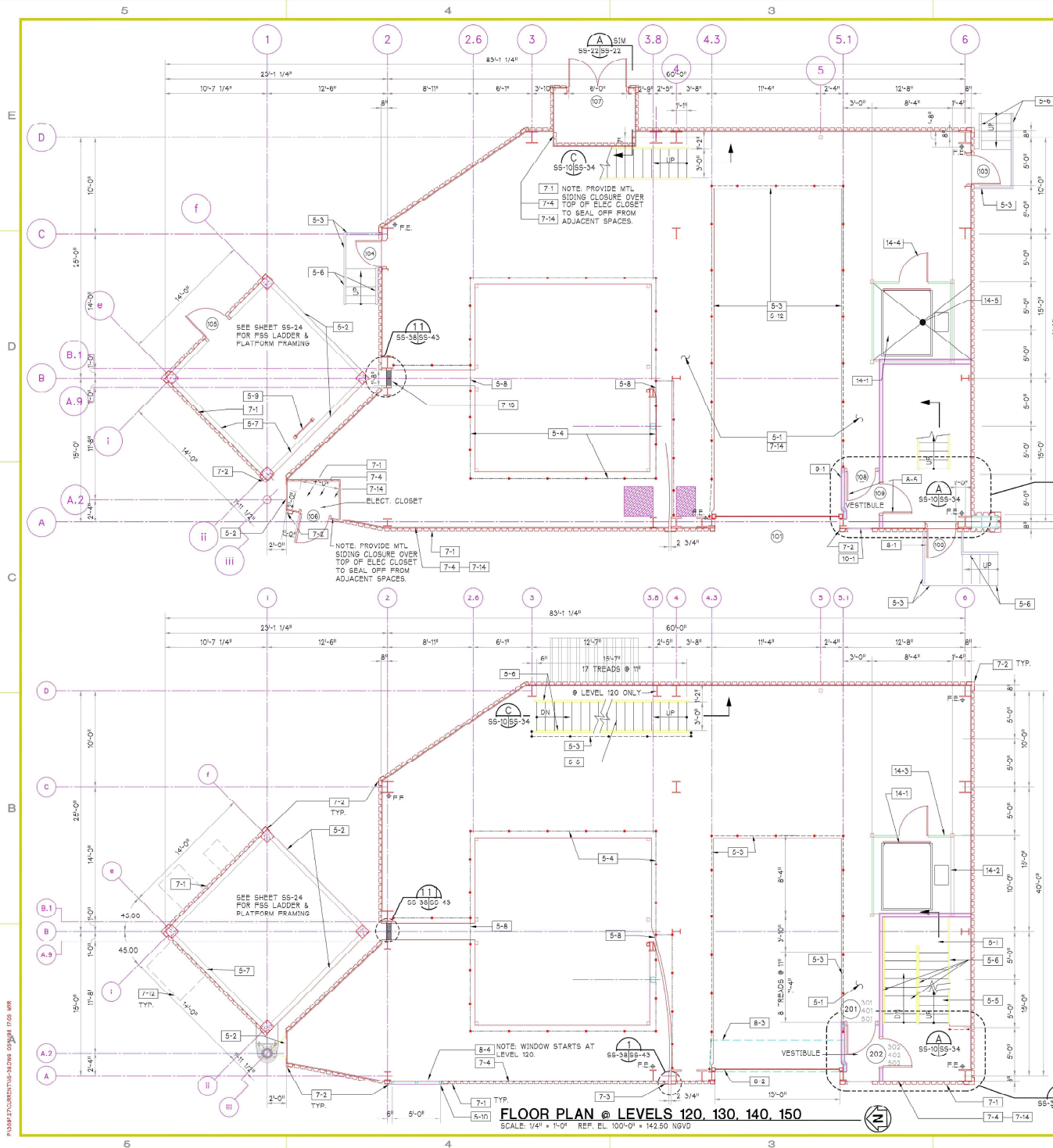


5	4	3	2	1
SPECIFICATIONS FOR OVERHEAD BRIDGE CRANES-TOP RUNNING DOUBLE GIRDER DUAL MOTOR BOX TYPE CONSTRUCTION				
I. GENERAL SPECIFICATIONS - 75-TON CRANE				
A. SCOPE:				
1. COVERED EQUIPMENT:				
a. DESIGN CALCULATIONS AND DRAWINGS.				
b. ONE (1) ELECTRICALLY OPERATED BRIDGE CRANE AS DESCRIBED HEREIN, AND				
c. ONE (1) TROLLEY TOGETHER WITH ONE HOIST PER CRANE AS DESCRIBED HEREIN				
d. SHOP TEST				
E. INSTALLATION				
1. RUNWAY FESTOON SYSTEM				
g. LOAD TEST AFTER INSTALLATION AND START-UP OF OVERHEAD BRIDGE CRANE SYSTEM				
h. TRAINING OF OWNERS PERSONNEL				
2. NON-COVERED EQUIPMENT AND SERVICES:				
a. CRANE RUNWAY SYSTEM INCLUDING AGGE RUNWAY RAIL TOGETHER				
b. WIRING FROM POWER SOURCE TO CRANE RUNWAY ELEVATION.				
B. CONSTRUCTION AND INDUSTRY SPECIFICATIONS:				
1. SPECIFICATION NO. 10 (REV. 1988) OF THE CRANE				
2. MANUFACTURING ASSOCIATION OF AMERICA, INC. (CMAA)				
3. NATIONAL ELECTRICAL CODE (LATEST EDITION)				
4. AMERICAN NATIONAL STANDARD, ANSI Z39.2 1983.				
SPECIFICATION FOR WELDING INDUSTRIAL & MILL CRANES AWS D14.1 (1985)				
C. DESIGN BASIS AND TYPE OF CONSTRUCTION:				
1. GENERAL DESIGN STANDARD:				
a. THE CRANES MUST BE MANUFACTURED ACCORDING TO SPECIFICATIONS				
b. THE BIDDER MUST CERTIFY, IN WRITING AND SUBMIT WITH THE				
PROPOSAL, THAT SAID BIDDER IS A MEMBER IN GOOD STANDING				
IN THE CRANE MANUFACTURING ASSOCIATION OF AMERICA, INC.				
2. GENERAL PERFORMANCE SPECIFICATIONS:				
a. SPAN:				
i. CRANE - 24'-0"				
b. CAPACITY:				
i. TROLLEY - 150,000#				
ii. TROLLEY - 150,000#				
iii. HOIST - 75,000#				
c. CLASS OF SERVICE AS DEFINED BY THE CMAA IS 'C' MODERATE SERVICE				
d. SERVICE ENVIRONMENT:				
i. OUTDOOR				
ii. TEMPERATURE - 10°F TO 80°F				
iii. RELATIVE HUMIDITY - 10% TO 100%				
D. QUANTITY				
1. CRANE - ONE (1)				
E. APPROVED MANUFACTURERS:				
AMERICAN CRANE & EQUIPMENT CORP.				
PAH CRANES				
DOENER				
VIRGINIA CRANE COMPANY				
II. BRIDGE AND TROLLEY MECHANICAL SPECIFICATIONS				
A. BRIDGE MECHANICAL APPARATUS:				
1. BRIDGE WHEELS:				
a. DOUBLE-FLANGED				
b. QUANTITY - FOUR (4) PER CRANE				
c. MATERIAL - FORGED STEEL AND HEAT TREATED TO A				
MINIMUM OF 320 BHN				
d. OTHER - TAPER TREAD DRIVE WHEELS AND FLAT TREAD				
IDLER WHEELS ON ROTATING AXLES SUPPORTED BY				
SPHERICAL ROLLER BEARINGS. BALL AND ROLLER				
BEARINGS ARE UNACCEPTABLE. FIXED AXLE CONFIGURATIONS				
ARE UNACCEPTABLE.				
e. BRIDGE WHEEL ASSEMBLY L-10 BEARING LIFE - 10,000				
HOURS MINIMUM SERVICE.				
2. BRIDGE DRIVES - THE CRANE WILL INCORPORATE AN A-4 DUPLEX				
BRIDGE DRIVE SYSTEM IDEAL MOTOR TYPE DRIVE. A DRIVE MOTOR				
AND REDUCER WILL BE PROVIDED AT EACH END TRUCK AND ACCESSIBLE				
FROM WALKWAYS AND/OR SERVICE PLATFORMS MOUNTED ON THE CRANE				
BRIDGE DRIVES HAVE A MINIMUM AGMA SERVICE FACTOR OF 21 EACH.				
3. BRIDGE MOTORS:				
a. MOTORS SHALL BE 60-MINUTE RATED OR BETTER AND BE COMPATIBLE				
WITH THE VARIABLE SPEED DRIVE				
b. BRIDGE SPEED - 20 FPM HIGH - 0 FPM LOW				
c. MOTORS FURNISHED WITH THERMAL OVERLOAD PROTECTION.				
4. BRIDGE BRAKES:				
a. QUANTITY - ONE (1) PER DRIVE FOR A TOTAL OF TWO (2) PER CRANE				
b. TYPE - AC DISC TYPE INTEGRAL TO THE MOTOR/REDUCER UNIT.				
B. TROLLEY MECHANICAL APPARATUS:				
1. TROLLEY WHEELS:				
a. DOUBLE-FLANGED				
b. QUANTITY - FOUR (4) PER CRANE				
c. MATERIAL - FORGED STEEL AND HEAT TREATED TO A				
MINIMUM OF 320 BHN				
d. OTHER - TAPER TREAD WHEELS ON ROTATING AXLES SUPPORTED				
BY SPHERICAL ROLLER BEARINGS. BALL AND ROLLER				
BEARINGS ARE UNACCEPTABLE. FIXED AXLE CONFIGURATIONS				
ARE UNACCEPTABLE.				
e. TROLLEY WHEEL ASSEMBLY L-10 BEARING LIFE - 10,000				
HOURS MINIMUM SERVICE.				
2. TROLLEY DRIVES - THE TROLLEY DRIVE WILL HAVE A MINIMUM				
AGMA SERVICE FACTOR OF 20				
3. TROLLEY MOTORS:				
a. MOTORS SHALL BE 60-MINUTE RATED OR BETTER AND BE COMPATIBLE				
WITH THE VARIABLE SPEED DRIVE				
b. TROLLEY SPEED - 20 FPM HIGH - 0 FPM LOW				
c. SPEED CONTROL POINTS - FIVE (5) WITH VARIABLE FREQUENCY TYPE CONTROL.				
d. MOTORS FURNISHED WITH THERMAL OVERLOAD PROTECTION.				
4. TROLLEY BRAKES:				
a. QUANTITY - ONE (1) PER DRIVE FOR A TOTAL OF TWO (2) PER CRANE				
b. TYPE - AC DISC TYPE INTEGRAL TO THE MOTOR/REDUCER UNIT.				
III. STRUCTURAL SPECIFICATIONS:				
A. BRIDGE GIRDERS:				
1. THE BRIDGE GIRDERS WILL BE FABRICATED FROM A-36 CARBON STEEL				
ATRIPLATE AND WELD INTO A RECTANGULAR SHAPED BOX				
THE GIRDERS WILL INCORPORATE POSITIVE CAMBER IN ACCORDANCE WITH				
INDUSTRY REQUIREMENTS. THE FLANGES WILL BE AFFIXED TO THE WEB				
PLATES UTILIZING 10% PENETRATION SUBMERGED ARC WELDING.				
2. TROLLEY RAIL - A-36 CRANE RAIL WILL BE MOUNTED ON TOP OF THE				
BRIDGE GIRDER FOLLOWING THE CENTER LINE OF SAID GIRDER. THE RAIL				
WILL BE ATTACHED TO THE GIRDER BY WELDED CLIPS. THE CLIPS WILL				
BE MOUNTED TO ASSURE PROPER FIT. SAFETY MARKS WILL BE LOCATED AT				
THE ENDS OF THE RAIL TO PREVENT CREEP.				
3. GIRDER DEFLECTION WILL BE LESS THAN 1/800TH OF THE SPAN.				
4. THE GIRDER WILL BE ATTACHED TO THE END TRUCKS BY MEANS OF A				
NOTCHED SEAT UTILIZING 50% HORIZONTAL AND VERTICAL CONNECTING				
BOLTS. SHEAR OR FRICTION TYPE CONNECTIONS ARE UNACCEPTABLE.				
5. THE END CONNECTIONS WILL INCORPORATE SQUARING MEMBERS TO				
MAINTAIN STRUCTURAL ALIGNMENT.				
B. TROLLEY:				
1. GENERAL - ONE (1) TROLLEY WILL BE FURNISHED PER CRANE.				
2. TROLLEY FRAME - THE TROLLEY FRAME WILL BE CONSTRUCTED FROM A-36				
CARBON STEEL. THE FRAME WILL BE BRACED AND CROSS BRACED TO MAINTAIN				
A SQUARE AND PLUMB UNIT.				
3. TROLLEY END TRUCKS - THE TROLLEY END TRUCKS WILL BE CONSTRUCTED				
FROM A-36 CARBON STEEL PLATE AND WELDED INTO A RECTANGULAR SHAPED				
BOX.				
4. A COVER PLATE WILL BE PROVIDED ACROSS THE BOTTOM OF THE END				
TRUCK TO LIMIT TROLLEY DROP TO LESS THAN 1" IN THE UNLIKELY EVENT OF				
WHEEL OR AXLE FAILURE.				
5. TROLLEY DECK MOUNTING SURFACES - MOUNTING PADS FOR MOTORS, BRAKES,				
GEAR REDUCERS, ETC. WILL BE WELDED TO PROVIDE ELEVATION TO PRECLUDE				
THE USE OF SHIMS. ALL COMPONENTS WILL BE WELDED BUILT TO THE				
TROLLEY DECK.				
6. WHEEL BEARING ARRANGEMENT WILL BE MOB TYPE. FIXED AXLE				
CONFIGURATIONS ARE UNACCEPTABLE.				
7. TROLLEY AND TRUCK BUMPERS - BUMPERS WILL BE PROVIDED AT THE				
FOUR CORNERS OF EACH TROLLEY.				
C. BRIDGE END TRUCKS:				
1. BRIDGE END TRUCKS - THE BRIDGE END TRUCKS WILL BE CONSTRUCTED				
FROM A-36 CARBON STEEL PLATE AND WELDED INTO A RECTANGULAR				
SHAPED BOX. THE CRANE WILL HAVE TWO (2) BRIDGE END TRUCKS				
2. SAFETY LUGS WILL BE PROVIDED ACROSS THE BOTTOM OF BRIDGE				
END TRUCKS TO LIMIT CRANE DROP TO 1" IN THE UNLIKELY EVENT OF				
WHEEL OR AXLE FAILURE.				
3. WHEEL BEARING ARRANGEMENT WILL BE MOB TYPE. FIXED AXLE				
CONFIGURATIONS ARE UNACCEPTABLE.				
4. BRIDGE END TRUCK BUMPERS - SHOCK ABSORBING POLYURETHANE				
BUMPERS WILL BE PROVIDED AT THE FOUR CORNERS OF THE CRANE.				
D. FOOTWALK - A FULL LENGTH FOOTWALK WILL BE PROVIDED ON THE DRIVE				
GIRDER COMPLETE WITH CHECKERED DECK PLATE, PLUM LENGTH 41' TOP GUARD				
AND A 42" HAND RAIL. THE FOOTWALK WILL BE DESIGNED AND MANUFACTURED				
IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE. THE FOOTWALK				
END OF THE CRANE STOP BUMPER.				
IV. HOIST SPECIFICATIONS:				
1. GENERAL:				
a. HOIST TYPE - OPEN DECK TYPE (BUILT-UP TROLLEY HOIST)				
b. CHAIN CLASS - C MODERATE SERVICE				
c. GEAR REDUCER TYPE - TRIPLE REDUCTION, PARALLEL, SHAFT,				
HORIZONTAL, SPLIT GEAR REDUCER.				
d. HOIST SHALL BE EQUIPPED WITH UPPER AND LOWER LIMIT SWITCHES,				
THERMAL OVERLOAD MOTOR PROTECTION, SAFETY-TYPE TROLLEY HOOK, AND				
OVERLOAD LIMIT SWITCH, FACTORY TEST AT 125% OF RATED CAPACITY.				
e. GEAR REDUCER:				
i. THE GEAR TRAIN WILL BE A TRIPLE-REDUCTION PARALLEL SHAFT				
GEAR REDUCER. THE GEARS WILL BE HELICAL TYPE DESIGN, GEAR				
SIZE AND HEAT TREATING WILL BE IN ACCORDANCE WITH AGMA PRACTICES				
AS APPLICABLE.				
ii. THE GEAR HOUSING WILL BE CONSTRUCTED FROM A-36 CARBON STEEL				
PLATES AND WELDED INTO A UNITIZED ASSEMBLY COMPLETE WITH ALLOY				
STEEL BEARING CAPSULES FOR USE WITH A DOUBLE BEVEEDED TACKLE				
SYSTEM. THIS WILL PROVIDE TRUE VERTICAL LIFT OR PLUMB				
LIFT OF THE BOTTOM BLOCK ASSEMBLY.				
c. FLANGES - THE DRUM WILL INCORPORATE FLANGES ON BOTH ENDS				
TO IMPROVE THE ROPE FROM COMING OFF UNDER BLOCK CONDITIONS.				
d. DRUM SHALL BE FITTED WITH A MIS-REPPING DETECTION DEVICE.				
2. WIRE ROPE AND REEVE:				
a. THE HOIST WILL BE DOUBLE-REEVED TO PERMIT TRUE VERTICAL				
LIFT OPERATION.				
b. THE WIRE ROPE WILL BE SUFFICIENTLY SIZED FOR A 2:1 SAFETY				
BREAKING STRENGTH SAFETY FACTOR OVER THE RATED HOIST CAPACITY.				
c. THE ROPE ENDING WILL BE ATTACHED TO THE DRUM BY BOLTED				
ROPE CLAMPS WITH TWO DEADWIRTS REMAINING ON THE DRUM AFTER				
THE BOTTOM BLOCK IS EXTENDED TO ITS LOWEST POINT.				
3. BOTTOM BLOCK AND SHEAVES:				
a. THE HOIST SHEAVES ARE EASILY ACCESSIBLE BY MAINTENANCE				
PERSONNEL FROM THE TROLLEY DECK.				
b. THE SHEAVES ARE TO BE MACHINED FROM CARBON STEEL				
CASTINGS ARE UNACCEPTABLE.				



GENERAL NOTES:

1. ALL EXPOSED STEEL PLATE SIDING SHALL BE COATED WITH INORGANIC COATING REFER TO SPECIFICATIONS ON DWS 55-44.
2. PROVIDE THERMAL BLOCKS BETWEEN METAL ROOFING, SIDING AND STRUCTURAL STEEL FRAMING AND SUB FRAMING-TYPICAL

FLAG NOTES:

- 5-1 STEEL PLATE FLOOR WITH ABRASIVE PAINTED FINISH
- 5-2 STEEL PLATE - PAINTED
- 5-3 1 1/2" PAINTED PIPE RAILING-42" HIGH. PROVIDE RAILING SYSTEM WITH CONTINUOUS 4" TOEBOARD. SEE STRUCTURAL DRAWING 55-11.
- 5-4 1 1/2" PAINTED REMOVABLE PIPE RAILING-42" HIGH. PROVIDE TOEBOARD WITH EACH SECTION.
- 5-5 STEEL BAR GRATING TREADS.
- 5-6 1 1/2" PAINTED HANDRAIL
- 5-7 STRUCTURAL STEEL WALL GIRT. REFER TO FRAMING DRAWINGS.
- 5-8 RAILING SECTION CANTILEVERED ACROSS FLOOR OPENING.
- 5-9 FIXED STEEL LADDER:
ALUMINUM PLATE BAR STRUTTERS
3/4" RUNGS @ 12" O.C. (PLUS WELD)
WALL BRACKETS AND FLOOR ANGLES AS REQUIRED
E. RUNGS NO LESS THAN 7" FROM NEAREST OBSTRUCTION.
SHOP APPLIED GLAZING STOP.
- 5-10 TUBE STEEL FRAME AND MILLIONS (PAINTED). PROVIDE SHOP APPLIED GLAZING STOP.
- 5-12 LOOPED NEOPRENE ENVIRONMENTAL SKIRT.
- 7-1 3" DEEP CORRUGATED METAL SIDING
- 7-2 CORNER TRIM BY SIDING MFR, COLOR TO MATCH SIDING
- 7-3 BRAKE METAL JOINT COVER BY SIDING MFR. ANCHOR ONE SIDE.
- 7-4 POLYISO INSULATION WITH METAL FASER ON EXPOSED FACE.
- 7-12 WEATHER HOOD. REFER TO MECHANICAL/STRUCTURAL DRAWINGS FOR LOCATIONS.
- 7-13 DOOR SEAL-ON FABRIC OVER RESILIENT FOAM
- 7-14 POLYISO INSULATION UNDER FLOOR STRUCTURE. ATTACH TO FLOOR ANGLE FR.
- 8-1 GALVANIZED HOLLOW METAL DOOR AND FRAME. DOOR WITH INSULATED CORE
- 8-2 INSULATED SLAT, MOTOR OPERATED ROLL-UP DOOR (GALVANIZED) EXPLOSION PROOF CONTROLS AND MOTOR.
- 8-3 DOOR CANISTER ABOVE
- 8-4 CELLULAR POLYCARBONATE GLAZING WITH HORIZONTAL METAL MULLION AT 30" O.C.
- 8-5 FIRE RATED HM DOOR AND FRAME
- 9-1 2 HOUR FIRE RATED PARTITION, UL U411
- 10-1 ALUMINUM STORMPROOF LOUVER. GSB DETAIL 1/65-41
- 14-1 PERSONNEL AND EQUIPMENT LIFT.
- 14-2 MAST BY LIFT MFR.
- 14-3 DIAMOND MESH SAFETY BARRIER BY LIFT MFR. BARRIER SHALL RUN FROM FLOOR TO UNDERSIDE OF STRUCTURE
- 14-4 DIAMOND MESH SWING GATE BY LIFT MFR.
- 14-5 STRUCTURE DEPRESSED THIS AREA FOR EQUIPMENT LIFT

DOOR SCHEDULE

DOOR #	SIZE	DOOR THK.	DOOR TYPE	MAT'L	FRAME TYPE	MAT'L	LOUVER TYPE	LOUVER THRESH.	LOUVER LABEL	DETAILS H	DETAILS J	DETAILS S	HOW. #	REMARKS
101	13'x4'1/2"	--	A	STL	ANGLE	--	--	--	--	1	1	1	4	1.
102	3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	--	2	2	4	2, 3.
103	3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	--	3	3	4	3, 3.
104	3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	--	2	2	4	2, 3.
105	3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	--	2	2	4	1, 2, 3.
106	3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	--	2	2	4	1, 2, 3.
107	PR 3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	--	2	2	4	5, 2, 3.
108	3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	1 1/8" MIN.	2	2	4	2' 6", 2, 3.
109	3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	1 1/8" MIN.	2	2	4	3' 6", 2, 3.
201	3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	1 1/8" MIN.	2	2	4	3' 6", 2, 3.
202	3'x7'	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	ALUM	1 1/8" MIN.	2	2	4	3' 6", 2, 3.
LEV (PR 3'x7')	1 3/4"	B	H.M.	H.M.	5 3/4"	--	--	--	ALUM	--	--	--	5	2, 3.

DOORS 101, 301, 401, 501, 603, 701, 703, 801, 803, 805, 1001, 1003 SAME AS 201.
DOORS 11, 202, 402, 502, 602, 702, 802, 804, 1002 SAME AS 202.
DOORS 112 SAME AS 107.

DOOR REMARKS:

1. INSULATED SLAT, MOTOR OPERATED ROLL-UP DOOR
2. EXPLOSION PROOF CONTROLS AND MOTOR.
3. GALVANIZED DOOR AND FRAME
3. INSULATED CORE DOOR

NOTE: DOOR DETAILS ARE SHOWN ON DWS 55-43
LEV DOOR DETAILS ARE SHOWN ON DWS 55-8



DOOR TYPES

1/4"=1'-0"



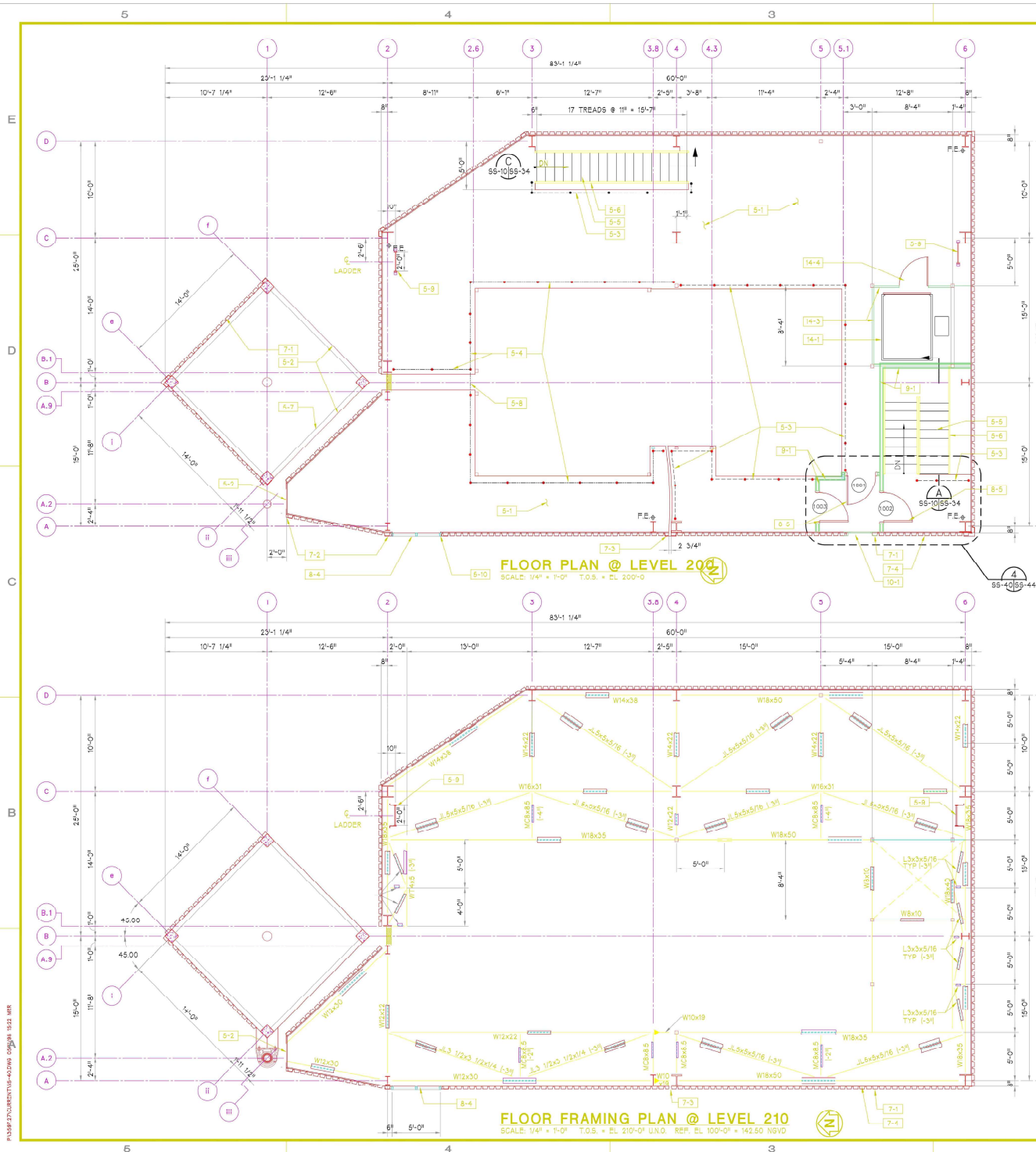
ALASKA AEROSPACE DEVELOPMENT CORPORATION
PROPRIETARY INFORMATION

BRPH ARCHITECTS • ENGINEERS, INC.
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3278 SUTREE BOULEVARD
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KODIAK LAUNCH COMPLEX
NARROW CAPE, KODIAK ISLAND, ALASKA
LAUNCH STRUCTURE PHASE 3

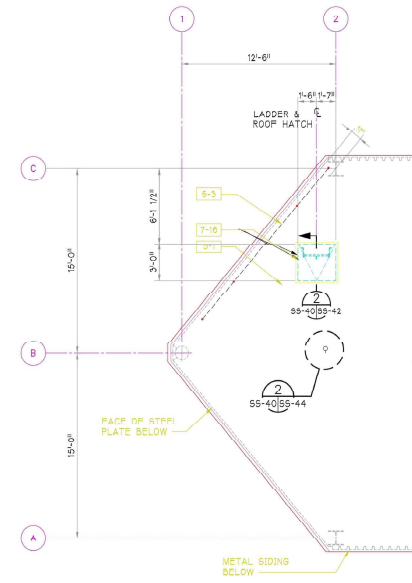
ALASKA AEROSPACE DEVELOPMENT CORPORATION

DATE: 7-1-98
DESIGNED BY: BLUPRITT
DRAWN BY: VANDERLAAK
CHECKED BY: WATTE
CAD CODE: 360757/65-98
PROJECT NO.: 3587/27
DRAWING NO.: 55-38
SHEET: 01



FLAG NOTES:

- 5-1 STEEL PLATE FLOOR WITH ABRASIVE PAINTED NONSLIP EPOXY FINISH (REFER TO STEEL FLOOR PLATE SPECI COLOR TO MATCH STANDING SCAM ROOF PANELS)
- 5-2 STEEL PLATE - PAINTED
- 5-3 1 1/2" PAINTED PIPE RAILING-42" HIGH. PROVIDE RAILING SYSTEM WITH CONTINUOUS 4" TOEBOARD. SEE STRUCTURAL DRAWING 55-11
- 5-4 1 1/2" PAINTED REMOVABLE PIPE RAILING-42" HIGH. PROVIDE TOEBOARD WITH EACH SECTION.
- 5-5 STEEL BAR GRATING TREADS.
- 5-6 1 1/2" PAINTED HANDRAIL
- 5-7 STRUCTURAL STEEL WALL GIRT. REFER TO FRAMING DRAWINGS.
- 5-8 RAILING SECTION CANTILEVERED ACROSS FLOOR OPENING.
- 5-9 FINISH STEEL LADDER
- 5-10 3/4" x 3/8" PLAT BAR STRINGERS
- 5-11 3/4" RUNGS @ 12" O.C. (PLUG WELD)
- 5-12 WALL BRACKETS AND FLOOR ANGLES AS REQUIRED
- 5-13 RUNGS NO LESS THAN 7" FROM NEAREST OBSTRUCTION.
- 5-14 TUBE STEEL FRAMES AND MULLIONS (PAINTED). PROVIDE SHOP APPLIED GLAZING STOP.
- 5-15 3" DEEP CORRUGATED METAL SIDING
- 5-16 CORNER TRIM BY SIDING MFR. COLOR TO MATCH SIDING
- 5-17 JOINT COVER BY SIDING MFR. ANCHOR ONE SIDE. COLOR TO MATCH SIDING
- 5-18 POLYISO INSULATION WITH METAL FASER ON EXPOSED FACE.
- 5-19 GALV. STEEL INSULATED ROOF HATCH.
- 5-20 CELLULAR POLYCARBONATE GLAZING WITH HORIZONTAL MULLIONS AT 30" O.C.
- 5-21 FIRE RATED HW DOOR AND FRAME.
- 5-22 2 HOUR FIRE RATED PARTITION, UL U411
- 5-23 ALUMINUM STORMPROOF LOUVER. SEE DETAIL 5/5544.
- 5-24 PERSONNEL AND EQUIPMENT LIFT.
- 5-25 DIAMOND MESH SAFETY BARRIER BY LIFT MFR.
- 5-26 BARRIER SHALL RUN FROM FLOOR TO UNDERSIDE OF STRUCTURE
- 5-27 DIAMOND MESH SWING GATE BY LIFT MFR.



PARTIAL ROOF PLAN @ LEVEL 270
SCALE: 1/4" = 1'-0" T.O.S. = CL 200'-0"

ALASKA AEROSPACE DEVELOPMENT CORPORATION
PROPRIETARY INFORMATION

DATE	BY	CHK
7-1-98	BRPH	645 JAW
REVISION	DESCRIPTION	DATE
1	08-30-98 RECORD DRAWINGS	

BRPH ARCHITECTS • ENGINEERS, INC.
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ALASKA AEROSPACE DEVELOPMENT CORPORATION

KODIAK LAUNCH COMPLEX
NARROW CAPE, KODIAK ISLAND, ALASKA
LAUNCH STRUCTURE PHASE 3

FLOOR PLANS

DATE: 7-1-98
DESIGNED BY: BRPH
DRAWN BY: LEAVERTON
CHECKED BY: CENS
CAD CODE: 980727166-10
PROJECT NO: 358727
DRAWING NO: 99-40
SHEET: 01