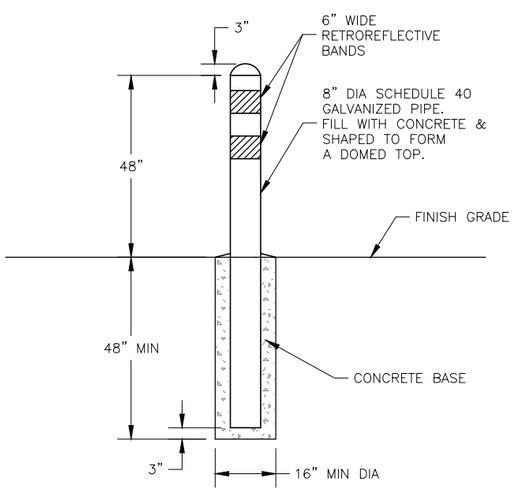

1/30 BOLLARD DETAIL
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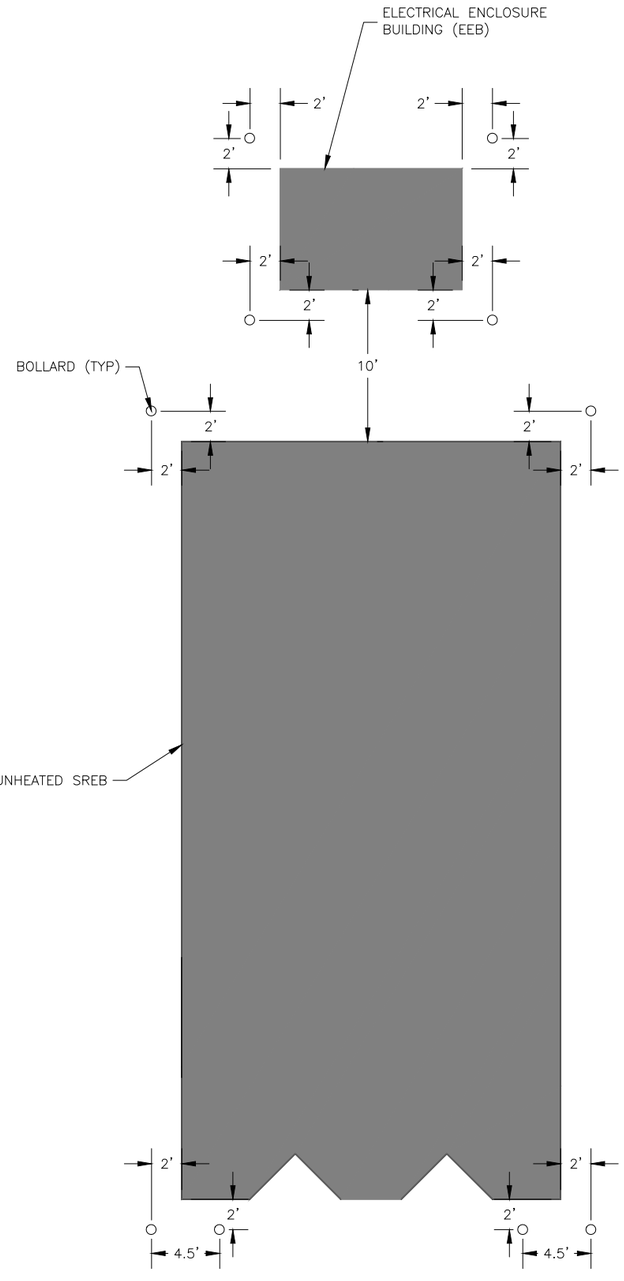
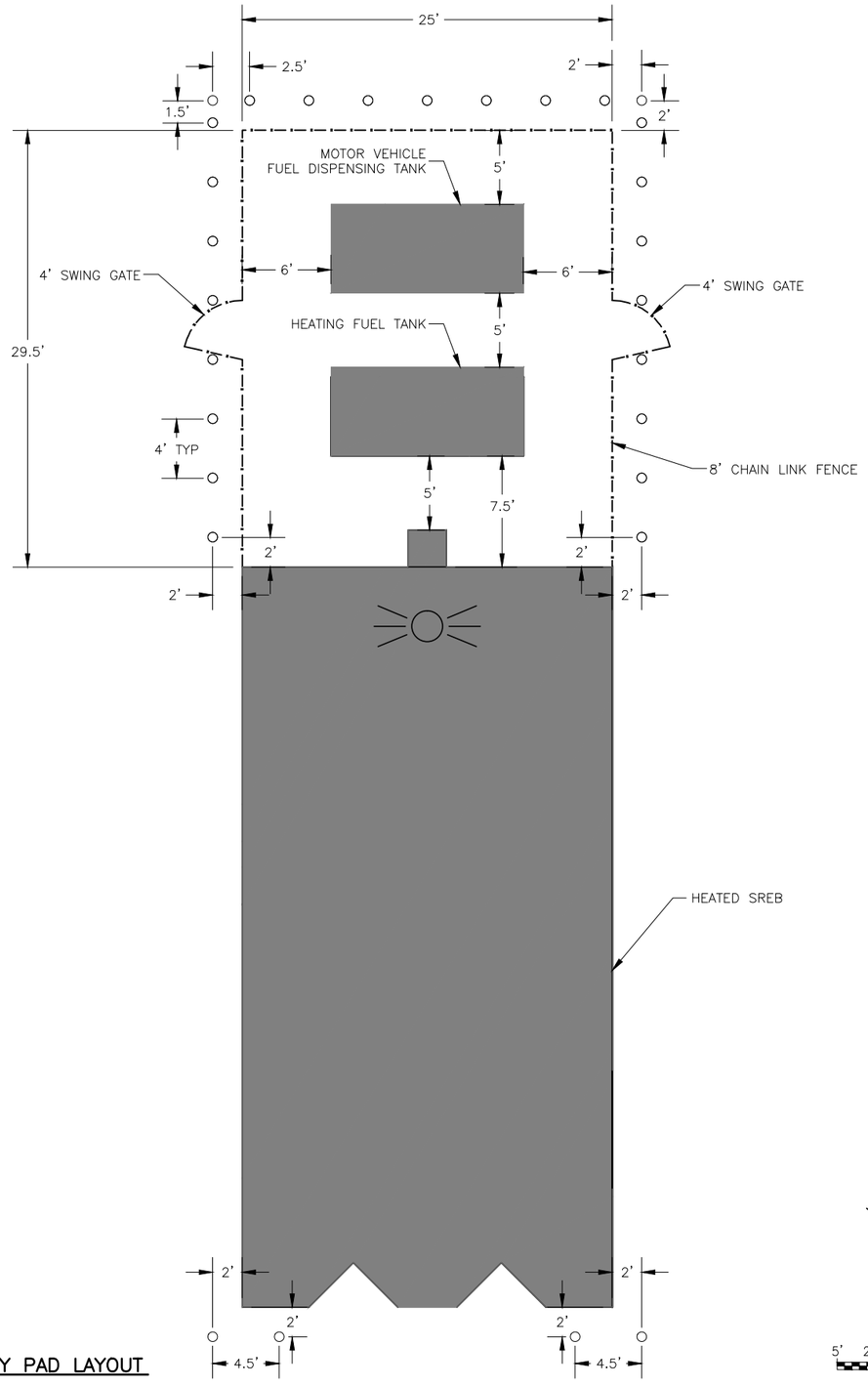
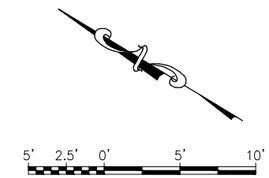




2/30 UTILITY PAD LAYOUT



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Checked By:	MHH

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File Path and Name:	W:\Projects\Hooper Bay\Hooper Bay Airport Improvements 57419\Final Drawings

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
AIRPORT IMPROVEMENTS
PROJECT No. 57419
AIP No. 3-02-0126-006-2014
BOLLARD LAYOUT & DETAILS

DATE: 3/31/2015
SHEET: 30 OF 28
AS-BUILT SHEET:

NAVAID CONSTRUCTION RESPONSIBILITIES

SYSTEM PAY ITEM	FAA	CONTRACTOR	PLAN SHEETS	DETAIL SHEETS
VASI RW 14 L–132d	– Provide NOTAMs for outages – Remove system from service and lock out power supply	– Locate and protect existing equipment and underground cables during construction – Test existing underground cables before and after construction as required – Install new junction boxes, cable, and conduit to splice VASI power feeder disturbed by excavation	E2, E3	
VASI RW 32	– Provide NOTAMs for outages – Remove system from service and lock out power supply	– Locate and protect existing equipment and underground cables during construction – Test existing underground cables before and after construction as required	E2, E3	
ODALS RW 32	– Provide NOTAMs for outages – Remove system from service and lock out power supply	– Locate and protect existing equipment and underground cables during construction – Test existing underground cables before and after construction as required	E2, E3	

NOTES:
This list is intended to portray a general summary of the responsibilities of the parties involved and may not include all specific aspects of the work required.

FAA NOTIFICATIONS AND COORDINATION:
FAA shall be notified a minimum of 45 days prior to their required on–site involvement.
Notifications of outages/NOTAMs, on–site involvement requirements, and flight checks shall be provided to:
NAS Planning and Integration POC: Tom Clark, Alaska Lead Planner, 425–203–4735
Technical Operations Project Engineer: Dave Yee, Naviads Systems Engineer, 425–227–2985
Technical Operations Manager: Richard Neff, FAA Bethel Systems Support Center, 907–543–3533

GENERAL ELECTRICAL NOTES:

1. LOCATIONS OF EXISTING EQUIPMENT, CONDUIT, ETC ARE TAKEN FROM ASBUILT DRAWINGS AND LIMITED SURVEY DATA AND SHALL BE FIELD VERIFIED. OBTAIN LOCATES OF EXISTING SYSTEMS AND EXCAVATE WITH CAUTION.
2. REMOVE LIGHTS AND OTHER EQUIPMENT AS INDICATED ON DEMOLITION PLANS. REMOVAL INCLUDES ALL ASSOCIATED CONDUIT, CONDUCTORS, LIGHT BASES, TRANSFORMERS, CONTROLLERS, DRAIN CONDUITS, FOUNDATIONS, AND CONCRETE, UNLESS OTHERWISE INDICATED. ALL REMOVED LIGHTS, TRANSFORMERS, AND WIND CONES SHALL BE OFFERED TO AIRPORT MAINTENANCE. DISPOSAL OF LIGHTING EQUIPMENT DEEMED NON–SALVAGABLE BY AIRPORT MAINTENANCE AND REMOVED CONDUIT, CONDUCTORS, LIGHT BASES, CONCRETE, AND OTHER MATERIAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE DISPOSED OF AT AN APPROVED SITE OFF OF AIRPORT PROPERTY IN ACCORDANCE WITH FEDERAL AND STATE REGULATIONS. DISPOSAL COSTS SHALL BE SUBSIDIARY TO THE CONTRACT.
3. COORDINATE ALL LIGHTING OUTAGES CAUSED BY DISCONNECTIONS, CIRCUIT CHANGES, OR OTHER WORK WITH THE PROJECT ENGINEER. SCHEDULE INSTALLATION OF CONDUCTORS AND OTHER EQUIPMENT TO MINIMIZE QUANTITY AND DURATION OF OUTAGES.
4. ALL AIRFIELD LIGHTING CONDUCTORS SHALL BE FAA TYPE C.
5. INSTALL A #6 BARE COPPER GROUNDING CONDUCTOR WITH ALL LIGHTING CIRCUIT CONDUCTORS.
6. INSTALL PULL ROPE IN ALL EMPTY CONDUITS.
7. COORDINATE NEW ELECTRIC SERVICE CONNECTIONS AND INSTALLATION WITH UTILITY (AVEC).
8. TEST EXISTING VASI AND ODALS CABLES IN AREAS OF CONSTRUCTION AND CONSTRUCTION TRAFFIC BEFORE AND AFTER CONSTRUCTION IN ACCORDANCE WITH SECTION L–132. TESTING SHALL BE SUBSIDIARY TO L–132 PAY ITEMS.

SHEET NOTES: (X)

1. ROUTE CONDUITS WITHIN EMBANKMENT. CONDUITS SHOWN OFFSET FOR CLARITY.
2. PROTECT ODALS EQUIPMENT AND UNDERGROUND CABLES AND CONDUITS DURING ADJACENT CONSTRUCTION.
3. PROTECT ODALS AND VASI UNDERGROUND CABLES AND CONDUITS SUBJECT TO HEAVY CONSTRUCTION TRAFFIC USING STEEL PLATES OR OTHER APPROVED METHODS TO DISTRIBUTE VEHICLE LOADS.
4. REMOVE EXISTING LIGHTING CONTROLS, REGULATOR, AND ROTATING BEACON, INCLUDING ALL ASSOCIATED CONDUIT AND CONDUCTORS BACK TO SERVING PANEL. SEAL ALL BUILDING PENETRATIONS WEATHERTIGHT. EXISTING ROTATING BEACON AND ASSOCIATED CONTROLS SHALL REMAIN IN PLACE AND OPERATIONAL UNTIL NEW ROTATING BEACON IS INSTALLED ON NEW SREB AND OPERATIONAL. NEW SREB AND ROTATING BEACON WILL BE INSTALLED DURING SECOND SEASON OF CONSTRUCTION.
5. INSTALL NEW JUNCTION BOX TO CAPTURE EXISTING DIRECT BURIED VASI POWER FEEDER. INSTALL NEW CONDUCTORS AND CONDUIT AS INDICATED. SPLICE NEW CONDUCTORS TO EXISTING TO COMPLETE CIRCUIT. EXISTING CONDUCTORS ARE #8 5kV DIRECT BURIED.

ELECTRICAL PLAN LEGEND

- EXISTING LIGHT TO BE REMOVED
- RUNWAY EDGE LIGHT, OMNI–DIRECTIONAL
- RUNWAY THRESHOLD LIGHT, BI–DIRECTIONAL
- TAXIWAY EDGE LIGHT, OMNI–DIRECTIONAL
- GROUND ROD, 3/4"x10' TYPICAL
- HANDHOLE (HH), TYPE I (LIGHT BASE WITH BLANK COVER)
- NEW ELECTRICAL JUNCTION BOX
- NEW COMMUNICATIONS JUNCTION BOX
- EXISTING TRANSFORMER TO REMAIN
- EXISTING TRANSFORMER TO BE REMOVED
- NEW OR RELOCATED TRANSFORMER
- METERBASE
- WIND CONE
- ROTATING BEACON
- EXISTING ODALS FLASHER
- REFERENCE TO SHEET NOTE
- REFERENCE TO REVISION

EQUIPMENT NUMBER, SEE SCHEDULES ON SHEETS E5 AND E7

RX	RUNWAY EDGE LIGHT
TX	TAXIWAY EDGE LIGHT
HHX	HANDHOLE
JBX	JUNCTION BOX

LIGHT COLORS AND DISTRIBUTIONS

B	BLUE
Y	YELLOW/AMBER
G	GREEN
R	RED
W	WHITE
O	OBSCURED/BLANK
BI	BI–DIRECTIONAL
UNI	UNI–DIRECTIONAL
OMNI	OMNI–DIRECTIONAL

- – –XXX– – EXISTING UTILITY LINE TO REMAIN, XXX DESIGNATES TYPE
- —XXX— EXISTING UTILITY LINE TO BE REMOVED, XXX DESIGNATES TYPE
- —XXX— NEW UTILITY LINE, XXX DESIGNATES TYPE
  UG = UNDERGROUND E = ELECTRIC
  OH = OVERHEAD T = TLEPHONE
  C = COMMUNICATIONS
- – – – – EXISTING CONDUIT TO REMAIN
- ——— HDPE CONDUIT WITH CONDUCTORS AS INDICATED, 2" UNLESS OTHERWISE INDICATED
- ═══ RIGID STEEL CONDUIT WITH CONDUCTORS AS INDICATED, 2" UNLESS OTHERWISE INDICATED
- – · – · – TEMPORARY JUMPER OR CIRCUIT, SURFACE LAID IN HDPE CONDUIT
- ——// SERIES LIGHTING CIRCUIT, TICK MARKS INDICATE NUMBER OF 5KV SERIES CONDUCTORS IN CONDUIT (2 SHOWN), INCLUDE GROUND CONDUCTOR (NOT SHOWN), TICK MARKS NOT SHOWN ON SHORT SEGMENTS OR IN CONGESTED AREAS FOR CLARITY

ELECTRICAL ABBREVIATIONS

AVEC	ALASKA VILLAGE ELECTRIC COOPERATIVE
AWOS	AUTOMATED WEATHER OBSERVING SYSTEM
BC	BARE COPPER
C	CONDUIT
CB	CIRCUIT BREAKER
CF	CUBIC FOOT
DME	DISTANCE MEASURING EQUIPMENT
DOT	DEPARTMENT OF TRANSPORTATION
EMT	ELECTRICAL METALLIC TUBING
EXST	EXISTING
FAA	FEDERAL AVIATION ADMINISTRATION
GRD	GROUND
HDPE	HIGH DENSITY POLYETHYLENE
LFMC	LIQUIDTIGHT FLEXIBLE METALLIC CONDUIT
LFNC	LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT
LHA	LIGHT HOUSING ASSEMBLY
NF	NON–FUSED
ODALS	OMNI–DIRECTIONAL APPROACH LIGHTING SYSTEM
PAPI	PRECISION APPROACH PATH INDICATOR
PE	PHOTOELECTRIC
PVC	POLYVINYL CHLORIDE
RCO	RADIO COMMUNICATIONS OUTLET
REIL	RUNWAY END IDENTIFIER LIGHTS
RMC	RIGID METALLIC CONDUIT (GALVANIZED STEEL)
RVR	RUNWAY VISUAL RANGE
SS	STAINLESS STEEL
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED
VASI	VISUAL APPROACH SLOPE INDICATOR

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Drawn By:
Checked By:

Date Revised: 1/22/2015, 11:51 AM
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STATE OF ALASKA 49TH
LUCAS SCHNELLER
EE–11399
REGISTERED PROFESSIONAL ENGINEER

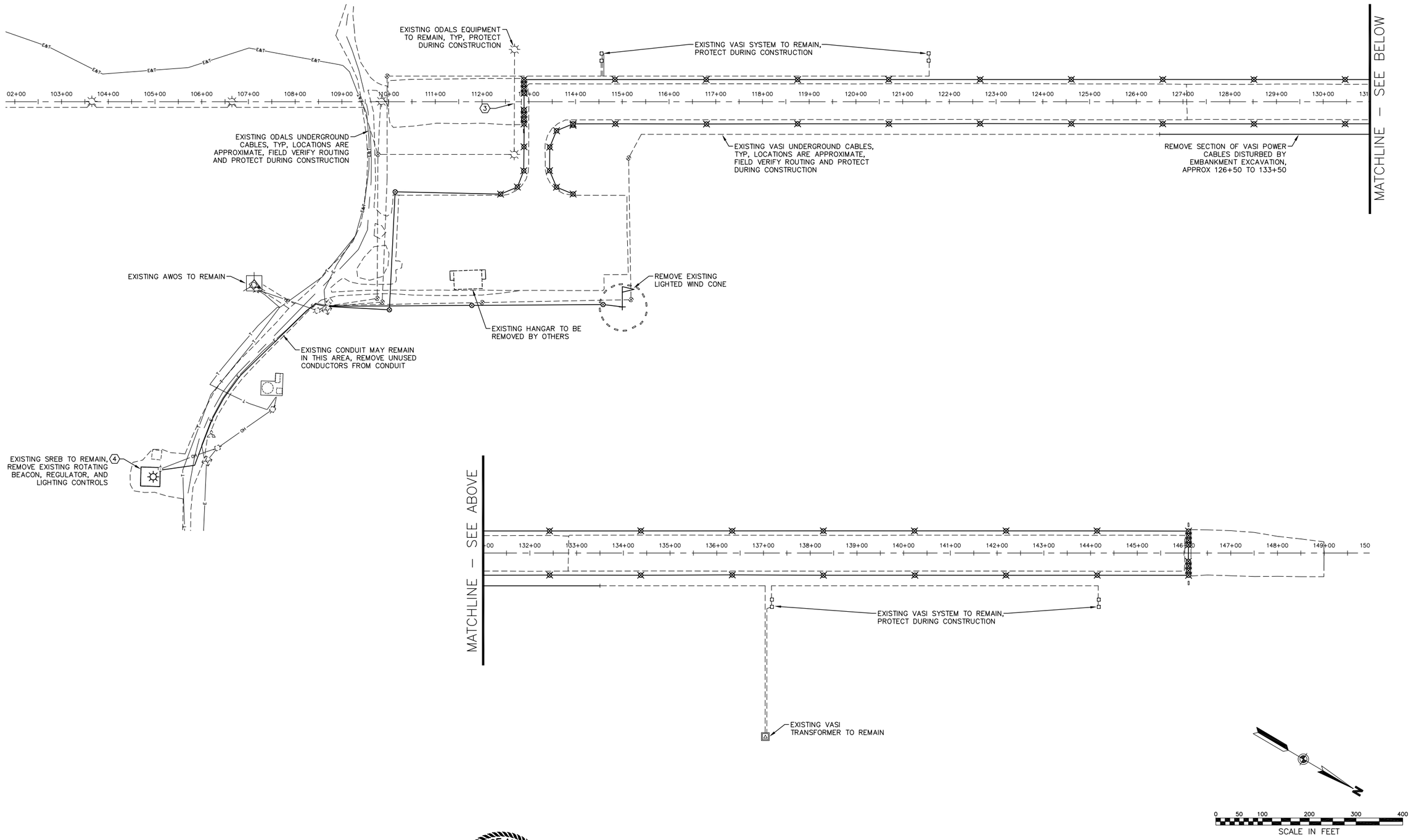
PLANS DEVELOPED BY:
STANTEC

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
AIRPORT IMPROVEMENTS
PROJECT No. 57419
AIP No. 3–02–0XXX–00X–2015
ELECTRICAL LEGEND AND NOTES

DATE: 1/22/2015
SHEET: E1 OF E10
AS–BUILT SHEET:



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STATE OF ALASKA 49TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
STANTEC

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
AIRPORT IMPROVEMENTS
PROJECT No. 57419
AIP No. 3-02-0XXX-00X-2015
ELECTRICAL DEMOLITION PLAN

DATE: 1/22/2015
SHEET: E2 OF E10
AS-BUILT SHEET:

EXISTING ODALS EQUIPMENT TO REMAIN, TYP, PROTECT DURING CONSTRUCTION

STA 112+90 THRESHOLD LIGHTS, SEE DETAIL 1/E5

EXISTING VASI SYSTEM TO REMAIN, PROTECT DURING CONSTRUCTION

EXISTING ODALS UNDERGROUND CABLES, TYP, LOCATIONS ARE APPROXIMATE, FIELD VERIFY ROUTING AND PROTECT DURING CONSTRUCTION

EXISTING VASI UNDERGROUND CABLES, TYP, LOCATIONS ARE APPROXIMATE, FIELD VERIFY ROUTING AND PROTECT DURING CONSTRUCTION

195.3' TYP

JB1

2#6 5kV TAPE SHLD, 1#6 XHHW GRD, 2"HDPE

MATCHLINE – SEE BELOW

STA 111+27.5, 335' RT PRIMARY LIGHTED WIND CONE, SEE DETAIL 1/E6

EXISTING AWOS

EXISTING SREB

NEW OVERHEAD ELECTRIC BY UTILITY

NEW SREBs, ROTATING BEACON, AND ELECTRICAL EQUIPMENT BUILDING

SEE SHEET E4 FOR ENLARGED APRON PLAN

HH1 HH2 HH3 HH4 HH5

T1 T5 T11 T12 T15 T20 T25 T29

R=39.4' C=19.8'

R=40.0' C=19.8'

43.1' 64.7' 10.0' TYP 29.8' 62.1' 71.5' 2.0' TYP 25.6'

R1 R5 R10 R15 R40 R45 R48

OHE

MATCHLINE – SEE ABOVE

STA 146+10 THRESHOLD LIGHTS, SEE DETAIL 1/E5

R20 R25 R30 R35

JB2

195.3' TYP

EXISTING VASI SYSTEM TO REMAIN, PROTECT DURING CONSTRUCTION

STA 137+00.0, 325' RT SUPPLEMENTAL UNLIGHTED WIND CONE, SEE DETAIL 1/E6

0 50 100 200 300 400

SCALE IN FEET

STATE OF ALASKA 49TH LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY: STANTEC

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
AIRPORT IMPROVEMENTS
PROJECT No. 57419
AIP No. 3-02-0XXX-00X-2015
ELECTRICAL PLAN

DATE: 1/22/2015
SHEET: E3 OF E10
AS-BUILT SHEET:

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Drawn By:
Checked By:

Date Revised: 1/22/2015, 11:51 AM
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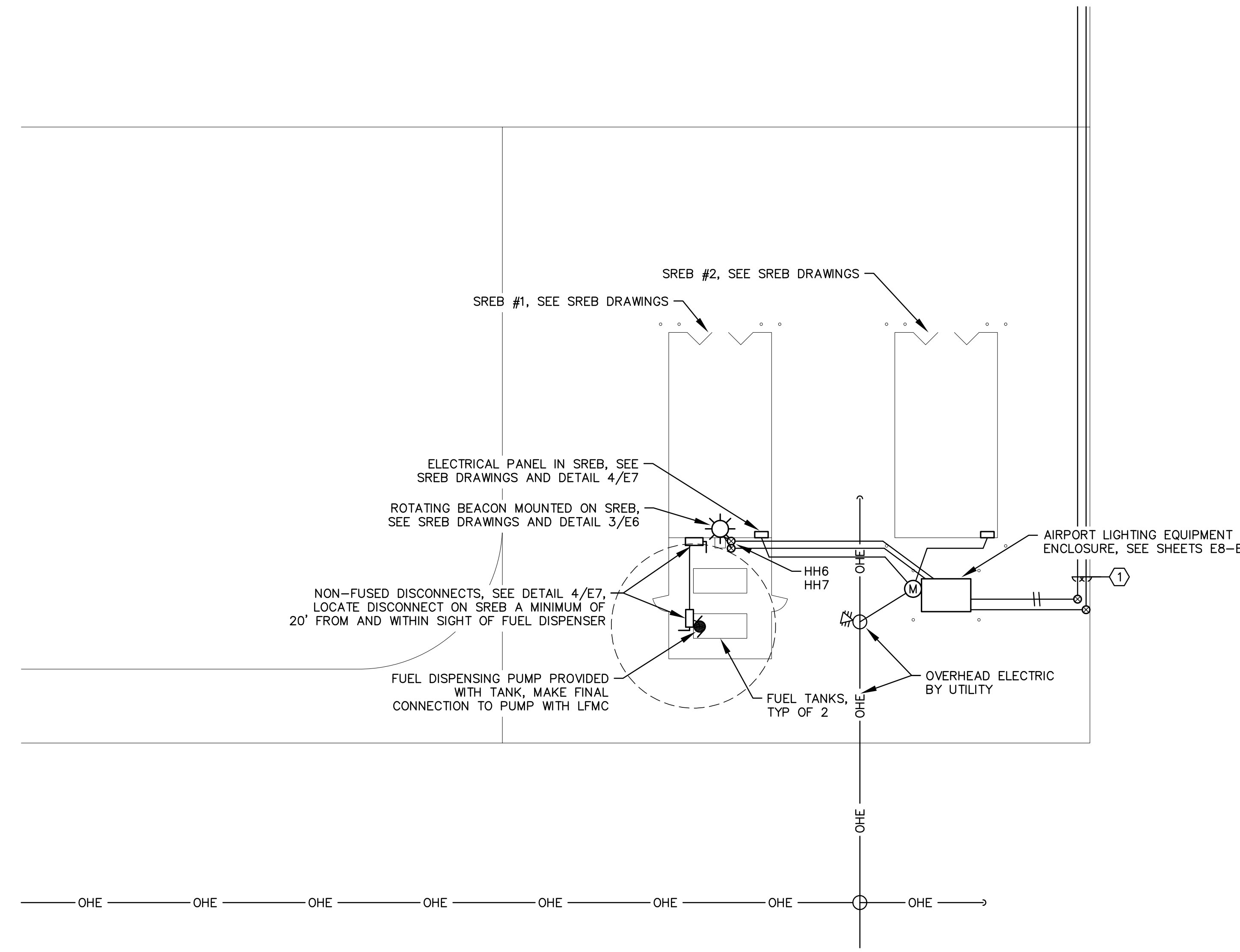

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SCALE IN FEET

STATE OF ALASKA
49 TH
LUCAS SCHNELLER
EE-11399
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
STANTEC

BY	DATE	REVISION

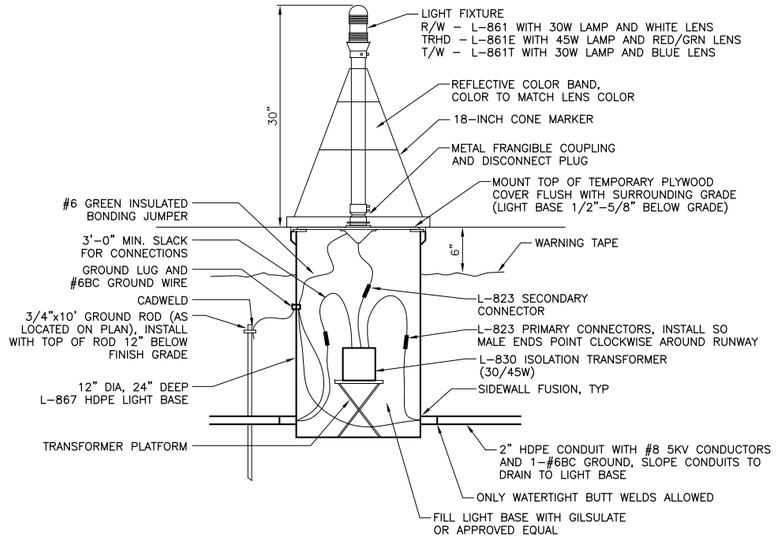
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
AIRPORT IMPROVEMENTS
PROJECT No. 57419
AIP No. 3-02-0XXX-00X-2015
ENLARGED APRON PLAN

DATE: 1/22/2015
SHEET: E4 OF E10
AS-BUILT SHEET:

RUNWAY EDGE LIGHT SCHEDULE

NUM	LENS COLOR	TYPE	WATTAGE LAMP	WATTAGE XFMR	STATION	OFFSET	REMARKS
R1	G/R	L-861E	45	30/45	112+90.0	47.5 RT	
R2	G/R	L-861E	45	30/45	112+90.0	37.5 RT	
R3	G/R	L-861E	45	30/45	112+90.0	27.5 RT	
R4	G/R	L-861E	45	30/45	112+90.0	17.5 RT	
R5	G/R	L-861E	45	30/45	112+90.0	17.5 LT	
R6	G/R	L-861E	45	30/45	112+90.0	27.5 LT	
R7	G/R	L-861E	45	30/45	112+90.0	37.5 LT	
R8	G/R	L-861E	45	30/45	112+90.0	47.5 LT	
R9	W	L-861	30	30/45	114+85.3	47.5 LT	
R10	W	L-861	30	30/45	116+80.6	47.5 LT	
R11	W	L-861	30	30/45	118+75.9	47.5 LT	
R12	W	L-861	30	30/45	120+71.2	47.5 LT	
R13	W	L-861	30	30/45	122+66.5	47.5 LT	
R14	W	L-861	30	30/45	124+61.8	47.5 LT	
R15	W	L-861	30	30/45	126+57.1	47.5 LT	
R16	W	L-861	30	30/45	128+52.4	47.5 LT	
R17	W	L-861	30	30/45	130+47.7	47.5 LT	
R18	W	L-861	30	30/45	132+42.9	47.5 LT	
R19	W	L-861	30	30/45	134+38.2	47.5 LT	
R20	W	L-861	30	30/45	136+33.5	47.5 LT	
R21	W	L-861	30	30/45	138+28.8	47.5 LT	
R22	W	L-861	30	30/45	140+24.1	47.5 LT	
R23	W	L-861	30	30/45	142+19.4	47.5 LT	
R24	W	L-861	30	30/45	144+14.7	47.5 LT	
R25	R/G	L-861E	45	30/45	146+10.0	47.5 LT	
R26	R/G	L-861E	45	30/45	146+10.0	37.5 LT	
R27	R/G	L-861E	45	30/45	146+10.0	27.5 LT	
R28	R/G	L-861E	45	30/45	146+10.0	17.5 LT	
R29	R/G	L-861E	45	30/45	146+10.0	17.5 RT	
R30	R/G	L-861E	45	30/45	146+10.0	27.5 RT	
R31	R/G	L-861E	45	30/45	146+10.0	37.5 RT	
R32	R/G	L-861E	45	30/45	146+10.0	47.5 RT	
R33	W	L-861	30	30/45	144+14.7	47.5 RT	
R34	W	L-861	30	30/45	142+19.4	47.5 RT	
R35	W	L-861	30	30/45	140+24.1	47.5 RT	
R36	W	L-861	30	30/45	138+28.8	47.5 RT	
R37	W	L-861	30	30/45	136+33.5	47.5 RT	
R38	W	L-861	30	30/45	134+38.2	47.5 RT	
R39	W	L-861	30	30/45	132+42.9	47.5 RT	
R40	W	L-861	30	30/45	130+47.7	47.5 RT	
R41	W	L-861	30	30/45	128+52.4	47.5 RT	
R42	W	L-861	30	30/45	126+57.1	47.5 RT	
R43	W	L-861	30	30/45	124+61.8	47.5 RT	
R44	W	L-861	30	30/45	122+66.5	47.5 RT	
R45	W	L-861	30	30/45	120+71.2	47.5 RT	
R46	W	L-861	30	30/45	118+75.9	47.5 RT	
R47	W	L-861	30	30/45	116+80.6	47.5 RT	
R48	W	L-861	30	30/45	114+85.3	47.5 RT	



2 / E5 BASE MOUNTED LIGHT DETAIL

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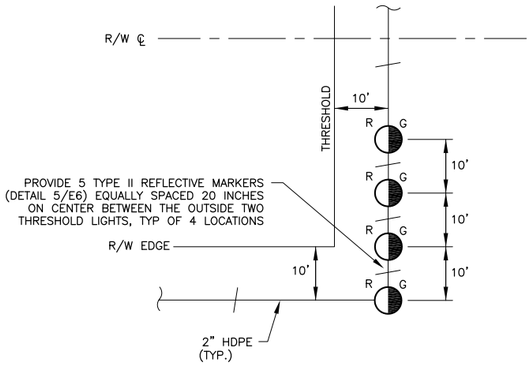

1 / E5 THRESHOLD LIGHTING DETAIL

SCALE: N.T.S.

TAXIWAY EDGE LIGHT SCHEDULE

NUM	LENS COLOR	TYPE	WATTAGE LAMP	WATTAGE XFMR	STATION	OFFSET	REMARKS
T1	B	L-861T	30	30/45	112+90.0	60.0 RT	
T2	B	L-861T	30	30/45	112+90.0	103.1 RT	
T3	B	L-861T	30	30/45	112+90.0	146.2 RT	
T4	B	L-861T	30	30/45	112+90.0	189.3 RT	
T5	B	L-861T	30	30/45	112+88.6	219.0 RT	
T6	B	L-861T	30	30/45	112+87.3	248.8 RT	
T7	B	L-861T	30	30/45	112+84.4	310.8 RT	
T8	B	L-861T	30	30/45	112+81.6	372.8 RT	
T9	B	L-861T	30	30/45	112+67.6	420.5 RT	
T10	B	L-861T	30	30/45	112+57.5	437.5 RT	
T11	B	L-861T	30	30/45	112+40.5	447.6 RT	
T12	B	L-861T	30	30/45	116+58.0	462.0 RT	
T13	B	L-861T	30	30/45	115+86.6	462.0 RT	
T14	B	L-861T	30	30/45	115+15.1	462.0 RT	
T15	B	L-861T	30	30/45	114+43.6	462.0 RT	
T16	B	L-861T	30	30/45	114+19.1	454.8 RT	
T17	B	L-861T	30	30/45	113+94.5	447.6 RT	
T18	B	L-861T	30	30/45	113+77.5	437.5 RT	
T19	B	L-861T	30	30/45	113+67.4	420.5 RT	
T20	B	L-861T	30	30/45	113+53.4	372.8 RT	
T21	B	L-861T	30	30/45	113+50.6	310.8 RT	
T22	B	L-861T	30	30/45	113+47.7	248.8 RT	
T23	B	L-861T	30	30/45	113+49.1	219.0 RT	
T24	B	L-861T	30	30/45	113+50.5	189.3 RT	
T25	B	L-861T	30	30/45	113+53.4	124.7 RT	
T26	B	L-861T	30	30/45	113+67.4	77.0 RT	
T27	B	L-861T	30	30/45	113+77.5	60.0 RT	
T28	B	L-861T	30	30/45	114+01.3	50.5 RT	
T29	B	L-861T	30	30/45	114+01.3	55.5 RT	

HANDHOLE SCHEDULE

NUM	TYPE	SIZE	STATION	OFFSET	REMARKS
HH1	I	B	116+80.4	828.3 RT	
HH2	I	B	116+72.6	821.8 RT	
HH3	I	B	116+80.4	456.8 RT	
HH4	I	B	112+35.3	456.8 RT	
HH5	I	B	111+38.0	342.9 RT	
HH6	I	B	115+72.7	810.8 RT	
HH7	I	B	115+72.7	812.6 RT	

NOTE: LOCATIONS ARE APPROXIMATE, FIELD LOCATE HANDHOLES

Designed By:
Drawn By:
Checked By:

Date Revised:
Layout Name: E5
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1/22/2015, 11:52 AM

STATE OF ALASKA 49TH
LUCAS SCHNELLER EE-11399 REGISTERED PROFESSIONAL ENGINEER

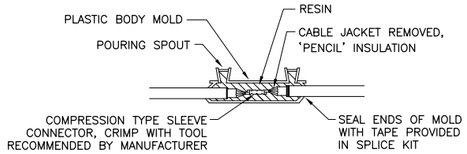
PLANS DEVELOPED BY:
STANTEC

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

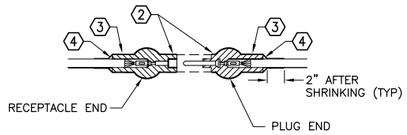
HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
AIRPORT IMPROVEMENTS
PROJECT No. 57419
AIP No. 3-02-0XXX-00X-2015
DETAILS

DATE: 1/22/2015
SHEET: E5 OF E10
AS-BUILT SHEET:



TYPE A

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY

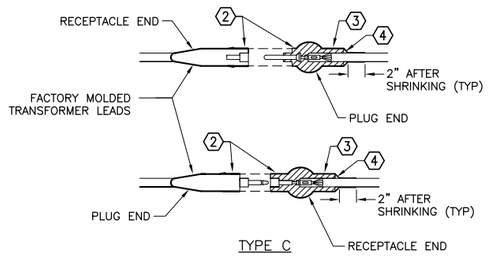


TYPE B

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT

NOTES:

1. CABLE SHALL MEET SPECIFICATION L-824. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE. CONNECTOR SHALL BE SUPPLIED TO MATCH CABLE PER MANUFACTURER'S INSTRUCTIONS.
2. WRAP WITH A MINIMUM OF ONE LAYER PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1.5" ON EACH SIDE OF JOINT. COVER WITH HEAT SHRINK, SEE NOTE 3.
3. HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE AT ENDS ONLY. CENTER PORTION AT SEPARABLE CONNECTOR POINT SHALL NOT HAVE INTERNAL ADHESIVE.
4. INSTALL ADDITIONAL ADHESIVE COMPOUND FILLER

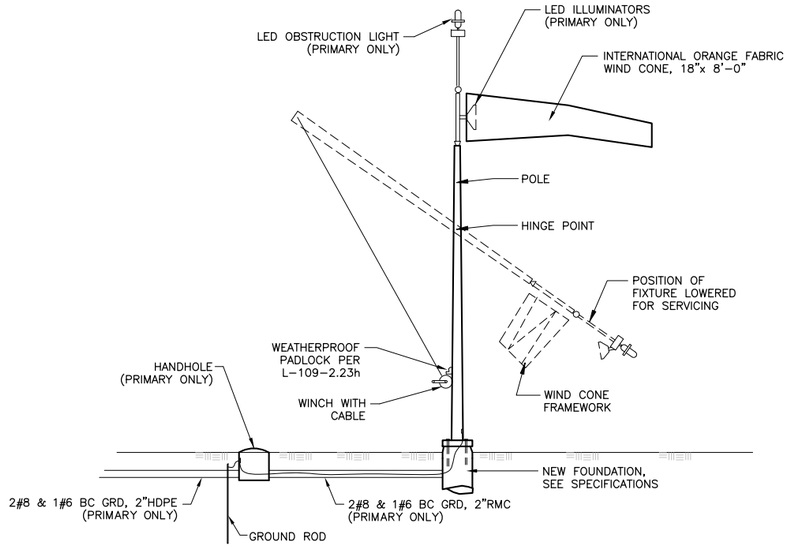


TYPE C

FOR SPLICES AT RUNWAY LIGHTS

2 E6 TYPICAL SPLICE DETAILS

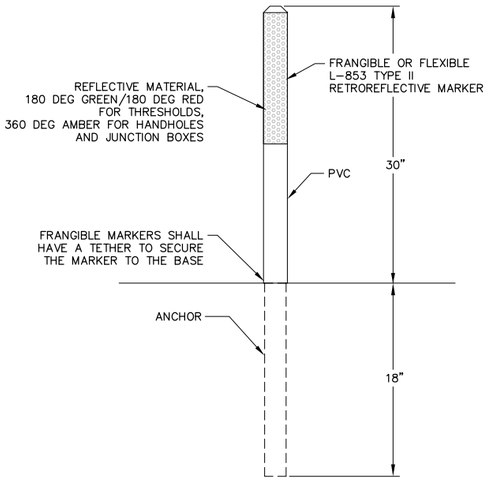
SCALE: N.T.S.



PRIMARY: FAA TYPE L-807, STYLE-1B, SIZE 1, 120V WITH LED LAMPS
SUPPLEMENTAL: FAA TYPE L-807, STYLE-II, SIZE 1, UNLIGHTED

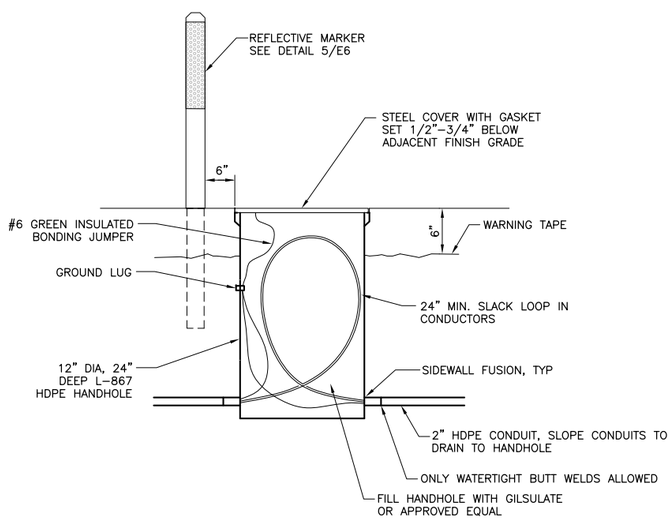
1 E6 WIND CONE DETAIL

SCALE: N.T.S.



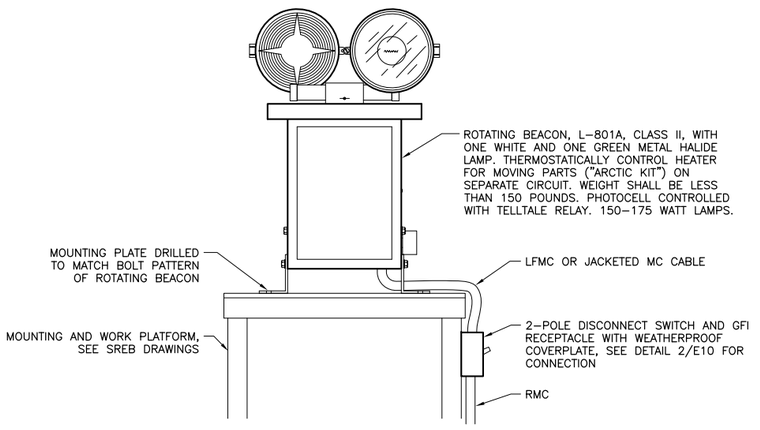
5 E6 RETROREFLECTIVE MARKER DETAIL

SCALE: N.T.S.



4 E6 HANDHOLE DETAIL

SCALE: N.T.S.



3 E6 ROTATING BEACON DETAIL

SCALE: N.T.S.

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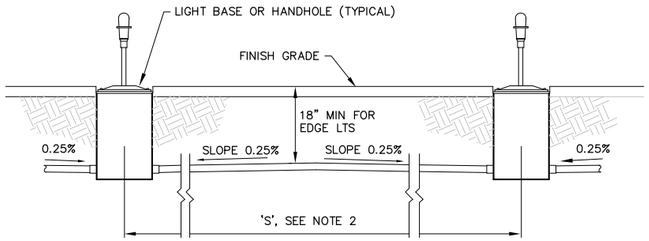
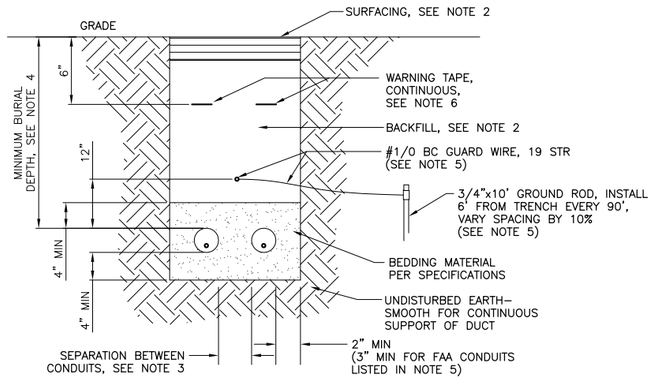


NOTES:

1. CONDUIT SHALL BE INSTALLED WITH CROWN TO DRAIN TO LIGHT BASES AS SHOWN.
2. IF 'S' IS LESS THAN 20', OR IF 0.25% SLOPE CAN BE MAINTAINED IN ONE DIRECTION DUE TO SLOPE OF GRADE, LAY CONDUIT STRAIGHT WITHOUT CROWN BETWEEN BASES/HANDHOLES.

3 E7 TYPICAL INTERCONNECTION DETAIL

SCALE: N.T.S.

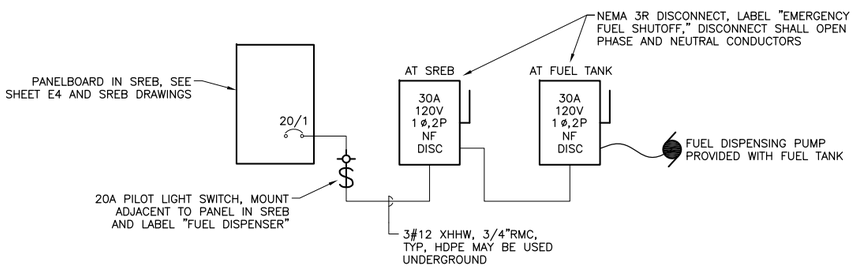


NOTES:

1. WIDTH OF TRENCH AND NUMBER OF CONDUITS PER TRENCH TO BE DETERMINED IN FIELD (2 SHOWN).
2. IN AREAS OF NEW CONSTRUCTION, SEE CIVIL FOR SURFACING AND BACKFILL. IN EXISTING AREAS, MATCH EXISTING SURFACING AND BACKFILL.
3. SEPARATION BETWEEN CONDUITS SHALL BE AS FOLLOWS:
   —CONDUITS OF SAME TYPE (POWER OR SIGNAL) UNDER SAME OWNERSHIP — 2"
   —AIRPORT LIGHTING AND FAA CONDUITS — 12" MIN
   —AIRPORT LIGHTING OR FAA NAVAID CONDUITS AND FAA POWER CONDUITS— 24" MIN
   —FAA NAVIAD CONDUITS, POWER AND CONTROL — 6" MIN (HOR OR VERT)
4. MINIMUM BURIAL DEPTH SHALL BE AS FOLLOWS:
   —AIRPORT LIGHTING CONDUITS — 18"
   —FAA POWER CONDUITS — 30"
   —FAA CONDUITS WHERE UNDER TRAFFIC AREAS (RUNWAYS, TAXIWAYS, APRON, ROADWAYS) — 48"
5. GUARD WIRE AND ASSOCIATED GROUND RODS SHALL BE INSTALLED FOR THE FOLLOWING CONDUITS:
   —FAA POWER CONDUITS (VASI)
6. UNDERGROUND WARNING TAPE SHALL BE 6" WIDE AND DETECTABLE FOR CONDUITS LISTED IN NOTE 5. WARNING TAPE MAY BE THE SAME OR PER L—110 FOR OTHER CONDUITS.

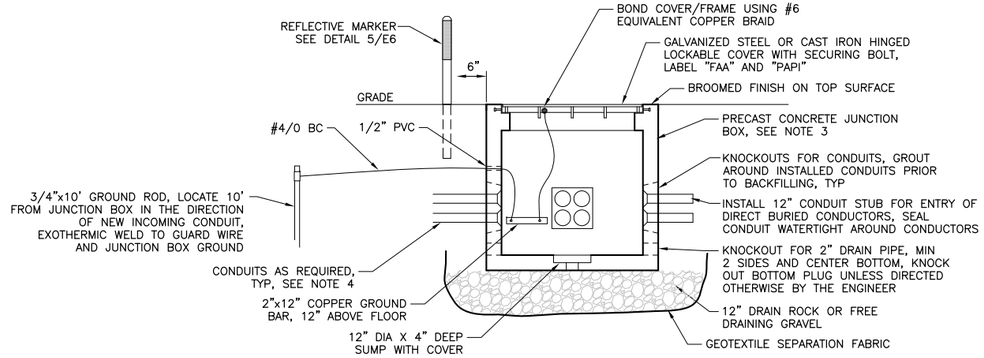
2 E7 TYPICAL CONDUIT TRENCH DETAIL

SCALE: N.T.S.



4 E7 FUEL DISPENSER WIRING DIAGRAM

SCALE: N.T.S.



NOTES:

1. JUNCTION BOX, FRAME, AND COVER SHALL BE RATED FOR WHEEL LOADING BASED ON LOCATION. CONCRETE TOP SECTION WITH COVER MAY BE OVERSIZED IF REQUIRED TO MEET LOADING REQUIREMENTS.

   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. JUNCTION BOXES SHALL HAVE INSIDE DIMENSIONS AS INDICATED. JUNCTION BOX FLOOR SHALL BE 36" MIN BELOW GRADE OR AS REQUIRED TO ALLOW CONDUITS TO SLOPE AND DRAIN TO JUNCTION BOX.

JUNCTION BOX	COVER SIZE
4'x4'	36"x36" MIN

4. METALLIC CONDUIT SHALL EXTEND 2" INTO JUNCTION BOX AND TERMINATE WITH AN INSULATED GROUNDING BUSHING BONDED TO THE GROUND BUS WITH #6 BC. NON—METALLIC CONDUIT SHALL TERMINATE AT TERMINATION FITTING CAST INTO THE JUNCTION BOX WALL OR SHALL EXTEND 2" INTO JUNCTION BOX AND HAVE THE ENDS REAMED TO PREVENT CONDUCTOR INSULATION DAMAGE.
5. ALL CONNECTIONS TO THE JUNCTION BOX GROUND SHALL BE BY EXOTHERMIC WELDS.

1 E7 JUNCTION BOX DETAIL

SCALE: N.T.S.

JUNCTION BOX SCHEDULE

NUM	LOAD RATING	SIZE	SYSTEM	STATION	OFFSET	REMARKS
JB1	100K	4'x4'	FAA POWER	126+50.0	70.0 RT	PAID FOR UNDER L—132d
JB2	100K	4'x4'	FAA POWER	133+50.0	70.0 RT	PAID FOR UNDER L—132d

NOTE: LOCATIONS ARE APPROXIMATE, FIELD LOCATE JUNCTION BOXES BASED ON INSTALLED EQUIPMENT AND FIELD CONDITIONS

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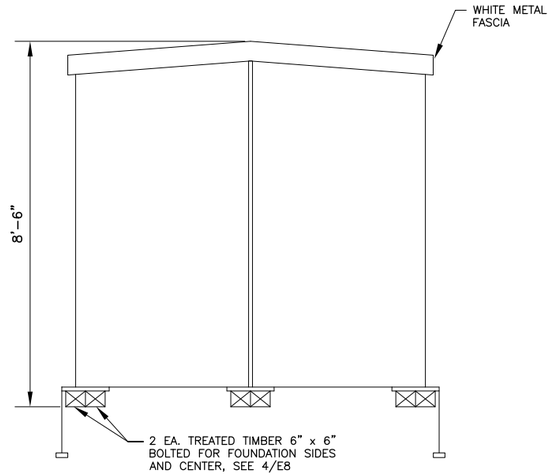
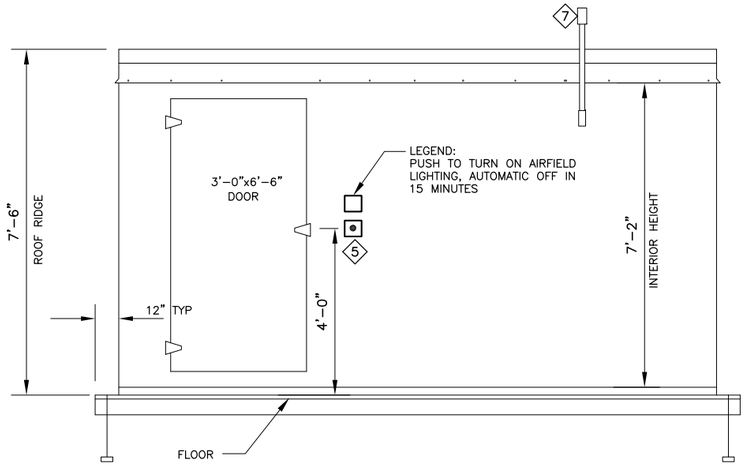


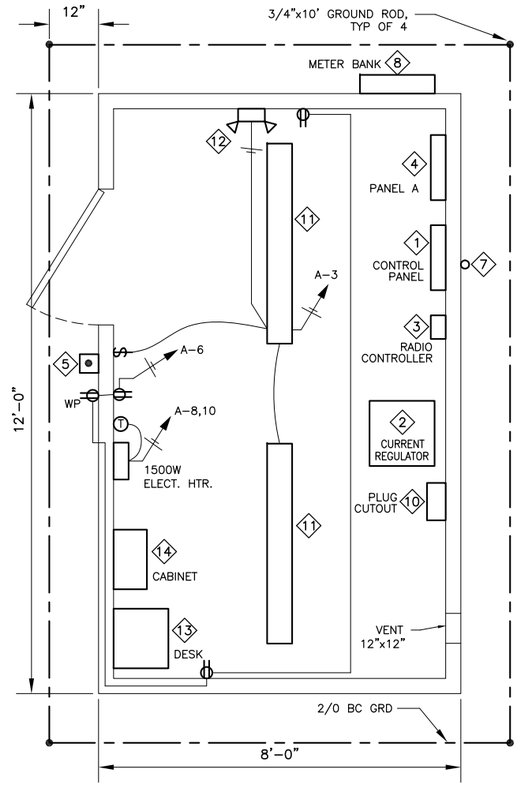
3 / E8 TYPICAL ENCLOSURE END ELEVATION

SCALE: N.T.S.



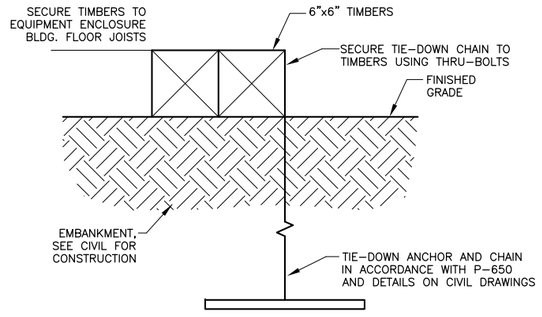
2 / E8 TYPICAL ENCLOSURE SIDE ELEVATION

SCALE: N.T.S.



1 / E8 ELECTRICAL EQUIPMENT ENCLOSURE PLAN

SCALE: N.T.S.



4 / E8 TIE-DOWN AND FOUNDATION DETAIL

SCALE: N.T.S.

ENCLOSURE PLAN LEGEND

- DUPLEX RECEPTACLE
- SINGLE POLE SWITCH
- CEILING MOUNTED LIGHT FIXTURE
- EMERGENCY LIGHT WITH BATTERY BACKUP
- THERMOSTAT
- SEE SHEET E9 FOR EQUIPMENT LIST

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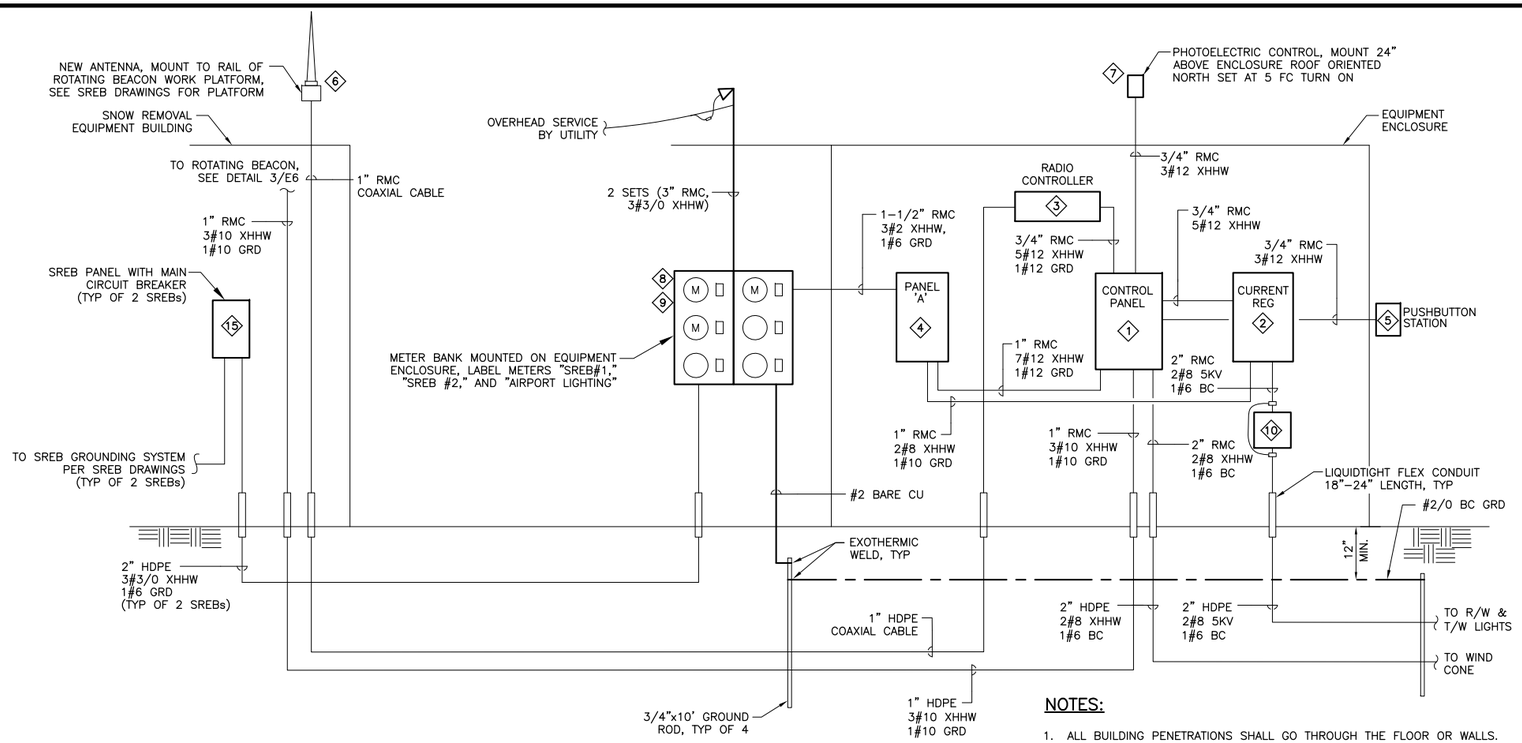

NOTES:

1. ALL BUILDING PENETRATIONS SHALL GO THROUGH THE FLOOR OR WALLS.
2. NO PENETRATIONS SHALL BE MADE THROUGH THE ROOF.
3. ALL PENETRATIONS SHALL BE SEALED WITH SILICONE SEALANT.
4. IMC MAY BE USED FOR CONDUIT SECTIONS LOCATED ENTIRELY INTERIOR TO THE EQUIPMENT ENCLOSURE.

1/E9 ONE-LINE DIAGRAM

SCALE: N.T.S.

PANEL 'A'								
		BRANCH		CONN KVA		BRANCH			
CKT	LOAD	BKR	VA	A	B	VA	BKR	LOAD	CKT
1	LIGHTING CONTROL PANEL	20/1	600	1.1		470	20/2	ROTATING BEACON	2
3	ENCLOSURE LIGHTS	20/1	139		0.5	400		BEACON STRIP HEATER	4
5	RECEPTACLES - SEE NOTE 1	20/1	720	4.2		3480	40/2	5KW REGULATOR	6
7	WIND CONE	20/1	32		3.5	3480			8
9				0.8		750	20/2	ELECTRIC HEATER	10
11					0.8	750			12
13				0.0					14
15					0.0				16
17				0.0					18
19					0.0				20
21				0.0					22
23					0.0				24
25				0.0					26
27					0.0				28
29				0.0					30
	CONNECTED LOAD	**10.8** KVA		6.0	4.8				
		52 AMPS		50	40				
	NEC DEMAND	**12.9** KVA							
		62 AMPS							

PANEL NOTES
1. GFI CIRCUIT BREAKER

PANEL SPECIFICATIONS
MAINS RATING AMPS - 100
MAIN CIRCUIT BREAKER AMPERES - MLO
CAPACITY ONE-POLE CIRCUITS - 30
SYSTEM VOLTAGE - 208/120
PHASE, NO. OF WIRES - 1 PH, 3 W
AIC RATING - 10,000
MOUNTING - SURFACE

EQUIPMENT LIST - ◇

1. LIGHTING CONTROL PANEL, SEE SPECS.
2. FERRORESONANT CONSTANT CURRENT REGULATOR, 5KW, 240V INPUT, 6.6A OUTPUT, 3-STEP.
3. RADIO CONTROLLER, CROUSE-HINDS MODEL #RC-IT5A OR APPROVED EQUAL, FREQUENCY-122.9MHZ, RELAYS SHALL BE SET TO OPERATE CUMULATIVELY.
4. CIRCUIT BREAKER PANELBOARD, MLO, SQ.D #NQOD30L225CU OR EQUAL.
5. PUSH BUTTON STATION, GENERAL ELECTRIC #CR2943AJ301B OR APPROVED EQUAL.
6. RADIO CONTROL ANTENNA, ANTENNA SPECIALIST MODEL AV-1 OR EQUAL.
7. PHOTOELECTRIC CONTROL, TORK #2101 OR EQUAL.
8. 6-METER, METER/MAIN BANK WITH 200A METER SOCKETS, PROVIDE (4) 100A MAIN BREAKERS FOR AIRPORT LIGHTING, AND FUTURE, AND (2) 200A MAIN BREAKERS FOR SREBs, LABEL METERS/MAIN BREAKERS, COORDINATE REQUIREMENTS WITH UTILITY COMPANY.
9. KILOWATT HOUR METERS PROVIDED BY THE UTILITY COMPANY FOR AIRPORT LIGHTING AND SREBs. INSTALL BLANK COVERS FOR FUTURE.
10. PLUG CUTOUT, 5KV, ADB S-1 IN 12"x16"x8" NEMA 1 BOX WITH HINGED COVER, OR APPROVED EQUAL.
11. LITHONIA #FEM4 LED, 4000LM, RIBBED FROSTED LENS, 120V OR EQUAL.
12. EMERGENCY LIGHT, LITHONIA #ELT16-N OR EQUAL.
13. 24"X23"X12" METAL WALL DESK, McMASTER-CARR #4894T26 OR EQUAL. MOUNT DESK TOP AT 36" AFF.
14. 30"X12"X26" LOCKABLE METAL WALL CABINET, McMASTER-CARR #14725T55 OR EQUAL.
15. 200A PANEL WITH MAIN CIRCUIT BREAKER PROVIDED AND INSTALLED WITH SREB. SEE SREB DRAWINGS.

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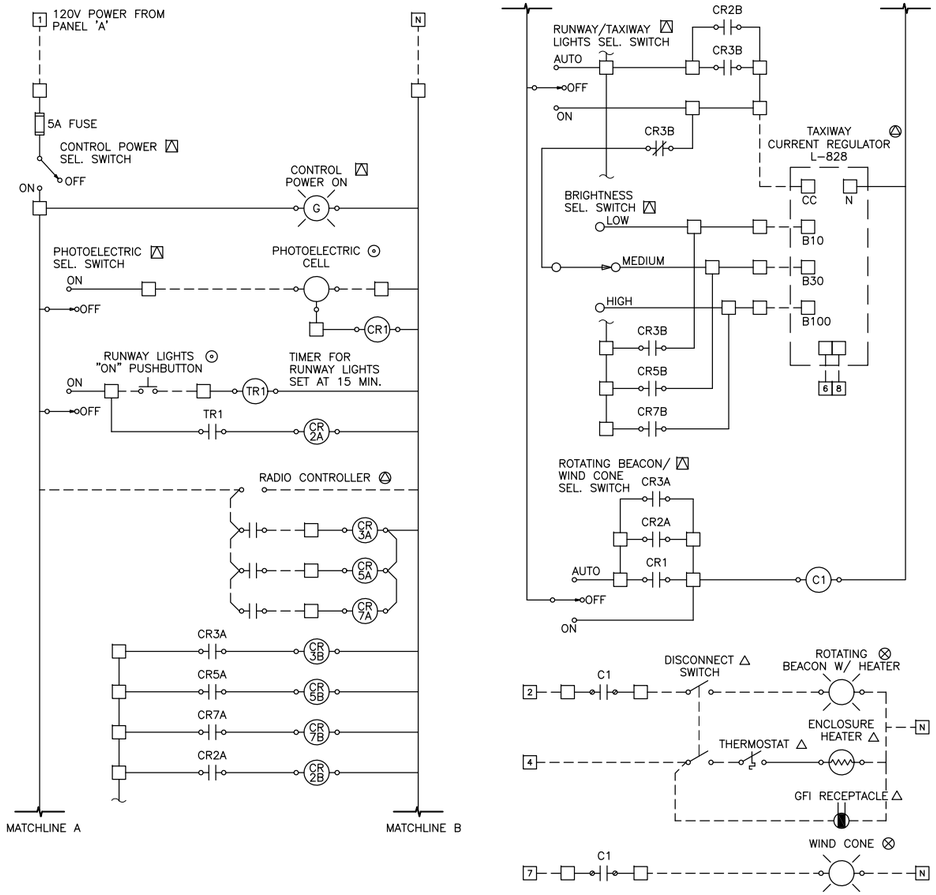
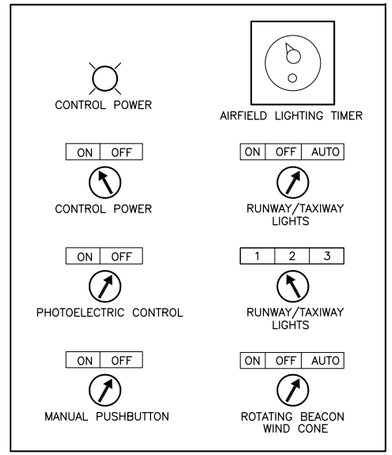


CONTROL DIAGRAM LEGEND

- DEVICE LOCATED ON FRONT OF CONTROL PANEL
- TERMINAL BLOCK LOCATED IN CONTROL PANEL
- DEVICE LOCATED ON ENCLOSURE EXTERIOR
- DEVICE LOCATED INSIDE EQUIPMENT ENCLOSURE
- FIELD WIRING
- [3] CIRCUIT BREAKER IN PANEL 'A'
- DEVICE LOCATED ON AIRFIELD
- DEVICE LOCATED IN OR NEAR ROTATING BEACON ENCLOSURE
- X NORMALLY OPEN CONTACT X INDICATES ASSOCIATED COIL
- X NORMALLY CLOSED CONTACT X INDICATES ASSOCIATED COIL
- (X) RELAY OR CONTACTOR COIL
- (TRX) TIMER COIL



CONTROL SEQUENCE DESCRIPTION

RUNWAY & TAXIWAY LIGHTS

ON – LIGHTS ON AT BRIGHTNESS SET BY MANUAL BRIGHTNESS SWITCH

OFF – LIGHTS OFF

AUTO – RADIO CONTROLLER ENABLED
3 CLICKS OF MIC TURNS ON RW/TW LIGHTS AT STEP 1,
2 ADDITIONAL CLICKS OF MIC TURNS RW/TW LIGHTS TO STEP 2,
2 ADDITIONAL CLICKS OF MIC TURNS RW/TW LIGHTS TO STEP 3,
LIGHTS REMAIN ON FOR 15 MINUTES AFTER LAST CLICK

EXTERIOR PUSHBUTTON TURNS LIGHTS ON FOR 15 MINUTES AT BRIGHTNESS SET BY MANUAL BRIGHTNESS SWITCH

ROTATING BEACON AND WIND CONE

ON – BEACON AND WIND CONE ON

OFF – BEACOND AND WIND CONE OFF

AUTO – PHOTOELECTRIC CONTROL AND RADIO CONTROLLER ENABLED
3 CLICKS OF MIC TURNS BEACON WIND CONE ON,
BEACON AND WIND CONE REMAIN ON FOR 15 MINUTES AFTER LAST CLICK

EXTERIOR PUSHBUTTON TURNS ROTATING BEACON AND WIND CONE ON FOR 15 MINUTES

EXTERIOR PUSHBUTTON

ON – PUSHBUTTON ENABLED
MOMENTARY CONTACT TURNS ON AIRPORT LIGHTING EQUIPMENT FOR 15 MINUTES (ADJUSTABLE BY TIMER)

OFF – PUSHBUTTON DISABLED

BRIGHTNESS LEVELS

RUNWAY/TAXIWAY

STEP 1 – 10%
STEP 2 – 30%
STEP 3 – 100%

2 / E10 CONTROL PANEL LADDER DIAGRAM
SCALE: N.T.S.

1 / E10 CONTROL PANEL DETAIL
SCALE: N.T.S.

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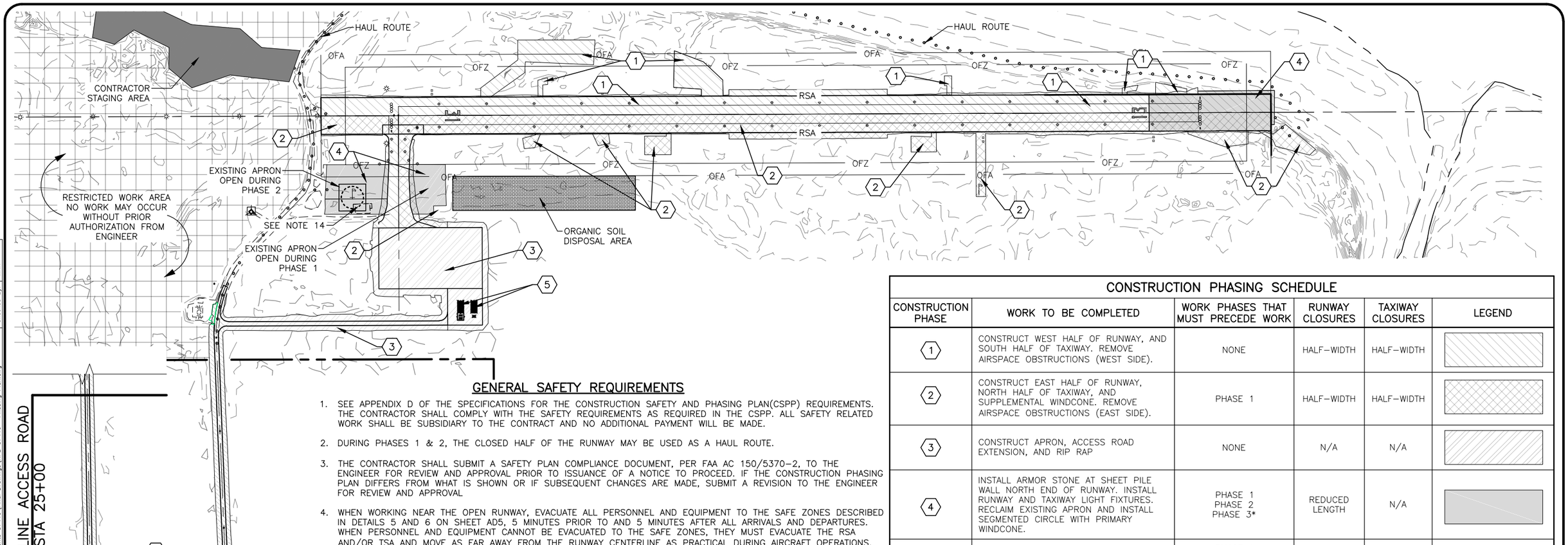


GENERAL SAFETY REQUIREMENTS

1. SEE APPENDIX D OF THE SPECIFICATIONS FOR THE CONSTRUCTION SAFETY AND PHASING PLAN(CSPP) REQUIREMENTS. THE CONTRACTOR SHALL COMPLY WITH THE SAFETY REQUIREMENTS AS REQUIRED IN THE CSPP. ALL SAFETY RELATED WORK SHALL BE SUBSIDIARY TO THE CONTRACT AND NO ADDITIONAL PAYMENT WILL BE MADE.
2. DURING PHASES 1 & 2, THE CLOSED HALF OF THE RUNWAY MAY BE USED AS A HAUL ROUTE.
3. THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT, PER FAA AC 150/5370-2, TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF A NOTICE TO PROCEED. IF THE CONSTRUCTION PHASING PLAN DIFFERS FROM WHAT IS SHOWN OR IF SUBSEQUENT CHANGES ARE MADE, SUBMIT A REVISION TO THE ENGINEER FOR REVIEW AND APPROVAL
4. WHEN WORKING NEAR THE OPEN RUNWAY, EVACUATE ALL PERSONNEL AND EQUIPMENT TO THE SAFE ZONES DESCRIBED IN DETAILS 5 AND 6 ON SHEET AD5, 5 MINUTES PRIOR TO AND 5 MINUTES AFTER ALL ARRIVALS AND DEPARTURES. WHEN PERSONNEL AND EQUIPMENT CANNOT BE EVACUATED TO THE SAFE ZONES, THEY MUST EVACUATE THE RSA AND/OR TSA AND MOVE AS FAR AWAY FROM THE RUNWAY CENTERLINE AS PRACTICAL DURING AIRCRAFT OPERATIONS. **IN NO CASE CAN PERSONNEL OR EQUIPMENT BE INSIDE THE RSA OR TSA DURING AIRCRAFT OPERATIONS.**
5. DETERMINE THE TIMES OF SCHEDULED FLIGHTS INTO HOOPER BAY AND ALLOW AIRCRAFT TO USE THE RUNWAY DURING THE SCHEDULED TIMES. THE CONTRACTOR SHALL MONITOR THE CTAF AND PERFORM VISUAL MONITORING FOR UNSCHEDULED FLIGHTS. THE CONTRACTOR SHALL CLEAR THE RUNWAY ACCORDING TO NOTE 4 FOR ALL ARRIVALS AND DEPARTURES.
6. ALL CONSTRUCTION VEHICLES AND EQUIPMENT SHALL OPERATE A FLASHING YELLOW BEACON WHEN WORKING ON THE AIRPORT. THE CONTRACTOR'S SAFETY OFFICER VEHICLE SHALL HAVE BOTH A YELLOW FLASHING BEACON AND A BLUE FLASHING BEACON. THE BLUE FLASHING BEACON SHALL BE USED TO SIGNAL WORKERS TO CLEAR THE AREAS DESCRIBED IN NOTE 4 DURING AIRCRAFT TAKEOFFS AND LANDINGS.
7. KEEP AREAS WITHIN THE ROFA AND TSA LIMITS CLEAR OF CONSTRUCTION MATERIALS. REMOVE ANY DEBRIS FROM THESE AREAS WITHIN 15 MINUTES OF VERBAL NOTICE FROM THE ENGINEER OR ENGINEER'S REPRESENTATIVE.
8. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND FAA AT LEAST 45 DAYS PRIOR TO RUNWAY CLOSURES (PARTIAL OR FULL), RE-OPENING A CLOSED RUNWAY, INTERRUPTING SERVICE OR REMOVING AND DISPLACING A RUNWAY THRESHOLD BY EMAILING AN "AIRPORT SPONSOR STRATEGIC EVENT SUBMISSION FORM", FAA FORM 6000-226 TO 9-AJV-SEC-WSA@FAA.GOV.
9. DAMAGE TO FAA FACILITIES INCLUDING POWER DISRUPTION SHALL BE IMMEDIATELY REPAIRED IN A MANNER ACCEPTABLE TO THE FAA AT THE CONTRACTOR'S EXPENSE.
10. IN ADDITION TO REQUIREMENTS DURING AIRCRAFT OPERATIONS, CLEAR SAFETY AREAS AND OBJECT FREE AREAS AT ANYTIME DIRECTED BY THE ENGINEER.
11. REMOVE MATERIAL STOCKPILES AND EQUIPMENT FROM OBJECT FREE AREAS DURING NON-WORK HOURS.
12. PROVIDE AIRPORT FLAGGER WHERE CONSTRUCTION ACTIVITY IS BEING CONDUCTED WITHIN 125' OF AN OPEN RUNWAY; WHERE CONSTRUCTION ACTIVITY IS CONDUCTED IN CLOSE PROXIMITY TO OPERATING AIRCRAFT; AND WHERE THE ENGINEER OR AIRPORT PERSONNEL DETERMINES A FLAGGER IS NECESSARY.
13. CONTRACTOR HAULING OPERATIONS ARE LIMITED TO THE HAUL ROUTES SHOWN ON THE PLANS. FOLLOWING CONSTRUCTION COMPLETION, THE CONTRACTOR IS REQUIRED TO RESTORE THE HAUL ROUTE TO ITS ORIGINAL CONDITION. TEMPORARY ACCESS ROUTES MUST BE REMOVED, AND THE GROUND RESTORED TO ITS ORIGINAL CONDITION.
14. THE CONTRACTOR MUST PROVIDE THE ENGINEER 90 DAYS NOTICE PRIOR TO CONSTRUCTION ACTIVITIES THAT WILL IMPACT LEASE FACILITIES.

CONSTRUCTION PHASING SCHEDULE

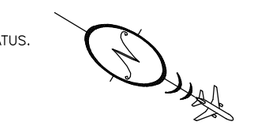
CONSTRUCTION PHASE	WORK TO BE COMPLETED	WORK PHASES THAT MUST PRECEDE WORK	RUNWAY CLOSURES	TAXIWAY CLOSURES	LEGEND
1	CONSTRUCT WEST HALF OF RUNWAY, AND SOUTH HALF OF TAXIWAY. REMOVE AIRSPACE OBSTRUCTIONS (WEST SIDE).	NONE	HALF-WIDTH	HALF-WIDTH	
2	CONSTRUCT EAST HALF OF RUNWAY, NORTH HALF OF TAXIWAY, AND SUPPLEMENTAL WINDCONE. REMOVE AIRSPACE OBSTRUCTIONS (EAST SIDE).	PHASE 1	HALF-WIDTH	HALF-WIDTH	
3	CONSTRUCT APRON, ACCESS ROAD EXTENSION, AND RIP RAP	NONE	N/A	N/A	
4	INSTALL ARMOR STONE AT SHEET PILE WALL NORTH END OF RUNWAY. INSTALL RUNWAY AND TAXIWAY LIGHT FIXTURES. RECLAIM EXISTING APRON AND INSTALL SEGMENTED CIRCLE WITH PRIMARY WINDCONE.	PHASE 1 PHASE 2 PHASE 3*	REDUCED LENGTH	N/A	
5	CONSTRUCT SREBs. RECONSTRUCT AIRPORT ACCESS ROAD AND RIP RAP.	PHASE 1 PHASE 2 PHASE 3 PHASE 4	N/A	N/A	

*PROPOSED APRON MUST BE COMPLETE TO ALLOW SUFFICIENT AIRCRAFT PARKING AND PUBLIC ACCESS TO THE SATISFACTION OF THE ENGINEER BEFORE EXISTING APRON IS RECLAIMED.

RUNWAY STATUS CHANGE PROCEDURES

FOLLOW THESE PROCEDURES ANY TIME THE STATUS OF THE RUNWAY OR TAXIWAY IS TO BE ALTERED.

1. CONTRACTOR NOTIFIES ENGINEER OF UPCOMING CHANGE IN AIRPORT STATUS. PROVIDE 72 HOURS ADVANCE NOTICE.
2. AIRPORT MANAGER FILES NOTAM WITH FAA.
3. CONTRACTOR RECEIVES TENTATIVE APPROVAL TO CHANGE RUNWAY STATUS AT A SPECIFIC TIME AND DATE.
4. THE DAY OF THE CHANGE IN STATUS A MEETING IS CONDUCTED WITH ENGINEER TO REVIEW SCHEDULE AND SAFETY PROCEDURES.
5. ENGINEER CLOSES RUNWAY TEMPORARILY FOR REQUIRED GRADING AND/OR NEW TEMPORARY MARKINGS.
6. CONTRACTOR INSTALLS APPROVED TEMPORARY MARKINGS.
7. ENGINEER INSPECTS AND APPROVES MARKINGS.
8. CONTRACTOR IS PROVIDED NOTICE TO PROCEED WITH HIS WORK.
9. CONTRACTOR CHANGES RUNWAY STATUS TO A NEW CONFIGURATION, OR CHANGES TO PERMANENT STATUS.
10. AIRPORT MANAGER SHALL CANCEL OR REVISE NOTAM WITH FAA WHEN WORK IS COMPLETE.



BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
HOOPER BAY AIRPORT IMPROVEMENTS
PROJECT No. 57419
AIP No. 3-02-0126-006-2014
PHASING LAYOUT PLAN

DATE: 1/6/2015
SHEET: AD1 OF AD6
AS-BUILT SHEET: OF

Designed By: JLM
Drawn By: RJP
Checked By: MHH
Date Revised:
Layout Name: PHASING LAYOUT PLAN
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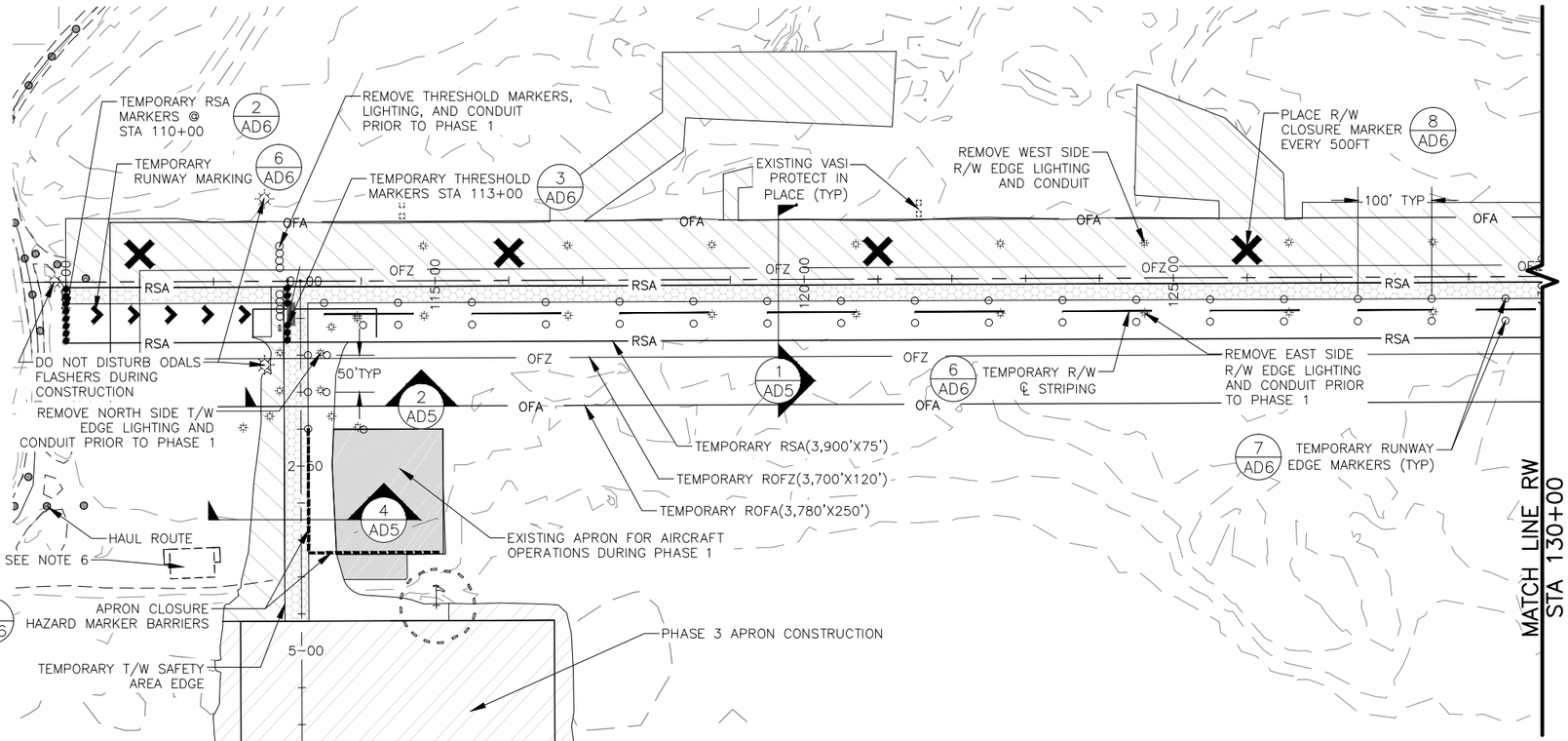
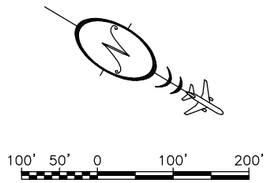
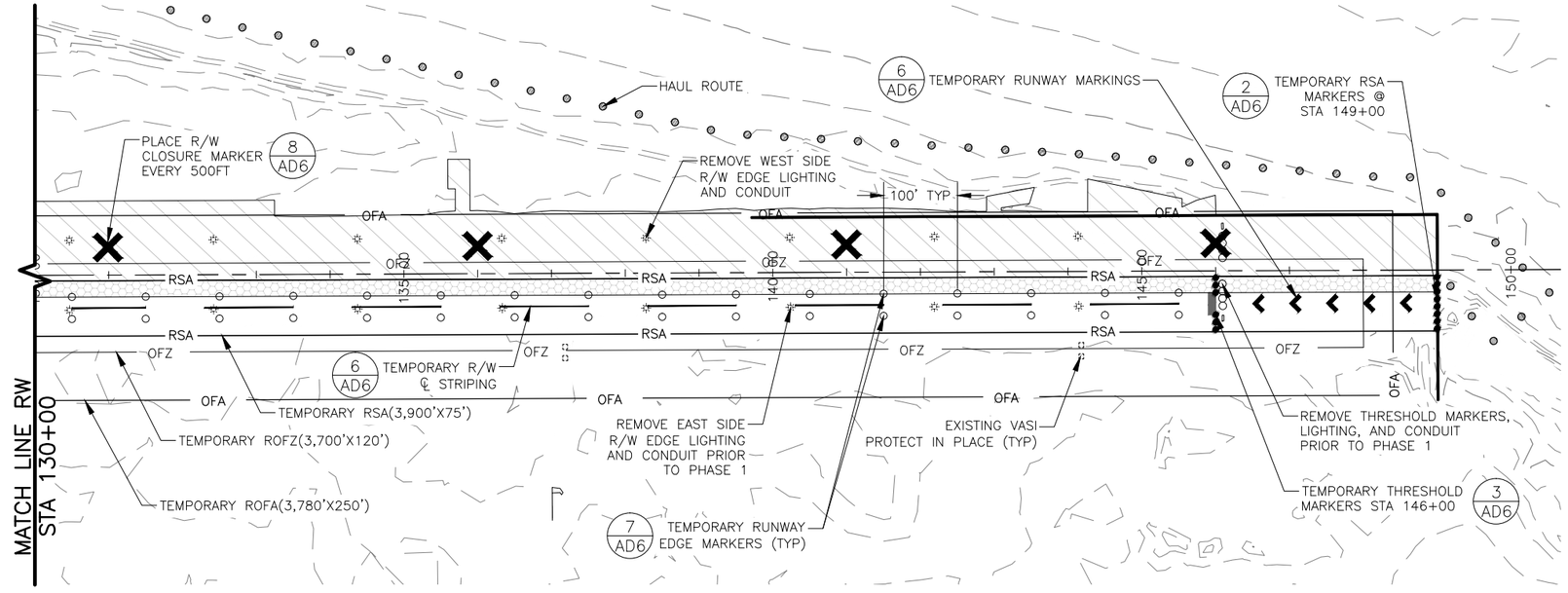




LEGEND

- TEMPORARY THRESHOLD OR RSA MARKER — 2 AD6, 3 AD6
- TEMPORARY R/W OR T/W EDGE MARKER — 7 AD6
- RUNWAY CLOSURE MARKER — 8 AD6
- HAZARD MARKER BARRIERS — 4 AD6, 5 AD6
- PHASE 1 CONSTRUCTION
- CONSTRUCTION PROHIBITED DURING AIRCRAFT OPERATIONS (SEE NOTE 3)
- EXISTING APRON FOR AIRCRAFT OPERATIONS DURING PHASE 1
- PHASE 3 CONSTRUCTION



NOTES:

1. **COMPLETE THE FOLLOWING PRIOR TO PHASE I CONSTRUCTION CLOSURE:**
   - A. ACQUIRE APPROPRIATE NOTAM AND PLACE THE AIRPORT LIGHTING AND VGSI(VASI) OUT OF SERVICE FOR THE DURATION OF CONSTRUCTION.
   - B. REMOVE LIGHTING AND CONDUIT ON THE EAST SIDE OF THE R/W, NORTH SIDE OF T/W, AND THE R/W 13 AND R/W 31 THRESHOLD LIGHTS.
   - C. GRADE THE TEMPORARY R/W ACCORDING TO DETAIL 1 SHEET AD6.
   - D. MARK THE TEMPORARY R/W ACCORDING TO DETAIL 6 SHEET AD6.
2. HAZARD MARKER BARRIERS SHOWN AT APPROXIMATE LOCATIONS. ADDITIONAL LOCATIONS, OR ADJUSTMENTS MAY BE REQUIRED. RELOCATE BARRIERS AS DIRECTED BY THE ENGINEER.
3. EVACUATE PERSONNEL AND EQUIPMENT FROM AREAS DESCRIBED IN NOTE 4 ON SHEET AD1 DURING AIRCRAFT OPERATIONS.
4. INSTALL LIGHTING CONDUIT AND LIGHT BASES WITH BLIND FLANGES IN PHASE 1 AREA PRIOR TO MOVING TO PHASE 2.
5. COORDINATE AND MAINTAIN ACCESS TO THE ACTIVE APRON DURING CONSTRUCTION.
6. THE CONTRACTOR MUST PROVIDE THE ENGINEER 90 DAYS NOTICE PRIOR TO CONSTRUCTION ACTIVITIES THAT WILL IMPACT LEASE FACILITIES.

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AIP No. 3-02-0126-006-2014
PHASING LAYOUT PLAN PHASES 1 & 3

DATE: 1/6/2015
SHEET: AD2 OF AD6
AS-BUILT SHEET: OF

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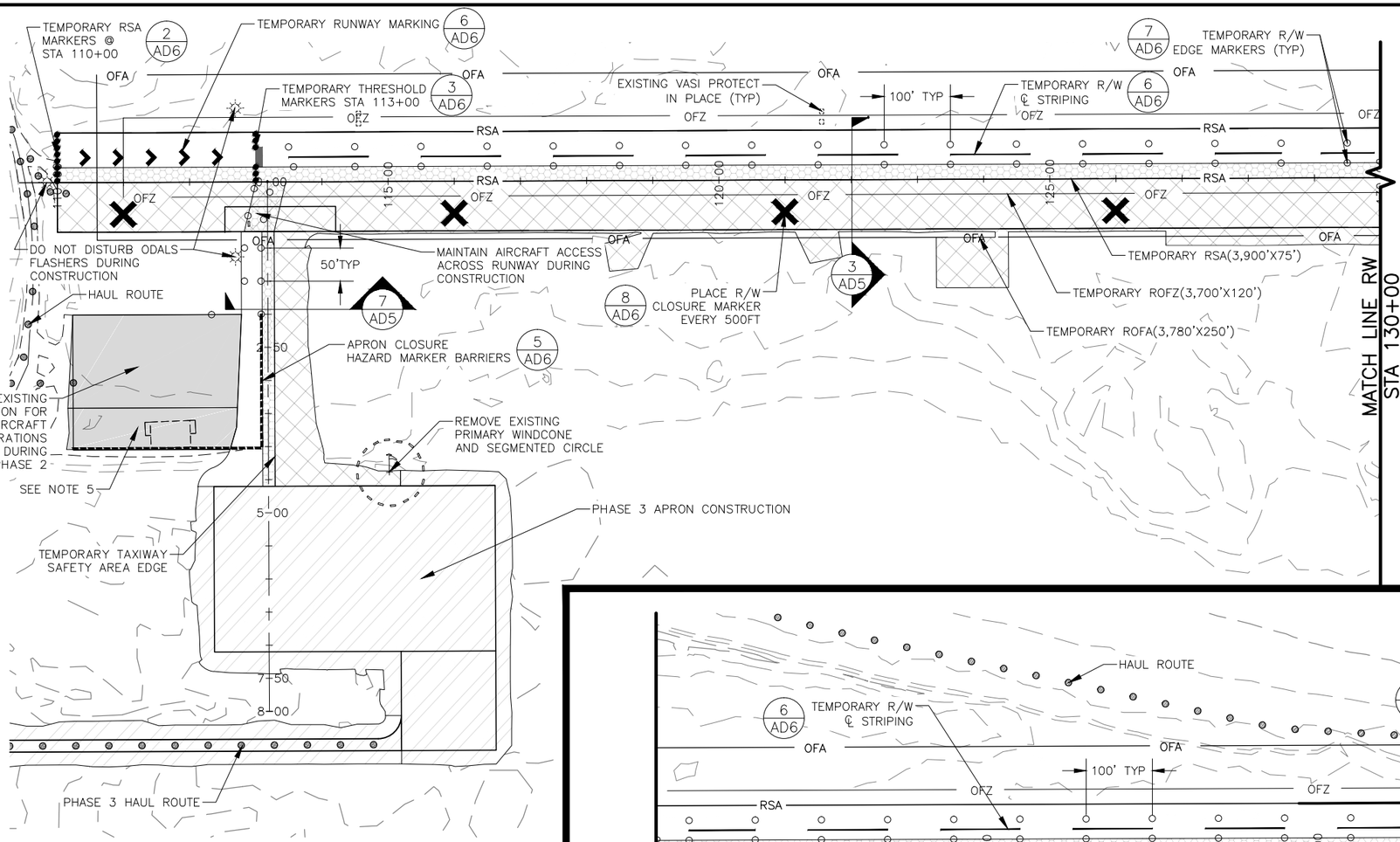

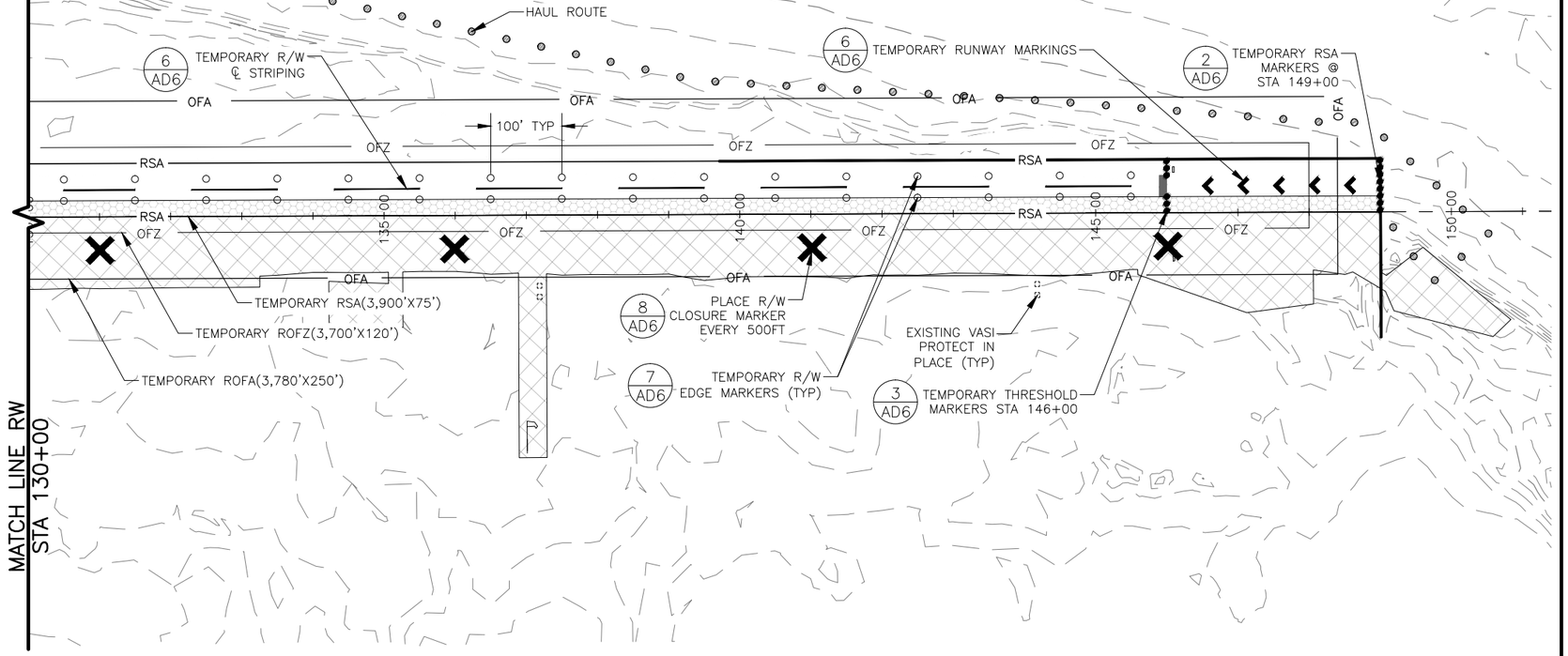

NOTES:

1. HAZARD MARKER BARRIERS SHOWN AT APPROXIMATE LOCATIONS. ADDITIONAL LOCATIONS, OR ADJUSTMENTS MAY BE REQUIRED. RELOCATE BARRIERS AS DIRECTED BY THE ENGINEER.
2. EVACUATE PERSONNEL AND EQUIPMENT FROM AREAS DESCRIBED IN NOTE 4 ON SHEET AD1 DURING AIRCRAFT OPERATIONS.
3. INSTALL LIGHTING CONDUIT AND LIGHT BASES WITH BLIND FLANGES IN PHASE 2 AREA PRIOR TO MOVING TO PHASE 4.
4. COORDINATE AND MAINTAIN ACCESS TO LEASE HOLDER FACILITIES AND THE ACTIVE APRON DURING CONSTRUCTION.
5. THE CONTRACTOR MUST PROVIDE THE ENGINEER 90 DAYS NOTICE PRIOR TO CONSTRUCTION ACTIVITIES THAT WILL IMPACT LEASE FACILITIES.

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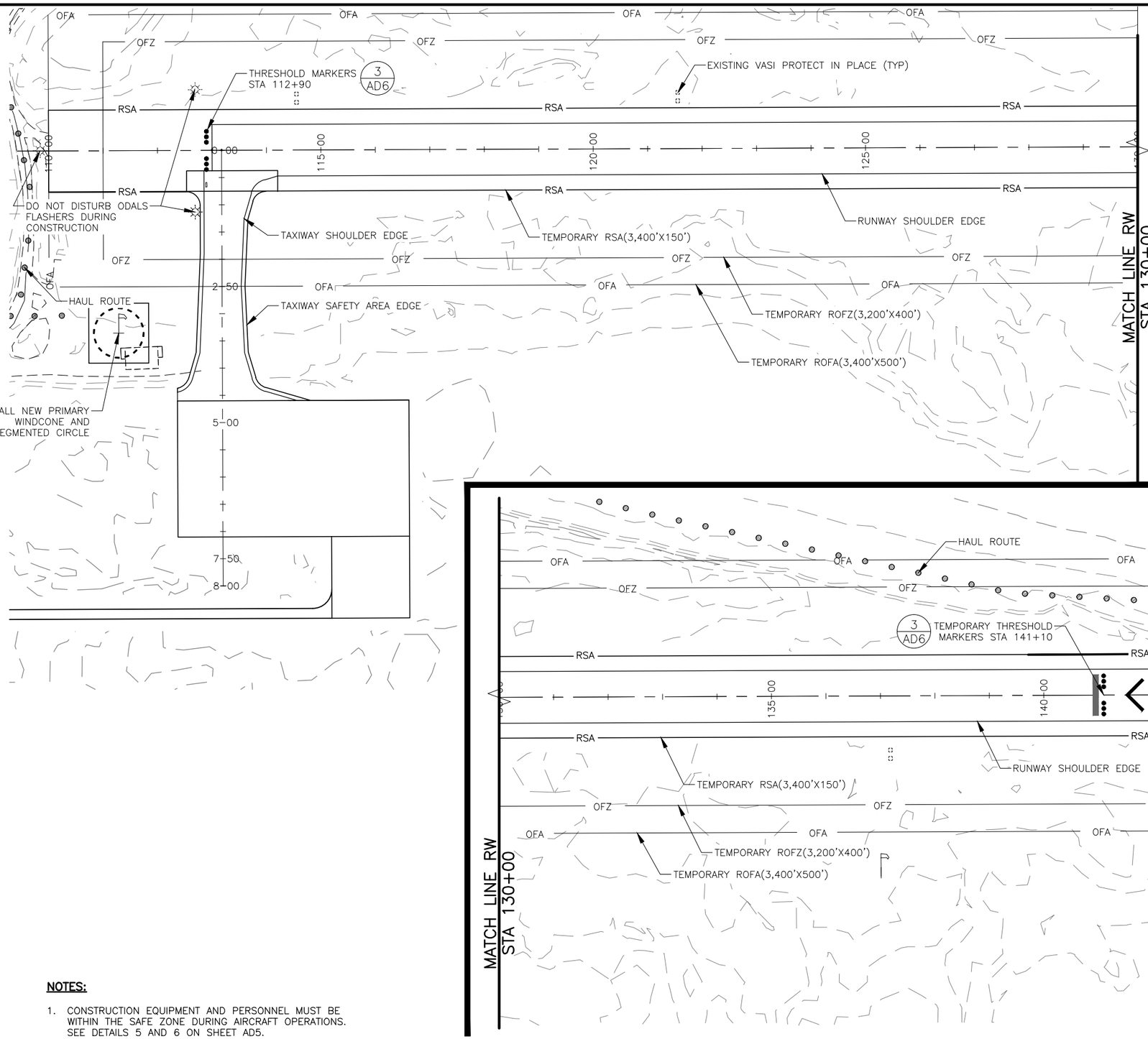
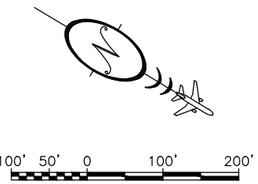
DATE: 1/6/2015
SHEET: AD3 OF AD6
AS-BUILT SHEET: OF





LEGEND

- TEMPORARY THRESHOLD OR RSA MARKER — 2 AD6, 3 AD6
- PHASE 4 CONSTRUCTION AREA CLOSED TO AIRCRAFT OPERATIONS

NOTES:

1. CONSTRUCTION EQUIPMENT AND PERSONNEL MUST BE WITHIN THE SAFE ZONE DURING AIRCRAFT OPERATIONS. SEE DETAILS 5 AND 6 ON SHEET AD5.

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Date Revised:	1/28/2015, 2:43 PM
Layout Name:	PHASING LAYOUT PLAN PHASE 4
File Path and Name:	W:\Projects\Hooper Bay\Hooper Bay Airport Improvements 57419\Final Drawings\HPB 57419 -Phasing Plan.dwg

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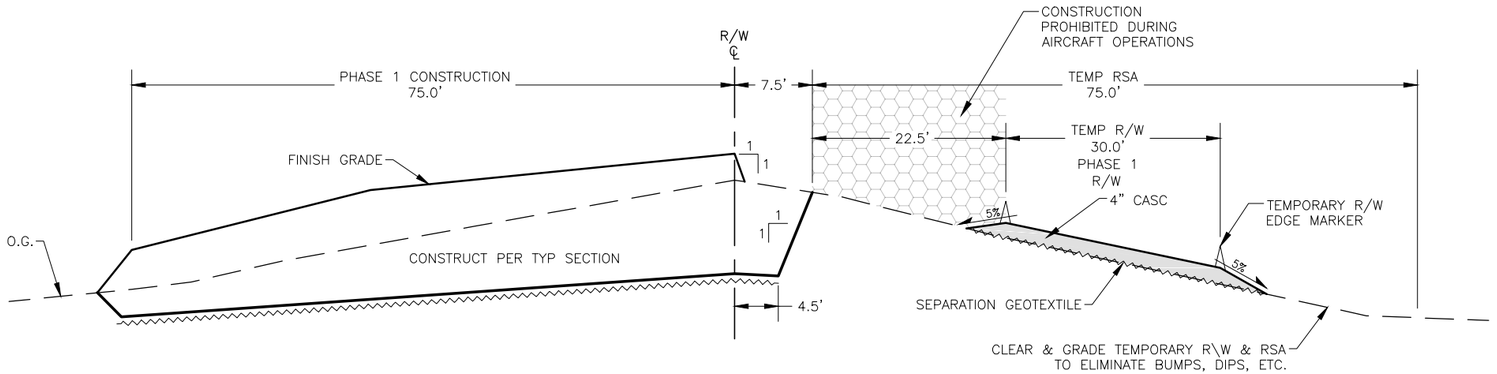
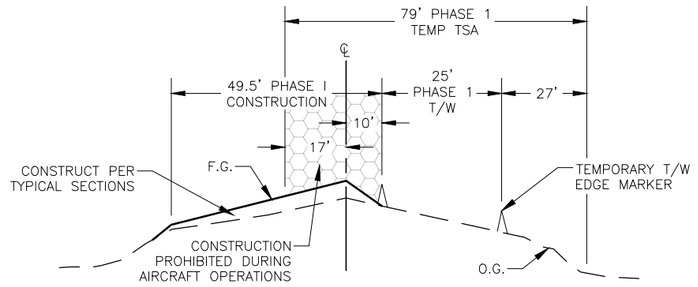
AIP No. 3-02-0126-006-2014
PHASING LAYOUT PLAN PHASE 4

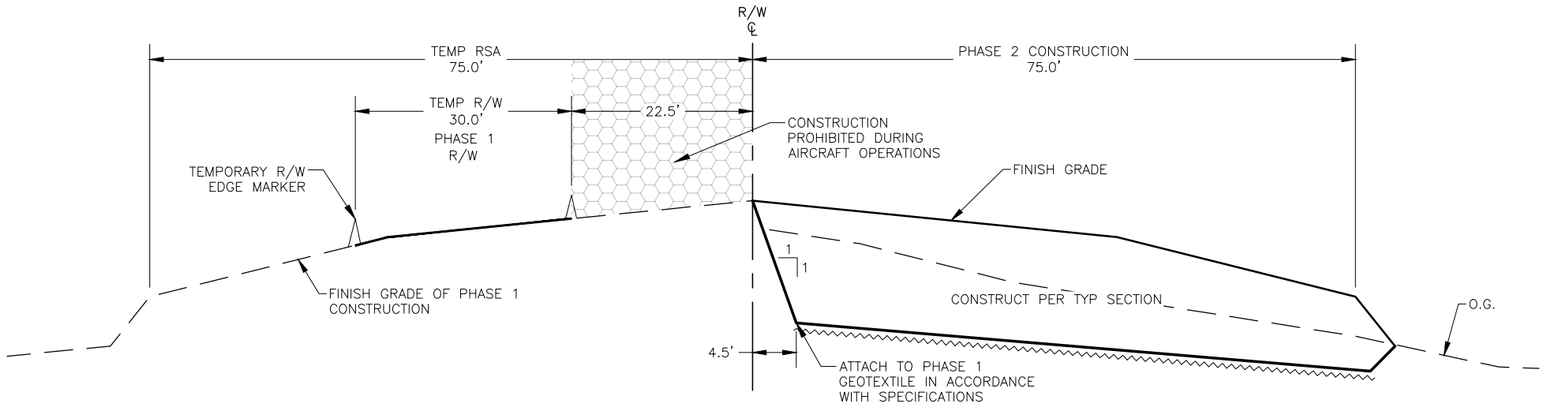
DATE: 1/6/2015
SHEET: AD4 OF AD6
AS-BUILT SHEET: OF



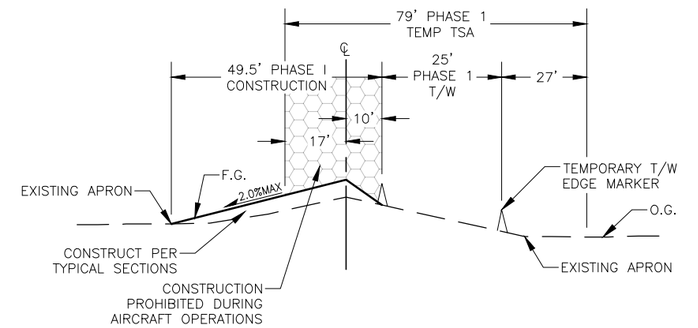
1 AD5 **PHASE 1 RUNWAY CONSTRUCTION**
NOT TO SCALE



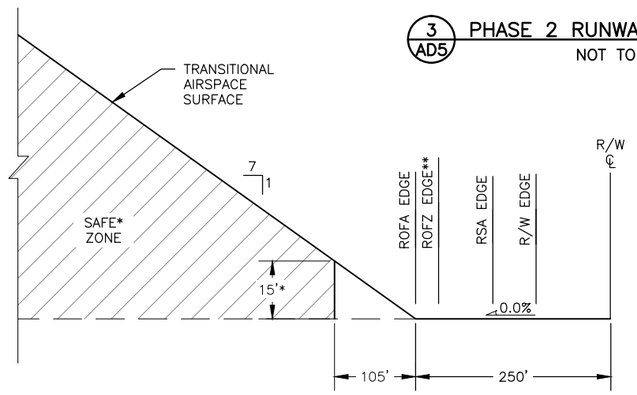
2 AD5 **PHASE 1 TAXIWAY CROSS SECTION**
NOT TO SCALE
TW STA 0+75 TO STA 2+00



3 AD5 **PHASE 2 RUNWAY CONSTRUCTION**
NOT TO SCALE

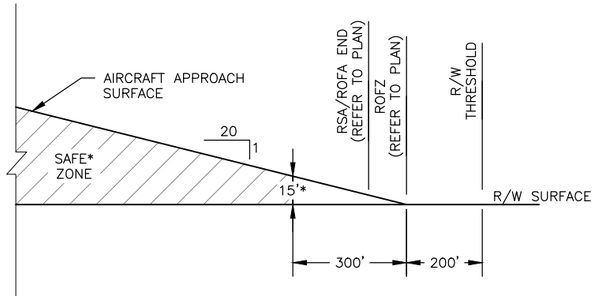


4 AD5 **PHASE 1 TAXIWAY CROSS SECTION**
NOT TO SCALE
TW STA 2+00 TO STA 4+00



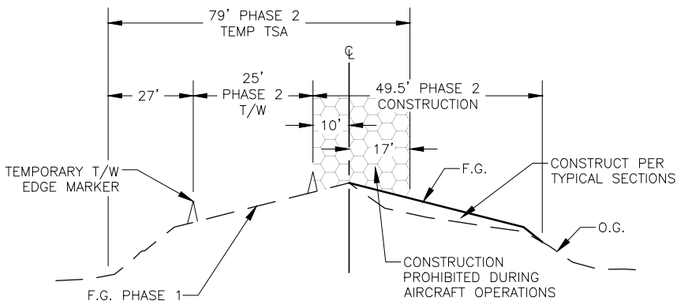
5 AD5 **SAFE ZONES ADJACENT TO RUNWAY EDGES**
NOT TO SCALE

*VEHICLES TALLER THAN 15 FEET (INCLUDING ALL PARTS OF THE EQUIPMENT, E.G. AN EXCAVATOR) MUST REMAIN FARTHER AWAY FROM THE RUNWAY CENTERLINE. WHEN THIS IS THE CASE, NOTIFY AND COORDINATE SAFE ZONE LIMITS WITH THE ENGINEER.
**ROFZ EDGE AND ROFA EDGE COINCIDE IN HALF WIDTH CONFIGURATIONS.



*VEHICLES TALLER THAN 15 FEET (INCLUDING ALL PARTS OF THE EQUIPMENT, E.G. AN EXCAVATOR) MUST REMAIN FARTHER AWAY FROM THE RUNWAY THRESHOLD. WHEN THIS IS THE CASE, NOTIFY AND COORDINATE SAFE ZONE LIMITS WITH THE ENGINEER.
THE 20:1 APPROACH SURFACE IS BASED ON THE THRESHOLD ELEVATION, THE ALLOWABLE VEHICLE HEIGHT MAY NEED TO BE REDUCED IF THE GROUND ELEVATION RISES BEYOND THE THRESHOLD.

6 AD5 **SAFE ZONES ALONG EXTENDED RUNWAY OR TEMP RUNWAY ℄**
NOT TO SCALE



7 AD5 **PHASE 2 TAXIWAY CROSS SECTION**
NOT TO SCALE

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CENTRAL REGION

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HOOPER BAY, ALASKA
HOOPER BAY AIRPORT IMPROVEMENTS
PROJECT No. 57419
AIP No. 3-02-0126-006-2014
PHASING PLAN DETAILS

DATE: 1/6/2015
SHEET: AD5 OF AD6
AS-BUILT SHEET: OF

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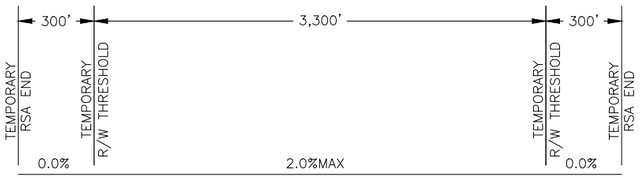
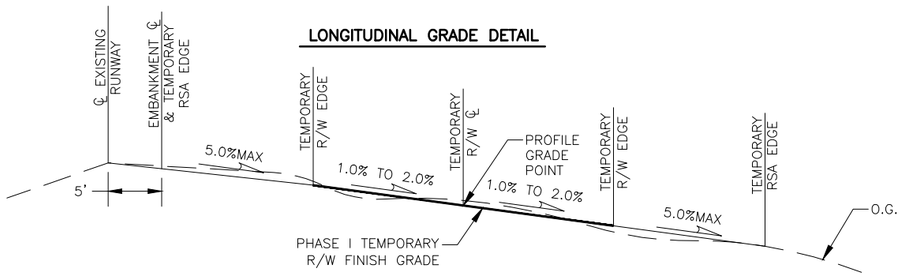
PHASING PLAN DETAILS 1





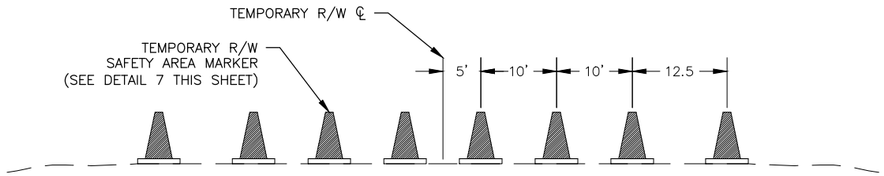
LONGITUDINAL GRADE DETAIL

TRANSVERSE GRADE DETAIL

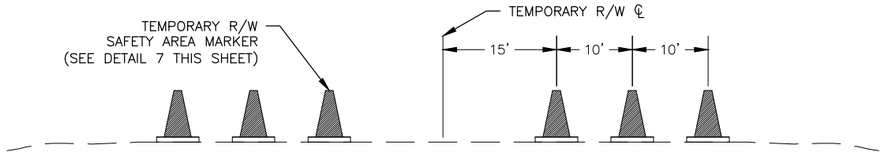
NOTES:

1. LONGITUDINAL GRADE BREAKS NO CLOSER THAN 250FT APART.
2. MAXIMUM GRADE CHANGE AT LONGITUDINAL GRADE BREAKS IS 0.40%.
3. NO LONGITUDINAL GRADE BREAKS MAY OCCUR WITHIN THE TEMPORARY RSA BEYOND THE TEMPORARY THRESHOLD.
4. AREA GRADING TO OCCUR PRIOR TO PHASE 1. GRADE SMOOTH WITHIN TEMPORARY RUNWAY AND TAXIWAY SAFETY AREAS TO ALLOW FOR AIRCRAFT OPERATIONS.

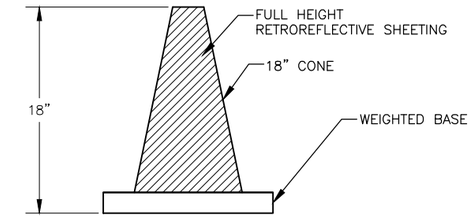
1 AD6 PHASE 1 RUNWAY AREA GRADING
NOT TO SCALE



2 AD6 TEMPORARY RUNWAY SAFETY AREA MARKER DETAIL
NOT TO SCALE



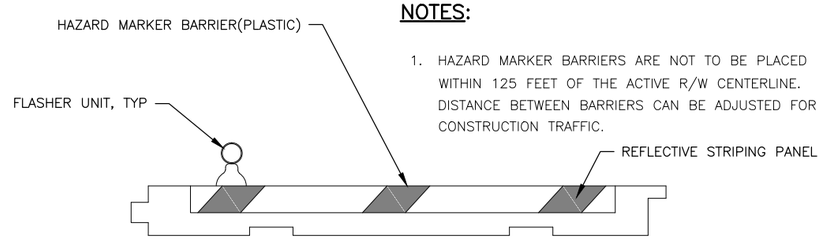
3 AD6 TEMPORARY RUNWAY THRESHOLD MARKER DETAIL
NOT TO SCALE



NOTES:

1. TEMPORARY R/W EDGE MARKERS SHALL HAVE A WHITE RETRO REFLECTIVE SHEETING.
2. TEMPORARY SAFETY AREA MARKERS SHALL HAVE A RED RETRO REFLECTIVE SHEETING.
3. TEMPORARY THRESHOLD MARKERS SHALL HAVE A RED AND GREEN RETRO REFLECTIVE SHEETING. THE GREEN SIDE OF THE SHEETING SHALL FACE THE APPROACH OF THE RUNWAY, AND THE RED SIDE OF THE SHEETING SHALL FACE THE RUNWAY.
4. TEMPORARY TAXIWAY EDGE MARKERS SHALL HAVE A BLUE RETRO REFLECTIVE SHEETING.

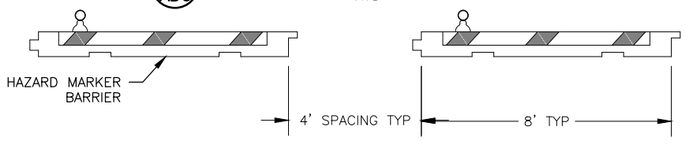
7 AD6 TEMPORARY RUNWAY EDGE, TAXIWAY EDGE, AND RSA MARKERS
NOT TO SCALE



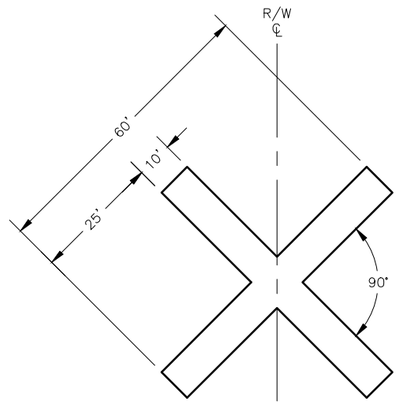
NOTES:

1. HAZARD MARKER BARRIERS ARE NOT TO BE PLACED WITHIN 125 FEET OF THE ACTIVE R/W CENTERLINE. DISTANCE BETWEEN BARRIERS CAN BE ADJUSTED FOR CONSTRUCTION TRAFFIC.

4 AD6 HAZARD MARKER BARRIER DETAIL
NTS



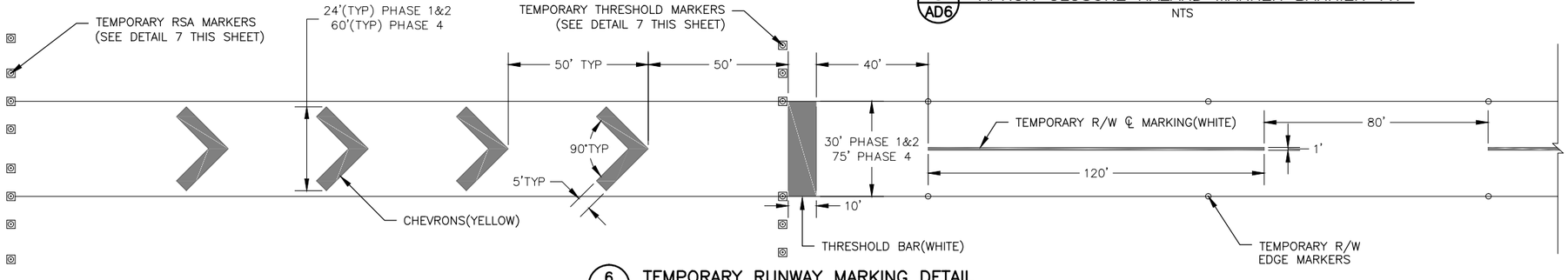
5 AD6 APRON CLOSURE HAZARD MARKER BARRIER TYP
NTS



NOTES:

1. R/W CLOSURE MARKERS WILL BE YELLOW.
2. INSTALL R/W CLOSURE MARKERS AS SHOWN IN THE PHASING PLANS.

8 AD6 RUNWAY CLOSURE MARKER DETAIL
NOT TO SCALE



6 AD6 TEMPORARY RUNWAY MARKING DETAIL
NOT TO SCALE

BY	DATE	REVISION

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HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
HOOPER BAY AIRPORT IMPROVEMENTS
PROJECT No. 57419
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DATE: 1/6/2015
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File Path and Name: W:\Projects\Hooper Bay\Hooper Bay Airport Improvements 57419\Final Drawings\HPB 57419 -Phasing Plan.dwg
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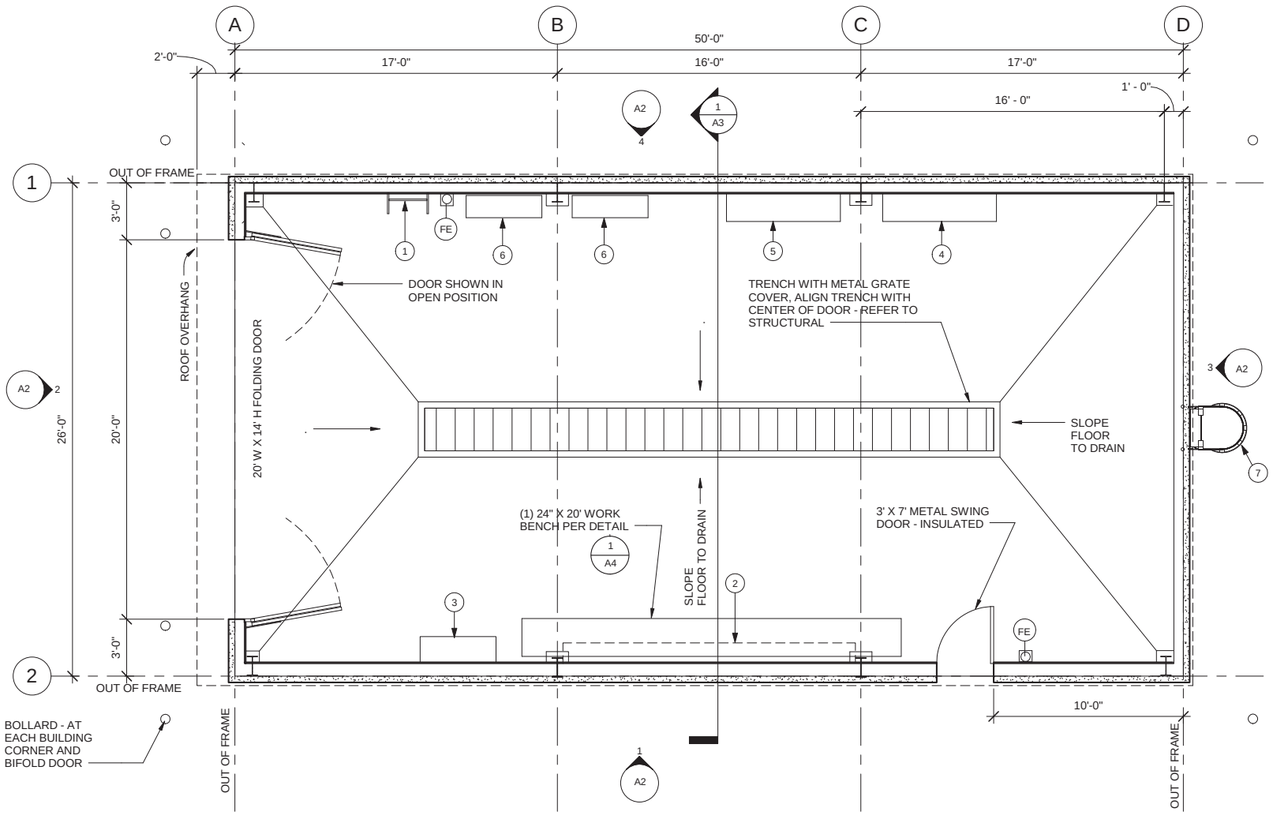
NOTE;

CONSTRUCTION SREB:

SREB # 1 SHALL BE A HEATED SREB WITH BEACON FLATFORM AND LADDER

SREB #2 SHALL BE AN UNHEATED SREB WITHOUT BEACON FLATFORM AND LADDER



1 / A1 FLOOR PLAN

1/4" = 1'-0"

0' 2' 4' 8'

22X34 SHEET 1/4" = 1'-0"

11X17 SHEET 1/8" = 1'-0"

N

CODE SYNOPSIS

2009 IBC AS AMENDED BY ALASKA DEPT. OF PUBLIC SAFETY

OCCUPANCY S-1 PARKING GARAGE (IBC 311.3)

CONSTRUCTION TYPE V-B COMBUSTIBLE WITH NO FIRE RESISTANCE
MINIMUM FIRE SEPARATION = 10' CLEAR OR GREATER (IBC 602)

FIRE SEPARATION DISTANCE (702); 10'
BUILDING FACE TO
1) CLOSEST INTERIOR LOT LINE
2) CENTER OF PUBLIC WAY
3) IMAGINARY LINE BETWEEN 2 BUILDINGS = 20'

ACTUAL AREA: 26' x 50' = 1,300 S.F.

S-1 OF V-B ALLOWABLE AREA = 13,500SF (IBC 503) = OK

FIRE SEPARATION NOT REQUIRED FOR FUEL - HEATING EQUIPMENT UNDER 400,000 BTU INPUT (IBC 508.2)

OCCUPANT EXIT LOAD (IBC 1004.1): 1,300SF/200 = 6.5 = SINGLE 36" HINGED EXIT DOOR ok (1015)

FOAM PLASTIC INSULATED WALL & ROOF PANELS SHALL COMPLY WITH IBC 2603 FOR NON-SPRINKLERED BUILDINGS

(FE) PROVIDE TWO EXTINGUISHERS: DRY CHEMICAL 2-A: 10-B;C MINIMUM WITH ALASKA FIRE MARSHAL - APPROVED SIGNS

SHEET NOTES

PROVIDE EQUIPMENT UNPACKED, ASSEMBLED AND READY TO USE; LOCATE WHERE DIRECTED BY OWNER

(1) PORTABLE LADDER: FURNISH ONE PORTABLE ALUMINUM ADJUSTABLE FREE STANDING A-FRAME LADDER 6 TO 11 FOOT A-FRAME HEIGHT RECOMMENDED BY MANUFACTURER FOR INDUSTRIAL HEAVY DUTY 300 POUND RATING. CERTIFIED ANSI A14 COMPLIANCE little giant.com - MODEL 26 OR EQUAL
INSTALL WITH STORAGE 1/8" X 3/4" GALVANIZED CHAIN AGAINST ON INSIDE WALL OF BUILDING WHERE DIRECTED BY OWNER.

(2) TW0 16" WIDE X 3/4" PLYWOOD SHELVES - BETWEEN FRAMING - 12" X 12" STEEL SHELF BRACKETS EVENLY SPACED AT 24" O.C. - 55" AND 68" FROM TOP TO FLOOR - PAINT SAME AS PLYWOOD WAINSCOT

(3) SPILL CONTAINMENT CABINET
14 GAGE STEEL 48" WIDE X 24" DEEP X 78" HIGH WITH 2 PAD LOCKABLE DOORS.
CENTER PARTITION, COAT ROD, FIXED TOP SHELF, 4 ADJUSTABLE SHELVES.
YELLOW ENAMEL PAINT FINISH WITH "SPILL CONTAINMENT CABINET" IN 2' HIGH LETTERS.
WWW.LKGOODWIN.COM MODEL ML248 OR EQUAL
INSTALL WHERE DIRECTED

(4) 5000 LB CAPACITY FLOOR MOUNT SINGLE SIDE CANTILEVER RACK:
(2) 8' HIGH UPRIGHTS
(1) BRACE SET BETWEEN UPRIGHTS; 6'
(10) 24" STRAIGHT ARMS WITH LIPS
ENAMEL PAINT FINISH
WWW.LKGOODWIN.COM SERIES 1000 OR EQUAL
INSTALL WHERE DIRECTED

(5) 10,000 LB CAPACITY FLOOR MOUNT DOUBLE SIDE CANTILEVER RACK:
(2) 8' HIGH UPRIGHTS
(1) BRACE SET; 6'
(10) 24" STRAIGHT ARMS WITH LIPS
ENAMEL PAINT FINISH
WWW.LKGOODWIN.COM SERIES 100 OR EQUAL
INSTALL WHERE DIRECTED

(6) (2 EACH) CLOSED SHELF UNITS: 18 GAGE STEEL 48" WIDE X 24" DEEP 39" HIGH WITH CLOSED SIDES & BACK.
(3) INTERMEDIATE ADJUSTABLE SHELVES
GRAY ENAMEL PAINT FINISH
WWW.LKGOODWIN.COM IRONMAN OR EQUAL
INSTALL WHERE DIRECTED

(7) FIXED GALVANIZED STEEL LADDER WITH SAFETY CAGES, MEET IBC AND OSHA REQUIREMENTS, REFER TO STRUCTURAL

STATE OF ALASKA
JOHN E. McCOOL
No. 3534-A
REGISTERED PROFESSIONAL ENGINEER
06-05-2014

PLANS DEVELOPED BY:
MCG ARCHITECTS
PROJ. NO. 2010039.09

BY	DATE	REVISION

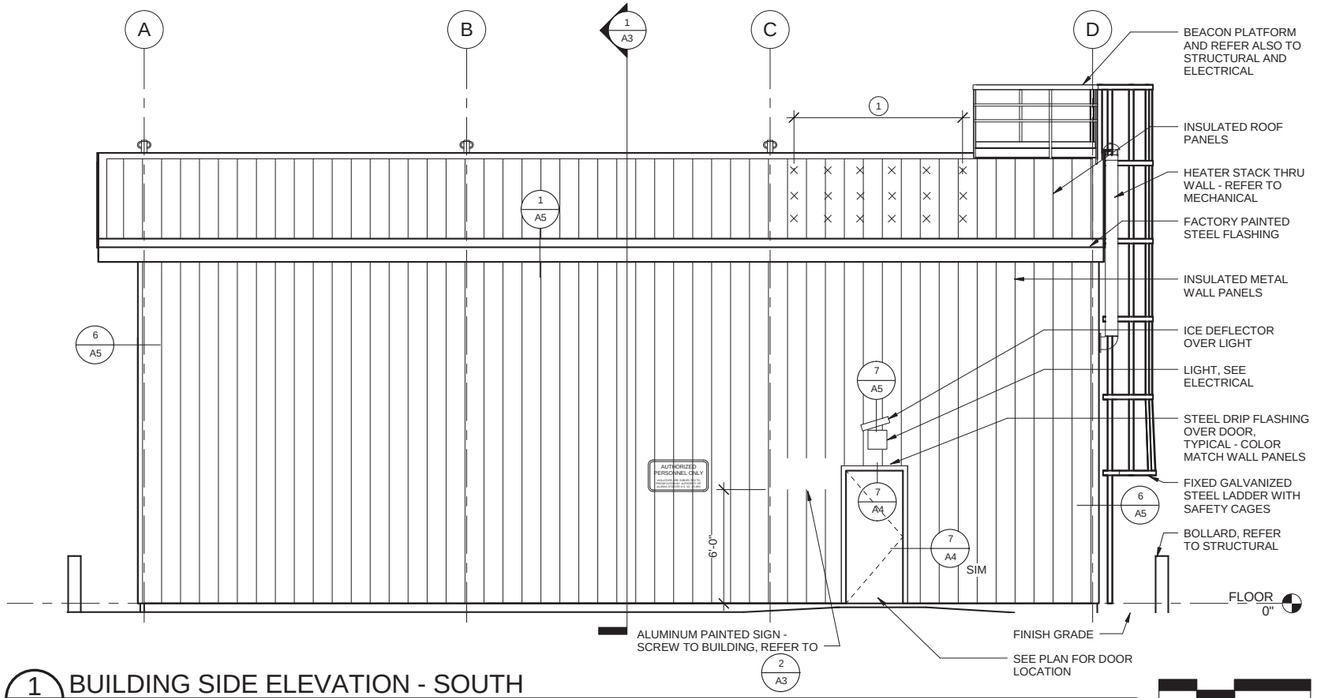
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY, AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP 3-02-0126-00X-20XX

FLOOR PLAN

DATE: 06-05-2014
SHEET: A1 OF A5
AS-BUILT SHEET:

Designed By: JEM
Drawn By: WVZ
Checked By: DDG
Date Revised:
Layout Name: A1 FLOOR PLAN
File Path and Name: C:\Users\wzamora\Documents\Hooper Bay_WZamora.rvt
5/27/2014 1:27:07 PM

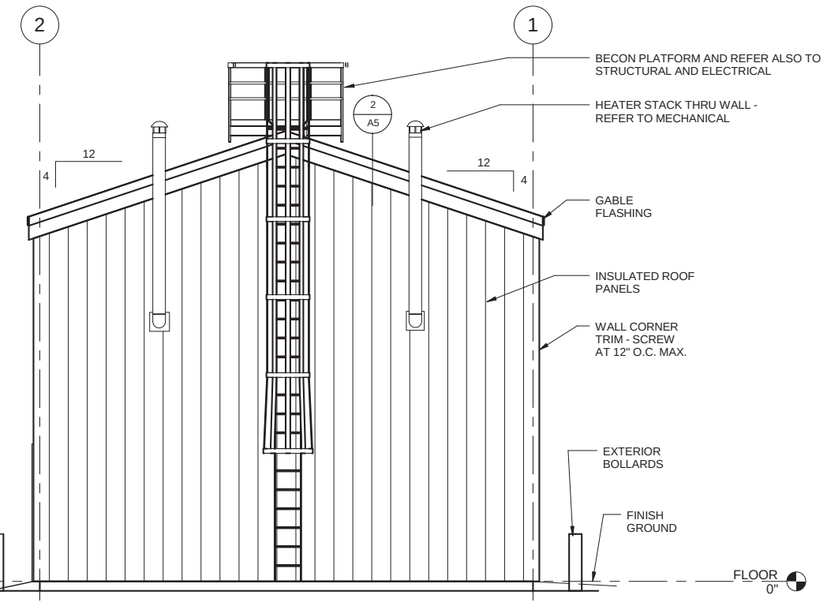


1 A2 BUILDING SIDE ELEVATION - SOUTH

1/4" = 1'-0"

0' 2' 4' 8'

22X34 SHEET 1/4" = 1'-0"
11X17 SHEET 1/8" = 1'-0"



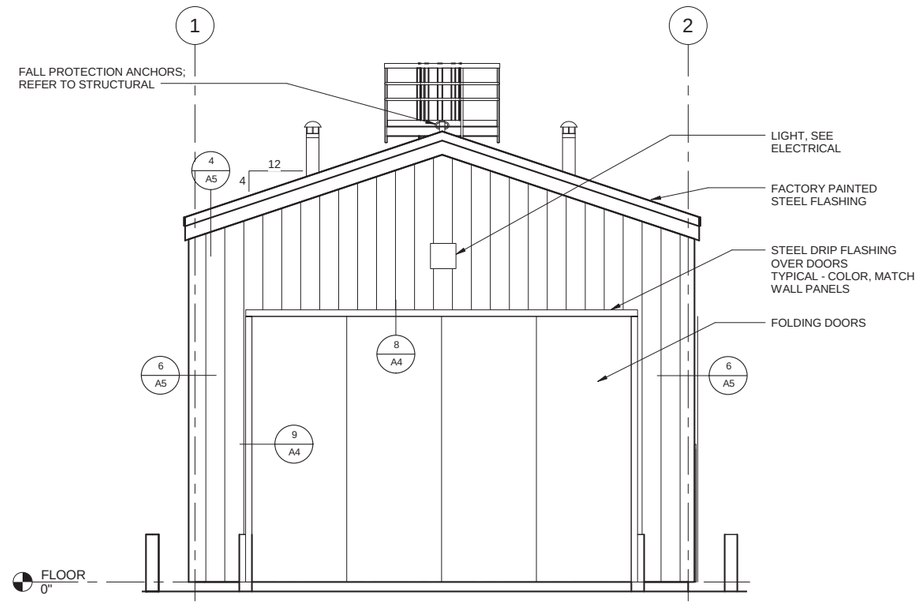
3 A2 BUILDING REAR ELEVATION - EAST

1/4" = 1'-0"

REFER TO 1/A2 FOR NOTES

0' 2' 4' 8'

22X34 SHEET 1/4" = 1'-0"
11X17 SHEET 1/8" = 1'-0"



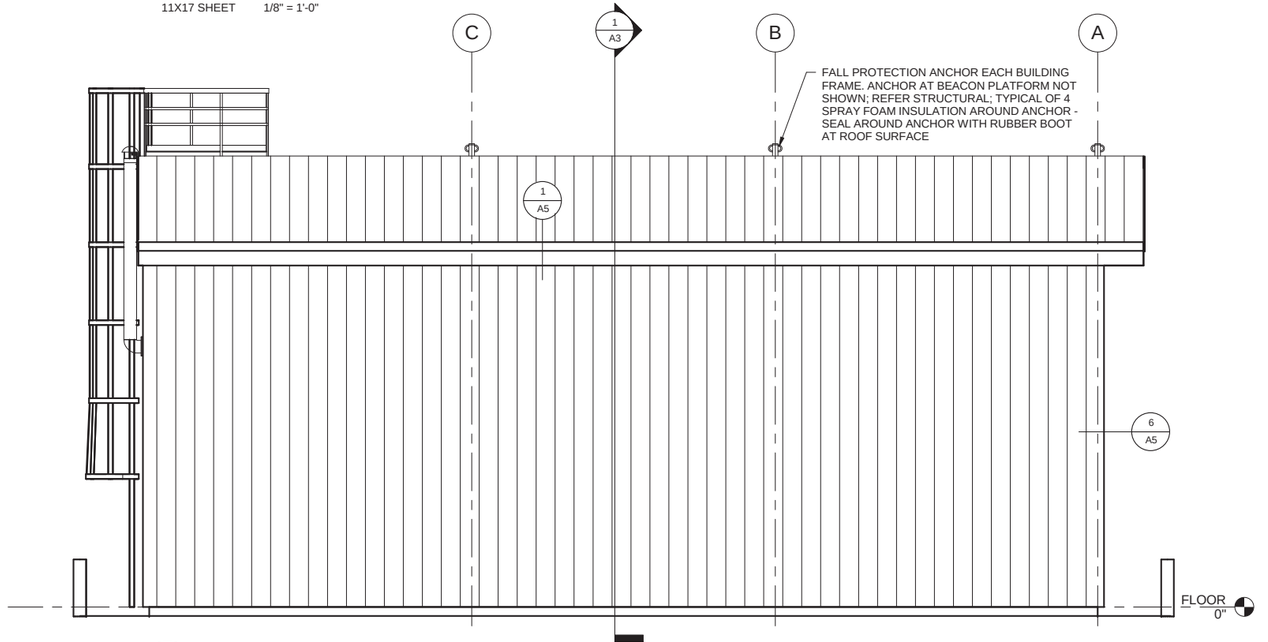
2 A2 BUILDING FRONT ELEVATION - WEST

1/4" = 1'-0"

REFER TO 1/A2 FOR NOTES

0' 2' 4' 8'

22X34 SHEET 1/4" = 1'-0"
11X17 SHEET 1/8" = 1'-0"



4 A2 BUILDING SIDE-ELEVATION - NORTH

1/4" = 1'-0"

REFER TO 1/A2 FOR NOTES

0' 2' 4' 8'

22X34 SHEET 1/4" = 1'-0"
11X17 SHEET 1/8" = 1'-0"

SHEET NOTES

1. INSTALL ON ROOF CENTERED ABOVE MAN DOOR 4' UP FROM EAVE - SPACE 4' UP ROOF SLOPE

   2" TO 3" PROJECTION POLYCARBONATE PLASTIC RECOMMENDED BY MANUFACTURER TO HOLD SNOW ONTO SLOPING ROOFS ATTACH WITH MANUFACTURER APPROVED ADHESIVE

   POLAR BLOX, SNOWJAX, SNO GEM EQUAL

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BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY, AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP 3-02-0126-00X-20XX

EXTERIOR ELEVATIONS

DATE: 06-05-2014
SHEET: A2 OF A5
AS-BUILT SHEET:

Designed By: JEM
Drawn By: WVZ
Checked By: DDG

Date Revised: 5/27/2014 1:26:54 PM
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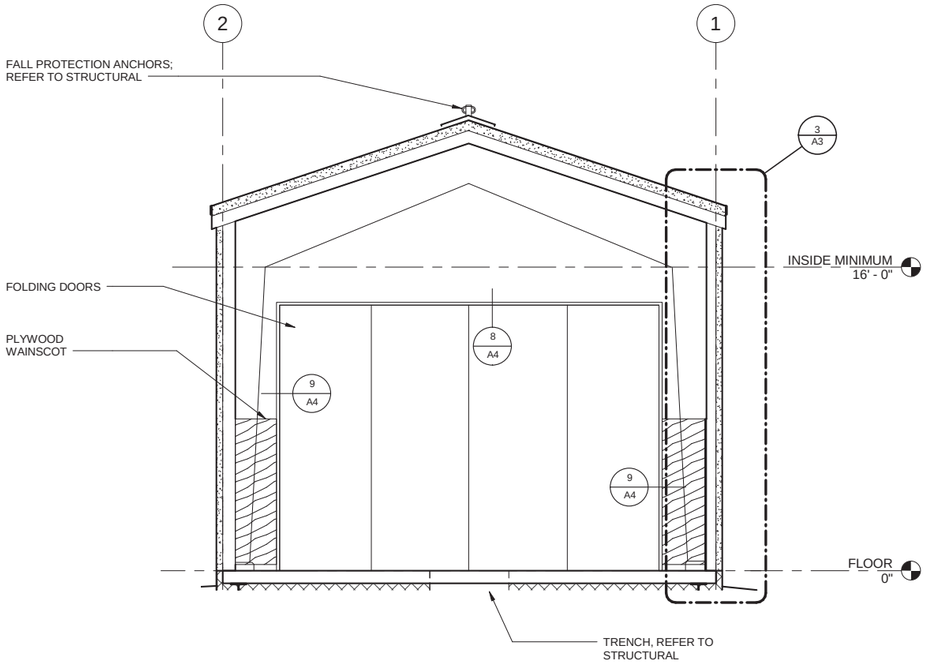
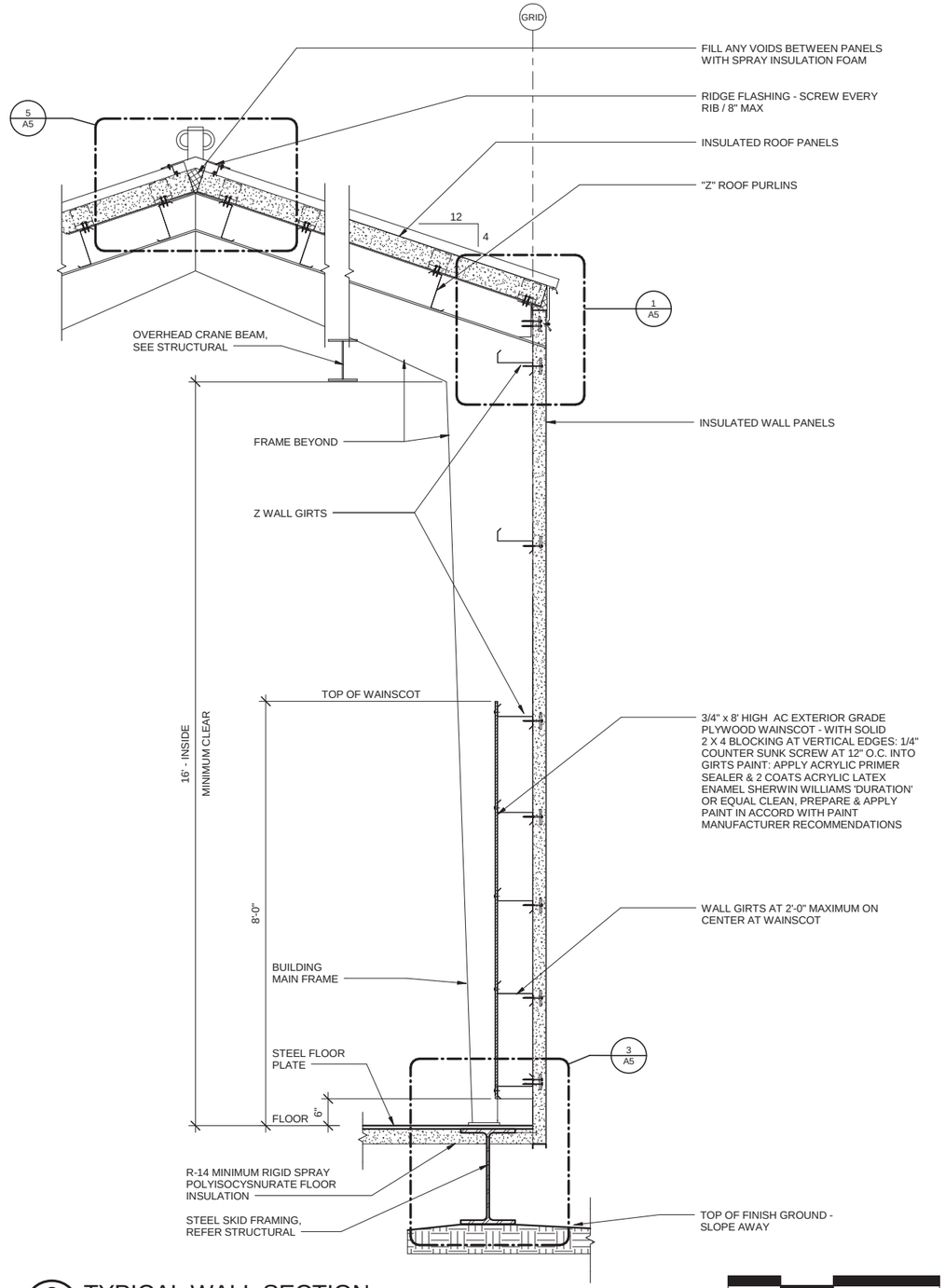
File Path and Name: C:\Users\wzamora\Documents\Hooper Bay_WZamora.rvt



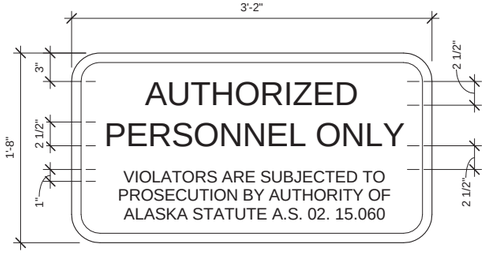
1 CROSS SECTION
A3 — 1/4" = 1'-0"

0' 2' 4' 8'
22X34 SHEET 1/4" = 1'-0"
11X17 SHEET 1/8" = 1'-0"



3 TYPICAL WALL SECTION
A3 — 3/4" = 1'-0"

0' 1' 2' 4'
22X34 SHEET 3/4" = 1'-0"
11X17 SHEET 3/8" = 1'-0"



2 SIGN MESSAGE
A3 — 1 1/2" = 1'-0"

STATE OF ALASKA
John E. McCool
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY, AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP 3-02-0126-00X-20XX

BUILDING SECTIONS

DATE: 06-05-2014
SHEET: A3 OF A5
AS-BUILT SHEET:

Date Revised:
Layout Name: A3 BUILDING SECTIONS
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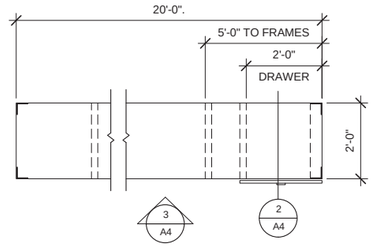
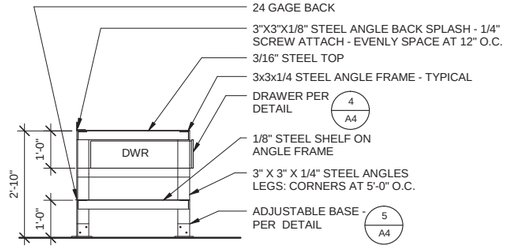
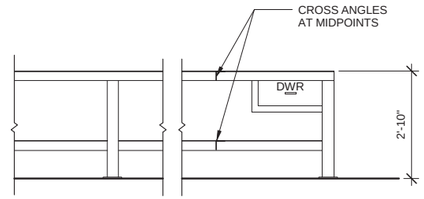


1 WORK BENCH PLAN
A4 — 1/2" = 1'-0"



2 WORK BENCH SECTION
A4 — 1/2" = 1'-0"



3 WORK BENCH FRONT
A4 — 1/2" = 1'-0"

WORK BENCH SPECIFICATIONS

INSTALL WHERE INDICATED ON FLOOR PLAN

FRAME: 3 x 3 x1/4" STEEL ANGLES - WELD 3/16" FILLET AT CONNECTIONS

TOP: 3/16" STEEL PLATE

SHELF: 1/8" STEEL PLATE

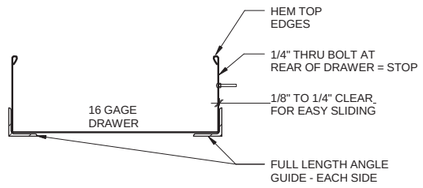
BACK: 24 GAGE STEEL SHEET

1/4" ROUND HEAD THRU BOLT ATTACH - EVENLY SPACE AT 12" MAXIMUM

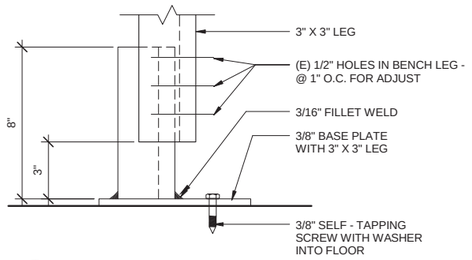
DRAWER: BOTTOM AND SIDES: 16 GAGE GALVANIZE SHEET STEEL BEND OR WELDED - HEM TOP EDGES
PULL: 6x5/16" WIRE: STANLEY 4486 OR EQUAL

EDGES: SMOOTH EDGES BY GRINDING - FREE FROM SHARP SURFACES

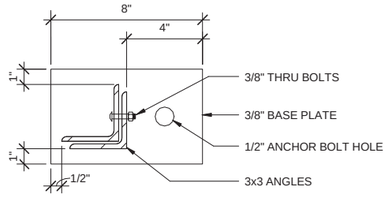
FINISH: SHOP APPLY: SOLVENT CLEAN POWER GRIND OR GRIT BLAST CLEAN, PRIME AND EPOXY ENAMEL PAINT



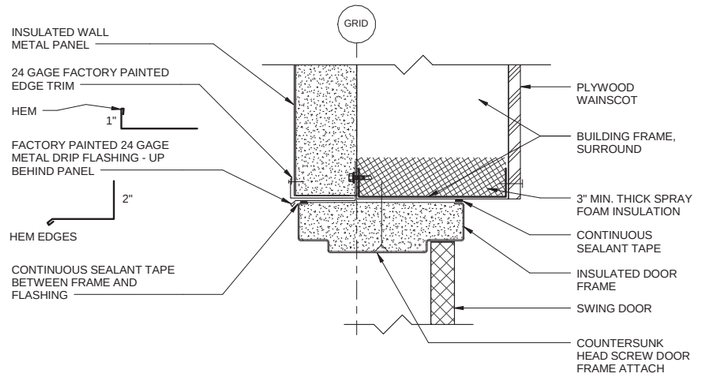
4 WORK BENCH DRAWER
A4 — 1 1/2" = 1'-0"



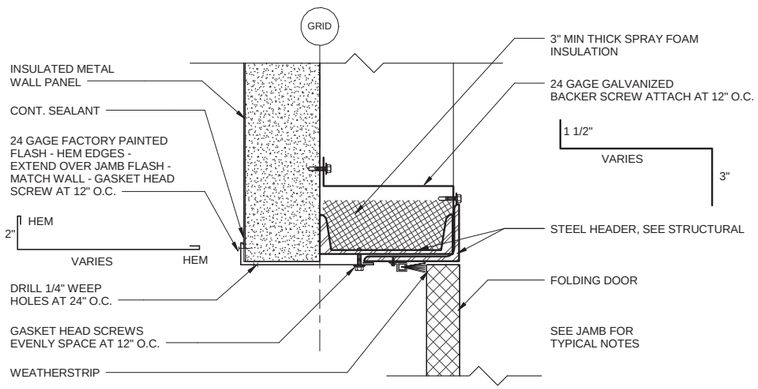
5 WORK BENCH LEG
A4 — 3" = 1'-0"



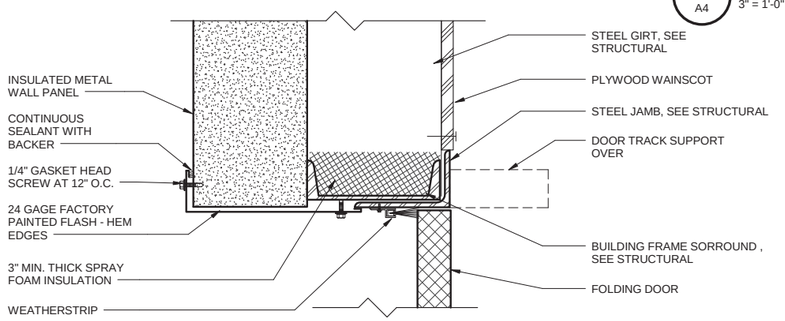
6 WORK BENCH LEGS BASE PLATE
A4 — 3" = 1'-0"



7 HINGED DOOR HEAD - JAMB SIMILAR
A4 — 3" = 1'-0"



8 FOLDING DOOR HEAD
A4 — 3" = 1'-0"



9 FOLDING DOOR JAMB
A4 — 3" = 1'-0"

STATE OF ALASKA
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John E. McCool
No. 3534-A
PROFESSIONAL ENGINEER
06-05-2014

PLANS DEVELOPED BY:
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BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY, AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP 3-02-0126-00X-20XX

DETAILS

DATE: 06-05-2014
SHEET: A4 OF A5
AS-BUILT SHEET:

Date Revised:
Layout Name: A4 DETAILS
File Path and Name: C:\Users\wzamora\Documents\Hooper Bay_WZamora.rvt
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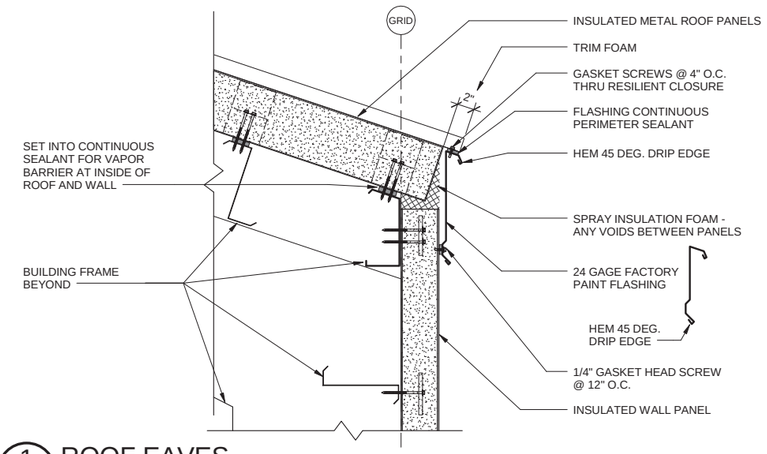
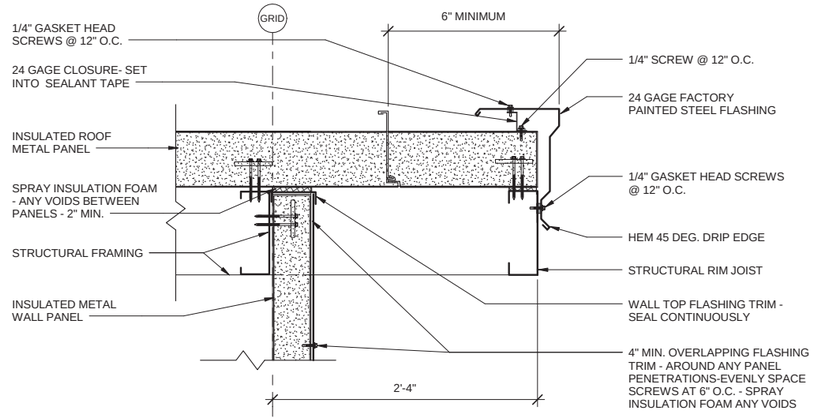
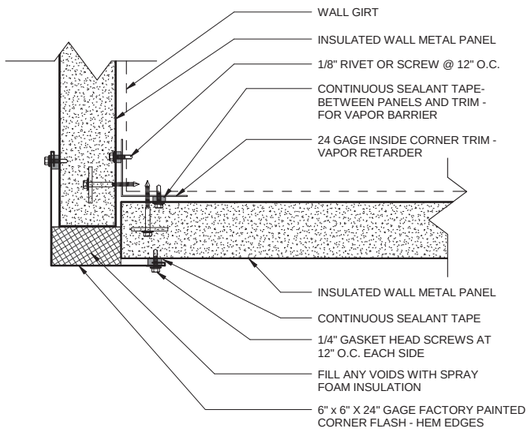
Designed By: Designer
Drawn By: WVZ
Checked By: DDG



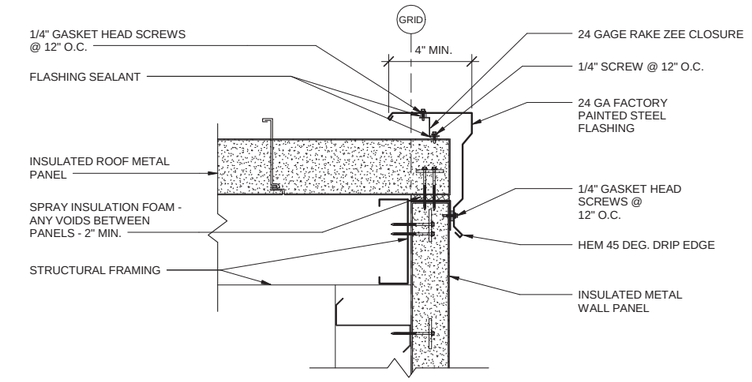
1 ROOF EAVES
A5 — 1 1/2" = 1'-0"



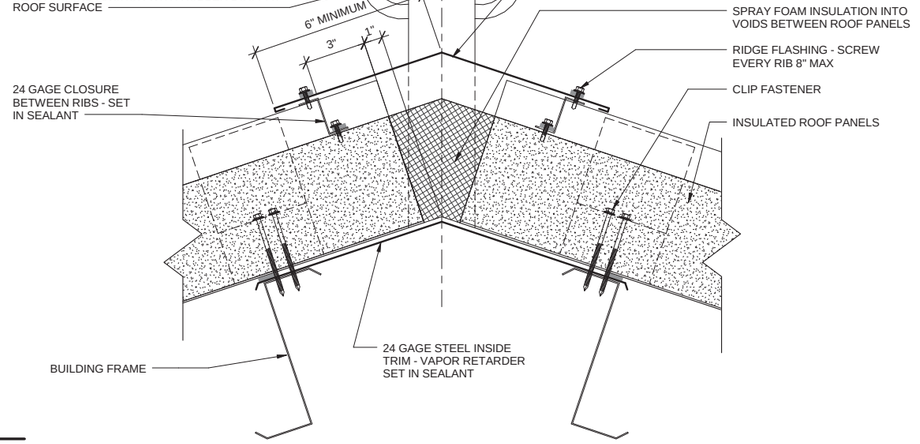
4 ROOF OVER AT OVERHEAD DOOR
A5 — 1 1/2" = 1'-0"



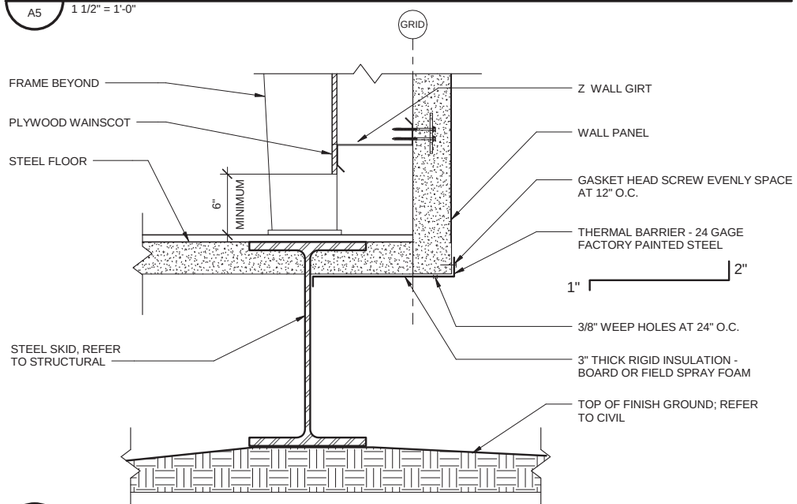
6 CORNER AT WALL PANEL
A5 — 3" = 1'-0"



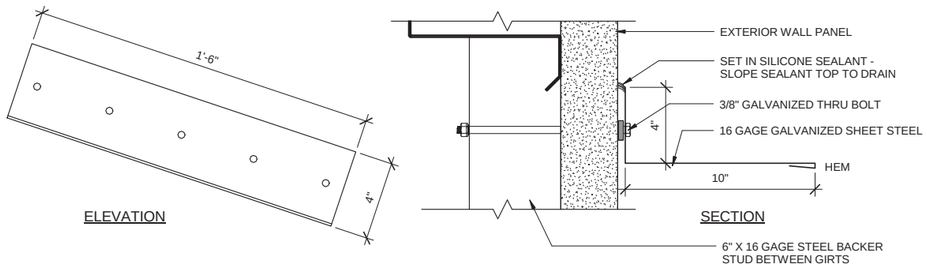
2 ROOF RAKE
A5 — 1 1/2" = 1'-0"



5 RIDGE
A5 — 3" = 1'-0"



3 BASE DETAIL
A5 — 1 1/2" = 1'-0"



7 LIGHT ICE DEFLECTOR DETAIL
A5 — 3" = 1'-0"

STATE OF ALASKA
49th
John E. McCool
No. 3534-A
REGISTERED PROFESSIONAL ENGINEER
06-05-2014

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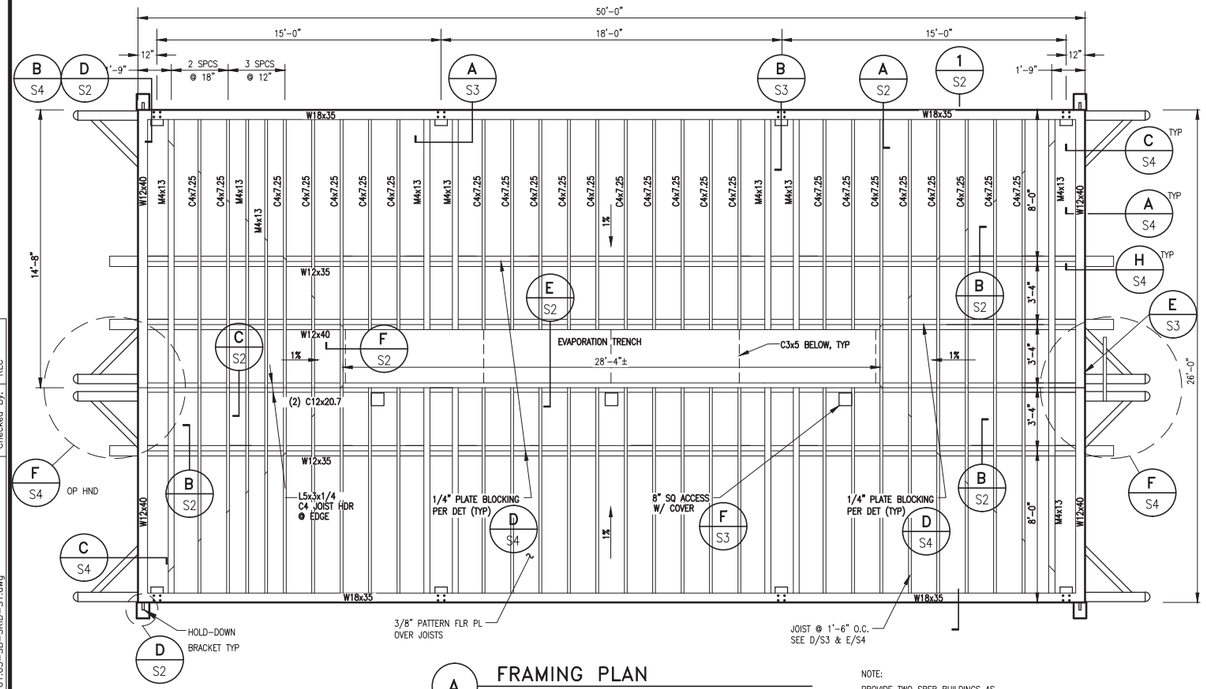
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY, AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP 3-02-0126-00X-20XX
DETAILS

DATE: 06-05-2014
SHEET: A5 OF A5
AS-BUILT SHEET:

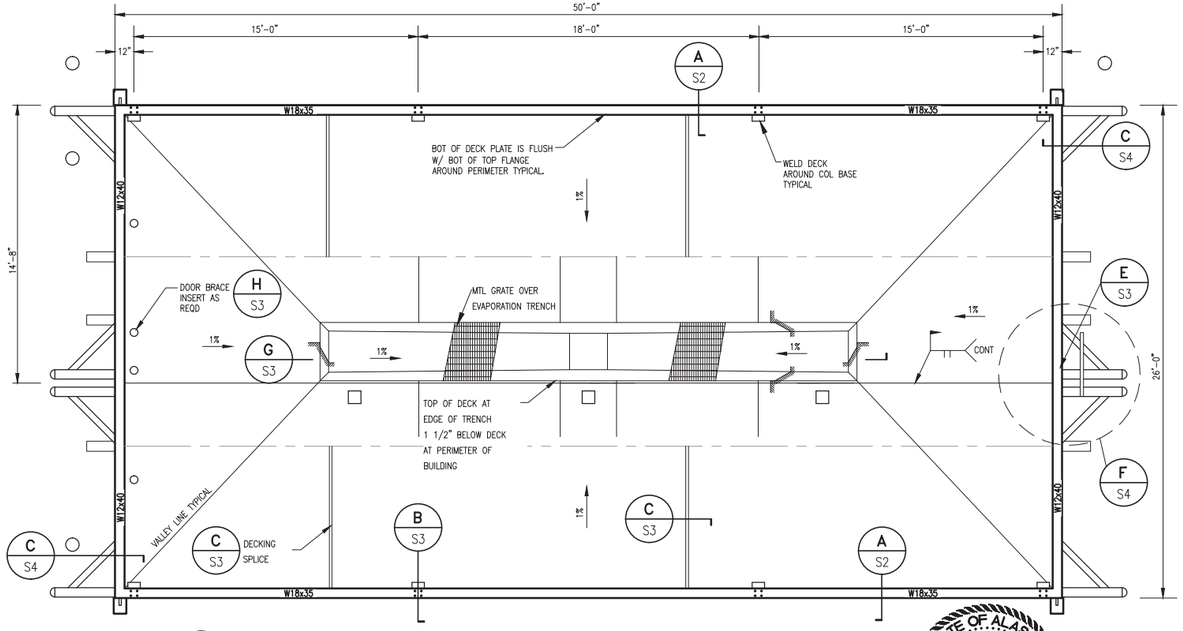
Designed By: JEM
Drawn By: WVZ
Checked By: DDG
Date Revised:
Layout Name: A5 DETAILS
File Path and Name: C:\Users\wzamora\Documents\Hooper Bay_WZamora.rvt



A FRAMING PLAN

SCALE 1/4"=1'-0"

NOTE:
PROVIDE TWO SREB BUILDINGS AS SHOWN ON SHEETS S1 TO S4. SREB BUILDING NO. 1 SHALL HAVE A BEACON PLATFORM PER S5.



B DECK PLAN

SCALE 1/4"=1'-0"

NOTE:
PROVIDE TWO SREB BUILDINGS AS SHOWN ON SHEETS S1 TO S4. HEATED #1 SREB SHALL HAVE A BEACON PLATFORM PER S5. NO BEACON PLATFORM ON SREB #2.

COSE:
2009 IBC

DESIGN LOADS:
FLOOR: 200 PSF
ROOF LIVE LOAD: 20 PSF
ROOF SNOW LOAD: P_g = 50 PSF
P_f = 35 PSF
C_e = .8
I = 1.0
C_t = 1.0
SNOW DRIFT PER ASCE 7
WIND LOADS: WIND SPEED: 130 MPH (3-SECOND GUST)
I = 1.0
EXPOSURE D
C_{pi} = +0.18 / -0.18
a = 3'
C&C: ZONE PER IBC (WIND PRESSURE IN PSF BASED ON 10 SF AREA)

ZONE 1	ZONE 2	ZONE 3	ZONE 4	ZONE 5
27/-43	27/-75	27/-110	47/-51	47/-63

EARTHQUAKE DESIGN:
I = 1.0
RISK CATEGORY: I
SITE CLASS: D
S_S = .13g S_1 = .06g
S_{DS} = .14g S_{D1} = .09g
SEISMIC DESIGN CATEGORY = B
OMEGA = 3.0
SEISMIC FORCE RESISTING SYSTEM: STEEL ORDINARY MOMENT FRAME
V = 2 KIPS
C_S = .05*W (STRENGTH DESIGN)
R= 3.5
ANALYSIS PROCEDURE: EQUIV LATERAL FORCE
FLOOD DESIGN: N/A (ON AIRPORT APRON - HIGHEST GROUND AVAILABLE)
SPECIAL LOADS: MINIMUM COLATERAL LOAD =5 PSF
AT MONORAIL HOIST: 2 TONS

MATERIALS

COMPLY WITH BUY AMERICAN ACT.

STRUCTURAL STEEL AND CONNECTORS:

1. STRUCTURAL STEEL SHALL CONFORM TO IBC CHAPTER 22, FOR ASTM SPECIFICATION A-36, Fy = 36 ksi EXCEPT WHERE NOTED OTHERWISE. ROLLED SHAPES SHALL BE ASTM A992, 50 ksi YIELD.
2. STEEL TUBING (TS) SHALL CONFORM TO ASTM A500, GRADE B, Fy = 46 ksi.
3. DESIGN FABRICATION AND ERECTION SHALL BE IN ACCORDANCE WITH THE IBC CHAPTER 22, DIVISION IX, ALLOWABLE STRESS DESIGN.
4. ALL BOLTS (UON) SHALL BE A325 HIGH STRENGTH BOLTS IN CONFORMANCE WITH AISC STANDARD "SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS".
5. MACHINE BOLTS SHALL CONFORM TO ASTM 307, UNLESS NOTED OTHERWISE AND SHALL BE PROVIDED STANDARD HEX HEAD NUTS CONFORMING TO ASTM A563, GRADE A AND CIRCULAR STEEL WASHERS CONFORMING TO ASTM F436.
6. WELDING PER AWS 01.1 WITH E70 ELECTRODES.
7. METAL GRATE: 2"x5/16" BRG BARS @ 1 3/8" C/C, w/ WELDED CROSS BARS 3/4"x3/16" @ 4" C/C, ENDS BANDED w/ 1/8" FLAT BAR, HOT DIP GALVANIZED, FABRICATE IN 2' MAX LENGTHS.
8. PROVIDE ADEQUATE LATERAL BRACING FOR STRUCTURE DURING FABRICATION. PLAN WELDING SEQUENCE TO ELIMINATE WARPAGE OF SKID.

INSULATION:

1. AT UNDERSIDE OF FLOOR PLATE & ON JOIST FRAMING: SPRAY APPLY "URETHANE" FOAM INSULATION TO "R-14" CAPACITY AFTER FABRICATION PER SPEC 07201.

PAINTING:

1. PAINT ALL COMPONENTS PER SPEC SECTION 05121. FLOOR COLOR SHALL BE GRAY.

SKID ACCEPTANCE:

1. PRIOR TO ACCEPTANCE OF THE SREB SKIDS FOR SHIPPING FROM THE POINT OF FABRICATION, THE PERIMETER MEMBERS OF THE SKID FRAMEWORK SHALL BE CHECKED FOR STRAIGHTNESS BY THE ENGINEER. WARPAGE OF THE SKID FRAME EXCEEDING 1/2" (ASSUMING THE BASE LINE IS A STRAIGHT LINE BETWEEN THE ENDS OF THE SKID DECK) SHALL BE CAUSE FOR REJECTION OR SHALL REQUIRE REPAIRS BY THE FABRICATOR TO MEET SUCH TOLERANCE.
2. PRIOR TO ACCEPTANCE OF THE SREB SKIDS FOR ASSEMBLY OF THE BUILDING STRUCTURAL FRAMEWORK, THE PERIMETER MEMBERS OF THE SKID FRAMEWORK SHALL BE CHECKED FOR STRAIGHTNESS BY THE ENGINEER. WARPAGE OF THE SKID FRAME EXCEEDING 1/2" (ASSUMING THE BASE LINE IS A STRAIGHT LINE BETWEEN THE ENDS OF THE SKID DECK) SHALL BE CAUSE FOR REJECTION OR SHALL REQUIRE REPAIRS BY THE FABRICATOR TO MEET SUCH TOLERANCE.

SPECIAL INSPECTION

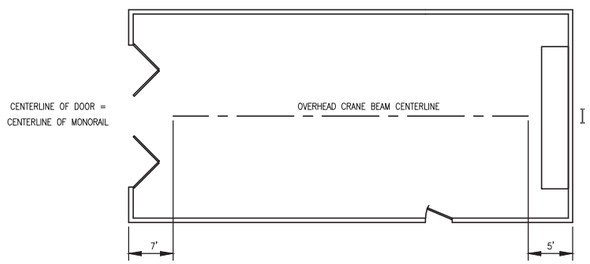
1. THE FOLLOWING SPECIAL INSPECTIONS SHALL BE PERFORMED BY QUALIFIED PERSONNEL EMPLOYED BY THE STATE OR ITS AGENT. THE CONTRACTOR SHALL COORDINATE WORK WITH THE SPECIAL INSPECTORS.
2. SPECIAL INSPECTORS SHALL OBSERVE THE WORK ASSIGNED FOR CONFORMANCE WITH APPROVED DESIGN DRAWINGS AND SPECIFICATIONS. INSPECTION REPORTS SHALL BE FURNISHED TO THE OWNER AND THE ENGINEER OF RECORD. ALL DISCREPANCIES SHALL BE BROUGHT TO THE IMMEDIATE ATTENTION OF THE CONTRACTOR FOR CORRECTION, AND TO THE ATTENTION OF THE ENGINEER OF RECORD.
3. THE SPECIAL INSPECTORS SHALL SUBMIT A FINAL SIGNED REPORT STATING WHETHER THE WORK REQUIRING SPECIAL INSPECTION WAS, TO THE BEST OF THE INSPECTOR'S KNOWLEDGE, IN CONFORMANCE WITH THE APPROVED PLANS AND SPECIFICATIONS AND THE APPLICABLE WORKMANSHIP PROVISION OF THE APPLICABLE CODES.
4. PROVIDE THE FOLLOWING SPECIAL INSPECTIONS PER SECTION 1704 OF THE INTERNATIONAL BUILDING CODE. ITEMS MARKED BY AN ASTERIC (*) MAY BE INSPECTED BY THE RESIDENT PROJECT ENGINEER IF SPECIAL INSPECTOR IS NOT AVAILABLE.

BUILDING FRAME:

1. ANCHOR BOLTS: VERIFY SNUG TIGHT OR AS OTHERWISE SPECIFIED BY THE BUILDING DESIGNER (PERIODIC)*.
2. HIGH STRENGTH BOLTS: VERIFY MARKINGS INDICATING TYPE OF BOLT MEETS THOSE REQUIRED BY CONSTRUCTION DOCUMENTS. FOR BOLTS TIGHTENED BY TURN-OF-THE-NUT METHOD, VERIFY CONNECTION PLYS HAVE BEEN DRAWN TOGETHER AND PROPERLY SNUGGED AND MONITOR INSTALLATION OF BOLTS TO VERIFY PROPER PROCEDURES (CONTINUOUS). FOR LOAD INDICATING WASHERS OR TWIST-OFF BOLTS, VERIFY UPON COMPLETION (PERIODIC).
3. INSPECT STEEL FRAME JOINT DETAILS INCLUDING MOMENT FRAME CONNS, FRAME BRACING AND FLANGE BRACING OF PRIMARY BUILDING FRAMES (PERIODIC)*.
4. BUILDING IS PRE-ENGINEERED METAL BUILDING, PROVIDE ANY SPECIAL INSPECTIONS REQUIRED BY THE BUILDING DESIGNER.

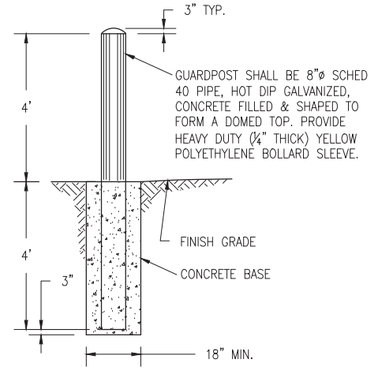
SKID:

1. VISUAL INSPECTION OF WELDS
2. VERIFY WELDER QUALIFICATIONS
3. REVIEW WELDING PROCEDURES
4. VERIFY MATERIALS CERTIFICATIONS



C OVERHEAD CRANE (MONORAIL)

NOT TO SCALE



7 EXTERIOR BOLLARD DET (S2)

SCALE: NTS

STATE OF ALASKA
49 TH
Duane H. Anderson
No. SE 14155
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
R&M CONSULTANTS, INC.

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP No. 3-02-0126-00X-20XX

FRAMING AND DECK PLANS

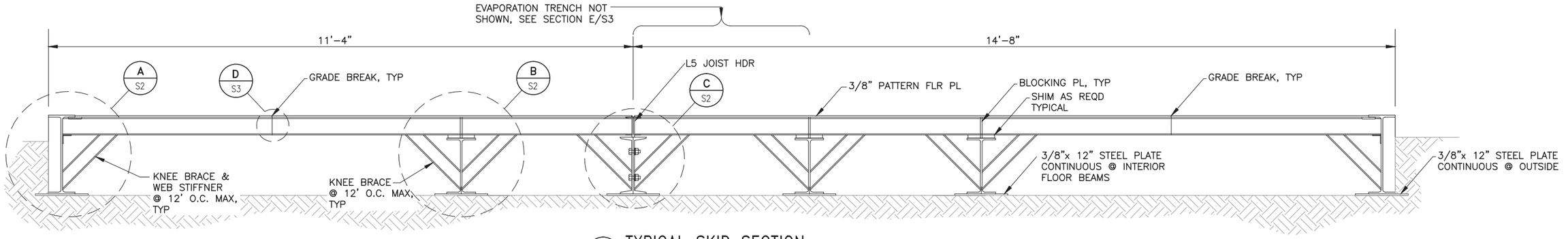
DATE: 06/05/2014

SHEET: S1 OF S5

Designed By: MCY
Drawn By: EWD
Checked By: RLC

Date Revised:
Layout Name: FRAMING S--1
File Path and Name: Z:\project\V1701.05 DOT_SWPF SREB Term Hooper Bay Airport\Civil\AC4D\1701 05-SB-SKID-S1.dwg

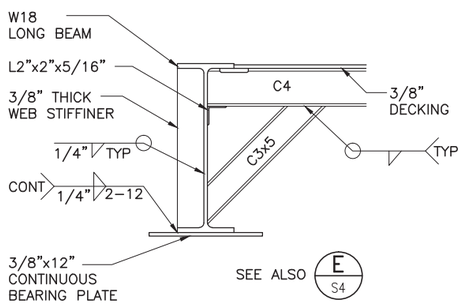
6/04/2014, 4:51 PM

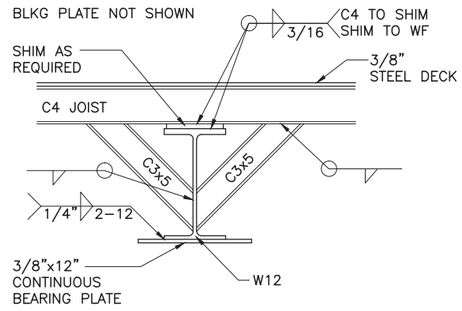


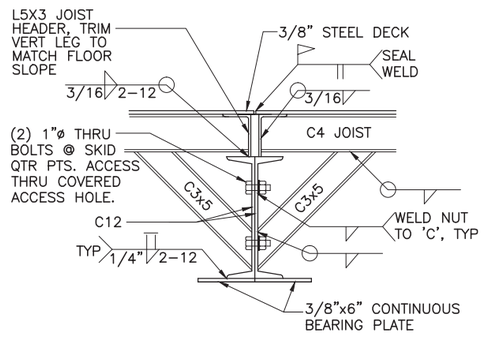
1 TYPICAL SKID SECTION

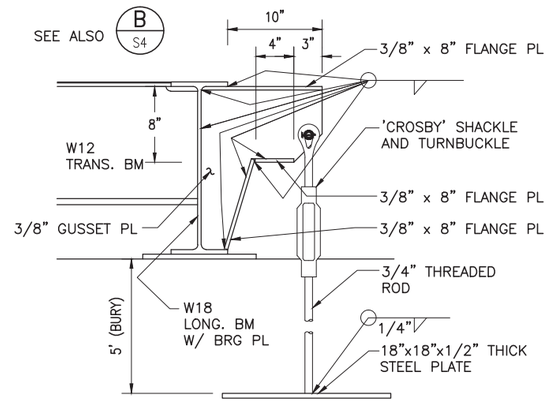
SCALE 1"=1'-0"

NOTE: BOTTOM OF FLOOR BEAMS AT SAME ELEVATION.









A TYP BRACING DET @ EXTERIOR

SCALE 1-1/2"=1'-0"

B TYP BRACING DET @ INTERIOR

SCALE 1-1/2"=1'-0"

C TYP SKID SPLICE DETAIL

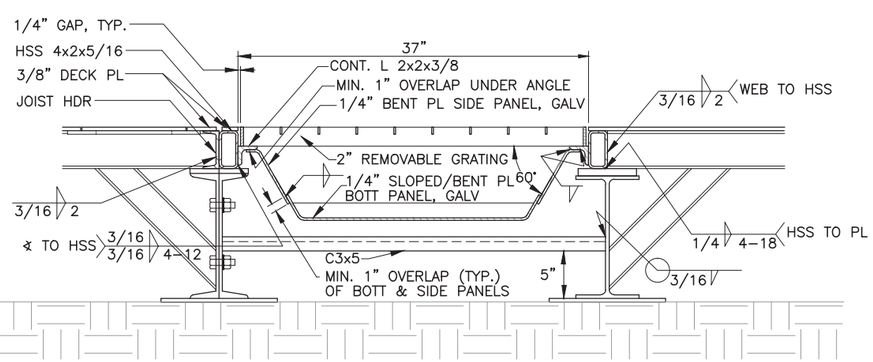
SCALE 1-1/2"=1'-0"

D TYP JACKING POINT & HOLD-DOWN DET

SCALE 1-1/2"=1'-0"

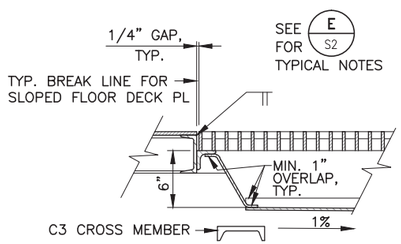
NOTES:

1. CHANCE HELICAL WITH 2 7/8"ø SHAFT, 10" HELIX WITH 8' BURY MAY MAY BE USED IN LIEU OF TURNBUCKLE/ SHACKLE DETAIL
2. BELOW GRADE STEEL SHALL BE HOT DIP GALV AFTER FABRICATION



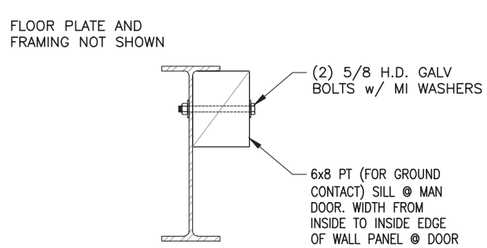
E EVAP. TRENCH CROSS-SECTION

SCALE 1 1/2"=1'-0"



F EVAP. TRENCH SECTION

SCALE 1 1/2"=1'-0"



G SKID SECTION @ MAN DOOR

SCALE 1 1/2"=1'-0"

STATE OF ALASKA 49 TH
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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP No. 3-02-0126-00X-20XX
STRUCTURAL DETAILS

DATE: 06/05/2014
SHEET: S2 OF S5

Designed By: MCY
Drawn By: EWD
Checked By: RLC

Date Revised:
Layout Name: DETAIL S-2
File Path and Name: Z:\project\170105_DOT_SNPF_SREB_Term_Hooper Bay Airport\Civil\ACAD\170105-SB-SKID-S2.dwg
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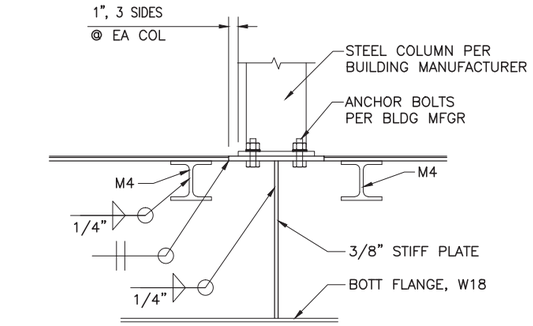
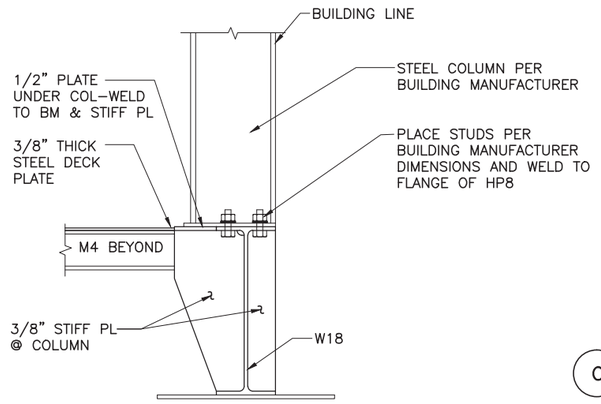
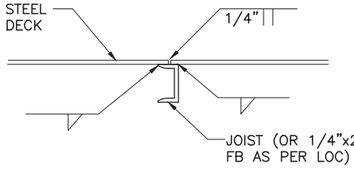


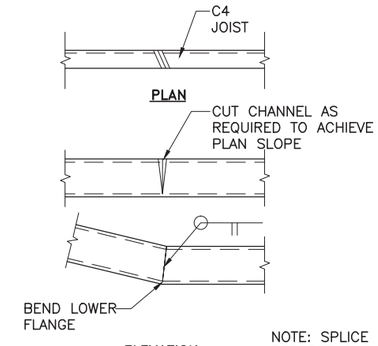
A COLUMN BEARING DETAIL
SCALE 1-1/2"=1'-0"



B COLUMN BEARING DETAIL
SCALE 1-1/2"=1'-0"

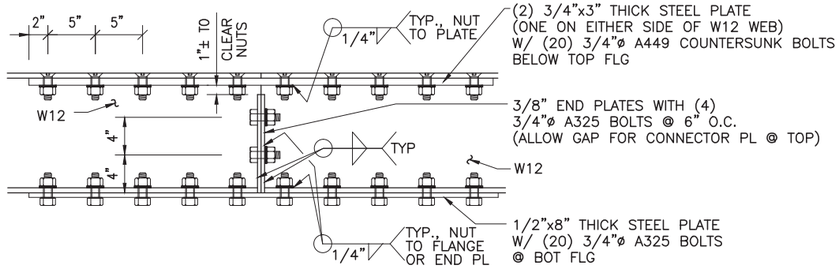


C SECTION @ DECK PLATE JOIINT
SCALE 1-1/2"=1'-0"

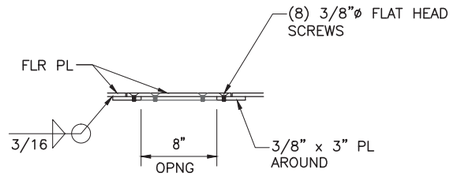


NOTE: SPLICE DECK PL
PER DET C/S4

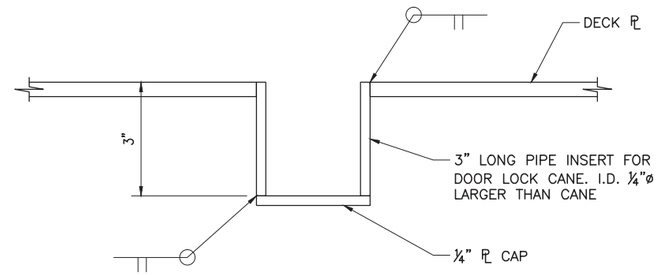
D JOIST CUT & WELD @ SLOPE CHANGES DET
SCALE 1-1/2"=1'-0"



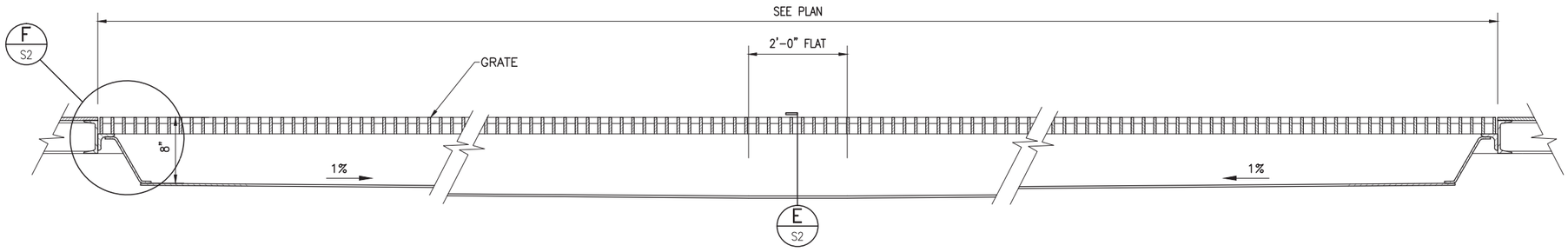
E TYPICAL SPLICE DETAIL
SCALE 1-1/2"=1'-0"



F FLOOR ACCESS HOLE DETAIL
SCALE 1-1/2"=1'-0"



H BIFOLD DOOR BRACE
SCALE 6"=1'-0"



G LONGITUDINAL SECTION @ EVAPORATION TRENCH
SCALE 1-1/2"=1'-0"

STATE OF ALASKA
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HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP No. 3-02-0126-00X-20XX
STRUCTURAL DETAILS

DATE: 06/05/2014
SHEET: S3 OF S5

Designed By: MCY
Drawn By: EWD
Checked By: RLC
Date Revised:
Layout Name: DETAIL S-3
File Path and Name: Z:\Project\1701.05 DOT_SWPF SREB Term Hooper Bay Airp
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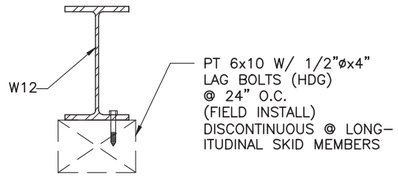
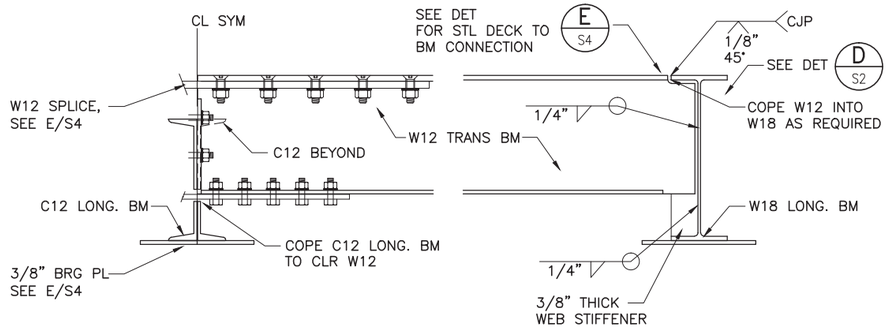
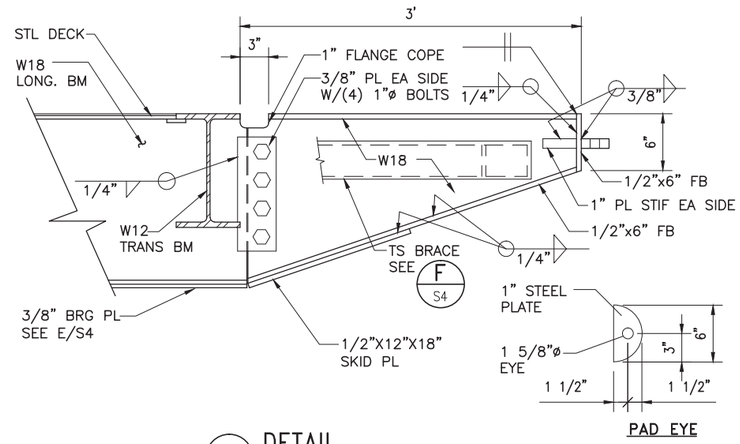




A TRANS BEAM DETAIL

SCALE 1-1/2"=1'-0"

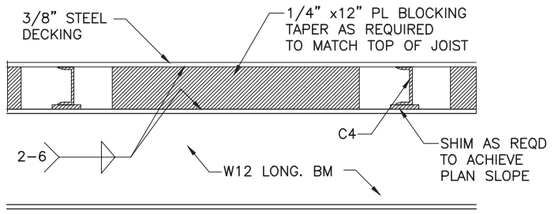


B LONGITUDINAL/TRANS BEAM CONN.

SCALE 1-1/2"=1'-0"

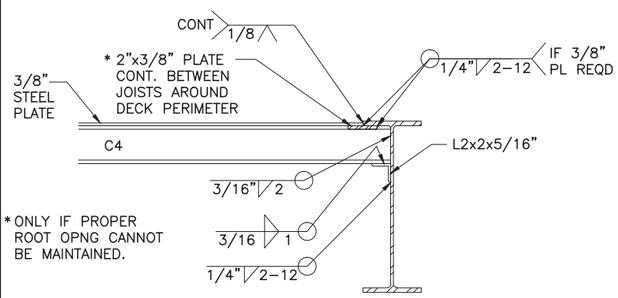
C DETAIL

SCALE 1-1/2"=1'-0"



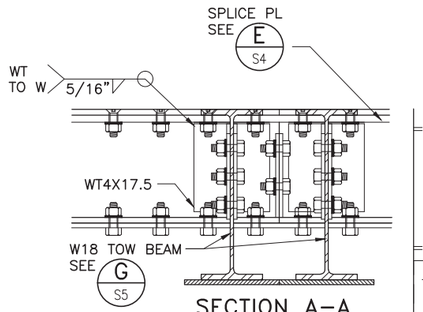
D TYPICAL BLOCKING DETAIL

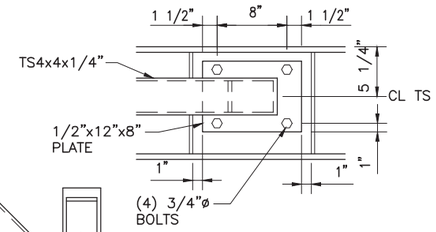
SCALE 1-1/2"=1'-0"



E TYPICAL JOIST CONNECTION

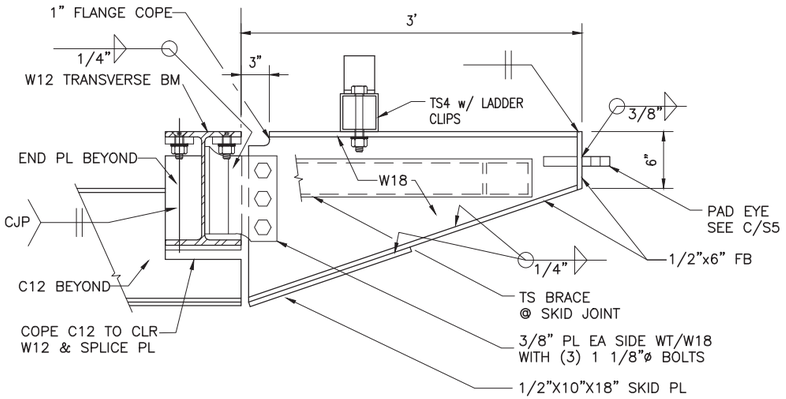
SCALE 1-1/2"=1'-0"





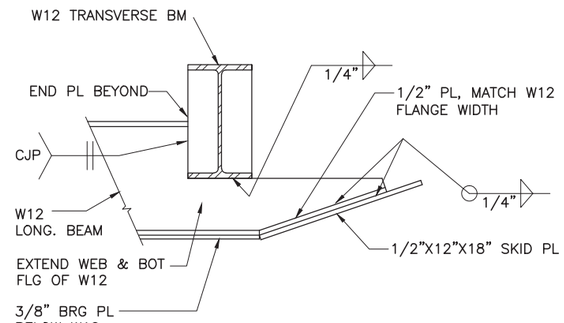
F TOW BAR DETAIL

SCALE 1-1/2"=1'-0"



G DETAIL

SCALE 1-1/2"=1'-0"



H DETAIL

SCALE 1-1/2"=1'-0"

PLANS DEVELOPED BY:
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STATE OF ALASKA
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CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP No. 3-02-0126-00X-20XX
STRUCTURAL DETAILS

DATE: 06/05/2014
SHEET: S4 OF S5

Designed By: MCY
Drawn By: EWD
Checked By: RLC
Date Revised:
Layout Name: DETAIL S-4
File Path and Name: Z:\project\1701.05 DOT_SMPF SREB Term Hooper Bay Airport\Civil\AGADV1701.05-SB-SKID-S4.dwg
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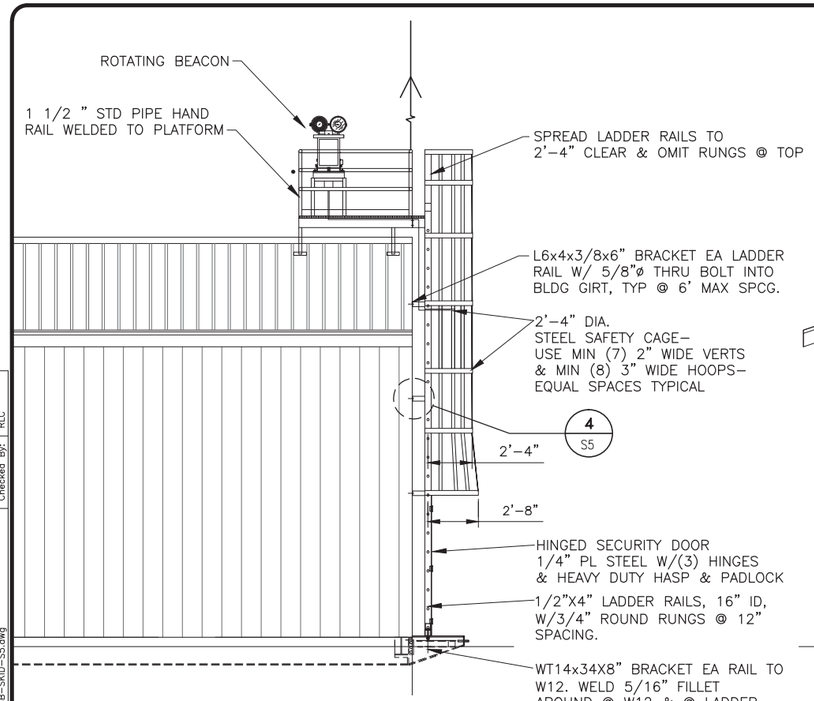
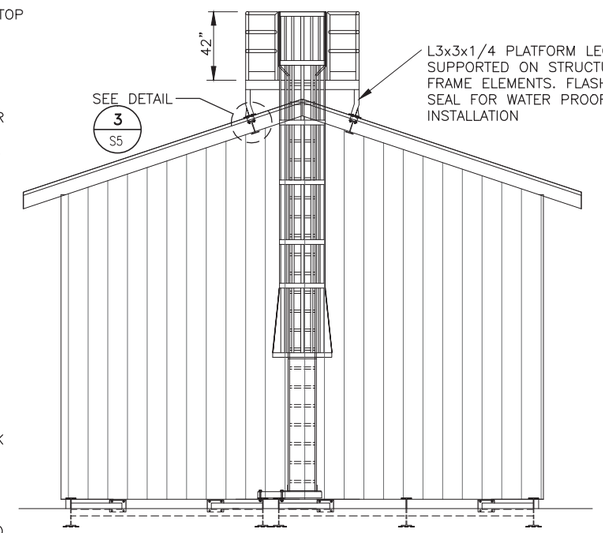
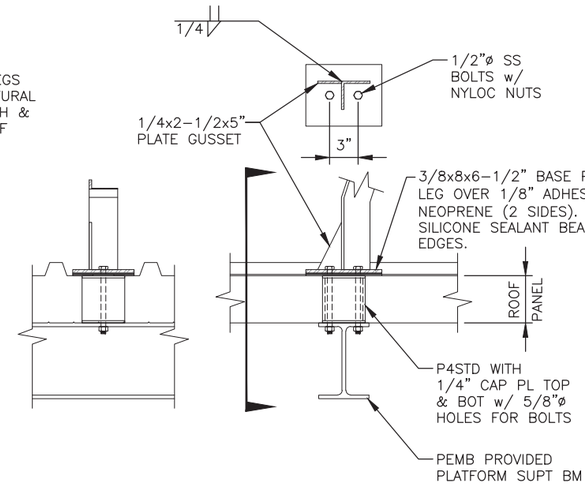


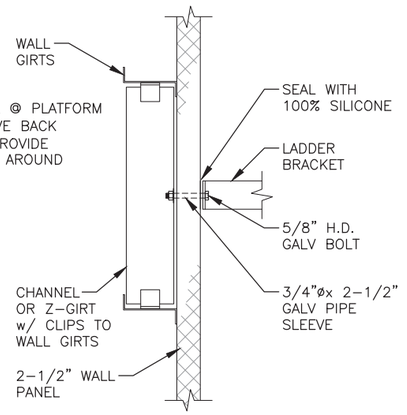
1 S5 PARTIAL SIDE WALL ELEVATION
SCALE 1/4"=1'-0"



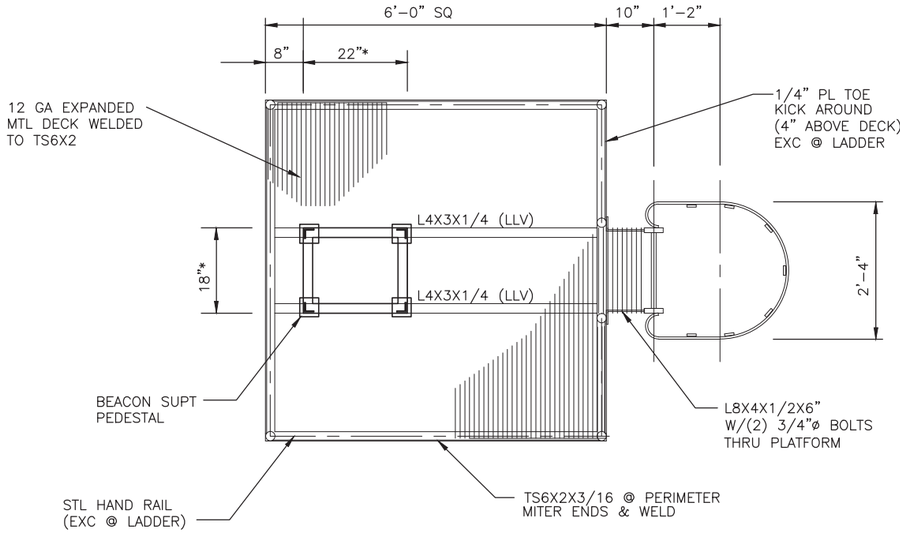
2 S5 END WALL ELEVATION
SCALE 1/4"=1'-0"



3 S5 PLATFORM CONNECTION DETAIL
SCALE 1-1/2"=1'-0"

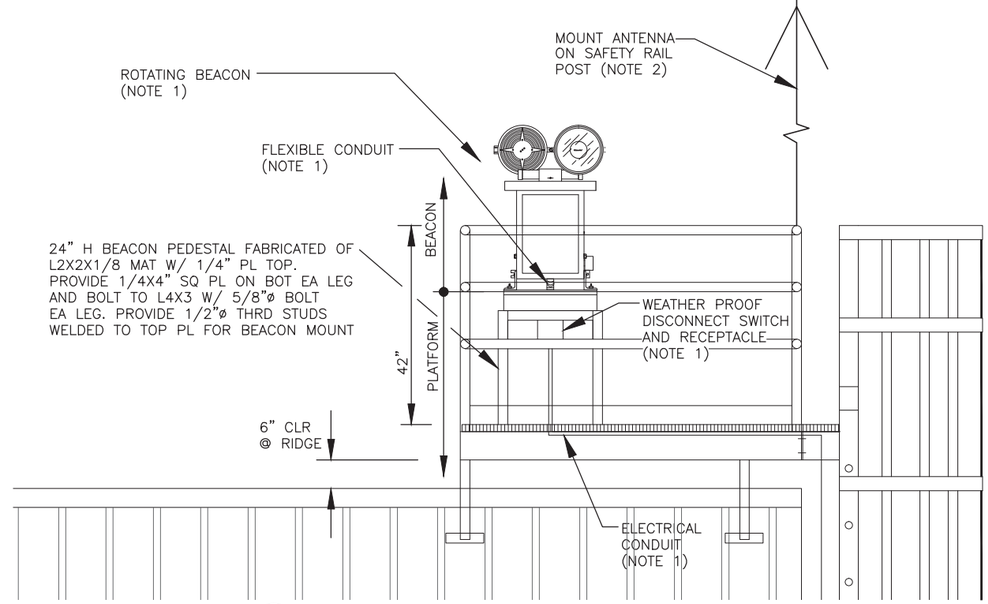


4 S5 TYP LADDER & WALL MOUNT DETAIL
SCALE 1-1/2"=1'-0"



* ADJ DIM TO FIT BEACON PEDESTAL

5 S5 BEACON PLATFORM PLAN
SCALE 3/4"=1'-0"



6 S5 BEACON PLATFORM VIEW
SCALE 3/4"=1'-0"

GENERAL NOTES:

1. CONDUIT FOR BEACON WILL BE FASTENED TO THE PLATFORM AND LADDER, AND WILL TERMINATE AT A HANDHOLE FIVE FEET FROM A REAR CORNER OF THE BUILDING. REFER TO AIRFIELD ELECTRICAL DOCUMENTS FOR THE HANDHOLE LOCATION AND FOR SPECIFICATIONS FOR THE BEACON, CONDUIT AND WIRING, AND WEATHERPROOF DISCONNECT SWITCH AND RECEPTACLE.
2. CONDUIT FOR THE ANTENNA WILL BE FASTENED TO THE PLATFORM AND LADDER, AND WILL TERMINATE AT A HANDHOLE FIVE FEET FROM A REAR CORNER OF THE BUILDING. REFER TO AIRFIELD ELECTRICAL DOCUMENTS FOR SPECIFICATIONS FOR THE ANTENNA, CONDUIT AND COAXIAL CABLE.
3. CODES: ALL WORK SHALL BE IN COMPLIANCE WITH THE 2006 INTERNATIONAL BUILDING CODE.
   STEEL SHAPES AND PLATES: SHAPES AND PLATES PER ASTM A36, 36KSI MIN YIELD STRENGTH. PIPE PER ASTM A-53 OR A500, 35 KSI MIN YIELD.

   WELDING: PER AWS D1.1. ALL WELDING SHALL BE PERFORMED BY AWS CERTIFIED WELDERS.

   BOLTS: ASTM A307, HOT DIP GALVANIZED.

   COATINGS: ALL STEEL COMPONENTS OF THE BEACON PLATFORM & LADDER SHALL BE HOT DIP GALVANIZED AFTER FABRICATION PER ASTM A123 OR A153 AS APPLICABLE.

   SUBMITTALS: SUBMIT FABRICATION DRAWINGS, WELDER CERTIFICATES, AND MATERIAL CERTS FOR APPROVAL.

   SPECIAL INSPECTION: PERFORMED BY ENGINEER'S SPECIAL INSPECTOR - 1) ALL WELDS TO RECEIVE VISUAL INSPECTION, AND 2) OBSERVE INSTALLATION OF ADHESIVE ANCHORS.

STATE OF ALASKA 49TH
Duane H. Anderson
No. SE 14155
REGISTERED PROFESSIONAL ENGINEER

PLANS DEVELOPED BY:
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DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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SNOW REMOVAL EQUIPMENT BUILDING
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DATE: 06/05/2014
SHEET: S5 OF S5

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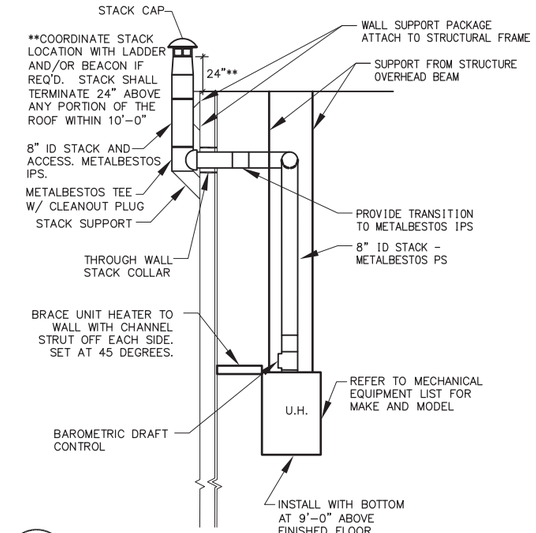
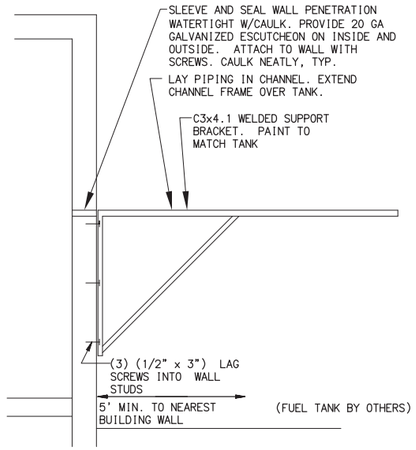


2/M1 **UNIT HEATER STACK INSTALLATION**
NTS



3/M1 **FUEL PIPING SUPPORT BRACKET**
NTS

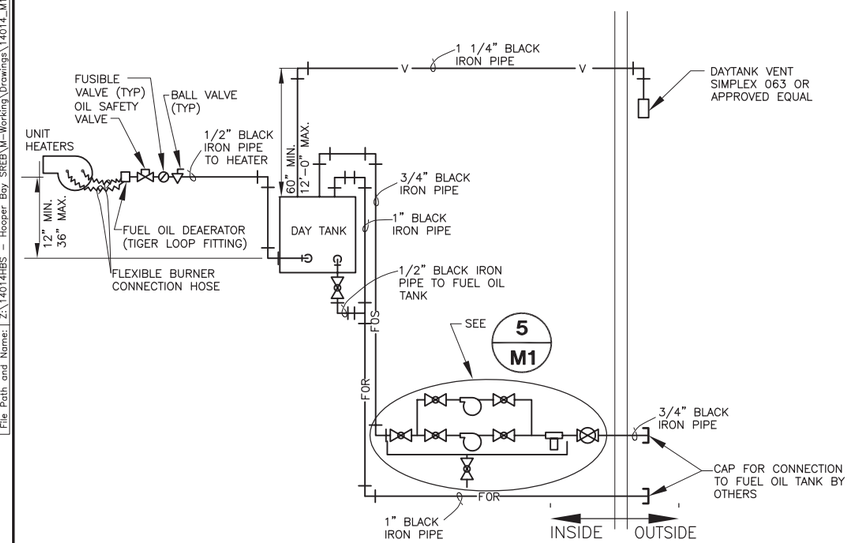
MECHANICAL EQUIPMENT LIST

TAG	DESIGN BASIS PRODUCT
AC-1	AIR COMPRESSOR: INGERSOLL RAND T30-2340-N3-1, 80 GALLON MINIMUM, 9.0 ACFM @ 175 PSI, 3 HP, 1.15 SF, 230V/1PH/60 HZ, CRANKCASE HEATER, LOW OIL LEVEL CUTOUT, AIR FILTER AND PRESSURE REGULATOR, AUTOMATIC CONDENSATE DRAIN W/ HIGH MOUNT ELECTRIC CONDENSATE DRAIN EDV-2000. HOSE REEL: AUTO RETRACTABLE REELCRAFT MODEL NO. 2Z862 LOW PRESSURE, 50 FOOT, 3/8"
UH-1	UNIT HEATER: MODINE POR185, #1 DIESEL/FUEL OIL, 1.65 GPH, 231 MBTUH INPUT/184 MBTUH OUTPUT, 3200 CFM @ 56 FOOT THROW, 1/4 HP, 1100 RPM, 115V/1PH/60 HZ, T-STAT: HONEYWELL T631C1103 W/ LOCKABLE COVER.
F-1	PADDLE FAN: GRAINGER/DAYTON MODEL #5NP22, 36 INCH, 12,500 CFM @ 395 RPM, 78VA, 120V/1PH/60 HZ, GRAINGER DAYTON MODEL #1AGU6 SPEED SWITCH
DT-1	DAY TANK: SIMPLEX SST SERIES W/ PCB 1 CONTROLS, WALL MOUNT, 10 GALLON CAPACITY, GRAVITY FEED TO UNIT HEATER, DUPLEX REMOTE FUEL PUMPS - 1/3 HP MOTOR, 115V/60HZ/1PH, 063 VENT CAP

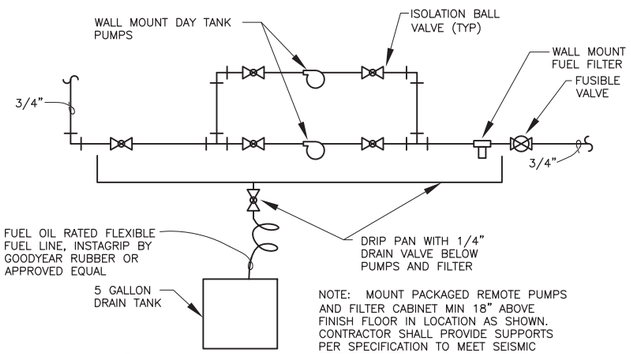
NOTE: FURNISH AND INSTALL MAKES AND MODELS CITED HERE OR IN THE SPECIFICATIONS OR APPROVED EQUALS

MECHANICAL LEGEND

SYMBOL	DESCRIPTION
⋈	QUICK DISCONNECT AIR VALVE
⋈	ISOLATION VALVE
⋈	FUSIBLE VALVE
—F—	FUEL PIPING - SUPPLY & RETURN
—AIR—	AIR COMPRESSOR LINE - BLACK IRON
UH	UNIT HEATER
⋈	OIL SAFETY VALVE

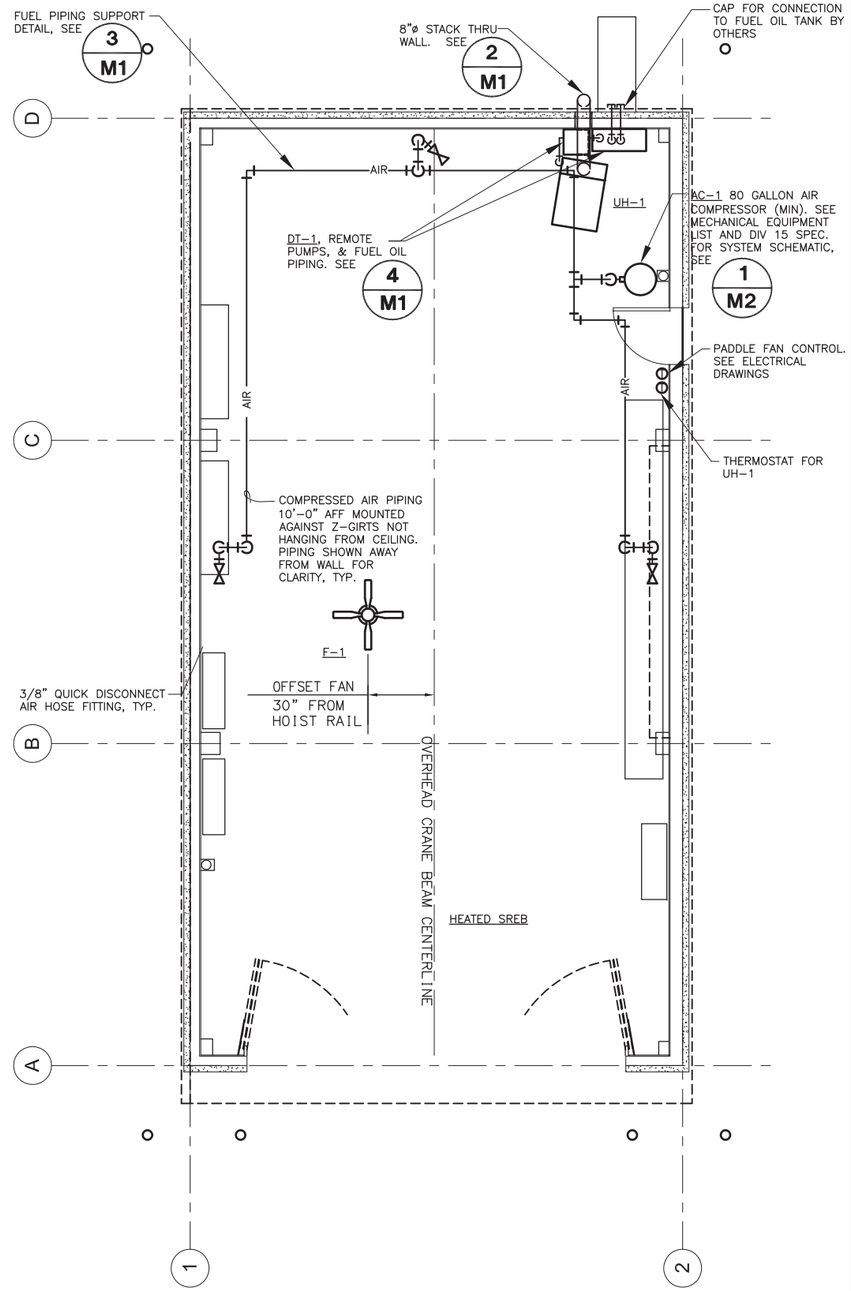


4/M1 **UNIT HEATER FUEL OIL PIPE ONE-LINE**
NTS



NOTE: MOUNT PACKAGED REMOTE PUMPS AND FILTER CABINET MIN 18" ABOVE FINISH FLOOR IN LOCATION AS SHOWN. CONTRACTOR SHALL PROVIDE SUPPORTS PER SPECIFICATION TO MEET SEISMIC REQUIREMENTS.

5/M1 **DAY TANK PUMP ASSEMBLY DETAIL**
NTS



1/M1 **FUEL PIPING AND HEATING FLOOR PLAN**
1/8" = 1'-0"

NOTE: WORK SHOWN IS FOR HEATED SREB ONLY.

4' 0 4' 8' 12'
GRAPHIC SCALE: 1/8" = 1'-0"

PRE-PS&E

STATE OF ALASKA 49TH — BRADLEY S. SORDAHL — ME-7568 — REGISTERED PROFESSIONAL ENGINEER

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP 3-02-0126-00X-20XX
MECHANICAL PLAN AND DETAILS

DATE: 6/5/2014
SHEET: M1 OF X
AS-BUILT SHEET:

PLAN PREPARED BY MBA CONSULTING ENGINEERS, INC.

Designed By:
Drawn By:
Checked By:
Date Revised:
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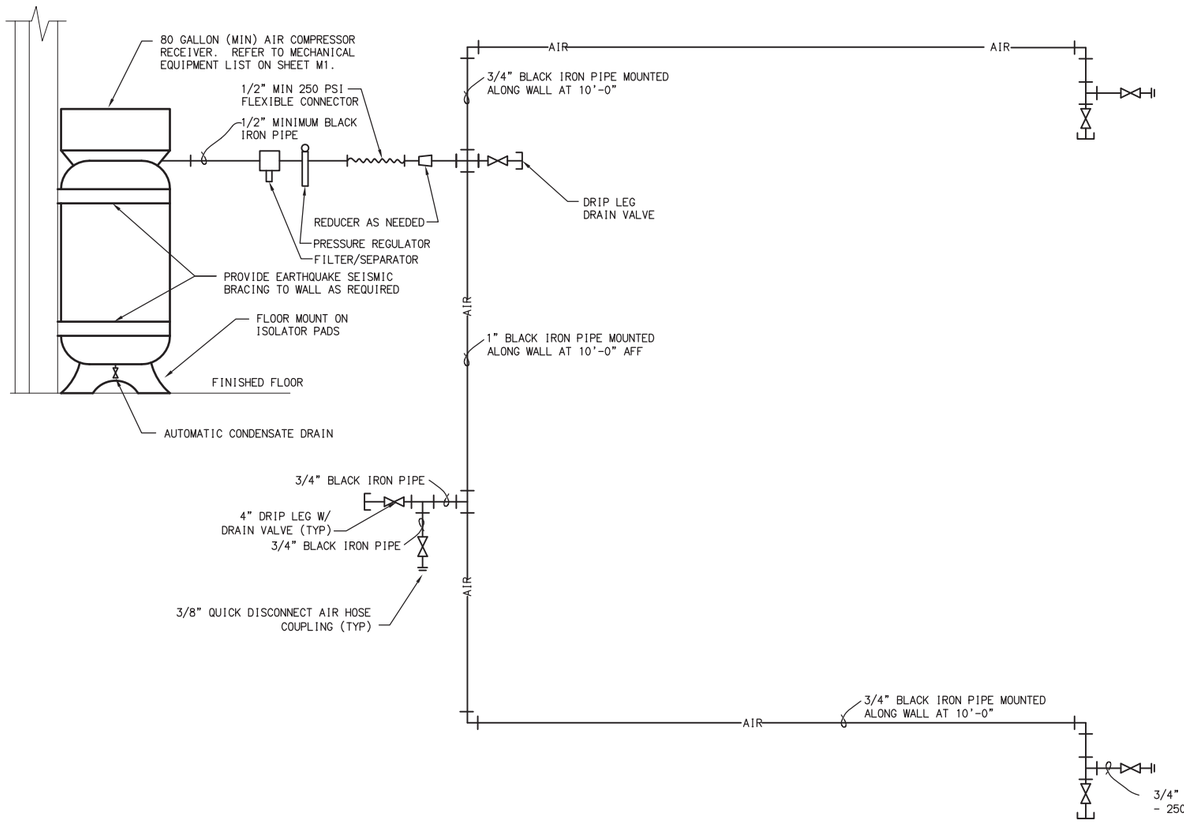
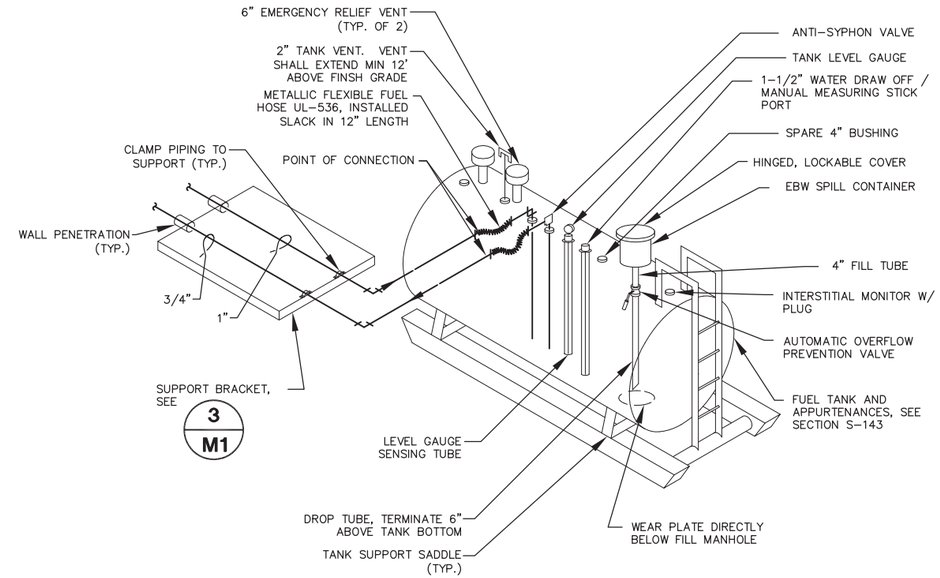


1/M2 COMPRESSED AIR SYSTEM PIPING SCHEMATIC
NTS

NOTE: DETACHABLE HOSE REEL (SEE MECHANICAL EQUIPMENT LIST ON SHEET M1) TO BE UTILIZED AT ANY OUTLET.



2/M2 FUEL OIL TANK DETAIL
NTS

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Drawn By:
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PRE-PS&E

STATE OF ALASKA 49TH BRADLEY S. SORDAHL ME-7568 REGISTERED PROFESSIONAL ENGINEER

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP 3-02-0126-00X-20XX
COMPRESSED AIR SCHEMATIC

DATE: 6/5/2014
SHEET: M2 OF X
AS-BUILT SHEET:

PLAN PREPARED BY MBA CONSULTING ENGINEERS, INC.

PANEL: C

PROJECT: SINGLE BAY SREB
LOCATION:
LUGS ☐ CB ■ | SURF ■ FLSH ☐ | THRUFEED LGS ☐ SHNT TRP ☐ SBFD LGS ☐ | SUBFEED BKR ☐ ISO GRND BAR ☐ SOLID NEUTRAL ■

120/240 VOLTS | 1 PH | 3 WIRE | 200 AMP | 10,000 (1) AIC

CIRCUIT DESCRIPTION	KVA	AMP	CKT	CKT	AMP	KVA	CIRCUIT DESCRIPTION
PANEL G	4.83	50/	1	2	30/1	2.88	NEMA 5-30 RECEPTACLE
		/2	3	4	30/		SPARE
50 AMP 240 VOLT RECEPTACLE	9.6	50/	5	6	/2		
NEMA 6-50R		/2	7	8	30/		SPARE
NEMA 5-20 RECEPTACLES	0.72	20/1	9	10	/2		
NEMA 5-20 RECEPTACLES	0.54	20/1	11	12	20/1	0.18	NEMA 5-20 RECEPT.- COMPRESSOR
AIR COMPRESSSOR - 3 HP	4.78	50/	13	14	20/1		SPARE
		/2	15	16	20/1		SPARE
SPARE		20/1	17	18	20/1		SPARE
SPARE		20/1	19	20	20/1		SPARE
SPACE			21	22	20/1		SPARE
SPACE			23	24	20/		SPARE
SPACE			25	26	/2		
SPACE			27	28	20/1		SPARE
SPACE			29	30	20/1		SPARE

CONNECTED LOAD:	23.53	KVA	98.0	A
DEMAND LOAD:	23.53	KVA	98.0	A
DEMAND + CONT.	23.92	KVA	99.7	A
DATE:				
REV:				

REMARKS:
(1) FAULT CURRENT BASED ON 50 KVA 1.0% Z TRANSFORMER
2. PROVIDE SEPARATE NEUTRAL AND EQUIPMENT GROUND BARS
3. PROVIDE 200/2 MAIN CB

PANEL: G

PROJECT: SINGLE BAY SREB
LOCATION:
LUGS ■ CB ☐ | SURF ■ FLSH ☐ | THRUFEED LGS ☐ SHNT TRP ☐ SBFD LGS ☐ | SUBFEED BKR ☐ ISO GRND BAR ☐ SOLID NEUTRAL ■

120/240 VOLTS | 1 PH | 3 WIRE | 100 AMP | 10,000 AIC

CIRCUIT DESCRIPTION	KVA	AMP	CKT	CKT	AMP	KVA	CIRCUIT DESCRIPTION
LIGHTING	1.26	20/1	1	2	30/		SPARE
LIGHTING	0.29	20/1	3	4	/2		
SPARE		15/1	5	6	20/		SPARE
PADDLE FAN & UNIT HEATER	0.75	15/1	7	8	/2		
1/3 HP FUEL PUMP AND DISPENSER	0.83	20/1	9	10	15/1	0.8	DAY TANK PUMP
FUEL PUMP STOP/DISCONNECT	0.1	15/1	11	12	15/1	0.8	DAY TANK PUMP
SPACE			13	14			SPACE
SPACE			15	16			SPACE

CONNECTED LOAD:	4.83	KVA	20.1	A
DEMAND LOAD:	4.83	KVA	20.1	A
DEMAND + CONT.	5.22	KVA	21.8	A
DATE:				
REV:				

REMARKS:
1. PROVIDE SEPARATE NEUTRAL AND EQUIPMENT GROUND BARS
2. VERIFY CB REQUIREMENTS FOR FUEL DISPENSER

NOTES:

(1) PROVIDE MULTIPOLE CIRCUIT BREAKERS OR CIRCUIT BREAKERS WITH HANDLE TIES, AS REQUIRED FOR COMPLIANCE WITH NEC 210.4(B), WHEREVER FIELD WIRING RESULTS IN MULTIWIRE BRANCH CIRCUITS.

LEGEND

FIXTURE	DESCRIPTION	MOUNTING HEIGHT	LAMP SIZE/ TYPE	REMARKS
A/150	CEILING MOUNT WITH POWER HOOK AND SAFETY CHAIN, 12,000 LUMENS, WIDE DISTRIBUTION, NO SHIELDING, 120 VOLT, 70 CRI, 4000K CCT. FIXTURE STANDARD FINISH TO MATCH BUILDING FINISH AS CLOSELY AS POSSIBLE. SUITABLE FOR -40F, DAMP LOCATION LISTED. LITHONIA IBL-12L-WD-LP740DLC OR APPROVED EQUAL.	16'-0"	LED	
B/75	WALL MOUNT AREA LIGHT, POLYCARBONATE REFRACTOR, 120-VOLT, 5100K CCT, 5337 LUMENS. PROVIDE INTEGRAL PHOTO-ELECTRIC CELL WHERE NOTED ON PLANS. FIXTURE STANDARD FINISH TO MATCH BUILDING FINISH AS CLOSELY AS POSSIBLE. UL LISTED FOR WET LOCATION. HUBBELL PVL3-30LU-5K-BZ OR APPROVED EQUAL.	2 FEET BELOW ROOF STRUCTURE	LED	
E/60 B	EMERGENCY EGRESS LIGHT, SEALED LEAD-CALCIUM BATTERY. 12V, -40°C RATING. INDUSTRIAL LIGHTING UNIT LITHONIA #INDX1236 W 120 H1212 ULT, OR SURVIVE-ALL SV SERIES CATALOG NO. W-12SV36M-2-MK-D-CW4, OR APPROVED EQUAL.	8'-0"	INCLUDED	
1	NOTE SYMBOL - NUMBER INDICATED			
$	SINGLE POLE SWITCH, LIGHTED TOGGLE (LIGHT ON WITH LOAD OFF)	48"		
$3	3-WAY SWITCH, LIGHTED TOGGLE (LIGHT ON WITH LOAD OFF)	48"		
$T	SINGLE POLE MANUAL MOTOR STARTER SWITCH W/THERMAL OVERLOAD ELEMENT	48"		
$WP	WEATHERPROOF SWITCH	48"		
$HOA & SP	DOUBLE POLE HAND-OFF-AUTO SWITCH WITH SPEED CONTROL	48"		
JWP	WEATHERPROOF JUNCTION BOX			
	CIRCUIT BREAKER PANEL, SEE PANEL SCHEDULE	6'-6" TO TOP		
	CIRCUIT BREAKER (CB)			
	ELECTRICAL CIRCUIT			
C-#	HOME RUN TO CIRCUIT PANEL WITH PANEL AND BREAKER NUMBER			
	GROUND ELECTRODE SYSTEM CONNECTION			
	DUPLEX OUTLET, GFCI, NEMA 5-20R	48"		
A	RECEPTACLE, 30 AMP, 120V, NEMA 5-30R.	48"		PROVIDE MATCHING ANGLE PLUG
B	RECEPTACLE, 50 AMP, 240V, NEMA 6-50R	48"		PROVIDE MATCHING ANGLE PLUG
	DISCONNECT SWITCH, 60A, 2P, S/N, 240V	5'-6"		
F	FAN JUNCTION BOX			
	MOTOR WITH HORSEPOWER INDICATED			
G	GENERATOR INLET, NEMA L14-30 IN NEMA-3R ENCLOSURE	48"		
UGE	UNDERGROUND ELECTRICAL			
	LOW VOLTAGE CKT.			
RSC	RIGID STEEL CONDUIT			
LFMC	LIQUID TIGHT FLEXIBLE METAL CONDUIT			
BCG	BARE COPPER GROUNDING CONDUCTOR			
AFF	ABOVE FINISHED FLOOR			

SREB GENERAL NOTES:

1. THE WORK SHOWN ON THIS DRAWING IS APPLICABLE TO THE HEATED BUILDING, SREB #1.

2. THE WORK SHOWN ON THIS DRAWING IS APPLICABLE TO THE UNHEATED BUILDING, SREB #2, EXCEPT FOR THE FOLLOWING:

   A. THE FOLLOWING CIRCUIT BREAKERS ARE NOT REQUIRED IN PANEL C (CONVERT THEM TO "SPARE"):

      1. AIR COMPRESSOR-3 HP (C-13,15).
      2. NEMA 5-20 RECEPT. - COMPRESSOR (C-12)
      3. PANEL DEMAND + CONT. = 15.7 KVA, 65 AMPS @ 120/240V.

   B. THE FOLLOWING CIRCUIT BREAKERS ARE NOT REQUIRED IN PANEL G (CONVERT THEM TO "SPARE"):

      1. PADDLE FAN & UNIT HEATER (G-7).
      2. DAY TANK PUMP (G-10,12).
      3. FUEL PUMP AND DISPENSER (G-9).
      4. FUEL PUMP STOP/DISCONNECT (G-11).
      5. PANEL DEMAND + CONT. = 1.9 KVA, 8.1 AMPS @ 120/240V.

STATE OF ALASKA 49TH MICHAEL J. LOVE EE-5818 REGISTERED PROFESSIONAL ENGINEER

PRE-PS&E

BY	DATE	REVISION

PLAN PREPARED BY MBA CONSULTING ENGINEERS, INC.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP 3-02-0126-00X-20XX
ELECTRICAL LEGEND AND SCHEDULES

DATE: 6/5/2014
SHEET: E1 OF X
AS-BUILT SHEET:

Designed By:
Drawn By:
Checked By:

Date Revised: 6/04/2014, 8:37 AM
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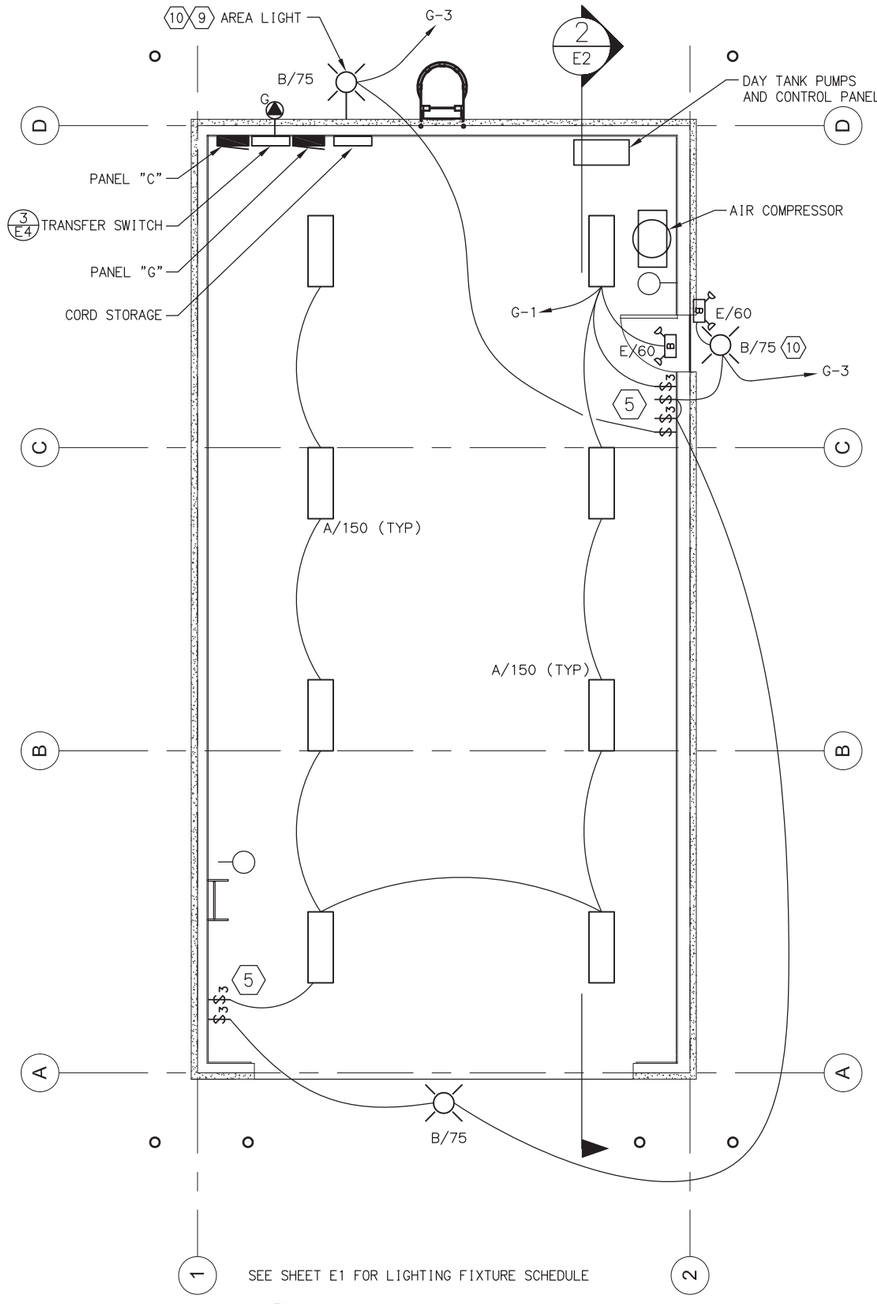
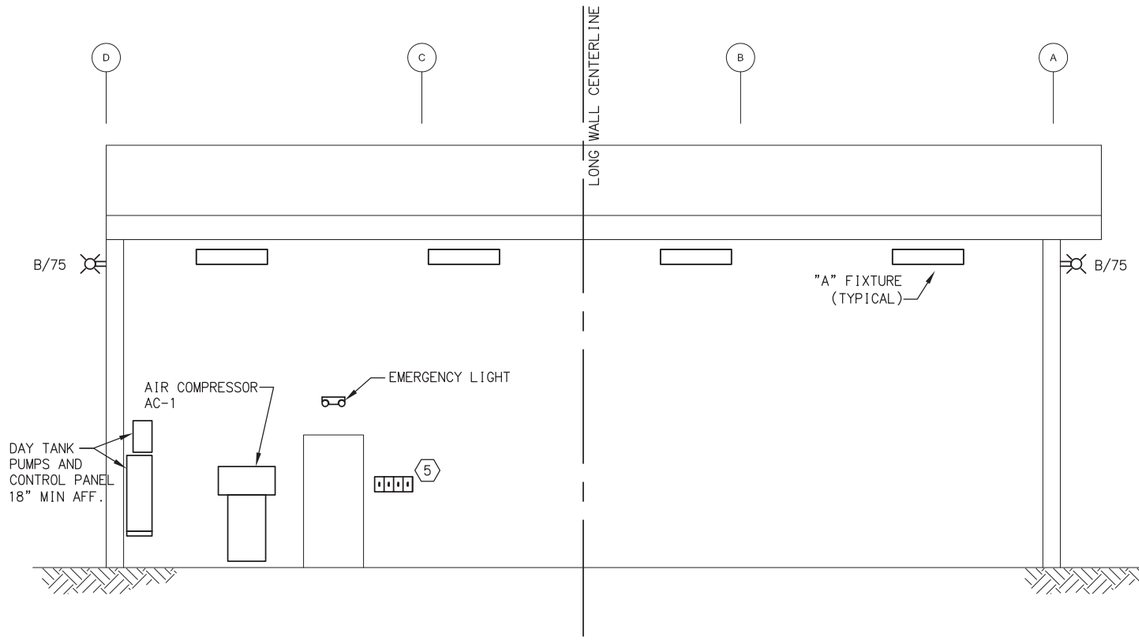


SEE SHEET E1 FOR LIGHTING FIXTURE SCHEDULE

1 E2 **LIGHTING PLAN**
1/8" = 1'-0"

ELECTRICAL NOTES - SHEETS E2 & E3

1. 120-VOLT POWER FOR COMPRESSOR CRANKCASE HEATER AND AUTOMATIC CONDENSATE DRAIN CONTROL TO BE CONNECTED TO NEMA-5-20 RECEPTACLE NEXT TO COMPRESSOR.
2. ALL CONDUITS IN THE BUILDING, PASSING THROUGH THE ZONE FROM THE FLOOR TO 1.5' ABOVE THE FLOOR, SHALL BE RMC AND SHALL HAVE A SEAL FITTING LOCATED 18" MINIMUM ABOVE THE FLOOR. THE BUILDING ELECTRICAL INSTALLATION SHALL COMPLY WITH NEC ARTICLE 511 "COMMERCIAL GARAGES, REPAIR AND STORAGE".
3. NOT USED.
4. STEEL FLOOR IS TO BE BONDED TO THE GROUNDING ELECTRODE SYSTEM WITH A #2 AWG CONDUCTOR AT THE BUILDING DISCONNECT.
5. SWITCHES FOR LIGHT FIXTURES-A/150 & B/75 TO HAVE LOCATOR LIGHTS IN TOGGLE.
6. FOR ALL EXTERIOR WIRING AND INTERIOR WIRING BELOW 10 FT ABOVE FINISH FLOOR, USE RIGID STEEL CONDUIT. IMC AND EMT CONDUIT MAY BE USED 10 FT A.F.F. WITHIN THE BUILDING ENVELOPE.
7. ROOF MOUNTED BEACON, BY OTHERS. SEE ALSO STRUCTURAL DRAWINGS.
8. RADIO RECEIVER/CONTROLLER ANTENNA, BY OTHERS. SEE ALSO STRUCTURAL DRAWINGS.
9. AIM FIXTURE TO ILLUMINATE THE FUEL DISPENSING AREA AND ELECTRICAL EQUIPMENT BUILDING. LOCATE TO AVOID CONFLICT WITH UNIT HEATER EXHAUST, BEACON LADDER, AND OTHER ITEMS.
10. MOUNT 2 FEET BELOW ROOF STRUCTURE. PROVIDE WITH MOTION SENSOR (WATTSTOPPER EW-200-120-G OR APPROVED EQUAL) AND INTEGRAL PHOTOCELL. SEE DETAIL 4/E4 FOR CONTROL DIAGRAM.
11. PROVIDE SLACK LOOP ADEQUATE TO ACCOMMODATE MOVEMENT OF 12 INCHES IN ANY DIRECTION WHEN TRANSITIONING TO UNDERGROUND CONDUIT.
12. PENETRATIONS THROUGH EXTERIOR WALL SHALL BE BELOW SERVED EQUIPMENT.



2 E2 **INTERIOR ELEVATION**
1/8" = 1'-0"

4' 0 4' 8' 12'
GRAPHIC SCALE: 1/8" = 1'-0"

SREB GENERAL NOTES:

1. THE WORK SHOWN ON THIS DRAWING IS APPLICABLE TO THE HEATED BUILDING, SREB #1 AND TO THE UNHEATED BUILDING, SREB #2.

STATE OF ALASKA 49TH MICHAEL J. LOVE EE-5818 REGISTERED PROFESSIONAL ENGINEER

PRE-PS&E

BY	DATE	REVISION

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CENTRAL REGION

HOOPER BAY AIRPORT
HOOPER BAY, ALASKA
SNOW REMOVAL EQUIPMENT BUILDING
PROJECT No. 57419
AIP 3-02-0126-00X-20XX
ELECTRICAL LIGHTING PLAN

DATE: 6/5/2014
SHEET: E2 OF X
AS-BUILT SHEET:

PLAN PREPARED BY MBA CONSULTING ENGINEERS, INC.

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