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CONSTRUCTION PLANS

CHEVAK AIRPORT

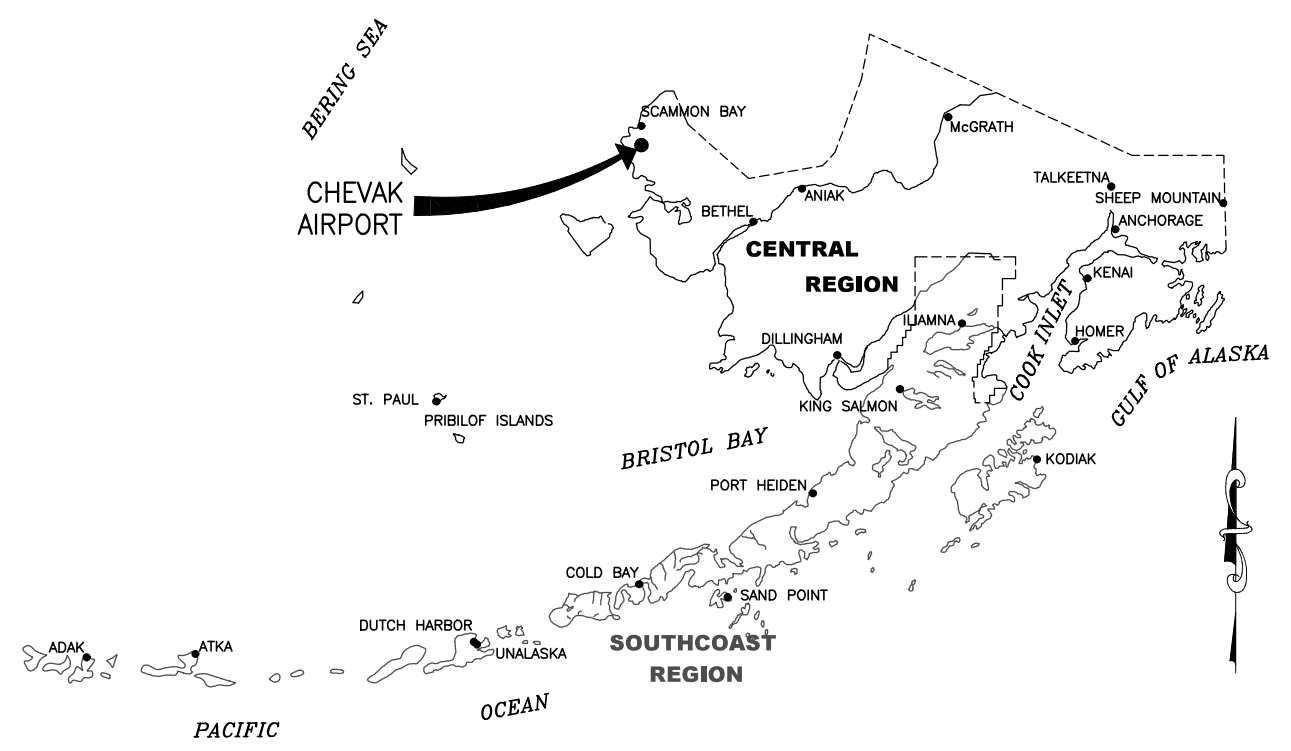
CHEVAK, ALASKA

AIRPORT REHABILITATION

PROJECT No. Z537250000

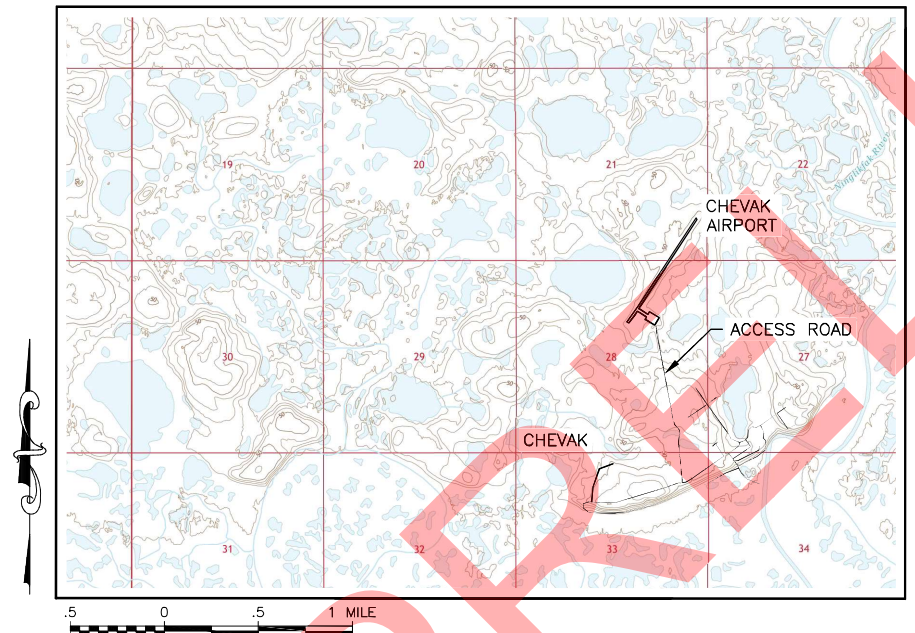
AIRPORT IMPROVEMENT PROGRAM

No. 3-02-0468-00X-20XX



ALASKA CENTRAL REGION LOCATION MAP

NOT TO SCALE



VICINITY MAP

SCALE 1"= 1/2 MILE
 T 17 N, R 90 W SEC. 21 & 28
 SEWARD MERIDIAN
 USGS HOOPER BAY C-2, 2020

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| CONCUR | DATE |
| JOEL G. ST. AUBIN, P.E. | REGIONAL CONSTRUCTION ENGINEER |
| APPROVED | DATE |
| LUKE S. BOWLAND, P.E. | REGIONAL PRECONSTRUCTION ENGINEER |
| APPROVED | DATE |
| JENELLE R. BRINKMAN, P.E. | AVIATION DESIGN GROUP CHIEF |
| APPROVED | DATE |
| AARON HUGHES, P.E. | PROJECT MANAGER |

| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
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 PHONE (907) 269-0590

CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
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LEGEND

ABBREVIATIONS

ESTIMATING FACTORS

| DESCRIPTION | EXISTING | PROPOSED |
|---------------------------------|----------|----------|
| AIRCRAFT TIE-DOWN | | |
| AIRPORT PROPERTY BOUNDARY | | |
| AIRPORT PROPERTY PARCEL | | |
| BOLLARD | | |
| BUILDING | | |
| CENTERLINE | | |
| CULVERT | | |
| CUT LIMIT | | |
| DETAIL CALLOUT | | |
| ELECTRIC HAND HOLE | | |
| ELECTRIC JUNCTION BOX | | |
| ELECTRIC METER | | |
| ELECTRIC SWITCH | | |
| FENCE | | |
| FILL LIMIT | | |
| GRADE BREAK | | |
| GRAVEL EDGE | | |
| GUY WIRE | | |
| HAUL ROUTE (TWO-WAY) | | |
| LEASE LOT | | |
| OVERHEAD ELECTRIC | | |
| ROTATING BEACON | | |
| RUNWAY EDGE LIGHT | | |
| RUNWAY END IDENTIFIER LIGHT | | |
| RUNWAY OBJECT FREE AREA | | |
| RUNWAY OBSTACLE FREE ZONE | | |
| RUNWAY PROTECTION ZONE | | |
| RUNWAY SAFETY AREA | | |
| RUNWAY THRESHOLD LIGHTS | | |
| RUNWAY THRESHOLD MARKERS | | |
| SEGMENTED CIRCLE WITH WIND CONE | | |
| SIGN POST | | |
| TAXIWAY EDGE LIGHTS | | |
| TAXIWAY OBJECT FREE AREA | | |
| TAXIWAY SAFETY AREA | | |
| UNDERGROUND ELECTRIC | | |
| UNDERGROUND TELEPHONE | | |
| UTILITY POLE | | |
| WATER EDGE | | |
| WIND CONE | | |

| | | | |
|--------|---|-------|---------------------------------------|
| AC | ADVISORY CIRCULAR/ACRE | REIL | RUNWAY END IDENTIFIER LIGHTS |
| AIP | AIRPORT IMPROVEMENT PROGRAM | RPZ | RUNWAY PROTECTION ZONE |
| ASSY | ASSEMBLY | RSA | RUNWAY SAFETY AREA |
| ASTM | AMERICAN SOCIETY FOR TESTING AND MATERIALS | ROFA | RUNWAY OBJECT FREE AREA |
| BOP | BEGINNING OF PROJECT | RP | RADIUS POINT |
| BVCS | BEGIN VERTICAL CURVE STATION | RT | RIGHT |
| BVCE | BEGIN VERTICAL CURVE ELEVATION | RW | RUNWAY |
| CASC | CRUSHED AGGREGATE SURFACE COURSE | SF | SQUARE FEET |
| CL | CENTERLINE | SREB | SNOW REMOVAL EQUIPMENT BUILDING |
| CMP | CORRUGATED METAL PIPE | STA | STATION |
| CS | CONTINGENT SUM/CORRUGATED STEEL | SWPPP | STORM WATER POLLUTION PREVENTION PLAN |
| CSPP | CONSTRUCTION SAFETY AND PHASING PLAN | SY | SQUARE YARD |
| CY | CUBIC YARD | T | TON |
| DEMO | DEMOLITION | TOFA | TAXIWAY OBJECT FREE AREA |
| DIA, Ø | DIAMETER | TSA | TAXIWAY SAFETY AREA |
| DOT&PF | ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES | TW | TAXIWAY |
| E | EASTING | TYP | TYPICAL |
| EA | EACH | UE | UNDERGROUND ELECTRIC |
| EEB | ELECTRICAL EQUIPMENT BUILDING | UGT | UNDERGROUND TELEPHONE |
| ELEV | ELEVATION | | |
| EOP | END OF PROJECT | | |
| ESCP | EROSION AND SEDIMENT CONTROL PLAN | | |
| EVCS | END VERTICAL CURVE STATION | | |
| EVCE | END VERTICAL CURVE ELEVATION | | |
| FAA | FEDERAL AVIATION ADMINISTRATION | | |
| FG | FINISHED GRADE | | |
| FOD | FOREIGN OBJECT DEBRIS | | |
| FT | FEET | | |
| GB | GRADE BREAK | | |
| HDPE | HIGH DENSITY POLYETHYLENE | | |
| HR | HOUR | | |
| L | LENGTH | | |
| LF | LINEAR FOOT | | |
| LS | LUMP SUM | | |
| LT | LEFT | | |
| MAINT | MAINTENANCE | | |
| MAX | MAXIMUM | | |
| MGAL | MILLION GALLONS | | |
| MIN | MINIMUM | | |
| MIRL | MEDIUM INTENSITY RUNWAY LIGHTING | | |
| MITL | MEDIUM INTENSITY TAXIWAY LIGHTING | | |
| M&O | MAINTENANCE AND OPERATIONS | | |
| N | NORTHING | | |
| NAVAID | NAVIGATIONAL AID | | |
| NOTAM | NOTICE TO AIRMEN | | |
| NTS | NOT TO SCALE | | |
| OE | OVERHEAD ELECTRIC | | |
| OFZ | OBSTACLE FREE ZONE | | |
| OG | ORIGINAL GROUND | | |
| OHT | OVERHEAD TELEPHONE | | |
| PAPI | PRECISION APPROACH PATH INDICATOR | | |
| PC | POINT OF CURVATURE | | |
| PI | POINT OF INTERSECTION | | |
| PVI | POINT OF VERTICAL INTERSECTION | | |
| PT | POINT OF TANGENCY | | |
| R | RADIUS | | |
| RD | ROAD | | |

| NO. | ITEM | FACTOR |
|---------------|----------------------------------|-----------|
| P152.200.0000 | BORROW | 1.85 T/CY |
| P154.020.0000 | SUBBASE COURSE | 1.60 T/CY |
| P299.020.0000 | CRUSHED AGGREGATE SURFACE COURSE | 1.99 T/CY |
| T901.030.0000 | WATER FOR MAINTENANCE | 40 GAL/SY |

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 LEGENDS & ABBREVIATIONS

DATE:
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ESTIMATED QUANTITIES

| No. | ITEM | UNIT | No. | ITEM | UNIT | QUANTITY | No. | ITEM | UNIT | QUANTITY | |
|----------------|--|------|-----------|---------------|--|----------|-----------|----------------|---|----------|-----------|
| D701.010.0012 | CS PIPE, 12-INCH | LF | 19 | L101.020.0000 | ROTATING BEACON, MEDIUM INTENSITY, L-801A | EA | 1 | P154.020.0000 | SUBBASE COURSE | TON | 1,855 |
| D701.010.0036 | CS PIPE, 36-INCH | LF | 60 | L103.010.0030 | 30-FEET HINGED POLE BEACON TOWER | EA | 1 | P167.010.0000 | DUST PALLIATIVE | SY | 85,868 |
| F162.010.0008 | 8-FEET CHAIN-LINK FENCE | LF | 68 | L107.010.0008 | 8-FEET LIGHTED WIND CONE, IN PLACE (L-807 PRIMARY SIZE 1) | EA | 1 | P299.020.0000 | CRUSHED AGGREGATE SURFACE COURSE | TON | 28,540 |
| F162.030.0004 | SINGLE SWING GATE, 4-FEET WIDE | EA | 1 | L107.011.0008 | 8-FEET LIGHTED WIND CONE, SUPPLEMENTAL, IN PLACE | EA | 1 | P299.070.0000* | CRUSHED AGGREGATE SURFACE COURSE STOCKPILE | TON | 200 |
| F170.010.0000 | STEEL BOLLARD | EA | 25 | L108.010.2008 | UNDERGROUND CABLE #8 AWG, COPPER, 5kV FAA TYPE C, L-824 | LF | 9,793 | P620.070.0000 | TEMPORARY RUNWAY & TAXIWAY PAINTING | LS | ALL REQ'D |
| G100.010.0000 | MOBILIZATION AND DEMOBILIZATION | LS | ALL REQ'D | L108.030.0006 | #6 BARE COPPER GROUND CONDUCTOR | LF | 17,483 | P640.020.0000 | SEGMENTED CIRCLE (PANEL-TYPE) | LS | ALL REQ'D |
| G105.010.0000* | POST AWARD CONFERENCE | LS | ALL REQ'D | L108.050.1010 | UNDERGROUND CABLE #10 AWG, COPPER, 600V, TYPE C, L-824 | LF | 1,563 | P641.010.0000 | EROSION, SEDIMENT, AND POLLUTION CONTROL ADMINISTRATION | LS | ALL REQ'D |
| G115.010.0000 | WORKERS MEALS AND LODGING, OR PER DIEM | LS | ALL REQ'D | L108.070.0000 | GROUND ROD | EA | 25 | P641.020.0000 | TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL | CS | ALL REQ'D |
| G130.010.0000 | FIELD OFFICE | LS | ALL REQ'D | L109.030.0000 | ELECTRICAL ENCLOSURE AND FOUNDATION IN PLACE | EA | 1 | P641.050.0000 | TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL BY DIRECTIVE | CS | ALL REQ'D |
| G130.020.0000 | FIELD LABORATORY | LS | ALL REQ'D | L109.040.0000 | INSTALLATION OF ELECTRICAL EQUIPMENT IN NEW OR EXISTING STRUCTURE | EA | 1 | P641.060.0000 | WITHHOLDING | CS | ALL REQ'D |
| G130.040.0000 | MEAL | EA | 1,440 | L110.050.1004 | RIGID STEEL CONDUIT, 4-INCH | LF | 245 | P641.070.0000 | SWPPP MANAGER | LS | ALL REQ'D |
| G130.050.0000 | LODGING | EA | 480 | L110.080.1002 | HDPE CONDUIT, 2-INCH | LF | 8,684 | P641.110.0000 | SWPPPTRACK | CS | ALL REQ'D |
| G130.060.0000 | NUCLEAR TESTING EQUIPMENT STORAGE SHED | EA | 1 | L125.020.0010 | REGULATOR, L-829 | EA | 1 | P650.010.0000 | AIRCRAFT TIE-DOWN | EA | 24 |
| G130.110.0000 | FIELD COMMUNICATIONS | CS | ALL REQ'D | L125.030.0000 | MEDIUM INTENSITY RUNWAY EDGE AND THRESHOLD LIGHT, L-861 AND L-861E | EA | 47 | P660.030.0000 | REFLECTIVE MARKER, TYPE II | EA | 20 |
| G131.010.0000 | ENGINEERING TRANSPORTATION (TRUCK) | EA | 2 | L125.040.0000 | TAXIWAY EDGE LIGHT, L-861T | EA | 16 | P661.010.0000 | STANDARD SIGN | SF | 29.75 |
| G131.020.0000 | ENGINEERING TRANSPORTATION (ATV) | EA | 1 | L125.070.0000 | REMOVE RUNWAY AND TAXIWAY LIGHT | EA | 75 | P670.010.0000 | HAZARD MARKER BARRIER, PLASTIC | EA | 34 |
| G135.010.0000 | CONSTRUCTION SURVEYING BY THE CONTRACTOR | LS | ALL REQ'D | L125.150.0000 | HANDHOLE, L-867, SIZE B | EA | 10 | P671.010.0000 | RUNWAY CLOSURE MARKER, VINYL MESH | EA | 8 |
| G135.020.0000 | EXTRA THREE PERSON SURVEY PARTY | HR | 50 | L125.170.0000 | SPARE PARTS | CS | ALL REQ'D | P671.020.0000 | RUNWAY CLOSURE MARKER, ILLUMINATED | EA | 2 |
| G135.050.0000 | CONTRACTOR FURNISHED ENGINEERING TOOLS | CS | ALL REQ'D | L125.180.0000 | TEMPORARY RUNWAY LIGHTING SYSTEM | LS | ALL REQ'D | P671.040.0000 | TAXIWAY CLOSURE MARKER, VINYL | EA | 2 |
| G150.010.0070 | EQUIPMENT RENTAL, DOZER 70-HP MINIMUM | HR | 50 | L132.010.0010 | INSTALL APPROACH LIGHTING AIDS, PAPI | LS | ALL REQ'D | P681.020.0000 | GEOTEXTILE, STABILIZATION | SY | 1,866 |
| G300.010.0000 | CPM SCHEDULING | LS | ALL REQ'D | L132.010.0020 | INSTALL APPROACH LIGHTING AIDS, REIL | LS | ALL REQ'D | S142.040.0000 | EQUIPMENT STORAGE BUILDING REHABILITATION | LS | ALL REQ'D |
| G700.010.0000 | AIRPORT FLAGGER | CS | ALL REQ'D | L132.020.0010 | REMOVE APPROACH LIGHTING AIDS, PAPI | LS | ALL REQ'D | S143.010.0000 | HEATING FUEL TANK, 1000 GAL | EA | 1 |
| G710.010.0000 | HIGHWAY TRAFFIC MAINTENANCE | LS | ALL REQ'D | L132.020.0020 | REMOVE APPROACH LIGHTING AIDS, REIL | LS | ALL REQ'D | S143.020.0000 | FUEL | LS | ALL REQ'D |
| G710.020.0000 | HIGHWAY FLAGGER | CS | ALL REQ'D | P152.010.0000 | UNCLASSIFIED EXCAVATION | CY | 4,140 | T901.010.0000 | SEEDING | AC | 7.4 |
| G710.030.0000 | HIGHWAY TRAFFIC PRICE ADJUSTMENT | CS | ALL REQ'D | P152.030.0000 | COMMON EXCAVATION | CY | 13,300 | T901.030.0000 | WATER FOR MAINTENANCE | MGAL | 1,497 |
| G710.040.0000 | HIGHWAY TRAFFIC CONTROL | CS | ALL REQ'D | P152.200.0000 | BORROW | TON | 88,130 | T905.010.0020 | TOPSOILING, CLASS B | SY | 35,722 |
| | | | | | | | | T908.010.0000 | MULCHING | SY | 35,722 |

* NON-PARTICIPATING ITEM

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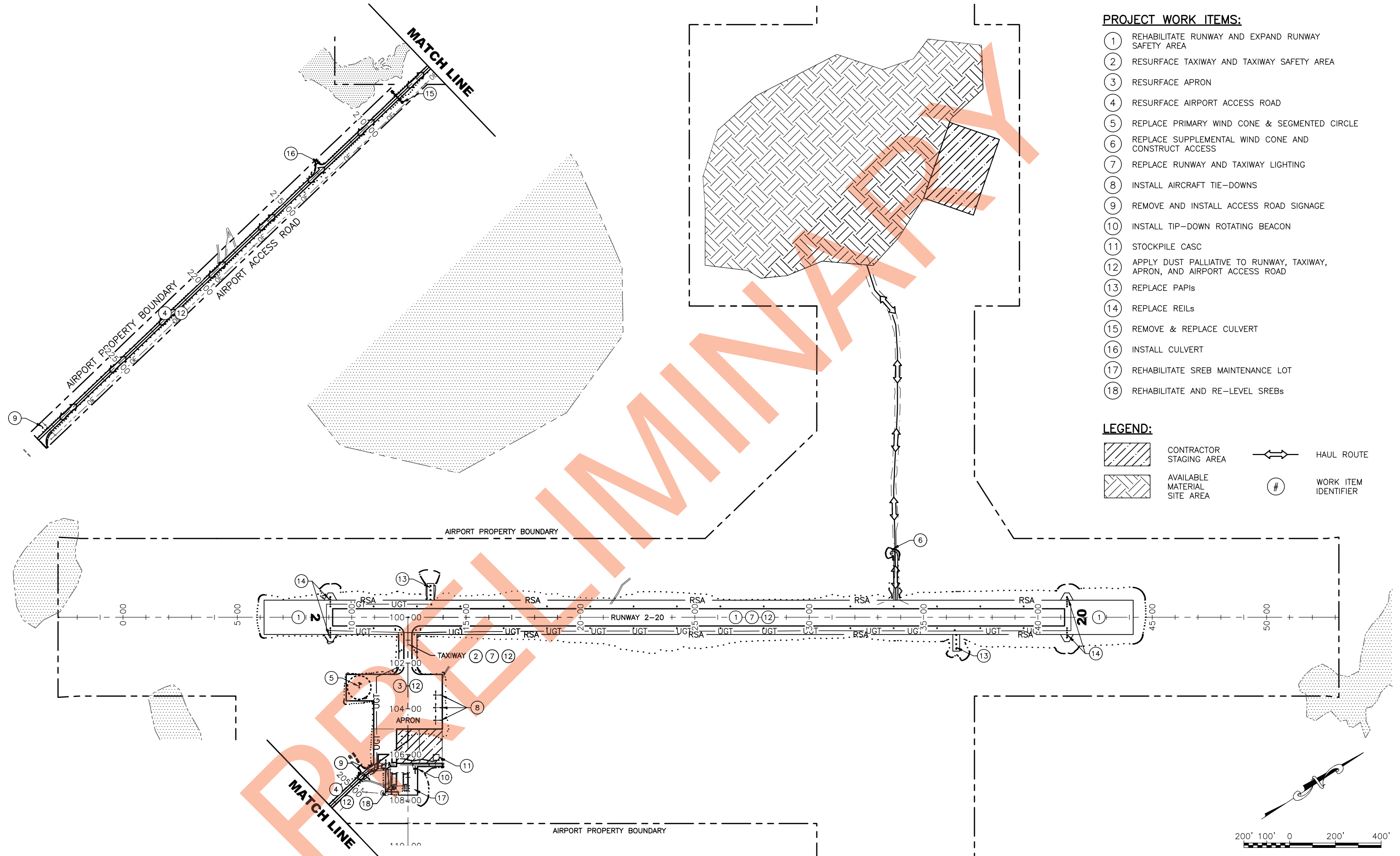
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- PROJECT WORK ITEMS:**
- 1 REHABILITATE RUNWAY AND EXPAND RUNWAY SAFETY AREA
 - 2 RESURFACE TAXIWAY AND TAXIWAY SAFETY AREA
 - 3 RESURFACE APRON
 - 4 RESURFACE AIRPORT ACCESS ROAD
 - 5 REPLACE PRIMARY WIND CONE & SEGMENTED CIRCLE
 - 6 REPLACE SUPPLEMENTAL WIND CONE AND CONSTRUCT ACCESS
 - 7 REPLACE RUNWAY AND TAXIWAY LIGHTING
 - 8 INSTALL AIRCRAFT TIE-DOWNS
 - 9 REMOVE AND INSTALL ACCESS ROAD SIGNAGE
 - 10 INSTALL TIP-DOWN ROTATING BEACON
 - 11 STOCKPILE CASC
 - 12 APPLY DUST PALLIATIVE TO RUNWAY, TAXIWAY, APRON, AND AIRPORT ACCESS ROAD
 - 13 REPLACE PAPIs
 - 14 REPLACE REILs
 - 15 REMOVE & REPLACE CULVERT
 - 16 INSTALL CULVERT
 - 17 REHABILITATE SREB MAINTENANCE LOT
 - 18 REHABILITATE AND RE-LEVEL SREBs

- LEGEND:**
- CONTRACTOR STAGING AREA
 - AVAILABLE MATERIAL SITE AREA
 - HAUL ROUTE
 - WORK ITEM IDENTIFIER

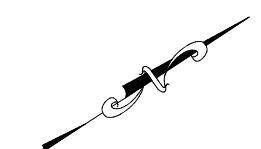
- NOTES:**
1. SEE THE SURVEY CONTROL SHEET FOR PROJECT AND ALIGNMENT CONTROL.
 2. OVERHEAD ELECTRIC FOLLOWS ACCESS ROAD. PROTECT IN PLACE.
 3. MATERIAL EXTRACTION AND CONTRACTOR STAGING AREA MUST REMAIN ON UPLANDS.

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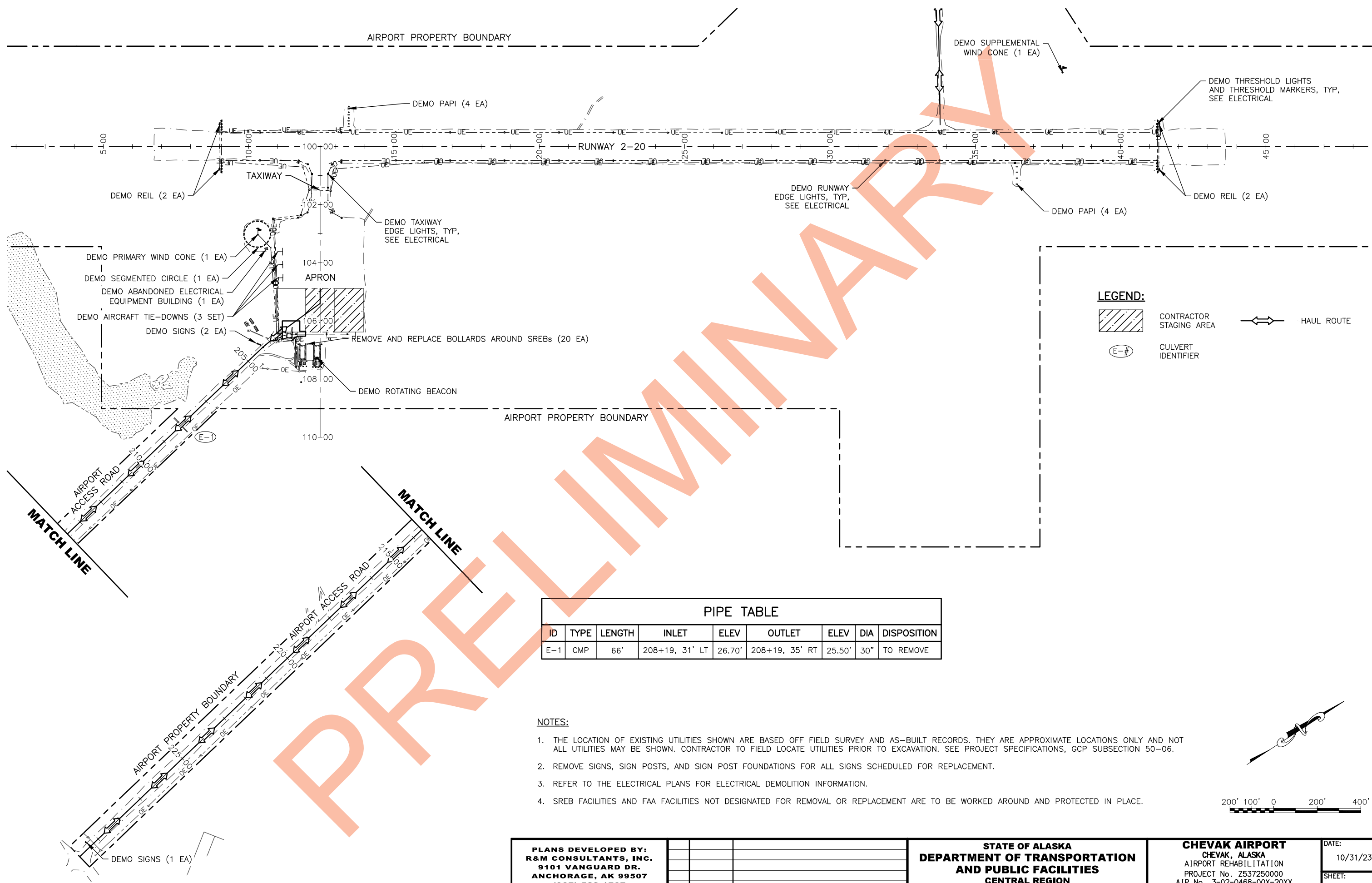
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 AIP No. 3-02-0468-00X-20XX
 PROJECT LAYOUT PLAN

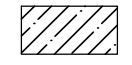
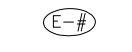
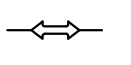
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 10/31/23
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 5 OF 31



Date Revised: 10/31/2023, 10:25 AM
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 Designed By: CWB
 Drawn By: AVA
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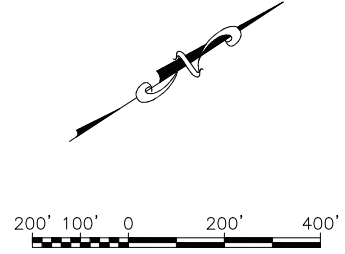
LEGEND:

-  CONTRACTOR STAGING AREA
-  CULVERT IDENTIFIER
-  HAUL ROUTE

| PIPE TABLE | | | | | | | | |
|------------|------|--------|----------------|--------|----------------|--------|-----|-------------|
| ID | TYPE | LENGTH | INLET | ELEV | OUTLET | ELEV | DIA | DISPOSITION |
| E-1 | CMP | 66' | 208+19, 31' LT | 26.70' | 208+19, 35' RT | 25.50' | 30" | TO REMOVE |

NOTES:

1. THE LOCATION OF EXISTING UTILITIES SHOWN ARE BASED OFF FIELD SURVEY AND AS-BUILT RECORDS. THEY ARE APPROXIMATE LOCATIONS ONLY AND NOT ALL UTILITIES MAY BE SHOWN. CONTRACTOR TO FIELD LOCATE UTILITIES PRIOR TO EXCAVATION. SEE PROJECT SPECIFICATIONS, GCP SUBSECTION 50-06.
2. REMOVE SIGNS, SIGN POSTS, AND SIGN POST FOUNDATIONS FOR ALL SIGNS SCHEDULED FOR REPLACEMENT.
3. REFER TO THE ELECTRICAL PLANS FOR ELECTRICAL DEMOLITION INFORMATION.
4. SREB FACILITIES AND FAA FACILITIES NOT DESIGNATED FOR REMOVAL OR REPLACEMENT ARE TO BE WORKED AROUND AND PROTECTED IN PLACE.



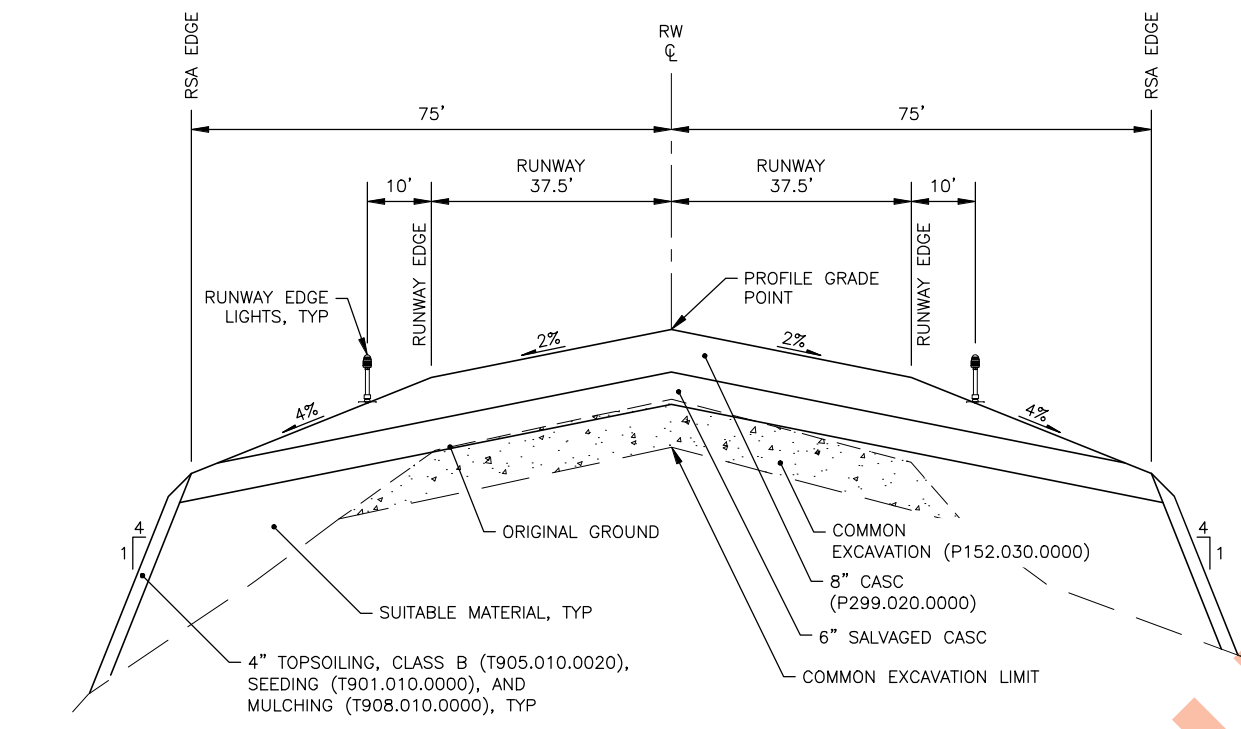
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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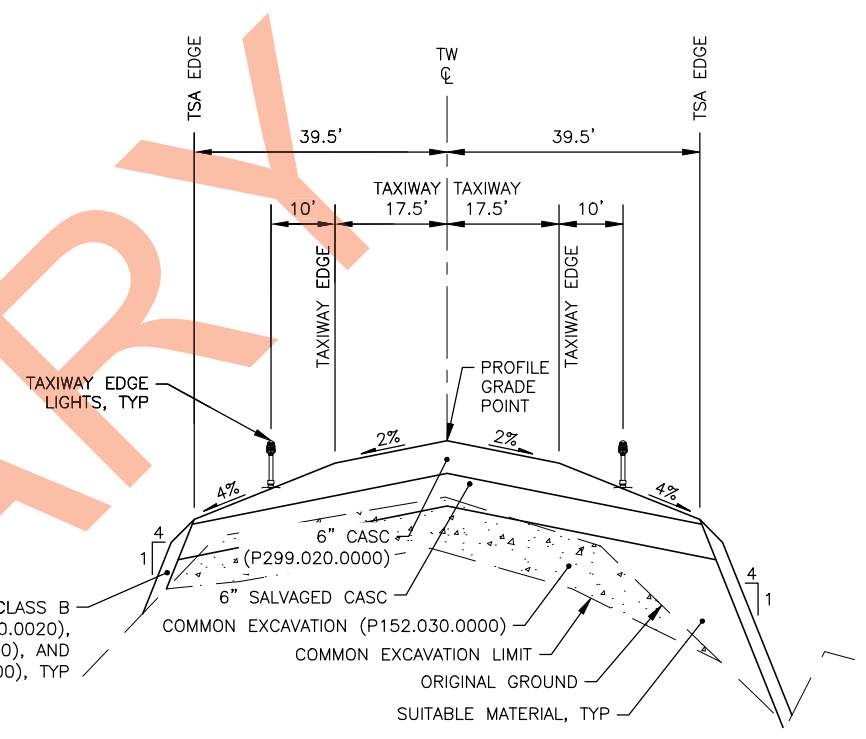
CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 DEMOLITION PLAN

DATE:
 10/31/23
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 6 OF 31

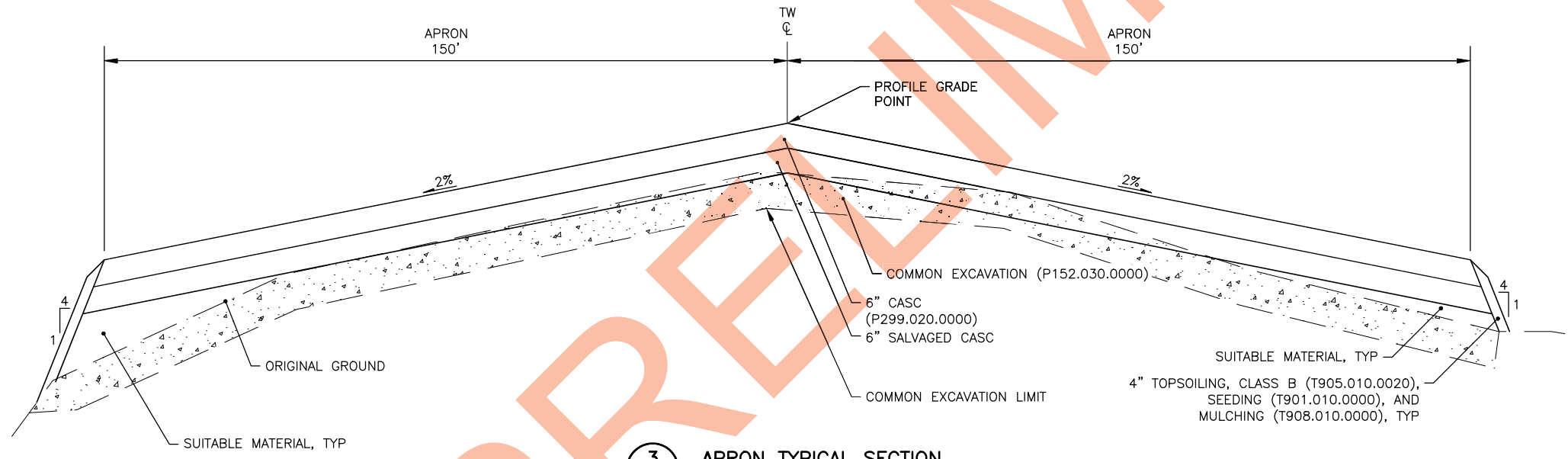
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1
7 RUNWAY TYPICAL SECTION
 NTS
 RW STA 6+17 TO 44+17



2
7 TAXIWAY TYPICAL SECTION
 NTS
 TW STA 100+37.5 TO 102+50



3
7 APRON TYPICAL SECTION
 NTS
 TW STA 102+50 TO 104+50

NOTES:

- SEE ELECTRICAL PLANS FOR RUNWAY AND TAXIWAY LIGHT PLACEMENT.
- SEE TAXIWAY GRADING PLAN FOR VARYING DIMENSIONS AND GRADES.
- REMOVE GRASS AND ORGANICS FROM VEGETATED EMBANKMENT SLOPES RECEIVING NEW FILL. THIS WORK IS INCIDENTAL TO P-152 AND NO PAYMENT SHALL BE MADE.
- APPLY DUST PALLIATIVE TO ALL AREAS RECEIVING NEW CASC.
- IN AREAS WHERE EXCAVATION WILL NOT OCCUR AND AT THE BOTTOM OF COMMON EXCAVATION, THE EXISTING EMBANKMENT SHALL BE SCARIFIED DOWN TO 6 INCHES PRIOR TO FILL BEING PLACED. THIS WORK IS SUBSIDIARY TO UNCLASSIFIED EXCAVATION AND WILL NOT BE MEASURED FOR PAYMENT.
- SALVAGED CASC SHALL BE OBTAINED FROM AND PAID UNDER COMMON EXCAVATION (P152.030.0000) AND MEET THE REQUIREMENTS OF THE P-152 SPECIFICATION. EXCAVATION BEYOND THESE LIMITS AND QUANTITY SHALL BE UNCLASSIFIED EXCAVATION.
- CONDUCT A SHALLOW TEST-PIT PROGRAM TO DETERMINE CASC AND COMMON EXCAVATION DEPTHS ACROSS THE PROJECT AREA TO GENERATE THE PLAN QUANTITY OF SALVAGED CASC DEPICTED IN THE TYPICAL SECTION. REFER TO SPECIFICATION P-152 FOR SHALLOW TEST PIT PROGRAM REQUIREMENTS.
- PLACE 4" TOPSOIL (T905.010.0020), SEED (T901.010.0000), AND MULCH (T908.010.0000) ON ALL DISTURBED SLOPES.
- SEE SHEET 17 FOR SECTIONS AND GRADING OF THE SREB PAD.

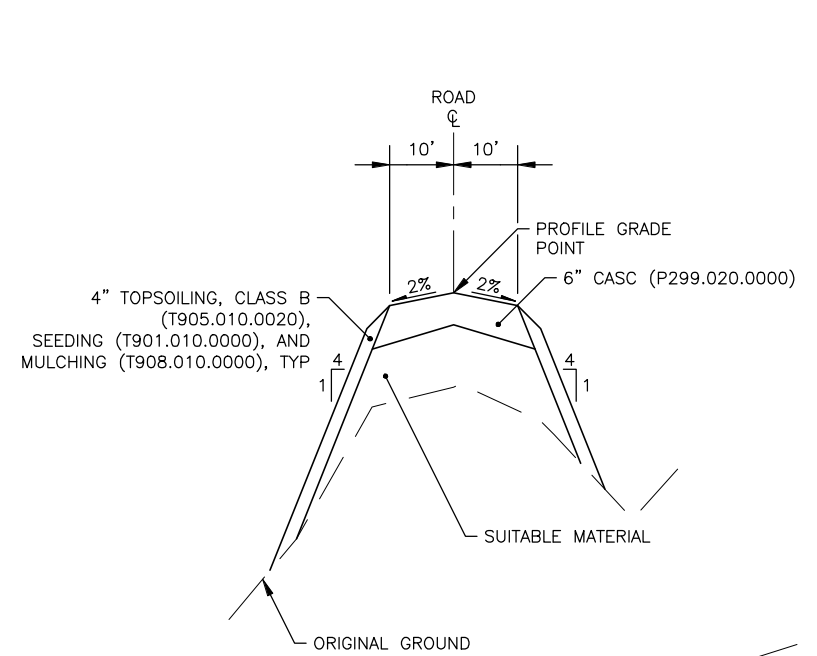
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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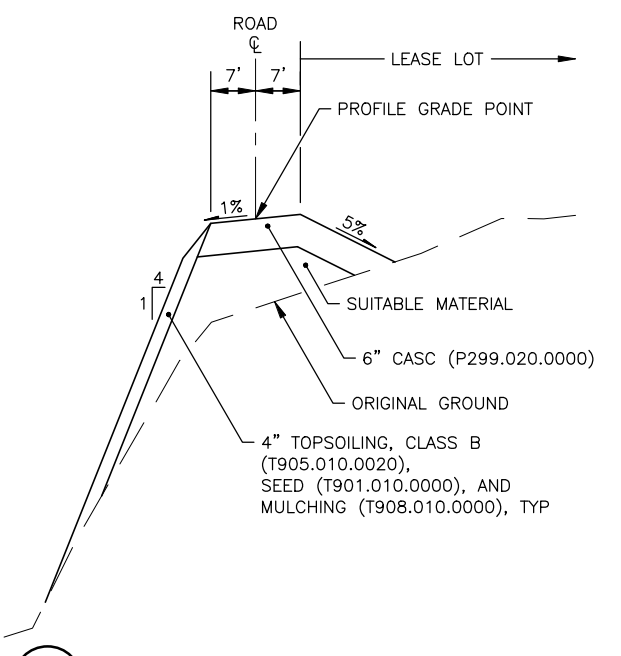
CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 TYPICAL SECTIONS

DATE:
 10/31/23
 SHEET:
 7 OF 31

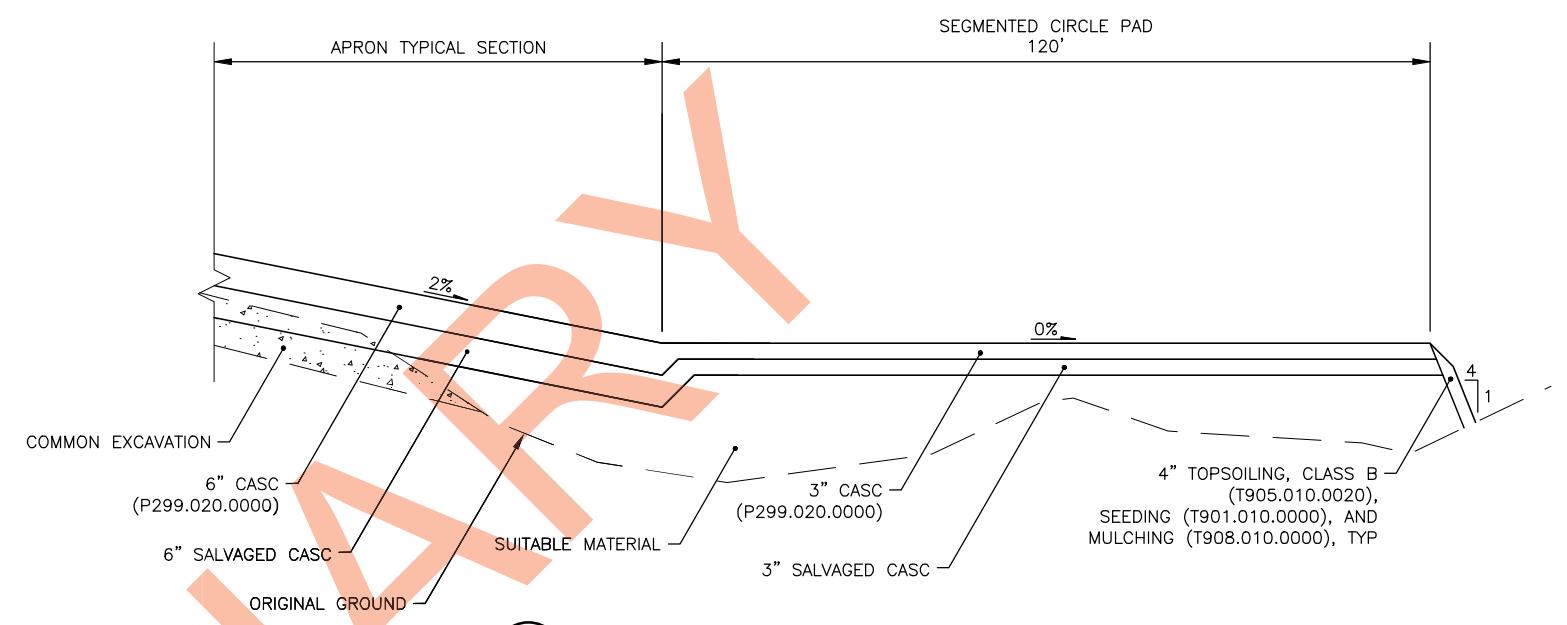
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 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM



1
8 AIRPORT ACCESS ROAD TYPICAL SECTION
 NTS
 RD STA 203+80.87 TO 229+87.96

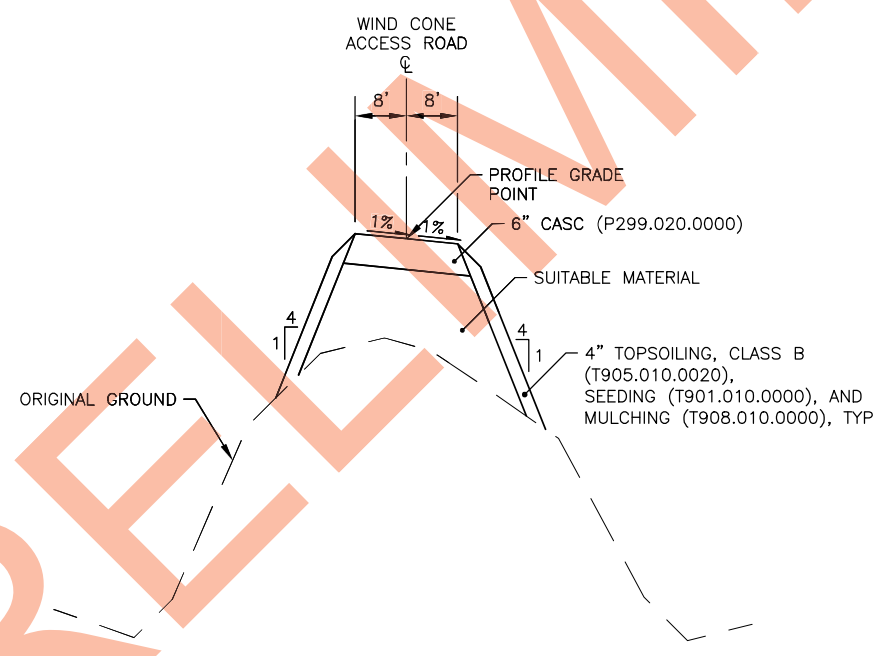


2
8 AIRPORT ACCESS ROAD TYPICAL SECTION
 NTS
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 *RD STA 201+79.33 TO 203+72.99
 * SEE SHEET 17 FOR SREB PAD GRADING PLAN

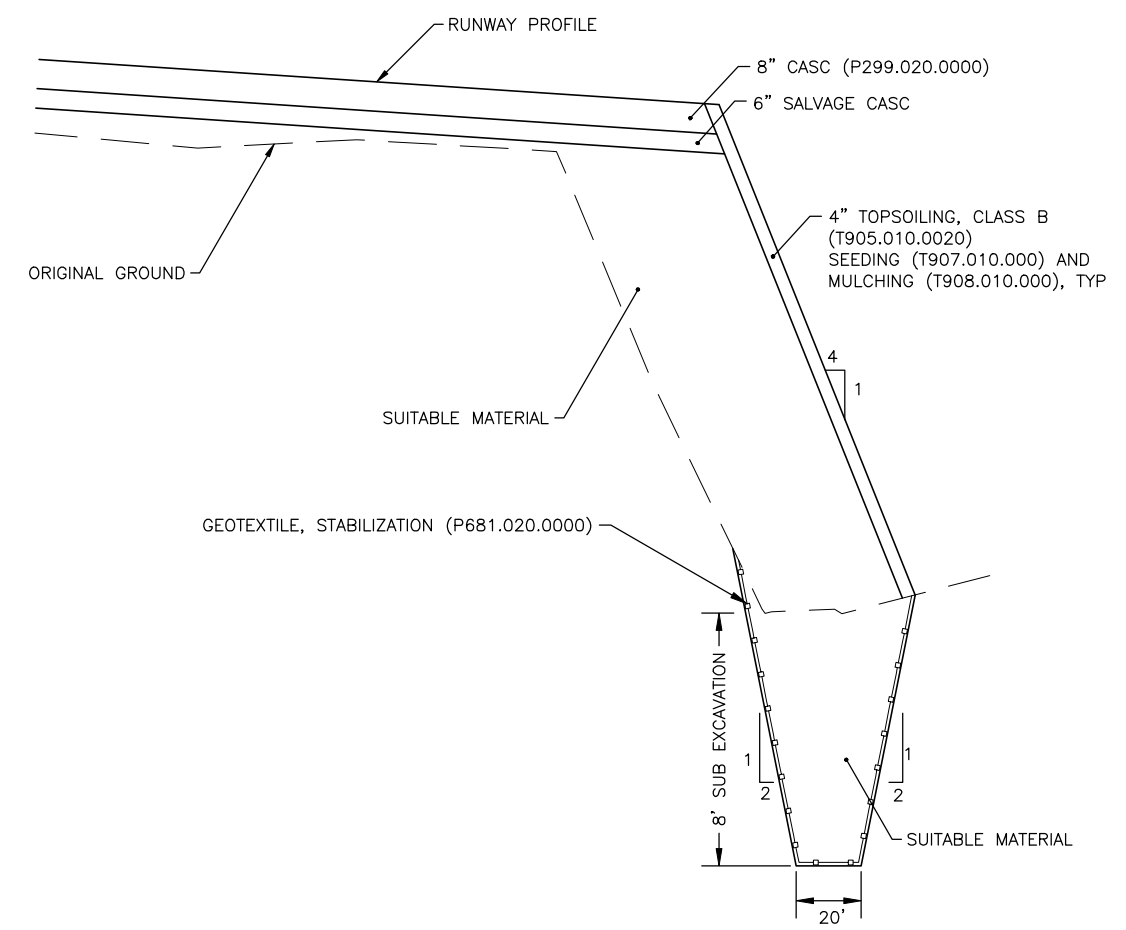


3
8 SEGMENTED CIRCLE PAD TYPICAL SECTION
 NTS
 TW STA 102+45.5 TO 103+60.5

- NOTES:**
- SEE ELECTRICAL PLANS FOR RUNWAY AND TAXIWAY LIGHT PLACEMENT.
 - SEE TAXIWAY GRADING PLAN FOR VARYING DIMENSIONS AND GRADES.
 - REMOVE GRASS AND ORGANICS FROM VEGETATED EMBANKMENT SLOPES RECEIVING NEW FILL. THIS WORK IS INCIDENTAL TO P-152 AND NO PAYMENT SHALL BE MADE.
 - APPLY DUST PALLIATIVE TO ALL AREAS RECEIVING NEW CASC.
 - IN AREAS WHERE EXCAVATION WILL NOT OCCUR AND AT THE BOTTOM OF COMMON EXCAVATION, THE EXISTING EMBANKMENT SHALL BE SCARIFIED DOWN TO 6 INCHES PRIOR TO FILL BEING PLACED. THIS WORK IS SUBSIDIARY TO UNCLASSIFIED EXCAVATION AND WILL NOT BE MEASURED FOR PAYMENT.
 - SALVAGED CASC SHALL BE OBTAINED FROM AND PAID UNDER COMMON EXCAVATION (P152.030.0000) AND MEET THE REQUIREMENTS OF THE P-152 SPECIFICATION. EXCAVATION BEYOND THESE LIMITS AND QUANTITY SHALL BE UNCLASSIFIED EXCAVATION.
 - CONDUCT A SHALLOW TEST-PIT PROGRAM TO DETERMINE CASC AND COMMON EXCAVATION DEPTHS ACROSS THE PROJECT AREA TO GENERATE THE PLAN QUANTITY OF SALVAGED CASC DEPICTED IN THE TYPICAL SECTION. REFER TO SPECIFICATION P-152 FOR SHALLOW TEST PIT PROGRAM REQUIREMENTS.
 - PLACE 4" TOPSOIL (T905.010.0020), SEED (T901.010.0000), AND MULCH (T908.010.0000) ON ALL DISTURBED SLOPES.
 - SEE SHEET 17 FOR SECTIONS AND GRADING OF THE SREB PAD.



4
8 WIND CONE ACCESS ROAD TYPICAL SECTION
 NTS



5
8 RUNWAY 20 RUNWAY SAFETY AREA EMBANKMENT KEY SECTION
 NTS

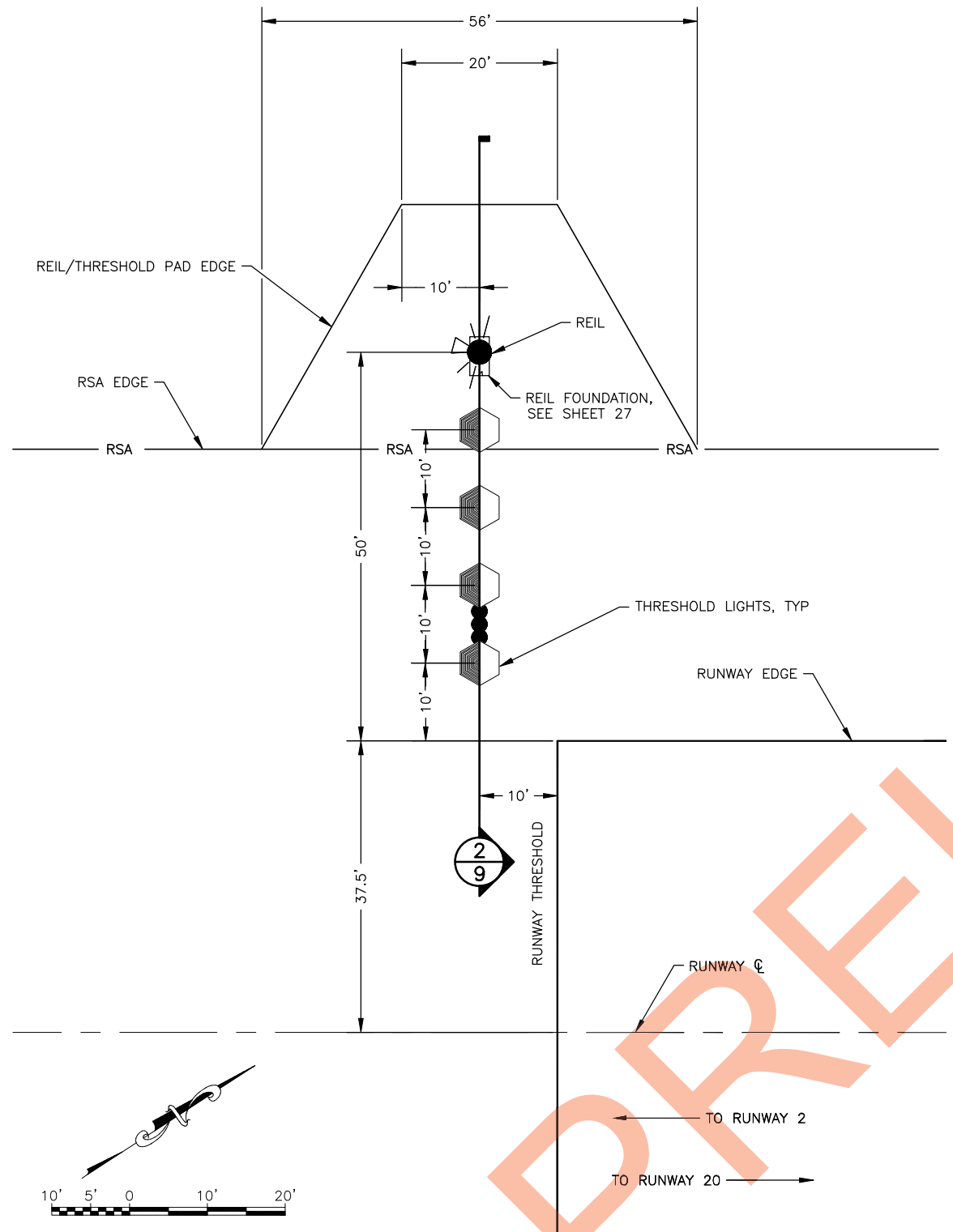
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 TYPICAL SECTIONS

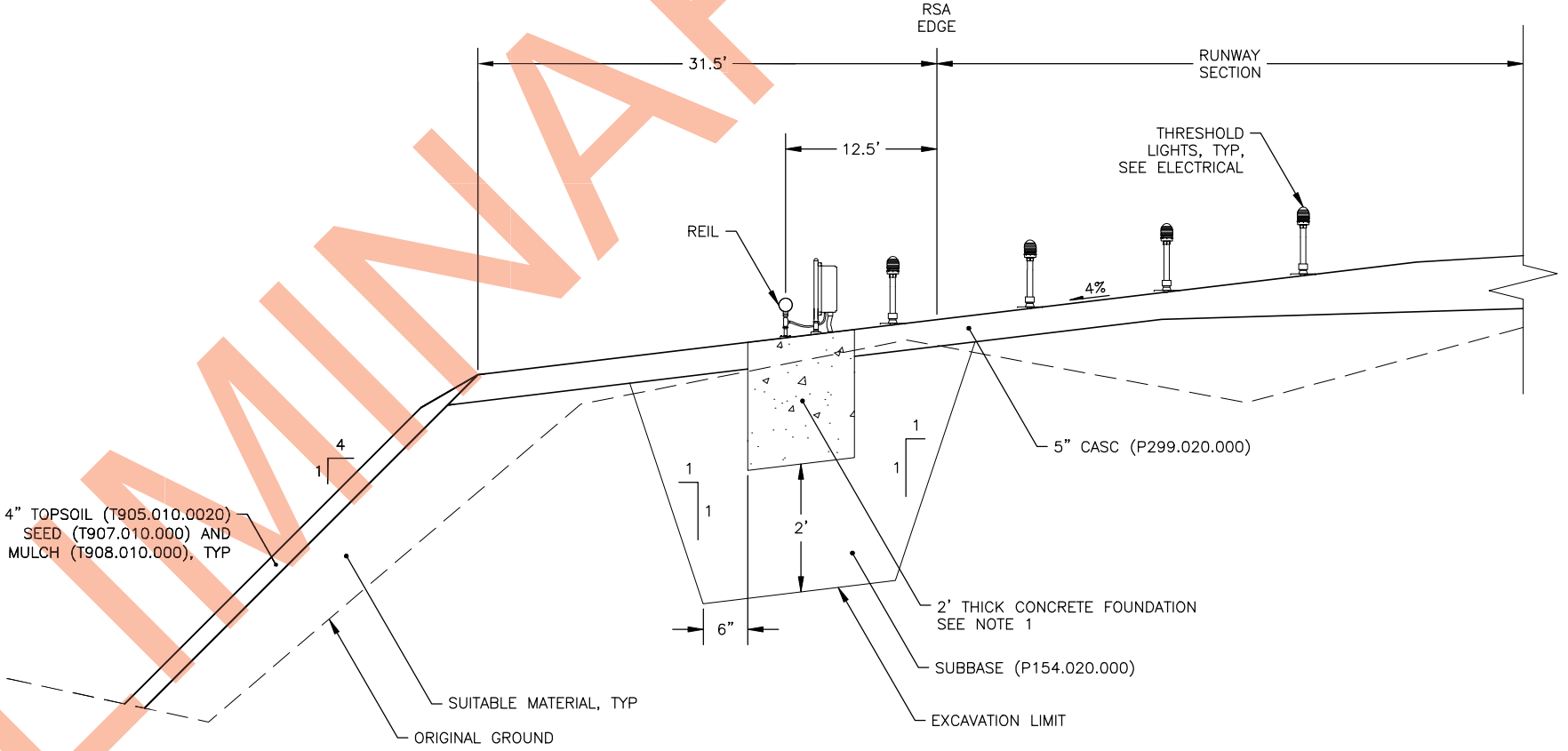
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8 OF 31

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 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM



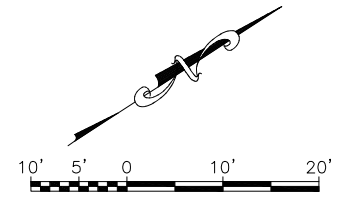
1
9 THRESHOLD PAD PLAN & REIL PAD PLAN*
 NTS
 RW 2 REIL STA 9+07
 RW 20 REIL STA 41+27

*RW 2 LT REIL SHOWN. MIRROR FOR RW 2 RT AND RW 20 REIL. REIL LAMPS TO POINT AWAY FROM RW THRESHOLD.



2
9 THRESHOLD PAD SECTION & REIL PAD TYPICAL SECTION
 NTS

- NOTES:
- SEE SHEET 27 FOR REIL CONCRETE FOUNDATION DETAILS.
 - MATCH RUNWAY TYPICAL SECTION AT RSA.



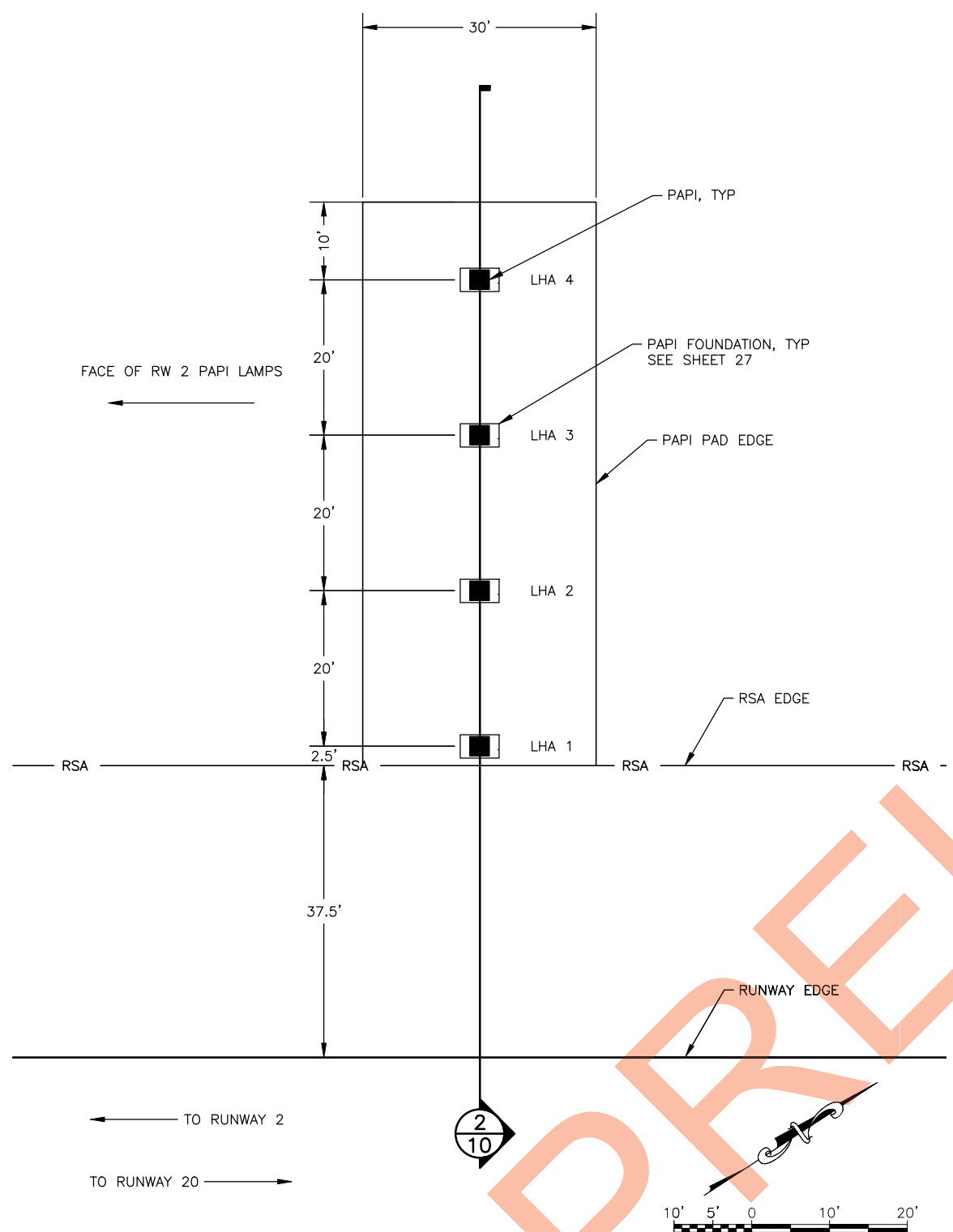
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CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 REIL PAD PLAN & SECTION

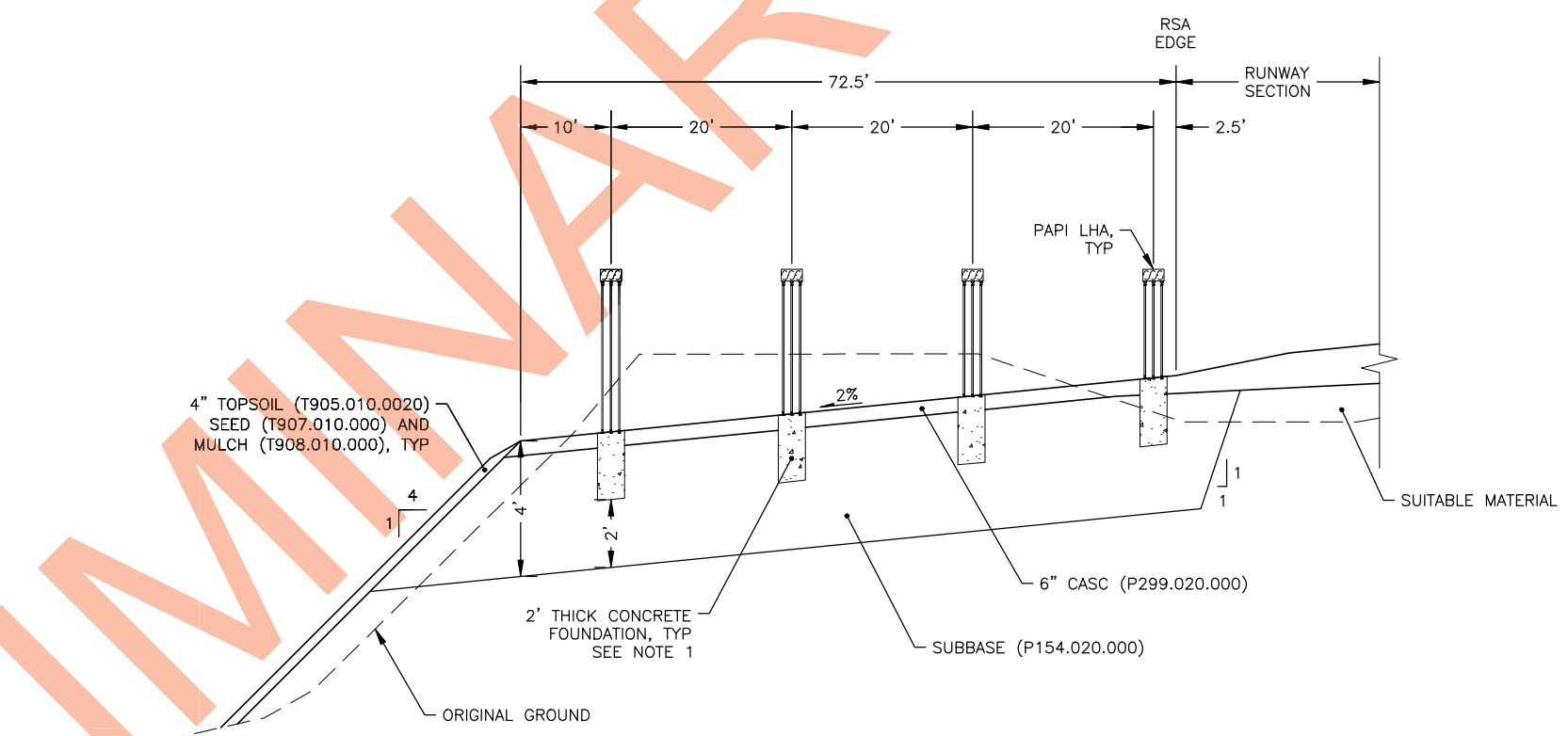
DATE: 10/31/23
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 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM



1
10 PAPI PAD PLAN*
 NTS
 RW 2 PAPI STA 13+45
 RW 20 PAPI STA 36+43

*RW 2 PAPI SHOWN. ROTATE DETAIL 180 DEGREES FOR RW 20 PAPI. PAPI LAMPS TO POINT AWAY FROM INTERIOR OF RUNWAY.



2
10 PAPI PAD TYPICAL SECTION
 NTS

NOTES:

- SEE SHEET 27 FOR PAPI CONCRETE FOUNDATION DETAILS.
- MATCH RUNWAY TYPICAL SECTION AT RSA.
- USE SUBBASE FOR ANY BACKFILL NECESSARY FOR THE INSTALLATION OF THE NEW PAPI CONCRETE FOUNDATIONS.

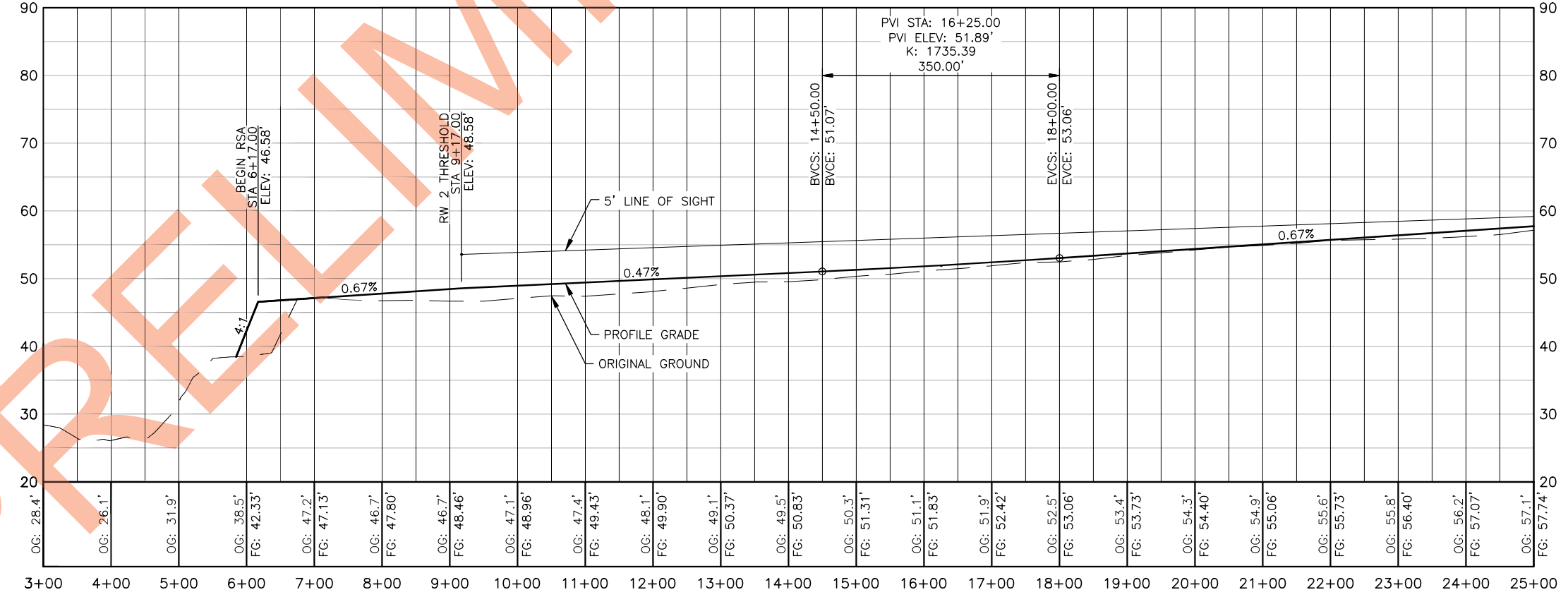
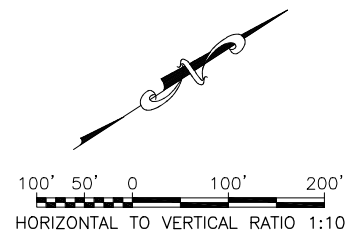
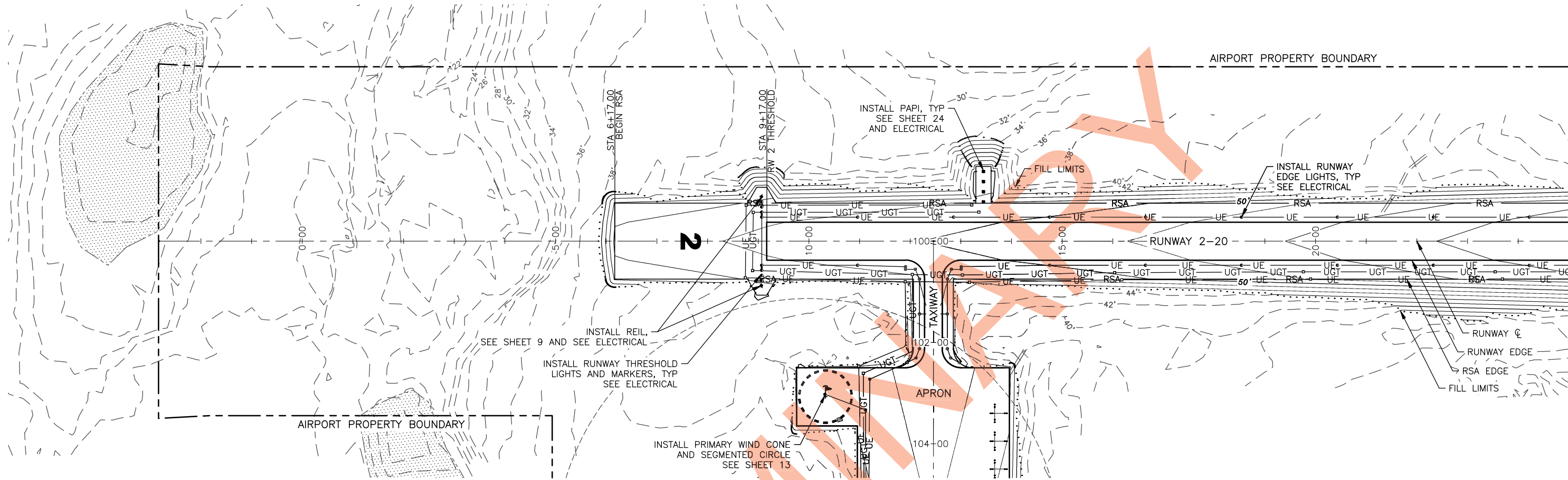
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 PAPI PAD PLAN & SECTION

DATE: 10/31/23
 SHEET: 10 OF 31

Date Recvied: 10/31/2023, 10:25 AM
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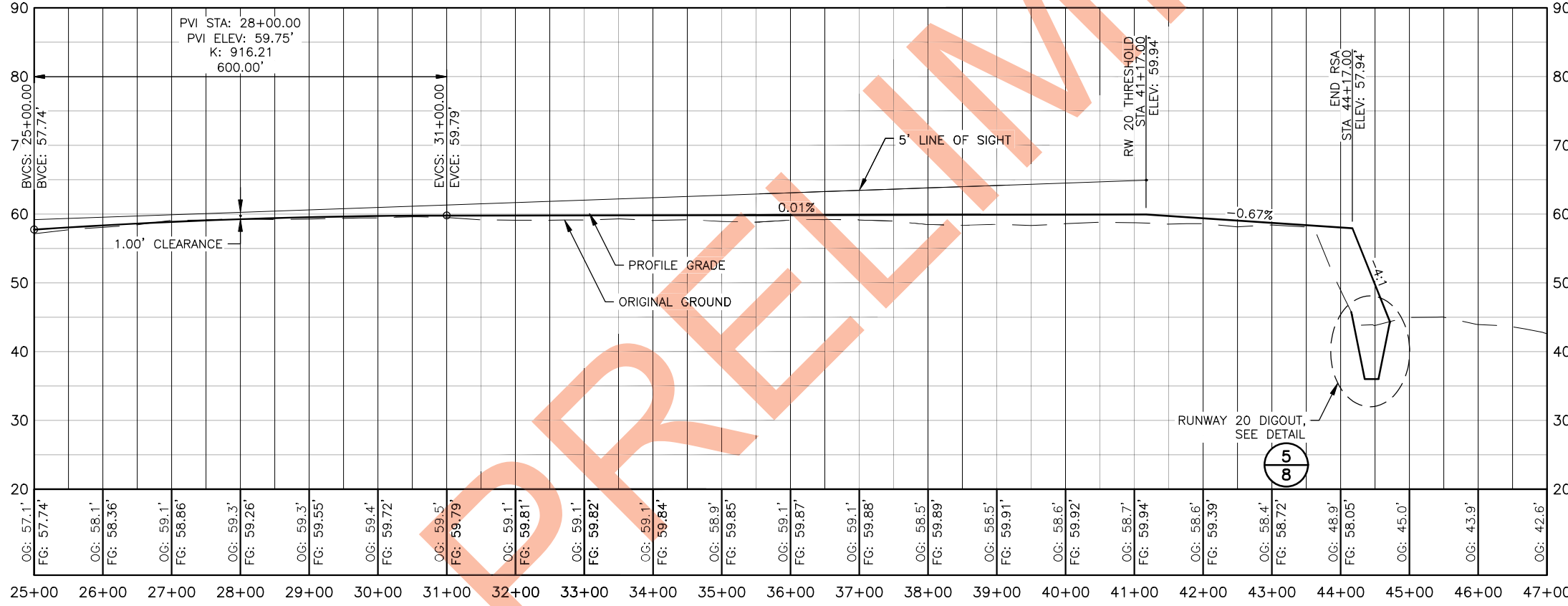
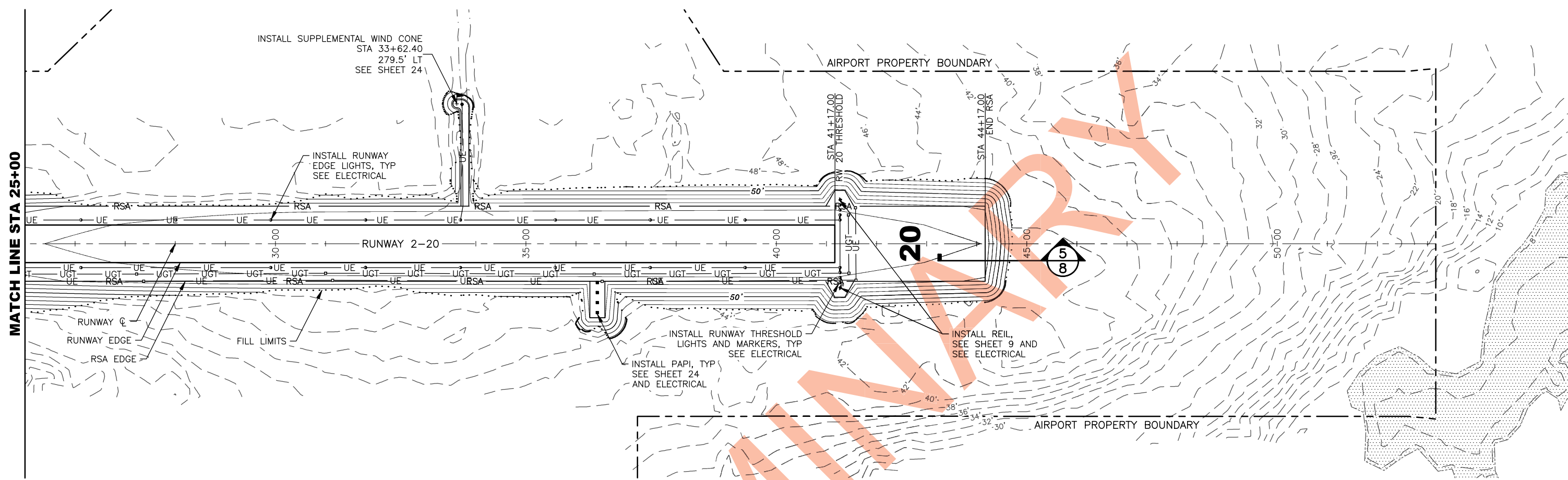
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 RUNWAY PLAN & PROFILE
 STA 6+17 TO STA 25+00

DATE: 10/31/23
 SHEET: 11 OF 31

Date Revised: 10/31/2023, 10:25 AM
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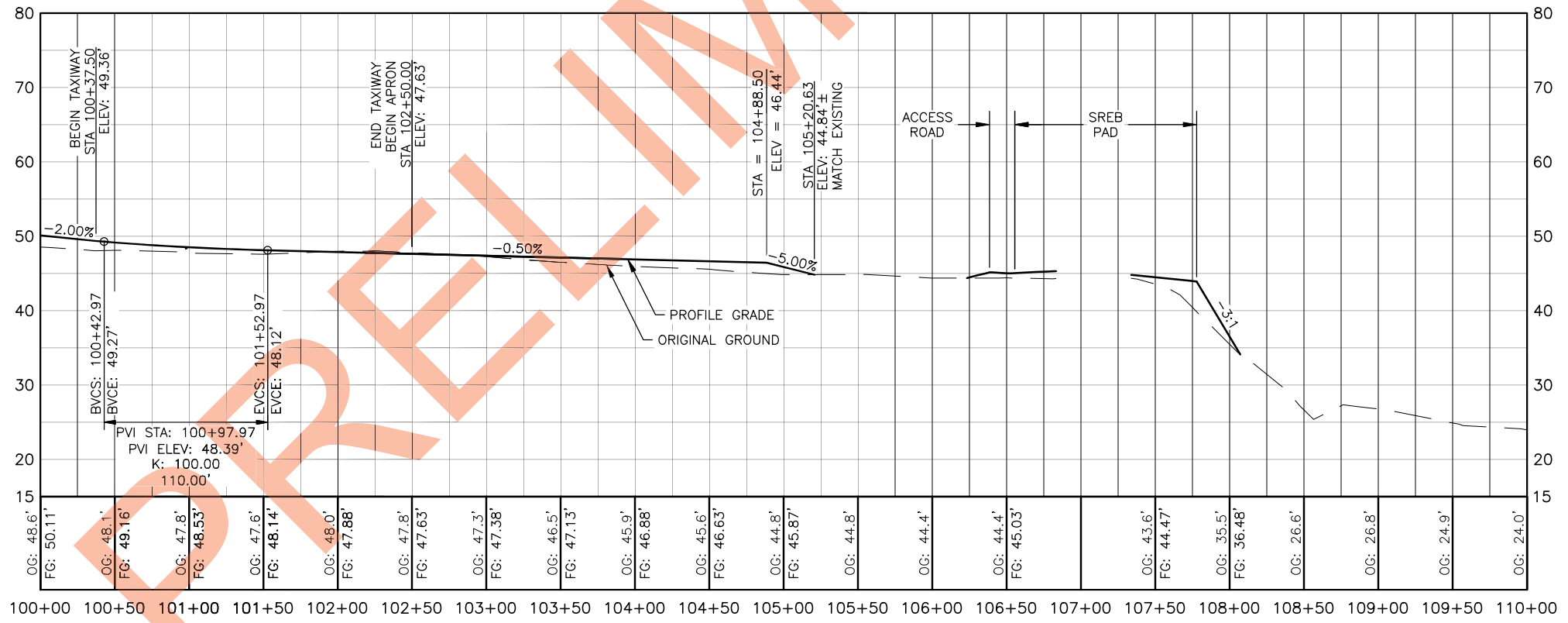
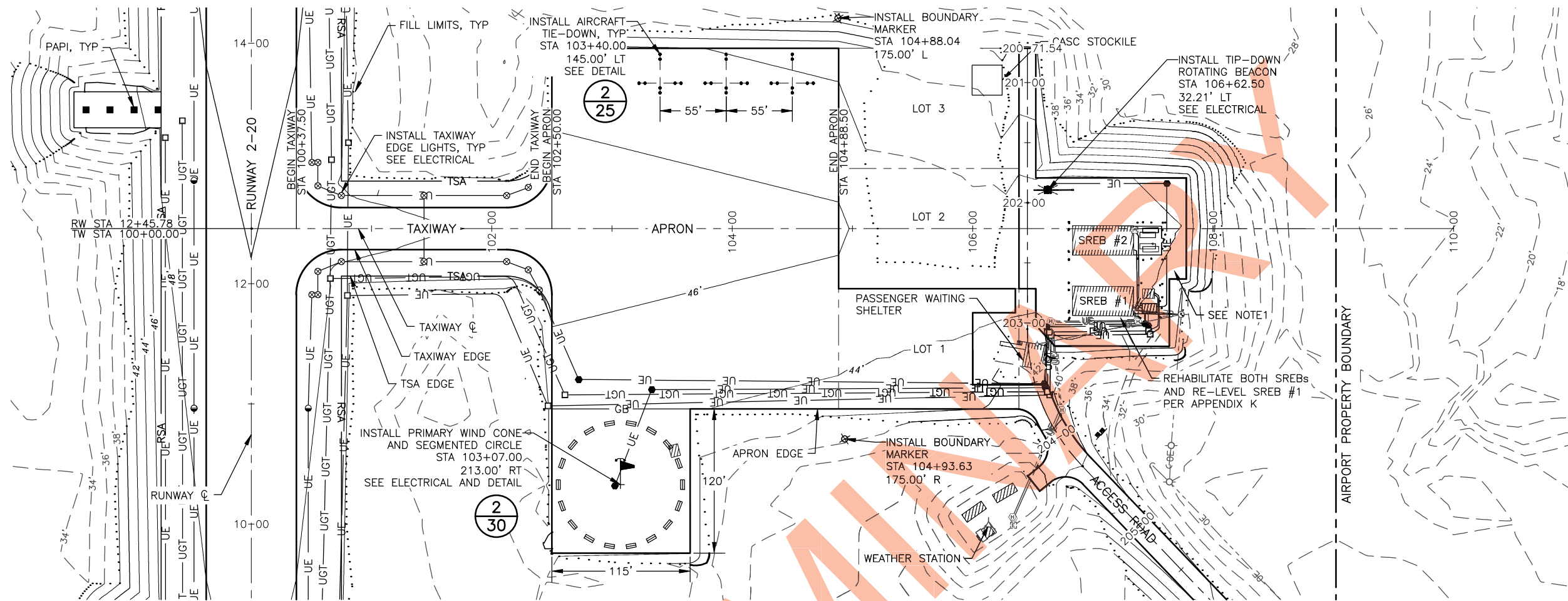
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 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 RUNWAY PLAN & PROFILE
 STA 25+00 TO STA 44+17

DATE: 10/31/23
 SHEET: 12 OF 31

Designed By: CWB
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Date Revised: 10/31/2023, 10:26 AM
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 File Path and Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-AK-Taxiway Plan & Profiles.dwg



NOTE:
 1. SEE SREB GRADING PLAN SHEET 17 FOR SREB PAD LAYOUT SCHEDULE AND SECTIONS.

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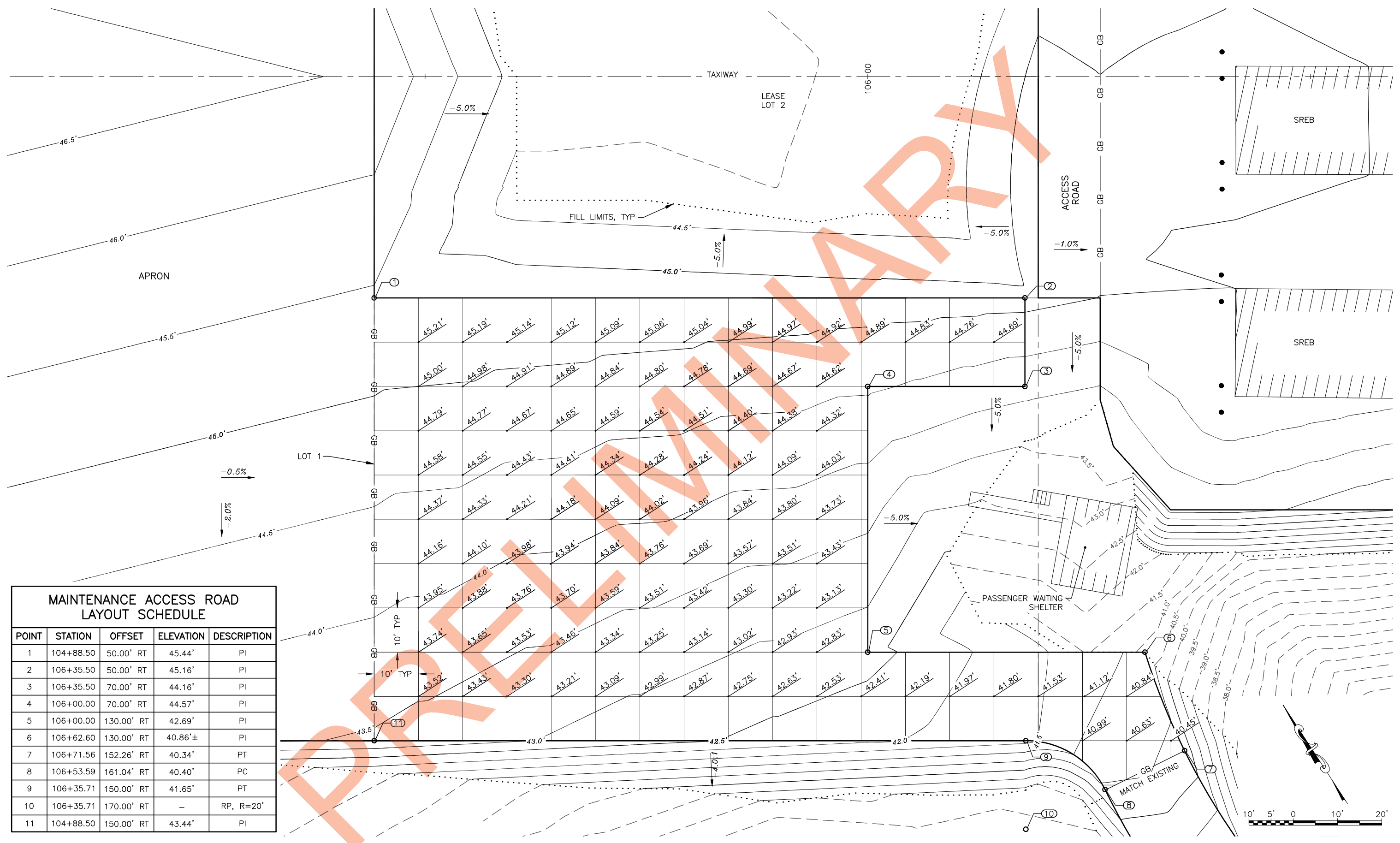
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CHEVAK AIRPORT
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 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 TAXIWAY PLAN & PROFILE

DATE: 10/31/23
 SHEET: 13 OF 31

Date Revised: 10/31/2023, 10:26 AM
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MAINTENANCE ACCESS ROAD LAYOUT SCHEDULE

| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
|-------|-----------|------------|-----------|-------------|
| 1 | 104+88.50 | 50.00' RT | 45.44' | PI |
| 2 | 106+35.50 | 50.00' RT | 45.16' | PI |
| 3 | 106+35.50 | 70.00' RT | 44.16' | PI |
| 4 | 106+00.00 | 70.00' RT | 44.57' | PI |
| 5 | 106+00.00 | 130.00' RT | 42.69' | PI |
| 6 | 106+62.60 | 130.00' RT | 40.86'± | PI |
| 7 | 106+71.56 | 152.26' RT | 40.34' | PT |
| 8 | 106+53.59 | 161.04' RT | 40.40' | PC |
| 9 | 106+35.71 | 150.00' RT | 41.65' | PT |
| 10 | 106+35.71 | 170.00' RT | - | RP, R=20' |
| 11 | 104+88.50 | 150.00' RT | 43.44' | PI |

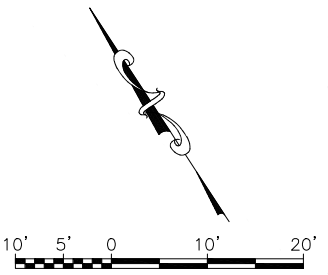
- NOTES:**
1. PROVIDE SMOOTH TRANSITIONS BETWEEN ALL FINISH GRADE SPOT ELEVATIONS.
 2. STATIONS AND OFFSET REFERENCE THE TAXIWAY ALIGNMENT, UNLESS LABELED OTHERWISE.

| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 LEASE LOT TO ACCESS ROAD
 TRANSITION GRADING PLAN

DATE: 10/31/23
 SHEET: 14 OF 31

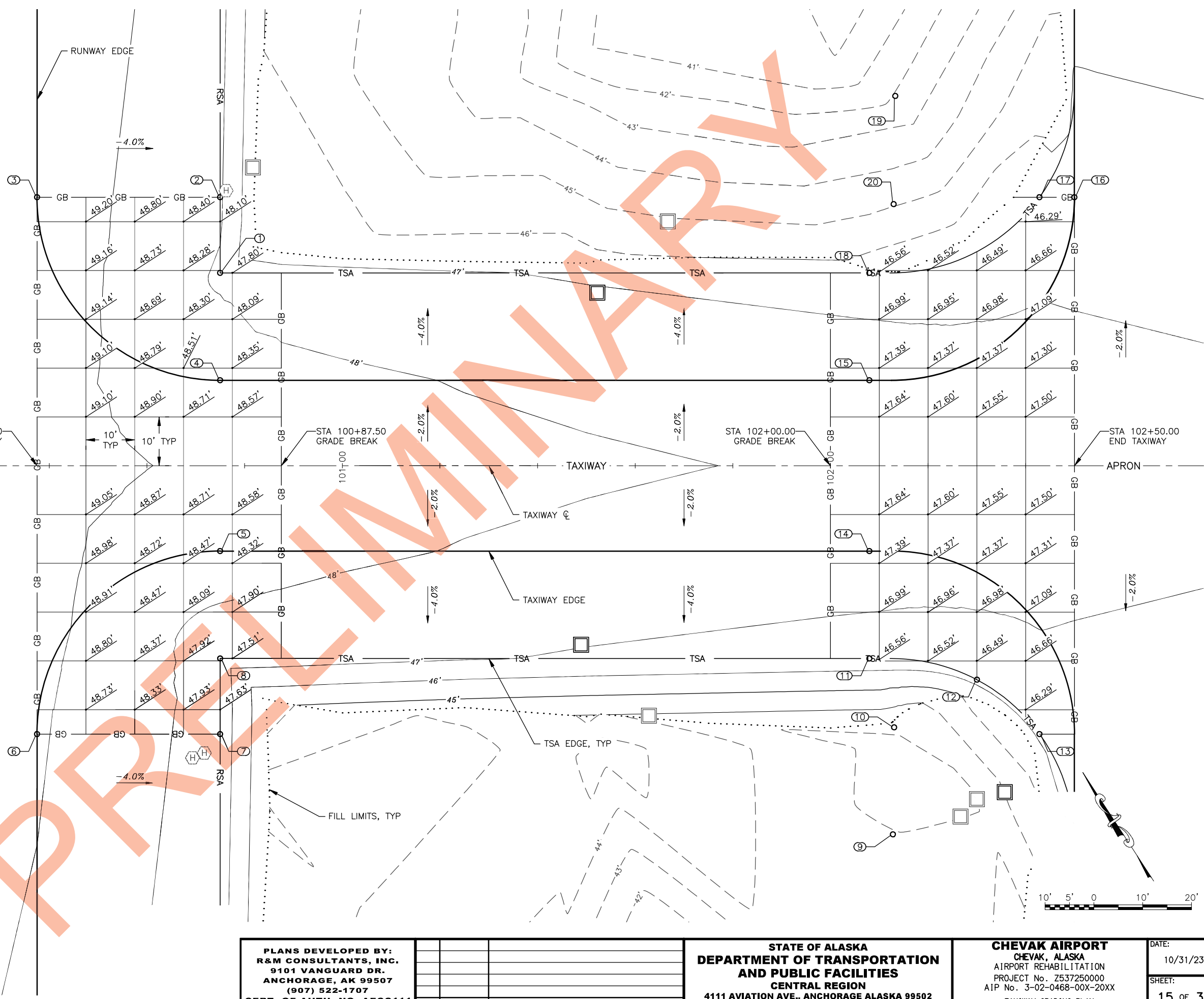


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 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM

NOTES:

1. PROVIDE SMOOTH TRANSITIONS BETWEEN ALL FINISH GRADE SPOT ELEVATION LOCATIONS.
2. STATIONS AND OFFSETS REFERENCE THE TAXIWAY ALIGNMENT, UNLESS LABELED OTHERWISE.

| LAYOUT SCHEDULE | | | | |
|-----------------|-----------|-----------|-----------|-----------------|
| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
| 1 | 100+75.00 | 39.50' LT | 47.89' | TSA PI |
| 2 | 100+75.00 | 55.00' LT | - | TW RP, R=37.5' |
| 3 | 100+37.50 | 55.00' LT | 49.62' | TW PC |
| 4 | 100+75.00 | 17.50' LT | 48.45' | TW PT |
| 5 | 100+75.00 | 17.50' RT | 48.45' | TW PT |
| 6 | 100+37.50 | 55.00' RT | 49.11' | TW PC |
| 7 | 100+75.00 | 55.00' RT | - | TW RP, R=37.5' |
| 8 | 100+75.00 | 39.50' RT | 47.52' | TSA PI |
| 9 | 102+12.82 | 75.54' RT | - | TSA RP, R=37.5' |
| 10 | 102+13.07 | 53.61' RT | - | TW RP, R=37.5' |
| 11 | 102+08.00 | 39.50' RT | 46.62' | TSA PC |
| 12 | 102+30.03 | 43.85' RT | 46.30' | TSA PT |
| 13 | 102+42.86 | 55.00' RT | 46.25' | TW PT |
| 14 | 102+08.00 | 17.50' RT | 47.50' | TW PC |
| 15 | 102+08.00 | 17.50' LT | 47.50' | TW PC |
| 16 | 102+50.00 | 55.00' LT | 46.53' | TW PT |
| 17 | 102+42.86 | 55.00' LT | 46.25' | TSA PT |
| 18 | 102+08.00 | 39.50' LT | 46.62' | TSA PC |
| 19 | 102+13.31 | 75.74' LT | - | TSA RP, R=37.5' |
| 20 | 102+12.98 | 53.58' LT | - | TW RP, R=37.5' |



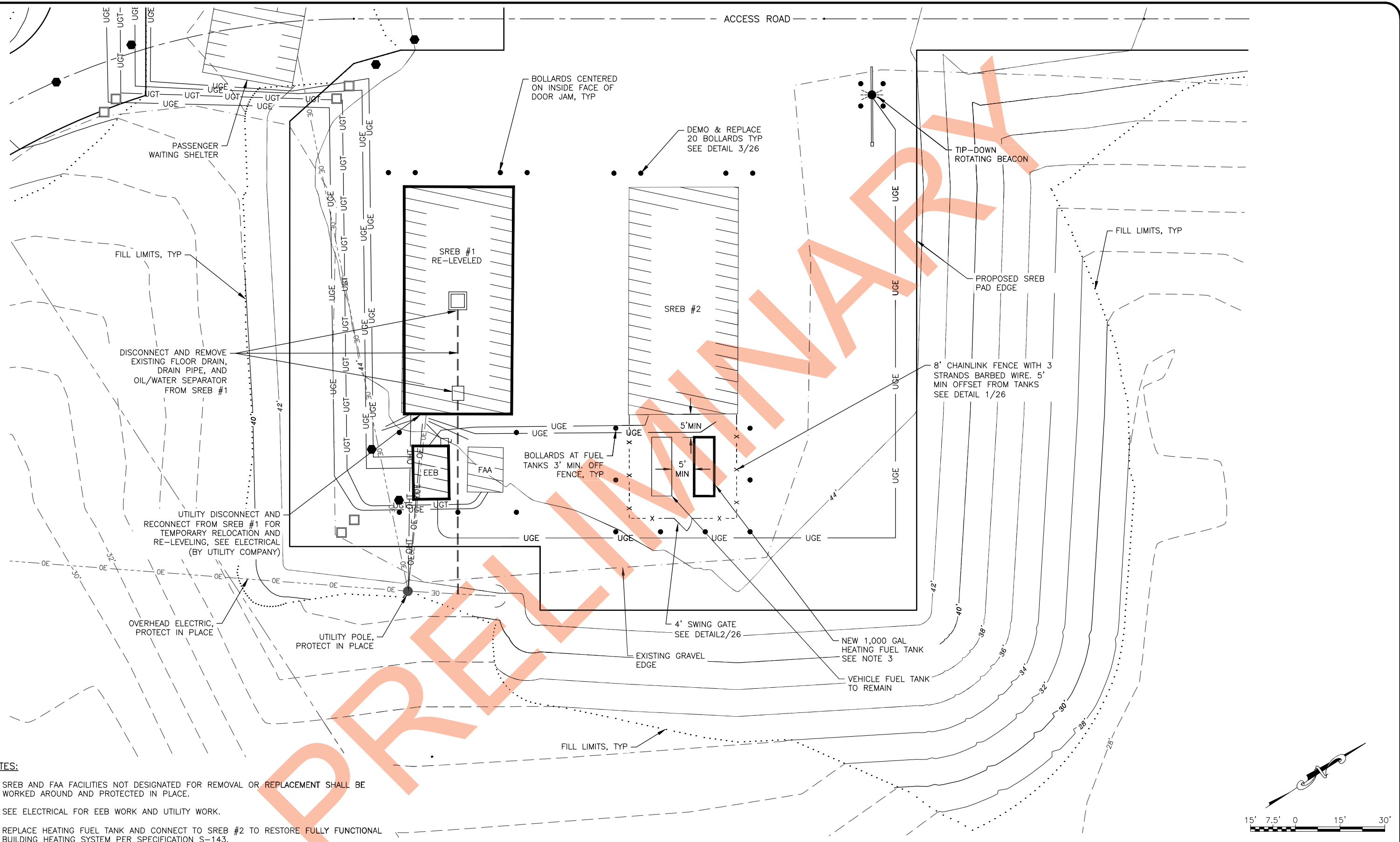
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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| BY | DATE | REVISION |
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STATE OF ALASKA
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 4111 AVIATION AVE., ANCHORAGE ALASKA 99502
 PHONE (907) 269-0590

CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 TAXIWAY GRADING PLAN

DATE: 10/31/23
 SHEET: 15 OF 31

Date Received: 10/31/2023, 10:27 AM
 Layout Name: SREB LAYOUT
 File Path and Name: Z:\project\2987\01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-AK-SREB-Layout_Plan.dwg
 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM



- NOTES:**
1. SREB AND FAA FACILITIES NOT DESIGNATED FOR REMOVAL OR REPLACEMENT SHALL BE WORKED AROUND AND PROTECTED IN PLACE.
 2. SEE ELECTRICAL FOR EEB WORK AND UTILITY WORK.
 3. REPLACE HEATING FUEL TANK AND CONNECT TO SREB #2 TO RESTORE FULLY FUNCTIONAL BUILDING HEATING SYSTEM PER SPECIFICATION S-143.

| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
|--|------|----------|
| BY | DATE | REVISION |
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION
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 PHONE (907) 269-0590

CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 SREB LAYOUT PLAN

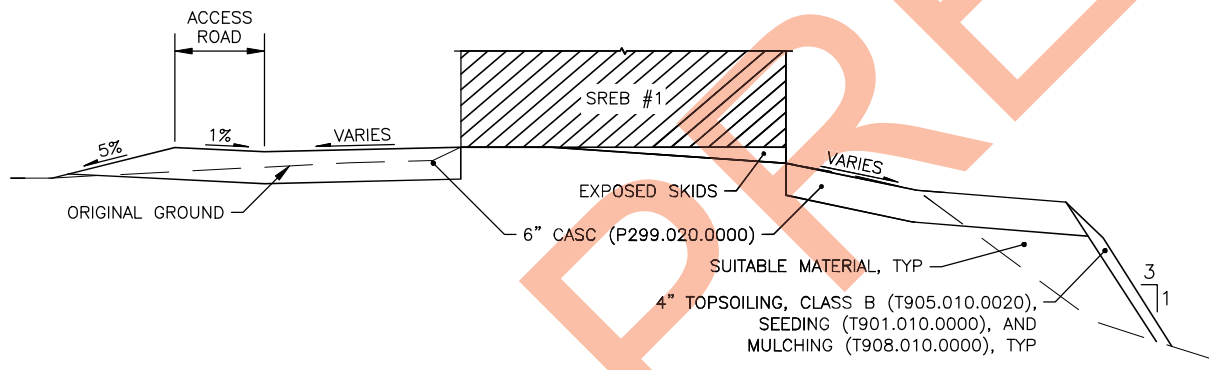
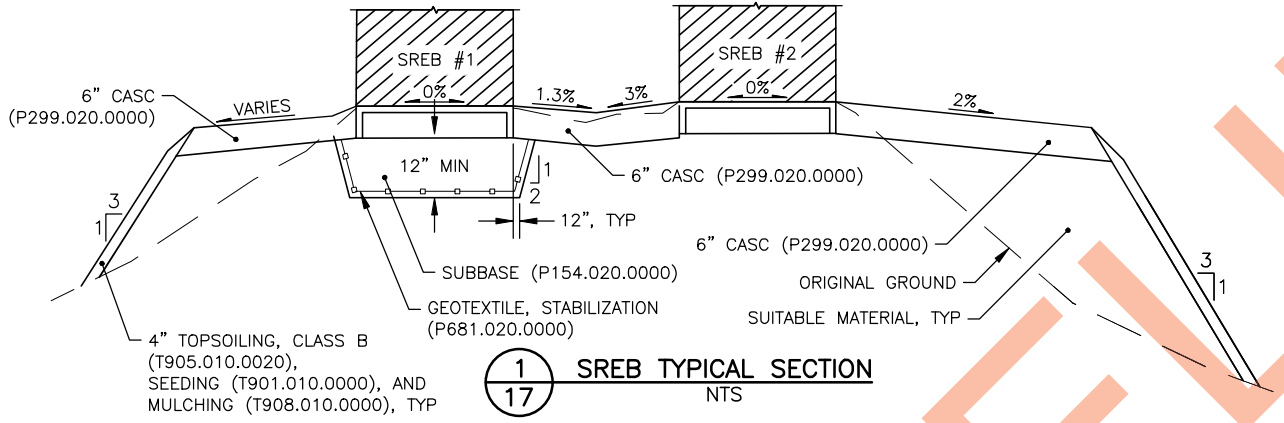
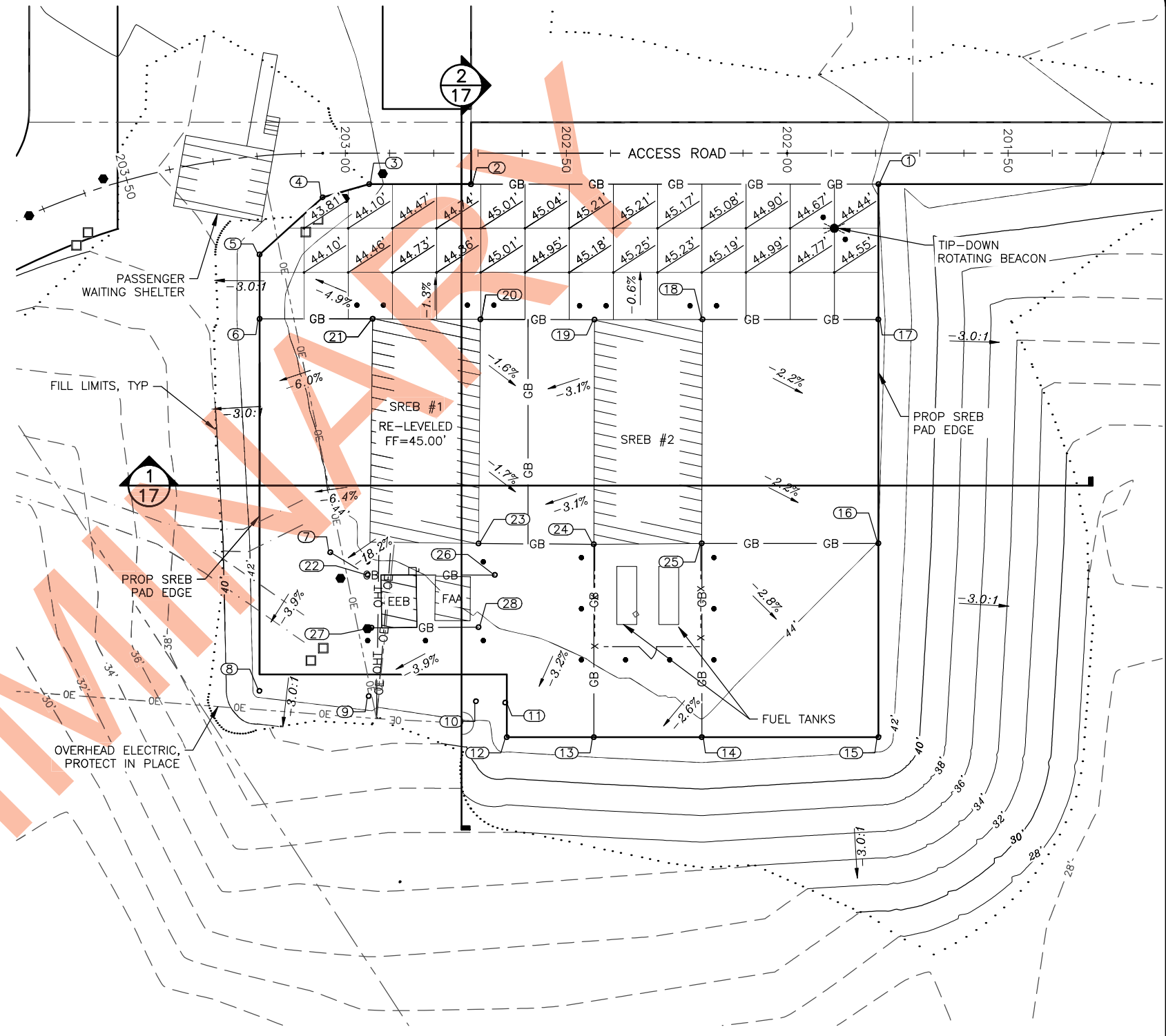
DATE: 10/31/23
 SHEET: 16 OF 31

Date Revised: 10/31/2023, 10:27 AM
 Layout Name: SREB PAD GRADING PLAN
 File Path and Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-AK-SREB-Grading_Plan.dwg
 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM

| LAYOUT SCHEDULE | | | |
|-----------------|-----------|------------|-----------|
| POINT | STATION | OFFSET | ELEVATION |
| 1 | 201+79.33 | 7.00' LT | 43.95' |
| 2 | 202+71.54 | 7.00' LT | 44.99' |
| 3 | 202+94.59 | 7.00' LT | 43.84' |
| 4 | 203+05.10 | 10.00' LT | 43.70' |
| 5 | 203+21.64 | 22.20' LT | 43.69' |
| 6 | 203+23.52 | 36.68' LT | 43.71' |
| 7 | 203+03.40 | 90.34' LT | 42.91' |
| 8 | 203+57.80 | 119.42' LT | 42.50' |
| 9 | 202+94.68 | 122.91' LT | 43.07' |
| 10 | 202+70.42 | 124.06' LT | 43.48' |

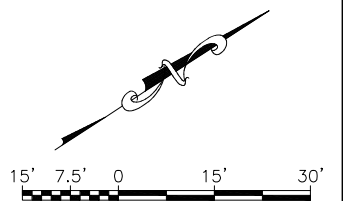
| LAYOUT SCHEDULE | | | |
|-----------------|-----------|------------|-----------|
| POINT | STATION | OFFSET | ELEVATION |
| 11 | 202+63.78 | 124.38' LT | 43.46' |
| 12 | 202+63.45 | 132.20' LT | 43.11' |
| 13 | 202+43.75 | 132.20' LT | 43.52' |
| 14 | 202+19.33 | 132.20' LT | 43.92' |
| 15 | 201+79.33 | 132.20' LT | 43.11' |
| 16 | 201+79.33 | 88.32' LT | 43.99' |
| 17 | 201+79.33 | 37.62' LT | 44.50' |
| 18 | 202+19.15 | 37.62' LT | 45.30' |
| 19 | 202+43.59 | 37.67' LT | 45.30' |
| 20 | 202+69.40 | 37.59' LT | 45.00' |

| LAYOUT SCHEDULE | | | |
|-----------------|-----------|------------|-----------|
| POINT | STATION | OFFSET | ELEVATION |
| 21 | 202+93.81 | 37.49' LT | 45.00' |
| 22 | 202+94.92 | 95.47' LT | 43.47' |
| 23 | 202+69.85 | 88.35' LT | 44.50' |
| 24 | 202+43.75 | 88.51' LT | 44.79' |
| 25 | 202+19.33 | 88.32' LT | 44.79' |
| 26 | 202+66.14 | 95.47' LT | 44.39' |
| 27 | 202+94.06 | 107.43' LT | 43.08' |
| 28 | 202+69.85 | 107.30' LT | 43.89' |



NOTES:

1. SREB AND FAA FACILITIES NOT DESIGNATED FOR REMOVAL OR REPLACEMENT SHALL BE WORKED AROUND AND PROTECTED IN PLACE.
2. PROVIDE SMOOTH TRANSITIONS BETWEEN ALL FINISH GRADE SPOT ELEVATION LOCATIONS.
3. SEE ELECTRICAL FOR EEB WORK AND UTILITY WORK.
4. MATCH EXISTING ELEVATIONS AROUND STRUCTURES.
5. FIELD ADJUST GRADINGS AS NECESSARY PER THE ENGINEER'S DIRECTION.
6. STATIONS AND OFFSETS REFERENCE THE ACCESS ROAD ALIGNMENT, UNLESS LABELED OTHERWISE.



PLANS DEVELOPED BY:
R&M CONSULTANTS, INC.
 9101 VANGUARD DR.
 ANCHORAGE, AK 99507
 (907) 522-1707
 CERT. OF AUTH. NO. AECC111

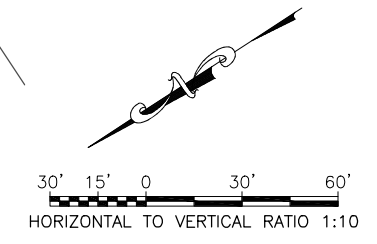
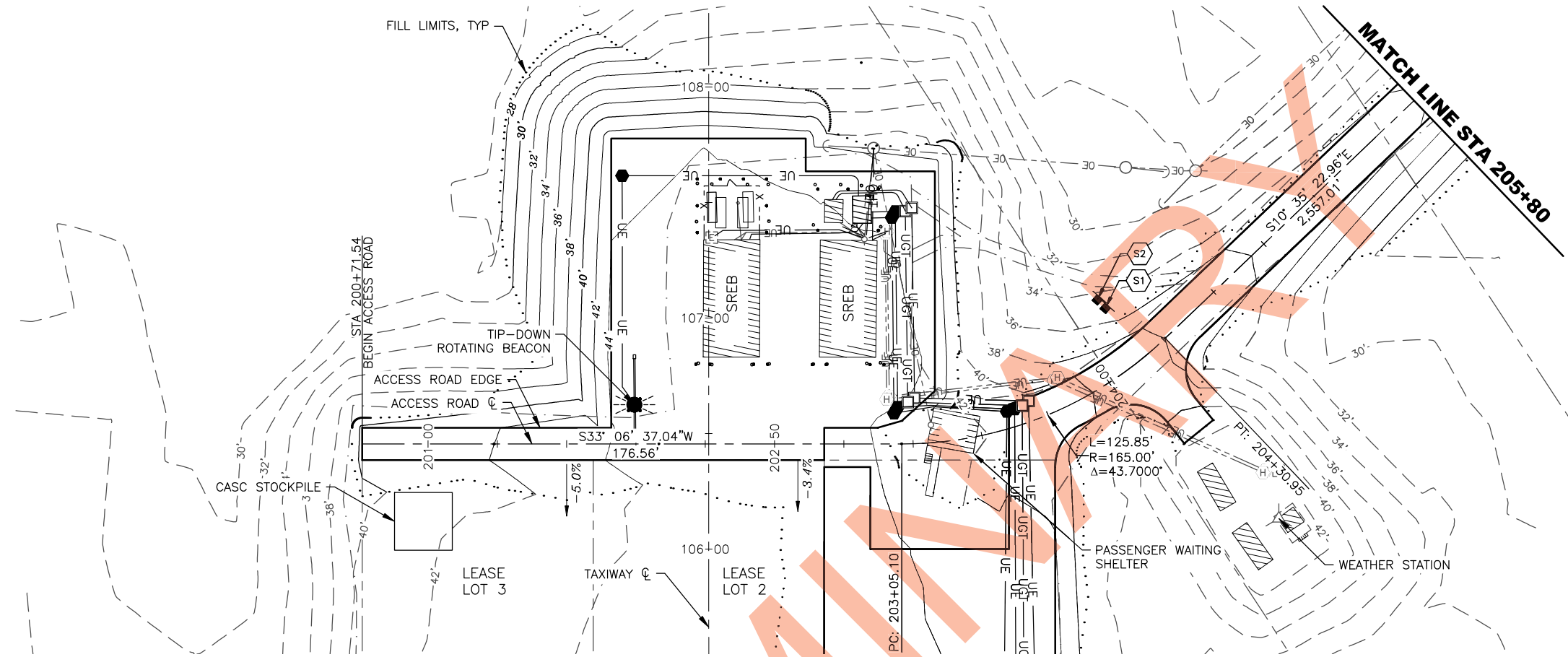
| BY | DATE | REVISION |
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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
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 PHONE (907) 269-0590

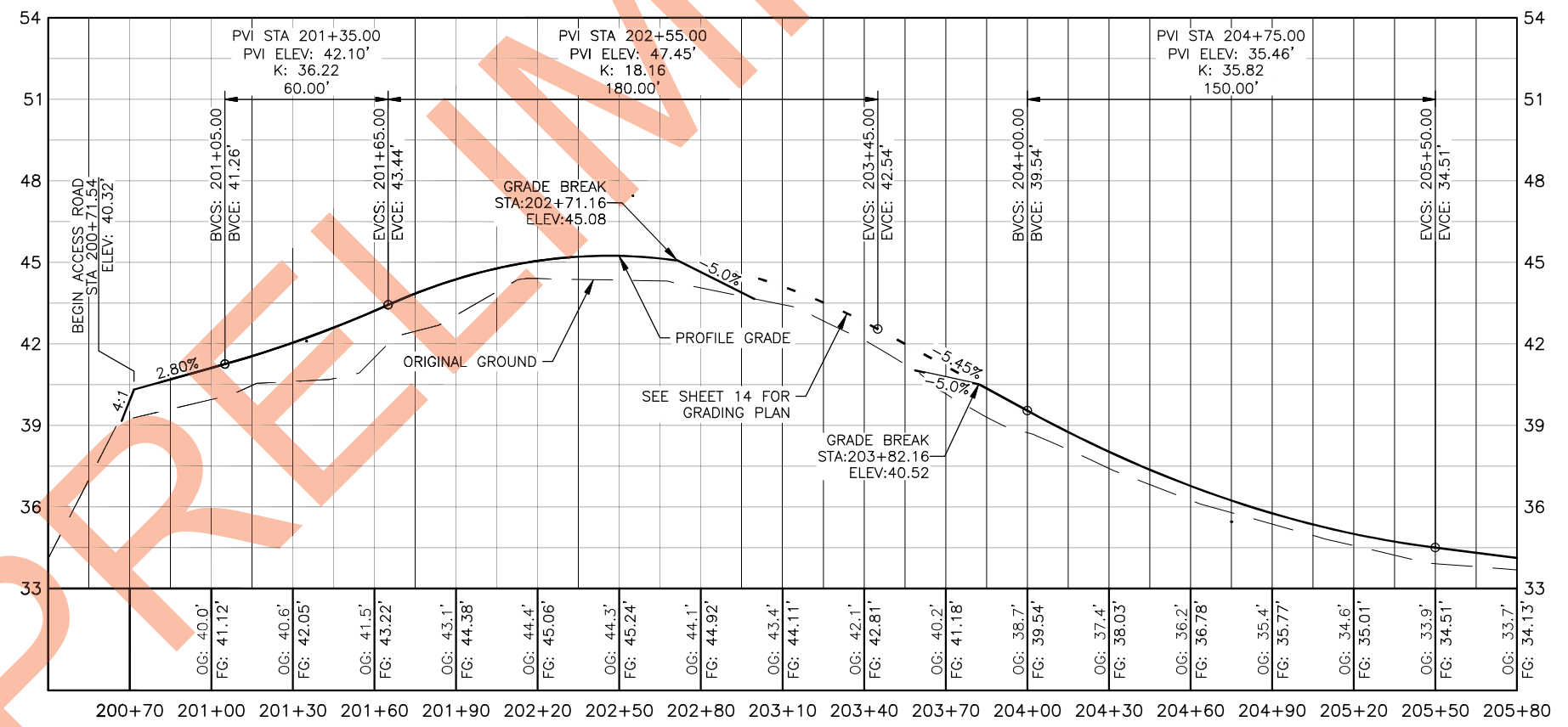
CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 SREB PAD GRADING PLAN

DATE:
 10/31/23
 SHEET:
 17 OF 31

Date Recvied: 10/31/2023, 10:27 AM
 Layout Name: ACCESS ROAD PLAN & PROFILE STA 200+71.54 TO STA 205+80
 File Path and Name: Z:\project\2987.01 DOT_C_Chevak_Airport Rehabilitation\Civil\ACAD\253725-AK-Access Road Plan & Profile.dwg
 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM



NOTE:
 1. SEE SHEET 28 FOR SIGN SUMMARY TABLE.



PLANS DEVELOPED BY:
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 9101 VANGUARD DR.
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CERT. OF AUTH. NO. AECC111

| BY | DATE | REVISION |
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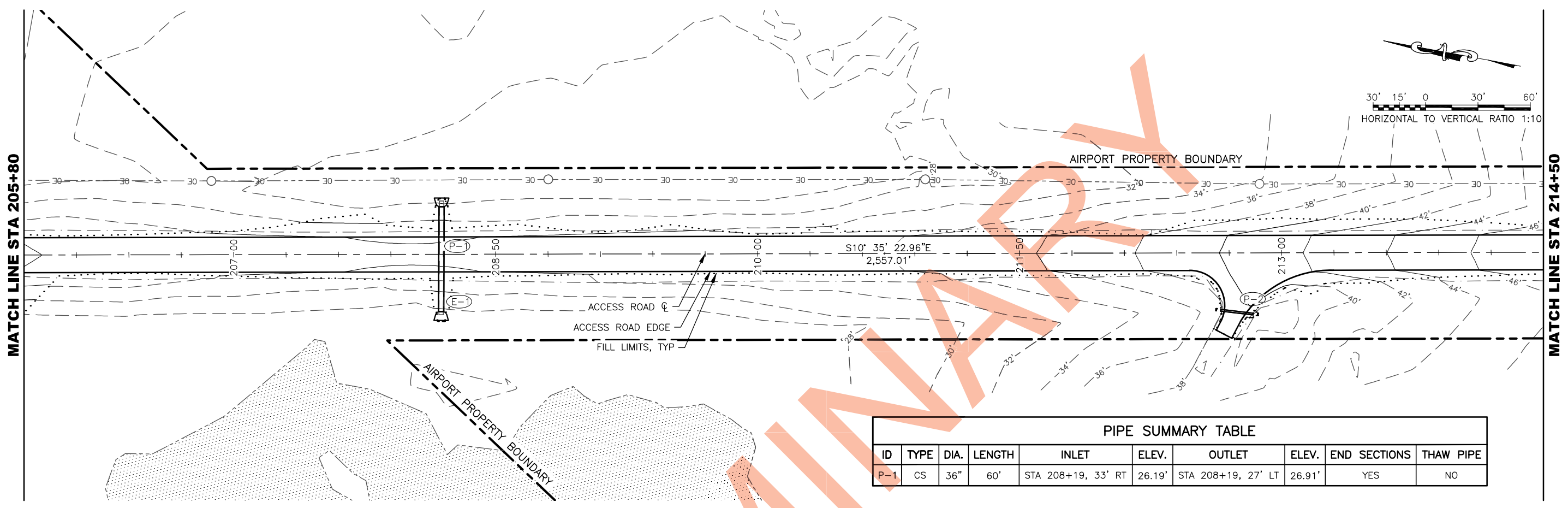
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
CENTRAL REGION
 4111 AVIATION AVE., ANCHORAGE ALASKA 99502
 PHONE (907) 269-0590

CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 ACCESS ROAD PLAN & PROFILE
 STA 200+71.54 TO STA 205+80

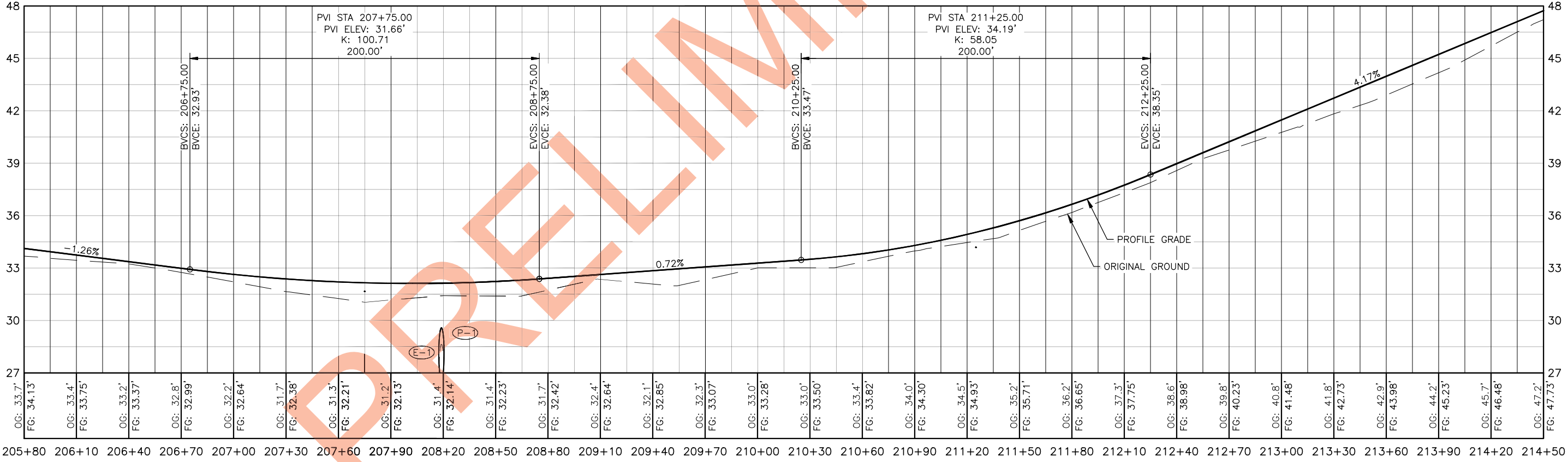
DATE: 10/31/23
 SHEET: 18 OF 31

Date Recvied: 10/31/2023, 10:27 AM
 Layout Name: ACCESS ROAD PLAN & PROFILE STA 205+80 TO STA 214+50
 File Path and Name: Z:\project\2987\01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-WAK-Access Road Plan & Profile.dwg

Designed By: CWB
 Drawn By: AVA
 Checked By: MIM



| ID | TYPE | DIA. | LENGTH | INLET | ELEV. | OUTLET | ELEV. | END SECTIONS | THAW PIPE |
|-----|------|------|--------|--------------------|--------|--------------------|--------|--------------|-----------|
| P-1 | CS | 36" | 60' | STA 208+19, 33' RT | 26.19' | STA 208+19, 27' LT | 26.91' | YES | NO |



| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|
| OG: 33.7' | OG: 33.4' | OG: 33.75' | OG: 33.2' | OG: 33.37' | OG: 32.8' | OG: 32.99' | OG: 32.2' | OG: 32.64' | OG: 31.7' | OG: 32.38' | OG: 31.3' | OG: 32.21' | OG: 31.2' | OG: 32.13' | OG: 31.4' | OG: 32.14' | OG: 31.4' | OG: 32.23' | OG: 31.7' | OG: 32.42' | OG: 32.4' | OG: 32.64' | OG: 32.1' | OG: 32.85' | OG: 32.3' | OG: 33.07' | OG: 33.0' | OG: 33.28' | OG: 33.4' | OG: 33.82' | OG: 34.0' | OG: 34.30' | OG: 34.5' | OG: 34.93' | OG: 35.2' | OG: 35.71' | OG: 36.2' | OG: 36.65' | OG: 37.3' | OG: 37.75' | OG: 38.6' | OG: 38.98' | OG: 39.8' | OG: 40.23' | OG: 40.8' | OG: 41.48' | OG: 41.8' | OG: 42.73' | OG: 42.9' | OG: 43.98' | OG: 44.2' | OG: 45.23' | OG: 45.7' | OG: 46.48' | OG: 47.2' |
|-----------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|

PLANS DEVELOPED BY:
R&M CONSULTANTS, INC.
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 ANCHORAGE, AK 99507
 (907) 522-1707
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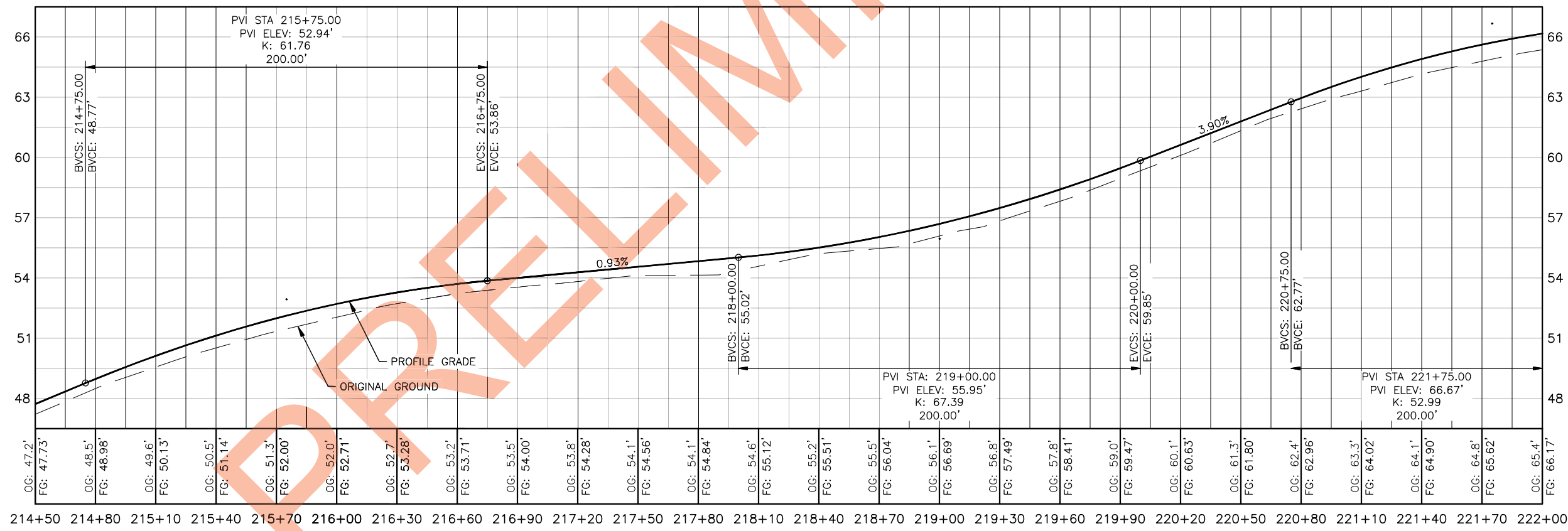
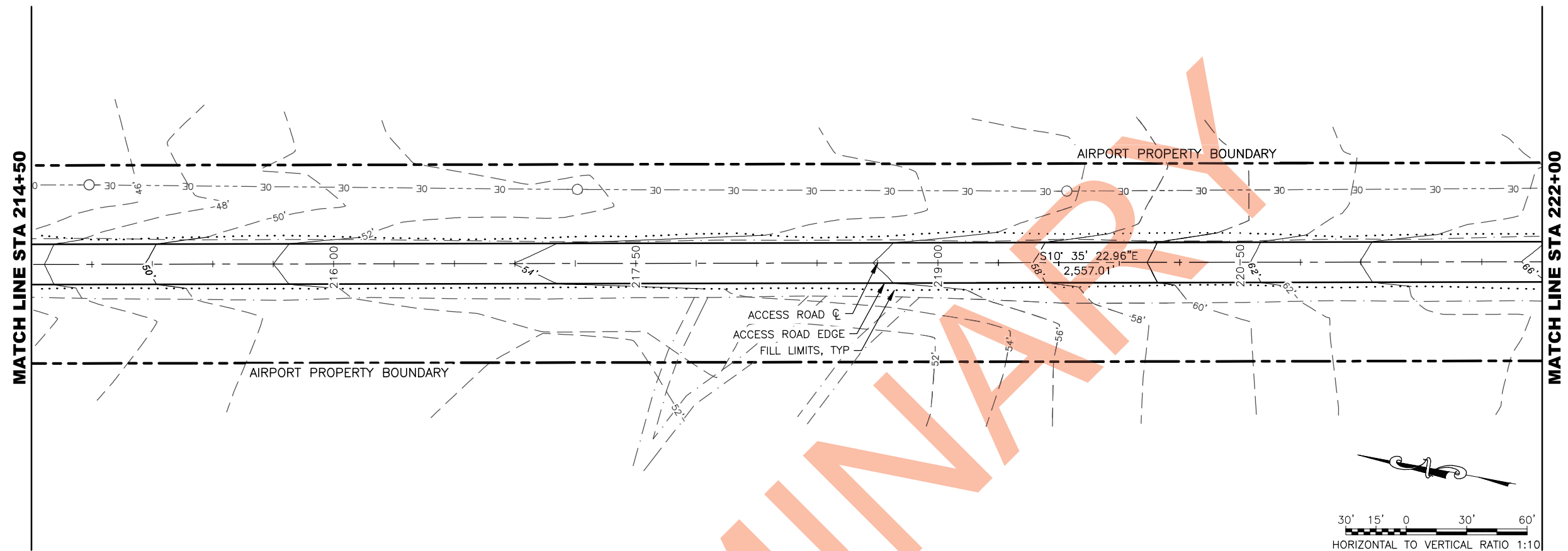
| BY | DATE | REVISION |
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STATE OF ALASKA
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 PHONE (907) 269-0590

CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 ACCESS ROAD PLAN & PROFILE
 STA 205+80 TO STA 214+50

DATE: 10/31/23
 SHEET: 19 OF 31

Date Recvied: 10/31/2023, 10:27 AM
 Layout Name: ACCESS ROAD PLAN & PROFILE STA 214+50 TO STA 222+00
 File Path and Name: Z:\project\2987.01_001_C_Chevak_Airport_Renovation\Civil\ACAD\253725-VAK-Access Road Plan & Profile.dwg
 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM



| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
|--|------|----------|
| BY | DATE | REVISION |
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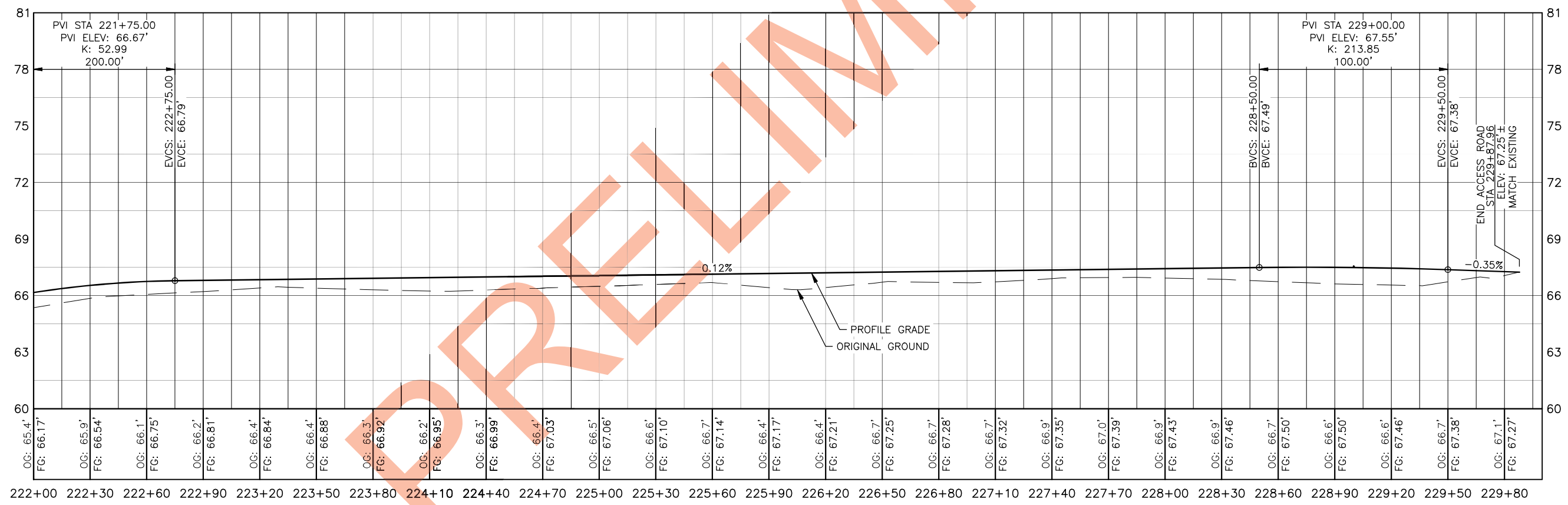
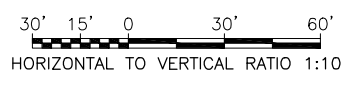
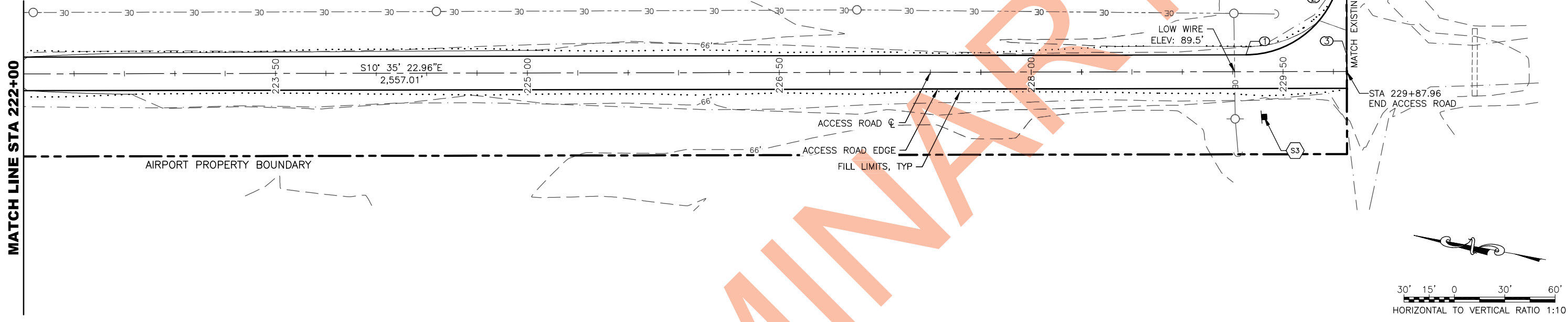
STATE OF ALASKA
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 ACCESS ROAD PLAN & PROFILE
 STA 214+50 TO STA 222+00

DATE: 10/31/23
 SHEET: 20 OF 31

Date Revised: 10/31/2023, 10:28 AM
 Layout Name: ACCESS ROAD PLAN & PROFILE STA 222+00 TO 229+87.96
 File Path and Name: Z:\project\2887.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-VAK-Access Road Plan & Profile.dwg
 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM

| LAYOUT SCHEDULE | | | | |
|-----------------|-----------|-----------|-----------|--------------|
| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
| 1 | 229+27.89 | 10.00' LT | 67.24' | RD PC |
| 2 | 229+82.05 | 49.21' LT | 65.42' | RD PT |
| 3 | 229+87.95 | 10.00' LT | 67.05' | RD EDGE |
| 4 | 229+27.89 | 67.00' LT | - | RD RP, R=57' |
| 5 | 229+87.96 | 49.21' LT | 65.57'± | PI |



NOTE:
1. SEE SHEET 28 FOR SIGN SUMMARY TABLE.

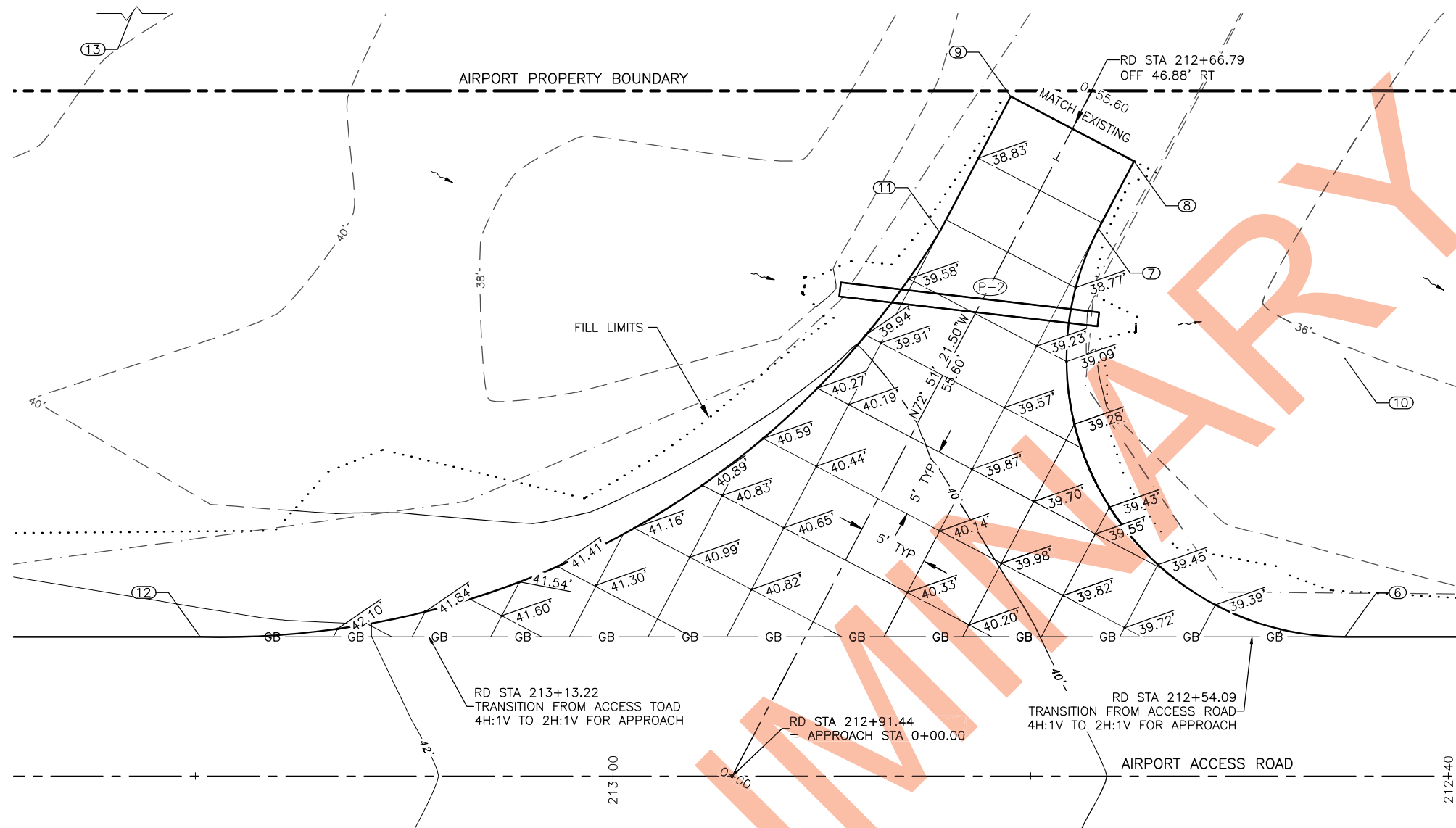
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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| BY | DATE | REVISION |
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 PHONE (907) 269-0590

CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 ACCESS ROAD PLAN & PROFILE
 STA 222+00 TO 229+87.96

DATE:
10/31/23
 SHEET:
21 OF 31

Date Recvied: 10/31/2023, 10:28 AM
 Layout Name: ACCESS ROAD APPROACH STA 212+91.44 GRADING PLAN
 File Path and Name: Z:\project\2887.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-WAK-Access Road Plan & Profiles.dwg
 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM

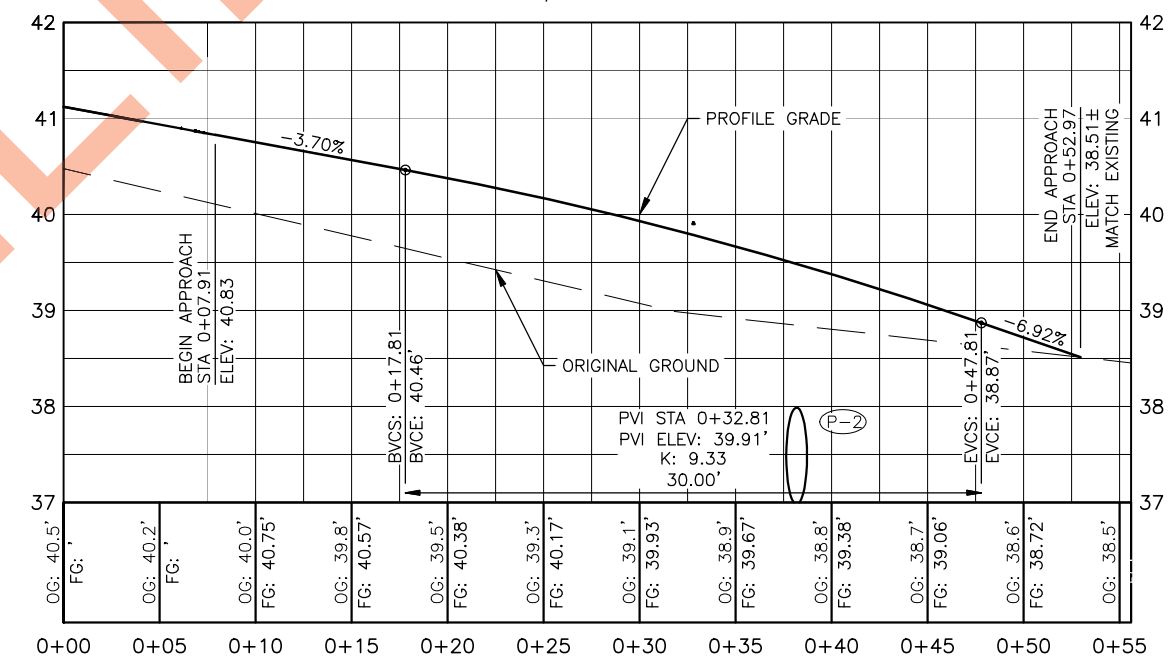


| LAYOUT SCHEDULE | | | | |
|-----------------|-----------|-----------|-----------|--------------|
| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
| 6 | 212+47.43 | 10.00' RT | 39.09' | RD PC |
| 7 | 212+65.13 | 39.31' RT | 38.46' | RD PT |
| 8 | 212+62.57 | 44.16' RT | 38.08'± | RD PI |
| 9 | 212+71.43 | 48.82' RT | 38.45'± | RD PI |
| 10 | 212+47.43 | 30.00' RT | — | RD RP, R=20' |
| 11 | 212+76.55 | 39.08' RT | 39.28' | RD PC |
| 12 | 213+29.65 | 10.00' RT | 42.51' | RD PT |
| 13 | 213+29.65 | 67.00' RT | — | RD RP, R=60' |

NOTES:

1. PROVIDE SMOOTH TRANSITIONS BETWEEN ALL FINISH GRADE SPOT ELEVATION LOCATIONS.
2. STATIONS AND OFFSETS REFERENCE THE ACCESS ROAD ALIGNMENT, UNLESS LABELLED OTHERWISE.

| PIPE SUMMARY TABLE | | | | | | | | | |
|--------------------|------|------|--------|--------------------|--------|--------------------|--------|--------------|-----------|
| ID | TYPE | DIA. | LENGTH | INLET | ELEV. | OUTLET | ELEV. | END SECTIONS | THAW PIPE |
| P-2 | CS | 12" | 19' | STA 212+84, 35' RT | 37.08' | STA 212+65, 33' RT | 36.90' | NO | NO |



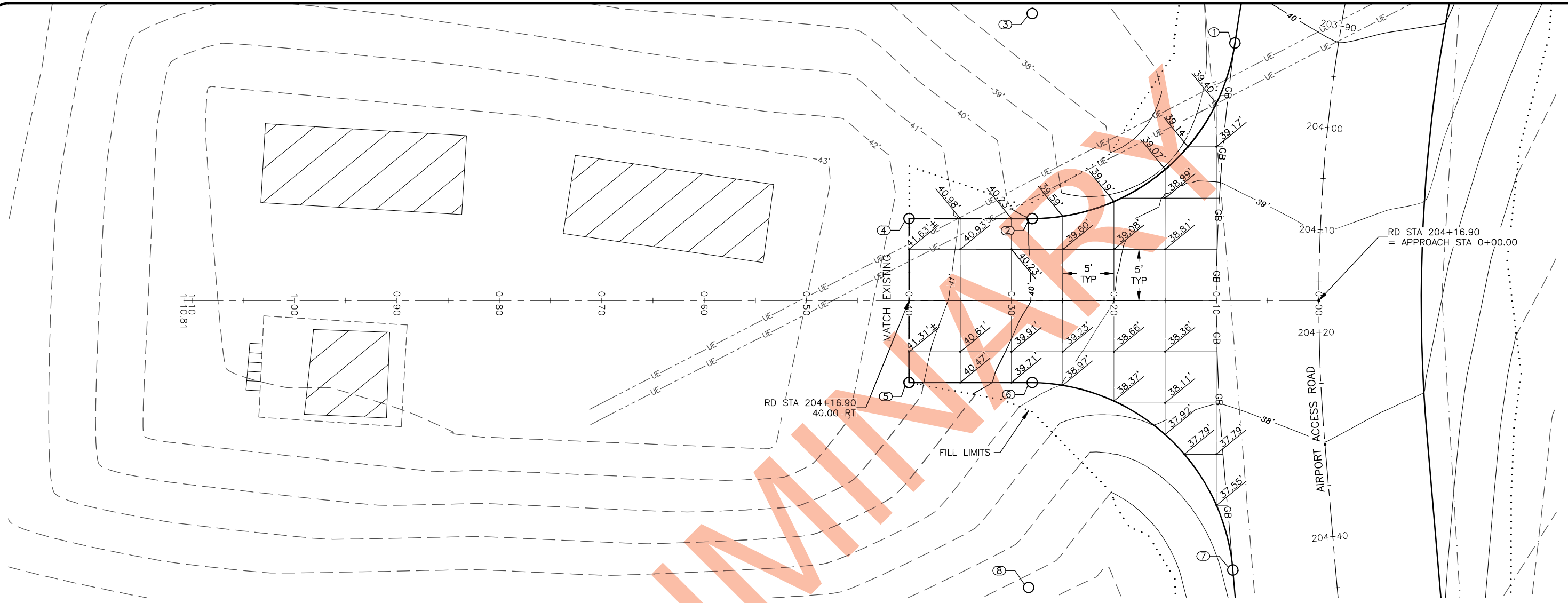
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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| BY | DATE | REVISION |
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STATE OF ALASKA
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AND PUBLIC FACILITIES
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 4111 AVIATION AVE., ANCHORAGE ALASKA 99502
 PHONE (907) 269-0590

CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 ACCESS ROAD APPROACH STA
 212+91.44 GRADING PLAN

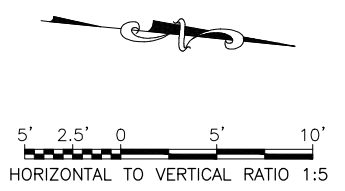
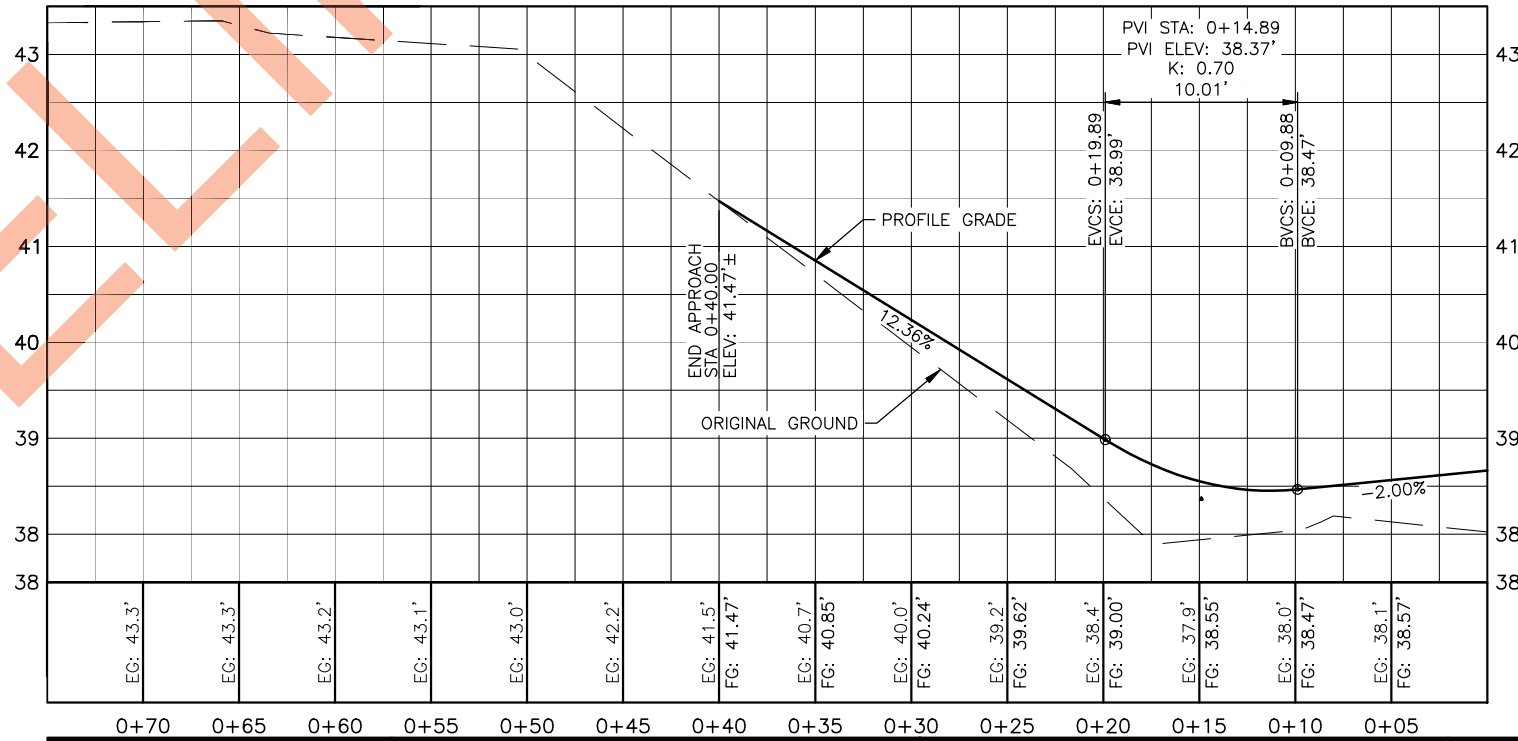
DATE: 10/31/23
 SHEET: 22 OF 31

Date Recvied: 10/31/2023, 10:28 AM
 Layout Name: Layout1
 File Path and Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-VAK-Weather Station P&P.dwg
 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM



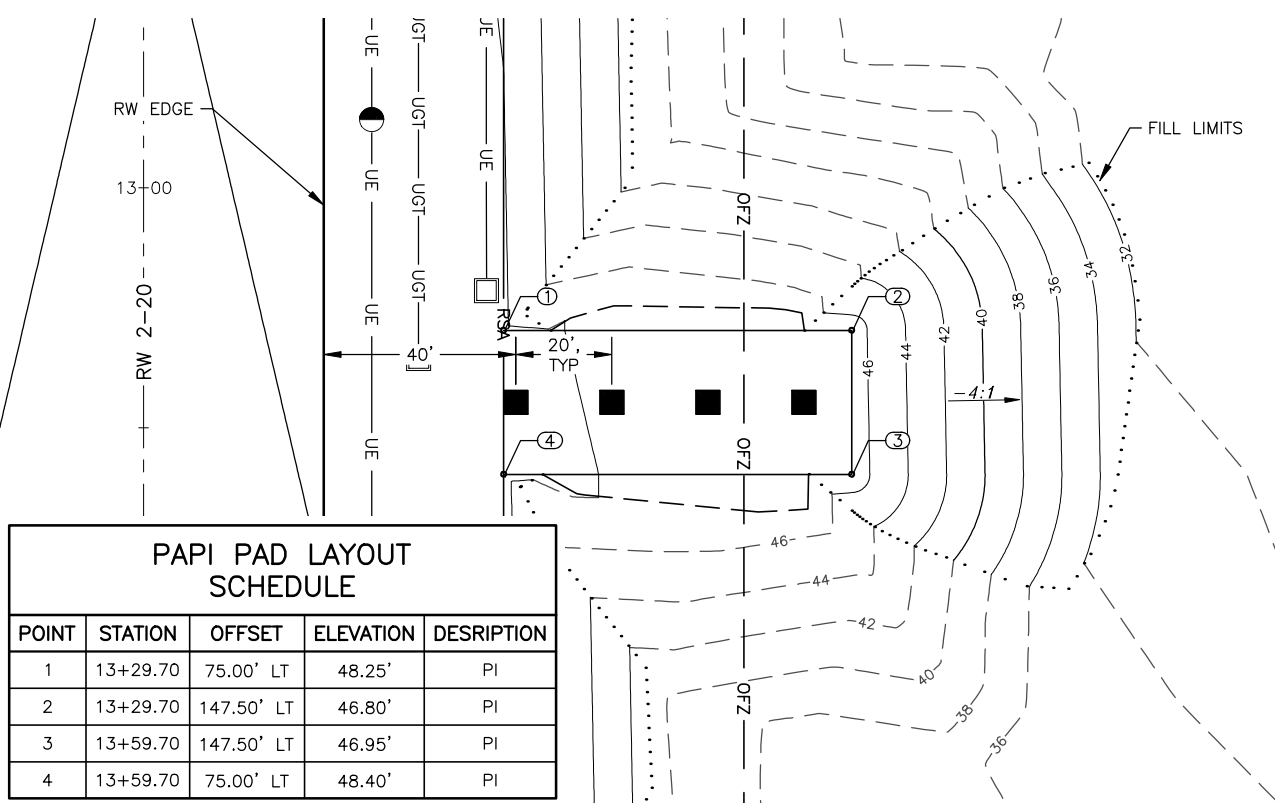
| LAYOUT SCHEDULE | | | | |
|-----------------|-----------|-----------|-----------|-------------|
| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
| 1 | 203+93.13 | 10.00' RT | 39.71' | PC |
| 2 | 204+10.07 | 28.15' RT | 39.95' | PT |
| 3 | 203+93.13 | 30.00' RT | - | RP, R=20' |
| 4 | 204+10.47 | 40.15' RT | 41.72'± | PI |
| 5 | 204+23.34 | 40.15' RT | 41.72'± | PI |
| 6 | 204+23.74 | 28.15' RT | 39.41' | PC |
| 7 | 204+42.41 | 10.00' RT | 37.29' | PT |
| 8 | 204+42.42 | 30.01' RT | - | RP, R=20' |

- NOTES:**
1. PROVIDE SMOOTH TRANSITIONS BETWEEN ALL FINISH GRADE SPOT ELEVATION LOCATIONS.
 2. STATIONS AND OFFSETS REFERENCE THE ACCESS ROAD ALIGNMENT, UNLESS LABELLED OTHERWISE.



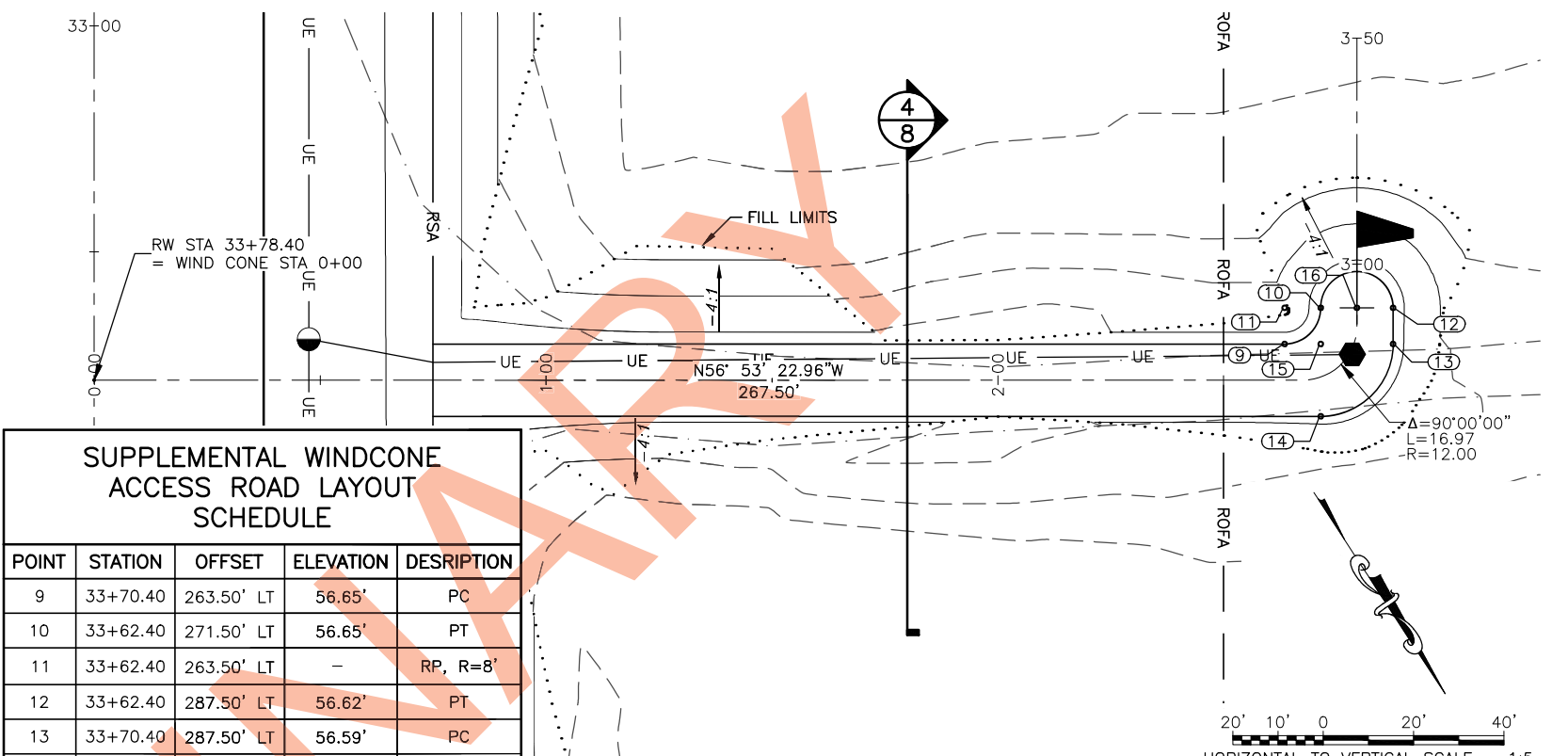
| | | | | | | |
|--|----|------|----------|--|--|--------------------|
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | BY | DATE | REVISION | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT CHEVAK, ALASKA AIRPORT REHABILITATION PROJECT No. 2537250000 AIP No. 3-02-0468-00X-20XX ACCESS ROAD APPROACH STA 204+16.90 GRADING PLAN | DATE: 10/31/23 |
| | | | | | | SHEET: 23 OF 31 |

Date Recvied: 10/31/2023, 10:28 AM
 Layout Name: PAPI PAD AND WIND CONE ACCESS ROAD
 File Path and Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-WAK-Wind Cone P&P.dwg
 Designed By: CWB
 Drawn By: AVA
 Checked By: MIM



| PAPI PAD LAYOUT SCHEDULE | | | | |
|--------------------------|----------|------------|-----------|-------------|
| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
| 1 | 13+29.70 | 75.00' LT | 48.25' | PI |
| 2 | 13+29.70 | 147.50' LT | 46.80' | PI |
| 3 | 13+59.70 | 147.50' LT | 46.95' | PI |
| 4 | 13+59.70 | 75.00' LT | 48.40' | PI |

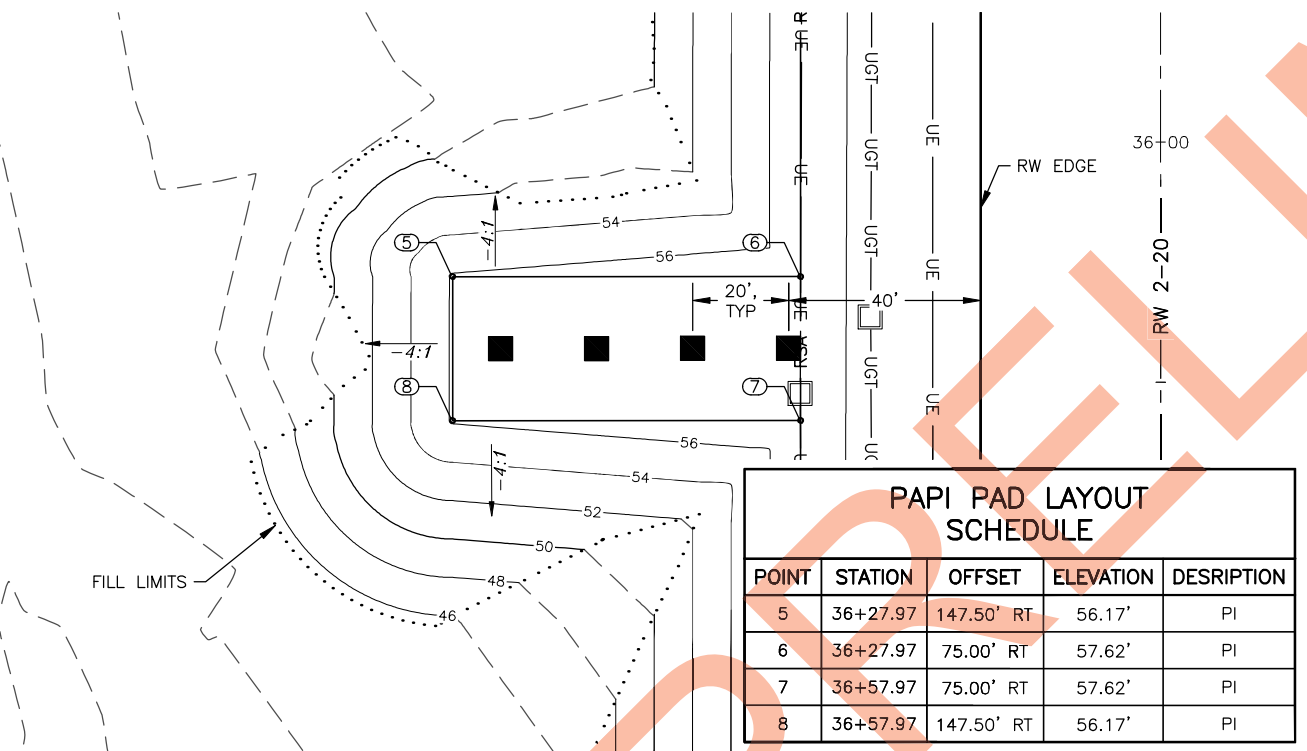
1 RW 2 PAPI PAD TYPICAL PLAN
24 NTS



| SUPPLEMENTAL WIND CONE ACCESS ROAD LAYOUT SCHEDULE | | | | |
|--|----------|------------|-----------|-------------|
| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
| 9 | 33+70.40 | 263.50' LT | 56.65' | PC |
| 10 | 33+62.40 | 271.50' LT | 56.65' | PT |
| 11 | 33+62.40 | 263.50' LT | - | RP, R=8' |
| 12 | 33+62.40 | 287.50' LT | 56.62' | PT |
| 13 | 33+70.40 | 287.50' LT | 56.59' | PC |
| 14 | 33+86.40 | 271.50' LT | 56.43' | PT |
| 15 | 33+70.40 | 271.50' LT | - | RP, R=16' |
| 16 | 33+62.40 | 279.50' LT | - | RP, R=8' |

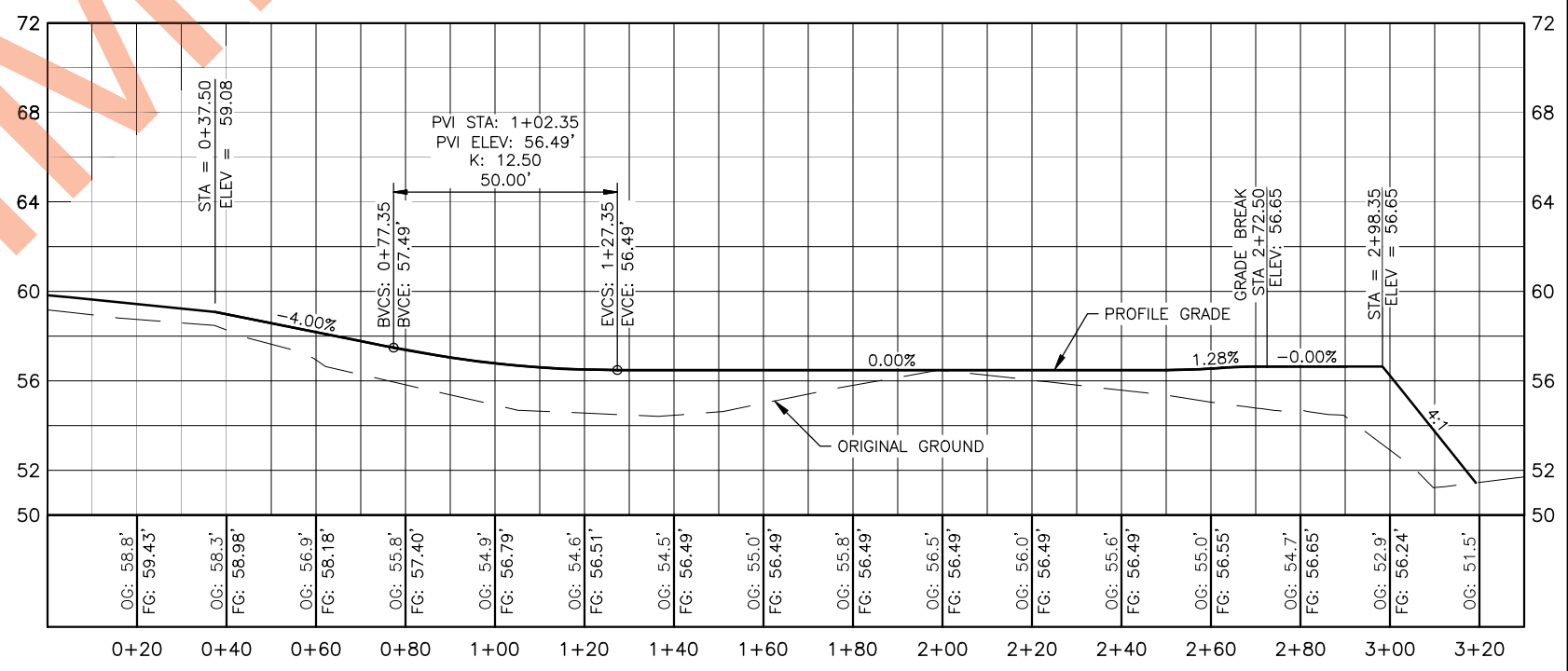
PLAN

20' 10' 0 20' 40'
 HORIZONTAL TO VERTICAL SCALE = 1:5



| PAPI PAD LAYOUT SCHEDULE | | | | |
|--------------------------|----------|------------|-----------|-------------|
| POINT | STATION | OFFSET | ELEVATION | DESCRIPTION |
| 5 | 36+27.97 | 147.50' RT | 56.17' | PI |
| 6 | 36+27.97 | 75.00' RT | 57.62' | PI |
| 7 | 36+57.97 | 75.00' RT | 57.62' | PI |
| 8 | 36+57.97 | 147.50' RT | 56.17' | PI |

2 RW 20 PAPI PAD TYPICAL PLAN
24 NTS



PROFILE

3 SUPPLEMENTAL WIND CONE ACCESS ROAD AND PAD
24 NTS

- NOTES:
1. PROVIDE SMOOTH TRANSITIONS BETWEEN ALL FINISH GRADE SPOT ELEVATION LOCATIONS.
 2. STATIONS AND OFFSETS REFERENCE THE RUNWAY ALIGNMENT, UNLESS LABELED OTHERWISE.

PLANS DEVELOPED BY:
R&M CONSULTANTS, INC.
 9101 VANGUARD DR.
 ANCHORAGE, AK 99507
 (907) 522-1707
 CERT. OF AUTH. NO. AECC111

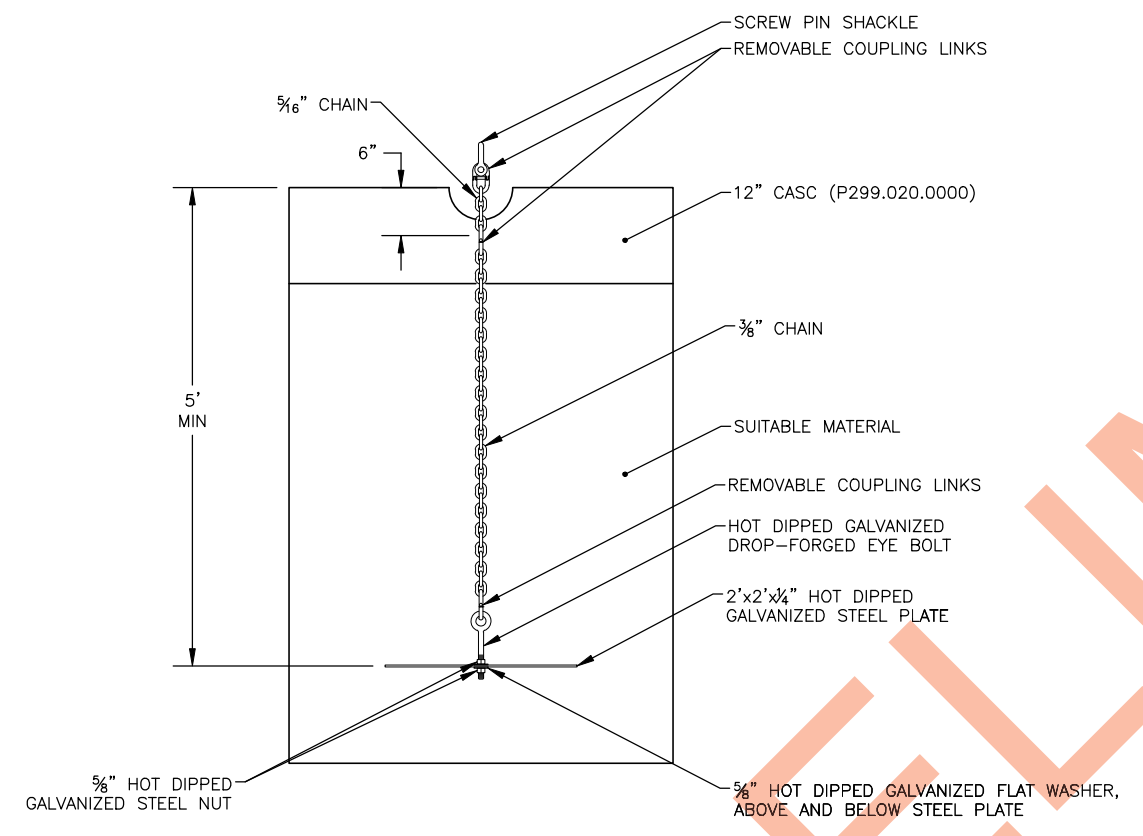
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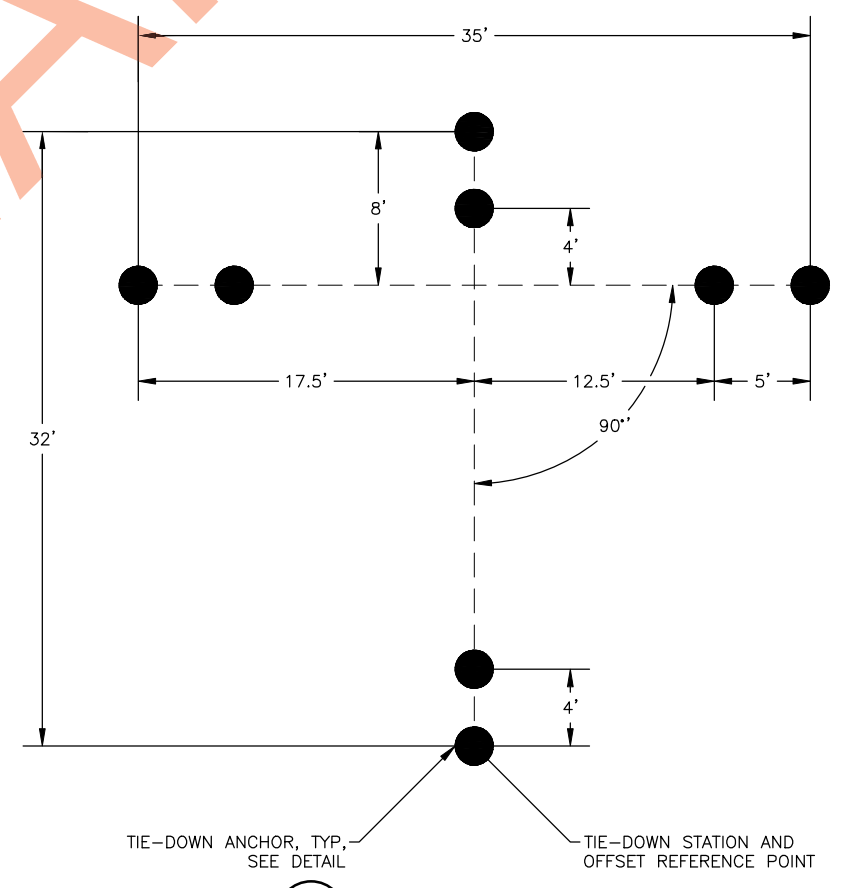
CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 PAPI PAD & WIND CONE ACCESS ROAD

DATE:
 10/31/23
 SHEET:
 24 OF 31

Date Received: 10/31/2023, 10:28 AM
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 File Path and Name: Z:\project\2987.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-AK-Civil Details.dwg
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1
25 AIRCRAFT ANCHOR TIE-DOWNS
 NTS



1
25

2
25 AIRCRAFT TIE-DOWNS LAYOUT
 NTS

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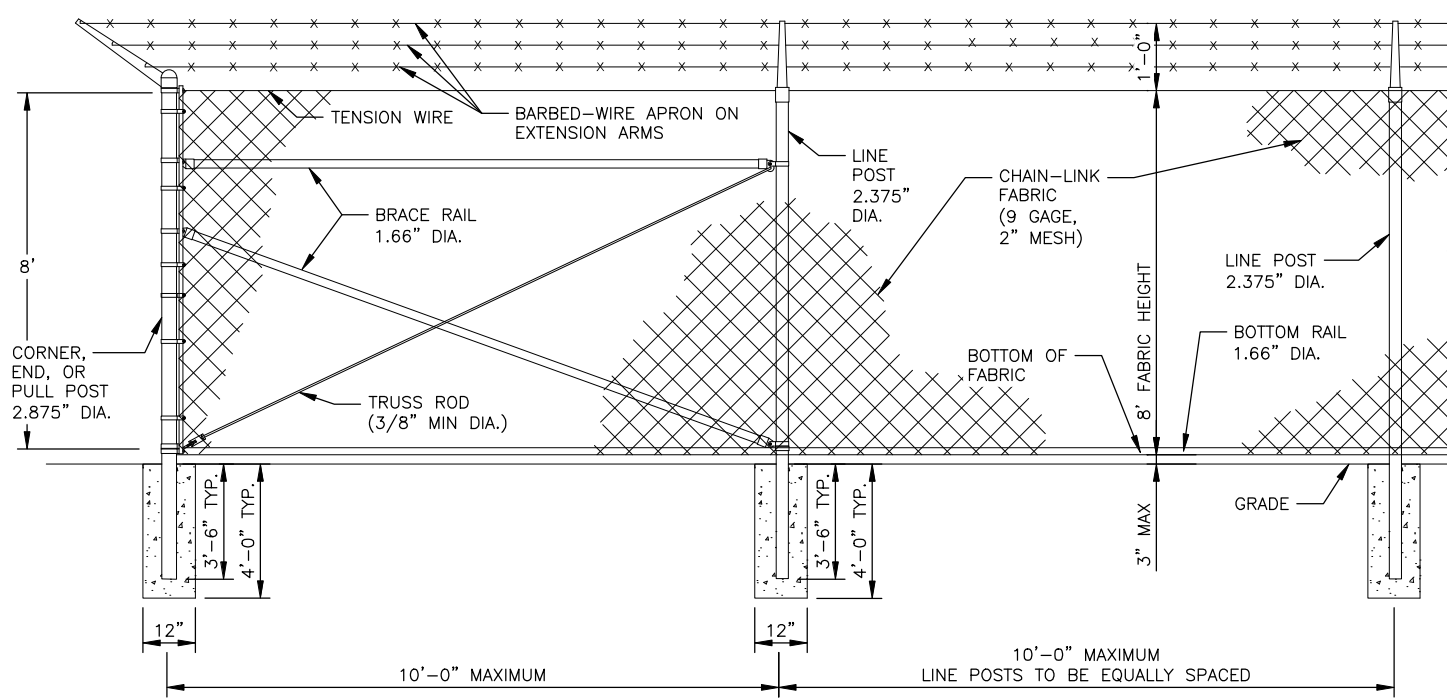
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 CIVIL DETAILS

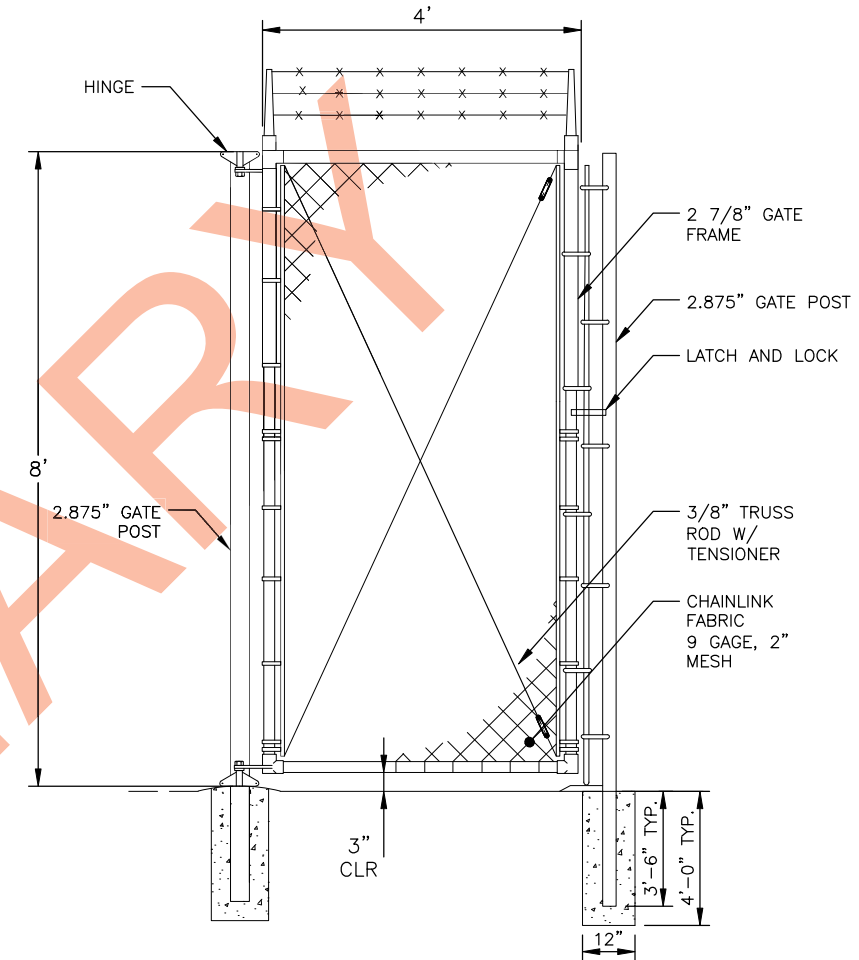
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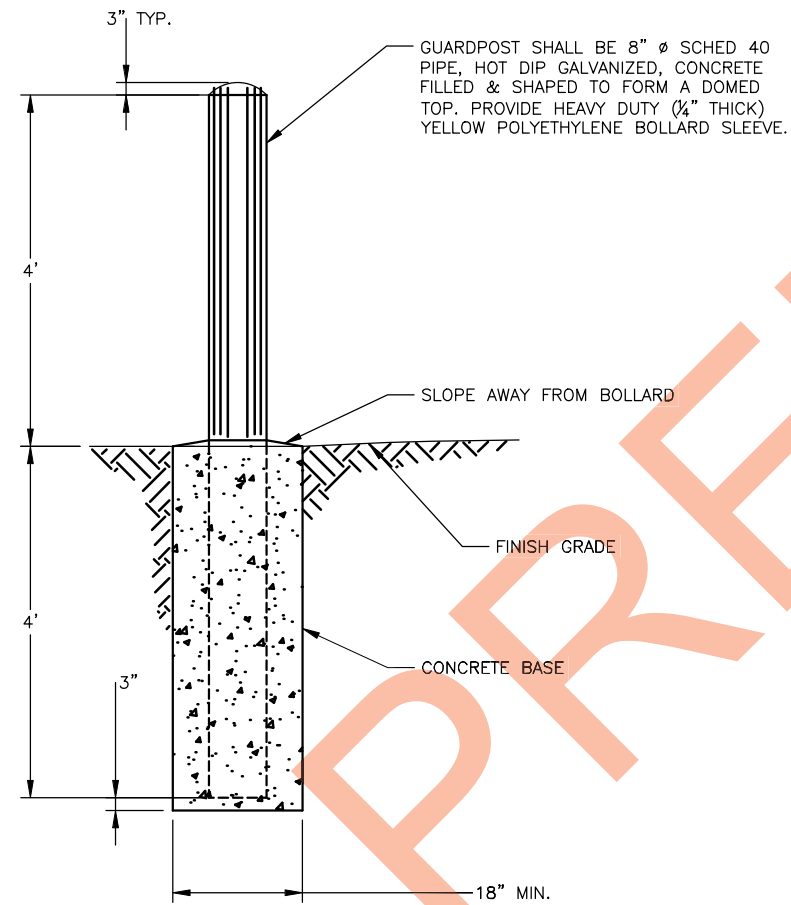
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 Layout Name: FENCE GATE BOLLARD DETAILS
 File Path and Name: Z:\project\2987\01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-VAK-Fence Bollard Details.dwg



1
26 CHAIN-LINK FUEL FENCING DETAIL
 NTS



2
26 FUEL FENCING PERSONNEL GATE DETAIL
 NTS



3
26 EXTERIOR BOLLARD DETAIL
 NTS

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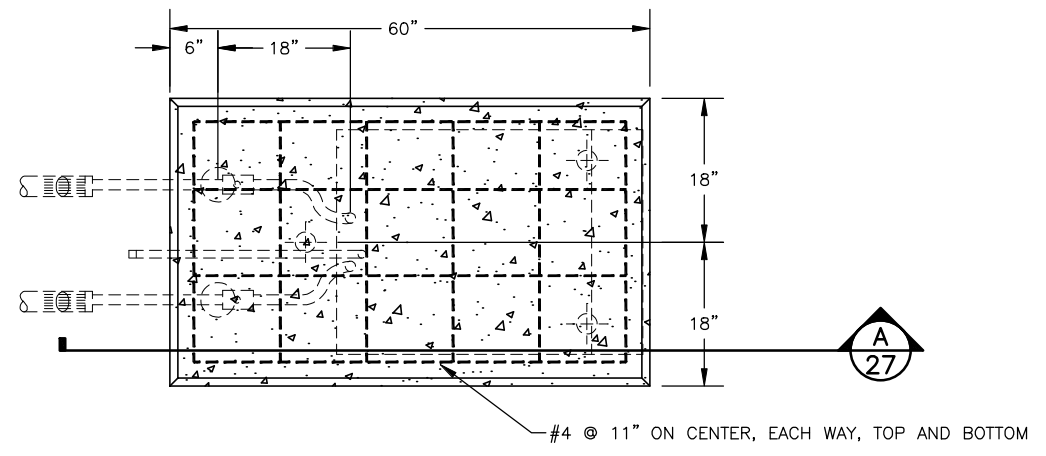
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 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 FENCE, GATE, & BOLLARD DETAILS

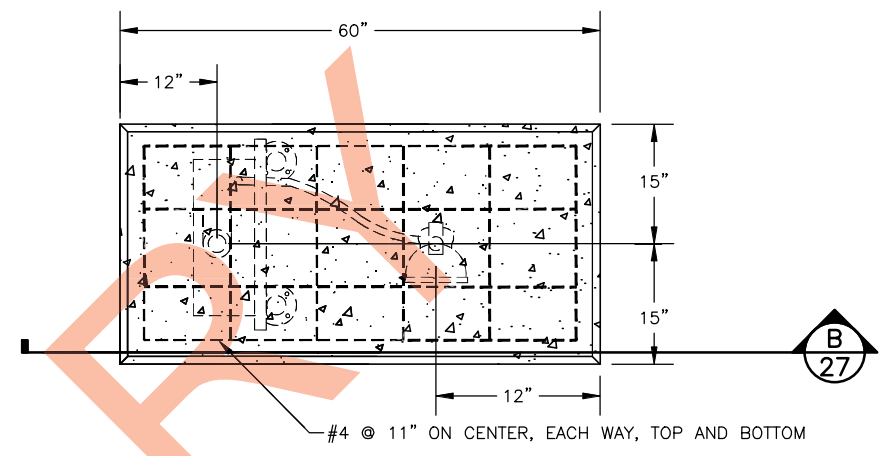
DATE:
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 SHEET:
 26 OF 31

Date Received: 10/31/2023, 10:29 AM
 Layout Name: CONC
 File Path and Name: Z:\project\2987.01 DOT_C_Chevak Airport Rehabilitation\Civil\ACAD\253275-VAK-PAPI & REIL Pad Plan.dwg

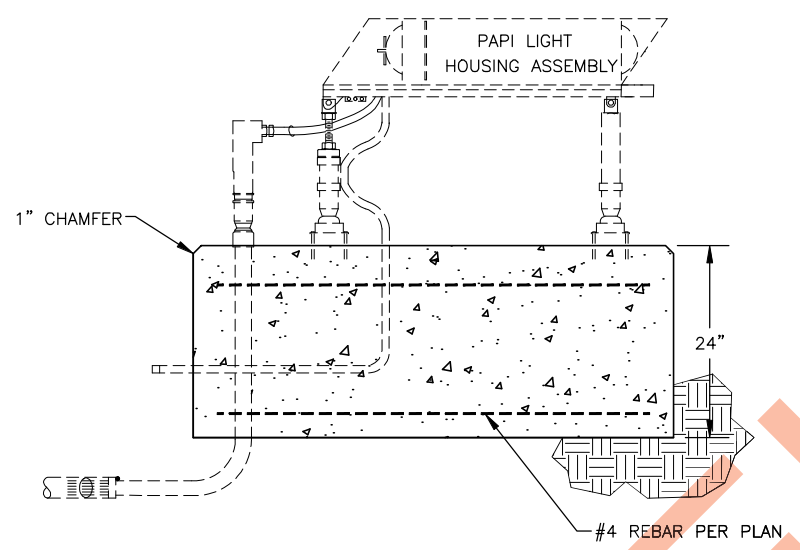
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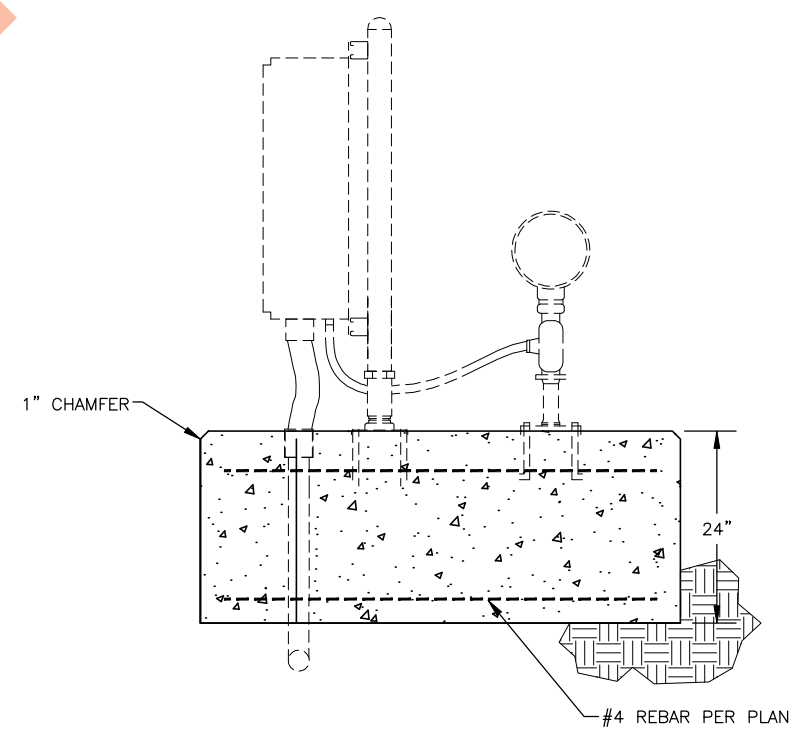
1 PAPI FOUNDATION PLAN
NTS



2 REIL FOUNDATION PLAN
NTS



SECTION A/27



SECTION B/27

NOTES:

- CONCRETE AT 4000 PSI COMPRESSIVE STRENGTH AT 28 DAYS.
SLUMP: 3 INCHES @ 60°F ± 1 INCH
WITH 1 1/2 INCH MAXIMUM AGGREGATE
- USE CONCRETE IN CONFORMANCE WITH SPECIFICATION P-610.
- REINFORCING STEEL ASTM A615, GRADE 60, DEFORMED STEEL BARS.
- PLACE REINFORCEMENT 2" CLEAR FROM SURFACE OF CONCRETE.
- CHAMFER ALL EXPOSED CONCRETE CORNERS 1".
- TOP OF BOTH REIL AND PAPI PADS SHALL BE LEVEL AND 1" ABOVE SURROUNDING GRADE.
- DRILL ANCHOR BOLTS AND INSTALL ADHESIVE ANCHORS AFTER UNITS HAVE BEEN ACCURATELY LOCATED.
- AFTER THE CONCRETE HAS BEEN PLACED AND CONSOLIDATED, THE SURFACE MUST BE SCREED WITH STRAIGHT EDGES, FLOATED, AND TROWELED TO THE REQUIRED FINISH LEVEL. ALL CONCRETE SURFACES MUST HAVE A SMOOTH FINISH EXCEPT FOR EXPOSED TOP SURFACES WHICH MUST HAVE A BROOM FINISH. BROOM LINES MUST BE STRAIGHT AND PARALLEL TO THE FORM EDGES AND WELL DEFINED.
- UNLESS OTHERWISE INDICATED ON THE DRAWINGS, THE FOUNDATION SURFACE MUST BE LEVEL ± 1/8" AND ALL EXPOSED EDGES MUST BE CHAMFERED 1 INCH. A NEAT, CLEAN, PROFESSIONAL CONCRETE FINISH IS REQUIRED. CONCRETE NOT MEETING THIS REQUIREMENT MUST BE COMPLETELY REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- APPLY A CONCRETE CURING COMPOUND (SEALMASTER OR AS APPROVED) AS DIRECTED BY THE MANUFACTURER AND AS APPROVED. CONCRETE CURING COMPOUND SHOULD GENERALLY BE APPLIED ONCE THE CONCRETE IS FIRM ENOUGH TO WALK ON WITH NO SURFACE WATER PRESENT (ABOUT ONE HOUR AFTER FINAL TROWELLING OR WHEN APPLICATION WILL NOT MAR SURFACE).


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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 REIL & PAPI FOUNDATION
 DETAILS

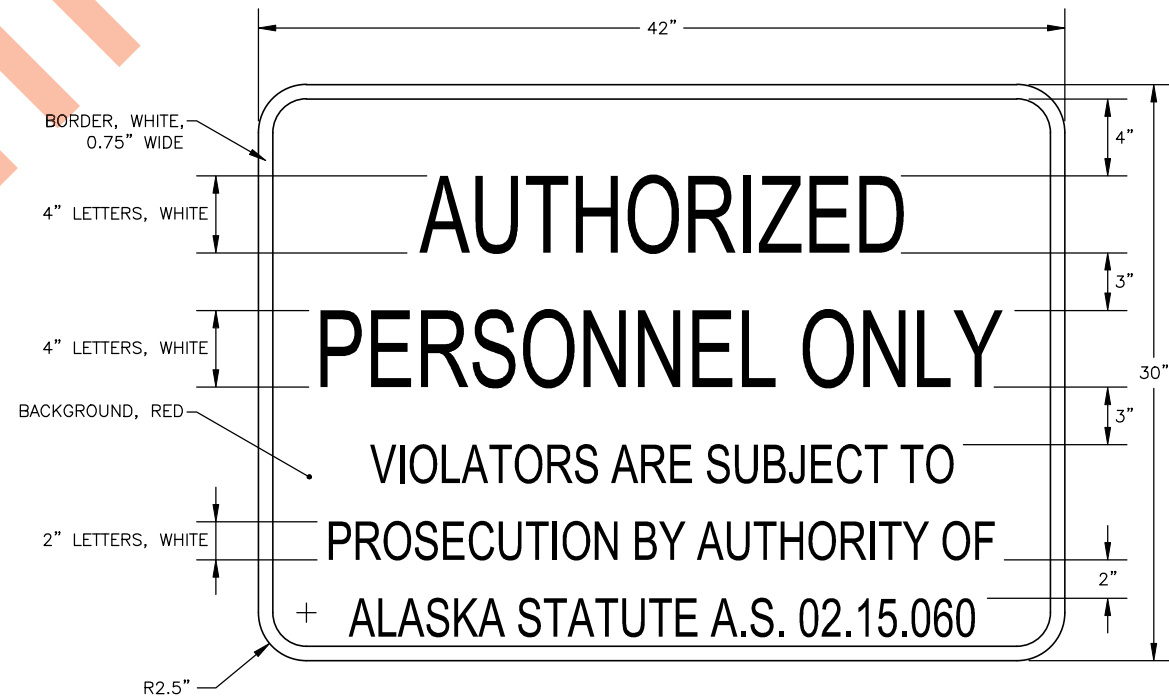
DATE: 10/31/23
 SHEET: 27 OF 31

Date Revised: 10/31/2023, 10:29 AM
 Layout Name: SIGN SUMMARY
 File Path and Name: Z:\project\2887.01 DOT_C Chevak Airport Rehabilitation\Civil\ACAD\253725-AK-Civil-Details.dwg
 Designed By: CWB
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| AIRPORT SIGN SUMMARY | | | | | | | | | | | | | |
|----------------------|----------------|---------|---|---------------------------|-----------|--------|------------|-----------|------------|------------------------|--------|----|----------------------------------|
| SIGN No. | STATION/OFFSET | TYPE | SIGN | LEGEND | SIZE (IN) | COLOR | | AREA (SF) | SIGN FACES | POSTS: No. SIZE, TYPE | FRAMED | | REMARKS |
| | | | | | | LEGEND | BACKGROUND | | | | YES | NO | |
| S1 | 204+19/27' LT | SPECIAL | - | SELECTIVE EXCLUSION | 36x48 | BLACK | WHITE | 12.00 | S | 1-3" STEEL TUBE SQUARE | X | | REFERENCE ACCESS ROAD ALIGNMENT. |
| S2 | 204+19/32' LT | SPECIAL | - | AUTHORIZED PERSONNEL ONLY | 42x30 | BLACK | WHITE | 8.75 | S | 1-3" STEEL TUBE SQUARE | X | | REFERENCE ACCESS ROAD ALIGNMENT. |
| S3 | 229+39/27' RT | R1-1 |  | STOP | 36x36 | WHITE | RED | 9.00 | N | 1-3" STEEL TUBE SQUARE | | X | REFERENCE ACCESS ROAD ALIGNMENT. |



1 SELECTIVE EXCLUSION SIGN (S1) DETAILS
NTS



2 AUTHORIZED PERSONNEL ONLY SIGN (S2) DETAILS
NTS

NOTES:

- FABRICATE SIGNS FROM 0.125" THICK ALUMINUM SHEETING.
- SIGN LOCATIONS ARE APPROXIMATE AND SUBJECT TO FIELD ADJUSTMENTS BY THE ENGINEER.
- REMOVE EXISTING POST AND INSTALL NEW POSTS FROM AIRPORT SIGN SUMMARY TABLE.
- INSTALL ON FRANGIBLE COUPLING SYSTEM WITH CONCRETE SIGN POST FOUNDATION. SEE ALASKA STANDARD PLAN S-31.02.

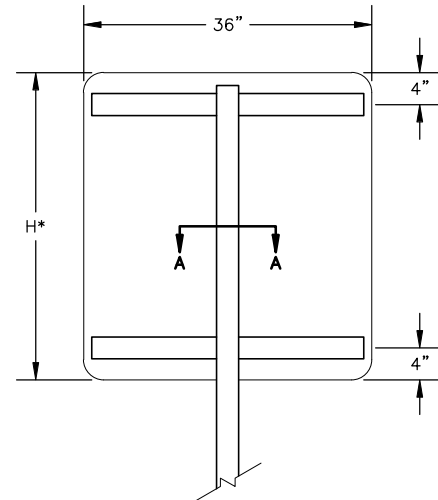
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 SIGN SUMMARY

DATE:
10/31/23
 SHEET:
28 OF 31

Date Revised: 10/31/2023, 10:29 AM
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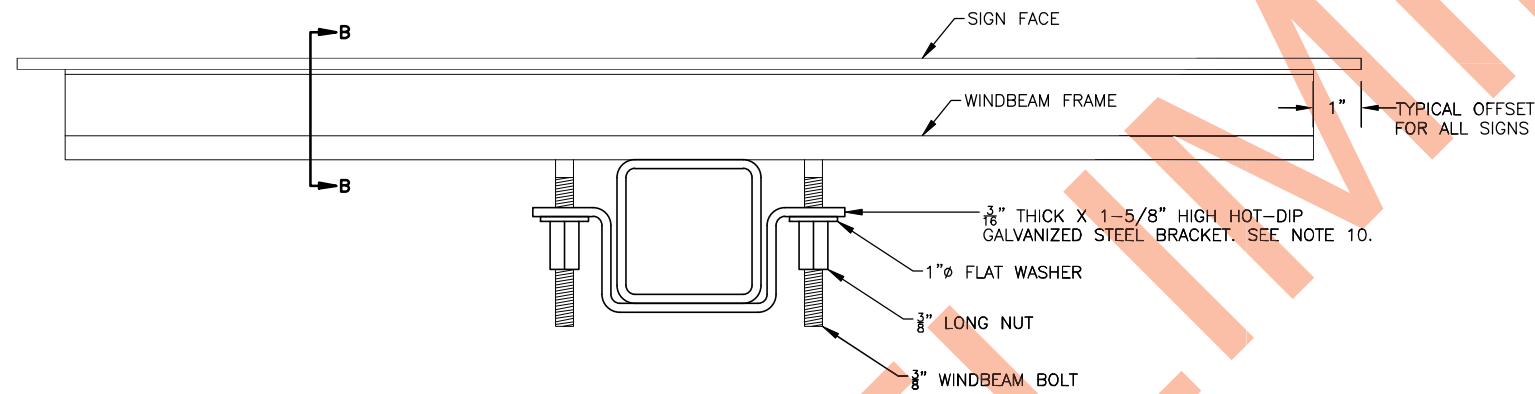
RECTANGLES AND TRAPEZOIDS

* WHEN H > 42 INCHES, INSTALL A THIRD WINDBEAM CENTERED ON THE SIGN

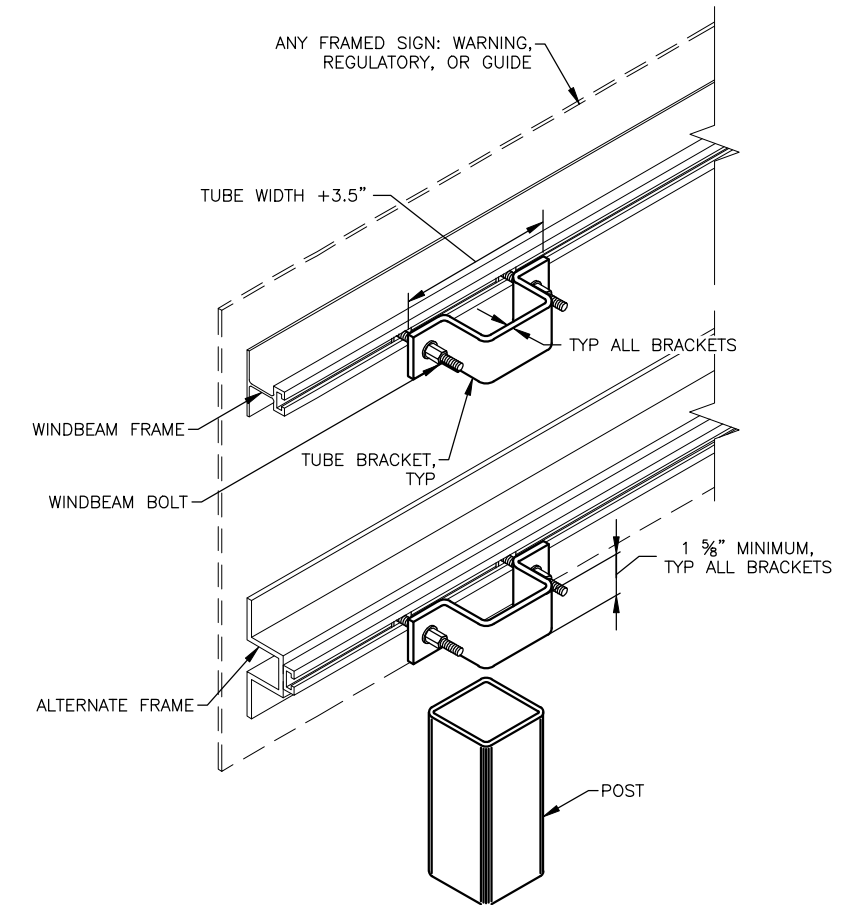
NOTES:

- ONLY USE SQUARE STEEL TUBES TO SUPPORT SIGNS MOUNTED ON SINGLE POSTS.
- INSTALL WINDBEAM ON SIGNS 36 INCHES WIDE AND WIDER.
- THE ENGINEER MAY APPROVE OTHER FRAMING MEMBERS. SUBMIT DOCUMENTS THAT DETAIL THE FRAME'S CROSS SECTION AND STRENGTH, AND METHOD OF ATTACHING THE FRAME TO A POST.
- USE FRAMING MEMBERS MADE FROM ALUMINUM ALLOY 6061-T6.
- EACH FRAMING MEMBER SHALL BE ONE CONTINUOUS PIECE.
- ATTACH FRAMING MEMBERS TO THE SIGN PANELS WITH RIVETS OR AN ENGINEER APPROVED, DOUBLE SIDED, HIGH STRENGTH, ADHESIVE TAPE.
- WITH THE ADHESIVE TAPE, INSTALL TWO RIVETS IN BOTH ENDS OF EACH FRAMING MEMBER, AND ATTACH THE FRAMING MEMBERS TO THE SIGN PANELS ACCORDING TO THE TAPE MANUFACTURER'S WRITTEN INSTRUCTIONS, INCLUDING:
 - THE CLEANING AND HANDLING OF THE SIGN PANELS AND FRAMING MEMBERS.
 - THE APPLICATION OF THE ADHESIVE TAPE.
- WHEN RIVETS ARE USED TO ATTACH FRAMING MEMBERS, INSTALL 2 RIVETS IN EACH END AND THE BALANCE ON 8" MAXIMUM CENTERS.
- USE 3/8" DIAMETER RIVETS CONFORMING TO ALUMINUM ALLOY 6061-T6 FOR COLD DRIVEN RIVETS, OR ALUMINUM ALLOY 6061-T43 FOR HOT DRIVEN RIVETS.
- THE BRACKETS USED ON EVEN INCH SIZE TUBES MAY ALSO BE USED ON TUBES 1/2" SMALLER IN SIZE.
- POST LENGTHS SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR USING THE CRITERIA FOR RURAL ROADS, UNLESS DETERMINED OTHERWISE BY THE ENGINEER.
- REMOVE AND DISPOSE OF ALL EXISTING SIGNS, POSTS, AND FOUNDATIONS SCHEDULED FOR REPLACEMENT.

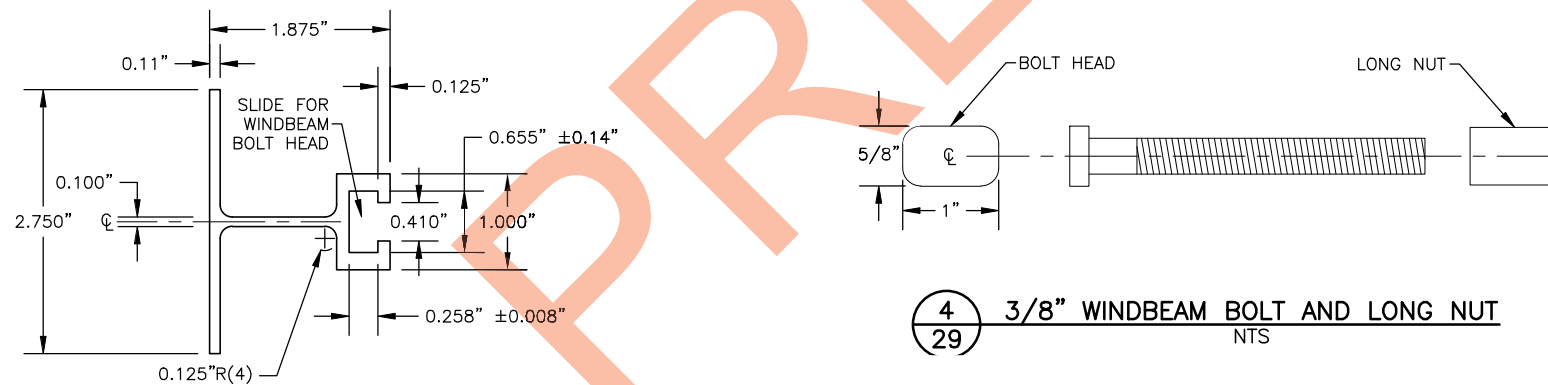
1 WINDBEAM LOCATIONS
ELEVATION VIEW



2 SECTION A - A TYPICAL SIGN ATTACHMENT DETAILS AT EACH WINDBEAM
NTS



5 FRAMED SIGN ATTACHMENT BRACKETS
NTS



4 3/8" WINDBEAM BOLT AND LONG NUT
NTS

3 SECTION B - B WINDBEAM CROSS SECTION
NTS

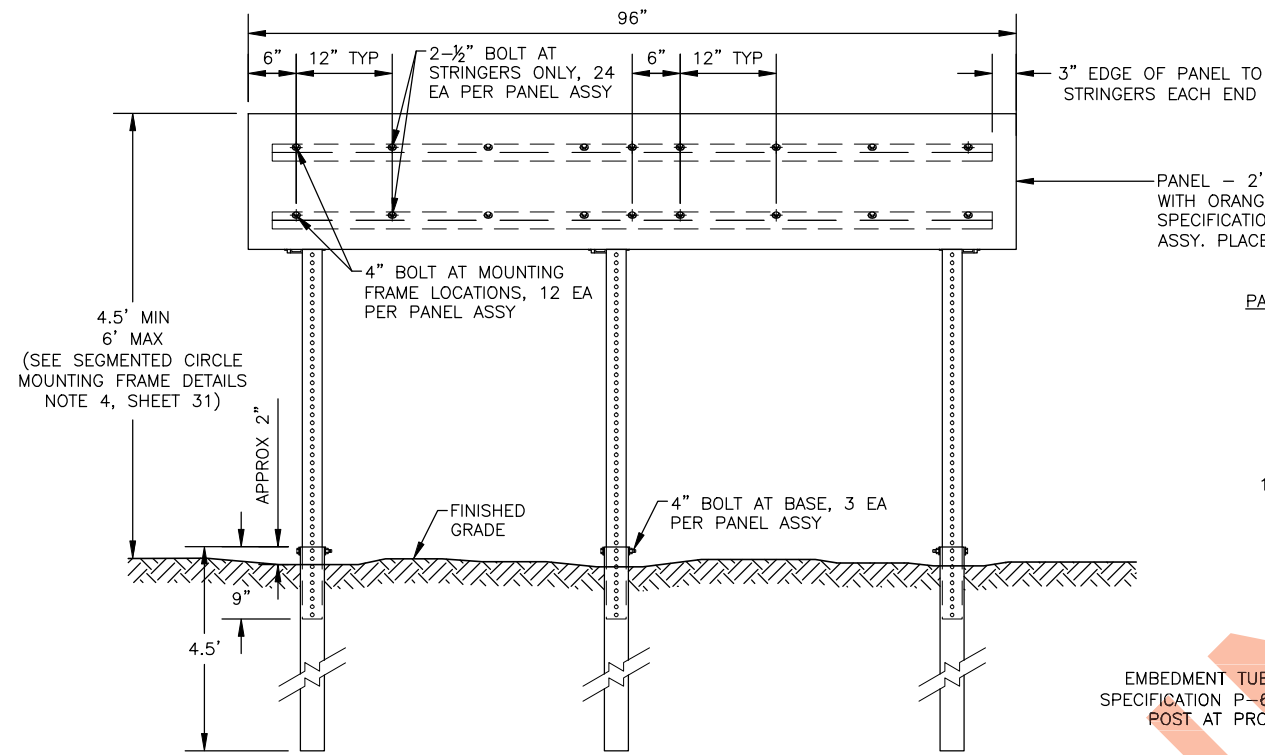
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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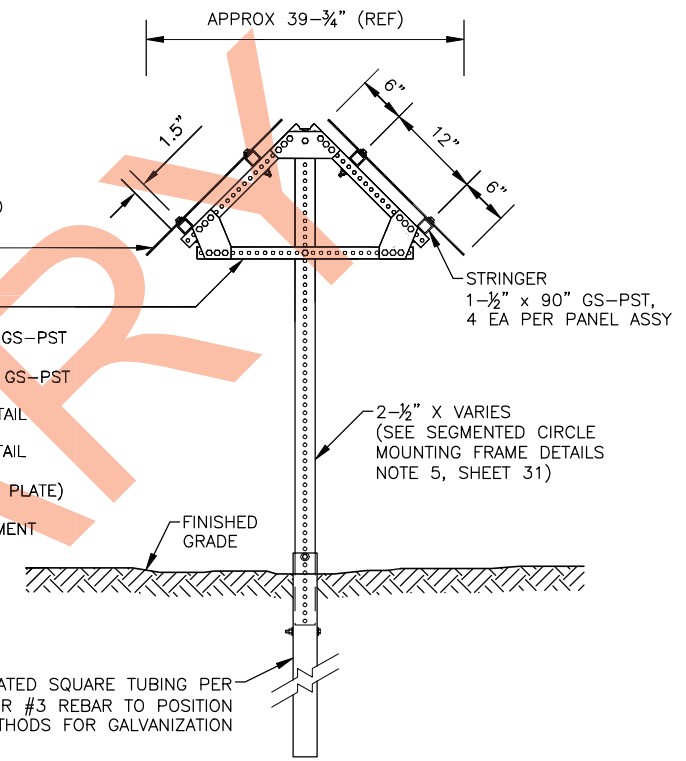
CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 SIGN DETAILS

DATE:
10/31/23
 SHEET:
29 OF 31

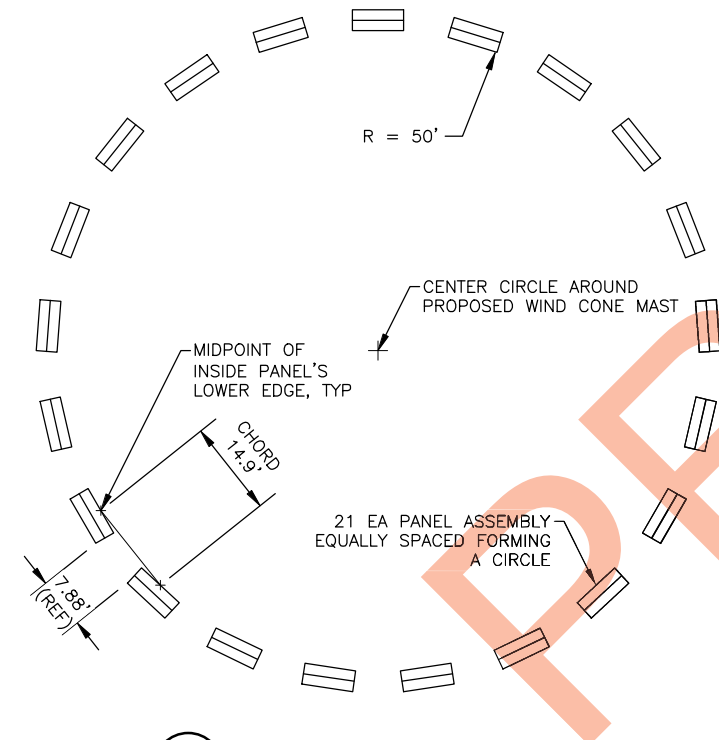
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 Designed By: CWB
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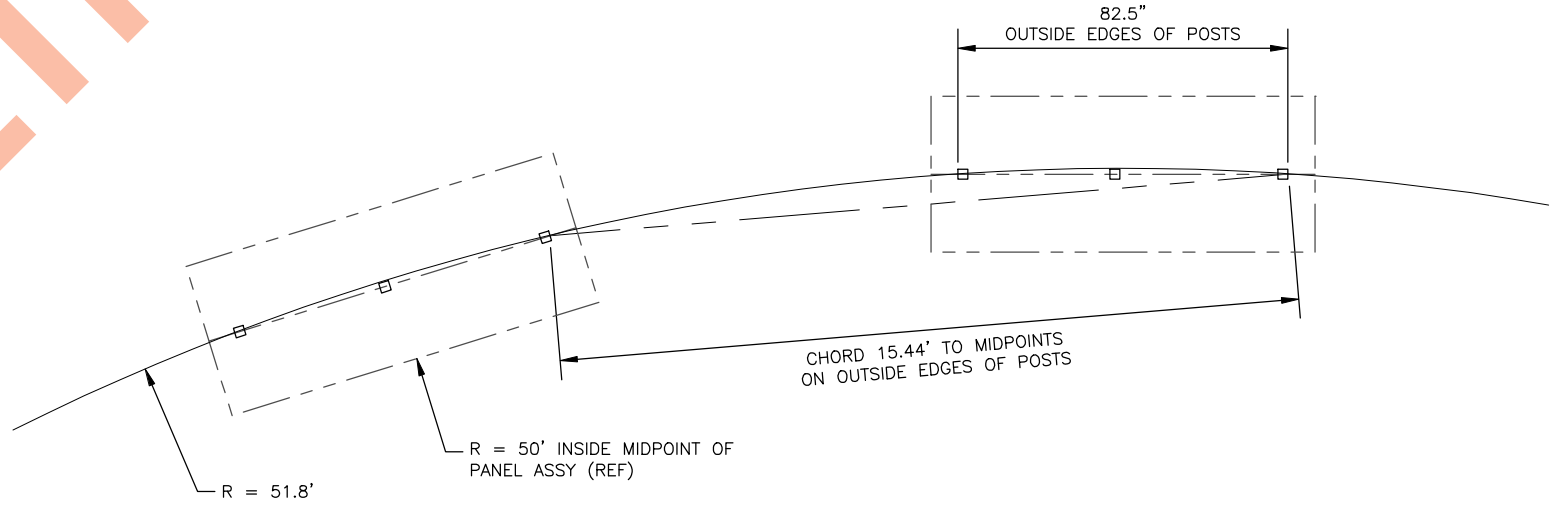
- PANEL MOUNTING FRAME**
- 2 EA TOP CHORD 1-1/2" X 20-3/8" GS-PST
 - 1 EA BOTTOM CHORD 1-1/2" X 27" GS-PST
 - 1 EA PEAK GUSSET PLATE SEE DETAIL
 - 2 EA HEEL GUSSET PLATE SEE DETAIL
 - 18 EA 2-1/2" BOLTS (6 PER GUSSET PLATE)
 - 2 EA 5" BOLTS FOR POST ATTACHMENT



1 SEGMENTED CIRCLE PANEL ASSEMBLY
NTS



2 SEGMENTED CIRCLE LAYOUT
NTS



3 POST PLACEMENT LAYOUT
NTS

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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 SEGMENTED CIRCLE DETAILS

DATE: 10/31/23
 SHEET: 30 OF 31

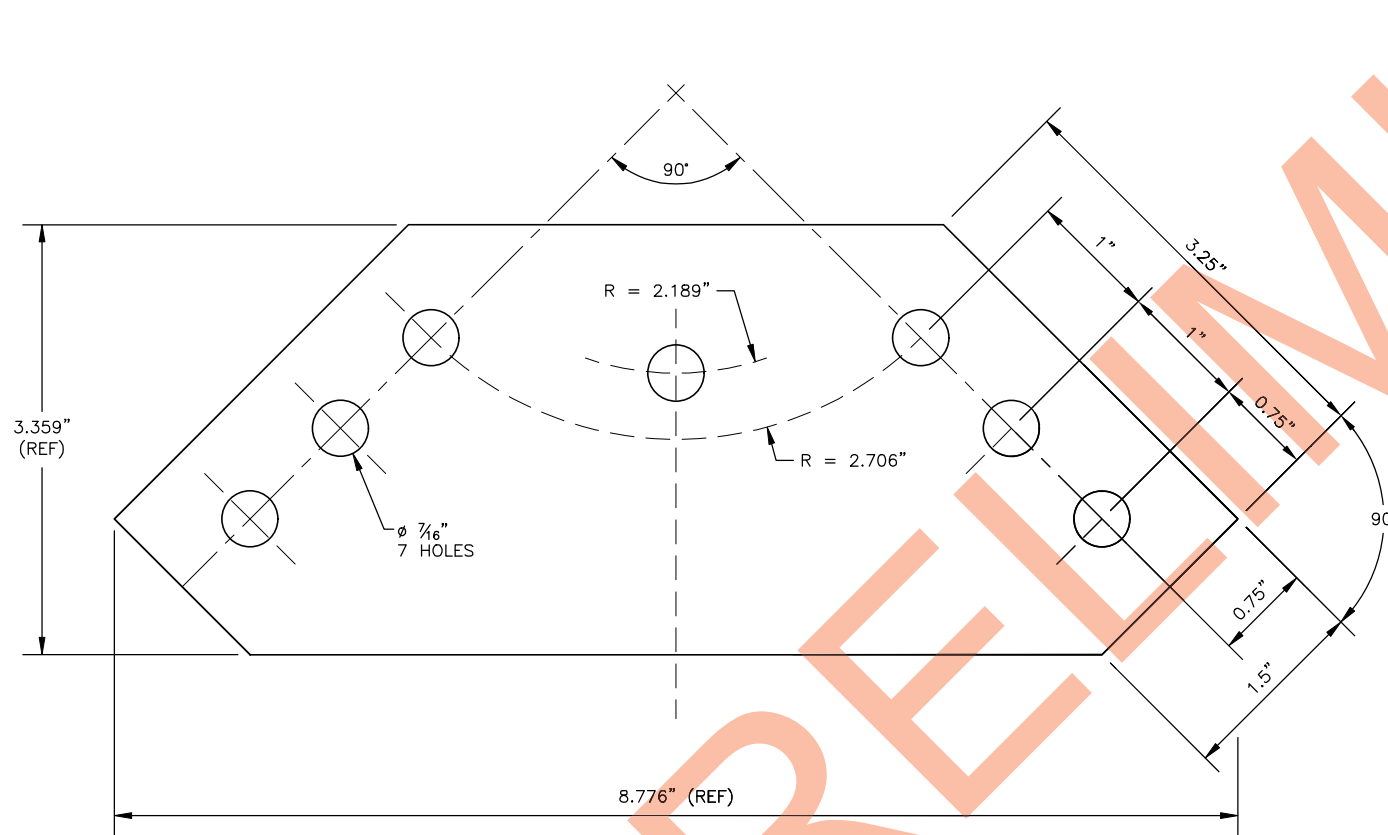
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SEGMENTED CIRCLE NOTES:

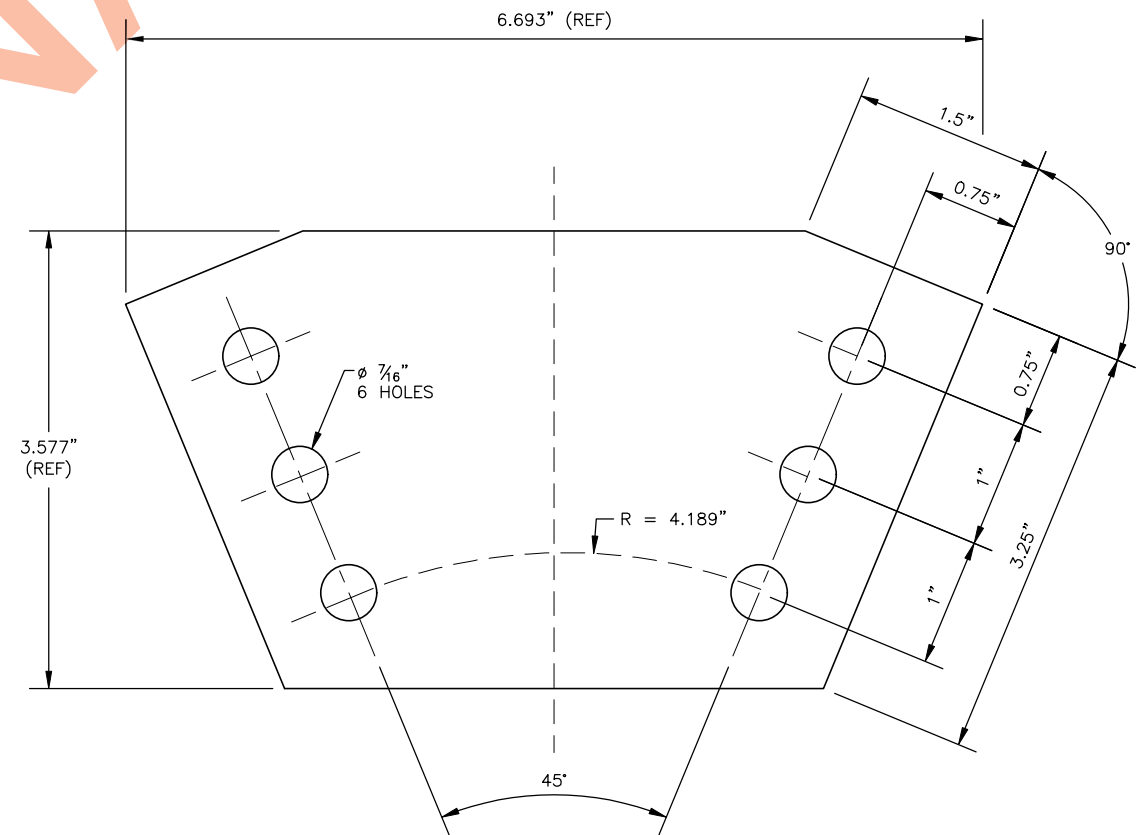
1. ALL STRUCTURAL MEMBERS OF PANEL ASSEMBLY ARE GS-PST (GALVANIZED SQUARE - PERFORATED STEEL TUBING), SIZE AS INDICATED IN DRAWING, IN CONFORMANCE WITH SECTION P-640.
2. ALL BOLTS, NUTS, AND WASHERS SHALL CONFORM TO FASTENER SPECIFICATION TABLE INCLUDED IN THIS PLAN SET. ALL BOLTS USED IN PANEL ASSEMBLY SHALL BE 3/8" DIA. C LENGTH CALLED OUT IN PLANS, UNLESS OTHERWISE NOTED. FOR EACH BOLT INCLUDE 1 EA 3/8" WASHERS (7/16" ID X 1" OD) - ONE AT THE BOLT HEAD AND ONE AT THE NUT.
3. GUSSET PLATES SHALL CONFORM TO AIRPORT SPECIFICATION P-640 INCLUDE WITH THIS PLAN SET.
4. FINISH HEIGHT OF ALL INSTALLED PANEL ASSEMBLIES COMPRISING A SINGLE SEGMENTED CIRCLE SHALL BE UNIFORM WITH A MAXIMUM VARIANCE OF 6" THROUGHOUT CIRCLE LAYOUT, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
5. PANEL ASSEMBLIES ARE TO BE REMOVABLE FROM EMBEDMENT TUBES FOR MAINTENANCE PURPOSES.
6. DIMENSIONS LABELED "(REF)" ARE FOR INFORMATIONAL PURPOSES ONLY.
7. INSTALLATION OF POSTS MAY REQUIRE MINOR TRENCHING IF OCCASIONAL ROCK IS ENCOUNTERED IN THE PAD BORROW EMBANKMENT. BACKFILL EXCAVATED MATERIAL AND RESTORE LEVEL SURFACE. THIS WORK IS SUBSIDIARY TO THE RESPECTIVE P-640 PAY ITEM AT EACH LOCATION.

FASTENER SPECIFICATION TABLE

| FASTENER TYPE | STEEL HOT DIPPED GALVANIZED |
|---------------|-----------------------------|
| BOLTS | ASTM A 307 |
| NUTS | ASTM A 563 |
| WASHERS | ASTM F 844 |



1
31 **PEAK GUSSET PLATE PANEL MOUNTING FRAME**
NTS



2
31 **LOWER GUSSET PLATE PANEL MOUNTING FRAME**
NTS

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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 SEGMENTED CIRCLE
 MOUNTING FRAME DETAILS

DATE: 10/31/23
 SHEET: 31 OF 31

Date Received: 10/30/2023, 5:52 PM
 Layout Name: E01
 File Path and Name: Z:\2022\2022\02\04 - Chevak Airport Rehabilitation\E-Working\Drawings\253725-VAK-LTG-DEM0.dwg

LEGEND:

| EXISTING | DEMOLITION | NEW | |
|----------|------------|-----|---|
| | | | 2" HDPE CONDUIT. HASH MARKS INDICATE NUMBER OF NEW #8 AWG. 5KV AIRPORT CABLES, TYPE "C", PLUS ONE #6 BARE COPPER GROUND CONDUCTOR. |
| | | | 2" HDPE CONDUIT IN 4" RSC SLEEVE. HASH MARKS INDICATE NUMBER OF NEW #8 AWG. 5KV AIRPORT CABLES, TYPE "C", PLUS ONE #6 BARE COPPER GROUND CONDUCTOR. |
| | | | THRESHOLD LIGHT, GREEN/RED |
| | | | RUNWAY EDGE LIGHT, WHITE/YELLOW |
| | | | RUNWAY EDGE LIGHT, WHITE/WHITE |
| | | | TAXIWAY EDGE LIGHT, BLUE |
| | | | HANDHOLE, L-867 |
| | | | WIND CONE, L-806 OR L-807 |
| | | | CONCRETE HANDHOLE |
| | | | ROTATING BEACON |
| | | | RADIO CONTROLLER ANTENNA |
| | | | FAA REIL |
| | | | FAA PAPI |
| | | | DRYWELL |
| | | | 3/4" X 10' COPPER COATED GROUND ROD |
| | | | LIGHT OR HANDHOLE NUMBER "X" - SEE SCHEDULE |
| | | | TEMPORARY RUNWAY EDGE LIGHT |
| | | | TEMPORARY TAXIWAY EDGE LIGHT |
| | | | TEMPORARY THRESHOLD LIGHT |
| | | | OVERHEAD ELECTRIC |
| | | | UNDERGROUND ELECTRIC |
| | | | UNDERGROUND TELEPHONE |
| | | | UNDERGROUND FAA POWER AND COMM |

ABBREVIATIONS

| | | | |
|------|--|------|-----------------------------------|
| AWG | AMERICAN WIRE GAUGE | PAPI | PRECISION APPROACH PATH INDICATOR |
| BCU | BARE COPPER GROUND | PCT | PERCENT |
| C | CONDUIT | PE | PHOTO-ELECTRIC CONTROLLER |
| CCR | CONSTANT CURRENT REGULATOR | PR | PAIR |
| CSPP | CONSTRUCTION SAFETY AND PHASING PLAN | PRI | PRIMARY |
| CU | COPPER | PVC | POLYVINYL CHLORIDE |
| DEB | DIRECT EARTH BURY | REIL | RUNWAY END IDENTIFIER LIGHT |
| DEG | DEGREES | RSC | RIGID STEEL CONDUIT |
| EEB | ELECTRICAL EQUIPMENT BUILDING | RW | RUNWAY |
| EES | EARTH ELECTRODE SYSTEM | SCO | SERIES CUT OUT |
| EMT | ELECTRICAL METALLIC TUBING | SHLD | SHIELDED |
| ETR | EXISTING TO REMAIN | SS | STAINLESS STEEL |
| FAA | FEDERAL AVIATION ADMINISTRATION | STA | STATION |
| FT | FOOT | TH | THRESHOLD |
| GND | GROUND | TOC | TOP OF CONCRETE |
| GRN | GREEN | TW | TAXIWAY |
| HDPE | HIGH DENSITY POLYETHYLENE | TYP | TYPICAL |
| ICC | INDIVIDUAL CONTROL CABINET | XFMR | TRANSFORMER |
| IN | INCH | | |
| KV | KILOVOLT | | |
| KW | KILOWATT | | |
| LED | LIGHT EMITTING DIODE | | |
| LHA | LIGHT HOUSING ASSEMBLY | | |
| LFMC | LIQUIDTIGHT FLEXIBLE METAL CONDUIT | | |
| NRTL | NATIONALLY RECOGNIZED TESTING LABORATORY | | |
| MAX | MAXIMUM | | |
| MIN | MINIMUM | | |
| MIRL | MEDIUM INTENSITY RUNWAY LIGHT | | |
| OC | ON CENTER | | |
| UON | UNLESS OTHERWISE NOTED | | |

DEMOLITION GENERAL NOTES:

- DECOMMISSIONED CONDUCTORS AND CONDUIT SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. ABANDONED WIRING AND CONDUIT RUNS EXPOSED DURING EXCAVATION SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. THIS WORK SHALL BE SUBSIDIARY TO EXCAVATION AND NO SEPARATE PAYMENT WILL BE MADE.
- THE CONTRACTOR SHALL RESTORE GRADE AND FINISH SURFACES DISTURBED BY THE REMOVAL OF STRUCTURES. THIS WORK SHALL BE SUBSIDIARY TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.
- DEMOLISHED FIXTURES, TRANSFORMERS, REGULATOR, WIND CONES, AND BEACON SHALL BE SALVAGED AND OFFERED TO DOT MAINTENANCE PERSONNEL, AND ALL OTHER EQUIPMENT AND MATERIALS NOT LISTED ABOVE, INCLUDING LIGHT BASES, HANDHOLES, WIND CONE FOUNDATIONS, PAPI/REIL FOUNDATIONS, WIRE, GROUND RODS, GROUND CONDUCTORS, AND RACEWAYS, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL STATUTES. DISPOSAL SHALL NOT TAKE PLACE IN CHEVAK.
- REMOVAL OF EXISTING CONDUCTORS AND GROUND WIRE SHALL BE SUBSIDIARY TO THE REMOVAL OF THE ASSOCIATED EQUIPMENT AND NO SEPARATE PAYMENT WILL BE MADE.
- REMOVAL OF HANDHOLES, UNLESS NOTED OTHERWISE, SHALL BE PAID UNDER ITEM L125.070.0000.
- REMOVAL OF REFLECTIVE MARKERS AND CONES SHALL BE SUBSIDIARY TO ITEM L125.070.0000 AND NO SEPARATE PAYMENT WILL BE MADE.
- LOCATE EXISTING UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK. IN ADDITION TO CALLING THE 811 CALL CENTER, THE CONTRACTOR SHALL LOCATE UTILITIES THAT FALL OUTSIDE THE SCOPE OF THE 811 CALL CENTER, INCLUDING RUNWAY AND TAXIWAY LIGHTING CIRCUITS; FEEDERS TO THE SREB, EEB, BEACON, WIND CONE, ETC. THE CONTRACTOR SHALL ALSO LOCATE AND PROTECT EXISTING FAA UTILITIES THAT ARE TO REMAIN.

SHEET NOTES:

- REMOVE RUNWAY EDGE LIGHTS, THRESHOLD LIGHTS, TAXIWAY LIGHTS, LIGHT BASES, HANDHOLES, TRANSFORMERS, CONDUIT, AND UNUSED WIRING.
- FAA CONDUIT AND HANDHOLES FH1-FH30 PAID UNDER L132.010.0010. PAPI CONDUCTORS PAID UNDER L132.010.0010. PAPI FOUNDATIONS, GROUNDING, AND INSTALLATION PAID UNDER L132.010.0010.
- FAA CONDUIT BEYOND FH30, AND HANDHOLES FH31-FH34 PAID UNDER L132.010.0020. REIL CONDUCTORS PAID UNDER L132.010.0020. REIL FOUNDATIONS, GROUNDING, AND INSTALLATION PAID UNDER L132.010.0020.
- ALL WORK REQUIRED TO RELOCATE SREB #1 AND TO PUT IT BACK IN SERVICE SHALL BE SUBSIDIARY TO S142.040.0000. THIS INCLUDES:
 - COORDINATE WITH POWER AND TELECOM UTILITY COMPANIES TO REMOVE/REPLACE POWER AND TELECOM SERVICE TO SREB #1.
 - DISCONNECT/REMOVE ELECTRIC AND TELECOM CABLES AND CONDUIT AS INDICATED FOR SREB #2, FAA AWOS, EEB, AND FAA PAPI SHELTER.
 - PROVIDE NEW CABLES AND CONDUIT AS INDICATED FOR SREB #2, FAA AWOS, EEB, AND FAA PAPI SHELTER. RECONNECT TO EXISTING METERS, RESPECTIVELY.
 - COIL AND PROTECT THE POWER AND COMM CABLES SERVING THE FAA AWOS. EXISTING HANDHOLES TO REMAIN. REMOVE/EXTEND EXISTING CONDUIT FROM HANDHOLES TO SREB #1 AS NECESSARY FOR SREB RELOCATION. RE-INSTALL EXISTING CABLES.
 - DISCONNECT AND REMOVE HEAT TRACE CIRCUITS FROM OIL-WATER SEPARATOR AND DRAIN LINES IN SREB #1.
 - PROVIDE TEMPORARY POWER FOR THE EEB AND FAA AWOS, APPROXIMATELY 15kVA EACH.
 - PROVIDE TEMPORARY TELECOM SERVICE FOR THE FAA AWOS.
 - OUTAGES SHALL BE LIMITED TO ONE SHIFT OF WORK AND COORDINATED WITH THE FAA THROUGH THE ENGINEER.

GENERAL NOTES:

- CONDUITS AND LIGHT BASES SHALL BE INSTALLED PRIOR TO PLACEMENT OF FINISH COURSE.
- REMOVE POWER FROM LIGHTING CIRCUITS DURING ASSOCIATED WORK, RESTORE POWER WHEN WORK IS COMPLETE.
- AIRFIELD LIGHTING CABLE SHALL BE #8 AWG, 5KV, FAA TYPE "C" AIRPORT CABLE.
- CONNECT HDPE CONDUIT TO DISSIMILAR CONDUIT USING A LISTED TRANSITION FITTING. HDPE TO HDPE CONNECTIONS SHALL BUTT WELDED.
- PROVIDE LIGHT BASES WITH HUB CONFIGURATIONS TO ACCOMMODATE THE LAYOUT AS SHOWN IN THE PLANS. ROUTE CONDUIT FROM POINT TO POINT, IN A STRAIGHT LINE, EXCEPT AS REQUIRED TO AVOID AN OBSTRUCTION.
- ALL BOLTS, NUTS, AND THREADED SURFACES SHALL BE COATED WITH ANTI-SEIZE LUBRICANT PER SPECIFICATIONS.
- HANDHOLE LOCATIONS MAY BE FIELD ADJUSTED AS APPROVED BY THE ENGINEER.
- CONDUIT ROUTING SHOWN FOR CLARITY. ROUTE CONDUITS ON SHOULDER. CONDUITS THAT RUN IN CLOSE PROXIMITY MAY BE INSTALLED IN SAME TRENCH. SEE TRENCH DETAIL, 2/E09.
- PROVIDE LIGHTNING PROTECTION COUNTERPOISE FOR ALL RUNWAY AND TAXIWAY LIGHTING CIRCUITS PER DETAIL 5/E09. #6 BARE COPPER WIRE IS PAID UNDER ITEM L108.030.0006, GROUND RODS ARE PAID UNDER ITEM L108.070.0000.
- CONTRACTOR SHALL PROVIDE A LIST OF PROPOSED SPARE PARTS AND THE COST FOR EACH CATEGORY TO THE ENGINEER FOR REVIEW PRIOR TO PLACING THE ORDER FOR THE PARTS. QUANTITIES SHALL BE REDUCED IF NECESSARY UNTIL THE COSTS ARE WITHIN THE LIMITS OF THE FAA REQUIREMENTS. SEE SECTION L-125 FOR ADDITIONAL INFORMATION.
- SLOPE CONDUITS TO DRAIN TO LOW SPOT. PROVIDE 2" HDPE CONDUIT DRAINS TO DAYLIGHT AS SHOWN OR AS DIRECTED BY THE ENGINEER. INSTALL CONDUIT TO PROVIDE POSITIVE DRAINAGE FROM LIGHT BASES. DRAIN CONDUITS ARE PAID UNDER ITEM L110.080.1002. SCREENS, BAND CLAMPS, AND MARKERS SHALL BE SUBSIDIARY TO L110.080.1002 AND NO SEPARATE PAYMENT WILL BE MADE.

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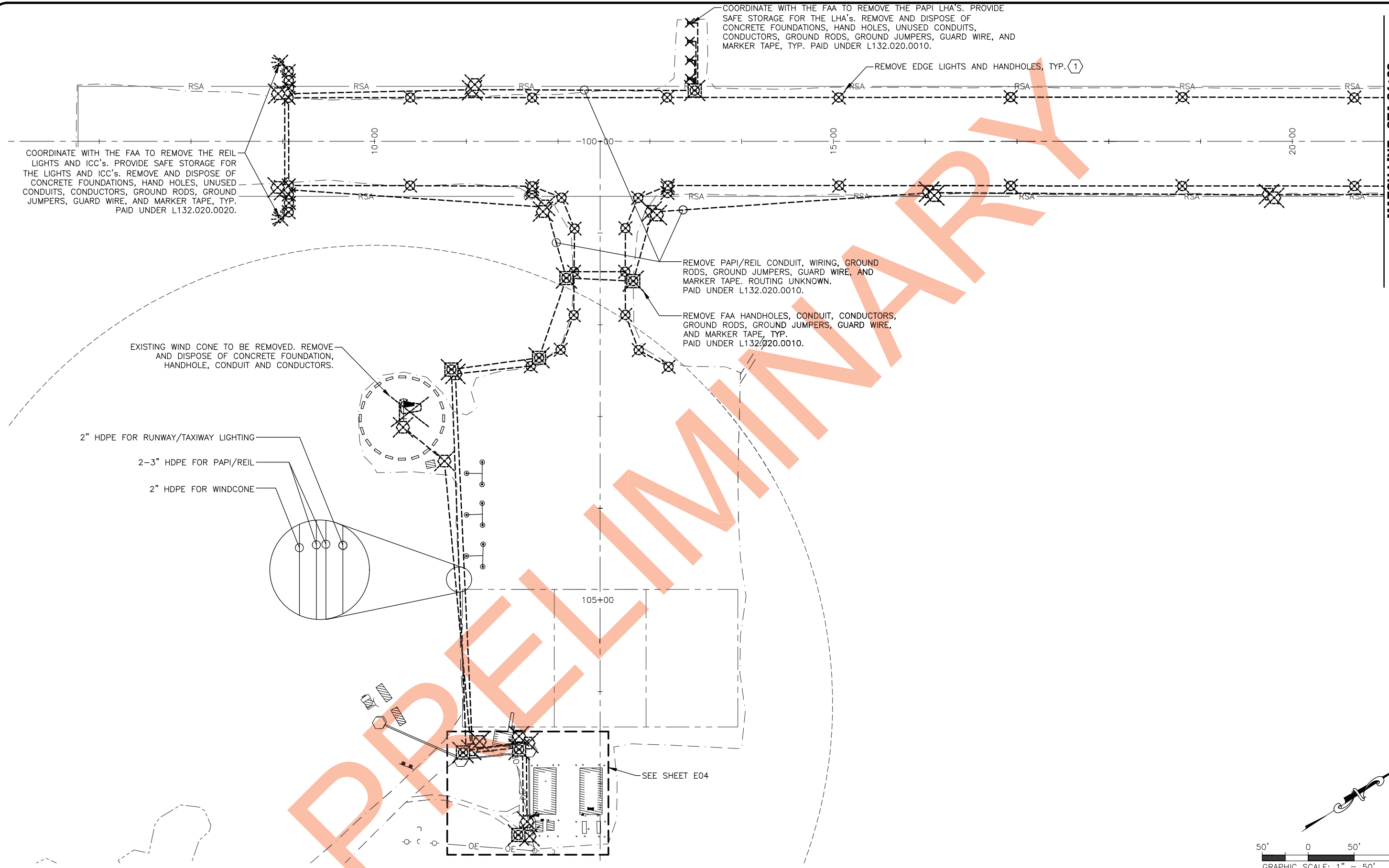
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CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 DEMOLITION LEGEND AND
 NOTES

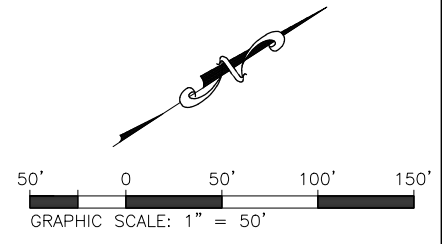
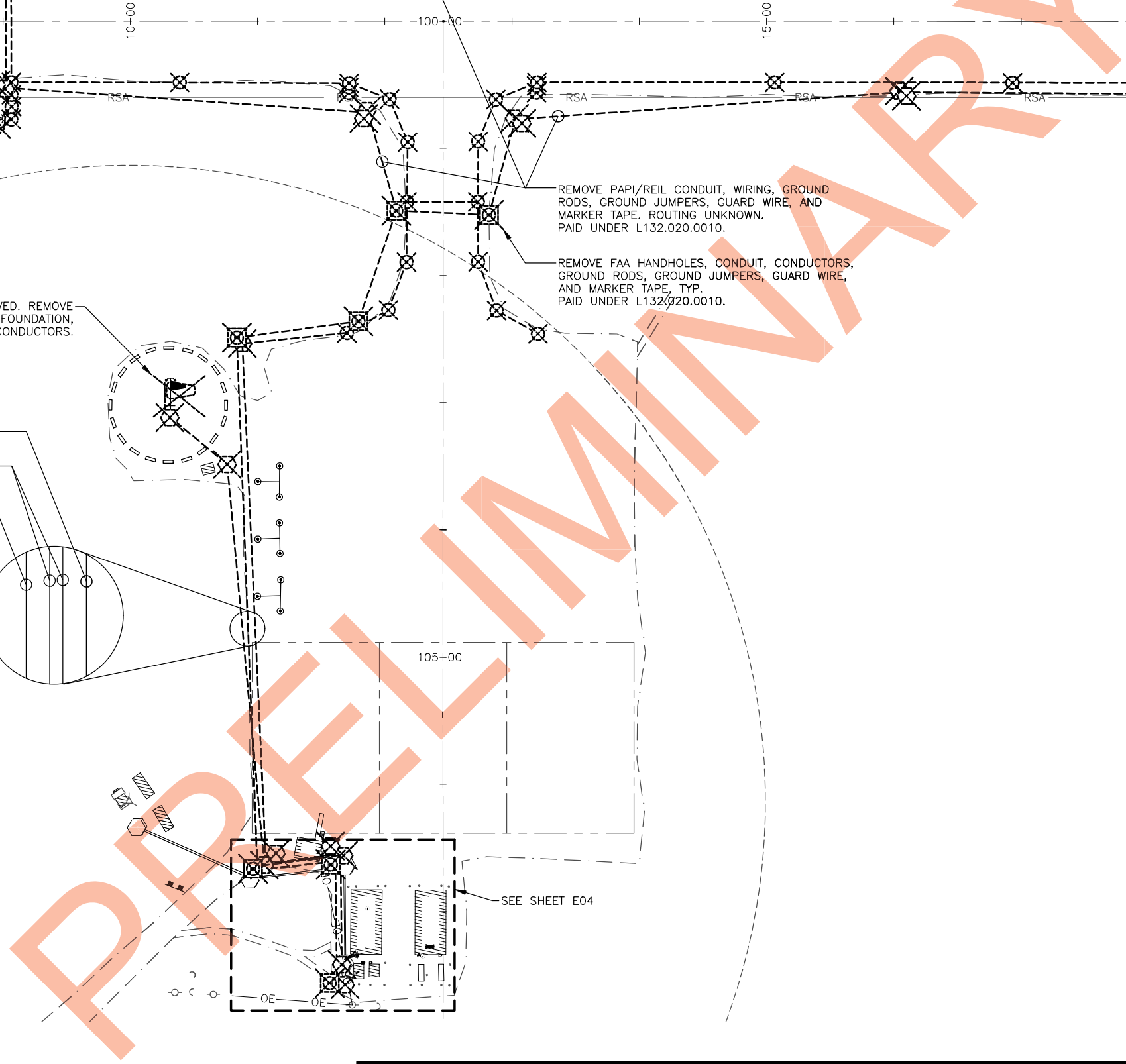
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 E01 of E29

Date Received: 10/30/2023, 5:52 PM
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MATCH LINE - STA 21+00
 SEE SHEET E03



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CHEVAK AIRPORT
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 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 LIGHTING DEMOLITION PLAN
 STA 6+00 TO STA 21+00

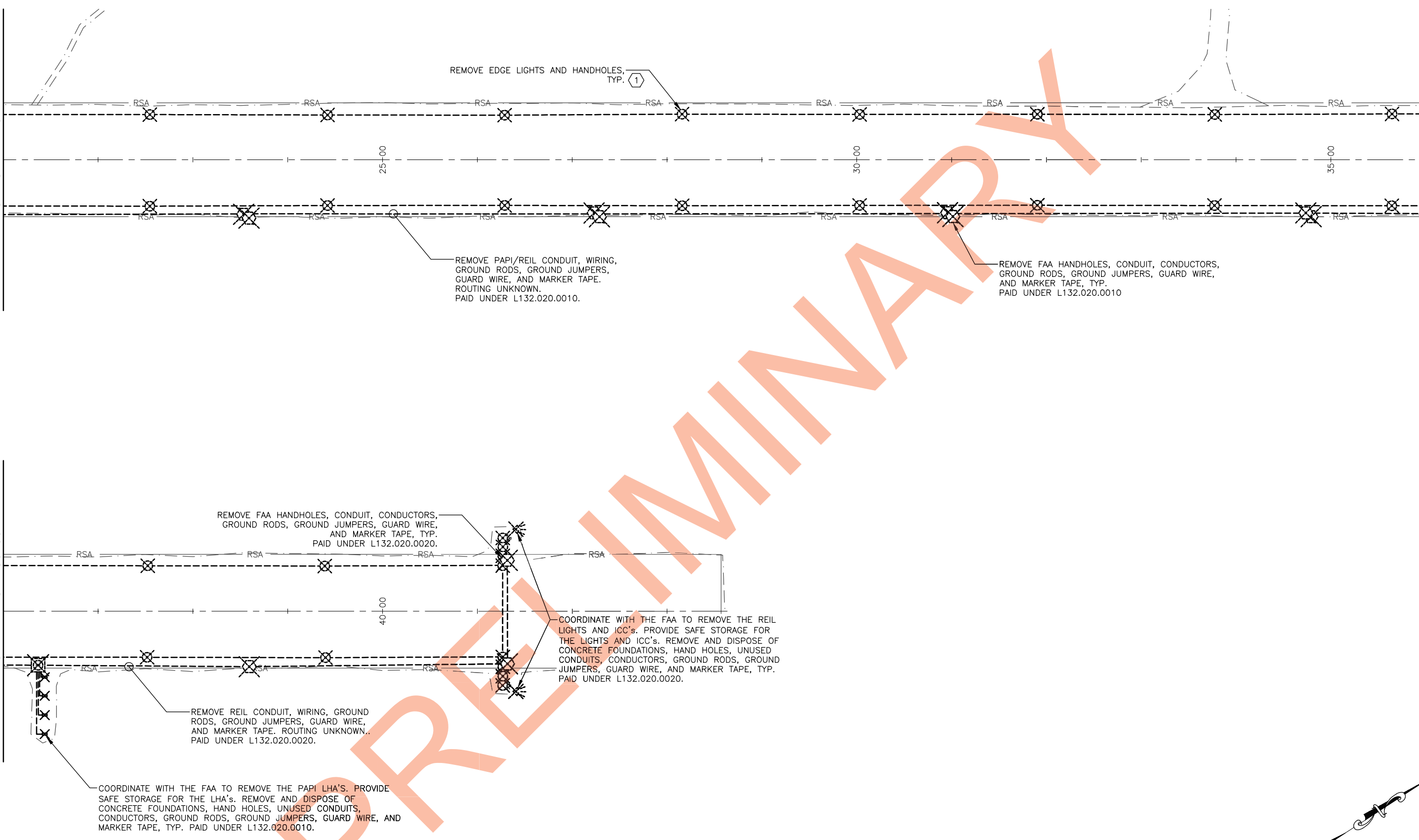
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MATCH LINE - STA 21+00
SEE SHEET E02

MATCH LINE - STA 36+00



REMOVE EDGE LIGHTS AND HANDHOLES, TYP.

REMOVE PAPI/REIL CONDUIT, WIRING, GROUND RODS, GROUND JUMPERS, GUARD WIRE, AND MARKER TAPE. ROUTING UNKNOWN. PAID UNDER L132.020.0010.

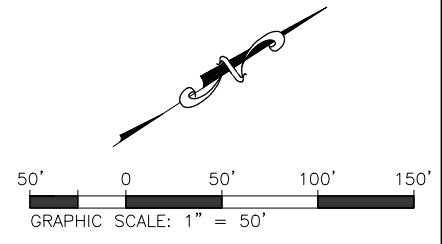
REMOVE FAA HANDHOLES, CONDUIT, CONDUCTORS, GROUND RODS, GROUND JUMPERS, GUARD WIRE, AND MARKER TAPE, TYP. PAID UNDER L132.020.0010

REMOVE FAA HANDHOLES, CONDUIT, CONDUCTORS, GROUND JUMPERS, GUARD WIRE, AND MARKER TAPE, TYP. PAID UNDER L132.020.0020.

COORDINATE WITH THE FAA TO REMOVE THE REIL LIGHTS AND ICC'S. PROVIDE SAFE STORAGE FOR THE LIGHTS AND ICC'S. REMOVE AND DISPOSE OF CONCRETE FOUNDATIONS, HAND HOLES, UNUSED CONDUITS, CONDUCTORS, GROUND RODS, GROUND JUMPERS, GUARD WIRE, AND MARKER TAPE, TYP. PAID UNDER L132.020.0020.

REMOVE REIL CONDUIT, WIRING, GROUND RODS, GROUND JUMPERS, GUARD WIRE, AND MARKER TAPE. ROUTING UNKNOWN. PAID UNDER L132.020.0020.

COORDINATE WITH THE FAA TO REMOVE THE PAPI LHA'S. PROVIDE SAFE STORAGE FOR THE LHA'S. REMOVE AND DISPOSE OF CONCRETE FOUNDATIONS, HAND HOLES, UNUSED CONDUITS, CONDUCTORS, GROUND RODS, GROUND JUMPERS, GUARD WIRE, AND MARKER TAPE, TYP. PAID UNDER L132.020.0010.



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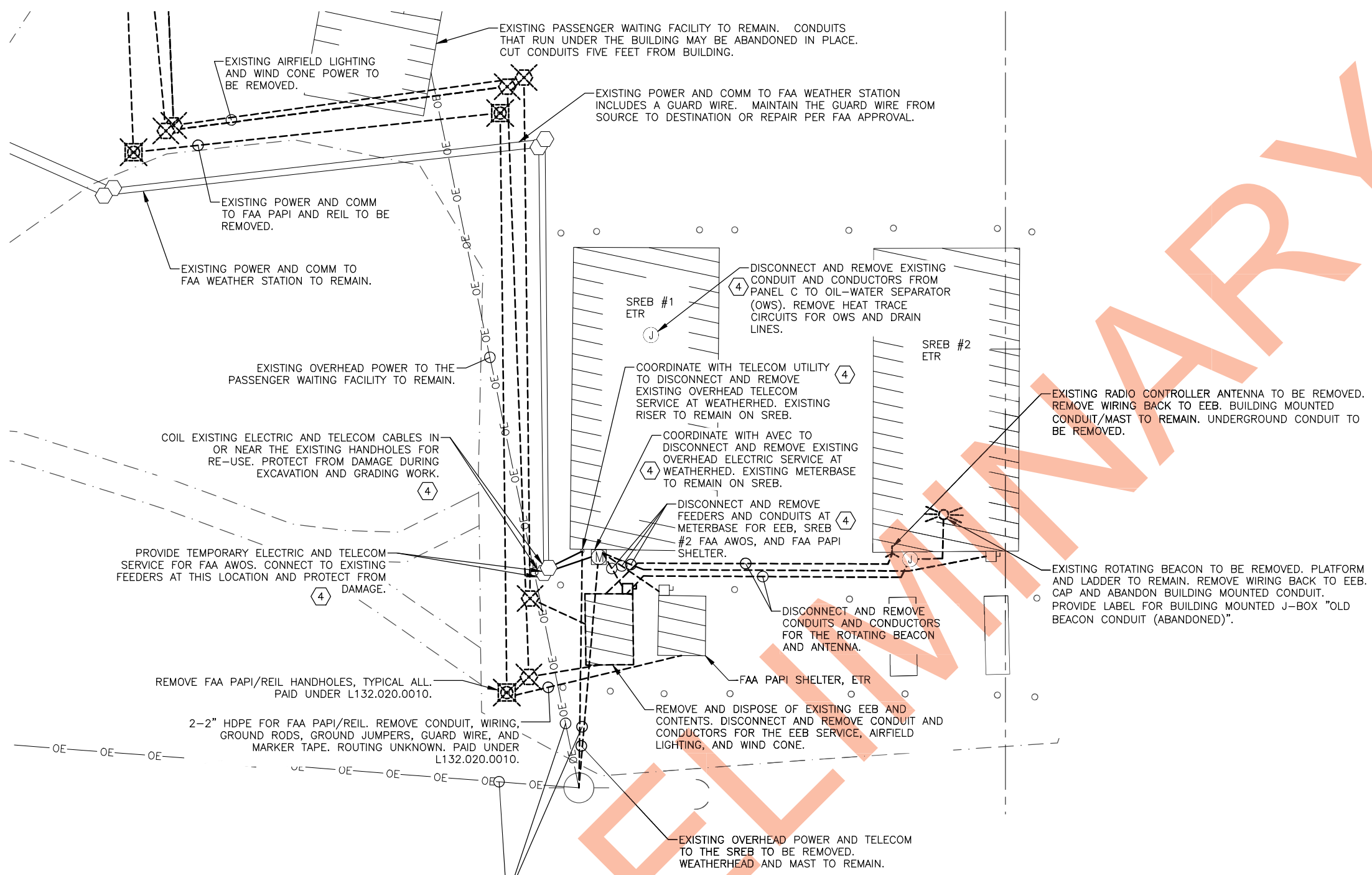
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 LIGHTING DEMOLITION PLAN
 STA 21+00 TO STA 45+00

DATE: 10/30/2023
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EXISTING PASSENGER WAITING FACILITY TO REMAIN. CONDUITS THAT RUN UNDER THE BUILDING MAY BE ABANDONED IN PLACE. CUT CONDUITS FIVE FEET FROM BUILDING.

EXISTING AIRFIELD LIGHTING AND WIND CONE POWER TO BE REMOVED.

EXISTING POWER AND COMM TO FAA WEATHER STATION INCLUDES A GUARD WIRE. MAINTAIN THE GUARD WIRE FROM SOURCE TO DESTINATION OR REPAIR PER FAA APPROVAL.

EXISTING POWER AND COMM TO FAA PAPI AND REIL TO BE REMOVED.

EXISTING POWER AND COMM TO FAA WEATHER STATION TO REMAIN.

EXISTING OVERHEAD POWER TO THE PASSENGER WAITING FACILITY TO REMAIN.

DISCONNECT AND REMOVE EXISTING CONDUIT AND CONDUCTORS FROM PANEL C TO OIL-WATER SEPARATOR (OWS). REMOVE HEAT TRACE CIRCUITS FOR OWS AND DRAIN LINES.

COORDINATE WITH TELECOM UTILITY TO DISCONNECT AND REMOVE EXISTING OVERHEAD TELECOM SERVICE AT WEATHERHEAD. EXISTING RISER TO REMAIN ON SREB.

COORDINATE WITH AVEC TO DISCONNECT AND REMOVE EXISTING OVERHEAD ELECTRIC SERVICE AT WEATHERHEAD. EXISTING METERBASE TO REMAIN ON SREB.

DISCONNECT AND REMOVE FEEDERS AND CONDUITS AT METERBASE FOR EEB, SREB #2 FAA AWOS, AND FAA PAPI SHELTER.

EXISTING RADIO CONTROLLER ANTENNA TO BE REMOVED. REMOVE WIRING BACK TO EEB. BUILDING MOUNTED CONDUIT/MAST TO REMAIN. UNDERGROUND CONDUIT TO BE REMOVED.

EXISTING ROTATING BEACON TO BE REMOVED. PLATFORM AND LADDER TO REMAIN. REMOVE WIRING BACK TO EEB. CAP AND ABANDON BUILDING MOUNTED CONDUIT. PROVIDE LABEL FOR BUILDING MOUNTED J-BOX "OLD BEACON CONDUIT (ABANDONED)".

DISCONNECT AND REMOVE CONDUITS AND CONDUCTORS FOR THE ROTATING BEACON AND ANTENNA.

DISCONNECT AND REMOVE EXISTING OVERHEAD TELECOM SERVICE AT WEATHERHEAD. EXISTING RISER TO REMAIN ON SREB.

DISCONNECT AND REMOVE CONDUITS AND CONDUCTORS FOR THE ROTATING BEACON AND ANTENNA.

FAA PAPI SHELTER, ETR

REMOVE AND DISPOSE OF EXISTING EEB AND CONTENTS. DISCONNECT AND REMOVE CONDUIT AND CONDUCTORS FOR THE EEB SERVICE, AIRFIELD LIGHTING, AND WIND CONE.

EXISTING OVERHEAD POWER AND TELECOM TO THE SREB TO BE REMOVED. WEATHERHEAD AND MAST TO REMAIN.

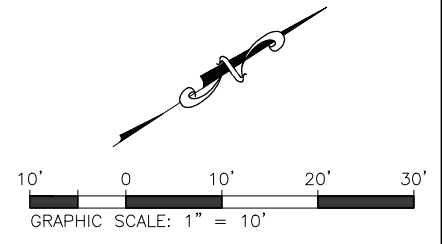
REMOVE FAA PAPI/REIL HANDHOLES, TYPICAL ALL. PAID UNDER L132.020.0010.

2-2" HDPE FOR FAA PAPI/REIL. REMOVE CONDUIT, WIRING, GROUND RODS, GROUND JUMPERS, GUARD WIRE, AND MARKER TAPE. ROUTING UNKNOWN. PAID UNDER L132.020.0010.

COIL EXISTING ELECTRIC AND TELECOM CABLES IN OR NEAR THE EXISTING HANDHOLES FOR RE-USE. PROTECT FROM DAMAGE DURING EXCAVATION AND GRADING WORK.

PROVIDE TEMPORARY ELECTRIC AND TELECOM SERVICE FOR FAA AWOS. CONNECT TO EXISTING FEEDERS AT THIS LOCATION AND PROTECT FROM DAMAGE.

CAUTION!
 MAINTAIN 10 FEET MINIMUM CLEARANCE BETWEEN OVERHEAD POWER/COMM LINES AND CONSTRUCTION EQUIPMENT, TYPICAL ALL.



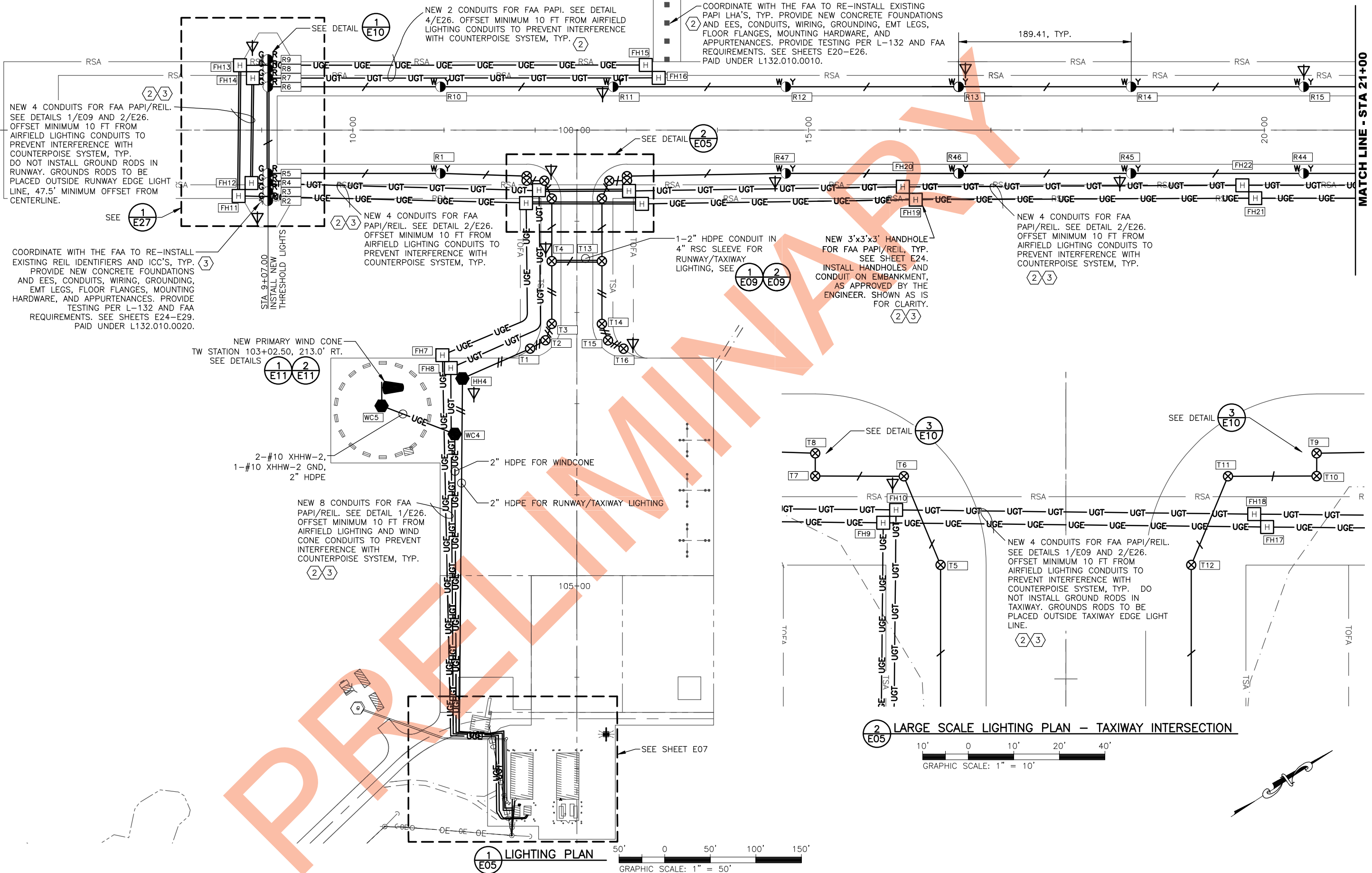
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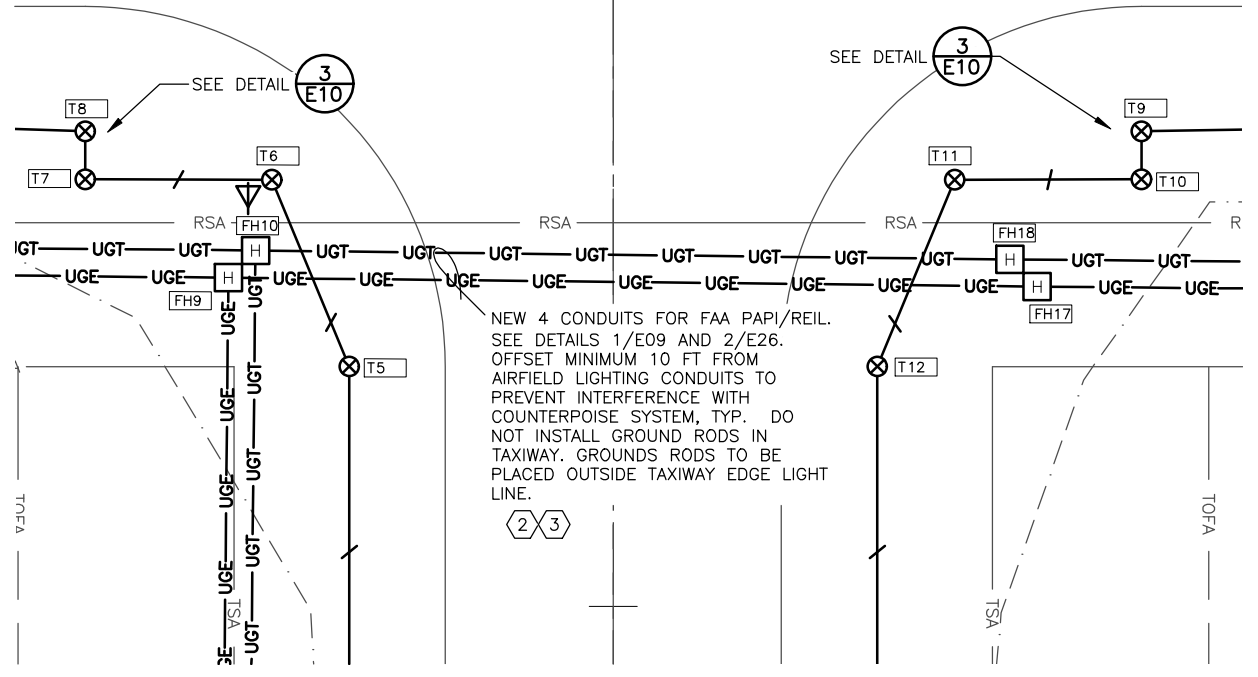
CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 LIGHTING DEMOLITION PLAN
 APRON

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Date Recvied: 10/30/2023, 5:52 PM
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1 LIGHTING PLAN
 GRAPHIC SCALE: 1" = 50'



2 LARGE SCALE LIGHTING PLAN -- TAXIWAY INTERSECTION
 GRAPHIC SCALE: 1" = 10'

MATCH LINE - STA 21+00
 SEE SHEET E06

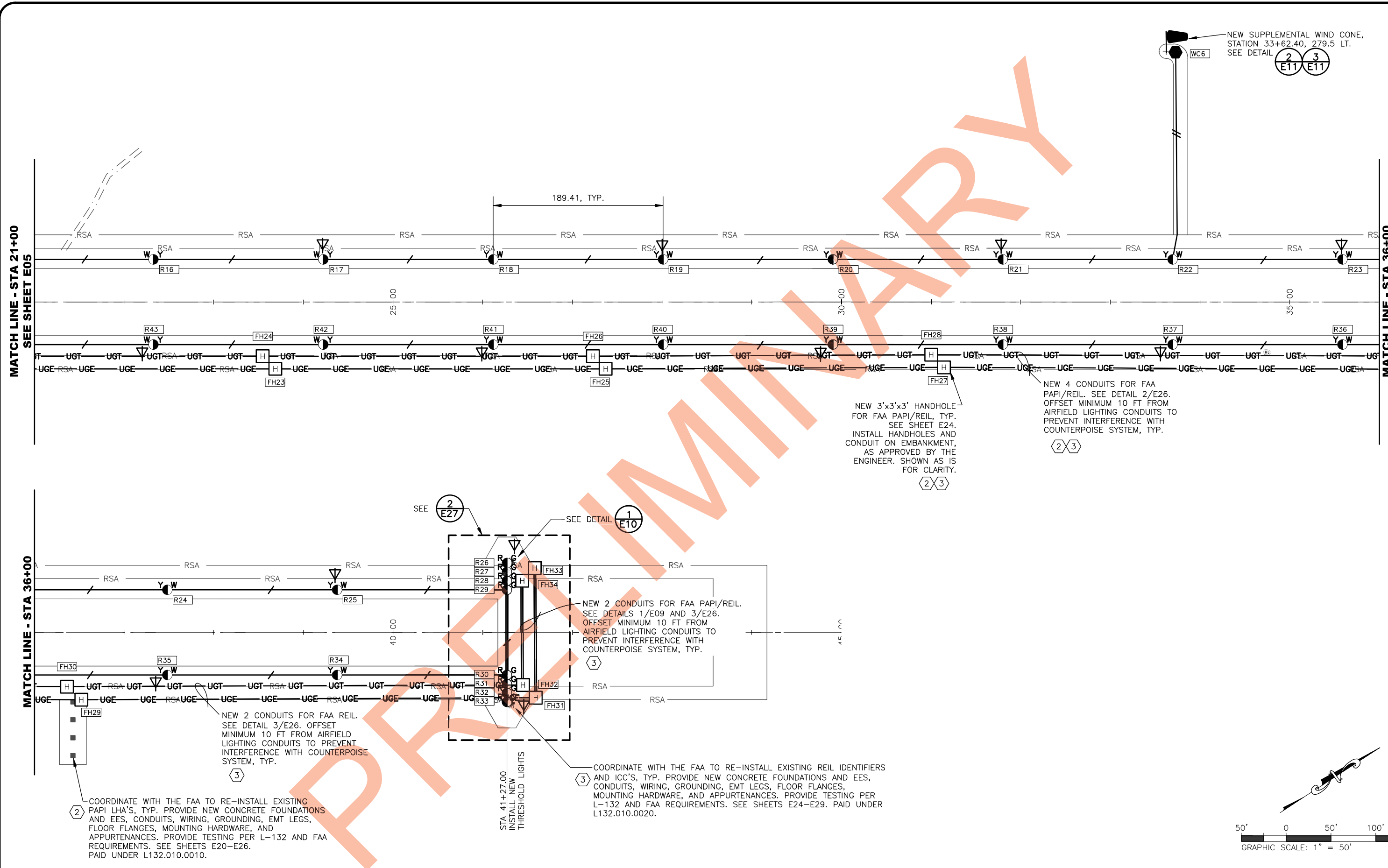
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 NEW LIGHTING PLAN
 STA 6+00 TO STA 21+00

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NEW SUPPLEMENTAL WIND CONE,
 STATION 33+62.40, 279.5 LT.
 SEE DETAIL 2 3
E11 E11

MATCH LINE - STA 21+00
 SEE SHEET E05

MATCH LINE - STA 36+00

NEW 3'x3'x3' HANDHOLE
 FOR FAA PAPI/REIL, TYP.
 SEE SHEET E24.
 INSTALL HANDHOLES AND
 CONDUIT ON EMBANKMENT,
 AS APPROVED BY THE
 ENGINEER. SHOWN AS IS
 FOR CLARITY.
2 3

NEW 4 CONDUITS FOR FAA
 PAPI/REIL. SEE DETAIL 2/E26.
 OFFSET MINIMUM 10 FT FROM
 AIRFIELD LIGHTING CONDUITS TO
 PREVENT INTERFERENCE WITH
 COUNTERPOISE SYSTEM, TYP.
2 3

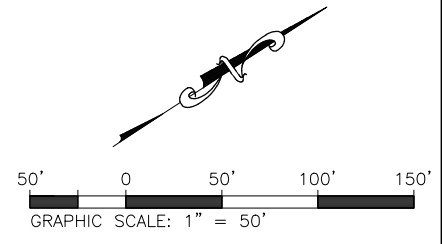
SEE 2 E27
 SEE DETAIL 1 E10

NEW 2 CONDUITS FOR FAA PAPI/REIL.
 SEE DETAILS 1/E09 AND 3/E26.
 OFFSET MINIMUM 10 FT FROM
 AIRFIELD LIGHTING CONDUITS TO
 PREVENT INTERFERENCE WITH
 COUNTERPOISE SYSTEM, TYP.
3

NEW 2 CONDUITS FOR FAA REIL.
 SEE DETAIL 3/E26. OFFSET
 MINIMUM 10 FT FROM AIRFIELD
 LIGHTING CONDUITS TO PREVENT
 INTERFERENCE WITH COUNTERPOISE
 SYSTEM, TYP.
3

2
 COORDINATE WITH THE FAA TO RE-INSTALL EXISTING
 PAPI LHA'S, TYP. PROVIDE NEW CONCRETE FOUNDATIONS
 AND EES, CONDUITS, WIRING, GROUNDING, EMT LEGS,
 FLOOR FLANGES, MOUNTING HARDWARE, AND
 APPURTENANCES. PROVIDE TESTING PER L-132 AND FAA
 REQUIREMENTS. SEE SHEETS E20-E26.
 PAID UNDER L132.010.0010.

3
 COORDINATE WITH THE FAA TO RE-INSTALL EXISTING REIL IDENTIFIERS
 AND ICC'S, TYP. PROVIDE NEW CONCRETE FOUNDATIONS AND EES,
 CONDUITS, WIRING, GROUNDING, EMT LEGS, FLOOR FLANGES,
 MOUNTING HARDWARE, AND APPURTENANCES. PROVIDE TESTING PER
 L-132 AND FAA REQUIREMENTS. SEE SHEETS E24-E29. PAID UNDER
 L132.010.0020.



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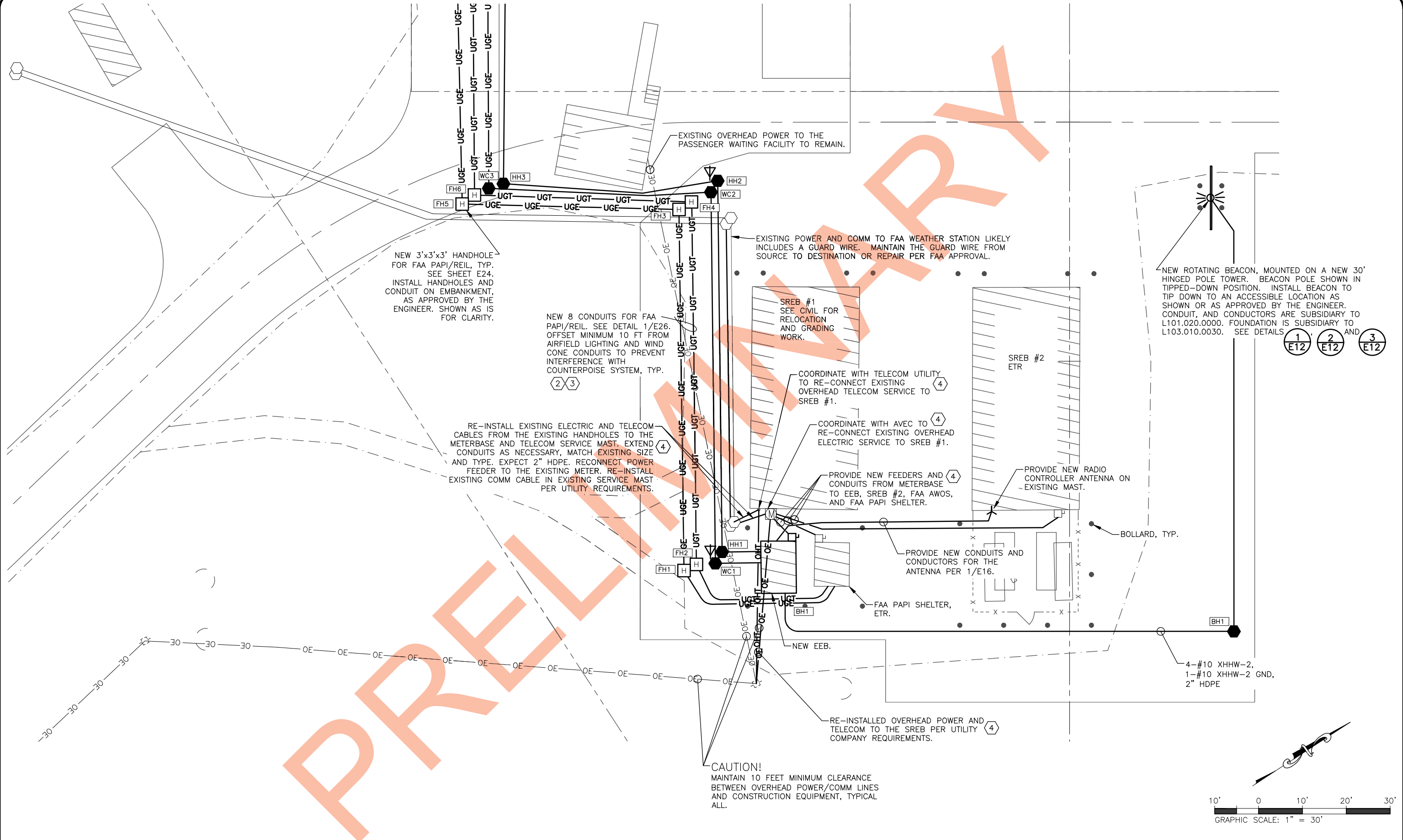
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 STA 21+00 TO STA 45+00

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NEW 3'x3'x3' HANDHOLE FOR FAA PAPI/REIL, TYP. SEE SHEET E24. INSTALL HANDHOLES AND CONDUIT ON EMBANKMENT, AS APPROVED BY THE ENGINEER. SHOWN AS IS FOR CLARITY.

NEW 8 CONDUITS FOR FAA PAPI/REIL. SEE DETAIL 1/E26. OFFSET MINIMUM 10 FT FROM AIRFIELD LIGHTING AND WIND CONE CONDUITS TO PREVENT INTERFERENCE WITH COUNTERPOISE SYSTEM, TYP.

RE-INSTALL EXISTING ELECTRIC AND TELECOM CABLES FROM THE EXISTING HANDHOLES TO THE METERBASE AND TELECOM SERVICE MAST. EXTEND CONDUITS AS NECESSARY, MATCH EXISTING SIZE AND TYPE. EXPECT 2" HDPE. RECONNECT POWER FEEDER TO THE EXISTING METER. RE-INSTALL EXISTING COMM CABLE IN EXISTING SERVICE MAST PER UTILITY REQUIREMENTS.

EXISTING OVERHEAD POWER TO THE PASSENGER WAITING FACILITY TO REMAIN.

EXISTING POWER AND COMM TO FAA WEATHER STATION LIKELY INCLUDES A GUARD WIRE. MAINTAIN THE GUARD WIRE FROM SOURCE TO DESTINATION OR REPAIR PER FAA APPROVAL.

SREB #1 SEE CIVIL FOR RELOCATION AND GRADING WORK.

COORDINATE WITH TELECOM UTILITY TO RE-CONNECT EXISTING OVERHEAD TELECOM SERVICE TO SREB #1.

COORDINATE WITH AVEC TO RE-CONNECT EXISTING OVERHEAD ELECTRIC SERVICE TO SREB #1.

PROVIDE NEW FEEDERS AND CONDUITS FROM METERBASE TO EEB, SREB #2, FAA AWOS, AND FAA PAPI SHELTER.

PROVIDE NEW RADIO CONTROLLER ANTENNA ON EXISTING MAST.

PROVIDE NEW CONDUITS AND CONDUCTORS FOR THE ANTENNA PER 1/E16.

FAA PAPI SHELTER, ETR.

NEW EEB.

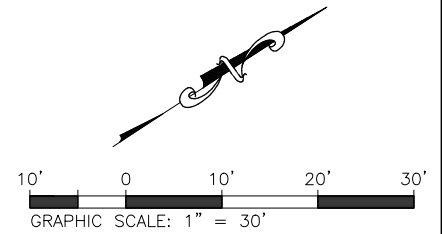
RE-INSTALLED OVERHEAD POWER AND TELECOM TO THE SREB PER UTILITY COMPANY REQUIREMENTS.

CAUTION! MAINTAIN 10 FEET MINIMUM CLEARANCE BETWEEN OVERHEAD POWER/COMM LINES AND CONSTRUCTION EQUIPMENT, TYPICAL ALL.

NEW ROTATING BEACON, MOUNTED ON A NEW 30' HINGED POLE TOWER. BEACON POLE SHOWN IN TIPPED-DOWN POSITION. INSTALL BEACON TO TIP DOWN TO AN ACCESSIBLE LOCATION AS SHOWN OR AS APPROVED BY THE ENGINEER. CONDUIT, AND CONDUCTORS ARE SUBSIDIARY TO L101.020.0000. FOUNDATION IS SUBSIDIARY TO L103.010.0030. SEE DETAILS

1 E12
 2 E12
 3 E12

4-#10 XHHW-2,
1-#10 XHHW-2 GND,
2" HDPE



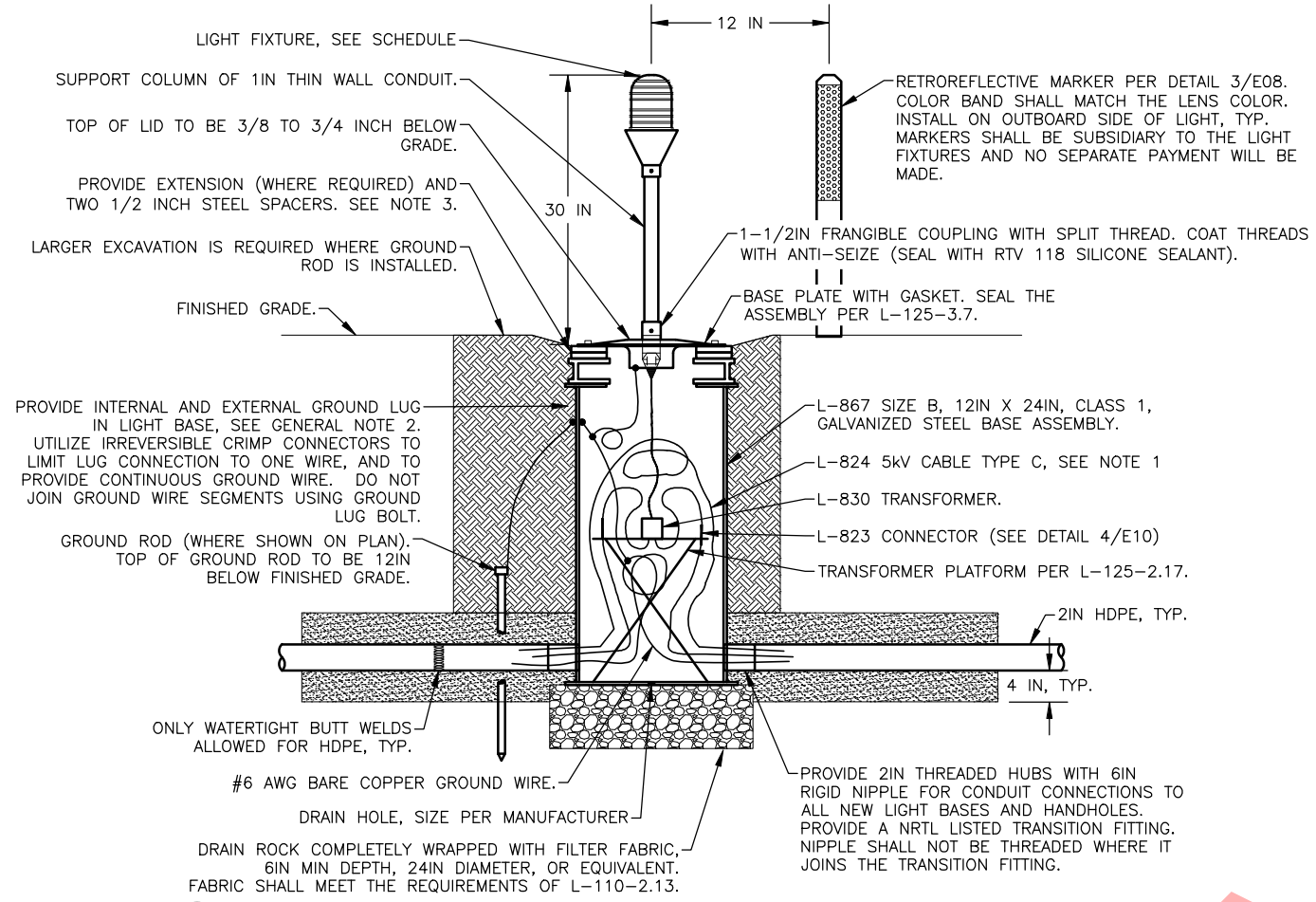
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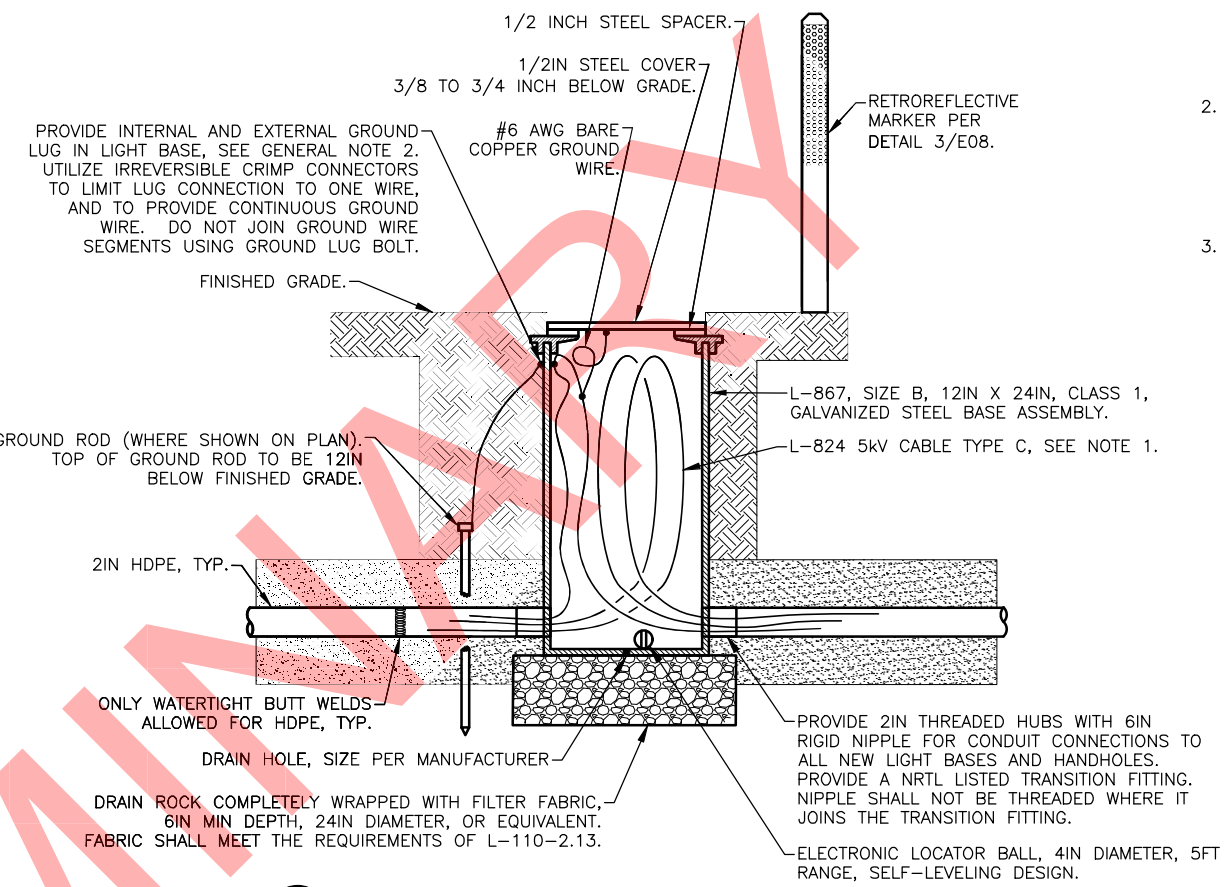
CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 NEW LIGHTING PLAN
 APRON

DATE: 10/30/2023
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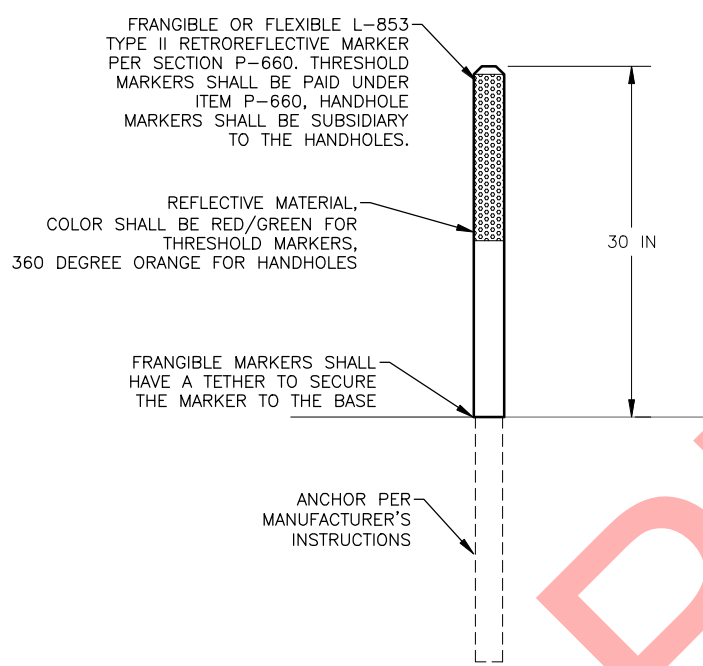


1 STEEL L-867 BASE MOUNTED LIGHT DETAIL
E08 NTS



2 STEEL L-867 HANDHOLE DETAIL
E08 NTS

- DETAIL 1 & 2 NOTES:**
1. CABLES AND GROUND STRAPS SHALL HAVE SUFFICIENT SLACK TO ALLOW CONNECTORS TO BE DRAWN 3/6 IN ABOVE FINISHED GRADE. ALL CABLES SHALL BE TAGGED 6 IN FROM CONNECTOR.
 2. GROUND FIXTURES AND HANDHOLE COVERS WITH MINIMUM #6 AWG STRANDED COPPER, GREEN INSULATED CONDUCTOR OR WITH EQUIVALENT COPPER BRAIDED GROUND STRAP. BOND TO FIXTURE PER MANUFACTURER'S INSTRUCTIONS.
 3. PROVIDE 2" EXTENSION AND SPACERS AS REQUIRED TO BRING LIGHT UP TO SPECIFIED MOUNTING HEIGHT PER PHASING PLANS. MAXIMUM OF THREE SPACERS. SEAL EXTENSION AND SPACERS WITH SILICONE SEALANT. PROVIDE GASKET FOR BASEPLATE. SEE CSPSP FOR ADDITIONAL INFORMATION.



3 RETROREFLECTIVE MARKER DETAIL
E08 NTS

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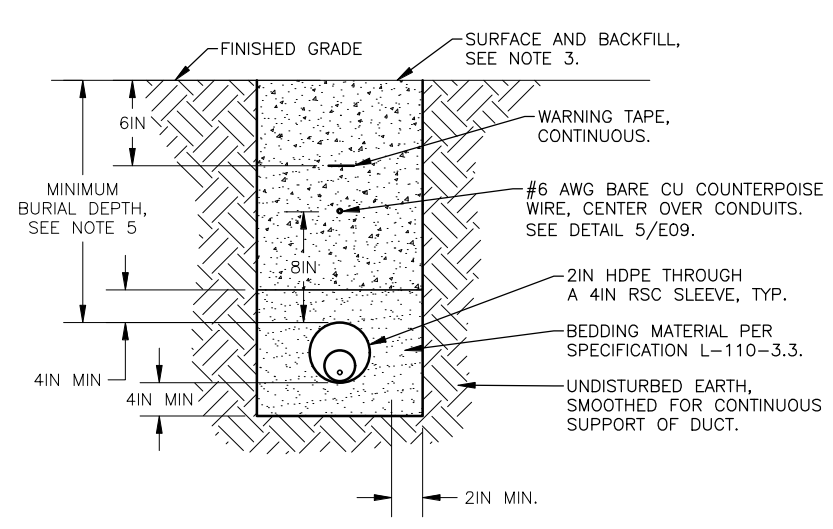
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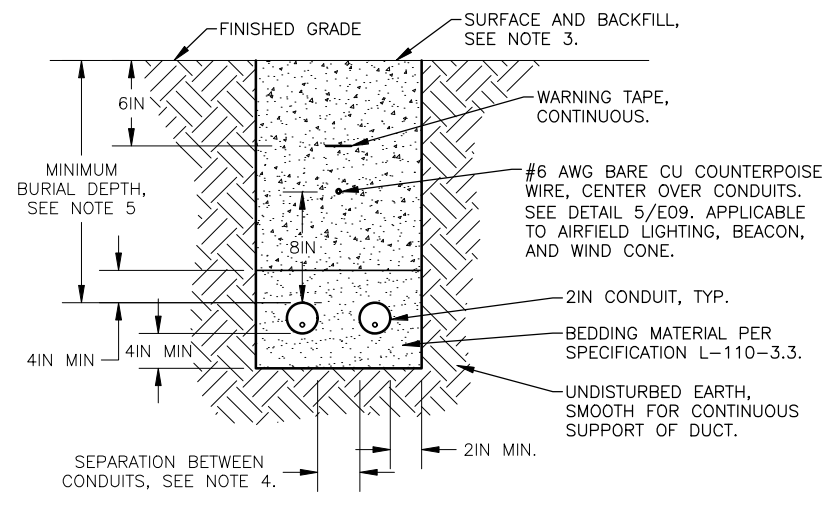
CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 LIGHT BASE, HANDHOLE, AND MARKER
 DETAILS

DATE:
 10/30/2023
 SHEET:
 E08 of E29

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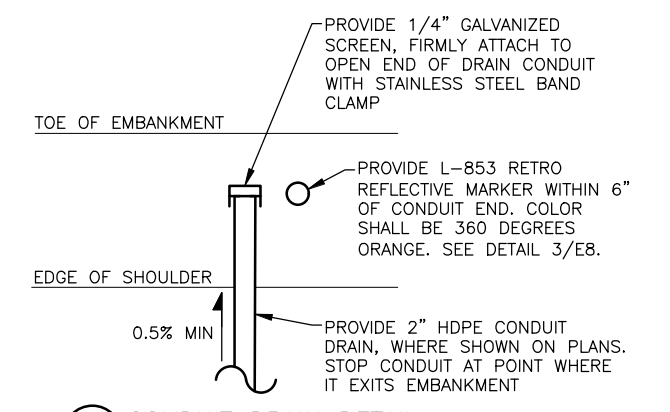


1 CONDUIT CROSSING DETAIL
E09 NTS

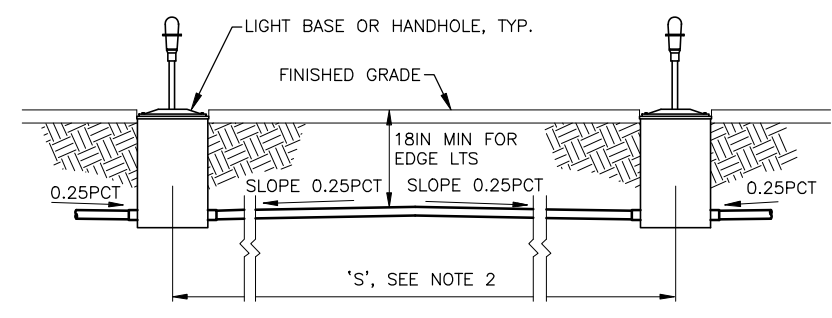


2 TRENCH DETAIL
E09 NTS

- NOTES FOR DETAILS 1 AND 2:**
- NUMBER OF CONDUITS PER TRENCH TO BE DETERMINED IN FIELD (2 SHOWN). WIDTH OF TRENCH PER SPECIFICATION L-110.
 - INSTALL NEW LIGHT BASES AND CONDUITS PRIOR TO PLACEMENT OF SURFACE COARSE.
 - IN AREAS OF NEW CONSTRUCTION, SEE CIVIL FOR SURFACING AND BACKFILL. IN EXISTING AREAS, MATCH EXISTING SURFACE AND BACKFILL.
 - SEPARATION BETWEEN CONDUITS SHALL BE AS FOLLOWS. UTILIZE COMMERCIALY AVAILABLE DUCT SPACERS, 5" O.C., TO MAINTAIN SEPARATION.
 - BETWEEN LIGHTING CONDUITS - 4" MIN.
 - BETWEEN SYSTEMS OF DIFFERENT VOLTAGES - 12" MIN.
 - BETWEEN AIRPORT LIGHTING AND FAA CONDUITS - 12" MIN.
 - COUNTERPOISE GROUND RODS AND JUMPERS SHALL NOT CROSS ANOTHER SYSTEM'S CONDUITS. PROVIDE 4 FT MINIMUM SEPARATION.
 - BETWEEN FAA POWER AND FAA COMM CONDUITS - 3" MIN.
 - BETWEEN FAA POWER CONDUITS - 3" MIN.
 - MINIMUM BURIAL DEPTH SHALL BE AS FOLLOWS:
 - AIRPORT LIGHTING, BEACON, AND WIND CONE CONDUITS: 18IN
 - ALL OTHER CONDUITS: 30IN OR AS INDICATED
 - UTILITY DISTRIBUTION/SERVICE CONDUITS: 48IN
 - PROVIDE TWO RUNS OF WARNING TAPE AND COUNTERPOISE WIRE IF WIDTH OF DUCTBANK IS OVER 36IN WIDE.
 - 4" RSC SLEEVE SHALL EXTEND 3' OUTSIDE OF STRUCTURAL SECTION.

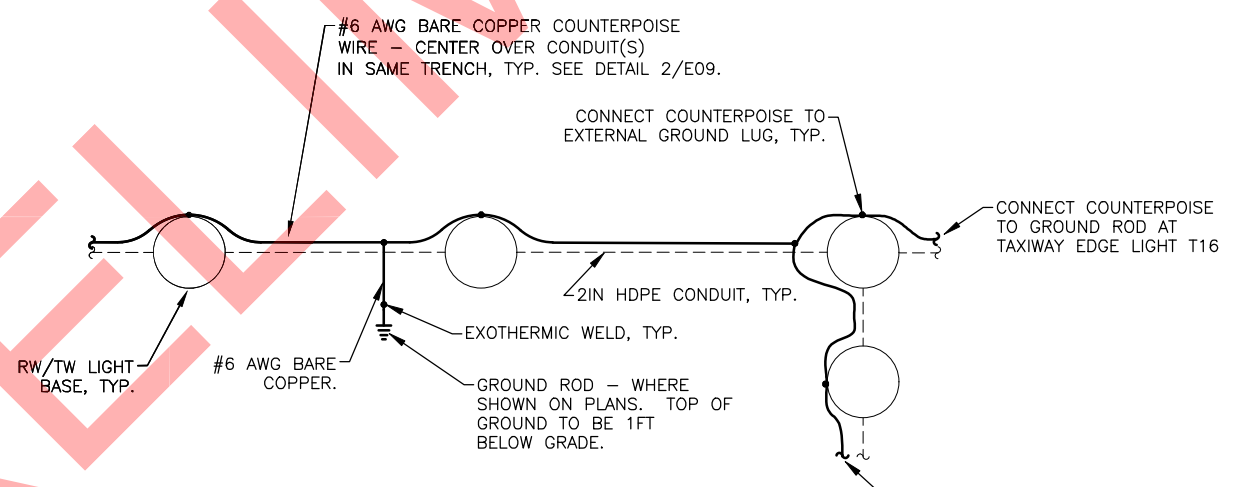


3 CONDUIT DRAIN DETAIL
E09 NTS



- DETAIL NOTES:**
- CONDUIT SHALL BE INSTALLED WITH CROWN TO DRAIN TO LIGHT BASES AS SHOWN.
 - IF 'S' IS LESS THAN 20FT, OR IF 0.25PCT SLOPE CAN BE MAINTAINED IN ONE DIRECTION DUE TO SLOPE OF GRADE, LAY CONDUIT STRAIGHT WITHOUT CROWN BETWEEN BASES/HANDHOLES.

4 TYPICAL INTERCONNECTION DETAIL
E09 NTS



5 AIRFIELD LIGHTING COUNTERPOISE TYPICAL LAYOUT PLAN
E09 NTS

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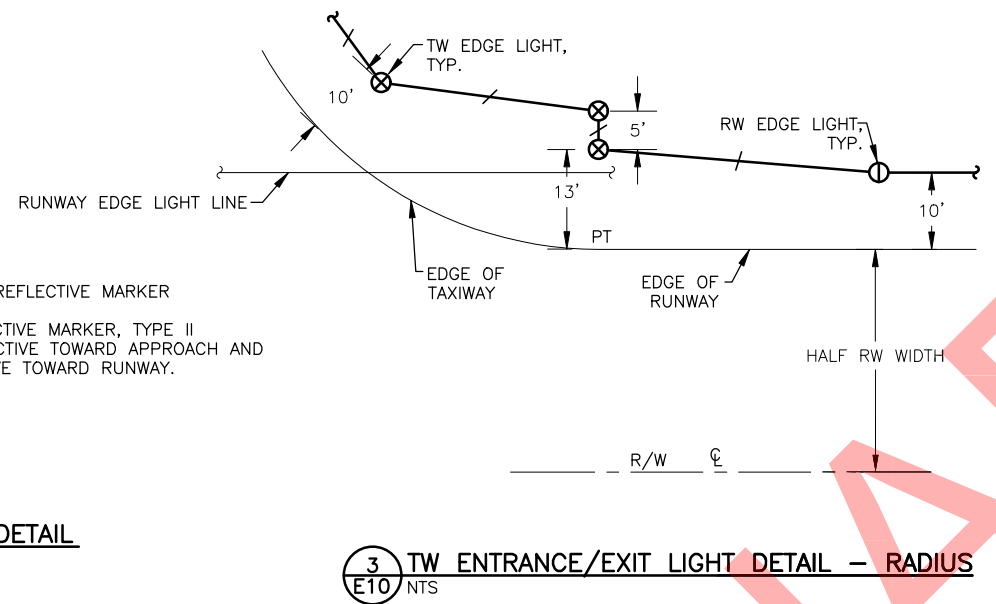
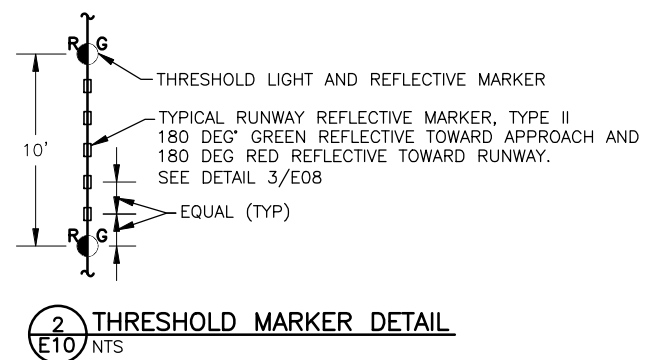
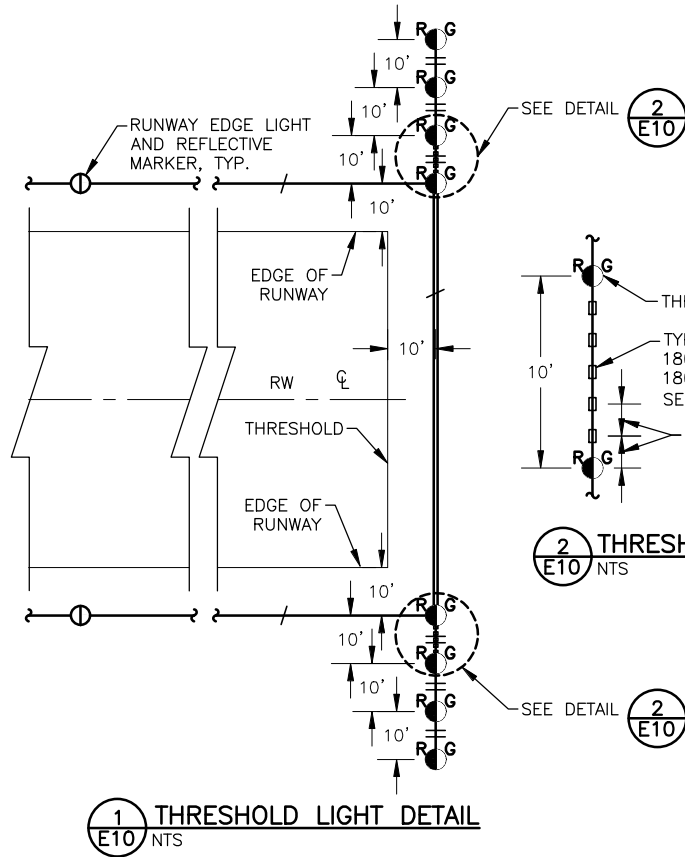
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 TRENCH, CONDUIT INSTALLATION, AND COUNTERPOISE DETAILS

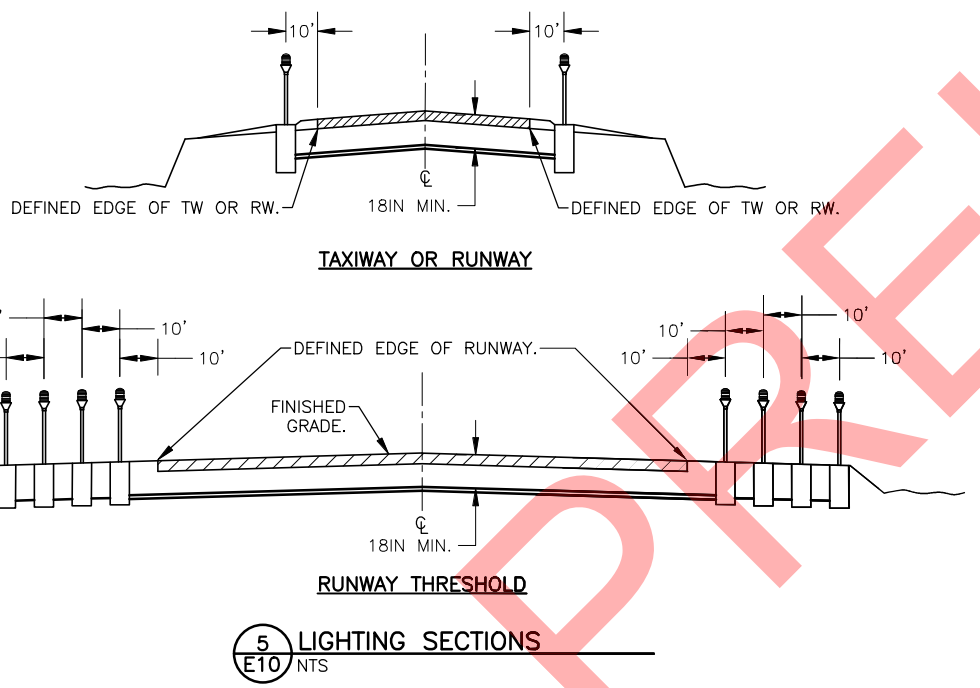
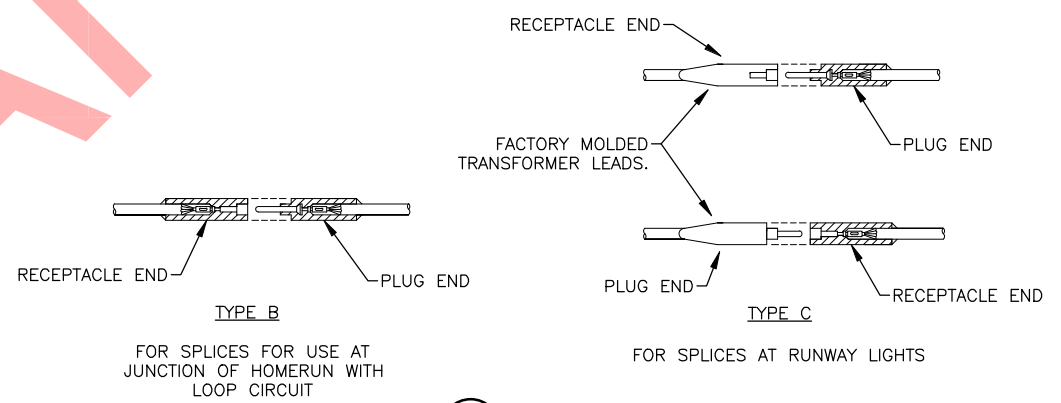
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 Drawn By: DH
 Checked By: EC



DETAIL 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. 5 kV CONDUCTORS SHALL BE PENCILLED USING A PENCILING TOOL MANUFACTURED FOR USE ON #8 AWG, 5 kV, TYPE C AIRPORT CABLE.
3. CONNECTORS SHALL BE CRIMPED USING A RATCHET TYPE CRIMPING TOOL PER MANUFACTURER'S RECOMMENDATION. EACH CRIMP SHALL BE MADE WITH TWO CRIMPS, ROTATED 90DEG.
4. WRAP WITH A MINIMUM OF ONE LAYER OF RUBBER OR SYNTHETIC RUBBER, SELF FUSING TAPE, AND ONE LAYER OF VINYL ELECTRICAL TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1.5IN ON EACH SIDE OF CONNECTOR TO CONNECTOR JOINT.
5. WRAP WITH A MINIMUM OF ONE LAYER OF RUBBER OR SYNTHETIC RUBBER, SELF FUSING TAPE, AND ONE LAYER OF VINYL ELECTRICAL TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1.5IN ON EACH SIDE OF WHERE CONDUCTOR PENETRATES CONNECTOR.



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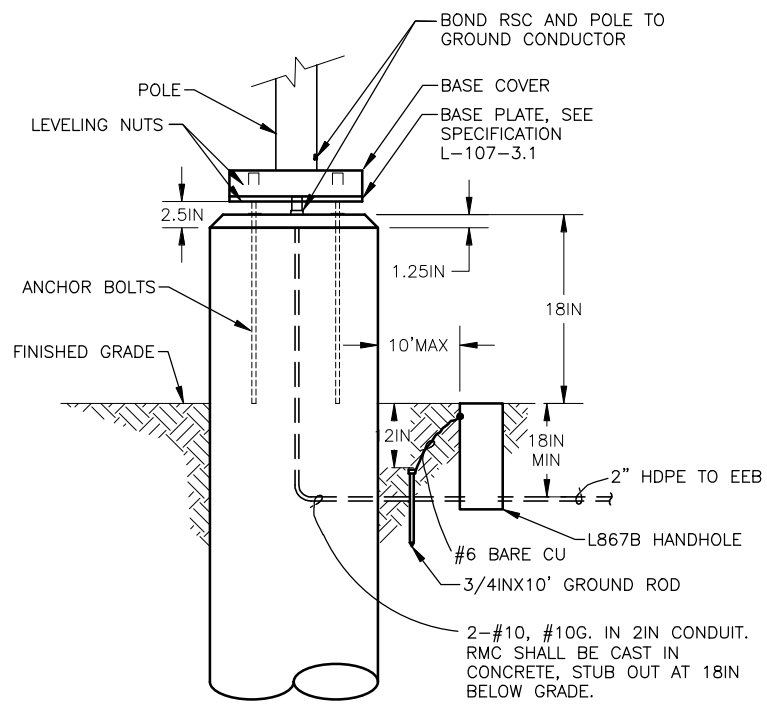
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 LIGHTING AND CONNECTOR DETAILS

DATE:
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 E10 OF E29

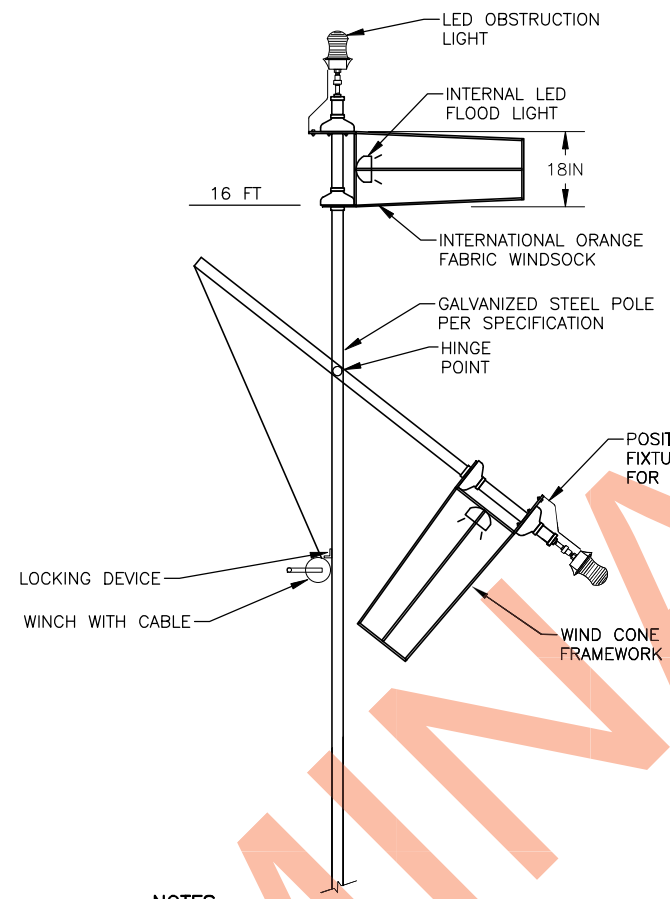
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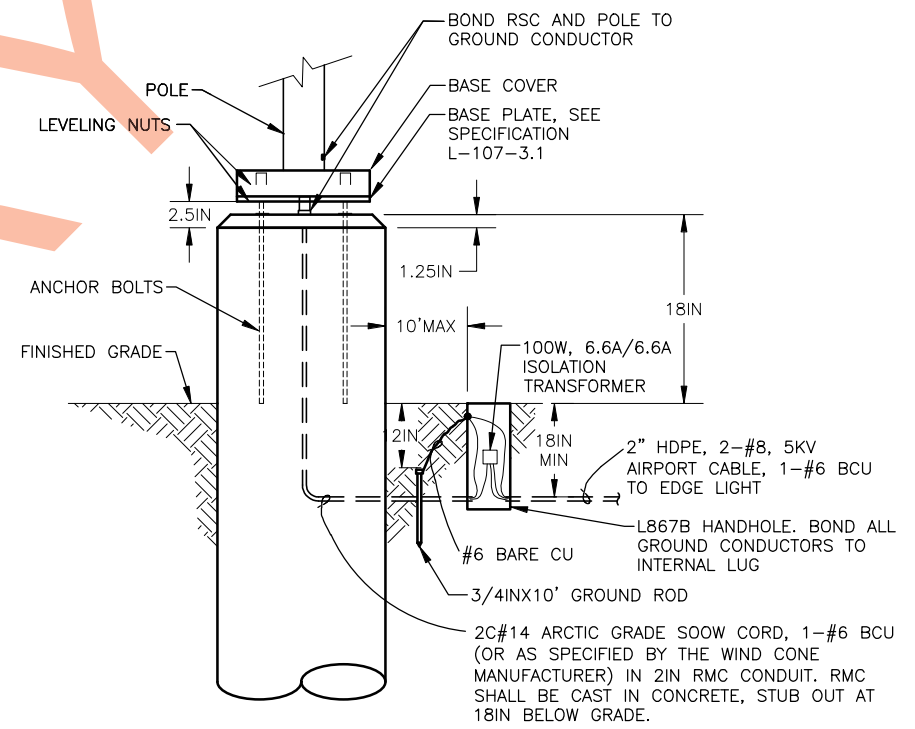
- NOTES:**
1. PROVIDE STRUCTURAL FOUNDATION PER SECTION L-107.
 2. VERIFY ANCHOR BOLT SIZE, BOLT CIRCLE, AND FOUNDATION SIZE WITH MANUFACTURER'S SHOP DRAWINGS.
 3. WIND CONE, FOUNDATION, CONDUIT AND WIRING TO THE FIRST HANDHOLE (WITHIN 10 FT OF WIND CONE), AND GROUND ROD SHALL BE SUBSIDIARY TO L107.010.0008.

1 PRIMARY WIND CONE FOUNDATION DETAIL
E11 NTS



- NOTES:**
1. PRIMARY WIND CONE: L-807, SIZE 1, INTERNALLY LIGHTED, LED, 120V.
 2. SUPPLEMENTAL WIND CONE: L-807, SIZE 1, INTERNALLY LIGHTED, LED, 6.6A.
 3. PROVIDE MARINE TREATED, POWDER COATED FINISH, STAINLESS STEEL WINCH, STAINLESS STEEL AIRCRAFT CABLE, STAINLESS STEEL HARDWARE, AND STAINLESS STEEL BEARINGS.

2 PRIMARY AND SUPPLEMENTAL WIND CONE DETAIL
E11 NTS



- NOTES:**
1. PROVIDE STRUCTURAL FOUNDATION PER SECTION L-107.
 2. VERIFY ANCHOR BOLT SIZE, BOLT CIRCLE, AND FOUNDATION SIZE WITH MANUFACTURER'S SHOP DRAWINGS.
 3. WIND CONE, FOUNDATION, CONDUIT AND WIRING TO THE FIRST HANDHOLE (WITHIN 10 FT OF WIND CONE), AND GROUND ROD SHALL BE SUBSIDIARY TO L107.011.0008.

3 SUPPLEMENTAL WIND CONE FOUNDATION DETAIL
E11 NTS

PRELIMINARY

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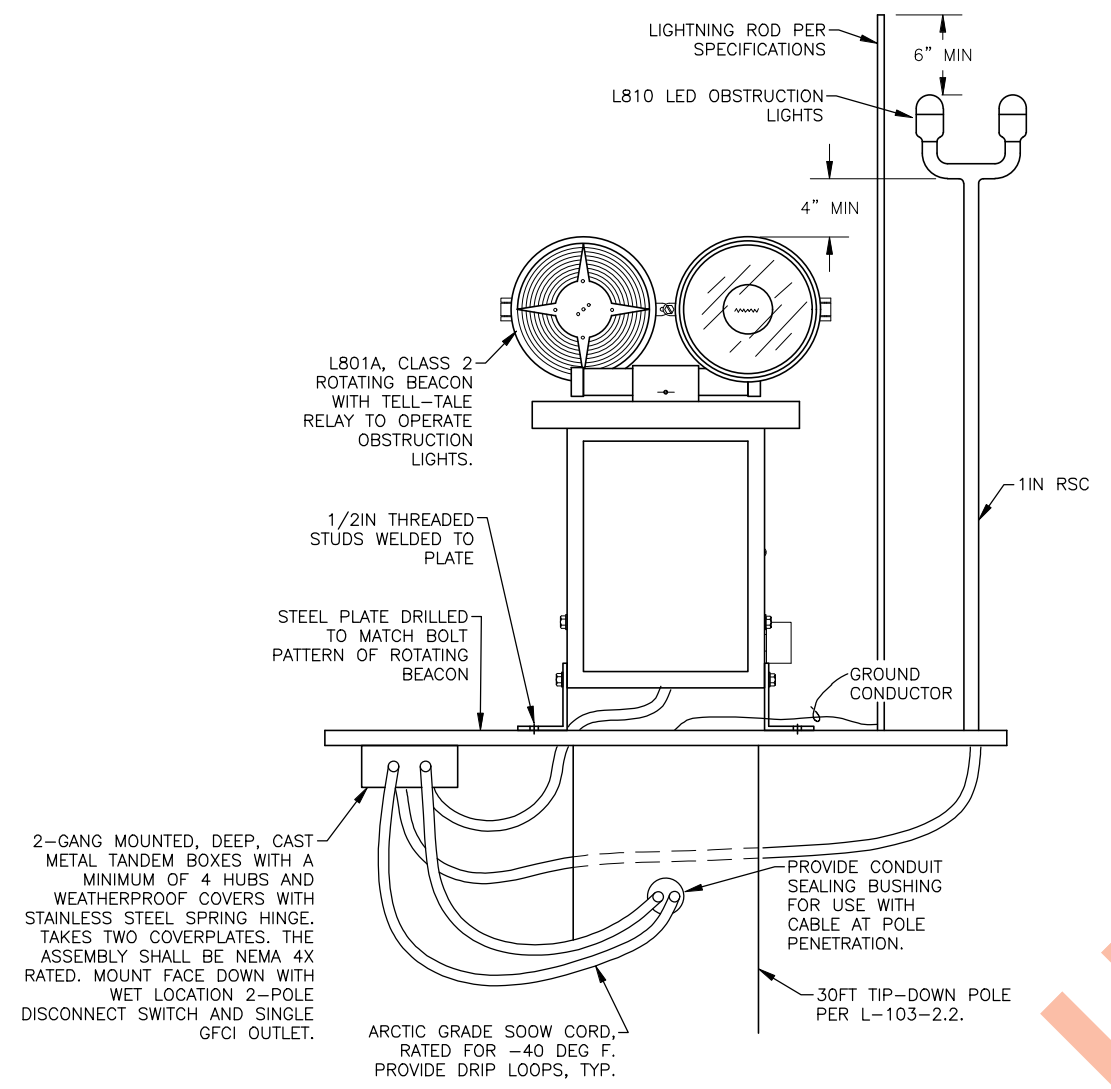
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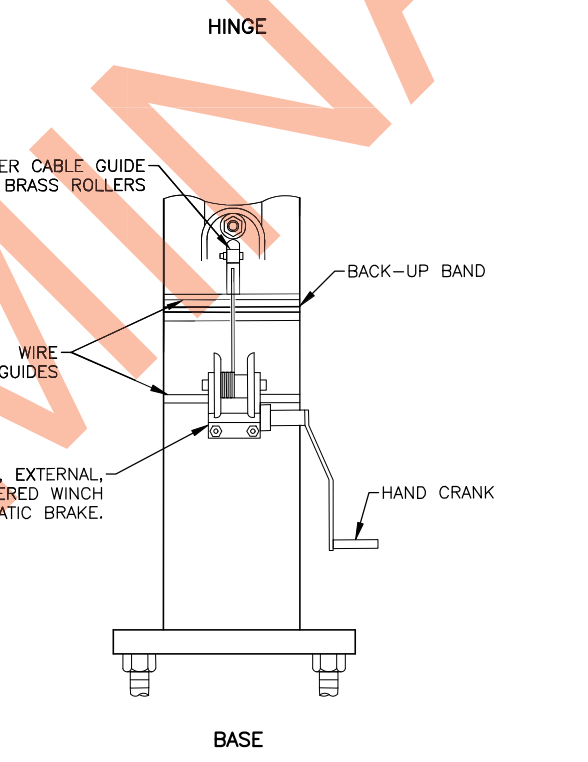
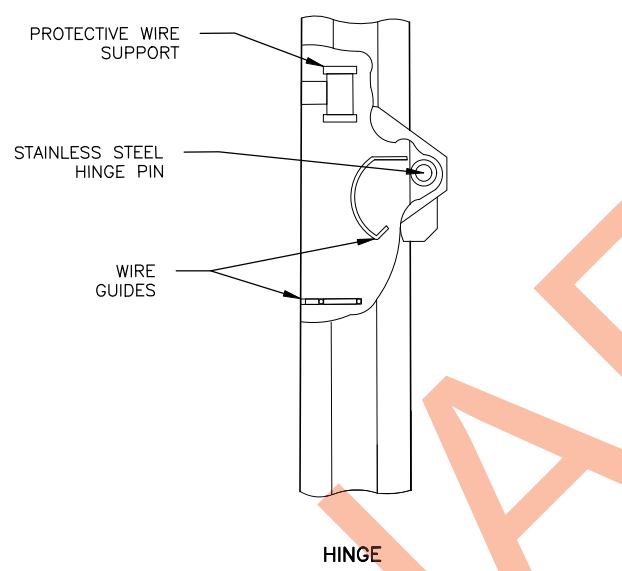
CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 WIND CONE DETAILS

DATE: 10/30/2023
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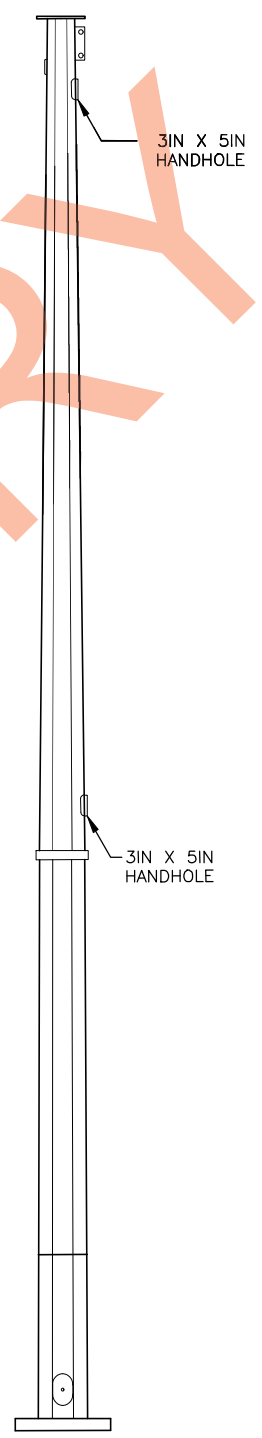


1 ROTATING BEACON MOUNTING DETAIL
E12 NTS



- NOTES:**
1. PROVIDE STRUCTURAL FOUNDATION PER SECTION L-103. PROVIDE 2" RSC CONDUIT EMBEDDED IN FOUNDATION. CONDUIT SHALL ENTER THE FOUNDATION HORIZONTALLY AT 18" BELOW GRADE, AND TERMINATE AT TOP OF CONCRETE, CENTERED UNDER BEACON TOWER.
 2. VERIFY ANCHOR BOLT SIZE, BOLT CIRCLE, AND FOUNDATION SIZE WITH MANUFACTURER'S SHOP DRAWINGS.

2 HINGED POLE BEACON TOWER DETAIL
E12 NTS



3 BEACON TOWER GROUND RING DETAIL
E12 NTS

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 PROJECT No. 2537250000
 AIP No. 3-02-0468-0XX-20XX
 ROTATING BEACON DETAILS

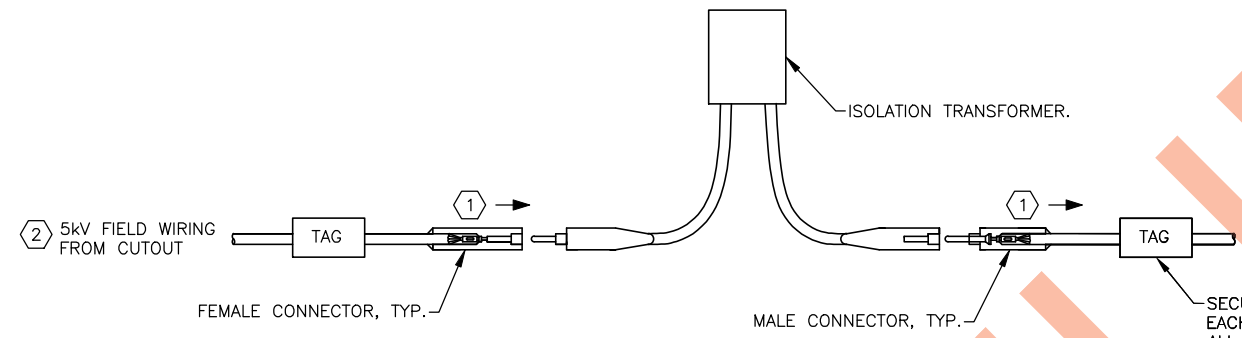
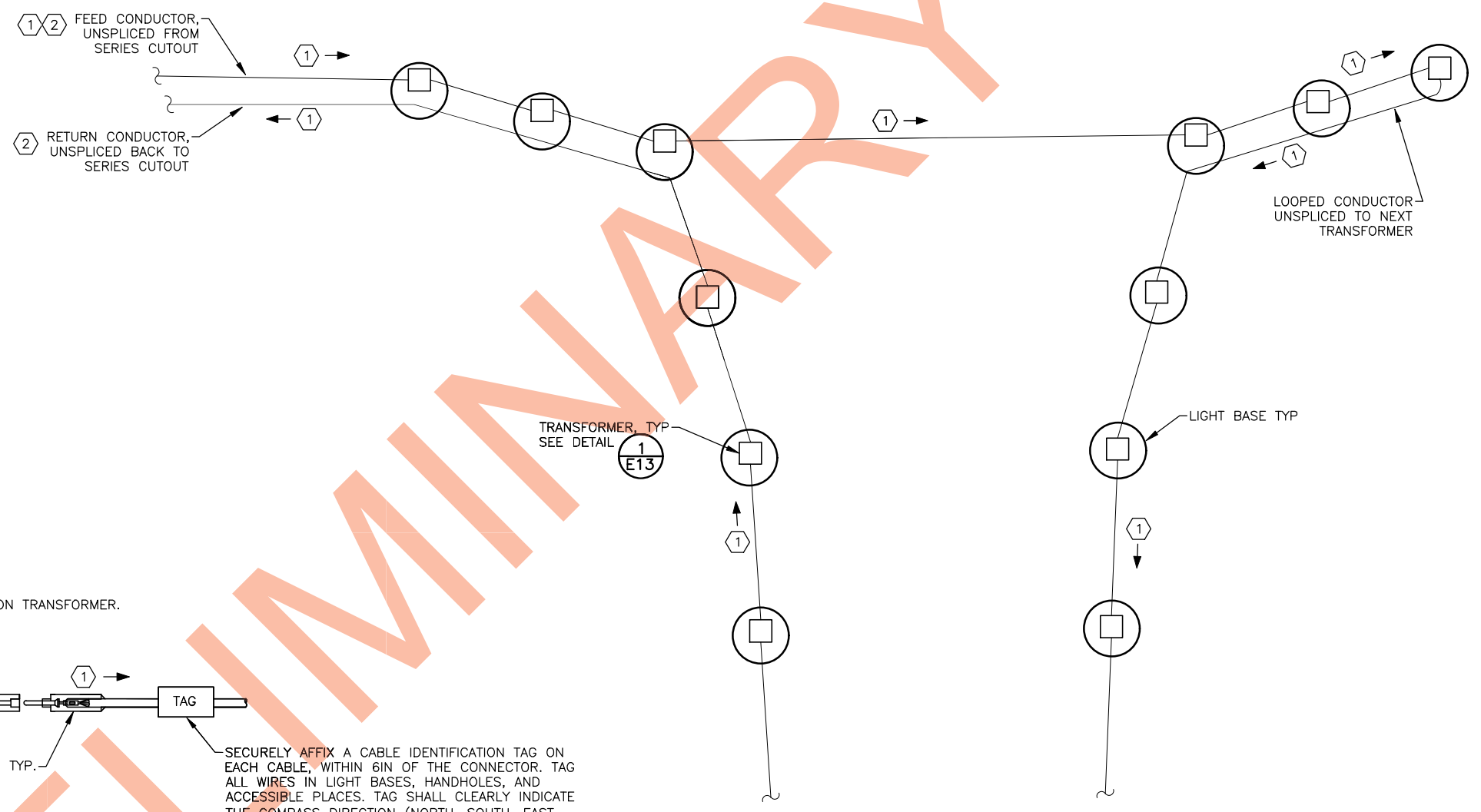
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Designed By: JB
 Drawn By: DH
 Checked By: EC

SHEET NOTES:

- ① ARRANGE THE LIGHTING CIRCUIT TO FLOW CLOCKWISE AROUND THE RUNWAY AND TAXIWAY WITH THE FEMALE CONNECTOR ON THE REGULATOR SIDE OF THE TRANSFORMER.
- ② ALL TRANSFORMER CONNECTIONS SHALL BE MADE ON THE FEED SIDE OF THE SERIES LOOP. RETURN AND LOOP CONDUCTORS SHALL BE CONTINUOUS AND UNSPLICED.



① CONNECTOR ORIENTATION DETAIL
E13 NTS

② FIELD WIRING SCHEMATIC
E13 NTS

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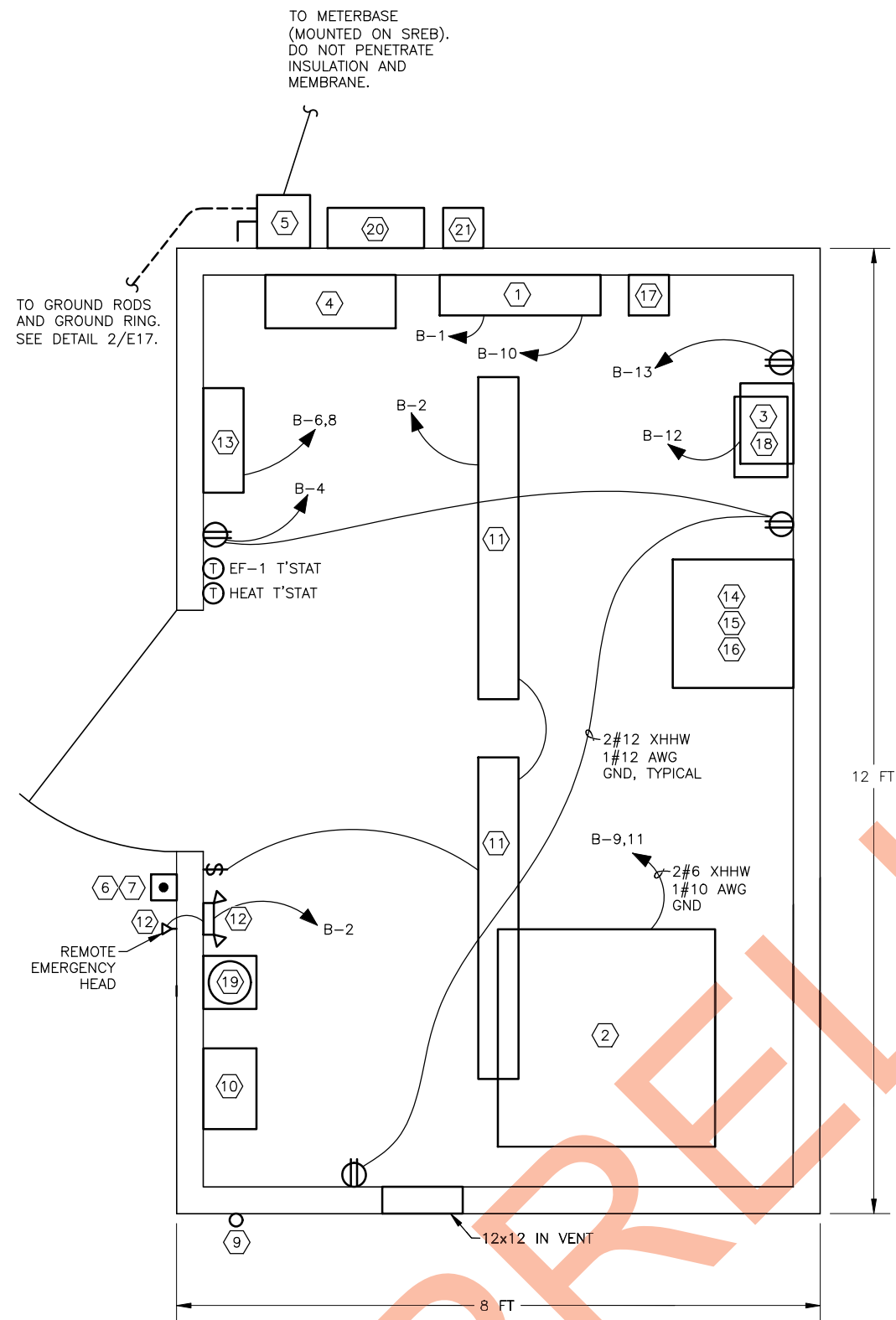
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CHEVAK AIRPORT
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 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 FIELD WIRING SCHEMATIC AND DETAIL

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1 ELECTRICAL EQUIPMENT BUILDING (EEB) PLAN
E14 NTS

EQUIPMENT LIST

- 1 LIGHTING CONTROL PANEL, PER L-109-3.16 AND SHEET E18.
- 2 CONSTANT CURRENT REGULATOR (CCR). RUNWAY AND TAXIWAY - TYPE L-829, CLASS 1, STYLE 1, 4 KW, 240V, 1 PHASE, 60HZ. PROVIDE WITH LOCAL MONITORING PER SPECIFICATIONS.
- 3 L-854 RADIO CONTROLLER WITH INTEGRATED HEATER, PER L-109-3.24, FREQUENCY: 122.9 MHZ.
- 4 CIRCUIT BREAKER PANELBOARD, PANEL B, PER L-109-3.28.
- 5 100A/2P SERVICE DISCONNECT, PER L-109-3.31, SERVICE ENTRANCE RATED.
- 6 PUSH BUTTON STATION: SURFACE MOUNTED, TEN AMPERES CONTINUOUS, ONE UNIT STATION, MOMENTARY CONTACT, NEMA TYPE 4X.
- 7 SIGN TO READ: PUSH TO TURN RUNWAY LIGHTS ON, AUTO OFF IN 15 MIN.
- 8 RADIO CONTROL ANTENNA, PER L-109-3.25, COMPATIBLE WITH RADIO CONTROLLER. MOUNT ON SREB.
- 9 PHOTOELECTRIC CONTROL, PER L-109-3.27.
- 10 SERIES CUTOFF - 5kV, PER L-109-3.32, MOUNTED IN 14"x12"x8" NEMA 1 LOCKABLE ENCLOSURE WITH HINGED COVER.
- 11 4FT LED WRAPAROUND FIXTURE, PER L-109-3.8, 120V, SINGLE PHASE, PROJECTED LIFE AT 70% LUMEN MAINTENANCE: 200,000 HOURS WITH TM21 RATING UP TO L91 > 60,000 HOURS, 5 YEAR WARRANTY.
- 12 EMERGENCY LIGHT WITH SEALED NICKEL CADMIUM BATTERIES, PER L-109-3.8, 120V, SINGLE PHASE, 90 MIN. RATING, LOW VOLTAGE DISCONNECT, OVERLOAD / SHORT CIRCUIT PROTECTION, UL924 LISTED.
- 13 2000W, 240V WALL MOUNTED FAN-FORCED ELECTRIC HEATER AND THERMOSTAT, PER L-109-3.35.
- 14 METAL WALL DESK 20"x17"x15", SLOPE TOP WITH PIGEON HOLE SHELVES, WITH LOCKING DRAWER. MOUNT DESK TOP AT 43" AFF. (ELBOW HEIGHT WHEN STANDING) OR AS DIRECTED BY THE ENGINEER.
- 15 METAL CHAIR (ADJUSTABLE LEGS) WITH BACK SUPPORT FOR DESK.
- 16 METAL WALL CABINET (LOCKABLE) WITH TWO SHELVES, 30"x24"x12".
- 17 BEACON CONTACTOR, 30A MAGNETIC CONTACTS, NEMA 1 ENCLOSURE. EASY DISASSEMBLY FOR MAINTENANCE AND INSPECTION OF CONTACTS. VERTICAL CONTACT SURFACES ENCLOSED TO PREVENT ACCUMULATION OF DUST AND DIRT. MAGNET FACES SPECIALLY TREATED TO RESIST RUST. FACTORY INSTALLED CONTACTOR INCLUDED WITH L-821 CONTROL PANEL MAY BE USED.
- 18 PRECISION VOLTAGE REGULATOR, 120V, SINGLE PHASE, 15 A, 1400 VA, 60 HZ, ±20% INPUT RANGE, ±3% OUTPUT, 1/2 LINE CYCLE RESPONSE TIME, 20 KHZ PULSE WIDTH MODULATION TECHNOLOGY, AUTOMATIC BYPASS TYPE. PROVIDE FOR CORD CONNECTION OF RADIO CONTROLLER. MOUNT ON SHELF BELOW RADIO CONTROLLER.
- 19 FIRE EXTINGUISHER, FIVE POUND, CLASS A,B,C. MOUNT IN CABINET, ON WALL NEAR DOOR.
- 20 100A MANUAL TRANSFER SWITCH, PER L-109-3.29, NEMA 3R.
- 21 50A GENERATOR INLET IN A NEMA-3R GALVANIZED/PAINTED ENCLOSURE. 125/250-VOLT, 3-POLE, 4-WIRE, NON-NEMA, 50-AMP WIRING DEVICE. PROVIDE WITH WEATHERPROOF WHILE-IN-USE COVER.

ENCLOSURE NOTES:

- 1. ALL FIXTURES AND DEVICES SHALL BE SURFACE MOUNTED. ALL 120/240V WIRING SHALL BE SURFACE MOUNTED AND ITS LOCATION SHALL BE COMPLETELY SHOWN ON CONTRACTOR'S REDLINE DRAWINGS.
- 2. PROVIDE AND INSTALL A GREEN-COLOR-CODED EQUIPMENT GROUNDING CONDUCTOR IN EACH CONDUIT.
- 3. ALL INSTALLED ELECTRICAL FIXTURES AND DEVICES, INCLUDING JUNCTION BOXES, SHALL BE NRTL LISTED.
- 4. ALL ELECTRICAL METHODS, TECHNIQUES, AND MATERIAL SHALL CONFORM TO THE CURRENT EDITION OF THE NEC.
- 5. ALL BUILDING PENETRATIONS SHALL BE THROUGH THE FLOOR AND SEALED WEATHERTIGHT UNLESS SPECIFICALLY NOTED OTHERWISE.
- 6. ALL FOUNDATION HARDWARE SHALL BE HOT DIP GALVANIZED. ALL BOLTED CONNECTIONS THROUGH FOUNDATION BEAMS SHALL BE PROVIDED WITH WASHERS AT BOTH ENDS AND LOCK WASHERS AT NUT END.
- 7. EYEBOLTS SHALL BE A SHOULDER TYPE WITH 3/4 IN DIAMETER SHANK AND 2 IN THREADED LENGTH. USE PLAIN WASHERS ON BOTH SIDES OF BUILDING SKID AS REQUIRED TO SECURE TO TOW POINT, LOCKWASHER AND HEX NUT.
- 8. TURNBUCKLES SHALL BE HOOK/HOOK TYPE, 6 IN TAKE UP, 1/2 IN DIAMETER, GALVANIZED.
- 9. ALL BURIED GROUND CONNECTIONS SHALL BE BY EXOTHERMIC WELDS.
- 10. EQUIPMENT MOUNTING HEIGHTS:
 - 10.a. PANELBOARD, LIGHTING CONTROL PANEL, TRANSFER SWITCH: 6'-6" AFF, TOP OF PANEL.
 - 10.b. MAIN DISCONNECT: 6'-6" AFG, TOP OF ENCLOSURE.
 - 10.c. RADIO CONTROLLER: 6'-0" AFF, TOP OF ENCLOSURE.
 - 10.d. SCO: 5'-0" AFF, CENTER OF HANDLE, OR PER L-109-3.32.
 - 10.e. EXTERIOR PUSHBUTTON: 4'-0" AFG.
 - 10.f. SWITCHES, RECEPITS, T'STAT: 4'-0" AFF.
 - 10.g. GENERATOR INLET: 4'-0" AFG.

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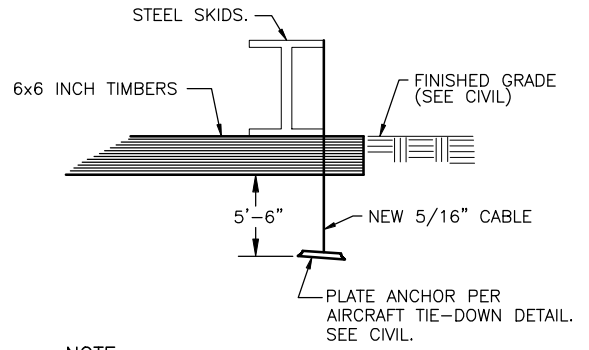
STATE OF ALASKA
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CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 EEB PLAN AND EQUIPMENT LIST

DATE:
 10/30/2023
 SHEET:
 E14 of E29

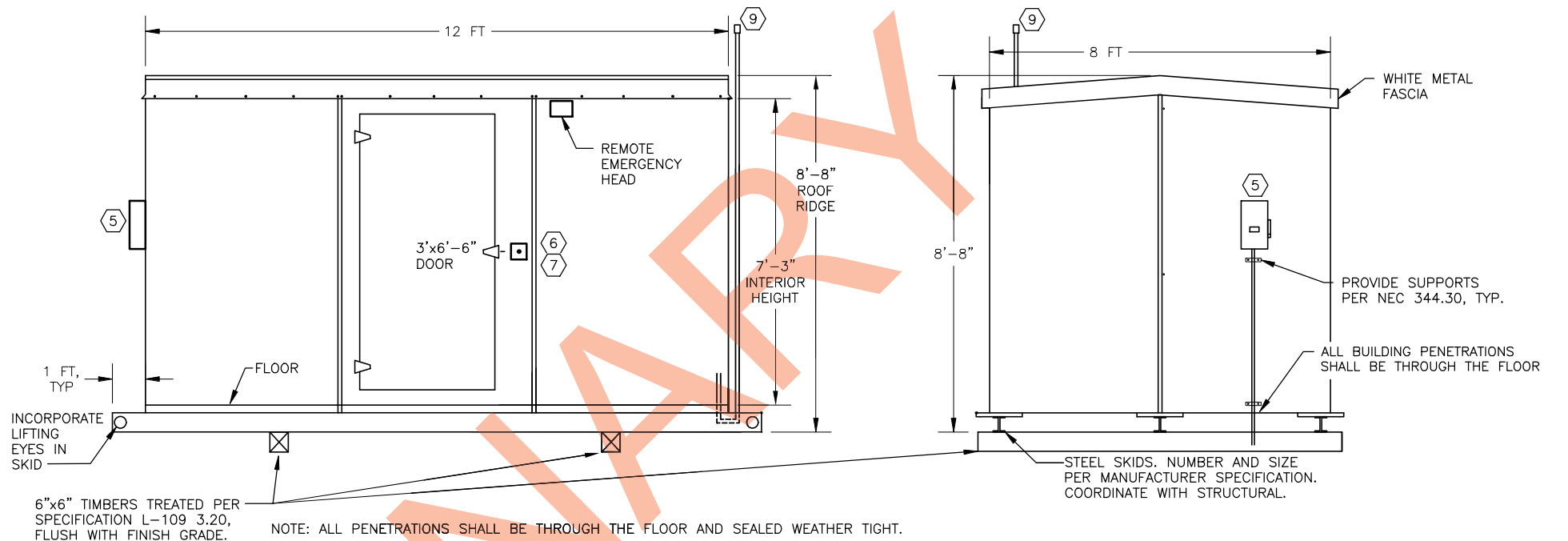
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 File Path and Name: Z:\20220204R - Chevak Airport Rehabilitation\E-Working\Drawings\253725-VAK_LIG_DET.dwg

Designed By: JB
 Drawn By: DH
 Checked By: EC



NOTE:
 INSTALL A TOTAL OF FOUR ANCHORS, ONE AT EACH CORNER. BELOW GRADE STEEL SHALL BE HOT DIPPED GALVANIZED.

1 EEB TIE DOWN DETAIL
 E15 NTS



2 EQUIPMENT BUILDING SIDE ELEVATION
 E15 NTS

3 BUILDING END ELEVATION
 E15 NTS

PRELIMINARY

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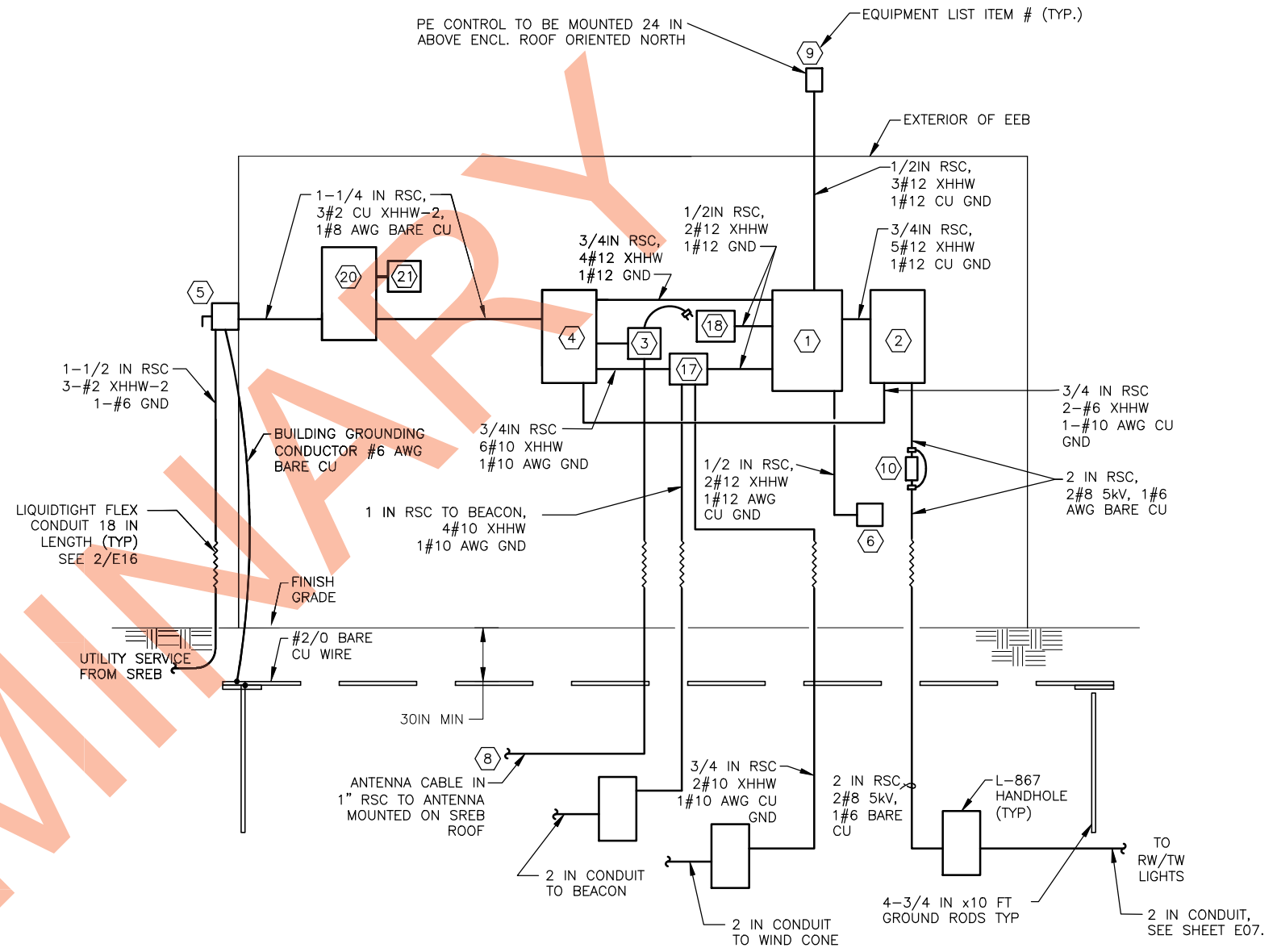
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 EEB ELEVATIONS AND TIE DOWN DETAIL

DATE: 10/30/2023
 SHEET: E15 of E29

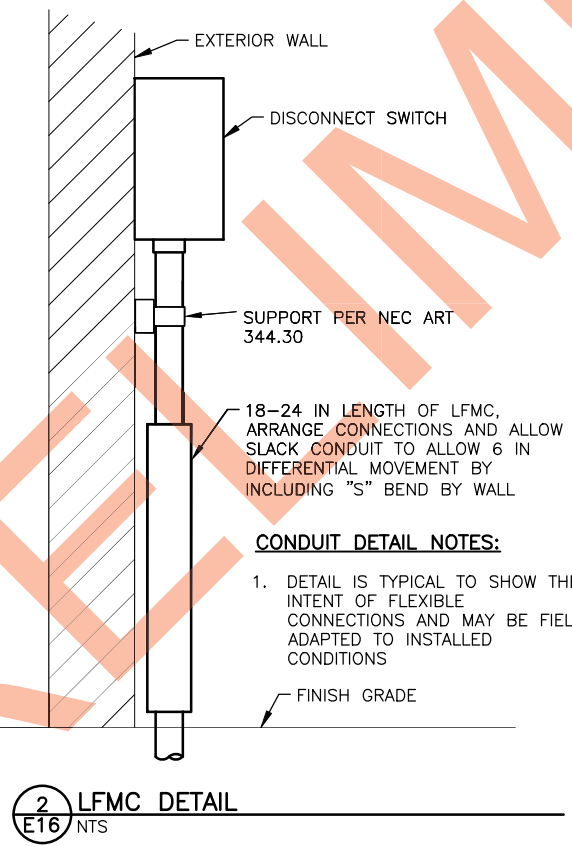
Date Recv'd: 10/30/2023, 5:52 PM
 Layout Name: E16
 File Path and Name: Z:\20220209 - Chevak Airport Rehabilitation\E-Working\Drawings\253725-VAK_LTG_DET.dwg

| PANEL: B | MOUNTING | | MAINS | | OPTIONS | | | | |
|------------------------------------|----------|-----|--------|-----|-----------------------------------|-----|---------|-----|----------------------------|
| PROJECT: CHEVAK AIRPORT | SURFACE | | LUGS | | 1. SOLID NEUTRAL 2. GROUND BAR | | | | |
| LOCATION: EEB | | | | | | | | | |
| VOLTAGE: 240/120 VOLT | 1 PHASE | | 3 WIRE | | 100 A | MLO | 22k AIC | | |
| CIRCUIT DESCRIPTION | KVA | AMP | P | CKT | CKT | AMP | P | KVA | CIRCUIT DESCRIPTION |
| LIGHTING CONTROL PANEL | 0.6 | 20 | 1 | 1 | 2 | 20 | 1 | 0.4 | ENCLOSURE LIGHTS |
| ROTATING BEACON & MOTOR | 0.4 | 20 | 1 | 3 | 4 | 20 | 1 | 0.4 | CONV. RECEPES |
| BEACON STRIP HEATER AND RECEPTACLE | 0.4 | 20 | 1 | 5 | 6 | 20 | 2 | 2.0 | ELECTRIC HEAT |
| WIND CONE (PRIMARY) | 0.1 | 20 | 1 | 7 | 8 | | | | |
| 7.5 kW REGULATOR (RW AND TW) | 8.4 | 50 | 2 | 9 | 10 | 20 | 1 | 0.1 | CONTROL PANEL STRIP HEATER |
| | | | | 11 | 12 | 20 | 1 | 0.1 | RADIO CONTROLLER HEATER |
| RADIO CONTROLLER | 0.1 | 20 | 1 | 13 | 14 | 20 | 1 | | SPARE |
| SPARE | | 20 | 1 | 15 | 16 | 20 | 1 | | SPARE |
| SPARE | | 20 | 1 | 17 | 18 | | | | SPARE |
| SPACE | | | | 19 | 20 | | | | SPACE |
| SPACE | | | | 21 | 22 | | | | SPACE |
| SPACE | | | | 23 | 24 | | | | SPACE |
| SPACE | | | | 25 | 26 | | | | SPACE |
| SPACE | | | | 27 | 28 | | | | SPACE |
| SPACE | | | | 29 | 30 | | | | SPACE |
| CONNECTED LOAD: | 13.0 | KVA | 54.2 | A | REMARKS: | | | | |
| DEMAND LOAD: | 15.7 | KVA | 65.4 | A | | | | | |
| DATE: | | | | | | | | | |
| REV: | | | | | | | | | |



1 ONE LINE DIAGRAM
E16 NTS

NOTE: SEE SHEET E14 FOR EQUIPMENT LIST.



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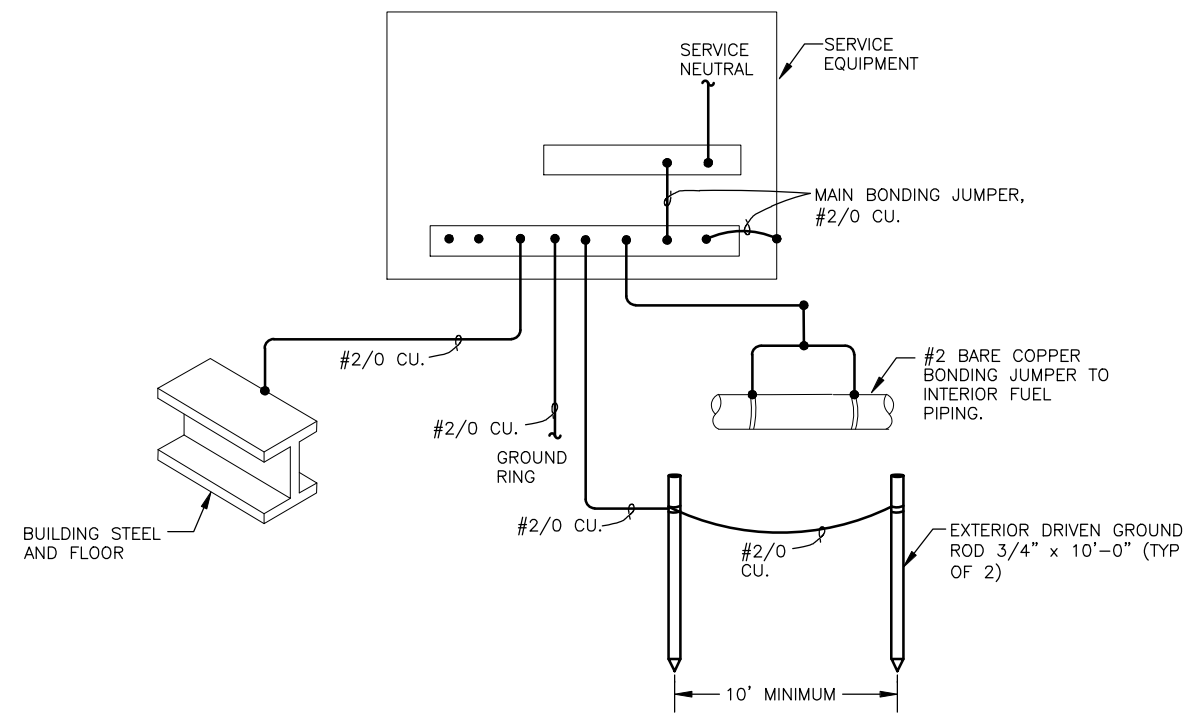
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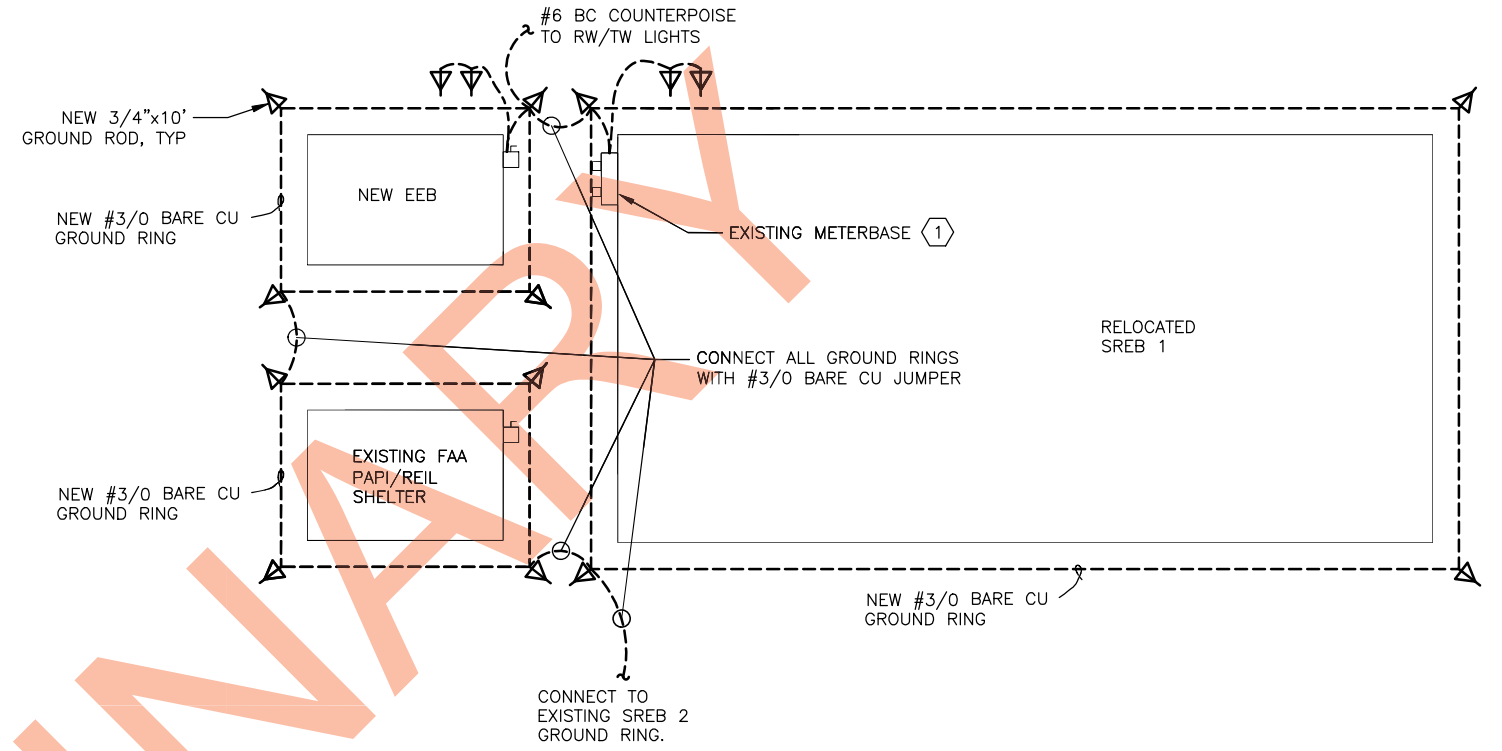
CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 EEB ONE-LINE DIAGRAM, LFMC DETAIL, AND PANEL SCHEDULE

DATE: 10/30/2023
 SHEET: E16 OF E29

Date Received: 10/30/2023, 5:52 PM
 Layout Name: E17
 File Path and Name: Z:\20220209 - Chevak Airport Rehabilitation\E-Working\Drawings\253725-VAK_LTG_DET.dwg

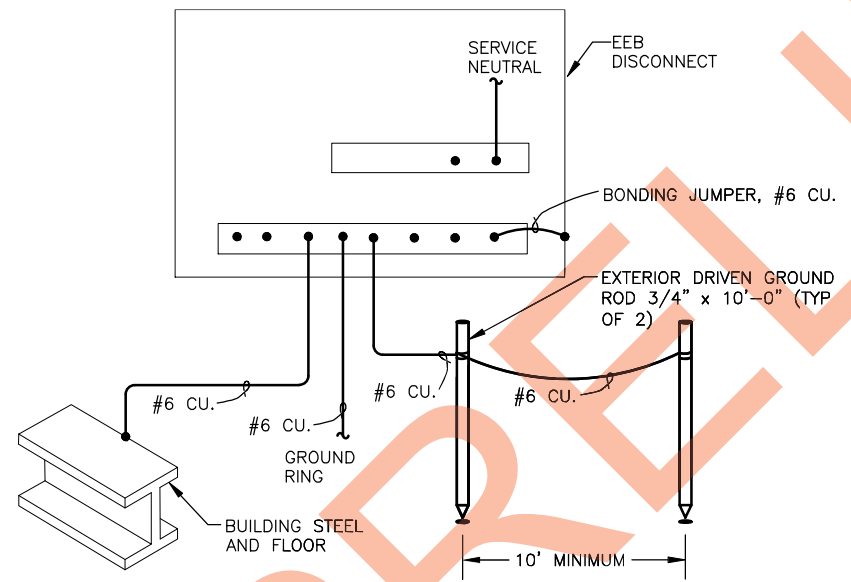


1 RELOCATED SREB DISCONNECT GROUNDING DETAIL
 E17 NTS



3 GROUND RING DETAIL
 E17 NTS

GROUND RING DETAIL NOTES
 1 INSTALL CONTINUOUS #3/0 AWG BCG GROUND RING, BURY DEPTH MINIMUM 30". OFFSET 2 FT TO 6 FT FROM BUILDING PERIMETER. GROUNDING ELECTRODE SYSTEM: BOND TOGETHER GROUND RODS, THE BUILDING STEEL FRAME AND THE GROUND RING WITH #2/0 AWG CONDUCTORS. AT THE SERVICE ENTRANCE, BOND #2/0 AWG CONDUCTOR TO GROUNDING ELECTRODE SYSTEM FOR CONNECTION TO SERVICE EQUIPMENT. ALL BURIED GROUND CONNECTIONS SHALL BE BY EXOTHERMIC WELD.



2 EEB DISCONNECT GROUNDING DETAIL
 E17 NTS

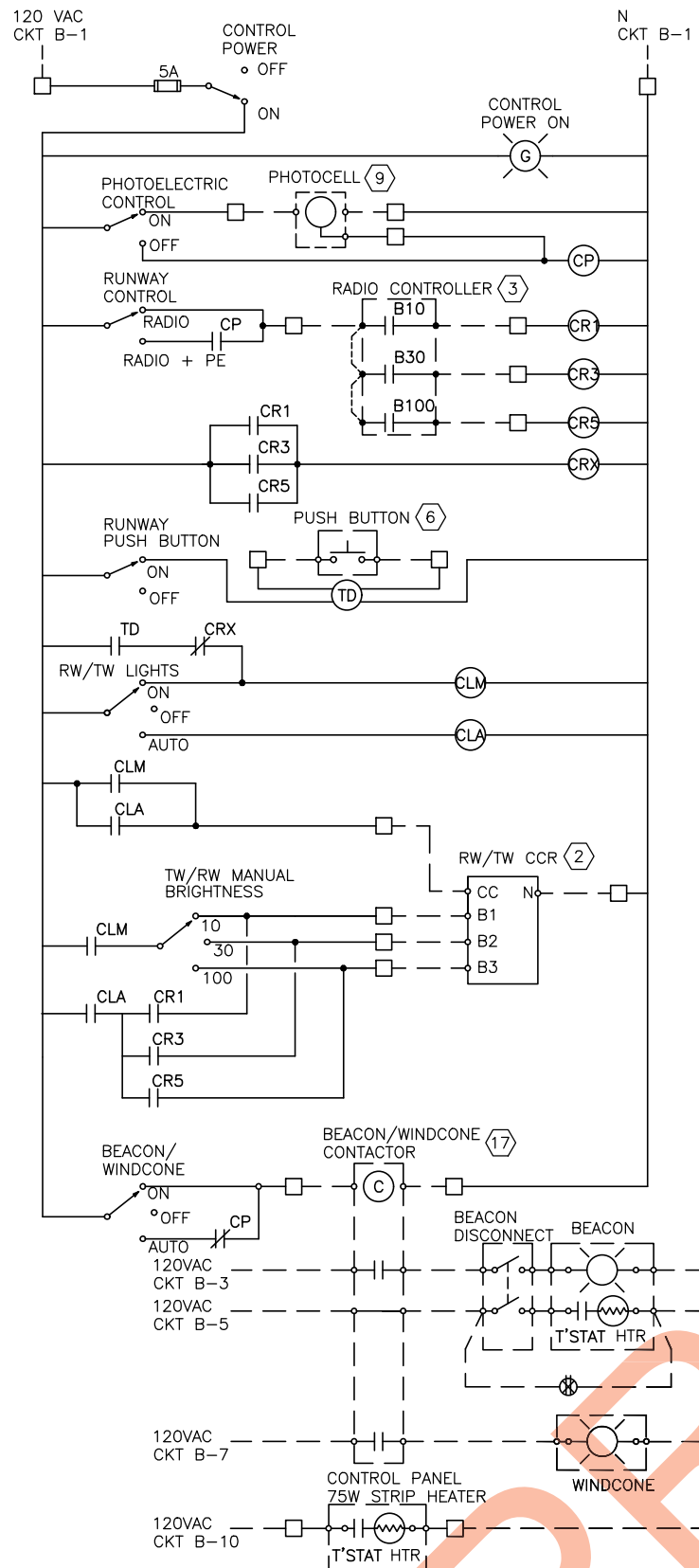
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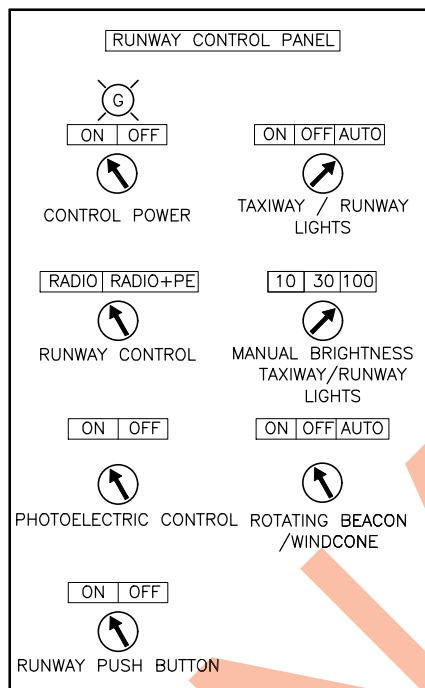
CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-0XX-20XX
 GROUNDING DETAILS

DATE: 10/30/2023
 SHEET: E17 of E29

Date Recvied: 10/30/2023, 5:52 PM
 Layout Name: E18
 File Path and Name: Z:\2022\2024R - Chevak Airport Rehabilitation\E-Working\Drawings\253725-VAK_LTG_DET.dwg



1 AIRFIELD LIGHTING CONTROL LADDER DIAGRAM
 E18 NTS



2 LIGHTING CONTROL PANEL ELEVATION
 E18 NTS

CONTROL DIAGRAM LEGEND

- TERMINAL BLOCK - 20A, 12 POINT, NO. AS REQUIRED
- - - FIELD WIRING
- (CX) RELAY COIL - 3PDT RELAY, PLUG-IN TYPE WITH BASE
- (TD) RELAY COIL - TIME DELAY RELAY, OFF DELAY, DPDT, SET AT 15 MINUTES
- || X NORMALLY OPEN CONTACT, "X" = COIL
- || / X NORMALLY CLOSED CONTACT, "X" = COIL
- SELECTOR SWITCH, PANEL MOUNT, NUMBER OF POSITIONS AS INDICATED
- XA FUSE HOLDER WITH SLO-BLO FUSE, "X" = FUSE RATED AMPS
- (G) PILOT LIGHT, PANEL MOUNT, LED, 120V, GREEN COLOR, 30mm
- (X) AIRFIELD LIGHTING EQUIPMENT "X", SEE SHEET E14
- PUSH BUTTON STATION, OFF-ON MOMENTARY CONTACT, WATER-DUST TIGHT, NEMA 4X
- ⊕ WEATHERPROOF GFCI RECEPTACLE

NOTE: THE L-821 CONTROL PANEL SHALL BE CERTIFIED AS A UNIT, INCLUDING ALL RELAYS, CONTACTS, SWITCHES, AND OTHER COMPONENTS, PER L-109-3.16.

CONTROL SEQUENCE DESCRIPTION

RUNWAY AND TAXIWAY LIGHTS
 ON-LIGHTS ON AT PRESET BRIGHTNESS.
 OFF-LIGHTS OFF.
 AUTO-EXTERIOR PUSH BUTTON SWITCH WILL TURN ON RUNWAY AND TAXIWAY LIGHTS FOR 15 MINUTES (ADJUSTABLE) AT PRESET BRIGHTNESS.
 RADIO CONTROL ENABLED
 3 CLICKS OF MIC TURNS ON RW/TW LIGHTS AT STEP 1.
 5 CLICKS OF MIC TURNS ON RW/TW LIGHTS AT STEP 2.
 7 CLICKS OF MIC TURNS ON RW/TW LIGHTS AT STEP 3.
 LIGHTS REMAIN ON FOR 15 MINUTES AFTER LAST CLICK.
 IF PUSHBUTTON CONTROL AND RADIO CONTROL ARE BOTH ACTIVE RADIO CONTROL HAS PRIORITY.

SUPPLEMENTAL WINDCONE

WINDCONE LIGHTS ON WHEN RUNWAY AND TAXIWAY LIGHTS ARE ON.

ROTATING BEACON AND PRIMARY WIND CONE

ON-BEACON AND WIND CONE ON.

OFF-BEACON AND WIND CONE OFF.

AUTO- PHOTOELECTRIC CONTROL IS ENABLED. BEACON AND WIND CONE ARE ON FROM DUSK TO DAWN.

BEACON OUTLET AND HEATER ARE ON WITH SWITCH IN ANY POSITION.

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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-0XX-20XX
 AIRFIELD LIGHTING CONTROL DIAGRAM

DATE:
 10/30/2023
 SHEET:
 E18 of E29

Date Received: 10/30/2023, 5:52 PM
 Layout Name: E19
 File Path and Name: Z:\2022\2022\Working\Drawings\253725-VAK-LTG_DET.dwg
 Designed By: JB
 Drawn By: DH
 Checked By: EC

| CHEVAK AIRPORT TAXIWAY EDGE LIGHT SCHEDULE | | | | | | | | |
|--|------|--------|------|------|-----------|-----------|----------|--------------|
| LIGHT # | LENS | TYPE | LAMP | XFMR | ALIGNMENT | STATION | OFFSET | MARKER COLOR |
| T1 | BLUE | L-861T | 45 | 45 | TW | 102+39.71 | 51.21 RT | BLUE |
| T2 | BLUE | L-861T | 45 | 45 | TW | 102+30.49 | 34.30 RT | BLUE |
| T3 | BLUE | L-861T | 45 | 45 | TW | 102+12.47 | 27.50 RT | BLUE |
| T4 | BLUE | L-861T | 45 | 45 | TW | 101+43.74 | 27.50 RT | BLUE |
| T5 | BLUE | L-861T | 45 | 45 | TW | 100+75.00 | 27.50 RT | BLUE |
| T6 | BLUE | L-861T | 45 | 45 | TW | 100+55.55 | 35.55 RT | BLUE |
| T7 | BLUE | L-861T | 45 | 45 | TW | 100+55.50 | 55.00 RT | BLUE |
| T8 | BLUE | L-861T | 45 | 45 | TW | 100+50.50 | 55.00 RT | BLUE |
| T9 | BLUE | L-861T | 45 | 45 | TW | 100+50.50 | 55.00 LT | BLUE |
| T10 | BLUE | L-861T | 45 | 45 | TW | 100+55.50 | 55.00 LT | BLUE |
| T11 | BLUE | L-861T | 45 | 45 | TW | 100+55.55 | 35.55 LT | BLUE |
| T12 | BLUE | L-861T | 45 | 45 | TW | 100+75.00 | 27.50 LT | BLUE |
| T13 | BLUE | L-861T | 45 | 45 | TW | 101+43.74 | 27.50 LT | BLUE |
| T14 | BLUE | L-861T | 45 | 45 | TW | 102+12.47 | 27.50 LT | BLUE |
| T15 | BLUE | L-861T | 45 | 45 | TW | 102+30.49 | 34.30 LT | BLUE |
| T16 | BLUE | L-861T | 45 | 45 | TW | 102+39.71 | 51.21 LT | BLUE |

| CHEVAK AIRPORT HANDHOLE SCHEDULE | | | | |
|----------------------------------|-----------|---------------|------------|--------------|
| NO. | SYSTEM | PAY ITEM | REMARKS | LOCATION |
| HH1 | RW/TW LTG | L125.150.0000 | PER EACH | FIELD LOCATE |
| HH2 | RW/TW LTG | L125.150.0000 | PER EACH | FIELD LOCATE |
| HH3 | RW/TW LTG | L125.150.0000 | PER EACH | FIELD LOCATE |
| HH4 | RW/TW LTG | L125.150.0000 | PER EACH | FIELD LOCATE |
| WC1 | WIND CONE | L125.150.0000 | PER EACH | FIELD LOCATE |
| WC2 | WIND CONE | L125.150.0000 | PER EACH | FIELD LOCATE |
| WC3 | WIND CONE | L125.150.0000 | PER EACH | FIELD LOCATE |
| WC4 | WIND CONE | L125.150.0000 | PER EACH | FIELD LOCATE |
| WC5 | WIND CONE | L125.150.0000 | PER EACH | FIELD LOCATE |
| WC6 | WIND CONE | L125.150.0000 | PER EACH | FIELD LOCATE |
| BH1 | BEACON | L101.020.0000 | SUBSIDIARY | FIELD LOCATE |

| CHEVAK AIRPORT RUNWAY EDGE LIGHT SCHEDULE | | | | | | | | |
|---|------|--------|-------|------|-----------|----------|------------|--------------|
| UNIT # | LENS | TYPE | WATTS | XFMR | ALIGNMENT | STATION | OFFSET | MARKER COLOR |
| R1 | W/Y | L-861 | 45 | 45 | RW | 10+96.41 | 47.500' RT | WHITE/YELLOW |
| R2 | G/R | L-861E | 45 | 45 | RW | 9+07.00 | 77.500' RT | GREEN/RED |
| R3 | G/R | L-861E | 45 | 45 | RW | 9+07.00 | 67.500' RT | GREEN/RED |
| R4 | G/R | L-861E | 45 | 45 | RW | 9+07.00 | 57.500' RT | GREEN/RED |
| R5 | G/R | L-861E | 45 | 45 | RW | 9+07.00 | 47.500' RT | GREEN/RED |
| R6 | G/R | L-861E | 45 | 45 | RW | 9+07.00 | 47.500' LT | GREEN/RED |
| R7 | G/R | L-861E | 45 | 45 | RW | 9+07.00 | 57.500' LT | GREEN/RED |
| R8 | G/R | L-861E | 45 | 45 | RW | 9+07.00 | 67.500' LT | GREEN/RED |
| R9 | G/R | L-861E | 45 | 45 | RW | 9+07.00 | 77.500' LT | GREEN/RED |
| R10 | W/Y | L-861 | 45 | 45 | RW | 10+96.41 | 47.500' LT | WHITE/YELLOW |
| R11 | W/Y | L-861 | 45 | 45 | RW | 12+85.82 | 47.500' LT | WHITE/YELLOW |
| R12 | W/Y | L-861 | 45 | 45 | RW | 14+75.24 | 47.500' LT | WHITE/YELLOW |
| R13 | W/Y | L-861 | 45 | 45 | RW | 16+64.65 | 47.500' LT | WHITE/YELLOW |
| R14 | W/Y | L-861 | 45 | 45 | RW | 18+54.06 | 47.500' LT | WHITE/YELLOW |
| R15 | W/Y | L-861 | 45 | 45 | RW | 20+43.47 | 47.500' LT | WHITE/YELLOW |
| R16 | W/Y | L-861 | 45 | 45 | RW | 22+32.88 | 47.500' LT | WHITE/YELLOW |
| R17 | W/Y | L-861 | 45 | 45 | RW | 24+22.29 | 47.500' LT | WHITE/YELLOW |
| R18 | Y/W | L-861 | 45 | 45 | RW | 26+11.71 | 47.500' LT | YELLOW/WHITE |
| R19 | Y/W | L-861 | 45 | 45 | RW | 28+01.12 | 47.500' LT | YELLOW/WHITE |
| R20 | Y/W | L-861 | 45 | 45 | RW | 29+90.53 | 47.500' LT | YELLOW/WHITE |
| R21 | Y/W | L-861 | 45 | 45 | RW | 31+79.94 | 47.500' LT | YELLOW/WHITE |
| R22 | Y/W | L-861 | 45 | 45 | RW | 33+69.35 | 47.500' LT | YELLOW/WHITE |
| R23 | Y/W | L-861 | 45 | 45 | RW | 35+58.76 | 47.500' LT | YELLOW/WHITE |
| R24 | Y/W | L-861 | 45 | 45 | RW | 37+48.18 | 47.500' LT | YELLOW/WHITE |
| R25 | Y/W | L-861 | 45 | 45 | RW | 39+37.59 | 47.500' LT | YELLOW/WHITE |
| R26 | R/G | L-861E | 45 | 45 | RW | 41+27.00 | 77.500' LT | RED/GREEN |
| R27 | R/G | L-861E | 45 | 45 | RW | 41+27.00 | 67.500' LT | RED/GREEN |
| R28 | R/G | L-861E | 45 | 45 | RW | 41+27.00 | 57.500' LT | RED/GREEN |
| R29 | R/G | L-861E | 45 | 45 | RW | 41+27.00 | 47.500' LT | RED/GREEN |
| R30 | R/G | L-861E | 45 | 45 | RW | 41+27.00 | 47.500' RT | RED/GREEN |
| R31 | R/G | L-861E | 45 | 45 | RW | 41+27.00 | 57.500' RT | RED/GREEN |
| R32 | R/G | L-861E | 45 | 45 | RW | 41+27.00 | 67.500' RT | RED/GREEN |
| R33 | R/G | L-861E | 45 | 45 | RW | 41+27.00 | 77.500' RT | RED/GREEN |
| R34 | Y/W | L-861 | 45 | 45 | RW | 39+37.59 | 47.500' RT | YELLOW/WHITE |
| R35 | Y/W | L-861 | 45 | 45 | RW | 37+48.18 | 47.500' RT | YELLOW/WHITE |
| R36 | Y/W | L-861 | 45 | 45 | RW | 35+58.76 | 47.500' RT | YELLOW/WHITE |
| R37 | Y/W | L-861 | 45 | 45 | RW | 33+69.35 | 47.500' RT | YELLOW/WHITE |
| R38 | Y/W | L-861 | 45 | 45 | RW | 31+79.94 | 47.500' RT | YELLOW/WHITE |
| R39 | Y/W | L-861 | 45 | 45 | RW | 29+90.53 | 47.500' RT | YELLOW/WHITE |
| R40 | Y/W | L-861 | 45 | 45 | RW | 28+01.12 | 47.500' RT | YELLOW/WHITE |
| R41 | Y/W | L-861 | 45 | 45 | RW | 26+11.71 | 47.500' RT | YELLOW/WHITE |
| R42 | W/Y | L-861 | 45 | 45 | RW | 24+22.29 | 47.500' RT | WHITE/YELLOW |
| R43 | W/Y | L-861 | 45 | 45 | RW | 22+32.88 | 47.500' RT | WHITE/YELLOW |
| R44 | W/Y | L-861 | 45 | 45 | RW | 20+43.47 | 47.500' RT | WHITE/YELLOW |
| R45 | W/Y | L-861 | 45 | 45 | RW | 18+54.06 | 47.500' RT | WHITE/YELLOW |
| R46 | W/Y | L-861 | 45 | 45 | RW | 16+64.65 | 47.500' RT | WHITE/YELLOW |
| R47 | W/Y | L-861 | 45 | 45 | RW | 14+75.24 | 47.500' RT | WHITE/YELLOW |

PRELIMINARY

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|---|--|--|----|------|----------|
| PLANS DEVELOPED BY: MBA CONSULTING ENGINEERS, INC. 3812 SPENARD RD, SUITE 200 ANCHORAGE, AK 99507 (907) 274 - 2622 CERT. OF AUTH. NO. AECC578 | | | BY | DATE | REVISION |
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CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 EDGE LIGHT AND HANDHOLE SCHEDULES

DATE:
 10/30/2023
 SHEET:
E19 of E29

Date Recvied: 10/30/2023, 5:52 PM
 Layout Name: E20
 File Path and Name: Z:\2022\2022\2022 - Chevak Airport Rehabilitation\E-Working\Drawings\253725-VAK_LTG_DET-FAA.dwg

(2) #6 AWG & 1 #6 XHHW-2, GREEN GROUND CONDUCTOR PER LHA (POWER) IN 2" HDPE CONDUIT, TYP.

(1) 6 PAIR #19 PE-39 CABLE PER LHA (CONTROL) IN 2" HDPE CONDUIT, TYP.

#1/0 AWG BARE COPPER GUARD WIRE, TYP. SEE SHEET E/25.

TRANSITION RSC TO HDPE WITH LISTED FITTING, TYP.

2" GALVANIZED RIGID STEEL CONDUIT (RSC). EXTEND MINIMUM 5'-0" BEYOND EES AND 10'-0" BEYOND FOUNDATION EDGE. BOND TO EES WITH #2 XHHW-2, GREEN. ALL CONNECTIONS SHALL BE EXOTHERMIC WELD. AFTER WELDING, WRAP THE CONDUIT WITH 2 LAYERS OF 5-MIL THICK CORROSION RESISTANT TAPE TO RESTORE THE PVC COATING

#2 AWG, GRN IN 1" SCHEDULE 80 PVC, TYP.

1" PVC SCHEDULE 80, TYP.

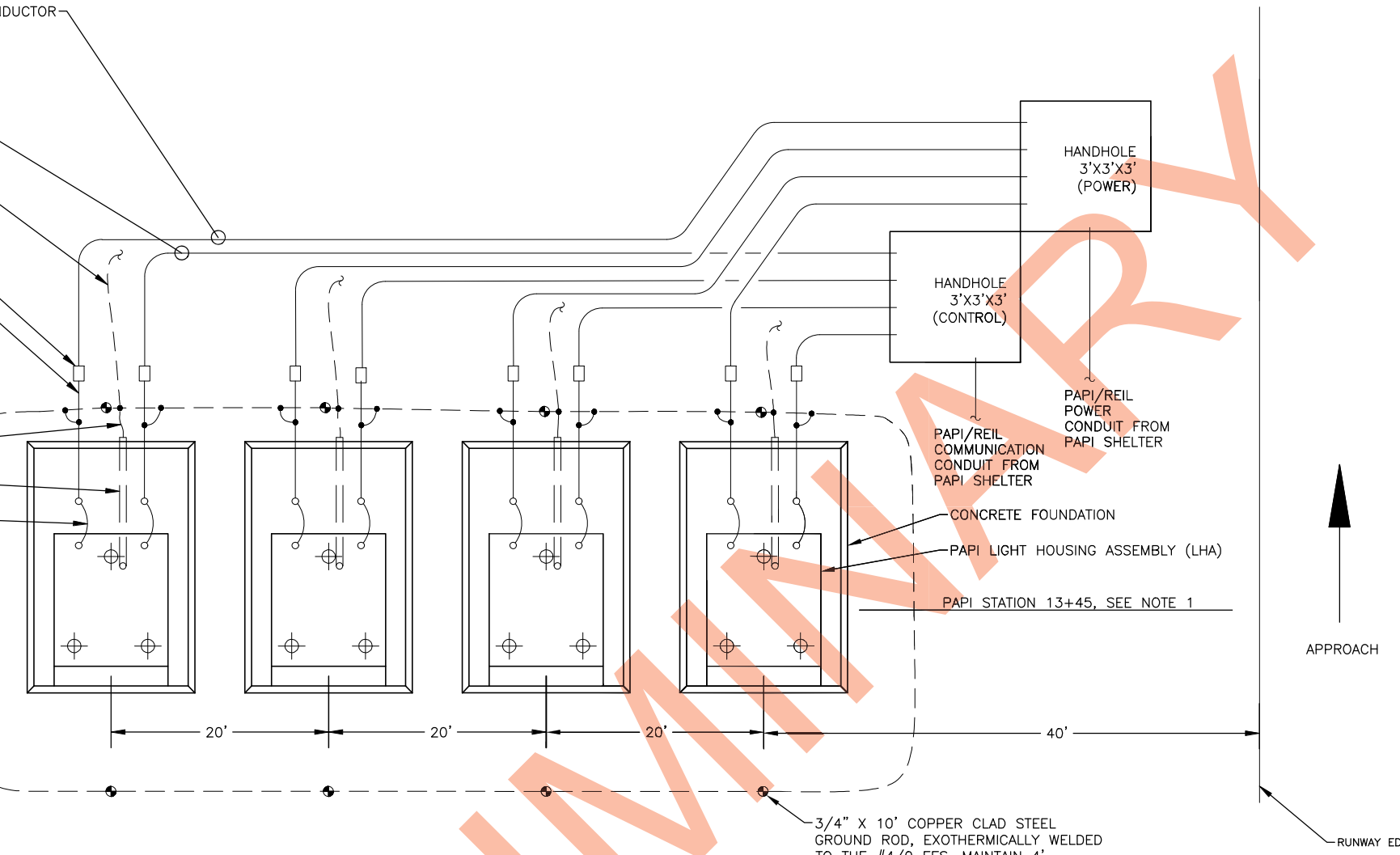
LIQUIDTIGHT FLEXIBLE METAL CONDUIT, TYP

EARTH ELECTRODE SYSTEM (EES) CONSISTING OF #4/0 AWG BARE COPPER GROUND WIRE, 2' BELOW GRADE. MAINTAIN 4' SEPARATION FROM LHA FOUNDATION, TYP.

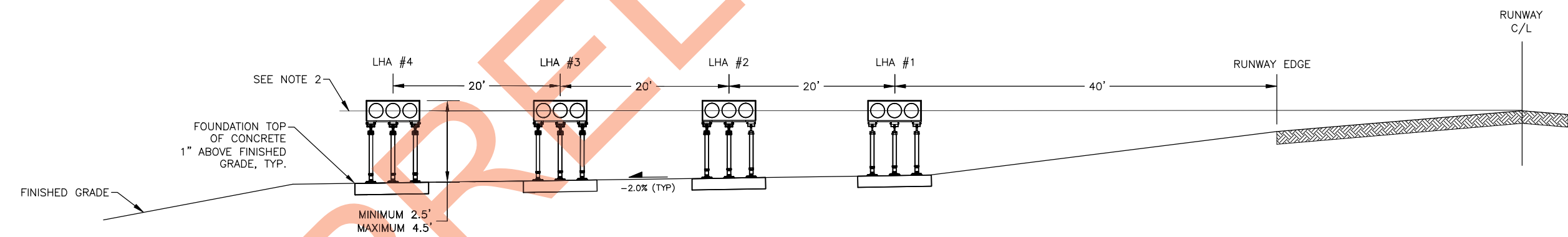
3/4" X 10' COPPER CLAD STEEL GROUND ROD, EXOTHERMICALLY WELDED TO THE #4/0 EES, MAINTAIN 4' SEPARATION FROM LHA FOUNDATIONS AND MINIMUM 20' SPACING BETWEEN GROUND RODS (TYP) 8 PLACES. TOP OF GROUND ROD SHALL BE 1'-0" BELOW GRADE.

NOTES:

1. THE CENTER OF ALL PAPI LAMPS SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE. THE FRONT FACES OF EACH LIGHT UNIT MUST BE WITHIN +/-1" OF THIS LINE PER FAA JOINT ORDER (JO) 6850-2 (LATEST VERSION). A THEODOLITE MUST BE USED TO ALIGN EACH UNIT PARALLEL TO THE RUNWAY CENTERLINE.
2. THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN 1 INCH OF A HORIZONTAL PLANE. THIS HORIZONTAL PLANE SHALL BE WITHIN 1 INCH OF THE ELEVATION OF THE RUNWAY CROWN ADJACENT TO THE PAPI UNITS.
3. ALL MOUNTINGS SHALL BE 2" FRANGIBLE COUPLINGS.
4. TRANSITION HDPE TO RSC MINIMUM 10' OUT FROM FOUNDATION AND 5' OUT FROM COUNTERPOISE AT EACH LHA.
5. CONNECT THE #1/0 AWG GUARD WIRE TO THE EES AT THE PAPI LHA'S AND ALSO TO THE EXISTING EES AT THE PAPI SHELTER USING EXOTHERMIC WELDS.
6. FOLD BACK UNUSED SHIELDED PAIRS AND TAPE IN THE LHA.
7. SEE CIVIL FOR FOUNDATION DETAILS.
8. ALL HDPE CONDUIT SHALL BE SDR 11.
9. ALL RIGID STEEL CONDUIT SHALL BE PVC COATED ON EXTERIOR, URETHANE COATED INTERIOR..
10. ALL GALVANIZED STEEL SHALL BE HOT DIPPED.



1 RUNWAY 02 PAPI LAYOUT
E20 NTS



2 RUNWAY 02 PAPI ELEVATION
E20 NTS

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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIR No. 3-02-0468-0XX-20XX
 RW 02 PAPI LAYOUT

DATE: 10/30/2023
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(2) #6 AWG & 1 #6 XHHW-2, GREEN GROUND CONDUCTOR PER LHA (POWER) IN 2" HDPE CONDUIT, TYP.

(1) 6 PAIR #19 PE-39 CABLE PER LHA (CONTROL) IN 2" HDPE CONDUIT, TYP.

#1/0 AWG BARE COPPER GUARD WIRE, TYP. SEE SHEET E25.

TRANSITION RSC TO HDPE WITH LISTED FITTING, TYP.

2" GALVANIZED RIGID STEEL CONDUIT (RSC). EXTEND MINIMUM 5'-0" BEYOND EES AND 10'-0" BEYOND FOUNDATION EDGE. BOND TO EES WITH #2 XHHW-2, GREEN. ALL CONNECTIONS SHALL BE EXOTHERMIC WELD. AFTER WELDING, WRAP THE CONDUIT WITH 2 LAYERS OF 5-MIL THICK CORROSION RESISTANT TAPE TO RESTORE THE PVC COATING

#2 AWG, GRN IN 1" SCHEDULE 80 PVC, TYP.

1" PVC SCHEDULE 80, TYP.

LIQUIDTIGHT FLEXIBLE METAL CONDUIT, TYP.

EARTH ELECTRODE SYSTEM (EES) CONSISTING OF #4/0 AWG BARE COPPER GROUND WIRE, 2' BELOW GRADE. MAINTAIN 4' SEPARATION FROM LHA FOUNDATION, TYP.

PAPI/REIL COMMUNICATION CONDUIT FROM PAPI SHELTER

PAPI/REIL POWER CONDUIT FROM PAPI SHELTER

HANDHOLE 3'X3'X3' (POWER)

HANDHOLE 3'X3'X3' (CONTROL)

REIL POWER CONDUIT TO RW 20 REIL

REIL COMMUNICATION CONDUIT TO RW 20 REIL

CONCRETE FOUNDATION

PAPI LIGHT HOUSING ASSEMBLY (LHA)

PAPI STATION 36+43, SEE NOTE 1

APPROACH

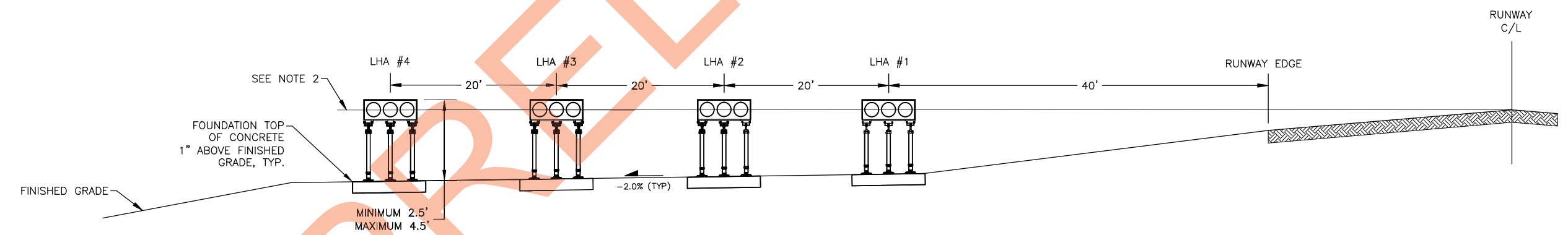
RUNWAY EDGE

3/4" X 10' COPPER CLAD STEEL GROUND ROD, EXOTHERMICALLY WELDED TO THE #4/0 EES, MAINTAIN 4' SEPARATION FROM LHA FOUNDATIONS AND MINIMUM 20' SPACING BETWEEN GROUND RODS (TYP) 8 PLACES. TOP OF GROUND ROD SHALL BE 1'-0" BELOW GRADE.

NOTES:

1. THE CENTER OF ALL PAPI LAMPS SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE. THE FRONT FACES OF EACH LIGHT UNIT MUST BE WITHIN +/-1" OF THIS LINE PER FAA JOINT ORDER (JO) 6850-2 (LATEST VERSION). A THEODOLITE MUST BE USED TO ALIGN EACH UNIT PARALLEL TO THE RUNWAY CENTERLINE.
2. THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN 1 INCH OF A HORIZONTAL PLANE. THIS HORIZONTAL PLANE SHALL BE WITHIN 1 INCH OF THE ELEVATION OF THE RUNWAY CROWN ADJACENT TO THE PAPI UNITS.
3. ALL MOUNTINGS SHALL BE 2" FRANGIBLE COUPLINGS.
4. TRANSITION HDPE TO RSC MINIMUM 10' OUT FROM FOUNDATION AND 5' OUT FROM COUNTERPOISE AT EACH LHA.
5. CONNECT THE #1/0 AWG GUARD WIRE TO THE EES AT THE PAPI LHA'S AND ALSO TO THE EXISTING EES AT THE PAPI SHELTER USING EXOTHERMIC WELDS.
6. FOLD BACK UNUSED SHIELDED PAIRS AND TAPE IN THE LHA.
7. SEE CIVIL FOR FOUNDATION DETAILS.
8. ALL HDPE CONDUIT SHALL BE SDR 11.
9. ALL RIGID STEEL CONDUIT SHALL BE PVC COATED ON EXTERIOR, URETHANE COATED INTERIOR.
10. ALL GALVANIZED STEEL SHALL BE HOT DIPPED.

1 RUNWAY 20 PAPI LAYOUT
E21 NTS



| GLIDE PATH: 3' | | |
|----------------|--------|-------|
| LHA# | AIMING | ANGLE |
| LHA#1 | 3' | 30' |
| LHA#2 | 3' | 10' |
| LHA#3 | 2' | 50' |
| LHA#4 | 2' | 30' |

2 RUNWAY 20 PAPI ELEVATION
E21 NTS

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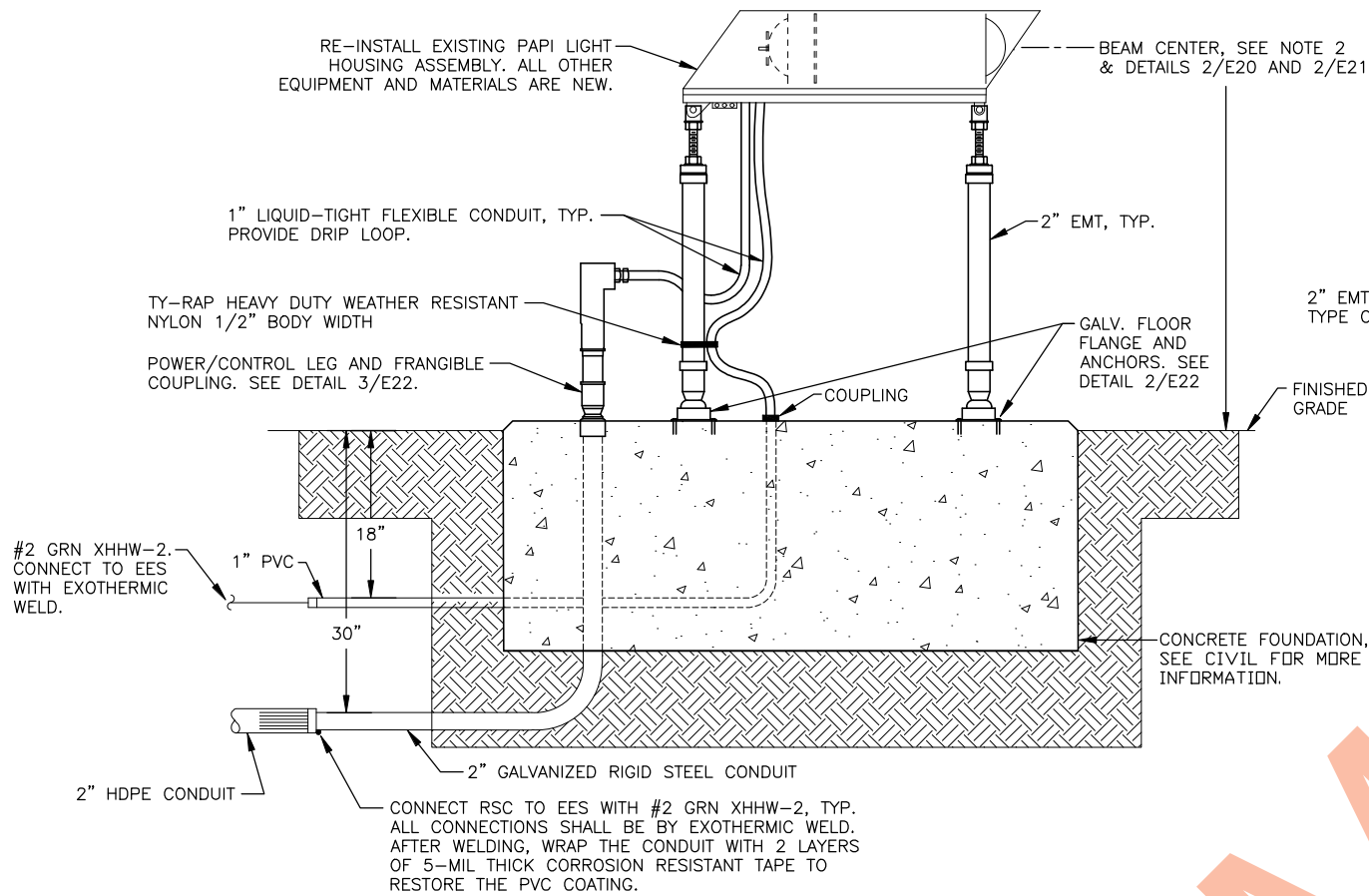
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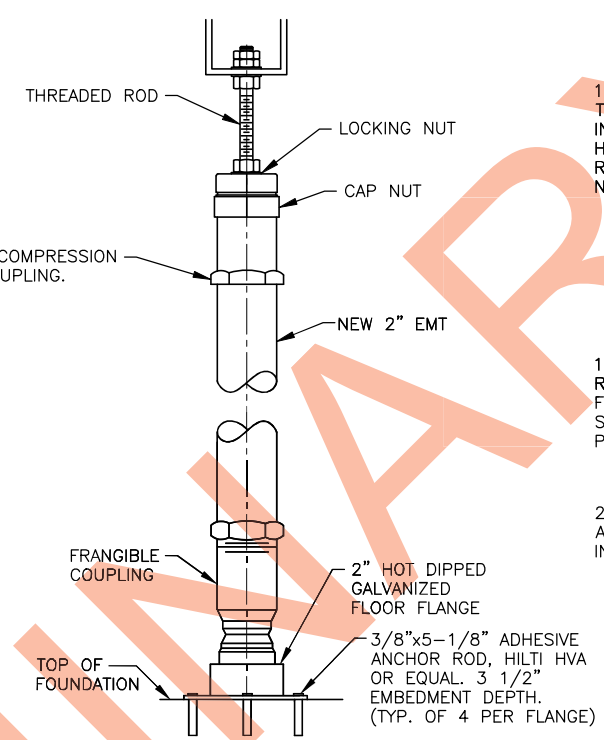
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 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 RW 20 PAPI LAYOUT

DATE:
10/30/2023
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E21 of E29

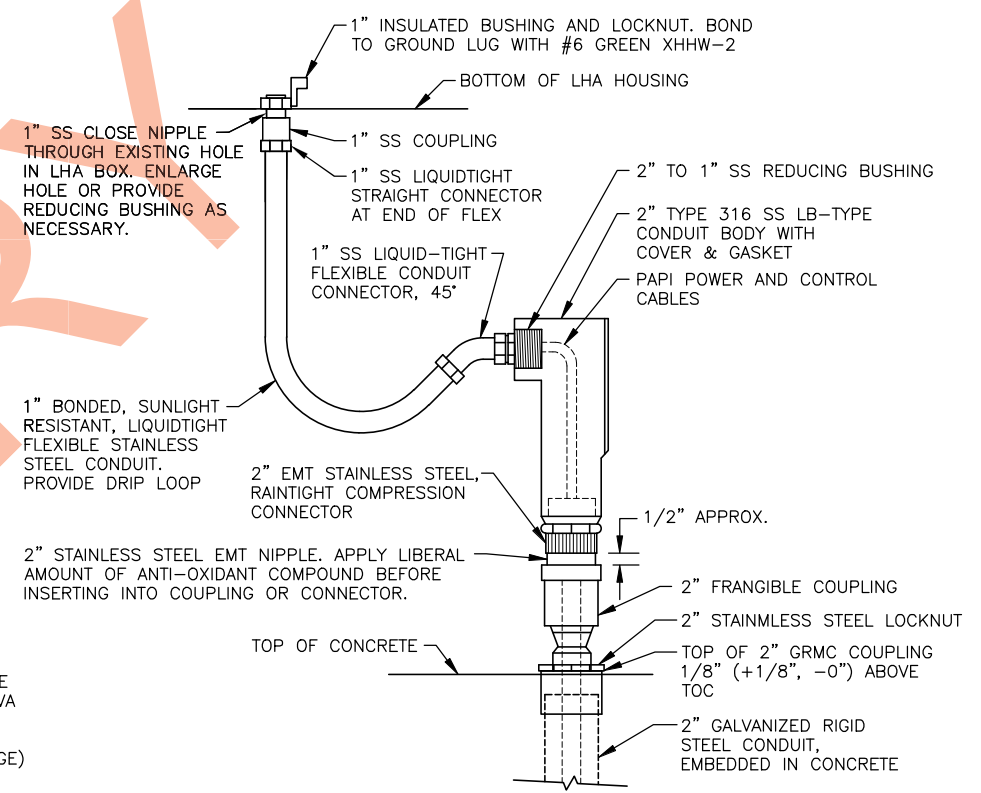
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 File Path and Name: Z:\2022\2022\048 - Chevak Airport Rehabilitation\Working\Drawings\253725-VAK_LTG_DET-FAA.dwg



1 PAPI LIGHT HOUSING ASSEMBLY (LHA) SECTION
 E22 NTS (ALL NEW EXCEPT LIGHT HOUSING ASSEMBLY)



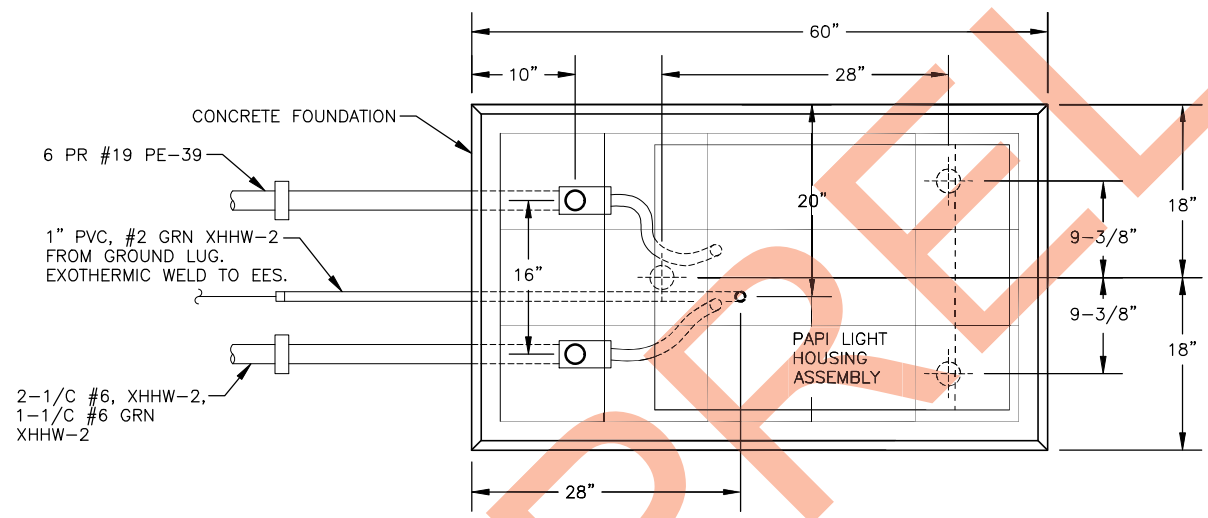
2 STRUCTURAL LEG DETAIL
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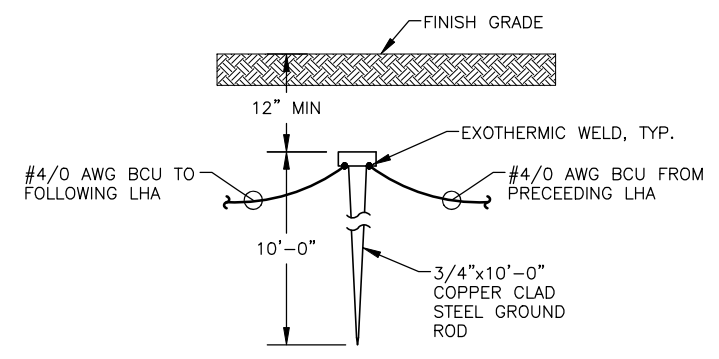
3 POWER AND CONTROL WIRE LEG
 E22 NTS (ALL NEW)

NOTES:

- RE-USE EXISTING LHA'S. PROVIDE NEW FOUNDATIONS, LEGS, MOUNTING HARDWARE, GROUNDING SYSTEM, COUNTERPOISE SYSTEM, CONDUIT AND CONDUCTORS.
- FOLD BACK UNUSED SHIELDED PAIRS AND TAPE IN THE LHA.
- ALL MOUNTINGS TO BE 2 INCH FRANGIBLE COUPLINGS.
- NEW 2" EMT LEGS, LENGTH AS REQUIRED SO THAT THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN 1 INCH OF A HORIZONTAL PLANE. THIS HORIZONTAL PLANE SHALL BE WITHIN 1 FOOT OF THE ELEVATION OF THE RUNWAY CROWN ADJACENT TO THE PAPI UNITS. FINAL ELEVATION AS APPROVED BY THE FAA.
- TO PREVENT SEIZURE, ADD ANTI-SEIZE COMPOUND, NSN# 8030-00-251-3980 MANUFACTURED BY JET-LUBE, INC., HOUSTON, TX OR EQUAL.
- PROVIDE 10 FEET SLACK LOOPS FOR LHA #1, LHA #2, LHA #3, AND LHA #4 IN THE HANDHOLES NEAREST TO THE LHA'S.
- NEW LIQUITIGHT FLEXIBLE CONDUIT, LENGTH AS REQUIRED TO PROVIDE ADEQUATE SLACK AND DRIP LOOP.
- UTILIZE EXISTING PENETRATIONS INTO EXISTING LHA WHERE POSSIBLE. WHERE REQUIRED, NEW PENETRATIONS SHALL BE DRILLED AND DE-BURRED. SEAL ALL UN-USED PENETRATIONS WEATHER-TIGHT.
- ALL GALVANIZED STEEL SHALL BE HOT DIPPED.



4 PAPI LIGHT HOUSING ASSEMBLY (LHA) PLAN
 E22 NTS (ALL NEW EXCEPT LIGHT HOUSING ASSEMBLY)



5 GROUND ROD INSTALLATION DETAIL
 E22 NTS (ALL NEW)

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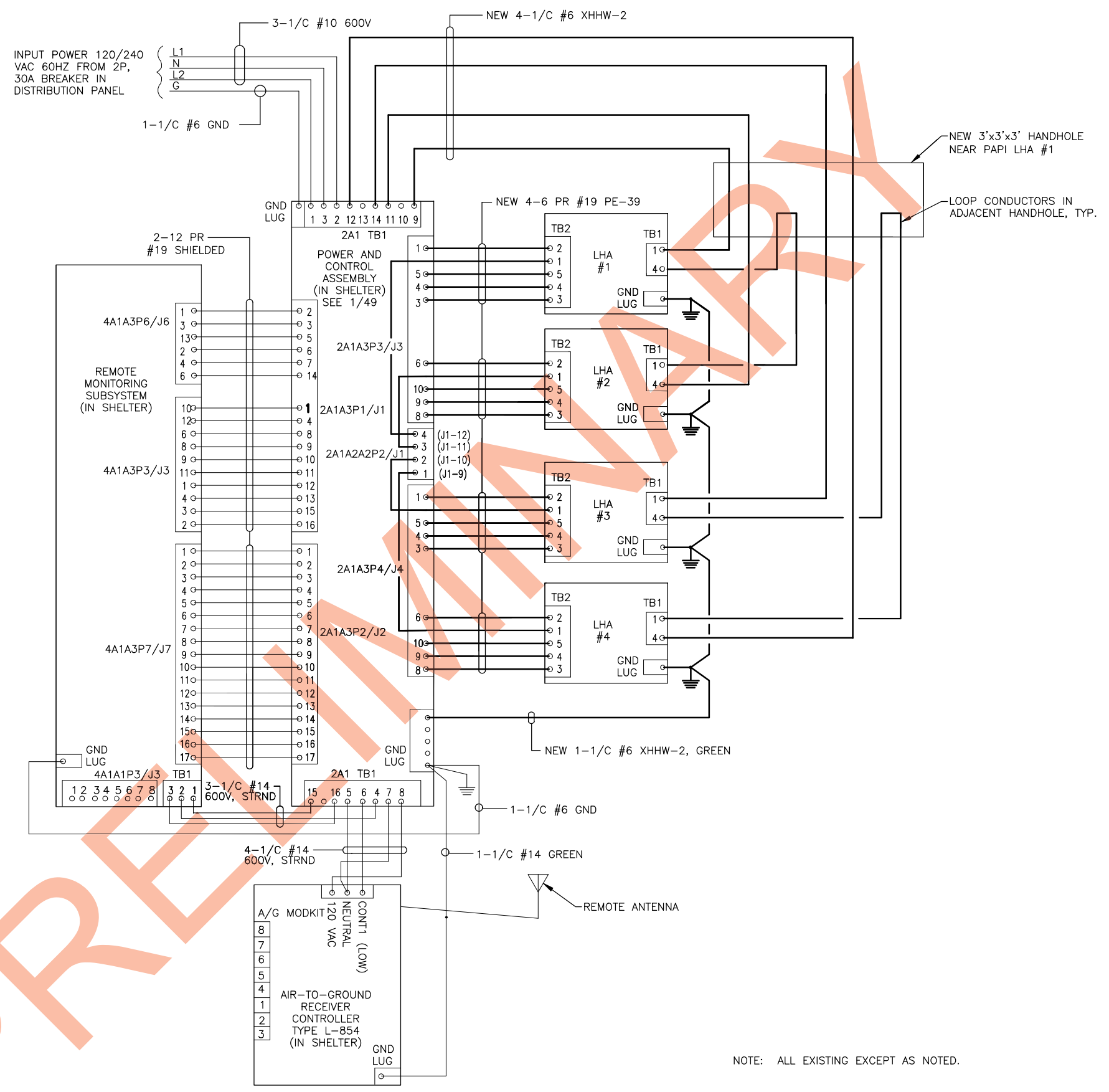
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 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 PAPI DETAILS

DATE:
 10/30/2023
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1 PAPI WIRING SCHEMATIC
 E23 NTS

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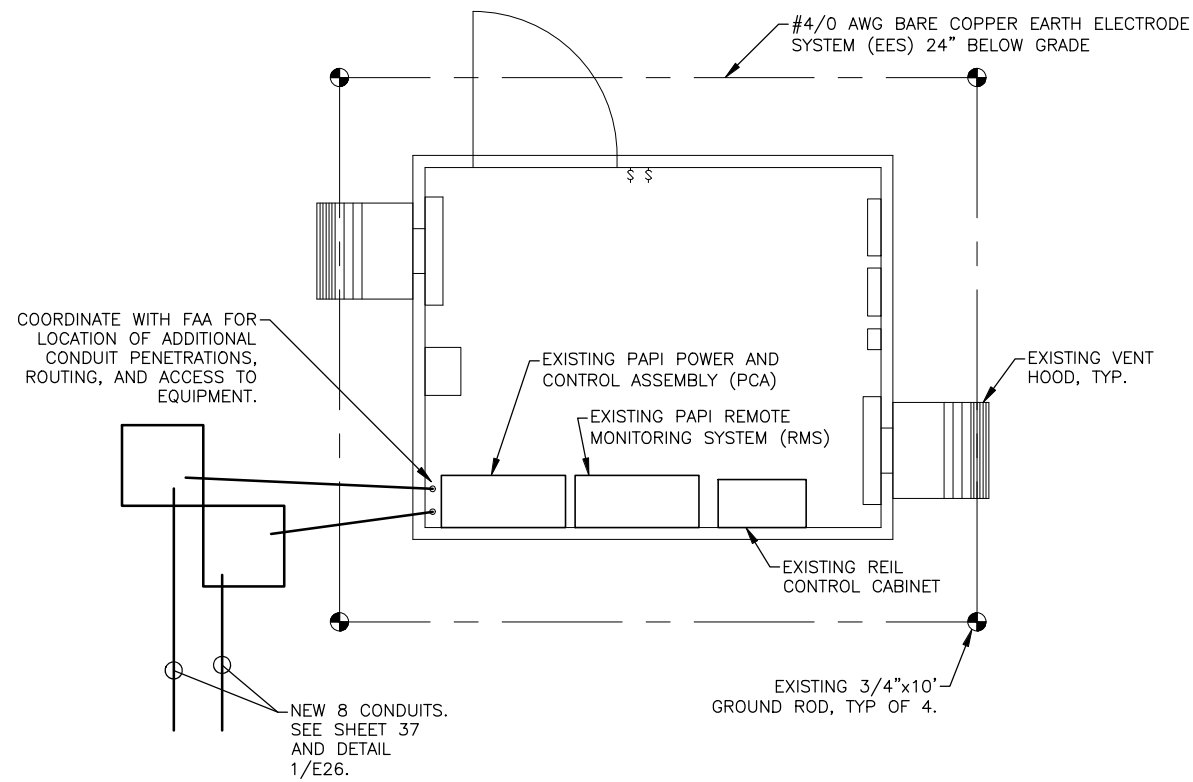
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 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 PAPI WIRING SCHEMATIC

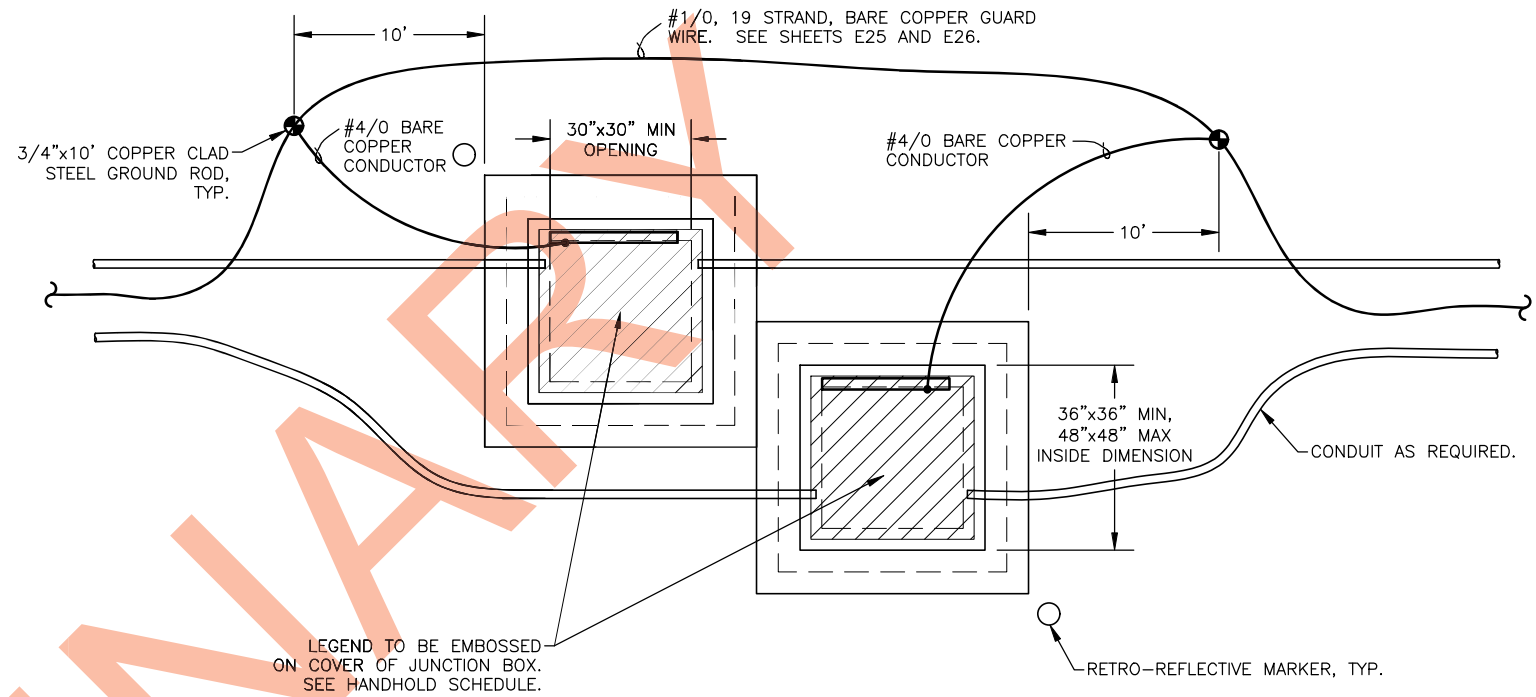
DATE: 10/30/2023
 SHEET: E23 OF E29

Designed By: JIB
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 Checked By: EC

Date Received: 10/30/2023, 5:52 PM
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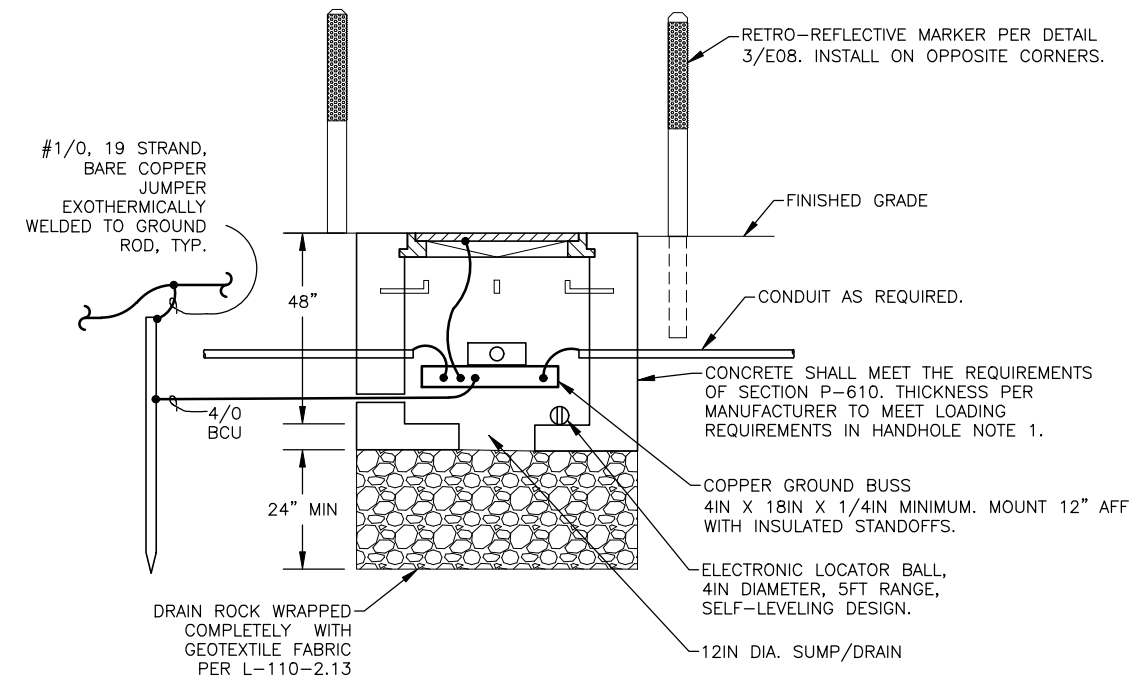
1 EXISTING FAA PAPI SHELTER PLAN
 E24 NTS



2 CONCRETE HANDHOLE - PLAN
 E24 NTS

HANDHOLE NOTES:

1. HANDHOLES SHALL MEET THE REQUIREMENTS OF SECTION L-115. HANDHOLES SHALL BE H-20 RATED PER AASHTO HB-17 AND HAVE A PROOF LOAD SAFETY MARGIN PER AASHTO M306.
2. CONDUITS SHALL ENTER THE SIDES AND EXTEND 2" INTO THE HANDHOLE. HDPE CONDUIT ENDS SHALL BE REAMED. PROVIDE THREADED, INSULATED, GROUNDING BUSHINGS FOR RSC, BOND PER NEC REQUIREMENTS. GROUT AROUND CONDUIT ON INSIDE AND OUTSIDE OF HANDHOLE WITH NON-SHRINK GROUT.
3. CONNECT GROUND CONDUCTORS TO BUSS BAR WITH 2-HOLE LONG BARREL LUGS HYDRAULICALLY AND CONCENTRICALLY CRIMPED WITH A MINIMUM 12-TONS OF FORCE. APPROPRIATE DIES MUST BE USED FOR EACH CABLE SIZE.
4. PROVIDE NON-METALLIC CABLE MANAGEMENT SYSTEM IN ALL NEW HANDHOLES, MINIMUM ONE RACK PER WALL.
5. PROVIDE CABLE PULLING EYES ON EACH WALL.
6. PROVIDE 1/2IN PVC CONDUIT SLEEVE FOR GROUND WIRE. GROUT CONDUIT AFTER INSTALLATION OF GROUND WIRE.
7. COVERS SHALL BE HINGED WITH SPRING ASSIST AND BOLT SECURELY IN-PLACE WHEN CLOSED.
8. INTERIOR DEPTH OF HANDHOLE SHALL NOT EXCEED 48" MEASURED FROM THE INTERIOR FLOOR TO THE EXTERIOR (TOP) OF LID.



3 CONCRETE HANDHOLE - SECTION
 E24 NTS

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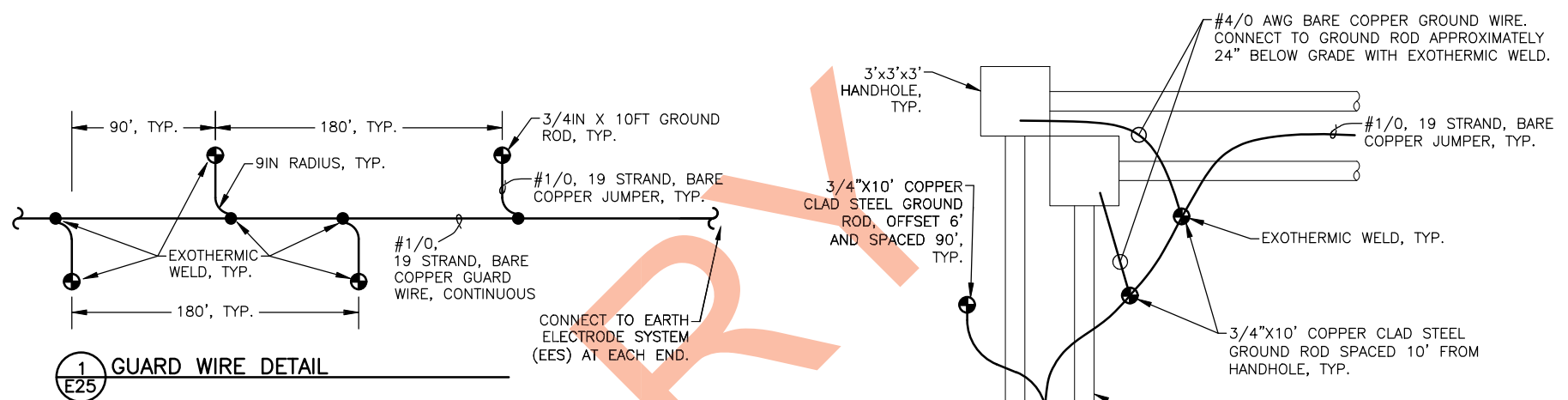
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-0XX-20XX
 PAPI SHELTER AND HANDHOLE DETAILS

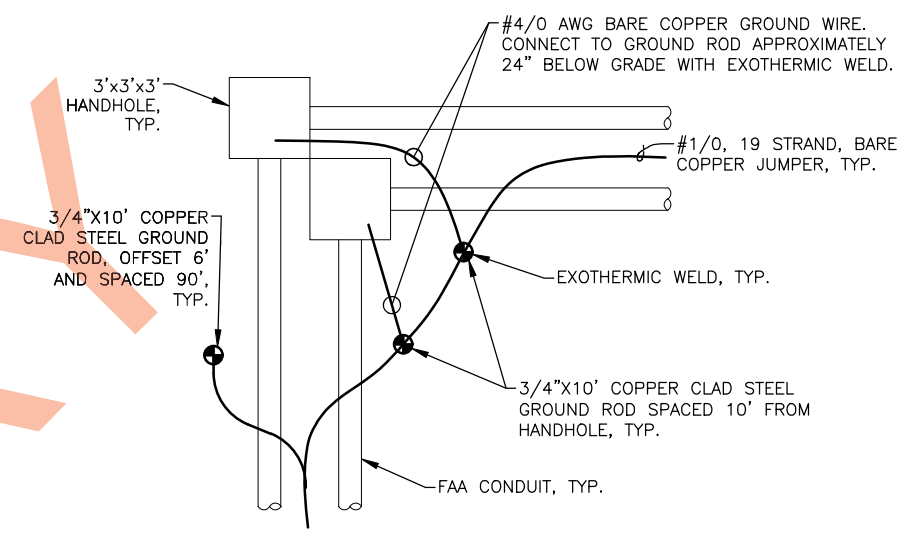
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 E24 OF E29

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 Layout Name: E25
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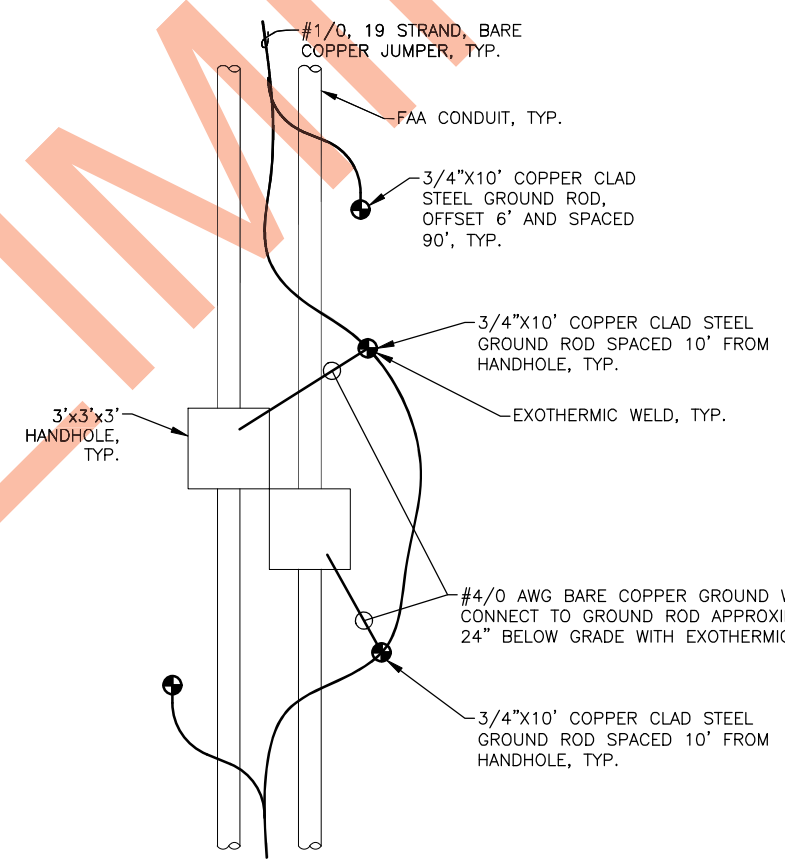
| CHEVAK AIRPORT FAA HANDHOLE SCHEDULE | | | | |
|--------------------------------------|---------------|---------------|--------------|--------------|
| NO. | SYSTEM | PAY ITEM | COVER LEGEND | LOCATION |
| FH1 | FAA PAPI/REIL | L132.010.0010 | FAA POWER | FIELD LOCATE |
| FH2 | FAA PAPI/REIL | L132.010.0010 | FAA COMM | FIELD LOCATE |
| FH3 | FAA PAPI/REIL | L132.010.0010 | FAA POWER | FIELD LOCATE |
| FH4 | FAA PAPI/REIL | L132.010.0010 | FAA COMM | FIELD LOCATE |
| FH5 | FAA PAPI/REIL | L132.010.0010 | FAA POWER | FIELD LOCATE |
| FH6 | FAA PAPI/REIL | L132.010.0010 | FAA COMM | FIELD LOCATE |
| FH7 | FAA PAPI/REIL | L132.010.0010 | FAA POWER | FIELD LOCATE |
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| FH30 | FAA PAPI/REIL | L132.010.0010 | FAA COMM | FIELD LOCATE |
| FH31 | FAA REIL | L132.010.0020 | FAA POWER | FIELD LOCATE |
| FH32 | FAA REIL | L132.010.0020 | FAA COMM | FIELD LOCATE |
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| FH34 | FAA REIL | L132.010.0020 | FAA COMM | FIELD LOCATE |



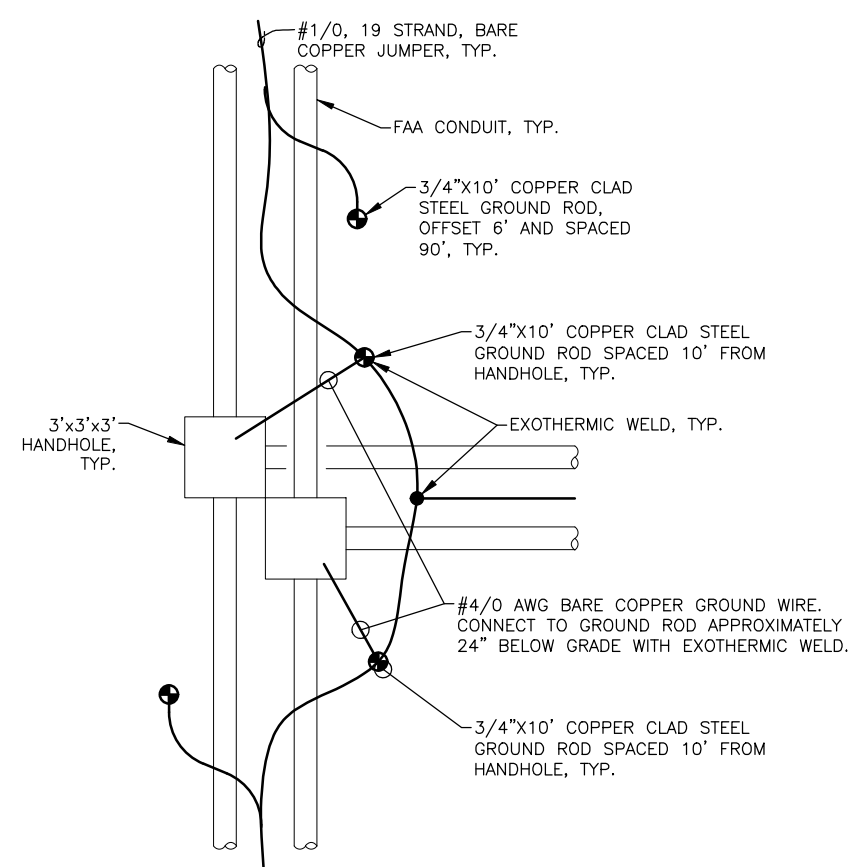
1 GUARD WIRE DETAIL
E25



2 GUARD WIRE AT MH 0°-90°
E25 NTS



3 GUARD WIRE AT MH 0°-180°
E25 NTS



4 GUARD WIRE AT MH 0°-90°-180°
E25 NTS

GUARD WIRE NOTES:

- ALL CONNECTIONS TO GUARD WIRE AND GROUND RODS TO BE ACHIEVED BY EXOTHERMIC WELDS.
- GUARD WIRE SHALL RUN CONTINUOUSLY ALONG DUCT RUN WITH NO DEVIATIONS FROM THE RUN OF DUCT AND WITH NO GAPS.
- SPACING BETWEEN GROUND RODS ALONG A DUCT BANK SHALL VARY BY 10%.
- GROUND RODS SHALL BE INSTALLED APPROXIMATELY 6' FROM DUCT ON ALTERNATING SIDES OF THE TRENCH AND CONNECT TO GUARD WIRE AS SHOWN IN DETAILS. MAINTAIN A MINIMUM 9" BEND RADIUS IN JUMPER WIRE SWEEPS. MAINTAIN 4 FEET MINIMUM CLEARANCE BETWEEN GROUND RODS AND AIRFIELD LIGHTING CONDUITS.

PLANS DEVELOPED BY:
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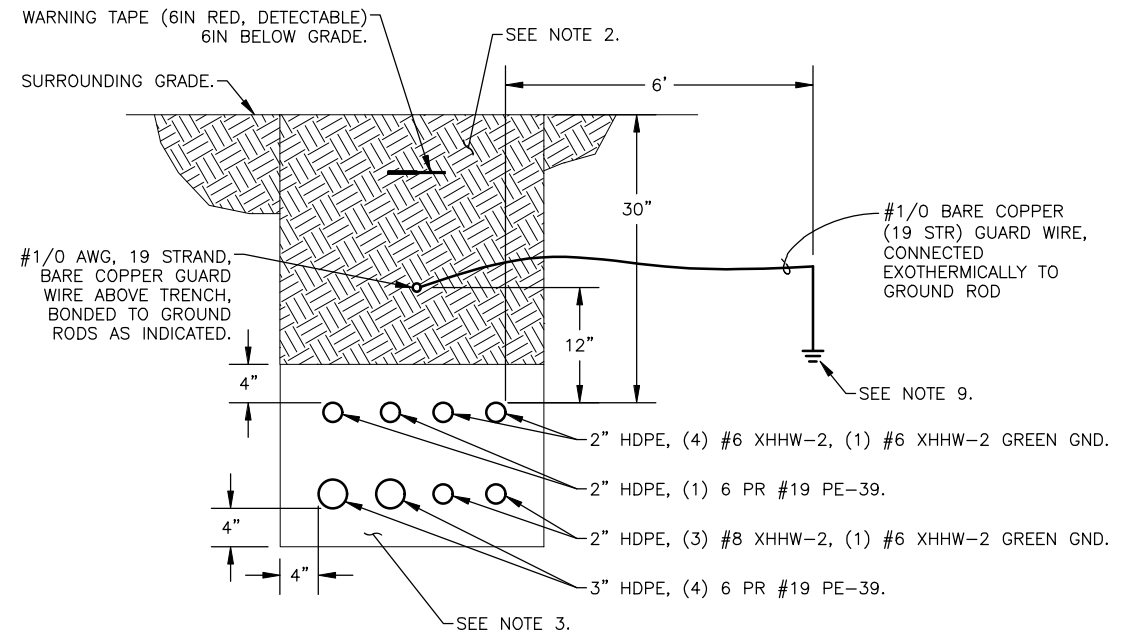
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 FAA GUARD WIRE DETAILS AND HANDHOLE SCHEDULE

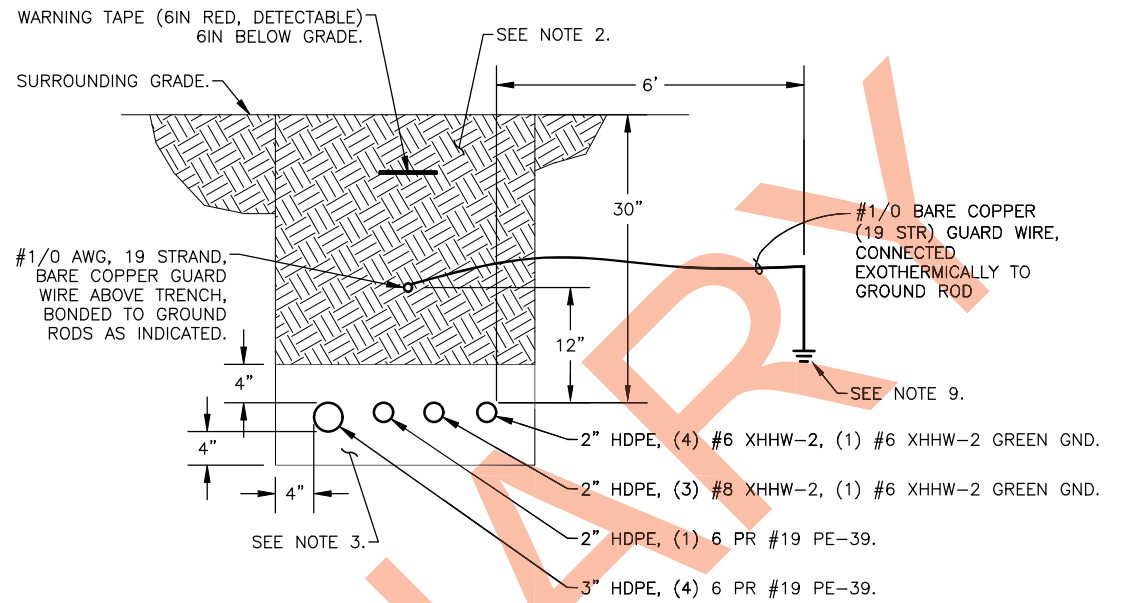
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 SHEET:
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 Drawn By: DH
 Checked By: EC

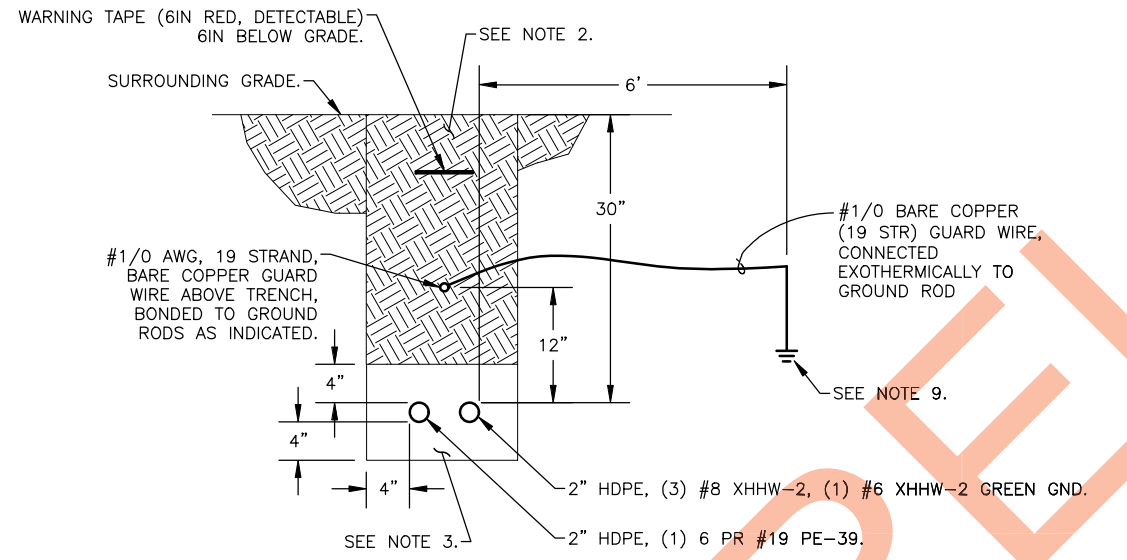
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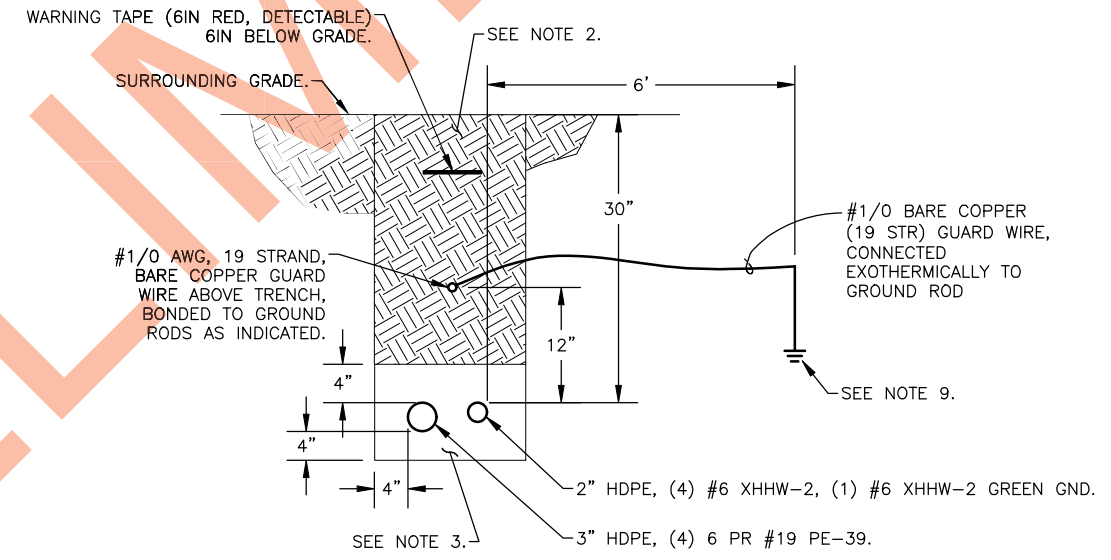
1 FAA TRENCH DETAIL
 E26 NTS



2 FAA TRENCH DETAIL
 E26 NTS



3 FAA TRENCH DETAIL
 E26 NTS



4 FAA TRENCH DETAIL
 E26 NTS

TRENCH NOTES:

- WIDTH OF TRENCH AND NUMBER OF CONDUITS PER TRENCH TO BE DETERMINED IN FIELD UNLESS INDICATED OTHERWISE.
- IN AREAS OF NEW CONSTRUCTION, SEE CIVIL FOR SURFACING AND BACKFILL. IN EXISTING AREAS, MATCH EXISTING SURFACING AND BACKFILL.
- BEDDING MATERIAL PER SECTION L-110-3.3.
- SEPARATION BETWEEN CONDUITS SHALL BE AS FOLLOWS. UTILIZE COMMERCIALY AVAILABLE DUCT SPACERS, 5" O.C., TO MAINTAIN SEPARATION.
 - BETWEEN AIRPORT LIGHTING AND FAA CONDUITS - 10' FT. MIN.
 - BETWEEN FAA POWER AND FAA COMM CONDUITS - 3" MIN.
 - BETWEEN FAA POWER CONDUITS - 3" MIN.
- PLOWING OF CONDUITS WILL NOT BE ALLOWED.
- INSTALL CONDUITS TO DRAIN TO HANDHOLES.
- PROVIDE TWO RUNS OF GUARD WIRE AND WARNING TAPE FOR TRENCHES OVER 36" WIDE.
- INSTALL CONDUIT PER SECTION L-110 UNLESS NOTED OTHERWISE.
- 3/4IN X 10 FT GROUND ROD PLACED 6 FT FROM TRENCH AT APPROXIMATE 90FT INTERVALS, VARY SPACING 10-20% TO PREVENT RESONANCE. SEE DETAIL 1/E25. THE JUMPER WIRES SHALL BE SWEEPED AWAY FROM THE GUARD WIRE IN A REPEATABLE PATTERN SUCH THAT A LIGHTNING IMPULSE WILL ALWAYS BE ABLE TO FOLLOW A CURVED PATH TO GROUND WITHIN 180 FT. OF ANY POINT ALONG THE RUN. MAINTAIN A MINIMUM 9IN. RADIUS BEND IN THE JUMPER SWEEPS. PROVIDE TWO GUARD WIRES WHEN WIDTH OF DUCTS EXCEEDS 3 FT. PROVIDE 12" MINIMUM BETWEEN GUARD WIRES. EACH GUARD WIRE SHALL BE 12IN-18IN INSIDE THE OUTERMOST EDGES OF THE DUCTS.

PLANS DEVELOPED BY:
MBA CONSULTING ENGINEERS, INC.
 3812 SPENARD RD, SUITE 200
 ANCHORAGE, AK 99507
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| BY | DATE | REVISION |
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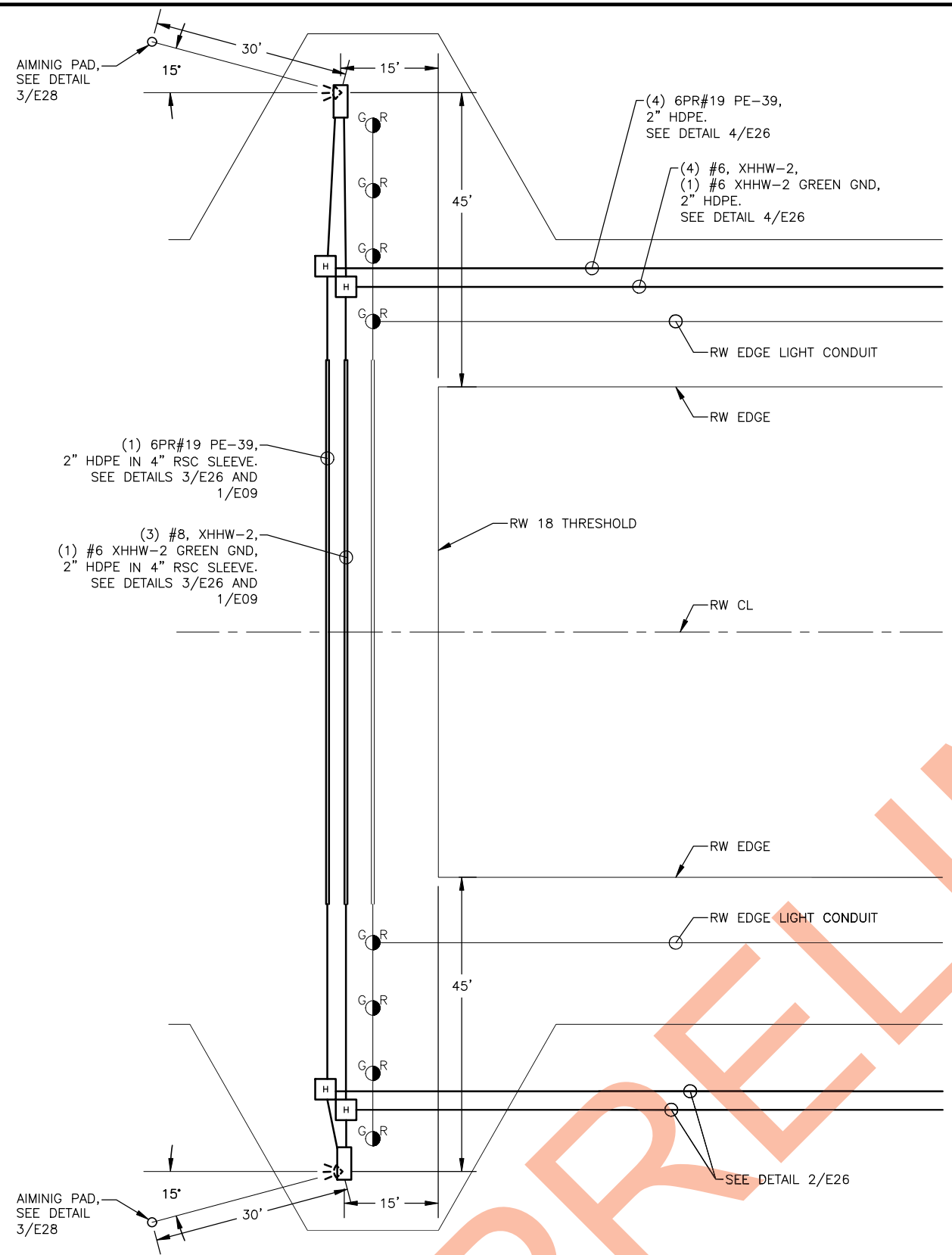
STATE OF ALASKA
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 CENTRAL REGION
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-0XX-20XX
 FAA TRENCH DETAILS

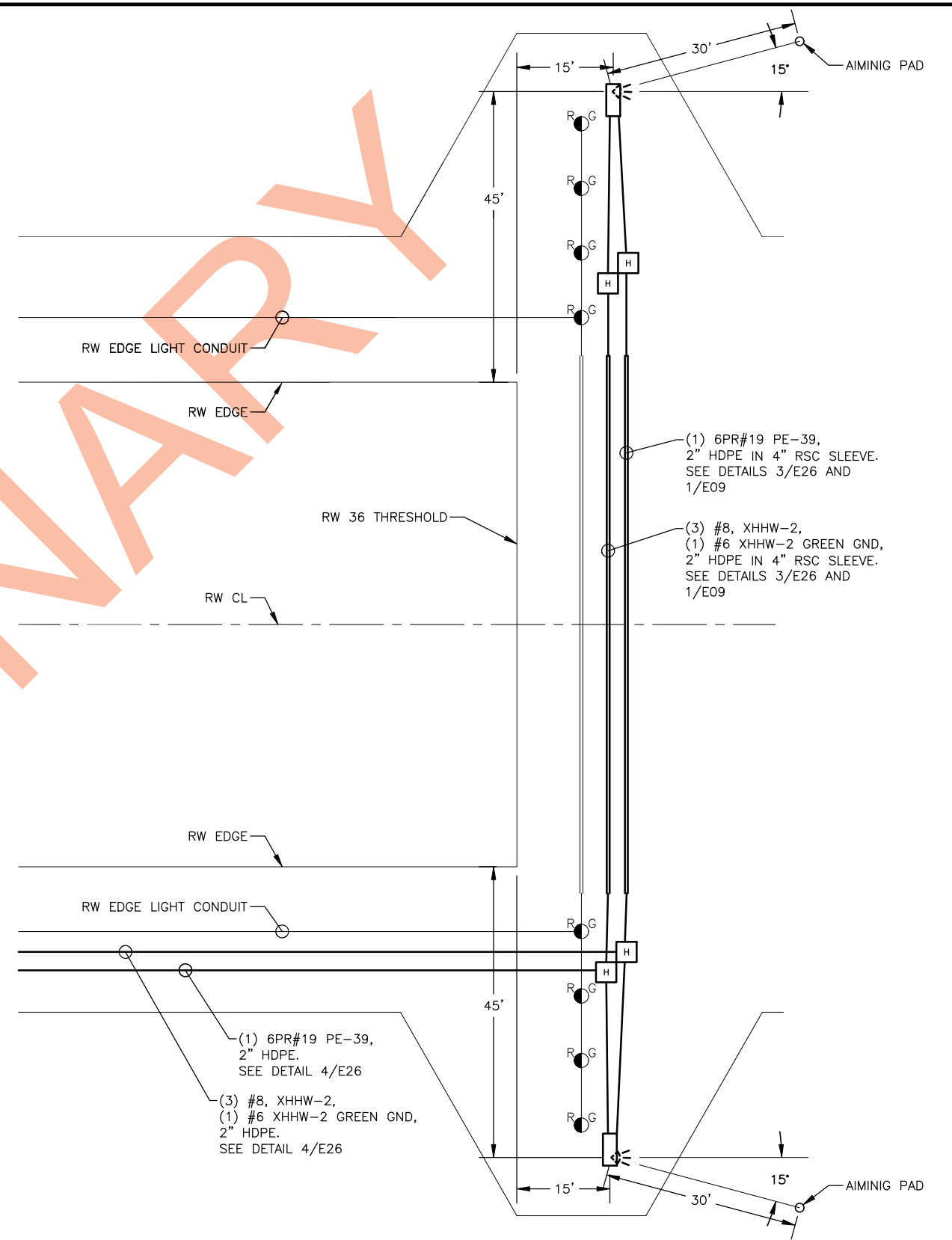
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Designed By: JIB
 Drawn By: DH
 Checked By: EC



1
E27 NTS
RUNWAY 02 REIL PLOT PLAN



2
E27 NTS
RUNWAY 20 REIL PLOT PLAN

- NOTES:**
1. AIM REIL IDENTIFIERS 15 DEGREES OUT AND 10 DEGREES VERTICAL.

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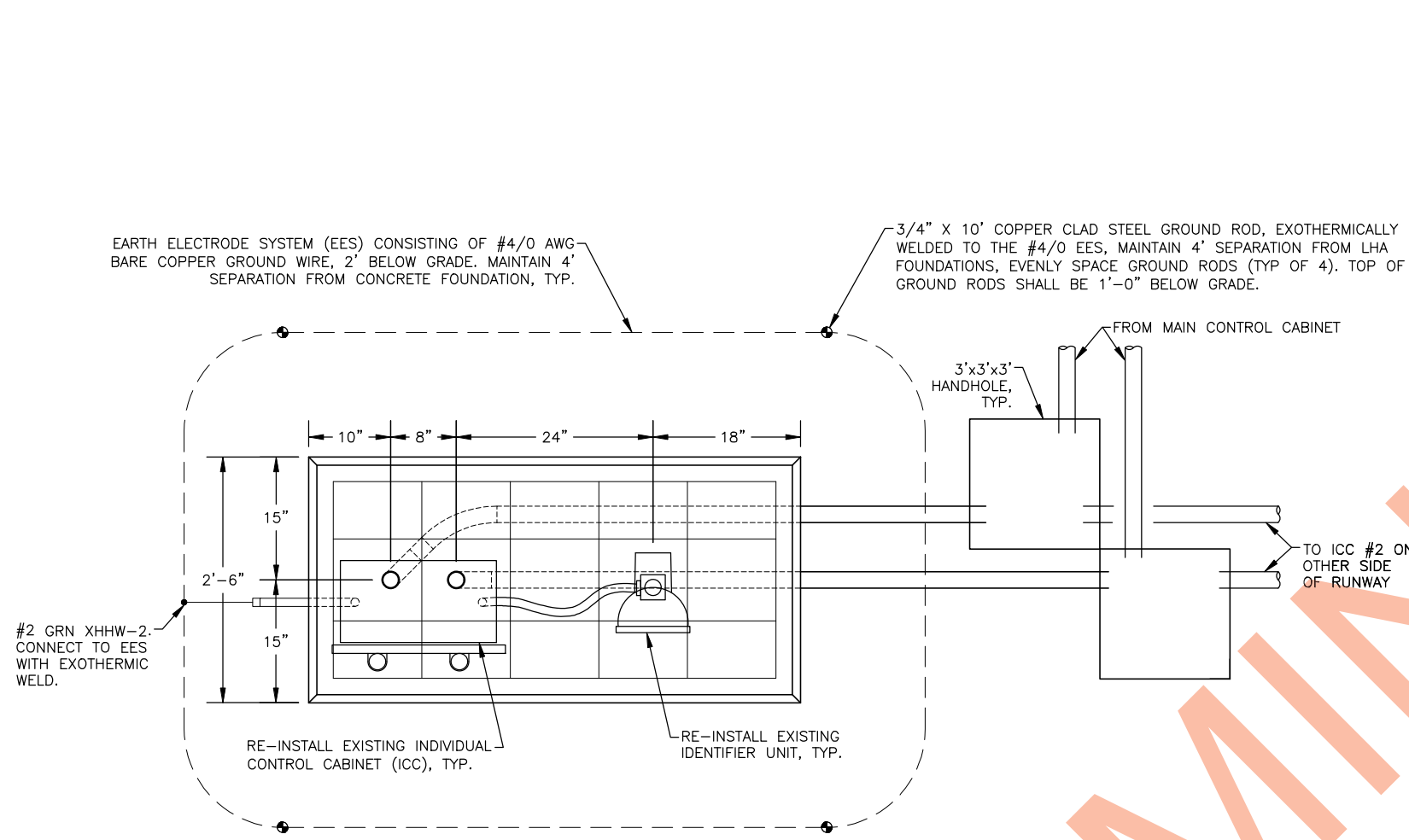
STATE OF ALASKA
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 REIL PLOT PLANS

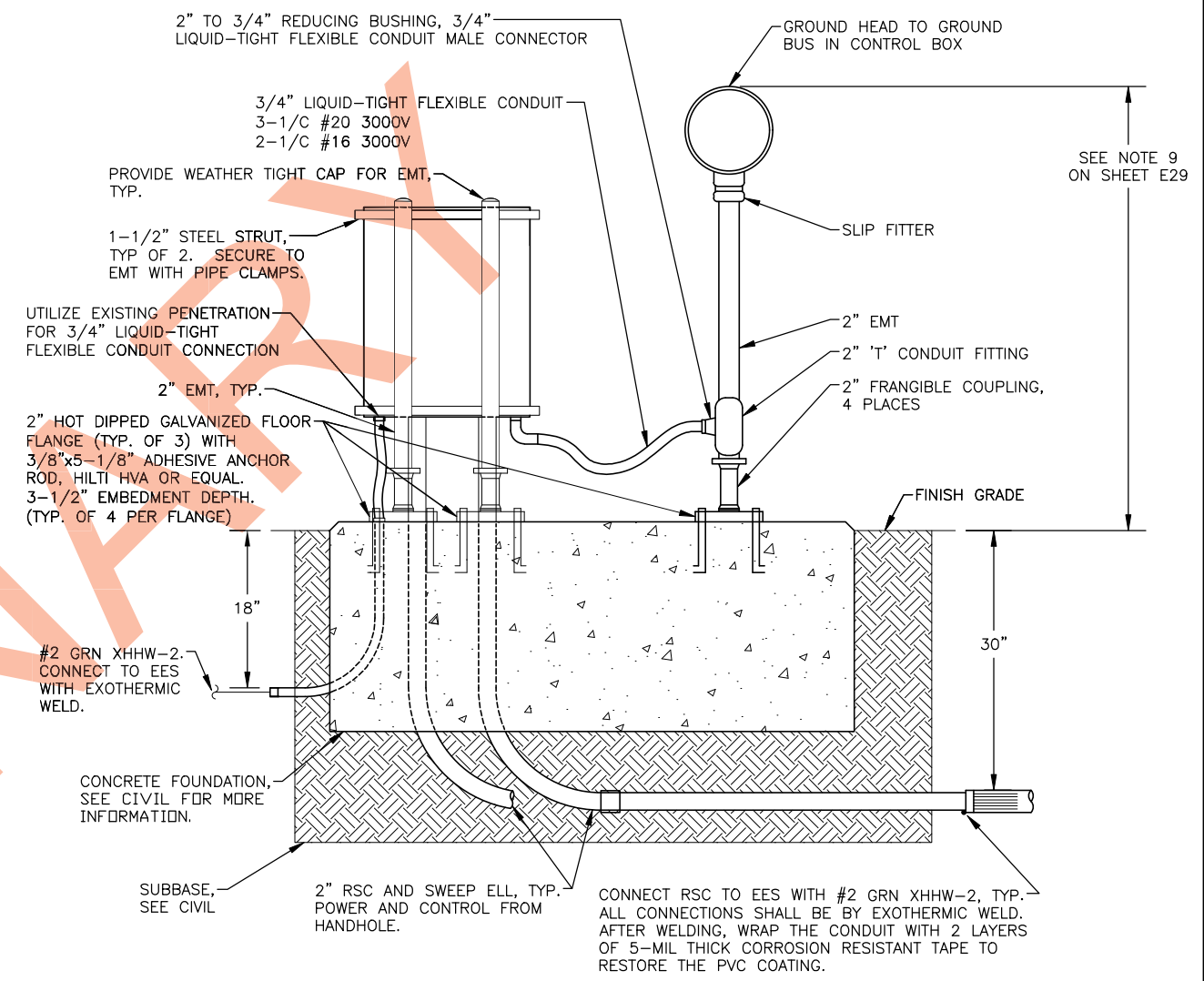
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Date Received: 10/30/2023, 5:52 PM
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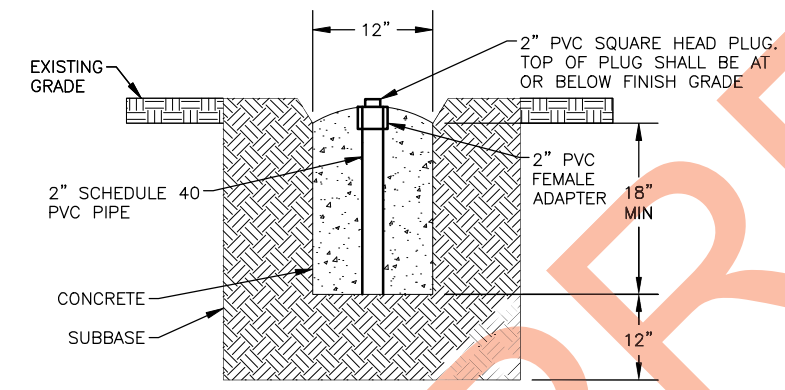
Designed By: JIB
 Drawn By: DH
 Checked By: EC



1
E28 PAD PLAN FOR INDIVIDUAL CONTROL CABINET AND IDENTIFIER
 NTS



2
E28 PAD SECTION FOR INDIVIDUAL CONTROL CABINET AND IDENTIFIER
 NTS



3
E28 AIMING PAD DETAIL
 NTS

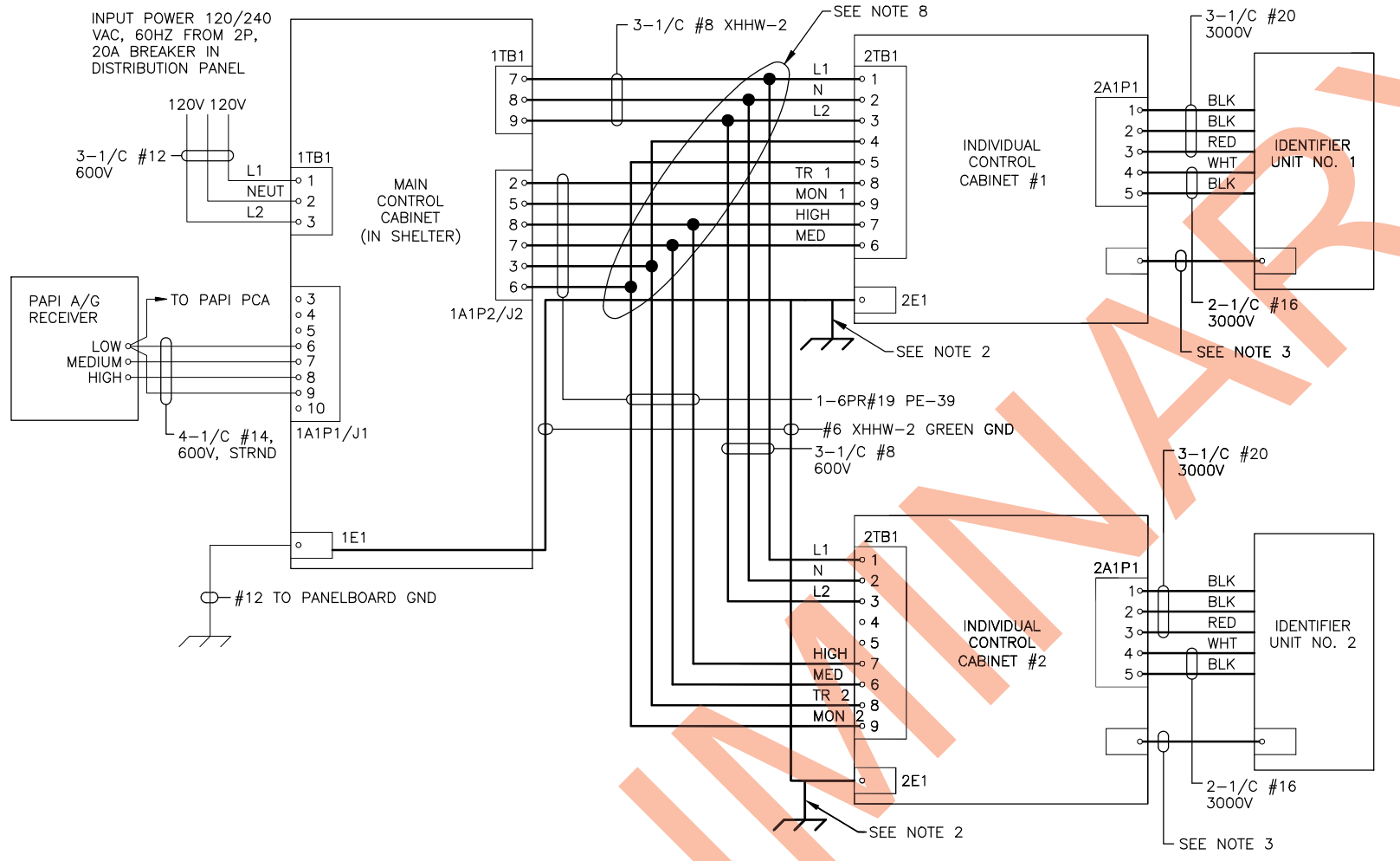
| PLANS DEVELOPED BY: | | |
|---|------|----------|
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 REIL DETAILS

DATE: 10/30/2023
 SHEET: E28 OF E29

Date Received: 10/30/2023, 5:52 PM
 Layout Name: E29
 File Path and Name: Z:\2022\2022\2022 - Chevak Airport Rehabilitation\E-Working\Drawings\Z53725-VAK_LTG_DET-FAA.dwg
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 Drawn By: DH
 Checked By: EC



REIL INSTALLATION NOTES:

1. ALL EQUIPMENT INSIDE THE PAPI/REIL SHELTER, INCLUDING THE MAIN CONTROL CABINET AND A/G RECEIVER, IS ETR. THE INDIVIDUAL CONTROL CABINETS AND IDENTIFIERS (REIL HEADS) ARE ETR. ALL OTHER EQUIPMENT, CONDUIT, CONDUCTORS, AND MATERIALS ARE NEW, PROVIDED BY CONTRACTOR.
2. INSTALL A #2 XHHW-2 GREEN GND WIRE FROM THE GROUND LUG IN EACH CABINET. CONNECT TO EES WITH EXOTHERMIC WELD.
3. GROUND FLASHER HEADS WITH A #12 GREEN INSULATED COPPER WIRE. ROUTE THE WIRE THROUGH THE FLEXIBLE CONDUIT AND ATTACH IT TO THE GROUND CLAMP INSIDE THE INDIVIDUAL CONTROL CABINETS.
4. CONDUITS SHALL ENTER THROUGH EXISTING PENETRATIONS IN THE BOTTOM OF THE CABINETS.
5. A WATERTIGHT SEALANT SHALL BE APPLIED AT CONDUIT-TO-CABINET FITTINGS.
6. THE IDENTIFIERS SHALL BE AIMED 15 DEGREES OUTWARD FROM THE RUNWAY CENTERLINE AND 10 DEGREES ABOVE THE HORIZONTAL.
7. INSTALL A GROUNDING BUSHING AT BOTH ENDS OF ALL CONDUITS IN ALL CABINETS.
8. ALL SPLICES SHALL OCCUR INSIDE THE REIL ICC #1 USING TERMINAL STRIP 2TB1, FOLD BACK, SECURE, AND TAPE ALL UNUSED #19 CONDUCTORS.
9. THE ELEVATION OF BOTH LAMP HEADS SHALL BE THE SAME AND WITHIN 3 FEET OF A HORIZONTAL PLANE THROUGH THE RUNWAY CENTERLINE, OR A MAXIMUM OF 5 FEET ABOVE THE SURROUNDING GRADE. FIELD MEASURE AND INSTALL AT HIGHEST ACCEPTABLE ELEVATION.

1 REIL WIRING SCHEMATIC
E29 NTS

PRELIMINARY

PLANS DEVELOPED BY:
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ENGINEERS, INC.
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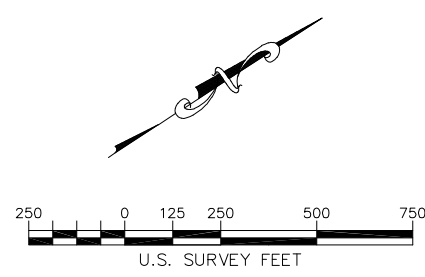
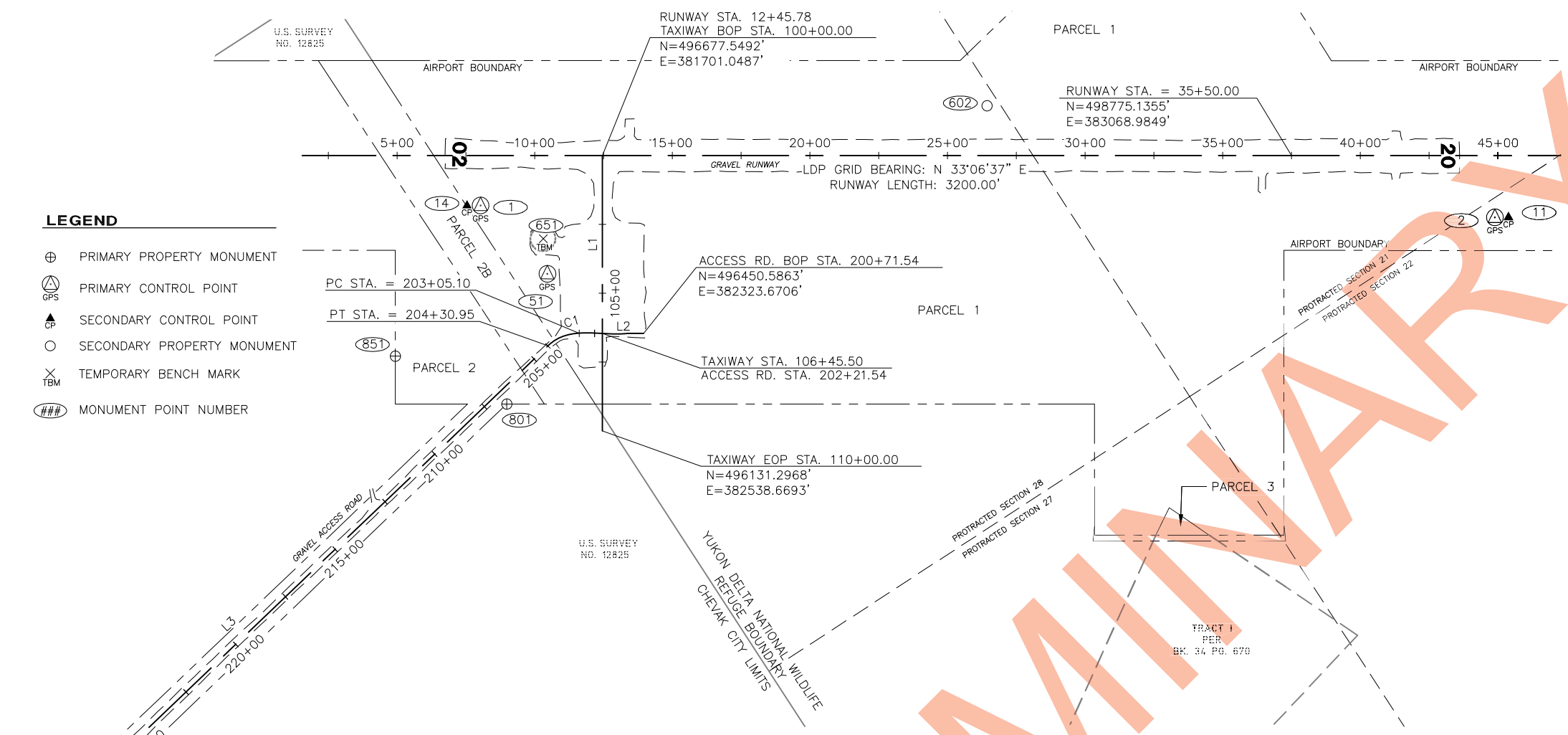
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-0XX-20XX
 REIL WIRING SCHEMATIC

DATE:
 10/30/2023
 SHEET:
 E29 OF E29

10/11/2023, 1:46 PM
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 File Path and Name: Z:\Project\287101 DOT_C Chevak Airport Survey And ALP\Survey\ACAD\Civil_3D_2018\Z537250000 Chevak Airport SCS.dwg
 Designed By: XXXX
 Drawn By: XXXX
 Checked By: XXXX



LEGEND

- ⊕ PRIMARY PROPERTY MONUMENT
- ⊕ GPS PRIMARY CONTROL POINT
- ⊕ CP SECONDARY CONTROL POINT
- SECONDARY PROPERTY MONUMENT
- ⊗ TBM TEMPORARY BENCH MARK
- ### MONUMENT POINT NUMBER

HORIZONTAL CONTROL STATEMENT
 COORDINATE SYSTEM:
 THIS PROJECT IS LOCATED ENTIRELY WITHIN THE "ALASKA WEST COAST 2015" LOW DISTORTION PROJECTION (LDP), CREATED BY THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, AND HAS THE FOLLOWING PARAMETERS:
 LINEAR UNIT: U.S. SURVEY FEET (USFT)
 DATUM: NAD83 (2011) EPOCH 2010.0000
 PROJECTION: TRANSVERSE MERCATOR
 LATITUDE OF LOCAL ORIGIN: 61°00'00.0" N
 CENTRAL MERIDIAN: 165°30'00.0" W
 FALSE NORTHING: 300,000.0 USFT
 FALSE EASTING: 400,000.0 USFT
 GRID SCALE FACTOR: 0.99999 (EXACT)
 ELLIPSOID: GRS 1980

BASIS OF COORDINATES:
 THE BASIS OF COORDINATES FOR THIS PROJECT IS POINT NUMBER 2, A FOUND AKDOT PRIMARY GPS CONTROL MONUMENT "CHEVAK 2". THE RECORD LOCAL COORDINATES ARE PER A SURVEY CONTROL DIAGRAM, RECORDED IN THE BETHEL RECORDING DISTRICT AS PLAT NO. 2005-4 SAID MONUMENT HAS THE FOLLOWING COMPUTED LATITUDE AND LONGITUDE FROM THE NATIONAL GEODETIC SURVEY (NGS) COORDINATE AND TRANSFORMATION TOOL (NCAT):
 NAD83(2011) EPOCH 2010.0000:
 LATITUDE 61°32'42.12011" NORTH (COMPUTED)
 LONGITUDE 165°35'37.15227" WEST (COMPUTED)
 ELLIPSOID HEIGHT 76.18 USFT (OPUS)

PROJECT BEARINGS ARE "ALASKA WEST COAST 2015" LDP GRID BEARINGS.

VERTICAL CONTROL STATEMENT
 THE PROJECT VERTICAL DATUM IS NAVD88(GEIOD12B). THE BASIS OF VERTICAL CONTROL IS THE AVERAGE ELEVATION OF TWO NGS OPUS SOLUTIONS ON POINT NO. 2, PERFORMED ON JUNE 23 AND JUNE 24, 2021. PROJECT ELEVATIONS ARE BASED ON POINT NO. 2, HAVING AN ELEVATION OF 48.97 U.S. SURVEY FEET. SAID PROJECT ELEVATIONS WERE ESTABLISHED USING DIFFERENTIAL LEVELING TECHNIQUES. ALL LEVEL LOOPS WERE CLOSED, ADJUSTED AND MEET OR EXCEED THIRD ORDER ACCURACIES.

TO GO FROM PROJECT ELEVATIONS TO RECORD ELEVATIONS PER PLAT 2012-32 B.R.D., SUBTRACT 11.39 FEET.

- NOTES:**
- THE INFORMATION SHOWN HEREON IS BASED ON A FIELD SURVEY PERFORMED BY R&M CONSULTANTS, INC. (R&M) JUNE 23, 2021 THRU JUNE 29, 2021. FIELD SURVEY INFORMATION CAN BE FOUND IN R&M FIELD BOOK NO. 2871, TITLED "SCAMMON BAY AIRPORT / CHEVAK AIRPORT", PAGES 40 THRU 67.
 - ALL DIMENSIONS, COORDINATES, AND ELEVATIONS SHOWN HEREON ARE EXPRESSED IN U.S. SURVEY FEET, UNLESS OTHERWISE NOTED.
 - ALL COORDINATES AND DIMENSIONS SHOWN HEREON SHOULD BE VERIFIED IN THE FIELD BEFORE USE.
 - WHETHER LISTED OR NOT, ALL MONUMENTS OR PROPERTY MARKERS, CORNERS, OR ACCESSORIES WHICH WILL BE DISTURBED OR BURIED, SHALL BE REFERENCED OR RE-ESTABLISHED IN THEIR ORIGINAL POSITION (A.S. 19.10.260) AND RECORDED (A.S. 34.65.040).

| PROJECT CONTROL | | | | | | | | | | | |
|-----------------|--------------|-----------|-----------|-----------|------------|-----------|-------------|-------------|-----------|--|--|
| POINT | RUNWAY 02/20 | | TAXIWAY | | ACCESS RD. | | NORTHING | EASTING | ELEVATION | DESCRIPTION | |
| | STATION | OFFSET | STATION | OFFSET | STATION | OFFSET | | | | | |
| 1 | 8+03.55 | 181.37 Rt | 101+81.37 | 442.23 Rt | 203+90.59 | 559.19 Rt | 496208.0532 | 381611.4000 | 45.05 | FD ROD: CHEVAK1 | |
| 2 | 44+88.81 | 224.56 Rt | --- | --- | --- | --- | 499271.3099 | 383660.6524 | 48.97 | FD BD/ROD: AKDOT CHEVAK2 | |
| 11 | 45+38.18 | 224.41 Rt | --- | --- | --- | --- | 499312.7510 | 383687.5026 | 46.54 | FD AM[5480-S]: BENCHMARK 2 RM 2004 | |
| 14 | 7+53.78 | 181.48 Rt | 101+81.47 | 492.00 | 204+00.12 | 585.00 Rt | 496166.3117 | 381584.3015 | --- | FD AM[5480-S]: BENCHMARK 1 RM 2004 | |
| 51 | 10+46.11 | 429.49 Rt | 104+29.49 | 199.67 | 203+53.91 | 233.31 Rt | 496275.6899 | 381951.7255 | 39.08 | GPS SET AM[12042-S]: CP-51 | |
| 602 | 26+43.84 | 181.05 Lt | --- | --- | --- | --- | 497947.4943 | 382313.0957 | --- | FD RBR: CP-22 (2005-4) BRD | |
| 801 | --- | --- | 109+02.28 | 347.07 | 206+84.87 | 49.30 Lt | 495893.9603 | 382267.2291 | --- | FD AM[4469-S]: COR 28 (2002-2) BRD | |
| 851 | --- | --- | 107+28.55 | 752.07 | 208+57.64 | 356.11 Rt | 495649.6246 | 381900.4795 | --- | FD AM[4469-S]: WC COR 32A (2002-2) BRD | |
| 852 | --- | --- | --- | --- | --- | --- | 493611.9988 | 382594.2402 | 64.73 | FD AM[7222-S]: RESET COR 30 (2002-2) BRD | |

| VERTICAL CONTROL | | | | | | | | |
|------------------|--------------|--------|---------|--------|----------|---------|-----------|---|
| POINT | RUNWAY 17/35 | | TAXIWAY | | NORTHING | EASTING | ELEVATION | DESCRIPTION |
| | STATION | OFFSET | STATION | OFFSET | | | | |
| 651 | 10+31 | 302 Rt | 103+02 | 214 Rt | 496333 | 381837 | 44.55 | TBM SCRIBED "X" IN TOP N'LY BOLT BASE OF WINDSOCK |

LINE TABLE

| LINE | BEARING | LENGTH |
|------|---------------|---------|
| L1 | S 56°53'22" E | 1000.00 |
| L2 | S 33°06'37" W | 176.56 |
| L3 | S 10°35'22" E | 2557.01 |

CURVE TABLE

| CURVE | LENGTH | RADIUS | TANGENT | DELTA | CHORD BEARING | CHORD |
|-------|--------|--------|---------|-----------|---------------|--------|
| C1 | 125.85 | 165.00 | 66.16 | 43°42'00" | S 11°15'37" W | 122.82 |

PLANS DEVELOPED BY:
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STATE OF ALASKA
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z532750000
 AIP No. 3-02-0468-XXX-20XX
 SURVEY CONTROL SHEET

DATE: 10/11/2023
 SHEET: AA1 OF AA1

Date Recv'd: 10/30/2023, 5:25 PM
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 Drawn By: CMB
 Checked By: MIM

CONSTRUCTION PHASE TABLE

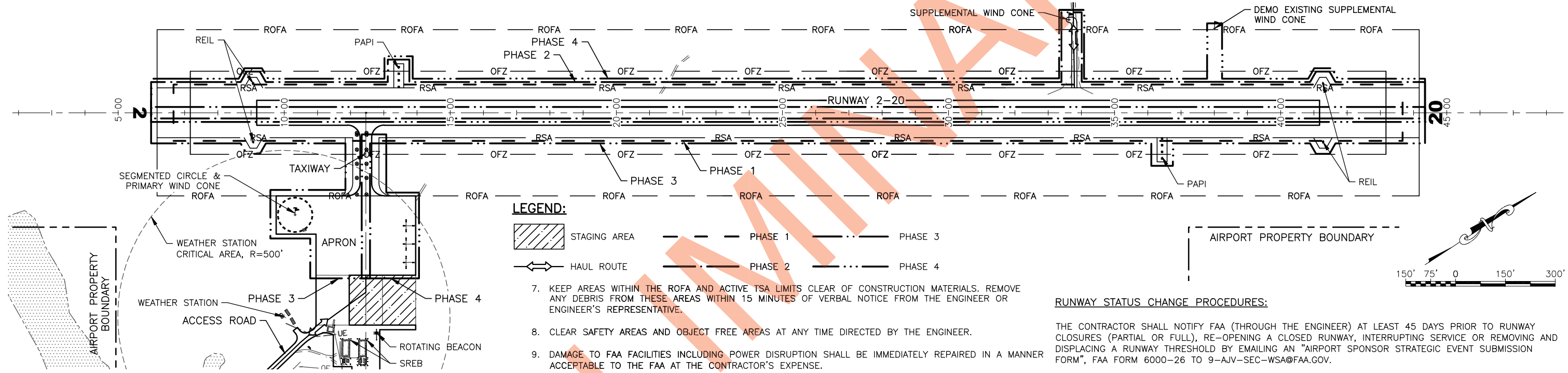
| CONSTRUCTION PHASE | WORK TO BE COMPLETED | DURATION | RUNWAY CLOSURE | TAXIWAY CLOSURE |
|--------------------|--|----------|---|--|
| PHASE 1 | SALVAGE EXISTING CASC MATERIAL FROM THE RUNWAY AND TAXIWAY AND EXPAND EAST RSA EMBANKMENT PER DETAIL 1/AC6. REMOVE AND BACKFILL EXISTING LIGHT CANS, HANDHOLES, AND FAA JUNCTION BOXES. | 20 DAYS | NIGHTLY RUNWAY CLOSURE 7PM-8:30AM. | NIGHTLY TAXIWAY CLOSURE 7PM-8:30AM. |
| PHASE 2 | CONSTRUCT NORTHWEST HALF OF RUNWAY EMBANKMENT PER DETAIL 2/AC6. CONSTRUCT NEW SUPPLEMENTAL WIND CONE MAINTENANCE ACCESS EMBANKMENT. PAPI AND REILS WILL BE DEACTIVATED AND REMOVED. | 30 DAYS | NIGHTLY RUNWAY CLOSURE 7PM-8:30AM. HALF-WIDTH DAY OPERATIONS. | NONE |
| PHASE 3 | CONSTRUCT SOUTHEAST HALF OF RUNWAY AND SOUTH HALF OF TAXIWAY AND APRON PER DETAILS 3/AC6 AND 4/AC6. INSTALL RUNWAY AND TAXIWAY LIGHTING, INSTALL PAPI AND REIL SYSTEMS, AND REPLACE SEGMENTED CIRCLE AND PRIMARY WIND CONE. | 45 DAYS | NIGHTLY RUNWAY CLOSURE 7PM-8:30AM. HALF-WIDTH DAY OPERATIONS. | NIGHTLY TAXIWAY CLOSURE 7PM-8:30AM. HALF-WIDTH DAY OPERATIONS. |
| PHASE 4 | FINISH CONSTRUCTION OF NORTHWEST HALF OF RUNWAY AND CONSTRUCT NORTH HALF OF TAXIWAY AND APRON PER DETAILS 5/AC6 AND 6/AC6. INSTALL RUNWAY AND TAXIWAY LIGHTING, INSTALL PAPI AND REIL SYSTEMS, SURFACE NEW SUPPLEMENTAL WIND CONE MAINTENANCE ACCESS, DEMO EXISTING SUPPLEMENTAL WIND CONE, INSTALL NEW SUPPLEMENTAL WIND CONE, AND REPLACE AIRCRAFT TIE-DOWNS. APPLY DUST PALLIATIVE TO RUNWAY, TAXIWAY, AND APRON. | 40 DAYS | NIGHTLY RUNWAY CLOSURE 7PM-8:30AM. HALF-WIDTH DAY OPERATIONS. | NIGHTLY TAXIWAY CLOSURE 7PM-8:30AM. HALF-WIDTH DAY OPERATIONS. |
| PHASE 5 | REHABILITATE AIRPORT ACCESS ROAD, PASSENGER WAITING LOT, AND SREB MAINTENANCE LOT, REHABILITATE SREBS, REPLACE ROAD SIGNAGE, REPLACE AND RELOCATE AIRPORT ROTATING BEACON TO TIP-DOWN POLE, REPLACE ELECTRICAL ENCLOSURE BUILDING, AND APPLY DUST PALLIATIVE. | 25 DAYS | NONE | NONE |

RUNWAY SAFETY AREAS

| RUNWAY | TEMPORARY RUNWAY | | | | | |
|---------------------------|------------------|-------------|--------------|--------------|--------------|-------------|
| | EXISTING | PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4 | PHASE 5 |
| RUNWAY DESIGN CODE | A-II(S) | A-II(S) | A-II(S) | A-II(S) | A-II(S) | A-II(S) |
| APPROACH TYPE | NPI | NPI | NPI | NPI | NPI | NPI |
| RUNWAY TYPE | UTILITY | UTILITY | UTILITY | UTILITY | UTILITY | UTILITY |
| RUNWAY DIMENSIONS | 75'x3,200' | 75'x3,200' | 37.5'x3,200' | 37.5'x3,200' | 37.5'x3,200' | 75'x3,200' |
| RUNWAY SAFETY AREA | 120'x3,680' | 120'x3,680' | 75'x3,800' | 75'x3,800' | 75'x3,800' | 150'x3,800' |
| RUNWAY OBJECT FREE AREA | 500'x3800' | 500'x3800' | 250'x3,800' | 250'x3,800' | 250'x3,800' | 500'x3,800' |
| RUNWAY OBSTACLE FREE ZONE | 250'x3,600' | 250'x3,600' | 125'x3,600' | 125'x3,600' | 125'x3,600' | 250'x3,600' |
| PRIMARY SURFACE WIDTH | 500' | 500' | 250' | 250' | 250' | 500' |

TAXIWAY SAFETY AREAS

| TAXIWAY | EXISTING | PHASE 1 | PHASE 2 | PHASE 3 | PHASE 4 | PHASE 5 |
|--------------------------|----------|----------|----------|-----------------|-----------------|----------|
| TAXIWAY CL CONFIGURATION | CENTERED | CENTERED | CENTERED | OFFSET 12.5' NE | OFFSET 12.5' SW | CENTERED |
| TAXIWAY WIDTH | 35' | 35' | 35' | 25' | 25' | 35' |
| TAXIWAY SAFETY AREA | 79' | 79' | 79' | 54' | 54' | 79' |
| TAXIWAY OBJECT FREE AREA | 124' | 124' | 124' | 99' | 99' | 124' |



GENERAL SAFETY REQUIREMENTS:

- SEE APPENDIX C 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.
- 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.
- DURING PHASES 1, 2, AND 3, THE CLOSED PORTIONS OF THE RUNWAY AND TAXIWAY MAY BE USED AS A HAUL ROUTE. HAUL ROUTES WILL NOT BE ALLOWED ON ANY OPEN RUNWAY OR TAXIWAY, INCLUDING THE ACTIVE RSA OR TSA.
- WHEN WORKING NEAR THE OPEN RUNWAY, EVACUATE ALL PERSONNEL AND EQUIPMENT TO THE SAFE ZONES DESCRIBED IN DETAILS 1 AND 2 ON SHEET AC7, 15 MINUTES PRIOR TO AND 15 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.**
- DETERMINE THE TIMES OF SCHEDULED FLIGHTS INTO CHEVAK AIRPORT AND ALLOW AIRCRAFT TO USE THE RUNWAY DURING THE SCHEDULED TIMES. THE CONTRACTOR SHALL MONITOR THE COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) AND PERFORM VISUAL MONITORING FOR UNSCHEDULED FLIGHTS. THE CONTRACTOR SHALL CLEAR THE RUNWAY ACCORDING TO NOTE 4 FOR ALL ARRIVALS AND DEPARTURES INCLUDING EMERGENCY MEDEVACS.
- ALL CONSTRUCTION VEHICLES AND EQUIPMENT SHALL OPERATE A FLASHING YELLOW BEACON AND 3' X 3' CHECKERED FLAG WITH 1' X 1' ORANGE AND WHITE SQUARES WHEN WORKING ON THE AIRPORT. THE CONTRACTOR'S SAFETY OFFICER VEHICLE SHALL HAVE BOTH A YELLOW FLASHING BEACON AND A SEPARATE VISUAL AND/OR AUDIBLE SIGNAL (E.G., COLORED FLASHING BEACON OTHER THAN YELLOW, MEGAPHONE, AIR HORN, 2-WAY RADIO CONTACT, ETC) USED TO SIGNAL WORKERS TO CLEAR THE AREAS DESCRIBED IN NOTE 4 DURING AIRCRAFT TAKEOFFS AND LANDINGS.

LEGEND:

- STAGING AREA
 - PHASE 1
 - PHASE 3
 - PHASE 2
 - PHASE 4
 - HAUL ROUTE
- KEEP AREAS WITHIN THE ROFA AND ACTIVE 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.
 - CLEAR SAFETY AREAS AND OBJECT FREE AREAS AT ANY TIME DIRECTED BY THE ENGINEER.
 - DAMAGE TO FAA FACILITIES INCLUDING POWER DISRUPTION SHALL BE IMMEDIATELY REPAIRED IN A MANNER ACCEPTABLE TO THE FAA AT THE CONTRACTOR'S EXPENSE.
 - REMOVE MATERIAL STOCKPILES AND EQUIPMENT FROM OBJECT FREE AREAS DURING NON-WORK HOURS.
 - PROVIDE AIRPORT FLAGGERS FOR ALL OPEN TAXIWAYS AND RUNWAYS AND WHERE THE ENGINEER DETERMINES A FLAGGER IS NECESSARY.
 - CONTRACTOR HAULING OPERATIONS ARE 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.
 - THE CONTRACTOR MUST REPORT ANY SAFETY ISSUES TO THE ENGINEER UPON DISCOVERY. THE CONTRACTOR MUST TAKE IMMEDIATE ACTION TO RESOLVE SAFETY ISSUES AS DIRECTED.
 - IMMEDIATELY REMOVE ALL FOREIGN OBJECT DEBRIS (FOD) FROM ACTIVE SURFACES UPON DISCOVERY OR NOTIFICATION. FAILURE TO REMOVE FOD MAY BE CONSIDERED A SAFETY VIOLATION AS DETERMINED BY THE ENGINEER. STATION ADEQUATE CLEANING EQUIPMENT AT THE JOB SITE FOR IMMEDIATE CLEANUP OF ANY MATERIAL SPILLS ON ALL ACTIVE RUNWAY, TAXIWAY, AND APRON SURFACES.
 - THE NEW ROTATING BEACON MUST BE OPERATIONAL BEFORE DECOMMISSIONING THE OLD ROTATING BEACON.
 - THE CONTRACTOR SHALL BE AWARE OF AND ACCOMMODATE ALL SCHEDULED, UNSCHEDULED, AND CHARTERED OPERATIONS.
 - MAINTAIN ACCESS FROM THE AIRPORT TO THE CITY OF CHEVAK DURING ALL PHASES OF WORK, INCLUDING ACCESS ROAD REHABILITATION. SEE SPECIFICATION G-710.
 - CONTRACTOR SHALL MANAGE DUST AND SMOKE IN THE VICINITY OF THE WEATHER STATION. MAINTENANCE OF THE INSTRUMENT APPROACH PROCEDURES FOR AIRCRAFT IS CONTINGENT UPON WEATHER STATION READINGS REMAINING ACCURATE AND OPERATIONAL.

RUNWAY STATUS CHANGE PROCEDURES:

- THE CONTRACTOR SHALL NOTIFY FAA (THROUGH THE ENGINEER) 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 6000-26 TO 9-AJV-SEC-WSA@FAA.GOV.
- FOLLOW THESE PROCEDURES ANY TIME THE STATUS OF THE RUNWAY OR TAXIWAY IS TO BE ALTERED.
- CONTRACTOR NOTIFIES ENGINEER OF UPCOMING CHANGE IN AIRPORT STATUS. PROVIDE 5 DAYS ADVANCE NOTICE.
 - AIRPORT MANAGER FILES NOTAM WITH FAA.
 - CONTRACTOR RECEIVES TENTATIVE APPROVAL TO CHANGE RUNWAY STATUS AT A SPECIFIC TIME AND DATE.
 - ON THE DAY OF THE CHANGE IN STATUS, A MEETING IS CONDUCTED WITH ENGINEER TO REVIEW SCHEDULE AND SAFETY PROCEDURES.
 - ENGINEER CLOSES RUNWAY/TAXIWAY TEMPORARILY FOR REQUIRED GRADING AND/OR NEW TEMPORARY MARKINGS.
 - CONTRACTOR GRADES TEMPORARY RUNWAY SO TRANSVERSE GRADES WITHIN TEMPORARY RUNWAY SHALL BE 1-2%. TRANSVERSE GRADES WITHIN TEMPORARY RSA SHALL NOT EXCEED 5%. LONGITUDINAL GRADES ALONG TEMPORARY RUNWAY SHALL NOT EXCEED 2%. COMPACT TEMPORARY RUNWAY TO THE ENGINEER'S SATISFACTION.**
 - CONTRACTOR INSTALLS APPROVED TEMPORARY MARKINGS AND/OR APPROVED TEMPORARY LIGHTING.
 - ENGINEER INSPECTS AND APPROVES MARKINGS AND LIGHTING.
 - CONTRACTOR IS PROVIDED NOTICE TO PROCEED WITH THE WORK.
 - CONTRACTOR CHANGES RUNWAY STATUS TO A NEW CONFIGURATION, OR CHANGES TO PERMANENT STATUS. AIRPORT MANAGER SHALL CANCEL OR REVISE NOTAM WITH FAA WHEN WORK IS COMPLETE.

PLANS DEVELOPED BY:
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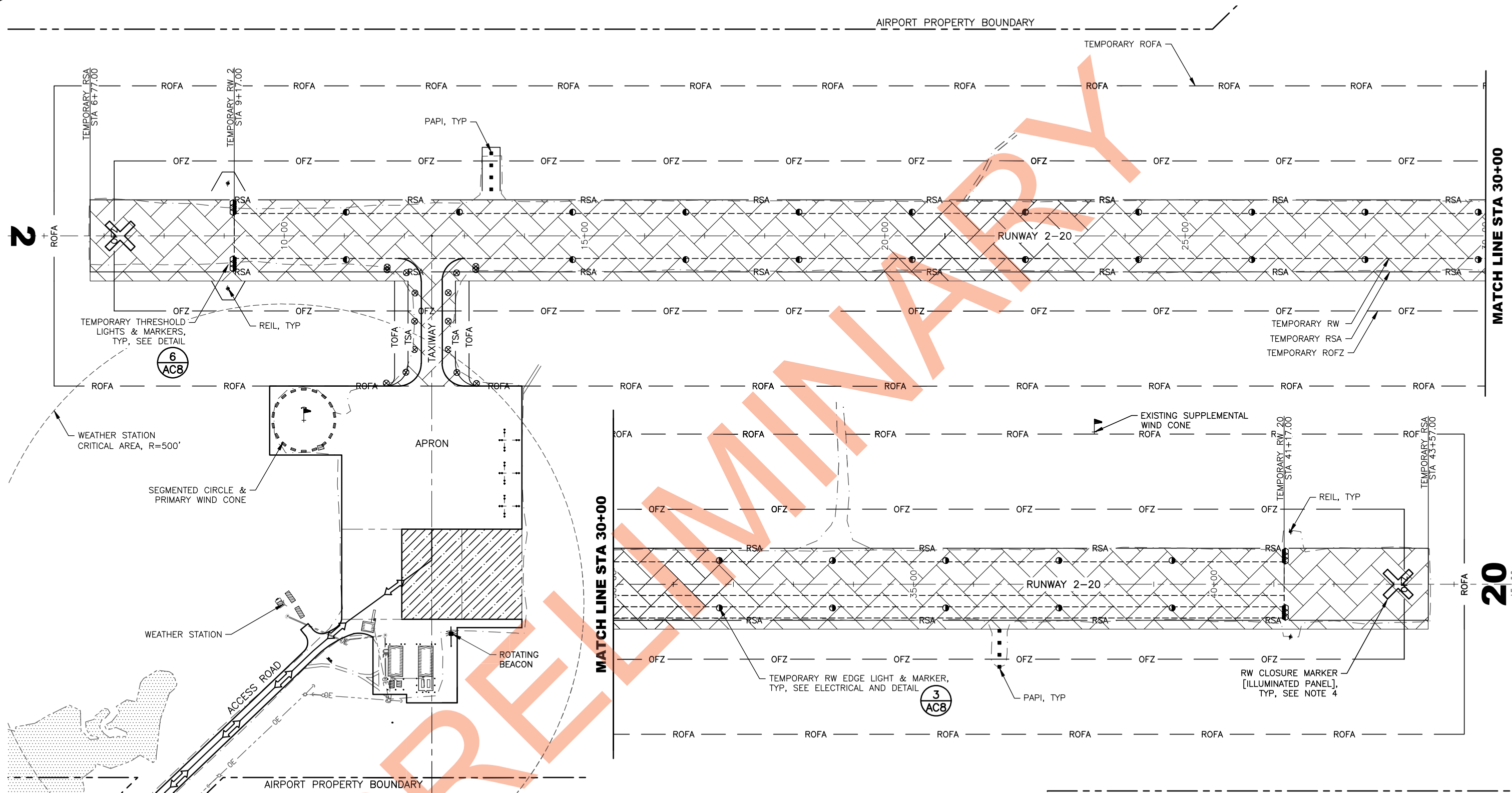
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 CONSTRUCTION SAFETY & PHASING PLAN
 OVERVIEW







DATE:
10/30/23
 SHEET:
AC1 of AC17

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 Checked By: MIM



- NOTES:**
1. COMPLETE RUNWAY STATUS CHANGE PROCEDURES LISTED ON SHEET AC1 PRIOR TO PHASE CONSTRUCTION.
 2. EVACUATE PERSONNEL AND EQUIPMENT FROM AREAS DESCRIBED IN NOTE 4 ON SHEET AC1 AND AS SHOWN ON SHEET AC7 DURING AIRCRAFT OPERATIONS.
 3. COORDINATE AND MAINTAIN ACCESS TO THE ACTIVE TAXIWAY AND APRON DURING CONSTRUCTION.
 4. USE LIGHTED RUNWAY CLOSURE MARKERS DURING NIGHT RUNWAY CLOSURE ONLY. REMOVE DURING DAYTIME OPERATIONS AND FOR ANY EMERGENCY LANDING.
 5. AT THE END OF EACH SHIFT, GRAVEL TRANSITIONS WILL BE CONSTRUCTED TO KEEP THE RUNWAY AND TAXIWAY OPEN AND OPERATIONAL DURING DAYTIME HOURS. GRAVEL TRANSITIONS MUST EXTEND THE FULL WIDTH OF THE RUNWAY AND TAXIWAY. TRANSITIONS MUST BE APPROVED BY THE ENGINEER PRIOR TO OPENING FOR AIRCRAFT OPERATIONS. SEE TEMPORARY TRANSITION DETAIL ON SHEET AC8.
 6. MAINTAIN A MINIMUM OF 3 INCHES OF COMPACTED EXISTING/REMAINING CASC ON ALL TEMPORARY OPERATIONAL SURFACES.

LEGEND:

-  PHASE 1
-  STAGING AREA
-  RUNWAY CLOSURE MARKER [ILLUMINATED PANEL]
-  TEMPORARY RW EDGE LIGHT WITH MARKER OR THRESHOLD LIGHT WITH MARKER
-  TEMPORARY TW EDGE LIGHT WITH MARKER
-  HAUL ROUTE

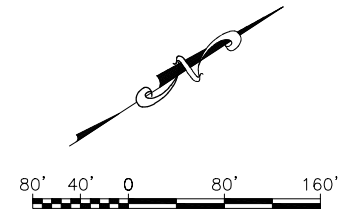
PLANS DEVELOPED BY:
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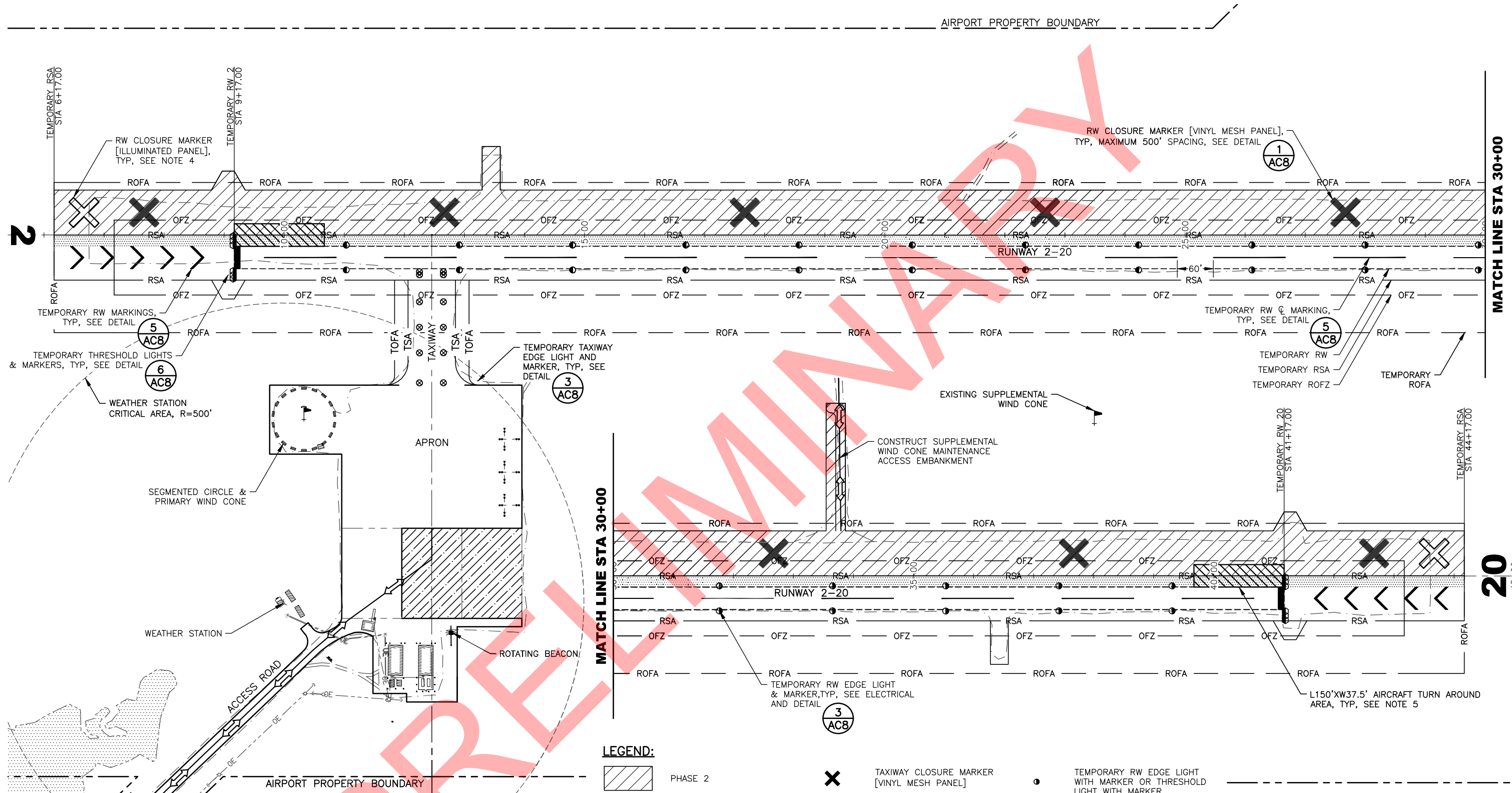
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 CONSTRUCTION SAFETY & PHASING PLAN
 PHASE 1

DATE:
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 SHEET:
 AC2 of AC17



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- NOTES:**
1. COMPLETE RUNWAY STATUS CHANGE PROCEDURES LISTED ON SHEET AC1 PRIOR TO PHASE CONSTRUCTION.
 2. EVACUATE PERSONNEL AND EQUIPMENT FROM AREAS DESCRIBED IN NOTE 4 ON SHEET AC1 AND AS SHOWN ON SHEET AC7 DURING AIRCRAFT OPERATIONS.
 3. COORDINATE AND MAINTAIN ACCESS TO THE ACTIVE APRON DURING CONSTRUCTION.
 4. USE LIGHTED RUNWAY CLOSURE MARKERS DURING NIGHT RUNWAY CLOSURE ONLY. REMOVE DURING DAYTIME RUNWAY HALF WIDTH OPERATIONS AND FOR ANY EMERGENCY LANDING.
 5. PROVIDE AND MAINTAIN A 150' X 37.5' TEMPORARY AIRCRAFT TURNAROUND AT EACH RUNWAY END ANY TIME THE HALF WIDTH RUNWAY IS OPEN FOR OPERATIONS. TEMPORARY AIRCRAFT TURNAROUND SHALL HAVE A SMOOTH AND COMPACTED SURFACE THAT IS SUITABLE FOR AIRCRAFT TRAFFIC AND NO MORE THAN A 2% GRADE IN ANY DIRECTION.

LEGEND:

- PHASE 2
- TURNAROUND AREA
- CONSTRUCTION PROHIBITED DURING AIRCRAFT OPERATIONS
- STAGING AREA
- TAXIWAY CLOSURE MARKER [VINYL MESH PANEL]
- RUNWAY CLOSURE MARKER [VINYL MESH PANEL]
- RUNWAY CLOSURE MARKER [ILLUMINATED PANEL]
- HAUL ROUTE
- TEMPORARY RW EDGE LIGHT WITH MARKER OR THRESHOLD LIGHT WITH MARKER
- TEMPORARY TW EDGE LIGHT WITH MARKER

| PLANS DEVELOPED BY: | | DATE: | |
|----------------------------|------|----------|--|
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| ANCHORAGE, AK 99507 | | | |
| (907) 522-1707 | | | |
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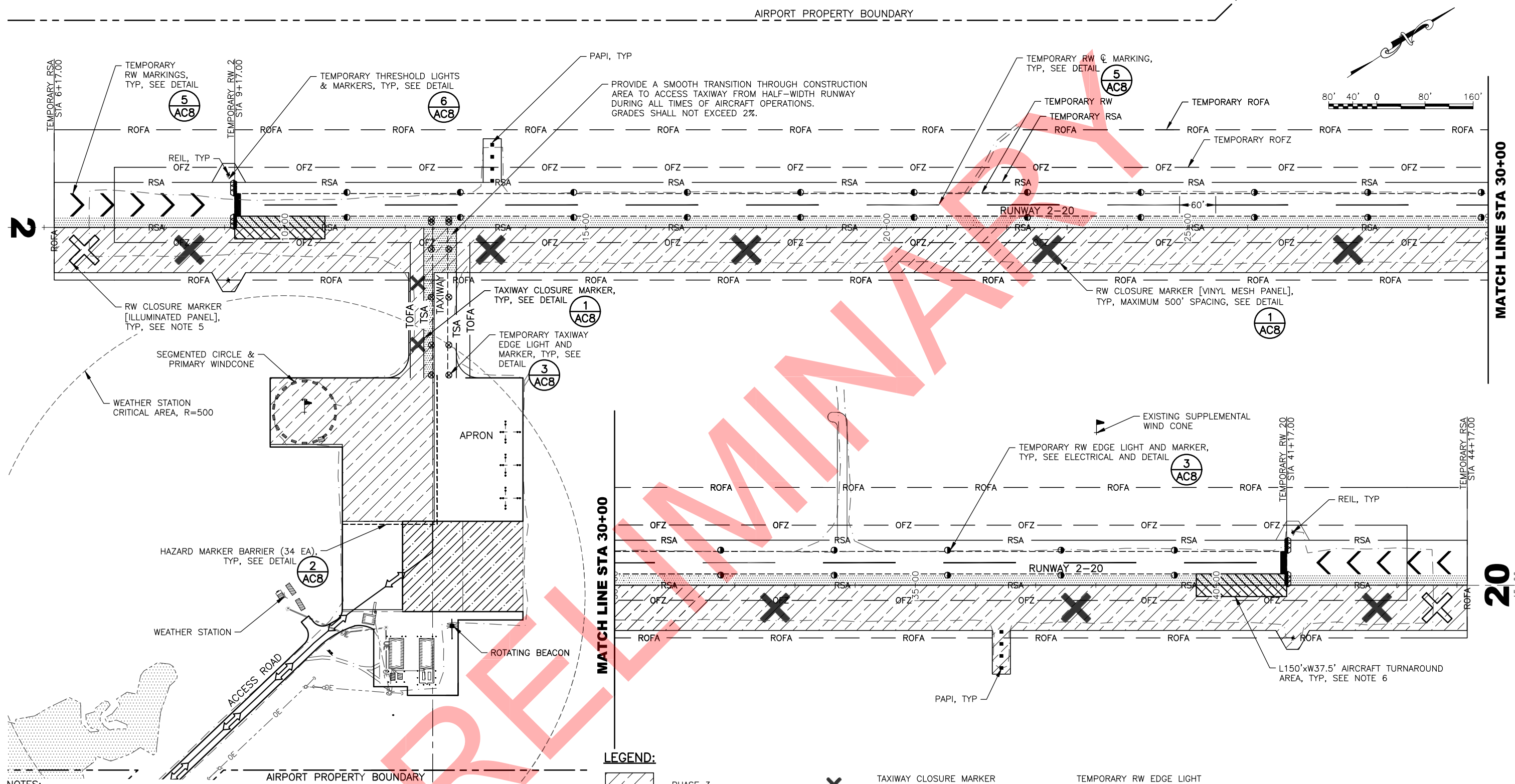
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 CONSTRUCTION SAFETY & PHASING PLAN
 PHASE 2

DATE:
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 AC3 of AC17



Date Received: 10/30/2023, 5:25 PM
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- NOTES:**
1. COMPLETE RUNWAY STATUS CHANGE PROCEDURES LISTED ON SHEET AC1 PRIOR TO PHASE CONSTRUCTION.
 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 AC1 AND AS SHOWN ON SHEET AC7 DURING AIRCRAFT OPERATIONS.
 4. COORDINATE AND MAINTAIN ACCESS TO THE ACTIVE APRON DURING CONSTRUCTION.
 5. USE LIGHTED RUNWAY CLOSURE MARKERS DURING NIGHT RUNWAY CLOSURE ONLY. REMOVE DURING DAYTIME RUNWAY HALF WIDTH OPERATIONS AND FOR ANY EMERGENCY LANDING.
 6. PROVIDE AND MAINTAIN A 150' X 37.5' TEMPORARY AIRCRAFT TURNAROUND AT EACH RUNWAY END ANY TIME THE HALF WIDTH RUNWAY IS OPEN FOR OPERATIONS. TEMPORARY AIRCRAFT TURNAROUND SHALL HAVE A SMOOTH AND COMPACTED SURFACE THAT IS SUITABLE FOR AIRCRAFT TRAFFIC AND NO MORE THAN A 2% GRADE IN ANY DIRECTION.

LEGEND:

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|--|--|--|---|--|--|
| | PHASE 3 | | TAXIWAY CLOSURE MARKER [VINYL MESH PANEL] | | TEMPORARY RW EDGE LIGHT WITH MARKER OR THRESHOLD LIGHT WITH MARKER |
| | TURNAROUND AREA | | RUNWAY CLOSURE MARKER [VINYL MESH PANEL] | | TEMPORARY TW EDGE LIGHT WITH MARKER |
| | CONSTRUCTION PROHIBITED DURING AIRCRAFT OPERATIONS | | RUNWAY CLOSURE MARKER [ILLUMINATED PANEL] | | AIRCRAFT PROPERTY BOUNDARY |
| | STAGING AREA | | HAUL ROUTE | | |

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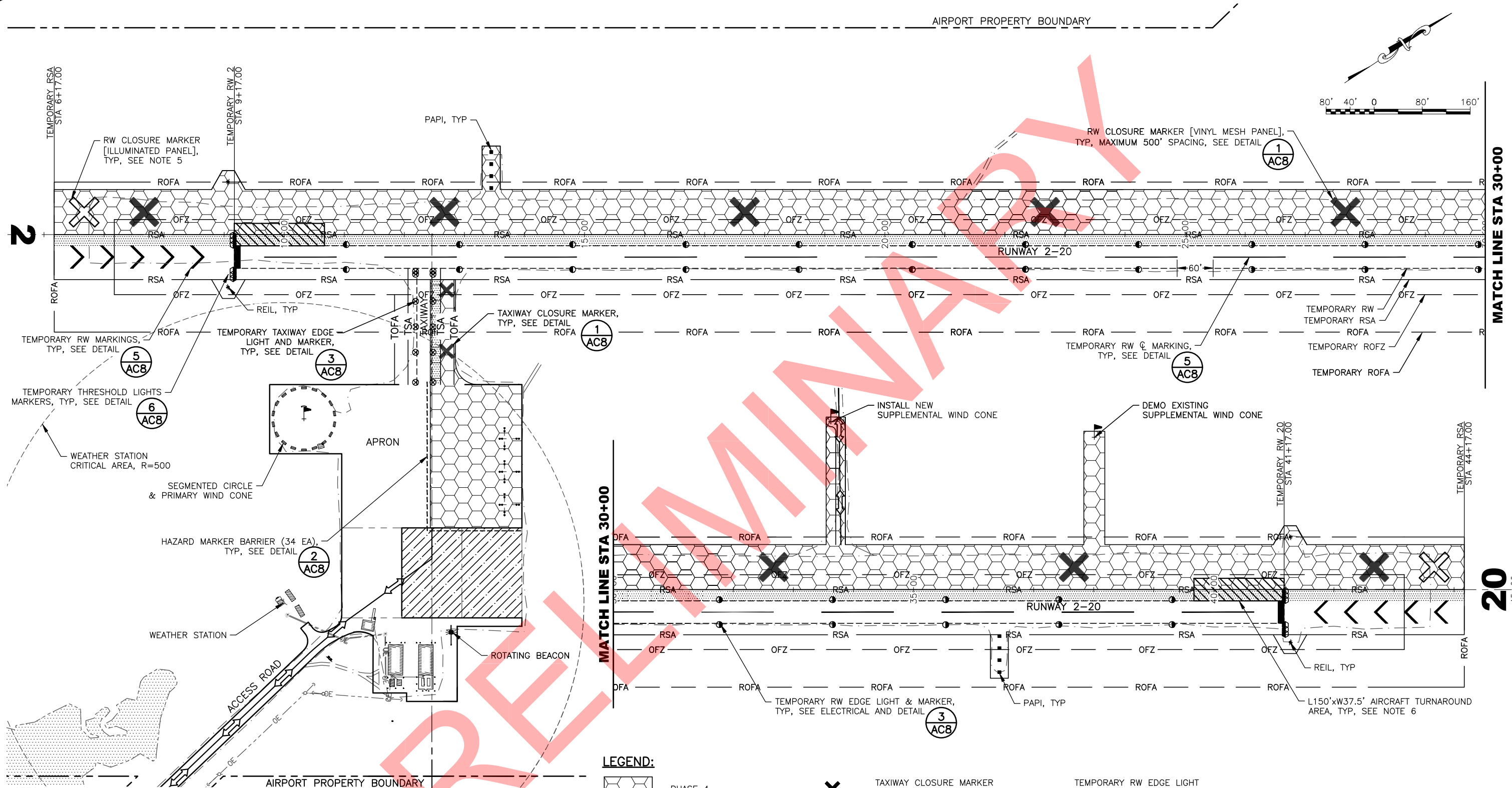
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 CONSTRUCTION SAFETY & PHASING PLAN
 PHASE 3

DATE: 10/30/23
 SHEET: AC4 of AC17

Date Received: 10/30/2023, 5:25 PM
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- NOTES:**
1. COMPLETE RUNWAY STATUS CHANGE PROCEDURES LISTED ON SHEET AC1 PRIOR TO PHASE CONSTRUCTION.
 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 AC1 AND AS SHOWN ON SHEET AC7 DURING AIRCRAFT OPERATIONS.
 4. COORDINATE AND MAINTAIN ACCESS TO THE ACTIVE APRON DURING CONSTRUCTION.
 5. USE LIGHTED RUNWAY CLOSURE MARKERS DURING NIGHT RUNWAY CLOSURE ONLY. REMOVE DURING DAYTIME RUNWAY HALF WIDTH OPERATIONS AND FOR ANY EMERGENCY LANDING.
 6. PROVIDE AND MAINTAIN A 150' X 37.5' TEMPORARY AIRCRAFT TURNAROUND AT EACH RUNWAY END ANY TIME THE HALF WIDTH RUNWAY IS OPEN FOR OPERATIONS. TEMPORARY AIRCRAFT TURNAROUND SHALL HAVE A SMOOTH AND COMPACTED SURFACE THAT IS SUITABLE FOR AIRCRAFT TRAFFIC AND NO MORE THAN A 2% GRADE IN ANY DIRECTION.

LEGEND:

- PHASE 4
- TURNAROUND AREA
- CONSTRUCTION PROHIBITED DURING AIRCRAFT OPERATIONS
- STAGING AREA
- TAXIWAY CLOSURE MARKER [VINYL MESH PANEL]
- RUNWAY CLOSURE MARKER [ILLUMINATED PANEL]
- RUNWAY CLOSURE MARKER [VINYL MESH PANEL]
- HAUL ROUTE
- TEMPORARY RW EDGE LIGHT WITH MARKER OR THRESHOLD LIGHT WITH MARKER
- TEMPORARY TW EDGE LIGHT WITH MARKER

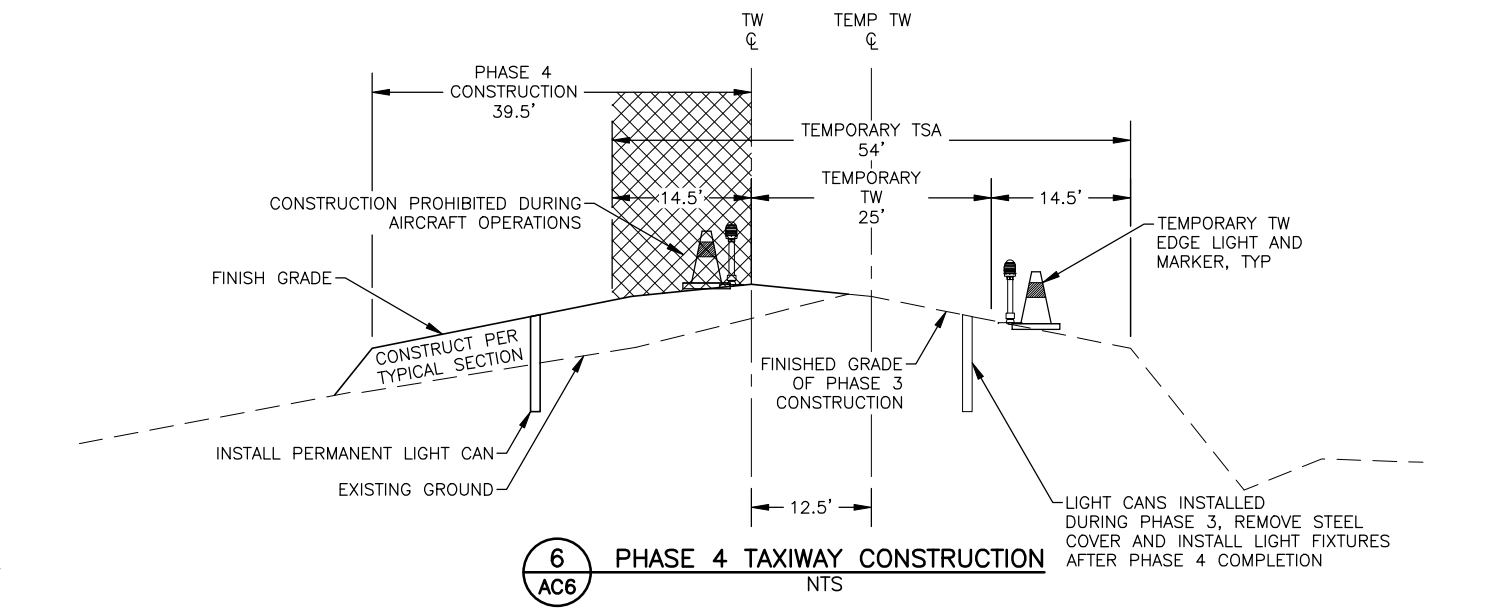
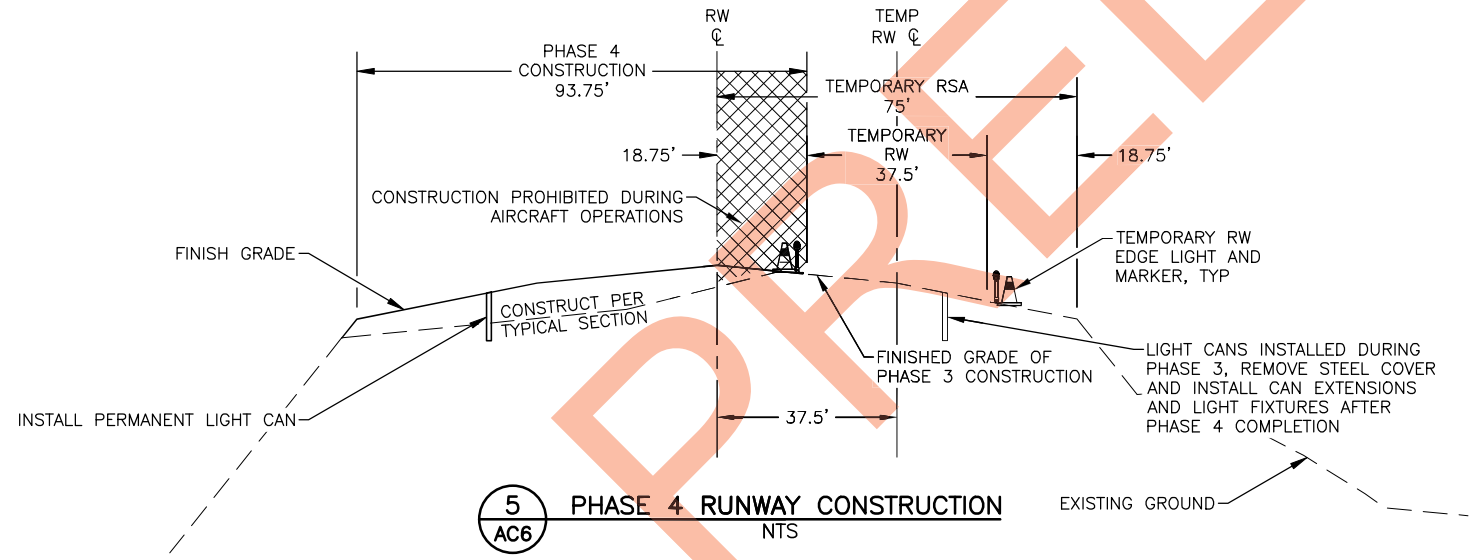
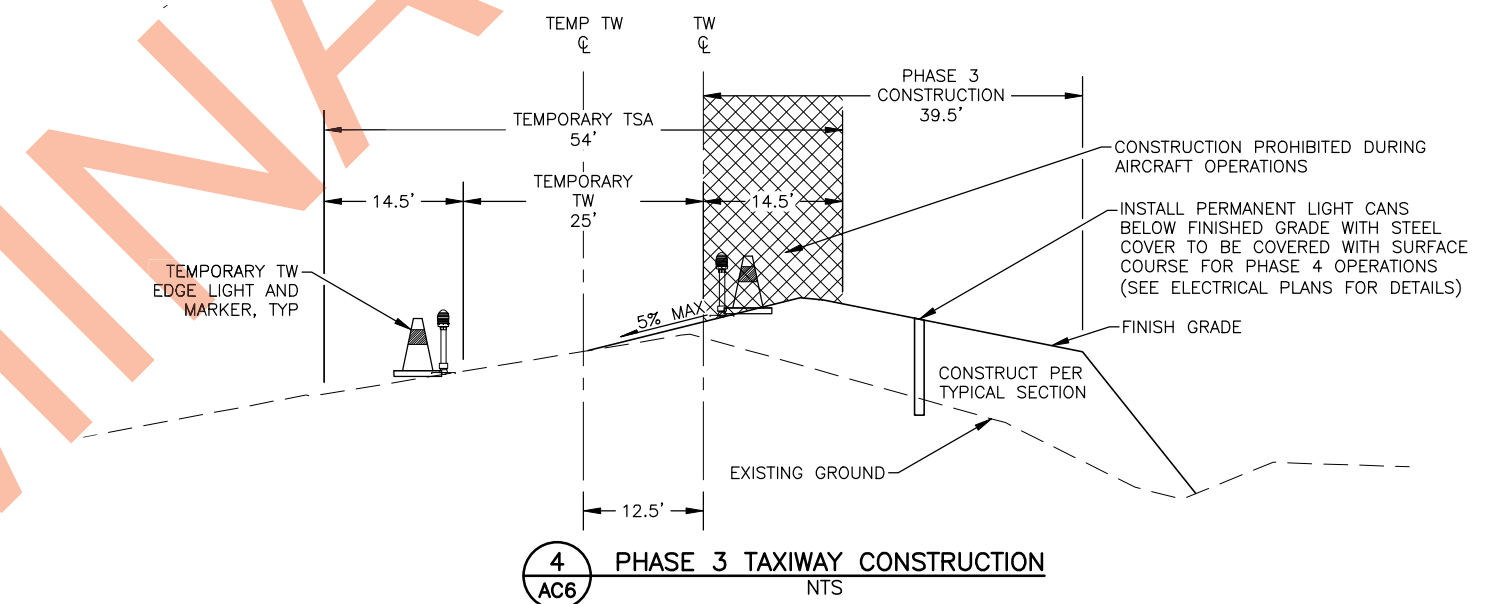
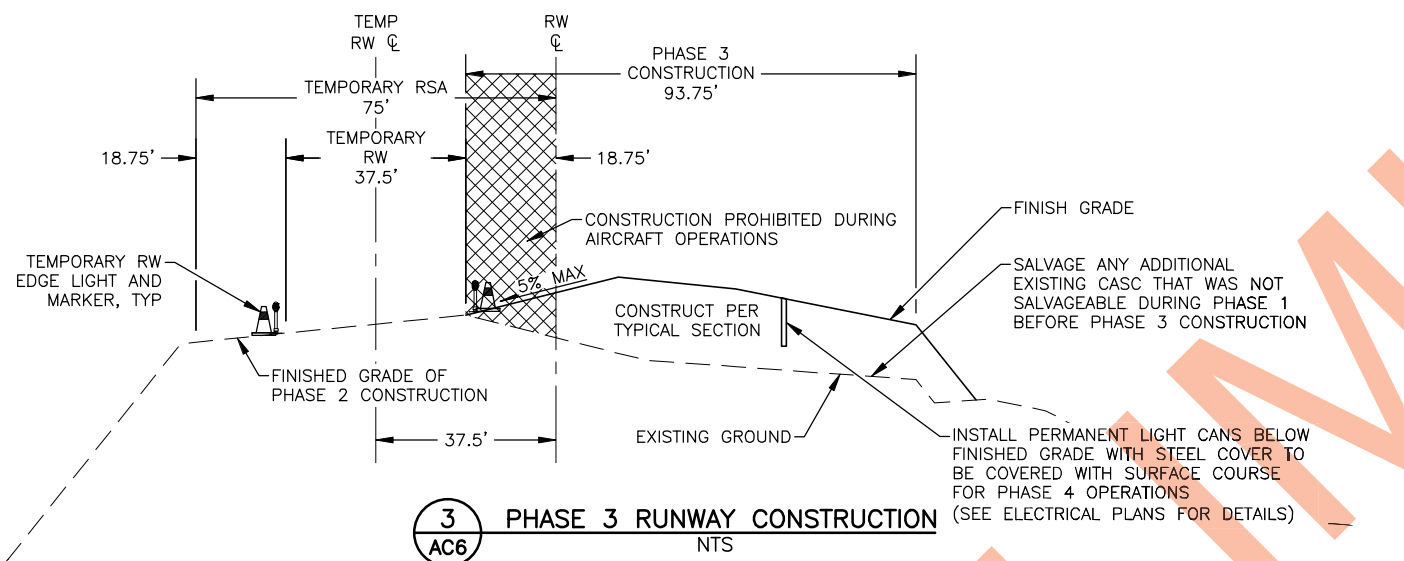
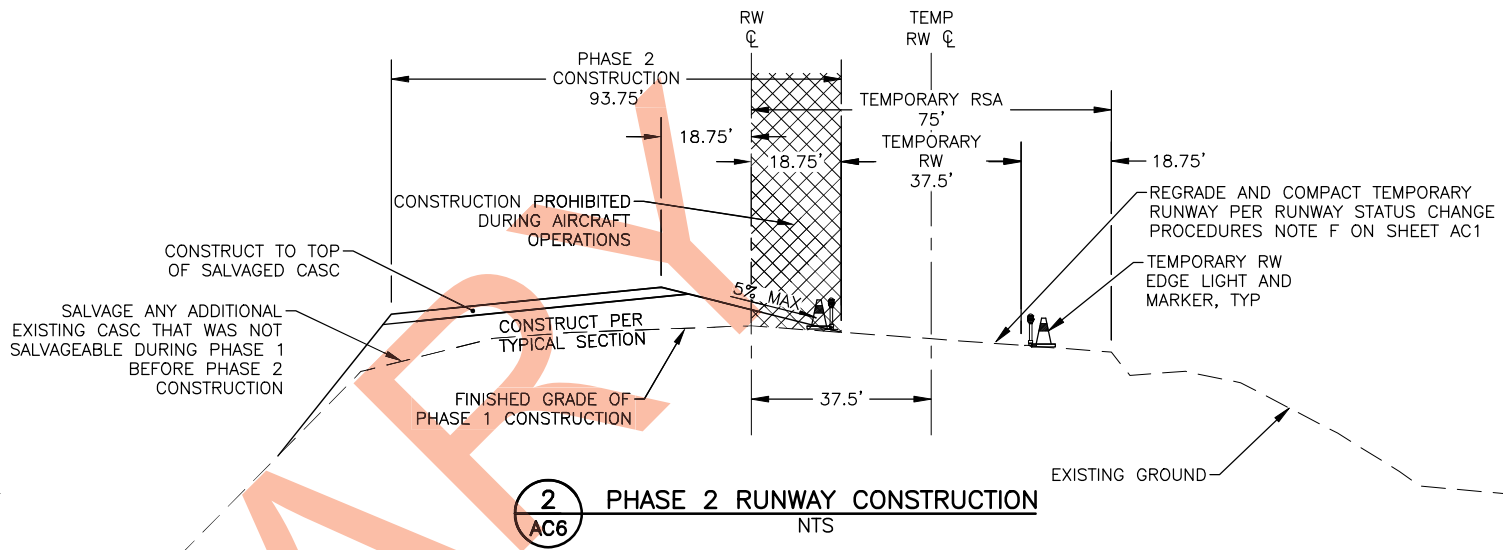
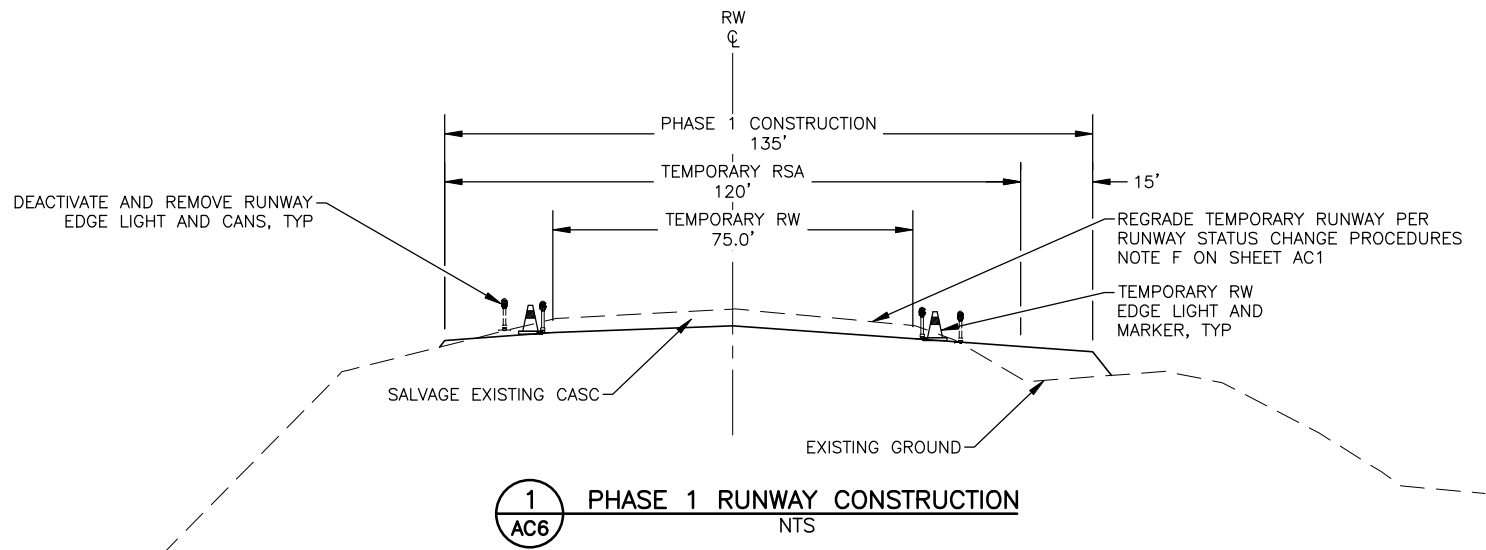
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 CONSTRUCTION SAFETY & PHASING PLAN
 PHASE 4

DATE:
 10/30/23
 SHEET:
 AC5 of AC17

Date Revised: 10/30/2023, 5:25 PM
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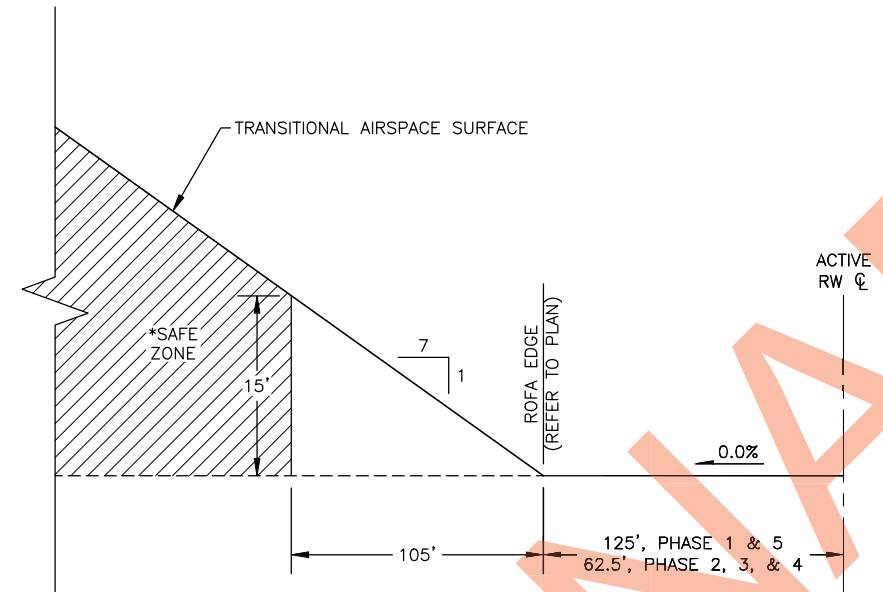
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CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. 2537250000
 AIP No. 3-02-0468-00X-20XX
 CONSTRUCTION SAFETY &
 PHASING PLAN SECTIONS

DATE:
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 SHEET:
 AC6 of AC17

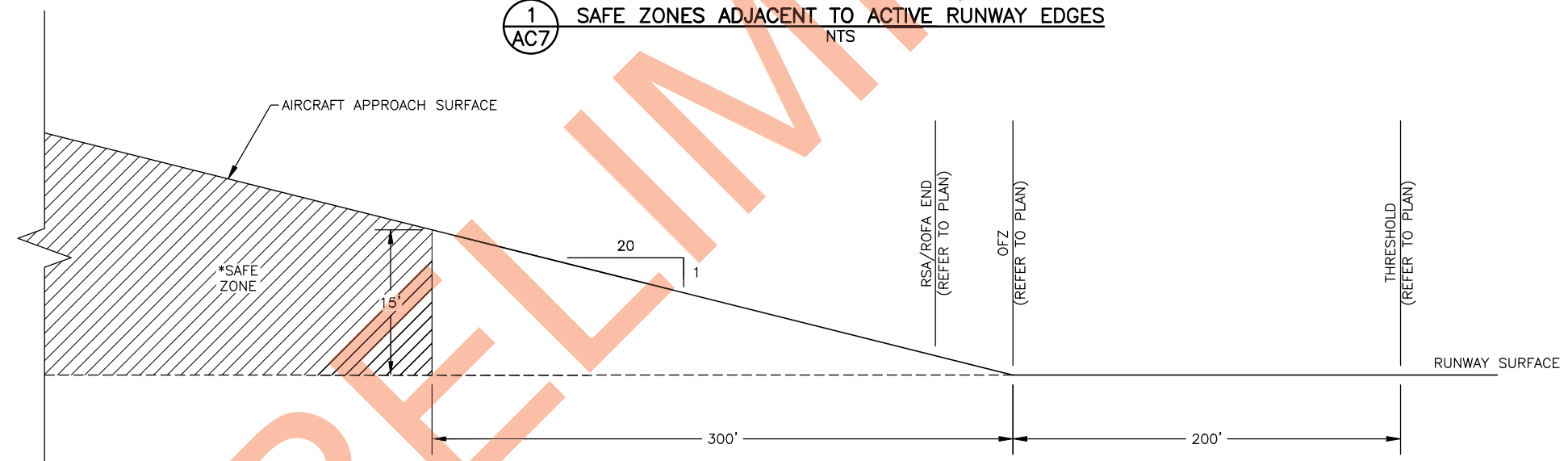
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*DURING AIRCRAFT OPERATIONS, VEHICLES TALLER THAN 15' (INCLUDING ALL PARTS OF THE EQUIPMENT, E.G. AN EXCAVATOR) MUST REMAIN FARTHER AWAY FROM THE RUNWAY CENTERLINE. WHEN THIS IS THE CASE, NOTIFY AND COORDINATE SAFE ZONE LIMITS WITH THE ENGINEER.

1 SAFE ZONES ADJACENT TO ACTIVE RUNWAY EDGES
 AC7 NTS



*DURING AIRCRAFT OPERATIONS, VEHICLES TALLER THAN 15' (INCLUDING ALL PARTS OF THE EQUIPMENT, E.G. AN EXCAVATOR) MUST REMAIN FARTHER AWAY FROM THE 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.

2 SAFE ZONES ALONG EXTENDED RUNWAY OR ACTIVE THRESHOLD
 AC7 NTS

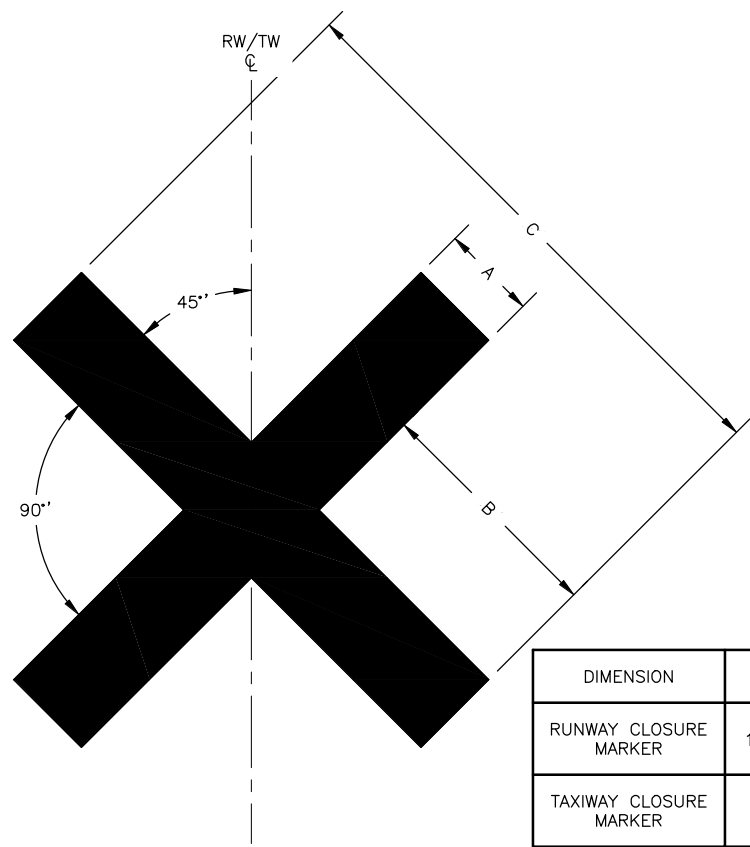
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CHEVAK AIRPORT
CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z537250000
 AIP No. 3-02-0468-00X-20XX
 CONSTRUCTION SAFETY & PHASING PLAN
 SAFE ZONES

DATE: 10/30/23
 SHEET: AC7 of AC17

Date Received: 10/30/2023, 5:25 PM
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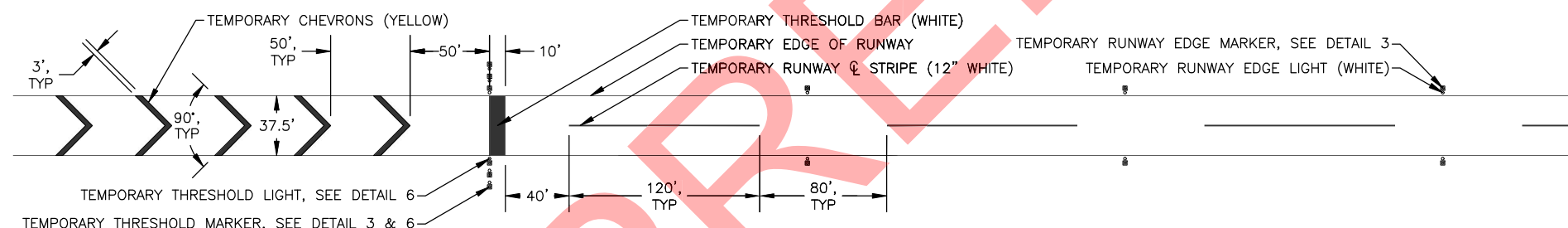


| DIMENSION | A | B | C |
|------------------------|-----|-------|-----|
| RUNWAY CLOSURE MARKER | 10' | 25' | 60' |
| TAXIWAY CLOSURE MARKER | 5' | 12.5' | 30' |

1 RUNWAY CLOSURE MARKER DETAIL
NTS

CLOSURE MARKER NOTES:

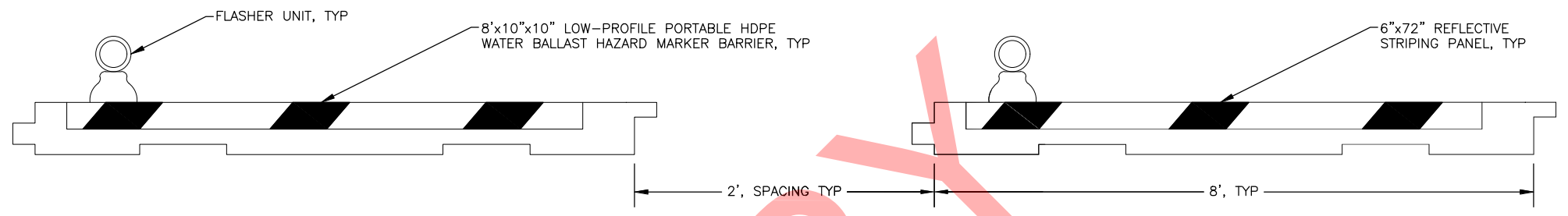
1. MAINTAIN RUNWAY AND TAXIWAY CLOSURE MARKERS AS CONSTRUCTION ALLOWS.
2. CLOSURE MARKER IS YELLOW, VINYL.
3. RUNWAY CLOSURE MARKERS ARE TO BE PLACED AT EACH RUNWAY END AND AT 500 FOOT INTERVALS.
4. TAXIWAY CLOSURE MARKERS ARE TO BE PLACED AT THE ENTRANCE AND EXIT OF TAXIWAYS.
5. WEIGH DOWN CLOSURE MARKERS WITH SANDBAGS.



5 TEMPORARY RUNWAY MARKINGS DETAIL
NTS

TEMPORARY RUNWAY MARKING NOTES:

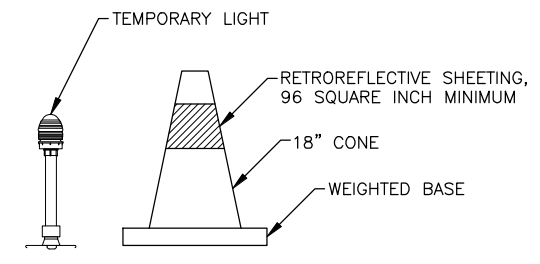
1. TEMPORARY RUNWAY CENTERLINE MARKINGS ARE TYPICAL 120' STRIPES WITH 80' GAPS. SEE PLAN VIEW FOR NON-STANDARD STRIPE AND GAP DIMENSIONS.
2. TEMPORARY RUNWAY SURFACE MARKINGS PAID UNDER ITEM P620.070.0000.
3. TEMPORARY RUNWAY LIGHTING PAID UNDER ITEM L125.180.0000.



2 HAZARD MARKER BARRIER DETAIL
NTS

HAZARD MARKER BARRIER NOTES:

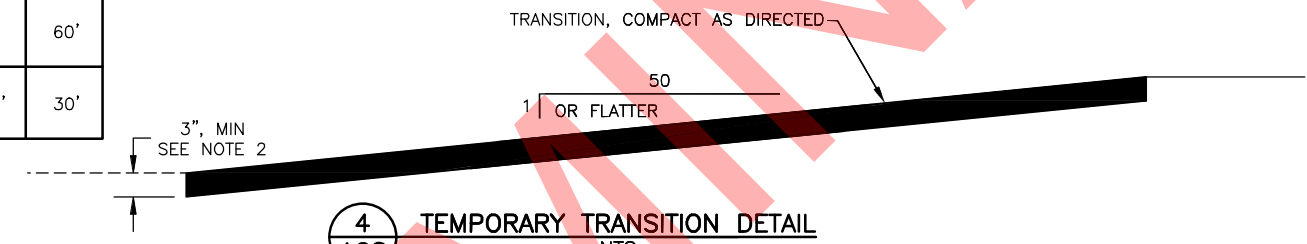
1. PLACE BARRIERS TO LIMIT ACCESS TO THE CLOSED APRON. USE LOW STYLE BARRIERS (LESS THAN 18 INCHES HIGH) WHEN ADJACENT TO AN ACTIVE MOVEMENT AREA.
2. HAZARD AREA BARRIERS ARE NOT TO BE PLACED WITHIN THE OFZ OF THE ACTIVE RUNWAY. CONSIDER PROP WASH WHEN PLACING BARRIERS.
3. ALTERNATE BETWEEN WHITE AND ORANGE HAZARD MARKER BARRIERS.



3 TEMPORARY MARKER DETAIL
NTS

TEMPORARY MARKER NOTES:

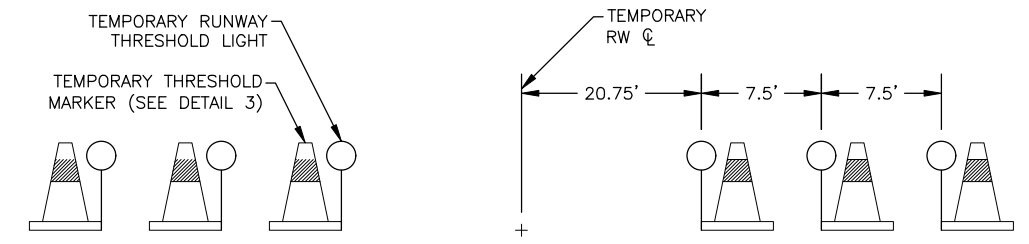
1. TEMPORARY RUNWAY EDGE MARKERS SHALL HAVE A WHITE RETRO REFLECTIVE SHEETING.
2. TEMPORARY THRESHOLD MARKERS SHALL HAVE A RED AND GREEN RETRO REFLECTIVE SHEETING. THE GREEN SIDE OF THE SHEETING SHALL FACE THE APPROACH OF THE RUNWAY, AND THE RED SIDE OF THE SHEETING SHALL FACE THE RUNWAY.
3. TEMPORARY TAXIWAY EDGE MARKERS SHALL HAVE A BLUE RETRO REFLECTIVE SHEETING. SEE TEMPORARY LIGHTING PLANS FOR TEMPORARY TAXIWAY EDGE LIGHTING.
4. TEMPORARY MARKERS PAID UNDER ITEM L125.180.0000.
5. TEMPORARY LIGHTING FIXTURES TO BE EVENLY SPACED AT A MAXIMUM DISTANCE OF 200 FEET. SEE TEMPORARY LIGHTING PLANS.



4 TEMPORARY TRANSITION DETAIL
NTS

TEMPORARY TRANSITION NOTES:

1. TEMPORARY TRANSITIONS SHALL BE SMOOTH AND FREE OF RUTS AND APPROVED BY THE ENGINEER PRIOR TO OPENING FOR AIRCRAFT OPERATIONS.
2. THICKNESS TO MATCH LAYER THICKNESS, OR AS NEEDED TO OBTAIN COMPACTION AS DIRECTED BY THE ENGINEER. USE THE MATERIAL SPECIFIED IN THE TYPICAL SECTION TO BUILD THE TEMPORARY TRANSITION. ALL ADDITIONAL WORK REQUIRED TO CONSTRUCT TEMPORARY TRANSITIONS IS SUBSIDIARY TO THE MATERIAL BEING PLACED. SUCH WORK MAY INCLUDE PLACEMENT, SCARIFYING, GRADING, COMPACTING, REMOVAL, REPLACEMENT, RE-COMPACTING, RE-GRADING, OR OTHER WORK AS REQUIRED TO ACCEPTABLY INCORPORATE MATERIALS INTO THE SUBSEQUENT WORK. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE.



6 TEMPORARY RUNWAY THRESHOLD DETAIL
NTS

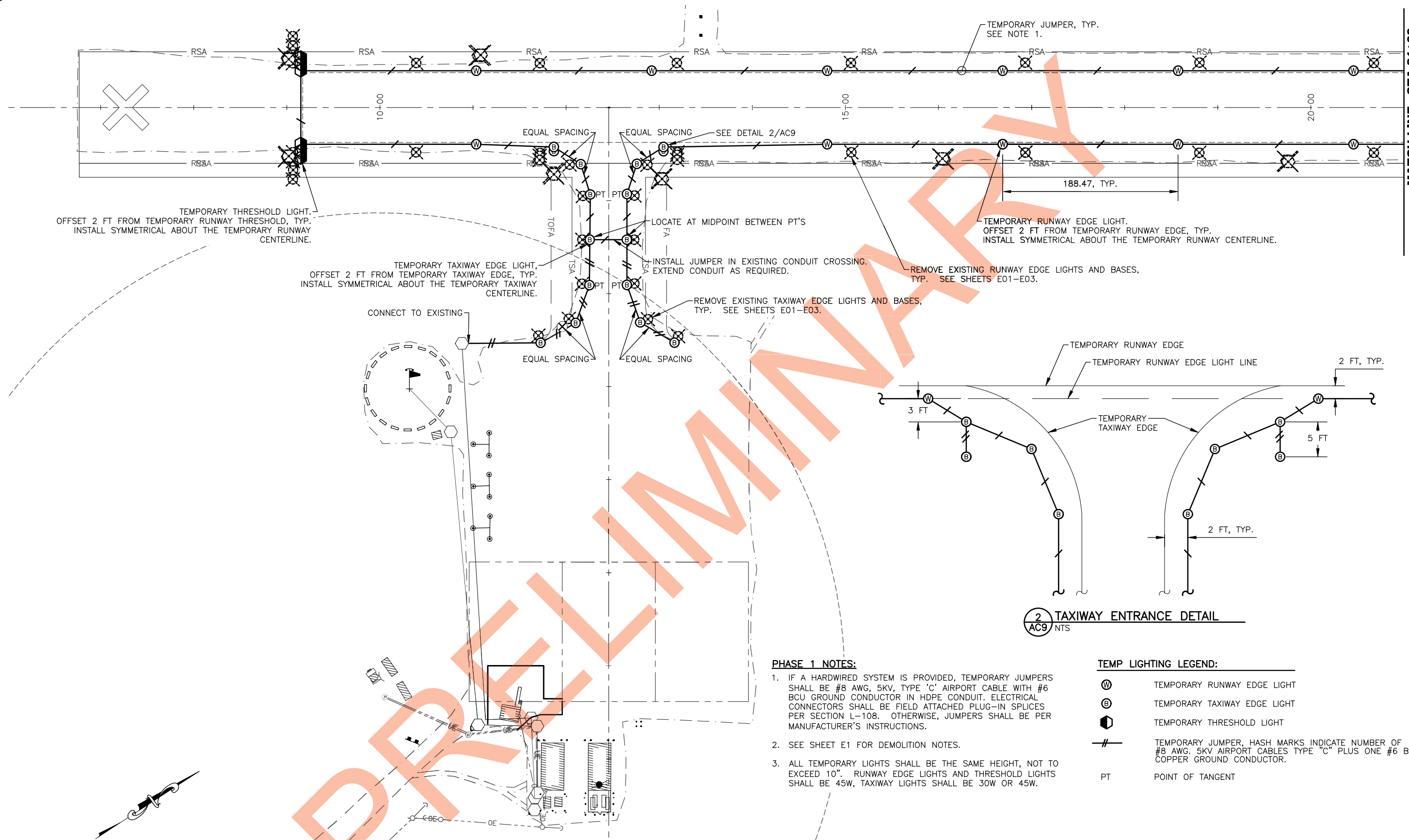
TEMPORARY RUNWAY MARKING NOTES:

1. TEMPORARY RUNWAY THRESHOLD LIGHTS SHALL EMIT GREEN LIGHT OUTWARD FROM THE RUNWAY AND RED LIGHT TOWARD THE RUNWAY.
2. TEMPORARY RUNWAY THRESHOLD AND EDGE LIGHTS PAID UNDER ITEM L125.180.0000.
3. SEE ELECTRICAL FOR TEMPORARY RUNWAY THRESHOLD LIGHT DETAILS.

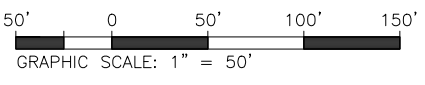
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| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | BY | DATE | REVISION | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT CHEVAK, ALASKA AIRPORT REHABILITATION PROJECT No. 2537250000 AIP No. 3-02-0468-00X-20XX CONSTRUCTION SAFETY & PHASING PLAN DETAILS | DATE: 10/30/23 |
| | | | | | | SHEET: AC8 of AC17 |

Date Received: 10/30/2023, 6:34 PM
 Layout Name: AC9
 File Path and Name: Z:\20220209 - Chevak Airport Rehabilitation\E-Working\Drawings\253725-VAK_LTG_TEMP.dwg

Designed By: DMH
 Drawn By: DMH
 Checked By: EC



MATCH LINE - STA 21+00
 SEE SHEET AC10



PRELIMINARY

1
 AC9
 TEMPORARY LIGHTING PLAN - PHASE 1

- PHASE 1 NOTES:**
- IF A HARDWIRED SYSTEM IS PROVIDED, TEMPORARY JUMPERS SHALL BE #8 AWG, 5KV, TYPE 'C' AIRPORT CABLE WITH #6 BCU GROUND CONDUCTOR IN HDPE CONDUIT. ELECTRICAL CONNECTORS SHALL BE FIELD ATTACHED PLUG-IN SPLICES PER SECTION L-108. OTHERWISE, JUMPERS SHALL BE PER MANUFACTURER'S INSTRUCTIONS.
 - SEE SHEET E1 FOR DEMOLITION NOTES.
 - ALL TEMPORARY LIGHTS SHALL BE THE SAME HEIGHT, NOT TO EXCEED 10". RUNWAY EDGE LIGHTS AND THRESHOLD LIGHTS SHALL BE 45W, TAXIWAY LIGHTS SHALL BE 30W OR 45W.

- TEMP LIGHTING LEGEND:**
- ⊙ TEMPORARY RUNWAY EDGE LIGHT
 - ⊙ TEMPORARY TAXIWAY EDGE LIGHT
 - ⬢ TEMPORARY THRESHOLD LIGHT
 - #— TEMPORARY JUMPER, HASH MARKS INDICATE NUMBER OF #8 AWG, 5KV AIRPORT CABLES TYPE "C" PLUS ONE #6 BARE COPPER GROUND CONDUCTOR.
 - PT POINT OF TANGENT

2
 AC9
 TAXIWAY ENTRANCE DETAIL

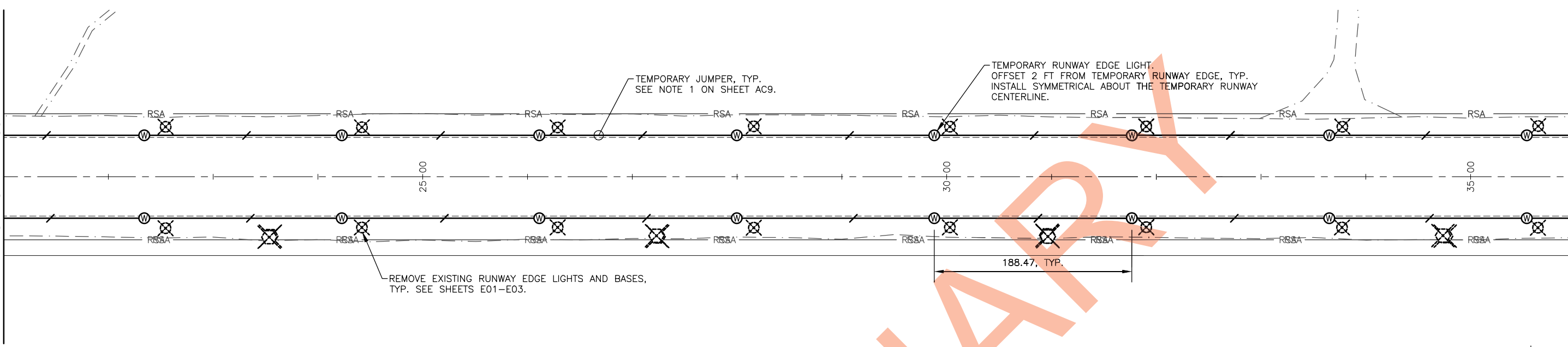
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| BY | DATE | REVISION | | | | | | | | | | |
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| | | | DATE: 10/30/2023 SHEET: AC9 of AC17 | | | | | | | | | |

Date Received: 10/30/2023, 6:34 PM
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 Drawn By: DMH
 Checked By: EC

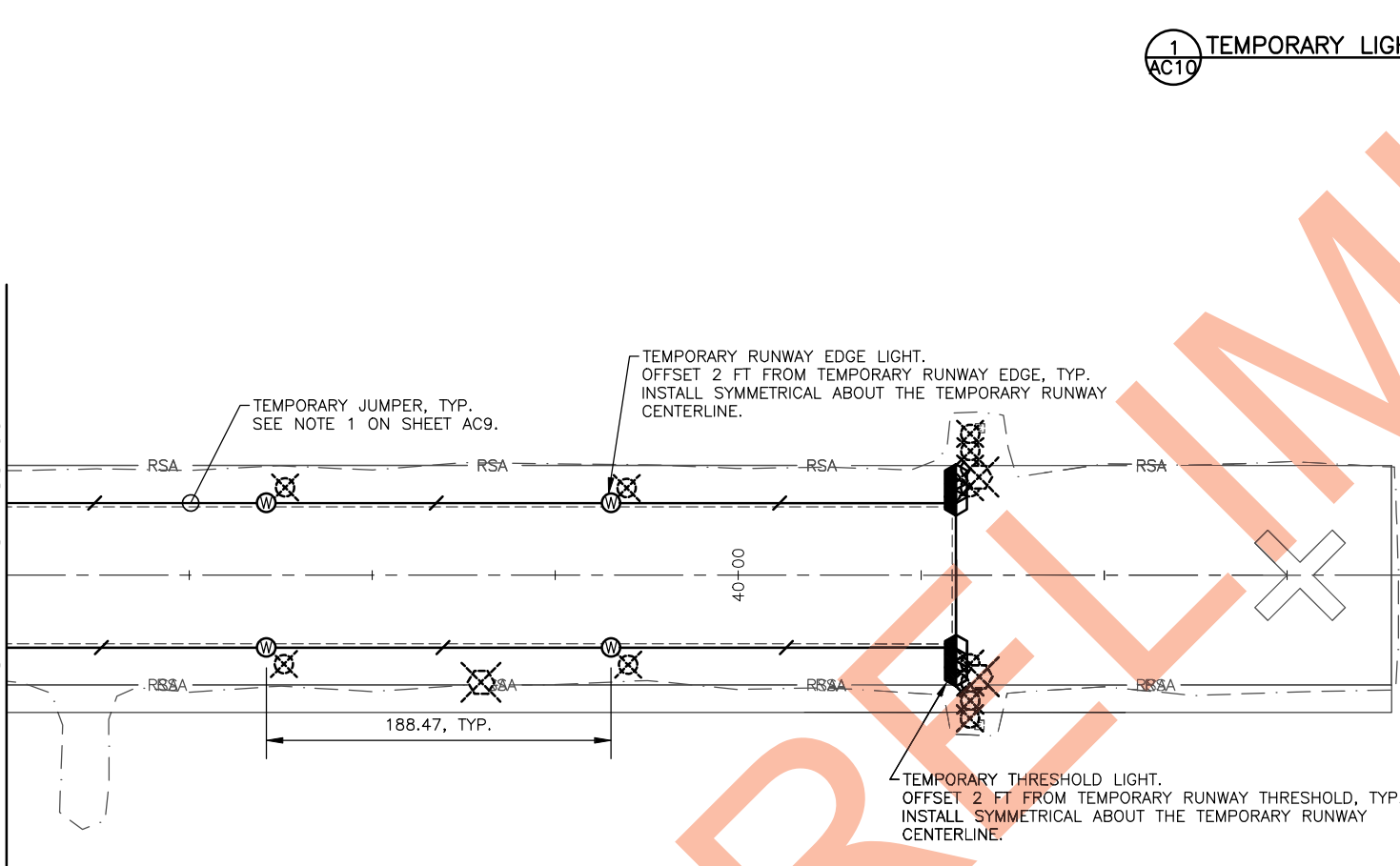
MATCH LINE - STA 21+00
SEE SHEET AC9

MATCH LINE - STA 36+00

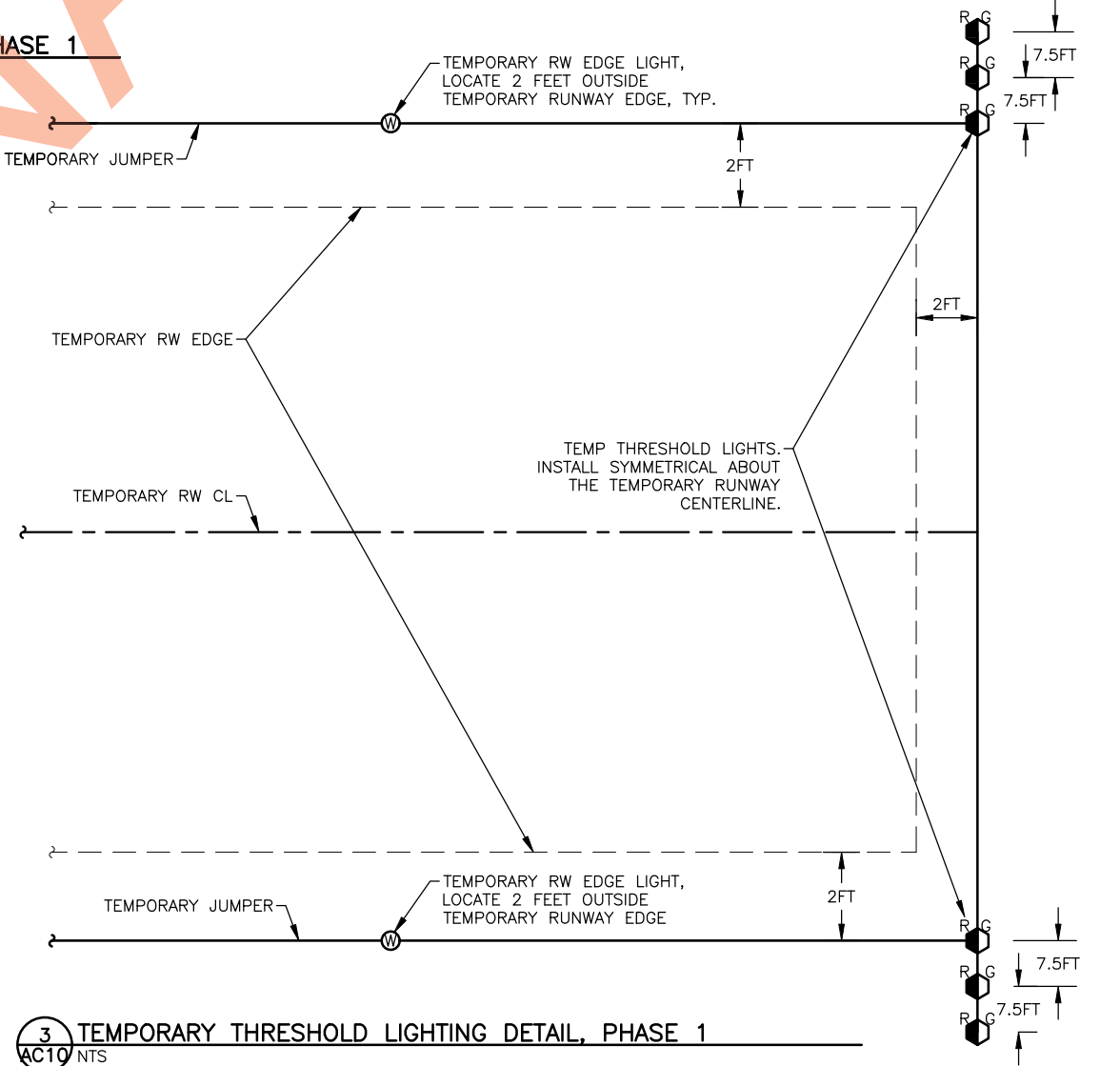
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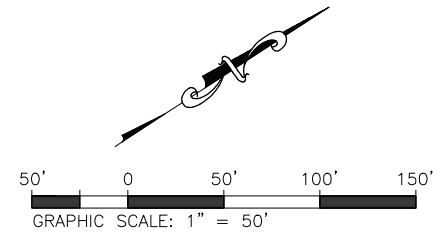
1 TEMPORARY LIGHTING PLAN - PHASE 1
AC10



2 TEMPORARY LIGHTING PLAN - PHASE 1
AC10



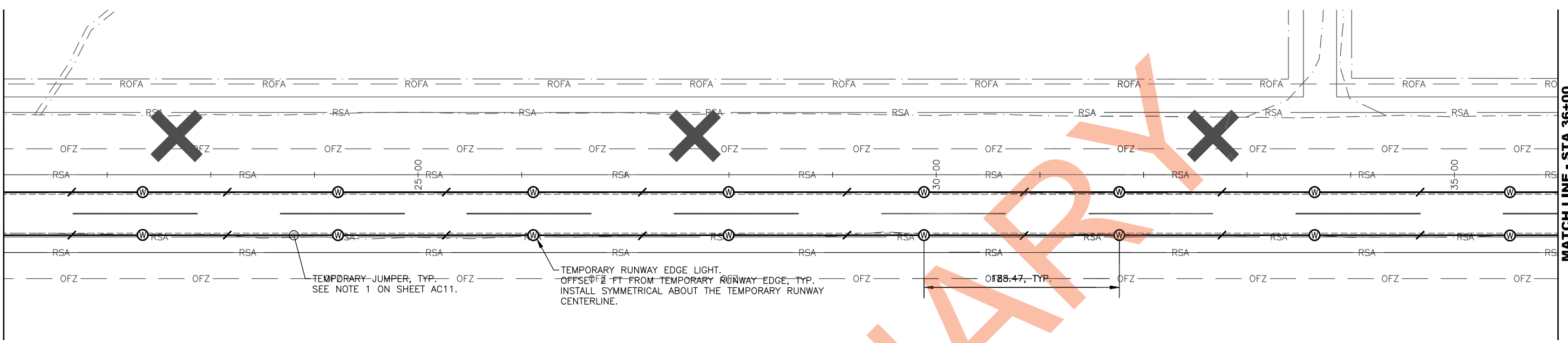
3 TEMPORARY THRESHOLD LIGHTING DETAIL, PHASE 1
AC10 NTS



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|--|----|------|----------|--|---|------------------------|
| MBA CONSULTING ENGINEERS, INC. 3812 SPENARD ROAD, SUITE 200 ANCHORAGE, AK 99517 (907) 274-2622 CERTIFICATE OF AUTHORIZATION NO. AECC578 | BY | DATE | REVISION | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT CHEVAK, ALASKA AIRPORT REHABILITATION PROJECT No. 2537250000 AIP No. 3-02-0468-0XX-20XX TEMPORARY LIGHTING PLAN, PHASE 1 STA 21+00 TO STA 41+50 | DATE: 10/30/2023 |
| | | | | | | SHEET: AC10 of AC17 |

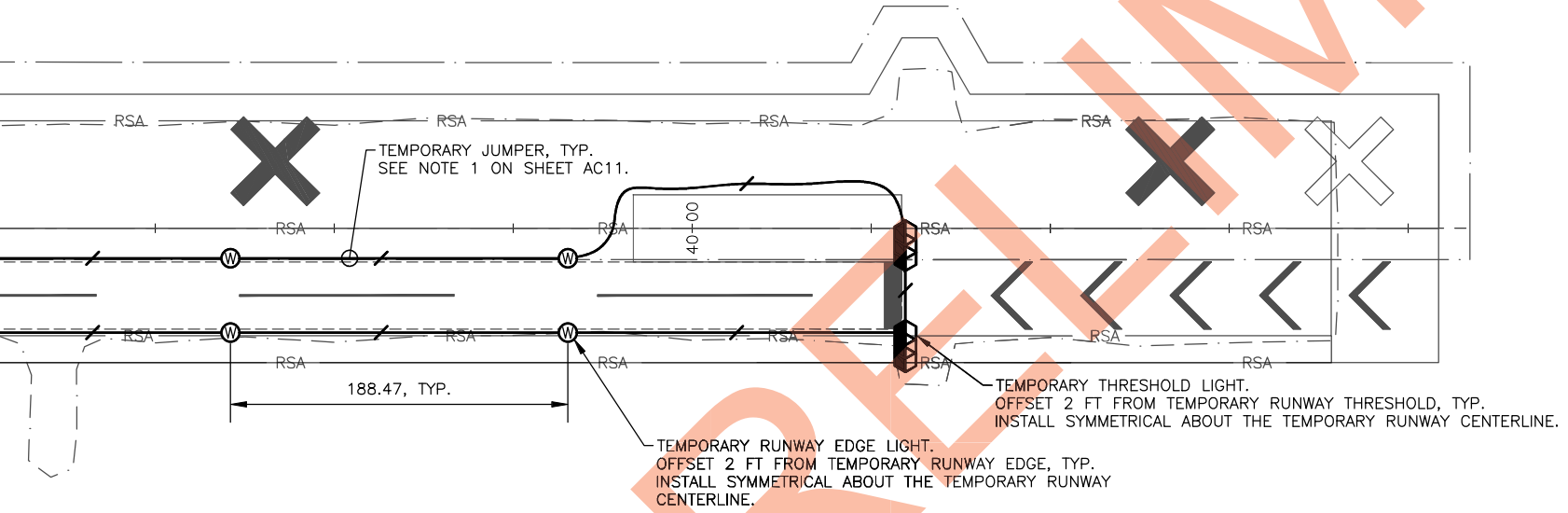
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 Designed By: DMH
 Drawn By: DMH
 Checked By: EC

MATCH LINE - STA 21+00
 SEE SHEET AC11

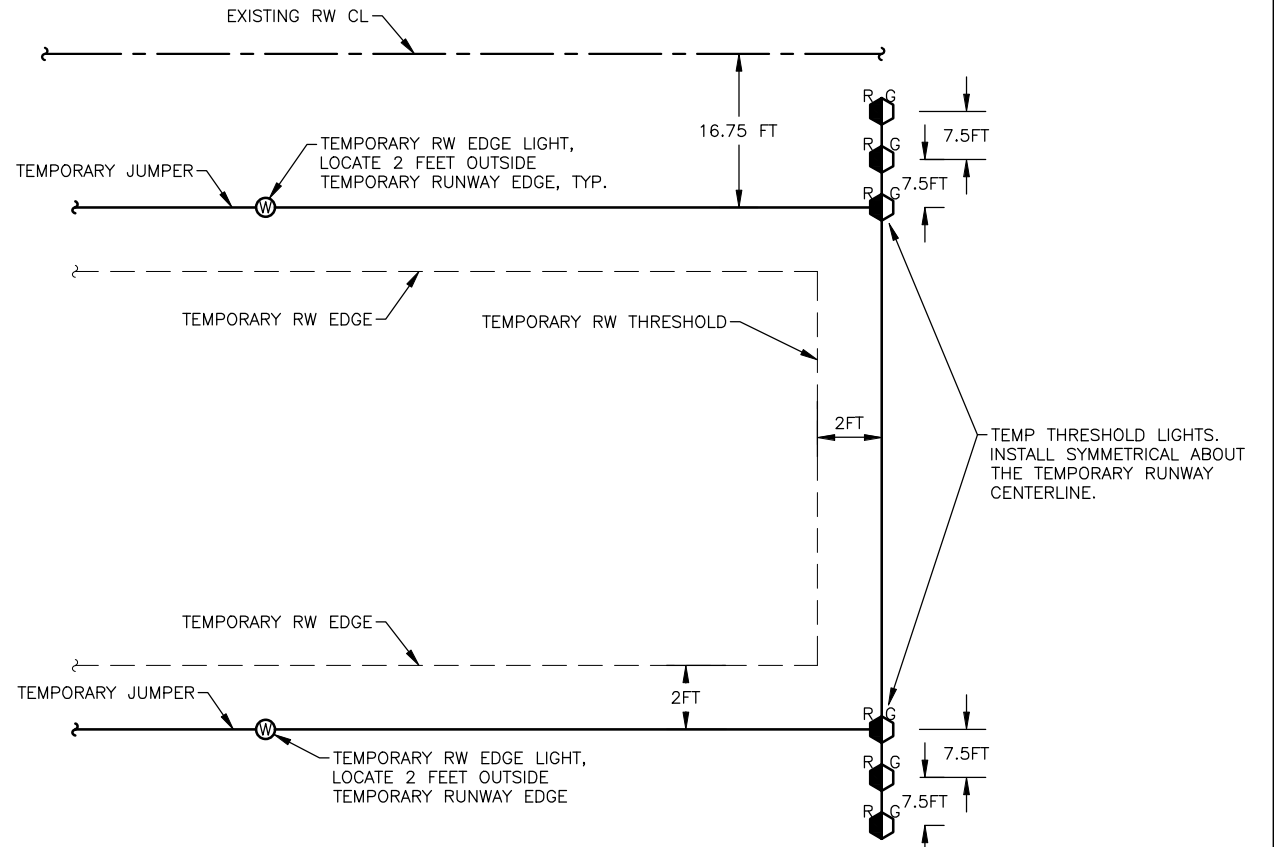
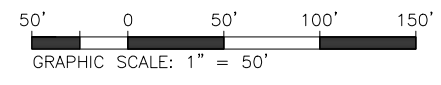


1 TEMPORARY LIGHTING PLAN - PHASE 2
 AC12

MATCH LINE - STA 36+00



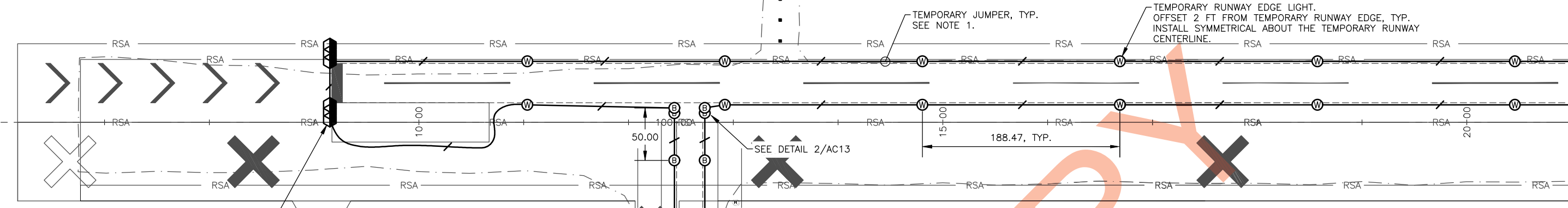
2 TEMPORARY LIGHTING PLAN - PHASE 2
 AC12



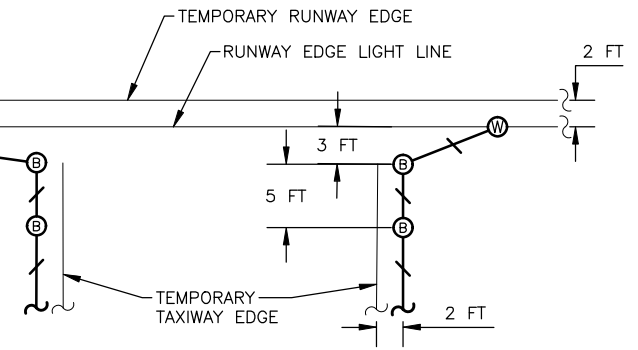
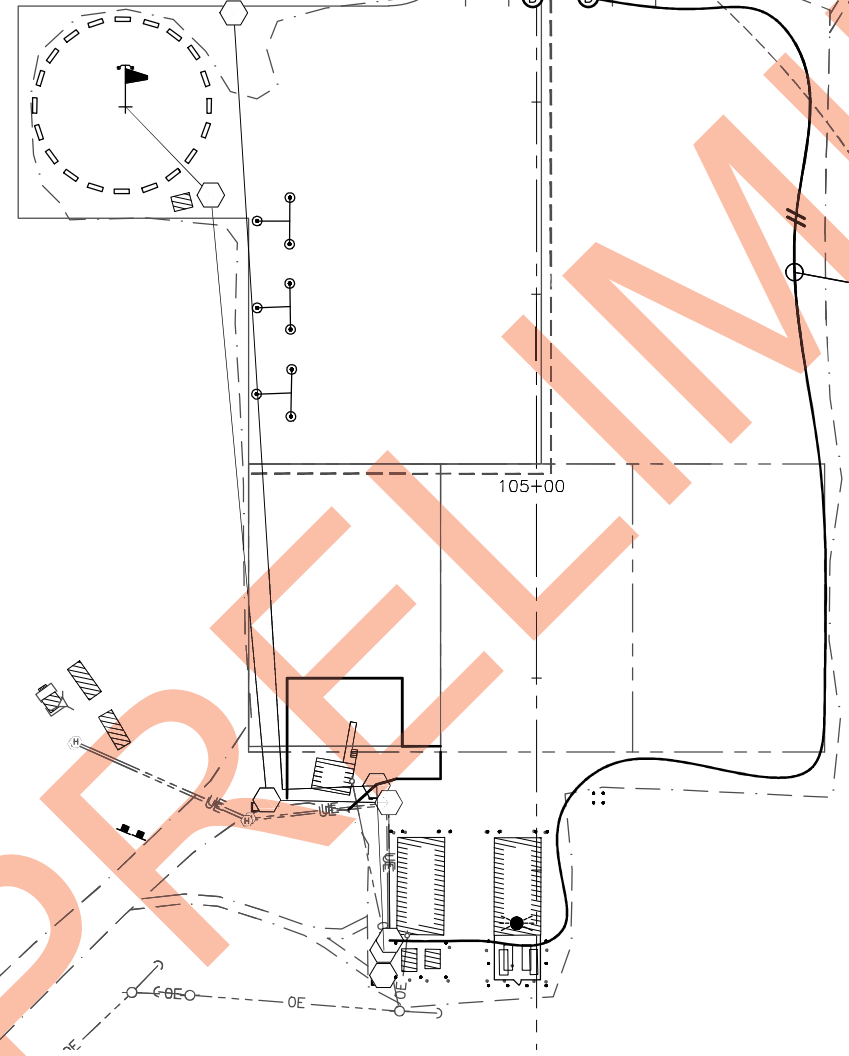
3 TEMPORARY THRESHOLD LIGHTING DETAIL, PHASE 2
 AC12 NTS

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| MBA CONSULTING ENGINEERS, INC. 3812 SPENARD ROAD, SUITE 200 ANCHORAGE, AK 99517 (907) 274-2622 CERTIFICATE OF AUTHORIZATION NO. AEC0578 | BY | DATE | REVISION | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT CHEVAK, ALASKA AIRPORT REHABILITATION PROJECT No. 2537250000 AIP No. 3-02-0468-0XX-20XX TEMPORARY LIGHTING PLAN, PHASE 2 STA 21+00 TO STA 41+50 | DATE: | 10/30/2023 |
| | | | | | | SHEET: | AC12 of AC17 |

Date Received: 10/30/2023, 6:34 PM
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 Designed By: DMH
 Drawn By: DMH
 Checked By: EC



MATCH LINE - STA 21+00
 SEE SHEET AC14



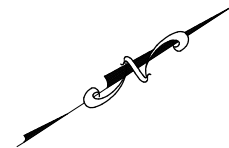
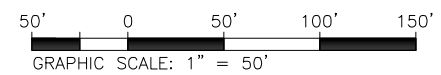
2 TAXIWAY ENTRANCE DETAIL
 AC13 NTS

PHASE 3 NOTES:

- IF A HARDWIRED SYSTEM IS PROVIDED, TEMPORARY JUMPERS SHALL BE #8 AWG, 5KV, TYPE 'C' AIRPORT CABLE WITH #6 BCU GROUND CONDUCTOR IN HDPE CONDUIT. ELECTRICAL CONNECTORS SHALL BE FIELD ATTACHED PLUG-IN SPLICES PER SECTION L-108. OTHERWISE, JUMPERS SHALL BE PER MANUFACTURER'S INSTRUCTIONS.
- ALL TEMPORARY LIGHTS SHALL BE THE SAME HEIGHT, NOT TO EXCEED 10". RUNWAY EDGE LIGHTS AND THRESHOLD LIGHTS SHALL BE 45W, TAXIWAY LIGHTS SHALL BE 30W OR 45W.
- PROVIDE 1/2IN BLANK STEEL COVERS FOR NEW LIGHT BASES INSTALLED IN PHASE 3, SEE SHEETS AC6 AND AC17.

TEMP LIGHTING LEGEND:

- Ⓜ TEMPORARY RUNWAY EDGE LIGHT
- Ⓟ TEMPORARY TAXIWAY EDGE LIGHT
- Ⓢ TEMPORARY THRESHOLD LIGHT
- #— TEMPORARY JUMPER, HASH MARKS INDICATE NUMBER OF #8 AWG, 5KV AIRPORT CABLES TYPE "C" PLUS ONE #6 BARE COPPER GROUND CONDUCTOR.



1 TEMPORARY LIGHTING PLAN - PHASE 3
 AC13

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| MBA CONSULTING ENGINEERS, INC. 3812 SPENARD ROAD, SUITE 200 ANCHORAGE, AK 99517 (907) 274-2622 CERTIFICATE OF AUTHORIZATION NO. AEC578 | BY | DATE | REVISION | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT CHEVAK, ALASKA AIRPORT REHABILITATION PROJECT No. Z537250000 AIP No. 3-02-0468-0XX-20XX TEMPORARY LIGHTING PLAN, PHASE 3 STA 9+00 TO STA 21+00 | DATE: | 10/30/2023 |
| | | | | | | SHEET: | AC13 of AC17 |

Date Received: 10/30/2023, 6:34 PM
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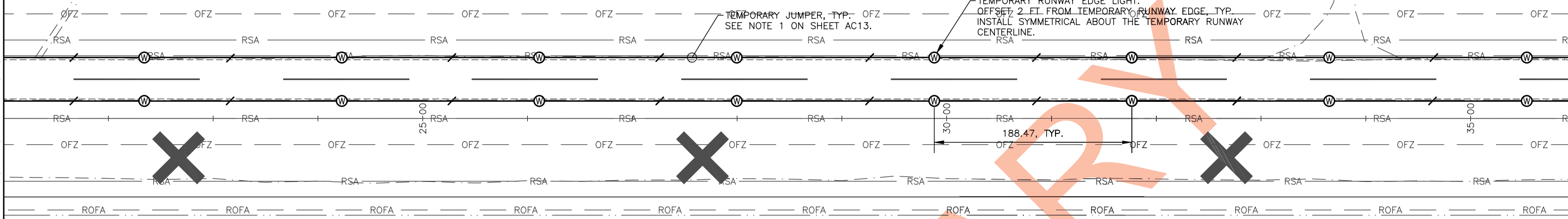
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MATCH LINE - STA 21+00
 SEE SHEET AC13

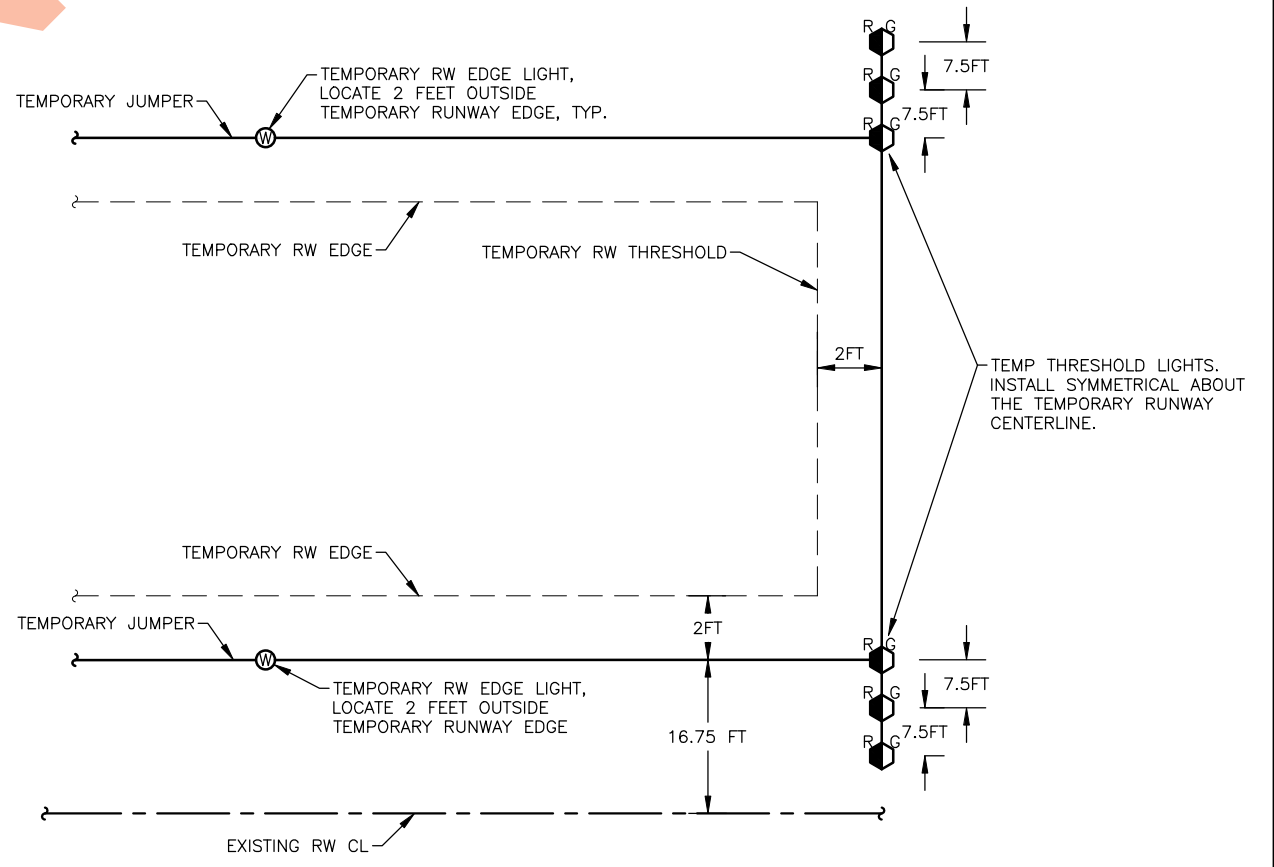
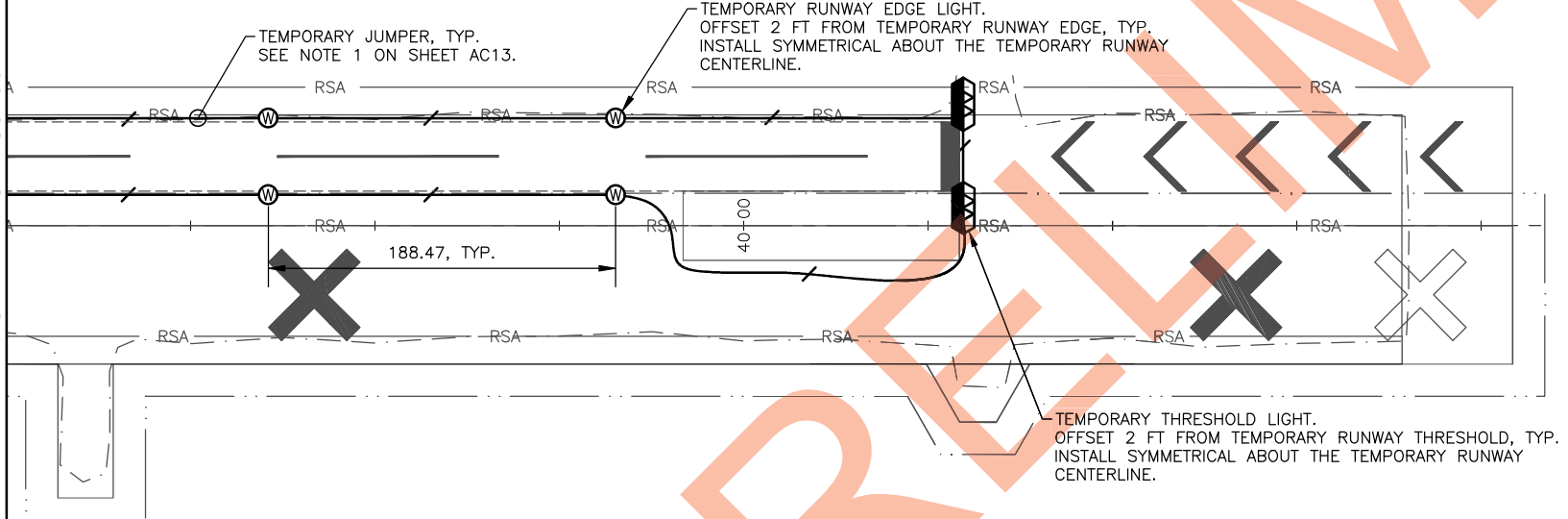
MATCH LINE - STA 36+00

MATCH LINE - STA 36+00

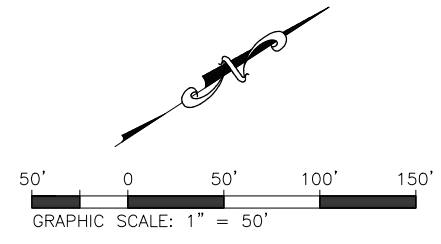
1 TEMPORARY LIGHTING PLAN - PHASE 3
 AC14



2 TEMPORARY LIGHTING PLAN - PHASE 3
 AC14



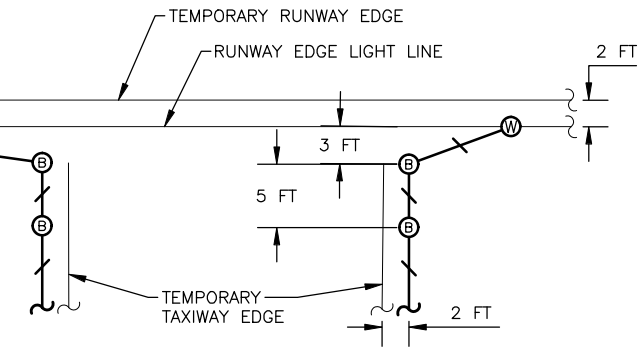
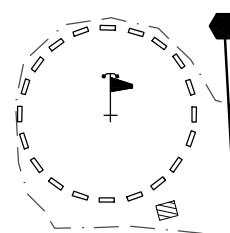
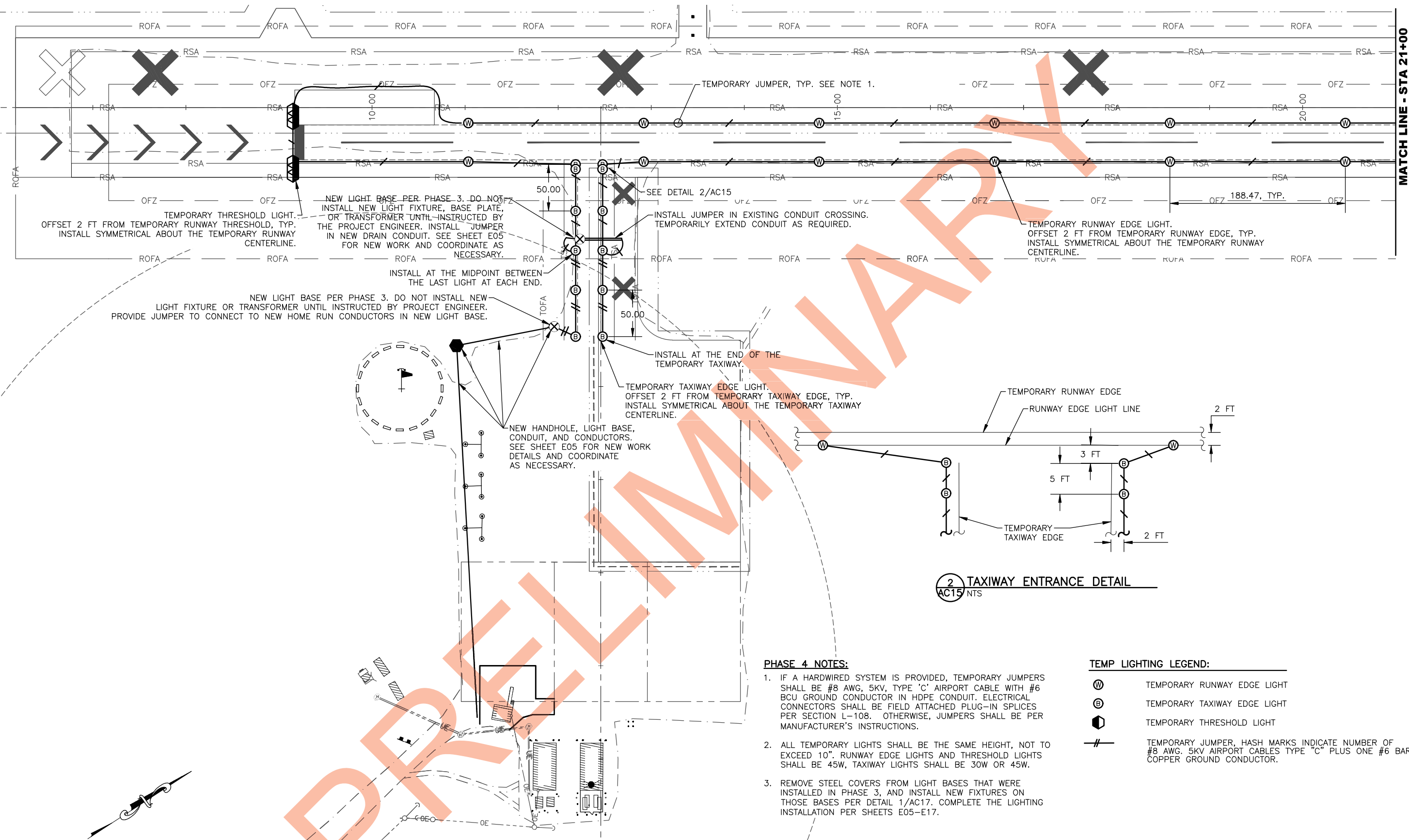
3 TEMPORARY THRESHOLD LIGHTING DETAIL, PHASE 3
 AC14 NTS



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| MBA CONSULTING ENGINEERS, INC. 3812 SPENARD ROAD, SUITE 200 ANCHORAGE, AK 99517 (907) 274-2622 CERTIFICATE OF AUTHORIZATION NO. AECC578 | BY | DATE | REVISION | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT AIRPORT REHABILITATION PROJECT No. 2537250000 AIP No. 3-02-0468-0XX-20XX TEMPORARY LIGHTING PLAN, PHASE 3 STA 21+00 TO STA 41+50 | DATE: 10/30/2023 |
| | | | | | | SHEET: AC14 of AC17 |

Designed By: DMH
 Drawn By: DMH
 Checked By: EC

Date Received: 10/30/2023, 6:34 PM
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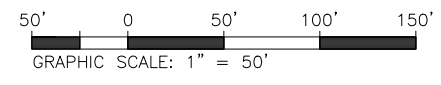
2 TAXIWAY ENTRANCE DETAIL
 AC15 NTS

PHASE 4 NOTES:

1. IF A HARDWIRED SYSTEM IS PROVIDED, TEMPORARY JUMPERS SHALL BE #8 AWG, 5KV, TYPE 'C' AIRPORT CABLE WITH #6 BCU GROUND CONDUCTOR IN HDPE CONDUIT. ELECTRICAL CONNECTORS SHALL BE FIELD ATTACHED PLUG-IN SPLICES PER SECTION L-108. OTHERWISE, JUMPERS SHALL BE PER MANUFACTURER'S INSTRUCTIONS.
2. ALL TEMPORARY LIGHTS SHALL BE THE SAME HEIGHT, NOT TO EXCEED 10". RUNWAY EDGE LIGHTS AND THRESHOLD LIGHTS SHALL BE 45W, TAXIWAY LIGHTS SHALL BE 30W OR 45W.
3. REMOVE STEEL COVERS FROM LIGHT BASES THAT WERE INSTALLED IN PHASE 3, AND INSTALL NEW FIXTURES ON THOSE BASES PER DETAIL 1/AC17. COMPLETE THE LIGHTING INSTALLATION PER SHEETS E05-E17.

TEMP LIGHTING LEGEND:

- ⊙ TEMPORARY RUNWAY EDGE LIGHT
- ⊕ TEMPORARY TAXIWAY EDGE LIGHT
- ⬢ TEMPORARY THRESHOLD LIGHT
- /— TEMPORARY JUMPER, HASH MARKS INDICATE NUMBER OF #8 AWG, 5KV AIRPORT CABLES TYPE "C" PLUS ONE #6 BARE COPPER GROUND CONDUCTOR.



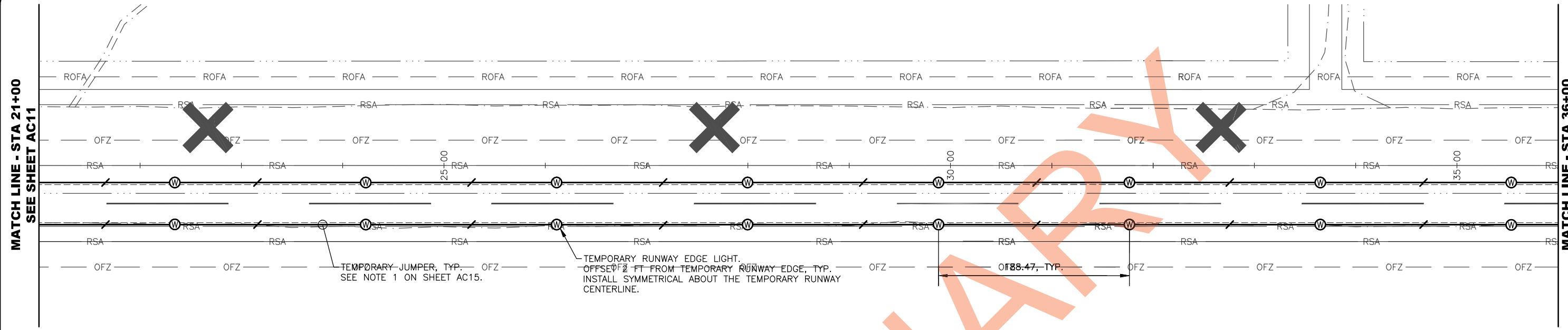
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 SEE SHEET AC12

1 TEMPORARY LIGHTING PLAN - PHASE 4
 AC15

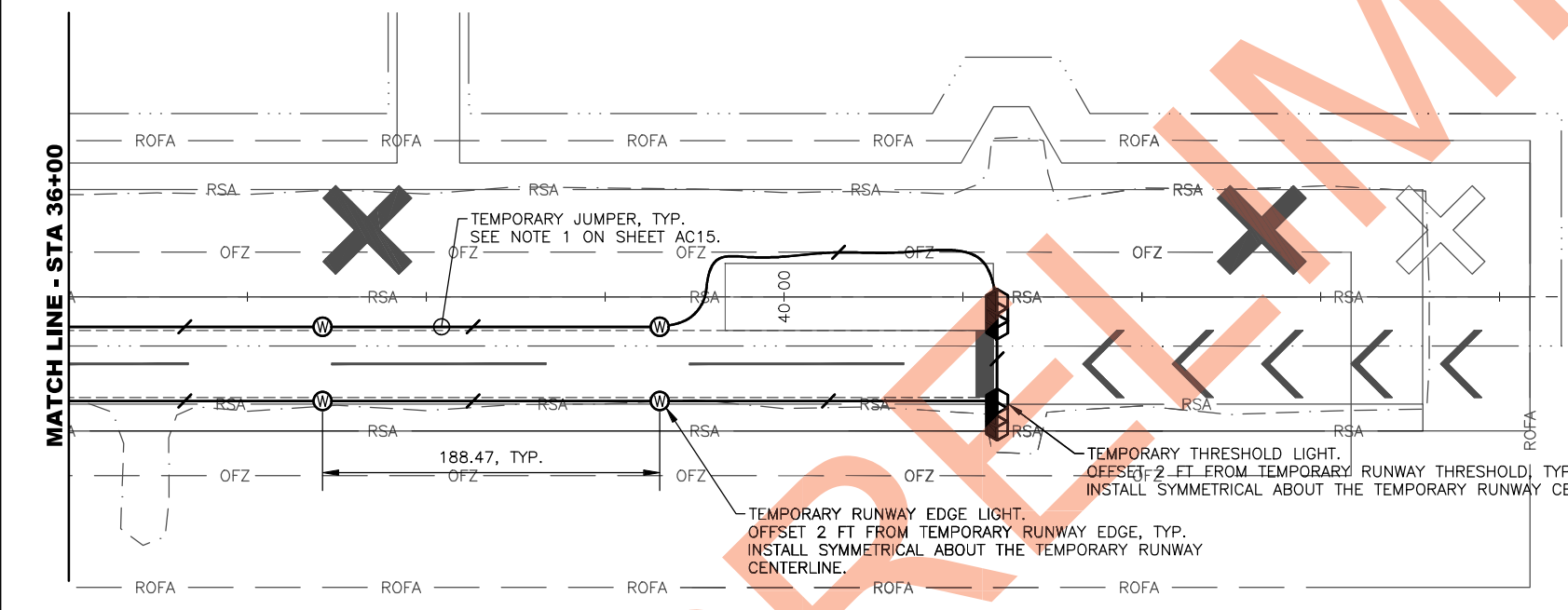
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| <p>DATE: 10/30/2023</p> | | <p>SHEET: AC15 of AC17</p> | | | | | | | | | | |

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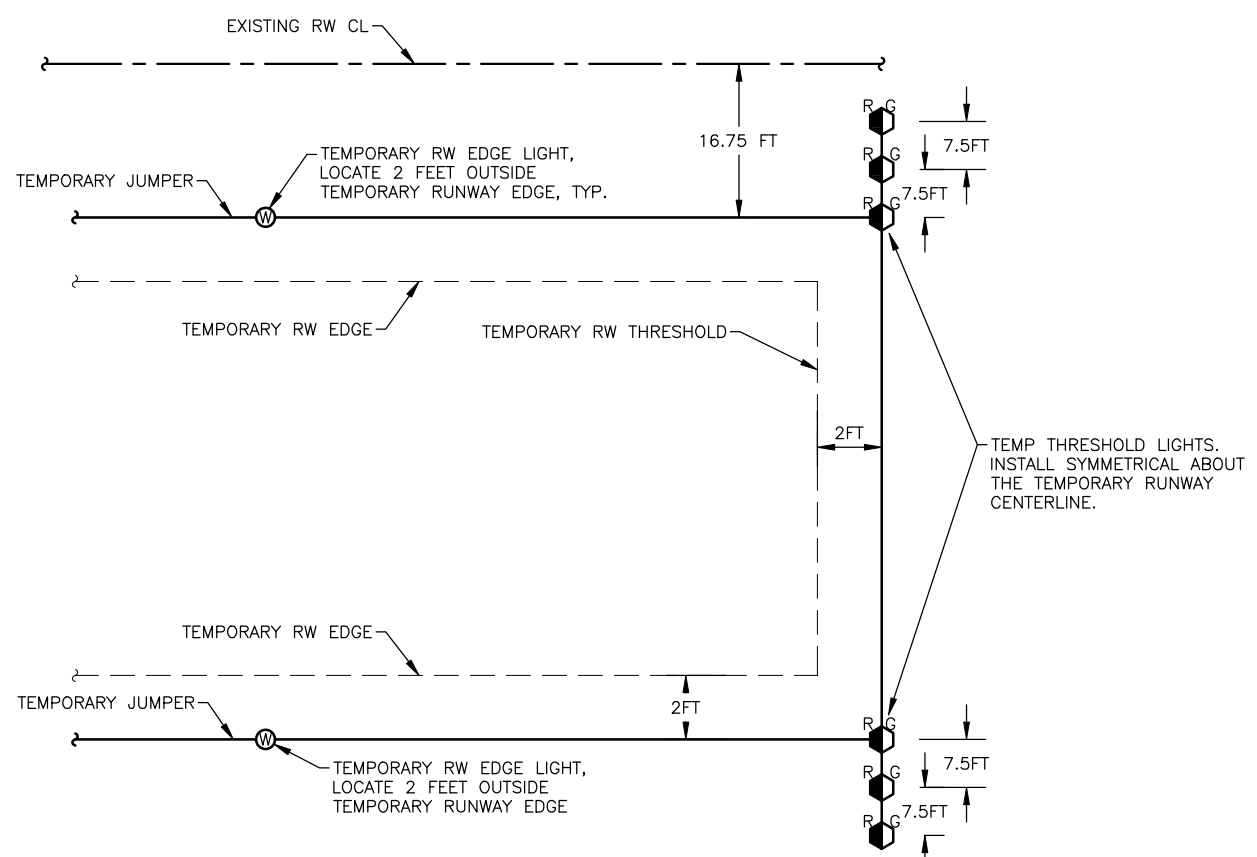
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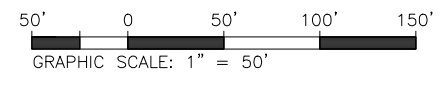
1 TEMPORARY LIGHTING PLAN - PHASE 4
AC16



2 TEMPORARY LIGHTING PLAN - PHASE 4
AC16



3 TEMPORARY THRESHOLD LIGHTING DETAIL, PHASE 4
AC16 NTS

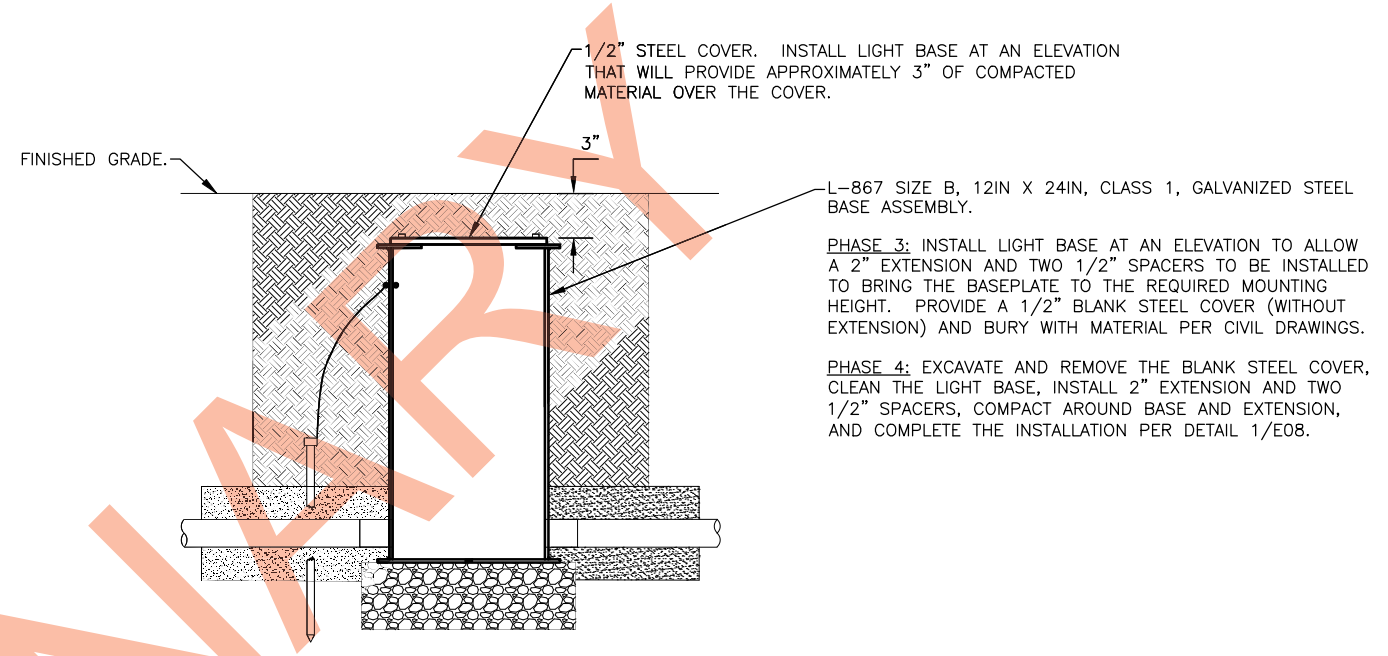


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| MBA CONSULTING ENGINEERS, INC. 3812 SPENARD ROAD, SUITE 200 ANCHORAGE, AK 99517 (907) 274-2622 CERTIFICATE OF AUTHORIZATION NO. AECC578 | BY | DATE | REVISION | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT CHEVAK, ALASKA AIRPORT REHABILITATION PROJECT No. 2537250000 AIP No. 3-02-0468-0XX-20XX TEMPORARY LIGHTING PLAN, PHASE 4 STA 21+00 TO STA 41+50 | DATE: 10/30/2023 |
| | | | | | | SHEET: AC16 of AC17 |

Date Recvied: 10/30/2023, 6:34 PM
 Layout Name: AC17
 File Path and Name: Z:\20220204R - Chevak Airport Rehabilitation\E-Working\Drawings\Z53725-VAK_LIG_TEMP.dwg

Designed By: DMH
 Drawn By: DMH
 Checked By: EC

PRELIMINARY



1 STEEL L-867 BASE INSTALLATION DETAIL – PHASE 3
 AC17 NTS

PHASE 3: INSTALL LIGHT BASE AT AN ELEVATION TO ALLOW A 2" EXTENSION AND TWO 1/2" SPACERS TO BE INSTALLED TO BRING THE BASEPLATE TO THE REQUIRED MOUNTING HEIGHT. PROVIDE A 1/2" BLANK STEEL COVER (WITHOUT EXTENSION) AND BURY WITH MATERIAL PER CIVIL DRAWINGS.

PHASE 4: EXCAVATE AND REMOVE THE BLANK STEEL COVER, CLEAN THE LIGHT BASE, INSTALL 2" EXTENSION AND TWO 1/2" SPACERS, COMPACT AROUND BASE AND EXTENSION, AND COMPLETE THE INSTALLATION PER DETAIL 1/E08.

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|--|----|------|----------|--|--|------------------------|
| MBA CONSULTING ENGINEERS, INC. 3812 SPENARD ROAD, SUITE 200 ANCHORAGE, AK 99517 (907) 274-2622 CERTIFICATE OF AUTHORIZATION NO. AECC578 | | | | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT CHEVAK, ALASKA AIRPORT REHABILITATION PROJECT No. Z537250000 AIP No. 3-02-0468-0XX-20XX TEMPORARY LIGHTING DETAILS | DATE: 10/30/2023 |
| | BY | DATE | REVISION | | | SHEET: AC17 of AC17 |

Date Rev/Issued: 10/31/2023, 11:04 AM
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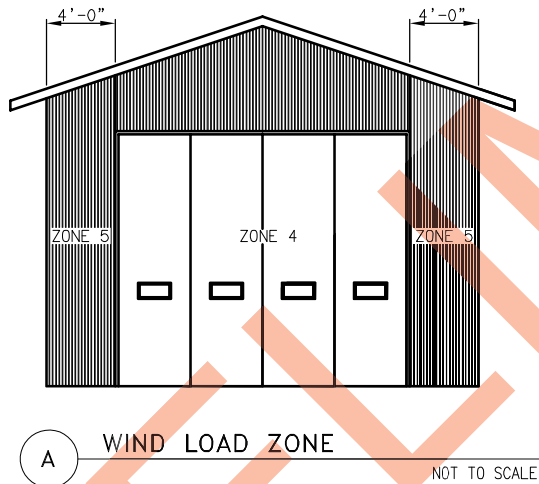
2021 INTERNATIONAL BUILDING CODE (IBC)

DESIGN LOADS:

| | | |
|-----------------------|---|---|
| OCCUPANCY CATEGORY II | | |
| LIVE LOAD | FLOOR 200 PSF | |
| SNOW LOAD | GROUND SNOW LOAD, P _g 40 PSF | |
| | IMPORTANCE FACTOR, I _e 1.00 | |
| | EXPOSURE FACTOR, C _e 0.9 | |
| | THERMAL FACTOR, C _t 1.0 | |
| | FLAT ROOF SNOW LOAD, P _f 32 PSF | |
| | SNOW DRIFT PER ASCE 7-16 | |
| WIND LOAD | WIND SPEED (3-SECOND GUST) 162 MPH | |
| | ENCLOSURE CLASSIFICATION ENCLOSED | |
| | EXPOSURE CATEGORY C | |
| | IMPORTANCE FACTOR, I _w 1.00 | |
| | TOPOGRAPHIC FACTOR, K _{zt} 1.00 | |
| | DIRECTION FACTOR, K _d 0.85 | |
| | GUST FACTOR, G 0.88 | |
| | INTERNAL PRESSURE COEF, G _{Cpi} +/- 0.18 | |
| | C&C: | ZONE PER IBC(WIND PRESSURE IN PSF BASED ON 200 SF AREA) |
| | | NOTE: APPLICATION OF 0.6 REDUCTION FACTOR FOR ASD COMBINATION IS ALLOWED. |
| | ZONE 4 ZONE 5 | |
| | -64/58 -68/58 | |
| SEISMIC | SS= 0.182g, S1=0.083g, SDS = 0.312g, SD1 = 0.195g | |
| | SEISMIC DESIGN CATEGORY C | |
| | SITE CLASS D | |
| | IMPORTANCE FACTOR, I _s 1.00 | |
| | RESPONSE MOD FACTOR, R | |
| | MOMENT FRAME 3.5 | |
| | OVERSTRENGTH, OMEGA | |
| | MOMENT FRAME 3.0 | |

STRUCTURAL ABBREVIATIONS:

| | | | | | |
|----------|--|-------|-------------------------------|-------|------------------------|
| AISC | AMERICAN INSTITUTE OF STEEL CONSTR. | FB | ADMINISTRATION | PVC | POLYVINYL CHLORIDE |
| ALT | ALTERNATIVE | FDN | FLAT BAR | QTR | QUARTER |
| ASTM | AMERICAN SOCIETY FOR TESTING & MATERIALS | FLG | FOUNDATION | R | RADIUS |
| @ | AT | FLR | FLANGE | RAIL | RAILING |
| BLKG | BLOCKING | FS | FAR SIDE, FULL SIZE | SHT | SHEET |
| BM | BEAM | g | GRAM | SIM | SIMILAR |
| BTWN | BETWEEN | GA | GAGE | SQ | SQUARE |
| BOT | BOTTOM | GALV | GALVANIZED | SREB | SNOW REMOVAL EQUIPMENT |
| BRG | BEARING | HD | HEAVY DUTY | BLDG | BLDG |
| C/C | CENTER TO CENTER | HDR | HOT DIP GALVANIZE | STL | STEEL |
| CL | CENTERLINE | HORIZ | HORIZONTAL | STIFF | STIFFENER |
| CLR | CLEAR | HSS | HOLLOW STRUCTURAL SECTION | SUPT | SUPPORT |
| COL | COLUMN | ID | INSIDE DIAMETER | SWL | SEA WATER LEVEL |
| CONFIG | CONFIGURATION | IE | THAT IS, IN OTHER WORDS | SYM | SYMMETRICAL |
| CONN | CONNECTION | INT | INTERIOR | T&B | TOP & BOTTOM |
| CONT | CONTINUOUS | INT | INTERIOR | THK | THICK |
| CONTR | CONTRACTOR | JT | JOINT | TRANS | TRANSITION |
| CONSTR | CONSTRUCTION | ksi | KILOPOUND PER SQUARE INCH | TS | TUBE STEEL |
| D | DEPTH, DEEP | L | ANGLE | TYP | TYPICAL |
| DBL | DOUBLE | LG | LONG | UNC | UNIFIED COARSE THREAD |
| DEFL | DEFLECTION, DEFLECTOR | LBS | POUNDS | UON | UNLESS OTHERWISE NOTED |
| DET | DETAIL | LONG | LONGITUDINAL | VERT | VERTICAL |
| DIA, Ø | DIAMETER | MI | MALEABLE IRON | W/ | WITH |
| DIAG | DIAGONAL | MI | MALEABLE IRON | W | WIDE |
| EA | EACH | MAX | MAXIMUM | W | "W" STYLE BEAM |
| EE | EACH END | MID | MIDDLE | WF | WIDE FLANGE BEAM |
| EG | FOR EXAMPLE | MIN | MINIMUM | WT | "WT" STYLE BEAM |
| EW | EACH WAY | OC | ON CENTER | | |
| ECON | ECONOMY | OPG | OPENING | | |
| ELEV, EL | ELEVATION | OPP | OPPOSITE | | |
| EQ | EQUAL | OD | OUTSIDE DIAMETER | | |
| ES | EACH SIDE | OF | OUTSIDE FACE | | |
| EX, EXC | EXCEPT | PED | PEDESTRIAN | | |
| EXP | EXPANSION | PEMB | PRE ENGINEERED METAL BUILDING | | |
| EXT | EXTERIOR | PEN | PENETRATION | | |
| FAA | FEDERAL AVIATION | PL | PLATE | | |
| | | PLWD | PLYWOOD | | |
| | | PR | PAIR | | |
| | | PSF | POUNDS PER SQUARE FOOT | | |



MATERIALS

COMPLY WITH BUY AMERICAN PREFERENCE REQUIREMENTS OF FAA FUNDED PROJECT.

STRUCTURAL STEEL AND CONNECTORS:

STRUCTURAL STEEL SHALL CONFORM TO IBC CHAPTER 22, FOR ASTM SPECIFICATION A-36, F_y = 36 ksi EXCEPT WHERE NOTED OTHERWISE. ROLLED SHAPES SHALL BE ASTM A992, 50 ksi YIELD.

- STEEL TUBING (HSS) SHALL CONFORM TO ASTM A500, GRADE B, F_y = 46 ksi.
- WIDE FLANGE BEAMS AND STEEL PLATE SHALL BE ASTM A572 GRADE 50 ksi, RAISED DIAMOND FLOOR PLATE SHALL CONFORM TO SPECIFICATION ASTM A786.
- DESIGN FABRICATION AND ERECTION SHALL BE IN ACCORDANCE WITH THE IBC CHAPTER 22, DIVISION IX, ALLOWABLE STRESS DESIGN.
- ALL BOLTS (UON) SHALL BE A325 HIGH STRENGTH BOLTS IN CONFORMANCE WITH AISC STANDARD "SPECIFICATION FOR STRUCTURAL JOINTS USING ASTM A325 OR A490 BOLTS".
- MACHINE BOLTS SHALL CONFORM TO ASTM 325 UNLESS NOTED OTHERWISE AND SHALL BE PROVIDED HEAVY HEX HEAD NUTS CONFORMING TO ASTM A563, GRADE A AND CIRCULAR STEEL WASHERS CONFORMING TO ASTM F436. NUTS SHOWN TO BE WELDED, SHALL BE HEAVY HEX ASTM A563A WELDABLE GRADE.
- WELDING PER AWS 1.1 WITH E70 ELECTRODES.
- METAL BAR 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/ 1/4" (MIN) FLAT BAR, HOT DIP GALVANIZED, FABRICATE IN 3' MAX PANEL WIDTHS.

ANTI-CORROSIVE COATING:

- RESURFACE BOTTOM 2'-0" ALL PEMB COLUMNS PER SPEC SECTION 055000. FINISH TOP COAT COLOR SHALL BE GRAY.

SKID TOW-BARS:

- CONTRACTOR TO VERIFY THE INSTALLATION OF TOW BARS ON SREB #1 PRIOR TO RELEVELING OF SITE/SREB. IF TOW BARS NOT INSTALLED, FABRICATE AND INSTALL TOW BARS AS SHOWN ON DRAWINGS.

BUILDING FRAME:

- 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).
- INSPECT EXISTING 3/4" Ø PEMB ANCHOR BOLTS AND HARDWARE FOR EXCESSIVE CORROSION IN BOTH SREB #1 AND SREB #2. PROVIDE ENGINEER OF RECORD WITH INSPECTION PHOTOS TO CONFIRM THE REPLACEMENT OF CORRODED ANCHOR BOLTS.

PLANS DEVELOPED BY:
R&M CONSULTANTS, INC.
9101 VANGUARD DR.
ANCHORAGE, AK 99507
(907) 522-1707
CERT. OF AUTH. NO. AEGC-111

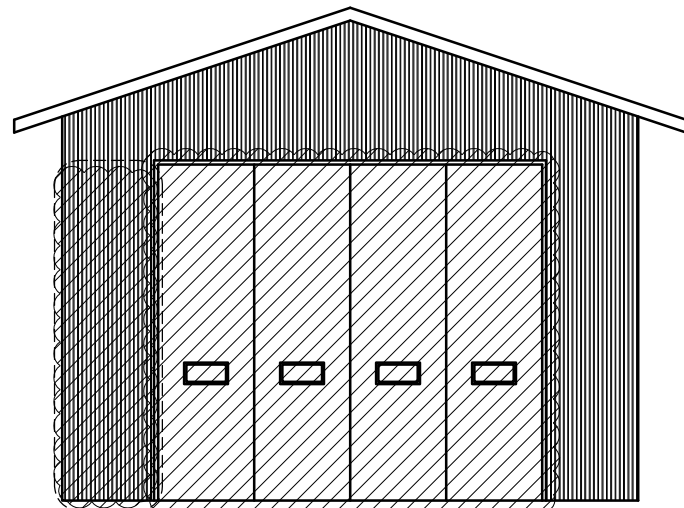
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PHONE (907) 269-0590

CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z7537250000
 AIP No. 3-02-0468-00X-20XX
 STRUCTURAL GENERAL NOTES

DATE:
 10/31/2023
 SHEET:
 S1 OF S6

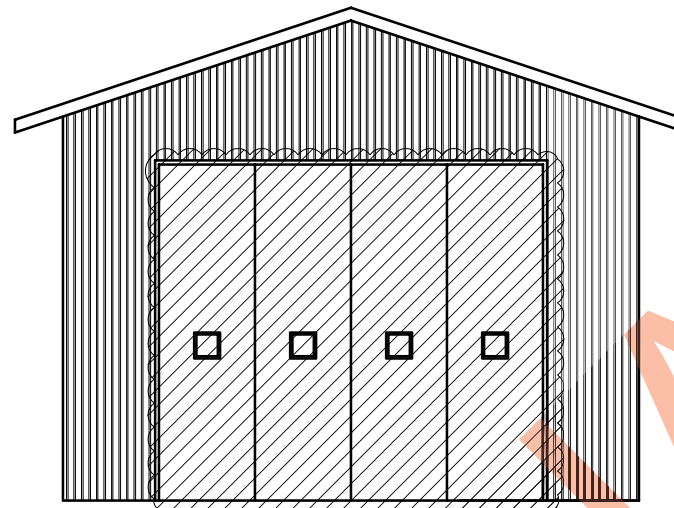
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 Drawn By: JMC
 Checked By: CB



SREB #2

DEMOLISH BI-FOLD DOORS, AND CONNECTION HARDWARE & HINGES. DEMOLISH WIDE FLANGE DOOR FRAME HEADER AND JAMB SEE DWG S3 DETAIL 1 AND 2.

3
S2



SREB #1

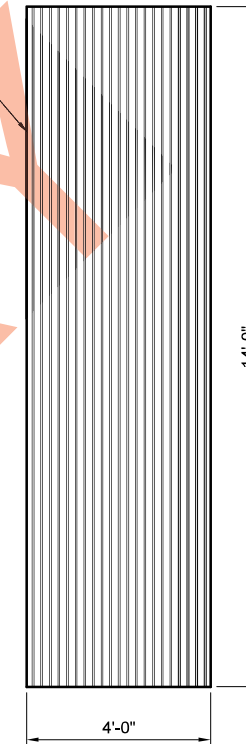
DEMOLISH BI-FOLD DOORS, AND CONNECTION HARDWARE & HINGES. USE EXISTING WIDE FLANGE DOOR FRAME HEADER AND JAMB.

1
S2

SREB 1 AND 2 DOOR DEMOLITION

SCALE: 1/4" = 1'-0"

INSULATED METAL PANELING SEE NOTE 1 AND 2.



A
S2

3
S2

SREB PANEL REPLACEMENT

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

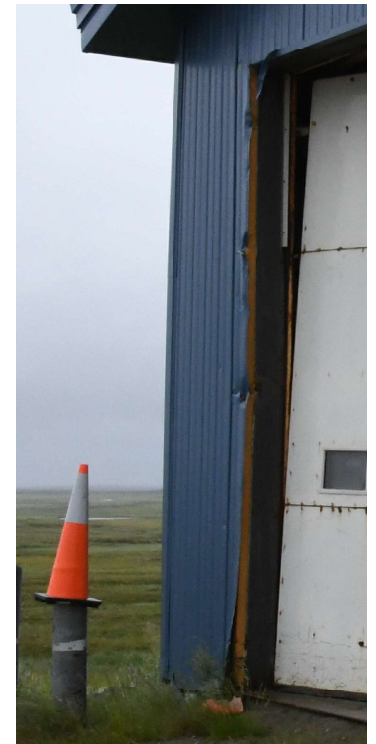
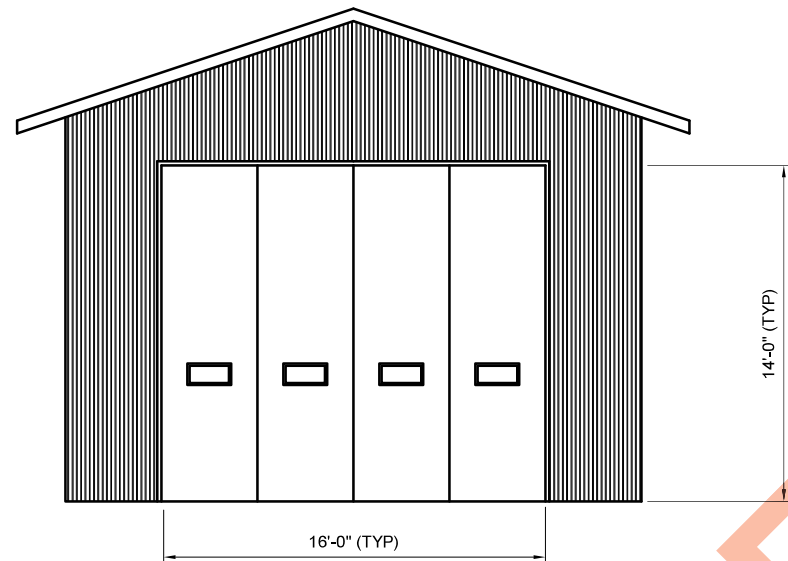


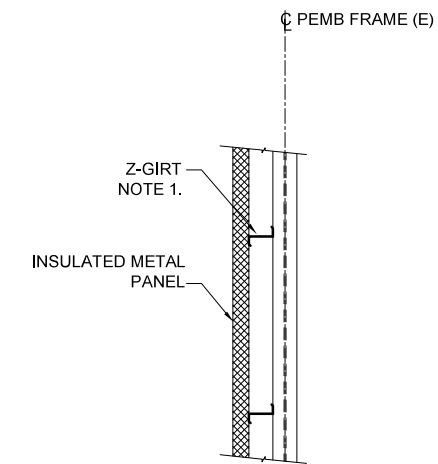
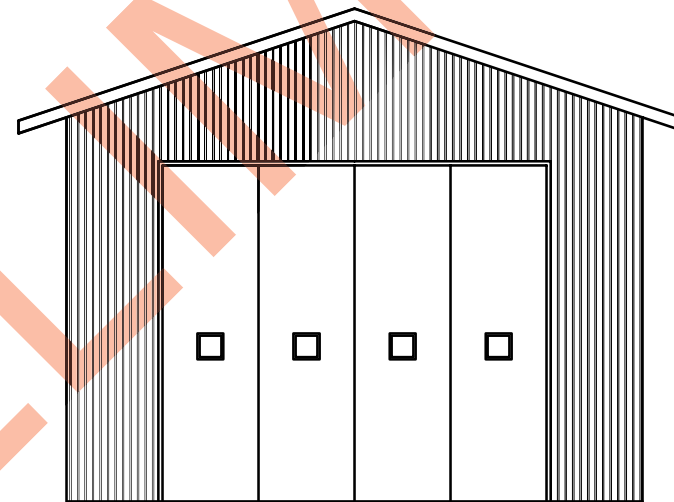
PHOTO OF DAMAGED INSULATED METAL WALL PANEL LOCATED ON SREB #2



2
S2

SREB 1 AND SREB 2 DOOR INSTALLATION

SCALE: 1/4" = 1'-0"



A
S2

TYP WIND GIRTS REPLACEMENT

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

NOTES:

- INSTALLATION CONTRACTOR TO DEMOLISH AND REPLACE IN-KIND Z-GIRTS FOR PANEL REPLACEMENT IN SREB #2.
- REPLACE INSULATED METAL PANELING LOCATED ADJACENT TO THE BI-FOLD DOOR TO CORNER OF BUILDING. USE NEW FLASHING AND CONNECTION HARDWARE FOR REPLACEMENT.

PLANS DEVELOPED BY:
R&M CONSULTANTS, INC.
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CERT. OF AUTH. NO. AECC111

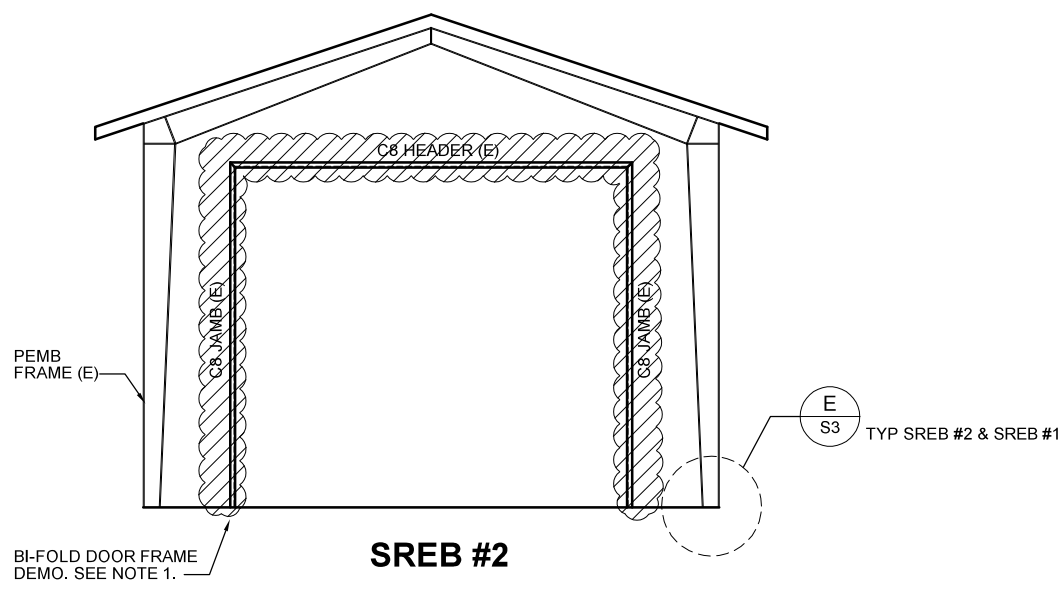
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4111 AVIATION AVE., ANCHORAGE ALASKA 99502
PHONE (907) 269-0590

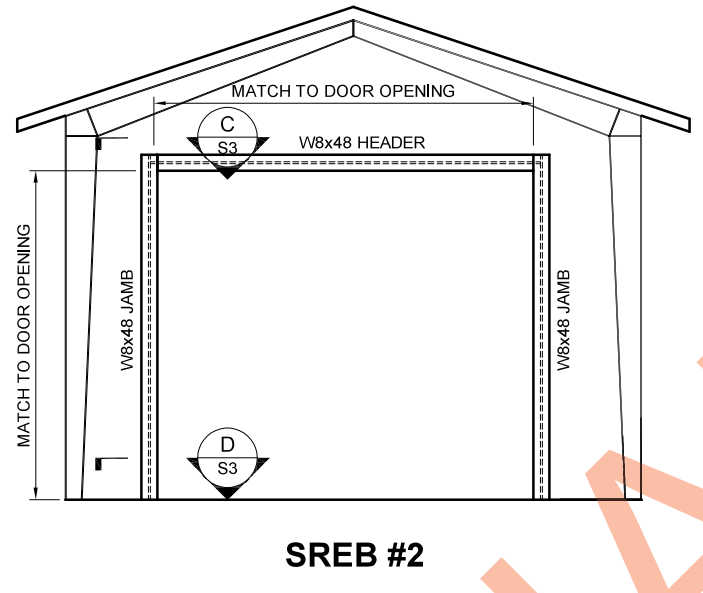
CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z7537250000
 AIP No. 3-02-0468-00X-20XX
 SREB #1 AND SREB #2
 ARCHITECTURAL REPAIRS

DATE: 10/31/2023
 SHEET: S2 OF S6

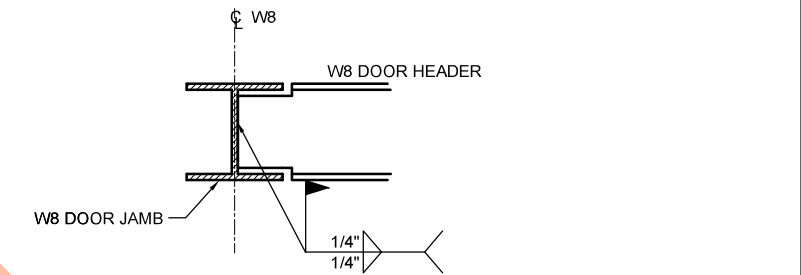
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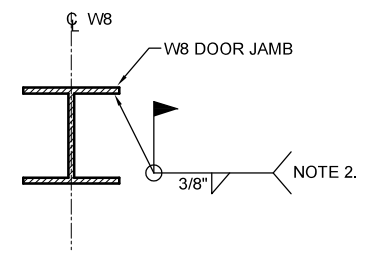
A SREB 2 BI-FOLD DOOR JAMB AND HEADER DEMOLITION
SCALE: 1/4" = 1'-0"



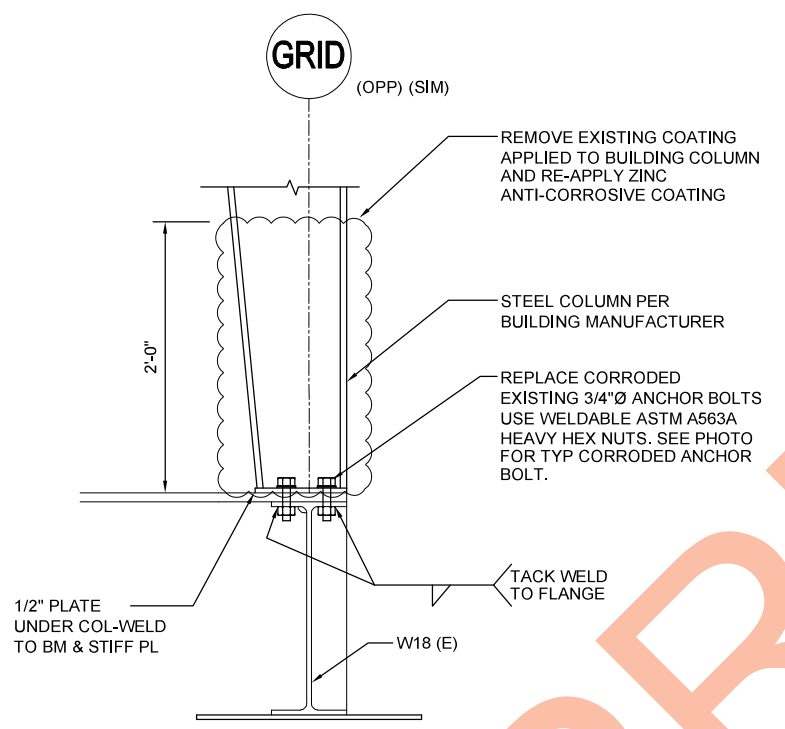
B SREB 2 BI-FOLD DOOR JAMB AND HEADER INSTALLATION
SCALE: 1/4" = 1'-0"



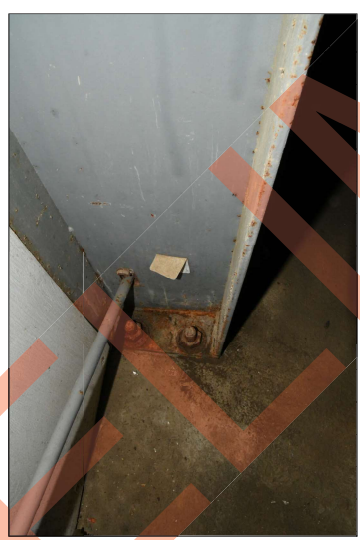
C BI-FOLD DOOR HEADER TO JAMB CONNECTION
SCALE: 1 1/2" = 1'-0"



D BI-FOLD DOOR JAMB CONNECTION
SCALE: 1 1/2" = 1'-0"



E COLUMN, BASEPLATE AND ANCHOR BOLT REPAIR DETAIL
SCALE: 1 1/2" = 1'-0"



F LIGHT FIXTURE CONFLICT SREB #1
SCALE: 1 1/2" = NTS



SEE NOTE 4.

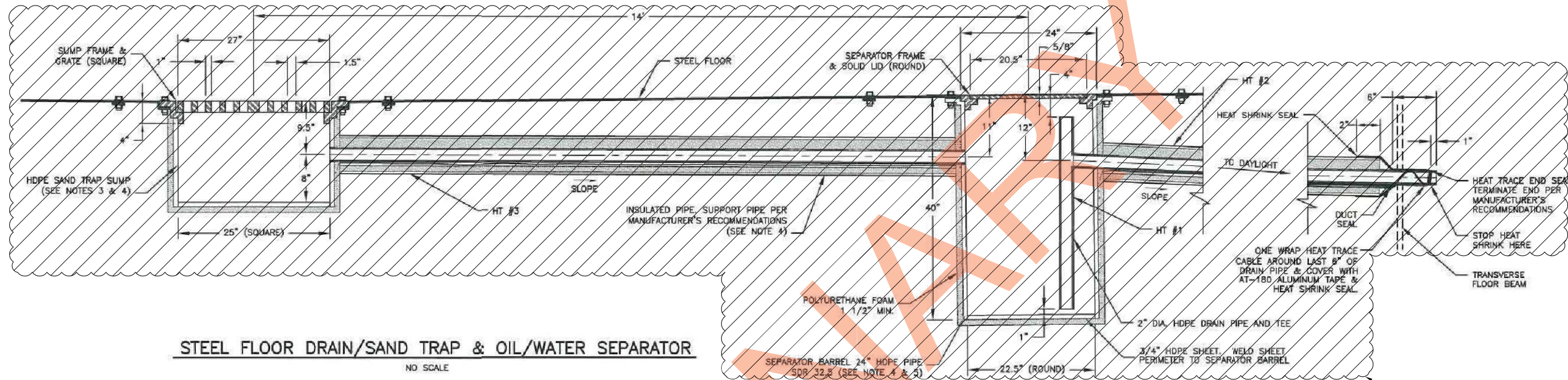
F TENSION ROD COUPLING SREB #1
SCALE: NTS



- NOTES:**
1. INSTALLATION CONTRACTOR TO DEMOLISH EXISTING BI-FOLD DOOR FRAMING. EXISTING FRAMING CONSISTS OF C8 SHAPES.
 2. FIELD WELD W8 COLUMN TO FLANGE OF TRANSVERSE BEAM BELOW. DO NOT WELD COLUMN TO FLOOR PLATE.
 3. RELOCATE LIGHT FIXTURE IN SREB #1 NORTH WALL TO NOT CONFLICT WITH TENSION ROD.
 4. RE-COUPLE TENSION ROD TO COUPLER, LOCATED ON SOUTH WALL OF SREB #1. IF COUPLER DAMAGED REPLACE DAMAGED TENSION ROD WITH 1/2" diameter TENSION ROD.

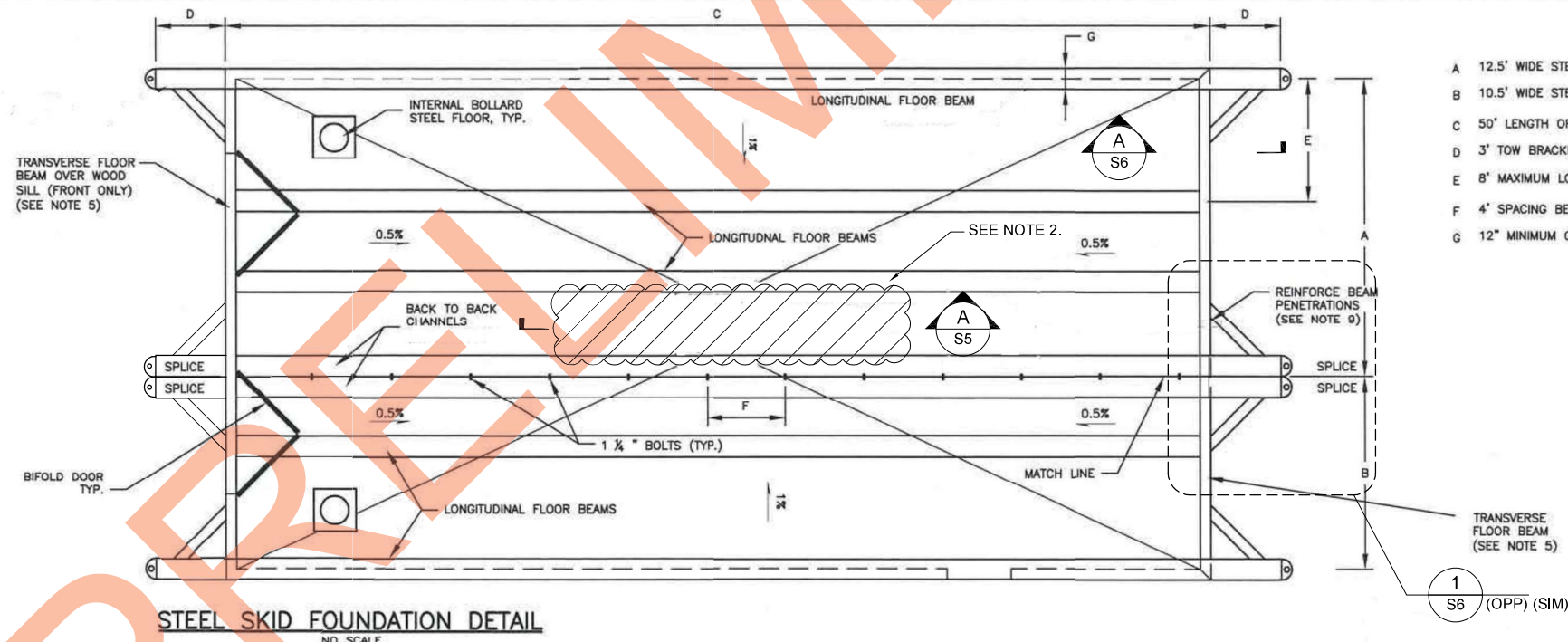
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| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AEGC111 | BY | DATE | REVISION | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT CHEVAK, ALASKA AIRPORT REHABILITATION PROJECT No. Z7537250000 AIP No. 3-02-0468-00X-20XX SREB #1 AND SREB #2 STRUCTURAL REPAIRS | DATE: | 10/31/2023 |
| | | | | | | SHEET: | S3 OF S6 |

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STEEL FLOOR DRAIN/SAND TRAP & OIL/WATER SEPARATOR
NO SCALE

SREB #1 FLOOR DRAIN DEMOLITION
SCALE: NTS



STEEL SKID FOUNDATION DETAIL
NO SCALE

SREB #1 FLOOR PLATE DEMOLITION
SCALE: NTS

- A 12.5' WIDE STEEL SKID SECTION
- B 10.5' WIDE STEEL SKID SECTION
- C 50' LENGTH OF BUILDING
- D 3" TOW BRACKET (SEE NOTE 6)
- E 8' MAXIMUM LONGITUDINAL FLOOR BEAM SPACING
- F 4' SPACING BETWEEN BOLTS ALONG FULL LENGTH
- G 12" MINIMUM GROUND BEARING WIDTH

- NOTES:**
- INSTALLATION CONTRACTOR TO DEMOLISH EXISTING SAND TRAP SUMP, SEPARATOR BARREL, & FLOOR DRAIN PRIOR TO RELOCATING SREB #1.
 - INSTALLATION CONTRACTOR TO DEMOLISH FLOOR PLATE AND ANY CONFLICTING TRANSVERSE BEAMS TO THE EXTENTS REQUIRED TO INSTALL EVAPORATION TRENCH. SEE DRAWING S5 FOR EVAPORATION TRENCH SECTIONS & DETAILS.

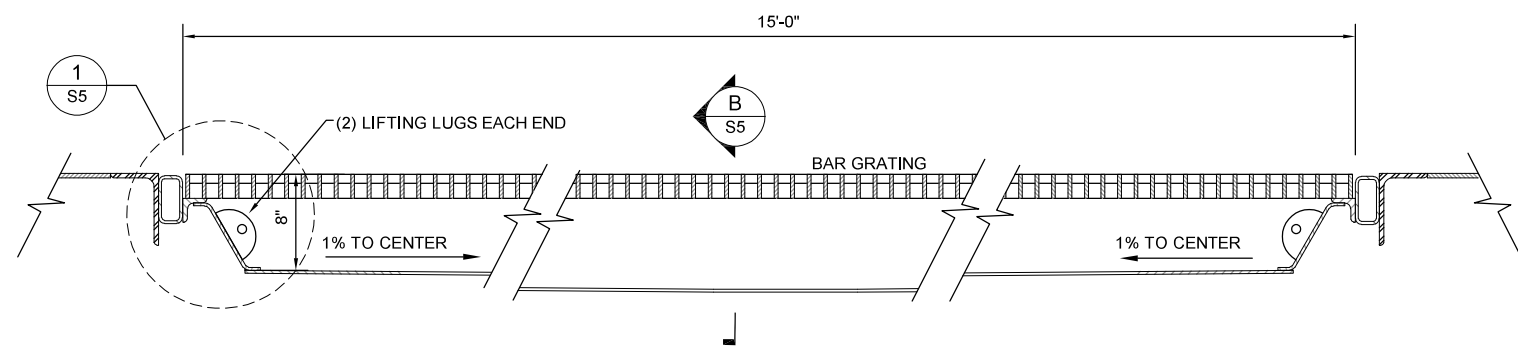
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CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z7537250000
 AIP No. 3-02-0468-00X-20XX
 OIL AND WATER SEPARATOR DEMOLITION

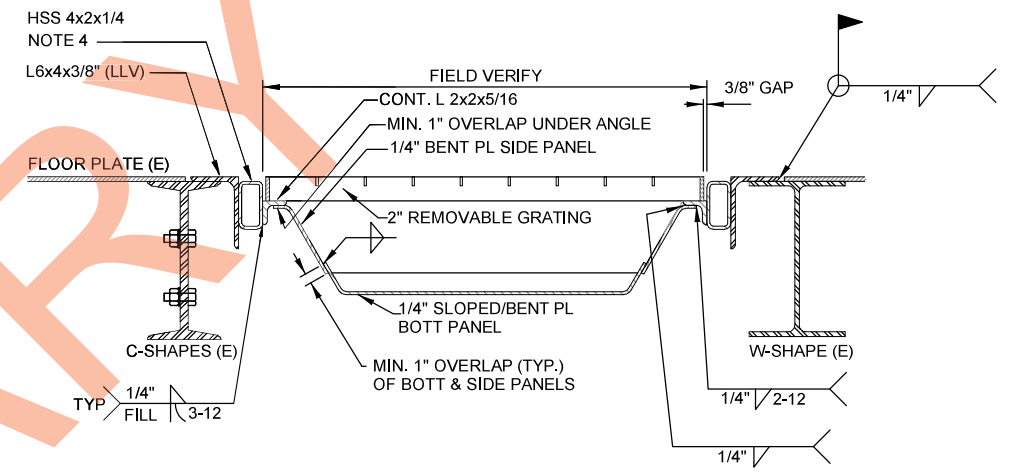
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S4 OF S6

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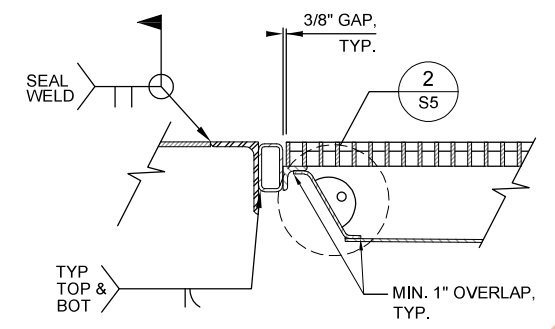


NOTES:
 1. LIFT & HANDLE MODULAR ASSEMBLY USING 4 LEG SLING.

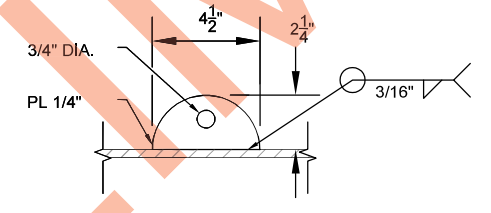
(A) EVAP. TRENCH LONGITUDINAL SECTION
 SCALE: 1 1/2"=1'-0"



(B) EVAP. TRENCH SECTION
 SCALE: 1 1/2"=1'-0"



(1) EVAP. TRENCH DETAIL @ END
 SCALE: 1 1/2"=1'-0"



(2) PAD EYE DETAIL
 SCALE: 3"=1'-0"

NOTES:
 1. TRENCH PAN ASSEMBLY INCLUSIVE OF PERIMETER HSS FRAME SHALL BE HOT DIPPED GALVANIZED.
 2. TRENCH PAN ASSEMBLY SHALL BE WELDED AS FOR HYDROCARBON CONTAINMENT AND LEAK-TESTED PRIOR TO INSTALLATION.
 3. FIELD INSTALL TRENCH PAN ASSEMBLY INTO OPENING AFTER DEMOLITION OF FLOOR PLATE AND EXISTING CONFLICTING TRANSVERSE STEEL MEMBERS.
 4. PERIMETER FRAME 4 SIDES. MITRE CORNER AND WELD WITH FULL DEPTH PJP WELDS.

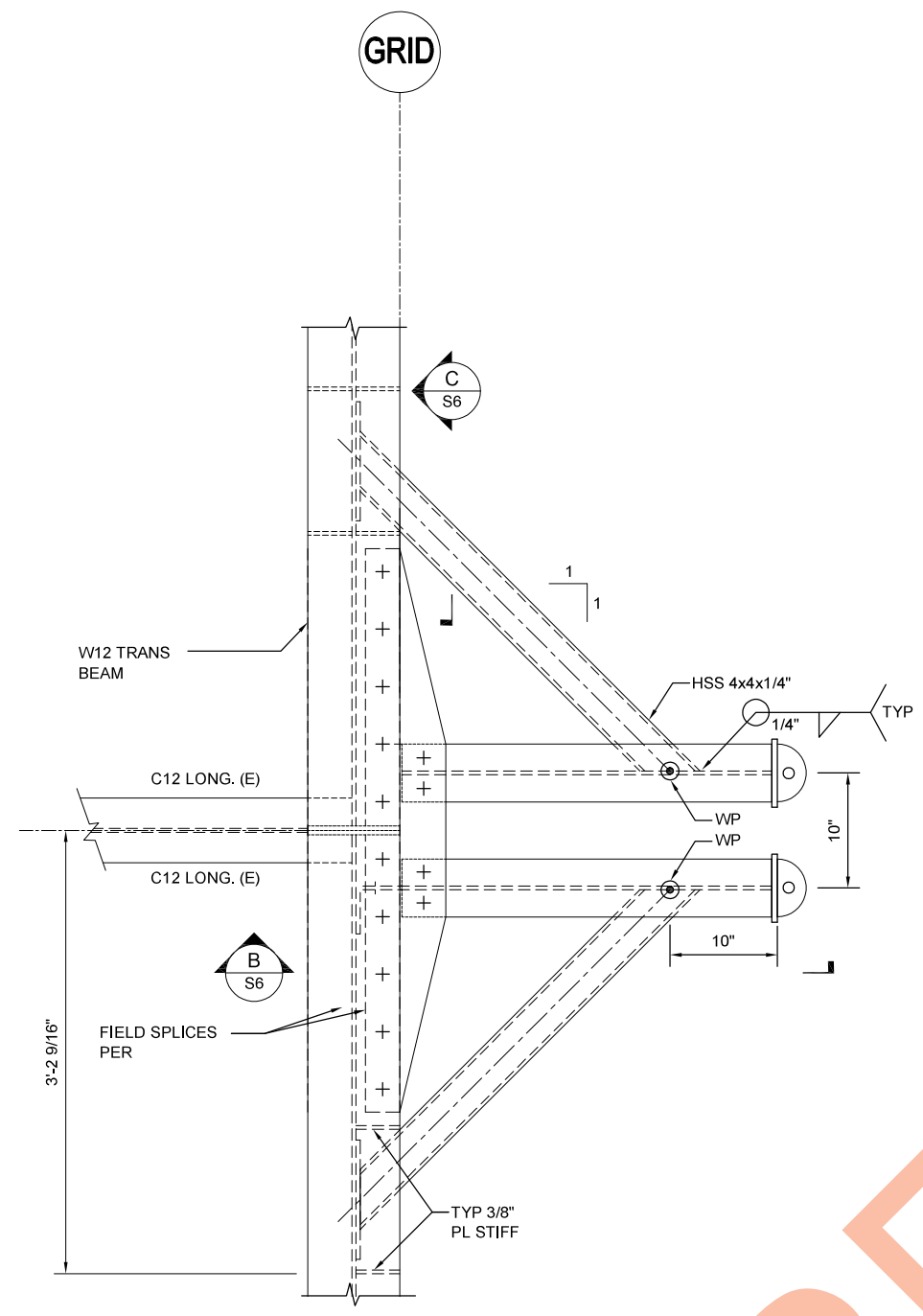
| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AECC111 | | |
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 PHONE (907) 269-0590

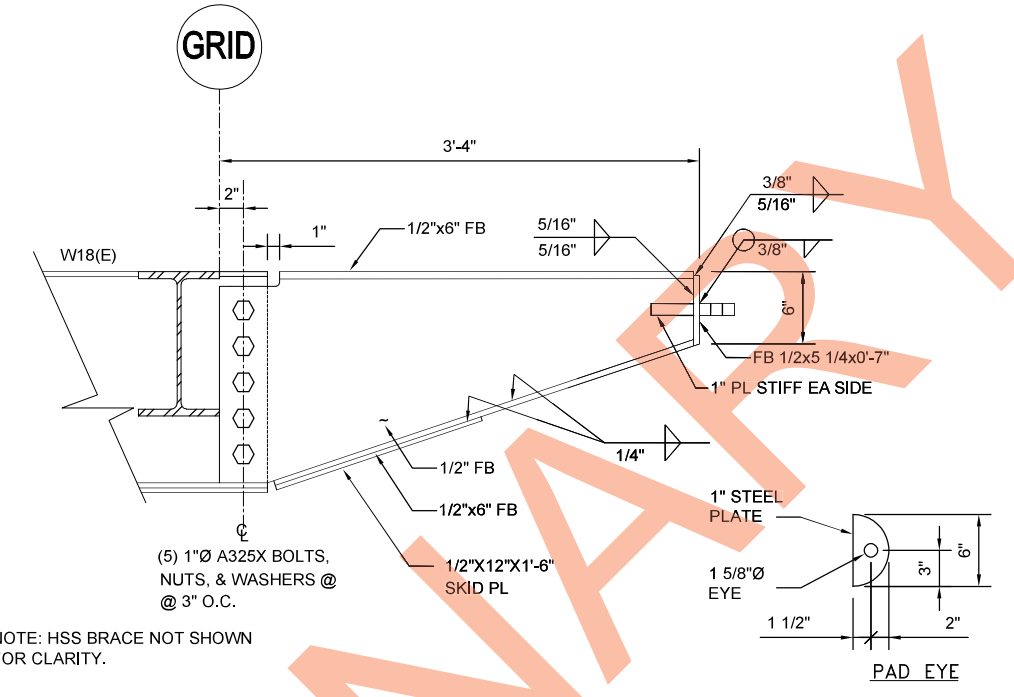
CHEVAK AIRPORT
 CHEVAK, ALASKA
 AIRPORT REHABILITATION
 PROJECT No. Z7537250000
 AIP No. 3-02-0468-00X-20XX
 SREB #1 EVAPORATION TRENCH

DATE: 10/31/2023
 SHEET: S5 OF S6

Date Revised: 10/31/2023, 8:29 AM
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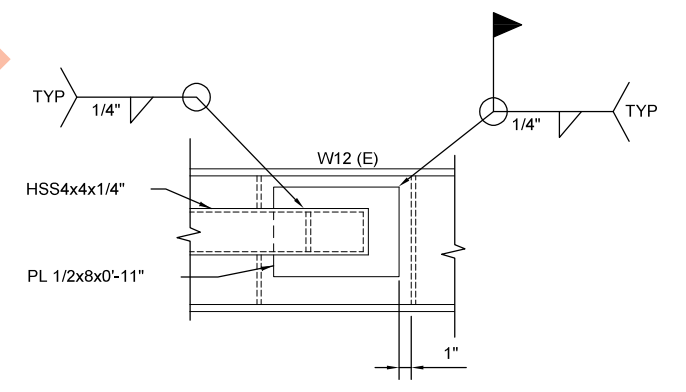


1 TOW BAR DETAIL
 SCALE: 1 1/2" = 1'-0"

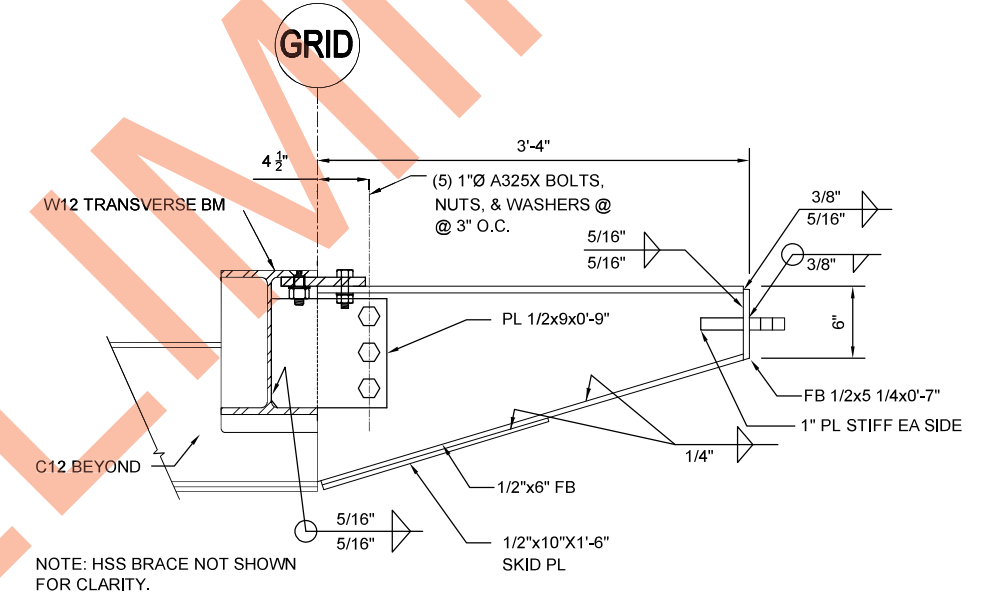


NOTE: HSS BRACE NOT SHOWN FOR CLARITY.

A EXTERIOR TOW BAR SECTION
 SCALE: 1 1/2" = 1'-0"



C HSS BRACE CONNECTION
 SCALE: 1 1/2" = 1'-0"



NOTE: HSS BRACE NOT SHOWN FOR CLARITY.

B INTERIOR TOW BAR SECTION
 SCALE: 1 1/2" = 1'-0"

PRELIMINARY

| PLANS DEVELOPED BY: R&M CONSULTANTS, INC. 9101 VANGUARD DR. ANCHORAGE, AK 99507 (907) 522-1707 CERT. OF AUTH. NO. AEGC111 | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">BY</th> <th style="width: 10%;">DATE</th> <th style="width: 80%;">REVISION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | BY | DATE | REVISION | | | | | | | | | | STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES CENTRAL REGION 4111 AVIATION AVE., ANCHORAGE ALASKA 99502 PHONE (907) 269-0590 | CHEVAK AIRPORT CHEVAK, ALASKA AIRPORT REHABILITATION PROJECT No. Z7537250000 AIP No. 3-02-0468-00X-20XX TOW BAR INSTALLATION | DATE: 10/31/2023 SHEET: S6 OF S6 |
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| BY | DATE | REVISION | | | | | | | | | | | | | | |
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