTIVE COVENANT	LARGE	1.575±	LARGE	BK 80, PG 792	9/10/1998	YES	CURRENT AERONAUTICAL	3-02-0303-001-1998	YES
	CALISTA CORP. - SUBSURFACE	RESTRICTIVE COVENANT				BK 80, PG 797	9/10/1998	NO			YES
7	QINARMIUT CORP. - SURFACE	FEE SIMPLE	LARGE	3.660±	LARGE	BK 80, PG 776	9/10/1998	YES	CURRENT AERONAUTICAL	3-02-0303-001-1998	YES
	CALISTA CORP. - SUBSURFACE	FEE SIMPLE				BK 80, PG 784	9/10/1998	NO			YES
8	TUNTUTULIAK TRADITIONAL COUNCIL	EASEMENT	16.519± AC	1.230±	LARGE	BK 90, PG 630	12/11/2000	YES	CURRENT AERONAUTICAL	3-02-0303-001-1998	YES
9	QINARMIUT CORP. - SURFACE	FEE SIMPLE	LARGE	0.115±	LARGE	BK 80, PG 776	9/10/1998	YES	CURRENT AERONAUTICAL	3-02-0303-001-1998	YES
	CALISTA CORP. - SUBSURFACE	FEE SIMPLE				BK 80, PG 784	9/10/1998	NO			YES
10	QINARMIUT CORP. - SURFACE	FEE SIMPLE	LARGE	3.389±	LARGE	2009-000418-0	3/31/2009	YES	CURRENT AERONAUTICAL	3-02-0303-002-2006	YES
	CALISTA CORP. - SUBSURFACE	FEE SIMPLE				2009-000419-0	3/31/2009	NO			YES
E-11	QINARMIUT CORP. - SURFACE	ELECTRICAL EASEMENT	LARGE	0.018±	LARGE	2009-001343-0	11/6/2009	YES	CURRENT AERONAUTICAL	3-02-0303-002-2006	YES

I.L.M.A. = INTERAGENCY LAND MANAGEMENT ASSIGNMENT



9/29/23	DATE	CREATED EXHIBIT-A FROM RWAP 2010-9 B.R.D.	JP
	DATE	REVISIONS	BY
<b>STATE OF ALASKA</b> DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES <b>EXHIBIT "A"</b> <b>AIRPORT PROPERTY INVENTORY MAP</b> <b>TUNTUTULIAK AIRPORT</b> Within Sections 9, 10, 15, and 16 T3N, R77W, Seward Meridian, Alaska			
DRAWN	JP	DATE	9/29/23
CHECKED	BK	SCALE	1"=300'
		DNR FILE No.	PA20100036
		SHEET	2 OF 3

