State of Alaska

Department of Transportation and Public Facilities

Southeast Region

PETERSBURG
JAMES A. JOHNSON AIRPORT

RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)
PROJECT No. 69381
AIP NO. 3-02-0219-1309

"As-Built" Plans

Proj. Engr: Don Newell
Contractor: D&L Cons./Air Tek, Inc.
Begin Constr.: March 1, 2011
End Constr.: June 12, 2012

REBID

DESIGN DATA

AIRPORT TYPE	COMMERCIAL SERVICE
RUNWAY CATEGORY	TRANSPORT
RUNWAY INSTRUMENTATION	INSTRUMENT
RUNWAY/TAXIWAY SURFACE	ASPHALT CONCRETE
RUNWAY LIGHTING	HIGH INTENSITY RUNWAY LIGHTING (HIRL)
AIRPORT REFERENCE CODE	C-III
AIRPORT ELEVATION	107' (MSL) / 117' (MLLW)
AIRPORT REFERENCE POINT (ARP COORDINATES -- NAD '83)	Latitude N 56° 48' 04.64" Longitude W 132° 56' 49.87"
RUNWAY SAFETY AREA LENGTH	7200'
RUNWAY SAFETY AREA WIDTH	500'
RUNWAY OBJECT FREE AREA WIDTH	800'
DESIGN AIRCRAFT	BOEING 737-800

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/14

INDEX

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
Southeast Region

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER
11/29/10

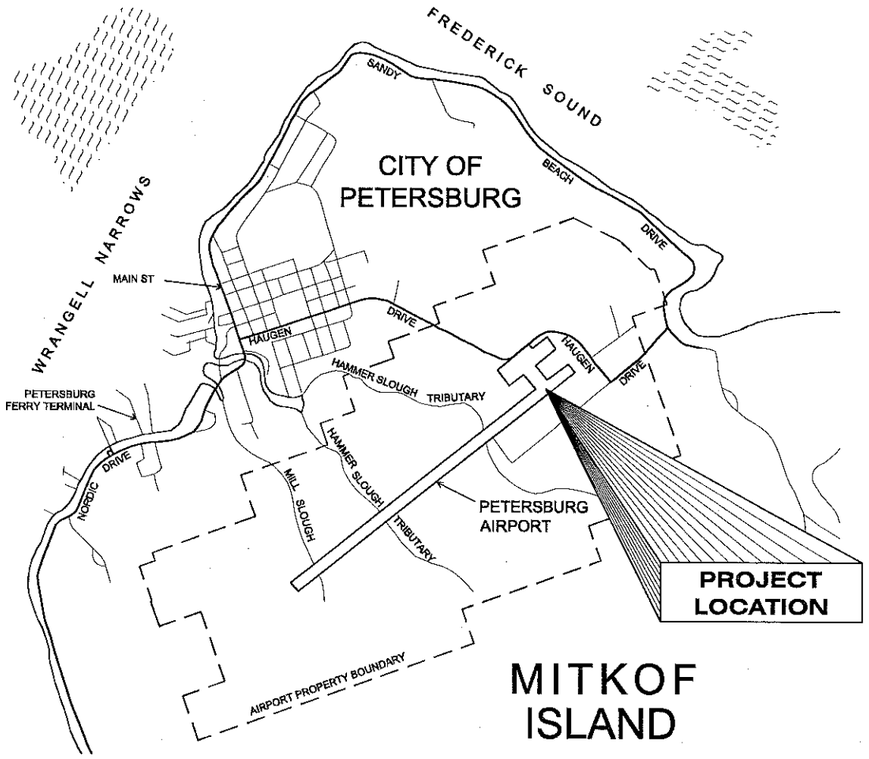
Victor Winters 12/16/10
VICTOR M. WINTERS, P.E. DATE
REGIONAL PRE-CONSTRUCTION ENGINEER

APPROVED:
Gary L. Davis 12-16-10
GARY L. DAVIS DATE
REGIONAL DIRECTOR, SOUTHEAST REGION

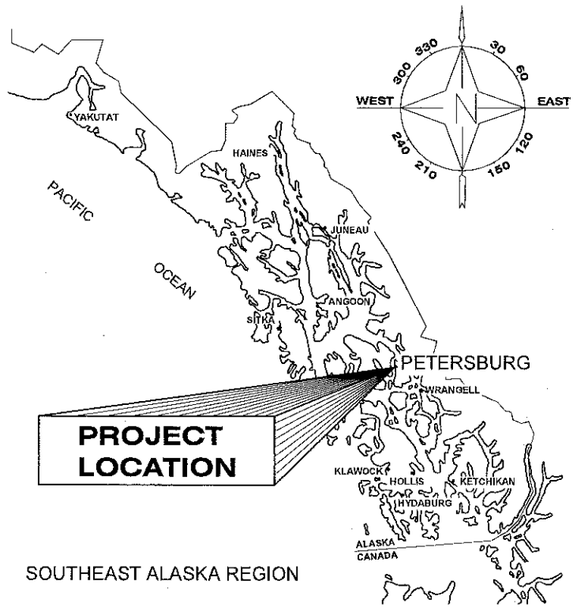
CERTIFIED TRUE & CORRECT AS-BUILT OF ACTUAL FIELD CONDITION:
Vic Winters 4.10.14
CONSTRUCTION PROJECT MANAGER DATE

PATH: I:\880203\Dwgs\C\Sheets\880203 A01.dwg
Mon, 29/Nov/10 11:00AM

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	AIP NO. 3-02-0219-1309	2010	A1	55



VICINITY MAP



SOUTHEAST ALASKA REGION

LOCATION MAP

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\C\Sheets\880203 A02.dwg

Mon, 09/Aug/10 02:38PM bpaddock

TAB: KEY MAP

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

KEY MAP

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA 49 TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER

8/9/10

DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

KEY MAP

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
A2	55

ABBREVIATIONS

AOA	AIR OPERATIONS AREA	MIN.	MINIMUM
AP	AIRPORT IMPROVEMENT PROGRAM	N	NORTHING
APPROX.	APPROXIMATE	N/A	NOT APPLICABLE
ARFF	AIRPORT RESCUE AND FIRE FIGHTING	N.T.S.	NOT TO SCALE
BMP	BEST MANAGEMENT PRACTICES	ODALS	OMNI-DIRECTIONAL APPROACH LIGHTING SYSTEM
CAP	CORRUGATED ALLUMINUM PIPE	OFA	OBJECT FREE AREA
CF	CUBIC FOOT	OFZ	OBSTACLE FREE ZONE
CFR	CODE OF FEDERAL REGULATIONS	PAPI	PRECISION APPROACH PATH INDICATOR
CFS	CUBIC FEET PER SECOND	R	RADIUS
CMP	CORRUGATED METAL PIPE	REIL	RUNWAY END IDENTIFICATION LIGHT
C.F.	CONTINGENT SUM	RSA	RUNWAY SAFETY AREA
CY	CUBIC YARD	PVI	POINT OF VERTICAL CURVE
DIA.	DIAMETER	RT	RIGHT
E	EASTING	RW	RUNWAY
ELEV.	ELEVATION	SIDA	SECURITY IDENTIFICATION DISPLAY AREA
ESCP	EROSION AND SEDIMENT CONTROL PLAN	STA	STATION
FAA	FEDERAL AVIATION ADMINISTRATION	SWPPP	STORM WATER POLLUTION PREVENTION PLANS
FT	FEET	SOA	STATE OF ALASKA
LB	POUND	TSA	TAXIWAY SAFETY AREA
LT	LEFT	TYP	TYPICAL
LVC	LENGTH OF VERTICAL CURVE	T/W	TAXIWAY
MALSF	MEDIUM INTENSITY APPROACH LIGHT SYSTEM WITH SEQUENCED FLASHING LIGHTS	U.S.	UNITED STATES
		VASI	VISUAL APPROACH SLOPE INDICATOR
MAX.	MAXIMUM		

CIVIL PLAN LEGEND

EXISTING	NEW	
		EDGE OF PAVEMENT
		HAUL ROUTE
	70	CONTOUR
X X		SECURITY FENCE
OFA		OBJECT FREE AREA
		UTILITY POLE
		LUMINAIRE
		STRUCTURE
		RUNWAY/TAXIWAY EDGE LIGHTING
E		ELECTRICAL VAULT
EMH		ELECTRICAL MANHOLE
TH-10		TEST HOLE LOCATION
TP-01		TEST PIT LOCATION
		NGS MONUMENT
		GPS_CHK
		2" ALCAP W/REBAR
		CENTERLINE CASE MONUMENT
		PRIMARY MONUMENT
		P.K. NAIL
		WETLANDS

ELECTRICAL PLAN LEGEND

	EXISTING LIGHT TO REMAIN	UON	UNLESS OTHERWISE NOTED
	RUNWAY EDGE LIGHT, OMNI-DIRECTIONAL	EMT	ELECTRICAL METALLIC TUBING
	RUNWAY EDGE LIGHT, BI-DIRECTIONAL	RMC	RIGID METALLIC CONDUIT (GALVANIZED STEEL)
	RUNWAY THRESHOLD LIGHT, BI-DIRECTIONAL	HDPE	HIGH DENSITY POLYETHYLENE
	SEMI-FLUSH RUNWAY EDGE LIGHT, BI-DIRECTIONAL	PVC	POLYVINYL CHLORIDE
	SEMI-FLUSH RUNWAY THRESHOLD LIGHT, BI-DIRECTIONAL	LFMC	LIQUIDTIGHT FLEXIBLE METALLIC CONDUIT
	EXISTING LIGHTED AIRPORT SIGN TO REMAIN/BE REMOVED	LFNC	LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT
	UNDERGROUND HDPE CONDUIT	C	CONDUIT
	UNDERGROUND RIGID STEEL CONDUIT	BC	BARE COPPER
	EXISTING CONDUIT TO REMAIN	TYP	TYPICAL
	GROUND ROD, 3/4"x10' TYPICAL	GRD	GROUND
	HANDHOLE (HH), TYPE I (LIGHT BASE WITH BLANK COVER)	LHA	LIGHT HOUSING ASSEMBLY
J	PULL BOX	VASI	VISUAL APPROACH SLOPE INDICATOR
E	ELECTRICAL MANHOLE	IUA	IDENTIFIER UNIT ASSEMBLY
	TRANSFORMER	TVSS	TRANSIENT VOLTAGE SURGE SUPPRESSOR
	MALSF SYSTEM LIGHT BAR	PCA	POWER AND CONTROL ASSEMBLY
	MALSF SYSTEM FLASHER OR BASE MOUNTED LIGHT	A/G RADIO	AIR-TO-GROUND RADIO
	SEMI-FLUSH MALSF LIGHT, UNI-DIRECTIONAL	NFS	NON FROST SUSCEPTIBLE, SEE SECTION 10 OF THE GENERAL CONTRACT PROVISIONS
	ODALS SYSTEM LIGHT		
	REIL SYSTEM LIGHT		

EQUIPMENT NUMBER, SEE SCHEDULE AS APPROPRIATE
- TX TAXIWAY LIGHT
- RX RUNWAY LIGHT
- HHX HANDHOLE
- JBX JUNCTION BOX
- MHX MANHOLE

(X) REFERENCE TO SHEET NOTE

LIGHT COLORS AND DISTRIBUTIONS
- B BLUE
- Y YELLOW
- G GREEN
- R RED
- W WHITE
- O OBSCURED
- BI BI-DIRECTIONAL
- UNI UNI-DIRECTIONAL
- OMNI OMNI-DIRECTIONAL

GENERAL PROJECT NOTES:

1. LOCATIONS OF EXISTING EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM EXISTING DRAWINGS AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.
3. PLAN SHEETS ARE DIVIDED INTO WORK ON DOT AND FAA SYSTEMS. DOT SYSTEM WORK IS SHOWN ON SHEETS L1-L3. FAA SYSTEM WORK IS SHOWN ON SHEETS L7-L10. WORK ON THE ALTERNATE ENTITY'S SYSTEMS IS SHOWN SHADED ON EACH SHEET FOR REFERENCE AND COORDINATION.

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

E-09.00 S-20.10

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Mon, 09/Aug/10 02:38PM bpaddock
TAB: LEGENDS & ABBREVIATIONS

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

LEGENDS & ABBREVIATIONS

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY: RPK

DRAWN BY: KEB

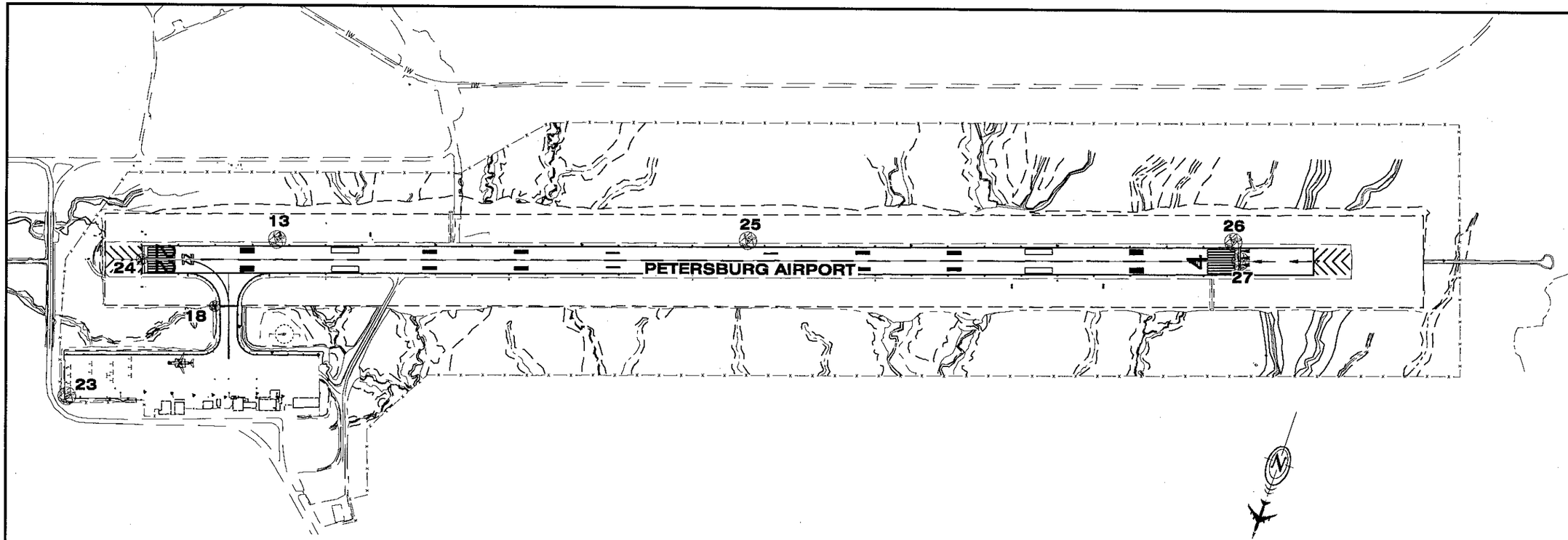
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

LEGENDS & ABBREVIATIONS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
A3	55



HORIZONTAL CONTROL

Horizontal Control for this project is based on the DOT/PF 2001 PSG Grid

The DOT/PF Petersburg Grid-2001 System is a local ground coordinate system based at NGS Primary Airport Control Station PSG-D. It relates to AKSPC zone 1 NAD83 through the following parameters:
Zone = NAD83 AKSPC ZONE 1
Grid Scale = 0.999905
Convergence = +0°36'11"
Translation about NGS point PSG-D as follows:
AKSPC Northing = 1815770.3578 FT US
AKSPC Easting = 2832689.3475 FT US
Local Northing = 300000.0000 FT US
Local Easting = 200000.0000 FT US

Basis of Coordinates for this project established with SKI PRO static GPS processing and Starnet least squares adjustment.

Project Specific Basis of Horizontal Control

PSG-D : Punch in Stainless Rod inside PVC near North VASI light at East end runway.
PSG-Grid N 300000.0000 FT US, E 200000.0000 FT US
AKSPC N 1815770.3581 FT US , E 2832689.3483 FT US

PSG-A : 3" brass cap set in NE corner of runway sign 22-4.
PSG-Grid N 300454.1485 FT US, E 200197.6323 FT US
AKSPC N 1816226.5179 FT US, E 2832882.1705 FT US

VERTICAL CONTROL

The Vertical Datum for PSG Grid-2001 is MLLW (9451439) PSG Wrangell Narrows tidal datum based on third order levels and supplemented with GEOID '99 Modeled Heights. The basis of vertical control is NOAA BM1439A having a published elevation of 25.82' above MLLW on the 1960-1978 tidal epoch. Static GPS sessions and geoid '99 were used to transfer elevation to NGS PACS PSG-D in July 2001.

The Project Specific Basis of Vertical Control is PSG-D having an accepted elevation of 103.23 feet above MLLW.

Vertical Control Note: Generally airport work is conducted on a mean sea level (MSL) datum for FAA compliance. This project was based on other projects in the area and it was decided to stick with our MLLW datum. To compute MSL elevations for this project, simply subtract 6.30 feet.

EXISTING CONTROL MONUMENTS

POINT	LOCAL NORTH	LOCAL EAST	ORTHO ELEV (MLLW)	RUNWAY STATION	OFFSET	DESC	LAT	LON	AKSPC NORTH	AKSPC EAST
							*LAT/LON values are DMS packed format			
13	300000.0000	200000.0000	103.23	11+32.69	109.34 LT	GPS_NGS_SS-ROD_PSG-D	56.48122962	-132.56039512	1815770.3578	2832689.3475
18	300454.1485	200197.6323	106.04	7+96.37	254.25 RT	GPS_NGS_BC3.5"/CONC_PSG-A	56.48167710	-132.56004000	1816226.5179	2832882.1705
23	301179.9801	200794.1956	102.39	N/A	N/A	GPS_PK/WASH_SET	56.48239219	-132.55496818	1816958.5187	2833471.0054
24	300345.4613	200657.5531	107.96	3+98.00	0.00 LT	GPS_NGS_BC2.5"/WELL_PSG-B	56.48156991	-132.55521395	1816122.6873	2833343.1661
25	299151.7729	197567.7722	107.19	37+08.58	108.22 LT	GPS_NGS_BC3.5"/ROCK_PSG-E	56.48039399	-132.56476364	1814896.6612	2830266.4123
26	298279.3708	195080.3236	112.32	63+63.46	105.11 LT	GPS_NGS_SS-ROD_PSG-F	56.47553410	-132.57326670	1813998.0017	2827768.5221
27	298366.0786	194989.8037	114.74	64+01.43	0.00 LT	GPS_NGS_BC2.5"/WELL_PSG-C	56.47561953	-132.57339336	1814083.9564	2827697.1096

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE Reed Date 3/24/11

NOTE:
1. EXISTING MONUMENTS AT POINT NUMBERS 13, 24, 25, 26, AND 27 ARE HIGH ORDER NGS MONUMENTS AND MUST BE PRESERVED.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\C\Sheets\880203 A04.dwg
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TAB: SURVEY CONTROL PLAN

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

SURVEY CONTROL PLAN

PREPARED BY: USKH INC.
CHECKED BY: R. MURPHY

STATE OF ALASKA 49 TH
Timothy Reed No. 10613
REGISTERED PROFESSIONAL LAND SURVEYOR

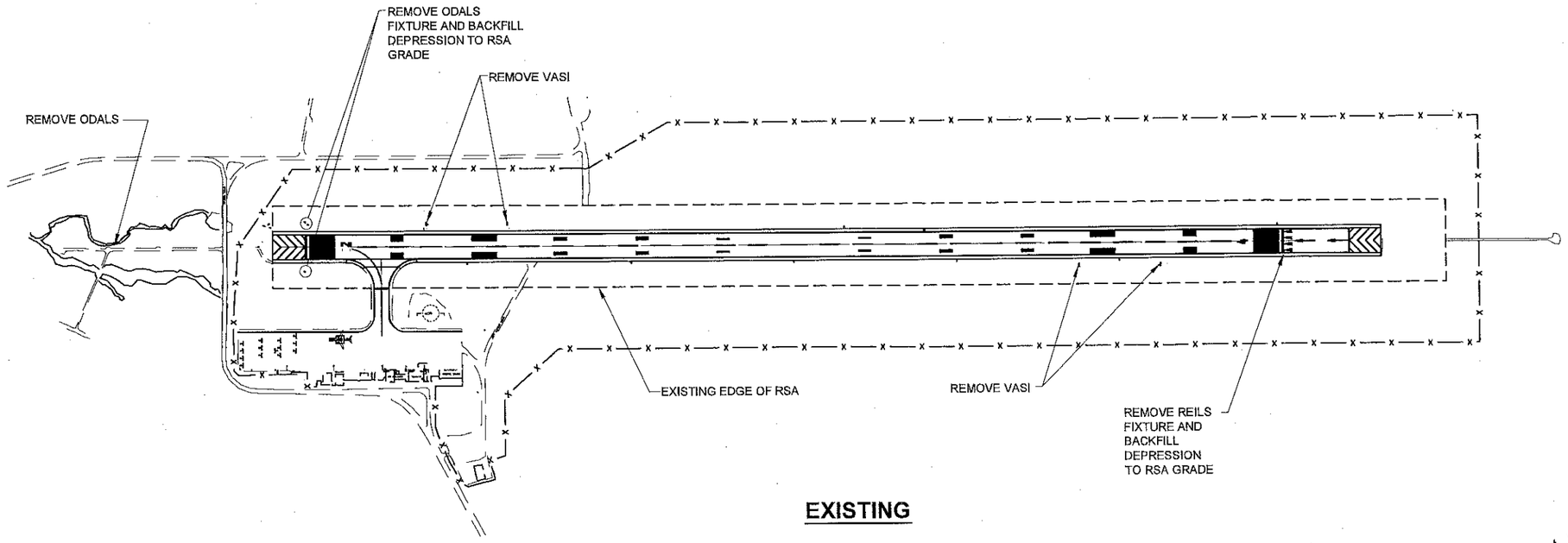
DESIGNED BY: T. REED
DRAWN BY: T.R./R.S.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION
PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

SURVEY CONTROL PLAN

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
A4	55



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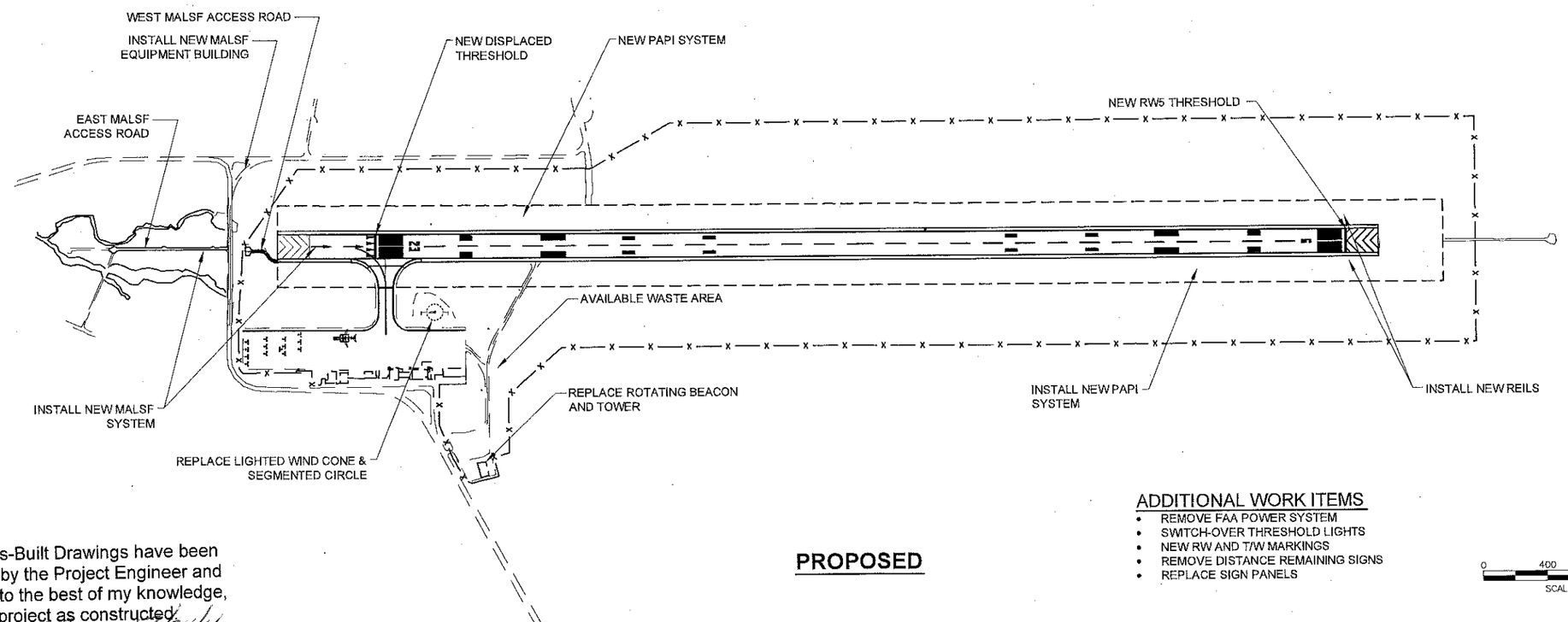

PROPOSED

ADDITIONAL WORK ITEMS

- REMOVE FAA POWER SYSTEM
- SWITCH-OVER THRESHOLD LIGHTS
- NEW RW AND T/W MARKINGS
- REMOVE DISTANCE REMAINING SIGNS
- REPLACE SIGN PANELS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date 5/24/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
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Mon, 09/Aug/10 02:39PM bpaddock
TAB: GENERAL LAYOUT PLAN

ADDENDUM NUMBER
ATTACHMENT NUMBER

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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

GENERAL LAYOUT PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE IV)

GENERAL LAYOUT PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
A5	55

PROJECT MILESTONES:

01 JAN 2011	FAA FURNISHED MATERIALS IN PETERSBURG, AVAILABLE FOR INSPECTION
15 FEB 2011	DEPARTMENT ISSUES NTP TO CONTRACTOR
01 MAR 2011	EARLIEST DATE ODALS MAY BE REMOVED FROM SERVICE
31 MAY 2011	CONSTRUCTION AND TESTING OF PAPI (2EA), REIL, & MALSF SYSTEMS IS COMPLETE AND ALL SYSTEMS ARE READY FOR FLIGHT CHECK
01 JUN 2011	FIRST AVAILABLE DAY FOR FAA TO COMPLETE FLIGHT CHECKS
15 JUN 2011	LAST AVAILABLE DAY FOR FAA TO COMPLETE FLIGHT CHECKS
31 AUG 2011	SHIFT RUNWAY THRESHOLDS AFTER DEPARTURE OF LAST DAILY ALASKA AIRLINES JET. FIRST APPLICATION OF MARKINGS
01 SEP 2011	OPEN RUNWAY WITH SHIFTED THRESHOLDS AS DESIGNATION RW 5/23 PRIOR TO FIRST DAILY ALASKA AIRLINES JET
JUN 2012	SECOND APPLICATION OF MARKINGS
31 JUL 2012	PROJECT COMPLETION DATE

SEQUENCE OF WORK:

1. THIS SHEET SHOWS A SUGGESTED CONSTRUCTION SEQUENCE FOR WORK UNDER THIS CONTRACT. THE SAFETY PLAN AND SPECIFICATIONS PROVIDE ADDITIONAL GUIDANCE ON OPERATIONAL LIMITATIONS.

2. USE THIS SHEET, OR ALTERNATE SEQUENCING APPROVED BY THE ENGINEER, AS A BASIS FOR PREPARING STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MEASURES. SUBMIT ALTERNATE SEQUENCING PLANS FOR APPROVAL FIVE BUSINESS DAYS BEFORE SWPPP SUBMITTAL. PROVIDE SWPPP UPDATES AS WORK PROGRESSES.

3. DEVELOP A CONSTRUCTION SCHEDULE. PROVIDE SUFFICIENT DETAIL TO ADDRESS REQUIRED SUBMITTALS, REVIEW PERIODS, PROCUREMENT OF MATERIALS, CONSTRUCTION WORK, AND FAA COORDINATION REQUIREMENTS ASSOCIATED WITH ITEMS OF WORK.

4. THE GENERAL SCOPE AND SEQUENCE OF WORK IS DESCRIBED BELOW. INCLUDE ALL COMPONENTS OF THE PROJECT IN THE CONSTRUCTION SCHEDULE FOR REVIEW AND APPROVAL BY THE ENGINEER. DEVIATIONS FROM THE APPROVED SCHEDULE REQUIRE APPROVAL BY THE ENGINEER.

- DEPARTMENT ISSUES NOTICE TO PROCEED
- MALSF MATERIALS ON-SITE WITH PARTS LISTS, SHIPPING LISTS AND REVIEW OF ACTUAL MATERIALS BY CONTRACTOR AND FAA REPRESENTATIVE.
- MALSF MATERIALS APPROVAL REQUIRED BEFORE REMOVING ODALS
- REMOVE RW 22 ODALS SYSTEM
- BACKFILL ODAL DEPRESSIONS TO RSA GRADE
- CONSTRUCT MALSF ACCESS ROAD, RW5 PAPI, RW 23 PAPI, RW5 REIL & RW 23 MALSF INCLUDING BLDG
- RESURFACE EAST MALSF ACCESS ROAD
- PERFORM FLIGHT CHECKS
- REMOVE RUNWAY TOUCHDOWN MARKINGS PRIOR TO RUNWAY THRESHOLD SHIFT
- SHIFT RUNWAY THRESHOLDS
  a. REMOVE EXISTING RUNWAY MARKINGS, INCLUDING THRESHOLD BARS, DISPLACED THRESHOLD ARROWS, AND DESIGNATION MARKINGS. BLAST PAD CHEVRONS, RUNWAY CENTERLINE, AND RUNWAY EDGE MARKINGS SHALL BE MODIFIED AS REQUIRED . USE OF BLACK PAINT TO TEMPORARILY MASK MARKINGS IS ACCEPTABLE. MARKINGS COVERED WITH BLACK PAINT MUST BE MECHANICALLY REMOVED WITHIN 24 HOURS OF APPLYING THE BLACK PAINT OR DURING THE NEXT FULL WORK SHIFT, WHICHEVER IS SOONER
  b. INSTALL NEW RW 5/23 MARKINGS. TOUCHDOWN MARKINGS MAY BE COMPLETED DURING THE NIGHTTIME CLOSURES WITHIN THREE DAYS SUBSEQUENT TO THE THRESHOLD SHIFT.
  c. RELOCATE AND MODIFY RUNWAY THRESHOLD AND EDGE LIGHTING FIXTURES
  d. INSTALL SOUTH DISTANCE REMAINING SIGN PANELS AND REMOVE NORTH DISTANCE REMAINING SIGNS
  e. ASSIST FAA WITH DE-ENERGIZING RW 4 VASIs, RW 22 VASIs, AND RW 4 REILs
  f. ASSIST FAA WITH ENERGIZING NEW RW 5 PAPIs, RW 23 PAPIs, RW 5 REILs, AND RW 23 MALSF
- OPEN RUNWAY WITH SHIFTED THRESHOLDS AND NEW RW 5/23 DESIGNATION
- COMPLETE RUNWAY MARKING INSTALLATION
- REMOVE RW 4 VASI, RW22 VASI & RW 4 REIL EQUIPMENT AND FILL REIL DEPRESSIONS TO RSA GRADE
- REMOVE PRIMARY WINDCONE AND SEGMENTED CIRCLE
- EXCAVATE UNCLASSIFIED MATERIAL AND PLACE BACKFILL AT SEGMENTED CIRCLE
- INSTALL NEW PRIMARY WINDCONE AND SEGMENTED CIRCLE
- REMOVE AND REPLACE ROTATING BEACON AND BEACON TOWER
- PROJECT COMPLETE

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date _____

NAVAID CONSTRUCTION RESPONSIBILITIES

SYSTEM PAY ITEM	FAA	CONTRACTOR	PLAN SHEETS	DETAIL SHEETS
ODALS RW 22 L-132e	• REMOVE SYSTEM FROM SERVICE AND LOCK OUT POWER SUPPLY PRIOR TO REMOVAL • PROVIDE NOTAMS FOR OUTAGES	• REMOVE ODALS EQUIPMENT AND DELIVER TO FAA • REMOVE CONDUCTORS AND JUNCTION BOXES BACK TO ODALS BUILDING, REMOVE CONDUIT AS INDICATED	L7-DEMO	
VASI RW 22 L-132f	• REMOVE SYSTEM FROM SERVICE AND LOCK OUT POWER SUPPLY PRIOR TO REMOVAL • PROVIDE NOTAMS FOR OUTAGES	• REMOVE VASI EQUIPMENT AND DELIVER TO FAA • REMOVE CONDUCTORS BACK TO POWER SOURCE, REMOVE CONDUIT AND JUNCTION BOXES AS INDICATED	L7-8-DEMO	
VASI RW 4 L-132g	• REMOVE SYSTEM FROM SERVICE AND LOCK OUT POWER SUPPLY PRIOR TO REMOVAL • PROVIDE NOTAMS FOR OUTAGES	• REMOVE VASI EQUIPMENT AND DELIVER TO FAA • REMOVE CONDUCTORS BACK TO POWER SOURCE, REMOVE CONDUIT AND JUNCTION BOXES AS INDICATED	L8-DEMO	
REIL RW 4/5 L-132h L-132d	• REMOVE SYSTEM FROM SERVICE AND LOCK OUT POWER SUPPLY PRIOR TO REMOVAL • PROVIDE NOTAMS FOR OUTAGES • PROVIDE NEW REIL SYSTEM, SHIPPED TO SITE • OBSERVE ALL CONDUCTOR TERMINATIONS • INSPECT INSTALLATION, TEST AND CERTIFY SYSTEM PRIOR TO PLACING IN SERVICE, INCLUDING FLIGHT CHECK	• REMOVE REIL EQUIPMENT AND DELIVER TO FAA • REMOVE CONDUCTORS BACK TO POWER SOURCE, REMOVE CONDUIT AND JUNCTION BOXES AS INDICATED • REMOVE TRANSFORMERS AND PANEL SERVING RW 4 REILS AND VASIS • INSTALL NEW REIL SYSTEM, INCLUDING INITIAL AIMING OF IUAS • ASSIST WITH FINAL SYSTEM TESTING AS DIRECTED • SCHEDULE FLIGHT CHECKS WITH FAA	L8-DEMO L10-NEW L25-ENLARGED	L29-30-DETAILS L31-WIRING DIAG
PAPI RW 23 L-132b	• PROVIDE NEW PAPI SYSTEM, SHIPPED TO SITE • OBSERVE ALL CONDUCTOR TERMINATIONS • INSPECT INSTALLATION, TEST AND CERTIFY SYSTEM PRIOR TO PLACING IN SERVICE, INCLUDING FLIGHT CHECK	• INSTALL NEW PAPI SYSTEM, INCLUDING INITIAL AIMING OF LHAS • ASSIST WITH FINAL SYSTEM TESTING AS DIRECTED • SCHEDULE FLIGHT CHECKS WITH FAA	L10-NEW L25-ENLARGED	L25-26-DETAILS L27-WIRING DIAG
PAPI RW 5 L-132c	• PROVIDE NEW PAPI SYSTEM, SHIPPED TO SITE • OBSERVE ALL CONDUCTOR TERMINATIONS • INSPECT INSTALLATION, TEST AND CERTIFY SYSTEM PRIOR TO PLACING IN SERVICE, INCLUDING FLIGHT CHECK	• INSTALL NEW PAPI SYSTEM, INCLUDING INITIAL AIMING OF LHAS • ASSIST WITH FINAL SYSTEM TESTING AS DIRECTED • SCHEDULE FLIGHT CHECKS WITH FAA	L10-NEW L25-ENLARGED	L26-27-DETAILS L28-WIRING DIAG
MALSF RW 23 L-132a	• PROVIDE NEW MALSF SYSTEM AND BUILDING, SHIPPED TO PETERSBURG • INSTALL INTERNAL MALSF BUILDING EQUIPMENT AND WIRING • PROVIDE AS-BUILT DRAWINGS AND PHOTOGRAPHS OF ASSEMBLED MALSF BUILDING AND EQUIPMENT FOR COORDINATION WITH SITE WORK • OBSERVE ALL CONDUCTOR TERMINATIONS • INSPECT INSTALLATION, TEST AND CERTIFY SYSTEM PRIOR TO PLACING IN SERVICE, INCLUDING FLIGHT CHECK	• INSTALL NEW MALSF SYSTEM, INCLUDING ERECTION OF LIGHT TOWERS AND INITIAL AIMING OF LIGHTS • FURNISH AND INSTALL NEW DRIVEN STEEL PILE FOUNDATIONS AND PILE CAPS FOR LIGHT TOWERS • INSTALL SEMI-FLUSH LIGHTS ON EXISTING LIGHT BASES • TRANSPORT MALSF EQUIPMENT AND BUILDING FROM PETERSBURG DOCK TO SITE • INSTALL MALSF BUILDING FOUNDATION AND PLACE AND SECURE BUILDING • CONNECT FIELD WIRING FROM OUTSIDE MALSF BUILDING TO EQUIPMENT INSIDE BUILDING • ASSIST WITH FINAL SYSTEM TESTING AS DIRECTED • SCHEDULE FLIGHT CHECKS WITH FAA	L9-NEW L11-12-ENLARGED L13-PROFILE	L15-22-DETAILS L21-WIRING DIAG L23-24-MALSF BLDG S1-3-TOWER FDTNS

NOTES:

1. THIS LIST IS INTENDED TO PORTRAY A GENERAL SUMMARY, NOT SEQUENCE, OF THE RESPONSIBILITIES OF THE PARTIES INVOLVED AND MAY NOT INCLUDE ALL SPECIFIC ASPECTS OF THE WORK REQUIRED.
2. EQUIPMENT DELIVERED TO FAA SHALL BE DELIVERED TO A SPECIFIED LOCATION ON AIRPORT PROPERTY IN PETERSBURG.

FAA NOTIFICATIONS AND COORDINATION:

1. FAA SHALL BE NOTIFIED A MINIMUM OF 14 DAYS PRIOR TO ANY REQUIRED ON-SITE INVOLVEMENT BY FAA PERSONNEL (OTHER THAN FLIGHT CHECKS). FAA SHALL BE NOTIFIED A MINIMUM OF 90 DAYS PRIOR TO REQUIRED FLIGHT CHECKS.
2. FAA WILL REQUIRE A MINIMUM OF 14 DAYS ON-SITE FOR EACH SYSTEM (PAPI, REIL, MALSF) FOR TERMINATIONS AND TESTING PRIOR TO THE SYSTEMS BEING READY FOR FLIGHT CHECKS.
3. NOTIFICATIONS OF OUTAGES/NOTAMS, ON-SITE INVOLVEMENT REQUIREMENTS, AND FLIGHT CHECKS SHALL BE PROVIDED TO:
   STEVE CORDS, TECHNICAL OPERATIONS PROJECT MANAGER, ANCHORAGE, 907-271-2893
   BRIAN SCHUM, TECHNICAL OPERATIONS SUPERVISOR, KETCHIKAN, 907-225-4900
   DAVE HELMS, TECHNICAL OPERATIONS FIELD TECHNICIAN, PETERSBURG, 907-772-3788

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Mon, 29/Nov/10 10:47AM mhidalgo
TAB: CONSTRUCTION SEQUENCING

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

CONSTRUCTION SEQUENCING

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA 49TH
D. LANCE MEARIG
CE-7435
REGISTERED PROFESSIONAL ENGINEER
11/29/10

DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

CONSTRUCTION SEQUENCING

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
A6	55

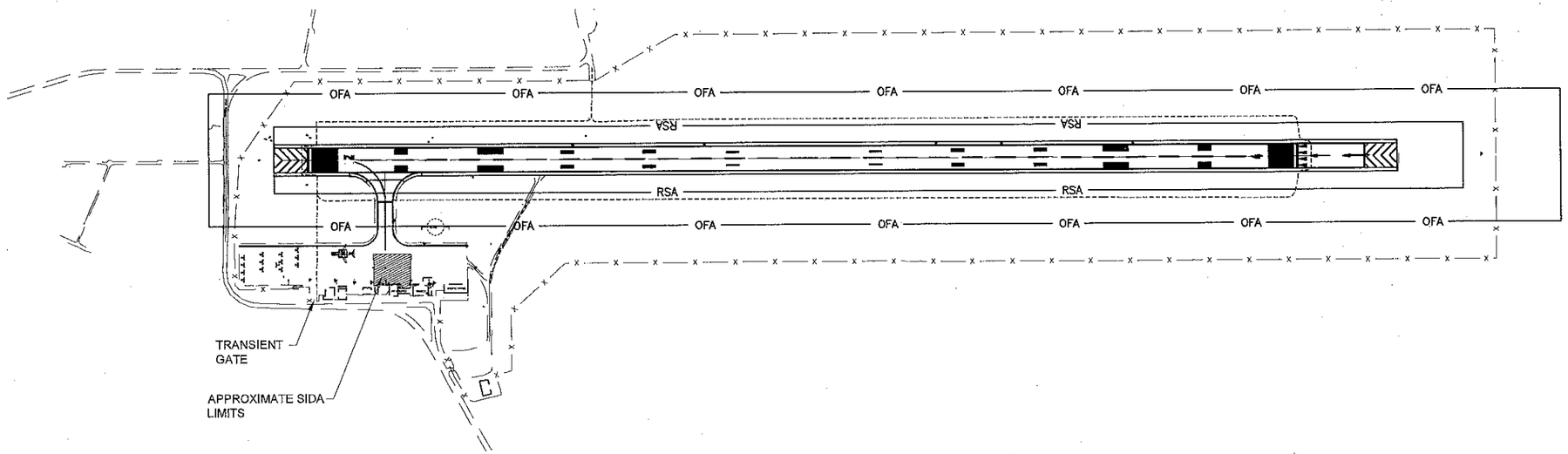
SAFETY PLAN NOTES:

1. SUBMIT A SAFETY PLAN TO THE ENGINEER FOR REVIEW. DO NOT BEGIN CONSTRUCTION ACTIVITIES UNTIL THE ENGINEER APPROVES YOUR SAFETY PLAN IN WRITING. IF YOUR PLAN DIFFERS FROM WHAT IS SHOWN IN THE SAFETY PLANS, OR IF YOU MAKE SUBSEQUENT CHANGES, SUBMIT A CORRESPONDING REVISION TO THE ENGINEER FOR REVIEW AND APPROVAL.

2. KEEP PERSONNEL AND EQUIPMENT A MINIMUM OF 200 FT BEYOND RUNWAY CENTERLINE AND MINIMUM OF 200 FT BEYOND RUNWAY THRESHOLDS DURING OPERATIONS OF AIRCRAFT CLASSIFIED AS DESIGN GROUP II (49-FT WING SPAN) OR LARGER. THE TIME RESTRICTIONS FOR AN AIRCRAFT OPERATION INCLUDE 15 MINUTES BEFORE ARRIVAL AND 15 MINUTES AFTER DEPARTURE IN ADDITION TO TIME ON RUNWAY AND TAXIWAY SURFACES.

3. THE RSA IS NOT TO BE USED FOR THE STAGING OF CONTRACTORS OPERATIONS. DO NOT STORE MATERIALS OR PARK EQUIPMENT OVERNIGHT WITHIN 250 FT OF RUNWAY CENTERLINE. EQUIPMENT MAY BE PARKED IN ACTIVE WORK AREAS IF NOT IN CONFLICT WITH OTHER LIMITATIONS AND AS APPROVED BY THE ENGINEER. ENSURE ADEQUATE DISTANCE FOR JET BLAST PROTECTION.

4. MARK OPEN TRENCHES WITH RED OR ORANGE FLAGS AS APPROVED BY THE ENGINEER. LIGHT WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN 200 FT OF THE RUNWAY CENTERLINE AND 200 FT OF THE RUNWAY THRESHOLDS WHILE THE RUNWAY IS OPEN. IF THE RUNWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY. COVERINGS FOR OPEN TRENCHES OR EXCAVATIONS MUST BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY.



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/14

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SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Mon, 09/Aug/10 02:39PM bpoddock
TAB: SAFETY PLAN

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

SAFETY PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA
49TH
D. LANCE MEARIG
CE-7435
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: RPK

DRAWN BY: KEB

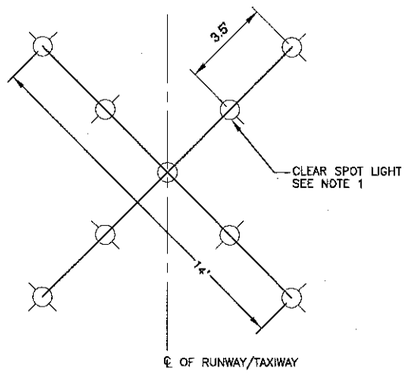
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

SAFETY PLAN

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
A7	55

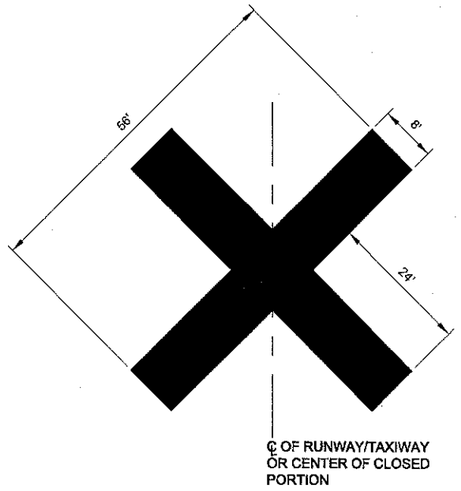


NOTES:

1. REFER TO FAA CIRCULAR 150/5345-55 FOR DETAILS AND SPECIFICATIONS FOR LIGHTED 'X'.
2. PLACE CROSSES AT EACH END OF THE CLOSED PORTION OF THE RUNWAY/TAXIWAY.
3. LIGHTED 'X' MARKINGS ARE FOR NIGHT TIME CLOSURES ONLY AND CANNOT BE USED DURING HALF WIDTH OPERATIONS. LIGHTED 'X' MARKINGS MUST BE COMPLETELY REMOVED FROM THE RUNWAY AND SAFETY AREA PRIOR TO ANY NIGHTTIME LANDINGS. SEE SECTION 80-04, F. (3) AND 80-04, F. (7).

LIGHTED 'X' TEMPORARY CLOSURE MARKINGS

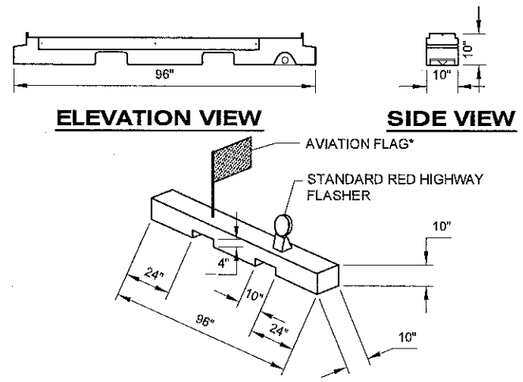
N.T.S.



NOTES:

1. WHEN IT IS NECESSARY TO PROVIDE A VISUAL INDICATION THAT A RUNWAY IS TEMPORARILY CLOSED, X'S ARE PLACED ONLY AT EACH END OF THE RUNWAY ON TOP OF THE RUNWAY DESIGNATION MARKINGS OR JUST OFF THE RUNWAY END WHEN REQUIRED BY CONSTRUCTION ACTIVITY. THE X'S ARE YELLOW IN COLOR AND CONFORM TO THE DIMENSIONS SPECIFIED ABOVE. SINCE THE X'S ARE TEMPORARY, THEY ARE USUALLY MADE OF SOME EASILY REMOVABLE MATERIAL, SUCH AS PLYWOOD OR FABRIC RATHER THAN PAINTED ON THE PAVEMENT SURFACE. ANY MATERIALS USED FOR TEMPORARY X'S SHOULD PROVIDE A SOLID APPEARANCE. SINCE THESE X'S WILL USUALLY BE PLACED OVER WHITE RUNWAY MARKINGS, THEIR VISIBILITY CAN BE ENHANCED BY A 6 INCH BLACK BORDER.
2. A RAISED-LIGHTED X MAY BE PLACED ON EACH RUNWAY END IN LIEU OF THE MARKINGS DESCRIBED ABOVE TO INDICATE THE RUNWAY IS CLOSED. THE X IS TO BE LOCATED WITHIN 250 FEET OF THE RUNWAY END. NORMALLY THE RAISED-LIGHTED X WOULD BE LOCATED ON THE RUNWAY; HOWEVER, IT MAY BE LOCATED IN THE SAFETY AREA ON THE EXTENDED RUNWAY CENTERLINE, IF APPROVED BY THE ENGINEER.
3. IF THE RUNWAY OR TAXIWAY WILL BE CLOSED DURING THE NIGHTTIME, THE RUNWAY AND TAXIWAY LIGHTS WILL BE DISCONNECTED, COVERED, OR OTHERWISE DISABLED SO THAT THEY CAN NOT BE ILLUMINATED UNLESS SUCH ILLUMINATION IS NEEDED TO PERFORM MAINTENANCE OPERATIONS ON OR ADJACENT TO THE RUNWAY.
4. SEE AC 150/5340-1J STANDARDS FOR AIRPORT MARKINGS, SECTION 41 FOR ADDITIONAL INFORMATION ON CLOSED RW MARKINGS.

CLOSED RW MARKINGS



HAZARDOUS AREA BARRIERS

*FLAGS SHALL ALTERNATE COLOR (ORANGE/WHITE) ON EACH BARRIER AS THEY ARE PLACED IN THE AIRPORT OPERATIONS AREA, IN SEQUENCE.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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TAB: SAFETY PLAN DETAILS

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

SAFETY PLAN DETAILS

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE IV)

SAFETY PLAN DETAILS

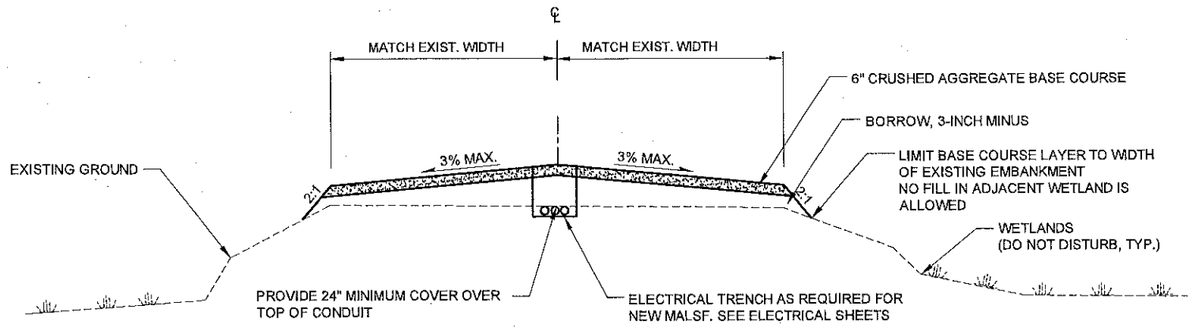
PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

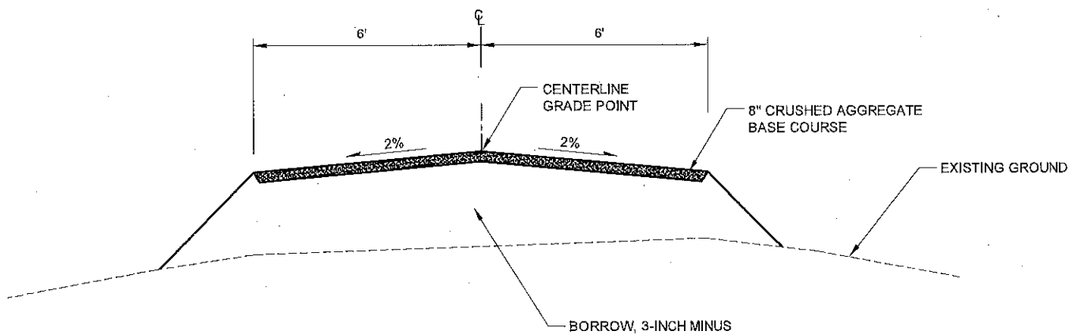
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
A8	55

NOTE:

HAUL WASTED MATERIAL FROM EXISTING ROADBED TO WASTE AREA ADJACENT TO ARFF ROAD, SHOWN ON SHEET A5.



1/B1 **EAST MALSF ACCESS ROAD TYPICAL SECTION**



2/B1 **WEST MALSF ACCESS ROAD TYPICAL SECTION**

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date 5/24/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Mon, 09/Aug/10 02:40PM bpaddock
TAB: B01

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

TYPICAL SECTIONS

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA 49 TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

TYPICAL SECTIONS

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
B1	55

ESTIMATE OF QUANTITIES

ITEM NO.	PAY ITEM	PAY UNIT	QUANTITY
G-100a	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
G-115a	WORKER MEALS AND LODGING, OR PER DIEM	LUMP SUM	ALL REQUIRED
G-131a	ENGINEERING TRANSPORTATION (TRUCK)	EACH	4
G-135a	CONSTRUCTION SURVEYING BY THE CONTRACTOR	LUMP SUM	ALL REQUIRED
G-135b	EXTRA THREE PERSON SURVEY PARTY	HOUR	~~20~~ 0
G-300a	CPM SCHEDULING	LUMP SUM	ALL REQUIRED
G-700a	AIRPORT FLAGGER	CONTINGENT SUM	~~ALL REQUIRED~~ 778.5
G-700c	AIRPORT TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
G-710	TRAFFIC CONTROL FOR ROADS, STREETS AND HIGHWAYS	LUMP SUM	ALL REQUIRED
L-100a	AIRPORT LIGHTING	LUMP SUM	ALL REQUIRED
L-100r	REMOVE AIRPORT SIGN	EACH	5
L-101a	ROTATING BEACON, HIGH INTENSITY L-802A	EACH	1
L-103a	55-FOOT HINGED POLE BEACON TOWER	EACH	1
L-107b	12-FOOT LIGHTED WIND CONE, IN PLACE	EACH	1
L-107e	REMOVE WIND CONE	EACH	1
L-108e	UNDERGROUND CABLE, 8 AWG COPPER, 600 V, TYPE "C", L-824	LF	~~1100~~ 1490
L-110g	2-INCH PE CONDUIT	LF	~~340~~ 477.5
L-132a	INSTALL APPROACH LIGHTING AIDS - MALSF, RW 23	LUMP SUM	ALL REQUIRED
L-132b	INSTALL APPROACH LIGHTING AIDS - PAPI, RW 23	LUMP SUM	ALL REQUIRED
L-132c	INSTALL APPROACH LIGHTING AIDS - PAPI, RW 5	LUMP SUM	ALL REQUIRED
L-132d	INSTALL APPROACH LIGHTING AIDS - REIL, RW 5	LUMP SUM	ALL REQUIRED
L-132e	REMOVE APPROACH LIGHTING AIDS - ODALS, RW 22	LUMP SUM	ALL REQUIRED
L-132f	REMOVE APPROACH LIGHTING AIDS - VASI, RW 22	LUMP SUM	ALL REQUIRED
L-132g	REMOVE APPROACH LIGHTING AIDS - VASI, RW 4	LUMP SUM	ALL REQUIRED
L-132h	REMOVE APPROACH LIGHTING AIDS - REIL, RW 4	LUMP SUM	ALL REQUIRED
M-400c	STRUCTURAL STEEL PILES, FURNISHED	FOOT	600
M-400d	STRUCTURAL STEEL PILES, DRIVEN	EACH	10
P-152j	BORROW, 3-INCH MINUS	TON	~~6,000~~ 7630
P-157a	EROSION, SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
P-157k	SILT FENCE	LINEAR FOOT	~~3,250~~
P-209a	CRUSHED AGGREGATE BASE COURSE	CUBIC YARD	~~350~~ 3045
P-620c	RUNWAY AND TAXIWAY PAINTING - FIRST APPLICATION	LUMP SUM	ALL REQUIRED
P-620d	RUNWAY AND TAXIWAY PAINTING - SECOND APPLICATION	LUMP SUM	ALL REQUIRED
~~P-640b~~	~~SEGMENTED CIRCLE (PANEL-TYPE)~~ CO 3	LUMP SUM	ALL REQUIRED
P-661a	STANDARD SIGNS	LUMP SUM	ALL REQUIRED

E-100a Temporary Power CO 7 lump sum All Rqd.

NOTE:

ALL QUANTITIES SHOWN AS A BASIS OF ESTIMATE FOR LUMP SUM ITEMS ARE APPROXIMATE. SEE SECTION 90-01 OF THE STANDARD SPECIFICATIONS.

L-110K 2½" conduit CO 7 lump sum All Rqd.
L-132i(a) Isolating Transformers CO1 lump sum All Rqd.
L-132i(b) Modify Airfield Lighting Vault CO5 lump sum All Rqd.
L-132j Modify REIL Rack CO8 lump sum All Rqd.
L-132j(a) Heater Circuits CO6 lump sum All Rqd.
L-132j(b) MALSF Building Ground CO2 lump sum All Rqd.

P-620c RUNWAY AND TAXIWAY PAINTING - FIRST APPLICATION - BASIS OF ESTIMATE

DESCRIPTION		COLOR	DIMENSIONS WIDTH (FT)	DIMENSIONS LENGTH (FT)	ESTIMATED QUANTITY	ESTIMATED TOTAL AREA (SQ FT)
RUNWAY MARKINGS						
	THRESHOLD BAR	WHITE	10	150	2	3,000
	THRESHOLD MARKING (PER STRIPE)	WHITE	5.75	150	24	20,700
	TOUCHDOWN ZONE MARKING (PER STRIPE)	WHITE	6	75	28	12,600
	AIMING POINT (PER STRIPE)	WHITE	30	150	4	18,000
	CENTER LINE - PRECISION (PER STRIPE)	WHITE	3	120	26	9,360
	CENTERLINE (MIDPOINT STRIPE)	WHITE	3	180	1	540
	SIDE STRIPE	WHITE	3	400	2	2,400
	DESIGNATION MARKING	WHITE				2,035
TAXIWAY MARKINGS						
	CENTERLINE TW MARKING	YELLOW	0.5	835	1	418
	ENHANCED TW CENTERLINE MARKING	YELLOW	0.5	114	2	114
	TW EDGE MARKING	YELLOW	0.5	588	4	1,176
	RW HOLD POSITION MARKING	YELLOW	1		270	270
	SURFACE PAINTED HOLDING POSITION SIGNS	WHITE			126	126
	SURFACE PAINTED HOLDING POSITION SIGN BACKGROUND	RED			418	418
MISCELLANEOUS MARKINGS						
	DEMARCATION BAR	YELLOW	3	150	1	450
	CHEVRON	YELLOW	(SEE DETAIL 2, SHEET F2)			5,900
	ARROW HEAD	YELLOW	(SEE DETAIL A, SHEET F2)		6	1,310
	ARROW SHAFT	YELLOW	(SEE DETAIL A, SHEET F2)		2	240
	BLACK BORDERS	BLACK				1,635
			TOTAL WHITE PAINT:			68,761
			TOTAL YELLOW PAINT:			9,878
			TOTAL RED PAINT:			418
			TOTAL BLACK PAINT:			1,635
			TOTAL PAINT:			80,692

L-132j Modify PAPI Conduit Entry CO8 lump sum All Rqd.
L-132K 2" Flex conduit CO8 lump sum All Rqd.

NOTE:

1. SEE DETAILS IN THE F SHEETS FOR DIMENSIONS NOT LISTED ABOVE.
2. ITEM P-620d RUNWAY AND TAXIWAY PAINTING - SECOND APPLICATION WILL REQUIRE THE SAME AMOUNT OF MARKINGS AS SHOWN IN THE TABLE ABOVE.

L-132i Adjust Conduit for 11 to 23 PAPI CO8 lump sum All Rqd.
P-620(a) Edge Painting CO4 lump sum All Rqd.
P-620(b) Adjust Chevron CO9 lump sum All Rqd.
P-620(a) Temporary Markings CO4 lump sum All Rqd.
P-620(b) Apron Painting CO9 lump sum All Rqd.
P-620(b) Edge Line Markings CO9 lump sum All Rqd.
P-640(b) Segmented Circle CO3 lump sum All Rqd.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

ESTIMATE OF QUANTITIES

PREPARED BY: USKH INC.
CHECKED BY: DLM

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER
11/29/10

DESIGNED BY: RPK
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
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(PHASE IV)

ESTIMATE OF QUANTITIES

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
C1	55

L-132c INSTALL PAPI, RW 5 - BASIS OF ESTIMATE

ITEM DESCRIPTION	QNTY	
#6 XHHW	340	LF
#10 XHHW	920	LF
UNDERGROUND CABLE, 6PR #19, COPPER, 600 V, L-824	460	LF
#1/0 BARE COPPER GROUND CONDUCTOR	240	LF
#4/0 BARE COPPER GROUND CONDUCTOR	250	LF
GROUND ROD	11	EA
CHEMICAL GROUND ROD	1	EA
INSTALL PAPI LHA, INCLUDING FOUNDATION	4	EA
INSTALL PAPI PCA, INCLUDING FOUNDATION, SUPPORT RACK, AND LIGHTNING PROTECTION	1	EA
TVSS	1	EA
2-INCH RIGID STEEL CONDUIT	640	LF
2-INCH HDPE CONDUIT	130	LF
PULL BOX	2	EA

L-132b INSTALL PAPI, RW 23 - BASIS OF ESTIMATE

ITEM DESCRIPTION	QNTY	
#6 XHHW	470	LF
#10 XHHW	1000	LF
UNDERGROUND CABLE, 6PR #19, COPPER, 600 V, L-824	500	LF
#1/0 BARE COPPER GROUND CONDUCTOR	280	LF
#4/0 BARE COPPER GROUND CONDUCTOR	250	LF
GROUND ROD	10	EA
CHEMICAL GROUND ROD	1	EA
INSTALL PAPI LHA, INCLUDING FOUNDATION	4	EA
INSTALL PAPI PCA, INCLUDING FOUNDATION, SUPPORT RACK, AND LIGHTNING PROTECTION	1	EA
TVSS	1	EA
2-INCH RIGID STEEL CONDUIT	960	LF
2-INCH HDPE CONDUIT	10	LF
PULL BOX	1	EA

L-132d INSTALL REIL, RW 5 - BASIS OF ESTIMATE

ITEM DESCRIPTION	QNTY	
#10 XHHW	2440	LF
#12 XHHW	6100	LF
#1/0 BARE COPPER GROUND CONDUCTOR	180	LF
#4/0 BARE COPPER GROUND CONDUCTOR	30	LF
GROUND ROD	5	EA
CHEMICAL GROUND ROD	1	EA
INSTALL REIL IUA, INCLUDING FOUNDATION AND LIGHT BASE	4	EA
INSTALL REIL PCA, INCLUDING FOUNDATION, SUPPORT RACK, AND LIGHTNING PROTECTION	1	EA
TVSS	1	EA
2-INCH RIGID STEEL CONDUIT	160	LF
2-INCH HDPE CONDUIT	365	LF
PULL BOX	2	EA

L-132a INSTALL MALSF - BASIS OF ESTIMATE

ITEM DESCRIPTION	QNTY	
#3/0 XHHW	1520	LF
#2 XHHW	4930	LF
#4 XHHW	3670	LF
#6 XHHW	9560	LF
#8 XHHW	3770	LF
#10 XHHW	2480	LF
#12 XHHW	140	LF
UNDERGROUND CABLE, 6PR #19, COPPER, 600 V, L-824	1190	LF
#1/0 BARE COPPER GROUND CONDUCTOR	1750	LF
#4/0 BARE COPPER GROUND CONDUCTOR	250	LF
GROUND ROD	19	EA
CHEMICAL GROUND ROD	1	EA
INSTALL MALSF LIGHT BAR/FLASHER TOWER, INCLUDING STEEL BASEPLATE AND MAINTENANCE STAND	6	EA
INSTALL SEMI-FLUSH LIGHTS	28	EA
BASE-MOUNTED ELEVATED LIGHTS	5	EA
INSTALL MALSF EQUIPMENT BUILDING, INCLUDING FOUNDATION, SHELTERED ENTRY, TRANSPORTATION FROM DOCK, LIGHTNING PROTECTION AND SYSTEM CONNECTIONS	1	EA
MALSF DISTRIBUTION RACK, INCLUDING FOUNDATION AND LIGHTNING PROTECTION	1	EA
DISTRIBUTION PANEL	1	EA
DISTRIBUTION JUNCTION BOX	1	EA
DISTRIBUTION DISCONNECT	1	EA
TVSS	2	EA
2-INCH RIGID STEEL CONDUIT	250	LF
4-INCH RIGID STEEL CONDUIT	100	LF
2-INCH HDPE CONDUIT	250	LF
4-INCH HDPE CONDUIT	3600	LF
PULL BOX	16	EA

NOTE:

1. THESE BASIS OF ESTIMATE TABLES ARE INTENDED TO SHOW MAJOR COMPONENTS OF THE WORK INCLUDED IN THE LUMP SUM PAY ITEMS FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT INTENDED TO PROVIDE A COMPREHENSIVE LIST OF MATERIALS AND WORK REQUIRED FOR A COMPLETE AND OPERATIONAL SYSTEM.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/01/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\E\Sheets\880203-C2.dwg
Mon, 09/Aug/10 01:29PM ischneller
TAB: BASIS OF ESTIMATE

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

BASIS OF ESTIMATES

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49 TH
LUCAS SCHNELLER EE-11389
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

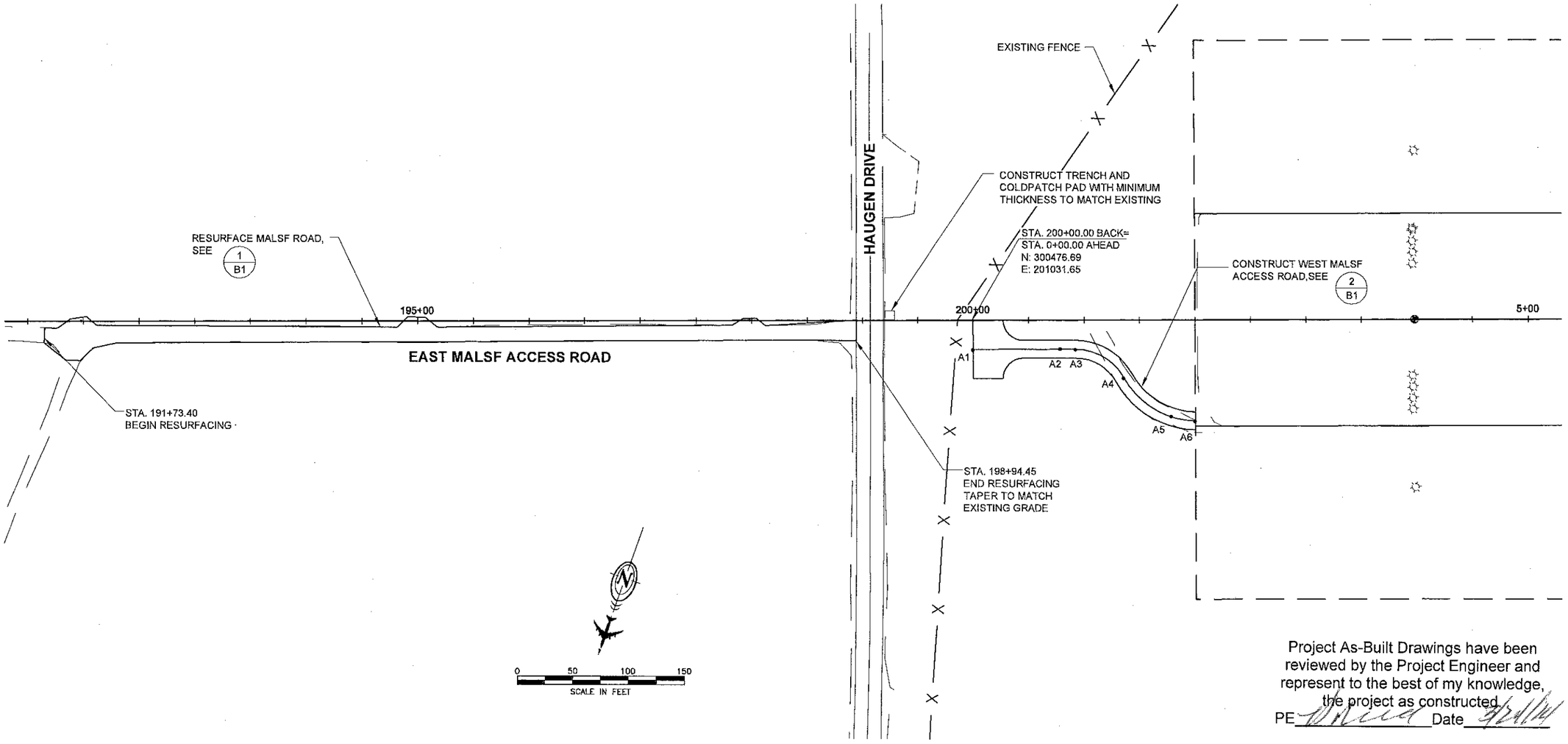
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

BASIS OF ESTIMATES

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
C2	55



Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date 4/21/14

WEST MALSF ACCESS ROAD CENTERLINE TABLE

POINT	DESC.	NORTHING	EASTING	HORIZ. RADIUS	DESC.	ELEV.	GRADE	CURVE LENGTH
A1	POT	201024.73	300501.23		VPI	92.00		
							0.87%	
A2	PC	200950.70	300475.38		VPI	92.77		100.0
A3	RPT	200937.68	300470.83			94.68		
				50.0			9.49%	
A4	PRC	200887.95	300480.69			99.12		
				75.0				
A5	RPT	200836.24	300499.64		VPI	104.49		25.0
A6	PT	200814.73	300495.94		VPI	M.E.		

NOTE: M.E.- MATCH EXISTING GRADE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\C\Sheets\880203 E01.dwg
Mon, 09/Aug/10 02:41PM bpaddock
TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF ROAD PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA 49 TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY: RPK

DRAWN BY: KEB

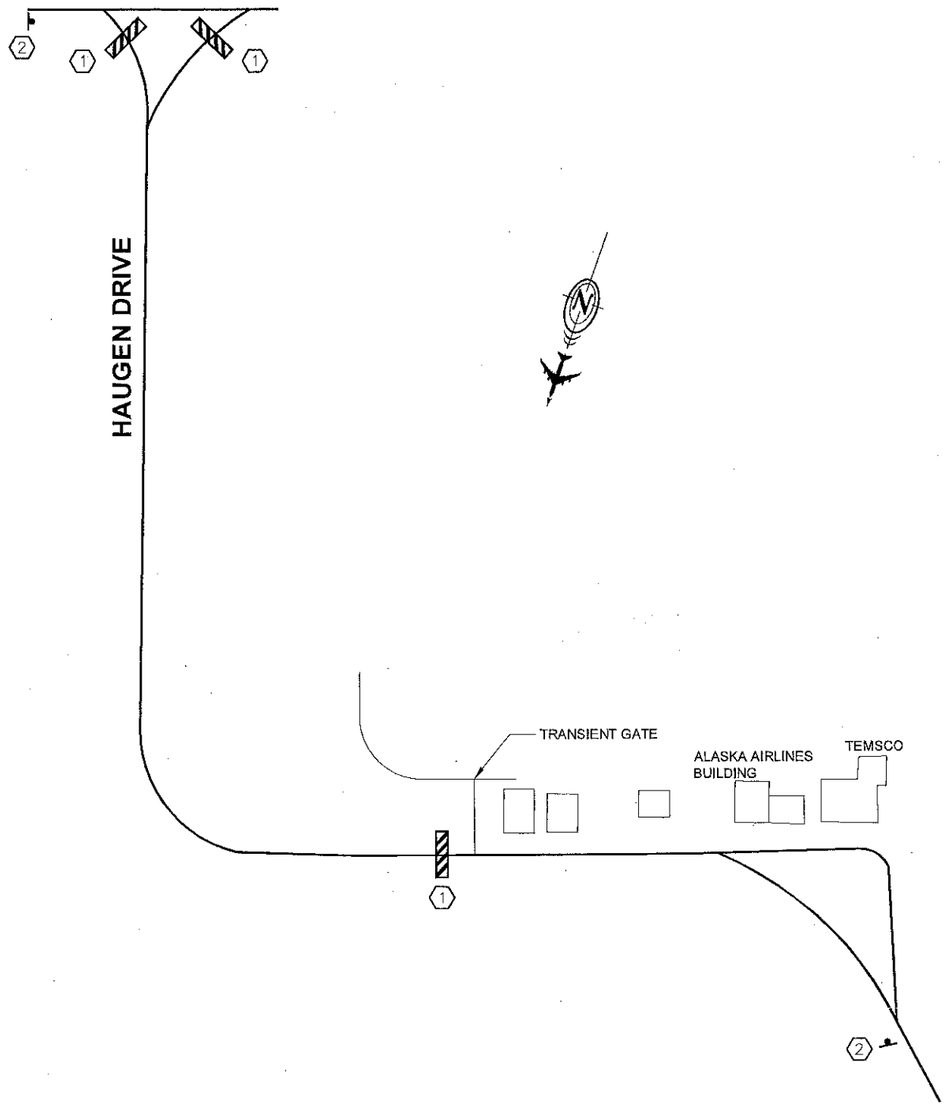
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

MALSF ROAD PLAN

PROJECT DESIGNATIONS
ALASKA - DOT & PF 69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
E1	55



SIGN SCHEDULE			
NO.	SIGN TYPE	LEGEND	REMARKS
1	R11-2	ROAD CLOSED	MOUNT ON TYPE III BARRICADE
2	CW20-3	ROAD CLOSED AHEAD	

LEGEND:

SIGN (SHOWN FACING LEFT)

TYPE III BARRICADE

NOTE

ROAD CLOSURE TO BE MINIMUM REQUIRED TO ACCOMPLISH WORK ON MALSF CROSSING, CONDUIT AND VAULTS ALONG HAUGEN DRIVE.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\C\Sheets\880203 E02.dwg

Mon, 09/Aug/10 02:41PM bpaddock

TAB: TRAFFIC CONTROL PLAN

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

TRAFFIC CONTROL PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER

8/9/10

DESIGNED BY: RPK

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

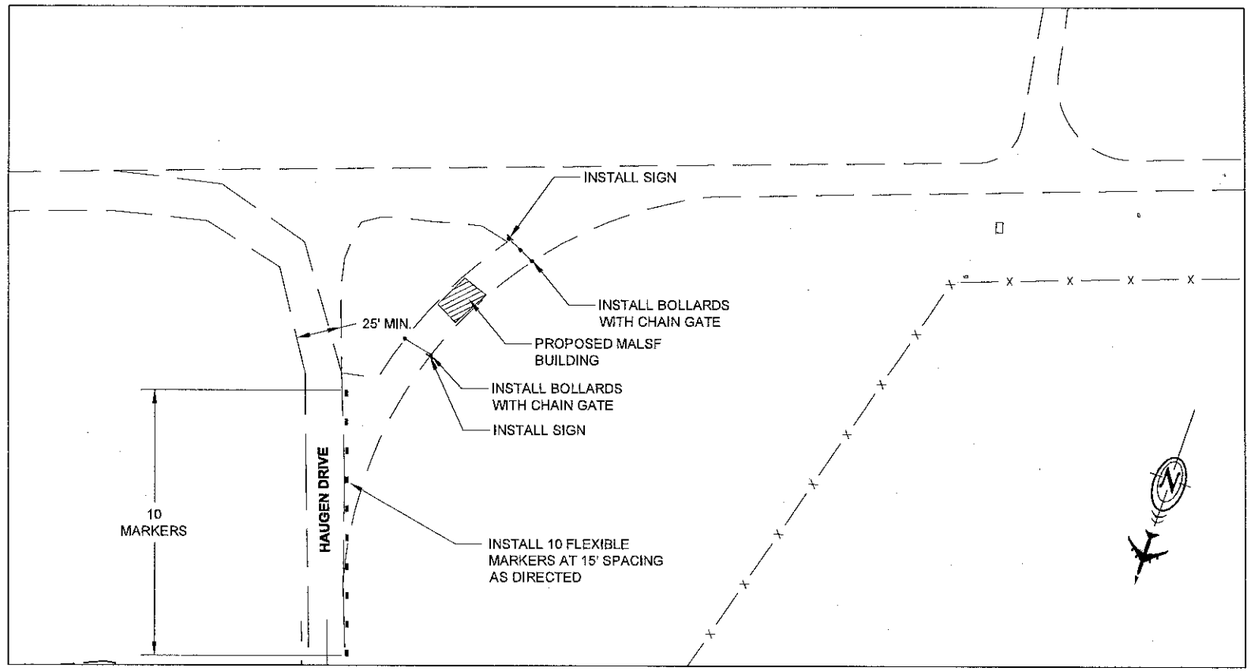
PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

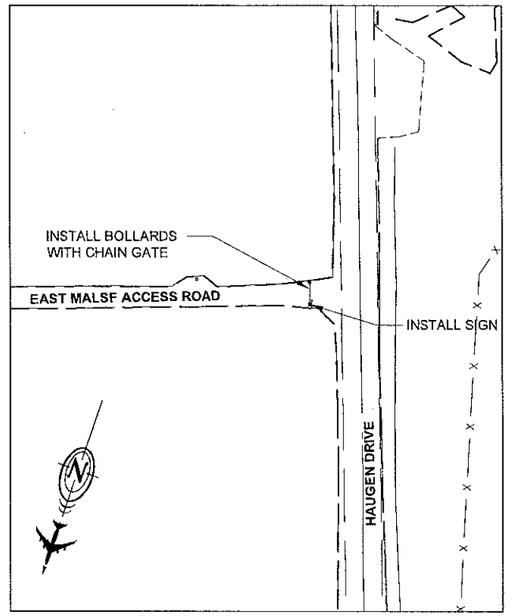
TRAFFIC CONTROL PLAN

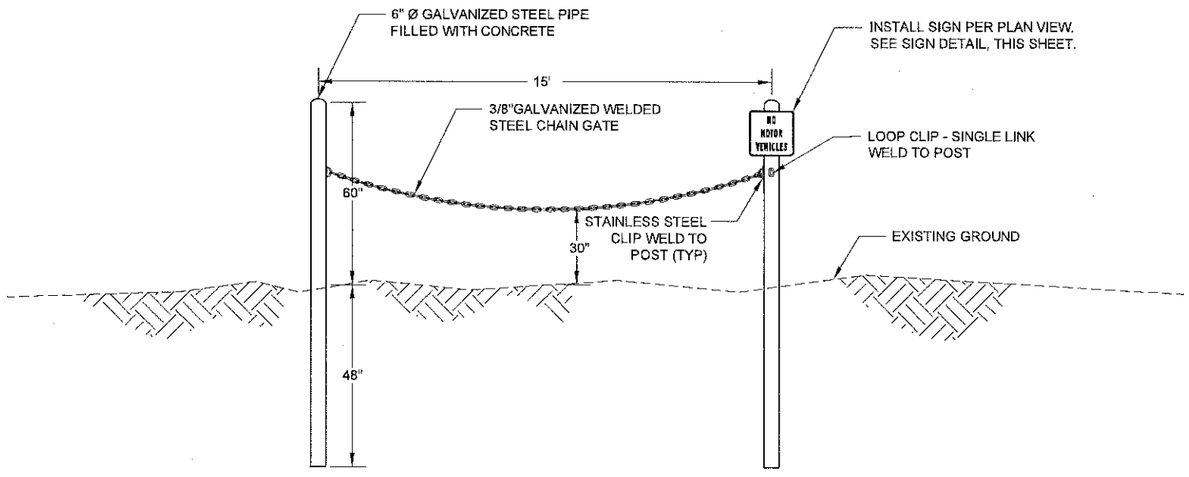
PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
E2	55





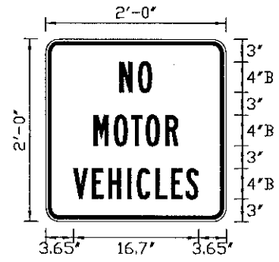


NOTES

1. GALVANIZED CHAIN MUST BE ATTACHED TO EACH POST.
2. USE ONLY GALVANIZED OR STAINLESS STEEL HARDWARE
3. PAINT STEEL PIPE WITH HIGH VISIBILITY TRAFFIC YELLOW.

BOLLARD WITH CHAIN GATE DETAIL

NOT TO SCALE



SIGN DETAIL

NOT TO SCALE

NOTE

MOUNT ACCORDING TO STD. DWG S-20.10

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date 3/24/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\C\Sheets\880203 E03.dwg

Mon, 09/Aug/10 02:43PM bpa-ldock

TAB: HAUGEN DRIVE ACCESS CLOSURE

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

HAUGEN DRIVE ACCESS CLOSURE

PREPARED BY: USKH INC.

CHECKED BY:

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY:

DRAWN BY:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

HAUGEN DRIVE ACCESS CLOSURE

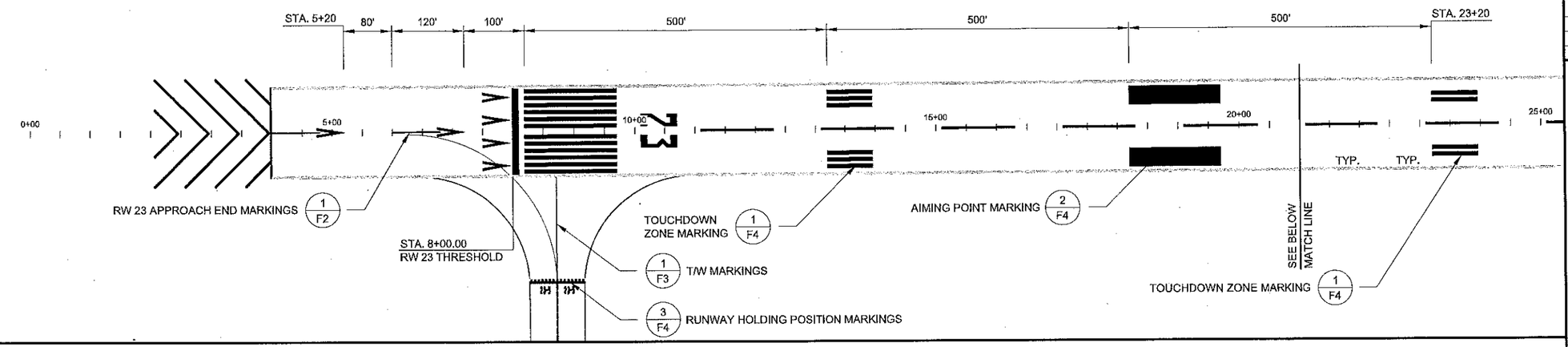
PROJECT DESIGNATIONS

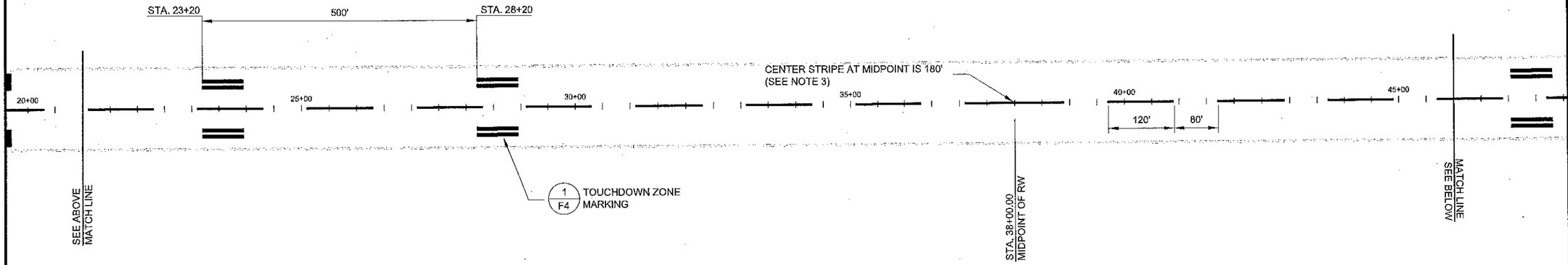
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

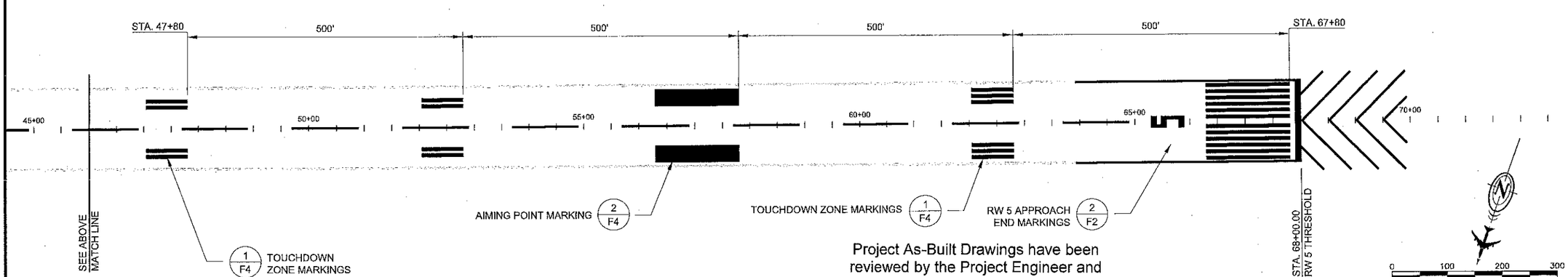
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
E3	55

NOTES:

1. RW MARKINGS, INCLUDING DISPLACED THRESHOLD, SHALL BE WHITE PAINT.
2. ENHANCED TAXIWAY CENTERLINE, TAXIWAY CENTERLINE, HOLDING POSITION MARKINGS, DEMARCATION BAR AND BLAST PAD MARKINGS SHALL BE AVIATION YELLOW PAINT.
3. LAYOUT RW CENTERLINE SPACING FROM BOTH ENDS TOWARD MIDPOINT OF RW. MAINTAIN 120' CENTERLINE STRIPES AND 80' SPACES AND ADJUST AT MIDPOINT STRIPE.
4. REFLECTIVE GLASS BEADS SHALL BE USED ON ALL NON-BLACK AIRFIELD MARKINGS.
5. RW AND T/W EDGE MARKINGS ARE DIMENSIONED FROM CENTERLINE TO THE OUTSIDE EDGE OF THE OUTERMOST STRIPE.
6. ALL RW MARKINGS ARE ON TOP OF FULL STRUCTURE SECTIONS AND DO NOT EXTEND ON TO SHOULDER. USE DIMENSIONS AS SHOWN.
7. CENTERLINE HAS BEEN OMITTED FOR CLARITY. STATION TICK MARKS SHOWN AT 50 FOOT INTERVALS.
8. MARKINGS MUST BE ACCOMPLISHED ACCORDING TO APPROVED SEQUENCE PLAN.







Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date 3/24/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Mon, 29/Nov/10 10:48AM mhidalgo

TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY & TAXIWAY MARKING PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA
49TH
D. LANCE MEARIG
CE-7435
REGISTERED PROFESSIONAL ENGINEER
11/24/10

DESIGNED BY: KM

DRAWN BY: KEB

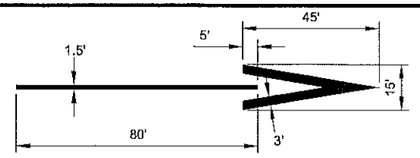
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY & TAXIWAY MARKING PLAN

PROJECT DESIGNATIONS
ALASKA - DOT & PF 69381 FEDERAL - FAA AIP NO. 3-02-0219-1309

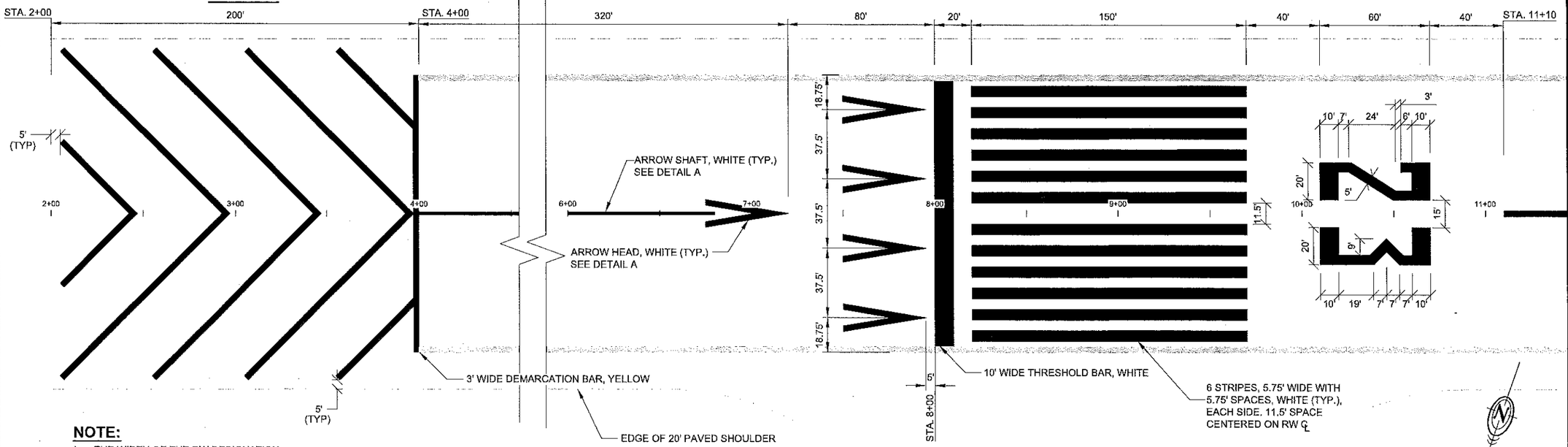
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
F1	55



DETAIL A

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

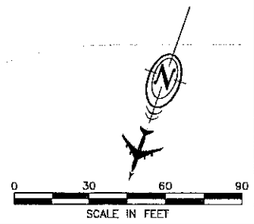
PE _____ Date 5/2/14

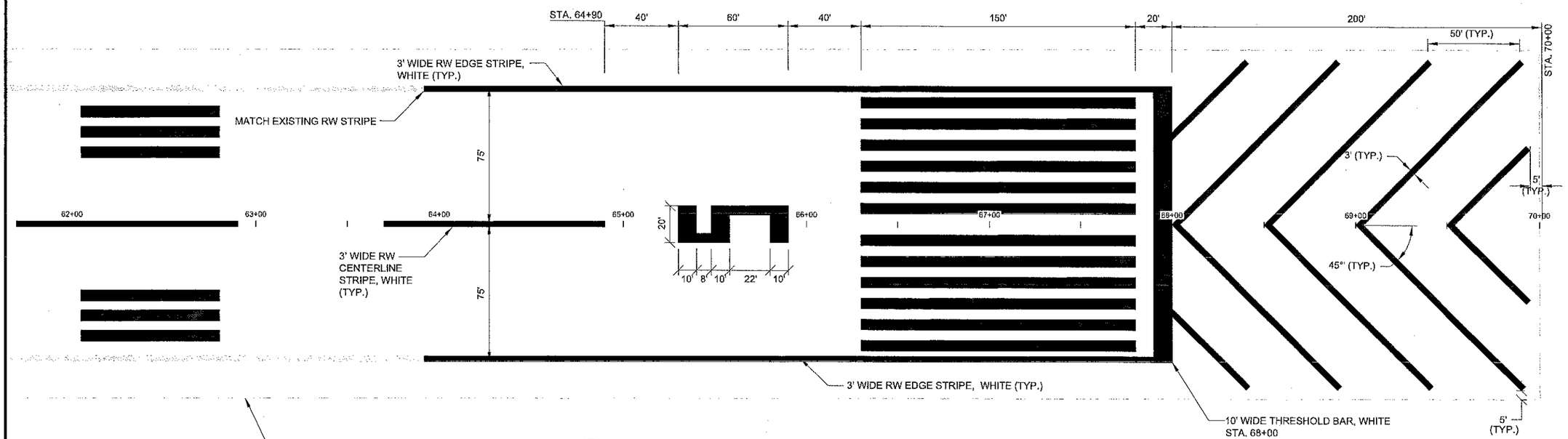


NOTE:

1. THE WIDTH OF THE RW DESIGNATION NUMBER STROKES ARE EITHER 5' OR 10' WIDE, AS SHOWN.
2. ALL ARROW SHAFT AND ARROW HEADS ARE WHITE.

1 / F2 RW 23 APPROACH END MARKING DETAIL
N.T.S.





2 / F2 RW 5 APPROACH END MARKING DETAIL
N.T.S.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\C\Sheets\880203 F02.dwg
Mon, 29/Nov/10 10:48AM mhitelgo
TAB: Layout1

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY & TAXIWAY MARKING PLAN

PREPARED BY: USKH INC.
CHECKED BY: DLM

STATE OF ALASKA 49 TH
D. LANCE MEARIG CE-7435
REGISTERED PROFESSIONAL ENGINEER
11/29/10

DESIGNED BY: KM
DRAWN BY: KEB

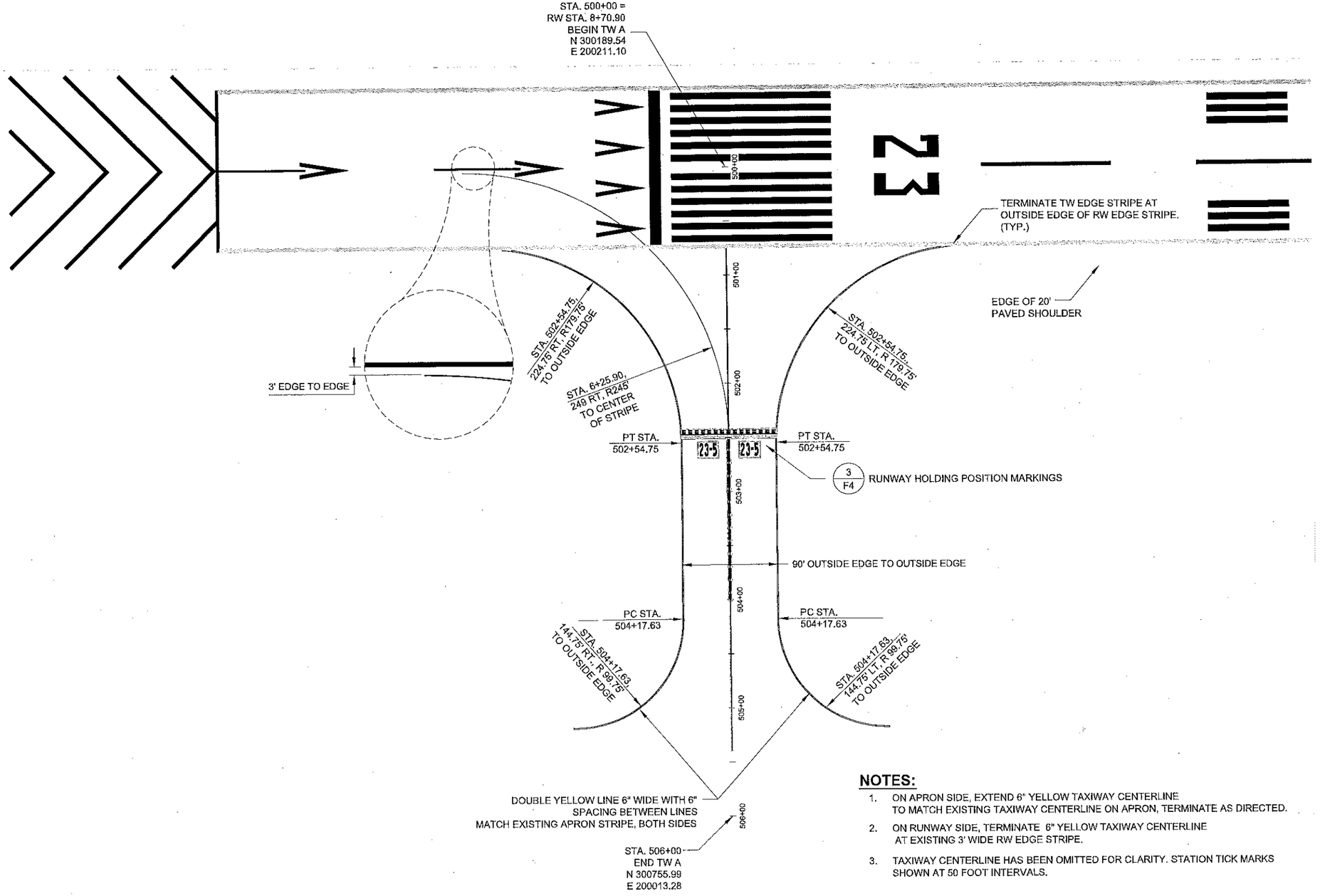
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY & TAXIWAY MARKING PLAN

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
F2	55



NOTES:

1. ON APRON SIDE, EXTEND 6" YELLOW TAXIWAY CENTERLINE TO MATCH EXISTING TAXIWAY CENTERLINE ON APRON, TERMINATE AS DIRECTED.
2. ON RUNWAY SIDE, TERMINATE 6" YELLOW TAXIWAY CENTERLINE AT EXISTING 3' WIDE RW EDGE STRIPE.
3. TAXIWAY CENTERLINE HAS BEEN OMITTED FOR CLARITY. STATION TICK MARKS SHOWN AT 50 FOOT INTERVALS.

1/F3 T/W MARKING DETAIL

N.T.S.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH:
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Mon, 29/Nov/10 10:49AM mhidalgo
TAB: RUNWAY & TAXIWAY MARKING PLAN

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY & TAXIWAY MARKING PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA
49 TH
D. LANCE MEARIG
CE-7435
REGISTERED PROFESSIONAL ENGINEER
11/24/10

DESIGNED BY: KM

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

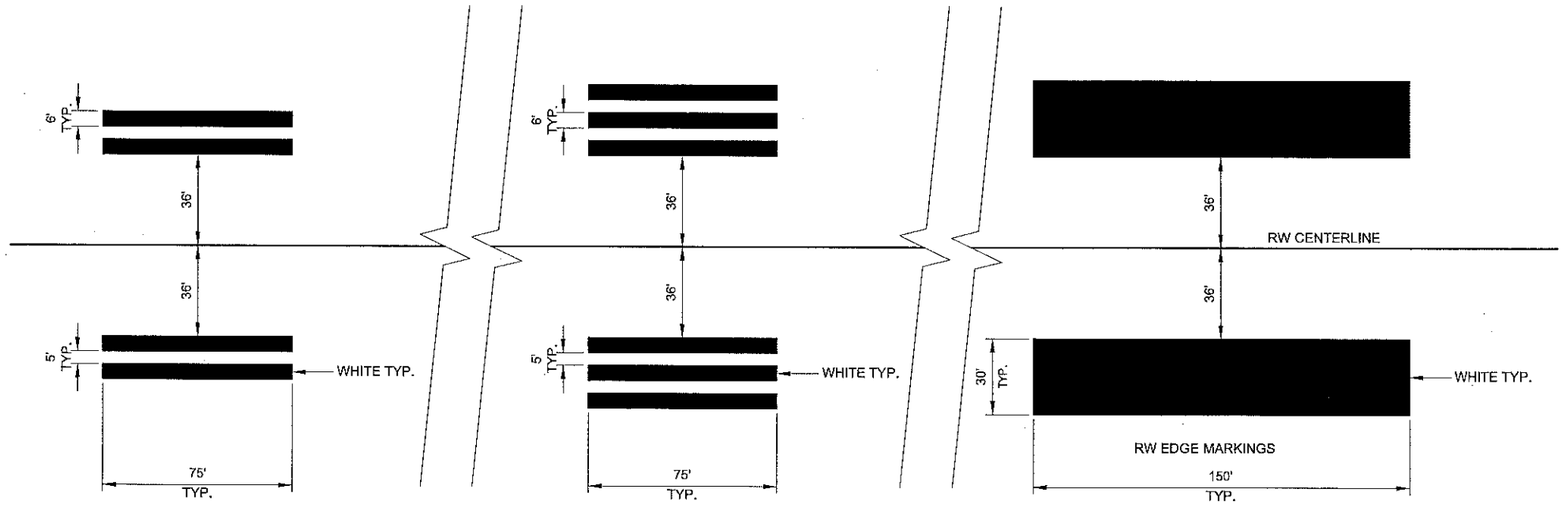
PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE IV)

RUNWAY & TAXIWAY MARKING PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

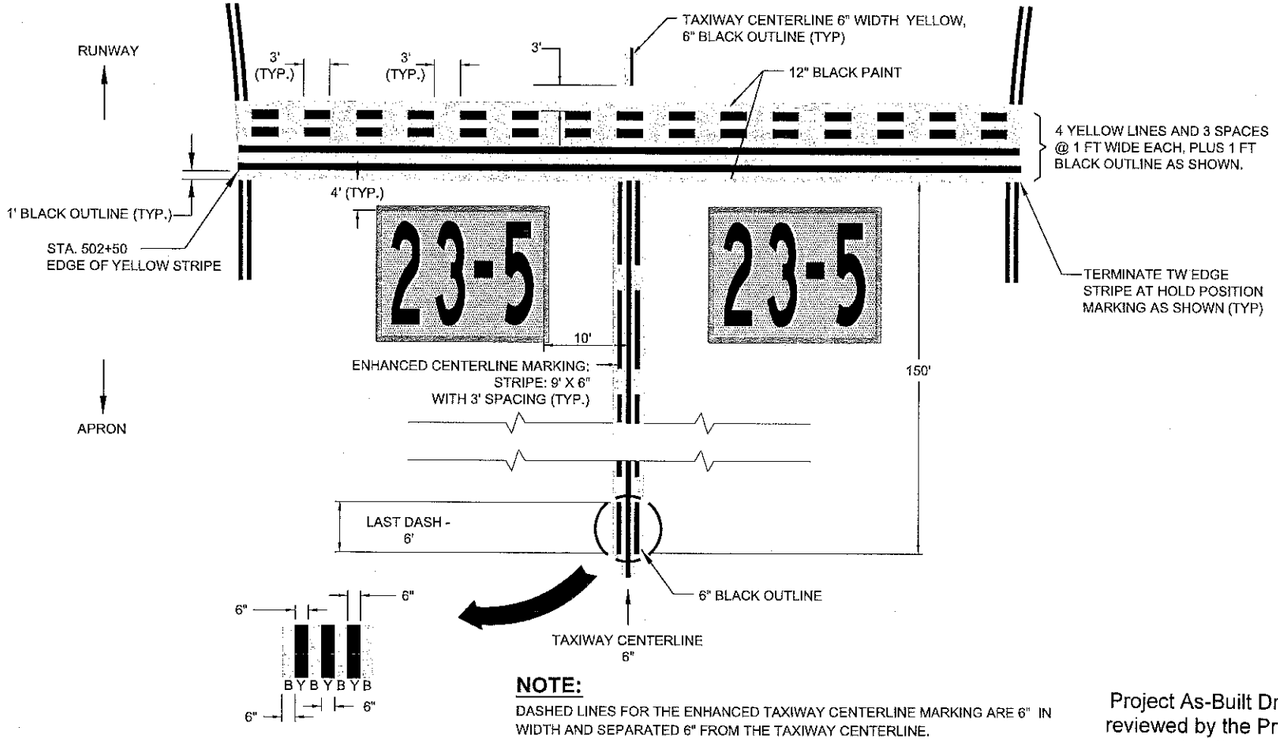
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
F3	55



NOTE:
SEE SHEET F1 AND F2 FOR SPACING AND LAYOUT ORDER OF ZONE MARKINGS.

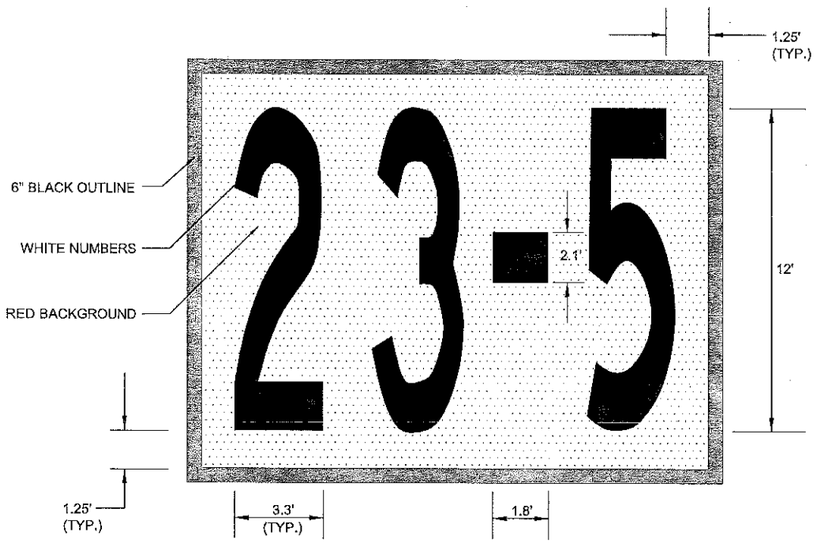
1/F4 TOUCHDOWN ZONE MARKING DETAILS
N.T.S.

2/F4 AIMING POINT MARKING DETAIL
N.T.S.



NOTE:
DASHED LINES FOR THE ENHANCED TAXIWAY CENTERLINE MARKING ARE 6" IN WIDTH AND SEPARATED 6" FROM THE TAXIWAY CENTERLINE.

3/F4 RUNWAY HOLDING POSITION MARKING
N.T.S.



4/F4 SURFACE PAINTED HOLDING POSITION SIGNS
N.T.S.

NOTE:
SEE FIGURES A-4, A-5, AND C-5 OF LATEST VERSION OF AC150/5340-1 FOR ADDITIONAL DETAIL AND LAYOUT OF NUMBERS FOR THIS MARKING. EXCEPT FOR 12 FOOT HEIGHT, DIMENSIONS ARE APPROXIMATE, AND WILL REQUIRE SCALING FROM THE FIGURES. PRESENT DETAILED LAYOUT FOR APPROVAL PRIOR TO LAYOUT IN FIELD.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/2/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\C\Sheets\880203 F04.dwg
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TAB: RUNWAY & TAXIWAY MARKING PLAN

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No:	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY & TAXIWAY MARKING PLAN

PREPARED BY: USKH INC.
CHECKED BY: DLM

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER 11/24/10

DESIGNED BY: KM
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

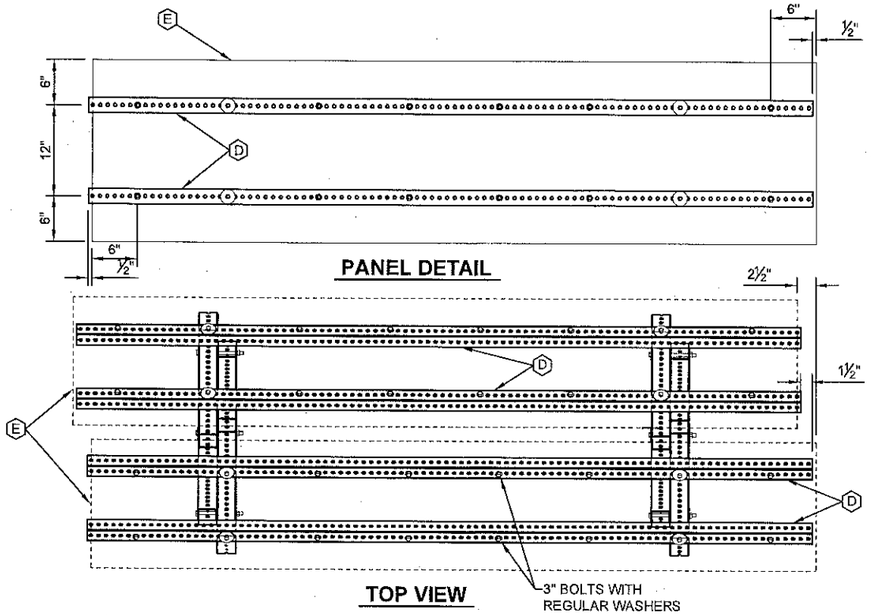
PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

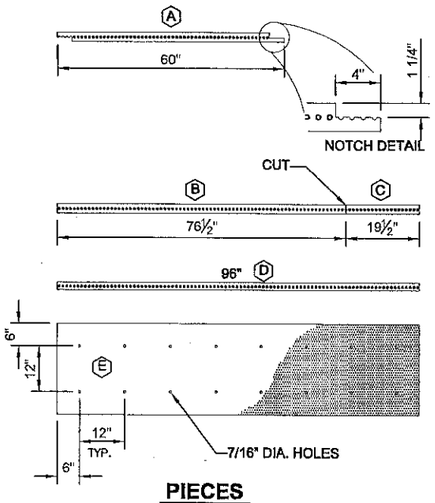
RUNWAY & TAXIWAY MARKING PLAN

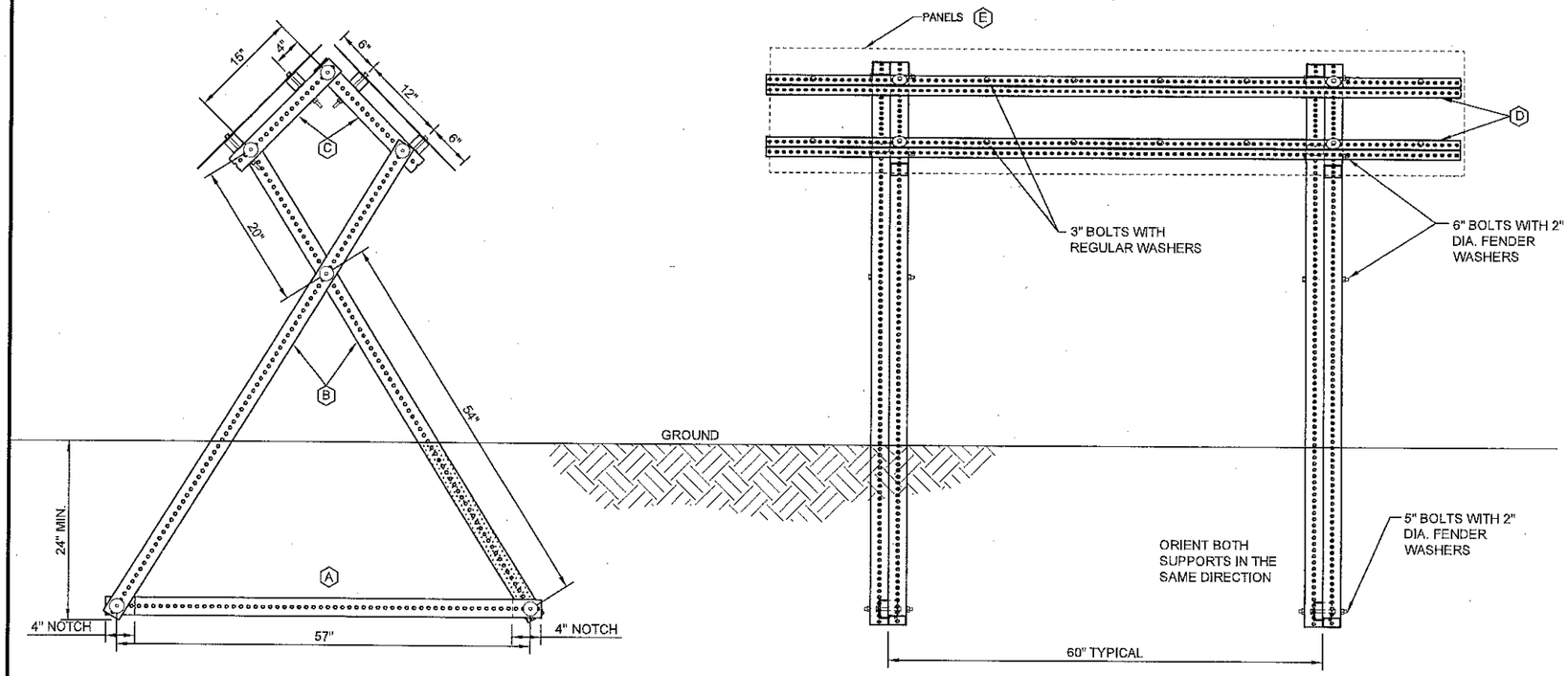
PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
F4	55

PIECE	DISCRIPTION	QUANITITY
A	2-1/2" SQ GALV STEEL PERF TUBE, 60", NOTCHED	2
B	2-1/2" SQ GALV STEEL PERF TUBE, 76-1/2"	4
C	2-1/2" SQ GALV STEEL PERF TUBE, 19-1/2"	4
D	2" SQ GALV STEEL PERF TUBE, 96"	4
E	24"X96"X0.08"-0.09" THICK ALUMINUM 6061-T6 OR 5052-H36/38	4
	3/8" X 3" GALV. BOLT, NUT	4
	3/8" X 5" GALV. BOLT, NUT	4
	3/8" X 6" GALV. BOLT, NUT	4
	3/8" GALV. REGULAR WASHER	4
	3/8" X 2" DIA. S.S. FENDER WASHER	4
	24" X 96" REFLECTIVE SHEETING	4







NOTCHES FOR PART (A) ARE IN THE BOTTOM PIECE ONLY & ON OPPOSITE SIDES OF EACH OTHER

NOTES:

1. MATERIALS FOR SEGMENTED CIRCLE WILL BE PROVIDED BY THE DEPARTMENT.
2. CRITICAL ASSEMBLY DIMENSIONS ARE BETWEEN HOLES.
3. PAINT ALL CUT EDGES WITH COLD GALVANIZING.
4. APPLY REFLECTIVE FILM TO PANELS BEFORE ASSEMBLY.
5. LEVEL ASSEMBLY BEFORE BACKFILLING.
6. STEEL PERF TUBE SHALL BE 12-GAGE STEEL, GALVANIZED, WITH 7/16-INCH HOLES PUNCHED OR DRILLED ON ALL SIDES ON 1-INCH CENTERS.

1 / F5 **SEGMENTED CIRCLE DETAILS**
N.T.S.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/2/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\C\Sheets\880203 F05.dwg
Mon, 09/Aug/10 02:45PM bpaddock
TAB: MISCELLANEOUS DETAILS

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MISCELLANEOUS DETAILS

PREPARED BY: USKH INC.
CHECKED BY: DLM

STATE OF ALASKA 49 TH
D. LANCE MEARIG CE-7435
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: RPK
DRAWN BY: KEB

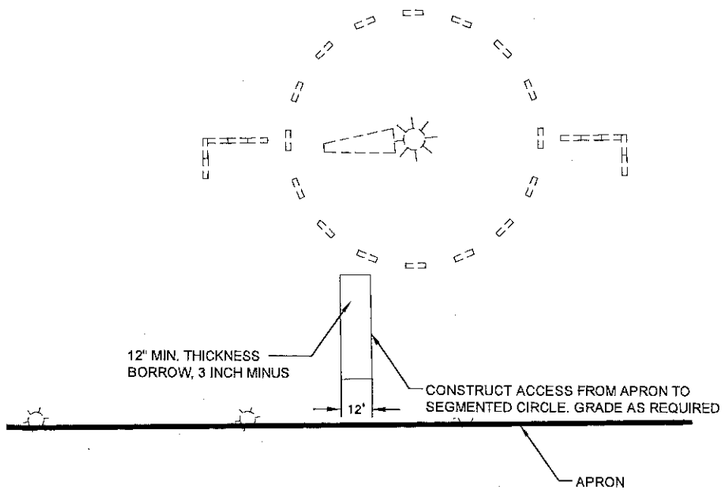
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

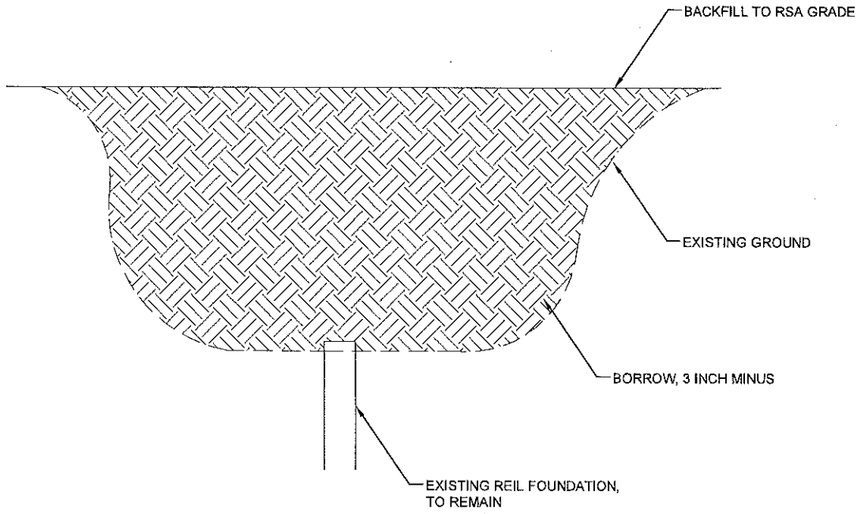
MISCELLANEOUS DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

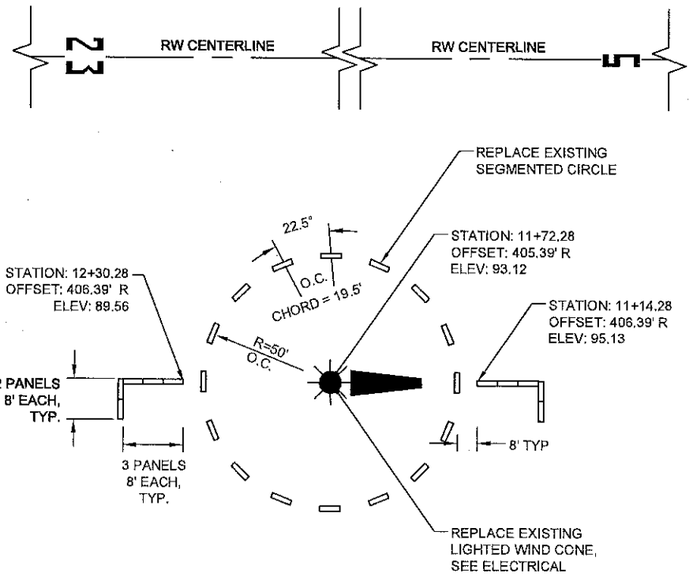
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
F5	55



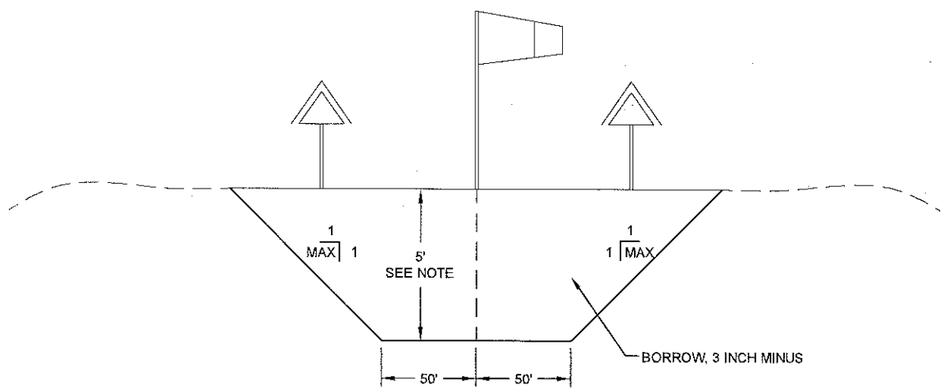
SEGMENTED CIRCLE ACCESS



EXISTING REIL/ODAL FOUNDATION DEMO & BACKFILL



SEGMENTED CIRCLE - LAYOUT VIEW



NOTE:

1. EXCAVATE TO A DEPTH OF 5 FEET OR AS DIRECTED BY ENGINEER.
2. HAUL EXCAVATED WASTE MATERIAL TO WASTE AREA ADJACENT TO ARFF ROAD. SEE SHEET A5.

SEGMENTED CIRCLE - EXCAVATION DETAIL

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date _____

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Mon, 09/Aug/10 02:46PM bpaddock
TAB: F05

ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MISCELLANEOUS DETAILS

PREPARED BY: USKH INC.
CHECKED BY: DLM

STATE OF ALASKA
49 TH
D. LANCE MEARIG
CE-7435
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: RPK
DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE IV)

MISCELLANEOUS DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
F6	55

GENERAL ESCP NOTES:

1. THE ENVIRONMENTAL PERMITS AND COMMITMENTS ARE CONTAINED IN AN APPENDIX TO THE SPECIAL PROVISIONS.

2. THE CONTRACTOR SHALL USE THIS EROSION AND SEDIMENT CONTROL PLAN (ESCP) TO DEVELOP STORM WATER POLLUTION PREVENTION PLANS (SWPPP) FOR EACH OF THE STAGES SHOWN ON SHEETS A5. NO EARTHWORK WILL BE ALLOWED ON A SPECIFIC STAGE UNTIL THE SWPPP COVERING THAT SPECIFIC STAGE HAS BEEN APPROVED AND IMPLEMENTED.

3. ESCP MEASURES ARE INTENDED TO TREAT ONLY STORM WATER RUNOFF COMING FROM DISTURBED AREAS. STORM WATER COMING FROM OUTSIDE THE PROJECT LIMITS, UNDISTURBED AREAS AND BASE FLOWS ARE TO BE ROUTED THROUGH EXISTING DRAINAGE CHANNELS AND AROUND WORK AREAS. USE TEMPORARY DITCHING AND PIPING AS NECESSARY TO MEET THIS REQUIREMENT.

4. THE ENGINEER MAY DIRECT THE CONTRACTOR TO PROVIDE ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES AS REQUIRED TO PREVENT SEDIMENT FROM ENTERING WATERS OF THE US. THESE ADDITIONAL CONTROL MEASURES MAY INCLUDE, BUT ARE NOT LIMITED TO:

   - TEMPORARY SEEDING OF EXPOSED SLOPES
   - ADDING OF FLOCCULANTS IN SEDIMENTATION PONDS
   - APPLICATION OF SOIL STABILIZATION POLYMER TO ROADS OR EXPOSED SLOPES.
   - BENTONITE CLAY AND OTHER SOIL SEALERS
   - ADDITION OF AGGREGATE BASE COURSE MATERIALS TO HAUL ROADS
   - VEHICLE TRACKING ENTRANCE/EXIT
   - DEWATERING SILT BAG
   - CONCRETE WASHOUT
   - CONSTRUCTION TIMING AND SEQUENCING TO MINIMIZE EXPOSURE OF EXPOSED SLOPES

5. THE RECEIVING WATERS FOR STORM WATER DISCHARGES ARE ULTIMATELY WRANGELL NARROWS AND FREDERICK SOUND. SEVERAL SMALL DRAINAGES CROSS APPROXIMATELY PERPENDICULAR TO THE RUNWAY CENTERLINE, AND ENTER THE NARROWS VIA HAMMER SLOUGH, MILL SLOUGH, AND JOHNNY SALES CREEK.

6. NO KNOWN THREATENED OR ENDANGERED SPECIES WILL BE AFFECTED BY THE PROJECT OR IT'S STORM WATER DISCHARGES.

7. NO KNOWN HISTORIC SITES WILL BE AFFECTED BY THE PROJECT OR IT'S STORM WATER DISCHARGES.

8. NO KNOWN IMPAIRED WATERS, OR WATERS WITH TOTAL MAXIMUM DAILY LOADS (TMDLS), WILL BE AFFECTED BY THE PROJECT OR IT'S STORM WATER DISCHARGES.

LEGEND

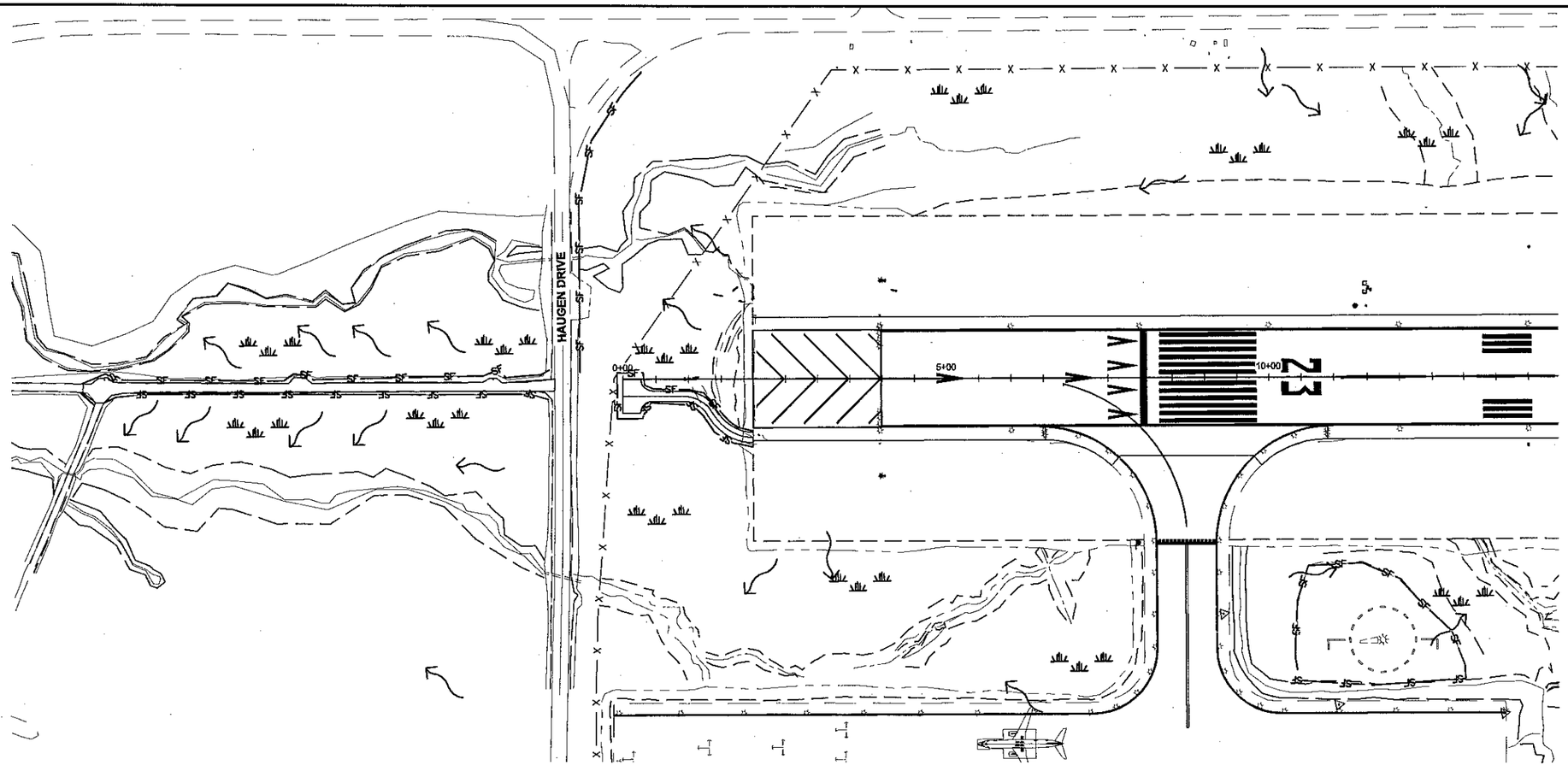
— — — — — —	EXISTING STREAM / DITCH
⤳	SURFACE FLOW DIRECTION
	WETLANDS
SF SF	SILT FENCE

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

N

0 100 200 300
SCALE IN FEET



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TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

EROSION & SEDIMENT CONTROL PLAN

PREPARED BY: USKH INC.

CHECKED BY: DLM

STATE OF ALASKA 49TH D. LANCE MEARIG CE-7435 REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: KM

DRAWN BY: KEB

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

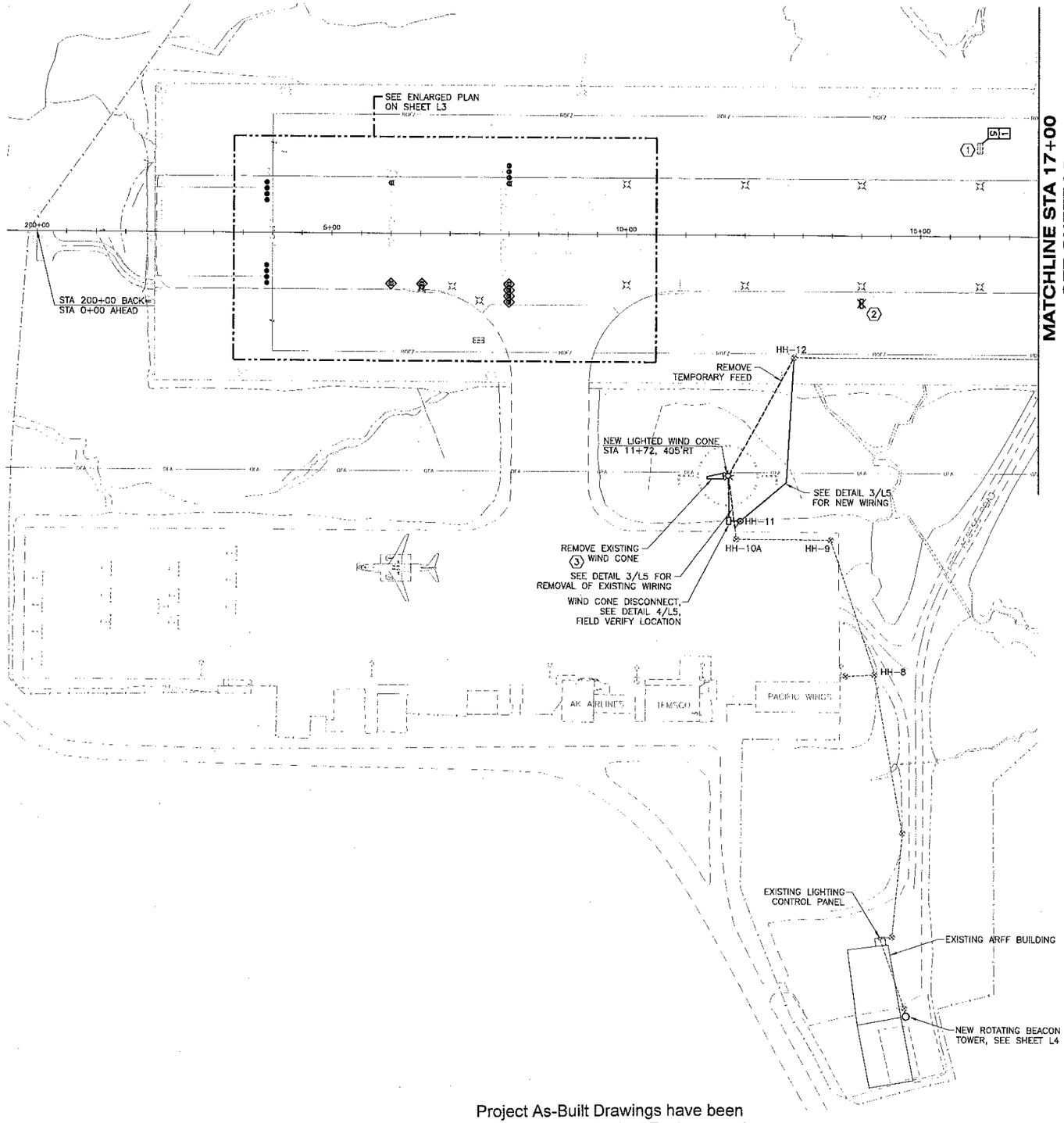
PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE IV)

EROSION & SEDIMENT CONTROL PLAN

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
K1	55



GENERAL NOTES:

1. SEE SHEETS L7-L10 FOR WORK ON FAA SYSTEMS. FAA WORK SHOWN SHADED ON THIS SHEET FOR REFERENCE ONLY.
2. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.

SHEET NOTES: ⬡

1. REPLACE EXISTING BLANK PANEL ON WEST FACE OF SIGN WITH PANEL INDICATED. OBTAIN PANELS FROM AIRPORT MAINTENANCE AND RETURN REMOVED PANELS TO AIRPORT MAINTENANCE.
2. REMOVE SIGN AND ASSOCIATED FOUNDATION, LIGHT BASE, TRANSFORMER, AND CONDUCTORS TO RUNWAY EDGE LIGHT. ABANDON UNDERGROUND CONDUIT IN PLACE. BACKFILL WITH CRUSHED AGGREGATE BASE COURSE.
3. REMOVE EXISTING WIND CONE, INCLUDING FOUNDATION AND CONDUCTORS BACK TO HH-10A. REMOVE CONDUIT BACK TO A POINT OUTSIDE EXISTING AIRPORT PAVEMENT FOR EXTENSION TO NEW WIND CONE DISCONNECT LOCATION. REMOVE TRANSFORMER/DISCONNECT ENCLOSURE FOR REINSTALLATION ON NEW POST. SEE DETAIL 3/L5.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/11

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Mon, 09/Aug/10 01:18PM lschneller
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY ELECTRICAL PLAN STA 199+50 TO 17+00

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

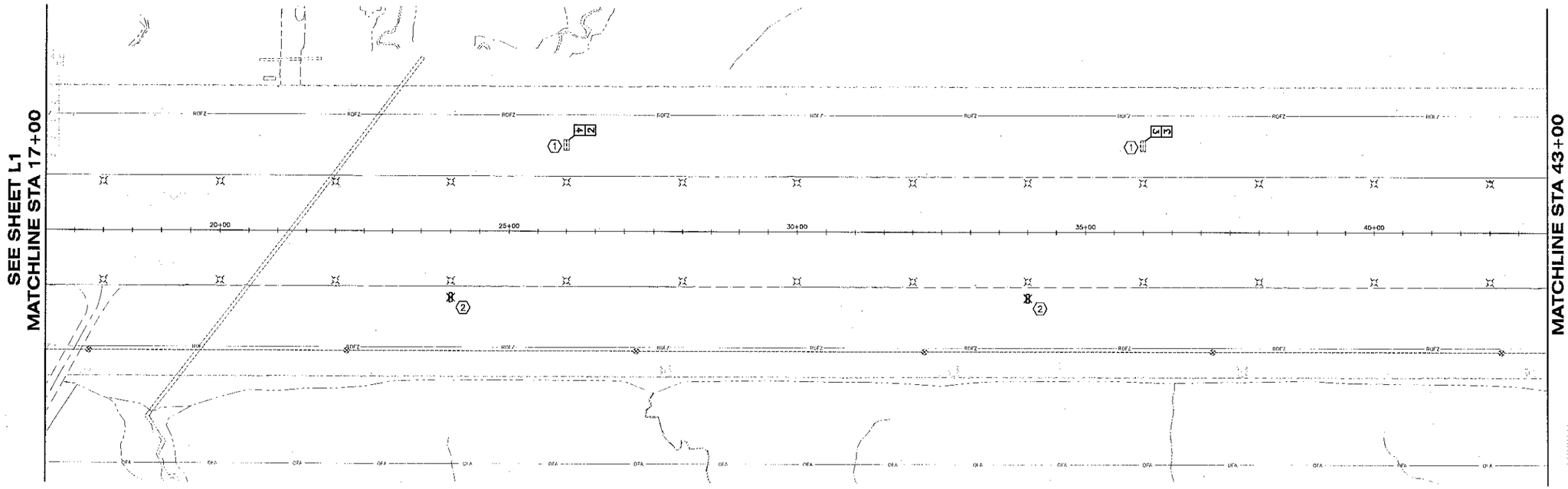
DRAWN BY: LPS

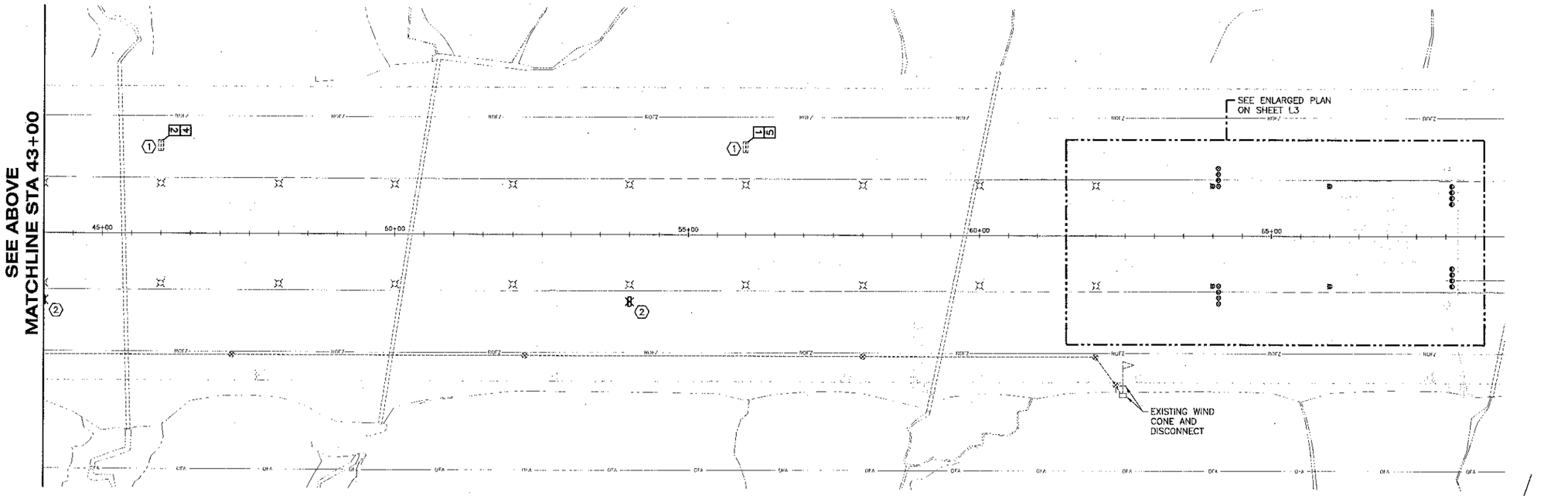
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)
RUNWAY ELECTRICAL PLAN STA 199+50 TO 17+00

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L1	55





Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

GENERAL NOTES:

1. SEE SHEETS L7–L10 FOR WORK ON FAA SYSTEMS. FAA WORK SHOWN SHADED ON THIS SHEET FOR REFERENCE ONLY.
2. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.

SHEET NOTES: ⬡

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2. REMOVE SIGN AND ASSOCIATED FOUNDATION, LIGHT BASE, TRANSFORMER, AND CONDUCTORS TO RUNWAY EDGE LIGHT. ABANDON UNDERGROUND CONDUIT IN PLACE. BACKFILL WITH CRUSHED AGGREGATE BASE COURSE.

0 100 200 300
SCALE IN FEET

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Mon, 09/Aug/10 11:08AM lschneller
TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY ELECTRICAL PLAN STA 17+00 TO 69+00

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA
49 TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

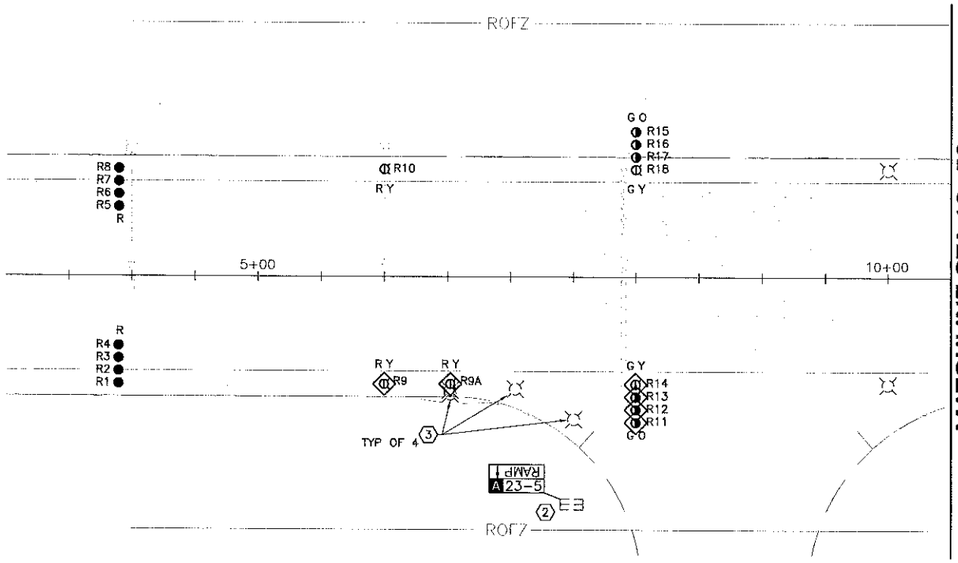
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

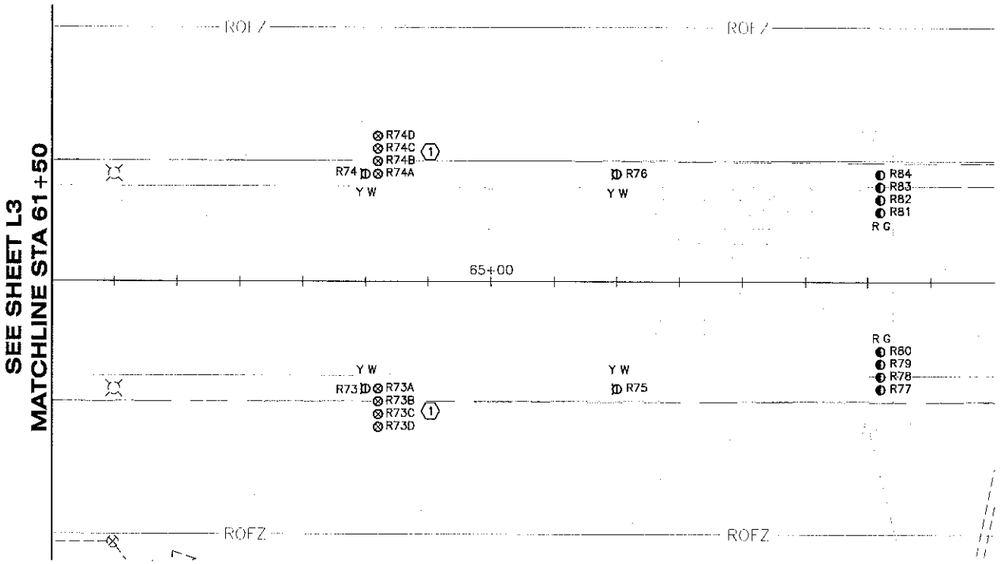
PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)
RUNWAY ELECTRICAL PLAN STA 17+00 TO 69+00

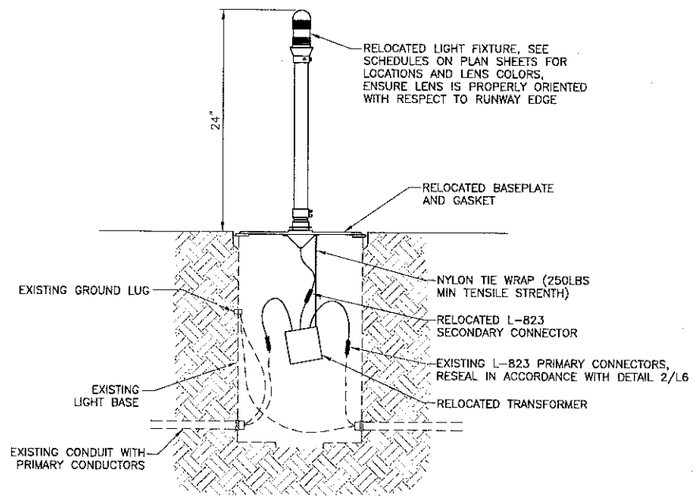
PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L2	55







1 / L3 **ELEVATED LIGHT DETAIL**
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/8/11

RUNWAY EDGE LIGHT SCHEDULE

NUM	EXISTING CONFIGURATION LENS COLOR	TYPE	WATTAGE LAMP	WATTAGE XFMR	STATION	OFFSET	FINAL CONFIGURATION LENS COLOR	TYPE	WATTAGE LAMP	WATTAGE XFMR	RELOCATE FROM LENS	RELOCATE FROM FIXT/XF	REMARKS
R1	G/R	L-862	200	200	3+90.0	85.0 RT	R	L-862	200	200	R84	–	
R2	G/R	L-862	200	200	3+90.0	75.0 RT	R	L-862	200	200	R83	–	
R3	G/R	L-862	200	200	3+90.0	65.0 RT	R	L-862	200	200	R82	–	
R4	G/R	L-862	200	200	3+90.0	55.0 RT	R	L-862	200	200	R81	–	
R5	G/R	L-862	200	200	3+90.0	55.0 LT	R	L-862	200	200	R80	–	
R6	G/R	L-862	200	200	3+90.0	65.0 LT	R	L-862	200	200	R79	–	
R7	G/R	L-862	200	200	3+90.0	75.0 LT	R	L-862	200	200	R78	–	
R8	G/R	L-862	200	200	3+90.0	85.0 LT	R	L-862	200	200	R77	–	
R9	W/Y	L-850C	(2) 105	200	6+00.0	85.0 RT	R/Y	L-862	120	100	NEW	R74B	SEE SHEET NOTE 4
R9A	W/Y	L-850C	(2) 105	200	6+52.2	85.0 RT	R/Y	L-862	120	100	NEW	R74C	SEE SHEET NOTE 4
R10	W/Y	L-862	120	100	6+00.0	85.0 LT	R/Y	L-862	120	100	R75	–	
R11	G/O	L-850D	(2) 62	200	8+00.0	115.0 RT	G/O	L-850D	(2) 62	200	–	–	INSTALL LAMP
R12	G/O	L-850D	(2) 62	200	8+00.0	105.0 RT	G/O	L-850D	(2) 62	200	–	–	INSTALL LAMP
R13	G/O	L-850D	(2) 62	200	8+00.0	95.0 RT	G/O	L-850D	(2) 62	200	–	–	INSTALL LAMP
R14	W/Y	L-850C	(2) 105	200	8+00.0	85.0 RT	G/Y	L-850C	(2) 105	200	–	–	INSTALL GREEN COLOR FILTER
R15	–	HH	–	–	8+00.0	85.0 LT	G/O	L-862	200	200	R73D	R73D	
R16	–	HH	–	–	8+00.0	95.0 LT	G/O	L-862	200	200	R73C	R73C	
R17	–	HH	–	–	8+00.0	105.0 LT	G/O	L-862	200	200	R73B	R73B	
R18	W/Y	L-862	120	100	8+00.0	115.0 LT	G/Y	L-862	120	100	R73A	–	
R73	–	HH	–	–	64+00.0	85.0 RT	Y/W	L-862	120	100	R18	R73A	
R73A	Y/G	L-862	120	100	64+10.0	85.0 RT	–	HH	–	–	–	R73	
R73B	O/G	L-862	200	200	64+10.0	95.0 RT	–	HH	–	–	–	R17	
R73C	O/G	L-862	200	200	64+10.0	105.0 RT	–	HH	–	–	–	R16	
R73D	O/G	L-862	200	200	64+10.0	115.0 RT	–	HH	–	–	–	R15	
R74	–	HH	–	–	64+00.0	85.0 LT	Y/W	L-862	120	100	NEW	R74A	
R74A	Y/G	L-862	120	100	64+10.0	85.0 LT	–	HH	–	–	–	R74	REMOVE LENS
R74B	O/G	L-862	200	200	64+10.0	95.0 LT	–	HH	–	–	–	NEW	REMOVE LENS AND XF
R74C	O/G	L-862	200	200	64+10.0	105.0 LT	–	HH	–	–	–	NEW	REMOVE LENS AND XF
R74D	O/G	L-862	200	200	64+10.0	115.0 LT	–	HH	–	–	–	NEW	REMOVE LENS AND FIXT/XF
R75	Y/R	L-862	120	100	66+00.0	85.0 RT	Y/W	L-862	120	100	R10	–	
R76	Y/R	L-862	120	100	66+00.0	85.0 LT	Y/W	L-862	120	100	NEW	–	REMOVE LENS
R77	R	L-862	200	200	68+10.0	85.0 RT	R/G	L-862	200	200	R8	–	
R78	R	L-862	200	200	68+10.0	75.0 RT	R/G	L-862	200	200	R7	–	
R79	R	L-862	200	200	68+10.0	65.0 RT	R/G	L-862	200	200	R6	–	
R80	R	L-862	200	200	68+10.0	55.0 RT	R/G	L-862	200	200	R5	–	
R81	R	L-862	200	200	68+10.0	55.0 LT	R/G	L-862	200	200	R4	–	
R82	R	L-862	200	200	68+10.0	65.0 LT	R/G	L-862	200	200	R3	–	
R83	R	L-862	200	200	68+10.0	75.0 LT	R/G	L-862	200	200	R2	–	
R84	R	L-862	200	200	68+10.0	85.0 LT	R/G	L-862	200	200	R1	–	

SCHEDULE LEGEND
G = GREEN Y = YELLOW NEW = PROVIDE NEW
R = RED O = OBSCURED FIXT/XF = FIXTURE AND TRANSFORMER
W = WHITE HH = HANDHOLE, LIGHT BASE WITH BLANK COVER

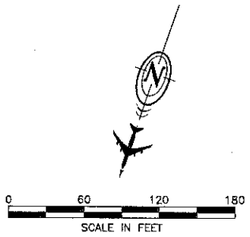
SCHEDULE NOTES
FIXT/XF COLUMN REFERS TO BLANK COVER WHERE USED IN REFERENCE TO TYPE HH LOCATIONS.

GENERAL NOTES:

1. RELOCATE LENSES, FIXTURES, TRANSFORMERS, AND BLANK COVERS AS INDICATED. LIGHTS ON PLAN ARE SHOWN IN FINAL CONFIGURATION. ALL OTHER RUNWAY AND TAXIWAY LIGHTS ARE EXISTING TO REMAIN.
2. WHEN FIXTURE AND TRANSFORMER ARE INDICATED TO BE RELOCATED, WORK SHALL INCLUDE RELOCATION OF THE EXISTING FIXTURE, COLUMN, BASEPLATE, GASKET, AND TRANSFORMER AND DISCONNECTION, RECONNECTION, AND RESEALING OF PRIMARY CONNECTORS.
3. DELIVER ALL COMPONENTS INDICATED TO BE REMOVED TO AIRPORT MAINTENANCE.
4. SEE SHEETS L7–L10 FOR WORK ON FAA SYSTEMS. FAA WORK SHOWN SHADED ON THIS SHEET FOR REFERENCE ONLY.

SHEET NOTES: ⬡

1. REMOVE ALL PRIMARY CABLING FROM 'B, C, AND D' LIGHT BASES. RECONNECT PRIMARY CONNECTORS IN 'A' FIXTURE TO SPLICE STRAIGHT THROUGH AND RESEAL.
2. HOLDING POSITION SIGN LOCATED AT APPROXIMATELY 8+08.8, 255' RT. REPLACE EXISTING "22–4" L-858R RUNWAY PANEL WITH NEW L-858R PANEL AS SHOWN. EXISTING SIGN IS SIZE 1, ADB PART NUMBER SH13-1241120.
3. REMOVE EXISTING SEMI-FLUSH TAXIWAY EDGE LIGHT FIXTURE. INSTALL NEW L-861T ELEVATED EDGE LIGHT FIXTURE ON NEW L-868 HEAVY BASE PLATE. EXISTING L-868 LIGHT BASE, FLANGE RING, AND ISOLATION TRANSFORMER TO REMAIN. RETURN REMOVED FIXTURES TO AIRPORT MAINTENANCE.
4. REMOVE EXISTING SEMI-FLUSH LIGHT FIXTURE. INSTALL ELEVATED LIGHT FIXTURE ON NEW L-868 HEAVY BASE PLATE. PROVIDE NEW LAMP, LENS, AND TRANSFORMER AS INDICATED. EXISTING L-868 LIGHT BASE AND FLANGE RING TO REMAIN. RETURN REMOVED FIXTURES AND TRANSFORMERS TO AIRPORT MAINTENANCE.



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: I:\880203\Dwgs\E\Sheets\880203-L3.dwg
Mon, 29/Nov/10 10:23AM lschneller
TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY THRESHOLDS ENLARGED PLANS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA
49 TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER
11/29/10

DESIGNED BY: LPS
DRAWN BY: LPS

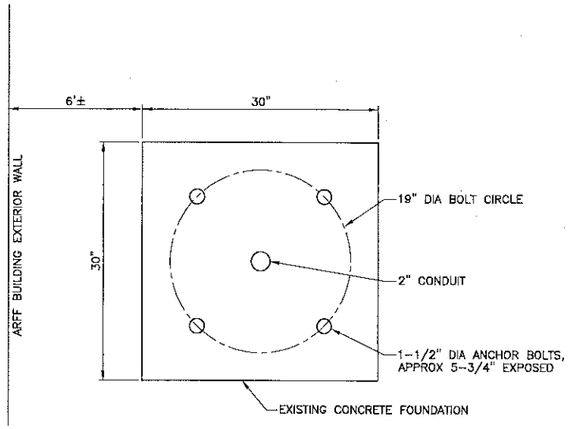
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

RUNWAY THRESHOLDS ENLARGED PLANS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L3	55

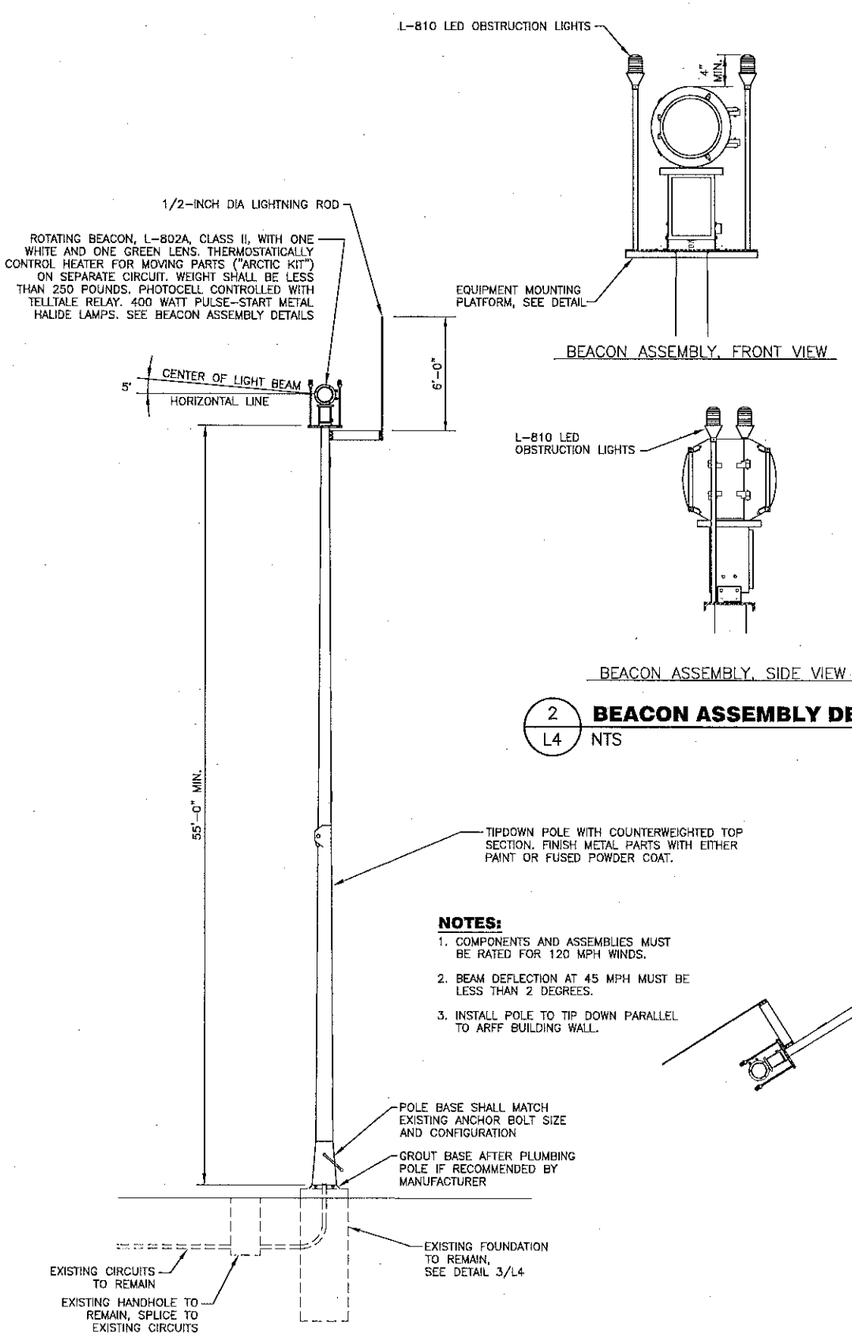


NOTE:

1. POLE BASE TO MATCH EXISTING FOUNDATION. FIELD VERIFY ALL DIMENSIONS.

3/L4 EXISTING FOUNDATION DETAIL

NTS



5/L4 BEACON POLE ASSEMBLY

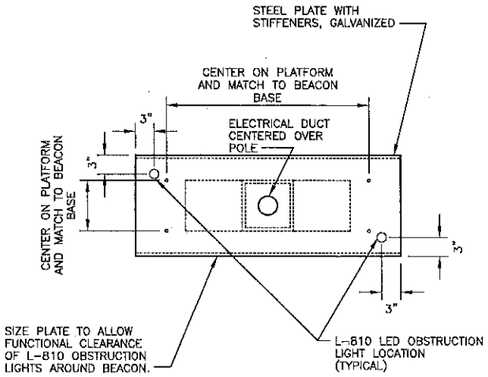
NTS

BEACON ASSEMBLY, FRONT VIEW

BEACON ASSEMBLY, SIDE VIEW

2/L4 BEACON ASSEMBLY DETAILS

NTS

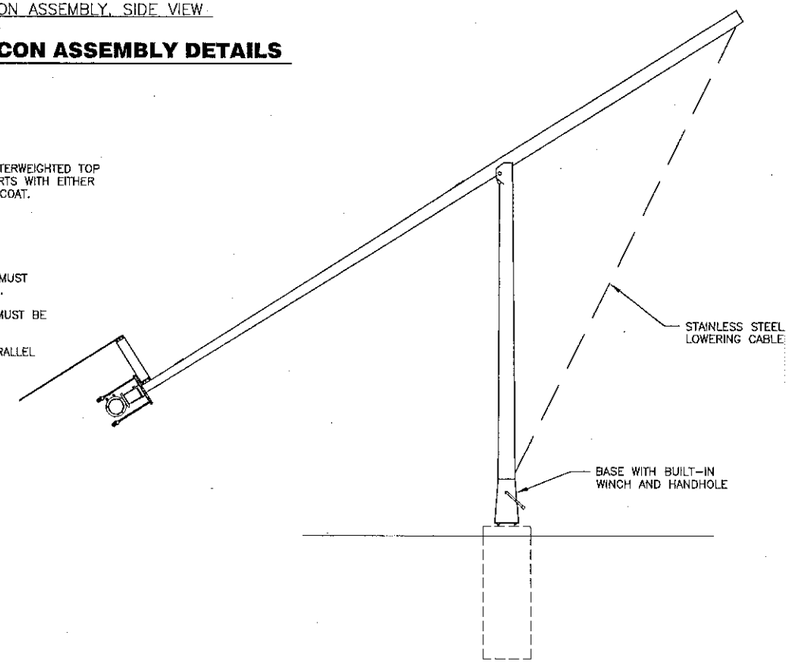


1/L4 EQUIPMENT MOUNTING PLATFORM DETAIL

NTS

NOTES:

1. COMPONENTS AND ASSEMBLIES MUST BE RATED FOR 120 MPH WINDS.
2. BEAM DEFLECTION AT 45 MPH MUST BE LESS THAN 2 DEGREES.
3. INSTALL POLE TO TIP DOWN PARALLEL TO ARFF BUILDING WALL.



4/L4 BEACON POLE ASSEMBLY, SERVICE POSITION

NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date 5/24/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

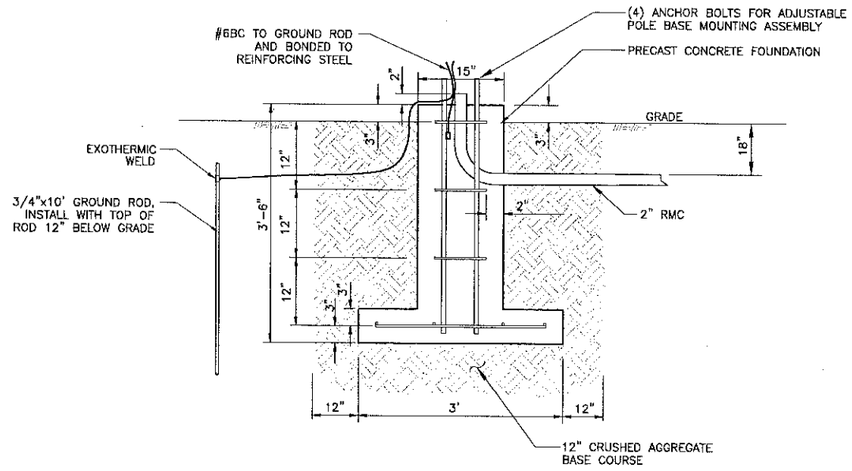
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF 69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

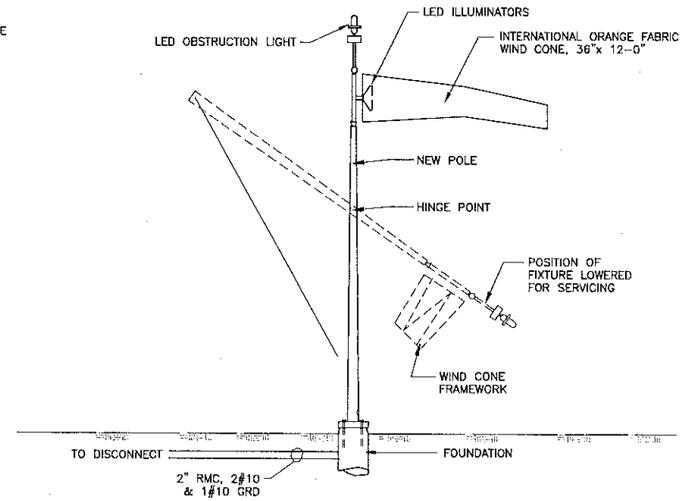
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L4	55



NOTES:

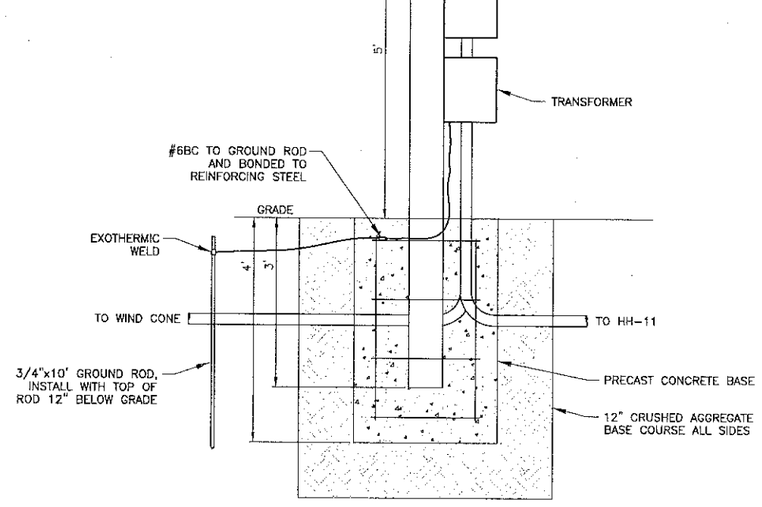
1. PRECAST CONCRETE FOUNDATION, INCLUDING ANCHOR BOLTS, CONDUIT STUBS, AND REBAR GROUND WIRE, IS STATE-FURNISHED. FIELD VERIFY SIZE AND CONFIGURATION.

2 / L5 WIND CONE FOUNDATION DETAIL
NTS



FAA TYPE L-807, STYLE-1A, SIZE-2
(WIND CONE PROVIDED BY STATE)

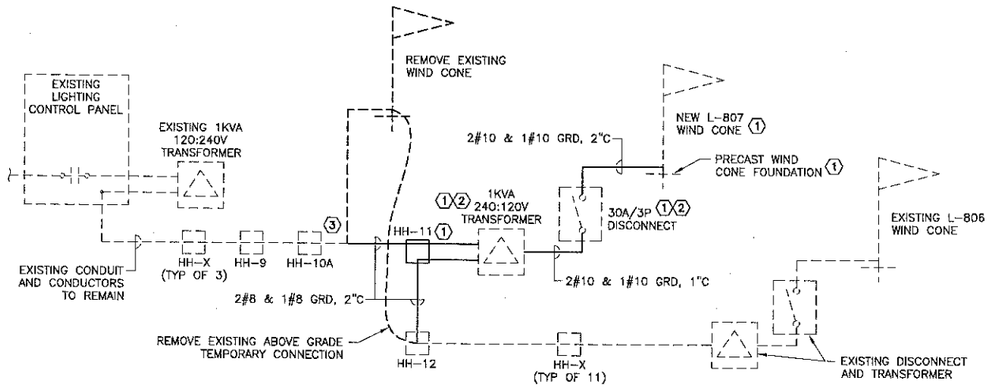
1 / L5 LIGHTED WIND CONE ASSEMBLY
NTS



NOTES:

1. DISCONNECT AND TRANSFORMER SHALL BE REMOVED FROM THE EXISTING WIND CONE AND REINSTALLED ON THE NEW SUPPORT POST.
2. PRECAST CONCRETE BASE, INCLUDING SUPPORT POST, CONDUIT STUBS, AND GROUND WIRE, IS STATE-FURNISHED.

4 / L5 WIND CONE DISCONNECT DETAIL
NTS



NOTES:

1. STATE-FURNISHED EQUIPMENT.
2. TRANSFORMER AND DISCONNECT MOUNTED ON EXISTING WIND CONE. REMOVE AND REINSTALL ON NEW SUPPORT POST, SEE DETAIL 4/L5.
3. REMOVE CONDUCTORS BACK TO HH-10A AND CONDUIT AS REQUIRED. EXTEND CONDUIT AND CONDUCTORS TO NEW DISCONNECT AND WIND CONE AS SHOWN.

RISER DIAGRAM LEGEND

- EXISTING TO REMAIN OR NEW PROVIDED BY OTHERS
- EXISTING TO BE REMOVED
- NEW WORK

3 / L5 WIND CONE RISER DIAGRAM
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/11

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ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

WIND CONE DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49 TH — LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER — 8/9/10

DESIGNED BY: LPS
DRAWN BY: LPS

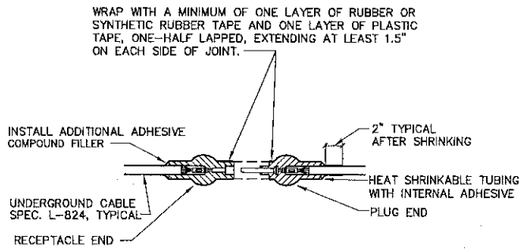
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

WIND CONE DETAILS

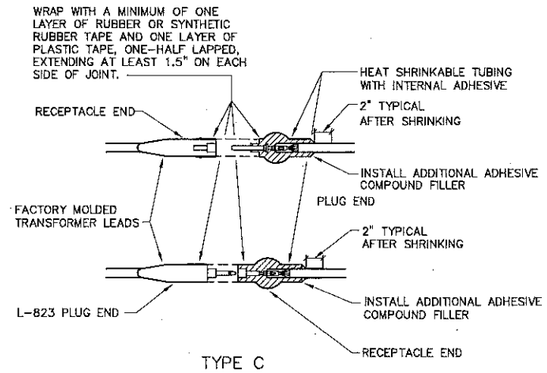
PROJECT DESIGNATIONS
ALASKA - DOT & PF 69381
FEDERAL - FAA AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L5	55



TYPE B

FOR SPLICES IN LIGHT BASES WHEN SPLICING EXISTING LOOP CONDUCTORS STRAIGHT THROUGH



TYPE C

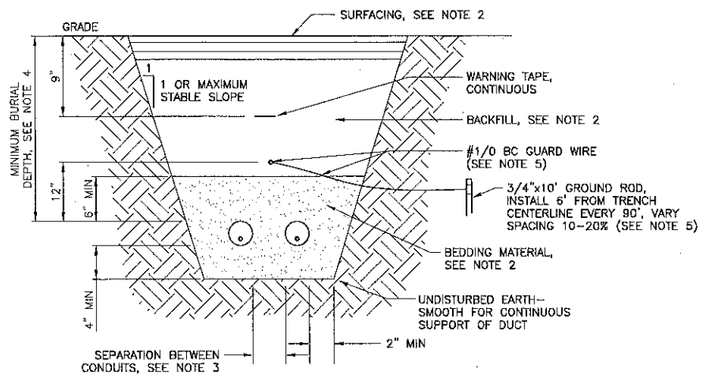
FOR SPLICES AT RUNWAY AT TAXIWAY LIGHT TRANSFORMERS

NOTES:

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH OUTSIDE DIAMETER OF CABLE. CONNECTOR SHALL BE SUPPLIED TO MATCH CABLE PER MANUFACTURER'S INSTRUCTIONS.

2 / L6 SPLICE DETAILS

NTS



NOTES:

1. WIDTH OF TRENCH AND NUMBER OF CONDUITS PER TRENCH DETERMINED IN FIELD (2 SHOWN)
2. EMBANKMENT/MALSF ROAD AREAS:
   BEDDING: CRUSHED AGGREGATE BASE COURSE, D-1
   BACKFILL: BORROW, 3" MINUS
   SURFACING: 6" CRUSHED AGGREGATE BASE COURSE, D-1

   UNDISTURBED NATIVE GROUND/ALONG ROAD SHOULDER:
   BEDDING: CRUSHED AGGREGATE BASE COURSE, D-1
   BACKFILL: EXCAVATED NATIVE MATERIAL
   SURFACING: EXCAVATED NATIVE MATERIAL

   HAUGEN ROAD CROSSING:
   BEDDING: CRUSHED AGGREGATE BASE COURSE, D-1
   BACKFILL: CRUSHED AGGREGATE BASE COURSE, D-1
   SURFACING: 2" MIN. COLD-PATCH ASPHALT, MATCH EXISTING PAVEMENT THICKNESS
3. SEPARATION BETWEEN CONDUITS SHALL BE AS FOLLOWS:
   -CONDUITS OF SAME SYSTEM - 2"
   -AIRPORT LIGHTING AND FAA CONDUITS - 12" MIN
   -PRIMARY POWER AND ANY OTHER CONDUIT - 18" MIN
   -TELECOM SERVICE AND ANY OTHER CONDUIT - 18" MIN
4. MINIMUM BURIAL DEPTH SHALL BE AS FOLLOWS:
   -AIRPORT LIGHTING CONDUITS - 18"
   -FAA AND COMMUNICATIONS CONDUITS - 24"
5. GUARD WIRE AND ASSOCIATED GROUND RODS SHALL BE INSTALLED FOR THE FOLLOWING CONDUITS:
   -FAA LIGHTING SYSTEM CONDUITS (PAPI, REIL, MALSF)

1 / L6 TYPICAL CONDUIT TRENCH DETAIL

NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH
LUCAS SCHNELLER EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

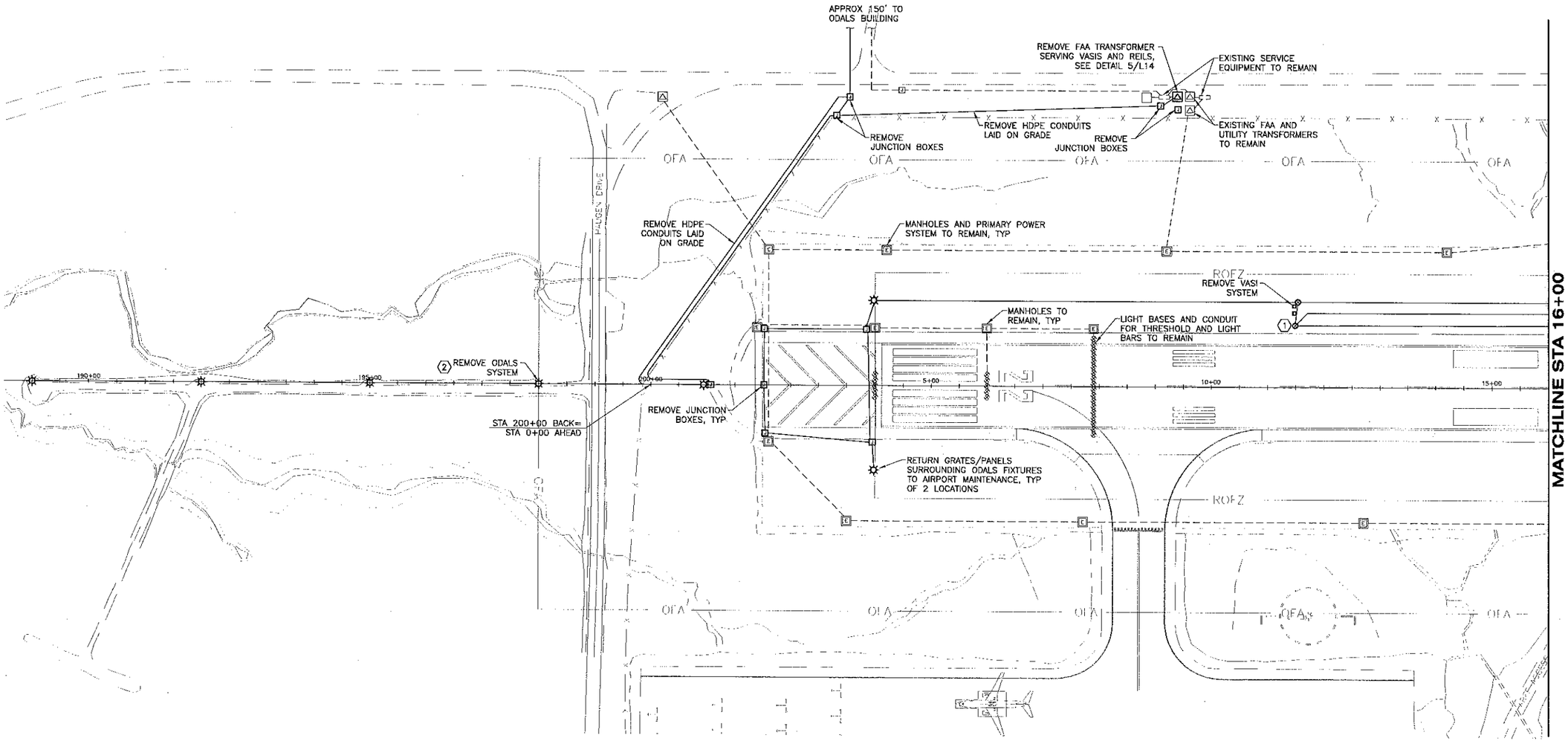
PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

DETAILS

PROJECT DESIGNATIONS

ALASKA - DOT & PF 69381
FEDERAL - FAA AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L6	55



GENERAL NOTES:

1. LOCATIONS OF EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM EXISTING DRAWINGS AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. REMOVE SYSTEMS AND EQUIPMENT SHOWN ON DEMOLITION PLAN UNLESS OTHERWISE INDICATED. REMOVAL INCLUDES ALL ASSOCIATED CONDUCTORS, JUNCTION BOXES, HANDHOLES, LIGHT BASES, TRANSFORMERS, CONTROLLERS, SUPPORT STRUCTURES, FOUNDATIONS, AND CONCRETE. UNLESS OTHERWISE INDICATED, REMOVED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF OF AIRPORT PROPERTY.
3. DELIVER REMOVED ODALS, VASI, AND REIL SYSTEM EQUIPMENT TO FAA, INCLUDING ALL FLASHERS, LIGHT HOUSINGS, SUPPORT TOWERS, CONTROLLERS, AND ABOVE GRADE JUNCTION BOXES.
4. REMOVE ALL UNUSED AND DECOMMISSIONED CONDUCTORS UNLESS OTHERWISE INDICATED. UNDERGROUND CONDUITS AND DIRECT BURIED CABLES MAY BE ABANDONED IN PLACE UNLESS DISTURBED BY EXCAVATION ASSOCIATED WITH THIS PROJECT. TERMINATE ABANDONED CONDUIT AND CONDUCTORS 12" MIN BELOW GRADE.
5. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.

SHEET NOTES: ⬡

1. REMOVE CONDUCTORS, ABANDON HANDHOLES WITHIN PAVED AREAS AND CONDUIT IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. STEEL PILE FOUNDATIONS SUPPORTING ODALS EQUIPMENT MAY BE ABANDONED IN PLACE UNLESS THEY CONFLICT WITH NEW EQUIPMENT BEING INSTALLED. REMOVE ALL COMPONENTS ABOVE THE TOP OF PILES.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

0 100 200 300
SCALE IN FEET

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

FAA DEMOLITION PLAN STA 188+50 TO 16+00

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49 TH
LUCAS SCHNELLER EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

FAA DEMOLITION PLAN STA 188+50 TO 16+00

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
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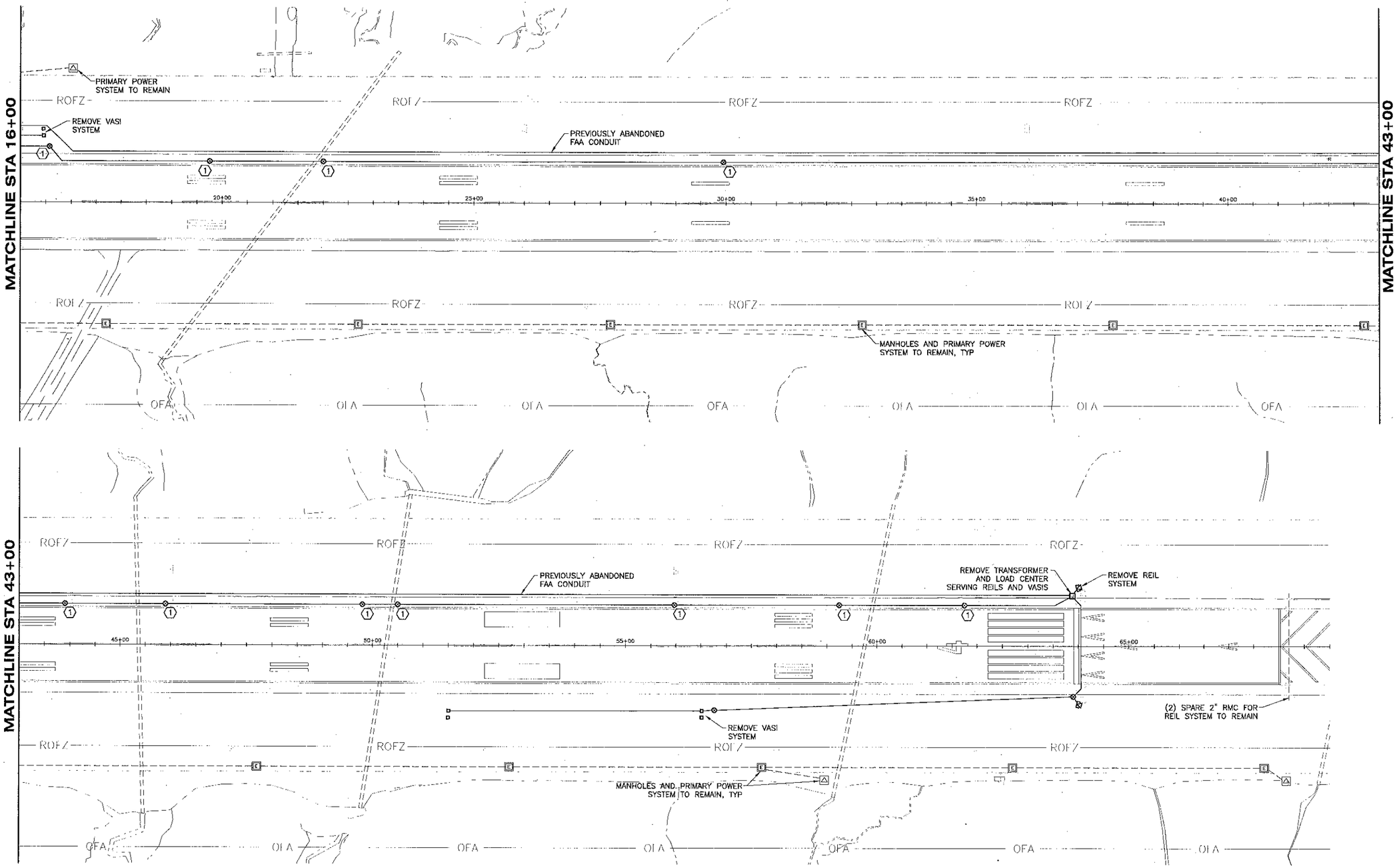

GENERAL NOTES:

1. LOCATIONS OF EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM EXISTING DRAWINGS AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. REMOVE SYSTEMS AND EQUIPMENT SHOWN ON DEMOLITION PLAN UNLESS OTHERWISE INDICATED. REMOVAL INCLUDES ALL ASSOCIATED CONDUCTORS, JUNCTION BOXES, HANDHOLES, LIGHT BASES, TRANSFORMERS, CONTROLLERS, SUPPORT STRUCTURES, FOUNDATIONS, AND CONCRETE. UNLESS OTHERWISE INDICATED, REMOVED MATERIAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF OF AIRPORT PROPERTY.
3. DELIVER REMOVED ODALS, VASI, AND REIL SYSTEM EQUIPMENT TO FAA, INCLUDING ALL FLASHERS, LIGHT HOUSINGS, SUPPORT TOWERS, CONTROLLERS, AND ABOVE GRADE JUNCTION BOXES.
4. REMOVE ALL UNUSED AND DECOMMISSIONED CONDUCTORS UNLESS OTHERWISE INDICATED. UNDERGROUND CONDUITS AND DIRECT BURIED CABLES MAY BE ABANDONED IN PLACE UNLESS DISTURBED BY EXCAVATION ASSOCIATED WITH THIS PROJECT. TERMINATE ABANDONED CONDUIT AND CONDUCTORS 12" MIN BELOW GRADE.
5. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.

SHEET NOTES: ⬡

1. REMOVE CONDUCTORS, ABANDON HANDHOLES WITHIN PAVED AREAS AND CONDUIT IN PLACE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

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SCALE IN FEET

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

FAA DEMOLITION PLAN STA 16+00 TO 69+00

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49 TH
LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

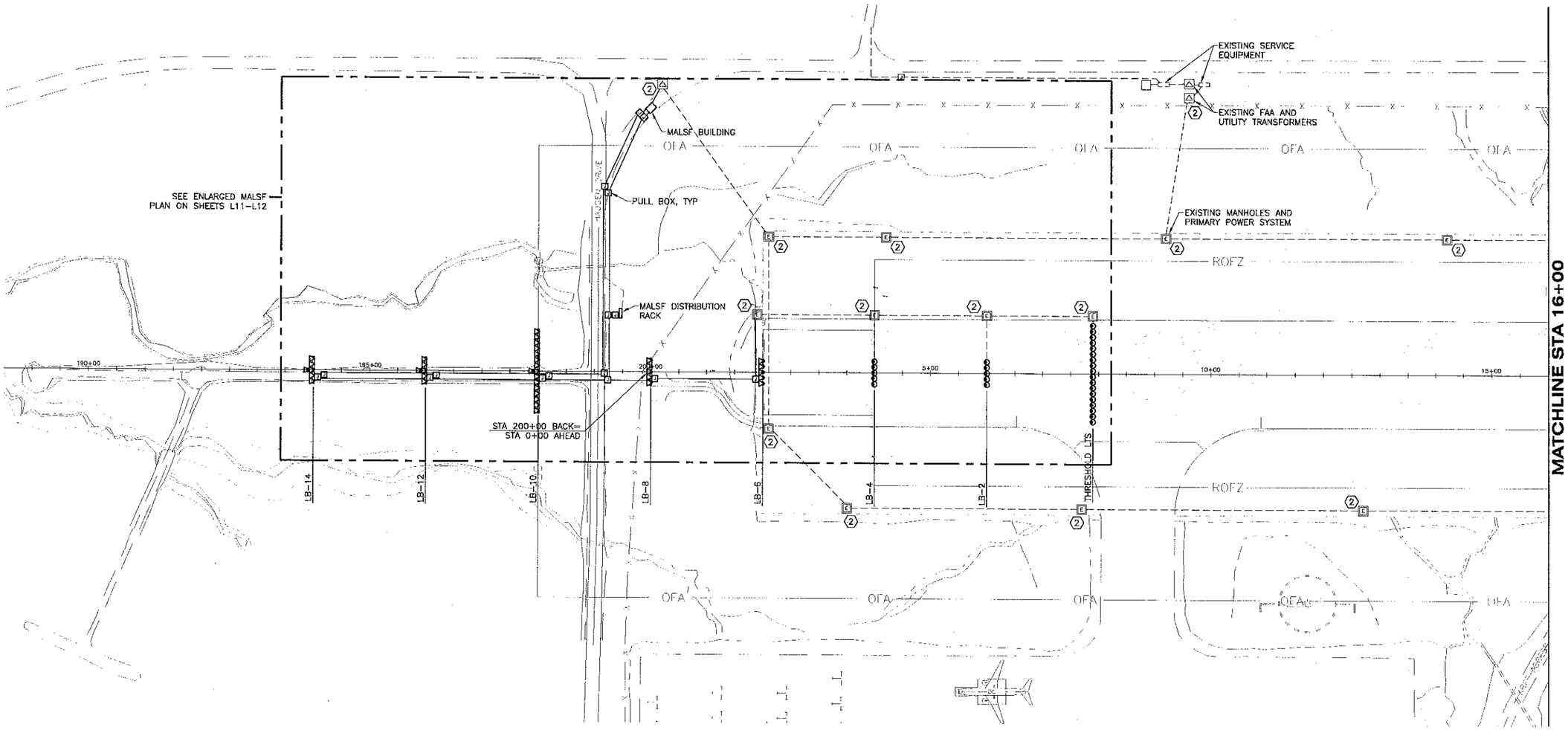
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

FAA DEMOLITION PLAN STA 16+00 TO 69+00

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L8	55



GENERAL NOTES:

1. LOCATIONS OF EXISTING EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM EXISTING DRAWINGS AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.

SHEET NOTES: ⬡

1. NOT USED.
2. BOND EXISTING METAL FLOOR GRATING IN MANHOLE TO EXISTING #2 INTERNAL GROUND RING. BOND USING #6BC WITH COMPRESSION AND/OR EXOTHERMIC WELDED CONNECTIONS. WORK IS SUBSIDIARY TO L-132 PAY ITEMS.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 9/2/10

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SCALE IN FEET

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

FAA ELECTRICAL PLAN STA 188+50 TO 16+00

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH
LUCAS SCHNELLER EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

FAA ELECTRICAL PLAN STA 188+50 TO 16+00

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L9	55

GENERAL NOTES:

1. LOCATIONS OF EXISTING EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM EXISTING DRAWINGS AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.

SHEET NOTES: ⬡

1. EXTEND 2" CONDUIT DRAIN TO DAYLIGHT. FIELD VERIFY EXACT LENGTH. SEE DETAIL 6/L14.
2. BOND EXISTING METAL FLOOR GRATING IN MANHOLE TO EXISTING #2 INTERNAL GROUND RING. BOND USING #6 BC WITH COMPRESSION AND/OR EXOTHERMIC WELDED CONNECTIONS. WORK IS SUBSIDIARY TO L-132 PAY ITEMS.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 7/24/12

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SCALE IN FEET

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ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

FAA ELECTRICAL PLAN STA 16+00 TO 69+00

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA
49 TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS
DRAWN BY: LPS

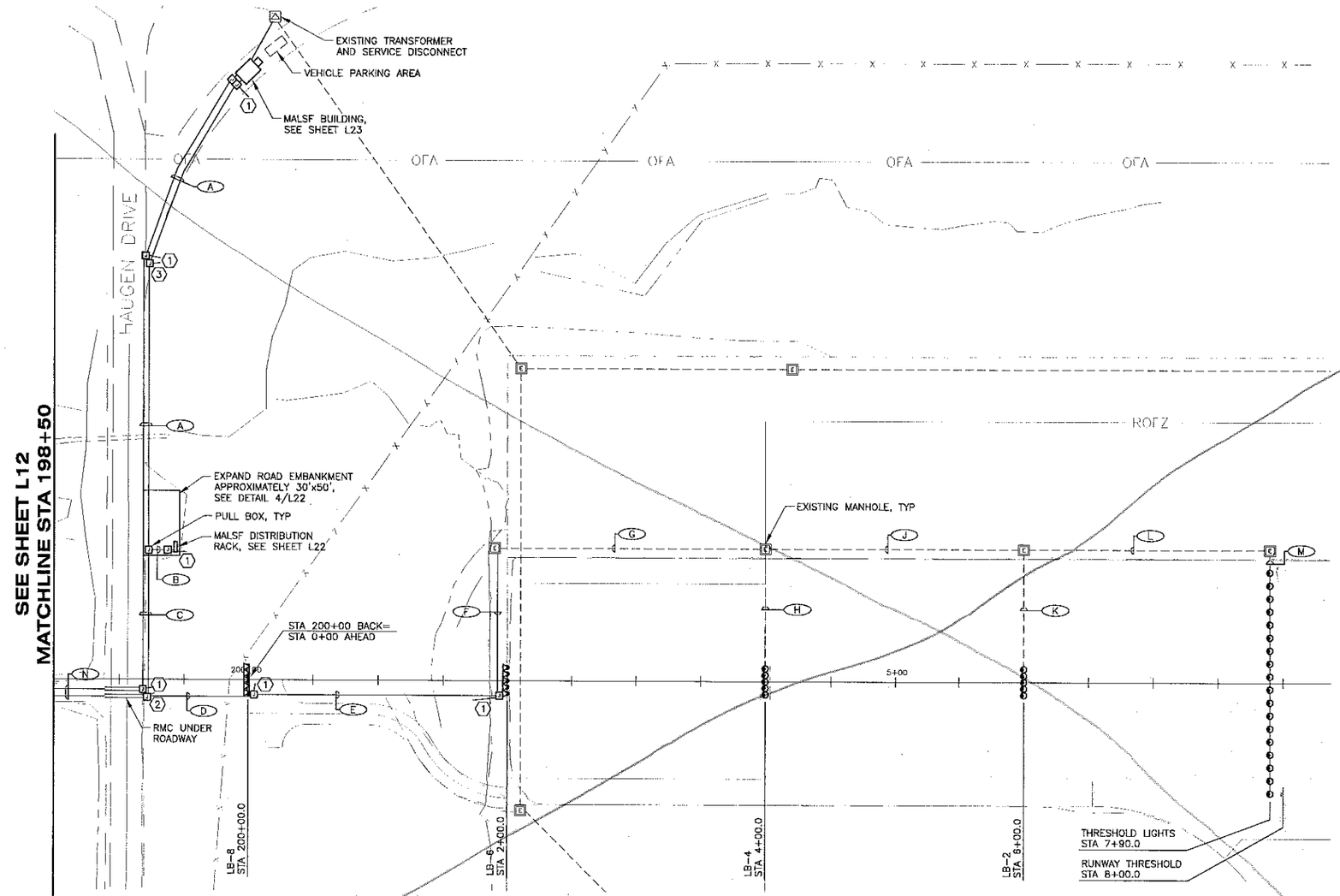
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

FAA ELECTRICAL PLAN STA 16+00 TO 69+00

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L10	55



GENERAL NOTES:

1. LOCATIONS OF EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM EXISTING DRAWINGS AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.
3. SEE DETAIL 1/L12 FOR A TYPICAL LIGHT BAR AND PULL BOX LAYOUT.

SHEET NOTES: ⬡

1. EXTEND 2" CONDUIT DRAIN TO DAYLIGHT. FIELD VERIFY EXACT LENGTH. SEE DETAIL 6/L14.
2. LOCATE PULL BOXES 12" MIN FROM EDGE OF EXISTING PAVEMENT. FIELD VERIFY EXACT LOCATIONS. CONSTRUCT WIDENED SHOULDER TO ALLOW INSTALLATION, SEE DETAIL 7/L14.
3. LOCATE PULL BOXES 12" MIN FROM EDGE OF EXISTING PAVEMENT. FIELD VERIFY EXACT LOCATIONS TO ALLOW INSTALLATION IN EXISTING EMBANKMENT WITHOUT REQUIRING WIDENING SHOULDER PER NOTE 2.

Replaced with Sheet L11 dated 3/10/11 due to Change Order 6: Heater Circuits

MALSF CONDUIT SCHEDULE ⓧ

ID	DESCRIPTION	SERVICE
A	4"C	
	– 3#3/0	DISTRIBUTION PANEL
	– 1#2	GROUND
	4"C	
	– 3#2	FLASHER POWER
	– 1–6PR#19 SHLD	FLASHER CONTROL
	– 1#6	GROUND
B	4"C	
	– 3#3/0	DISTRIBUTION PANEL
	– 1#2	GROUND
	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#8	LB–6
	– 2#10	LB–8
	– 4#6	GROUND
	4"C	
	– 2#6	LB–14
	– 2#8	LB–12
	– 2#10	LB–10L
	– 2#10	LB–10C
	– 2#10	LB–10R
	– 5#6	GROUND

ID	DESCRIPTION	SERVICE
C	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#8	LB–6
	– 2#10	LB–8
	– 4#6	GROUND
	4"C	
	– 2#6	LB–14
	– 2#8	LB–12
	– 2#10	LB–10L
	– 2#10	LB–10C
	– 2#10	LB–10R
	– 5#6	GROUND
	4"C	
	– 3#2	FLASHER POWER
	– 1–6PR#19 SHLD	FLASHER CONTROL
	– 1#6	GROUND

ID	DESCRIPTION	SERVICE
D	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#6	GROUND
	4"C	
	– 2#8	LB–6
	– 2#10	LB–8
	– 2#6	GROUND
E	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#6	GROUND
	4"C	
	– 2#8	LB–6
	– 1#6	GROUND

ID	DESCRIPTION	SERVICE
F	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#6	GROUND
G	EXISTING 2"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	EXISTING 2"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#6	GROUND
	EXISTING 2"C	
	– SPARE	
H	EXISTING 2"C	
	– 2#6	LB–4
	– 1#6	GROUND
J	EXISTING 2"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	EXISTING 2"C	
	– 2#4	LB–2
	– 1#6	GROUND
	EXISTING 2"C	
	– SPARE	

ID	DESCRIPTION	SERVICE
K	EXISTING 2"C	
	– 2#6	LB–2
	– 1#6	GROUND
L	EXISTING 2"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	EXISTING 2"C	
	– SPARE	
M	EXISTING 2"C	
	– 2#6	THRESHOLD LTS
	– 1#6	GROUND
N	4"C	
	– 2#6	LB–14
	– 2#8	LB–12
	– 2#10	LB–10L
	– 2#10	LB–10C
	– 2#10	LB–10R
	– 5#6	GROUND
	4"C	
	– 3#2	FLASHER POWER
	– 1–6PR#19 SHLD	FLASHER CONTROL
	– 1#6	GROUND

0 50 100 150
SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF ELECTRICAL PLAN STA 198+50 TO 8+50

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49 TH LUCAS SCHNELLER EE-11398 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

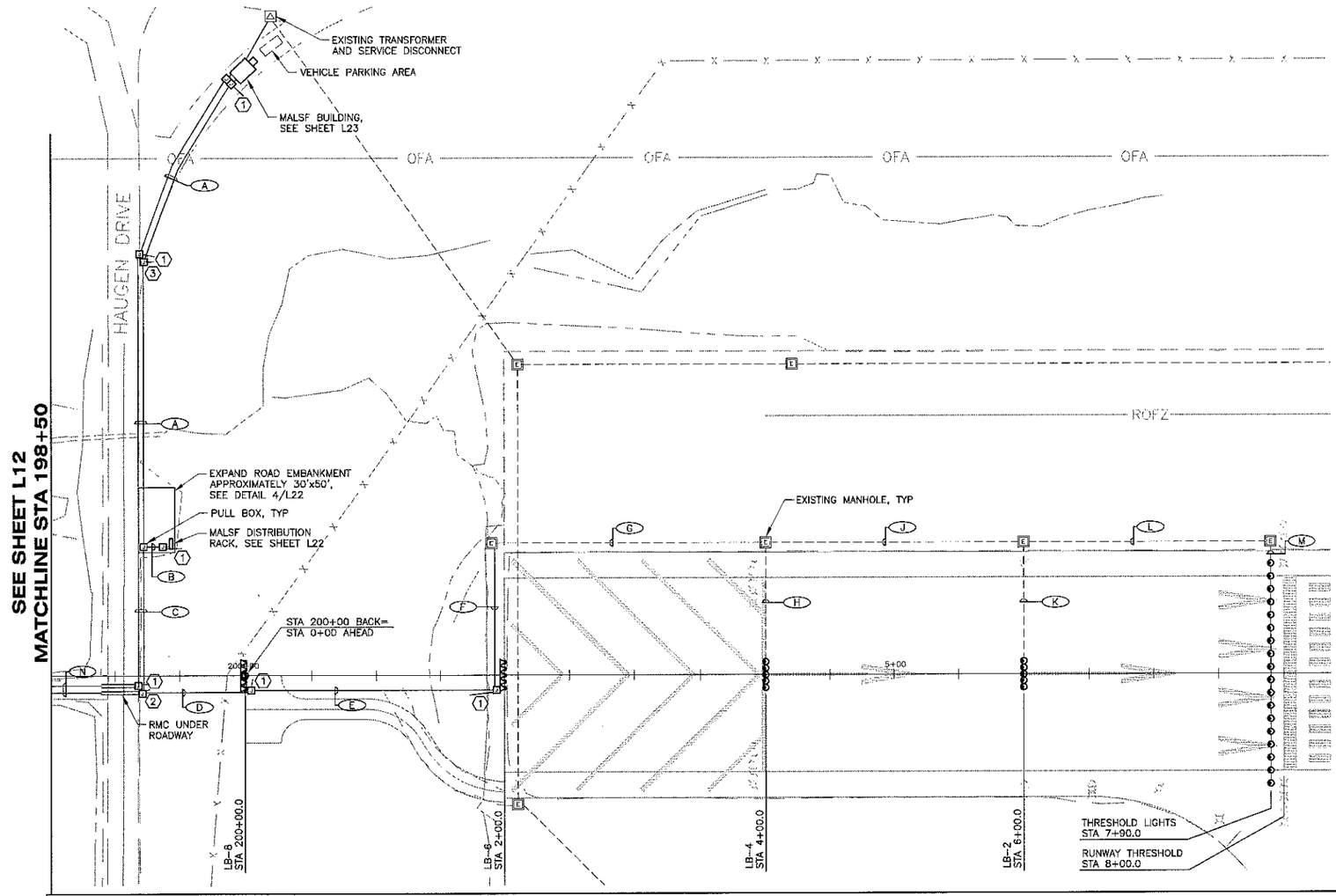
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

MALSF ELECTRICAL PLAN STA 198+50 TO 8+50

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L11	55



GENERAL NOTES:

1. LOCATIONS OF EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM EXISTING DRAWINGS AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.
3. SEE DETAIL 1/L12 FOR A TYPICAL LIGHT BAR AND PULL BOX LAYOUT.

SHEET NOTES: (X)

1. EXTEND 2" CONDUIT DRAIN TO DAYLIGHT. FIELD VERIFY EXACT LENGTH. SEE DETAIL 6/L14.
2. LOCATE PULL BOXES 12" MIN FROM EDGE OF EXISTING PAVEMENT. FIELD VERIFY EXACT LOCATIONS. CONSTRUCT WIDENED SHOULDER TO ALLOW INSTALLATION, SEE DETAIL 7/L14.
3. LOCATE PULL BOXES 12" MIN FROM EDGE OF EXISTING PAVEMENT. FIELD VERIFY EXACT LOCATIONS TO ALLOW INSTALLATION IN EXISTING EMBANKMENT WITHOUT REQUIRING WIDENING SHOULDER PER NOTE 2.

MALSF CONDUIT SCHEDULE (X)

ID	DESCRIPTION	SERVICE
A	4"C	
	– 3#3/0	DISTRIBUTION PANEL
	– 1#2	GROUND
	4"C	
	– 3#2	FLASHER POWER
	– 1–6PR#19 SHLD	FLASHER CONTROL
	– 1#6	GROUND
	– 3#8	HEATER CIRCUIT (1)
B	4"C	
	– 3#3/0	DISTRIBUTION PANEL
	– 1#2	GROUND
	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#8	LB–6
	– 2#10	LB–8
	– 4#6	GROUND
	4"C	
	– 2#6	LB–14
	– 2#8	LB–12
	– 2#10	LB–10L
	– 2#10	LB–10C
	– 2#10	LB–10R
	– 5#6	GROUND

ID	DESCRIPTION	SERVICE
C	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#8	LB–6
	– 2#10	LB–8
	– 4#6	GROUND
	4"C	
	– 2#6	LB–14
	– 2#8	LB–12
	– 2#10	LB–10L
	– 2#10	LB–10C
	– 2#10	LB–10R
	– 5#6	GROUND
	4"C	
	– 3#2	FLASHER POWER
	– 1–6PR#19 SHLD	FLASHER CONTROL
	– 1#6	GROUND
	– 3#8	HEATER CIRCUIT (1)

ID	DESCRIPTION	SERVICE
D	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#6	GROUND
	4"C	
	– 2#8	LB–6
	– 2#10	LB–8
	– 2#6	GROUND
E	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#6	GROUND
	4"C	
	– 2#8	LB–6
	– 1#6	GROUND

ID	DESCRIPTION	SERVICE
F	4"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	4"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#6	GROUND
G	EXISTING 2"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	EXISTING 2"C	
	– 2#4	LB–2
	– 2#4	LB–4
	– 2#6	GROUND
	EXISTING 2"C	
	– SPARE	
H	EXISTING 2"C	
	– 2#6	LB–4
	– 1#6	GROUND
J	EXISTING 2"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	EXISTING 2"C	
	– 2#4	LB–2
	– 1#6	GROUND
	EXISTING 2"C	
	– SPARE	

ID	DESCRIPTION	SERVICE
K	EXISTING 2"C	
	– 2#6	LB–2
	– 1#6	GROUND
L	EXISTING 2"C	
	– 2#2	THRESHOLD LTS
	– 1#6	GROUND
	EXISTIING 2"C	
	– SPARE	
M	EXISTING 2"C	
	– 2#6	THRESHOLD LTS
	– 1#6	GROUND
N	4"C	
	– 2#6	LB–14
	– 2#8	LB–12
	– 2#10	LB–10L
	– 2#10	LB–10C
	– 2#10	LB–10R
	– 5#6	GROUND
	4"C	
	– 3#2	FLASHER POWER
	– 1–6PR#19 SHLD	FLASHER CONTROL
	– 1#6	GROUND
	– 3#8	HEATER CIRCUIT (1)

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date 3/31/14

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SCALE IN FEET

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	3/10/11	ADD HEATER CIRCUIT

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF ELECTRICAL PLAN STA 198+50 TO 8+50

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER 3/10/11

DESIGNED BY: LPS

DRAWN BY: LPS

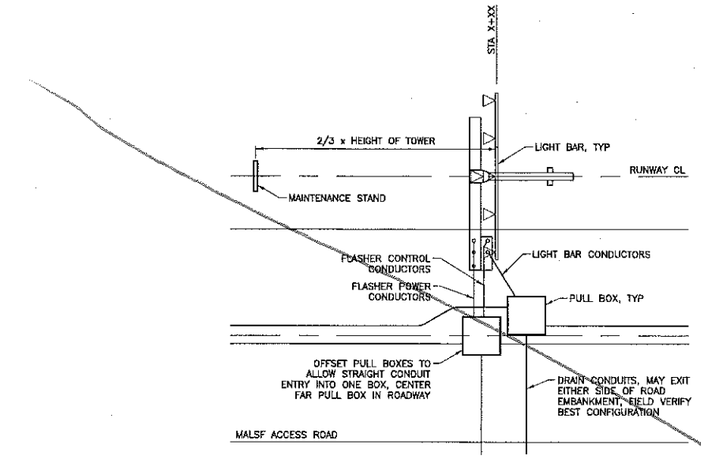
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

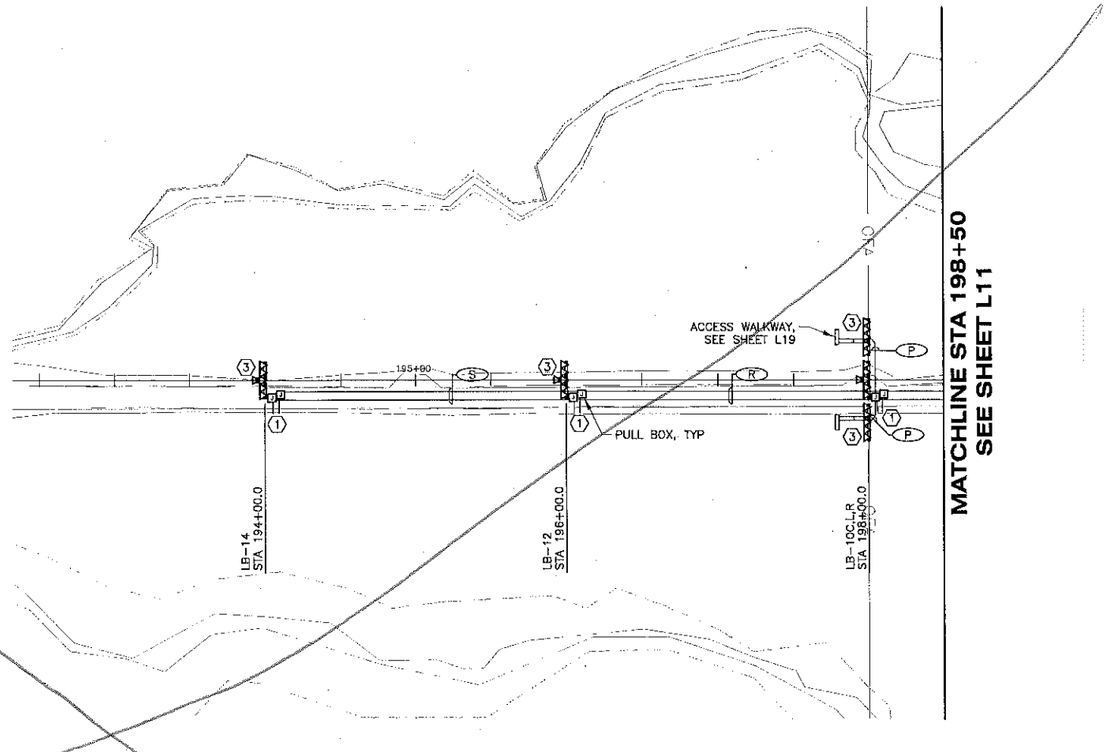
MALSF ELECTRICAL PLAN STA 198+50 TO 8+50

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L11	55



1/L12 **TYPICAL LIGHT BAR ENLARGED PLAN**
NTS



MALSF CONDUIT SCHEDULE (X)

ID	DESCRIPTION	SERVICE	ID	DESCRIPTION	SERVICE
P	2"C		S	4"C	
	– 2#10	LB–10L/R		– 2#6	LB–14
	– 1#10	GROUND		– 1#6	GROUND
R	4"C			4"C	
	– 2#6	LB–14		– 3#8	FLASHER POWER
	– 2#8	LB–12		– 1–6PR#19 SHLD	FLASHER CONTROL
	– 2#6	GROUND		– 1#8	GROUND
	4"C				
	– 3#8	FLASHER POWER			
	– 1–6PR#19 SHLD	FLASHER CONTROL			
	– 1#8	GROUND			

GENERAL NOTES:

1. LOCATIONS OF EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM EXISTING DRAWINGS AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.
3. SEE DETAIL 1/L12 FOR A TYPICAL LIGHT BAR AND PULL BOX LAYOUT.

SHEET NOTES: ⬡

1. EXTEND 2" CONDUIT DRAIN TO DAYLIGHT. FIELD VERIFY EXACT LENGTH. SEE DETAIL 6/L14.
2. MALSF TOWER LOCATED OFF ROADWAY EMBANKMENT IN MUSKEG AREA. EMBANKMENT SHALL NOT BE EXPANDED TO ENCOMPASS MALSF TOWER. WORK INVOLVING HEAVY EQUIPMENT SHALL BE PERFORMED FROM THE EMBANKMENT OR METHOD OF EQUIPMENT ACCESS SHALL BE PLANNED AND EXECUTED TO PROTECT MUSKEG AS APPROVED BY THE ENGINEER.

Replaced with sheet L12 dated 3/10/11 due to Change Order 6: Heater Circuits

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF ELECTRICAL PLAN STA 192+50 TO 198+50

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49TH
LUCAS SCHNELLER EE-11399
REGISTERED PROFESSIONAL ENGINEER
6/9/10

DESIGNED BY: LPS
DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

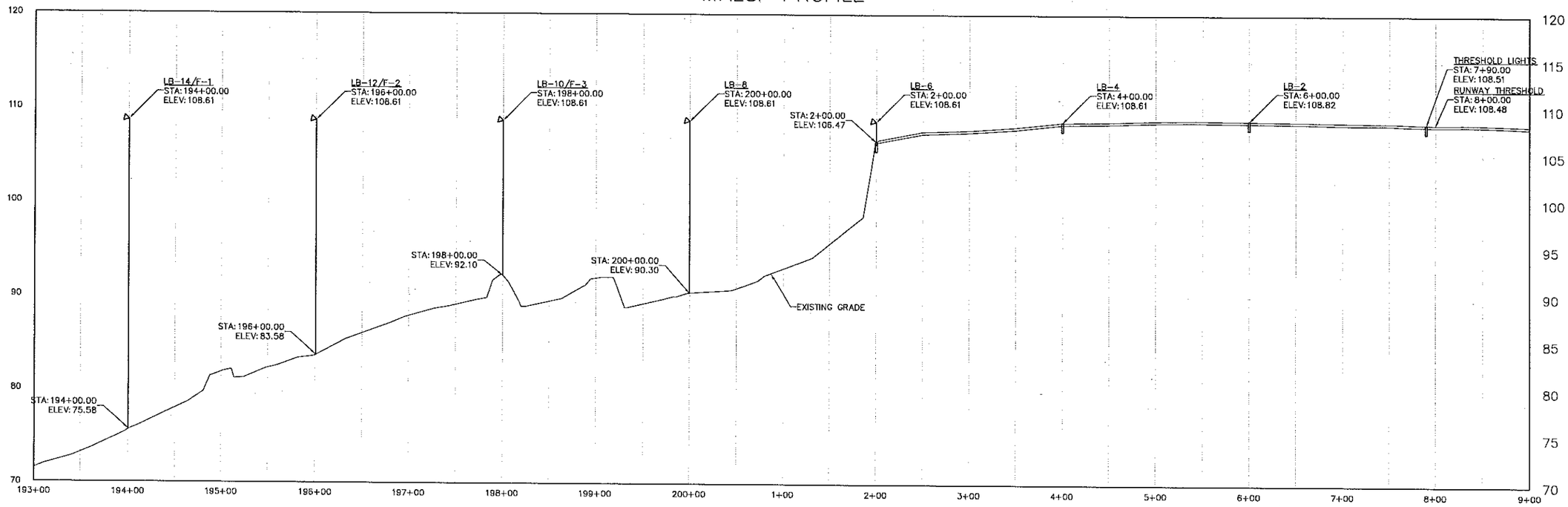
PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF ELECTRICAL PLAN STA 192+50 TO 198+50

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L12	55

MALSF PROFILE



MALSF EQUIPMENT SCHEDULE

DES.	STA.	OFFSET	LT PL ELEV	GRADE ELEV	APPROX HGT	MOUNTING TYPE	AIMING ANGLE	INSTALL. DETAILS	FOUNDATION DETAILS	REMARKS
TRSHLD LTS	7+90	MULT	108.5	108.5	–	SEMI-FLUSH	–	L19	–	
LB-2	6+00	MULT	108.8	108.8	–	SEMI-FLUSH	–	L19	–	
LB-4	4+00	MULT	108.6	108.6	–	SEMI-FLUSH	–	L19	–	
LB-6	2+00	MULT	108.6	106.5	2.1	BASE	3.3°	L18	–	
LB-8	200+00	0.0	108.6	90.3	18.3	MG-20	3.4°	L15	S2 TYPE A	TOWER SHALL TILT DOWN TOWARD RUNWAY THRESHOLD
LB-10L	198+00	28.0 LT	108.6	89.0	19.7	MG-20	3.5°	L15	S2 TYPE A	
LB-10C F-3	198+00	0.0	108.6	92.1	16.5	MG-20	3.5° 6'	L16	S2 TYPE B	
LB-10R	198+00	28.0 RT	108.6	89.1	19.5	MG-20	3.5°	L15	S2 TYPE A	
LB-12 F-2	196+00	0.0	108.6	83.6	25.0	MG-30	3.6° 6'	L17	S3	
LB-14 F-1	194+00	0.0	108.6	75.6	33.0	MG-40	3.7° 6'	L17	S3	

GENERAL NOTES:

1. ELEVATIONS GIVEN AT TOP OF MALSF TOWERS ARE THE APPROXIMATE ELEVATION TO THE LIGHT PLANE AS SHOWN ON SHEET L15.
2. ELEVATIONS GIVEN AT BOTTOM OF MALSF TOWERS ARE THE APPROXIMATE ELEVATION TO THE EXISTING GRADE. NO ADDITIONAL EMBANKMENT SHALL BE CONSTRUCTED TO RAISE THIS GRADE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
3. ELEVATIONS GIVEN AT THE SEMI-FLUSH LIGHT LOCATIONS ARE THE APPROXIMATE ELEVATION TO THE EXISTING PAVEMENT SURFACE AT THE RUNWAY CENTERLINE.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/11

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SCALE IN FEET

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF PROFILE

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49 TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER
11/29/10

DESIGNED BY: LPS

DRAWN BY: LPS

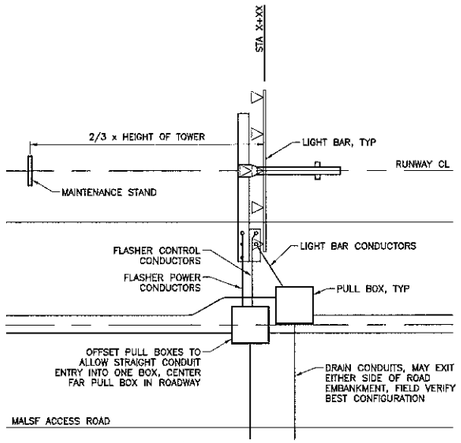
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

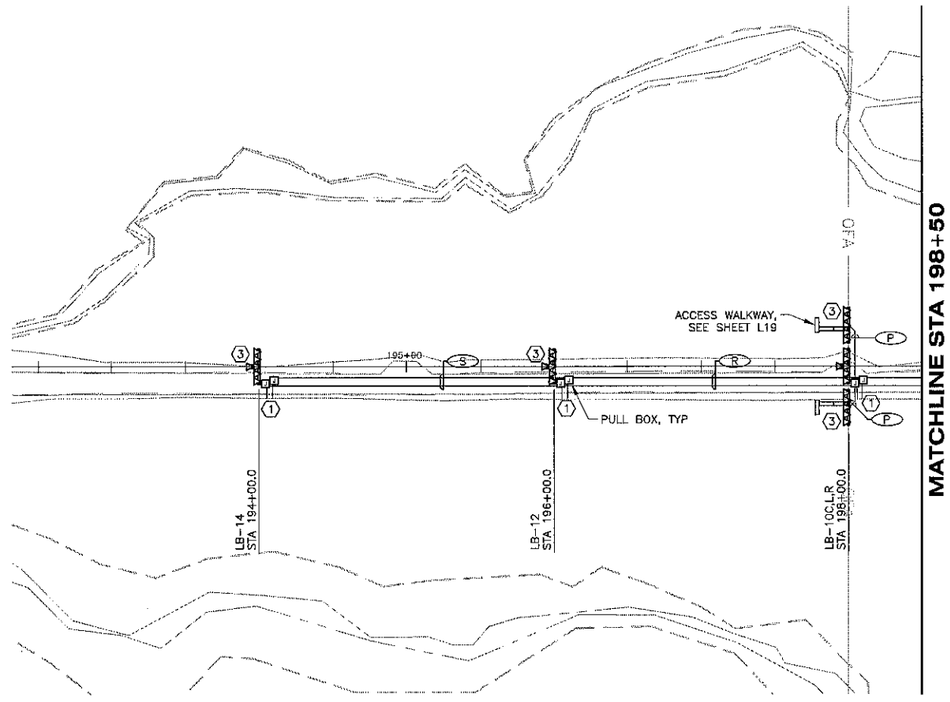
MALSF PROFILE

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L13	55



1 / L12 **TYPICAL LIGHT BAR ENLARGED PLAN**
NTS



MALSF CONDUIT SCHEDULE (X)

ID	DESCRIPTION	SERVICE
P	2"C	
	– 2#10	LB-10L/R
	– 1#10	GROUND
R	4"C	
	– 2#6	LB-14
	– 2#8	LB-12
	– 2#6	GROUND
	4"C	
	– 3#8	FLASHER POWER
	– 1-6PR#19 SHLD	FLASHER CONTROL
	– 1#8	GROUND
	– 3#8	HEATER CIRCUIT (1)

ID	DESCRIPTION	SERVICE
S	4"C	
	– 2#6	LB-14
	– 1#6	GROUND
	4"C	
	– 3#8	FLASHER POWER
	– 1-6PR#19 SHLD	FLASHER CONTROL
	– 1#8	GROUND
	– 3#8	HEATER CIRCUIT (1)

GENERAL NOTES:

1. LOCATIONS OF EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM EXISTING DRAWINGS AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. SEE SHEET A6 FOR A GENERAL SEQUENCE OF WORK.
3. SEE DETAIL 1/L12 FOR A TYPICAL LIGHT BAR AND PULL BOX LAYOUT.

SHEET NOTES: (hexagon)

1. EXTEND 2" CONDUIT DRAIN TO DAYLIGHT. FIELD VERIFY EXACT LENGTH. SEE DETAIL 6/L14.
2. MALSF TOWER LOCATED OFF ROADWAY EMBANKMENT IN MUSKEG AREA. EMBANKMENT SHALL NOT BE EXPANDED TO ENCOMPASS MALSF TOWER. WORK INVOLVING HEAVY EQUIPMENT SHALL BE PERFORMED FROM THE EMBANKMENT OR METHOD OF EQUIPMENT ACCESS SHALL BE PLANNED AND EXECUTED TO PROTECT MUSKEG AS APPROVED BY THE ENGINEER.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/14

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SCALE IN FEET

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	3/10/11	ADD HEATER CIRCUIT

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF ELECTRICAL PLAN STA 192+50 TO 198+50

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER 3/10/11

DESIGNED BY: LPS
DRAWN BY: LPS

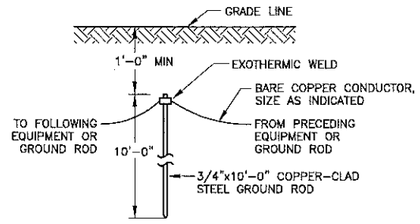
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

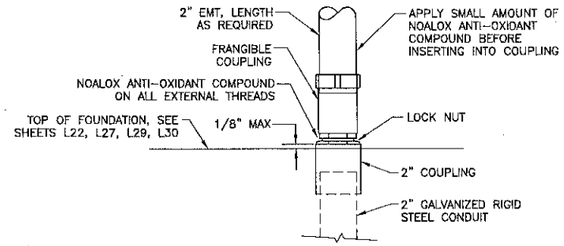
MALSF ELECTRICAL PLAN STA 192+50 TO 198+50

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

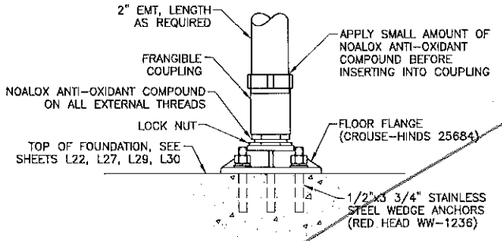
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L12	55



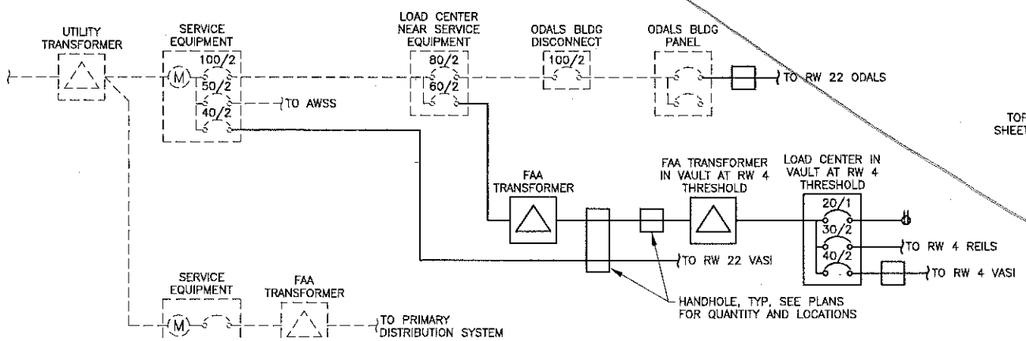
3 / L14 **GROUND ROD INSTALLATION DETAIL**
NTS



2A / L14 **FRANGIBLE WIRING LEG DETAIL**
NTS



1A / L14 **FRANGIBLE LEG DETAIL**
NTS



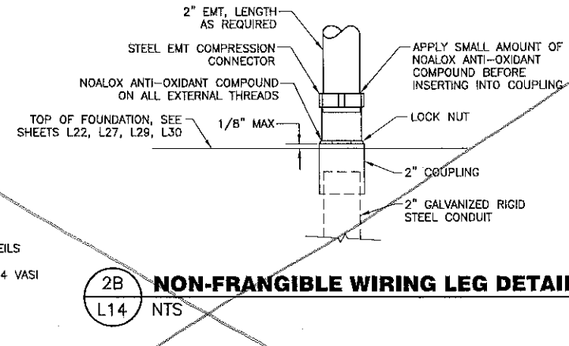
NOTES:

1. COORDINATE SHUTDOWN AND LOCKOUT OF EXISTING SYSTEMS WITH FAA PRIOR TO COMMENCING WORK.

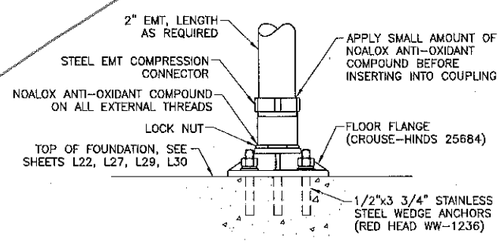
RISER DIAGRAM LEGEND

- – – – – EXISTING TO REMAIN
——— EXISTING TO BE REMOVED

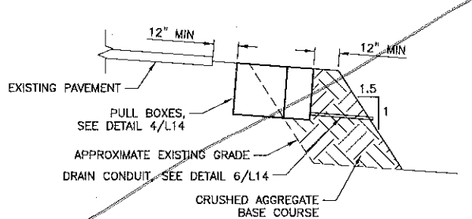
5 / L14 **FAA RISER DIAGRAM - DEMOLITION**
NTS



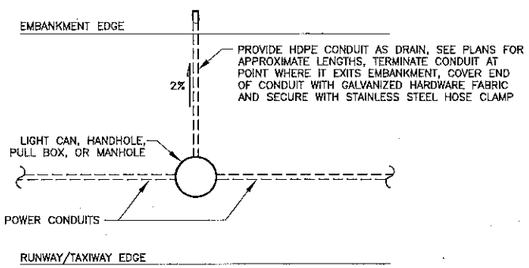
2B / L14 **NON-FRANGIBLE WIRING LEG DETAIL**
NTS



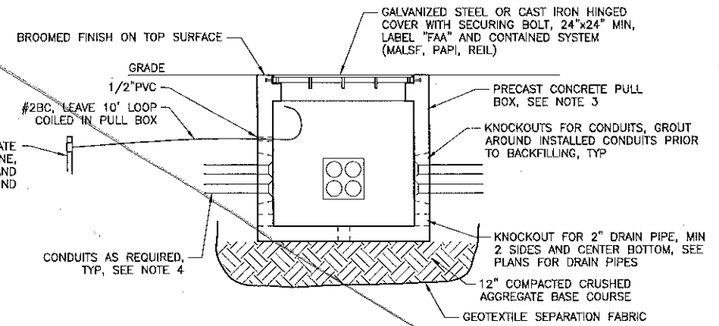
1B / L14 **NON-FRANGIBLE LEG DETAIL**
NTS



7 / L14 **PULL BOX EMBANKMENT SECTION**
NTS



6 / L14 **DRAIN CONDUIT DETAIL**
NTS



NOTES:

1. PULL BOX, FRAME, AND COVER SHALL BE RATED FOR WHEEL LOADING BASED ON LOCATION:
   AIRCRAFT AREA (WITHIN RSA) – 100,000 LB. LOAD
   NON-AIRCRAFT AREA – H-20 WHEEL LOADING
2. CAST IRON HINGED COVERS SHALL BE PROVIDED WITH SPRING ASSIST MECHANISM.
3. PULL BOXES SHALL BE 30"x30"x30" UNLESS OTHERWISE INDICATED.
4. METALLIC CONDUIT SHALL EXTEND 2" INTO PULL BOX AND TERMINATE WITH AN INSULATED GROUNDING BUSHING BONDED TO THE #2BC PULL BOX GROUND. NON-METALLIC CONDUIT SHALL TERMINATE USING A BELL END FITTING OR TERM-A-DUCT CAST OR GROUTED INTO THE PULL BOX WALL.
5. SECURE CABLES TO PULL BOX WALLS USING MASONRY PUSH MOUNTS IN DRILLED HOLES. MAINTAIN 6" SEPARATION BETWEEN POWER AND CONTROL CABLES.
6. INSTALL A PULL ROPE IN ALL SPARE CONDUITS.

4 / L14 **PULL BOX DETAIL**
NTS

Replaced with sheet L14 dated 3/10/11 due to Change Order 6: Heater Circuits

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA · 49TH · LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

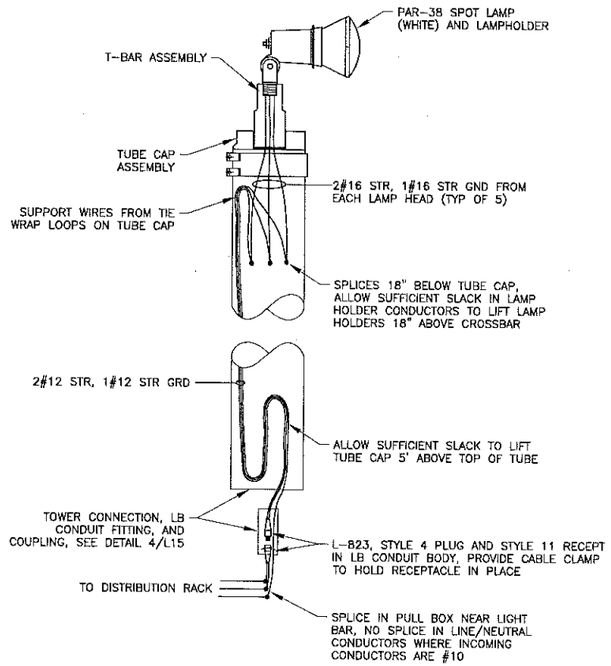
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

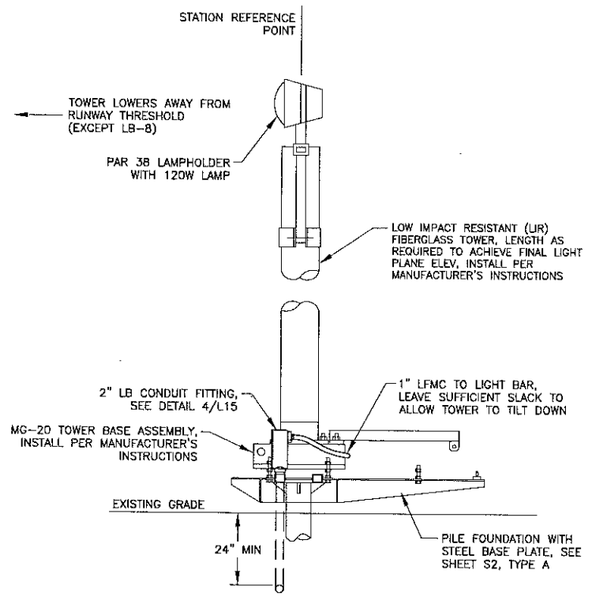
DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF 69381
FEDERAL - FAA AIP NO. 3-02-0219-1309

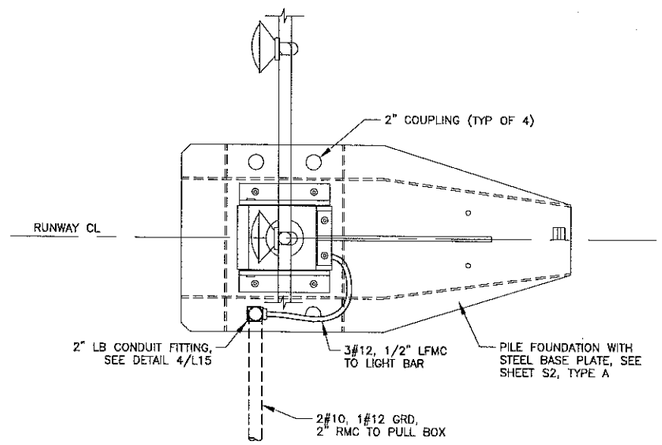
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L14	55



2 / L15 **LIGHT BAR TOWER WIRING DETAIL**
NTS

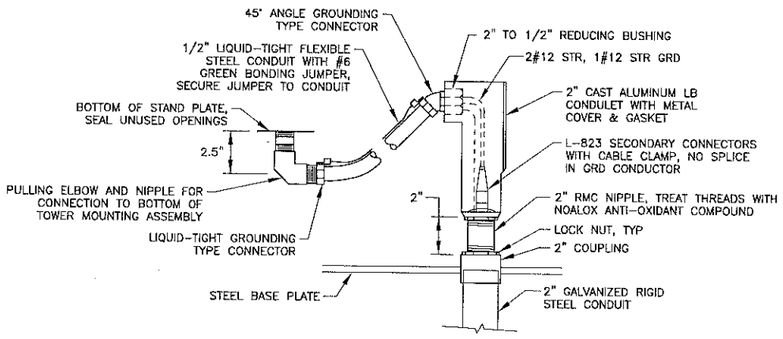


ELEVATION VIEW

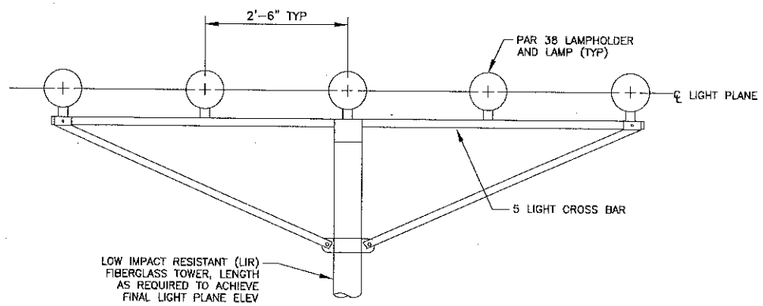


PLAN VIEW

1 / L15 **LIGHT BASE TOWER DETAILS - MG-20**
NTS
LB-8, LB-10L, LB-10R



4 / L15 **LIGHT BAR POWER FEED DETAIL**
NTS



3 / L15 **LIGHT BAR DETAIL**
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49TH
LUCAS SCHNELLER
EE-11389
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS
DRAWN BY: LPS

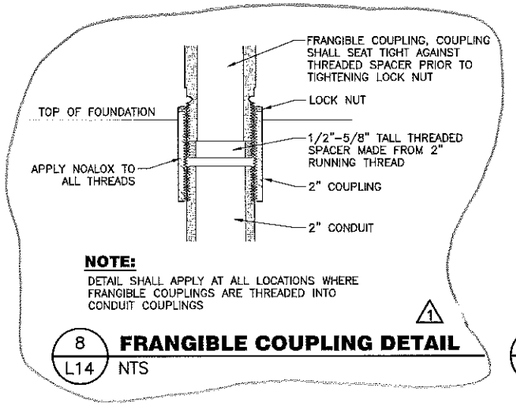
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

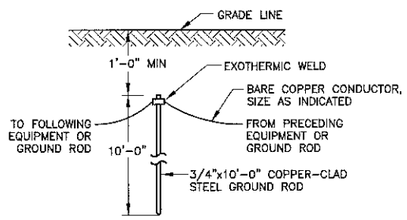
MALSF DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L15	55



8 / L14 FRANGIBLE COUPLING DETAIL
NTS



3 / L14 GROUND ROD INSTALLATION DETAIL
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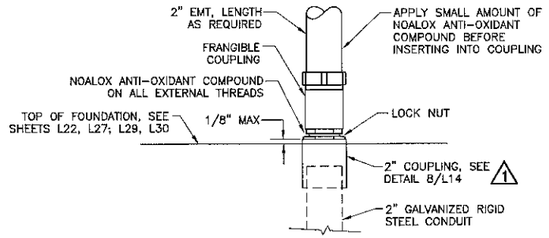

2A / L14 FRANGIBLE WIRING LEG DETAIL
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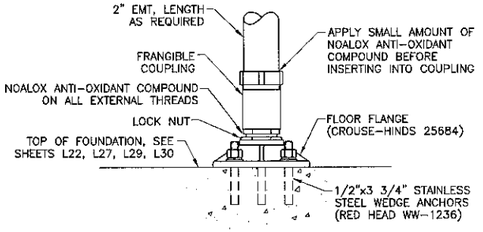

1A / L14 FRANGIBLE LEG DETAIL
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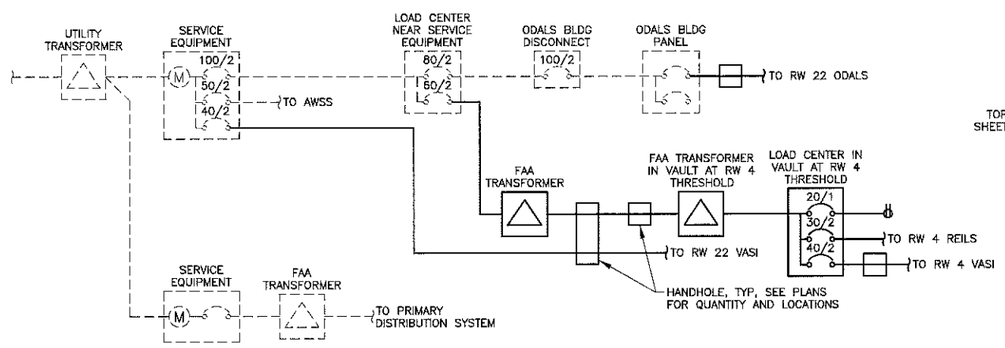
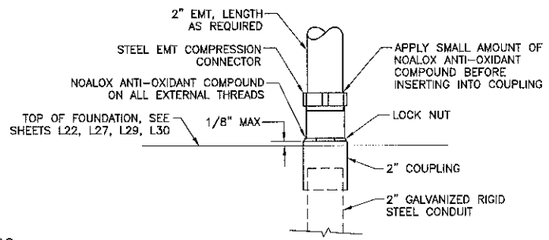


NOTES:
1. COORDINATE SHUTDOWN AND LOCKOUT OF EXISTING SYSTEMS WITH FAA PRIOR TO COMMENCING WORK.

RISER DIAGRAM LEGEND
- – – – – EXISTING TO REMAIN
——— EXISTING TO BE REMOVED

5 / L14 FAA RISER DIAGRAM - DEMOLITION
NTS



2B / L14 NON-FRANGIBLE WIRING LEG DETAIL
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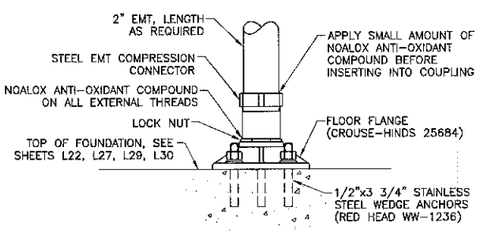

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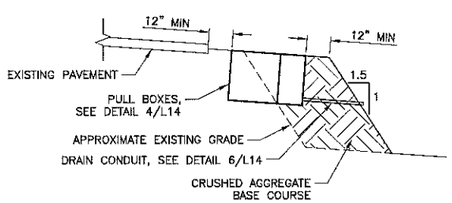
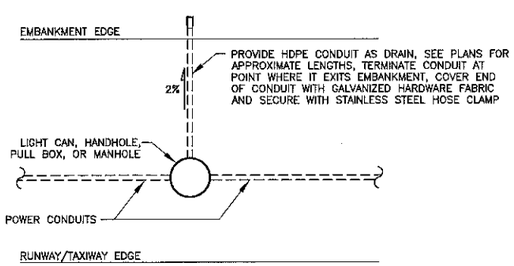


7 / L14 PULL BOX EMBANKMENT SECTION
NTS



6 / L14 DRAIN CONDUIT DETAIL
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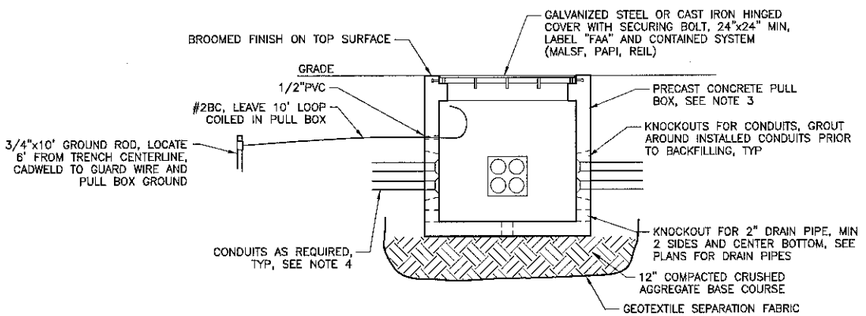

NOTES:
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6. INSTALL A PULL ROPE IN ALL SPARE CONDUITS.

4 / L14 PULL BOX DETAIL
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date _____

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	3/10/11	ADD DETAIL 8

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49 TH
LUCAS SCHNELLER EE-11399
REGISTERED PROFESSIONAL ENGINEER
3/10/11

DESIGNED BY: LPS
DRAWN BY: LPS

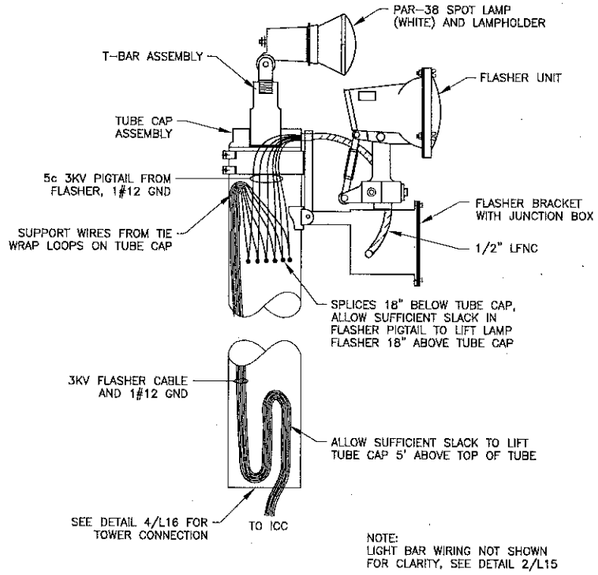
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

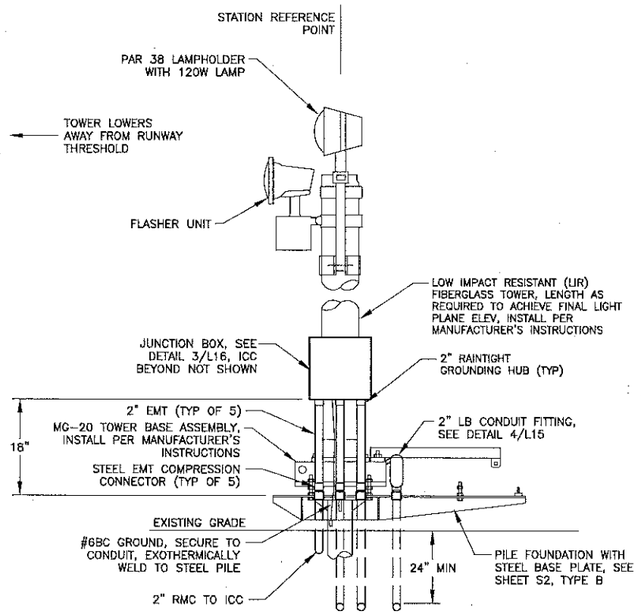
DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

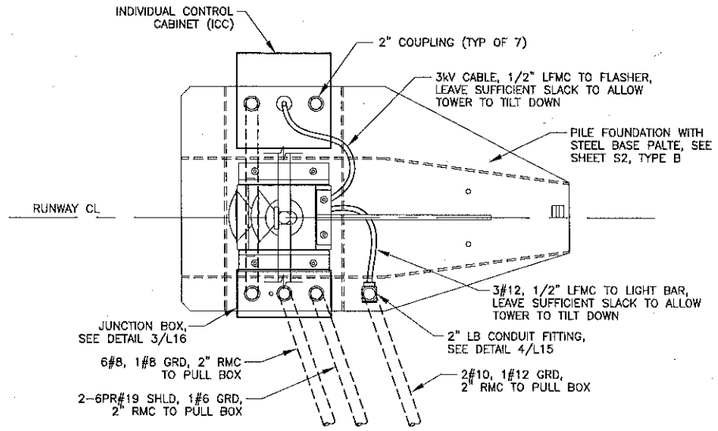
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L14	55



2 / L16 **LIGHT BAR/FLASHER TOWER WIRING DETAIL**
NTS

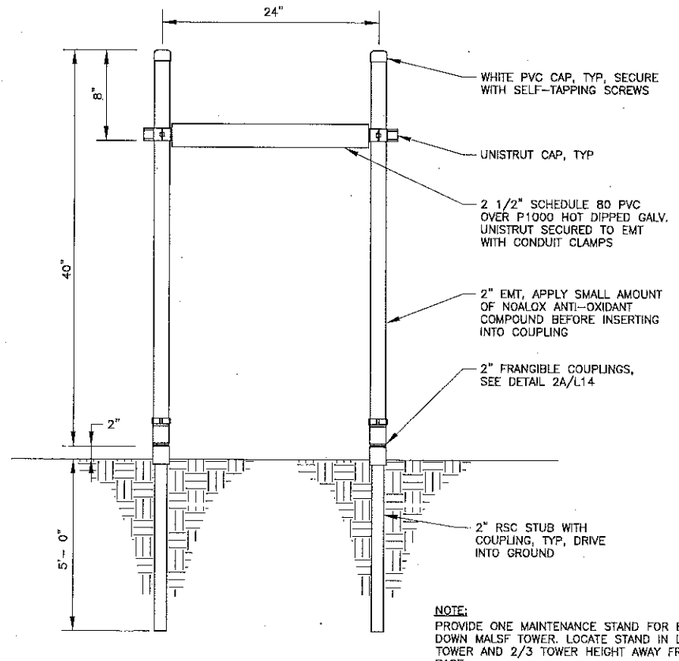


ELEVATION VIEW



PLAN VIEW

1 / L16 **LIGHT BAR/FLASHER TOWER DETAILS - MG-20**
NTS LB-10C



5 / L16 **MAINTENANCE SUPPORT DETAIL**
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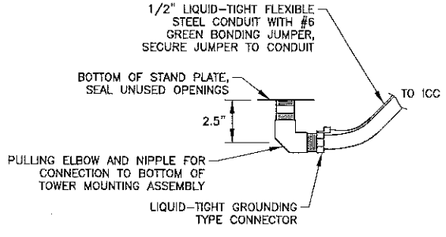
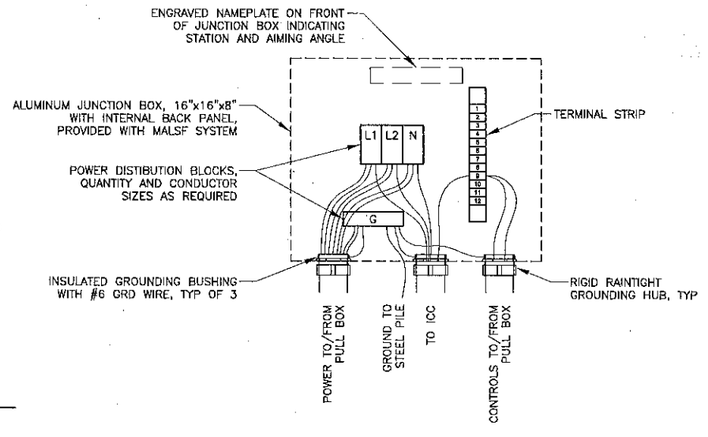


4 / L16 **FLASHER POWER FEED DETAIL**
NTS



3 / L16 **FLASHER JUNCTION BOX DETAIL**
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3 Aug 10

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49 TH
LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS
DRAWN BY: LPS

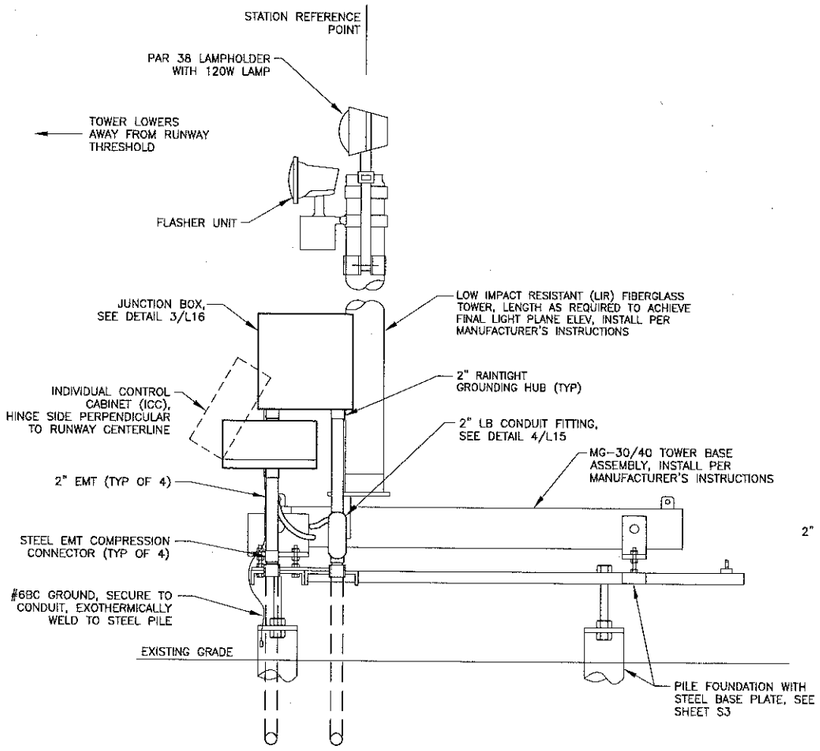
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

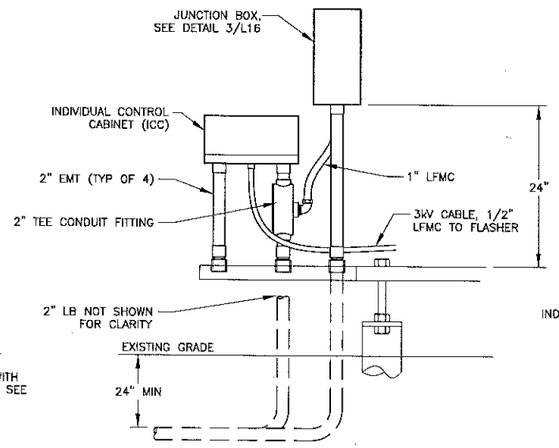
MALSF DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF 69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

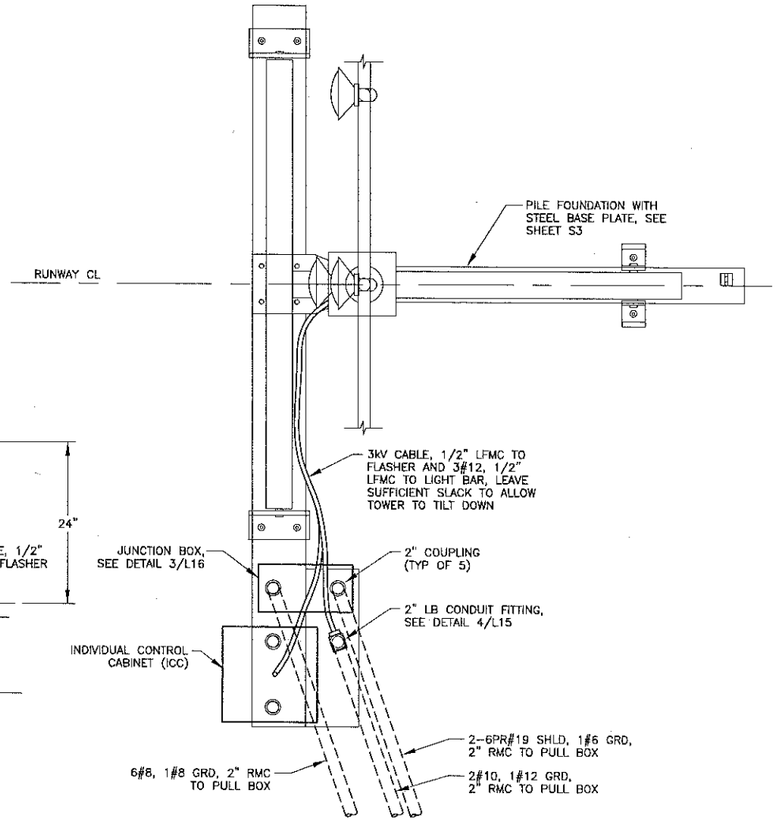
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L16	55



SIDE ELEVATION VIEW



PARTIAL BACK ELEVATION VIEW



PLAN VIEW

NOTE:
STABILIZER RODS NOT SHOWN FOR CLARITY

1 / L17 **LIGHT BAR/FLASHER TOWER DETAILS - MG-30/40**
NTS

LB-12, LB-14

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/31/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH
LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

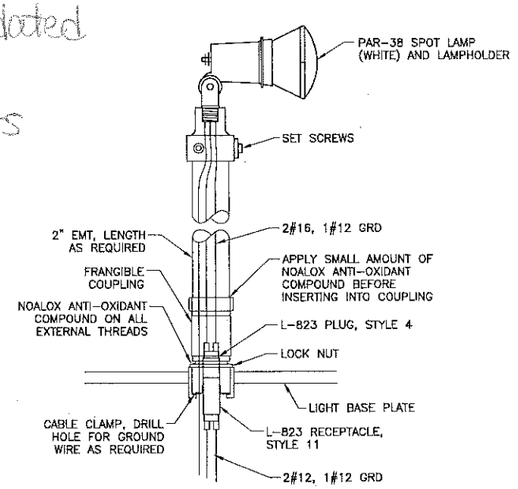
MALSF DETAILS

PROJECT DESIGNATIONS

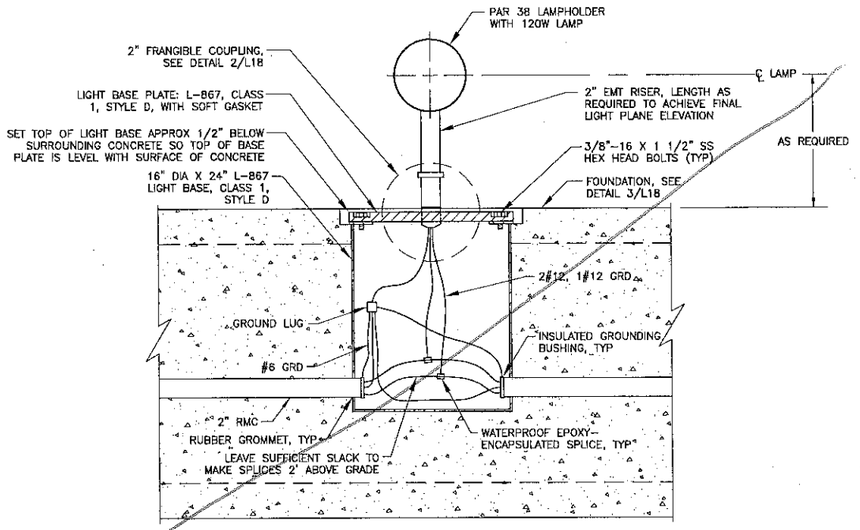
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L17	55

Replaced with Sheet L18 dated 3/10/11 due to Change Order 6: Heater Circuits



2 / L18 **FRANGIBLE COUPLING DETAIL**
NTS



1 / L18 **BASE MOUNTED LIGHT DETAIL**
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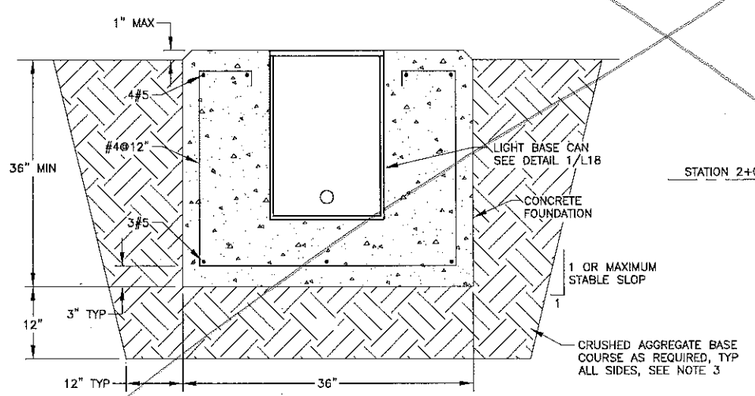
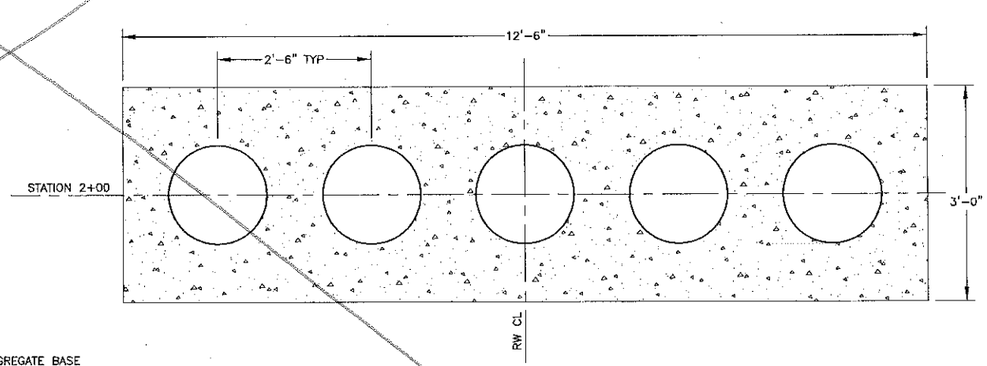


SECTION VIEW



PLAN VIEW

3 / L18 **BASE MOUNTED LIGHT FOUNDATION DETAILS**
NTS

LB-6

NOTES:

1. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610. PROVIDE A BROOMED FINISH ON THE TOP SURFACE OF ALL CONCRETE.
2. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE. ALL THREADED CONNECTIONS SHALL BE TREATED WITH NOALOX ANTI-OXIDANT COMPOUND BEFORE ASSEMBLY.
3. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, EXCAVATE TO PROVIDE A MINIMUM OF 1' OF CRUSHED AGGREGATE BASE COURSE BENEATH FOUNDATION.
4. LIGHT BASES SHALL BE SUPPORTED DURING INSTALLATION OF CONCRETE TO ENSURE BASES ARE LEVEL AND AT THE PROPER POSITION AND ELEVATION. TEMPORARY SUPPORTS SHALL BE CONTRACTOR PROVIDED AND MAY CONSIST OF MANUFACTURED JIBS DESIGN FOR THE PURPOSE (BY JAQUITH OR EQUAL) OR FIELD-FABRICATED SUPPORTS.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

MALSF DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER 11/29/10

DESIGNED BY: LPS

DRAWN BY: LPS

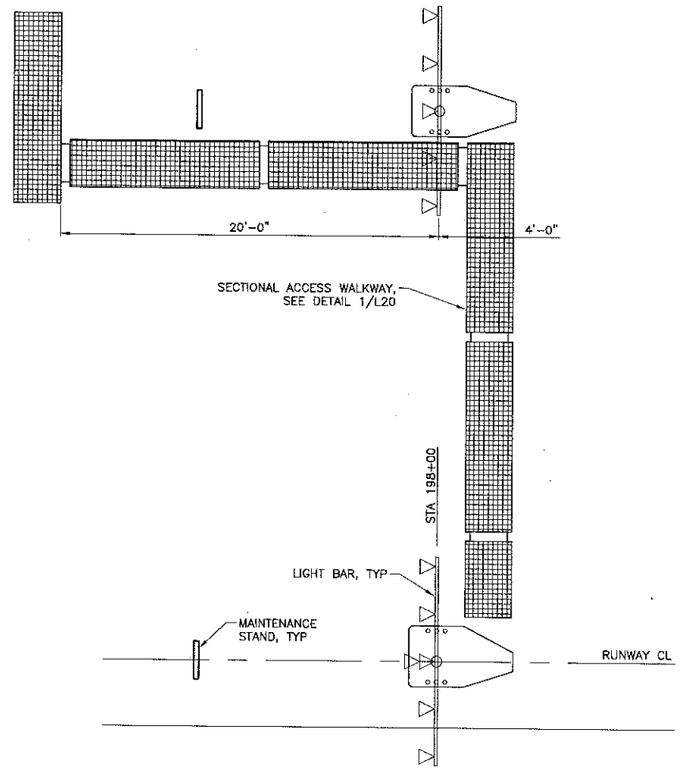
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

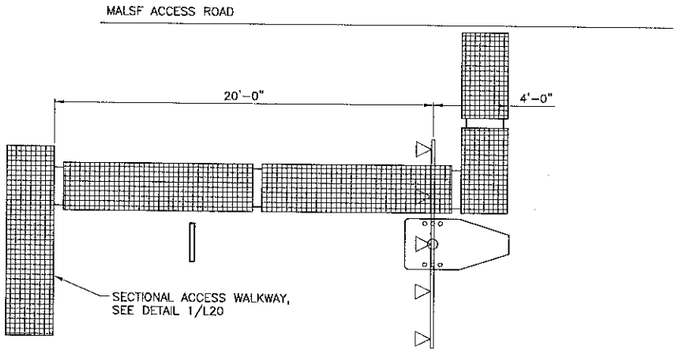
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

MALSF DETAILS

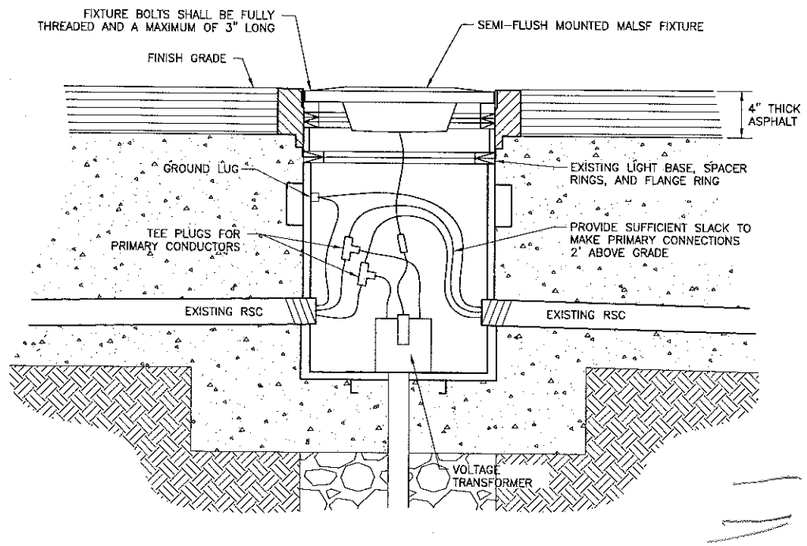
PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L18	55





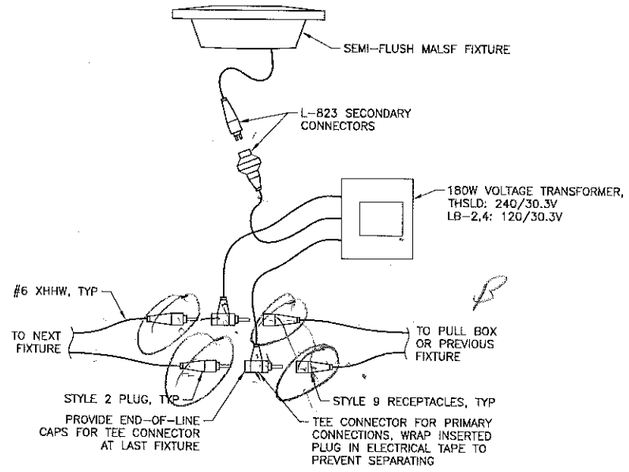
3/L19 **LIGHT BAR ACCESS WALKWAY PLAN**
1/4" = 1'-0" LB-10



NOTES:

1. REMOVE EXISTING BLANK COVERS AND DELIVER TO AIRPORT MAINTENANCE. INSTALL FIXTURE, TRANSFORMER, AND CONDUCTORS IN EXISTING LIGHT BASE.

1/L19 **SEMI-FLUSH LIGHT INSTALLATION**
NTS THRESHOLD, LB-2, LB-4



4/L19 **SEMI-FLUSH LIGHT WIRING DETAIL**
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 5/20/14

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49TH LUCAS SCHNELLER RE-11399 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY: LPS
DRAWN BY: LPS

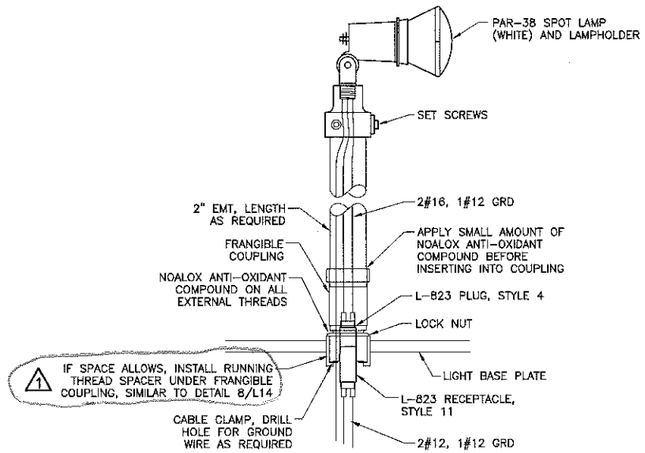
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

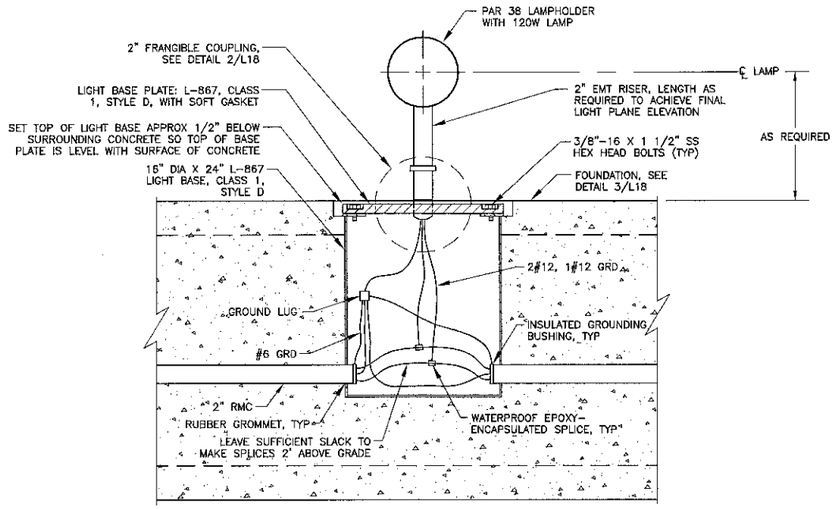
MALSF DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

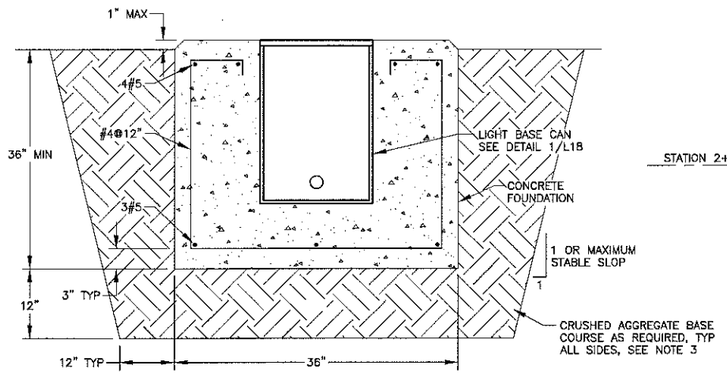
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L19	55



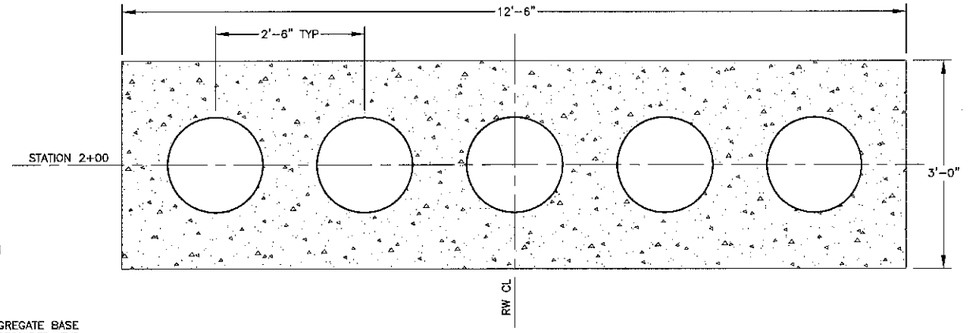
2 / L18 FRANGIBLE COUPLING DETAIL
NTS



1 / L18 BASE MOUNTED LIGHT DETAIL
NTS



SECTION VIEW



PLAN VIEW

3 / L18 BASE MOUNTED LIGHT FOUNDATION DETAILS
NTS

LB-6

NOTES:

1. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610. PROVIDE A BROOMED FINISH ON THE TOP SURFACE OF ALL CONCRETE.
2. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE. ALL THREADED CONNECTIONS SHALL BE TREATED WITH NOALOX ANTI-OXIDANT COMPOUND BEFORE ASSEMBLY.
3. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, EXCAVATE TO PROVIDE A MINIMUM OF 1' OF CRUSHED AGGREGATE BASE COURSE BENEATH FOUNDATION.
4. LIGHT BASES SHALL BE SUPPORTED DURING INSTALLATION OF CONCRETE TO ENSURE BASES ARE LEVEL AND AT THE PROPER POSITION AND ELEVATION. TEMPORARY SUPPORTS SHALL BE CONTRACTOR PROVIDED AND MAY CONSIST OF MANUFACTURED JIBS DESIGN FOR THE PURPOSE (BY JAQUITH OR EQUAL) OR FIELD-FABRICATED SUPPORTS.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date _____

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	3/10/11	ADD SPACER

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER 3/10/11

DESIGNED BY: LPS

DRAWN BY: LPS

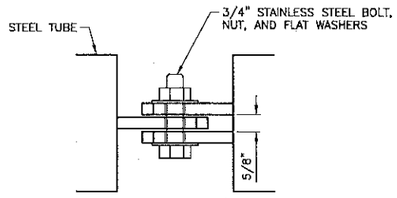
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

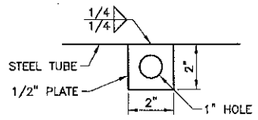
MALSF DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

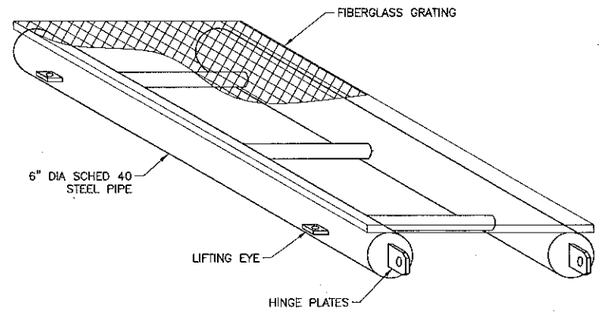
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L18	55



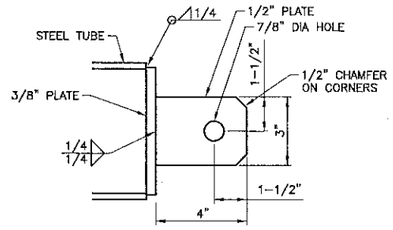
HINGE DETAIL - PLAN VIEW



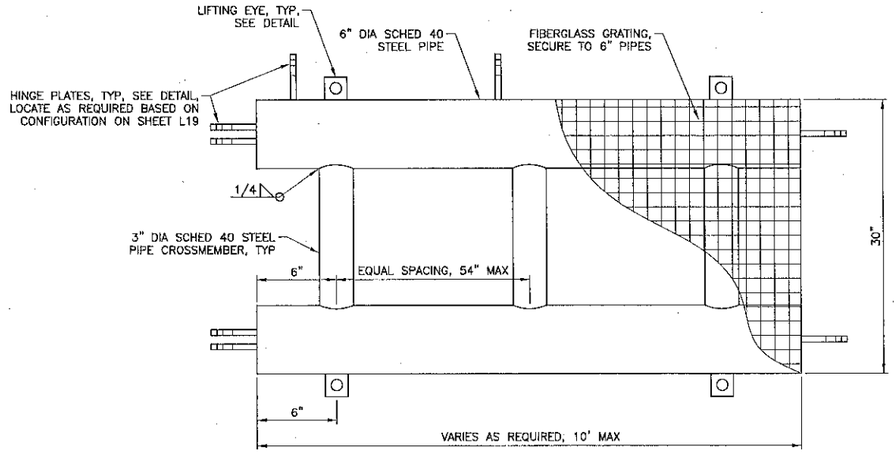
LIFTING EYE DETAIL



WALKWAY SECTION - ISOMETRIC VIEW



HINGE PLATE DETAIL



WALKWAY SECTION - PLAN VIEW

BUILDING FOUNDATION NOTES:

1. ASSEMBLIES SHALL BE LAID DIRECTLY ON GRADE AND BOLTED TOGETHER. WALKWAY WILL BE FREE-FLOATING WITH NO BURIED COMPONENTS OR SUPPORTS.
2. CONTRACTOR MAY OFFER ALTERNATIVE WALKWAY CONSTRUCTION METHOD PROVIDING EQUIVALENT FUNCTIONALITY, FLEXIBILITY, AND DURABILITY. ALTERNATIVES MUST BE PRESENTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO FABRICATION.
3. DIMENSIONS AND CONFIGURATIONS SHALL BE VERIFIED PRIOR TO FABRICATION BASED ON ACTUAL FIELD CONDITIONS, INCLUDING ROAD EMBANKMENT SIZE, TOWER LOCATIONS, AND GRADE SLOPES. FINAL CONFIGURATION SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
4. ALL STEEL, INCLUDING PIPES AND PLATES, SHALL BE ASTM A36 (Fy = 36 KSI). STEEL ASSEMBLIES SHALL BE HOT-DIP GALVANIZED AFTER FABRICATION.
5. FIBERGLASS GRATING SHALL BE 1" DEEP WITH 1-1/2" SQUARE OPENINGS AND A GRIT TEXTURED NON-SLIP SURFACE. SECURE FIBERGLASS GRATING TO STEEL USING STAINLESS STEEL CLIPS AND SELF-TAPPING STAINLESS STEEL SCREWS.
6. ALL BOLTS, NUTS, WASHERS, AND OTHER HARDWARE SHALL BE STAINLESS STEEL.
7. ASSEMBLIES SHALL BE LAID DIRECTLY ON GRADE AND BOLTED TOGETHER. WALKWAY WILL BE FREE-FLOATING WITH NO BURIED COMPONENTS OR SUPPORTS.

1 / L20 **MALSF ACCESS WALKWAY DETAILS**
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/6/14

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF ACCESS WALKWAY DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49 TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

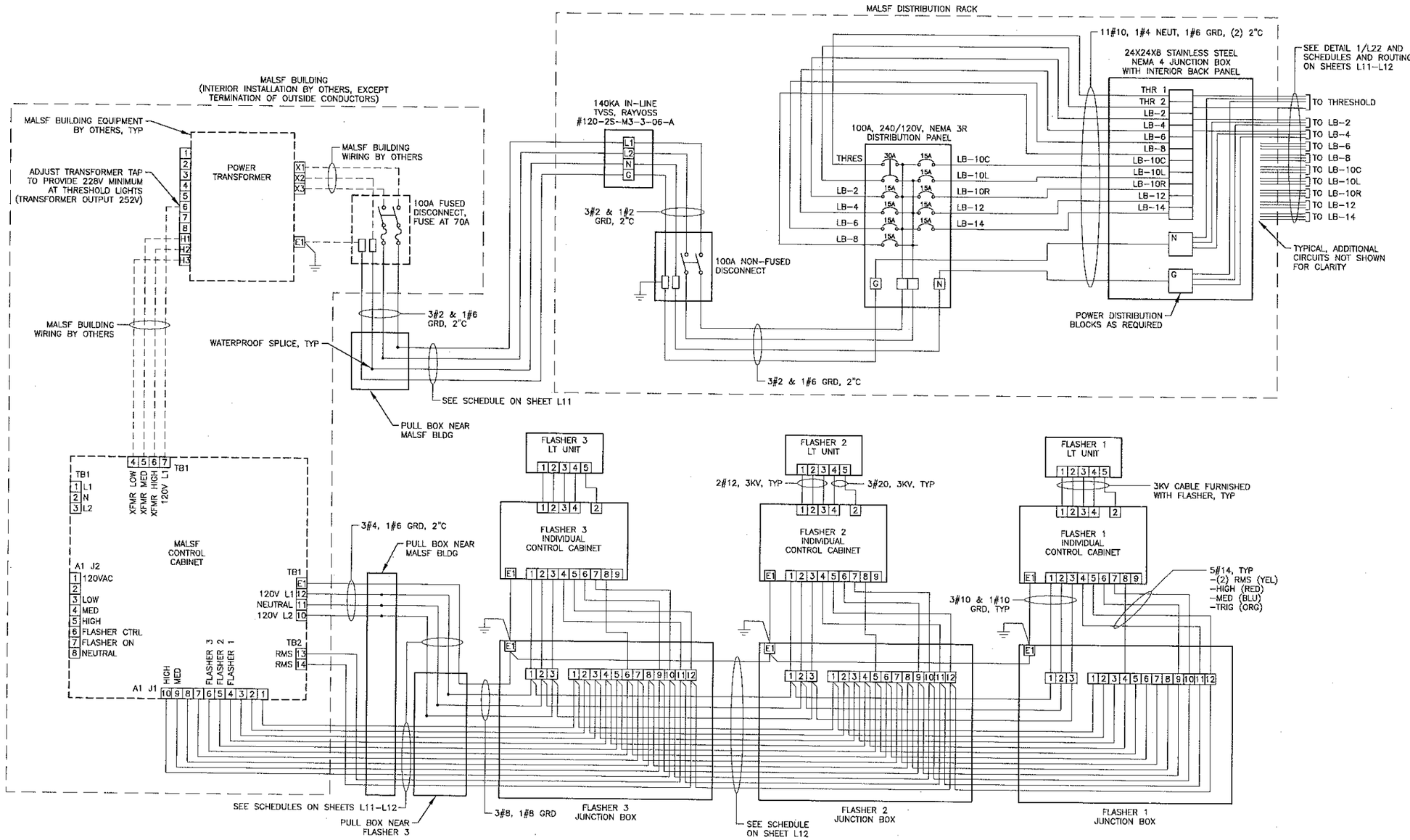
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF ACCESS WALKWAY DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L20	55



1 / L21 **MALSF WIRING DIAGRAM**
NTS

NOTE:
NOT ALL PULL BOXES SHOWN, SEE
PLANS FOR LOCATIONS AND QUANTITY

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/14

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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF WIRING DIAGRAM

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA
49 TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE IV)

MALSF WIRING DIAGRAM

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
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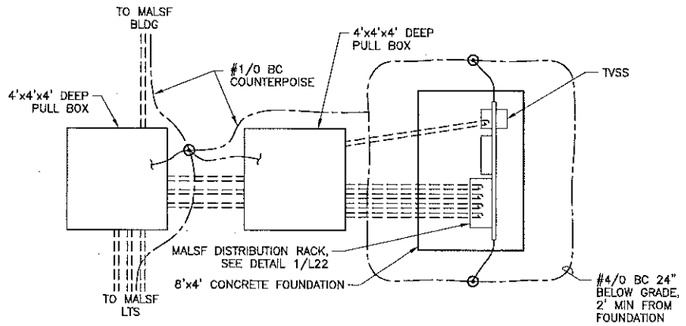
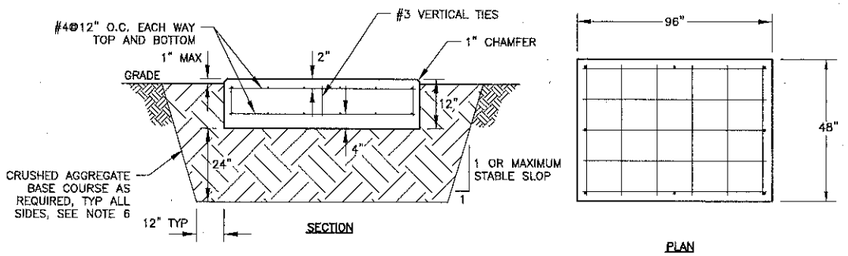
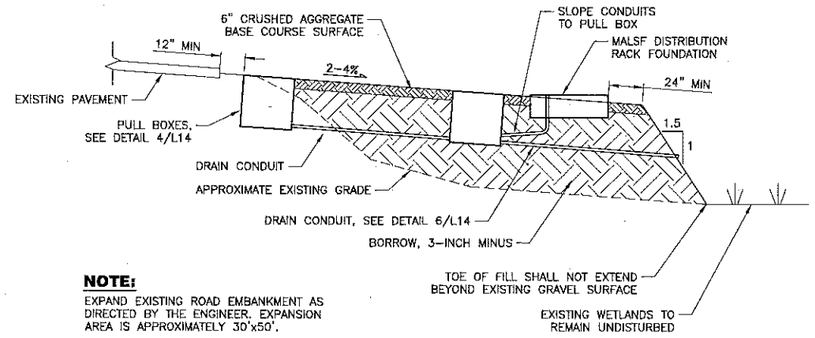


2 L22 MALSF DISTRIBUTION RACK LAYOUT
NTS

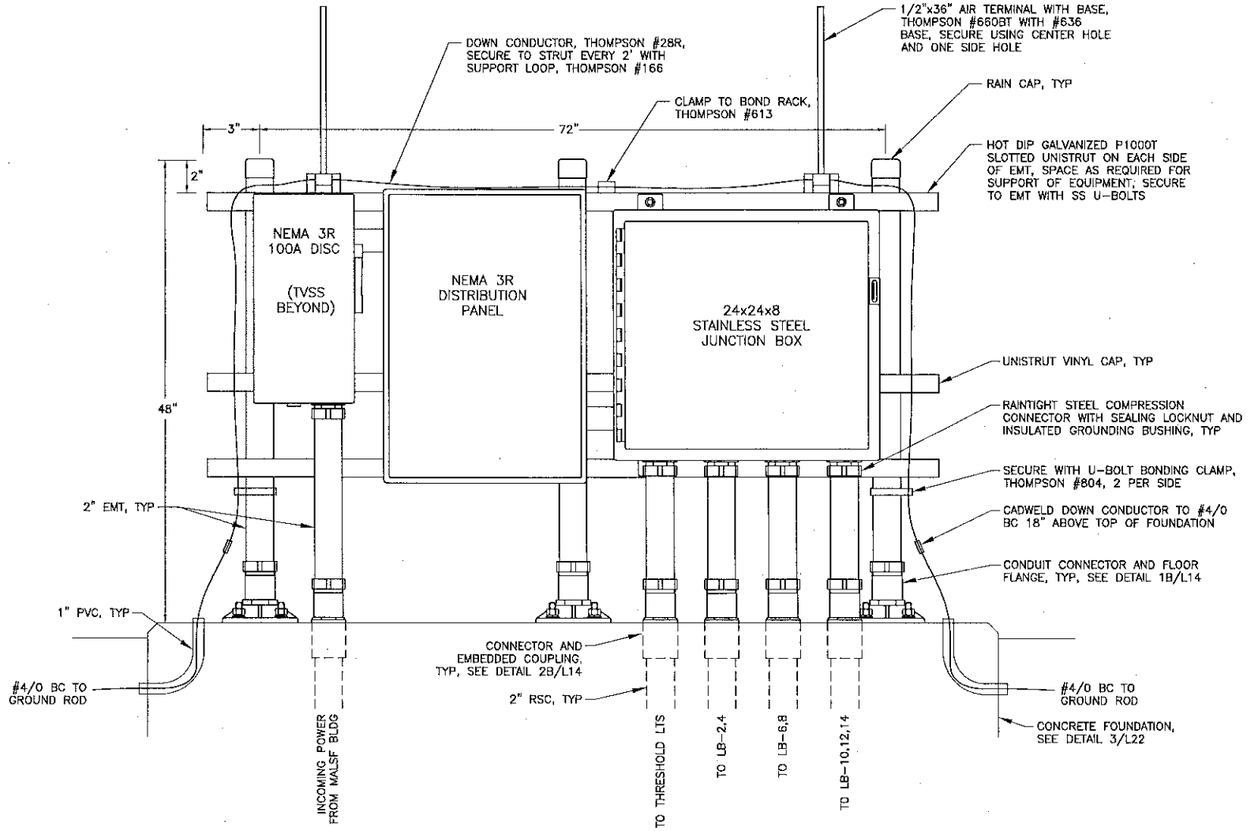


3 L22 FOUNDATION DETAILS
NTS



NOTE:
EXPAND EXISTING ROAD EMBANKMENT AS DIRECTED BY THE ENGINEER. EXPANSION AREA IS APPROXIMATELY 30'x50'.

4 L22 EMBANKMENT EXPANSION SECTION
NTS



1 L22 MALSF DISTRIBUTION RACK
NTS

NOTES:

1. ALL EXTERNAL HARDWARE SHALL BE HOT DIP GALVANIZED OR STAINLESS STEEL. ALL CUT EDGES SHALL BE FILED SMOOTH AND TREATED WITH COLD GALVANIZING COMPOUND.
2. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610. PROVIDE A BROOMED FINISH ON THE TOP SURFACE OF ALL CONCRETE.
3. COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE.
4. IDENTIFY COMPONENTS (DISCONNECT, TVSS, DISTRIBUTION PANEL, ETC) WITH ENGRAVED PLASTIC LABELS WITH WHITE LETTERS ON A BLACK BACKGROUND. ACTUAL LABELS SHALL BE APPROVED BY THE ENGINEER. MOUNT LABELS WITH SELF-TAPPING STAINLESS STEEL SCREWS.
5. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE. ALL THREADED CONNECTIONS SHALL BE TREATED WITH NOALOX ANTI-OXIDANT COMPOUND BEFORE ASSEMBLY.
6. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, EXCAVATE TO PROVIDE A MINIMUM OF 2' OF CRUSHED AGGREGATE BASE COURSE BENEATH FOUNDATION.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/9/11

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RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH — LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER — 11/29/10

DESIGNED BY: LPS

DRAWN BY: LPS

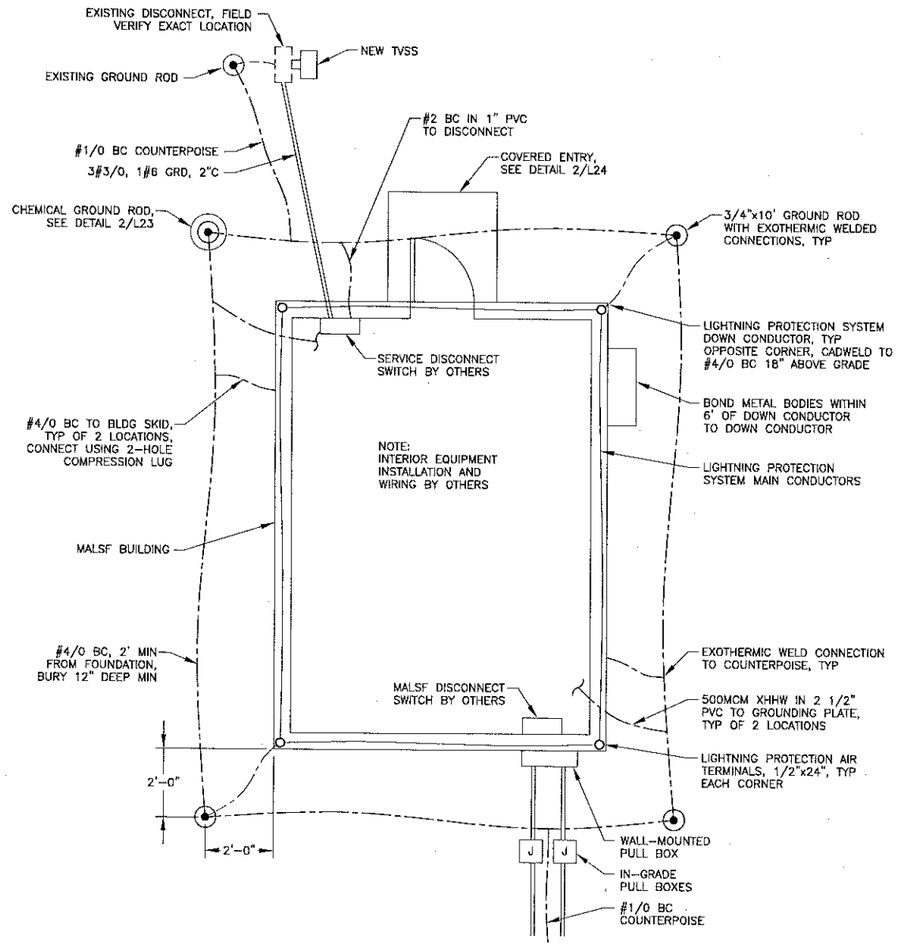
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

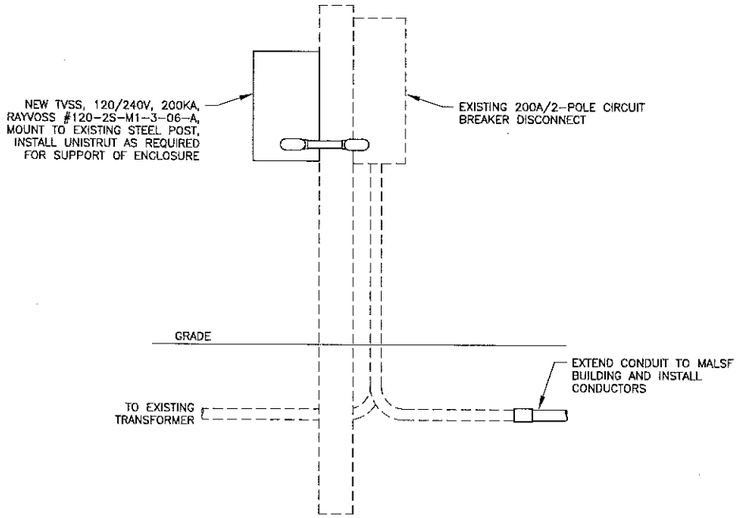
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L22	55



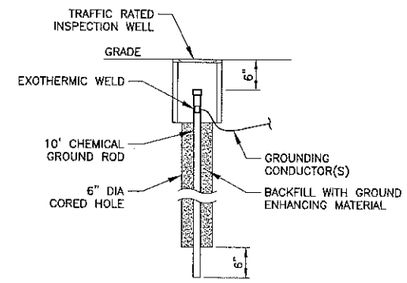
3 L23 MALSF BUILDING DETAIL
NTS

MALSF BUILDING NOTES:

1. VERIFY EXACT BUILDING CONFIGURATION AND CONDUIT ENTRIES PRIOR TO INSTALLATION OF CONDUIT, CABLES, AND EQUIPMENT.
2. MALSF BUILDING WILL BE PROVIDED ASSEMBLED WITH INTERIOR EQUIPMENT INSTALLATION AND WIRING COMPLETE AND WILL BE DELIVERED TO THE PETERSBURG DOCK. BUILDING SHALL BE TRANSPORTED TO THE SITE AND INSTALLED IN THE FINAL LOCATION. COORDINATE SHIPPING AND INSTALLATION SCHEDULE WITH FAA TO MINIMIZE STORAGE TIME AT AN INTERMEDIATE LOCATION.
3. PVC CONDUIT INDICATED FOR ROUTING CONDUCTORS SHALL BE SCHEDULE 80.
4. AIR TERMINALS (THOMPSON #572BT) SHALL BE MOUNTED USING POINT BASES (THOMPSON #688) SECURED WITH CONSTRUCTION MASTIC, 3M #4323 OR EQUAL.
5. LIGHTNING PROTECTION MAIN AND DOWN CONDUCTORS SHALL BE THOMPSON #28R. CONDUCTORS BENDS SHALL HAVE A MINIMUM RADIUS OF 8" AND SHALL NOT BE MORE THAN 90 DEG. MAIN CONDUCTORS SHALL BE SECURED USING CABLE CLAMPS (THOMPSON #730) AND CONSTRUCTION MASTIC, 3M #4323 OR EQUAL, EVERY 3' MAX. DOWN CONDUCTORS SHALL BE ROUTED IN 1" SCHEDULE 80 PVC SECURED TO THE BUILDING EVERY 3' MAX.
6. UNLESS OTHERWISE INDICATED, ALL CONDUITS ENTERING THE BUILDING SHALL BE PVC-COATED RMC TO 10' MINIMUM OUTSIDE THE BUILDING. THE CONDUITS SHALL BE TERMINATED WITH INSULATED GROUNDING BUSHINGS CONNECTED TO THE GROUNDING SYSTEM WITH #2 BC MINIMUM. UNDERGROUND CONNECTIONS SHALL BE BY EXOTHERMIC WELDING.
7. SEE ENLARGED MALSF PLAN ON SHEET L11 FOR LOCATION AND ORIENTATION OF BUILDING.



1 L23 MALSF BUILDING DISCONNECT DETAIL
NTS



2 L23 CHEMICAL GROUND ROD DETAIL
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/11

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PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF BUILDING DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49 TH
LUCAS SCHNELLER EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS
DRAWN BY: LPS

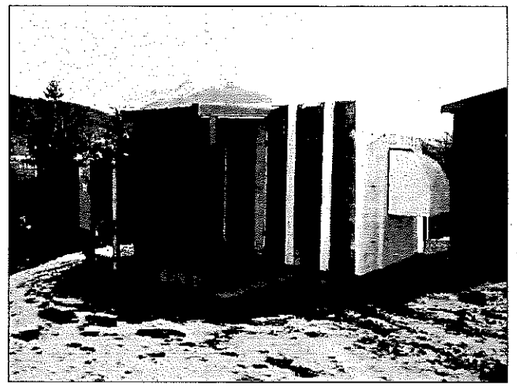
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

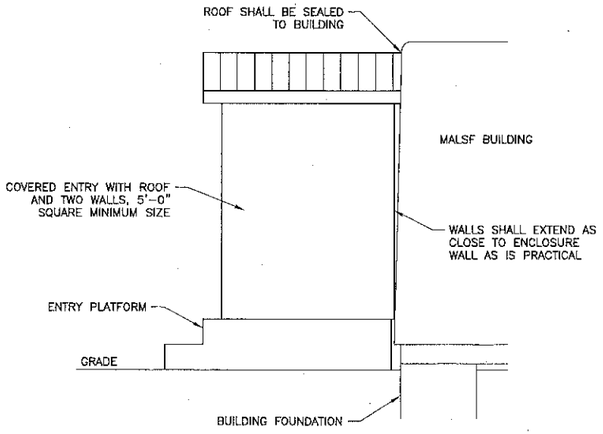
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

MALSF BUILDING DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF 69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L23	55



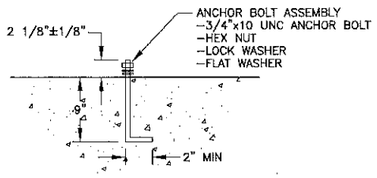


2 / L24 COVERED ENTRY DETAIL

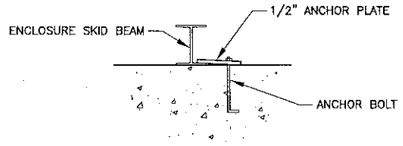
NTS

COVERED ENTRY NOTES:

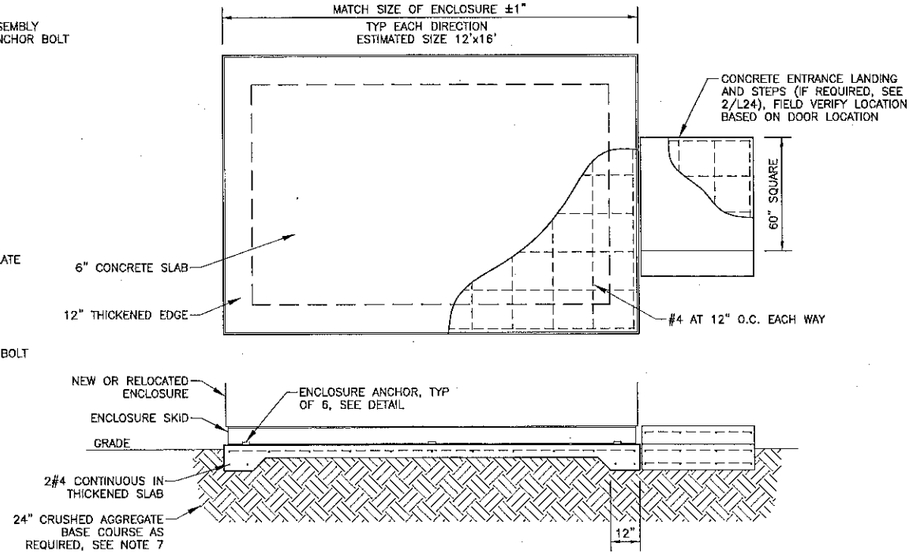
1. COVERED ENTRIES MAY BE PREFABRICATED FIBERGLASS UNITS OR CONSTRUCTED ON SITE.
2. FIELD CONSTRUCTED ENTRIES SHALL BE CONSTRUCTED OF ALL-WEATHER TREATED WOOD STRUCTURE, METAL OR FIBERGLASS ROOF AND WALL PANELS, AND FIBERGLASS FLOOR GRATING. OTHER MATERIALS MAY BE USED UPON APPROVAL OF THE ENGINEER.
3. THE ENTRY PLATFORM MAY BE CONSTRUCTED AS DESCRIBED ABOVE OR MAY BE POURED OR PRECAST CONCRETE. MAXIMUM STEP HEIGHT SHALL BE 8".
4. COORDINATE ENTRY CONSTRUCTION AND CONNECTION TO ENCLOSURE WITH EXISTING ENCLOSURE PENETRATIONS, VENTILATION HOODS, ENTRY DOOR, ETC.
5. ENTRY SHALL BE ADEQUATELY ANCHORED AND BRACED TO PREVENT COLLAPSE, SHIFTING, OR SEPARATION FROM THE MALSF BUILDING TO THE SATISFACTION OF THE ENGINEER.
6. THE PHOTO ABOVE IS AN EXAMPLE OF AN ENTRY USING FRAMED CONSTRUCTION, SLOPED ROOF, AND CONCRETE ENTRY PLATFORM.



ANCHOR BOLT DETAIL



ENCLOSURE ANCHOR DETAIL



BUILDING FOUNDATION NOTES:

1. FIELD VERIFY ALL DIMENSIONS WITH BUILDING BEING INSTALLED
2. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610. PROVIDE A BROOMED FINISH FOR THE TOP SURFACE OF ALL CONCRETE.
3. IF FILL OR GRADING IS REQUIRED, IT SHALL BE BUILT UP IN LAYERS NOT EXCEEDING 6". GRADING OF SOIL AND ROCK SHOULD BE SUCH THAT ALL DRAINAGE IS AWAY FROM FOUNDATIONS.
4. ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE HOT DIP GALVANIZED STEEL PER ASTM A153 AND A325.
5. MAINTAIN A MINIMUM OF 3" OF CONCRETE COVER OVER ALL REINFORCING STEEL.
6. ANCHOR BOLTS MAY BE REPLACED WITH EPOXY ANCHORED THREADED ROD AT THE CONTRACTOR'S OPTION. EPOXY SHALL HAVE A MINIMUM TENSION SHEAR OF 4500PSI WHEN SET. THREADED ROD SHALL BE 3/4"-10 UNC STAINLESS STEEL. INSTALL ROD PER MANUFACTURER'S RECOMMENDATIONS LEAVING 2 1/8" ABOVE CONCRETE.
7. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, EXCAVATE TO PROVIDE A MINIMUM OF 2' OF CRUSHED AGGREGATE BASE COURSE BENEATH FOUNDATION.

1 / L24 MALSF BUILDING FOUNDATION DETAILS

NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE_____ Date_____

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Mon, 09/Aug/10 11:19AM lschneller
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MALSF BUILDING DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

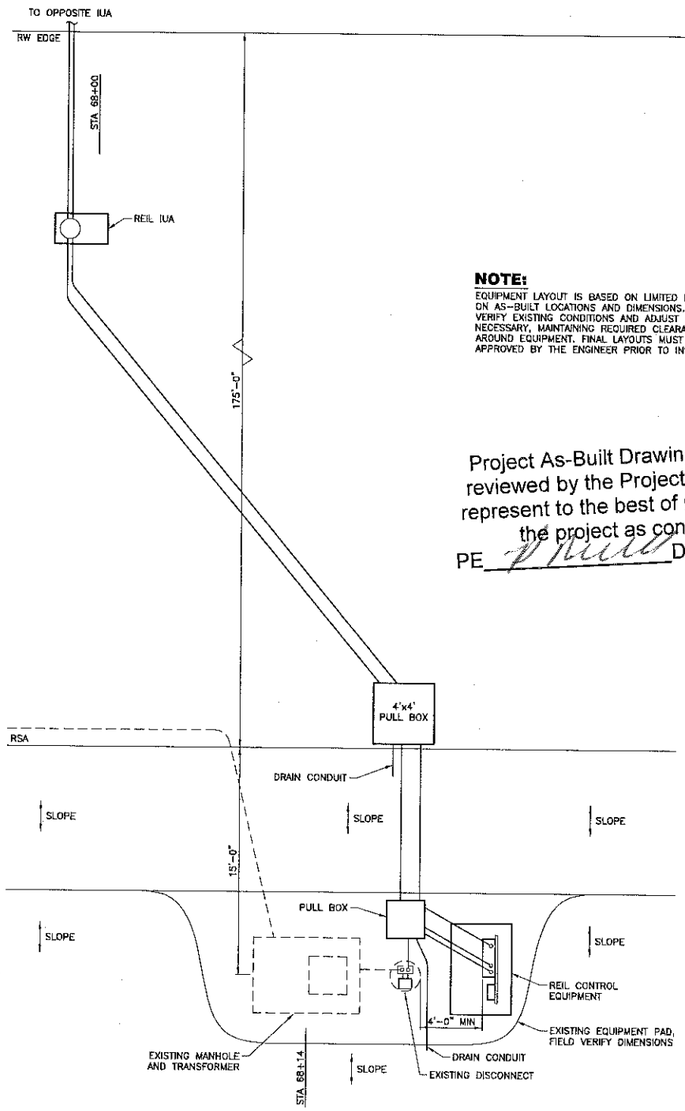
PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

MALSF BUILDING DETAILS

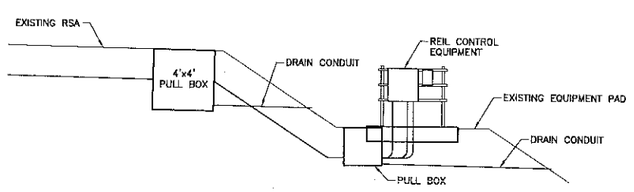
PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L24	55



PLAN VIEW

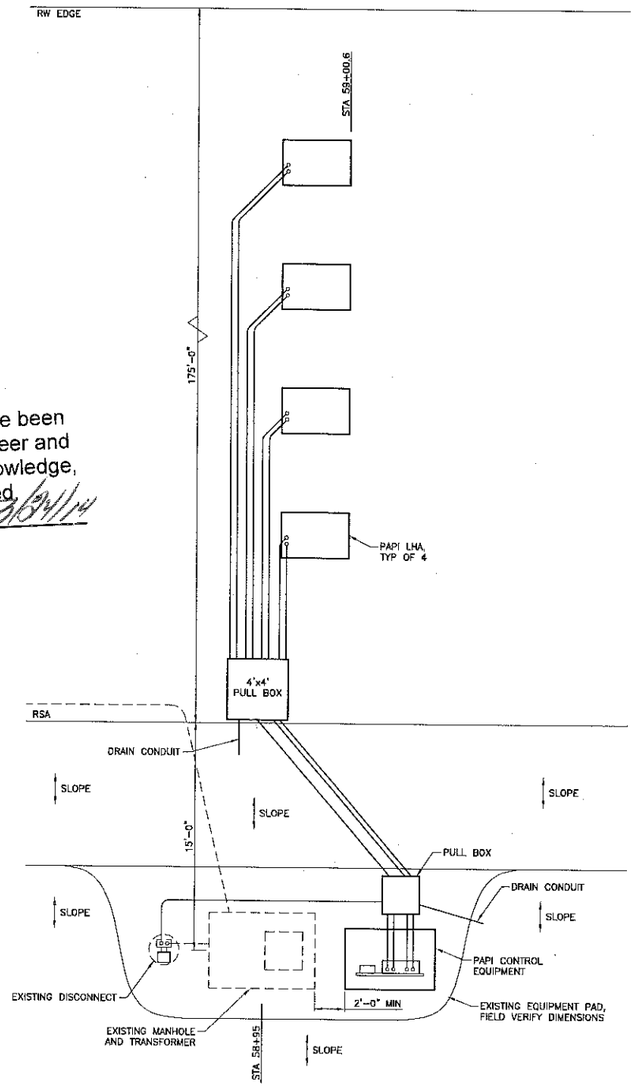


SECTION

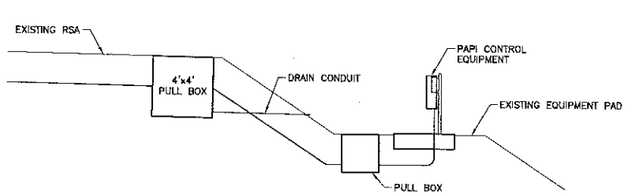
3 / L25 **RW 05 REIL ENLARGED PLAN**
NTS

NOTE:
EQUIPMENT LAYOUT IS BASED ON LIMITED INFORMATION ON AS-BUILT LOCATIONS AND DIMENSIONS. FIELD VERIFY EXISTING CONDITIONS AND ADJUST LAYOUT AS NECESSARY, MAINTAINING REQUIRED CLEARANCES AROUND EQUIPMENT. FINAL LAYOUTS MUST BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE P Mills Date 3/24/14

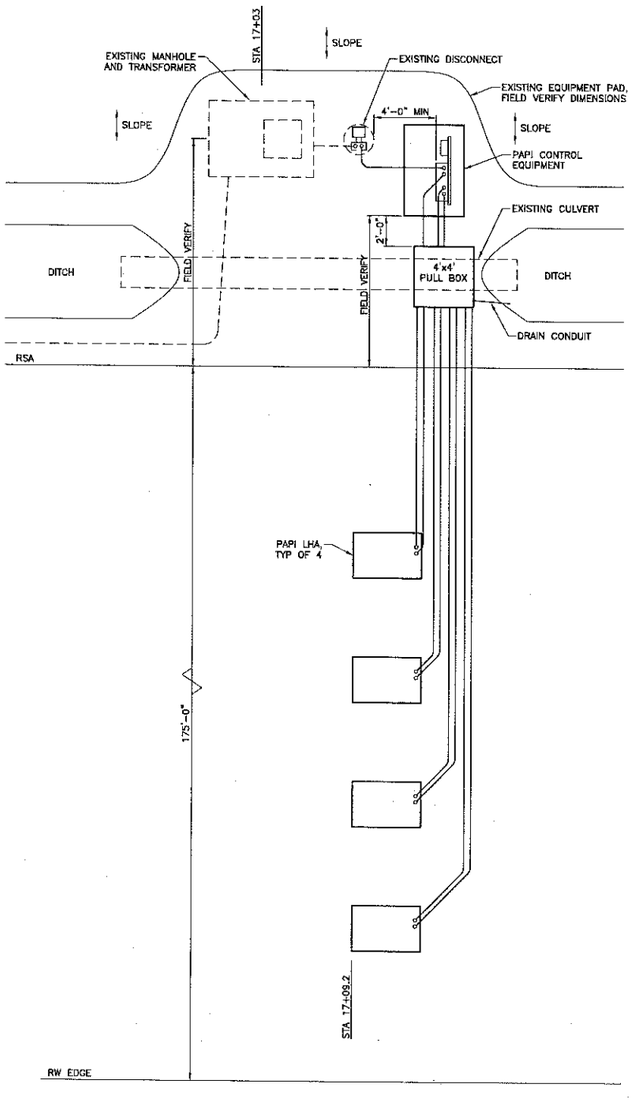


PLAN VIEW

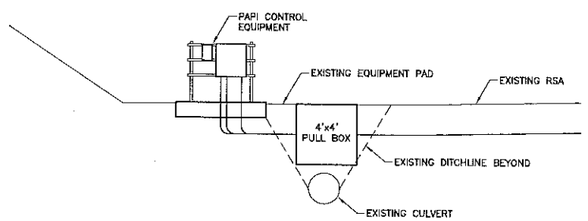


SECTION

2 / L25 **RW 05 PAPI ENLARGED PLAN**
NTS



PLAN VIEW



SECTION

1 / L25 **RW 23 PAPI ENLARGED PLAN**
NTS

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

ENLARGED PAPI AND REIL PLANS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER 11/29/10

DESIGNED BY: LPS

DRAWN BY: LPS

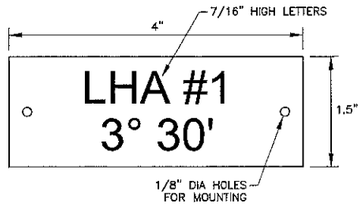
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

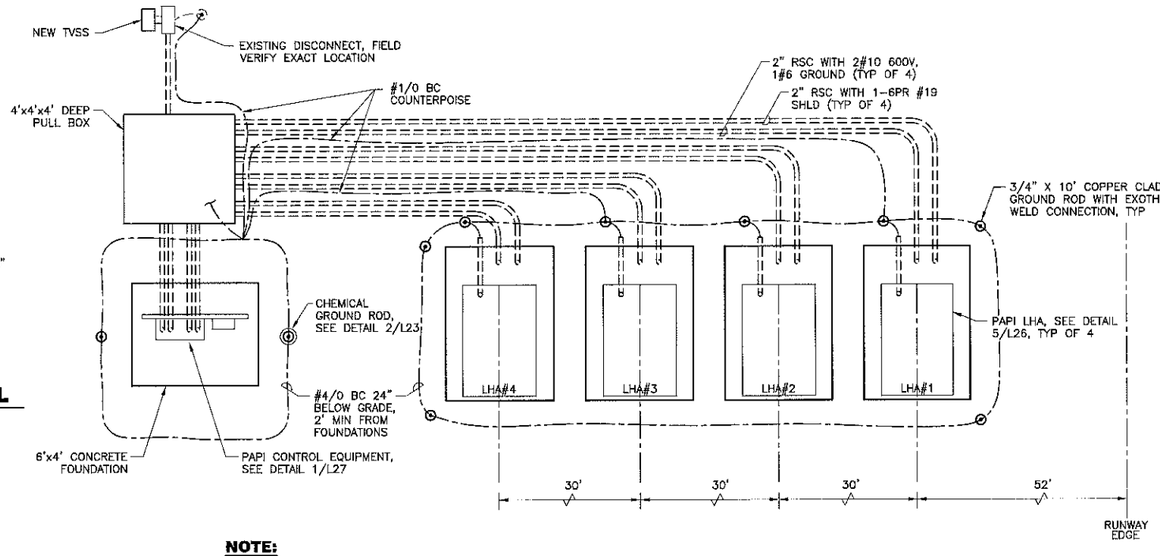
ENLARGED PAPI AND REIL PLANS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L25	55



2 L26 **SAMPLE EQUIPMENT LABEL**
NTS SEE NOTE 14



NOTE:
LAYOUT IS SCHEMATIC. SEE SHEET L25 FOR EQUIPMENT PLANS AND SECTIONS BASED ON EXISTING CONDITIONS AT EACH PAPI LOCATION.

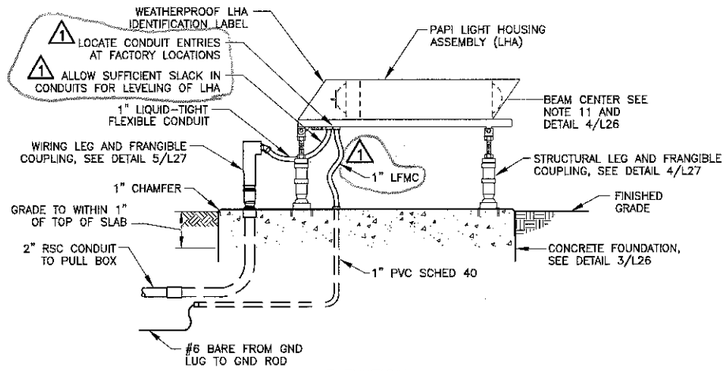
1 L26 **FOUNDATION LAYOUT**
NTS

NOTES:

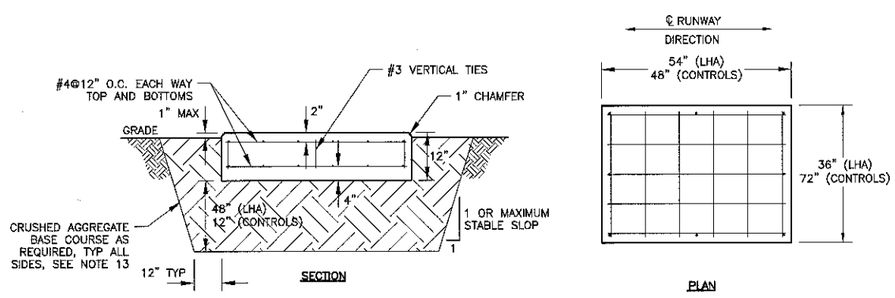
1. FAA WILL VERIFY AIMING AND CERTIFY THE PAPI SYSTEM AFTER THE INSTALLATION IS COMPLETE.
2. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610.
3. DRILL HOLES AND INSTALL ANCHORS WHEN PAPI UNITS HAVE BEEN ACCURATELY LOCATED.
4. COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE.
5. FOLD BACK UNUSED SHIELDED PAIRS AND TAPE IN THE LIGHT HOUSING ASSEMBLY.
6. ALL MOUNTINGS TO BE 2 INCH FRANGIBLE COUPLINGS.
7. PROVIDE ANTI-SEIZE COMPOUND ON THE ADJUSTABLE LEG THREADS.
8. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE.
9. LHAs SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE. THE FRONT FACES OF EACH LHA MUST BE WITHIN ±1" OF THIS LINE.
10. LHA SPACING AND DISTANCE TO RUNWAY EDGE SHALL BE AS INDICATED ±2".
11. 2" EMT LENGTH IS REQUIRED SO THAT THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN ±1" OF A HORIZONTAL PLANE. THIS HORIZONTAL PLANE SHALL BE WITHIN 1 FOOT OF THE ELEVATION OF THE RUNWAY CROWN IN LINE WITH TO THE PAPI UNITS.
12. AIM PAPIs TO PROVIDE A 3.0° GLIDE PATH:

LHA	AIMING ANGLE
#1	3° 30' 00"
#2	3° 10' 00"
#3	2° 50' 00"
#4	2° 30' 00"

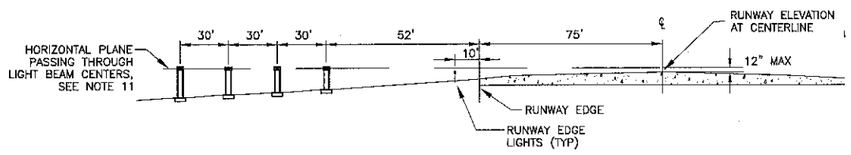
13. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, EXCAVATE TO PROVIDE A MINIMUM OF 4' (LHA) OR 1' (CONTROLS) OF CRUSHED AGGREGATE BASE COURSE BENEATH FOUNDATIONS.
14. IDENTIFY EACH LHA BY ITS NUMBER AND AIMING ANGLE WITH ENGRAVED PLASTIC LABELS WITH WHITE LETTERS ON A BLACK BACKGROUND. ACTUAL LABELS SHALL BE APPROVED BY THE ENGINEER. FASTEN LABELS USING SELF-TAPPING STAINLESS STEEL SCREWS.



5 L26 **LIGHT HOUSING ASSEMBLY (LHA)**
NTS



3 L26 **FOUNDATION DETAILS**
NTS



4 L26 **PAPI ELEVATION**
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/10/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	3/10/11	ADD/REVISE NOTES

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

PAPI DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER 3/10/11

DESIGNED BY: LPS
DRAWN BY: LPS

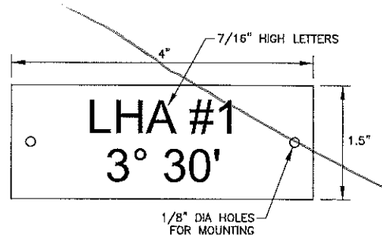
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

PAPI DETAILS

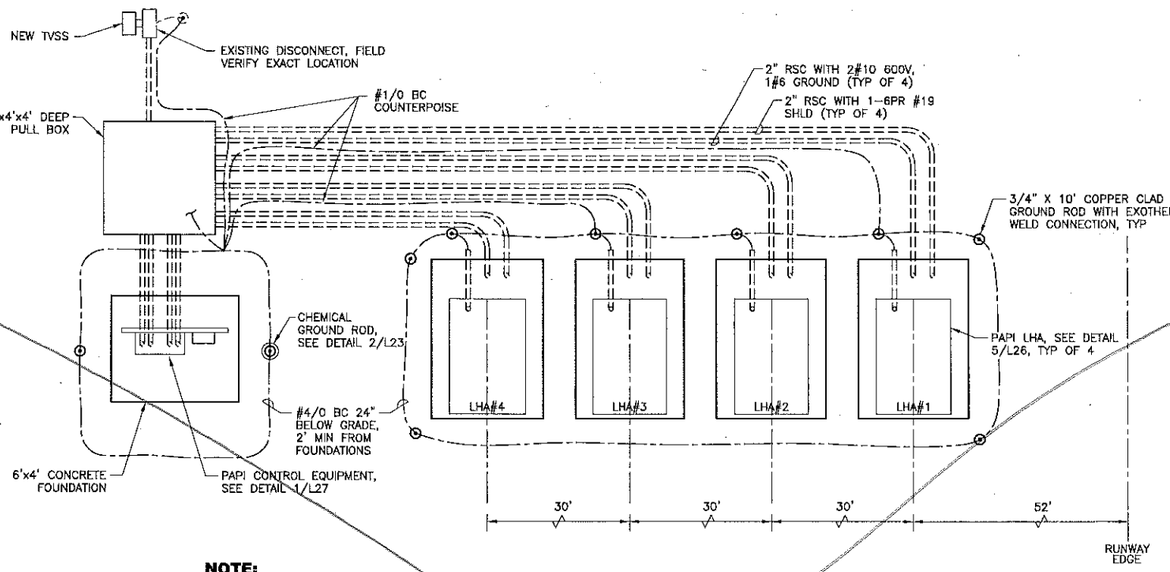
PROJECT DESIGNATIONS
ALASKA - DOT & PF 69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L26	55



2 / L26 — SAMPLE EQUIPMENT LABEL
NTS SEE NOTE 14

Replaced with Sheet L26 dated 3/10/11 due to Change Order 6: Heater Circuits



NOTE:
LAYOUT IS SCHEMATIC. SEE SHEET L25 FOR EQUIPMENT PLANS AND SECTIONS BASED ON EXISTING CONDITIONS AT EACH PAPI LOCATION.

1 / L26 — FOUNDATION LAYOUT
NTS

NOTES:

1. FAA WILL VERIFY AIMING AND CERTIFY THE PAPI SYSTEM AFTER THE INSTALLATION IS COMPLETE.
2. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610.
3. DRILL HOLES AND INSTALL ANCHORS WHEN PAPI UNITS HAVE BEEN ACCURATELY LOCATED.
4. COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE.
5. FOLD BACK UNUSED SHIELDED PAIRS AND TAPE IN THE LIGHT HOUSING ASSEMBLY.
6. ALL MOUNTINGS TO BE 2 INCH FRANGIBLE COUPLINGS.
7. PROVIDE ANTI-SEIZE COMPOUND ON THE ADJUSTABLE LEG THREADS.
8. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE.
9. LHAs SHALL BE LOCATED ON A LINE PERPENDICUALR TO THE RUNWAY CENTERLINE. THE FRONT FACES OF EACH LHA MUST BE WITHIN ±1" OF THIS LINE.
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12. AIM PAPIs TO PROVIDE A 3.0° GLIDE PATH:

LHA	AIMING ANGLE
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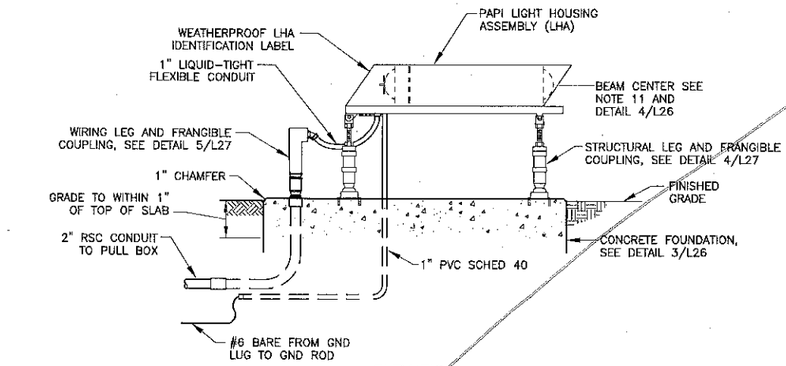
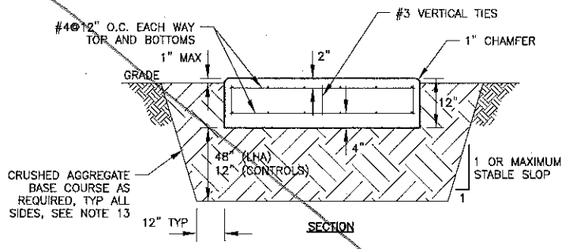
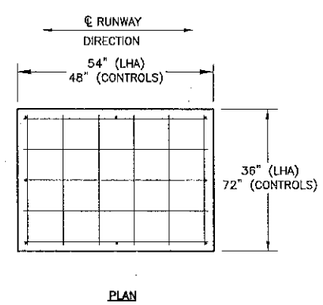
14. IDENTIFY EACH LHA BY ITS NUMBER AND AIMING ANGLE WITH ENGRAVED PLASTIC LABELS WITH WHITE LETTERS ON A BLACK BACKGROUND. ACTUAL LABELS SHALL BE APPROVED BY THE ENGINEER. FASTEN LABELS USING SELF-TAPPING STAINLESS STEEL SCREWS.

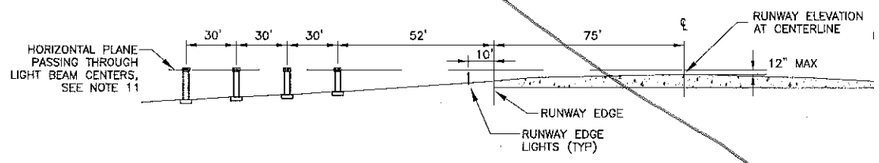


5 / L26 — LIGHT HOUSING ASSEMBLY (LHA)
NTS





3 / L26 — FOUNDATION DETAILS
NTS



4 / L26 — PAPI ELEVATION
NTS

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

PAPI DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49 TH — LUCAS SCHNELLER EE-11399 — REGISTERED PROFESSIONAL ENGINEER — 11/28/10

DESIGNED BY: LPS
DRAWN BY: LPS

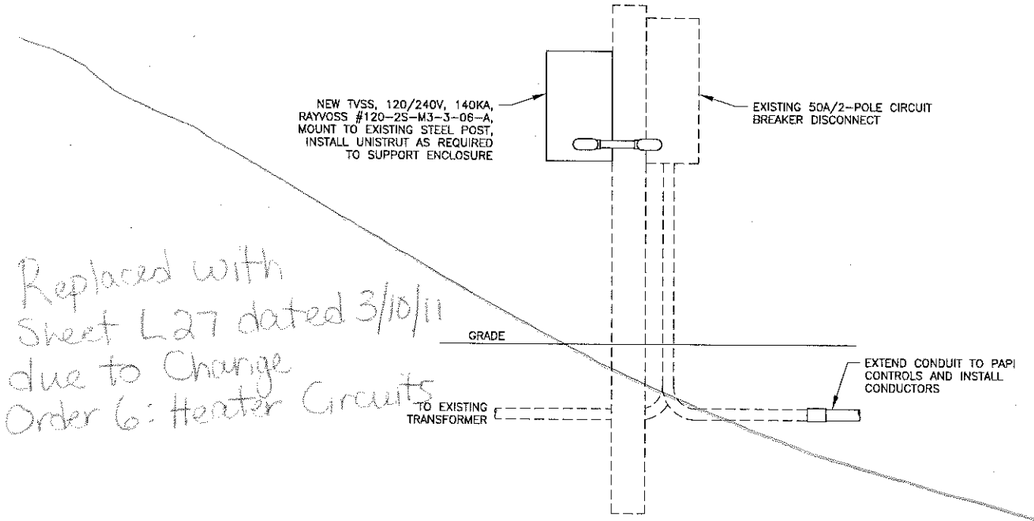
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

PAPI DETAILS

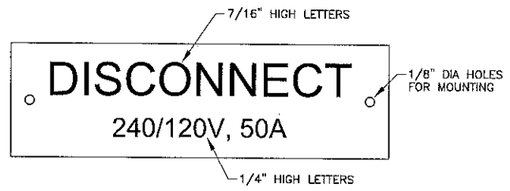
PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L26	55

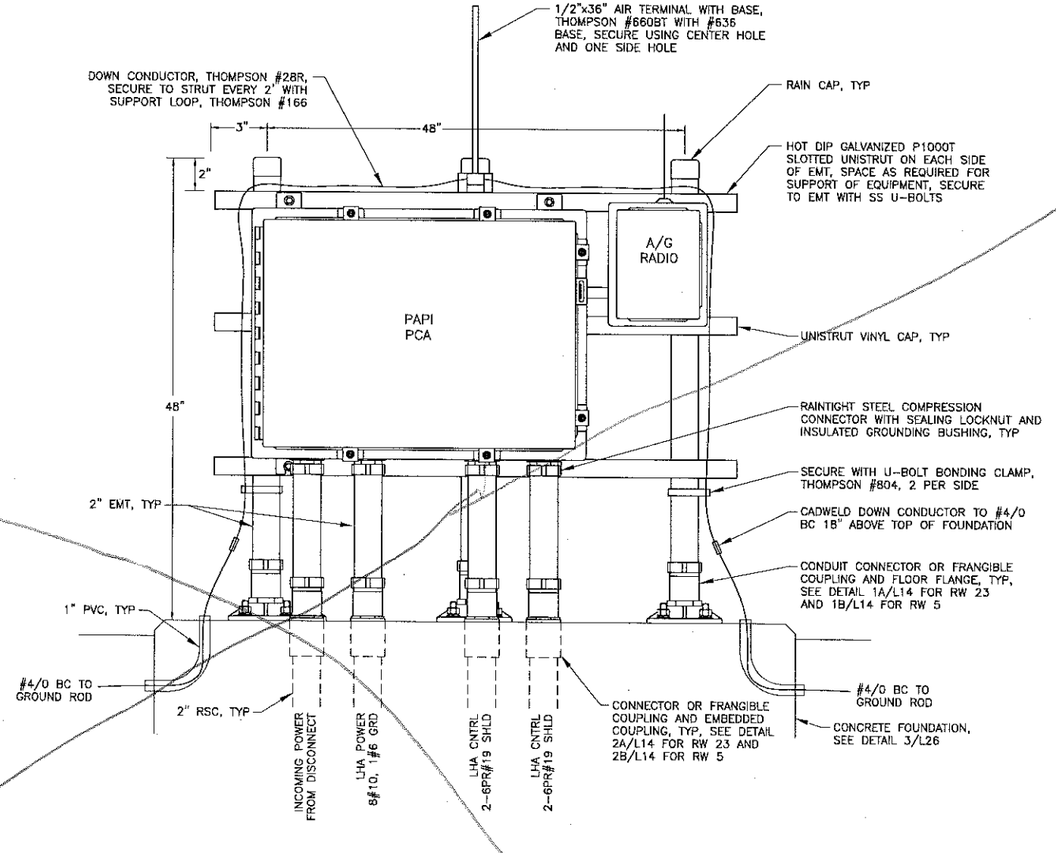


Replaced with Sheet L27 dated 3/10/11 due to Change Order 6: Heater Circuits

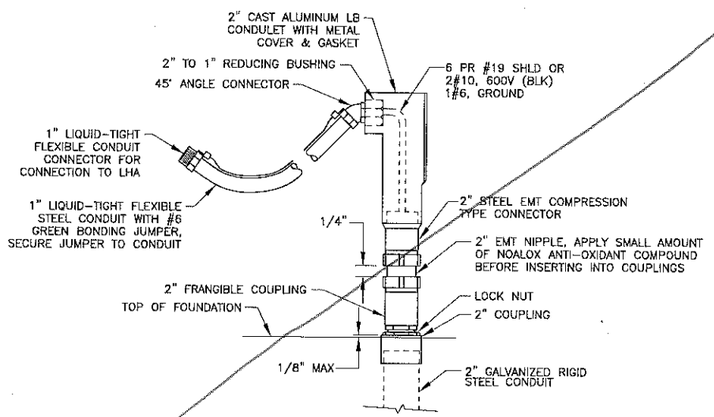
2 / L27 PAPI DISCONNECT DETAIL
NTS



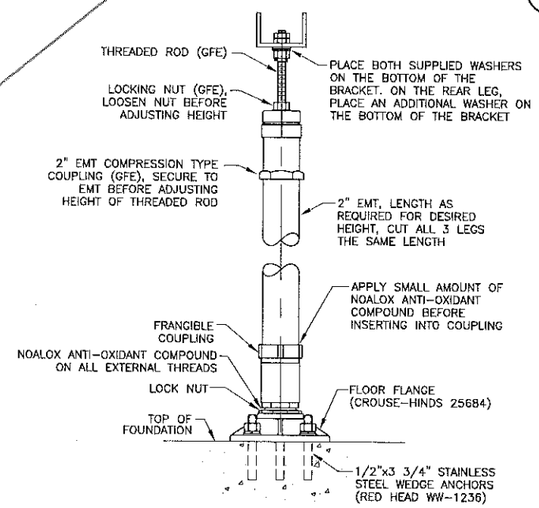
3 / L27 SAMPLE EQUIPMENT LABEL
NTS SEE NOTE 4



1 / L27 PAPI CONTROL EQUIPMENT DETAIL
NTS



5 / L27 WIRING LEG DETAIL
NTS TYP OF 2 PER LHA



4 / L27 STRUCTURAL LEG DETAIL
NTS TYP OF 3 PER LHA

NOTES:

1. ALL EXTERNAL HARDWARE SHALL BE HOT DIP GALVANIZED OR STAINLESS STEEL. ALL CUT EDGES SHALL BE FILED SMOOTH AND TREATED WITH COLD GALVANIZING COMPOUND.
2. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610.
3. COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE.
4. IDENTIFY COMPONENTS (DISCONNECT, TVSS, PCA, A/G RADIO, ETC) WITH ENGRAVED PLASTIC LABELS WITH WHITE LETTERS ON A BLACK BACKGROUND. ACTUAL LABELS SHALL BE APPROVED BY THE ENGINEER. MOUNT LABELS WITH SELF-TAPPING STAINLESS STEEL SCREWS.
5. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE. ALL THREADED CONNECTIONS SHALL BE TREATED WITH NOALOX ANTI-OXIDANT COMPOUND BEFORE ASSEMBLY.

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER
ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

PAPI DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER 8/9/10

DESIGNED BY: LPS
DRAWN BY: LPS

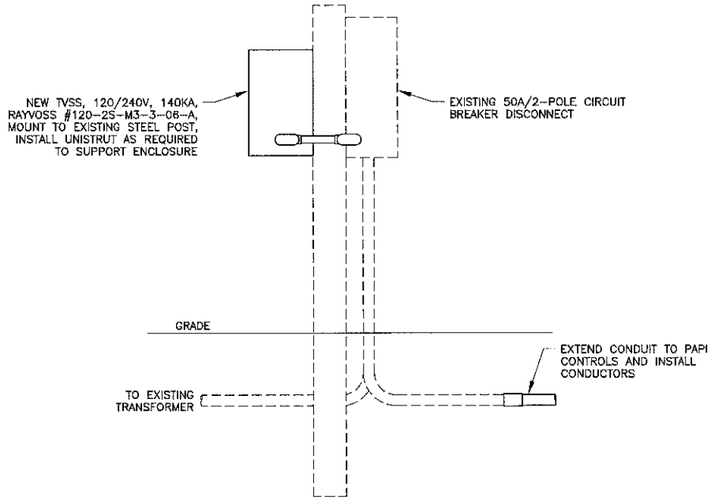
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

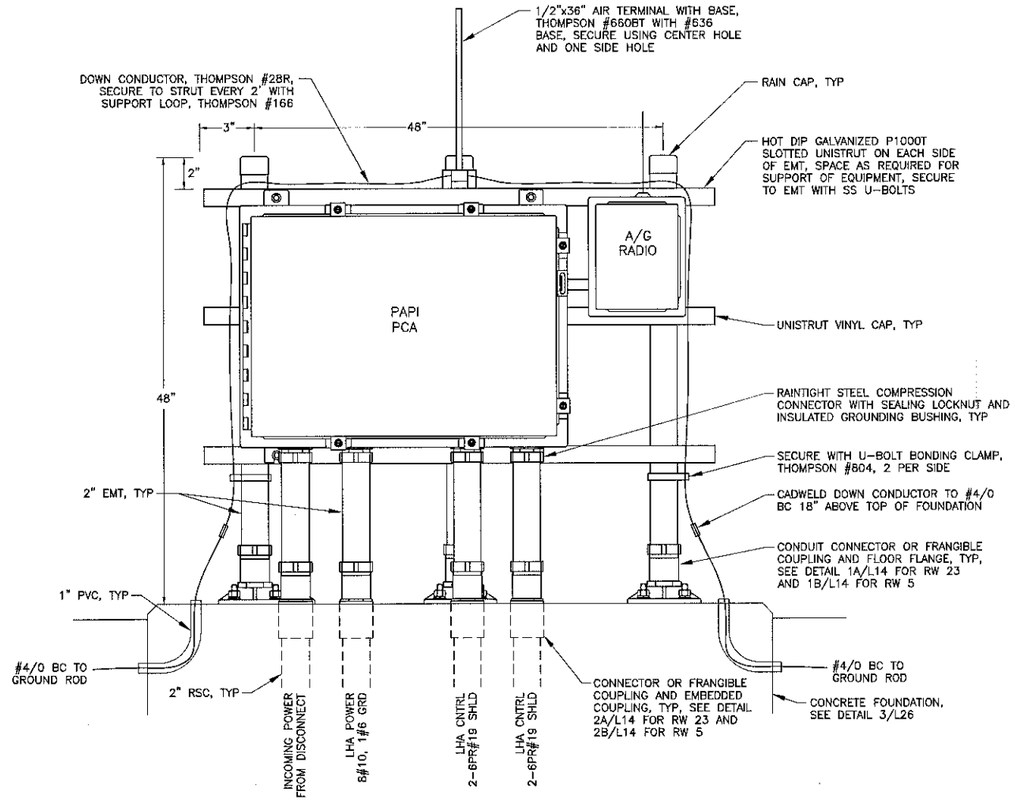
PAPI DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L27	55



2 / L27 PAPI DISCONNECT DETAIL
NTS



1 / L27 PAPI CONTROL EQUIPMENT DETAIL
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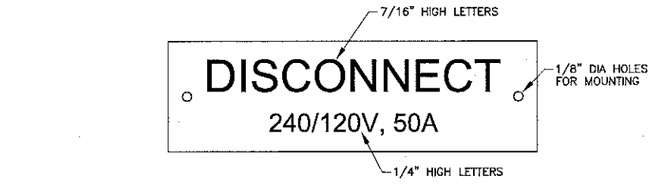
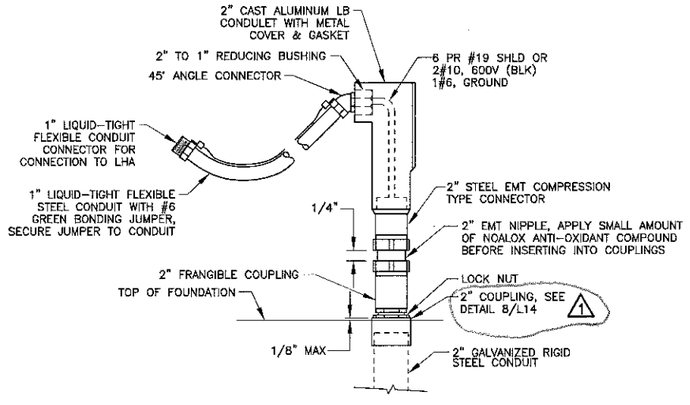
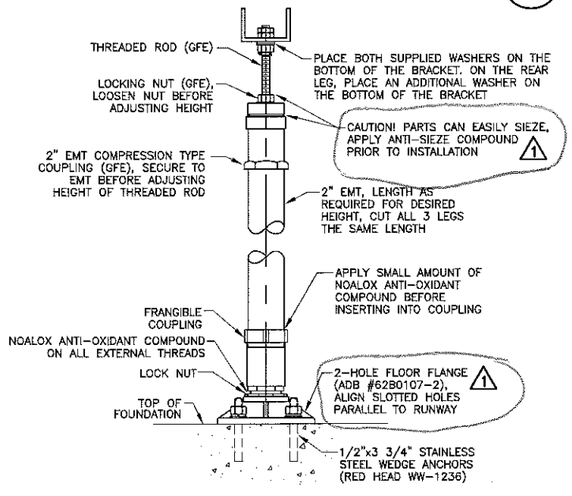


3 / L27 SAMPLE EQUIPMENT LABEL
NTS SEE NOTE 4



5 / L27 WIRING LEG DETAIL
NTS TYP OF 2 PER LHA



4 / L27 STRUCTURAL LEG DETAIL
NTS TYP OF 3 PER LHA

NOTES:

1. ALL EXTERNAL HARDWARE SHALL BE HOT DIP GALVANIZED OR STAINLESS STEEL. ALL CUT EDGES SHALL BE FILED SMOOTH AND TREATED WITH COLD GALVANIZING COMPOUND.
2. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610.
3. COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE.
4. IDENTIFY COMPONENTS (DISCONNECT, TVSS, PCA, A/G RADIO, ETC) WITH ENGRAVED PLASTIC LABELS WITH WHITE LETTERS ON A BLACK BACKGROUND. ACTUAL LABELS SHALL BE APPROVED BY THE ENGINEER. MOUNT LABELS WITH SELF-TAPPING STAINLESS STEEL SCREWS.
5. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE. ALL THREADED CONNECTIONS SHALL BE TREATED WITH NOALOX ANTI-OXIDANT COMPOUND BEFORE ASSEMBLY.
6. 1 CALIBRATION PLACARD LOCATED ON THE PCA NEAR THE PHOTOCELL SHALL NOT BE REMOVED.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date 3/24/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	3/10/11	ADD/REVISE NOTES

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

PAPI DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49TH — LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER — 3/10/11

DESIGNED BY: LPS

DRAWN BY: LPS

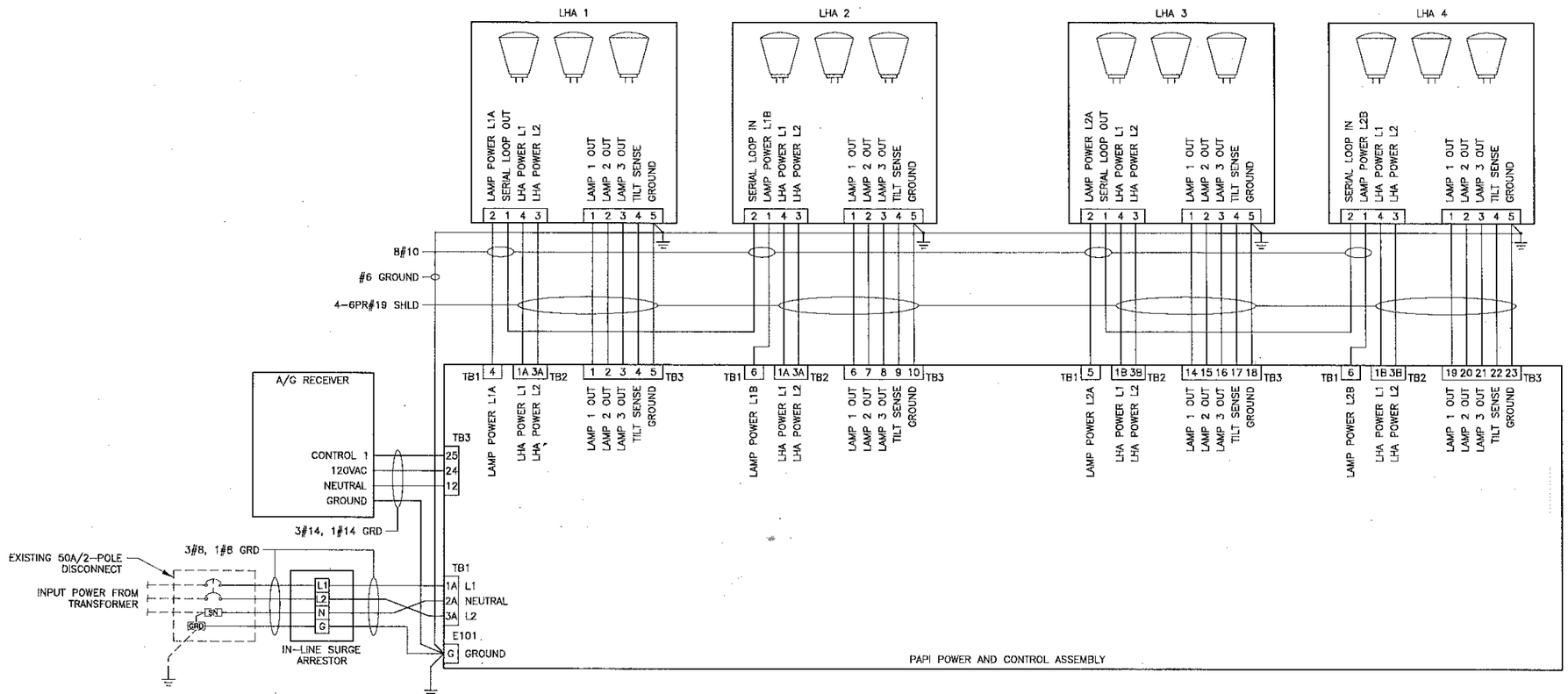
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

PAPI DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L27	55



PAPI SCHEMATIC WIRING DIAGRAM
1 / L28
NTS

NOTES:

1. INTERNAL WIRING AND UNUSED TERMINAL BLOCKS ARE NOT SHOWN.
2. VERIFY WIRING DIAGRAM WITH MANUFACTURER--PROVIDED DIAGRAMS PRIOR TO INSTALLATION.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/6/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

PAPI WIRING DIAGRAM

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA
49 TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

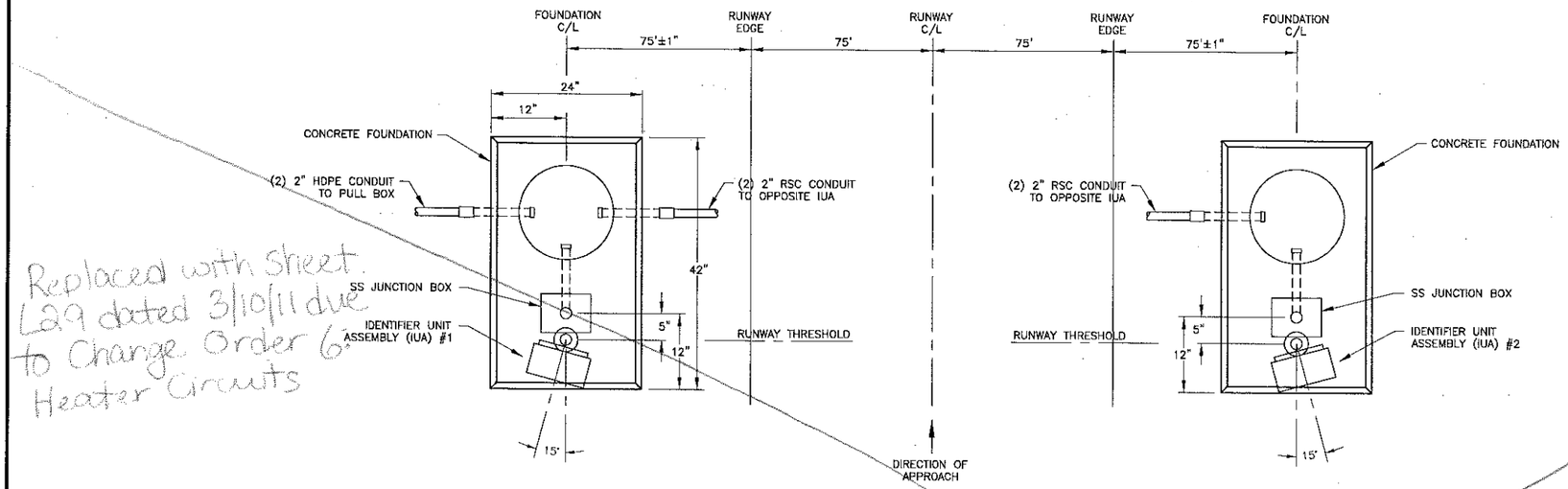
PETERSBURG
AIRPORT
RUNWAY SAFETY
AREA IMPROVEMENTS
(PHASE IV)

PAPI WIRING DIAGRAM

PROJECT DESIGNATIONS

ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L28	55

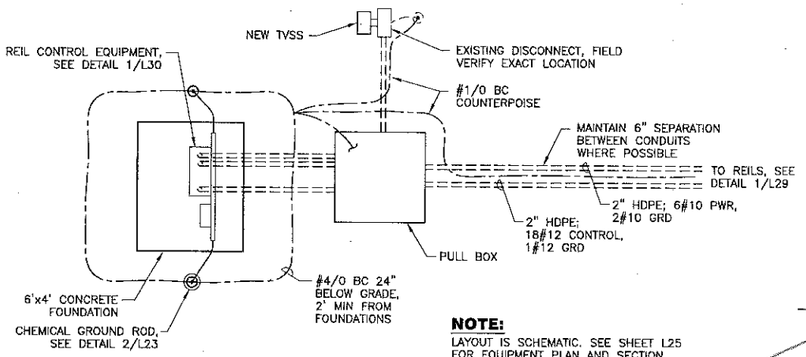


Replaced with Sheet L29 dated 3/10/11 due to Change Order 6 Heater Circuits

1 L29 **REIL FOUNDATION LAYOUT**
NTS

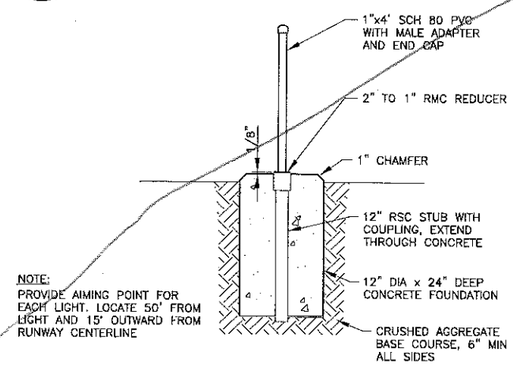
NOTES:

1. FAA WILL VERIFY AIMING AND CERTIFY THE REIL SYSTEM AFTER THE INSTALLATION IS COMPLETE.
2. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610.
3. DRILL HOLES AND INSTALL ANCHORS WHEN REIL UNITS HAVE BEEN ACCURATELY LOCATED.
4. COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE.
5. ALL MOUNTINGS TO BE 2 INCH FRANGIBLE COUPLINGS.
6. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE. ALL THREADED CONNECTIONS SHALL BE TREATED WITH NOALOX ANTI-OXIDANT COMPOUND BEFORE ASSEMBLY.
7. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, EXCAVATE TO PROVIDE A MINIMUM OF 12" OF CRUSHED AGGREGATE BASE COURSE BENEATH FOUNDATIONS.



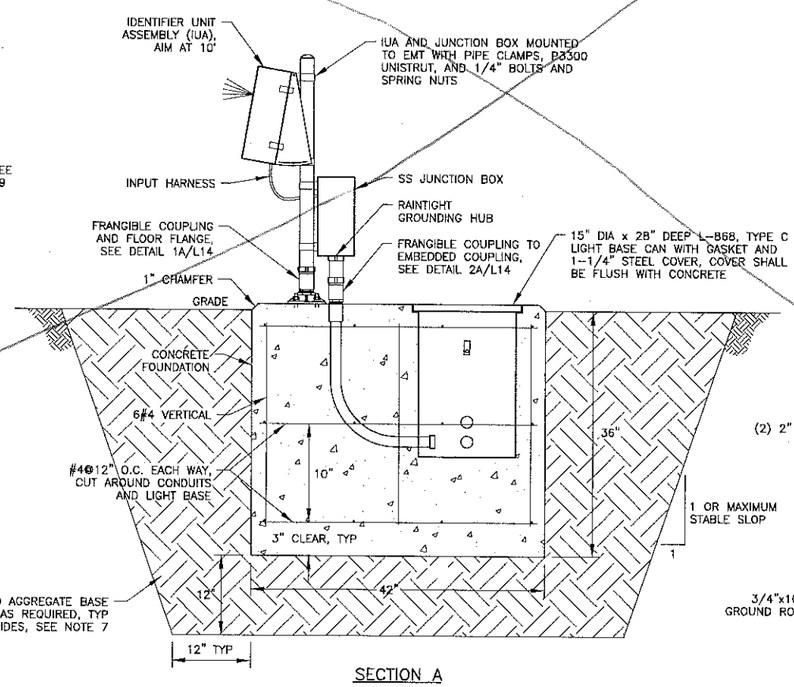
NOTE:
LAYOUT IS SCHEMATIC. SEE SHEET L25 FOR EQUIPMENT PLAN AND SECTION BASED ON EXISTING CONDITIONS.

3 L29 **REIL CONTROL EQUIPMENT LAYOUT**
NTS

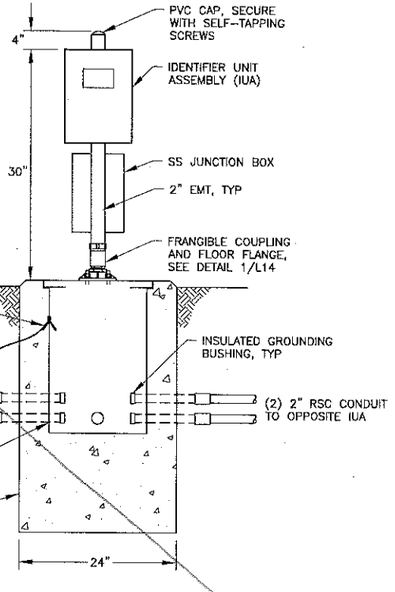


NOTE:
PROVIDE AIMING POINT FOR EACH LIGHT. LOCATE 50' FROM LIGHT AND 15' OUTWARD FROM RUNWAY CENTERLINE

4 L29 **AIMING POINT DETAIL**
NTS



SECTION A



ELEVATION
IUA #1 SHOWN, IUA #2 SIMILAR

2 L29 **IDENTIFIER UNIT ASSEMBLY DETAILS**
NTS

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Mon, 29/Nov/10 10:33AM Ischneller
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

REIL DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49 TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER
11/29/10

DESIGNED BY: LPS

DRAWN BY: LPS

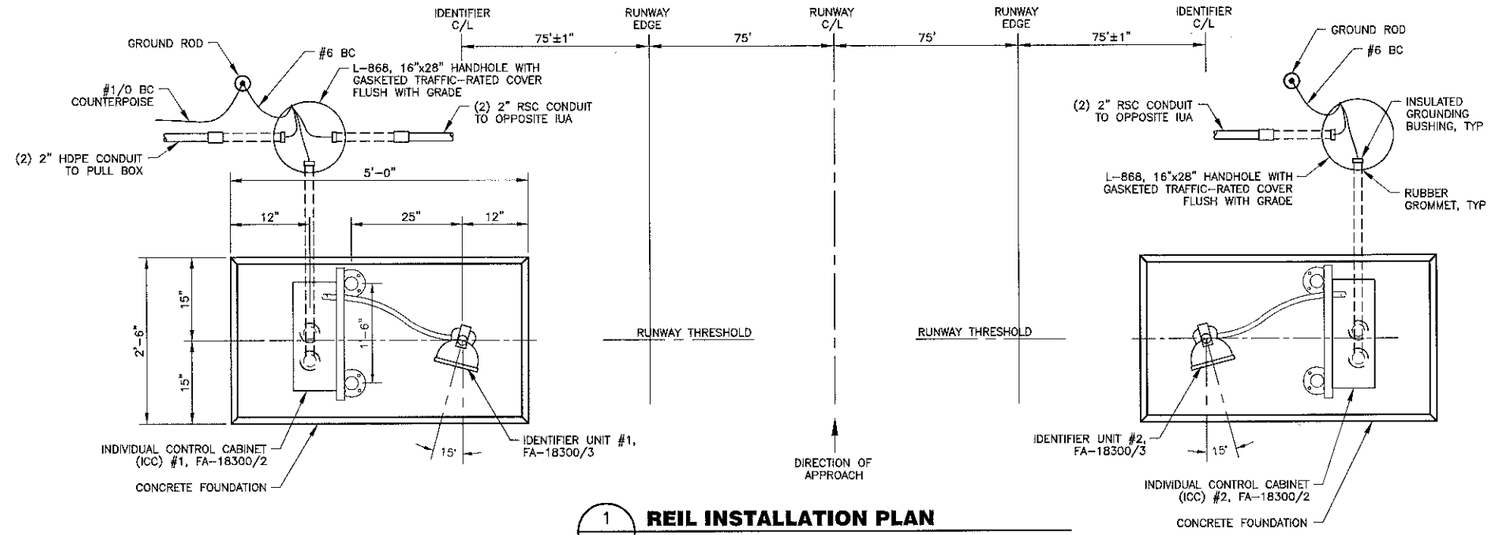
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

REIL DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

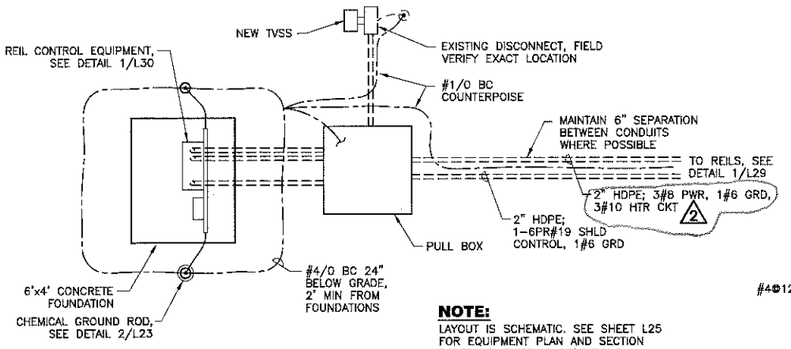
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L29	55



1 / L29 **REIL INSTALLATION PLAN**
NTS

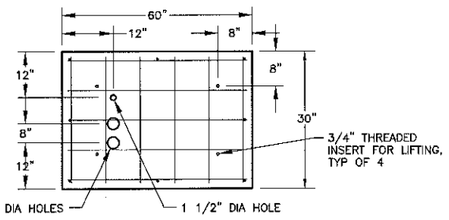
NOTES:

1. REFERENCE TECHNICAL INSTRUCTION MANUAL TI 6850.99 (INCLUDED WITH EQUIPMENT) FOR DETAILED INSTALLATION INSTRUCTIONS.
2. FAA WILL VERIFY AIMING AND CERTIFY THE REIL SYSTEM AFTER THE INSTALLATION IS COMPLETE.
3. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610.
4. DRILL HOLES AND INSTALL ANCHORS WHEN REIL UNITS HAVE BEEN ACCURATELY LOCATED.
5. COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE.
6. ALL MOUNTINGS TO BE 2 INCH FRANGIBLE COUPLINGS.
7. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE. ALL THREADED CONNECTIONS SHALL BE TREATED WITH NOALOX ANTI-OXIDANT COMPOUND BEFORE ASSEMBLY.
8. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, EXCAVATE TO PROVIDE A MINIMUM OF 12" OF CRUSHED AGGREGATE BASE COURSE BENEATH FOUNDATIONS.
9. THE IDENTIFIERS SHALL BE AIMED 15 DEGREES OUTWARD FROM THE RUNWAY CENTERLINE AND 10 DEGREES ABOVE THE HORIZONTAL.
10. THE ELEVATION OF BOTH LAMP HEADS SHALL BE WITHIN 3 FEET OF A HORIZONTAL PLANE THROUGH THE RUNWAY CENTERLINE, OR A MAXIMUM OF 5 FEET ABOVE THE SURROUNDING GRADE. FIELD MEASURE AND INSTALL AT HIGHEST ACCEPTABLE ELEVATION.
11. STEEL CHANNEL PN P1000-HG AND CHANNEL NUT PN P1000S-1420 CAN BE AQUIRED THRU UNISTRUT CORP. 35660 CLINTON ST. WAYNE, MICHIGAN 48184; TEL. 1-800-521-7730.
12. USE U-BOLT TO MATCH DRILL HOLES ON CHANNEL.
13. CUT ENDS OF GALVANIZED PARTS (UNISTRUT, BOLTS, ETC) SHALL BE PAINTED WITH ZINC RICH PAINT.

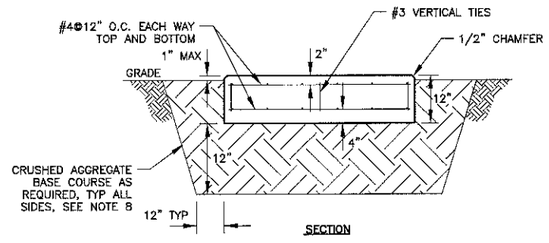


NOTE:
LAYOUT IS SCHEMATIC. SEE SHEET L25 FOR EQUIPMENT PLAN AND SECTION BASED ON EXISTING CONDITIONS.

3 / L29 **REIL CONTROL EQUIPMENT LAYOUT**
NTS

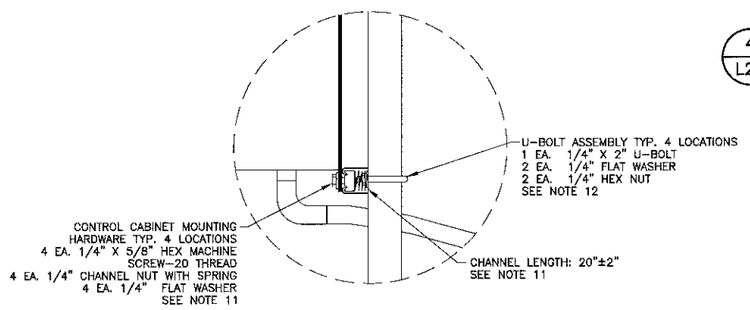


PLAN

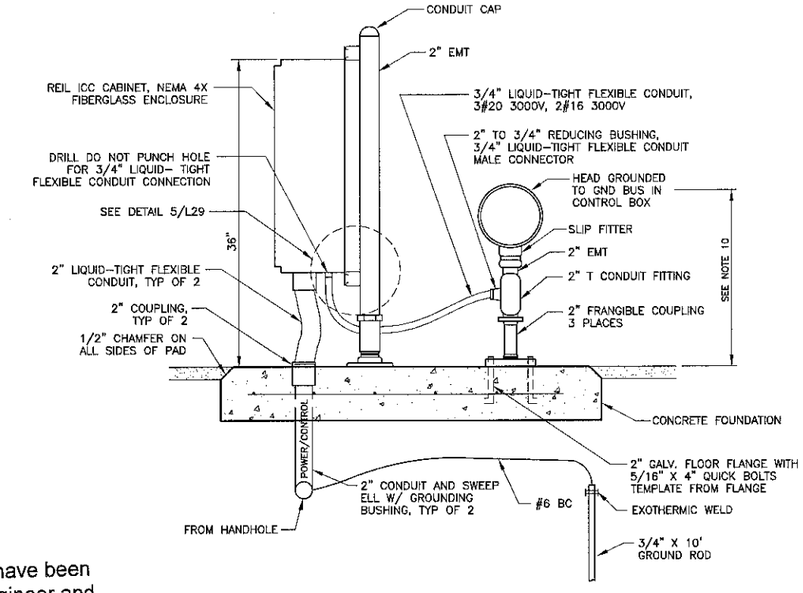


SECTION

4 / L29 **REIL FOUNDATION DETAIL**
NTS



5 / L29 **ENCLOSURE MOUNTING DETAIL**
NTS



2 / L29 **REIL INSTALLATION ELEVATION**
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date _____

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION
1	2/16/11	REPLACE SHEET
2	3/10/11	ADD HTR CKT

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

REIL DETAILS

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49 TH LUCAS SCHNELLER EE-11359 REGISTERED PROFESSIONAL ENGINEER 3/10/11

DESIGNED BY: LPS
DRAWN BY: LPS

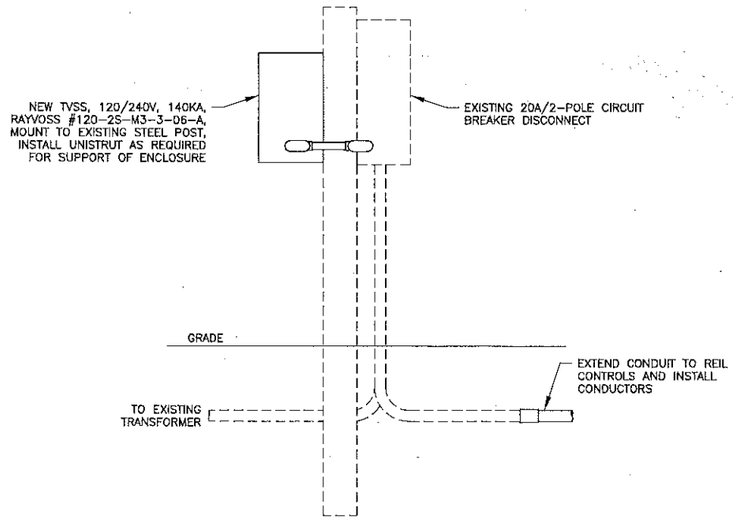
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

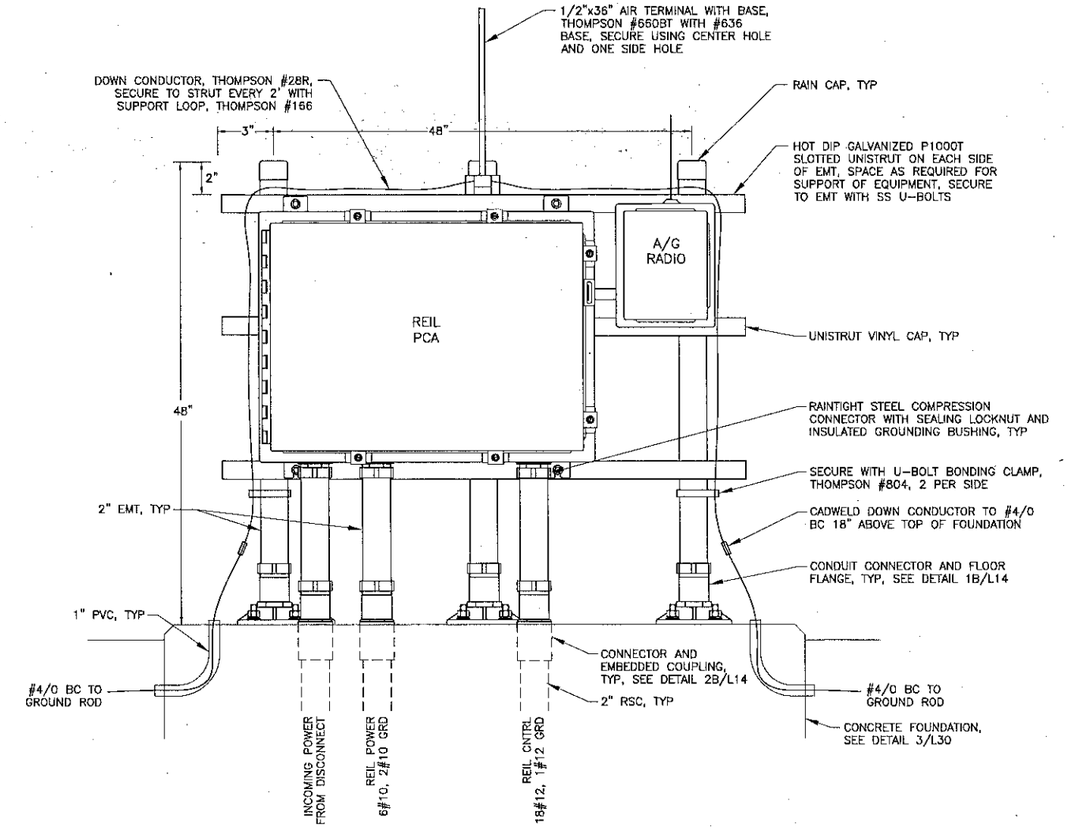
REIL DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

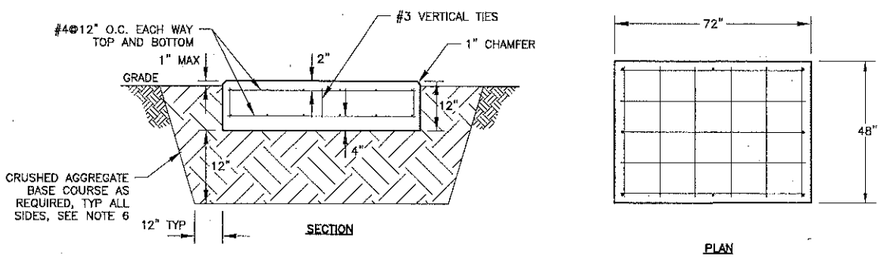
STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L29	55



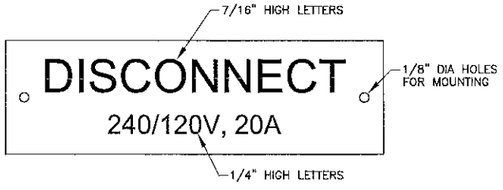
2 / L30 REIL DISCONNECT DETAIL
NTS



1 / L30 REIL CONTROL EQUIPMENT DETAIL
NTS



3 / L30 CONTROL EQUIPMENT FOUNDATION DETAILS
NTS



4 / L30 SAMPLE EQUIPMENT LABEL
NTS SEE NOTE 4

NOTES:

1. ALL EXTERNAL HARDWARE SHALL BE HOT DIP GALVANIZED OR STAINLESS STEEL. ALL CUT EDGES SHALL BE FILED SMOOTH AND TREATED WITH COLD GALVANIZING COMPOUND.
2. CONCRETE AND REINFORCING STEEL SHALL MEET THE REQUIREMENTS OF SPECIFICATION P-610.
3. COORDINATE PLACEMENT OF CONDUIT STUB-UPS WITH EQUIPMENT PRIOR TO PLACING CONCRETE.
4. IDENTIFY COMPONENTS (DISCONNECT, TVSS, PCA, A/G RADIO, ETC) WITH ENGRAVED PLASTIC LABELS WITH WHITE LETTERS ON A BLACK BACKGROUND. ACTUAL LABELS SHALL BE APPROVED BY THE ENGINEER. MOUNT LABELS WITH SELF-TAPPING STAINLESS STEEL SCREWS.
5. ALL THREADED AND COMPRESSION CONNECTIONS SHALL BE WRENCH-TIGHT AND WIGGLE FREE. ALL THREADED CONNECTIONS SHALL BE TREATED WITH NOALOX ANTI-OXIDANT COMPOUND BEFORE ASSEMBLY.
6. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, EXCAVATE TO PROVIDE A MINIMUM OF 12" OF CRUSHED AGGREGATE BASE COURSE BENEATH FOUNDATION.

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 8/31/11

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

REIL DETAILS

PREPARED BY: USKH INC.

CHECKED BY: GRH

STATE OF ALASKA 49 TH · LUCAS SCHNELLER EE-11399 · REGISTERED PROFESSIONAL ENGINEER · 8/9/10

DESIGNED BY: LPS

DRAWN BY: LPS

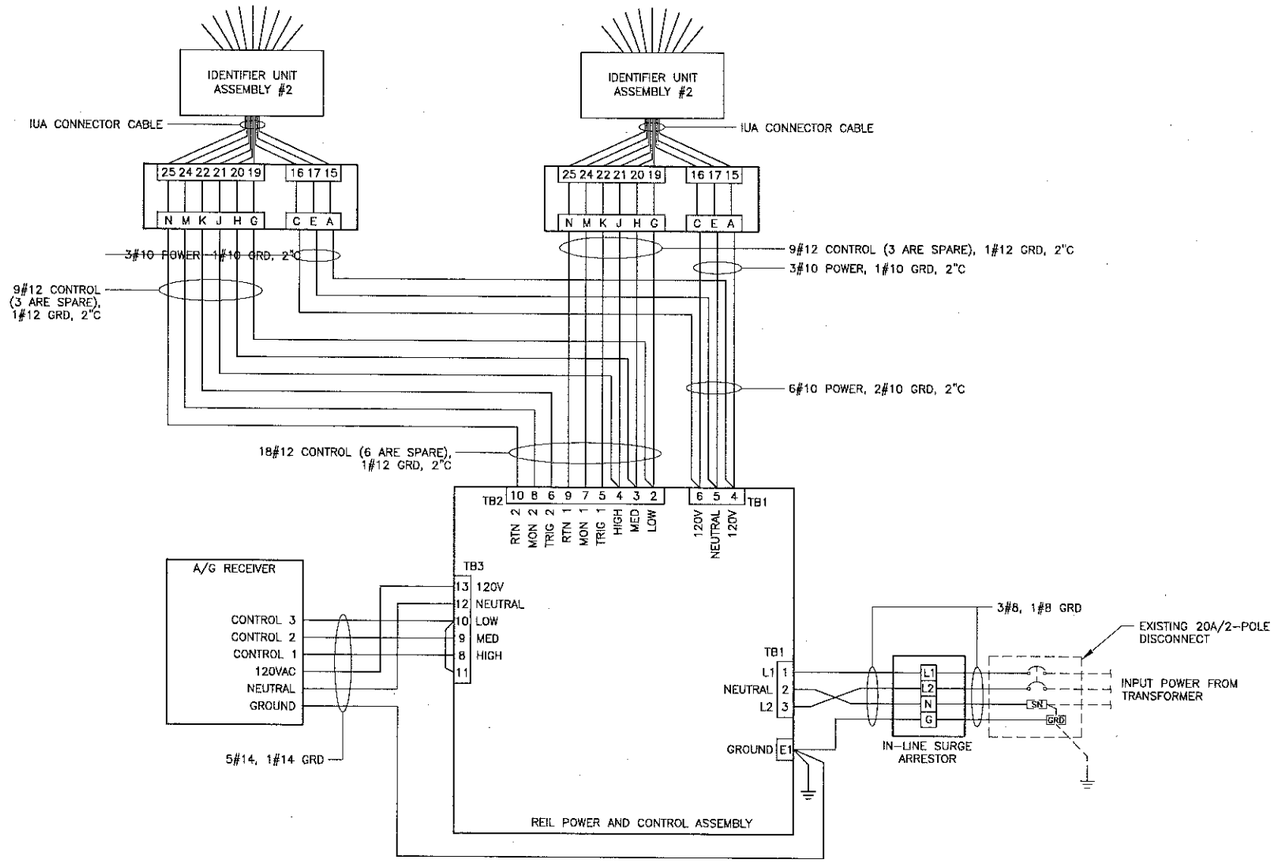
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

REIL DETAILS

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L30	55



NOTES:

1. GROUNDING CONDUCTORS AND UNUSED TERMINAL BLOCKS ARE NOT SHOWN.
2. VERIFY WIRING DIAGRAM WITH MANUFACTURER-PROVIDED DIAGRAMS PRIOR TO INSTALLATION.

1/L31 **REIL SCHEMATIC WIRING DIAGRAM**
NTS

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 5/24/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

REIL WIRING DIAGRAM

PREPARED BY: USKH INC.
CHECKED BY: GRH

STATE OF ALASKA 49 TH
LUCAS SCHNELLER EE-11399
REGISTERED PROFESSIONAL ENGINEER
8/9/10

DESIGNED BY: LPS
DRAWN BY: LPS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

REIL WIRING DIAGRAM

PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
L31	55

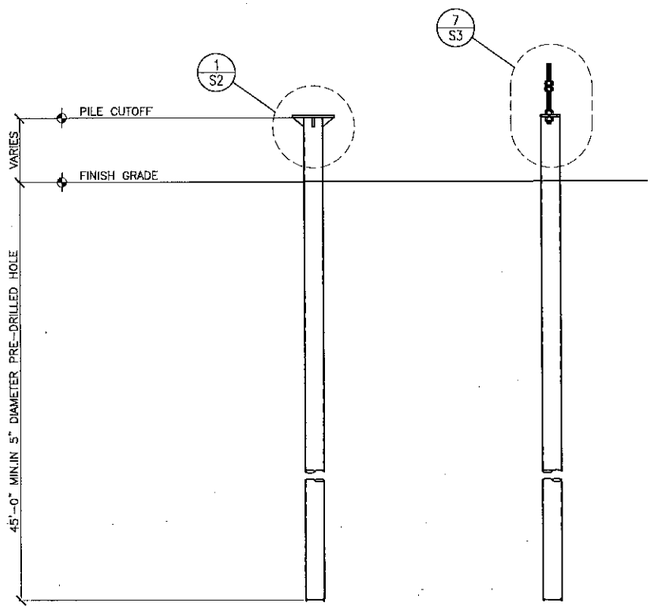
GENERAL STRUCTURAL NOTES

A. DESIGN CRITERIA
1. BUILDING CODE ..... 2006 IBC (INTERNATIONAL BUILDING CODE)
2. WIND LOADS:
   BASIC WIND SPEED ..... 120 MPH (3 SECOND GUST)
   IMPORTANCE FACTOR 1.15
   EXPOSURE ..... D
3. SEISMIC LOADS:
   SDS 0.22
   SD1 ..... 0.25
   SITE CLASS ..... D
   IMPORTANCE FACTOR 1.5

B. FOUNDATION
1. FOUNDATION DESIGN IS BASED ON A GEOTECHNICAL INVESTIGATION PREPARED BY SHANNON & WILSON DATED JUNE 2008. REPORT AVAILABLE TO CONTRACTOR UPON REQUEST.
2. PILES ARE TO BE DRIVEN TO MINIMUM DEPTHS INDICATED. MINIMUM DEPTHS PAST REFUSAL MAY REQUIRE PRE-DRILLING IF BEDROCK IS ENCOUNTERED. CONTRACTOR TO ALLOW FOR POSSIBILITY OF PRE-DRILLING.

C. STRUCTURAL STEEL
1. ROUND HSS (PIPES) SHALL CONFORM TO ASTM A 252, GRADE 3 (Fy = 50 KSI MIN.)
2. ANGLES, CHANNELS, AND PLATES SHALL BE ASTM A36 (Fy = 36 KSI).
3. ALL STRUCTURAL STEEL SHALL BE DETAILED AND FABRICATED IN ACCORDANCE WITH THE LATEST EDITION OF THE AISC MANUAL OF STEEL CONSTRUCTION.
4. WELDING SHALL BE PERFORMED WITH E70XX ELECTRODES. WELDING SHALL BE DONE BY QUALIFIED WELDERS AND SHALL CONFORM TO THE LATEST EDITION OF THE AWS CODE. ALL WELDS ARE INTENDED TO BE CONTINOUS UNLESS NOTED OTHERWISE.
5. FIELD WELDS NOTED THROUGHOUT THE CONTRACT DOCUMENTS ARE ACCEPTABLE LOCATIONS FOR FIELD WELDING. AT THE CONTRACTOR'S OPTION, FIELD WELDS MAY BE PERFORMED IN THE SHOP.
6. BOLTED CONNECTIONS SHALL BE ACCOMPLISHED WITH ASTM A325 (TYPE N) HIGH STRENGTH BOLTS IN STANDARD HOLES UNLESS NOTED OTHERWISE.
7. STRUCTURAL STEEL IS TO BE HOT-DIP GALVANIZED AS INDICATED.

D. STRUCTURAL STEEL
1. CONTRACTOR IS TO CONFIRM AND COORDINATE ALL DETAILS WITH LIGHTING EQUIPMENT MANUFACTURER.



PILE NOTES:

1. PILES ARE 6"ø NOMINAL, MINIMUM WALL THICKNESS = 0.4"
2. CUT AND BEVEL PILE TOP TO PROVIDE SMOOTH, LEVEL SURFACE
3. PILES ARE TO BE GALVANIZED PER ASTM A 123

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/14

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

GENERAL NOTES AND PILE EMBEDMENT

PREPARED BY: USKH INC.

CHECKED BY: PAJ

STATE OF ALASKA
PETER A. JACOBSEN
No. CE 9961
REGISTERED PROFESSIONAL ENGINEER
08/09/10

DESIGNED BY: PAJ

DRAWN BY: FST

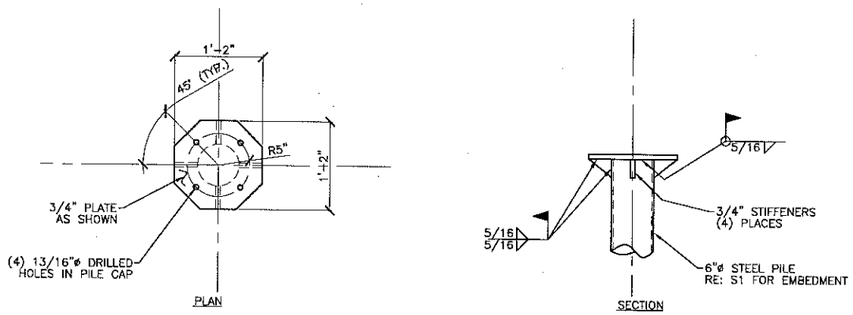
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

GENERAL NOTES AND PILE EMBEDMENT

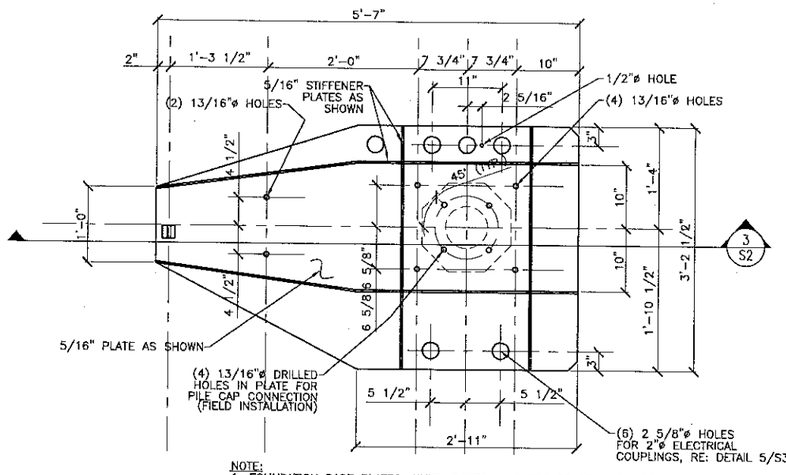
PROJECT DESIGNATIONS
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
S1	55



1 S2 PILE CAP DETAIL

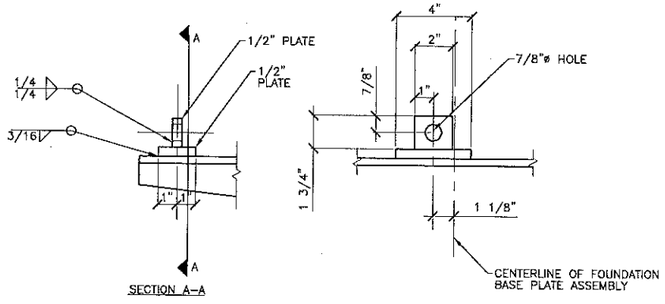
SCALE: 1" = 1'-0"



NOTE:
1. FOUNDATION BASE PLATES, NUTS, BOLTS, WASHERS TO BE HOT DIPPED GALVANIZED PRIOR TO ASSEMBLY.
2. REFERENCE SHEET L13 FOR EQUIPMENT SCHEDULE AND SHEETS L15–L17 FOR EQUIPMENT DETAILS.

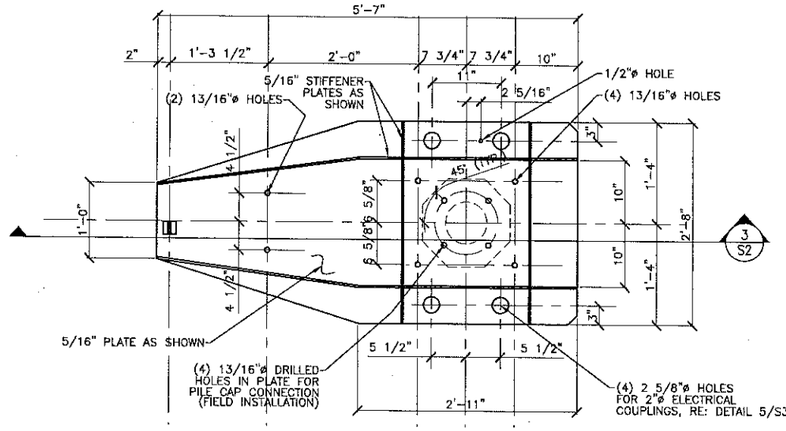
2B S2 FOUNDATION BASE PLATE DETAIL – TYPE B

SCALE: 1" = 1'-0"



4 S2 FOUNDATION BASE PLATE DETAIL

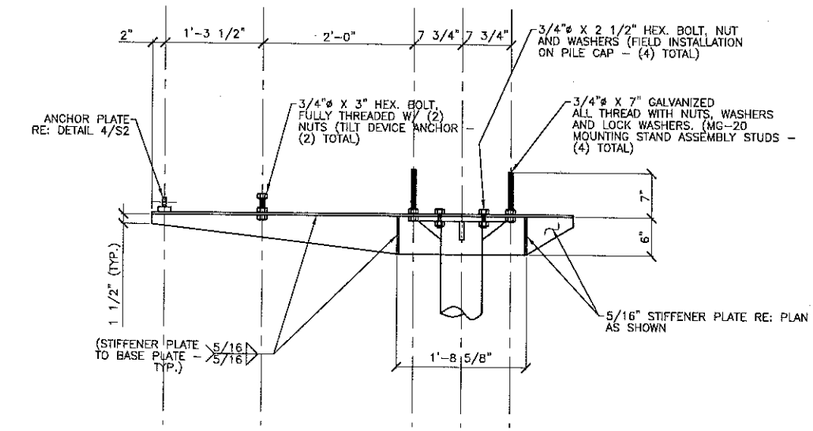
SCALE: 3" = 1'-0"



NOTE:
1. FOUNDATION BASE PLATES, NUTS, BOLTS, WASHERS TO BE HOT DIPPED GALVANIZED PRIOR TO ASSEMBLY.
2. REFERENCE SHEET L13 FOR EQUIPMENT SCHEDULE AND SHEETS L15–L17 FOR EQUIPMENT DETAILS.

2A S2 FOUNDATION BASE PLATE DETAIL – TYPE A

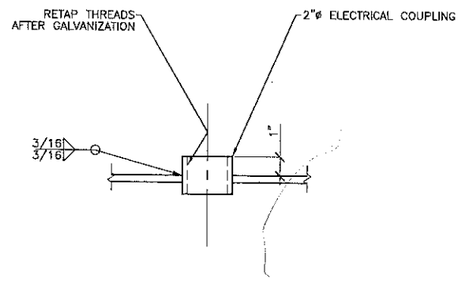
SCALE: 1" = 1'-0"



NOTE:
1. FOUNDATION BASE PLATES, NUTS, BOLTS, WASHERS TO BE HOT DIPPED GALVANIZED PRIOR TO ASSEMBLY.
2. REFERENCE SHEET L13 FOR EQUIPMENT SCHEDULE AND SHEETS L15–L17 FOR EQUIPMENT DETAILS.

3 S2 FOUNDATION BASE PLATE DETAIL

SCALE: 1" = 1'-0"



5 S2 FOUNDATION BASE PLATE DETAIL

SCALE: 3" = 1'-0"

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.

PE _____ Date _____

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Tue, 23/Nov/10 01:04PM kmurugesnn

TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MG-20 FOUNDATION BASE PLATE DETAILS

PREPARED BY: USKH INC.

CHECKED BY: PAJ

STATE OF ALASKA
PETER A. JACOBSEN
No. CE 9951
REGISTERED PROFESSIONAL ENGINEER
11/23/10

DESIGNED BY: PAJ

DRAWN BY: FST

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

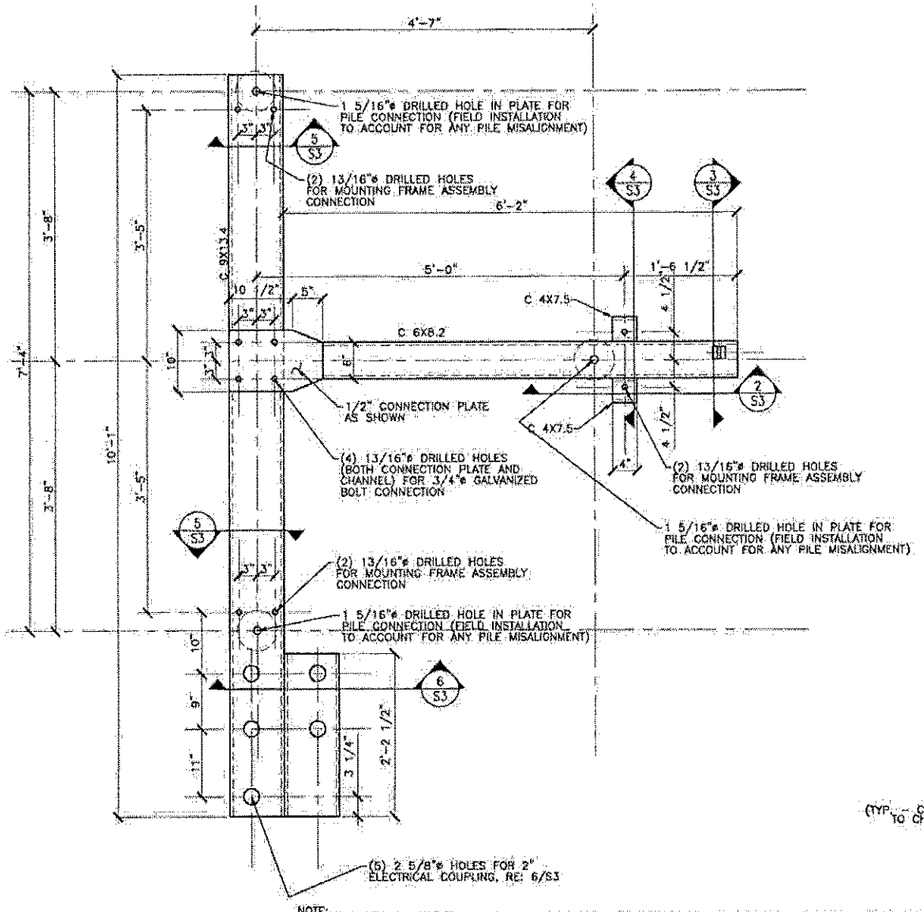
PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS (PHASE IV)

MG-20 FOUNDATION BASE PLATE DETAILS

PROJECT DESIGNATIONS

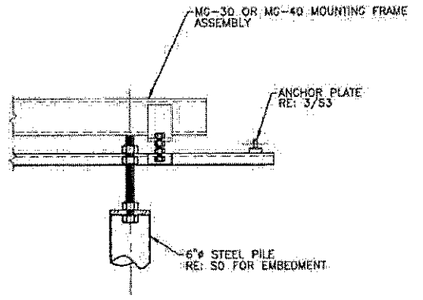
ALASKA - DOT & PF
69381
FEDERAL - FAA
AIP NO. 3-02-0219-1309

STATE	YEAR
ALASKA	2010
SHEET NUMBER	TOTAL SHEETS
S2	55

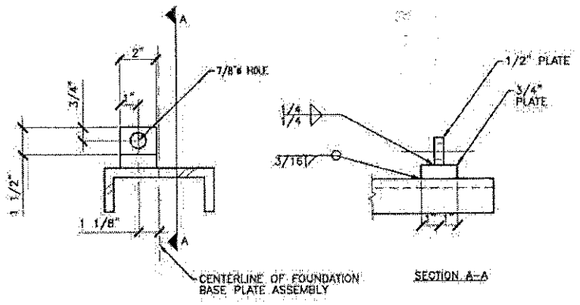


NOTE:
1. FOUNDATION BASE PLATES, NUTS, BOLTS, WASHERS TO BE HOT DIPPED GALVANIZED PRIOR TO ASSEMBLY.
2. REFERENCE SHEET L13 FOR EQUIPMENT SCHEDULE AND SHEETS L15-L17 FOR EQUIPMENT DETAILS.

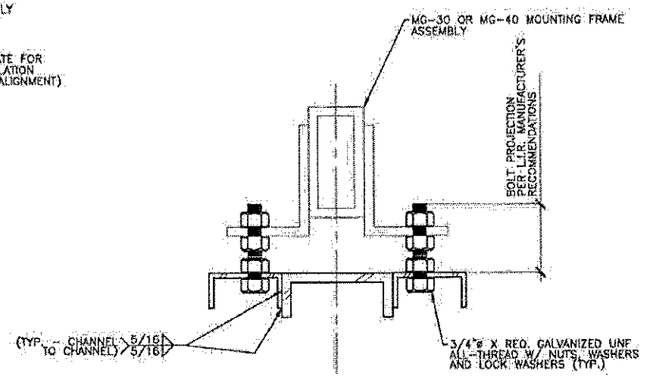
1 / S3 MG-30 AND MG-40 FOUNDATION PLAN
SCALE: 1" = 1'-0"



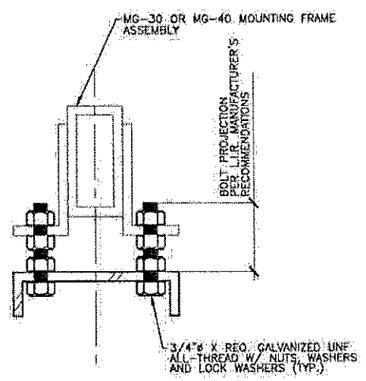
2 / S3 FOUNDATION BASE PLATE DETAIL
SCALE: 1" = 1'-0"



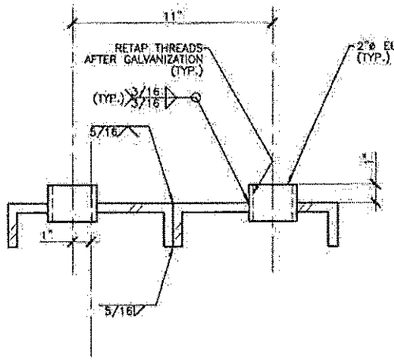
3 / S3 FOUNDATION BASE PLATE DETAIL
SCALE: 3" = 1'-0"



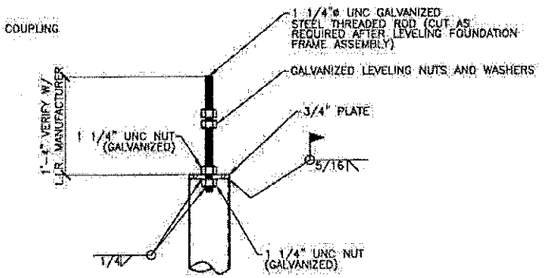
4 / S3 FOUNDATION BASE PLATE DETAIL
SCALE: 3" = 1'-0"



5 / S3 FOUNDATION BASE PLATE DETAIL
SCALE: 3" = 1'-0"



6 / S3 FOUNDATION BASE PLATE DETAIL
SCALE: 3" = 1'-0"



7 / S3 TYPICAL PILE CAP DETAIL
SCALE: 1" = 1'-0"

Project As-Built Drawings have been reviewed by the Project Engineer and represent to the best of my knowledge, the project as constructed.
PE _____ Date 3/24/11

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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Mon, 09/Aug/10 11:49AM bpaddock
TAB: Layout1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

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RUNWAY SAFETY AREA IMPROVEMENTS
(PHASE IV)

MG-30 AND MG-40 FOUNDATION BASE PLATE DETAILS

PREPARED BY: USKH INC.

CHECKED BY: PAJ

STATE OF ALASKA
PETER A. JACOBSEN
No. CE 9851
REGISTERED PROFESSIONAL ENGINEER

DESIGNED BY: PAJ

DRAWN BY: FST

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHEAST REGION

PETERSBURG AIRPORT
RUNWAY SAFETY AREA IMPROVEMENTS
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MG-30 AND MG-40 FOUNDATION BASE PLATE DETAILS

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