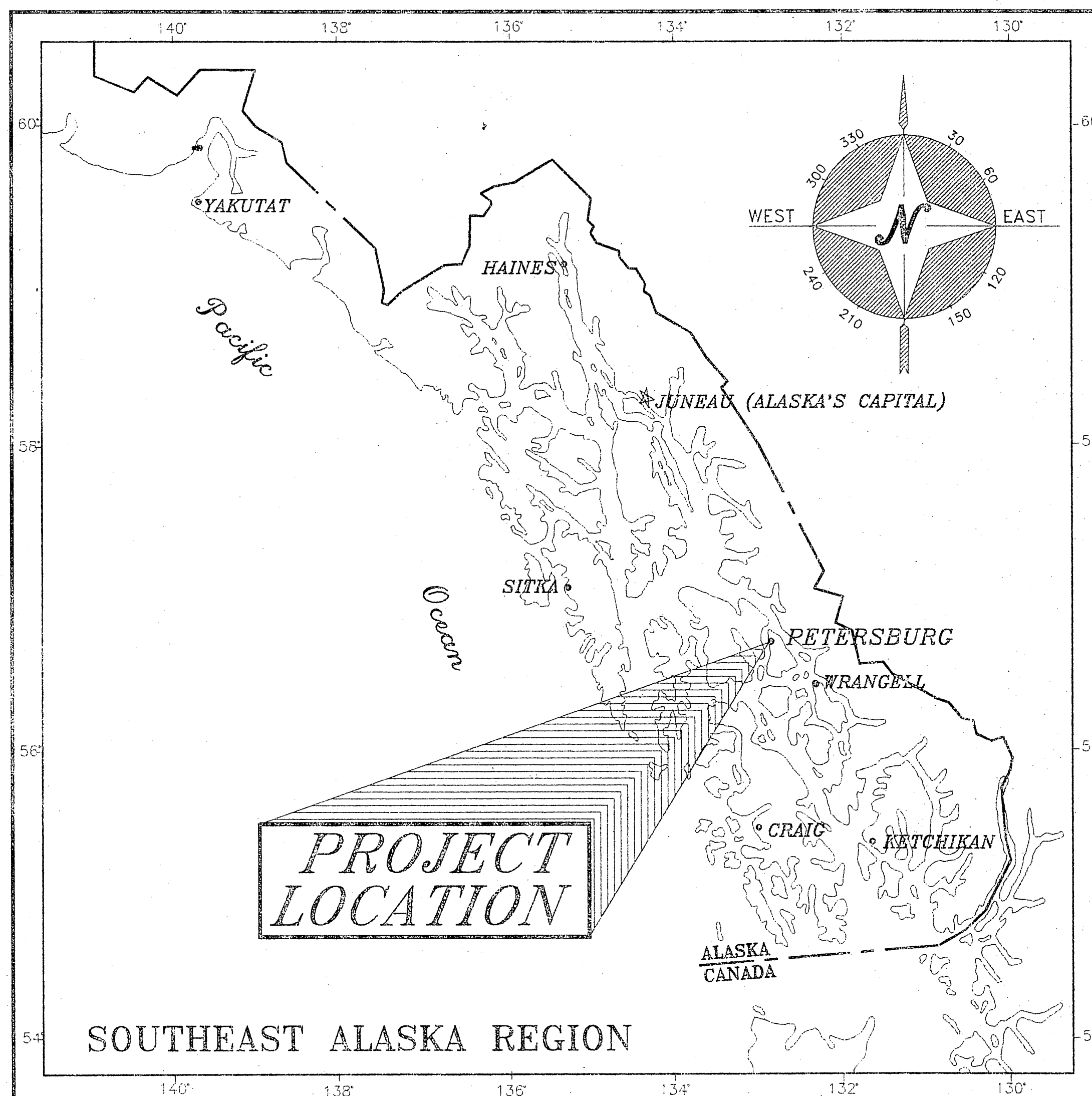




RUNWAY DESIGN DATA

AIRPORT TYPE	COMMERCIAL SERVICE
RUNWAY DIMENSIONS	6000' X 150'
SAFETY AREA	6404' X 200'
RUNWAY CATEGORY	TRANSPORT
RUNWAY INSTRUMENTATION	VISUAL
RUNWAY/TAXIWAY SURFACE	ASPHALT CONCRETE
TAXIWAY DIMENSIONS	425' X 90'
MAIN AVIATION AREA	1100' X 250'

AS-BUILT PLANS

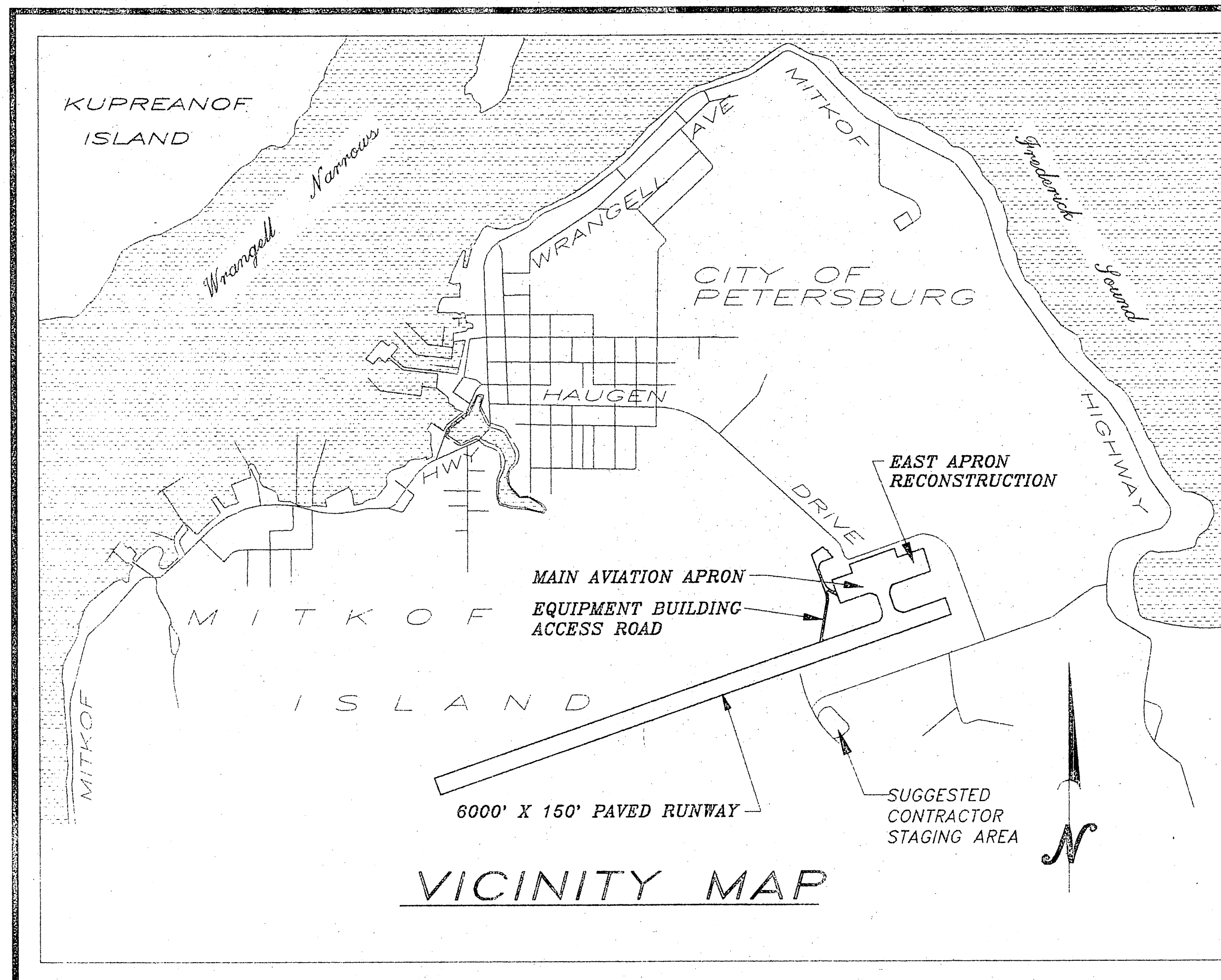
Contractor - A.C.I. of Juneau, AK
Project Engineer - Cliff Douglas
Begin Construction - July 7, 1995
End Construction - July 17, 1996

PREPARED BY:

R & M
R & M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN AND CONSTRUCTION DIVISION

PETERSBURG JAMES A. JOHNSON AIRPORT RUNWAY RESURFACING PROJECT NO. 71079 AIP NO. 3-02-0219-07 PAVING, GRADING, DRAINAGE AND ELECTRICAL



INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATE OF QUANTITIES
3	TYPICAL SECTIONS
4	MISCELLANEOUS CONSTRUCTION DETAILS
5-6	RUNWAY MILLING AND PRE-LEVELING PLAN
7-11	RUNWAY OVERLAY PLAN & PROFILE
12	RUNWAY SAFETY AREA PAVING PLAN
13-14	PETERSBURG AIRPORT EQUIPMENT BUILDING PAVING PLAN
15	MAIN AVIATION APRON B.S.C.
16	EAST AVIATION APRON PAVING PLAN
17	APRON STRIPING PLAN
18	RUNWAY STRIPING PLAN
19	EROSION CONTROL PLAN
20	SAFETY PLAN
21	FAA ELECTRICAL CONDUIT PLAN
E1	EXISTING ELECTRICAL PLAN
E2	LIGHTING PLAN (WEST)
E3	LIGHTING PLAN (EAST)
E4	LIGHTING DETAILS
E5	EQUIPMENT DETAILS
E6	ELECTRICAL DETAILS
E7	ONE LINE DIAGRAMS
E8	GENERATOR/ELECTRICAL ENCLOSURE DETAILS
E9	ROTATING BEACON AND DETAILS
A1	ELECTRIC EQUIPMENT BUILDING
A2	BUILDING DETAILS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES
SOUTHEAST REGION DESIGN SECTION

APPROVED

S.E. Region Pre-construction Engineer

APPROVED

Director, S.E. Region Design & Construction

PROJECT NUMBER:

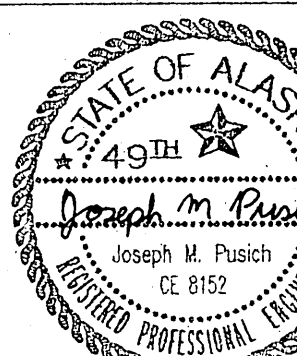
71079

DATE:

APRIL, 1995

SHEET 1 OF 32

ENGINEER'S SEAL

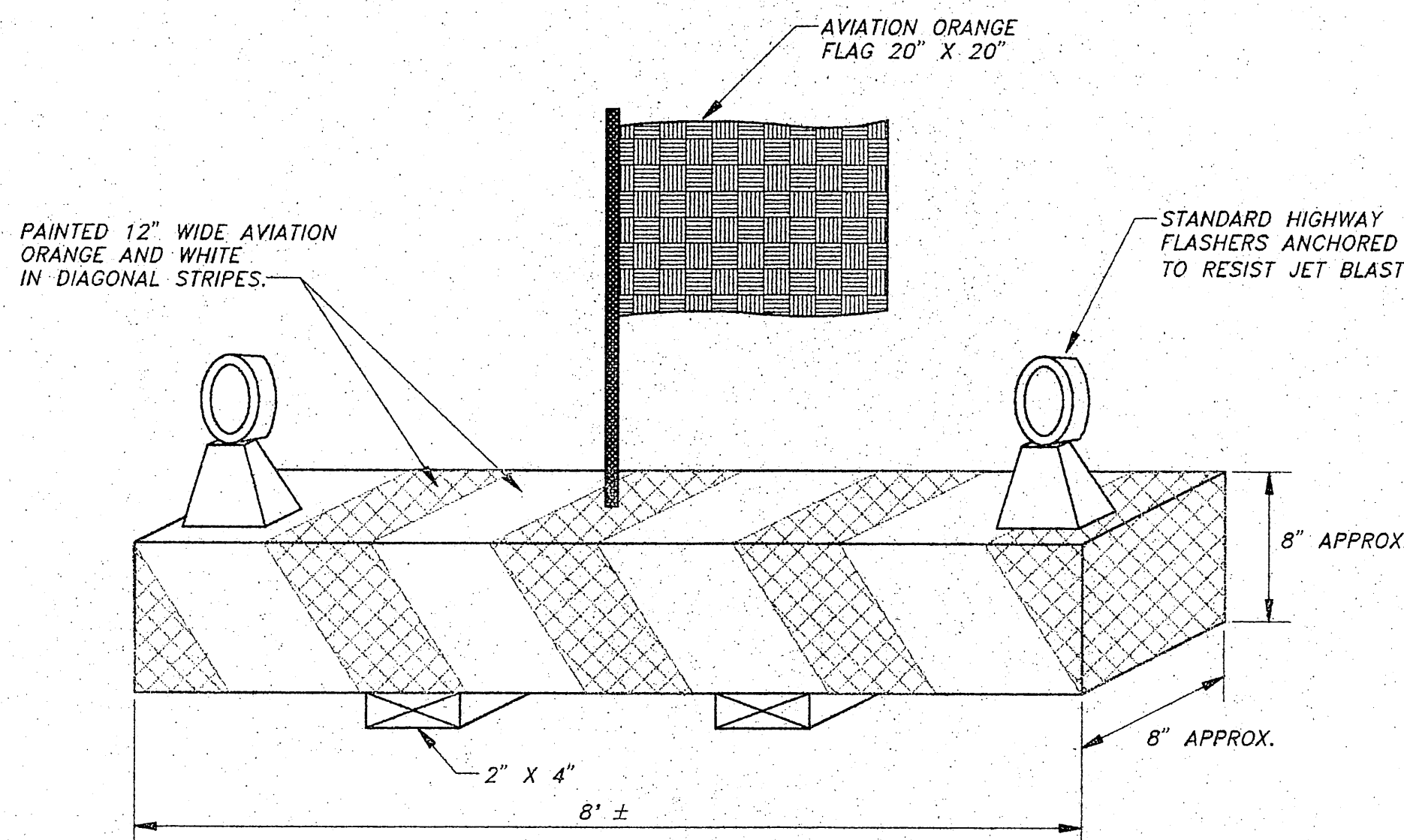


ESTIMATE OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL
100	MOBILIZATION AND DEMOBILIZATION	L.S.	ALL REQUIRED
111a	TEMP. EROSION AND POLLUTION CONTROL	C.S.	ALL REQUIRED
111b	STRAW BALES	EACH	36 ~~40~~
120	DBE ADJUSTMENT	C.S.	ALL REQUIRED
121a	CONSTRUCTION SURVEYING BY THE CONTR.	L.S.	ALL REQUIRED
121b	MONUMENT CASES	EACH	2
125	ENGINEERING TRANSPORTATION	L.S.	ALL REQUIRED
131	ENGINEER'S FIELD OFFICE	L.S.	ALL REQUIRED
132	FIELD LABORATORY	L.S.	ALL REQUIRED
280	PAVEMENT GROOVING	S.Y.	105722 ~~102,375~~
290a	1/4" PAVEMENT MILLING	S.Y.	78148 ~~76,750~~
290b	SPECIAL PAVEMENT MILLING	S.Y.	25,625
330a	UNCLASSIFIED EXCAVATION	C.Y.	0 ~~2,450~~
350	DITCHING	L.F.	3834 ~~3,725~~
510a	CRUSHED AGGREGATE BASE COURSE	TON	8655 ~~6,100~~
552	PAVING GEOTEXTILE	S.Y.	16958 ~~17,500~~
554	STRESS REDUCTION FABRIC	L.F.	540 ~~450~~
570a	TRAFFIC MAINTENANCE	L.S.	ALL REQUIRED
570b	TRAFFIC CONTROL DEVICES	L.S.	ALL REQUIRED
610	BITUMINOUS TACK COAT	TON	80.5 ~~45~~
620a	BITUMINOUS MATERIAL	TON	35
620b	SEAL COAT AGGREGATES	TON	395 ~~330~~
660a	ASPHALT CONCRETE	TON	20462 ~~20,320~~
660c	ASPHALT CEMENT, P.B.A.-2	TON	1525 ~~1,513~~
660e	ASPHALT PRICE ADJUSTMENT	C.S.	0 ALL REQUIRED
670	ASPHALT LEVELING COURSE	TON	6377 ~~4,890~~
700c	RUNWAY, TAXIWAY AND APRON MARKING	L.S.	ALL REQUIRED
800	BUILDING FOUNDATION AND SLAB	L.S.	ALL REQUIRED
820	TIE-DOWN ANCHORS	EACH	94 ~~63~~
900a	SEEDING	ACRE	1.64 ~~3.5~~
1000-a	NEW REGULATOR, 10KW, L-828	EACH	1
1000-e	NEW MED. INT. RUNWAY LIGHT & THRESHOLD	EACH	74
1000-f	NEW TAXIWAY MARKER LIGHT, L-861T	EACH	37
1000-g	NEW HANDHOLE, L-867	EACH	129 ~~121~~
1000-i	2" RIGID STEEL CONDUIT	L.F.	3446 ~~350~~
1000-k	2" PVC CONDUIT & TRENCH/ BACKFILL	L.F.	26635 ~~28,300~~
1000-l	UG CABLE #8CU 5KV	L.F.	15297 ~~14,500~~
1000-m	#6 BARE COPPER GROUND CONDUCTOR	L.F.	15297 ~~14,500~~
1000-q	GROUND ROD	EACH	20
1005a	ELECTRIC EQUIPMENT BUILDING WIRING	L.S.	ALL REQUIRED
1005b	ELECTRICAL POWER BACKUP GENERATOR	L.S.	ALL REQUIRED
1005c	ELECTRICAL EQUIPMENT INSTALLATION	L.S.	ALL REQUIRED
1005d	NEW POLE AND DOUBLE LIGHT	L.S.	ALL REQUIRED
1005e	FOUR SETS DOUBLE LIGHTS ON EXIST. POLES	L.S.	ALL REQUIRED
1020	RELOCATE EXIST. LIGHT BEACON AND BEACON POLE	L.S.	ALL REQUIRED
1025	UNDERGROUND ELECTRICAL POWER DISTRIBUTION	L.S.	ALL REQUIRED
1300	PRE-ENGINEERED ELECTRIC EQUIPMENT BUILDING	L.S.	ALL REQUIRED

SURVEY CONTROL

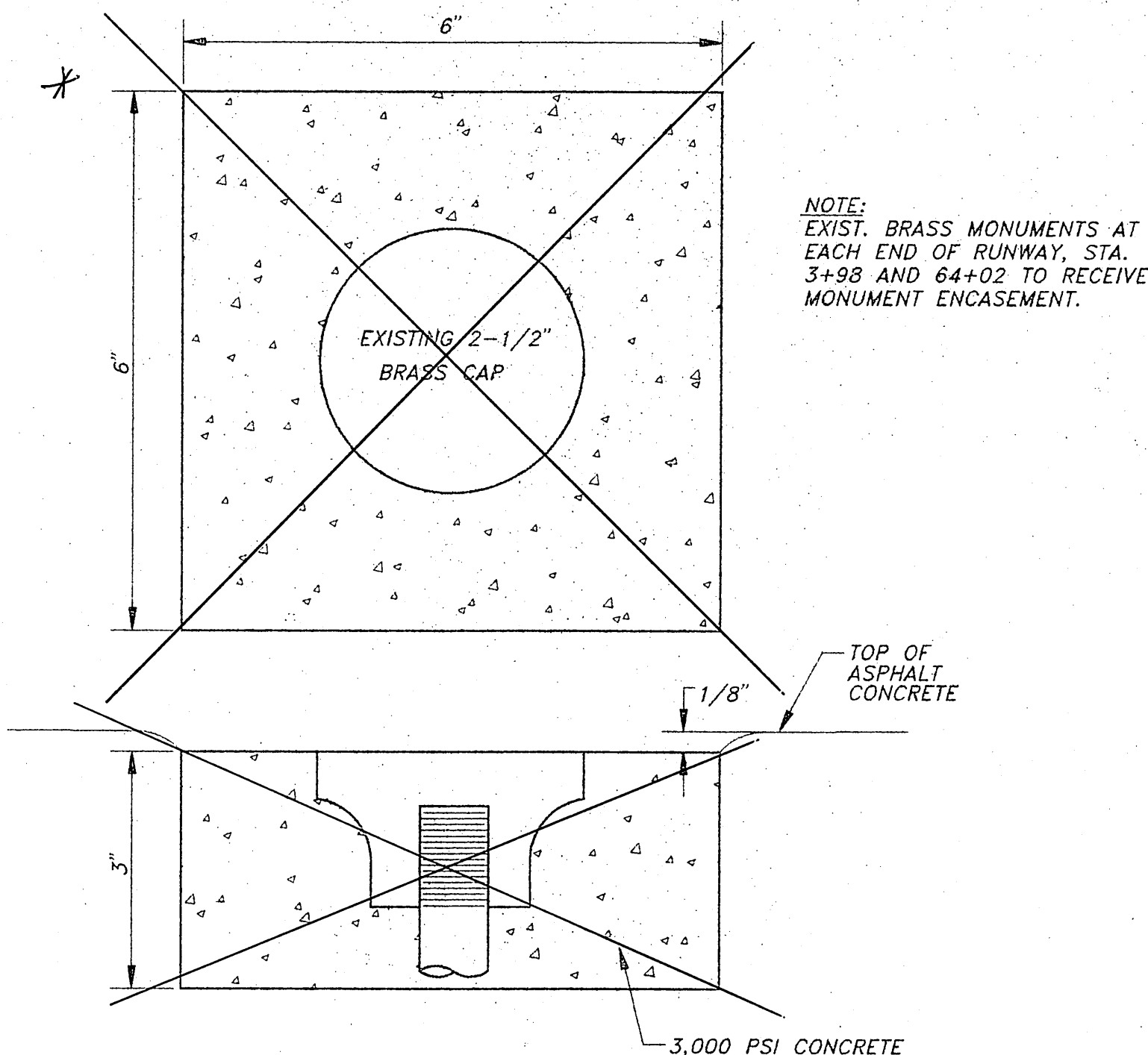
- BASIS OF HORIZONTAL CONTROL IS THE LINE-OF-SIGHT BETWEEN RUNWAY & MONUMENTS AT STA'S 3+98.0 & 64+02 HAVING A TRUE BEARING OF S 70°59'W.
- BASIS OF VERTICAL ELEVATION CONTROL WAS BENCH MARK LOCATED AT RUNWAY STATION 3+98, 2 1/2" BRASS CAP WITH PUNCH MARK WITH AN ACCEPTED ELEVATION OF 107.76', MEAN LOWER LOW WATER (MLLW). THIS BENCH MARK IS BASED ON PETERSBURGS U.S.C. & G.S. TIDAL DATUM WITH THE FOLLOWING ELEVATIONS APPLICABLE:
M.H.H.W.=15.7
M.H.W.=14.8
H.L.T.=8.10 (EQUALS M.S.L.)
M.L.W.=1.40
M.L.L.W.=0.00
E.H.W.=20.5
E.L.W.=-4.50
- THIS CONSTRUCTION WORK IS BEING ACCOMPLISHED TO CORRECT SURFACE IRREGULARITIES AND REDUCE SETTLEMENT OF PETERSBURG JAMES A. JOHNSON AIRPORT RUNWAY. SEASONAL FREEZE/THAW AND PRECIPITATION RUNOFF HAVE CAUSED SETTLEMENT DISTURBANCES AND RUNWAY SURFACE ELEVATION MOVEMENT. CONSTRUCTION SURVEYORS MAY ENCOUNTER ELEVATION DIFFERENCES FROM THOSE SHOWN ON THESE PLANS, DEPENDING ON WHEN WORK OCCURS.
- PAST RECORD SURVEYS FOR RUNWAY MOVEMENT ARE AVAILABLE AT DOT/PF-SE REGION DESIGN OFFICE FOR REVIEW.



- NOTES:
- BASE MAY BE MADE FROM WOOD OR SIMILAR MATERIAL AND MUST BE ANCHORED TO RESIST JET BLAST.
 - SEE RUNWAY SAFETY PLAN, SHEET 20 FOR BARRIER LOCATIONS.

TYPICAL CONSTRUCTION BARRIER
ADJACENT TO MOVEMENT AREA

N.T.S.



SURVEY MONUMENT ENCASEMENT DETAIL

N.T.S.

* USE STANDARD MONUMENT CASES

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG

ALASKA

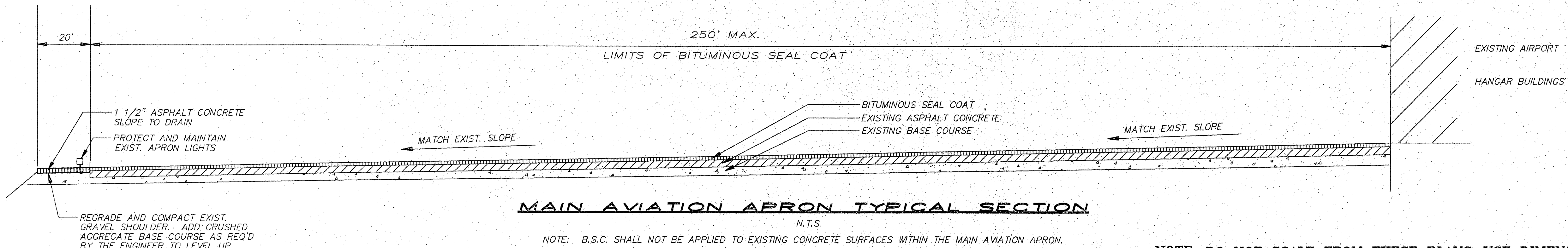
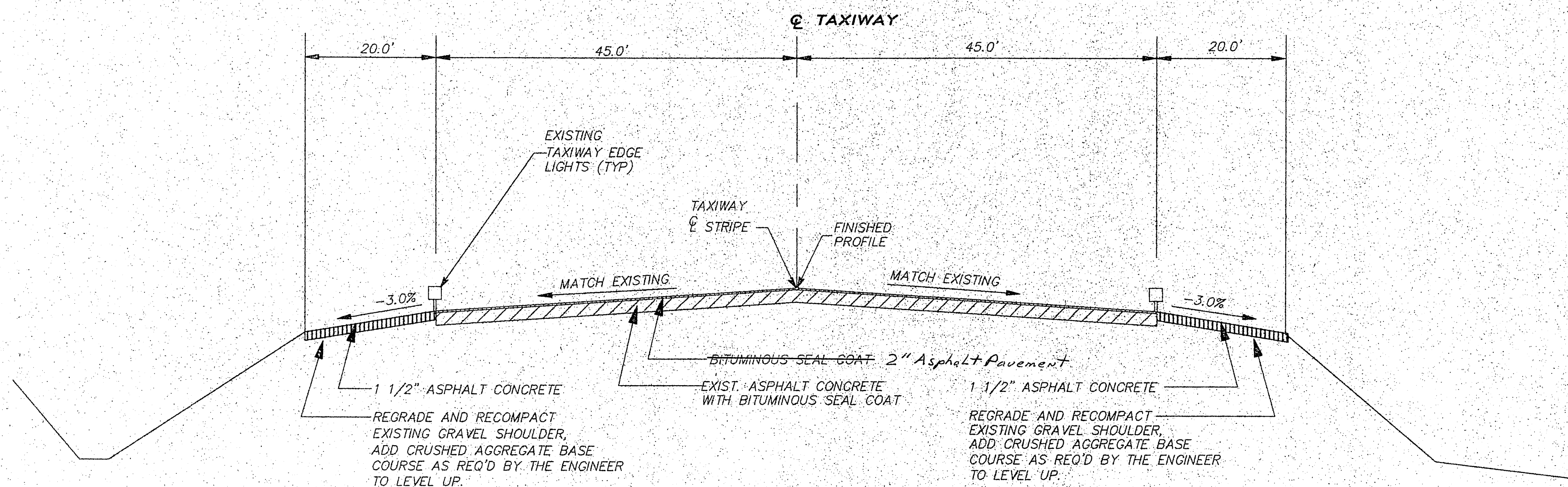
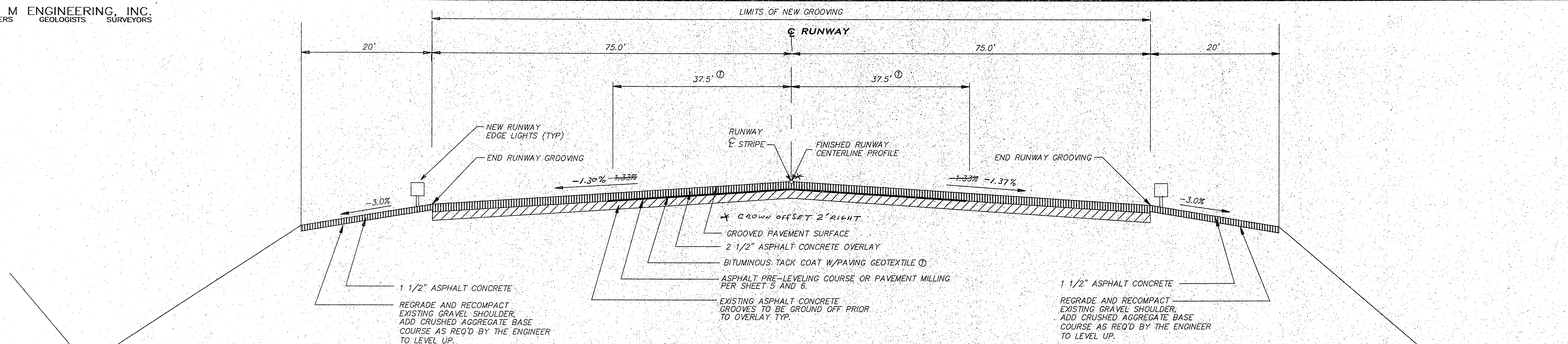
PETERSBURG AIRPORT RUNWAY RESURFACING
ESTIMATE OF QUANTITIES

DESIGNED BY: J.M.P.
DRAWN BY: AUTOCADD/N.R.M.
CHECKED BY: M.A.M.

PROJECT NO.
71079
DATE:
APRIL, 1995
SHEET 2 OF 32

ENGINEER'S SEAL





RCM#931319/TYPSEC.DWG/1:1

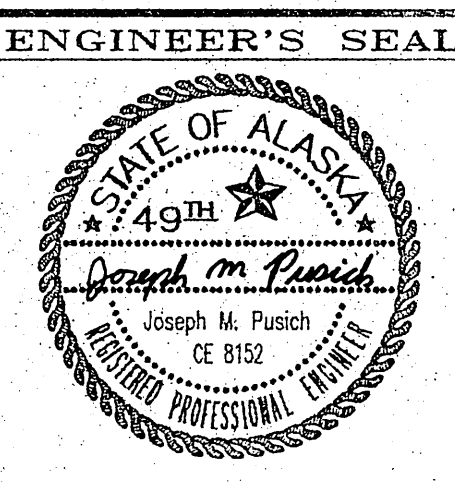
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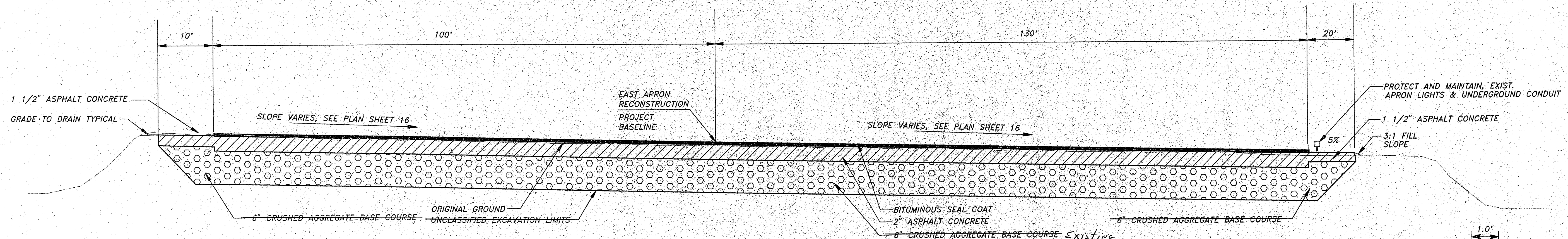
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG
ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
TYPICAL SECTIONS

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

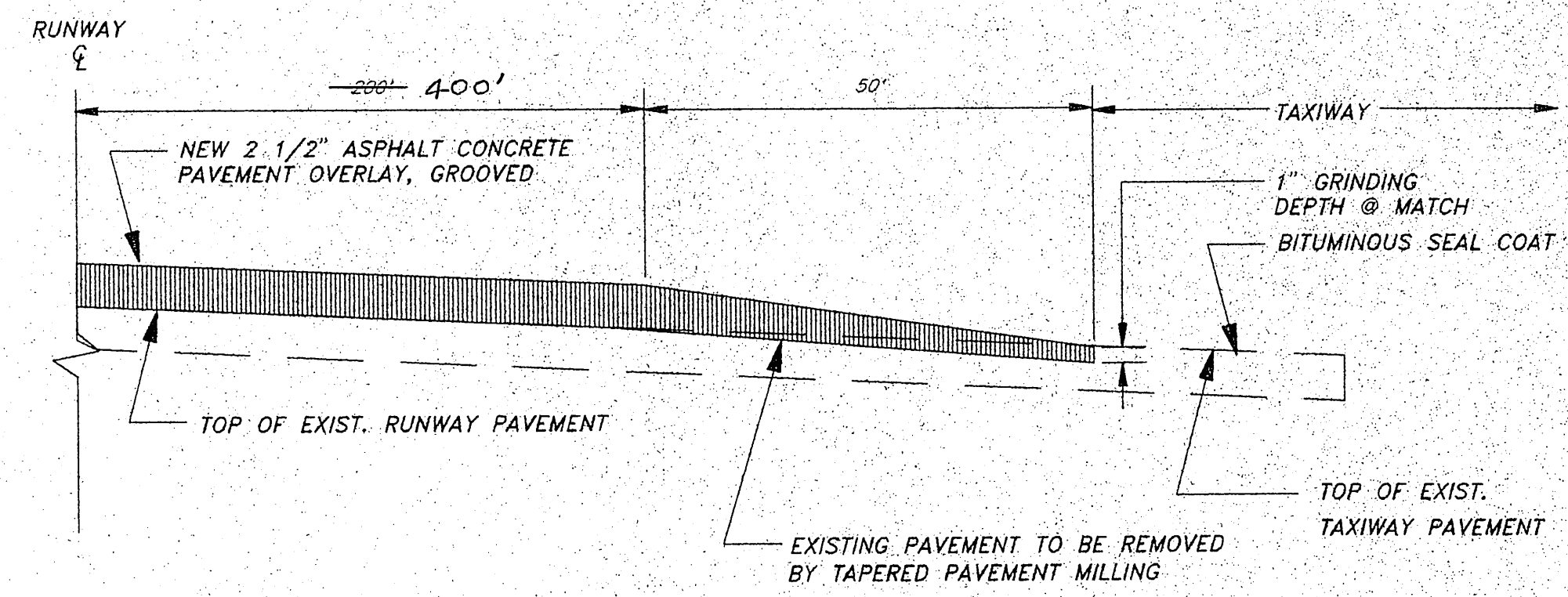
DESIGNED BY:	J.M.P.	PROJECT NO.	71079
DRAWN BY:	AUTOCADD/ N.R.M.	DATE:	APRIL, 1995
CHECKED BY:	M.A.M.	SHEET	3 OF 31





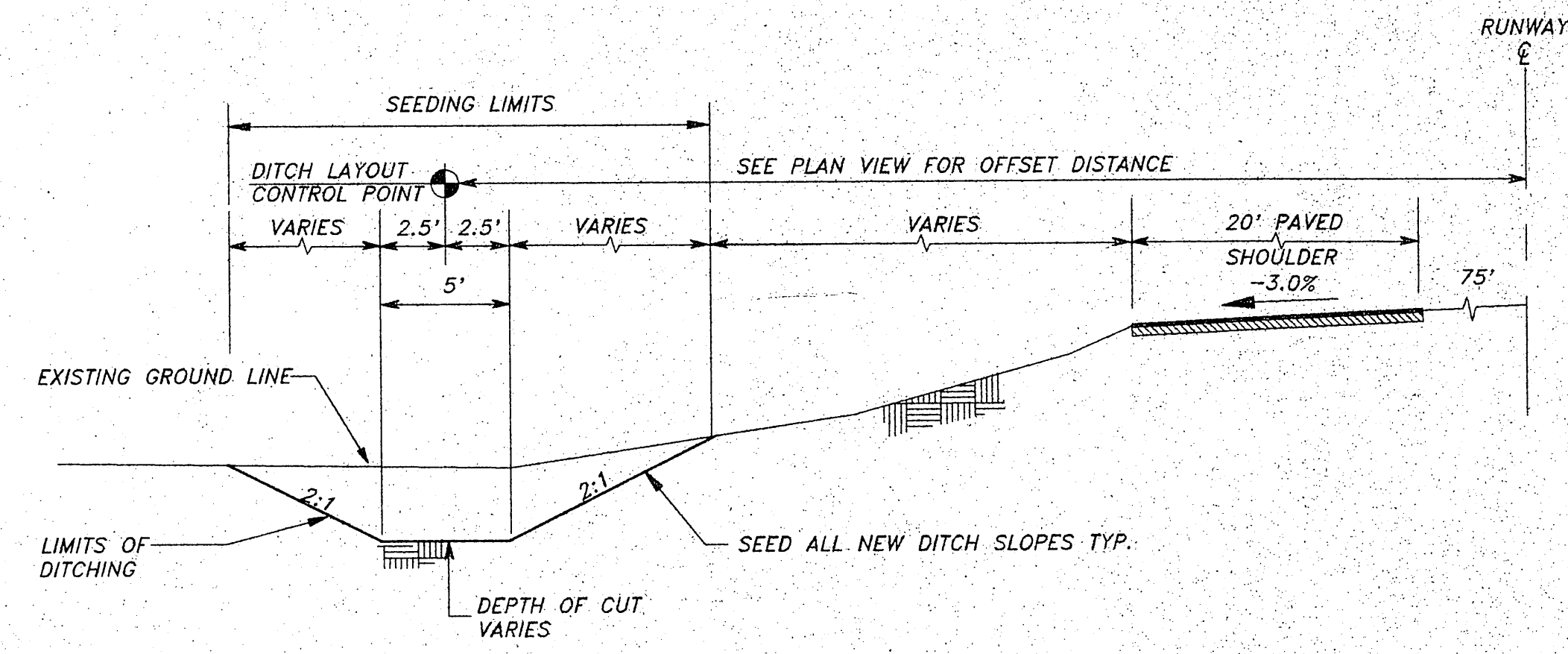
EAST AVIATION APRON TYPICAL SECTION

NOTE: 1) BITUMINOUS SEAL COAT SHALL NOT BE APPLIED TO PORTLAND CEMENT CONCRETE SURFACES.
2) SEE SHEET 16 OF 32 FOR PLAN VIEW.



PAVEMENT TRANSITION DETAIL

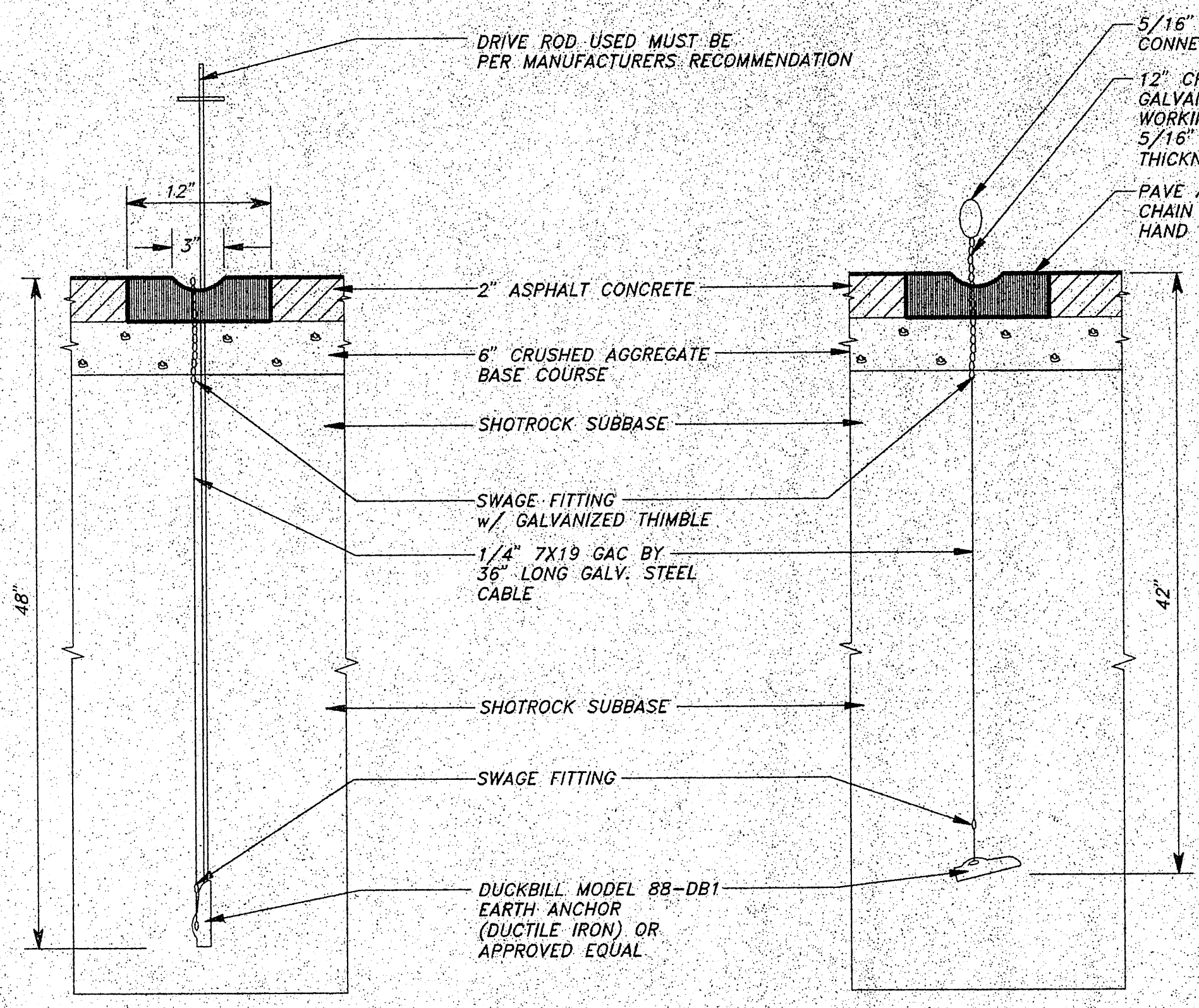
N.T.S.



TYPICAL DITCH CROSS SECTION

N.T.S.

NOTE: SEE PLAN SHEETS FOR DITCH SLOPE GRADIENTS.

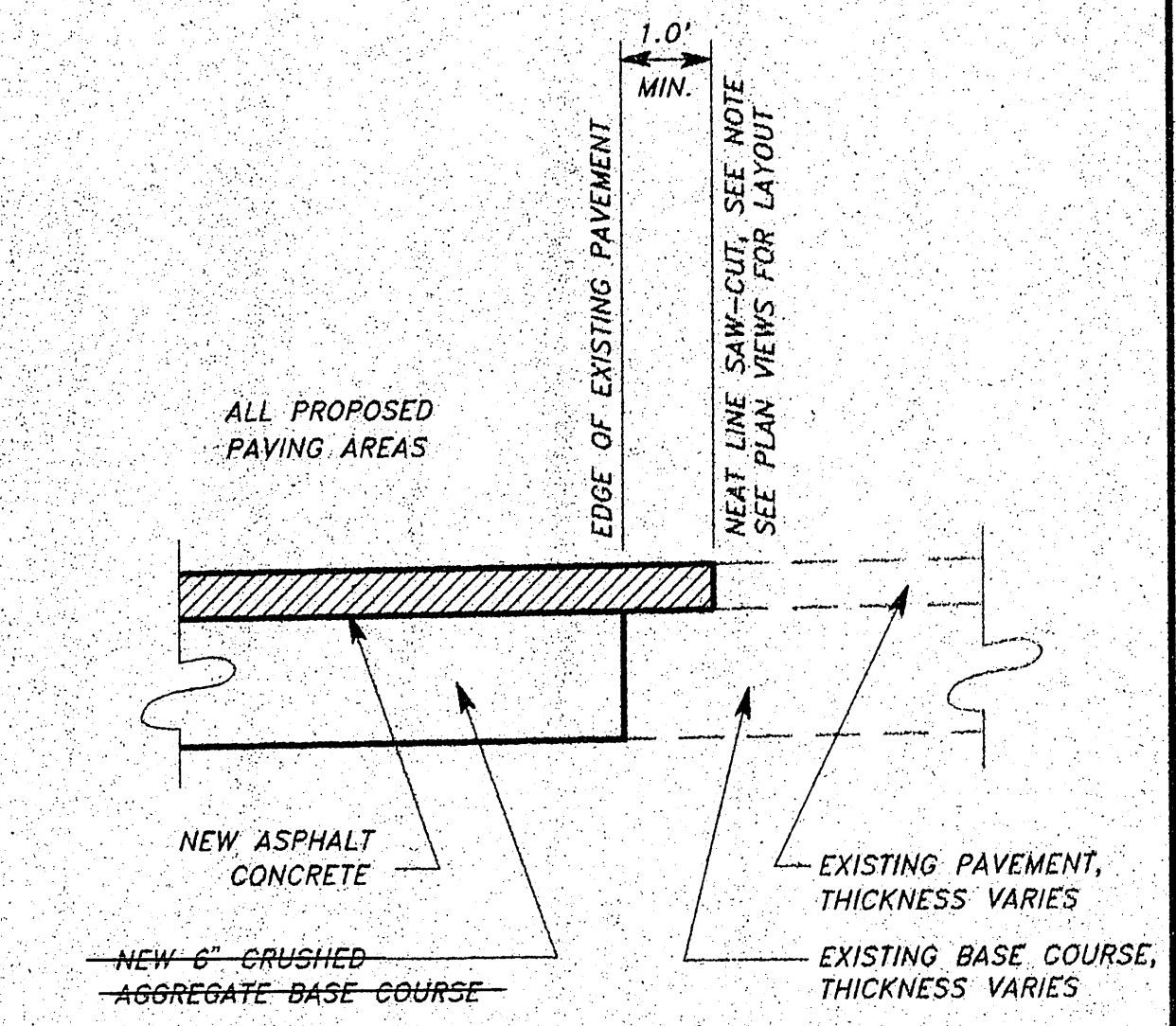


INSTALLATION

INSTALLED

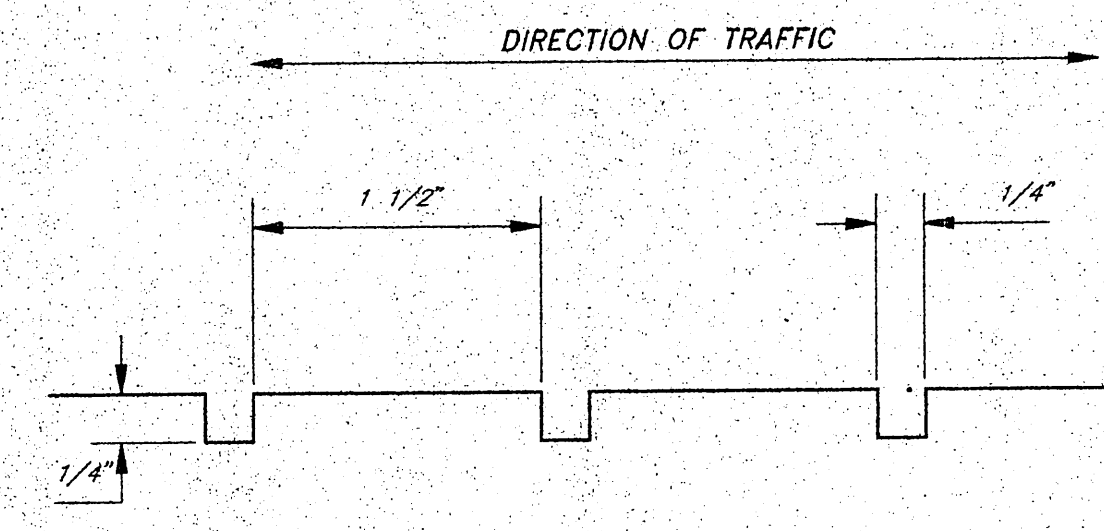
TYPICAL TIE-DOWN ANCHOR DETAIL

N.T.S.



PAVEMENT MATCH JOINT DETAIL

N.T.S.



TYPICAL GROOVE SECTION

N.T.S.

1) SEE SECTION 280 OF THE CONSTRUCTION SPECIFICATIONS FOR DETAILS OF THE GROOVING OPERATION.
2) LOCATIONS FOR GROOVING PER TYPICAL SECTIONS ON SHEET 3.

R&M#931319/APRDET.DWG/1:1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

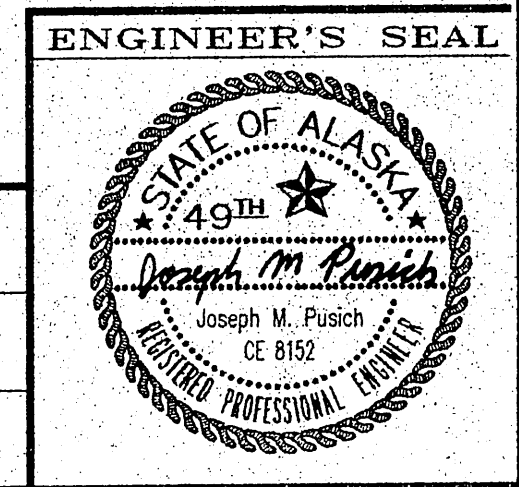
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

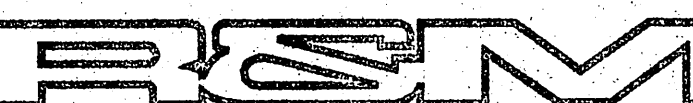
PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
MISCELLANEOUS
CONSTRUCTION DETAILS

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: J.M.P.
DRAWN BY: AUTOCADD/N.R.M.
CHECKED BY: M.A.M.

PROJECT NO. 71079
DATE: APRIL, 1995
SHEET 4 OF 32

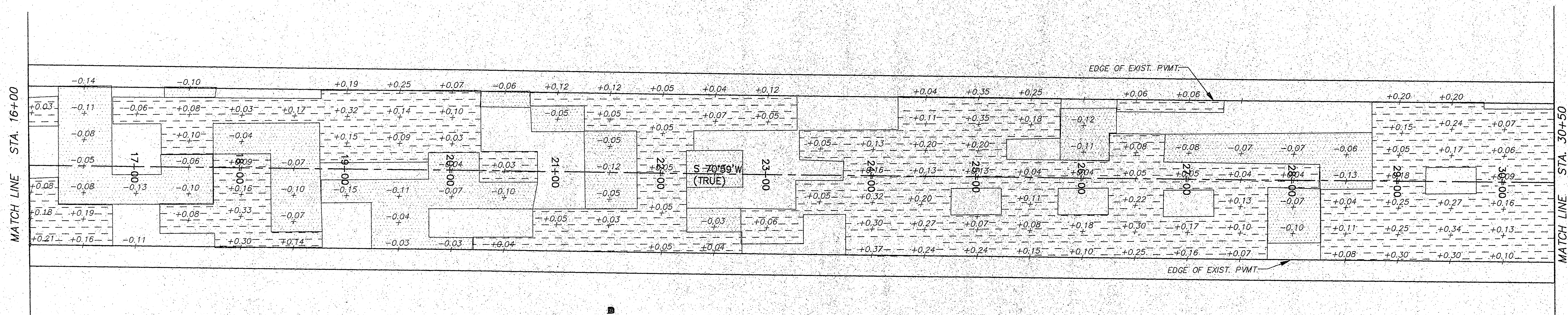
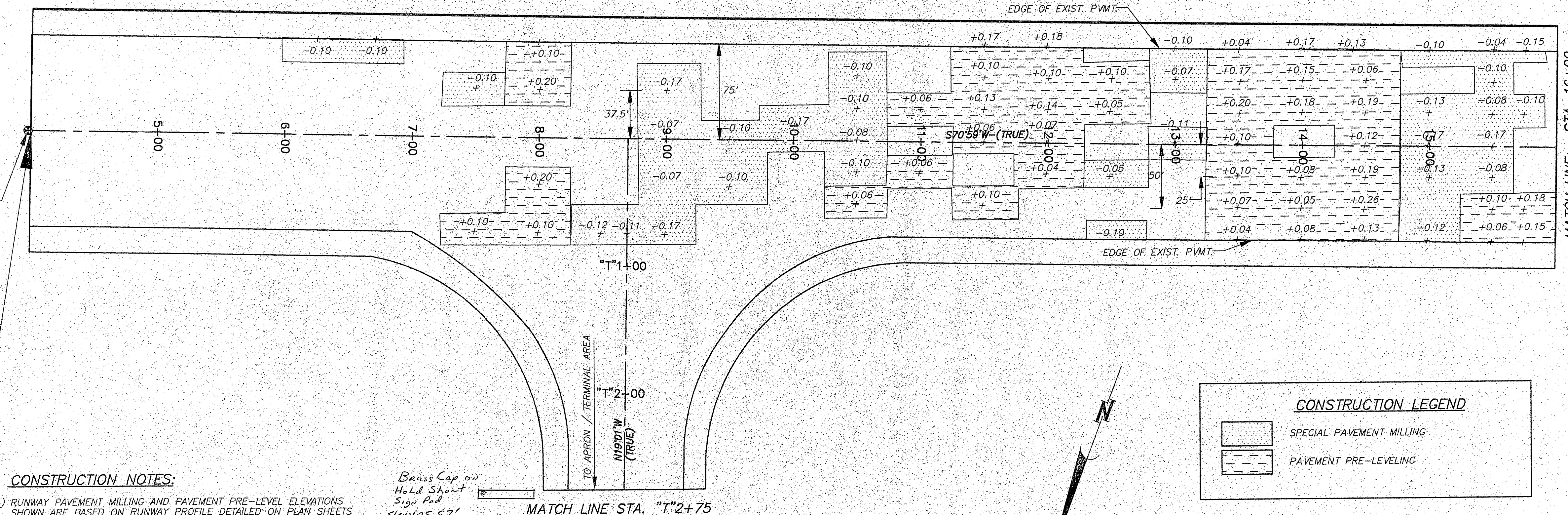




R & M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS

PROJECT DESIGNATION YEAR
71079/AIP NO.3-02-0219-07 1995

B.O.P.
STA. 4+00 ^{107.99}
ELEV. = 108.17'
FIELD VERIFY



BY:	DATE:	DESCRIPTION OF CHANGE:

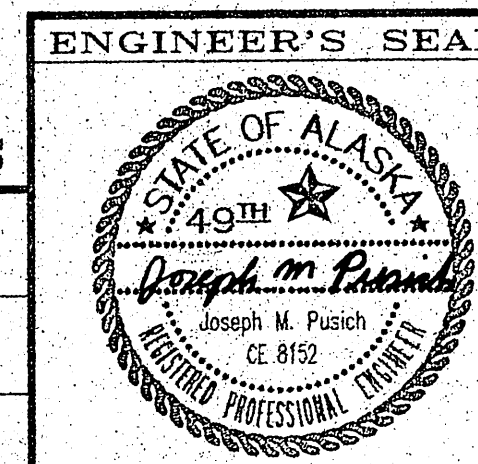
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

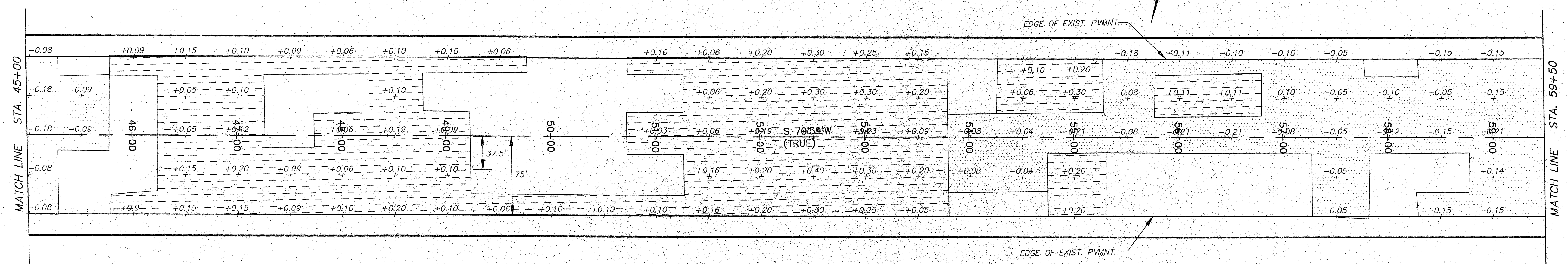
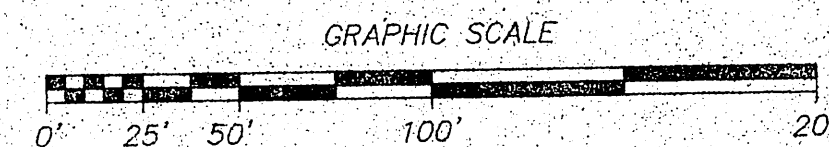
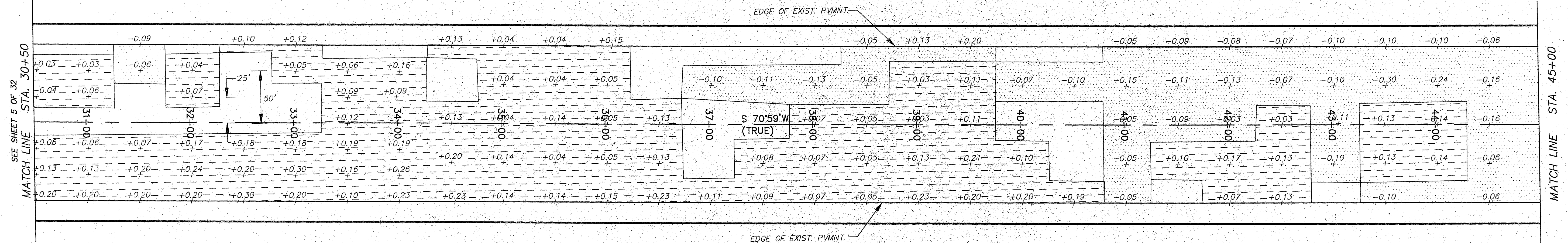
PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
RUNWAY MILLING AND
PRE-LEVELING PLAN

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY:	J.M.P.	PROJECT NO.	71079
DRAWN BY:	AUTOCADD/N.R.M.	DATE:	APRIL, 1995
CHECKED BY:	M.A.M.	SHEET	5 OF 32



R & M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS

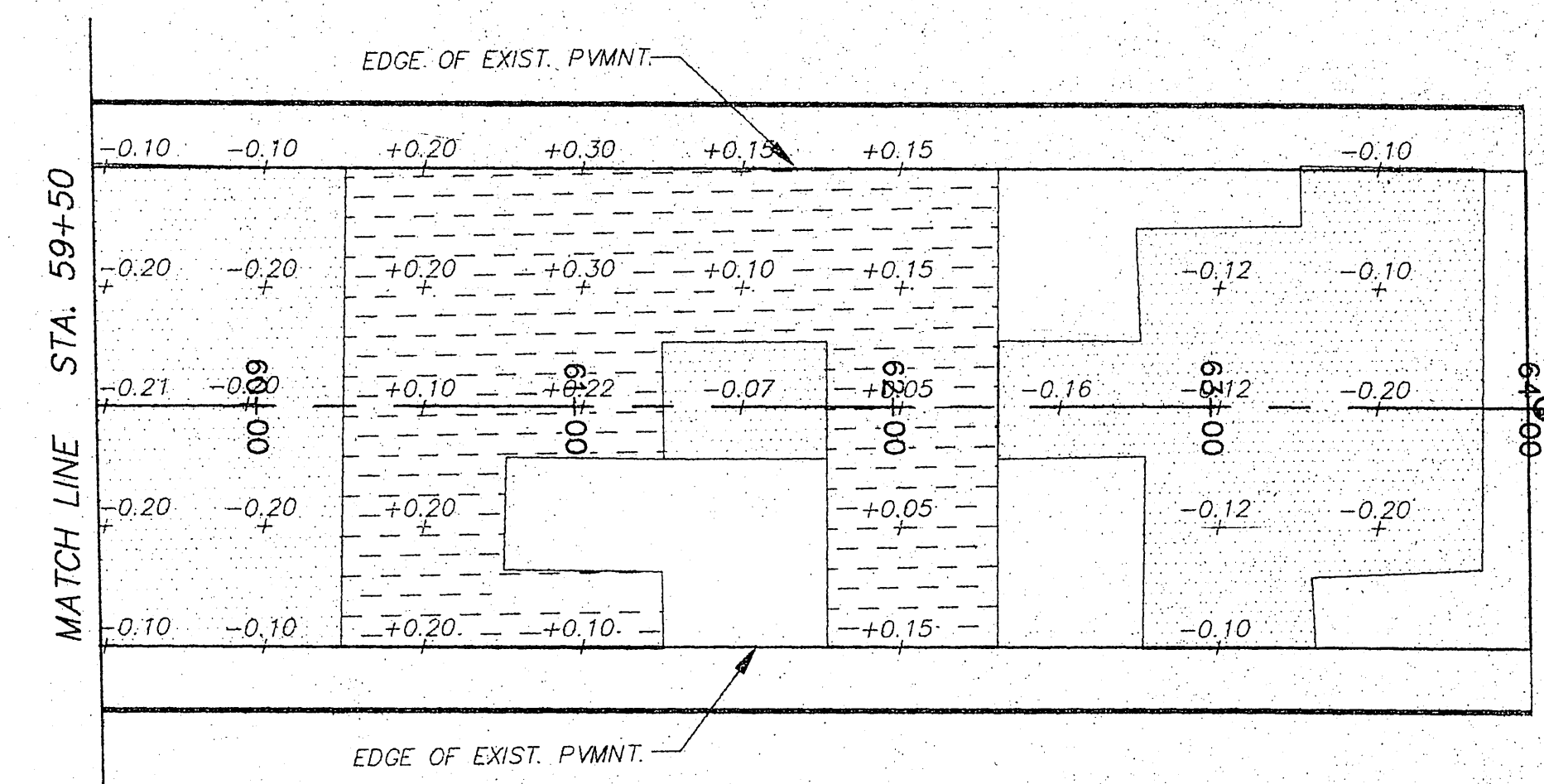


CONSTRUCTION NOTES:

- 1) RUNWAY PAVEMENT MILLING AND PAVEMENT PRE-LEVEL ELEVATIONS SHOWN ARE BASED ON RUNWAY PROFILE DETAILED ON PLAN SHEETS 7 THRU 11 AND TYPICAL SECTION SHEET 3.
- 2) THE CONTRACTOR IS REQUIRED TO CROSS-SECTION THE ENTIRE RUNWAY PRIOR TO COMMENCING RUNWAY PAVEMENT WORK AS DESCRIBED IN TECHNICAL SPECIFICATION SECTION 12. THE PAVEMENT MILLING AND PAVEMENT PRE-LEVEL DEPTHS AND LOCATIONS SHOWN SHALL BE ADJUSTED AS NECESSARY TO REFLECT THE CURRENT RUNWAY PAVEMENT VERTICAL POSITIONS AS DETERMINED FROM THE CONTRACTORS CROSS-SECTION SURVEY.
- 3) THE ELEVATIONS SHOWN OCCUR AT 25', 37.5', 50' OR 75' LEFT AND/OR RIGHT OF THE RUNWAY CENTERLINE.
- 4) THE ELEVATIONS SHOWN FOR PAVEMENT PRE-LEVEL AND MILLING ARE ARE TO BOTTOM OF 2 1/2-INCH OVERLAY.

CONSTRUCTION LEGEND

- SPECIAL PAVEMENT MILLING
- PAVEMENT PRE-LEVELING



E.O.P.
STA. 64+00
ELEV. = 115.03'
FIELD VERIFY

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

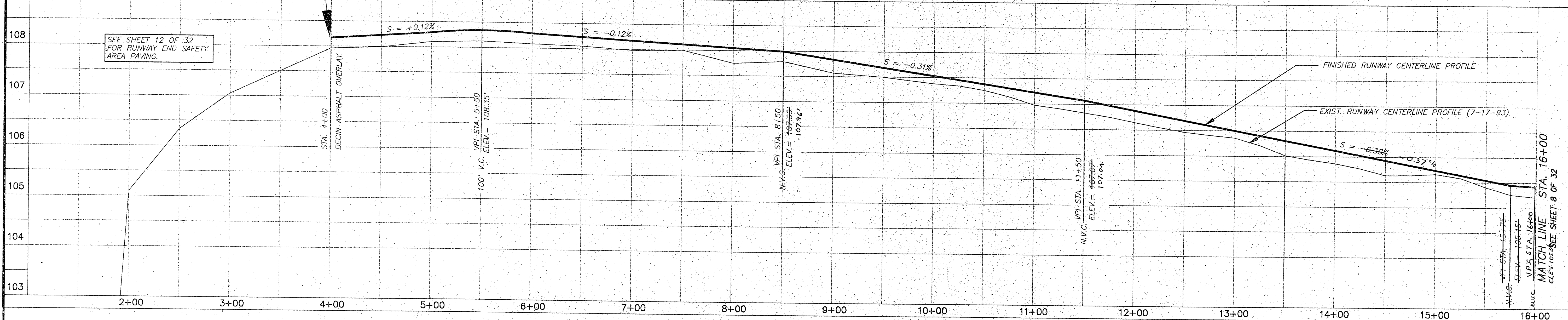
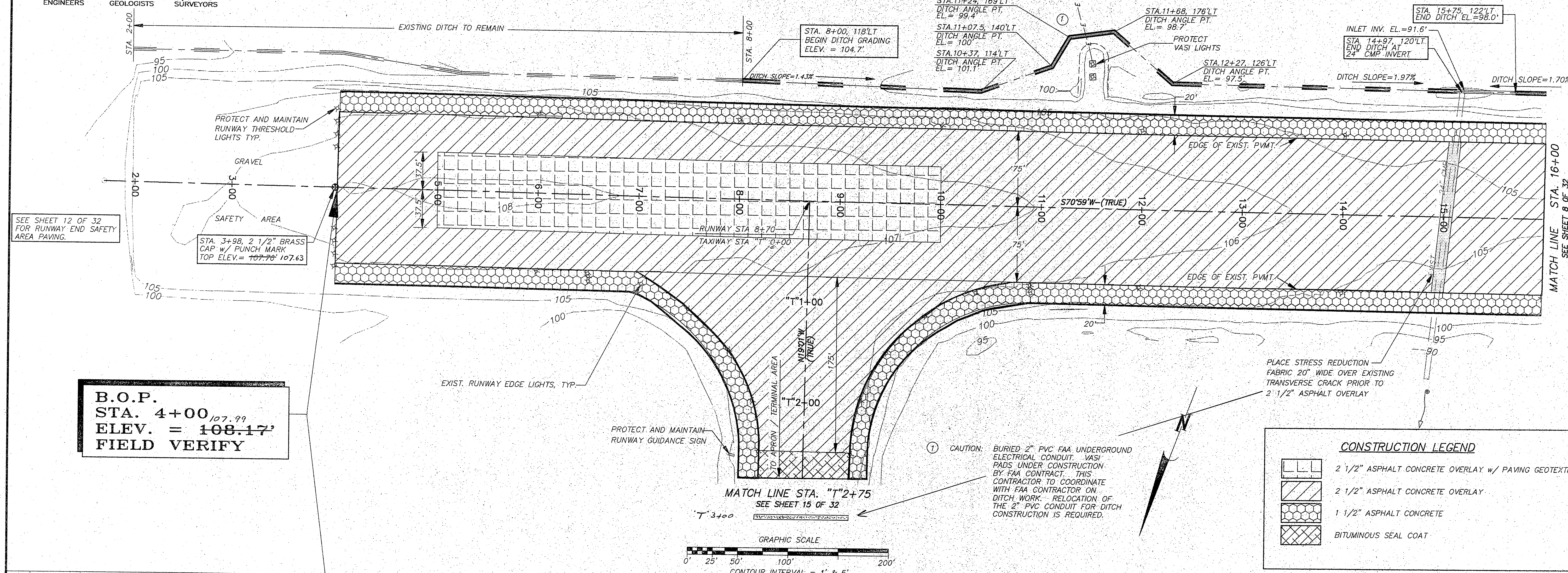
BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

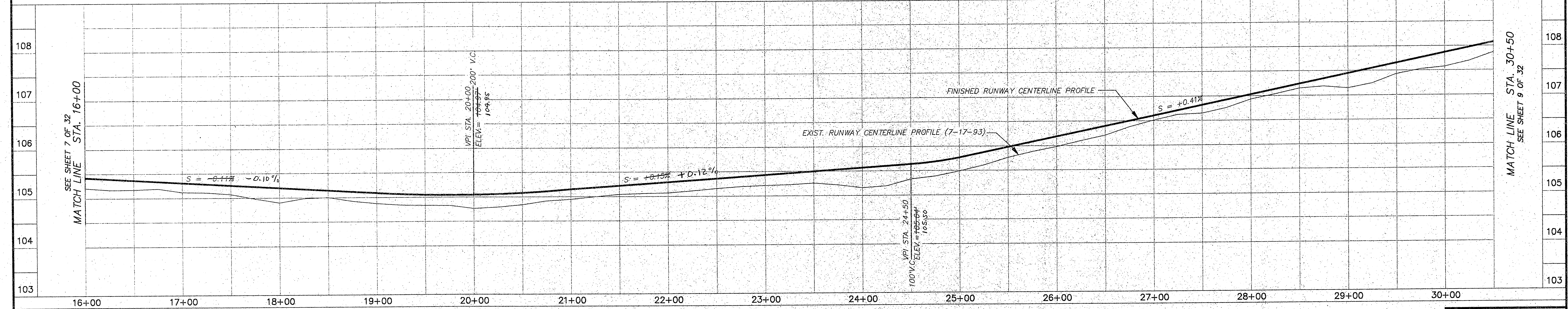
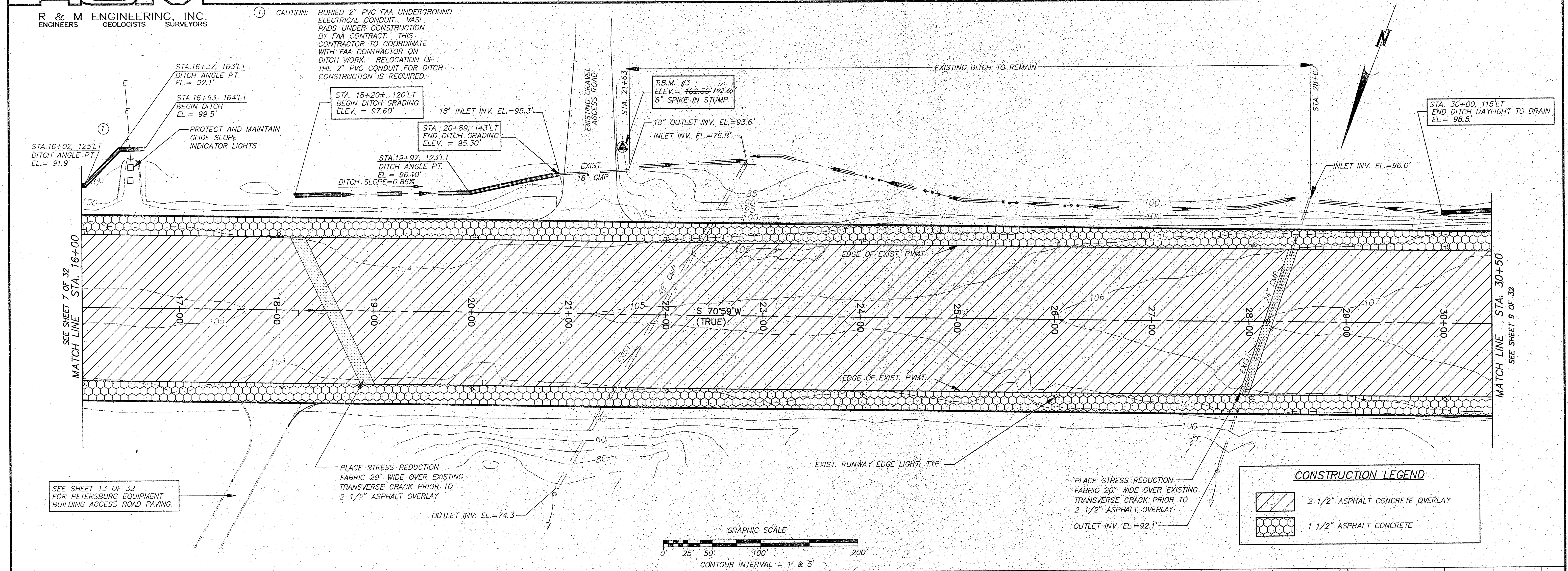
PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
RUNWAY MILLING AND
PRE-LEVELING PLAN

DESIGNED BY: J.M.P.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/N.R.M.	DATE: APRIL, 1995
CHECKED BY: M.A.M.	SHEET 6 OF 32





RECORD OF REVISIONS			STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		PETERSBURG ALASKA PETERSBURG AIRPORT RUNWAY RESURFACING PLAN & PROFILE B.O.P. TO STA. 16+00		NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS		ENGINEER'S SEAL		
BY:	DATE:	DESCRIPTION OF CHANGE:					DESIGNED BY: J.M.P. DRAWN BY: AUTOCADD/N.R.M. CHECKED BY: M.A.M.		PROJECT NO. 71079 DATE: APRIL, 1995 SHEET 7 OF 32		



BY: DATE: DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG
PETERSBURG AIRPORT RUNWAY RESURFACING
PLAN & PROFILE
STA. 16+00 TO STA. 30+50

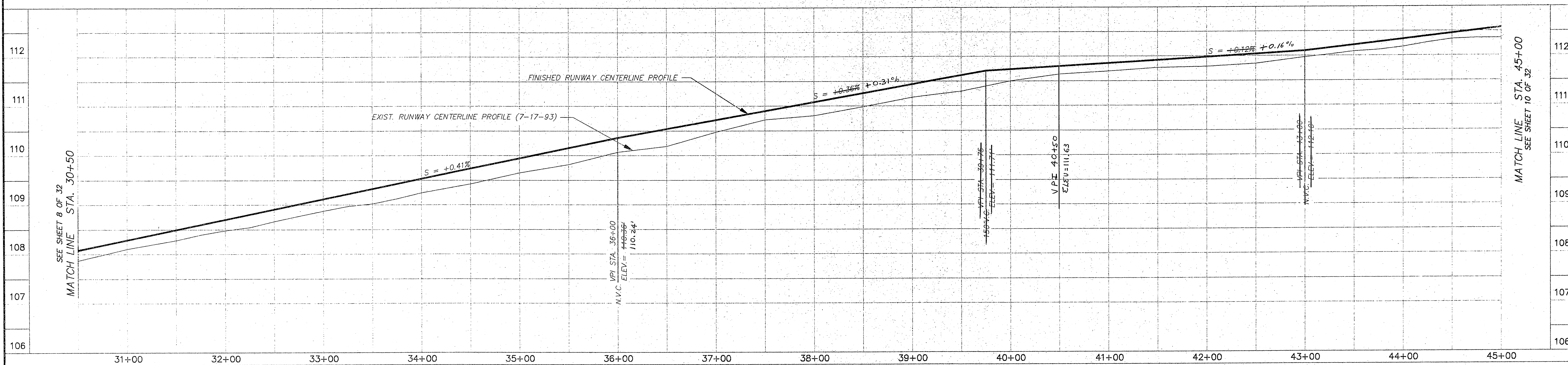
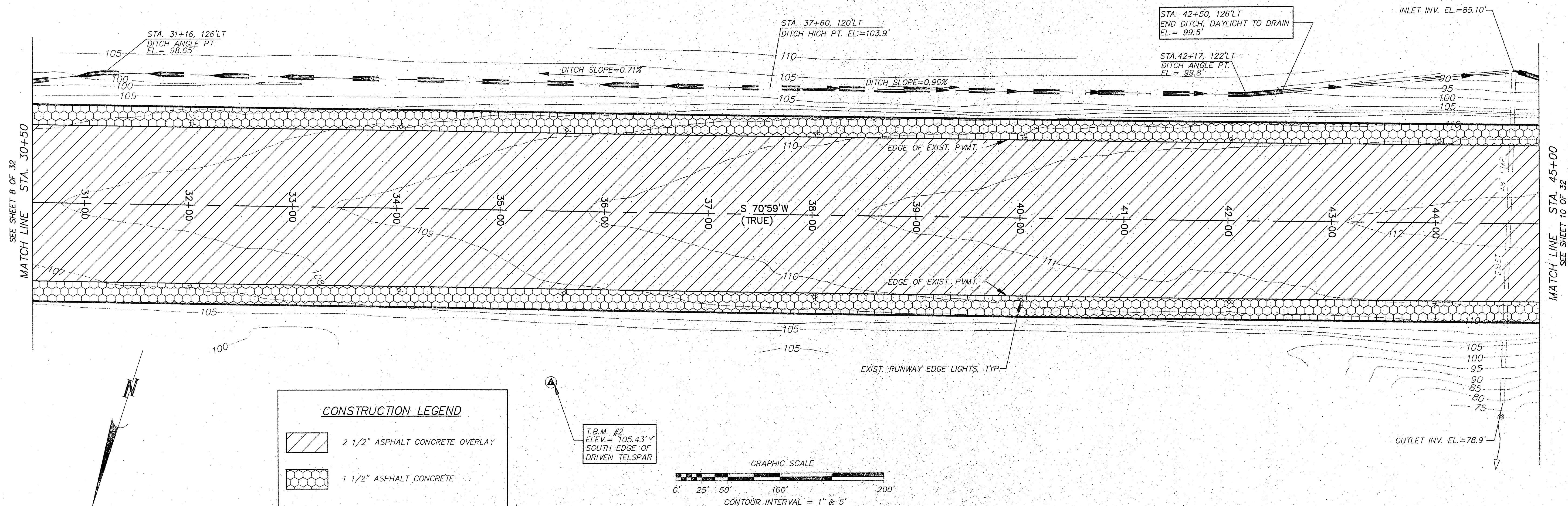
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: J.M.P.
DRAWN BY: AUTOCADD/N.R.M.
CHECKED BY: M.A.M.

PROJECT NO. 71079
DATE: APRIL, 1995
SHEET 8 OF 32

ENGINEER'S SEAL
STATE OF ALASKA
49th
Joseph M. Pusich
CE 6152
REGISTERED PROFESSIONAL ENGINEER

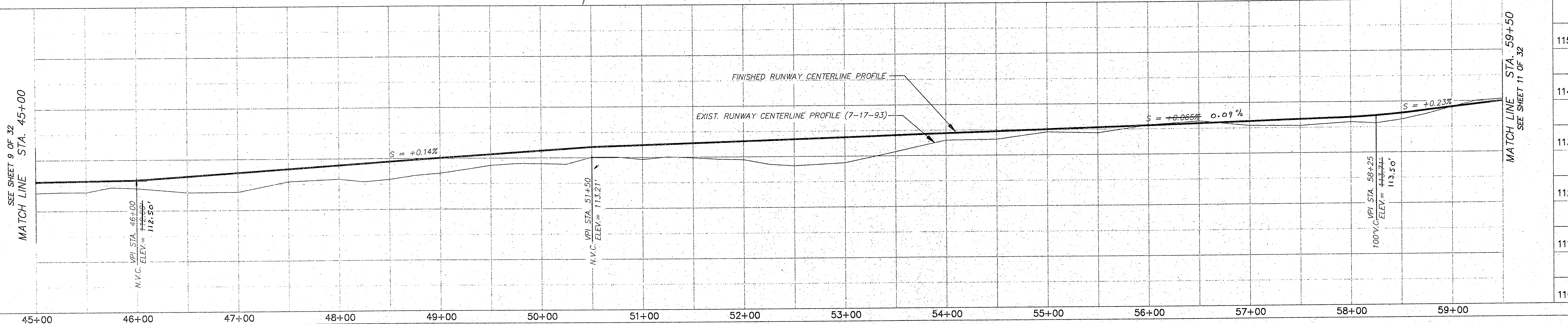
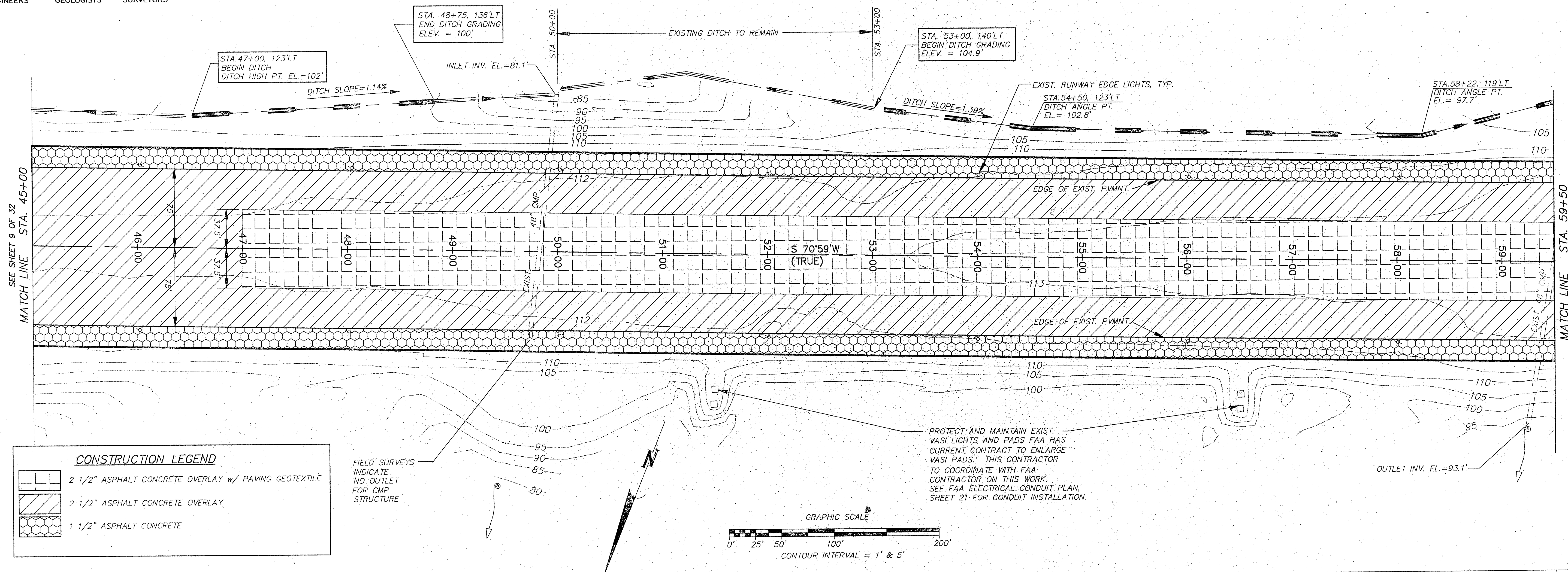
RECORD OF REVISIONS



RECORD OF REVISIONS			STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION		PETERSBURG ALASKA PETERSBURG AIRPORT RUNWAY RESURFACING PLAN & PROFILE STA. 30+50 TO STA. 45+00		DESIGNED BY: J.M.P. DRAWN BY: AUTOCADD/N.R.M. CHECKED BY: M.A.M.		PROJECT NO. 71079 DATE: APRIL, 1995 SHEET 9 OF 32	
BY:	DATE:	DESCRIPTION OF CHANGE:								

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

ENGINEER'S SEAL
STATE OF ALASKA
49th
Joseph M. Pusich
CE 8152
REGISTERED PROFESSIONAL ENGINEER



R&M#31318/PBGP-4.DWG/1:1

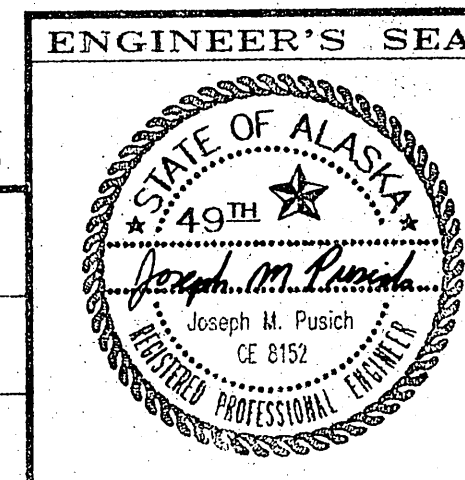
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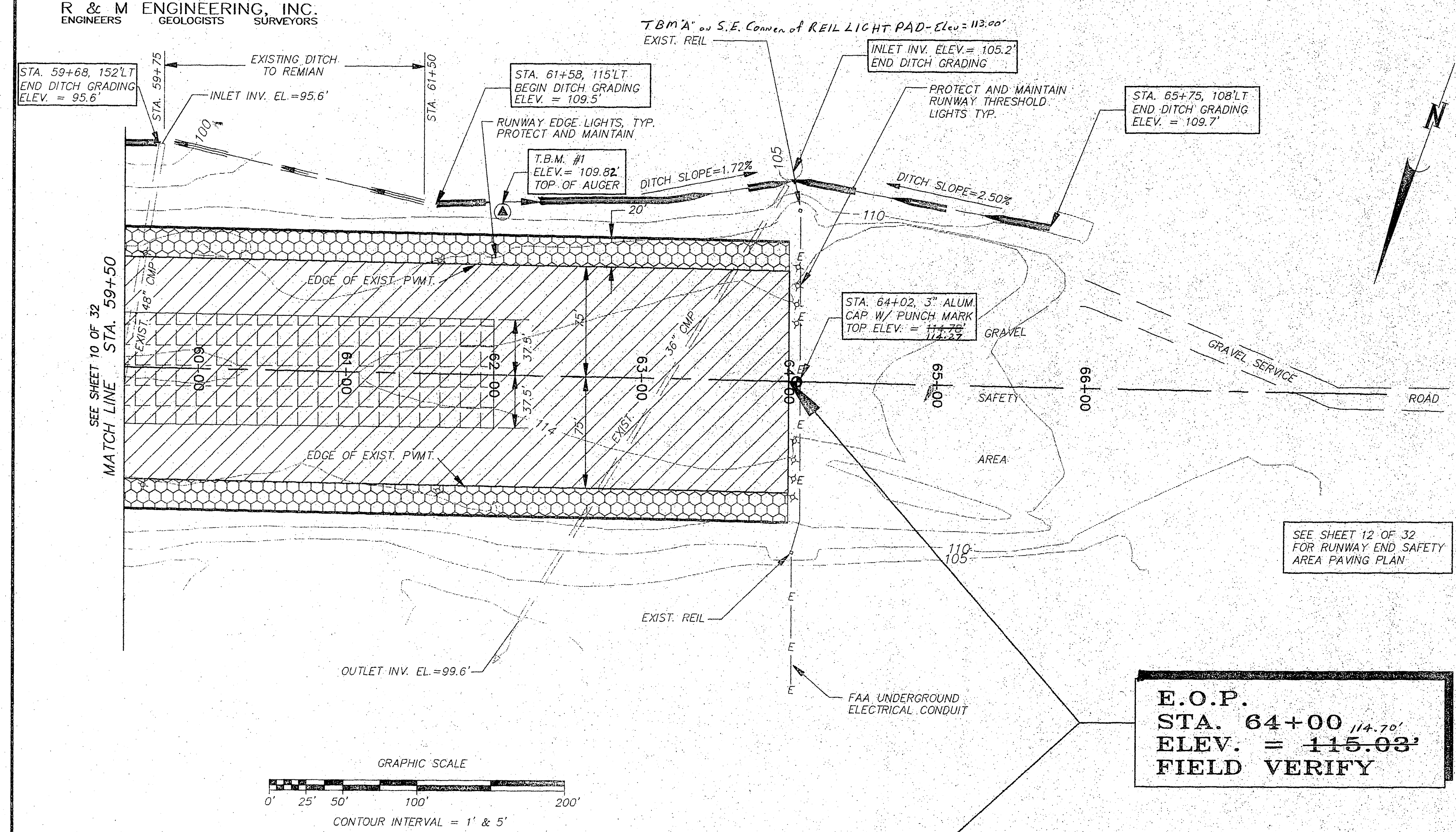
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG ALASKA
PETERSBURT AIRPORT RUNWAY RESURFACING
PLAN & PROFILE
STA. 45+00 TO STA. 59+50

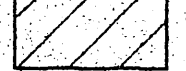
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

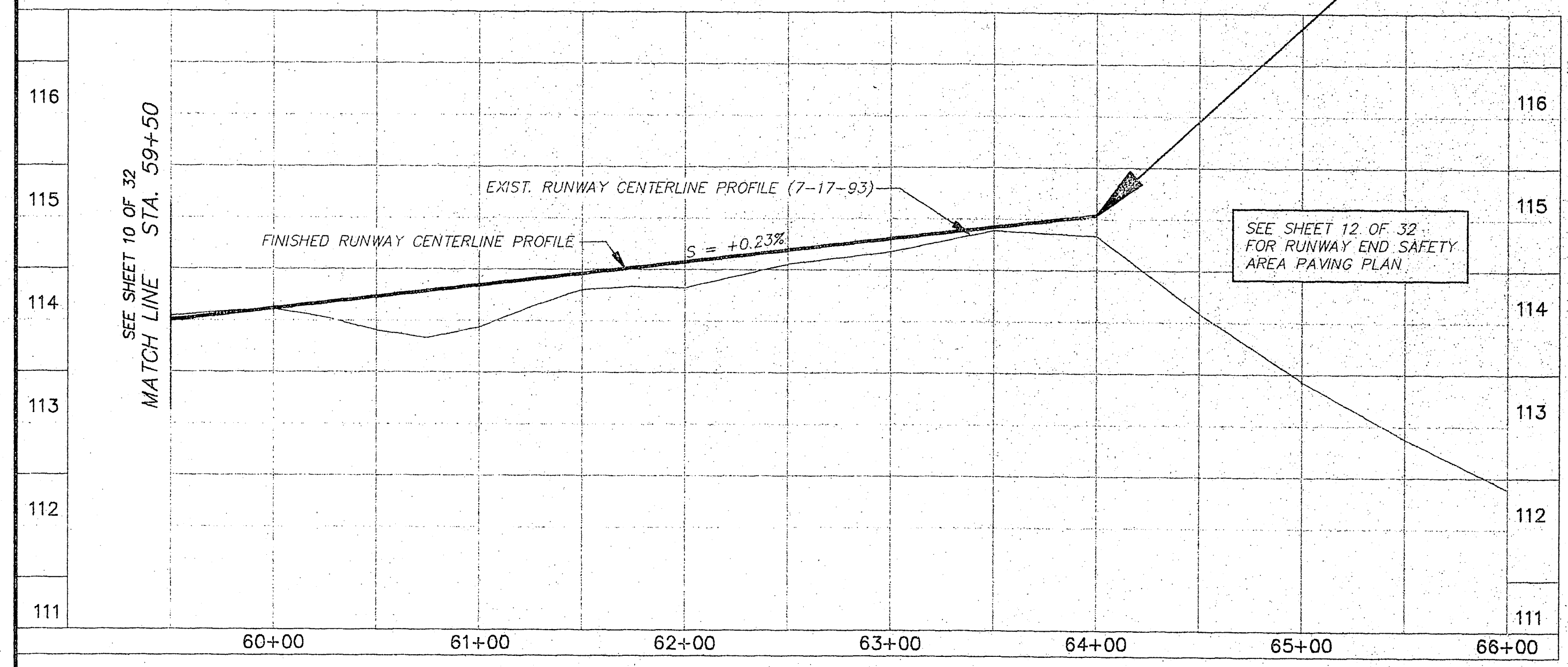
DESIGNED BY: J.M.P.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/N.R.M.	DATE: APRIL, 1995
CHECKED BY: M.A.M.	SHEET 10 OF 32





CONSTRUCTION LEGEND

	2 1/2" ASPHALT CONCRETE OVERLAY w/PAVING GEOTEXTILE
	2 1/2" ASPHALT CONCRETE OVERLAY
	1 1/2" ASPHALT CONCRETE



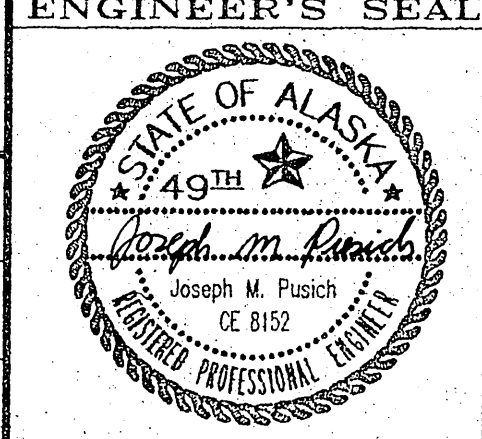
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

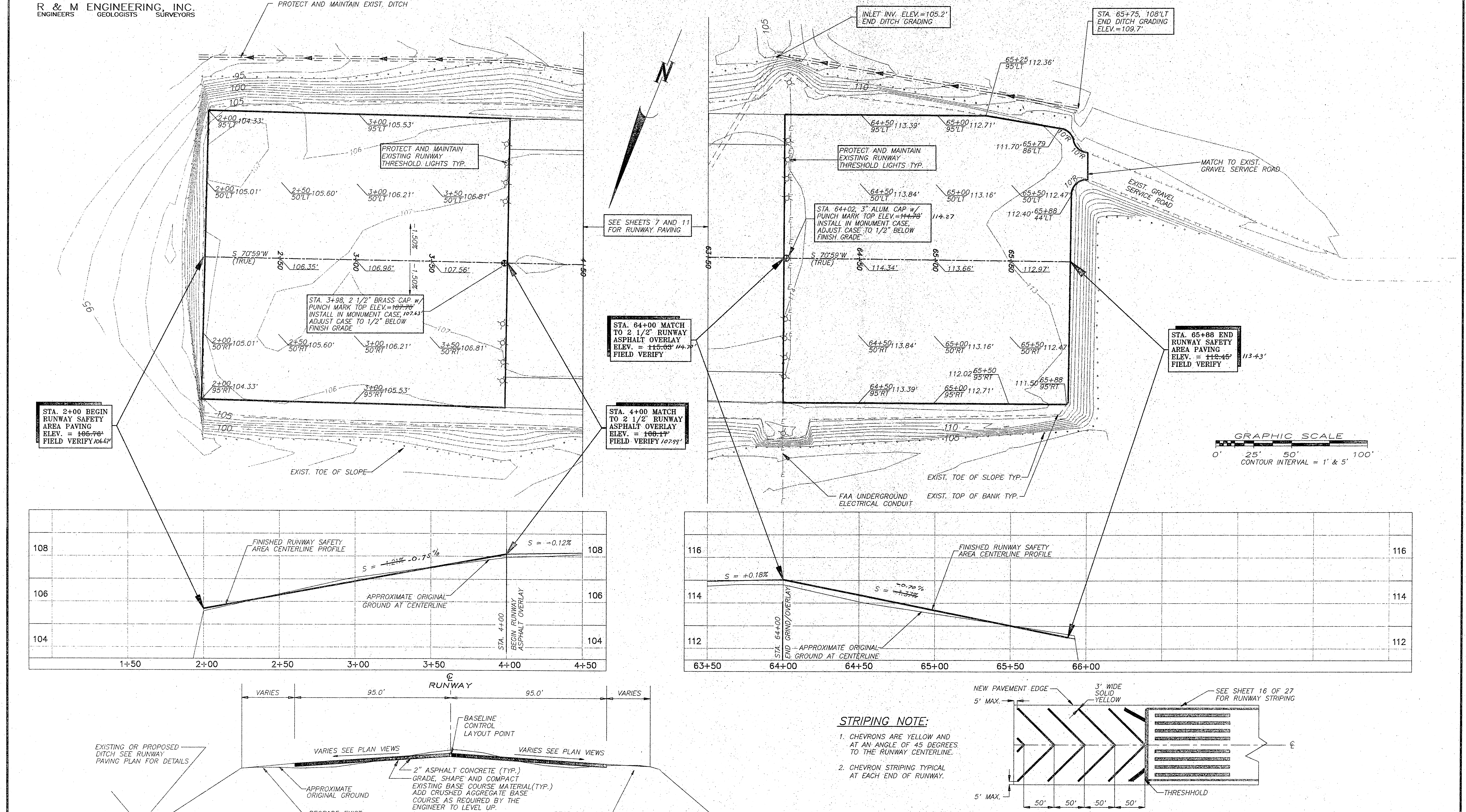
PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
PLAN & PROFILE
STA. 59+50 TO E.O.P.

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

DESIGNED BY: J.M.P.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/N.R.M.	DATE: APRIL, 1995
CHECKED BY: M.A.M.	SHEET 11 OF 32



R&M#11319/PBGRP-S DMC/1-1



BY: DATE: DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY SAFETY AREA PAVING
PLAN & PROFILE
STA. 2+00 TO STA. 4+00 & STA 64+00 TO STA. 65+88

DESIGNED BY: J.M.P.
DRAWN BY: AUTOCADD/N.R.M.
CHECKED BY: M.A.M.

PROJECT NO.
71079
DATE:
APRIL, 1995
SHEET 12 OF 32

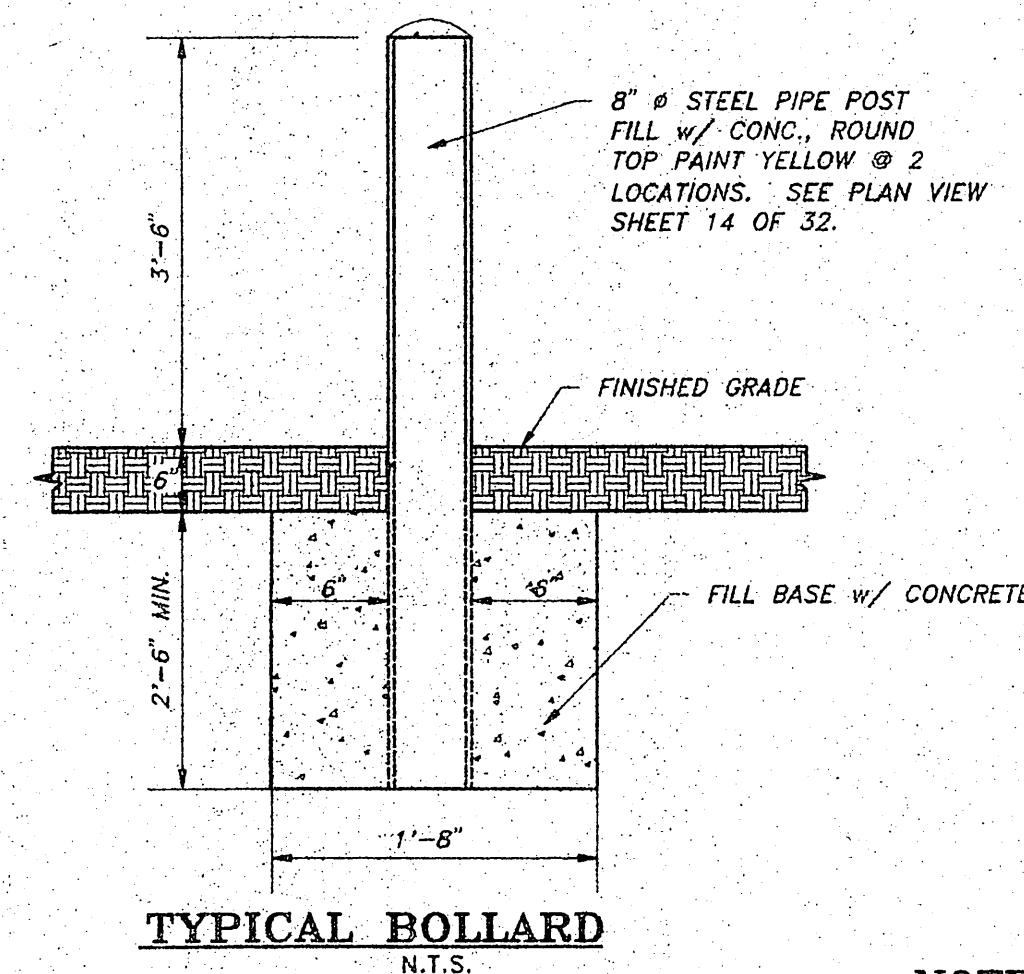
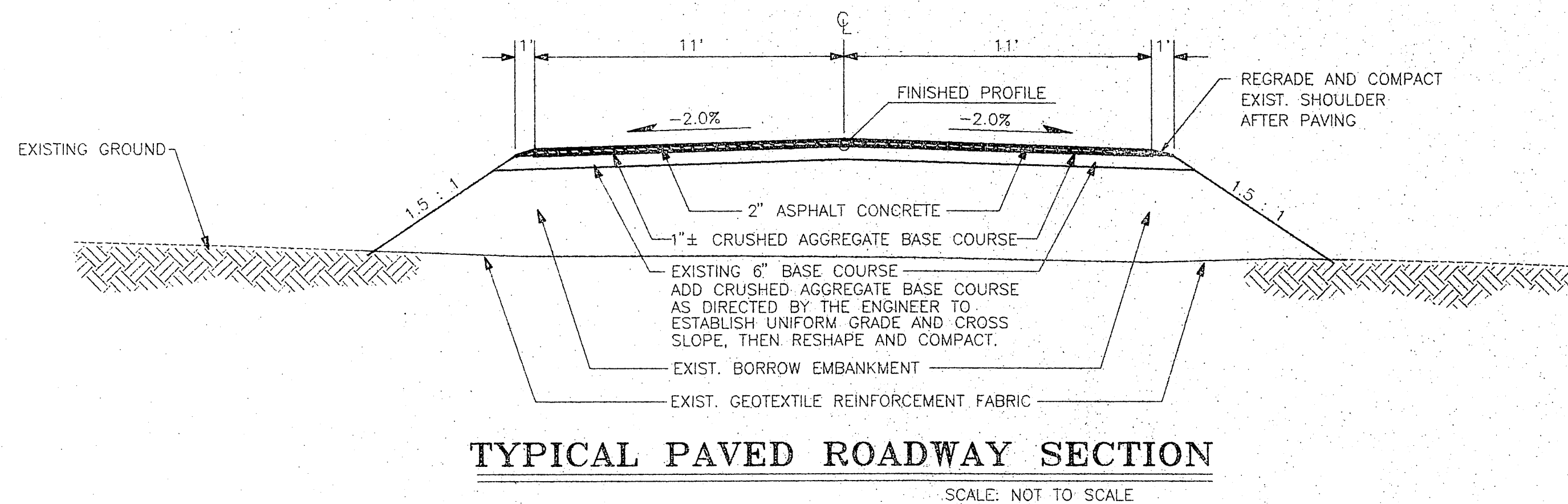
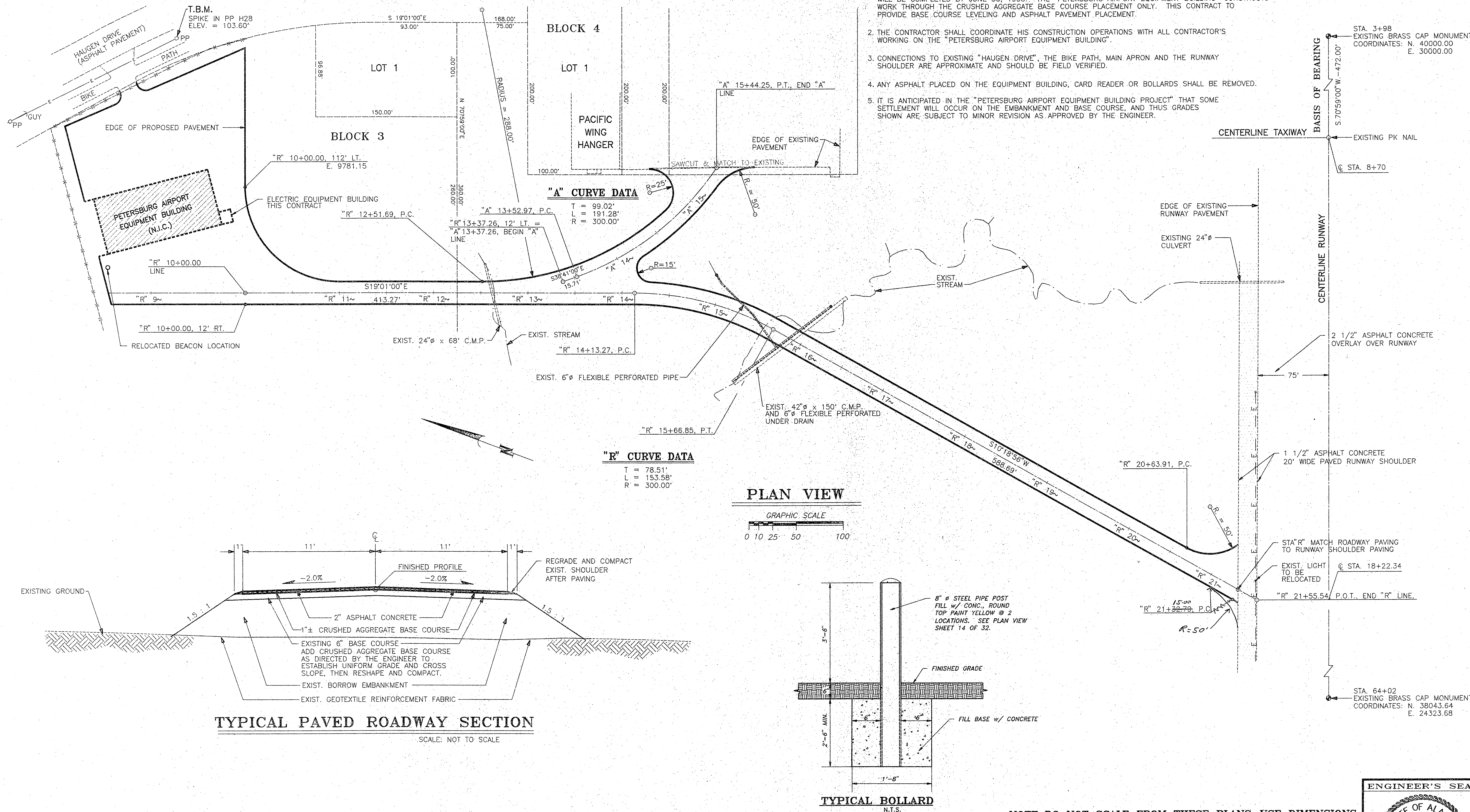
ENGINEER'S SEAL
STATE OF ALASKA
49th
Joseph M. Pusich
OF 8155
REGISTERED PROFESSIONAL ENGINEER

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

71079-AIP NO.3-02-0219-07-12

GENERAL NOTES

1. THE FEATURES SHOWN DEPICT THOSE OF THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION CONSTRUCTION PROJECT TITLED, "PETERSBURG AIRPORT EQUIPMENT BUILDING", AIP NO. 3-02-0219-05. THIS CONTRACT IS CURRENTLY UNDER CONSTRUCTION AND IT IS ANTICIPATED THAT BASIC BID AND ALTERNATE 1 CRUSHED AGGREGATE BASE COURSE WORK WILL BE COMPLETED BY JUNE 30, 1995. THE "PETERSBURG AIRPORT EQUIPMENT BUILDING" CONSTRUCTS WORK THROUGH THE CRUSHED AGGREGATE BASE COURSE PLACEMENT ONLY. THIS CONTRACT TO PROVIDE BASE COURSE LEVELING AND ASPHALT PAVEMENT PLACEMENT.
2. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION OPERATIONS WITH ALL CONTRACTOR'S WORKING ON THE "PETERSBURG AIRPORT EQUIPMENT BUILDING".
3. CONNECTIONS TO EXISTING "HAUGEN DRIVE", THE BIKE PATH, MAIN APRON AND THE RUNWAY SHOULDER ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED.
4. ANY ASPHALT PLACED ON THE EQUIPMENT BUILDING, CARD READER OR BOLLARDS SHALL BE REMOVED.
5. IT IS ANTICIPATED IN THE "PETERSBURG AIRPORT EQUIPMENT BUILDING PROJECT" THAT SOME SETTLEMENT WILL OCCUR ON THE EMBANKMENT AND BASE COURSE, AND THUS GRADES SHOWN ARE SUBJECT TO MINOR REVISION AS APPROVED BY THE ENGINEER.



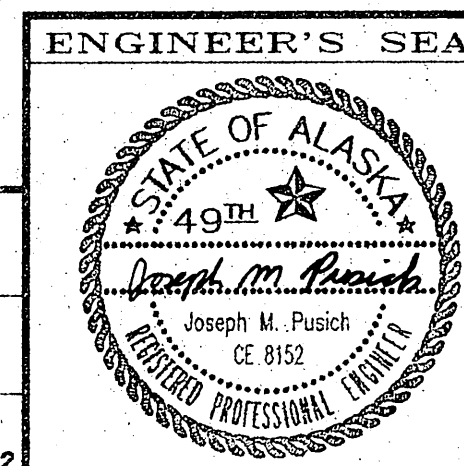
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BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
PETERSBURG AIRPORT EQUIPMENT BUILDING PAVING PLAN

DESIGNED BY: J.M.P.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/N.R.M.	DATE: APRIL, 1995
CHECKED BY: M.A.M.	SHEET 13 OF 32

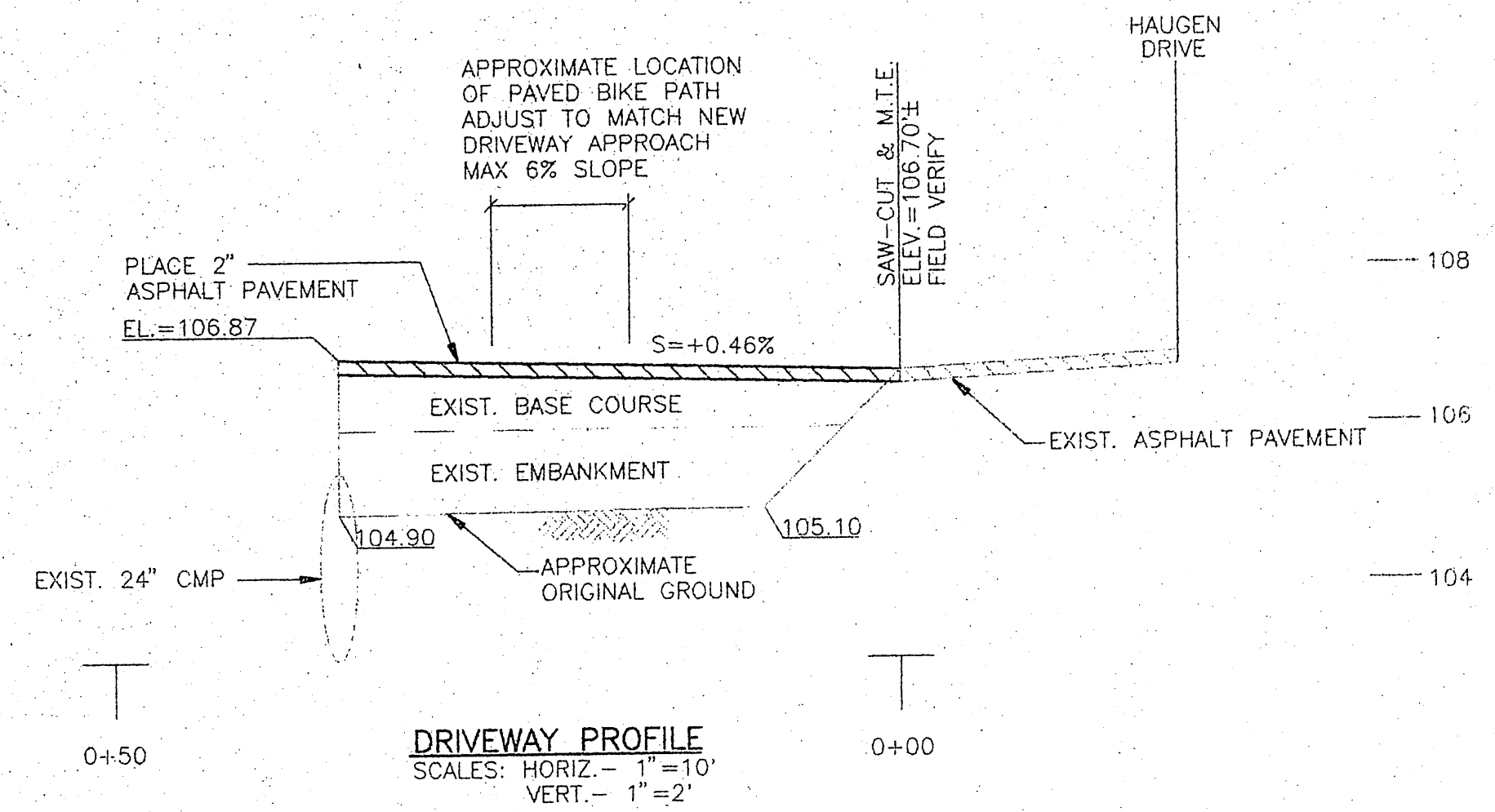


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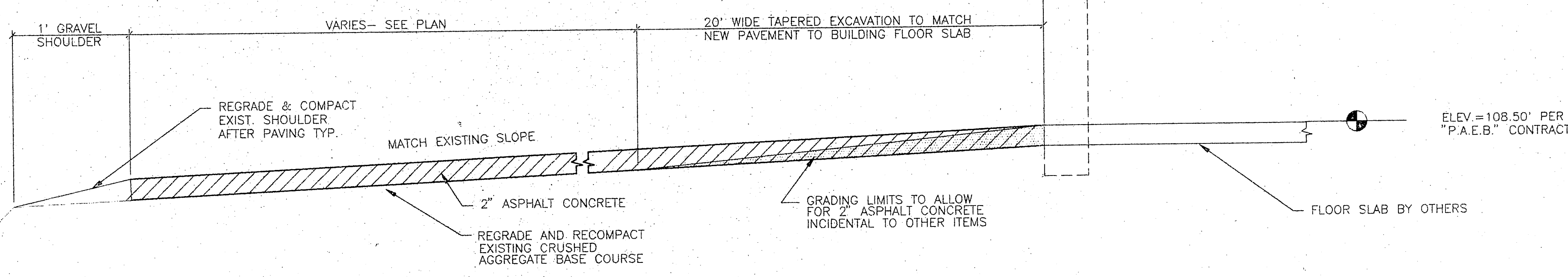
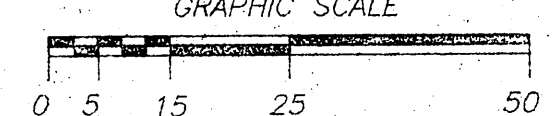
GENERAL NOTES

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2. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION OPERATIONS WITH ALL CONTRACTOR'S WORKING ON THE "PETERSBURG AIRPORT EQUIPMENT BUILDING".
3. THE FINISH ELEVATIONS SHOWN REFLECT TOP OF FINISHED ASPHALT PAVEMENT ELEVATIONS.
4. CONNECTIONS TO EXISTING "HAUGEN DRIVE", THE BIKE PATH, MAIN APRON AND THE RUNWAY SHOULDER ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED.
5. ASPHALT PLACED ON THE EXISTING BUILDING, CARD READER OR BOLLARDS SHALL BE REMOVED.
6. IT IS ANTICIPATED IN THE "PETERSBURG AIRPORT EQUIPMENT BUILDING" CONTRACT THAT SOME SETTLEMENT WILL OCCUR ON THE EMBANKMENT AND BASE COURSE, AND THUS GRADES SHOWN ON THIS PLAN ARE SUBJECT TO MINOR REVISION AS APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL PLACE CRUSHED AGGREGATE BASE COURSE AS REQUIRED BY THE ENGINEER, TO RE-ESTABLISH PROPER GRADE.
7. RADIUS OF CURVATURE SHOWN IS TO INSIDE EDGE OF PROPOSED ASPHALT PAVEMENT.

N.I.C. = NOT IN CONTRACT



PAVING PLAN VIEW



TYPICAL PAVING SECTION AROUND BUILDING
N.T.S.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

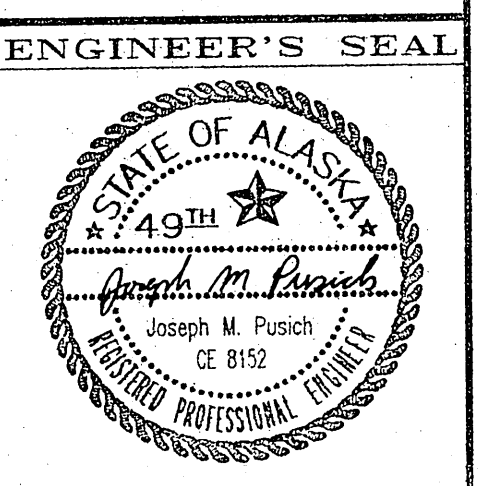
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RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
PETERSBURG AIRPORT EQUIPMENT BUILDING PAVING PLAN

DESIGNED BY: J.M.P.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/N.R.M.	DATE: APRIL, 1995
CHECKED BY: M.A.M.	SHEET 14 OF 32



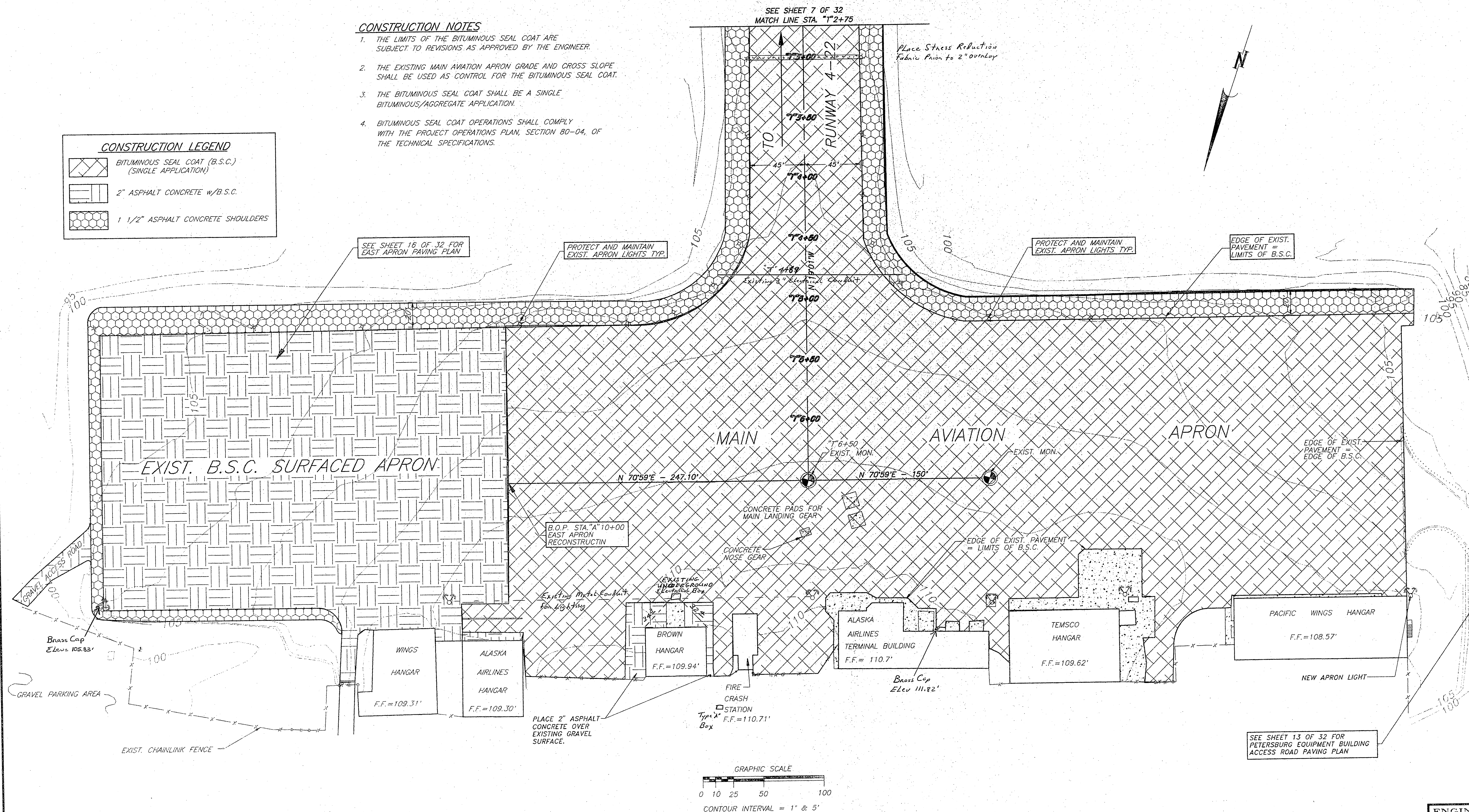
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ENGINEERS GEOLOGISTS SURVEYORS

CONSTRUCTION NOTES

1. THE LIMITS OF THE BITUMINOUS SEAL COAT ARE SUBJECT TO REVISIONS AS APPROVED BY THE ENGINEER.
2. THE EXISTING MAIN AVIATION APRON GRADE AND CROSS SLOPE SHALL BE USED AS CONTROL FOR THE BITUMINOUS SEAL COAT.
3. THE BITUMINOUS SEAL COAT SHALL BE A SINGLE BITUMINOUS/AGGREGATE APPLICATION.
4. BITUMINOUS SEAL COAT OPERATIONS SHALL COMPLY WITH THE PROJECT OPERATIONS PLAN, SECTION 80-04, OF THE TECHNICAL SPECIFICATIONS.

CONSTRUCTION LEGEND

- BITUMINOUS SEAL COAT (B.S.C.) (SINGLE APPLICATION)
- 2" ASPHALT CONCRETE w/B.S.C.
- 1 1/2" ASPHALT CONCRETE SHOULDERS



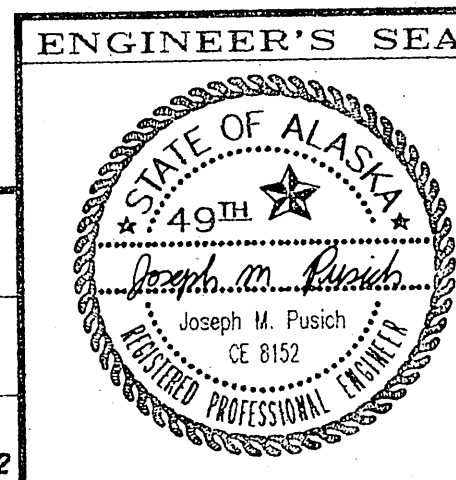
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BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
MAIN AVIATION APRON B.S.C.

DESIGNED BY: J.M.P.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/ N.R.M.	DATE: APRIL, 1995
CHECKED BY: M.A.M.	SHEET 15 OF 32



R&M ENGINEERS, INC.
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SYMBOLS

- BASELINE
- ⊕ EXISTING 1 1/2" ALUMINUM MONUMENT RECOVERED
- EXISTING TOP OF BANK
- EXISTING TOE OF SLOPE
- EXISTING FENCE
- ⊕ EXISTING GATE
- ⊕ EXISTING APRON LIGHT
- ⊕ EXISTING APRON FLOOD LIGHT
- BURIED ELECTRICAL CONDUIT
- PROPOSED TOE OF SLOPE
- PROPOSED SHOULDER/P.E.
- PROPOSED SAW CUT
- EXISTING DITCH
- EXISTING CONTOUR
- EXISTING TIE-DOWN ANCHOR
- ⊕ 1 1/2" ASPHALT CONCRETE

BASELINE STATION LOCATION
FINISH GRADE ELEVATION
BASELINE OFFSET DISTANCE

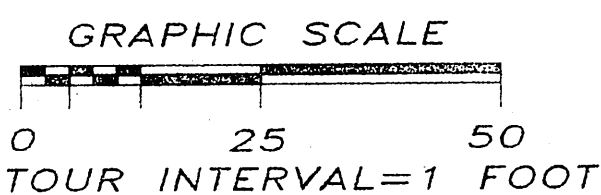
FINISH GRADE EXPLANATION
N.T.S.

ABBREVIATIONS

- B.O.P. - BEGINNING OF PROJECT
- E.O.P. - END OF PROJECT
- M.T.E. - MATCH TO EXISTING
- B.S.C. - BITUMINOUS SEAL COAT
- T.B.M. - TEMPORARY BENCH MARK
- F.F. - FINISH FLOOR
- P.E. - PAVEMENT EDGE

GENERAL NOTES

- GRADES AND ALIGNMENTS SHOWN MAY BE SUBJECT TO MINOR REVISIONS AS APPROVED OR DIRECTED BY THE ENGINEER.
- FINISHED GRADING ELEVATIONS GIVEN ARE TO TOP OF ASPHALT CONCRETE SURFACE.
- SEE SHEET 4 OF 32 FOR TYPICAL SECTION.
- SEE SHEET 17 OF 32 FOR APRON STRIPING DETAILS AND NEW TIE-DOWN LOCATIONS.
- IN AREAS TO BE EXCAVATED, CONTRACTOR SHALL DETERMINE THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO EXCAVATION. CONTRACTOR SHALL PROTECT AND MAINTAIN ALL EXISTING UTILITIES DURING CONSTRUCTION.
- THE EAST APRON RECONSTRUCTION OPERATIONS SHALL COMPLY WITH THE PROJECT OPERATIONS PLAN, SECTION 80-04, OF THE TECHNICAL SPECIFICATIONS.



NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

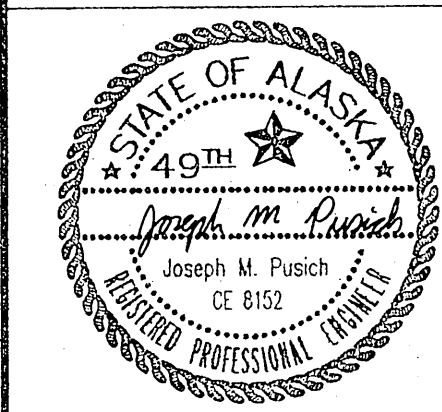
STATE OF ALASKA
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AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG
PETERSBURG AIRPORT RUNWAY RESURFACING
EAST AVIATION APRON PAVING PLAN

DESIGNED BY: J.M.P.
DRAWN BY: AUTOCADD/ N.R.M.
CHECKED BY: M.A.M.

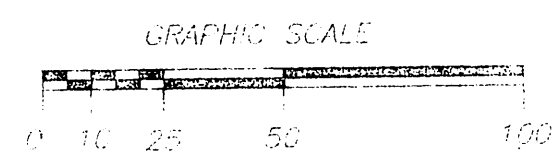
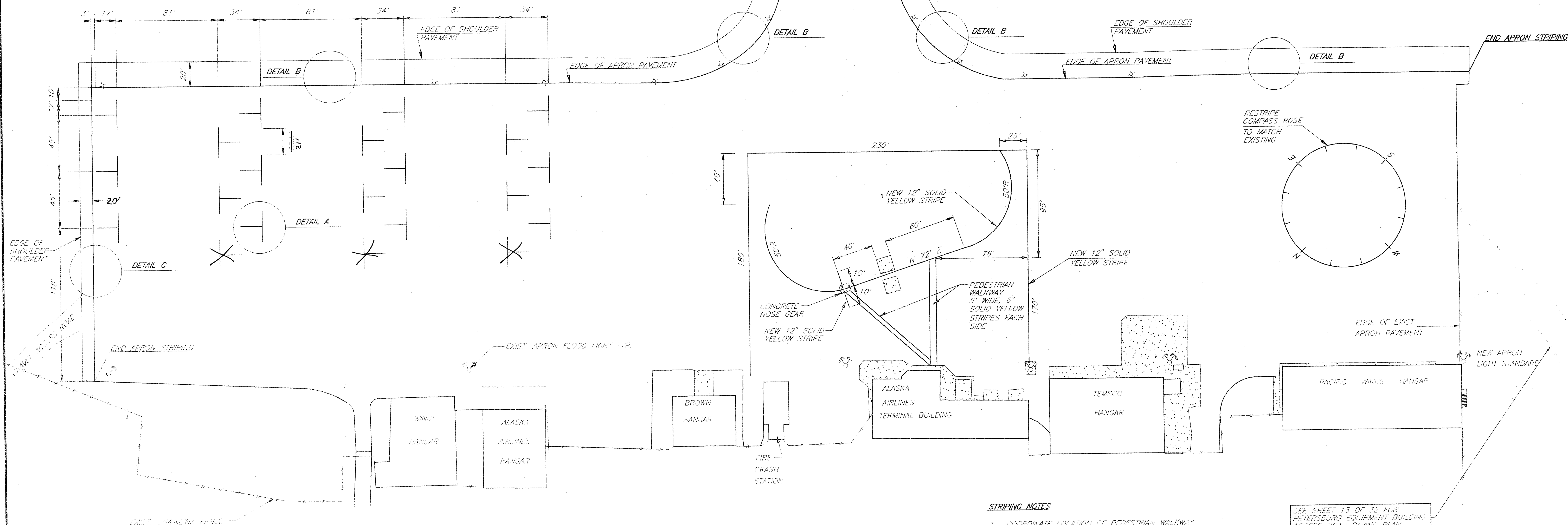
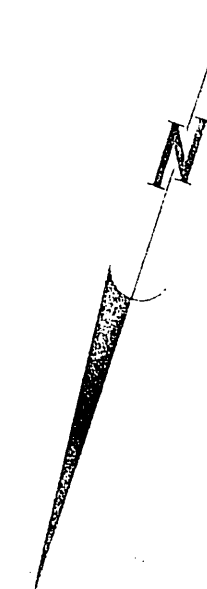
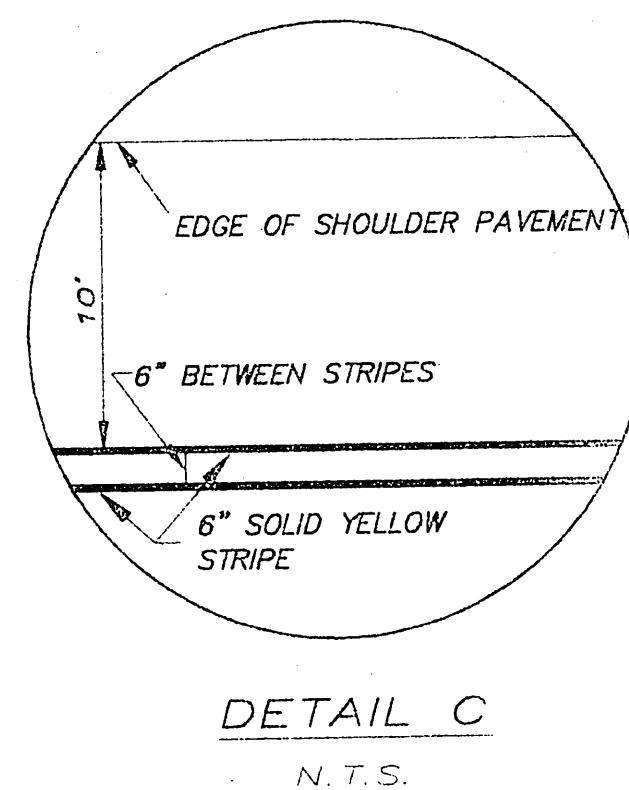
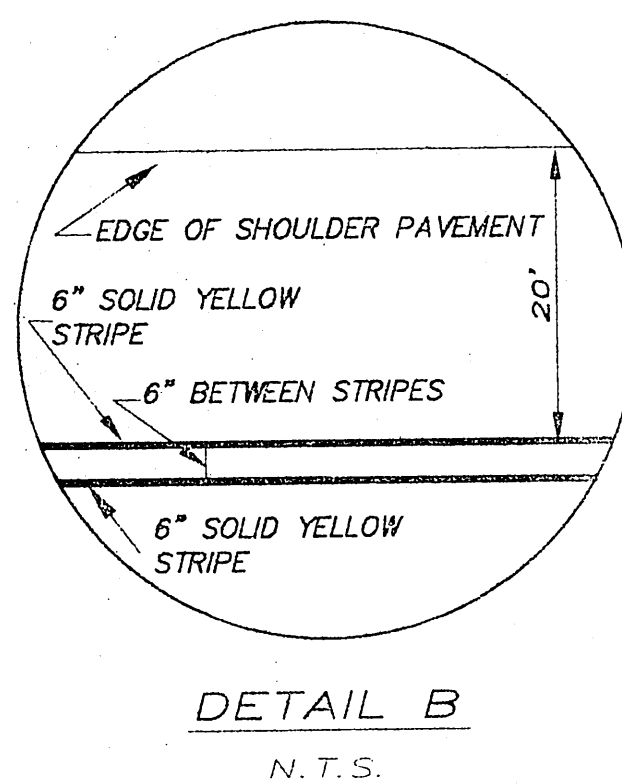
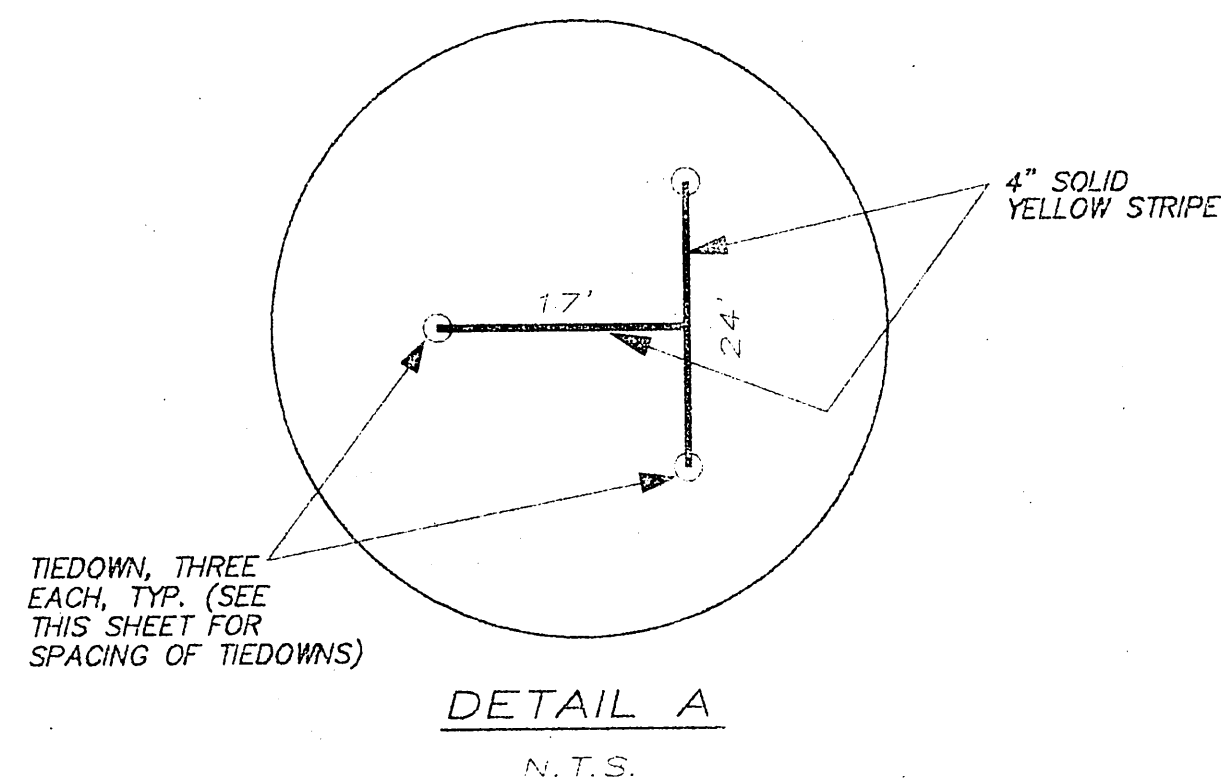
PROJECT NO.
71079
DATE:
APRIL, 1995
SHEET 16 OF 32

ENGINEER'S SEAL



R&M/931319/EAST-GA.DWG/1:20

SEE SHEET 12 & 18 OF 32 FOR
ADDITIONAL STRIPING DETAILS



STRIPING NOTES

1. COORDINATE LOCATION OF PEDESTRIAN WALKWAY WITH AIRPORT MANAGER AND ALASKA AIRLINES
2. ALL TAXIWAY STRIPING SHALL BE AVIATION YELLOW.
3. CONTRACTOR SHALL REFERENCE COMPASS ROSE PRIOR TO BITUMINOUS SEAL COAT SO IT CAN BE LAID OUT AFTERWARDS.

SEE SHEET 13 OF 32 FOR
PETERSBURG EQUIPMENT BUILDING
ACCESS ROAD PAVING PLAN

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

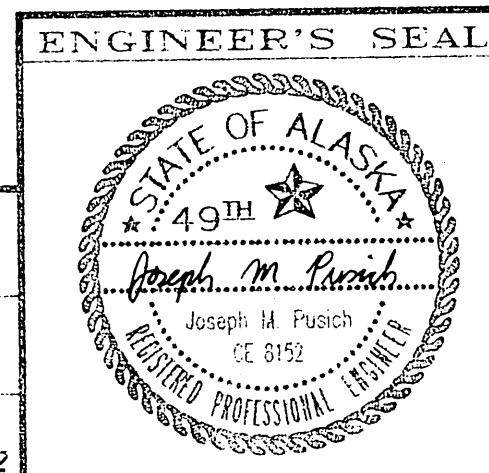
BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
APRON STRIPING PLAN

DESIGNED BY: J.M.P.
DRAWN BY: AUTOCADD/N.R.M.
CHECKED BY: M.A.M.

PROJECT NO.
71079
DATE:
APRIL, 1995
SHEET 17 OF 32



NOTE: FOR EXPLANATION OF RADII
LETTER DESIGNATIONS A, B, C & D
BELOW, REFER TO TAXIWAY STRIPING
CURVE DATA TABLE THIS SHEET.

INCREASE LENGTH OF C STRIPE AT
MIDPOINT OF RUNWAY TO 180' TO
MAINTAIN 80' SPACING.

PAVEMENT MARKING PLAN

N.T.S.

NOTE: RUNWAY MARKING IS SYMMETRICAL ABOUT THE MIDPOINT OF THE RUNWAY.

PAVEMENT MARKING DETAIL

N.T.S.

GENERAL NOTES

1. LAYOUT RUNWAY CENTERLINE SPACING FROM BOTH ENDS TOWARD CENTER.
2. ALL RUNWAY MARKINGS SHALL BE ACCOMPLISHED USING AVIATION WHITE COLORED PAINT. TAXIWAY STRIPES SHALL BE AVIATION YELLOW COLORED PAINT.
3. THE NUMERALS SHALL BE HORIZONTALLY SPACED 15 FEET APART SYMMETRICAL ABOUT CENTERLINE.
4. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN FEET AND INCHES.
5. ALL CURVE RADII ARE MEASURED TO INSIDE EDGE OF STRIPE. IF CENTERLINE IS DESIRED ADD 1/2 OF STRIPE WIDTH TO RADIUS INDICATED AND ADJUST PC, PT, AND T ACCORDINGLY.
6. SEE SHEET 12 FOR RUNWAY SAFETY AREA STRIPING PLAN.

TAXIWAY STRIPING CURVE DATA

*CURVE	R	D	T	PC	PT
A	175'	90'	175'	R/W STA. 6+50, 75'RT	T/W STA. 2+50, 45'RT
B	245'	90'	245'	R/W STA. 6+25, 5'RT	T/W STA. 2+50
C	245'	90'	245'	R/W STA. 11+15, 5'RT	T/W STA. 2+50
D	175'	90'	175'	R/W STA. 10+90, 75'RT	T/W STA. 2+50, 45'RT

* SEE DETAIL "A" FOR LOCATIONS

DETAIL "A"

N.T.S.

DETAIL "B"

N.T.S.

DETAIL "C"

N.T.S.

DETAIL "D"

N.T.S.

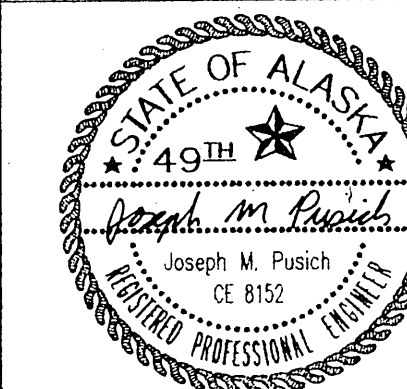
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PROJECT NO.	71079
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DATE: M. APRIL, 1995

SHEET 18 OF 32

ENGINEER'S SEA



R&M#931319/PSTRIPE.DWG/1:1

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG

ALASKA

PETERSBURG AIRPORT RUNWAY RESURFACING
RUNWAY STRIPING PLAN

224 FILE: B-17



ENGINEER'S SEAL

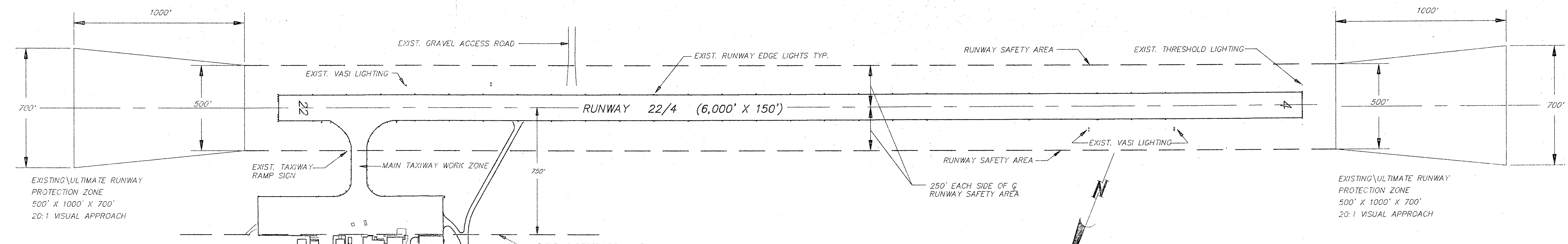
STATE OF ALASKA
49TH

Joseph M. Pusich

Joseph M. Pusich
CE 81952

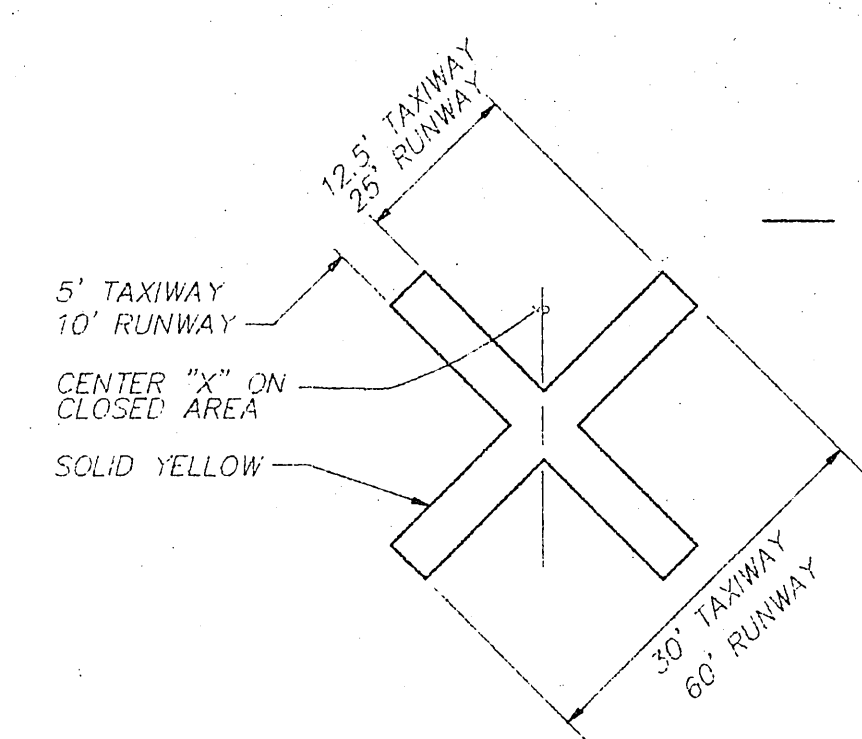
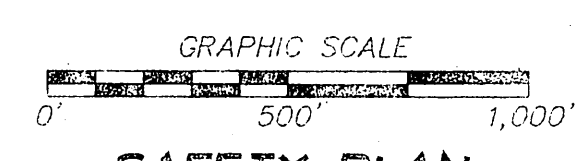
LICENSED PROFESSIONAL ENGINEER

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ENGINEERS GEOLOGISTS SURVEYORS



SAFETY PLAN NOTES

1. NO WORK (MEN AND EQUIPMENT) SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA DURING JET OPERATIONS.
2. SEE SECTION 70 AND 80 OF THE PROJECT SPECIFICATIONS FOR SPECIAL LIMITATIONS AND OPERATIONAL SAFETY CONCERNS.
3. BARRICADES SHALL BE OF THE LOW STYLE (LESS THAN 12") WHEN USED IN ADJACENT TO AN ACTIVE MOVEMENT AREA. THESE BARRICADES NEED TO BE MARKED AND LIGHTED. THEY CAN BE EITHER WOOD, METAL OR PLASTIC, WITH NORMAL 8" ORANGE AND WHITE MARKINGS ALONG WITH A 20" SQUARE AVIATION ORANGE FLAG. BARRICADES SHALL BE ANCHORED TO RESIST MOVEMENT BY JET BLAST.
4. TEMPORARY PAVEMENT TRANSITION SHALL BE CONSTRUCTED AT ALL VERTICAL DROPS OF 1-1/2" OR GREATER IN THICKNESS. PAVEMENT TRANSITIONS SHALL BE SIZED SUCH THAT THE GRADE OF THE TRANSITION DOES NOT EXCEED 1.5%. THIS APPLIES TO TRANSVERSE EDGES ONLY.
5. AT ALL EXCAVATIONS ADJACENT TO EXISTING RUNWAY, TAXIWAY OR APRON PAVEMENTS A 6:1 RAMP SHALL BE CONSTRUCTED FOR THE FULL WIDTH OF THE EXCAVATION, PRIOR TO THE END OF THE WORK SHIFT.
6. TEMPORARY "X" MARKINGS MAY BE CLOTH, WOOD OR PLASTIC SECURELY ANCHORED IN PLACE WITH YELLOW COLORED SANDBAGS.
7. ONLY ONE HALF OF THE RUNWAY(75') AND TAXIWAY(45') MAY BE CLOSED AT ANY ONE TIME. THE CONTRACTOR SHALL PROVIDE JET AND GENERAL AVIATION ACCESS TO THE MAIN AVIATION APRON AT ALL TIMES. HALF CLOSURE WILL REMAIN IN PLACE UNTIL IT IS COMPLETED. AIR CARRIER MAY DIRECT THE AIRCRAFT FROM THE APRON/TAXIWAY, AT CARRIER DISCRETION, WHEN THE AIRCRAFT IS TRANSITIONING THE REDUCED TAXIWAY.
8. CHANGES TO THE CONSTRUCTION SEQUENCE PLAN MUST BE APPROVED IN WRITING BY THE AIRPORT MANAGER AND THE ENGINEER PRIOR TO COMMENCING WORK. THIS WORK WILL INCLUDE A REVIEW OF AND POSSIBLE CHANGES TO THE SAFETY PLAN.
9. DURING RUNWAY CLOSURE "X" MARKINGS SHALL BE PLACED ADJACENT TO THE HALF SIZE NUMBERS AND ALSO AT MIDPOINT ON THE CLOSED PORTION. SEE DETAIL THIS SHEET.
10. PROVIDE TEMPORARY RUNWAY END INDICATOR LIGHTING (REIL) THAT ARE WHITE IN COLOR AND FLASHING 24 HOURS A DAY. REIL'S ARE TO BE IN LINE WITH THE EDGE LINES OF THE OPEN PORTION OF RUNWAY. HEIGHT OF THE LIGHTS TO BE 12" OR LESS.
11. EXISTING RUNWAY EDGE LIGHTING SHALL BE MAINTAINED DURING CONSTRUCTION. TEMPORARY RUNWAY CENTERLINE LIGHTING FUNCTIONING AS EDGE LIGHTING WILL BE WHITE, NON-FLASHING AND 12" IN HEIGHT OR LESS, FOR THE HALF-WIDTH CLOSURE, FACING THE LANDING OR DEPARTING TRAFFIC.
12. EITHER THE NORTH OR SOUTH EDGE LIGHTING WILL BE COVERED OR DISABLED DURING CONSTRUCTION DEPENDING ON WHICH SIDE OF THE RUNWAY IS OPERATIONAL.
13. ALL MARKINGS ON THE CLOSED PORTION OF THE RUNWAY SHALL BE REMOVED. ALL RUNWAY MARKINGS ON THE OPEN SIDE OF THE RUNWAY WILL BE MAINTAINED.
14. CONTRACTOR TO MAINTAIN A 120 FOOT TURN-AROUND FOR AIRCRAFT AT BOTH ENDS OF THE PROJECT DURING RUNWAY 4/22 RECONSTRUCTION.
15. ALL MEN, EQUIPMENT AND MATERIALS TO BE MORE THAN 250' FROM RUNWAY 4/22 CENTERLINE ON OPEN 75', DURING JET AIRCRAFT OPERATIONS.
16. PROVIDE TEMPORARY RUNWAY IDENTIFICATION NUMBER FOR OPEN PORTION OF HALF-WIDTH RUNWAY.
17. NO EQUIPMENT MAY BE PARKED IN FRONT OF VASI'S SO AS TO BLOCK VISUAL APPROACH LANDING INFORMATION.
18. STORAGE OF MATERIALS AND PARKING OF EQUIPMENT ON THE RUNWAY SAFETY AREAS AND MAIN APRON WILL NOT BE ALLOWED.



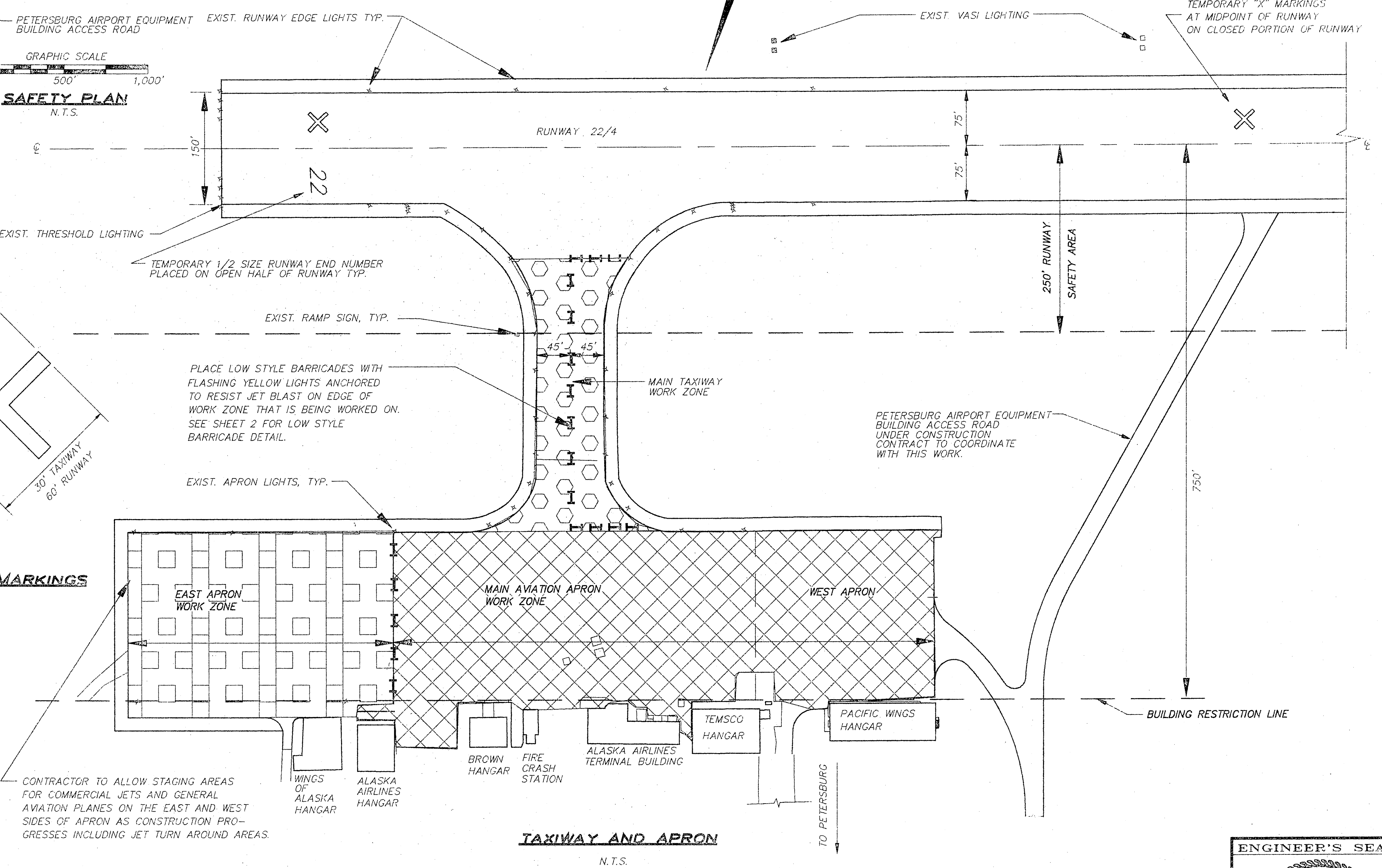
TEMPORARY MARKINGS
N.T.S.

SUGGESTED CONSTRUCTION SEQUENCE

- A. PLACE BITUMINOUS SEAL COAT OVER MAIN AVIATION APRON.
- B. TEMPORARILY RELOCATE SMALL AVIATION AIRCRAFT FROM FROM EXISTING EAST GRAVEL APRON TO WEST APRON.
- C. COMPLETE EXCAVATION, CRUSHED AGGREGATE BASE COURSE, TIE-DOWN INSTALLATION, ASPHALT CONCRETE PAVING AND BITUMINOUS SEAL COAT ON EAST AVIATION APRON.
- D. COMPLETE RUNWAY DITCH EXCAVATION AND HAULING.
- E. COMPLETE ASPHALT CONCRETE PRELEVELING AND PAVEMENT MILLING ON RUNWAY.
- F. COMPLETE ELECTRICAL INSTALLATION OF NEW CONDUIT, CABLE AND LAMP ASSEMBLIES ON RUNWAY EDGE LIGHTING.
- G. COMPLETE ASPHALT CONCRETE OVERLAY ON RUNWAY AND ASPHALT CONCRETE OF GRAVEL SHOULDERS. COMPLETE PETERSBURG EQUIPMENT BUILDING PAVING.
- H. COMPLETE GROOVING RUNWAY OVERLAY PAVEMENT.
- I. COMPLETE STRIPING ON AVIATION APRON, TAXIWAY, RUNWAY AND PERFORM CLEANUP WORK.

LEGEND

- LOW STYLE BARRICADE
- TEMPORARY MARKING
- TAXIWAY WORK ZONE
- MAIN AVIATION WORK ZONE
- EAST APRON WORK ZONE



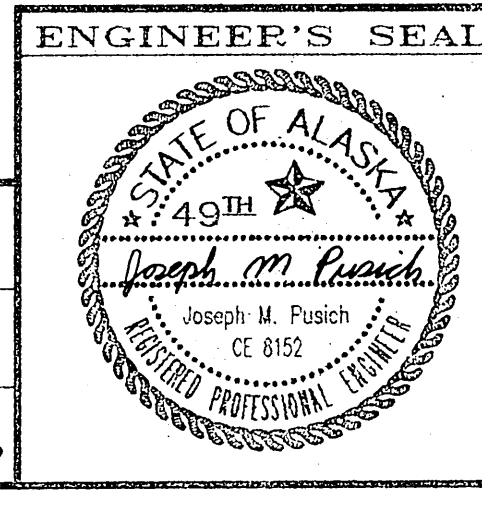
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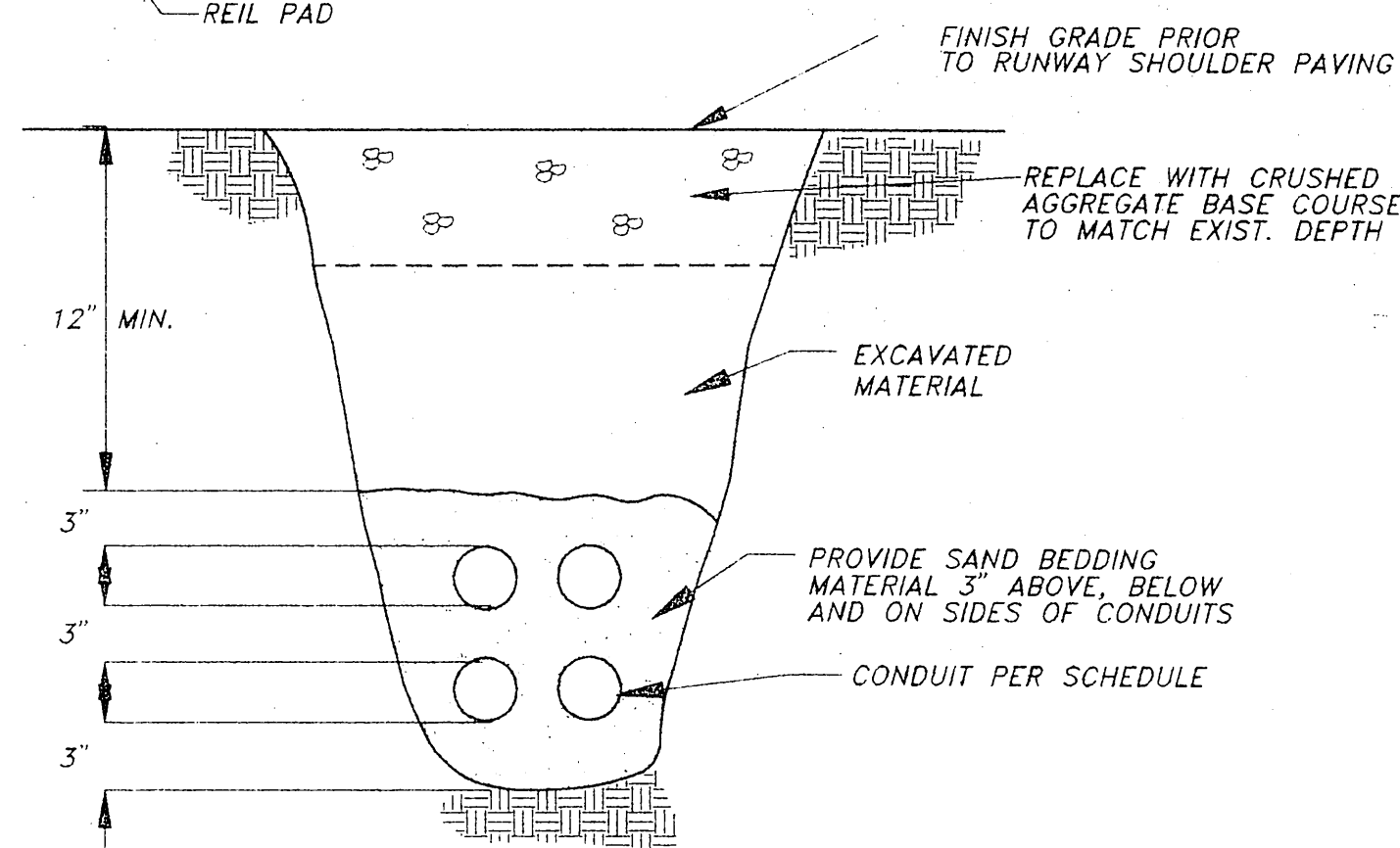
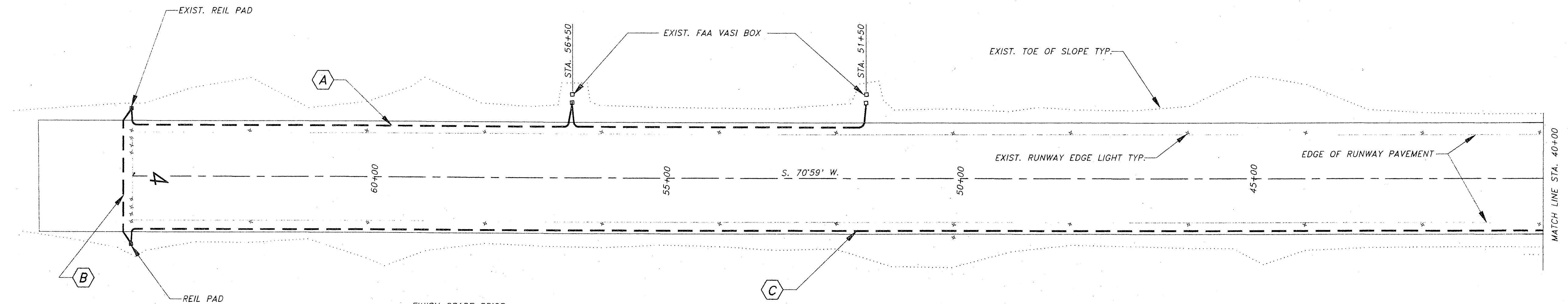
BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG
PETERSBURG AIRPORT RUNWAY RESURFACING
SAFETY PLAN

DESIGNED BY: J.M.P.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/N.R.M.	DATE: APRIL, 1995
CHECKED BY: M.A.M.	SHEET 20 OF 32





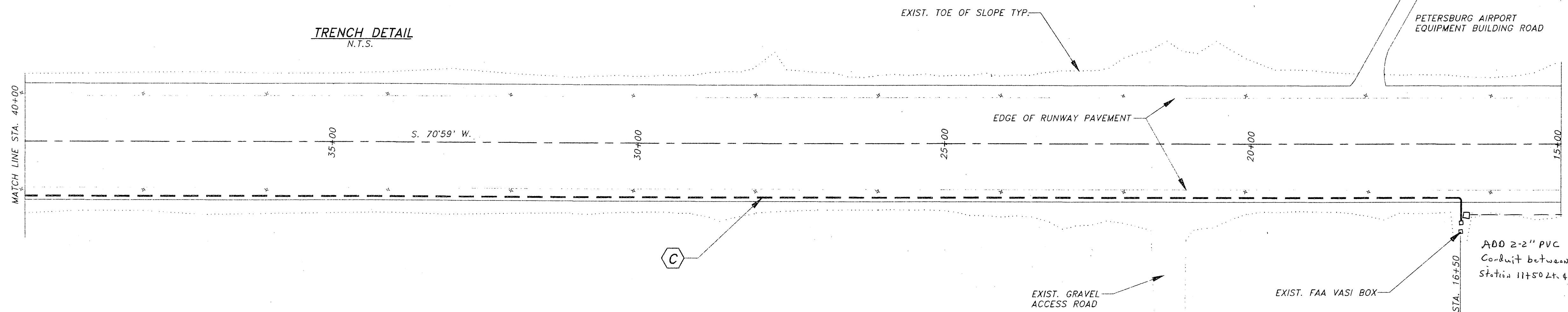
TRENCH DETAIL
N.T.S.

CONDUIT SCHEDULE

- A** PROVIDE TWO (2) - 2 INCH PVC CONDUITS WITH PULL ROPE BETWEEN VASI BOXES AT STA. 51+50 AND STA. 56+50 RIGHT; AND BETWEEN STA. 56+50 RIGHT AND NORTH REIL PAD.
- B** PROVIDE FOUR (4) - 2 INCH PVC CONDUITS WITH PULL ROPE BETWEEN REIL PADS AT END OF RUNWAY 4.
- C** PROVIDE TWO (2) - 2 INCH PVC CONDUITS WITH PULL ROPE BETWEEN VASI BOXES AT STA. 16+50 LEFT AND SOUTH REIL PAD AT RUNWAY 4. 11+50

CONDUIT INSTALLATION NOTES

- 1) LOCATION OF FAA CONDUIT WITHIN EXISTING 20' GRAVEL SHOULDER AREA TO BE FIELD DETERMINED WITH PETERSBURG FAA PERSONNEL.
- 2) CONTRACTOR TO INSTALL CONDUIT ONLY WITH PULL ROPES. ENDS OF CONDUIT SHALL BE CAPPED AT SURFACE.
- 3) CONDUIT DESIGN IS SCHEMATIC ONLY. EXISTING FAA UNDERGROUND CONDUIT AND DIRECT BURY WIRES EXISTING ALONG THE PROPOSED CONDUIT SHOWN. CONTRACTOR SHALL CONTACT FAA PERSONNEL FOR UNDERGROUND LOCATES PRIOR TO DIGGING.
- 4) COORDINATE WORK WITH OTHER ELECTRICAL CONDUIT WORK PER ELECTRICAL DRAWINGS THIS CONTRACT.
- 5) CONTRACTOR SHOULD EXPECT TRENCHING TO ENCOUNTER LARGE BOULDERS. SEE GEOTECHNICAL REPORT FOR MORE INFORMATION.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

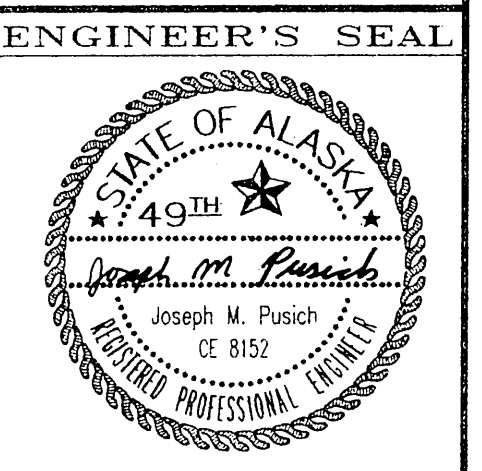
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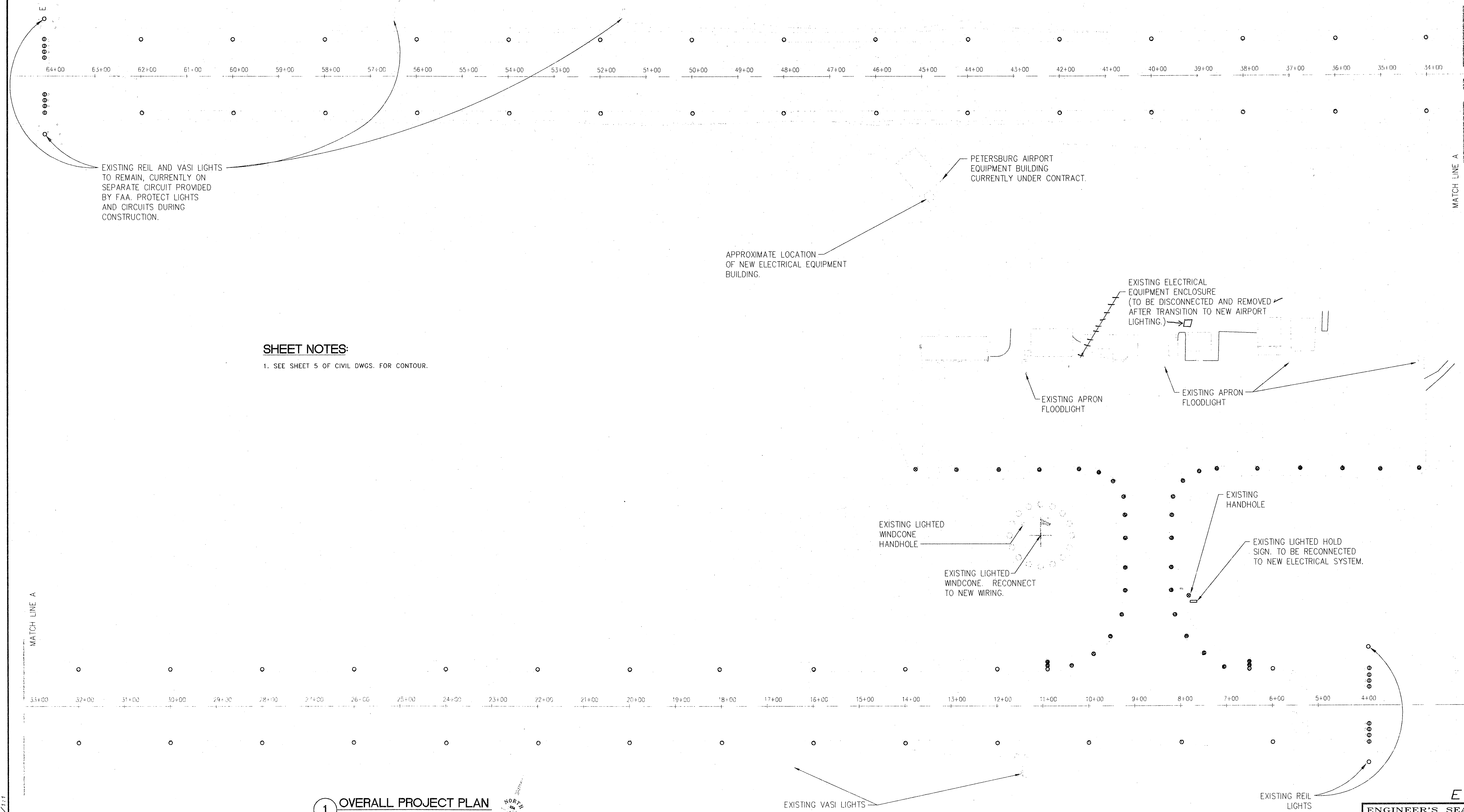
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
FAA ELECTRICAL CONDUIT PLAN

DESIGNED BY: J.M.P.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/N.R.M.	DATE: APRIL, 1995
CHECKED BY: M.A.M.	SHEET 21 OF 32





SHEET NOTES:
1. SEE SHEET 5 OF CIVIL DWGS. FOR CONTOUR.

1 OVERALL PROJECT PLAN



BY:	DATE:	DESCRIPTION OF CHANGE:

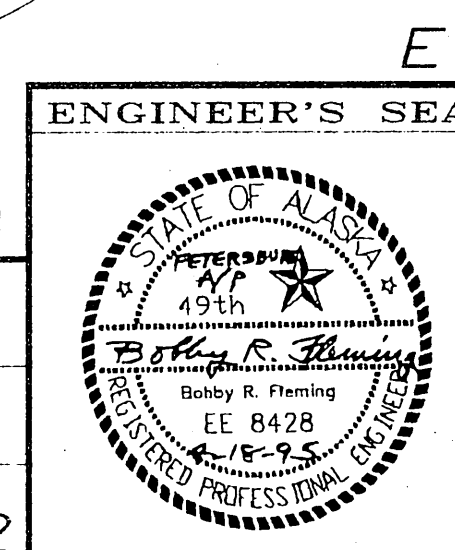
RECORD OF REVISIONS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
EXISTING ELECTRICAL PLAN

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

DESIGNED BY: K.A.C.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/K.A.C.	DATE: APRIL 1995
CHECKED BY: B.R.F.	SHEET 22 OF 32



MIRL/MITL SCHEDULE

UNIT NO.	STATION	OFFSET (FT.)	
L27	34+00	80' RT	WHITE
L28	36+00	80' RT	
L29	38+00	80' RT	
L30	40+00	80' RT	
L31	42+00	80' RT	
L32	44+00	80' RT	
L33	46+00	80' RT	
L34	48+00	80' RT	
L35	50+00	80' RT	
L36	52+00	80' RT	
L37	54+00	80' RT	
L38	56+00	80' RT	
L39	58+00	80' RT	
L40	60+00	80' RT	
L41	62+00	80' RT	
L42	64+08	80' RT	GREEN/RED SEE NOTE 8.
L43	64+08	70' RT	" "
L44	64+08	60' RT	" "
L45	64+08	50' RT	" "
L46	64+08	50' LT	" "

MIRL/MITL SCHEDULE

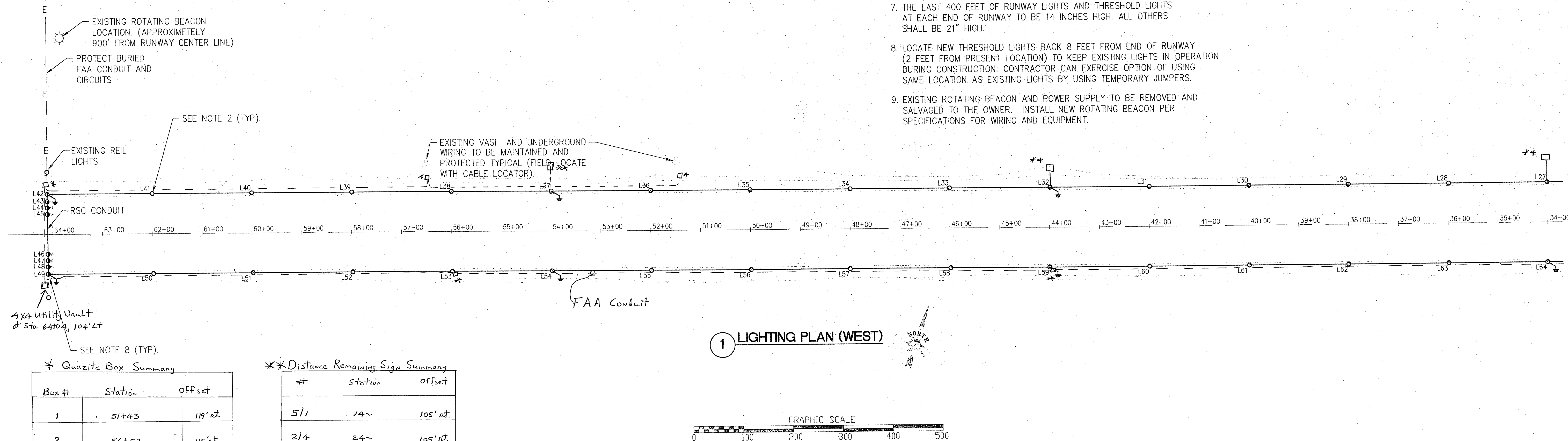
UNIT NO.	STATION	OFFSET (FT.)	
L47	64+08	60' LT	GREEN/RED SEE NOTE 8.
L48	64+08	70' LT	" "
L49	64+08	80' LT	" "
L50	62+00	80' LT	WHITE
L51	60+00	80' LT	
L52	58+00	80' LT	
L53	56+00	80' LT	
L54	54+00	80' LT	
L55	52+00	80' LT	
L56	50+00	80' LT	
L57	48+00	80' LT	
L58	46+00	80' LT	
L59	44+00	80' LT	
L60	42+00	80' LT	
L61	40+00	80' LT	
L62	38+00	80' LT	
L63	36+00	80' LT	
L64	34+00	80' LT	

GENERAL NOTES:

- EXISTING LIGHTING HANDHOLES, GROUND RODS, TRANSFORMERS, AND LIGHTS TO REMAIN IN PLACE DURING CONSTRUCTION. IT IS NECESSARY FOR LIGHTS TO CONTINUE TO FUNCTION UNTIL CONSTRUCTION IS COMPLETE AND NEW SYSTEM IS OPERATIONAL. ANY DAMAGE DURING CONSTRUCTION WILL BE REPAIRED AT CONTRACTOR EXPENSE.
- NEW LIGHTS AND WIRING ARE TO BE INSTALLED OFF CENTERLINE. CONTRACTOR CAN EXERCISE OPTION OF USING SAME OFFSET OF EXISTING LIGHTS BY USING TEMPORARY JUMPERS.
- NOT USED.
- ALL EXISTING RUNWAY, TAXIWAY, AND APRON LIGHTS SHALL BE REMOVED AND DELIVERED TO THE PETERSBURG AIRPORT MANAGER.
- REIL AND VASI LIGHTS AND WIRING IS TO REMAIN INTACT. FIELD LOCATE USING CABLE DETECTOR. CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED DURING CONSTRUCTION AT NO COST TO OWNER.
- CONTRACTOR SHOULD EXPECT TRENCHING TO ENCOUNTER LARGE BOULDERS. SEE GEOTECHNICAL REPORT FOR MORE INFORMATION. A SMALL BACKHOE IS TO BE USED. THE USE OF A TRENCHER SHALL NOT BE ALLOWED.
- THE LAST 400 FEET OF RUNWAY LIGHTS AND THRESHOLD LIGHTS AT EACH END OF RUNWAY TO BE 14 INCHES HIGH. ALL OTHERS SHALL BE 21" HIGH.
- LOCATE NEW THRESHOLD LIGHTS BACK 8 FEET FROM END OF RUNWAY (2 FEET FROM PRESENT LOCATION) TO KEEP EXISTING LIGHTS IN OPERATION DURING CONSTRUCTION. CONTRACTOR CAN EXERCISE OPTION OF USING SAME LOCATION AS EXISTING LIGHTS BY USING TEMPORARY JUMPERS.
- EXISTING ROTATING BEACON AND POWER SUPPLY TO BE REMOVED AND SALVAGED TO THE OWNER. INSTALL NEW ROTATING BEACON PER SPECIFICATIONS FOR WIRING AND EQUIPMENT.

LEGEND

DISCRIPTION	EXISTING SYMBOL	PROPOSED SYMBOL
HANDHOLE	⊕	⊕
UNLIGHTED WINDCONE	⊕	⊕
THRESHOLD LIGHTS	⊕	⊕
RUNWAY LIGHT (M.I.R.L.)	⊕	⊕
TAXIWAY LIGHT (M.I.T.L.)	⊕	⊕
LIGHTED WINDCONE & SEGMENTED CIRCLE	⊕	⊕
ROTATING BEACON	⊕	⊕
GROUND ROD	⊕	⊕
EXISTING DIRT ROAD	⊕	⊕
5KV CONDUCTOR IN CONDUIT	⊕	⊕
APRON FLOODS (2 HEAD)	⊕	⊕



SHEET NOTE:

- SEE SHEETS 5, 6, 7, 8 AND 9 FOR ADDITIONAL EXISTING ELECTRICAL.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

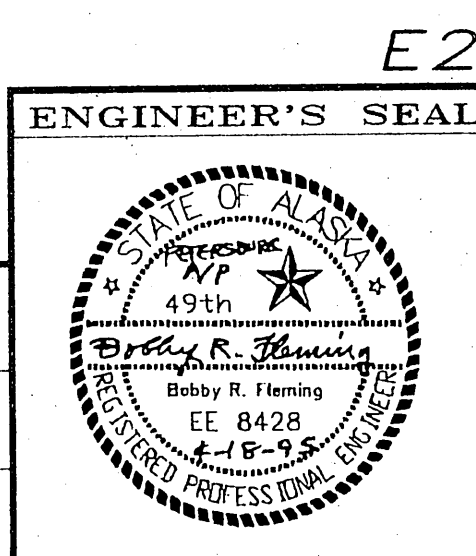
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG

ALASKA

PETERSBURG AIRPORT RUNWAY RESURFACING
LIGHTING PLAN (WEST)

DESIGNED BY: K.A.C.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/K.A.C.	DATE: APRIL 1995
CHECKED BY: B.R.F.	SHEET 23 OF 32



MIRL/MITL SCHEDULE

UNIT NO.	STATION	OFFSET (FT.)	LENS COLOR AND NOTES
L1	5+15	150' LT	WHITE
L2	5+06	112' LT	
L3	4+88	76' LT	
L4	4+54	53' LT	
L5	4+15	51' LT	
L6	3+65	50' LT	
L7	3+00	50' LT	
L8	2+51	50' LT	
L9	1+98	58' LT	
L10	1+51	83' LT	
L11	9+90	113' RT	
L12	10+37	88' RT	
L13	10+90	96' RT	
L14	10+90	88' RT	
L15	10+90	80' RT	
L16	12+00	80' RT	
L17	14+00	80' RT	
L18	16+00	80' RT	
L19	18+00	80' RT	
L20	20+00	80' RT	
L21	22+00	80' RT	
L22	24+00	80' RT	
L23	26+00	80' RT	
L24	28+00	80' RT	
L25	30+00	80' RT	
L26	32+00	80' RT	
L65	32+00	80' LT	
L66	30+00	80' LT	
L67	28+00	80' LT	
L68	26+00	80' LT	
L69	24+00	80' LT	
L70	22+00	80' LT	
L71	20+00	80' LT	
L72	18+00	80' LT	
L73	16+00	80' LT	
L74	14+00	80' LT	
L75	12+00	80' LT	
L76	10+00	80' LT	
L77	8+00	80' LT	
L78	6+00	80' LT	
L79	3+92	80' LT	GREEN/RED SEE NOTE 8.
L80	3+92	70' LT	" "
L81	3+92	60' LT	" "
L82	3+92	50' LT	" "
L83	3+92	50' RT	" "
L84	3+92	60' RT	" "
L85	3+92	70' RT	" "
L86	3+92	80' RT	" "
L87	6+00	80' RT	WHITE

MIRL/MITL SCHEDULE

UNIT NO.	STATION	OFFSET (FT.)	LENS COLOR AND NOTES
L88	6+50	96' RT	BLUE
L89	6+50	88' RT	BLUE
L90	6+50	80' RT	WHITE
L91	7+05	84' RT	BLUE
L92	7+49	114' RT	
L93	1+51	83' RT	
L94	1+98	58' RT	
L95	2+51	50' RT	
L96	3+00	50' RT	
L97	3+65	50' RT	
L98	4+15	51' RT	
L99	4+54	53' RT	
L100	4+88	76' RT	
L101	5+09	111' RT	
L102	5+15	150' RT	
L103	5+15	238' RT	
L104	5+15	326' RT	
L105	5+15	414' RT	
L106	5+15	502' RT	
L107	5+15	590' RT	
L108	5+15	480' LT	
L109	5+15	395' LT	
L110	5+15	310' LT	
L111	5+15	235' LT	

HANDHOLE SCHEDULE

UNIT NO.	STATION	OFFSET (FT.)
H1	09+86.90	48' 71' LT
H2	09+86.92	37' 72' LT
H3	11+00	16' 17' LT
H4	11+00	13' 18' LT
H5	14+25.11	13' 60' LT
H6	14+13.85	48' 63' LT
H7	08+76.53	34' LT
H8	14+13.85	122' 127' LT
H9	11+15.14	160' 315' LT
H10	11+15.54	250' 750' RT

* INDICATES THAT THIS LIGHT IS REFERENCED FROM RUNWAY CENTERLINE. ALL OTHER HANDHOLES ARE REFERENCED FROM THE EQUIPMENT BUILDING ACCESS ROAD "R" LINE. SEE SHEET 11.

11-15 5 handholes set for Distance Remain Signs
6-18 3 handholes used for existing 3" conduit under Taxiway at 11+169

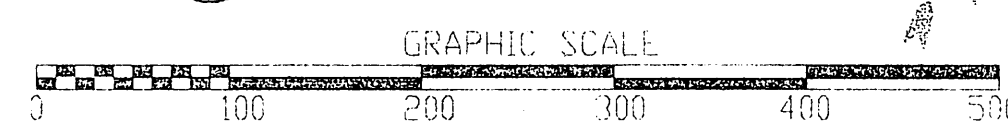
LEGEND

DISCRIPTION	EXISTING SYMBOL	PROPOSED SYMBOL
HANDHOLE		⊕
UNLIGHTED WINDCONE		⊕
THRESHOLD LIGHTS		⊕
RUNWAY LIGHT (M.I.R.L.)		⊕
TAXIWAY LIGHT (M.I.T.L.)		⊕
LIGHTED WINDCONE & SEGMENTED CIRCLE		⊕
ROTATING BEACON		⊕
GROUND ROD		⊕
EXISTING DIRT ROAD		⊕
5KV CONDUCTOR IN CONDUIT		⊕
APRON FLOODS (2 HEAD)		⊕

GENERAL NOTES:

- EXISTING LIGHTING HANDHOLES, GROUND RODS, TRANSFORMERS, AND LIGHTS TO REMAIN IN PLACE DURING CONSTRUCTION. IT IS NECESSARY FOR LIGHTS TO CONTINUE TO FUNCTION UNTIL CONSTRUCTION IS COMPLETE. AFTER CONSTRUCTION, THE EXISTING RUNWAY WIRING FOR R/W AND T/W LIGHTS TO BE ABANDONED IN PLACE. UNUSED EXISTING LIGHTS ARE TO BE REMOVED.
- NEW LIGHTS AND WIRING ARE TO BE INSTALLED 80 FEET OFF RUNWAY CENTERLINE (PAVEMENT IS 75 FEET RT/LT OF CENTERLINE). CONTRACTOR CAN USE OPTION OF INSTALLING IN LINE WITH EXISTING BY USING JUMPERS.
- THE HANDHOLE LOCATIONS SHOWN ARE SCHEMATIC ONLY, SEE HANDHOLE SCHEDULE FOR ACTUAL LOCATIONS.
- ALL EXISTING RUNWAY, TAXIWAY, AND APRON LIGHTS SHALL BE REMOVED AND DELIVERED TO THE PETERSBURG AIRPORT MANAGER.
- REIL AND VASI LIGHTS AND WIRING IS TO REMAIN INTACT. FIELD LOCATE USING CABLE DETECTOR. ANY DAMAGE DURING CONSTRUCTION SHALL BE REPAIRED AT NO COST TO OWNER.
- CONTRACTOR SHOULD EXPECT TRENCHING TO ENCOUNTER LARGE BOULDERS. SEE GEOTECHNICAL REPORT FOR MORE INFORMATION.
- THE LAST 400 FEET OF RUNWAY LIGHTS AT EACH END OF RUNWAY TO BE 14 INCHES HIGH. ALL OTHERS 21" HIGH.
- LOCATE NEW THRESHOLD LIGHTS BACK 8 FEET FROM END OF RUNWAY (2 FEET FROM PRESENT LOCATION) TO KEEP EXISTING LIGHTS IN OPERATION DURING CONSTRUCTION. CONTRACTOR CAN EXERCISE OPTION OF USING SAME LOCATION AS EXISTING LIGHTS BY USING TEMPORARY JUMPERS.
- COORDINATE RW LIGHT IN ACCESS ROAD WITH D.O.T. (D.O.T. FURNISHED LIGHT)
- CONDUIT UNDER DRIVES, TAXIWAYS, AND RUNWAYS SHALL BE A MINIMUM 18" DEEP AND OF GRC CONDUIT.
- THERE EXISTS A 3" PVC COATED RIGID CONDUIT UNDER TAXIWAY THAT CAN BE UTILIZED FOR WIRING CROSSING TAXIWAY. WILL NEED TO BE SAME INSULATION MATERIAL, PER NEC. (FIELD LOCATE)

1 LIGHTING PLAN (EAST)



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

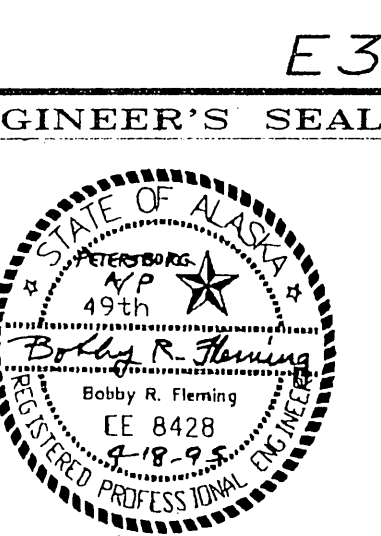
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

PETERSBURG

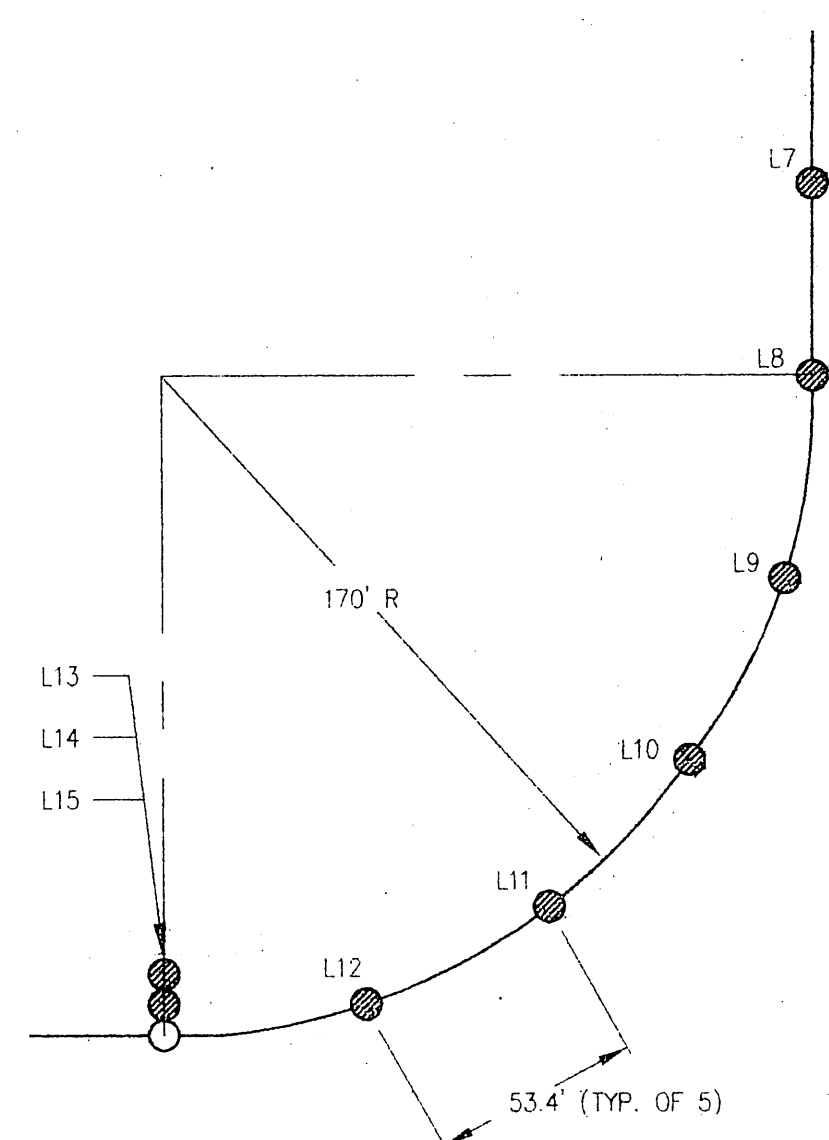
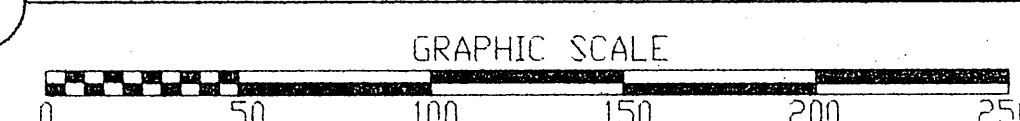
ALASKA

PETERSBURG AIRPORT RUNWAY RESURFACING
LIGHTING PLAN (EAST)

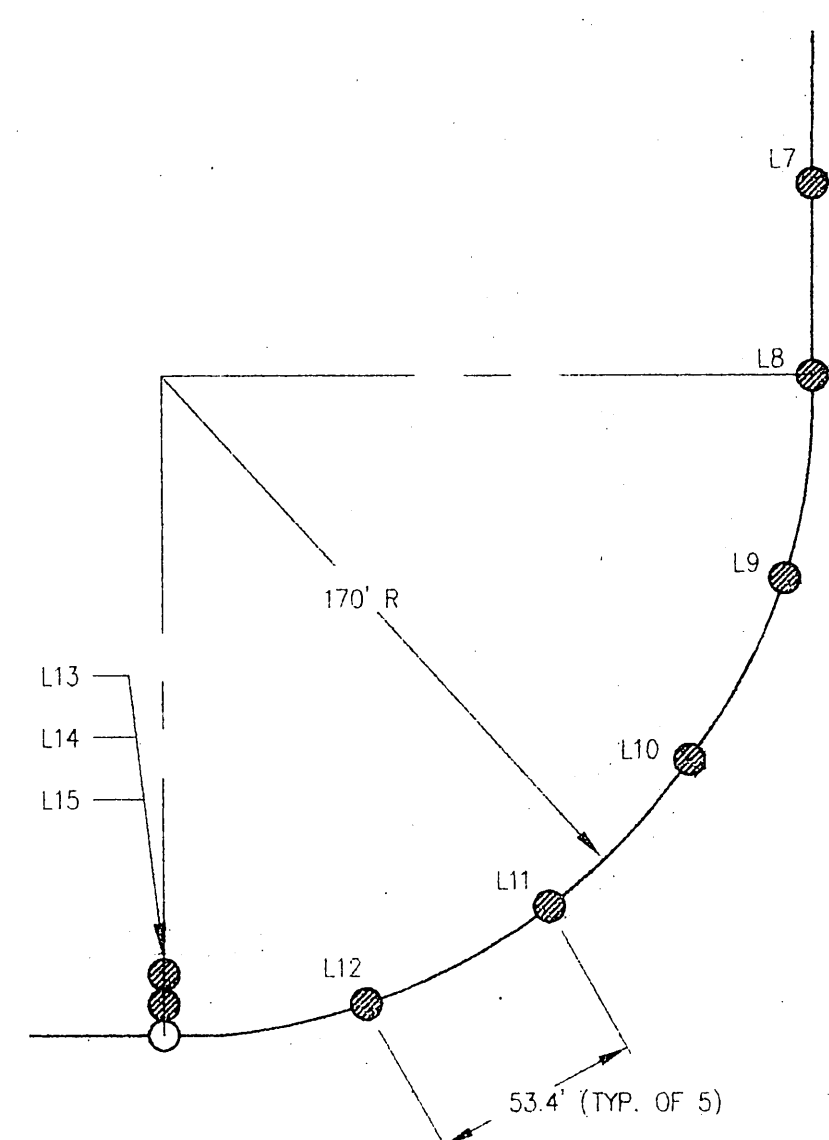
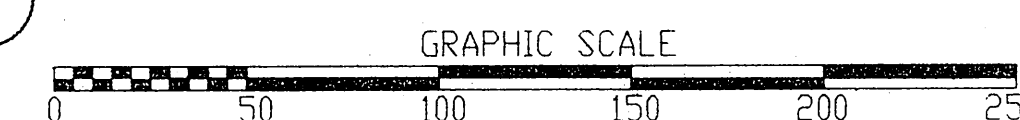
DESIGNED BY: K.A.C.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/K.A.C.	DATE: APRIL 1995
CHECKED BY: B.R.F.	SHEET 24 OF 32



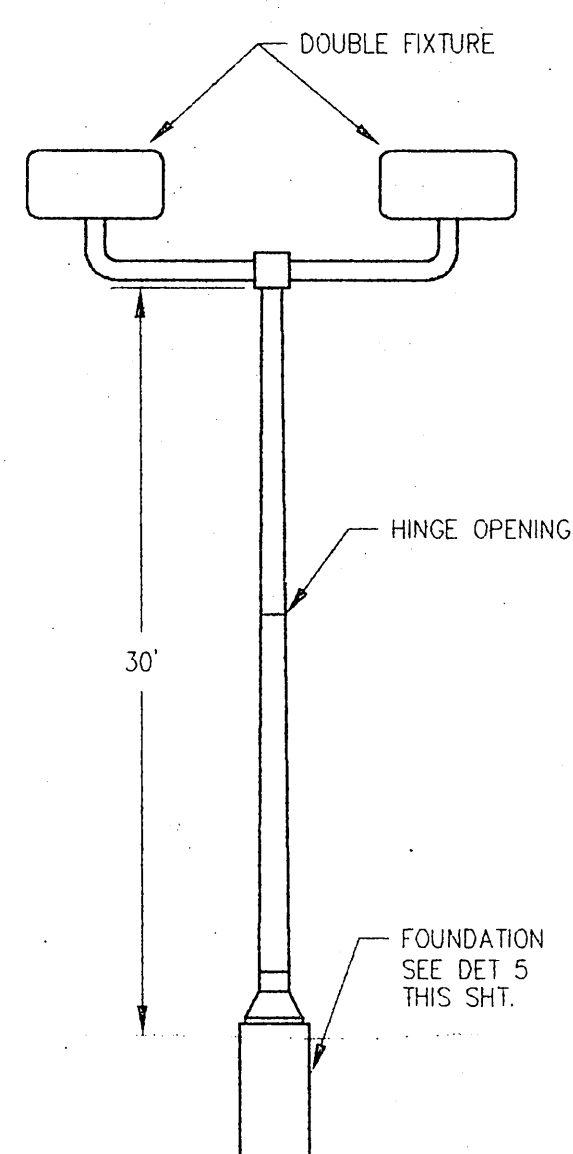
1 ENTRANCE-EXIT LIGHTS LOCATION DETAIL



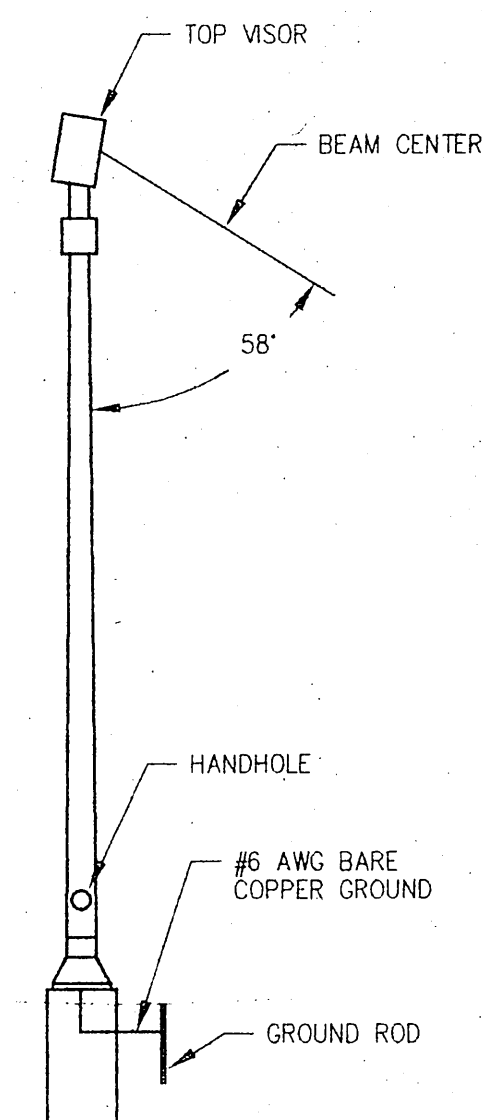
2 ENTRANCE-EXIT LIGHTS LOCATION DETAIL



3 LIGHT POLE
NOT TO SCALE



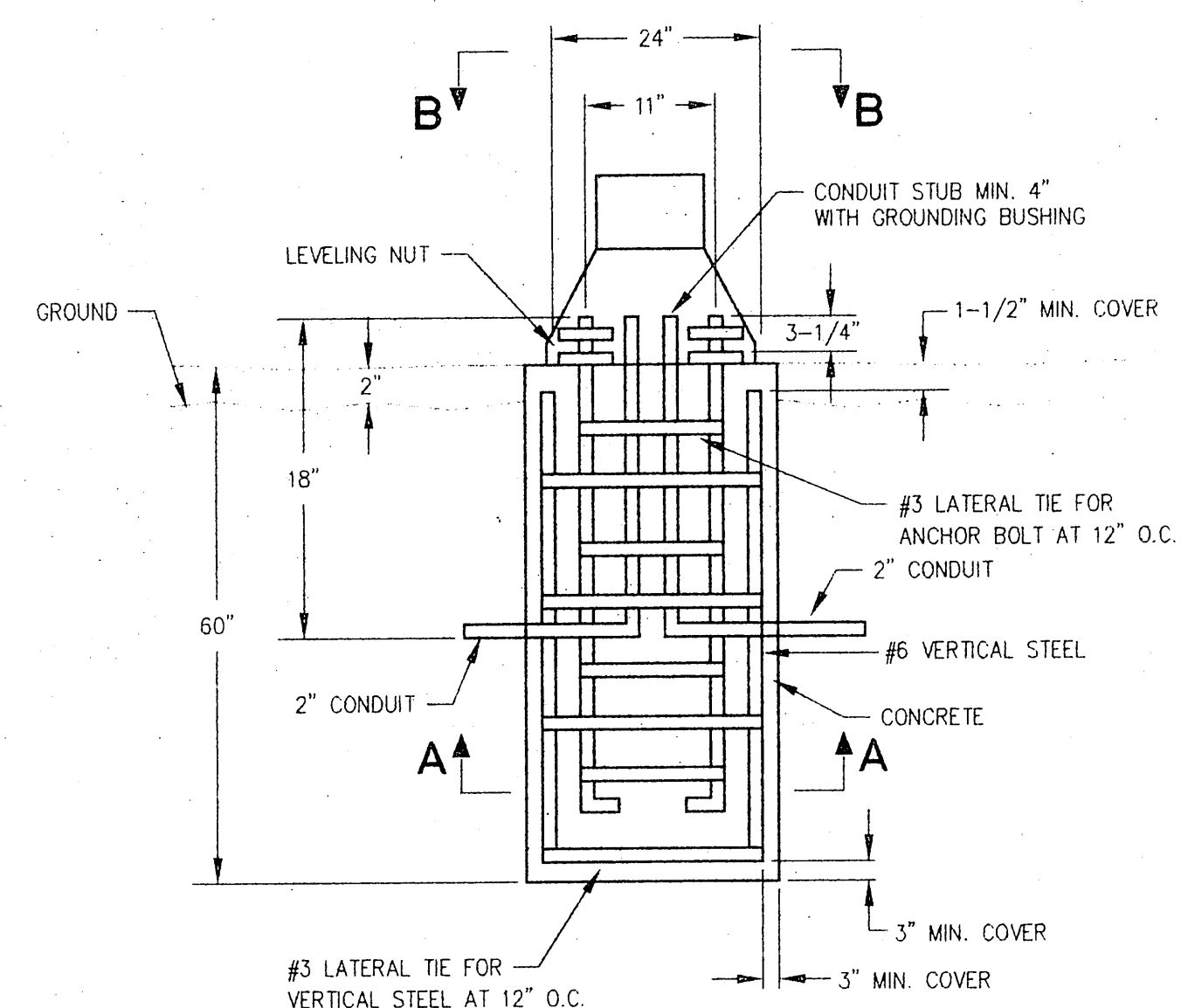
4 LIGHT POLE
NOT TO SCALE



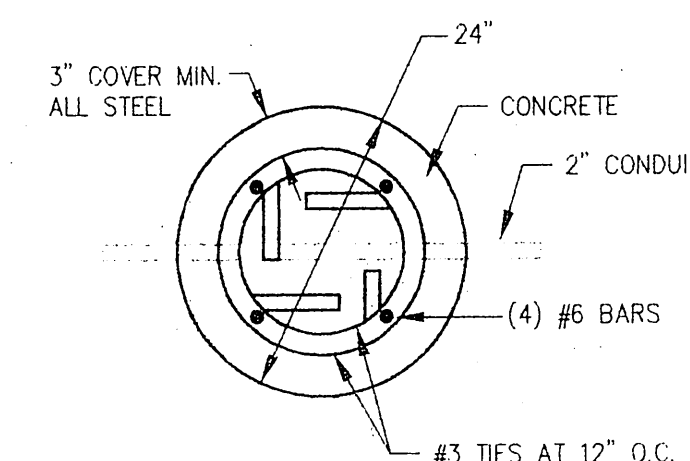
NOTES: APRON FLOODLIGHTS

1. FLOODLIGHT - G.E. RPFSA0052H1G3GRKLP WITH -40' 208V BALLAST, 400 WATT ANY POSITION HPS.
2. LIGHTING POLE - UNITED LIGHTING STANDARDS SSHP-30-6-7, 30' 100 MPH 7 GAUGE POLE. (RATED 100 MPH POLE + 1.3 FACTOR)
3. MOUNTING BRACKET - LEXINGTON 2VT180Q FOR 6" SQ. POLE.
4. LOWERING DEVICE - UNITED LIGHTING STANDARDS WINCH #LH
5. TOP VISOR - G.E. CAT.NO. ECVGR-RPF
6. AIMING ANGLE IS INITIAL SETTING, FINAL SETTING TO BE DETERMINED IN FIELD.
7. THE CONCRETE FOUNDATION FOR ITS ENTIRE VERTICAL LENGTH SHALL BE ENCASED BY TWO SEPARATE POLYVINYL PLASTIC SHEETS.
8. 4 ea EXISTING POLES WITH NEW DOUBLE LUMINAIRES. 1 ea NEW POLE AND NEW DOUBLE LUMINAIRE.

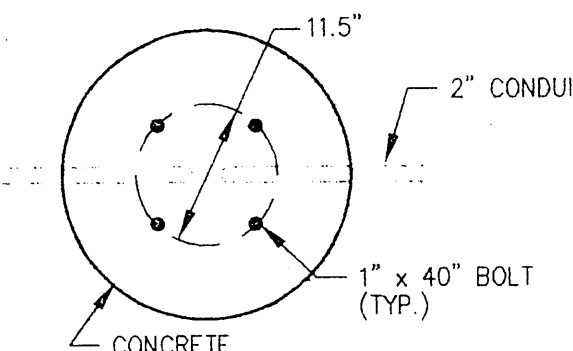
5 FLOOD LIGHT POLE FOUNDATION DETAIL
NOT TO SCALE



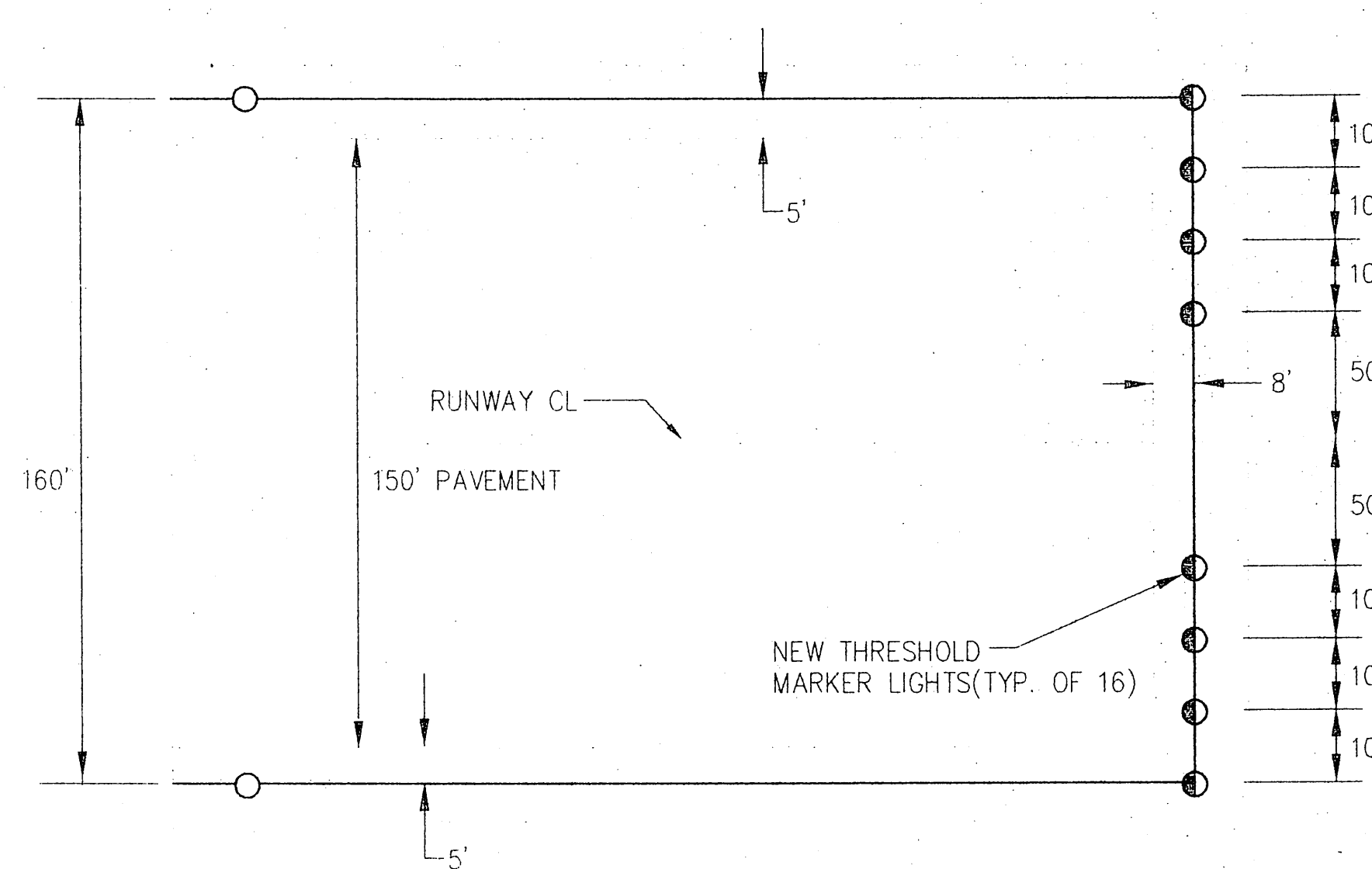
SECTION A-A
NOT TO SCALE



SECTION B-B
NOT TO SCALE



6 THRESHOLD LIGHT CONFIGURATION (TYPICAL)
NOT TO SCALE



DETAIL NOTES

1. REFERENCE SHEETS 3 AND 21. (NOTES 2 AND 8).
2. WEST END OF RUNWAY MIRROR IMAGE.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

BY:	DATE:	DESCRIPTION OF CHANGE:

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION DESIGN & CONSTRUCTION	PETERSBURG ALASKA PETERSBURG AIRPORT RUNWAY RESURFACING LIGHTING DETAILS		DESIGNED BY: K.A.C. DRAWN BY: AUTOCADD/K.A.C. CHECKED BY: B.R.F.	PROJECT NO. 71079 DATE: APRIL 1995 SHEET 25 OF 32	E4 ENGINEER'S SEAL
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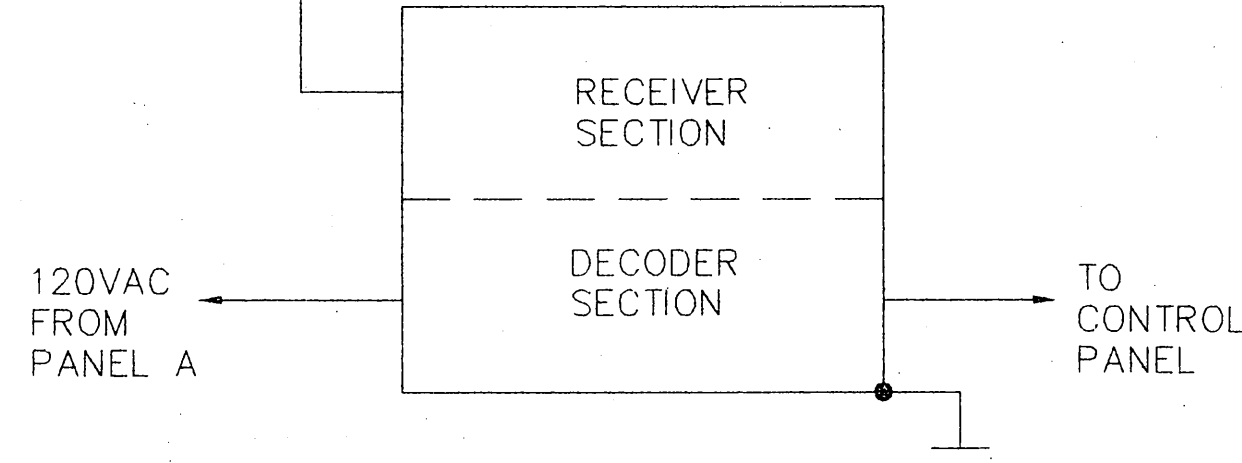
R & M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS



RAJ BHARGAVA ASSOCIATES
ENGINEERING IN ALASKA
301 E. FIREWEED LANE, ANCHORAGE, ALASKA 99503 (907) 276-3768

PROJECT DESIGNATION YEAR
71079/AIP 3-02-0219-07 1995

PROVIDE NEW GROUND PLANE
ANTENNA, FIELD TUNABLE,
VSWR LESS THAN 1.5:1, 100W MIN.
MODEL AV-1 OR APPROVED EQUAL
ANTENNA MOUNTED ON EQUIPMENT
BUILDING 2 FT. MINIMUM ABOVE SRE BLDG
ROOF CROWN.



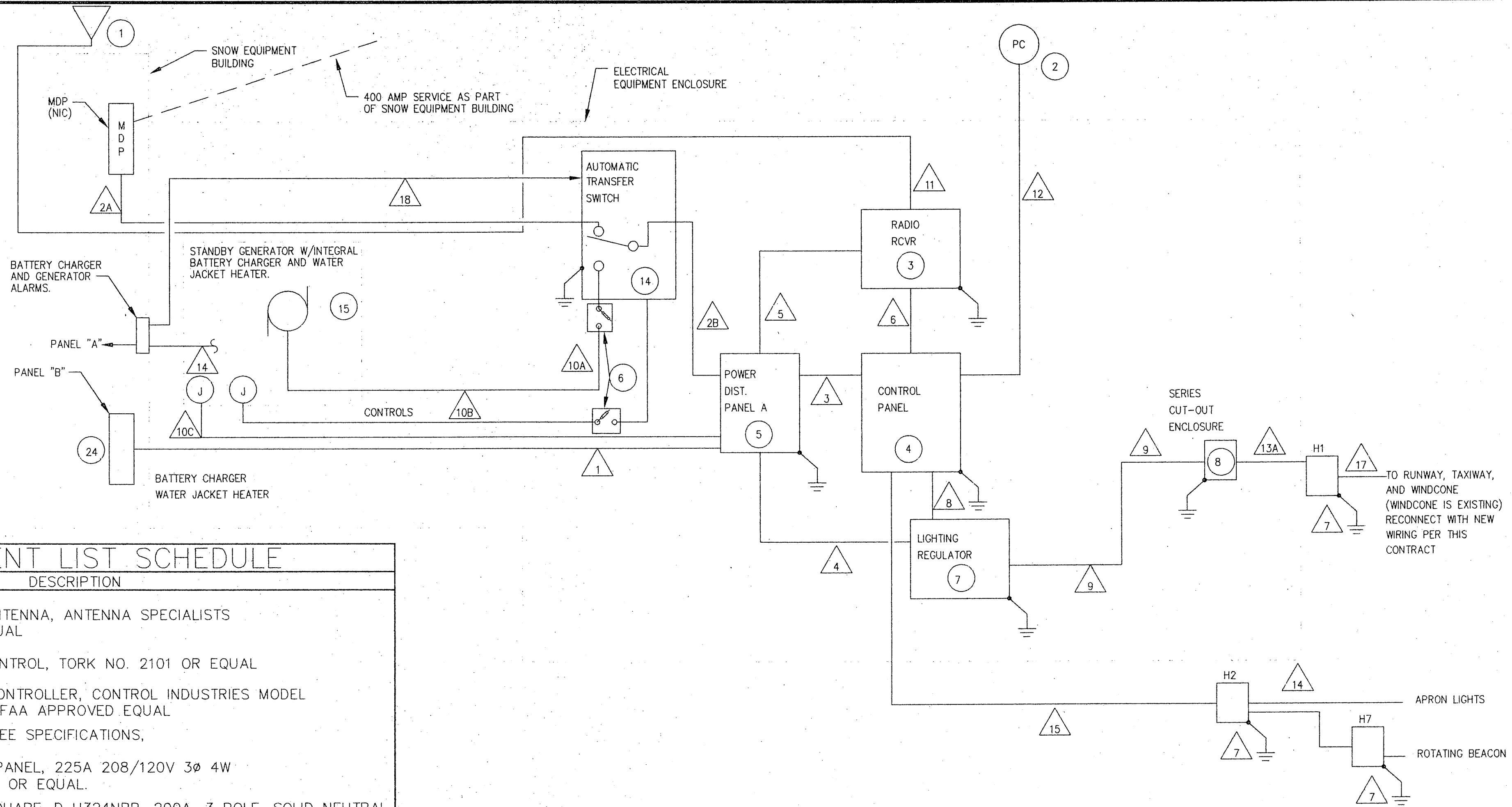
- NOTES:
1. VHF RADIO CONTROLLER TO BE FAA TYPE L-854
 2. FAA ASSIGNED FREQUENCY-122.5 MHZ
 3. CONTROLLER TO SENSE 3, 5, OR 7 PULSES WITHIN 5 SEC., ACTIVATE APPROPRIATE RELAYS AND SHUT DOWN AFTER 15 MIN. TIME INTERVAL.

1 RADIO CONTROLLER
NOT TO SCALE

CONDUIT/CONDUCTOR SCHEDULE					
REF. NO.	CONDUIT SIZE IN.	TYPE	NO. OF COND.	TYPE	TO
1	1	EMT	5	4 NO. 6 1 NO. 8	PANEL A
2A	3	EMT	4	NO. 4/0	MDP
2B	3	EMT	4	NO. 4/0	XFER SWITCH
3	1-1/4	EMT	4	NO. 12 NO. 10	PANEL A
4	1-1/2	EMT	2	NO. 3	PANEL A
5	3/4	EMT	2	NO. 12	PANEL A
6	3/4	EMT	5	NO. 12	CONT. PNL
7	3/4	RSC	1	1 #4 OR #6	DEVICE
8	3/4	EMT	5	NO. 12	CONT. PNL
9	1-1/2	EMT	2	NO. 8, 5KV	LGT. REG.
10A	3/4	EMT	4	NO. 4/0	GENERATOR
10B	3/4	EMT	8	NO. 12	XFER SWITCH
10C	3/4	EMT	4	NO. 12	PANEL A
11	3/4	RSC	1	RG58/AU	RADIO CONT.
12	3/4	RSC	3	NO. 12	CONT. PNL
13A	2	RSC	2	NO. 8 5 KV	CO. ENCL
14	GENERATOR ALARM WIRING, AS REQUIRED				
15	2	RSC	8	NO. 10	CONT. PNL
16	3/4	RSC	1	NO. 2G	XFER SWITCH
17	2	PVC	2	NO. 8, 5KV	H2
18	BATTERY CHARGER AND GENERATOR ALARM WIRING AS REQUIRED				

- NOTES:
- 1 ALL CONDUCTORS 600V COPPER XHHW UNLESS NOTED OTHERWISE
 - 2 ONE CONDUCTOR TAPE OFF SPARE FOR FUTURE THREE PHASE SERVICE
 - 3 EMT MAY BE USED INSTEAD OF RSC ABOVE GRADE INSIDE OF ENCLOSURE

EQUIPMENT LIST SCHEDULE	
REF. NO.	DESCRIPTION
1	RADIO CONTROL ANTENNA, ANTENNA SPECIALISTS MODEL VA1 OR EQUAL
2	PHOTOELECTRIC CONTROL, TORK NO. 2101 OR EQUAL
3	RADIO RECEIVER/CONTROLLER, CONTROL INDUSTRIES MODEL NOL RC-IT51A OR FAA APPROVED EQUAL
4	CONTROL PANEL, SEE SPECIFICATIONS.
5	CIRCUIT BREAKER PANEL, 225A 208/120V 3Ø 4W SQ.D CL1630 NQOD OR EQUAL.
6	SAFETY SWITCH, SQUARE-D H324NRB, 200A, 3 POLE, SOLID NEUTRAL WITH 150A TYPE R FUSES.
7	CONSTANT CURRENT REGULATOR, 10.0KW. 240 OR 208V SUPPLY.
8	5KV SERIES CUT-OUTS, SEPSCO NO. 30196. 14 X 12 X 18 NEMA 1 ENCLOSURE
9	HEATER, ELECTRIC, 208V, 2000 W WALL MOUNTED CHROMOLOX HCH 201.
10	THERMOSTAT, LINE VOLTAGE, 40 TO 90°F, WITH OFF POSITION, WALL SURFACE MOUNTED. CHROMOLOX WCR100.
11	GROUND ROD 5/8" X 10' COPPER CLAD
12	FLUORESCENT 2 TUBE, W/A UTILITY, HUBBELL MW44-WAD-E1 T8 LAMPS(2 ea), ELECTRONIC BALLAST.
13	HID EXTERIOR LIGHT FIXTURE, 70W, 120V, HPS WITH INTEGRAL PHOTOCELL CONTROL, WALL MOUNTED, -40°F BALLAST HUBBELL NRG-307 OR EQUAL
14	AUTOMATIC TRANSFER SWITCH, SEE SPECIFICATIONS
15	BACKUP POWER GENERATOR, SEE SPECIFICATIONS
16	RUSKIN MODEL CD36
17	UL LISTED FOR 0" CLEARANCE TO COMBUSTIBLES
18	RUSKIN MODEL CD36
19	RUSKIN MODEL ELF375DX
20	RUSKIN MODEL CD36
21	RUSKIN MODEL ELF375DX
22	HYSAN SERIES 2500
23	CONSTRUCT ALL DUCTWORK ACCORDING TO SMACNA STANDARDS
24	STANDBY PANEL, SQ. D NQOD412L100CU PANEL B



- NOTES:
1. # INDICATES EQUIPMENT REFERENCE NO. SEE SCHEDULE.
 2. # INDICATES CONDUIT/CONDUCTOR REFERENCE NUMBER. SEE SCHEDULE.

2 RUNWAY LIGHTING SCHEMATIC DIAGRAM
NOT TO SCALE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

R&M#931319/TYPSEC.DWG/1:1

BY:	DATE:	DESCRIPTION OF CHANGE:

RECORD OF REVISIONS

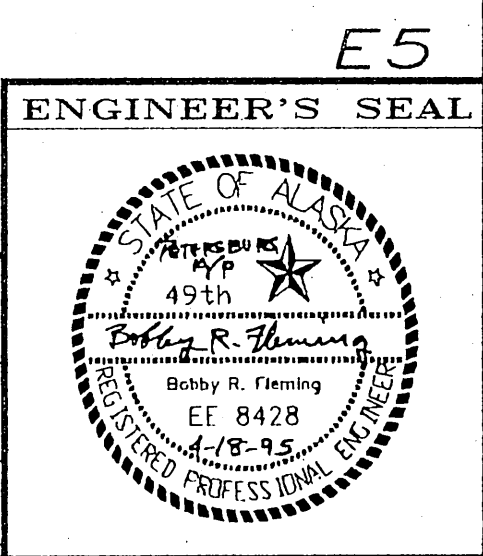
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION DESIGN & CONSTRUCTION

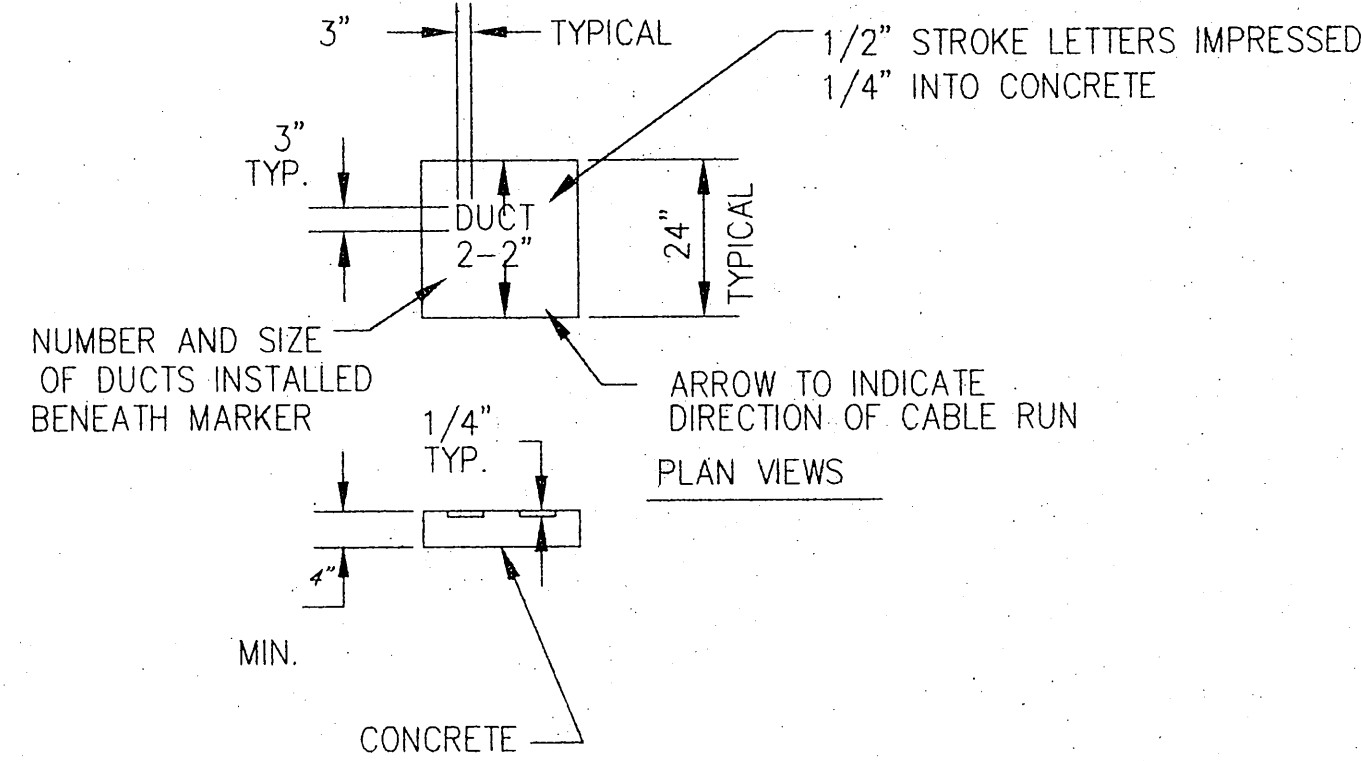
PETERSBURG

PETERSBURG AIRPORT RUNWAY RESURFACING
EQUIPMENT DETAILS

ALASKA

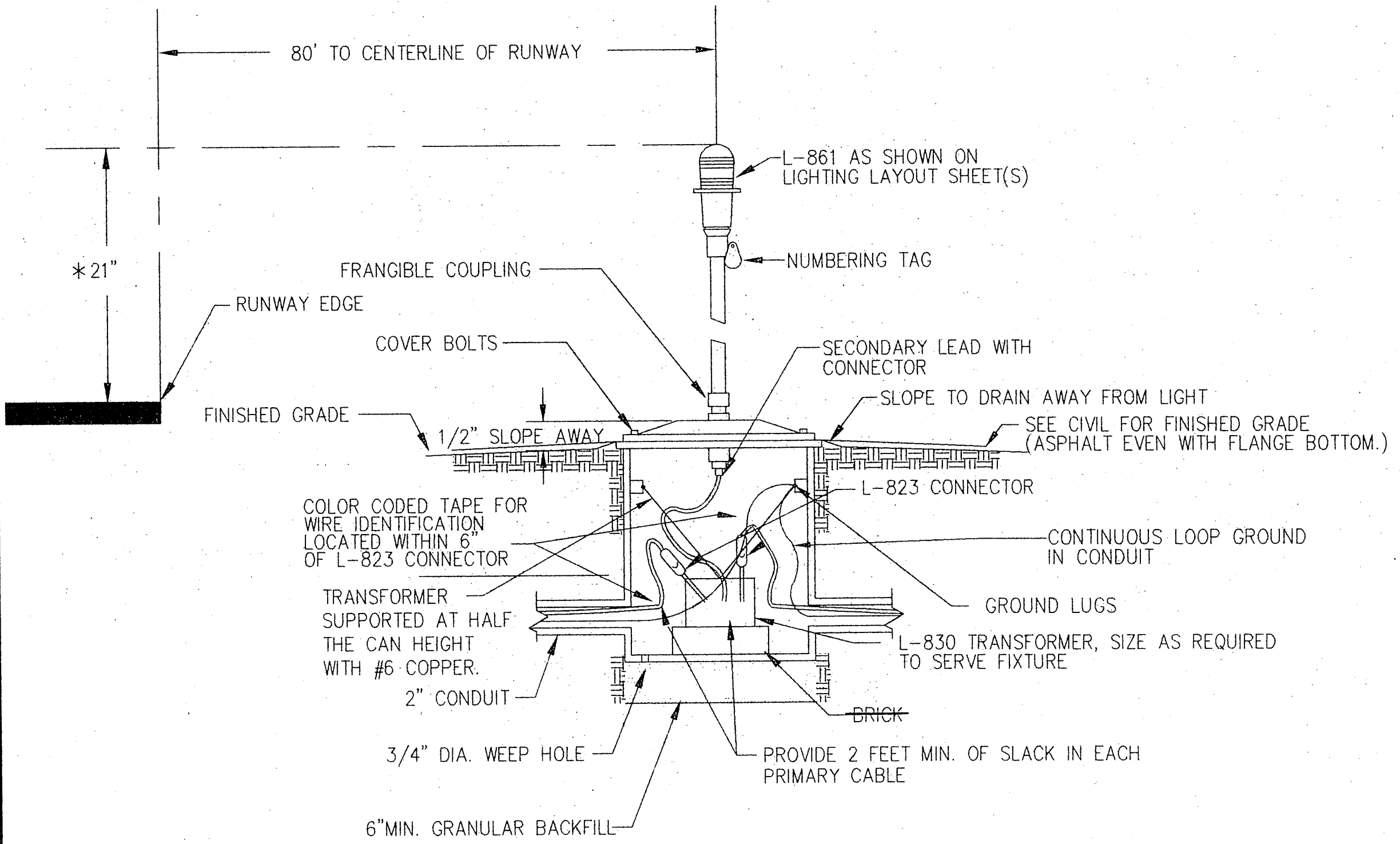
DESIGNED BY: K.A.C.	PROJECT NO. 71079
DRAWN BY: AUTOCADD/K.A.C.	DATE: APRIL 1995
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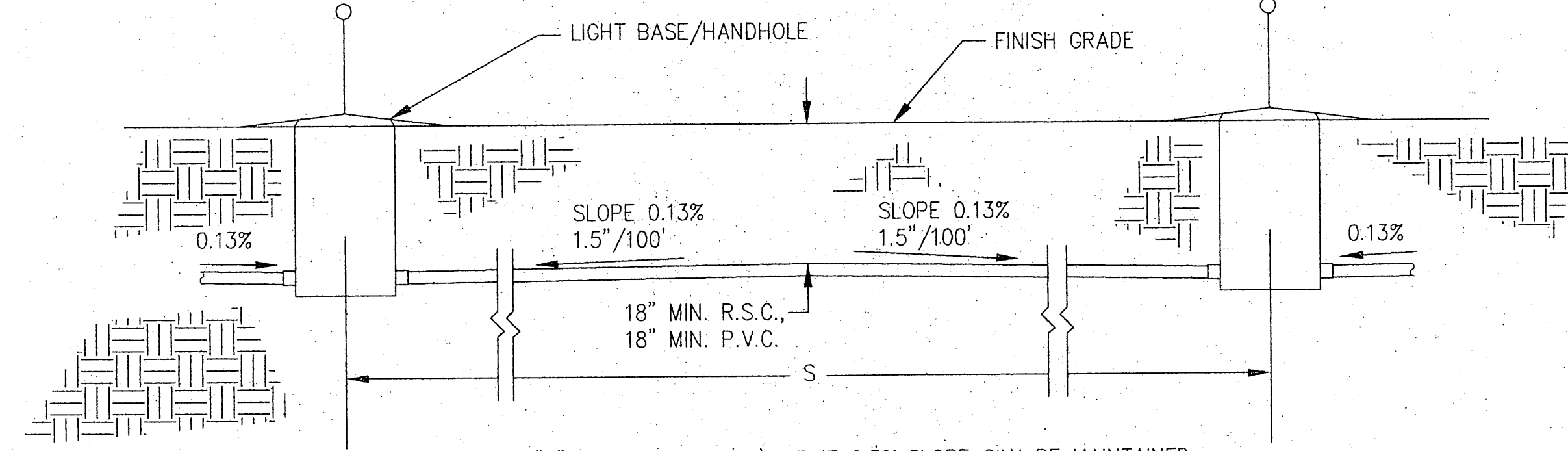
- NOTES:
1. MARKERS SHALL BE PLACED ON EACH SIDE OF ALL PAVED OVER CROSSINGS, CORNER POINTS AND EVERY 1000' MIN.
 2. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
 3. EDGE EXPOSED CONCRETE WITH A 1/4" RADIUS TOOL.
 4. WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, THE FOLLOWING METHODS SHALL BE EMPLOYED.
 - A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
 - B. INCREASE THE MARKER SIZE TO 30" x 30" MAX.
 - C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.

1 CABLE AND DUCT MARKERS
NOT TO SCALE



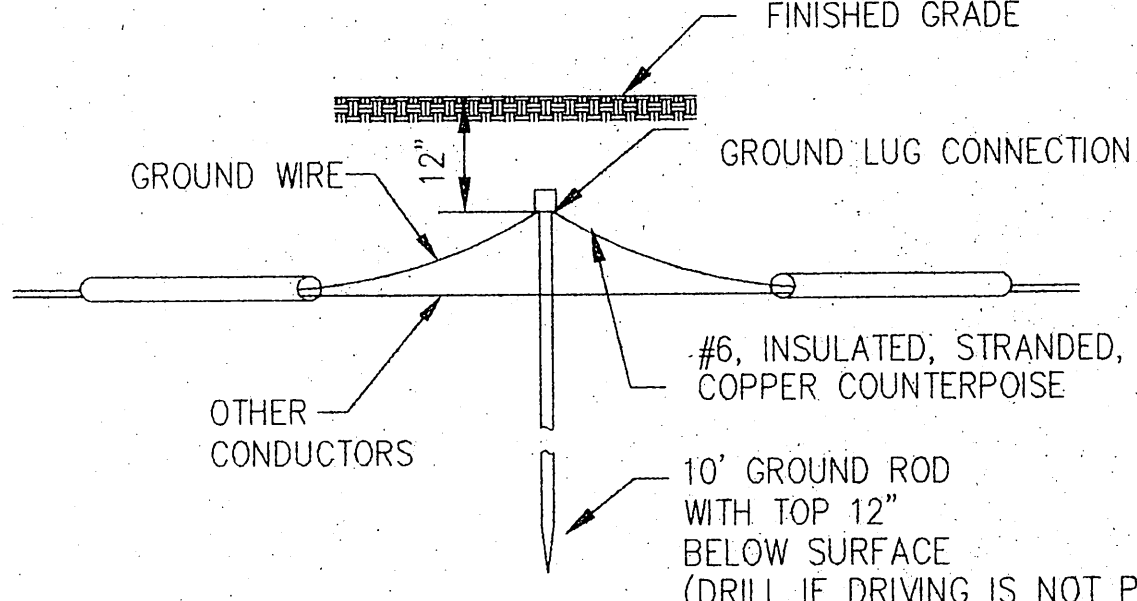
3 MEDIUM / HIGH INTENSITY LIGHT - BASE MOUNTED
VIEW IS PARALLEL TO RWY. EDGE

* DENOTES:
RUNWAY EDGE AND THRESHOLD LIGHTS ON THE LAST 400' AT EACH END OF THE RUNWAY SHALL BE 14" HIGH.



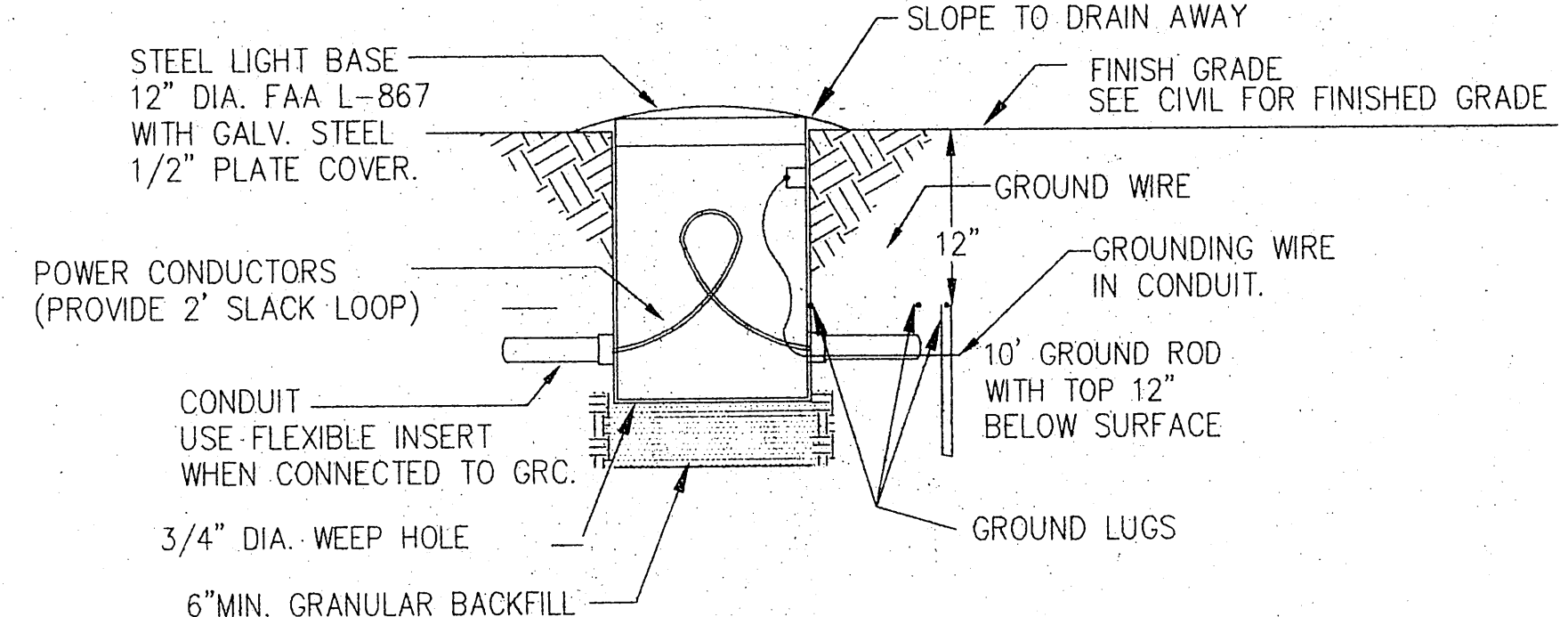
NOTE: IF "S" IS LESS THAN 20', OR IF 0.5% SLOPE CAN BE MAINTAINED WITHOUT CROWN, LAY CONDUIT STRAIGHT BETWEEN BASES/HANDHOLES.

7 CONDUIT INSTALLATION DETAIL
NOT TO SCALE

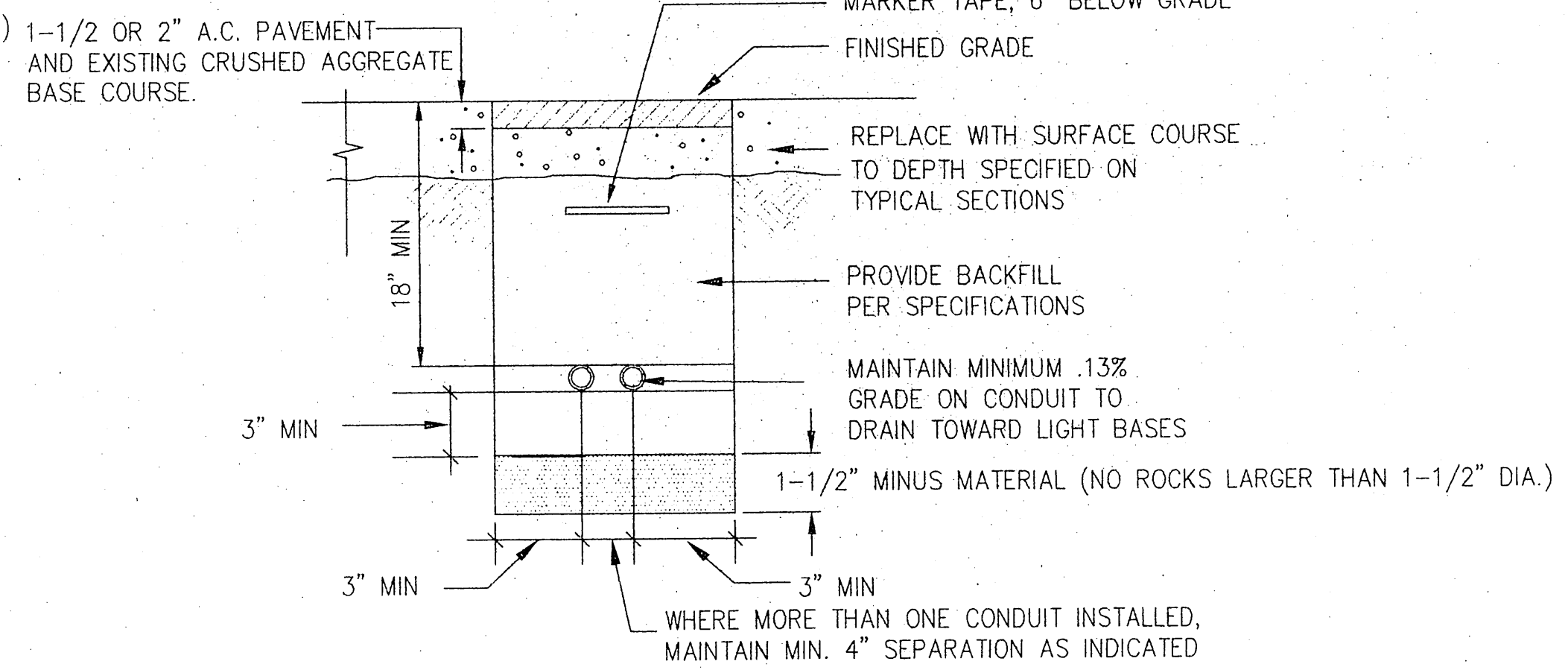


2 GROUND ROD
NOT TO SCALE

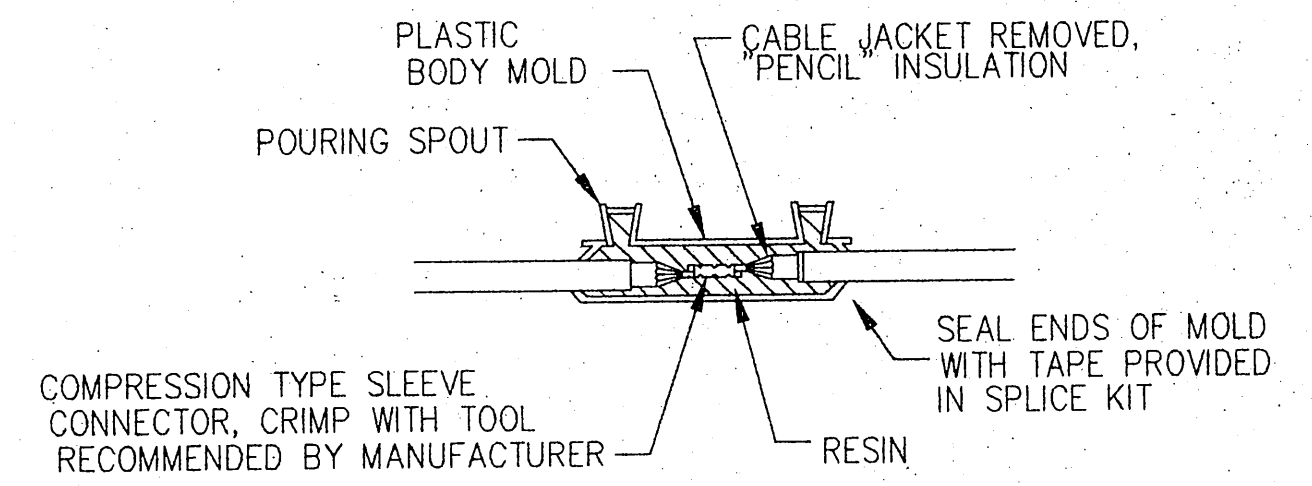
- NOTES:
1. TYPE AND MINIMUM NUMBER OF GROUND RODS SHALL BE AS SPECIFIED ON THE PLAN.
 2. THE RESISTANCE TO GROUND OF THE COUNTERPOISE GROUNDING SYSTEM SHALL NOT EXCEED 25 OHMS.
 3. COST OF GROUND RODS IS INCIDENTAL TO THE ASSOCIATED ITEMS REQUIRING GROUNDING UNLESS OTHERWISE SPECIFIED.



4 HAND HOLE DETAIL
NOT TO SCALE

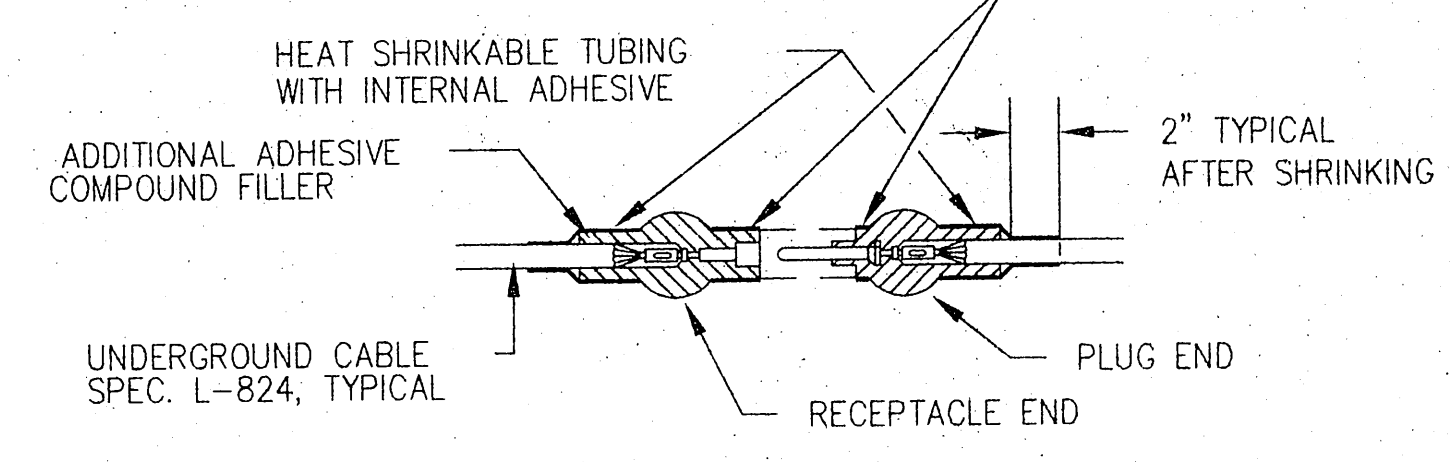


5 TRENCH DETAIL
NOT TO SCALE



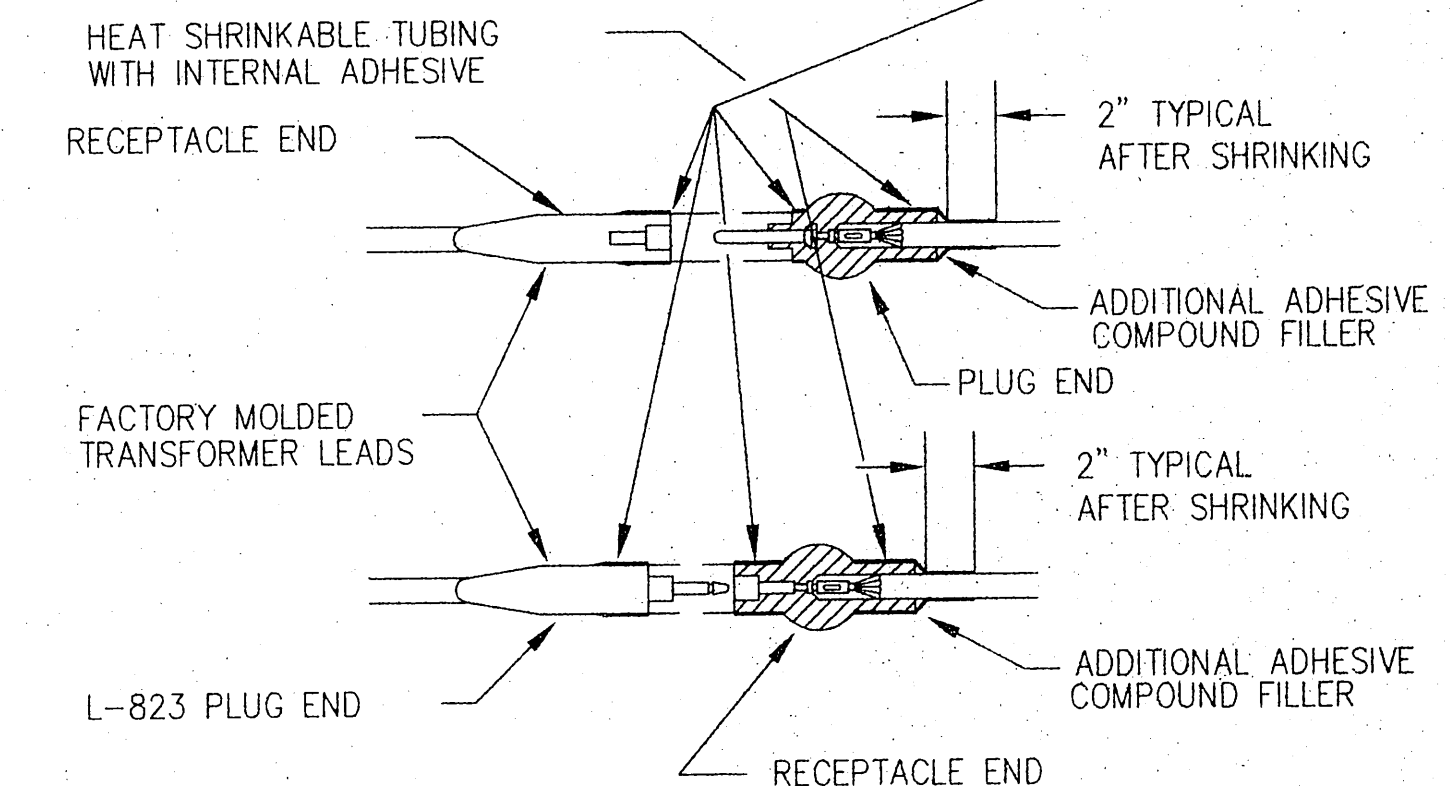
TYPE A
FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY

WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1 1/2 INCHES ON EACH SIDE OF JOINT.



TYPE B
FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT

WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1 1/2 INCHES ON EACH SIDE OF JOINT.



TYPE C
FOR SPLICES AT RUNWAY LIGHTS

- NOTES:
1. SEE LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE (TYPE C SPLICES IN HANDHOLES ONLY FOR THIS PROJECT.)
 2. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE. CONNECTOR SHALL BE SUPPLIED TO MATCH CABLE THAT IS SUPPLIED, PER MANUFACTURER'S INSTRUCTIONS.

6 CABLE SPLICES
NOT TO SCALE

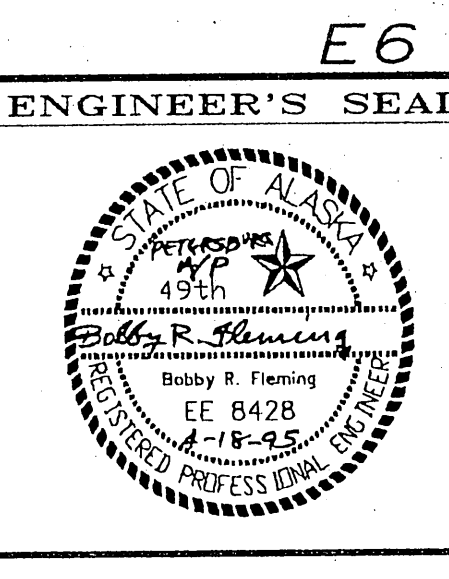
NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

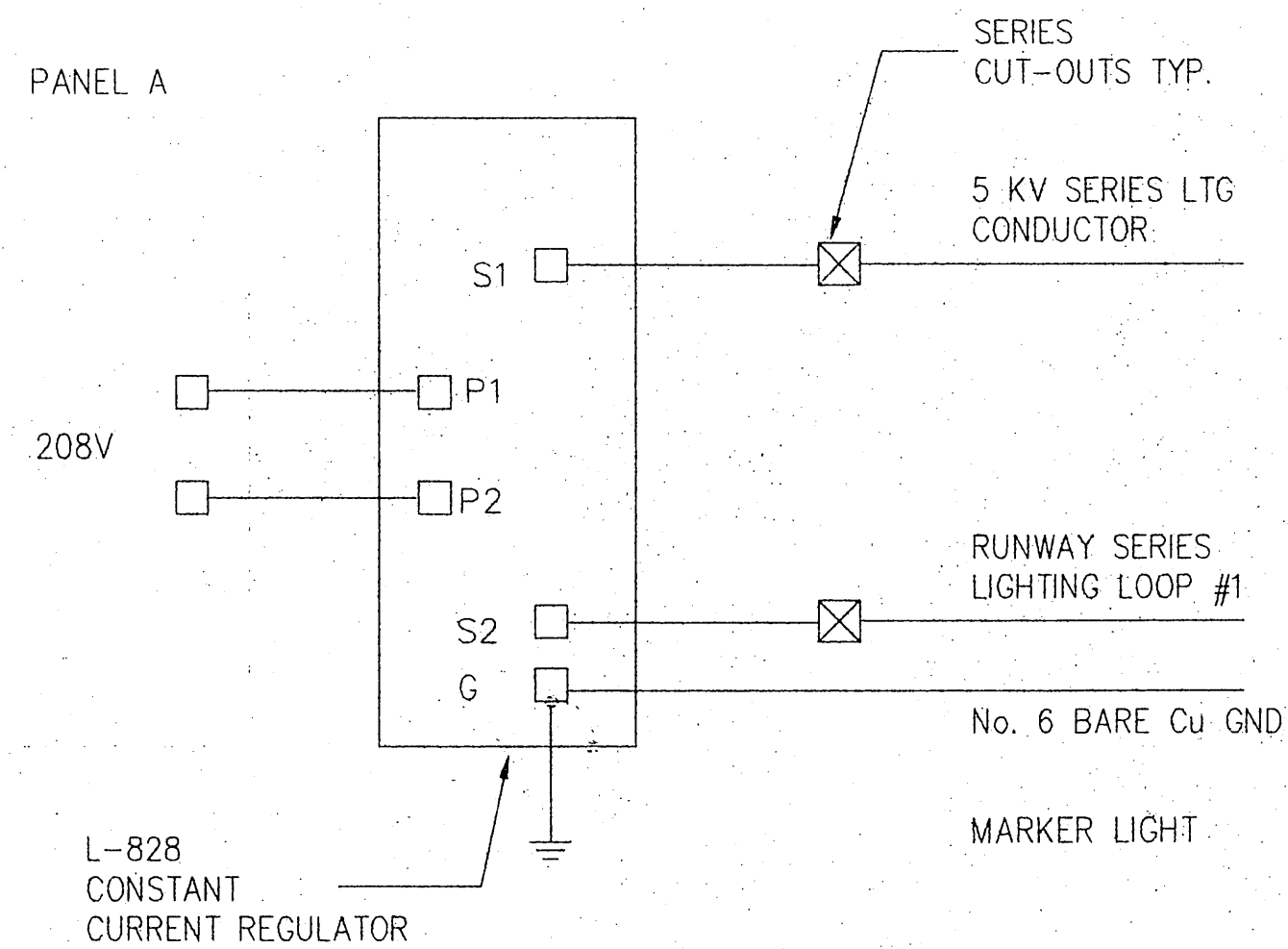
BY:	DATE:	DESCRIPTION OF CHANGE:

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PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
ELECTRICAL DETAILS

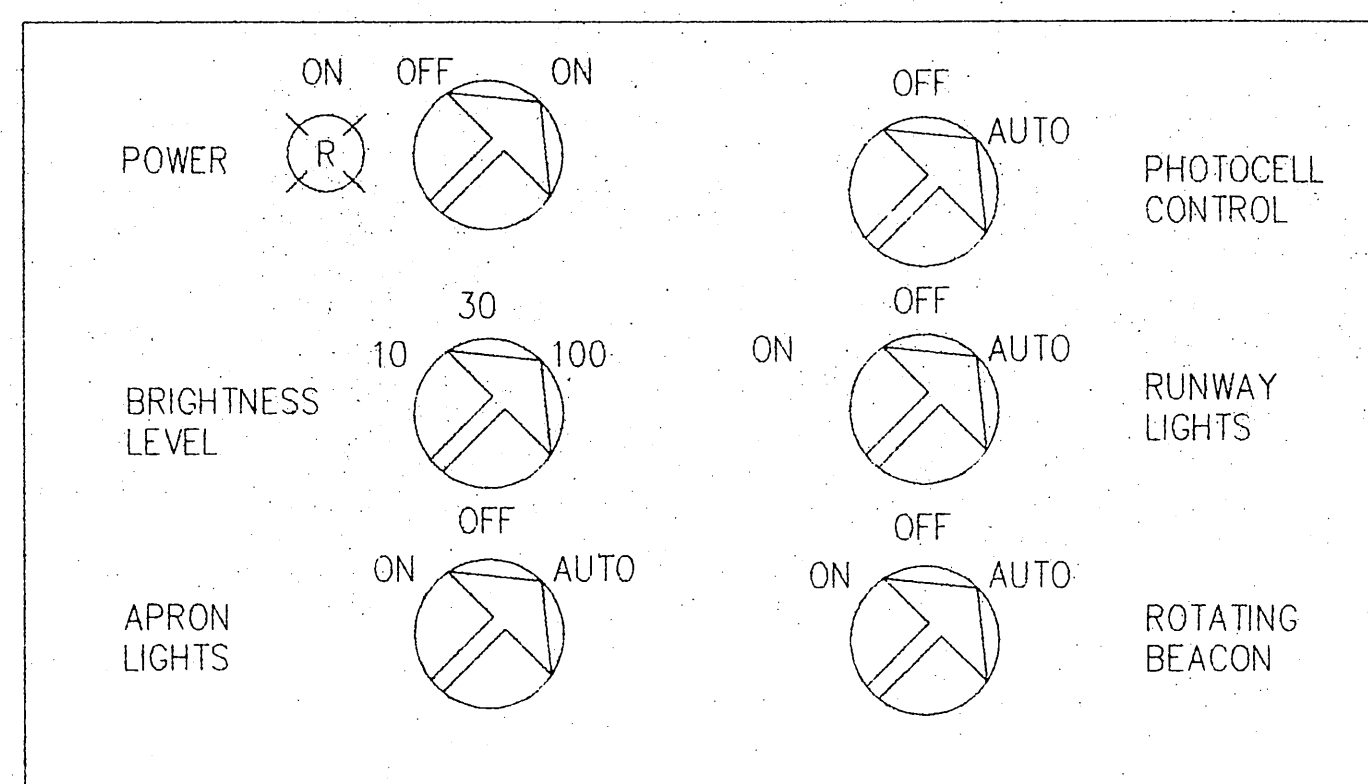
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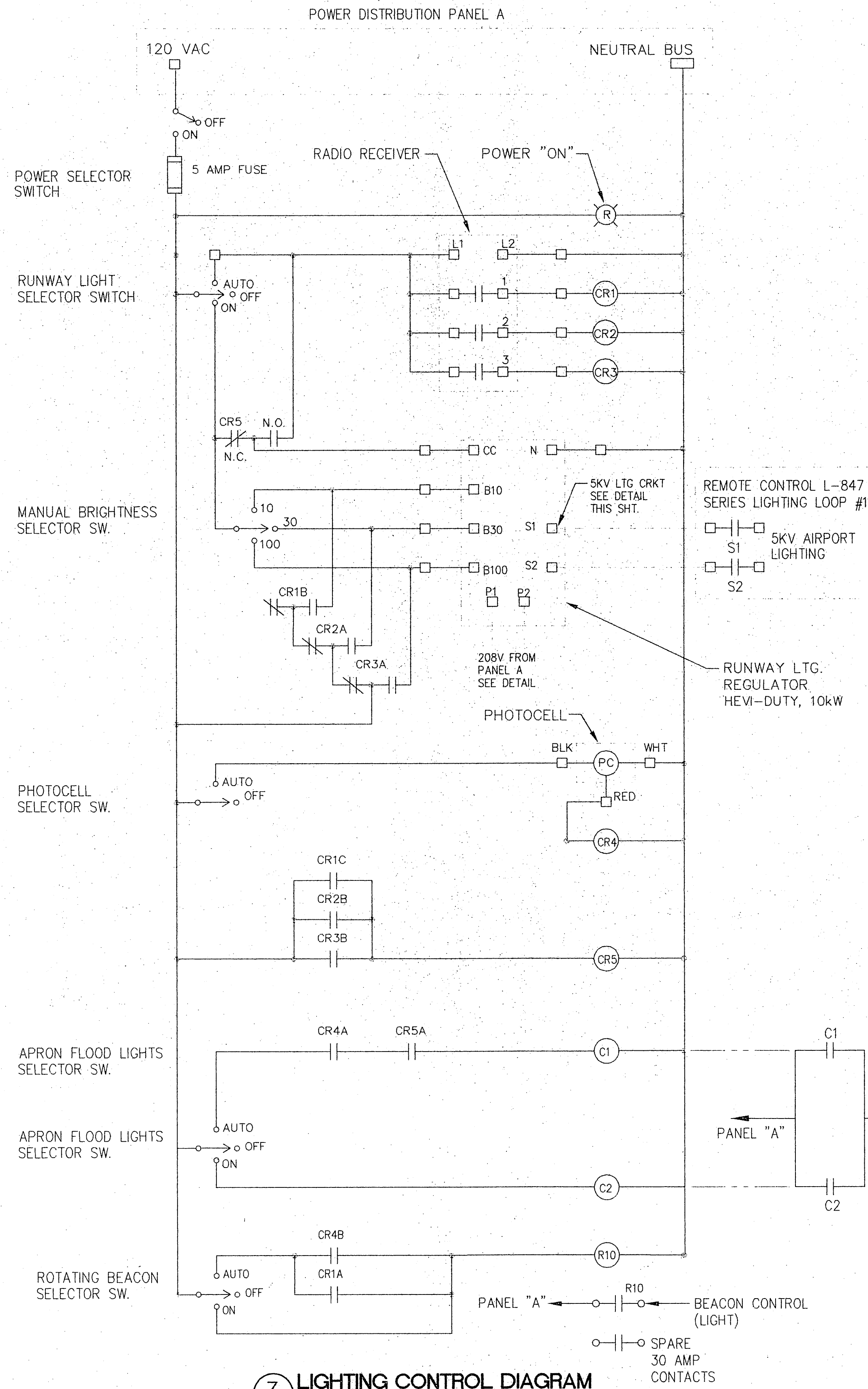
NOTE: 1. PROVIDE NEMA 1 ENCLOSURE FOR PLUG CUT-OUT.

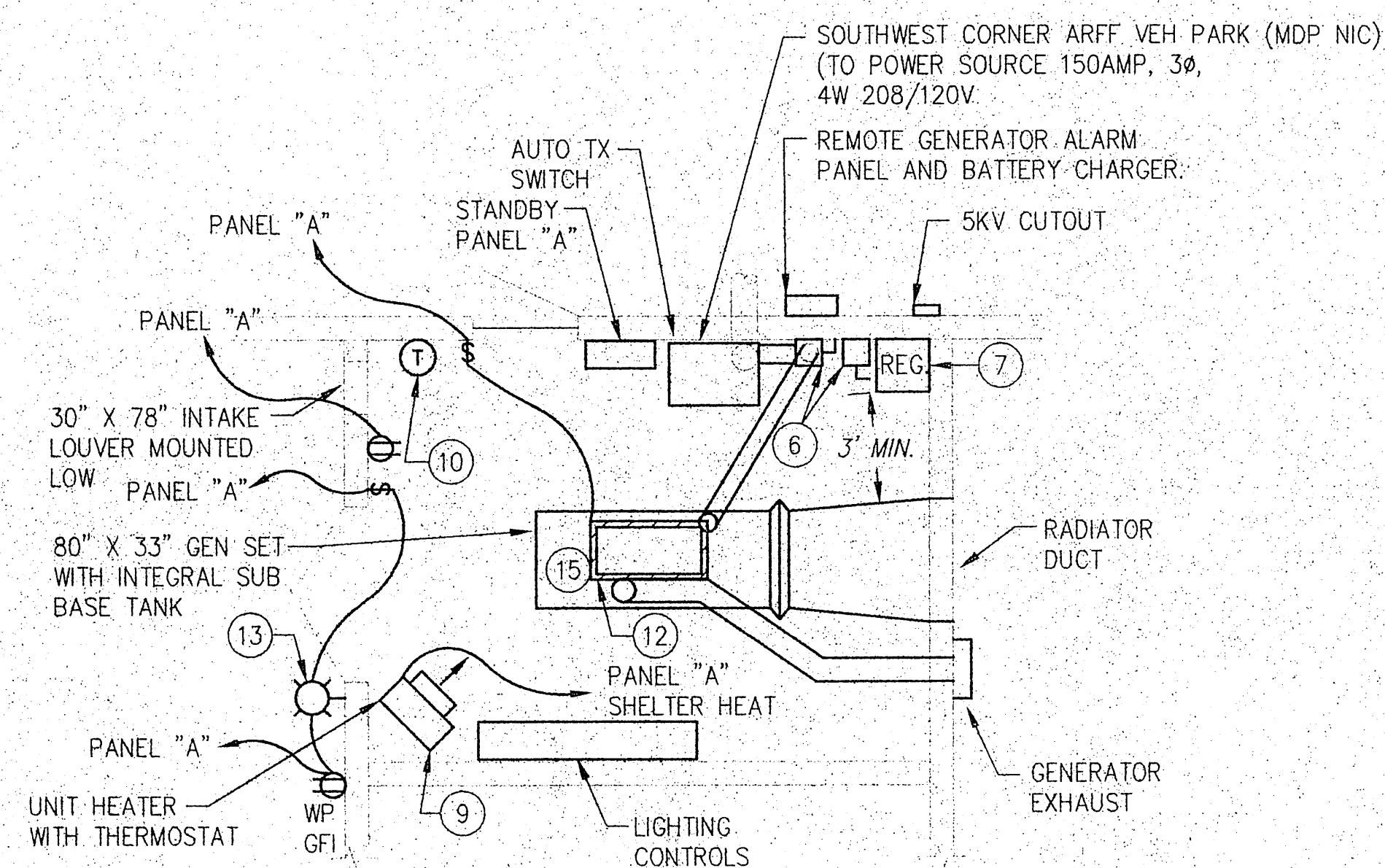
1 LIGHTING CIRCUIT DIAGRAM
NOT TO SCALE



NOTES: 1. MOUNT CONTROL DEVICES ON CABINET FACE AS SHOWN.
2. PROVIDE NEMA 12 STEEL CABINET WITH HINGED DOOR AND NEOPRENE GASKET. INSTALL BACKING PANEL FOR MOUNTING RELAYS, TERMINAL BOARDS, ETC. NO BACKING PANEL FOR FACE MOUNTED CONTROL DEVICES.

2 CONTROL PANEL DETAIL
NOT TO SCALE

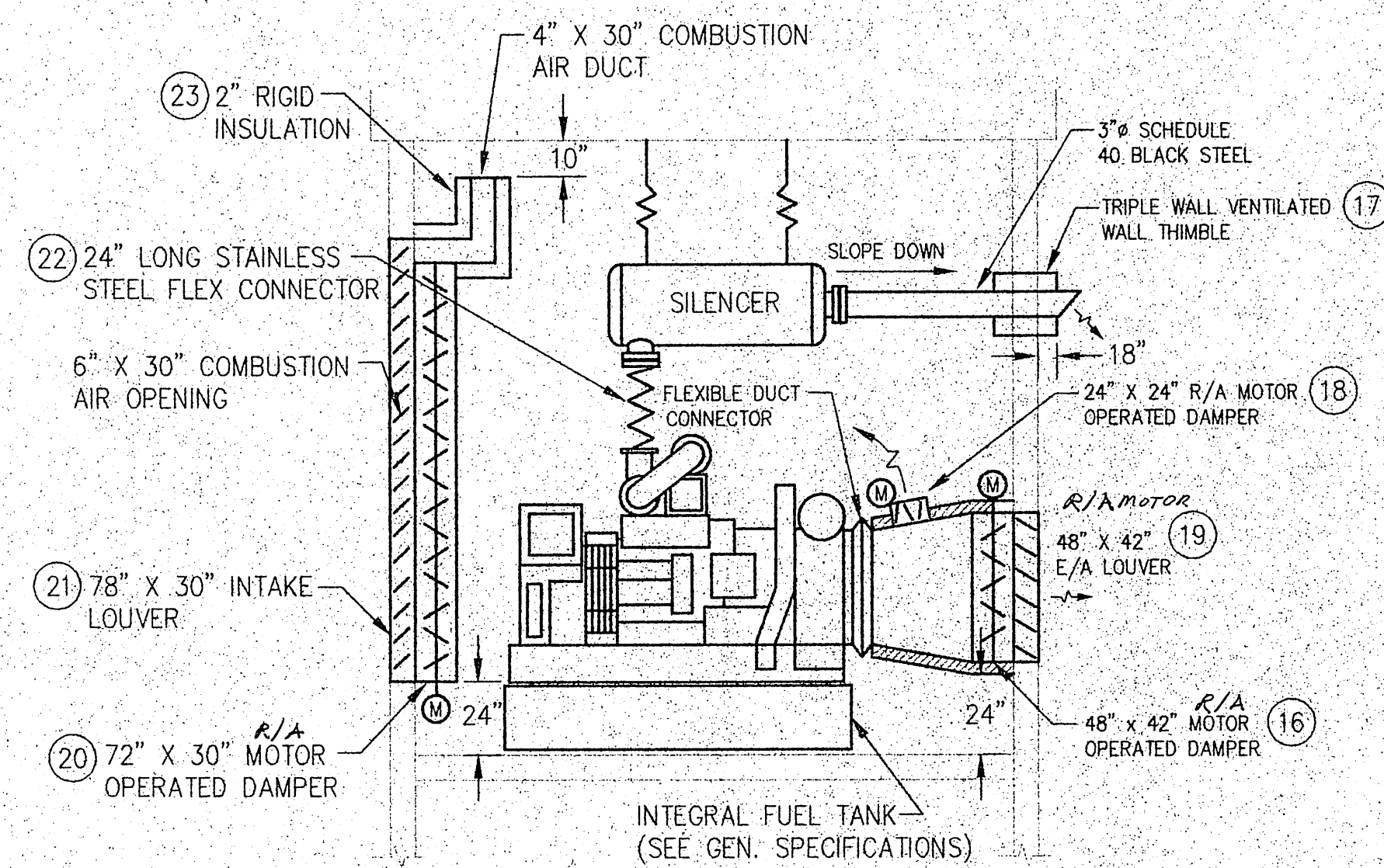




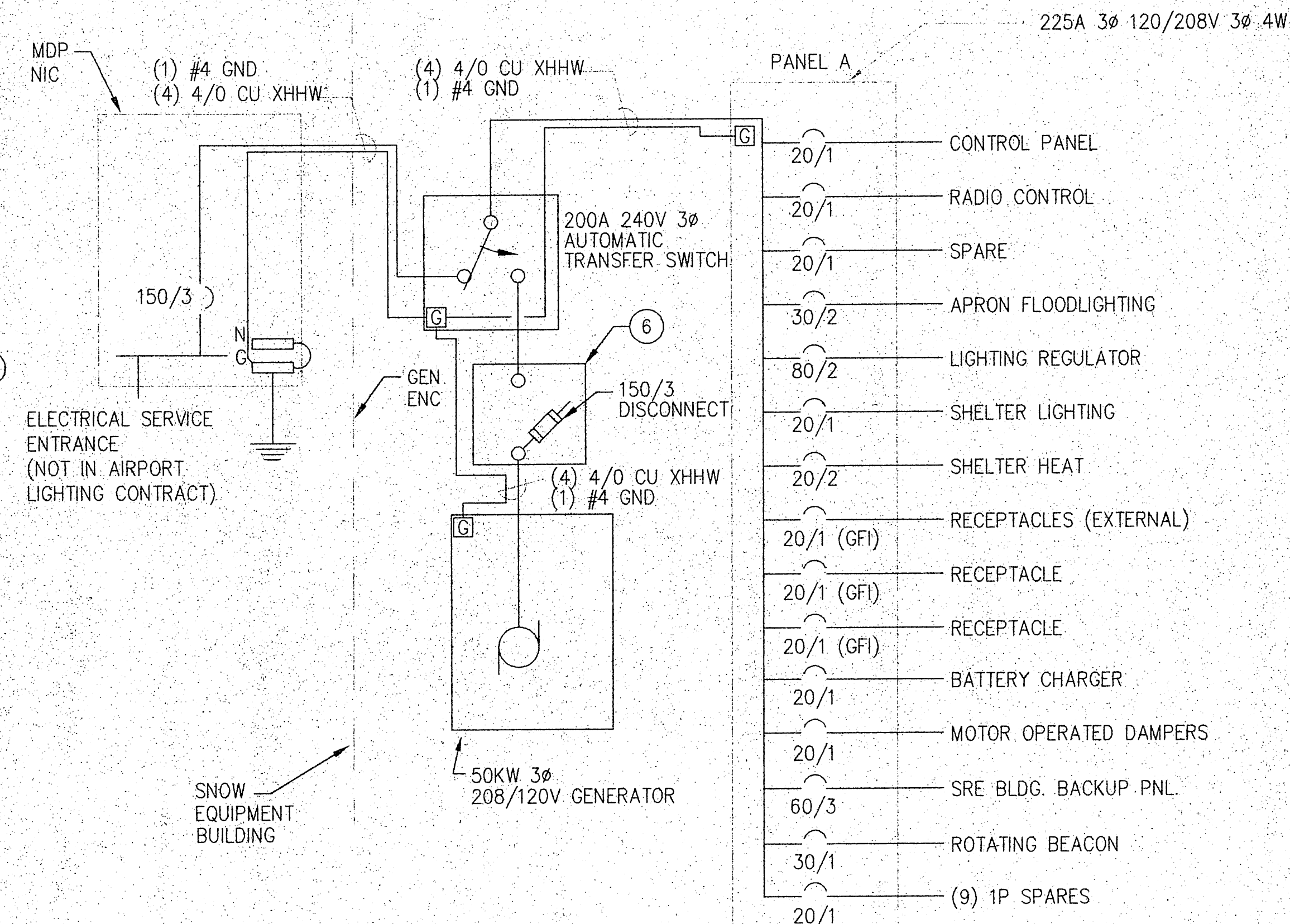
1 ELECTRICAL EQUIPMENT ENCLOSURE - PLAN VIEW
USE DIMENSIONS - DO NOT SCALE

NOTES:

1. LEAVE 3 FEET CLEAR SPACE AROUND GENERATOR AND IN FRONT OF CONTROLS AND PANELS.
2. RUN NEC SIZED GROUNDING CONDUCTOR IN ALL CONDUIT.
3. SEE SPECIFICATIONS FOR DESCRIPTION OF DAMPER MOTOR - ROOM HEATER OPERATION.
4. SEE ARCHITECTURAL DRAWINGS FOR BUILDING DIMENSIONS.
5. COORDINATION BETWEEN THE ELECTRICAL EQUIPMENT ENCLOSURE CONSTRUCTION/WIRING AND THE SNOW REMOVAL EQUIPMENT WIRING CONTRACTORS TO BE DONE BY THE TWO CONTRACTORS.



2 ELECTRICAL EQUIPMENT ENCLOSURE - SECTION
USE DIMENSIONS - DO NOT SCALE



4 POWER DISTRIBUTION-ELECTRICAL EQUIPMENT ENCLOSURE
NOT TO SCALE

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

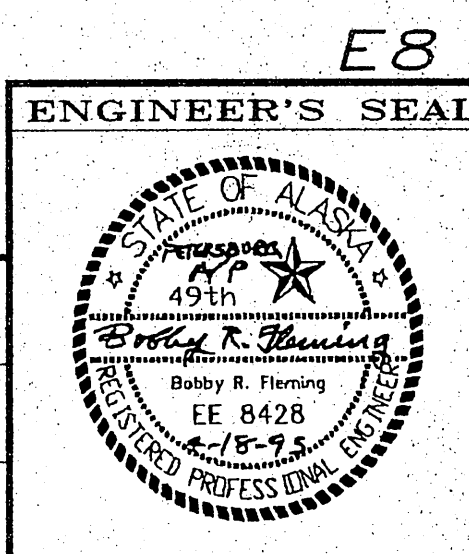
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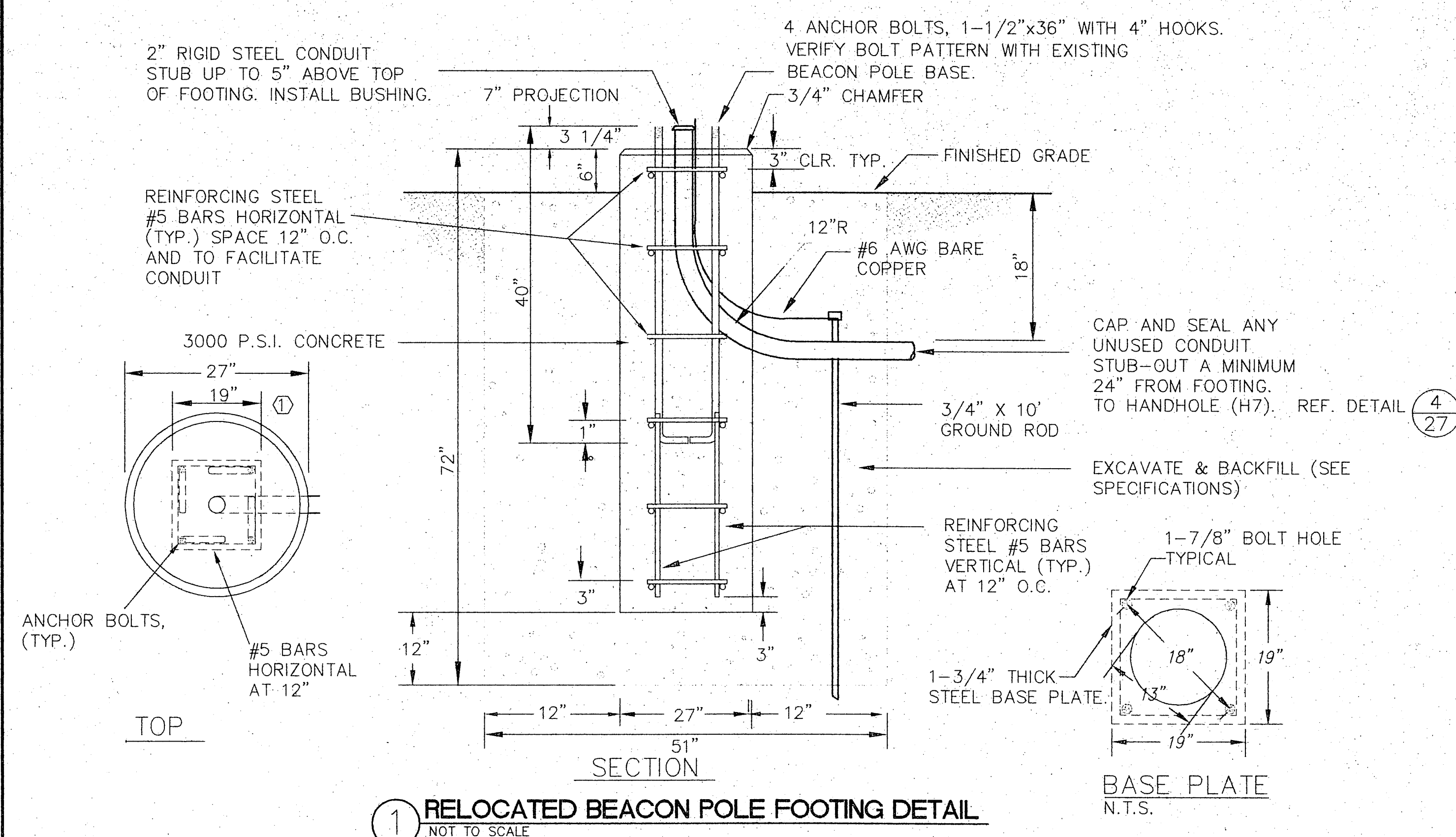
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PETERSBURG
ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
GEN./ELECTRICAL ENCLOSURE DETAILS

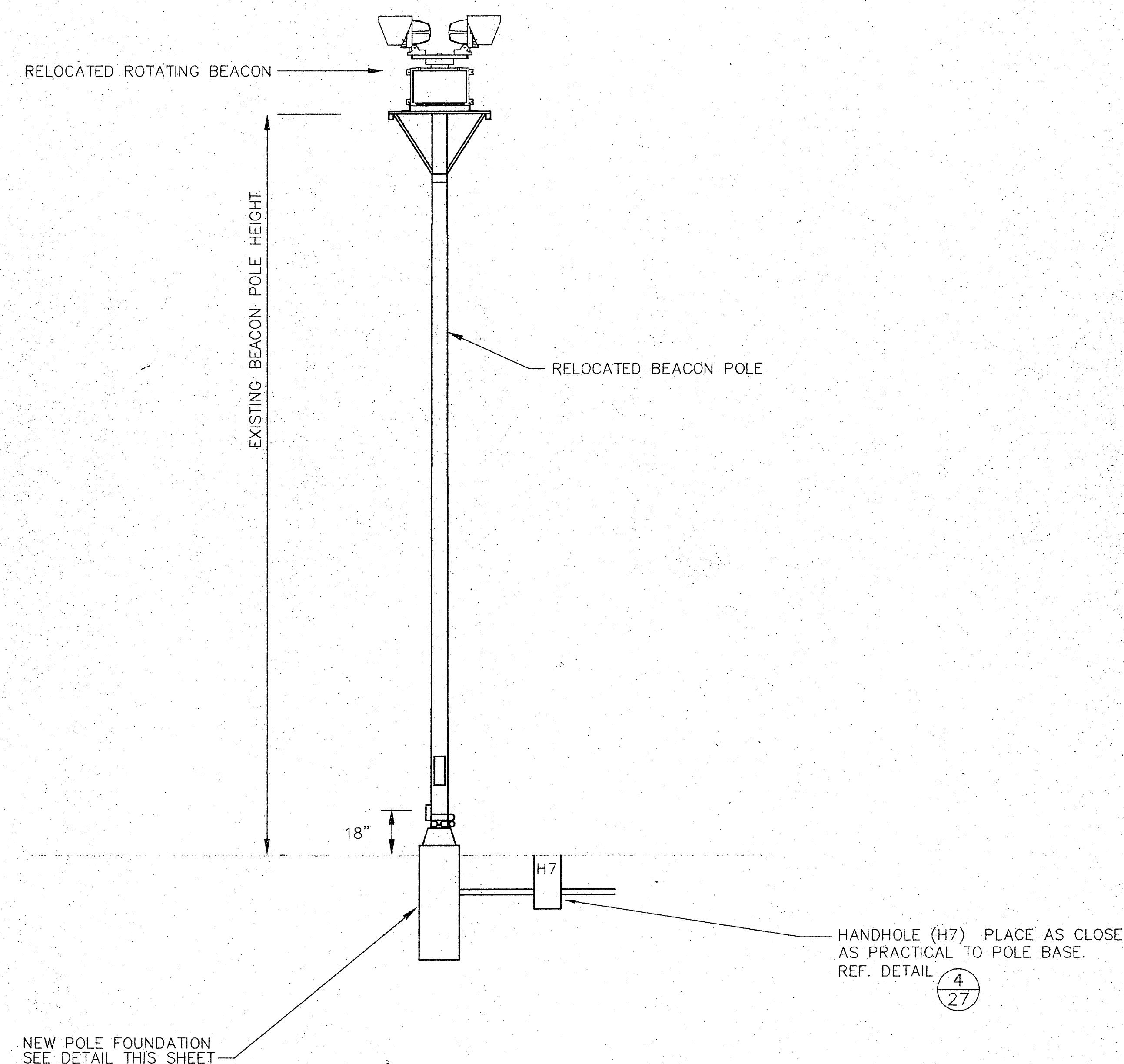
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1 RELOCATED BEACON POLE FOOTING DETAIL
NOT TO SCALE

NOTES: ① ADJUST DIMENSIONS TO MATCH POLE BASE



2 RELOCATED BEACON POLE DETAIL
NOT TO SCALE

NOTE: DO NOT SCALE FROM THESE PLANS—USE DIMENSIONS

[illegible]

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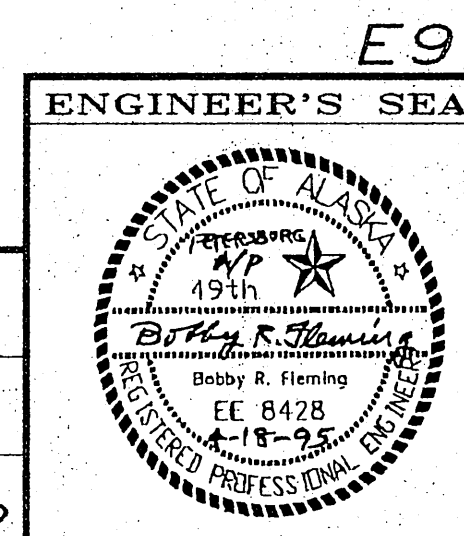
PETERSBURG

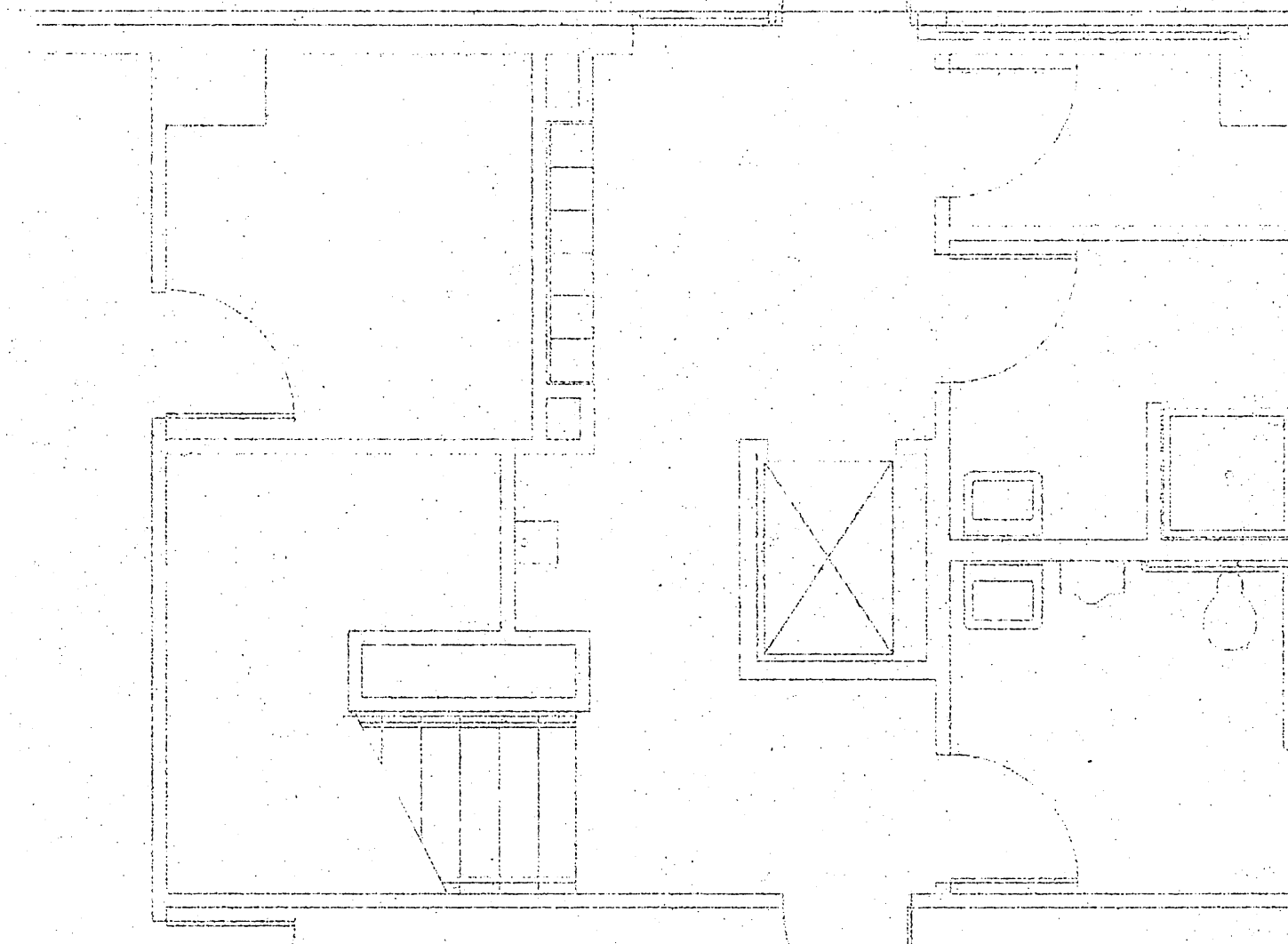
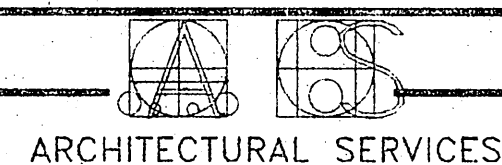
ALASKA

PETERSBURG AIRPORT RUNWAY RESURFACING
ROTATING BEACON AND DETAILS

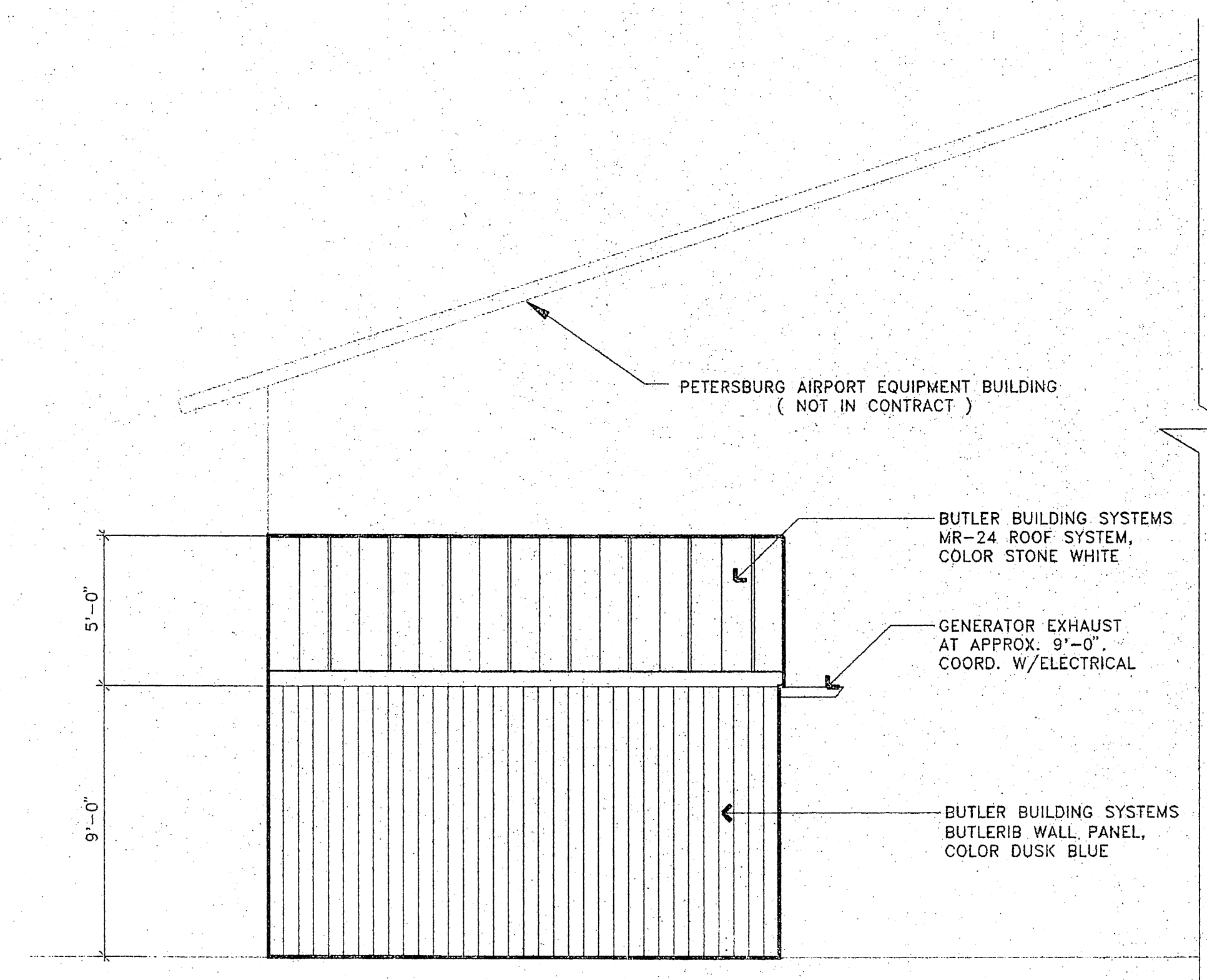
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DRAWN BY:	AUTOCADD/K..
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	PROJECT NO. 71079
C.	DATE: APRIL 1995
	SHEET 30 OF 33

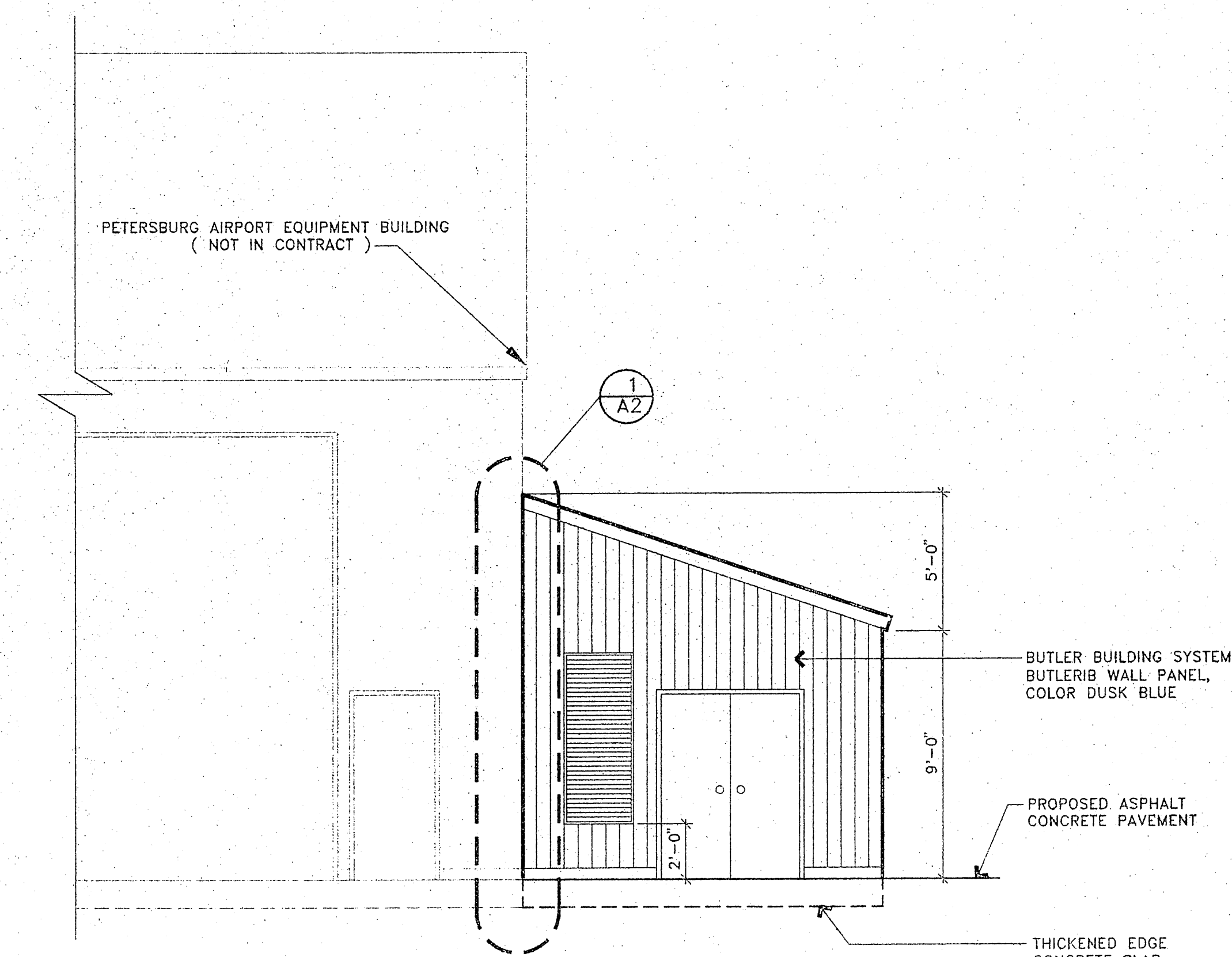




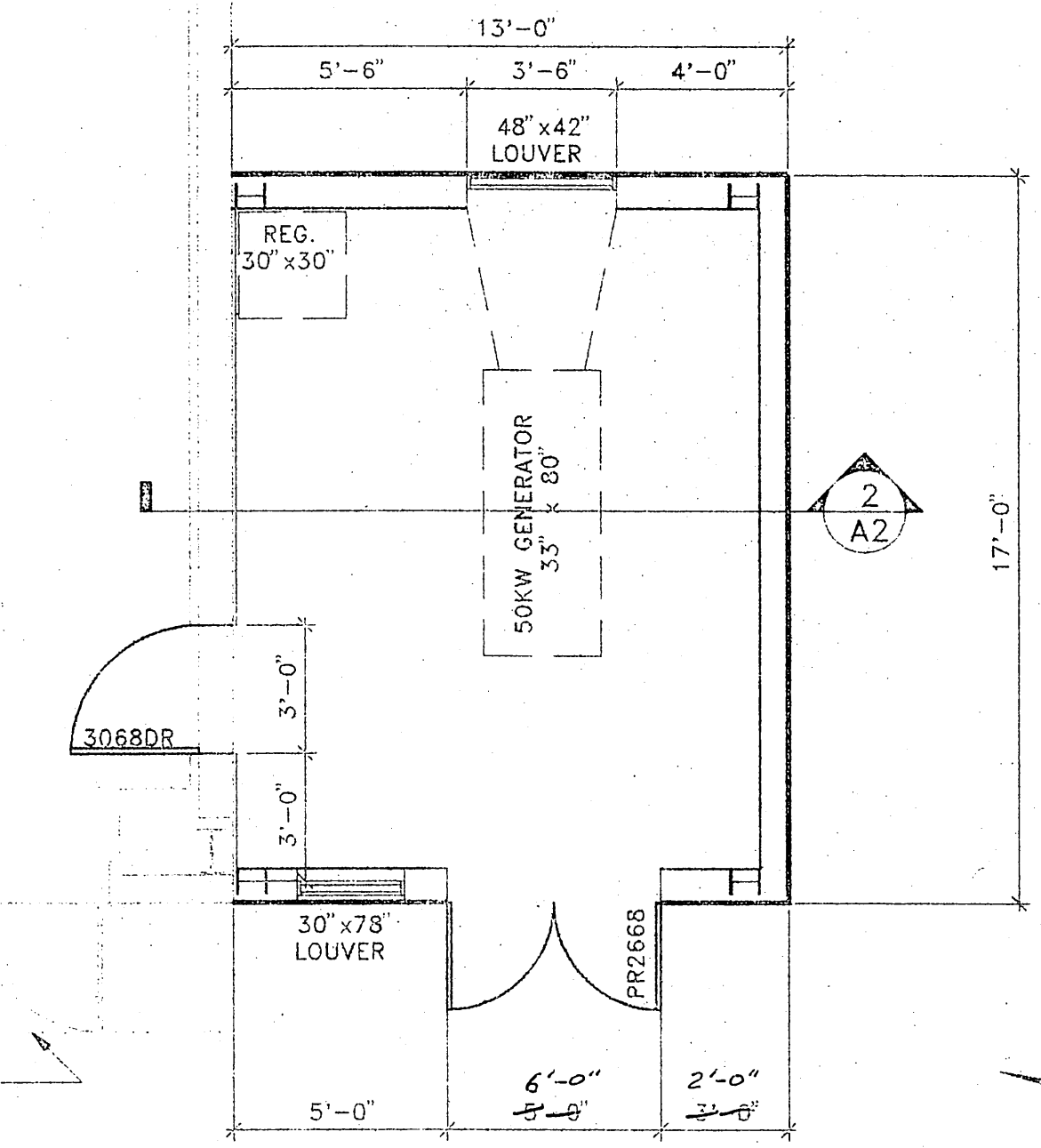
PETERSBURG AIRPORT EQUIPMENT BUILDING
(NOT IN CONTRACT)



SOUTH ELEVATION



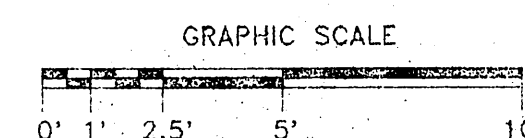
WEST ELEVATION



ELECTRIC EQUIPMENT BUILDING FLOOR PLAN

CONSTRUCTION NOTES

1. REMOVE METAL SIDING ON EXISTING BUILDING WHERE NEW BUILDING JOINS ON THE SOUTH WALL. FIELD CUT SIDING AT THE HEIGHT OF THE WALL GIRT LOCATED AT 13'-10" ABOVE FLOOR LEVEL. FLASH AND TRIM AT INTERSECTION OF NEW ROOF PER MANUFACTURER'S DETAILS.
2. FIELD MODIFY WALL GIRTS AT THE SOUTHWEST CORNER OF THE EXISTING BUILDING TO ACCOMMODATE A NEW PERSONNEL DOOR AND FRAME.
3. PROVIDE FIBERGLASS BATT INSULATION (R-19 MIN.) AT ALL EXTERIOR WALLS AND ROOF. USE MANUFACTURER'S STANDARD INSTALLATION DETAILS. INSULATION SHALL HAVE AN INTEGRAL VINYL VAPOR BARRIER FACING.
4. LEAVE 36" MINIMUM CLEARANCE AROUND GENERATOR AND ALL ELECTRICAL PANELS AND CONTROLS.
5. LOCATE BOTTOM OF ALL LOUVERS @ 24" ABOVE TOP OF PAVING/GRADE.



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

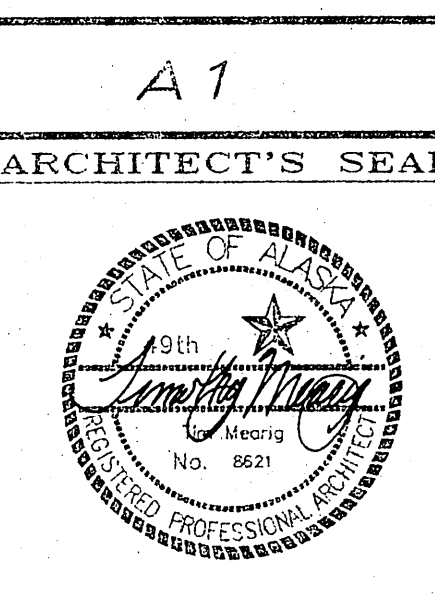
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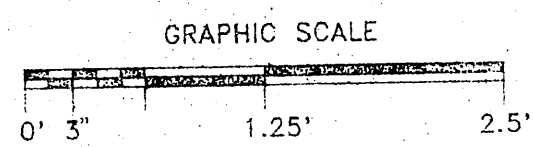
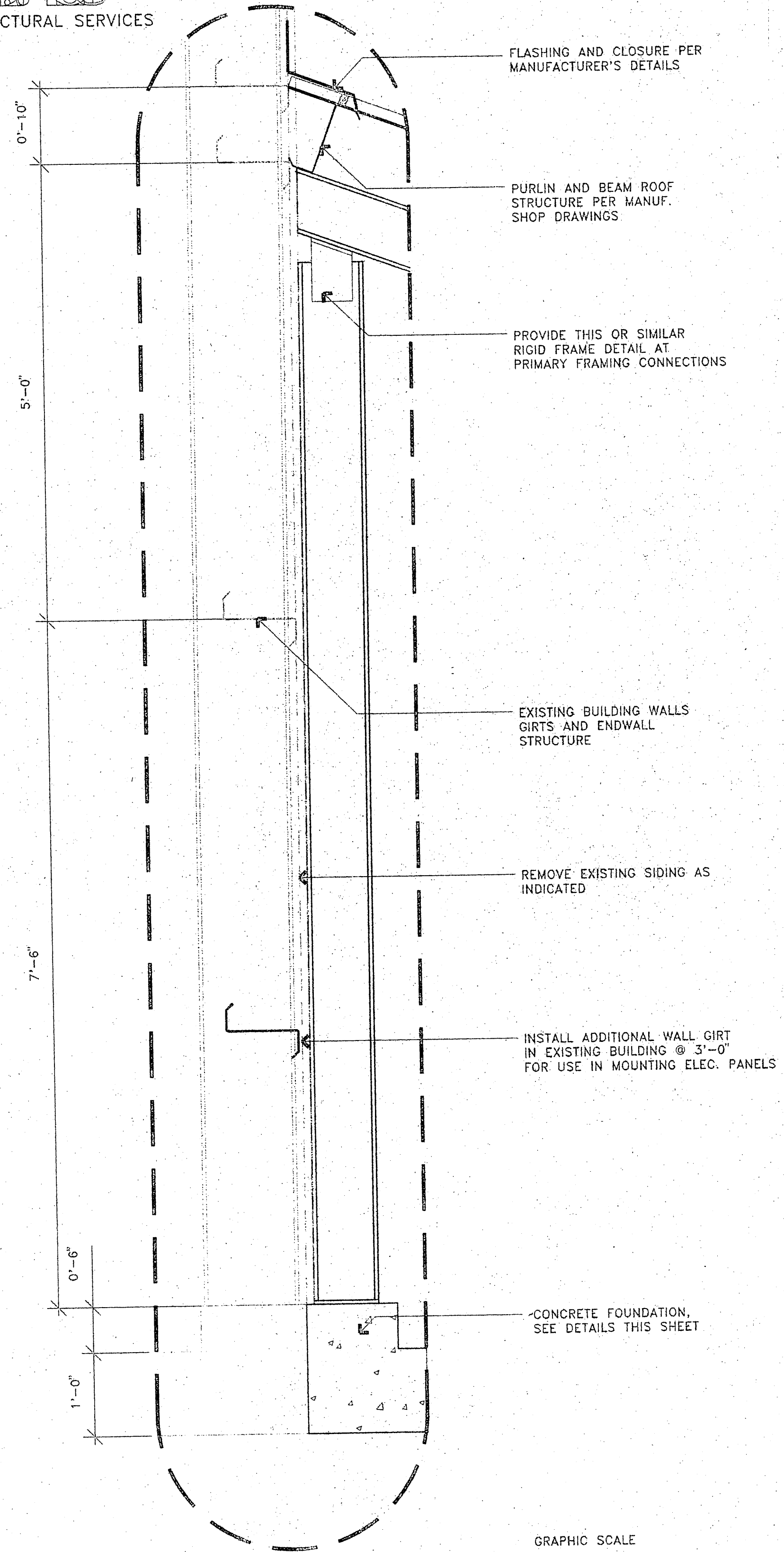
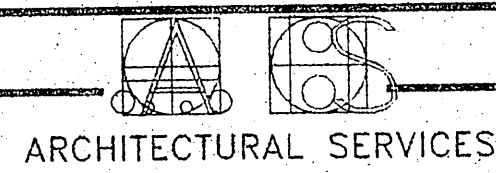
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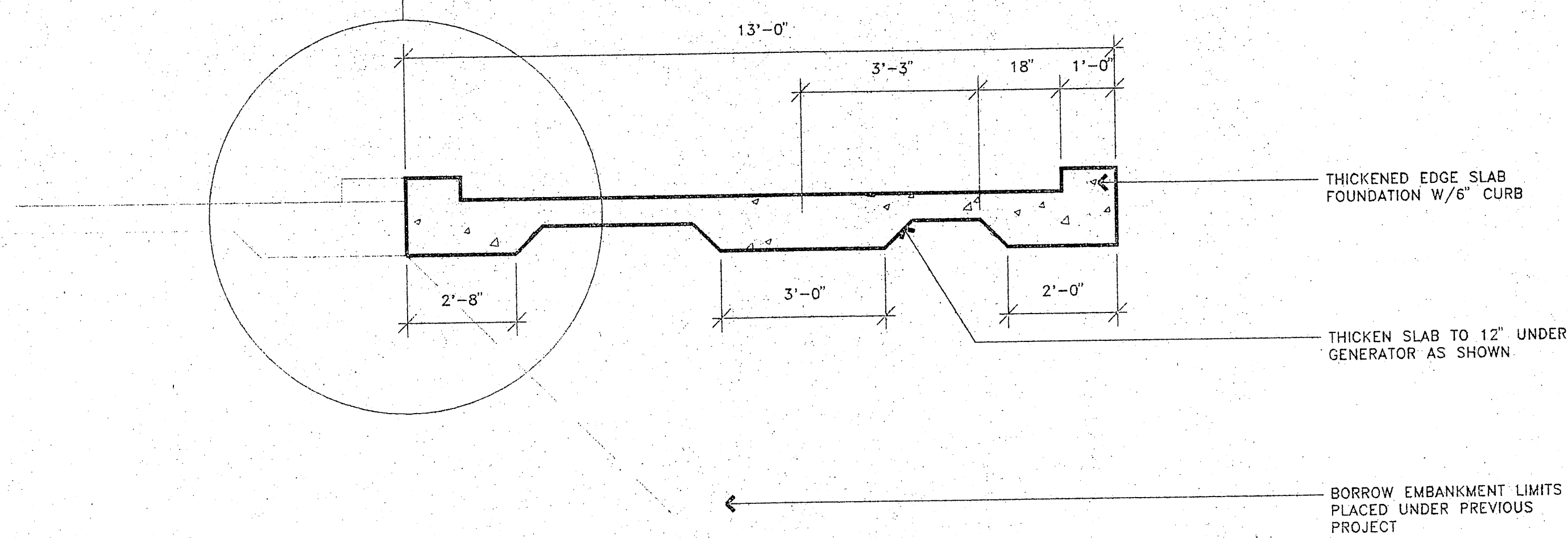
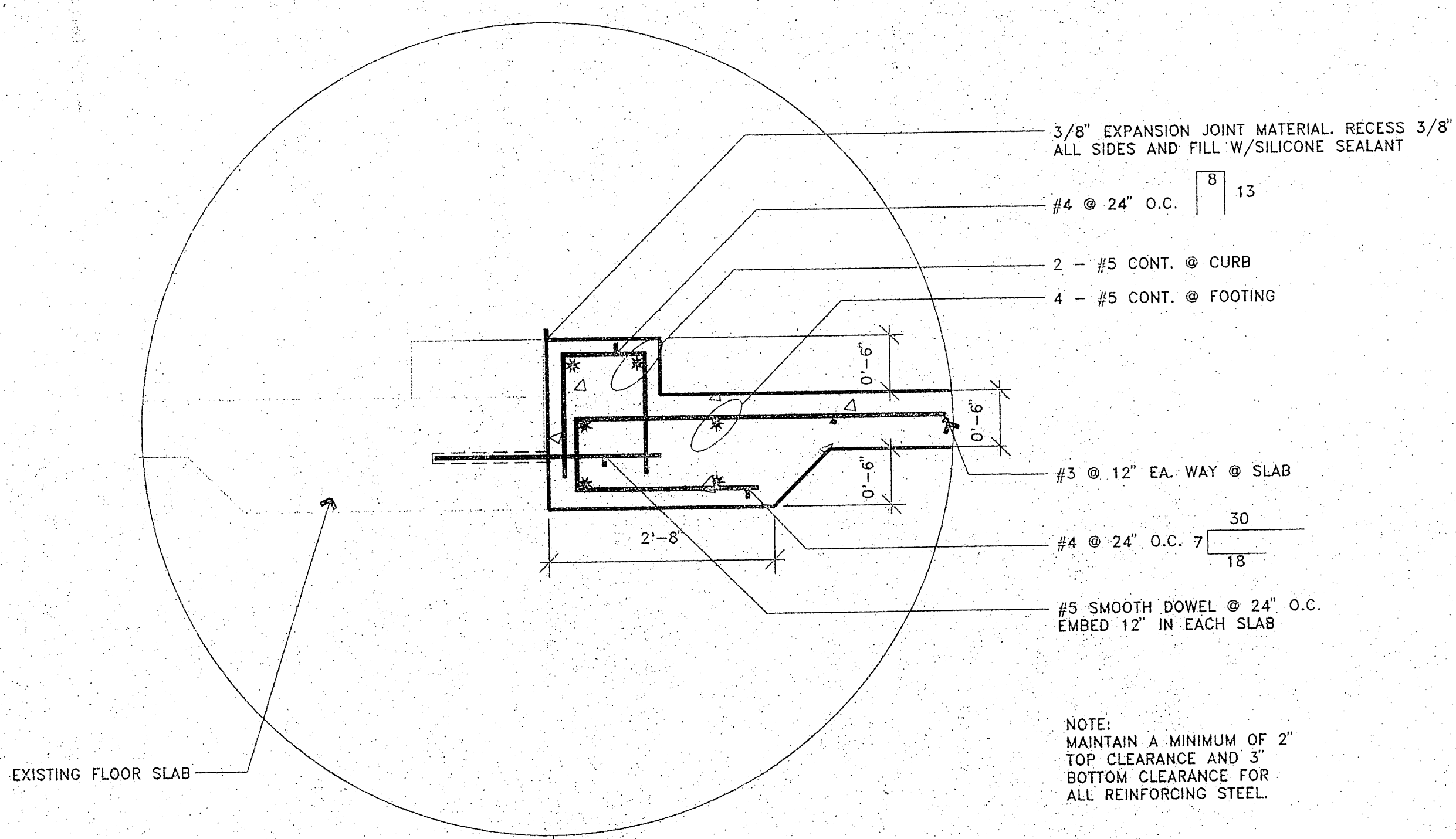
PETERSBURG ALASKA
PETERSBURG AIRPORT RUNWAY RESURFACING
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DESIGNED BY: TCM	PROJECT NO. 71079
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1 WALL SECTION



2 FOUNDATION SECTION/DETAIL
N.T.S.

NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

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