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COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) 123.000

CALIFORNIA REDWOOD COAST HUMBOLDT COUNTY AIRPORT (ACV)

COUNTY OF HUMBOLDT, CALIFORNIA

DESIGN ONLY
NOT FOR CONSTRUCTION

AIP No. 3-06-0010-060-2024

GENERAL DESCRIPTION OF PROJECT:

SCHEDULE I - RELOCATE TAXIWAY A
SCHEDULE II - RELOCATE TAXIWAY A LIGHTING

MARCH 2026

(PLANS ARE INTENDED TO BE PRINTED IN COLOR)

VICINITY MAP

NO SCALE

INDEX OF SHEETS

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3.1 - 3.10	TAXIWAY A PLAN & PROFILE
4.1 - 4.4	TYPICAL SECTION & DETAILS
5.1 - 5.10	GRADING PLAN
5.11 - 5.20	UNDERDRAIN PLAN
6.1 - 6.11	MARKING PLAN & DETAILS
7.1	SEEDING AND EROSION CONTROL
8.1 - 8.19	CROSS SECTIONS
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9.3	ELECTRICAL ABBREVIATIONS
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15.2	MODIFIED OVERALL AIRFIELD LIGHTING CIRCUITS
15.3	AIRFIELD LIGHTING CIRCUIT A1
15.4	AIRFIELD LIGHTING CIRCUIT A2
15.5	AIRFIELD LIGHTING CIRCUIT B1
15.6	AIRFIELD LIGHTING CIRCUIT 1-19
ATTACHED	
	CONSTRUCTION SAFETY & PHASING PLAN

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.

Lochner egis GROUP
715 HORIZON DR. STE 225
GRAND JUNCTION, CO 81506
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CALIFORNIA REDWOOD COAST HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY JOS	DATE 03/2026
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TITLE SHEET

1.1

LEGEND

0.00	EXISTING SPOT ELEVATION	99.99	PROPOSED FINISHED GRADE ELEVATION
5025	EXISTING GROUND CONTOUR (5' INTERVAL)	10	PROPOSED GROUND CONTOUR (1' INTERVAL)
	EXISTING RUNWAY EDGE LIGHT		PROPOSED RUNWAY EDGE LIGHT
	EXISTING TAXIWAY EDGE LIGHT		PROPOSED TAXIWAY EDGE LIGHT
	EXISTING RETROREFLECTIVE MARKER		PROPOSED TAXIWAY RETROREFLECTIVE MARKER
	EXISTING SPLICE BASE / PULL BOX		PROPOSED SPLICE BASE / PULL BOX
	EXISTING AIRFIELD SIGN		PROPOSED AIRFIELD SIGN
	EXISTING BEACON		PROPOSED BEACON AND TOWER
	EXISTING WIND CONE		PROPOSED LIGHTED WIND CONE
	EXISTING SEGMENTED CIRCLE		PROPOSED SUPPLEMENTAL WIND CONE
	EXISTING PAPI / VASI		PROPOSED SEGMENTED CIRCLE
	EXISTING REIL		PROPOSED PAPI
	EXISTING AWOS/ASOS/UNICOM		PROPOSED REIL
	EXISTING TIEDOWN ANCHOR		PROPOSED AWOS
	EXISTING UTILITY POLE		PROPOSED TIEDOWN ANCHOR
	EXISTING AREA LIGHT		PROPOSED UTILITY POLE
	EXISTING GUY		PROPOSED AREA LIGHT (S)
et	EXISTING PAD MOUNTED TRANSFORMER	ET	PROPOSED ELECTRIC TRANSFORMER
ep tp fp	EXISTING UTILITY PEDESTAL	SD SS	PROPOSED MANHOLE
em gm wm	EXISTING UTILITY METER		PROPOSED SANITARY SEWER CLEAN-OUT
e t sd ss	EXISTING MANHOLE / CLEAN-OUT	SD	PROPOSED STORM DRAIN INLET
sdi cb	EXISTING AREA INLET / CATCH BASIN		PROPOSED FIRE HYDRANT
	EXISTING FIRE HYDRANT		PROPOSED WATER VALVE
	EXISTING WATER VALVE		PROPOSED SURVEY MONUMENT
	EXISTING TREE		PROPOSED AIRFIELD POWER CABLE(S)
	EXISTING ROAD SIGN(S)		PROPOSED COUNTERPOISE CABLE
	EXISTING SECTION CORNER		PROPOSED CONCRETE ENCASED DUCT BANK
	EXISTING SURVEY CONTROL MONUMENT		PROPOSED CULVERT W/END SECTIONS
	EXISTING PROPERTY CORNER PIN/CAP		PROPOSED SWALE DIRECTION
	EXISTING AIRFIELD POWER CABLE(S)	X	PROPOSED BARBED WIRE FENCE
	EXISTING CONCRETE DUCT BANK	o	PROPOSED CHAIN LINK FENCE
	EXISTING CULVERT		PROPOSED WILDLIFE FENCE
	EXISTING SWALE DIRECTION	SS	PROPOSED SANITARY SEWER LINE
x	EXISTING BARB WIRE FENCE	SD	PROPOSED STORM DRAIN LINE
o	EXISTING CHAIN LINK FENCE	W	PROPOSED WATERLINE
	EXISTING WILDLIFE FENCE	G	PROPOSED GAS LINE
ss	EXISTING SANITARY SEWER LINE	P	PROPOSED UNDERGROUND POWER/TELE
sd	EXISTING STORM DRAIN LINE		PROPOSED PERFORATED UNDERDRAIN W/ CLEAN-OUT
w	EXISTING WATER LINE		PROPOSED NON-PERFORATED UNDERDRAIN
g	EXISTING GAS LINE		PROPOSED SEDIMENT LOG
up	EXISTING UNDERGROUND POWER OR TELE. LINE		PROPOSED SILT FENCE
p	EXISTING OVERHEAD POWER CABLE		PROPOSED CONCRETE PAVEMENT
t	EXISTING UNDERGROUND COMMUNICATION LINE		PROPOSED ASPHALT PAVEMENT
fo	EXISTING FIBER OPTIC CABLE		PROPOSED ASPHALT/CONCRETE REMOVAL
	EXISTING UNDERDRAIN W/ CLEAN-OUT		PROPOSED GRAVEL
FIDO	EXISTIG ABANDONED FIDO LINE		PROPOSED ROCK RIPRAP
	EXISTING CONCRETE PAVEMENT		PROPOSED BUILDING
	EXISTING ASPHALT PAVEMENT		PROPOSED SEEDING AREA
	EXISTING GRAVEL		PROPOSED GRADING AREA
	EXISTING BUILDING		
	EXISTING WETLANDS		

NOTE: LEGEND APPLIES TO ALL SHEETS IN THIS PLAN SET, IS GENERIC, AND NOT ALL SYMBOLS MAY BE IN PLAN SHEETS.

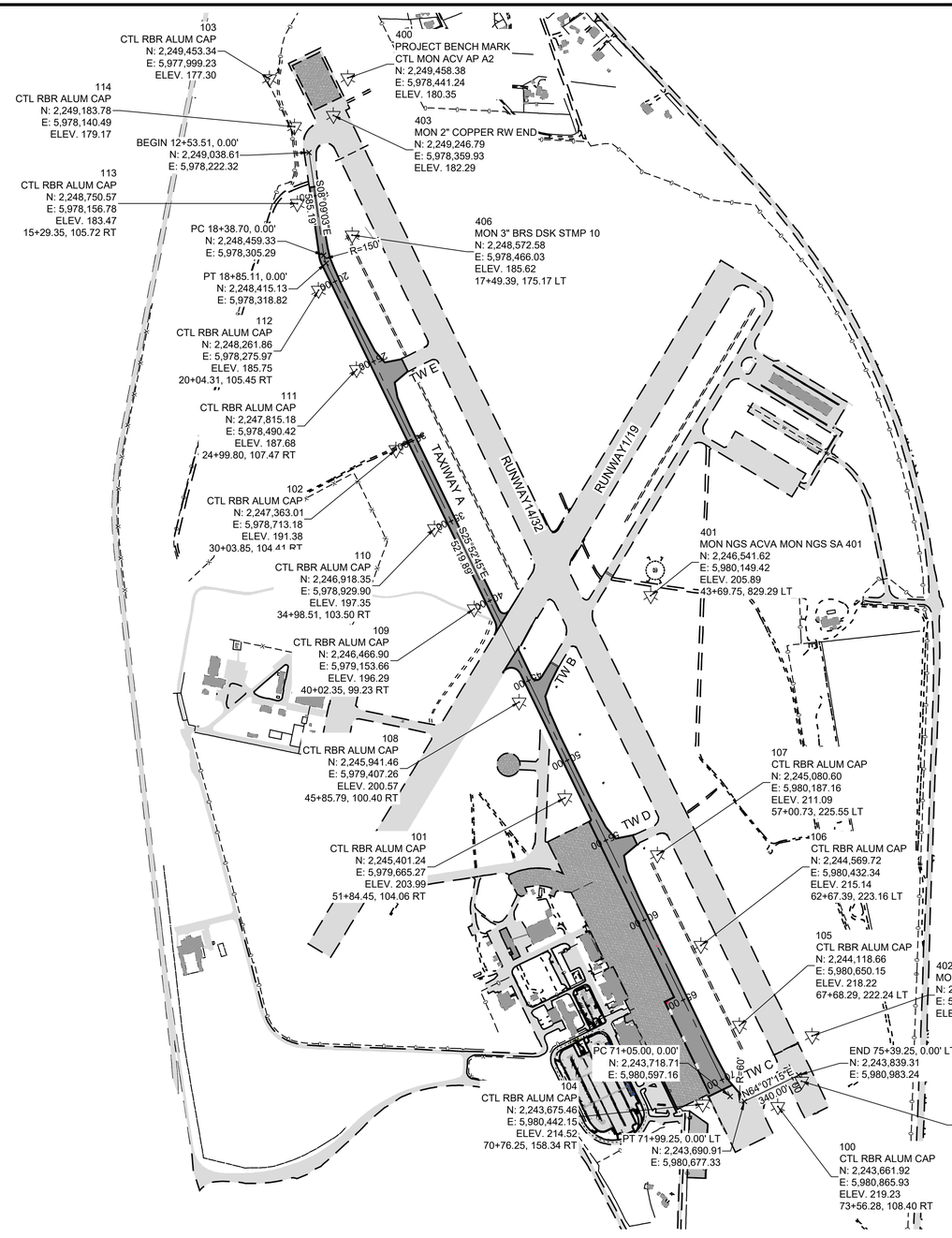
GENERAL NOTES

1. ESTIMATED QUANTITIES ARE CONSIDERED APPROXIMATE ONLY EXCEPT WHERE PLAN QUANTITIES ARE SPECIFIED FOR PAYMENT. ACTUAL QUANTITIES SHALL BE DETERMINED BY FIELD MEASUREMENT OR SPECIFICATIONS.
2. THE CONTRACTOR SHALL PROVIDE MATERIAL SUBMITTALS FOR THE ENGINEER'S APPROVAL PRIOR TO ORDERING.
3. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY CONSTRUCTION PERMITS AS NECESSARY FOR THE PROJECT.
4. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A WORK SCHEDULE AND PROPOSED CONSTRUCTION METHODS AT THE PRE-CONSTRUCTION CONFERENCE.
5. THE CONTRACTOR SHALL OBTAIN APPROVAL FROM AIRPORT MANAGEMENT AND THE ENGINEER PRIOR TO ESTABLISHING CONSTRUCTION ACCESS OR HAUL ROADS. EXISTING PAVEMENT SURFACES OTHER THAN AIRFIELD PAVEMENTS SHALL BE USED TO THE MAXIMUM EXTENT POSSIBLE.
6. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE INCLUDING RUTS PRODUCED BY VEHICLES AND EQUIPMENT IN NON-PAVEMENT AREAS WITHIN ALL CONSTRUCTION AREAS. ALL DISTURBED AREAS IN THESE LOCATIONS SHALL BE RECLAIMED AT NO ADDITIONAL COST TO THE SPONSOR. DAMAGE CAUSED TO EXISTING AIRFIELD PAVEMENTS, AIRFIELD CABLE CIRCUITS OR FACILITIES DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE SPONSOR.
7. CONTRACTOR SHALL COORDINATE ALL ON-SITE WASTE MATERIAL DISPOSAL WITH ENGINEER AND AIRPORT.

CAUTION - NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS IN THE FIELD. THE INFORMATION IS PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR AND IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL CALIFORNIA 811 (1-800-642-2444) AT LEAST 48 HOURS BEFORE ANY EXCAVATION / EMBANKMENT TO REQUEST FIELD LOCATION OF UTILITIES.

811 Know what's below. Call before you dig.



N W E S

AIRPORT LAYOUT & SURVEY CONTROL

0 400 800

SCALE IN FEET

NOTES TO SURVEYOR:

1. THE PROJECT CONTROL IS A MODIFIED STATE PLANE COORDINATE SYSTEM.
2. ALL DISTANCE UNITS ARE IN FEET AT GROUND.
3. A BASE LINE WITH STATIONS AND OFFSETS HAS BEEN SET AT THE TAXIWAY A CENTERLINE FOR PROJECT CONTROL. ALL INFORMATION FOR THIS PROJECT WILL BE BASED ON THIS BASE LINE.
4. BEFORE ANY CONSTRUCTION OPERATIONS BEGIN, CONSTRUCTION SURVEYOR TO RUN A TRAVERSE, LEVEL LOOP, AND VERIFY CONTROL. ANY DISCREPANCIES SHALL BE RESOLVED WITH PROJECT ENGINEER.
5. FOR QUALITY CONTROL AND VERIFICATION PURPOSES, ANY WRITTEN SURVEY INFORMATION SUPPLIED TO LOCHNER SHALL BE IN STATION, OFFSET, ELEVATION FORMAT.

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HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

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LEGEND, GENERAL NOTES, SURVEY CONTROL

1.2

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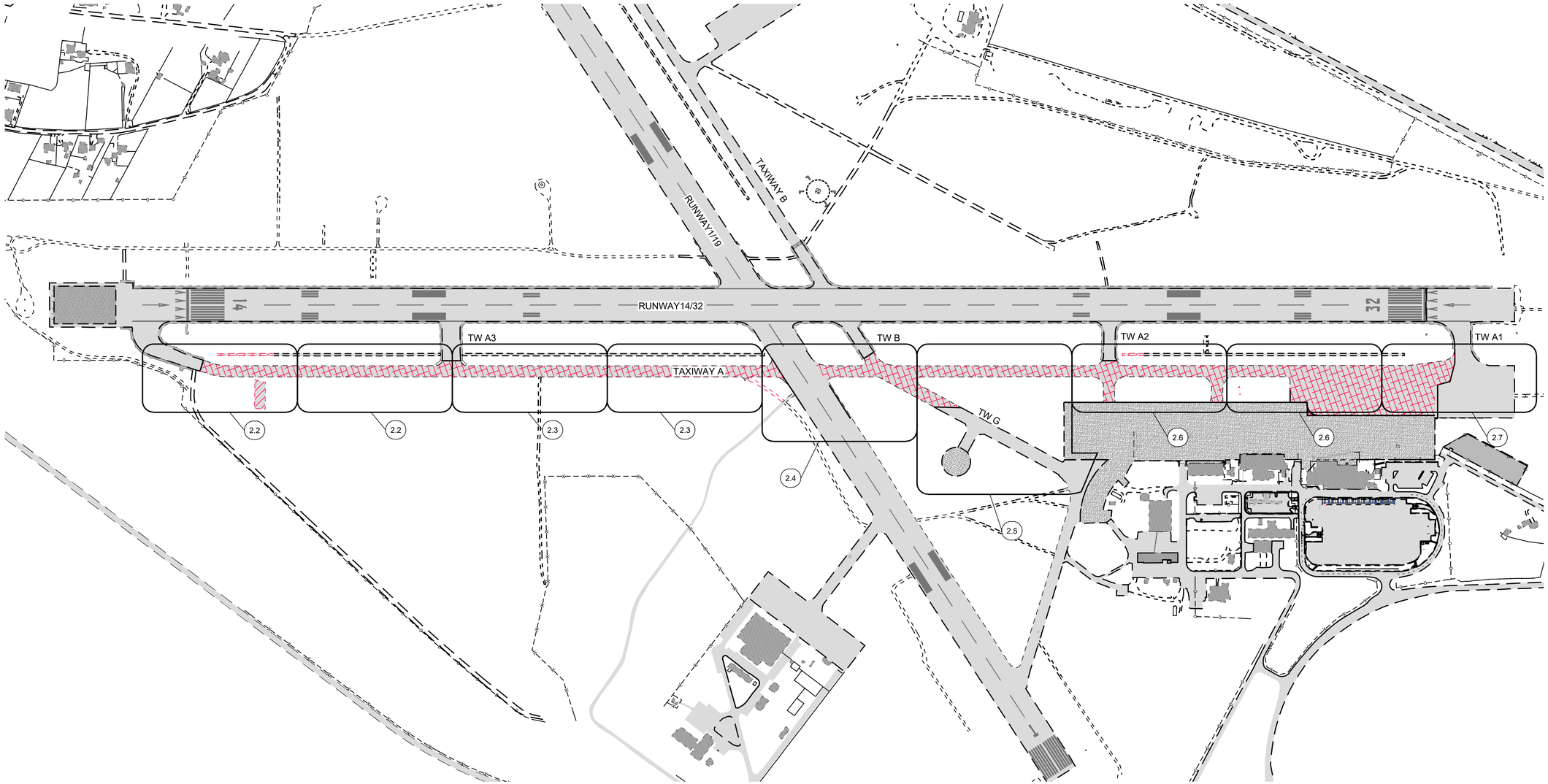

N E S W

SHEET KEY

0 250 500

SCALE IN FEET

NOTE: ALL EXISTING FEATURES, UTILITIES, ETC., ABOVE AND BELOW GROUND ARE CONSIDERED "PROTECT IN PLACE" UNLESS OTHERWISE NOTED.

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ASPHALT REMOVAL PLAN

2.1

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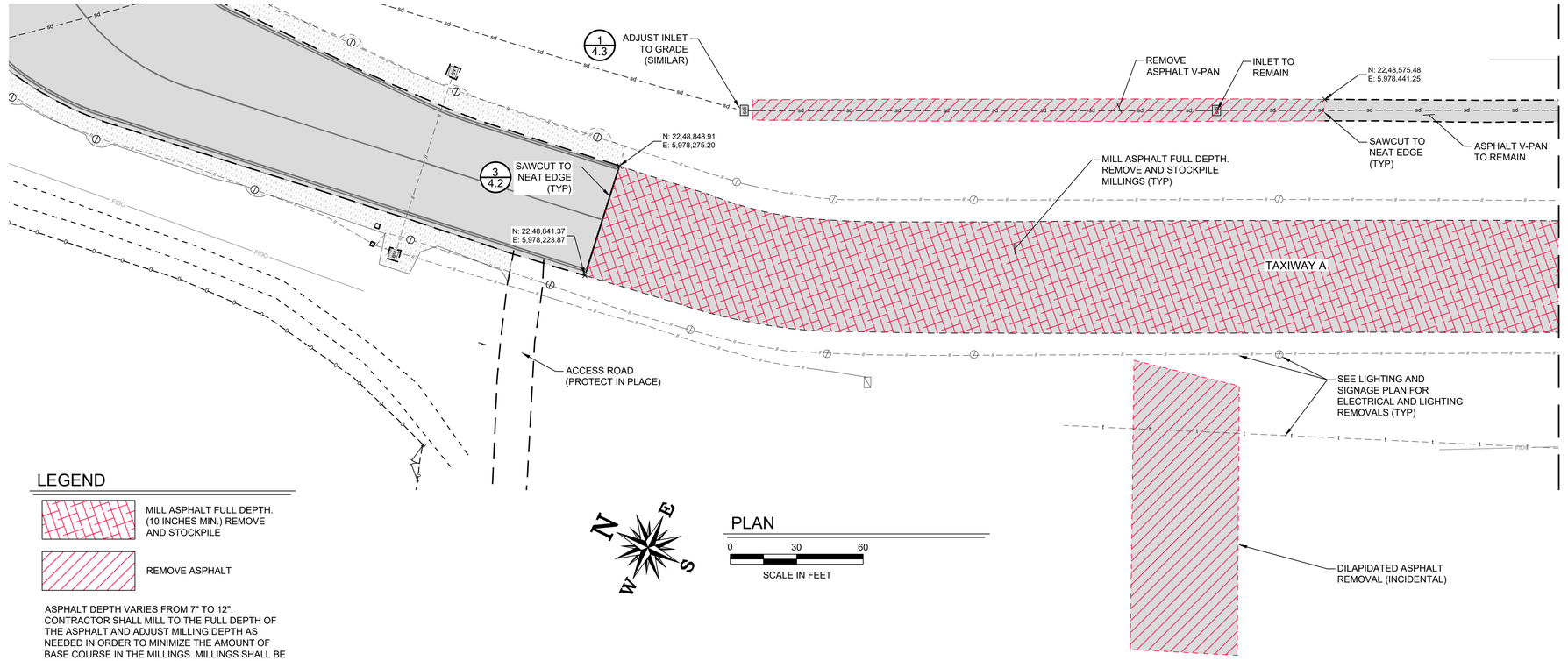

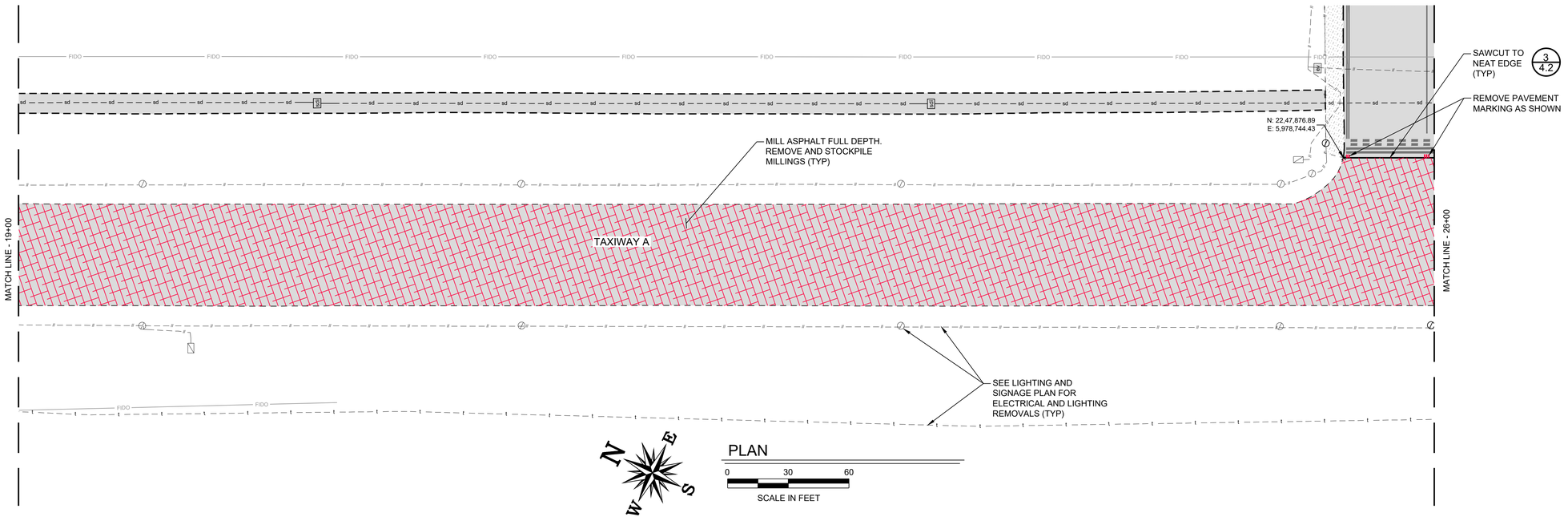

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ASPHALT REMOVAL PLAN

2.2

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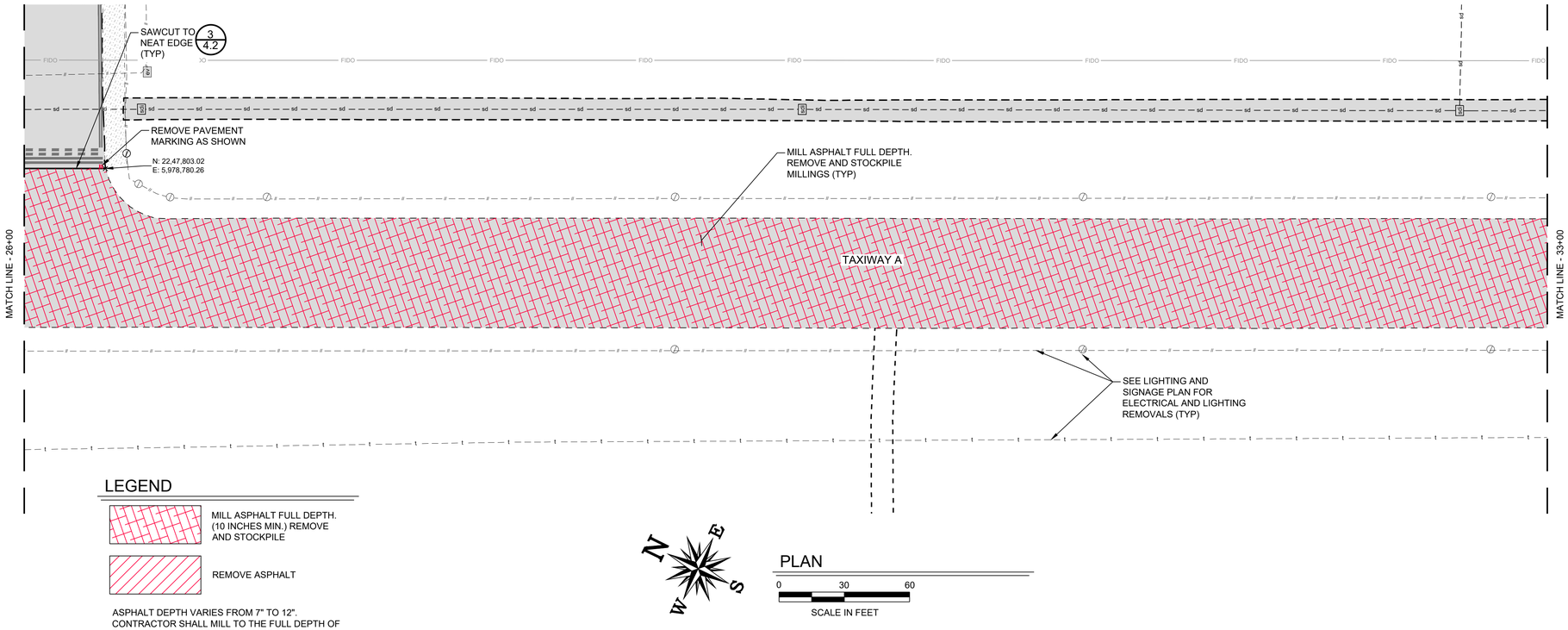

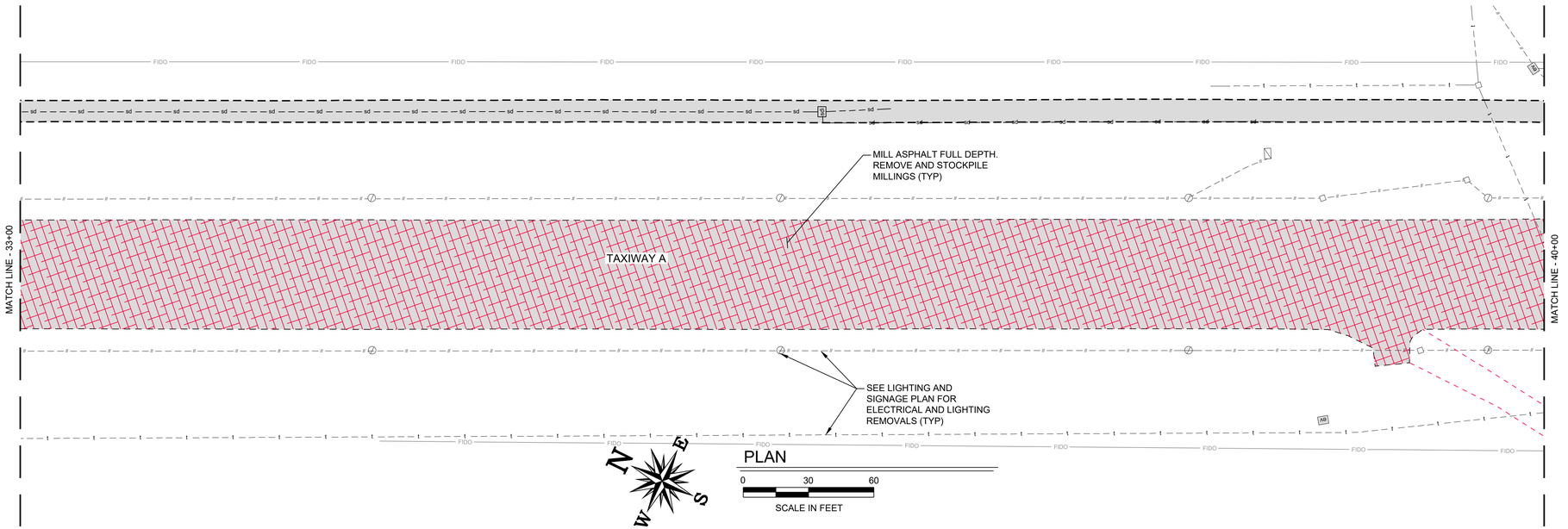

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ASPHALT REMOVAL PLAN

2.3

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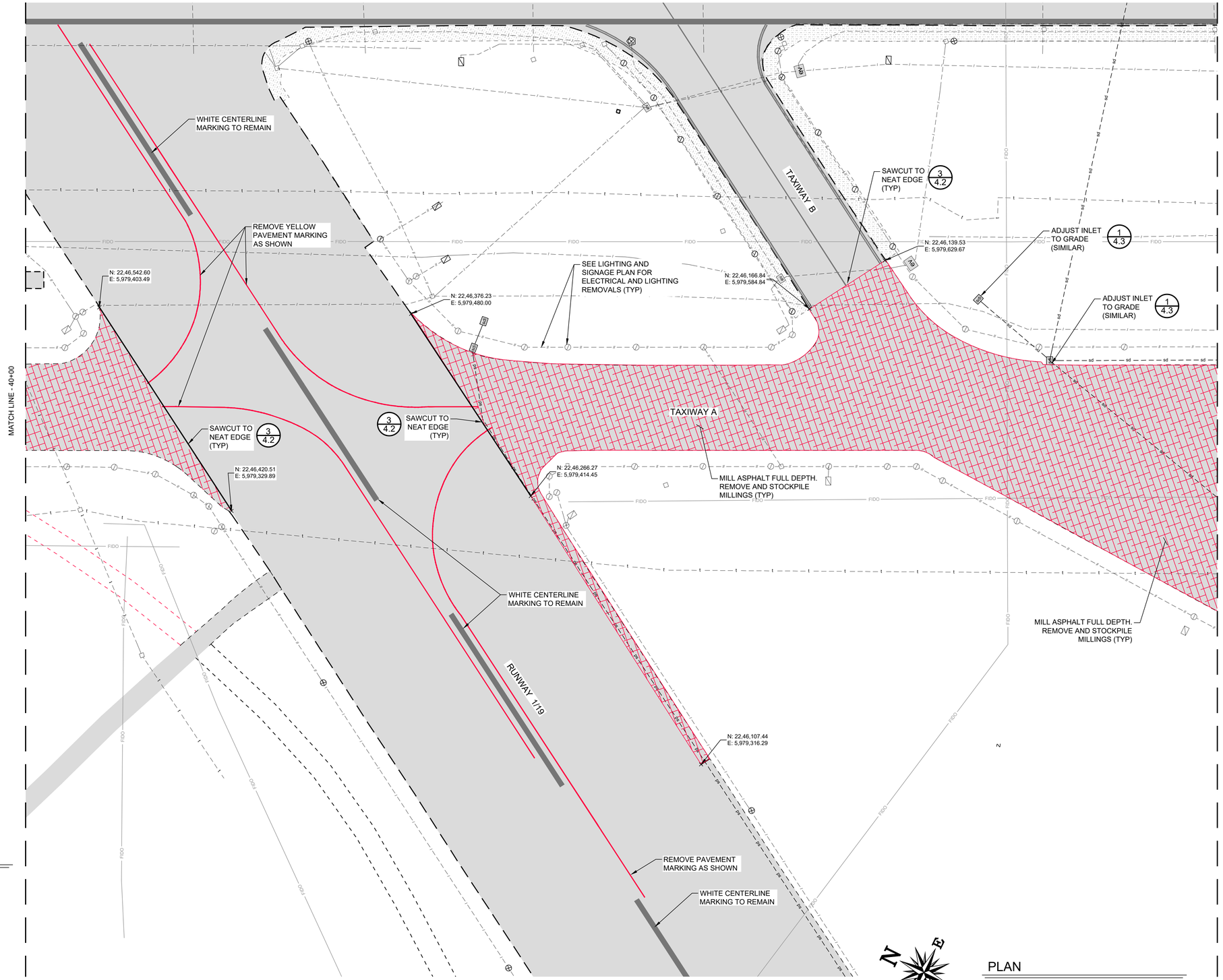

LEGEND

- MILL ASPHALT FULL DEPTH. (10 INCHES MIN.) REMOVE AND STOCKPILE
- REMOVE ASPHALT

ASPHALT DEPTH VARIES FROM 7" TO 12". CONTRACTOR SHALL MILL TO THE FULL DEPTH OF THE ASPHALT AND ADJUST MILLING DEPTH AS NEEDED IN ORDER TO MINIMIZE THE AMOUNT OF BASE COURSE IN THE MILLINGS. MILLINGS SHALL BE STOCKPILED FOR FUTURE USE BY THE AIRPORT.

PLAN

0 30 60

SCALE IN FEET

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ASPHALT REMOVAL PLAN

2.4

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ADJUST INLET TO GRADE (SIMILAR) 1/4.3

TAXIWAY A

MILL ASPHALT FULL DEPTH. REMOVE AND STOCKPILE MILLINGS (TYP)

MATCH LINE - 47+00

MATCH LINE - 54+00

FIDO

REMOVE MILLINGS

SEE LIGHTING AND SIGNAGE PLAN FOR ELECTRICAL AND LIGHTING REMOVALS (TYP)

N: 22,45,674.30
E: 5,979,577.10

ABANDON ASPHALT IN PLACE

SAWCUT TO NEAT EDGE (TYP) 3/4.2

N: 22,45,786.38
E: 5,979,526.02

ARCATA

EL 217

TAXIWAY G

REMOVE PAVEMENT MARKING AS SHOWN

STORM DRAIN INLET (PROECT IN PLACE)

APRON

ABANDON CONCRETE PAD

N: 22,45,037.56
E: 5,979,378.22

REMOVE PAVEMENT MARKING AS SHOWN

MARKING TO REMAIN

SEE INSET FOR CONTINUATION

LEGEND

- MILL ASPHALT FULL DEPTH. (10 INCHES MIN.) REMOVE AND STOCKPILE
- REMOVE ASPHALT

ASPHALT DEPTH VARIES FROM 7" TO 12". CONTRACTOR SHALL MILL TO THE FULL DEPTH OF THE ASPHALT AND ADJUST MILLING DEPTH AS NEEDED IN ORDER TO MINIMIZE THE AMOUNT OF BASE COURSE IN THE MILLINGS. MILLINGS SHALL BE STOCKPILED FOR FUTURE USE BY THE AIRPORT.

PLAN
0 30 60
SCALE IN FEET

INSET
0 30 60
SCALE IN FEET

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ASPHALT REMOVAL PLAN

2.5

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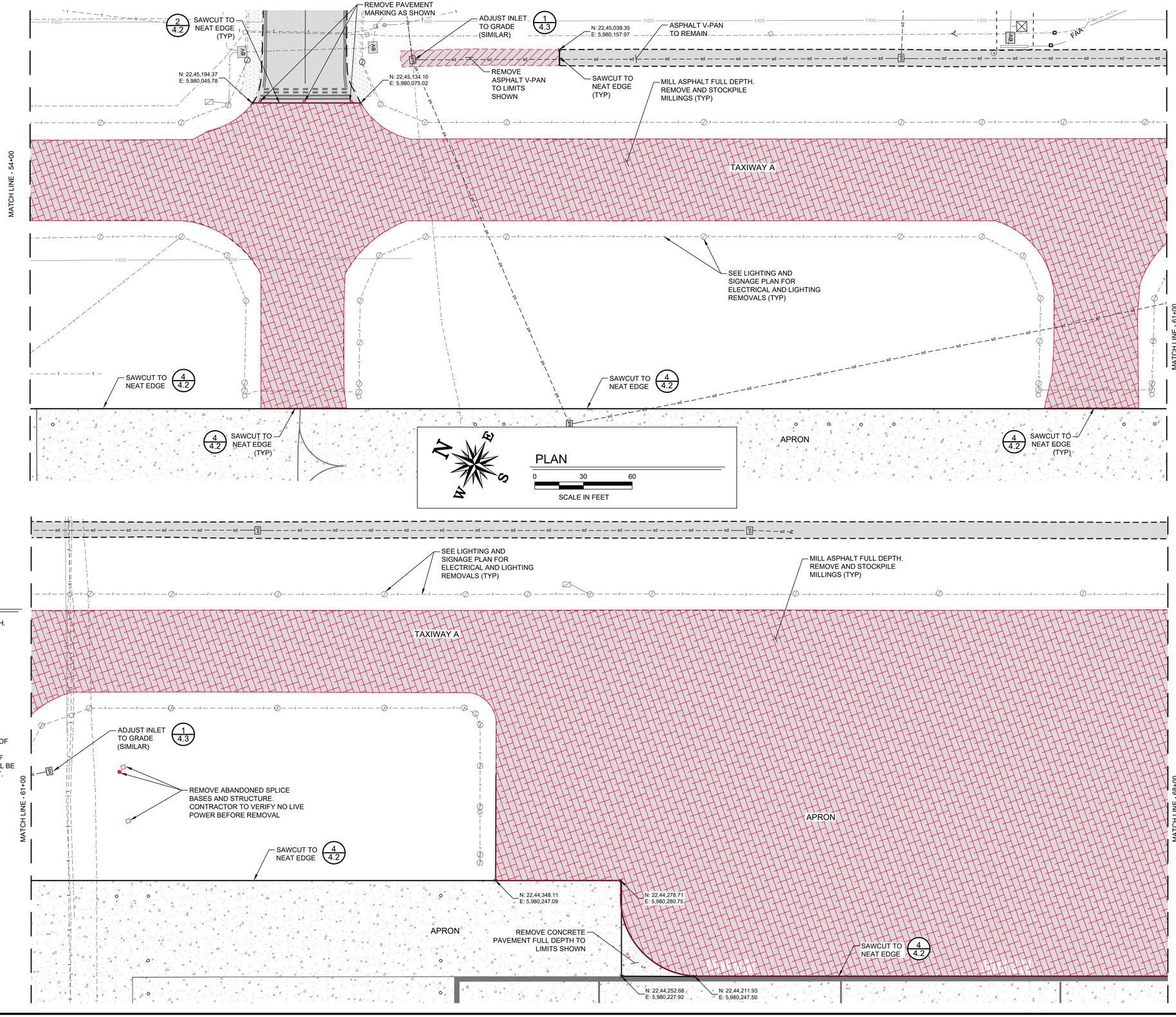

LEGEND

- MILL ASPHALT FULL DEPTH. (10 INCHES MIN.) REMOVE AND STOCKPILE
- REMOVE ASPHALT
- REMOVE CONCRETE

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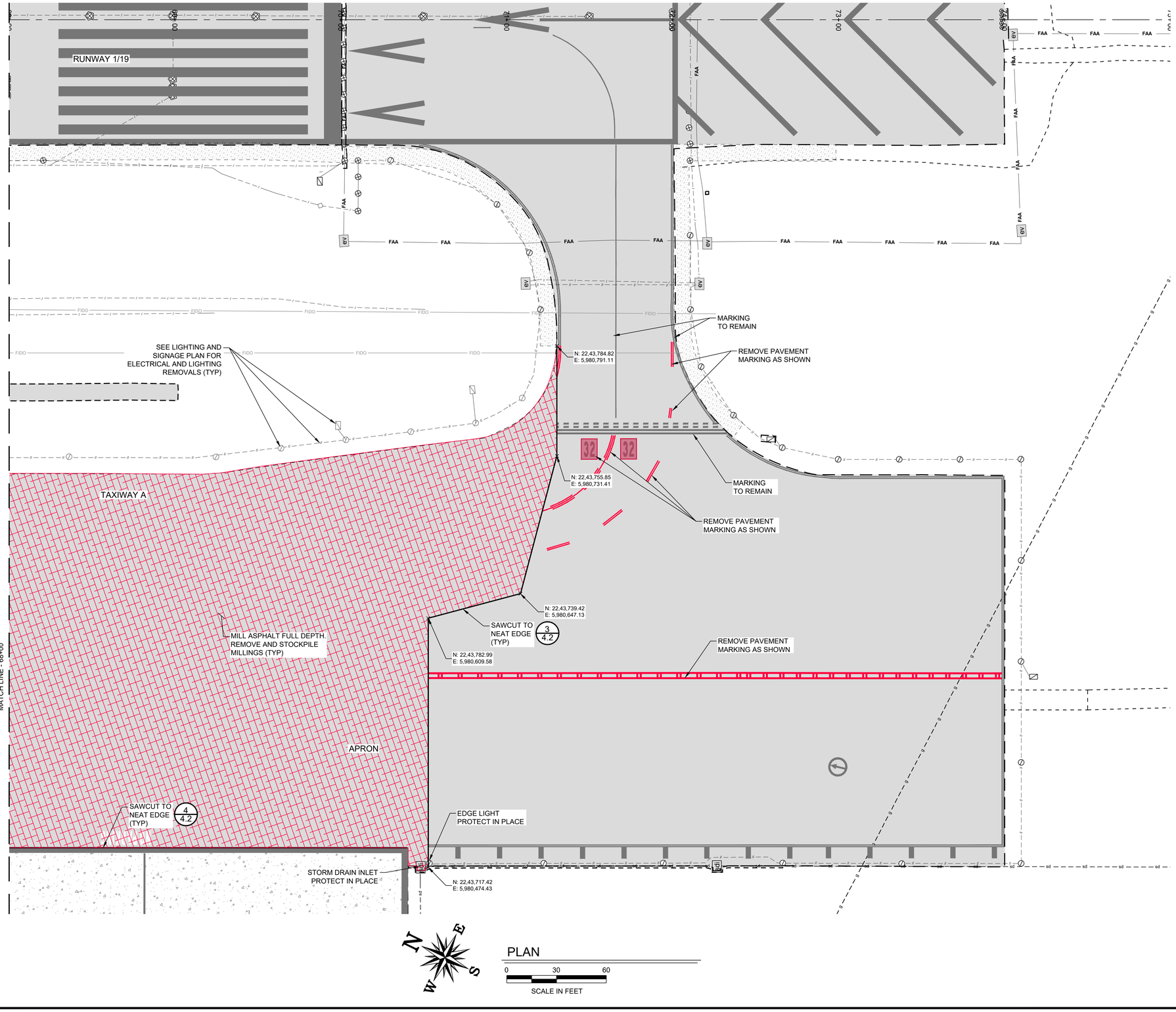
ASPHALT REMOVAL PLAN

2.6



PLAN

0 30 60

SCALE IN FEET

LEGEND

- MILL ASPHALT FULL DEPTH. (10 INCHES MIN.) REMOVE AND STOCKPILE
- REMOVE ASPHALT

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ASPHALT REMOVAL PLAN

2.7

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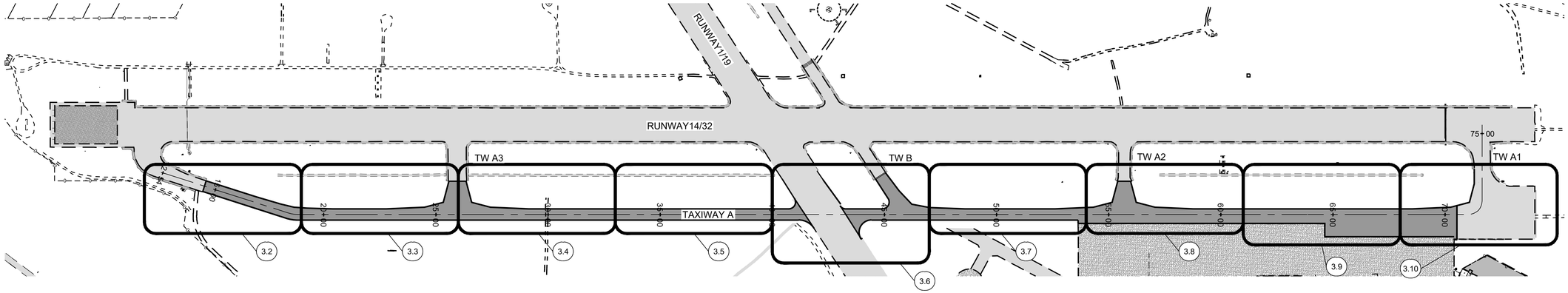

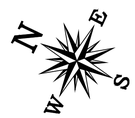

SHEET KEY

0 250 500

SCALE IN FEET

GEOMETRIC LAYOUT TABLE
TAXIWAY A STATIONING

POINT #	DESCRIPTION	NORTHING	EASTING	STATION, OFFSET
1	C/L POL	2248845.22	5978250.02	14+48.88, 0.00 RTT
2	C/L PC	2248459.33	5978305.29	18+38.70, 0.00 RTT
3	C/L PT	2248415.13	5978318.82	18+85.11, 0.00 RTT
4	C/L PI	2247775.42	5978629.16	25+96.13, 0.00 RTT
5	C/L POL	2246153.67	5979606.46	44+81.81, 171.45 LTT
6	C/L PC	2246014.79	5979521.51	45+69.68, 34.40 LTT
7	C/L PT	2245943.04	5979518.08	46+32.74, 0.00 RTT
8	C/L POL	2247840.01	5978762.32	25+96.13, 148.00 LTT
9	C/L PI	2245100.68	5979926.73	55+68.99, 0.00 RTT
10	C/L POL	2245165.28	5980059.89	55+68.99, 148.00 LTT
11	C/L POL	2244365.57	5980283.35	63+86.04, 0.00 RTT
12	C/L PC	2243718.71	5980597.16	71+05.00, 0.00 RTT
13	C/L PT	2243690.91	5980677.33	71+99.25, 0.00 RTT
14	C/L POL	2243753.48	5980806.31	73+42.60, 0.00 RTT
15	PI ME	2248841.58	5978225.29	14+48.97, 25.00 RTT
16	PI ME	2248848.85	5978274.76	14+48.79, 25.00 LTT
17	PI	2248615.51	5978308.18	16+84.51, 25.00 LTT
18	PI	2248505.00	5978326.84	17+96.55, 27.81 LTT
19	PC	2248455.79	5978280.54	18+38.70, 25.00 RTT
20	PT	2248404.22	5978296.33	18+85.11, 25.00 RTT
21	PI	2248445.73	5978339.84	18+61.91, 30.85 LTT
22	PI	2248389.34	5978362.23	19+27.26, 27.81 LTT
23	PI	2248287.31	5978408.61	20+39.31, 25.00 LTT
24	PI	2248071.93	5978513.10	22+78.69, 25.00 LTT
25	PI	2247921.13	5978594.03	24+49.69, 32.00 LTT
26	PI	2247856.06	5978650.05	25+32.69, 54.00 LTT
27	PI ME	2247874.67	5978745.50	25+57.61, 148.00 LTT
28	PI ME	2247805.24	5978779.19	26+34.78, 148.00 LTT
29	PI	2247741.79	5978705.49	26+59.70, 54.00 LTT
30	PI	2247657.51	5978721.92	27+42.70, 32.00 LTT

GEOMETRIC LAYOUT TABLE
TAXIWAY A STATIONING

POINT #	DESCRIPTION	NORTHING	EASTING	STATION, OFFSET
31	PI	2247500.61	5978790.26	29+13.70, 25.00 LTT
32	PC	2246457.26	5979296.41	40+73.34, 25.00 LTT
33	PT	2246454.54	5979348.90	40+98.69, 71.04 LTT
34	PC	2246395.67	5979270.72	41+17.53, 25.00 RTT
35	PT	2246317.64	5979267.22	41+86.21, 62.21 RTT
37	PT	2246107.48	5979316.30	43+96.72, 109.78 RTT
38	PC	2246102.88	5979412.76	44+42.96, 25.00 RTT
39	PI	2244252.68	5980227.92	64+63.42, 99.15 RTT
40	PC	2246256.74	5979408.74	43+02.78, 38.54 LTT
41	PT	2246228.26	5979407.51	43+27.86, 25.00 LTT
42	PC	2246081.51	5979478.70	44+90.97, 25.00 LTT
43	PT	2246078.99	5979531.31	45+16.19, 71.23 LTT
44	PI ME	2246166.84	5979584.84	44+60.53, 157.74 LTT
45	PI ME	2246139.53	5979629.67	45+04.66, 186.16 LTT
46	PI	2246049.46	5979583.36	45+65.48, 105.17 LTT
47	PI	2245972.92	5979554.40	46+21.71, 45.72 LTT
48	PI	2245893.97	5979575.93	47+02.14, 30.63 LTT
49	PI	2245750.49	5979639.28	48+58.88, 25.00 LTT
50	PI	2245388.71	5979814.79	52+60.99, 25.00 LTT
51	PI	2245274.74	5979814.51	53+63.40, 25.00 RTT
52	PI ME	2245268.08	5979800.79	53+63.40, 40.25 RTT
53	PI	2245237.91	5979895.73	54+31.99, 32.00 LTT
54	PI	2245172.84	5979951.75	55+14.99, 54.00 LTT
55	PI ME	2245191.45	5980047.20	55+39.91, 148.00 LTT
56	PI ME	2245139.11	5980072.59	55+98.07, 148.00 LTT
57	PI	2245075.67	5979998.89	56+22.99, 54.00 LTT
58	PI	2244991.39	5980015.32	57+05.99, 32.00 LTT
59	PI	2244834.48	5980083.66	58+76.99, 25.00 LTT
60	PI ME	2244376.41	5980305.88	63+86.11, 25.00 LTT
61	PI ME	2244348.11	5980247.09	63+85.92, 40.25 RTT

GEOMETRIC LAYOUT TABLE
TAXIWAY A STATIONING

POINT #	DESCRIPTION	NORTHING	EASTING	STATION, OFFSET
62	PI	2243955.29	5980510.17	68+54.17, 25.00 LTT
63	PI	2243804.50	5980591.11	70+25.17, 32.00 LTT
64	PI	2243739.42	5980647.13	71+34.19, 53.21 LTT
65	PI	2243755.85	5980731.41	72+76.25, 34.83 LTT
66	PI ME	2243784.82	5980791.11	73+42.60, 34.83 LTT
67	RP	2248480.60	5978453.78	18+38.70, 150.00 LTT
68	RP	2246359.88	5979196.94	41+17.53, 107.00 RTT
69	RP	2246470.35	5979323.41	40+73.34, 55.00 LTT
70	RP	2246241.35	5979434.50	43+27.86, 55.00 LTT
71	RP	2246078.87	5979363.27	44+42.96, 80.00 RTT
72	RP	2246094.60	5979505.69	44+90.97, 55.00 LTT
73	RP	2243744.90	5980651.14	71+05.00, 60.00 LTT
74	RP	2245975.78	5979585.56	46+32.74, 75.00 LTT
75	PI	2243782.99	5980609.58	70+52.59, 39.23 LTT
76	PI	2243733.89	5980479.60	70+40.02, 99.15 RTT
77	PC	2244209.46	5980248.89	65+11.45, 99.15 RTT
78	PT	2244273.60	5980271.12	64+63.45, 51.15 RTT
79	PI	2244278.35	5980280.93	64+63.45, 40.25 RTT
80	PI	2243717.42	5980474.43	70+52.59, 110.99 RTT
81	CULVERT END	2247899.97	5978677.10	25+04.99, 97.50 LTT
82	CULVERT END	2247902.15	5978681.60	25+04.99, 102.50 LTT
83	CULVERT END	2247734.42	5978757.41	26+88.99, 97.50 LTT
84	CULVERT END	2247736.61	5978761.91	26+88.99, 102.50 LTT
85	INLET	2246243.54	5979439.00	43+27.86, 60.00 LTT
86	INLET	2243816.73	5980667.68	70+47.59, 106.23 LTT

GEOMETRIC LAYOUT ABBREVIATIONS

PI	POINT OF INTERSECTION/POINT ON LINE
PT	POINT OF TANGENCY
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
POL	POINT ON LINE
PRC	POINT OF REVERSE CURVATURE
RP	RADIUS POINT
MP	MID POINT
C/L	CENTERLINE
ME	MATCH EXISTING
LT	LEFT
RT	RIGHT

NOTE: ALL EXISTING FEATURES, UTILITIES, ETC., ABOVE AND BELOW GROUND ARE CONSIDERED "PROTECT IN PLACE" UNLESS OTHERWISE NOTED.

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CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY JOS	DATE 03/2026
CHECKED BY EFR	DATE 03/2026
DESIGNED BY DWK	DATE 03/2026
REVISIONS	DATE

TAXIWAY A
PLAN AND PROFILE

3.1

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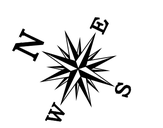

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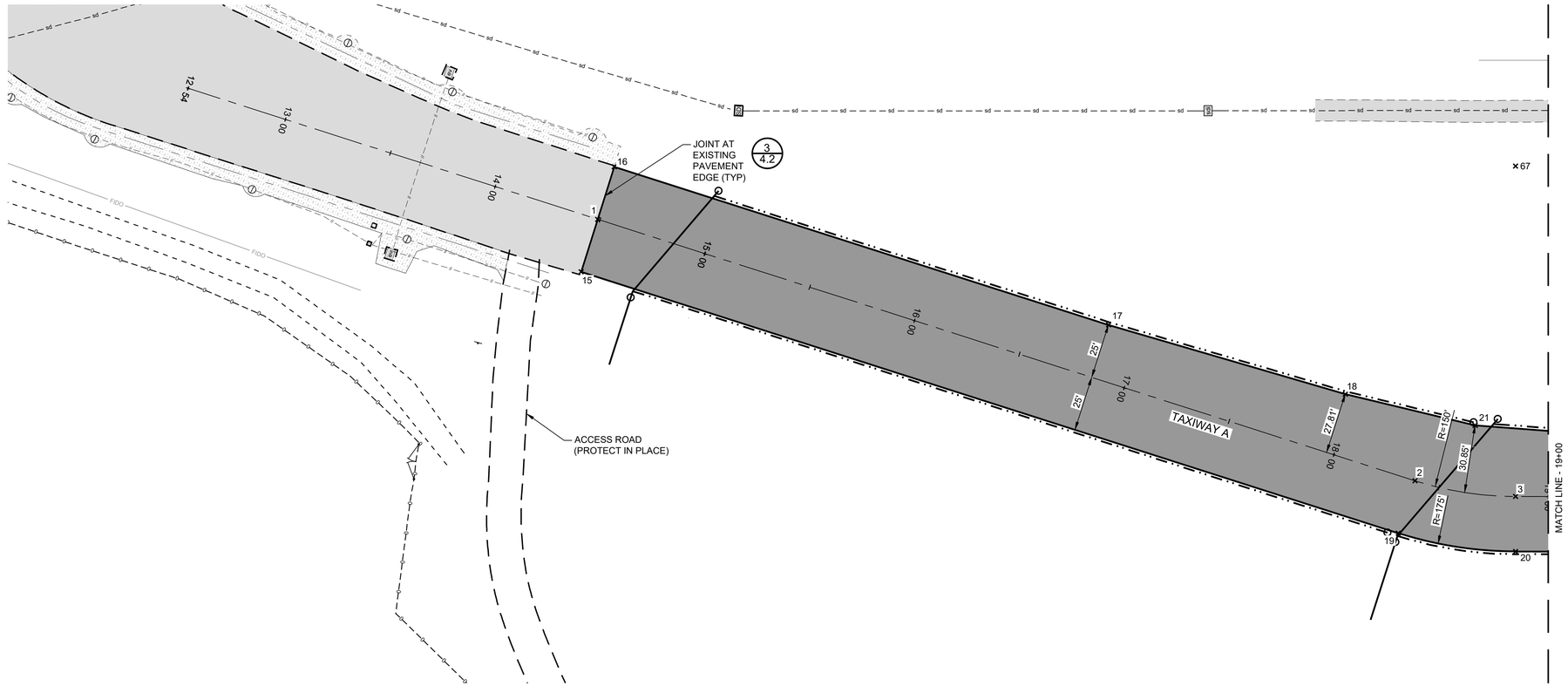

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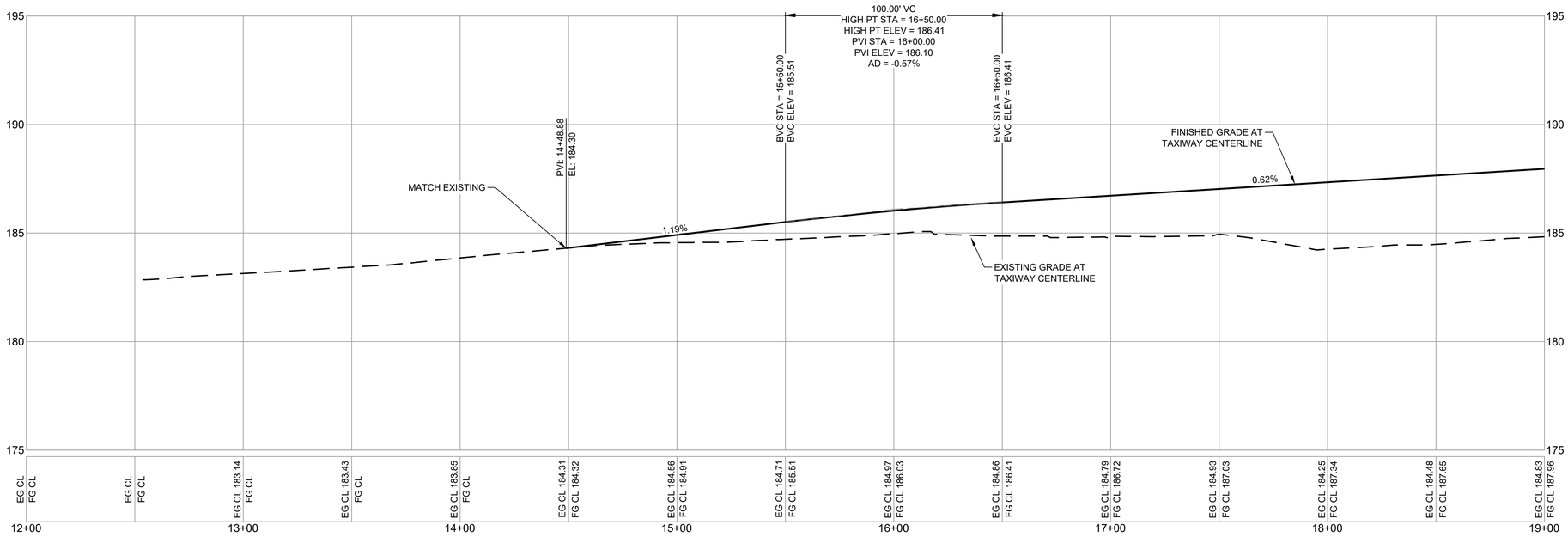

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TAXIWAY A
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3.2

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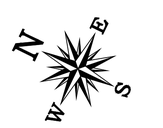

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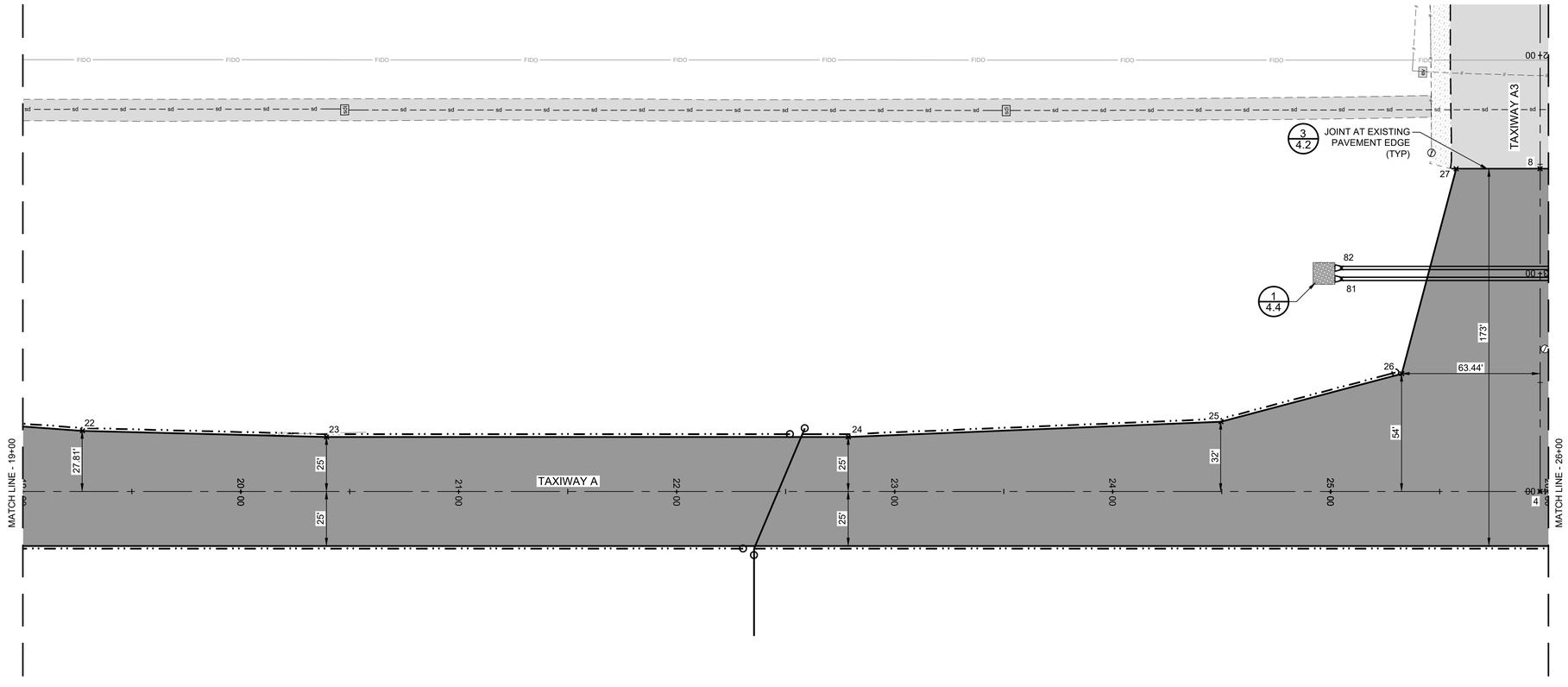

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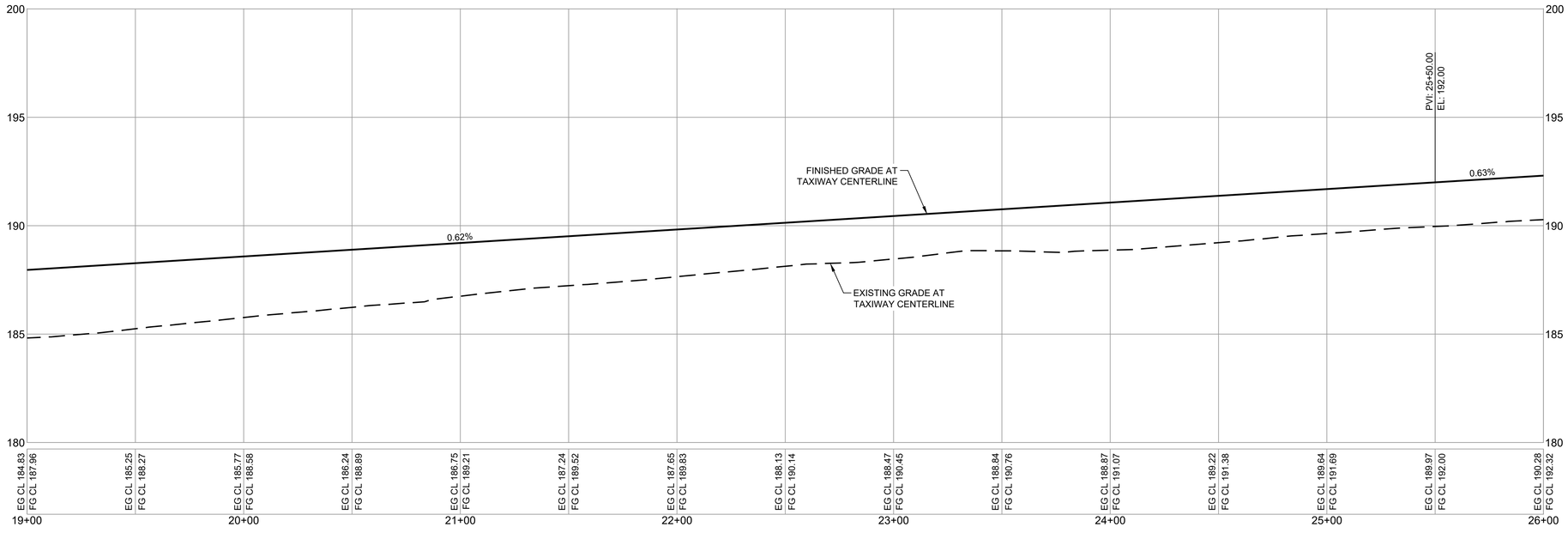

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3.3

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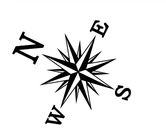

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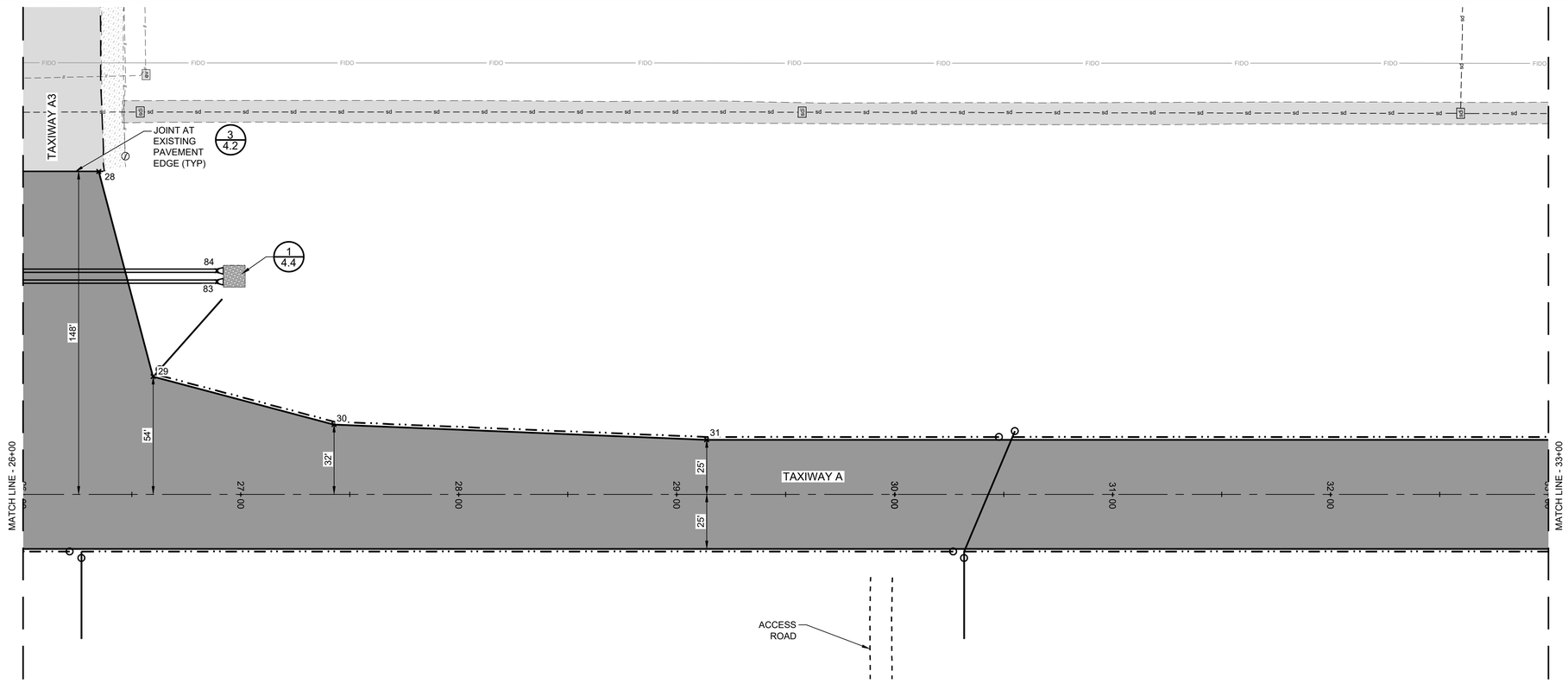

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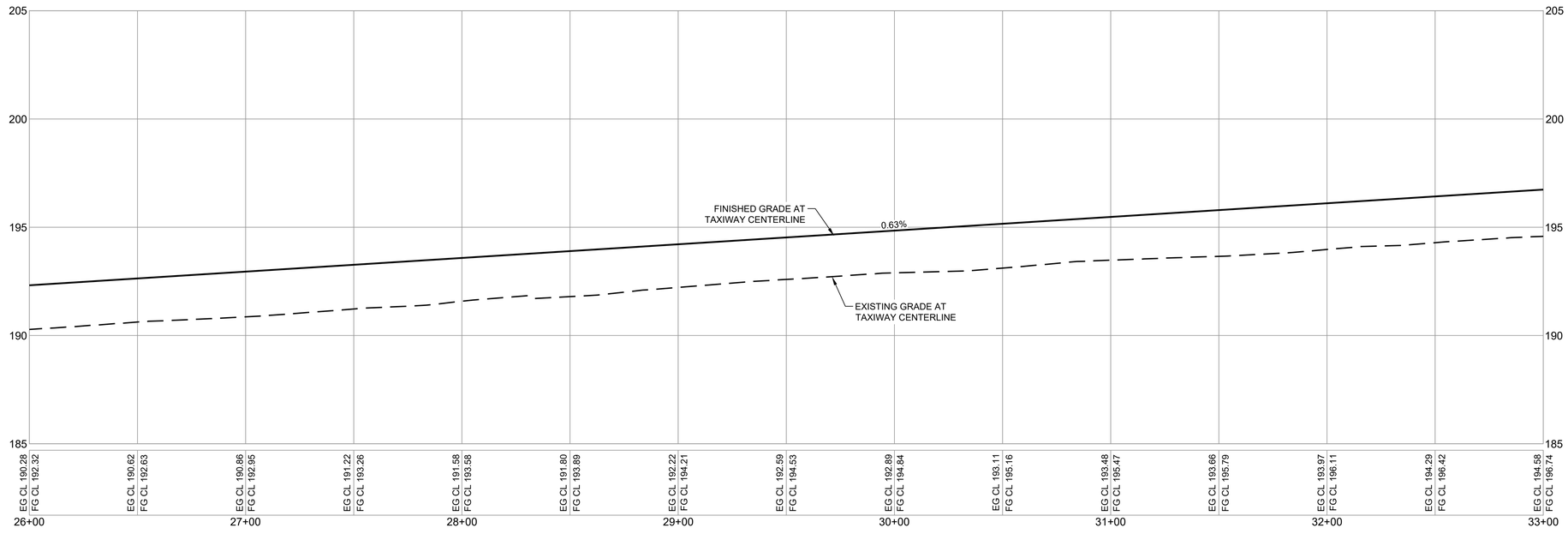

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TAXIWAY A
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3.4

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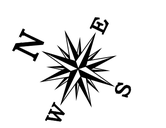

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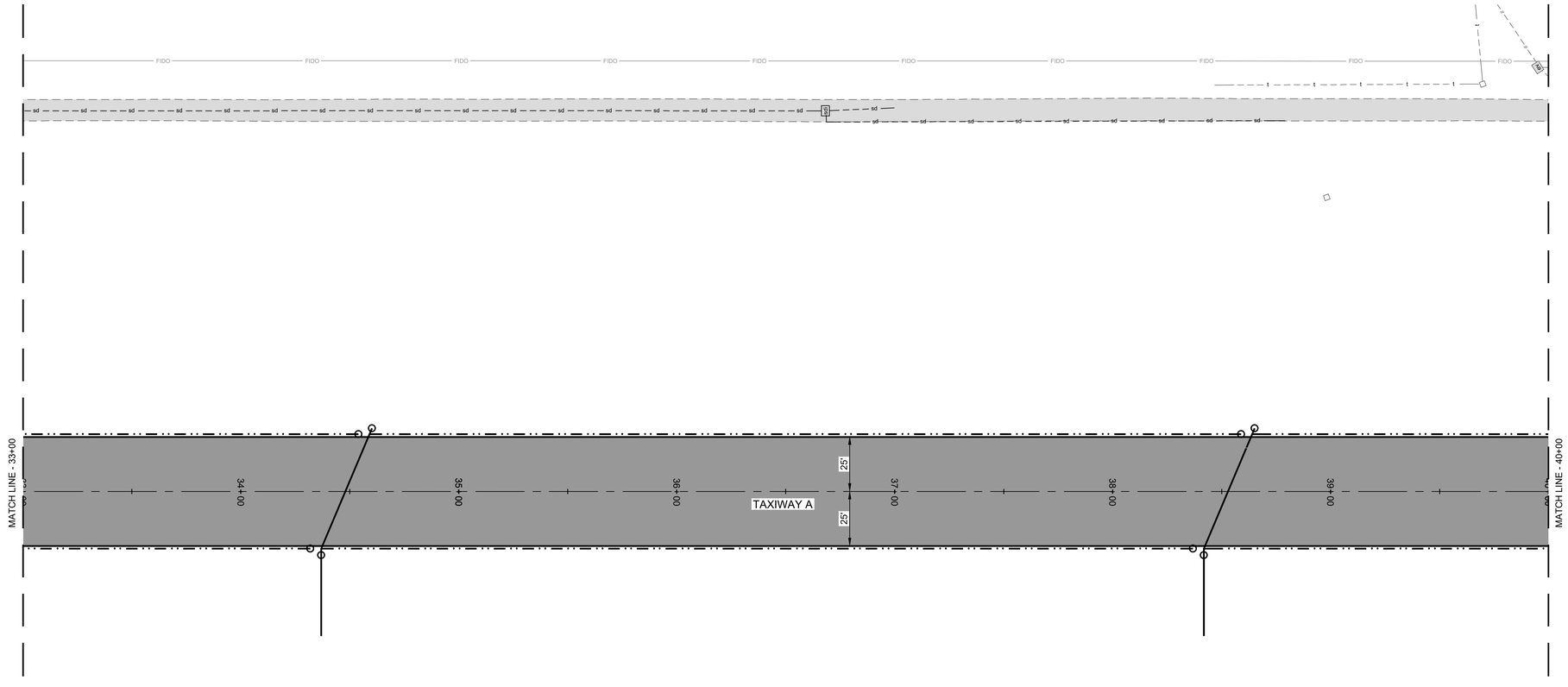

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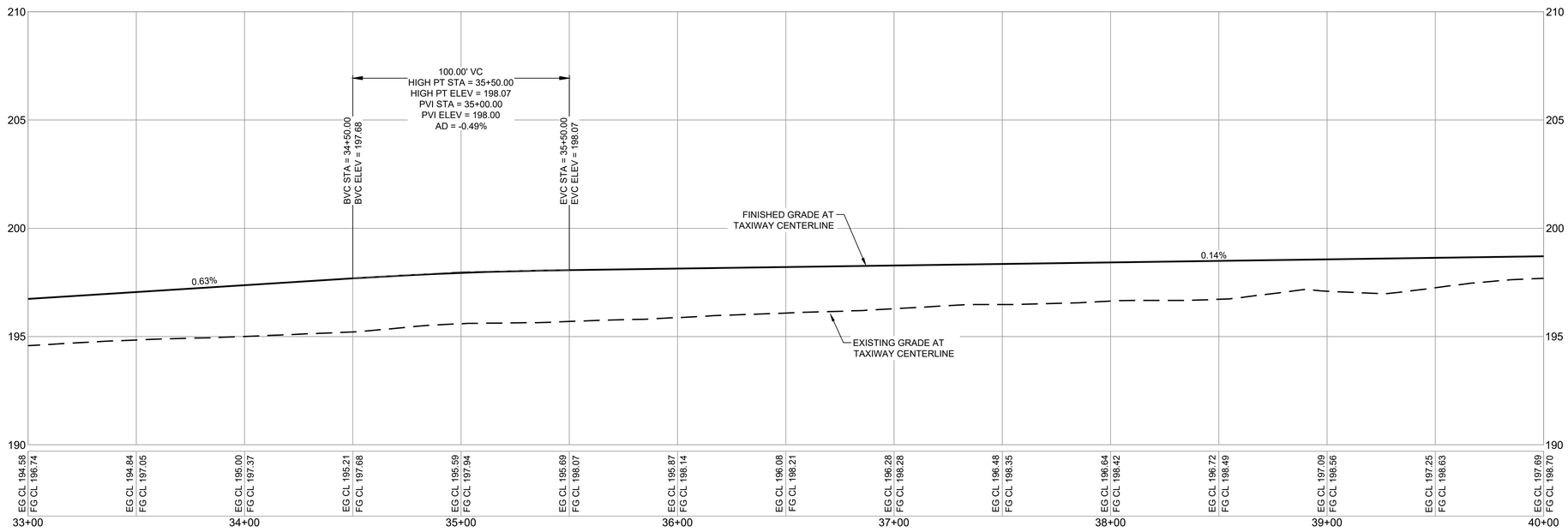

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3.5

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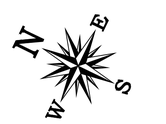

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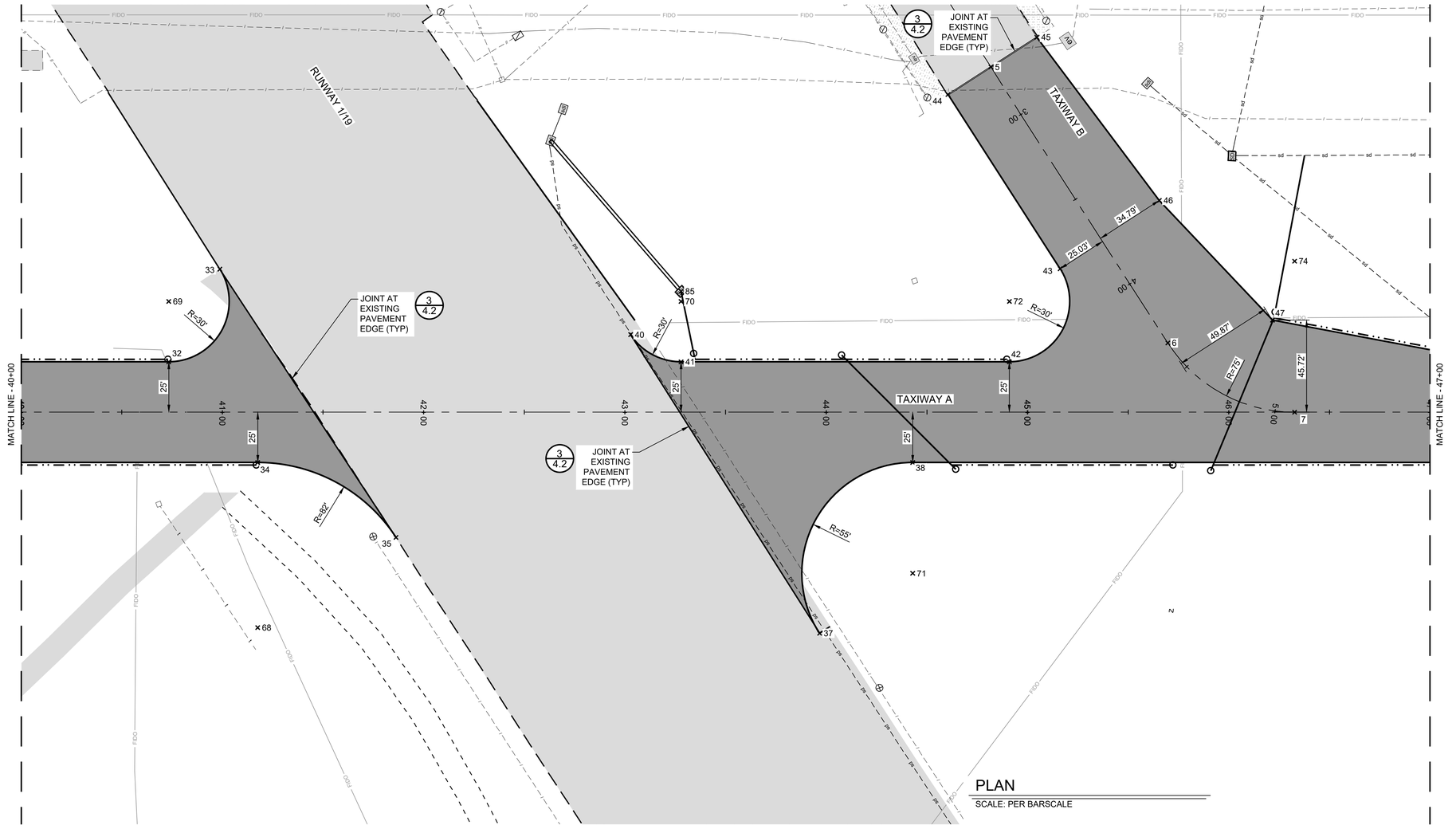

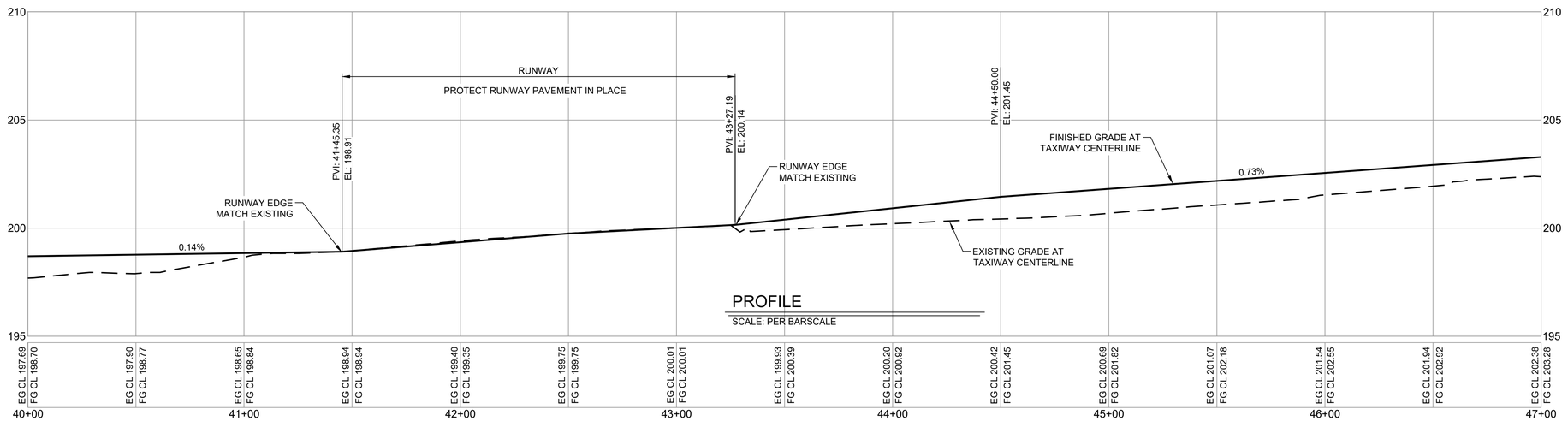

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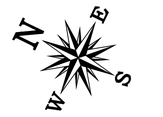

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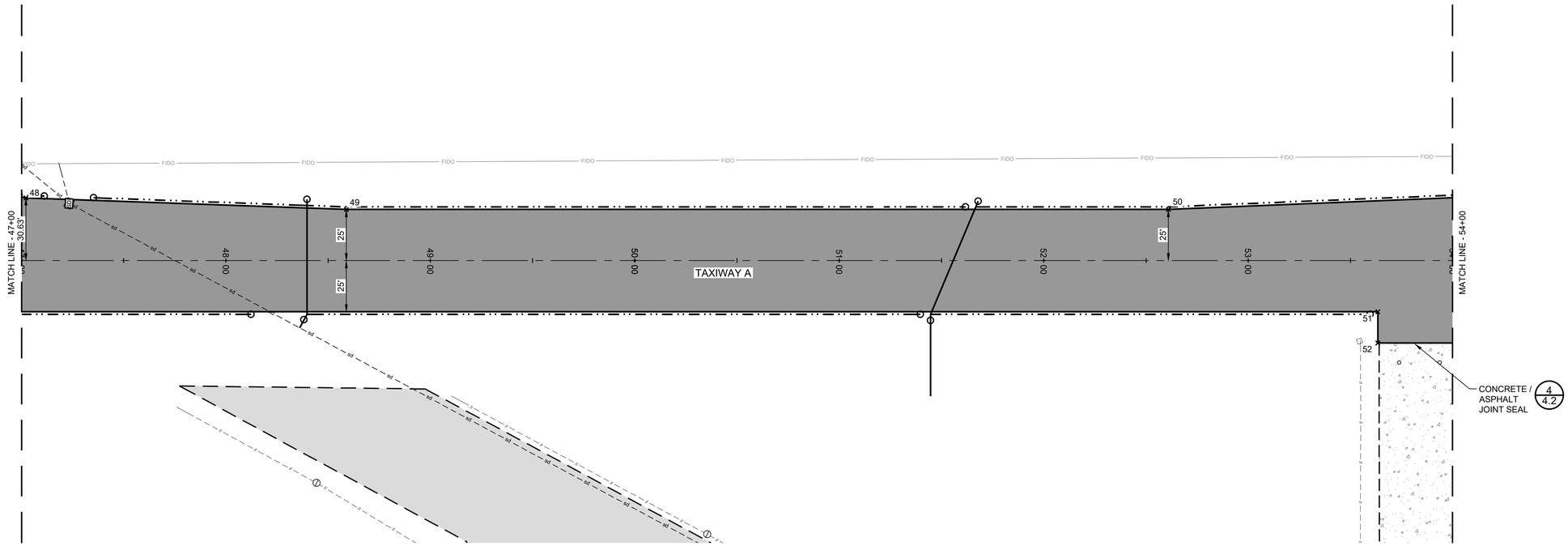

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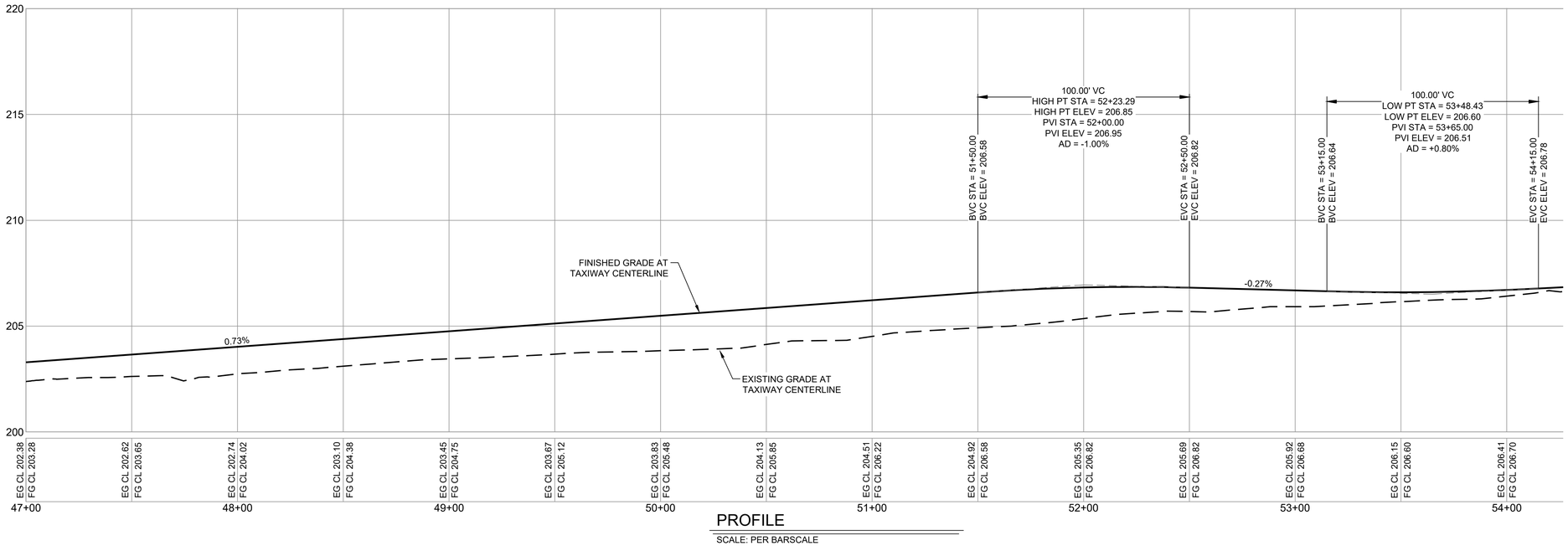

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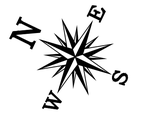

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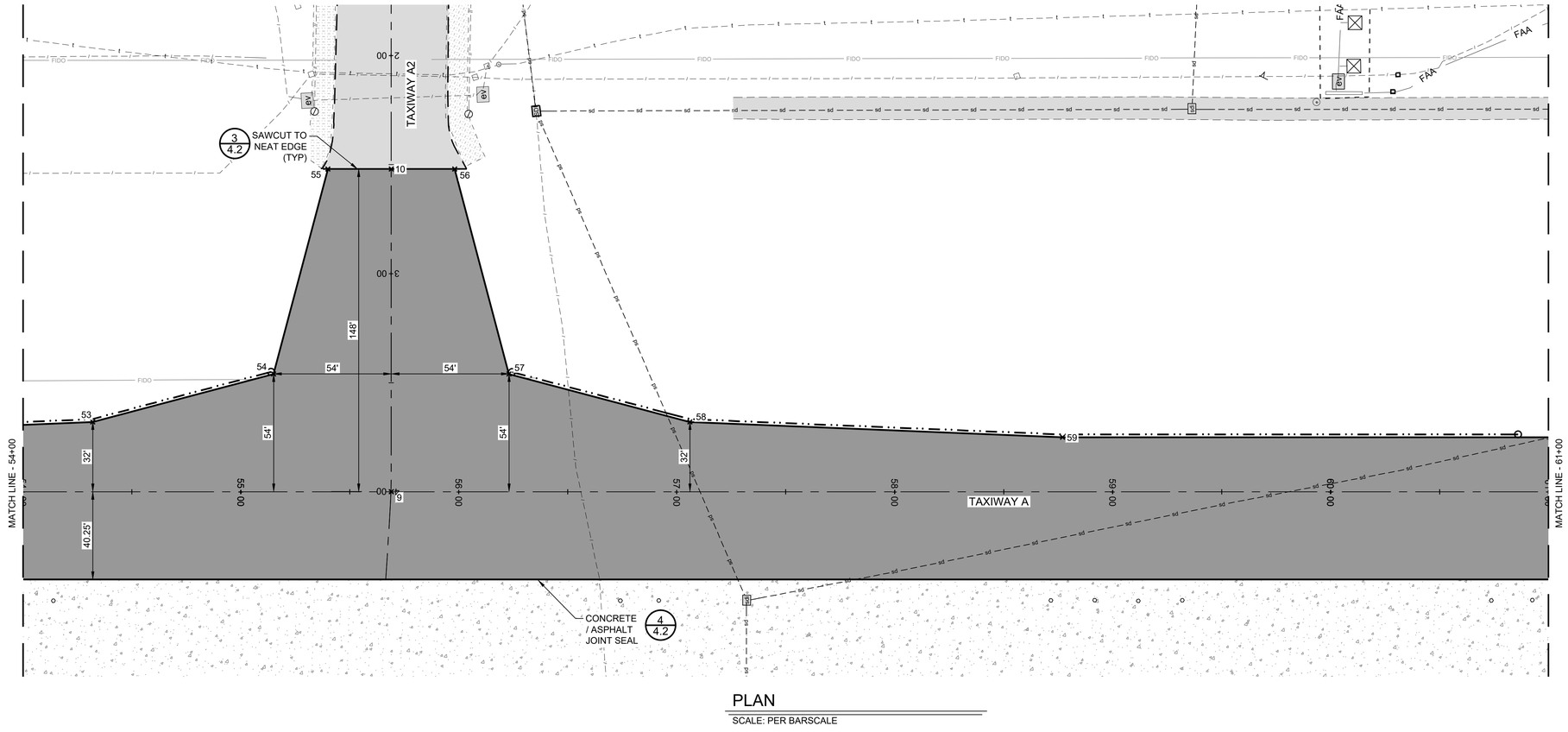

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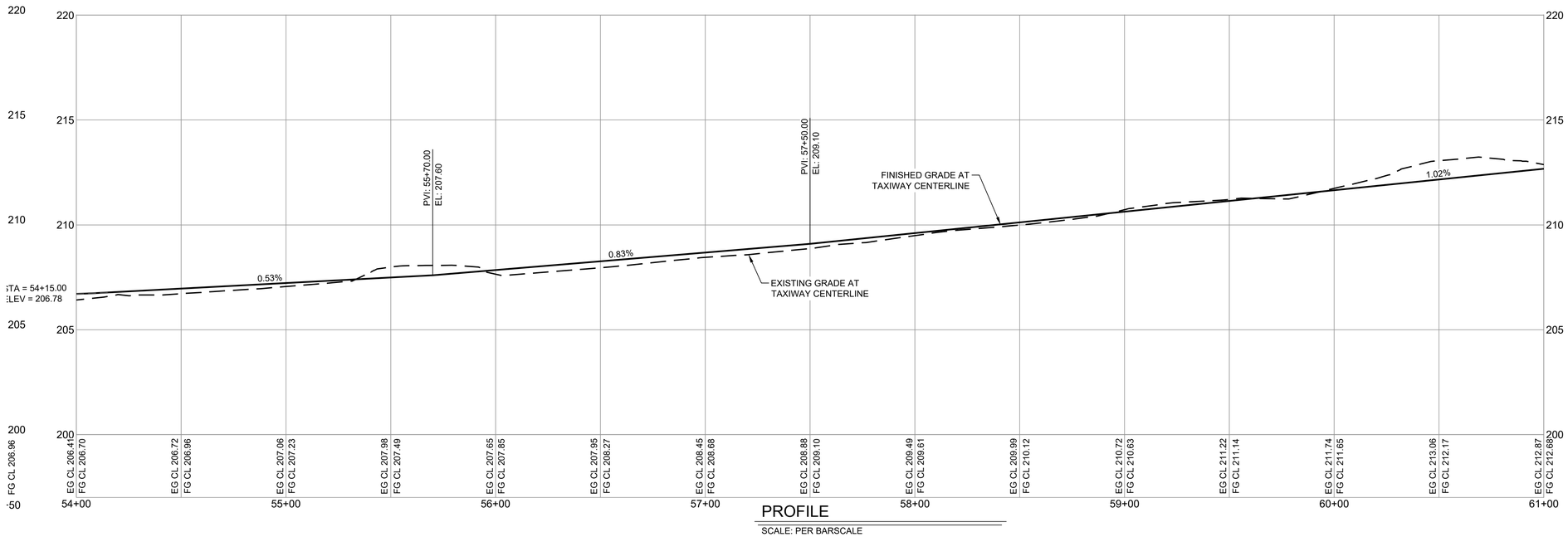

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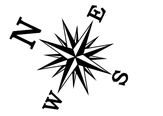

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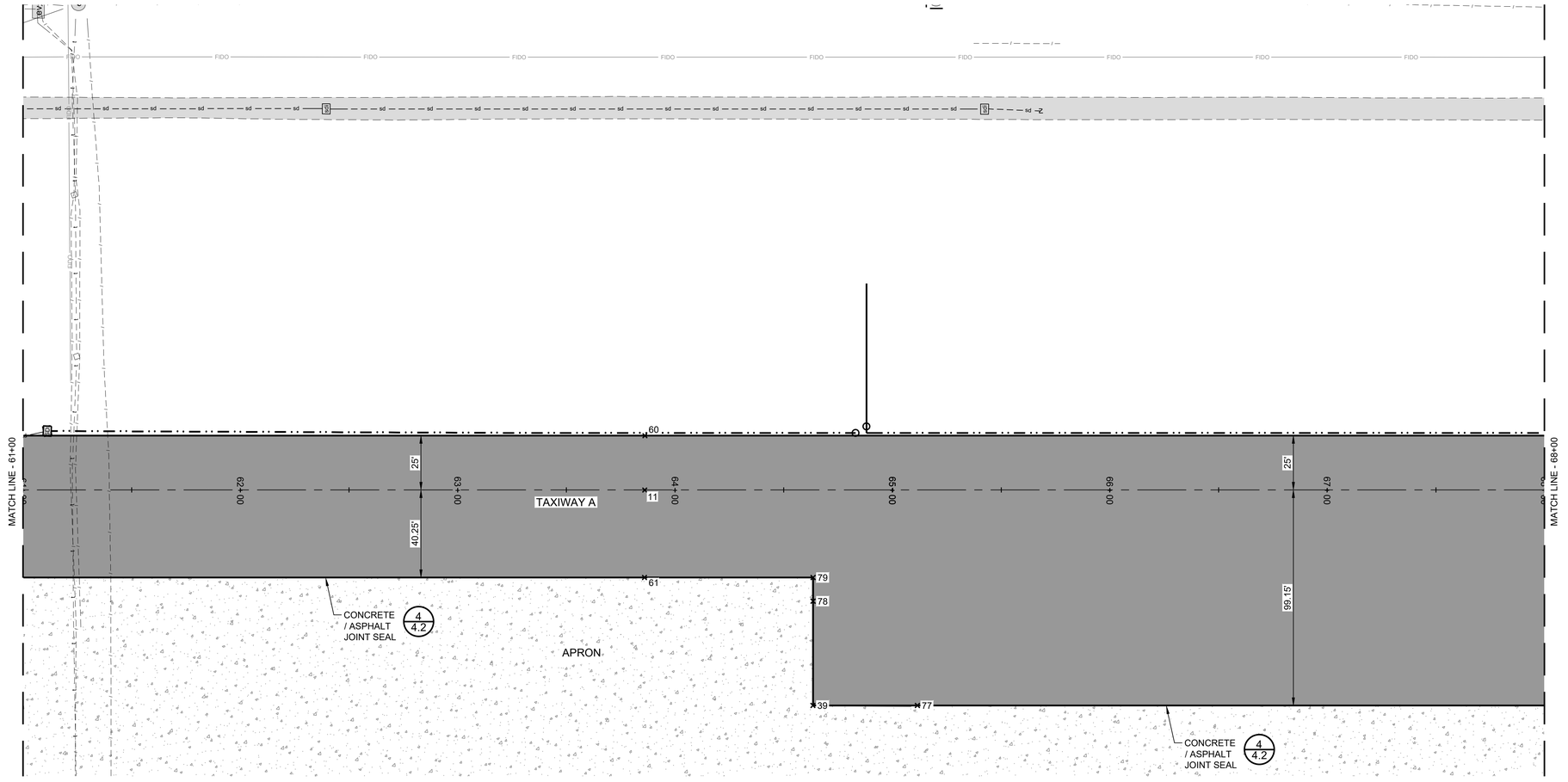
SCALE IN FEET: VERTICAL



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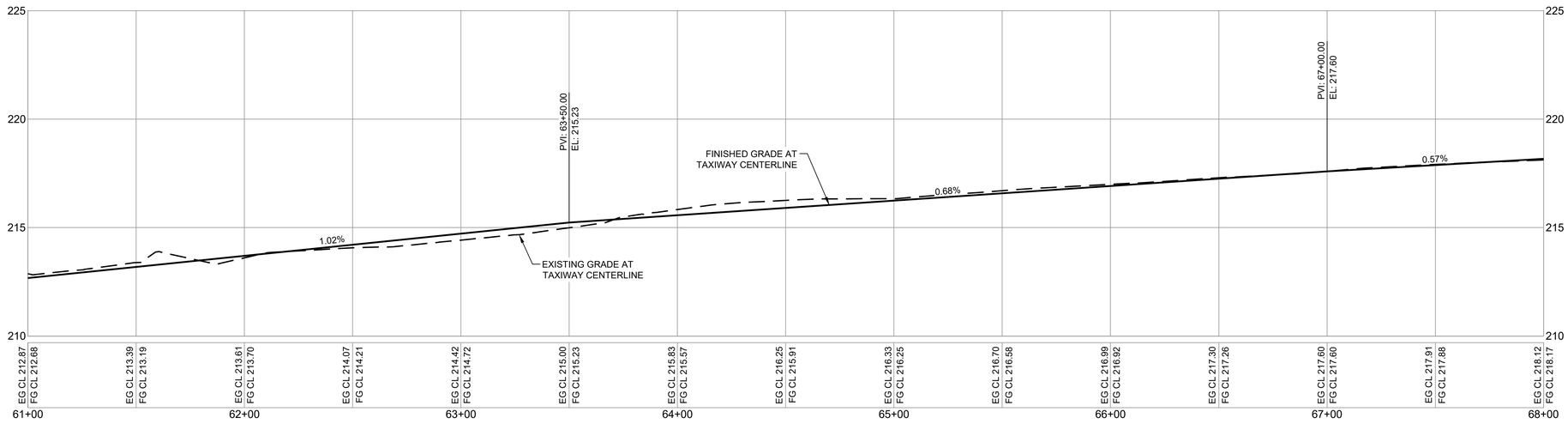

PROFILE
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CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY JOS	DATE 03/2026
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DESIGNED BY DWK	DATE 03/2026
REVISIONS	DATE

TAXIWAY A
PLAN AND PROFILE

3.9

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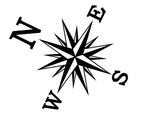

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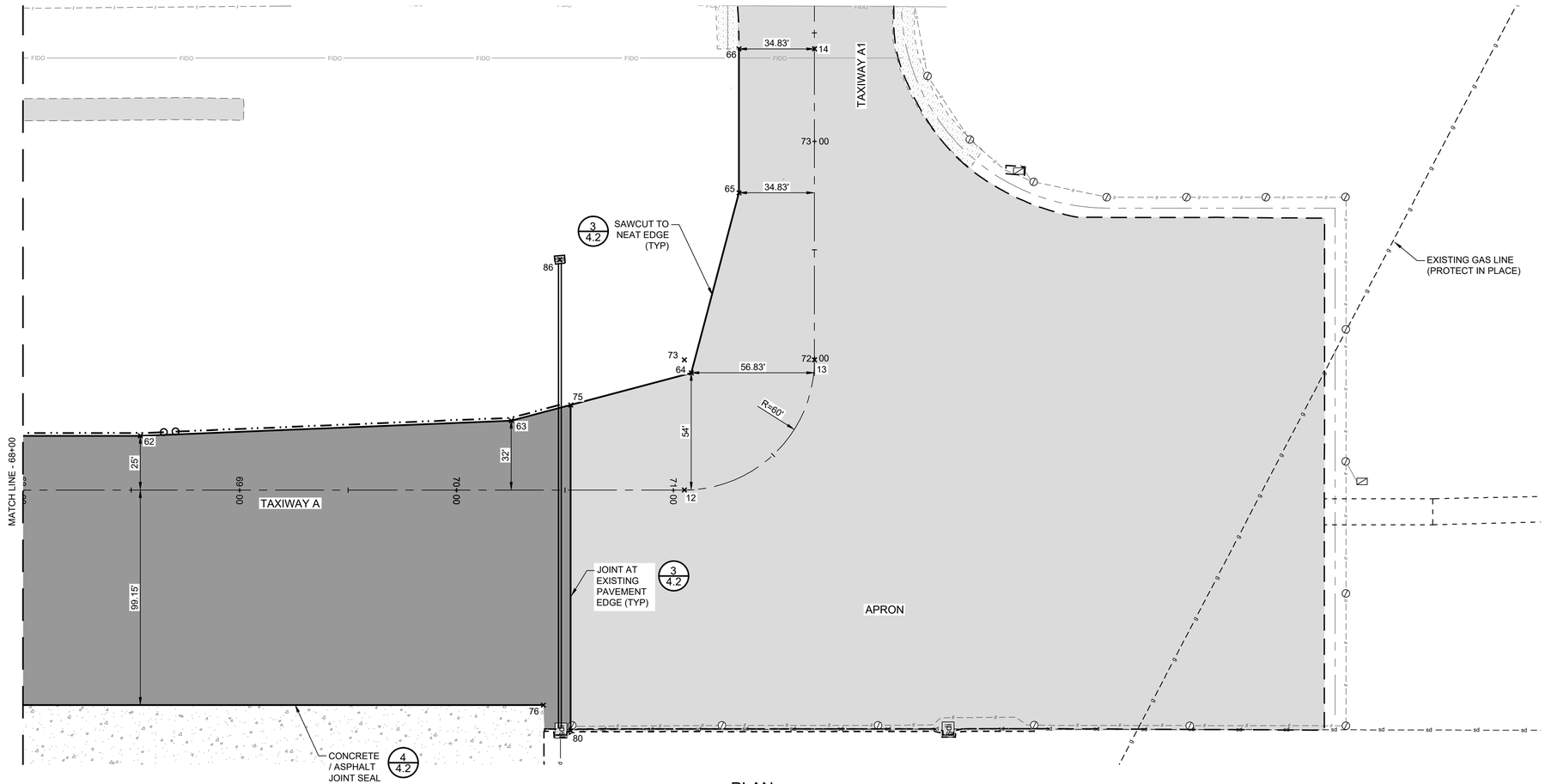

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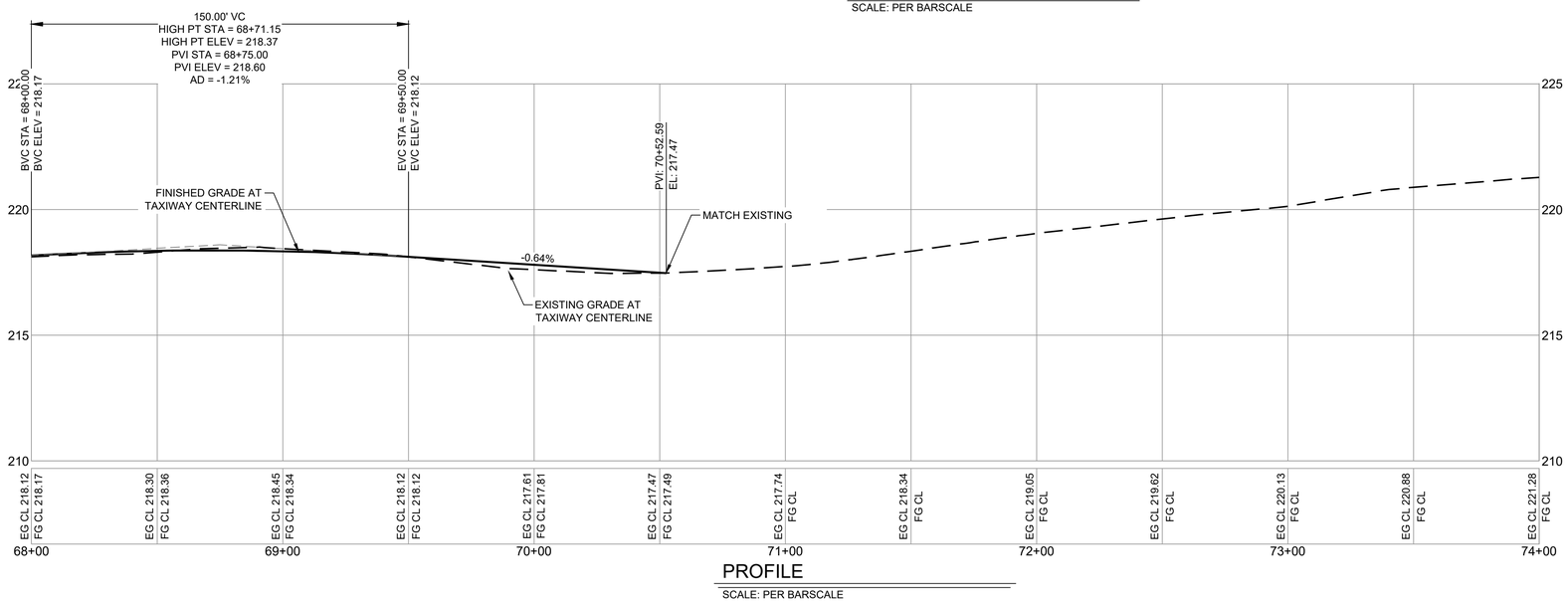

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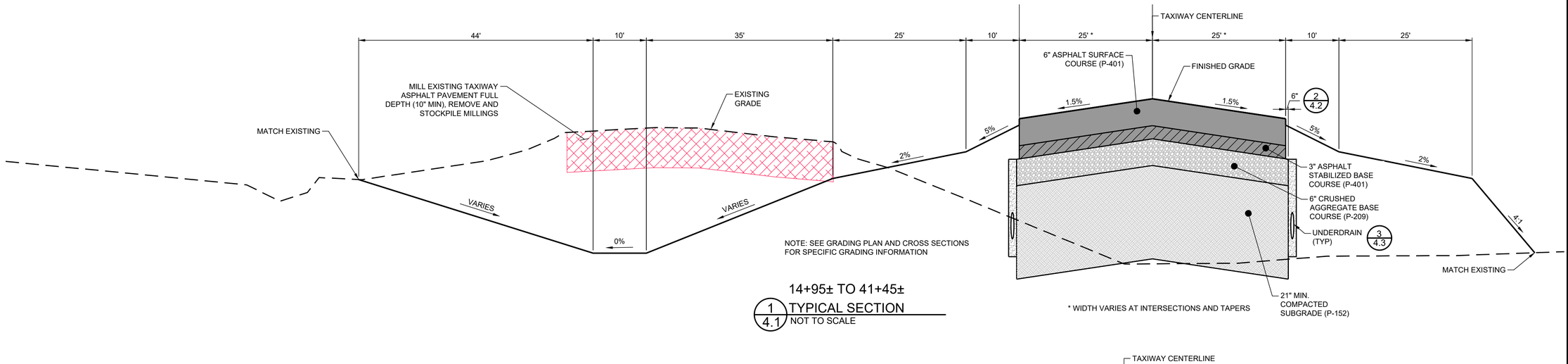
TAXIWAY A
PLAN AND PROFILE

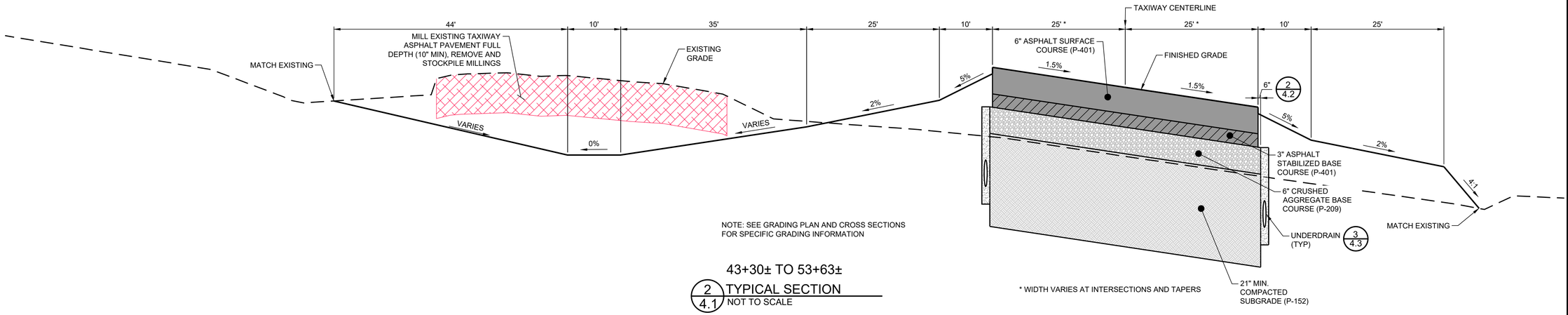
3.10



14+95± TO 41+45±

1/4.1 TYPICAL SECTION

NOT TO SCALE



43+30± TO 53+63±

2/4.1 TYPICAL SECTION

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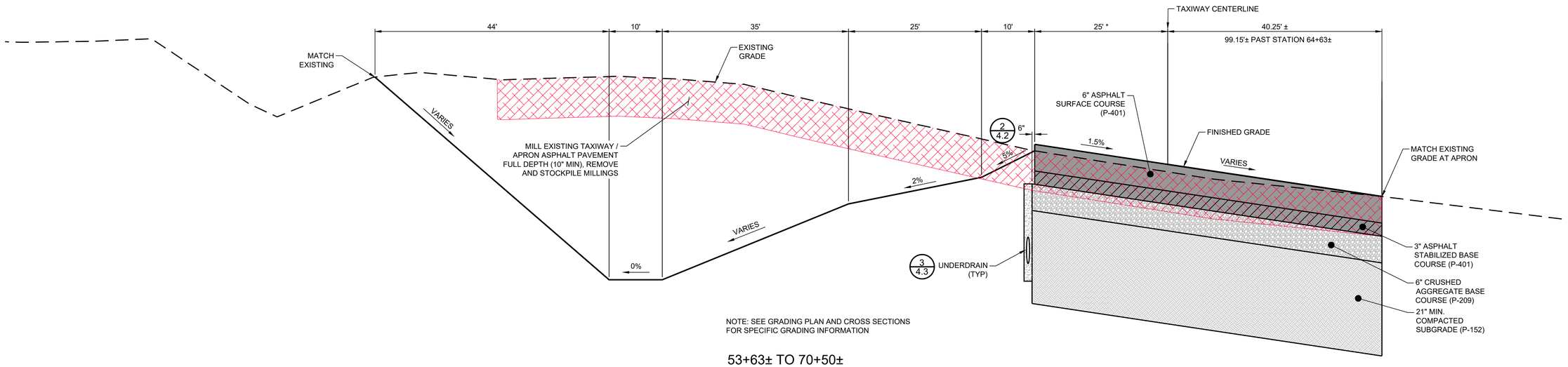

53+63± TO 70+50±

3/4.1 TYPICAL SECTION

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TYPICAL SECTION & DETAILS

4.1

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1 / 4.2 INTENTIONALLY LEFT BLANK
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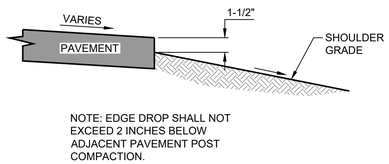
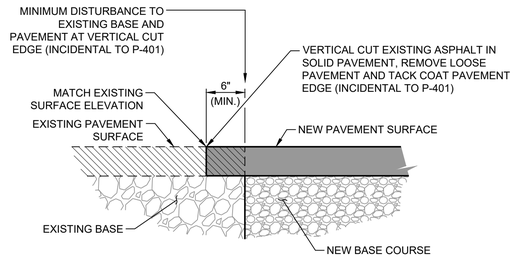
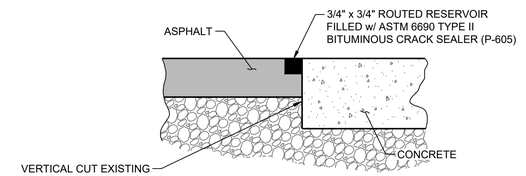


NOTE: EDGE DROP SHALL NOT EXCEED 2 INCHES BELOW ADJACENT PAVEMENT POST COMPACTION.

2 / 4.2 PAVEMENT EDGE DROP
NOT TO SCALE



3 / 4.2 JOINT AT EXISTING PAVEMENT EDGE
NOT TO SCALE



4 / 4.2 CONCRETE / ASPHALT JOINT SEAL
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TYPICAL SECTION & DETAILS

4.2

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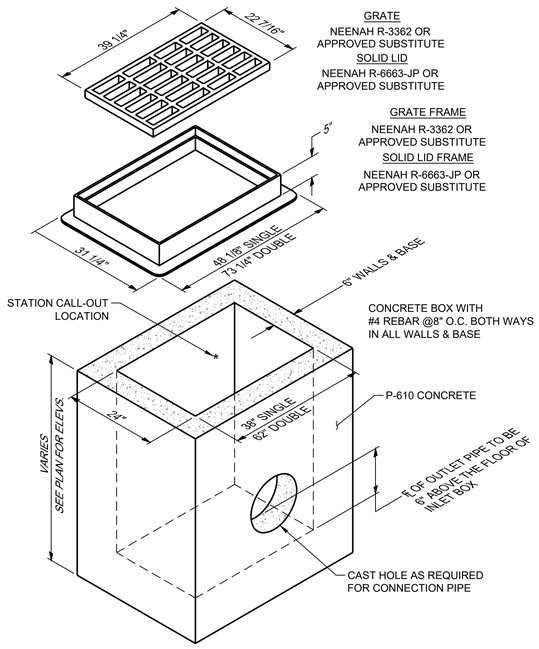
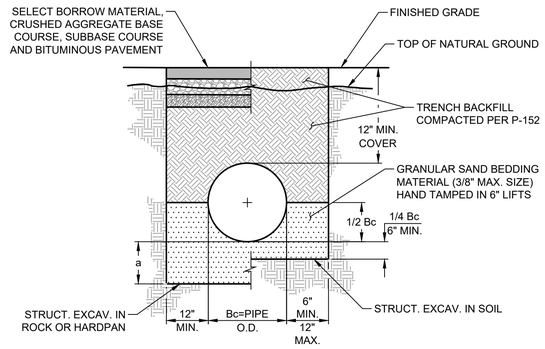
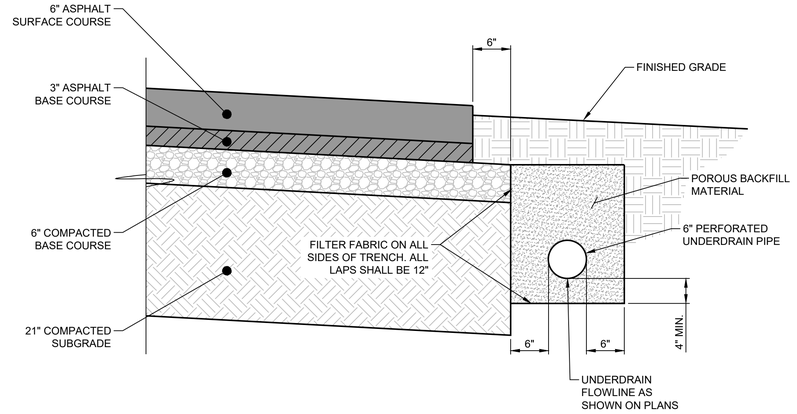


1 / 4.3 STORM DRAIN INLET
NOT TO SCALE



a = 12 INCHES MIN. OR 1/2 INCH FOR EACH FOOT OF FILL OVER THE TOP OF THE PIPE WHICHEVER IS GREATER, BUT NOT MORE THAN 3/4 Bc.

2 / 4.3 PIPE CULVERT BEDDING & BACKFILL DETAIL
NOT TO SCALE



3 / 4.3 PAVEMENT UNDERDRAIN
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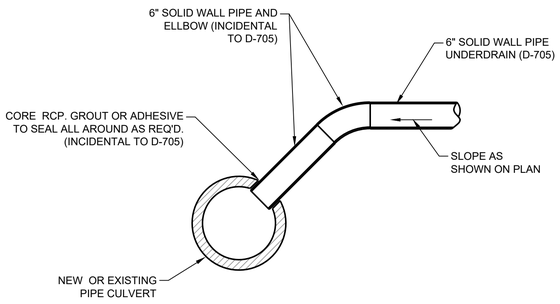
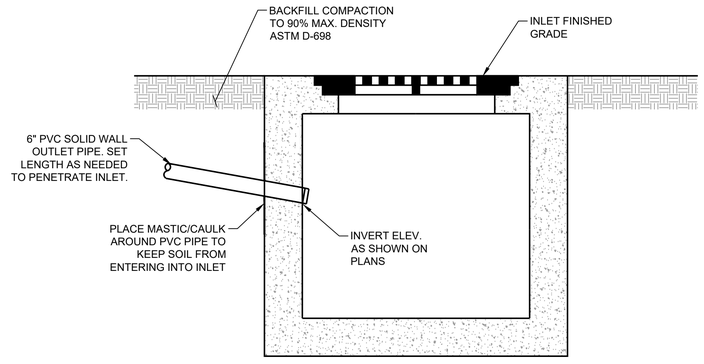
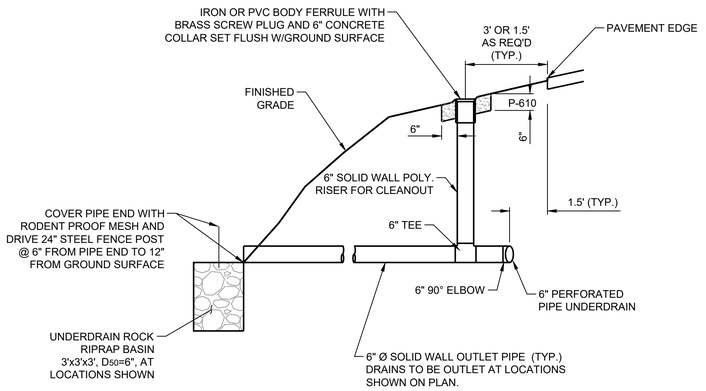


4 / 4.3 UNDERDRAIN OUTLET INTO PIPE
NOT TO SCALE



5 / 4.3 UNDERDRAIN OUTLET INTO SD INLET
NOT TO SCALE



6 / 4.3 UNDERDRAIN CLEANOUT/OUTLET
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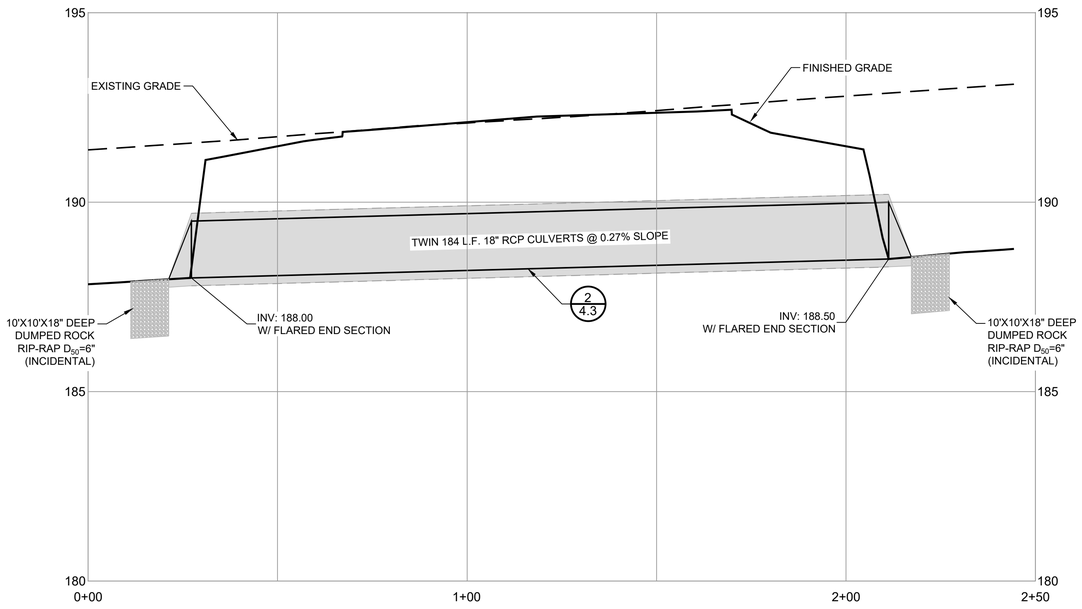
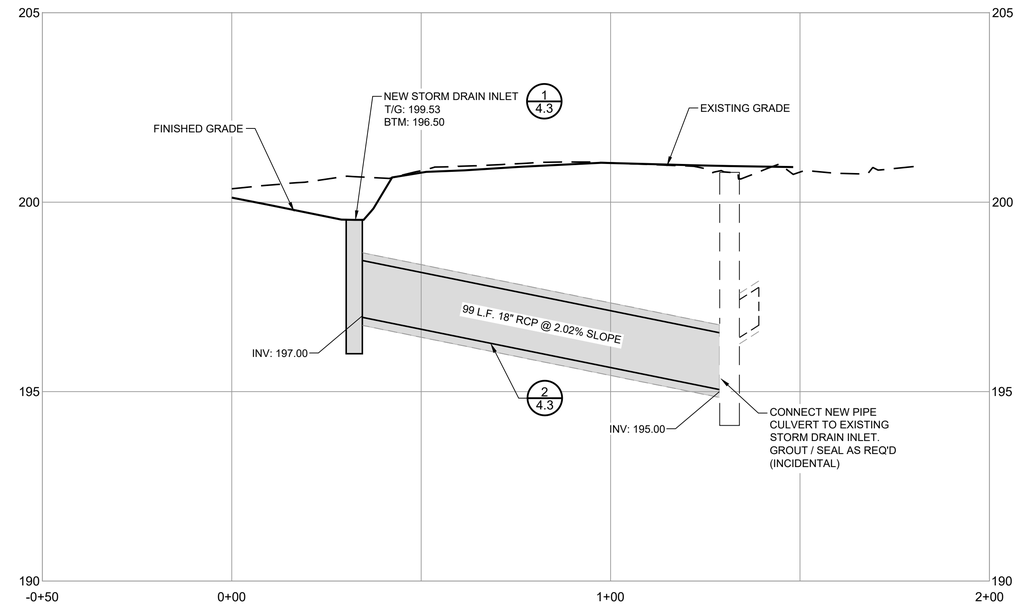
TYPICAL SECTION
&
DETAILS

4.3



1 / 4.4 TWIN CULVERT DETAIL
NOT TO SCALE



2 / 4.4 STORM DRAIN DETAIL
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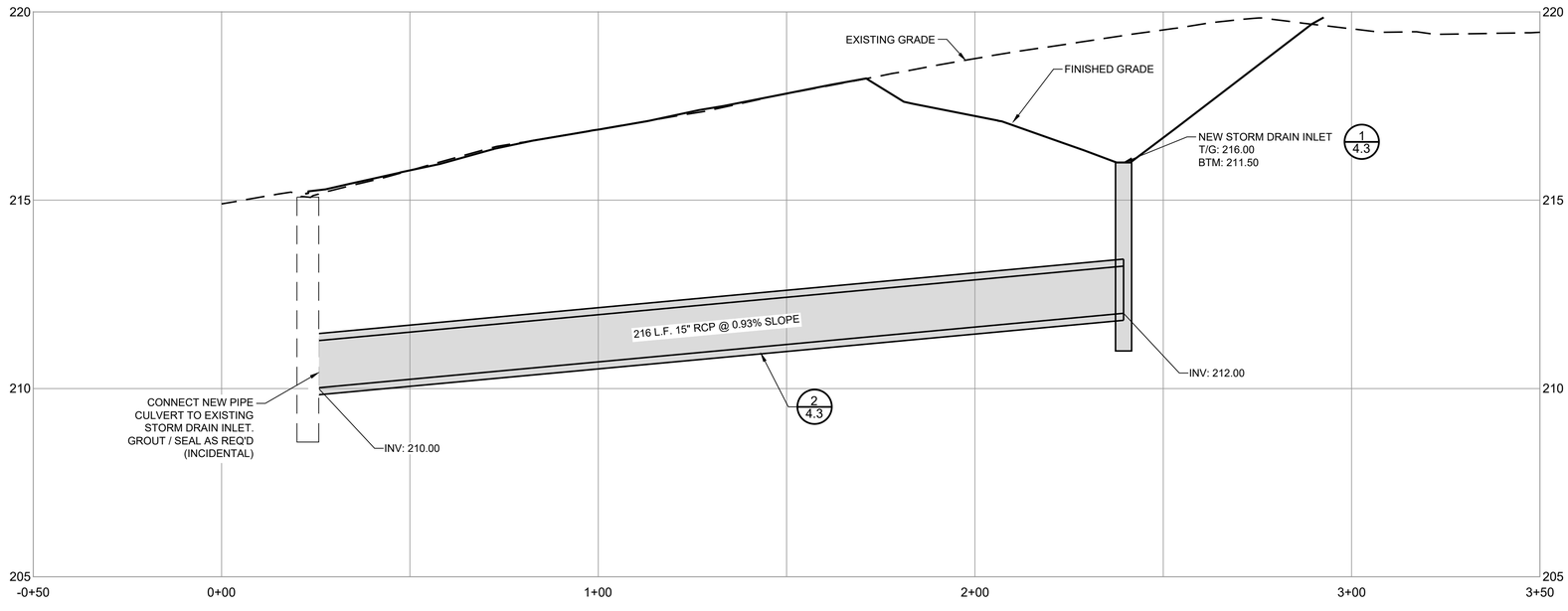

3 / 4.4 STORM DRAIN DETAIL
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TYPICAL SECTION
&
DETAILS

4.4

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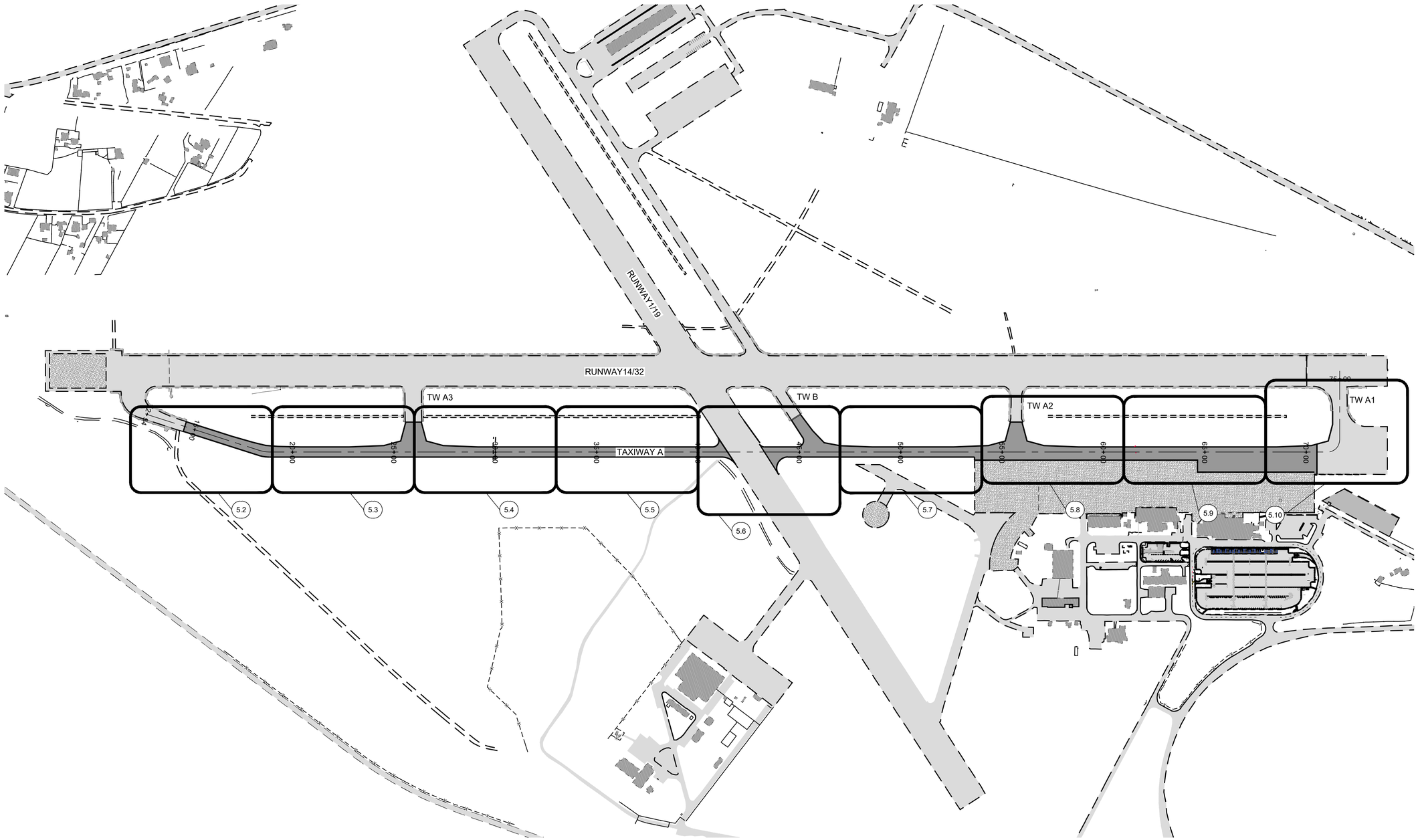

N E S W

SHEET KEY

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SCALE IN FEET

NOTE: ALL EXISTING FEATURES, UTILITIES, ETC., ABOVE AND BELOW GROUND ARE CONSIDERED "PROTECT IN PLACE" UNLESS OTHERWISE NOTED.

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GRADING PLAN

5.1

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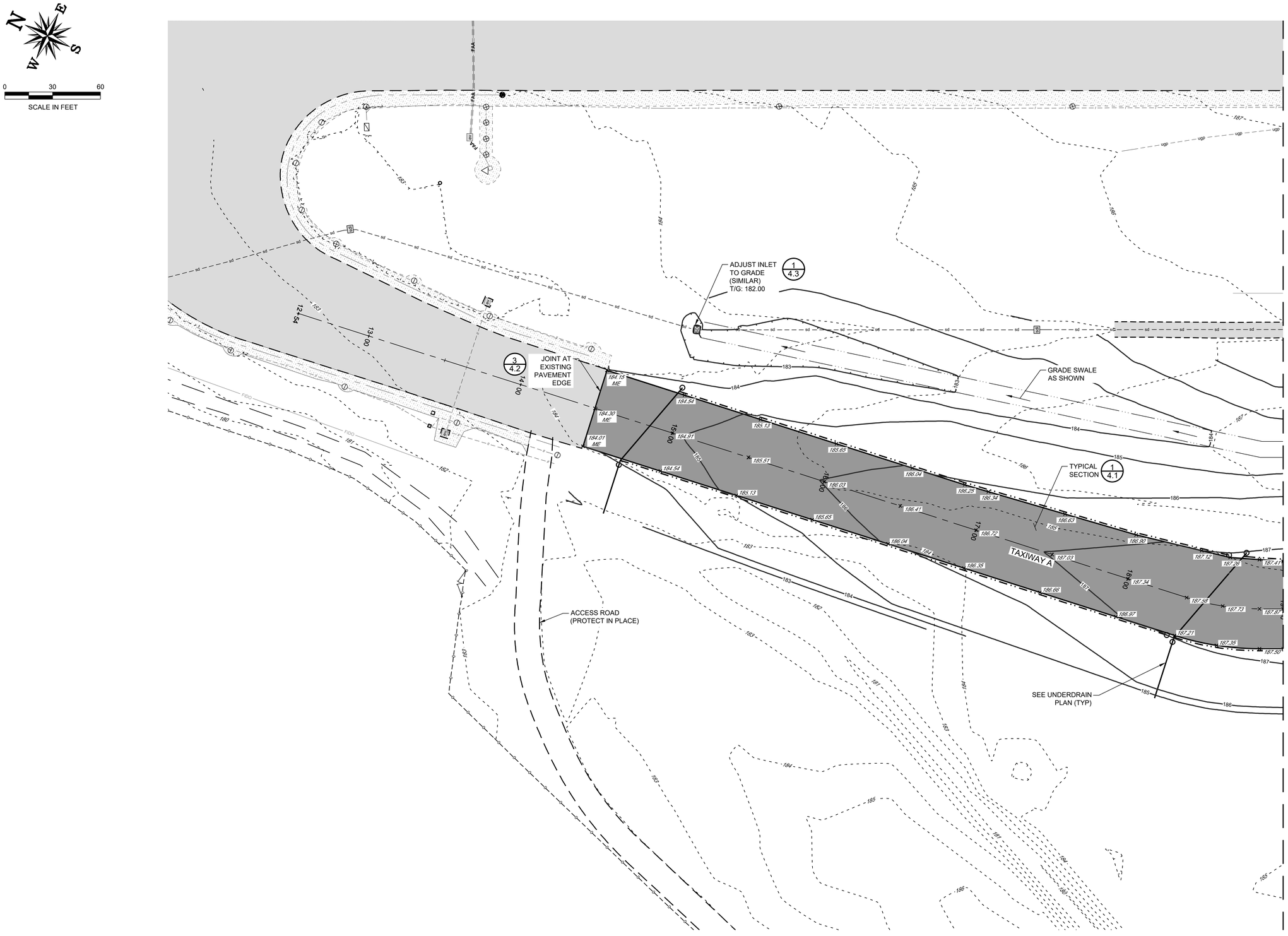

PLAN

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GRADING PLAN

5.2

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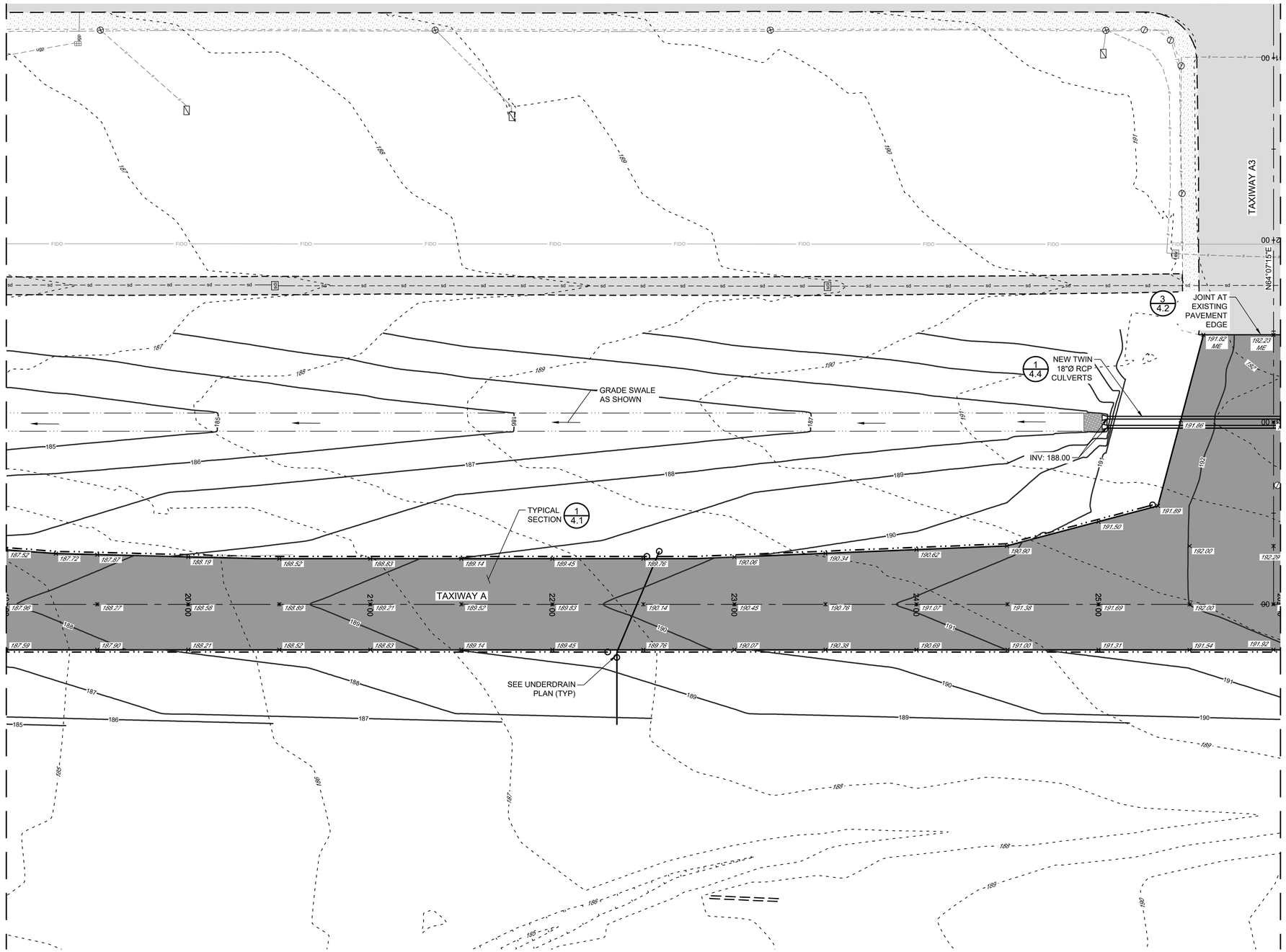

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GRADING PLAN

5.3

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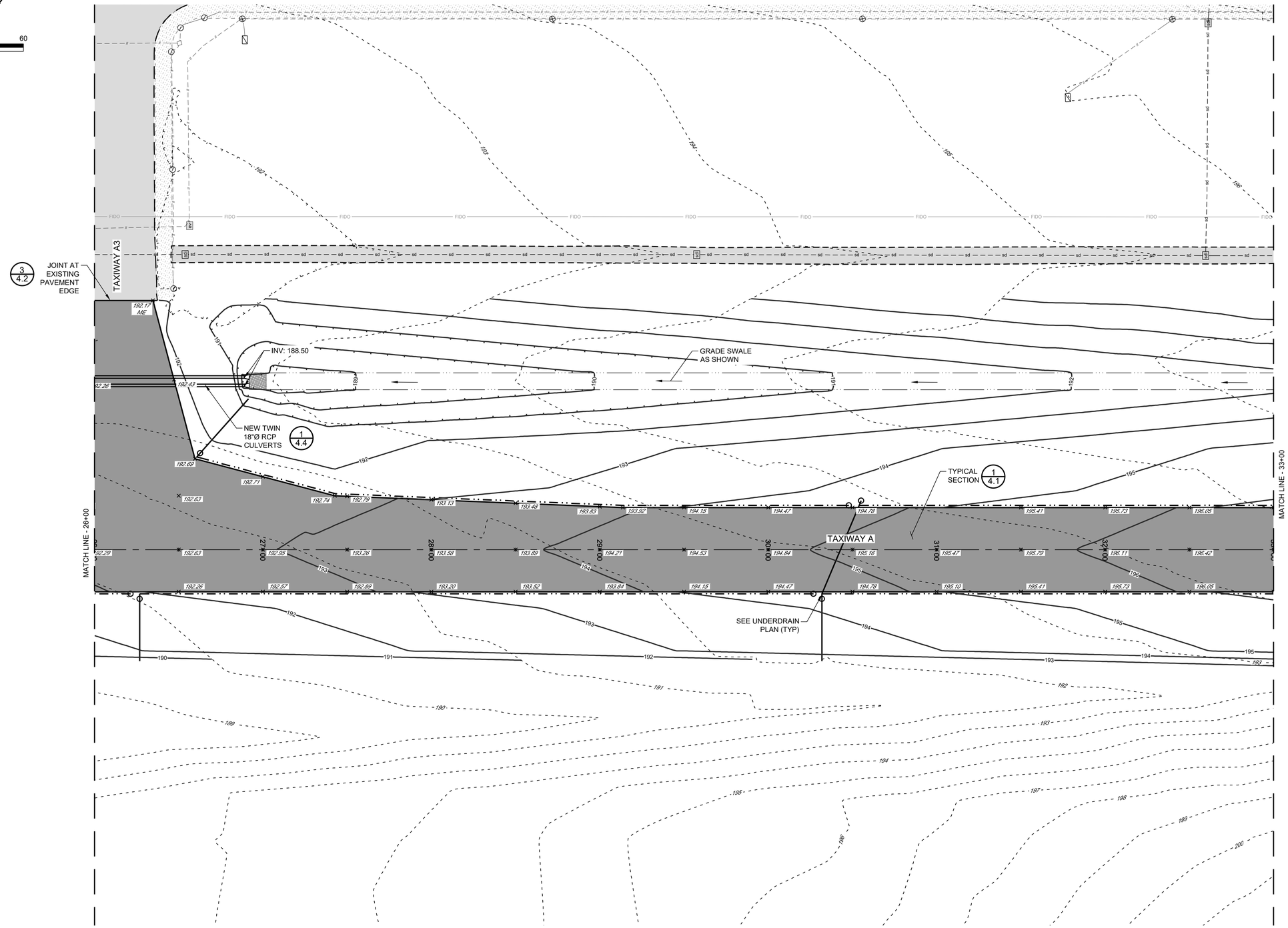

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GRADING PLAN

5.4

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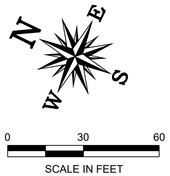

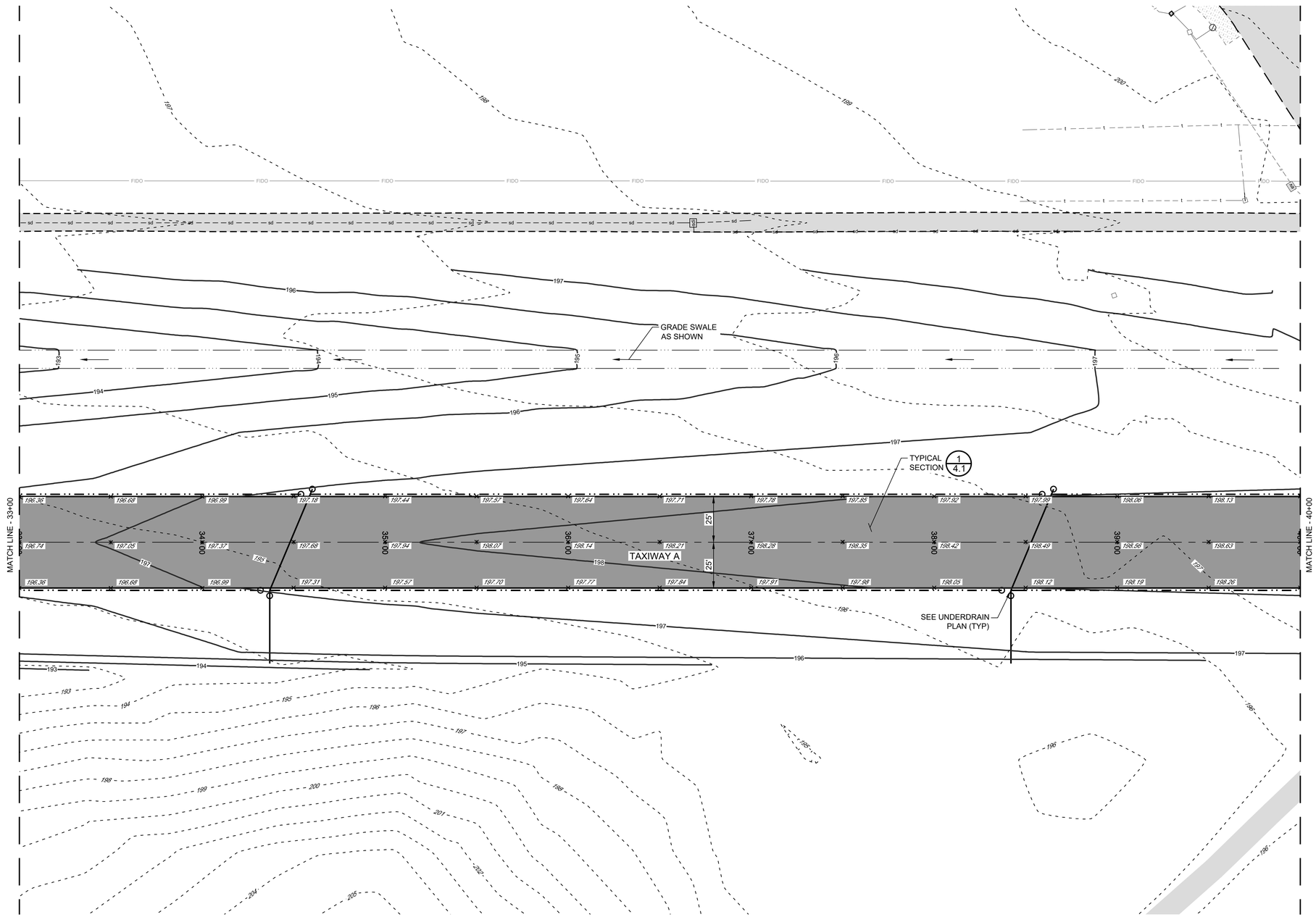

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GRADING PLAN

5.5

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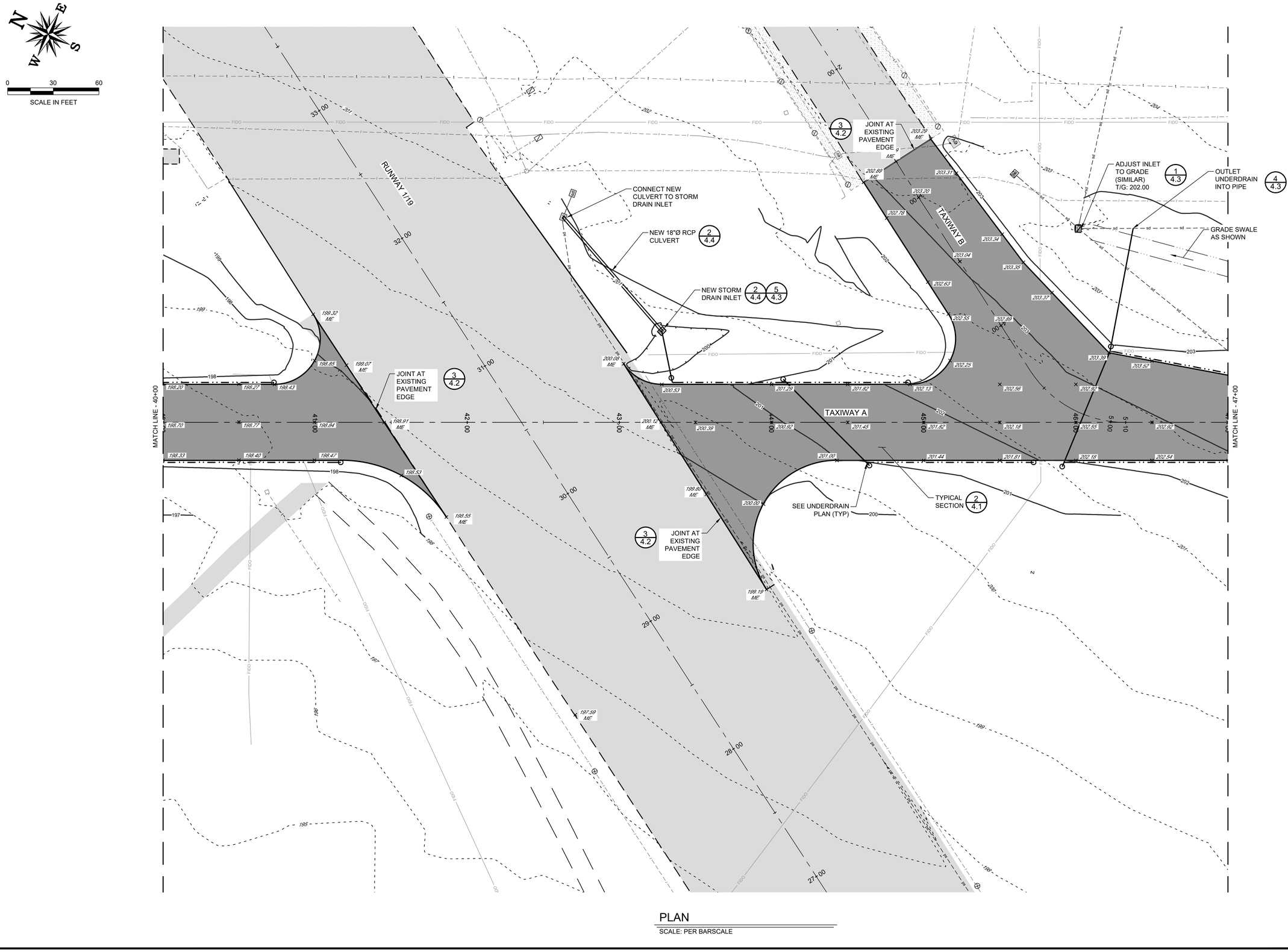

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GRADING PLAN

5.6

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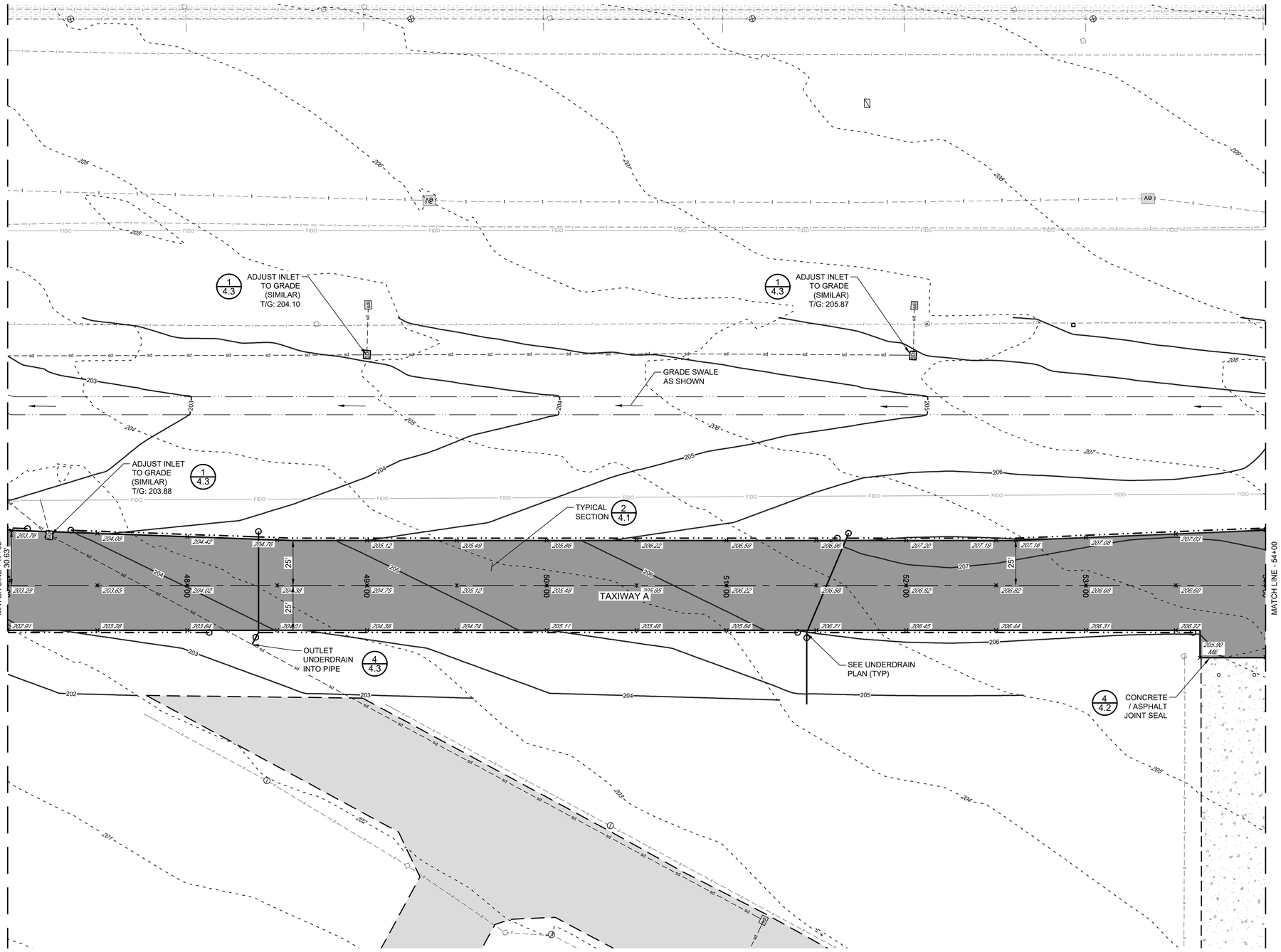

PLAN
SCALE: PER BARSCALE

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MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY JOS	DATE 03/2026
CHECKED BY EFR	DATE 03/2026
DESIGNED BY DWK	DATE 03/2026
REVISIONS	DATE

TAXIWAY A
PLAN AND PROFILE

5.7

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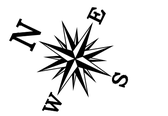

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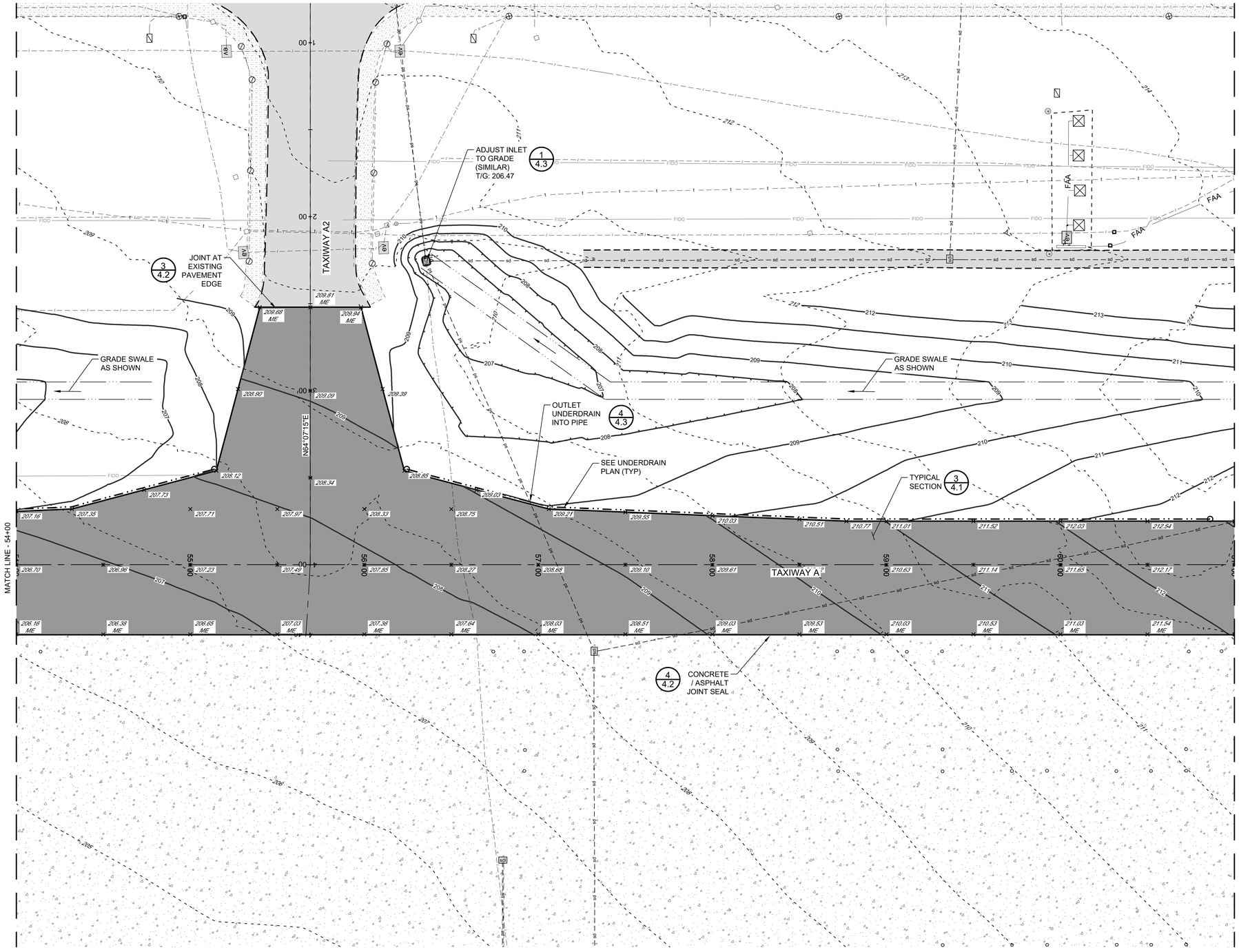

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CHECKED BY EFR	DATE 03/2026
DESIGNED BY DWK	DATE 03/2026
REVISIONS	DATE

TAXIWAY A
PLAN AND PROFILE

5.8

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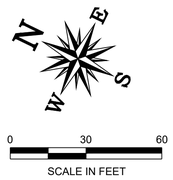

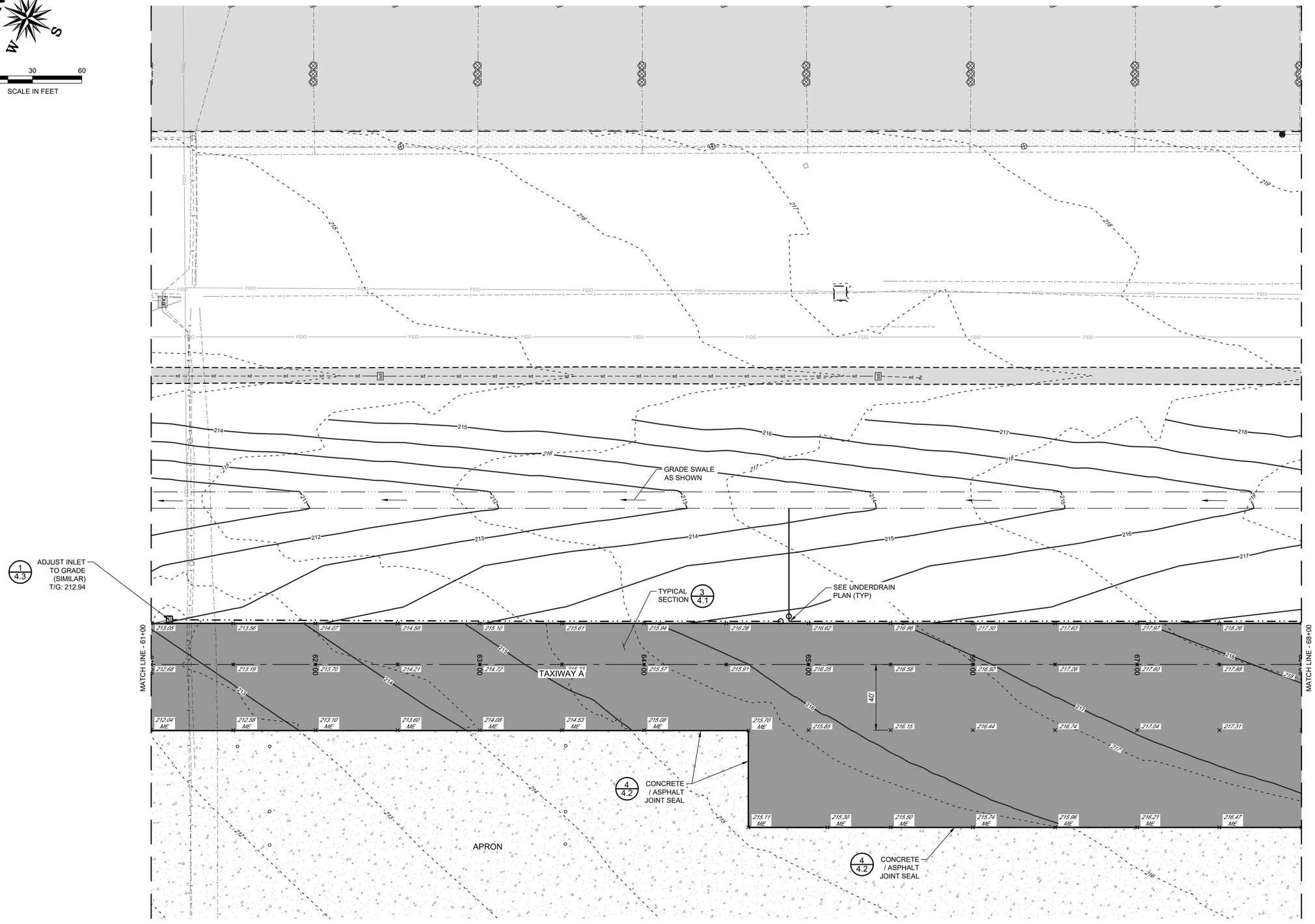

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PROJECT NO.	22795
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GRADING PLAN

5.9

Plot Style: ----
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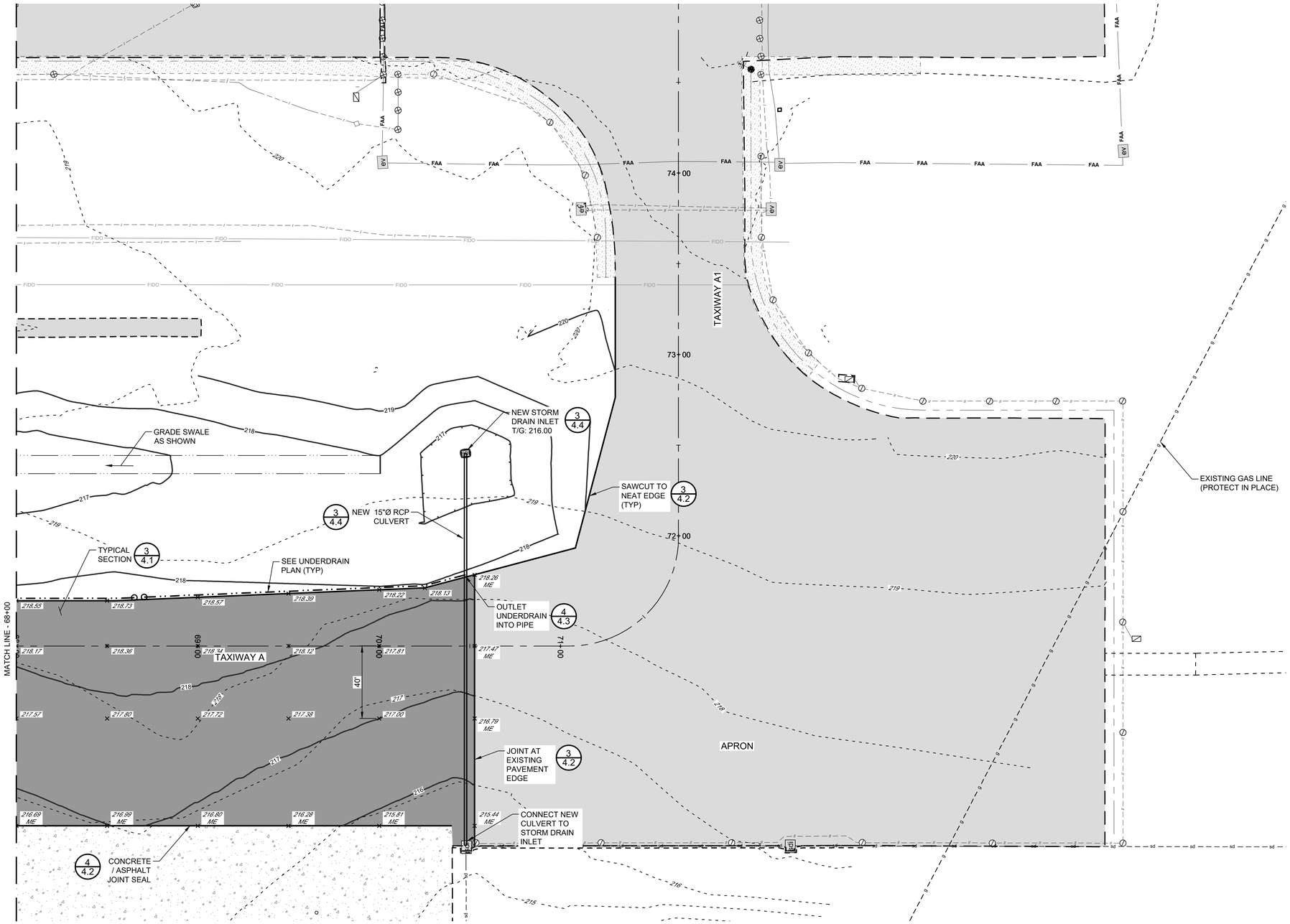

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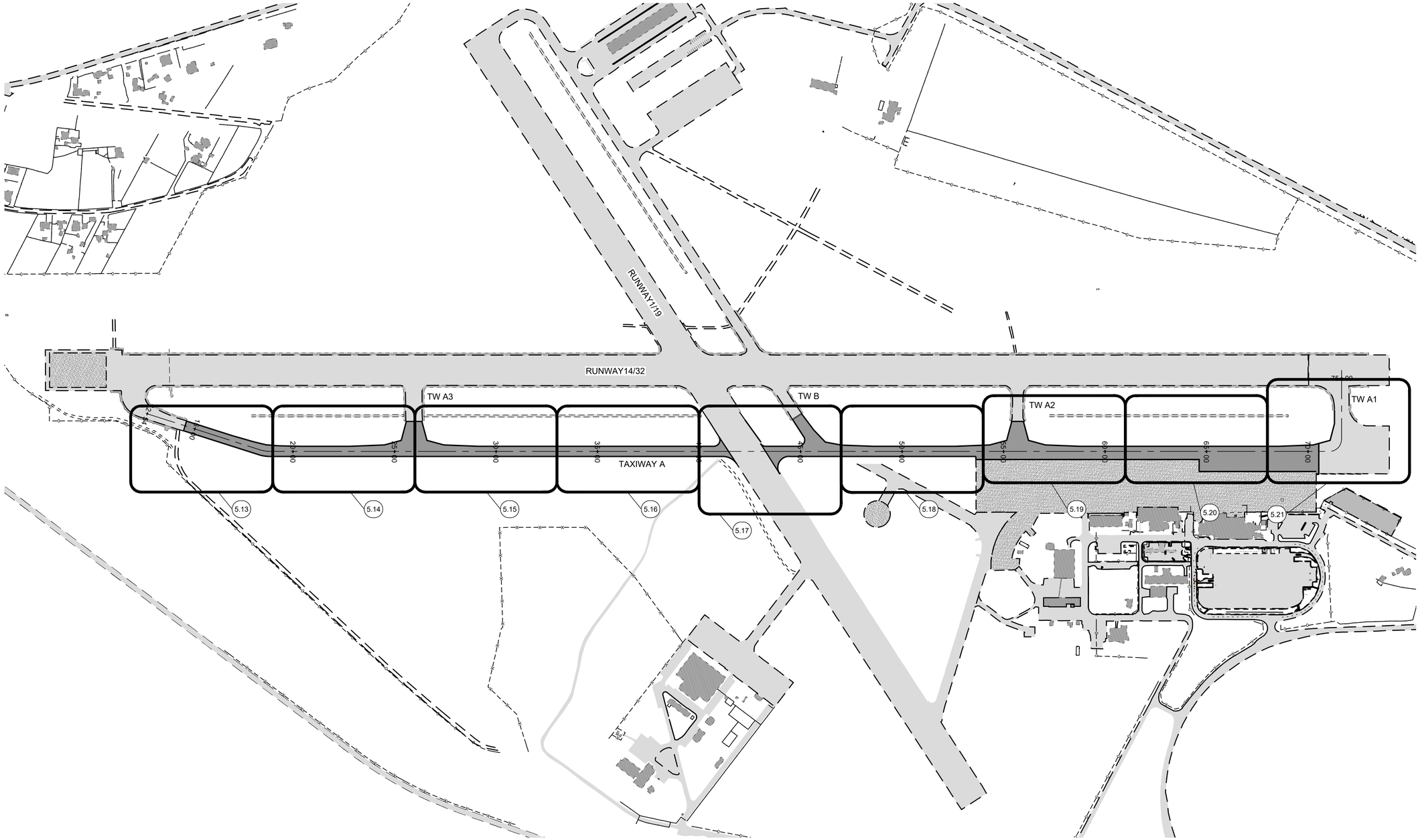
REVISIONS	DATE

GRADING PLAN

5.10



N E S W

SHEET KEY

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SCALE IN FEET

NOTE: ALL EXISTING FEATURES, UTILITIES, ETC., ABOVE AND BELOW GROUND ARE CONSIDERED "PROTECT IN PLACE" UNLESS OTHERWISE NOTED.

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AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY JOS	DATE 03/2026
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UNDERDRAIN PLAN

5.11

Plot Style: ----
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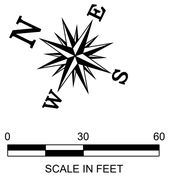

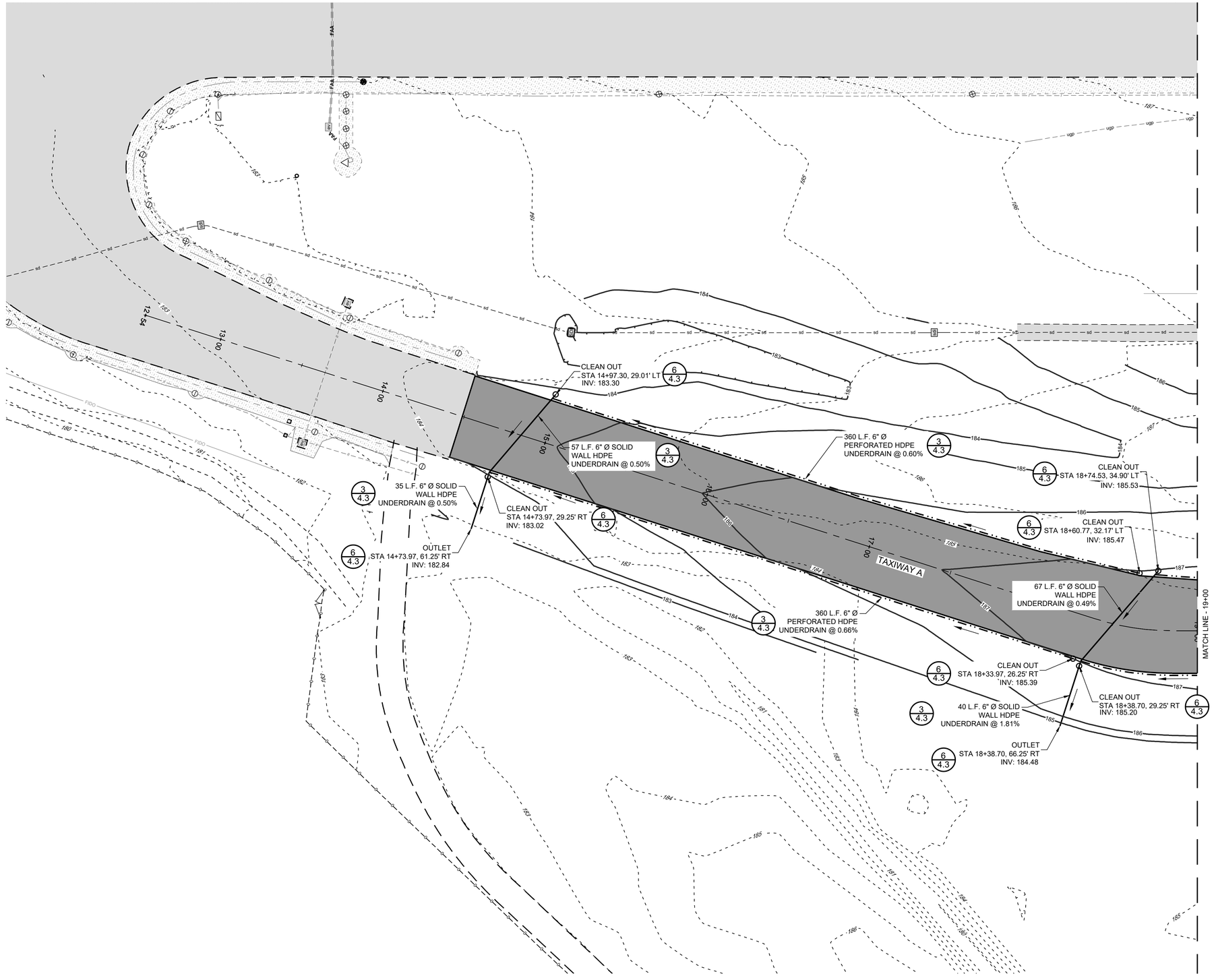

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AIP No. 3-06-0010-060-2024

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DRAWN BY JOS	DATE 03/2026
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REVISIONS	DATE

UNDERDRAIN PLAN

5.12

Plot Style: ----
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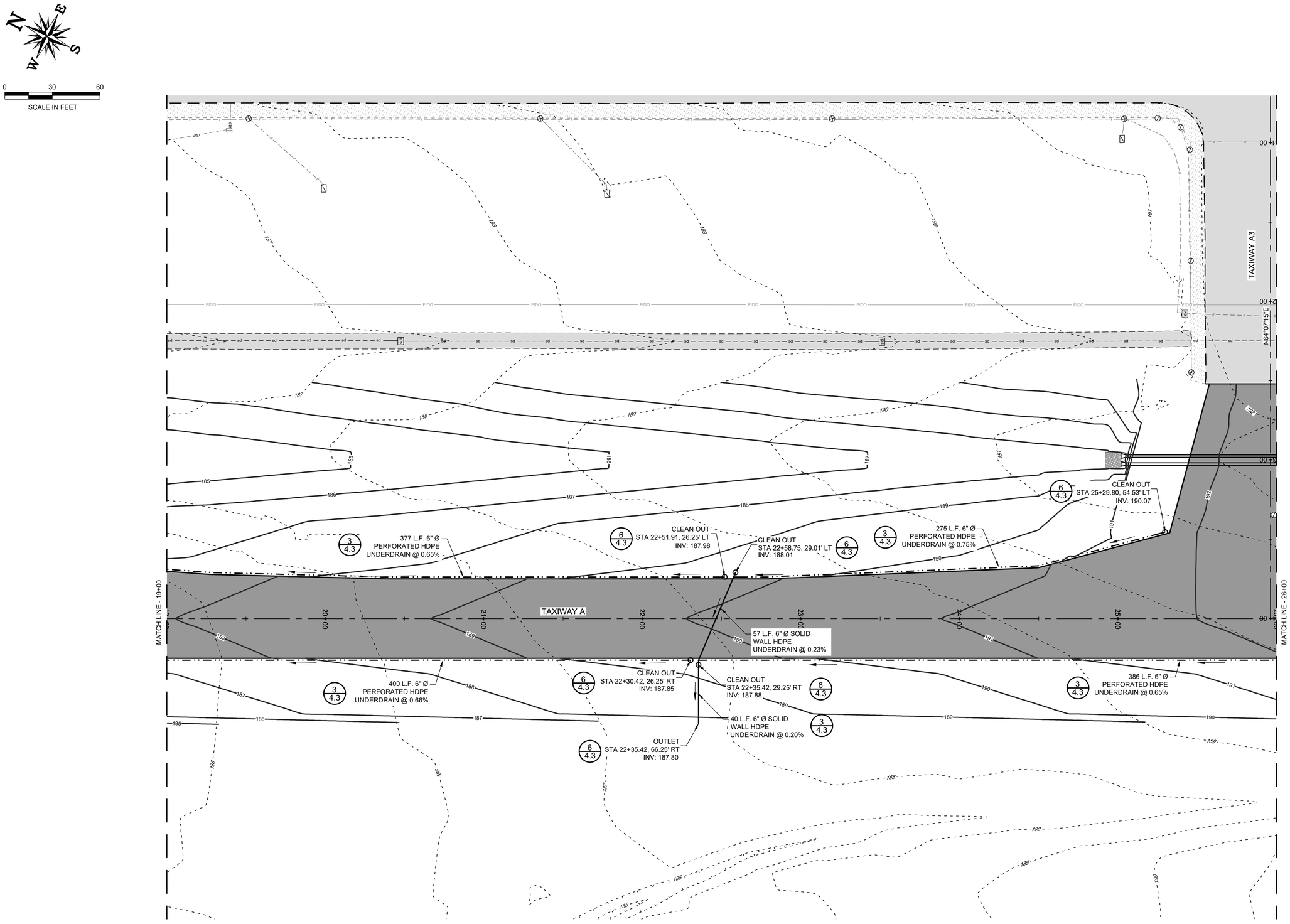

PLAN

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UNDERDRAIN PLAN

5.13

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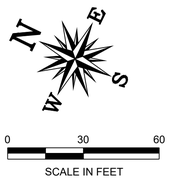

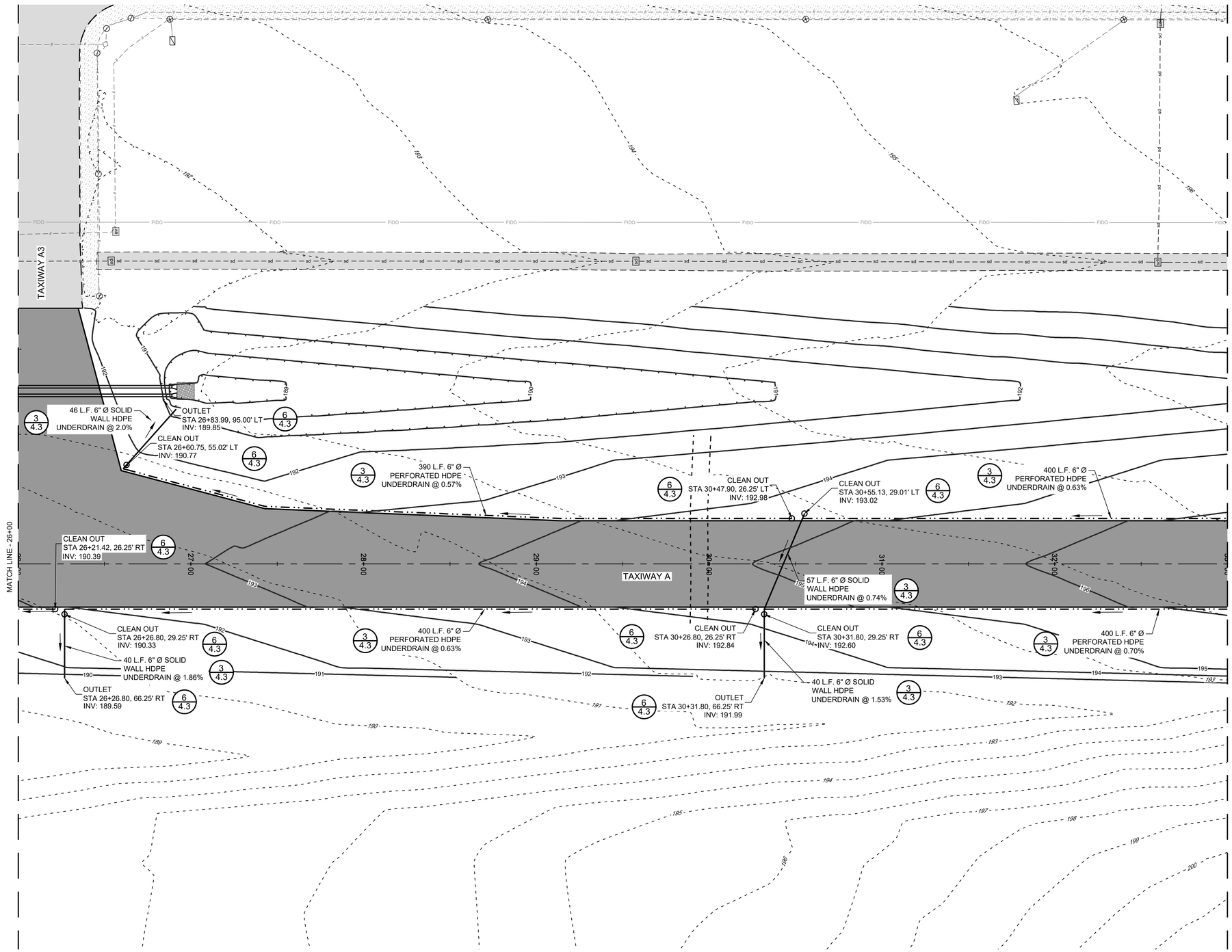

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CALIFORNIA REDWOOD COAST HUMBOLDT COUNTY AIRPORT

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JOS	03/2026
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DWK	03/2026
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UNDERDRAIN PLAN

5.14

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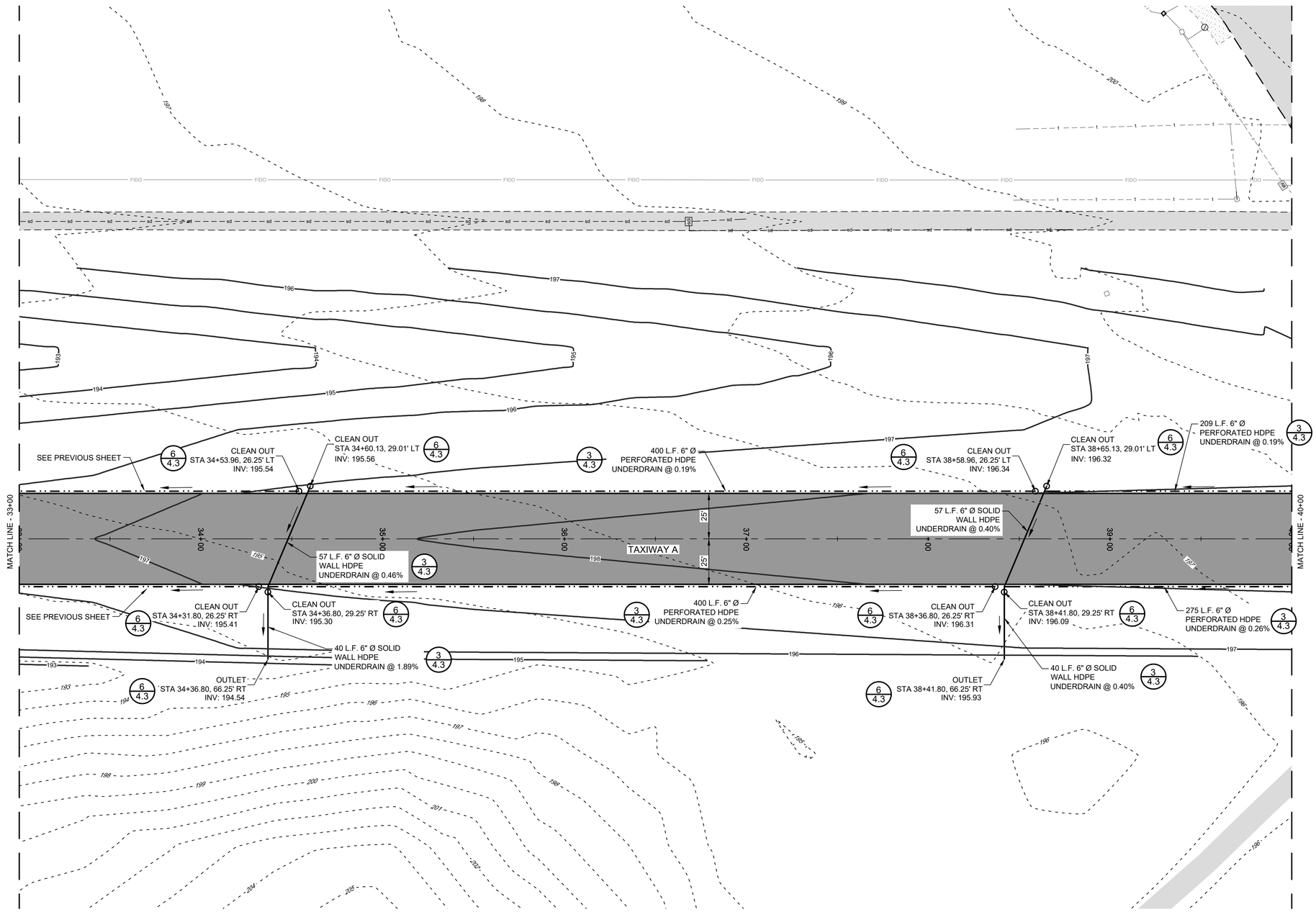

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AIP No. 3-06-0010-060-2024

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UNDERDRAIN PLAN

5.15

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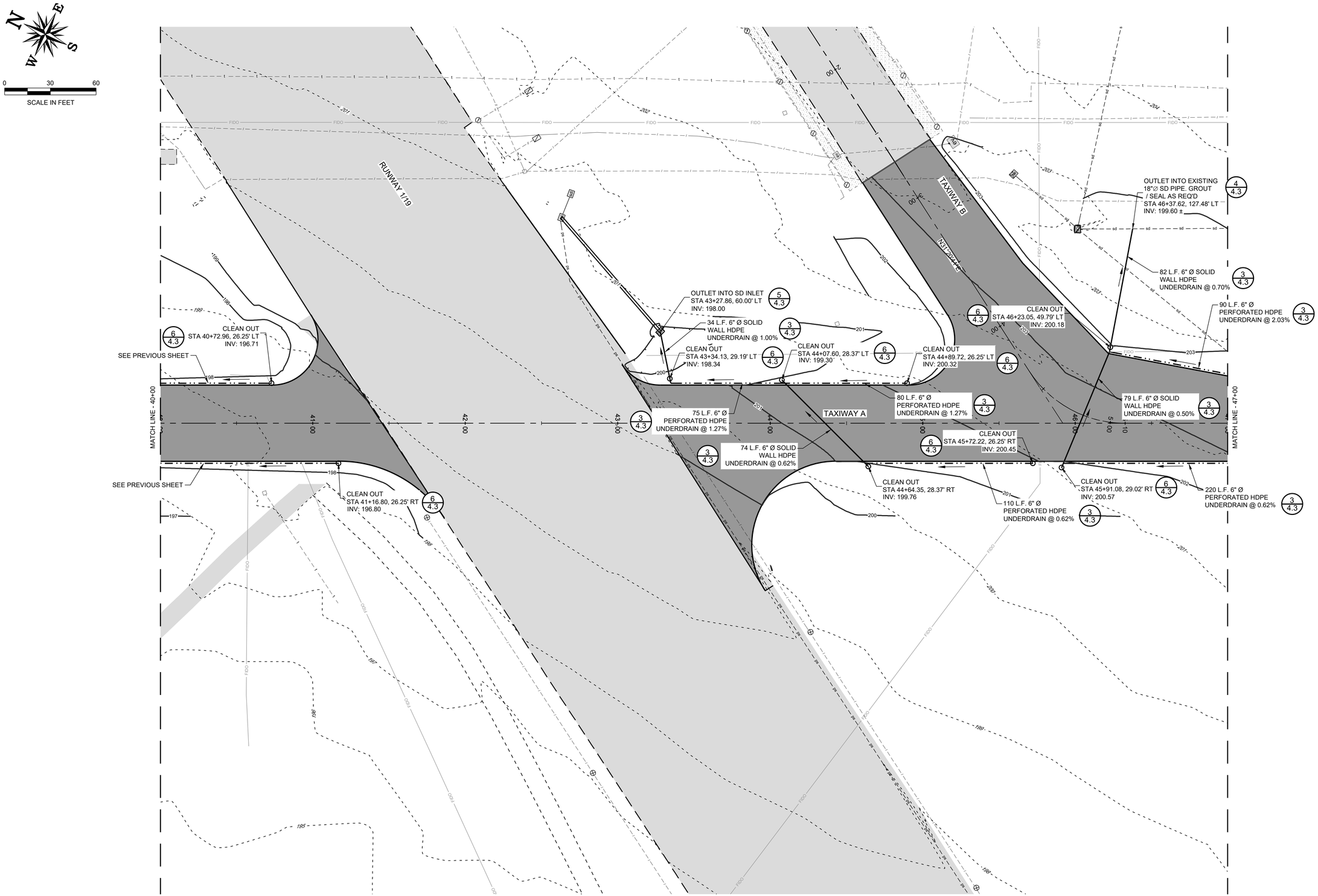

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DRAWN BY JOS	DATE 03/2026
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UNDERDRAIN PLAN

5.16

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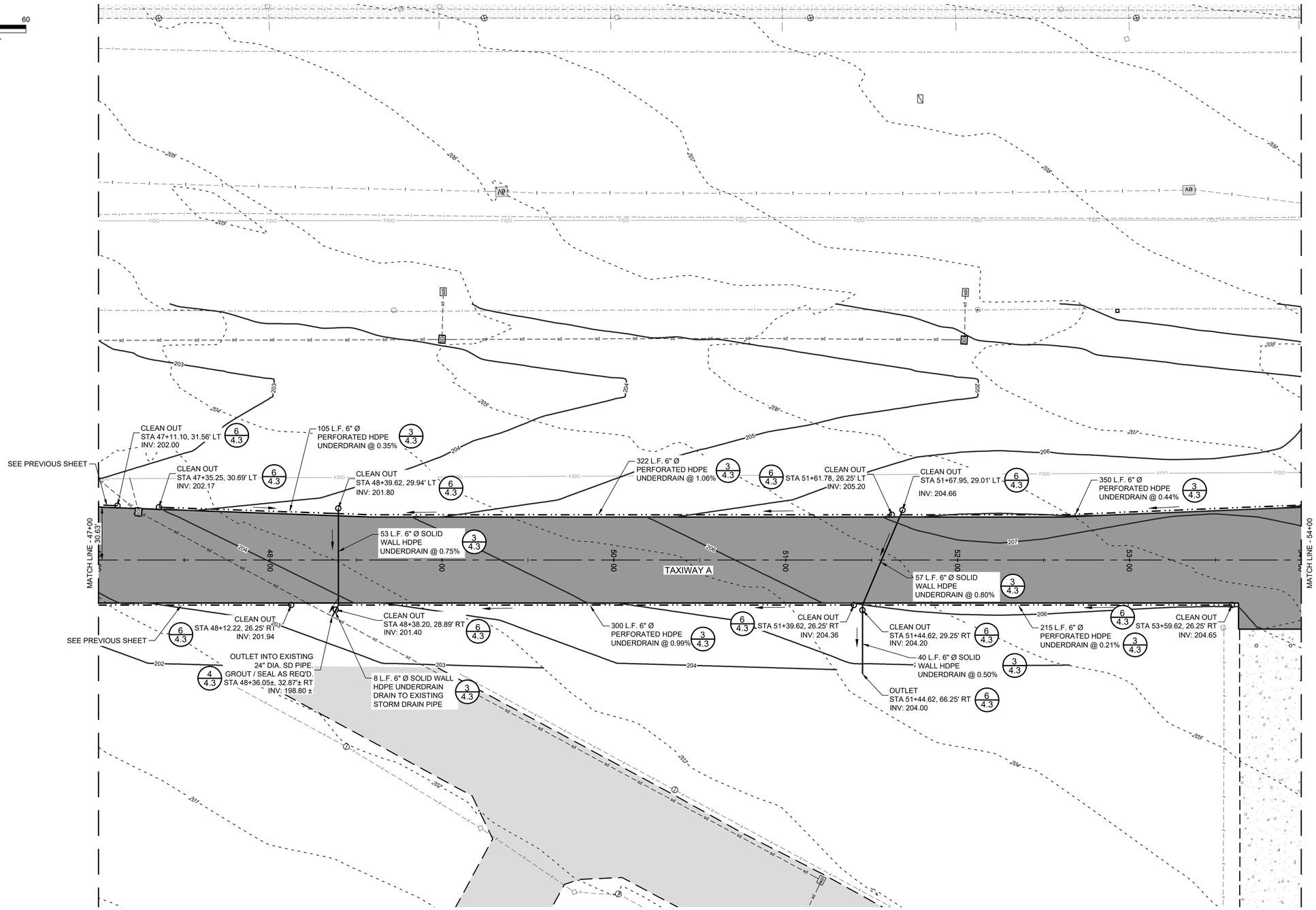

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UNDERDRAIN PLAN

5.17

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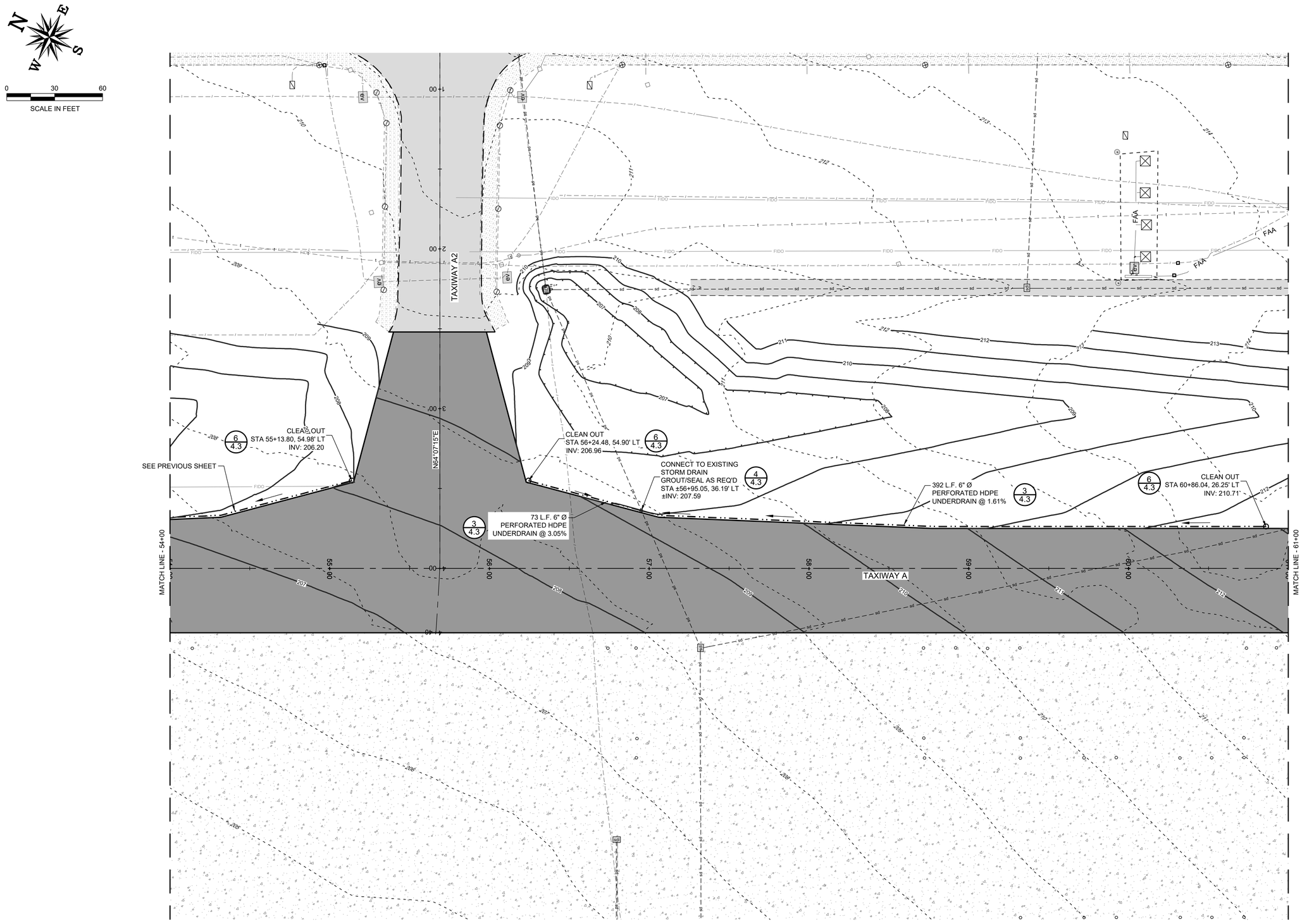

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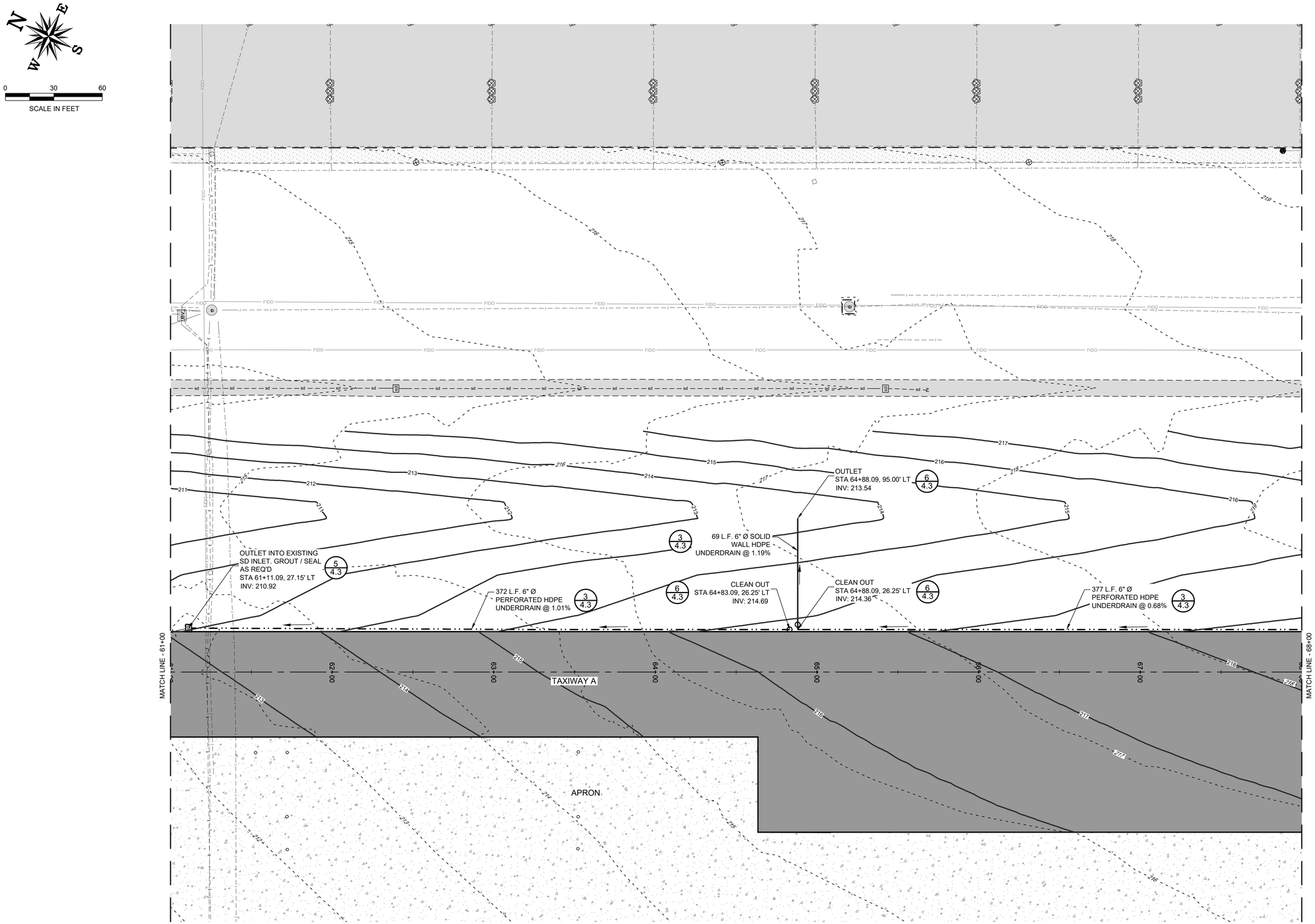
DESIGNED BY DWK	DATE 03/2026
REVISIONS	DATE

UNDERDRAIN PLAN

5.18



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DRAWN BY JOS	DATE 03/2026
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DESIGNED BY DWK	DATE 03/2026
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UNDERDRAIN PLAN

5.19

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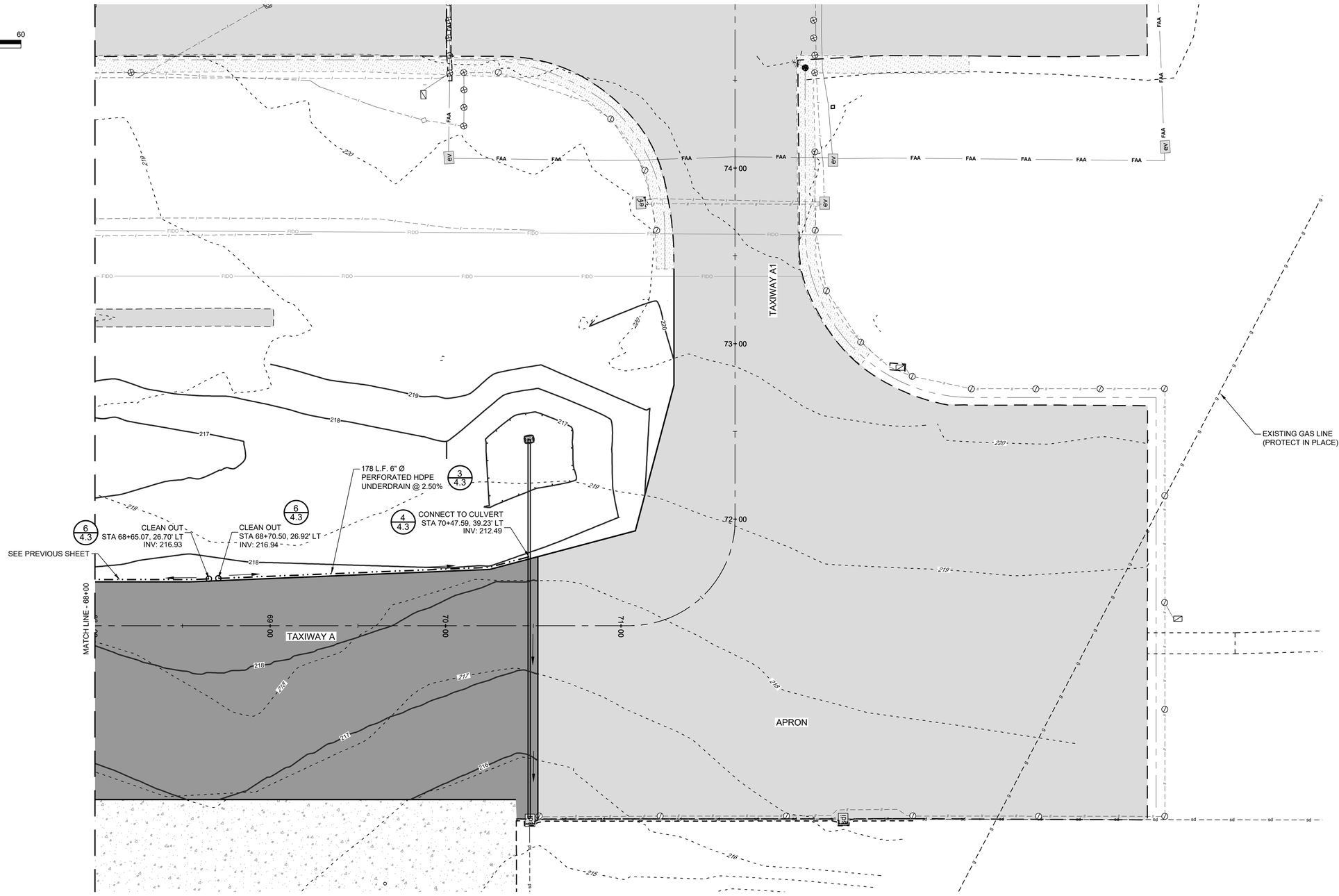

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DESIGNED BY DWK	DATE 03/2026
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UNDERDRAIN PLAN

5.20

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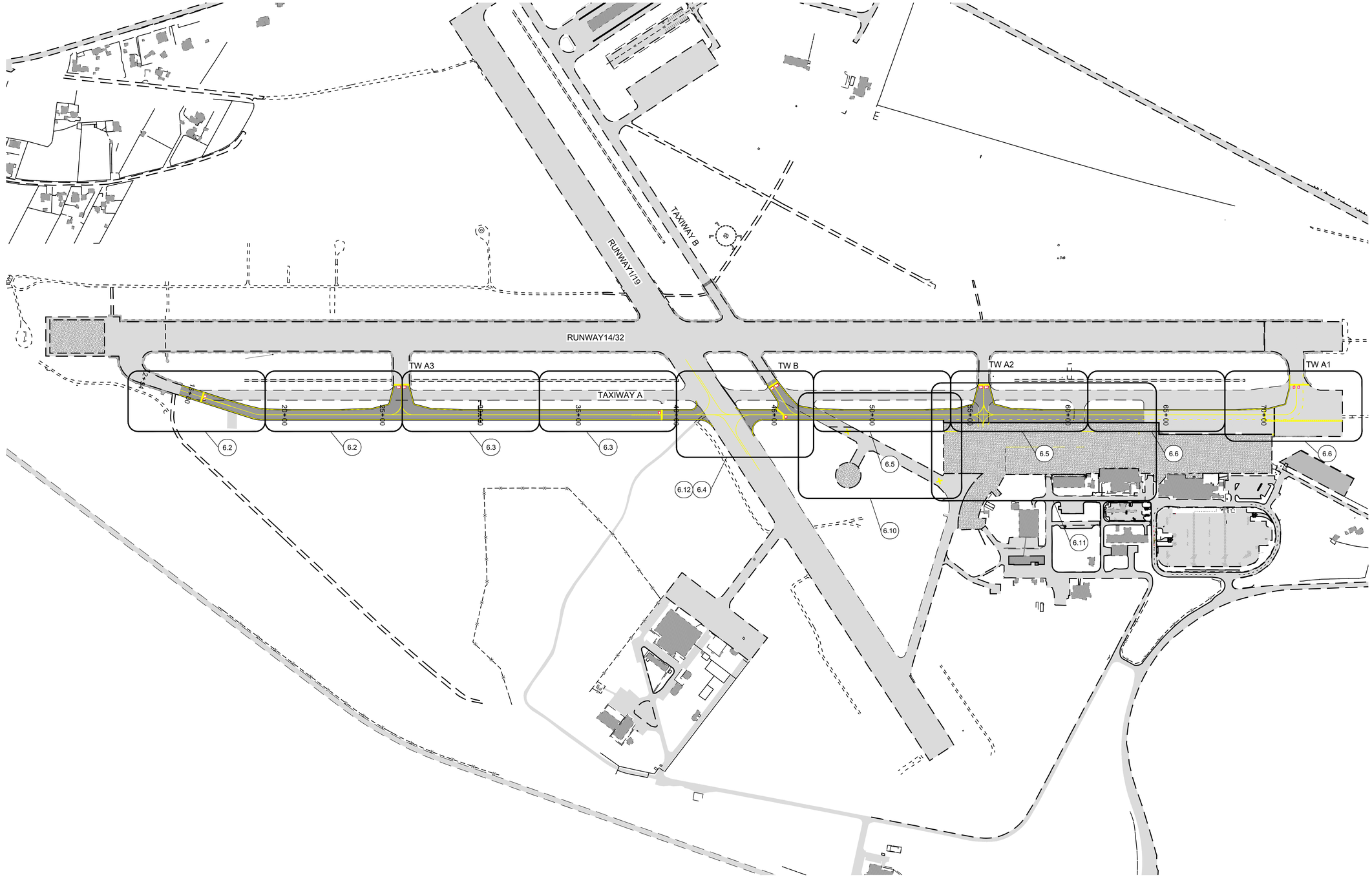

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SHEET KEY

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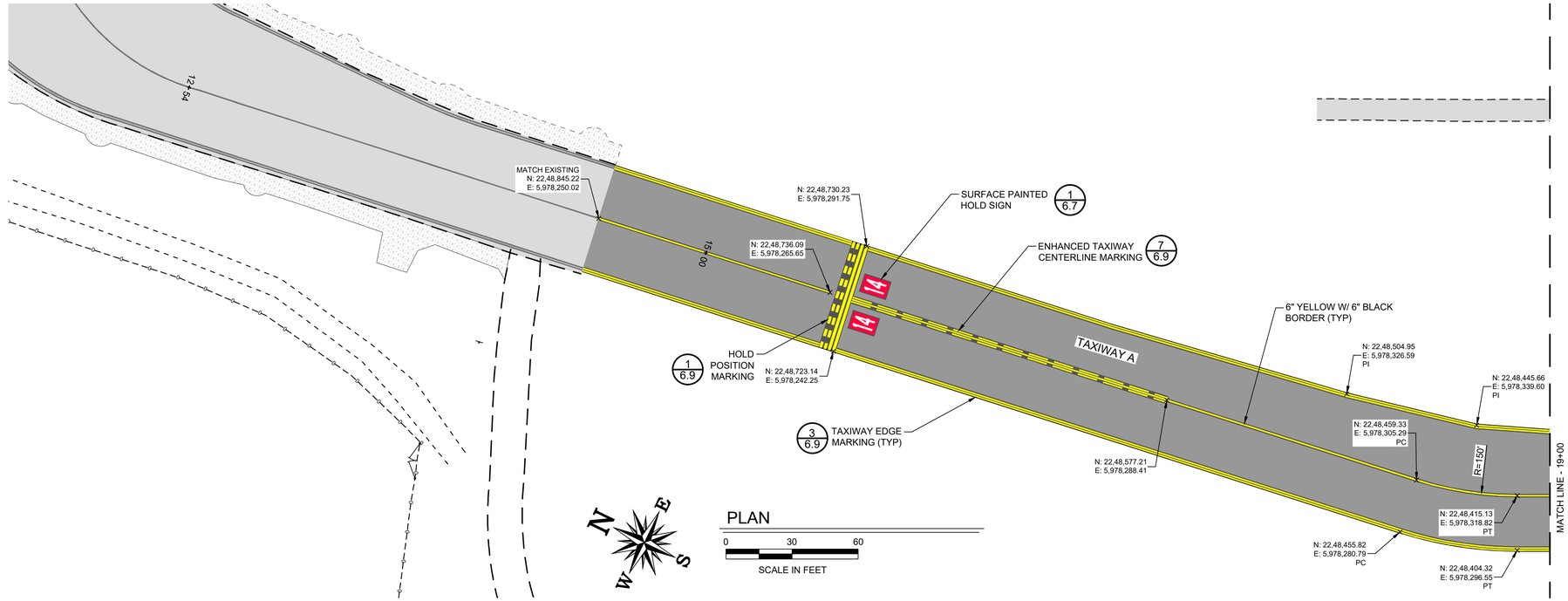
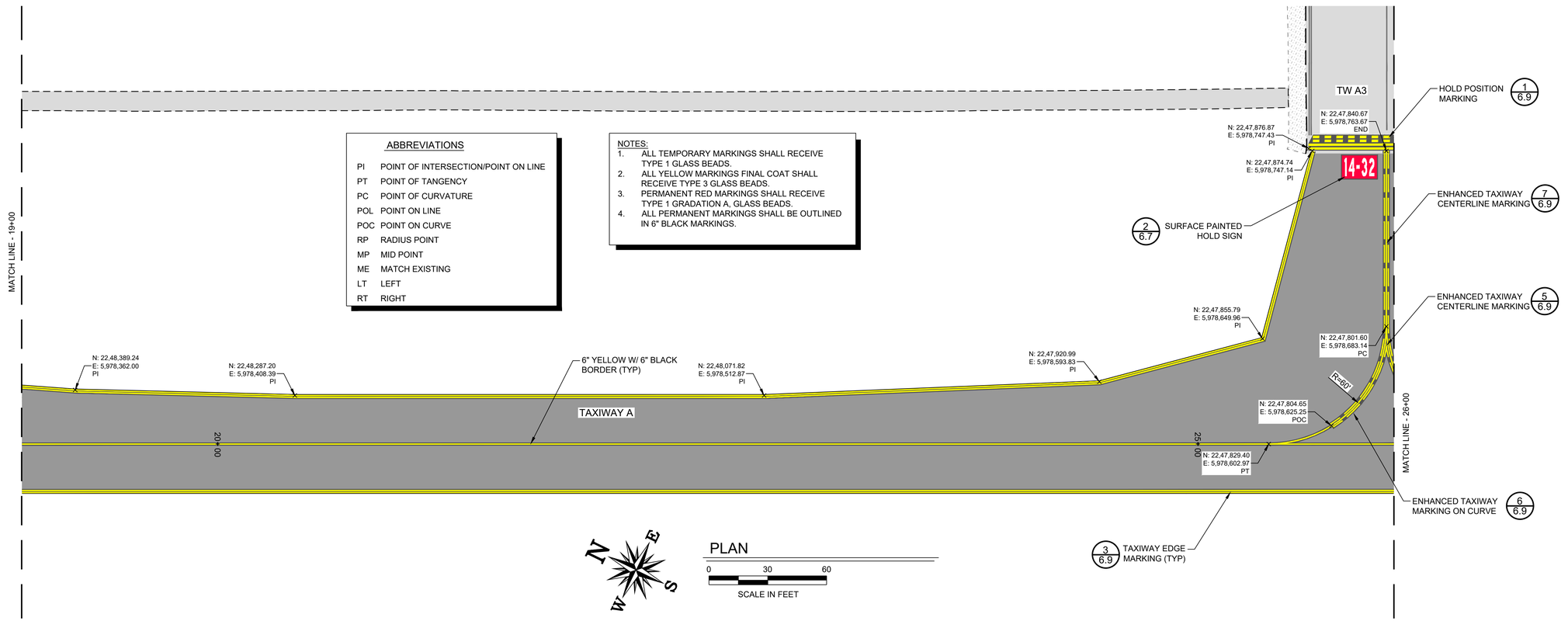
MARKING PLAN AND DETAILS

6.1





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MARKING PLAN AND DETAILS

6.2

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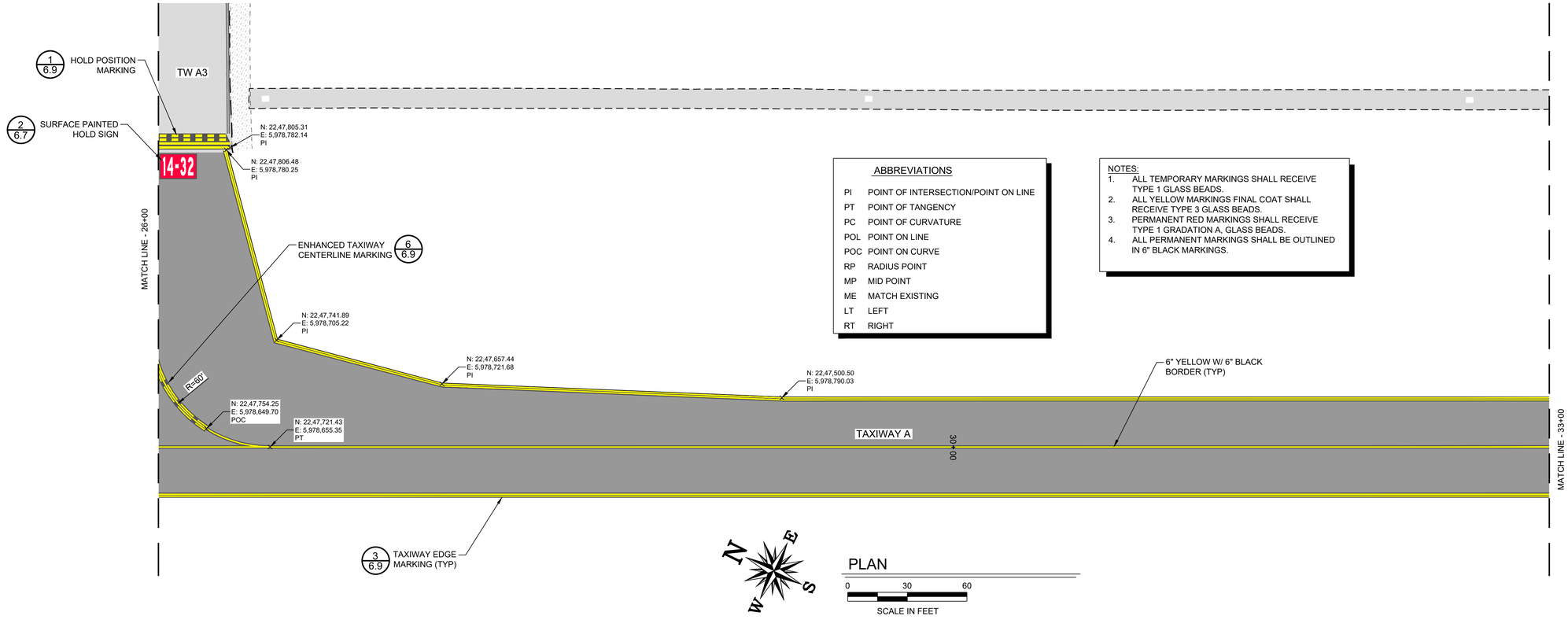

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MARKING PLAN AND DETAILS

6.3

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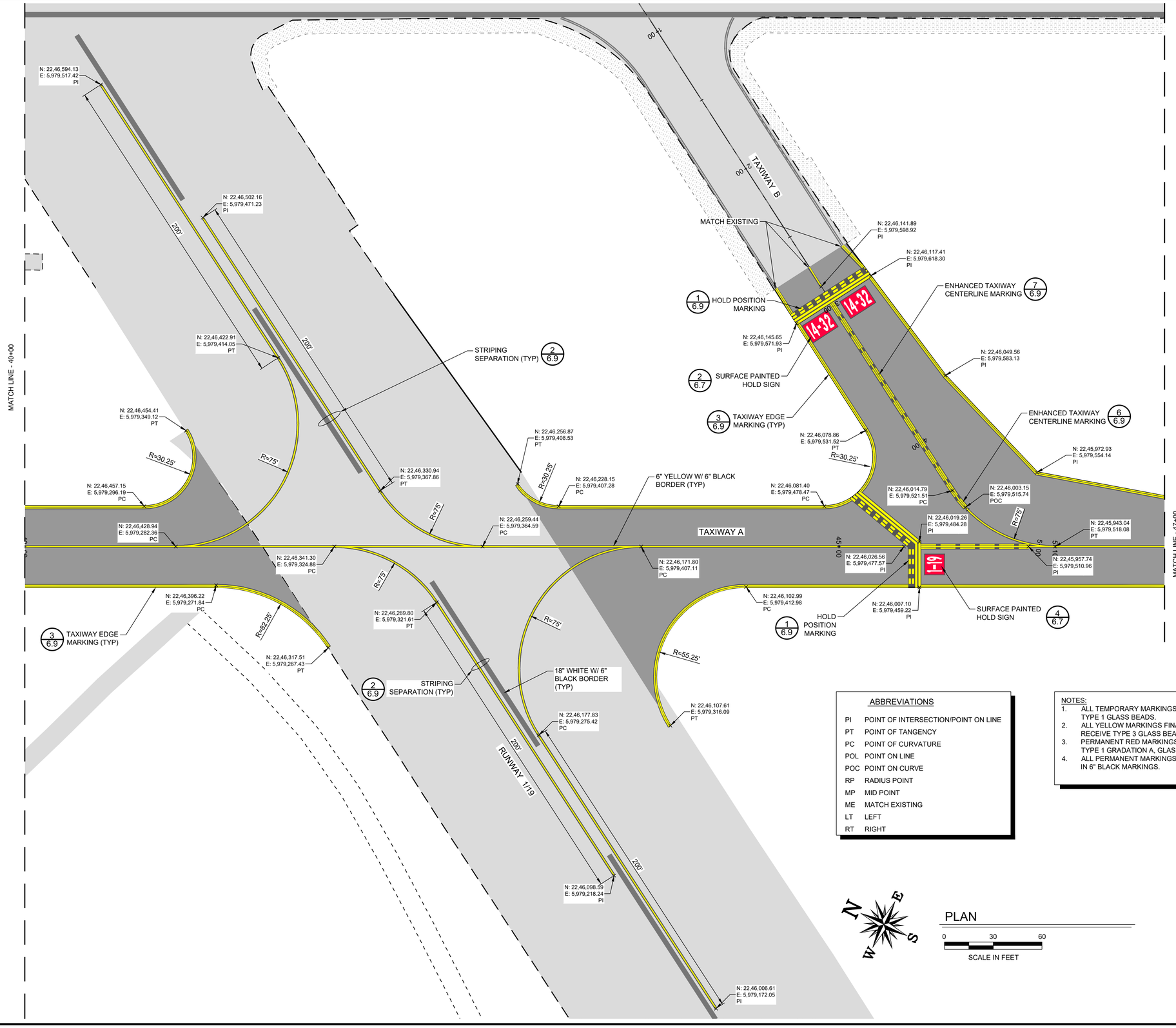

ABBREVIATIONS

PI	POINT OF INTERSECTION/POINT ON LINE
PT	POINT OF TANGENCY
PC	POINT OF CURVATURE
POL	POINT ON LINE
POC	POINT ON CURVE
RP	RADIUS POINT
MP	MID POINT
ME	MATCH EXISTING
LT	LEFT
RT	RIGHT

NOTES:

1. ALL TEMPORARY MARKINGS SHALL RECEIVE TYPE 1 GLASS BEADS.
2. ALL YELLOW MARKINGS FINAL COAT SHALL RECEIVE TYPE 3 GLASS BEADS.
3. PERMANENT RED MARKINGS SHALL RECEIVE TYPE 1 GRADATION A, GLASS BEADS.
4. ALL PERMANENT MARKINGS SHALL BE OUTLINED IN 6" BLACK MARKINGS.

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CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY JOS	DATE 03/2026
CHECKED BY EFR	DATE 03/2026
DESIGNED BY DWK	DATE 03/2026
REVISIONS	DATE

MARKING PLAN AND DETAILS

6.4

Plot Style: ----
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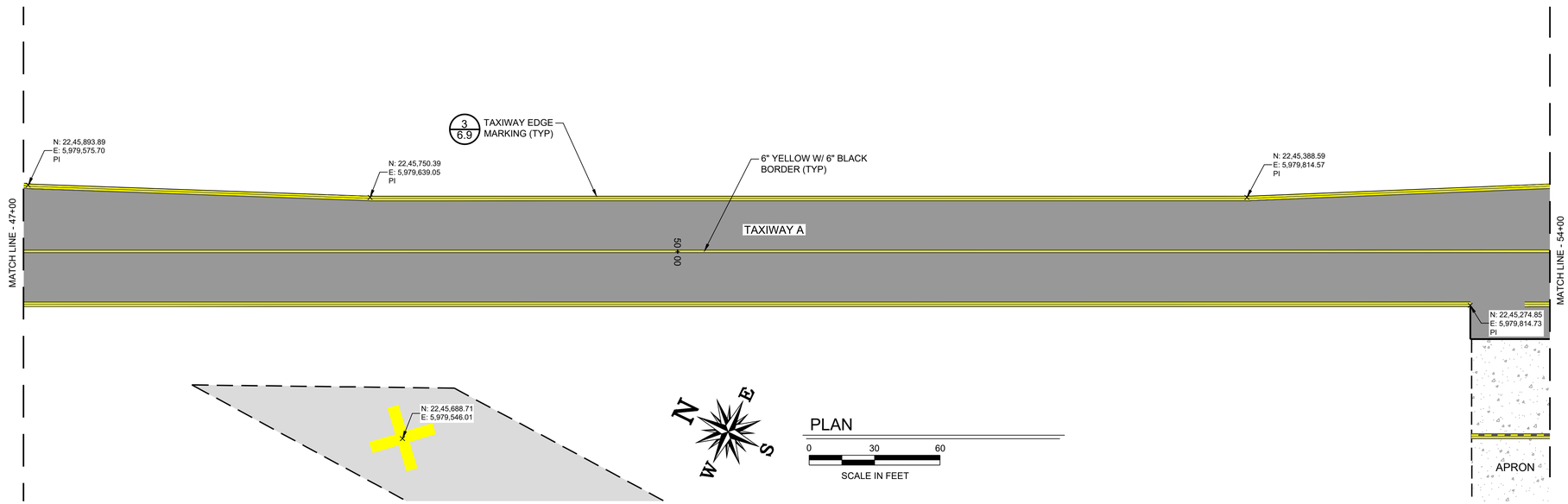

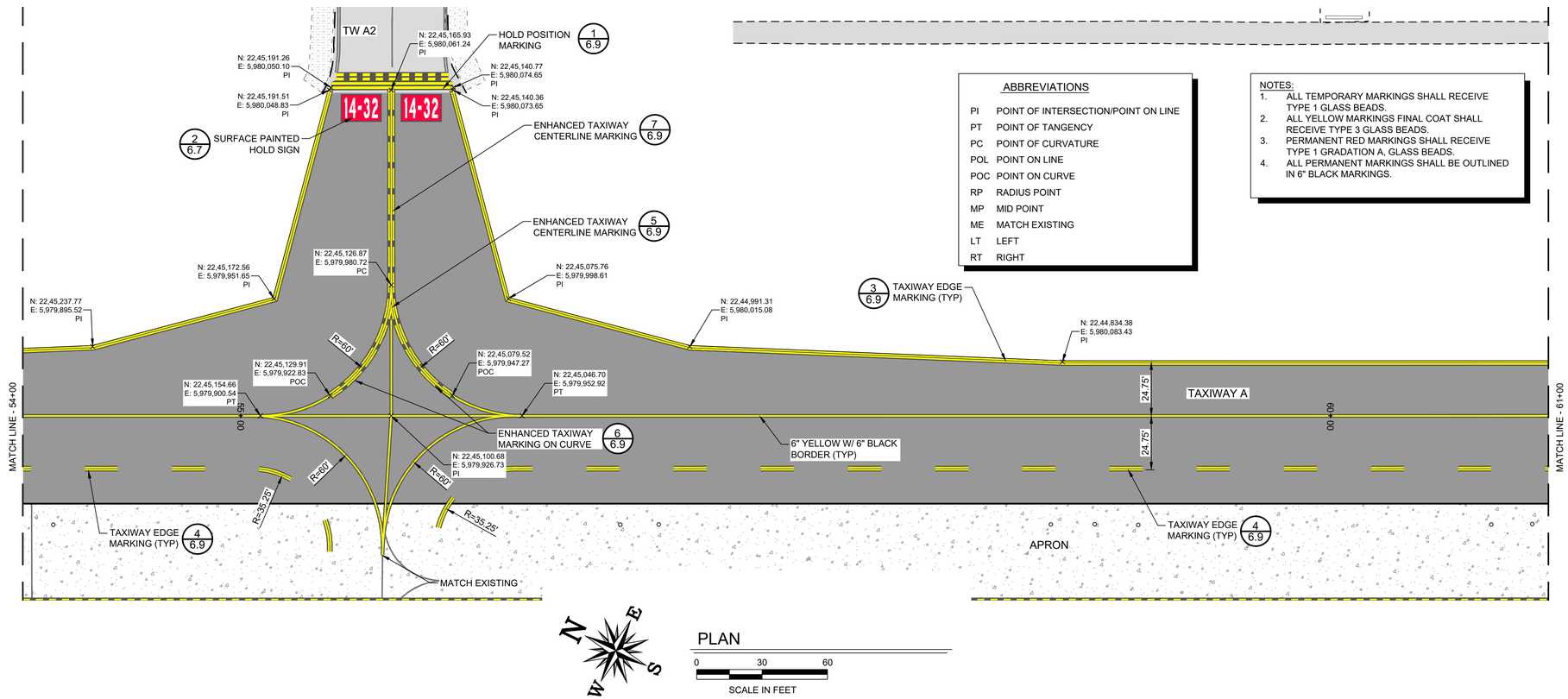

ABBREVIATIONS	
PI	POINT OF INTERSECTION/POINT ON LINE
PT	POINT OF TANGENCY
PC	POINT OF CURVATURE
POL	POINT ON LINE
POC	POINT ON CURVE
RP	RADIUS POINT
MP	MID POINT
ME	MATCH EXISTING
LT	LEFT
RT	RIGHT

NOTES:
1. ALL TEMPORARY MARKINGS SHALL RECEIVE TYPE 1 GLASS BEADS.
2. ALL YELLOW MARKINGS FINAL COAT SHALL RECEIVE TYPE 3 GLASS BEADS.
3. PERMANENT RED MARKINGS SHALL RECEIVE TYPE 1 GRADATION A, GLASS BEADS.
4. ALL PERMANENT MARKINGS SHALL BE OUTLINED IN 6" BLACK MARKINGS.

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MARKING PLAN AND DETAILS

6.5

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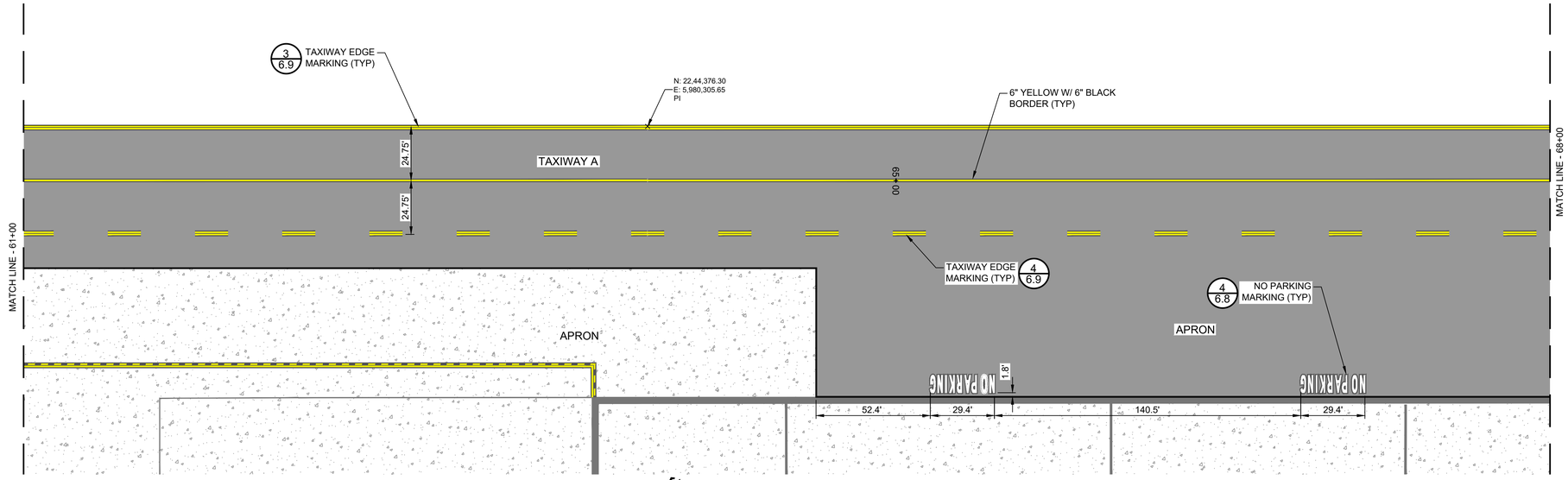
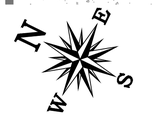
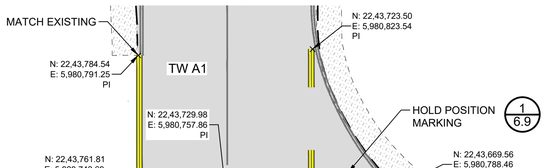


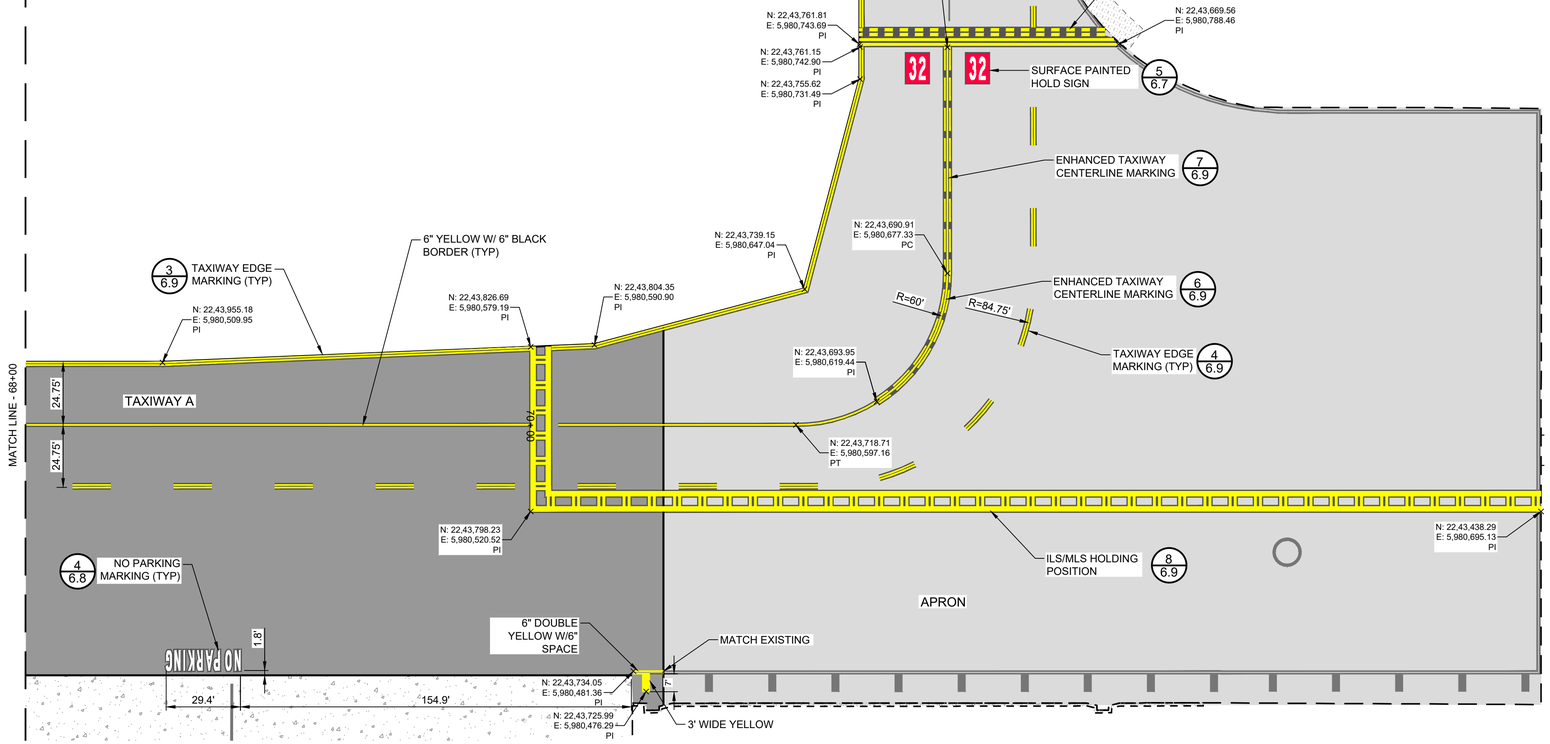


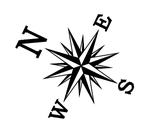
PLAN

0 30 60

SCALE IN FEET







PLAN

0 30 60

SCALE IN FEET

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6.6

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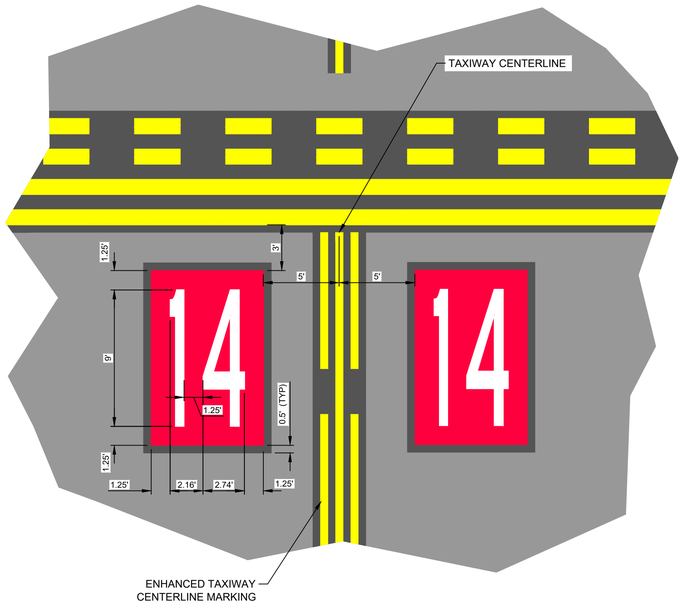
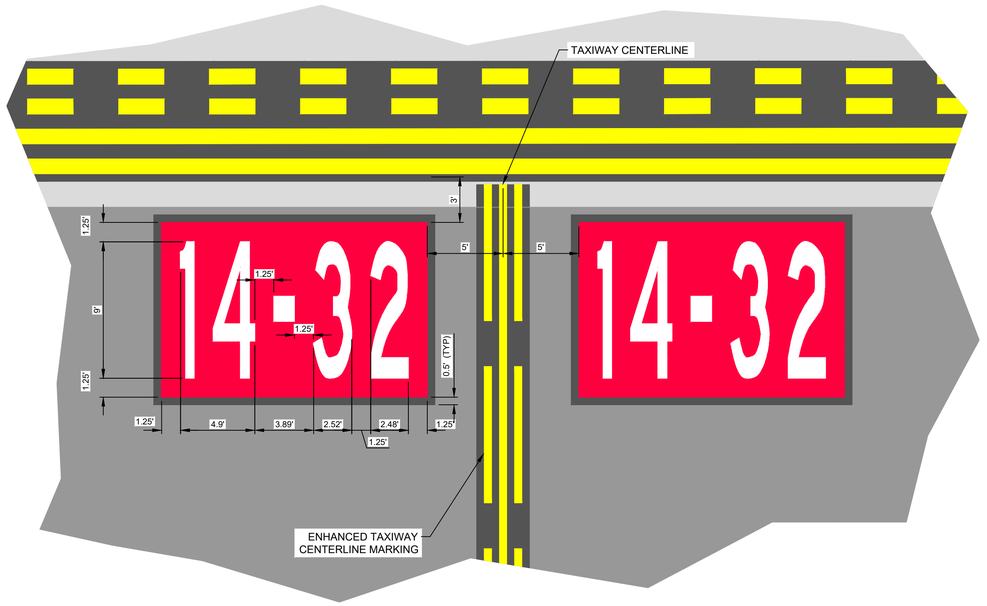


1 / 6.7 SURFACE PAINTED HOLD POSITION SIGN
NOT TO SCALE



2 / 6.7 SURFACE PAINTED HOLD POSITION SIGN
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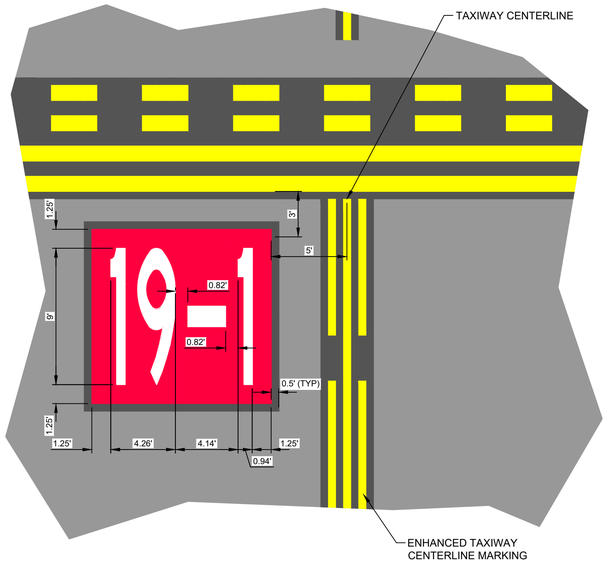
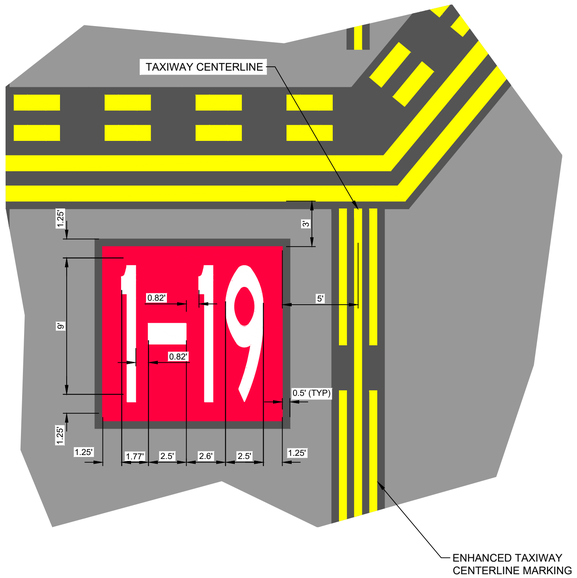
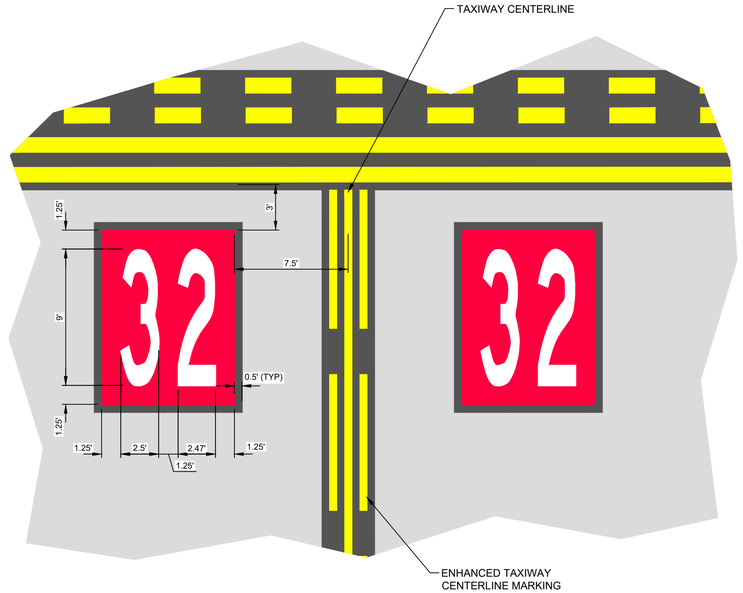


3 / 6.7 SURFACE PAINTED HOLD POSITION SIGN
NOT TO SCALE



4 / 6.7 SURFACE PAINTED HOLD POSITION SIGN
NOT TO SCALE



5 / 6.7 SURFACE PAINTED HOLD POSITION SIGN
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6.7

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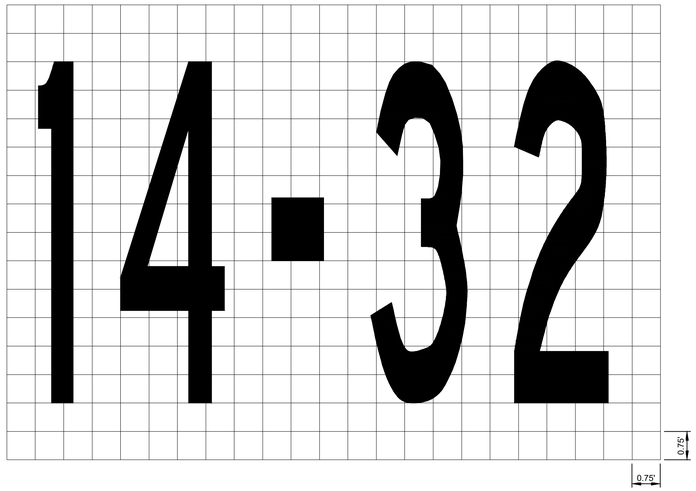
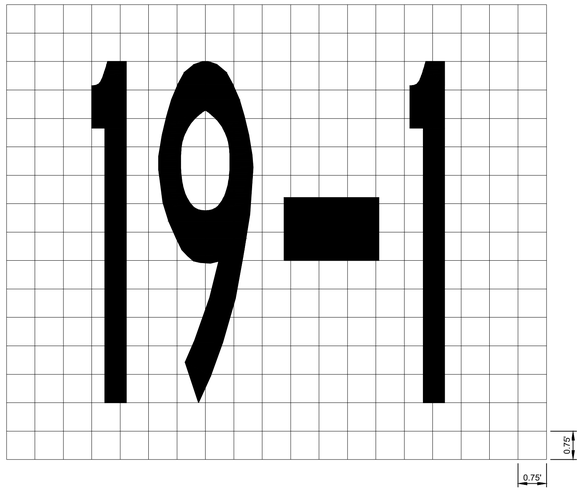
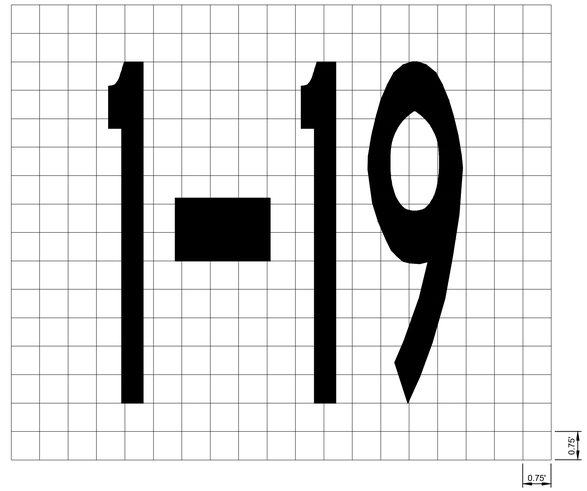


1 / 6.8 SURFACE PAINTED
HOLD POSITION NUMERAL PROPORTIONS
NOT TO SCALE



2 / 6.8 SURFACE PAINTED
HOLD POSITION NUMERAL PROPORTIONS
NOT TO SCALE



3 / 6.8 SURFACE PAINTED
HOLD POSITION NUMERAL PROPORTIONS
NOT TO SCALE

4 / 6.8 NO PARKING MARKING DETAIL
NOT TO SCALE

NOTE: ALL LETTERING SHALL HAVE A 6" BLACK OUTLINE (NOT SHOWN IN DETAIL).

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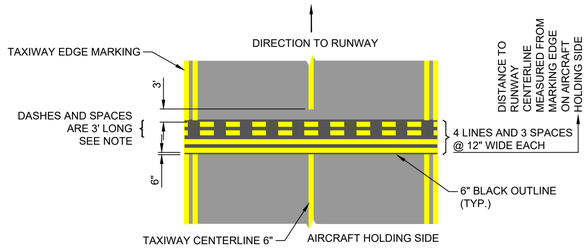
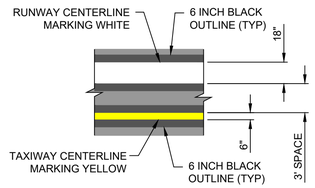


1 6.9 RUNWAY HOLDING POSITION MARKING - PATTERN A
NOT TO SCALE

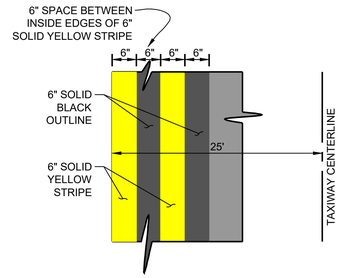
NOTES:

UNLESS OTHERWISE NOTED ALL LINES ARE YELLOW.

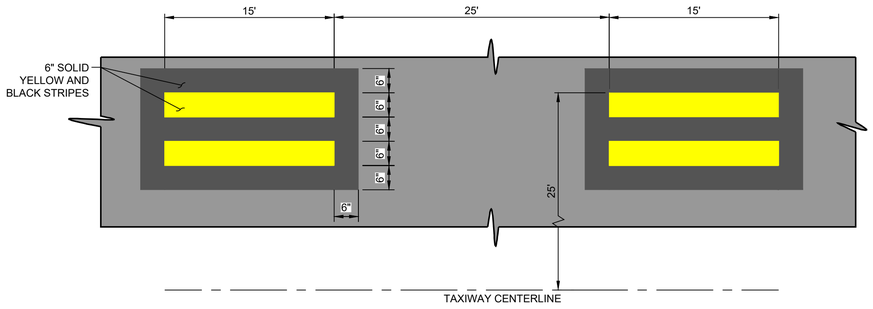
BLACK BACKGROUND TO BE CONTINUOUS BETWEEN LINES & STRIPES.



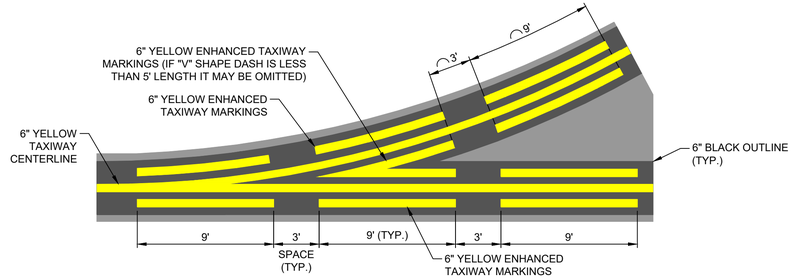
2 6.9 STRIPING SEPARATION
NOT TO SCALE



3 6.9 TAXIWAY EDGE MARKING
NOT TO SCALE



4 6.9 DASHED TAXIWAY EDGE MARKING
NOT TO SCALE



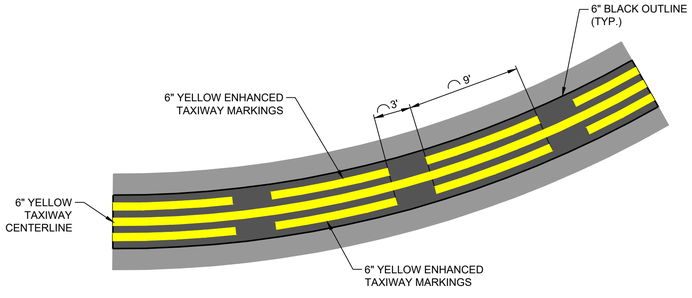
5 6.9 ENHANCED TAXIWAY MARKING AT CONVERGING TAXIWAY CENTERLINES
NOT TO SCALE

NOTES:

ALL DIMENSIONS SHOWN ARE TO EDGE OF YELLOW.

THE DASHED LINES DIMENSIONS ARE TAKEN ALONG THE CENTER OF THE TAXIWAY CENTERLINE.

ENHANCED MARKING EXTENDS 150' FROM HOLD BAR MARKING UNLESS OTHERWISE NOTED (TYP.).



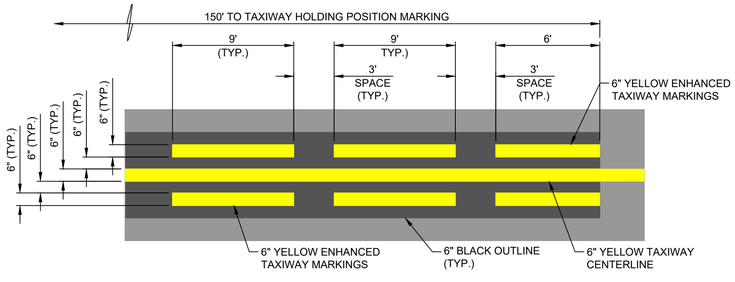
6 6.9 ENHANCED TAXIWAY MARKING ON CURVE
NOT TO SCALE

NOTES:

ALL DIMENSIONS SHOWN ARE TO EDGE OF YELLOW.

THE DASHED LINES DIMENSIONS ARE TAKEN ALONG THE CENTER OF THE TAXIWAY CENTERLINE.

ENHANCED MARKING EXTENDS 150' FROM HOLD BAR MARKING UNLESS OTHERWISE NOTED (TYP.).

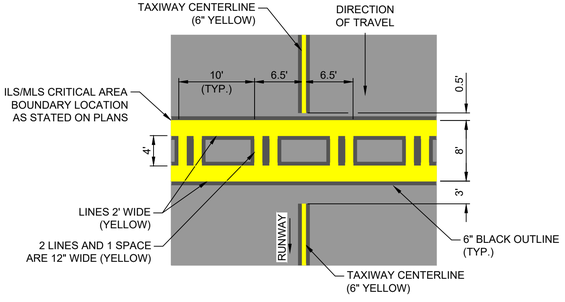


7 6.9 ENHANCED TAXIWAY MARKING
NOT TO SCALE

NOTES:

ALL DIMENSIONS SHOWN ARE TO YELLOW.

ENHANCED MARKING EXTENDS 150' FROM HOLD BAR MARKING UNLESS OTHERWISE NOTED (TYP.).



8 6.9 ILS/MLS HOLDING POSITION - PATTERN B
NOT TO SCALE

NOTES:

ALL HOLD BARS ARE YELLOW.

ALL DIMENSIONS SHOWN ARE TO YELLOW.

LENGTH OF LINES, NUMBER OF 1' BARS, AND NUMBER OF SPACES DEPENDS ON WIDTH OF PAVEMENT.

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6.9

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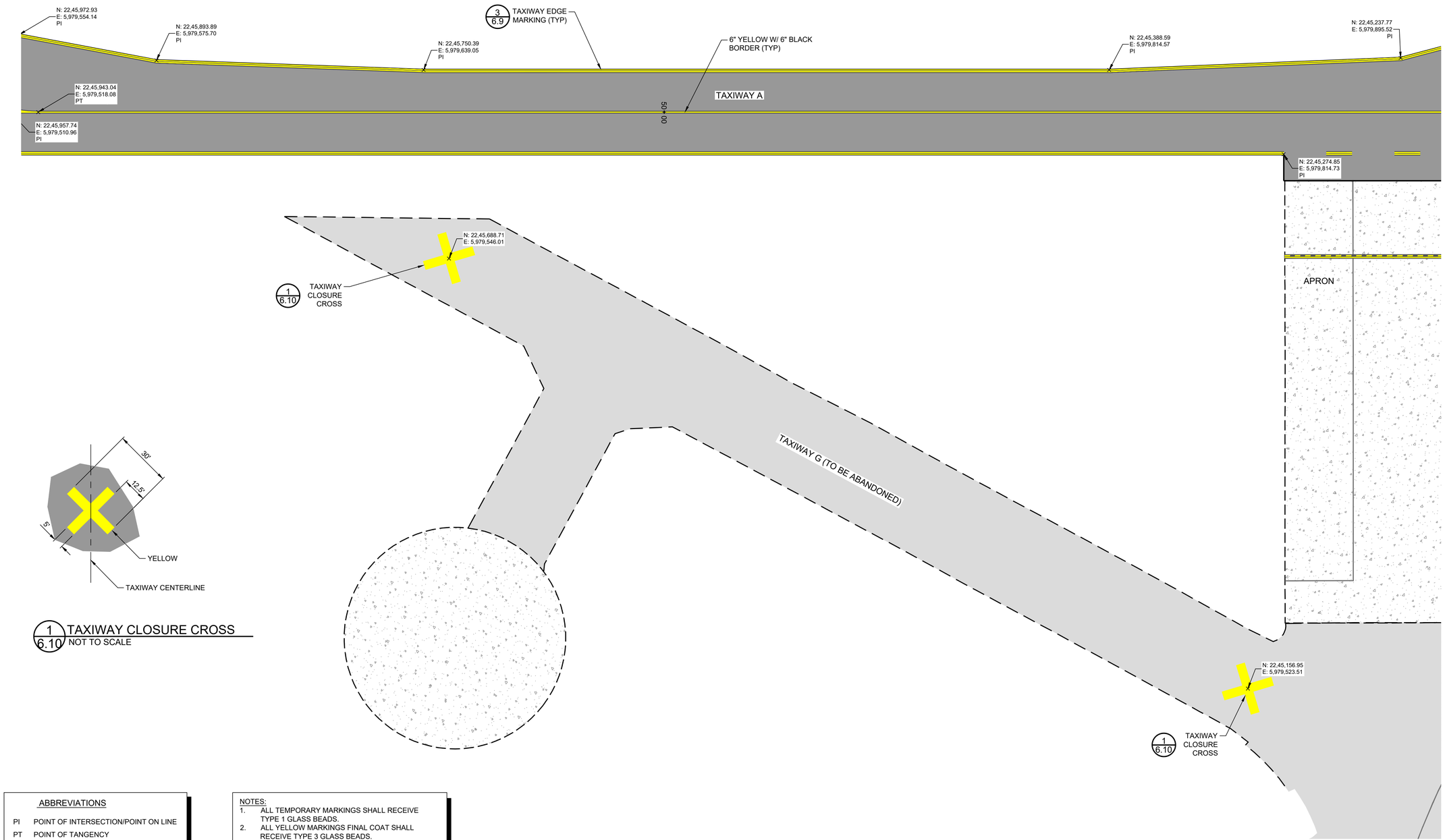

1 6.10 TAXIWAY CLOSURE CROSS
NOT TO SCALE

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PT	POINT OF TANGENCY
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POL	POINT ON LINE
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PLAN
0 30 60
SCALE IN FEET

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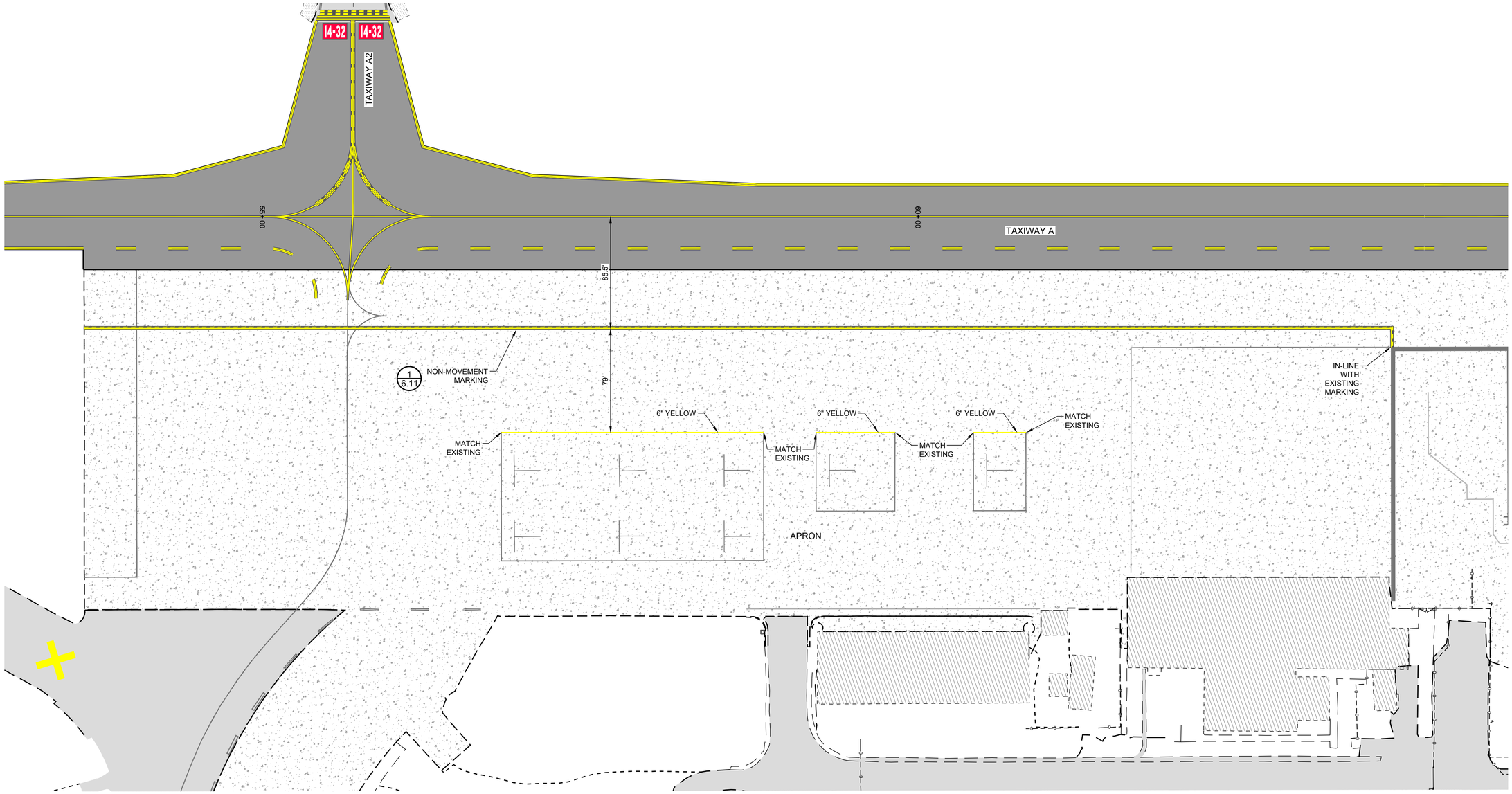

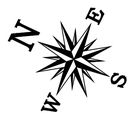

PLAN

0 40 80

SCALE IN FEET

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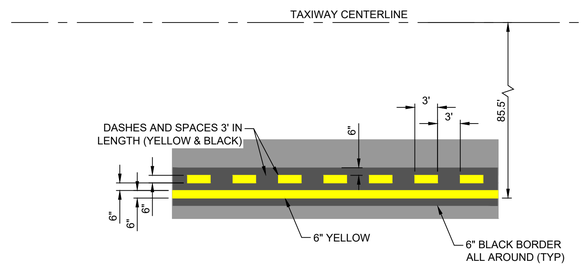

1 / 6.11 NON-MOVEMENT AREA BOUNDARY DETAIL

NOT TO SCALE

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6.11

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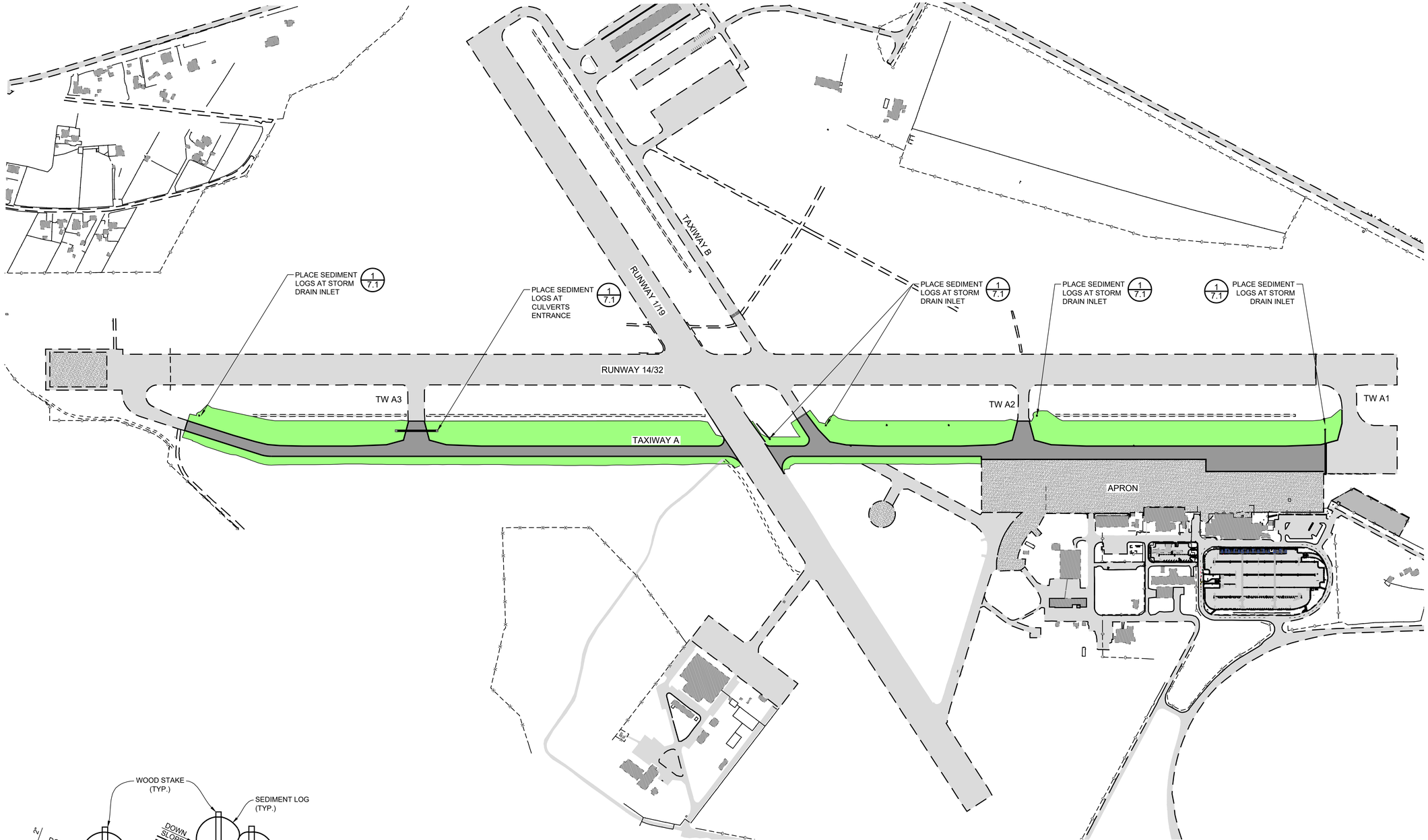

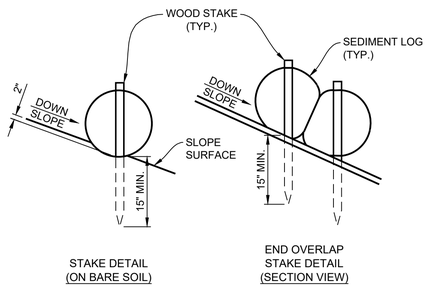

SEDIMENT LOGS TRENCHING & STAKING

1/7.1 EROSION CONTROL DEVICES
NOT TO SCALE

PLAN

0 250 500

SCALE IN FEET

LEGEND

GRADING / SEEDING LIMITS

SEEDING AREA: 13.2 ACRES

GENERAL NOTES:

1. CONTRACTOR SHALL MAINTAIN ALL INSTALLED EROSION CONTROL DEVICES PLACED DURING CONSTRUCTION.
2. CONTRACTOR SHALL ERECT AND MAINTAIN SILT FENCE PER STATE REGULATIONS.
3. CONTRACTOR RESPONSIBLE FOR INTERIM EROSION CONTROL PER CONTRACTOR'S SWPPP.

EROSION CONTROL NOTES

EROSION CONTROL OPERATIONS SHALL CONFORM TO THE FAA ADVISORY CIRCULAR, AC 150/5370-10H, ITEM C-102, TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL.

PLACEMENT OF TOPSOIL, SEEDING, AND MULCHING WILL NOT BE DONE IN A SINGLE OPERATION, BUT SHALL BE COMPLETED AFTER EACH CONSTRUCTION PHASE.

WASHING OUT OF CONCRETE TRUCKS SHALL BE LIMITED TO SITES PRE-APPROVED BY THE ENGINEER.

WATTLES AND/OR SEDIMENT LOGS SHALL BE PLACED PRIOR TO WORK COMMENCING.

TO PROVIDE TEMPORARY EROSION CONTROL PRIOR TO SEED APPLICATION, UTILIZE SURFACE ROUGHENING(ON THE CONTOUR OR PERPENDICULAR TO PREVAILING WINDS) AND APPLY MULCH.

CONTRACTOR SHALL NOT STAGE IN A WETLAND OR RIPARIAN AREA.

UPON GRADING COMPLETION, SITE SHALL BE SEEDED WITH THE SPECIFIED MIX AND MULCHED.

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HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY JOS	DATE 03/2026
CHECKED BY EFR	DATE 03/2026
DESIGNED BY DWK	DATE 03/2026
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SEEDING AND EROSION CONTROL

7.1

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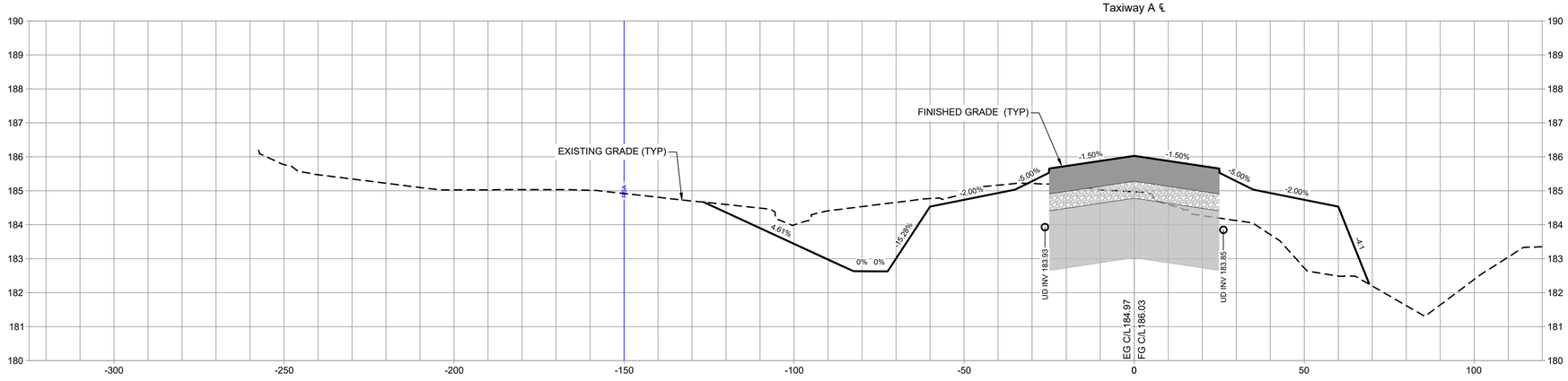

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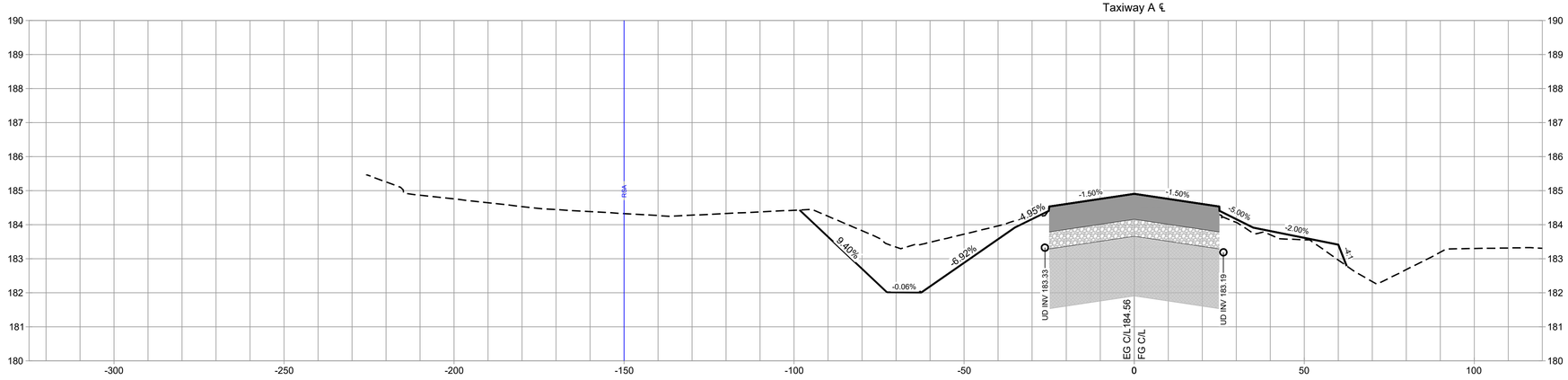

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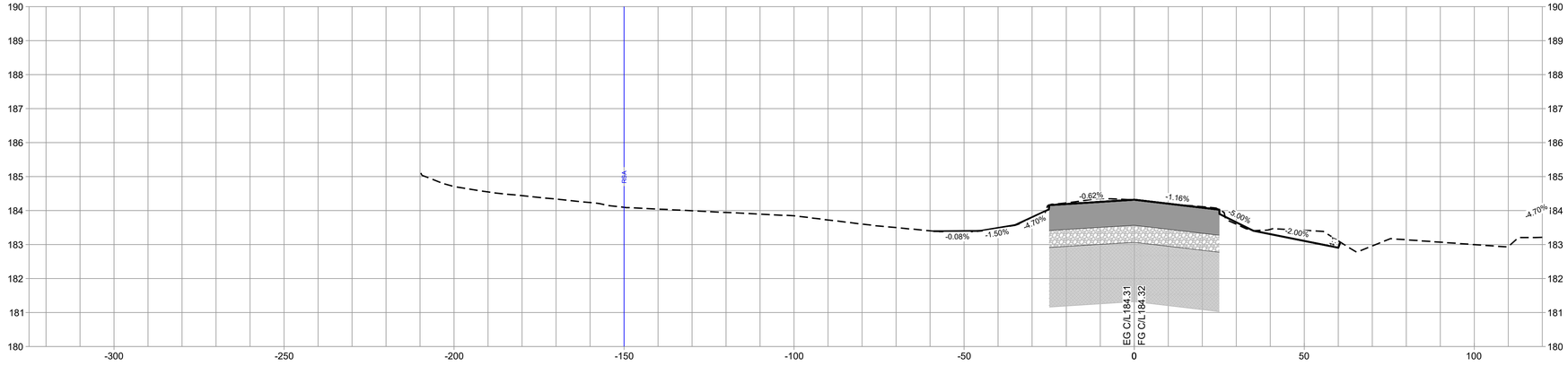

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CROSS SECTIONS

8.1

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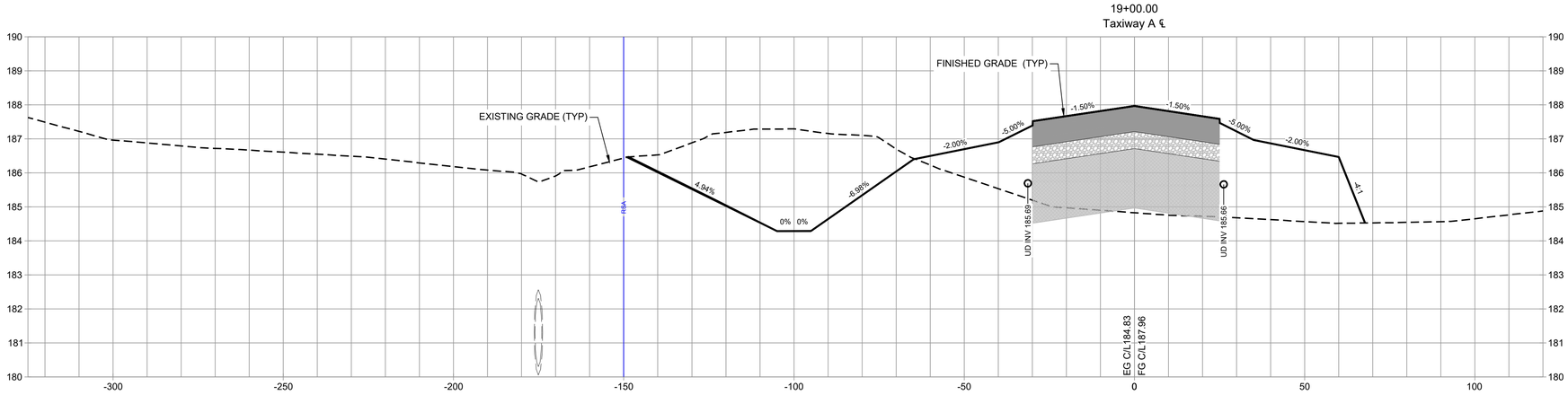

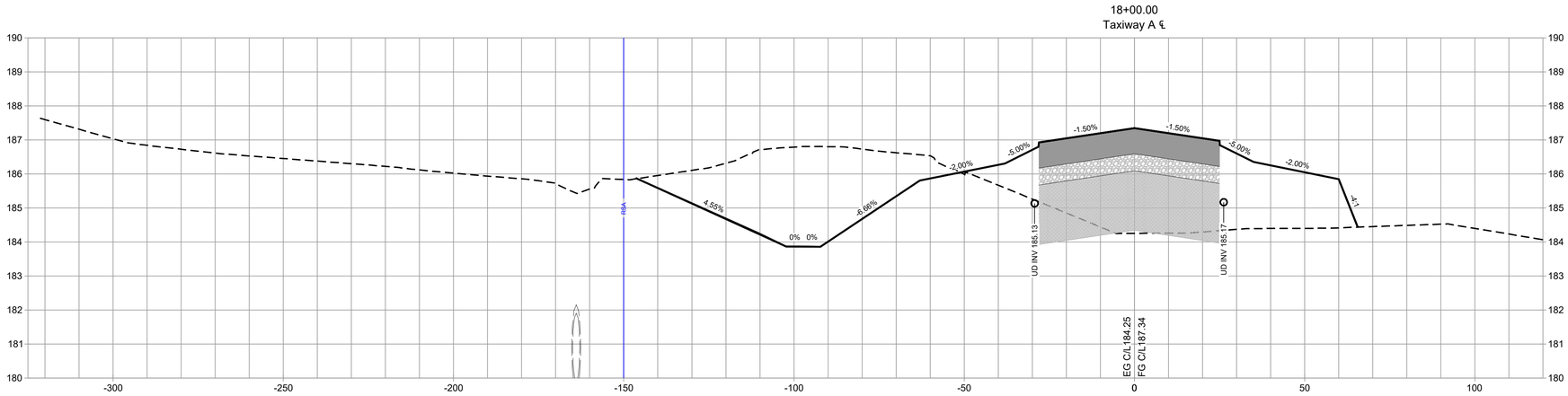

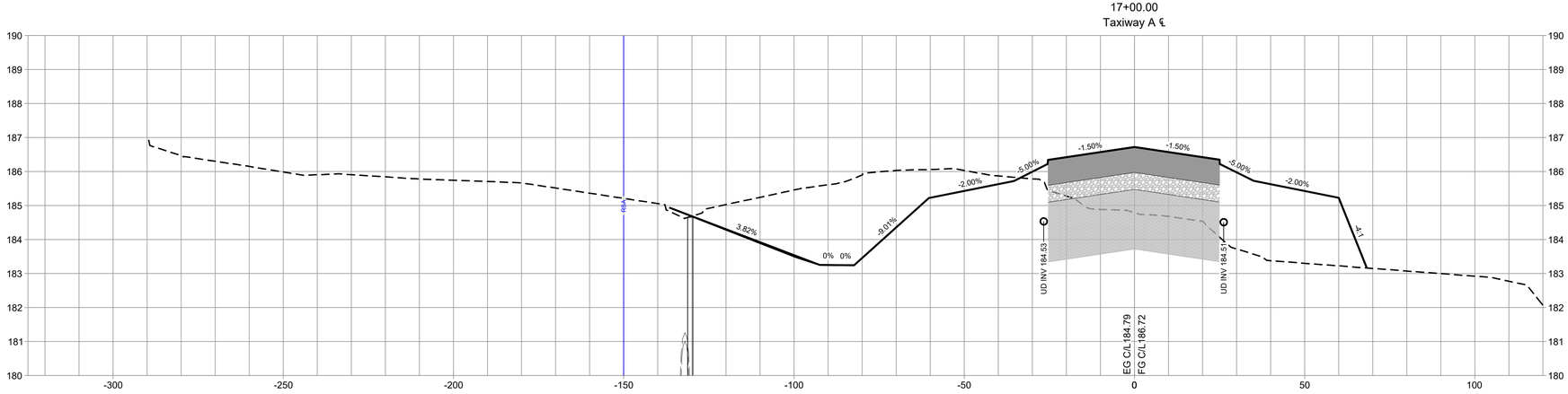

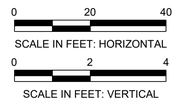

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CROSS SECTIONS

8.2

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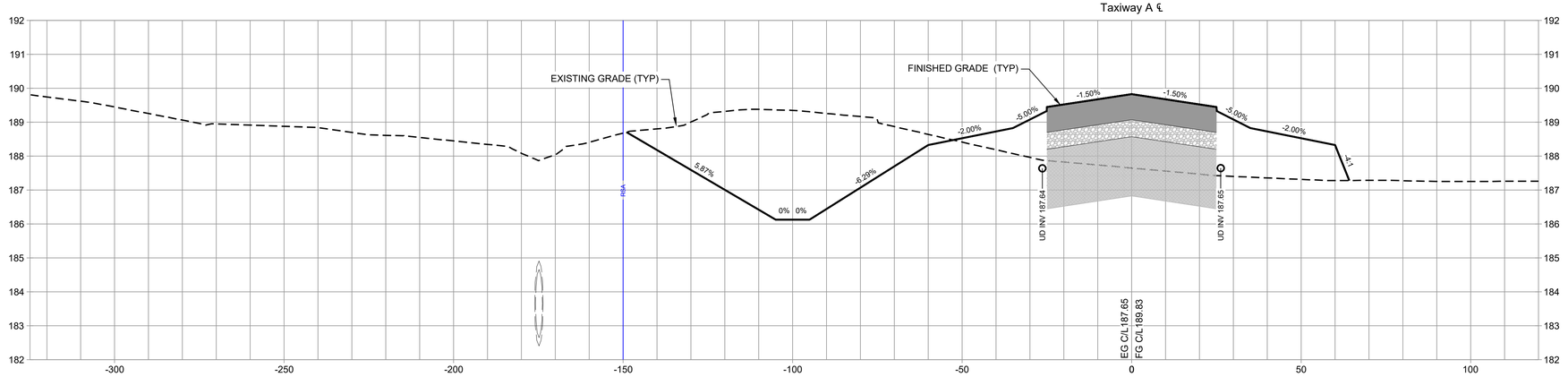

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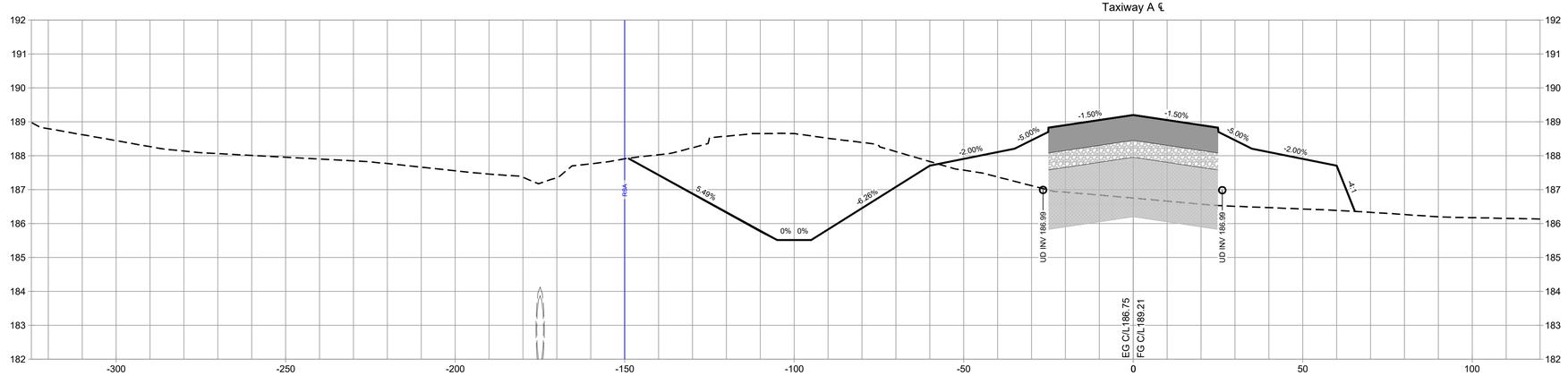

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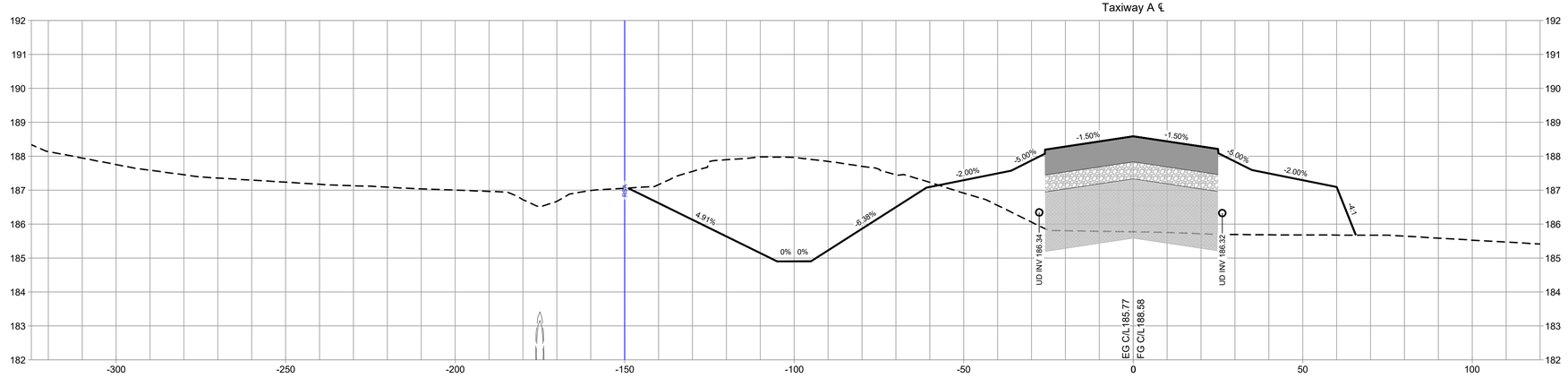

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CROSS SECTIONS

8.3

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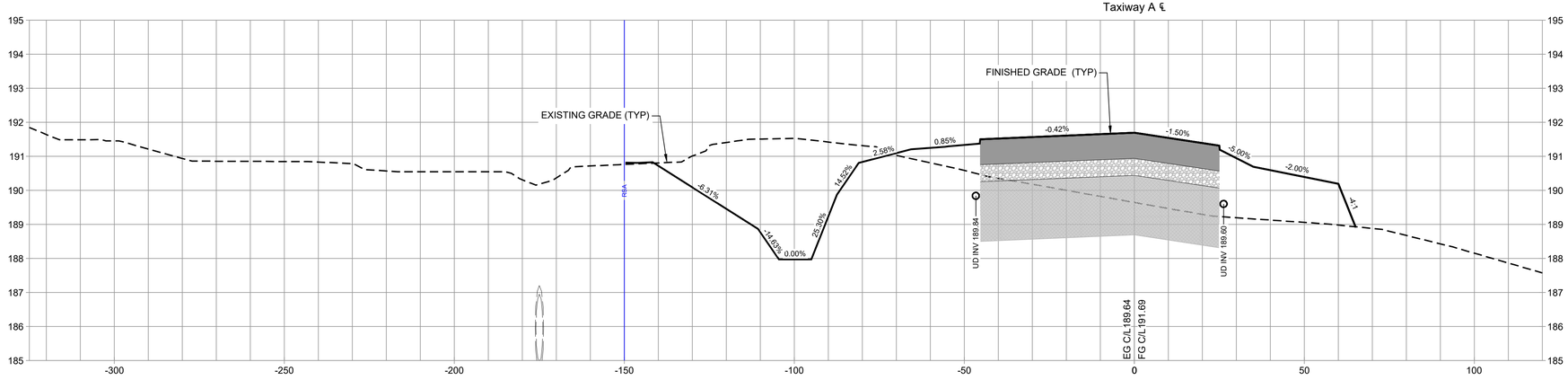

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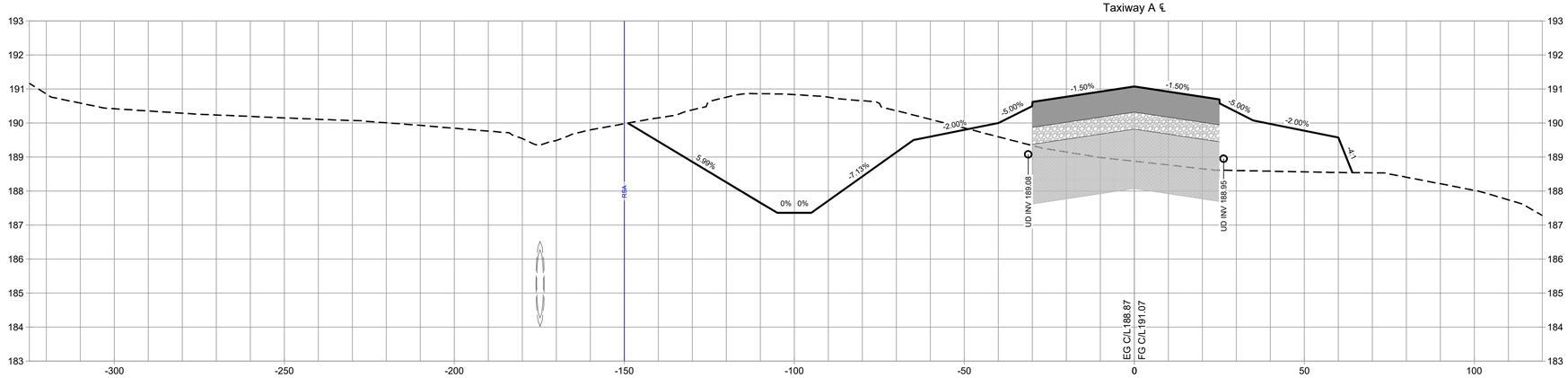

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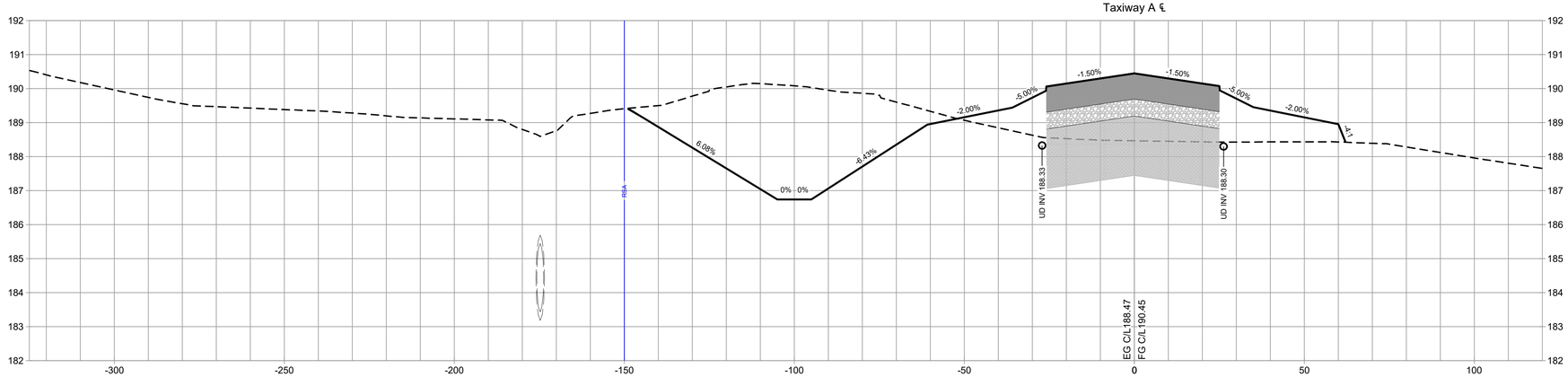

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CROSS SECTIONS

8.4

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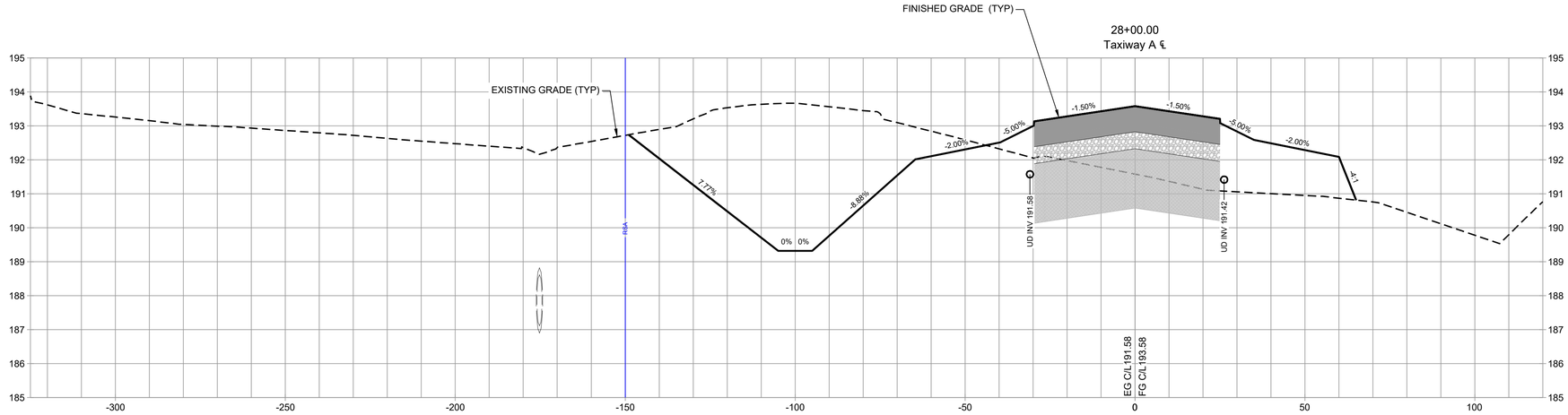

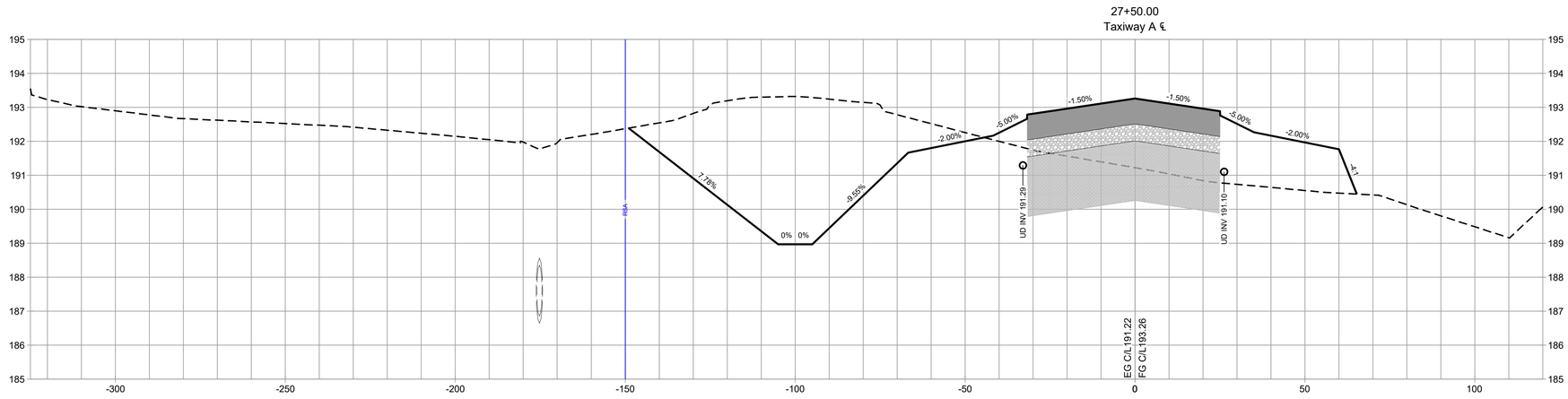

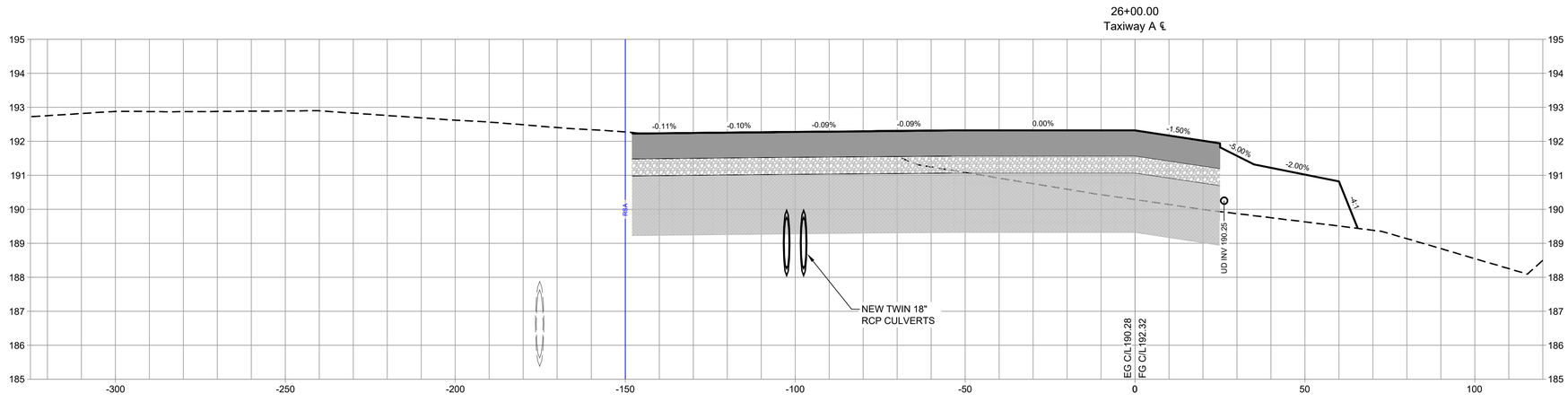

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CROSS SECTIONS

8.5

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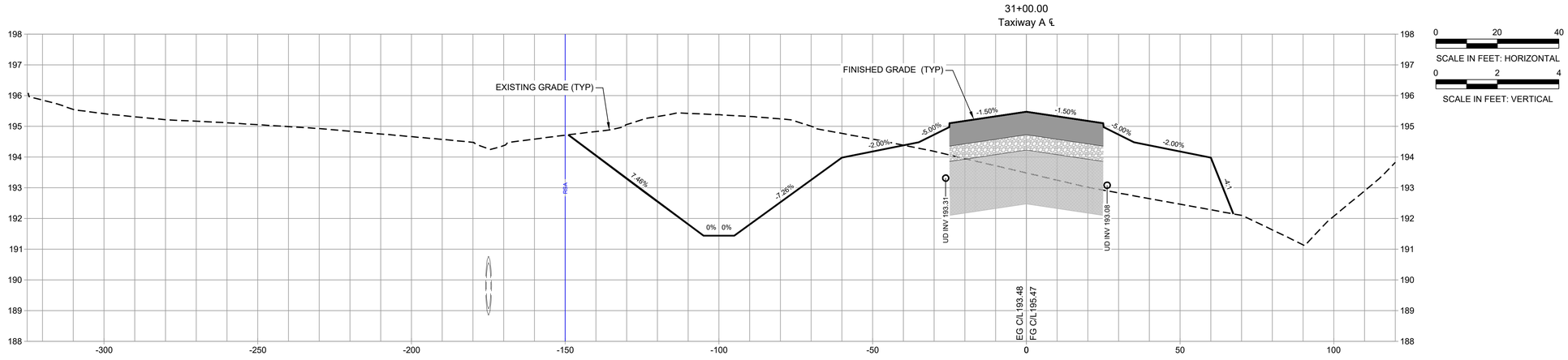

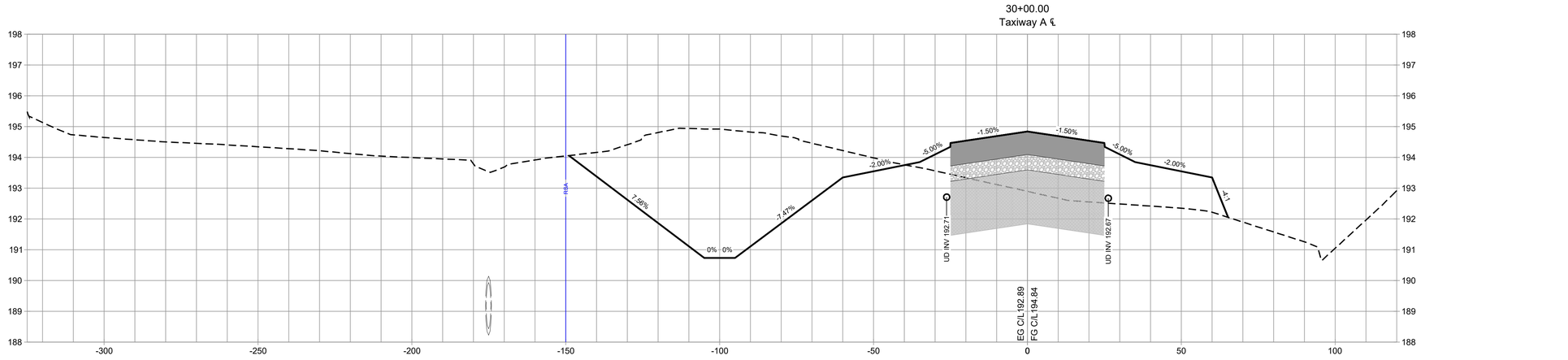

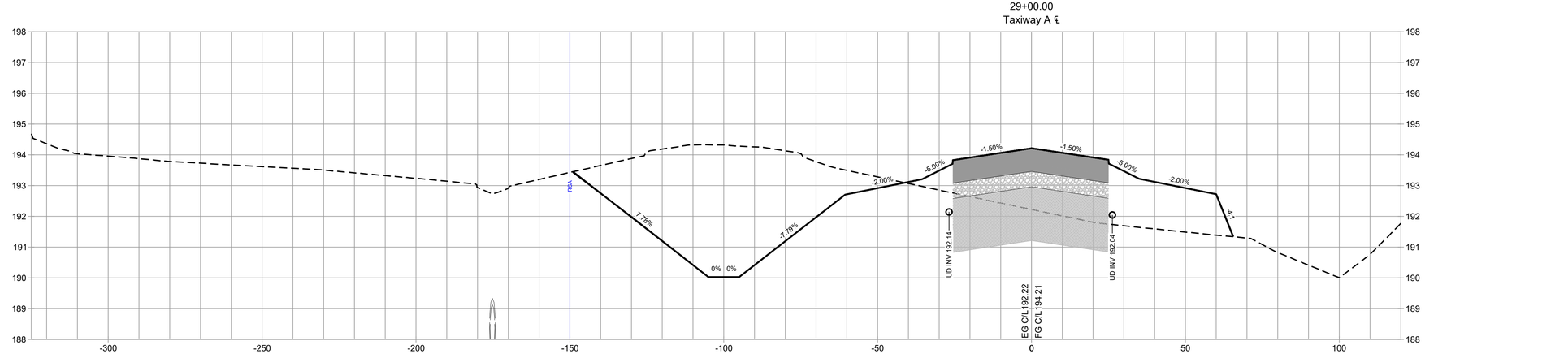

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CROSS SECTIONS

8.6

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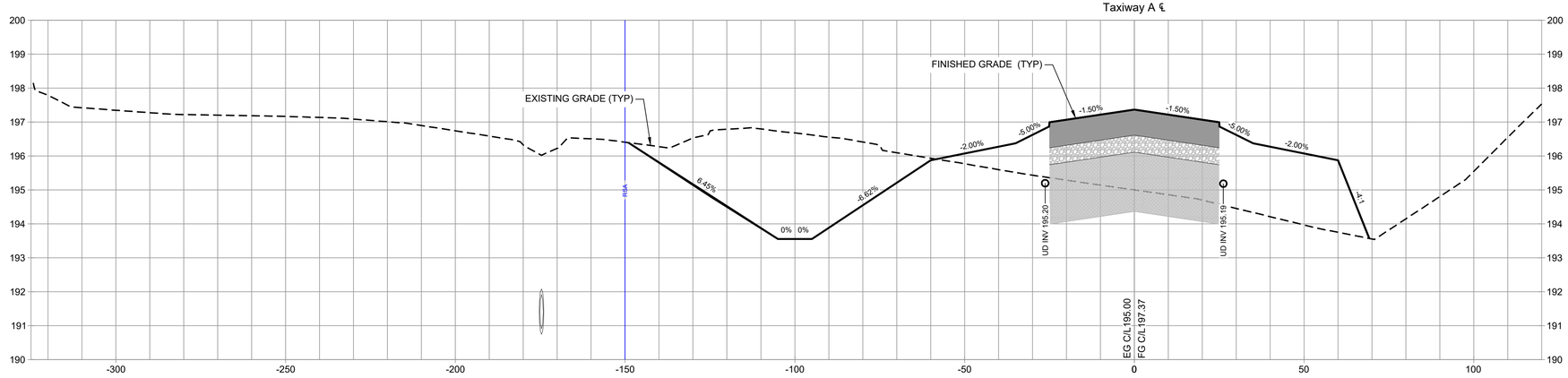

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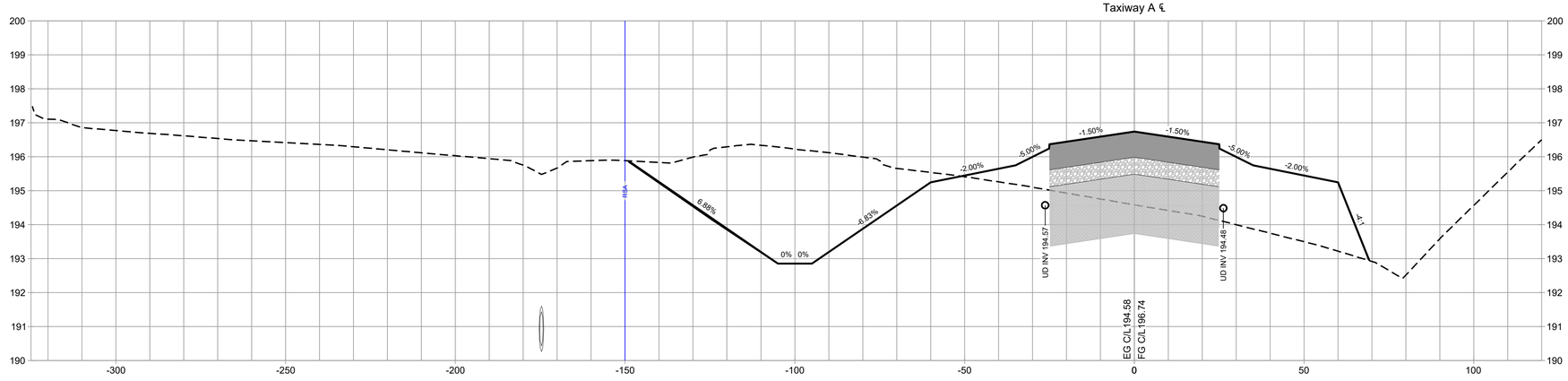

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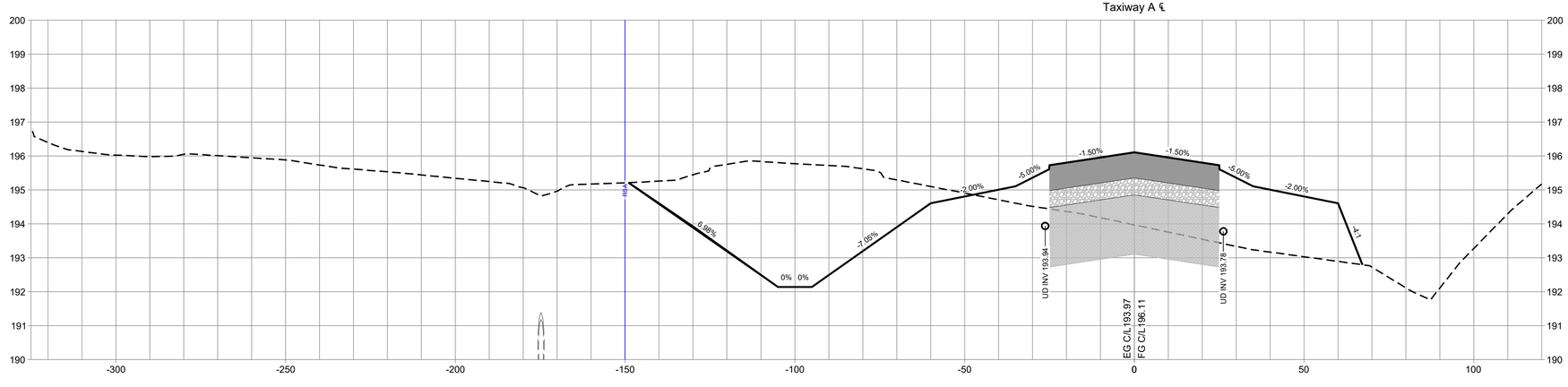

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CROSS SECTIONS

8.7

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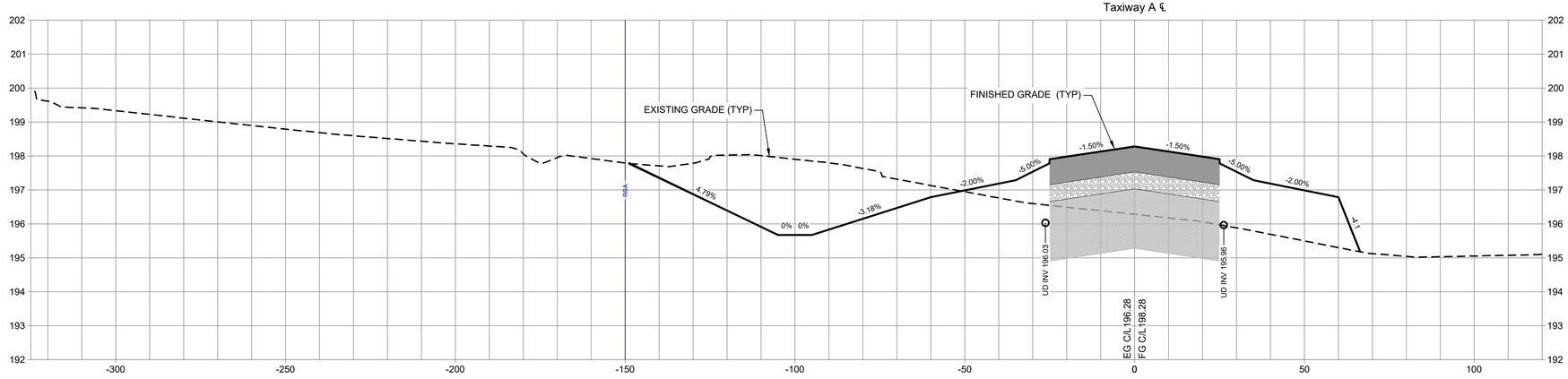

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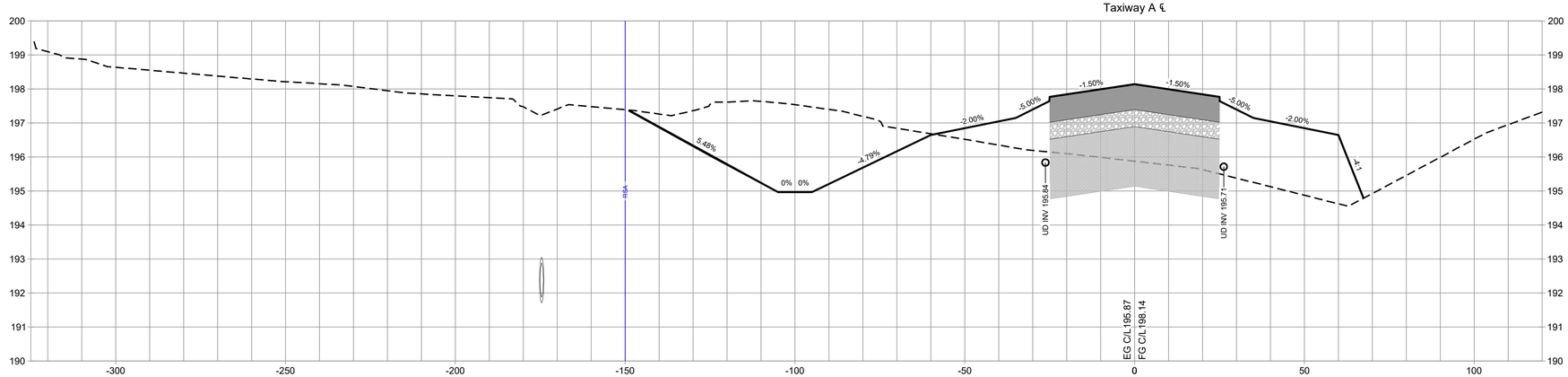

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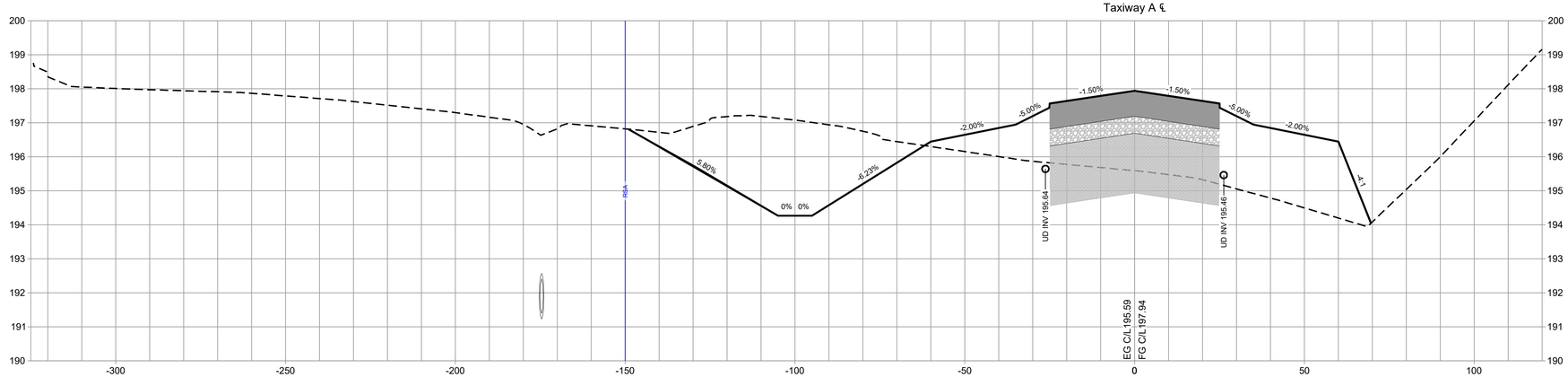

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CROSS SECTIONS

8.8

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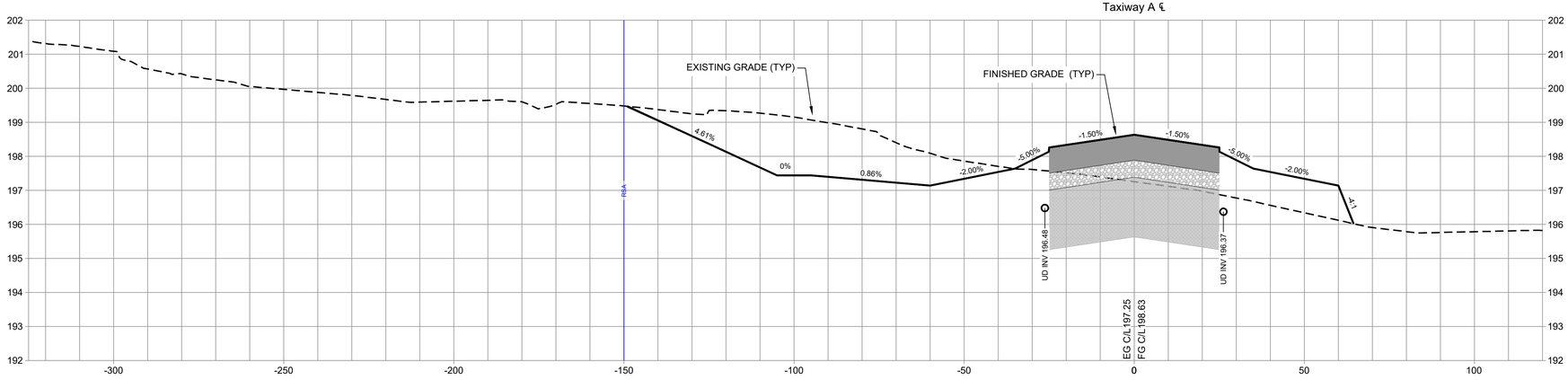

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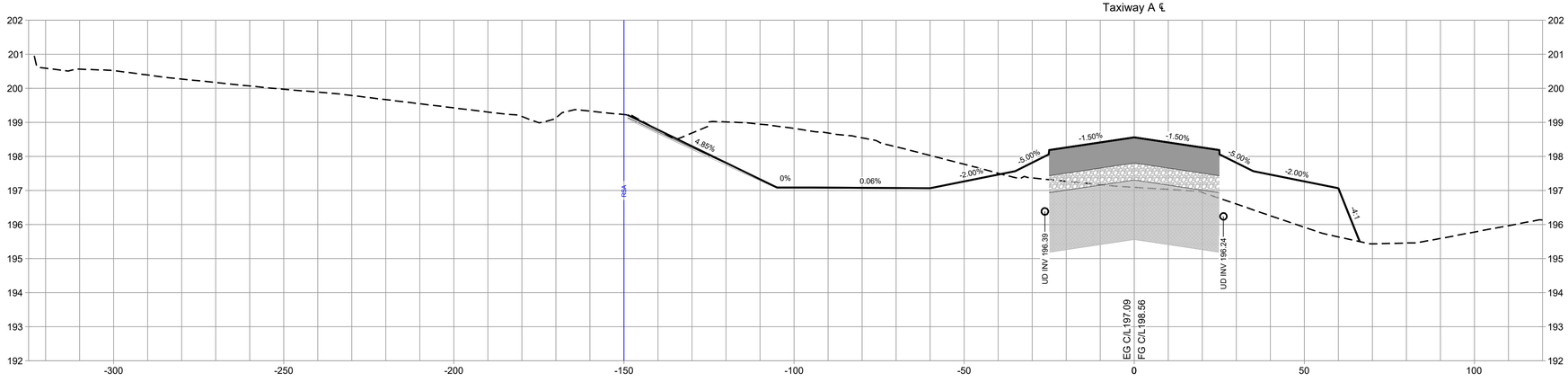

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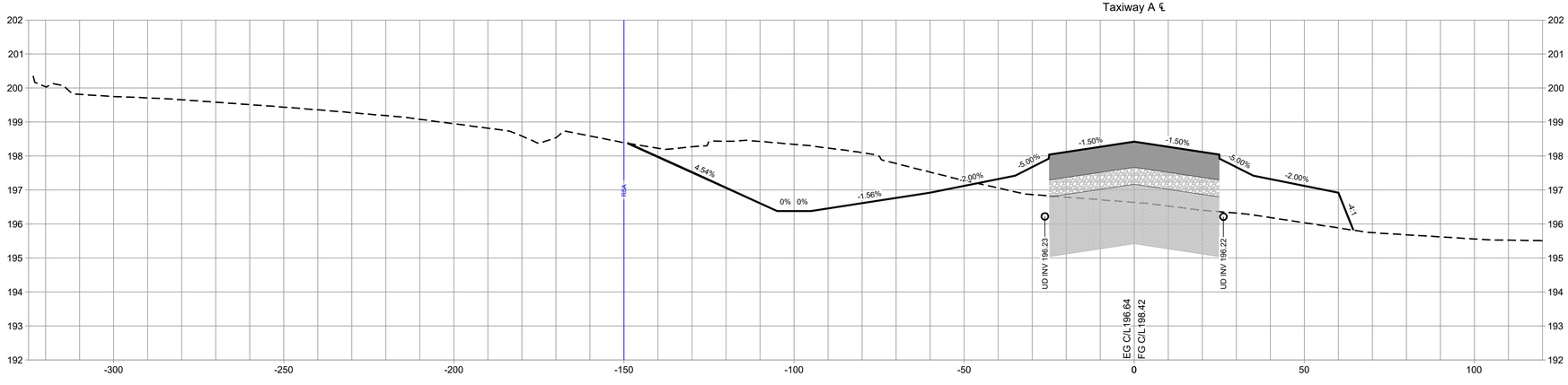

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CROSS SECTIONS

8.9

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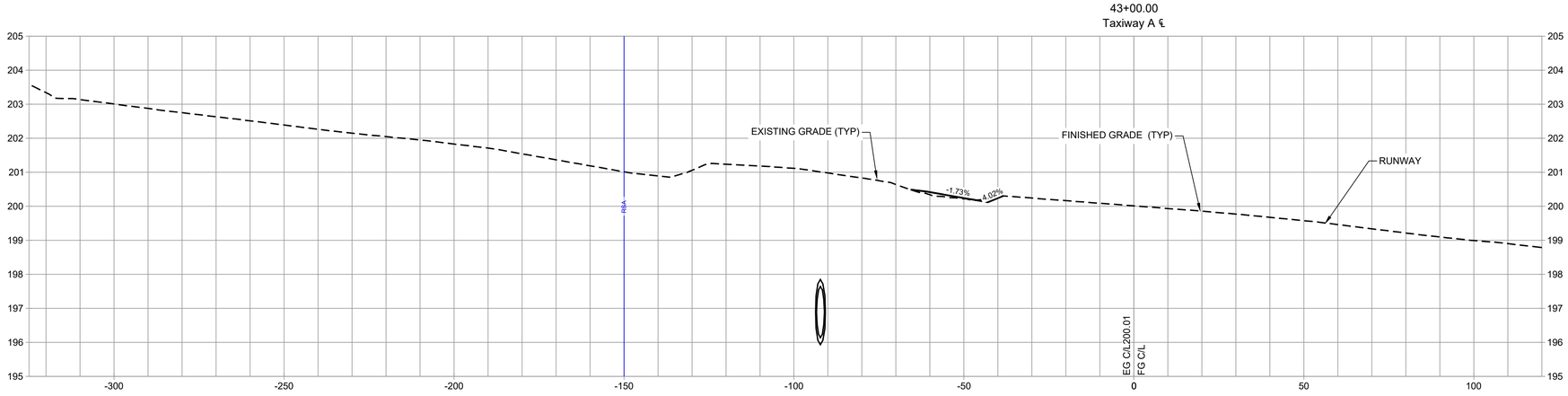

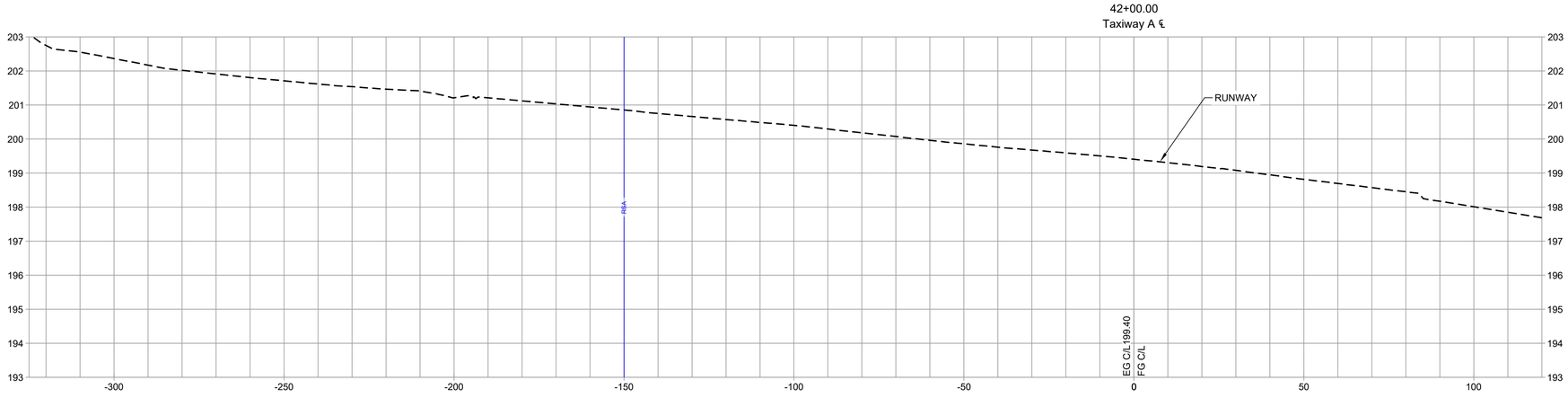

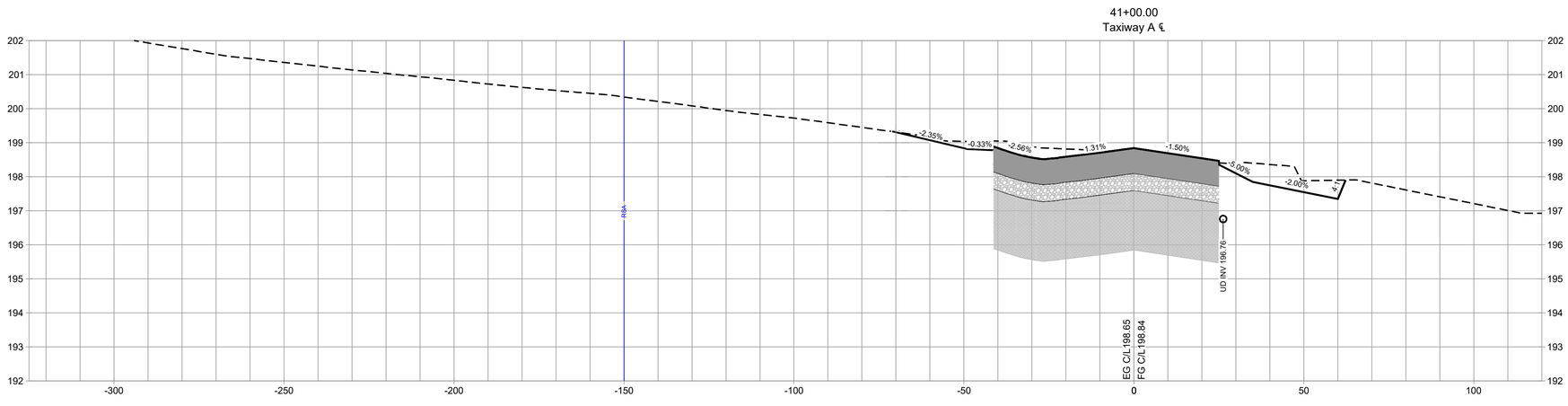

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8.10

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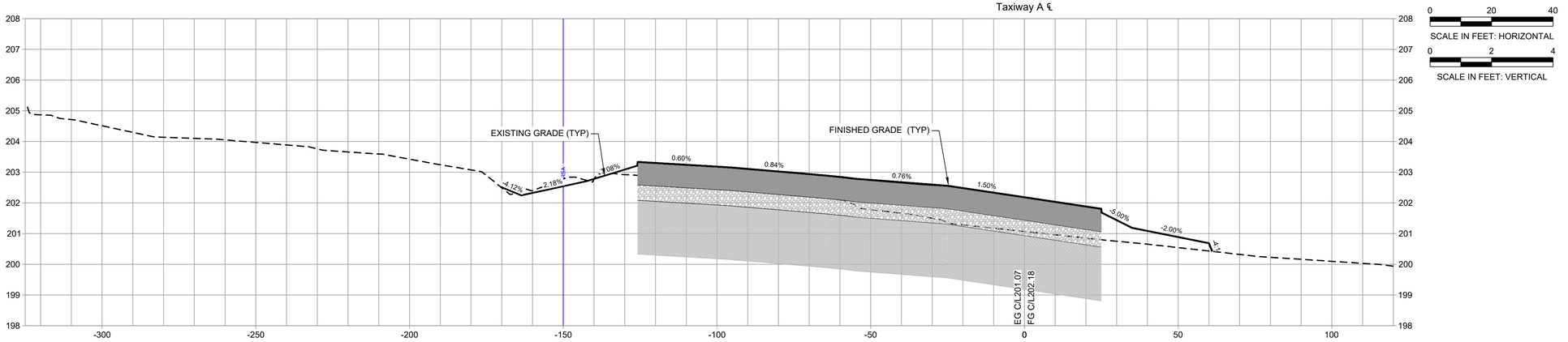

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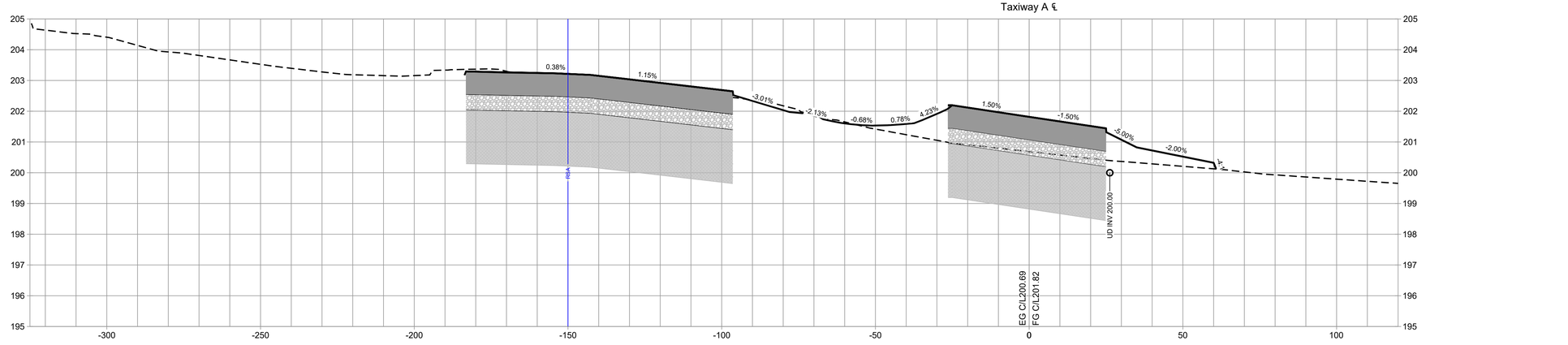

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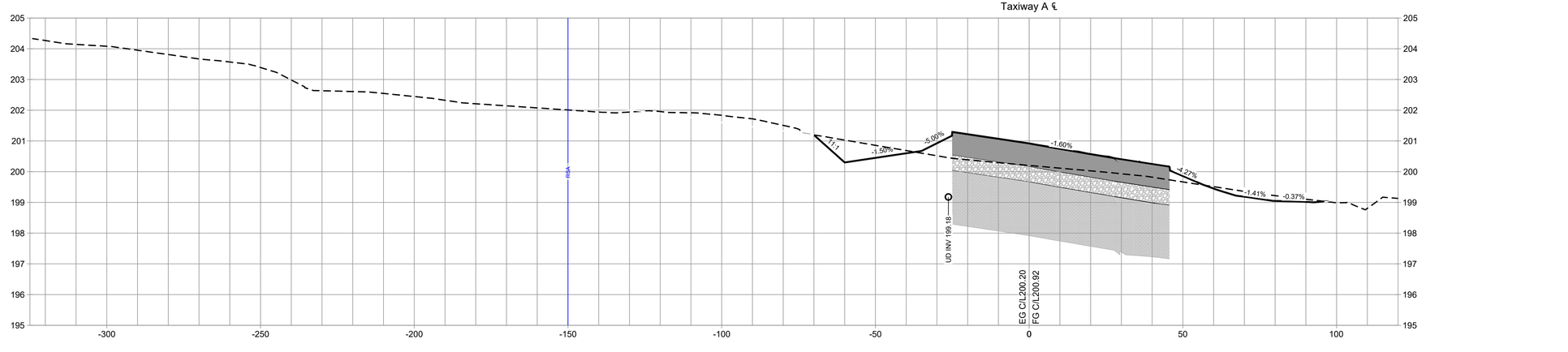

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HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY JOS	DATE 03/2026
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CROSS SECTIONS

8.11

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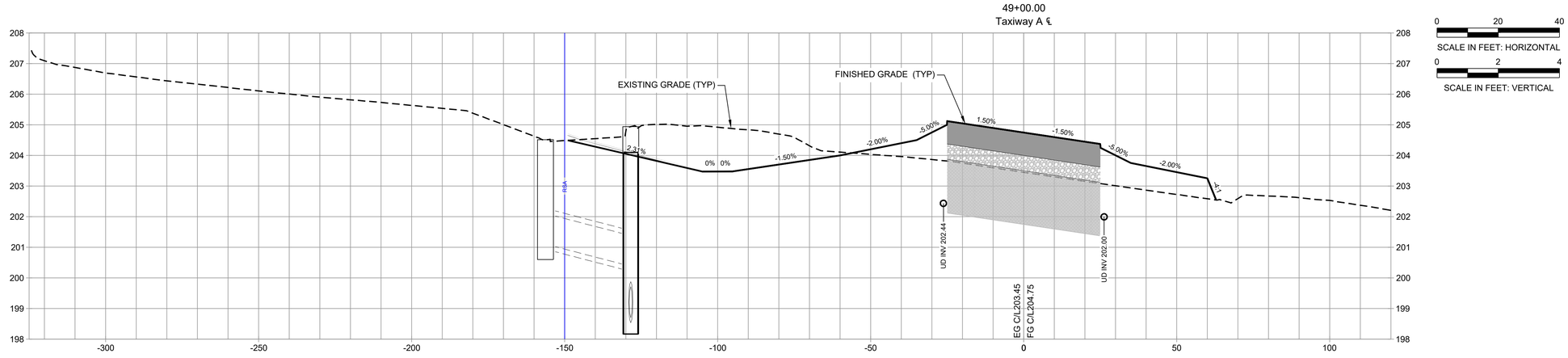

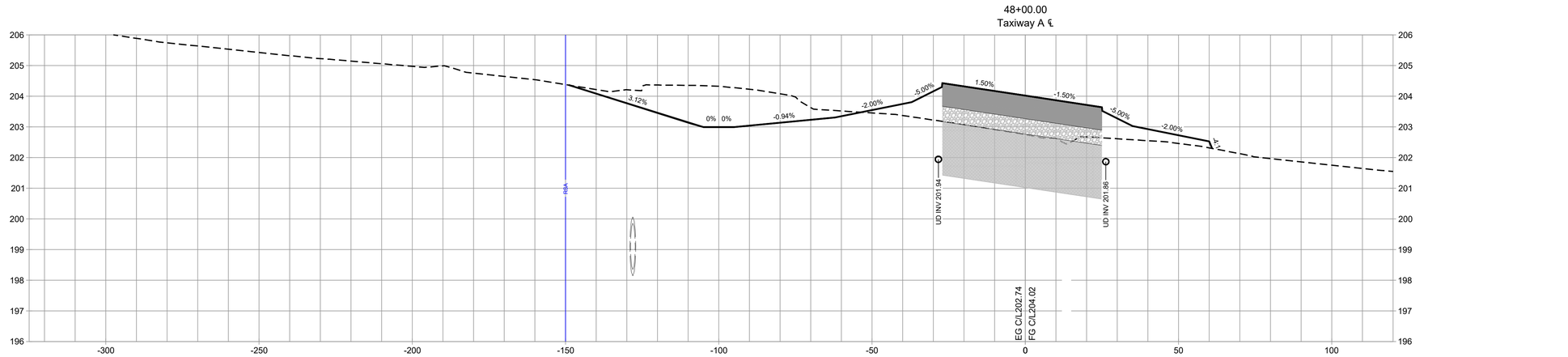

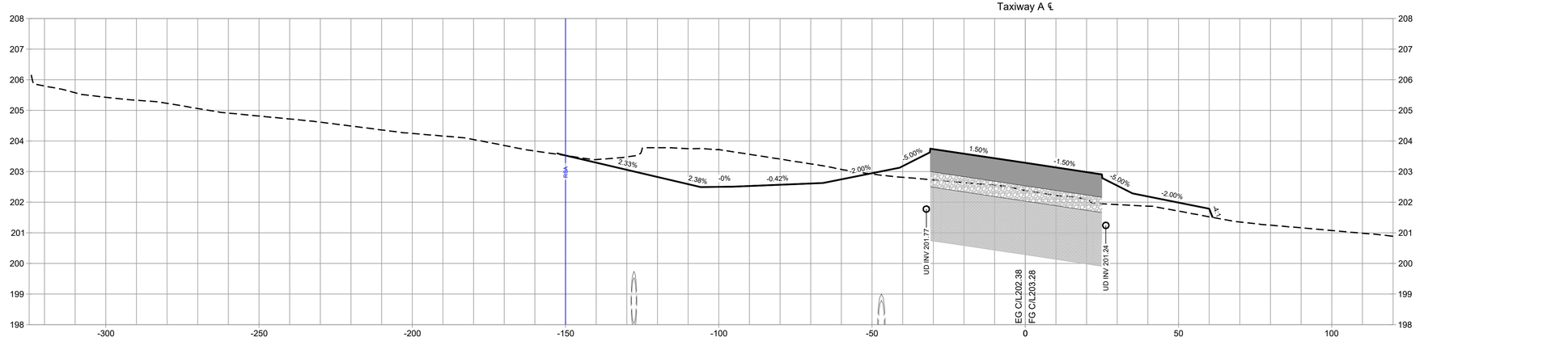

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CROSS SECTIONS

8.12

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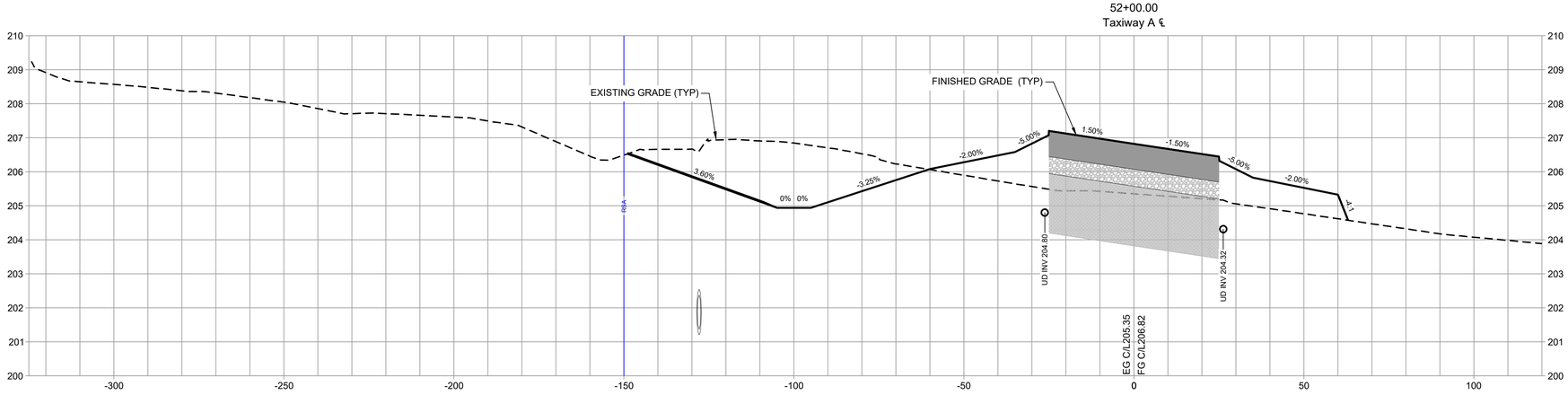

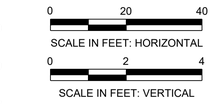

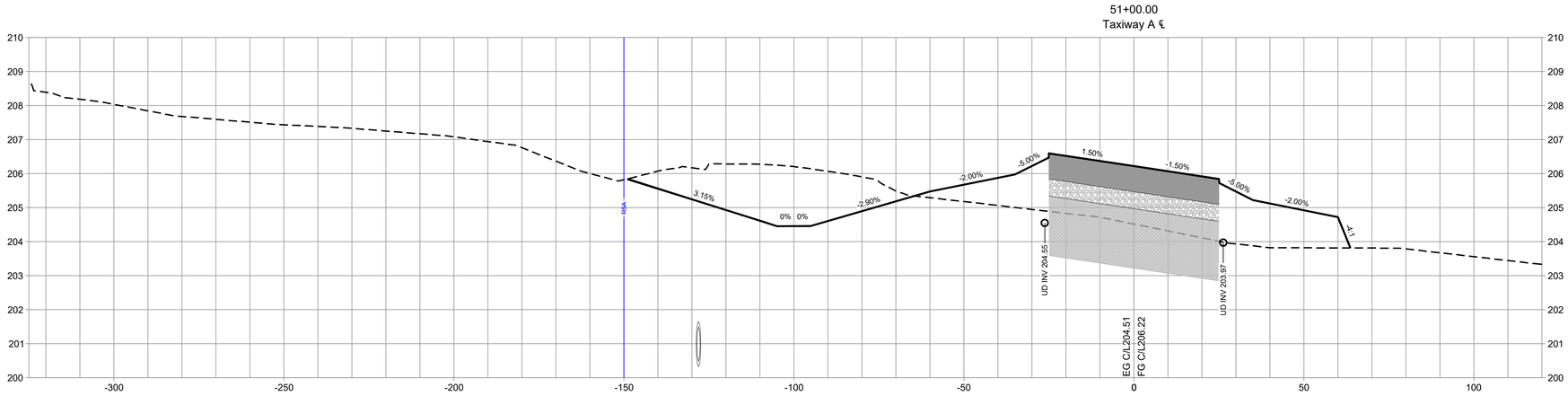

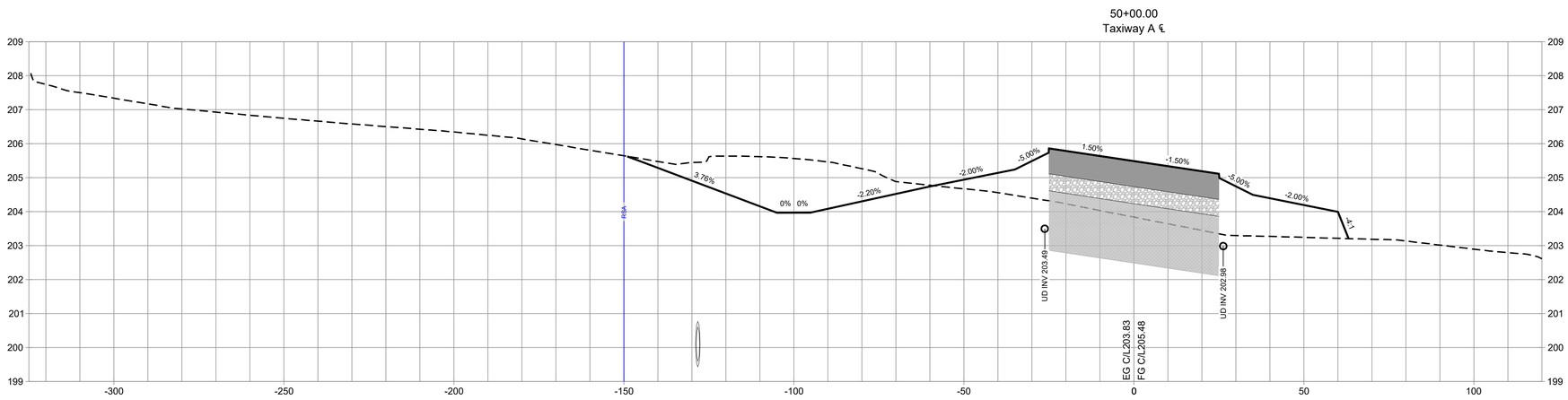

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8.13

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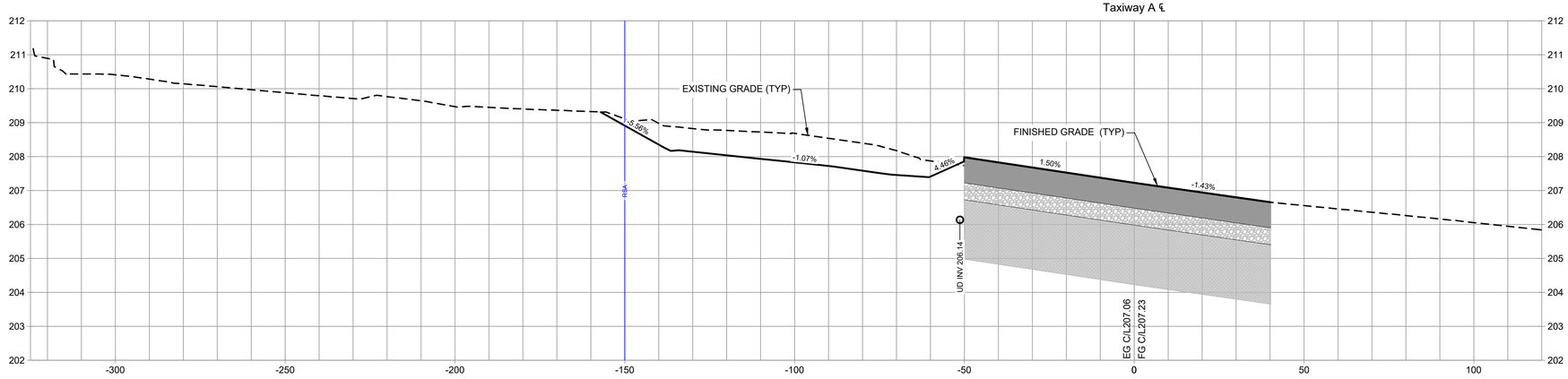

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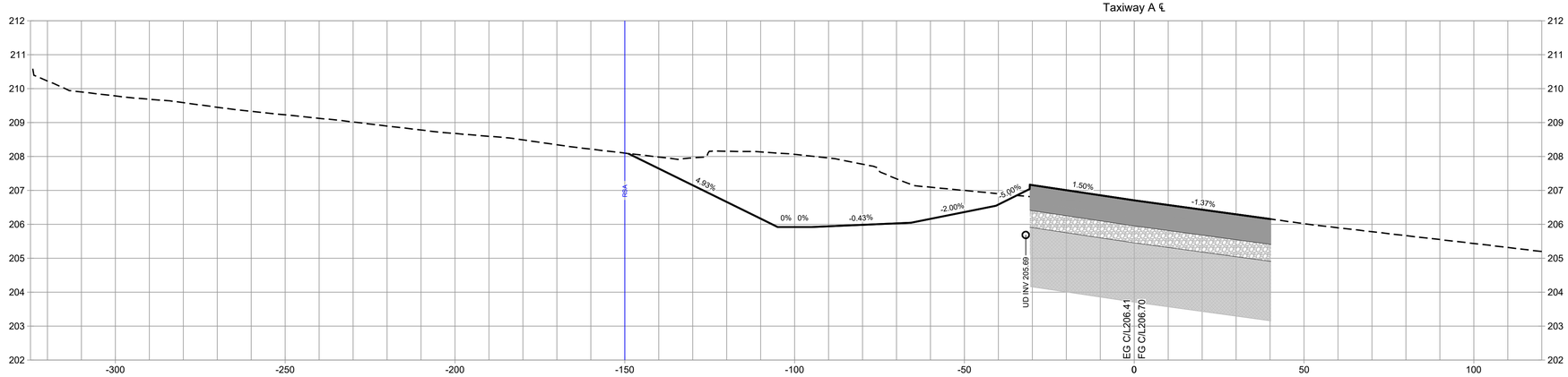

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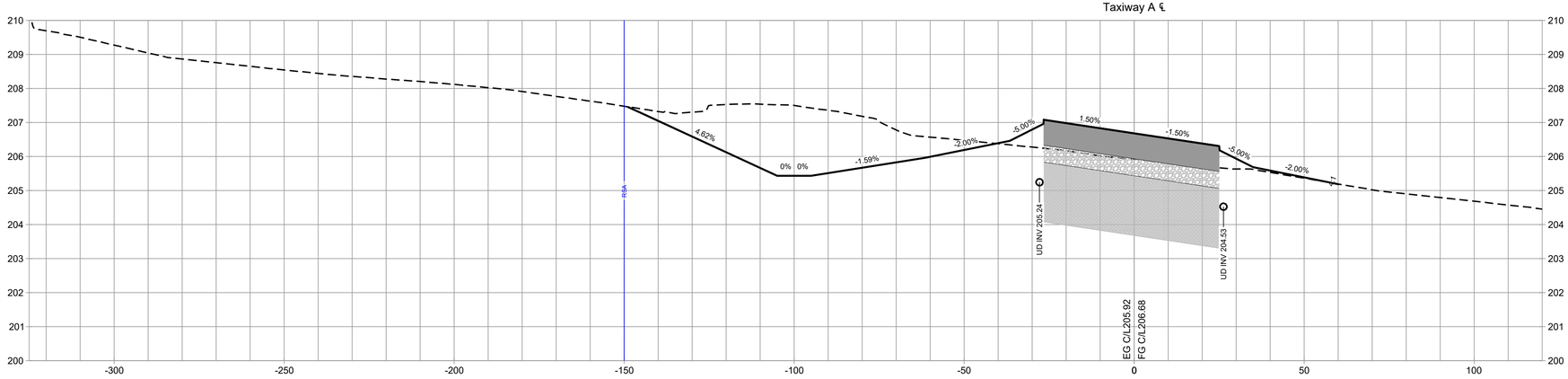

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8.14

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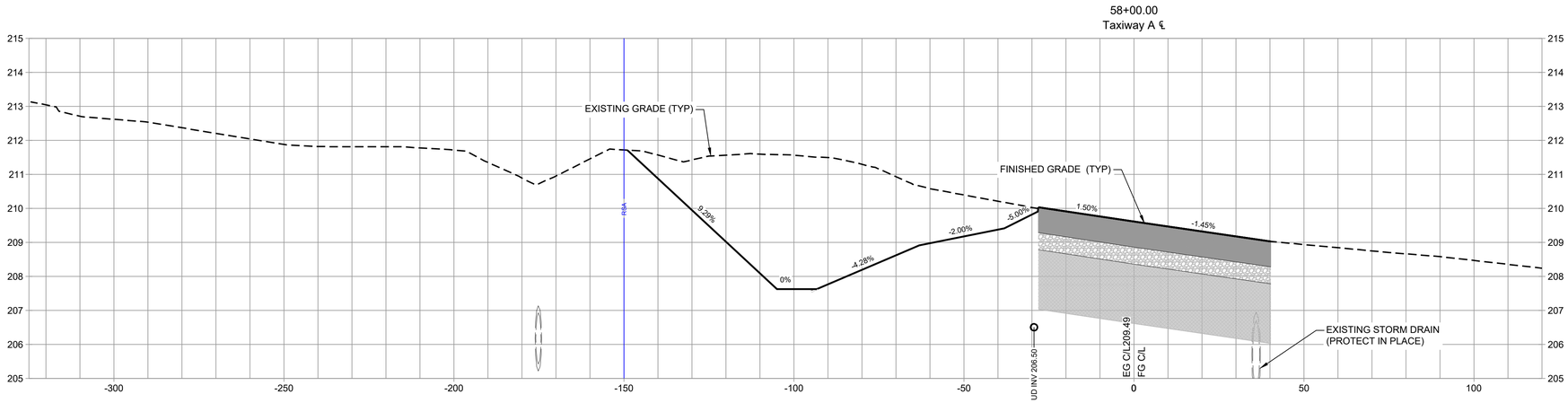

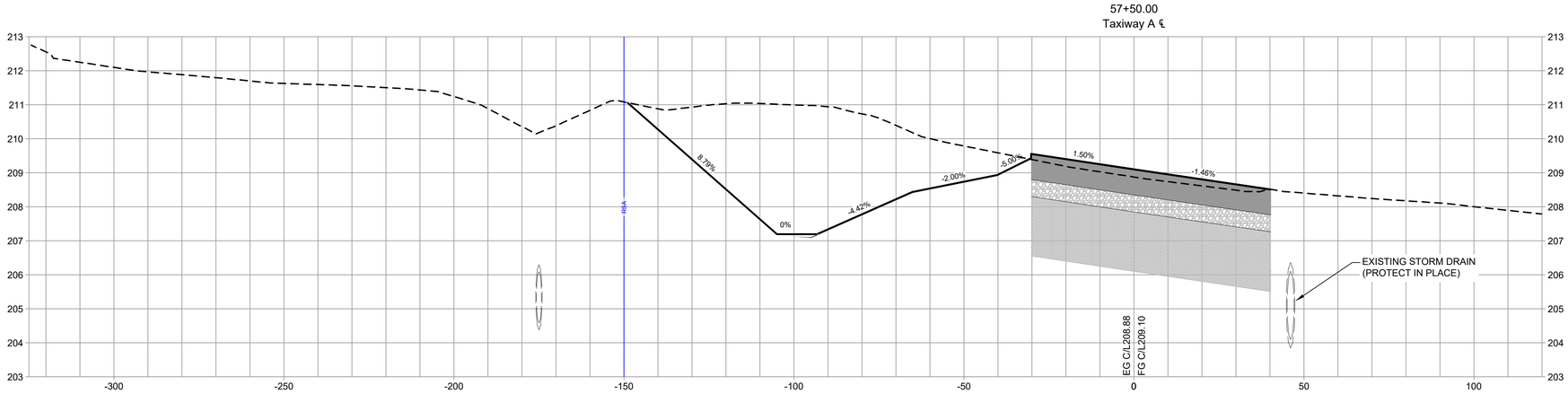

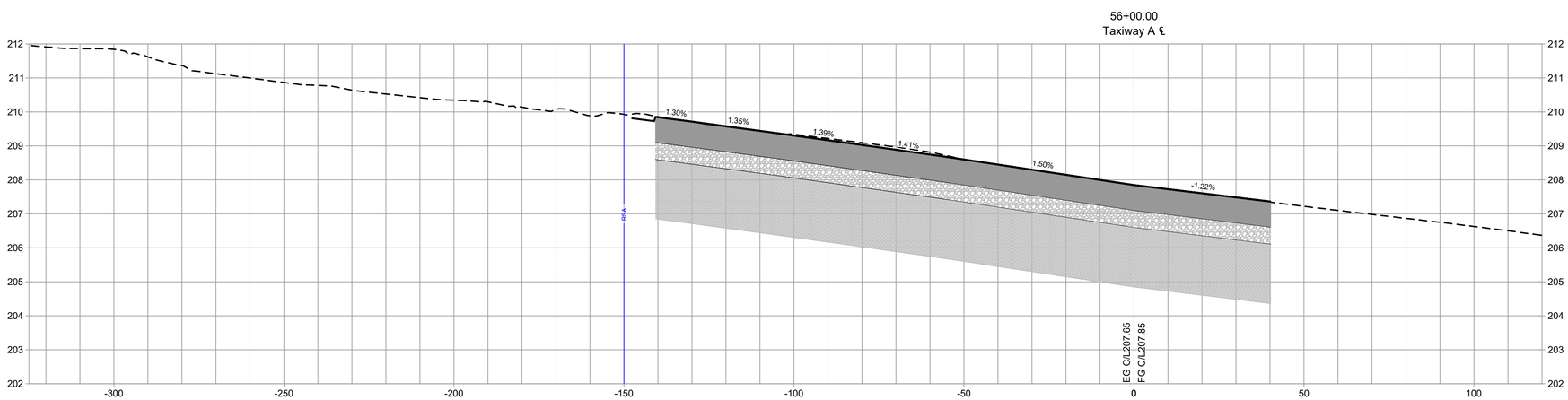

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CROSS SECTIONS

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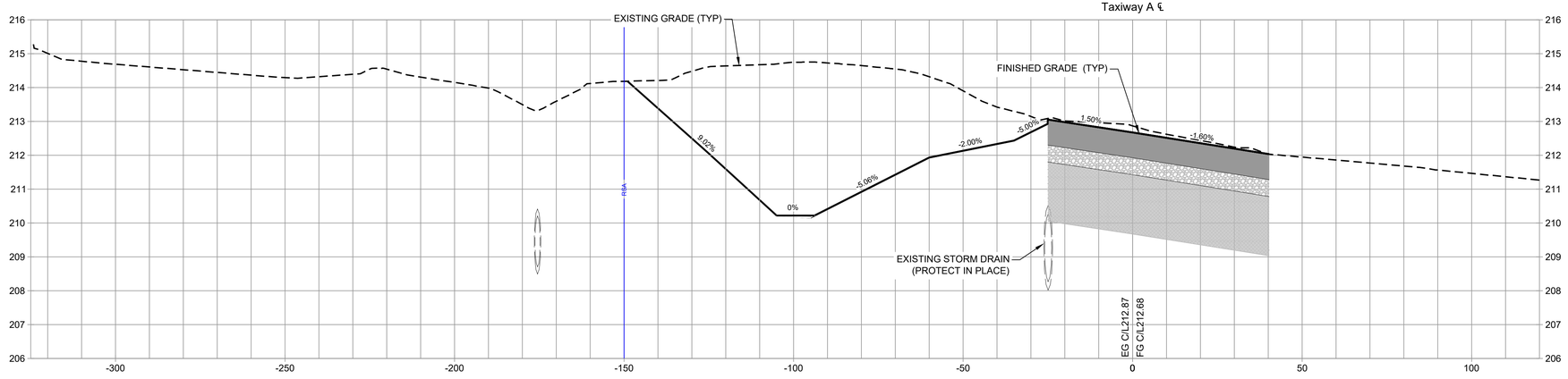

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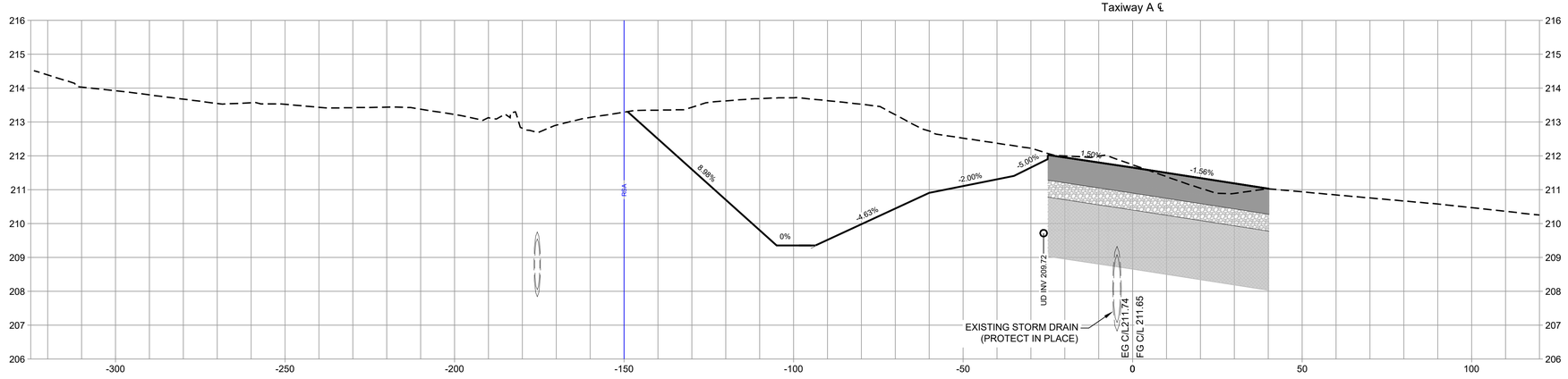

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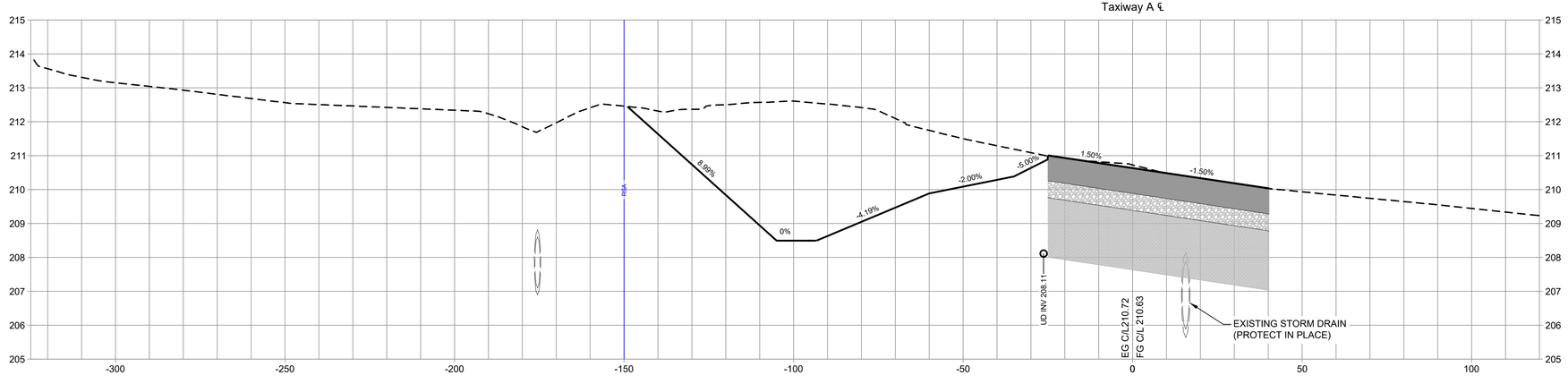

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CROSS SECTIONS

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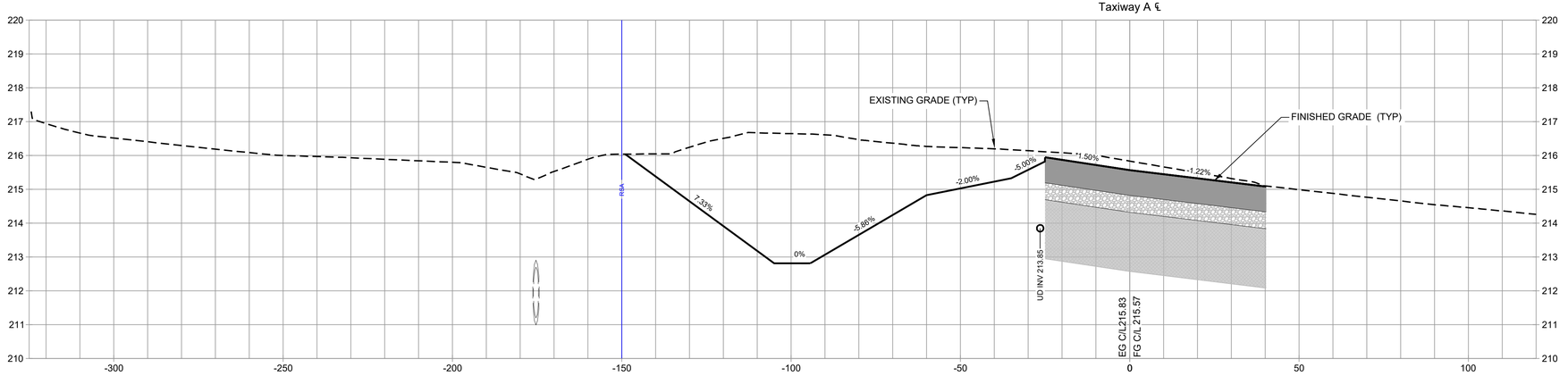

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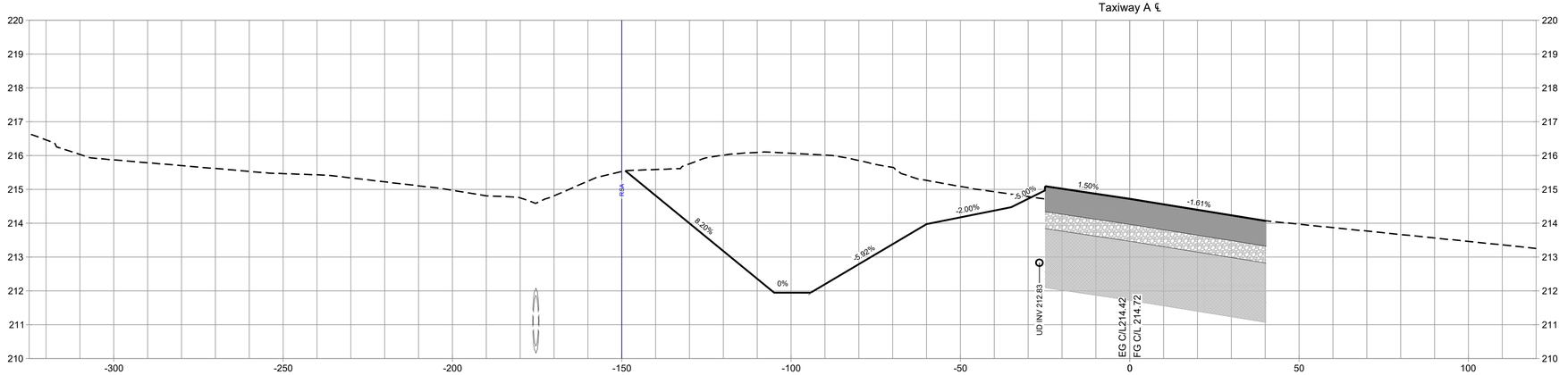

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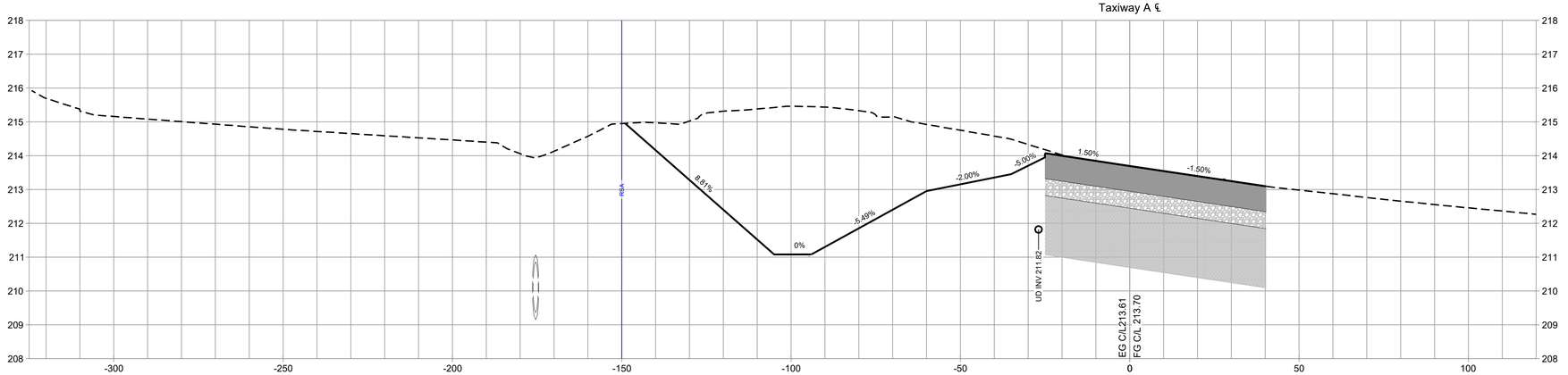

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CROSS SECTIONS

8.17

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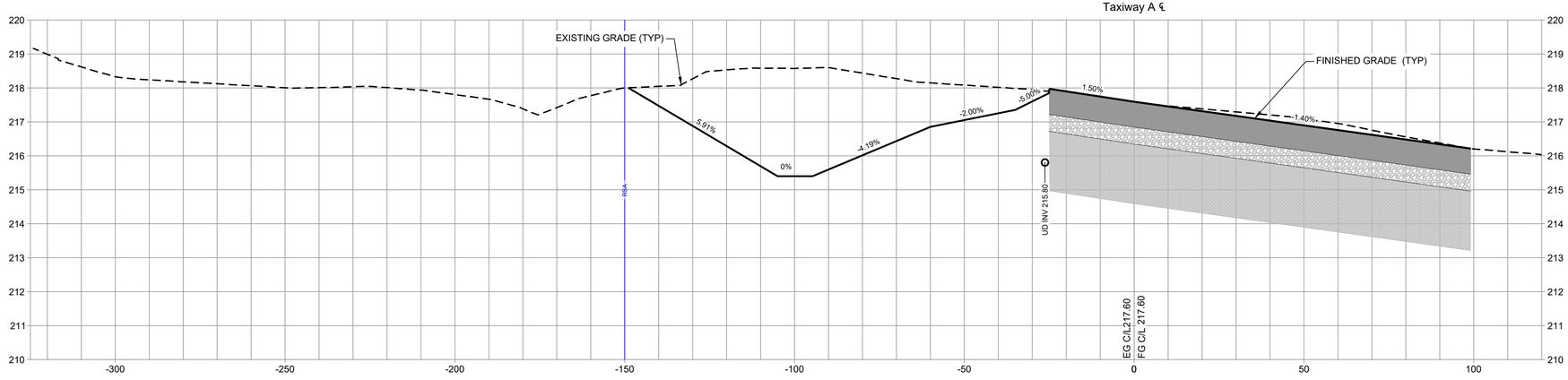

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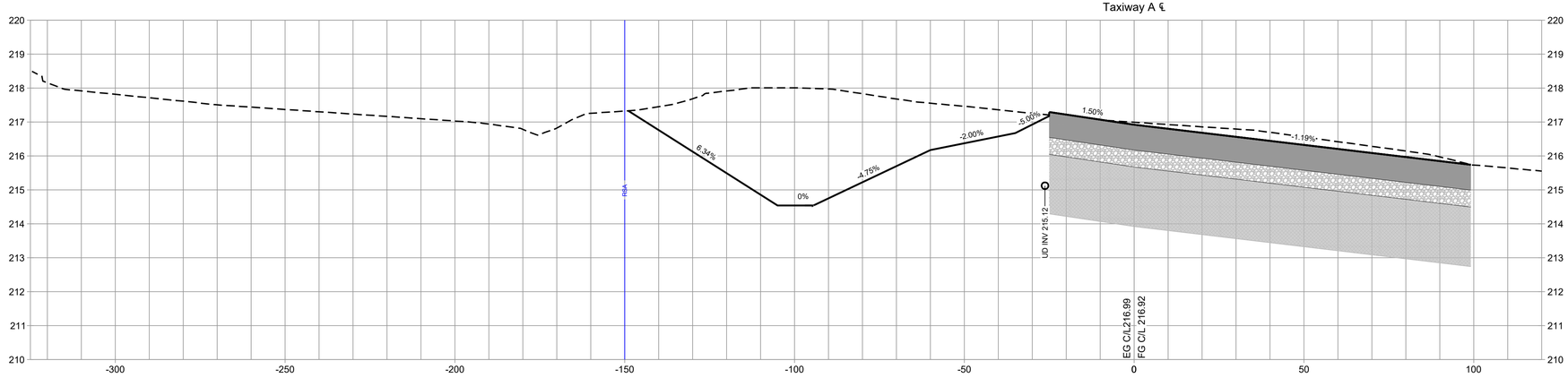

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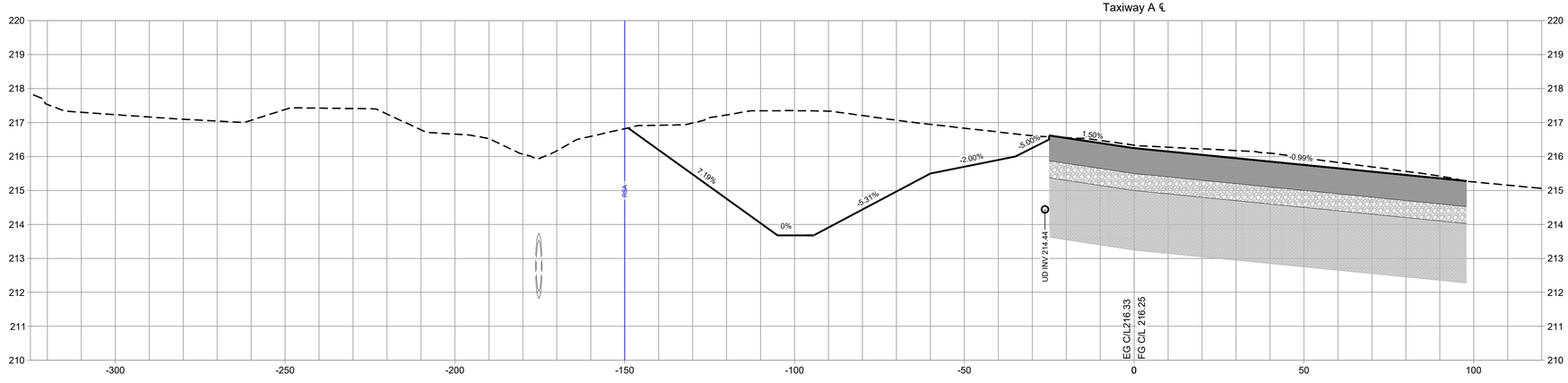

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CROSS SECTIONS

8.18

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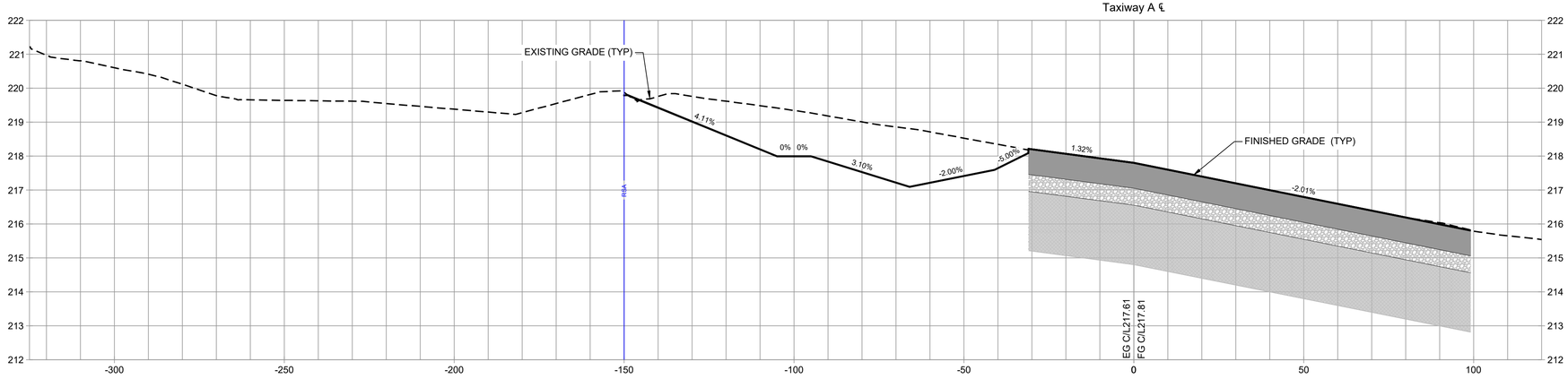

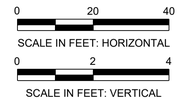

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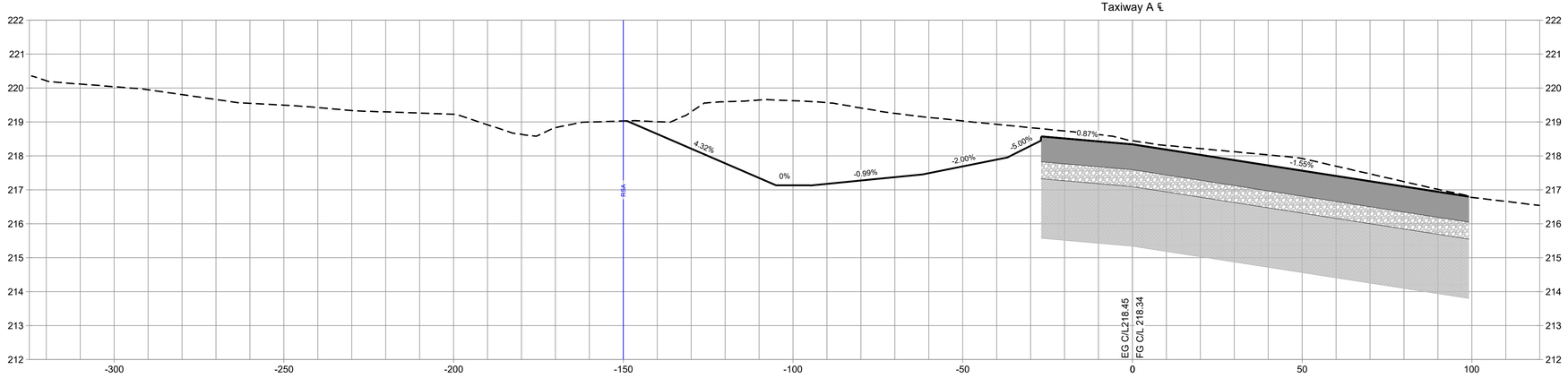

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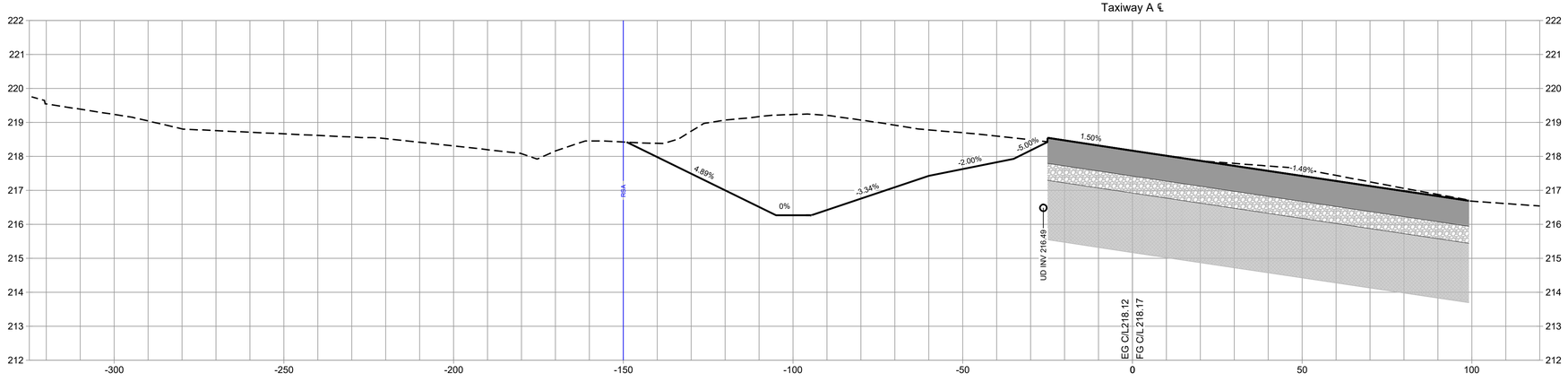

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CROSS SECTIONS

8.19

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ELECTRICAL GENERAL NOTES

1. GENERAL:

   A. DURING EACH SHIFT, CONTRACTOR SHALL ONLY REPLACE THE AMOUNT OF CABLE THAT CAN BE ENERGIZED AT THE END OF EACH SHIFT. ALL OF THE LIGHT FIXTURES AND/OR CIRCUITS SHALL BE ENERGIZED AND TESTED AT THE END OF EACH SHIFT.
   B. AS-BUILT INFORMATION
      a. BUTTERFLIES. CONTRACTOR SHALL PROVIDE AS PART OF AS-BUILT INFORMATION, THE SIZE, DEPTH, AND DIMENSION OF EACH HANDHOLE ACCESSED OR ENTERED DURING THE PROJECT INCLUDING LOCATION AND SIZE OF EACH CONDUIT ENTERING/LEAVING HANDHOLE AS WELL AS ALL CIRCUITS/CABLES INSIDE THE HANDHOLE. ADDITIONALLY, CONTRACTOR SHALL PROVIDE A COLOR PICTURE AND LOCATION OF EACH HANDHOLE ON CADD DRAWING. FOR ANY HANDHOLE OR MANHOLE REQUIRING ENTRY FOR THIS WORK THAT IS NOT SHOWN ON THE DRAWINGS, CONTRACTOR SHALL PROVIDE AS-BUILT INFORMATION AS WELL AS A SURVEYED LOCATION SHOWN ON A CADD DRAWING.
      b. CONTRACTOR SHALL PROVIDE AS-BUILTS EVERY WEEK INCLUDING MANHOLE/HANDHOLE BUTTERFLY DRAWINGS AND AS PART OF PAYMENT REQUESTS. PAYMENT REQUESTS WILL NOT BE ACCEPTED UNLESS ACCOMPANIED WITH AS-BUILTS. THE COST FOR AS-BUILTS SHALL BE BID UNDER BID ITEM L-128.
   C. SALVAGED EQUIPMENT:
      a. TRANSFORMERS AND CABLE: ALL TRANSFORMERS AND CABLE SHALL BE THE PROPERTY OF THE CONTRACTOR AND DISPOSED OFF AIRPORT PROPERTY AT CONTRACTOR'S COST.
   D. ENVIRONMENTAL - PUMP SHALL BE PLACED ON THE GROUND AWAY FROM CLOSEST STORM DRAIN. CONTRACTOR SHALL NOT PUMP WATER INTO THE STORM DRAIN. WHEN PUMPING OUT THE EXCESS WATER CONTRACTOR SHALL PLACE THE HOSE OVER THE NATIVE SOIL.
   E. QUANTITIES SHALL BE REVIEWED AND RECONCILED BETWEEN THE CONTRACTOR AND ENGINEER/INSPECTOR EACH WEEK AT A MINIMUM.
   F. MANHOLE/HANDHOLES TO BE CLOSED UP AT THE END OF THE SHIFT.

2. NOTES FOR TEMPORARY ELECTRICAL WORK:

   A. ALL RUNWAY AND TAXIWAY LIGHTING, INCLUDING LIGHTED SIGNS, SHALL BE MAINTAINED UNLESS OTHERWISE APPROVED BY THE ENGINEER.
   B. TEMPORARY CABLING MAY BE USED TO MAINTAIN CIRCUIT CONTINUITY, IN ACCORDANCE WITH SPECIFICATIONS. TEMPORARY CABLE INSTALLED ABOVE GROUND SHALL BE PROTECTED BY BARRICADES AND APPROVED BY AIRPORT OPERATIONS. CONTRACTOR SHALL PROVIDE A DRAWING OF THE ABOVE-GROUND TEMPORARY WIRE THE DAY THE CABLE IS PLACED. FOR TEMPORARY CABLE WITHIN THE TAXIWAY SAFETY AREA, CABLE SHALL BE PROTECTED WITH A LOW-PROFILE WATER-FILLED BARRICADE. CABLE OUTSIDE THE TSA SHALL BE PROTECTED BY FLAT PANELS AT 10' SPACING. CABLE ACROSS SURFACES SHALL BE PLACED BEHIND BARRICADES USED TO CLOSE PORTIONS OF TAXIWAYS OR OTHER SURFACES.
   C. TEMPORARY CABLE CONNECTIONS SHALL BE MADE AT LIGHT BASES OR HANDHOLES AS REQUIRED BY A PARTICULAR CONSTRUCTION PHASE OR SEQUENCE. THE PLAN FOR TEMPORARY CONNECTIONS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO INTERRUPTING A LIGHTING CIRCUIT OR POWER SERVICE. ALL CONNECTIONS FOR AIRFIELD LIGHTING CIRCUITS SHALL BE MADE WITH APPROPRIATE SIZE L-823 CONNECTORS.
   D. CONTRACTOR SHALL CONFIGURE TEMPORARY MODIFICATIONS TO AIRFIELD LIGHTING CIRCUITS AND POWER FEEDERS AS REQUIRED BY CONTRACTORS WORK AREA AND FOR MAINTAINING LIGHTING FOR ACTIVE SURFACES AND POWER TO FACILITIES.
      a. IDENTIFY THE CABLE FOR THE CIRCUIT TO BE MODIFIED IN A NEARBY LIGHT BASE, JUNCTION BOX, OR HANDHOLE.
      b. SUBMIT A SKETCH FOR EACH PROPOSED TEMPORARY MODIFICATION OR CIRCUIT RECONFIGURATION FOR ENGINEER APPROVAL PRIOR TO MODIFYING A CIRCUIT.
      c. TEST TO VERIFY THAT EACH TEMPORARY MODIFICATION IS AS INTENDED. CONTRACTOR SHALL CARRY WITH HIM APPROPRIATE CABLE, CONNECTORS, AND OTHER ITEMS NEEDED TO COMPLETE THE MODIFICATION AND TO MAKE ANY REPAIRS REQUIRED BY HIS ACTION.
   E. IN TRANSITIONING FROM ONE AREA OF WORK TO THE NEXT, TEMPORARY CIRCUIT CONNECTIONS SHALL BE REMOVED IF NO LONGER REQUIRED, CIRCUITS SHALL BE RESTORED IN ACCORDANCE WITH REQUIREMENTS FOR THE NEXT PHASE OR FOR PERMANENT INSTALLATION, AS APPROPRIATE.
   F. TEMPORARY ELECTRICAL WORK FOR MAINTAINING AIRFIELD LIGHTING CIRCUITS AND POWER SERVICE DURING CONSTRUCTION SHALL BE INCIDENTAL TO CONSTRUCTION WITH NO SEPARATE PAYMENT. CONTRACTOR SHALL DE-ENERGIZE LIGHTS TEMPORARILY BY DISCONNECTING THE TRANSFORMER ON THE PRIMARY SIDE AND PROVIDING TEMPORARY SPLICE CONNECTIONS TO ENSURE HOME-RUN CABLE CONTINUITY. CONTRACTOR SHALL NOT DE-ENERGIZE THE LIGHT BY DISCONNECTING THE FIXTURE ON THE SECONDARY SIDE WHILE THE PRIMARY IS CONNECTED.
   G. COORDINATE WITH MAINTENANCE AND OPERATIONS PERSONNEL TO VERIFY PROPER OPERATION OF AIRFIELD LIGHTING CIRCUITS AT THE END OF EACH SHIFT.
   H. CONTRACTOR SHALL MAINTAIN ON HAND SUFFICIENT MATERIAL AND EQUIPMENT REQUIRED TO PROVIDE TEMPORARY LIGHTING AND CIRCUIT EXTENSIONS. MATERIAL AND EQUIPMENT SHALL INCLUDE, BUT NOT BE LIMITED TO, FIXTURES, TRANSFORMERS, BASES, CONDUIT, L-824 CABLE AND L-823 SPLICE KITS. THESE ITEMS WILL NOT BE AVAILABLE FROM THE MAINTENANCE SHOP.
   I. LABEL AND TAG TEMPORARY CABLE. TEMPORARY CABLE SHALL BE REMOVED WHEN NO LONGER NEEDED. TEMPORARY CABLE SHALL NOT BE REUSED.

3. DEMOLITION AND REMOVAL NOTES:

   A. PRIOR TO WORK START IN ANY NEW AREA, CONTRACTOR MUST PERFORM A SITE WALK WITH MAINTENANCE TO DETERMINE ANY CRACKS OR DEFICIENCIES IN THE EXISTING FIXTURES. ANY DEFICIENT FIXTURE NOT NOTED AND AGREED UPON DURING THE SITE WALK WILL BE ASSUMED TO HAVE BEEN DAMAGED BY THE CONTRACTOR. THE CONTRACTOR SHALL REPLACE ANY DAMAGED FIXTURE, FURNISHING NEW FIXTURE AT NO ADDITIONAL COST TO AIRPORT.
   B. CONTRACTOR SHALL REMOVE AND REINSTALL FIXTURES AS DETAILED IN THE DRAWINGS.
   C. DUCTBANK TO BE ABANDONED SHALL HAVE ALL CABLE REMOVED FROM INSIDE EACH CONDUIT WITH EACH CONDUIT CAPPED.
   D. CONTRACTOR SHALL ASSUME THAT CABLE LENGTH TO BE REMOVED EQUALS THE QUANTITY OF NEW CABLE TO BE INSTALLED UNDER THE APPROPRIATE L-108 BID ITEMS.
   E. EXISTING GROUND WIRE LOCATED IN EXISTING BASE CANS WHERE NEW CABLE IS BEING INSTALLED SHALL BE REPLACED.
   F. PRIOR TO DEMOLITION OF ANY CABLE IN A MANHOLE OR HANDHOLE, THE CONTRACTOR IS REQUIRED TO POSITIVELY IDENTIFY THAT ALL CIRCUITS AND CONNECTIONS IN THE MANHOLE ARE CORRECTLY IDENTIFIED. ANY MIS-IDENTIFIED CIRCUITS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND SHALL BE PROPERLY IDENTIFIED PRIOR TO DEMOLITION.

4. DUCTBANK AND CONDUIT:

   A. TRENCHES SHALL NOT BE LEFT OPEN WHEN A TAXIWAY IS OPERATIONAL, AND CONDUCTOR ENDS SHALL NOT REMAIN EXPOSED TO THE WEATHER.
   B. ANY UNPROTECTED CABLE (DIRECT-BURIED) ENCOUNTERED THAT IS VERIFIED AS NOT ABANDONED IN PLACE SHALL BE PLACED IN SPLIT DUCT OF APPROPRIATE SIZE AND CONCRETE-ENCASED FOR ITS UNPROTECTED LENGTH THROUGH THE AREA OF CONSTRUCTION. CONTRACTOR SHALL TAKE ALL REASONABLE MEASURES TO AVOID HAVING TO CUT AND SPLICE DIRECT-BURIED CABLE. BE SURE TO NOTE SPLIT DUCT PORTIONS ON AS-BUILTS.
   C. CONDUIT SYSTEMS UNLESS OTHERWISE NOTED SHALL BE:
      a. ALL UNDERGROUND CONDUITS TO BE SCHEDULE 40 PVC.
      b. ALL CONTROL AND POWER CONDUITS INSIDE THE VAULTS TO BE GALVANIZED RIGID STEEL CONDUIT JOINED AND TERMINATED WITH THREADED TYPE STEEL FITTINGS. OUTLET BOXES TO BE CAST. MINIMUM CONDUIT SIZE FOR RACEWAYS TO BE 3/4" RGS, UNLESS OTHERWISE NOTED.
      c. ALL FLEX CONDUIT SHALL BE LIQUID TIGHT METALLIC UL-RATED WITH SUITABLE FITTINGS.
      d. ALL EMPTY CONDUITS SHALL BE PROVIDED WITH A NEW 3/8 PULL STRING.
      e. PVC CONDUIT SHALL NOT BE USED FOR ANY EXPOSED APPLICATION.
      f. CONNECTIONS TO THE WIREWAYS FROM CCRS AND CIRCUIT SELECTOR SWITCHES TO BE LIQUID TIGHT FLEXIBLE METAL CONDUIT.

5. UTILITY NOTES:

   A. THE LOCATIONS OF UNDERGROUND UTILITIES, CABLES, DUCTS, CONDUITS, ETC. AS INDICATED ON PLANS HAVE BEEN OBTAINED FROM EXISTING RECORDS AND ARE APPROXIMATE. NEITHER THE AIRPORT NOR THE ARCHITECT/ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION SHOWN. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIALS OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF HIS OPERATIONAL PLANS. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE.
   B. THE CONTRACTOR SHALL USE HAND EXCAVATION TO PROVIDE INVESTIGATIVE PITS TO IDENTIFY LOCATION OF EXISTING UTILITIES PRIOR TO ANY OTHER EXCAVATION ACTIVITIES. ANY DAMAGE SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE AIRPORT.
   C. DISTURBED AREAS AND RUTS OUTSIDE OF PAVEMENT AREAS SHALL BE RESTORED TO ORIGINAL SURFACE ELEVATIONS AND CONDITION. THIS WORK SHALL BE ACCOMPLISHED AT THE END OF EACH PHASE OF WORK OR AS APPROVED BY AIRPORT OPERATIONS.

6. MANHOLE/ HANDHOLE:

   A. FOR MANHOLES AND HANDHOLES ENTERED FOR WORK; PUMP OUT ALL WATER, CLEAN BOTTOM OF DEBRIS UTILIZING A VACUUM TRUCK AND POWER WASH THE WALLS. REPAIR ALL CHIPS AND CRACKS IN THE WALL AND REPLACE DAMAGED CABLE RACKS.
   B. VERIFY ALL GROUND CONNECTIONS IN MANHOLE/HANDHOLE.
   C. ALL MANHOLES AND HANDHOLES ENTERED UNDER THIS WORK SHALL BE PHOTOGRAPHED PRIOR TO RECONFIGURATION AND/OR CLEANING AND AFTER RECONFIGURATION AND/OR CLEANING. ALL NEW MANHOLES AND HANDHOLES SHALL BE PHOTOGRAPHED AFTER ALL CIRCUITS HAVE BEEN PULLED.
   D. EACH WALL, FLOOR AND CEILING SHALL BE INDIVIDUALLY PHOTOGRAPHED WITH IDENTIFICATION OF THE NORTH, SOUTH, EAST AND WEST WALLS.
   E. AFTER RECONFIGURATION AND/OR CLEANING OF EXISTING MANHOLES AND HANDHOLES PROVIDE BUTTERFLY TYPE DETAILS OF EACH INDICATING CONDUIT ENTRANCES AND CABLES INSTALLED IN EACH RESPECTIVE CONDUIT.
   F. CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A SAFETY PLAN DETAILING HOW THE WORK INSIDE THE HANDHOLE WILL BE PERFORMED TO ENSURE SAFETY. CONTRACTOR IS RESPONSIBLE FOR SAFETY PLAN. AT A MINIMUM THE SAFETY PLAN SHALL INCLUDE THE FOLLOWING:
      a. FOLLOW ALL SAFETY AND LOCKOUT AND TAG OUT PROCEDURES AND THE NATIONAL ELECTRICAL SAFETY CODE (NESC).
      b. PRIOR TO WORK WITHIN THE STRUCTURE, COORDINATE A SHUTDOWN OF ALL CIRCUITS WITH WITHIN STRUCTURE.
      c. LIGHTING CIRCUITS, HOME RUN CABLES AND POWER SERVICE CABLES SHALL BE MARKED AND IDENTIFIED AT ALL POINTS ACCESSIBLE TO THESE CIRCUITS. LOCATIONS WHERE THIS IS NECESSARY ARE MANHOLES AND HANDHOLES, ENTRANCES INTO DUCTS, AND CONNECTIONS TO EVERY LIGHT FIXTURE. THE MARKING SHALL BE PERMANENT AND OF MATERIAL WHICH WILL NOT DETERIORATE DURING THE LIFE OF THE CABLE. THE MARKERS SHALL BE PERMANENTLY ATTACHED TO THE CABLE AND SHOULD NOT DAMAGE OR BE TORN FROM THE CABLE.
      d. CONTRACTOR IS RESPONSIBLE FOR OBTAINING A CONFINED SPACE PERMIT FOR ENTERING HANDHOLES/MANHOLES IN ACCORDANCE WITH CALIFORNIA AND AIRPORT REGULATIONS. THE COST FOR THIS SHALL BE INCIDENTAL TO THE PROJECT WITH NO SEPARATE PAYMENT.
      e. PRIOR TO BEGINNING WORK IN EACH MANHOLE OR HANDHOLE, CONTRACTOR SHALL IDENTIFY IN THE FIELD ALL CIRCUITS IN THE MANHOLE OR HANDHOLE, DETERMINING THE CIRCUIT DESIGNATION FOR EACH CABLE AND WHETHER THE CABLE IS PART OF AN ACTIVE CIRCUIT.

7. GROUND WIRE:

   A. ONE WAY, 2 INCH CONDUIT:
      a. CONTRACTOR SHALL INSTALL ONE NEW GROUND WIRE 600V, #6 GREEN IN ALL 2" CONDUITS BETWEEN BASE CANS AND HANDHOLES WHERE NEW CABLE IS INSTALLED. INSTALL ONE GROUND WIRE PER EACH CONDUIT.
   B. DUCTBANK:
      a. CONTRACTOR SHALL INSTALL ONE NEW #6, 600V GREEN GROUND WIRE IN THE LOWEST CONDUIT IN EACH DUCTBANK WHERE NEW CABLE IS INSTALLED. FOR EXAMPLE, IF NEW CABLE IS INSTALLED IN A SIX WAY, 3 INCH, CONTRACTOR SHALL INSTALL ONE GROUND WIRE IN THE LOWEST CONDUIT IN ONE OF THE 6 WAY CONDUITS. ONLY ONE GROUND WIRE IS REQUIRED IN EACH DUCTBANK.
   C. GROUND WIRE IS NOT SHOWN ON THE AREA PLANS BUT IS ACCOUNTED FOR IN THE BID SCHEDULE.

8. ALL THREADED COMPONENTS. SUCH AS BOLTS/COUPLINGS SHALL BE COATED WITH NON-METALLIC, MARINE GRADE ANTI-SEIZE DURING ASSEMBLY AND INSTALLATION. BOLTS SHALL BE SAE J429 GRADE 5 CARBON STEEL (MFG. BY GBA COMPONENTS OR APPROVED EQUAL) WITH 2-PIECE CEC, LOCK WASHER.

9. CABLE INSTALLATION NOTES:

   A. CLEANING CONDUIT: PRIOR TO THE INSTALLATION OF NEW CABLE THE EXISTING DUCT/CONDUIT SHALL BE CLEANED. THE EMPTY DUCT SHALL BE CLEANED IN THE FOLLOWING STEPS:
      a. A CONE SHAPE STEEL WIRE BRUSH SHALL BE PULLED THROUGH THE DUCT/CONDUIT FIRST TO LOOSEN UP SCALE BUILD UP AND DIRT.
      b. VARIOUS SIZED MANDRELS ATTACHED TO A PULL CHAIN SHALL THEN BE PULLED THROUGH THE DUCT/CONDUIT TO REMOVE DEBRIS.
      c. THE FINAL CLEANING SHALL CONSIST OF A CLEAN RAG PULLED THROUGH THE DUCT/CONDUIT. THE THREE STEPS MAY HAVE TO BE REPEATED ON A DUCT DEPENDING ON ITS CONDITION.
   B. THE CONTRACTOR SHALL REMOVE ALL SPARE AND/OR ABANDONED CABLES FROM DUCTBANK WITHIN EACH STRUCTURE. THE CONTRACTOR SHALL TEST WITH AN AMP METER AND TAG EACH CABLE TO BE REMOVED TO ENSURE IT IS NOT PART OF AN OPERATIONAL CIRCUIT.
   C. THE CONTRACTOR SHALL PROVIDE CABLE PULLING CALCULATIONS BASED ON FIELD CABLE INSTALLATION AND SET-UP. PULLING TENSIONS SHALL NOT EXCEED CABLE MANUFACTURER'S GUIDELINES, THE CONTRACTOR SHALL PROVIDE A CABLE INSTALLATION PLAN INCLUDING CABLE PULLING CALCULATIONS, CABLE ROUTING PLANS, TENSION METER SPECIFICATIONS AND CABLE PULLING PROCEDURE AND METHOD.
   D. CONNECTORS
      a. FOR CONNECTIONS MADE INSIDE A HANDHOLE/MANHOLE OR PULLBOX CONTRACTOR SHALL UTILIZE THE FOLLOWING KIT: 3M 5KV AIRFIELD LIGHTING KIT OR APPROVED EQUAL.
      b. FOR CONNECTIONS MADE INSIDE A BASE CAN WHERE THE PRIMARY CABLE IS CONNECTED TO A TRANSFORMER, THE CONTRACTOR SHALL USE AN L823 CLASSIC KIT OR APPROVED EQUAL.
   E. CONTRACTOR SHALL BE REQUIRED TO WORK INSIDE HANDHOLES OR MANHOLES WITH ENERGIZED CIRCUITS. SPECIFICALLY, ONLY ONE OF THE ERGL CIRCUIT OR IRGL/ISBL SHALL BE TURNED OFF AT A TIME. THIS WORK SHALL BE COORDINATED WITH AIRPORT OPERATIONS.
   F. CONTRACTOR SHALL ACQUIRE CABLE THAT IS STAMPED WITH CABLE FOOTAGE. THIS SHALL BE USED TO DETERMINE CABLE LENGTH IN THE FIELD.

10. THE CONTRACTOR SHALL INSTALL NEW CONDUIT BELL ENDS ON CONDUIT WHICH DOES NOT CURRENTLY HAVE A BELL ENDS FOR ALL DUCTBANK OR CONDUIT ENTERING A HANDHOLE, MANHOLE OR BASE CAN. FOR BIDDING PURPOSES ASSUME THAT EACH SIDE OF A HANDHOLE HAS 4 CONDUIT ENTRANCES. AT EXISTING CONDUIT LOCATIONS WHERE NEW CABLE IS INSTALLED, CONTRACTOR SHALL VERIFY THAT THE LENGTH OF CONDUIT PROTRUSION INTO THE BASE CAN OR HANDHOLE IS A MAXIMUM OF 1.5". IF CONDUIT IS MORE THAN 1.5", CUT CONDUIT AS REQUIRED.

11. THE CONTRACTOR SHALL REPAIR AND/OR REPLACE ALL DAMAGED CONDUIT BELL HOUSINGS ON CONDUIT FOR ALL DUCTBANK ENTERING A HANDHOLE, MANHOLE OR BASE CAN ENTERED FOR WORK.

12. CONTRACTOR SHALL PROVIDE 4' OF SLACK ABOVE FINISHED GRADE AT EACH BASE CAN.

13. CONTRACTOR SHALL PROVIDE SLACK SUCH THAT THE WIRE CAN REST IN DRAPING LOOPS BETWEEN ENTRANCE AND EXIT PER AIRPORT DIRECTION AT EACH MANHOLE.

14. CONTRACTOR SHALL REPAIR AND/OR REPLACE DAMAGED CONDUITS WITHIN THE WORK AREA. REFER TO L-110 FOR ASSOCIATED BID ITEM.

15. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PERFORM THE FOLLOWING ACTIVITIES BY THE END OF EACH WORK SHIFT:

   A. VERIFY CONTINUITY OF EACH CIRCUIT PULLED DURING THAT SHIFT'S WORK.
   B. MEGGER TESTING OF ALL NEW CABLE PULLED DURING THAT SHIFT.
   C. VERIFY THAT ALL LIGHT FIXTURES AND COVER PLATES ARE PROPERLY BOLTED DOWN AND MANHOLE/HANDHOLE COVERS ARE PROPERLY REPLACED.
   D. VERIFY THAT ALL LIGHTS ON AFFECTED CIRCUITS ARE ENERGIZED AND FUNCTIONING PROPERLY.
   E. THE CONTRACTOR SHALL ALLOW FOR UP TO 2 HOURS AFTER THE END OF EACH SHIFT TO PERFORM THESE VERIFICATION ACTIVITIES.
   F. EACH WORK SHIFT, THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER THE NAME OF A DESIGNATED QUALITY CONTROL (QC) REPRESENTATIVE WHO IS RESPONSIBLE FOR COMPLETING AND VERIFYING THE PROPER TORQUE OF ALL BOLTS ON ALL FIXTURES OPENED DURING THAT NIGHT'S SHIFT. THE CONTRACTOR'S QC REPRESENTATIVE SHALL BE RESPONSIBLE FOR MAINTAINING A LIST OF BROKEN BOLT LOCATIONS THAT WILL NEED TO BE FIXED AT A LATER DATE.

16. INSULATION RESISTANCE:

   A. INSULATION RESISTANCE: FOR NEW CABLE CONTRACTOR SHALL ENSURE A RESISTANCE OF 300 MEGA-OHMS IS PROVIDED AS MEASURED WHENEVER NEW CABLE IS SPLICED INTO EXISTING AND THAT THIS INSULATION RESISTANCE IS MET FOR THE ENTIRE NEW CABLE PATH. TESTS SHALL BE PERFORMED WITH THE TRANSFORMERS CONNECTED.
   B. THE CONTRACTOR SHALL PERFORM INSULATION RESISTANCE TESTS OF INSTALLED CABLE AFTER EACH WORK SHIFT. THE TEST REPORT SHALL BE PROVIDED TO THE ENGINEER FOR REVIEW AND APPROVAL AND ACCEPTANCE OF COMPLETION OF CABLE INSTALLATION.
   C. CONTRACTOR SHALL PERFORM THESE INSULATION TESTS BEFORE FINAL ACCEPTANCE TESTING IS PERFORMED AND PROVIDE TEST RESULTS TO ENGINEER. RESISTANCE SHALL THEN BE MEASURED AGAIN AS PART OF FINAL ACCEPTANCE TESTING.
   D. CONTRACTOR SHALL SUBMIT A LIST OF PERSONNEL WHO WILL BE RESPONSIBLE FOR PERFORMING SPLICES ON THIS PROJECT. THESE PERSONNEL WILL BE REQUIRED TO ATTEND A 30 MINUTE CLASS CONDUCTED BY A REPRESENTATIVE OF THE SPLICE KIT MANUFACTURER TO RECEIVE INSTRUCTIONS ON THE PROPER INSTALLATION OF A TYPICAL SPLICE KIT. ONLY PERSONNEL WHO HAVE PERFORMED THIS CLASS SHALL BE ALLOWED TO MAKE SPLICES. THE COST FOR THIS TRAINING SHALL BE INCIDENTAL TO THE PROJECT WITH NO SEPARATE PAYMENT.
   E. COST FOR CABLE INSTALLATION SHALL BE BID SEPARATELY WITH THE APPROPRIATE BID ITEM IN L-108.
   F. COST FOR OPENING/CLOSING EXISTING MANHOLES OR HANDHOLES (INCLUDING CONFINED SPACE PERMIT AND SAFETY PRECAUTIONS) TO INSTALL NEW CABLE OR REMOVE EXISTING CABLE SHALL BE INCIDENTAL TO THE PROJECT WITH NO SEPARATE PAYMENT. DUE TO PHASING REQUIREMENTS, CONTRACTOR MAY HAVE TO OPEN THE SAME MANHOLE MULTIPLE TIMES. CONTRACTOR SHALL ASSUME THAT ALL EXISTING MANHOLES/HANDHOLES SHOWN ON THE DRAWINGS REQUIRE ACCESS FOR CIRCUITING.

17. CABLE TAGS

   A. THE CONTRACTOR SHALL REMOVE EXISTING AND INSTALL NEW CIRCUIT CABLE TAGS AS FOLLOWS:
      a. BASE CAN - ONE ON ENTERING CABLE AND ONE ON EXITING CABLE FOR EACH CABLE WITHIN THE BASE CAN.
      b. HANDHOLES - ONE ON ENTERING CABLE AND ONE ON EXITING CABLE AND ONE ON EACH SIDE OF THE SPLICE FOR EACH CABLE IN THE HANDHOLE.
      c. MANHOLES - ONE ON ENTERING CABLE AND ONE ON EXITING CABLE AND ONE ON EACH SIDE OF THE SPLICE FOR EACH CABLE IN THE MANHOLE.
   B. THE CONTRACTOR SHALL PROCURE AND HAVE ON-HAND PRIOR TO WORK START 150% OF THE ESTIMATED NUMBER OF CABLE TAGS REQUIRED TO PERFORM THE WORK. NO CABLE TAGS WILL BE AVAILABLE FROM AIRPORT MAINTENANCE. ANY CABLE TAGS UNUSED AT THE END OF THE PROJECT WILL BE TURNED OVER TO AIRFIELD MAINTENANCE.
   C. FOR 3M SPLICE KITS IN MANHOLES AND HANDHOLES, CONTRACTOR SHALL IDENTIFY THE CIRCUIT ID ON THE SPLICE UTILIZING A PAINT PEN OR APPROVED EQUAL.

18. FOR ANY SECTION OF LIGHTS WHICH REQUIRES BOTH THE SUPPLY AND RETURN CABLE TO RUN THROUGH FIXTURES (DOUBLE-PULLED), THE SUPPLY CABLE SHALL BE BLACK IN COLOR AND THE RETURN CABLE LEAVING THE LAST LIGHT SHALL BE RED OR YELLOW BACK TO THE NEAREST HANDHOLE OR MANHOLE. NO CURRENT TRANSFORMERS OR DEVICES SHALL BE CONNECTED TO THE RETURN CABLE.

19. CONFIRMATION OF CABLE ROUTING AND QUANTITIES: CONTRACTOR SHALL VERIFY IN THE FIELD CABLE ROUTING AS SHOWN ON THE PLANS AND SHALL MAINTAIN DAILY AS-BUILTS. AS-BUILTS SHALL INCLUDE MARKUPS OF AREA PLANS AND CIRCUIT MAPS, AND BUTTERFLY TYPE DETAILS OF EACH HANDHOLE AND MANHOLE ENTERED. CONTRACTOR SHALL PROVIDE AS-BUILTS AS PART OF THE MONTHLY PAY REQUEST AND SHALL PROVIDE AS-BUILTS ON A WEEKLY BASIS TO THE ENGINEER AS A SHOP DRAWING. CONTRACTOR SHALL ATTEND A WEEKLY ONE-HOUR MEETING TO RECONCILE QUANTITIES WITH AIRPORT INSPECTOR.

20. LIGHT FIXTURES:

   A. CONTRACTOR SHALL FURNISH AND INSTALL LIGHTS AS SHOWN ON PLANS. PROVIDE NEW BOLTS, WASHERS, AND OTHER APPURTENANCES REQUIRED TO COMPLETE THE INSTALLATION.
   B. CONTRACTOR SHALL FURNISH AND INSTALL NEW STAINLESS STEEL BOLTS 18-8 WITH TWO PIECE LOCK WASHERS FOR ALL NEW OR REINSTALLED INPAVEMENT LIGHT FIXTURES.
   C. CONTRACTOR SHALL FURNISH AND INSTALL NEW STAINLEES STEEL BOLTS 18-8 FOR ALL NEW OR REINSTALLED ELEVATED LIGHT FIXTURES.
   D. THE CONTRACTOR SHALL INSTALL THE FIXTURE MOUNTING BOLTS BY HAND AND SHALL USE A CALIBRATED TORQUE WRENCH FOR FINAL TIGHTENING. TORQUE VALUES SHALL BE AS RECOMMENDED BY FAA ENGINEERING BRIEF NO. 83A. PROVIDE TORQUE RECOMMENDATION AS PART OF SHOP DRAWINGS.
   E. CONTRACTOR SHALL ASSUME THAT 10% OF EXISTING BOLTS WILL BREAK AND REQUIRE RETAPPING. CONTRACTOR SHALL EXTRACT EXISTING BOLTS AND USE AN APPROVED JAQUITH DRILL/TAP FIXTURE ALIGNMENT TOOL (MFG. PART# AW7013 OR APPROVED EQUAL)
   F. CONTRACTOR SHALL PROVIDE ALL NEW L-823 CONNECTORS FOR ALL LIGHTS TO BE REMOVED AND REINSTALLED.
   G. ALL CONTRACTOR PERSONNEL WHO WILL BE RESPONSIBLE FOR REMOVING AND REINSTALLING LIGHT FIXTURES ARE REQUIRED TO WATCH A TRAINING VIDEO PROVIDED BY MANUFACTURER AND COMPLY WITH THE BEST PRACTICES PRESCRIBED IN THE VIDEO. CONTRACTOR SHALL SUBMIT A LIST OF ALL PERSONNEL WHO HAVE MET THIS REQUIREMENT.
   H. CONTRACTOR SHALL COMPLY WITH THE RECOMMENDATIONS OF FAA ENGINEERING BRIEF NO. 83A. THIS INCLUDES BUT IS NOT LIMITED TO:
      a. USE OF NON-METALLIC MARINE GRADE ANTI-SEIZE (LOCTITE OR APPROVED EQUAL.)
      b. ENSURING BOTH THE BOLT THREADS AND BOLT HOLES ARE CLEAN, DRY AND FREE OF ANY DIRT OR DEBRIS PRIOR TO INSTALLATION OF THE BOLT. THIS CAN BE ACHIEVED BY UTILIZING A COMBINATION OF COMPRESSED AIR, METAL BRUSH DRILL BITS AND/OR RE-TAPPING THE BOLT HOLES. NEW BOLTS SHALL NEVER BE INSTALLED IN AN EXISTING BOLT HOLES THAT HAVE NOT BEEN CLEANED PRIOR TO INSTALLATION.
      c. ALWAYS PROVIDE NEW TWO-PIECE LOCKING WASHERS WHENEVER A BOLT IS REMOVED.

21. FOR ALL BASE CANS AND HANDHOLES, PUMP OUT WATER AND CLEAN DEBRIS UTILIZING A VACUUM TRUCK AND POWER WASH THE WALLS. THIS WORK SHALL BE PERFORMED PRIOR TO INSTALLATION OF THE NEW WIRE AND NEW TRANSFORMERS.

22. FINAL ACCEPTANCE:

   A. ALL WORK ASSOCIATED WITH FINAL ACCEPTANCE TESTING AND INSPECTION SHALL BE COMPLETED AS DESCRIBED IN THE CONSTRUCTION SPECIFICATIONS L-100 AND L-108..
   B. CONTRACTOR SHALL SEQUENCE THE WORK SO THAT EACH BASE CAN IS OPENED AND INSPECTED ONCE IT IS COMPLETED TO INCLUDE: FIXTURE TAGS, CIRCUIT TAGS, BOLTS, WASHERS, TRANSFORMERS SIZE AND NUMBER, ETC.
   C. CONTRACTOR SHALL SUBMIT A TESTING PLAN FOR TESTING THE INSULATION RESISTANCE OF ALL NEW CABLES. THE PLAN SHOULD AT A MINIMUM DETAIL THE LOCATION OF THE TEST, TESTING DEVICE, TESTING PERSONNEL, DATES/TIMES, AND REQUIRED CLOSURES. THE LOCATION OF THE TEST SHALL BE SHOWN ON THE CIRCUIT MAPS.
   D. SUBSTANTIAL COMPLETION: SUBSTANTIAL COMPLETION SHALL BE AWARDED BY OWNER WHEN ALL CIRCUITS IN THE PROJECT SCOPE SHALL PASS THE INSULATION RESISTANCE TEST AND TESTING RESULTS ARE SUBMITTED TO AND APPROVED BY THE AIRPORT.

23. AUTHORITY RESERVES THE RIGHT TO DELAY THE START OF WORK SHOULD IT BE DETERMINED TO HAVE SIGNIFICANT OPERATIONAL IMPACTS.

24. THE CONTRACTOR IS REQUIRED TO CONTACT THE ADR UPON ENTERING AND EXITING THE WORK SITE. THE ADR WILL NOTIFY THE AIRPORT'S COMMUNICATION CENTER OF THE CONTRACTOR'S LOCATION AND ACTIVITIES WHILE ON SITE.

25. STAGING AREA:
    25.1. CONTRACTOR STAGING AREAS MAY OR MAY NOT HAVE UTILITIES. ANY UTILITIES REQUIRED BY THE

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CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO. 22795	
DR

ELECTRICAL GENERAL NOTES CONTINUATION

CONTRACTOR SHALL BE COORDINATED WITH THE UTILITY COMPANIES AND SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

25.2. CONTRACTOR CONSTRUCTION EQUIPMENT SHALL BE STORED IN THE DESIGNATED CONTRACTOR'S OPERATIONS AND STAGING AREA, WHICH SHALL BE THE FENCED PARKING LOT AREA ADJACENT TO NEW ALV LOCATION.

26. JOB SITE MAINTENANCE, CONDITIONS, AND SAFETY:
- 26.1. THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.
- 26.2. APPROVED OPEN TRENCHES AND EXCAVATIONS ON AIRPORT PROPERTY SHALL BE PROPERLY BARRICADED WITH LIGHTED ADR APPROVED BARRICADES AND TEMPORARY FENCING, OR WITH TRENCH PLATES, AS DIRECTED BY THE ADR.
- 26.3. THE CONTRACTOR SHALL CONDUCT A SAFETY MEETING PRIOR TO THE START OF EACH SHIFT DISCUSSING, AT A MINIMUM ALL TOPICS SPECIFIED BY THE ADR AND CONFORMING TO CALIFORNIA BUILDING/OSHA CODES AND REGULATIONS.
- 26.4. THROUGHOUT THE CONSTRUCTION PROCESS THE FOLLOWING SAFETY AND OPERATIONAL PRACTICES SHALL BE OBSERVED:
- E. OPERATIONAL SAFETY WILL BE A STANDING AGENDA ITEM DURING WEEKLY SAFETY AND PROGRESS MEETINGS.
- F. THE CONTRACTOR SHALL PERFORM DAILY WORKSITE INSPECTIONS.
- G. COMPLIANCE WITH OSHA REQUIREMENTS FOR SAFETY AND PERSONAL PROTECTIVE EQUIPMENT APPROPRIATE FOR THE TASK, AS DEFINED BY OSHA.
- H. ALL CONTRACTOR VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES.
- I. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER FOR DESIGNATED CONSTRUCTION STAGING LOCATIONS, STORAGE AREAS, AND CONSTRUCTION SEQUENCING.
- J. POST SIGNAGE ADJACENT TO GATE THAT TOBACCO SMOKING IS PROHIBITED WITHIN 25' OF THE FACILITY.
- K. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES, WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
- L. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COMPLY WITH THE PERTINENT SECTIONS OF THE "CONSTRUCTION SAFETY ORDERS" ISSUED BY THE STATE OF CALIFORNIA, LATEST EDITION, AND ALL OSHA REQUIREMENTS AS THEY APPLY TO THIS PROJECT. THE OWNER DOES NOT ACCEPT ANY RESPONSIBILITY FOR THE CONTRACTOR'S FAILURE TO COMPLY WITH THESE REQUIREMENTS.
- M. CONTRACTOR SHALL PROVIDE TEMPORARY ON-SITE TOILET FACILITIES AND HAND-WASHING FACILITIES AS REQUIRED.
- N. NO STOCKPILED MATERIAL IS ALLOWED ON PROPERTY (UNLESS APPROVED BY THE ADR). ALL SPOILS SHALL BE REMOVED FROM JOB SITE.
- O. CONTRACTOR SHALL KEEP WORK AND ADJACENT AREAS CLEAN AT ALL TIMES. ALL RUBBISH AND DEBRIS RESULTING FROM WORK SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AS NEEDED THROUGHOUT THE DAY AND A MINIMUM OF ONCE DAILY. THE USE OF A WATER, VACUUM SWEEPER SHALL BE EMPLOYED DURING WORKING HOURS.WORK ON CONTRACTOR'S EQUIPMENT, REPAIRS, CLEANING, FUELING, ETC. SHALL COMPLY WITH THE BEST MANAGEMENT PRACTICES ACCORDING TO EITHER THE APPROVED SWPPP PROVIDED BY THE CONTRACTOR OR THE AUTHORITY'S GENERAL STORMWATER PERMIT.

P. 5.5 THE CONTRACTOR MUST COMPLY WITH THE MOST RECENT UPDATES AND MANDATES AS ISSUED EITHER BY THE HUMBOLDT COUNTY DEPARTMENT OF PUBLIC HEALTH OR THE STATE OF CALIFORNIA, WHICHEVER IS MORE STRINGENT.

28. TRENCHING AND EXCAVATION:

Q. CONTRACTOR SHALL FIELD VERIFY PATH AND LOCATION WITH THE ADR PRIOR TO TRENCHING AND/OR DIGGING.
R. CONTRACTOR MUST CONTACT DIG ALERT TWO WORKING DAYS BEFORE START OF CONSTRUCTION AND, UNLESS OTHERWISE SPECIFIED, MAINTAIN ALL UTILITY LINES IN OPERATION. CONTRACTOR MUST COMPLY WITH GUIDELINES FOR RENEWING DIG ALERT STATUS AND PROVIDE EVIDENCE OF SUCH TO THE ADR.
S. ALL TRENCHES SHALL COMPLY WITH APPLICABLE OSHA REQUIREMENTS.

29. CONTRACTOR SHALL OBTAIN AND PAY ALL APPLICABLE PERMITS INCLUDING, BUT NOT LIMITED TO, A HAUL ROUTE PERMIT, IF REQUIRED.

30. CONTRACTOR MUST ALSO OBTAIN A WATER METER FROM THE CITY OF BURBANK FOR ANY HYDRANT USE IF REQUIRED. WITHIN THE CITY OF BURBANK ONLY PURPLE HYDRANTS SHALL BE USED FOR WATER.

31. CONTRACTOR SHALL COORDINATE WITH FAA THROUGH THE AIRPORT ADR.

32. CONTRACTOR SHALL BADGE A MINIMUM OF 6 EMPLOYEES INCLUDING PROJECT MANAGER AND SUPERINTENDENT.

33. LOCATION OF HAUL ROUTES ON THE AIRPORT SITE SHALL BE AS SPECIFIED WITHIN THIS DRAWING SET OR AS APPROVED BY THE ADR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF THE ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ADR. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE APPROVED BY THE ADR PRIOR TO THE START OF WORK. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO THE HAUL ROUTES RESULTING FROM CONSTRUCTION ACTIVITY, INCLUDING STRIPING.

34. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO BE FAMILIAR WITH THE GENERAL NATURE OF ORIGINAL GROUND AND/OR THE EXISTING GRADES IN THE VICINITY OF THE PROPOSED CONSTRUCTION AREA PRIOR TO BIDDING.

35. THE CONTRACTOR SHALL FURNISH ALL PLANT, LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THIS PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOW IN THESE PLANS. ALL INCIDENTAL WORK TO COMPLETE THE PROJECT SHALL BE INCLUDED IN THE COST OF PERFORMING THE VARIOUS ITEMS OF WORK.

36. THE CONTRACTOR SHALL PROVIDE AND APPLY DUST CONTROL AT ALL TIMES, AS REQUIRED, TO ABATE NUISANCE DUST WHICH IS A DIRECT RESULT OF CONSTRUCTION ACTIVITIES ON AND ABOUT THE CONSTRUCTION AREA.

37. FOR WORK INSIDE THE AOA, THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FAA ADVISORY CIRCULAR'S (LATEST EDITIONS) AND RELATED MATERIALS. PARTICULAR ATTENTION TO BE APPLIED TO THE FOLLOWING LIST OF AC'S:
- T. 250/5200-18C "AIRPORT SAFETY SELF INSPECTION"
- U. 150/5210-5D "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT"
- V. 150/5210-24 "AIRPORT FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT"
- W. 150/5370-2G "OPERATIONAL SAFETY ON AIRPORT'S DURING CONSTRUCTION"
- X. 150/5370-13A "OFF-PEAK CONSTRUCTION OF AIRPORT PAVEMENTS USING HOT-MIX ASPHALT"

38. CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN IN ACCORDANCE WITH MANUAL UNIFORM TRAFFIC CONTROL DEVICE (WWW.MUTCD.INFO)

39. THE CONTRACTOR SHALL PROTECT-IN-PLACE ALL FEATURES LOCATED WITHIN THE CONSTRUCTION AREAS, UNLESS OTHERWISE NOTED. THE CONTRACTOR MAY, AT ITS OWN EXPENSE AND WRITTEN APPROVAL OF THE ADR, REMOVE FEATURES OR ADDITIONAL PAVEMENT BEYOND REPAIR LIMITS TO ASSIST CONSTRUCTION. ALL HARDSCAPE DAMAGED BY CONSTRUCTION MUST BE REPLACED IN KIND.

40. DISCREPANCIES AND ORDER OF PRECEDENCE:
- Y. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS IN THE FIELD AND, IN THE EVENT OF DISCREPANCY, REPORT SUCH DISCREPANCY TO THE ADR.
- Z. DIMENSIONS SHALL GOVERN. DETAILS SHALL GOVERN OVER PLANS AND ELEVATIONS. LARGE SCALE DETAILS OR PLANS SHALL GOVERN OVER SMALL SCALE DETAILS OR PLANS. DO NOT SCALE DRAWINGS. CONTRACTOR SHALL CONSIDER THE PROJECT SPECIFICATIONS A PART OF THE CONTRACT DOCUMENTS. WHERE INFORMATION IS CONFLICTING, SPECIFIC DETAILS SHALL GOVERN OVER TYPICAL DETAILS WHICH SHALL GOVERN OVER THESE NOTES WHICH SHALL GOVERN OVER SPECIFICATIONS.
- AA. CHECK ALL DIMENSIONS ON EACH DISCIPLINE DRAWINGS SUCH AS STRUCTURAL AND ELECTRICAL AGAINST ARCHITECTURAL DRAWINGS. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION OF ALL PENETRATIONS IN THE STRUCTURE FOR THE PROPER INSTALLATION OF THE WORK. REFER TO STRUCTURAL DRAWINGS FOR SECONDARY FRAMING AND OR REINFORCING REQUIRED AT PENETRATIONS IN STEEL, CONCRETE OR MASONRY. ALL DIMENSIONS ON STRUCTURAL DRAWINGS SHALL BE CHECKED AGAINST ARCHITECTURAL DIMENSIONS. DO NOT SCALE DRAWINGS. IF DIMENSIONS ARE OMITTED OR NOT CLEAR, CONTACT THE ADR. ALL DIMENSIONS RELATED TO EXISTING CONDITIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR. DIMENSIONS ARE TO THE FACE OF STUDS, AND TO CENTERLINE OF COLUMNS UNLESS OTHERWISE NOTED.
- AB. THE CONTRACTOR SHALL BECOME FULLY ACQUAINTED WITH CONDITIONS RELATED TO THE WORK. ANY DISCREPANCIES BETWEEN THE DRAWINGS AND THE ACTUAL CONDITIONS SHALL BE REPORTED TO THE DESIGN PROFESSIONALS FOR RESOLUTION PRIOR TO PROCEEDING WITH THE WORK. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IMMEDIATELY NOTIFY THE ADR OF ANY CONFLICTS BETWEEN THE DRAWINGS; OR EXISTING CONDITIONS NOT SHOWN OR DIFFERENT FROM THOSE SHOWN ON DRAWINGS PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR IS NOT TO ORDER MATERIAL OR CONSTRUCT ANY PORTION OF THE BUILDING THAT IS IN CONFLICT UNTIL THE CONFLICT IS RESOLVED WITH THE AFFECTED PARTIES.

41. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH CALIFORNIA STATE WATER RESOURCES CONTROL BOARD ORDER NO 2009-009-DWQ (AS AMENDED BY ORDER NO. 2010-0014-DWQ); NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PREVENTION PLAN (SWPPP) FOR CONSTRUCTION ACTIVITIES PREPARED BY THE AIRPORT AUTHORITY.

42. FOR SMALL CONSTRUCTION PROJECTS OR PROJECTS DISTURBING LESS THAN ONE ACRE OF SOIL, PROVIDE A PLAN THAT DEMONSTRATES, AT A MINIMUM, THE INSTALLATION AND MAINTENANCE OF THE APPROPRIATE BMPS FOR THE SPECIFIC WORK BEING PERFORMED. THESE MEASURES SHALL BE CONTINUOUS THROUGHOUT THE PROJECT WHERE THE TYPE OF WORK REQUIRES IT. BASED ON THE PROJECT SCOPE, THE MINIMUM BMPS SHOULD INCLUDE DETAILS ON THE IMPLEMENTATION AND DEPLOYMENT OF THE FOLLOWING TYPES: TEMPORARY SOIL STABILIZATION, TEMPORARY SEDIMENT CONTROL, WIND EROSION CONTROL, TRACKING CONTROL, NON-STORMWATER MANAGEMENT, WASTE MANAGEMENT AND MATERIAL POLLUTION CONTROL. AT THE DISCRETION OF THE ADR, THE CONTRACTOR MAY BE REQUIRED TO INCREASE THE LEVEL OF BMPS DURING THE COURSE OF THE WORK. THE ADR RESERVES THE RIGHT TO STOP THE CONTRACTOR'S WORK SHOULD THE NECESSARY BMPS NOT SUFFICIENTLY BE IN PLACE AND/OR MAINTAINED.

43. THE CONTRACTOR SHALL COMPLY WITH THE AIRPORT'S "CLEAN CONSTRUCTION PROGRAM. REFER TO CONTRACT GENERAL CONDITIONS FOR ADDITIONAL INFORMATION.

44. FUEL SUPPORT: ANY TYPE OF FUELING SUPPORT FACILITY OR DEVICE USED TO REFUEL CONSTRUCTION EQUIPMENT IS SUBJECT TO SAFETY INSPECTION. LOCAL FIRE CODES AND SAFETY STANDARDS SHALL BE MET PRIOR TO COMMENCEMENT OF WORK. NO FUELING IS PERMITTED WITHIN THE AOA.

45. ALL WORK IS NEW NEW UNLESS INDICATED AS EXISTING.

46. ANY WORK PERFORMED WITHOUT WRITTEN APPROVAL OF THE ADR AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT CONTRACTOR'S EXPENSE.

47. EMERGENCY VEHICLES SHALL HAVE THE RIGHT-OF-WAY AT ALL TIMES. DURING ANY EMERGENCY (FIRE FIGHTING, RESCUE, MEDICAL TRANSPORT, ETC.) THE CONTRACTOR MAY BE INSTRUCTED TO CEASE WORK OR VACATE SPECIFIC AREAS OF THE AIRPORT. ANY DELAYS CAUSED BY ORDERED CESSATION OF WORK SHALL BE GROUNDS FOR TIME EXTENSIONS, AS APPROVED BY THE ADR.

48. EQUIPMENT AND MATERIAL:
- AC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL MANUFACTURER'S RECOMMENDED MAINTENANCE PROCEDURES AND SCHEDULES TO OWNER.
- AD. ANY MANUFACTURER'S OR BRAND NAME PRODUCTS INDICATED OR SPECIFIED ARE DONE SO TO ESTABLISH A MINIMUM LEVEL OF QUALITY.
- AE. THE CONTRACTOR SHALL REVIEW THE DIMENSIONS OF ALL EQUIPMENT IN THE PROJECT REGARDLESS OF THE SOURCE AND COORDINATE ACCESS TO THE SPACE AND VERIFY CLEAR FLOOR SPACE IS PROVIDED AS REQUIRED TO ENSURE EASE OF INSTALLATION.
- AF. PROVIDE GALVANIC PROTECTION BETWEEN DISSIMILAR MATERIALS, WHERE REQUIRED.
- AG. ANY APPLIANCE REGULATED BY THE APPLIANCE EFFICIENCY REGULATIONS, TITLE 20 CALIFORNIA CODE OF REGULATIONS, SECTION 1601 ET SEQ., MAY BE INSTALLED ONLY IF THE APPLIANCE FULLY COMPLIES WITH SECTION 1608(A) OF THOSE REGULATIONS. [110.1(A)].
- AH. SPACE CONDITIONING SYSTEMS SHALL MEET THE EFFICIENCY STANDARDS SPECIFIED SECTION 120.2.
- AI. EXTERIOR DOORS SHALL HAVE AIR INFILTRATION RATES NOT EXCEEDING: 0.3 CFM/FT 2 OF NONRESIDENTIAL SINGLE DOOR AREA, AND 1.0 CFM/FT 2 OF NONRESIDENTIAL DOUBLE DOOR AREA. [110.6(A)1].
- AJ. INSULATION SHALL BE CERTIFIED BY DEPARTMENT OF CONSUMER AFFAIRS, BUREAU OF HOME FURNISHING AND THERMAL INSULATION THAT THE INSULATION CONDUCTIVE THERMAL PERFORMANCE IS APPROVED PURSUANT TO THE CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 12, CHAPTER 12-13, ARTICLE 3, "STANDARDS FOR INSULATING MATERIAL." [110.8(A)].
- AK. INSULATING MATERIAL SHALL BE INSTALLED IN COMPLIANCE WITH THE FLAME SPREAD RATING AND SMOKE DENSITY REQUIREMENTS OF THE CBC. [110.8(C)].

49. ALL CONSTRUCTION SHALL MEET OR EXCEED LOCAL INDUSTRY STANDARDS. DETAILS ARE PROVIDED TO INDICATE MINIMUM QUALITY AND TO GIVE STANDARDS OF CONSTRUCTION. IF A CONDITION IS NOT SPECIFICALLY DETAILED, SUBMIT A SIMILAR DETAIL FOR GUIDE AND APPROVAL.

50. ALL WORK MUST BE OF GOOD QUALITY, FREE FROM DEFECTS, AND IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.

51. PROVIDE ALL HVAC, PLUMBING, GAS OR ELECTRIC SERVICE CONNECTIONS TO CASEWORK, FIXTURES, SIGNAGE, OR EQUIPMENT INDICATED (WHETHER UNITS ARE INSTALLED BY CONTRACTOR OR BY OTHERS).

52. DRAWINGS CONTAINED IN THIS SET SHALL NOT BE REPRODUCED FOR SHOP DRAWINGS. COPIES OF THESE DRAWINGS SUBMITTED AS SHOP DRAWINGS WILL BE REJECTED AND RETURNED TO THE CONTRACTOR.

53. EACH INSTALLER MUST EXAMINE SUBSTRATE AND/OR CONDITIONS UNDER WHICH THE WORK WILL BE INSTALLED AND REPORT TO THE CONTRACTOR IN WRITING ANY CONDITIONS DETRIMENTAL TO THE PROPER AND TIMELY EXECUTION OF THE INSTALLERS WORK. DO NOT PROCEED UNTIL UNSATISFACTORY CONDITIONS ARE CORRECTED. INSTALLATION SHALL CONSTITUTE ACCEPTANCE OF THE SUBSTRATE AND/OR CONDITIONS.

54. ABBREVIATIONS THROUGHOUT THE DOCUMENTS COMPLY WITH ABBREVIATIONS ON DRAWINGS E003.

55.

56. RECYCLE AND/OR SALVAGE FOR REUSE A MINIMUM OF 65 PERCENT OF THE NONHAZARDOUS CONSTRUCTION AND DEMOLITION WASTE. CONTRACTOR TO PROVIDE WASTE MANAGEMENT PLAN.

57. REFER TO THE SPECIFICATIONS FOR GENERAL CONDITIONS, SUPPLEMENTARY AND SPECIAL CONDITIONS, AND OTHER REQUIREMENTS. VERIFY POINTS OF CONNECTION, INCLUDING SIZES AND LOCATIONS, AND ALL OTHER REQUIRED OPERATING CRITERIA WITH EQUIPMENT MANUFACTURER. CONTRACTOR SHALL PROVIDE AND INSTALL ALL STIFFENERS, BRACING, BACKING PLATES AND SUPPORTING BRACKETS FOR ALL CONDITIONS WHERE PANELING, CASEWORK, EQUIPMENT AND DEVICES ARE ATTACHED TO A WALL FOR SUPPORT.

58. DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE OF SAME NATURE AS THOSE SHOWN FOR SIMILAR CONDITIONS. REFER TO THE TYPICAL DETAIL SHEETS FOR TYPICAL DETAILS OF CONSTRUCTION. TYPICAL DETAILS APPLY TO ALL CONSTRUCTION UNLESS SPECIFICALLY NOTED OR SHOWN OTHERWISE. WHERE CONDITIONS REQUIRE MODIFICATIONS OF A TYPICAL DETAIL, THE CONTRACTOR SHALL SUBMIT MODIFIED DETAIL FOR APPROVAL BY THE ENGINEER OF RECORD PRIOR TO FABRICATION AND INSTALLATION. DETAILS OF CONSTRUCTION NOT SHOWN SHALL BE OF SAME NATURE AS THOSE SHOWN FOR SIMILAR CONSTRUCTION.

59. CONSTRUCTION MATERIALS SHALL BE DISTRIBUTED WHEN PLACED ON THE STRUCTURE SUCH THAT LOADS DO NOT EXCEED DESIGN LIVE LOADS OR RESULT IN AN UNBALANCED CONDITION.

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Lochner

CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY	AS
DATE	11-17-2025
CHECKED BY	JA
DATE	11-17-2025
DESIGNED BY	AS
DATE	11-17-2025
REVISIONS	60% SUBMITTAL
DATE	11-17-2025

ELECTRICAL GENERAL NOTES (2 OF 2)

9.2

Plot Style: ---
Last Saved By: freddy.martinez 2025/11/14
Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\13425\01a lochner acv relocate twy a\01 drawings\working drawings\Sheets\22795- ElectricalGenAbbr.dwg Nov 17,2025 - 9:27am

Plot Style: ---
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Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\1342501a lochner acv relocate twy a\01 drawings\working drawings\sheets\22795- ElectricalGenAbbr.dwg Nov 17,2025 - 9:27am

ABBREVIATIONS

A	AMPERE
ACAMS	ACCESS CONTROL AND MONITORING SYSTEM
ADR	AIRPORT DESIGNATED REPRESENTATIVE
AF	AMPERE FRAME, AMPERE FUSE
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AFL	AIRFIELD LIGHTING
ALCMS	AIRFIELD LIGHTING CONTROL AND MONITORING SYSTEM
ALV	AIRFIELD LIGHTING VAULT
AS	AMPERE SWITCH
ASC	AVAILABLE SHORT CIRCUIT
ASDE	AIRPORT SURFACE DETECTION EQUIPMENT
ASOS	AIRPORT SURFACE OBSERVATION SYSTEM
ASR	AIRPORT SURVEILLANCE RADAR
AT	AMPERE TRIP
ATCT	AIR TRAFFIC CONTROL TOWER
ATS	AUTOMATIC TRANSFER SWITCH
BLDG	BUILDING
BOB	BREAK OUT BOX CONDUIT
CANDM	CONSTRUCTION AND MAINTENANCE
CB, C/B	CIRCUIT BREAKER
CCD	CHARGED COUPLED DEVICE
CCR	CONSTANT CURRENT REGULATOR
CCTV	CLOSED CIRCUIT TELEVISION
CKT	CIRCUIT
CONN	CONNECTION, CONNECT
CO	CONDUIT ONLY W/PULL WIRE
CU	COPPER
DWG	DRAWING
D/U	DISTRIBUTION BOX
DME	DISTANCE MEASURING EQUIPMENT
(E),E	EXISTING, EXIST
EIA	ELECTRONIC INDUSTRY ALLIANCE
EMERG	EMERGENCY
ELEC	ELECTRIC
(F)	FUTURE
FAA	FEDERAL AVIATION ADMINISTRATION
FDR	FEEDER
FDU	FIBER DISTRIBUTION UNIT
FFM	FAR FIELD MONITOR
FIXT	FIXTURE
FLA	FULL LOAD AMPS
FLEX	FLEXIBLE
G, GND	GROUND
GEN	GENERATOR
GRC	GALVANIZED RIGID CONDUIT
GRS	GALVANIZED RIGID STEEL
GRSC	GALVANIZED RIGID STEEL CONDUIT
GS	GLIDE SLOPE
GRN	GREEN
HDPE	HIGH DENSITY POLYETHYLENE
HH	HAND HOLE
HV	HIGH VOLTAGE
ILC	INDIVIDUAL LIGHT CONTROL
ILS	INSTRUMENT LANDING SYSTEM
IM	INFORMATION TECHNOLOGY DIVISION
ITD	INNER MARKER
JB	JUNCTION BOX
JC	JUNCTION CAN
JCT	JUNCTION
JETA	JET AVIATION FUEL LINE
KVA	KILOVOLT AMPERES
KW	KILOWATT
LOC	LOCALIZER
LLWAS	LOW LEVEL WIND ADVISORY SYSTEM
LST	CORNING STYLE P/N (PART OF CORNING P/N)
LTS	LIGHTS
LTG	LIGHTING
MALS	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
MFG	MANUFACTURER
MH	MANHOLE
MLO	MAIN LUG ONLY PANEL
MM	MIDDLE MARKER, MULTIMODE
MTD	MOUNTED
(N),N	NEW
N/A	NOT APPLICABLE
NEC	NATIONAL ELECTRICAL CODE
NF	NON FUSED
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
OCC	OPTICAL CABLE CORP.
OD	OUTSIDE DIAMETER
OFL	OPTICAL FIBER LOSS (dB/kM)
OFNR CABLE	OPTICAL FIBER NON-CONDUCTIVE RISER
OTDR	OPTICAL TIME DOMAIN REFLECTOMETER
P	POLE
(P)	PROPOSED
PAPI	PRECISION APPROACH PATH INDICATOR
PB	PULL BOX
PCC	PORTLAND CEMENT CONCRETE
PE	POLYETHELENE CABLE JACKET
Ø, PH	PHASE
PNL	PANEL PROVIDE FURNISH, INSTALL,
CONNECT,	TEST AND PUT INTO OPERATION
PTT	RACAL CARD PART NUMBER, RACAL 5000
CARD I.D.	
PWR	POWER
PVC	POLYVINYL CHLORIDE CONDUIT
PVMT	PAVEMENT
(Q)	REMOVE
RDRS	RUNWAY DISTANCE REMAINING SIGN
RECP	RECEPTACLE
RE	RELOCATED
REF	REFERENCE, REFER
REL	RUNWAY ENTRANCE LIGHT
RELOC	RELOCATE
REQ'D	REQUIRED
RF	RADIO FREQUENCY
RM	ROOM
RLIM	RUNWAY LIGHT INTENSITY MONITOR
RGS	RIGID GALVANIZED STEEL
RSA	RUNWAY SAFETY AREA
RSC	RIGID STEEL CONDUIT
RVR	RUNWAY VISUAL RANGE
RWY	RUNWAY
RWSL	RUNWAY STATUS LIGHT
RX	RELOCATED LOCATION
SM	SINGLE MODE
SMFO	SINGLE MODE FIBER OPTIC
SWBD	SWITCHBOARD
SWGR	SWITCHGEAR
TEL	TELEPHONE
THL	TAKEOFF HOLD LIGHT
TIA	TELECOMMUNICATIONS INDUSTRY ASSOCIATION
TWY	TAXIWAY
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED
UG	UNDERGROUND
UL	UNDERWRITERS LABORATORIES
V	VOLTAGE, VOLTS
VA	VOLT-AMPERES
VFR	VISUAL FLIGHT RULES
V-NET	VIDEO NETWORK
W	WIRE, WATTS
W/	WITH
WP	WEATHER PROOF

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ELECTRICAL ABBREVIATIONS

9.3

DEMO ELECTRICAL LEGEND (FOR SHEETS 10.1 THRU 10.7)

CONDUITS/CABLES	DESCRIPTION
TWA/C*	EXISTING AIRFIELD LIGHTING CONDUIT & CABLE TO REMAIN. "TWA/C" DENOTES CIRCUIT ID."*" DENOTES 2-CONDUCTORS.
TWA/C*	EXISTING AIRFIELD LIGHTING CABLE TO BE REMOVED. CONDUIT TO REMAIN. "TWA/C" DENOTES CIRCUIT ID."*" DENOTES 2-CONDUCTORS.
TWA/C*	EXISTING AIRFIELD LIGHTING CABLE AND CONDUIT TO BE DEMOLISHED. "TWA/C" DENOTES CIRCUIT ID."*" DENOTES 2-CONDUCTORS.
DB DB DB 19E* TW F/B* TWA/D/G* 32C*, 32E*, 32Z*	EXISTING AIRFIELD LIGHTING DUCTBANK AND CABLES TO REMAIN. "*" DENOTES 2-CONDUCTORS.
DB DB DB 19E* TW F/B* TWA/D/G* 32C*, 32E*, 32Z*	EXISTING AIRFIELD LIGHTING CABLE TO BE REMOVED FROM EXISTING DUCTBANK. AIRFIELD LIGHTING DUCTBANK TO REMAIN. "*" DENOTES 2-CONDUCTORS.
FAA-P FAA-P MALSR	EXISTING MALSR CONDUIT & CABLE TO REMAIN. "MALSR" DENOTES CIRCUIT ID.
FAA	EXISTING FAA CONDUIT & CABLE TO REMAIN.
AB AB AB BEACON*	EXISTING CABLE TO BE REMOVED AND CONDUIT TO BE ABANDONED. "BEACON" DENOTES CIRCUIT ID AND CABLE TO BE REMOVED. "*" DENOTES 2-CONDUCTORS.

LIGHTS	DESCRIPTION
	EXISTING TWY EDGE LIGHT TO REMAIN.
RR	EXISTING TWY EDGE LIGHT AND ISOLATION TRANSFORMER TO BE REMOVED AND SALVAGED. BASE CAN TO BE DEMOLISHED. CONTRACTOR TO RECORD THE TYPE OF FIXTURE PRIOR TO REMOVAL. "RR" DENOTES REMOVED AND SALVAGED FOR LATER REINSTALLATION ON NEW BASE CAN.
	EXISTING RWY EDGE LIGHT TO REMAIN.
	EXISTING MALSR LIGHT BAR TO REMAIN.

HANDHOLE & STRUCTURE	DESCRIPTION
	EXISTING POWER OR COMMUNICATION HANDHOLE TO REMAIN.
A	EXISTING POWER/COMMUNICATION HANDHOLE TO BE ADJUSTED.
R	EXISTING POWER OR COMMUNICATION HANDHOLE TO BE DEMOLISHED.
	EXISTING PAPI TO REMAIN.
	EXISTING JUNCTION BASE CAN TO REMAIN.
	EXISTING REIL TO REMAIN
	EXISTING WINDCONE TO REMAIN.
	EXISTING BEACON, TOWER AND FOUNDATION TO REMAIN.

SIGN	DESCRIPTION
	EXISTING AIRFIELD SIGN TO REMAIN.
RR	EXISTING AIRFIELD SIGN AND ISOLATION TRANSFORMER TO BE REMOVED AND SALVAGED. CONTRACTOR TO RECORD THE NOMENCLATURE OF EACH PANEL PRIOR TO REMOVAL. "RR" DENOTES REMOVED AND SALVAGED FOR LATER REINSTALLATION ON NEW FOUNDATION.
A1	EXISTING LIGHTED TAXIWAY AND RUNWAY LOCATION SIGN PANEL
A1	REMOVE LIGHTED TAXIWAY AND RUNWAY LOCATION SIGN PANEL
A1 A1	EXISTING LIGHTED DIRECTION, DESTINATION, & BOUNDARY SIGN PANEL
A1 A1	REMOVE LIGHTED DIRECTION, DESTINATION, & BOUNDARY SIGN PANEL
5	EXISTING LIGHTED RUNWAY DISTANCE REMAINING SIGN PANEL.
5	REMOVE LIGHTED RUNWAY DISTANCE REMAINING SIGN PANEL.
14-32	EXISTING LIGHTED MANDATORY SIGN PANEL
14-32	REMOVE LIGHTED MANDATORY SIGN PANEL
	EXISTING BLANK SIGN PANEL
	REMOVE BLANK SIGN PANEL

CIVIL PAVEMENT

- MILL ASPHALT FULL DEPTH. (14 INCHES MIN.) REMOVE AND STOCKPILE
- MILL ASPHALT 2". REMOVE AND STOCKPILE MILLINGS
- REMOVE ASPHALT

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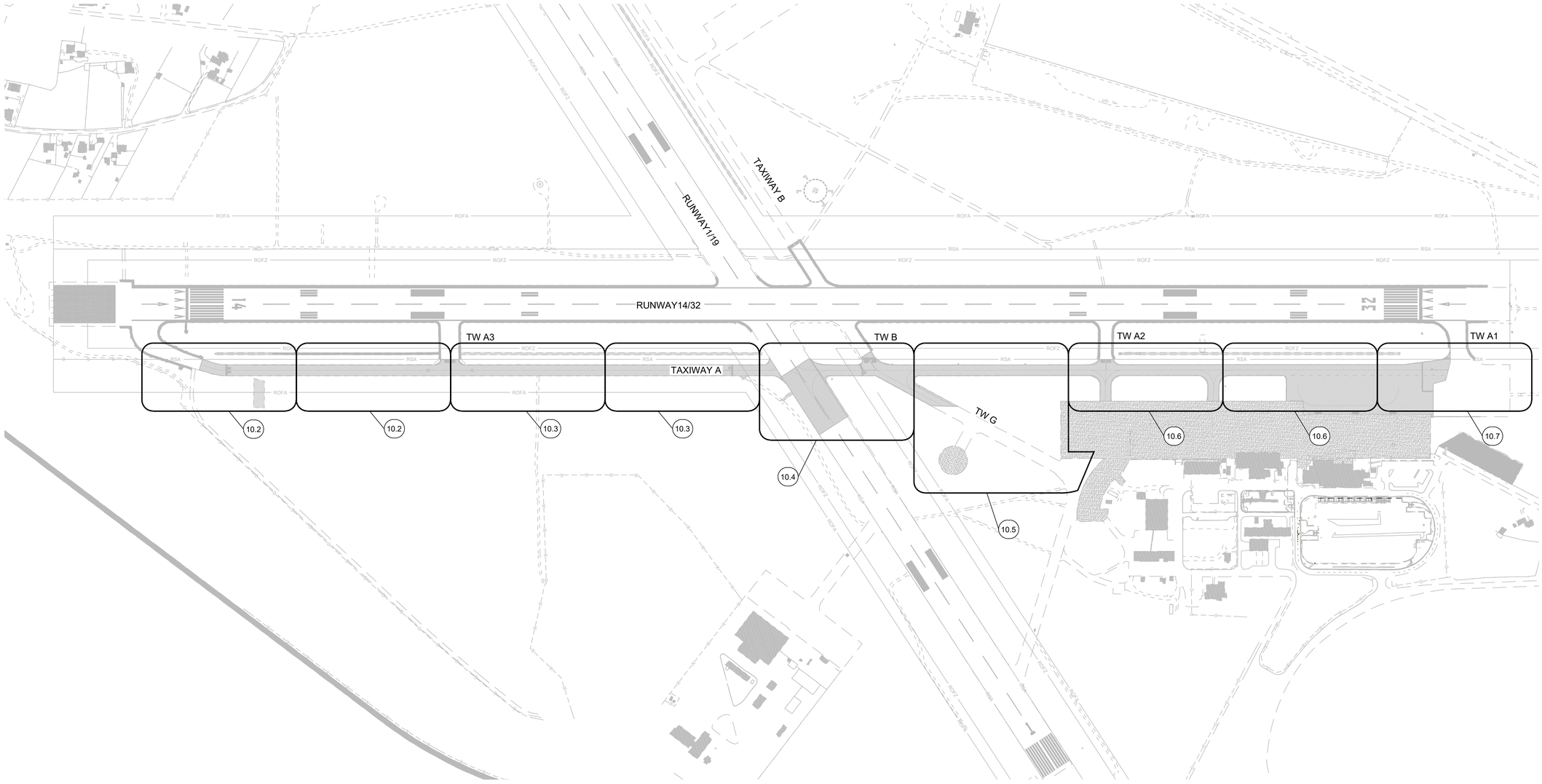
ELECTRICAL DEMO LEGEND

10.0

Plot Style: 11 x 17 construction.ctb
Last Saved By: freddy.martinez 2025/11/17
Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\1342501a lochner acv relocate twy a\01 drawings\working drawings\Sheets\22795- Electrical\Legend.dwg Nov 17,2025 - 9:27am

GENERAL NOTES

1. SEE SHEETS 9.1, 9.2, AND 9.3 FOR ELECTRICAL NOTES, ABBREVIATIONS, AND LEGEND.



SHEET ELECTRICAL KEY

0 250 500

SCALE IN FEET

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HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO. 22795	
DRAWN BY AS	DATE 11-17-2025
CHECKED BY JA	DATE 11-17-2025
DESIGNED BY AS	DATE 11-17-2025
REVISIONS 60% SUBMITTAL	DATE 11-17-2025

ELECTRICAL DEMO OVERALL PLAN

10.1

Plot Style: 11 x 17 construction.ctb
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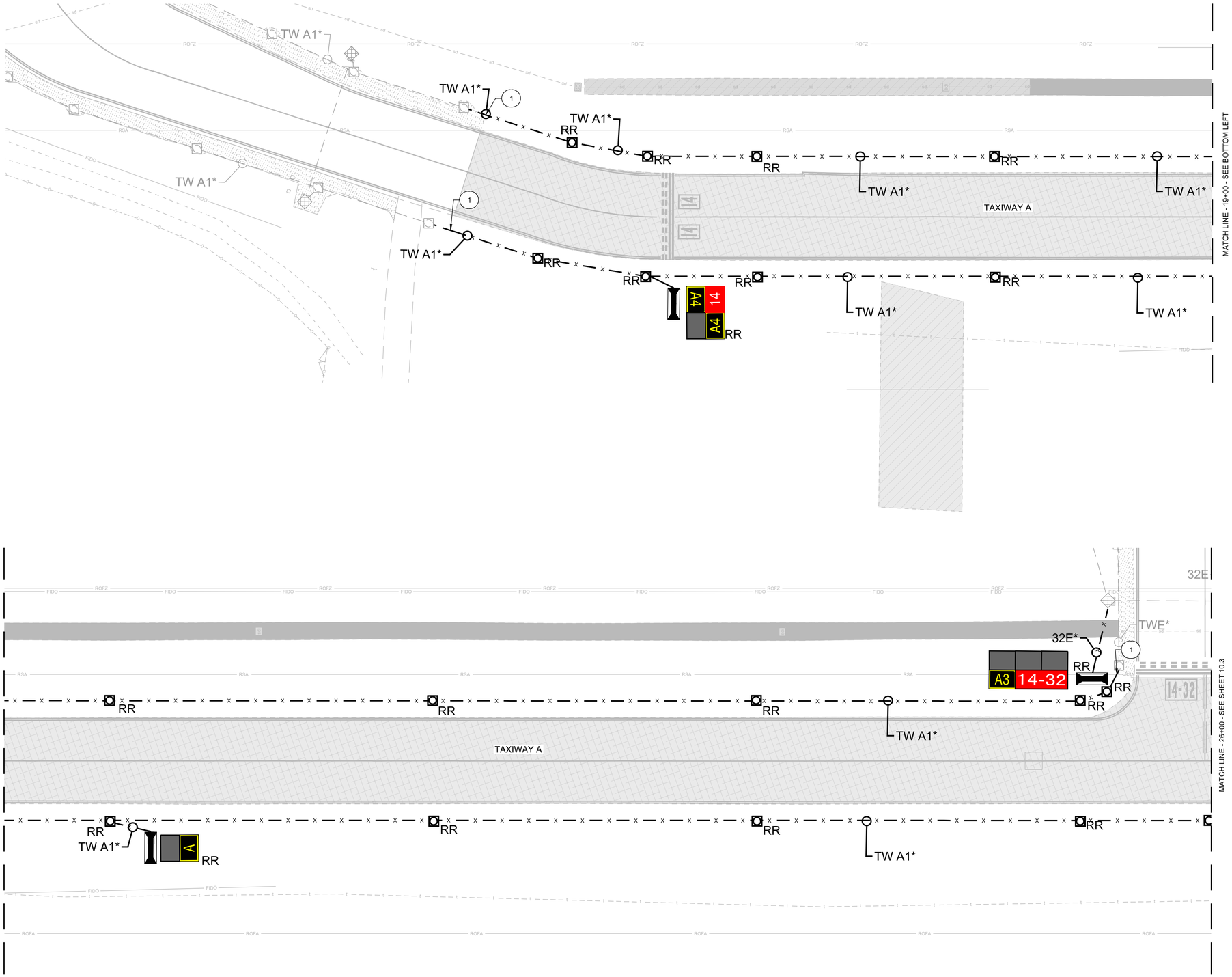
KEY NOTES

(1) CAP EXISTING CONDUIT/DUCTBANK AT LOCATION.



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ELECTRICAL DEMO PLANS (1 OF 6)

10.2

Plot Style: 11 x 17 construction.ctb
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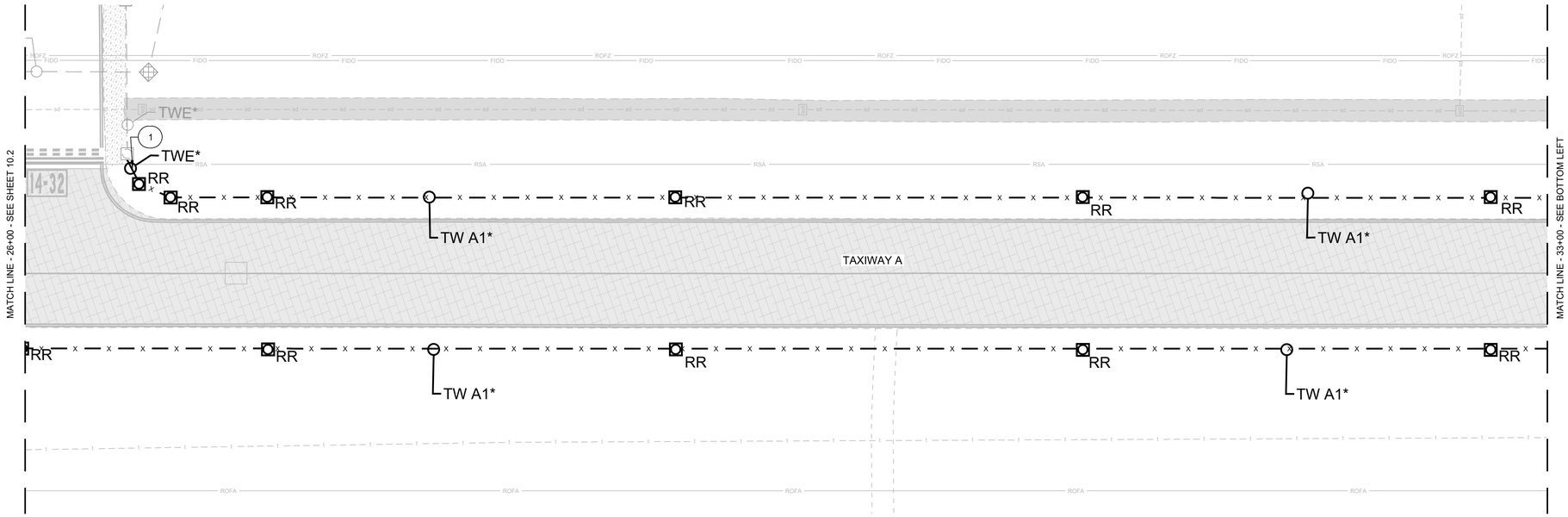

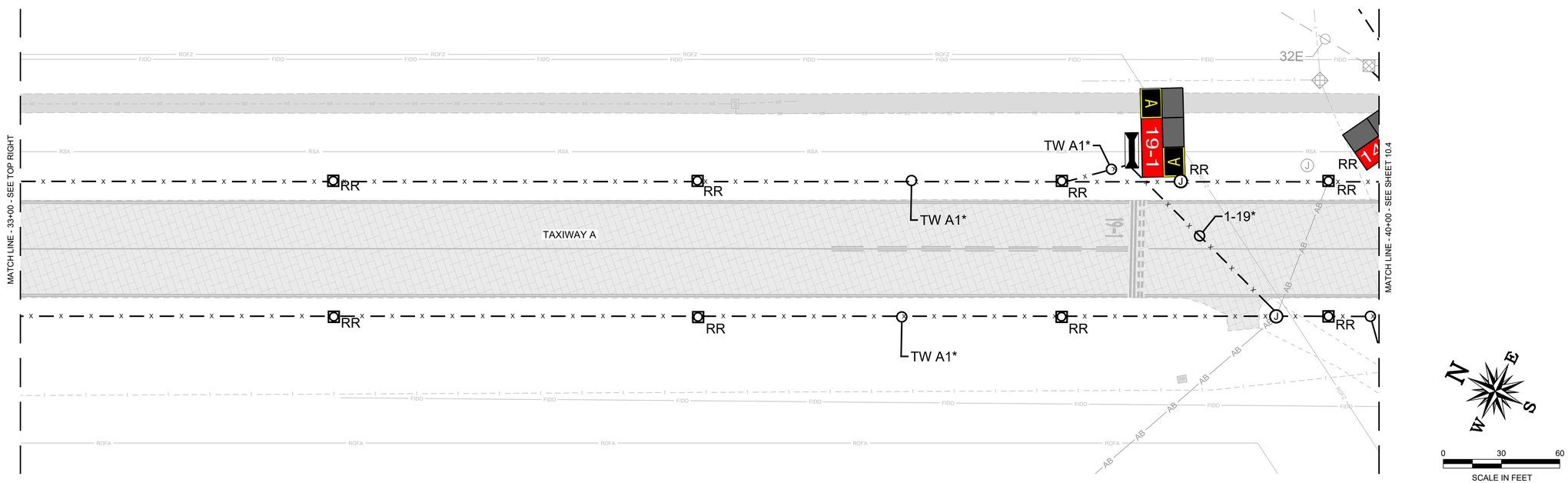

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ELECTRICAL DEMO PLANS (2 OF 6)

10.3

Plot Style: 11 x 17 construction.ctb
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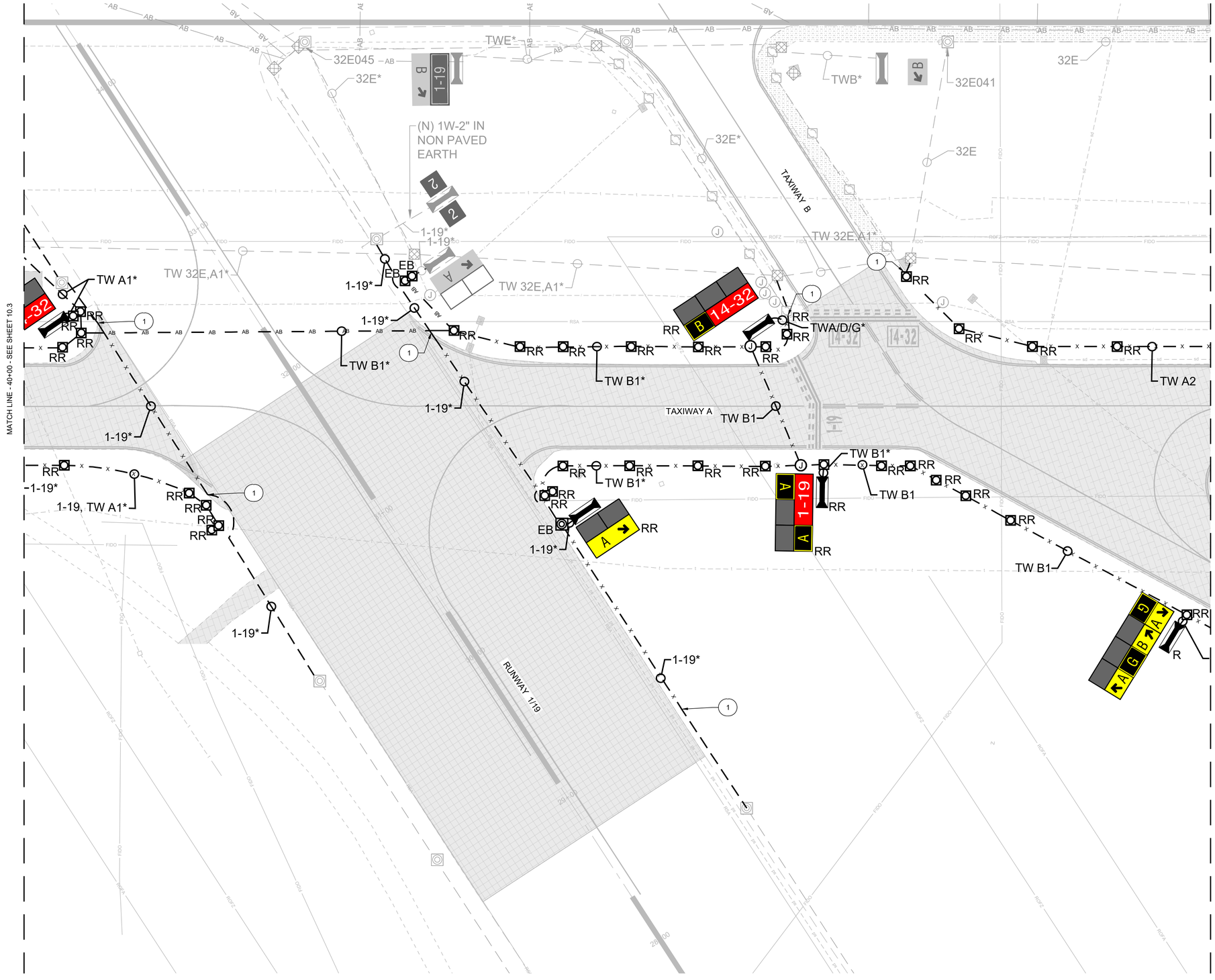

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ELECTRICAL DEMO PLANS (3 OF 6)

10.4

Plot Style: 11 x 17 construction.ctb
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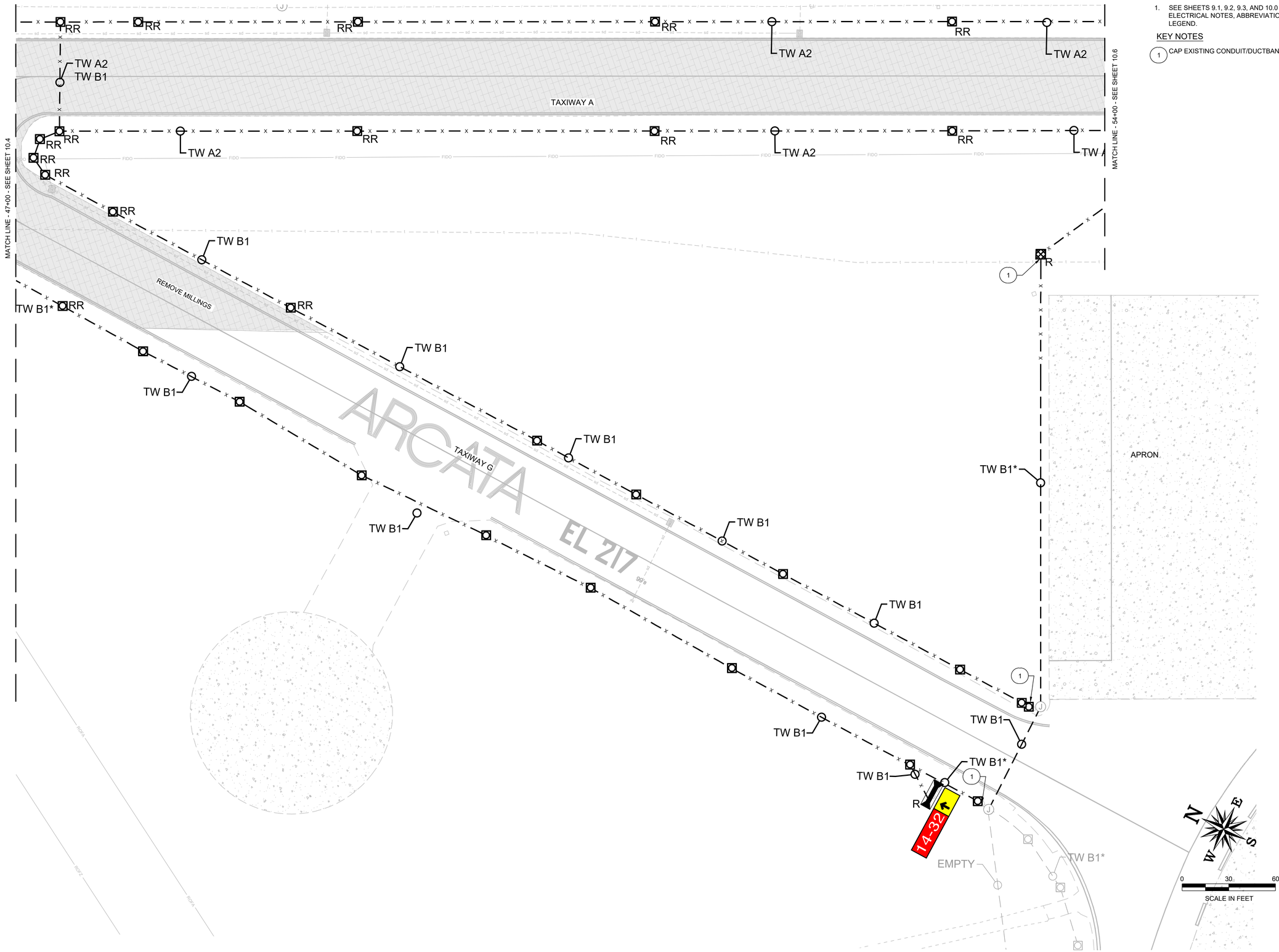

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ELECTRICAL DEMO PLANS
(4 OF 6)

10.5

Plot Style: 11 x 17 construction.ctb
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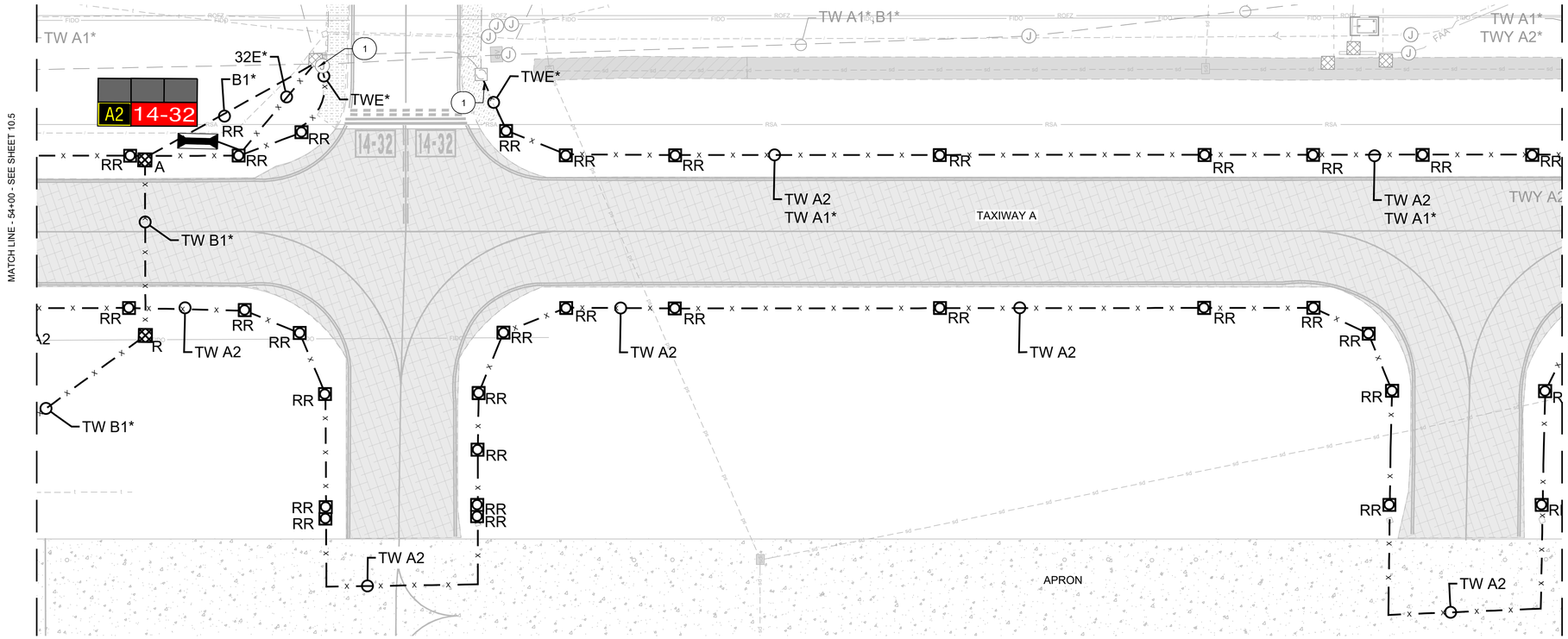

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KEY NOTES

(1) CAP EXISTING CONDUIT/DUCTBANK AT LOCATION.

(2) EXISTING CONDUIT/DUCTBANK TO BE PROTECTED IN PLACE. CONTRACTOR TO HAN D EXCAVATE AROUND CONDUIT/DUCTBANK.

0 30 60
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ELECTRICAL DEMO PLANS
(5 OF 6)

10.6

Plot Style: 11 x 17 construction.ctb
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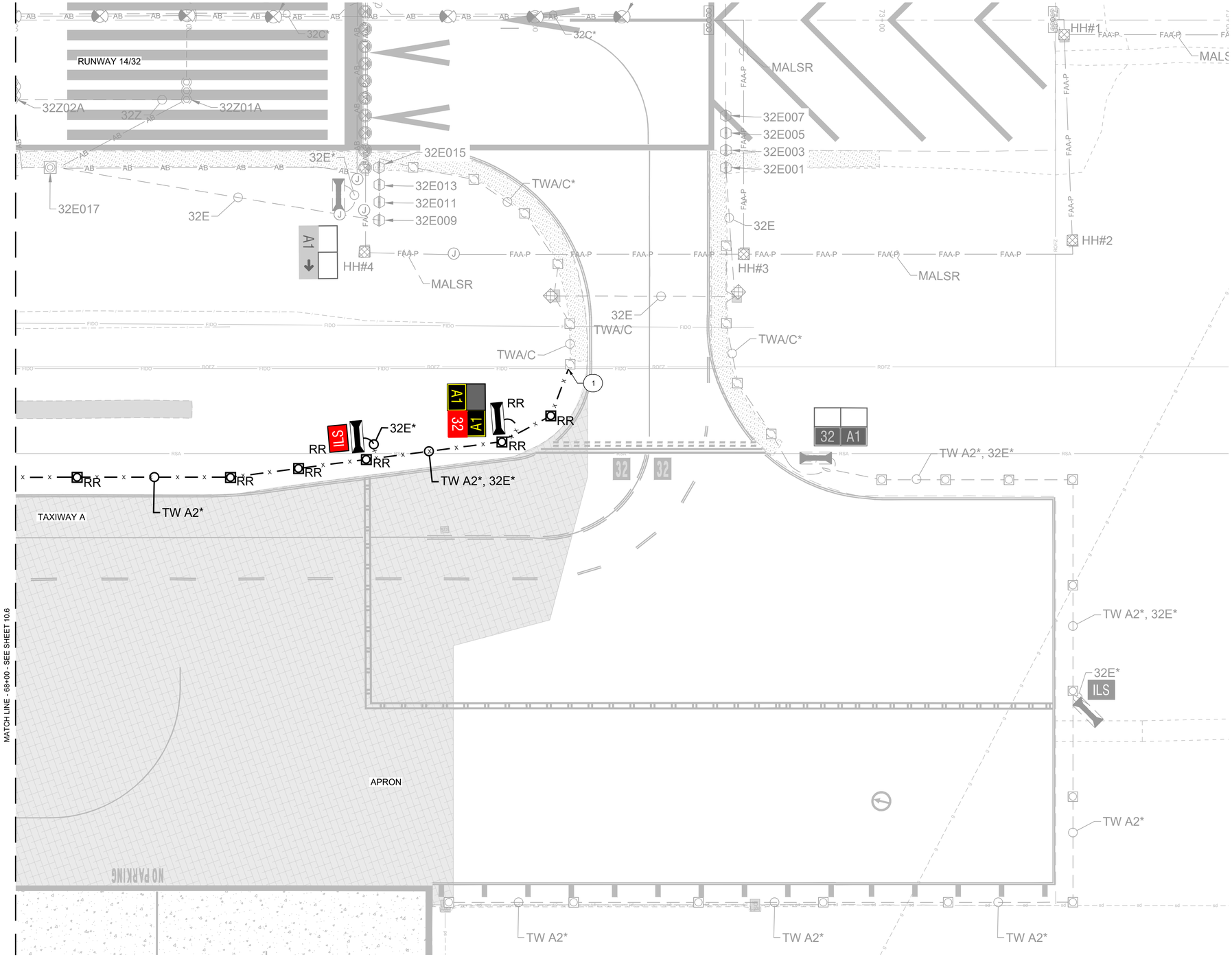

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ELECTRICAL DEMO PLANS (6 OF 6)

10.7

Plot Style: 11 x 17 construction.ctb
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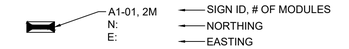
Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\134250\1a lochner acv relocate twy a\01 drawings\working drawings\Sheets\22795- ElectricalLegend.dwg Nov 17,2025 - 9:29am

NEW ELECTRICAL LEGEND (FOR SHEETS 11.1 THRU 11.10)

CONDUITS/CABLES	DESCRIPTION
TWY A1	EXISTING AIRFIELD LIGHTING CONDUIT & CABLE TO REMAIN. "TWY A1" DENOTES CIRCUIT ID.
TWY A1*	NEW AIRFIELD LIGHTING CABLES TO BE INSTALLED IN EXISTING CONDUIT. "TWY A1" DENOTES CIRCUIT ID WITH 1-1/C #8 5KV FAA CABLE WITH 1#6 GREEN GROUND WIRE. CIRCUIT ID'S WITH "*" DENOTES 2-1/C #8 5KV FAA L-824 CABLE WITH 1#6 GREEN GROUND WIRE.
TWY A1* TWY B1*	NEW 2" PVC SCHEDULE 40 CONDUIT & AIRFIELD LIGHTING CABLE TO BE INSTALLED IN EXISTING PAVEMENT OR NON-PAVED EARTH. "TWY A1", "TWY A2" DENOTES CIRCUIT ID, WITH 1-1/C #8, 5KV, FAA L-824 CABLE. "*" DENOTES 2-1/C #8 5KV FAA L-824 CABLES WITH 1#6 GREEN GROUND WIRE.
19E TWY A1 TWY B1 DB DB DB	EXISTING AIRFIELD LIGHTING DUCTBANK AND CABLES TO REMAIN.
19E* TWY A1* TWY B1* DB DB DB	NEW AIRFIELD LIGHTING CABLE TO BE INSTALLED IN EXISTING DUCTBANK. ALL NEW CABLE INSTALLED IN AIRFIELD LIGHTING DUCTBANKS SHALL BE #8, 5KV, FAA L-824 CABLE UNLESS OTHERWISE NOTED. EACH CONDUIT WITH NEW AIRFIELD LIGHTING CABLE SHALL INCLUDE A 1#6 GREEN GROUND WIRE. CIRCUIT ID'S WITH "*" DENOTES 2-1/C #8 5KV FAA L-824 CABLE WITH 1#6 GREEN GROUND WIRE.
FAA-P FAA-P MALSR	EXISTING MALSR CONDUIT & CABLE TO REMAIN. "MALSR" DENOTES CIRCUIT ID.
FAA	EXISTING FAA CONDUIT & CABLE TO REMAIN.
AB AB AB	ABANDONED CONDUIT

LIGHTS	DESCRIPTION
	EXISTING TAXIWAY EDGE LIGHT TO REMAIN.
RR	REINSTALL EXISTING L-861T(L) ELEVATED T/W EDGE LIGHT WITH EXISTING TRANSFORMER ON NEW L-867B BASE CAN. REFER DETAIL 1 SHEET ####.
N	INSTALL NEW L-861T(L) ELEVATED T/W EDGE LIGHT WITH NEW TRANSFORMER ON NEW L-867B BASE CAN. REFER DETAIL 1 SHEET ####.
	EXISTING RUNWAY EDGE LIGHT TO REMAIN.
	EXISTING MALSR LIGHT BAR TO REMAIN.
HANDHOLE & STRUCTURE	**DESCRIPTION**
	EXISTING POWER OR COMMUNICATION HANDHOLE TO REMAIN.
A	EXISTING HANDHOLE TO BE ADJUSTED TO NEW GRADE. REFER TO CIVIL SHEET
N	NEW AIRCRAFT RATED HANDHOLE 4'X4'X4'.
	EXISTING PAPI TO REMAIN.
	EXISTING JUNCTION BASE CAN TO REMAIN.
	EXISTING REIL TO REMAIN
	EXISTING PRIMARY WINDCONE TO REMAIN
	EXISTING BEACON TO REMAIN.

SIGN	DESCRIPTION
	EXISTING AIRFIELD SIGN TO REMAIN.
RR	EXISTING AIRFIELD SIGN AND ISOLATION TRANSFORMER TO BE REINSTALLED ON NEW FOUNDATION. REFER DETAIL 4 SHEET 14.7.
A1	EXISTING LIGHTED TAXIWAY AND RUNWAY LOCATION SIGN PANEL.
A1	NEW LIGHTED TAXIWAY AND RUNWAY LOCATION SIGN PANEL (YELLOW LEGEND AND BORDER ON BLACK BACKGROUND).
← A1 A1 →	EXISTING LIGHTED DIRECTION, DESTINATION & BOUNDARY SIGN PANEL.
← A1 A1 →	NEW LIGHTED DIRECTION, DESTINATION & BOUNDARY SIGN PANEL (BLACK LEGEND ON YELLOW BACKGROUND)
5	EXISTING LIGHTED RUNWAY DISTANCE REMAINING SIGN PANEL.
5	NEW LIGHTED RUNWAY DISTANCE REMAINING SIGN PANEL (WHITE LEGEND ON BLACK BACKGROUND).
14-32	EXISTING LIGHTED MANDATORY SIGN PANEL
14-32	NEW LIGHTED MANDATORY SIGN PANEL (BLACK OUTLINE ON OUTSIDE EDGE OF WHITE LEGEND ON RED BACKGROUND).
	EXISTING BLANK SIGN PANEL
	NEW BLANK SIGN PANEL



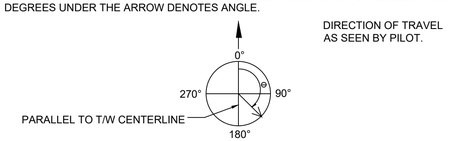
1. ALL NON-RDR SIGNS SHALL BE SIZE 1, CLASS 2, MODE 2, AND STYLE 2.
2. ALL RDR SIGNS SHALL BE SIZE 4, CLASS 2, MODE 2, AND STYLE 2.
3. SIGN LENGTHS:

NO. OF MODULES	1	2	3	4
APPROXIMATE SIGN LENGTH (FEET)	8'	12'	15'	18'

   A. SIGN LENGTHS MAY VARY DEPENDING ON MANUFACTURER. LENGTH SHOWN IS MEANT FOR BIDDING PURPOSE ONLY.

   B. CONFIRM LENGTH WITH MANUFACTURER PRIOR TO BID AND ADJUST FOUNDATION ACCORDINGLY. CONTRACTOR SHALL BE PAID FOR THE LENGTH OF SIGN (NO. OF MODULES) AS SHOWN ON THIS SCHEDULE. IF MANUFACTURER REQUIRES A LONGER SIGN THAN SHOWN, ANY ADDITIONAL COST OF SIGN & FOUNDATION SHALL BE THE RESPONSIBILITY AND COST OF THE CONTRACTOR WITH NO SEPARATE PAYMENT.

4. FOR NEW SIGNS BLUE STAKE THE 4 CORNERS OF SIGN AND FOUNDATION AND DEFINED EDGE OF T/W TO OBTAIN ENGINEER'S APPROVAL PRIOR TO INSTALLATION.
5. SIGN COORDINATE IS PROVIDED TO THE NEAREST EDGE OF SIGN TO DEFINED EDGE OF TAXIWAY. (NOT SIGN FOUNDATION OR BASE CAN).
6. NEW SIGNS SHALL BE INSTALLED PERPENDICULAR TO THE T/W CENTERLINE MARKING UNLESS OTHERWISE SHOWN. CONTRACTOR SHALL SURVEY EXISTING MARKING TO PROVIDE OFFSET FOR SIGN FOUNDATION INSTALLATION.
7. NEW SIGN FOUNDATIONS MUST BE LEVEL AND NOT SLOPE WITH THE EXISTING GRADES.
8. THE ANGLE OF THE ARROW FOR THE SIGN IS GIVEN ACCORDING TO THE BELOW CONVENTION. DEGREES UNDER THE ARROW DENOTES ANGLE.



CIVIL PAVEMENT

MILL ASPHALT FULL DEPTH. (14 INCHES MIN.) REMOVE AND STOCKPILE

MILL ASPHALT 2". REMOVE AND STOCKPILE MILLINGS

REMOVE ASPHALT

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ELECTRICAL NEW LEGEND

11.0

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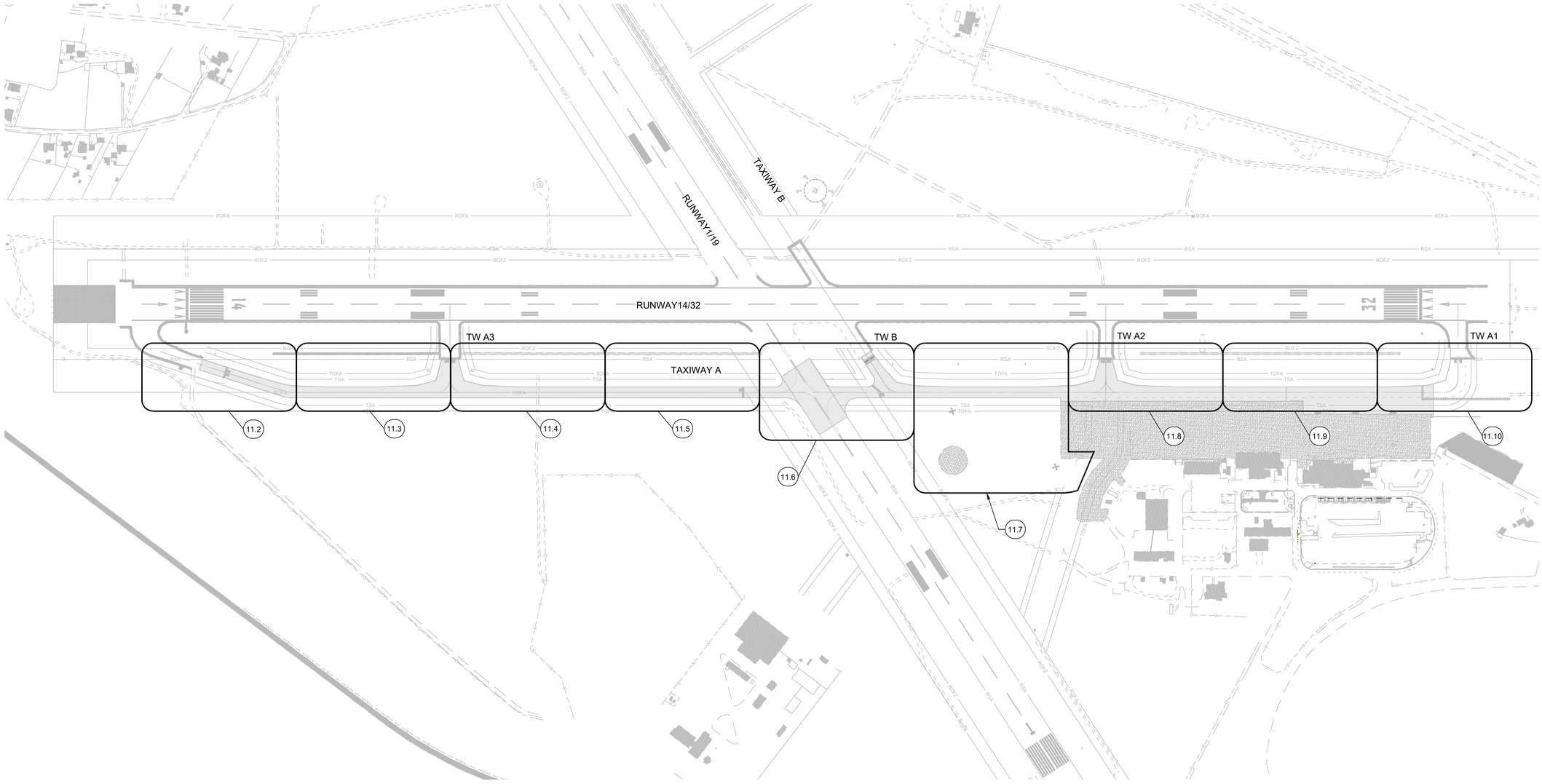

ELECTRICAL SHEET KEY

0 250 500

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ELECTRICAL OVERALL PLAN

11.1

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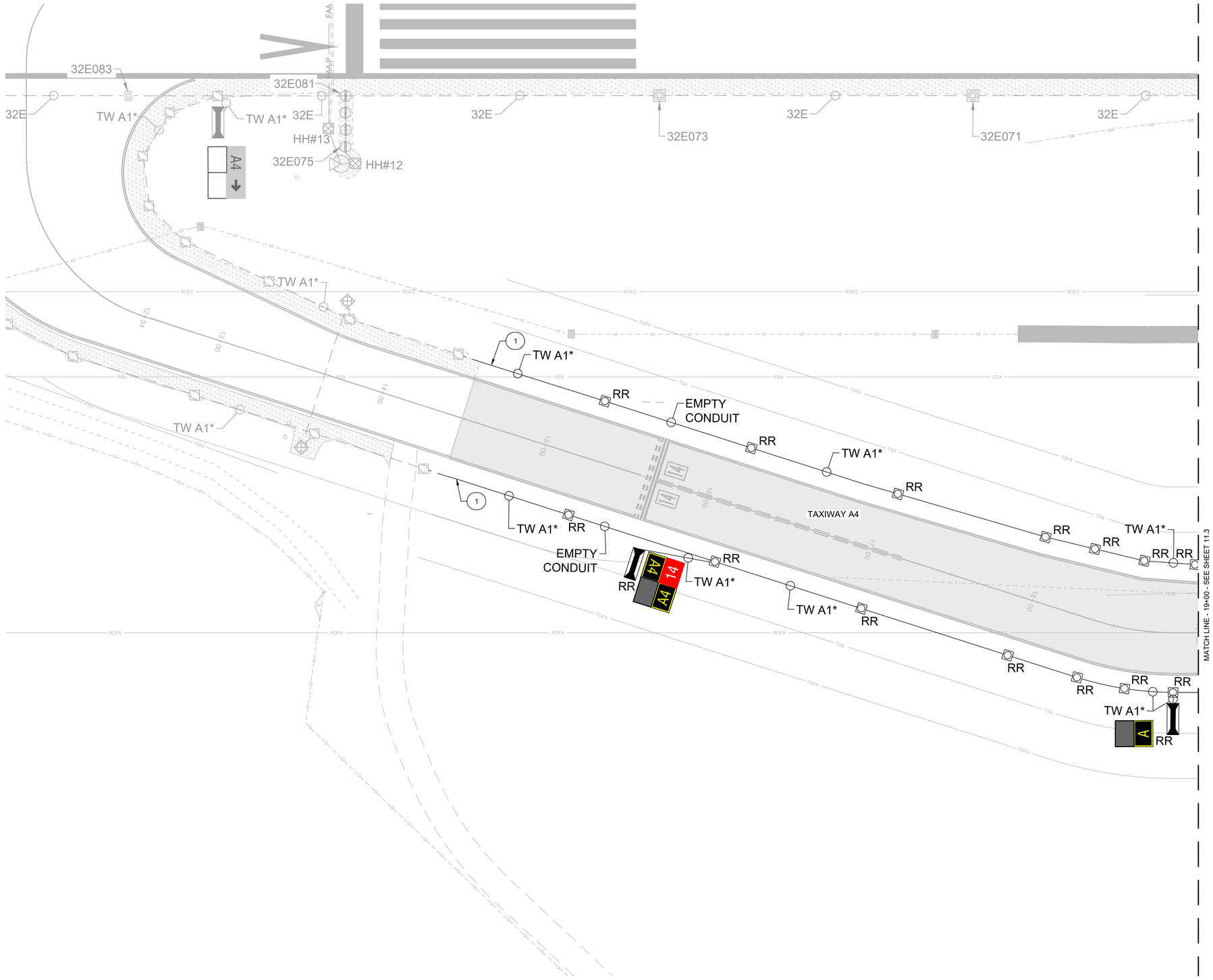

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ELECTRICAL NEW PLANS
(1 OF 9)

11.2

Plot Style: 11 x 17 construction.ctb
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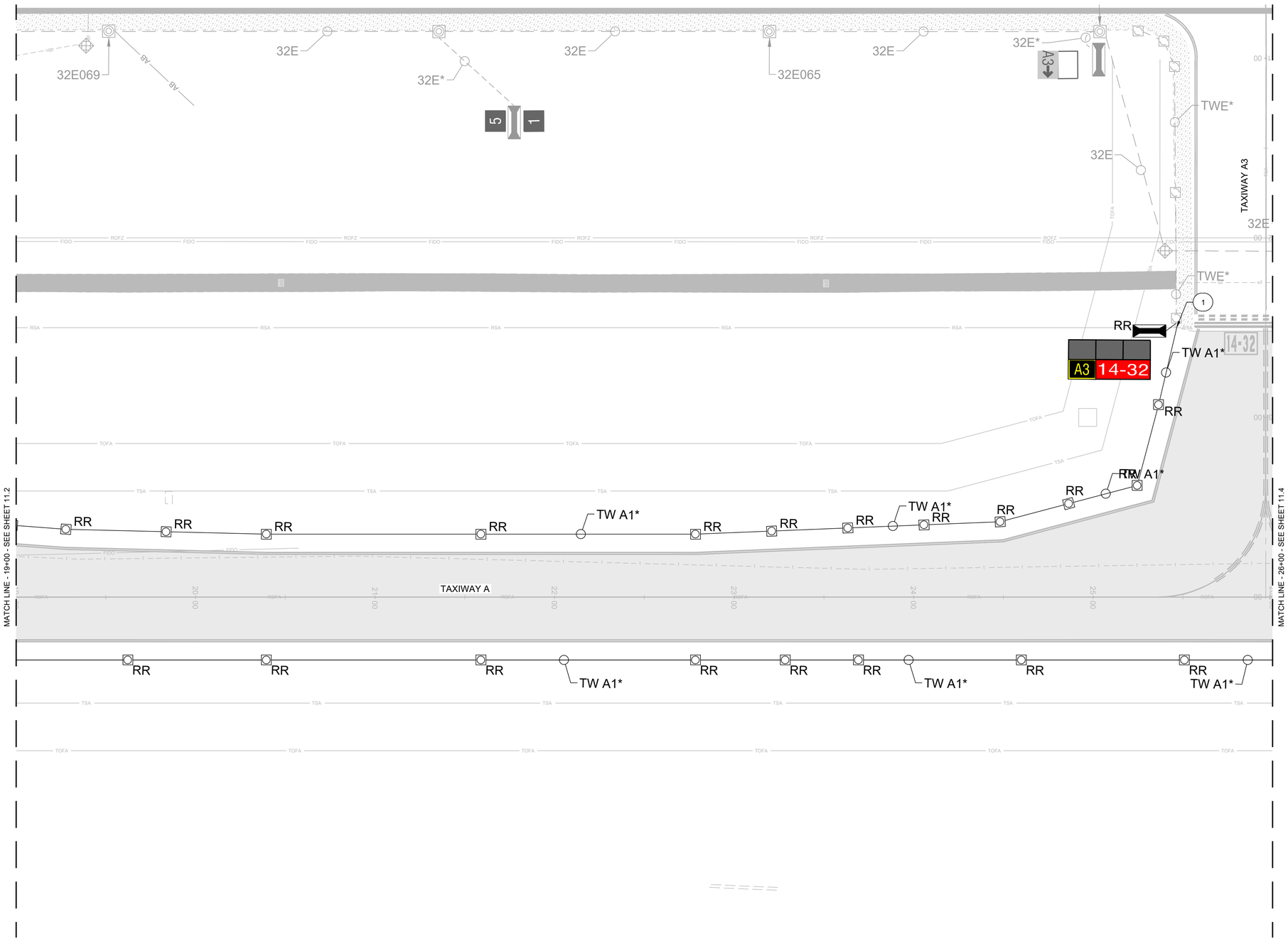

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ELECTRICAL NEW PLANS
(2 OF 9)

11.3

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GENERAL NOTES

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KEY NOTES

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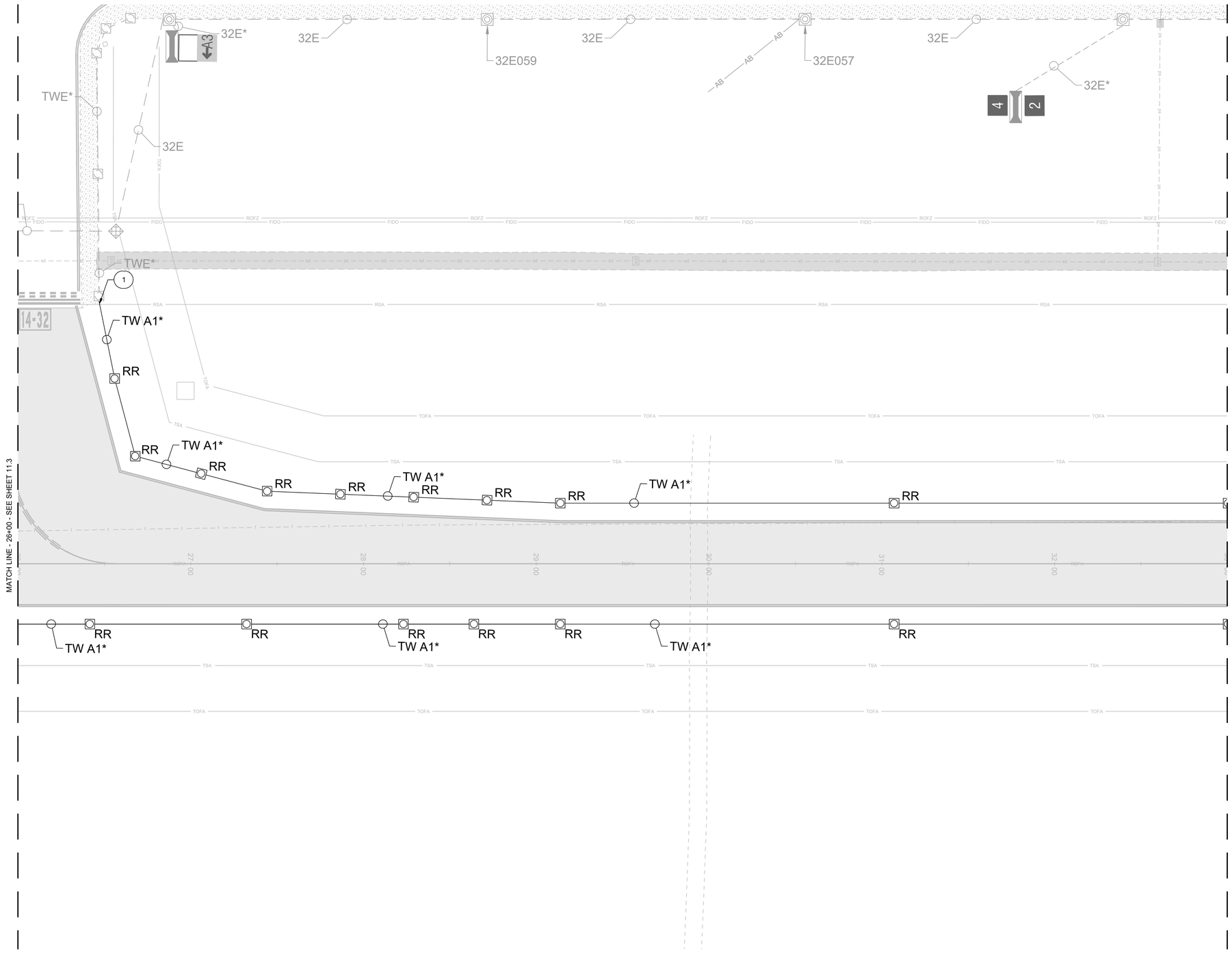

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CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT

MCKINLEYVILLE, CALIFORNIA

AIP No. 3-06-0010-060-2024

PROJECT NO. 22795	
DRAWN BY AS	DATE 11-17-2025
CHECKED BY JA	DATE 11-17-2025
DESIGNED BY AS	DATE 11-17-2025
REVISIONS 60% SUBMITTAL	DATE 11-17-2025

ELECTRICAL NEW PLANS
(3 OF 9)

11.4

Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\1342501a lochner acv relocate twy a\01 drawings\working drawings\Sheets\22795- ElectricalNew.dwg Nov 17,2025 - 9:29am
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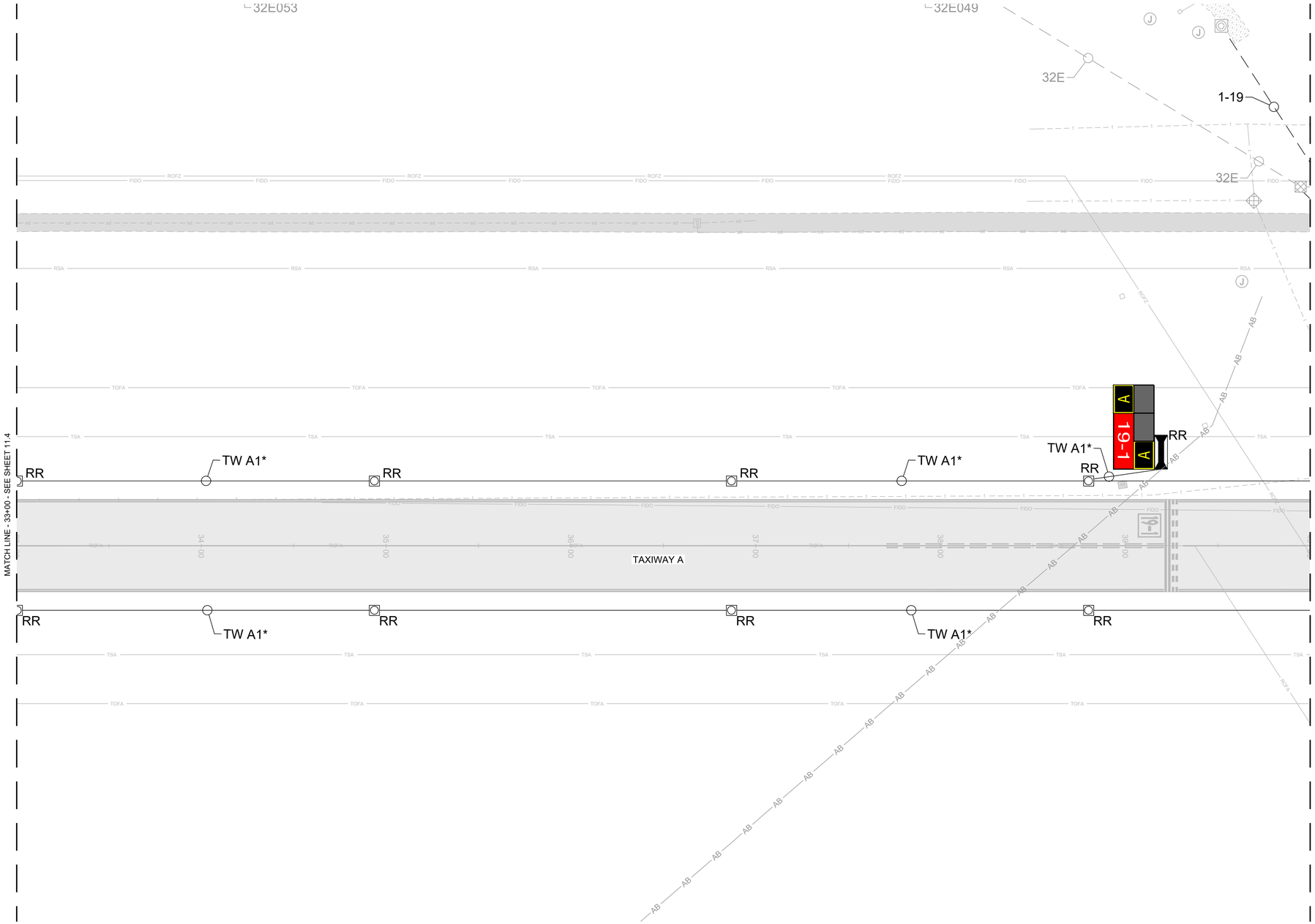

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AIP No. 3-06-0010-060-2024

PROJECT NO.	
22795	
DRAWN BY	DATE
AS	11-17-2025
CHECKED BY	DATE
JA	11-17-2025
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AS	11-17-2025
REVISIONS	DATE
60% SUBMITTAL	11-17-2025

ELECTRICAL NEW PLANS
(4 OF 9)

11.5

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ELECTRICAL NEW PLANS
(5 OF 9)

11.6

Plot Style: 11 x 17 construction.ctb
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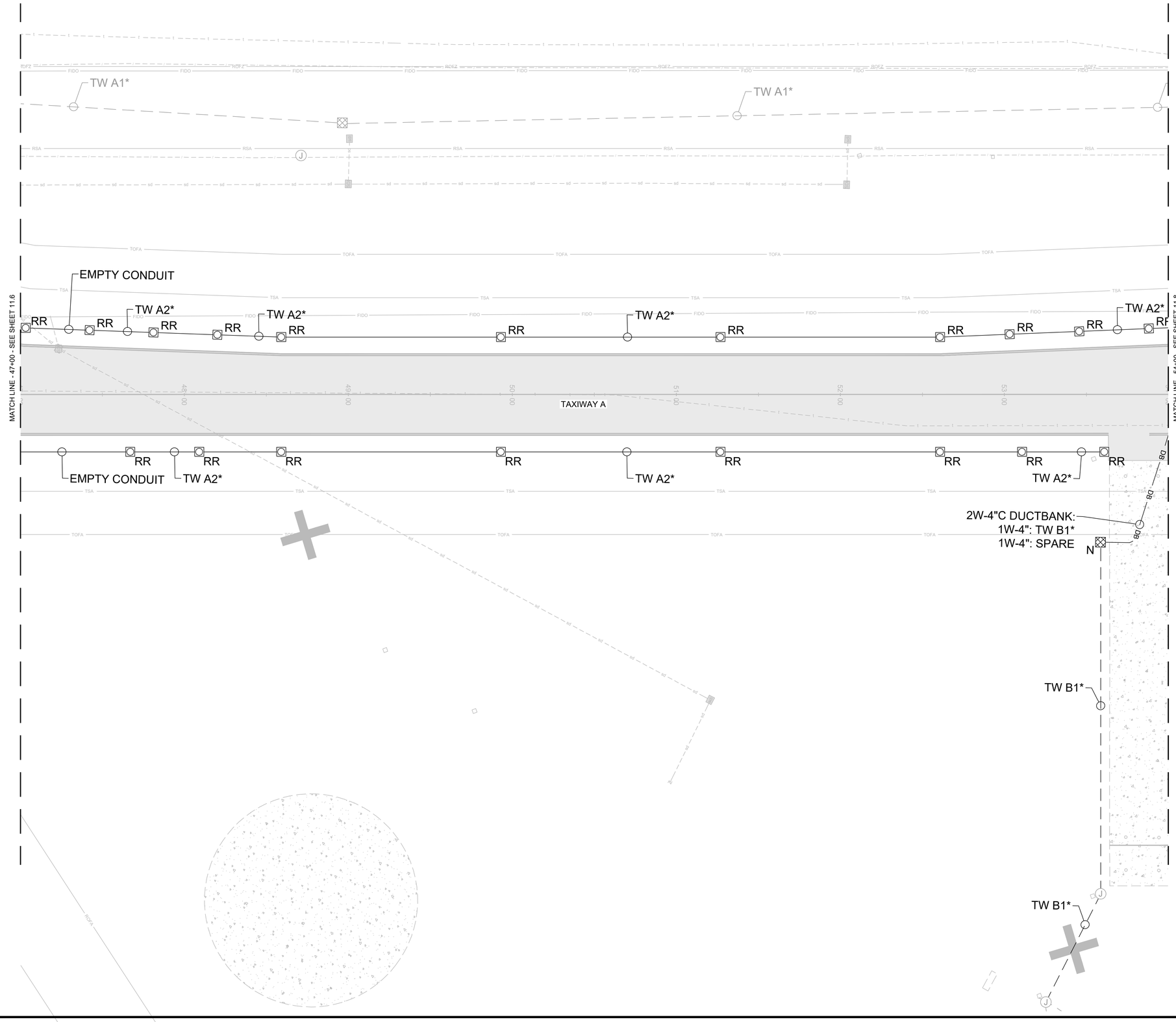

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ELECTRICAL NEW PLANS
(6 OF 9)

11.7

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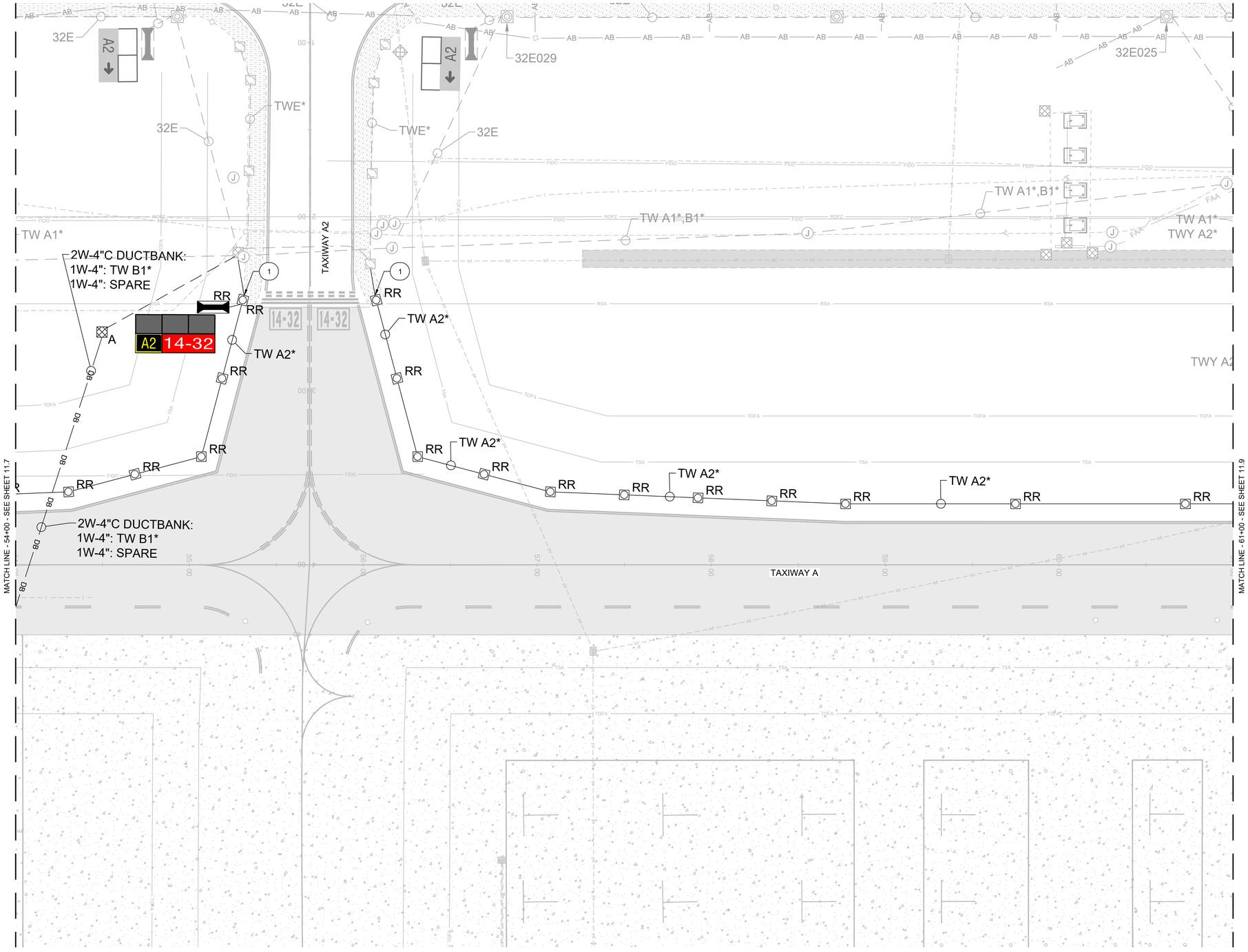

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ELECTRICAL NEW PLANS
(7 OF 9)

11.8

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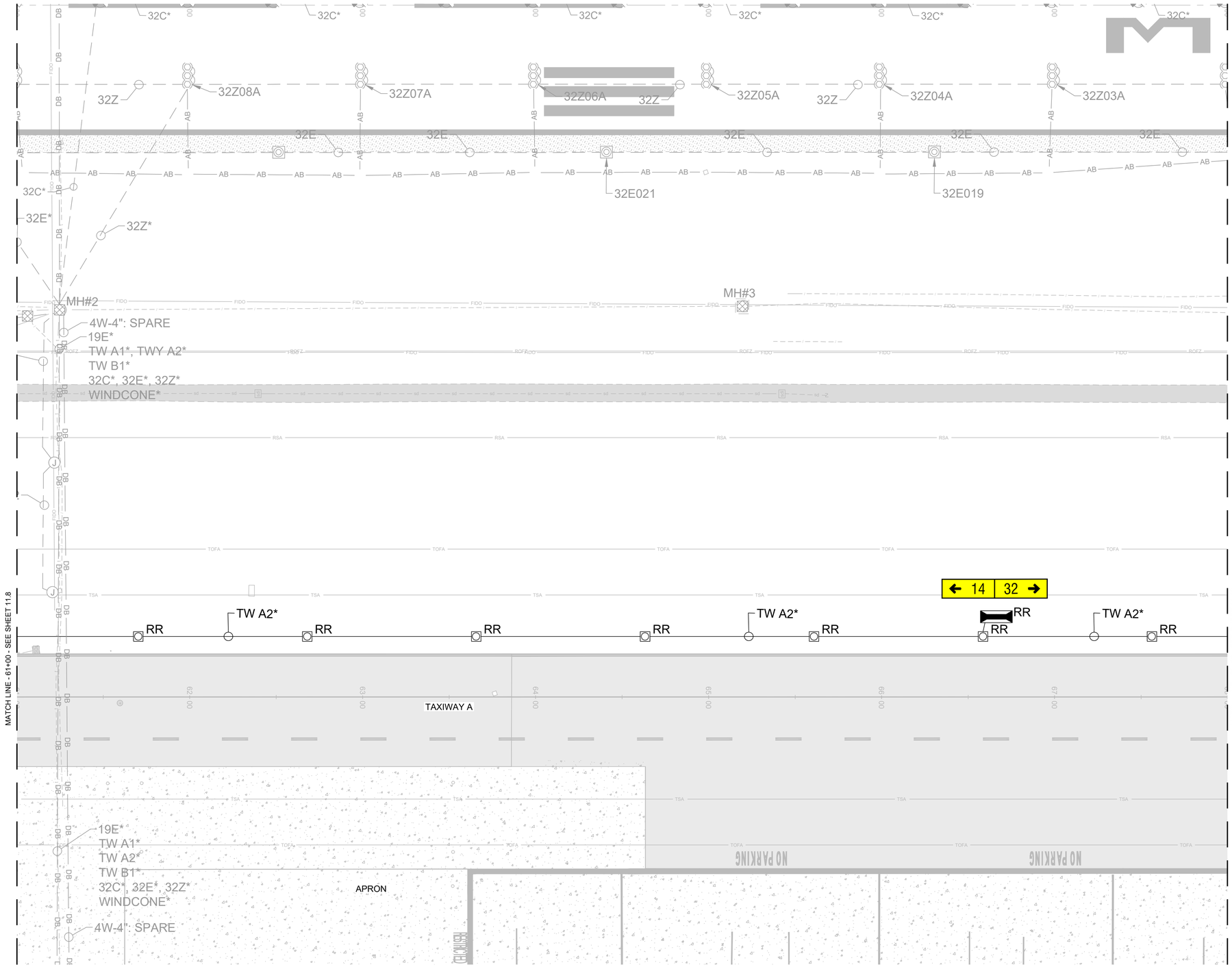

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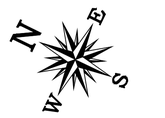

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REVISIONS	60% SUBMITTAL
DATE	11-17-2025

ELECTRICAL NEW PLANS
(8 OF 9)

11.9

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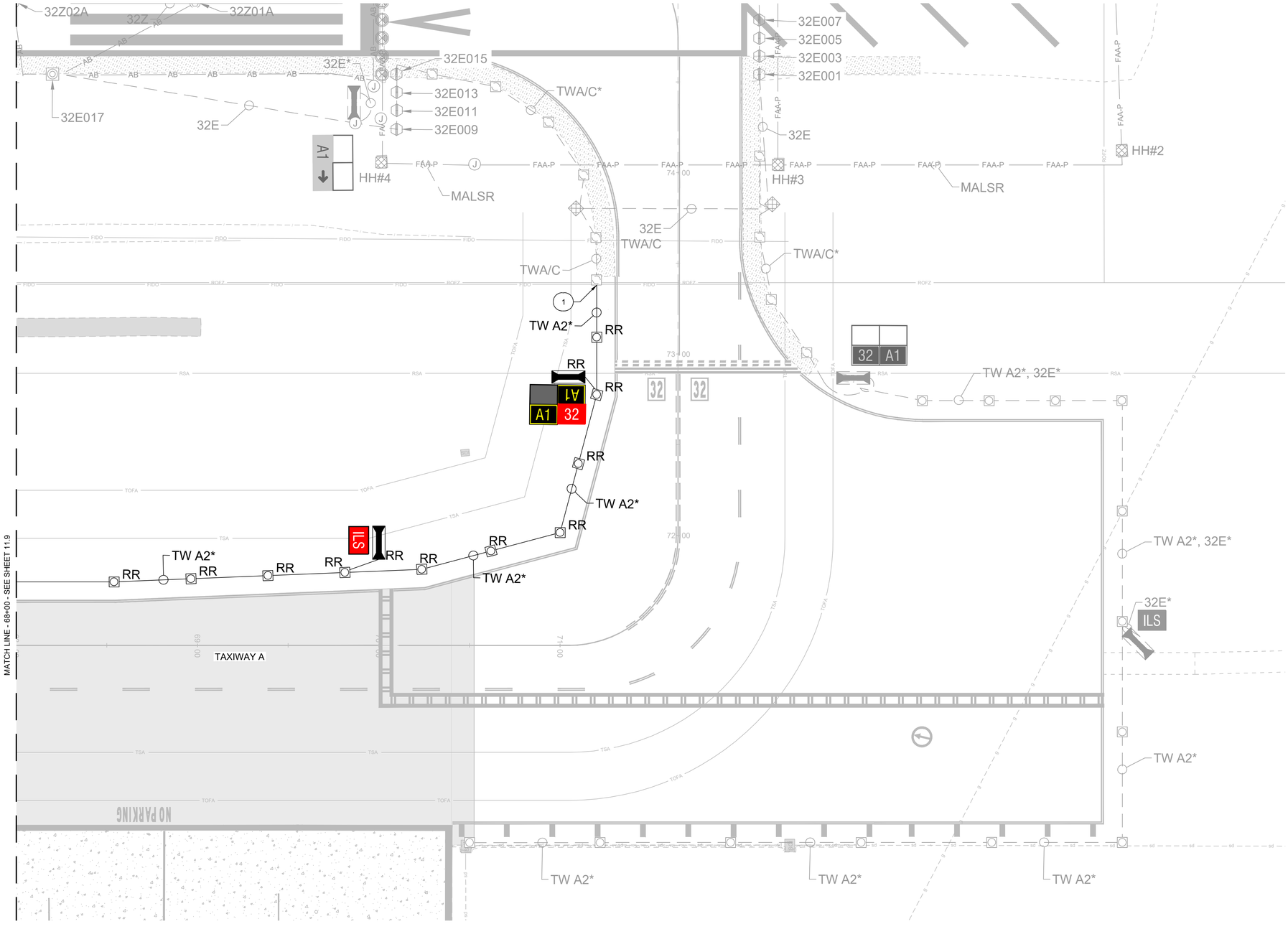

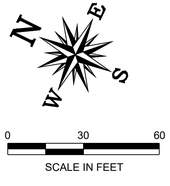

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ELECTRICAL NEW PLANS
(9 OF 9)

11.10

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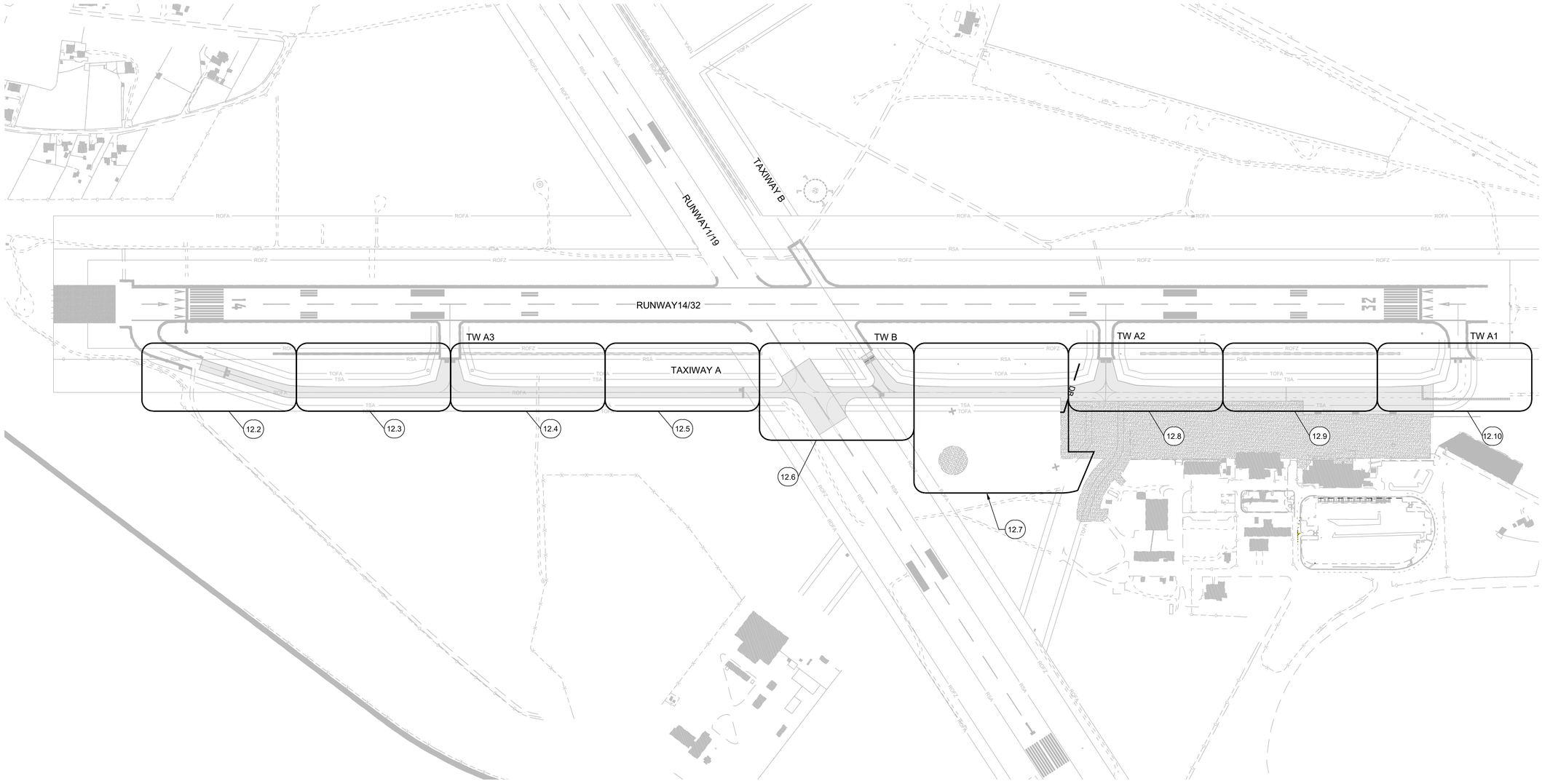

ELECTRICAL SHEET KEY

0 250 500

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ELECTRICAL OVERALL COORDINATE PLAN

12.1

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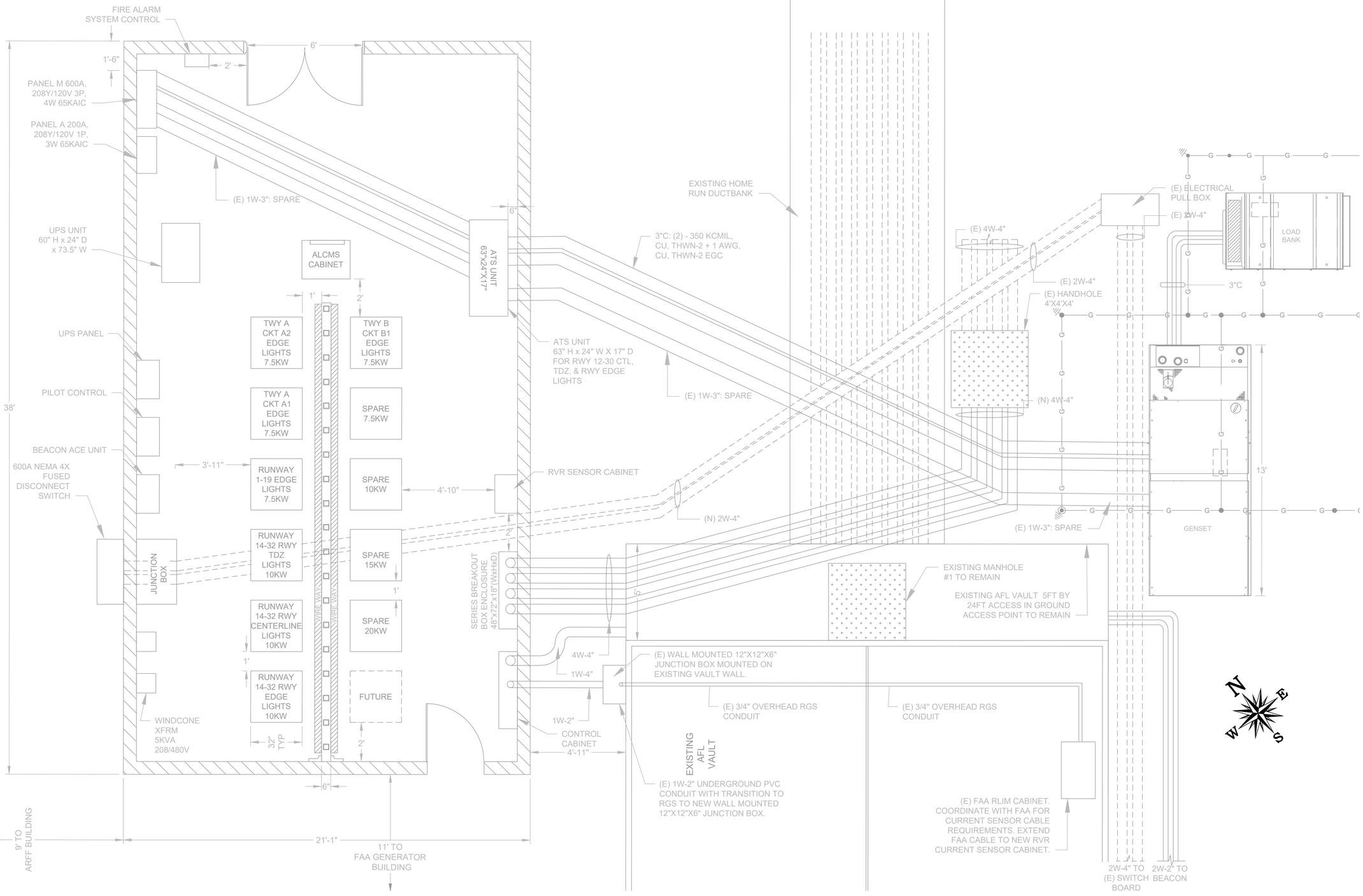

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EXISTING AIRFIELD LIGHTING VAULT - PLAN VIEW

13.1

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PG&E SWITCHPAD J-9952 (S) — TO PG&E UTILITY
PG&E TRANSFORMER T-26479

(E) MAIN SWITCHBOARD
208Y/120V, 3 PHASE, 4 WIRE, 1600A

UGPS
MAIN BREAKER 1600A 3P

"COUNTY AIRFIELD SERVICE" 208/120V 3P 4 WIRE METER # KZG10067321441109
800A 3P

"SPARE" 208/120V 3P 4 WIRE METER # KZG10070726650310
3 600AF 600AT LSI 65KA

"ARFF" 208/120V 3P 4 WIRE METER # UNKNOWN
400A 3P — TO ARFF BUILDING

TO FAA GLIDESLOPE LIGHTING

(4) - 500 KCMIL, CU, THWN-2 + 1/0 AWG, CU, THWN-2 EGC IN EACH OF (2) - 4"C.

600A/3P, 4W S/N FUSED SW WITH (3) 600A. DETD, RK FUSES IN NEMA 4X SS ENCLOSURE.

2 AWG BSC GEC, 1"C., TO GRD BUS INSULATED FROM ENCLOSURE.

(4) - 500 KCMIL, CU, THWN-2 + 1/0 AWG, CU, THWN-2 EGC IN EACH OF (2) - 4"C.

G — STANDBY GENERATOR 200KW/250KVA, 208Y/120 V, 3PH, 4W.
2 AWG BSC GEC, 1"C

3 600AF 600AT LSI 65KA — GENERATOR OUTPUT CB
3 600AF 600AT LSI 65KA
K — KIRK KEY INTERLOCK

RESISTIVE LOAD BANK
200W, RESISTIVE LOAD BANK FOR GENERATOR TESTING
2 AWG BSC, GEC, 1"C

(4) - 350 KCMIL, CU, THWN-2 + 1 AWG, CU, THWN-2 EGC IN EACH OF (2) - 3"C.

ATS-1
600A, 3P 4WSN, WITH ISOLATION BYPASS SWITCH

(4) - 350 KCMIL, CU, THWN-2 + 1 AWG, CU, THWN-2 EGC IN EACH OF (2) - 3"C.

3 600AF 600AT LSI 65KA — MCB-M
KIRK KEY INTERLOCK

PANEL "M"
600A, 208Y/120V, 3PH, 4W
65KAIC MIN,. CU BUS

KIRK KEY INTERLOCK

M-1	M-2	M-5	M-6	M-9	M-10	M-13	M-16	M-18	M-19	M-20	M-22	M-24
2 200AF 175AT 65KA	2 100AF 70AT 65KA	2 100AF 70AT 65KA	2 100AF 70AT 65KA	2 100AF 70AT 65KA	3 400AF 350AT LSI 65KA	3 400AF 300AT LSI 65KA	3 600AF 600AT LSI 65KA	2P 175A	SPARE	2P 175A	2P 175A	2P 90AT
					UPS	BYPASS						

(4)-500KCMIL, CU + 3AWG, CU, EGC, 3.5"C
(4)-350KCMIL, CU + 3AWG, CU, EGC, 3"C.
(2)-2/0AWG, CU + 6AWG CU, EGC, 1.25"C.
(2)-4AWG, CU + 8AWG CU, EGC, 1.25"C

6 MIN BATTERIES | UPS | MAINTENANCE BYPASS CABINET

(4)-350KCMIL, CU + 3AWG, CU, EGC, 3.5"C.
4 — UPS - 1
PANEL "UPS" 400A, 208Y/120V, 3PH, 4W 65KAIC
3 400AF 350AT LSI 65KA

20 KW SPARE 14-32 | 20 KW SPARE 14-32 | 20 KW SPARE 14-32 | 10 KW SPARE 14-32

(4) 350 KCMIL, CU, THWN-2 + 1 AWG, CU, THWN-2 EGC IN EACH OF (2)-3"C

PORTABLE GENERATOR CONNECTION BOX LOCATED ON VAULT EXTERIOR. (NEMA 4X)

A-B	C-A	B-C
2 100AF 90AT 65KA	2 100AF 90AT 65KA	2 100AF 90AT 65KA

10 KW R/W EDGE LIGHT 14-32 | 10 KW R/W CTL 14-32 | 10 KW R/W TDZ 14-32

(2)-4AWG, CU + 8AWG CU, EGC, 1"C
(2)-4AWG, CU + 8AWG CU, EGC, 1.25"C

(2)-6AWG, CU + 8AWG CU, EGC, 1"C
(3)-2/0AWG, CU + 6AWG CU, EGC, 2"C

7.5KW T/W A1 | 7.5KW T/W A2 | 7.5KW T/W B1 | 7.5KW R/W EDGE 1-19

2 200AF 175AT 65KA — MCB-A

PANEL "A"
200A, 208/120V, 1PH, 3W
65KAIC MIN,. CU BUS

A-1	A-2	A-5	A-6	A-9	A-10	A-11	A-12	A-15	A-14	A-17	A-16	A-19	A-18	A-21
2 100AF 30AT 65KA	2 100AF 20AT 65KA	1 100AF 20AT 65KA	2 100AF 30AT 65KA	1 100AF 20AT 65KA	1 100AF 20AT 65KA	2 100AF 30AT 65KA	1 100AF 20AT 65KA	1 100AF 20AT 65KA	1 100AF 20AT 65KA	1 100AF 20AT 65KA	1 100AF 20AT 65KA	1 100AF 20AT 65KA	1 100AF 30AT 65KA	1 100AF 30AT 65KA

(2)-10AWG CU + 10 AWG CU, EGC, 1"C
(3)-12AWG CU + 12AWG CU EGC,1"C
(2)-12AWG CU + 12AWG CU EGC,1"C
(2)-10AWG CU + 10AWG CU EGC,1"C

208V 480V — XT-A-1 5KVA — ROTATING BEACON
208V 480V — XT-A-6 5KVA

VAULT LIGHTING | BATTERY CHARGER GENSET | FIRE SIREN 7.5 HP | WATER JACKET HEATER GENSET | ALCMS | SPARE | VAULT RECEPTACLES

CABLE AND CONDUIT SIZED PER MFG. REQUIREMENTS.

DUCT HVAC UNIT "A"
DUCT HVAC UNIT "B"

(2)-8AWG CU 5KV + 6 AWG CU, EGC, 2"C
(2)-8AWG 5KV, CU + 6AWG CU, EGC, 2"C

(N) WIND CONE
NEMA 4X FUSED DISCONNECT

480V (E) 5KVA 120/240V — (E) PANEL A
UNDERGROUND VAULT SUBSTATION A

800A 3P — 104 AF
GROUND
NEUTRAL

800A HEAVY DUTY SAFETY SWITCH.

COUNTY AIRFIELD SERVICE 3561 BOEING

15A 2P — 480V — XFMR 9 2KVA — 120V — TO FAA GLIDESLOPE LIGHTING

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EXISTING SINGLE LINE DIAGRAM

13.2

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VOLTAGE DROP CALCULATION

1/2/2023

PROJECT: CRC HUMBOLT COUNTY AIRPORT, MCKINLEYVILLE, CA — SYSTEM VOLTAGE: 208
NUMBER: — SYSTEM PHASE: 3
VOLT DROP CALCULATION BASED ON CHAPTER 9 OF THE NATIONAL ELECTRICAL CODE
PREPARED BY: LEAN Engineering, Irvine, CA — METRIC (Y/N): N — Date: 2/24/2023

LOAD DESCRIPTION	NOMINAL VOLTAGE	SYSTEM PHASE	STARTING VOLTAGE	POWER FACTOR	LENGTH OF CIRCUIT IN FEET	CURRENT IN AMPS	FINAL WIRE SIZE	FINAL WIRE RUNS	REQ'D GND WIRE SIZE	LINE TO NEUTRAL Y/N	MAGNETIC CONDUIT Y/N	WIRE TYPE Copper Aluminum	VOLTS DROPPED	SINGLE RUN PERCENT	ADD % TO OTHER LOAD Y/N	ADD TO WHAT LOAD	ENDING VOLTAGE	TOTAL PERCENT DROPPED
(E) MSB TO PNL M	208	3	208.0	100%	225.0	571.0	500	2	1/0	N	Y	C	3.2	1.55%	N		204.8	1.55%
PNL M TO PNL A	208	1	204.8	100%	25.0	80.0	1	1	8	N	Y	C	0.6	0.31%	Y	(E) MSB TO PNL M	204.1	1.86%
XT-A-1 TO SUB A	480	1	480.0	100%	650.0	10.4	6	1	6	N	Y	C	6.6	1.38%	N		473.4	1.38%
XT-A-6 TO WIND CONE	480	1	480.0	100%	3600.0	10.4	1/0	1	1/0	N	Y	C	9.0	1.87%	N		471.0	1.87%

1 VOLTAGE DROP CALCULATION
SCALE: NTS

PANEL: PANEL M — VOLTAGE: 208 /120V, 3-PH, 4W — BUS SIZE: 600A — MAIN: 600A/3P M.C.B.
LOCATION:ALV — MOUNTING: SURFACE — FED FROM: EXIST MSB — FEED: TOP BOTTOM X
CIRCUIT CODE: blank or **N**: NON-CONTINUOUS **L**: LONG-CONTINUOUS **R**: DEMANDABLE RECEPT'S **K**: KITCHEN **P**: PANEL **U:UNIT M**: MOTOR

ITEM	CODE	BKR	CKT	A	B	C	CKT	BKR	CODE	ITEM
SUBFEED TO PANEL A	P	175/	1	11815			2	70/	L	7.5 KW CCR T/W A1
PART OF CIRCUIT ABOVE	P	/2	3	5200	11940		4	/2	L	SAME AS CIRCUIT ABOVE
7.5 KW CCR T/W A2	L	70/	5		5200	5200	6	70/	L	7.5 KW CCR T/W B1
SAME AS CIRCUIT ABOVE	L	/2	7	5200		5200	8	/2	L	SAME AS CIRCUIT ABOVE
7.5 KW CCR R/W EDGE 1-19	L	70/	9	5200	5200		10	350/	L	75 KW UPS
SAME AS CIRCUIT ABOVE	L	/2	11		27976	5200	12	/	L	SAME AS CIRCUIT ABOVE
75 KW UPS MPD (MPD LOAD IS LESS THAN INPUT LOAD)	L	300/	13	29400		27976	14	/3	L	SAME AS CIRCUIT ABOVE
SAME AS CIRCUIT ABOVE	L	/	15				16	600/	N	PORTABLE GENERATOR CONNECT BOX - KIRK KEY INTERLOCKED W/MCB
SAME AS CIRCUIT ABOVE	L	/3	17				18	/	N	SAME AS CIRCUIT ABOVE
7.5 HP FIRE SIREN	M	30/	19	2880			20	/3	N	SAME AS CIRCUIT ABOVE
SAME AS CIRCUIT ABOVE	M	/	21		2880		22	20/1		SPARE
SAME AS CIRCUIT ABOVE	M	/3	23			2880	24	20/1		SPARE
SPARE		20/1	25				26	20/1		SPARE
SPARE		20/1	27				28	20/1		SPARE
SPARE		20/1	29				30	20/1		SPARE
SPARE		20/1	31				32	20/1		SPARE
SPARE		20/1	33				34	20/1		SPARE
SPARE		20/1	35				36	20/1		SPARE
BUSSED SPACE			37				38			BUSSED SPACE
BUSSED SPACE			39				40			BUSSED SPACE
BUSSED SPACE			41				42			BUSSED SPACE

CONNECTED VA PER PHASE	59,695	53,196	46,456	DEMAND KVA:	168
TOTAL CONNECTED VA:		159,347		DEMAND AMPS:	467
CONN. VA (CODE N): 0	CONN. VA (CODE R): 0	CONN. VA (CODE M): 8,640		CONNECTED AMPS:	443
CONN. VA (CODE L): 126,952	CONN. VA (CODE K): 0			HIGH PH AMPS/LCL:	499

PANEL NOTES:

2 PANEL 'M' SCHEDULE
SCALE: NTS

PANEL: UPS — VOLTAGE: 208 /120V, 3-PH, 4W — BUS SIZE: 400A — MAIN: 350A/3P M.C.B.
LOCATION:ACV — MOUNTING: SURFACE — FED FROM: UPS-1 — FEED: TOP X BOTTOM X
CIRCUIT CODE: blank or **N**: NON-CONTINUOUS **L**: LONG-CONTINUOUS **R**: DEMANDABLE RECEPT'S **K**: KITCHEN **P**: PANEL **U:UNIT M**: MOTOR

ITEM	CODE	BKR	CKT	A	B	C	CKT	BKR	CODE	ITEM
20 KW CCR R/W EDGE LIGHT 14-32	L	175/	1	13832			2	20/1		SPARE
SAME AS CIRCUIT ABOVE	L	/2	3		13832		4	20/1		SPARE
20 KW CCR R/W CTL 14-32	L	175/	5			13852	6	20/1		SPARE
SAME AS CIRCUIT ABOVE	L	/2	7	13852			8	20/1		SPARE
10 KW CCR R/W TDZ 14-32	L	80/	9		6968		10	20/1		SPARE
SAME AS CIRCUIT ABOVE	L	/2	11			6968	12	20/1		SPARE
SPARE		20/1	13				14	20/1		SPARE
SPARE		20/1	15				16	20/1		SPARE
SPARE		20/1	17				18	20/1		SPARE
SPARE		20/1	19				20	20/1		SPARE
SPARE		20/1	21				22	20/1		SPARE
SPARE		20/1	23				24	20/1		SPARE
SPARE		20/1	25				26	20/1		SPARE
SPARE		20/1	27				28	20/1		SPARE
SPARE		20/1	29				30	20/1		SPARE

CONNECTED VA PER PHASE	27,684	20,800	20,820	DEMAND KVA:	87
TOTAL CONNECTED VA:		69,304		DEMAND AMPS:	241
CONN. VA (CODE N): 0	CONN. VA (CODE R): 0	CONN. VA (CODE M): 0		CONNECTED AMPS:	193
CONN. VA (CODE L): 69,304	CONN. VA (CODE K): 0			HIGH PH AMPS/LCL:	288

PHASE BAL. A-B 24.9% — PHASE BAL. B-C 0.1% — PHASE BAL. C-A 25%

PANEL NOTES:

3 PANEL 'UPS' SCHEDULE
SCALE: NTS

PANEL: PANEL A — VOLTAGE: 208 /120V, 1-PH, 3W — BUS SIZE: 200A — MAIN: 175A/2P M.C.B.
LOCATION: ACV — MOUNTING: SURFACE — FED FROM: PNL "M" — FEED: TOP X BOTTOM X
CIRCUIT CODE: blank or **N**: NON-CONTINUOUS **L**: LONG-CONTINUOUS **R**: DEMANDABLE RECEPT'S **K**: KITCHEN **P**: PANEL **U:UNIT M**: MOTOR

ITEM	CODE	BKR	CKT	A	B	CKT	BKR	CODE	ITEM
SUBFEED TO XT-A (5 KVA)	L	30/	1	2500		2	20/1	L	ROTATING BEACON
SAME AS CIRCUIT ABOVE	L	/2	3		595	4	20/1		SPARE
VAULT LIGHTING	L	20/1	5	500	2500	6	30/	L	SUBFEED TO XT-A-6
SPARE		20/1	7	2500		8	/2	L	SAME AS CIRCUIT ABOVE
GENERATOR BATTERY CHARGER	N	20/1	9	1500		10	20/1	L	OBSTRUCTION LIGHT
GENERATOR WATER JACKET HEATER	N	30/	11	3000	500	12	20/1	L	ALCMS
SAME AS CIRCUIT ABOVE	N	/2	13	3000	1500	14	20/1	R	(E) GENERATOR BLDG RECEPT
(E) GENERATOR BUILDING LIGHTS	L	20/1	15	500	720	16	20/1	R	VAULT RECEPTACLES
SPARE		20/1	17	2496	1440	18	30/	M	DUCTLESS HVAC UNIT "B"
IFR LIGHT	L	20/1	19	500		20	/2	M	SAME AS CIRCUIT ABOVE
DUCTLESS HVAC UNIT "A"	M	30/	21	2496	2496	22	20/1		SPARE
SAME AS CIRCUIT ABOVE	M	/2	23		2496	24	20/1		SPARE
SPARE		20/1	25			26	20/1		SPARE
SPARE		20/1	27			28	20/1		SPARE
SPARE		20/1	29			30	20/1		SPARE
SPARE		20/1	31			32	20/1		SPARE
BUSSED SPACE			33			34			BUSSED SPACE
BUSSED SPACE			35			36			BUSSED SPACE
BUSSED SPACE			37			38			BUSSED SPACE
BUSSED SPACE			39			40			BUSSED SPACE
BUSSED SPACE			41			42			BUSSED SPACE

CONNECTED VA PER PHASE	16,807	16,932		DEMAND KVA:	37.9
CONN. VA (CODE N): 7,500	TOTAL CONN. VA	33,739		DEMAND AMPS:	182.1
CONN. VA (CODE L): 14,095	CONN. VA (CODE K):	0		CONN. AMPS:	162.2
CONN. VA (CODE R): 2,160	CONN. VA (CODE M):	9,984		HIGH PH. AMPS/LCL:	161.9

PANEL NOTES:

4 PANEL 'A' SCHEDULE
SCALE: NTS

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Lochner

CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO. 22795

DRAWN BY AS	DATE 11-17-2025
CHECKED BY JA	DATE 11-17-2025
DESIGNED BY AS	DATE 11-17-2025
REVISIONS	DATE
60% SUBMITTAL	11-17-2025

EXISTING VOLTAGE CALCS

13.3

Plot Style: 11 x 17 construction.ctb
Last Saved By: freddy.martinez 2025/11/17
Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\13425501a lochner acv relocate twy a\01 drawings\working drawings\Sheets\22795- ElectricalVault.dwg Nov 17,2025 - 9:32am

LEGEND:

——— - - ——— - - ——— AC CABLE - PROVIDED BY OTHERS

DEVICE RATING			
DEVICE	RATING	TYPE	ACCESSORIES
QB	400AF, 208/120 VAC	3P MCCB	-
Q5	400AF, 208/120 VAC	3P MCCB	1 AUX SWITCH (SPDT TYPE)
Q2	400AF, 208/120 VAC	4P MCCB	1 AUX SWITCH (SPDT TYPE)
Q3	400AF, 208/120 VAC	4P MCCB	1 AUX SWITCH (SPDT TYPE)
QSF	400AF, 600V	3P MCCB	1 AUX SWITCH (SPDT TYPE)
Q7	32A, 500VDC	3P DC BREAKER	1 SHUNT TRIP (110-125VAC/DC) 1 AUX CONTACT (1 FORM C + 1 BA)

NOTES:
1. INSTALLATION SHALL COMPLY WITH ALL APPLICABLE NATIONAL,STATE AND LOCAL CODES.
2. REFER TO PRODUCT DOCUMENTATION FOR ADDITIONAL DETAILS PRIOR TO INSTALLATION AND SITE PREPARATION WORK.
3. DRAWING DEPICTS POWER SYSTEM CONNECTIONS AND IS NOT REPRESENTATIVE OF PHYSICAL LAYOUT, PLEASE REFER TO MECHANICAL DRAWINGS FOR PHYSICAL LAYOUT.

△4 MAXIMUM AVAILABLE FAULT CURRENT IS 30KAIC.

△5 AC SOURCE TO BE 208VAC 3PH WYE FOR 3 WIRE SYSTEM: 3 WIRE+GROUND. FOR 4 WIRE SYSTEM: 4 WIRE+GROUND.

△6 AC CABLING SHALL BE 600V RATED, 3 WIRE+GROUND. FOR 4 WIRE SYSTEM : AC CABLING SHALL BE 600V RATED, 4 WIRE+GROUND.

△7 SINGLE MAINS CONFIGURATION IS A DEFAULT.
FOR DUAL MAINS CONFIGURATION REMOVE THE 3 SHORTING STRAPS/WIRES.

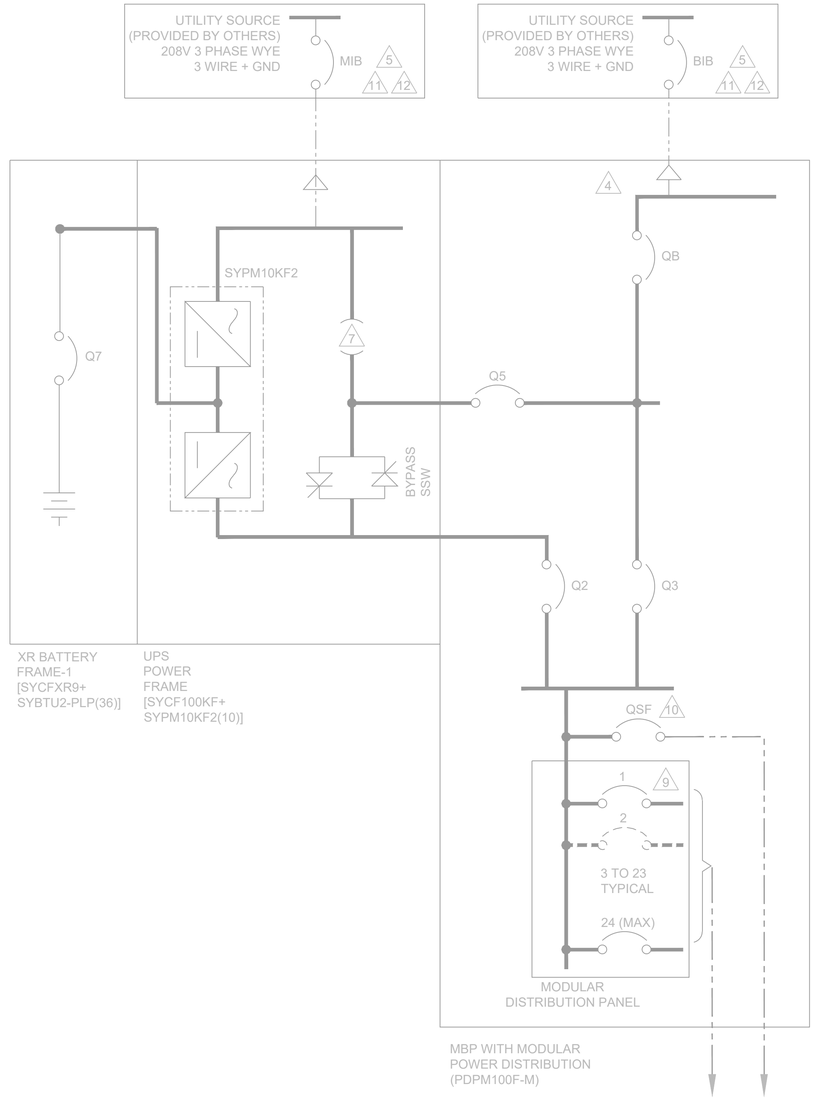
8. THIS DRAWING SHOWS MINIMUM NUMBER OF XR BATTERY FRAMES. MAXIMUM (4) XR BATTERY FRAMES CAN BE BAYED TO UPS.

△9 DISTRIBUTION MODULES ARE NOT PART OF PDPM100F-M.

△10 SEE INSTALLATION MANUAL FOR RECOMMENDED SETTINGS.

△11 SEE TABLE BELOW FOR RECOMMENDED SETTING.

△12 FOR PROPER INSTALLATION OF EPO, MIB BREAKER MUST BE INTERRUPTED UPON OF THE EPO BUTTON. A SHUNT TRIP COIL MAY THEREFORE BE NECESSARY FOR THIS PURPOSE. FOR MORE DETAILS, SEE EPO SECTION IN THE INSTALLATION MANUAL.



GENERAL NOTES

1. SEE SHEETS 9.1, 9.2, 9.3, AND 11.0 FOR ELECTRICAL NOTES, ABBREVIATIONS, AND LEGEND.

NO ELECTRICAL WORK. SHEET IS FOR REFERENCE ONLY.

100K UPS FRAME SUBMITTAL DATA - W/ MODULAR PDU - W/O TRANSFORMER																			
UPS RATING				VOLTAGE CURRENT		RECTIFIER AC INPUT MIB DUAL OR SINGLE FEED 4						BYPASS AC INPUT BIB DUAL FEED 4						AC OUTPUT	
						CURRENT		RECOMMENDATIONS				CURRENT		RECOMMENDATIONS				CURRENT	
UPS FRAME RATING	QTY OF 10KW POWER MODULES	kVA	kW	INPUT	OUTPUT	FULL LOAD	MAX	100% OCPD	100% CABLE	80% OCPD	80% CABLE	FULL LOAD	MAX	100% OCPD	100% CABLE	80% OCPD	80% CABLE	NOM	MAX
100kV/ 100kW 100K FRAME	4	20	70	208	208	-	-	-	-	300A	1x35	195	243	-	-	250A	1x250	196	245

NOTES:
1. UPS WAS DESIGNED AS AN 80KVA WITH(4) 20KVA MODULES. 2 MODULES WERE REMOVED TO ALLOW THE UPS UNIT TO RUN AT 40KVA. THE TWO REMOVED MODULES WERE LEFT IN THE UPS CABINET TO BE USED AS NEEDED FOR FUTURE EXPANSION.

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Lochner

CALIFORNIA REDWOOD COAST HUMBOLDT COUNTY AIRPORT

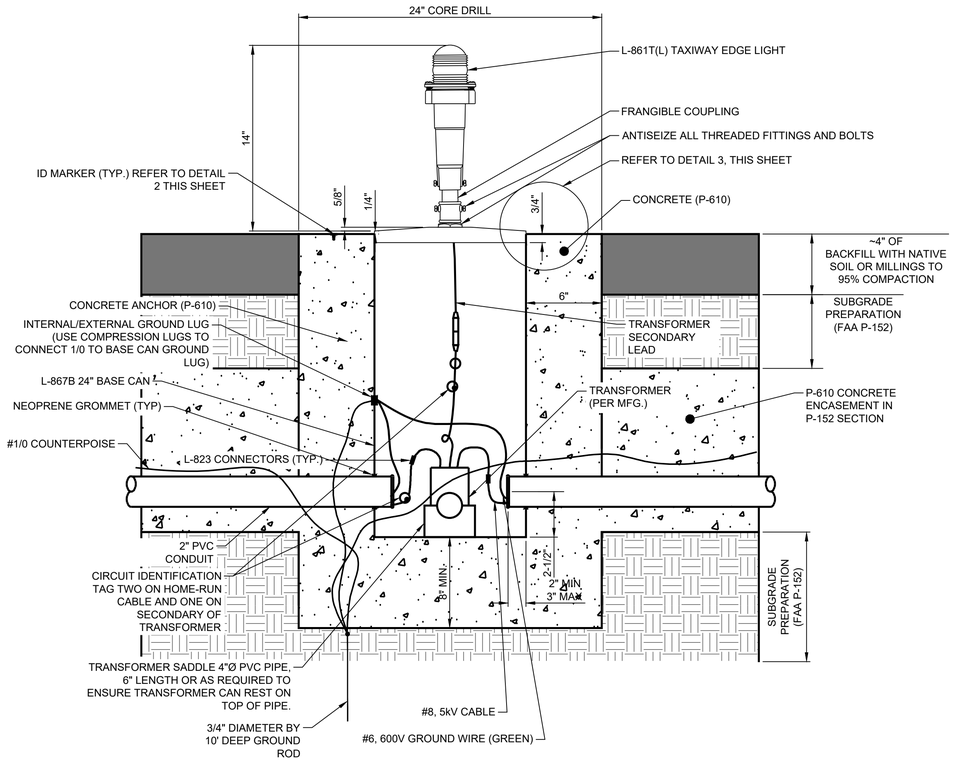
MCKINLEYVILLE, CALIFORNIA

AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY	AS
DATE	11-17-2025
CHECKED BY	JA
DATE	11-17-2025
DESIGNED BY	AS
DATE	11-17-2025
REVISIONS	60% SUBMITTAL
DATE	11-17-2025

EXISTING UPS DIAGRAM

13.4



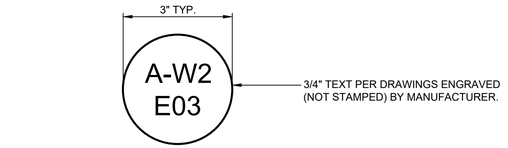
1 L-867B BASE CAN AND ELEVATED LIGHT IN NEW AC MILLINGS SHOULDER
SCALE: NTS

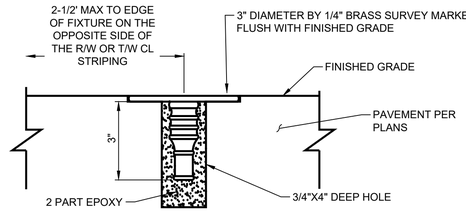
DETAIL 1 NOTES:

1. COORDINATE BASE CAN DEPTH WITH LOCATION OF CONDUIT PLACEMENT. CONDUIT DEPTH SHALL BE INSTALLED TO MINIMIZE ANY LARGE CONDUIT BENDS OR SWEEPS INTO THE NEW BASE CANS.
2. AFTER AGGREGATE BASE IS PLACED AND COMPACTED, TRENCH AND INSTALL NEW CONDUIT. SURVEY CAN LOCATION. CONDUIT SHALL BE CAPPED FOR LATER INSTALLATION.
3. CORE 24" DIAMETER HOLE AND INSTALL BASE CAN USING BASE CAN ALIGNMENT JIG (JAQUITH PART #AW-9100 OR APPROVED EQUAL). MAKE SPECIAL CONSIDERATION TO FASTEN ALIGNMENT JIG TO P-208 TO ENSURE THAT THE JIG DOESN'T MOVE WHILE POURING THE ANCHOR. MAKE CONDUIT CONNECTIONS AS REQUIRED.
4. INSTALL BARE COPPER WIRE FROM EXTERNAL GROUND LUG TO GROUND ROD AT LOCATIONS SHOWN ON THE PLANS.
5. POUR AND FINISH P-610 TO FINISHED GRADE OF NEW AC MILLINGS PAVEMENT.
6. P-610 SHALL BE SLOPED DOWN FROM CAN HEIGHT TO LEVEL TO ALLOW FOR DRAINAGE AWAY FROM THE CAN.
7. REINSTALL TRANSFORMER(S) PER MFG REQUIREMENTS AND MAKE ALL SPLICES, TAGS, CONNECTIONS, AND OTHER ACCESSORIES. ENSURE A MINIMUM SLACK PER SHEET 9.1 AND 9.2.
8. INSTALL BASE PLATE WITH A MINIMUM SIX 18-8 STAINLESS STEEL BOLTS AND TWO PIECE ANTI-ROTATION WASHERS. DO NOT USE SHIPPING BOLTS. TORQUE PER MFG.'S RECOMMENDATIONS.
9. COMPLETE LIGHT FIXTURE INSTALLATION.

GENERAL NOTES

1. SEE SHEETS 9.1, 9.2, 9.3, AND 11.0 FOR ELECTRICAL NOTES, ABBREVIATIONS, AND LEGEND.

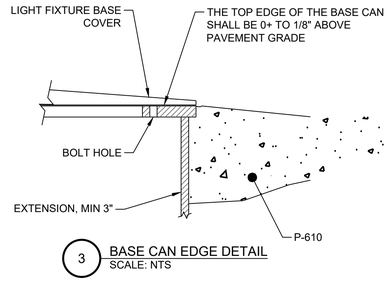




DETAIL 2 NOTES:

1. CONTRACTOR SHALL REMOVE EXISTING TAG PRIOR TO MILLING.

2 LIGHT FIXTURE IDENTIFICATION MARKER DETAIL
SCALE: NTS



3 BASE CAN EDGE DETAIL
SCALE: NTS

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MCKINLEYVILLE, CALIFORNIA
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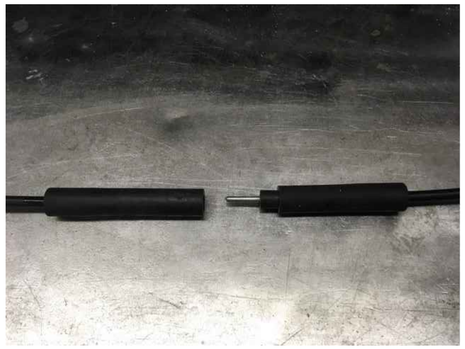
REVISIONS 60% SUBMITTAL	DATE 11-17-2025

ELECTRICAL DETAIL 1

14.1

Plot Style: 11 x 17 construction.ctb
Last Saved By: freddy.martinez 2025/11/17
Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\13342501a lochner acv relocate twy a\01 drawings\working drawings\Sheets\22795- ElectricalDetails.dwg Nov 17,2025 - 9:32am



NOTES FOR STEP 1:

1. PENCIL TAPER BOTH ENDS
2. APPLY SILICONE
3. CRIMP CONNECTOR ENDS ONTO CABLE

1A STEP 1
SCALE: NTS

NOTES FOR STEP 2:

1. APPLY SCOTCH 130C RUBBER TAPE HALF-LAPPED FOR A TOTAL WIDTH OF 2" AT THE CONNECTION POINT AND BOTH ENDS

1B STEP 2
SCALE: NTS

NOTES FOR STEP 3:

1. APPLY SCOTCH 88 HALF LAPPED 3" AT THE CONNECTION POINT AND BOTH ENDS, COMPLETELY COVERING THE RUBBER TAPE.

1C STEP 3
SCALE: NTS

INSTALLATION NOTES:

1. CONTRACTOR SHALL HAVE A MECHANICAL CRIMPING TOOL AND PENCIL TAPER ON SITE.
2. MAKE ALL CONNECTIONS WITH THESE TOOLS. ALL PERSONNEL PERFORMING SPLICES AND SUPERVISOR SHALL ATTEND A 1/2 HOUR TRAINING SEMINAR CONDUCTED BY A REPRESENTATIVE OF THE SPLICE KIT MANUFACTURER. COST FOR THE TRAINING SHALL BE INCIDENTAL TO THE CONTRACT WITH NO SEPARATE PAYMENT. NO EXCEPTIONS WILL BE ALLOWED. INSPECTOR SHALL MAINTAIN A LIST AT ALL TIMES OF CERTIFIED PERSONNEL.
3. SUPPLY A LIBERAL AMOUNT OF LUBRICANT SILICONE 5 OZTUBE, PRODUCT #G-661 AS SUPPLIED BY ANIXTER, OR APPROVED EQUAL ON CONNECTIONS BETWEEN CABLE AND CONNECTOR.
4. CONTRACTOR SHALL OBTAIN MANUFACTURING INSTALLATION INSTRUCTIONS PRIOR TO BID. SUBMIT AS PART OF SHOP DRAWING.
5. THIS DETAIL SHALL ONLY BE USED BETWEEN THE TRANSFORMER AND PRIMARY HOME RUN CABLE INSIDE THE BASECAN.

1A L-823 CONNECTOR KIT DETAIL (CLASSIC KIT)
SCALE: NTS

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REVISIONS	DATE
60% SUBMITTAL	11-17-2025

ELECTRICAL DETAIL 2

14.2

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Last Saved By: freddy martinez 2025/11/17
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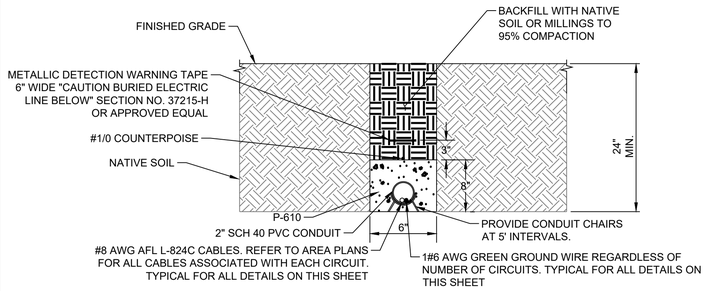
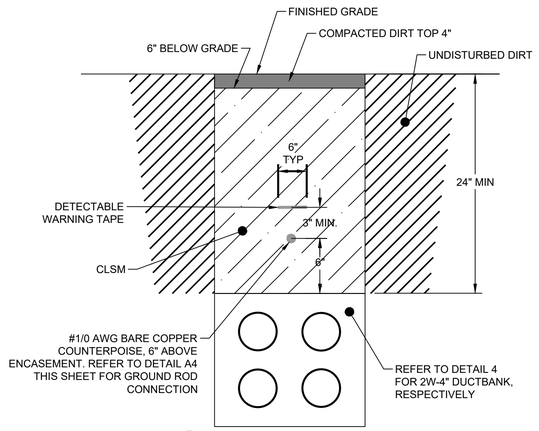


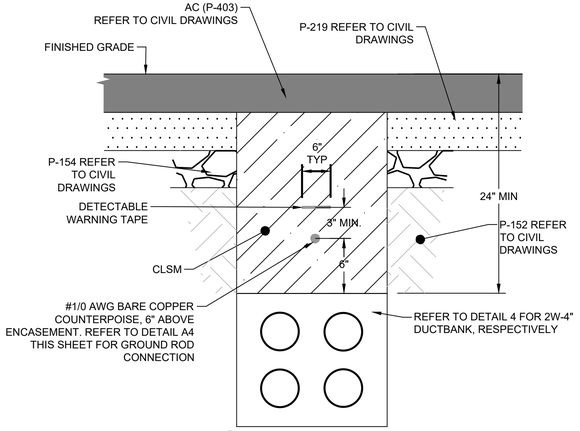
1 1W-2" CONDUIT IN NATIVE SOIL
SCALE: NTS

NOTES:

1. 6" WIDE TRENCH IN ASPHALT PAVEMENT TO 24" DEPTH. THOROUGHLY CLEAN OUT.
2. ENCASE WITH CONCRETE AS SHOWN.



2 DUCTBANK IN NATIVE SOIL
SCALE: NTS



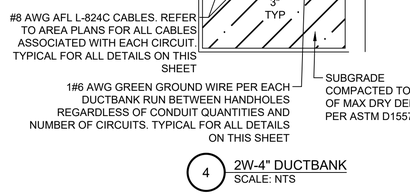
3 DUCTBANK IN NEW AC
SCALE: NTS

GENERAL NOTES

1. SEE SHEETS 9.1, 9.2, 9.3, AND 11.0 FOR ELECTRICAL NOTES, ABBREVIATIONS, AND LEGEND.

SHEET NOTES:

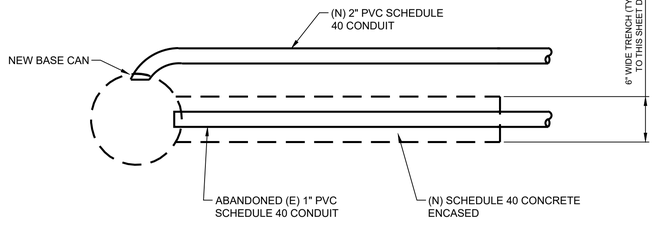
1. MARKING TAPE SHALL BE 6" WIDE RED POLYETHYLENE TAPE WITH LEGEND "CAUTION ELECTRICAL LINES BELOW" (BRADY IDENTOLINE OR EQUAL) PLACED AT 12" ABOVE CONDUIT.
2. AT LOCATIONS WHERE A POWER AND COMMUNICATION CONDUIT SHARE THE SAME CONDUIT, SEPARATE COLUMN OF CONDUITS BY 12" INSIDE TRENCH. (THIS IS THE CONFIGURATION SHOWN) OTHERWISE SEPARATION MAY BE 3" WIDE.
3. CONDUITS ENTERING PULL BOX WERE FITTED WITH BELL ENDS AND EXTEND 1" INSIDE OF THE HANDHOLE. ALL CONDUIT ENTRANCES SHALL BE NEATLY GROUTED AND SEALED W/DUCT SEAL.
4. UNDERGROUND RACEWAY SLOPE TOWARD MANHOLES, PULL BOXES, ETC., AT MINIMUM RATE OF 3 INCHES PER 100 FEET.
5. 1/0 BARE COPPER SHALL BE STRANDED.



4 2W-4" DUCTBANK
SCALE: NTS

DUCTBANK NOTES:

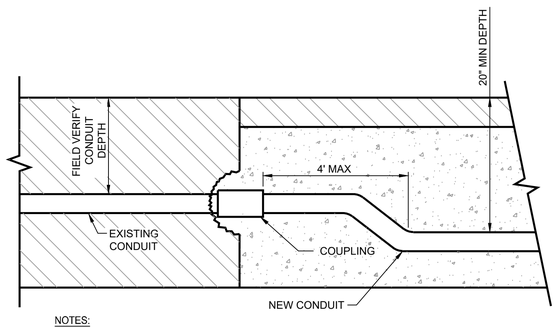
1. INSTALL PULL ROPE IN ALL CONDUITS.
2. INSTALL THE SIDES OF THE DUCTBANK WITH A NEAT VERTICAL FACE, OR FORMING IF NECESSARY. THE CONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS NECESSARY FOR FORMWORK. FORMWORK SHALL NOT BE SEPARATELY MEASURED BUT SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE DUCTBANK PAY ITEM.
3. CONTRACTOR SHALL ANTICIPATE DEWATERING ALL TRENCHES. ALL WATER SHALL BE DISCHARGED PER THE APPLICABLE ENVIRONMENTAL REGULATIONS. SUBCONTRACTOR SHALL FURNISH ALL LABOR, EQUIPMENT, MATERIAL, EROSION CONTROL AND INCIDENTALS NECESSARY FOR DEWATERING. DEWATERING SHALL NOT BE SEPARATELY MEASURED FOR PAYMENT. DEWATERING IS INCIDENTAL TO THE VARIOUS DUCTBANK PAY ITEMS. CONTRACTOR SHALL HAUL SPOILS OFF AIRPORT PROPERTY IN ACCORDANCE WITH APPLICABLE RULES. COST IS INCIDENTAL TO COST OF TRENCH.
4. GROUNDING RODS SHALL BE INSTALLED AT APPROXIMATELY 90-FOOT INTERVALS USING EXOTHERMIC WELDS TO ACHIEVE GROUND RESISTANCE OF LESS THAN 10 OHMS. THE SPACING BETWEEN GROUND RODS MUST VARY 10% TO 20% TO PREVENT RESONANCE. INSTALL THE GROUND RODS APPROXIMATELY 6-FEET FROM DUCTBANK ON EITHER SIDE OF TRENCH.
5. TERMINATE 1/0 GUARD WIRE AT HANDHOLE OR BUILDING GROUND ROD BY EXOTHERMIC WELD.
6. BARE COPPER CABLE SHALL BE 7 STRANDED, CLASS A.
7. MINIMUM 3 INCH CONCRETE BETWEEN REBAR AND OUTER EDGE OF THE CONDUIT AND BETWEEN REBAR AND EDGE OF ENCASEMENT
8. USE TYPICAL 4 #4 REBAR AND MAXIMUM 30" SPACING BETWEEN REBARS



DETAIL 4 NOTES:

1. PROVIDE SMOOTH CURVES AND ENTER BASE CAN PERPENDICULAR TO SIDE.
2. PROVIDE A MINIMUM 3' LONG CONDUIT TRANSITION. INSTALL CONDUIT AT FULL DEPTH.

5 CONNECTING NEW CONDUIT TO EXISTING BASE CAN
SCALE: NTS



NOTES:

1. LOCATE EXISTING CONDUIT WHICH IS BEING INTERCEPTED AND FIELD VERIFY CONDUIT DEPTH.
2. SAW CUT A 4'x4' MINIMUM SECTION OF PAVEMENT AND HAND EXCAVATE AT POINT OF CONNECTION. CUT CONDUIT AND CHISEL OUT AN AREA AROUND CONDUIT END.
3. CLEAN CONDUIT AND INSTALL A COUPLING.
4. SAW CUT OR KERF TRENCH FOR NEW CONDUIT TO EXCAVATED HOLE AREA.
5. INSTALL NEW CONDUIT AS INDICATED IN CONDUIT INSTALLATIONS.
6. IF EXISTING CONDUIT DEPTH IS LESS THAN THE NEW CONDUIT TRANSITION TO GREATER DEPTH.
7. RESTORE THE CEMENT TREATED BASE BY POURING (N) P-610.

6 EXISTING CONDUIT CONNECTION DETAIL
SCALE: NTS

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CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO. 22795	
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REVISIONS 60% SUBMITTAL	DATE 11-17-2025

ELECTRICAL DETAIL 3

14.3

Plot Style: 11 x 17 construction.ctb
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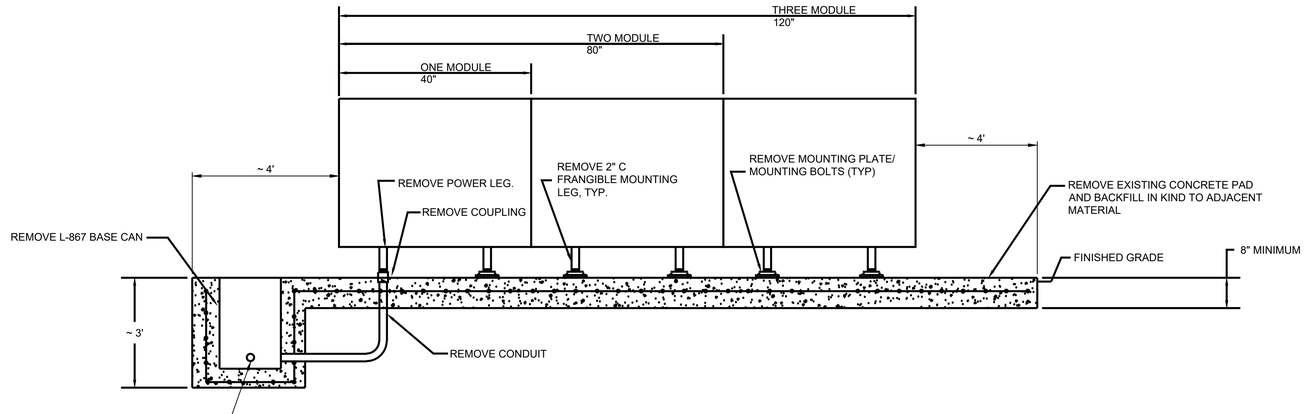

1 REMOVE EXISTING SIGN AND FOUNDATION
SCALE: NTS

SEQUENCE FOR INSTALLATION:

A. DETAIL APPLIES FOR SIGNS AND SIGN FOUNDATIONS THAT ARE NO LONGER IN USE AT THE COMPLETION OF THE PROJECT.

B. CONTRACTOR SHALL ASSUME THAT EXISTING SIGNS HAVE THE SAME PHYSICAL DIMENSION AND FOUNDATION AS NEW SIGNS. CONTRACTOR SHALL REMOVE EXISTING SIGN AND FOUNDATION AND BACKFILL WITH NATIVE FILL AND COMPACT TO 98%.

C. PRIOR TO DEMOLITION OF EXISTING SIGN CONTRACTOR SHALL INSTALL THE NEW SIGN AND FOUNDATION AND CONNECT THE NEW SIGN TO THE APPROPRIATE CIRCUIT. HOWEVER, KEEP NEW SIGN COVERED SO AS NOT TO INTERFERE WITH THE PURPOSE OF THE EXISTING SIGN. IF NEW SIGN IS OBSTRUCTING EXISTING SIGN THAN THE NEW SIGN SHALL BE INSTALLED IN ONE CLOSURE PERIOD.

D. DURING ONE CLOSURE PERIOD, CONTRACTOR SHALL REMOVE EXISTING SIGN AND ENERGIZE NEW SIGN. CONTRACTOR MAY NEED TO COME BACK DURING ADDITIONAL CLOSURE AND REMOVE THE FOUNDATION IF THE FOUNDATION REMOVAL COULD NOT BE PERFORMED DURING ONE PERIOD. THAT IS, CONTRACTOR SHALL ASSUME TWO MOBILIZATIONS IN THE REMOVAL OF THE SIGN AND ITS FOUNDATION. CONTRACTOR SHALL PULL BACK THE WIRE TO THE NEAREST HANDHOLE OR JUNCTION CAN AND PROVIDE TWO NEW L-823 CONNECTORS TO MAINTAIN CIRCUIT CONTINUITY. COST FOR THE CABLE REMOVAL SHALL BE INCIDENTAL TO THE PROJECT (CONTRACTOR SHALL ASSUME THAT 500' OF WIRE REMOVAL IS INCLUDED IN THE COST OF THE SIGN REMOVAL). COST FOR THE OPENING EXISTING HANDHOLE OR BASE CAN IS INCIDENTAL TO THE CONTRACT WITH NO SEPARATE PAYMENT.

GENERAL NOTES

1. SEE SHEETS 9.1, 9.2, 9.3, AND 11.0 FOR ELECTRICAL NOTES, ABBREVIATIONS, AND LEGEND.

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ELECTRICAL DETAIL 3

14.4

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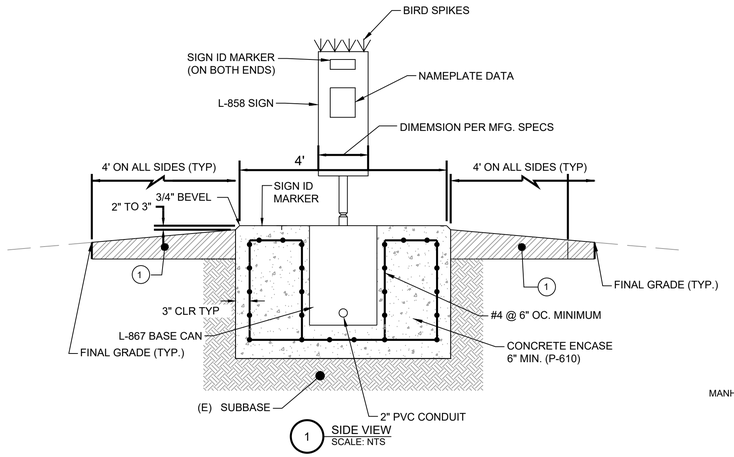
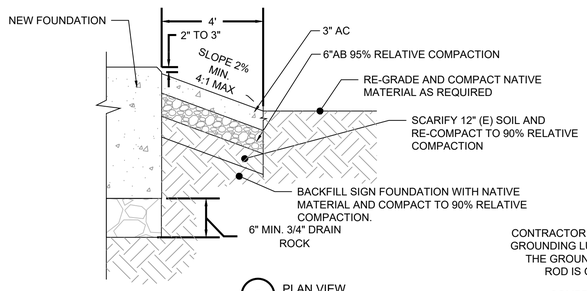
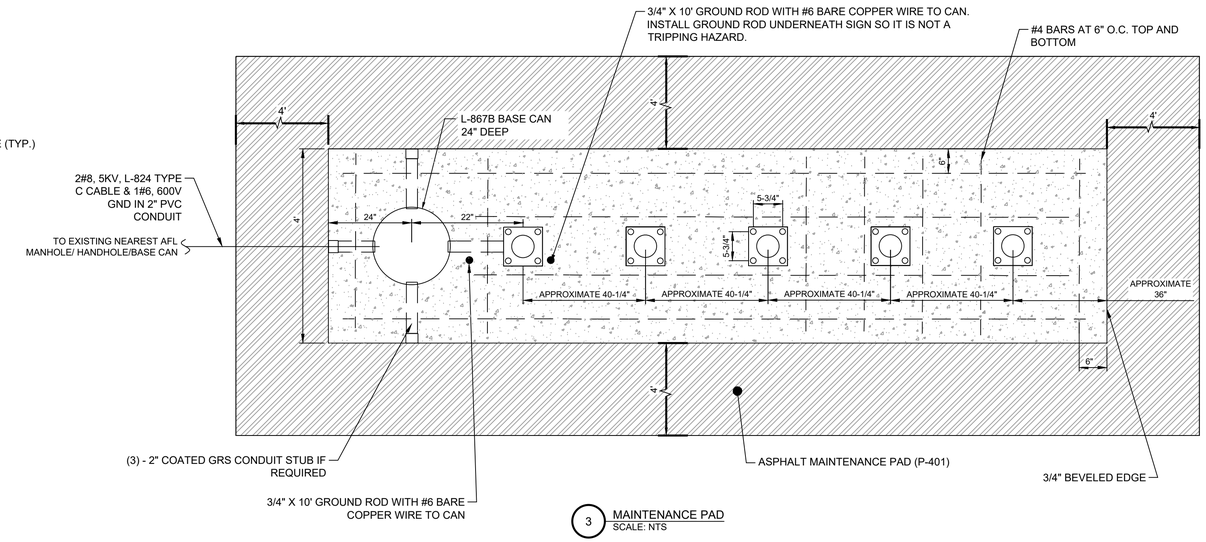


1 SIDE VIEW
SCALE: NTS



2 PLAN VIEW
SCALE: NTS



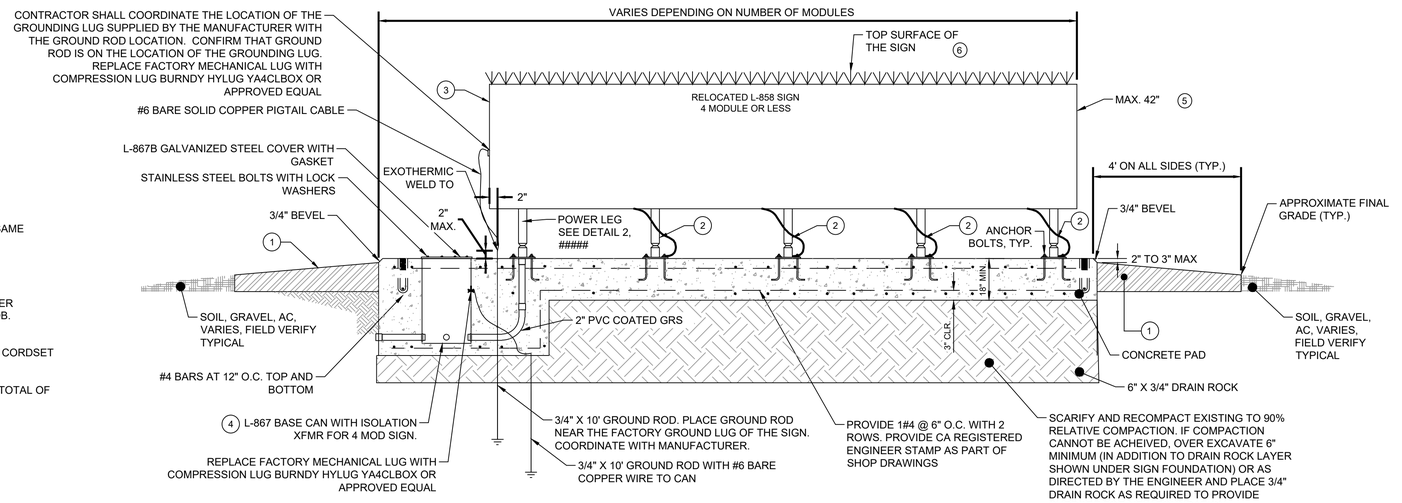
3 MAINTENANCE PAD
SCALE: NTS

KEY NOTES:

1. PROVIDE 4' MAINTENANCE PAD AROUND SIGN PAD. REFER TO DETAIL 3 ON THE SAME SHEET.
2. TETHER. MINIMUM 1 PER MODULE AND AT LEAST 2 TETHERS PER SIGN.
3. INSTALL NEW SIGNS PER MANUFACTURER MOUNTING PLATE TEMPLATE, RECOMMENDATIONS, AND INSTRUCTIONS. NUMBER AND SPACING OF LEGS AS PER MANUFACTURERS REQUIREMENTS. EXISTING SIGNS ARE MANUFACTURED BY ADB.
4. FOR RELOCATED SIGNS REUSE TRANSFORMERS. FOR NEW SIGNS PROVIDE TRANSFORMER PER MFG. RECOMMENDATIONS. PROVIDE NEW L-823 EXTENSION CORDSET OR REQUIRED LENGTH.
5. PROVIDE GUIDANCE SIGN IDENTIFICATION MARKER ON EACH END OF THE SIGN (TOTAL OF TWO MARKERS PER SIGN).
6. INSTALL BIRD SPIKES.

GENERAL NOTES:

1. SEE SHEETS 9.1, 9.2, 9.3, AND 11.0 FOR ELECTRICAL NOTES, ABBREVIATIONS, AND LEGEND.
2. CONTRACTOR SHALL VERIFY THE LOCATION OF THE SOURCE OF POWER TO THE SIGN WHETHER IT'S A LIGHT FIXTURE OR HANDHOLE.
3. INSTALL NEW OR RELOCATED SIGN, TRANSFORMER, FOUNDATION, SECONDARY CABLES, CONDUIT, AND CONNECT TO THE EXISTING CIRCUIT.
4. CONTRACTOR SHALL BLUE STAKE THE LOCATION OF THE SIGN AND SIGN FOUNDATION (ALL FOUR CORNERS) PRIOR TO INSTALLING THE FOUNDATION. CONTRACTOR SHALL SUPPLY A SURVEY SHOP DRAWING THAT SHOWS THE LOCATION AND ELEVATION OF THE FOUR CORNERS OF SIGN FOUNDATION, FOUR CORNER LOCATION AND ELEVATION OF THE MAINTENANCE PAD AND AN ADDITIONAL LOCATION AND ELEVATION OF 15' DIAGONAL FROM EACH CORNER OF THE SIGN FOUNDATION FOR ENGINEER'S APPROVAL.



4 NEW LIGHTED GUIDANCE SIGNS 4 MODULES OR LESS INSTALLATION DETAILS ON NEW FOUNDATION
SCALE: NTS

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ELECTRICAL DETAIL 5

14.5

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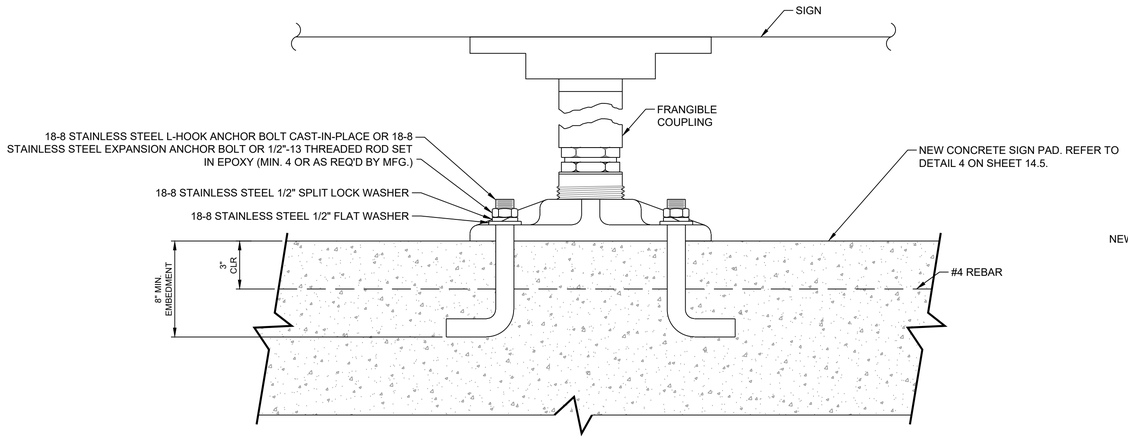
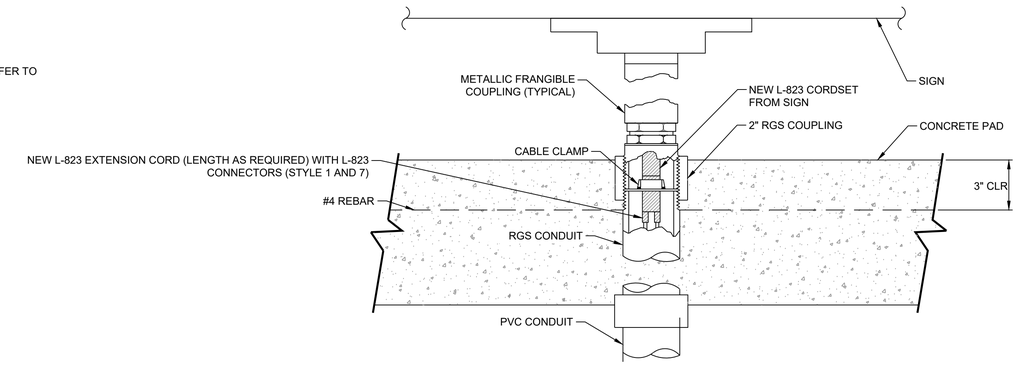


1 ANCHOR "J" BOLT DETAIL - NEW CONCRETE PAD
SCALE: NTS

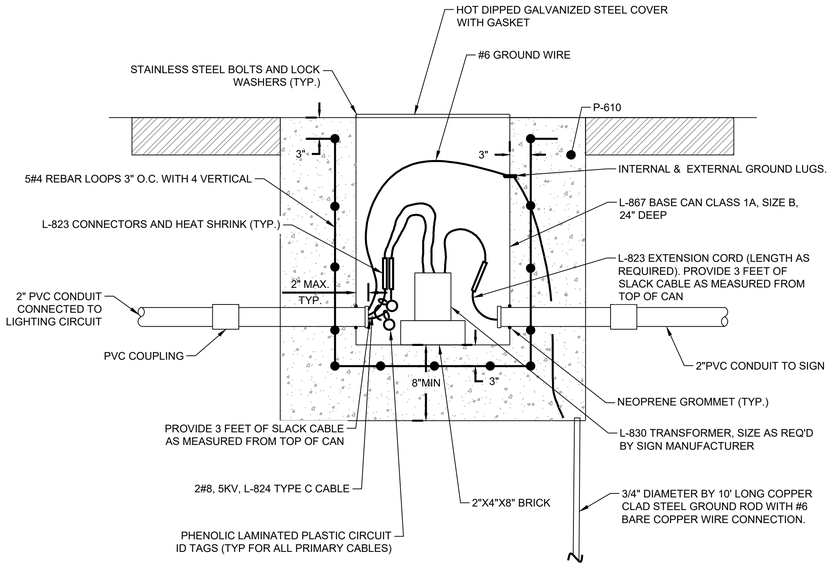
GENERAL NOTES

1. SEE SHEETS 9.1, 9.2, 9.3, AND 11.0 FOR ELECTRICAL NOTES, ABBREVIATIONS, AND LEGEND.

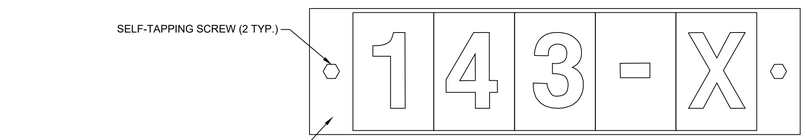


NOTE: DETAIL APPLIES TO NEW CONCRETE PAD CONSTRUCTION AND NEW SIGNAGE POWER LEG/LOCATION.

2 POWER LEG DETAIL - NEW CONCRETE PAD
SCALE: NTS



3 NEW AIRFIELD GUIDANCE SIGN BASE CAN DETAIL
SCALE: NTS



NOTE: PROVIDE MINIMUM 2" TALL LETTERING

4 TYPICAL SIGN ID TAG
SCALE: NTS

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ELECTRICAL DETAIL 4

14.6

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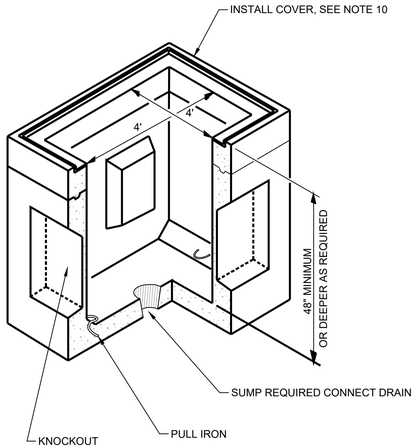
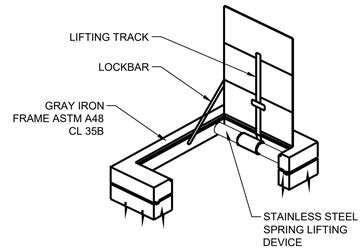
DETAIL 1 NOTES:

1. PROVIDE GROUND ROD KNOCKOUT HOLE IN CORNER OF EACH PULL BOX.
2. INSTALL 10FT LONG x 3/4" DIAMETER GROUND ROD IN EACH PULL BOX. SEE SPECIFICATIONS.
3. INSTALLATION OF PULL BOXES SHALL BE AS PER MFGR'S INSTALLATION PROCEDURES.
4. MINIMUM SOIL BEARING CAPACITY SHALL BE 2000PSF.
5. PULL BOX TO BE PLACED ON A MINIMUM 24" BASE OF 3/4" CRUSHED ROCK.
6. PROVIDE MANUFACTURER'S SHOP DRAWINGS FOR REVIEW.
7. SEE CONDUIT OR DUCT BANK TERMINATION DETAILS.
8. INSTALL TWO (2) CABLE RACKS ON EACH WALL OF PULL BOX. SEE DETAIL 3, THIS SHEET.
9. INSTALL PULLING IRON OPPOSITE EACH CONDUIT OR DUCT ENTRY INTO PULL BOX. SEE DETAIL 3, THIS SHEET.
10. PULL BOX COVERS SHALL BE EQUIPPED WITH A 48" X 48" CLEAR OPENING, SPRING LOADED LIFTING DEVICE PER DETAIL 2, THIS SHEET. NEENAH # R-3498-R2S. LABEL PER DETAIL 4, THIS SHEET.
11. EACH NEW PULL BOX SHALL HAVE PULL BOX NUMBER LETTERED ON COVER SEE DWG'S FOR NUMBERING SYSTEM.
12. STRUCTURES NOTED AS AIRCRAFT RATED SHALL BE DESIGNED FOR A LOADING OF 100,000 LBS (100 KIPS) OR 250 PSI. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS AND STRUCTURAL CALCULATIONS STAMPED BY LICENSED STRUCTURAL ENGINEER WITH THE STATE OF CALIFORNIA FOR APPROVAL.
13. STRUCTURE INCLUDING FRAME AND COVER, SHALL BE AIRBUS A380-800F AIRCRAFT RATED, PER THE DESIGN OF AIRCRAFT LOADING AND GEAR CONFIGURATION. ALL STRUCTURAL CONCRETE SHALL BE FAA P-610 -5000 PSI. THE CONTRACTOR SHALL SUBMIT A SHOP DRAWINGS AND STRUCTURAL CALCULATIONS PREPARED BY A PROFESSIONAL STRUCTURAL ENGINEER LICENSED IN THE STATE OF CALIFORNIA.
14. PULL BOX RIM ELEVATION SHALL BE 1" MIN AND 3" MAXIMUM ABOVE THE SURROUNDING GRADE SHOWN ON THE GRADING PLANS.



1 4'X4'X4' PRE-CAST CONCRETE BOX DETAIL
SCALE: NTS



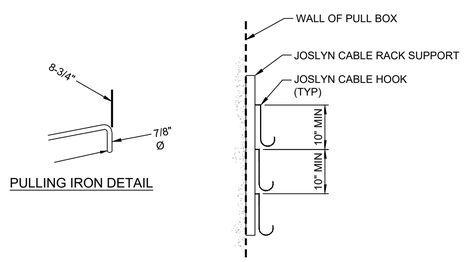
GENERAL NOTES

1. SEE SHEETS 9.1, 9.2, 9.3, AND 11.0 FOR ELECTRICAL NOTES, ABBREVIATIONS, AND LEGEND.

DETAIL 2 NOTES:

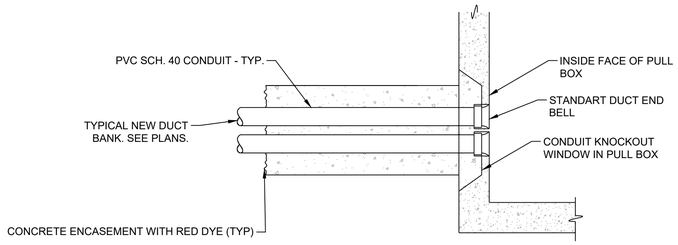
1. THE SPRING COVER ASSEMBLIES (TWO SIZES PER DETAILS) SHALL BE AS MANUFACTURED BY NEENAH FOUNDRY COMPANY, NEENAH, WISCONSIN 54956 OR APPROVED EQUAL.
2. PULL BOX INCLUDING FRAME AND COVER SHALL BE AIRCRAFT RATED FOR MINIMUM 100,000 LBS WHEEL LOADING.
3. COVERS SHALL HAVE CLEAR OPENING OF SIZE INDICATED IN DETAILS
4. COVERS SHALL INCLUDE A 316 STAINLESS STEEL LOCKBAR
5. ALL FITTING, NUTS, BOLTS, ETC. SHALL BE 316 STAINLESS STEEL
6. THE SPRING COVER ASSEMBLY SHALL REDUCE THE LIFTING PRESSURE TO 50% OF THE TOTAL WEIGHT OF THE COVER.

2 TYPICAL DUCT BANK TERMINATION IN PRE-CAST PULL BOX DETAIL
SCALE: NTS



3 PULLING IRONS & CABLE HOOK SUPPORTS
SCALE: NTS

4 TYPICAL PULL BOX COVER MARKING
SCALE: NTS



5 TYPICAL DUCT BANK TERMINATION IN PRE-CAST PULL BOX DETAIL
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ELECTRICAL DETAIL 6

14.7

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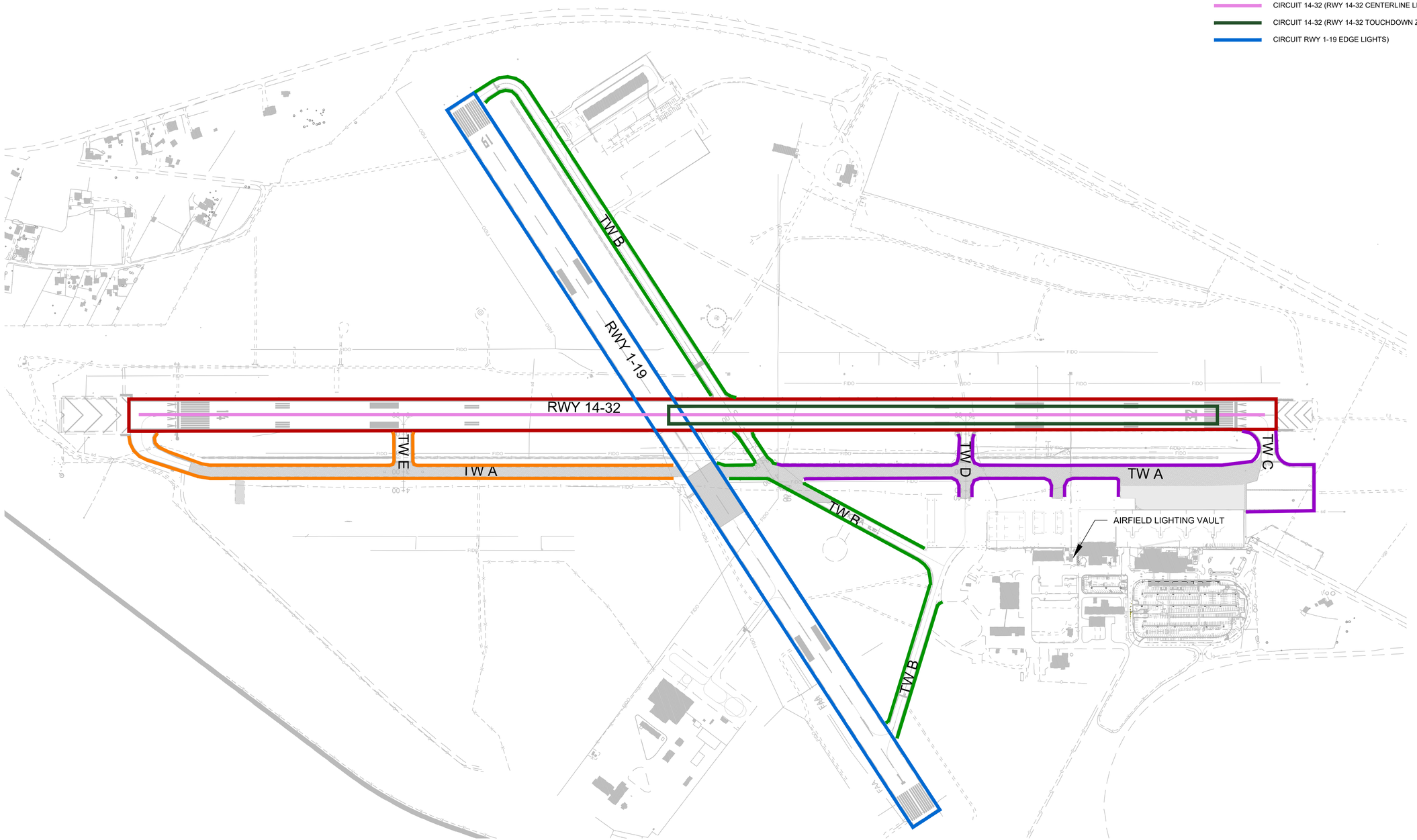
GENERAL NOTES

1. SEE SHEETS 9.1, 9.2, 9.3, AND 11.0 FOR ELECTRICAL NOTES, ABBREVIATIONS, AND LEGEND.

LEGEND:

- CIRCUIT A1 (TWY A EDGE LIGHTS) (NORTH)
- CIRCUIT A2 (TWY A EDGE LIGHTS) (SOUTH)
- CIRCUIT B1 (TWY B)
- CIRCUIT 14-32 (RWY 14-32 EDGE LIGHTS)
- CIRCUIT 14-32 (RWY 14-32 CENTERLINE LIGHTS)
- CIRCUIT 14-32 (RWY 14-32 TOUCHDOWN ZONE LIGHTS)
- CIRCUIT RWY 1-19 EDGE LIGHTS)



1 EXISTING OVERALL CIRCUIT MAP
SCALE: NTS

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EXISTING OVERALL AIRFIELD LIGHTING CIRCUITS

15.1

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LEGEND:

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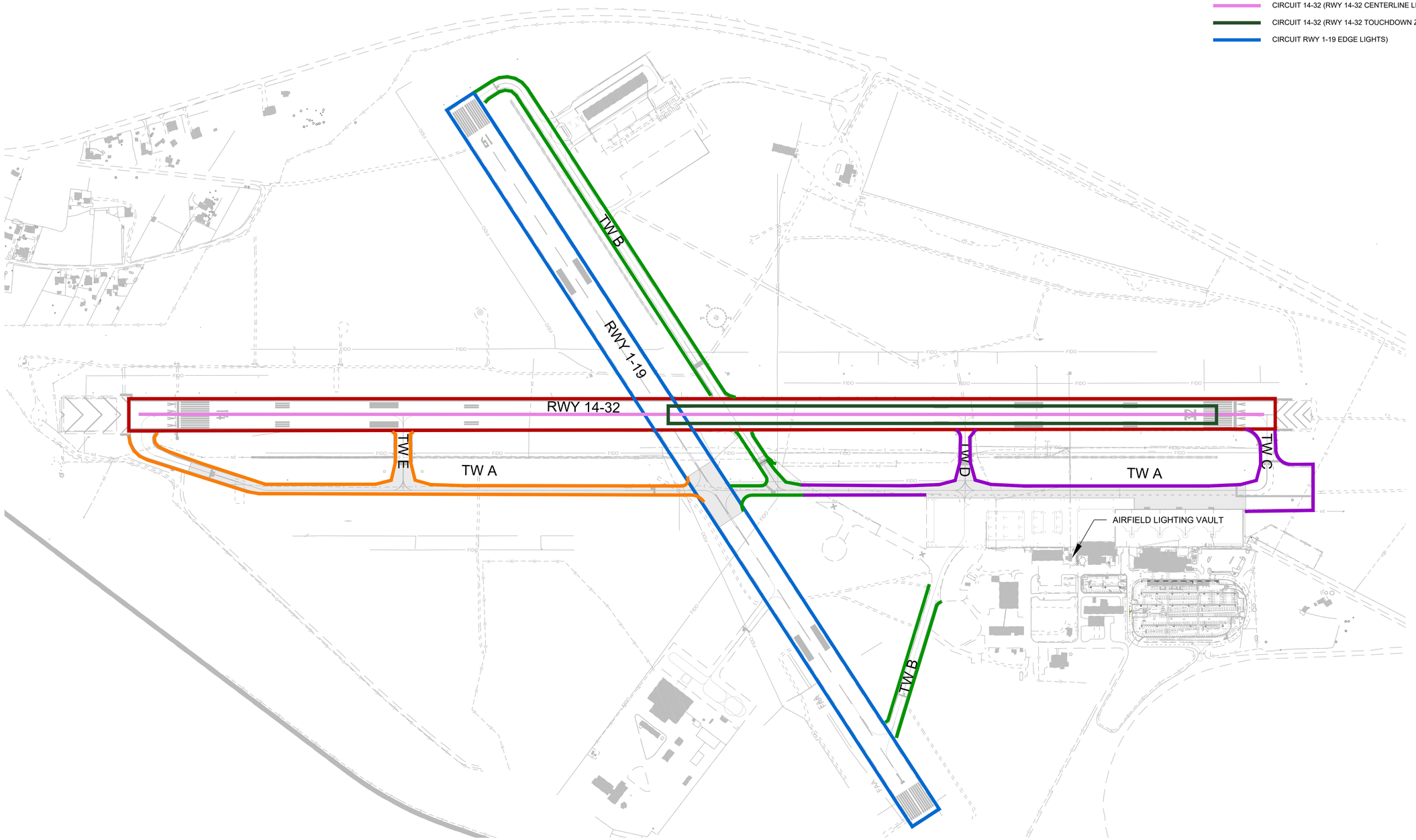
- CIRCUIT B1 (TWY B)
- CIRCUIT 14-32 (RWY 14-32 EDGE LIGHTS)
- CIRCUIT 14-32 (RWY 14-32 CENTERLINE LIGHTS)
- CIRCUIT 14-32 (RWY 14-32 TOUCHDOWN ZONE LIGHTS)
- CIRCUIT RWY 1-19 EDGE LIGHTS)



1 MODIFIED OVERALL CIRCUIT MAP
SCALE: NTS

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CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO. 22795	
DRAWN BY AS	DATE 11-17-2025
CHECKED BY JA	DATE 11-17-2025
DESIGNED BY AS	DATE 11-17-2025
REVISIONS	DATE
60% SUBMITTAL	11-17-2025

MODIFIED OVERALL AIRFIELD LIGHTING CIRCUITS

15.2

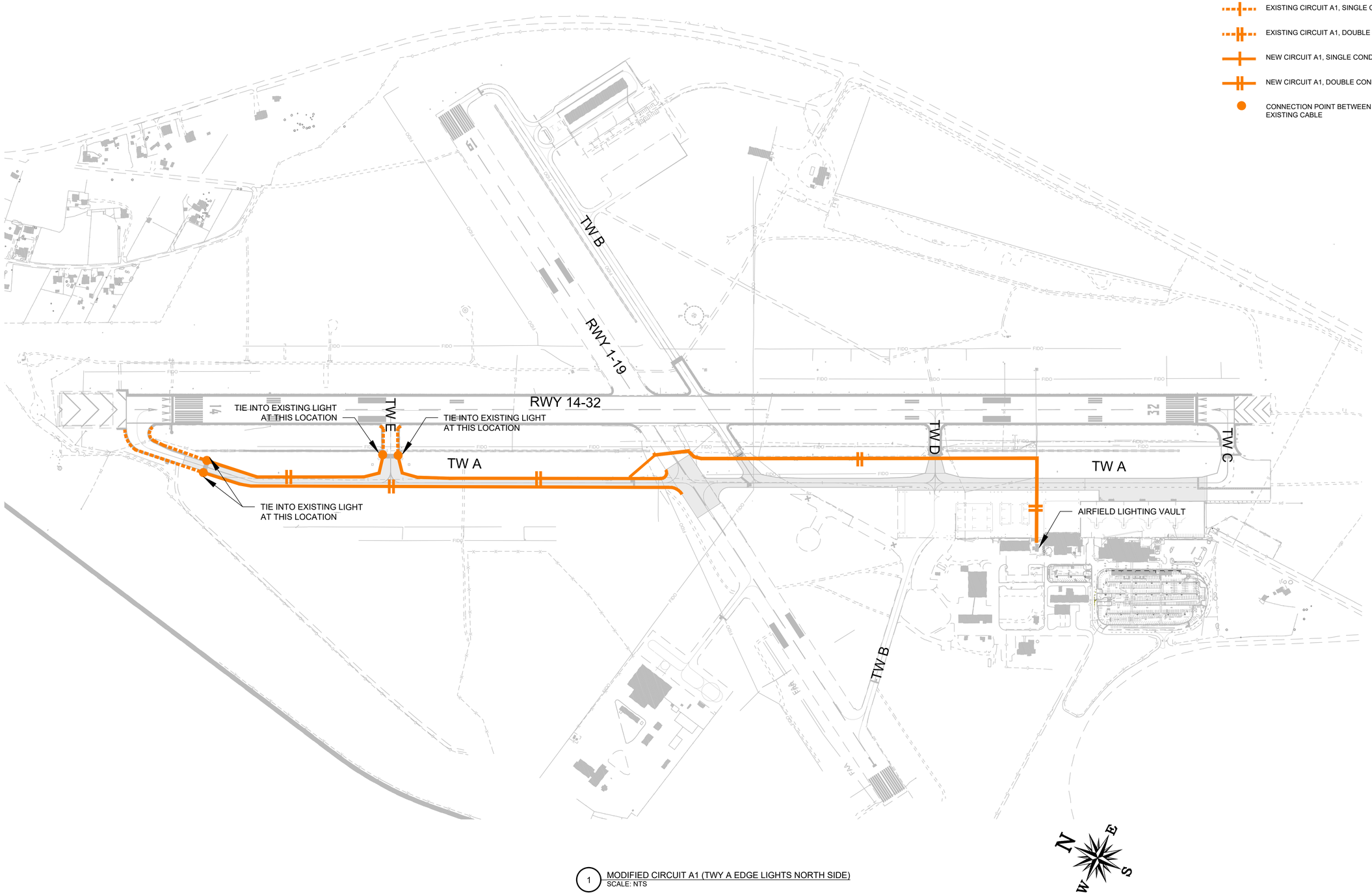
Plot Style: 11 x 17 construction.ctb
Last Saved By: freddy martinez 2025/11/17
Drawing Name: C:\Users\freddy martinez\lean photometrics dropbox\active projects\l1342501a lochner acv relocate twy a\01 drawings\working drawings\sheets\22795- ElectricalCktMaps.dwg Nov 17,2025 - 9:32am

GENERAL NOTES

1. SEE SHEETS 9.1, 9.2, 9.3, AND 11.0 FOR ELECTRICAL ABBREVIATIONS, NOTES, AND LEGEND.
2. ALL LOCATIONS WHERE HANDHOLES ARE BEING REMOVED, CABLE SHALL BE PULLED BACK TO NEAREST JUNCTION CAN, LIGHT, OR HANDHOLE AND REPLACED.
3. CIRCUIT MAP IS FOR REFERENCE ONLY.

LEGEND:

- EXISTING CIRCUIT A1, SINGLE CONDUCTOR
- EXISTING CIRCUIT A1, DOUBLE CONDUCTORS
- NEW CIRCUIT A1, SINGLE CONDUCTOR
- NEW CIRCUIT A1, DOUBLE CONDUCTORS
- CONNECTION POINT BETWEEN NEW AND EXISTING CABLE



1 MODIFIED CIRCUIT A1 (TWY A EDGE LIGHTS NORTH SIDE)
SCALE: NTS

THIS DOCUMENT IS PRELIMINARY IN NATURE AND IS NOT A FINAL SIGNED AND SEALED DOCUMENT.

LEAN ENGINEERING
3070 BRISTOL STREET, SUITE 520
COSTA MESA, CA
PHONE: 949-502-8687
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HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

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60% SUBMITTAL	11-17-2025

AIRFIELD LIGHTING CIRCUIT A1

15.3

Plot Style: 11 x 17 construction.ctb
Last Saved By: freddy.martinez 2025/11/17
Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\l1342501a lochner acv relocate twy a\01 drawings\working drawings\sheets\22795- ElectricalCktMaps.dwg Nov 17,2025 - 9:32am

GENERAL NOTES

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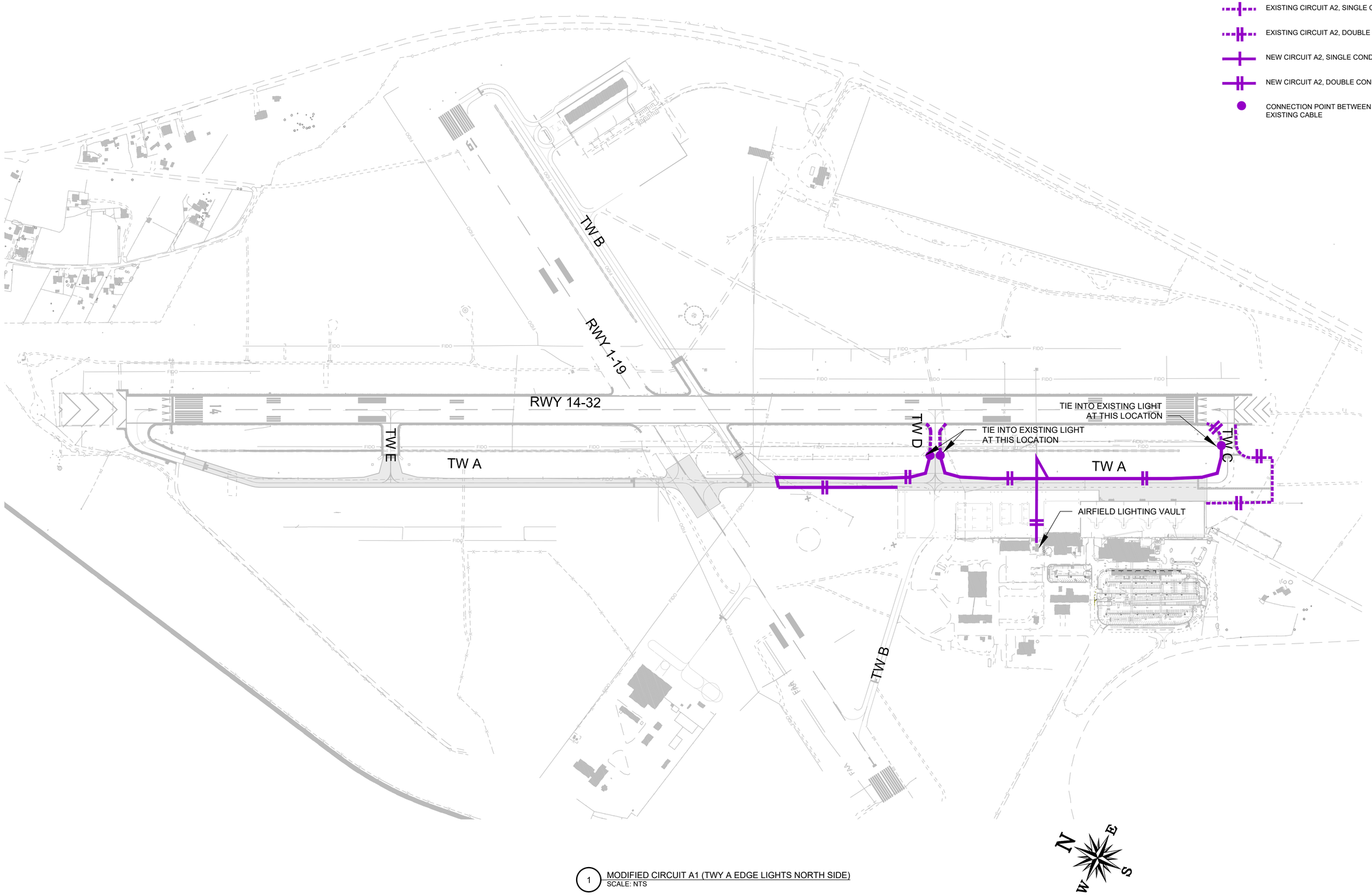
3. CIRCUIT MAP IS FOR REFERENCE ONLY.

LEGEND:

- EXISTING CIRCUIT A2, SINGLE CONDUCTOR
- EXISTING CIRCUIT A2, DOUBLE CONDUCTORS
- NEW CIRCUIT A2, SINGLE CONDUCTOR
- NEW CIRCUIT A2, DOUBLE CONDUCTORS
- CONNECTION POINT BETWEEN NEW AND EXISTING CABLE



1 MODIFIED CIRCUIT A1 (TWY A EDGE LIGHTS NORTH SIDE)
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60% SUBMITTAL	11-17-2025

AIRFIELD LIGHTING CIRCUIT A2

15.4

Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\1342501a lochner acv relocate twy a\01 drawings\working drawings\Sheets\22795- Electrical\CktMaps.dwg Nov 17,2025 - 9:32am
Last Saved By: freddy.martinez 2025/11/17
Plot Style: 11 x 17 construction.ctb

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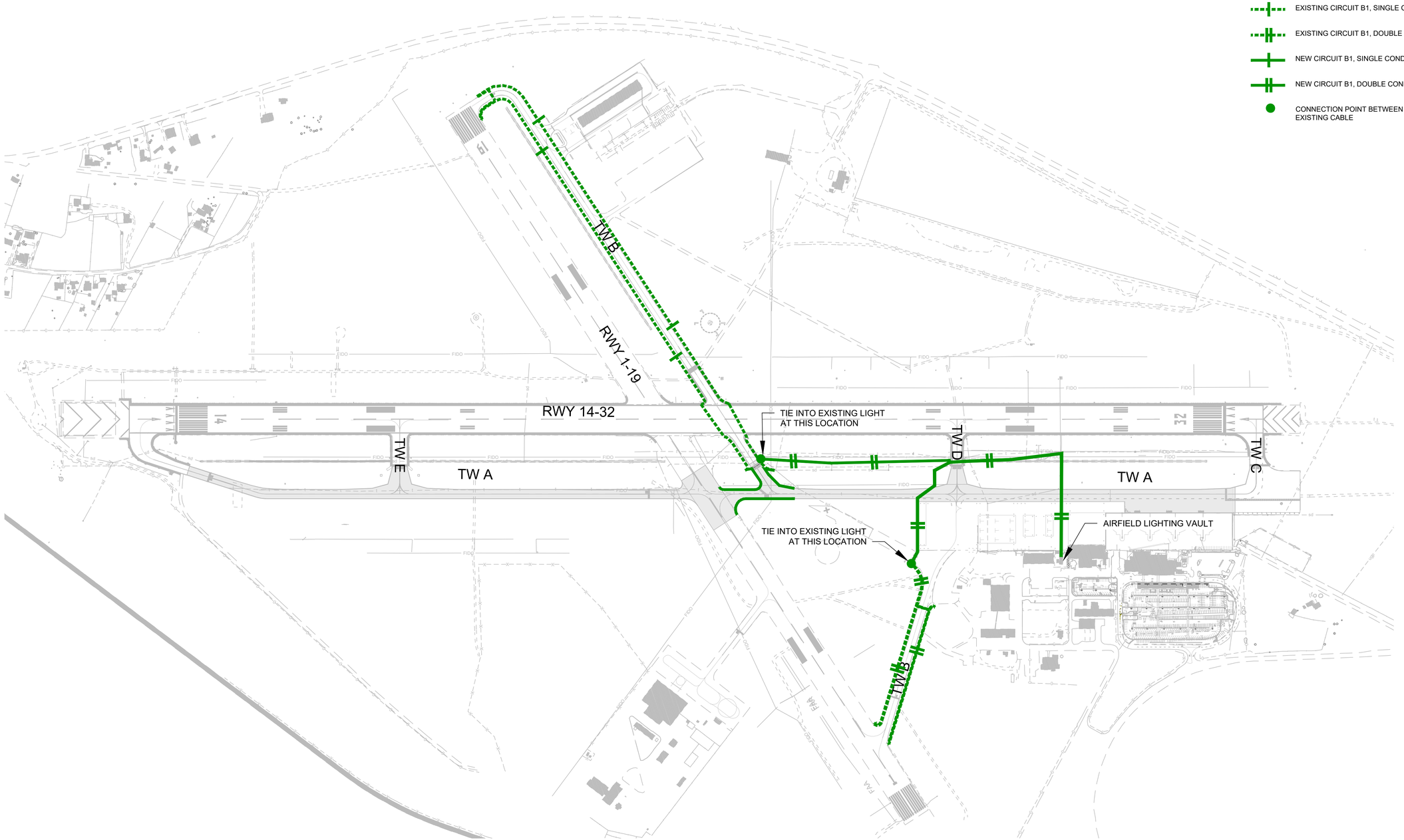
3. CIRCUIT MAP IS FOR REFERENCE ONLY.

LEGEND:

- EXISTING CIRCUIT B1, SINGLE CONDUCTOR
- EXISTING CIRCUIT B1, DOUBLE CONDUCTORS
- NEW CIRCUIT B1, SINGLE CONDUCTOR
- NEW CIRCUIT B1, DOUBLE CONDUCTORS
- CONNECTION POINT BETWEEN NEW AND EXISTING CABLE



1 MODIFIED CIRCUIT A1 (TWY A EDGE LIGHTS NORTH SIDE)
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REVISIONS 60% SUBMITTAL	DATE 11-17-2025

AIRFIELD LIGHTING CIRCUIT B1

15.5

Plot Style: 11 x 17 construction.ctb
Last Saved By: freddy.martinez 2025/11/17
Drawing Name: C:\Users\freddy.martinez\lean photometrics dropbox\active projects\1342501a lochner acv relocate twy a\01 drawings\working drawings\Sheets\22795- Electrical\CktMaps.dwg Nov 17,2025 - 9:32am

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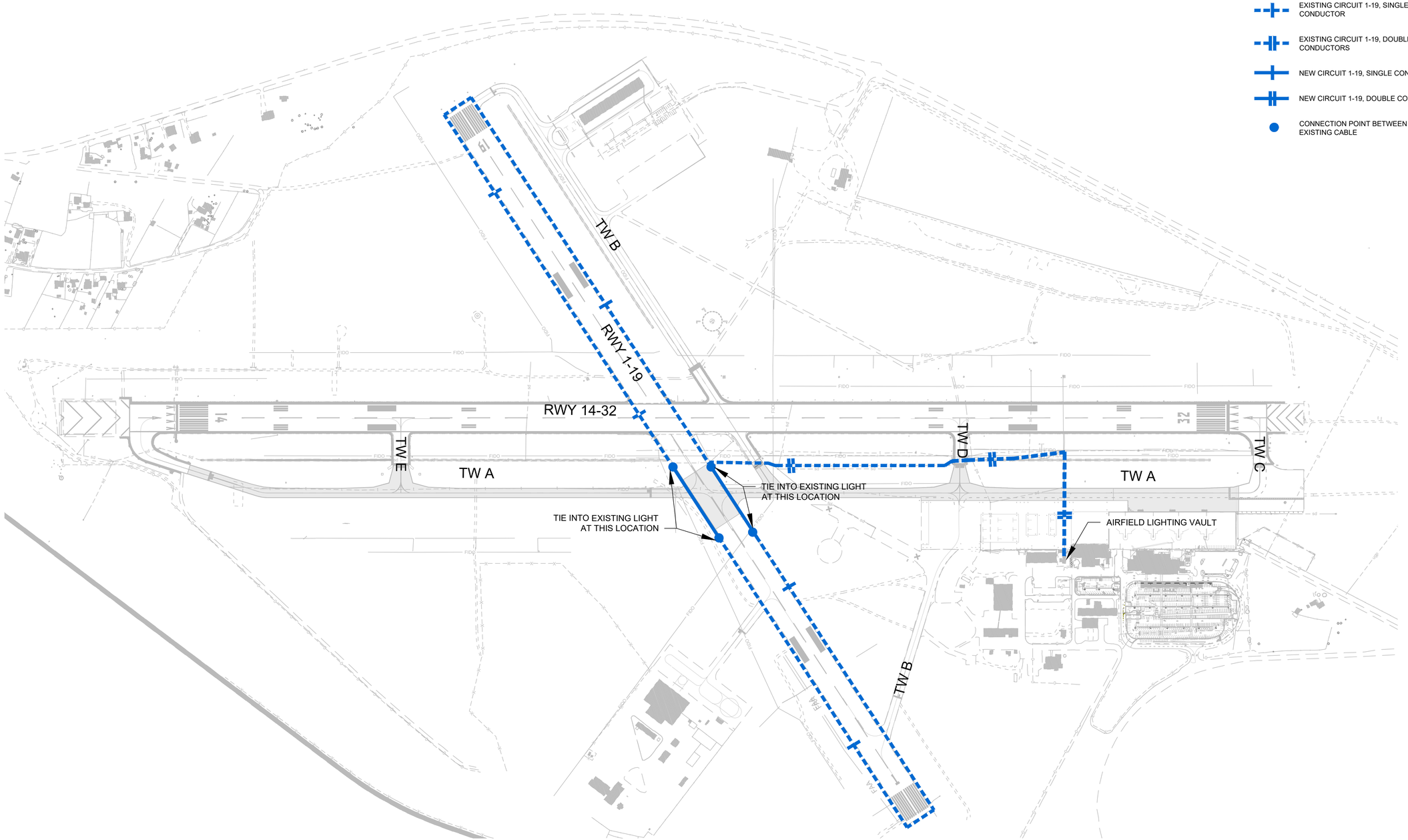
3. CIRCUIT MAP IS FOR REFERENCE ONLY.

LEGEND:

- EXISTING CIRCUIT 1-19, SINGLE CONDUCTOR
- EXISTING CIRCUIT 1-19, DOUBLE CONDUCTORS
- NEW CIRCUIT 1-19, SINGLE CONDUCTOR
- NEW CIRCUIT 1-19, DOUBLE CONDUCTORS
- CONNECTION POINT BETWEEN NEW AND EXISTING CABLE



1 MODIFIED CIRCUIT 1-19 (RWY 1-19 EDGE LIGHTS NORTH SIDE)
SCALE: NTS

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HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

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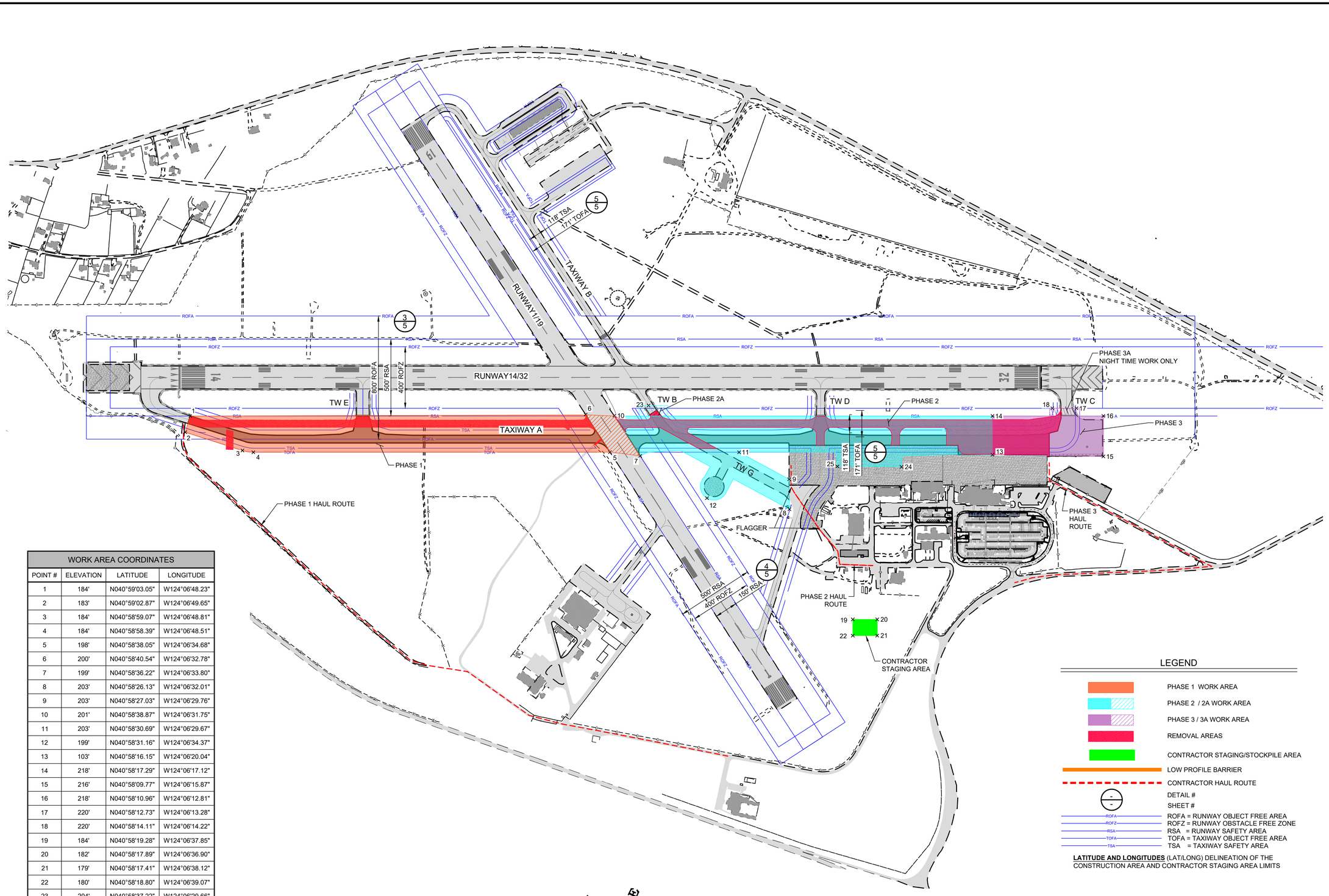
CHECKED BY JA	DATE 11-17-2025
DESIGNED BY AS	DATE 11-17-2025
REVISIONS	DATE
60% SUBMITTAL	11-17-2025

AIRFIELD LIGHTING CIRCUIT 1-19

15.6

Plot Style: ----
Last Saved By: jim.smith 2026/03/05
Drawing Name: C:\Users\JIM~1.SMI\AppData\Local\Temp\AcPublish_5628\22795-CSPP.dwg Mar 05,2026 - 8:58am



WORK AREA COORDINATES			
POINT #	ELEVATION	LATITUDE	LONGITUDE
1	184'	N040°59'03.05"	W124°06'48.23"
2	183'	N040°59'02.87"	W124°06'49.65"
3	184'	N040°58'59.07"	W124°06'48.81"
4	184'	N040°58'58.39"	W124°06'48.51"
5	198'	N040°58'38.05"	W124°06'34.68"
6	200'	N040°58'40.54"	W124°06'32.78"
7	199'	N040°58'36.22"	W124°06'33.80"
8	203'	N040°58'26.13"	W124°06'32.01"
9	203'	N040°58'27.03"	W124°06'29.76"
10	201'	N040°58'38.87"	W124°06'31.75"
11	203'	N040°58'30.69"	W124°06'29.67"
12	199'	N040°58'31.16"	W124°06'34.37"
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22	180'	N040°58'18.80"	W124°06'39.07"
23	204'	N040°58'37.22"	W124°06'29.66"
24	211'	N040°58'20.99"	W124°06'24.48"
25	206'	N040°58'24.66"	W124°06'26.93"

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 / 2A WORK AREA
- PHASE 3 / 3A WORK AREA
- REMOVAL AREAS
- CONTRACTOR STAGING/STOCKPILE AREA
- LOW PROFILE BARRIER
- CONTRACTOR HAUL ROUTE
- DETAIL # / SHEET #
- ROFA = RUNWAY OBJECT FREE AREA
- ROFZ = RUNWAY OBSTACLE FREE ZONE
- RSA = RUNWAY SAFETY AREA
- TOFA = TAXIWAY OBJECT FREE AREA
- TSA = TAXIWAY SAFETY AREA

LATITUDE AND LONGITUDES (LAT/LONG) DELINEATION OF THE CONSTRUCTION AREA AND CONTRACTOR STAGING AREA LIMITS

PLAN

0 300 600

SCALE IN FEET

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Lochner egis GROUP
715 HORIZON DR. STE 225
GRAND JUNCTION, CO 81506
P 970.242.0101
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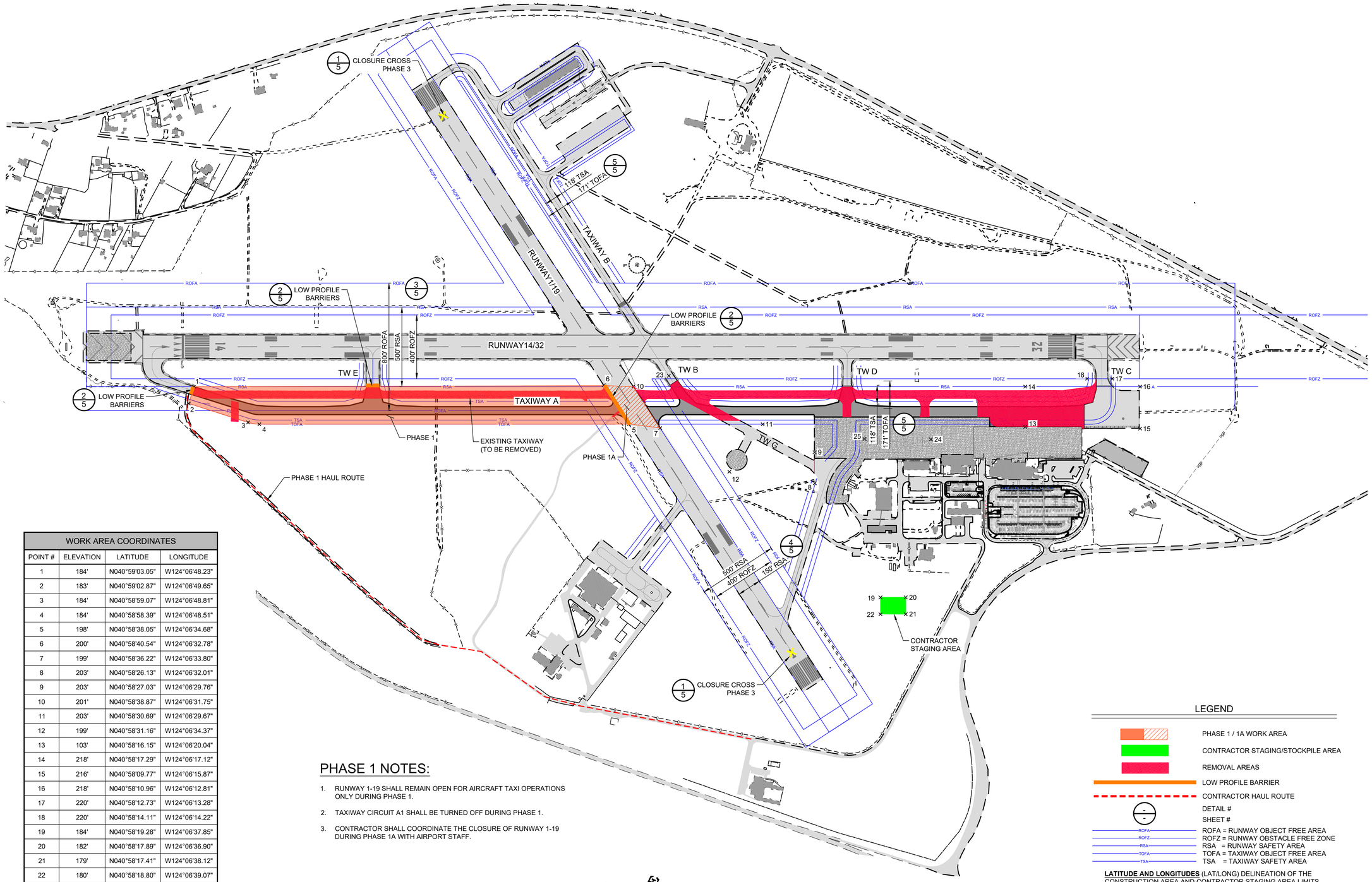
CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	22795
DRAWN BY JOS	DATE 03/2026
CHECKED BY EFR	DATE 03/2026
DESIGNED BY DWK	DATE 03/2026
REVISIONS	DATE

CONSTRUCTION SAFETY AND PHASING PLAN

Plot Style: ----
Last Saved By: jim.smith 2026/03/05
Drawing Name: C:\Users\JIM~1.SMI\AppData\Local\Temp\AcPublish_5628\22795-CSPP.dwg Mar 05,2026 - 8:58am



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25	206'	N040°58'24.66"	W124°06'26.93"

PHASE 1 NOTES:

1. RUNWAY 1-19 SHALL REMAIN OPEN FOR AIRCRAFT TAXI OPERATIONS ONLY DURING PHASE 1.
2. TAXIWAY CIRCUIT A1 SHALL BE TURNED OFF DURING PHASE 1.
3. CONTRACTOR SHALL COORDINATE THE CLOSURE OF RUNWAY 1-19 DURING PHASE 1A WITH AIRPORT STAFF.

PLAN

0 300 600

SCALE IN FEET

LEGEND

- PHASE 1 / 1A WORK AREA
- CONTRACTOR STAGING/STOCKPILE AREA
- REMOVAL AREAS
- LOW PROFILE BARRIER
- CONTRACTOR HAUL ROUTE
- DETAIL # / SHEET #
- ROFA = RUNWAY OBJECT FREE AREA
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Lochner egis GROUP
715 HORIZON DR. STE 225
GRAND JUNCTION, CO 81506
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HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
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CONSTRUCTION SAFETY AND PHASING PLAN

Plot Style: ----
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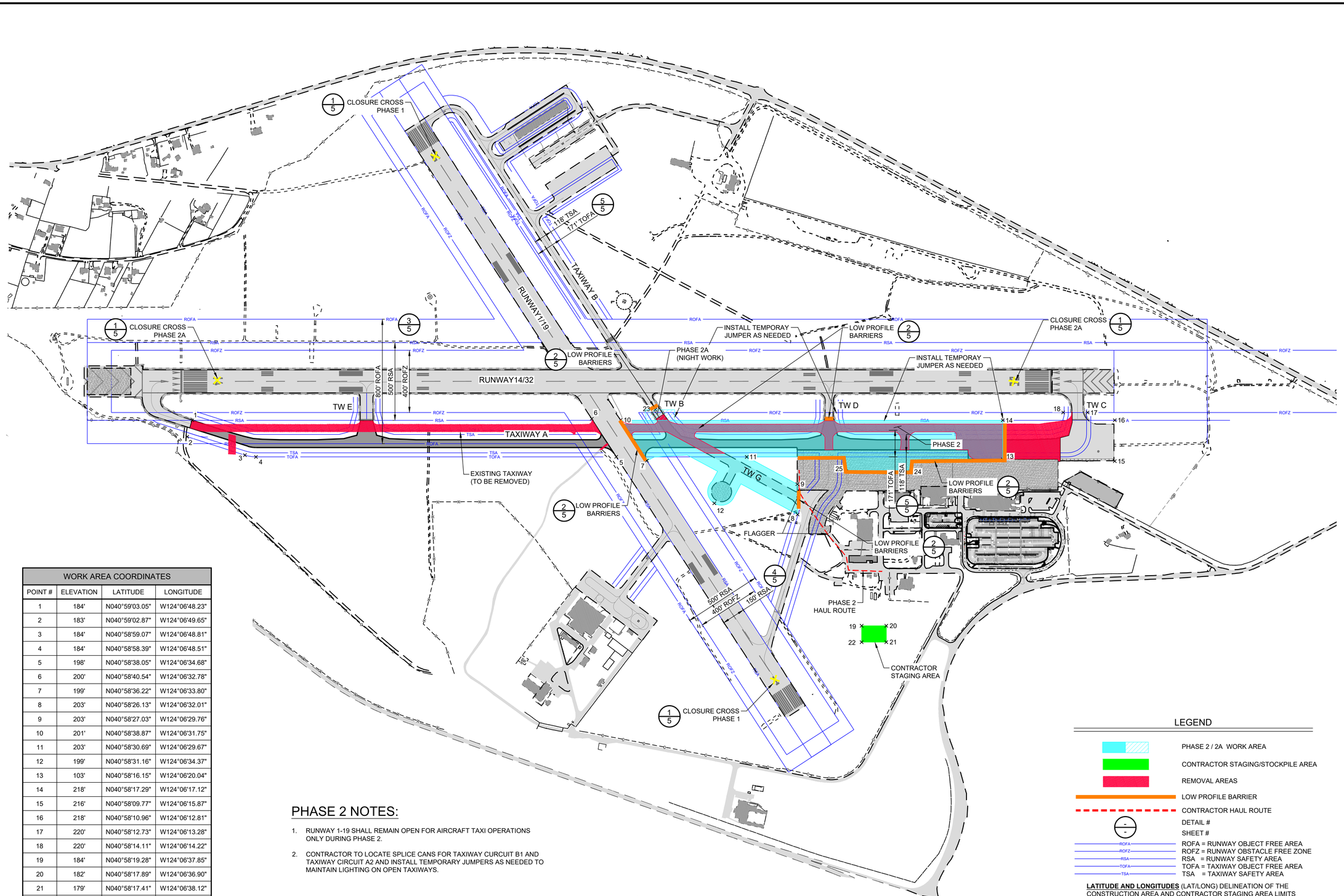

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PHASE 2 NOTES:

1. RUNWAY 1-19 SHALL REMAIN OPEN FOR AIRCRAFT TAXI OPERATIONS ONLY DURING PHASE 2.
2. CONTRACTOR TO LOCATE SPLICE CANS FOR TAXIWAY CURCUIT B1 AND TAXIWAY CIRCUIT A2 AND INSTALL TEMPORARY JUMPERS AS NEEDED TO MAINTAIN LIGHTING ON OPEN TAXIWAYS.

PLAN

0 300 600

SCALE IN FEET

LEGEND

- PHASE 2 / 2A WORK AREA
- CONTRACTOR STAGING/STOCKPILE AREA
- REMOVAL AREAS
- LOW PROFILE BARRIER
- CONTRACTOR HAUL ROUTE
- DETAIL # / SHEET #
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CONSTRUCTION SAFETY AND PHASING PLAN

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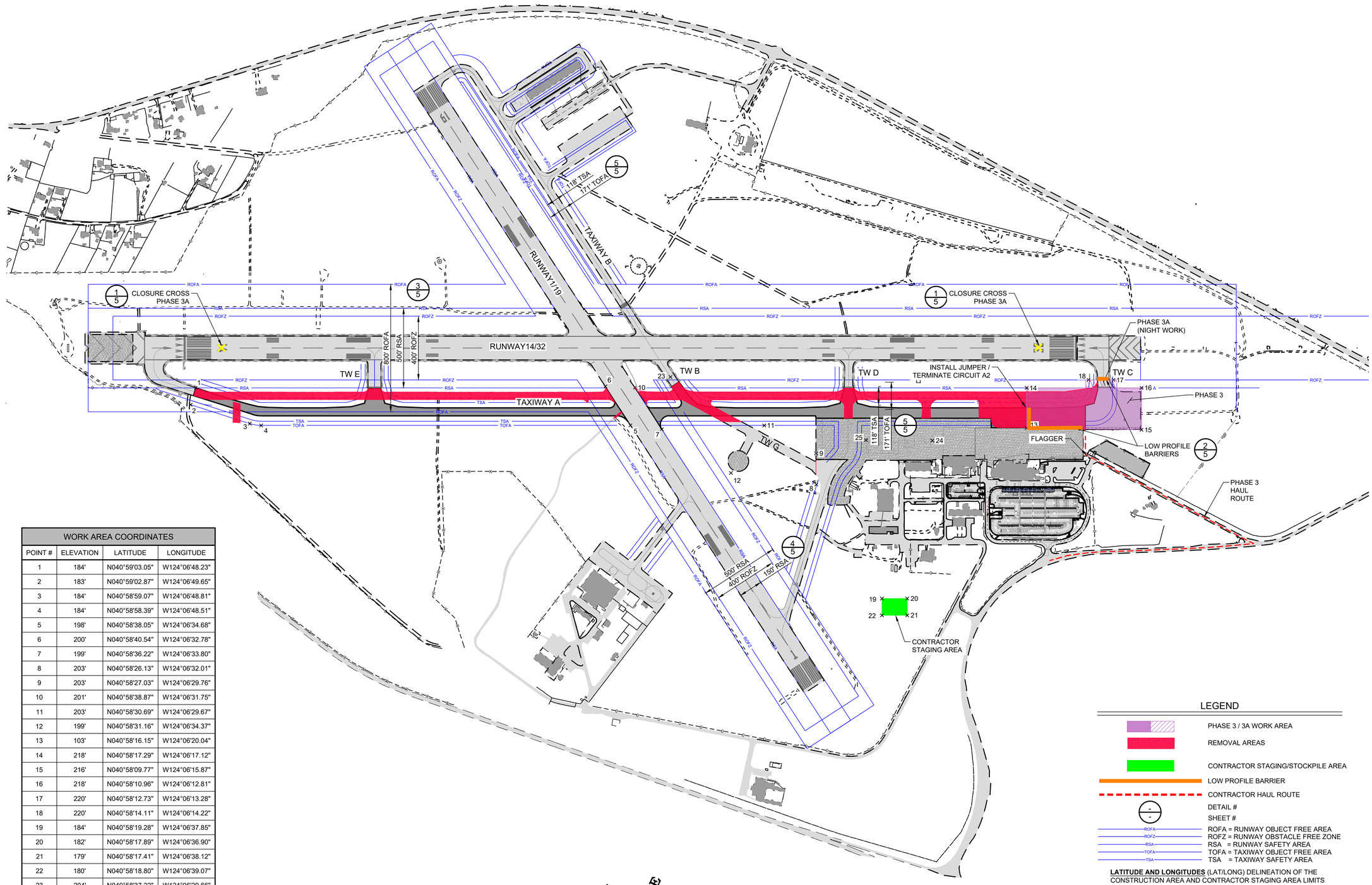

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LEGEND

- PHASE 3 / 3A WORK AREA
- REMOVAL AREAS
- CONTRACTOR STAGING/STOCKPILE AREA
- LOW PROFILE BARRIER
- CONTRACTOR HAUL ROUTE
- DETAIL # / SHEET #
- ROFA = RUNWAY OBJECT FREE AREA
- ROFZ = RUNWAY OBSTACLE FREE ZONE
- RSA = RUNWAY SAFETY AREA
- TOFA = TAXIWAY OBJECT FREE AREA
- TSA = TAXIWAY SAFETY AREA

LATITUDE AND LONGITUDES (LAT/LONG) DELINEATION OF THE CONSTRUCTION AREA AND CONTRACTOR STAGING AREA LIMITS

PLAN

0 300 600

SCALE IN FEET

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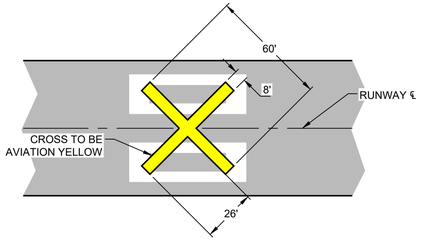


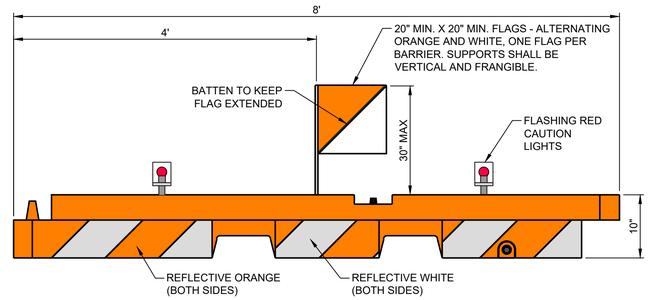
HALI-BRITE RUNWAY CLOSURE MARKER, RCM-D

1/5 RUNWAY CLOSURE CROSS
NOT TO SCALE

NOTES:

2 EACH REQUIRED PER CLOSED RUNWAY- INCIDENTAL. TO BE APPLIED OVER RUNWAY NUMERALS ON RUNWAY OR AT RUNWAY ENDS PRIOR TO RUNWAY CLOSURE. CROSSES TO BE CONSTRUCTED OF PLYWOOD OR OTHER FLAT MATERIALS WHICH SHALL BE SECURELY FASTENED TO PAVEMENT AND/OR ADEQUATELY WEIGHTED WITH SAND BAGS.

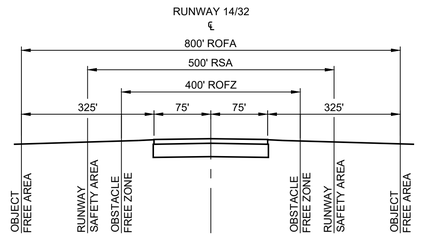
A LIGHTED CLOSURE CROSS SHALL BE REQUIRED AT NIGHT FOR DURATION OF PROJECT. HALI-BRITE RUNWAY CLOSURE MARKER RCM-D, AS SHOWN, REQUIRED, OR APPROVED EQUAL.



2/5 LOW PROFILE SAFETY BARRIER
NOT TO SCALE

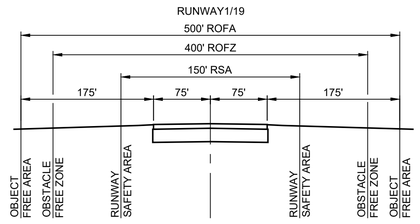
NOTES:

1. BARRIER SHALL BE SHERWIN INDUSTRIES, 10" x 96" LOW PROFILE AIRPORT BARRIER, AS SHOWN, OR APPROVED EQUAL.
2. THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE REFLECTORIZED WITH SMOOTH SURFACE TYPE REFLECTIVE SHEETING.
3. LIGHTS MUST BE MOUNTED ON BARRIERS AND SPACED AT NO MORE THAN 10 FT.
4. THE BARRIERS SHALL BE WEIGHTED AGAINST PROPWASH AND CAPABLE OF WITHSTANDING UP TO 100 M.P.H. WIND FORCES.
5. FLASHING RED CAUTION LIGHTS SHALL BE BATTERY OPERATED AND SHALL MAINTAIN SUCH INTENSITY SO AS TO BE READILY IDENTIFIED FROM DISTANCES OF AT LEAST 200 FEET DURING DARKNESS.
6. THE CONTRACTOR SHALL CHECK ALL BARRIERS AND LIGHTS EACH DAY BEFORE LEAVING THE AIRPORT TO ENSURE LIGHTS ARE WORKING PROPERLY AND MAY NOT LEAVE WITHOUT ALL BARRIERS AND LIGHTS BEING IN PROPER WORKING ORDER.



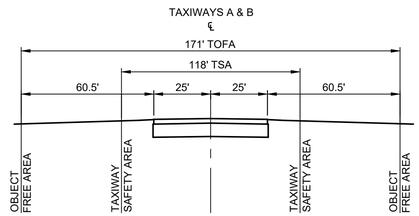
ALL STATIONARY CONSTRUCTION EQUIPMENT AND STOCKPILES MUST REMAIN CLEAR OF ANY OPEN RUNWAY OBJECT FREE AREA. ALL CONSTRUCTION EQUIPMENT AND TRAFFIC MUST REMAIN CLEAR OF ANY OPEN RUNWAY OBSTACLE FREE ZONE.

3/5 SAFETY AREAS
NOT TO SCALE



ALL STATIONARY CONSTRUCTION EQUIPMENT AND STOCKPILES MUST REMAIN CLEAR OF ANY OPEN RUNWAY OBJECT FREE AREA. ALL CONSTRUCTION EQUIPMENT AND TRAFFIC MUST REMAIN CLEAR OF ANY OPEN RUNWAY OBSTACLE FREE ZONE.

4/5 SAFETY AREAS
NOT TO SCALE



ALL CONSTRUCTION EQUIPMENT, STOCKPILES, AND TRAFFIC MUST REMAIN CLEAR OF ANY OPEN TAXIWAY OBJECT FREE AREA.

5/5 SAFETY AREAS
NOT TO SCALE

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CALIFORNIA REDWOOD COAST
HUMBOLDT COUNTY AIRPORT
MCKINLEYVILLE, CALIFORNIA
AIP No. 3-06-0010-060-2024

PROJECT NO.	
	22795
DRAWN BY	DATE
JOS	03/2026
CHECKED BY	DATE
EFR	03/2026
DESIGNED BY	DATE
DWK	03/2026
REVISIONS	DATE

CONSTRUCTION SAFETY AND PHASING PLAN

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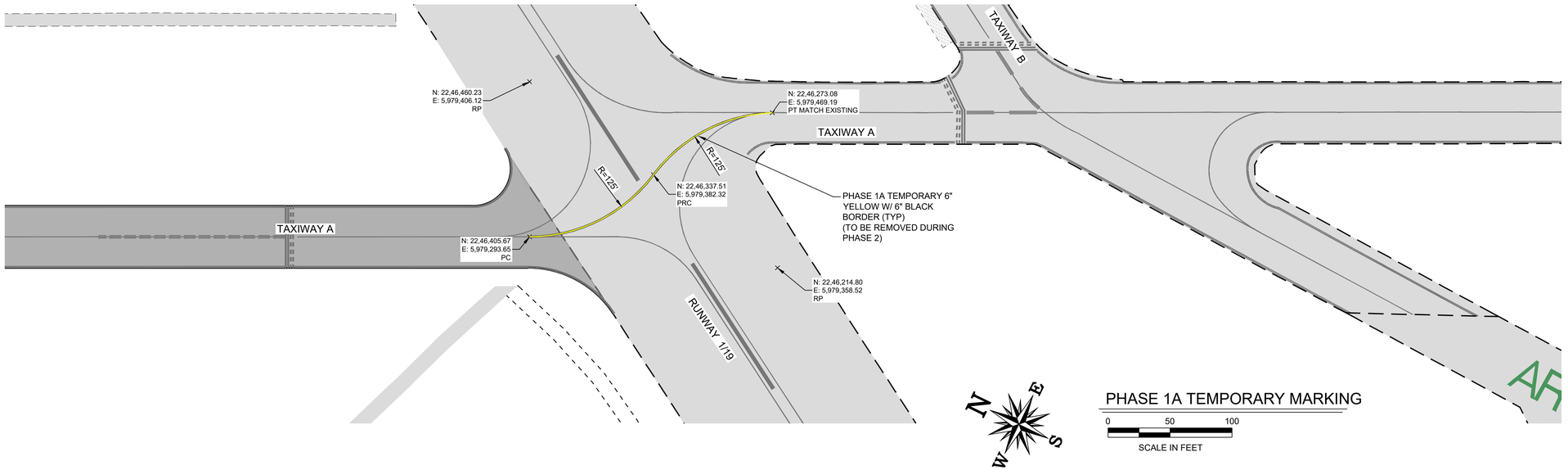
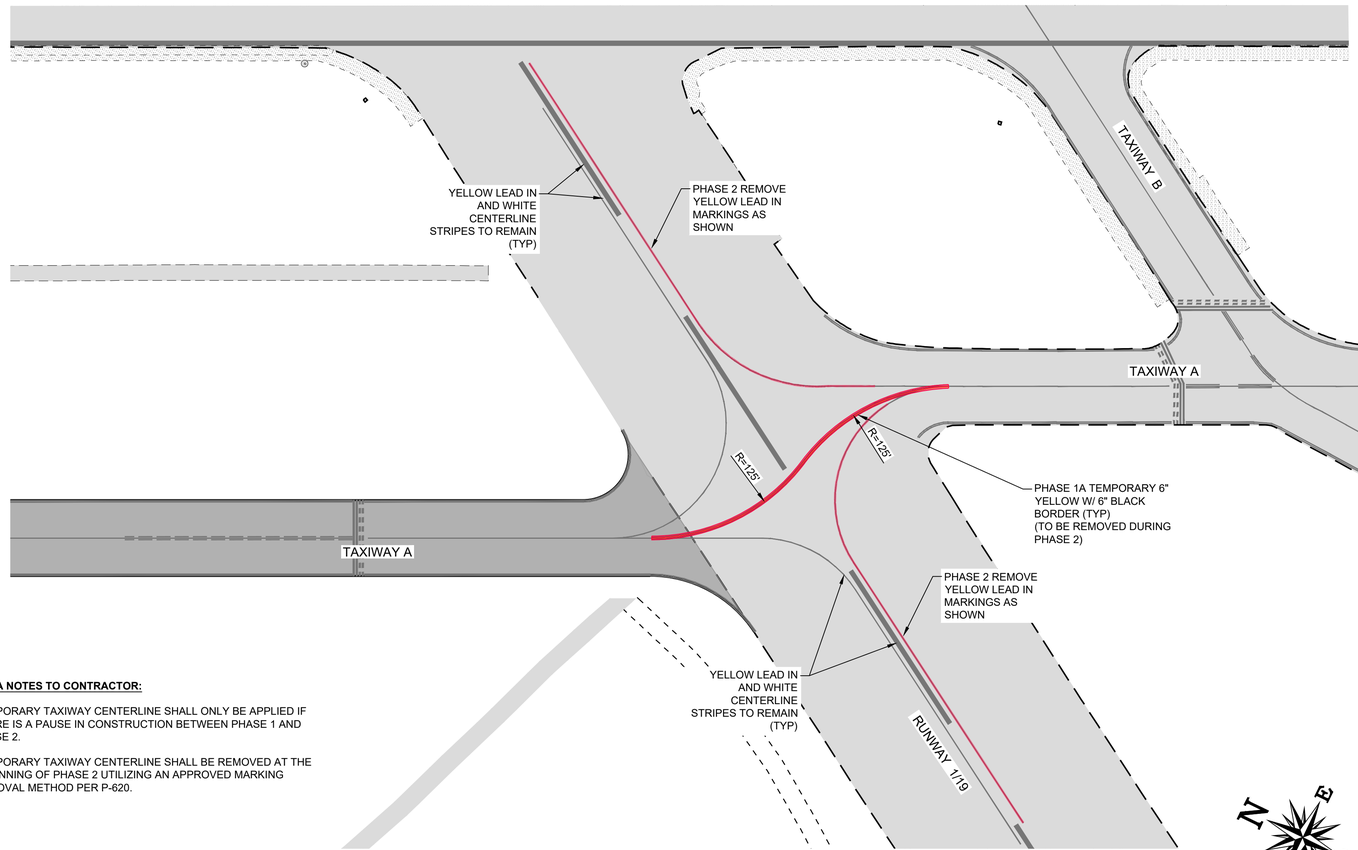


PHASE 1A TEMPORARY MARKING



PHASE 2 MARKING REMOVAL

PHASE 1A NOTES TO CONTRACTOR:

1. TEMPORARY TAXIWAY CENTERLINE SHALL ONLY BE APPLIED IF THERE IS A PAUSE IN CONSTRUCTION BETWEEN PHASE 1 AND PHASE 2.
2. TEMPORARY TAXIWAY CENTERLINE SHALL BE REMOVED AT THE BEGINNING OF PHASE 2 UTILIZING AN APPROVED MARKING REMOVAL METHOD PER P-620.

ABBREVIATIONS

PI	POINT OF INTERSECTION/POINT ON LINE
PT	POINT OF TANGENCY
PC	POINT OF CURVATURE
POL	POINT ON LINE
POC	POINT ON CURVE
PRC	POINT OF REVERSE CURVE
RP	RADIUS POINT
MP	MID POINT
ME	MATCH EXISTING
LT	LEFT
RT	RIGHT

NOTES:
1. ALL TEMPORARY MARKINGS SHALL RECEIVE TYPE 1 GLASS BEADS.
2. ALL YELLOW MARKINGS FINAL COAT SHALL RECEIVE TYPE 3 GLASS BEADS.
3. PERMANENT RED MARKINGS SHALL RECEIVE TYPE 1 GRADATION A, GLASS BEADS.
4. ALL PERMANENT MARKINGS SHALL BE OUTLINED IN 6" BLACK MARKINGS.

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CONSTRUCTION SAFETY AND PHASING PLAN

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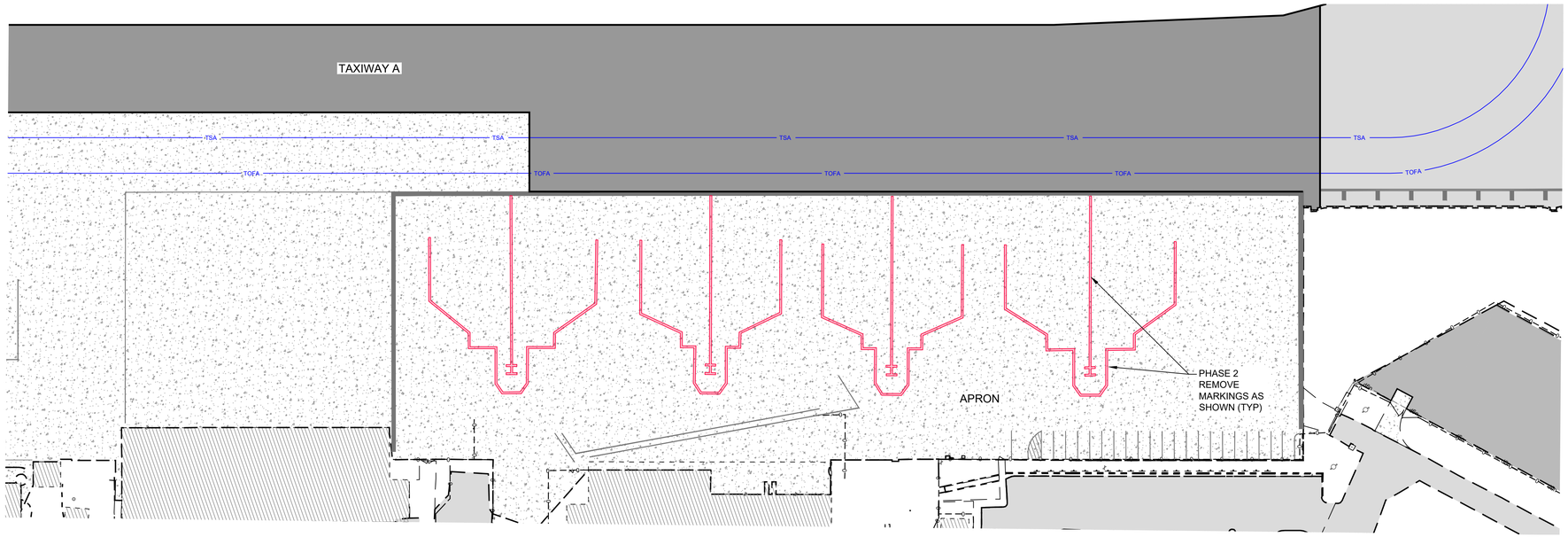
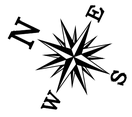
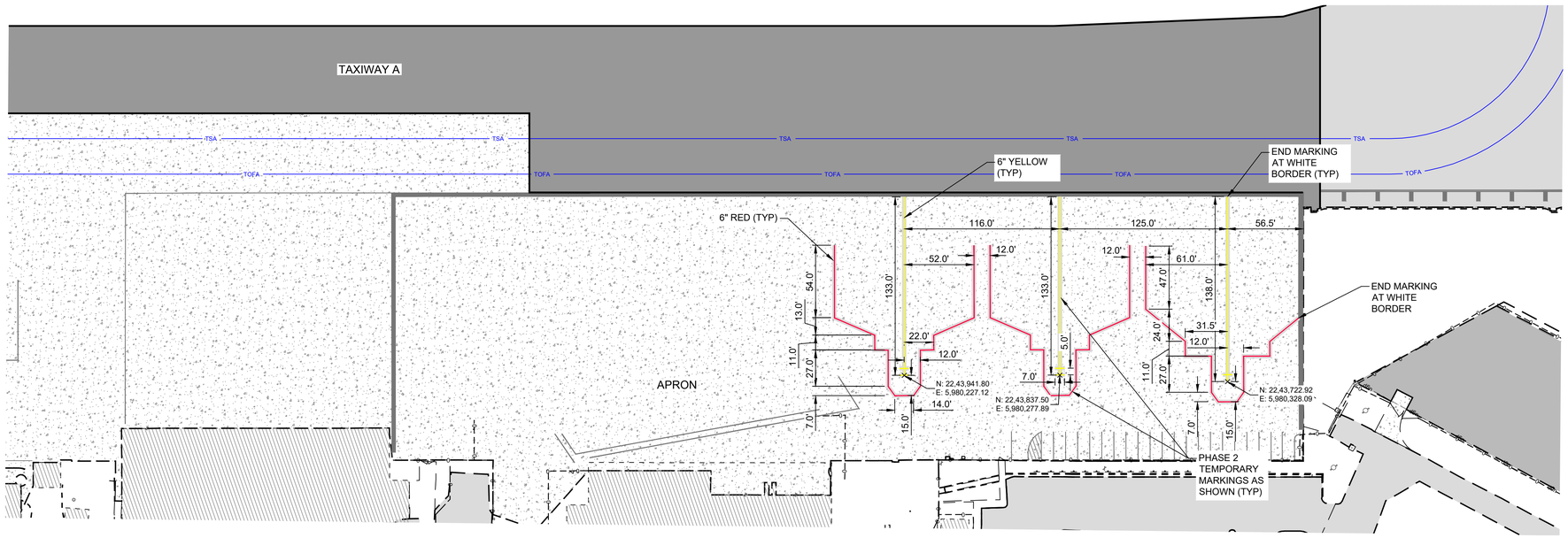




PHASE 2 MARKING REMOVAL

0 50 100

SCALE IN FEET



PHASE 2 TEMPORARY MARKING

0 50 100

SCALE IN FEET

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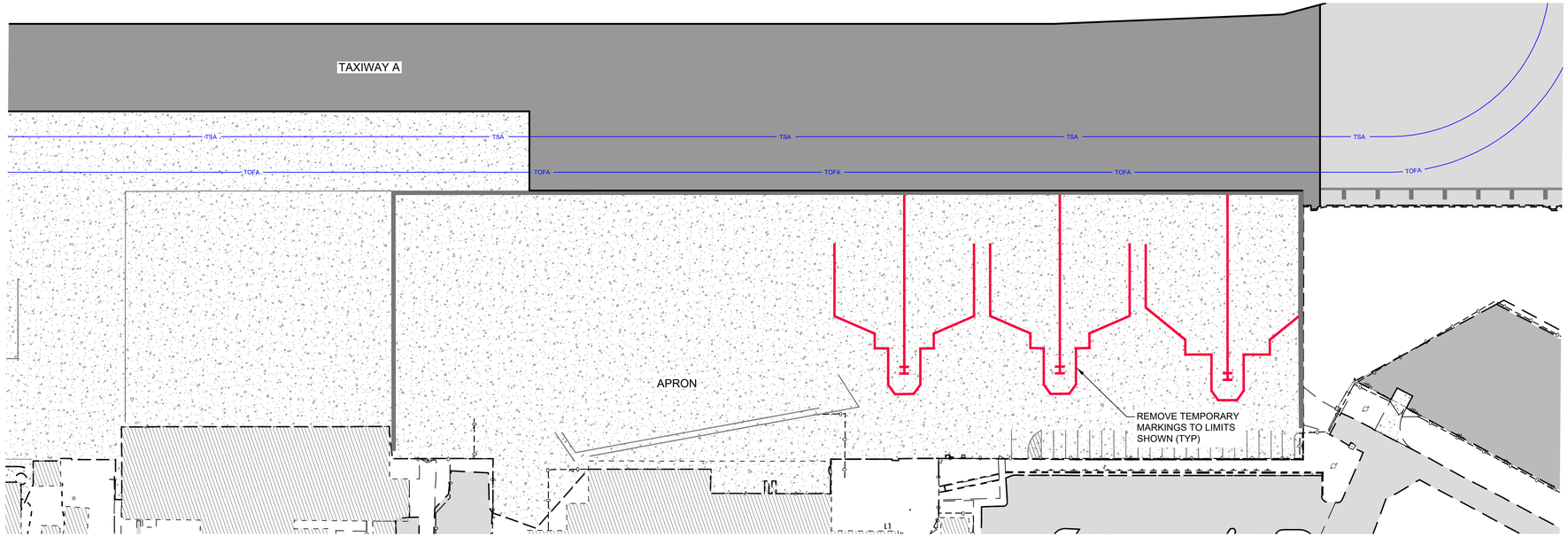


NOTES TO CONTRACTOR:

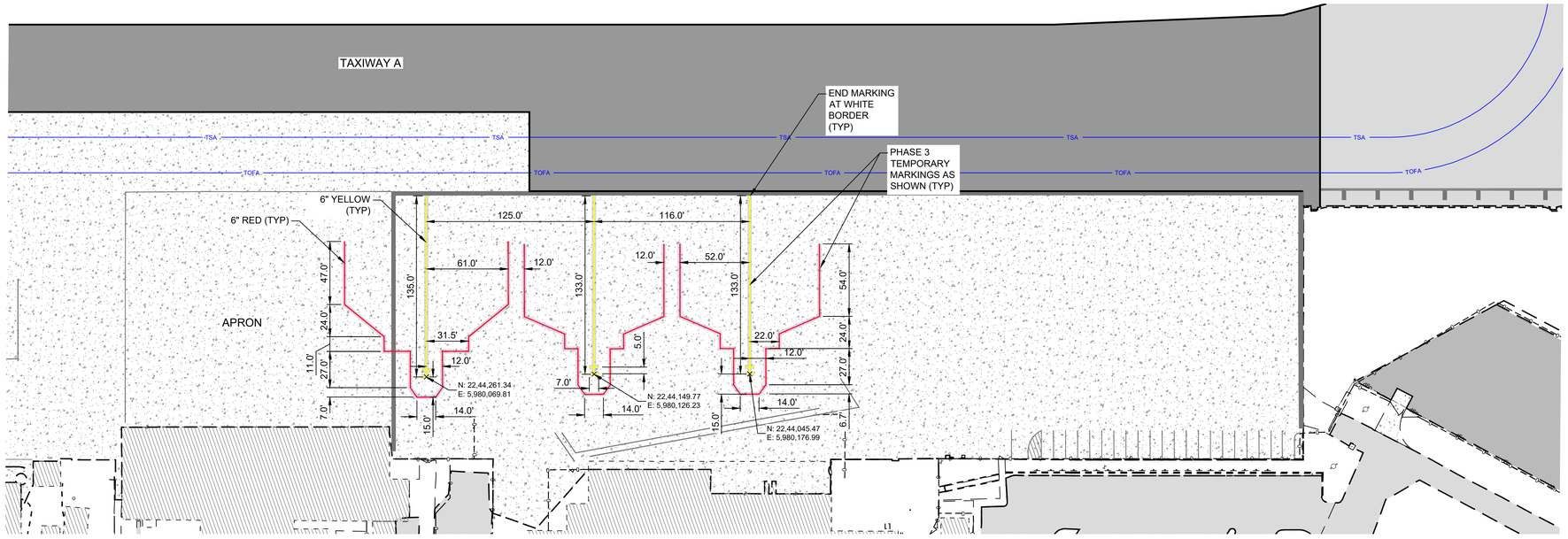
1. TEMPORARY MARKINGS FOR COMMERCIAL SERVICE AIRCRAFT PARKING SHALL BE REMOVED AT THE END OF PHASE 2 UTILIZING AN APPROVED MARKING REMOVAL METHOD PER P-620.

N E S W

PHASE 2 TEMPORARY MARKING REMOVAL

0 50 100

SCALE IN FEET



N E S W

PHASE 3 TEMPORARY MARKING

0 50 100

SCALE IN FEET

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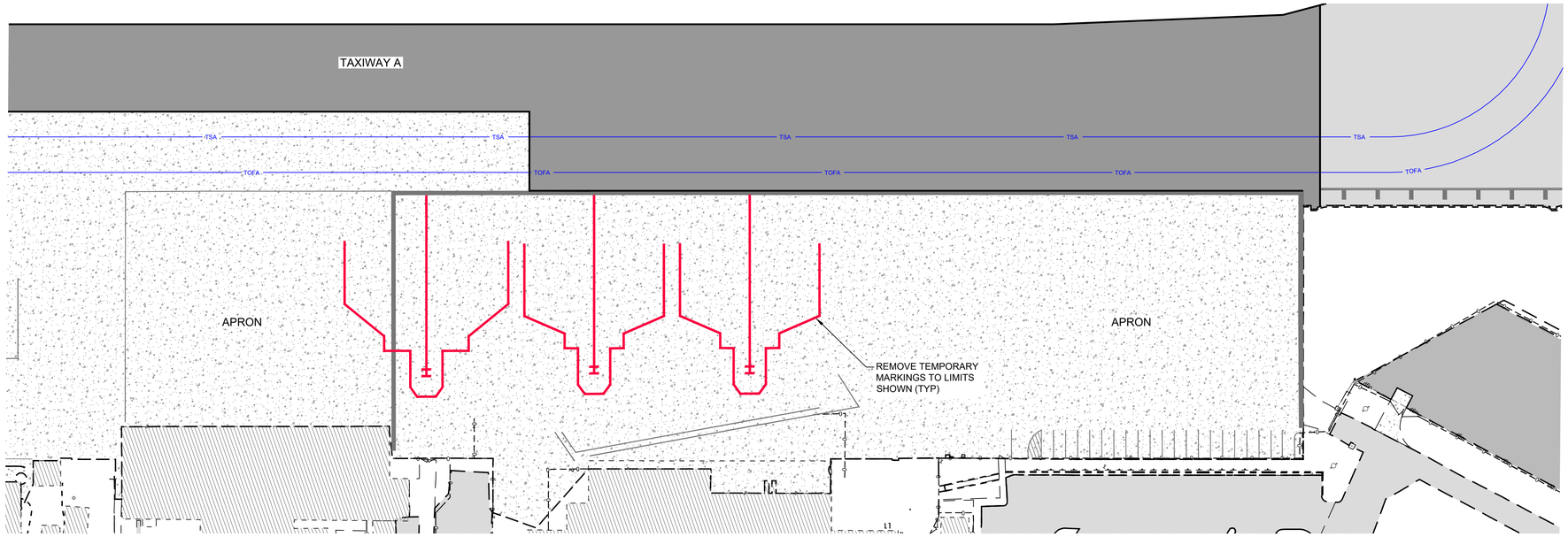

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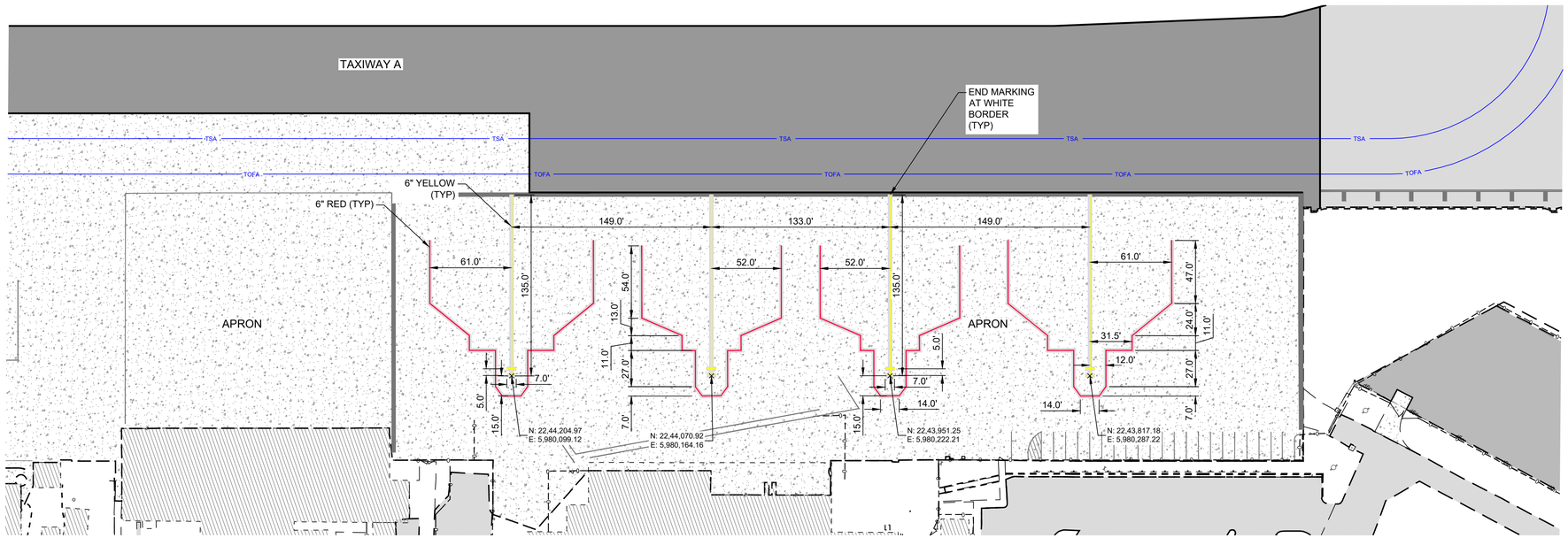
PHASE 3 TEMPORARY MARKING REMOVAL

0 50 100

SCALE IN FEET



FINAL APRON MARKING

0 50 100

SCALE IN FEET

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