

ITEM 5A

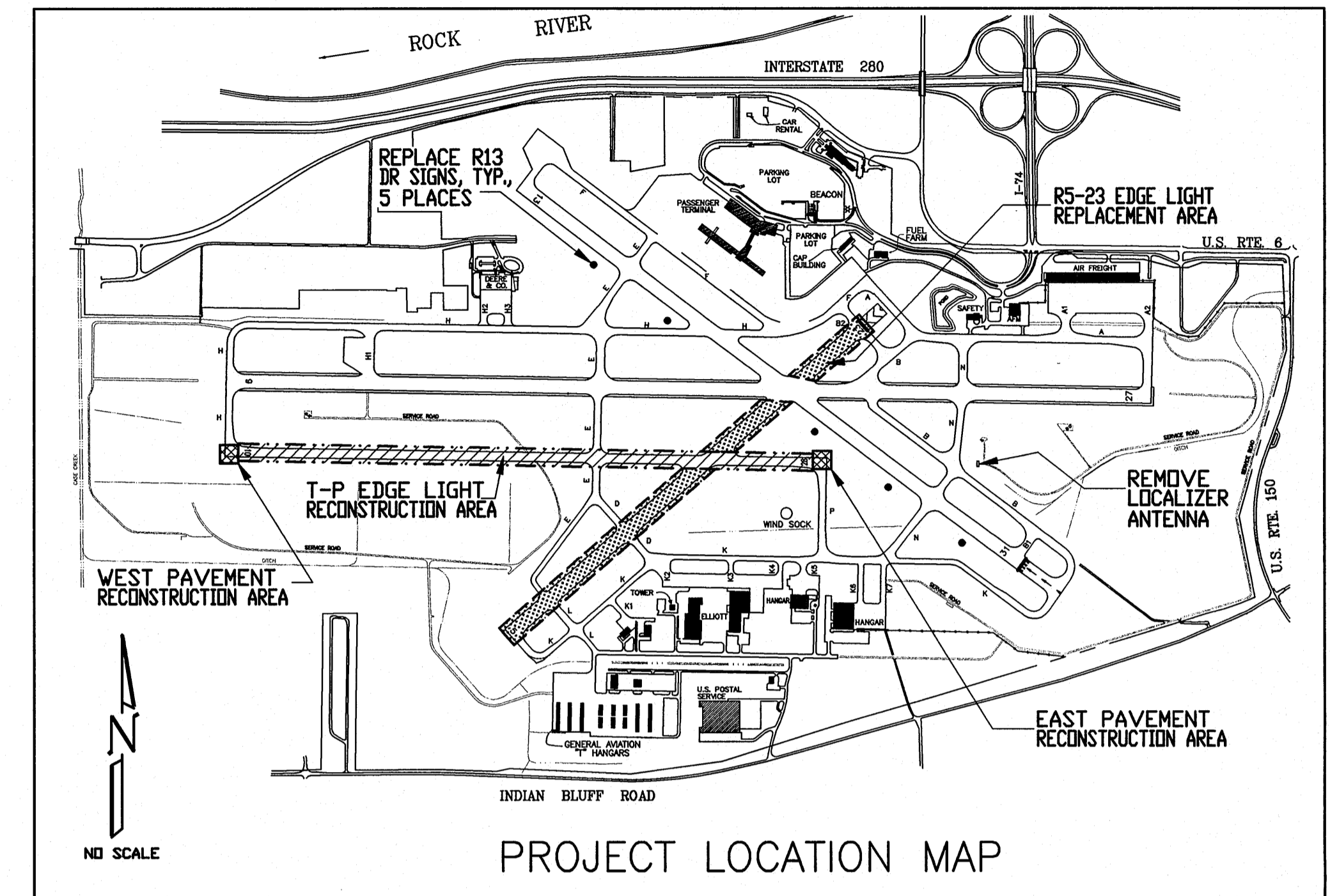
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS

CONSTRUCTION PLANS

FOR

QUAD-CITY INTERNATIONAL AIRPORT

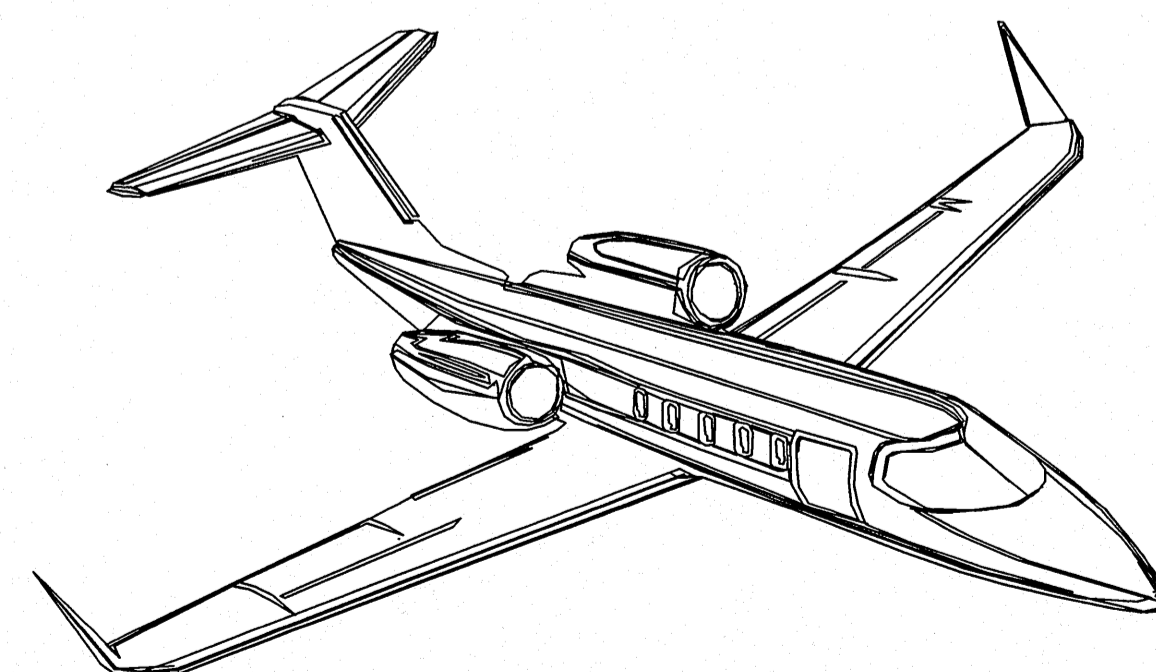
ROCK ISLAND COUNTY, ILLINOIS



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RUNWAY 10-28 DECOMMISSIONING

CONVERT EXISTING TEMPORARY RUNWAY 10-28 INTO PERMANENT TAXIWAY P BY REMOVING SQUARED PAVEMENT ENDS, RELOCATING / CONVERTING EDGE LIGHTS, REMARKING PAVEMENT, REMOVING PAPI, REIL, & LOCALIZER, MODIFYING GUIDANCE SIGNS, AND OTHER MISCELLANEOUS ITEMS.



ILLINOIS PROJECT MLI-4081
 A.I.P. PROJECT NO. 3-17-0068-XX
 AIRPORT CLASSIFICATION - AIR CARRIER

AIRCRAFT APPROACH CATEGORY - C
 AIRPLANE DESIGN GROUP - III
 LATITUDE 41°26'52.4", LONGITUDE 90°30'33.9", ELEVATION 589'M.S.L.

WARNING



CALL BEFORE YOU DIG

CONSULTING ENGINEERS MISSMAN, INC. ENGINEER'S SIGNATURE <i>Dennis R. Martin</i> SEALED & SIGNED 5/3/11 DATE OF LICENSE EXPIRATION 11/30/11 	METROPOLITAN AIRPORT AUTHORITY OF ROCK ISLAND COUNTY, ILLINOIS 5-4-11 DATE APPROVED
MAY 15, 2011 OFFICIAL DATE OF PLANS	PREPARED BY MISSMAN, INC. Consulting Civil Engineers ROCK ISLAND, ILLINOIS

SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITIES	
			AS AWARDED	AS BUILT
AR108158	1/C #8 5 KV UG CABLE IN UD	L.F.	8,100	
AR108258	2/C #8 5 KV UG CABLE IN UD	L.F.	1,450	
AR109210	VAULT MODIFICATIONS	L.S.	1	
AR109312	7.5KW REGULATOR, STYLE 2	EACH	1	
AR109321	10KW REGULATOR, STYLE 1	EACH	1	
AR110212	2" STEEL DUCT, DIRECT BURY	L.F.	480	
AR125415	MTL, BASE MOUNTED	EACH	108	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	2	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	1	
AR125565	SPLICE CAN	EACH	55	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	37	
AR125903	REMOVE INPAVEMENT LIGHT	EACH	1	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	9	
AR125905	REMOVE RWY DISTANCE REMAIN SIGN	EACH	5	
AR125907	REMOVE REILS	PAIR	2	
AR125908	REMOVE PAPI	EACH	8	
AR125962	RELOCATE BASE MOUNTED LIGHT	EACH	15	
AR125964	RELOCATE TAXI GUIDANCE SIGN	EACH	5	
AR125965	RELOCATE RWY DISTANCE REMAIN SIGN	EACH	5	
AR125982	REFURBISH BASE MOUNTED LIGHT	EACH	41	
AR125984	REFURBISH TAXI GUIDANCE SIGN	EACH	1	
AR127901	REMOVE LOCALIZER	L.S.	1	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150530	TRAFFIC MAINTENANCE	L.S.	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	1,310	
AR156500	TEMPORARY EROSION CONTROL	L.S.	1	
AR156540	RIPRAP	S.Y.	50	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	220	
AR209600	GEOTEXTILE FABRIC	S.Y.	260	
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	1,330	
AR501512	12" PCC PAVEMENT	S.Y.	560	
AR501530	PCC TEST BATCH	EACH	1	
AR501900	REMOVE PCC PAVEMENT	S.Y.	510	
AR501910	REMOVE & REPLACE PCC PAVEMENT	S.Y.	210	
AR620510	PAVEMENT MARKING	S.F.	67,050	
AR620900	PAVEMENT MARKING REMOVAL	S.F.	156,800	
AR705506	6" PERFORATED UNDERDRAIN	L.F.	520	
AR751415	INLET - SPECIAL	EACH	1	
AR751570	MANHOLE - SPECIAL	EACH	2	
AR751900	REMOVE INLET	EACH	1	
AR751963	RELOCATE MANHOLE	EACH	2	
AR801605	REPLACE TAXI GUIDANCE SIGN PANEL	EACH	40	
AR801614	SUPPLY TAXI GUIDANCE SIGN PANEL	EACH	20	
AR801637	RELOCATE LIGHT FIXTURE	EACH	64	
AR801638	BONDED FIBER MATRIX	S.Y.	590	
AR801640	PERFORMED THERMOPLASTIC MARKING	S.F.	2,745	
AR901510	SEEDING	ACRE	1.1	
AR908513	MULCHING - METHOD 3	ACRE	1.1	
AR908520	EXCELSIOR BLANKET	S.Y.	750	

GENERAL NOTES:

1. MAXIMUM PAY WIDTH FOR 209510 CRUSHED AGGREGATE BASE COURSE SHALL BE 12 INCHES BEYOND THE EDGE OF PAVEMENT. IF THE CONTRACTOR REQUIRES ADDITIONAL WIDTH FOR PAVEMENT INSTALLATION, THE ADDITIONAL MATERIALS SHALL MEET THE SAME SPECIFICATIONS, BUT WILL BE CONSIDERED INCIDENTAL.
2. THE CONTRACTOR SHALL SALVAGE EXISTING AIRFIELD LIGHTING EQUIPMENT AS DETAILED IN THE CONSTRUCTION PLANS AND SPECIAL PROVISIONS PRIOR TO THE START OF EARTHWORK AND/OR PAVING ACTIVITIES. SALVAGED EQUIPMENT SHALL BE CLEANED AND REUSED OR DELIVERED TO THE METROPOLITAN AIRPORT AUTHORITY.
3. CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS APPROVED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
4. THE CONTRACTOR SHALL EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALES, AS REQUIRED BY THE RESIDENT ENGINEER, TO CONTROL STORM WATER RUN-OFF.
5. THE CONTRACT AR152410-UNCLASSIFIED EXCAVATION ITEM SHALL INCLUDE ALL COSTS ASSOCIATED WITH EXCAVATION OF SOILS, HAULING OF SOILS, STOCKPILING SOILS, INSTALLATION OF SOILS, COMPACTION OF SOILS, GRADING OF SOILS, INSTALLATION AND REMOVAL OF HAUL ROADS OR ROUTES, RESTORATION OF HAUL ROADS OR ROUTES, DISPOSAL OF WASTE SOILS, CLEANING OF PAVEMENTS, AND ALL OTHER ITEMS THAT ARE REQUIRED TO COMPLETE THE EARTHWORK. THESE ITEMS SHALL BE PAID FOR BASED UPON THE CUBIC YARDS OF MATERIALS REMOVED AS ACCEPTED BY THE RESIDENT ENGINEER. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
6. AFTER CONSTRUCTION HAS BEEN COMPLETED, THE CONTRACTOR SHALL SEED AND HYDRAULIC MULCH ALL DISTURBED AREAS PER SPECIAL PROVISIONS 901 AND 908. ONLY SEED AND MULCHING AREAS WITHIN THE LIMITS OF SEEDING WILL BE ELIGIBLE FOR PAYMENT UNDER THESE CONTRACT PAY ITEMS. AREAS OUTSIDE OF THE LIMITS OF SEEDING SHALL BE SEED AND MULCHED BY THE CONTRACTOR PER SPECIAL PROVISION 901/908, BUT SHALL NOT BE MEASURED FOR PAYMENT.
7. ITEM AR908513 MULCHING - METHOD 3 SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE IDOT-DOA SUPPLEMENTAL SPECIFICATIONS FOR HYDRAULIC MULCHING AND IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, METHOD 3 (HYDRAULIC MULCH).
8. ITEM AR908520 EXCELSIOR BLANKET SHALL BE ACCOMPLISHED FOLLOWING THE METHODS AND PROCEDURES OUTLINED IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 251, EROSION CONTROL BLANKET (EXCELSIOR BLANKET). THE LOCATION OF THE PROPOSED EXCELSIOR BLANKET SHALL BE DETERMINED BY THE RESIDENT ENGINEER, IN THE FIELD, AT THE TIME OF CONSTRUCTION. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

THIS PROJECT SHALL NOT START UNTIL EXISTING RUNWAY 9-27 HAS BEEN RECONSTRUCTED AND OPENED TO AIRCRAFT TRAFFIC BY THE MAA. IT IS CURRENTLY ANTICIPATED THAT THE MAJORITY OF THE CONSTRUCTION INCLUDED IN THIS PROJECT SHALL NOT OCCUR UNTIL THE 2012 CONSTRUCTION SEASON.

GENERAL NOTES:

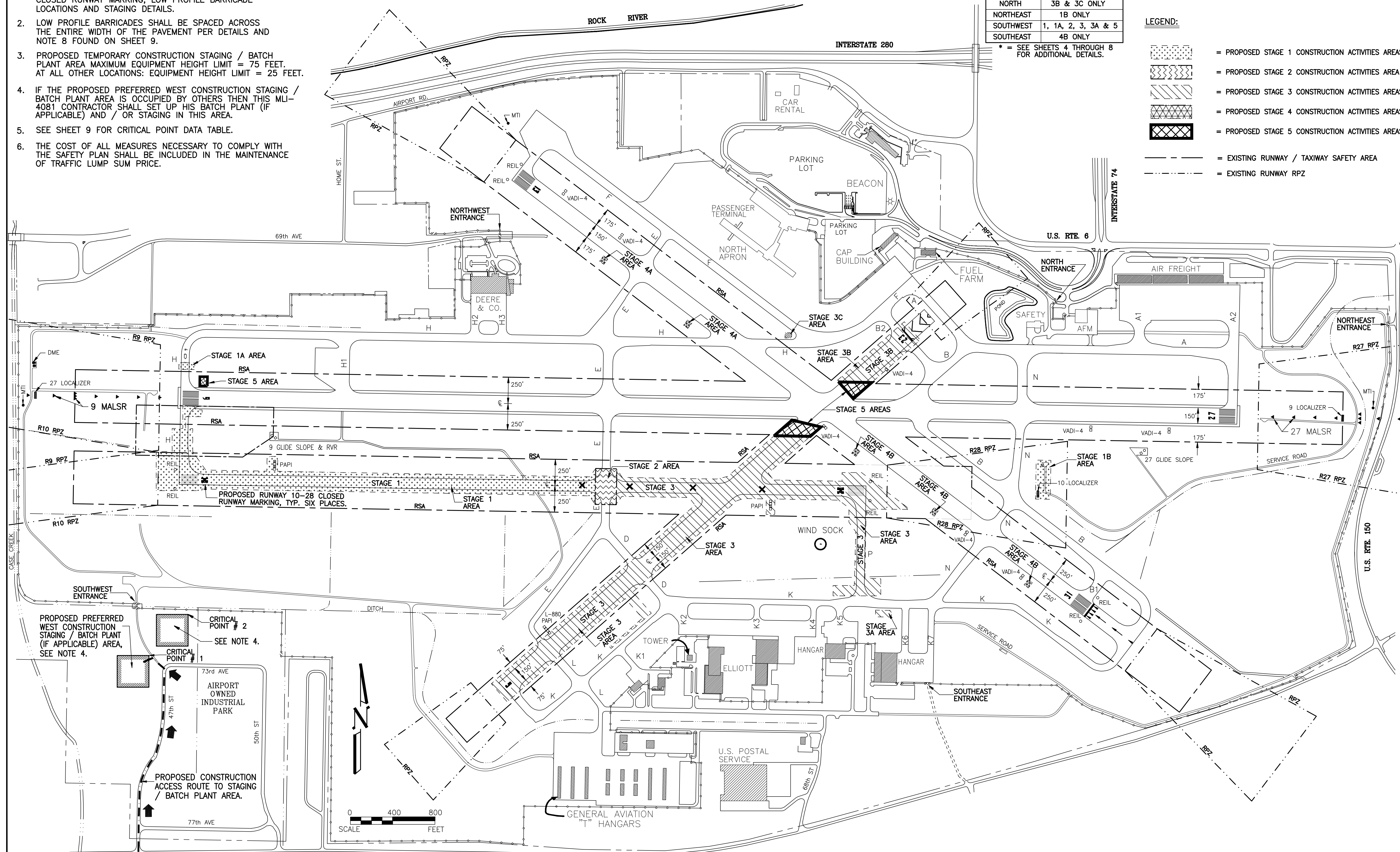
- SEE SHEETS 4 THROUGH 9 FOR SAFETY PLAN NOTES, CLOSED RUNWAY MARKING, LOW PROFILE BARRICADE LOCATIONS AND STAGING DETAILS.
- LOW PROFILE BARRICADES SHALL BE SPACED ACROSS THE ENTIRE WIDTH OF THE PAVEMENT PER DETAILS AND NOTE 8 FOUND ON SHEET 9.
- PROPOSED TEMPORARY CONSTRUCTION STAGING / BATCH PLANT AREA MAXIMUM EQUIPMENT HEIGHT LIMIT = 75 FEET. AT ALL OTHER LOCATIONS: EQUIPMENT HEIGHT LIMIT = 25 FEET.
- IF THE PROPOSED PREFERRED WEST CONSTRUCTION STAGING / BATCH PLANT AREA IS OCCUPIED BY OTHERS THEN THIS MLI-4081 CONTRACTOR SHALL SET UP HIS BATCH PLANT (IF APPLICABLE) AND / OR STAGING IN THIS AREA.
- SEE SHEET 9 FOR CRITICAL POINT DATA TABLE.
- THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.

AIRFIELD ACCESS LOCATIONS	
ENTRANCE (GATE)	TO BE USE DURING STAGE* :
NORTHWEST	4A ONLY
NORTH	3B & 3C ONLY
NORTHEAST	1B ONLY
SOUTHWEST	1, 1A, 2, 3, 3A & 5
SOUTHEAST	4B ONLY

* = SEE SHEETS 4 THROUGH 8 FOR ADDITIONAL DETAILS.

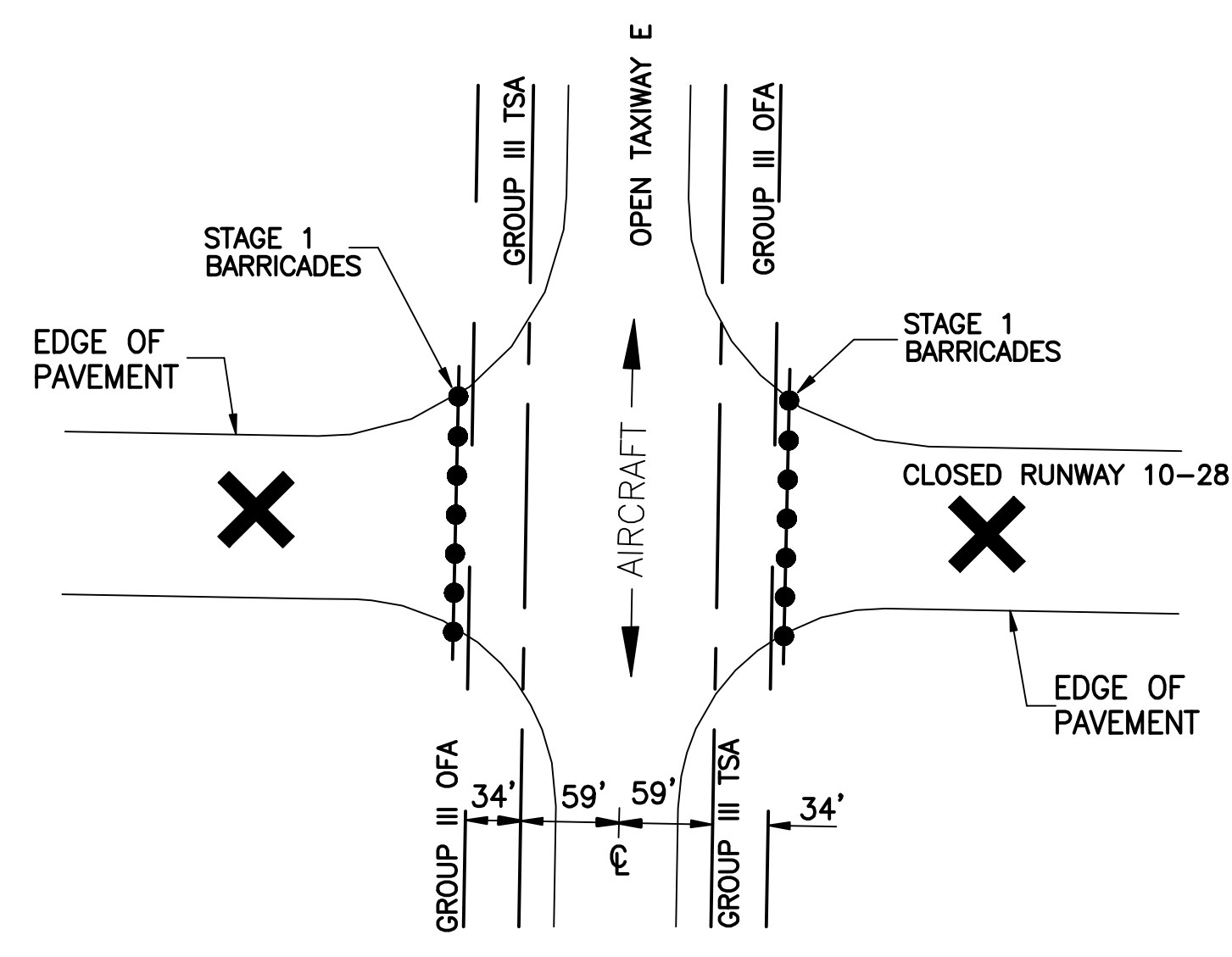
LEGEND:

- [Pattern: Dotted] = PROPOSED STAGE 1 CONSTRUCTION ACTIVITIES AREAS
- [Pattern: Diagonal lines /] = PROPOSED STAGE 2 CONSTRUCTION ACTIVITIES AREA
- [Pattern: Diagonal lines \] = PROPOSED STAGE 3 CONSTRUCTION ACTIVITIES AREAS
- [Pattern: Cross-hatch] = PROPOSED STAGE 4 CONSTRUCTION ACTIVITIES AREAS
- [Pattern: X-hatch] = PROPOSED STAGE 5 CONSTRUCTION ACTIVITIES AREAS
- [Line: Dashed] = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- [Line: Dotted] = EXISTING RUNWAY RPZ



CONSTRUCTION ACTIVITIES LOCATION MAP

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DETAIL A
 CLOSED RUNWAY 10-28
 AND TAXIWAY E INTERSECTION

LEGEND:

- = PROPOSED STAGE 1 CONSTRUCTION ACTIVITIES AREAS
- = PROPOSED CONSTRUCTION ACCESS / HAUL ROUTE
- = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- = EXISTING RUNWAY RPZ
- = PROPOSED LOW PROFILE BARRICADES
- = PROPOSED LATH LINES

STAGE 1 NOTES:

1. WHEN PERMITTED TO DO SO BY THE FAA ATCT, THE CONTRACTOR SHALL ENTER THE RUNWAY 9-27 SAFETY AREA AND COMPLETE HIS WORK WITHIN THE RSA. WHEN REQUIRED BY THE FAA ATCT, THE CONTRACTOR SHALL EXIT THE R9-27 SAFETY AREA. THE CONTRACTOR SHALL NOT LEAVE ANY MANPOWER, EQUIPMENT, OR MATERIALS IN THE RSA.
2. DURING IFR CONDITIONS AND / OR WHEN REQUIRED BY THE FAA, ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE REMOVED AND REMAIN CLEAR OF THE RUNWAY 9 GLIDE SLOPE (G.S.) CRITICAL AREA.
3. ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY E DFA (OBJECT FREE AREA) DURING STAGE 1.
4. THE PORTION OF EXISTING TAXIWAY H THAT IS SOUTH OF RUNWAY 9-27 SHALL BE RENAMED TO TAXIWAY P DURING THIS STAGE.

STAGE 1A NOTES:

1. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT ALL STAGE 1A WORK IS COMPLETE WITHIN A TWO (2) CONSECUTIVE CALENDAR DAY PERIOD. THE TWO (2) DAY PERIOD SHALL BE SELECTED BY THE MAA BASED UPON WEATHER AND AIRCRAFT TRAFFIC REQUIREMENTS.
2. ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE RUNWAY 9-27 SAFETY AREA DURING STAGE 1A.

STAGE 1B NOTES:

1. ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY B / N DFA (OBJECT FREE AREA) DURING STAGE 1B.
2. THE CONTRACTOR SHALL NOT CUT ACROSS THE AIRFIELD TO ACCESS THE STAGE 1B AREA. THE CONTRACTOR SHALL USE PUBLIC ROADS TO ACCESS THE NORTHEAST CONSTRUCTION ENTRANCE GATE.

STAGE 1 AIRFIELD STATUS

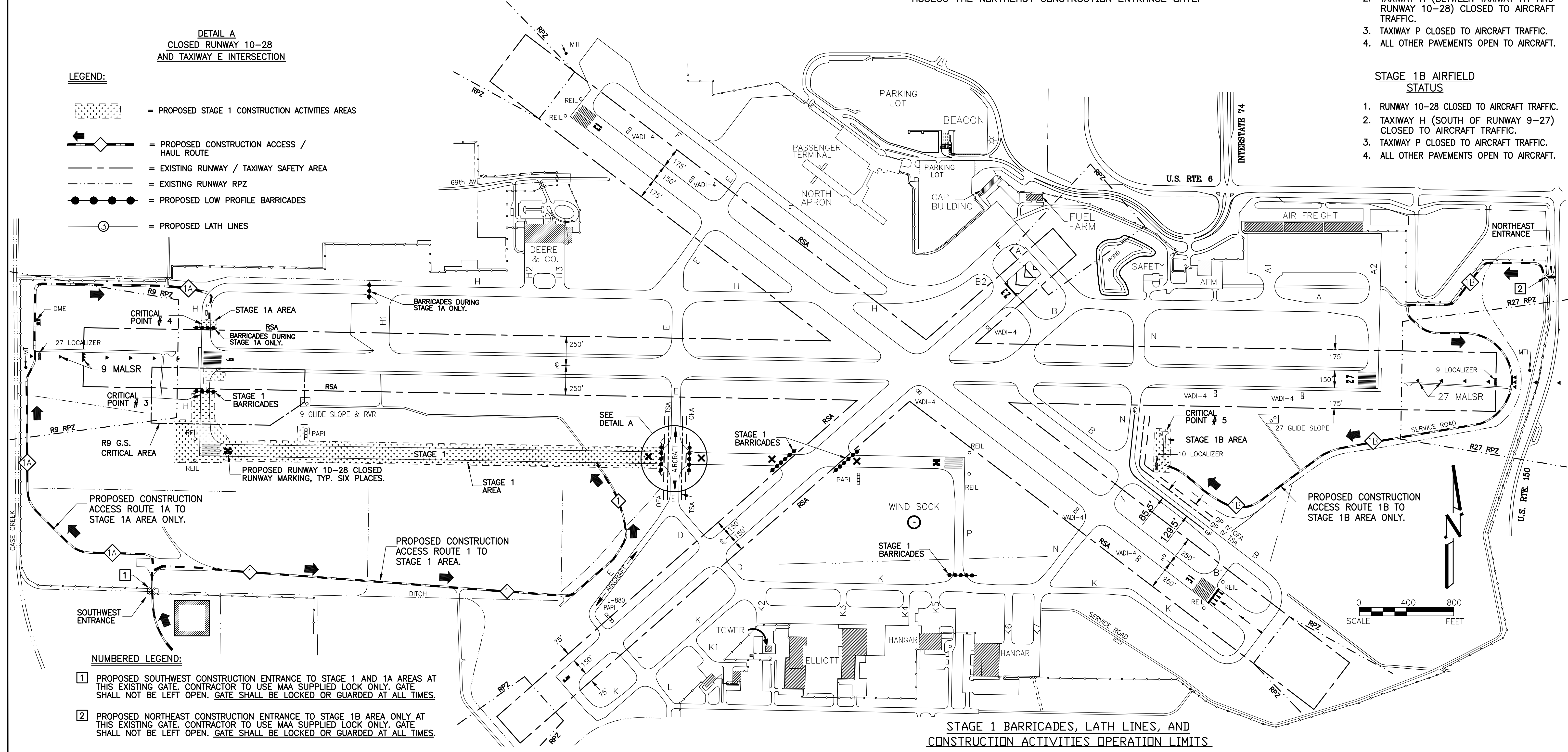
1. RUNWAY 10-28 CLOSED TO AIRCRAFT TRAFFIC.
2. TAXIWAY H (SOUTH OF RUNWAY 9-27) CLOSED TO AIRCRAFT TRAFFIC.
3. TAXIWAY P CLOSED TO AIRCRAFT TRAFFIC.
4. RUNWAY 9-27 OPEN TO AIRCRAFT TRAFFIC. CONTRACTOR TO COMPLETE HIS WORK IN THE R9-27 SAFETY AREA BETWEEN AIRCRAFT OPERATIONS WHEN PERMITTED TO DO SO BY THE FAA ATCT.
5. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

STAGE 1A AIRFIELD STATUS

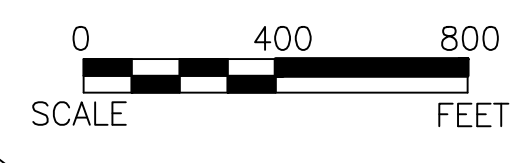
1. RUNWAY 10-28 CLOSED TO AIRCRAFT TRAFFIC.
2. TAXIWAY H (BETWEEN TAXIWAY H1 AND RUNWAY 10-28) CLOSED TO AIRCRAFT TRAFFIC.
3. TAXIWAY P CLOSED TO AIRCRAFT TRAFFIC.
4. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

STAGE 1B AIRFIELD STATUS

1. RUNWAY 10-28 CLOSED TO AIRCRAFT TRAFFIC.
2. TAXIWAY H (SOUTH OF RUNWAY 9-27) CLOSED TO AIRCRAFT TRAFFIC.
3. TAXIWAY P CLOSED TO AIRCRAFT TRAFFIC.
4. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.



STAGE 1 BARRICADES, LATH LINES, AND CONSTRUCTION ACTIVITIES OPERATION LIMITS



NUMBERED LEGEND:

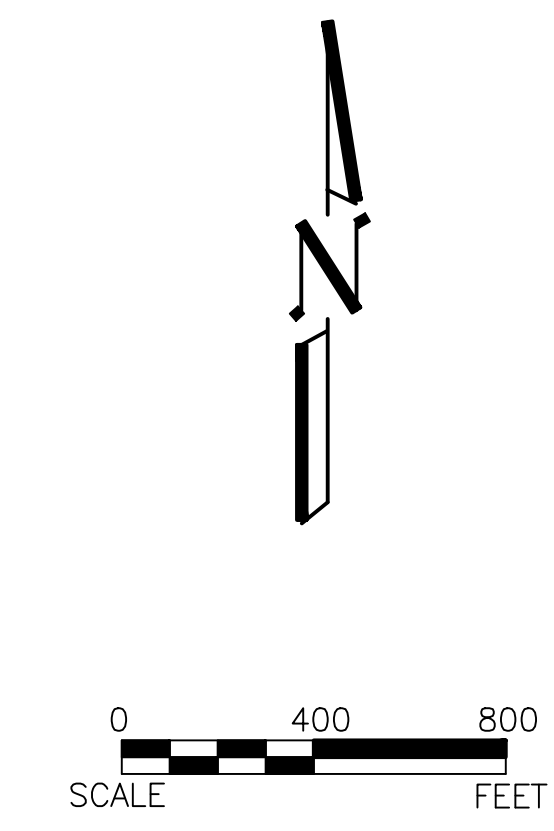
- 1 PROPOSED SOUTHWEST CONSTRUCTION ENTRANCE TO STAGE 1 AND 1A AREAS AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES.
- 2 PROPOSED NORTHEAST CONSTRUCTION ENTRANCE TO STAGE 1B AREA ONLY AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES.

STAGE 2 AIRFIELD STATUS

1. RUNWAY 10-28 CLOSED TO AIRCRAFT TRAFFIC.
2. TAXIWAY D (NORTHWEST OF RUNWAY 5-23) CLOSED TO AIRCRAFT TRAFFIC.
3. TAXIWAY E (SOUTH OF RUNWAY 9-27) CLOSED TO AIRCRAFT TRAFFIC.
4. TAXIWAY P CLOSED TO AIRCRAFT TRAFFIC.
5. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

STAGE 2 NOTE:

1. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT ALL STAGE 2 WORK IS COMPLETE WITHIN A FOURTEEN (14) CONSECUTIVE CALENDAR DAY WORK PERIOD. THE FOURTEEN (14) DAY PERIOD SHALL BE SELECTED BY THE MAA BASED UPON AIRCRAFT TRAFFIC REQUIREMENTS.

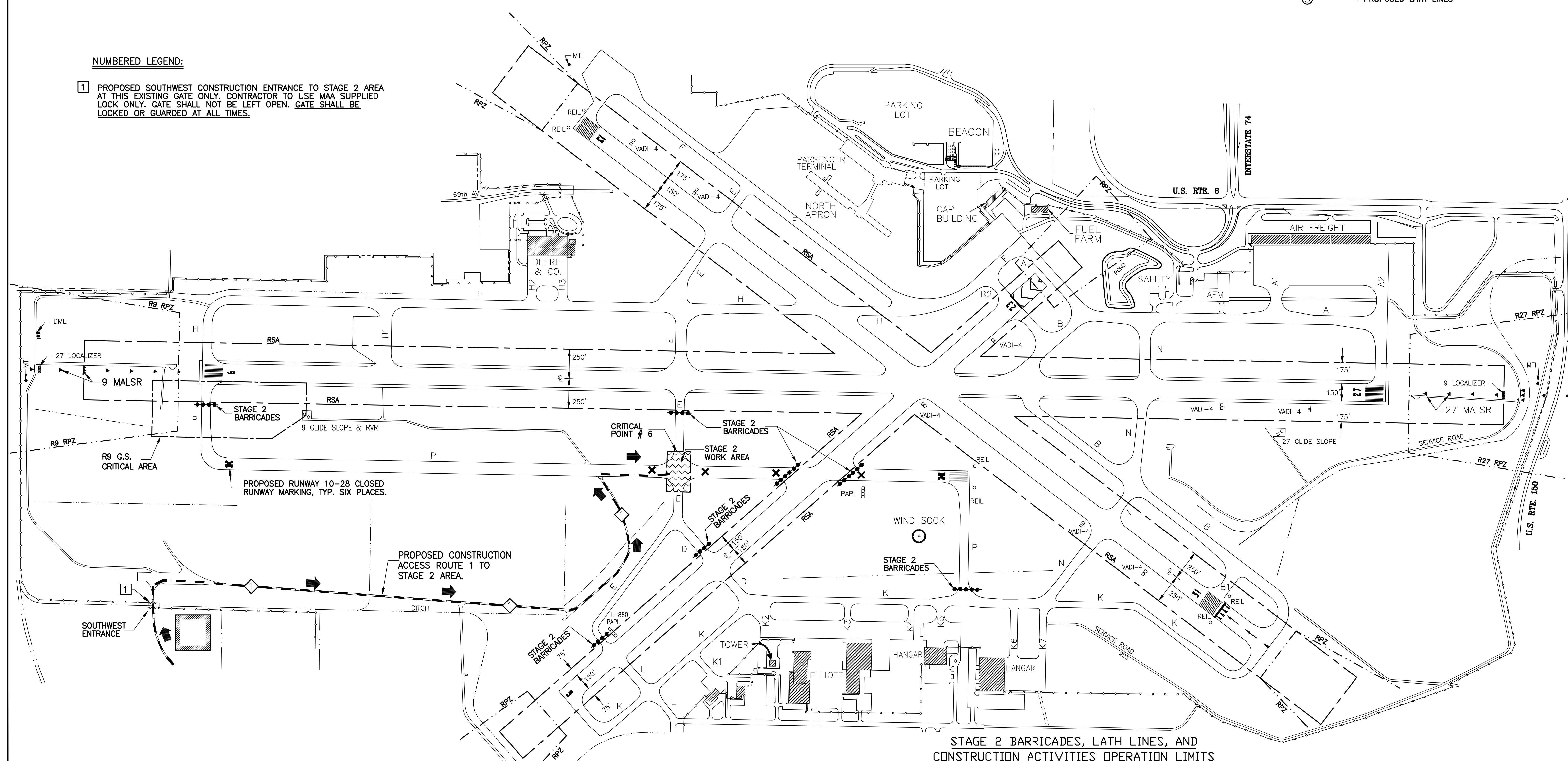


LEGEND:

- = PROPOSED STAGE 2 CONSTRUCTION ACTIVITIES AREA
- = PROPOSED CONSTRUCTION ACCESS / HAUL ROUTE
- = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- = EXISTING RUNWAY RPZ
- = PROPOSED LOW PROFILE BARRICADES
- = PROPOSED LATH LINES

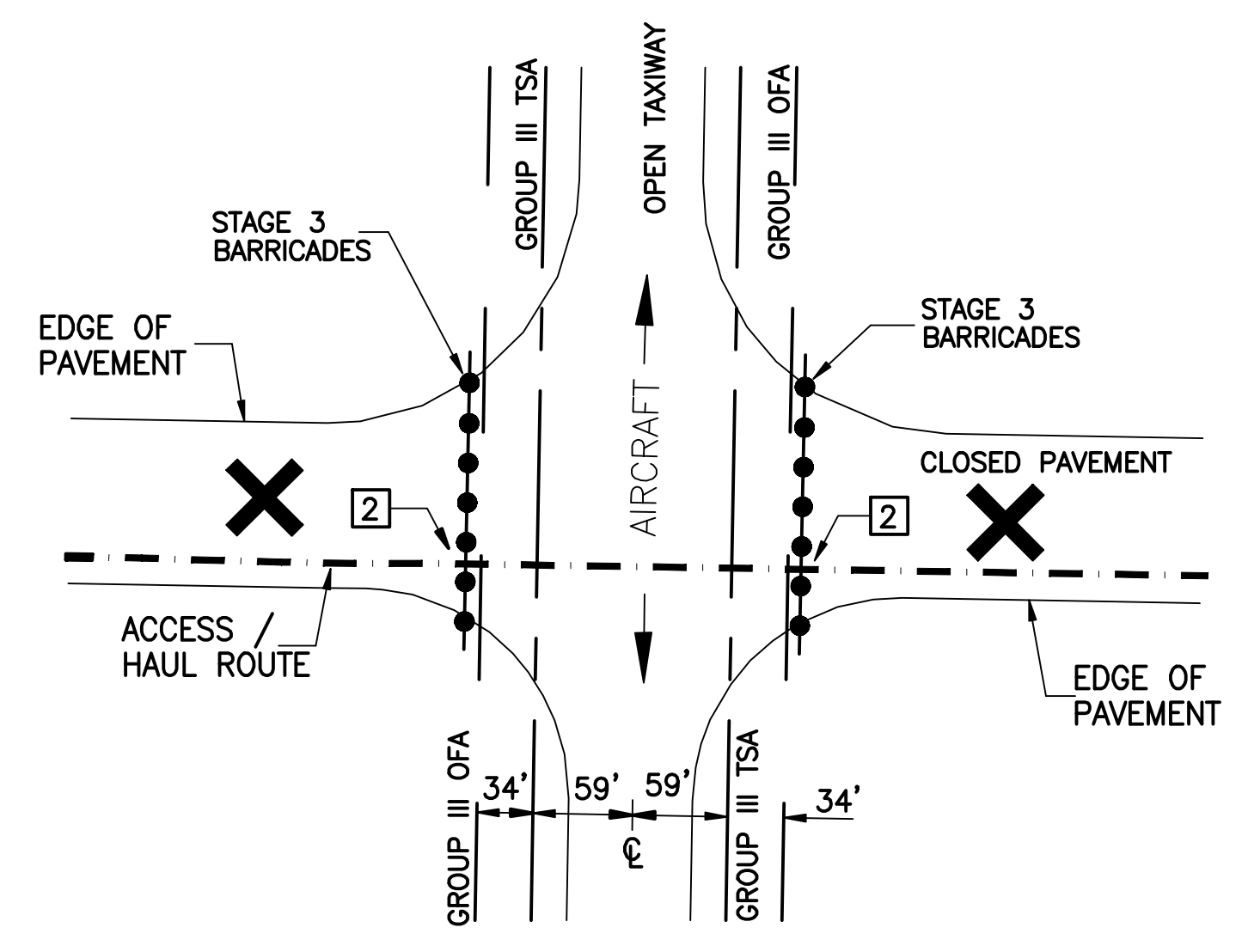
NUMBERED LEGEND:

- 1 PROPOSED SOUTHWEST CONSTRUCTION ENTRANCE TO STAGE 2 AREA AT THIS EXISTING GATE ONLY. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES.



STAGE 2 BARRICADES, LATH LINES, AND CONSTRUCTION ACTIVITIES OPERATION LIMITS.

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DETAIL A
 CLOSED PAVEMENT AND
 OPEN TAXIWAY INTERSECTION

STAGE 3 NOTES:

1. AT THE INTERSECTION OF TAXIWAY P AND TAXIWAY E:
 ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY E OFA (OBJECT FREE AREA) UNLESS FAA ATCT PERMISSION HAS BEEN GRANTED TO CROSS THE OPEN TAXIWAY.
2. AT THE INTERSECTION OF TAXIWAY D & R5-23 ALSO AT THE INTERSECTION OF TAXIWAY E/L AND R5-23:
 ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY SAFETY AREA. THE CONTRACTOR MAY WORK WITHIN THE TAXIWAY OFA PROVIDED THAT THE CONTRACTOR EXITS THE OFA TO LET ALL TRAVELING AIRCRAFT PASS BY. WHEN EXITING THE OFA, THE CONTRACTOR SHALL TAKE ALL OF HIS MANPOWER, EQUIPMENT AND MATERIALS WITH HIM. THE CONTRACTOR SHALL LEAVE NO ABOVE GROUND OBJECTS IN THE OFA.

STAGE 3A NOTE:

1. AT THE INTERSECTION OF TAXIWAY K AND TAXIWAY P:
 ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY SAFETY AREA. THE CONTRACTOR MAY WORK WITHIN THE TAXIWAY OFA PROVIDED THAT THE CONTRACTOR EXITS THE OFA TO LET ALL TRAVELING AIRCRAFT PASS BY. WHEN EXITING THE OFA, THE CONTRACTOR SHALL TAKE ALL OF HIS MANPOWER, EQUIPMENT AND MATERIALS WITH HIM. THE CONTRACTOR SHALL LEAVE NO ABOVE GROUND OBJECTS IN THE OFA.

STAGE 3B NOTES:

1. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT ALL STAGE 3B WORK IS COMPLETE WITHIN A FIVE (5) CONSECUTIVE CALENDAR DAY PERIOD. THE FIVE (5) DAY PERIOD SHALL BE SELECTED BY THE MAA BASED UPON WEATHER AND AIRCRAFT TRAFFIC REQUIREMENTS.
2. THE CONTRACTOR SHALL NOT CUT ACROSS THE AIRFIELD TO ACCESS THE STAGE 3B AREA. THE CONTRACTOR SHALL USE PUBLIC ROADS TO ACCESS THE NORTH CONSTRUCTION ENTRANCE GATE.

STAGE 3C NOTES:

1. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT ALL STAGE 3C WORK IS COMPLETE WITHIN A TWO (2) CONSECUTIVE CALENDAR DAY PERIOD. THE TWO (2) DAY PERIOD SHALL BE SELECTED BY THE MAA BASED UPON WEATHER AND AIRCRAFT TRAFFIC REQUIREMENTS.
2. THE CONTRACTOR SHALL NOT CUT ACROSS THE AIRFIELD TO ACCESS THE STAGE 3C AREA. THE CONTRACTOR SHALL USE PUBLIC ROADS TO ACCESS THE NORTH CONSTRUCTION ENTRANCE GATE.

NUMBERED LEGEND:

- 1 PROPOSED SOUTHWEST CONSTRUCTION ENTRANCE TO STAGE 3 AND 3A AREAS AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES.
- 2 CONTRACTOR SUPPLIED TRAFFIC CONTROL GUARDS AND TRACTOR BRUSHES DURING ALL HAULING OPERATIONS. ALL CONSTRUCTION TRAFFIC TO STOP AT INTERSECTIONS AND YIELD TO ALL AIRFIELD TRAFFIC AT ALL TIMES. KEEP PAVEMENT CLEAR OF FOD (FOREIGN OBJECT DEBRIS) AT ALL TIMES.
- 3 PROPOSED NORTH CONSTRUCTION ENTRANCE TO STAGE 3B AND 3C AREAS ONLY AT THIS EXISTING GATE (EQUIPPED WITH ELECTRIC GATE OPENER). GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES.
- 4 DO NOT OPEN RUNWAY 5-23 WITH A MIXTURE OF INCANDESCENT AND LED EDGE LIGHTS. REPLACE ALL R5-23 INCANDESCENT EDGE LIGHTS WITH LED EDGE LIGHTS PRIOR TO REOPENING THE RUNWAY. THIS INCLUDES THE STAGE 5 AREAS.

**STAGES 3, 3A, AND 3B
 AIRFIELD STATUS**

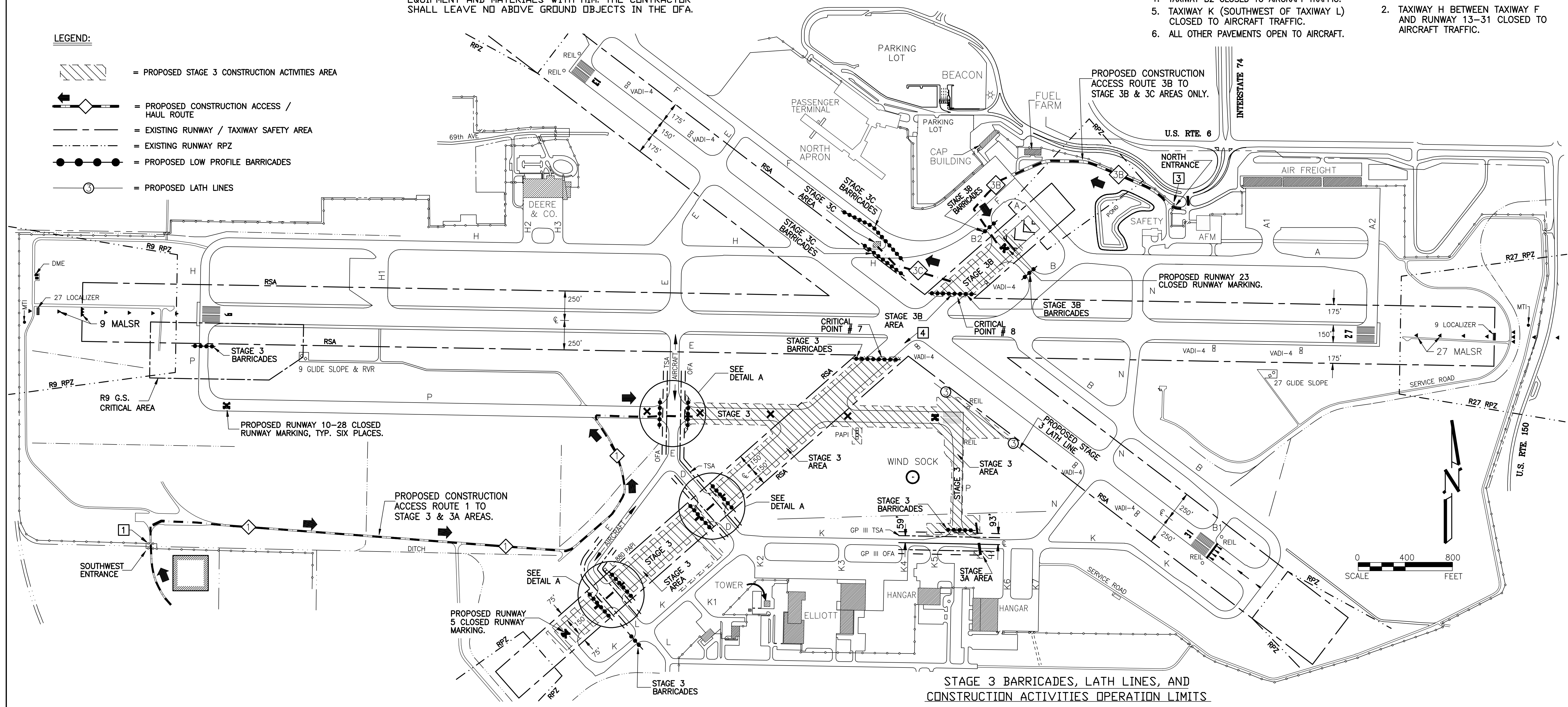
1. RUNWAY 10-28 CLOSED TO AIRCRAFT TRAFFIC.
2. RUNWAY 5-23 CLOSED TO AIRCRAFT TRAFFIC.
3. TAXIWAY P CLOSED TO AIRCRAFT TRAFFIC.
4. TAXIWAY B2 CLOSED TO AIRCRAFT TRAFFIC.
5. TAXIWAY K (SOUTHWEST OF TAXIWAY L) CLOSED TO AIRCRAFT TRAFFIC.
6. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

**STAGE 3C
 AIRFIELD STATUS**

1. TAXIWAY F BETWEEN THE EAST EDGE OF THE PASSENGER TERMINAL BUILDING AND TAXIWAY H CLOSED TO AIRCRAFT TRAFFIC.
2. TAXIWAY H BETWEEN TAXIWAY F AND RUNWAY 13-31 CLOSED TO AIRCRAFT TRAFFIC.

LEGEND:

- = PROPOSED STAGE 3 CONSTRUCTION ACTIVITIES AREA
- = PROPOSED CONSTRUCTION ACCESS / HAUL ROUTE
- = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- = EXISTING RUNWAY RPZ
- = PROPOSED LOW PROFILE BARRICADES
- = PROPOSED LATH LINES



STAGE 3 BARRICADES, LATH LINES, AND
 CONSTRUCTION ACTIVITIES OPERATION LIMITS

NUMBERED LEGEND:

- 1 PROPOSED NORTHWEST CONSTRUCTION ENTRANCE TO STAGE 4A AREAS ONLY AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES.
- 2 ALL MANPOWER, EQUIPMENT, AND MATERIALS SHALL BE CLEAR OF THE TAXIWAY E / N OFA (OBJECT FREE AREAS) UNLESS FAA ATCT PERMISSION HAS BEEN GRANTED TO CROSS THE OPEN TAXIWAYS. ALL CONSTRUCTION TRAFFIC TO STOP AT INTERSECTIONS AND YIELD TO ALL AIRFIELD TRAFFIC AT ALL TIMES. KEEP PAVEMENT CLEAR OF FOD (FOREIGN OBJECT DEBRIS) AT ALL TIMES.
- 3 PROPOSED SOUTHEAST CONSTRUCTION ENTRANCE TO STAGE 4B AREAS ONLY AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES.



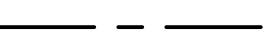



STAGE 4A & 4B NOTES:

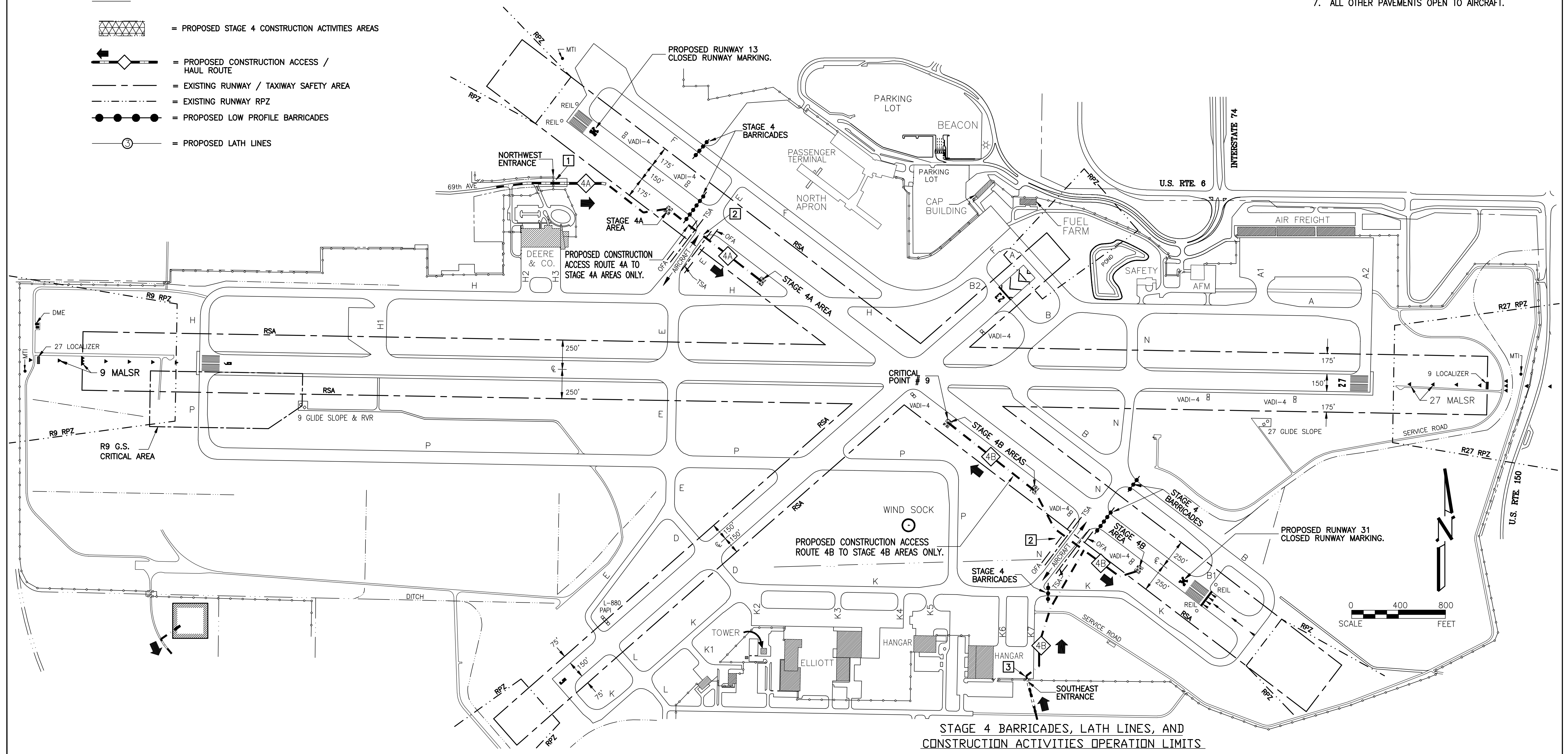
- 1. THE CONTRACTOR SHALL SCHEDULE HIS WORK SO THAT ALL STAGE 4A AND 4B WORK IS COMPLETE WITHIN A FIVE (5) CONSECUTIVE CALENDAR DAY PERIOD. THE FIVE (5) DAY PERIOD SHALL BE SELECTED BY THE MAA BASED UPON WEATHER AND AIRCRAFT TRAFFIC REQUIREMENTS.
- 2. THE CONTRACTOR SHALL NOT CUT ACROSS THE AIRFIELD TO ACCESS THE DIFFERENT STAGING AREAS. THE CONTRACTOR SHALL USE PUBLIC ROADS TO ACCESS THE NORTHWEST AND SOUTHEAST CONSTRUCTION ENTRANCE GATES.

STAGES 4A, AND 4B
AIRFIELD STATUS

- 1. RUNWAY 10-28 NO LONGER EXISTS.
- 2. RUNWAY 13-31 CLOSED TO AIRCRAFT TRAFFIC.
- 3. TAXIWAY B (SOUTH OF TAXIWAY N) CLOSED TO AIRCRAFT TRAFFIC.
- 4. TAXIWAY B1 CLOSED TO AIRCRAFT TRAFFIC.
- 5. TAXIWAY F (NORTH OF TAXIWAY E) CLOSED TO AIRCRAFT TRAFFIC.
- 6. TAXIWAY K (EAST OF TAXIWAY N) CLOSED TO AIRCRAFT TRAFFIC.
- 7. ALL OTHER PAVEMENTS OPEN TO AIRCRAFT.

LEGEND:

-  = PROPOSED STAGE 4 CONSTRUCTION ACTIVITIES AREAS
-  = PROPOSED CONSTRUCTION ACCESS / HAUL ROUTE
-  = EXISTING RUNWAY / TAXIWAY SAFETY AREA
-  = EXISTING RUNWAY RPZ
-  = PROPOSED LOW PROFILE BARRICADES
-  = PROPOSED LATH LINES



STAGE 4 BARRICADES, LATH LINES, AND CONSTRUCTION ACTIVITIES OPERATION LIMITS

G:\airport\A10T013-RW 10-28 Decomm. Design\SAFETY.dwg, 5/16/2011 9:37:02 AM, JEFFM

NUMBERED LEGEND:

- 1 PROPOSED SOUTHWEST CONSTRUCTION ENTRANCE TO STAGE 5 AREAS AT THIS EXISTING GATE. CONTRACTOR TO USE MAA SUPPLIED LOCK ONLY. GATE SHALL NOT BE LEFT OPEN. GATE SHALL BE LOCKED OR GUARDED AT ALL TIMES.

LEGEND:

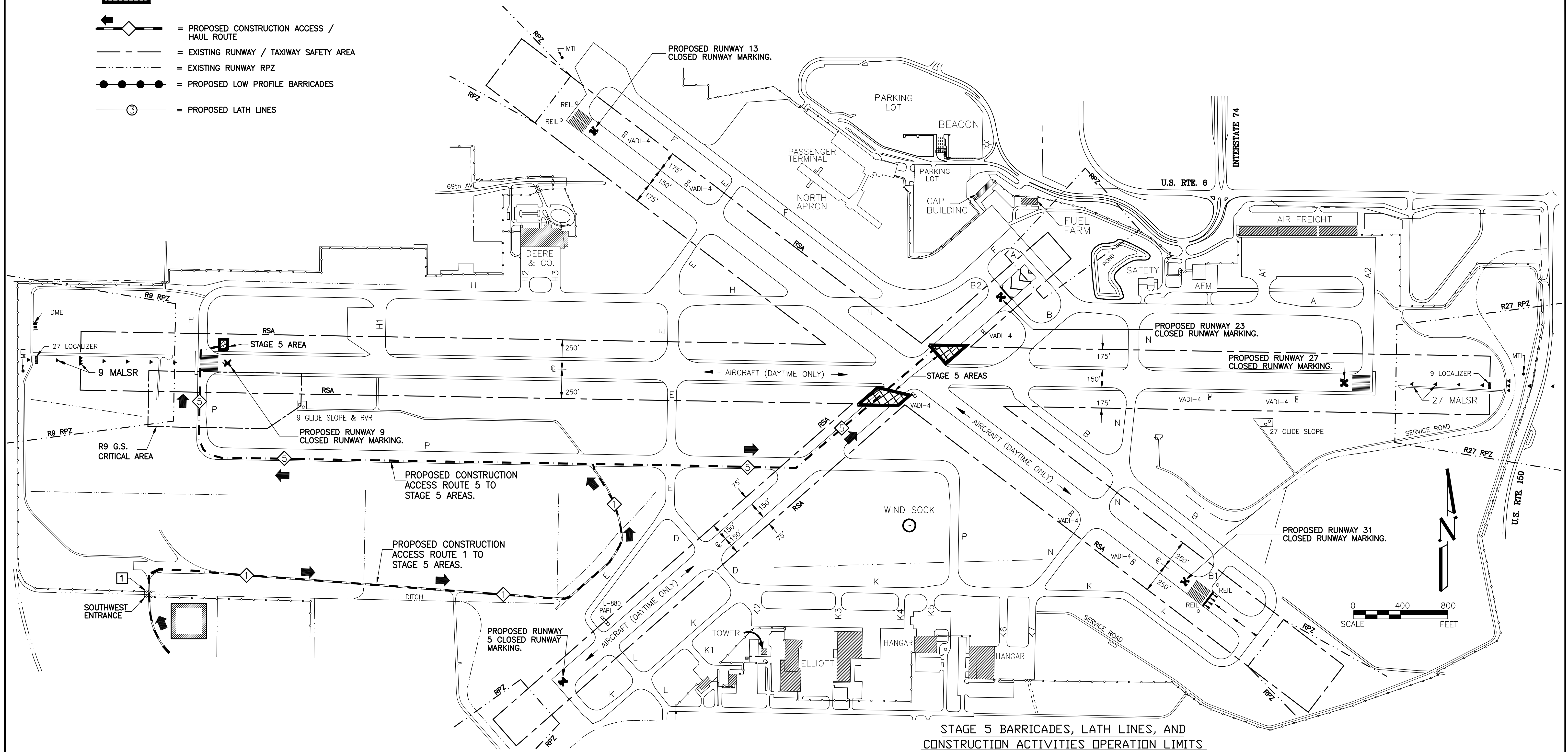
- [Cross-hatched box] = PROPOSED STAGE 5 CONSTRUCTION ACTIVITIES AREAS
- [Arrow with diamond] = PROPOSED CONSTRUCTION ACCESS / HAUL ROUTE
- [Dashed line] = EXISTING RUNWAY / TAXIWAY SAFETY AREA
- [Dotted line] = EXISTING RUNWAY RPZ
- [Dashed line with circles] = PROPOSED LOW PROFILE BARRICADES
- [Circle with cross] = PROPOSED LATH LINES

STAGE 5 NOTES:

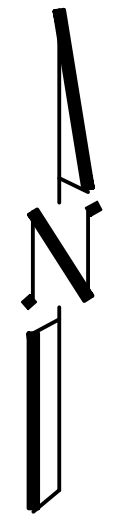
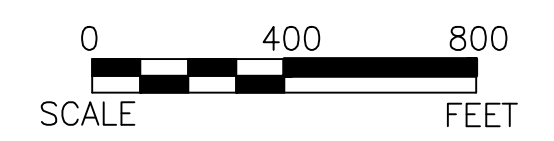
1. CONSTRUCTION NIGHT SHIFTS IN THE STAGE 5 AREAS SHALL OCCUR BETWEEN THE HOURS OF 7:23:00 AM AND 5:30 AM ONLY. THE AIRPORT WILL BE CLOSED TO AIRCRAFT TRAFFIC BETWEEN THESE HOURS. PRIOR TO THE END OF EACH NIGHT SHIFT, THE CONTRACTOR SHALL CLEAN THE PAVEMENT SURFACES TO THE SATISFACTION OF THE ENGINEER. THE AIRPORT SHALL BE OPEN TO AIRCRAFT TRAFFIC BETWEEN THE HOURS OF 5:30 AM AND 7:12:30 AM AND CONSTRUCTION TRAFFIC SHALL NOT BE ALLOWED WITHIN THE RUNWAY SAFETY AREAS UNLESS OTHERWISE AUTHORIZED BY THE MAA. SEE THE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. CONTRACTOR SHALL MINIMIZE THE TIME SPENT IN THE RUNWAY SAFETY AREAS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
3. AT THE END OF EVERY WORK PERIOD, CONTRACTOR SHALL REGRADE THE RSA / TSA AND REOPEN THE RUNWAYS / TAXIWAYS TO AIRCRAFT TRAFFIC. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
4. CLOSED RUNWAY MARKINGS SHALL BE IN PLACE WHEN THE CONTRACTOR IS IN THE RUNWAY SAFETY AREAS (ALL RUNWAYS).
5. THE CONTRACTOR SHALL COMPLETE THE STAGE 5 WORK SIMULTANEOUSLY WITH THE STAGE 3 WORK SO THAT RUNWAY 5 IS NOT OPENED WITH MIXED EDGE LIGHTS. DO NOT OPEN RUNWAY 5-23 WITH A MIXTURE OF INCANDESCENT AND LED EDGE LIGHTS. REPLACE ALL R5-23 INCANDESCENT EDGE LIGHTS WITH LED EDGE LIGHTS PRIOR TO REOPENING RUNWAY 5-23. THIS INCLUDES THE R5-23 EDGE LIGHTS IN THE STAGE 5 AREAS.

STAGE 5 AIRFIELD STATUS

1. AIRFIELD CLOSED TO AIRCRAFT TRAFFIC BETWEEN THE NIGHTTIME HOURS OF 7:12:30 A.M. AND 5:30 A.M.
2. AIRFIELD OPEN TO AIRCRAFT TRAFFIC BETWEEN THE DAYTIME HOURS OF 5:30 A.M. AND 7:12:30 A.M.

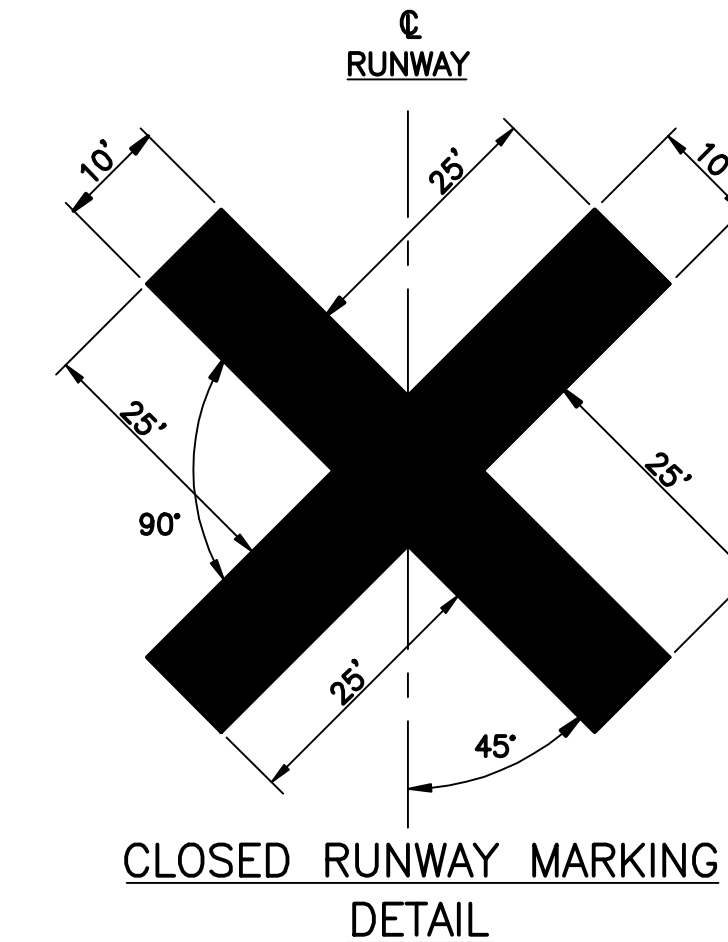


STAGE 5 BARRICADES, LATH LINES, AND CONSTRUCTION ACTIVITIES OPERATION LIMITS



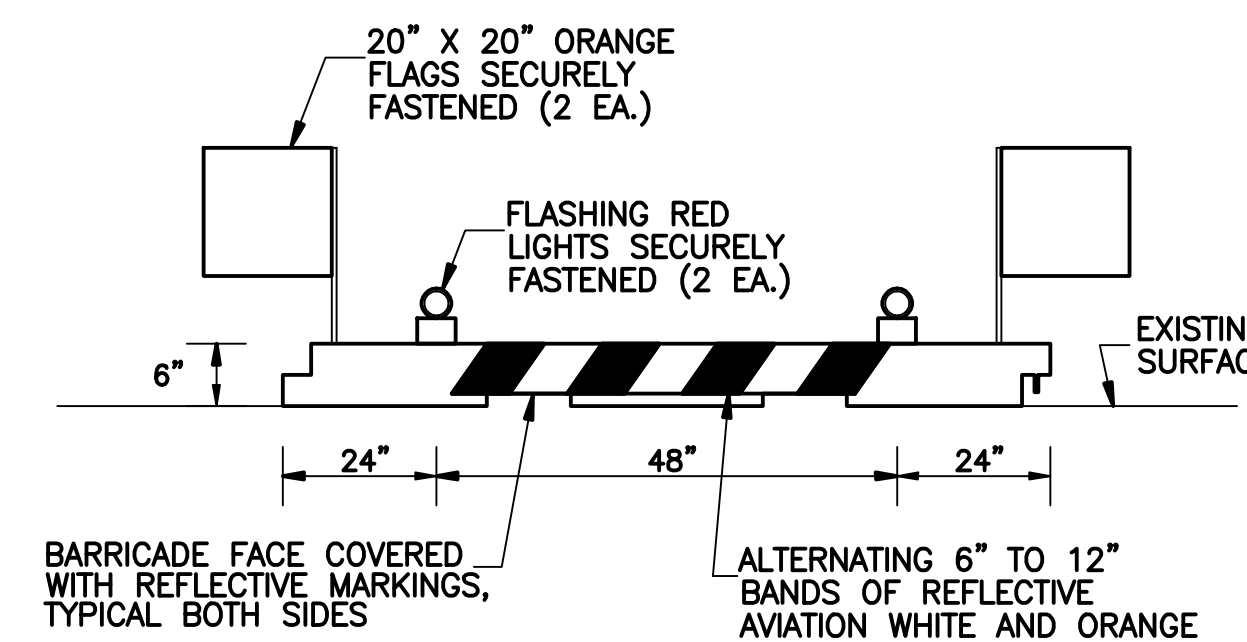
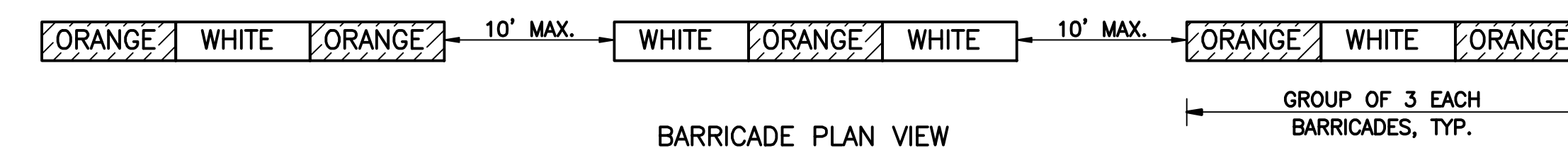
SAFETY PLAN NOTES:

- THE METROPOLITAN AIRPORT AUTHORITY (MAA) SHALL DETERMINE WHEN AND WHERE THE CONTRACTOR WILL BE ALLOWED TO WORK. THE CONTRACTOR SHALL BE PREPARED TO EXIT THE RESTRICTED AREAS, SAFETY AREAS AND/OR AIR FIELD AT ALL TIMES WHEN DIRECTED TO DO SO BY THE MAA. ALL PAVEMENTS SHALL BE OPEN TO AIRCRAFT TRAFFIC UNLESS "NOTAMED" OTHERWISE DURING THE CONSTRUCTION OF THIS PROJECT. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION ON WORKING RESTRICTIONS AND CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ALL BARRICADES AND LATH LINES AS SHOWN, PRIOR TO ANY EQUIPMENT ENTERING THE AIRFIELD OUTSIDE OF THE CONSTRUCTION STAGING AREA.
- SOLID CLOSED RUNWAY MARKING CROSSES ARE REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES. SEE SPECIAL PROVISIONS FOR DETAILS OF CROSSES.
- THE CONTRACTOR SHALL NOT TRAVEL IN OR THROUGH THE RESTRICTED AREAS AND/OR SAFETY AREAS UNLESS PERMISSION IS RECEIVED AND CONTACT HAS BEEN MADE WITH THE FAA CONTROL TOWER.
- THE CONTRACTOR'S EMPLOYEES SHALL PARK IN THE PROPOSED CONSTRUCTION STAGING AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO THE PROPOSED CONSTRUCTION SITE. ONLY CONTRACTOR'S MARKED VEHICLES AND EQUIPMENT SHALL BE ALLOWED ON THE AIRFIELD. ALL CONSTRUCTION VEHICLES AND EQUIPMENT, EXCEPT THE PAVING TRAIN, SHALL BE PARKED IN THE CONSTRUCTION STAGING AREA DURING ALL NON-WORKING HOUR. THE PAVING TRAIN MAY BE PARKED ON THE AIRFIELD OUTSIDE ALL RESTRICTED AREAS IN A LOCATION AUTHORIZED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL LOCATE HIS TRAILER, THE ENGINEERS FIELD OFFICE, AND ALL OTHER NECESSARY FACILITIES AND MATERIALS IN THE PROPOSED CONSTRUCTION STAGING AREA. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONSTRUCT WHATEVER ACCESS ROAD HE DEEMS NECESSARY BETWEEN THE EXISTING ROADS AND THE CONSTRUCTION AREAS. OVERNIGHT PARKING OF EMPLOYEE VEHICLES IN THE CONSTRUCTION STAGING AREA WILL NOT BE ALLOWED UNLESS AUTHORIZED BY THE MAA.
- THE CONTRACTOR SHALL PROCURE ENOUGH QUAD CITY AIRPORT SECURITY/IDENTIFICATION BADGES FOR HIS EMPLOYEES AND SUBCONTRACTOR EMPLOYEES FROM THE AIRPORT AUTHORITY TO GUARANTEE AT LEAST ONE MEMBER OF EACH CONSTRUCTION CREW WILL HAVE A BADGE. ANY CONSTRUCTION CREW WITHOUT A BADGED MEMBER SHALL NOT BE ALLOWED ON THE AIRFIELD SITE. ALL INDIVIDUALS WHO ARE ISSUED SECURITY BADGES MUST CORRECTLY WEAR THEIR OWN BADGE WHILE ON THE AIRFIELD. BADGES MAY BE OBTAINED, AFTER MEETING SECURITY REQUIREMENTS, FROM THE SECURITY OFFICE AT THE QCI AIRPORT. A FIFTY DOLLAR (\$50.00) REFUNDABLE DEPOSIT IS REQUIRED FOR EACH BADGE.
- THE CONTRACTOR SHALL USE THE DESIGNATED HAUL ROUTES, CONSTRUCTION STAGING AREA, AND ENTRANCE TO THE AIRFIELD AS SHOWN ON THE SAFETY PLAN SHEET. NO CONSTRUCTION TRAFFIC SHALL BE ALLOWED ON THE AIRFIELD OUTSIDE THE HAUL ROUTES AND WORK AREAS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL SUPPLY AND INSTALL TEMPORARY LOCKS ON EXISTING GATES AT THE PROPOSED CONSTRUCTION ENTRANCE. THE CONTRACTOR SHALL BE RESPONSIBLE TO KEEP THE CONSTRUCTION ENTRANCE GATE CLOSED AT ALL TIMES. VIOLATIONS ARE SUBJECT TO FINES/PENALTIES AND THE CONTRACTOR SHALL PAY ANY FINES INCURRED, INCLUDING FINES INCURRED BY THE RESIDENT ENGINEER AND/OR MAA DUE TO THE CONTRACTOR'S NEGLIGENCE. ALL VEHICULAR TRAFFIC SHALL BE KEPT TO A MINIMUM. ALL VEHICLES ON THE APRONS, RAMPS, TAXIWAYS, OR RUNWAYS REQUIRE THE APPROVAL OF THE RESIDENT ENGINEER / MAA.
- THE CONTRACTOR AND EACH SUBCONTRACTOR SHALL DESIGNATE, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WORK OR EQUIPMENT. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE ON A 24-HOUR / 7 DAYS PER WEEK BASIS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL LOW PROFILE BARRICADES EQUIPPED WITH FLASHING RED LIGHTS AND 20" X 20" ORANGE FLAGS AS SHOWN ON THE SAFETY PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER. (TYPE II BARRICADES WITH LIGHTS AND FLAGS MAY BE USED IN THE INFIELD AREAS OUTSIDE OF THE SAFETY / CRITICAL AREAS.) THE CONTRACTOR WILL FURNISH, MAINTAIN, AND MOVE THE BARRICADES AS REQUIRED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE SUFFICIENTLY WEIGHTED WITH SANDBAGS, FILLED WITH WATER / SAND OR OTHER APPROPRIATE METHOD TO WITHSTAND HIGH WINDS AND/OR JET BLAST WITHOUT DISLOCATION. BARRICADES SHALL BE CHECKED DAILY BY THE CONTRACTOR FOR PROPER PLACEMENT, ADEQUATE BALLAST, PROPER LIGHTING, PROPER FLAGGING AND WORKING BATTERIES. ALL DISCREPANCIES SHALL BE CORRECTED IMMEDIATELY. BARRICADES SHALL BE RELOCATED UPON THE COMPLETION OF EACH STAGE OF CONSTRUCTION. COST TO BE INCLUDED IN MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
- WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRFIELD, THEY SHALL BE PROPERLY MARKED. THE MARKING SHALL CONSIST OF A THREE FOOT (3') SQUARE FLAG WITH A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE FOOT (1') ON EACH SIDE, DISPLAYED IN FULL VIEW ABOVE THE VEHICLE OR EQUIPMENT. EACH VEHICLE SHALL HAVE A FLASHING YELLOW LIGHT MOUNTED ON TOP OF THE ROOF.
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO RESTORE THE CONSTRUCTION STAGING AREA, SERVICE ROADS, ACCESS ROADS, AND HAUL ROADS TO THEIR ORIGINAL CONDITIONS FOLLOWING COMPLETION OF CONSTRUCTION. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, REGRADING, FERTILIZING, SEEDING AND MULCHING OF EARTH SURFACES AND/OR REGRADING, GRAVELING & SEAL COATING OF TREATED SURFACES, AS REQUIRED, TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL GROUND SURFACES, GRAVEL ROADS, PAVEMENTS, AND OTHER FACILITIES DAMAGED BY THE CONTRACTOR WHILE COMPLETING THE PROPOSED WORK SHALL BE REPAIRED OR RETURNED TO ITS ORIGINAL STATE. COST TO BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.
- THE CONTRACTOR SHALL IMMEDIATELY SWEEP OR PICK UP ANY SOIL, DEBRIS, AGGREGATE CHIPS OR ROCK, OR LOOSE MATERIALS WHICH HAS BEEN DROPPED ONTO AIRPORT ROADS, RUNWAYS, TAXIWAYS, OR SODDED AREAS.
- THE DISPOSAL OF ALL MATERIALS NOT TO BE INCORPORATED IN EMBANKMENTS ON THE PROJECT SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT A LOCATION OFF AIRPORT PROPERTY.
- THE SEQUENCE OF CONSTRUCTION OPERATIONS AND DESCRIPTION OF CONDITIONS ARE OUTLINED IN THE PROJECT SPECIAL PROVISIONS. THE CONTRACTOR SHALL GIVE THE MAA A 96 HOUR NOTICE PRIOR TO THE START OF ANY WORK REQUIRING THE CLOSING OF ANY PAVEMENTS TO AIRCRAFT TRAFFIC SO THAT A NOTAM CAN BE ISSUED.
- WORKING HOURS OF THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL CONFORM TO ALL APPLICABLE LOCAL LAWS, INCLUDING ANY NOISE CONTROL.
- NO MOUNDS OF DIRT OR IRREGULARITIES GREATER THAN 3" WHICH, IN THE OPINION OF THE RESIDENT ENGINEER, COULD INTERFERE WITH ANY AIRFIELD OPERATIONS WILL BE PERMITTED ON THE AIRFIELD. NO EXPOSED FACES IN EXCESS OF ONE AND ONE-HALF (1-1/2) INCHES IN HEIGHT AND 2:1 SLOPES ON ANY EXCAVATION WILL BE PERMITTED WITHIN THE RESTRICTED AREAS.
- DUST ABATEMENT MEASURES WILL BE REQUIRED, WHEN IN THE OPINION OF THE RESIDENT ENGINEER, A HAZARD TO AIR TRAFFIC, LOCAL RESIDENCES, OR CONSTRUCTION PROJECT PERSONNEL EXISTS. PREVENTIVE MEASURES TO BE ACCOMPLISHED BY THE CONTRACTOR SHALL INCLUDE, BUT NOT BE LIMITED TO, WATERING AND TREATMENT WITH CALCIUM CHLORIDE.
- BY THE END OF EACH WORK DAY AND PRIOR TO LEAVING THE AIRFIELD, THE CONTRACTOR SHALL HAVE THOROUGHLY SWEEPED THE AIR TRAFFIC CORRIDORS ADJACENT TO THE WORK AREAS TO REMOVE DUST AND DEBRIS. IN ADDITION, ALL AIR TRAFFIC AREAS USED BY CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE CONTINUOUSLY SWEEPED AND MAINTAINED FREE OF DEBRIS. SWEEPERS SHALL BE PROVIDED BY THE CONTRACTOR FOR THE ENTIRE LENGTH OF THE CONTRACT AND SHALL BE OF A TYPE CAPABLE OF REMOVING ALL DUST AND DEBRIS TO THE SATISFACTION OF THE MAA. SWEEPERS MUST BE COMMERCIAL QUALITY AND APPROVED BY THE RESIDENT ENGINEER AND MAA PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN LATH LINES DURING THE LENGTH OF THE PROJECT AS SHOWN OR DIRECTED BY THE RESIDENT ENGINEER. SEE PROJECT SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
- NO CHANGES SHALL BE MADE IN ANY PROVISIONS OF THIS SAFETY PLAN UNLESS APPROVED IN WRITING BY THE METROPOLITAN AIRPORT AUTHORITY, THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS, AND THE FEDERAL AVIATION ADMINISTRATION. THE COST OF ALL MEASURES NECESSARY TO COMPLY WITH THE SAFETY PLAN SHALL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC LUMP SUM PRICE.



CLOSED RUNWAY MARKINGS NOTES:

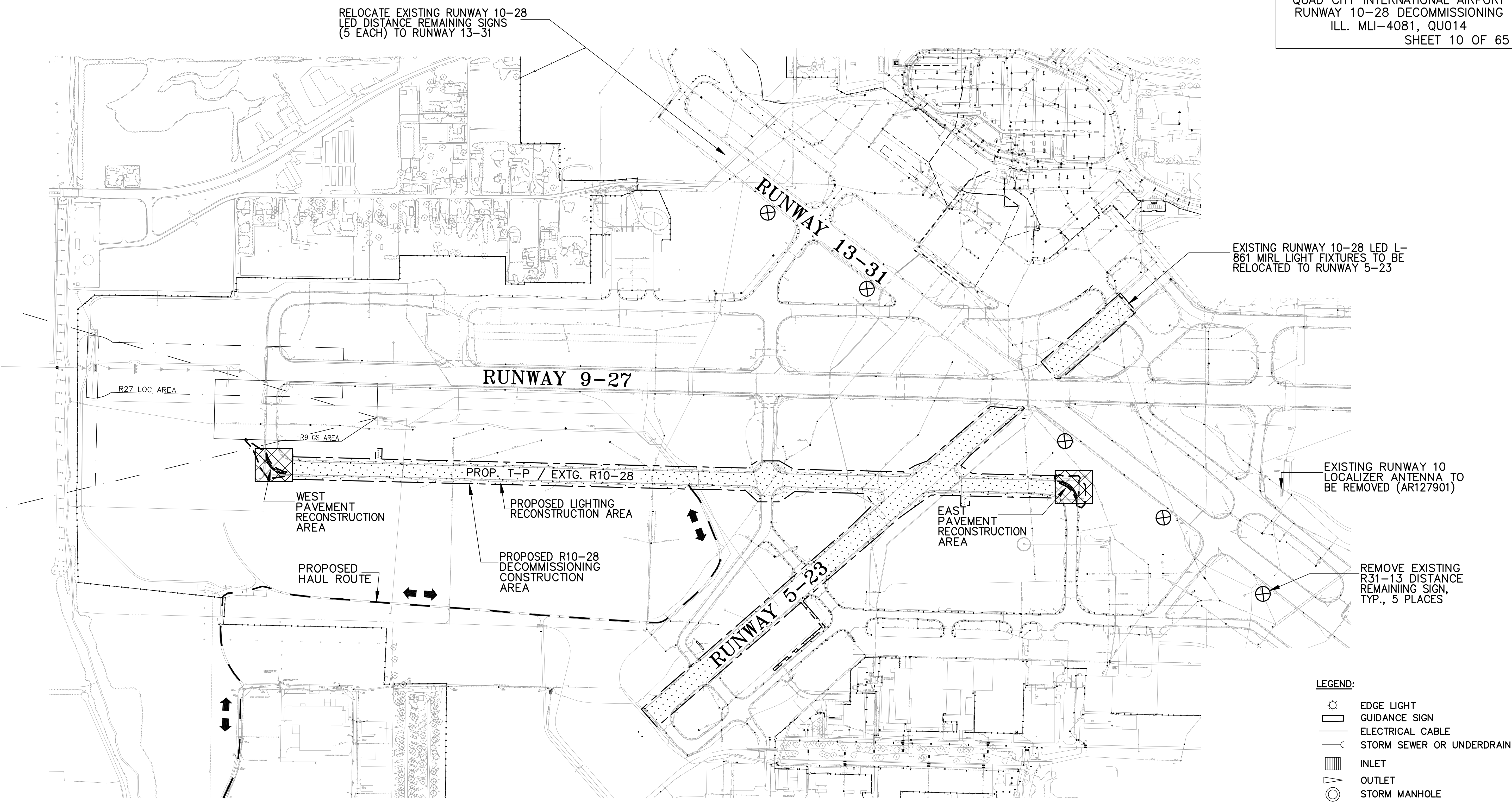
- SOLID CROSS FOR CLOSED RUNWAY IS REQUIRED AT EACH END OF THE RUNWAY DURING ALL RUNWAY CLOSURES AND SHALL BE PLACED DIRECTLY OVER THE RUNWAY IDENTIFICATION NUMERALS.
- SOLID CROSSES ARE ALSO REQUIRED TO BE INSTALLED ON EXISTING CLOSED TEMPORARY RUNWAY 10-28 AS DETAILED ON SHEETS 3 THROUGH 6.
- THE CONTRACTOR SHALL INSTALL, REMOVE AND REINSTALL THE CROSSES AS REQUIRED BY WORKING CONDITIONS AND AS APPROVED BY THE RESIDENT ENGINEER.
- COLOR OF ALL CROSSES SHALL BE AVIATION YELLOW.
- SOLID CROSSES ARE TO BE CONSTRUCTED OF PLYWOOD, CANVAS, OR ANY OTHER APPROVED SOLID MATERIALS AND SHALL BE ADHERED TO THE RUNWAY IN A MANNER ACCEPTABLE TO THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN THE CROSSES IN EXCELLENT CONDITION.



LIGHTED LOW PROFILE BARRICADE NOTES:

- LOW PROFILE BARRICADES SHALL MEET THE REQUIREMENTS OF FAA AC-150/5370 -2E (LATEST REVISION) AND BE SPACED ACROSS THE WIDTH OF THE PAVEMENT WITH A MAXIMUM SPACING BETWEEN THE BARRICADE ENDS OF 10'. THE FLASHING RED LIGHTS SHALL BE ABLE TO ROTATE 90 DEGREES. ALTERNATE LIGHTS SO THAT EVERY OTHER LIGHT IS ROTATED 90 DEGREES. THE FLAGS SHALL NOT BLOCK OUT THE LIGHTS.
- LOW PROFILE BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY COMPONENT OF AN AIRCRAFT, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. THE BARRICADES SHALL BE FRANGIBLE AT GRADE LEVEL OR AS LOW AS POSSIBLE, BUT NOT MORE THAN 3 INCHES ABOVE THE GROUND / PAVEMENT SURFACE.
- LOW PROFILE BARRICADES SHALL BE PROPERLY SECURED TO PREVENT MOVEMENT BY WIND, PROP BLAST, OR JET BLAST WITH SPEEDS UP TO 100 MILES PER HOUR.
- LOW PROFILE BARRICADES SHALL BE APPROVED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL SUPPLY, INSTALL, AND MAINTAIN MANUFACTURED HIGH IMPACT, UV RESISTANT, POLYETHYLENE LOW PROFILE BARRICADES (NEUBERT AERO CORP. MODEL PC 9642 OR SIMILAR APPROVED EQUAL).

NUMBER	LOCATION	LATITUDE	LONGITUDE	GROUND ELEVATION		SHOWN ON SHEET
				EXISTING	PROPOSED	
1	NE CORNER OF WEST STAGING / BATCH PLANT AREA	41D 26' 33.24"	90D 31' 41.54"	580.0'	580.0'	3
2	NE CORNER OF ALTERNATE EAST STAGING / BATCH PLANT AREA	41D 26' 36.79"	90D 31' 36.43"	579.0'	579.0'	3
3	NORTH EDGE OF SOUTH R9 HOLDING POSITION (STAGE 1)	41D 26' 54.11"	90D 31' 37.36"	576.2'	576.2'	4
4	SOUTH EDGE OF NORTH R9 HOLDING POSITION (STAGE 1A)	41D 27' 00.03"	90D 31' 37.20"	576.3'	576.3'	4
5	NORTH EDGE OF R10 LOCALIZER REMOVAL AREA (STAGE 1B)	41D 26' 50.40"	90D 29' 50.09"	572.0'	572.0'	4
6	NORTH EDGE OF T-E / T-P INTERSECTION (STAGE 2)	41D 26' 50.13"	90D 30' 45.21"	581.7'	581.7'	5
7	NORTH EDGE OF STAGE 3	41D 26' 53.41"	90D 30' 21.18"	583.4'	583.4'	6
8	SOUTH EDGE OF STAGE 3B	41D 26' 58.38"	90D 30' 13.28"	584.7'	584.7'	6
9	NORTH EDGE OF STAGE 4 AREA THAT IS CLOSEST TO R9-27	41D 26' 51.82"	90D 30' 13.46"	578.4'	578.4'	7



PROJECT CONTROL POINTS			
NUMBER	LOCATION	ELEV.	REMARK
5	STA. 108+94.45, RT. 339.57 N1741638.7660, E2199784.7412	580.05	
7	STA. 121+74.76, RT. 449.70 N1741496.8955, E2201061.9416	577.67	
8	STA. 127+73.19, RT. 413.69 N1741518.2450, E2201661.0745	579.45	
13	STA. 143+25.87, RT. 1163.46 N1740729.9858, E2203194.7470	574.40	1/2" REBAR
2000	STA. 107+69.21, LT. 736.44 N1742717.7720, E2199686.1370	587.72	SPK

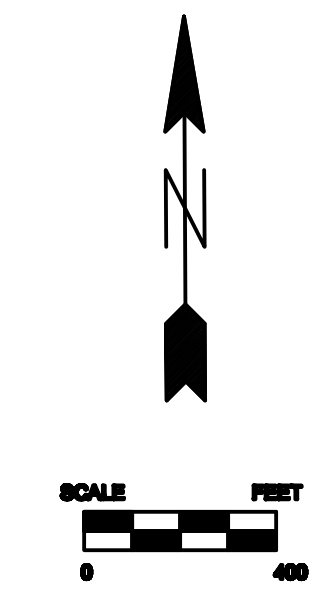
NOTES:

- SEE PLAN & PROFILE SHEETS FOR LOCATION OF EXISTING UNDERGROUND ELECTRICAL AND FIELD TILES.
- CONTRACTOR SHALL REPAIR OR REPLACE ANY IMPROVEMENTS DAMAGED DURING CONSTRUCTION AT HIS OWN EXPENSE.

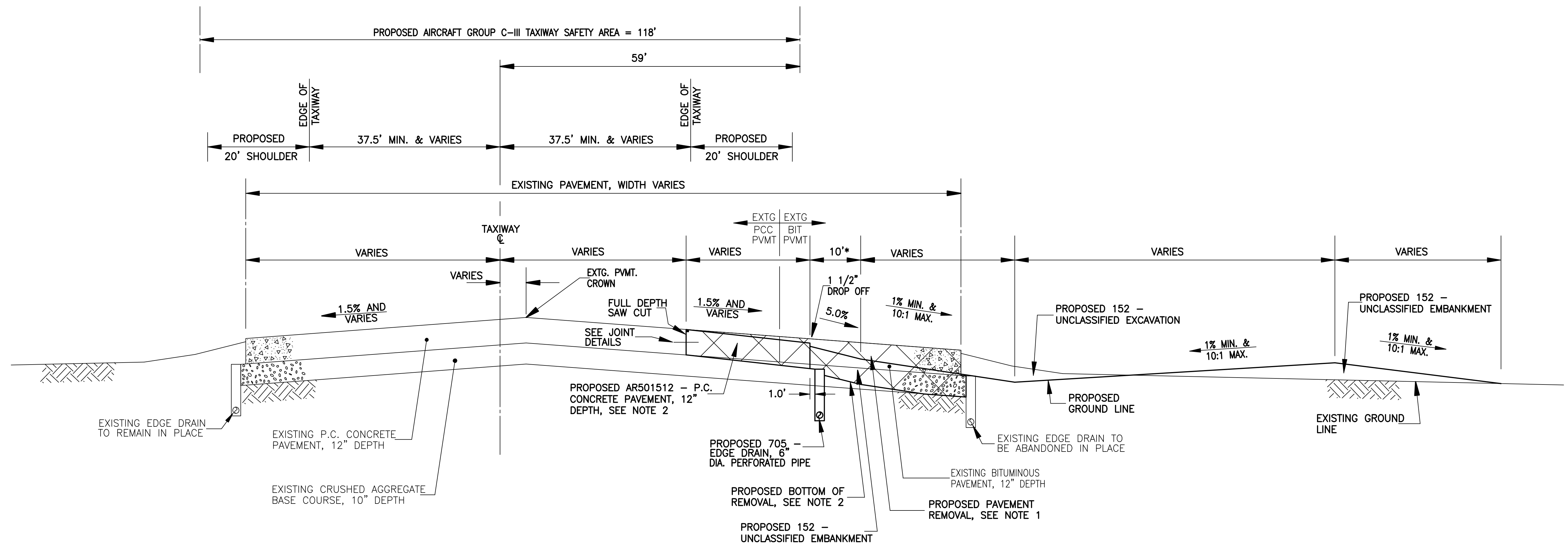
TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2338, E2199623.7550, STATION 107+06.74, LT. 739.58'
TBM K	578.34	TOP OF RCP S SIDE OF SERVICE RD, N1741508.6290, E2201629.7690, STATION 127+42.16, RT. 424.08'
TBM R	581.52	NE COR CONC BASE ELECT TRAN, S SIDE 9-27 BETWEEN SIGNS [2] - [7] N1741569.4966, E2200420.1701, STATION 115+31.40, RT. 393.12'
TBM T	576.35	CHIS. □ SE COR CONC PAD W SIDE GS BLDG, N1741651.7212, E2198675.6748, STATION 97+85.40, RT. 354.03'
TBM U	583.18	CHIS. □ HOLD SIGN BASE, NE COR, S SIDE R9, N1741775.92035, E2203365.21359, STATION 144+70.44, RT. 113.99'

LEGEND:

- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- PROPOSED CONSTRUCTION AREA LIMITS
- PROPOSED HAUL ROUTE
- PROPOSED LIGHTING RECONSTRUCTION AREA.
- PROPOSED PAVEMENT RECONSTRUCTION AREA.
- PROPOSED R13-31 DISTANCE REMAINING SIGN WORK AREA.

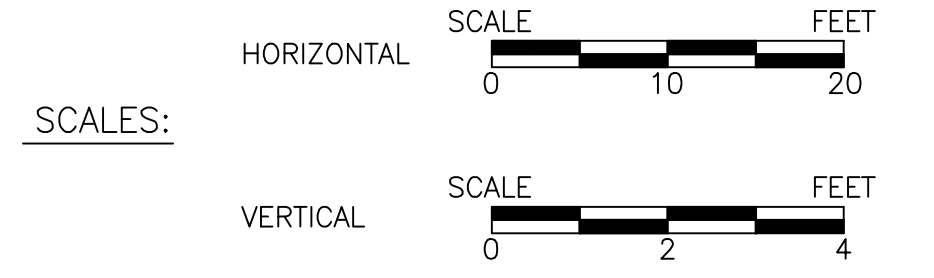


PROPOSED TYPICAL SECTION - PAVEMENT REMOVAL
 R10-28 / T-P, STA. 488+63 TO STA. 491+35.5 (= 591+35.5)



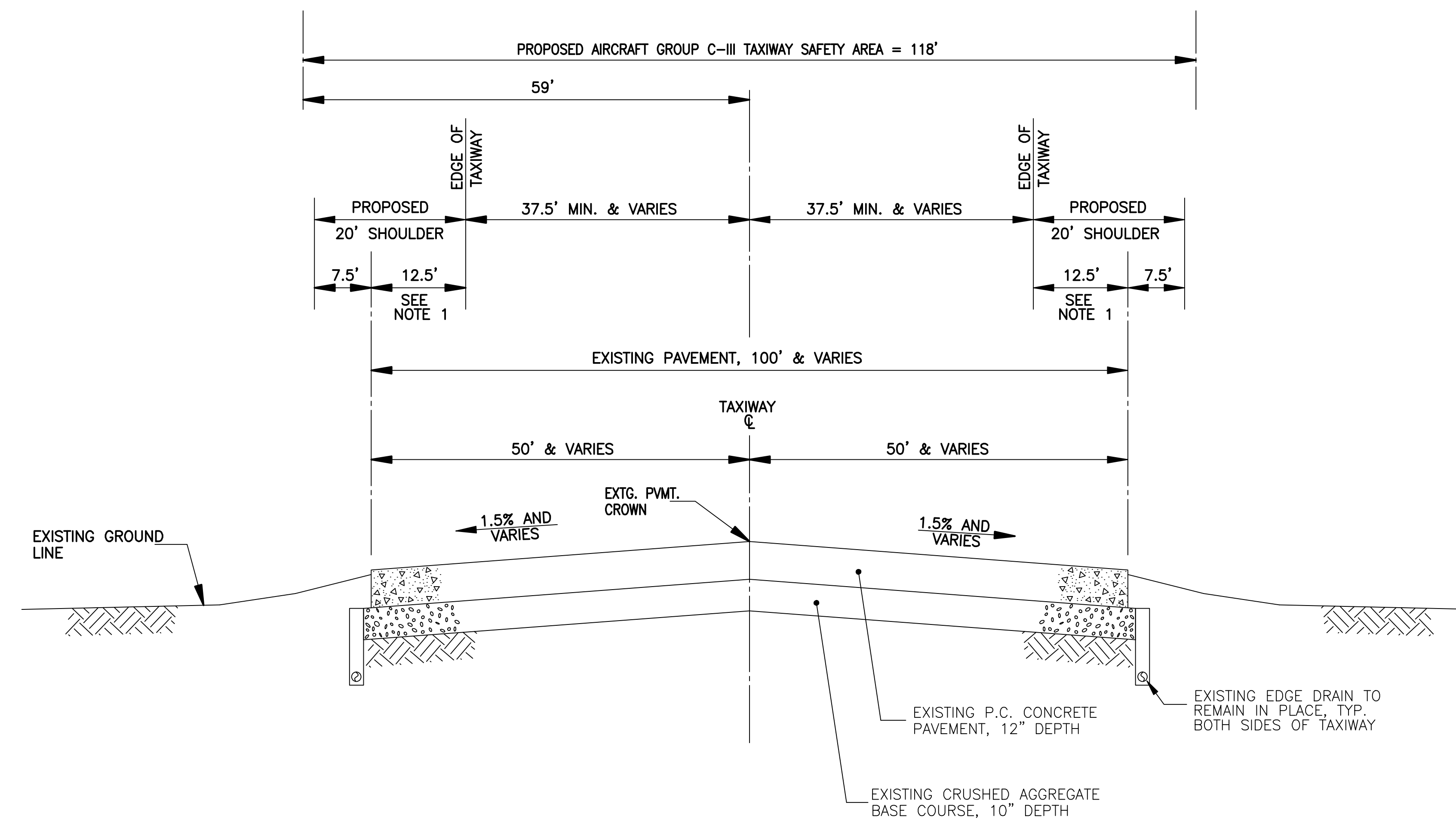
NOTES:

1. REMOVE EXISTING PAVEMENT AND BASE ROCK TO A POINT THAT IS AT LEAST 9" BELOW THE PROPOSED FINAL GRADE. INCLUDE COSTS TO REMOVE AND DISPOSE OF PAVEMENT AND BASE ROCK IN REMOVAL / EARTHWORK CONTRACT PAY ITEM UNIT PRICES.
2. CONTRACTOR SHALL REPLACE AND RECOMPACT THE EXISTING AR209510 - CRUSHED AGGREGATE BASE COURSE UNDER THE PROPOSED PAVEMENT AS REQUIRED BY THE RESIDENT ENGINEER.
3. * = CONTRACTOR SHALL INSTALL AR801638 - BONDED FIBER MATRIX FOR A 10' WIDTH ALONG THE EDGE OF THE PROPOSED NEW PAVEMENT.



PROPOSED TYPICAL SECTION - PAINTED SHOULDERS

R10-28 / T-P, STA. 591+35.5 TO STA. 651+62.5



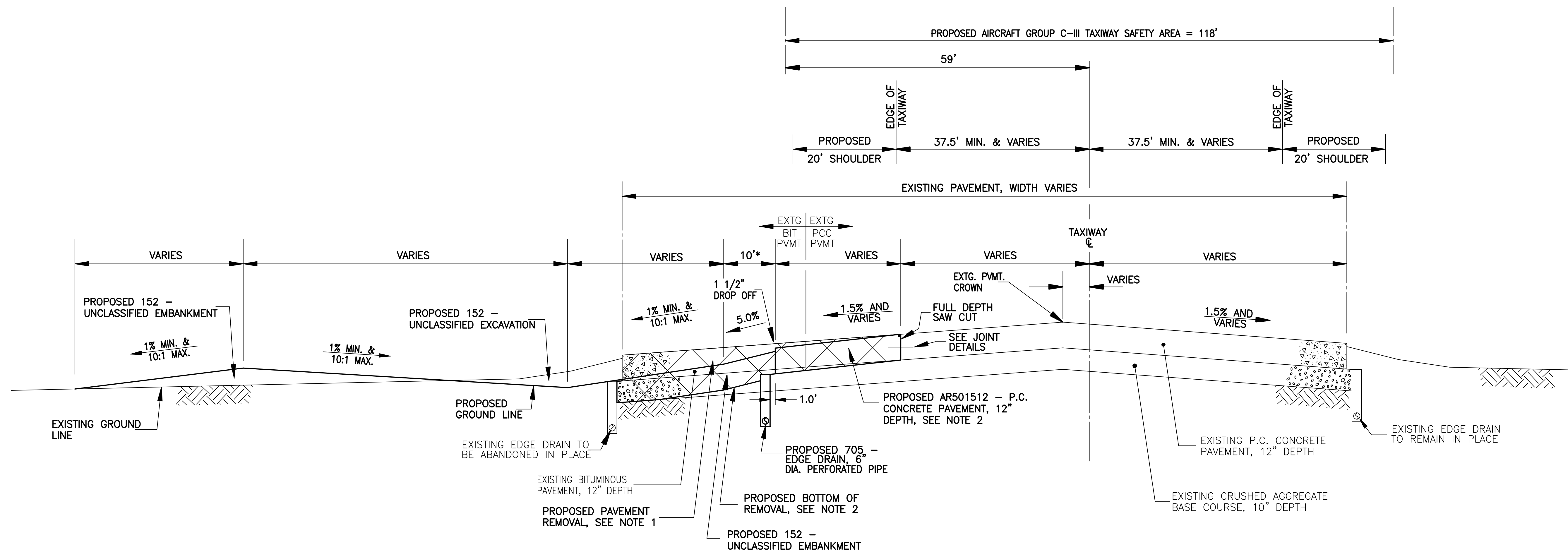
NOTE:

1. OUTSIDE 12.5' OF THE EXISTING PAVEMENT SHALL BE MARKED AS SHOULDERS (TYPICAL, BOTH SIDES).

SCALES:

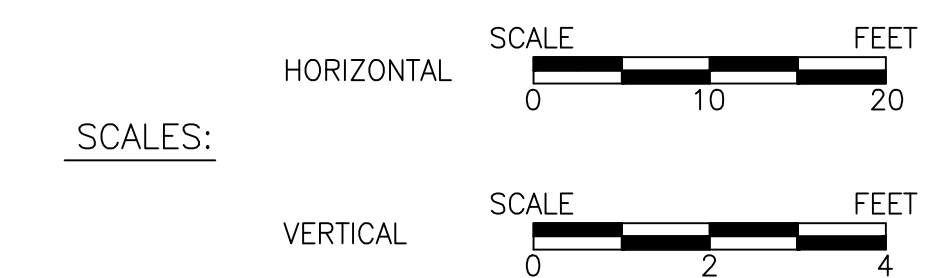


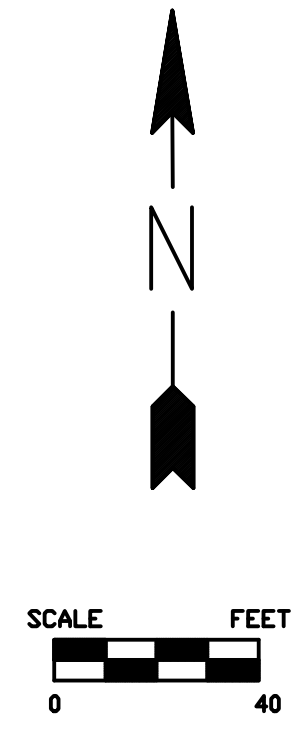
PROPOSED TYPICAL SECTION - PAVEMENT REMOVAL
 R10-28 / T-P, STA. 651+62.5 (=751+62.5) TO STA. 754+35



NOTES:

1. REMOVE EXISTING PAVEMENT AND BASE ROCK TO A POINT THAT IS AT LEAST 9" BELOW THE PROPOSED FINAL GRADE. INCLUDE COSTS TO REMOVE AND DISPOSE OF PAVEMENT AND BASE ROCK IN REMOVAL / EARTHWORK CONTRACT PAY ITEM UNIT PRICES.
2. CONTRACTOR SHALL REPLACE AND RECOMPACT THE EXISTING AR209510 - CRUSHED AGGREGATE BASE COURSE UNDER THE PROPOSED PAVEMENT AS REQUIRED BY THE RESIDENT ENGINEER.
3. * = CONTRACTOR SHALL INSTALL AR801638 - BONDED FIBER MATRIX FOR A 10' WIDTH ALONG THE EDGE OF THE PROPOSED NEW PAVEMENT.





NOTE:
 SEE LIGHTING PLAN FOR PROPOSED LOCATIONS OF
 IN-PAVEMENT ELEVATED TAXIWAY EDGE LIGHTS.

☉ CURVE DATA:

I = 90D 00' 00"
 D = 28D 38' 52.44"
 T = 200.00'
 L = 314.16'
 R = 200.00'
 E = 82.84'
 P.C. = 805+70.00 (BEHIND)
 = 488+21.34 (AHEAD)
 P.I. = 589+35.50 = 807+70
 P.T. = 491+35.50 (BEHIND)
 = 591+35.50 (AHEAD)

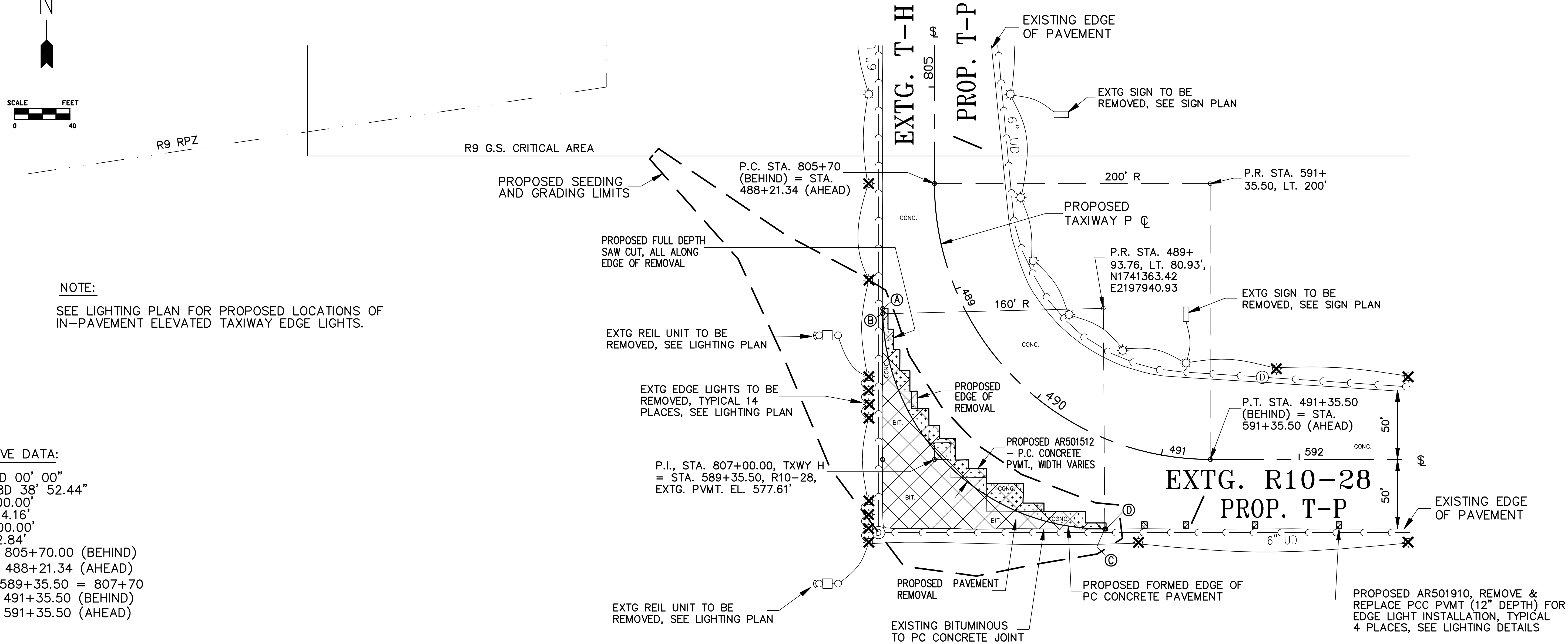
LEGEND:

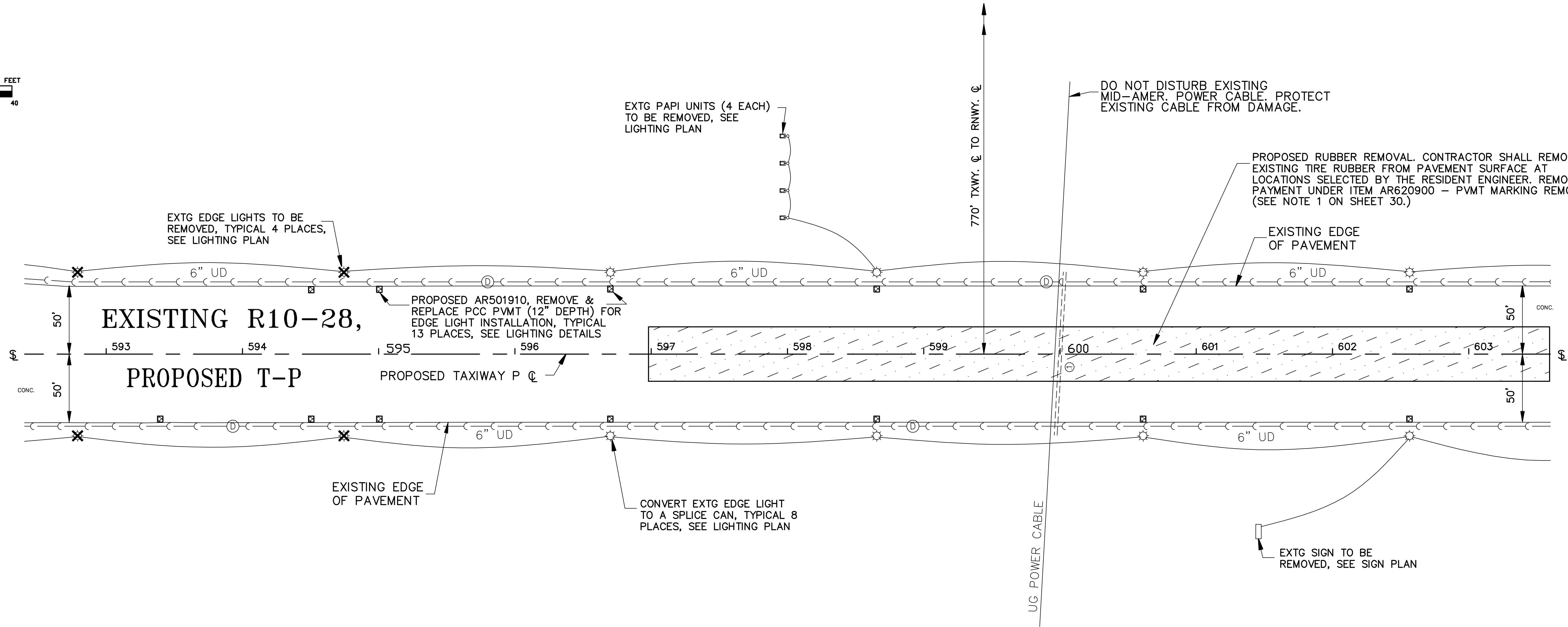
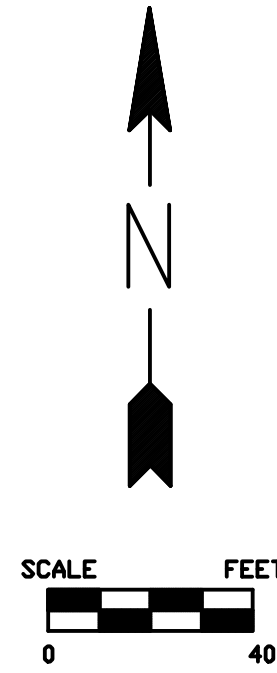
- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- PROPOSED PAVEMENT REMOVAL
- PROPOSED PAVEMENT MILLING
- PROPOSED AR501512 - P.C. CONCRETE PAVEMENT, 12" DEPTH
- PROPOSED RUBBER REMOVAL

PROJECT CONTROL POINTS			
NUMBER	LOCATION	ELEV.	REMARK
5	STA. 108+94.45, RT. 339.57' N1741638.7660, E2199784.7412	580.05	
7	STA. 121+74.76, RT. 449.70' N1741496.8955, E2201061.9416	577.67	
8	STA. 127+73.19, RT. 413.69' N1741518.2450, E2201661.0745	579.45	
13	STA. 143+25.87, RT. 1163.46' N1740729.9858, E2203194.7470	574.40	1/2" REBAR
2000	STA. 107+69.21, LT. 736.44' N1742717.7720, E2199686.1370	587.72	SPK

PROPOSED PAVEMENT LAYOUT POINTS			
POINT	NORTH	SOUTH	REMARK
A.	1741367.23	2197780.97	P.I., (MEET EXISTING)
B.	1741363.42	2197780.93	P.C.
C.	1741203.45	2197938.05	P.T.
D.	1741203.43	2197938.88	P.I., (MEET EXISTING)

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2338, E2199623.7550, STATION 107+06.74, LT. 739.58'
TBM K	578.34	TDP OF RCP, S SIDE OF SERVICE RD, N1741508.6290, E2201629.7690, STATION 127+42.16, RT. 424.08'
TBM R	581.52	NE COR CONC BASE ELECT TRAN, S SIDE 9-27, BETWEEN SIGNS [2] - [7] N1741569.4966, E2200420.1701, STATION 115+31.40, RT. 393.12'
TBM T	576.35	CHIS. □, SE COR CONC PAD W SIDE GS BLDG, N1741651.7212, E2198675.6748, STATION 97+85.40, RT. 354.03'
TBM U	583.18	CHIS. □, HOLD SIGN BASE, NE COR, S SIDE R9, N17417592035, E2203365.21359, STATION 144+70.44, RT. 113.99'





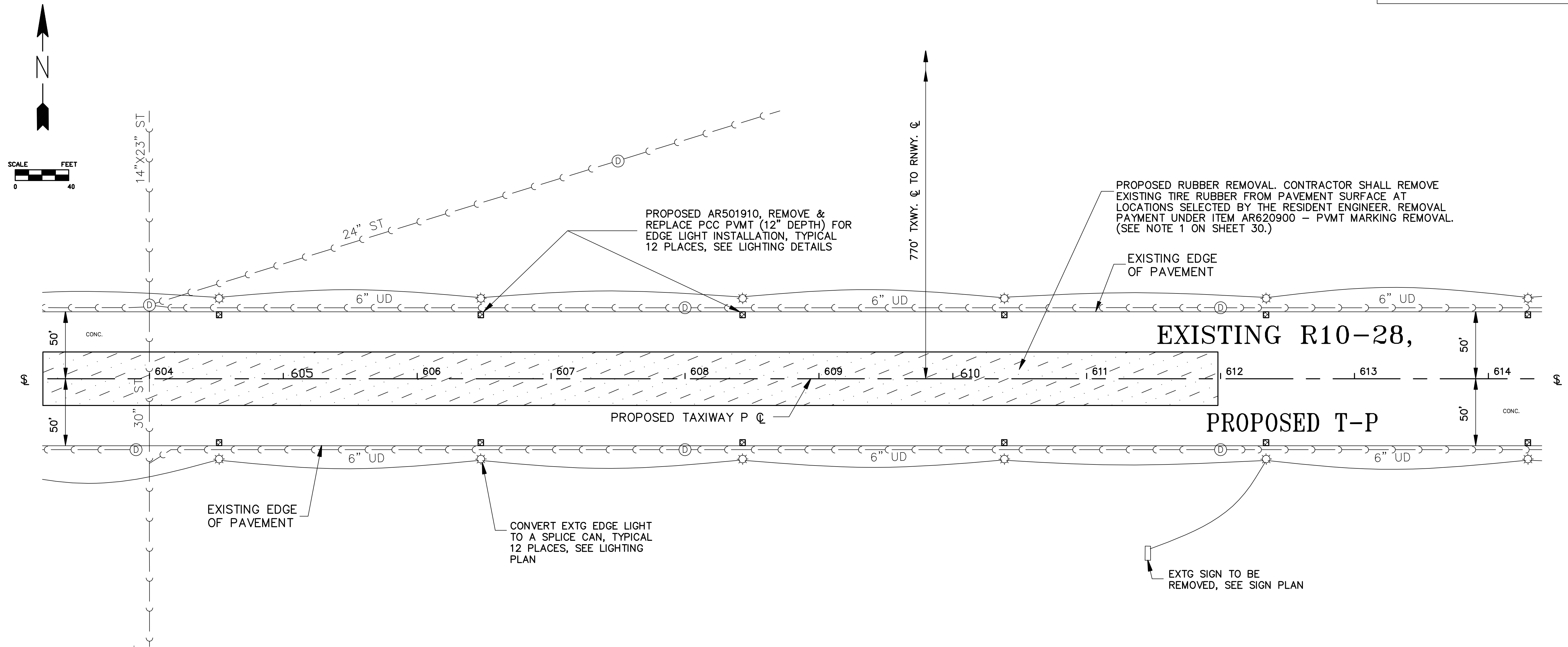
NOTE:
 SEE LIGHTING PLAN FOR PROPOSED LOCATIONS OF
 IN-PAVEMENT ELEVATED TAXIWAY EDGE LIGHTS.

LEGEND:

- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- PROPOSED PAVEMENT REMOVAL
- PROPOSED PAVEMENT MILLING
- PROPOSED RUBBER REMOVAL

PROJECT CONTROL POINTS				
NUMBER	LOCATION	ELEV.	REMARK	
5	STA. 108+94.45, RT. 339.57' N1741638.7660, E2199784.7412	580.05		
7	STA. 121+74.76, RT. 449.70' N1741496.8955, E2201061.9416	577.67		
8	STA. 127+73.19, RT. 413.69' N1741518.2450, E2201661.0745	579.45		
13	STA. 143+25.97, RT. 1163.46' N1740729.9858, E2203194.7470	574.40	1/2" REBAR	
2000	STA. 107+69.21, LT. 736.44' N1742717.7720, E2199686.1370	587.72	SPK	

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2338, E2199623.7550, STATION 107+06.74, LT. 739.58'
TBM K	578.34	TOP OF RCP, S SIDE OF SERVICE RD, N1741508.6290, E2201629.7690, STATION 127+42.16, RT. 424.08'
TBM R	581.52	NE COR CONC BASE ELECT TRAN, S SIDE 9-27, BETWEEN SIGNS [2] - [7], N1741569.4966, E2200420.1701, STATION 115+31.40, RT. 393.12'
TBM T	576.35	CHIS. □, SE COR CONC PAD W SIDE GS BLDG, N1741651.7212, E2198675.6748, STATION 97+85.40, RT. 354.03'
TBM U	583.18	CHIS. □, HOLD SIGN BASE, NE COR, S SIDE R9, N1741775.92035, E2203365.21359, STATION 144+70.44, RT. 113.99'



PROPOSED RUBBER REMOVAL. CONTRACTOR SHALL REMOVE EXISTING TIRE RUBBER FROM PAVEMENT SURFACE AT LOCATIONS SELECTED BY THE RESIDENT ENGINEER. REMOVAL PAYMENT UNDER ITEM AR620900 - PVMT MARKING REMOVAL. (SEE NOTE 1 ON SHEET 30.)

PROPOSED AR501910, REMOVE & REPLACE PCC PVMT (12" DEPTH) FOR EDGE LIGHT INSTALLATION, TYPICAL 12 PLACES, SEE LIGHTING DETAILS

EXISTING EDGE OF PAVEMENT

EXISTING R10-28,

PROPOSED TAXIWAY P CL

PROPOSED T-P

EXISTING EDGE OF PAVEMENT

CONVERT EXTG EDGE LIGHT TO A SPLICE CAN, TYPICAL 12 PLACES, SEE LIGHTING PLAN

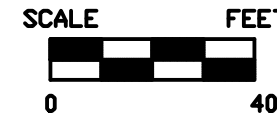
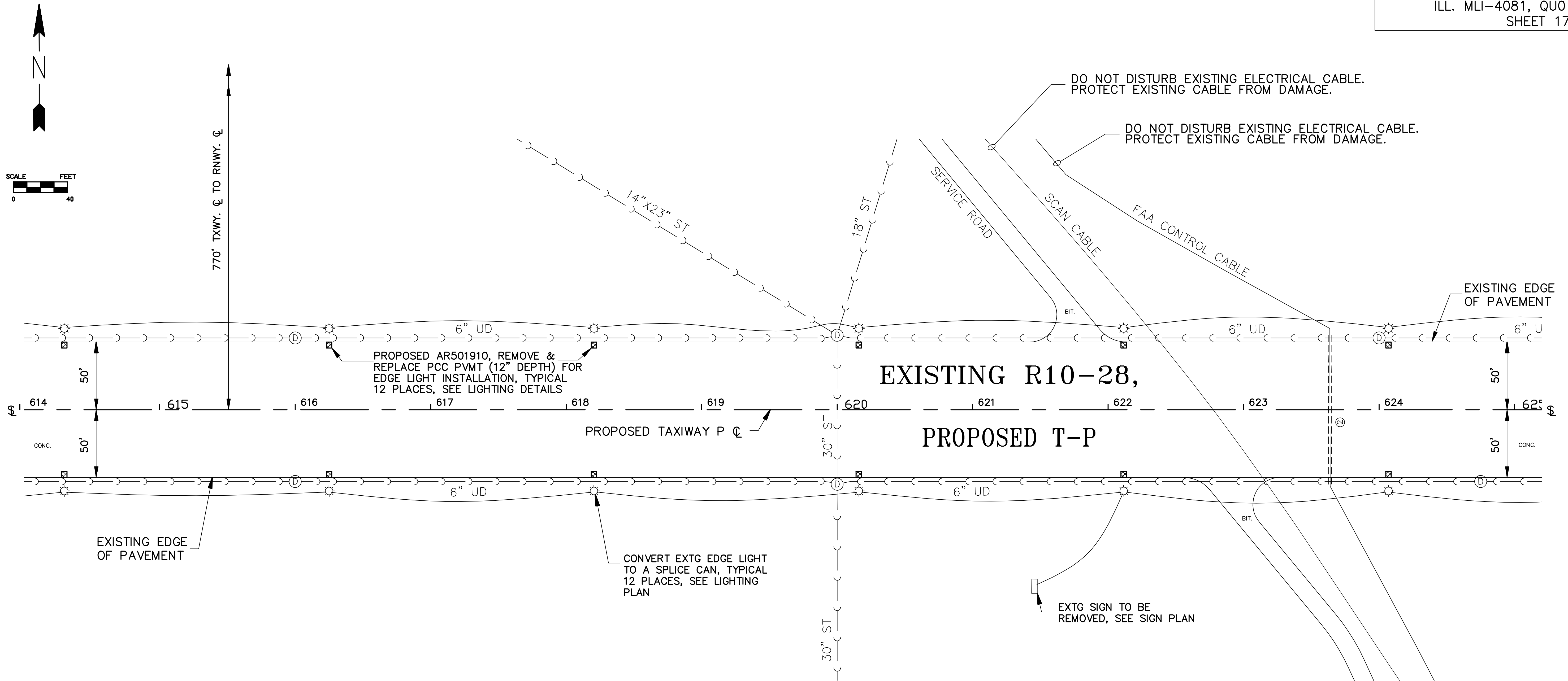
EXTG SIGN TO BE REMOVED, SEE SIGN PLAN

LEGEND:

- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- PROPOSED PAVEMENT REMOVAL
- PROPOSED PAVEMENT MILLING
- PROPOSED RUBBER REMOVAL

NOTE:

SEE LIGHTING PLAN FOR PROPOSED LOCATIONS OF IN-PAVEMENT ELEVATED TAXIWAY EDGE LIGHTS.

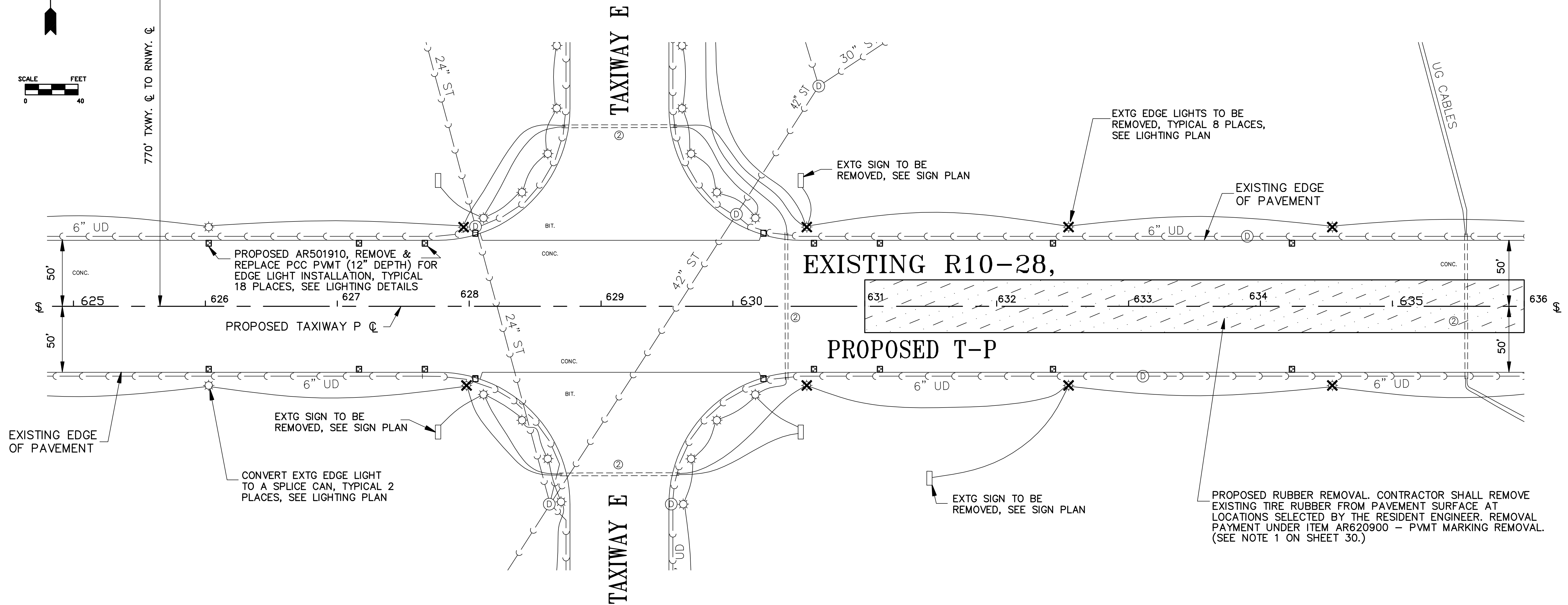
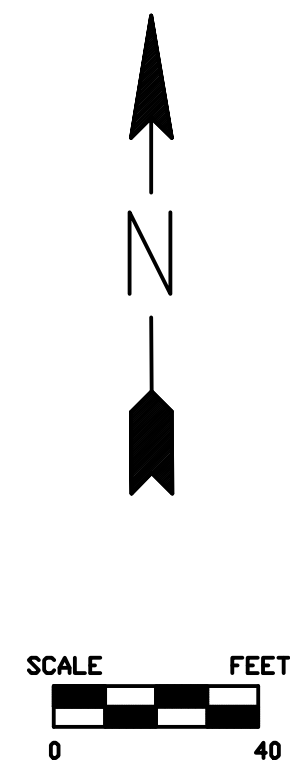


LEGEND:

- EDGE LIGHT
- GUIDANCE SIGN
- ELECTRICAL CABLE
- STORM SEWER OR UNDERDRAIN
- INLET
- OUTLET
- STORM MANHOLE
- SANITARY MANHOLE
- DRAINAGE DITCH
- CONDUIT OR DUCT BANK
- PROPOSED PAVEMENT REMOVAL
- PROPOSED PAVEMENT MILLING
- PROPOSED RUBBER REMOVAL

NOTE:

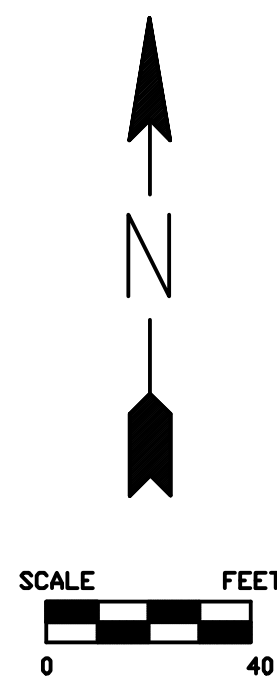
SEE LIGHTING PLAN FOR PROPOSED LOCATIONS OF IN-PAVEMENT ELEVATED TAXIWAY EDGE LIGHTS.



- LEGEND:**
- EDGE LIGHT
 - GUIDANCE SIGN
 - ELECTRICAL CABLE
 - STORM SEWER OR UNDERDRAIN
 - INLET
 - OUTLET
 - STORM MANHOLE
 - SANITARY MANHOLE
 - DRAINAGE DITCH
 - CONDUIT OR DUCT BANK
 - PROPOSED PAVEMENT REMOVAL
 - PROPOSED PAVEMENT MILLING
 - PROPOSED RUBBER REMOVAL

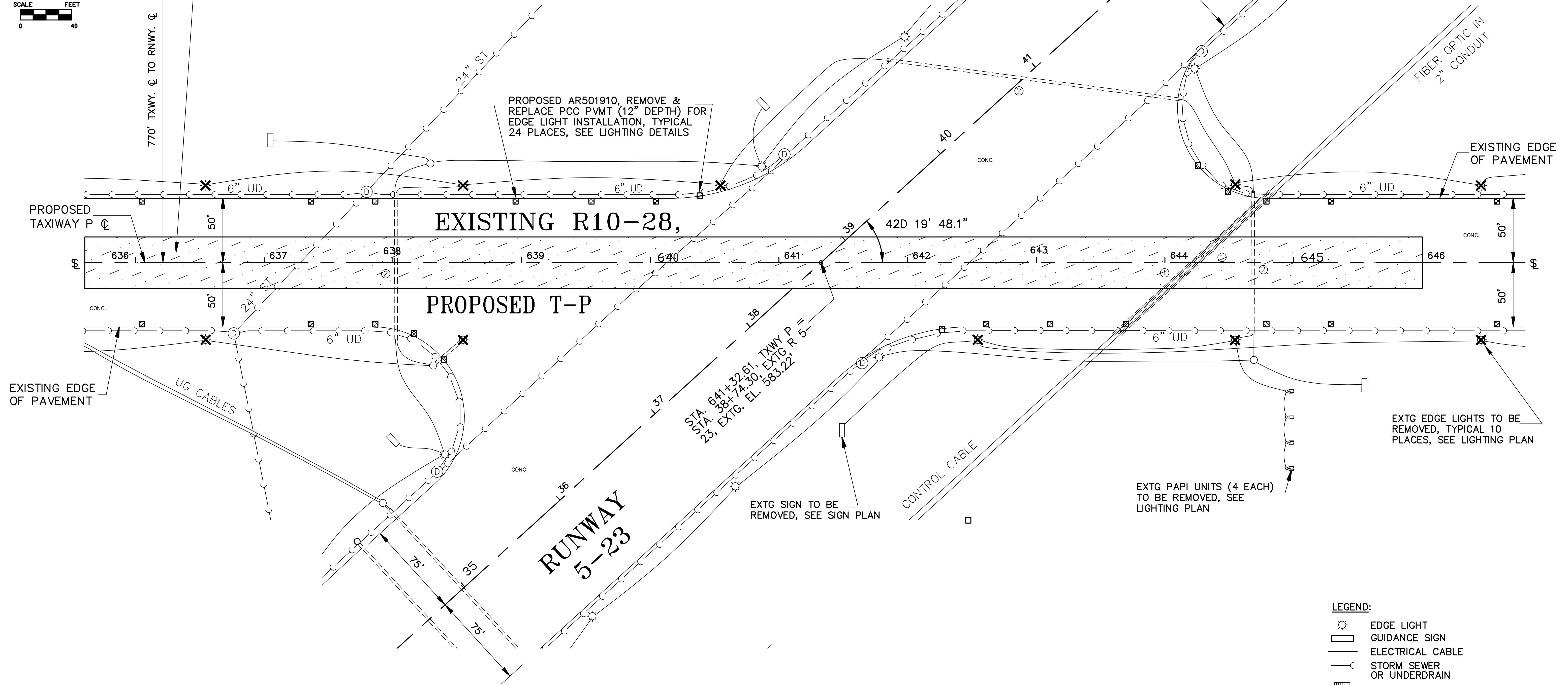
NOTE:
 SEE LIGHTING PLAN FOR PROPOSED LOCATIONS OF
 IN-PAVEMENT ELEVATED TAXIWAY EDGE LIGHTS.

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PROPOSED RUBBER REMOVAL. CONTRACTOR SHALL REMOVE EXISTING TIRE RUBBER FROM PAVEMENT SURFACE AT LOCATIONS SELECTED BY THE RESIDENT ENGINEER. REMOVAL PAYMENT UNDER ITEM AR620900 - PVMT MARKING REMOVAL. (SEE NOTE 1 ON SHEET 30.)

PROPOSED AR501910, REMOVE & REPLACE PCC PVMT (12" DEPTH) FOR EDGE LIGHT INSTALLATION, TYPICAL 24 PLACES, SEE LIGHTING DETAILS



EXISTING EDGE OF PAVEMENT

EXISTING EDGE OF PAVEMENT

EXTG EDGE LIGHTS TO BE REMOVED, TYPICAL 10 PLACES, SEE LIGHTING PLAN

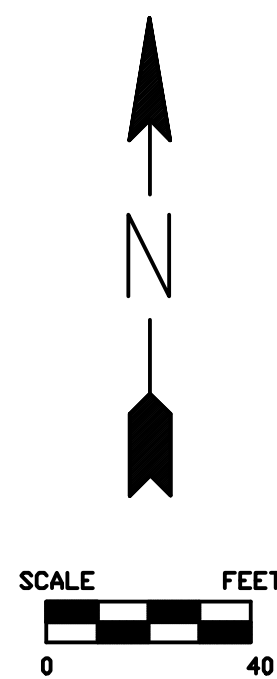
EXTG SIGN TO BE REMOVED, SEE SIGN PLAN

EXTG PAPI UNITS (4 EACH) TO BE REMOVED, SEE LIGHTING PLAN

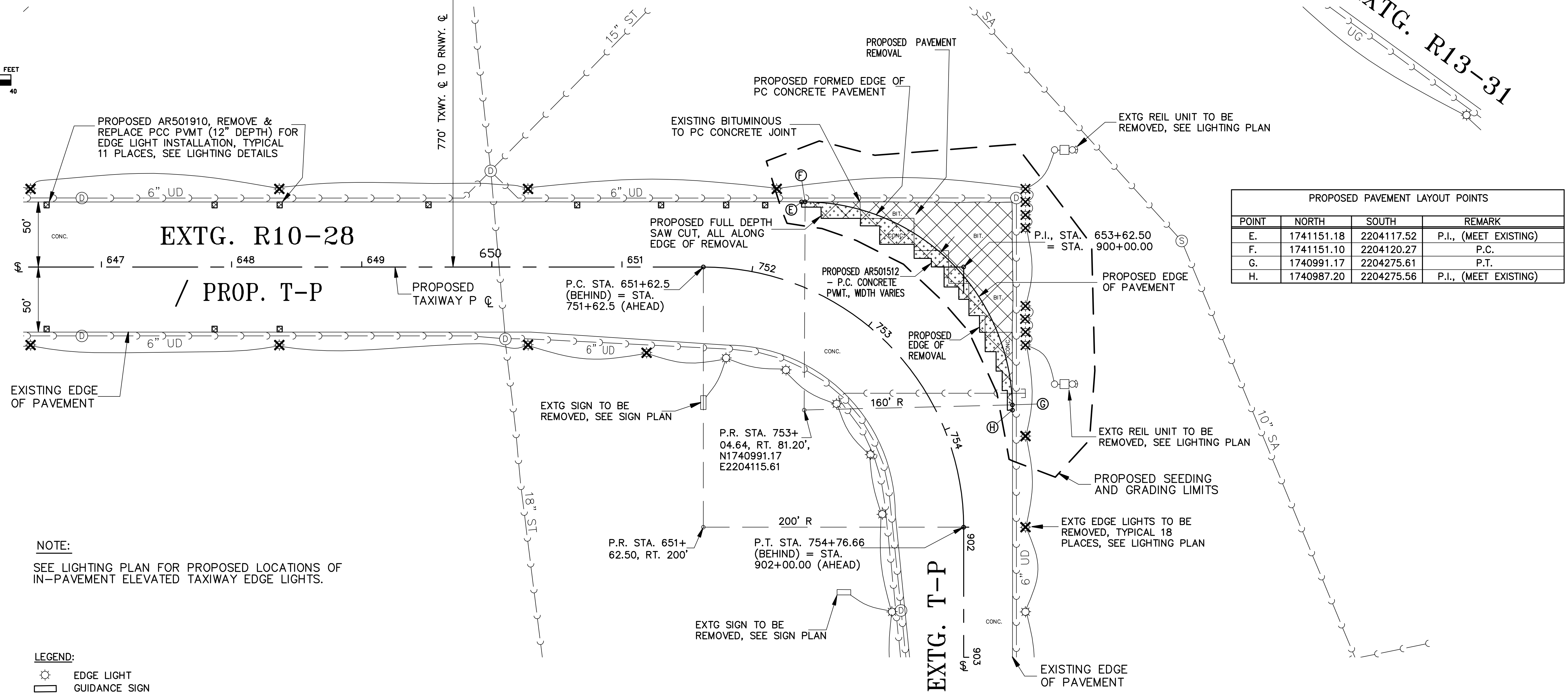
NOTE:
 SEE LIGHTING PLAN FOR PROPOSED LOCATIONS OF IN-PAVEMENT ELEVATED TAXIWAY EDGE LIGHTS.

- LEGEND:**
- EDGE LIGHT
 - GUIDANCE SIGN
 - ELECTRICAL CABLE
 - STORM SEWER OR UNDERDRAIN
 - INLET
 - OUTLET
 - STORM MANHOLE
 - SANITARY MANHOLE
 - DRAINAGE DITCH
 - CONDUIT OR DUCT BANK
 - PROPOSED PAVEMENT REMOVAL
 - PROPOSED PAVEMENT MILLING
 - PROPOSED RUBBER REMOVAL

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EXTG. R13-31



PROPOSED PAVEMENT LAYOUT POINTS			
POINT	NORTH	SOUTH	REMARK
E.	1741151.18	2204117.52	P.I., (MEET EXISTING)
F.	1741151.10	2204120.27	P.C.
G.	1740991.17	2204275.61	P.T.
H.	1740987.20	2204275.56	P.I., (MEET EXISTING)

NOTE:
 SEE LIGHTING PLAN FOR PROPOSED LOCATIONS OF IN-PAVEMENT ELEVATED TAXIWAY EDGE LIGHTS.

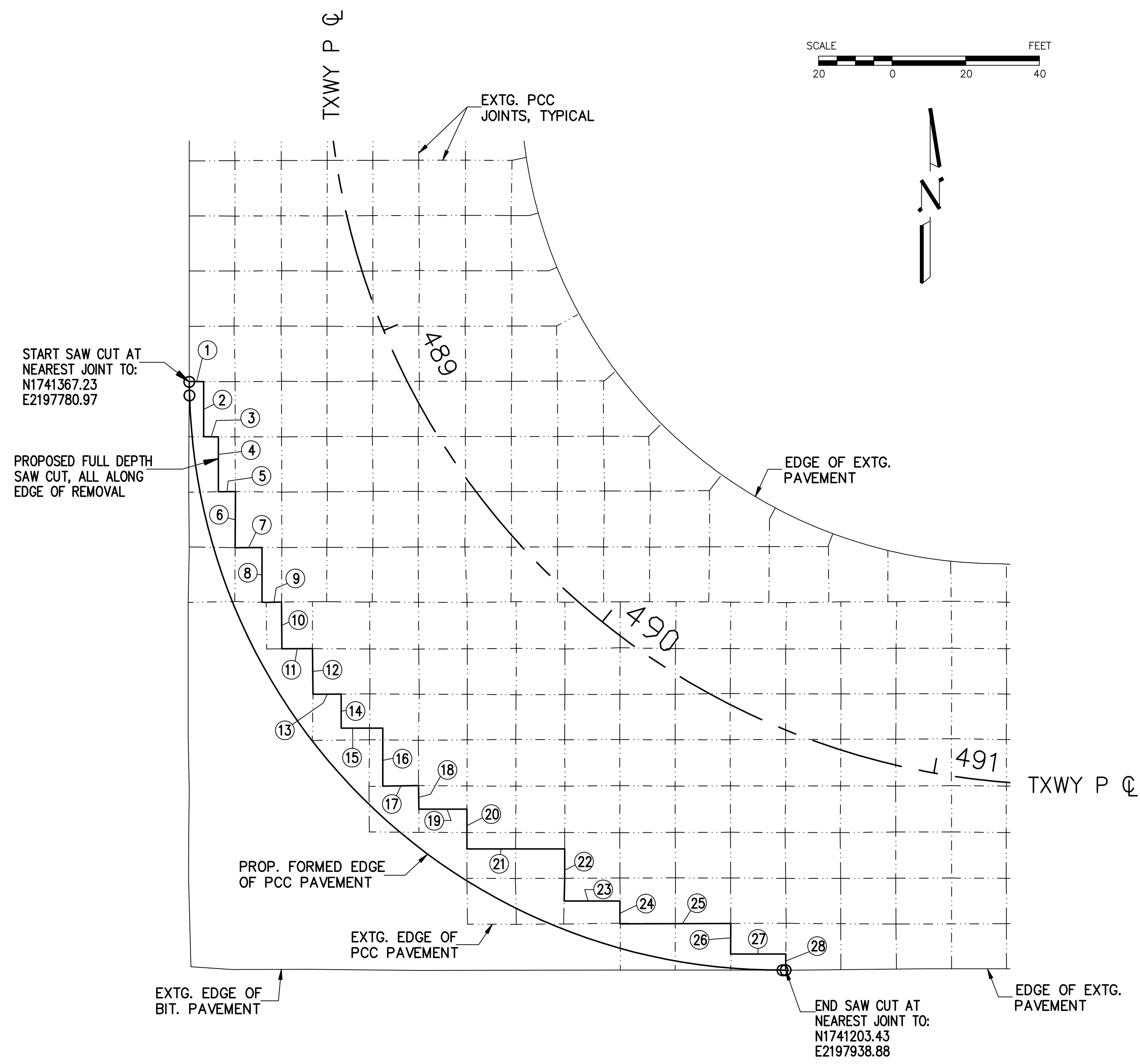
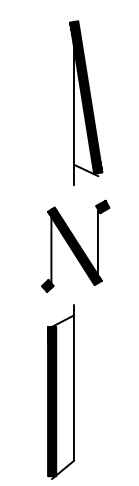
- LEGEND:**
- EDGE LIGHT
 - GUIDANCE SIGN
 - ELECTRICAL CABLE
 - STORM SEWER OR UNDERDRAIN
 - INLET
 - OUTLET
 - STORM MANHOLE
 - SANITARY MANHOLE
 - DRAINAGE DITCH
 - CONDUIT OR DUCT BANK
 - PROPOSED PAVEMENT REMOVAL
 - PROPOSED PAVEMENT MILLING
 - PROPOSED AR501512 - P.C. CONCRETE PAVEMENT, 12" DEPTH
 - PROPOSED RUBBER REMOVAL

☐ CURVE DATA:
 I = 90D 00' 00"
 D = 28D 38' 52.44"
 T = 200.00'
 L = 314.16'
 R = 200.00'
 E = 82.84'
 P.C. = 651+62.50 (BEHIND) = 751+62.50 (AHEAD)
 P.I. = 653+62.50 = 900+00
 P.T. = 754+76.66 (BEHIND) = 902+00.0 (AHEAD)

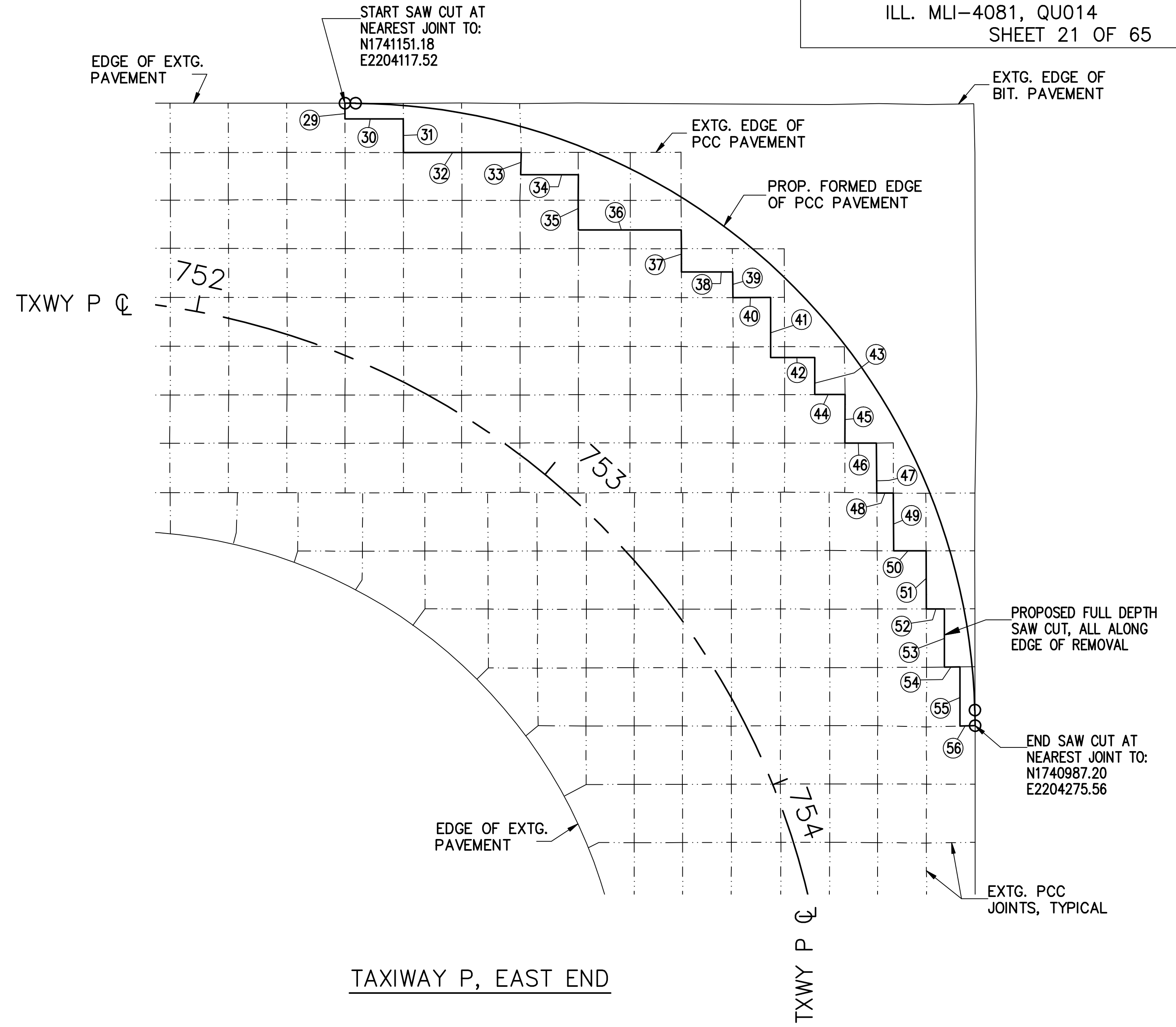
PROJECT CONTROL POINTS			
NUMBER	LOCATION	ELEV.	REMARK
5	STA. 108+94.45, RT. 339.57' N1741638.7660, E2199784.7412	580.05	
7	STA. 121+74.76, RT. 449.70' N1741496.8955, E2201061.9416	577.67	
8	STA. 127+73.19, RT. 413.69' N1741518.2450, E2201661.0745	579.45	
13	STA. 143+25.87, RT. 1163.46' N1740729.9858, E2203194.7470	574.40	1/2" REBAR
2000	STA. 107+69.21, LT. 736.44' N1742717.7720, E2199686.1370	587.72	SPK

TEMPORARY BENCH MARKS		
B.M.	ELEV.	DESCRIPTION
TBM 200	587.10	HUB AT SE COR OF TXY H BORROW AREA, N1742722.2338, E2199623.7550, STATION 107+06.74, LT. 739.58'
TBM K	578.34	TOP OF RCP, S SIDE OF SERVICE RD, N1741508.6290, E2201629.7690, STATION 127+42.16, RT. 424.08'
TBM R	581.52	NE COR CONC BASE ELECT TRAN, S SIDE 9-27, BETWEEN SIGNS [2] - [2] N1741569.4966, E2200420.1701, STATION 115+31.40, RT. 393.12'
TBM T	576.35	CHIS. ☐, SE COR CONC PAD W SIDE GS BLDG, N1741651.7212, E2198675.6748, STATION 97+85.40, RT. 354.03'
TBM U	583.18	CHIS. ☐, HOLD SIGN BASE, NE COR, S SIDE R9, N1741775.92035, E2203365.21359, STATION 144+70.44, RT. 113.99'

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TAXIWAY P, WEST END



TAXIWAY P, EAST END

APPROXIMATE LENGTH OF SAW CUT			
SAW CUT NUMBER	APPROXIMATE LENGTH (FT)	ALONG EXTG. PAVEMENT JOINT	ACROSS EXTG. PAVEMENT PANEL
1	4'	YES	
2	15' PANEL LENGTH		YES
3	4'	YES	
4	15' PANEL LENGTH		YES
5	4.5'	YES	
6	15' PANEL LENGTH		YES
7	8'	YES	
8	15' PANEL LENGTH		YES
9	5.3'	YES	
10	12.5' PANEL WIDTH		YES
11	8.3'	YES	
12	12.5' PANEL WIDTH	YES	
13	7.65'	YES	
14	9.25'		YES
15	11.3'		YES
16	15.8'		YES

APPROXIMATE LENGTH OF SAW CUT			
SAW CUT NUMBER	APPROXIMATE LENGTH (FT)	ALONG EXTG. PAVEMENT JOINT	ACROSS EXTG. PAVEMENT PANEL
17	9.7'	YES	
18	6.4'	YES	
19	13' PANEL LENGTH		YES
20	10.8'	YES	
21	26.5' PANEL LENGTH		YES
22	14.2'	YES	
23	15' PANEL LENGTH		YES
24	6.25'	YES	
25	30' PANEL LENGTH	YES	
26	8.5'	YES	
27	15' PANEL LENGTH		YES
28	4'	YES	
29	4'	YES	
30	15' PANEL LENGTH		YES
31	8.5'	YES	
32	30' PANEL LENGTH	YES	

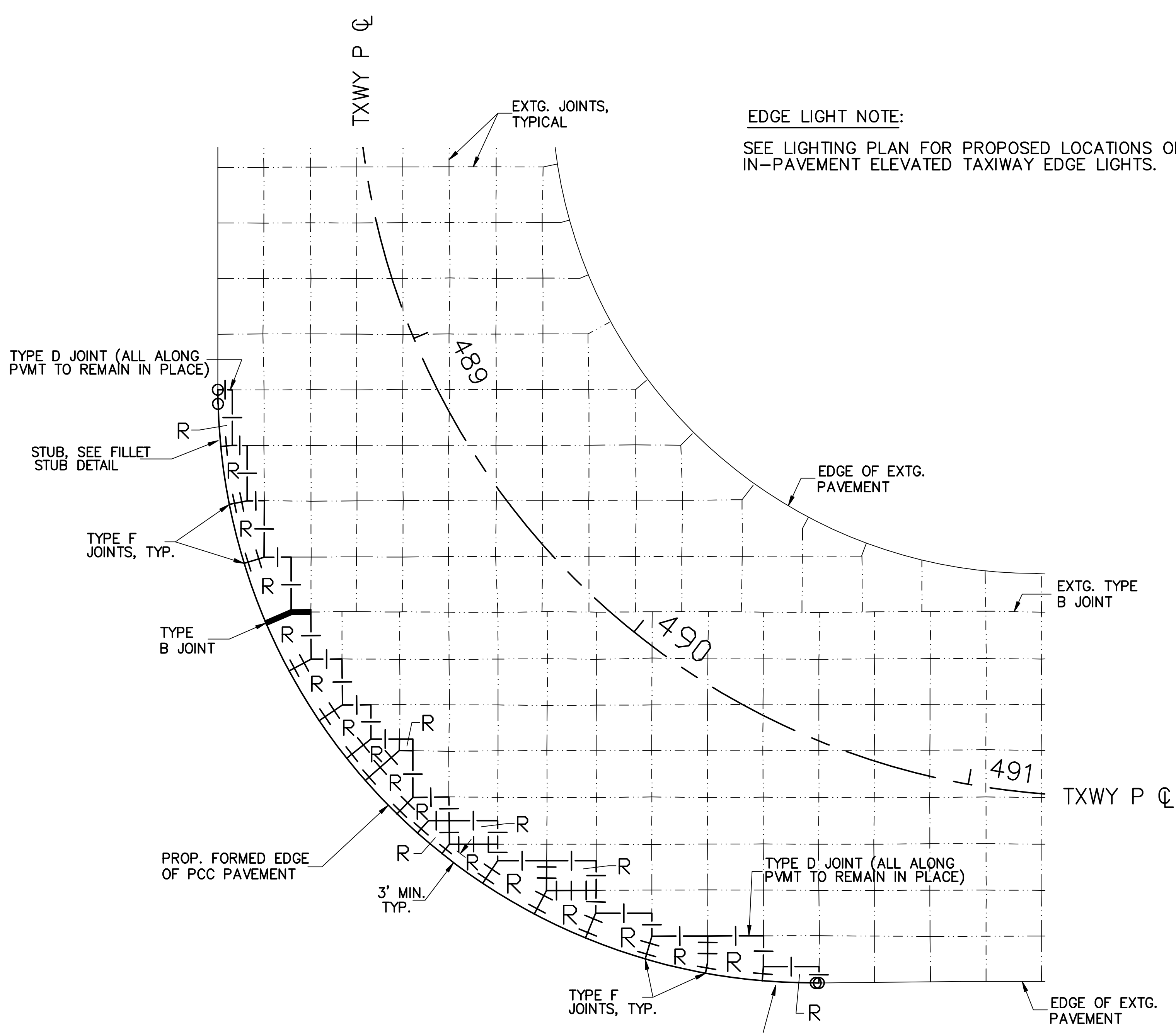
APPROXIMATE LENGTH OF SAW CUT			
SAW CUT NUMBER	APPROXIMATE LENGTH (FT)	ALONG EXTG. PAVEMENT JOINT	ACROSS EXTG. PAVEMENT PANEL
33	5.75'	YES	
34	15' PANEL LENGTH		YES
35	14.2'	YES	
36	26.5' PANEL LENGTH		YES
37	10.8'	YES	
38	13.25' PANEL LENGTH		YES
39	6.6'	YES	
40	9.7'	YES	
41	15.45'		YES
42	11.3'		YES
43	9.5'		YES
44	7.8'	YES	
45	12.5' PANEL WIDTH	YES	
46	8.1'	YES	
47	12.5' PANEL WIDTH		YES
48	4.2'	YES	

APPROXIMATE LENGTH OF SAW CUT			
SAW CUT NUMBER	APPROXIMATE LENGTH (FT)	ALONG EXTG. PAVEMENT JOINT	ACROSS EXTG. PAVEMENT PANEL
49	15' PANEL LENGTH		YES
50	8.35'	YES	
51	15' PANEL LENGTH	YES	
52	4.5'	YES	
53	15' PANEL LENGTH		YES
54	4'	YES	
55	15' PANEL LENGTH		YES
56	4'	YES	
57			
58			
59			
60			
61			
62			
63			
64			

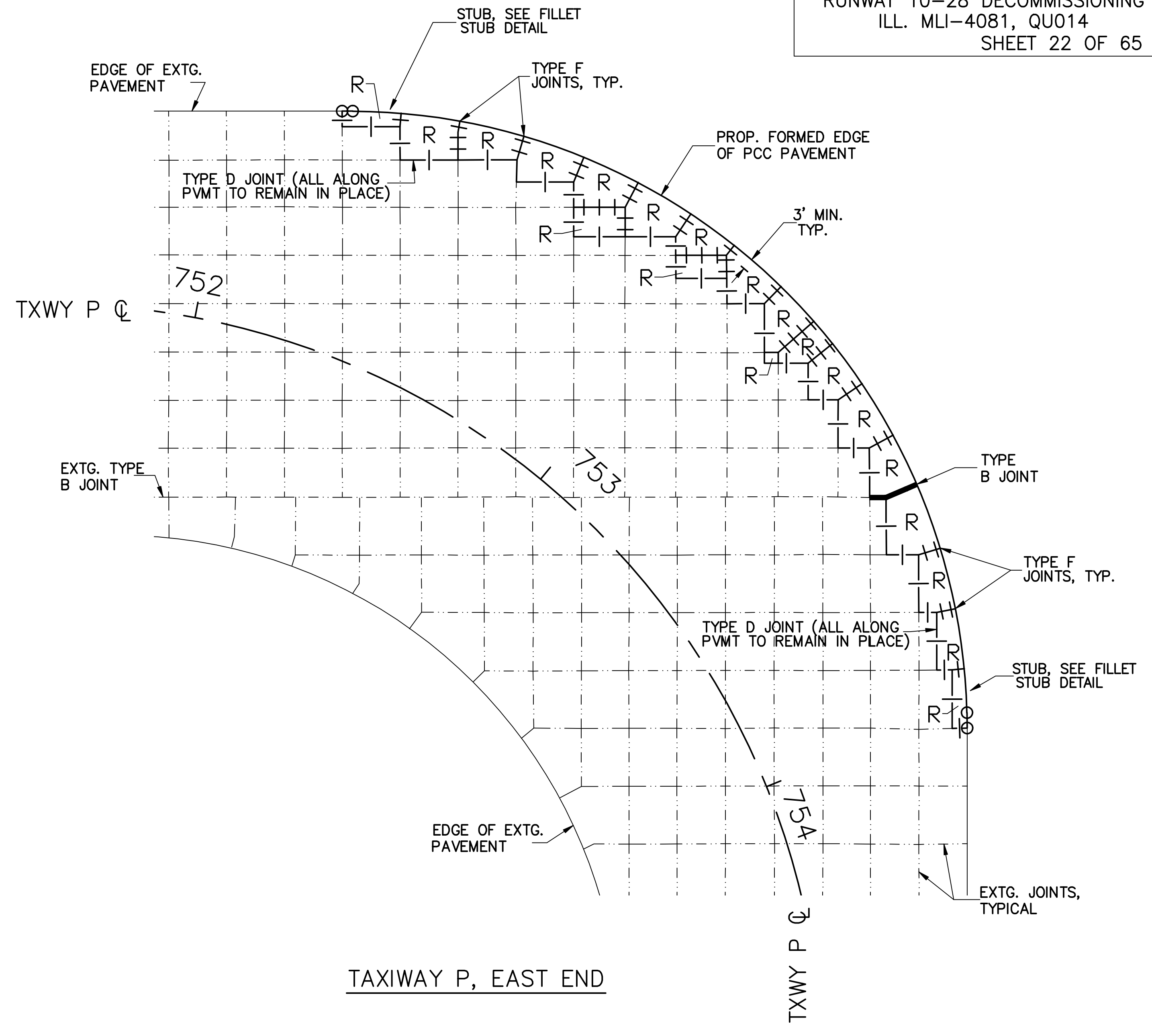
- NOTES:
- FILL SAW BLADE OVER CUT AREAS WITH EPOXY JOINT SEALER OR APPROVED EQUAL.
 - EXISTING JOINT LOCATIONS AND SPACING SHOWN ON THIS SHEET ARE APPROXIMATE. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.
 - REMOVAL LIMITS WILL FOLLOW THE EXISTING PAVEMENT JOINTS AS MUCH AS POSSIBLE. SAW CUTS ACROSS EXISTING PCC PANELS SHALL BE PARALLEL WITH THE EXISTING PANEL JOINTS.
 - THE LOCATION OF THE REMOVAL LIMITS SHALL BE SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.

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EDGE LIGHT NOTE:
 SEE LIGHTING PLAN FOR PROPOSED LOCATIONS OF
 IN-PAVEMENT ELEVATED TAXIWAY EDGE LIGHTS.



TAXIWAY P, WEST END



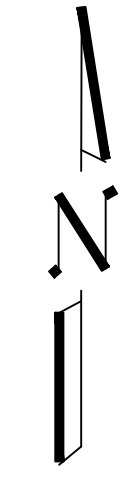
TAXIWAY P, EAST END

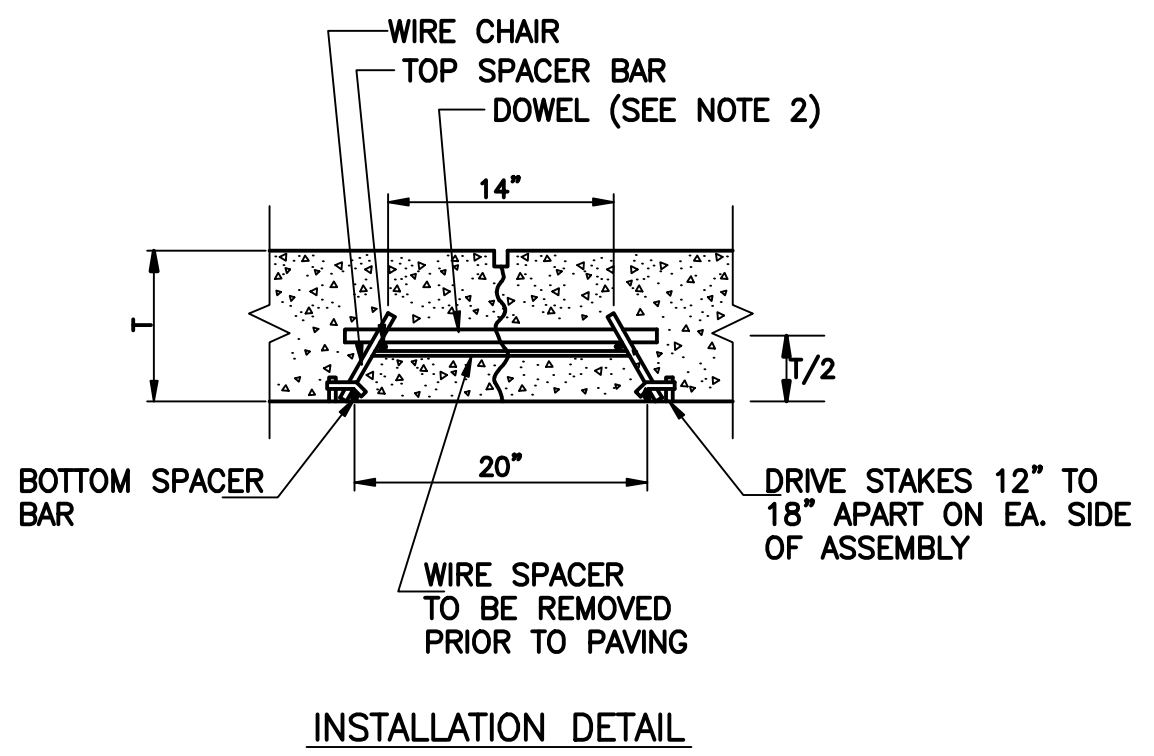
JOINT NOTES:

1. ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
2. THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
3. ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
4. ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
5. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH AASHTO M137.
6. THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO DIMENSIONS OF THE SECOND SAWCUT WILL BE ALLOWED.
7. SEE SHEET 23 FOR JOINT DETAILS, FILLET STUB DETAILS, FILLET TAPER DETAILS, AND ODD SHAPE PANEL REINFORCEMENT DETAILS.
8. TAXIWAY P EXISTING JOINT LOCATIONS AND SPACING BASED ON ORIGINAL PLANS AND/OR AERIAL PHOTOS. ACTUAL EXISTING JOINT LOCATIONS AND SPACING MAY VARY.

JOINT SYMBOL LEGEND

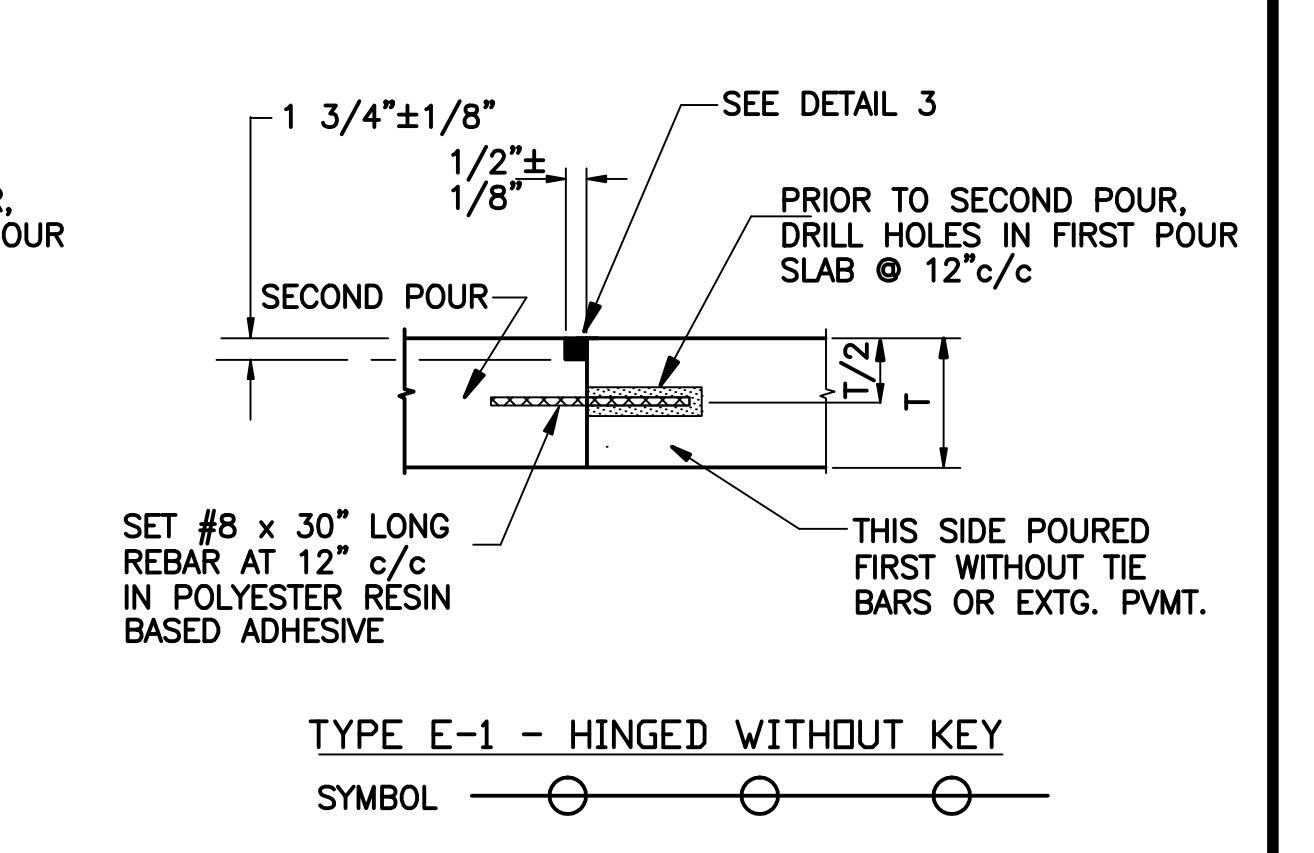
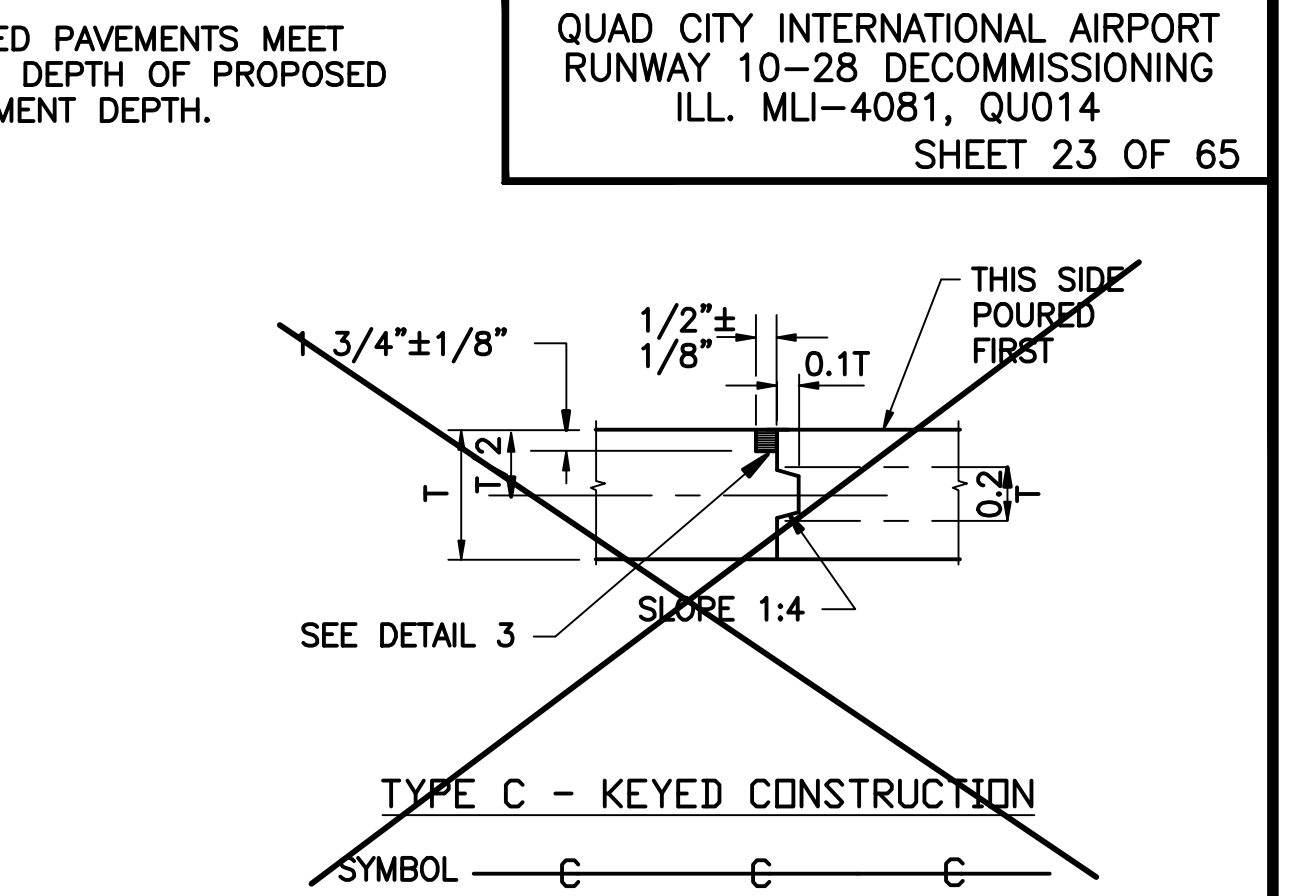
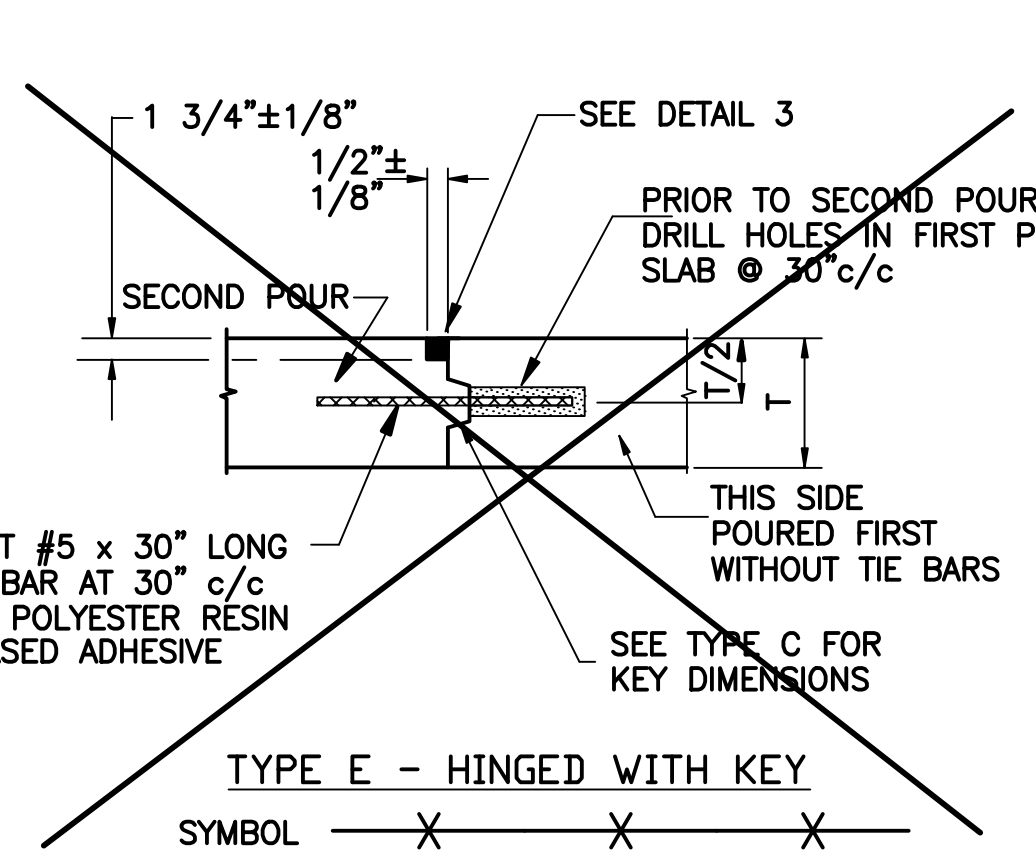
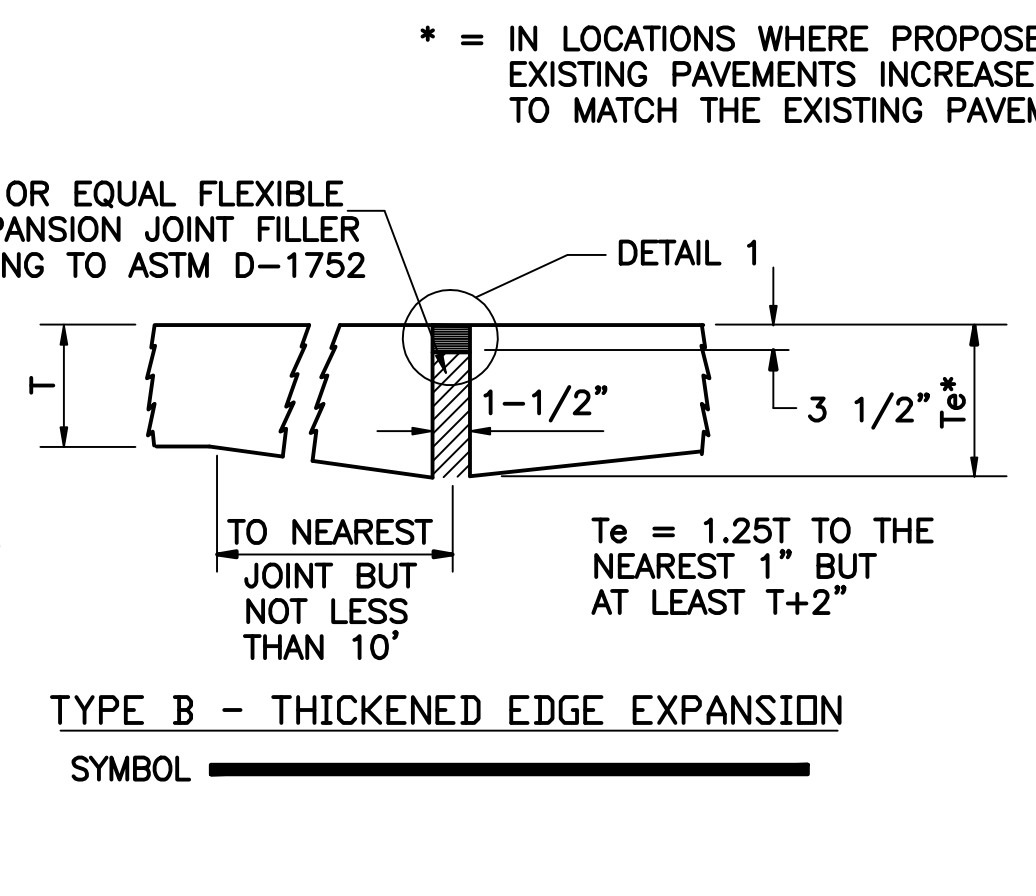
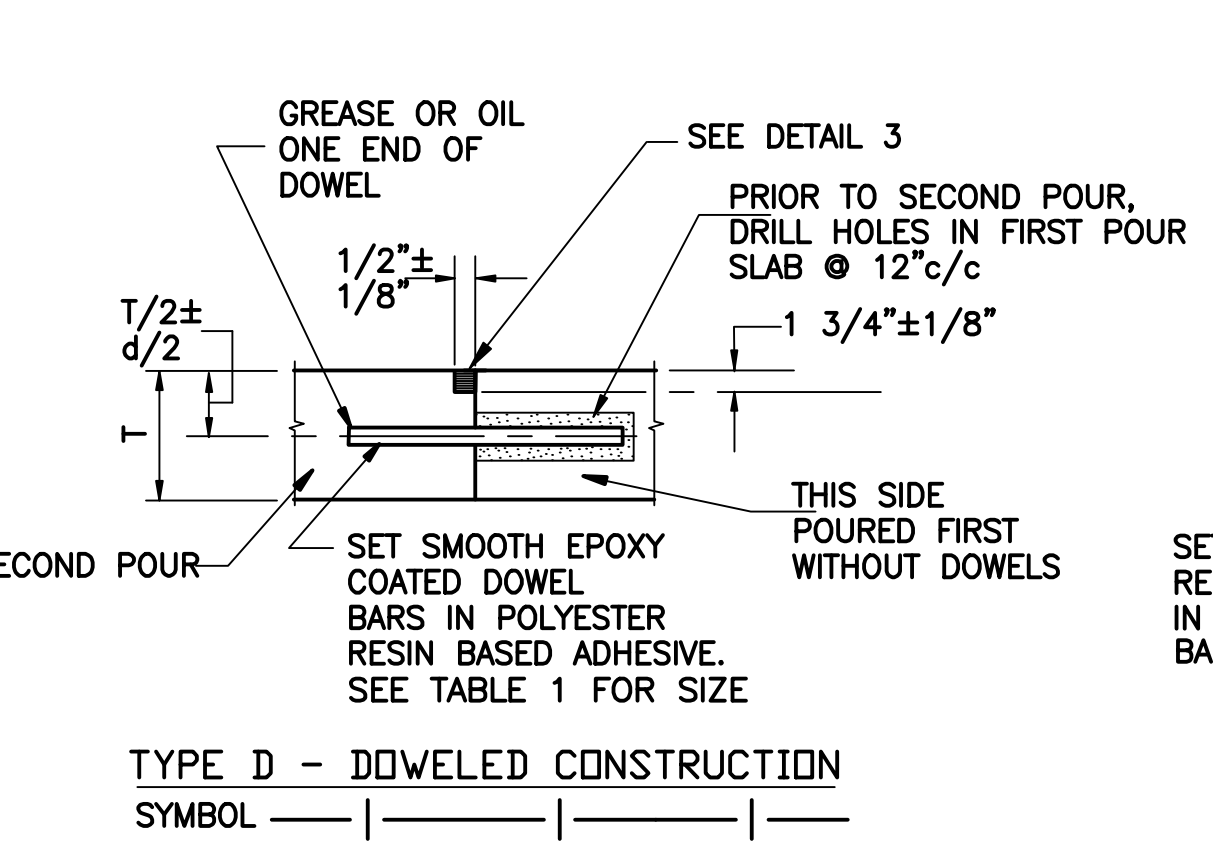
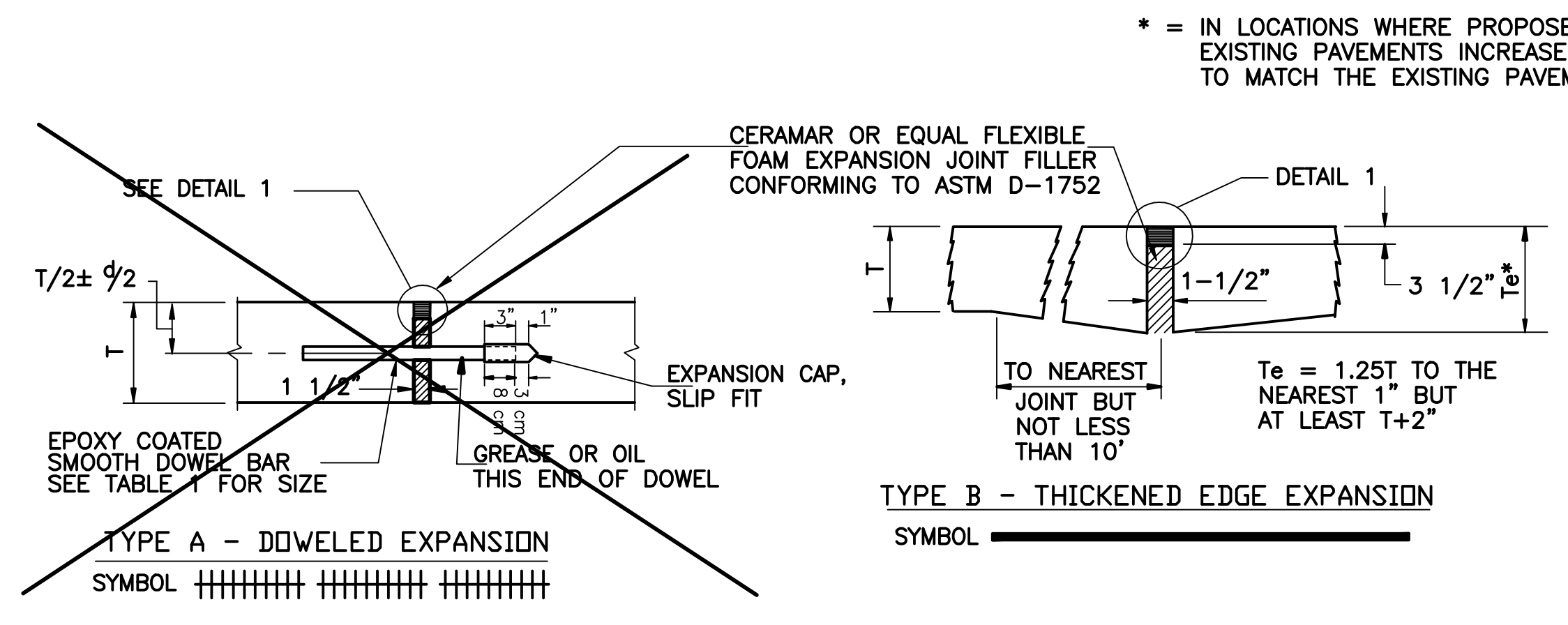
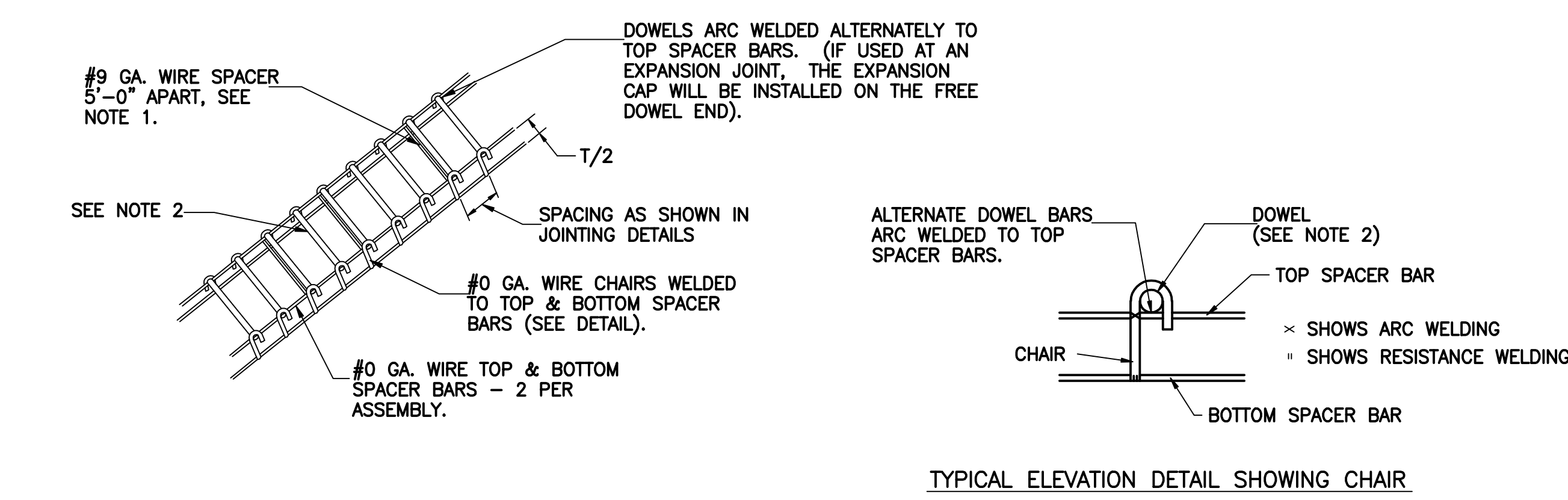
	TYPE B--THICKENED EDGE EXPANSION JOINT		TYPE G--HINGED CONTRACTION JOINT
	TYPE D--DOWELED CONSTRUCTION JOINT		TYPE H--DUMMY ODD SHAPE PANEL REINFORCEMENT
	TYPE E--HINGED CONSTRUCTION JOINT WITHOUT KEY		EXISTING PAVEMENT JOINT
	TYPE F--DOWELED CONTRACTION JOINT		





BASKET ASSEMBLY NOTES:

- 1.) #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR. (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING) 3 REQUIRED PER UNIT. THIS WIRE MUST BE CUT OR REMOVED PRIOR TO PAVING.
- 2.) DOWELS SHALL BE EPOXY COATED IN ACCORDANCE TO THE REQUIREMENTS OF AASHTO M254. IMMEDIATELY PRIOR TO PAVING, THE FREE END OF EACH DOWEL SHALL BE GREASED OR OILED, FOR HALF THE LENGTH OF THE DOWEL.
- 3.) ADJUST HEIGHT OF THE BASKET ASSEMBLIES (IN THE FIELD AT THE TIME OF CONSTRUCTION) SO THAT THE DOWELS ARE IN THE MIDDLE OF THE PROPOSED CONCRETE SLAB.



TYPE E-1 JOINT NOTE: THE TYPE E-1 JOINT SHALL BE A CONSTRUCTION BUTT JOINT WITH TIE BARS. THE TIE BARS WILL BE USED TO TRANSFER THE LOAD ACROSS THE JOINT.

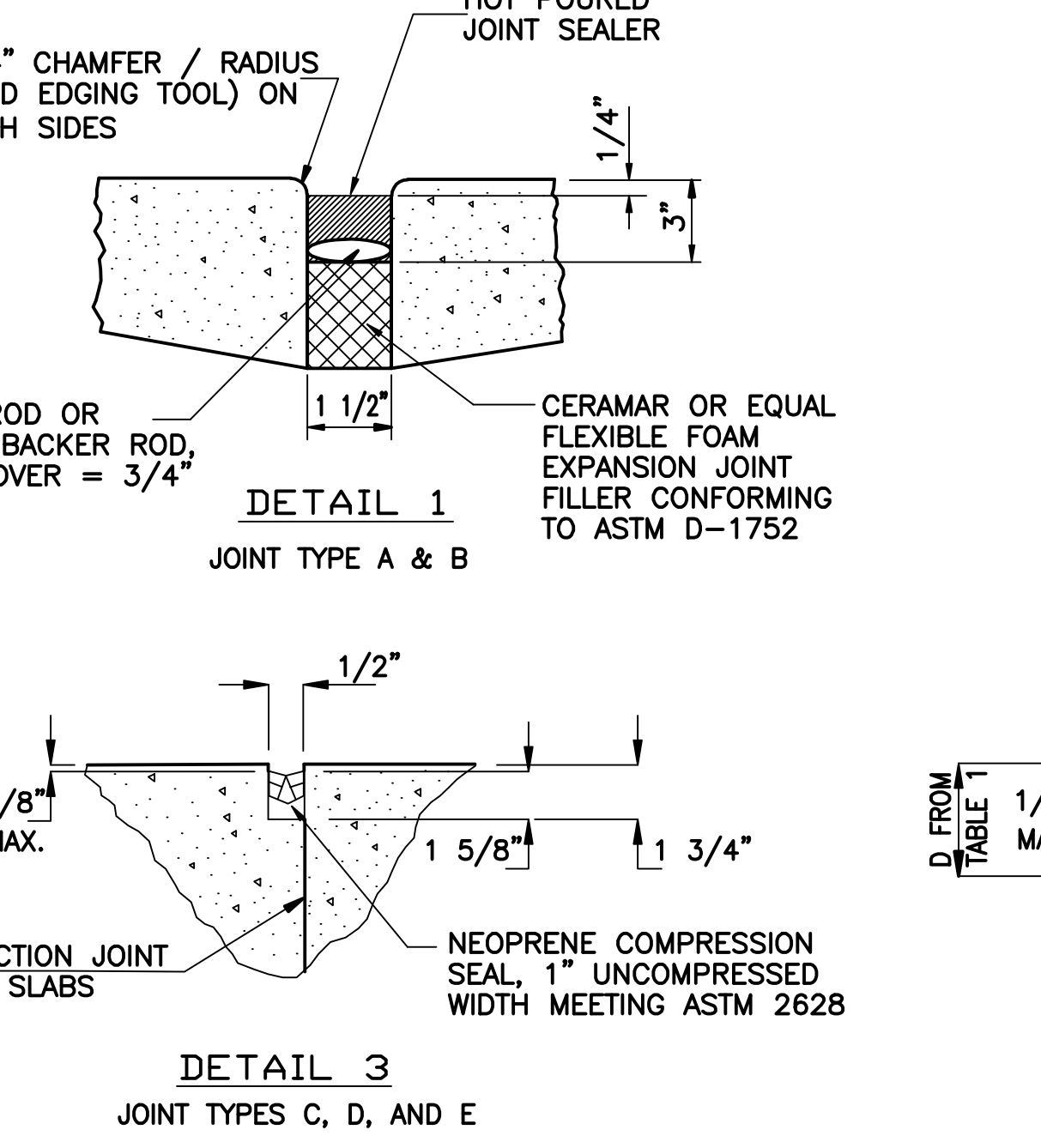
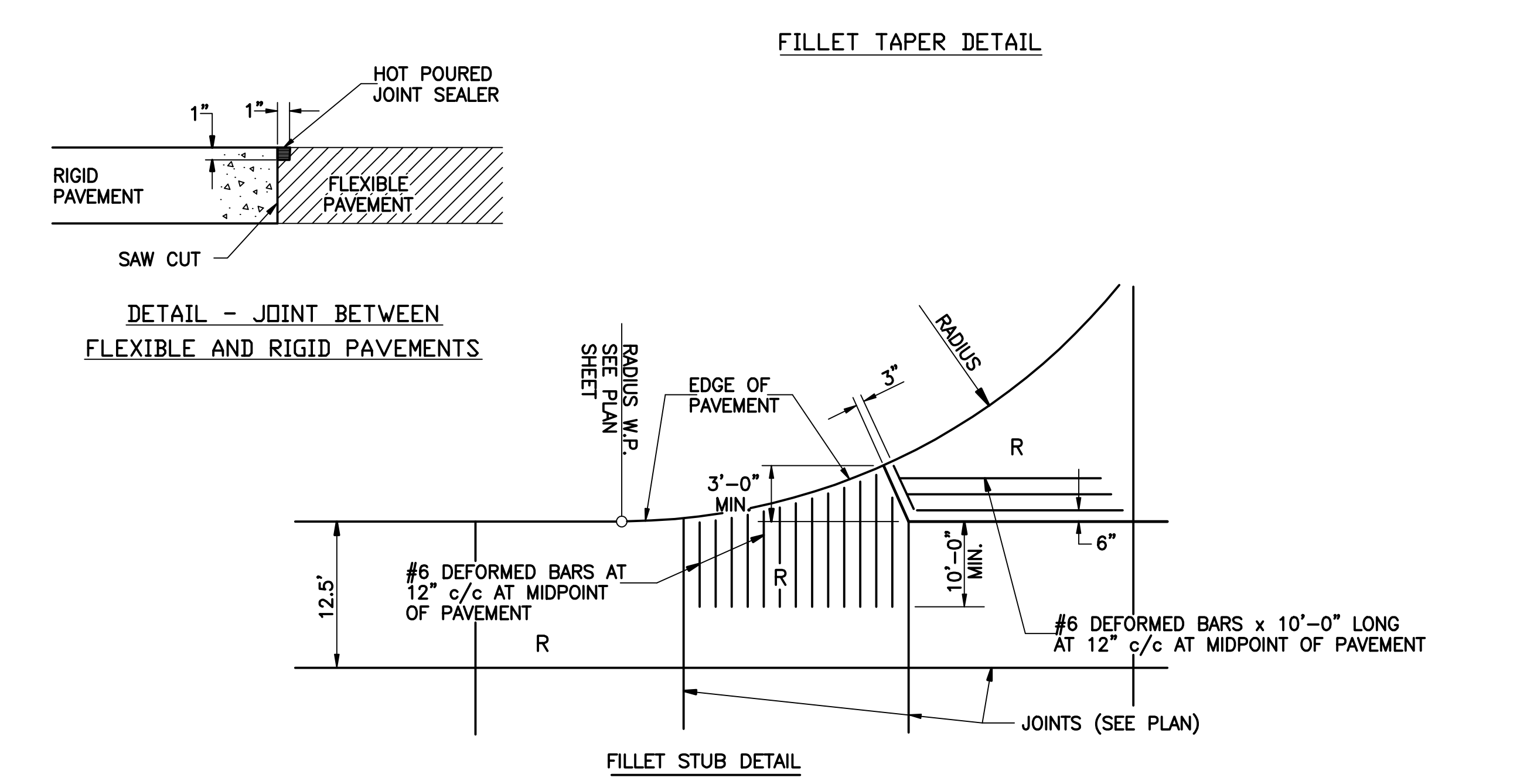
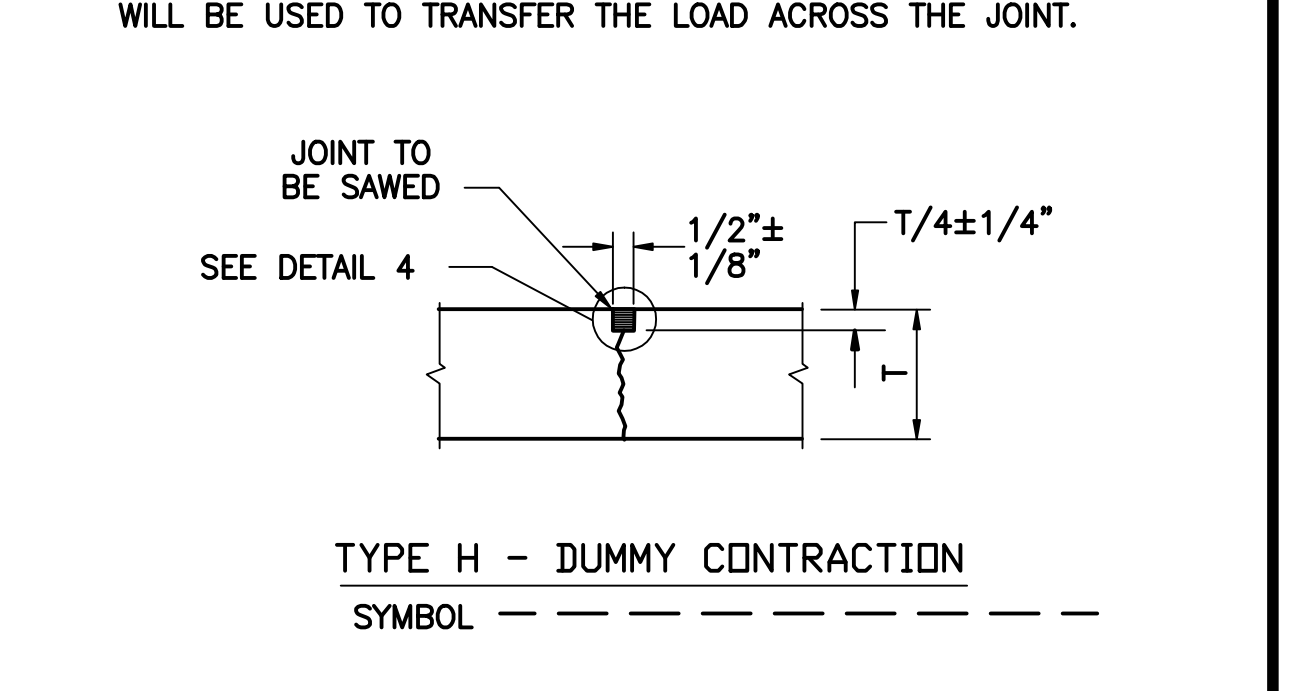
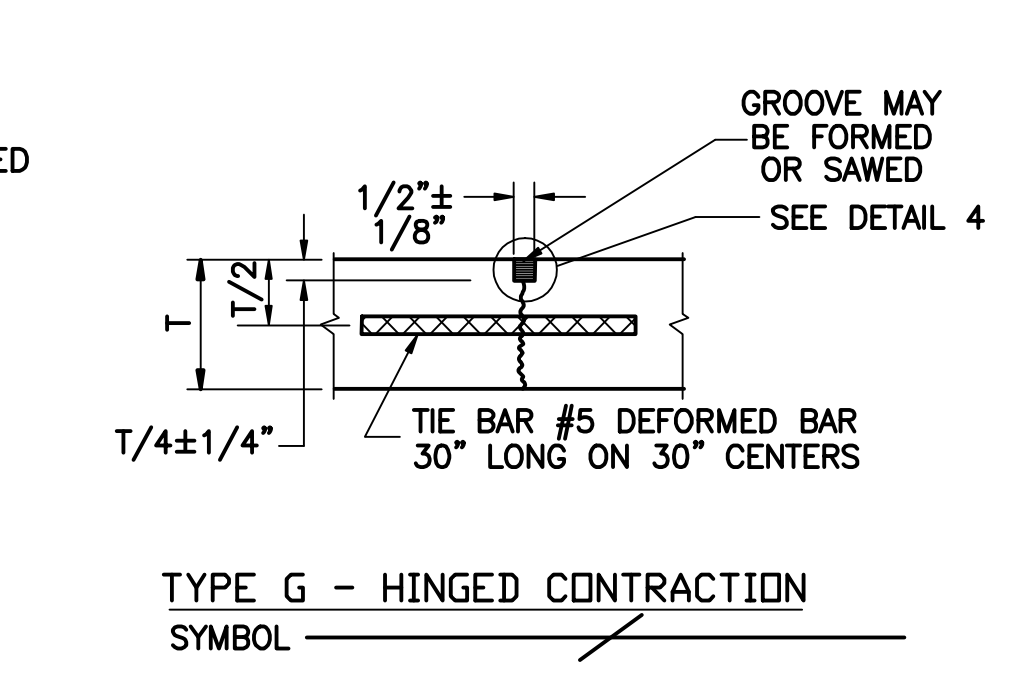
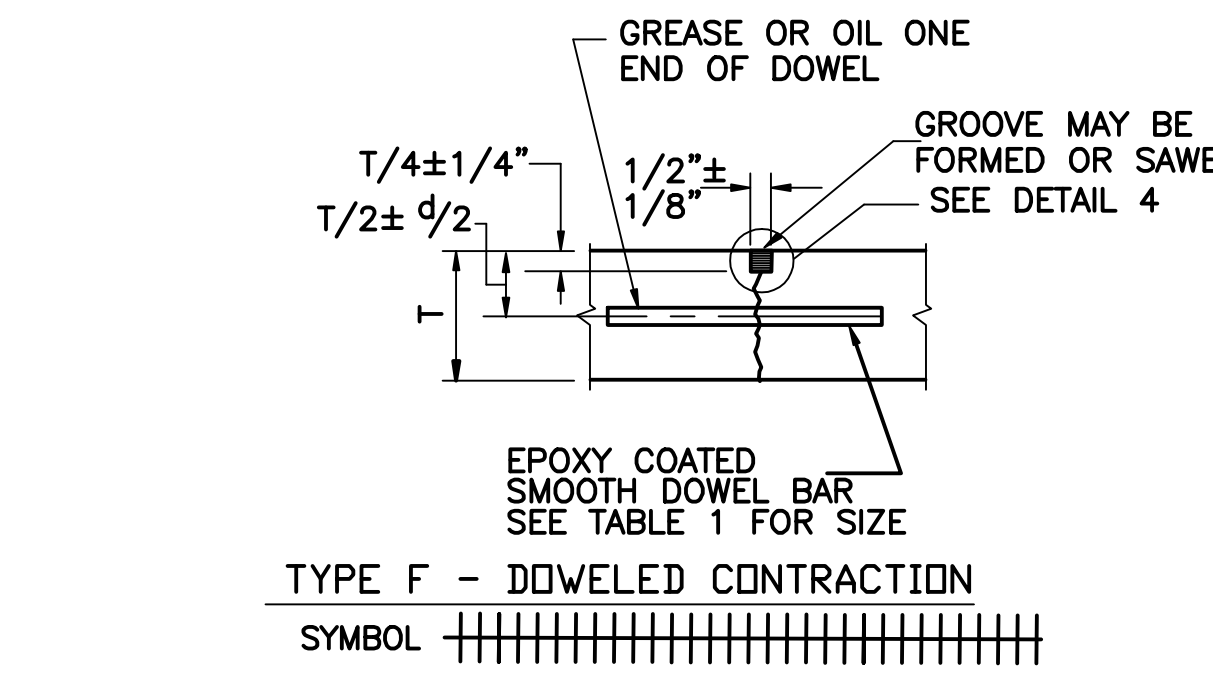
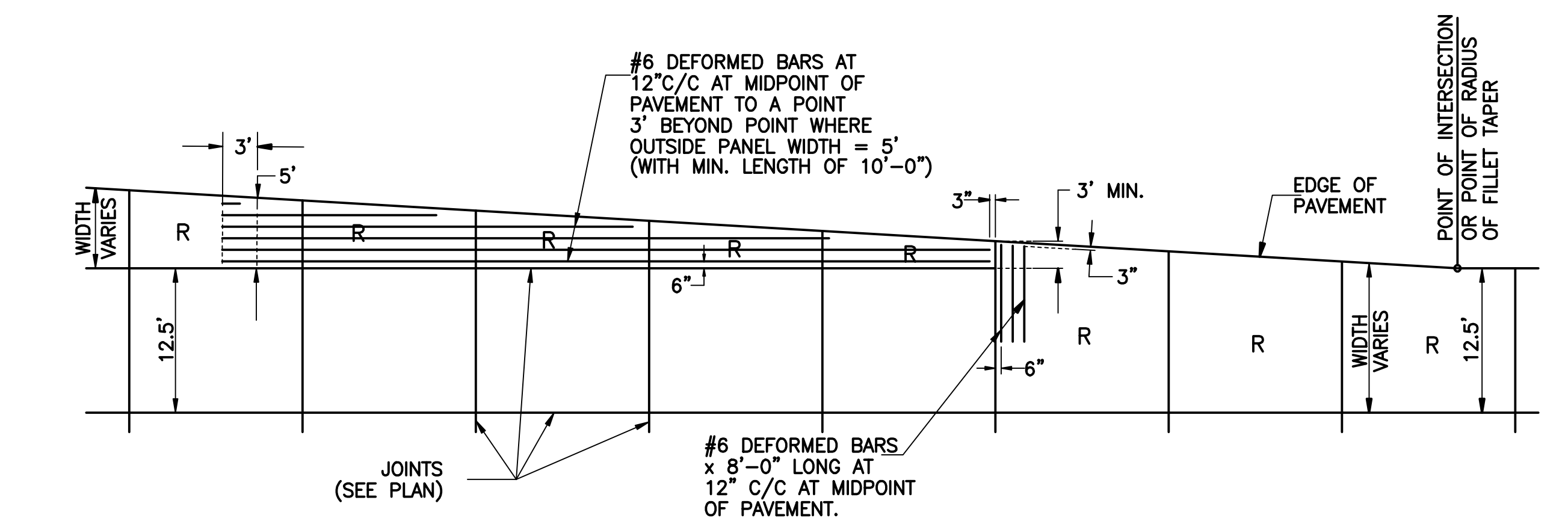
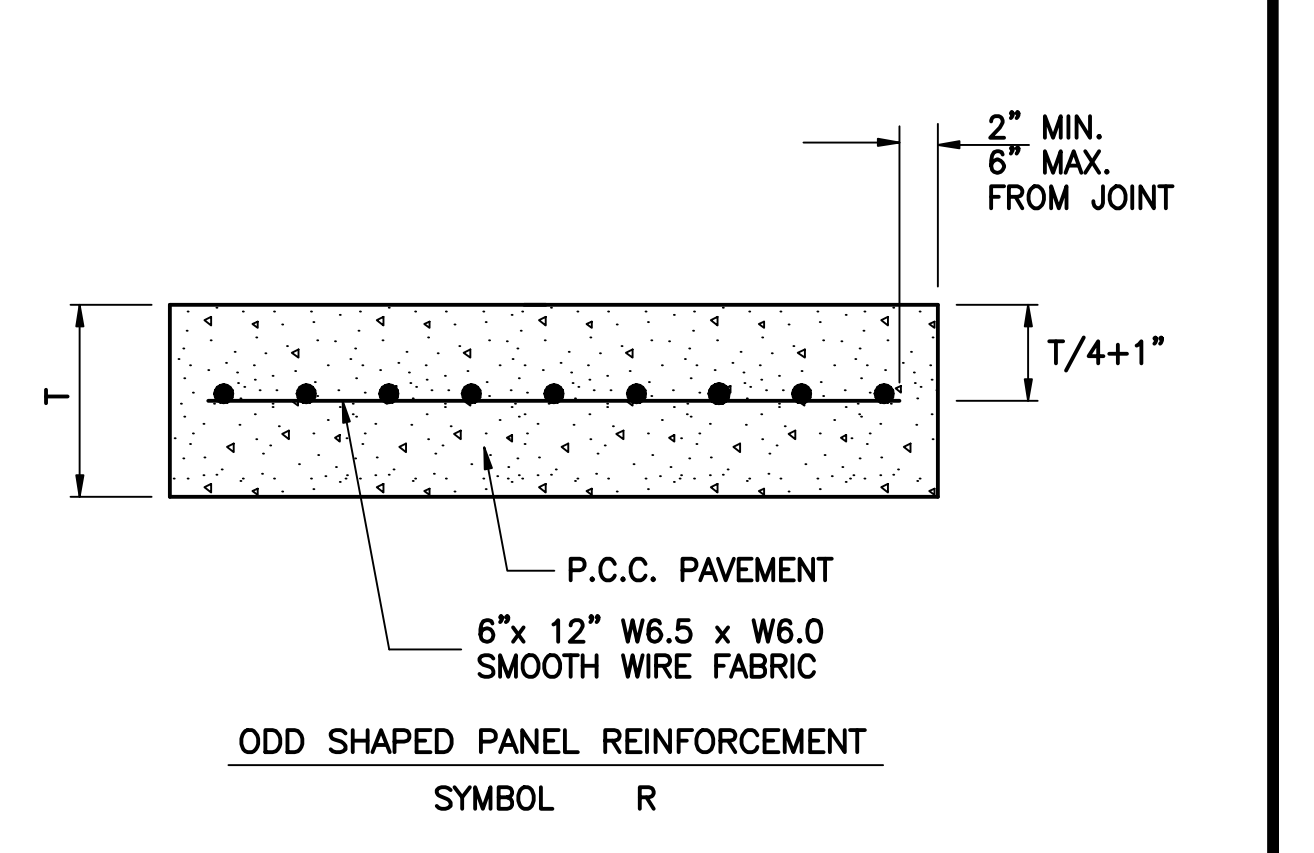


TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT D, INCHES D=(T/4)±1/4"	STEEL DOWELS		
		DIAMETER (INCHES)	LENGTH (INCHES)	SPACING (INCHES)
8	2.00	1.00	19	12
9	2.25	1.00	19	12
10	2.50	1.00	19	12
12	3.00	1.00	19	12
15	3.75	1.25	20	15
17	4.25	1.50	20	18



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LOCATION OF PROPOSED DRAINAGE SWALE			
NUMBER	NORTH	EAST	ELEVATION
1	1741483.20	2197617.22	574.30
2	1741413.06	2197694.94	574.94

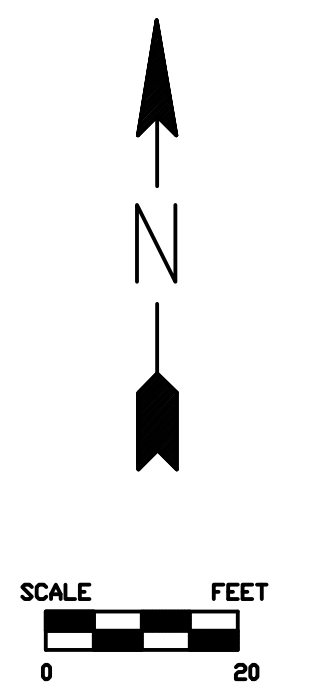
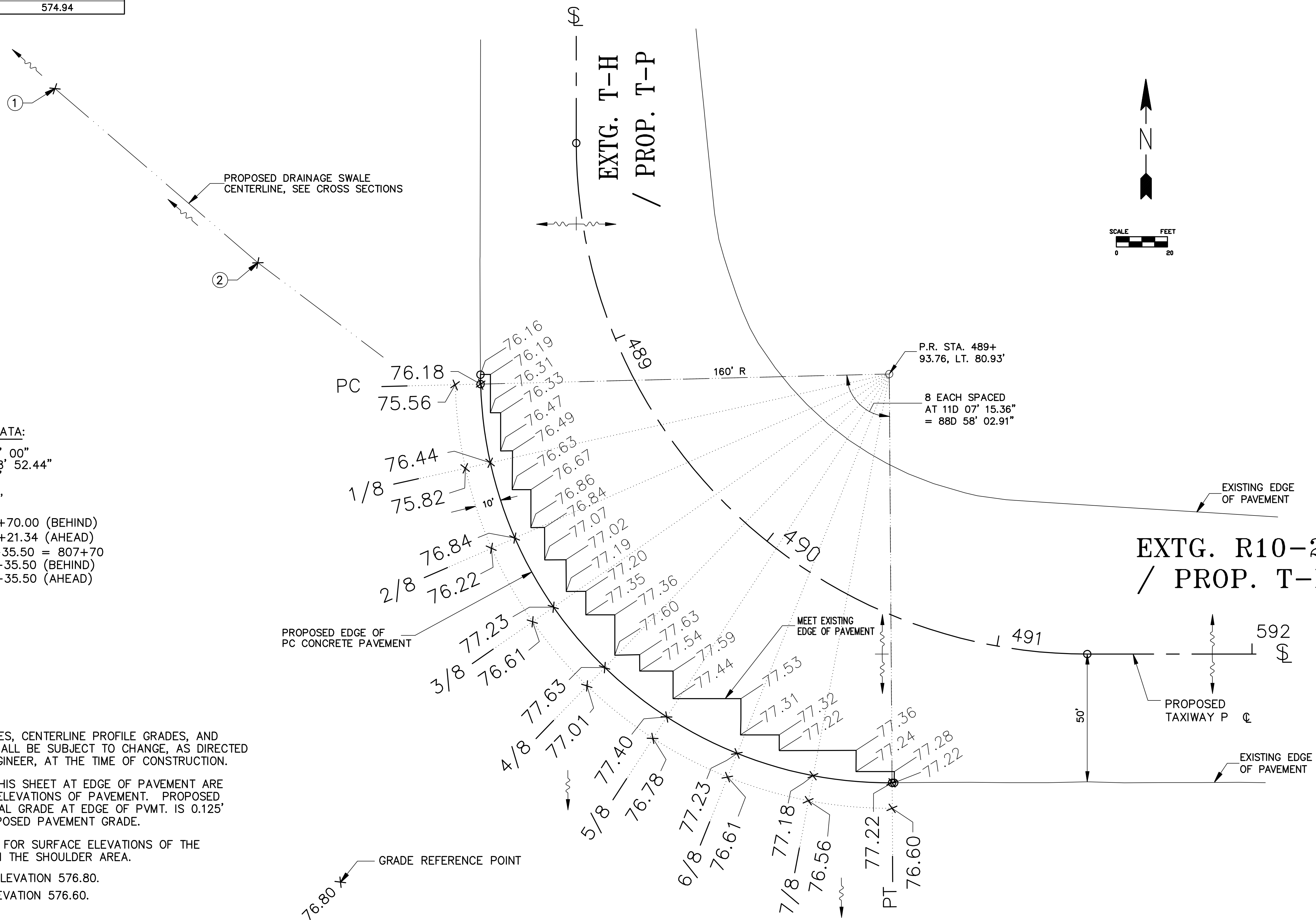
WEST END OF TAXIWAY P

⊘ CURVE DATA:

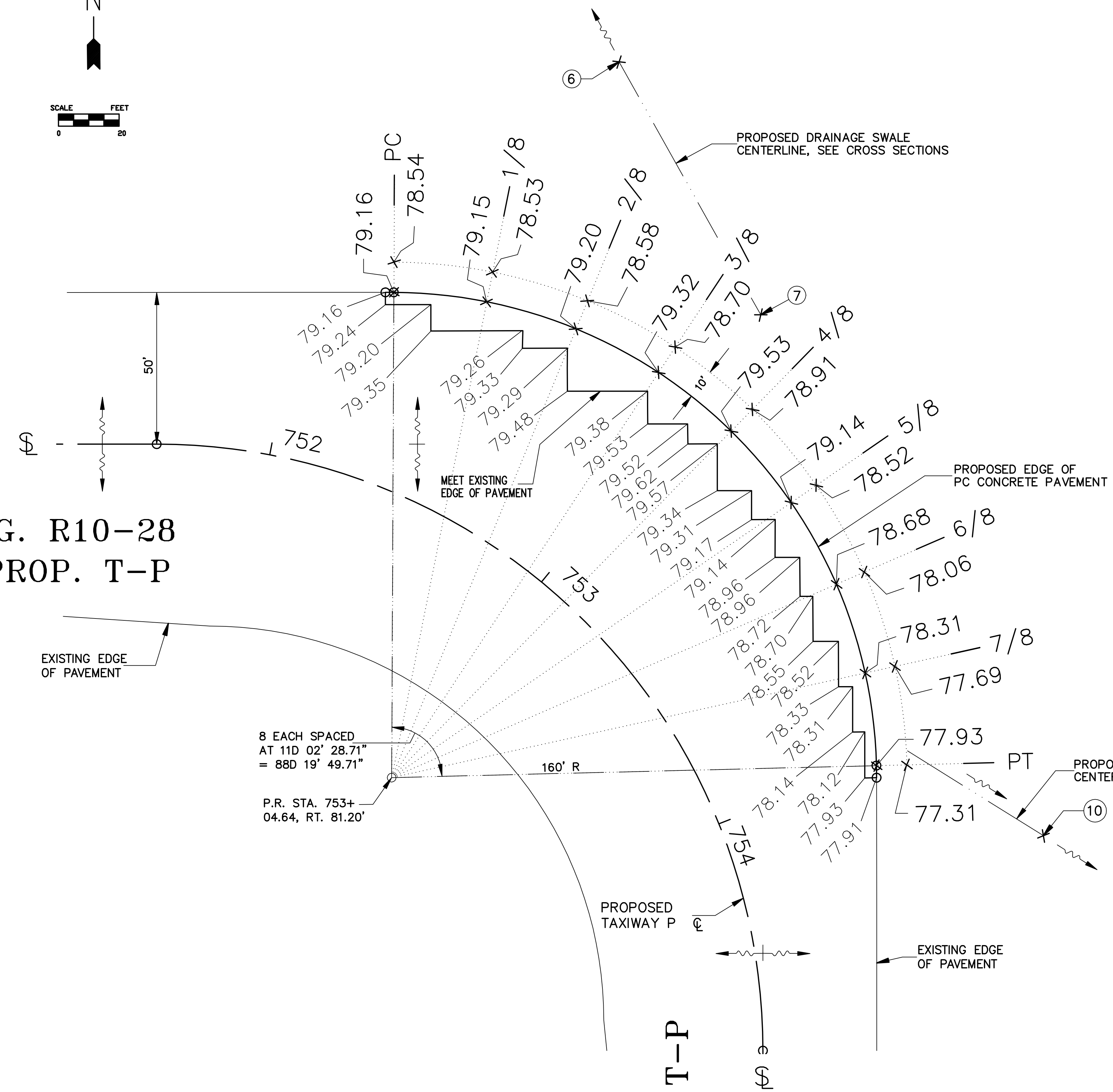
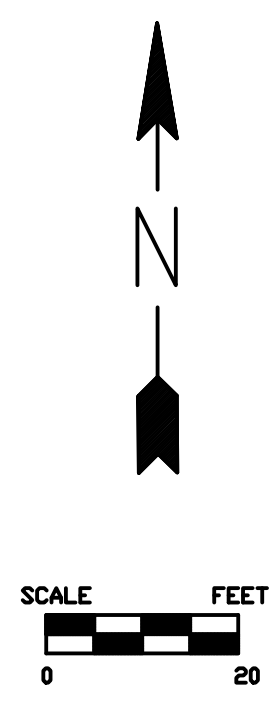
I = 90D 00' 00"
 D = 28D 38' 52.44"
 T = 200.00'
 L = 314.16'
 R = 200.00'
 E = 82.84'
 P.C. = 805+70.00 (BEHIND)
 = 488+21.34 (AHEAD)
 P.I. = 589+35.50 = 807+70
 P.T. = 491+35.50 (BEHIND)
 = 591+35.50 (AHEAD)

NOTES:

- CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
- GRADES SHOWN ON THIS SHEET AT EDGE OF PAVEMENT ARE PROPOSED SURFACE ELEVATIONS OF PAVEMENT. PROPOSED EARTH SHOULDER FINAL GRADE AT EDGE OF PAVMT. IS 0.125' BELOW EDGE OF PROPOSED PAVEMENT GRADE.
- SEE CROSS SECTIONS FOR SURFACE ELEVATIONS OF THE PROPOSED GROUND IN THE SHOULDER AREA.
- 76.80 = PROPOSED ELEVATION 576.80.
- 76.60 = EXISTING ELEVATION 576.60.



EAST END OF TAXIWAY P



EXTG. R10-28
 / PROP. T-P

NOTES:

- 1.) CROSS SECTION SLOPES, CENTERLINE PROFILE GRADES, AND ALL SPOT GRADES SHALL BE SUBJECT TO CHANGE, AS DIRECTED BY THE RESIDENT ENGINEER, AT THE TIME OF CONSTRUCTION.
- 2.) GRADES SHOWN ON THIS SHEET AT EDGE OF PAVEMENT ARE PROPOSED SURFACE ELEVATIONS OF PAVEMENT. PROPOSED EARTH SHOULDER FINAL GRADE AT EDGE OF PVMT. IS 0.125' BELOW EDGE OF PROPOSED PAVEMENT GRADE.
- 3.) SEE CROSS SECTIONS FOR SURFACE ELEVATIONS OF THE PROPOSED GROUND IN THE SHOULDER AREA.
- 4.) 76.80 = PROPOSED ELEVATION 576.80.
- 5.) 76.60 = EXISTING ELEVATION 576.60.

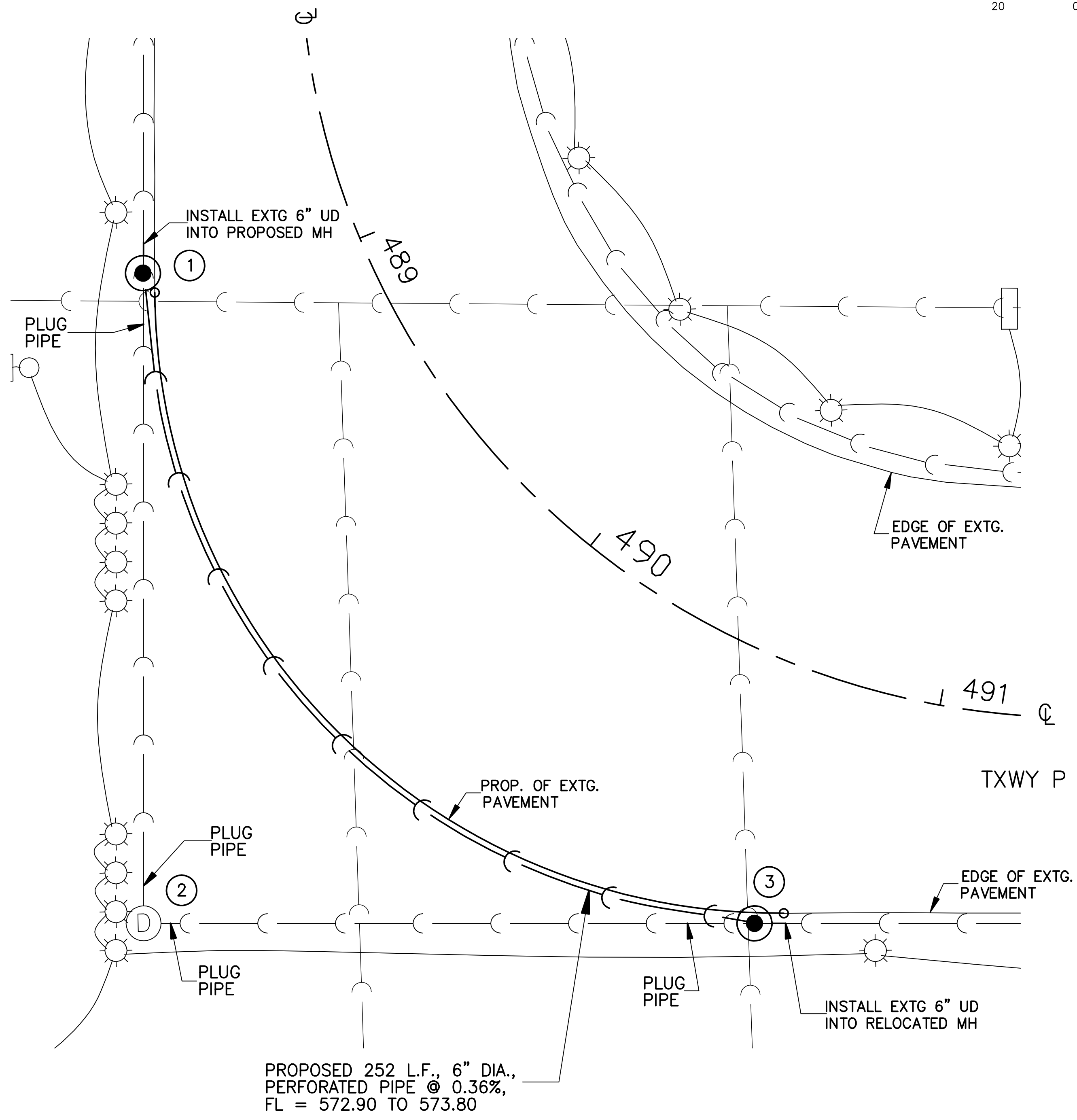
GRADE REFERENCE POINT
 76.80

⊙ CURVE DATA:
 I = 90D 00' 00"
 D = 28D 38' 52.44"
 T = 200.00'
 L = 314.16'
 R = 200.00'
 E = 82.84'
 P.C. = 651+62.50 (BEHIND)
 = 751+62.50 (AHEAD)
 P.I. = 653+62.50 = 900+00
 P.T. = 754+76.66 (BEHIND)
 = 902+00.0 (AHEAD)

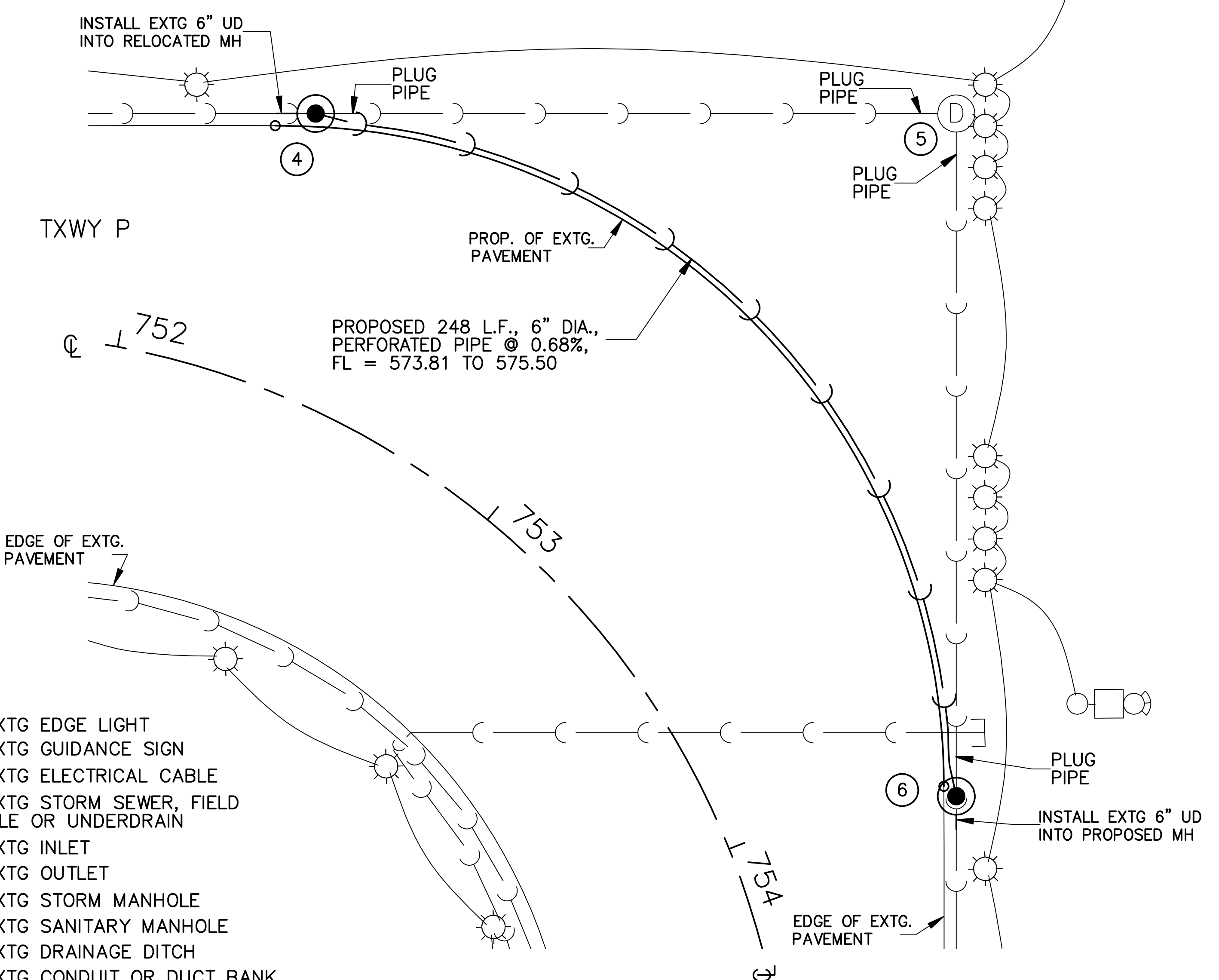
LOCATION OF PROPOSED DRAINAGE SWALE			
NUMBER	NORTH	EAST	ELEVATION
6	1741225.29	2204196.45	577.86
7	1741140.74	2204241.11	578.20
10	1740966.72	2204330.10	577.00

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TAXIWAY P, WEST END



TAXIWAY P, EAST END



LEGEND:

- EXTG EDGE LIGHT
- EXTG GUIDANCE SIGN
- EXTG ELECTRICAL CABLE
- EXTG STORM SEWER, FIELD TILE OR UNDERDRAIN
- EXTG INLET
- EXTG OUTLET
- EXTG STORM MANHOLE
- EXTG SANITARY MANHOLE
- EXTG DRAINAGE DITCH
- EXTG CONDUIT OR DUCT BANK
- PROPOSED MANHOLE
- PROPOSED INLET
- PROPOSED FLARED END SECTION
- PROPOSED STORM SEWER, SANITARY SEWER OR UNDERDRAIN
- PROPOSED / EXISTING STRUCTURE NUMBER

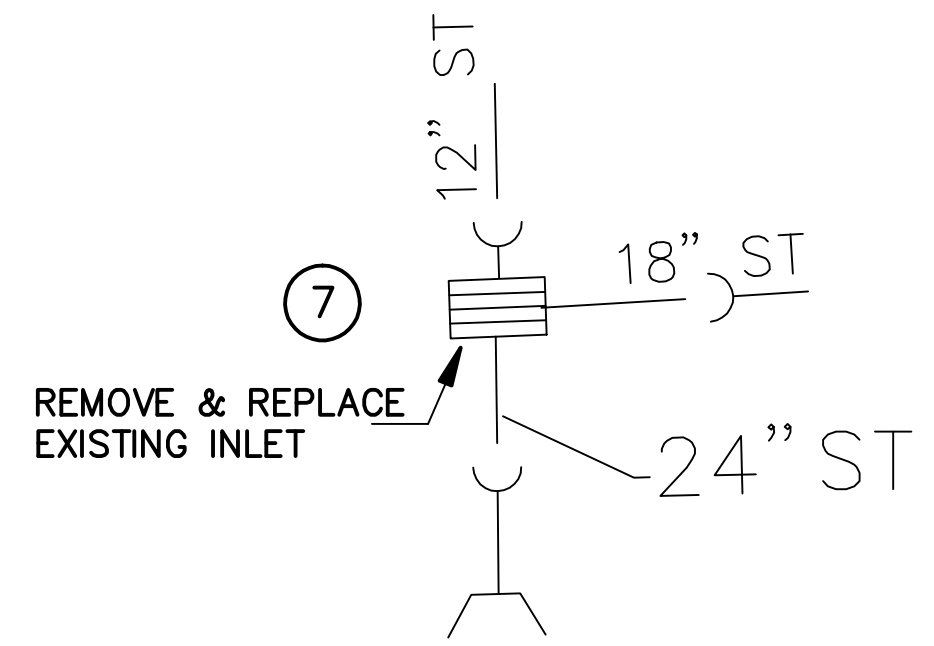
GENERAL DRAINAGE NOTES:

1. SEE PLAN & PROFILE SHEETS FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL HAND DIG AROUND ALL EXISTING UNDERGROUND UTILITIES. CONTRACTOR SHALL BE RESPONSIBLE FOR COST OF REPAIRING ALL DAMAGED UTILITIES.
2. OUTLET PROPOSED UNDER DRAIN INTO EXISTING / PROPOSED STM. SEW. PER DETAIL.
3. CONTRACTOR TO EXCAVATE AND EXPOSE EXISTING STORM PIPES, ELEC. CABLES, AND ELEC. DUCT BANKS AT PROPOSED MANHOLE, INLET, AND PIPE CROSSING LOCATIONS TO FIELD VERIFY VERTICAL LOCATIONS OF EXISTING UTILITIES. ENGINEER MAY ADJUST SLOPES AND TIE-INS AT THE TIME OF CONSTRUCTION AS REQUIRED.
4. THE LOCATIONS OF THE EXISTING UNDERDRAINS SHOWN ON THESE DRAWINGS WERE TAKEN FROM AIRPORT RECORDS AND ARE APPROXIMATE. PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL EXCAVATE, EXPOSE, AND FIELD VERIFY THE HORIZONTAL LOCATION, VERTICAL LOCATION, AND SIZE OF THE EXISTING UNDERDRAINS. ELEVATIONS, SLOPES, AND PIPE SIZES SHALL BE ADJUSTED BY THE RESIDENT ENGINEER IN THE FIELD AT THE TIME OF CONSTRUCTION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT RATES.
5. PLUG EXISTING PIPES TO BE ABANDONED IN PLACE. THE PLUGGING OF EXISTING PIPES TO BE ABANDONED IN PLACE SHALL BE ACCOMPLISHED WITH BRICKS AND GROUT (3,500 LBS. @ 28 DAY MIX) TO THE SATISFACTION OF THE RESIDENT ENGINEER. COST FOR PLUGGING EXISTING PIPES SHALL BE INCLUDED IN THE CONTRACT 701 UNIT PRICES. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.

STRUCTURE SCHEDULE

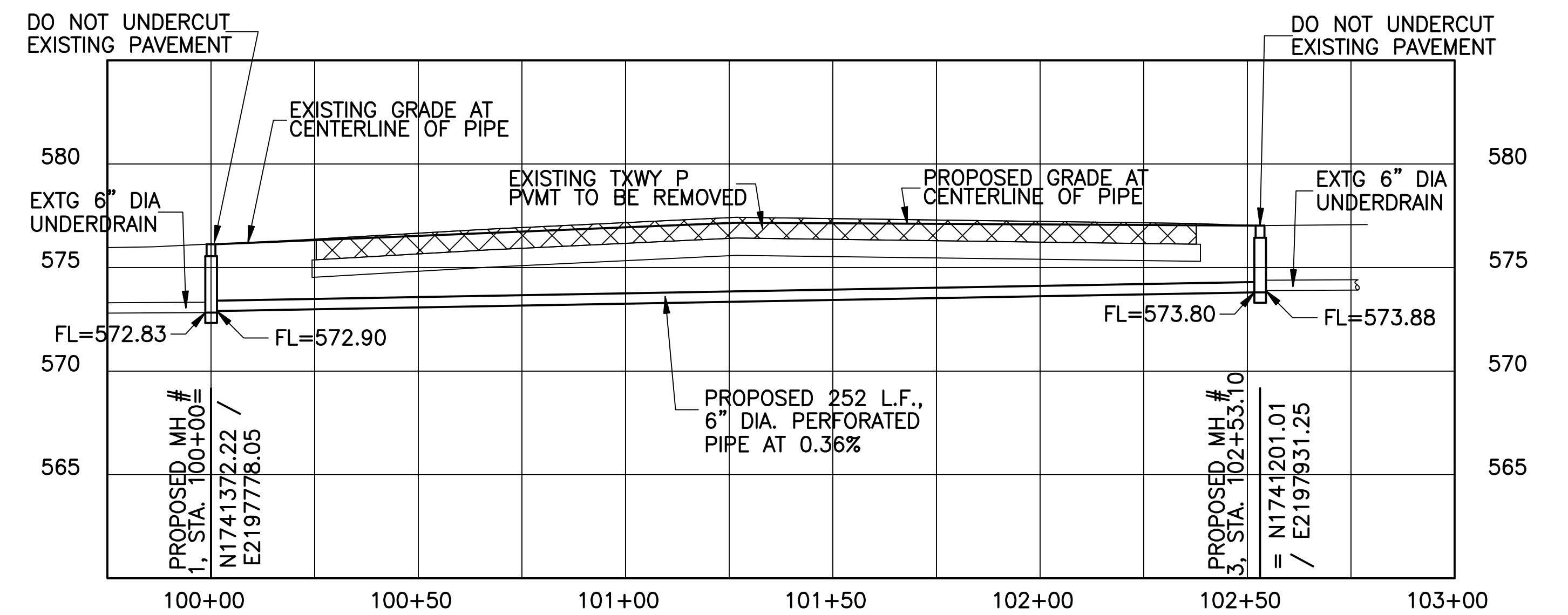
NUMBER	LOCATION	TYPE	E ELEV.	LID OR GRATE ELEV.	REMARK
1*	N1741372.22 E2197778.05	MANHOLE, SPL., 2' DIA.	S PROP = $\mp 572.90'$ N MEET EXTG = $\mp 572.83'$	MEET EXTG., 576.13'+-	AR751570
2	N1741204.42 E2197774.76	EXISTING MANHOLE TO BE RELOCATED, 2' DIA.	573.45'	576.60'	AR751963, RELOCATE TO LOCATION ③
3*	N1741201.01 E2197931.25	PROPOSED LOCATION FOR RELOCATED MH, 2' DIA.	W PROP = $\mp 573.80'$ E MEET EXTG = $\mp 573.88'$	MEET EXTG., 577.02'+-	PROPOSED LOCATION FOR RELOCATED MH
4*	N1741153.89 E2204127.42	PROPOSED LOCATION FOR RELOCATED MH, 2' DIA.	E PROP = $\mp 575.50'$ W MEET EXTG = $\mp 575.57'$	MEET EXTG., 579.16'+-	PROPOSED LOCATION FOR RELOCATED MH
5	N1741149.86 E2204280.74	EXISTING MANHOLE TO BE RELOCATED, 2' DIA.	575.18'	578.56'	AR751963, RELOCATE TO LOCATION ④
6*	N1740984.72 E2204278.50	MANHOLE, SPL., 2' DIA.	N PROP = $\mp 573.81'$ S MEET EXTG = $\mp 573.74'$	MEET EXTG., 577.85'+-	AR751570
7	N1740407.13 E2204959.55	EXISTING INLET TO BE REPLACED	568.86'	571.82'	AR751900, REMOVE INLET & AR751415 INLET SPL.

* = CONFIRM ELEVATIONS IN FIELD AT THE TIME OF CONSTRUCTION PRIOR TO ORDERING MATERIALS.

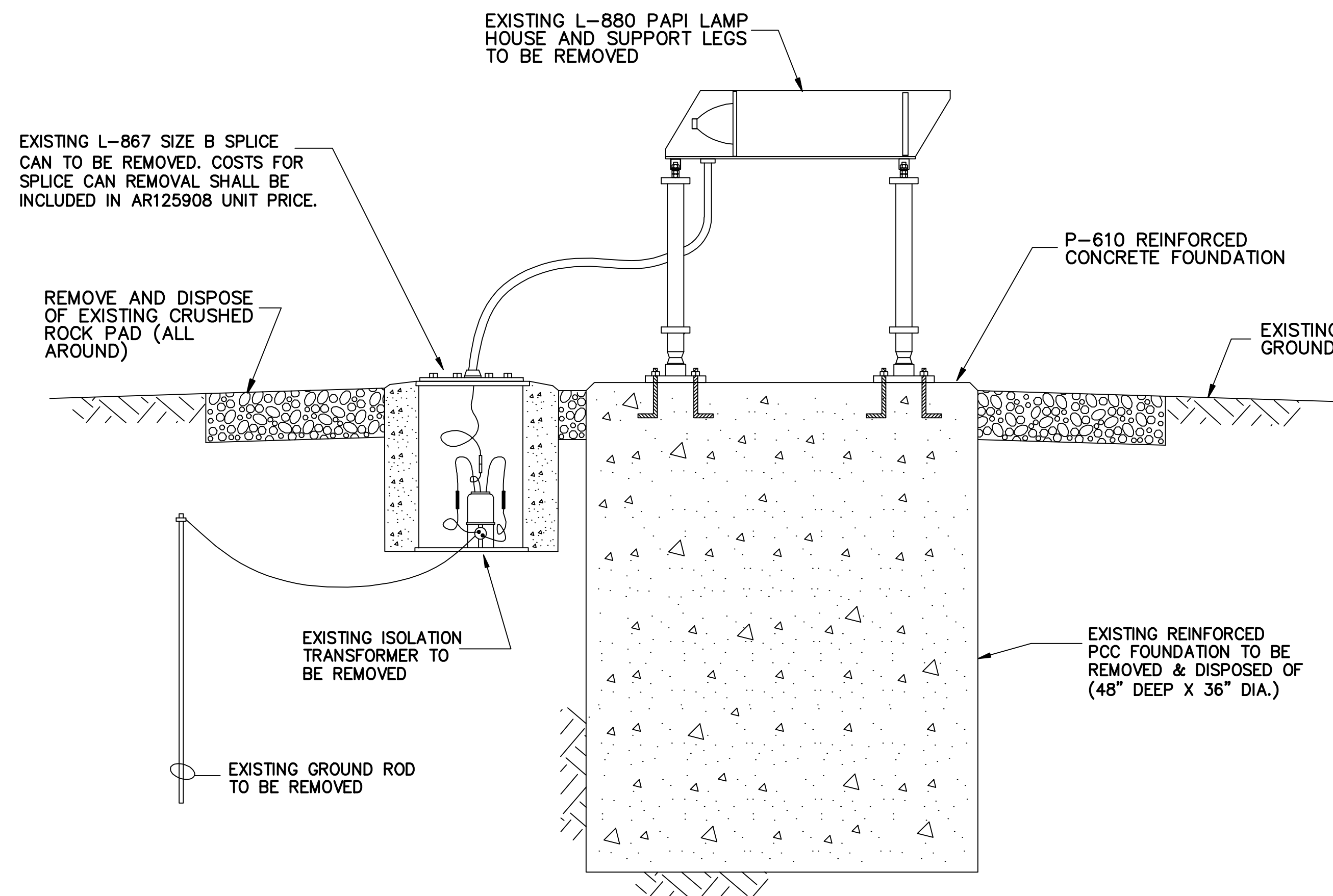
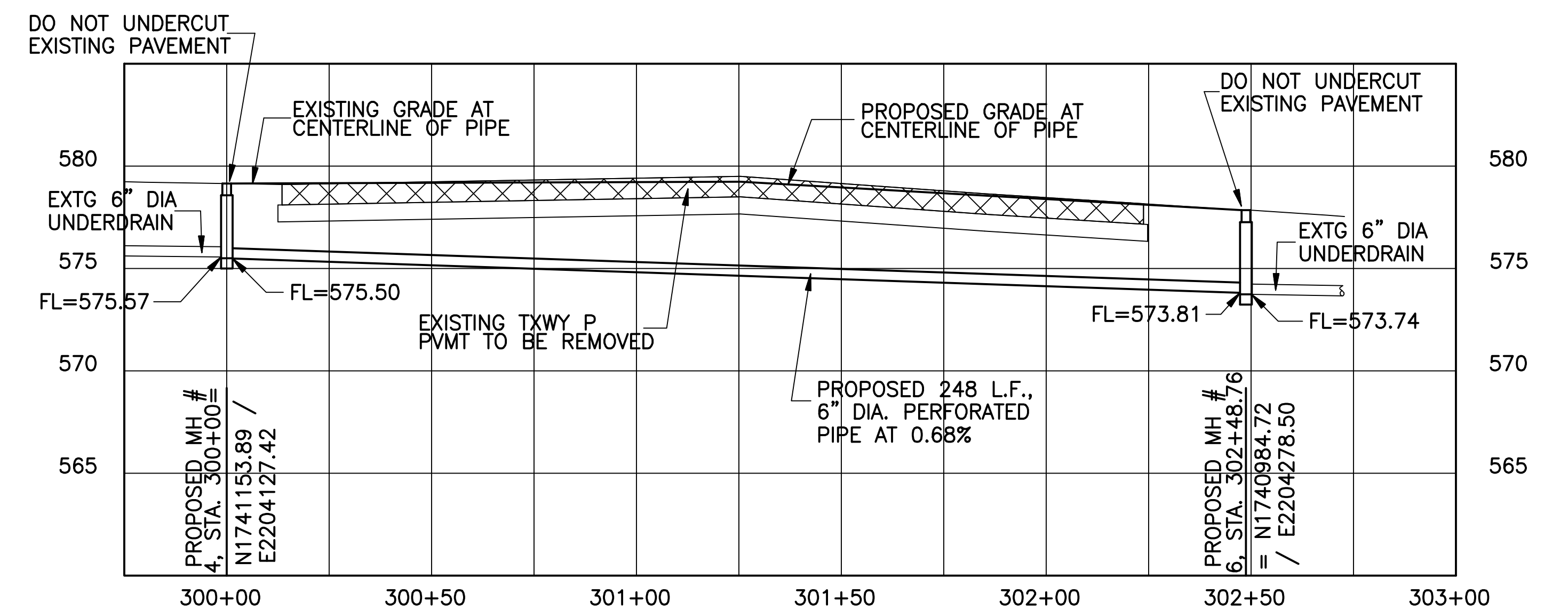


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TAXIWAY P: RIGHT, STA. 489+00 TO STA. 491+00
 UNDERDRAIN CENTERLINE PROFILE



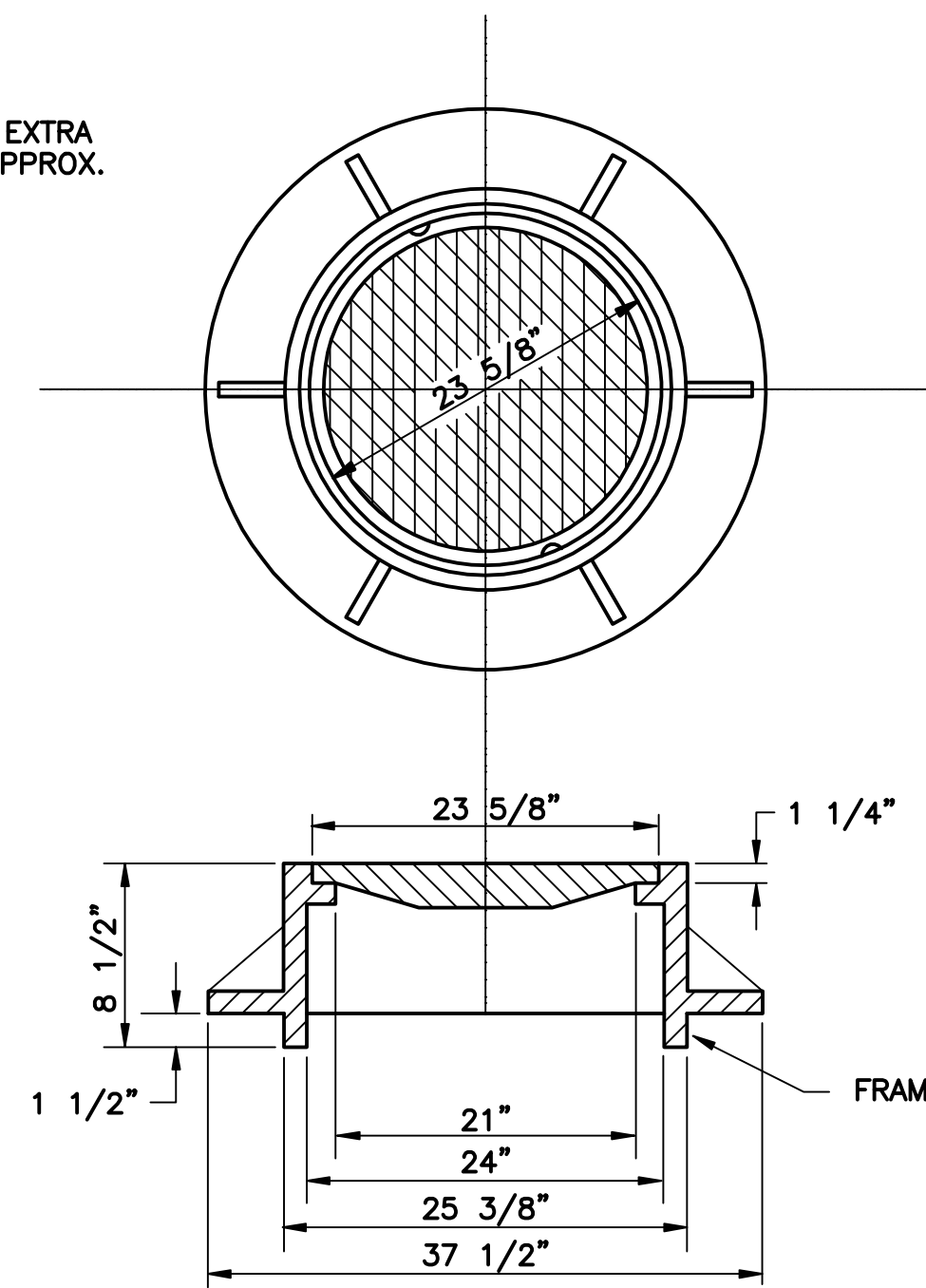
TAXIWAY P: LEFT, STA. 752+00 TO STA. 754+00
 UNDERDRAIN CENTERLINE PROFILE



- NOTES :
1. BACKFILL VOIDS CREATED BY REMOVALS WITH COMPACTED SAND.
 2. REMOVED ELECTRICAL EQUIPMENT SHALL BE TURNED OVER TO MAA.
 3. THE CONTRACTOR SHALL DISPOSE OF REMOVED PCC FOUNDATIONS OFF OF AIRPORT PROPERTY.

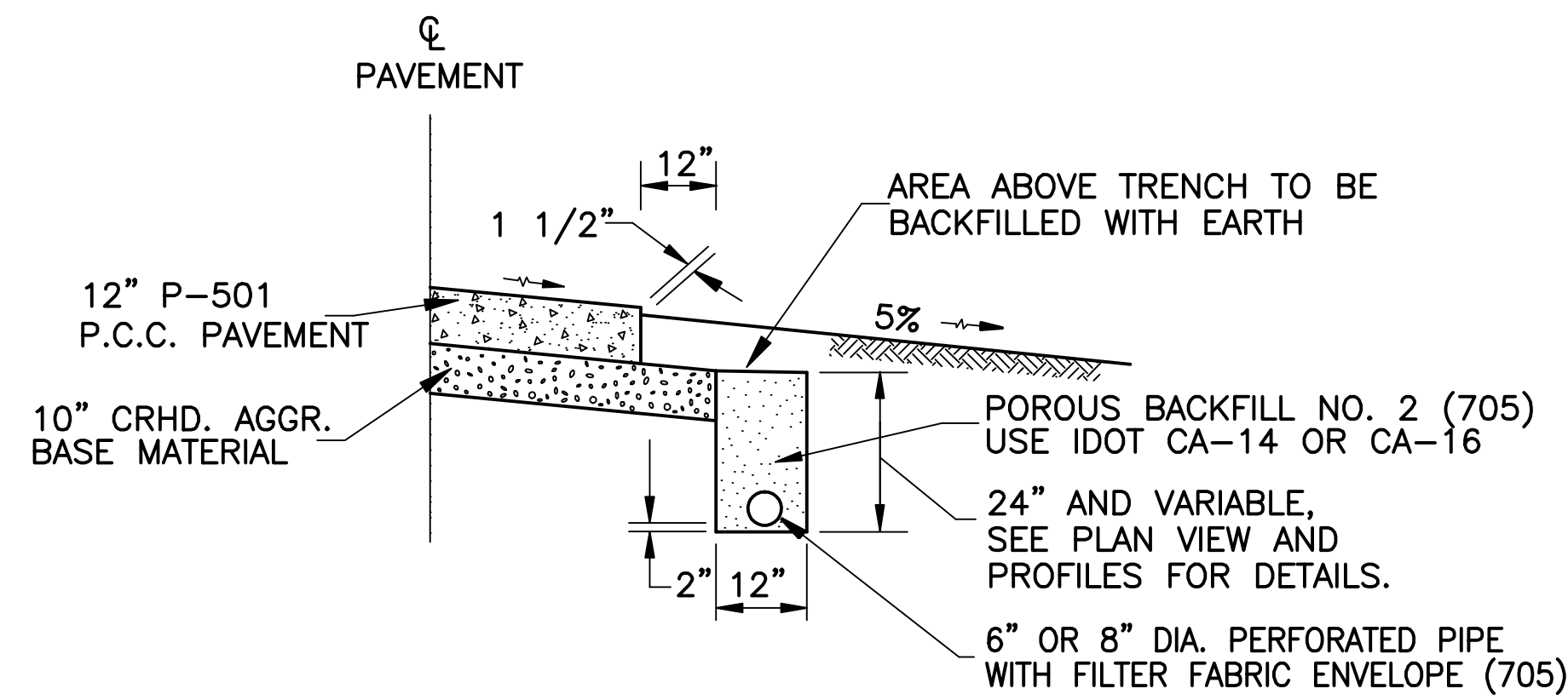
EXISTING L-880 (4 BOX) PAPI SYSTEM
 TYPICAL, 1 BOX
 (TO BE REMOVED, AR125908)
 (NOT TO SCALE)

NEENAH R-3493-A OR EQUAL EXTRA HEAVY DUTY FRAME AND LID. APPROX. WEIGHT 440 POUNDS.



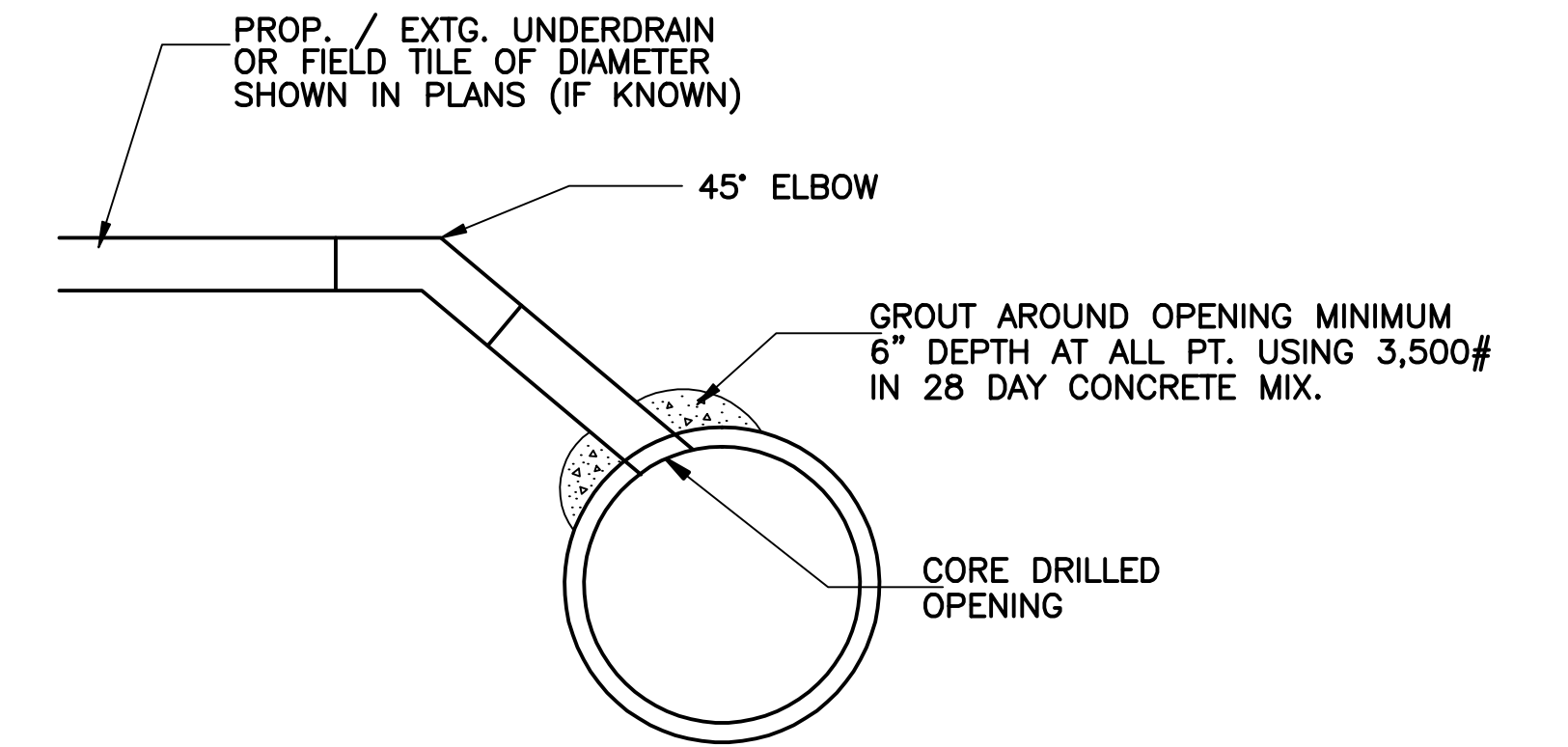
- NOTES:
1. USE FOR ALL MANHOLES (UNLESS NOTED OTHERWISE ON THE PLAN SHEETS).
 2. REMOVE BOLTS THAT HOLD THE GRATE TO THE FRAME AND DO NOT REINSTALL.

MANHOLE FRAME AND LID



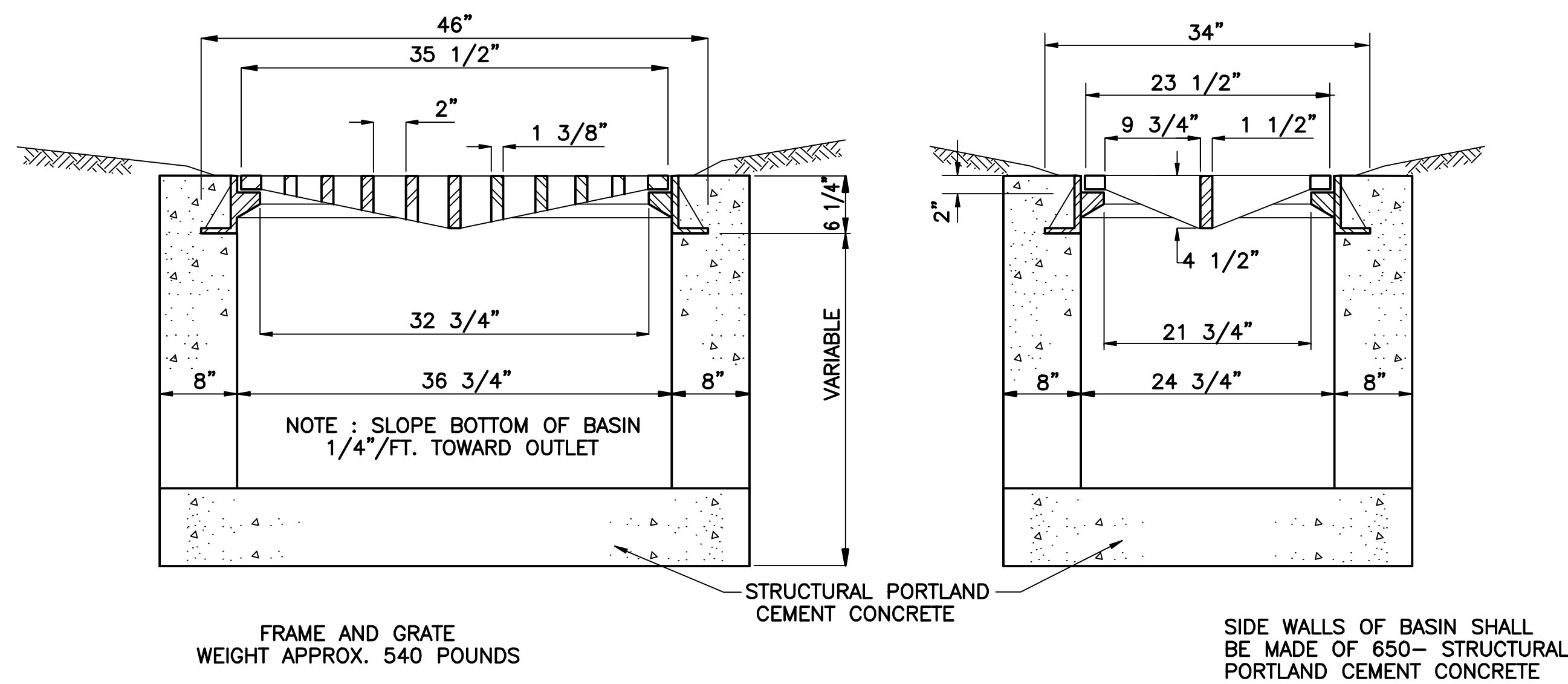
- NOTES :
- 1) PIPE UNDERDRAIN MATERIAL SHALL MEET THE MATERIAL REQUIREMENTS OF ITEM 705 AND THE SPECIAL PROVISIONS.
 - 2) PIPE UNDERDRAIN TO BE INSTALLED BEFORE PLACEMENT OF PAVEMENT & CRUSHED AGGR.
 - 3) COST OF POROUS BACKFILL NO. 2 (CA-14 OR CA-16), FABRIC ENVELOPE, BENDS AND FITTINGS TO BE INCLUDED IN THE UNIT PRICE FOR UNDERDRAINS.
 - 4) NO ADDITIONAL COMPENSATION SHALL BE MADE FOR CHANGES IN ELEVATIONS MADE BY THE RESIDENT ENGINEER.
 - 5) PIPE UNDERDRAIN TO BE INSTALLED ON BOTH SIDES OF PAVEMENT.

PERFORATED PIPE UNDERDRAIN DETAIL



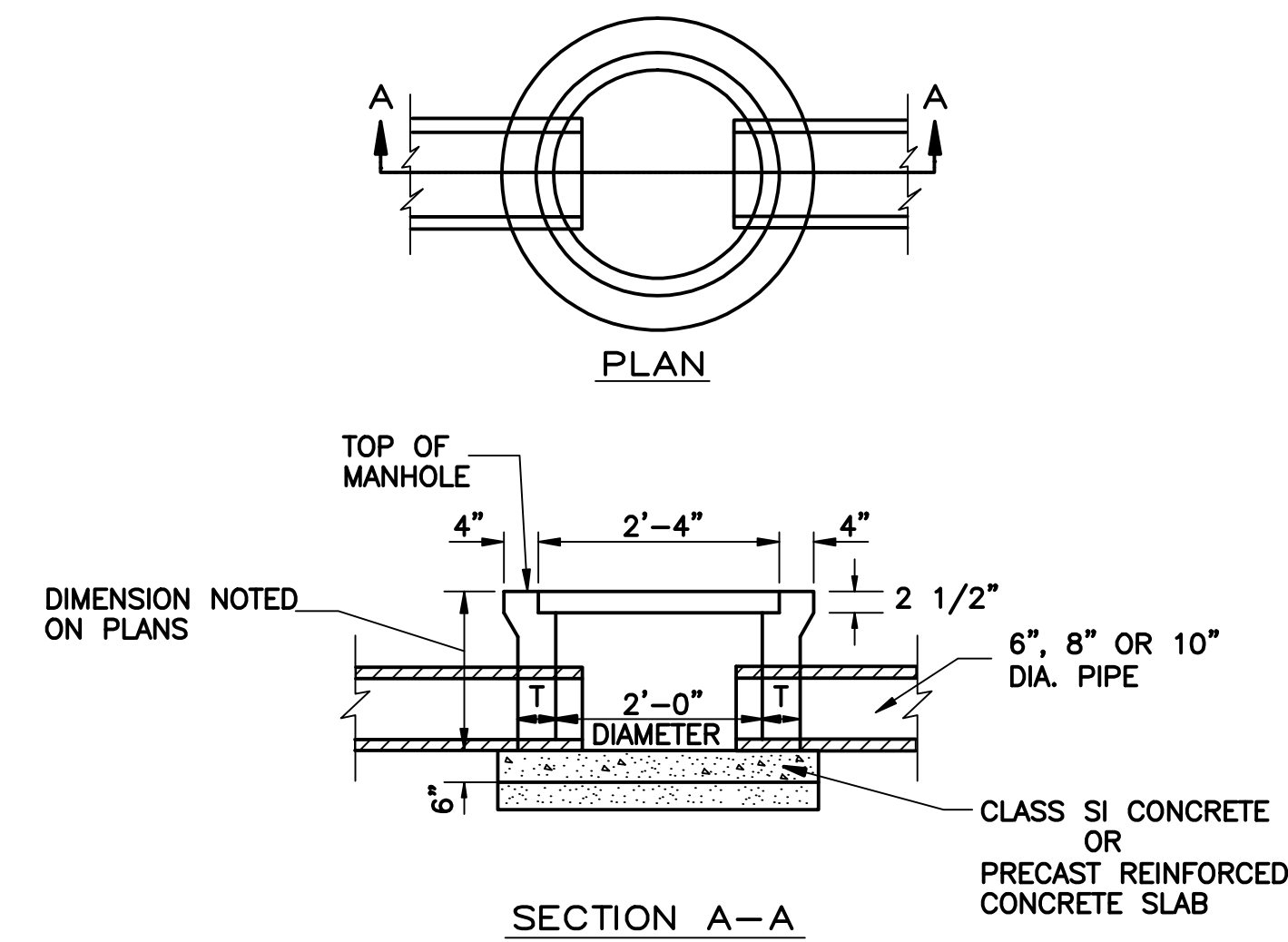
DETAIL OF PIPE UNDERDRAIN / FIELD TILE OUTLET INTO STORM SEWER OR PIPE CULVERT

- NOTES :
- COST OF NEW PIPE, ELBOW AND GROUTING TO BE INCLUDED IN CONTRACT UNIT PRICES. ANY DAMAGE TO EXISTING STORM SEWER, TILE, OR PIPE CULVERT SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.



INLET SPECIAL, ITEM AR751415

- NOTES :
1. INLET SHALL INCLUDE FRAME WITH SINGLE GRATE OF TYPE SIMILAR AND EQUAL TO NO. R 3475 AS SHOWN BY CATALOG "R" ELEVENTH EDITION OF NEENAH FOUNDRY CO.
 2. REMOVE BOLTS THAT HOLD THE GRATE TO THE FRAME AND DO NOT REINSTALL.

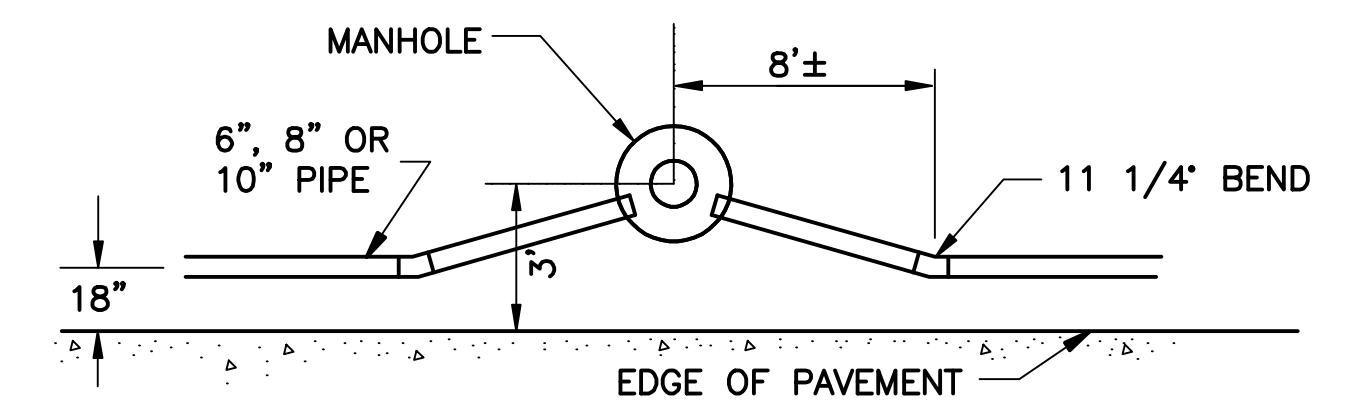


DETAIL OF MANHOLE SPECIAL ITEM AR751570

ALTERNATE MATERIALS FOR WALLS	T
PRECAST REINFORCED CONCRETE RINGS	5"
CAST IN PLACE CONCRETE	6"

- NOTES :
- 1) PRECAST REINFORCED CONCRETE RINGS AND MANHOLE FRAMES SHALL BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.
 - 2) MORTAR MIX SHALL CONSIST OF 1 PART PORTLAND CEMENT AND 3 PARTS SAND.
 - 3) ALL CONCRETE SHALL HAVE A MIN. STRENGTH AT 28 DAYS OF 3500 P.S.I.
 - 4) THE CONTRACT UNIT PRICE FOR MANHOLE SPECIAL SHALL INCLUDE FURNISHING AND INSTALLING THE FRAME AND LID, THE SAND CUSHION, AND COMPACTING THE BACKFILL MATERIAL. SEE PLAN SHEETS FOR FRAME AND LID TYPE.

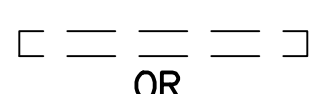
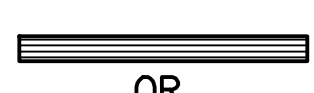
MODIFIED IDOT STANDARD 602301



COST OF FITTINGS TO BE INCLUDED IN THE UNIT PRICE FOR UNDERDRAINS.

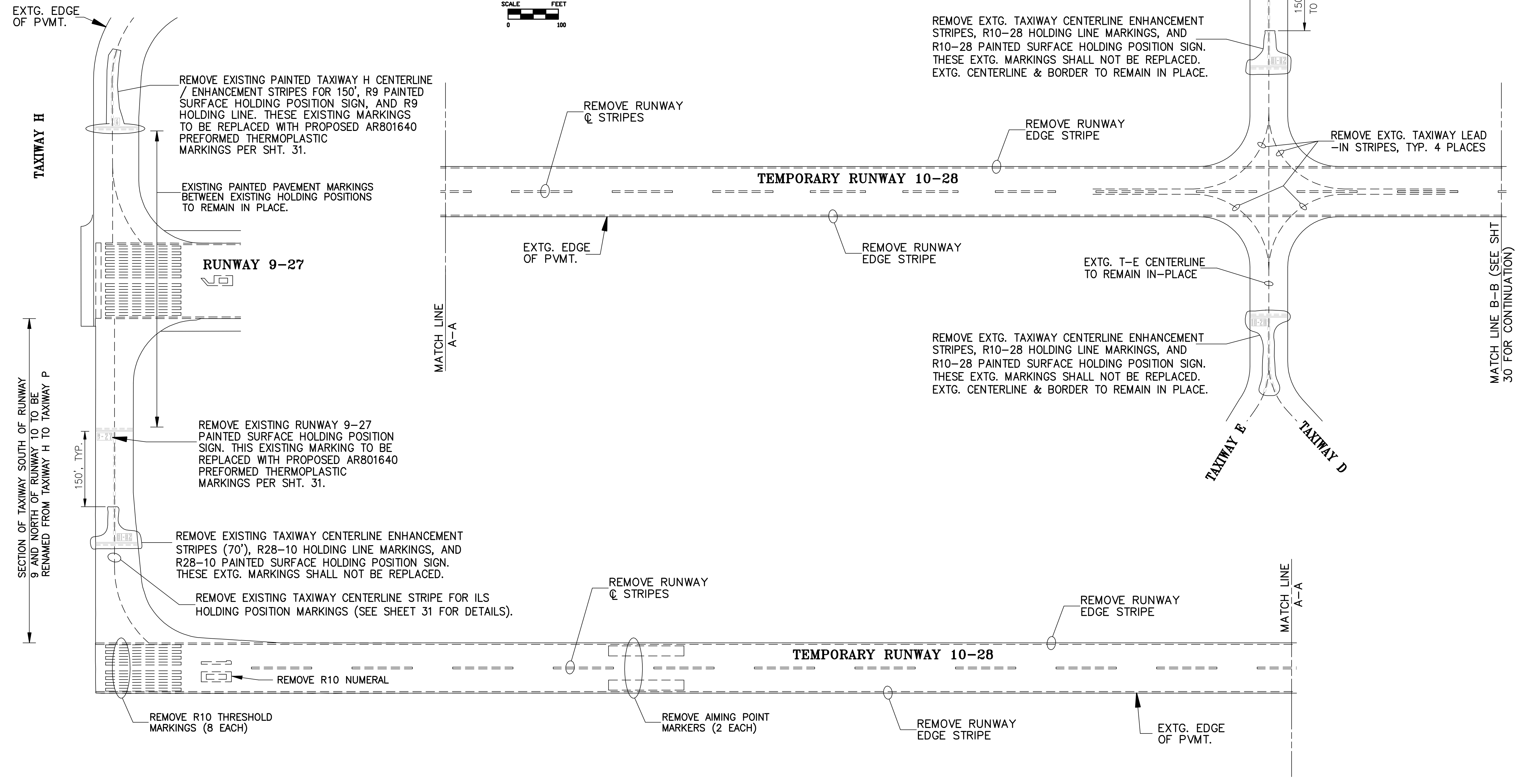
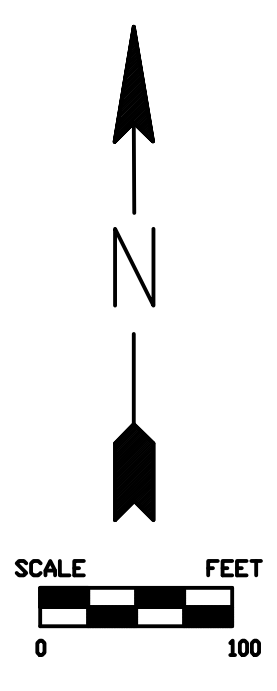
PLAN VIEW OF MANHOLE SPECIAL ADJACENT TO EDGE OF PVMT.

LEGEND:

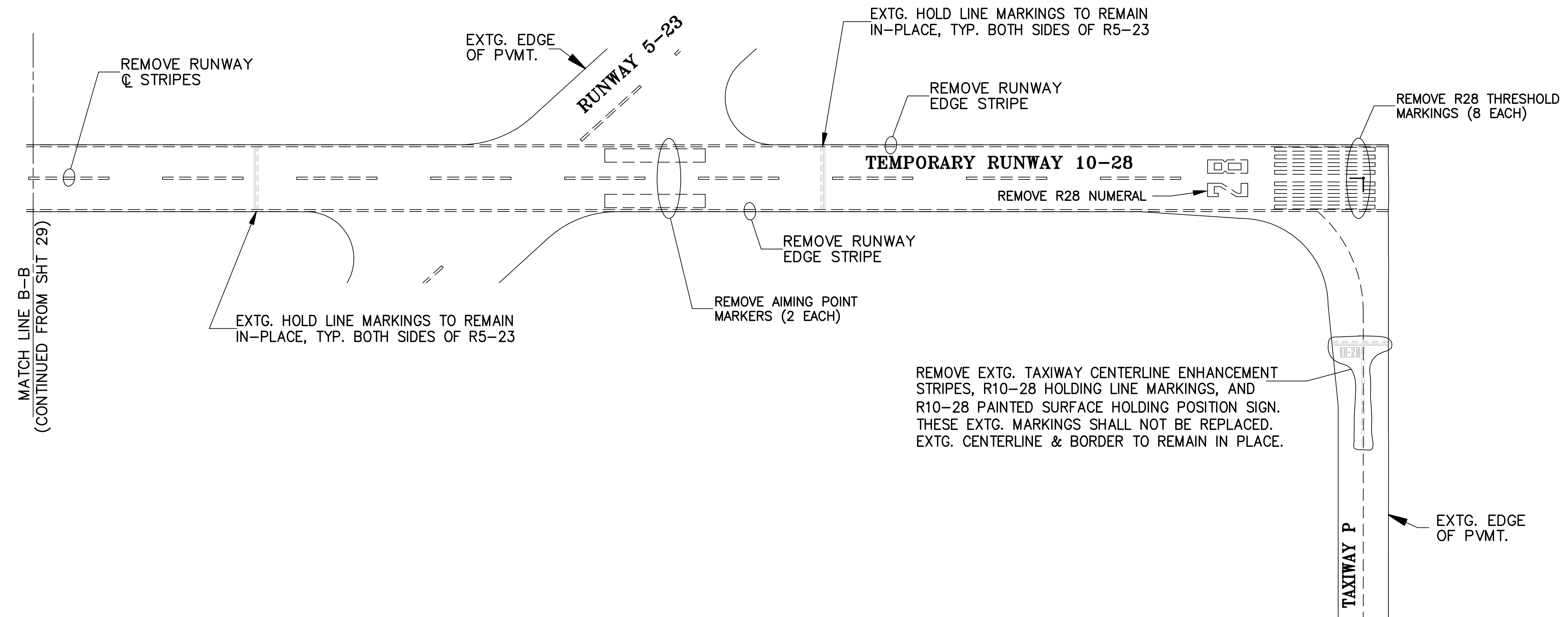
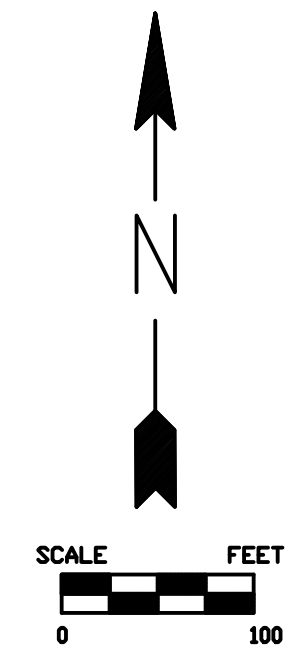
-  EXISTING PAVEMENT MARKINGS
- OR
-  PROPOSED PAVEMENT MARKINGS

NOTES:

1. SEE SHEET 30 FOR PAVEMENT MARKING REMOVAL GENERAL NOTES.
2. SEE SHEETS 31 & 32 FOR PROPOSED NEW TAXIWAY P PAVEMENT MARKINGS.



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GENERAL NOTES - PAVEMENT MARKING REMOVAL:

1. ITEM AR620900 - PAVEMENT MARKING REMOVAL SHALL INCLUDE THE REMOVAL OF PAINTED PAVEMENT MARKINGS AND EXISTING TIRE RUBBER FROM AIRCRAFTS AS SHOWN ON THE PLAN SHEETS. THE AREA OF EXISTING TIRE RUBBER FROM AIRCRAFTS SHOWN ON THE PLAN SHEETS IS AN ESTIMATED AREA BASED ON THE EXISTING RUBBER FOUND ON RUNWAY 9-27 AND IS MOST LIKELY LARGER THAN NEEDED. MEASUREMENT FOR PAYMENT AND PAYMENT SHALL BE MADE FOR ONLY THE ACTUAL TIRE RUBBER AREA EXISTING ON RUNWAY 10-28 THAT THE RESIDENT ENGINEER SELECTS TO BE REMOVED. THE MAA RESERVES AND SHALL HAVE THE RIGHT TO DELETE ALL OR PART OF THE AR620900 - PAVEMENT MARKING REMOVAL PAY ITEMS AND / OR CONTRACT QUANTITIES FROM THE CONTRACT WORK. THE CONTRACTOR SHALL NOT BE ENTITLED TO ANY EXTRA COMPENSATION, BEYOND THE CONTRACT UNIT PRICE, DUE TO CHANGES IN CONTRACT QUANTITIES. THE CONTRACTOR AGREES TO ACCEPT PAYMENT FOR THE REMAINING WORK BASED UPON THE ORIGINAL CONTRACT UNIT RATE PRICE WITHOUT NEGOTIATING A NEW CONTRACT UNIT RATE PRICE IF ONLY PARTIAL QUANTITIES ARE COMPLETED.
2. THE EXISTING R10-28 STRIATED PAVEMENT MARKINGS WERE INSTALLED IN THE FALL OF 2010. RUNWAY MARKINGS 3 FEET WIDE AND OVER CONSIST OF A SERIES OF LONGITUDINAL 6" WIDE STRIPES WITH EQUAL WIDTH SPACING BETWEEN THE STRIPES (STRIATED MARKINGS). RUNWAY PAINTED SURFACE HOLDING POSITION MARKINGS ARE NOT STRIATED. THE MEASUREMENT FOR PAYMENT OF ITEM AR620900 SHALL INCLUDE THE SURFACE AREA OF THE REMOVE MARKING OR RUBBER AREA ONLY. FOR STRIATED MARKINGS, THE SPACES BETWEEN THE INDIVIDUAL 6" WIDE STRIPES SHALL NOT BE MEASURED FOR PAYMENT OR PAID FOR.
3. SEE SHEETS 31 & 32 FOR PROPOSED NEW TAXIWAY P PAVEMENT MARKINGS.

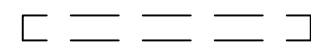


LEGEND:

- | | |
|------------|----------------------------|
|
OR
 | EXISTING PAVEMENT MARKINGS |
|
OR
 | PROPOSED PAVEMENT MARKINGS |

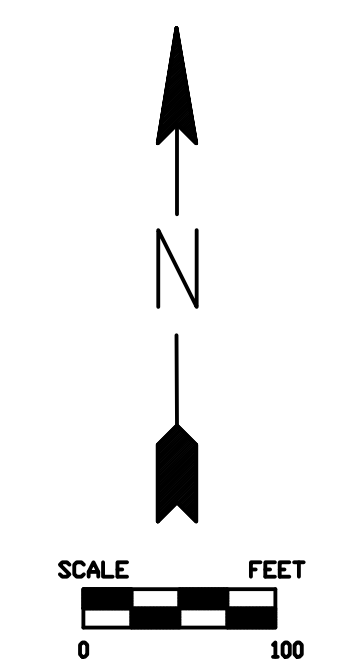
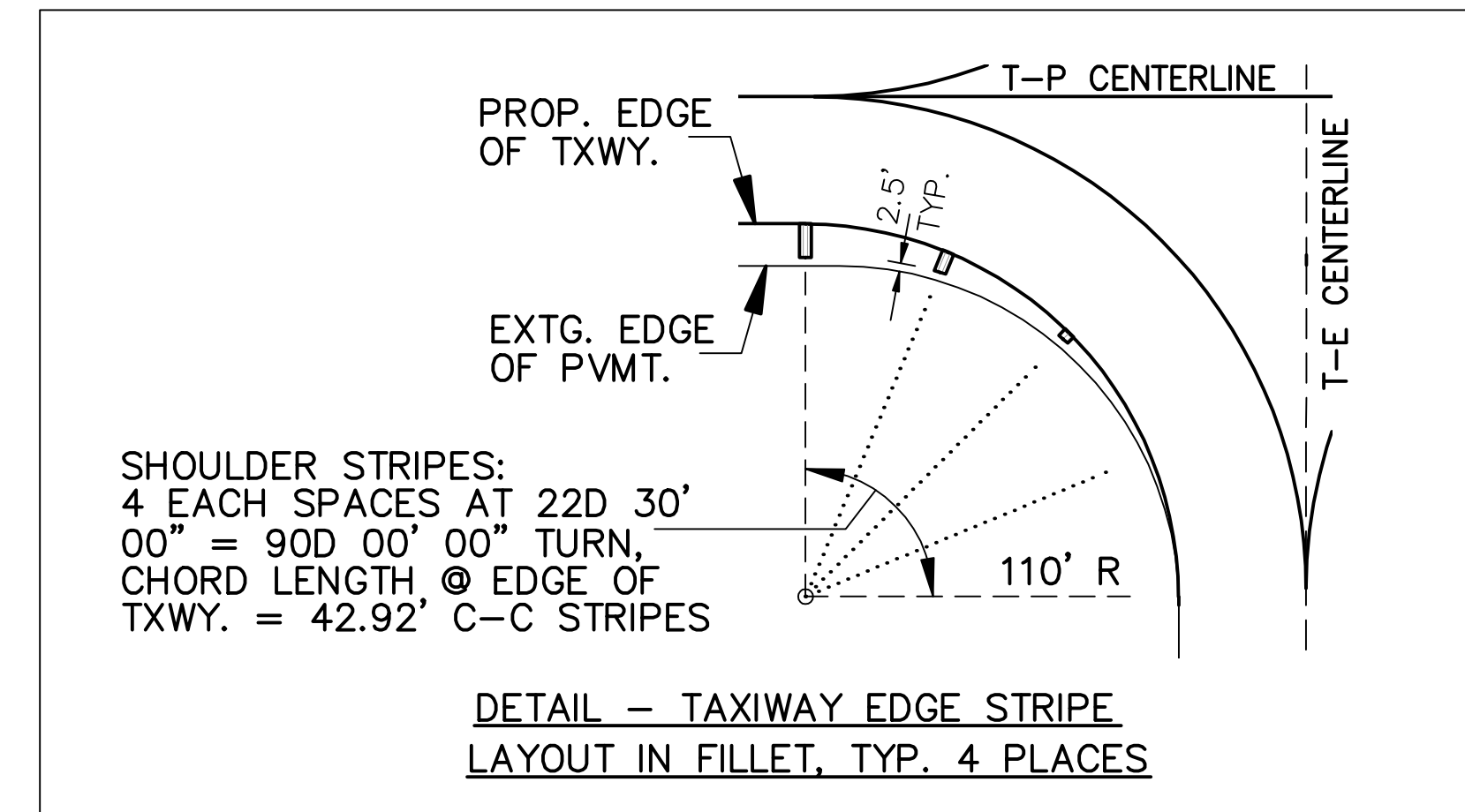
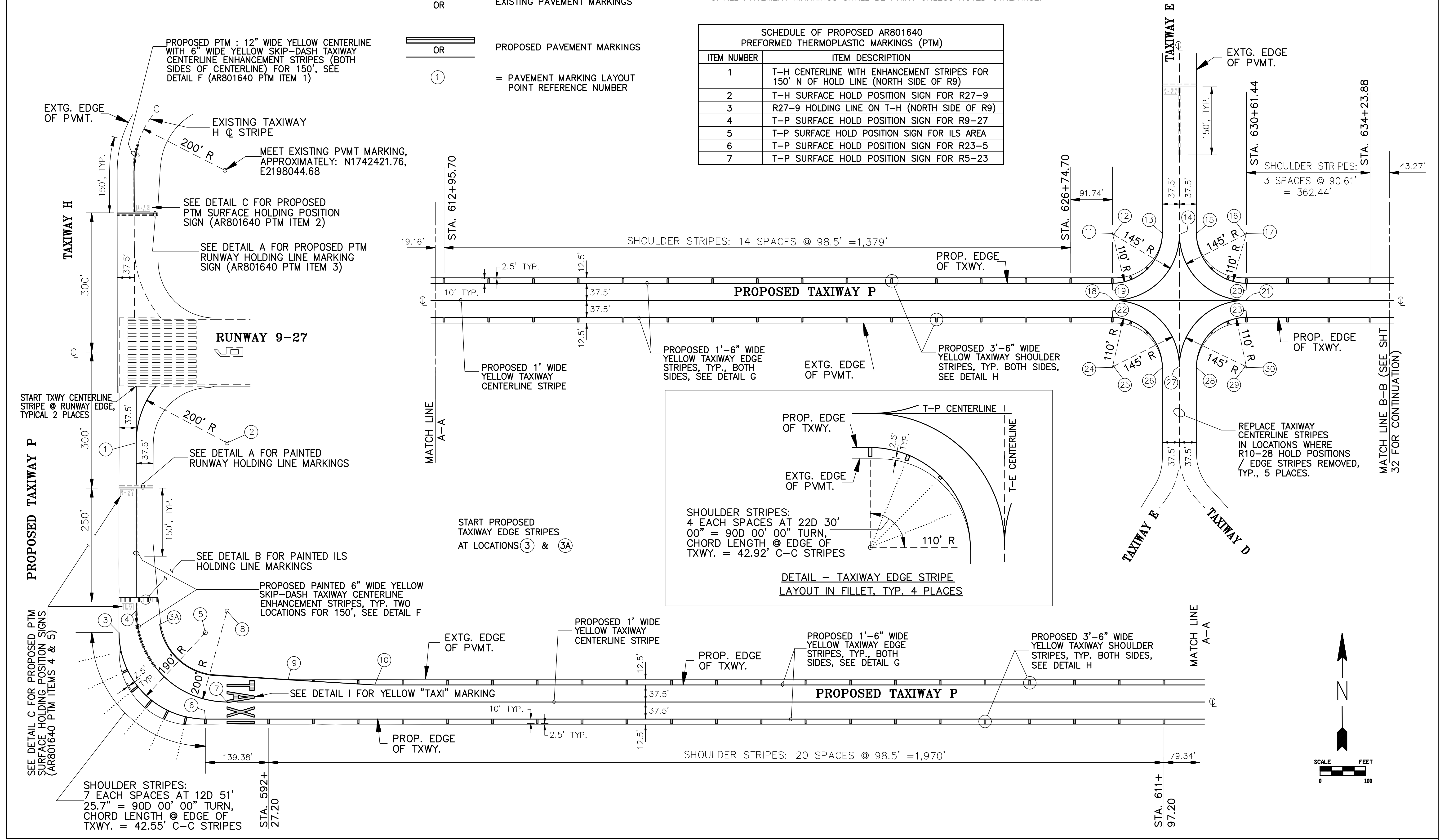
NOTES:

1. SEE SHEET 33 FOR PAINTING AND THERMOPLASTIC GENERAL NOTES.
2. SEE SHEETS 33 AND 34 FOR DETAILS.
3. ALL PAVEMENT MARKINGS SHALL BE PAINT UNLESS NOTED OTHERWISE.

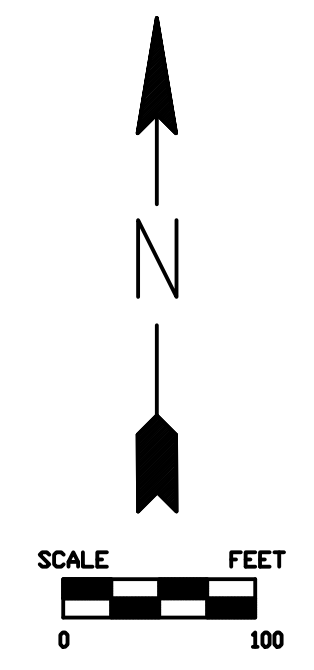
LEGEND:

-  EXISTING PAVEMENT MARKINGS
- OR
-  PROPOSED PAVEMENT MARKINGS
- OR
-  = PAVEMENT MARKING LAYOUT POINT REFERENCE NUMBER

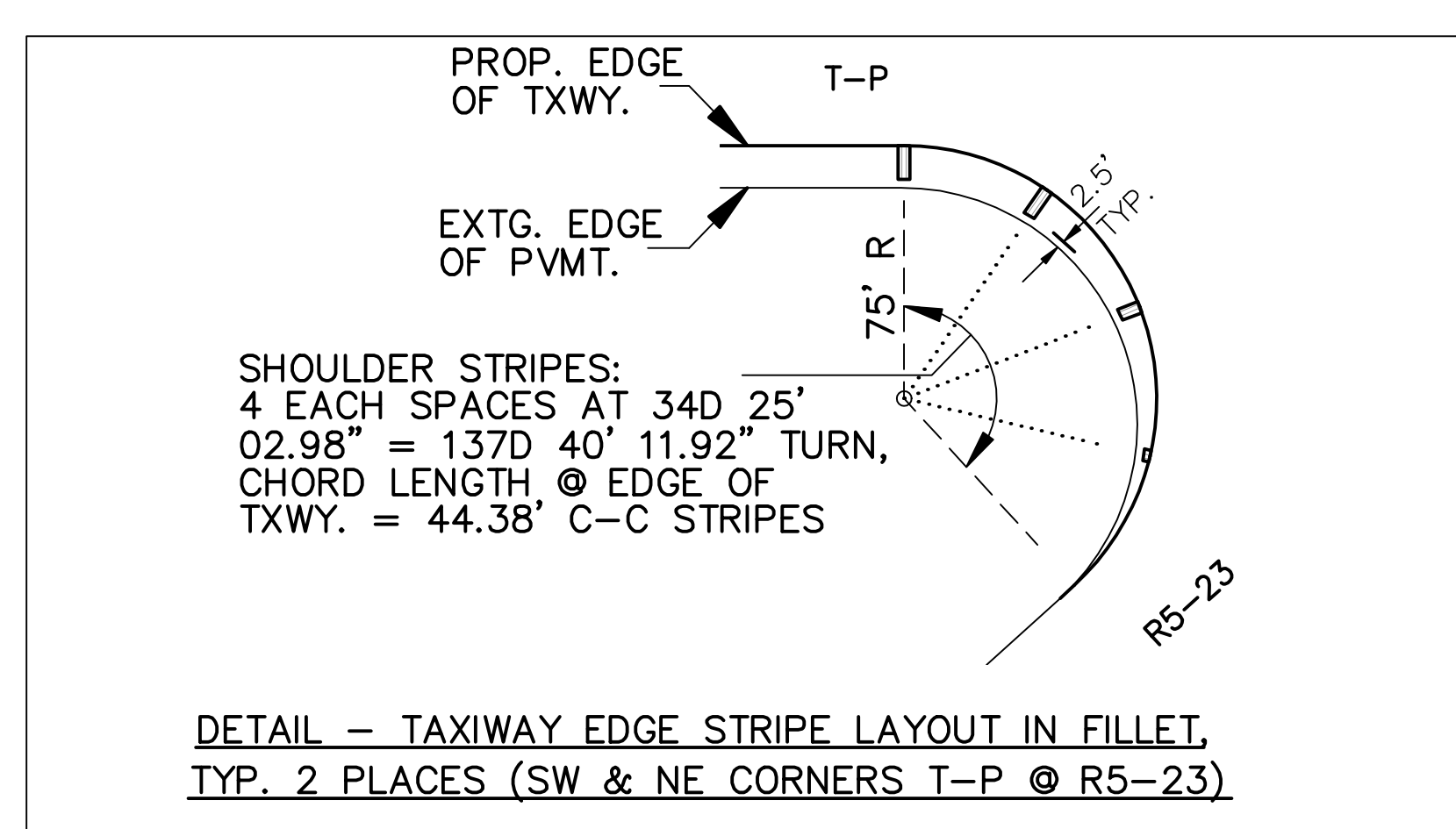
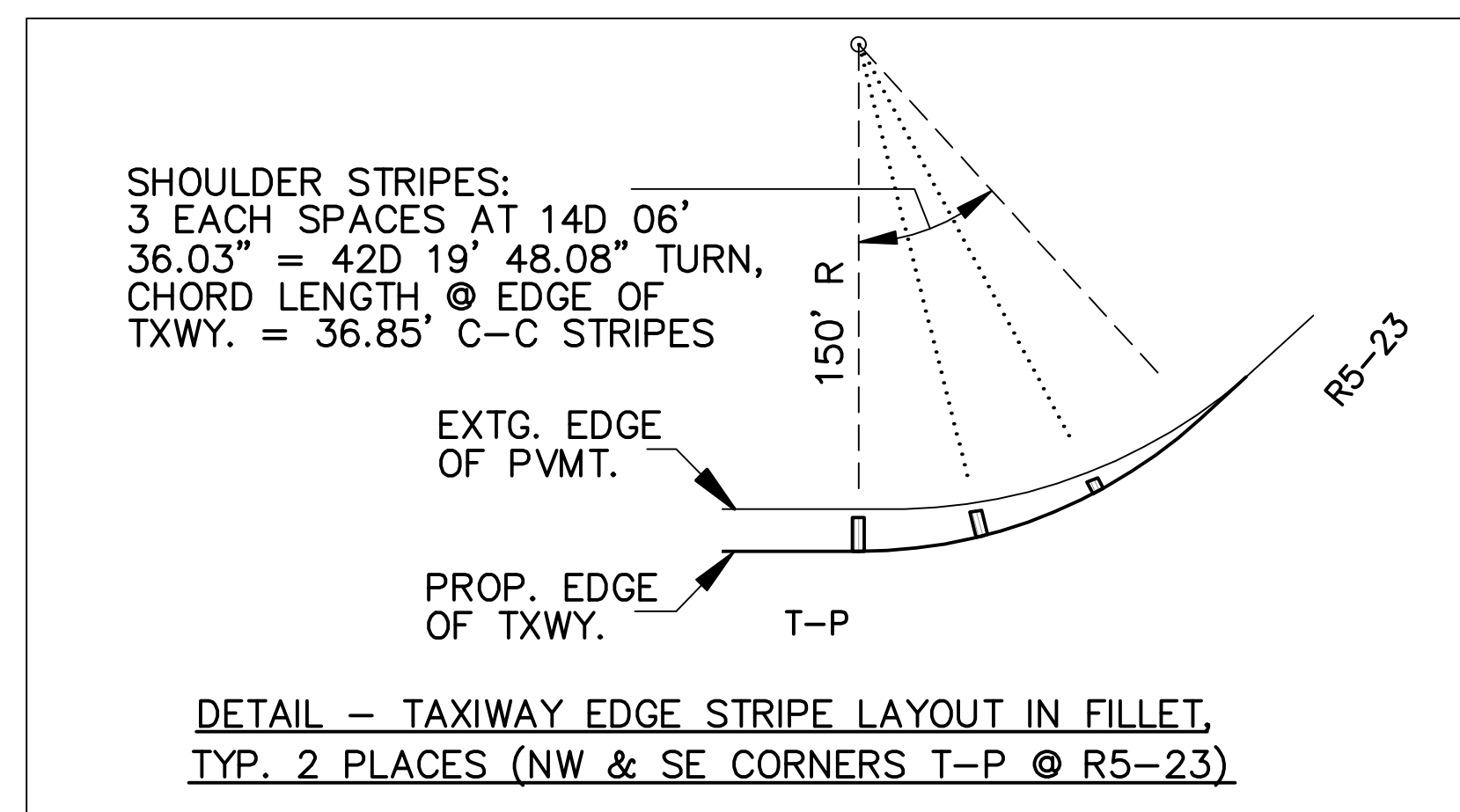
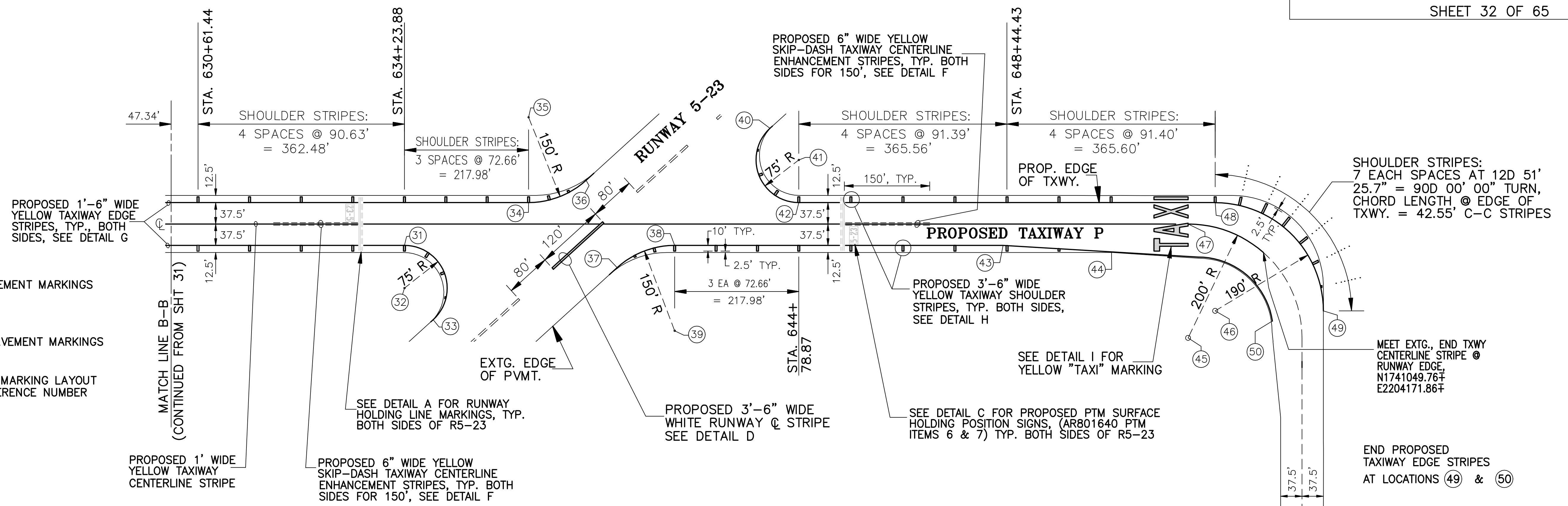
SCHEDULE OF PROPOSED AR801640 PREFORMED THERMOPLASTIC MARKINGS (PTM)	
ITEM NUMBER	ITEM DESCRIPTION
1	T-H CENTERLINE WITH ENHANCEMENT STRIPES FOR 150' N OF HOLD LINE (NORTH SIDE OF R9)
2	T-H SURFACE HOLD POSITION SIGN FOR R27-9
3	R27-9 HOLDING LINE ON T-H (NORTH SIDE OF R9)
4	T-P SURFACE HOLD POSITION SIGN FOR R9-27
5	T-P SURFACE HOLD POSITION SIGN FOR ILS AREA
6	T-P SURFACE HOLD POSITION SIGN FOR R23-5
7	T-P SURFACE HOLD POSITION SIGN FOR R5-23



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- LEGEND:**
- EXISTING PAVEMENT MARKINGS
 - PROPOSED PAVEMENT MARKINGS
 - = PAVEMENT MARKING LAYOUT POINT REFERENCE NUMBER



PROPOSED PAVEMENT MARKING LAYOUT POINTS			
POINT	NORTH	EAST	REMARK
1	1741826.70	2197829.84	CENTERLINE P.T.
2	1741821.76	2198029.78	CENTERLINE R.P.
3	1741410.26	2197781.85	W/S EDGE OF TXWY. P.C. (MEET EXTG.)
3A	1741426.20	2197873.89	START N EDGE OF TXWY. STRIPES
4	1741456.82	2197820.70	CENTERLINE P.C.
5	1741405.57	2197971.80	S EDGE OF TXWY. R.P.
6	1741215.62	2197967.10	S EDGE OF TXWY. P.T.
7	1741251.94	2198015.69	CENTERLINE P.T.
8	1741451.87	2198020.63	CENTERLINE R.P.
9	1741298.31	2198151.39	N EDGE OF TXWY. P.I. (MEET EXTG.)
10	1741281.64	2198331.51	N EDGE OF TXWY. P.I.
11	1741309.67	2201649.17	N EDGE OF TXWY. R.P.
12	1741307.11	2201651.70	CENTERLINE R.P.
13	1741306.95	2201759.14	N EDGE OF TXWY. P.T.
14	1741303.50	2201796.65	CENTERLINE P.T. (MEET EXTG.)
15	1741305.10	2201834.11	N EDGE OF TXWY. P.T.
16	1741299.94	2201941.61	CENTERLINE R.P.
17	1741302.38	2201944.08	N EDGE OF TXWY. R.P.
18	1741162.15	2201648.12	CENTERLINE P.C.
19	1741199.70	2201646.45	N EDGE OF TXWY. P.C.
20	1741192.41	2201941.36	N EDGE OF TXWY. P.C.
21	1741154.99	2201938.03	CENTERLINE P.C.
22	1741124.73	2201644.60	S EDGE OF TXWY. P.C.
23	1741117.44	2201939.51	S EDGE OF TXWY. P.C.
24	1741014.76	2201641.88	S EDGE OF TXWY. R.P.
25	1741017.20	2201644.48	CENTERLINE R.P.
26	1741012.04	2201751.85	S EDGE OF TXWY. P.T.
27	1741013.59	2201789.43	CENTERLINE P.T. (MEET EXTG.)
28	1741010.19	2201826.82	S EDGE OF TXWY. P.T.
29	1741010.03	2201934.39	CENTERLINE R.P.
30	1741007.47	2201936.79	S EDGE OF TXWY. R.P.

PROPOSED PAVEMENT MARKING LAYOUT POINTS			
POINT	NORTH	EAST	REMARK
31	1741099.52	2202664.20	S EDGE OF TXWY. P.C.
32	1741024.55	2202662.35	S EDGE OF TXWY. R.P.
33	1740967.87	2202711.47	S EDGE OF TXWY. P.T.
34	1741169.12	2202883.96	N EDGE OF TXWY. P.C.
35	1741319.07	2202887.67	N EDGE OF TXWY. R.P.
36	1741205.72	2202985.91	N EDGE OF TXWY. P.T.
37	1741051.20	2203036.65	S EDGE OF TXWY. P.T.
38	1741087.80	2203138.60	S EDGE OF TXWY. P.C.
39	1740937.84	2203134.89	S EDGE OF TXWY. R.P.
40	1741289.04	2203311.09	N EDGE OF TXWY. P.T.
41	1741232.37	2203360.21	N EDGE OF TXWY. R.P.
42	1741157.39	2203358.36	N EDGE OF TXWY. P.C.
43	1741073.56	2203714.52	S EDGE OF TXWY. P.I.
44	1741056.32	2203905.18	S EDGE OF TXWY. P.I. (MEET EXTG.)
45	1740903.07	2204035.91	CENTERLINE R.P.
46	1740949.38	2204084.60	N EDGE OF TXWY. R.P.
47	1741103.01	2204040.85	CENTERLINE P.C.
48	1741139.32	2204089.29	N EDGE OF TXWY. P.C.
49	1740944.69	2204274.54	E/W EDGE OF TXWY. P.T. (MEET EXTG.)
50	1740928.76	2204182.65	END S EDGE OF TXWY. STRIPES
51	1740144.64	2204117.19	CENTERLINE R.P.
52	1740188.21	2204368.36	CENTERLINE R.P.

- NOTES:**
- SEE SHEET 33 FOR PAINTING AND THERMOPLASTIC GENERAL NOTES.
 - SEE SHEETS 33 AND 34 FOR DETAILS.
 - ALL PAVEMENT MARKINGS SHALL BE PAINT UNLESS NOTED OTHERWISE.

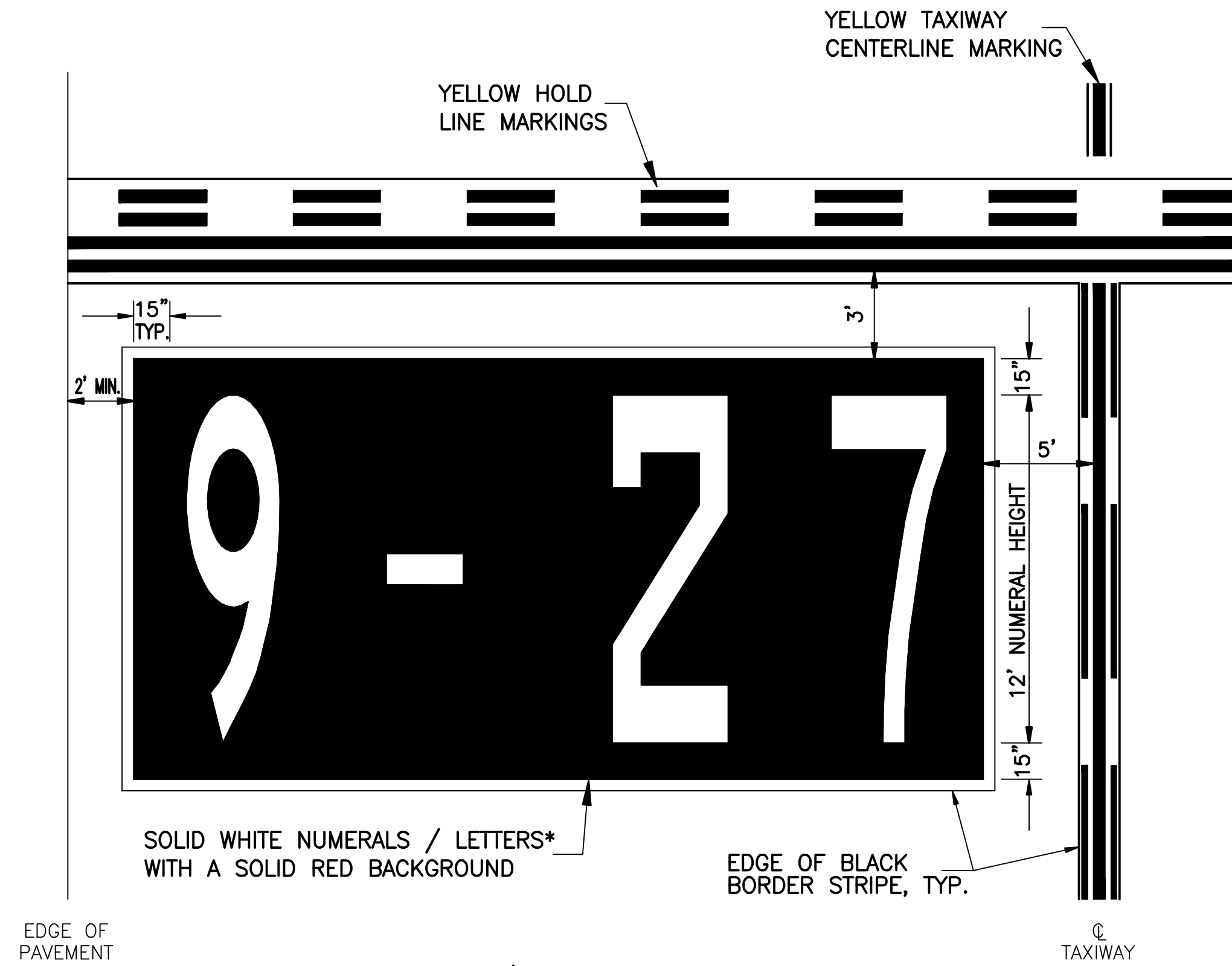
G:\Airport\A10T013-RW 10-28 Decomm. Design\PM\TRK01.dwg, 5/16/2011 10:38:20 AM, JEFFM

GENERAL NOTES -- PAINTING:

1. ALL RUNWAY MARKINGS SHALL BE WHITE UNLESS NOTED OTHERWISE.
2. ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS NOTED OTHERWISE.
3. RUNWAY MARKINGS 3' FEET WIDE AND OVER SHALL CONSIST OF A SERIES OF LONGITUDINAL STRIPES 6" WIDE WITH EQUAL WIDTH SPACING BETWEEN THE STRIPES (STRIATED MARKINGS.) PAINTED SURFACE HOLDING POSITION SIGNS ARE NOT STRIATED.
4. ALL MARKINGS (WITH THE EXCEPTION OF BLACK MARKINGS) SHALL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIAL PROVISIONS. BLACK MARKINGS SHALL NOT HAVE A REFLECTIVE MEDIA APPLIED.
5. TAXIWAY EDGE STRIPES AND TAXIWAY CENTERLINE STRIPES SHALL BE SOLID TO MATCH THE EXISTING TAXIWAY MARKINGS. RUNWAY EDGE STRIPES SHALL BE STRIATED TO MATCH THE EXISTING RUNWAY MARKINGS.
6. EXISTING TAXIWAY AND RUNWAY MARKINGS DAMAGED BY CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
7. MARKING LAYOUT BY CONTRACTOR, SEE SPECIAL PROVISIONS.
8. UNLESS NOTED OTHERWISE, ALL NEW PAVEMENT MARKINGS SHALL BE OUTLINED WITH A SIX INCH (6") WIDE BLACK BORDER. FOR HOLD LINES, THE BLACK BORDER WIDTH SHALL BE INCREASED TO TWELVE INCHES (12"). FOR THE "TAXI" MARKING, THE BLACK BORDER AROUND THE SIDES OF EACH LETTER SHALL BE INCREASED TO TWELVE INCHES (12") AND THE BLACK BORDER WIDTH ON THE TOPS AND BOTTOMS OF EACH LETTER INCREASED TO FORTY EIGHT INCHES (48").
9. BLACK BACKGROUND STRIPES SHALL BE APPLIED BETWEEN THE YELLOW / WHITE PAVEMENT STRIPES ON STRIATED MARKINGS.
10. THE MAA RESERVES AND SHALL HAVE THE RIGHT TO DELETE THE PAVEMENT MARKING PAY ITEMS FROM THE CONTRACT WORK. THE SPONSOR MAY OPT TO COMPLETE THIS WORK WITH THEIR OWN WORK FORCE.

GENERAL NOTES -- PREFORMED THERMOPLASTIC MARKINGS (PTM):

1. ALL RUNWAY MARKINGS SHALL BE WHITE UNLESS NOTED OTHERWISE.
2. ALL TAXIWAY MARKINGS SHALL BE YELLOW UNLESS NOTED OTHERWISE.
3. THE PTM MATERIALS SHALL BE APPLIED USING A VARIABLE SPEED SELF-PROPELLED MOBILE HEATER AS APPROVED BY THE RESIDENT ENGINEER AND IN CONFORMANCE WITH THE PTM MANUFACTURER'S SPECIFICATIONS.
4. THE EXISTING PAVEMENT SHALL BE STRIPPED OF OLD PAINT, CLEANED, DRIED, AND FREE OF DEBRIS & CURING COMPOUND TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO APPLYING THE PTM MATERIALS.
5. AFTER PAVEMENT CLEANING AND PRIOR TO PTM INSTALLATION, A NON-VOC SEALER SHALL BE APPLIED TO THE PAVEMENT SURFACE. THE SEALER MATERIAL AND INSTALLATION METHOD SHALL CONFORM WITH THE PTM MANUFACTURER'S REQUIREMENTS. THE SEALER SHALL NOT BE MEASURED FOR PAYMENT. COSTS FOR PAVEMENT PREPARATION AND SEALER TO BE INCLUDED IN AR801640 - PTM CONTRACT UNIT PRICE.
6. EXISTING TAXIWAY AND RUNWAY MARKINGS DAMAGED BY CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
7. MARKING LAYOUT BY CONTRACTOR, SEE SPECIAL PROVISIONS.



* = SEE FAA AC 150/5340-1K APPENDIX 1 FOR DETAILS OF THE WHITE NUMERAL / LETTER INSCRIPTION.

DETAIL C
 PTM (AR801640) SURFACE HOLDING POSITION SIGN
 (SOLID MARKING, NOT STRIATED)

27-9

INSCRIPTION : R27-9 HOLDING POSITION SIGN, NORTH OF R27-9 ON TWY H

23-5

INSCRIPTION : R23-5 HOLDING POSITION SIGN, WEST OF R23-5 ON TWY H

9-27

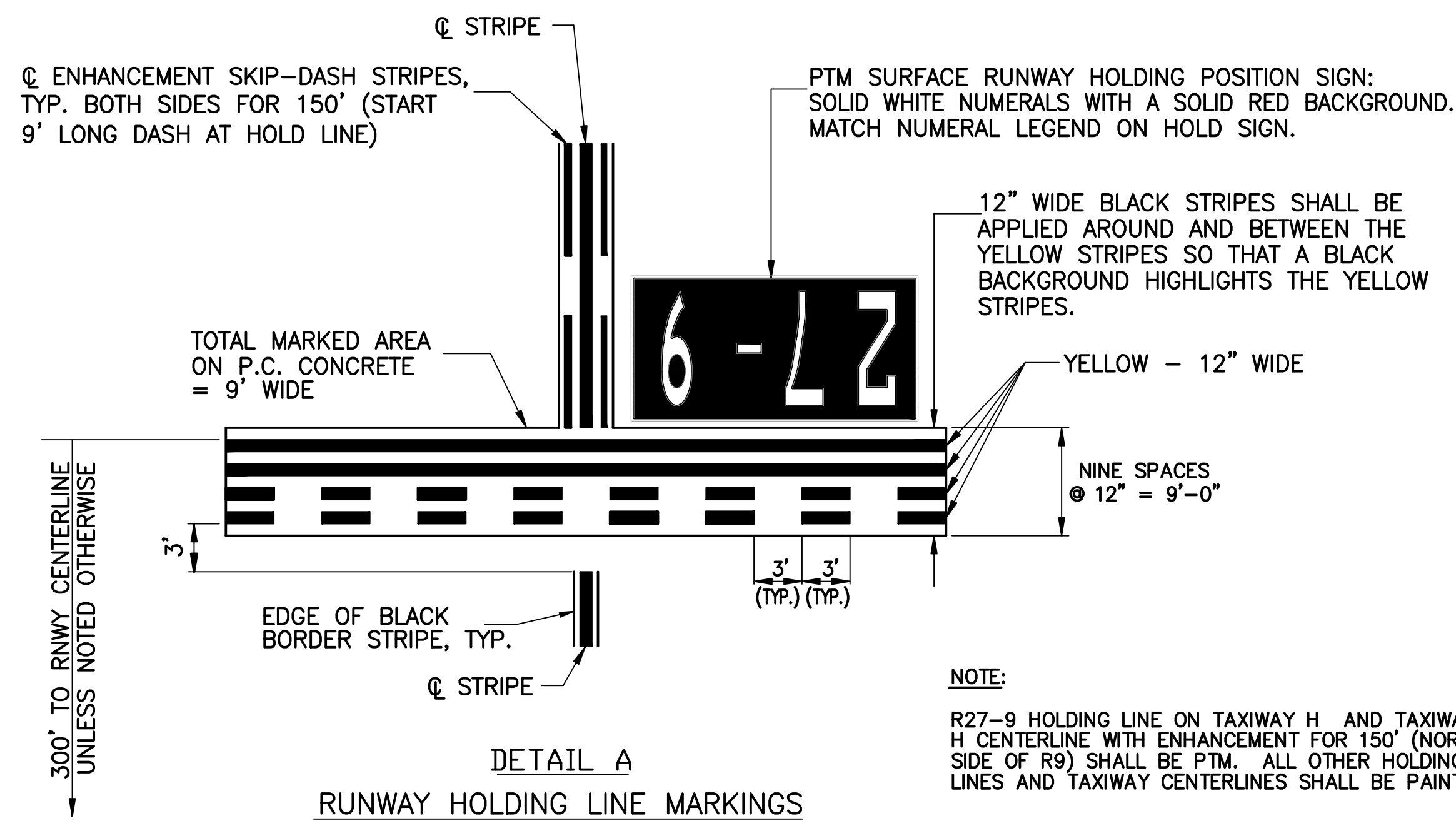
INSCRIPTION : R9-27 HOLDING POSITION SIGN, SOUTH OF R9-27 ON TWY P

5-23

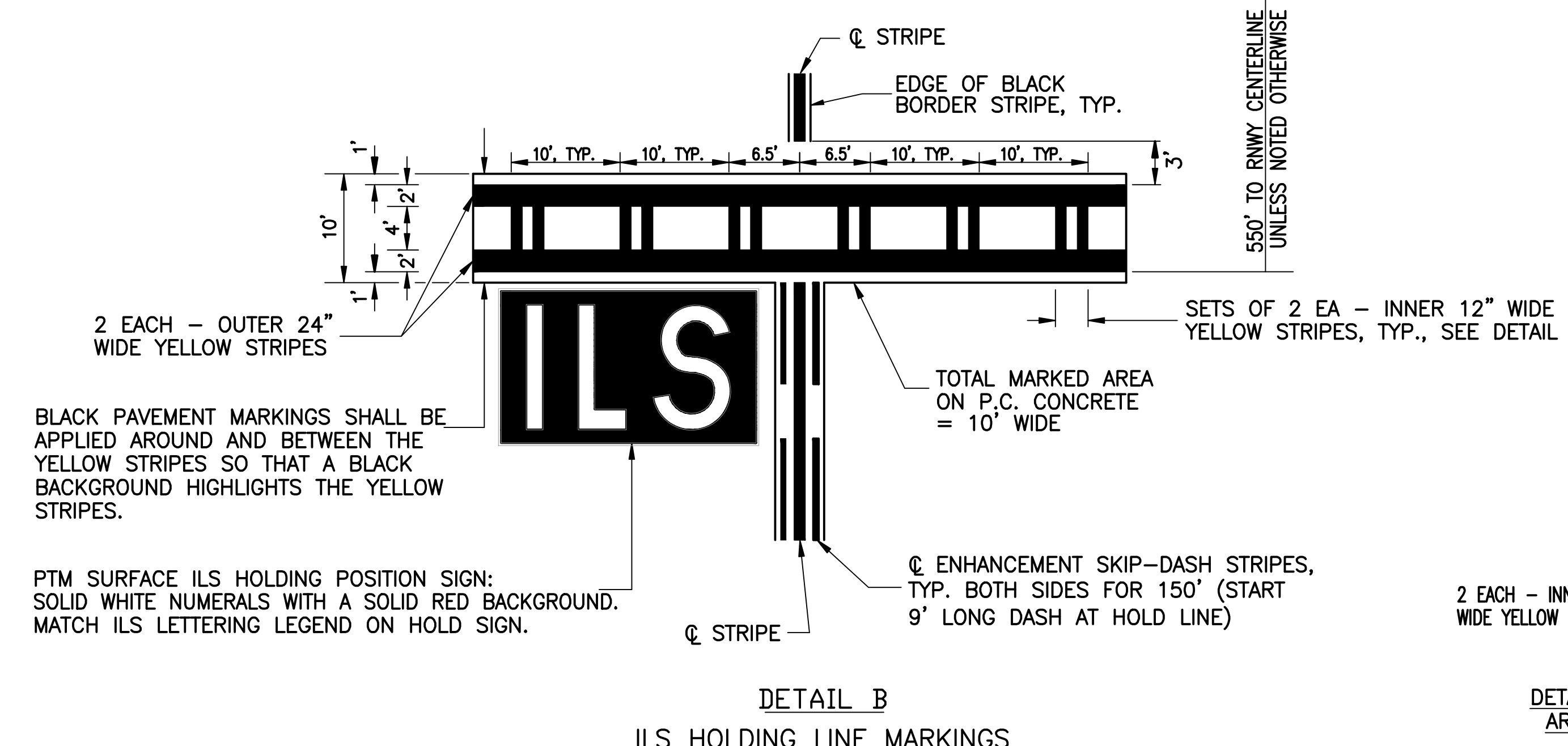
INSCRIPTION : R5-23 HOLDING POSITION SIGN, EAST OF R5-23 ON TWY H

ILS

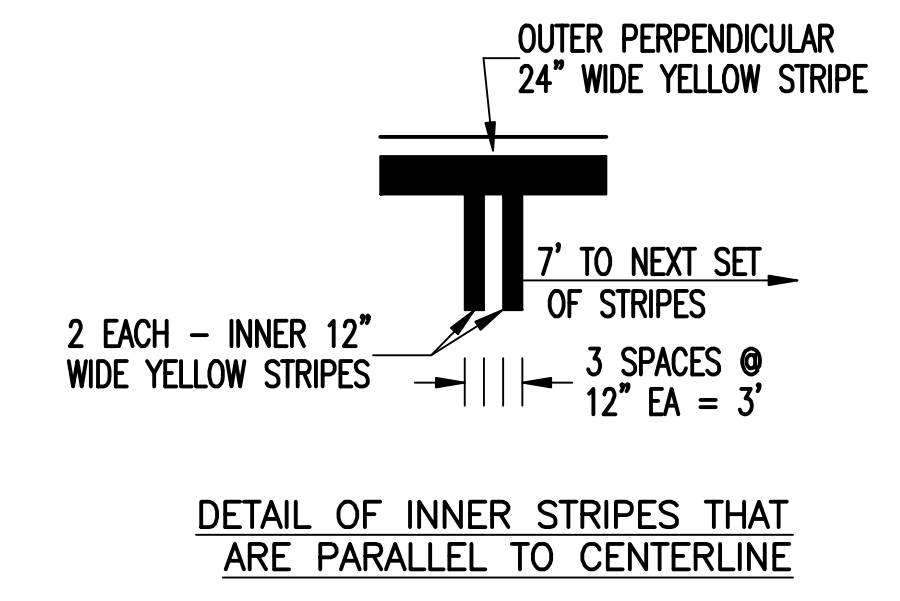
INSCRIPTION : ILS HOLDING POSITION SIGN, SOUTH OF R9-27 ON TWY P



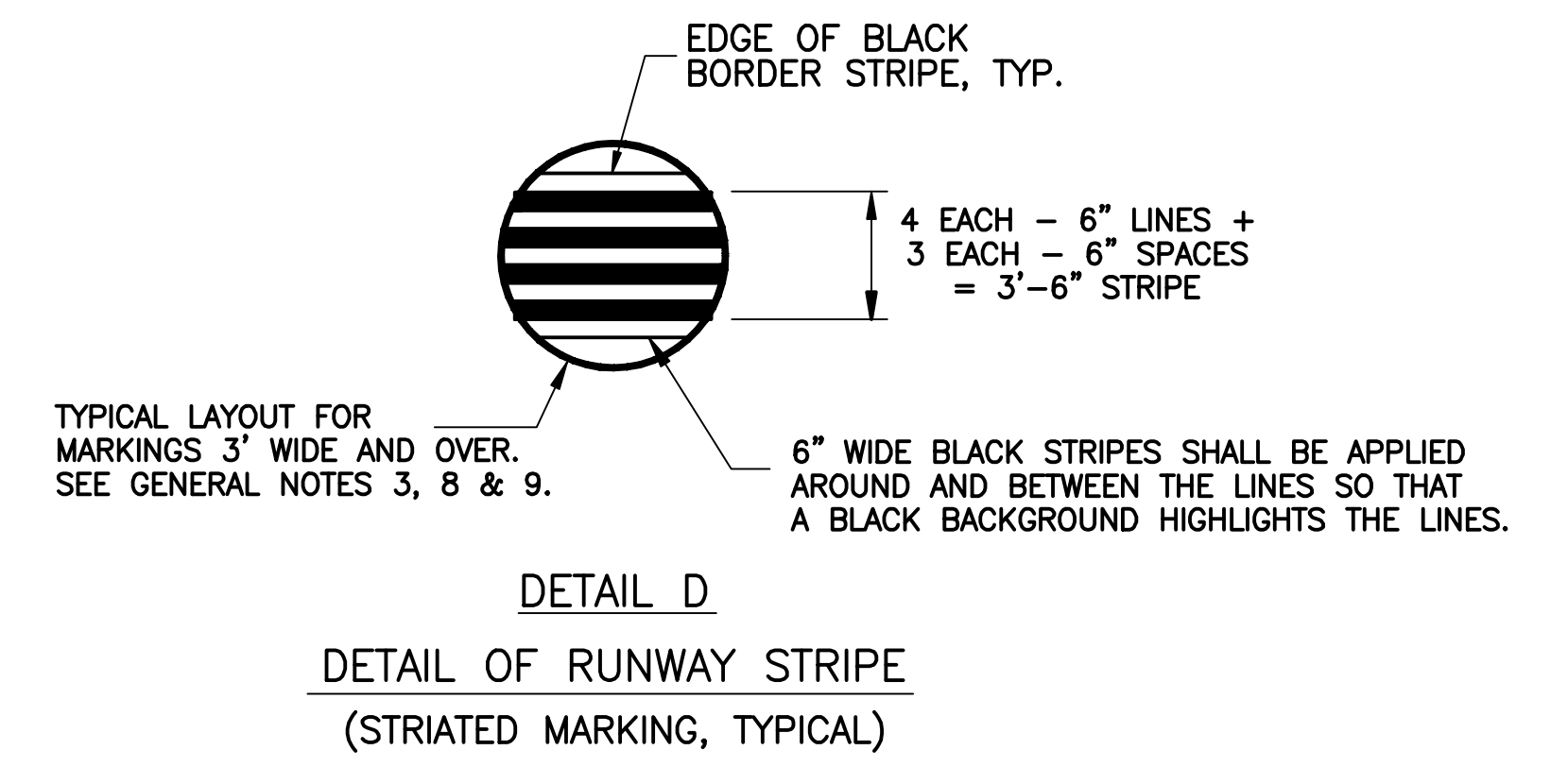
DETAIL A
 RUNWAY HOLDING LINE MARKINGS



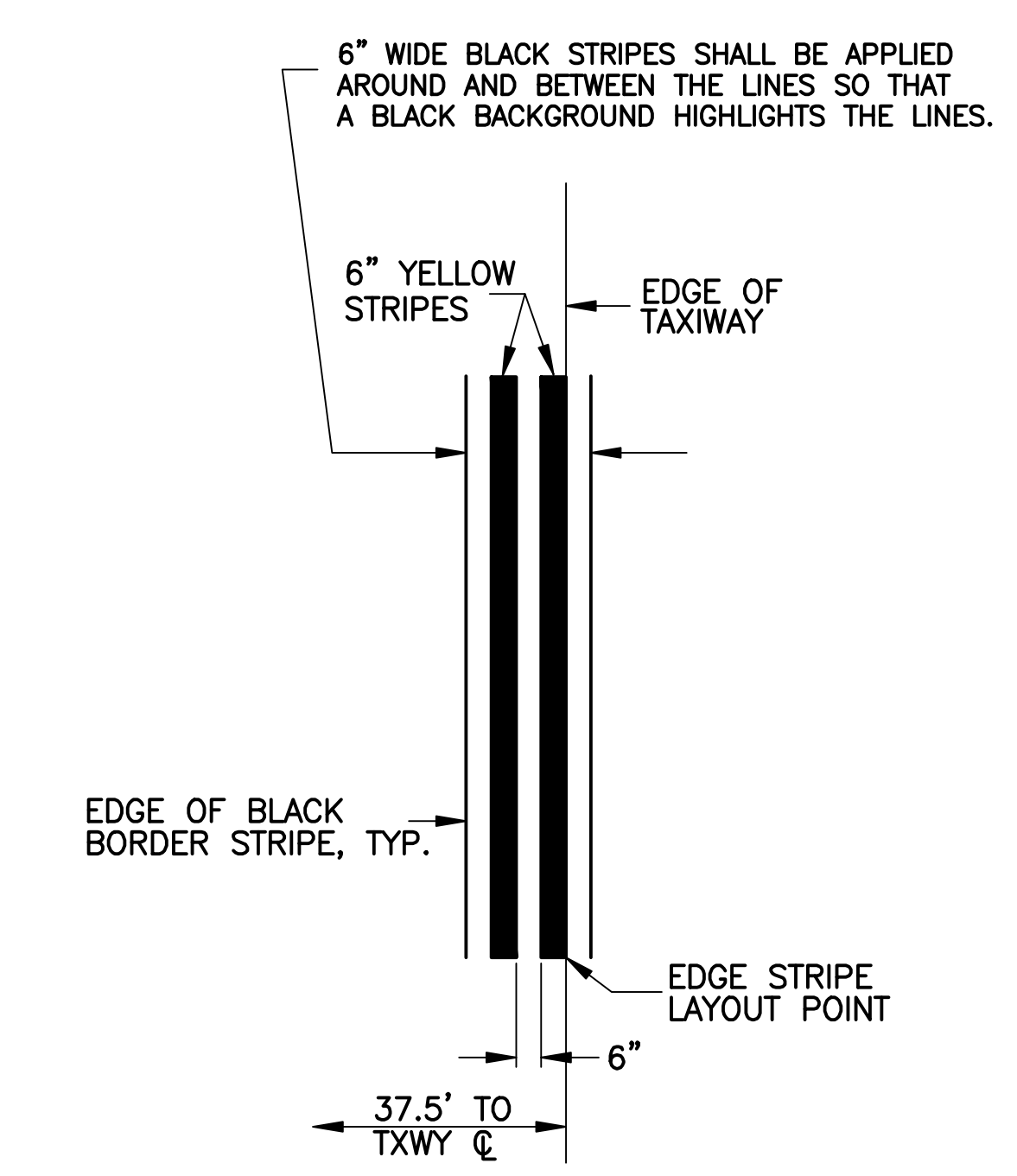
DETAIL B
 ILS HOLDING LINE MARKINGS



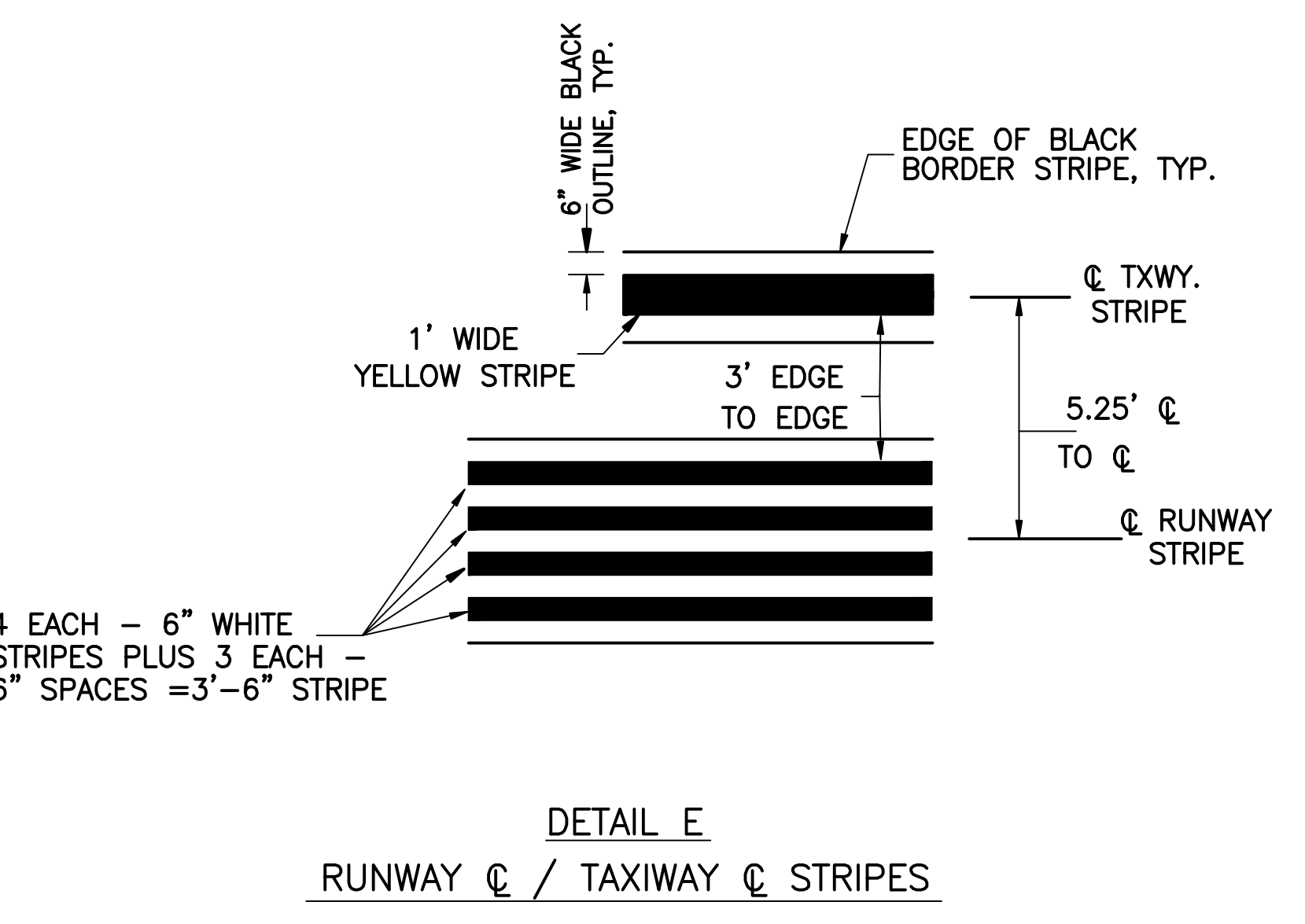
DETAIL OF INNER STRIPES THAT ARE PARALLEL TO CENTERLINE



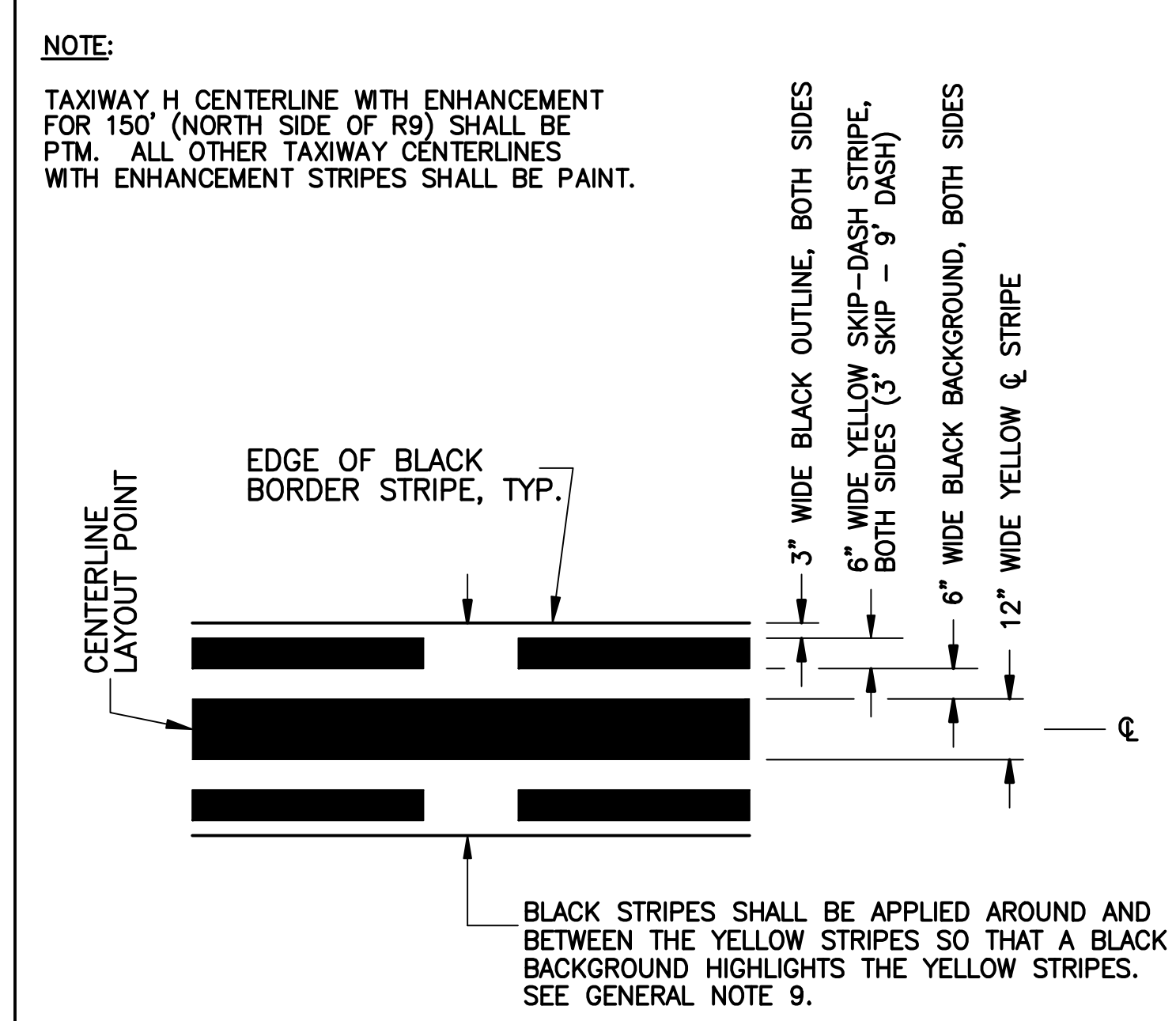
DETAIL D
 DETAIL OF RUNWAY STRIPE
 (STRIATED MARKING, TYPICAL)



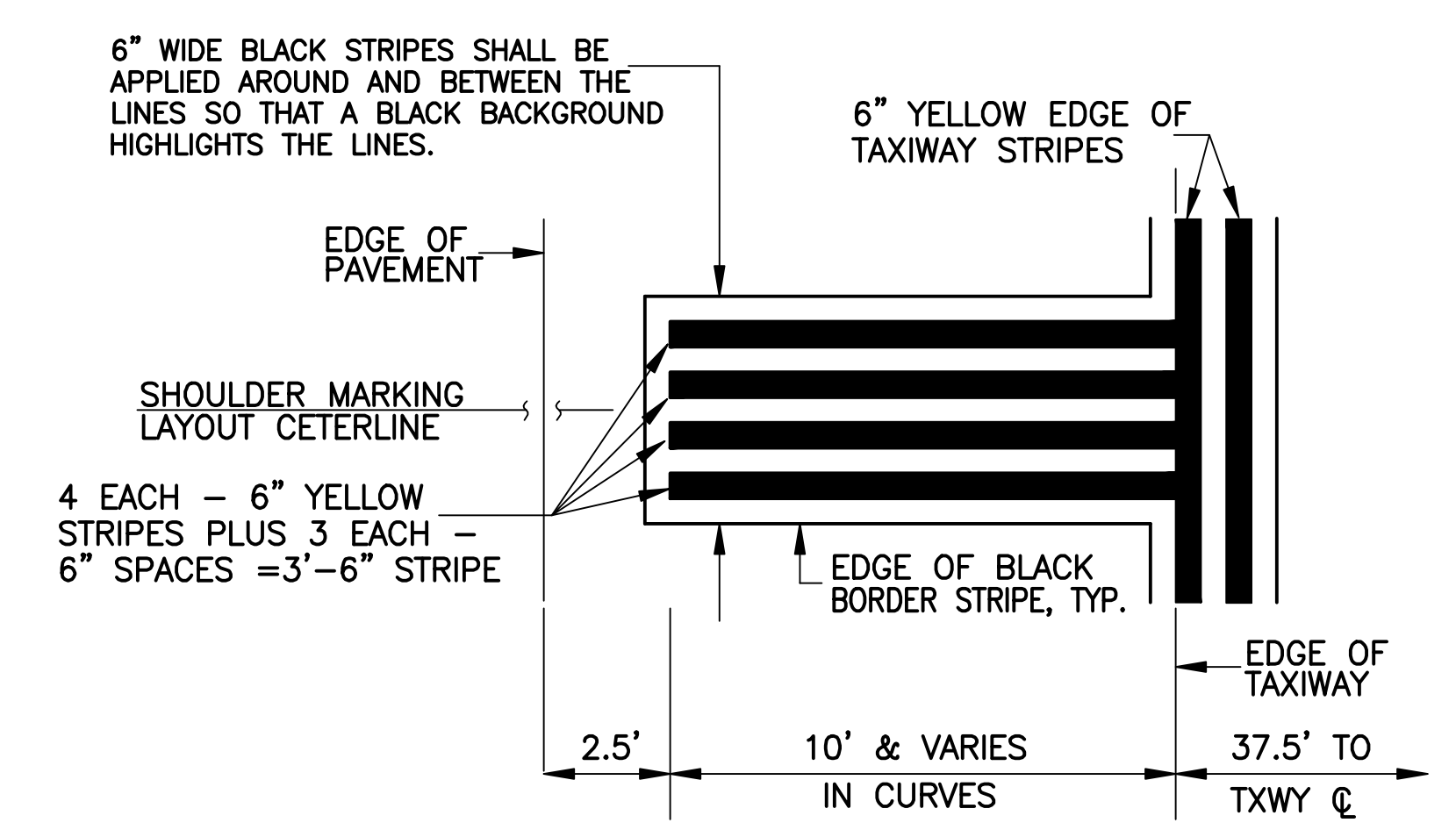
DETAIL G
 TAXIWAY EDGE STRIPES
 SOLID



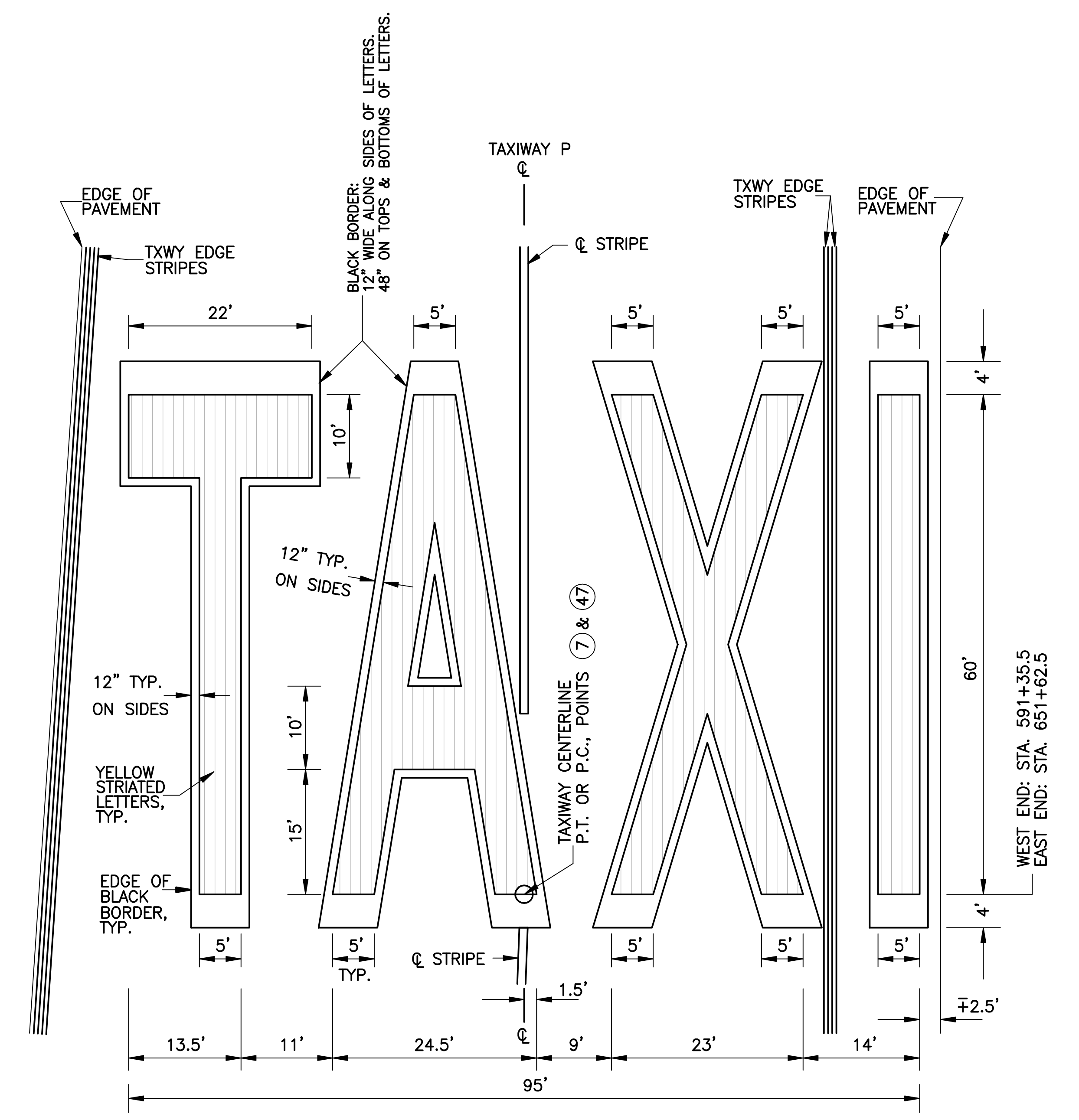
DETAIL E
 RUNWAY C / TAXIWAY C STRIPES



DETAIL F
 TAXIWAY CENTERLINE ENHANCEMENT STRIPES



DETAIL H
 TAXIWAY SHOULDER MARKING STRIPES
 STRIATED



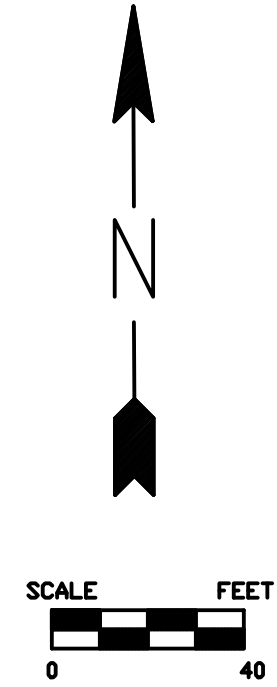
- NOTES:
1. THE BLACK BORDER AROUND THE SIDES OF EACH LETTER SHALL BE TWELVE INCHES (12") WIDE AND THE BLACK BORDER WIDTH ON THE TOPS AND BOTTOMS OF EACH LETTER SHALL BE FORTY EIGHT INCHES (48").
 2. DIMENSIONS ARE TO EDGE OF LETTERS (WITHOUT THE BLACK BORDERS).
 3. "TAXI" MARKING SHALL BE STRIATED, SEE GENERAL NOTES - PAINTING NUMBERS 3, 8, & 9 ON SHEET 33.

DETAIL I
 "TAXI" MARKING
 STRIATED

WEST END: STA. 591+35.5
 EAST END: STA. 651+62.5

GENERAL NOTES:

1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.
5. SEE SHEET 51 FOR TYPICAL INSTALLATION DETAILS BETWEEN PROPOSED EDGE LIGHTS AND SPLICE CANS.

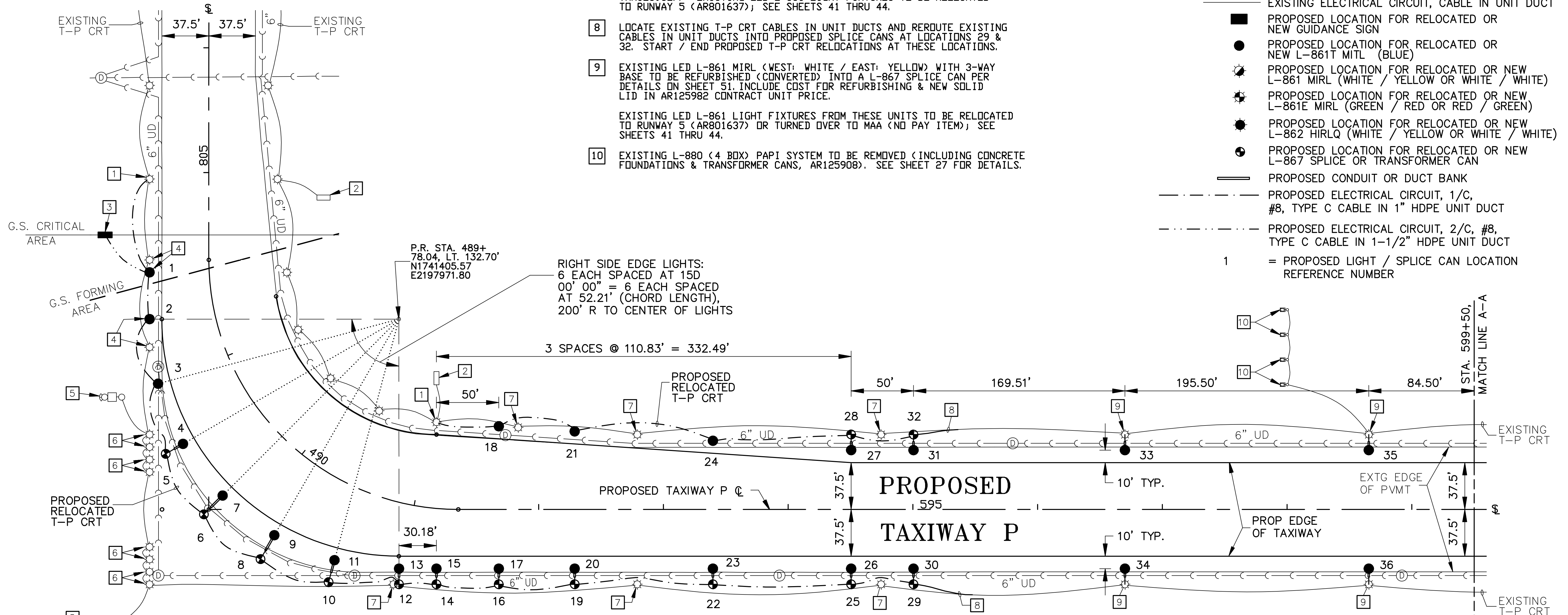


NUMBERED LEGEND

- 1 DISCONNECT EXTG. T-P CRT CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-P CRT RELOCATIONS AT THESE LOCATIONS.
- 2 EXISTING GUIDANCE SIGN TO BE REMOVED OR RELOCATED. SEE SHEETS 45-50 FOR MORE INFORMATION.
- 3 PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEETS 45-50 FOR MORE INFORMATION.
- 4 EXISTING LED L-861T MITL (BLUE) UNIT TO BE RELOCATED (AR125962).
- 5 EXISTING LED L-849 REIL SYSTEM TO BE REMOVED (INCLUDING CONCRETE FOUNDATIONS & TRANSFORMER CANS, AR125907).
- 6 EXISTING LED L-861E MIRL (WEST: GREEN / EAST: RED) TO BE REMOVED (AR125902). EXISTING LED L-861E LIGHT FIXTURES TO BE RELOCATED TO RUNWAY 5 THRESHOLD (AR801637); LOCATIONS [24] ON SHEET 41.
- 7 EXISTING LED L-861 MIRL (WEST: WHITE / EAST: YELLOW) TO BE REMOVED (AR125902). EXISTING LED L-861 LIGHT FIXTURES TO BE RELOCATED TO RUNWAY 5 (AR801637); SEE SHEETS 41 THRU 44.
- 8 LOCATE EXISTING T-P CRT CABLES IN UNIT DUCTS AND REROUTE EXISTING CABLES IN UNIT DUCTS INTO PROPOSED SPLICE CANS AT LOCATIONS 29 & 32. START / END PROPOSED T-P CRT RELOCATIONS AT THESE LOCATIONS.
- 9 EXISTING LED L-861 MIRL (WEST: WHITE / EAST: YELLOW) WITH 3-WAY BASE TO BE REFURBISHED (CONVERTED) INTO A L-867 SPLICE CAN PER DETAILS ON SHEET 51. INCLUDE COST FOR REFURBISHING & NEW SOLID LID IN AR125982 CONTRACT UNIT PRICE.
- 10 EXISTING L-880 (4 BOX) PAPI SYSTEM TO BE REMOVED (INCLUDING CONCRETE FOUNDATIONS & TRANSFORMER CANS, AR125908). SEE SHEET 27 FOR DETAILS.

SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER



LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
1	1741447.99	2197772.96	L-861T MITL, AR125962
2	1741410.51	2197771.86	L-861T MITL, AR125962
3	1741358.59	2197777.39	L-861T MITL
4	1741309.88	2197796.17	L-861T MITL
5	1741302.31	2197782.29	L-867 SPLICE CAN
6	1741253.09	2197811.59	L-867 SPLICE CAN
7	1741267.68	2197826.92	L-861T MITL
8	1741216.11	2197856.08	L-867 SPLICE CAN
9	1741234.89	2197867.55	L-861T MITL

LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
10	1741196.23	2197910.12	L-867 SPLICE CAN
11	1741213.72	2197915.27	L-861T MITL
12	1741193.13	2197966.55	L-867 SPLICE CAN
13	1741205.63	2197966.85	L-861T MITL
14	1741192.39	2197996.72	L-867 SPLICE CAN
15	1741204.88	2197997.02	L-861T MITL
16	1741191.15	2198046.70	L-867 SPLICE CAN
17	1741203.65	2198047.01	L-861T MITL
18	1741317.75	2198049.83	L-861T MITL

LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
19	1741189.65	2198107.51	L-867 SPLICE CAN
20	1741202.14	2198107.82	L-861T MITL
21	1741312.13	2198110.54	L-861T MITL
22	1741186.91	2198218.31	L-867 SPLICE CAN
23	1741199.40	2198218.62	L-861T MITL
24	1741301.90	2198221.15	L-861T MITL
25	1741184.17	2198329.10	L-867 SPLICE CAN
26	1741196.67	2198329.41	L-861T MITL
27	1741291.66	2198331.76	L-861T MITL

LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
28	1741304.13	2198332.07	L-867 SPLICE CAN
29	1741182.93	2198379.09	L-867 SPLICE CAN
30	1741195.43	2198379.40	L-861T MITL
31	1741290.40	2198381.75	L-861T MITL
32	1741302.90	2198382.05	L-867 SPLICE CAN
33	1741286.21	2198551.20	L-861T MITL
34	1741191.24	2198548.86	L-861T MITL
35	1741281.38	2198746.64	L-861T MITL
36	1741186.41	2198744.30	L-861T MITL

SYMBOL LEGEND

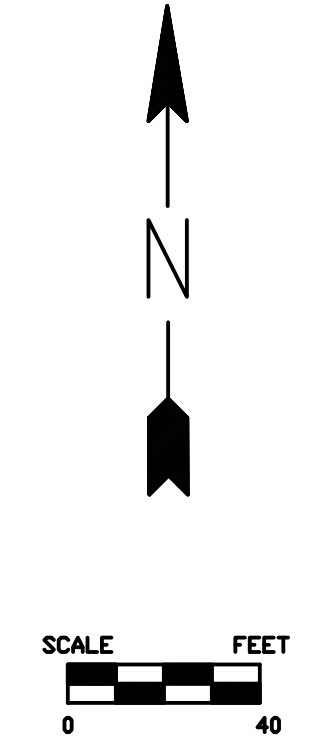
- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER

NUMBERED LEGEND

- SEE SHEET 35 FOR NUMBERED LEGEND ITEMS 1, 3 THROUGH 8 AND 10.
- 2** EXISTING GUIDANCE SIGN TO BE REMOVED OR RELOCATED. SEE SHEETS 45-50 FOR MORE INFORMATION.
 - 9** EXISTING LED L-861 MIRL (WEST: WHITE / EAST: YELLOW) WITH 3-WAY BASE TO BE REFURBISHED (CONVERTED) INTO A L-867 SPLICE CAN PER DETAILS ON SHEET 51. INCLUDE COST FOR REFURBISHING & NEW SOLID LID IN AR125982 CONTRACT UNIT PRICE.

EXISTING LED L-861 LIGHT FIXTURES FROM THESE UNITS TO BE RELOCATED TO RUNWAY 5 (AR801637) OR TURNED OVER TO MAA (NO PAY ITEM); SEE SHEETS 41 THRU 44.
 - 11** EXISTING LED L-861 MIRL (WEST: WHITE / EAST: WHITE) WITH 3-WAY BASE TO BE REFURBISHED (CONVERTED) INTO A L-867 SPLICE CAN PER DETAILS ON SHEET 51. INCLUDE COST FOR REFURBISHING & NEW SOLID LID IN AR125982 CONTRACT UNIT PRICE.

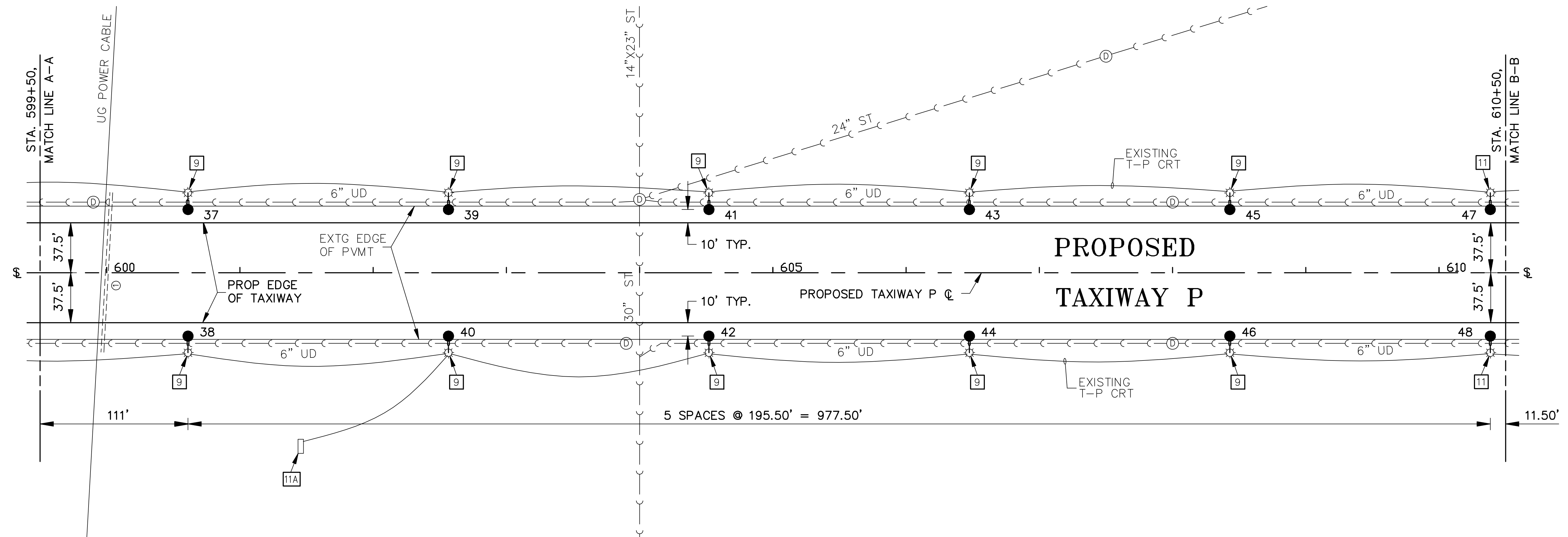
EXISTING LED L-861 LIGHT FIXTURES FROM THESE UNITS TO BE RELOCATED TO RUNWAY 5 (AR801637) OR TURNED OVER TO MAA (NO PAY ITEM); SEE SHEETS 41 THRU 44.
 - 11A** EXISTING TEMPORARY RUNWAY 10-28 LED DISTANCE REMAINING SIGN TO BE RELOCATED (AR125965) TO RUNWAY 13-31. SEE SHEETS 45 THRU 48. REMOVE AND DISPOSE OF CONCRETE BASE IF NOT REUSED. INCLUDE REMOVAL & DISPOSAL COSTS IN AR125965 CONTRACT UNIT PRICE.



GENERAL NOTES:

1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.
5. SEE SHEET 51 FOR TYPICAL INSTALLATION DETAILS BETWEEN PROPOSED EDGE LIGHTS AND SPLICE CANS.

LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
37	1741276.55	2198942.08	L-861T MITL
38	1741181.58	2198939.74	L-861T MITL
39	1741271.72	2199137.52	L-861T MITL
40	1741176.75	2199135.18	L-861T MITL
41	1741266.89	2199332.96	L-861T MITL
42	1741171.92	2199330.62	L-861T MITL
43	1741262.06	2199528.40	L-861T MITL
44	1741167.09	2199526.06	L-861T MITL
45	1741257.23	2199723.84	L-861T MITL
46	1741162.26	2199721.50	L-861T MITL
47	1741252.40	2199919.29	L-861T MITL
48	1741157.43	2199916.94	L-861T MITL



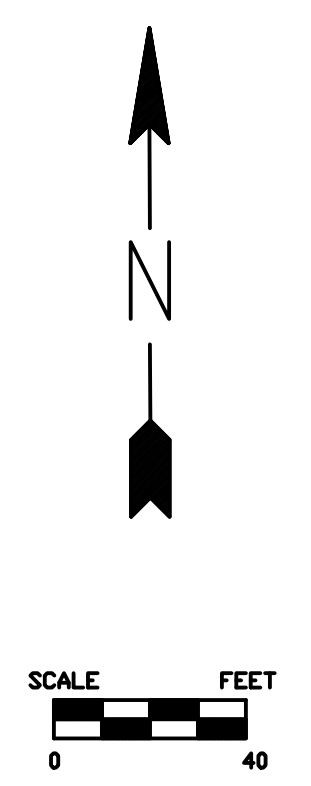
TAXIWAY P LIGHTING PLAN, STA 599+50 TO STA 610+50

SYMBOL LEGEND

- ☉ EXISTING L-861T MITL OR L-861 MIRL
- ☉ EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- Ⓧ Ⓧ EXISTING STORM OR SANITARY MANHOLE
- ← EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- ==== EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- ☉ PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- ☉ PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- ☉ PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- ==== PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- 1 = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER

NUMBERED LEGEND

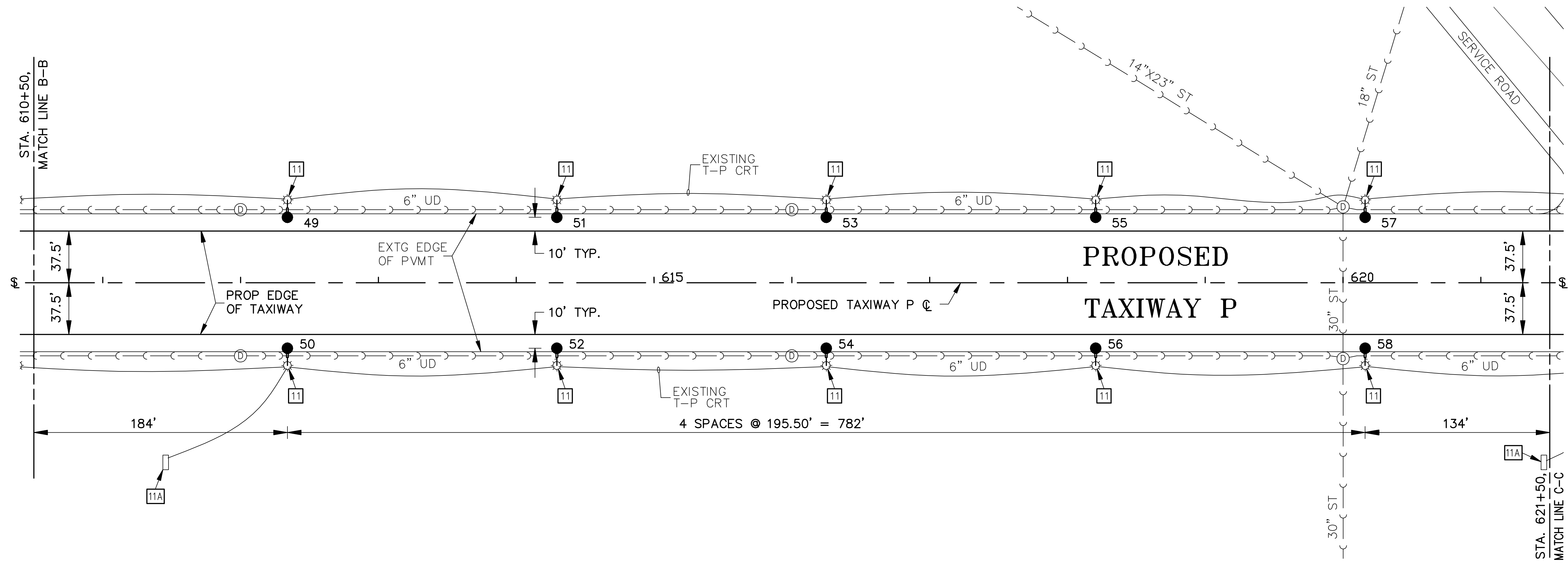
- SEE SHEETS 35 & 36 FOR NUMBERED LEGEND ITEMS 1 AND 3 THROUGH 10.
- 2 EXISTING GUIDANCE SIGN TO BE REMOVED OR RELOCATED. SEE SHEETS 45-50 FOR MORE INFORMATION.
 - 11 EXISTING LED L-861 MIRL (WEST: WHITE / EAST: WHITE) WITH 3-WAY BASE TO BE REFURBISHED (CONVERTED) INTO A L-867 SPLICE CAN PER DETAILS ON SHEET 51. INCLUDE COST FOR REFURBISHING & NEW SOLID LID IN ARI25982 CONTRACT UNIT PRICE.
 - 11A EXISTING TEMPORARY RUNWAY 10-28 LED DISTANCE REMAINING SIGN TO BE RELOCATED (ARI25965) TO RUNWAY 13-31. SEE SHEETS 45 THRU 48. REMOVE AND DISPOSE OF CONCRETE BASE IF NOT REUSED. INCLUDE REMOVAL & DISPOSAL COSTS IN ARI25965 CONTRACT UNIT PRICE.
- EXISTING LED L-861 LIGHT FIXTURES FROM THESE UNITS TO BE RELOCATED TO RUNWAY 5 (AR801637) OR TURNED OVER TO MAA (NO PAY ITEM); SEE SHEETS 41 THRU 44.



GENERAL NOTES:

1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.
5. SEE SHEET 51 FOR TYPICAL INSTALLATION DETAILS BETWEEN PROPOSED EDGE LIGHTS AND SPLICE CANS.

LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
49	1741247.57	2200114.73	L-861T MITL
50	1741152.60	2200112.38	L-861T MITL
51	1741242.74	2200310.17	L-861T MITL
52	1741147.77	2200307.82	L-861T MITL
53	1741237.91	2200505.61	L-861T MITL
54	1741142.93	2200503.26	L-861T MITL
55	1741233.07	2200701.05	L-861T MITL
56	1741138.10	2200698.70	L-861T MITL
57	1741228.24	2200896.49	L-861T MITL
58	1741133.27	2200894.14	L-861T MITL



TAXIWAY P LIGHTING PLAN, STA 610+50 TO STA 621+50

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SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER
- = EXISTING INCANDESCENT EDGE LIGHT UNIT

LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
59	1741223.41	2201091.93	L-861T MITL
60	1741128.44	2201089.58	L-861T MITL
61	1741218.58	2201287.37	L-861T MITL
62	1741123.61	2201285.02	L-861T MITL
63	1741213.75	2201482.81	L-861T MITL
64	1741118.78	2201480.46	L-861T MITL
65	1741103.47	2201594.06	L-867 SPLICE CAN
66	1741115.97	2201594.37	L-861T MITL, T-P
67	1741210.94	2201596.71	L-861T MITL, T-P
68	1741223.43	2201597.02	L-867 SPLICE CAN
69	1741102.23	2201644.04	L-867 SPLICE CAN
70	1741114.73	2201644.35	L-861T MITL, T-P
71	1741209.70	2201646.70	L-861T MITL, T-P
72	1741222.20	2201647.01	L-867 SPLICE CAN
73*	1741216.36	2201685.14	L-861T MITL, T-E-1
74*	1741106.17	2201682.42	L-861T MITL, T-E-2
75*	1741237.23	2201718.11	L-861T MITL, T-E-1
76*	1741083.70	2201714.32	L-861T MITL, T-E-2
77*	1741269.13	2201740.58	L-861T MITL, T-E-1
78*	1741050.73	2201735.18	L-861T MITL, T-E-2
79*	1741266.41	2201850.77	L-861T MITL, T-E-1
80*	1741048.01	2201845.38	L-861T MITL, T-E-2
81*	1741233.44	2201871.64	L-861T MITL, T-E-1
82*	1741079.91	2201867.85	L-861T MITL, T-E-2
83*	1741210.97	2201903.54	L-861T MITL, T-E-1
84*	1741100.78	2201900.82	L-861T MITL, T-E-2
85	1741202.41	2201941.61	L-861T MITL, T-P
86	1741107.44	2201939.26	L-861T MITL, T-P
87	1741093.71	2201988.94	L-867 SPLICE CAN
88	1741106.20	2201989.24	L-861T MITL, T-P
89	1741201.18	2201991.59	L-861T MITL, T-P
90	1741213.67	2201991.90	L-867 SPLICE CAN
91	1741090.47	2202120.12	L-867 SPLICE CAN
92	1741102.96	2202120.43	L-861T MITL, T-P
93	1741197.93	2202122.78	L-861T MITL, T-P
94	1741210.43	2202123.09	L-867 SPLICE CAN

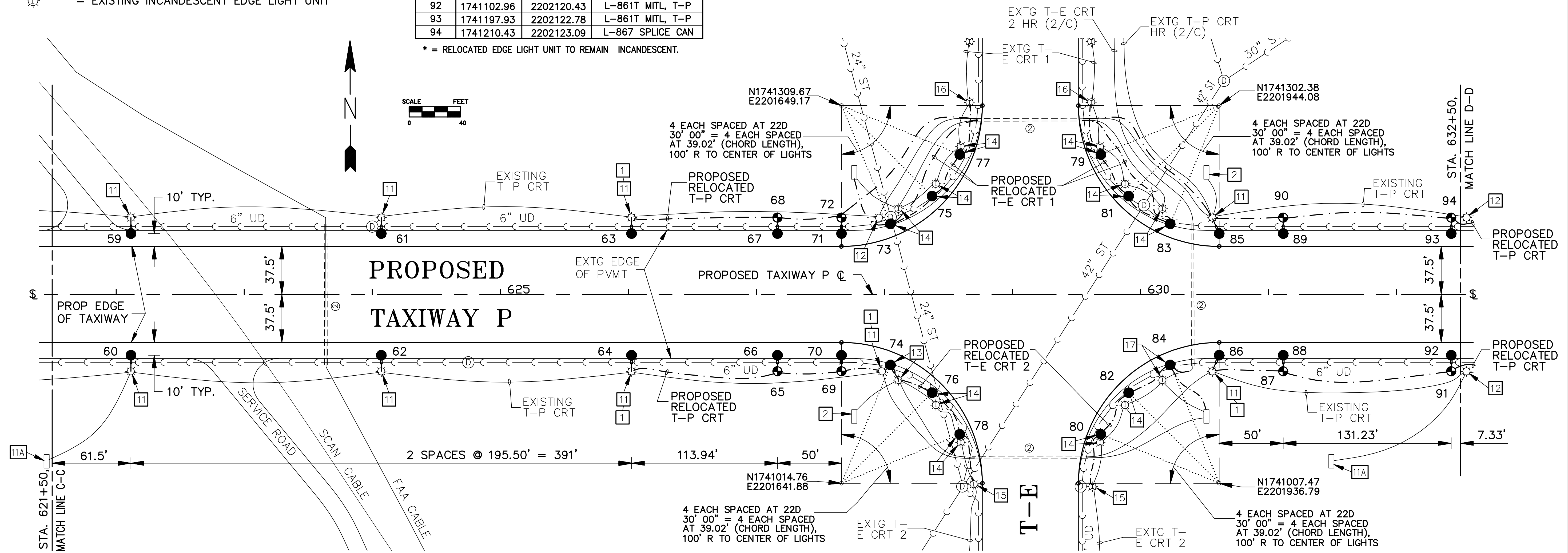
* = RELOCATED EDGE LIGHT UNIT TO REMAIN INCANDESCENT.

NUMBERED LEGEND

- SEE SHEETS 35 THRU 37 FOR NUMBERED LEGEND ITEMS 3 THROUGH 10.
- 1 DISCONNECT EXTG. T-P CRT CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-P CRT RELOCATIONS AT THESE LOCATIONS.
 - 2 EXISTING GUIDANCE SIGN TO BE REMOVED OR RELOCATED. SEE SHEETS 45-50 FOR MORE INFORMATION.
 - 11 EXISTING LED L-861 MIRL (WEST: WHITE / EAST: WHITE) WITH 3-WAY BASE TO BE REFURBISHED (CONVERTED) INTO A L-867 SPLICE CAN PER DETAILS ON SHEET 51. INCLUDE COST FOR REFURBISHING & NEW SOLID LID IN AR125982 CONTRACT UNIT PRICE.
 - 11A EXISTING TEMPORARY RUNWAY 10-28 LED DISTANCE REMAINING SIGN TO BE RELOCATED (AR125965) TO RUNWAY 13-31. SEE SHEETS 45 THRU 48. REMOVE AND DISPOSE OF CONCRETE BASE IF NOT REUSED. INCLUDE REMOVAL & DISPOSAL COSTS IN AR125965 CONTRACT UNIT PRICE.
 - 12 EXISTING LED L-861 MIRL (WEST: WHITE / EAST: WHITE) TO BE REMOVE (AR125902). EXISTING LED L-861 LIGHT FIXTURES TO BE RELOCATED TO RUNWAY 5 (AR801637); SEE SHEETS 41 THRU 44.
 - 13 EXISTING INCANDESCENT L-861T MITL (BLUE) WITH 3-WAY BASE TO BE REFURBISHED (CONVERTED) INTO A L-867 SPLICE CAN PER DETAILS ON SHEET 51. INCLUDE COSTS FOR REFURBISHING & NEW SOLID LID IN THE AR125982 CONTRACT UNIT PRICE. DISCONNECT EXTG. T-E CRT 2 CABLE & UNIT DUCT AT THIS LOCATION. START / END PROPOSED T-E CRT 2 RELOCATION AT THIS LOCATION. RELOCATE INCANDESCENT FIXTURE (AR801637) TO PROPOSED EDGE LIGHT LOCATION 74. SUPPLY / INSTALL NEW LIGHT CAN (AR125565) AT LOCATION 74.
 - 14 EXISTING INCANDESCENT L-861T MITL (BLUE) TO BE RELOCATED (AR125962). EXISTING T-E EDGE LIGHTS ARE INCANDESCENT. PROPOSED T-P EDGE LIGHTS ARE LED. DO NOT MIX THE DIFFERENT TYPES OF EDGE LIGHTS.
 - 15 DISCONNECT EXTG. T-E CRT 2 CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-E CRT 2 RELOCATIONS AT THESE LOCATIONS.
 - 16 DISCONNECT EXTG. T-E CRT 1 CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-E CRT 1 RELOCATIONS AT THESE LOCATIONS.
 - 17 EXTG INCANDESCENT L-861T MITL (BLUE) WITH 3-WAY BASE TO BE RELOCATED (AR125962). LOCATE EXTG T-E CRT 2 HR IN UNIT DUCT AND REROUTE EXTG 2/C HR CABLE IN UNIT DUCT INTO RELOCATED LIGHT BASE. START / END T-E CRT 2 RELOCATION AT THIS LOCATION. EXISTING T-E EDGE LIGHTS ARE INCANDESCENT. PROPOSED T-P EDGE LIGHTS ARE LED. DO NOT MIX THE DIFFERENT TYPES OF EDGE LIGHTS.

GENERAL NOTES:

1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.
5. SEE SHEET 51 FOR TYPICAL INSTALLATION DETAILS BETWEEN PROPOSED EDGE LIGHTS AND SPLICE CANS.



SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-852D SEMI FLUSH CAT III TAXIWAY CENTERLINE LIGHT (MODIFIED FOR RUNWAY) ON SHALLOW INSET BASE (YELLOW / WHITE)
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER
- = EXISTING INCANDESCENT EDGE LIGHT UNIT

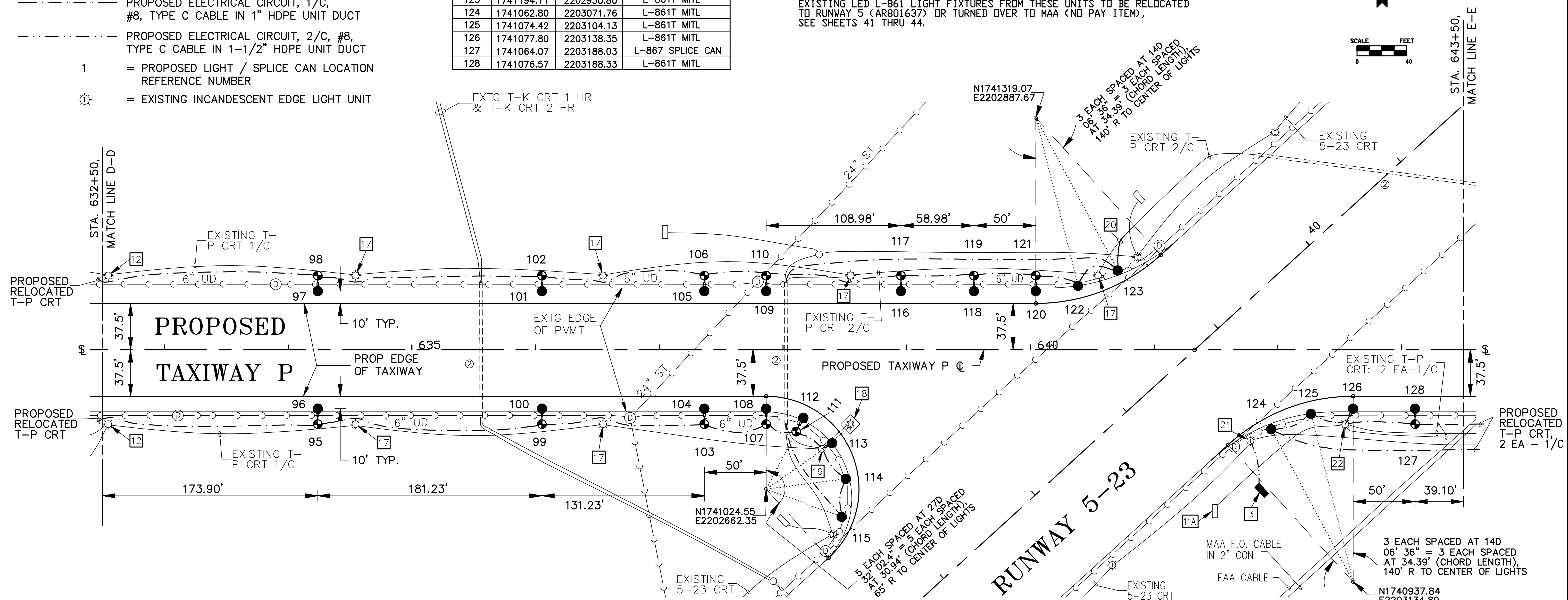
LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
95	1741085.99	2202301.30	L-867 SPLICE CAN
96	1741098.48	2202301.61	L-861T MITL
97	1741193.45	2202303.96	L-861T MITL
98	1741205.95	2202304.27	L-867 SPLICE CAN
99	1741081.51	2202482.48	L-867 SPLICE CAN
100	1741094.01	2202482.78	L-861T MITL
101	1741188.98	2202485.13	L-861T MITL
102	1741201.47	2202485.44	L-867 SPLICE CAN
103	1741078.27	2202613.66	L-867 SPLICE CAN
104	1741090.76	2202613.97	L-861T MITL
105	1741185.73	2202616.32	L-861T MITL
106	1741198.23	2202616.63	L-867 SPLICE CAN
107	1741077.03	2202663.65	L-867 SPLICE CAN
108	1741089.53	2202663.96	L-861T MITL
109	1741184.50	2202666.30	L-861T MITL
110	1741196.99	2202666.61	L-867 SPLICE CAN
111	1741070.49	2202687.76	L-867 SPLICE CAN
112	1741081.43	2202693.81	L-861T MITL
113	1741060.44	2202716.54	L-861T MITL
114	1741031.32	2202727.00	L-861T MITL
115	1741000.67	2202722.81	L-861T MITL
116	1741181.81	2202775.26	L-861T MITL
117	1741194.30	2202775.56	L-867 SPLICE CAN
118	1741180.35	2202834.23	L-861T MITL
119	1741192.84	2202834.53	L-867 SPLICE CAN
120	1741179.11	2202884.21	L-861T MITL
121	1741191.61	2202884.52	L-867 SPLICE CAN
122	1741182.49	2202918.43	L-861T MITL
123	1741194.11	2202950.80	L-861T MITL
124	1741062.80	2203071.76	L-861T MITL
125	1741074.42	2203104.13	L-861T MITL
126	1741077.80	2203138.35	L-861T MITL
127	1741064.07	2203188.03	L-867 SPLICE CAN
128	1741076.57	2203188.33	L-861T MITL

NUMBERED LEGEND

- SEE SHEETS 35 THRU 38 FOR NUMBERED LEGEND ITEMS [1] THROUGH [16].
- [2] EXISTING GUIDANCE SIGN TO BE REMOVED OR RELOCATED. SEE SHEETS 45-50 FOR MORE INFORMATION.
- [3] PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEETS 45-50 FOR MORE INFORMATION.
- [12] EXISTING LED L-861 MRL (WEST: WHITE / EAST: WHITE) TO BE REMOVE (AR125902). EXISTING LED L-861 LIGHT FIXTURES TO BE RELOCATED TO RUNWAY 5 (AR801637); SEE SHEETS 41 THRU 44.
- [17] EXISTING LED L-861 MRL (WEST: YELLOW / EAST: WHITE) TO BE REMOVE (AR125902). EXISTING LED L-861 LIGHT FIXTURES TO BE RELOCATED TO RUNWAY 5 (AR801637); SEE SHEETS 41 THRU 44.
- [18] EXISTING L-852D SEMI-FLUSH RUNWAY EDGE LIGHT ON SHALLOW INSET BASE TO BE REMOVED (AR125903) PER DETAILS. BACKFILL VOID CREATED BY REMOVAL WITH CONCRETE EPDXY FILLER (HEAVY DUTY LOAD RATED).
- [19] EXISTING L-867 TRANSFORMER CAN SERVING EXISTING L-852D SEMI-FLUSH EDGE LIGHT. REMOVE EXISTING 1" RIGID STL CONDUIT BETWEEN CAN AND EXTG EDGE OF PVMT. REPLACE TRANSFORMER TO SERVE NEW L-861T MITL # 113 AS REQUIRED. DISCONNECT EXTG CABLES & UNIT DUCTS AS REQUIRED TO INSTALL PROPOSED RELOCATED T-P CRT CABLES & UNIT DUCTS.
- [20] LOCATE EXISTING T-P CRT 2/C CABLES IN UNIT DUCTS AND REROUTE EXISTING CABLES IN UNIT DUCTS INTO PROPOSED MITL UNITS AT LOCATIONS 123 / 131. START / END PROPOSED T-P CRT RELOCATIONS AT THESE LOCATIONS.
- [21] EXISTING R5-23 INCANDESCENT L-861 MRL WITH 2-WAY BASE. REMOVE & REPLACE EXTG 2-WAY CAN WITH A NEW 3-WAY CAN (PAYMENT UNDER AR125565 - SPLICE CAN). LIGHT TO REMAIN IN PLACE. CONNECT NEW SIGN TO R5-23 CRT.
- [22] EXISTING LED L-861 MRL (WEST: YELLOW / EAST: WHITE) WITH 3-WAY BASE TO BE REFURBISHED (CONVERTED) INTO A L-867 SPLICE CAN PER DETAILS ON SHEET 51. INCLUDE COSTS FOR REFURBISHING AND NEW SOLID LID IN AR125982 CONTRACT UNIT PRICE.
- EXISTING LED L-861 LIGHT FIXTURES FROM THESE UNITS TO BE RELOCATED TO RUNWAY 5 (AR801637) OR TURNED OVER TO MAA (NO PAY ITEM), SEE SHEETS 41 THRU 44.

GENERAL NOTES:

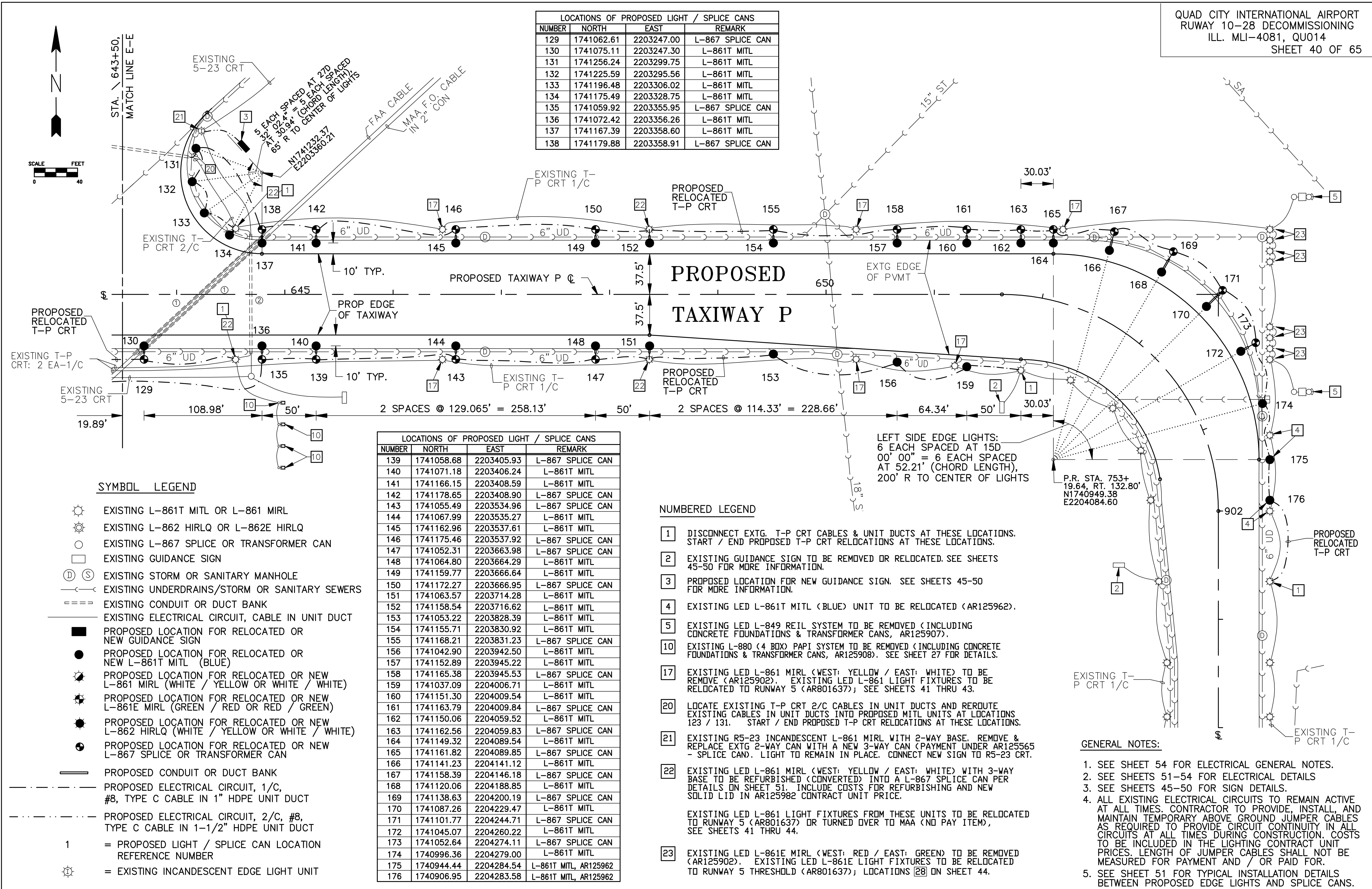
1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.
5. SEE SHEET 51 FOR TYPICAL INSTALLATION DETAILS BETWEEN PROPOSED EDGE LIGHTS AND SPLICE CANS.



TAXIWAY P LIGHTING PLAN, STA 632+50 TO STA 643+50 39/65

LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
129	1741062.61	2203247.00	L-867 SPLICE CAN
130	1741075.11	2203247.30	L-861T MITL
131	1741256.24	2203299.75	L-861T MITL
132	1741225.59	2203295.56	L-861T MITL
133	1741196.48	2203306.02	L-861T MITL
134	1741175.49	2203328.75	L-861T MITL
135	1741059.92	2203355.95	L-867 SPLICE CAN
136	1741072.42	2203356.26	L-861T MITL
137	1741167.39	2203358.60	L-861T MITL
138	1741179.88	2203358.91	L-867 SPLICE CAN

LOCATIONS OF PROPOSED LIGHT / SPLICE CANS			
NUMBER	NORTH	EAST	REMARK
139	1741058.68	2203405.93	L-867 SPLICE CAN
140	1741071.18	2203406.24	L-861T MITL
141	1741166.15	2203408.59	L-861T MITL
142	1741178.65	2203408.90	L-867 SPLICE CAN
143	1741055.49	2203534.96	L-867 SPLICE CAN
144	1741067.99	2203535.27	L-861T MITL
145	1741162.96	2203537.61	L-861T MITL
146	1741175.46	2203537.92	L-867 SPLICE CAN
147	1741052.31	2203663.98	L-867 SPLICE CAN
148	1741064.80	2203664.29	L-861T MITL
149	1741159.77	2203666.64	L-861T MITL
150	1741172.27	2203666.95	L-867 SPLICE CAN
151	1741063.57	2203714.28	L-861T MITL
152	1741158.54	2203716.62	L-861T MITL
153	1741053.22	2203828.39	L-861T MITL
154	1741155.71	2203830.92	L-861T MITL
155	1741168.21	2203831.23	L-867 SPLICE CAN
156	1741042.90	2203942.50	L-861T MITL
157	1741152.89	2203945.22	L-861T MITL
158	1741165.38	2203945.53	L-867 SPLICE CAN
159	1741037.09	2204006.71	L-861T MITL
160	1741151.30	2204009.54	L-861T MITL
161	1741163.79	2204009.84	L-867 SPLICE CAN
162	1741150.06	2204059.52	L-861T MITL
163	1741162.56	2204059.83	L-867 SPLICE CAN
164	1741149.32	2204089.54	L-861T MITL
165	1741161.82	2204089.85	L-867 SPLICE CAN
166	1741141.23	2204141.12	L-861T MITL
167	1741158.39	2204146.18	L-867 SPLICE CAN
168	1741120.06	2204188.85	L-861T MITL
169	1741138.63	2204200.19	L-867 SPLICE CAN
170	1741087.26	2204229.47	L-861T MITL
171	1741101.77	2204244.71	L-867 SPLICE CAN
172	1741045.07	2204260.22	L-861T MITL
173	1741052.64	2204274.11	L-867 SPLICE CAN
174	1740996.36	2204279.00	L-861T MITL
175	1740944.44	2204284.54	L-861T MITL, AR125962
176	1740906.95	2204283.58	L-861T MITL, AR125962



SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER
- = EXISTING INCANDESCENT EDGE LIGHT UNIT

NUMBERED LEGEND

- 1** DISCONNECT EXTG. T-P CRT CABLES & UNIT DUCTS AT THESE LOCATIONS. START / END PROPOSED T-P CRT RELOCATIONS AT THESE LOCATIONS.
 - 2** EXISTING GUIDANCE SIGN TO BE REMOVED OR RELOCATED. SEE SHEETS 45-50 FOR MORE INFORMATION.
 - 3** PROPOSED LOCATION FOR NEW GUIDANCE SIGN. SEE SHEETS 45-50 FOR MORE INFORMATION.
 - 4** EXISTING LED L-861T MITL (BLUE) UNIT TO BE RELOCATED (AR125962).
 - 5** EXISTING LED L-849 REIL SYSTEM TO BE REMOVED (INCLUDING CONCRETE FOUNDATIONS & TRANSFORMER CANS, AR125907).
 - 10** EXISTING L-880 (4 BOX) PAPI SYSTEM TO BE REMOVED (INCLUDING CONCRETE FOUNDATIONS & TRANSFORMER CANS, AR125908). SEE SHEET 27 FOR DETAILS.
 - 17** EXISTING LED L-861 MIRL (WEST: YELLOW / EAST: WHITE) TO BE REMOVE (AR125902). EXISTING LED L-861 LIGHT FIXTURES TO BE RELOCATED TO RUNWAY 5 (AR801637); SEE SHEETS 41 THRU 43.
 - 20** LOCATE EXISTING T-P CRT 2/C CABLES IN UNIT DUCTS AND REROUTE EXISTING CABLES IN UNIT DUCTS INTO PROPOSED MITL UNITS AT LOCATIONS 123 / 131. START / END PROPOSED T-P CRT RELOCATIONS AT THESE LOCATIONS.
 - 21** EXISTING R5-23 INCANDESCENT L-861 MIRL WITH 2-WAY BASE. REMOVE & REPLACE EXTG 2-WAY CAN WITH A NEW 3-WAY CAN (PAYMENT UNDER AR125565 - SPLICE CAN). LIGHT TO REMAIN IN PLACE. CONNECT NEW SIGN TO R5-23 CRT.
 - 22** EXISTING LED L-861 MIRL (WEST: YELLOW / EAST: WHITE) WITH 3-WAY BASE TO BE REFURBISHED (CONVERTED) INTO A L-867 SPLICE CAN PER DETAILS ON SHEET 51. INCLUDE COSTS FOR REFURBISHING AND NEW SOLID LID IN AR125982 CONTRACT UNIT PRICE.
- EXISTING LED L-861 LIGHT FIXTURES FROM THESE UNITS TO BE RELOCATED TO RUNWAY 5 (AR801637) OR TURNED OVER TO MAA (NO PAY ITEM), SEE SHEETS 41 THRU 44.
- 23** EXISTING LED L-861E MIRL (WEST: RED / EAST: GREEN) TO BE REMOVED (AR125902). EXISTING LED L-861E LIGHT FIXTURES TO BE RELOCATED TO RUNWAY 5 THRESHOLD (AR801637); LOCATIONS [28] ON SHEET 44.

GENERAL NOTES:

1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.
5. SEE SHEET 51 FOR TYPICAL INSTALLATION DETAILS BETWEEN PROPOSED EDGE LIGHTS AND SPLICE CANS.

SYMBOL LEGEND

- ☉ EXISTING L-861T MITL OR L-861 MIRL
- ☉ EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- Ⓜ Ⓢ EXISTING STORM OR SANITARY MANHOLE
- ← EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- ==== EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- ☉ PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- ☉ PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- ☉ PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- ==== PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- 1 = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER
- ☉ = EXISTING INCANDESCENT EDGE LIGHT UNIT

SUMMARY OF RUNWAY 5-23 EDGE LIGHT COLORS		
DESCRIPTION		NUMBER
GREEN / RED	G/R	8 EACH
WHITE / YELLOW	W/Y	18 EACH
WHITE / WHITE	W/W	12 EACH
YELLOW / WHITE	Y/W	17 EACH
RED / GREEN	R/G	8 EACH
TOTAL		63 EACH

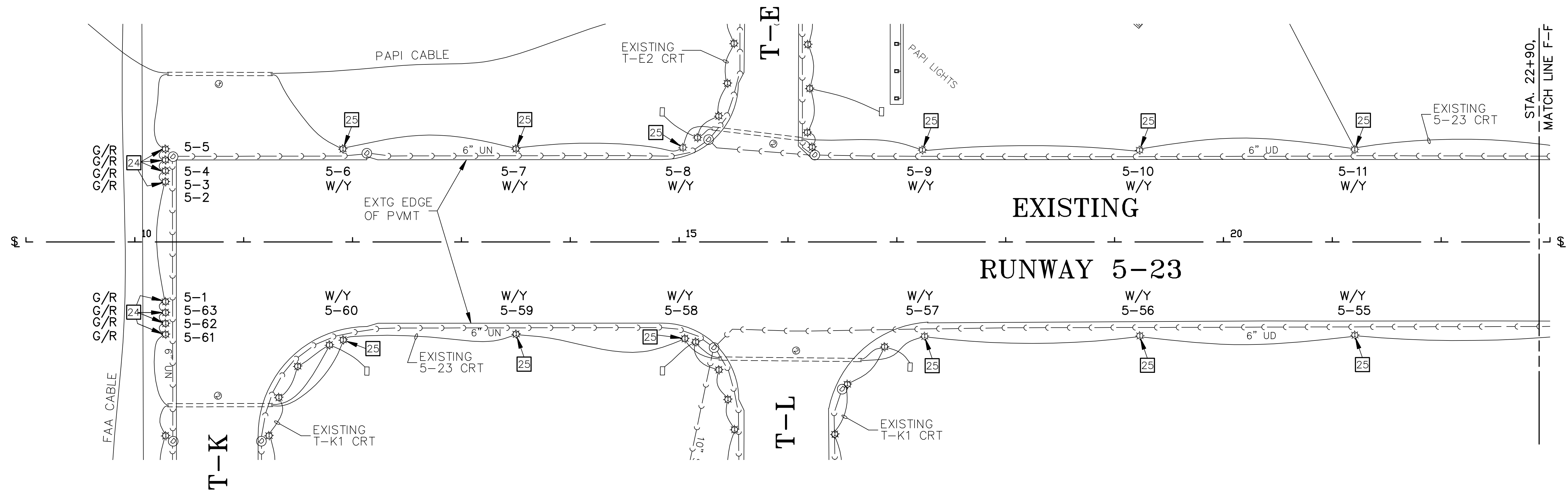
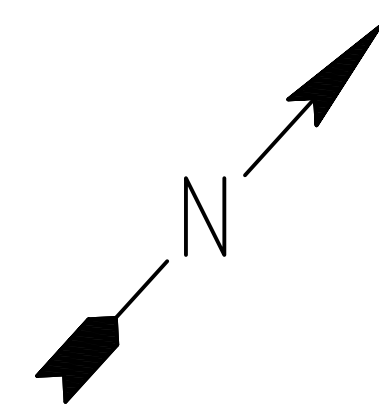
GENERAL NOTES:

1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.

NUMBERED LEGEND

SEE SHEETS 35 THRU 40 FOR NUMBERED LEGEND ITEMS [1] THROUGH [23].

- [24] EXISTING INCANDESCENT L-861E MIRL (SOUTHWEST: GREEN / NORTHEAST: RED) UNIT. CONVERT EXISTING INCANDESCENT LIGHT INTO A PROPOSED LED LIGHT USING LED PARTS (FIXTURE, EMT EXTENSION, BASE PLATE, FIXTURE LEAD ASSEMBLY, ETC.) FROM LOCATIONS [6] ON R10-28. REMOVED LIGHTING EQUIPMENT TO BE TURNED OVER TO MAA. INCLUDE COSTS FOR CONVERSION IN RELOCATION (AR801637) CONTRACT UNIT PRICE.
- [25] EXISTING INCANDESCENT L-861 MIRL (SOUTHWEST: WHITE / NORTHEAST: YELLOW) UNIT. CONVERT EXISTING INCANDESCENT LIGHT INTO A PROPOSED LED LIGHT USING LED PARTS (FIXTURE, EMT EXTENSION, BASE PLATE, FIXTURE LEAD ASSEMBLY, ETC.) FROM LOCATIONS [7] AND [9] ON R10-28. REMOVED LIGHTING EQUIPMENT TO BE TURNED OVER TO MAA. INCLUDE COSTS FOR CONVERSION IN RELOCATION (AR801637) CONTRACT UNIT PRICE.



SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-852D SEMI FLUSH CAT III TAXIWAY CENTERLINE LIGHT (MODIFIED FOR RUNWAY) ON SHALLOW INSET BASE (YELLOW / WHITE)
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER
- = EXISTING INCANDESCENT EDGE LIGHT UNIT

NUMBERED LEGEND

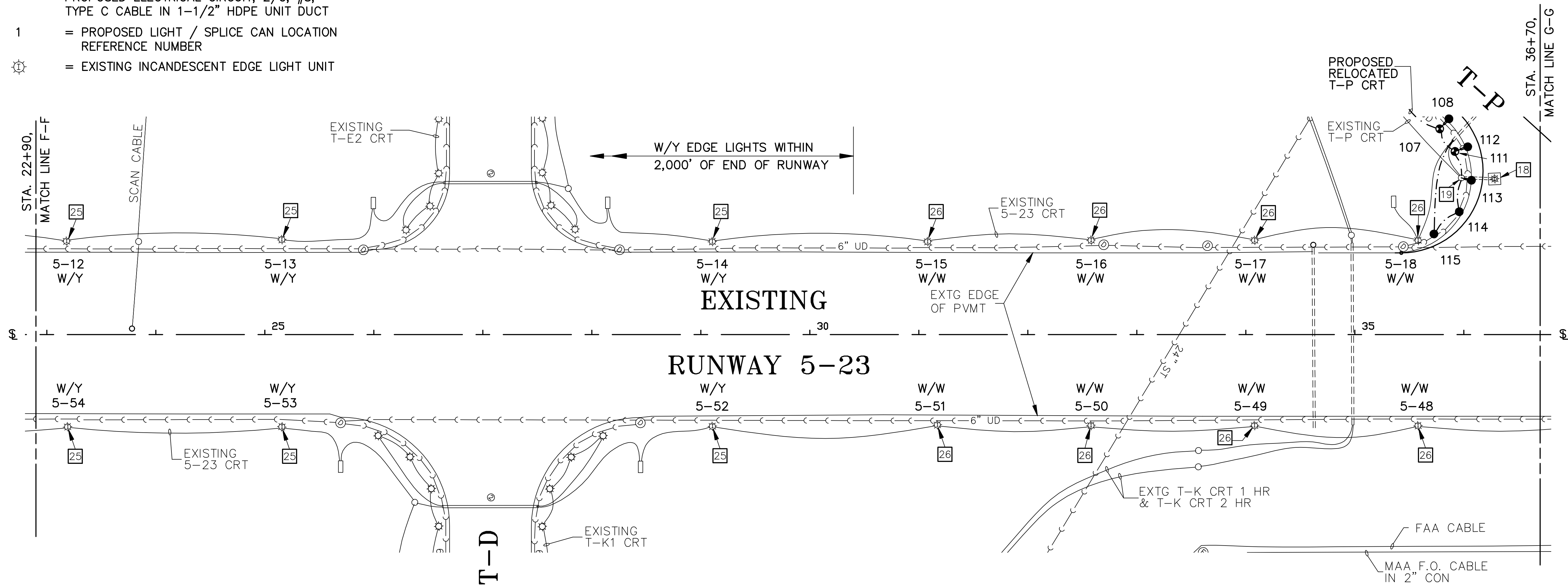
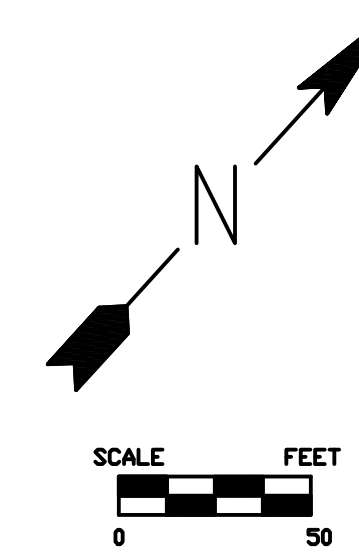
SEE SHEETS 35 THRU 41 FOR NUMBERED LEGEND ITEMS [1] THROUGH [24].

[25] EXISTING INCANDESCENT L-861 MIRL (SOUTHWEST: WHITE / NORTHEAST: YELLOW) UNIT. CONVERT EXISTING INCANDESCENT LIGHT INTO A PROPOSED LED LIGHT USING LED PARTS (FIXTURE, EMT EXTENSION, BASE PLATE, FIXTURE LEAD ASSEMBLY, ETC.) FROM LOCATIONS [7] AND [9] ON R10-28. REMOVED LIGHTING EQUIPMENT TO BE TURNED OVER TO MAA. INCLUDE COSTS FOR CONVERSION IN RELOCATION (AR801637) CONTRACT UNIT PRICE.

[26] EXISTING INCANDESCENT L-861 MIRL (SOUTHWEST: WHITE / NORTHEAST: WHITE) UNIT. CONVERT EXISTING INCANDESCENT LIGHT INTO A PROPOSED LED LIGHT USING LED PARTS (FIXTURE, EMT EXTENSION, BASE PLATE, FIXTURE LEAD ASSEMBLY, ETC.) FROM LOCATIONS [11] AND [12] ON R10-28. REMOVED LIGHTING EQUIPMENT TO BE TURNED OVER TO MAA. INCLUDE COSTS FOR CONVERSION IN RELOCATION (AR801637) CONTRACT UNIT PRICE.

GENERAL NOTES:

1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.



SYMBOL LEGEND

- EXISTING L-861T MITL OR L-861 MIRL
- EXISTING L-862 HIRLQ OR L-862E HIRLQ
- EXISTING L-852D SEMI FLUSH CAT III TAXIWAY CENTERLINE LIGHT (MODIFIED FOR RUNWAY) ON SHALLOW INSET BASE (YELLOW / WHITE)
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- EXISTING STORM OR SANITARY MANHOLE
- EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MIRL (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MIRL (GREEN / RED OR RED / GREEN)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER
- = EXISTING INCANDESCENT EDGE LIGHT UNIT

NUMBERED LEGEND

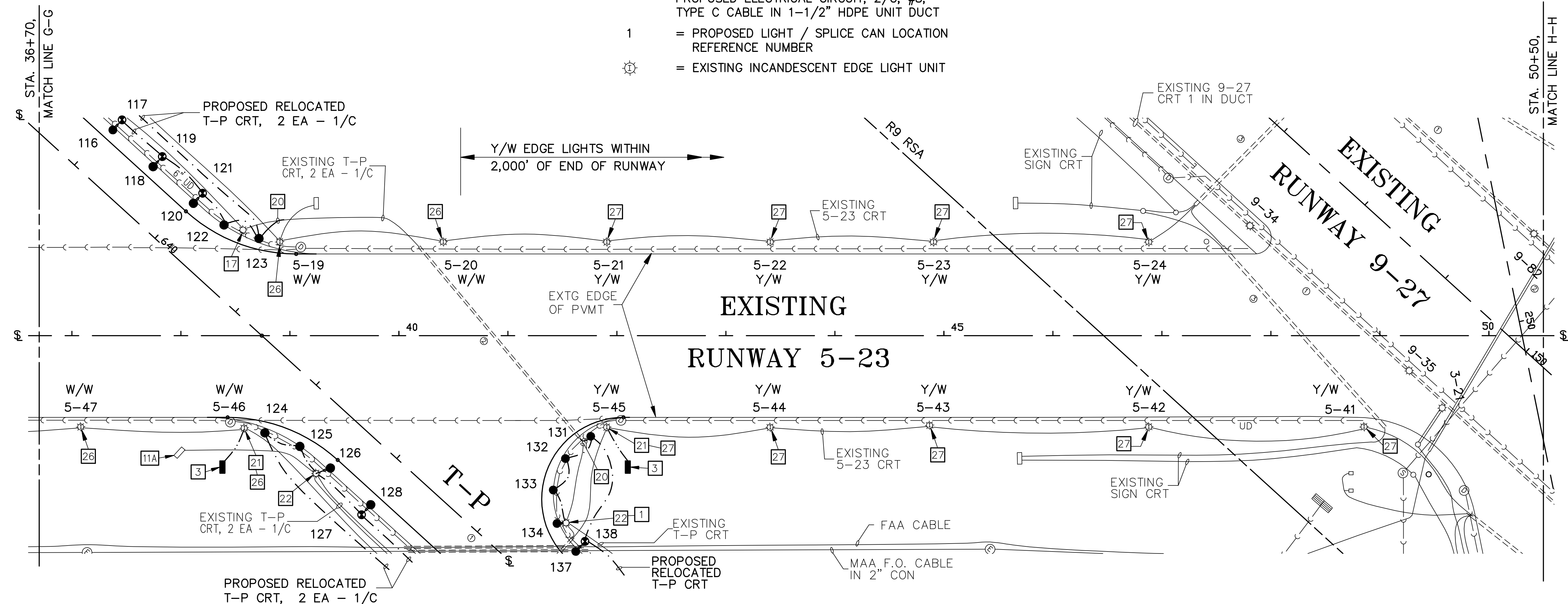
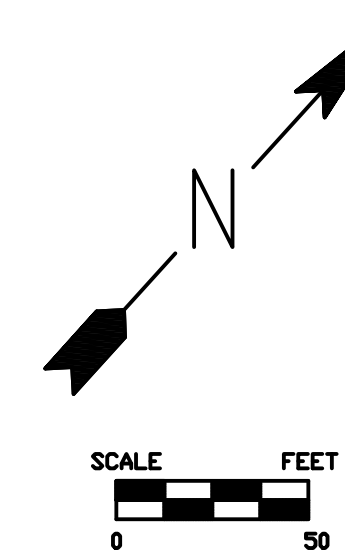
SEE SHEETS 35 THRU 42 FOR NUMBERED LEGEND ITEMS 1 THROUGH 25.

26 EXISTING INCANDESCENT L-861 MIRL (SOUTHWEST: WHITE / NORTHEAST: WHITE) UNIT. CONVERT EXISTING INCANDESCENT LIGHT INTO A PROPOSED LED LIGHT USING LED PARTS (FIXTURE, EMT EXTENSION, BASE PLATE, FIXTURE LEAD ASSEMBLY, ETC.) FROM LOCATIONS 11 AND 12 ON R10-28. REMOVED LIGHTING EQUIPMENT TO BE TURNED OVER TO MAA. INCLUDE COSTS FOR CONVERSION IN RELOCATION (AR801637) CONTRACT UNIT PRICE.

27 EXISTING INCANDESCENT L-861 MIRL (SOUTHWEST: YELLOW / NORTHEAST: WHITE) UNIT. CONVERT EXISTING INCANDESCENT LIGHT INTO A PROPOSED LED LIGHT USING LED PARTS (FIXTURE, EMT EXTENSION, BASE PLATE, FIXTURE LEAD ASSEMBLY, ETC.) FROM LOCATIONS 17 AND 22 ON R10-28. REMOVED LIGHTING EQUIPMENT TO BE TURNED OVER TO MAA. INCLUDE COSTS FOR CONVERSION IN RELOCATION (AR801637) CONTRACT UNIT PRICE.

GENERAL NOTES:

1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.



RUNWAY 5-23 LIGHTING PLAN, STA 36+70 TO STA 50+50

NUMBERED LEGEND

SEE SHEETS 35 THRU 43 FOR NUMBERED LEGEND ITEMS 1 THROUGH 26.

27 EXISTING INCANDESCENT L-861 MRL (SOUTHWEST: YELLOW / NORTHEAST: WHITE) UNIT. CONVERT EXISTING INCANDESCENT LIGHT INTO A PROPOSED LED LIGHT USING LED PARTS (FIXTURE, EMT EXTENSION, BASE PLATE, FIXTURE LEAD ASSEMBLY, ETC.) FROM LOCATIONS 17 AND 22 ON R10-28. REMOVED LIGHTING EQUIPMENT TO BE TURNED OVER TO MAA. INCLUDE COSTS FOR CONVERSION IN RELOCATION (AR801637) CONTRACT UNIT PRICE.

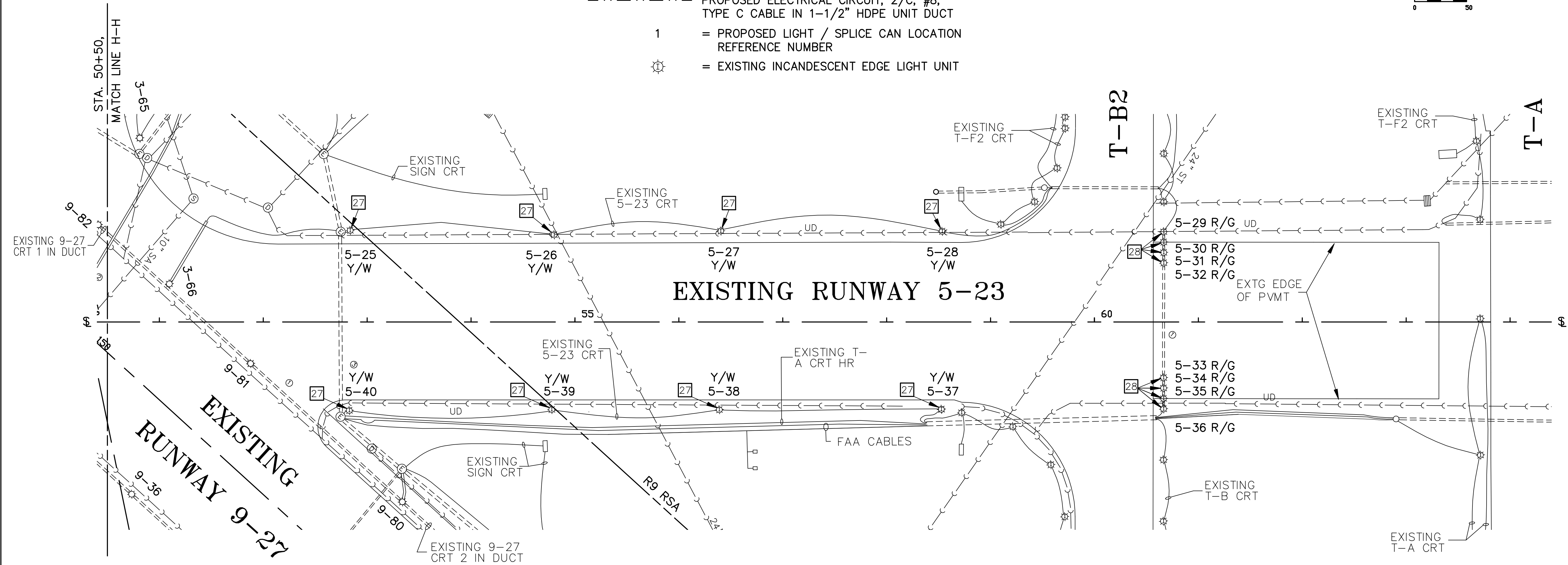
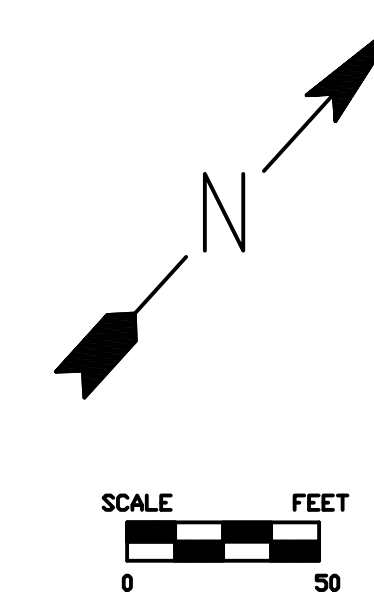
28 EXISTING INCANDESCENT L-861E MRL (SOUTHWEST: RED / NORTHEAST: GREEN) UNIT. CONVERT EXISTING INCANDESCENT LIGHT INTO A PROPOSED LED LIGHT USING LED PARTS (FIXTURE, EMT EXTENSION, BASE PLATE, FIXTURE LEAD ASSEMBLY, ETC.) FROM LOCATIONS 23 ON R10-28. REMOVED LIGHTING EQUIPMENT TO BE TURNED OVER TO MAA. INCLUDE COSTS FOR CONVERSION IN RELOCATION (AR801637) CONTRACT UNIT PRICE.

SYMBOL LEGEND

- ☉ EXISTING L-861T MITL OR L-861 MRL
- ☉ EXISTING L-862 HIRLQ OR L-862E HIRLQ
- ⬠ EXISTING L-852D SEMI FLUSH CAT III TAXIWAY CENTERLINE LIGHT (MODIFIED FOR RUNWAY) ON SHALLOW INSET BASE (YELLOW / WHITE)
- EXISTING L-867 SPLICE OR TRANSFORMER CAN
- EXISTING GUIDANCE SIGN
- Ⓢ EXISTING STORM OR SANITARY MANHOLE
- ← EXISTING UNDERDRAINS/STORM OR SANITARY SEWERS
- ==== EXISTING CONDUIT OR DUCT BANK
- EXISTING ELECTRICAL CIRCUIT, CABLE IN UNIT DUCT
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED LOCATION FOR RELOCATED OR NEW L-861T MITL (BLUE)
- ☉ PROPOSED LOCATION FOR RELOCATED OR NEW L-861 MRL (WHITE / YELLOW OR WHITE / WHITE)
- ☉ PROPOSED LOCATION FOR RELOCATED OR NEW L-861E MRL (GREEN / RED OR RED / GREEN)
- ☉ PROPOSED LOCATION FOR RELOCATED OR NEW L-862 HIRLQ (WHITE / YELLOW OR WHITE / WHITE)
- PROPOSED LOCATION FOR RELOCATED OR NEW L-867 SPLICE OR TRANSFORMER CAN
- ==== PROPOSED CONDUIT OR DUCT BANK
- PROPOSED ELECTRICAL CIRCUIT, 1/C, #8, TYPE C CABLE IN 1" HDPE UNIT DUCT
- PROPOSED ELECTRICAL CIRCUIT, 2/C, #8, TYPE C CABLE IN 1-1/2" HDPE UNIT DUCT
- 1 = PROPOSED LIGHT / SPLICE CAN LOCATION REFERENCE NUMBER
- ☉ = EXISTING INCANDESCENT EDGE LIGHT UNIT

GENERAL NOTES:

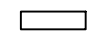
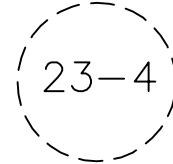
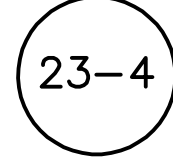

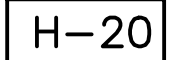
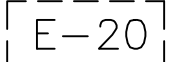
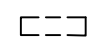
1. SEE SHEET 54 FOR ELECTRICAL GENERAL NOTES.
2. SEE SHEETS 51-54 FOR ELECTRICAL DETAILS
3. SEE SHEETS 45-50 FOR SIGN DETAILS.
4. ALL EXISTING ELECTRICAL CIRCUITS TO REMAIN ACTIVE AT ALL TIMES. CONTRACTOR TO PROVIDE, INSTALL, AND MAINTAIN TEMPORARY ABOVE GROUND JUMPER CABLES AS REQUIRED TO PROVIDE CIRCUIT CONTINUITY IN ALL CIRCUITS AT ALL TIMES DURING CONSTRUCTION. COSTS TO BE INCLUDED IN THE LIGHTING CONTRACT UNIT PRICES. LENGTH OF JUMPER CABLES SHALL NOT BE MEASURED FOR PAYMENT AND / OR PAID FOR.

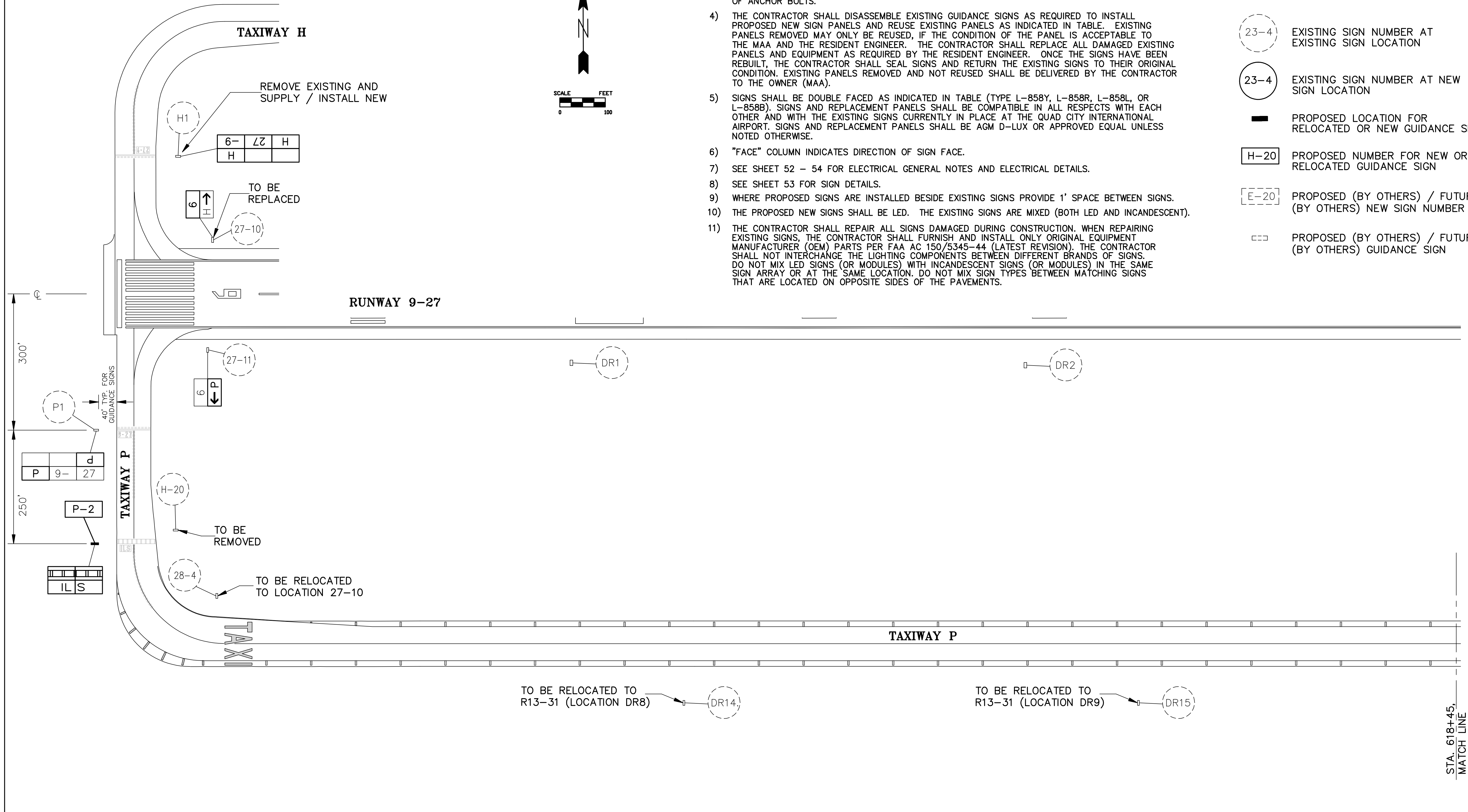
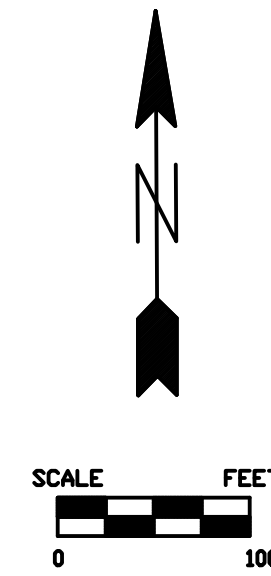


GUIDANCE SIGN GENERAL NOTES:

- 1) "LEGEND" COLUMN IN TABLE (FOUND ON SHTS 49 & 50) INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
- 2) ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44 (LATEST REVISION) AND BE ETL CERTIFIED.
- 3) CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
- 4) THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
- 5) SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, L-858L, OR L-858B). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE AGM D-LUX OR APPROVED EQUAL UNLESS NOTED OTHERWISE.
- 6) "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
- 7) SEE SHEET 52 - 54 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
- 8) SEE SHEET 53 FOR SIGN DETAILS.
- 9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.
- 10) THE PROPOSED NEW SIGNS SHALL BE LED. THE EXISTING SIGNS ARE MIXED (BOTH LED AND INCANDESCENT).
- 11) THE CONTRACTOR SHALL REPAIR ALL SIGNS DAMAGED DURING CONSTRUCTION. WHEN REPAIRING EXISTING SIGNS, THE CONTRACTOR SHALL FURNISH AND INSTALL ONLY ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS PER FAA AC 150/5345-44 (LATEST REVISION). THE CONTRACTOR SHALL NOT INTERCHANGE THE LIGHTING COMPONENTS BETWEEN DIFFERENT BRANDS OF SIGNS. DO NOT MIX LED SIGNS (OR MODULES) WITH INCANDESCENT SIGNS (OR MODULES) IN THE SAME SIGN ARRAY OR AT THE SAME LOCATION. DO NOT MIX SIGN TYPES BETWEEN MATCHING SIGNS THAT ARE LOCATED ON OPPOSITE SIDES OF THE PAVEMENTS.

LEGEND:

-  EXISTING GUIDANCE SIGN
-  EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
-  EXISTING SIGN NUMBER AT NEW SIGN LOCATION
-  PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
-  PROPOSED NUMBER FOR NEW OR RELOCATED GUIDANCE SIGN
-  PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) NEW SIGN NUMBER
-  PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) GUIDANCE SIGN



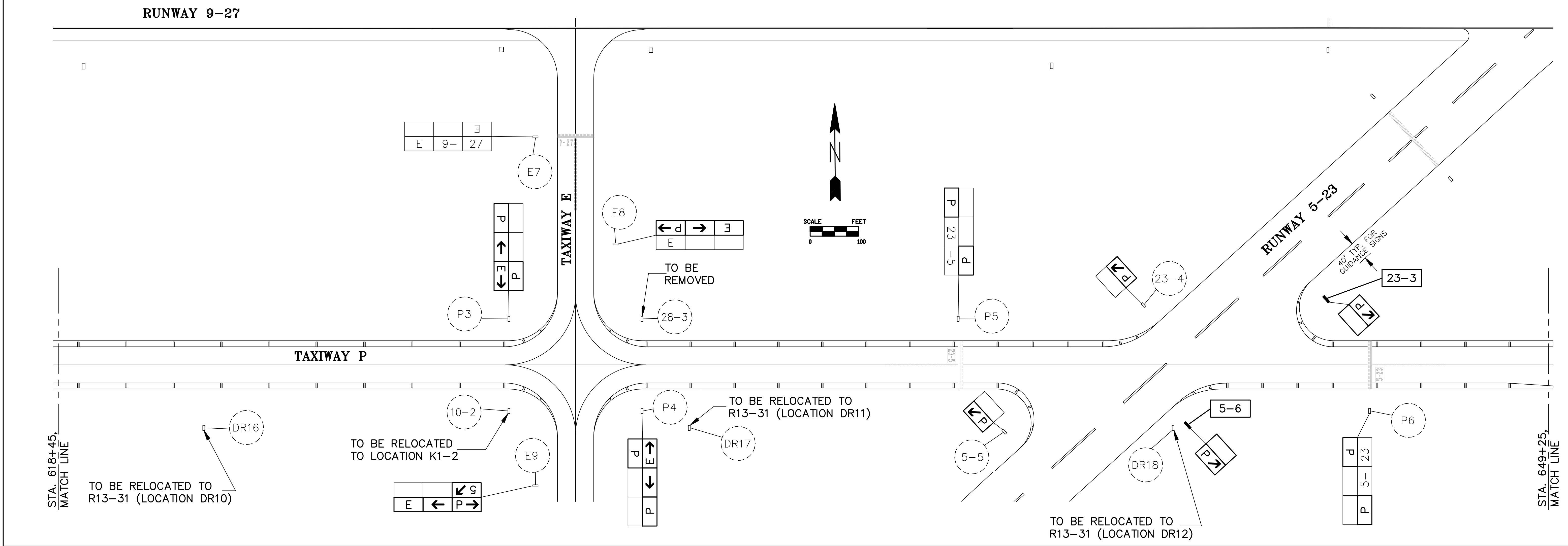
GUIDANCE SIGN GENERAL NOTES:

- "LEGEND" COLUMN IN TABLE (FOUND ON SHTS 49 & 50) INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
- ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44 (LATEST REVISION) AND BE ETL CERTIFIED.
- CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
- THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
- SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, L-858L, OR L-858B). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE AGM D-LUX OR APPROVED EQUAL UNLESS NOTED OTHERWISE.
- "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
- SEE SHEET 52 - 54 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
- SEE SHEET 53 FOR SIGN DETAILS.
- WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.
- THE PROPOSED NEW SIGNS SHALL BE LED. THE EXISTING SIGNS ARE MIXED (BOTH LED AND INCANDESCENT).
- THE CONTRACTOR SHALL REPAIR ALL SIGNS DAMAGED DURING CONSTRUCTION. WHEN REPAIRING EXISTING SIGNS, THE CONTRACTOR SHALL FURNISH AND INSTALL ONLY ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS PER FAA AC 150/5345-44 (LATEST REVISION). THE CONTRACTOR SHALL NOT INTERCHANGE THE LIGHTING COMPONENTS BETWEEN DIFFERENT BRANDS OF SIGNS. DO NOT MIX LED SIGNS (OR MODULES) WITH INCANDESCENT SIGNS (OR MODULES) IN THE SAME SIGN ARRAY OR AT THE SAME LOCATION. DO NOT MIX SIGN TYPES BETWEEN MATCHING SIGNS THAT ARE LOCATED ON OPPOSITE SIDES OF THE PAVEMENTS.

LEGEND:

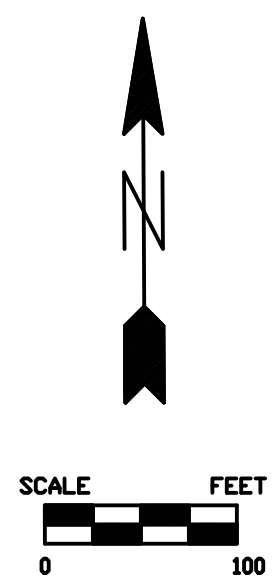
- EXISTING GUIDANCE SIGN
- EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- EXISTING SIGN NUMBER AT NEW SIGN LOCATION
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED NUMBER FOR NEW OR RELOCATED GUIDANCE SIGN
- PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) NEW SIGN NUMBER
- PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) GUIDANCE SIGN

EXISTING RUNWAY 10-28 DISTANCE REMAINING SIGN SCHEDULE SIZE 4, STYLE 3 (LED LIGHTING SYSTEM), CLASS 2, TYPE L-858B								
SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS		CIRCUIT	EXISTING LIGHTING TYPE	PAY ITEMS	REMARK
			BACKGROUND	BACKGROUND				
DR-14	W	5	W	B	T-P	AGM, LED	AR125965	RELOCATE EXTG 1 MODULE DR SIGN TO R13-31 PER SHEET 48
	E	1	W	B				
DR-15	W	4	W	B	T-P	AGM, LED	AR125965	RELOCATE EXTG 1 MODULE DR SIGN TO R13-31 PER SHEET 48
	E	2	W	B				
DR-16	W	3	W	B	T-P	AGM, LED	AR125965	RELOCATE EXTG 1 MODULE DR SIGN TO R13-31 PER SHEET 48
	E	3	W	B				
DR-17	W	2	W	B	T-P	AGM, LED	AR125965	RELOCATE EXTG 1 MODULE DR SIGN TO R13-31 PER SHEET 48
	E	4	W	B				
DR-18	W	1	W	B	T-P	AGM, LED	AR125965	RELOCATE EXTG 1 MODULE DR SIGN TO R13-31 PER SHEET 48
	E	5	W	B				



TAXIWAY P GUIDANCE SIGN PLAN

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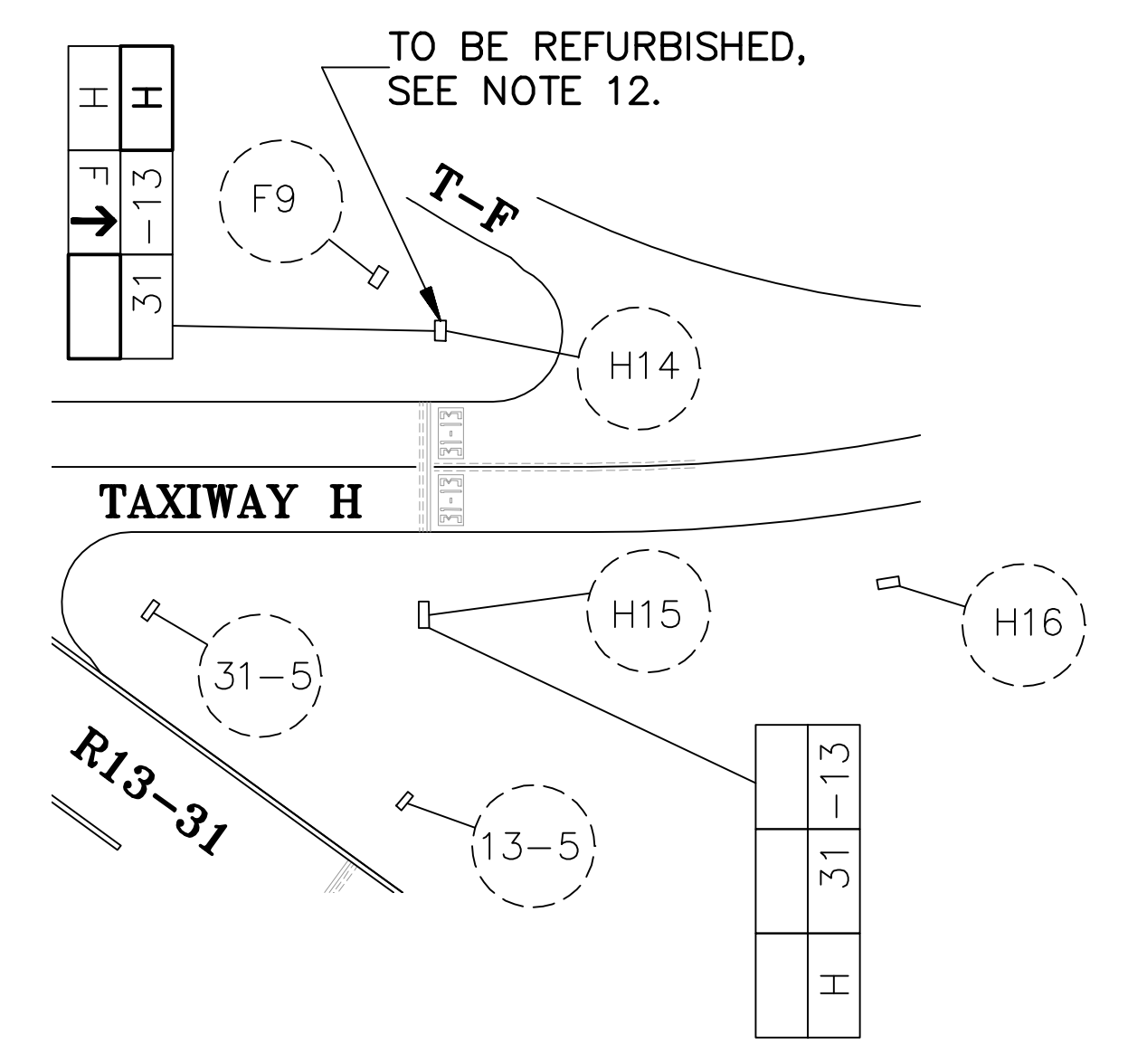
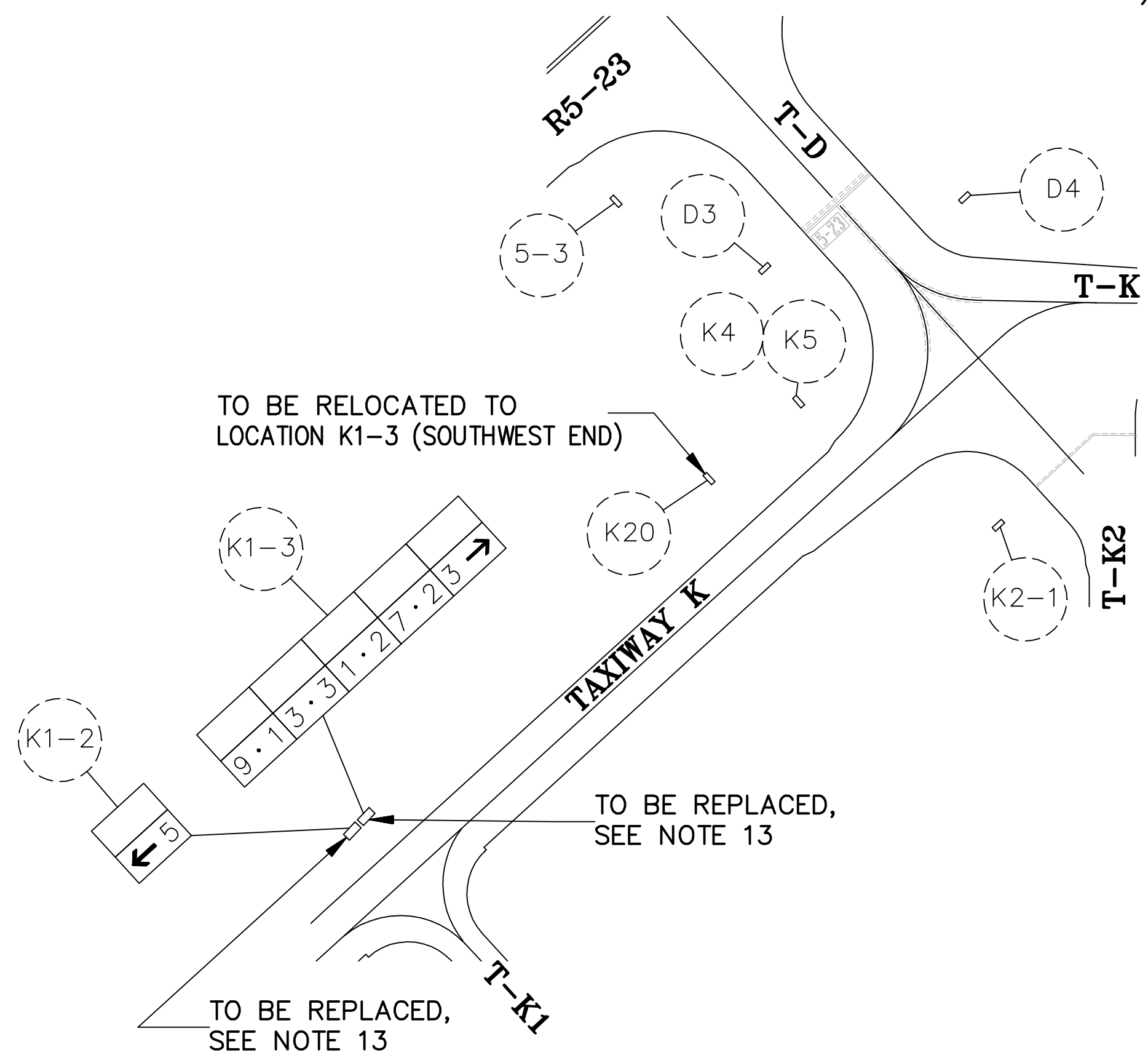
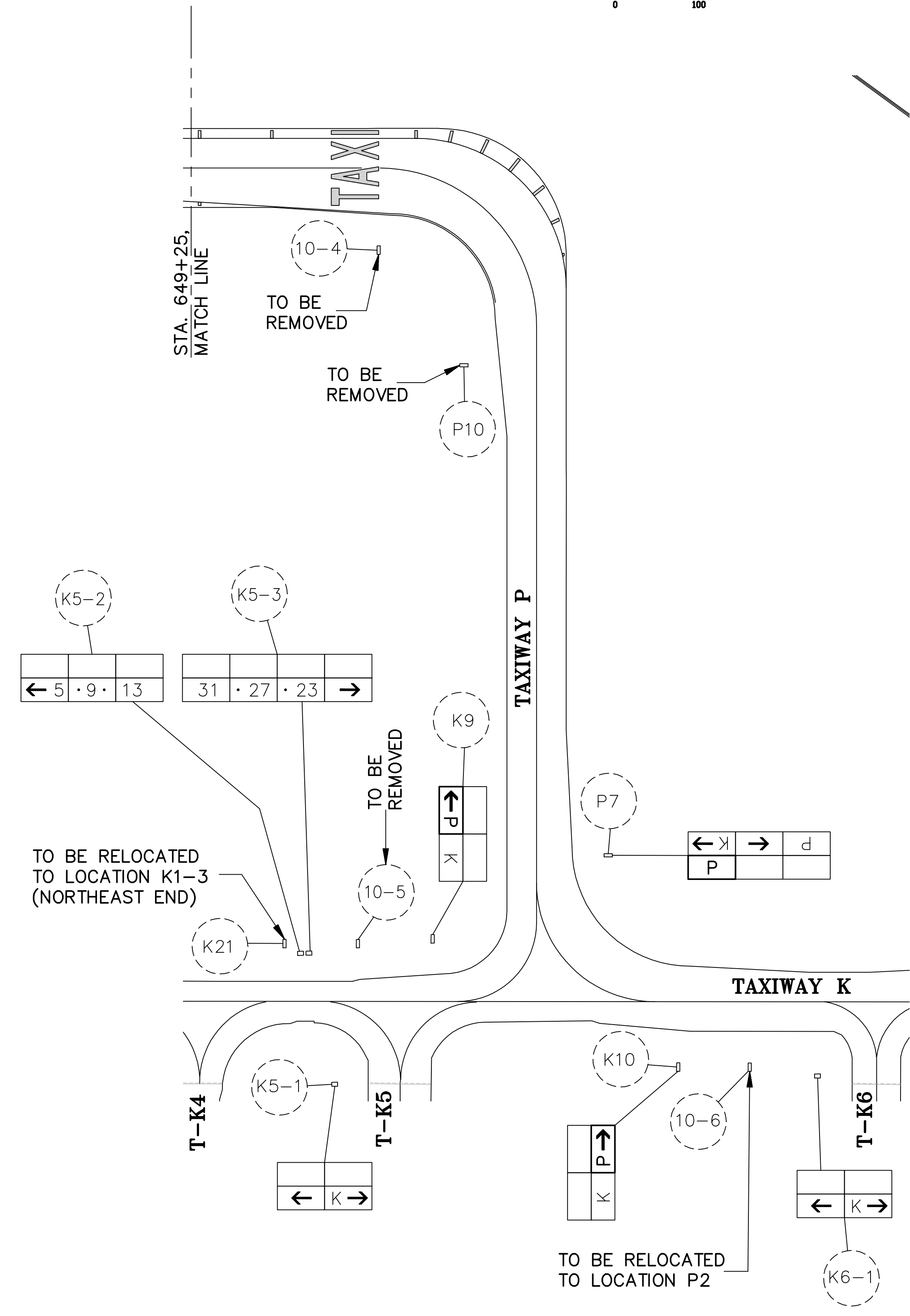


LEGEND:

- EXISTING GUIDANCE SIGN
- EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- EXISTING SIGN NUMBER AT NEW SIGN LOCATION
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED NUMBER FOR NEW OR RELOCATED GUIDANCE SIGN
- PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) NEW SIGN NUMBER
- PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) GUIDANCE SIGN

GUIDANCE SIGN GENERAL NOTES:

- 1) "LEGEND" COLUMN IN TABLE (FOUND ON SHTS 49 & 50) INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
- 2) ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44 (LATEST REVISION) AND BE ETL CERTIFIED.
- 3) CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
- 4) THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
- 5) SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, L-858L, OR L-858B). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE AGM D-LUX OR APPROVED EQUAL UNLESS NOTED OTHERWISE.
- 6) "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
- 7) SEE SHEET 52 - 54 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
- 8) SEE SHEET 53 FOR SIGN DETAILS.
- 9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.
- 10) THE PROPOSED NEW SIGNS SHALL BE LED. THE EXISTING SIGNS ARE MIXED (BOTH LED AND INCANDESCENT).
- 11) THE CONTRACTOR SHALL REPAIR ALL SIGNS DAMAGED DURING CONSTRUCTION. WHEN REPAIRING EXISTING SIGNS, THE CONTRACTOR SHALL FURNISH AND INSTALL ONLY ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS PER FAA AC 150/5345-44 (LATEST REVISION). THE CONTRACTOR SHALL NOT INTERCHANGE THE LIGHTING COMPONENTS BETWEEN DIFFERENT BRANDS OF SIGNS. DO NOT MIX LED SIGNS (OR MODULES) WITH INCANDESCENT SIGNS (OR MODULES) IN THE SAME SIGN ARRAY OR AT THE SAME LOCATION. DO NOT MIX SIGN TYPES BETWEEN MATCHING SIGNS THAT ARE LOCATED ON OPPOSITE SIDES OF THE PAVEMENTS.
- 12) THE CONTRACTOR SHALL REFURBISH (CONVERT) AN EXISTING 3 MODULE STARDARD LUMACURVE SIGN INTO A PROPOSED 4 MODULE STANDARD LUMACURVE SIGN UNDER PAY ITEM AR125984 - REFURBISH TAXI GUIDANCE SIGN USING OEM PARTS OR PARTS FROM REMOVE STANDARD LUMACURVE SIGNS FROM SIGN LOCATIONS H1 OR 27-10 PER FAA AC150/5345-44 (LATEST REVISION). EXISTING SIGN SHALL REMAIN A LUMACURVE STANDARD SIGN (TO MATCH EXISTING SIGN H-15). THE AR125984 PAY ITEM SHALL INCLUDE TWO EACH NEW SIGN PANELS.
- 13) THE CONTRACTOR SHALL EXCAVATE & PULL BACK CABLE IN UNIT DUCT AS REQUIRED; REMOVE THE EXISTING SIGNS, PCC SIGN PADS AND REGRADE THE EXISTING GROUND AT THESE LOCATIONS PRIOR TO CONSTRUCTING NEW PCC SIGN PADS (WITH ROCK BASE) FOR THE PROPOSED RELOCATED SIGNS. CONTRACTOR SHALL NOT REUSE THE EXISTING SIGNS AND / OR PCC SIGN PADS AT THESE LOCATIONS. NEW PCC SIGN PADS ARE REQUIRED AT THESE LOCATIONS. INCLUDE COSTS FOR GROUND GRADING, NEW ROCK BASE, AND NEW PCC SIGN PAD IN THE AR125964 PAY ITEM FOR THESE LOCATIONS.



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SIGN GENERAL NOTES:

- 1) "LEGEND" COLUMN IN TABLE INDICATES NUMBER OF PANELS (MODULES), SPECIFIC CHARACTERS PER PANEL AND BLANK PANELS. SIGNS ARE TO BE MANUFACTURED AND SUPPLIED AS SHOWN IN THE LEGEND COLUMN UNLESS OTHERWISE APPROVED BY THE MAA.
- 2) ALL SIGNS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-44 (LATEST REVISION) AND BE ETL CERTIFIED.
- 3) CONTRACTOR SHALL VERIFY ALL BASE DIMENSIONS WITH MANUFACTURER PRIOR TO INSTALLATION OF ANCHOR BOLTS.
- 4) THE CONTRACTOR SHALL DISASSEMBLE EXISTING GUIDANCE SIGNS AS REQUIRED TO INSTALL PROPOSED NEW SIGN PANELS AND REUSE EXISTING PANELS AS INDICATED IN TABLE. EXISTING PANELS REMOVED MAY ONLY BE REUSED, IF THE CONDITION OF THE PANEL IS ACCEPTABLE TO THE MAA AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL REPLACE ALL DAMAGED EXISTING PANELS AND EQUIPMENT AS REQUIRED BY THE RESIDENT ENGINEER. ONCE THE SIGNS HAVE BEEN REBUILT, THE CONTRACTOR SHALL SEAL SIGNS AND RETURN THE EXISTING SIGNS TO THEIR ORIGINAL CONDITION. EXISTING PANELS REMOVED AND NOT REUSED SHALL BE DELIVERED BY THE CONTRACTOR TO THE OWNER (MAA).
- 5) SIGNS SHALL BE DOUBLE FACED AS INDICATED IN TABLE (TYPE L-858Y, L-858R, L-858L, OR L-858B). SIGNS AND REPLACEMENT PANELS SHALL BE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND WITH THE EXISTING SIGNS CURRENTLY IN PLACE AT THE QUAD CITY INTERNATIONAL AIRPORT. SIGNS AND REPLACEMENT PANELS SHALL BE AGM D-LUX OR APPROVED EQUAL UNLESS NOTED OTHERWISE.
- 6) "FACE" COLUMN INDICATES DIRECTION OF SIGN FACE.
- 7) SEE SHEET 52 - 54 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL DETAILS.
- 8) SEE SHEET 53 FOR SIGN DETAILS.
- 9) WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.
- 10) THE PROPOSED NEW SIGNS SHALL BE LED. THE EXISTING SIGNS ARE MIXED (BOTH LED AND INCANDESCENT).
- 11) THE CONTRACTOR SHALL REPAIR ALL SIGNS DAMAGED DURING CONSTRUCTION. WHEN REPAIRING EXISTING SIGNS, THE CONTRACTOR SHALL FURNISH AND INSTALL ONLY ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS PER FAA AC 150/5345-44 (LATEST REVISION). THE CONTRACTOR SHALL NOT INTERCHANGE THE LIGHTING COMPONENTS BETWEEN DIFFERENT BRANDS OF SIGNS. DO NOT MIX LED SIGNS (OR MODULES) WITH INCANDESCENT SIGNS (OR MODULES) IN THE SAME SIGN ARRAY OR AT THE SAME LOCATION. DO NOT MIX SIGN TYPES BETWEEN MATCHING SIGNS THAT ARE LOCATED ON OPPOSITE SIDES OF THE PAVEMENTS.

EXISTING RUNWAY 13-31 DISTANCE REMAINING SIGN SCHEDULE										
SIZE 4, STYLE 3 (LUMACURVE STANDARD LIGHTING SYSTEM), CLASS 2, TYPE L-858B										
SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS BACKGROUND	PANEL	CIRCUIT	EXISTING LIGHTING TYPE	RELOCATED LIGHTING TYPE	PAY ITEMS	REMARK	
DR-8	NW	6	W B	NEW	R13-31-1	LUMACURVE, STANDARD	AGM, LED	AR125905 & AR801605	REMOVE EXTG STD SIGN, INSTALL RELOCATED R10-28 LED SIGN, & INSTALL 1 NEW PANEL	
	SE	1	W B	USED						
DR-9	NW	5	W B	USED	R13-31-1	LUMACURVE, STANDARD	AGM, LED	AR125905	REMOVE EXTG STD SIGN & INSTALL RELOCATED R10-28 LED SIGN	
	SE	2	W B	USED						
DR-10	NW	3	W B	USED	R13-31-2	LUMACURVE, STANDARD	AGM, LED	AR125905	REMOVE EXTG STD SIGN & INSTALL RELOCATED R10-28 LED SIGN	
	SE	4	W B	USED						
DR-11	NW	2	W B	USED	R13-31-2	LUMACURVE, STANDARD	AGM, LED	AR125905	REMOVE EXTG STD SIGN & INSTALL RELOCATED R10-28 LED SIGN	
	SE	5	W B	USED						
DR-12	NW	1	W B	USED	R13-31-2	LUMACURVE, STANDARD	AGM, LED	AR125905 & AR801605	REMOVE EXTG STD SIGN, INSTALL RELOCATED R10-28 LED SIGN, & INSTALL 1 NEW PANEL	
	SE	6	W B	NEW						

NUMBER OF MODULES	SIZE 3 TAXI GUIDANCE / SIZE 4 DIST. REMAIN. SIGNS ISOLATION TRANSFORMER DATA*			
	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A-6.6A		STYLE 3, 2.8A-6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

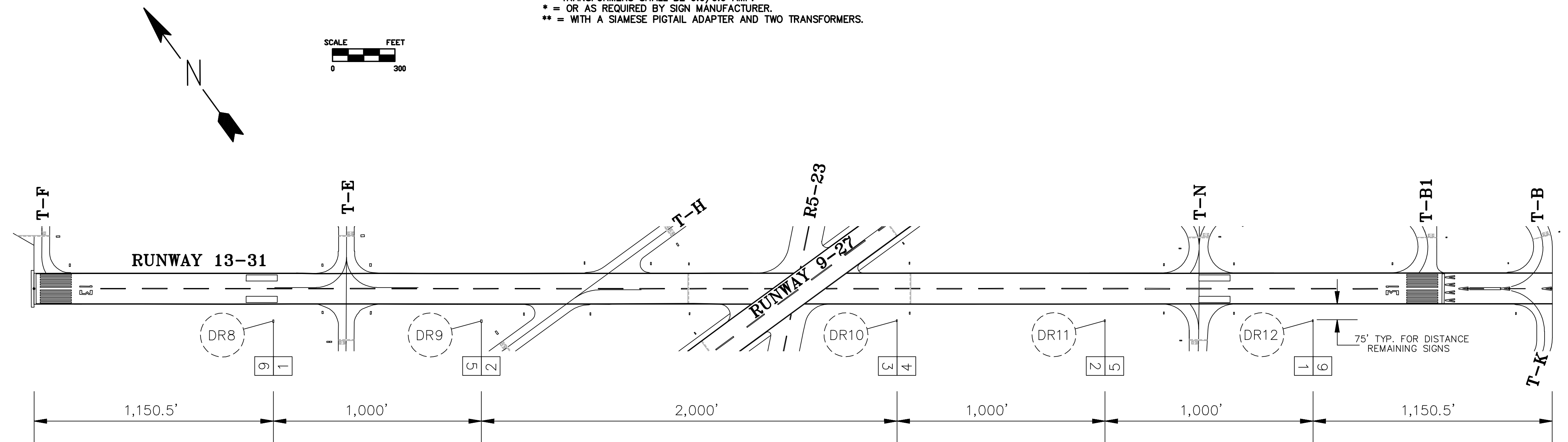
N = NORTH
 S = SOUTH
 E = EAST
 W = WEST
 NW = NORTHWEST
 SE = SOUTHEAST
 NE = NORTHEAST
 SW = SOUTHWEST

B/Y = BLACK LETTERS ON YELLOW BACKGROUND (TYPE L-858Y)
 Y/B = YELLOW LETTERS ON BLACK BACKGROUND (TYPE L-858L)
 B/B = BLACK BLANK PANEL
 Y/Y = YELLOW BLANK PANEL
 W/R = WHITE LETTERS ON RED BACKGROUND (TYPE L-858R)
 W/B = WHITE LETTERS ON BLACK BACKGROUND (TYPE L-858B)

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
 * = OR AS REQUIRED BY SIGN MANUFACTURER.
 ** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.

LEGEND:

- EXISTING GUIDANCE SIGN
- EXISTING SIGN NUMBER AT EXISTING SIGN LOCATION
- EXISTING SIGN NUMBER AT NEW SIGN LOCATION
- PROPOSED LOCATION FOR RELOCATED OR NEW GUIDANCE SIGN
- PROPOSED NEW SIGN NUMBER
- PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) NEW SIGN NUMBER
- PROPOSED (BY OTHERS) / FUTURE (BY OTHERS) GUIDANCE SIGN



R13-31 DISTANCE REMAINING SIGNS NOTE:

THE CONTRACTOR SHALL REMOVE THE EXISTING R13-31 LUMACURVE STANDARD DISTANCE REMAINING SIGNS (DR8, DR9, DR10, DR11, AND DR12). THE CONTRACTOR SHALL THEN RELOCATE THE EXISTING AGM LED DISTANCE REMAINING SIGNS (DR14, DR15, DR16, DR17, AND DR18) FROM R10-28 TO THE R13-31 DISTANCE REMAINING SIGN LOCATIONS AS SHOWN ON THIS SHEET. THE CONTRACTOR SHALL SWITCH THE EXISTING SIGN PANELS AROUND AND INSTALL NEW PANELS SO THAT THE R13-31 DISTANCE REMAINING SIGNS APPEAR AS INDICATED ON THIS SHEET. CONTRACTOR SHALL REPLACE ANY DAMAGED EQUIPMENT AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL SUPPLY AND INSTALL NEW SIGN EQUIPMENT AS REQUIRED.

TAXIWAY P GUIDANCE SIGN SCHEDULE															
SIZE 3, STYLE 2 OR 3 (PROPOSED NEW SIGNS WITH LED LIGHTING SYSTEM INCLUDING LED LAMPS UNLESS NOTED OTHERWISE), CLASS 2															
SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS		PROPOSED LEGEND BY OTHERS	LETTERS		PROPOSED LEGEND BY THIS CONTRACTOR	LETTERS		FAA STYLE	EXISTING LIGHTING TYPE	CIRCUIT	PAY ITEMS	REMARK
			BACKGROUND	BACKGROUND		BACKGROUND	BACKGROUND								
E-8	N	E 28 -10	Y B W R W R					E ← P →	Y B B Y B Y	2	AGM, LED	T-E-1	AR801605	REPLACE 3 PANELS	
	S	E	Y B B B B B					E	NO CHANGE						
E-9	N	E	Y B B B B B					5 ↗	B Y NO CHANGE	2	AGM, LED	T-E-2	AR801605	REPLACE 4 PANELS	
	S	E 10-28	Y B W R W R					E ← P →	Y B B Y B Y						
H-1	N	H 9	Y B W R W R					H 27 -9	Y B W R W R	2	LUMACURVE, STANDARD	T-H	AR125904 & AR125445	REMOVE EXISTING STANDARD 2 MODULE SIGN & INSTALL PROPOSED NEW 5 CHARACTER LED SIGN	
	S		B B B B B B					H	Y B B B B B						
H-14	W	H F ↑	Y B B B Y					H F ↑	Y B B Y B B	2	LUMACURVE, STANDARD	T-F-2	AR125984	REFURBISH (CONVERT) EXTG LUMACURVE STD. 3 MOD SIGN INTO A PROP LUMACURVE STD. 4 MOD SIGN PER NOTE 12 ON SHT 47	
	E	31 -13	W R W R					31 -13 H	W R W R Y B						
H-20	N	H 28 -10	Y B W R W R							2	AGM, LED	T-P	AR125904	REMOVE EXISTING 3 MODULE SIGN	
	S	H	Y B B B B B												
K-9	W	← P K	B Y Y B					← P K	B Y NO CHANGE	2	AGM, LED	T-P	AR801605	REPLACE 1 PANEL	
	E		B B B B B B						NO CHANGE						
K-10	W		B B B B B B						NO CHANGE	2	AGM, LED	T-K-2	AR801605	REPLACE 1 PANEL	
	E	K P →	Y B B Y					K P →	NO CHANGE B Y						
K-20**	NE		B B B B B B							2	AGM, LED	T-K-1	AR125964**	RELOCATE EXISTING 3 MODULE SIGN FROM SIGN K-20 LOCATION TO SIGN LOCATION K1-3 (SOUTHWEST END)**	
	SW	10 • 28 ↗	B Y B Y B Y												
K-21**	W	10 ↑	B Y B Y							2	AGM, LED	T-K-2	AR125964**	RELOCATE EXISTING 2 MODULE SIGN FROM SIGN K-21 LOCATION TO SIGN LOCATION K1-3 (NORTHEAST END)**	
	E		B B B B B B												
K1-2*	NW		B B						NO CHANGE	2	LUMACURVE, STANDARD	T-K-1	AR125904 & AR801605	REMOVE EXISTING, INSTALL 1 MODULE SIGN FROM LOCATION 10-2 TO THIS K1-2 LOCATION & REPLACE 1 PANEL*	
	SE		B B					← 5	B Y						
K1-3**	NW		B B B B B B B B						NO CHANGE	2	LUMACURVE, STANDARD	T-K-1	AR125904 & AR801605	REMOVE EXISTING, INSTALL 2 & 3 MODULE SIGNS FROM LOCATIONS K-20 & K-21 TO THIS K1-3 LOCATION & REPLACE 5 PANELS**	
	SE	10 • 28 →	B B B B Y B Y B Y					9 • 1 3 • 3 1 • 2 7 • 2 3 →	B Y B Y B Y B Y B Y						
P-1	N	H	Y B B B B B					P	Y B NO CHANGE	2	AGM, LED	T-P	AR801605	REPLACE 2 PANELS	
	S	H 9-27	Y B W R W R					P 9-27	Y B NO CHANGE						
P-2	N									2		T-P	AR801605	INSTALL 2 MODULE SIGN FROM LOCATION 10-6 TO THIS P-2 LOCATION & REPLACE 4 PANELS	
	S							ILS	W R W R						
P-3	W		B B B B B B					P ← E →	Y B B Y B Y	2	AGM, LED	T-E-1	AR801605	REPLACE 4 PANELS	
	E	28	Y B B B B B					P	Y B NO CHANGE						
P-4	W	10	Y B B B B B					P	Y B NO CHANGE	2	AGM, LED	T-E-2	AR801605	REPLACE 4 PANELS	
	E	← E	B B B B B Y					P ← E →	Y B B Y B Y						
P-5	W	23 -5	B B W R W R					P 23 -5	Y B NO CHANGE	3	AGM, LED	R5-23	AR801605	REPLACE 2 PANELS	
	E		B B B B B B					P	Y NO CHANGE						

NOTES:

- WHERE EXISTING SIGN ARRAYS ARE TO BE MODIFIED, THE CONTRACTOR SHALL FURNISH AND INSTALL ONLY ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS PER FAA AC 150/5345-44 (LATEST REVISION). THE CONTRACTOR SHALL NOT INTERCHANGE THE LIGHTING COMPONENTS BETWEEN DIFFERENT BRANDS OF SIGNS. DO NOT MIX LED SIGNS (OR MODULES) WITH INCANDESCENT SIGNS (OR MODULES) IN THE SAME SIGN ARRAY OR AT THE SAME LOCATION.
- FAA STYLE 2 = 4.8A-6.6A, 3 STEP BRIGHTNESS CIRCUIT.
- FAA STYLE 3 = 2.8A-6.6A, 5 STEP BRIGHTNESS CIRCUIT.
- PROPOSED NEW SIGNS SHALL BE LED SYSTEMS.
- * = THE EXISTING PCC SIGN PAD AT LOCATION K1-2 SHALL NOT BE REUSED. INCLUDE COSTS FOR GROUND GRADING, NEW ROCK BASE, AND NEW SIGN PAD IN THE AR125964 PAY ITEM FOR THIS LOCATION. SEE NOTE 13 ON SHEET 47 FOR ADDITIONAL INFORMATION.
- ** = CONTRACTOR SHALL REUSE EXISTING SIGN EQUIPMENT FROM (TO BE RELOCATED) 2 MODULE SIGN K-21 AND (TO BE RELOCATED) 3 MODULE SIGN K-20 TO CONSTRUCT PROPOSED 5 MODULE SIGN K1-3 AS SHOWN ABOVE. THE EXISTING PCC SIGN PAD AT LOCATION K1-3 SHALL NOT BE REUSED. INCLUDE COSTS FOR GROUND GRADING, NEW ROCK BASE, NEW SIGN PAD, AND RECONSTRUCTING 5 MODULE SIGN K1-3 IN THE AR125964 PAY ITEM FOR THIS LOCATION. SEE NOTE 13 ON SHEET 47 FOR ADDITIONAL INFORMATION.

NUMBER OF MODULES	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A-6.6A		STYLE 3, 2.8A-6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

- N = NORTH
- S = SOUTH
- E = EAST
- W = WEST
- NW = NORTHWEST
- SE = SOUTHWEST
- NE = NORTHEAST
- SW = SOUTHWEST
- B/Y = BLACK LETTERS ON YELLOW BACKGROUND (TYPE L-858Y)
- Y/B = YELLOW LETTERS ON BLACK BACKGROUND (TYPE L-858L)
- B/B = BLACK BLANK PANEL
- Y/Y = YELLOW BLANK PANEL
- W/R = WHITE LETTERS ON RED BACKGROUND (TYPE L-858R)
- W/B = WHITE LETTERS ON BLACK BACKGROUND (TYPE L-858B)

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
 * = OR AS REQUIRED BY SIGN MANUFACTURER.
 ** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.

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TAXIWAY P GUIDANCE SIGN SCHEDULE
 SIZE 3, STYLE 2 OR 3 (PROPOSED NEW SIGNS WITH LED LIGHTING SYSTEM INCLUDING LED LAMPS UNLESS NOTED OTHERWISE), CLASS 2

SIGN NUMBER	FACE	EXISTING LEGEND	LETTERS		PROPOSED LEGEND BY OTHERS	LETTERS		PROPOSED LEGEND BY THIS CONTRACTOR	LETTERS		FAA STYLE	EXISTING LIGHTING TYPE	CIRCUIT	PAY ITEMS	REMARK
			BACKGROUND	BACKGROUND		BACKGROUND	BACKGROUND								
P-6	W		B/B	B/B				P	Y/B	NO CHANGE	3	AGM, LED	R5-23	AR801605	REPLACE 2 PANELS
	E	5-23	B/B	W/R				P 5-23	Y/B	NO CHANGE					
P-7	N	P ← K →	Y/B	B/Y				P ← K →	Y/B	NO CHANGE	2	AGM, LED	T-P	AR801605	REPLACE 1 PANEL
	S		B/B	B/B				P	Y/B	NO CHANGE					
P-10	N	P	Y/B	B/B							2	AGM, LED	T-P	AR125904	REMOVE EXISTING 3 MODULE SIGN
	S	P 10-28	Y/B	W/R											
5-5	NE		B	B						NO CHANGE	3	AGM, LED	R5-23	AR801605	REPLACE 1 PANEL
	SW		B	B				↙ P	B	Y					
5-6	NE									B	3		R5-23	AR125442	PROPOSED NEW 2 CHARACTER LED SIGN
	SW							P ↗	B	Y					
10-2*	W	E →	B	Y							2	AGM, LED	T-E-2	AR125964*	RELOCATE EXISTING 1 MODULE SIGN FROM SIGN 10-2 LOCATION TO SIGN LOCATION K1-2*
	E	28	Y	B											
10-4	W	P →	B	Y							2	AGM, LED	T-P	AR125904	REMOVE EXISTING 1 MODULE SIGN
	E	28	Y	B											
10-5	W	← 28	B	Y			B/B				2	AGM, LED	T-K-2	AR125904	REMOVE EXISTING 2 MODULE SIGN
	E		B	B			B/B								
10-6	W		B	B			B/B				2	AGM, LED	T-K-2	AR125964	RELOCATE THIS EXISTING 2 MODULE SIGN FROM SIGN 10-6 LOCATION TO SIGN LOCATION P-2
	E	28 →	B	Y			B/B			Y					
23-3	NE							↙ P	B	Y	3	AGM, LED	R5-23	AR125442	PROPOSED NEW 2 CHARACTER LED SIGN
	SW								B	B					
23-4	NE		B	B				P ↗	B	Y	3	AGM, LED	R5-23	AR801605	REPLACE 1 PANEL
	SW		B	B						NO CHANGE					
27-10	W	9	Y	B				9	Y	B	2		T-H	AR125904 & AR801605	REMOVE EXTG 1 MODULE STD SIGN, INSTALL EXTG 1 MODULE LED SIGN FROM LOCATION 28-4 AT THIS 27-10 LOCATION & REPLACE 1 PANEL
	E	H →	B	Y				H →	REUSE EXTG PANEL FROM LOC 28-4						
27-11	W	9	Y	B				9		NO CHANGE	2	AGM, LED	T-P	AR801605	REPLACE 1 PANEL
	E		B	B				← P	B	Y					
28-3	W	10	Y	B			10	Y	B		2	AGM, LED	T-P	AR125904	REMOVE EXISTING 1 MODULE SIGN
	E		B	B			E →	B	Y						
28-4	W	10	Y	B							2	AGM, LED	T-P	AR125964	RELOCATE EXISTING 1 MODULE SIGN FROM SIGN 28-4 LOCATION TO SIGN LOCATION 27-10
	E	H →	B	Y											

NOTES:

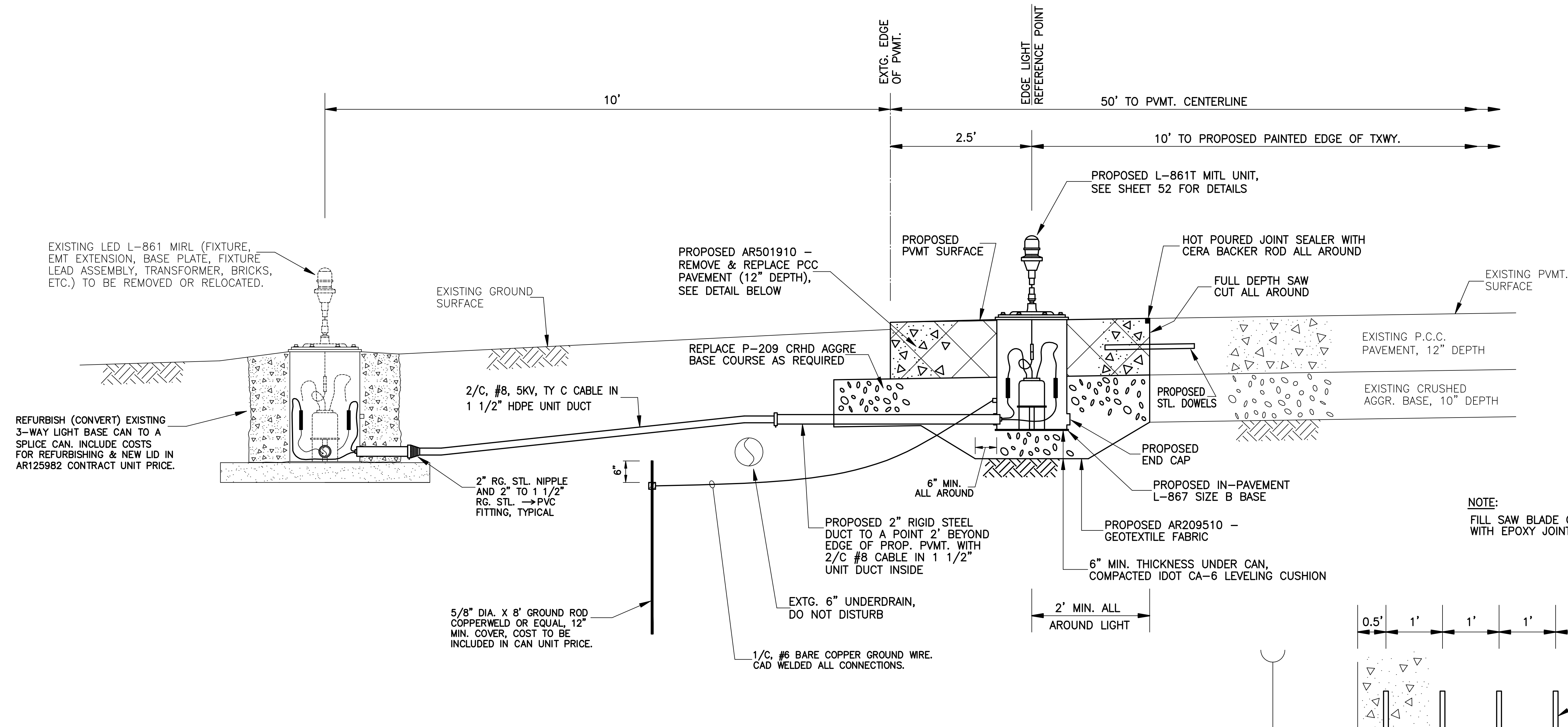
- WHERE EXISTING SIGN ARRAYS ARE TO BE MODIFIED, THE CONTRACTOR SHALL FURNISH AND INSTALL ONLY ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS PER FAA AC 150/5345-44 (LATEST REVISION). THE CONTRACTOR SHALL NOT INTERCHANGE THE LIGHTING COMPONENTS BETWEEN DIFFERENT BRANDS OF SIGNS. DO NOT MIX LED SIGNS (OR MODULES) WITH INCANDESCENT SIGNS (OR MODULES) IN THE SAME SIGN ARRAY OR AT THE SAME LOCATION.
- FAA STYLE 2 = 4.8A-6.6A, 3 STEP BRIGHTNESS CIRCUIT.
- FAA STYLE 3 = 2.8A-6.6A, 5 STEP BRIGHTNESS CIRCUIT.
- PROPOSED NEW SIGNS SHALL BE LED SYSTEMS.
- * = THE EXISTING PCC SIGN PAD AT LOCATION K1-2 SHALL NOT BE REUSED. INCLUDE COSTS FOR GROUND GRADING, NEW ROCK BASE, AND NEW SIGN PAD IN THE AR125964 PAY ITEM FOR THIS LOCATION. SEE NOTE 13 ON SHEET 47 FOR ADDITIONAL INFORMATION.

NUMBER OF MODULES	SIZE 3 TAXI GUIDANCE / SIZE 4 DIST. REMAIN. SIGNS ISOLATION TRANSFORMER DATA*			
	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A-6.6A		STYLE 3, 2.8A-6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

TRANSFORMERS SHALL BE 6.6/6.6 AMP.
 * = OR AS REQUIRED BY SIGN MANUFACTURER.
 ** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.

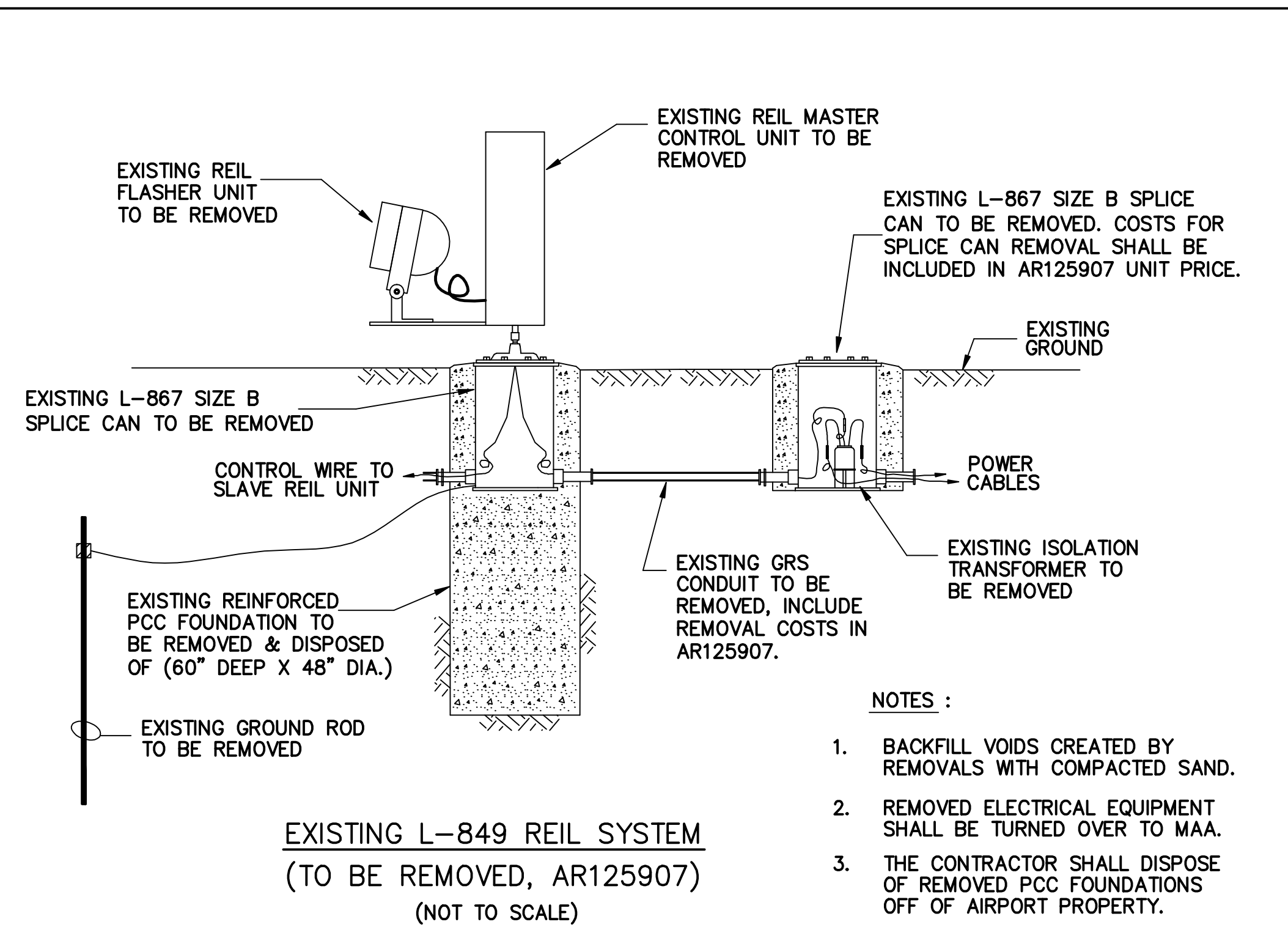
N = NORTH
 S = SOUTH
 E = EAST
 W = WEST
 NW = NORTHWEST
 SE = SOUTHEAST
 NE = NORTHEAST
 SW = SOUTHWEST

B/Y = BLACK LETTERS ON YELLOW BACKGROUND (TYPE L-858Y)
 Y/B = YELLOW LETTERS ON BLACK BACKGROUND (TYPE L-858L)
 B/B = BLACK BLANK PANEL
 Y/Y = YELLOW BLANK PANEL
 W/R = WHITE LETTERS ON RED BACKGROUND (TYPE L-858R)
 W/B = WHITE LETTERS ON BLACK BACKGROUND (TYPE L-858B)

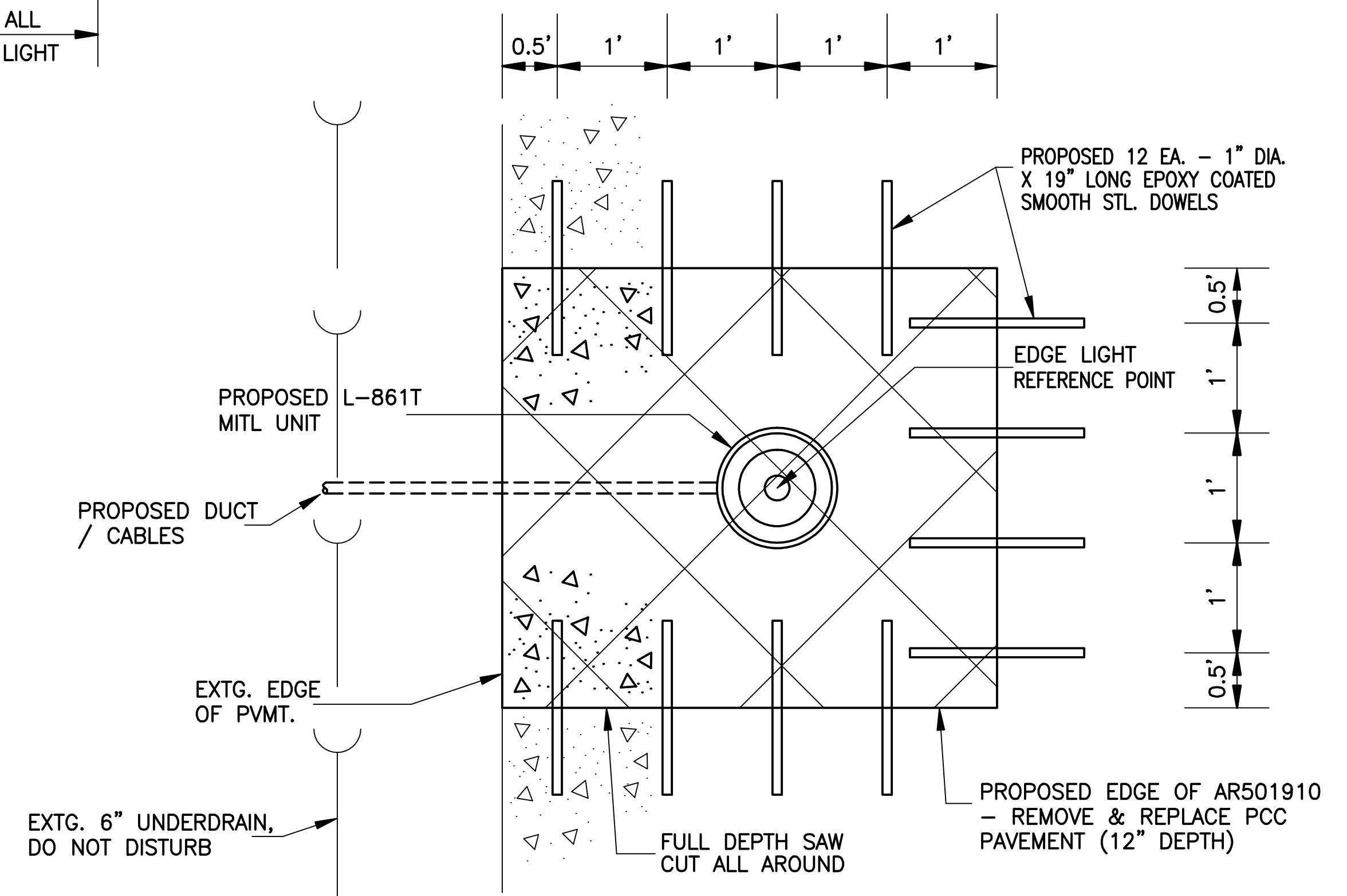


NOTE:
 FILL SAW BLADE OVER CUT AREAS
 WITH EPOXY JOINT SEALER.

PROPOSED TYPICAL SECTION -
 PROPOSED IN-PAVEMENT EDGE LIGHT

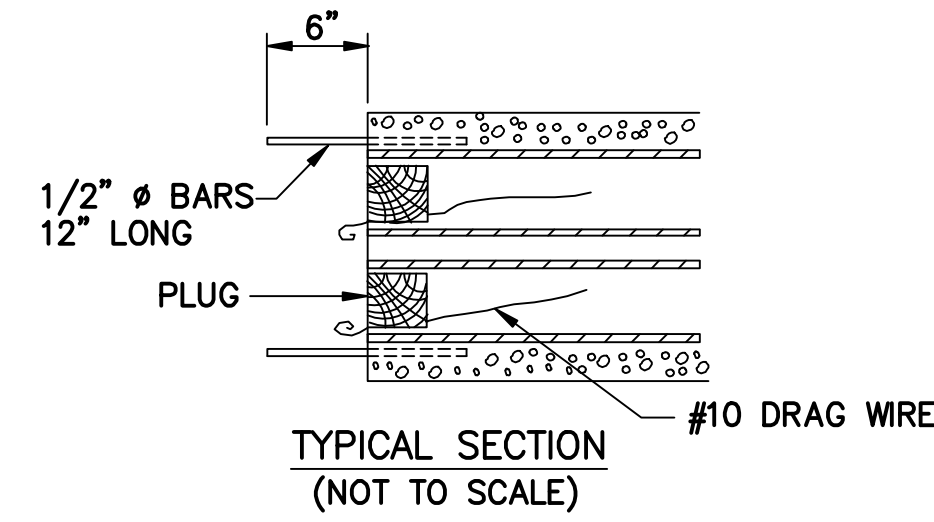


- NOTES :
1. BACKFILL VOIDS CREATED BY REMOVALS WITH COMPACTED SAND.
 2. REMOVED ELECTRICAL EQUIPMENT SHALL BE TURNED OVER TO MAA.
 3. THE CONTRACTOR SHALL DISPOSE OF REMOVED PCC FOUNDATIONS OFF OF AIRPORT PROPERTY.

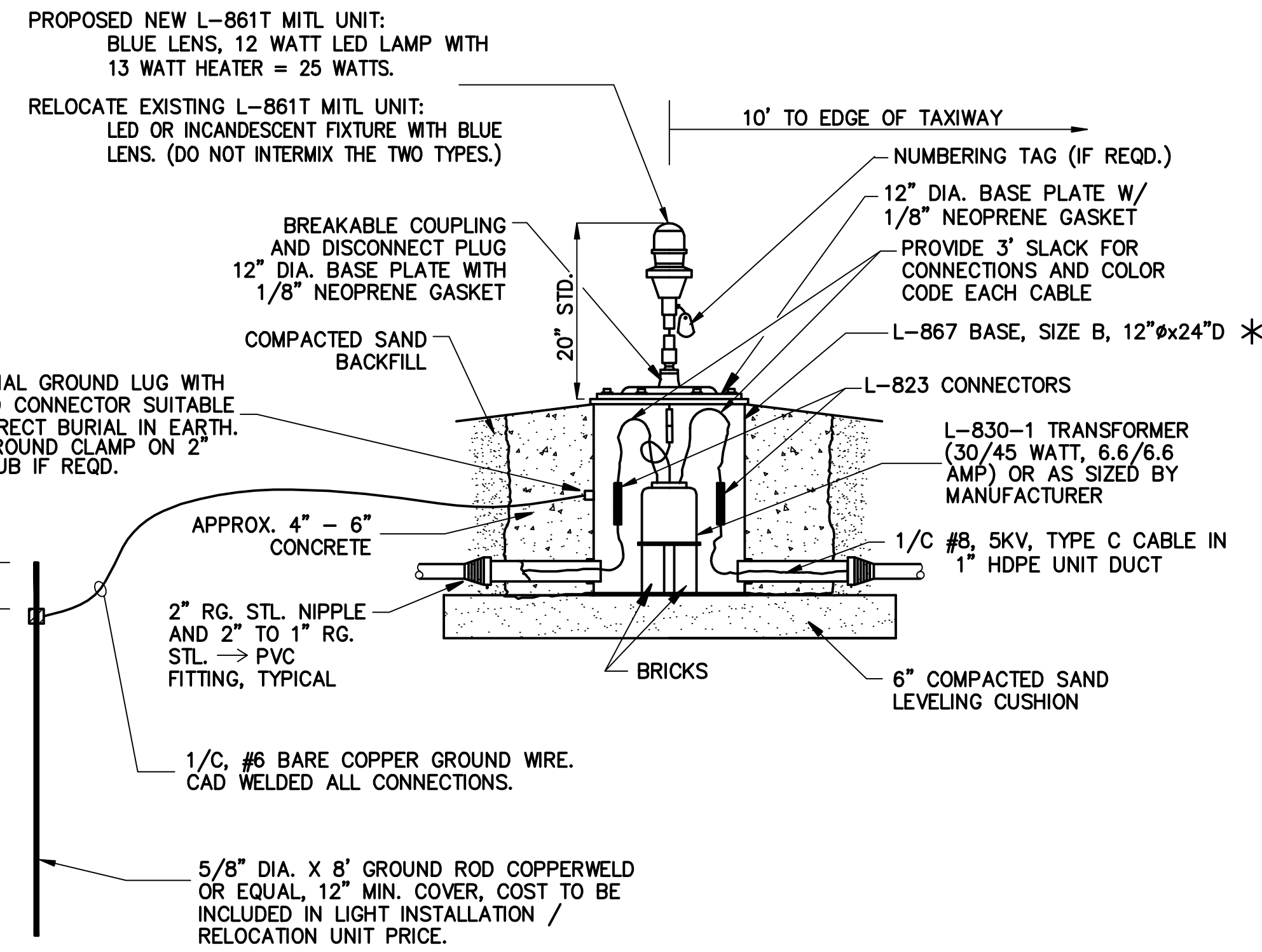
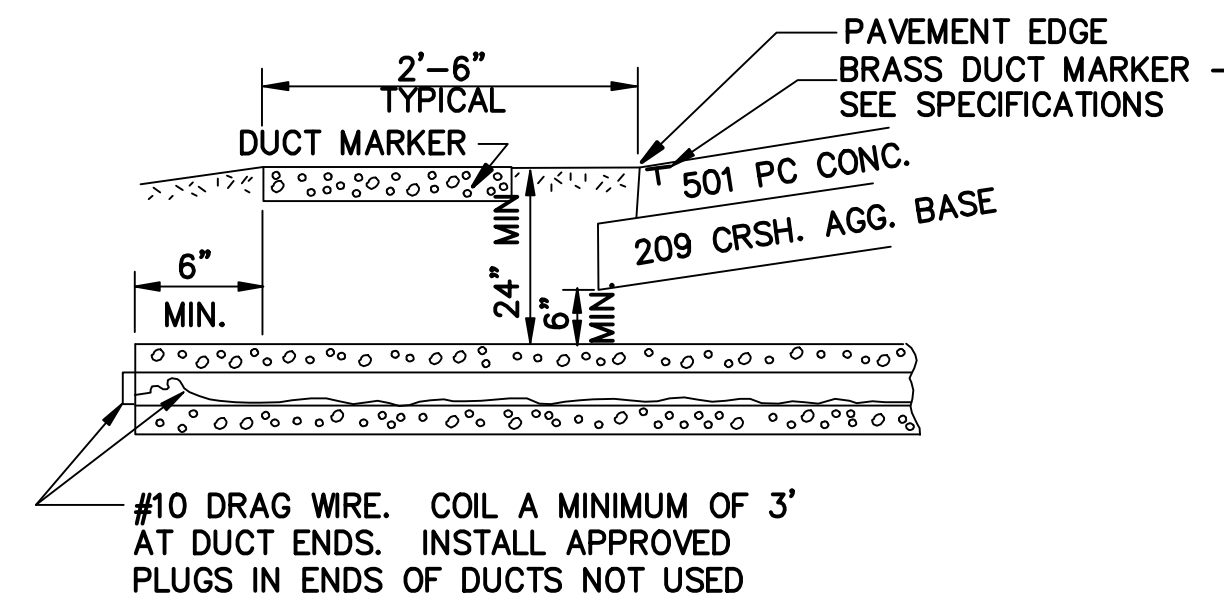
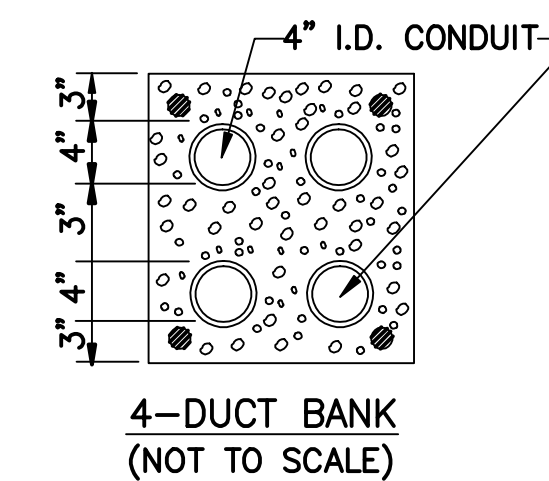
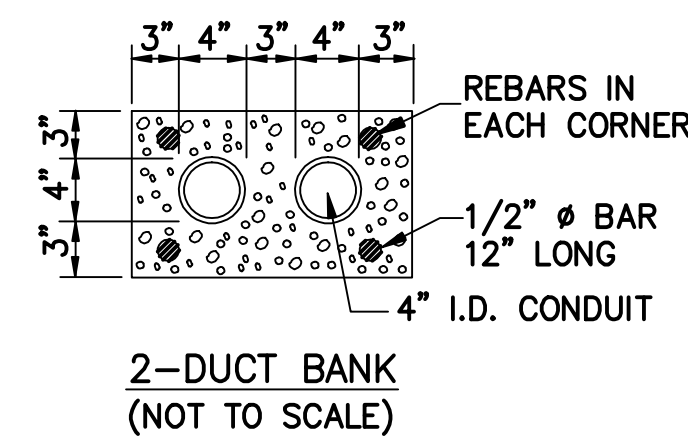


PROPOSED PLAN VIEW OF PC
 PAVEMENT REMOVAL & REPLACEMENT

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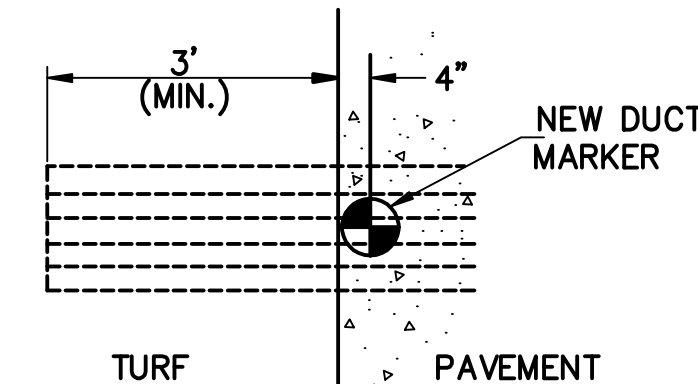
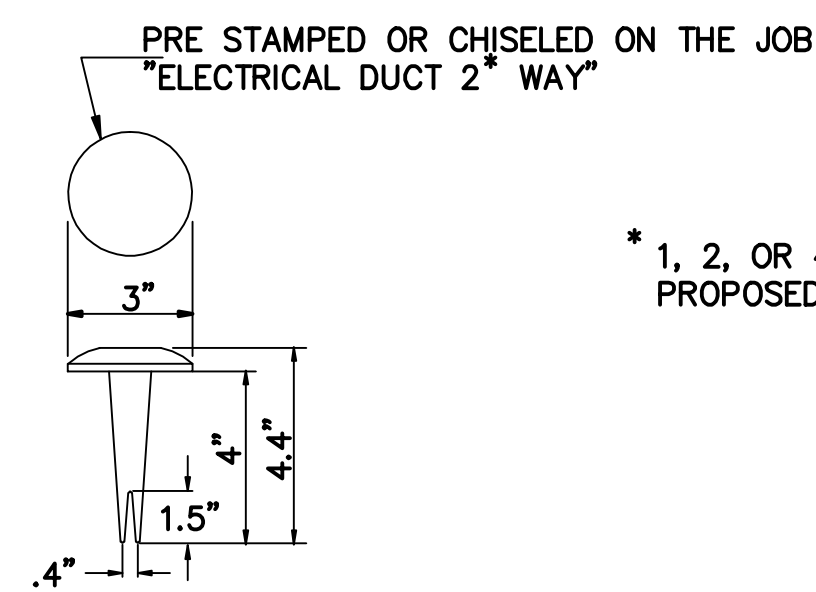


- NOTES :
- DIMENSIONS SHOWN ARE MINIMUM.
 - TOP OF CONCRETE ENCASUREMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE.
 - DUCT CONCRETE SHALL BE 610 STRUCTURAL P.C. CONC.
 - PLASTIC DUCT (PVC) SHALL BE TYPE 1 CONFORMING TO FEDERAL SPEC. W-C-1094.
 - ALL DUCT SHALL BE 4" INSIDE DIA.
 - WHERE EDGE DRAINS ARE USED, THE LENGTH OF THE DUCT SHALL BE SUCH THAT THE ENDS OF THE DUCTS WILL NOT BE LESS THAN TWO FEET FROM THE OUTSIDE EDGE OF ANY POROUS GRANULAR BACKFILL MATERIAL.
 - WHERE EDGE DRAINS ARE NOT USED, THE LENGTH OF THE DUCT SHALL BE SUCH THAT THE ENDS OF THE DUCTS WILL NOT BE LESS THAN THREE FEET FROM THE EDGE OF ANY PAVED SURFACE.
 - CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOMERUN (TURF CABLE MARKER)
 - USE SPLIT DUCT IN DUCT BANKS AS REQUIRED WHERE EXISTING CABLES ARE PRESENT. COST OF SPLIT DUCT TO BE INCLUDED IN THE UNIT PRICE FOR DUCT BANK.

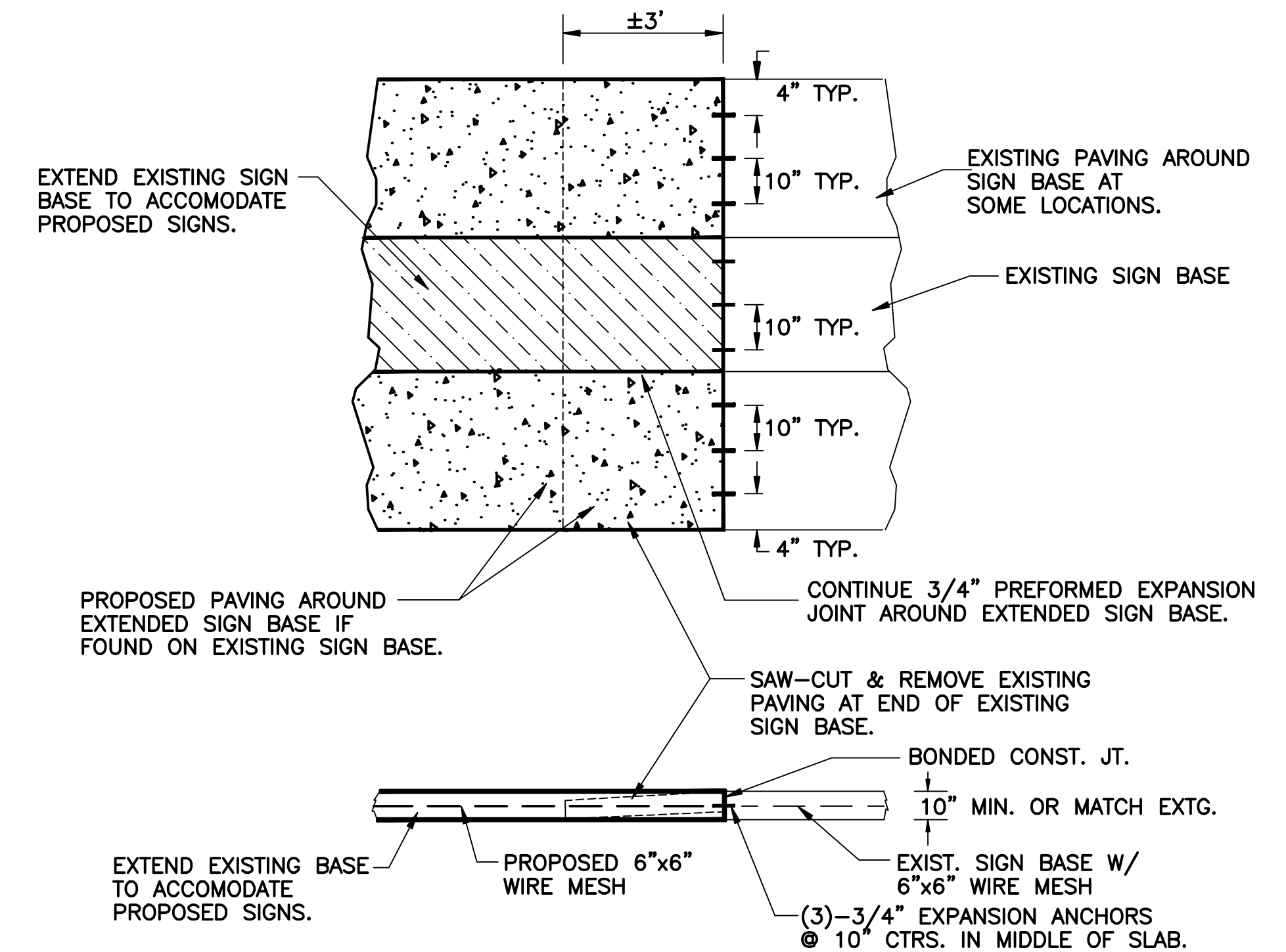


L-861 IN-TURF EDGE LIGHT INSTALLATION / RELOCATION DETAILS
 L-861T MEDIUM INTENSITY TAXIWAY LIGHT (MITL)
 BASE MOUNTED, 6.6 AMP SERIES CIRCUIT
 NOT TO SCALE

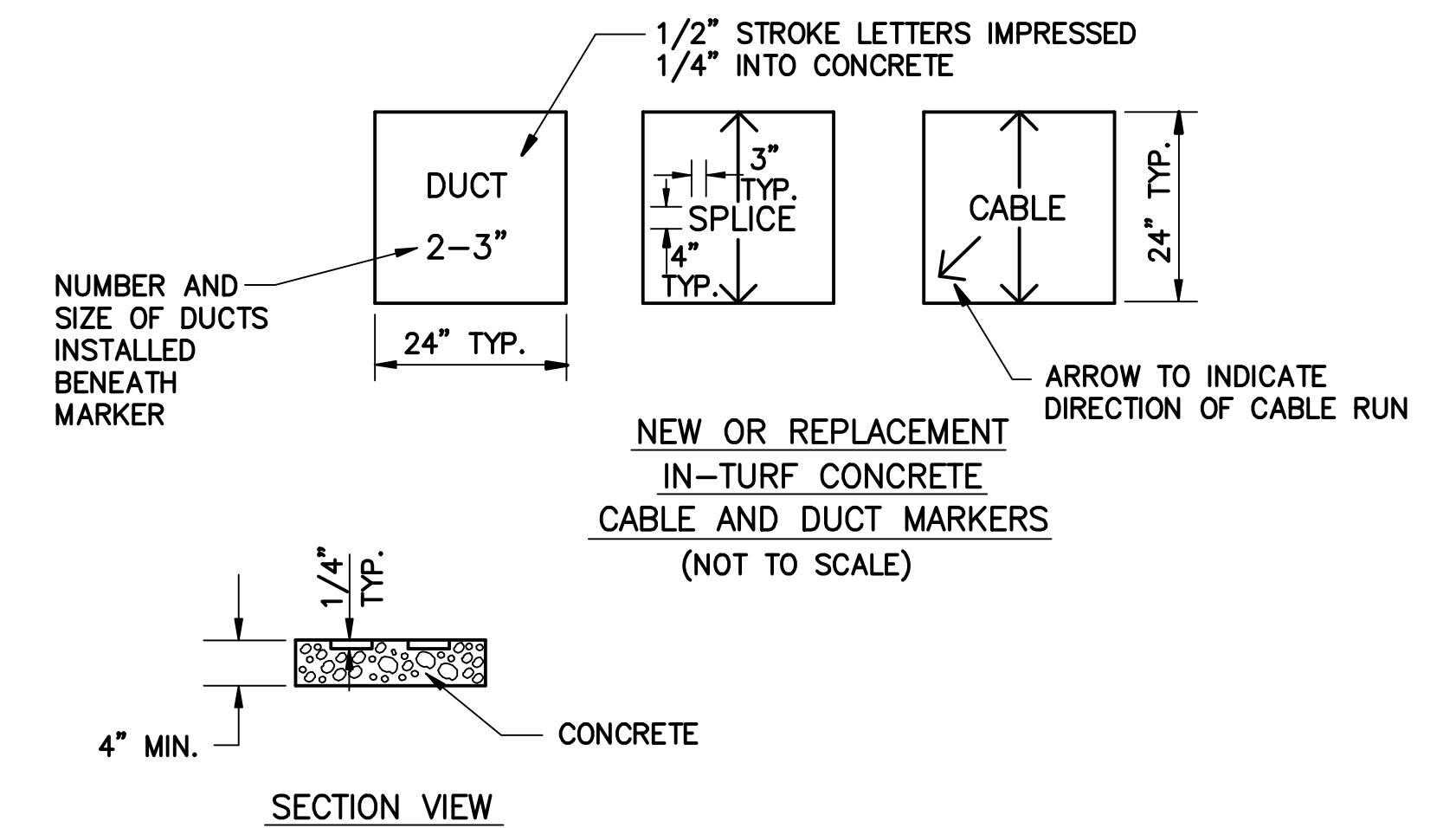
- NOTES :
- BREAKING GROOVE OF BREAKABLE COUPLING SHALL BE 3" TO 3 1/2" ABOVE FINISHED GRADE.
 - * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90° FROM MAIN ENTRANCE HUB WHERE INDICATED ON PLAN SHEETS.
 - WHERE EXISTING IN-TURF EDGE LIGHTS ARE TO BE RELOCATED TO IN-PAVEMENT EDGE LIGHT LOCATIONS, THE CONTRACTOR SHALL REMOVE THE EXISTING CONCRETE BACKFILL FROM AROUND THE LIGHT CAN PRIOR TO RESETTING THE EDGE LIGHT CAN FOR IN-PAVEMENT INSTALLATION. INCLUDE COSTS FOR CONCRETE REMOVAL IN THE EDGE LIGHT RELOCATION CONTRACT UNIT PRICE.



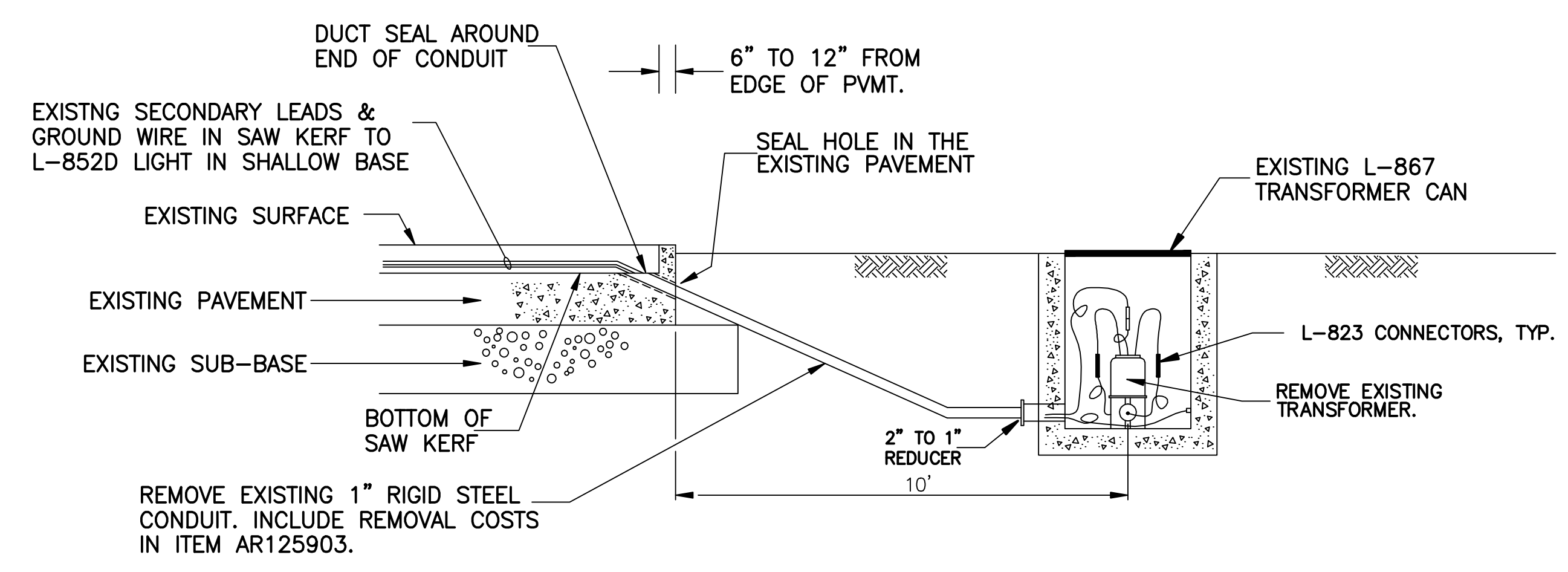
NOTE:
 DUCT MARKERS IN THE PROPOSED PAVEMENT AT ALL LOCATIONS WHERE THE PROPOSED PAVEMENT CROSSES EXISTING OR PROPOSED ELECTRICAL DUCTS. COST OF DUCT MARKERS SHALL BE INCLUDED IN THE 401 AND / OR 501 CONTRACT UNIT PRICES.



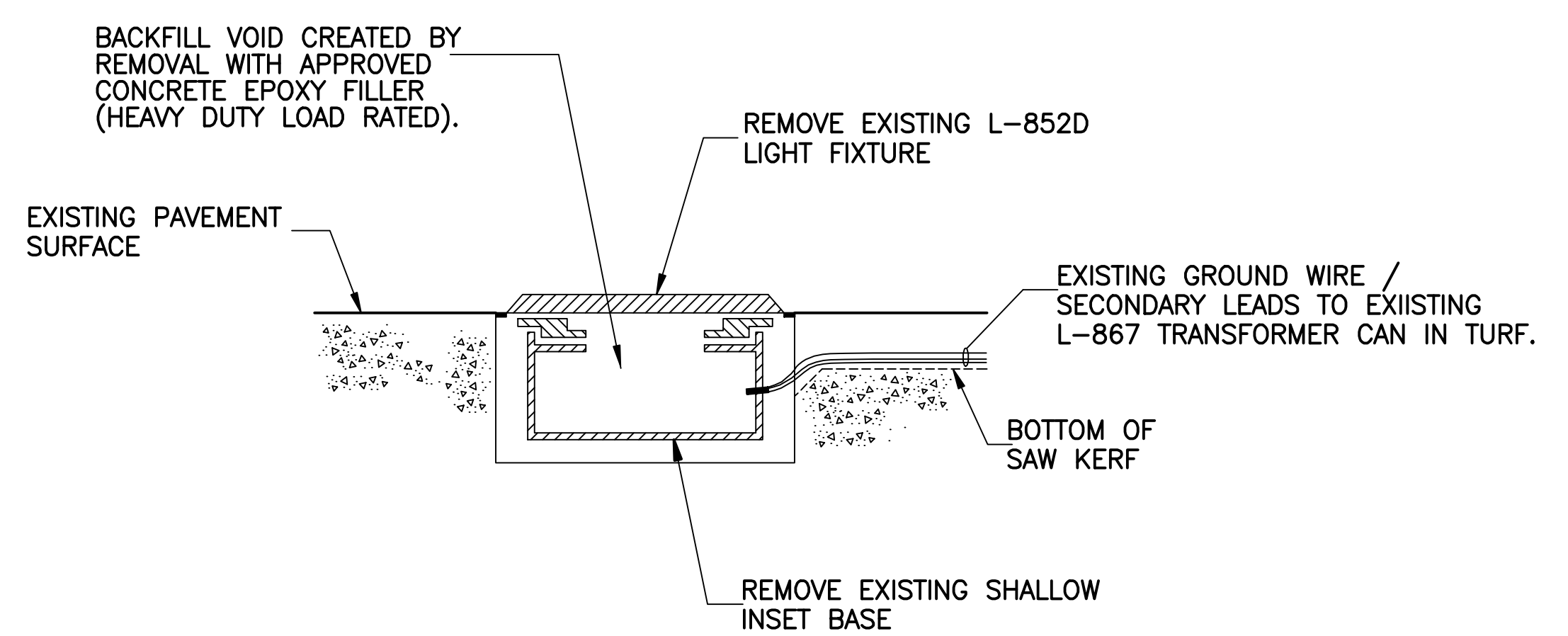
EXISTING SIGN BASE
 EXTENSION DETAIL



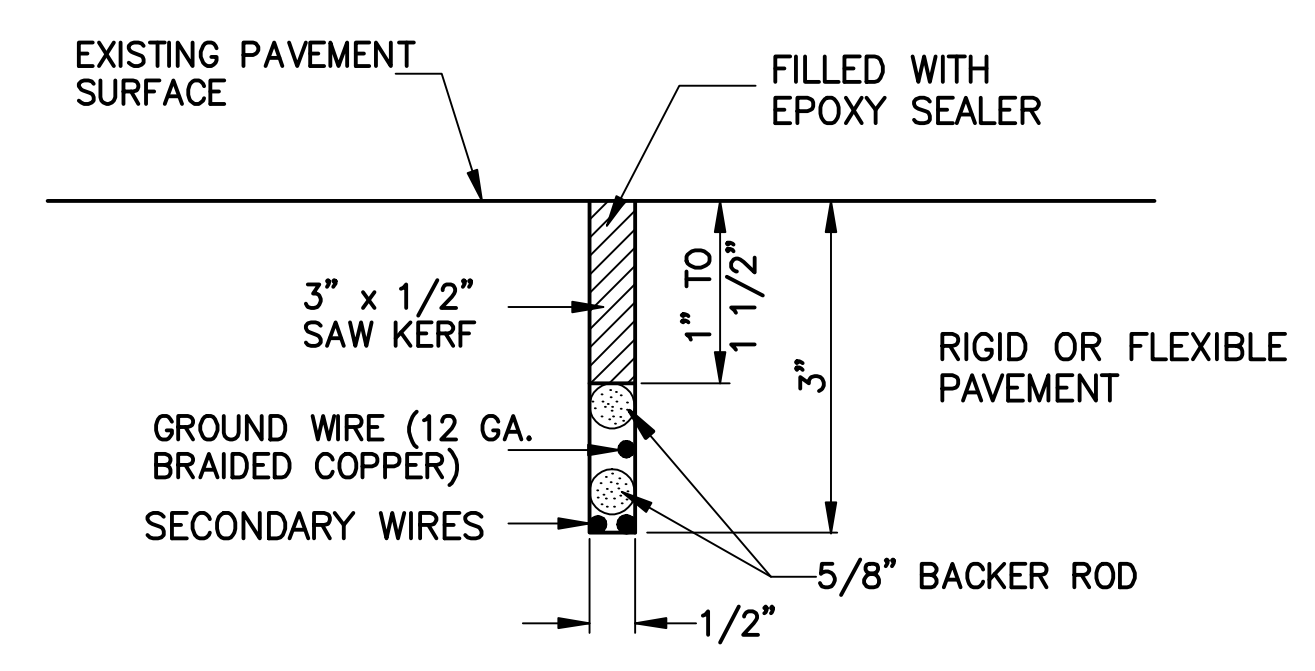
- NOTES:
- NEW MARKERS ARE REQUIRED ON ALL FAA CABLES. CABLE MARKERS SHALL BE INSTALLED BY THE CONTRACTOR AT ALL LOCATIONS SELECTED BY THE RESIDENT ENGINEER AND / OR THE FAA. THE CONTRACTOR SHALL BE REQUIRED TO ADJUST THE ELEVATION OF EXISTING MARKERS AND / OR REPLACE EXISTING MARKERS DAMAGED DURING CONSTRUCTION.
 - COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
 - EDGE EXPOSED CONCRETE WITH A 1/4" RADIUS TOOL.
 - WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, SOME OF THE FOLLOWING METHODS SHALL BE EMPLOYED.
 - REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
 - INCREASE THE MARKER SIZE TO 30" X 30" MAX.
 - PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.



EXISTING SECONDARY WIRING DETAIL FOR EXISTING L-852D
 IN PVMT. TXWY CENTERLINE LIGHT ON SHALLOW INSET BASE
 (TO BE REMOVED, AR125903)



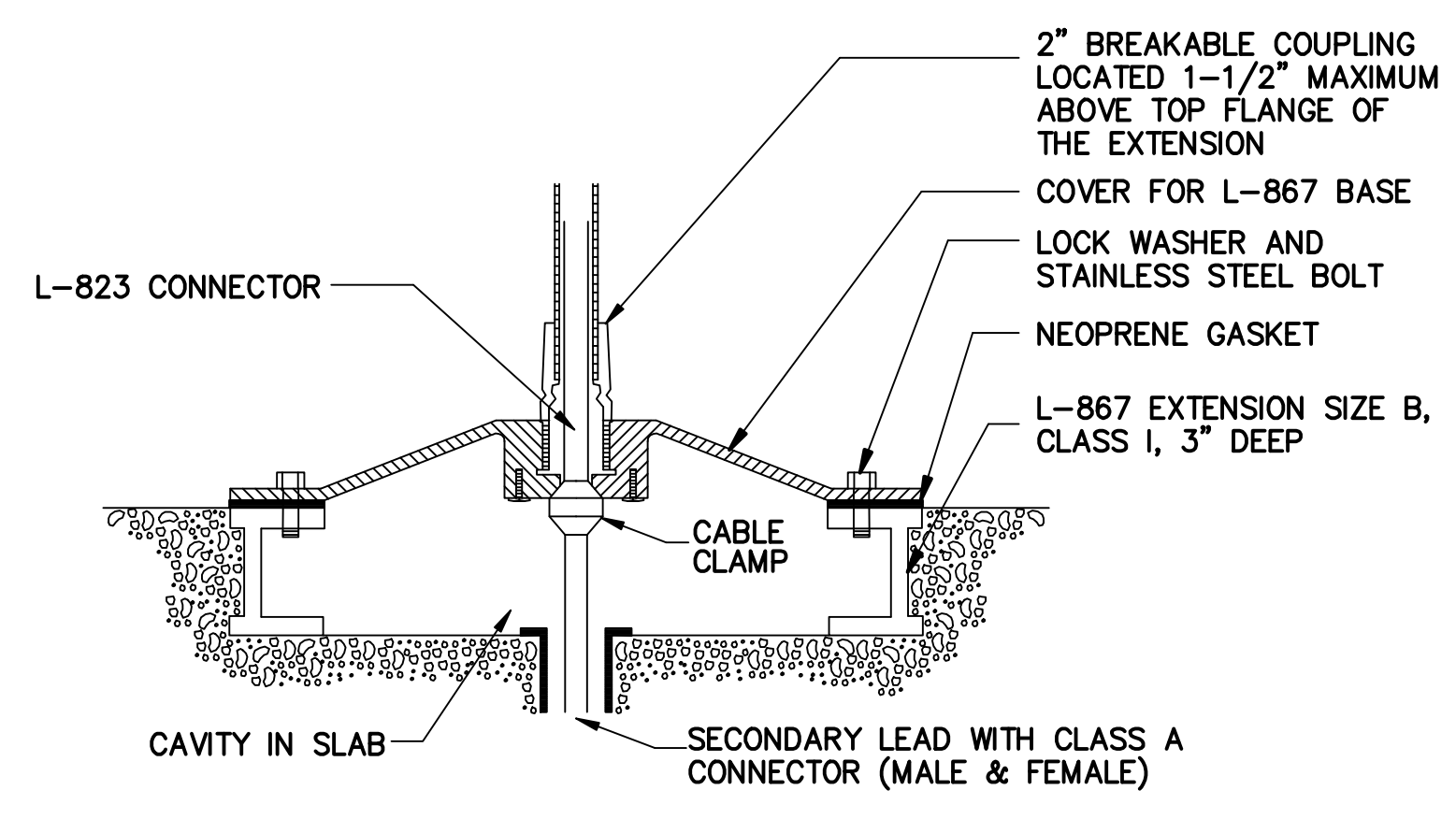
TYPICAL INSTALLATION OF L-852D IN PAVEMENT TAXIWAY
 CENTERLINE LIGHT ON SHALLOW INSET BASE
 (EXISTING, TO BE REMOVED AR125903)



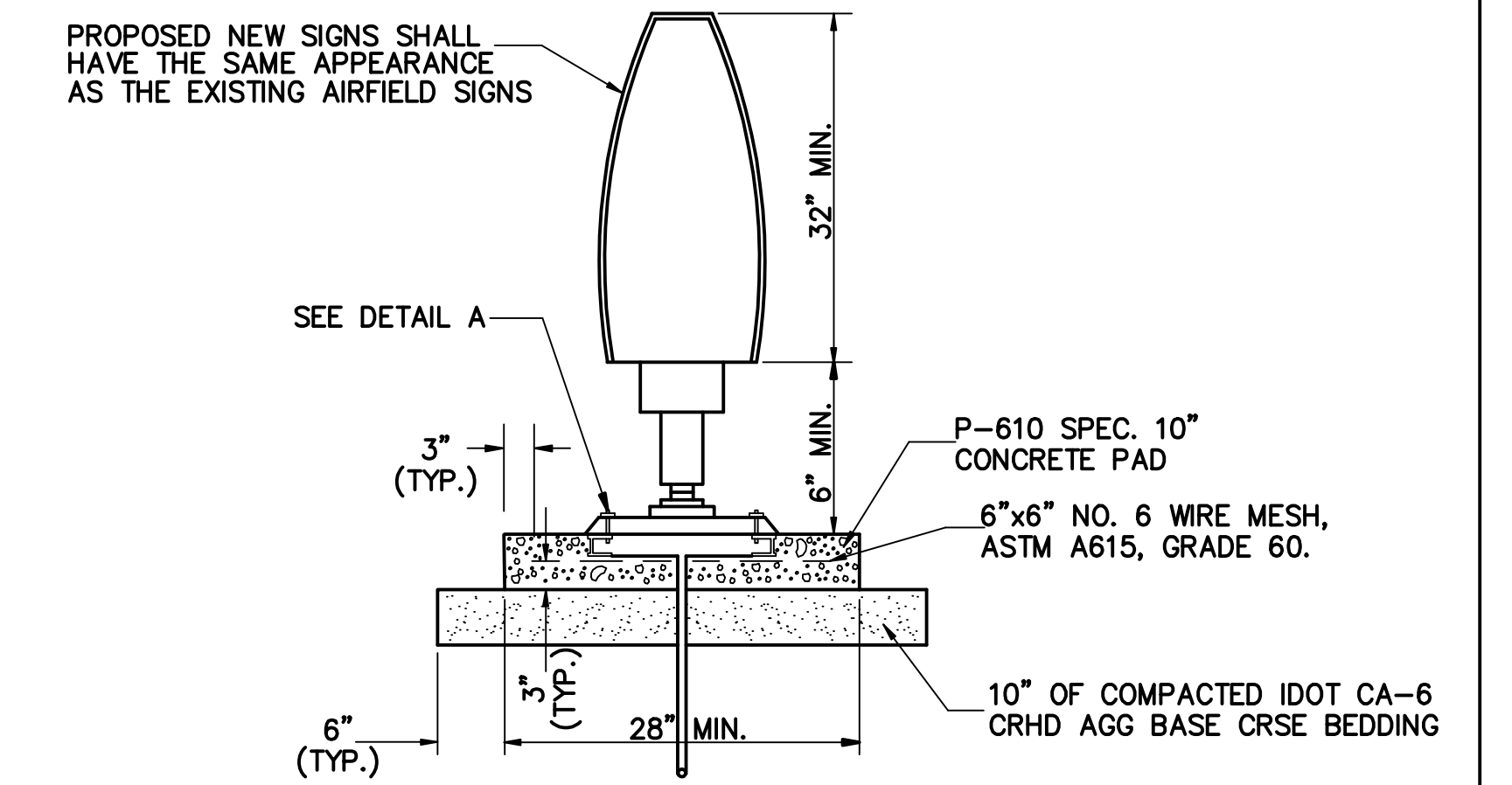
SAW KERF CROSS SECTION

NUMBER OF MODULES	TRANSFORMER WATTAGE			
	STYLE 2, 4.8A-6.6A		STYLE 3, 2.8A-6.6A	
	TRADITIONAL	LED SYSTEM	TRADITIONAL	LED SYSTEM
1	100	200	200	200
2	300	200	300	300
3	500	300	500	500
4	500	300	500	500
DISTANCE REMAINING	300	200	300	300

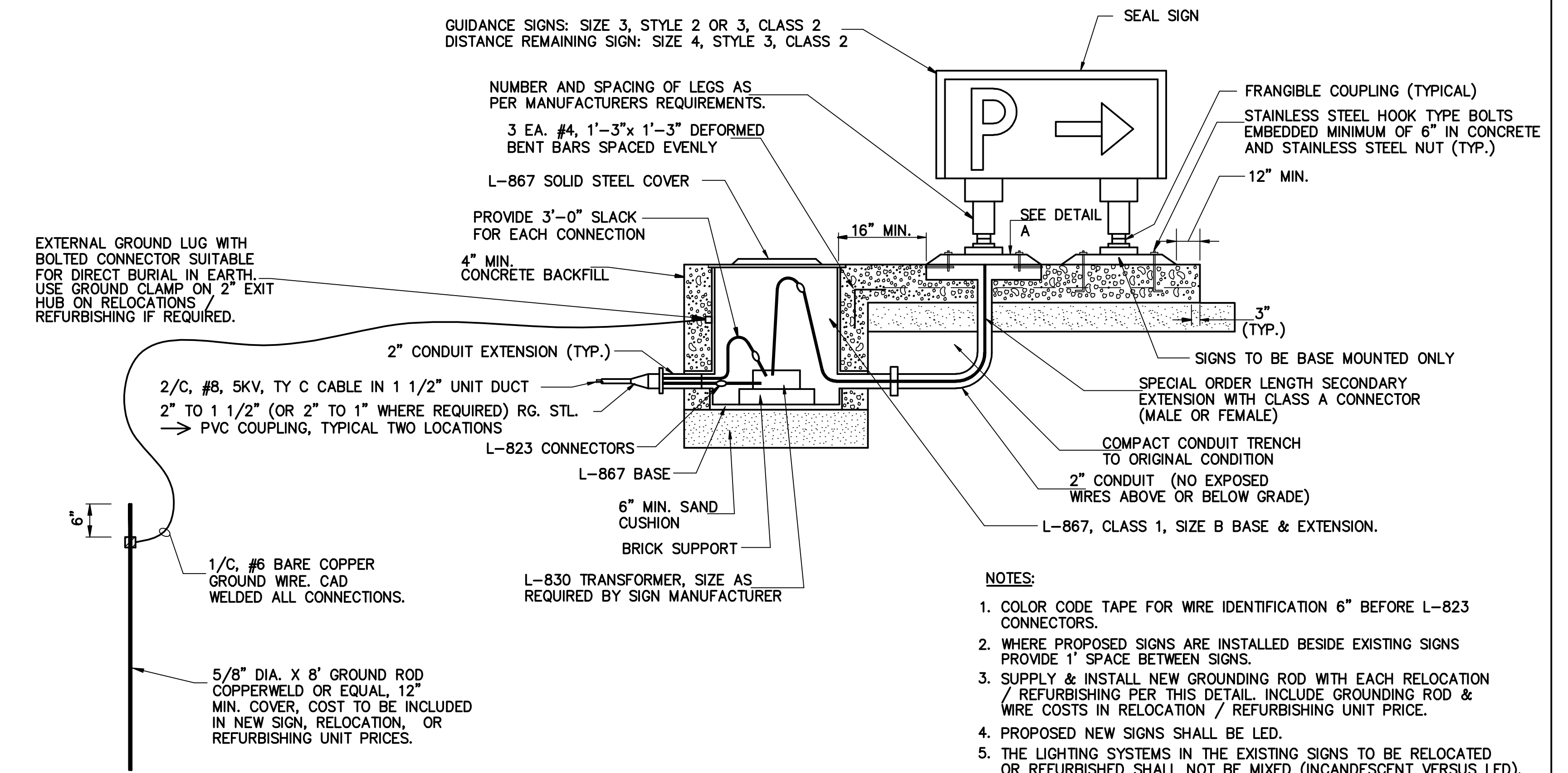
TRANSFORMERS SHALL BE 6.6/6.6 AMP.
 * = OR AS REQUIRED BY SIGN MANUFACTURER.
 ** = WITH A SIAMESE PIGTAIL ADAPTER AND TWO TRANSFORMERS.



DETAIL A



SIDE VIEW



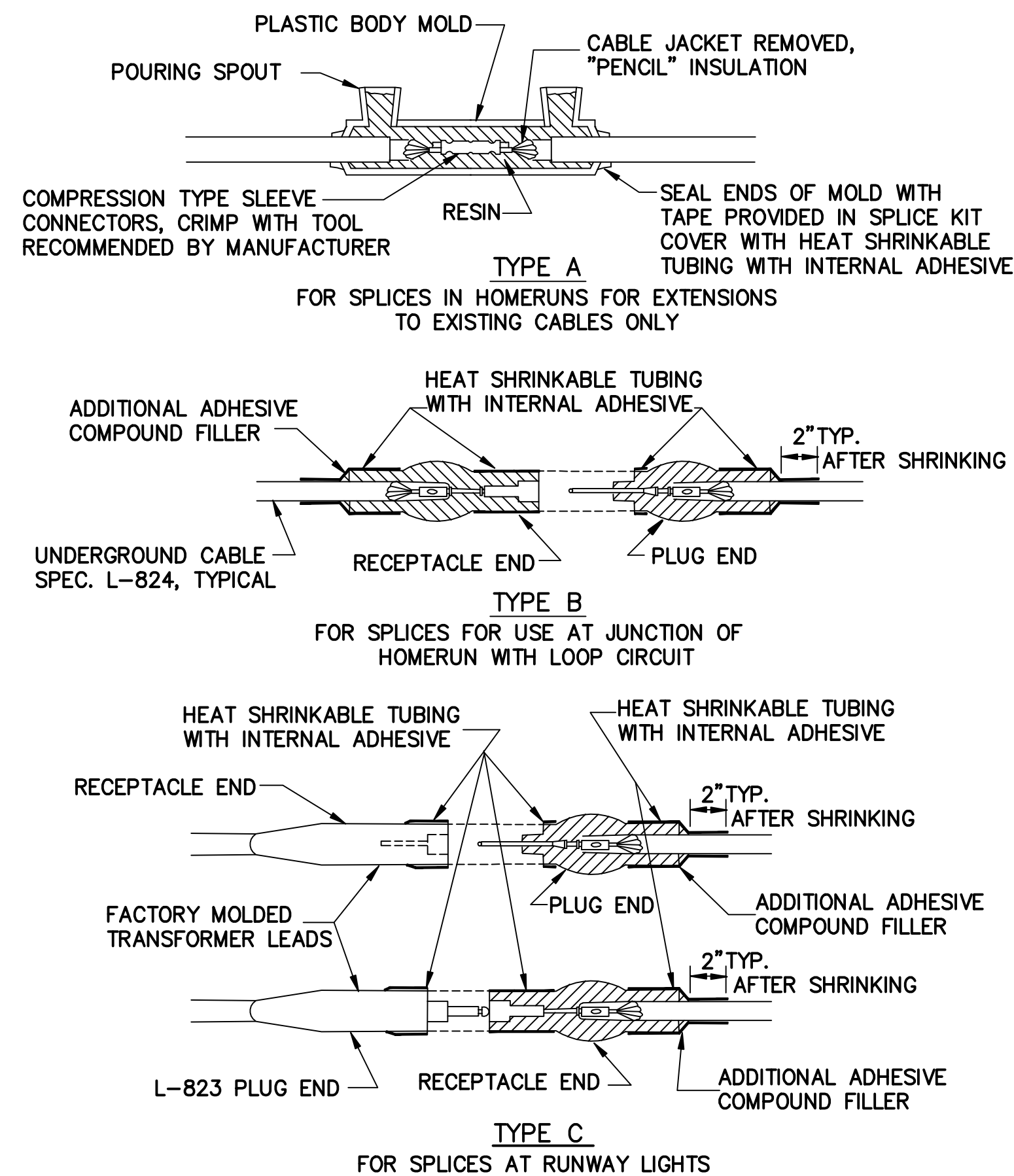
FRONT VIEW

- NOTES:
- COLOR CODE TAPE FOR WIRE IDENTIFICATION 6" BEFORE L-823 CONNECTORS.
 - WHERE PROPOSED SIGNS ARE INSTALLED BESIDE EXISTING SIGNS PROVIDE 1' SPACE BETWEEN SIGNS.
 - SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION / REFURBISHING PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION / REFURBISHING UNIT PRICE.
 - PROPOSED NEW SIGNS SHALL BE LED.
 - THE LIGHTING SYSTEMS IN THE EXISTING SIGNS TO BE RELOCATED OR REFURBISHED SHALL NOT BE MIXED (INCANDESCENT VERSUS LED). IF REQUIRED FOR DAMAGE REPAIR, THE CONTRACTOR SHALL FURNISH AND INSTALL ONLY ORIGINAL EQUIPMENT MANUFACTURER (OEM) PARTS PER FAA AC150/5345-44 (LATEST REVISION). OTHER THAN SIGN PANELS, THE CONTRACTOR SHALL NOT INTERCHANGE THE LIGHTING COMPONENTS BETWEEN DIFFERENT BRANDS OF SIGNS. SIGN PANELS ARE NOT INCLUDED UNDER THE CATEGORY OF LIGHTING COMPONENTS.

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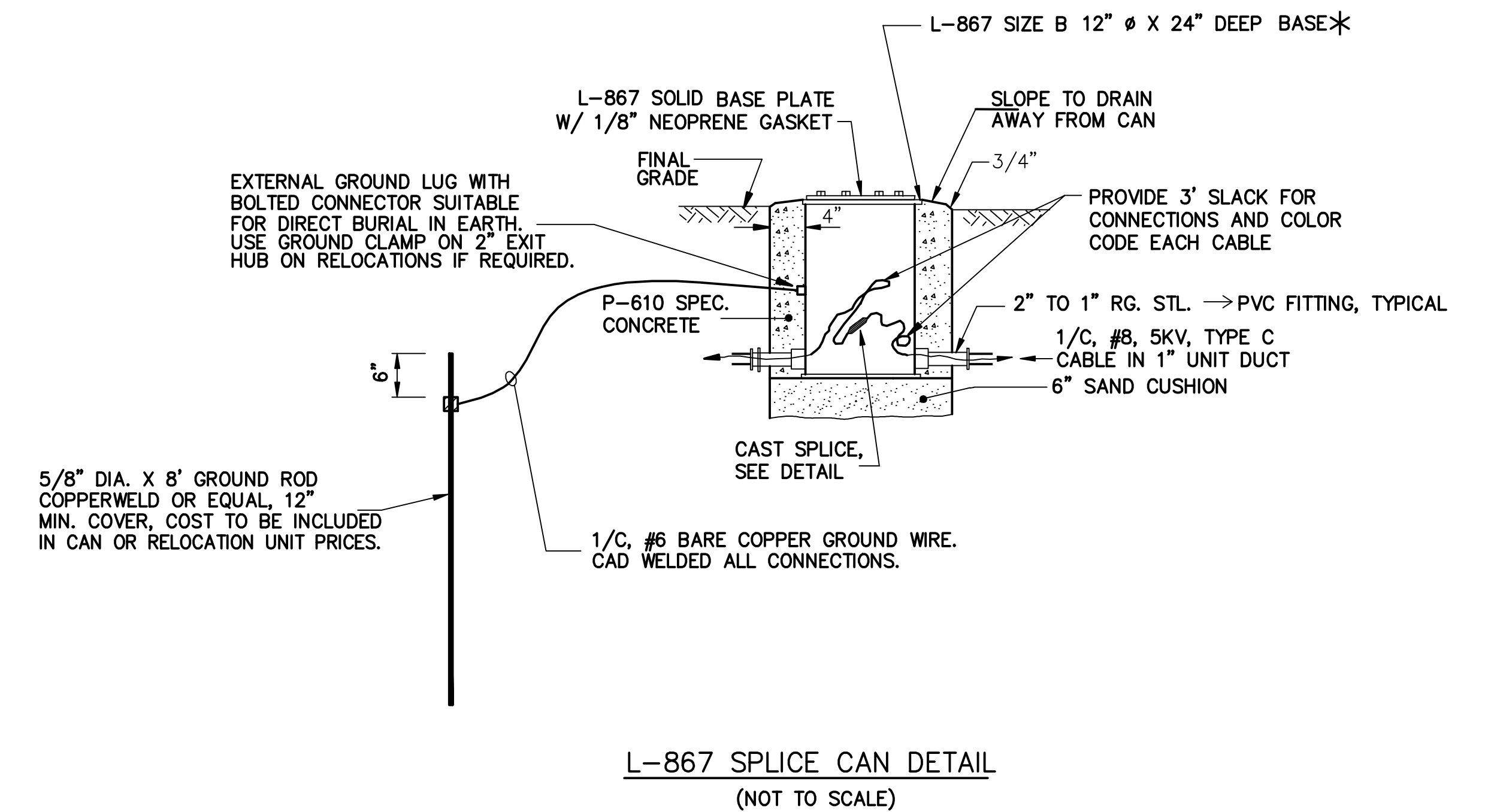
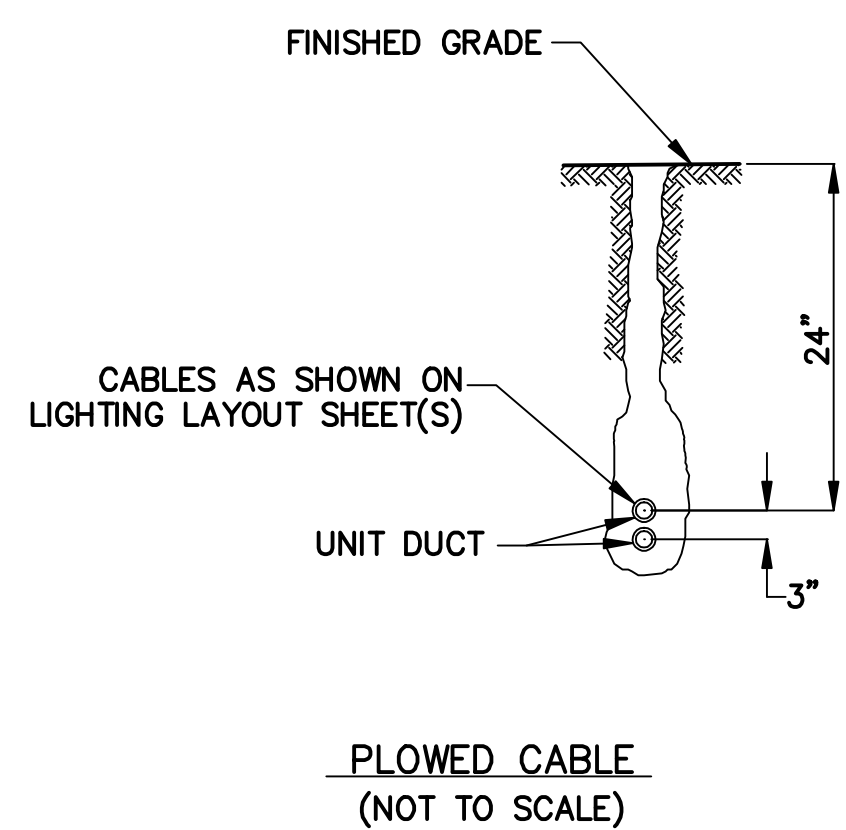
GENERAL ELECTRICAL NOTES:

- ALL EXCAVATION SHALL BE DONE VERY CAREFULLY. EXCAVATION BY HAND DIGGING SHALL BE REQUIRED AROUND ALL EXISTING DUCT BANKS, SPLICE CANS, MANHOLES, AND EXISTING CABLES. MANY EXISTING ACTIVE UNDERGROUND CABLES, WHOSE EXACT LOCATIONS CANNOT BE DETERMINED, ARE FOUND IN THE PROJECT AREA. IN ORDER TO AVOID EXISTING UNDERGROUND CABLES, THE CONTRACTOR SHALL CONNECT A THUMPER TO ALL EXISTING CIRCUITS AFTER WHICH THEY SHALL BE STAKED IN ALL AREAS REQUIRING TRENCHING OR EXCAVATION. CONTRACTOR SHALL ALSO NOTE THAT LOW VOLTAGE, FAA CABLES ALSO RUN UNDERGROUND THROUGHOUT THESE AREAS. ANY CABLE DAMAGED SHALL BE REPAIRED OR REPLACED TO ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- A MINIMUM OF 3 FEET OF SLACK SHALL BE PROVIDED IN THE CABLES AT EACH TRANSFORMER, CONNECTOR, OR SPLICE POINT. ALL CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS OR SPLICE CANS, UNLESS NOTED OTHERWISE.
- THE ELECTRICAL INSTALLATION, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
- ALL MANUFACTURERS FOR SUPPLYING AIRPORT LIGHTING EQUIPMENT SHALL APPEAR ON THE CURRENT FAA APPROVED AIRPORT EQUIPMENT LIST FOUND IN AC 150/5345-53 (LATEST REVISION). THE EQUIPMENT SHALL COMPLY WITH THE APPLICABLE CURRENT FAA ADVISORY CIRCULAR LISTED IN THE FAA "APPROVED AIRPORT EQUIPMENT" LIST FOUND IN AC 150/5345-2 (AIRPORTS ELECTRONIC BULLETIN BOARD NUMBER 14).
- THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM (INCLUDING FAA APPROVED EQUIPMENT) ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
- IF THE CONTRACTOR SELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT WHICH REQUIRES ADDITIONAL WIRING, TRANSFORMERS, ADAPTERS, MOUNTINGS, ETC., BEYOND THAT SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATIONS, THEN THE COST FOR THE ADDITIONAL ITEMS SHALL BE INCLUDED TO THE CONTRACT UNIT PRICES.
- THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
- WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC. OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES, STYLES, CLASSES, ETC. MAY BE FAA APPROVED.
- ALL CONCRETE FOR ELECTRICAL EQUIPMENT SHALL COMPLY WITH SPECIFICATION 610-STRUCTURAL PC CONCRETE 3500 PSI AT 28 DAYS, AIR ENTRAINED CONCRETE MIX SHALL BE USED.
- BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE. IT SHALL HAVE A 1/4" DIAMETER OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE CONNECTOR INTO THE BASE.
- THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1 1/2" ABOVE THE EDGE OF THE COVER IN THE CASE OF A BASE MOUNTED COUPLING.
- ALL PERMANENT CABLE SPLICES SHALL OCCUR IN MANHOLES, LIGHT WELLS, OR SPLICE CANS, UNLESS NOTED OTHERWISE.
- MIMIC PANEL COLORS : RUNWAY R13-31 CIRCUITS 1 & 2 = WHITE, RUNWAY R5-23 CIRCUIT = WHITE, TAXIWAY E-1 CIRCUIT = YELLOW, TAXIWAY E-2 CIRCUIT = ORANGE, TAXIWAY K-1 & K-2 CIRCUITS = RED, TAXIWAY F-2 CIRCUIT = LIME AND TAXIWAY P = CYAN.

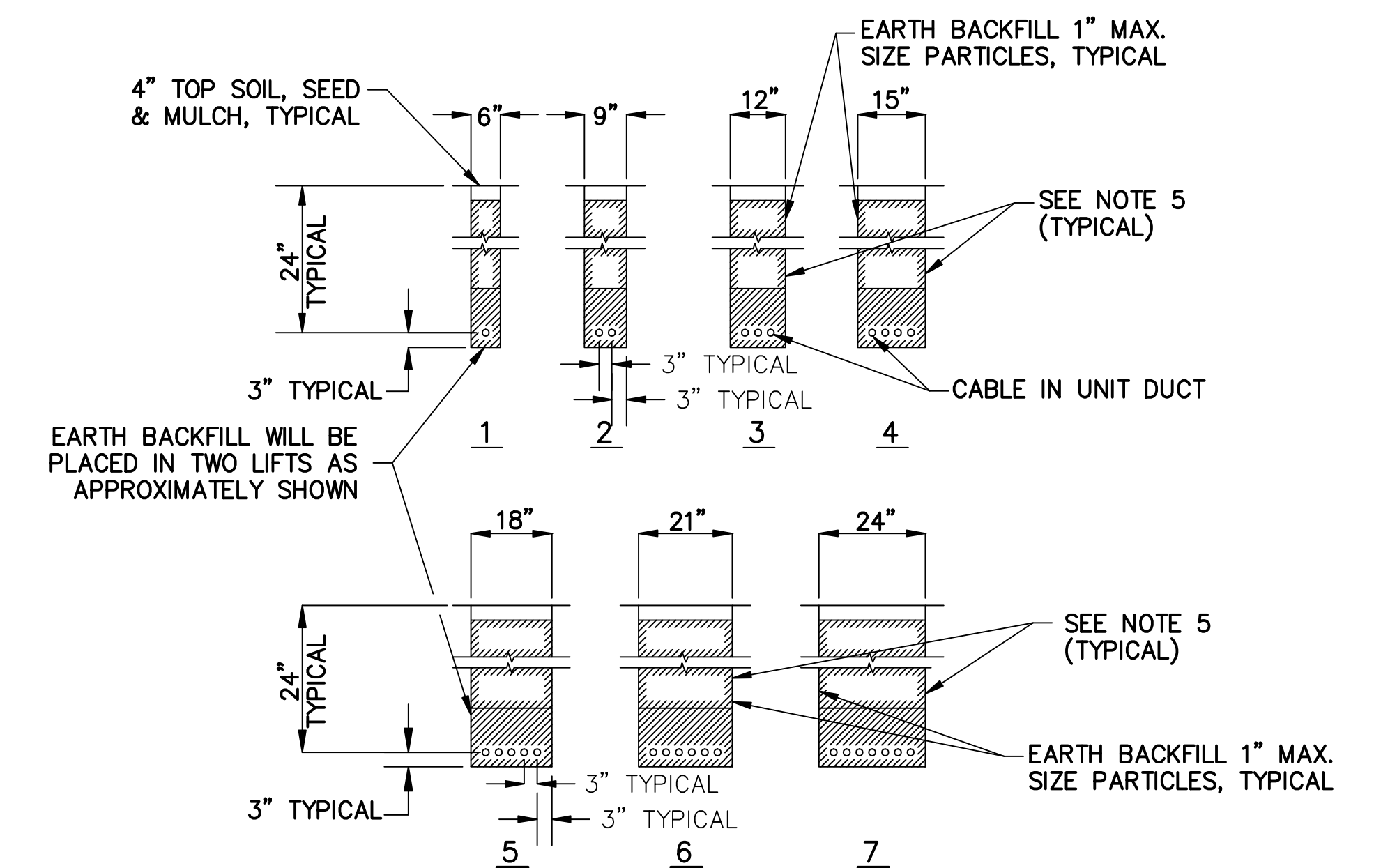


- NOTES :
- SEE LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE
 - INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE

CABLE SPLICES
 (NOT TO SCALE)

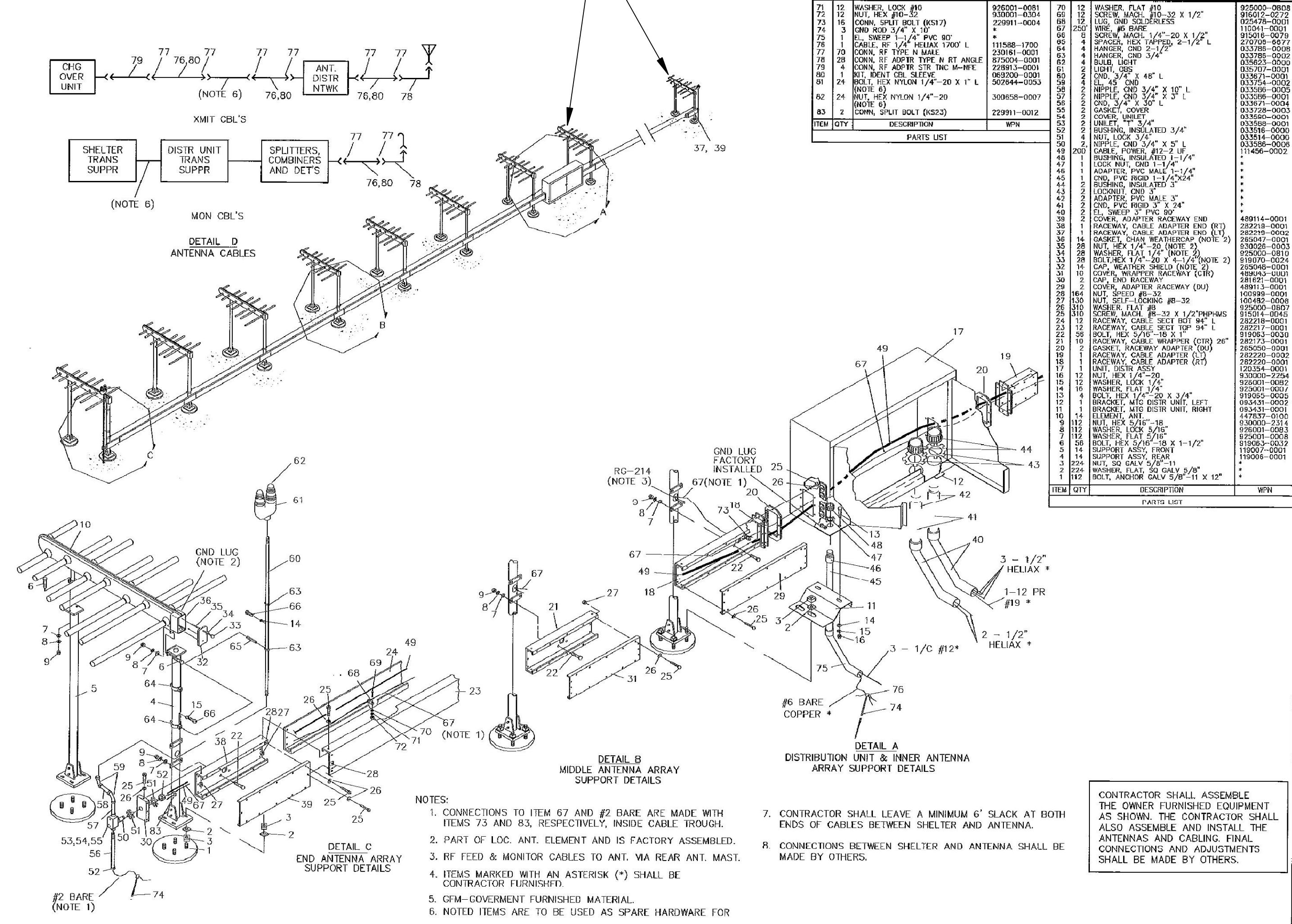


- NOTES :
- * ORDER L-867 BASE WITH ADDITIONAL 2" CONDUIT HUB APPROXIMATELY 90" FROM MAIN ENTRANCE HUB WHERE SHOWN ON PLAN SHEETS.
 - SUPPLY & INSTALL NEW GROUNDING ROD WITH EACH RELOCATION PER THIS DETAIL. INCLUDE GROUNDING ROD & WIRE COSTS IN RELOCATION UNIT PRICE.



- CABLE TRENCH NOTES :
- DETAIL NUMBERS INDICATE NO. OF CABLES.
 - TRENCHES WITH MORE THAN 7 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE; IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
 - DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
 - ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO TRENCH. RETURNING MATERIALS AND RATES MAY BE SHOWN ON THE PLANS.
 - INSTALL YELLOW PLASTIC WARNING RIBBON IN TRENCH 9" ABOVE CABLES (TYPICAL ALL TRENCHES).

CONTRACTOR SHALL DISASSEMBLE AND REMOVE ALL OF THE EXISTING R10 LOCALIZER ANTENNA ARRAY ABOVE GROUND EQUIPMENT (14 STRUCTURES, RACEWAY, UNIT DISTRIBUTION ASSEMBLY, CONDUITS, ETC.).

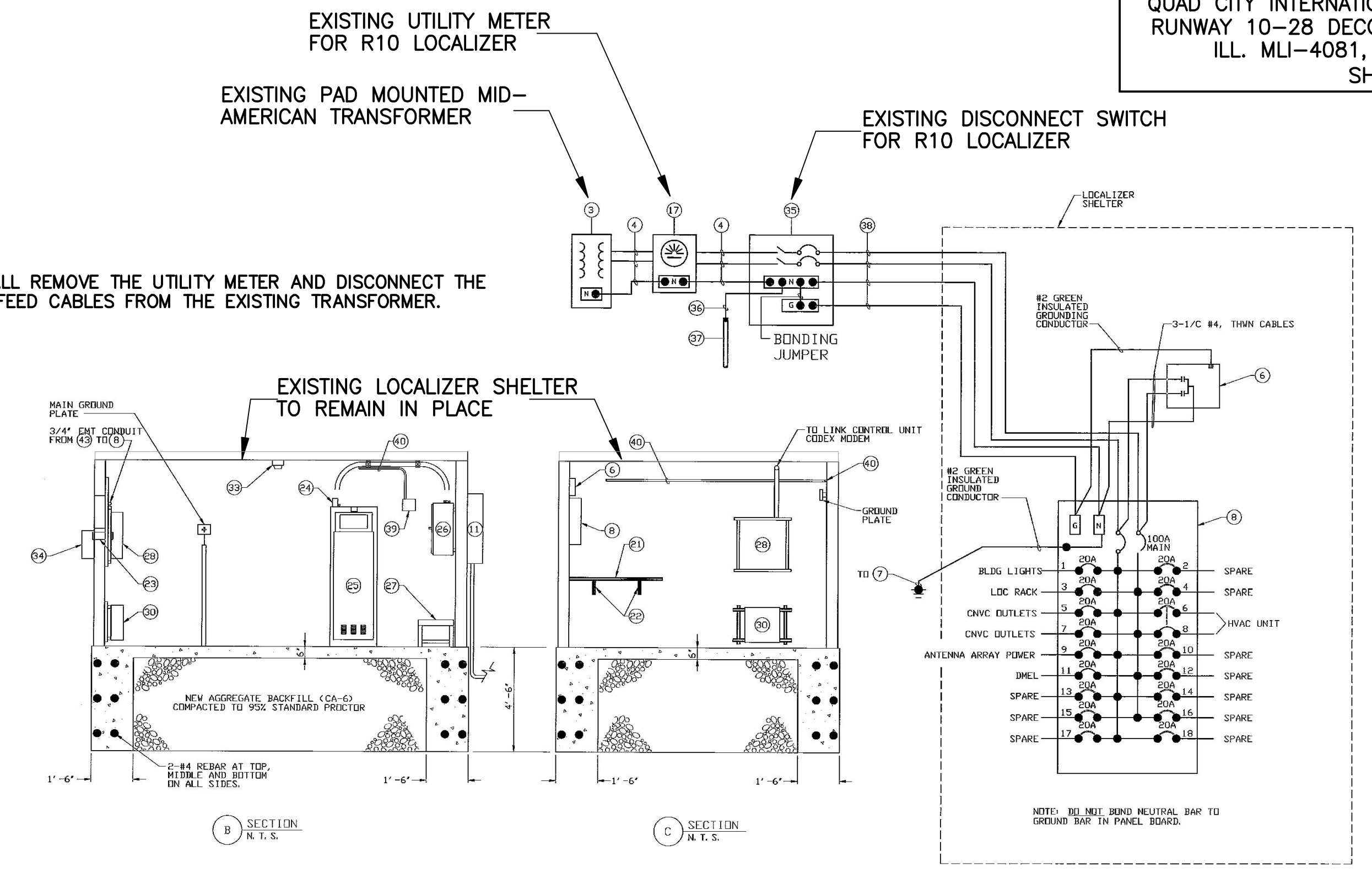


R10 LOCALIZER ANTENNA ARRAY REMOVAL DETAIL

R10 LOCALIZER REMOVAL NOTES:

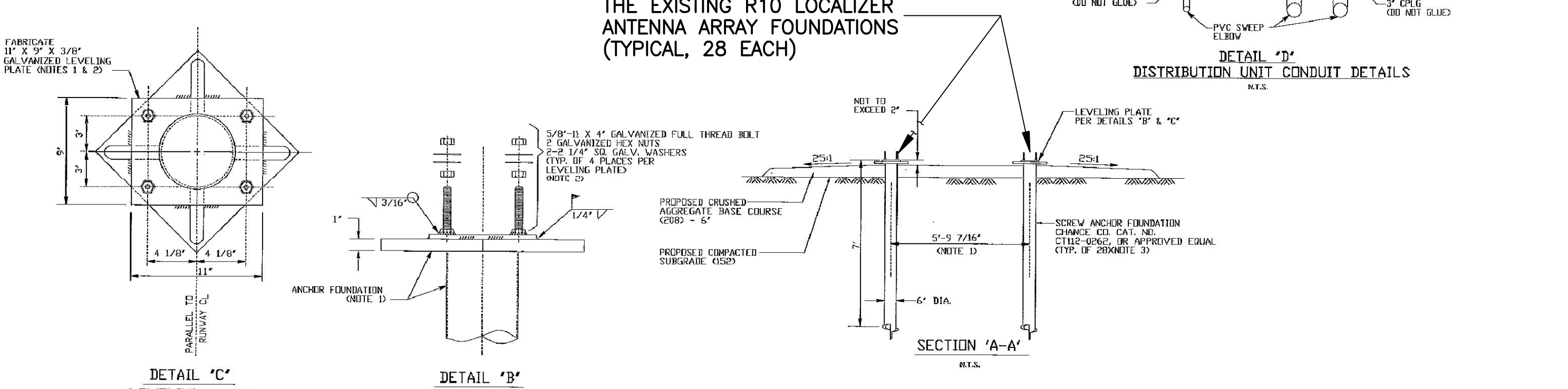
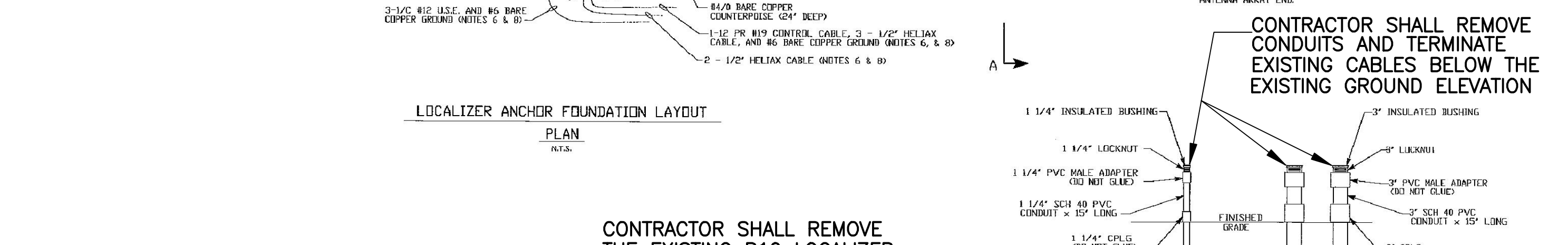
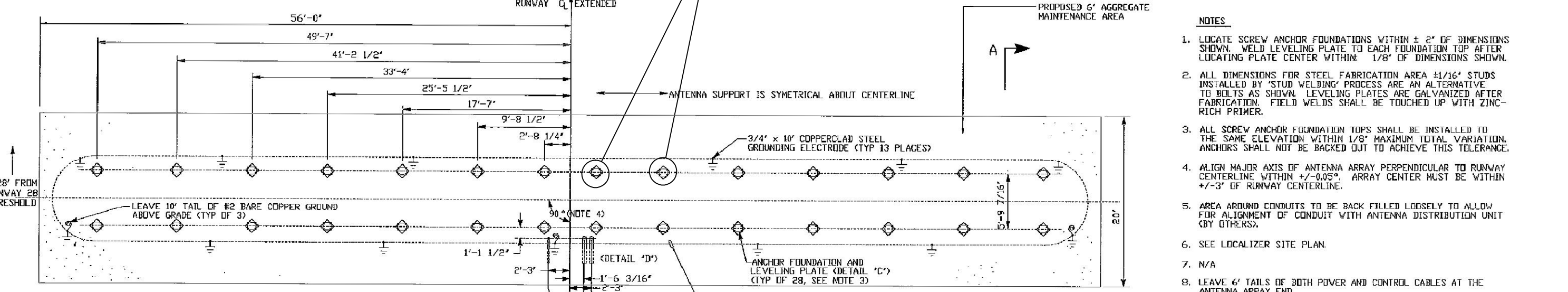
- SEE SHEET 54 FOR GENERAL ELECTRICAL NOTES.
- EXISTING LOCALIZER EQUIPMENT SHELTER TO REMAIN IN PLACE.
- THE CONTRACTOR SHALL SALVAGE THE EXISTING LOCALIZER EQUIPMENT PRIOR TO THE START OF EARTHWORK AND/OR PAVING ACTIVITIES. SALVAGED EQUIPMENT SHALL BE CLEANED AND DELIVERED TO THE METROPOLITAN AIRPORT AUTHORITY.
- THE CONTRACTOR SHALL DISASSEMBLE AND REMOVE THE EQUIPMENT WITH CARE SO THAT ALL EQUIPMENT AND MATERIALS MAY BE SALVAGED WITHOUT DAMAGE. ANY COMPONENTS DAMAGED BY THE CONTRACTOR DURING REMOVAL SHALL BE REPLACED OR REPAIRED BY HIM AT NO ADDITIONAL COST. THE CONTRACTOR SHALL DELIVER THE REMOVED EQUIPMENT TO A LOCATION DESIGNATED BY THE AIRPORT MAINTENANCE MANAGER. ALL EXCAVATIONS REQUIRED TO REMOVE THE EXISTING EQUIPMENT AND FOUNDATIONS SHALL BE BACKFILLED WITH COMPACTED SAND.
- THE CONTRACTOR SHALL COMPLETE ALL COORDINATION WITH MIDAMERICAN ENERGY COMPANY (MEC). THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL MEC REQUIREMENTS AND SPECIFICATIONS.
- THE COSTS OF ALL ITEMS REQUIRED TO REMOVE THE EXISTING R10 LOCALIZER SHALL BE INCLUDED IN THE CONTRACT ITEM - AR127901 REMOVE LOCALIZER.

NOTE:
 CONTRACTOR SHALL REMOVE THE UTILITY METER AND DISCONNECT THE EXISTING POWER FEED CABLES FROM THE EXISTING TRANSFORMER.



R10 LOCALIZER POWER DISCONNECTION DETAIL

CONTRACTOR SHALL REMOVE THE EXISTING R10 LOCALIZER ANTENNA ARRAY FOUNDATIONS (TYPICAL, 28 EACH)



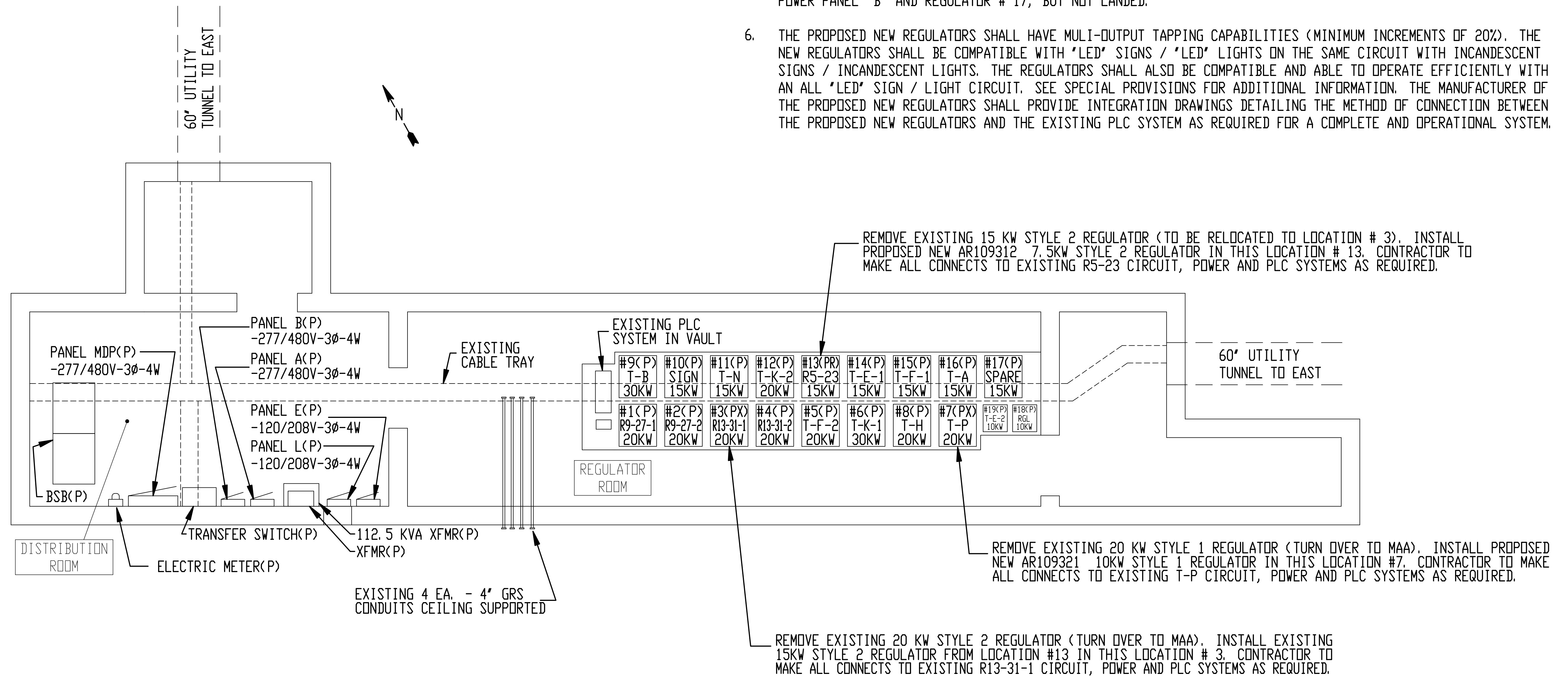
R10 LOCALIZER ANTENNA ARRAY FOUNDATION REMOVAL DETAIL

R10 LOCALIZER REMOVAL DETAILS

ELECTRICAL ABBREVIATIONS	
ABBREVIATION	DESCRIPTION
GND	GROUND
KVA	KILO-VOLT AMPERES
KW	KILOWATT
MDP	MAIN DISTRIBUTION PANEL
PH OR Ø	PHASE
V	VOLTS
XFMR	TRANSFORMER
(P)	PRESENT
(PR)	PRESENT TO BE RELOCATED
(PX)	PRESENT TO BE REMOVED
(R)	RELOCATED

ELECTRICAL VAULT PLAN NOTES:

1. ANY EXISTING CABLES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE.
2. THE ELECTRICAL INSTALLATION AS A MINIMUM SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
3. THE COST OF ALL WORK REQUIRED TO FURNISH & INSTALL ALL NEW EQUIPMENT AND MODIFY THE EXISTING EQUIPMENT IN THE VAULT AND IN THE ATCT; INCLUDING BUT NOT LIMITED TO: CABLES, WIRING, DIGITAL MODULES, MIMIC PANELS, SPLICES, CONDUITS, CIRCUIT BREAKERS, SWITCHES, CONCRETE, PLUG CUTOUTS, REGULATORS, PROGRAMMING, ETC. SHALL BE INCLUDED IN THE 'AR109210 VAULT MODIFICATIONS' CONTRACT LUMP SUM PRICE.
4. SUPPLY & INSTALL NEW NAME PLATES FOR REGULATORS # 3, 7 AND 13 THAT MATCH THE TYPE AND STYLE OF THE EXISTING NAME PLATES. INFORMATION ON THE NEW NAME PLATES TO MATCH INFORMATION ON THE EXISTING NAME PLATES. EXACT WORDING ON THE NAME PLATES TO BE DETERMINED BY THE MAA IN THE FIELD AT THE TIME OF CONSTRUCTION.
5. NO CONTROL WIRES OR CONFIGURATION IN EXISTING PLC PROGRAM FOR REGULATOR # 17. POWER CABLES RAN BETWEEN POWER PANEL 'B' AND REGULATOR # 17, BUT NOT LANDED.
6. THE PROPOSED NEW REGULATORS SHALL HAVE MULTI-OUTPUT TAPPING CAPABILITIES (MINIMUM INCREMENTS OF 20%). THE NEW REGULATORS SHALL BE COMPATIBLE WITH 'LED' SIGNS / 'LED' LIGHTS ON THE SAME CIRCUIT WITH INCANDESCENT SIGNS / INCANDESCENT LIGHTS. THE REGULATORS SHALL ALSO BE COMPATIBLE AND ABLE TO OPERATE EFFICIENTLY WITH AN ALL 'LED' SIGN / LIGHT CIRCUIT. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION. THE MANUFACTURER OF THE PROPOSED NEW REGULATORS SHALL PROVIDE INTEGRATION DRAWINGS DETAILING THE METHOD OF CONNECTION BETWEEN THE PROPOSED NEW REGULATORS AND THE EXISTING PLC SYSTEM AS REQUIRED FOR A COMPLETE AND OPERATIONAL SYSTEM.

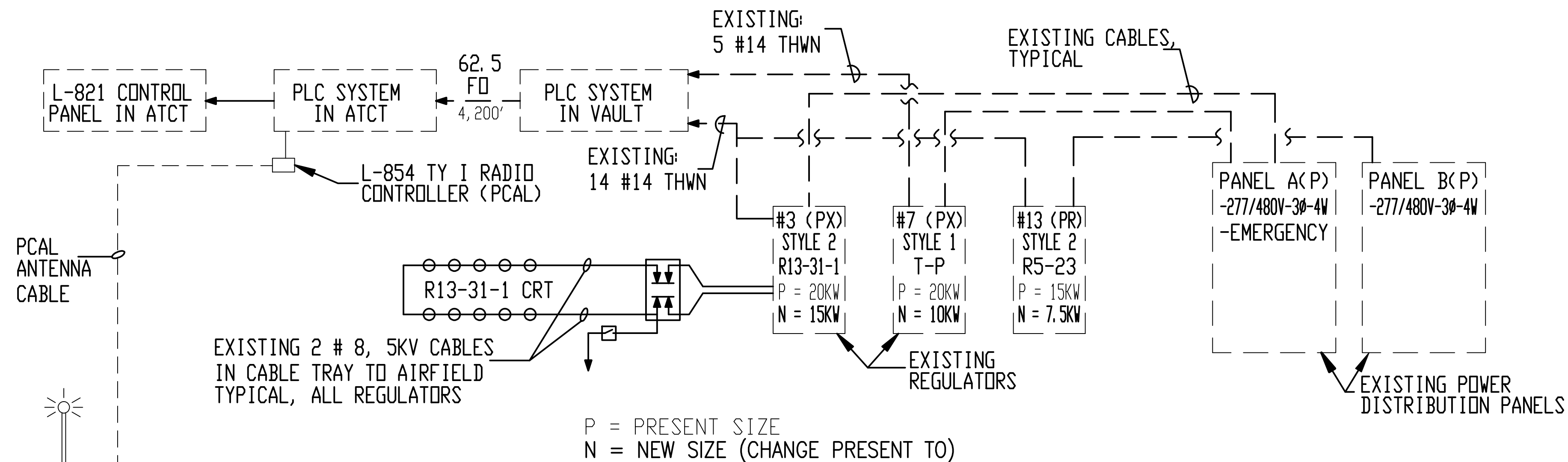


EXISTING ELECTRICAL VAULT PLAN

SCALE: 1/8" = 1'-0"

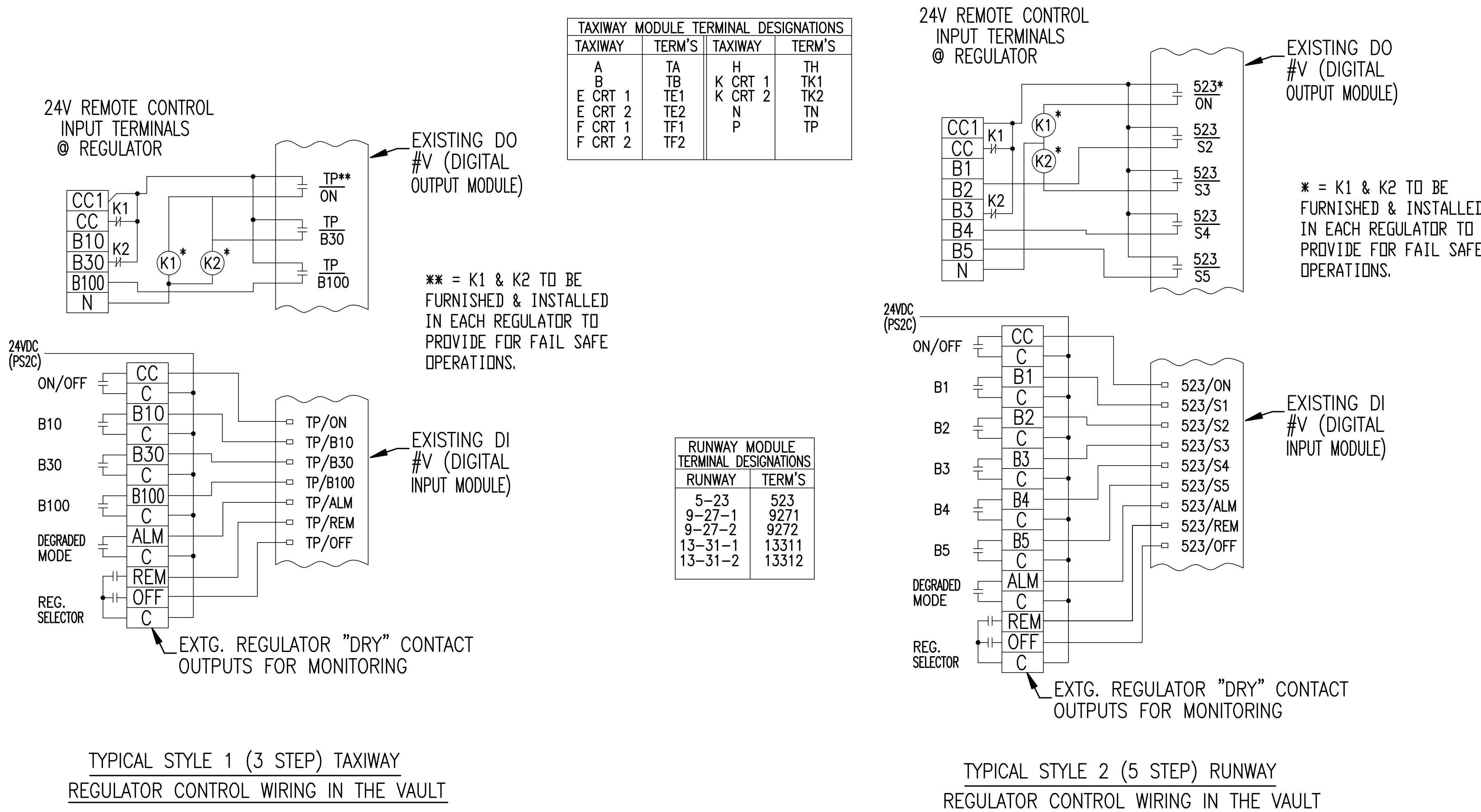
ONE-LINE RISER DIAGRAM NOTES:

1. GROUNDS AND NEUTRALS ARE NOT SHOWN FOR CLARITY, BUT ARE REQUIRED PER N. E. C.
2. ALL WIRE TO BE 600V INSULATED, TYPE THWN UNLESS OTHERWISE NOTED.
3. PROVIDE FOR REMOTE MONITORING AND CONTROL, CONNECT REGULATORS 3 (R13-31-1 CIRCUIT), 7 (T-P CIRCUIT), AND 13 (R5-23 CIRCUIT) TO THE EXISTING PLC SYSTEM (IN THE VAULT AND IN THE ATCT) AND TO THE EXISTING L-821 CONTROL PANEL (IN THE ATCT). THE ATCT IS LOCATED ON THE SOUTH SIDE OF THE AIRFIELD. SUPPLY AND INSTALL ELECTRICAL EQUIPMENT TO MODIFY THE EXISTING PLC SYSTEM AND THE L-821 CONTROL PANEL SO THAT THE CIRCUITS ARE MONITORED AND CONTROLLED IN THE SAME FASHION AS THE OTHER EXISTING AIRFIELD CIRCUITS. RELABEL EQUIPMENT AS REQUIRED. INCLUDE COSTS IN CONTRACT ITEM "AR109210 VAULT MODIFICATIONS" LUMP SUM PRICE.
4. ROUTE CABLES IN CABLE TRAY SIMILAR TO THE EXISTING CABLING. SUPPLY & INSTALL MONITORING AND CONTROL CABLES SIMILAR TO THE EXISTING.
5. THE COSTS FOR ALL ITEMS SHOWN ON THIS SHEET SHALL BE INCLUDED IN THE CONTRACT ITEM "AR109210 VAULT MODIFICATIONS" LUMP SUM PRICE.



ONE-LINE RISER DIAGRAM

SCALE: NONE



PROPOSED CONSTANT CURRENT REGULATOR SCHEDULE

REG #	REG SIZE (KW)	PRIMARY VOLTAGE	MEASURED CKT LOAD (VA) /CALCULATED (WATTS)	PANEL CKT (OCP)	CIRCUIT BEING FED
1	20	480	13,373 / -	A-13 (60/2)	R-9-27-1 WEST
2	20	480	8,784 / -	A-10(60/2)	R-9-27-2 EAST
3	15	480	8,827 / 7,283	A-18(60/2)	R-13-31-1 NORTH
4	20	480	10,800 / 8,484	A-26(70/2)	R-13-31-2 SOUTH
5	20	480	12,336 / 12,533	A-21(60/2)	T-F-2
6	30	480	19,200 / 16,893	B-6(90/2)	T-K-1
7	10	480	- / *	A-9(60/2)	T-P (NEW)
8	20	480	11,808 / 11,619	A-5(60/2)	T-H
9	30	480	24,480 / -	A-39(90/2)	T-B
10	15	480	8,904 / -	A-2(50/2)	SIGNS
11	15	480	11,040 / 11,706	A-6(50/2)	T-N
12	20	480	11,808 / 15,152	A-14(60/2)	T-K-2
13	7.5	480	- / **	B-13(50/2)	R-5-23 (NEW)
14	15	480	10,416 / 13,036	A-30(50/2)	T-E-1
15	15	480	7,440 / -	A-34(50/2)	T-F-1
16	15	480	11,040 / -	A-1(50/2)	T-A
17	15	480	-----	-----	SPARE
18	10	480	- / 8,910	A-17(40/2)	RGL
19	10	480	7,752/****	B-1(50/2)	T-E-2

CIRCUITS WITH LED LIGHTING			
REG #	CIRCUIT	HEATERS OFF	HEATERS ON
7*	T-P	4,616	6,778
13**	R5-23	3,514	5,238
19***	T-E-2	4,752	5,010

UPON COMPLETION OF THE VAULT MODIFICATION WORK, THE CONTRACTOR SHALL MEASURE AND RECORD THE AMP LOADS OF EACH EXISTING CIRCUIT UNDER FULL POWER (LED CIRCUITS: ONCE WITH HEATERS ON AND ONCE WITH HEATERS OFF). THESE MEASUREMENTS SHALL BE REPORTED TO THE RESIDENT ENGINEER IN A WRITTEN REPORT.

EXISTING ELECTRICAL PANEL A

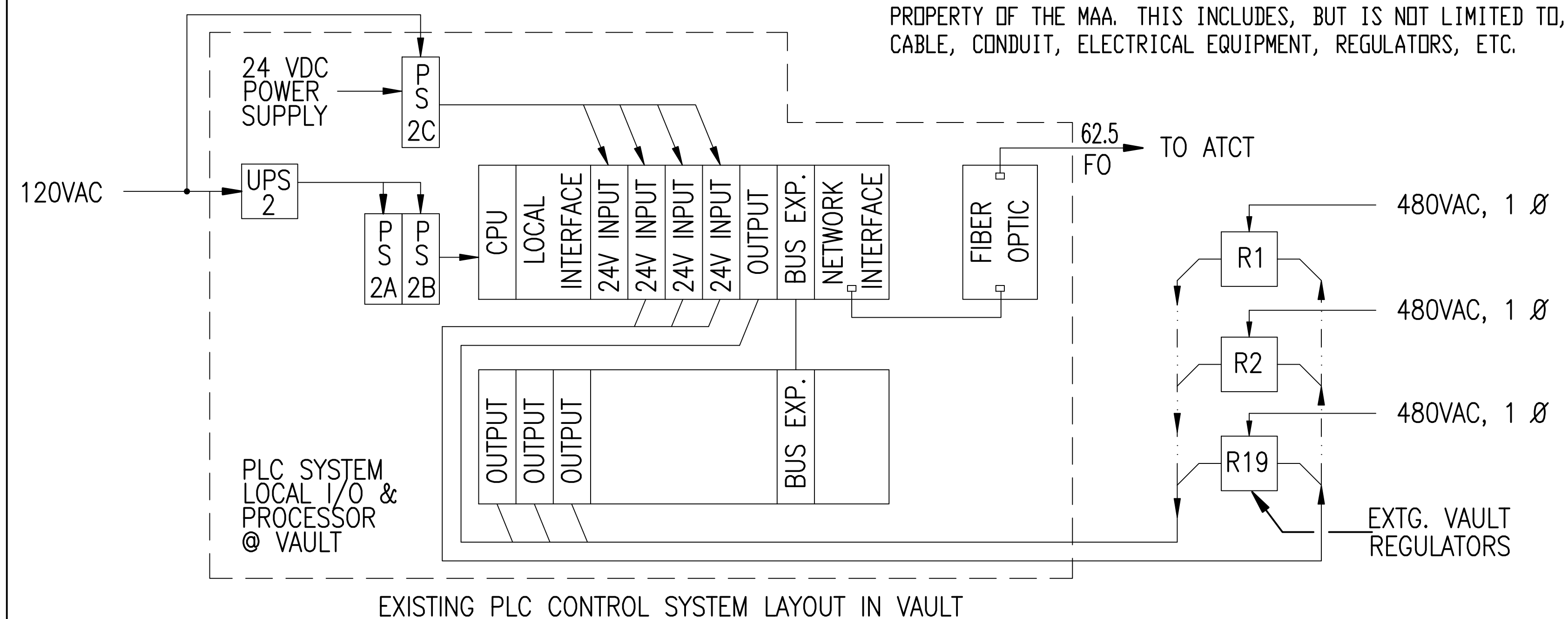
PANEL : <u>A (EXISTING)</u> (EMERGENCY)		VOLTAGE : <u>277/480V-3PH-4W</u>			
MOUNTING : <u>SURFACE</u>		MAINS : <u>400A MLO</u>			
CKT. NO.	BKR.	DESCRIPTION	DESCRIPTION	BKR.	CKT. NO.
1	50/2	15 KW, T-A (REG#16)	15 KW, SIGN (REG#10)	50/2	2
3	---	---	---	---	4
5	60/2	20 KW, T-H (REG#8)	15 KW, T-N (REG#11)	50/2	6
7	---	---	---	---	8
9	60/2	10 KW, T-P (REG#7)	20 KW, R9-27-2 (REG#2)	60/2	10
11	---	---	---	---	12
13	60/2	20 KW, R9-27-1 (REG#1)	20 KW, T-K-2 (REG#12)	60/2	14
15	---	---	---	---	16
17	40/2	10 KW, RGL (REG#18)	15 KW, R13-31-1 (REG#3)	60/2	18
19	---	---	---	---	20
21	60/2	20 KW, T-F-2 (REG#5)	SPACE	---	22
23	---	---	SPACE	---	24
25	---	---	20 KW, R13-31-2 (REG#4)	70/2	26
27	---	---	---	---	28
29	25/3	15 KVA XFMR	15 KW, T-E-1 (REG#14)	50/2	30
31	---	---	---	---	32
33	---	---	15 KW, T-F-1 (REG#15)	50/2	34
35	---	SPACE	---	---	36
37	---	SPACE	SPACE	---	38
39	90/2	30 KW, T-B (REG#9)	---	---	40
41	---	---	---	---	42

ELECTRICAL VAULT MODIFICATIONS GENERAL NOTES:

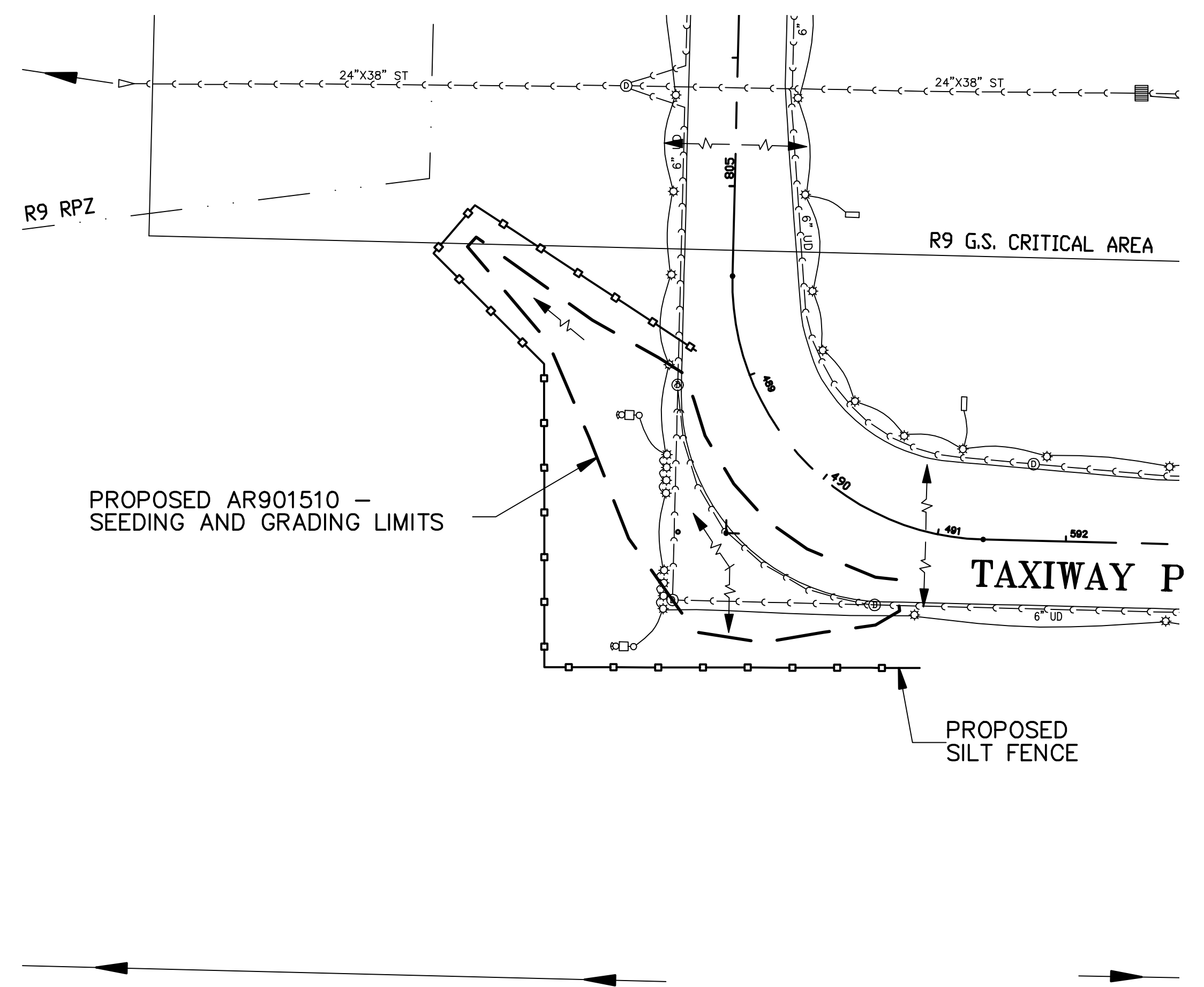
- COLOR CODE ALL PHASE WIRING BY USE OF COLORED TAPE (T-P CIRCUIT = CYAN).
- ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE SHALL BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING SHALL BE EXTENDED TO THE POINT OF UTILIZATION.
- IN CONTROL WIRING THE SAME COLOR SHALL BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10%, 30%, 100% BRIGHTNESS CONTROL, ETC.
- ALL POWER AND CONTROL CIRCUIT CONDUCTORS SHALL BE COPPER, ALUMINUM IS NOT ACCEPTABLE. THIS INCLUDES WIRE, CABLE, BUSSES, TERMINALS, SWITCH/PANEL COMPONENTS, ETC.
- LOW VOLTAGE (600V) AND HIGH VOLTAGE (5000V) CONDUCTORS SHALL BE INSTALLED IN SEPERATE WIREWAYS.
- NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND JUNCTION/PULL BOXES.
- EQUIPMENT CABINETS SHALL NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT SHALL BE BROUGHT INTO THESE ENCLOSURES.
- SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE LOCATIONS.
- CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) SHALL BE THERMAL-MAGNETIC, MOLDED CASE, PERMENENT TRIP WITH 100 AMPERE, MINIMUM, FRAME.
- ALL WALL AND CEILING MOUNTED EQUIPMENT, ENCLOSURES AND CONDUITS SHALL BE MOUNTED ON STRUT FRAMING TO ALLOW A MINIMUM OF 1/2" AIR SPACE BETWEEN WALL AND EQUIPMENT.
- RIGID STEEL CONDUIT SHALL BE USED THROUGHOUT THE INSTALLATION UNLESS OTHERWISE SPECIFIED. THE MINIMUM TRADE SIZE SHALL BE 3/4 INCH.
- ALL RIGID CONDUIT SHALL BE TERMINATED AT CONSTANT CURRENT REGULATORS WITH A SECTION (24" MINIMUM) OF FLEXIBLE CONDUIT.
- UNLESS OTHERWISE SHOWN ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
- ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC., SHALL BE GALVANIZED.
- USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE #4 AWG OR LARGER UNGROUNDED WIRE IS INSTALLED, USE INSULATED BUSHINGS.
- USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
- WRAP ALL PRIMARY AND SECONDARY POWER TRANSFORMER CONNECTIONS WITH SUFFICIENT LAYERS OF INSULATING TAPE AND COVER WITH INSULATING VARNISH FOR FULL VALUE OF CABLE INSULATION VOLTAGE.
- UNLESS OTHERWISE NOTED, ALL INDOOR SINGLE CONDUCTOR CONTROL WIRING SHALL BE #12 AWG.
- BOTH ENDS OF EACH CONTROL CONDUCTOR SHALL BE TERMINATED AT A TERMINAL BLOCK. THE TERMINAL BLOCK SHALL BE OF PROPER RATING AND SIZE FOR THE FUNCTION INTENDED AND THEY SHALL BE LOCATED IN EQUIPMENT ENCLOSURES.
- ALL CONTROL CONDUCTOR TERMINATIONS SHALL BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED, CLOSED-EYE TERMINATIONS, OR TERMINATIONS WITOUT CONNECTORS ARE NOT ACCEPTABLE.
- BOTH ENDS OF ALL CONTROL CONDUCTORS SHALL BE IDENTIFIED AS TO THE CIRCUIT, TERMINAL BLOCK, AND TERMINAL NUMBER. ONLY STICK-ON LABELS SHALL BE USED.
- ANY AND ALL MATERIALS REMOVED AND NOT REUSED SHALL REMAIN THE PROPERTY OF THE MAA. THIS INCLUDES, BUT IS NOT LIMITED TO, WIRE, CABLE, CONDUIT, ELECTRICAL EQUIPMENT, REGULATORS, ETC.

ELECTRICAL POWER SUPPLY PANEL GENERAL NOTES:

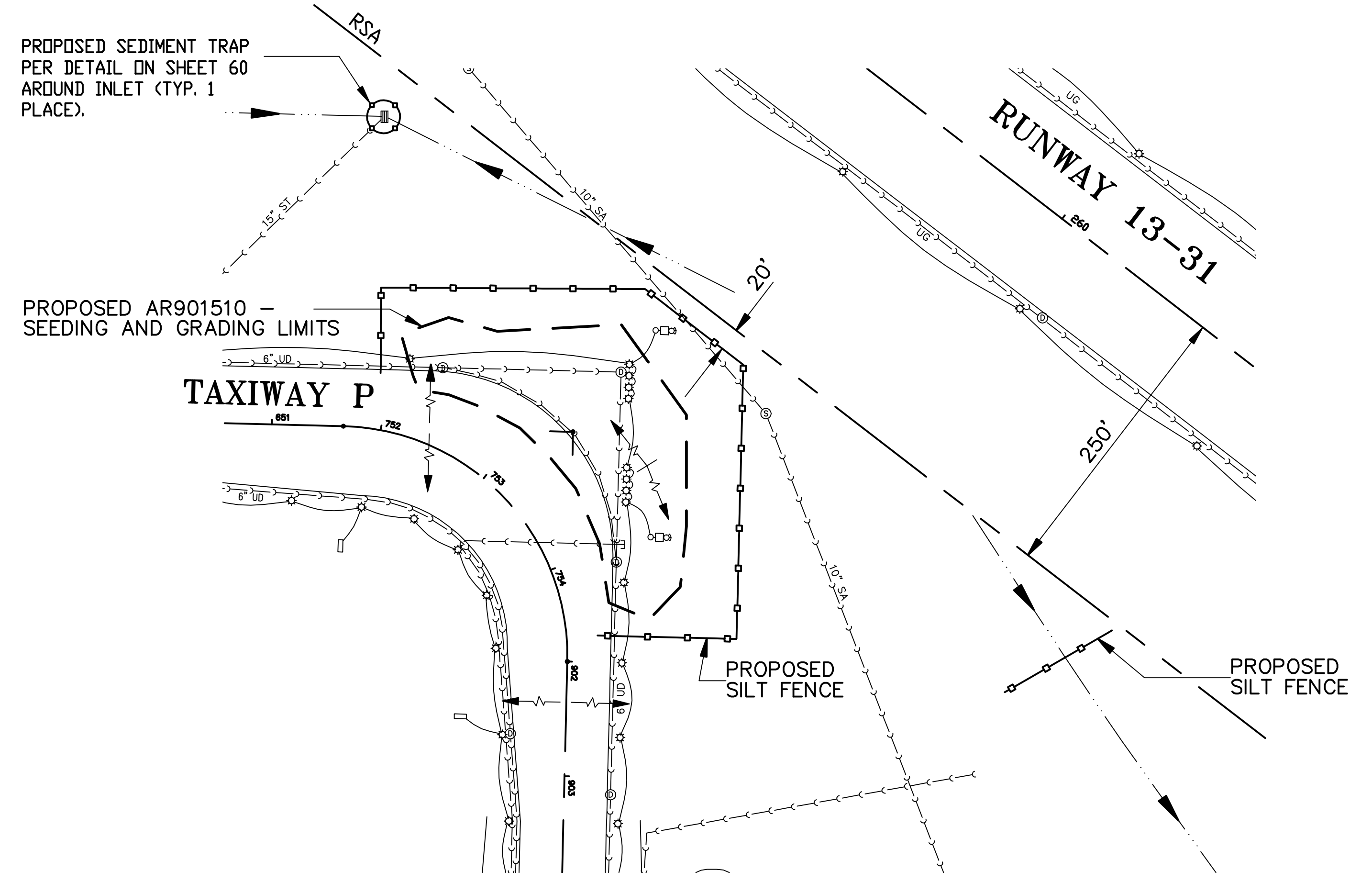
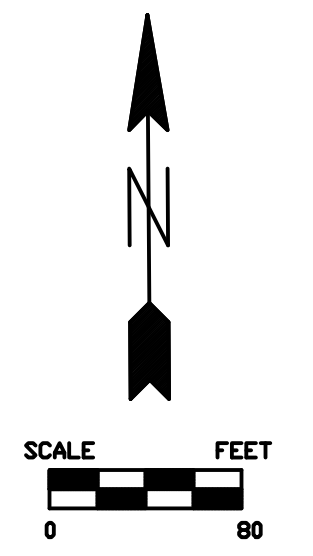
- RELABEL EXISTING PANEL A AND CIRCUIT BREAKERS AS REQUIRED (A-9 AND A-18 BREAKER LOCATIONS).
- RELABEL EXISTING PANEL B AND CIRCUIT BREAKERS AS REQUIRED (B-13 BREAKER LOCATION).
- VERIFY LOADS ON EACH CIRCUIT AND RE-BALANCE LOADS AS REQUIRED. RECORD PRIMARY AND SECONDARY VOLTAGE AND CURRENT FOR EACH REGULATOR AT MAXIMUM OUTPUT CURRENT LEVEL.
- THE COSTS FOR ALL ITEMS SHOWN ON THIS SHEET SHALL BE INCLUDED IN THE CONTRACT ITEM 'AR109210 VAULT MODIFICATIONS' CONTRACT LUMP SUM PRICE.



EXISTING PLC CONTROL SYSTEM LAYOUT IN VAULT



TAXIWAY P, WEST END



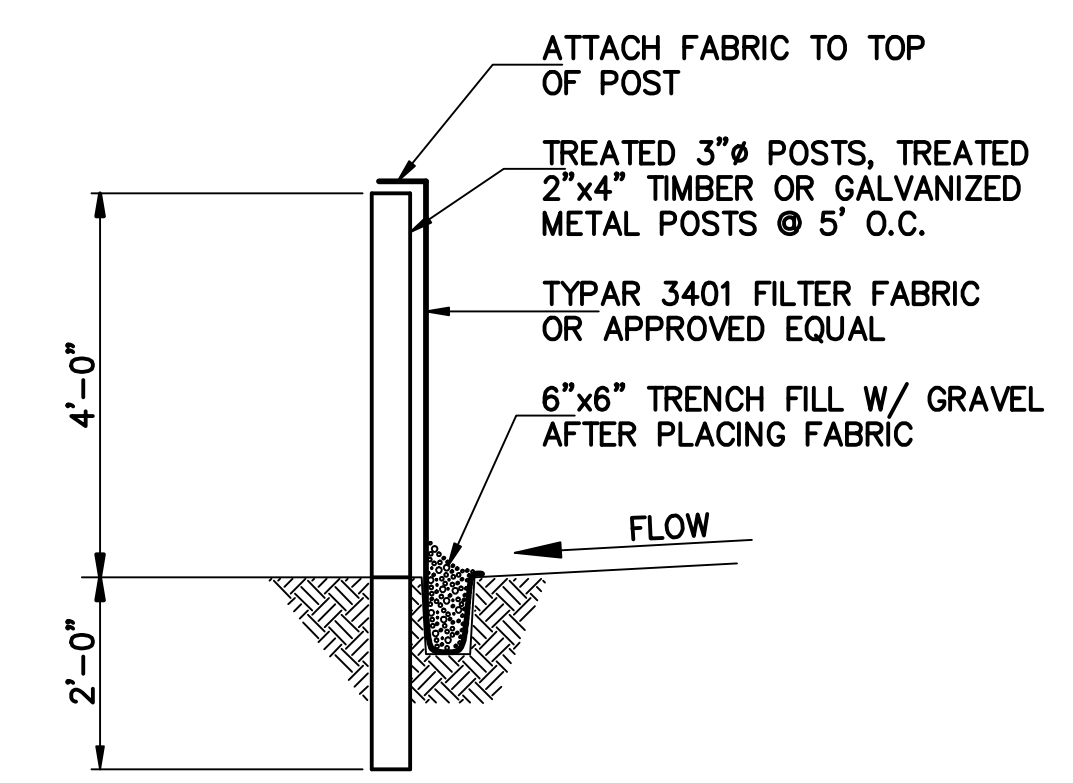
TAXIWAY P, EAST END

- LEGEND:**
- EXTG. EDGE LIGHT
 - EXTG. GUIDANCE SIGN
 - EXTG. ELECTRICAL CABLE
 - EXTG. STORM SEWER OR UNDERDRAIN
 - EXTG. INLET
 - EXTG. OUTLET
 - EXTG. MANHOLE
 - EXTG. DRAINAGE DITCH
 - PROPOSED CONSTRUCTION, SEEDING, AND GRADING LIMITS
 - EXISTING FENCE
 - EXISTING OR PROPOSED DRAINAGE SWALE
 - PROPOSED SILT FENCE
 - PROPOSED TEMPORARY STRAW BALE DITCH CHECK
 - PROPOSED SEDIMENT TRAP

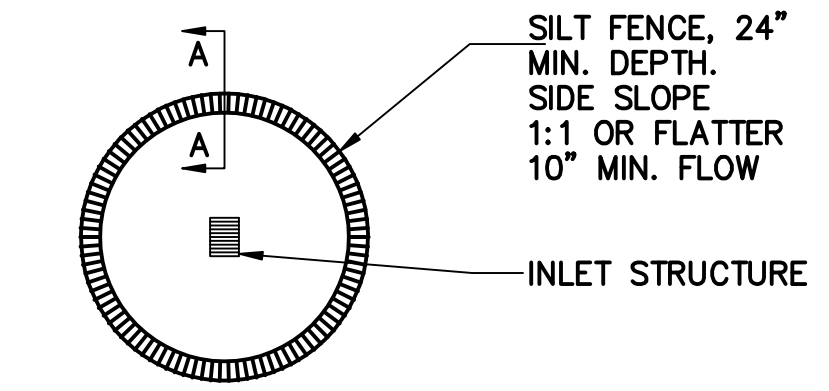
NOTE:
 SEE SHEET 60 FOR STORM WATER MANAGERS SIGNATURE CHART, EROSION / SEDIMENT CONTROL MEASURES LIST, STORM WATER GENERAL NOTES AND CONSTRUCTION ACTIVITIES SCHEDULE.

GENERAL NOTES:

1. TEMPORARY DITCH CHECKS - TWO BALES HIGH WITH SILT FENCING SHALL BE REQUIRED PER IDOT STANDARD 280001 - TEMPORARY EROSION SITE CONTROL SYSTEM DRAWING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING, MAINTAINING, AND REMOVING DITCH CHECKS, SILT FENCE, AND SEDIMENT TRAPS TO THE SATISFACTION OF THE RESIDENT ENGINEER. THIS INCLUDES, BUT IS NOT LIMITED TO, CLEANING EROSION SOILS AS REQUIRED.
2. LOCATION OF THE DITCH CHECKS, SILT FENCES, AND SEDIMENT TRAPS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION.
3. ONCE CONSTRUCTION HAS BEEN COMPLETED, OR TEMPORARILY SUSPENDED FOR LONGER THAN 21 DAYS (SUCH AS A WINTER SHUTDOWN), THE CONTRACTOR SHALL SEED ALL AREAS DISTURBED IN ACCORDANCE WITH ITEM AR901510 WITHIN 14 DAYS OF THE LAST DISTURBANCE. DITCH CHECKS, SILT FENCES, AND SEDIMENT TRAPS SHALL REMAIN IN PLACE AND BE MAINTAINED UNTIL THE CONTRACTOR ESTABLISHES A GOOD STAND OF GRASS OF UNIFORM COLOR AND DENSITY TO THE SATISFACTION OF THE ENGINEER.
4. THE CONTRACTOR AND EACH SUBCONTRACTOR RESPONSIBLE FOR WATER POLLUTION CONTROL SHALL DESIGNATED, PRIOR TO BEGINNING CONSTRUCTION, A PERSON OR PERSONS WHO CAN BE CONTACTED IN AN EMERGENCY INVOLVING THEIR WATER POLLUTION CONTROL ITEMS. THESE DESIGNATED PEOPLE SHALL BE AVAILABLE TO REPAIR AND MAINTAIN WATER POLLUTION CONTROL DEVICES ON A 24-HOUR / 7 DAYS PER WEEK BASIS.
5. CONTRACTOR TO EXCAVATE TEMPORARY EROSION CONTROL DRAINAGE SWALE AS REQUIRED TO PREVENT RAIN WATER PONDING AND TO CONTROL STORM WATER RUN-OFF.
6. CONTRACTOR SHALL ADHERE TO THE CITY OF MOLINE'S EROSION AND SEDIMENT CONTROL REGULATIONS AND THE ILLINOIS MANUAL ON EROSION AND SEDIMENT CONTROL.
7. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY CONSTRUCTION THAT DISTURBS EXISTING STORM WATER RUN-OFF CONDITIONS AND/OR GROUND VEGETATION.
8. EROSION CONTROL MEASURES SHALL BE INSPECTED WEEKLY AND AFTER EACH PRECIPITATION EVENT AND REPLACED OR REPAIRED AS NECESSARY.
9. THE CONTRACTOR SHALL MONITOR AND MAINTAIN ALL SITE EROSION INCLUDING ALL LOCATIONS WHERE VEHICLES / CONSTRUCTION EQUIPMENT TRAVEL AROUND THE SITE, STORAGE / PARKING AREAS, BATCH PLANT AREAS AND ALL OTHER AREAS SUBJECT TO EROSION. THESE AREAS SHALL BE CONTROLLED AND INSPECTED BY THE CONTRACTOR AT LEAST ONCE EVERY SEVEN DAYS AND WITHIN 24 HOURS AFTER THE END OF EACH 0.5 INCHES OR GREATER PRECIPITATION EVENT.
10. RESIDENT ENGINEER SHALL CHECK THAT ALL FILL AREAS ARE TO A MINIMUM COMPACTION OF 95% OF THE MATERIALS STANDARD PROCTOR MAXIMUM DRY DENSITY.
11. SILT FENCE, SEDIMENT TRAPS, AND HAY BALES SHALL BE CLEANED OR REPLACED WHEN SILT BUILDS UP TO WITHIN ONE FOOT OF THE TOP OF THE SILT FENCE OR HAY BALES.
12. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF AND CREATE / KEEP ALL RECORDS AND REPORTS REQUIRED BY THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THIS CONSTRUCTION PROJECT.
13. THE RESIDENT ENGINEER WILL:
 - A. PREPARE AND SUBMIT THE NOTICE OF INTENT (NOI) DOCUMENT.
 - B. CONDUCT SITE INSPECTIONS AND COMPLETE / FILE INSPECTION REPORTS.
 - C. IF REQUIRED, SUBMIT INCIDENCE OF NON-COMPLIANCE (ION) FORMS.
 - D. SUBMIT NOTICE OF TERMINATION (NOT) FORM.
14. ADDITIONAL EROSION CONTROL DEVICES SHALL BE USED AS REQUIRED. THE COSTS OF ALL MEASURES NECESSARY TO COMPLY WITH THIS STORM WATER POLLUTION PREVENTION PLAN AND THE NPDES PERMIT SHALL BE INCLUDED IN THE ITEM AR156500 - TEMPORARY EROSION CONTROL LUMP SUM PRICES.



SECTION A-A
 SILT FENCE DETAIL
 NOT TO SCALE



TEMPORARY SEDIMENT TRAP
 AT ALL INLET STRUCTURES

ANTICIPATED PROBABLE CONSTRUCTION ACTIVITIES SCHEDULE

NO.	ITEM DESCRIPTION	WEEK															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	INSTALL SEDIMENT/EROSION CONTROLS	■															
2	CLEARING AND GRADING		■														
3	EXCAVATION AND EMBANKMENT			■													
4	PAVING				■												
5	TURFING					■											
6	CLEAN-UP															■	
7	MAINTAIN SEDIMENT/EROSION CONTROL	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

CONTRACTOR AND SUBCONTRACTOR'S CERTIFICATION STATEMENT:



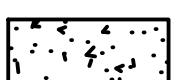
BY THE ACTION OF SIGNING AND AGREEING TO THE TERMS AND CONDITIONS OF THE CONSTRUCTION CONTRACT FOR THIS PROJECT, I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION AND DETAILED IN THESE PLANS.

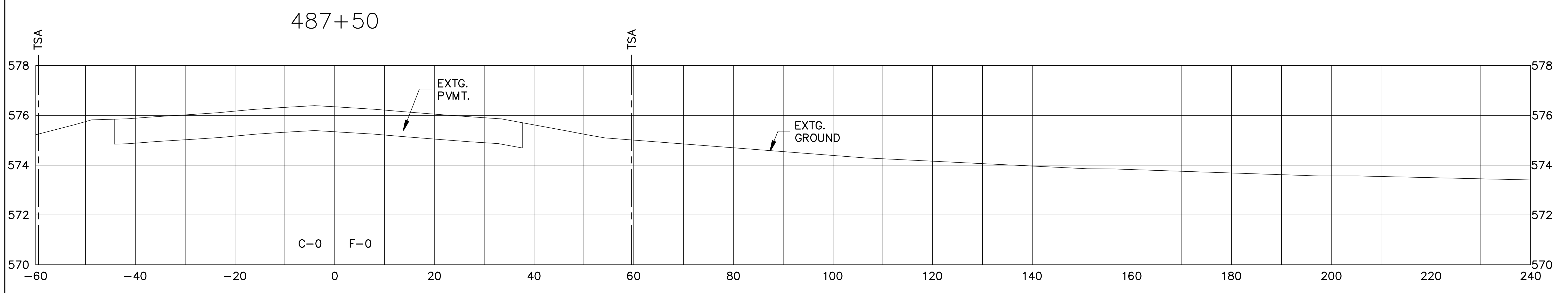
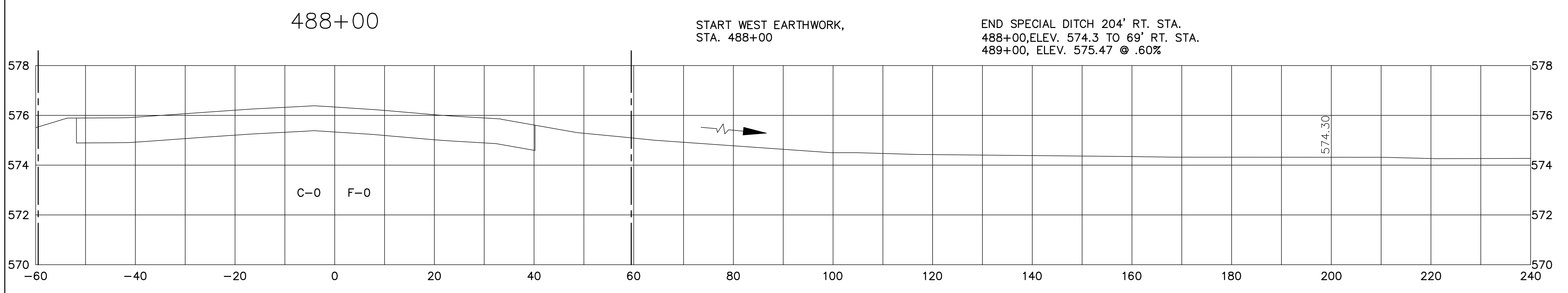
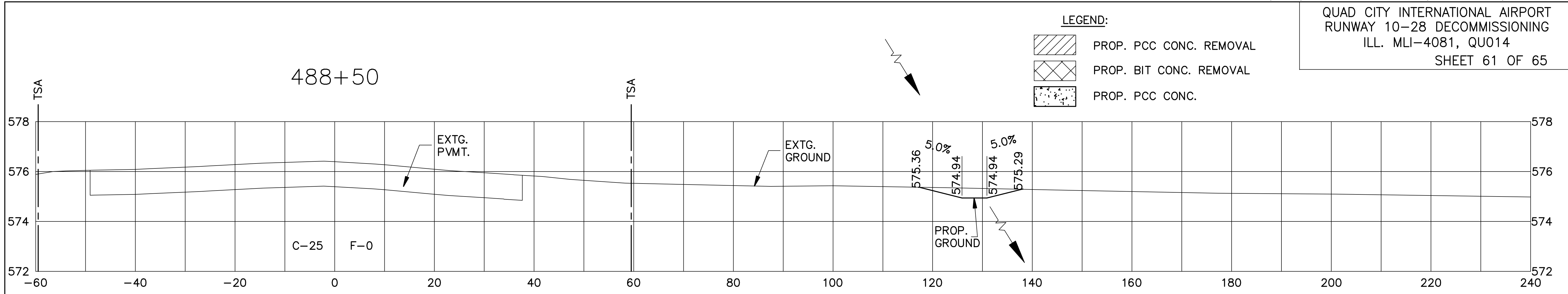
EROSION AND SEDIMENT CONTROL MEASURES		
ITEM	LOCATION	SPECIAL PROVISION/ PAY ITEM
TEMPORARY DITCH CHECKS	NONE REQUIRED	AR156500
TEMPORARY SILT FENCE	AT ALL SEDIMENT TRAP & DITCH CHECK LOCATIONS; TAXIWAY P STA. 805+20 RIGHT TO STA. 491+05 RIGHT AND TAXIWAY P STA. 751+85 LEFT TO STA. 754+65 LEFT.	AR156500
TEMPORARY SEDIMENT TRAPS	RUNWAY 10-28 / TAXIWAY P: STA. 651+92, LT. 270'	AR156500

STORM WATER MANAGERS

	NAME	ADDRESS	TELEPHONE NUMBER		SIGNATURE
			WORK	HOME	
CONTRACTOR					
SUBCONTRACTOR					
SUBCONTRACTOR					



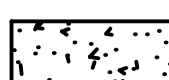
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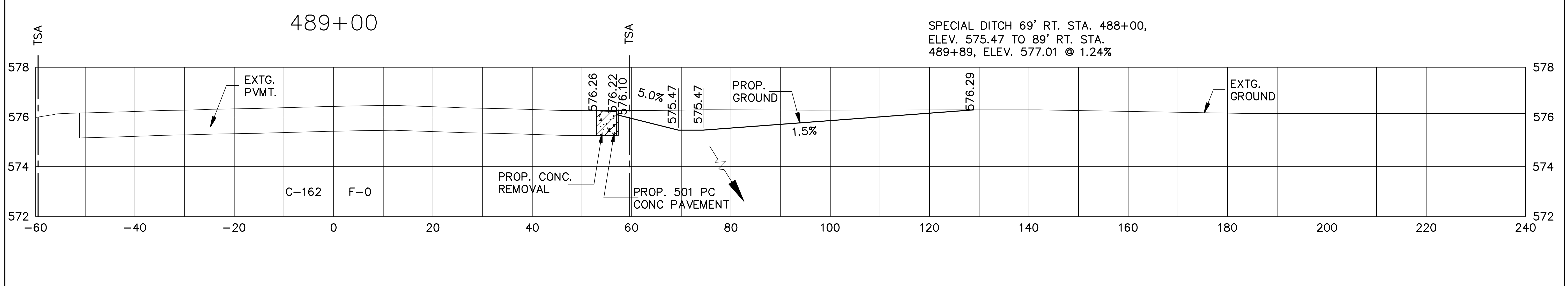
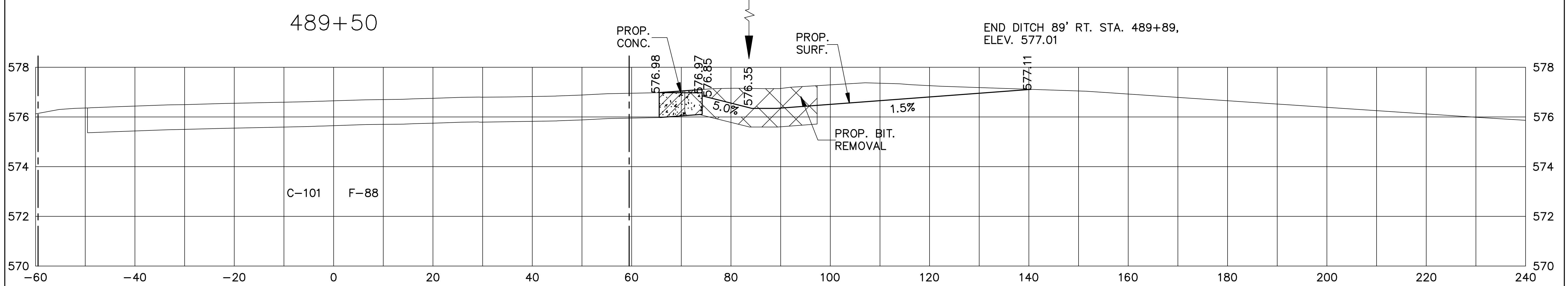
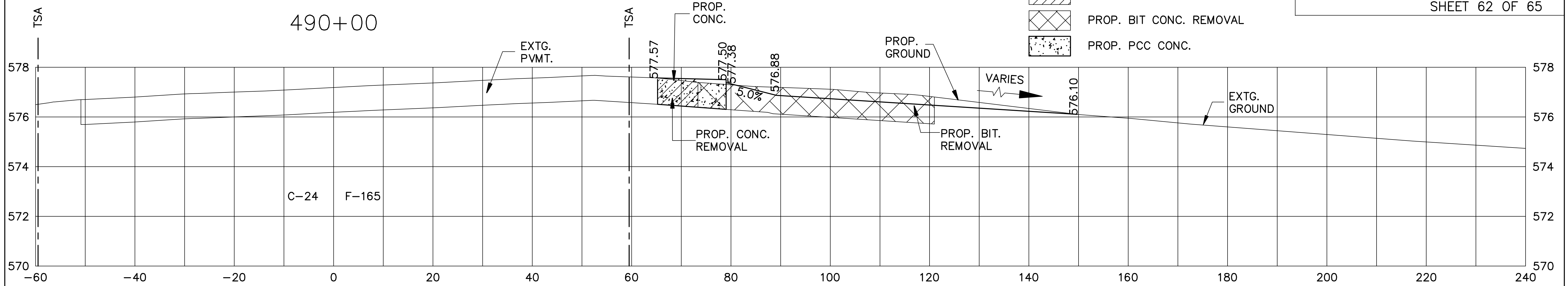
-  PROP. PCC CONC. REMOVAL
-  PROP. BIT CONC. REMOVAL
-  PROP. PCC CONC.





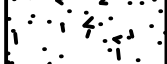
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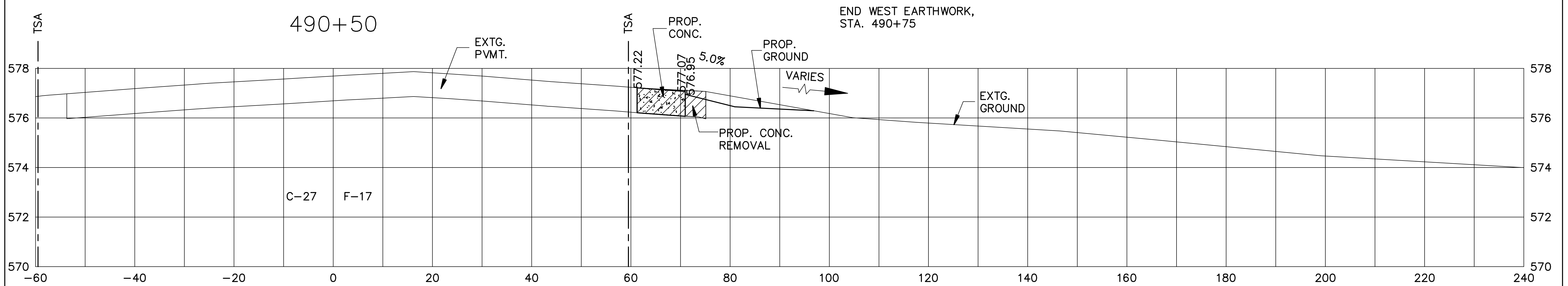
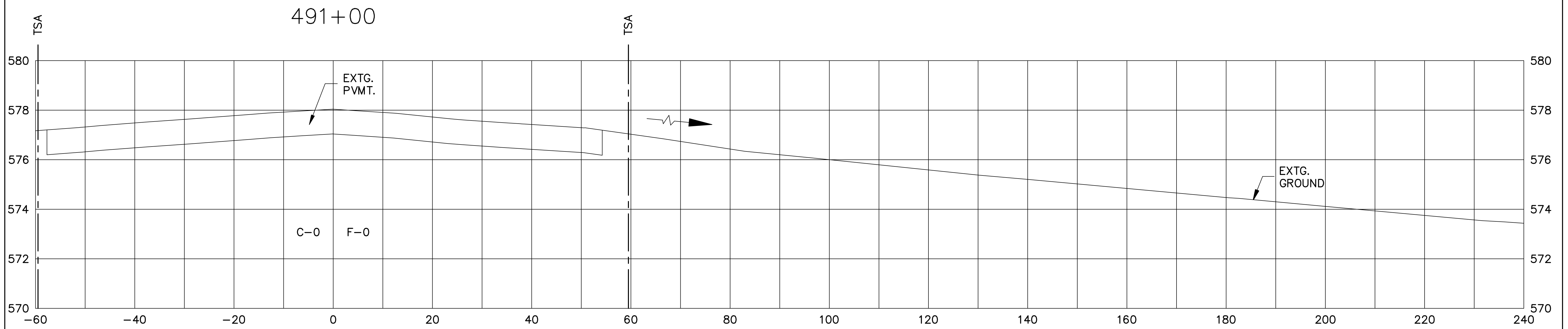
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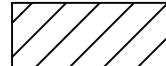
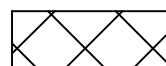
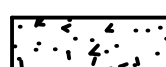


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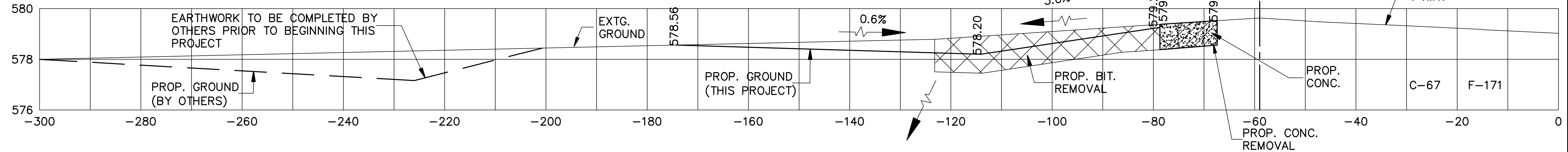
- LEGEND:**
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 -  PROP. BIT CONC. REMOVAL
 -  PROP. PCC CONC.



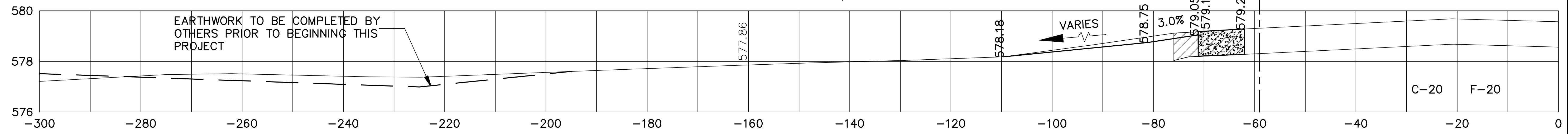
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- LEGEND:**
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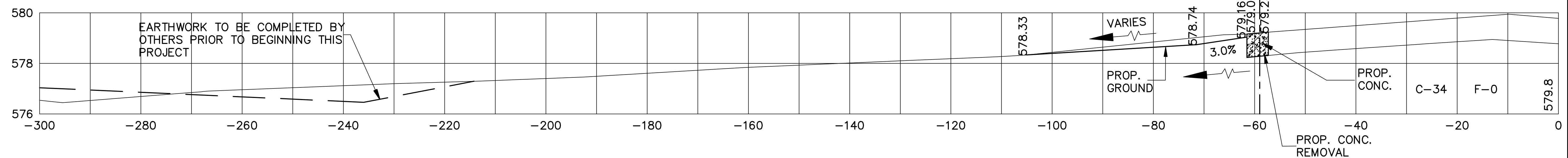
SPECIAL DITCH 115' LT. STA.
753+00, ELEV. 578.2 @ 0.37%
TO 84' LT. STA. 753+50, ELEV.
578.5



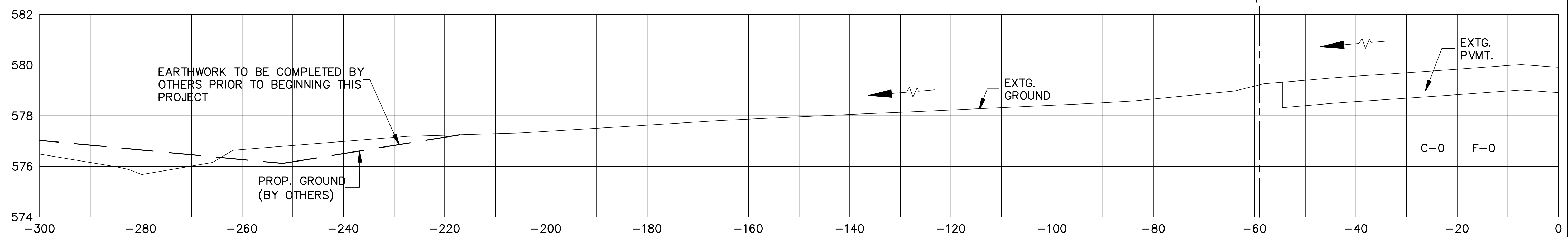
BEGIN SPECIAL DITCH 160' LT. STA.
752+50, ELEV. 577.86 @ 0.35% TO
115' LT. STA 753+00, ELEV. 578.2



752+22.03


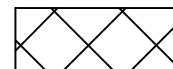
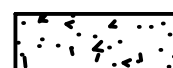


752+00



START EAST EARTHWORK,
STA. 752+00

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- LEGEND:**
-  PROP. PCC CONC. REMOVAL
 -  PROP. BIT CONC. REMOVAL
 -  PROP. PCC CONC.

END EAST EARTHWORK,
 STA. 754+30

END SPECIAL DITCH 101' LT. STA.
 754+30, ELEV. 577.0

