

# **Municipality of Anchorage**

**Port of Alaska**

**PORT OF ALASKA MODERNIZATION PROGRAM  
DESIGN/BUILD SERVICES FOR  
HELIPAD AND ACCESS ROAD**

**REQUEST FOR PROPOSAL NO. 2026P002**

**SECTION V**

**Sample Contract**

**Exhibit C**

**Owner's Project Criteria Documents**

**Part I**

**Owner's Project Criteria**

# **HELIPAD AND ACCESS ROAD REQUEST FOR PROPOSAL NO. 2026P002**

## **1. OWNER'S PROJECT CRITERIA DOCUMENTS**

This document – in conjunction with the following list of documents and all jurisdictional code requirements - make up the Owner's Project Criteria which provide requirements and objectives for the Design/Build Contractor to execute the Work.

- A. Port of Alaska Modernization Program, Administration Building and Transit Shed Demolition - Division 01 Specifications
  - i) Section 01 19 40 Special Items
  - ii) Section 01 22 00 Measurement and Payment Procedures
  - iii) Section 01 33 00 Submittal Procedures
  - iv) Section 01 35 43 Environmental Procedures
  - v) Section 01 41 00 Regulatory Requirements
  - vi) Section 01 45 00 Construction Quality Control
- B. Port of Alaska Modernization Program Computer Aided Design and Drafting (CADD) Standards Manual - Rev. 01 - November 17, 2017
- C. Port of Alaska Modernization Program Design Management Manual – Design/Build
- D. Port of Alaska Modernization Program – Project Survey Manual – July 2015

## **2. FRONT END ENGINEERING DESIGN (FEED) DOCUMENTS**

The following Front End Engineering Design (FEED) documents are provided as information to the Design/Build Contractor to aide in development of the Helipad and Access Road Design.

- A. Port of Alaska Modernization Program – Helipad and Access Road - 35% Drawings

- B. Port of Alaska Modernization Program – Helipad and Access Road – 35% Basis of Design
- C. POA Right of Way Permit Application and MOA Review Comments
- D. Terminal 1 Replacement Project Designated North Extension Laydown Area

### **3. CONTRACTOR MEANS AND METHODS**

It is the Contractor's responsibility to determine the means, methods, and procedure through which to accomplish the Work described herein. The organization of this material is not intended to control the division of work among subcontractors. The division of work shall be the sole responsibility of the Contractor.

### **4. DESIGN REQUIREMENTS**

#### **A. Overview**

The Helipad and Access Road is located within the POA North Extension, approximately 2500 feet north of the general cargo terminals. The purpose of the project is to construct a helipad and access road to support military deployment of rotor wing aircraft through the POA. The helipad and access road will provide a means for applicable aircraft landing, takeoff, and transport to/from the general cargo area for staging, loading and offloading to or from marine transport vessels

#### **B. Performance Criteria**

The following provides performance criteria for the Helipad and Access Road Project.

- i) All design components shall meet the requirements necessary to successfully construct the access road and helipad with minimal impact to Port of Alaska operations and other on-going projects.
- ii) The helipad and access roadway shall provide continuous all-weather rotor aircraft operations and vehicle access from the paved portion of Terminal Road to the helipad and transition back to the gravel extension of Terminal Road to the North.

- iii) Paved areas shall remain structurally stable and maintain serviceability for the minimum design life under repeated heavy axel loading and freeze-thaw cycles inherent to Alaska.
- iv) Site design shall take into consideration the overall site topography to ensure existing drainage from surrounding areas are maintained without impacts to Project related constructed surfaces. The necessity for culverts or other stormwater diversion techniques should be evaluated and considered to prevent standing water from accumulating adjacent to or crossing paved areas.

## **5. DESIGN ELEMENTS**

The following provides descriptions of the various design elements of the Work and is intended as design guidance for the Contractor.

### **A. Helipad**

- i) The helipad surface will be sloped within UFC tolerances to ensure positive drainage and will be finished to provide adequate friction and resistance to rotor downwash effects. Night VFR capability will be achieved though the installation of perimeter lighting, illuminated wind cone, and heliport beacon, (though lighting is not a scope covered on this project). The Basis of Design document summarizes the UFC design criteria applied to the single rotary-wing helipad for this site.

### **B. Access Road**

- i) The helipad access roadway design shall incorporate both aircraft and vehicle considerations. The HS25 truck is applied as the governing design vehicle for pavement structural capacity, consistent with the Municipality of Anchorage Design Criteria and AASHTO requirements. The CH-47 Chinook, when towed, is assumed as the controlling vehicle for roadway geometry due to its extended fuselage and turning requirements.

- ii) While the Municipality of Anchorage Design Criteria Manual generally limits curb return radii to 40 feet, towing operations require larger geometry. A minimum outside turning radius of approximately 105 feet is recommended to accommodate the CH-47 with towing equipment, ensuring safe maneuverability under controlled one-way traffic conditions. The Basis of Design document summarizes the roadway design criteria applied to this project.
- iii) Portions of the Access Road are to be constructed within the existing Municipality of Anchorage Right of Way. Approximate Right of Way encroachment areas are depicted in the 35% drawings. A Right of Way permit application has been coordinated with the Municipality however further coordination may be required for the Contractor to obtain a permit for construction.

## **6. PERMITTING**

### **A. Permitting Overview**

The Contractor will be required to meet the permit requirements as outlined in this RFP and/or any additional permits required to execute the Scope of Work.

### **B. Municipality of Anchorage Permit Requirements**

Contractor shall obtain, apply for and comply with all required Municipality of Anchorage permits.

## **7. APPLICABLE CODES, STANDARDS AND REFERENCES**

All work shall be performed in accordance with the Contract, which includes the most current versions of the MOA Standard Specifications (hereinafter referred to as MASS), and MASSB General Conditions, as herein revised and supplemented and integrated with general conditions for design/build.

The design will follow UFC 3-260-01, Airfield and Heliport Planning and Design, which governs DoD heliport layout and design criteria, including guidance for clear zones, safety areas, and Accident Potential Zones (APZs). Where other statutory or regulatory requirements apply, the more stringent standard will govern. FAA AC 150/5390-2D, Advisory Circular - Heliport

Design, will not be applied, as its requirements are less stringent than those of UFC criteria; however, the wind cone will need to conform with the standards set upon the AC/535-27, Specification for Wind Cone Assemblies.

The access roadway will be designed in accordance with the Municipality of Anchorage Design Criteria Manual, Chapter 1: Streets, and will also comply with AASHTO standards for pavement design and materials for HS25 wheel loading.

All Work under this Contract shall comply with the latest edition of all applicable codes, ordinances, standards, and all associated addenda.

A. Municipality / Port Standards

- i) PAMP CADD Standards
- ii) PAMP Design Management Manual
- iii) MOA 2009 Local Amendments to Building Code, 2011
- iv) MOA Design Standards
- v) MOA Design Criteria Manual
- vi) MOA Drainage Design Guidelines
- vii) MOA Low Impact Development Design Guidance Manual
- viii) Municipality of Anchorage Standard Specifications (MASS)
- ix) Port of Alaska - Municipal Separate Storm Sewer System (MS4) Permit, latest edition
- x) State of Alaska Design Standards and Programs
- xi) State of Alaska Pollutant Discharge Elimination System (APDES) Program

**-END-**