CITY OF AUSTIN DEPARTMENT OF AVIATION

# AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

## ABIA PROJECT NO.: A3341

**PROPERTY OWNER:**
DEPARMENT OF AVIATION
2716 SPIRIT OF TEXAS
AUSTIN, TEXAS 78719
512-530-6604

**SHEET INDEX**
SEE SHEET G-0-02 FOR SHEET INDEX

CIP NO. 6000.120
I.F.B. NO. CLMC 758
A.I.P. NO. 3-48-XX-2019

## BID DOCUMENTS

DATE: MAY 17, 2019

**SUBMITTED BY:**

CLAYTON A. SINGLETON, P.E. REGISTRATION NO. 125746 — DATE 6.12.2019
RS&H, INC. (CIVIL ENGINEERING)

LECETTE FERGUSON, P.E. REGISTRATION NO. 81460 — DATE 6/12/19
FERGUSON CONSULTING, INC. (ELECTRICAL ENGINEERING)

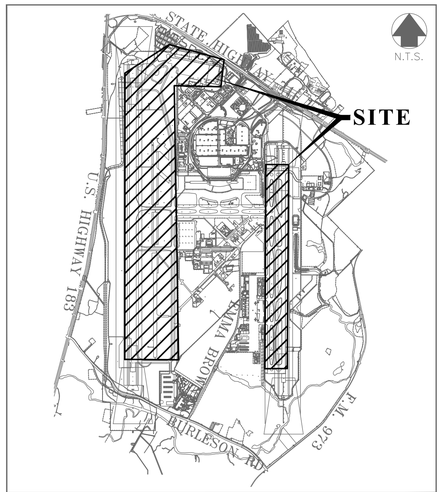
**APPROVED BY:**

CITY OF AUSTIN WATER UTILITY — DATE

CITY OF AUSTIN FIRE DEPARTMENT — DATE

CITY OF AUSTIN, WATERSHED PROTECTION AND DEVELOPMENT REVIEW DEPARTMENT — DATE

SITE PLAN/DEVELOPMENT PERMIT NUMBER — DATE




SITE LOCATION MAP

**NOTES:**

1. THIS PROJECT IS LOCATED WITHIN THE ONION CREEK WATERSHED, COLORADO WATERSHED AND CARSON CREEK WATERSHED WHICH ARE CLASSIFIED AS AN SUBURBAN WATERSHED, AND SHALL BE DEVELOPED, CONSTRUCTED, AND MAINTAINED IN ACCORDANCE WITH CHAPTER 25-8 OF THE CITY OF AUSTIN LAND DEVELOPMENT CODE.

2. NO PORTION OF THIS TRACT IS WITHIN THE 100-YEAR FLOOD PLAIN OF ANY WATERWAY THAT IS WITHIN THE LIMITS OF STUDY OF THE FEDERAL FLOOD INSURANCE ADMINISTRATION FIRM PANEL #48453C0610H, DATED SEPTEMBER 26, 2008 FOR TRAVIS COUNTY, TEXAS.

3. THIS PROJECT IS NOT WITHIN THE EDWARDS AQUIFER RECHARGE ZONE AS DEFINED BY THE CITY OF AUSTIN.

4. THE ENVIRONMENTAL INSPECTOR HAS THE AUTHORITY TO CHANGE OR MODIFY EROSION/SEDIMENTATION CONTROLS, PER SECTION 25-8-183 OF THE CITY OF AUSTIN'S LAND DEVELOPMENT CODE.

5. THIS PROJECT PROVIDES INSURANCE TO QUALIFIED CONTRACTORS. CONTRACTORS AND SUBCONTRACTORS OF ANY TIER SHALL WITHHOLD INSURANCE COSTS FROM THE BID, THUS REDUCING THE BID AMOUNT. PLEASE REFER TO THE SUPPLEMENTAL GENERAL CONDITIONS, SECTION 00810, AND THE PROJECT SAFETY MANUAL FOR SPECIFIC INFORMATION REGARDING THIS ROCIP.

**REVISIONS/CORRECTIONS**

| NO. | DESCRIPTION | BY | REVISE (R) ADD (D) VOID (V) SHEET NO.'s | TOTAL # SHEETS IN PLAN SET | NET CHANGE IMP. COVER (SQ. FT.) | TOTAL SITE IMP. COVER (SQ. FT.)/% | CITY OF AUSTIN APPROVAL/ DATE | DATE IMAGED |
|---|---|---|---|---|---|---|---|---|
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**MAYOR**
STEVE ADLER
**MAYOR PRO TEM**
KATHIE TOVO
**CITY COUNCIL MEMBERS**
ORA HOUSTON
DELIA GARZA
SABINO "PIO" RENTERIA
GREGORIO "GREG" CASAR
ANN KITCHEN
JIMMY FLANNIGAN
LESLIE POOL
ELLEN TROXCLAIR
ALISON ALTER
**CITY MANAGER**
SPENCER CRONK



RS&H

Ferguson Consulting
Aviation Specialists for Electrical, Telecommunications and Security Systems
Ferguson Consulting Inc.
10200 Grogans Mill Rd. Ste. #420
The Woodlands, TX 77380
(281) 252-9232 Firm No. 6864


**AMERICANS WITH DISABILITIES ACT**
THE CITY OF AUSTIN HAS REVIEWED THIS PLAN FOR COMPLIANCE WITH CITY DEVELOPMENT REGULATIONS ONLY. THE APPLICANT, PROPERTY OWNER, AND OCCUPANT OF THE PREMISES ARE RESPONSIBLE FOR DETERMINING WHETHER THE PLAN COMPLIES WITH ALL OTHER LAWS, REGULATIONS, AND RESTRICTIONS WHICH MAY BE APPLICABLE TO THE PROPERTY AND ITS USE.

ALL RESPONSIBILITY FOR THE ADEQUACY OF THESE PLANS REMAINS WITH THE ENGINEER\ARCHITECT WHO PREPARED THEM. IN REVIEWING THESE PLANS, THE CITY OF AUSTIN MUST RELY UPON THE ADEQUACY OF THE WORK OF THE DESIGN ENGINEER.

**SITE PLAN RELEASE** — SHEET X OF XX
FILE NO.: SP-XXXX-XXXXX — EXPIRATION DATE:
CASE MANAGER: — APPLICATION DATE:
APPROVED ADMINISTRATIVELY ON:
APPROVED BY PLANNING COMMISSION ON:
APPROVED BY CITY COUNCIL ON:
UNDER SECTION: — OF CHAPTER — OF THE AUSTIN CITY CODE.
DIRECTOR, WATERSHED PROTECTION AND DEVELOPMENT REVIEW DEPT.
DATE OF RELEASE — ZONING:
REV. 1 — CORRECTION 1
REV. 2 — CORRECTION 2

RELEASE OF THIS APPLICATION DOES NOT CONSTITUTE A VERIFICATION OF ALL DATA, INFORMATION AND CALCULATIONS SUPPLIED BY THE APPLICANT. ALL RESPONSIBILITY FOR THE ADEQUACY OF THESE PLANS REMAINS WITH THE ENGINEER. APPROVAL OF THESE PLANS BY THE CITY OF AUSTIN DOES NOT REMOVE THESE RESPONSIBILITIES.

STATE OF TEXAS — CLAYTON SINGLETON — 125746 — LICENSED PROFESSIONAL ENGINEER — 6/12/2019

STATE OF TEXAS — C. LECETTE FERGUSON — 81460 — REGISTERED PROFESSIONAL ENGINEER — 6/12/19


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AUSTIN-BERGSTROM INTERNATIONAL AIRPORT
AIRFIELD ELECTRICAL & PAVEMENT IMPROVMENTS
ABIA Project No.: A3341 | Permit Issue No.: 00000 | AIP/CIP Nos.: 0-00-0000-00-00

Austin-Bergstrom International Airport

| No. | Date | Issue Description | By |
|---|---|---|---|
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|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | G-0-01 |
| DATE: | 5/17/2019 |
| SCALE: | N/A |

KEY MAP

**DRAWING DESCRIPTION:**
COVER SHEET

**SHEET NO.**
G-0-01

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RS&H Project Number: 2150147.052


BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED
PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

SHEET INDEX

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|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-G-0-02.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | G-0-02 |

# SUMMARY OF QUANTITIES

| NO. | ITEM NUMBER | ITEM DESCRIPTION | UNIT | BID QUANTITY | | | FINAL QUANTITY |
|---|---|---|---|---|---|---|---|
| **BASE BID** | | | | | | | |
| LUMP SUM ITEMS | | | | | | | |
| 1 | C-100-14.1 | CONTRACTOR QUALITY CONTROL PROGRAM (CQCP) | LS | 1 | | | |
| 2 | C-105-6.1 | MOBILIZATION | LS | 1 | | | |
| 3 | P-102-10.1 | SAFETY AND SECURITY | LS | 1 | | | |
| 4 | P-105-5.1 | TEMPORARY CONSTRUCTION ITEMS | LS | 1 | | | |
| CIVIL ITEMS | | | | | | | |
| 5 | C-102-5.1A | INSTALLATION AND REMOVAL OF SILT FENCE | LF | 12,000 | | | |
| 6 | C-102-5.1B | INSTALLATION AND REMOVAL OF MULCH SOCK | LF | 1,275 | | | |
| 7 | C-102-5.1C | TEMPORARY INLET PROTECTION | EA | 17 | | | |
| 8 | P-101-5.1 | PAVEMENT REMOVAL | SY | 7,780 | | | |
| 9 | P-101-5.2 | JOINT REPAIR | LF | 500 | | | |
| 10 | P-101-5.3 | CRACK REPAIR | LF | 500 | | | |
| 11 | P-101-5.4 | CONCRETE SPALL OR PATCH REPAIR | SF | 800 | | | |
| 12 | P-106-5.1 | REMOVAL OF PAINTED PAVEMENT MARKING | SF | 73,675 | | | |
| 13 | P-209-5.1 | CRUSHED AGGREGATE BASE COURSE | SY | 930 | | | |
| 14 | P-304-8.1 | CEMENT-TREATED BASE COURSE | SY | 600 | | | |
| 15 | P-501-8.1 | CONCRETE PAVEMENT | CY | 3,950 | | | |
| 16 | P-605-5.1 | JOINT SEALING FILLER | LF | 8,700 | | | |
| 17 | P-620-5.1A | PAVEMENT MARKING SURFACE PREPARATION | SF | 47,435 | | | |
| 18 | P-620-5.1B | PAVEMENT MARKINGS | SF | 47,435 | | | |
| 19 | P-620-5.1C | REFLECTIVE MEDIA, TYPE I | LB | 2,400 | | | |
| 20 | P-621-5.1 | GROOVING | SY | 6,945 | | | |
| 21 | F-162-5.2A | TEMPORARY AOA CONSTRUCTION GATE | EA | 2 | | | |
| ELECTRICAL ITEMS | | | | | | | |
| 22 | L-102-1 | REMOVE CABLES IN CONDUIT | LF | 501,994 | | | |
| 23 | L-102-2 | REMOVE ELEVATED LIGHT, BASE CAN TO REMAIN, INSTALL STEEL BLANK COVER | EA | 10 | | | |
| 24 | L-102-3 | REMOVE SIGN INCLUDING FOUNDATION | EA | 10 | | | |
| 25 | L-108-1 | NO. 8 AWG, L-824, TYPE C CABLE, INSTALLED IN DUCT BANK OR CONDUIT | LF | 390,700 | | | |
| 26 | L-108-2 | NO. 6 AWG, SOLID, BARE COPPER COUNTERPOISE WIRE, INSTALLED IN CONDUIT TRENCH | LF | 2,000 | | | |
| 27 | L-108-3 | TEMPORARY CIRCUITING | LS | 1 | | | |
| 28 | L-109-1 | ELECTRICAL VAULT MODIFICATIONS | LS | 1 | | | |
| 29 | L-109-2 | REMOVE AND DISPOSE OF REGULATOR | EA | 8 | | | |
| 30 | L-109-3 | REMOVE BUS STRUCTURE IN VAULT | LS | 1 | | | |
| 31 | L-109-4 | ELECTRICAL PANELS, FEEDERS, BRANCH | LS | 1 | | | |
| 32 | L-109-5 | S1 CUT-OUT CABINET | EA | 3 | | | |
| 33 | L-109-6 | REGULATOR - 15KW | EA | 6 | | | |
| 34 | L-109-7 | REGULATOR - 20KW | EA | 1 | | | |
| 35 | L-109-8 | REGULATOR - 30KW | EA | 7 | | | |
| 36 | L-109-9 | POWER LIFT | EA | 1 | | | |
| 37 | L-110-1 | 1-WAY, 2" PVC CONDUIT, SCHED 40 | LF | 2,000 | | | |
| 38 | L-110-2 | 1-WAY, 2" PVC CONDUIT, SCHED 40, CONCRETE ENCASED, OPEN CUT SHOULDER PAVEMENT | LF | 1,000 | | | |
| 39 | L-110-3 | 1-WAY, 3" PVC CONDUIT, SCHED 40 FOR MH DRAIN LINE | LF | 4,000 | | | |
| 40 | L-115-1 | L-867D PULL CAN | EA | 1 | | | |
| 41 | L-125-1 | REPLACE L-861T TAXIWAY EDGE LIGHT IN EXISTING L-867B BASE CAN | EA | 466 | | | |
| 42 | L-125-2 | REPLACE L-862 ELEVATED RW EDGE LIGHT IN EXISTING BASE CAN | EA | 73 | | | |
| 43 | L-125-3 | REPLACE L-862E ELEVATED RW THRESHOLD LIGHT IN EXISTING BASE CAN | EA | 32 | | | |
| 43 | L-125-4 | REPLACE L-862 ELEVATED RW EDGE LIGHT IN EXISTING BASE CAN WITH EXTENSION CABLE | EA | 105 | | | |
| 44 | L-125-5 | REPLACE L-850A INPAVEMENT RW CENTERLINE LIGHT IN EXISTING BASE CAN | EA | 178 | | | |
| 45 | L-125-6 | REPLACE L-850C INPAVEMENT RW EDGE LIGHT IN EXISTING BASE CAN | EA | 34 | | | |
| 46 | L-125-7 | REPLACE L-850B INPAVEMENT RW TDZ LIGHT IN EXISTING BASE CAN | EA | 360 | | | |
| 47 | L-125-8 | NEW L-852G(L) INPAVEMENT RW GUARD LIGHT IN EXISTING BASE CAN | EA | 34 | | | |
| 47 | L-125-9 | REINSTALL INVPAVEMENT LIGHT IN NEW BASE CAN IN MODIFIED FULL STRENGTH PAVEMENT | EA | 14 | | | |
| 48 | L-125-10 | REPLACE ISOLATION TRANSFORMER FOR AIRFIELD LIGHT | EA | 360 | | | |
| 49 | L-125-11 | FIXTURE ID TAG | EA | 80 | | | |
| 50 | L-125-12 | MODIFY EXISTING BASE CAN TO CORRECT BOLT HOLE PATTERN | EA | 32 | | | |
| 51 | L-125-13 | REPLACE SIZE 3 SIGN PANEL | EA | 15 | | | |
| 52 | L-125-14 | REPLACE SIZE 4 RDR SIGN ON EXISTING FOUNDATION | EA | 19 | | | |
| 53 | L-125-15 | REPLACE SIZE 3 L-858(L) GUIDANCE SIGN ON EXISTING FOUNDATION - 1 MOD | EA | 10 | | | |
| 54 | L-125-16 | REPLACE SIZE 3 L-858(L) GUIDANCE SIGN ON EXISTING FOUNDATION - 2 MOD | EA | 10 | | | |
| 55 | L-125-17 | REPLACE SIZE 3 L-858(L) GUIDANCE SIGN ON EXISTING FOUNDATION - 3 MOD | EA | 19 | | | |
| 56 | L-125-18 | REPLACE SIZE 3 L-858(L) GUIDANCE SIGN ON EXISTING FOUNDATION - 4 MOD | EA | 4 | | | |
| 57 | L-125-19 | INSTALL NEW SIZE 3 L-858(L) GUIDANCE SIGN ON NEW FOUNDATION - 3 MOD | EA | 1 | | | |
| 58 | L-125-20 | TEMPORARY SIGN PANEL FOR PHASING | EA | 52 | | | |
| ALLOWANCES | | | | | | | |
| | 1 | ALCMS UPGRADES/UPDATES | LS | 1 | | | |

## ABBREVIATIONS:

ABC – AGGREGATE BASE COURSE
AC/ACP – ASPHALTIC CONCRETE PAVEMENT
ACI – AMERICAN CONCRETE INSTITUTE
ADG – AIRPLANE DESIGN GROUP
AIP – AIRPORT IMPROVEMENT PROGRAM
ALLOW – ALLOWANCE
AOA – AIRCRAFT OPERATIONS AREA
API – AMERICAN PETROLEUM INSTITUTE
APPROX. – APPROXIMATE
ASIG – AIRCRAFT SERVICE INTERNATIONAL GROUP
ASR– AIRPORT SURVEILLANCE RADAR
ASTM – AMERICAN SOCIETY FOR TESTING AND MATERIALS
AUG – AUGER
AWG – AMERICAN WIRE GAUGE
B – BASELINE
BF – BLIND FLANGE
BFV – BUTTERFLY VALVE
BLDG – BUILDING
BO – BOTTOM OF
BOSC – BOTTOM OF SECONDARY CONTAINMENT
BOP – BOTTOM OF PIPE
BOD – BOTTOM OF DUCT
BODWP – BOTTOM OF DOUBLE WALL PIPE
BOTT. – BOTTOM
BSDC – BARE SOFT DRAWN COPPER
CL/C– CENTERLINE
C – CONDUIT
CBR – CALIFORNIA BEARING RATIO
CKT – CIRCUIT
CLL – EASTERWOOD AIRPORT
CLR – CLEARANCE
CLSM – CONTROLLED LOW STRENGTH MATERIAL
CMP – CORRUGATED METAL PIPE
COM – COMMUNICATION
CONC – CONCRETE
CONN – CONNECTION
CONT – CONTINUOUS
CS – CARBON STEEL
CSSO – CONTRACTOR SECURITY AND SECURITY OFFICER
CY – CUBIC YARD
CVV – CONTROL VALVE VAULT
DB&B – DOUBLE BLOCK & BLEED
DBL – DOUBLE
DET – DETAIL
DIP – DUCTILE IRON PIPE
DIA – DIAMETER
DIAG. – DIAGONAL
DWG – DRAWING
DWJFP – DOUBLE WALL JET FUEL PIPE
E – EASTING
EA – EACH
ECC – ECCENTRIC
EFSO – EMERGENCY FUEL SHUT–OFF SYSTEM
EG – EXISTING GROUND
EL/ELEV – ELEVATION
ELEC – ELECTRICAL
ELL – ELBOW
EMT – ELECTRICAL MECHANICAL TUBING
EOP – EDGE OF PAVEMENT
ES – END SECTION
EX/EXST/EXIST – EXISTING
FAA – FEDERAL AVIATION ADMINISTRATION
FBI – FEDERAL BUREAU OF INVESTIGATIONS
FD – FIRE DEPARTMENT
FF – FINISHED FLOOR
FH – FIRE HYDRANT
FLG – FLANGE
FLR– FLOOR
FM– FORCE MAIN
FM – FLOW METER
FNPT – FEMALE NATIONAL FIRE THREAD
FO – FIBER OPTIC
FOD – FOREIGN OBJECT DEBRIS
FAR – FEDERAL AVIATION REGULATIONS
FW – FIRE WATER
GAL – GALLON
GALV – GALVANIZED
GND. – GROUND
GNE – GROUNDWATER NOT ENCOUNTERED
GRS – GALVANIZED RIGID STEEL
GSE – GROUND SERVICE EQUIPMENT
GV – GAS VALVE
GWL – GROUND WATER LEVEL
HB – HORIZONTAL BEND
HORT – HORIZONTAL
HP – HYDRANT PIT
HPV – HIGH POINT VENT
I – INLET
I/C – NUMBER OF CONDUCTORS/CONDUCTOR
ID – IDENTIFICATION
I.D. – INNER DIAMETER
IE/INV – INVERT ELEVATION / INVERT
I.F. – INSULATING FLANGE
ISO – ISOLATION
IVP – ISOLATION VALVE PIT
JF – JET FUEL
JFP – JET FUEL PIPE
KIP – 1,000 LBS
kV – KILOVOLT
L – LIGHTING
LB – POUND
LCD – LIQUID–CRYSTAL DISPLAY
LED – LIGHT–EMITTING DIODE
LEO – LAW ENFORCEMENT OFFICER
LF – LINEAR FEET
LOC – LIMITS OF CONSTRUCTION
LPD – LOW POINT DRAIN
LS – LUMP SUM
LT – LEFT
MAX – MAXIMUM
MECH – MECHANICAL
MH – MANHOLE
MIN – MINIMUM
MNPT – MALE NATIONAL PIPE THREAD
MON – MONITORING (WELL)
MSL – MEAN SEA LEVEL
N – NORTHING OR NO. OF BLOWS
NAD – NORTH AMERICAN DATUM
NAVAIDS – NAVIGATIONAL AIDS
NEC – NATIONAL ELECTRIC CODE
NFPA – NATIONAL FIRE PROTECTION ASSOCIATION
NGVD – NATIONAL GEODETIC VERTICAL DATUM
NO – NUMBER
NOTAM – NOTICE TO AIRMEN
NPT – NATIONAL PIPE THREAD
NTS – NOT TO SCALE
OC – ON CENTER
OD – OUTER DIAMETER
OFA – OBJECT FREE AREA
O/S – OUTSIDE
OZ – OUNCE
PAVT – PAVEMENT
PC – POINT OF CURVATURE
PCC – PORTLAND CEMENT CONCRETE
PERF – PERFORATED
PF – PLIDCO FLANGE
PG – PRESSURE GAUGE
PG – PROPOSED GRADE
PI – POINT OF INTERSECTION
PK – PEAK
PKG – PARKING
PL – PLATE
PNL–CKT – PANEL CIRCUIT
PS – PIPE SUPPORT
PSF – POUNDS PER SQUARE FOOT
PSI – POUNDS PER SQUARE INCH
PT – POINT OF TANGENCY
PVC – POLYVINYL CHLORIDE
PVI – POINT OF VERTICAL INTERSECTION
RCBC – REINFORCED CONCRETE BOX CULVERT
RCP – REINFORCED CONCRETE PIPE
RD – ROOF DRAIN
RED – REDUCER
REF – REFERENCE
REINF – REINFORCED
REQ/REQ'D – REQUIRED
RGL – RUNWAY GUARD LIGHTS
RF – RAISED FACE
RIM – RIM ELEVATION
RPR – RESIDENT PROJECT REPRESENTATIVE
RPZ – RUNWAY PROTECTION ZONE
RSA – RUNWAY SAFETY AREA
RT – RIGHT
RVZ–F –RUNWAY VISUAL ZONE – F
RW – RUNWAY
RWL – RAIN WATER LEADER
S/SAN – SANITARY
SC – SECONDARY CONTAINMENT
SCH/SCHED – SCHEDULE
SD – STORM DRAIN
SHT – SHEET
SIDA – SECURITY IDENTIFICATION DISPLAY AREA
SF – SQUARE FOOT
SF/GAL – SQUARE FEET PER GALLON
SP – SINGLE PIPE
SP–SC – SINGLE PIPE / SECONDARY CONTAINMENT
SPHP – SURFACE PAINTED HOLDING POSITION
SPT – STANDARD PENETRATION TEST
SS – STAINLESS STEEL
STA – STATION
STD – STANDARD
STL – STEEL
STRUCT – STRUCTURE
SWJFP – SINGLE WALL JET FUEL PIPELINE
SW – SINGLE WALL
SY – SQUARE YARD
TBR – TO BE REMOVED
TDZ – TOUCHDOWN ZONE
TEL – TELEPHONE
TEMP – TEMPORARY
THD – THREADED
THK – THICK
T/L – TAXILANE
T.O. – TOP OF
TOC – TOP OF CONCRETE
TOD – TOP OF DUCT
TOFA – TAXIWAY OBJECT FREE AREA
TSA – TAXIWAY SAFETY AREA
TSP – TWISTED SHIELDED PAIR
T/W – TAXIWAY
TYP – TYPICAL
UD – UNDERDRAIN
UG – UNDERGROUND
UMH – UNIDENTIFIED MANHOLE
U.N.O. – UNLESS NOTED OTHERWISE
VA –VOLT–AMPS
VAC – VACUUM
VDC – VOLTAGE DIRECT CURRENT
VERT – VERTICAL
W/WTR – WATER
W/ – WITH
W/O – WITHOUT
WM – WATER MAIN
WN – WELD NECK
WNF – WELD NECK FLANGE
WP – WEATHER PROOF
WV – WATER VALVE


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RS&H Project Number: 2150147.052


BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED
PROFESSIONAL ENGINEER
7/15/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
SUMMARY OF QUANTITIES

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-G-0-03.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | G-0-03 |

# SAFETY

1. THE TERM CONTRACTOR MEANS THE PRIME CONTRACTOR, HIS/HER SUBCONTRACTORS, SUPPLIERS, MATERIAL MEN, EMPLOYEES, AND OTHERS WHO WILL PERFORM SERVICES FOR OR IN CONJUNCTION WITH THE PRIME CONTRACTOR.

2. THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES OF THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO AUSTIN-BERGSTROM INTERNATIONAL AIRPORT (ABIA) AND SHALL CONDUCT THE CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES ON SAFETY AS SPECIFIED IN NOTES AND CSPP. CONTRACTOR SHALL SUBMIT A SAFETY PLAN TO THE AIRPORT WHICH WILL BE MONITORED ACCORDINGLY. CONSTRUCTION SHALL NOT COMMENCE UNTIL THIS PLAN IS APPROVED BY THE AIRPORT. THE SAFETY PLAN SHALL BE SUBMITTED PRIOR TO MOBILIZATION.

3. ALL CONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT IN OR NEAR THE ACTIVE AIRCRAFT OPERATIONS AREA (AOA) SHALL BE REQUIRED TO HAVE A PERMANENT COMPANY LOGO ON BOTH SIDES OF THE VEHICLE AND SHALL DISPLAY IN FULL VIEW A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT OR A 3' X 3' OR LARGER, ORANGE AND WHITE CHECKERBOARD FLAG, EACH CHECKERBOARD COLOR BEING 1-FOOT SQUARE, (SEE CONSTRUCTION SAFETY FLAG DETAIL) ABOVE THE VEHICLES AND EQUIPMENT, AND ESCORTED UNDER THE CONTROL OF ONE CONTRACTOR MOBILE (TWO-WAY) RADIO OPERATOR ON THE JOB AT ALL TIMES. ANY VEHICLE OPERATING IN OR NEAR THE ACTIVE AOA DURING THE HOURS OF DARKNESS SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME LIGHT, MOUNTED ON TOP OF THE VEHICLE AND BE OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. ALL RADIO EQUIPPED VEHICLES SHALL COORDINATE ATCT CALL SIGNS WITH AIRPORT OPERATIONS PRIOR TO OPERATING ONSITE.

4. ALL NON-RADIO EQUIPPED CONTRACTOR VEHICLES THAT ARE REQUIRED TO OPERATE ON, NEAR OR ACROSS ACTIVE RUNWAYS, TAXIWAYS, APRONS, AND RUNWAY APPROACH AND PROTECTION ZONES SHALL DO SO UNDER THE DIRECT CONTROL OF A RADIO EQUIPPED ESCORT VEHICLE. ESCORT VEHICLES, OPERATORS, AND RADIO EQUIPMENT SHALL BE APPROVED BY THE AIRPORT OPERATIONS STAFF. ESCORT VEHICLES SHALL BE MARKED AND LIGHTED AS DESCRIBED IN PARAGRAPH NO. 3 ABOVE AND SHALL BE EQUIPPED WITH AN APPROVED AVIATION BAND RADIO. RADIO EQUIPPED VEHICLES SHALL CONTINUOUSLY MONITOR GROUND CONTROL FREQUENCY 121.7 MHz. ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS AND APRONS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC.

5. NO RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY SHALL BE CLOSED WITHOUT WRITTEN APPROVAL OF AIRPORT OPERATIONS STAFF. TO ENABLE NECESSARY "NOTICES TO AIRMEN" (NOTAM) OR ADVISORIES TO AIRPORT SERVICES OR TENANTS, A MINIMUM OF 48 HOURS WRITTEN NOTICE REQUESTING CLOSING SHALL BE DIRECTED TO THE OWNER'S REPRESENTATIVE (RPR) WHO WILL COORDINATE THE REQUEST WITH AIRPORT OPERATIONS STAFF.

6. DEBRIS, WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS, PROPELLERS OR BEING INGESTED IN JET ENGINES SHALL NOT BE ALLOWED ON OR NEAR ACTIVE AIRCRAFT MOVEMENT AREAS. IF THESE MATERIALS ARE OBSERVED TO BE ON OR NEAR ACTIVE AIRCRAFT MOVEMENT AREAS, THEY SHALL BE REMOVED IMMEDIATELY AND CONTINUOUSLY DURING CONSTRUCTION BY THE CONTRACTOR. A BROOM TRUCK OR VACUUM TRUCK (SAFETY NOTE 11) SHALL BE USED TO IMMEDIATELY REMOVE DUST, DEBRIS, OR FOD.

7. THE CONTRACTOR IS DIRECTED TO COMPLY WITH AND ACQUAINT HIS/HER EMPLOYEES WITH THE FOLLOWING SAFETY GUIDELINES, RELATED MATERIALS AND FAA ADVISORY CIRCULARS:

   150/5200-18C "AIRPORT SAFETY SELF-INSPECTION"
   150/5210-5D "PAINTING, MARKING & LIGHTING OF VEHICLES USED ON AIRPORTS"
   150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION"

   COPIES OF THESE DOCUMENTS ARE AVAILABLE ONLINE AT:
   HTTP://WWW.FAA.GOV/AIRPORTS/RESOURCES/ADVISORY_CIRCULARS/

8. CONSTRUCTION DURING THE PROJECT MAY BE HALTED AT ANY TIME BY THE OWNER'S REPRESENTATIVE IF IT IS DETERMINED TO BE IN THE BEST INTEREST OF AIRPORT OPERATIONS OR SAFETY. THE CONTRACTOR MAY BE DIRECTED TO REMOVE EQUIPMENT AND/OR EVACUATE THE SITE IN ORDER TO ENABLE AIRCRAFT OPERATIONS. NECESSARY EXTENSIONS IN CONTRACT TIME MAY BE GRANTED OR A STOP WORK ORDER WILL BE ISSUED DUE TO THESE DELAYS. HOWEVER, THERE WILL BE NO ADJUSTMENTS IN CONTRACT PRICE DUE TO THESE DELAYS.

9. HAUL ROUTES ON THE AIRFIELD SHALL BE DELINEATED WITH LIGHTED LOW-PROFILE BARRICADES. OTHER MEANS TO CLEARLY MARK THE ROUTES TO THE WORK SITE MAY BE APPROVED ONLY BY THE OWNER'S REPRESENTATIVE.

10. ALL COMMUNICATION WITH THE AIR TRAFFIC CONTROL TOWER OR OTHER ELEMENTS OF THE AIRPORT SHALL BE THROUGH AIRPORT OPERATIONS STAFF.

11. THE CONTRACTOR SHALL PROVIDE A BROOM TRUCK OR VACUUM TRUCK AT THE STARTUP OF CONSTRUCTION TO CONTINUOUSLY VACUUM ALL PAVEMENTS AFFECTED BY CONSTRUCTION. AN OPERABLE BROOM TRUCK OR VACUUM TRUCK SHALL REMAIN ON-SITE FOR THE DURATION OF THE PROJECT AND SHALL BE AVAILABLE AT THE DISCRETION OF THE OWNER TO VACUUM PAVEMENT AREAS ADJACENT TO THE CONSTRUCTION AREAS TO ENSURE NO FOD IS PRESENT ON PAVEMENTS WITHIN 500 FEET OF ANY CONSTRUCTION AREA. THE COST OF THE VACUUM TRUCK SHALL BE INCLUDED IN THE SAFETY AND SECURITY BID ITEM P-102-10.1.

12. NO PERSONNEL MAY OPERATE VEHICLES ON THE AIRSIDE UNLESS THEY HAVE FIRST COMPLETED AND PASSED AN AIRPORT APPROVED DRIVERS TRAINING CLASS. ALL PERSONNEL OPERATING VEHICLES ON SITE MUST ATTEND AND COMPLETE THE AIRPORT'S DRIVER TRAINING COURSE PRIOR TO OPERATING VEHICLES ONSITE.

13. THE CONTRACTOR SHALL NOTIFY THE ENGINEER 48 HRS (WHEN PHASE DURATION IS GREATER THAN 7 DAYS) IN ADVANCE OF THE INTENT TO OPEN PAVEMENTS TO AIRCRAFT TRAFFIC PER THE PHASING PLANS. THE ENGINEER WILL ARRANGE AN INSPECTION OF AIRFIELD PAVEMENT WITH AIRPORT OPERATIONS FOR APPROVAL PRIOR TO OPENING FOR AIRCRAFT USE.

14. THE FOLLOWING PROVISIONS ARE REQUIRED IN ORDER TO CLOSE AN AIRFIELD FACILITY:

    A. RUNWAY CLOSURES

    - FOR CLOSURE OF A RUNWAY, THE CONTRACTOR SHALL SET UP A PORTABLE LIGHTED CLOSURE MARKER ON THE RUNWAY PAINTED NUMBERS AT EACH END OF THE RUNWAY, AS SOON AS THE RUNWAY IS CLOSED. THE CONTRACTOR SHALL REMOVE THE LIGHTED CLOSURE MARKERS JUST PRIOR TO THE RUNWAY OPENING.

    B. TAXIWAY CLOSURES

    - CENTERLINE MARKINGS LEADING INTO THE WORK AREA WILL BE REMOVED UNLESS PHASE DURATION IS 7 DAYS OR LESS.
    - EDGE LIGHTS LEADING INTO THE WORK AREA WILL BE COVERED OR REMOVED. EDGE LIGHTS WITHIN THE WORK AREA SHALL BE DE-ENERGIZED, COVERED, OR REMOVED.
    - CENTERLINE LIGHTS LEADING INTO AND WITHIN THE WORK AREA WILL BE DE-ENERGIZED, COVERED, OR REMOVED.
    - AIRFIELD SIGNS PROVIDING DIRECTION INTO THE WORK AREA SHALL BE COVERED.

    THE CONTRACTOR SHALL INSTALL ALL REQUIRED BARRICADES AT DESIGNATED PLAN LOCATIONS, TAXIWAY CLOSURE MARKERS, HAVE ALL ACCESS GATES GUARDED AND LOCKABLE, HAVE ALL EQUIPMENT EITHER FLAGGED OR FITTED WITH FLASHING AMBER DOME-TYPE LIGHT ON TOP OF THE VEHICLES, INSTALL ALL TEMPORARY TAXIWAY LIGHTING AND/OR SIGNS. ALL THESE ITEMS SHALL CONSIST OF THE SAFETY AND SECURITY SYSTEM. THE CONTRACTOR SHALL INSTALL THE COMPONENTS OF THE SYSTEM AT THE APPROPRIATE TIMES AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INSPECT EVERY ASPECT OF THE SAFETY AND SECURITY SYSTEM ON A DAILY BASIS AND ENSURE ALL COMPONENTS ARE FUNCTIONING PROPERLY. THE RESIDENT PROJECT REPRESENTATIVE (RPR), OR OWNERS REPRESENTATIVE, SHALL ALSO DAILY INSPECT THE SYSTEM. THE SYSTEM ELEMENTS TO BE INSPECTED AND DEFICIENCIES NOTED ARE AS FOLLOWS:

    *BARRICADES SET PROPERLY AND ALL FLASHING WARNING LIGHTS OPERATING PROPERLY.
    *ALL CONTRACTOR PERSONNEL AND EQUIPMENT ACCESS GATES MANNED AND SECURITY PROCEDURES IN PLACE.
    *ALL EQUIPMENT FLAGGED OR OUTFITTED WITH FLASHING AMBER DOME-TYPE LIGHTS.
    *CONTRACTOR USE OF UNAUTHORIZED AIRPORT ACCESS GATES CHECKED.
    *INSTALLATION OF ALL TEMPORARY TAXIWAY OR RUNWAY LIGHTING AND/OR SIGNAGE.

    ANY OF THE ABOVE SAFETY AND SECURITY ITEMS FOUND TO BE DEFICIENT AT THE BEGINNING OF THE DAY SHALL RESULT IN THAT DAY'S PRORATED SAFETY AND SECURITY BID ITEM AMOUNT DEDUCTED PERMANENTLY FROM THE CONTRACTOR'S EARNINGS.

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# SECURITY

1. GENERAL INTENT: IT IS INTENDED THAT THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE AIRPORT SECURITY PLAN AND WITH THE SECURITY REQUIREMENTS SPECIFIED HEREIN BY AIRPORT OPERATIONS STAFF. THE CONTRACTOR SHALL DESIGNATE TO THE RPR AND AIRPORT OPERATIONS STAFF, IN WRITING, THE NAME OF HIS "CONTRACTOR SECURITY & SAFETY OFFICER (CSSO)." THE CSSO SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS FOR THE CONTRACT. THE CSSO SHALL PROVIDE TELEPHONE NUMBERS WHICH ALLOW THE RPR AND/OR AIRPORT OPERATIONS STAFF THE ABILITY TO CONTACT THE CSSO 24 HOURS A DAY.

2. CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE CSSO SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON SECURITY REQUIREMENTS. ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON SECURITY REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.

3. ACCESS: CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS. NO OTHER ACCESS POINTS SHALL BE ALLOWED UNLESS APPROVED BY AIRPORT OPERATIONS. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROUTE OR GUIDED BY AUTHORIZED CONTRACTOR PERSONNEL.

   TO ACCESS THE CONSTRUCTION AREAS, THE CONTRACTOR WILL BE REQUIRED TO CROSS ACTIVE TAXIWAYS AND/OR TAXILANES. THE AIRPORT WILL NOT PROVIDE ESCORTS. CONTRACTOR SHALL PROVIDE FLAGGERS AND ESCORTS AND COORDINATE WITH AIRFIELD OPERATIONS AND GROUND CONTROL AS NECESSARY. AIRCRAFT TRAFFIC ALWAYS HAS PRIORITY OVER CONTRACTOR TRAFFIC AND ACTIVITIES. NO CONTRACTOR CROSSINGS OF ACTIVE RUNWAYS WILL BE ALLOWED. THE CONTRACTOR IS NOT REQUIRED TO PROVIDE FLAGMEN WHEN THE HAUL ROUTE IS COINCIDENTAL WITH AN ESTABLISHED AOA SERVICE ROAD. TWO FLAGMEN ARE REQUIRED WHEN THE HAUL ROUTE IS LOCATED AT OTHER THAN ESTABLISHED AOA SERVICE ROADS AND CROSSES ACTIVE TAXIWAYS.

   THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE SITE. ACCESS GATES TO THE SITE SHALL BE LOCKED AND SECURED AT ALL TIMES. THE CONTRACTOR IS RESPONSIBLE FOR THE IMMEDIATE CLEANUP OF ANY DEBRIS DEPOSITED ALONG THE ACCESS ROUTE AS A RESULT OF HIS CONSTRUCTION TRAFFIC. DIRECTIONAL SIGNING FROM THE ACCESS GATE ALONG THE DELIVERY ROUTE TO THE STORAGE AREA, PLANT SITE OR WORK SITE SHALL BE AS DIRECTED BY AIRPORT OPERATIONS. THE CONTRACTOR SHALL DAISY CHAIN ALL PERMANENT AND TEMPORARY ACCESS GATES TO THE PROJECT SITE AND STAGING AREAS.

4. MATERIALS DELIVERY TO THE SITE: ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE WORK SITE WILL USE AS A DELIVERY ADDRESS, THE STREET NAME ASSIGNED TO THE ACCESS POINT AT THE CONTRACTOR'S STAGING SITE AT THE AIRPORT. THE NAME "AUSTIN-BERGSTROM INTERNATIONAL AIRPORT" SHALL NOT BE USED IN THE DELIVERY ADDRESS AT ANY TIME. THIS WILL PRECLUDE DELIVERY TRUCKS FROM ENTERING INTO THE TERMINAL COMPLEX, OR TAKING SHORT CUTS THROUGH THE PERIMETER GATES AND ENTERING INTO AIRCRAFT OPERATIONS AREAS INADVERTENTLY.

5. CONSTRUCTION AREA LIMITS: THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, PLANT SITE, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED AS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR. THE CONTRACTOR SHALL ERECT AND MAINTAIN AROUND THE PERIMETER OF THESE AREAS SUITABLE FENCING, MARKING AND WARNING DEVICES VISIBLE FOR DAY/NIGHT USE. TEMPORARY BARRICADES, FLAGGING AND FLASHING WARNING LIGHTS WILL BE REQUIRED AT CRITICAL ACCESS POINTS. TYPE OF MARKING AND WARNING DEVICES SHALL BE APPROVED BY AIRPORT OPERATIONS.

6. IDENTIFICATION - PERSONNEL: THE AUSTIN-BERGSTROM INTERNATIONAL AIRPORT REQUIRES AIRPORT BADGING FOR CONTRACTOR'S EMPLOYEES DURING THE COURSE OF THIS CONSTRUCTION PROJECT. CONTRACTORS ARE REQUIRED TO BE SPONSORED BY THE AUTHORITY. THE BADGE APPLICATION SHALL REQUIRE SIGN OFF BY THE AUTHORITY DEPARTMENT THAT IS SPONSORING THE WORK.THE EMPLOYER AND/OR BADGE APPLICANT SHALL CONTACT THE ABIA ID BADGE OFFICE TO SET UP AN FBI CRIMINAL RECORDS CHECK (CHRC) FINGERPRINTING APPOINTMENT. THE APPLICANT MUST BRING THEIR SIGNED AND COMPLETED ABIA SECURITY AUTHORIZATION BADGE APPLICATION ALONG WITH THE ACCEPTABLE FORMS OF IDENTIFICATION AND THE FINGERPRINT FEE SUBMITTAL TO THE FINGERPRINTING APPOINTMENT. ONCE FINGERPRINTS AND THE SECURITY THREAT ASSESSMENT ARE SUBMITTED TO THE TSA, THE TURNAROUND TIME FOR PROCESSING THE APPLICATION IS CONTINGENT ON THE TSA AND FBI COMPLETING THE FINGERPRINT BASED CRIMINAL HISTORY RECORDS CHECK AND SECURITY THREAT ASSESSMENT. PLEASE ALLOW SUFFICIENT LEAD TIME SINCE THE AUTHORITY HAS NO INFLUENCE ON EXPEDITING THE PROCESS ONCE THE TSA AND FBI RECEIVE THE SUBMITTAL FOR PROCESSING. APPLICANTS OR THEIR EMPLOYERS MAY ARRANGE FOR SIDA CLASS WHEN THEIR CHRC AND SECURITY THREAT ASSESSMENT RESULTS HAVE BEEN REVIEWED AND APPROVED. UPON COMPLETION AND PASSING OF THE SIDA CLASS AND THE PAYMENT OF ANY REMAINING FEES, THE APPLICANT WILL BE ISSUED AN ABIA BADGE FOR THE DURATION OF THE PROJECT. FOR MORE INFORMATION ON THE ABIA BADGING PROCESS PLEASE CALL (512) 530-6943 OR VISIT WWW.ABIA.COM.

7. FINES: PAYMENT OF ALL FINES ASSESSED TO AUSTIN-BERGSTROM INTERNATIONAL AIRPORT DUE TO VIOLATIONS BY THE CONTRACTOR OF FAA REGULATIONS OR SAFETY REQUIREMENTS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

8. VEHICLE IDENTIFICATION: THE CONTRACTOR, THROUGH THE CSSO, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUBCONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE SITE. REFER TO SAFETY NOTE 3.

9. VEHICLE PARKING: CONTRACTOR EMPLOYEE VEHICLES SHALL BE RESTRICTED TO THE CONTRACTOR'S EMPLOYEE PARKING AREA WITHIN THE IDENTIFIED STAGING AREA ON THE PLANS AND ARE NOT ALLOWED ON THE AOA AT ANY TIME.


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REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052


BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED PROFESSIONAL ENGINEER
6/12/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

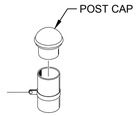
AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
|---|---|---|---|---|---|

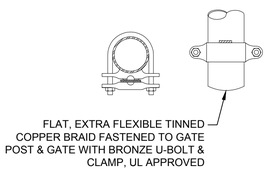
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
SAFETY AND SECURITY NOTES

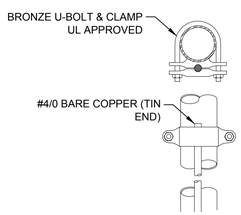
| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-G-0-04.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | G-0-04 |



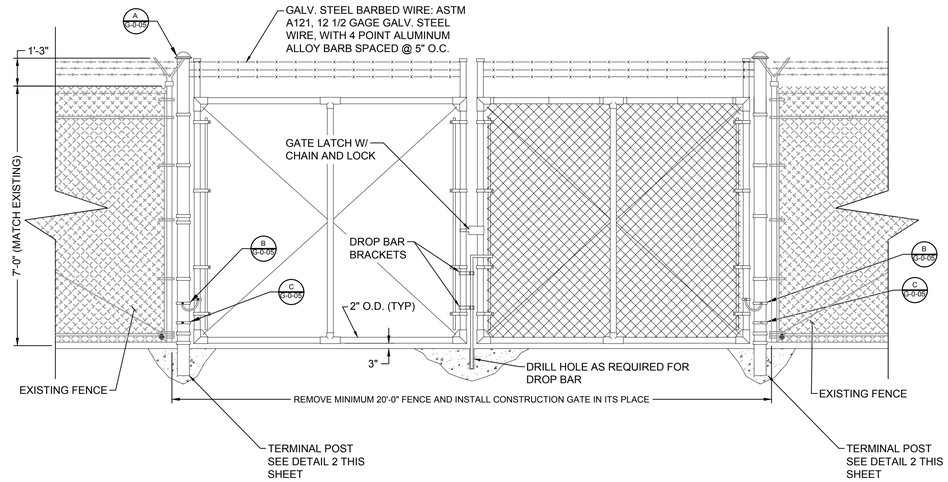

## A G-0-05 POST CAP DETAIL
SCALE: NTS




## B G-0-05 GATE TO GATE POST
SCALE: NTS



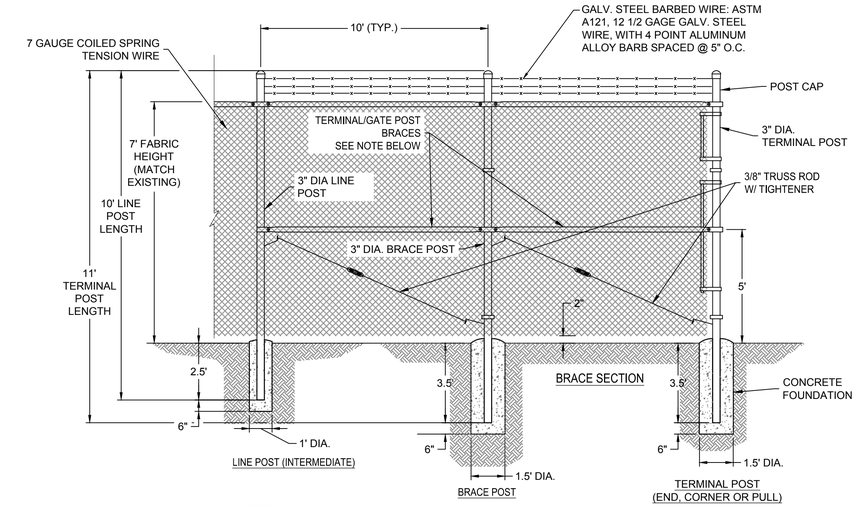

## C G-0-05 GATE POST TO GATE POST
SCALE: NTS




## 1 G-0-05 TEMPORARY AOA CONSTRUCTION GATE DETAIL
SCALE: NTS

NOTES:

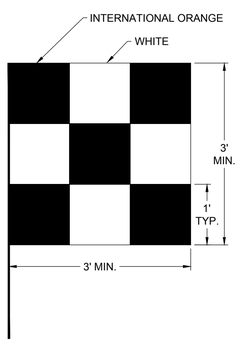
1. ALL MATERIAL AND WORK CALLED FOR BY THIS DETAIL SHALL BE PROVIDED AND PERFORMED IN ACCORDANCE WITH SPECIFICATION SECTION F-162, CHAIN-LINK FENCE.
2. THE MINIMUM GATE OPENING WIDTH ALLOWABLE IS 20'. THE CONTRACTOR MAY REQUEST ADDITIONAL GATE WIDTH AS DETERMINED NECESSARY FOR CONTRACTOR ACCESS TO THE CONSTRUCTION SITE, SUBJECT TO APPROVAL BY THE OWNER'S REPRESENTATIVE. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE CHANGES NECESSARY TO ACCOMMODATE THE REQUESTED WIDTH. MODIFICATIONS TO GATE OPENING WIDTH WILL NOT RESULT IN ANY ADDITIONAL PAYMENT TO THE CONTRACTOR.
3. THE CHAIN LINK FABRIC SHALL BE PLACED ON THE OUTWARD FACE OF THE POST, STRETCHED TAUT AND SECURELY FASTENED.
4. TEMPORARY FENCE SHALL BE INSTALLED TO MAINTAIN A SECURE PERIMETER AS DIRECTED BY THE OWNER'S REPRESENTATIVE.
5. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE TEMPORARY AOA GATE OFF AIRPORT PROPERTY.
6. CONTRACTOR SHALL RESTORE EXISTING AOA FENCE TO ITS ORIGINAL CONDITION PRIOR TO REMOVAL TO INSTALL THE TEMPORARY CONSTRUCTION GATE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR SECURITY OF THE GATE AND AOA ACCESS IN ACCORDANCE WITH ALL APPLICABLE FAA AND AIRPORT SECURITY GUIDELINES. UNDER NO CIRCUMSTANCES SHALL THE GATE BE LEFT UNSECURE WITHOUT A CONTRACTOR DESIGNATED REPRESENTATIVE MONITORING THE GATE AND SECURITY OF THE AOA FENCELINE.




NOTES:

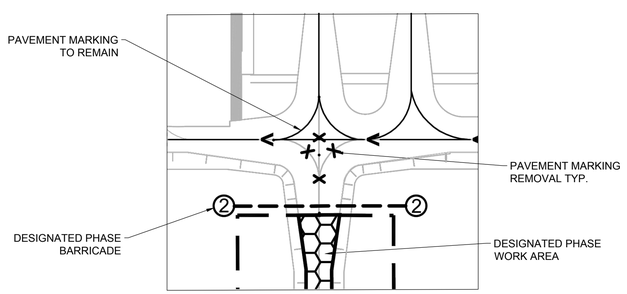
1. DIMENSION GIVEN FOR POSTS ARE OUTSIDE DIAMETERS.
2. DOUBLE BRACES SHALL BE PROVIDED AT EVERY TERMINAL AND GATE POST. DOUBLE BRACES WILL CONSIST OF PLACING A SINGLE BRACE FROM THE TERMINAL OR GATE POST TO THE NEXT ADJACENT POST FOR TWO CONSECUTIVE SPANS IN BOTH DIRECTIONS.

## 2 G-0-05 AOA FENCE DETAIL
SCALE: NTS




## 3 G-0-05 CONSTRUCTION SAFETY FLAG
SCALE: NTS

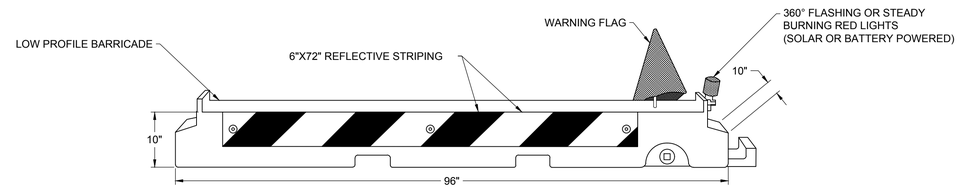
NOTE: SAFETY FLAG SHALL BE PROMINENTLY DISPLAYED ON ALL CONSTRUCTION EQUIPMENT. (SEE NOTE 3 UNDER SAFETY)




## 4 G-0-05 TAXIWAY CENTERLINE PAVEMENT MARKING REMOVAL
SCALE: NTS

NOTE:

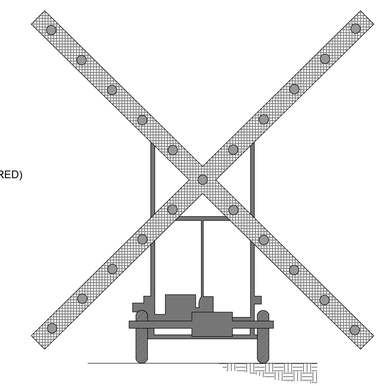
1. FOR PHASES 1 AND 2 RUNWAY CLOSURES, TAXIWAY CENTERLINE MARKINGS LEADING INTO THE CLOSED WORK AREAS SHALL BE REMOVED PRIOR TO ANY WORK TAKING PLACE AND SHALL BE REINSTALLED PRIOR TO OPENING OF THE RUNWAY PAVEMENT.
2. CONTRACTOR WILL SURVEY/REPLACE EXISTING MARKINGS AFTER WORK IS COMPLETED.
3. PHASING MARKING REMOVAL SHALL BE PAID FOR UNDER ITEM P-106-5.1.
4. PHASING MARKING REPLACEMENT SHALL BE PAID FOR UNDER ITEM P-620-5.1C.




## 5 G-0-05 LOW PROFILE BARRICADE DETAIL
SCALE: NTS

NOTES:

1. BARRICADES SHALL BE PLACED END TO END UNLESS OTHERWISE SPECIFIED ON THE CONTRACT DOCUMENTS.
2. REFER TO APPLICABLE PHASING DETAIL PLANS FOR BARRICADE LOCATION BY PHASE.
3. THE CONTRACTOR SHALL PROVIDE ALL LOW PROFILE BARRICADES PER ITEM P-105-5.1, TEMPORARY CONSTRUCTION ITEMS.
4. LAMP SPACING SHALL BE A MINIMUM OF 10'.
5. LOW PROFILE BARRICADES ARE GRAPHICALLY DEPICTED ON THE PHASING SHEETS. LOW PROFILE BARRICADES SHALL EXTEND ACROSS THE FULL STRENGTH PAVEMENT (EDGES OF FULL STRENGTH PAVEMENT ARE DELINEATED BY TWO SOLID YELLOW LINES) WHICH IS TYPICALLY 75' ON TAXIWAYS AND 150' ON RUNWAYS, BUT MAY BE GREATER DEPENDING ON RADII IN THE PAVEMENT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SUPPLY ENOUGH BARRICADES SO THAT THE BARRICADES EXTEND ACROSS THE FULL STRENGTH PAVEMENT BEING CLOSED.
6. BARRICADES NEED TO BE WATER FILLED AND CONTRACTOR MAY NOT USE SANDBAGS TO WEIGHT DOWN THE BARRICADES. IF THE BARRICADES ARE DAMAGED AND/OR CANNOT HOLD WATER, THE CONTRACTOR WILL REPLACE IT WITH A BARRICADE THAT CAN BE WEIGHTED DOWN BY FILLING WITH WATER.



## 6 G-0-05 LIGHTED RUNWAY CLOSURE MARKING
SCALE: NTS

NOTES:

1. LIGHTED CLOSURE MARKERS SHALL BE PLACED ON THE END OF EACH CLOSED RUNWAY DIRECTLY ON OR AS NEAR AS PRACTICABLE TO THE RUNWAY DESIGNATION NUMBERS WHENEVER A RUNWAY IS CLOSED.
2. CONTRACTOR SHALL PROVIDE AND MAINTAIN (INCLUDING FUEL) LIGHTED RUNWAY CLOSURE DEVICES. PLACEMENT AND REMOVAL SHALL BE ONLY AT THE DIRECTION OF THE AIRPORT AND/OR RPR. CLOSURE MARKERS SHALL REMAIN IN PLACE FOR THE DURATION OF RUNWAY CLOSURES AND SHALL RUN CONTINUOUSLY, UNLESS OTHERWISE DIRECTED BY AIRPORT STAFF.
3. PAYMENT FOR SUPPLYING LIGHTED RUNWAY CLOSURE MARKERS AND THEIR PLACEMENT, MAINTENANCE, AND GENERATOR FUEL SHALL BE INCLUSIVE OF THE P-105-5.1 TEMPORARY CONSTRUCTION ITEMS PAY ITEM. LIGHTED RUNWAY CLOSURE MARKERS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER THE COMPLETION OF THIS PROJECT.

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RS&H Project Number: 2150147.052

BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

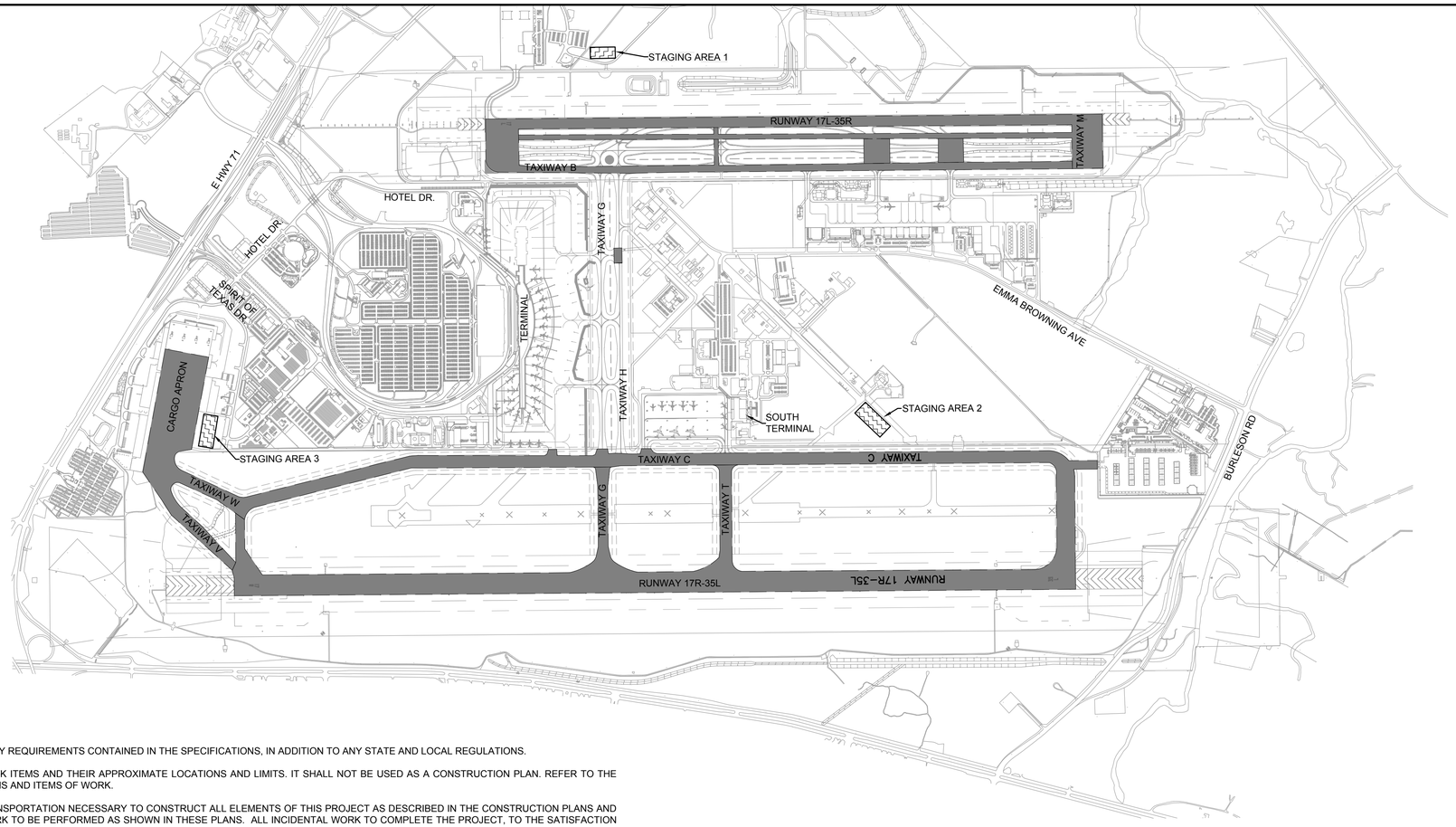
AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

DRAWING DESCRIPTION:
SAFETY AND SECURITY DETAILS

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-G-0-04.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | G-0-05 |




NORTH

1000' 500' 0' 1000'
SCALE IN FEET

LEGEND

LIMITS OF CONSTRUCTION (LOC)

CONTRACTOR STAGING AREA

## GENERAL CONTRACT NOTES

1. ALL CONSTRUCTION ACTIVITIES SHALL CONFORM TO THE AIRPORT SAFETY AND SECURITY REQUIREMENTS CONTAINED IN THE SPECIFICATIONS, IN ADDITION TO ANY STATE AND LOCAL REGULATIONS.
2. THE CONTRACT LAYOUT PLAN IS INTENDED ONLY AS A GENERAL DESCRIPTION OF WORK ITEMS AND THEIR APPROXIMATE LOCATIONS AND LIMITS. IT SHALL NOT BE USED AS A CONSTRUCTION PLAN. REFER TO THE PLAN SHEETS WHICH FOLLOW FOR DETAILED CONSTRUCTION REQUIREMENTS, LOCATIONS AND ITEMS OF WORK.
3. THE CONTRACTOR SHALL FURNISH ALL PLANT, LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THIS PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK TO COMPLETE THE PROJECT, TO THE SATISFACTION OF THE ENGINEER, SHALL BE INCLUDED IN THE COST OF PERFORMING THE VARIOUS ITEMS OF WORK.
4. THE RULES, REGULATIONS AND REFERENCE SPECIFICATIONS, ENUMERATED HEREIN, SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS. THEY SHALL NOT RELIEVE THE CONTRACTOR FROM FURNISHING AND INSTALLING HIGHER GRADES OF MATERIAL AND WORKMANSHIP THAN ARE SPECIFIED HEREIN, OR WHEN SO REQUIRED.
5. SURPLUS MATERIAL: UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL REMOVE FROM THE SITE, ALL SURPLUS MATERIAL AND EQUIPMENT BELONGING TO CONTRACTOR'S, OR SUBCONTRACTORS FORCES AND RESTORE THE SITE TO THE SATISFACTION OF THE ENGINEER WITH THE EXCEPTION OF DIRT. DIRT SHALL BE STOCKPILED FOR FUTURE USE ON OVERALL PROJECT.
6. THE CONTRACTOR SHALL ATTEND A MANDATORY PRE-CONSTRUCTION MEETING PRIOR TO BEGINNING TO COORDINATE WORK PROCEDURES WITH ALL INTERESTED PARTIES. THE CONTRACTOR SHALL ATTEND A WEEKLY PROGRESS MEETING.
7. EXISTING UTILITIES: THE INFORMATION SHOWN ON THESE DRAWINGS INDICATING TYPE AND LOCATION OF UNDERGROUND, SURFACE, AND AERIAL UTILITIES IS NOT GUARANTEED TO BE EXACT OR COMPLETE. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE EXACT TYPE AND LOCATION OF ALL UTILITIES AFFECTED BY CONSTRUCTION FOR THIS PROJECT IN ORDER TO AVOID DAMAGING THOSE UTILITIES. THE CONTRACTOR SHALL A) IMMEDIATELY ARRANGE FOR REPAIR AND RESTORATION OF CONTRACTOR-DAMAGED UTILITIES, AND B) PAY FOR SAME AT NO EXTRA COST TO THE OWNER.
8. SOME EXISTING UTILITIES HAVE BEEN SHOWN ON THE CONSTRUCTION DRAWINGS FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR SHALL BEAR FULL RESPONSIBILITY FOR THE PROTECTION OF UTILITIES. THE OWNER AND ENGINEER BEAR NO RESPONSIBILITY FOR UTILITIES NOT SHOWN ON THE PLANS OR NOT IN THE LOCATION SHOWN ON THE PLANS. CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. AT LEAST SEVENTY-TWO (72) HOURS PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR SHALL CONTACT:

   "ONE-CALL" UTILITY SERVICES AT 811 OR 1-800-344-8377 AT LEAST THREE (3) WORKING DAYS PRIOR TO EXCAVATION. EXCAVATION IN AREAS OF EXISTING UTILITIES SHALL SHALL BE DONE BY HAND. UTILITY LOCATION REQUESTS FOR ABIA AND FAA FACILITIES ARE TO BE SUBMITTED TO THE ENGINEER. (7 DAY MINIMUM NOTICE.)
9. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONARY MEASURES TO PROTECT EXISTING FACILITIES WHICH ARE TO REMAIN IN PLACE FROM DAMAGE. ALL SUCH FACILITIES OR STRUCTURES DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR RECONSTRUCTED, SATISFACTORY TO THE OWNER, AT THE EXPENSE OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY DAMAGED UTILITY AND PERFORM ANY TESTS, DISINFECTION, ETC. REQUIRED BY THE OWNER TO PUT THE DAMAGED UTILITY BACK INTO ACCEPTABLE SERVICE.
10. HAUL ROUTES: LOCATION OF HAUL ROUTES ON THE AIRPORT SITE SHALL BE AS SPECIFIED ON THE PLANS OR AS APPROVED BY THE ENGINEER AND/OR AIRPORT OPERATIONS (AIRPORT OPERATIONS IS RESPONSIBLE FOR THE AIRFIELD). CONTRACTOR SHALL NOT CROSS ACTIVE AIRFIELD PAVEMENTS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR, THE ENGINEER AND AIRPORT REPRESENTATIVES. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE AIRPORT OPERATIONS PRIOR TO THE WORK. ALL ON-SITE FAA ACCESS ROADS TO FAA FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES. PHOTOGRAPHS AND A VIDEO OF THE HAUL ROUTES SPECIFIED BY THE PLANS MUST BE PROVIDED BY THE CONTRACTOR BEFORE AND AFTER CONSTRUCTION TO THE AIRPORT ADMINISTRATION. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO HAUL ROUTES RESULTING FROM CONSTRUCTION TRAFFIC. THE CONTRACTOR SHALL COMPLY WITH ALL AIRPORT, CITY, COUNTY, LOCAL AND STATE TRAFFIC REGULATIONS CONCERNING THE USE OF STREETS AND ROADWAYS FOR HAULING.
11. CONSTRUCTION LIMITS AND FLAGMEN: ALL CONTRACTOR VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES, LIMITS ARE DESIGNATED BY BARRICADES ON THE SAFETY PHASING PLANS.
12. CONTRACTOR UTILITIES: ANY UTILITIES REQUIRED BY THE CONTRACTOR SHALL BE COORDINATED WITH THE UTILITY COMPANIES AND SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
13. WASTE DISPOSAL AND BORROW AREAS: EXCAVATION MATERIAL REMOVED FROM THE CONSTRUCTION AREA SHALL BE LEGALLY DISPOSED OF OFF AIRPORT PROPERTY.
14. COORDINATION OF CONSTRUCTION ACTIVITIES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING CONSTANT COORDINATION BETWEEN THE SUBCONTRACTORS AND THE AIRPORT OPERATIONS. ALL CONSTRUCTION ACTIVITIES PLANNED BY THE CONTRACTOR SHALL BE SUBMITTED TO THE ENGINEER AND AIRPORT OPERATIONS FOR REVIEW AND APPROVAL WITHIN 7 DAYS OF THE RECEIPT OF THE NOTICE TO PROCEED. SCHEDULE SHALL BE APPROVED BY AIRPORT OPERATIONS AND ENGINEER PRIOR TO COMMENCEMENT OF CONSTRUCTION.
15. THE BIDDER (CONTRACTOR AFTER AWARD) SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY UNREPORTED OBSTACLES OR DISCREPANCIES THAT MAY IMPEDE OR PREVENT THE PROPER CONSTRUCTION OF THIS PROJECT.
16. SLOPES OF ROADWAY CUTS AND EMBANKMENTS DAMAGED BY ANY OPERATION OF THE CONTRACTOR DURING THE EXECUTION OF THIS PROJECT SHALL BE REPAIRED AND RESTORED TO THE ORIGINAL PRE-CONSTRUCTION CONDITION IN ACCORDANCE WITH ALL APPLICABLE PROVISIONS OF THE STANDARD SPECIFICATIONS. BACK FILL AND FILL PLACED DURING REMEDIAL GRADING SHALL BE COMPACTED TO A DENSITY EQUAL TO OR GREATER THAN THAT OF THE ORIGINAL CONDITIONS AND TO THE SATISFACTION OF THE ENGINEER AND GOVERNING AUTHORITIES.
17. CONTRACTOR SHALL PROVIDE A DETAILED SEQUENCING PLAN AS A SUBMITTAL FOR ENGINEER TO REVIEW.
18. CONTRACTOR SHALL NOTIFY ENGINEER IMMEDIATELY IF GROUND WATER IS ENCOUNTERED DURING CONSTRUCTION.
19. THE LIMITS OF CONSTRUCTION INCLUDE THE REPLACEMENT OF ELECTRICAL COMPONENTS AND/OR PAVEMENT REPAIRS.

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BID DOCUMENTS

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CLAYTON SINGLETON
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6/12/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

CONTRACT LAYOUT PLAN

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-G-0-08.dwg |
| DATE: | 05/17/2019 |
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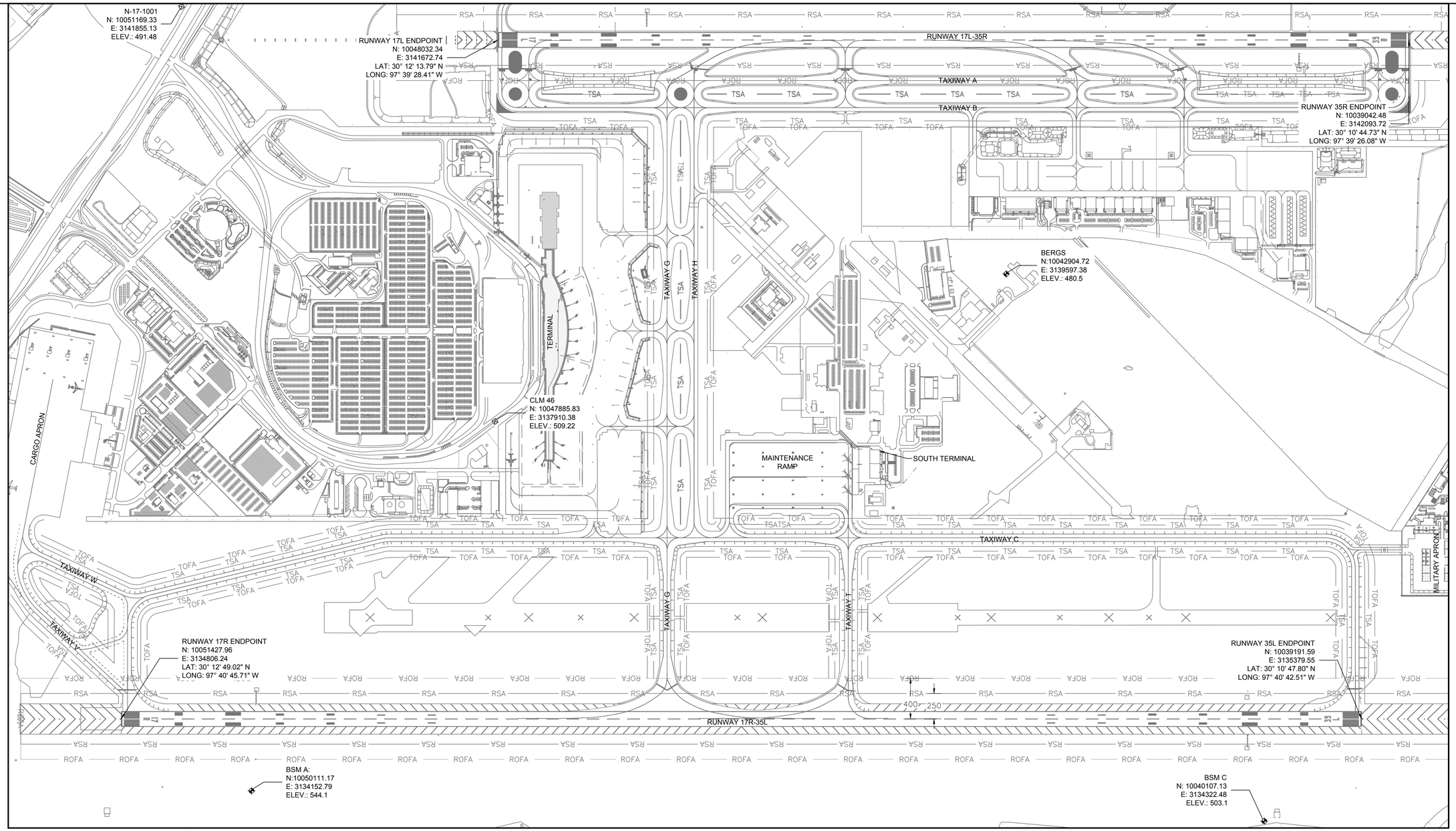
| SHEET NO. | G-0-06 |




HORIZONTAL & VERTICAL CONTROL PLAN NOTES:

1. COORDINATES CITED IN THIS DESCRIPTION ARE BASED ON NAD 83 TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE (4203). ELEVATIONS CORRESPOND TO NAVD 88 COORDINATES.
2. PRIOR TO ANY LAYOUT FOR THE PROPOSED WORK, THE CONTRACTOR SHALL VERIFY ALL CONTROL POINTS AND NOTIFY THE RPR IF ANY DISCREPANCIES ARE FOUND.
3. ALL PROPOSED LAYOUT CONSTRUCTION SHALL UTILIZE THE CONTROL POINTS SHOWN ON THIS PLAN.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SET ADDITIONAL CONTROL POINTS AS MAY BE NECESSARY TO FACILITATE ACCURATE CONSTRUCTION LAYOUT.

**CONTROL STATION INFORMATION**

| POINT | DESCRIPTION | NORTHING | EASTING | ELEVATION |
|---|---|---|---|---|
| BERGS | PACS | 10042904.72 | 3139597.38 | 480.5 |
| BSM A | SACS | 10050111.17 | 3134152.79 | 544.1 |
| BSM C | SACS | 10040107.13 | 3134322.48 | 503.1 |

**CONTROL POINT INFORMATION**

| POINT | DESCRIPTION | NORTHING | EASTING | ELEVATION |
|---|---|---|---|---|
| CLM 46 | ALUMINUM DISK | 10047885.83 | 3137910.38 | 509.22 |
| N-17-1001 | ALUMINUM DISK | 10051169.33 | 3141855.13 | 491.48 |
| N-17-2001* | ALUMINUM DISK | 10051825.66 | 3142357.32 | 494.60 |

*NOTE: N-17-2001 NOT SHOWN ON PLAN SHEET.

NORTH

500' 250' 0' 500'
SCALE IN FEET

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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## HORIZONTAL AND VERTICAL CONTROL PLAN

KEY MAP

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# GENERAL PHASING REQUIREMENTS

1. NOTICE TO PROCEED: NO WORK ON THE AOA (AIRCRAFT OPERATION AREA) SHALL START BEFORE ISSUANCE OF A NOTICE TO PROCEED (NTP). NO WORK IN AN INDIVIDUAL WORK AREA SHALL START UNTIL APPROVAL FROM THE OWNER'S REPRESENTATIVE IS GIVEN. ALL WORK ON THE AOA SHALL BE COMPLETED WITHIN THE SPECIFIED CONTRACT TIME.

2. PHASING REQUIREMENTS: THE PHASING PLAN FOR EACH PORTION OF WORK OUTLINES CONSTRUCTION CONSTRAINTS AND ADDITIONAL PHASING REQUIREMENTS ASSOCIATED WITH THOSE ITEMS OF WORK. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE INTERFERENCE TO AIRCRAFT MOVEMENTS, THE AMOUNT OF TIME EACH WORK AREA IS CLOSED, AND DISRUPTIONS TO AIRPORT OPERATIONS. THE CONTRACTOR IS EXPECTED TO WORK IN A MANNER TO HELP MEET THESE INTENDED GOALS, INCLUDING EXTENDED PRODUCTION HOURS WHEN NOTED AND WHEN POSSIBLE/PRACTICAL.

   SPECIFIC CONSTRUCTION TASKS IDENTIFIED WITHIN THE INDIVIDUAL PHASE PLAN SHEETS ARE NOT MEANT TO INCLUDE EVERY DETAIL OF ALL WORK TO BE COMPLETED, BUT ARE RATHER INTENDED TO PROVIDE A GENERAL OVERVIEW OF THE APPROXIMATE SEQUENCING OF THE PHASE. MANY OF THE ITEMS LISTED WILL REQUIRE PRECEDING AND SUBSEQUENT OPERATIONS TO VARIOUS OTHER ITEMS LISTED. THE CONTRACTOR MAY SUBMIT AN ALTERNATE SEQUENCING APPROACH FOR EACH PHASE FOR REVIEW AND APPROVAL.

   PHASE MAY INCLUDE WORK ITEMS OUTSIDE OF THE IDENTIFIED PHASE LIMITS. THESE WORK ITEMS ARE TYPICALLY PREPARATORY OR CONCLUSIVE IN NATURE WITH RESPECT TO THE WORK SPECIFIED WITHIN THE IDENTIFIED PHASE LIMITS. THESE WORK ITEMS SHALL BE PERFORMED AT THE COMMENCEMENT AND CONCLUSION OF THE PHASE, AS APPROPRIATE. THESE WORK ITEMS MAY INCLUDE, BUT ARE NOT LIMITED TO:
   A. INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF BARRICADES.
   B. PAVEMENT MARKING REMOVAL AND INSTALLATION OPERATIONS.
   C. REMOVAL, TEMPORARY DISABLING OF, AND/OR AIRFIELD INSTALLATION OF ELECTRICAL SYSTEM COMPONENTS.
   D. MAINTENANCE AND/OR REMOVAL OF CONSTRUCTION HAUL ROAD.
   E. INSTALLATION, MAINTENANCE, AND REMOVAL OF EROSION CONTROLS.

   PAVEMENT CLOSURES OUTSIDE OF THE IDENTIFIED PHASE LIMITS SHOULD BE PERFORMED IN A MANNER SO AS TO MINIMIZE THE NUMBER, FREQUENCY, AND DURATION OF REQUIRED CLOSURES. THE CONTRACTOR IS EXPECTED TO WORK IN A MANNER TO HELP MEET THIS INTENDED GOAL, INCLUDING COORDINATION AND ORGANIZATION OF CONTRACTOR AND SUBCONTRACTOR WORK FORCES.

   ANY PREPARATORY OR CONCLUSIVE WORK OUTSIDE THE IDENTIFIED PHASE LIMITS SHALL BE COMPLETED DURING CONSTRUCTION HOURS AND COORDINATED WITH AIRPORT OPERATIONS.

   WHEN THE EXISTING AIRFIELD ELECTRICAL SYSTEMS CAN BE LOCKED OUT AND TAGGED OUT. THE CONTRACTOR SHALL COORDINATE ACCESS TO AND TEMPORARY CLOSURES OF THE APPROPRIATE WORK AREAS WITH AIRPORT OPERATIONS. THIS SHALL INCLUDE THE WORK ITEMS NOTED ABOVE AND ANY OTHER OPERATIONS REQUIRED BY AIRPORT OPERATIONS. ALL COSTS ASSOCIATED WITH PREPARATORY OR CONCLUSIVE WORK ITEMS, INCLUDING LABOR, EQUIPMENT, MATERIALS, TEMPORARY BARRICADES, TEMPORARY LIGHTING, AND INCIDENTALS SHALL BE SUBSIDIARY TO VARIOUS BID ITEMS OF THE PROJECT.

3. TAXIWAY/TAXILANE OFA: ANY WORK THAT IS WITHIN THE TAXIWAY, OR TAXILANE OFA, AS SHOWN ON PLANS, REQUIRES CLOSURE OF THAT TAXIWAY/TAXILANE. SEE "TAXIWAY/TAXILANE CLOSURES" NOTE 9.

4. CONDITIONS REQUIRED TO START: THE CONTRACTOR SHALL HAVE THE FOLLOWING ITEMS ESTABLISHED PRIOR TO STARTING ANY WORK OR PHASE ON THE AOA:
   A. WORK SCHEDULE, APPROVED BY THE OWNER.
   B. ON-SITE UTILITY LOCATING COMPANY (AS NECESSARY).
   C. APPROVED FAA CABLE SPLICING EQUIPMENT/MATERIALS.
   D. AIRCRAFT AND VEHICLE MOVEMENTS ON HAUL ROUTES ESTABLISHED (SEE OPERATING CONDITIONS).
   E. NOTICE TO AIRMEN (NOTAM) FILED BY ABIA.
   F. 5 DAYS NOTICE PRIOR TO REQUIRING ANY IMPACT TO RUNWAYS.
   G. 5 DAYS NOTICE PRIOR TO REQUIRING ANY CLOSURE OR REROUTING OF TAXIWAYS OR TAXILANES.
   H. COMPLETION OF AIRPORT SECURITY REQUIREMENTS AND TRAINING.
   I. AN APPROVED SAFETY PLAN COMPLIANCE DOCUMENT WHICH EXPLAINS IN TEXT AND GRAPHICS HOW THE CONTRACTOR WILL COMPLY WITH EACH RELATED NOTE ON THIS SHEET, THE INDIVIDUAL WORK PLANS, AND THE CONSTRUCTION SAFETY AND PHASING PLAN FOR THIS PROJECT.
   J. APPROVED MATERIAL SUBMITTALS/SHOP DRAWINGS FOR ANY MATERIALS, ITEMS, EQUIPMENT, STRUCTURES, ETC., PLANNED FOR CONSTRUCTION OR INSTALLATION DURING THAT PHASE.

6. THE CONTRACTOR MUST HAVE THE FOLLOWING PRIOR TO STARTING ON THE SPECIFIC ITEMS OF WORK LISTED:
   A. LIGHT CANS AND CONDUIT, LIGHTS, SIGNS, ETC. AVAILABLE AND ON SITE BEFORE STARTING ANY PHASE OF THE WORK, WHERE LIGHTING IS TO BE INSTALLED, UNLESS OTHERWISE NOTED ON THE PLANS.
   B. APPROVED PAVEMENT MIX DESIGNS AND PLACEMENT PLANS AT LEAST 15 DAYS BEFORE STARTING IN ANY WORK AREA WHERE PAVEMENT IS TO BE PLACED.

7. MARKING AND SIGNAGE: IN CONFORMANCE WITH THE PHASING PLANS, CONTRACTOR SHALL REMOVE/OBLITERATE EXISTING PAVEMENT MARKINGS AND MASK EXISTING VISUAL AIDS AS REQUIRED FOR CLOSURES OF TAXIWAYS OR TAXILANES. CONTRACTOR SHALL RESTORE/REPLACE MARKINGS AND VISUAL AIDS UPON WORK AREA COMPLETION. FOR SHORT DURATIONS CLOSURES (7 DAYS OR LESS) MARKINGS MAY REMAIN AND SIGNAGE MAY BE MASKED. CONTRACTOR SHALL COORDINATE WITH ENGINEER AND AIRPORT OPERATIONS PRIOR TO OBLITERATING PAVEMENT MARKINGS OR MASKING VISUAL AIDS.

8. NAVAIDS AND FAA FACILITIES: THERE IS FAA EQUIPMENT, LIGHTING, MANHOLES, DUCT BANKS, CABLES, ETC. LOCATED IN THE WORK AREAS. UNDER NO CIRCUMSTANCES SHALL THE FACILITIES/ EQUIPMENT THAT ARE UNAFFECTED BY THIS PROJECT BE DISTURBED OR SERVICE DISRUPTED. ANY NEW DUCTS AND CABLES REQUIRED TO MAINTAIN CONTINUOUS SERVICE SHALL BE OPERATIONAL IN THE NEW LOCATIONS AND APPROVED BY THE ABIA ENGINEER BEFORE THE EXISTING ARE TAKEN OUT OF OPERATION, DEMOLISHED OR ABANDONED. DAMAGE DUE TO THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

9. TAXIWAY/TAXILANE CLOSURES: PRIOR TO STARTING ANY CONTRACT WORK WITHIN A DESIGNATED WORK AREA THE CONTRACTOR SHALL SUFFICIENTLY DELINEATE THE CONSTRUCTION AREA AND COMPLETE ALL NECESSARY MARKING, LIGHTING AND SIGNAGE MODIFICATIONS AS SHOWN ON THE PHASING PLANS AND DESCRIBED WITHIN THE SPECIFICATIONS.

   REFER TO NOTE 14 FOR GUIDANCE RELATED TO BARRICADES. BARRICADES SHALL BE PLACED ACROSS CLOSED TAXIWAYS IMMEDIATELY UPON BEING GRANTED ACCESS TO A WORK AREA.

   ALL AIRFIELD CENTERLINES ENTERING A LONG TERM CLOSURE (MORE THAN 7 DAYS) WORK SITE SHALL BE REMOVED FROM THE NEAREST INTERSECTION TO THE BARRICADE. MARKING SHALL BE RETURNED TO ITS ORIGINAL CONDITION AT THE END OF THE ASSOCIATED WORK AREA.

   ALL AIRFIELD LIGHTS AND SIGNS WITHIN AND OR PROVIDING GUIDANCE INTO A WORK AREA SHALL BE DENERGIZED OR COVERED. THIS INCLUDES BUT IS NOT LIMITED TO CENTERLINE LIGHTS, EDGE LIGHTS, HOLD LIGHTS, MANDATORY SIGNS, AND DIRECTIONAL SIGNS. SIGNS SHALL BE COVERED AS DIRECTED AND ENSURE NO LIGHT LEAKAGE. CONTRACTOR SHALL PROVIDE ANY NECESSARY TEMPORARY ELECTRICAL CONNECTIONS TO ENSURE CIRCUIT CONTINUITY.

10. TEMPORARY CONNECTIONS: THE CONTRACTOR MAY MAKE CERTAIN TEMPORARY CONNECTIONS TO THE EXISTING AIRFIELD LIGHTING SYSTEM ONLY IF SAID CONNECTION IS ASSOCIATED WITH KEEPING THE REQUIRED LIGHTING SYSTEMS OPERATIONAL AS APPROVED BY THE OWNER'S REPRESENTATIVE.

11. OPERATING CONDITIONS AND SAFETY: REFER TO "TAXIWAY/TAXILANE CLOSURES" NOTE 9. AT THE START OF CONSTRUCTION, ESTABLISH THE BARRICADE LINES INDICATED ON THE INDIVIDUAL PHASING PLAN, TO PROVIDE A CLEAR DELINEATION BETWEEN WORK AREAS AND OPERATIONAL AREAS.

12. SURPLUS MATERIAL: ALL SURPLUS PAVEMENT MATERIALS DESIGNATED FOR REMOVAL SUCH AS ROCK, CONCRETE AND ASPHALT PAVEMENT SHALL BE HAULED OFF-SITE. ANY EXCESS MATERIAL SHALL BE REMOVED AND DISPOSED OF OFF OF AIRPORT PROPERTY. TRUCKS DELIVERING ASPHALT PAVEMENT OR CONCRETE SHALL NOT WASH OUT CHUTES, BEDS, MIXERS, ETC. ON THE AOA. EQUIPMENT SHALL NOT BE STORED BETWEEN WORK SHIFTS ON THE ACTIVE AOA EXCEPT AS DESIGNATED IN THE PLANS.

13. WORK BY OTHERS: THE CONTRACTOR SHALL CLOSELY COORDINATE AND SCHEDULE WORK WITH OTHER CONTRACTORS WORKING ON THE AIRFIELD PRIOR TO PREPARING THE CONSTRUCTION SCHEDULE AND REGULARLY DURING THE CONSTRUCTION DURATION. THE CONTRACTOR SHALL MEET WITH THE OWNER'S REPRESENTATIVE TO DISCUSS OTHER WORK OCCURRING ON THE AIRFIELD. THE CONTRACTOR SHALL INCORPORATE INTO THE CONSTRUCTION SCHEDULE ANY REQUIRED RESTRICTIONS OR DATES TO ENSURE THAT NO CONFLICTS WITH OTHER CONTRACTORS OCCUR.

14. BARRICADES: BARRICADES ARE REQUIRED TO PROVIDE A CLEAR SEPARATION BETWEEN ACTIVE AIRCRAFT OPERATING AREAS AND THE CONTRACTOR WORK AREA. SEE INDIVIDUAL PHASING PLANS FOR SPECIFIC REQUIREMENTS ASSOCIATED WITH BARRICADES, FLAG LINES, AND LIGHTING IN THOSE AREAS. WHENEVER A TAXIWAY OR TAXILANE IS CLOSED AND AN ADJACENT TAXIWAY OR TAXILANE IS OPERATIONAL, THE CONTRACTOR SHALL PROVIDE LOW-PROFILE BARRICADES ACROSS THE CLOSED TAXIWAY OR TAXILANE LOCATED JUST OUTSIDE OF THE TAXIWAY OR TAXILANE OBJECT FREE AREA AS SHOWN ON THE PHASING PLANS. THE CONTRACTOR SHALL PROVIDE BARRICADES AT OTHER LOCATIONS WHEN REQUESTED BY THE OWNER'S REPRESENTATIVE.

   SOME BARRICADES MAY BE REQUIRED ONLY DURING THE ACTUAL WORKSHIFT. INSTALL BARRICADES AT THE BEGINNING OF THE WORKSHIFT TO PROVIDE A SAFE OPERATING AREA FOR BOTH THE CONTRACTOR AND THE AIRCRAFT. REMOVE AT THE END OF THE WORKSHIFT. AT NO TIME SHALL BARRICADES BE PLACED WITHIN A TAXIWAY SAFETY AREA OR ON A TAXILANE PAVEMENT SURFACE EXCEPT DURING CLOSURE OF THAT TAXIWAY, TAXILANE, OR AN ADJACENT WORK AREA.

   BARRICADES SHALL BE FURNISHED, INSTALLED, AND MAINTAINED IN WORKING ORDER BY THE CONTRACTOR AT THE LOCATIONS AS SHOWN IN THE PLANS. THE BARRICADES SHALL BE INSTALLED AT THE BEGINNING OF EACH PHASE WITH THE TYPE AND LOCATIONS INDICATED IN THE PLANS AND SHALL REMAIN IN PLACE THROUGHOUT THE PHASE, EXCEPT WHERE NOTED. IN THE EVENT BARRICADES ARE ADJUSTED OR REMOVED TO ALLOW VEHICLE TRAFFIC THROUGH OR FOR CONSTRUCTION WORK, THE CONTRACTOR SHALL SUPPLY FLAGMEN TO PREVENT AIRCRAFT FROM INADVERTENTLY ENTERING THE WORK AREA. THE FLAGMEN SHALL REMAIN UNTIL THE BARRICADE IS REPLACED IN THE ORIGINAL POSITION.

15. JET BLAST: THE CONTRACTOR SHALL BE AWARE THAT THE OPERATIONS OF AIRCRAFT IN AN ADJACENT AREA MAY RESULT IN JET BLAST OCCURRING IN THE WORK AREA. REFER TO FAA AC 150/5370-2 FOR FURTHER DEFINITION AND INFORMATION ON JET BLAST. THE CONTRACTOR VEHICLES, EQUIPMENT AND SUPPLIES MUST REMAIN INSIDE THE WORK AREA ESTABLISHED FOR THE WORK SHIFT UNLESS IN TRANSIT TO OR FROM THE SITE.

# WORK SEQUENCE PHASING

GENERAL

1. THE CITY OF AUSTIN DEPARTMENT OF AVIATION (DOA) WILL ISSUE AN NOTICE TO PROCEED (NTP) TO INITIATE THE PROJECT.
2. THE CONTRACTOR SHALL PERFORM THE WORK OF EACH PHASE WITHIN THE PERIODS OF TIME AND DURATIONS SPECIFIED. THE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIAL AND EQUIPMENT, INCLUDING STANDBY EQUIPMENT NECESSARY TO GUARANTEE CONSTRUCTION AND COMPLETION OF THE WORK WITHIN THE CONSTRAINTS AND TIME FRAMES SPECIFIED FOR THE INDIVIDUAL PHASES AND THE OVERALL PROJECT, AND WITHIN THE REQUIREMENTS OF THE CONTRACT DOCUMENTS. LIQUIDATED DAMAGES IN THE AMOUNTS SPECIFIED IN THE PROJECT MANUAL SHALL BE ASSESSED IF THE CONTRACTOR FAILS TO COMPLETE ANY PHASE WITHIN THE SPECIFIED ALLOWED DURATION.
3. THE TERMS “WORK AREA”, “ZONE”, AND “PHASE” MAY BE USED INTERCHANGEABLY HEREAFTER TO DESCRIBE EITHER THE PERIOD OF TIME, AND/OR THE AREA IN WHICH CERTAIN WORK IS TO BE COMPLETED.
4. REFERENCE IS DIRECTED TO THE PHASING AND SEQUENCING PLANS, AND OTHER PROJECT, SPECIAL, AND TECHNICAL SPECIFICATIONS WITHIN THE CONTRACT DOCUMENTS. THE CONTRACT TIME FOR COMPLETION OF THE WORK UNDER THIS CONTRACT SHALL BE SEVEN HUNDRED AND SEVENTY (770) CALENDAR DAYS. CONTRACT TIME SHALL BEGIN UPON THE DOA'S ISSUANCE OF NTP. WORK IN EACH PHASE MUST BE SUBSTANTIALLY COMPLETE, INCLUDING COMPLETED PUNCH LISTS AND CLEANUP, AND ACCEPTED BY THE DOA BEFORE SUBSEQUENT PHASES CAN PROCEED, UNLESS OTHERWISE DIRECTED BY THE DOA. THE INITIAL NTP GOVERNS THE OVERALL CONTRACT TIME. THE CONSTRUCTION PHASING AND SEQUENCING IS SUMMARIZED IN THE CONSTRUCTION SEQUENCE LOGIC DIAGRAM ON THE FOLLOWING SHEET. A DETAILED DESCRIPTION OF THE WORK AND REQUIREMENTS FOR EACH PHASE IS PRESENTED ON THE PHASING PLAN SHEETS OR BELOW.
5. DAYTIME WORK HOURS SHALL BE DEFINED AS 07:00 TO 18:00 HOURS.
6. NIGHTTIME WORK HOURS SHALL BE DEFINED AS 23:00 TO 06:00 HOURS.
7. AIR CARGO WORK HOURS SHALL BE DEFINED AS 10:30 TO 21:00 HOURS.

CONSTRUCTION PHASING

PROCUREMENT

THIS PHASE SHALL CONSIST OF WORK AND APPROVALS NECESSARY FOR THE CONTRACTOR TO PROCURE EQUIPMENT AND MATERIALS, PURSUANT TO THE CONTRACT DOCUMENTS.

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS DURING PROCUREMENT:
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 90 CALENDAR DAYS
B. WORK TO BE PERFORMED SHALL CONSIST OF ALL ACTIONS NECESSARY TO BE COMPLETED BY THE CONTRACTOR PRIOR TO BEGINNING MOBILIZATION FOR THE PROJECT. THE PROCUREMENT PHASE SHALL BE A SINGLE PHASE TO PREPARE FOR THE MOBILIZATION AND CONSTRUCTION OF THIS PROJECT AS REQUIRED BY THE CONTRACT DOCUMENTS. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. SUBMITTAL OF ALL MATERIAL, SHOP DRAWINGS, AND OTHER SUBMITTALS REQUIRED FOR THE WORK.
   b. SUBMITTAL AND DOA APPROVAL OF MIX DESIGNS FOR P-501 AND P-610.
   c. PROCUREMENT OF ALL LONG LEAD ITEMS.
C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:
   a. NONE.
D. OTHER CONDITIONS AND CONSTRAINTS:
   a. NONE.

MOBILIZATION

THIS PHASE SHALL CONSIST OF WORK AND APPROVALS NECESSARY FOR THE CONTRACTOR TO COMPLETELY MOBILIZE PERSONNEL, EQUIPMENT, OFFICES AND MATERIAL TO THE PROJECT SITE AND PREPARE FOR THE START OF FIELD CONSTRUCTION, PURSUANT TO THE CONTRACT DOCUMENTS.

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS DURING MOBILIZATION:
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 30 CALENDAR DAYS
B. WORK TO BE PERFORMED SHALL CONSIST OF ALL ACTIONS NECESSARY TO BE COMPLETED BY THE CONTRACTOR PRIOR TO THE BEGINNING OF FIELD CONSTRUCTION. MOBILIZATION SHALL BE A SINGLE PHASE TO PREPARE FOR THE CONSTRUCTION OF THIS PROJECT AS REQUIRED BY THE CONTRACT DOCUMENTS. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. OBTAIN ALL REQUIRED PERMITS.
   b. OBTAIN AIRPORT SECURITY BADGES AND VEHICLE TRAINING.
   c. CONSTRUCT FIELD OFFICES(S) AND UTILITIES IN THE CONTRACTOR'S STAGING AREA.
   d. COMPLETE ALL MOBILIZATION AND ADMINISTRATIVE REQUIREMENTS.
   e. SUBMITTAL AND DOA APPROVAL OF THE CONTRACTOR'S BASELINE CONSTRUCTION SCHEDULE.
   f. SUBMITTAL AND DOA APPROVAL OF THE CONTRACTOR'S SAFETY PLAN COMPLIANCE DOCUMENT (SPCD).
   g. SUBMITTAL AND DOA APPROVAL OF QC PLAN.
   h. PRECONSTRUCTION MEETING WITH DOA AND OTHER NECESSARY PARTIES.
C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:
   b. NONE.
D. OTHER CONDITIONS AND CONSTRAINTS:
   b. NONE.

DEMOBILIZATION

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 23 CALENDAR DAYS
B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK REQUIRED TO OBTAIN FINAL ACCEPTANCE OF THE PROJECT AS SHOWN ON THE PLANS AND SPECIFIED WITHIN THE CONTRACT DOCUMENTS. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. SUBMISSION AND APPROVAL OF ALL RECORD DRAWINGS, AS-BUILT SCHEDULE AND PRODUCT DATA.
   b. RESOLUTION OF ALL NOTICES OF NON-COMPLIANCE.
   c. COMPLETION OF ALL PUNCHLIST WORK.
   d. SUBMISSION AND APPROVAL OF ALL MAINTENANCE MANUALS AND REQUIRED TRAINING.
   e. SUBMISSION OF ALL WARRANTY DOCUMENTS.
   f. COMPLETION OF ALL OUTSTANDING CHANGE ORDER ITEMS AND NEGOTIATIONS.
   g. DEMOBILIZATION AND RESTORATION OF THE CONTRACTOR'S STAGING AREAS.
   h. COMPLETION OF ANY AND ALL REMAINING WORK REQUIRED PURSUANT TO THE CONTRACT DOCUMENTS.
C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:
   a. NONE
D. OTHER CONDITIONS AND CONSTRAINTS:
   a. NONE
E. OPERATIONAL CONDITIONS AND CONSTRAINTS:
   a. NONE

CONTINGENCY PLANNING MEETING

A MINIMUM OF 10 DAYS PRIOR TO THE START OF WORK ON THE EAST AIRFIELD AND WEST AIRFIELD, THE CONTRACTOR SHALL SCHEDULE A MEETING WITH DOA, AND APPLICABLE PERSONNEL OF THE CONTRACTOR TO DISCUSS DETAILED SCHEDULING AND CONTINGENCY PLANNING FOR EACH PHASE OF WORK. THE TOPICS OF DISCUSSION SHALL INCLUDE SETTING UP PHASE BARRICADES, CONTRACTOR STAGING AND ACCESS, BACKUP EQUIPMENT AND MATERIALS, EMERGENCY NOTIFICATION PROCEDURES AND EMERGENCY CONTACTS, PROCEDURES THAT MUST BE FOLLOWED SHOULD THE CONTRACTOR BE UNABLE TO OPEN A PHASE AT THE END OF SCHEDULED WORK HOURS, AND OTHER TOPICS AS APPROPRIATE.

CONTRACTOR SHALL DEVELOP AND SUBMIT A DETAILED WORK PLAN FOR TAXIWAY CLOSURES AND OPENING FOR EACH PHASE SHOWING PLANNED WORK BY CONTRACTOR AND EACH SUBCONTRACTOR. THE PLAN SHOULD INCLUDE:

- STAGING AREA
- START TIME
- KEY STAFF CONTRACTOR INFORMATION
- CONTINGENCY

CHANGES TO SEQUENCING PLANS

A. THE SPECIFIC PHASING SEQUENCE SHOWN ON THE PLANS AND DESCRIBED HEREIN HAS BEEN COORDINATED WITH AIRPORT OPERATIONS, AND THE FAA AIR TRAFFIC CONTROL. ALL OPERATIONAL CONSTRAINTS STATED, IMPLIED OR REQUIRED BY REGULATIONS, OR AS OUTLINED ON THE PLANS AND SPECIFICATIONS SHALL BE COMPLIED WITH BY THE CONTRACTOR. THE CONTRACTOR MAY SUBMIT A PROPOSED ALTERNATIVE APPROACH TO THE PHASING OF PROJECT, HOWEVER, ALL OPERATIONAL CONSTRAINTS STATED, IMPLIED OR REQUIRED BY REGULATIONS, OR AS OUTLINED ON THE PLANS AND SPECIFICATIONS SHALL BE INCORPORATED INTO ANY ALTERNATIVE APPROACH TO THE SEQUENCING OF THE WORK. THE DOA MAY CONSIDER CONTRACTOR PROPOSED ALTERNATIVE APPROACHES; HOWEVER, DOA RESERVES THE RIGHT TO REJECT ANY PROPOSED REVISION. DOA SHALL INCUR NO ADDITIONAL COST ASSOCIATED WITH REJECTING OR ACCEPTING ANY CONTRACTOR PROPOSED PHASE/SEQUENCING CHANGES.
B. THE SEQUENCE OF WORK AS OUTLINED IN THIS SECTION, OTHER SECTIONS OF THE CONTRACT DOCUMENTS, AND ON THE PLANS, HAS BEEN DEVELOPED WITH THE INTENT TO PROVIDE THE BEST FLOW OF CONSTRUCTION OPERATIONS FOR THE PROJECT. DUE TO OTHER ON-GOING OPERATIONS/PROJECTS, HOWEVER, IT MAY BE NECESSARY AT THE TIME OF CONSTRUCTION TO REORDER THE SEQUENCE OF SOME WORK IN ORDER TO MINIMIZE OPERATIONAL IMPACTS ON THE AIRPORT WHICH MAY BE CAUSED BY DELAYS OR SCHEDULE CHANGES ON OTHER PROJECTS. THE DOA THEREFORE RETAINS THE OPTION OF MODIFYING THE SEQUENCE OR WORK, WITHOUT PENALTY, IF NECESSARY. THE CONTRACTOR WILL BE GIVEN ALL POSSIBLE ADVANCE NOTIFICATION OF ANY SUCH REQUIRED CHANGES TO THE CONSTRUCTION SEQUENCING.

FAA REQUIREMENTS

FOR ADDITIONAL REQUIREMENTS ON SAFETY AND PHASING, THE CONTRACTOR SHALL REFERENCE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) REQUIRED BY FAA FOR AIRFIELD PROJECTS.

REQUIREMENTS AND RESTRICTIONS

A. CONTRACTOR OPERATIONS
   1. THE CONTRACTOR SHALL CONDUCT ALL OPERATIONS IN SUCH A MANNER TO MAINTAIN A SMOOTH, SAFE, UNINTERRUPTED FLOW OF AIRCRAFT AND VEHICULAR TRAFFIC ADJACENT TO THE WORK SITES. THE CONSTRUCTION PHASING SEQUENCE AND SCHEDULE SHOWN ON THE PLANS HAVE BEEN DEVELOPED WITH THE INTENT TO MINIMIZE THE IMPACT OF CONSTRUCTION ACTIVITIES ON AIRFIELD OPERATIONS.
   2. THE CONTRACTOR SHALL ALSO ENSURE THAT RUNWAY, TAXIWAY AND TAXILANE SAFETY AREAS ADJACENT TO ACTIVE AIRCRAFT OPERATIONS ARE IN CONFORMANCE WITH FAA STANDARDS AT ALL TIMES.
   3. PHASES THAT ARE NOT UNDER CONSTRUCTION SHALL BE ACCESSIBLE TO AIRCRAFT AND VEHICLES AND SHALL REMAIN OPERATIONAL AT ALL TIMES.
   4. LIMITS OF THE VARIOUS PHASES SHALL BE CLEARLY DELINEATED WITH BARRICADES AS SHOWN ON THE PLANS AND SPECIFIED HEREIN, IN ORDER TO DETER AIRCRAFT AND VEHICLES FROM ENTERING THE CONSTRUCTION AREAS. THE CONTRACTOR SHALL WORK CLOSELY WITH THE DOA TO ENSURE THAT THE WORK IS ACCOMPLISHED WITH MINIMAL INTERFERENCE TO AIRCRAFT MOVEMENTS.
   5. ELEMENTS OF THE VARIOUS PHASES AS SHOWN ON THE CONSTRUCTION PHASING PLANS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE SCHEDULE AND SEQUENCE REQUIRED ON THE PLANS. THE "DURATION" PERIOD SHOWN ON THE PHASING PLANS IS THE MAXIMUM TIME ALLOWED FOR COMPLETION OF EACH PHASE. THE “DURATION” PERIOD SHOWN INCLUDES ALL WORK SHOWN IN THE PHASING PLANS RESPECTIVE TO THE PHASE INCLUDING ANY PRE-WORK (MARKING REMOVAL) OR POST-WORK (MARKING REPLACEMENT) AS SHOWN IN THE PLANS.
   6. THE CONTRACTOR SHALL NOTE THAT THE ALPHA-NUMERIC NUMBERING OF THE PHASE DOES NOT IMPLY ORDERING (I.E., CONSTRUCTION OF PART B OF ANY PARTICULAR PHASE MAY NOT NECESSARILY FOLLOW PART A; PART 2 MAY NOT NECESSARILY FOLLOW PART 1, ETC.). THE CONTRACTOR IS ADVISED TO REVIEW THE SCHEDULE GIVEN AND TO NOTE THE NECESSARY PREDECESSORS AND SUCCESSORS TO EACH PHASE.
   7. ALL WORK ON EAST RUNWAY MUST BE COMPLETED AND THE RUNWAY REOPENED PRIOR TO CLOSING THE WEST RUNWAY FOR THE COMPLETION OF WORK.

COMPLETION OF WORK

COMPLETION OF PHASES: THE CONTRACT WORK ON THIS PROJECT WILL BE ACCEPTED ON A PHASE BASIS FOR SUBSTANTIAL COMPLETION AND FOR BENEFICIAL OCCUPANCY. EACH PHASE OF THE WORK AS SPECIFIED HEREAFTER, AND AS SHOWN ON THE PLANS, SHALL BE COMPLETED WITHIN THE PERIOD OF TIME SPECIFIED IN THE CONTRACT DOCUMENTS. AS EACH PHASE IS COMPLETED, THE CONTRACTOR SHALL REQUEST, THAT THE DOA ACCEPT BENEFICIAL OCCUPANCY OF THAT PORTION OF THE WORK. IF THE DOA DEEMS THE WORK TO BE COMPLETE, A WRITTEN NOTICE OF SUBSTANTIAL COMPLETION AND ACCEPTANCE FOR BENEFICIAL OCCUPANCY WILL BE GIVEN AND THE CALCULATION OF LIQUIDATED DAMAGES FOR THAT PORTION OF THE WORK WILL CEASE. IF THE DOA DEEMS THAT ADDITIONAL WORK IS REQUIRED ON THAT PHASE, BUT STILL ACCEPTS BENEFICIAL OCCUPANCY, THE CONTRACTOR WILL BE REQUIRED TO SCHEDULE THE WORK HOURS NECESSARY TO COMPLETE THE FINAL ITEMS ON THE PHASE WITH THE DOA.


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RS&H Project Number: 2150147.052


BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED
PROFESSIONAL ENGINEER
7/15/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

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DRAWING DESCRIPTION:
CONSTRUCTION PHASING NOTES

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CONTRACTOR STAGING AREA #1
(PHASES 1, 1A, 1B, 1C, 11)

EXISTING AOA
ACCESS GATE E175

TAXIWAY E

RUNWAY 17L-35R

1

1A

1B

1C

1C

TAXIWAY F

TAXIWAY G

TAXIWAY J

TAXIWAY A

TAXIWAY B

TAXIWAY N

TAXIWAY K

TAXIWAY L

TAXIWAY M

TAXIWAY G

TAXIWAY H

TAXILANE G1

11

AIRFIELD LIGHTING VAULT

12

EMMA BROWNING AVE.

TERMINAL

TAXILANE G2

TAXILANE G3

CARGO APRON

10

CONTRACTOR STAGING AREA #3
(PHASES 5, 6, 6A, 7, 8, 9, 10)

TEMPORARY AOA GATE

GATE W 175

TERMINAL APRON

TAXIWAY R

TAXIWAY G

TAXIWAY H

TAXIWAY S

MAINTENANCE RAMP

SOUTH TERMINAL

TEMPORARY
AOA GATE

CONTRACTOR STAGING AREA #2
(PHASES 2, 3, 3A, 4, 4A, 4B)

9

TAXIWAY W

7

6

TAXIWAY C

6A

5

4A

4

4B

3

3A

TAXIWAY C

TAXIWAY

8

TAXIWAY G

TAXIWAY T

TAXIWAY C

2

RUNWAY 17R-35L

## LEGEND:

| | | | | | |
|---|---|---|---|---|---|
| | PHASE 1 | | PHASE 4B | | PHASE 12 |
| | PHASE 1A | | PHASE 5 | | STAGING AREA |
| | PHASE 1B | | PHASE 6 | 1 | PHASE LABEL |
| | PHASE 1C | | PHASE 6A | ⊗ | CONTRACTOR GATE ACCESS |
| | PHASE 2 | | PHASE 7 | — — | LOC / PHASE LIMITS |
| | PHASE 3 | | PHASE 8 | | |
| | PHASE 3A | | PHASE 9 | | |
| | PHASE 4 | | PHASE 10 | | |
| | PHASE 4A | | PHASE 11 | | |

NOTES:
1. REFER TO G-0-10 FOR DETAILED PHASE SEQUENCING.
2. REFER TO SPECIFIC PHASE SHEETS FOR PHASE SPECIFIC HAUL ROUTES AND SITE ACCESS INFORMATION.

NORTH

600' 300' 0 600'
SCALE IN FEET


RS&H, Inc.
8240 N. MoPac Expressway
Suite 300
Austin, Texas 78759
(512)279-5427 FAX (512)459-2233
WWW.RSANDH.COM
REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052


BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - OVERVIEW

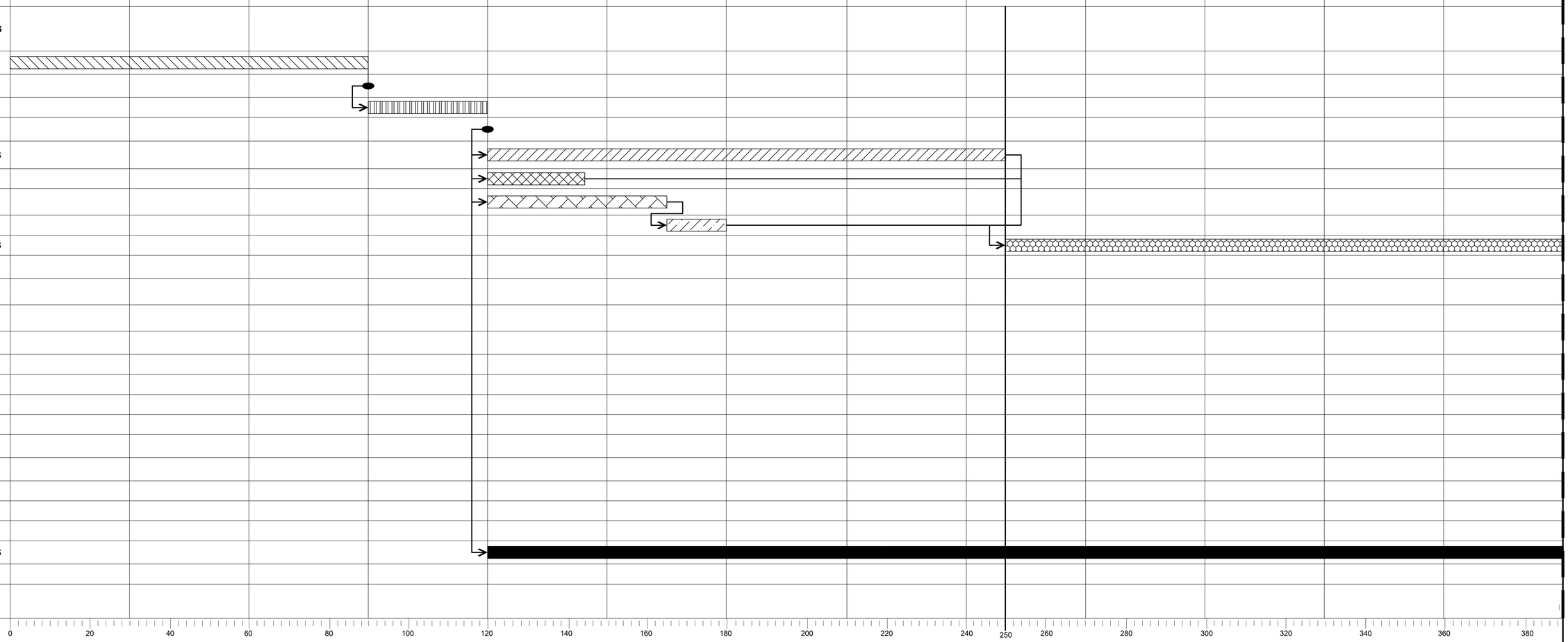
KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | |

G-0-09

# CONSTRUCTION SEQUENCE LOGIC DIAGRAM

| TASK NAME | DURATION |
|---|---|
| **AIRFIELD ELECTRICAL AND PAVEMENT IMPROVEMENTS** | **770 DAYS** |
| PROCUREMENT | 90 DAYS |
| MOBILIZATION | 0 DAYS |
| MOBILIZATION | 30 DAYS |
| CONSTRUCTION START | 0 DAYS |
| PHASE 1 | 130 DAYS |
| PHASE 1A | 24 DAYS |
| PHASE 1B | 45 DAYS |
| PHASE 1C | 15 DAYS |
| PHASE 2 | 145 DAYS |
| PHASE 3 | 45 DAYS |
| PHASE 3A | 15 DAYS |
| PHASE 4 | 15 DAYS |
| PHASE 4A | 25 DAYS |
| PHASE 4B | 20 DAYS |
| PHASE 5 | 55 DAYS |
| PHASE 6 | 55 DAYS |
| PHASE 6A | 14 DAYS |
| PHASE 7 | 15 DAYS |
| PHASE 8 | 20 DAYS |
| PHASE 9 | 7 DAYS |
| PHASE 10 | 65 DAYS |
| PHASE 11 | 45 DAYS |
| PHASE 12 | 178 DAYS |
| DEMOBILIZATION | 23 DAYS |
| PROJECT SUBSTANTIAL COMPLETION | 23 DAYS |




NOTE:

1. JUNE 16TH, 2020 IS THE CRITICAL POINT FOR TRANSITIONING FROM PHASE 1 TO PHASE 2.THIS IS A HARD DATE AND OTHER PHASES MAY NEED TO SHIFT TO ACCOMMODATE THIS DATE. THIS DATE IS WHEN NEW FLIGHT PROCEDURES WILL BE ISSUED REGARDING RUNWAY DESIGNATION CHANGE. IF SHIFT IN MUST OCCUR, MINIMUM OF 3 MONTHS NOTICE REQUIRED DUE TO NEEDED FAA COORDINATION. THIS SHOULD BE COORDINATED AT PRE-CONSTRUCTION MEETING WITH OVERALL PROPOSED PROJECT SCHEDULE.

** KEY MILESTONE - JUNE 16TH, 2020
SEE NOTE 1

| | |
|---|---|
| PROCUREMENT | PHASE 4B |
| MOBILIZATION | PHASE 5 |
| PHASE 1 | PHASE 6 |
| PHASE 1A | PHASE 6A |
| PHASE 1B | PHASE 7 |
| PHASE 1C | PHASE 8 |
| PHASE 2 | PHASE 9 |
| PHASE 3 | PHASE 10 |
| PHASE 3A | PHASE 11 |
| PHASE 4 | PHASE 12 |
| PHASE 4A | DEMOBILIZATION |

MATCHLINE SEE SHEET G-0-11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PROFESSIONAL ENGINEER
7/15/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

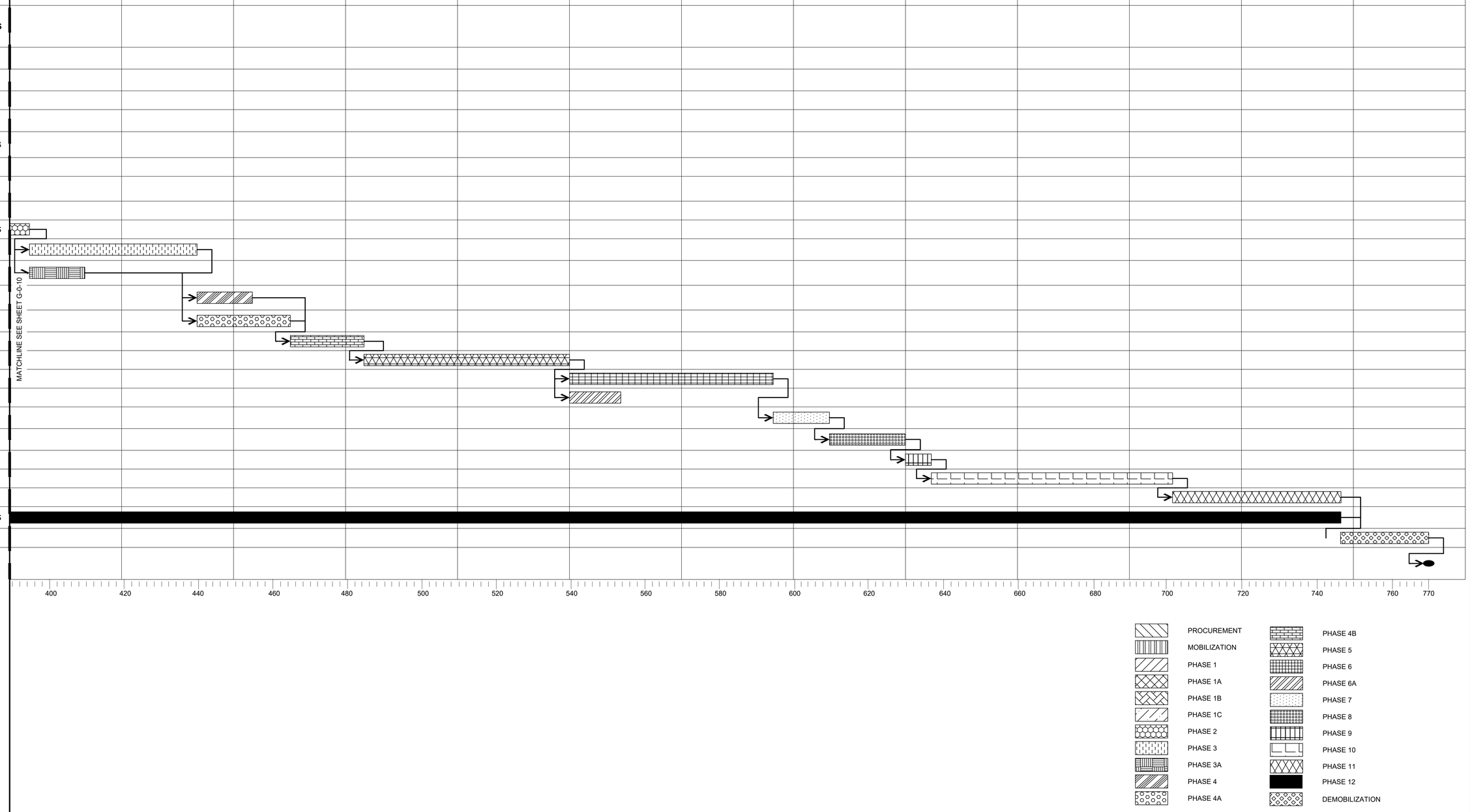
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
CONSTRUCTION SEQUENCE LOGIC DIAGRAM
(1 OF 2)

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-G-0-04.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | G-0-10 |

## CONSTRUCTION SEQUENCE LOGIC DIAGRAM

| TASK NAME | DURATION |
|---|---|
| **AIRFIELD ELECTRICAL AND PAVEMENT IMPROVEMENTS** | **770 DAYS** |
| PROCUREMENT | 90 DAYS |
| MOBILIZATION | 0 DAYS |
| MOBILIZATION | 30 DAYS |
| CONSTRUCTION START | 0 DAYS |
| PHASE 1 | 130 DAYS |
| PHASE 1A | 24 DAYS |
| PHASE 1B | 45 DAYS |
| PHASE 1C | 15 DAYS |
| PHASE 2 | 145 DAYS |
| PHASE 3 | 45 DAYS |
| PHASE 3A | 15 DAYS |
| PHASE 4 | 15 DAYS |
| PHASE 4A | 25 DAYS |
| PHASE 4B | 20 DAYS |
| PHASE 5 | 55 DAYS |
| PHASE 6 | 55 DAYS |
| PHASE 6A | 14 DAYS |
| PHASE 7 | 15 DAYS |
| PHASE 8 | 20 DAYS |
| PHASE 9 | 7 DAYS |
| PHASE 10 | 65 DAYS |
| PHASE 11 | 45 DAYS |
| PHASE 12 | 178 DAYS |
| DEMOBILIZATION | 23 DAYS |
| PROJECT SUBSTANTIAL COMPLETION | 23 DAYS |





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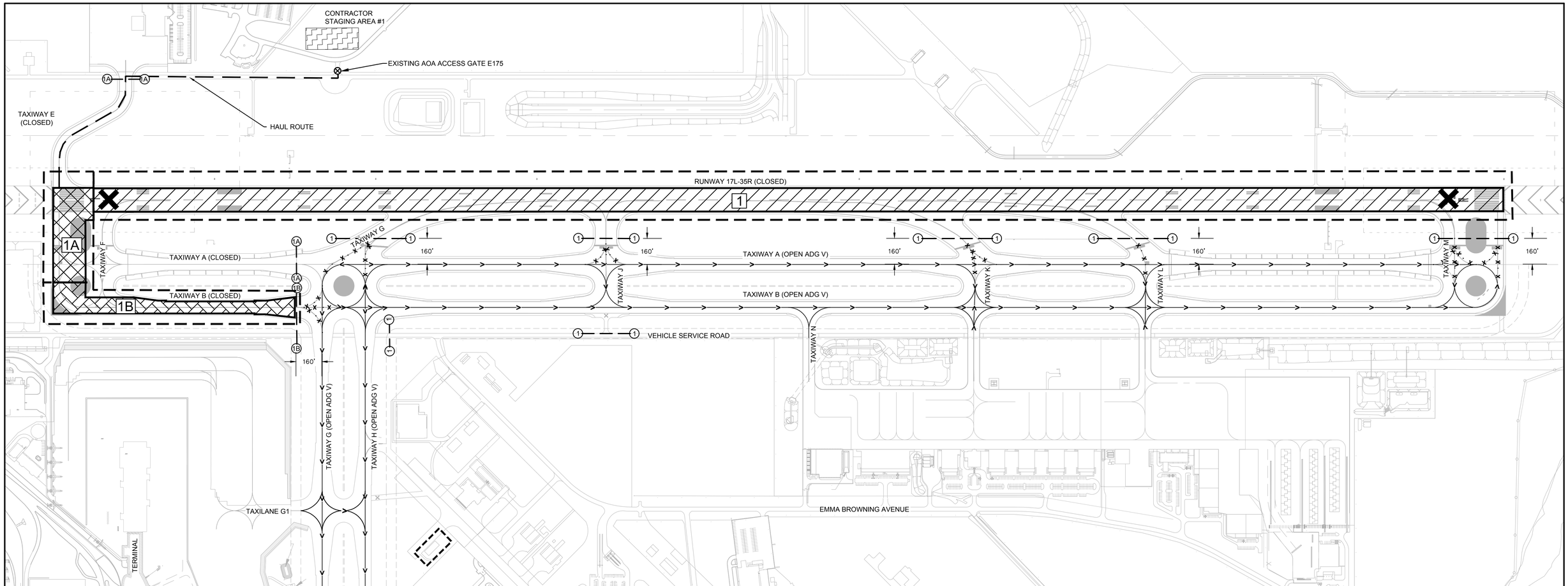
AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
CONSTRUCTION SEQUENCE LOGIC DIAGRAM
(2 OF 2)

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-G-0-04.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | G-0-11 |




## LEGEND:

- PHASE 1
- PHASE 1A
- PHASE 1B
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- FLAGGERS (2 REQUIRED)
- CONTRACTOR HAUL ROUTE
- LOC / PHASE LIMITS
- CONTRACTOR GATE ACCESS (SEE NOTE A)
- LIGHTED CLOSED RUNWAY MARKER
- MARKING REMOVAL (SEE NOTE D AND DETAIL 4/G-0-05)

## PHASE NOTES:

***PHASE 1***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 50 CALENDAR DAYS
   c. CONTRACTOR ACCESS SHALL BE THROUGH EXISTING AOA GATE E175 AS SHOWN.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF RUNWAY 17L/35R. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. PLACEMENT AND MAINTENANCE OF RUNWAY CLOSURE MARKERS.
   b. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.
   c. DEMOLITION OF EXISTING PAVEMENT.
   d. REMOVAL OF EXISTING PAVEMENT MARKINGS.
   e. PARTIAL DEPTH PAVEMENT REPAIRS.
   f. JOINT SEALANT REPAIRS
   g. PLACEMENT OF CEMENT CONCRETE.
   h. CONSTRUCTION OF SAW-CUT GROOVES.
   i. PLACEMENT OF AIRFIELD MARKINGS.
   j. REPLACEMENT OF ELECTRICAL CABLING, TRANSFORMERS, SIGNAGE MODULES, AND LIGHT FIXTURES.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:
   a. RUNWAY 17L/35R
   b. TAXIWAY F, G, J, K, L, AND M EAST OF TAXIWAY A
   c. TAXIWAY F, G, J, K, L, AND M EAST OF TAXIWAY B DURING PAVEMENT MARKING REMOVALS TO REMOVE TAXIWAY CENTERLINES LEADING TO THE WORK AREA.

D. OTHER CONDITIONS AND CONSTRAINTS:
   a. CONTRACTOR SHALL REMOVE ALL TAXIWAY CENTERLINES LEADING INTO THE WORK AREA TO THE LIMIT OF THE LOW PROFILE BARRICADES. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS FOR BARRICADE PLACEMENT PRIOR TO PAVEMENT MARKING REMOVAL. CONTRACTOR SHALL PLAN TO INSTALL LOW PROFILE BARRICADES ACROSS ADJACENT PAVEMENT TO DETER AIRCRAFT FROM ENTERING IN THE WORK AREA DURING PAVEMENT MARKING REMOVAL.

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:
   a. NONE

***PHASE 1A***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 2 CALENDAR DAYS
   c. CONTRACTOR ACCESS SHALL BE THROUGH EXISTING AOA GATE E175 AS SHOWN.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY B END TAXIWAY TO RUNWAY 17L AND THE NORTHERN END OF RUNWAY 17L. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.
   b. PARTIAL DEPTH PAVEMENT REPAIRS.
   c. JOINT SEALANT REPAIRS

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:
   a. TAXIWAY E.
   b. TAXIWAY B END TAXIWAY TO RUNWAY 17L.
   c. TAXIWAY A NORTH OF TAXIWAY G.

D. OTHER CONDITIONS AND CONSTRAINTS:
   a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:
   a. NONE

***PHASE 1B***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 26 CALENDAR DAYS
   c. CONTRACTOR ACCESS SHALL BE THROUGH EXISTING AOA GATE E175 AS SHOWN.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH REHABILITATING TAXIWAY B NORTH OF TAXIWAY G. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.
   b. DEMOLITION OF EXISTING PAVEMENT.
   c. PARTIAL DEPTH PAVEMENT REPAIRS.
   d. JOINT SEALANT REPAIRS
   e. PLACEMENT OF CEMENT CONCRETE

C. AIRFIELD PAVEMENT AREA TO BE CLOSED TO AIRPORT OPERATIONS:
   a. TAXIWAY B NORTH OF TAXIWAY G.

D. OTHER CONDITIONS AND CONSTRAINTS:
   a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS
   a. NONE

NORTH

300' 150' 0' 300'
SCALE IN FEET

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RS&H Project Number: 2150147.052

BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

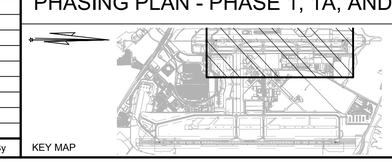
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

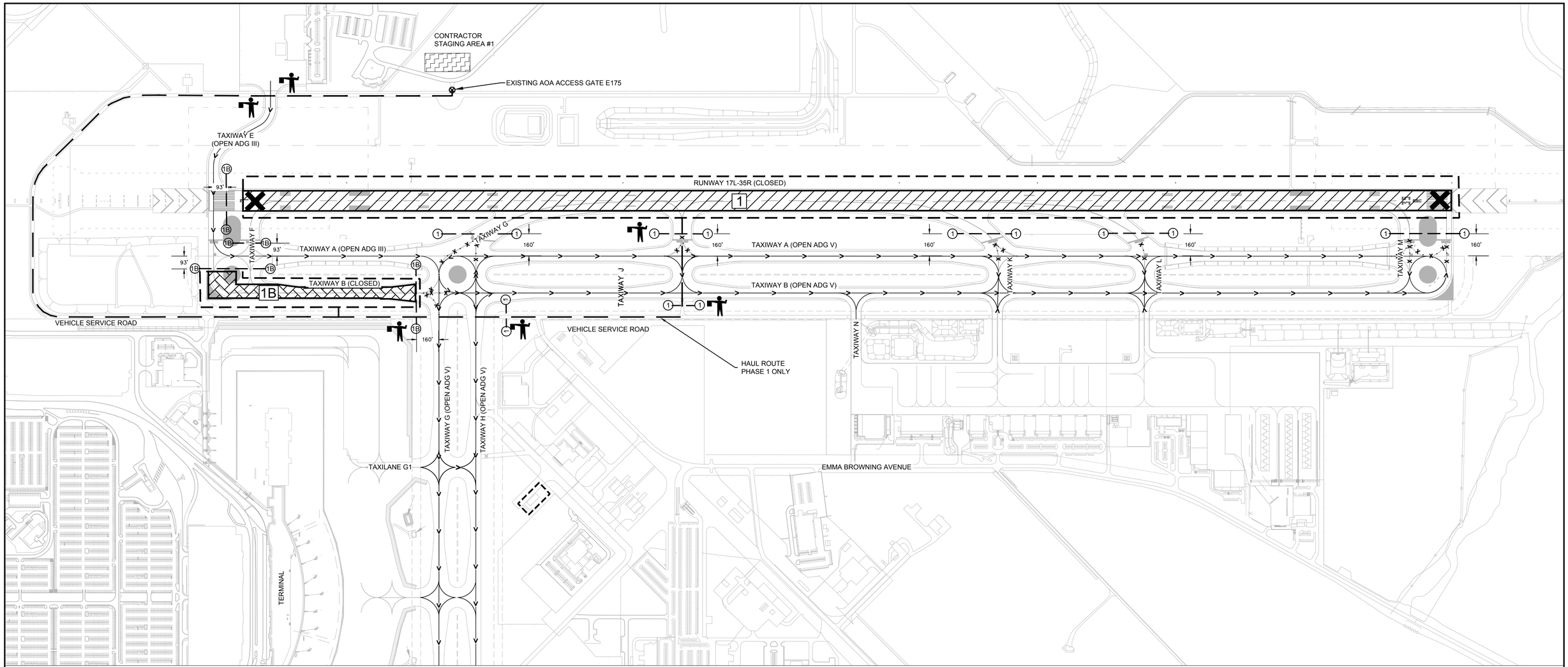
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
PHASING PLAN - PHASE 1, 1A, AND 1B



KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | G-0-12 |




## LEGEND:

- PHASE 1
- PHASE 1B
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- FLAGGERS (2 REQUIRED)
- CONTRACTOR HAUL ROUTE
- LOC / PHASE LIMITS
- CONTRACTOR GATE ACCESS (SEE NOTE A)
- LIGHTED CLOSED RUNWAY MARKER
- MARKING REMOVAL (SEE NOTE D AND DETAIL 4/G-0-05)

## PHASE NOTES:

***PHASE 1***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 50 CALENDAR DAYS
   c. CONTRACTOR ACCESS SHALL BE THROUGH EXISTING AOA GATE E175 AS SHOWN.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF RUNWAY 17L/35R. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. PLACEMENT AND MAINTENANCE OF RUNWAY CLOSURE MARKERS.
   b. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.
   c. DEMOLITION OF EXISTING PAVEMENT.
   d. REMOVAL OF EXISTING PAVEMENT MARKINGS.
   e. PARTIAL DEPTH PAVEMENT REPAIRS.
   f. JOINT SEALANT REPAIRS
   g. PLACEMENT OF CEMENT CONCRETE.
   h. CONSTRUCTION OF SAW-CUT GROOVES.
   i. PLACEMENT OF AIRFIELD MARKINGS.
   j. REPLACEMENT OF ELECTRICAL CABLING, TRANSFORMERS, SIGNAGE MODULES, AND LIGHT FIXTURES.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:
   a. RUNWAY 17L/35R
   b. TAXIWAY F, G, J, K, L, AND M EAST OF TAXIWAY A
   c. TAXIWAY F, G, J, K, L, AND M EAST OF TAXIWAY B DURING PAVEMENT MARKING REMOVALS TO REMOVE TAXIWAY CENTERLINES LEADING TO THE WORK AREA.

D. OTHER CONDITIONS AND CONSTRAINTS:
   a. CONTRACTOR SHALL REMOVE ALL TAXIWAY CENTERLINES LEADING INTO THE WORK AREA TO THE LIMIT OF THE LOW PROFILE BARRICADES. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS FOR BARRICADE PLACEMENT PRIOR TO PAVEMENT MARKING REMOVAL. CONTRACTOR SHALL PLAN TO INSTALL LOW PROFILE BARRICADES ACROSS ADJACENT PAVEMENT TO DETER AIRCRAFT FROM ENTERING IN THE WORK AREA DURING PAVEMENT MARKING REMOVAL.

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:
   a. NONE

***PHASE 1B***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 26 CALENDAR DAYS
   c. CONTRACTOR ACCESS SHALL BE THROUGH EXISTING AOA GATE E175 AS SHOWN.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH REHABILITATING TAXIWAY B NORTH OF TAXIWAY G. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.
   b. DEMOLITION OF EXISTING PAVEMENT.
   c. PARTIAL DEPTH PAVEMENT REPAIRS.
   d. JOINT SEALANT REPAIRS
   e. PLACEMENT OF CEMENT CONCRETE

C. AIRFIELD PAVEMENT AREA TO BE CLOSED TO AIRPORT OPERATIONS:
   a. TAXIWAY B NORTH OF TAXIWAY G.

D. OTHER CONDITIONS AND CONSTRAINTS:
   a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS
   a. NONE

NORTH

400' 200' 0' 400'
SCALE IN FEET

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6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

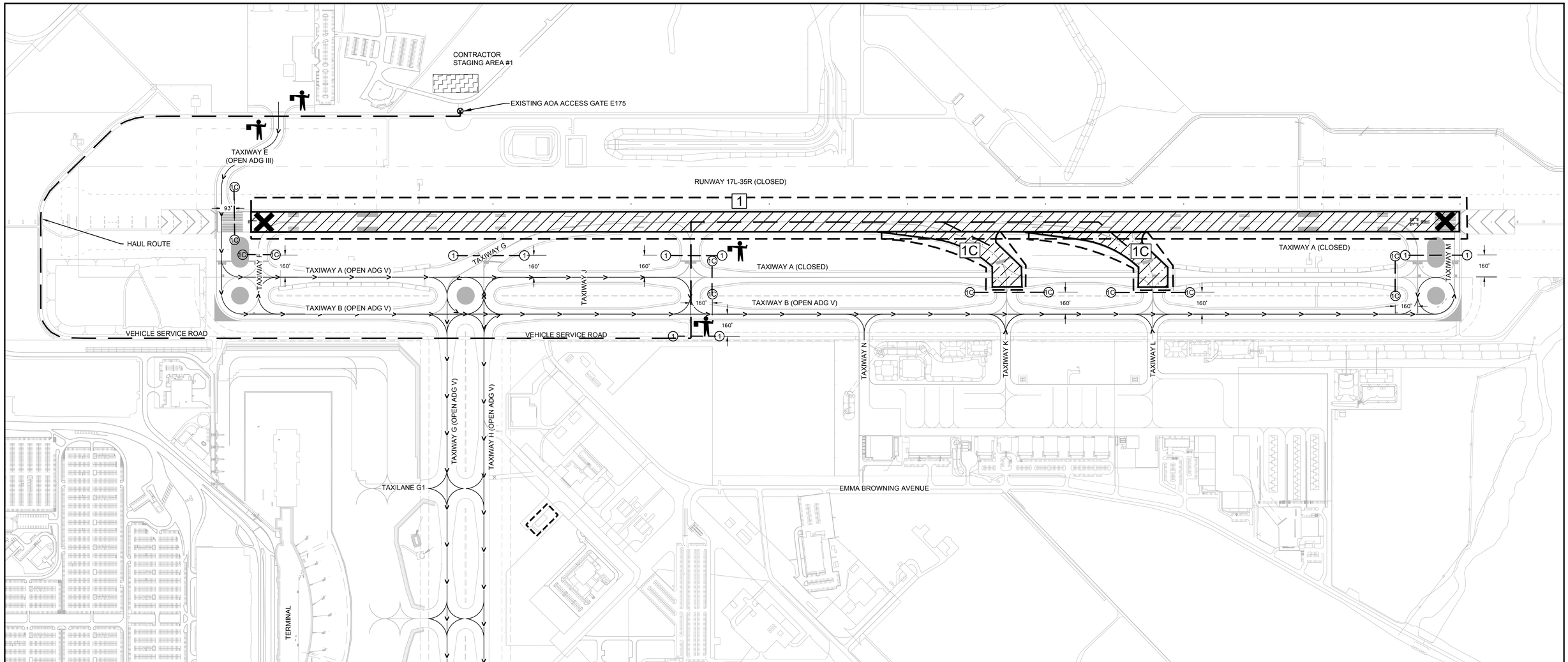
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 1 AND 1B

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | G-0-13 |




## LEGEND:

- PHASE 1
- PHASE 1C
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- FLAGGERS (2 REQUIRED)
- CONTRACTOR HAUL ROUTE
- LOC / PHASE LIMITS
- CONTRACTOR GATE ACCESS (SEE NOTE A)
- LIGHTED CLOSED RUNWAY MARKER
- MARKING REMOVAL (SEE NOTE D AND DETAIL 4/G-0-05)

## PHASE NOTES:

***PHASE 1***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 50 CALENDAR DAYS
   c. CONTRACTOR ACCESS SHALL BE THROUGH EXISTING AOA GATE E175 AS SHOWN.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF RUNWAY 17L/35R. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. PLACEMENT AND MAINTENANCE OF RUNWAY CLOSURE MARKERS.
   b. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.
   c. DEMOLITION OF EXISTING PAVEMENT.
   d. REMOVAL OF EXISTING PAVEMENT MARKINGS.
   e. PARTIAL DEPTH PAVEMENT REPAIRS.
   f. JOINT SEALANT REPAIRS
   g. PLACEMENT OF CEMENT CONCRETE.
   h. CONSTRUCTION OF SAW-CUT GROOVES.
   i. PLACEMENT OF AIRFIELD MARKINGS.
   j. REPLACEMENT OF ELECTRICAL CABLING, TRANSFORMERS, SIGNAGE MODULES, AND LIGHT FIXTURES.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:
   a. RUNWAY 17L/35R
   b. TAXIWAY F, G, J, K, L, AND M EAST OF TAXIWAY A
   c. TAXIWAY F, G, J, K, L, AND M EAST OF TAXIWAY B DURING PAVEMENT MARKING REMOVALS TO REMOVE TAXIWAY CENTERLINES LEADING TO THE WORK AREA.

D. OTHER CONDITIONS AND CONSTRAINTS:
   a. CONTRACTOR SHALL REMOVE ALL TAXIWAY CENTERLINES LEADING INTO THE WORK AREA TO THE LIMIT OF THE LOW PROFILE BARRICADES. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS FOR BARRICADE PLACEMENT PRIOR TO PAVEMENT MARKING REMOVAL. CONTRACTOR SHALL PLAN TO INSTALL LOW PROFILE BARRICADES ACROSS ADJACENT PAVEMENT TO DETER AIRCRAFT FROM ENTERING IN THE WORK AREA DURING PAVEMENT MARKING REMOVAL.

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:
   a. NONE

***PHASE 1C***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:
   a. WORK HOURS: DAYTIME
   b. ALLOWED DURATION: 24 CALENDAR DAYS
   c. CONTRACTOR ACCESS SHALL BE THROUGH EXISTING AOA GATE E175 AS SHOWN.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE INSTALLATION OF RUNWAY GUARD LIGHTS AT TAXIWAY K AND TAXIWAY L. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:
   a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.
   b. INSTALLATION OF RUNWAY GUARD LIGHTS.
   c. RECONFIGURATION OF CABLE CIRCUITRY.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:
   a. TAXIWAY K EAST OF TAXIWAY B.
   b. TAXIWAY L EAST OF TAXIWAY B.
   c. TAXIWAY A BETWEEN TAXIWAY M AND TAXIWAY J.

D. OTHER CONDITIONS AND CONSTRAINTS:
   a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:
   a. NONE

NORTH

400' 200' 0' 400'
SCALE IN FEET

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LICENSED PROFESSIONAL ENGINEER
6/28/2019

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

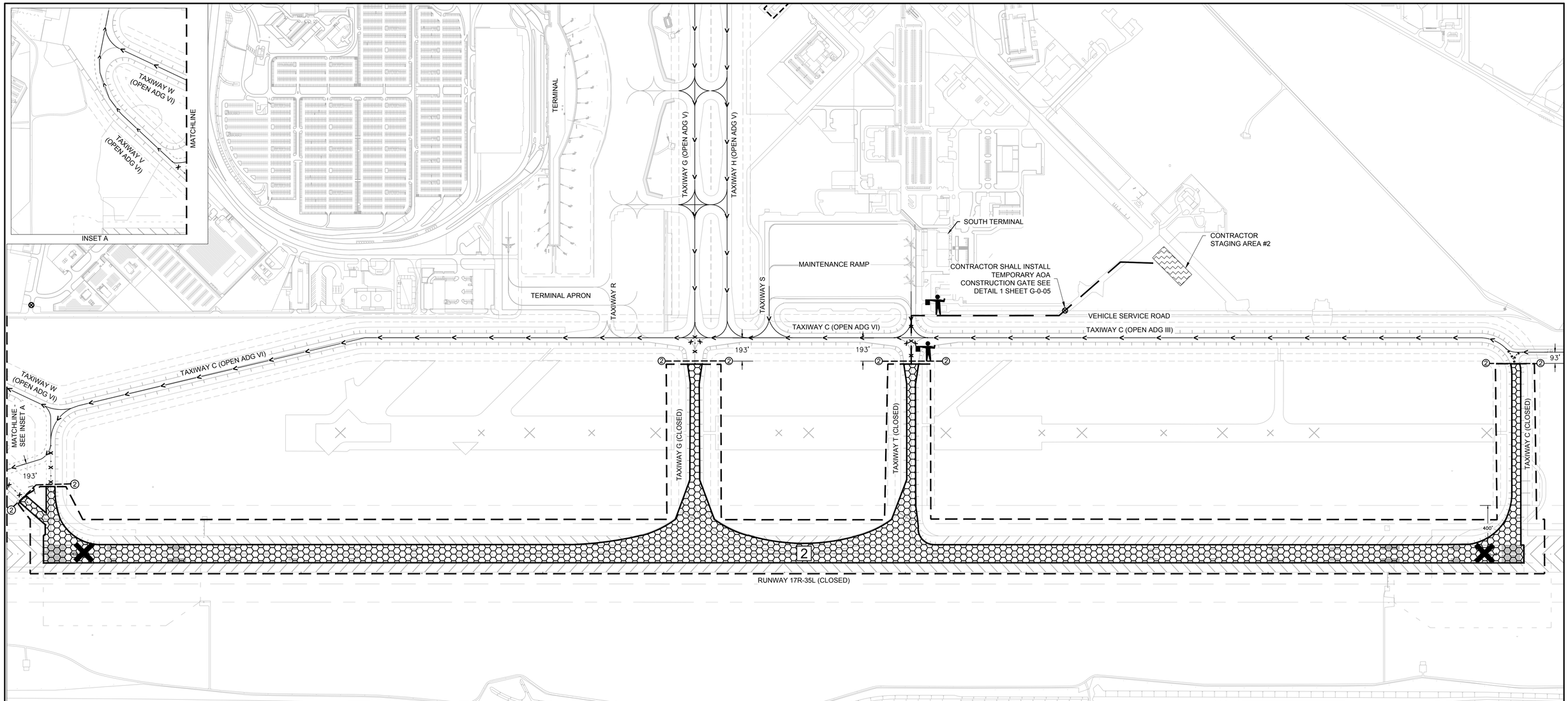
DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 1 AND 1C

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | |

G-0-14




## LEGEND:

- PHASE 2
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- FLAGGERS (2 REQUIRED)
- LOC / PHASE LIMITS
- LIGHTED CLOSED RUNWAY MARKER
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- CONTRACTOR HAUL ROUTE
- CONTRACTOR GATE ACCESS (SEE NOTE A)
- MARKING REMOVAL (SEE NOTE D AND DETAIL 4/G-0-05)

## PHASE NOTES:

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 50 CALENDAR DAYS

c. CONTRACTOR SHALL INSTALL TEMPORARY AOA GATE FOR AIRFIELD ACCESS.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF RUNWAY 17R/35L, TAXIWAY G (WEST OF TAXIWAY C), TAXIWAY T (WEST OF TAXIWAY C) AND TAXIWAY C END TAXIWAY TO RUNWAY 35L. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT AND MAINTENANCE OF RUNWAY CLOSURE MARKERS.

b. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

c. DEMOLITION OF EXISTING PAVEMENT.

d. REMOVAL OF EXISTING PAVEMENT MARKINGS.

e. PARTIAL DEPTH PAVEMENT REPAIRS.

f. JOINT SEALANT REPAIRS

g. PLACEMENT OF CEMENT CONCRETE.

h. CONSTRUCTION OF SAW-CUT GROOVES.

i. PLACEMENT OF AIRFIELD MARKINGS.

j. REPLACEMENT OF ELECTRICAL CABLING, TRANSFORMERS, SIGNAGE MODULES, AND LIGHT FIXTURES.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. RUNWAY 17R/35L

b. TAXIWAY G WEST OF TAXIWAY C

c. TAXIWAY T WEST OF TAXIWAY C

d. TAXIWAY C WEST OF TAXIWAY Z

D. OTHER CONDITIONS AND CONSTRAINTS:

a. CONTRACTOR SHALL REMOVE ALL TAXIWAY CENTERLINES LEADING INTO THE WORK AREA TO THE LIMIT OF THE LOW-PROFILE BARRICADES. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS FOR BARRICADE PLACEMENT PRIOR TO PAVEMENT MARKING REMOVAL. CONTRACTOR SHALL PLAN TO INSTALL LOW PROFILE BARRICADES ACROSS ADJACENT PAVEMENT TO DETER AIRCRAFT FROM ENTERING IN THE WORK AREA DURING PAVEMENT MARKING REMOVAL.

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. TAXIWAY C FROM TAXIWAY Z TO TAXIWAY T SHALL BE LIMITED TO ADG III AIRCRAFT.

NORTH

400' 200' 0' 400'

SCALE IN FEET

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REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052

BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

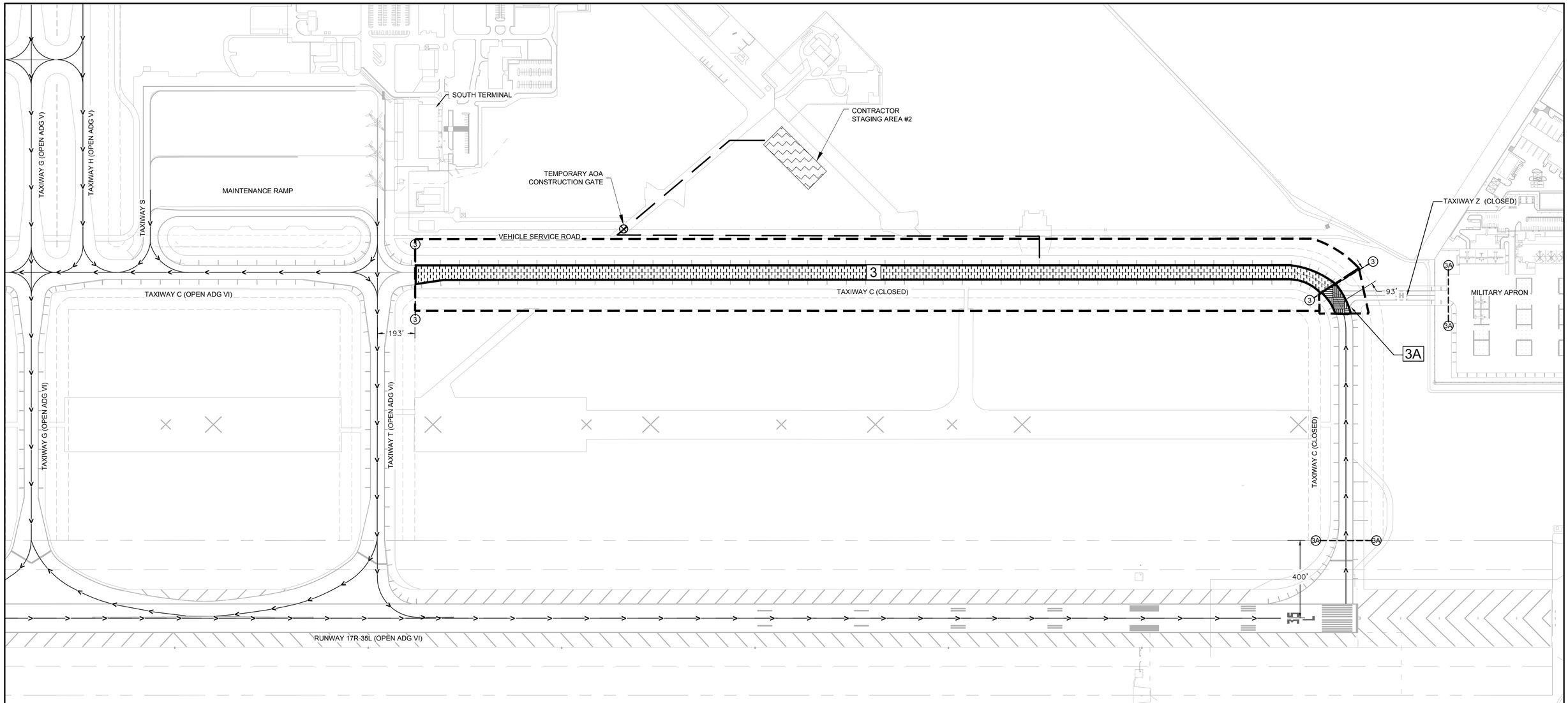
DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 2

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | |

G-0-15




## LEGEND:

- PHASE 3
- PHASE 3A
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- FLAGGERS (2 REQUIRED)
- CONTRACTOR HAUL ROUTE
- LOC / PHASE LIMITS
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

***PHASE 3***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 3 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 2.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C FROM TAXIWAY T TO TAXIWAY Z. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

d. REPLACEMENT OF EDGE LIGHT TRANSFORMERS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY T AND TAXIWAY Z.

D. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. TAXIWAY C FROM TAXIWAY Z TO RUNWAY 35L SHALL BE RESTRICTED TO ADG III AIRCRAFT.

***PHASE 3A***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 1 CALENDAR DAY

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 2.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C IN FRONT OF TAXIWAY Z. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

d. REPLACEMENT OF EDGE LIGHT TRANSFORMERS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C FROM TAXIWAY T TO RUNWAY 35L

D. OTHER CONDITIONS AND CONSTRAINTS:

a. WORK DURING PHASE 3A WILL CLOSE TAXIWAY Z. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS PRIOR TO WORK IN PHASE 3A SO THAT COORDINATION CAN TAKE PLACE WITH THE MILITARY OPERATIONS.

NORTH

250' 125' 0' 250'

SCALE IN FEET

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RS&H Project Number: 2150147.052

BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

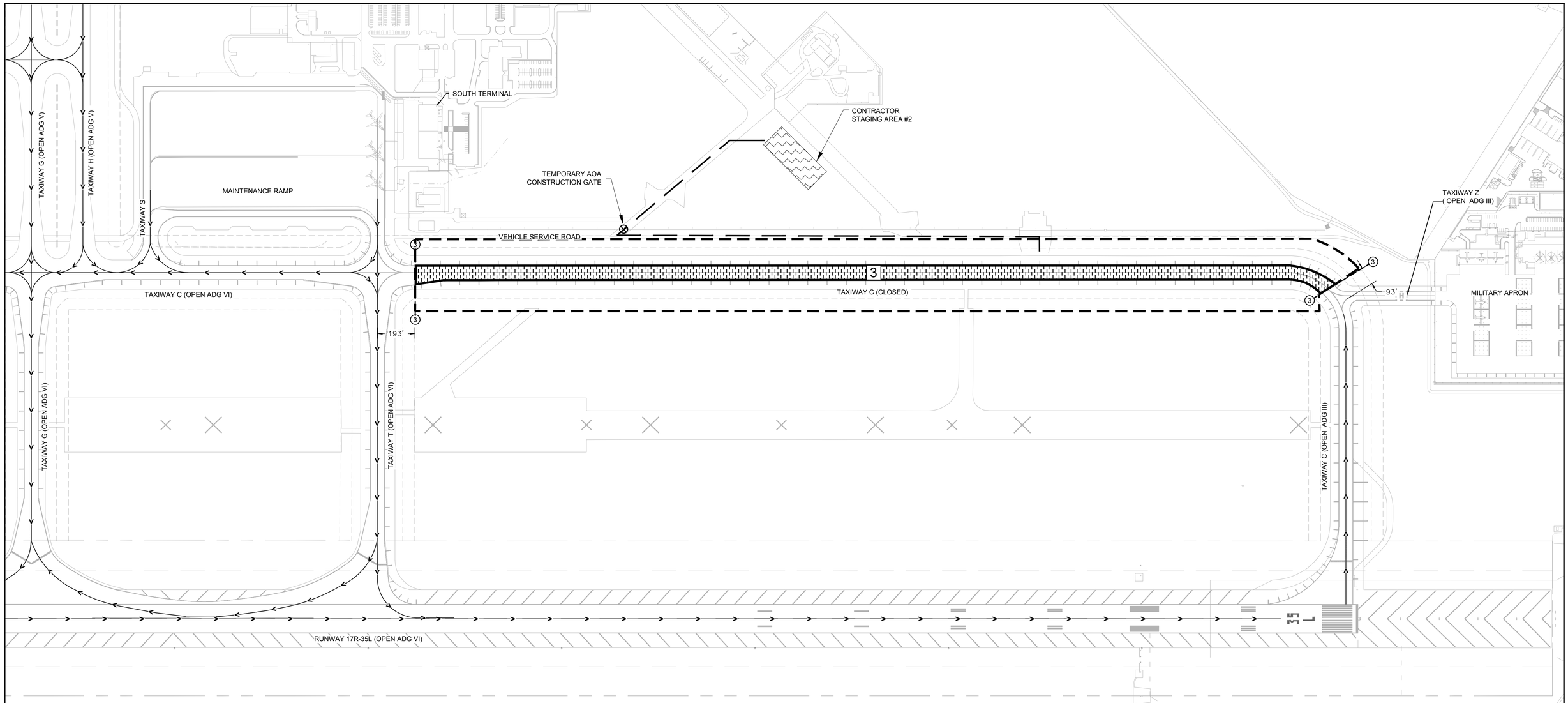
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 3 AND 3A

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | G-0-16 |




## LEGEND:

- PHASE 3
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- FLAGGERS (2 REQUIRED)
- LOC / PHASE LIMITS
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- CONTRACTOR HAUL ROUTE
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

***PHASE 3***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 3 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 2.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C FROM TAXIWAY T TO TAXIWAY Z. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

d. REPLACEMENT OF EDGE LIGHT TRANSFORMERS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY T AND TAXIWAY Z.

D. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. TAXIWAY C FROM TAXIWAY Z TO RUNWAY 35L SHALL BE RESTRICTED TO ADG III AIRCRAFT.

NORTH

250' 125' 0' 250'
SCALE IN FEET

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AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 3

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
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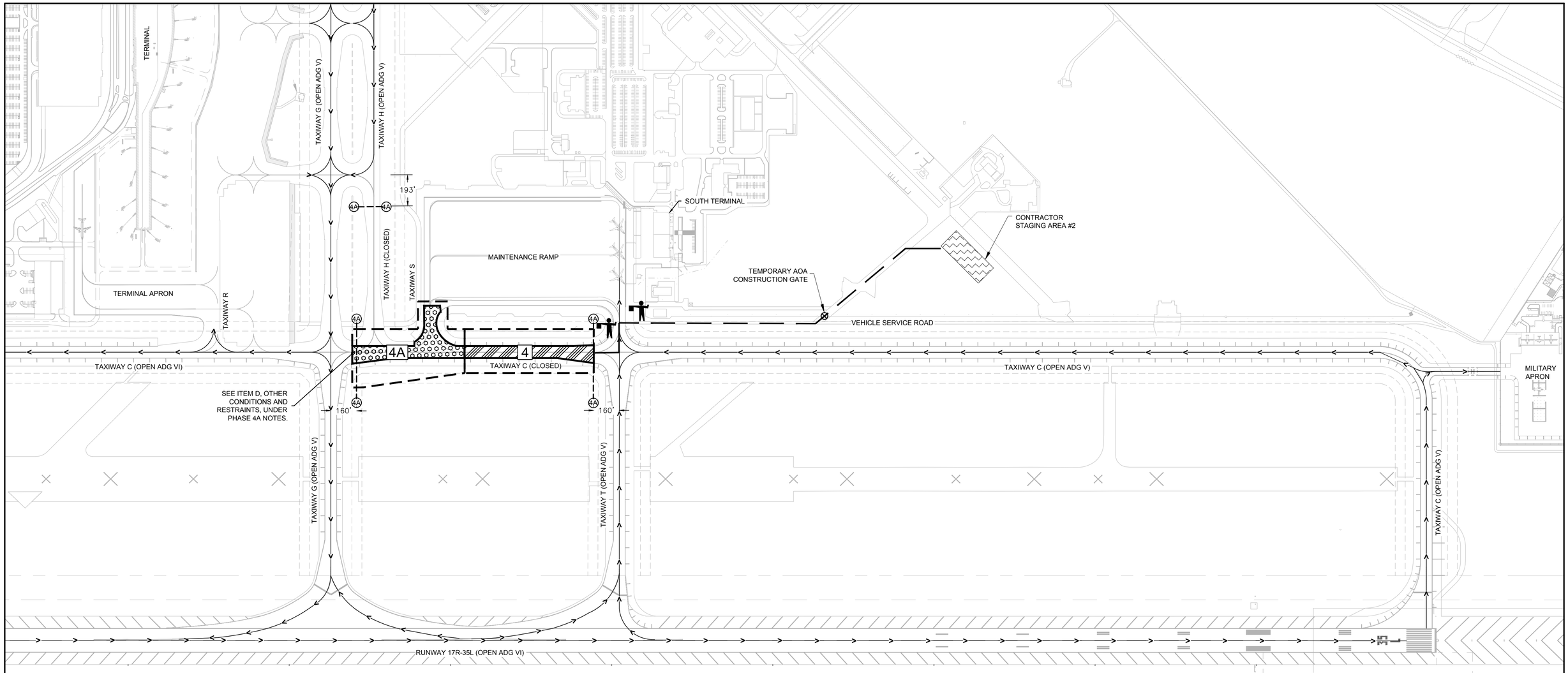
| SHEET NO. | |

G-0-17




## LEGEND:

- PHASE 4
- PHASE 4A
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- FLAGGERS (2 REQUIRED)
- CONTRACTOR HAUL ROUTE
- LOC / PHASE LIMITS
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

***PHASE 4***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 6 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 2.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C BETWEEN TAXIWAY S AND TAXIWAY T. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY S AND TAXIWAY T

D. OTHER CONDITIONS AND CONSTRAINTS:

a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. NONE

***PHASE 4A***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 3 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 2.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C BETWEEN PHASE 4 TO THE SOUTH OF TAXIWAY G. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY S AND TAXIWAY T

D. OTHER CONDITIONS AND CONSTRAINTS:

a. DURING THIS PHASE, THERE ARE SEVERAL PARTIAL DEPTH PAVEMENT REPAIRS THAT ARE LOCATED OUTSIDE OF THE BARRICADE LIMITS. CONTRACTOR SHALL SUBMIT AN ANTICIPATED WORK DURATION FOR THESE REPAIRS TO THE DOA AND COORDINATE WITH AIRPORT OPERATIONS FOR APPROVAL OF WORK FOR THESE REPAIRS. CONTRACTOR SHALL MINIMIZE THE AMOUNT OF PERSONNEL AND EQUIPMENT DURING THESE REPAIRS AND SHALL BE PREPARED TO PULL PERSONNEL AND EQUIPMENT FROM THIS AREA AS REQUESTED BY AIRPORT OPERATIONS TO ALLOW AIRCRAFT TO PASS AS NECESSARY.

b. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS DURING THIS PHASE FOR SCHEDULE OF GROUP VI AIRCRAFT TAXIING ON TAXIWAY G AND TAXIWAY C. CONTRACTOR SHALL PULL BACK ALL PERSONNEL AND EQUIPMENT AS REQUESTED BY AIRPORT OPERATIONS TO ALLOW ADG VI AIRCRAFT TO PASS AS NECESSARY.

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. CONTRACTOR WILL BE WORKING INSIDE THE TOFA OF TAXIWAY G FOR ADG V AIRCRAFT WHILE PERFORMING SOME PAVEMENT REPAIRS. CONTRACTOR WILL WORK WITH AIRPORT OPERATIONS ON TIME FRAME OF WHEN THESE REPAIRS CAN BE PERFORMED TO MINIMIZE DISRUPTIONS TO OPERATIONS.

b. CONTRACTOR WILL BE WORKING INSIDE THE TOFA OF TAXIWAY G FOR ADG VI AIRCRAFT. CONTRACTOR WILL WORK WITH AIRPORT OPERATIONS TO PULL BACK PERSONNEL AND EQUIPMENT AS NECESSARY TO ALLOW GROUP VI AIRCRAFT TO PASS AS NECESSARY.

NORTH

300' 150' 0' 300'

SCALE IN FEET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RS&H Project Number: 2150147.052


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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

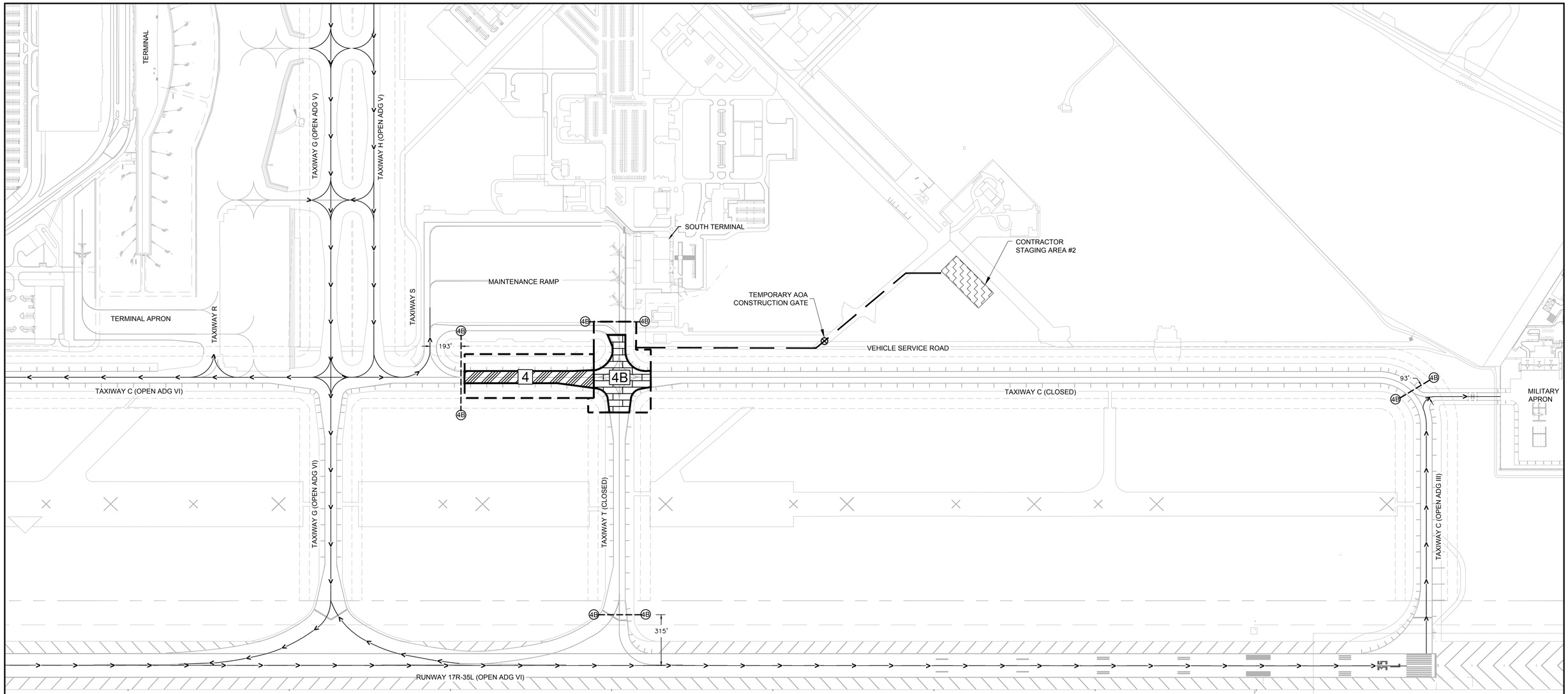
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 4 AND 4A

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | G-0-18 |




## LEGEND:

- PHASE 4
- PHASE 4B
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- FLAGGERS (2 REQUIRED)
- CONTRACTOR HAUL ROUTE
- LOC / PHASE LIMITS
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

***PHASE 4***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 6 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 2.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C BETWEEN TAXIWAY S AND TAXIWAY T. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY S AND TAXIWAY T

D. OTHER CONDITIONS AND CONSTRAINTS:

a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. NONE

***PHASE 4B***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 3 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 2.

d. CONTRACTOR SHALL REMOVE TEMPORARY AOA GATE AND REPAIR AOA FENCE.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C AT THE INTERSECTION OF TAXIWAY C AND TAXIWAY T. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY S AND TAXIWAY Z

b. TAXIWAY T

D. OTHER CONDITIONS AND CONSTRAINTS:

a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. RUNWAY 17R/35L SHALL BE A DEPARTURE ONLY RUNWAY WHEN IN SOUTH FLOW.

b. TAXIWAY C FROM RUNWAY 35L TO TAXIWAY Z SHALL BE LIMITED TO ADG III AIRCRAFT

NORTH

300' 150' 0' 300'

SCALE IN FEET

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RS&H Project Number: 2150147.052

BID DOCUMENTS

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125746
LICENSED PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

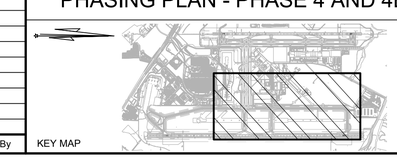
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 4 AND 4B



KEY MAP

| | |
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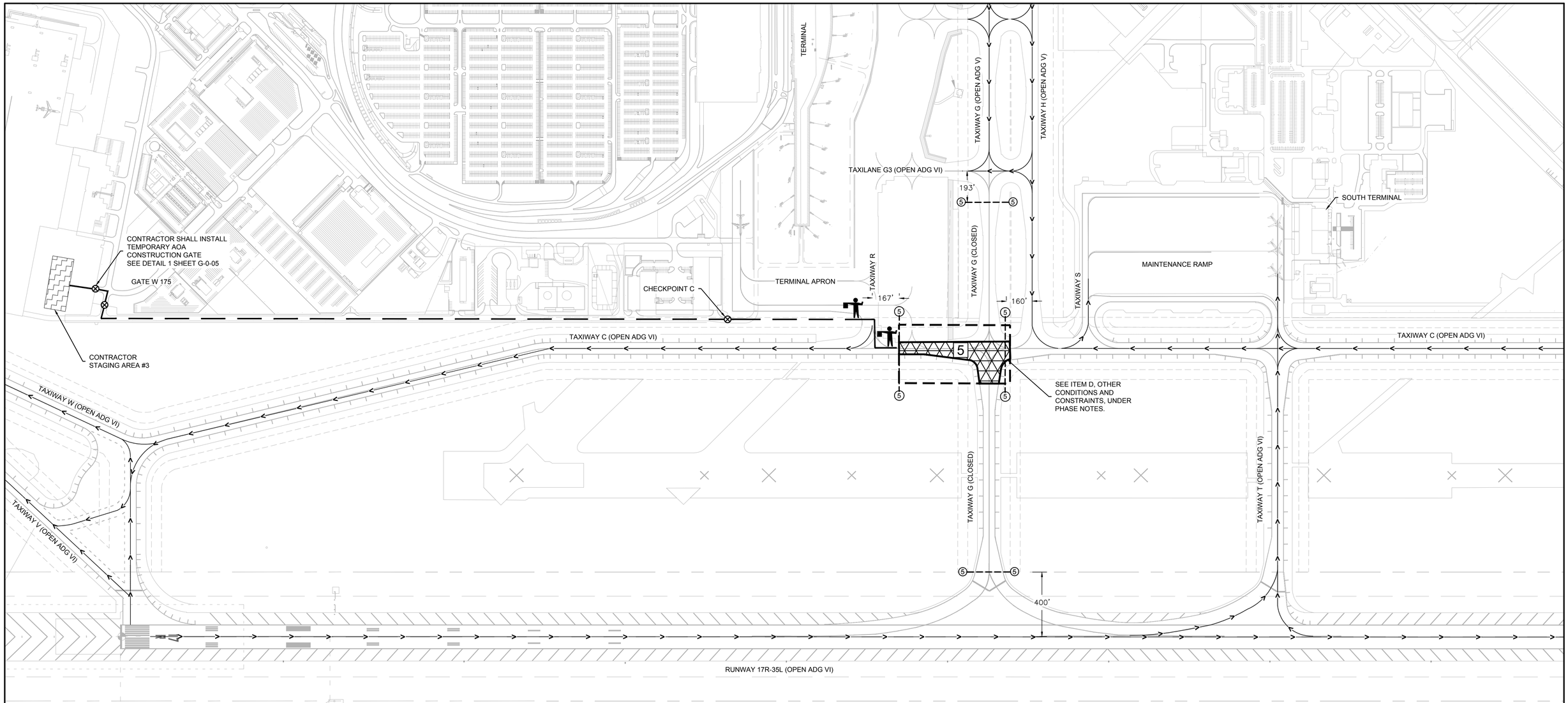
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | |

G-0-19




## LEGEND:

- PHASE 5
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- FLAGGERS (2 REQUIRED)
- LOC / PHASE LIMITS
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- CONTRACTOR HAUL ROUTE
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 4 CALENDAR DAYS

c. CONTRACTOR SHALL INSTALL TEMPORARY AOA GATE TO PROVIDE ACCESS TO STAGING AREA.

d. CONTRACTOR SHALL ACCESS AOA THROUGH GATE 175.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C AT THE INTERSECTION OF TAXIWAY C AND TAXIWAY G. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY R AND TAXIWAY G.

b. TAXIWAY G WEST OF TAXILANE G3.

D. OTHER CONDITIONS AND CONSTRAINTS:

a. DURING THIS PHASE, THERE ARE SEVERAL PARTIAL DEPTH PAVEMENT REPAIRS THAT ARE LOCATED OUTSIDE OF THE BARRICADE LIMITS. CONTRACTOR SHALL SUBMIT AN ANTICIPATED WORK DURATION FOR THESE REPAIRS TO THE DOA AND COORDINATE WITH AIRPORT OPERATIONS FOR APPROVAL OF WORK FOR THESE REPAIRS. CONTRACTOR SHALL MINIMIZE THE AMOUNT OF PERSONNEL AND EQUIPMENT DURING THESE REPAIRS AND SHALL BE PREPARED TO PULL PERSONNEL AND EQUIPMENT FROM THIS AREA AS REQUESTED BY AIRPORT OPERATIONS TO ALLOW AIRCRAFT TO PASS AS NECESSARY.

b. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS DURING THIS PHASE FOR SCHEDULE OF GROUP VI AIRCRAFT TAXIING ON TAXIWAY H AND TAXIWAY C. CONTRACTOR SHALL PULL BACK ALL PERSONNEL AND EQUIPMENT AS REQUESTED BY AIRPORT OPERATIONS TO ALLOW ADG VI AIRCRAFT TO PASS AS NECESSARY.

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. CONTRACTOR WILL BE WORKING INSIDE THE TOFA OF TAXIWAY G FOR ADG V AIRCRAFT WHILE PERFORMING SOME PAVEMENT REPAIRS. CONTRACTOR WILL WORK WITH AIRPORT OPERATIONS ON TIME FRAME OF WHEN THESE REPAIRS CAN BE PERFORMED TO MINIMIZE DISRUPTIONS TO OPERATIONS.

b. CONTRACTOR WILL BE WORKING INSIDE THE TOFA OF TAXIWAY G FOR ADG VI AIRCRAFT. CONTRACTOR WILL WORK WITH AIRPORT OPERATIONS TO PULL BACK PERSONNEL AND EQUIPMENT AS NECESSARY TO ALLOW GROUP VI AIRCRAFT TO PASS AS NECESSARY.

c. ADG VI AIRCRAFT LANDING ON RUNWAY 17R TAXIING TO THE CARGO APRON SHALL TAXI VIA RUNWAY 17R TO TAXIWAY T OR TAXIWAY C TO TAXIWAY H TO TAXILANE G3 TO TAXILANE R TO TAXIWAY C TO THE CARGO APRON. ESCORT VEHICLES AND WING WALKERS SHALL BE UTILIZED AS NECESSARY DURING TAXI OPERATIONS.

NORTH

300' 150' 0' 300'
SCALE IN FEET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RS&H Project Number: 2150147.052


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6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

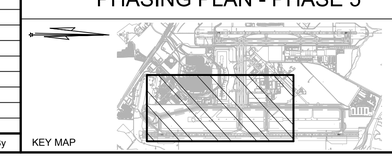
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 5



KEY MAP

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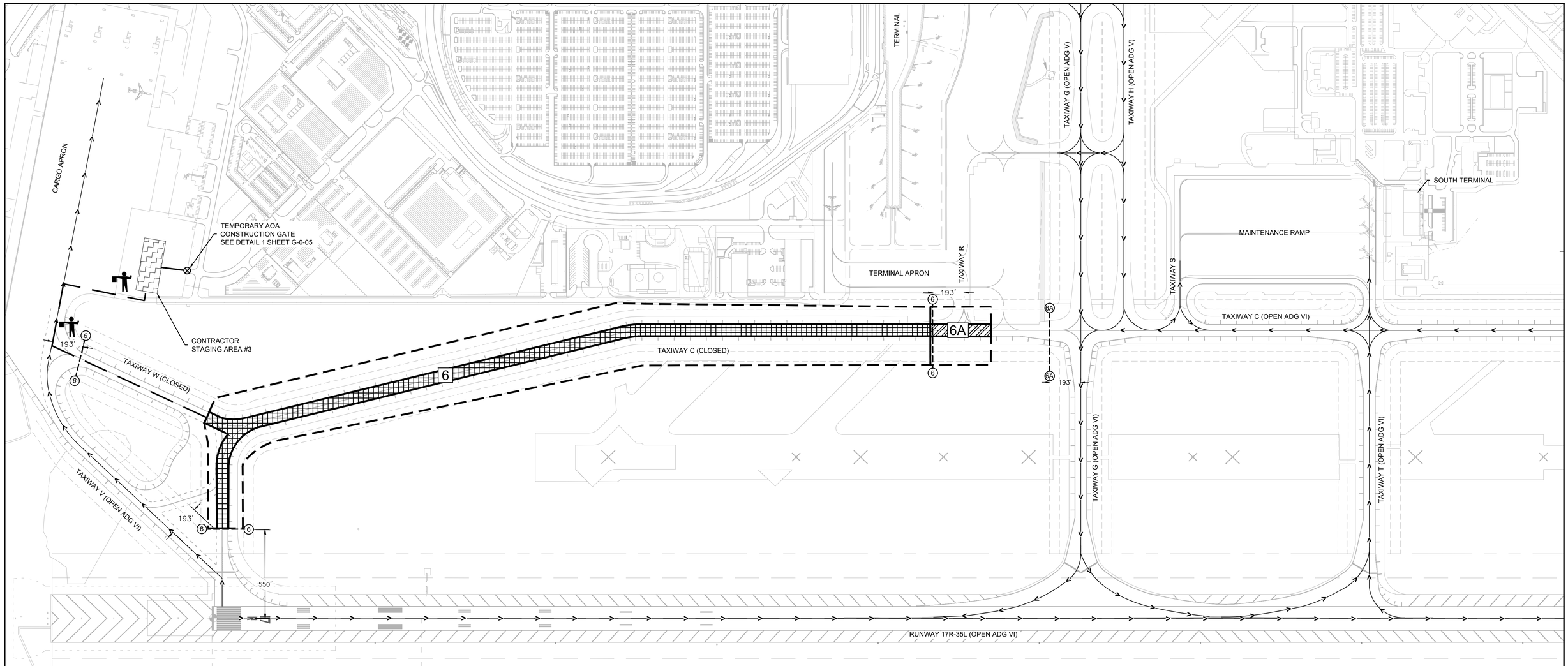
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | G-0-20 |




## LEGEND:

- PHASE 6
- PHASE 6A
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- FLAGGERS (2 REQUIRED)
- CONTRACTOR HAUL ROUTE
- LOC / PHASE LIMITS
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

***PHASE 6***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 7 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 5.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C FROM TAXIWAY R TO TAXIWAY V. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY R AND TAXIWAY V.

b. TAXIWAY W.

D. OTHER CONDITIONS AND CONSTRAINTS:

a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. AIRCRAFT TAXIING TO RUNWAY 17R END WILL NEED TO BACK TAXI ON THE RUNWAY VIA TAXIWAY G

b. AIRCRAFT TAXIING TO THE CARGO APRON WILL NEED TO TAXI VIA RUNWAY 35L TO TAXIWAY V.

***PHASE 6A***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 3 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 5.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C FROM TAXIWAY R TO TAXIWAY V. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY R AND TAXIWAY V.

b. TAXIWAY W.

D. OTHER CONDITIONS AND CONSTRAINTS:

a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. AIRCRAFT TAXIING TO RUNWAY 17R END WILL NEED TO BACK TAXI ON THE RUNWAY VIA TAXIWAY G

b. AIRCRAFT TAXIING TO THE CARGO APRON WILL NEED TO TAXI VIA RUNWAY 35L TO TAXIWAY V.

NORTH

300' 150' 0' 300'

SCALE IN FEET

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RS&H Project Number: 2150147.052

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6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120 |
|---|---|---|

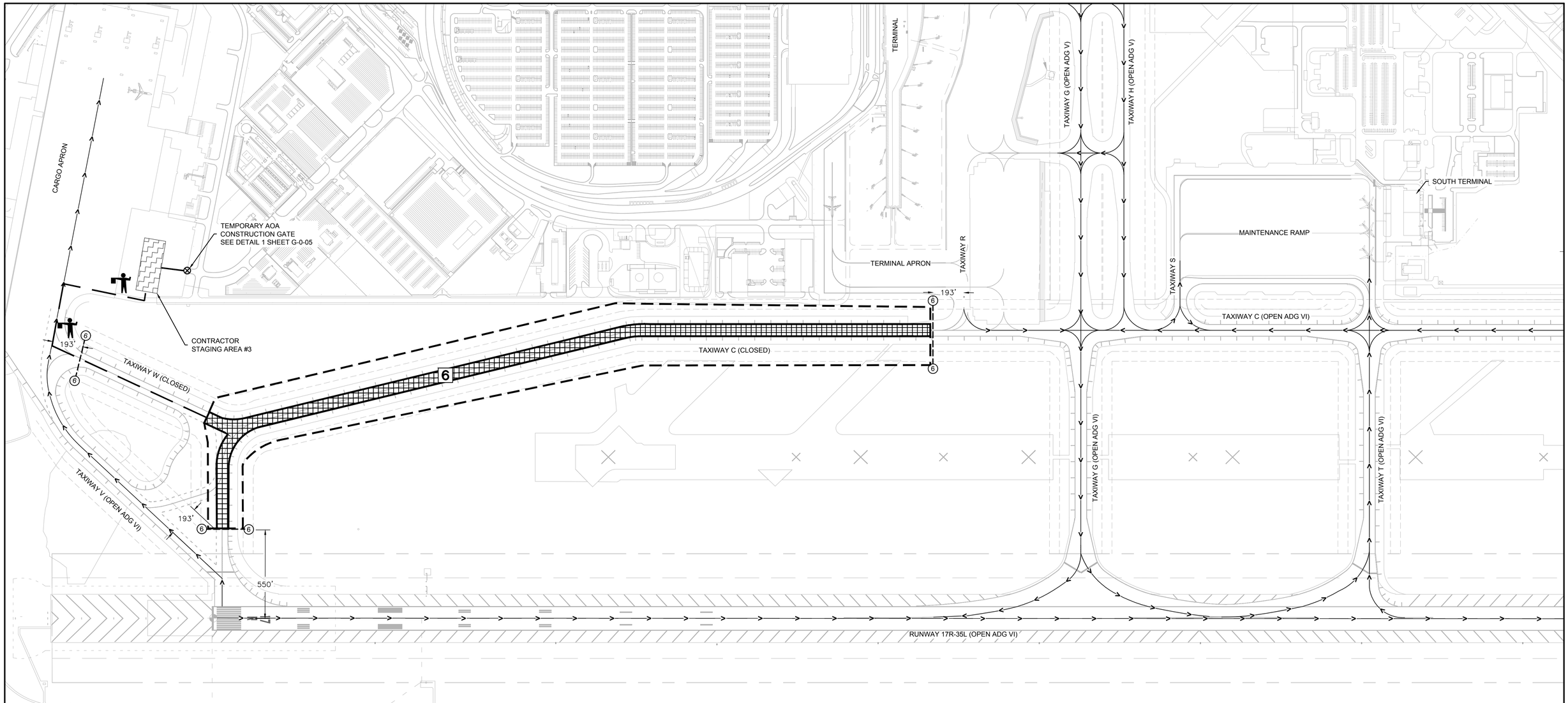
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

PHASING PLAN - PHASE 6 & 6A

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | G-0-21 |




## LEGEND:

- PHASE 6
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- FLAGGERS (2 REQUIRED)
- LOC / PHASE LIMITS
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- CONTRACTOR HAUL ROUTE
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

***PHASE 6***

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 7 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 5.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY C FROM TAXIWAY R TO TAXIWAY V. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY C BETWEEN TAXIWAY R AND TAXIWAY V.

b. TAXIWAY W.

D. OTHER CONDITIONS AND CONSTRAINTS:

a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. AIRCRAFT TAXIING TO RUNWAY 17R END WILL NEED TO BACK TAXI ON THE RUNWAY VIA TAXIWAY G

b. AIRCRAFT TAXIING TO THE CARGO APRON WILL NEED TO TAXI VIA RUNWAY 35L TO TAXIWAY V.

NORTH

300' 150' 0' 300'

SCALE IN FEET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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

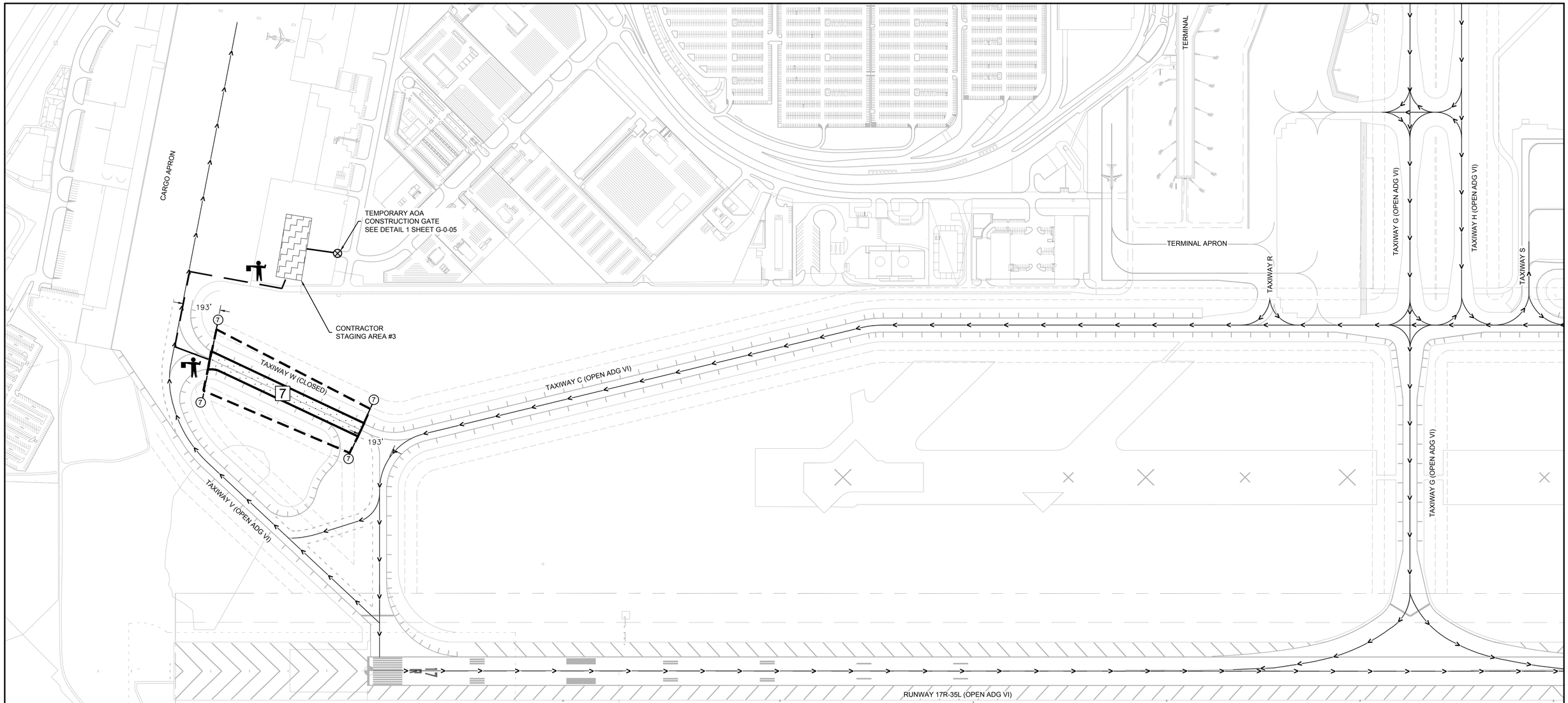
DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 6

KEY MAP

JOB NO.: 2150147.052
DRAWN BY: PAJ
CHECKED BY: RMM
COORD. CHECK: CAS
FILE NAME:
DATE: 05/17/2019
SCALE: AS SHOWN
SHEET NO.

G-0-22




## LEGEND:

- PHASE 7
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- FLAGGERS (2 REQUIRED)
- LOC / PHASE LIMITS
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- CONTRACTOR HAUL ROUTE
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 7 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 5.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY W. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY W.

D. OTHER CONDITIONS AND CONSTRAINTS:

a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. NONE

NORTH

250' 125' 0' 250'

SCALE IN FEET

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RS&H Project Number: 2150147.052

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 7

KEY MAP

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
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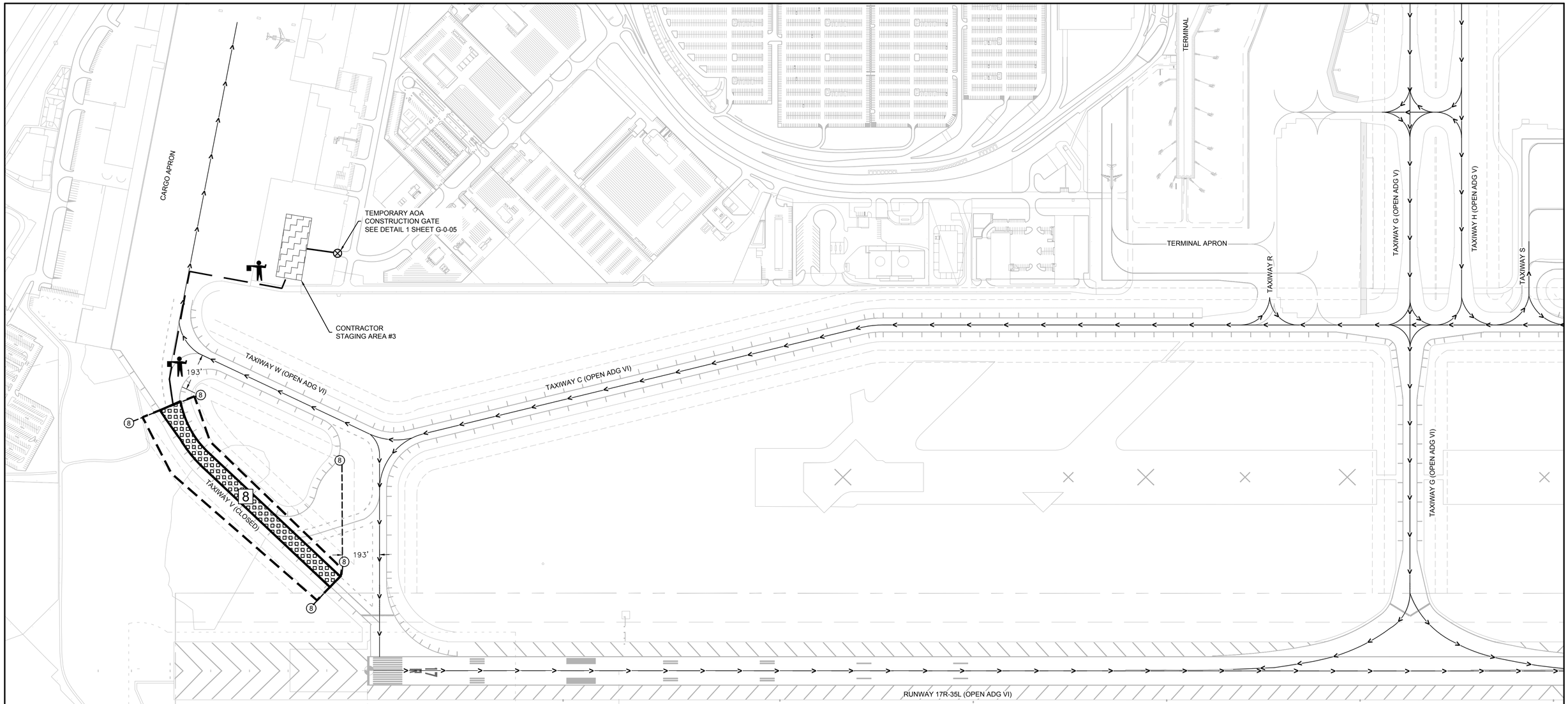
| SHEET NO. | |

G-0-23




## LEGEND:

- PHASE 8
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- FLAGGERS (2 REQUIRED)
- LOC / PHASE LIMITS
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- CONTRACTOR HAUL ROUTE
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 4 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 5.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY V. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

d. REPLACEMENT OF EDGE LIGHT CABLING, TRANSFORMERS, AND FIXTURES.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY V.

D. OTHER CONDITIONS AND CONSTRAINTS:

a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. NONE

NORTH

250' 125' 0' 250'

SCALE IN FEET

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 8

KEY MAP

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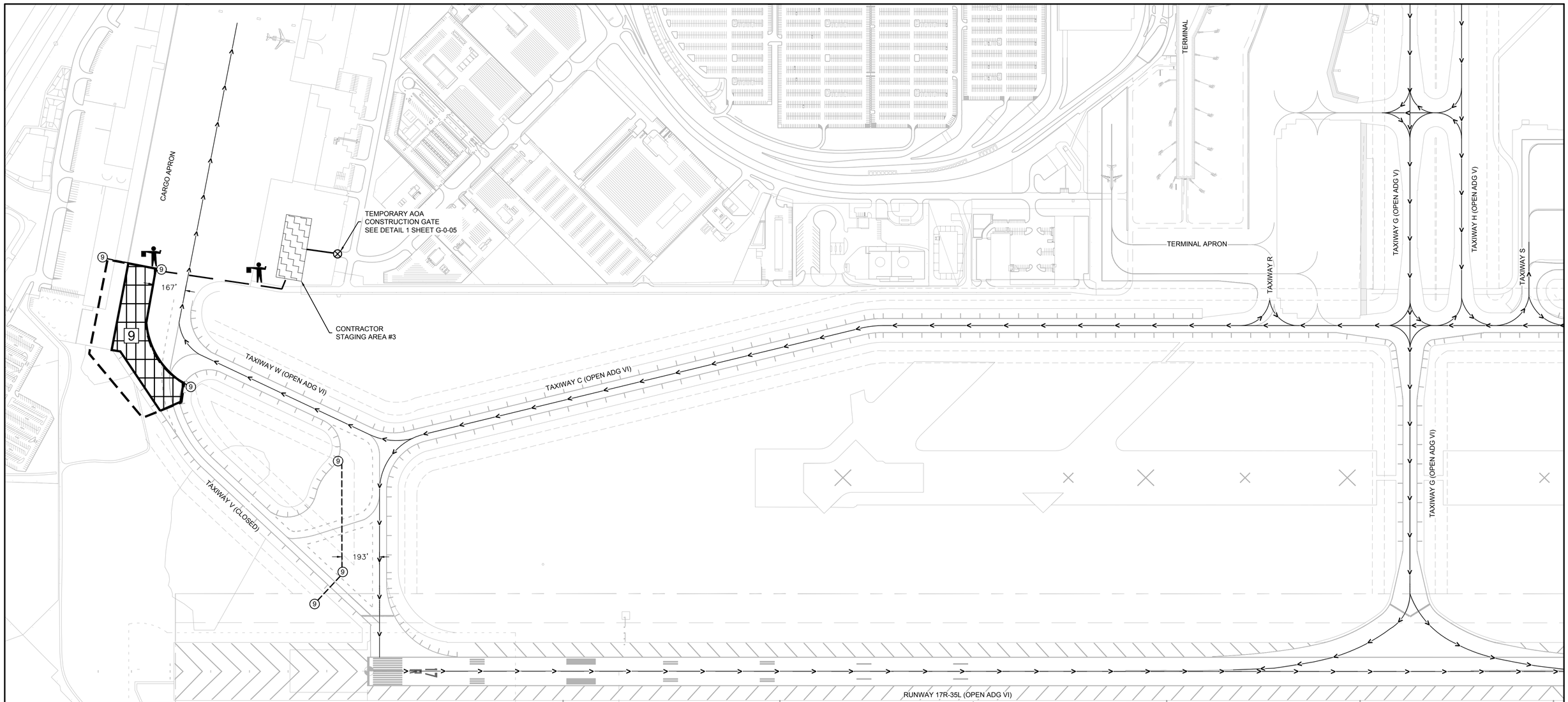
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | |

G-0-24




## LEGEND:

- PHASE 9
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- FLAGGERS (2 REQUIRED)
- LOC / PHASE LIMITS
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- CONTRACTOR HAUL ROUTE
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 4 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 5.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY V AND CARGO APRON INTERSECTION. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. DEMOLITION OF EXISTING PAVEMENT.

c. PARTIAL DEPTH PAVEMENT REPAIRS.

d. JOINT SEALANT REPAIRS.

e. PLACEMENT OF CEMENT CONCRETE.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY V.

D. OTHER CONDITIONS AND CONSTRAINTS:

a. THERE IS ONE FULL PANEL REPLACEMENT IN THIS PHASE OF WORK. ALLOWED DURATION IS FOR PANEL REPLACEMENT BUT DOES NOT INCLUDE CURE TIME. CONTRACTOR SHALL BARRICADE AROUND THE PANEL REPLACEMENT UNTIL THE REQUIRED STRENGTH IS MET TO REMOVE THE BARRICADES AND OPEN BACK TO AIRCRAFT/VEHICLE TRAFFIC. CONTRACTOR WILL NOT BE PENALIZED FOR THE CURING OF CONCRETE OUTSIDE OF THE ALLOWED DURATION FOR THIS PHASE.

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. ADG VI AIRCRAFT TAXIING TO THE CARGO APRON VIA TAXIWAY W SHALL ADHERE TO TAXILANE SPEEDS WHEN ENTERING THE CARGO APRON. CONSTRUCTION WORKERS WILL REMAIN OUTSIDE OF THE TOFA FOR ADG VI AIRCRAFT.

NORTH

250' 125' 0' 250'
SCALE IN FEET

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 9

KEY MAP

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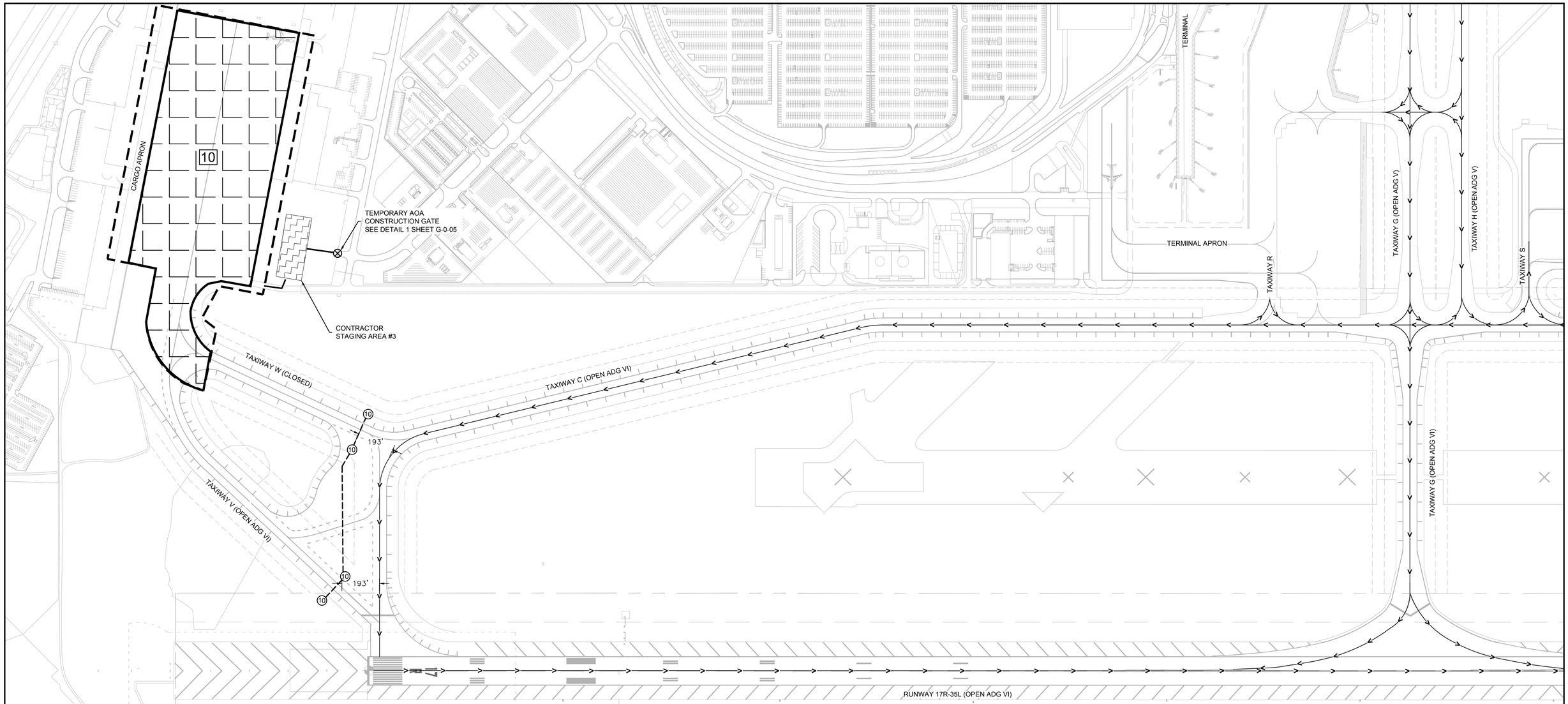
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | |

G-0-25




## LEGEND:

- PHASE 10
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- FLAGGERS (2 REQUIRED)
- LOC / PHASE LIMITS
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- CONTRACTOR HAUL ROUTE
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: CARGO APRON HOURS

b. ALLOWED DURATION: 16 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA TEMPORARY AOA GATE INSTALLED IN PHASE 5.

d. CONTRACTOR SHALL REMOVE TEMPORARY AOA GATE AND REPAIR AOA FENCE.

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF THE CARGO APRON AND THE CARGO APRON AND TAXIWAY W INTERSECTION. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. PARTIAL DEPTH PAVEMENT REPAIRS.

c. JOINT SEALANT REPAIRS.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY W.

b. VARIOUS PORTIONS OF THE CARGO APRON.

D. OTHER CONDITIONS AND CONSTRAINTS:

a. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS FOR PAVEMENT CLOSURES ON THE CARGO APRON BASED ON TENANT SCHEDULES. THE CONTRACTOR SHALL ANTICIPATE THAT ONLY 1/8TH OF THE CARGO APRON WILL BE ALLOWED EACH DAY FOR THE CONTRACTOR TO PERFORM WORK.

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. NONE

NORTH

250' 125' 0' 250'

SCALE IN FEET

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

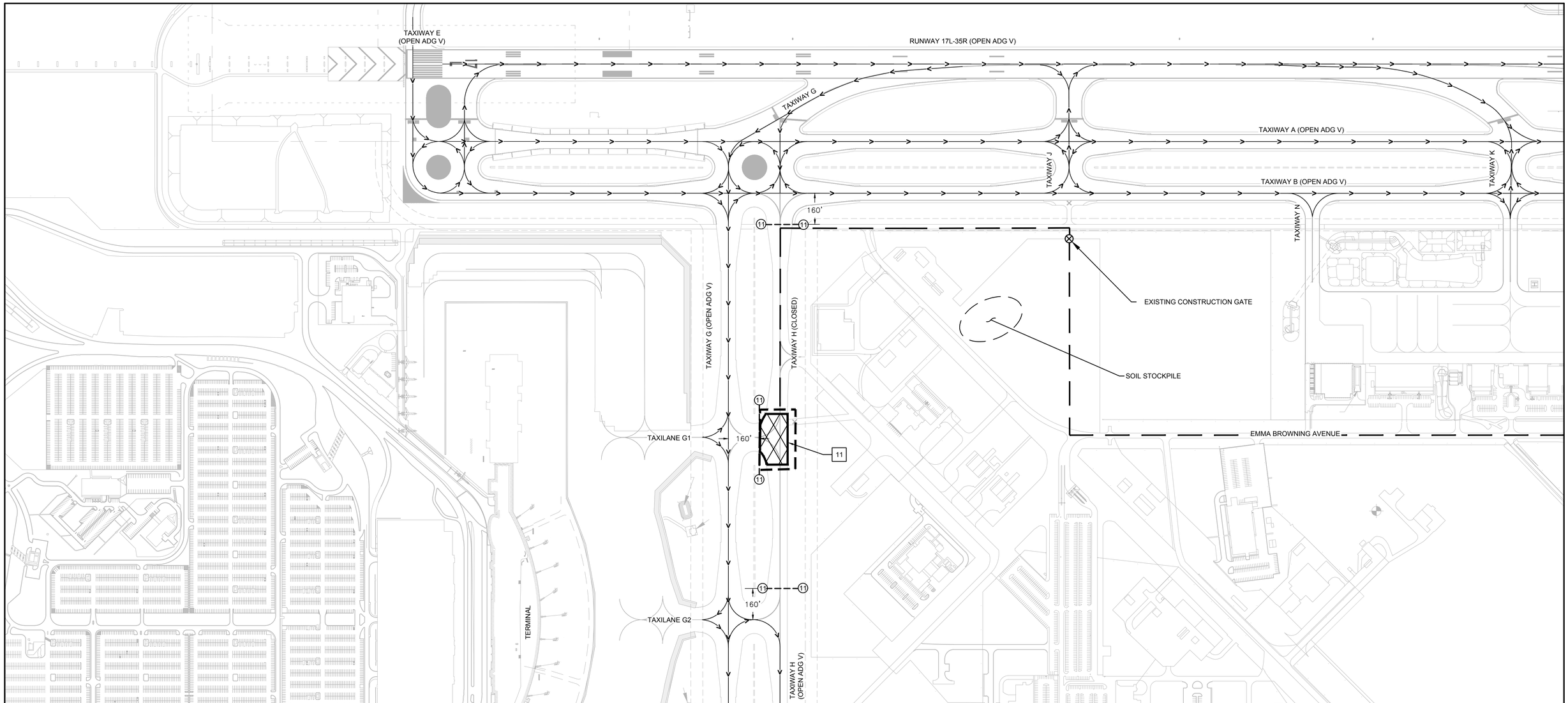
DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 10

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | |

G-0-26




## LEGEND:

- PHASE 11
- LOW PROFILE BARRICADE (PHASE NUMBER IS SHOWN IN CIRCLE)
- FLAGGERS (2 REQUIRED)
- LOC / PHASE LIMITS
- PAVEMENT OPEN TO AIRCRAFT (ARROW DOES NOT INDICATE DIRECTION)
- CONTRACTOR HAUL ROUTE
- CONTRACTOR GATE ACCESS (SEE NOTE A)

## PHASE NOTES:

A. CONTRACTOR ACCESS AND WORK RESTRICTIONS:

a. WORK HOURS: DAYTIME

b. ALLOWED DURATION: 26 CALENDAR DAYS

c. CONTRACTOR SHALL ACCESS AIRFIELD VIA EXISTING CONSTRUCTION GATE

B. WORK TO BE PERFORMED SHALL CONSIST OF ALL WORK WITHIN THE PHASE LIMITS TO COMPLETE ALL WORK ASSOCIATED WITH THE REHABILITATION OF TAXIWAY H AT THE TAXIWAY H AND TAXIWAY G2 INTERSECTION. THIS PHASE INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING WORK:

a. PLACEMENT OF BARRICADES TO MAINTAIN A SAFE SEPARATION OF AIRCRAFT AND CONSTRUCTION OPERATING AREAS.

b. DEMOLITION OF EXISTING PAVEMENT.

c. PARTIAL DEPTH PAVEMENT REPAIRS.

d. JOINT SEALANT REPAIRS.

e. PLACEMENT OF CEMENT CONCRETE.

C. AIRFIELD PAVEMENT AREAS TO BE CLOSED TO AIRCRAFT OPERATIONS:

a. TAXIWAY H BETWEEN TAXIWAY B AND TAXIWAY G2.

D. OTHER CONDITIONS AND CONSTRAINTS:

a. NONE

E. OPERATIONAL CONDITIONS AND CONSTRAINTS:

a. CONTRACTOR SHALL MAINTAIN STAGING AREA 2 FOR THIS PHASE.

NORTH

250' 125' 0' 250'

SCALE IN FEET

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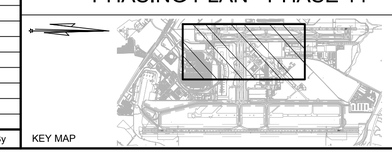
ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PHASING PLAN - PHASE 11



KEY MAP

| | |
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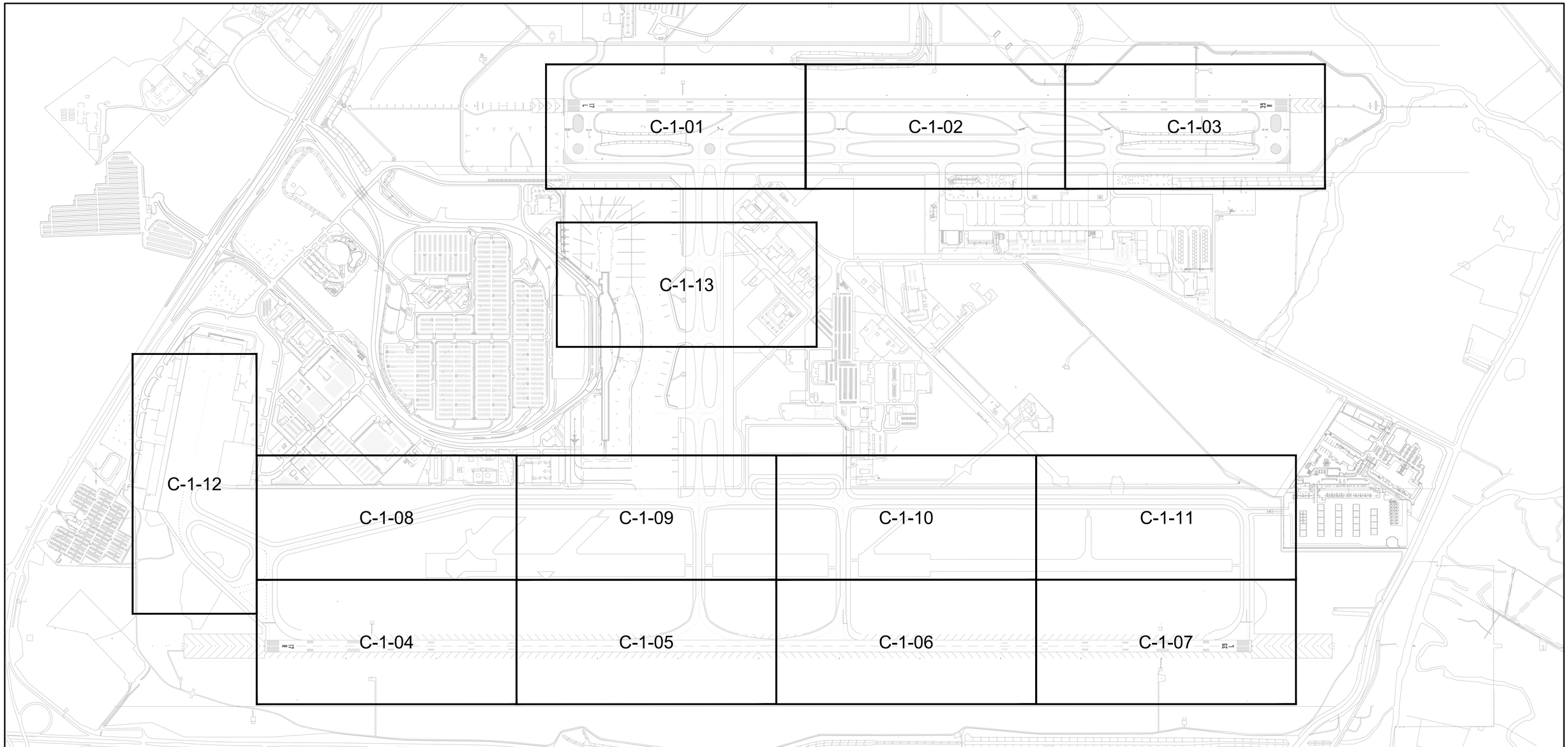
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | RMM |
| COORD. CHECK: | CAS |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | |

G-0-27




NORTH

600' 300' 0 600'

SCALE IN FEET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6/28/2019

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AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

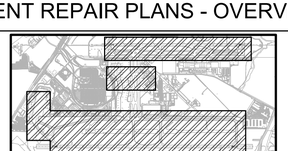
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

PAVEMENT REPAIR PLANS - OVERVIEW



KEY MAP

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| CHECKED BY: | |
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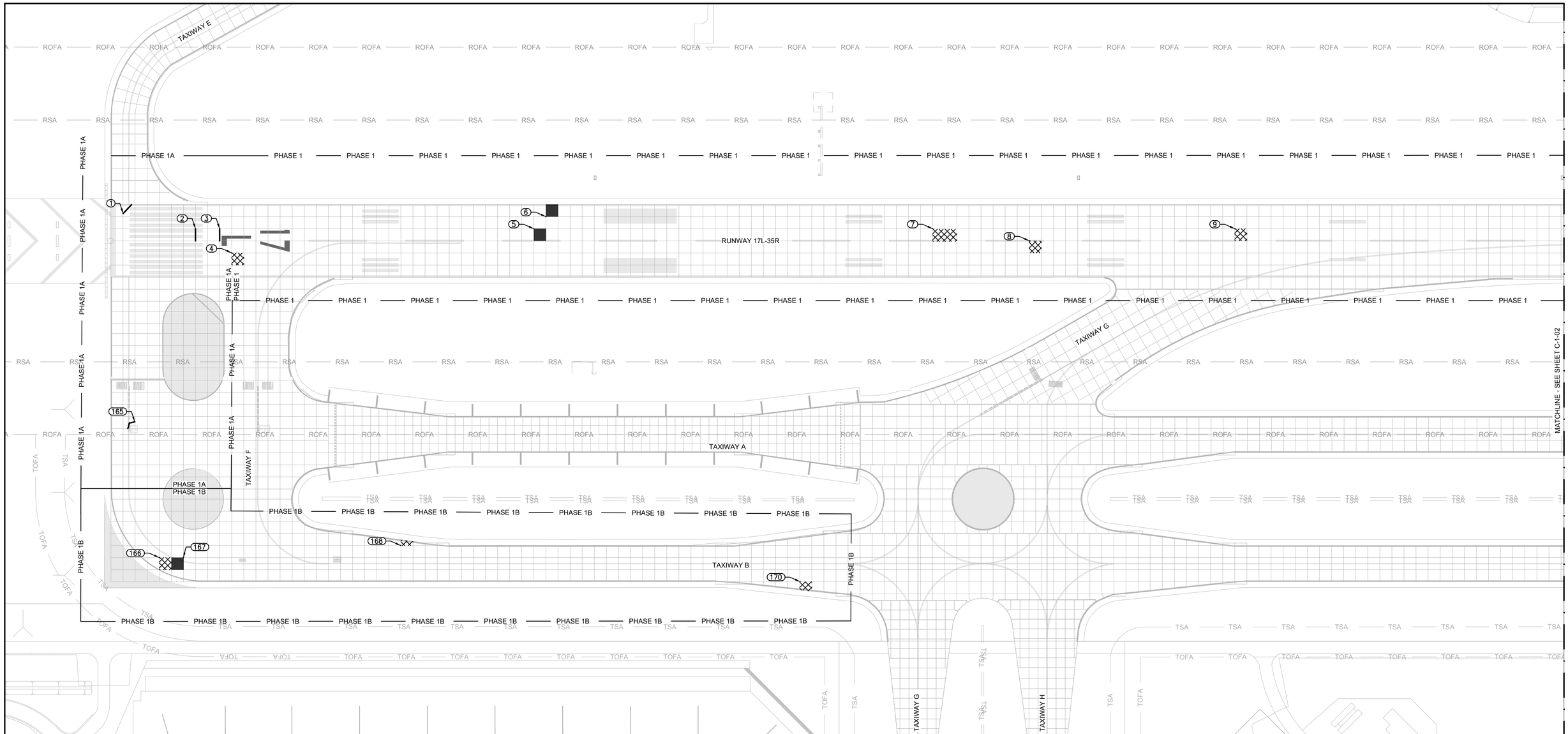
| SHEET NO. | C-1-00 |




## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
| | CONCRETE SPALL OR PATCH REPAIR | PHASE 1A | PHASE BOUNDARY |
| | JOINT AND CRACK REPAIR | ROFA | RUNWAY OBJECT FREE AREA |
| XX | DISTRESSED PANEL LABEL | TOFA | TAXIWAY OBJECT FREE AREA |

## NOTES:

1. SEE SHEETS C-5-02 THROUGH C-5-04 FOR JOINT AND PANEL REPAIR DETAILS.
2. POINT TABLES (SEE SHEET C-1-14) PROVIDE AN APPROXIMATE LOCATION OF PAVEMENT REPAIRS. THE TABLE SHALL BE USED ONLY AS A GUIDE TO HELP THE CONTRACTOR LOCATE THE ACTUAL PAVEMENT DISTRESSES. THE COORDINATES GIVEN ARE TO THE CENTER OF THE AFFECTED SLAB IDENTIFIED IN THE 2018 PAVEMENT DISTRESS MAPPING INSPECTION. ACTUAL REPAIRS MAY BE ADJACENT TO OR NEARBY THE PANELS SHOWN.
3. REFER TO ELECTRICAL SHEETS FOR ELECTRICAL WORK WITHIN PHASE LIMITS.
4. THE PAVEMENT DISTRESSES SHOWN HEREIN ARE THE MEDIUM AND HIGH SEVERITY DISTRESSES IDENTIFIED IN THE 2018 PAVEMENT DISTRESS MAPPING INSPECTION. ADDITIONAL DISTRESSES MAY HAVE DEVELOPED OR INCREASED IN SEVERITY SINCE THE INSPECTION WAS COMPLETED. THE CONTRACTOR SHALL FIELD-VERIFY ALL DISTRESSES TO BE REPAIRED PRIOR TO CONSTRUCTION.
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6. THE OWNER AND ENGINEER MUST APPROVE ANY ADDITIONAL WORK. ANY WORK DONE WITHOUT PRIOR APPROVAL WILL BE AT THE CONTRACTOR'S EXPENSE.
7. THE PHASING PLAN HAS BEEN DEVELOPED TO MINIMIZE OPERATIONAL IMPACTS TO THE OWNER. PHASING MAY BE ADJUSTED ONLY AFTER APPROVAL OF THE OWNER.
8. TYPICAL CONCRETE PANEL SIZE IS 25' X 25'.

NORTH

100' 50' 0 100'
SCALE IN FEET

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WWW.RSANDH.COM
REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052

BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
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PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

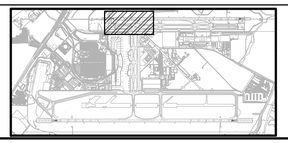
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PAVEMENT REPAIR PLANS (1 OF 13)



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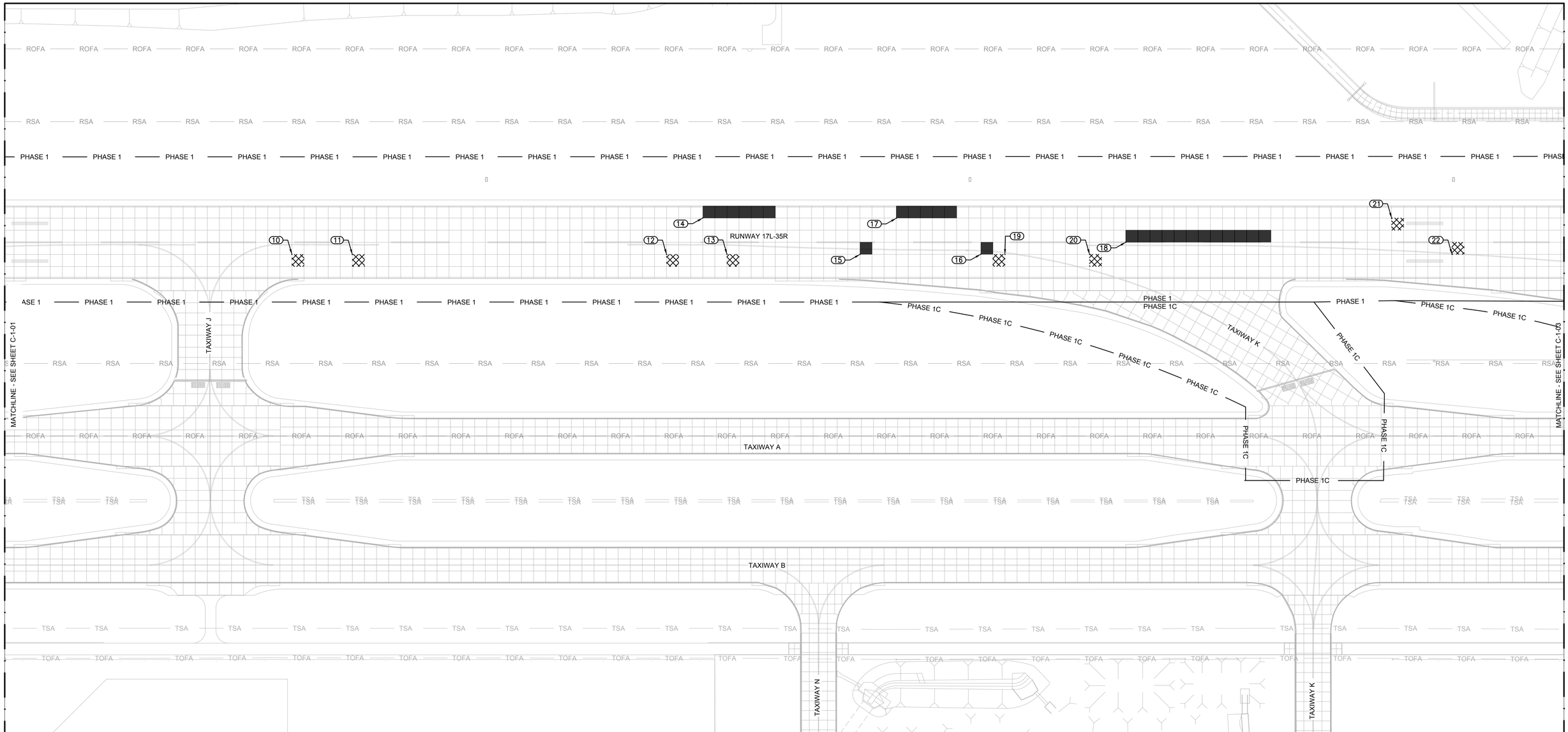


## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
| | CONCRETE SPALL OR PATCH REPAIR | PHASE 1A | PHASE BOUNDARY |
| | JOINT AND CRACK REPAIR | ROFA | RUNWAY OBJECT FREE AREA |
| XX | DISTRESSED PANEL LABEL | TOFA | TAXIWAY OBJECT FREE AREA |

## NOTES:

1. SEE SHEETS C-5-02 THROUGH C-5-04 FOR JOINT AND PANEL REPAIR DETAILS.
2. POINT TABLES (SEE SHEET C-1-14) PROVIDE AN APPROXIMATE LOCATION OF PAVEMENT REPAIRS. THE TABLE SHALL BE USED ONLY AS A GUIDE TO HELP THE CONTRACTOR LOCATE THE ACTUAL PAVEMENT DISTRESSES. THE COORDINATES GIVEN ARE TO THE CENTER OF THE AFFECTED SLAB IDENTIFIED IN THE 2018 PAVEMENT DISTRESS MAPPING INSPECTION. ACTUAL REPAIRS MAY BE ADJACENT TO OR NEARBY THE PANELS SHOWN.
3. REFER TO ELECTRICAL SHEETS FOR ELECTRICAL WORK WITHIN PHASE LIMITS.
4. THE PAVEMENT DISTRESSES SHOWN HEREIN ARE THE MEDIUM AND HIGH SEVERITY DISTRESSES IDENTIFIED IN THE 2018 PAVEMENT DISTRESS MAPPING INSPECTION. ADDITIONAL DISTRESSES MAY HAVE DEVELOPED OR INCREASED IN SEVERITY SINCE THE INSPECTION WAS COMPLETED. THE CONTRACTOR SHALL FIELD-VERIFY ALL DISTRESSES TO BE REPAIRED PRIOR TO CONSTRUCTION.
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7. THE PHASING PLAN HAS BEEN DEVELOPED TO MINIMIZE OPERATIONAL IMPACTS TO THE OWNER. PHASING MAY BE ADJUSTED ONLY AFTER APPROVAL OF THE OWNER.
8. TYPICAL CONCRETE PANEL SIZE IS 25' X 25'.

NORTH

100' 50' 0 100'
SCALE IN FEET

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RS&H Project Number: 2150147.052

BID DOCUMENTS

STATE OF TEXAS
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05/29/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
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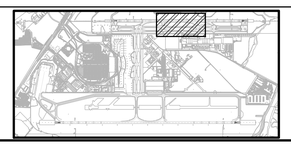
DRAWING DESCRIPTION:

## PAVEMENT REPAIR PLANS (2 OF 13)



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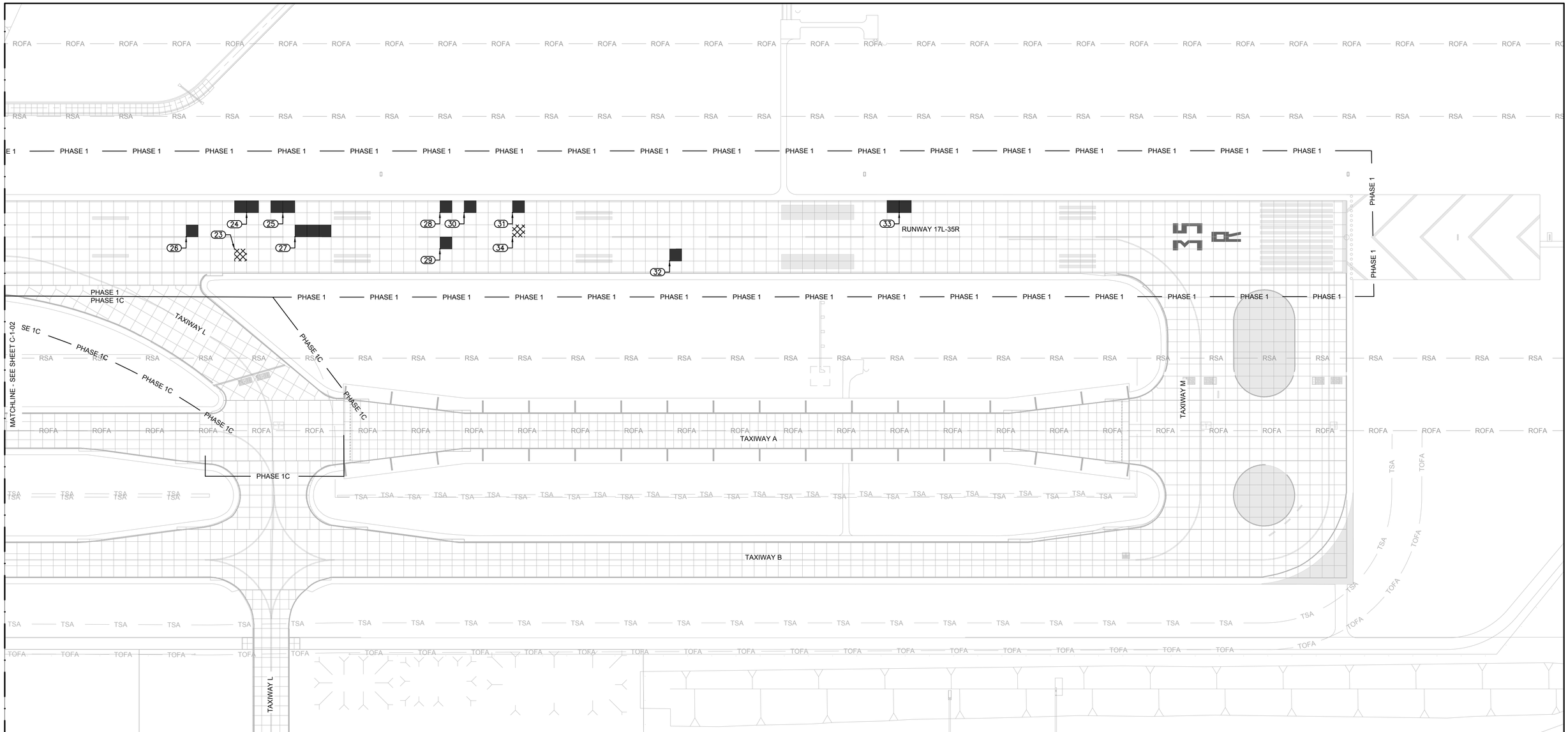


## LEGEND:

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|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
| | CONCRETE SPALL OR PATCH REPAIR | PHASE 1A | PHASE BOUNDARY |
| | JOINT AND CRACK REPAIR | ROFA | RUNWAY OBJECT FREE AREA |
| XX | DISTRESSED PANEL LABEL | TOFA | TAXIWAY OBJECT FREE AREA |

## NOTES:

1. SEE SHEETS C-5-02 THROUGH C-5-04 FOR JOINT AND PANEL REPAIR DETAILS.
2. POINT TABLES (SEE SHEET C-1-14) PROVIDE AN APPROXIMATE LOCATION OF PAVEMENT REPAIRS. THE TABLE SHALL BE USED ONLY AS A GUIDE TO HELP THE CONTRACTOR LOCATE THE ACTUAL PAVEMENT DISTRESSES. THE COORDINATES GIVEN ARE TO THE CENTER OF THE AFFECTED SLAB IDENTIFIED IN THE 2018 PAVEMENT DISTRESS MAPPING INSPECTION. ACTUAL REPAIRS MAY BE ADJACENT TO OR NEARBY THE PANELS SHOWN.
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8. TYPICAL CONCRETE PANEL SIZE IS 25' X 25'.

NORTH

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REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052

BID DOCUMENTS

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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
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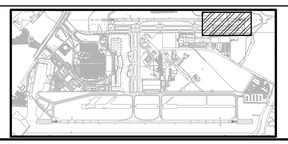
DRAWING DESCRIPTION:

## PAVEMENT REPAIR PLANS (3 OF 13)

KEY MAP



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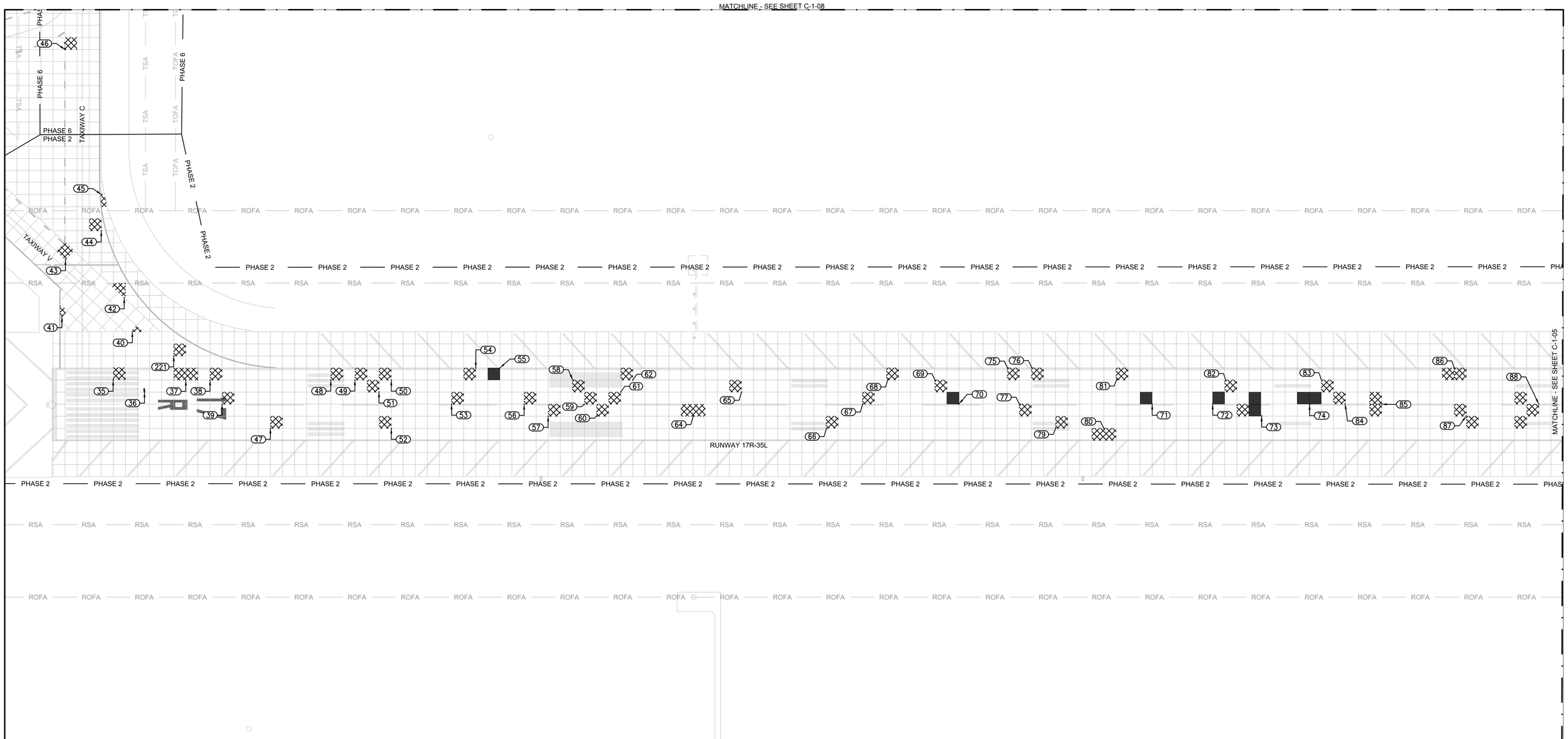


## LEGEND:

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| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
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| | JOINT AND CRACK REPAIR | ROFA | RUNWAY OBJECT FREE AREA |
| XX | DISTRESSED PANEL LABEL | TOFA | TAXIWAY OBJECT FREE AREA |

## NOTES:

1. SEE SHEETS C-5-02 THROUGH C-5-04 FOR JOINT AND PANEL REPAIR DETAILS.
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NORTH

100' 50' 0 100'
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6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
PAVEMENT REPAIR PLANS (4 OF 13)

KEY MAP

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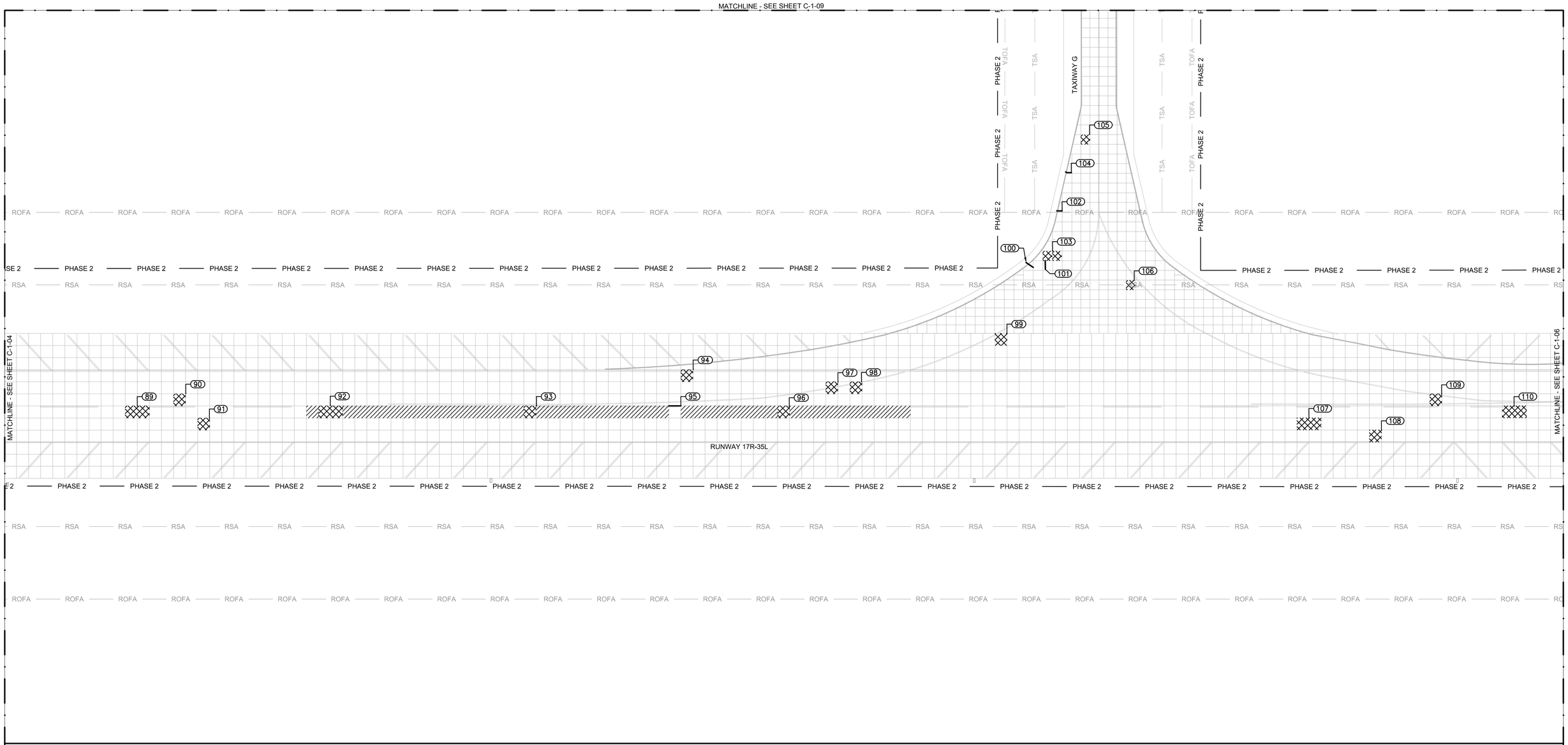


## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
| | CONCRETE SPALL OR PATCH REPAIR | PHASE 1A | PHASE BOUNDARY |
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BID DOCUMENTS

STATE OF TEXAS
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7/15/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

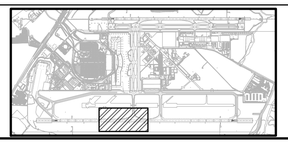
| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

DRAWING DESCRIPTION:

## PAVEMENT REPAIR PLANS (5 OF 13)

KEY MAP



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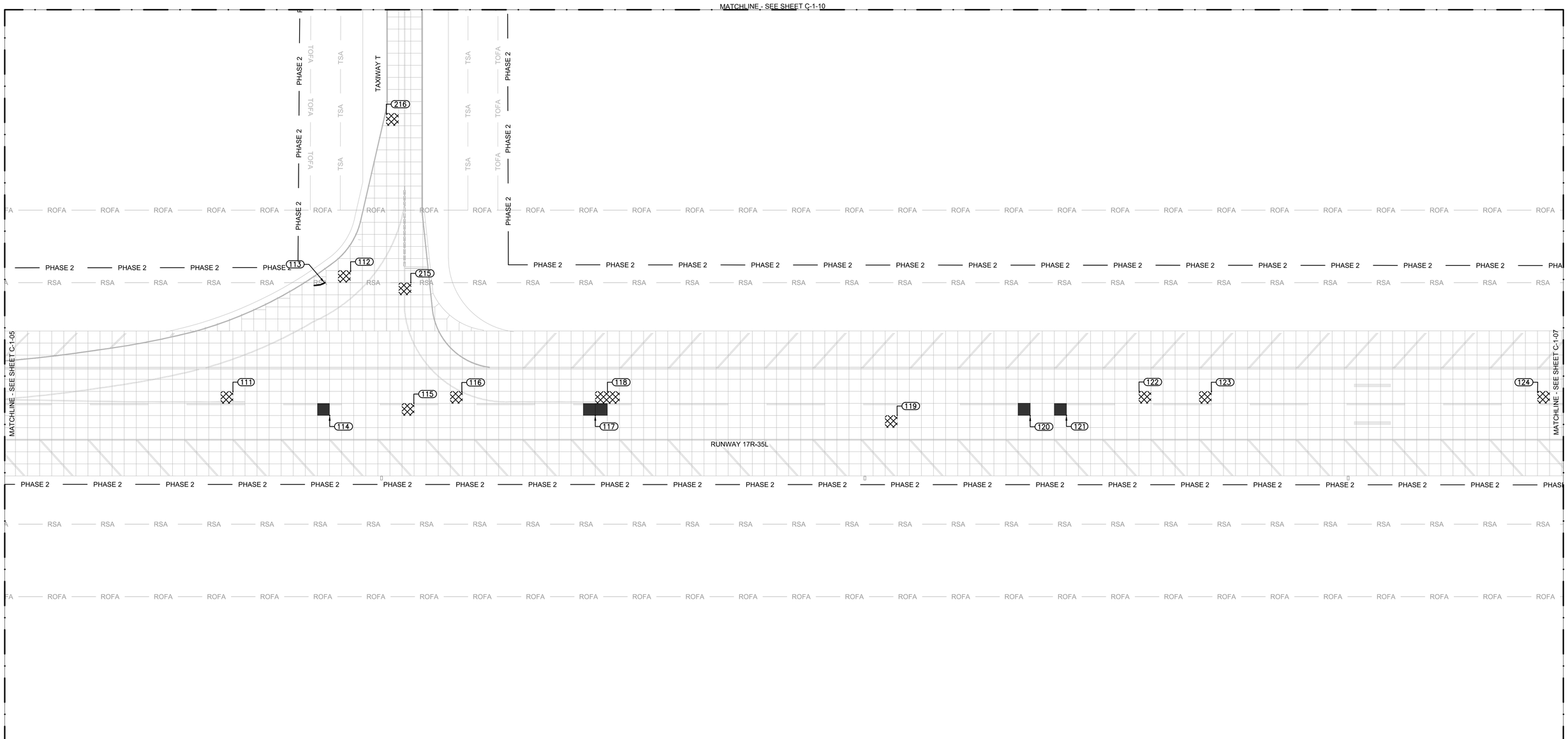


## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
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## NOTES:

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

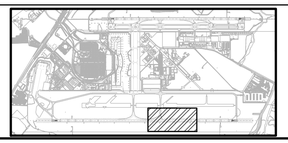
| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

DRAWING DESCRIPTION:

## PAVEMENT REPAIR PLANS (6 OF 13)

KEY MAP



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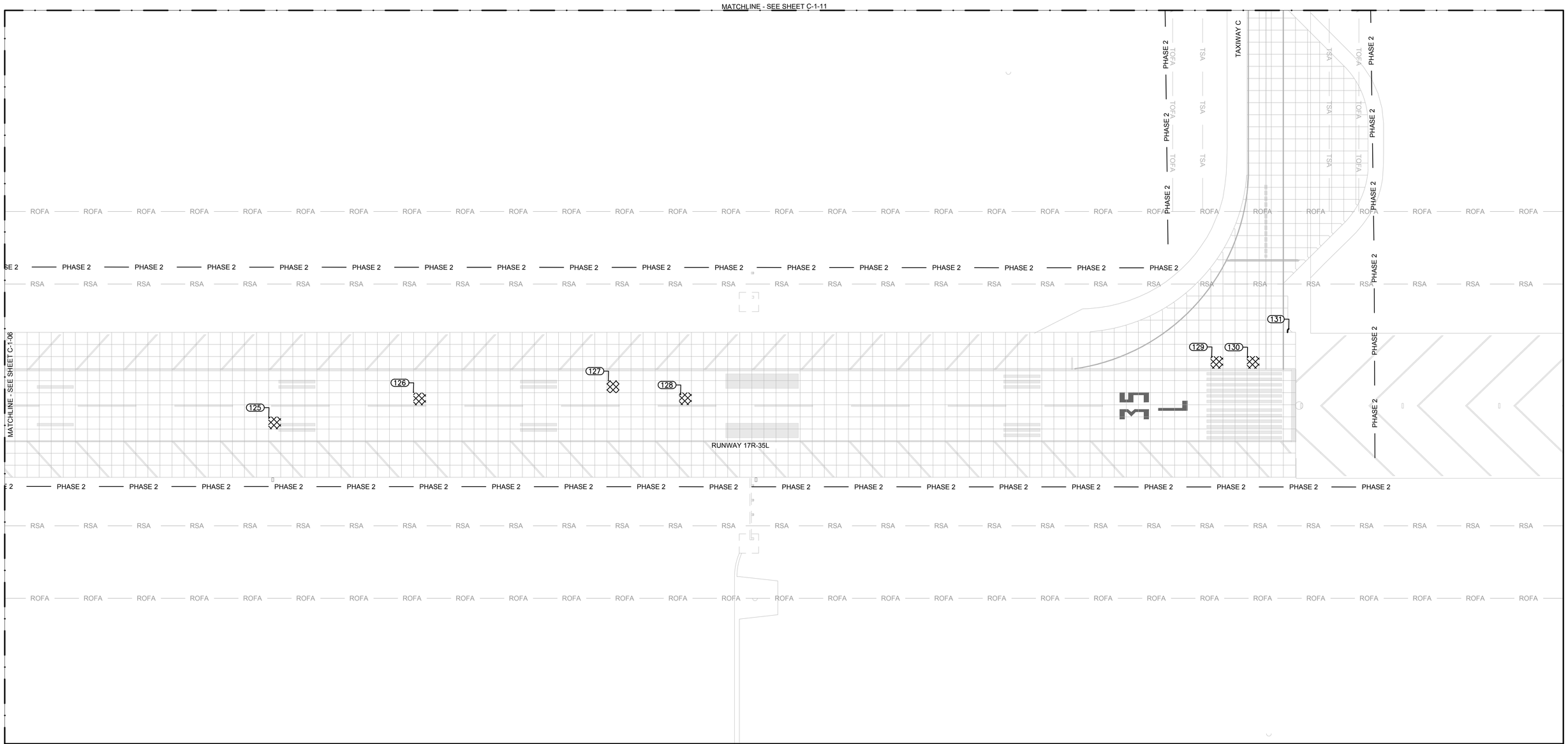
| SHEET NO. | C-1-06 |




## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
| | CONCRETE SPALL OR PATCH REPAIR | PHASE 1A | PHASE BOUNDARY |
| | JOINT AND CRACK REPAIR | ROFA | RUNWAY OBJECT FREE AREA |
| XX | DISTRESSED PANEL LABEL | TOFA | TAXIWAY OBJECT FREE AREA |

## NOTES:

1. SEE SHEETS C-5-02 THROUGH C-5-04 FOR JOINT AND PANEL REPAIR DETAILS.
2. POINT TABLES (SEE SHEET C-1-14) PROVIDE AN APPROXIMATE LOCATION OF PAVEMENT REPAIRS. THE TABLE SHALL BE USED ONLY AS A GUIDE TO HELP THE CONTRACTOR LOCATE THE ACTUAL PAVEMENT DISTRESSES. THE COORDINATES GIVEN ARE TO THE CENTER OF THE AFFECTED SLAB IDENTIFIED IN THE 2018 PAVEMENT DISTRESS MAPPING INSPECTION. ACTUAL REPAIRS MAY BE ADJACENT TO OR NEARBY THE PANELS SHOWN.
3. REFER TO ELECTRICAL SHEETS FOR ELECTRICAL WORK WITHIN PHASE LIMITS.
4. THE PAVEMENT DISTRESSES SHOWN HEREIN ARE THE MEDIUM AND HIGH SEVERITY DISTRESSES IDENTIFIED IN THE 2018 PAVEMENT DISTRESS MAPPING INSPECTION. ADDITIONAL DISTRESSES MAY HAVE DEVELOPED OR INCREASED IN SEVERITY SINCE THE INSPECTION WAS COMPLETED. THE CONTRACTOR SHALL FIELD-VERIFY ALL DISTRESSES TO BE REPAIRED PRIOR TO CONSTRUCTION.
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6. THE OWNER AND ENGINEER MUST APPROVE ANY ADDITIONAL WORK. ANY WORK DONE WITHOUT PRIOR APPROVAL WILL BE AT THE CONTRACTOR'S EXPENSE.
7. THE PHASING PLAN HAS BEEN DEVELOPED TO MINIMIZE OPERATIONAL IMPACTS TO THE OWNER. PHASING MAY BE ADJUSTED ONLY AFTER APPROVAL OF THE OWNER.
8. TYPICAL CONCRETE PANEL SIZE IS 25' X 25'.

NORTH

100' 50' 0 100'
SCALE IN FEET

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REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052

BID DOCUMENTS

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CLAYTON SINGLETON
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PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

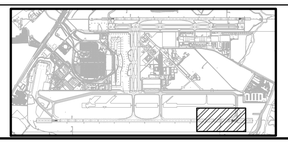
ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PAVEMENT REPAIR PLANS (7 OF 13)

KEY MAP



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| CHECKED BY: | |
| COORD. CHECK: | |
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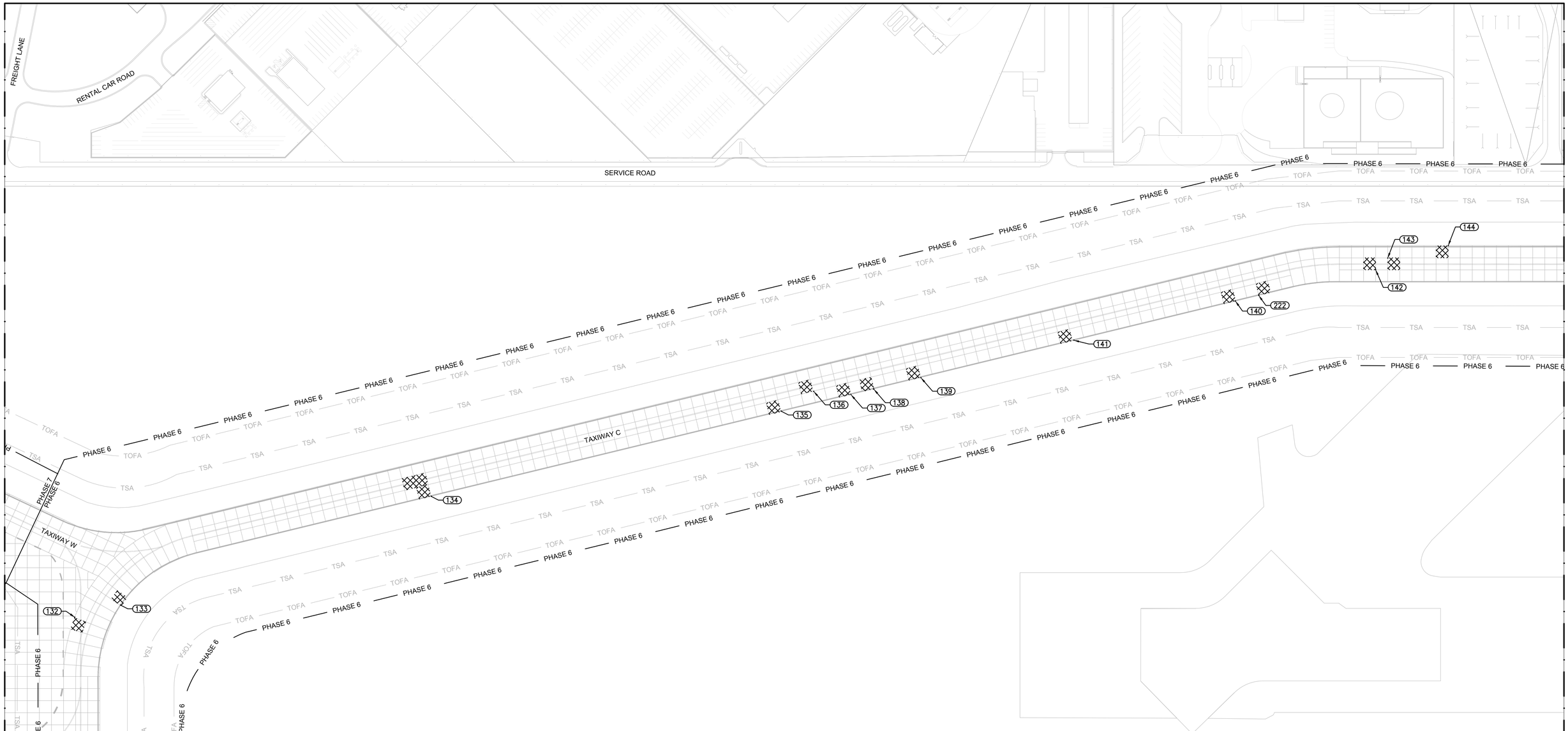
| DATE: | 05/17/2019 |
| SCALE: | |
| SHEET NO. | C-1-07 |




## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
| | CONCRETE SPALL OR PATCH REPAIR | PHASE 1A | PHASE BOUNDARY |
| | JOINT AND CRACK REPAIR | ROFA | RUNWAY OBJECT FREE AREA |
| XX | DISTRESSED PANEL LABEL | TOFA | TAXIWAY OBJECT FREE AREA |

## NOTES:

1. SEE SHEETS C-5-02 THROUGH C-5-04 FOR JOINT AND PANEL REPAIR DETAILS.
2. POINT TABLES (SEE SHEET C-1-14) PROVIDE AN APPROXIMATE LOCATION OF PAVEMENT REPAIRS. THE TABLE SHALL BE USED ONLY AS A GUIDE TO HELP THE CONTRACTOR LOCATE THE ACTUAL PAVEMENT DISTRESSES. THE COORDINATES GIVEN ARE TO THE CENTER OF THE AFFECTED SLAB IDENTIFIED IN THE 2018 PAVEMENT DISTRESS MAPPING INSPECTION. ACTUAL REPAIRS MAY BE ADJACENT TO OR NEARBY THE PANELS SHOWN.
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8. TYPICAL CONCRETE PANEL SIZE IS 25' X 25'.

NORTH

100' 50' 0 100'
SCALE IN FEET

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RS&H Project Number: 2150147.052

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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

PAVEMENT REPAIR PLANS (8 OF 13)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | |
| CHECKED BY: | |
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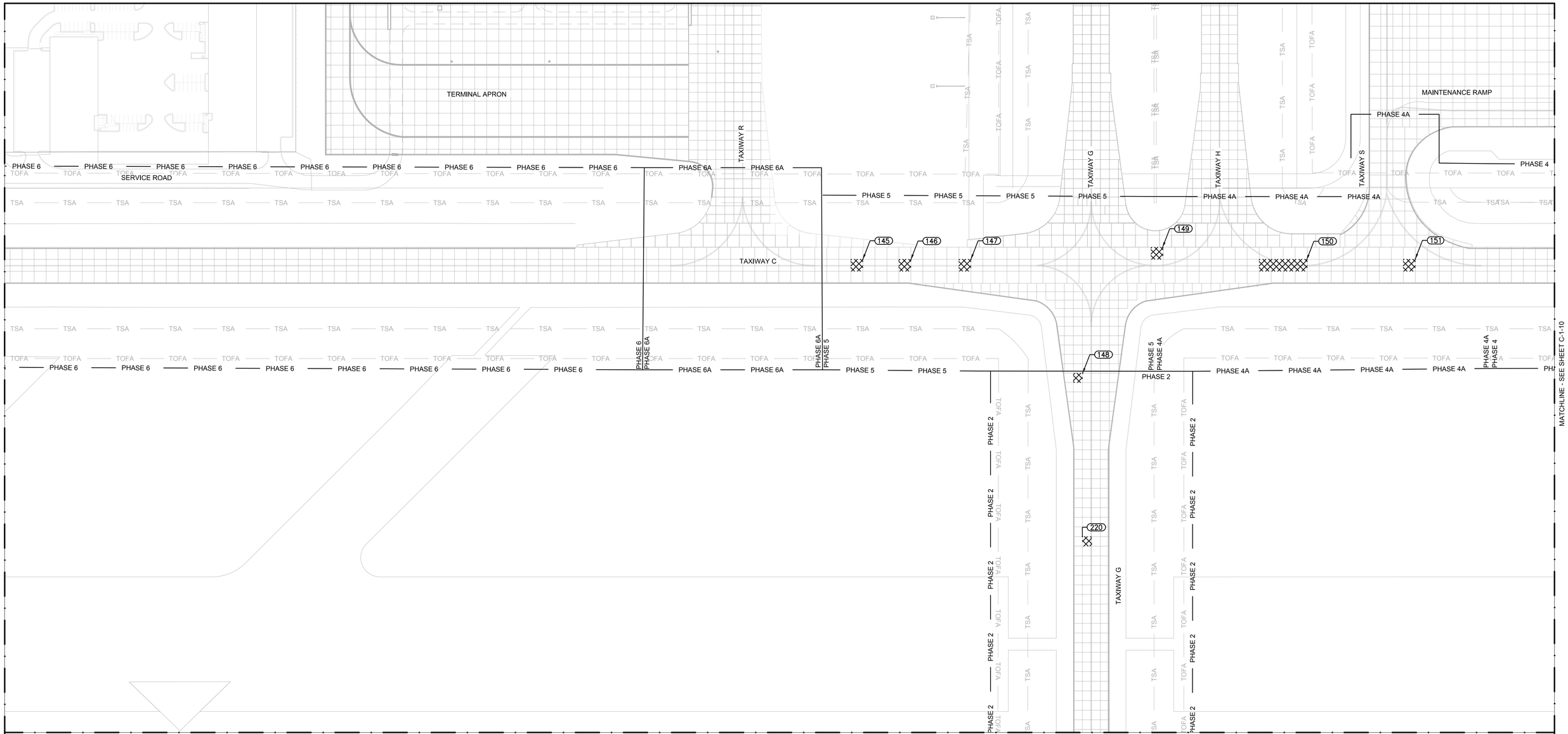
| SHEET NO. | C-1-08 |




## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
| | CONCRETE SPALL OR PATCH REPAIR | PHASE 1A | PHASE BOUNDARY |
| | JOINT AND CRACK REPAIR | ROFA | RUNWAY OBJECT FREE AREA |
| XX | DISTRESSED PANEL LABEL | TOFA | TAXIWAY OBJECT FREE AREA |

## NOTES:

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
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| No. | Date | Issue Description | By |
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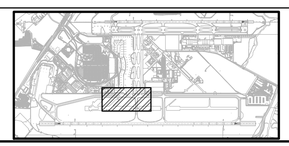
DRAWING DESCRIPTION:

## PAVEMENT REPAIR PLANS (9 OF 13)

KEY MAP



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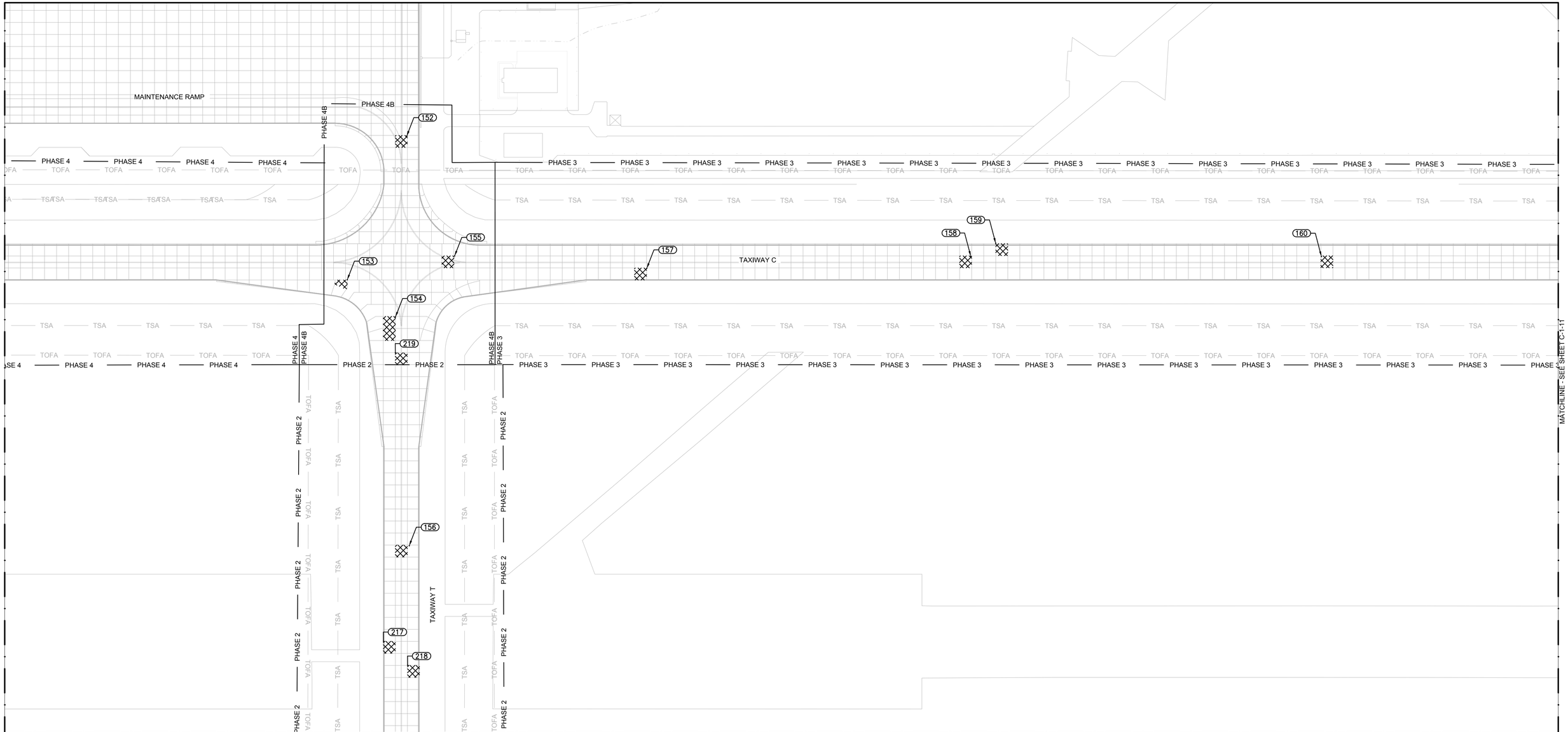
| SHEET NO. | C-1-09 |




## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
| | CONCRETE SPALL OR PATCH REPAIR | PHASE 1A | PHASE BOUNDARY |
| | JOINT AND CRACK REPAIR | ROFA | RUNWAY OBJECT FREE AREA |
| XX | DISTRESSED PANEL LABEL | TOFA | TAXIWAY OBJECT FREE AREA |

## NOTES:

1. SEE SHEETS C-5-02 THROUGH C-5-04 FOR JOINT AND PANEL REPAIR DETAILS.
2. POINT TABLES (SEE SHEET C-1-14) PROVIDE AN APPROXIMATE LOCATION OF PAVEMENT REPAIRS. THE TABLE SHALL BE USED ONLY AS A GUIDE TO HELP THE CONTRACTOR LOCATE THE ACTUAL PAVEMENT DISTRESSES. THE COORDINATES GIVEN ARE TO THE CENTER OF THE AFFECTED SLAB IDENTIFIED IN THE 2018 PAVEMENT DISTRESS MAPPING INSPECTION. ACTUAL REPAIRS MAY BE ADJACENT TO OR NEARBY THE PANELS SHOWN.
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NORTH

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
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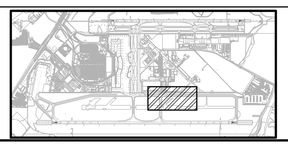
DRAWING DESCRIPTION:

## PAVEMENT REPAIR PLANS (10 OF 13)

KEY MAP



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| CHECKED BY: | |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | |
| SHEET NO. | C-1-10 |

## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
| | CONCRETE SPALL OR PATCH REPAIR | PHASE 1A | PHASE BOUNDARY |
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## NOTES:

1. SEE SHEETS C-5-02 THROUGH C-5-04 FOR JOINT AND PANEL REPAIR DETAILS.
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8. TYPICAL CONCRETE PANEL SIZE IS 25' X 25'.

NORTH

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

DRAWING DESCRIPTION:
PAVEMENT REPAIR PLANS (11 OF 13)

KEY MAP

| | |
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| JOB NO.: | 2150147.052 |
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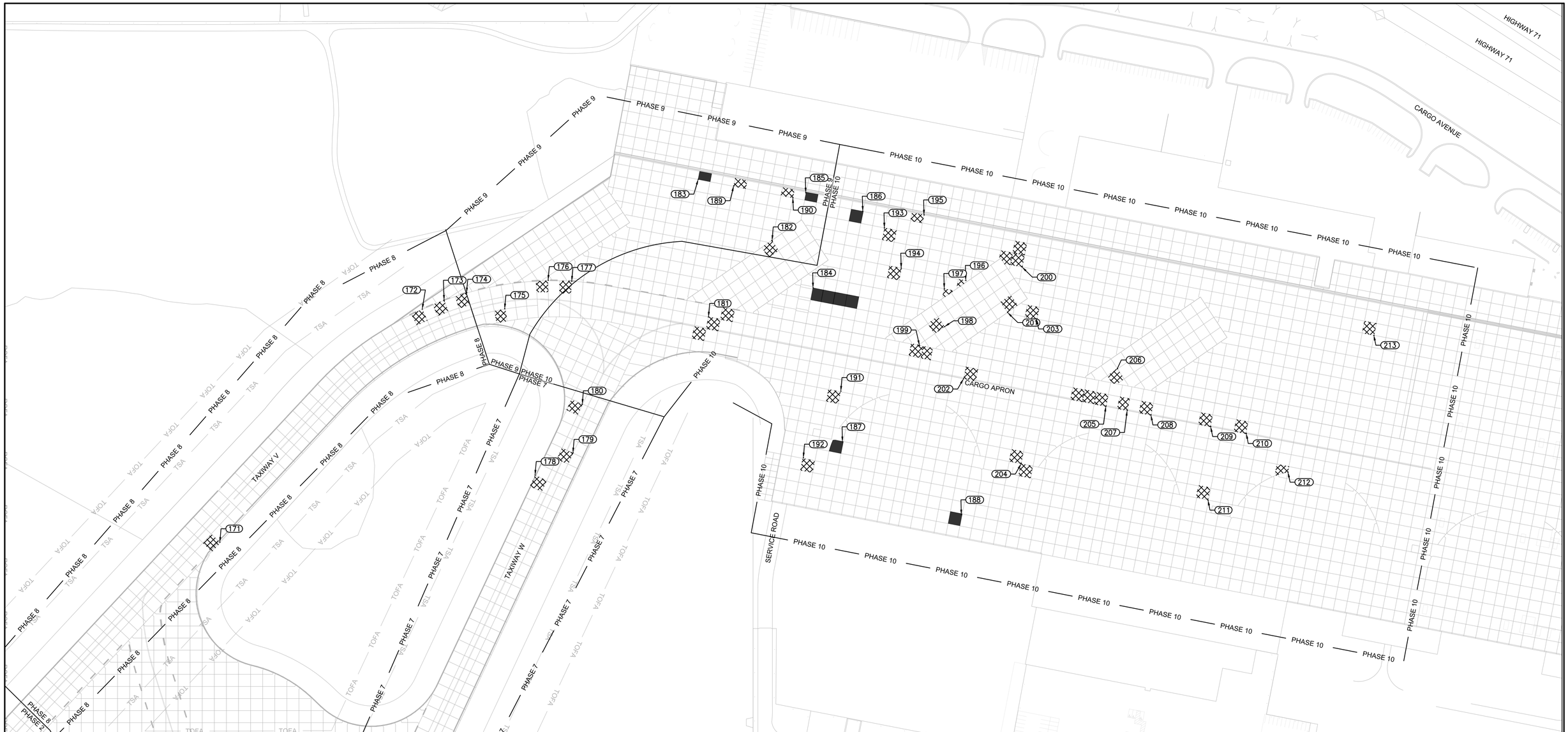


MATCHLINE - SEE SHEET C-1-08

## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
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| No. | Date | Issue Description | By |
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DRAWING DESCRIPTION:

## PAVEMENT REPAIR PLANS (12 OF 13)

KEY MAP

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | |
| CHECKED BY: | |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | |
| SHEET NO. | C-1-12 |

## LEGEND:

| | | | |
|---|---|---|---|
| | CONCRETE PANEL REMOVAL AND REPLACEMENT | RSA | RUNWAY SAFETY AREA |
| | CONCRETE PANEL REMOVAL AND REPLACEMENT LOCATION TO BE CONFIRMED, SEE NOTE 5 | TSA | TAXIWAY SAFETY AREA |
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8. TYPICAL CONCRETE PANEL SIZE IS 25' X 25'.

NORTH

100' 50' 0 100'
SCALE IN FEET

RS&H
RS&H, Inc.
8240 N. MoPac Expressway
Suite 300
Austin, Texas 78759
(512)279-5427 FAX (512)459-2233
WWW.RSANDH.COM
REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052

BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED
PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
|---|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
PAVEMENT REPAIR PLANS (13 OF 13)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | |
| CHECKED BY: | |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | |
| SHEET NO. | C-1-13 |

**DISTRESS TABLE**

| POINT # | DESCRIPTION | NORTHING | EASTING | DESIGN QTY | ACTUAL QTY |
|---|---|---|---|---|---|
| 1 | JOINT/CRACK REPAIR | 10048009.16 | 3141730.30 | 25 LF | |
| 2 | JOINT/CRACK REPAIR | 10047858.26 | 3141705.89 | 25 LF | |
| 3 | JOINT/CRACK REPAIR | 10047808.33 | 3141708.23 | 25 LF | |
| 4 | SPALL/PATCH REPAIR | 10047781.02 | 3141659.47 | 5 SF | |
| 5 | CONCRETE PANEL REMOVE/REPLACE | 10047159.22 | 3141738.71 | 70 SY | |
| 6 | CONCRETE PANEL REMOVE/REPLACE | 10047135.43 | 3141764.84 | 70 SY | |
| 7 | SPALL/PATCH REPAIR | 10046335.24 | 3141777.38 | 10 SF | |
| 8 | SPALL/PATCH REPAIR | 10046134.34 | 3141761.79 | 4 SF | |
| 9 | SPALL/PATCH REPAIR | 10045711.10 | 3141806.60 | 2 SF | |
| 10 | SPALL/PATCH REPAIR | 10044435.57 | 3141816.52 | 4 SF | |
| 11 | SPALL/PATCH REPAIR | 10044310.74 | 3141822.38 | 6 SF | |
| 12 | SPALL/PATCH REPAIR | 10043661.48 | 3141852.88 | 6 SF | |
| 13 | SPALL/PATCH REPAIR | 10043536.75 | 3141859.09 | 4 SF | |
| 14 | CONCRETE PANEL REMOVE/REPLACE | 10043590.43 | 3141931.42 | 420 SY | |
| 15 | CONCRETE PANEL REMOVE/REPLACE | 10043262.13 | 3141871.46 | 70 SY | |
| 16 | CONCRETE PANEL REMOVE/REPLACE | 10043012.64 | 3141883.41 | 70 SY | |
| 17 | CONCRETE PANEL REMOVE/REPLACE | 10043190.64 | 3141949.68 | 350 SY | |
| 18 | CONCRETE PANEL REMOVE/REPLACE | 10042714.02 | 3141922.37 | 840 SY | |
| 19 | SPALL/PATCH REPAIR | 10042962.56 | 3141885.79 | 9 SF | |
| 20 | SPALL/PATCH REPAIR | 10042787.62 | 3141894.00 | 4 SF | |
| 21 | SPALL/PATCH REPAIR | 10042167.12 | 3141998.09 | 2 SF | |
| 22 | SPALL/PATCH REPAIR | 10042038.77 | 3141929.06 | 2 SF | |
| 23 | SPALL/PATCH REPAIR | 10041339.73 | 3141961.88 | 4 SF | |
| 24 | CONCRETE PANEL REMOVE/REPLACE | 10041318.28 | 3142037.95 | 140 SY | |
| 25 | CONCRETE PANEL REMOVE/REPLACE | 10041243.38 | 3142041.39 | 140 SY | |
| 26 | CONCRETE PANEL REMOVE/REPLACE | 10041440.77 | 3141982.12 | 70 SY | |
| 27 | CONCRETE PANEL REMOVE/REPLACE | 10041216.07 | 3141992.69 | 210 SY | |
| 28 | CONCRETE PANEL REMOVE/REPLACE | 10040918.91 | 3142056.59 | 70 SY | |
| 29 | CONCRETE PANEL REMOVE/REPLACE | 10040915.31 | 3141981.80 | 70 SY | |
| 30 | CONCRETE PANEL REMOVE/REPLACE | 10040868.89 | 3142058.94 | 70 SY | |
| 31 | CONCRETE PANEL REMOVE/REPLACE | 10040769.02 | 3142063.63 | 70 SY | |
| 32 | CONCRETE PANEL REMOVE/REPLACE | 10040439.78 | 3141979.11 | 70 SY | |
| 33 | CONCRETE PANEL REMOVE/REPLACE | 10039970.11 | 3142101.14 | 140 SY | |
| 34 | SPALL/PATCH REPAIR | 10040766.68 | 3142013.80 | 4 SF | |
| 35 | SPALL/PATCH REPAIR | 10051311.00 | 3134861.16 | 2 SF | |
| 36 | JOINT/CRACK REPAIR | 10051245.20 | 3134839.50 | 8 LF | |
| 37 | SPALL/PATCH REPAIR | 10051160.92 | 3134867.97 | 8 SF | |
| 38 | SPALL/PATCH REPAIR | 10051110.84 | 3134870.62 | 2 SF | |
| 39 | SPALL/PATCH REPAIR | 10051083.61 | 3134822.05 | 7 SF | |
| 40 | SPALL/PATCH REPAIR | 10051276.14 | 3134963.20 | 3 SF | |
| 41 | SPALL/PATCH REPAIR | 10051423.12 | 3134987.68 | 3 SF | |
| 42 | SPALL/PATCH REPAIR | 10051296.20 | 3135032.60 | 2 SF | |
| 43 | SPALL/PATCH REPAIR | 10051421.39 | 3135105.82 | 4 SF | |
| 44 | SPALL/PATCH REPAIR | 10051350.22 | 3135168.69 | 2 SF | |
| 45 | SPALL/PATCH REPAIR | 10051353.11 | 3135243.68 | 2 SF | |
| 46 | SPALL/PATCH REPAIR | 10051442.44 | 3135540.05 | 2 SF | |
| 47 | SPALL/PATCH REPAIR | 10050981.48 | 3134776.93 | 4 SF | |
| 48 | SPALL/PATCH REPAIR | 10050861.24 | 3134882.57 | 4 SF | |
| 49 | SPALL/PATCH REPAIR | 10050811.42 | 3134884.86 | 4 SF | |
| 50 | SPALL/PATCH REPAIR | 10050736.26 | 3134888.20 | 4 SF | |
| 51 | SPALL/PATCH REPAIR | 10050760.56 | 3134862.30 | 4 SF | |
| 52 | SPALL/PATCH REPAIR | 10050731.56 | 3134788.43 | 4 SF | |
| 53 | SPALL/PATCH REPAIR | 10050609.32 | 3134844.33 | 4 SF | |
| 54 | SPALL/PATCH REPAIR | 10050562.91 | 3134921.57 | 4 SF | |
| 55 | CONCRETE PANEL REMOVE/REPLACE | 10050512.97 | 3134923.92 | 70 SY | |
| 56 | SPALL/PATCH REPAIR | 10050459.41 | 3134851.22 | 4 SF | |
| 57 | SPALL/PATCH REPAIR | 10050408.63 | 3134828.78 | 4 SF | |

**DISTRESS TABLE**

| POINT # | DESCRIPTION | NORTHING | EASTING | DESIGN QTY | ACTUAL QTY |
|---|---|---|---|---|---|
| 58 | SPALL/PATCH REPAIR | 10050361.41 | 3134906.46 | 10 SF | |
| 59 | SPALL/PATCH REPAIR | 10050335.09 | 3134857.17 | 4 SF | |
| 60 | SPALL/PATCH REPAIR | 10050307.79 | 3134834.63 | 4 SF | |
| 61 | SPALL/PATCH REPAIR | 10050261.00 | 3134885.69 | 4 SF | |
| 62 | SPALL/PATCH REPAIR | 10050237.35 | 3134911.65 | 2 SF | |
| 64 | SPALL/PATCH REPAIR | 10050108.73 | 3134842.57 | 4 SF | |
| 65 | SPALL/PATCH REPAIR | 10050011.26 | 3134897.38 | 4 SF | |
| 66 | SPALL/PATCH REPAIR | 10049832.22 | 3134830.58 | 2 SF | |
| 67 | SPALL/PATCH REPAIR | 10049759.60 | 3134884.79 | 2 SF | |
| 68 | SPALL/PATCH REPAIR | 10049709.78 | 3134939.07 | 2 SF | |
| 69 | SPALL/PATCH REPAIR | 10049611.89 | 3134939.90 | 2 SF | |
| 70 | CONCRETE PANEL REMOVE/REPLACE | 10049560.93 | 3134893.60 | 70 SY | |
| 71 | CONCRETE PANEL REMOVE/REPLACE | 10049161.37 | 3134912.13 | 70 SY | |
| 72 | CONCRETE PANEL REMOVE/REPLACE | 10049036.22 | 3134918.16 | 70 SY | |
| 73 | CONCRETE PANEL REMOVE/REPLACE | 10048933.96 | 3134898.21 | 140 SY | |
| 74 | CONCRETE PANEL REMOVE/REPLACE | 10048835.97 | 3134926.50 | 140 SY | |
| 75 | SPALL/PATCH REPAIR | 10049463.58 | 3134973.02 | 4 SF | |
| 76 | SPALL/PATCH REPAIR | 10049413.90 | 3134976.47 | 2 SF | |
| 77 | SPALL/PATCH REPAIR | 10049435.74 | 3134899.37 | 2 SF | |
| 79 | SPALL/PATCH REPAIR | 10049358.39 | 3134853.74 | 4 SF | |
| 80 | SPALL/PATCH REPAIR | 10049258.93 | 3134857.58 | 5 SF | |
| 81 | SPALL/PATCH REPAIR | 10049237.18 | 3134959.79 | 4 SF | |
| 82 | SPALL/PATCH REPAIR | 10049011.33 | 3134968.27 | 4 SF | |
| 83 | SPALL/PATCH REPAIR | 10048814.07 | 3134979.22 | 2 SF | |
| 84 | SPALL/PATCH REPAIR | 10048762.72 | 3134931.68 | 2 SF | |
| 85 | SPALL/PATCH REPAIR | 10048687.06 | 3134934.43 | 9 SF | |
| 86 | SPALL/PATCH REPAIR | 10048540.67 | 3135016.64 | 5 SF | |
| 87 | SPALL/PATCH REPAIR | 10048511.29 | 3134918.16 | 5 SF | |
| 88 | SPALL/PATCH REPAIR | 10048362.23 | 3134949.81 | 6 SF | |
| 89 | SPALL/PATCH REPAIR | 10048037.83 | 3134964.97 | 4 SF | |
| 90 | SPALL/PATCH REPAIR | 10047938.86 | 3134995.28 | 2 SF | |
| 91 | SPALL/PATCH REPAIR | 10047887.53 | 3134946.35 | 2 SF | |
| 92 | SPALL/PATCH REPAIR | 10047639.03 | 3134984.60 | 4 SF | |
| 93 | SPALL/PATCH REPAIR | 10047212.90 | 3135003.81 | 2 SF | |
| 94 | SPALL/PATCH REPAIR | 10046892.41 | 3135094.44 | 2 SF | |
| 95 | JOINT/CRACK REPAIR | 10046914.43 | 3135017.84 | 25 LF | |
| 96 | SPALL/PATCH REPAIR | 10046690.15 | 3135025.94 | 2 SF | |
| 97 | SPALL/PATCH REPAIR | 10046592.10 | 3135082.41 | 4 SF | |
| 98 | SPALL/PATCH REPAIR | 10046543.45 | 3135085.32 | 4 SF | |
| 99 | SPALL/PATCH REPAIR | 10046247.41 | 3135199.15 | 8 SF | |
| 100 | JOINT/CRACK REPAIR | 10046214.61 | 3135347.44 | 18 LF | |
| 101 | JOINT/CRACK REPAIR | 10046174.16 | 3135335.29 | 19 LF | |
| 102 | JOINT/CRACK REPAIR | 10046145.33 | 3135457.56 | 11 LF | |
| 103 | SPALL/PATCH REPAIR | 10046161.24 | 3135373.92 | 5 SF | |
| 104 | JOINT/CRACK REPAIR | 10046130.04 | 3135537.71 | 12 LF | |
| 105 | SPALL/PATCH REPAIR | 10046095.89 | 3135618.70 | 1 SF | |
| 106 | SPALL/PATCH REPAIR | 10045989.47 | 3135321.39 | 4 SF | |
| 107 | SPALL/PATCH REPAIR | 10045615.14 | 3135053.94 | 4 SF | |
| 108 | SPALL/PATCH REPAIR | 10045464.15 | 3135035.48 | 4 SF | |
| 109 | SPALL/PATCH REPAIR | 10045343.17 | 3135115.71 | 2 SF | |
| 110 | SPALL/PATCH REPAIR | 10045192.31 | 3135098.35 | 4 SF | |
| 111 | SPALL/PATCH REPAIR | 10044618.53 | 3135150.47 | 4 SF | |
| 112 | SPALL/PATCH REPAIR | 10044386.96 | 3135410.66 | 4 SF | |
| 113 | JOINT/CRACK REPAIR | 10044439.74 | 3135384.12 | 23 LF | |
| 114 | CONCRETE PANEL REMOVE/REPLACE | 10044416.39 | 3135110.05 | 70 SY | |
| 115 | SPALL/PATCH REPAIR | 10044243.46 | 3135143.41 | 2 SF | |
| 116 | SPALL/PATCH REPAIR | 10044145.40 | 3135171.92 | 2 SF | |

**DISTRESS TABLE**

| POINT # | DESCRIPTION | NORTHING | EASTING | DESIGN QTY | ACTUAL QTY |
|---|---|---|---|---|---|
| 117 | CONCRETE PANEL REMOVE/REPLACE | 10043867.38 | 3135135.86 | 140 SY | |
| 118 | SPALL/PATCH REPAIR | 10043844.52 | 3135186.60 | 4 SF | |
| 119 | SPALL/PATCH REPAIR | 10043243.46 | 3135165.26 | 2 SF | |
| 120 | CONCRETE PANEL REMOVE/REPLACE | 10042968.59 | 3135177.37 | 140 SY | |
| 121 | CONCRETE PANEL REMOVE/REPLACE | 10042893.62 | 3135181.66 | 140 SY | |
| 122 | SPALL/PATCH REPAIR | 10042745.90 | 3135238.48 | 2 SF | |
| 123 | SPALL/PATCH REPAIR | 10042596.31 | 3135245.07 | 2 SF | |
| 124 | SPALL/PATCH REPAIR | 10041922.23 | 3135276.26 | 2 SF | |
| 125 | SPALL/PATCH REPAIR | 10041320.54 | 3135254.98 | 2 SF | |
| 126 | SPALL/PATCH REPAIR | 10041023.95 | 3135320.19 | 2 SF | |
| 127 | SPALL/PATCH REPAIR | 10040622.31 | 3135363.16 | 2 SF | |
| 128 | SPALL/PATCH REPAIR | 10040471.69 | 3135341.59 | 2 SF | |
| 129 | SPALL/PATCH REPAIR | 10039377.53 | 3135471.67 | 2 SF | |
| 130 | SPALL/PATCH REPAIR | 10039303.85 | 3135474.59 | 4 SF | |
| 131 | JOINT/CRACK REPAIR | 10039220.99 | 3135536.43 | 8 LF | |
| 132 | SPALL/PATCH REPAIR | 10051434.38 | 3135863.59 | 4 SF | |
| 133 | SPALL/PATCH REPAIR | 10051340.89 | 3135893.12 | 2 SF | |
| 134 | SPALL/PATCH REPAIR | 10050709.61 | 3136147.88 | 20 SF | |
| 135 | SPALL/PATCH REPAIR | 10049994.78 | 3136357.75 | 4 SF | |
| 136 | SPALL/PATCH REPAIR | 10049929.68 | 3136401.98 | 2 SF | |
| 137 | SPALL/PATCH REPAIR | 10049852.49 | 3136398.92 | 2 SF | |
| 138 | SPALL/PATCH REPAIR | 10049805.58 | 3136412.06 | 2 SF | |
| 139 | SPALL/PATCH REPAIR | 10049709.46 | 3136440.47 | 2 SF | |
| 140 | SPALL/PATCH REPAIR | 10049067.25 | 3136629.30 | 2 SF | |
| 141 | SPALL/PATCH REPAIR | 10049397.08 | 3136532.76 | 2 SF | |
| 142 | SPALL/PATCH REPAIR | 10048780.54 | 3136707.48 | 2 SF | |
| 143 | SPALL/PATCH REPAIR | 10048756.73 | 3136732.89 | 2 SF | |
| 144 | SPALL/PATCH REPAIR | 10048632.92 | 3136764.60 | 2 SF | |
| 145 | SPALL/PATCH REPAIR | 10046609.67 | 3136834.19 | 2 SF | |
| 146 | SPALL/PATCH REPAIR | 10046509.78 | 3136838.38 | 2 SF | |
| 147 | SPALL/PATCH REPAIR | 10046384.97 | 3136844.74 | 2 SF | |
| 148 | SPALL/PATCH REPAIR | 10046141.64 | 3136619.08 | 2 SF | |
| 149 | SPALL/PATCH REPAIR | 10045987.64 | 3136888.50 | 2 SF | |
| 150 | SPALL/PATCH REPAIR | 10045686.94 | 3136876.45 | 8 SF | |
| 151 | SPALL/PATCH REPAIR | 10045461.19 | 3136888.97 | 2 SF | |
| 152 | SPALL/PATCH REPAIR | 10044347.46 | 3137189.60 | 2 SF | |
| 153 | SPALL/PATCH REPAIR | 10044456.77 | 3136885.89 | 2 SF | |
| 154 | SPALL/PATCH REPAIR | 10044353.24 | 3136813.27 | 4 SF | |
| 155 | SPALL/PATCH REPAIR | 10044236.49 | 3136945.68 | 1 SF | |
| 156 | SPALL/PATCH REPAIR | 10044302.46 | 3136340.03 | 4 SF | |
| 157 | SPALL/PATCH REPAIR | 10043836.82 | 3136938.59 | 1 SF | |
| 158 | SPALL/PATCH REPAIR | 10043166.14 | 3136995.20 | 4 SF | |
| 159 | SPALL/PATCH REPAIR | 10043115.79 | 3137024.74 | 4 SF | |
| 160 | SPALL/PATCH REPAIR | 10042439.01 | 3137028.67 | 2 SF | |
| 161 | SPALL/PATCH REPAIR | 10041463.61 | 3137024.25 | 2 SF | |
| 162 | SPALL/PATCH REPAIR | 10039388.57 | 3137081.81 | 10 SF | |
| 163 | JOINT/CRACK REPAIR | 10039321.05 | 3136737.84 | 26 LF | |
| 164 | SPALL/PATCH REPAIR | 10039289.51 | 3136226.51 | 4 SF | |
| 165 | JOINT/CRACK REPAIR | 10047964.98 | 3141301.39 | 23 LF | |
| 166 | SPALL/PATCH REPAIR | 10047900.95 | 3141023.25 | 5 SF | |
| 167 | CONCRETE PANEL REMOVE/REPLACE | 10047851.35 | 3141025.60 | 70 SY | |
| 168 | SPALL/PATCH REPAIR | 10047403.53 | 3141071.62 | 5 SF | |
| 170 | SPALL/PATCH REPAIR | 10046575.15 | 3141035.74 | 4 SF | |
| 171 | SPALL/PATCH REPAIR | 10051995.13 | 3135625.90 | 2 SF | |
| 172 | SPALL/PATCH REPAIR | 10052496.41 | 3136021.50 | 2 SF | |
| 173 | SPALL/PATCH REPAIR | 10052517.02 | 3136065.85 | 2 SF | |
| 174 | SPALL/PATCH REPAIR | 10052534.34 | 3136111.46 | 2 SF | |

**DISTRESS TABLE**

| POINT # | DESCRIPTION | NORTHING | EASTING | DESIGN QTY | ACTUAL QTY |
|---|---|---|---|---|---|
| 175 | SPALL/PATCH REPAIR | 10052505.09 | 3136191.74 | 2 SF | |
| 176 | SPALL/PATCH REPAIR | 10052568.39 | 3136278.72 | 2 SF | |
| 177 | SPALL/PATCH REPAIR | 10052568.72 | 3136327.54 | 2 SF | |
| 178 | SPALL/PATCH REPAIR | 10052164.44 | 3136270.60 | 2 SF | |
| 179 | SPALL/PATCH REPAIR | 10052213.99 | 3136346.71 | 2 SF | |
| 180 | SPALL/PATCH REPAIR | 10052315.28 | 3136361.28 | 4 SF | |
| 181 | SPALL/PATCH REPAIR | 10052507.87 | 3136613.58 | 6 SF | |
| 182 | SPALL/PATCH REPAIR | 10052672.11 | 3136737.61 | 4 SF | |
| 183 | CONCRETE PANEL REMOVE/REPLACE | 10052791.28 | 3136579.15 | 70 SY | |
| 184 | CONCRETE PANEL REMOVE/REPLACE | 10052578.19 | 3136826.88 | 280 SY | |
| 185 | CONCRETE PANEL REMOVE/REPLACE | 10052773.72 | 3136802.55 | 50 SY | |
| 186 | CONCRETE PANEL REMOVE/REPLACE | 10052741.30 | 3136922.14 | 70 SY | |
| 187 | CONCRETE PANEL REMOVE/REPLACE | 10052263.09 | 3136902.54 | 65 SY | |
| 188 | CONCRETE PANEL REMOVE/REPLACE | 10052123.71 | 3137155.28 | 70 SY | |
| 189 | SPALL/PATCH REPAIR | 10052781.05 | 3136653.03 | 3 SF | |
| 190 | SPALL/PATCH REPAIR | 10052762.38 | 3136776.40 | 3 SF | |
| 191 | SPALL/PATCH REPAIR | 10052367.48 | 3136894.19 | 2 SF | |
| 192 | SPALL/PATCH REPAIR | 10052226.21 | 3136823.19 | 6 SF | |
| 193 | SPALL/PATCH REPAIR | 10052708.88 | 3136968.41 | 5 SF | |
| 194 | SPALL/PATCH REPAIR | 10052627.36 | 3137007.06 | 4 SF | |
| 195 | SPALL/PATCH REPAIR | 10052739.50 | 3137049.09 | 3 SF | |
| 196 | SPALL/PATCH REPAIR | 10052608.28 | 3137141.75 | 2 SF | |
| 197 | SPALL/PATCH REPAIR | 10052589.57 | 3137098.00 | 2 SF | |
| 198 | SPALL/PATCH REPAIR | 10052510.72 | 3137102.30 | 4 SF | |
| 199 | SPALL/PATCH REPAIR | 10052469.27 | 3137052.38 | 6 SF | |
| 200 | SPALL/PATCH REPAIR | 10052641.55 | 3137256.62 | 8 SF | |
| 201 | SPALL/PATCH REPAIR | 10052546.19 | 3137231.05 | 8 SF | |
| 202 | SPALL/PATCH REPAIR | 10052404.94 | 3137146.53 | 2 SF | |
| 203 | SPALL/PATCH REPAIR | 10052535.44 | 3137291.74 | 1 SF | |
| 204 | SPALL/PATCH REPAIR | 10052234.87 | 3137273.89 | 10 SF | |
| 205 | SPALL/PATCH REPAIR | 10052361.93 | 3137443.35 | 1 SF | |
| 206 | SPALL/PATCH REPAIR | 10052440.69 | 3137463.31 | 2 SF | |
| 207 | SPALL/PATCH REPAIR | 10052355.45 | 3137487.77 | 1 SF | |
| 208 | SPALL/PATCH REPAIR | 10052348.23 | 3137537.23 | 1 SF | |
| 209 | SPALL/PATCH REPAIR | 10052330.04 | 3137661.81 | 2 SF | |
| 210 | SPALL/PATCH REPAIR | 10052319.21 | 3137736.01 | 2 SF | |
| 211 | SPALL/PATCH REPAIR | 10052177.78 | 3137663.39 | 2 SF | |
| 212 | SPALL/PATCH REPAIR | 10052243.35 | 3137826.02 | 2 SF | |
| 213 | SPALL/PATCH REPAIR | 10052534.50 | 3137990.12 | 1 SF | |
| 214 | CONCRETE PANEL REMOVE/REPLACE | 10046083.06 | 3139853.09 | 140 SY | |
| 215 | SPALL/PATCH REPAIR | 10044261.51 | 3135392.65 | 4 SF | |
| 216 | SPALL/PATCH REPAIR | 10044328.43 | 3135740.03 | 4 SF | |
| 217 | SPALL/PATCH REPAIR | 10044346.60 | 3136139.24 | 4 SF | |
| 218 | SPALL/PATCH REPAIR | 10044294.16 | 3136091.78 | 4 SF | |
| 219 | SPALL/PATCH REPAIR | 10044349.98 | 3136738.81 | 4 SF | |
| 220 | SPALL/PATCH REPAIR | 10046126.20 | 3136279.47 | 4 SF | |
| 221 | SPALL/PATCH REPAIR | 10051188.23 | 3134917.23 | 4 SF | |
| 222 | SPALL/PATCH REPAIR | 10049019.62 | 3136643.26 | 2 SF | |


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RS&H Project Number: 2150147.052


BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED
PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

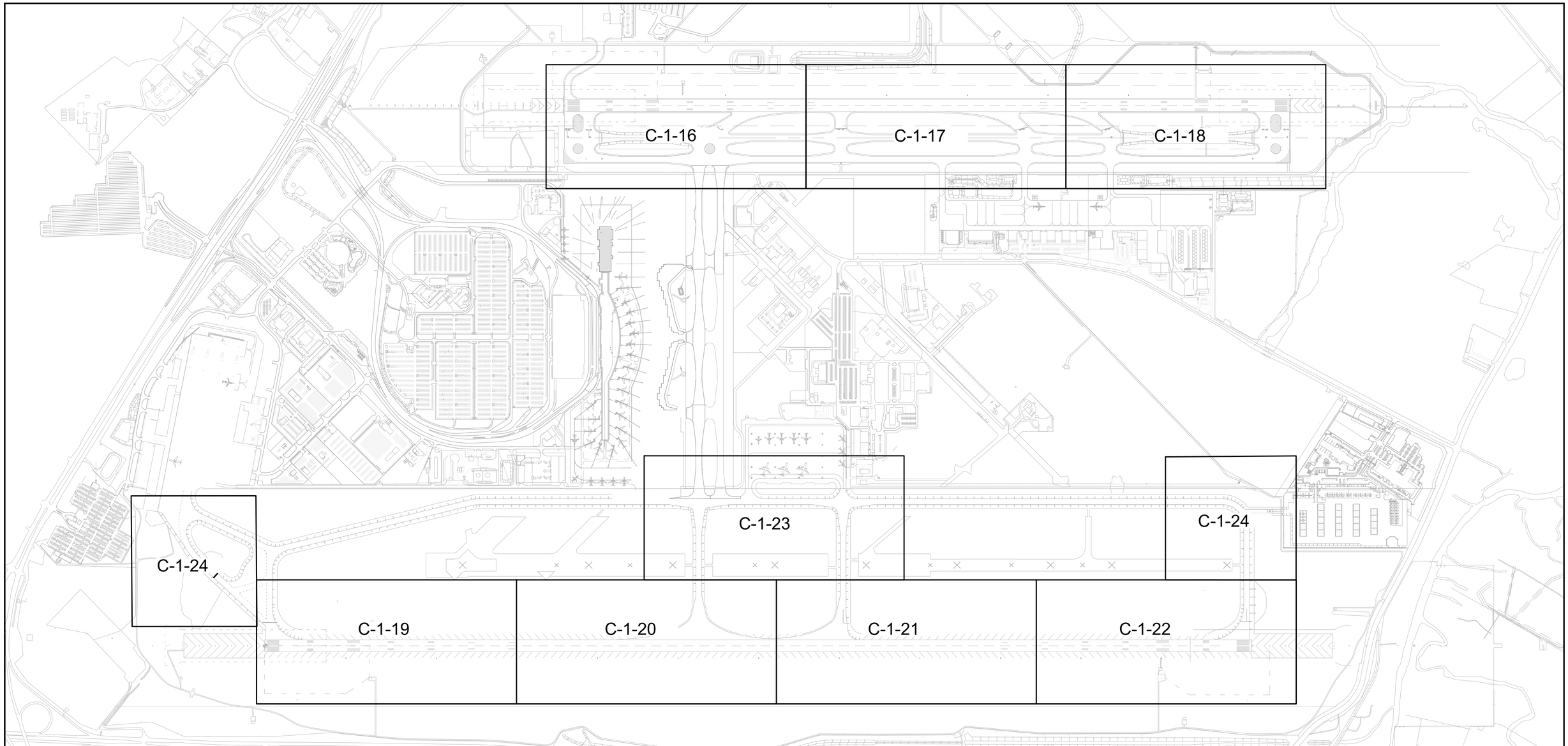
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

PAVEMENT REPAIR POINT TABLE

JOB NO.: 2150147.052
DRAWN BY:
CHECKED BY:
COORD. CHECK:
FILE NAME:
DATE: 05/17/2019
SCALE:
SHEET NO.

C-1-14




NORTH

600' 300' 0 600'

SCALE IN FEET

RS&H

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STATE OF TEXAS
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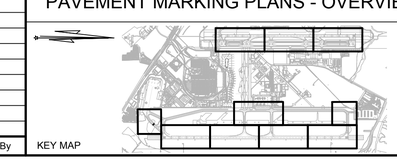
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## PAVEMENT MARKING PLANS - OVERVIEW



KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
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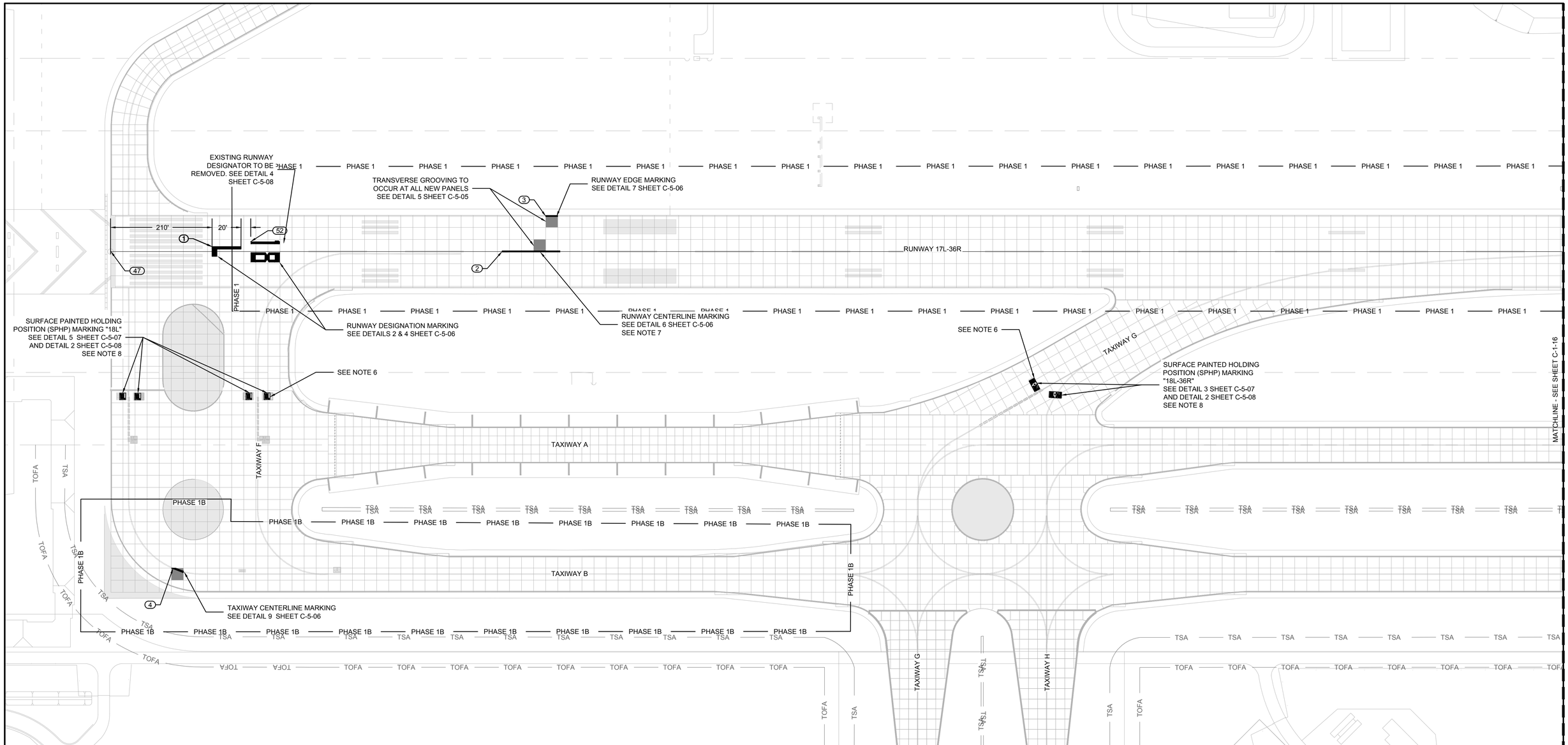


## LEGEND:

- PROPOSED PAVEMENT MARKING
- (1) PROPOSED MARKING POINT
- NEW PCC PANEL

## NOTES

1. SEE SHEET C-1-25 FOR MARKING POINT TABLE.
2. SEE SHEETS C-5-06 THROUGH C-5-08 FOR PAVEMENT MARKING DETAILS.
3. ALL MARKINGS TO USE TYPE III REFLECTIVE BEADS.
4. BLACK ENHANCED MARKINGS SHALL NOT HAVE ANY REFLECTIVE BEADS.
5. SAWCUTTING AND REPAIR WORK MAY OBSCURE MARKINGS ON ADJACENT PANELS TO REMAIN. CLEAN-UP AND REMARKING OF ADJACENT PANELS TO REMAIN IS INCIDENTAL TO THE WORK AS NOTED, AND NO SEPARATE PAYMENT SHALL BE MADE.
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8. EXISTING SPHP MARKING MUST BE REMOVED IN ITS ENTIRETY PRIOR TO PLACEMENT OF NEW MARKING.

NORTH

100' 50' 0 100'
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REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052

BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED
PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

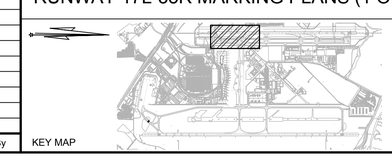
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
|---|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
RUNWAY 17L-35R MARKING PLANS (1 OF 3)



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| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
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| DATE: | 05/17/2019 |
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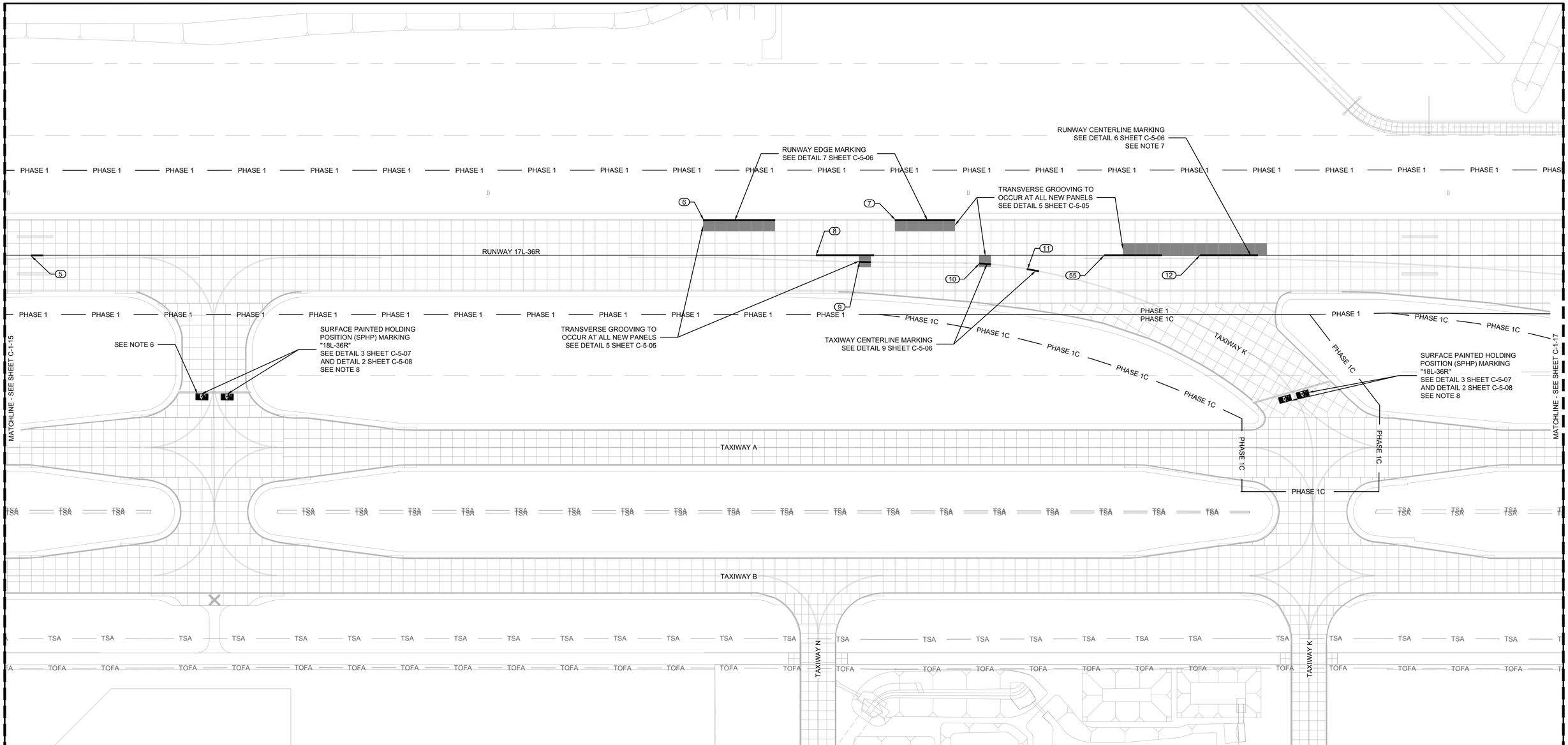


## LEGEND:

- PROPOSED PAVEMENT MARKING
- (1) PROPOSED MARKING POINT
- NEW PCC PANEL

## NOTES

1. SEE SHEET C-1-25 FOR MARKING POINT TABLE.
2. SEE SHEETS C-5-06 THROUGH C-5-08 FOR PAVEMENT MARKING DETAILS.
3. ALL MARKINGS TO USE TYPE III REFLECTIVE BEADS.
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NORTH

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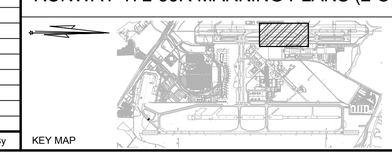
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

DRAWING DESCRIPTION:
RUNWAY 17L-35R MARKING PLANS (2 OF 3)



KEY MAP

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| CHECKED BY: | CAS |
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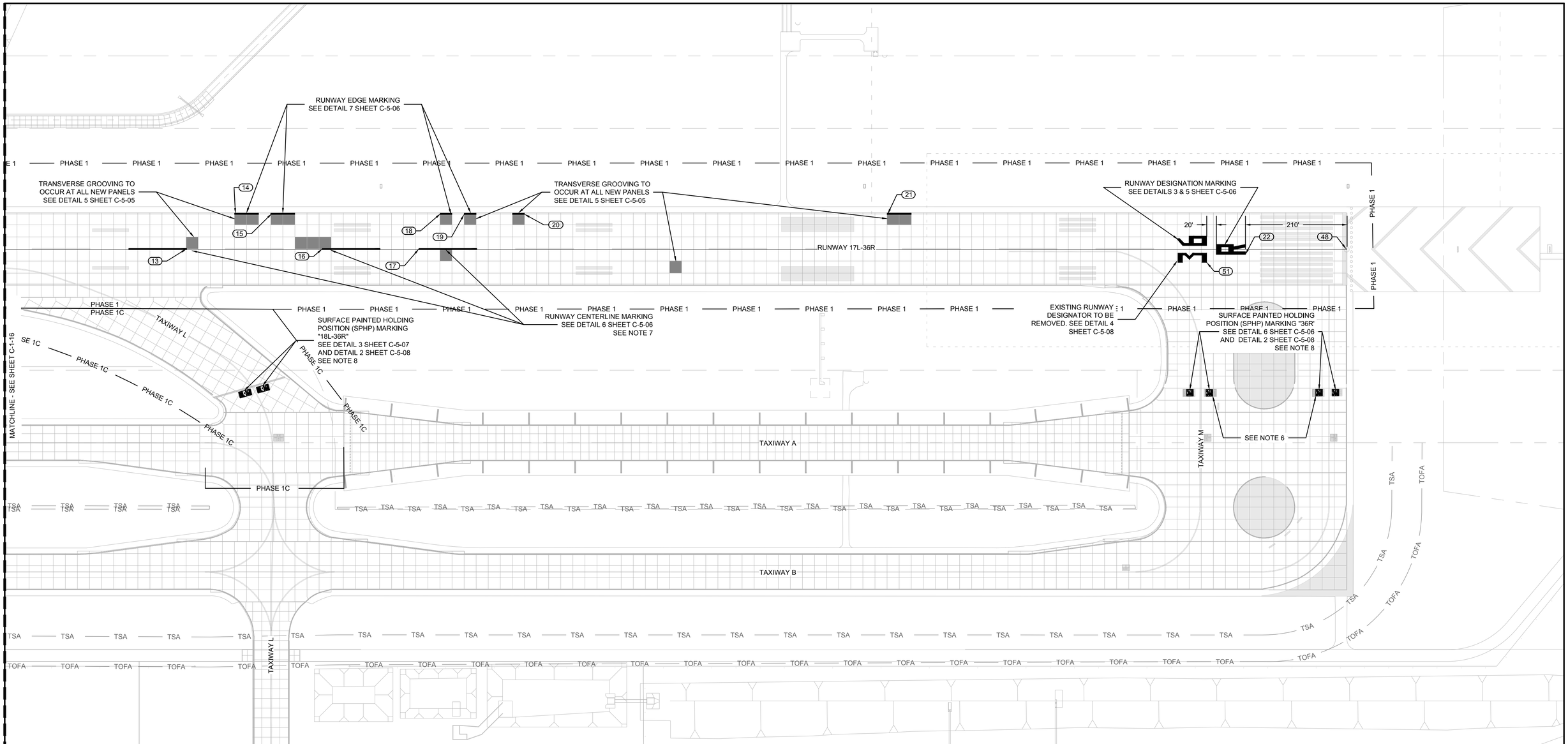


## LEGEND:

- PROPOSED PAVEMENT MARKING
- (1) PROPOSED MARKING POINT
- NEW PCC PANEL

## NOTES

1. SEE SHEET C-1-25 FOR MARKING POINT TABLE.
2. SEE SHEETS C-5-06 THROUGH C-5-08 FOR PAVEMENT MARKING DETAILS.
3. ALL MARKINGS TO USE TYPE III REFLECTIVE BEADS.
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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
|---|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
RUNWAY 17L-35R MARKING PLANS (3 OF 3)

KEY MAP

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| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
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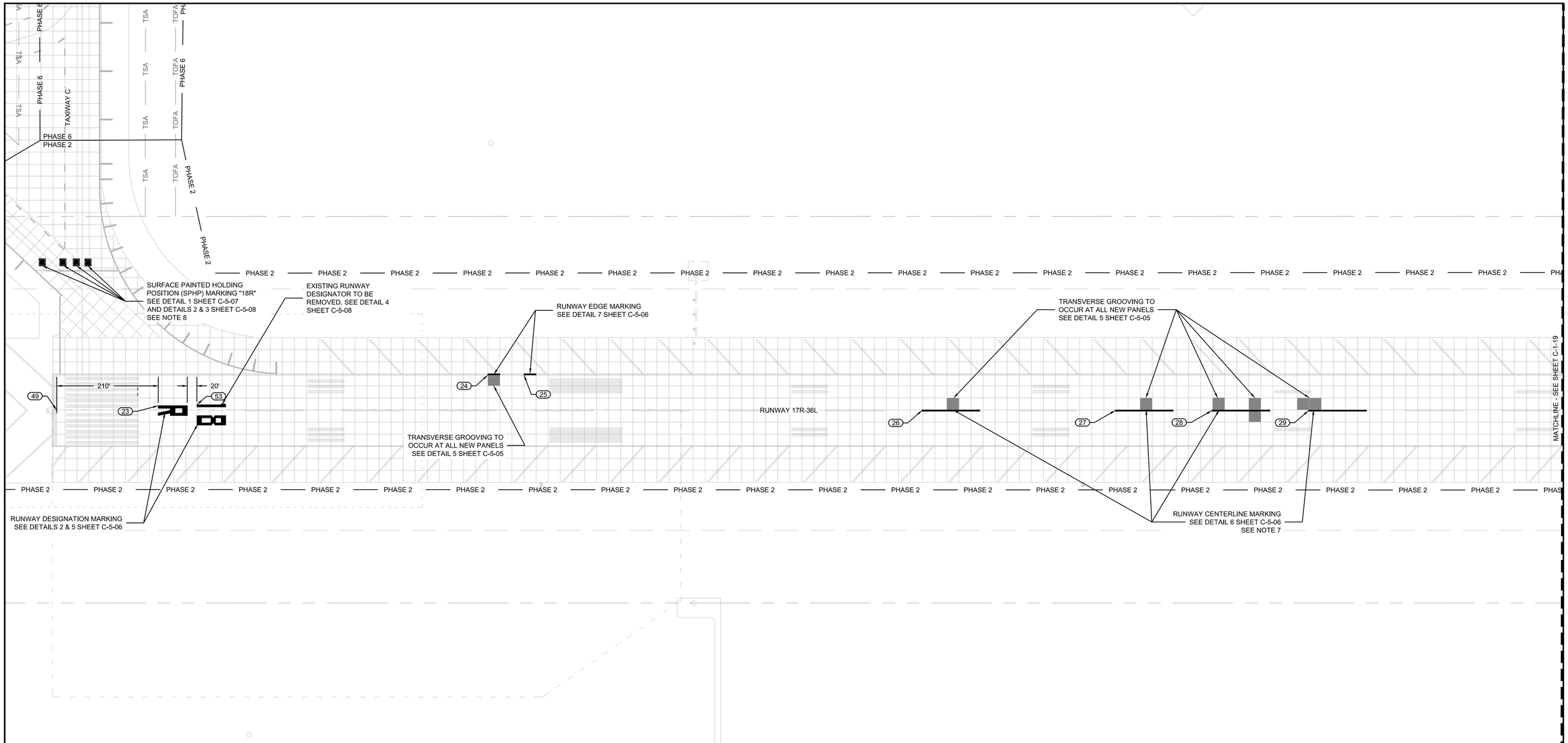


## LEGEND:

- PROPOSED PAVEMENT MARKING
- (1) PROPOSED MARKING POINT
- NEW PCC PANEL

## NOTES

1. SEE SHEET C-1-25 FOR MARKING POINT TABLE.
2. SEE SHEETS C-5-06 THROUGH C-5-08 FOR PAVEMENT MARKING DETAILS.
3. ALL MARKINGS TO USE TYPE III REFLECTIVE BEADS.
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RS&H Project Number: 2150147.052

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120 |
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| No. | Date | Issue Description | By |
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DRAWING DESCRIPTION:
RUNWAY 17R-35L MARKING PLANS (1 OF 4)

KEY MAP

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| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
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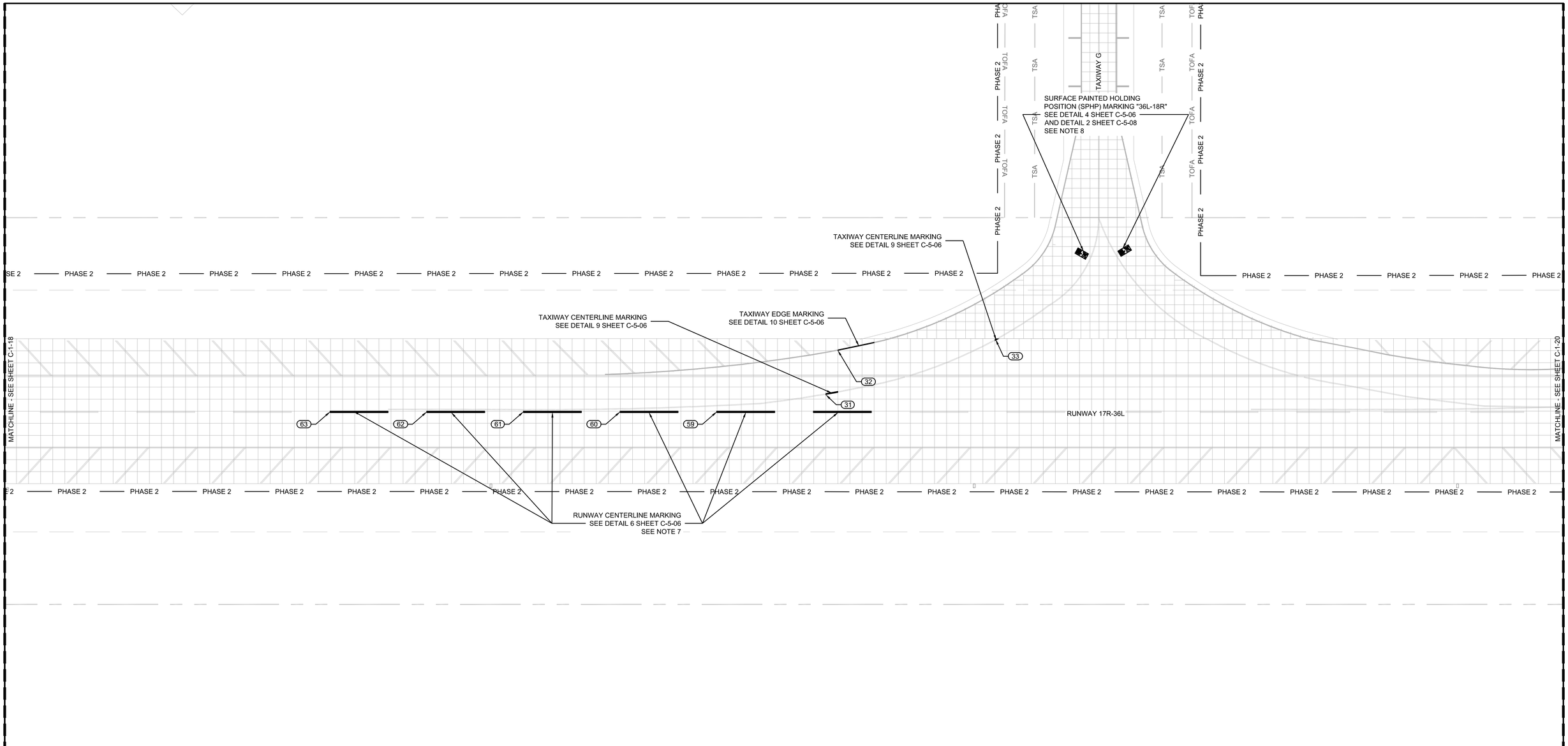


## LEGEND:

- PROPOSED PAVEMENT MARKING
- (1) PROPOSED MARKING POINT
- NEW PCC PANEL

## NOTES

1. SEE SHEET C-1-25 FOR MARKING POINT TABLE.
2. SEE SHEETS C-5-06 THROUGH C-5-08 FOR PAVEMENT MARKING DETAILS.
3. ALL MARKINGS TO USE TYPE III REFLECTIVE BEADS.
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RS&H Project Number: 2150147.052


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7/15/2019

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AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120 |
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| No. | Date | Issue Description | By |
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DRAWING DESCRIPTION:
RUNWAY 17R-35L MARKING PLANS (2 OF 4)

KEY MAP

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| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
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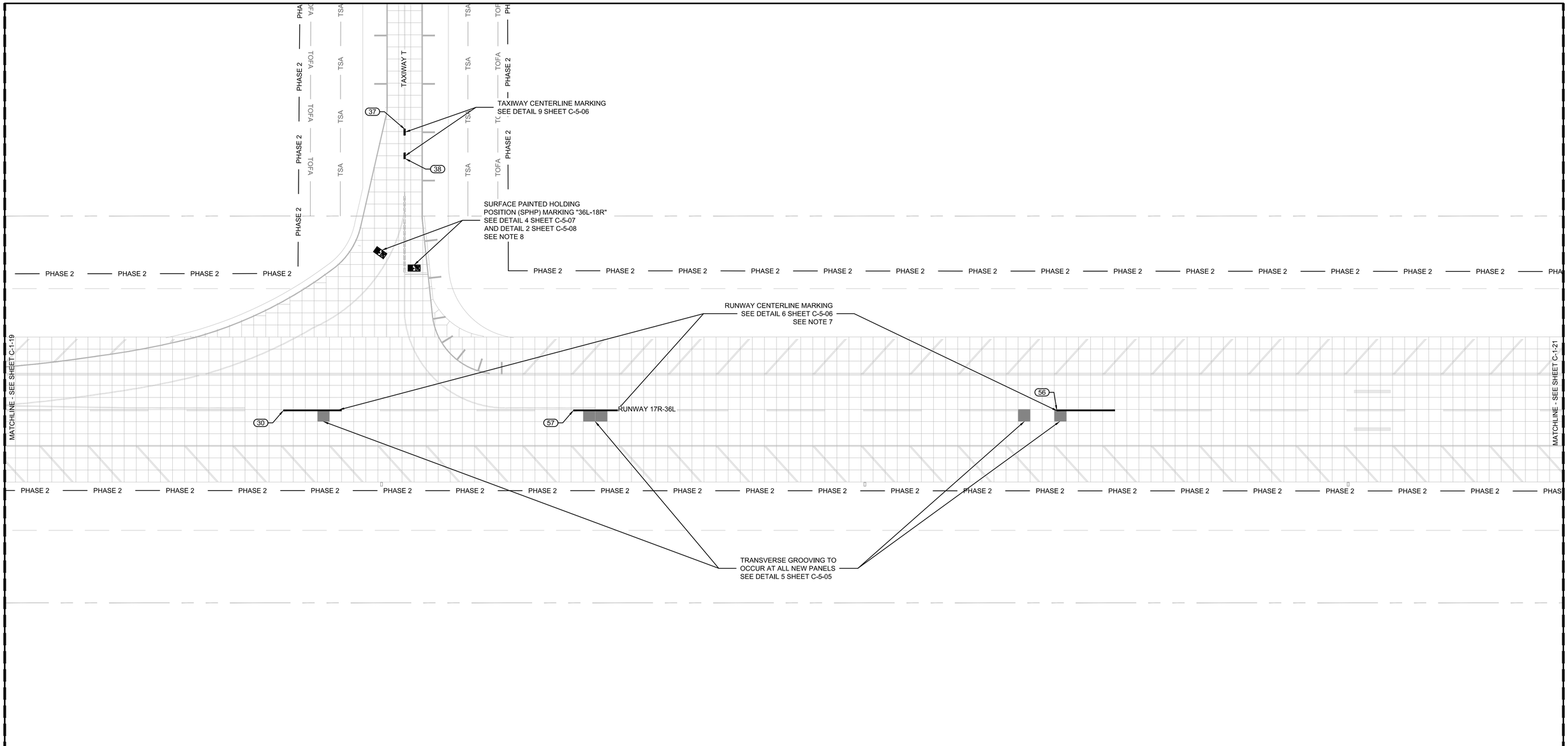


## LEGEND:

- PROPOSED PAVEMENT MARKING
- (1) PROPOSED MARKING POINT
- NEW PCC PANEL

## NOTES

1. SEE SHEET C-1-25 FOR MARKING POINT TABLE.
2. SEE SHEETS C-5-06 THROUGH C-5-08 FOR PAVEMENT MARKING DETAILS.
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AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
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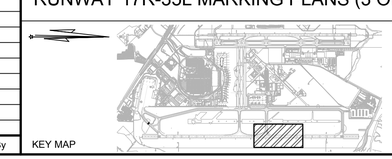
DRAWING DESCRIPTION:
RUNWAY 17R-35L MARKING PLANS (3 OF 4)



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| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
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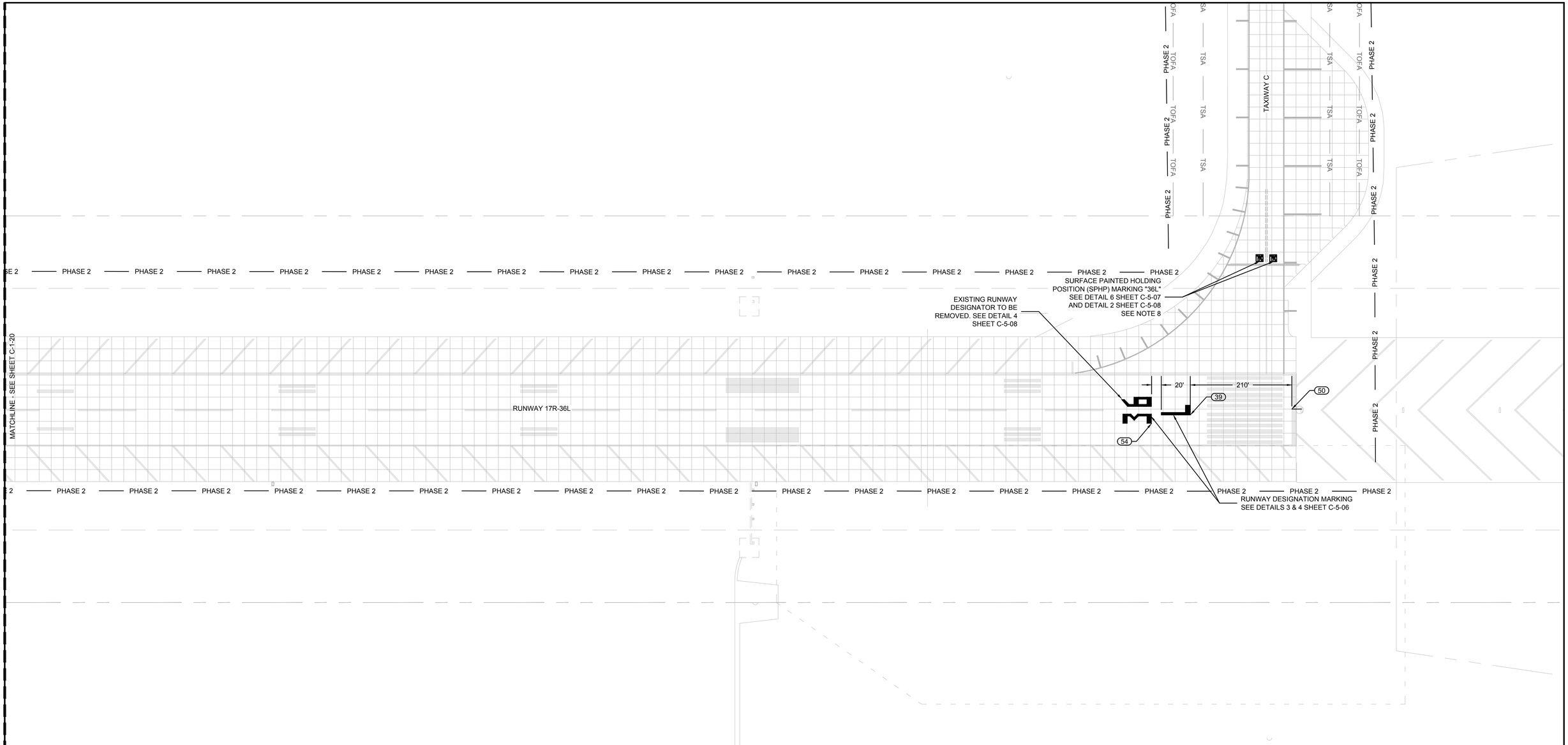


## LEGEND:

- PROPOSED PAVEMENT MARKING
- (1) PROPOSED MARKING POINT
- NEW PCC PANEL

## NOTES

1. SEE SHEET C-1-25 FOR MARKING POINT TABLE.
2. SEE SHEETS C-5-06 THROUGH C-5-08 FOR PAVEMENT MARKING DETAILS.
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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
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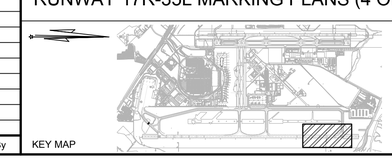
DRAWING DESCRIPTION:
RUNWAY 17R-35L MARKING PLANS (4 OF 4)



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| COORD. CHECK: | BMS |
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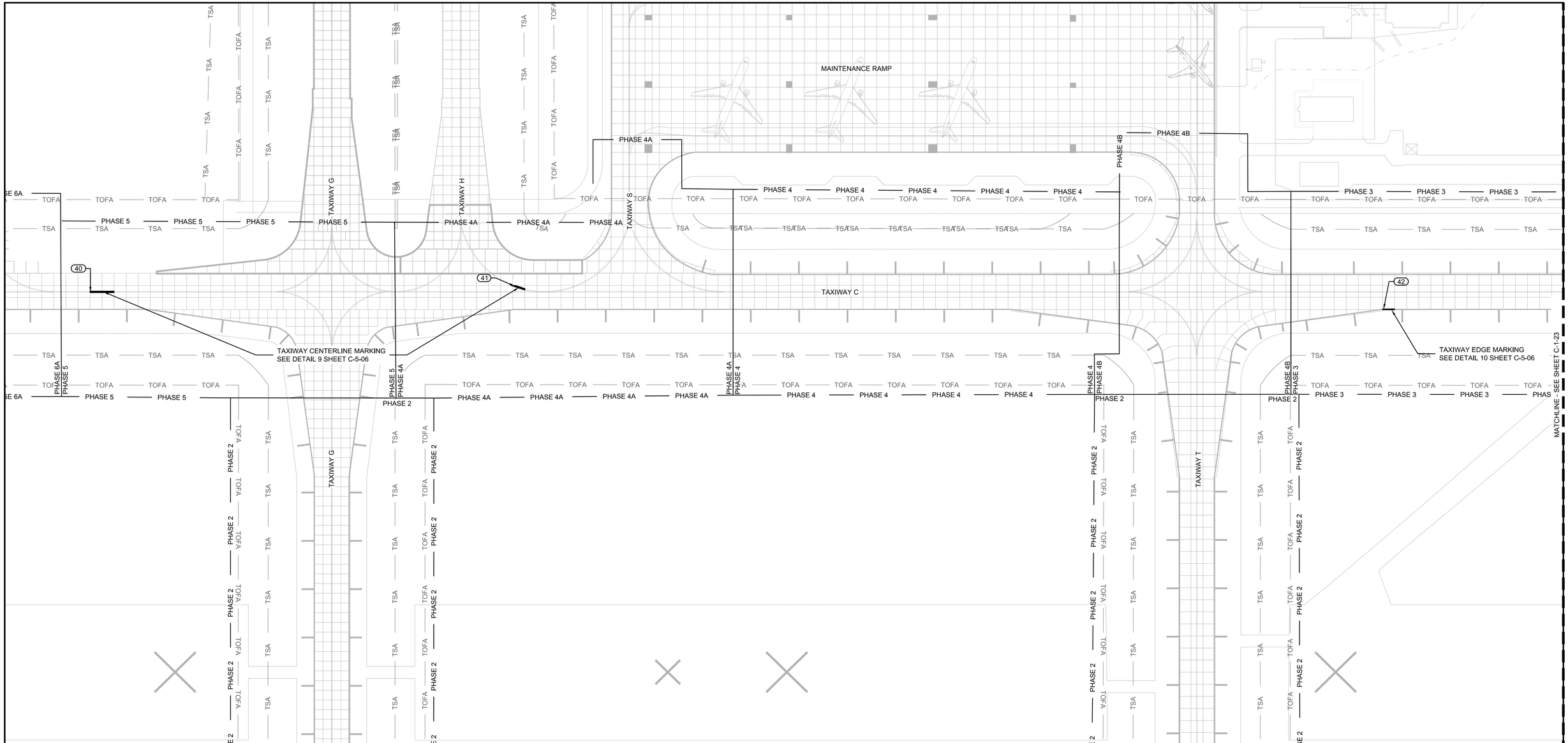


## LEGEND:

- PROPOSED PAVEMENT MARKING
- (1) PROPOSED MARKING POINT
- NEW PCC PANEL

## NOTES

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
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| No. | Date | Issue Description | By |
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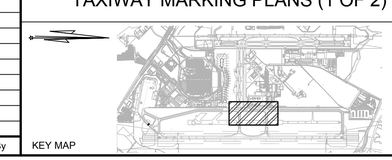
DRAWING DESCRIPTION:

TAXIWAY MARKING PLANS (1 OF 2)



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| DRAWN BY: | PAJ |
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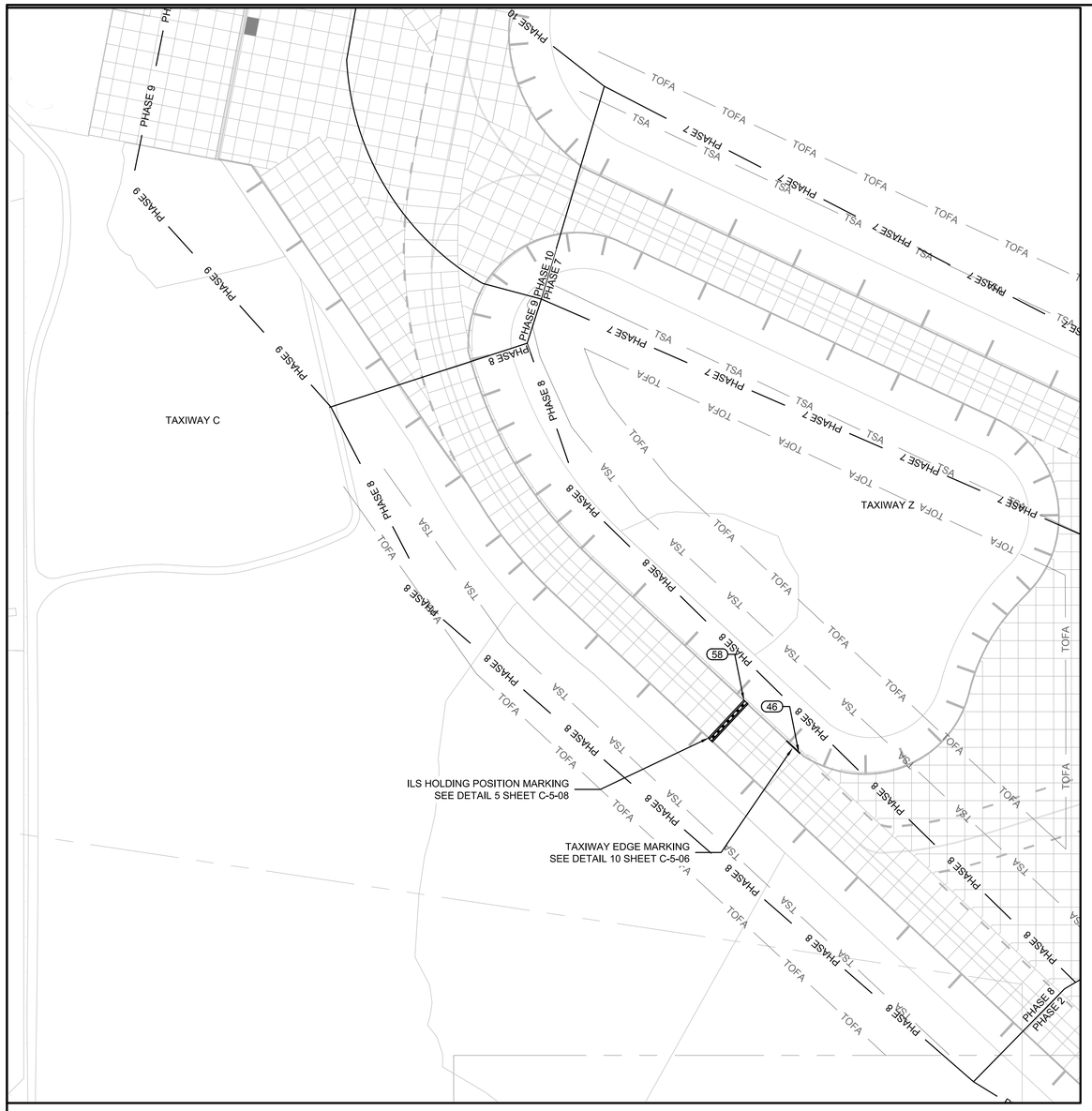
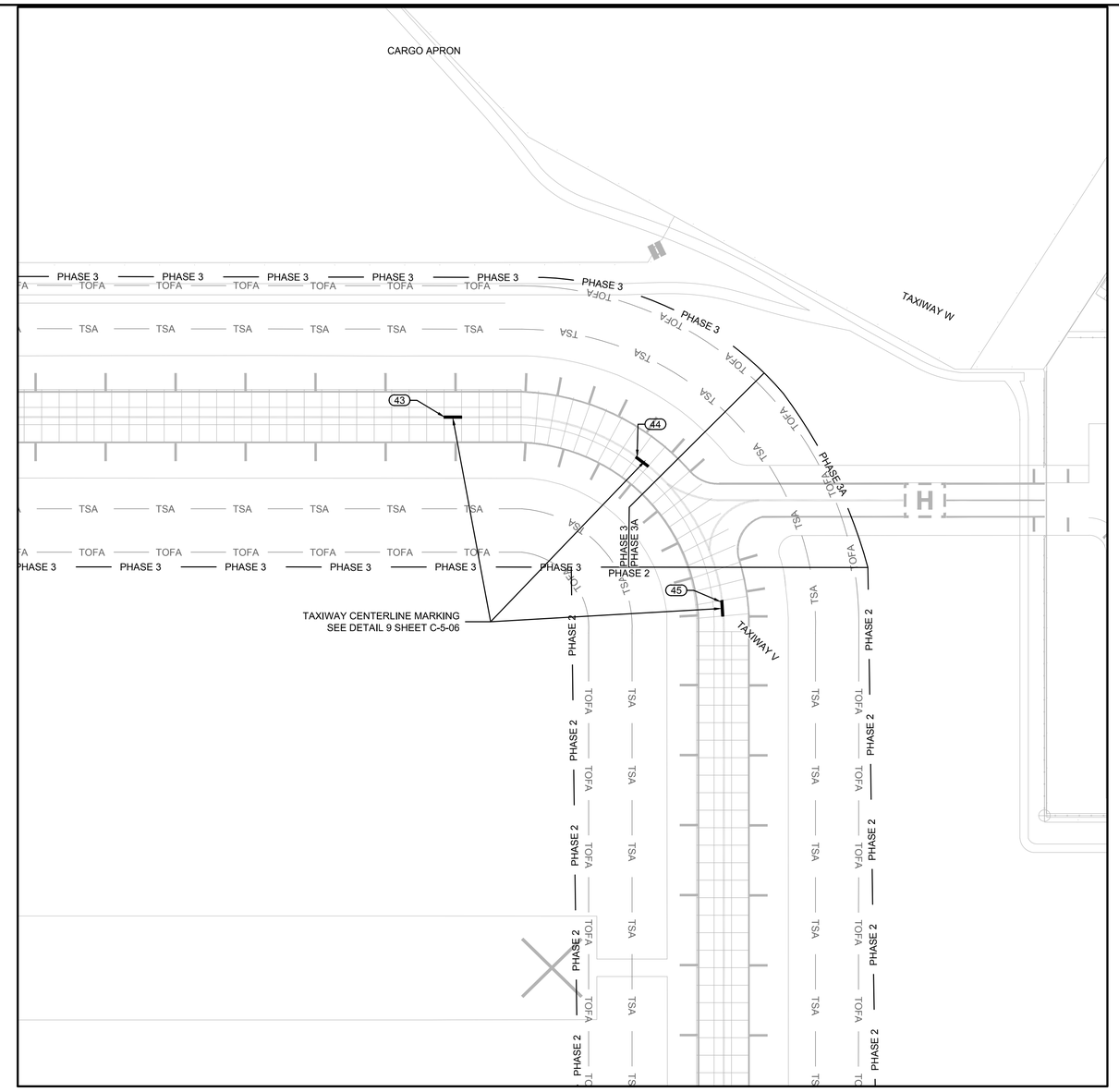
| SHEET NO. | C-1-23 |




LEGEND:

- PROPOSED PAVEMENT MARKING
- (1) PROPOSED MARKING POINT
- NEW PCC PANEL

NOTES

1. SEE SHEET C-1-25 FOR MARKING POINT TABLE.
2. SEE SHEETS C-5-06 THROUGH C-5-08 FOR PAVEMENT MARKING DETAILS.
3. ALL MARKINGS TO USE TYPE III REFLECTIVE BEADS.
4. BLACK ENHANCED MARKINGS SHALL NOT HAVE ANY REFLECTIVE BEADS.
5. SAWCUTTING AND REPAIR WORK MAY OBSCURE MARKINGS ON ADJACENT PANELS TO REMAIN. CLEAN-UP AND REMARKING OF ADJACENT PANELS TO REMAIN IS INCIDENTAL TO THE WORK AS NOTED, AND NO SEPARATE PAYMENT SHALL BE MADE.
6. CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS FOR BARRICADE PLACEMENT PRIOR TO APPLICATION OF AN MARKING OUTSIDE PHASE WORK AREA LIMITS. CONTRACTOR SHALL PLAN TO INSTALL LOW PROFILE BARRICADES ACROSS ADJACENT PAVEMENT TO DETER AIRCRAFT FROM ENTERING INTO THE WORK AREA DURING PAVEMENT MARKING REMOVAL/APPLICATION.
7. EXISTING CENTERLINE MARKING TO BE REPAIRED SHOULD BE REMOVED IN ITS ENTIRETY AND REMARKED IN ITS EXISTING LOCATION.
8. EXISTING SPHP MARKING MUST BE REMOVED IN ITS ENTIRETY PRIOR TO PLACEMENT OF NEW MARKING.

NORTH

100' 50' 0 100'
SCALE IN FEET

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RS&H Project Number: 2150147.052

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6/28/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

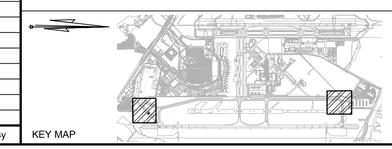
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

TAXIWAY MARKING PLANS (2 OF 2)



KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
| FILE NAME: | A3341-C-1-14.dwg |
| DATE: | 05/17/2019 |
| SCALE: | AS SHOWN |
| SHEET NO. | C-1-24 |

| MARKING POINTS TABLE | | |
|---|---|---|
| NUMBER | DESCRIPTION | NORTHING/EASTING |
| 1 | RUNWAYS DESIGNATION MARKINGS | N: 10047823.05<br>E: 3141692.70 |
| 2 | RUNWAY CENTERLINE MARKING | N: 10047223.16<br>E: 3141710.63 |
| 3 | RUNWAY EDGE MARKING | N: 10047136.42<br>E: 3141788.11 |
| 4 | TAXIWAY CENTERLINE MARKING | N: 10047872.36<br>E: 3141024.09 |
| 5 | RUNWAY CENTERLINE MARKING | N: 10044985.83<br>E: 3141813.83 |
| 6 | RUNWAY EDGE MARKING | N: 10043589.92<br>E: 3141954.48 |
| 7 | RUNWAY EDGE MARKING | N: 10043190.64<br>E: 3141973.34 |
| 8 | RUNWAY CENTERLINE MARKING | N: 10043352.43<br>E: 3141892.36 |
| 9 | TAXIWAY CENTERLINE MARKING | N: 10043261.61<br>E: 3141883.07 |
| 10 | TAXIWAY CENTERLINE MARKING | N: 10043011.40<br>E: 3141891.09 |
| 11 | TAXIWAY CENTERLINE MARKING | N: 10042911.40<br>E: 3141883.86 |
| 12 | RUNWAY CENTERLINE MARKING | N: 10042553.30<br>E: 3141929.82 |
| 13 | RUNWAY CENTERLINE MARKING | N: 10041440.22<br>E: 3141982.27 |
| 14 | RUNWAY EDGE MARKING | N: 10041342.58<br>E: 3142060.61 |
| 15 | RUNWAY EDGE MARKING | N: 10041267.33<br>E: 3142063.30 |
| 16 | RUNWAY CENTERLINE MARKING | N: 10041159.83<br>E: 3141995.13 |
| 17 | RUNWAY CENTERLINE MARKING | N: 10040960.05<br>E: 3142004.49 |
| 18 | RUNWAY EDGE MARKING | N: 10040918.80<br>E: 3142079.46 |
| 19 | RUNWAY EDGE MARKING | N: 10040869.88<br>E: 3142080.19 |
| 20 | RUNWAY EDGE MARKING | N: 10040745.08<br>E: 3142086.65 |
| 21 | RUNWAY EDGE MARKING | N: 10039994.79<br>E: 3142122.42 |
| 22 | RUNWAYS DESIGNATION MARKINGS | N: 10039251.82<br>E: 3142073.93 |
| 23 | RUNWAYS DESIGNATION MARKINGS | N: 10051215.96<br>E: 3134824.81 |
| 24 | RUNWAY EDGE MARKING | N: 10050537.81<br>E: 3134920.04 |
| 25 | RUNWAY EDGE MARKING | N: 10050463.08<br>E: 3134923.53 |
| 26 | RUNWAY CENTERLINE MARKING | N: 10049637.18<br>E: 3134888.70 |
| 27 | RUNWAY CENTERLINE MARKING | N: 10049237.61<br>E: 3134907.42 |
| 28 | RUNWAY CENTERLINE MARKING | N: 10049037.83<br>E: 3134916.79 |
| 29 | RUNWAY CENTERLINE MARKING | N: 10048838.05<br>E: 3134926.15 |
| 30 | RUNWAY CENTERLINE MARKING | N: 10044512.77<br>E: 3135128.87 |

| MARKING POINTS TABLE | | |
|---|---|---|
| NUMBER | DESCRIPTION | NORTHING/EASTING |
| 31 | TAXIWAY CENTERLINE MARKING | N: 10046616.37<br>E: 3135065.66 |
| 32 | RUNWAY EDGE MARKING | N: 10046595.69<br>E: 3135158.17 |
| 33 | TAXIWAY CENTERLINE MARKING | N: 10046270.85<br>E: 3135196.19 |
| 37 | TAXIWAY CENTERLINE MARKING | N: 10044289.04<br>E: 3135721.14 |
| 38 | TAXIWAY CENTERLINE MARKING | N: 10044285.50<br>E: 3135660.57 |
| 39 | RUNWAYS DESIGNATION MARKINGS | N: 10039417.62<br>E: 3135357.67 |
| 40 | TAXIWAY CENTERLINE MARKING | N: 10046633.00<br>E: 3136819.66 |
| 41 | TAXIWAY CENTERLINE MARKING | N: 10045756.96<br>E: 3136873.03 |
| 42 | TAXIWAY EDGE MARKING | N: 10043958.90<br>E: 3136909.49 |
| 43 | TAXIWAY CENTERLINE MARKING | N: 10039742.47<br>E: 3137142.57 |
| 44 | TAXIWAY CENTERLINE MARKING | N: 10039465.41<br>E: 3137098.34 |
| 45 | TAXIWAY CENTERLINE MARKING | N: 10039335.70<br>E: 3136897.40 |
| 46 | TAXIWAY EDGE MARKING | N: 10051980.00<br>E: 3135608.16 |
| 47 | 18L RUNWAY END | N: 10048031.87<br>E: 3141673.08 |
| 48 | 36R RUNWAY END | N: 10039044.18<br>E: 3142094.72 |
| 49 | 18R RUNWAY END | N: 10051425.28<br>E: 3134806.02 |
| 50 | 36L RUNWAY END | N: 10039208.43<br>E: 3135379.61 |
| 51 | RUNWAYS DESIGNATION MARKINGS | N: 10039330.95<br>E: 3142052.94 |
| 52 | RUNWAYS DESIGNATION MARKINGS | N: 10047743.66<br>E: 3141706.85 |
| 53 | RUNWAYS DESIGNATION MARKINGS | N: 10051136.12<br>E: 3134830.98 |
| 54 | RUNWAYS DESIGNATION MARKINGS | N: 10039496.79<br>E: 3135336.27 |
| 55 | RUNWAY CENTERLINE MARKING | N: 10042753.06<br>E: 3141919.96 |
| 56 | RUNWAY CENTERLINE MARKING | N: 10042914.51<br>E: 3135203.78 |
| 57 | RUNWAY CENTERLINE MARKING | N: 10043913.42<br>E: 3135156.96 |
| 58 | ILS HOLDING POSITION MARKING | N: 10052060.64<br>E: 3135677.97 |
| 59 | RUNWAY CENTERLINE MARKING | N: 10046840.23<br>E: 3135019.79 |
| 60 | RUNWAY CENTERLINE MARKING | N: 10047040.01<br>E: 3135010.42 |
| 61 | RUNWAY CENTERLINE MARKING | N: 10047239.79<br>E: 3135001.06 |
| 62 | RUNWAY CENTERLINE MARKING | N: 10047439.57<br>E: 3134991.69 |
| 63 | RUNWAY CENTERLINE MARKING | N: 10047639.35<br>E: 3134982.33 |

NOTES

1. COORDINATES CITED IN THIS DESCRIPTION ARE BASED ON NAD 83 TEXAS STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE (4203).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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

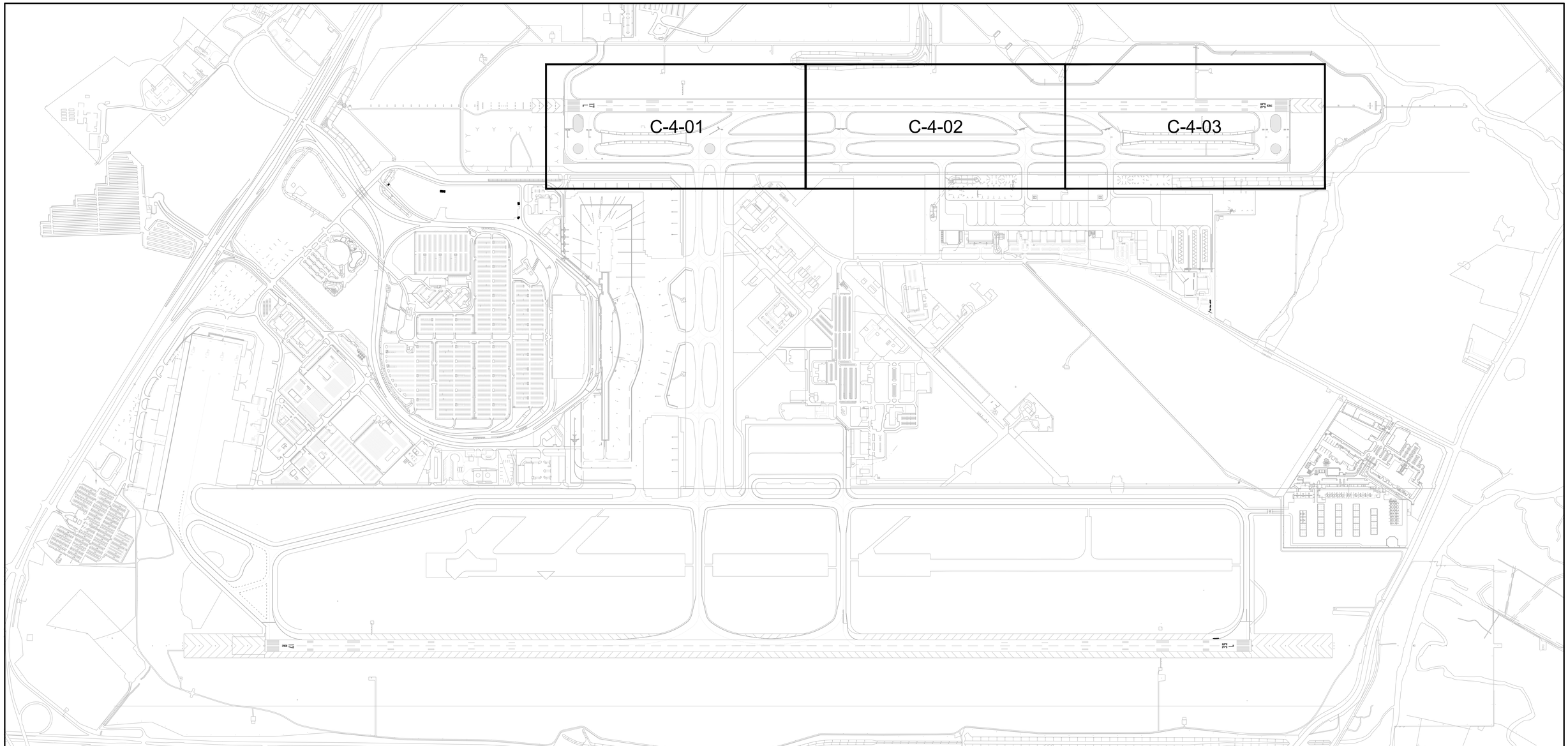
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

PAVEMENT MARKING POINT TABLE

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
| FILE NAME: A3341-C-1-14.dwg | |
| DATE: 05/17/2019 | |
| SCALE: N/A | |
| SHEET NO. | |

C-1-25




NORTH

600' 300' 0 600'

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

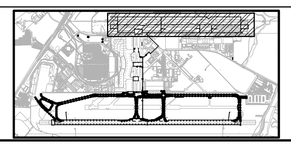
ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

## EROSION CONTROL PLANS - OVERVIEW

KEY MAP



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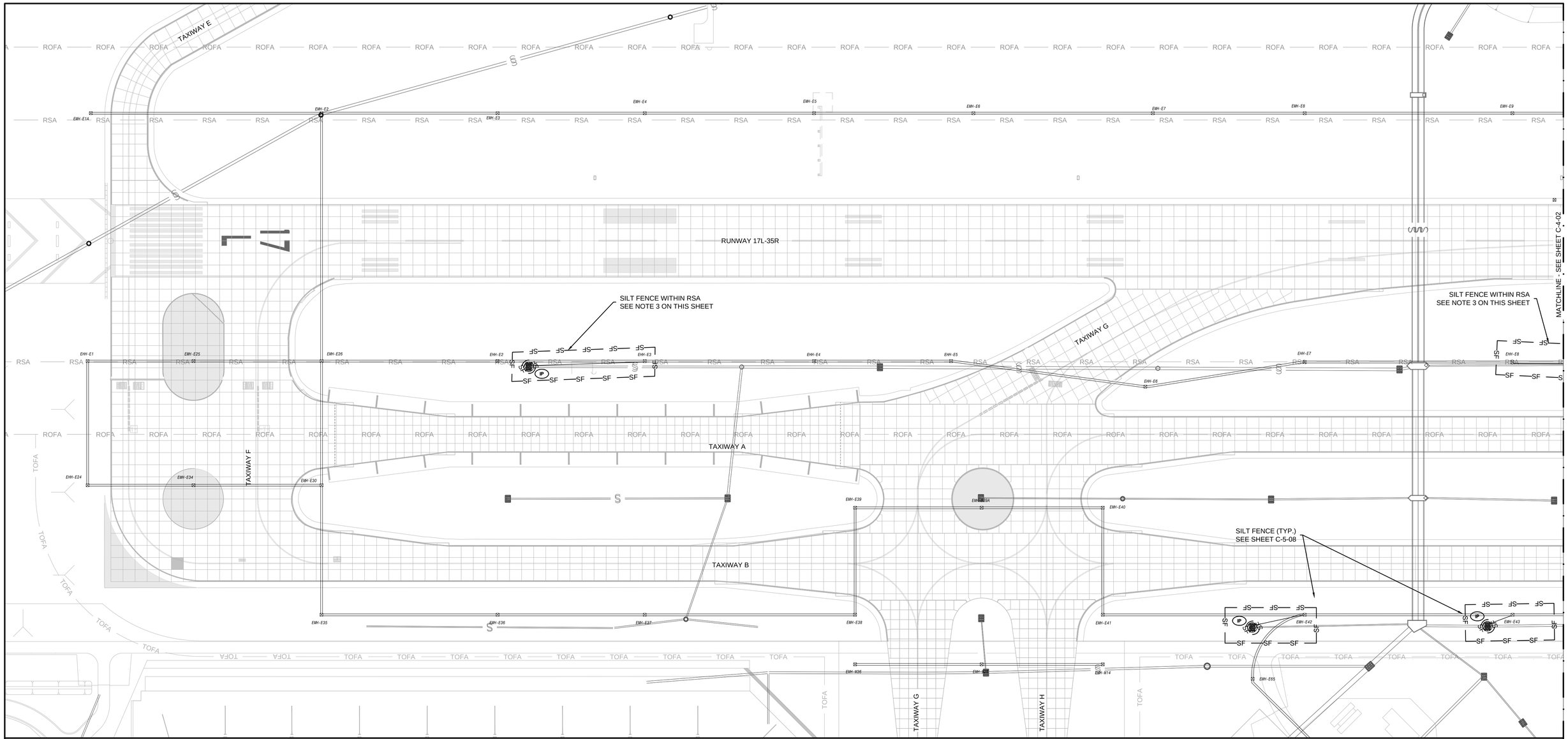
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | |
| CHECKED BY: | |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | |
| SHEET NO. | C-4-00 |




## LEGEND:

| | | | |
|---|---|---|---|
| RSA | RUNWAY SAFETY AREA | IP | PROPOSED INLET PROTECTION |
| TSA | TAXIWAY SAFETY AREA | S | EXISTING STORM SEWER |
| ROFA | RUNWAY OBJECT FREE AREA | | EXISTING ELECTRICAL DUCTBANK |
| TOFA | TAXIWAY OBJECT FREE AREA | | PROPOSED ELECTRICAL DRAINLINE |
| SF | PROPOSED SILTFENCE | | |

## NOTES:

1. SEE SHEET C-5-08 FOR EROSION CONTROL DETAILS
2. SILT FENCING LIMITS SHOW IN PLANS ARE APPROXIMATE. VERIFY ACTUAL LOCATION OF SILT FENCING WITH RPR AND AIRPORT OPERATIONS PRIOR TO INSTALLATION.
3. SILT FENCE MUST NOT BE INSIDE THE RSA OF ANY ACTIVE RUNWAYS. SILT FENCE SHOWN INSIDE THE RSA MUST MAY ONLY BE IN PLACE WHEN RUNWAY IS CLOSED. ALTERNATIVELY, MULCH SOCK MAY BE USED IN LIEU OF SILT FENCE.

NORTH

100' 50' 0 100'
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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
|---|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

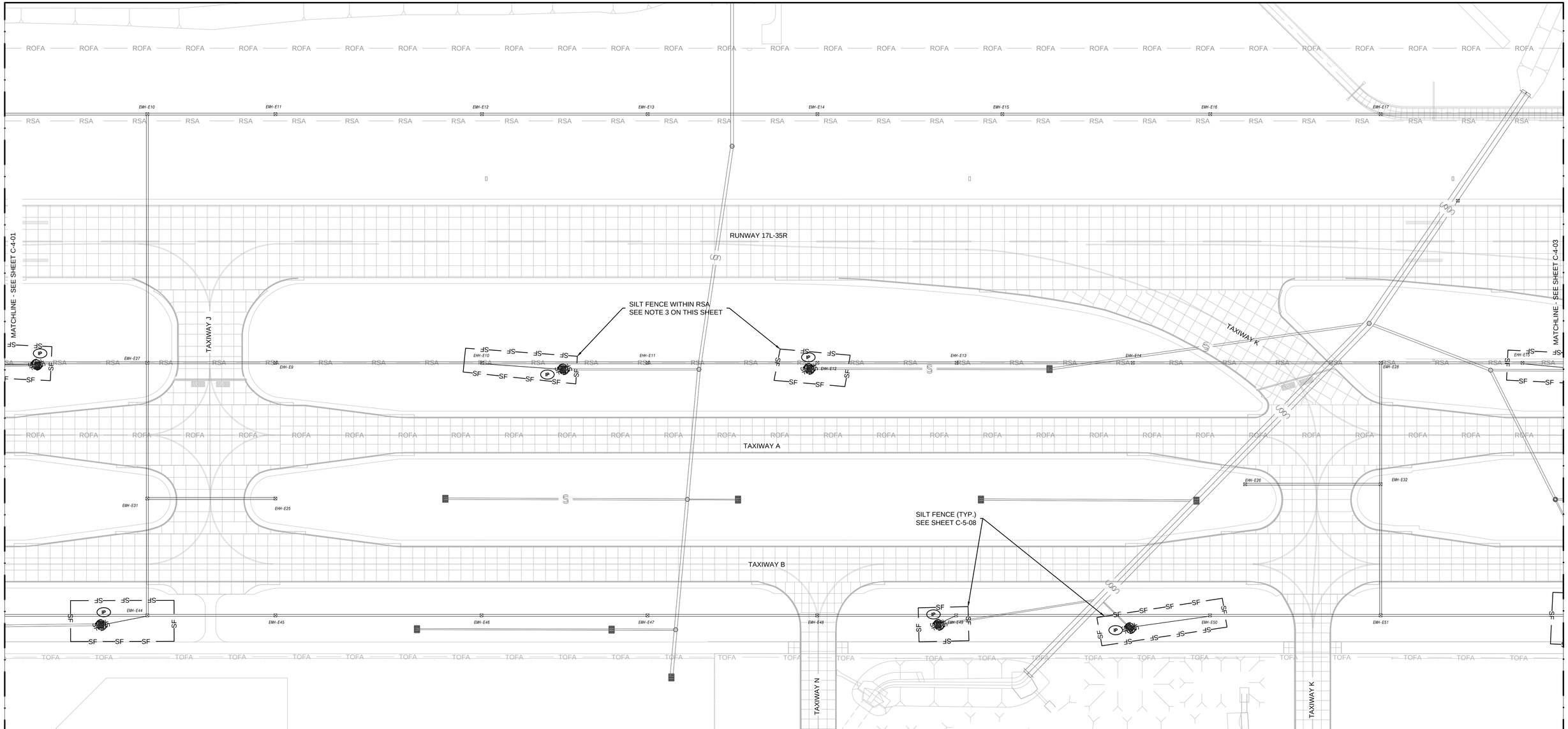
DRAWING DESCRIPTION:

## EROSION CONTROL PLANS (1 OF 3)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | |
| CHECKED BY: | |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | |
| SHEET NO. | |

C-4-01




## LEGEND:

| | | | |
|---|---|---|---|
| RSA | RUNWAY SAFETY AREA | IP | PROPOSED INLET PROTECTION |
| TSA | TAXIWAY SAFETY AREA | S | EXISTING STORM SEWER |
| ROFA | RUNWAY OBJECT FREE AREA | | EXISTING ELECTRICAL DUCTBANK |
| TOFA | TAXIWAY OBJECT FREE AREA | | PROPOSED ELECTRICAL DRAINLINE |
| SF | PROPOSED SILTFENCE | | |

## NOTES:

1. SEE SHEET C-5-08 FOR EROSION CONTROL DETAILS
2. SILT FENCING LIMITS SHOW IN PLANS ARE APPROXIMATE. VERIFY ACTUAL LOCATION OF SILT FENCING WITH RPR AND AIRPORT OPERATIONS PRIOR TO INSTALLATION.
3. SILT FENCE MUST NOT BE INSIDE THE RSA OF ANY ACTIVE RUNWAYS. SILT FENCE SHOWN INSIDE THE RSA MUST MAY ONLY BE IN PLACE WHEN RUNWAY IS CLOSED. ALTERNATIVELY, MULCH SOCK MAY BE USED IN LIEU OF SILT FENCE.

NORTH

100' 50' 0 100'
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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

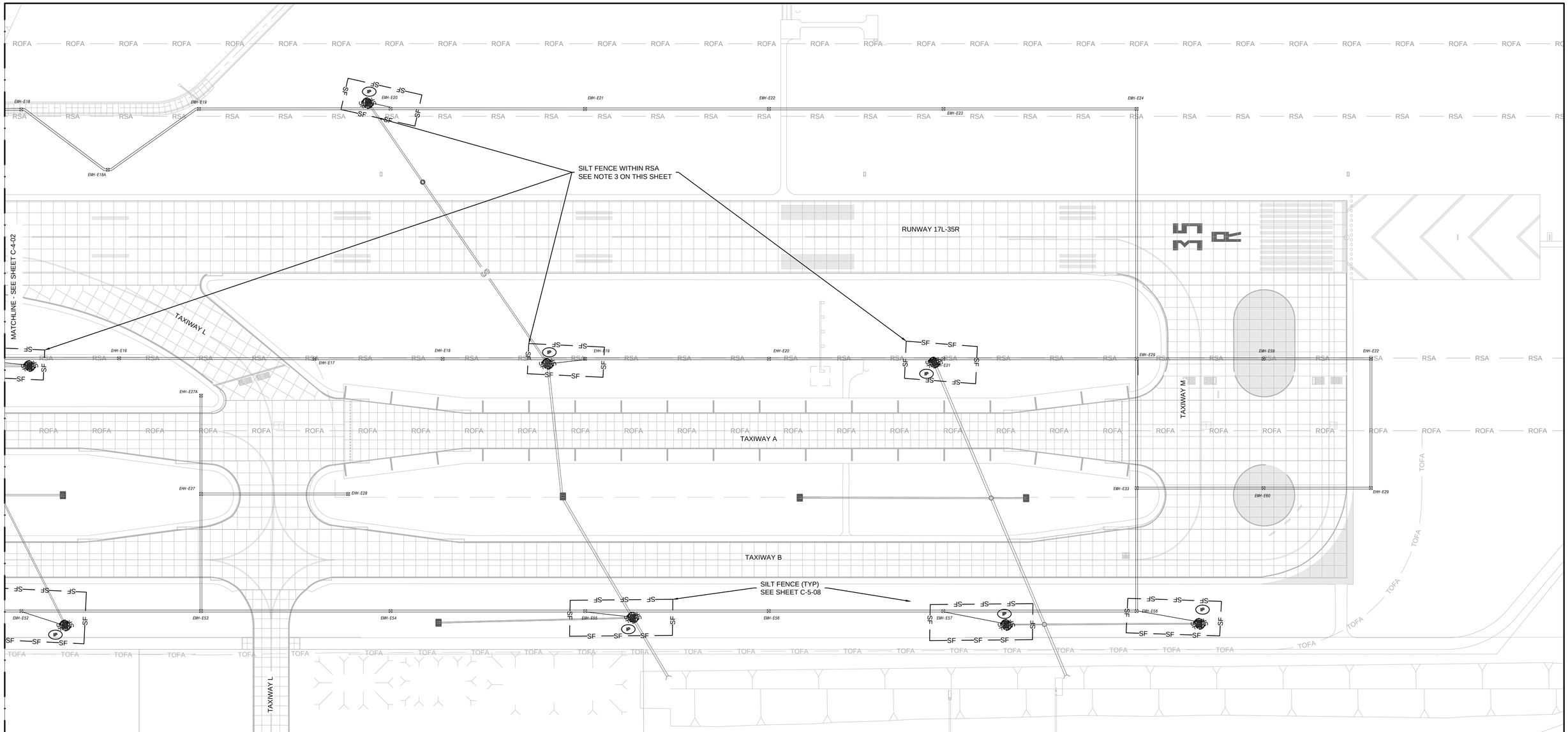
ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
EROSION CONTROL PLANS (2 OF 3)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | |
| CHECKED BY: | |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | |
| SHEET NO. | C-4-02 |




## LEGEND:

| | | | |
|---|---|---|---|
| RSA | RUNWAY SAFETY AREA | IP | PROPOSED INLET PROTECTION |
| TSA | TAXIWAY SAFETY AREA | S | EXISTING STORM SEWER |
| ROFA | RUNWAY OBJECT FREE AREA | | EXISTING ELECTRICAL DUCTBANK |
| TOFA | TAXIWAY OBJECT FREE AREA | | PROPOSED ELECTRICAL DRAINLINE |
| SF | PROPOSED SILTFENCE | | |

## NOTES:

1. SEE SHEET C-5-08 FOR EROSION CONTROL DETAILS
2. SILT FENCING LIMITS SHOW IN PLANS ARE APPROXIMATE. VERIFY ACTUAL LOCATION OF SILT FENCING WITH RPR AND AIRPORT OPERATIONS PRIOR TO INSTALLATION.
3. SILT FENCE MUST NOT BE INSIDE THE RSA OF ANY ACTIVE RUNWAYS. SILT FENCE SHOWN INSIDE THE RSA MUST MAY ONLY BE IN PLACE WHEN RUNWAY IS CLOSED. ALTERNATIVELY, MULCH SOCK MAY BE USED IN LIEU OF SILT FENCE.

NORTH

100' 50' 0 100'
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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120 |
|---|---|---|

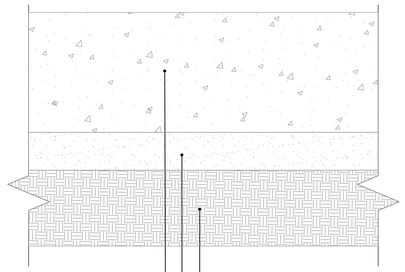
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

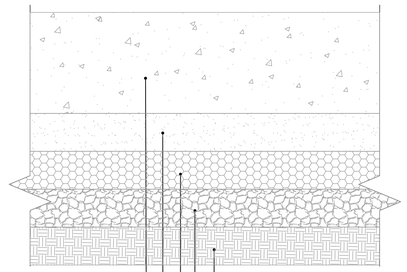
## EROSION CONTROL PLANS (3 OF 3)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | |
| CHECKED BY: | |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 05/17/2019 |
| SCALE: | |
| SHEET NO. | C-4-03 |




1 C-5-01 RUNWAY 17R-35L EXISTING PAVEMENT SECTION
SCALE:N.T.S.




2 C-5-01 RUNWAY 17L-35R EXISTING PAVEMENT SECTION
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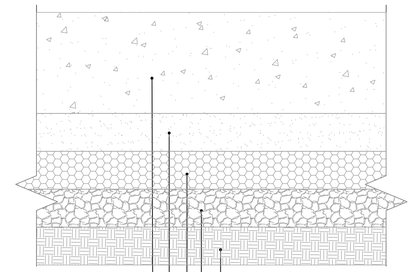
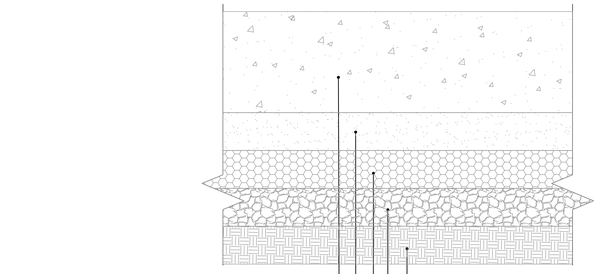
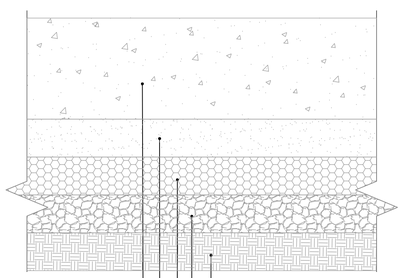


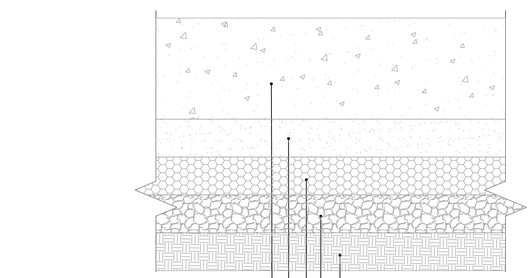

3 C-5-01 TAXIWAY B EXISTING PAVEMENT SECTION
SCALE:N.T.S.



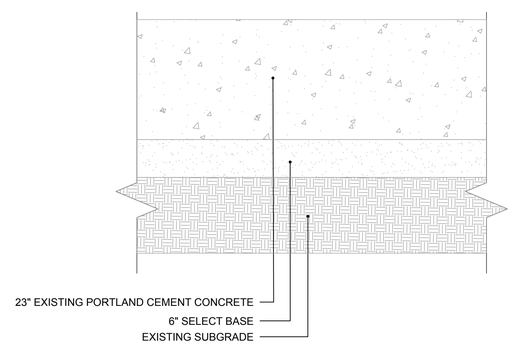

4 C-5-01 TAXIWAY G (WEST OF TW C) & T (FILLET) EXISTING PAVEMENT SECTION
SCALE:N.T.S.



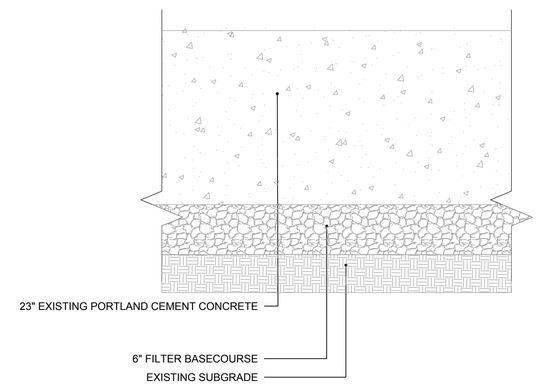

5 C-5-01 TAXIWAY G1 EXISTING PAVEMENT SECTION
SCALE:N.T.S.




6 C-5-01 CARGO APRON EXISTING PAVEMENT SECTION
SCALE:N.T.S.




7 C-5-01 TAXIWAY C EXISTING PAVEMENT SECTION
SCALE:N.T.S.




8 C-5-01 TAXIWAY T EXISTING PAVEMENT SECTION
SCALE:N.T.S.

EXISTING PAVEMENT SECTION NOTES:

1. EXISTING PAVEMENT SECTIONS OBTAINED FROM RECORD DRAWINGS. CONTRACTOR SHALL NOTIFY RPR/ENGINEER OF ANY VARIANCE IN EXISTING CONDITIONS FOUND IN THE FIELD DURING CONSTRUCTION.

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AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

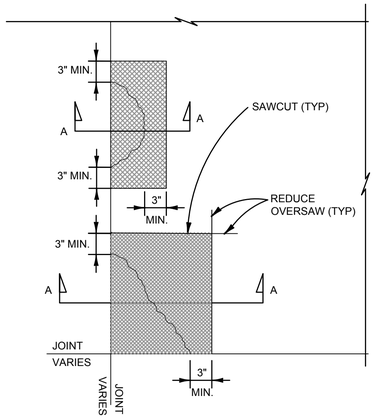
AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
EXISTING PAVEMENT SECTIONS

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-C-5-01.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | C-5-01 |

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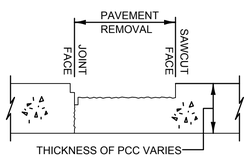
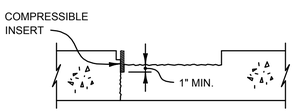
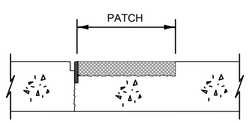
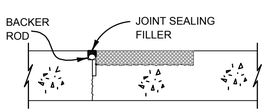



SECTION A-A

## SPALL REPAIR PROCEDURE:

STEP 1:
SAWCUT AND REMOVE SPALLED CONCRETE AND EXISTING SEALANT WITHIN REPAIR BOUNDARY TO A DEPTH OF 4" OR 1/2" INTO VISUALLY SOUND CONCRETE (WHICHEVER IS DEEPER). ALL PATCHES SHALL BE RECTANGULAR IN SHAPE. MAXIMUM ALLOWABLE PNEUMATIC HAMMER SIZE IS 30 POUNDS. ONLY REMOVE PAVEMENT FOR THOSE AREAS WHERE THE REPAIR CAN BE COMPLETED, INCLUDING CURE, WITHIN THE SAME WORK PERIOD. CONTRACTOR SHALL MINIMIZE OVERSAW AT ALL REPAIR LOCATIONS. ANY OVERSAW SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.

FINAL SPALL REPAIR PERIMETER SAWCUT SHALL BE LIMITED TO WITHIN $\frac{1}{2}$" BELOW THE NECESSARY DEPTH TO REPAIR THE DAMAGED PAVEMENT. IF THE SAWCUT IS MORE THAN $\frac{1}{2}$" BELOW THE CORRESPONDING PAVEMENT REPAIR AREA, THE CONTRACTOR SHALL REMOVE THE PCC PAVEMENT MATERIAL TO COMPLY WITH THIS REQUIREMENT.

STEP 2:
PERFORM A SOUNDNESS TEST BY TAMPING THE AREA SURROUNDING THE SPALL WITH A METAL ROD. IDENTIFY AND REMOVE ANY WEAK AND HOLLOW AREAS. IF WEAK OR HOLLOW AREAS ARE IDENTIFIED, REPEAT STEP 1.

STEP 3:
CLEAN THE AREA TO BE REPAIRED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.

STEP 4:
INSTALL A COMPRESSIBLE INSERT (POLY-ETHYLENE, STYROFOAM, ROOFING FELT, ETC.) AGAINST THE EXISTING JOINT FACE. THE INSERT SHALL EXTEND A MINIMUM OF 1" BELOW THE REPAIR AND 3" LATERALLY BEYOND.
PROVIDE SECURE SEAL BETWEEN INSERT AND EXISTING CONCRETE TO ENSURE NEW REPAIR MATERIAL DOES NOT PENETRATE INTO JOINT.

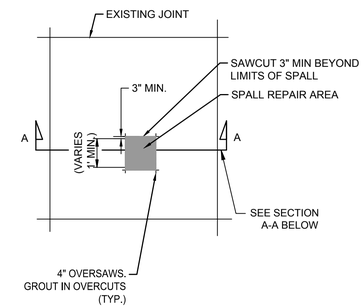
STEP 5:
APPLY DELPATCH ELASTOMERIC CONCRETE PATCHING MATERIAL OR APPROVED EQUAL TO AREA TO BE REPAIRED. FINISH AREA TO MATCH SURROUNDING EXISTING PAVEMENT. SAWCUT RUNOUTS SHALL BE FILLED WITH EXCESS GROUT FROM FINISHING. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR CURING AND CURE TIME. REPAIR AREA SHALL BE TROWELED TOWARD THE REPAIR PERIMETER, NOT AWAY FROM REPAIR PERIMETER.

STEP 6:
AFTER PATCH HAS CURED, REMOVE COMPRESSIBLE INSERT AND RESEAL JOINTS BY INSTALLING NEW BACKER ROD AND JOINT SEALING FILLER AS APPLICABLE. SEE JOINT SEALING DETAILS 5 AND 6 ON SHEET C-5-04 AS APPLICABLE FOR THE EXISTING JOINT WIDTH.

NOTES:

1. SPALLED AREAS TO BE REPAIRED SHALL BE LOCATED BY THE CONTRACTOR. VERIFY QUANTITIES WITH THE OWNER PRIOR TO CONSTRUCTION.
2. SECTION A-A SHOWS SPALL REPAIR ON ONE SIDE OF THE JOINT. SOME CASES WILL REQUIRE REPAIR ON BOTH SIDES OF THE JOINT. HOWEVER, THE METHODOLOGY SHOWN HERE SHALL BE FOLLOWED TO REPAIR BOTH SIDES.
3. THE CONTRACTOR SHALL USE CAUTION WHEN SAWCUTTING EXISTING PAVEMENT TO PROTECT REINFORCING STEEL. DO NOT CUT REINFORCED STEEL.
4. IF MORE THAN 1/4 OF THE PANEL IS REQUIRED TO BE REMOVED, CONTRACTOR SHALL COORDINATE WITH RPR PRIOR TO REMOVAL TO CONFIRM REPAIR METHOD.

1 C-5-02 PARTIAL DEPTH PAVEMENT REPAIR (SPALL REPAIR)
SCALE:N.T.S.

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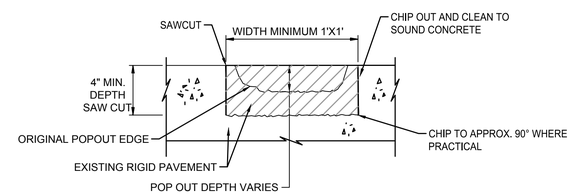


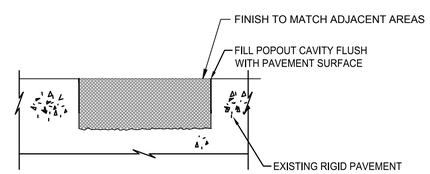


SECTION A-A

## POPOUT REPAIR PROCEDURE(1"-4" DIAMETER; 0.5'-2' DEPTH):

STEP 1:
SAWCUT AND REMOVE SPALLED CONCRETE WITHIN REPAIR BOUNDARY TO A DEPTH OF 4" OR 1/2" INTO VISUALLY SOUND CONCRETE (WHICHEVER IS DEEPER). ALL REPAIRS SHALL BE RECTANGULAR IN SHAPE. MAXIMUM ALLOWABLE PNEUMATIC HAMMER SIZE IS 30 POUNDS. ONLY REMOVE PAVEMENT FOR THOSE AREAS WHERE THE REPAIR CAN BE COMPLETED, INCLUDING CURE, WITHIN THE SAME WORK PERIOD.

STEP 2:
PERFORM A SOUNDNESS TEST BY TAMPING THE AREA SURROUNDING THE SPALL WITH A METAL ROD. IDENTIFY AND REMOVE ANY WEAK AND HOLLOW AREAS. IF WEAK OR HOLLOW AREAS ARE IDENTIFIED, REPEAT STEP 1.

STEP 3:
CLEAN THE AREA TO BE REPAIRED BY SANDBLASTING FOLLOWED BY AIRBLASTING ALL LOOSE PARTICLES, OIL, AND DUST. AREA SHALL BE COMPLETELY CLEAN PRIOR TO INSTALLATION OF REPAIR MATERIALS. CONTINUE TO STEPS 4 AND 5 IMMEDIATELY AFTER CLEANING.

STEP 4:
IF THE POPOUT IS ADJACENT TO A JOINT, INSTALL A COMPRESSIBLE INSERT (POLY-ETHYLENE, STYROFOAM, ROOFING FELT, ETC.) AGAINST THE EXISTING JOINT FACE. THE INSERT SHALL EXTEND A MINIMUM OF 1" BELOW THE REPAIR AND 3" LATERALLY BEYOND.
PROVIDE SECURE SEAL BETWEEN INSERT AND EXISTING CONCRETE TO ENSURE NEW REPAIR MATERIAL DOES NOT PENETRATE INTO JOINT.

STEP 5:
APPLY DELPATCH ELASTOMERIC CONCRETE PATCHING MATERIAL OR APPROVED EQUAL TO AREA TO BE REPAIRED. FINISH AREA TO MATCH SURROUNDING EXISTING PAVEMENT. SAWCUT RUNOUTS SHALL BE FILLED WITH EXCESS GROUT FROM FINISHING. FOLLOW MANUFACTURER'S RECOMMENDATIONS FOR CURING AND CURE TIME. REPAIR AREA SHALL BE TROWELED TOWARD THE REPAIR PERIMETER, NOT AWAY FROM REPAIR PERIMETER.

STEP 6:
AFTER PATCH HAS CURED, REMOVE COMPRESSIBLE INSERT AND RESEAL JOINTS BY INSTALLING NEW BACKER ROD AND JOINT SEALING FILLER AS APPLICABLE. SEE JOINT SEALING DETAILS 5 AND 6 ON SHEET C-5-04 AS APPLICABLE FOR THE EXISTING JOINT WIDTH.

NOTES:

1. SAWCUT MINIMUM 1'X1' DIMENSION AND/OR MINIMUM 3" CLEAR OF EXISTING POPOUT, WHICHEVER IS GREATER. SAWCUT 3" MINIMUM DEPTH AND OR MINIMUM 1/2" BELOW SAPPED CONCRETE, WHICHEVER IS GREATER. REMOVE SPALLED CONCRETE AND WITHIN PATCH BOUNDARY.
2. ALL PATCHES SHALL BE RECTANGULAR IN SHAPE.
3. "W" INDICATES THE WIDTH OF THE LIMITS OF REPAIR.
4. ALL AREAS TO BE CLEAN OF LOOSE DEBRIS AND DUST PRIOR TO APPLICATION OF EPOXY BONDING AGENT, APPLIED PER MANUFACTURER'S RECOMMENDATIONS.
5. THE CONTRACTOR SHALL USE CAUTION WHEN SAWCUTTING EXISTING PAVEMENT TO PROTECT REINFORCING STEEL. DO NOT CUT REINFORCED STEEL.
6. POPOUT SPALL AREAS TO BE REPAIRED SHALL BE LOCATED BY THE CONTRACTOR. VERIFY QUANTITIES WITH THE OWNER PRIOR TO CONSTRUCTION.

2 C-5-02 PARTIAL DEPTH PAVEMENT REPAIR (POPOUT REPAIR)
SCALE:N.T.S.


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RS&H Project Number: 2150147.052


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PROFESSIONAL ENGINEER
6/12/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
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DRAWING DESCRIPTION:
JOINT AND PANEL REPAIR DETAILS (1 OF 4)

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
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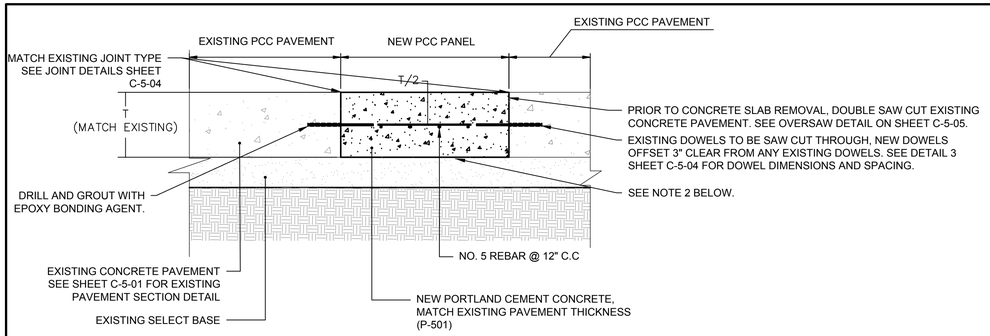
| SHEET NO. | C-5-02 |




## 1 / C-5-03 FULL DEPTH PAVEMENT REPAIR (SLAB REPLACEMENT) ON EXISTING SELECT BASE

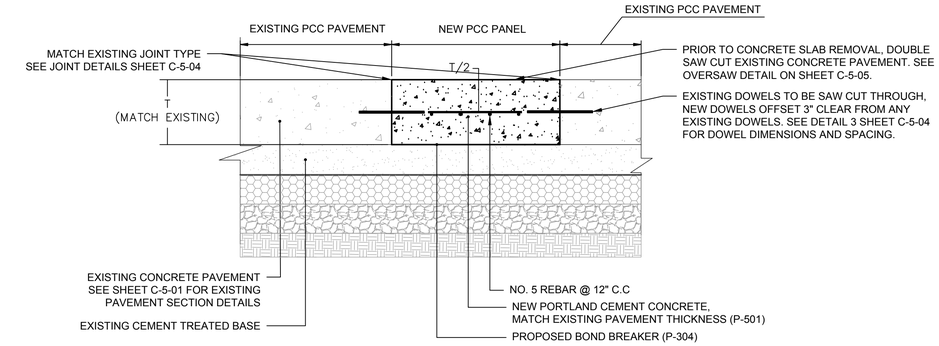
SCALE:N.T.S.

NOTES:

1. EXISTING PAVEMENT SECTIONS OBTAINED FROM RECORD DRAWINGS. CONTRACTOR SHALL NOTIFY RPR/ENGINEER OF ANY VARIANCE IN EXISTING CONDITIONS FOUND IN THE FIELD DURING CONSTRUCTION.
2. IF THE EXISTING SELECT BASE IS DETERMINED TO BE DAMAGED AND/OR IN UNSATISFACTORY CONDITION, BY THE RPR AND/OR ENGINEER, IT SHALL BE REMOVED TO A MINIMUM DEPTH OF 4" AND REPLACED WITH 4" OF AN APPROVED P-209 CRUSHED AGGREGATE BASE COURSE. IN ALL CASES THE PREPARED SELECT BASE AND/OR P-209 MATERIAL SHALL BE BROUGHT TO EXISTING SELECT FILL ELEVATION.
3. IF CONSECUTIVE PANELS ARE REPLACED, CONTRACTOR SHALL MATCH EXISTING JOINTING ON NEW PANELS. CONTRACTOR TO CONFIRM PROPOSED JOINTS WITH RPR PRIOR TO PLACEMENT OF CONCRETE.

## FULL DEPTH PAVEMENT REPAIR NOTES:

1. PROCEDURES USED FOR REMOVAL OF CONCRETE SHALL NOT SPALL OR CRACK ADJACENT CONCRETE TO REMAIN OR SIGNIFICANTLY DISTURB THE BASE OR SUBGRADE. THE PANEL TO BE REPAIRED SHALL BE SECTIONED BY FULL-DEPTH SAW CUTS WITH ADDITIONAL SAW CUTS IN THE INTERIOR OF THE PANEL TO BE REPLACED AS NECESSARY.
2. AFTER THE REPAIR AREA IS ISOLATED BY FULL-DEPTH SAW CUTS, THE CONTRACTOR SHALL DRILL HOLES THROUGH THE SLAB SECTIONS AND FIT WITH LIFT PINS, THEN LIFT THE SLAB IN ONE OR MORE PIECES. DEMOLITION AND REMOVAL OF EXISTING PANELS SHALL NOT DISTURB ADJACENT INFRASTRUCTURE. THIS MAY RESULT IN THE NEED FOR MULTIPLE SAW CUTS AND REMOVAL BY SECTION. ANY DAMAGE TO EXISTING INFRASTRUCTURE TO REMAIN SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
3. DOWEL PLACEMENT. DOWELING SHALL BE PERFORMED BY DRILLING HOLES TO MATCH THE EXISTING DOWEL SPACING. THE DRILLING METHOD SHALL PREVENT THE DRILL BIT FROM WANDERING. THE DEPTH OF THE HOLES SHOULD BE APPROXIMATELY ONE-HALF THE LENGTH OF THE DOWEL. HOLE DIAMETERS SHALL EXCEED THE BAR DIAMETER BY 1/8 INCH OR LESS. DOWEL BARS SHALL BE VERTICALLY LOCATED AT HALF THE SLAB THICKNESS FROM THE SURFACE OF THE SLAB. COMPLETE COVERAGE WITH EPOXY GROUT IS REQUIRED FOR DOWELS. GROUT RETENTION DEVICES SHALL BE USED TO PREVENT LOSS OF GROUT OR EPOXY. WHEN USING DOWELS, THE END THAT EXTENDS INTO THE REPAIR AREA SHALL BE PAINTED AND OILED TO PREVENT BONDING WITH PATCH MATERIAL. DOWELS USED AT EXPANSION JOINTS SHALL BE CAPPED AT ONE END AND PAINTED AND OILED. DOWELS AND REINFORCEMENT SHALL BE CLEAN AND FREE OF DIRT, DEBRIS AND RUST.
4. CONCRETE PLACEMENT. THE CONCRETE MIX DESIGN AND PLACEMENT SHALL CONFORM TO P-501 SPECIFICATION.
5. CONCRETE IS VIBRATED AT EDGES AND BENEATH REINFORCEMENT. WHERE NEW CONCRETE IS TO BE BONDED, ALL EXPOSED CONCRETE FACES SHALL BE CLEANED OF LOOSE MATERIAL, DIRT AND DEBRIS BY WATER BLASTING PRIOR TO CONCRETE PLACEMENT. CLEANED SURFACES SHALL BE MOISTENED WITH WATER, WITHOUT SATURATION, IMMEDIATELY BEFORE CONCRETE PLACEMENT. TEMPERATURES FOR THE CONCRETE PLACEMENT SHALL BE WITHIN THE RANGE ALLOWED PER THE P-501 SPECIFICATION.
6. CONCRETE FINISHING AND TEXTURING. EXTRA ATTENTION SHOULD BE GIVEN TO ENSURE THAT THE CONCRETE IS NOT OVERFINISHED. BEFORE THE CONCRETE BECOMES NONPLASTIC, THE SURFACE SHOULD BE GIVEN A BURLAP DRAG OR BROOM FINISH TO APPROXIMATELY MATCH THE SURFACE FINISH OF THE EXISTING ADJACENT CONCRETE PAVEMENT. ADDITION OF WATER TO THE SURFACE OF CONCRETE DURING FINISHING SHALL NOT BE PERMITTED.
7. JOINT SEALING. ALL LONGITUDINAL AND TRANSVERSE JOINTS MUST BE SEALED. THE TRANSVERSE AND LONGITUDINAL JOINT SEALANT RESERVOIRS AT THE REPAIR AREA SHALL BE SAWED, WHILE THE CONCRETE IS GREEN TO CONTROL CRACKING. IF THE CONCRETE CRACKS BEFORE INITIAL SAWING, THE RESULTING CRACK SHOULD BE PREPARED AND SEALED. THE INITIAL CUTS OR DUMMY JOINTS CONSTRUCTION BEGINS AFTER THE CURING PERIOD OF THE CONCRETE HAS ENDED. THE PREPARATION OF JOINTS IN NEWLY CONSTRUCTED PCC PAVEMENTS ARE THE SAME FOR BOTH FIELD-MOLDED AND PREFORMED MATERIALS.
8. AFTER THE INITIAL SAWING TO CONTROL CRACKING OF THE CONCRETE, THE SAW CUTS SHALL BE INSPECTED FOR SPALLING. SPALLS THAT EXTEND MORE THAN 1/4 INCH HORIZONTALLY FROM THE SIDEWALL OF THE INITIAL CUT SHALL BE REPAIRED. VOID AREAS CAUSED BY HONEYCOMBING OF THE CONCRETE SHALL BE PATCHED TO PROVIDE A SOLID JOINT SIDEWALL FOR THE SEALANT TO BOND AT THE DIRECTION OF THE ENGINEER.
9. AFTER THE REQUIRED CURING PERIOD, THE INITIAL SAW CUT SHALL BE WIDENED TO THE JOINT WIDTH AND DEPTH SPECIFIED IN THE PROJECT SPECIFICATIONS USING A SELF-PROPELLED CONCRETE SAW. THE WIDTH AND DEPTH OF THE CUT SHALL BE UNIFORM ALONG THE LENGTH OF THE JOINT.
10. ALL JOINTS SHALL BE CLEANED AND DRIED BEFORE THE SEALANT IS INSTALLED. FOLLOWING THE SAWING OPERATION, THE JOINT SHOULD BE WATERBLASTED TO REMOVE LAITANCE, CURING COMPOUND, SAW DUST, AND OTHER FOREIGN DEBRIS FROM THE JOINT SIDEWALLS AND FROM THE PAVEMENT SURFACE ADJACENT TO THE JOINT TO A WIDTH OF APPROXIMATELY 1 TO 2 INCHES. THE CONTRACTOR SHALL REMOVE FOREIGN DEBRIS USING THE MULTIPLE PASS TECHNIQUE. THE NOZZLE IS DIRECTED AT ONE OF THE JOINT FACES, AND THAT FACE IS WATERBLASTED THE ENTIRE LENGTH OF THE SLAB. AFTER ONE FACE HAS BEEN COMPLETED, THE NOZZLE IS DIRECTED AT THE OTHER JOINT FACE, AND IT IS WATERBLASTED FOR THE ENTIRE LENGTH OF THE SLAB. THE PAVEMENT SURFACE ADJACENT TO THE JOINT IS THEN WATERBLASTED TO REMOVE ALL SURFACE DEBRIS. A MULTIPLE PASS TECHNIQUE SHALL BE EMPLOYED AND JOINTS SHALL BE DRIED PRIOR TO INSTALLATION OF BACKER MATERIAL.
11. AFTER THE JOINT IS CLEANED, THE BACKER ROD OR SEPARATING MATERIAL SHALL BE INSTALLED. THE BACKER MATERIALS SHALL NOT BE LEFT IN THE JOINT FOR AN EXTENDED PERIOD OF TIME BEFORE SEALING. BACKING MATERIAL SHALL NOT BE TWISTED, STRETCHED, OR OTHERWISE DAMAGED DURING INSTALLATION. THE BACKER ROD OR SEPARATING MATERIAL SHALL BE INSPECTED AFTER INSTALLATION.

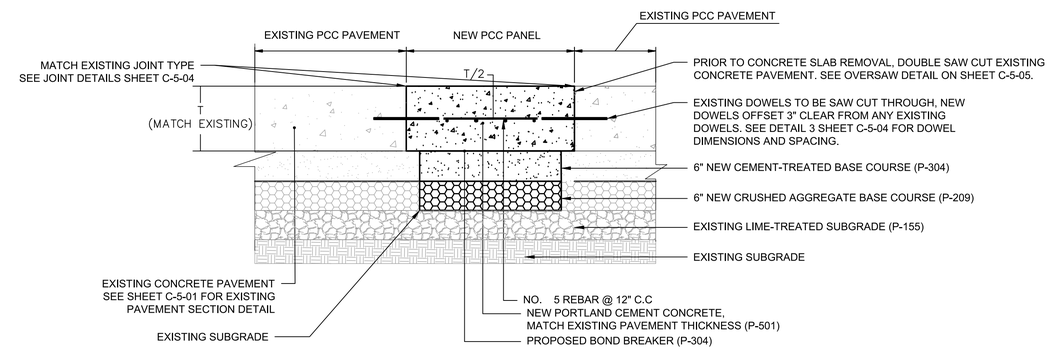



## 2 / C-5-03 FULL DEPTH PAVEMENT REPAIR (SLAB REPLACEMENT) ON EXISTING CEMENT TREATED BASE

SCALE:N.T.S.

NOTES:

1. EXISTING PAVEMENT SECTIONS OBTAINED FROM RECORD DRAWINGS. CONTRACTOR SHALL NOTIFY RPR/ENGINEER OF ANY VARIANCE IN EXISTING CONDITIONS FOUND IN THE FIELD DURING CONSTRUCTION.




## 3 / C-5-03 FULL DEPTH PAVEMENT REPAIR (REPAIR SUBBASE AND SUBGRADE)

SCALE:N.T.S.

NOTES:

1. FULL DEPTH PAVEMENT REPAIR (REPAIR BASE, SUBBASE, AND SUBGRADE) TO BE USED ONLY IF BASE OR SUBBASE OR SUBGRADE FAILURES ARE FOUND AFTER TO REMOVAL OF THE PAVEMENT SURFACE COURSE. COORDINATE WITH ENGINEER PRIOR TO REMOVAL OF ANY SUBSURFACE LAYERS.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REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052


BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED
PROFESSIONAL ENGINEER
6/12/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

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ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

DRAWING DESCRIPTION:
JOINT AND PANEL REPAIR DETAILS (2 OF 4)

| | |
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| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
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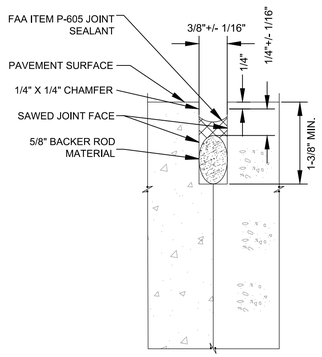
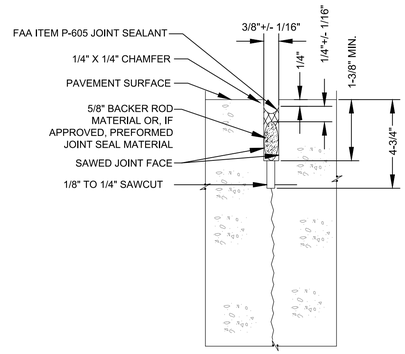



1 C-5-04 CONSTRUCTION JOINT DETAIL

SCALE:N.T.S.

NOTES:

1. JOINT SHALL BE PREPARED IN ACCORDANCE WITH P-605 REQUIREMENTS.
2. IF EXISTING PAVEMENT IS CHAMFERED, CONTRACTOR SHALL COORDINATE WITH RPR TO DETERMINE JOINT REQUIREMENTS.



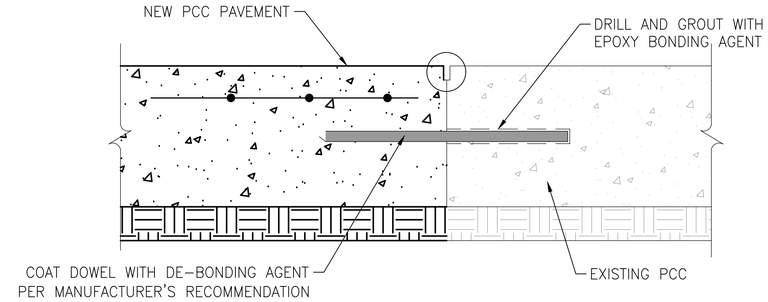

MIN. ACCEPTABLE WIDTH OF PREFORMED SEAL MATERIAL PRIOR TO INSTALLATION SHALL BE 1/2" ± 1/16"

2 C-5-04 CONTRACTION JOINT DETAIL

SCALE:N.T.S.

NOTES:

1. JOINT SHALL BE PREPARED IN ACCORDANCE WITH P-605 REQUIREMENTS.
2. IF EXISTING PAVEMENT IS CHAMFERED, CONTRACTOR SHALL COORDINATE WITH RPR TO DETERMINE JOINT REQUIREMENTS.



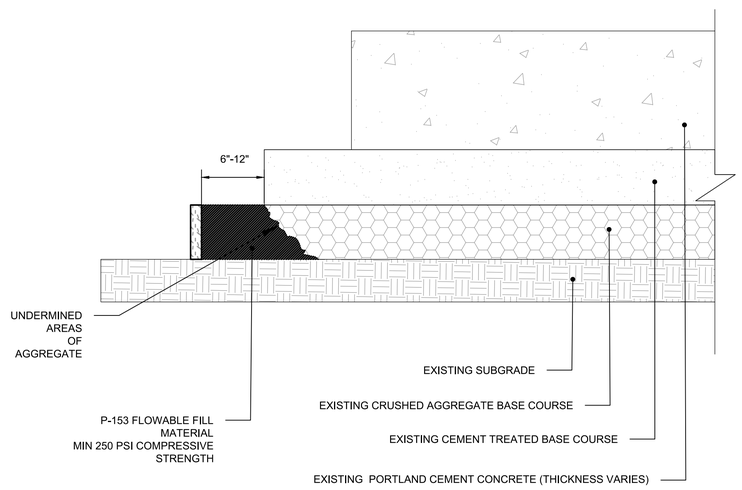

| DIMENSIONS AND SPACING OF STEEL DOWELS | | | |
|---|---|---|---|
| SLAB THICKNESS (T) | DIAMETER (d) | LENGTH (L) | SPACING |
| 12.5"-16" | 1 1/4" | 20" | 15" O.C. |
| 16.5"-20" | 1 1/2" | 20" | 18" O.C. |
| 20.5"-24" | 2" | 24" | 18" O.C. |

3 C-5-04 DOWEL PLACEMENT DETAIL

SCALE:N.T.S.

NOTES:

1. ALL DOWELS PLACED TO BE PARALLEL TO TOP OF PAVEMENT GRADES.
2. ALL DOWELS PLACED TO HAVE 50% OF LENGTH ACROSS JOINT LINES.
3. NO DOWELS SHALL BE PLACED MANUALLY IN PLASTIC CONCRETE.
4. ANY WELD ON DOWELS TO HAVE FIELD APPLIED EPOXY COATING APPLIED.
5. ALL DOWELS SHALL BE EPOXY COATED.
6. CONTRACTOR SHALL MEASURE THE SIZE AND SEPARATION OF EXISTING DOWELS (WHERE PRESENT) AND NOTIFY THE ENGINEER.




4 C-5-04 REPAIR OF UNDERMINED SUBBASE

SCALE:N.T.S.

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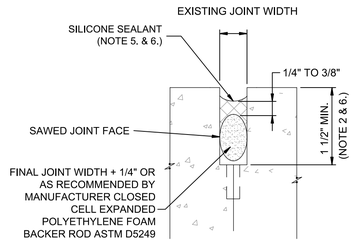
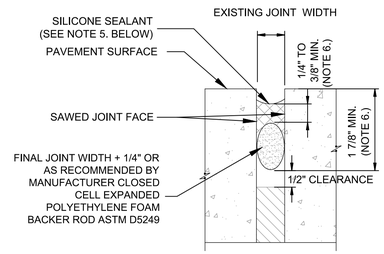
SHEET NO.
C-5-04




## 1 / C-5-05 PCC JOINT REPAIR AT CONTRACTION/CONSTRUCTION JOINT

SCALE:N.T.S.




## 2 / C-5-05 PCC JOINT REPAIR AT EXPANSION JOINT

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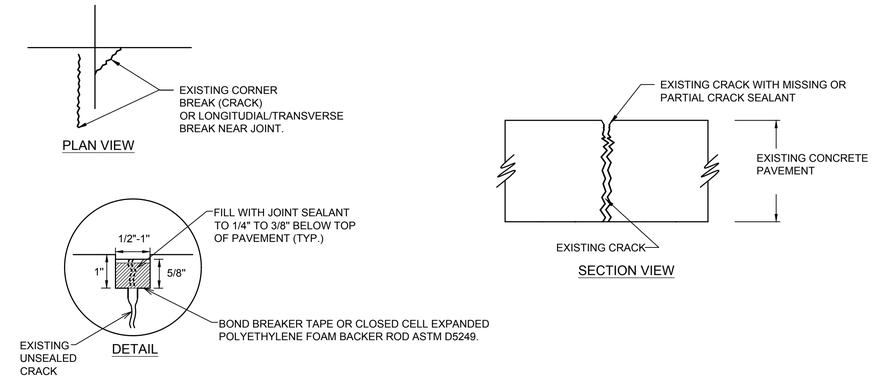
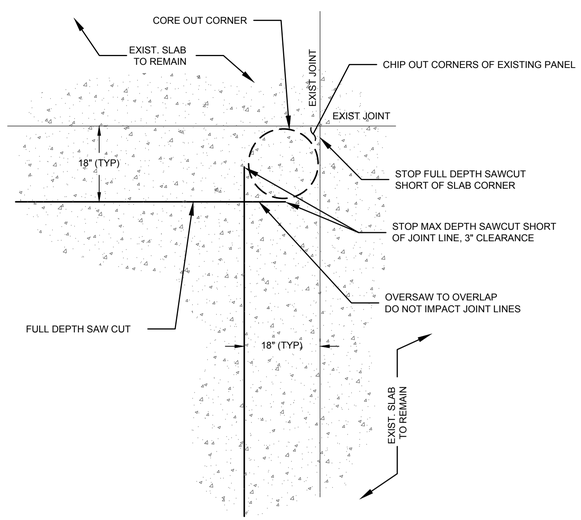



## 3 / C-5-05 PCC CRACK ROUTING AND SEALING AT CRACKS LESS THAN 1" WIDE

SCALE:N.T.S.

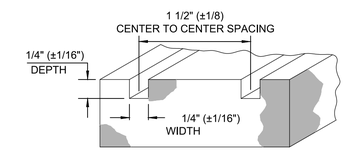
### JOINT REPAIR NOTES:

1. THE CONTRACTOR SHALL MEASURE A SAMPLE OF JOINT WIDTHS TO ESTABLISH THE AVERAGE EXISTING WIDTH OF JOINTS. VARIATIONS IN ACTUAL JOINT WIDTHS SHALL BE INCIDENTAL TO THE COST PER LINEAR FOOT FOR JOINT REPAIR.
2. REMOVE EXISTING SEALANT BY WET SAW CUT WITH CHAMFER AS SHOWN ABOVE TO CLEAN FACE OF EXISTING JOINT.
3. IMMEDIATELY AFTER FINAL SAW CUTTING AND BEVELING IS COMPLETE, THE RESULTING CEMENT SLURRY, LAITANCE, CURING COMPOUND AND OTHER FOREIGN MATERIAL SHALL BE COMPLETELY REMOVED FROM THE JOINT BY WATER BLASTING. AFTER CLEANING IS COMPLETE THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR USING 90 PSI MINIMUM DRY OIL-FREE COMPRESSED AIR. WHEN THE SURFACES ARE CLEAN AND DRY, AND JUST PRIOR TO PLACEMENT OF THE BACKER ROD AND SEALANT, THE JOINT SHALL BE SAND BLASTED WITH TWO PASSES, I.E., ONE PASS ON EACH BOND FACE, THEN COMPRESSED AIR SHALL BE USED TO BLOW OUT THE JOINT AND REMOVE ALL RESIDUAL DUST. JOINT SHALL BE DUST-FREE PRIOR TO INSTALLATION OF SEALANT. SAW CUTS LEFT OPEN FROM ONE WORK DAY TO THE NEXT MUST BE AIRBLASTED AGAIN PRIOR TO PLACEMENT OF JOINT SEALANT MATERIAL.
4. INSTALL BACKER ROD AS SHOWN IN DETAIL ABOVE AND SEAL JOINT PER MANUFACTURER'S RECOMMENDATION WITH JOINT SEALANT IN ACCORDANCE WITH FAA ITEM P-605.
5. FILL JOINT SEALANT TO $\frac{1}{4}$" TO $\frac{3}{8}$" BELOW TOP OF PAVEMENT.
6. FOR CONTRACTION/CONSTRUCTION JOINTS THAT ARE GREATER THAN 1/2-INCH AND EXPANSION JOINTS THAT ARE GREATER THAN 3/4-INCH ADJUST SILICONE THICKNESS AND SIZE AND DEPTH OF BACKER ROD PER MANUFACTURER'S RECOMMENDATIONS. DEPTH OF SAWCUT TO BE ADJUSTED ACCORDINGLY.
7. CONTRACTOR SHALL PROTECT EXISTING ELECTRICAL CONDUCTORS FOR CENTERLINE LIGHTING THAT ARE BURIED IN EXISTING PATCH MATERIAL WHEN SAW CUTTING JOINTS OR REPLACING PREVIOUS FAILED SPALL REPAIRS.
8. ALLOW SUFFICIENT TIME FOR JOINT SEALANT TO CURE PRIOR TO SWEEPING OR OPENING TO AIRCRAFT OPERATIONS.
9. CONTRACTOR SHALL VERIFY THE WIDTH OF EXISTING JOINTS PRIOR TO THE START OF RESEALING THE JOINTS. CONTRACTOR TO SUBMIT THE PROPOSED, APPROPRIATE SIZED BACKER ROD, NEEDED TO RE-SEAL THE JOINTS.
10. SEE SPECIFICATION SECTION P-101 FOR PREPARATION OF EXISTING JOINTS FOR JOINT SEALANT.




## 4 / C-5-05 OVERSAW DETAIL

SCALE:N.T.S.




## 5 / C-5-05 SAW-CUT GROOVING CONFIGURATIONS (P-162)

SCALE:N.T.S.

### NOTES:

1. CRACK ROUTING AND SEALING REPAIR SHALL BE APPLIED TO CRACKS BETWEEN 1/8" AND 1" WIDE. CRACKS GREATER THAN 1" WIDE SHALL REQUIRE A FULL DEPTH REPAIR. CRACKS LESS THAN 1/8" SHALL NOT BE REPAIRED.
2. ROUTE EXISTING CRACK WITH 1/2" ROUTER A DEPTH OF 5/8".
3. IMMEDIATELY AFTER FINAL ROUT IS COMPLETE, THE RESULTING CEMENT SLURRY, DUST, LAITANCE, CURING COMPOUND AND OTHER FOREIGN MATERIAL SHALL BE COMPLETELY REMOVED FROM THE CRACK BY WATER BLASTING. AFTER CLEANING IS COMPLETE THE CRACK SHALL BE BLOWN OUT WITH COMPRESSED AIR USING 90 PSI MINIMUM DRY OIL FREE COMPRESSED AIR. WHEN THE SURFACES ARE CLEAN AND DRY, AND JUST PRIOR TO PLACEMENT OF THE BACKER ROD AND SEALANT, THE CRACK SHALL BE SAND BLASTED WITH TWO PASSES, I.E., ONE PASS ON EACH BOND FACE, THEN COMPRESSED AIR SHALL BE USED TO BLOW OUT THE CRACK AND REMOVE ALL RESIDUAL DUST. CRACK SHALL BE DUST-FREE PRIOR TO INSTALLATION OF SEALANT. ROUT LEFT OPEN FROM ONE WORK DAY TO THE NEXT MUST BE AIRBLASTED AGAIN PRIOR TO PLACEMENT OF CRACK SEALANT MATERIAL.
4. APPLY BOND BREAKER TAPE TO BOTTOM OF CLEANED AND DUST FREE ROUTED CRACK, PRIOR TO INSTALLATION OF SEALANT.
5. SEAL CRACK WITH JOINT SEALANT IN ACCORDANCE WITH SPECIFICATION P-501
6. ALLOW SUFFICIENT TIME FOR JOINT SEALANT TO CURE PRIOR TO SWEEPING OR OPENING TO AIRCRAFT OPERATIONS.

### SAW-CUT GROOVING NOTES:

1. GROOVES SHALL RUN TRANSVERSE TO DIRECTION OF TRAFFIC FLOW AND PERPENDICULAR TO THE RUNWAY CENTERLINE.
2. THE CONTRACTOR SHALL GROOVE A TEST SECTION TO DEMONSTRATE THAT THE EQUIPMENT AND OPERATOR WILL PROVIDE THE REQUIRED GROOVING CONFIGURATION WITHIN THE PRESCRIBED TOLERANCES. COORDINATE WITH ENGINEER.
3. THE FOLLOWING TOLERANCES WILL BE PERMITTED FOR P-501:
   A. ±1-$\frac{1}{2}$" IN ALIGNMENT PER 75' GROOVE.
   B. ±$\frac{1}{16}$" IN DEPTH OF GROOVE.
   C. +$\frac{1}{16}$" -0" WIDTH OF GROOVE.
   D. -$\frac{1}{8}$", +0" IN CENTER SPACING BETWEEN GROOVES
   E. 60% OR MORE OF THE GROOVES SHALL NOT BE LESS THAN $\frac{1}{4}$" DEPTH
4. CONTRACTOR SHALL NOT AT ANY TIME, BE ALLOWED TO DUMP THE GROOVING SLURRY SEAL IN THE AIRFIELD GRASS AREA. GROOVING SHALL USE A VACUUM TRUCK TO REMOVE ALL SLURRY.
5. CLEANUP IS EXTREMELY IMPORTANT AND SHALL BE CONTINUOUS THROUGHOUT GROOVING OPERATION. THE WASTE MATERIAL COLLECTED DURING THE GROOVING OPERATION MUST BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
6. SURFACE SHALL BE THOROUGHLY POWER WASHED PRIOR TO PERMANENT PAVEMENT MARKING.
7. GROOVING TO TERMINATE 10' FROM RUNWAY EDGE. LAYOUT TO BE APPROVED BY THE ENGINEER PRIOR TO START OF GROOVING OPERATIONS.
8. GROOVES SHALL BE TERMINATED BETWEEN 6" AND 18" FROM IN-PAVEMENT LIGHT FIXTURES.
9. GROOVING SHALL OCCUR PRIOR TO THE SECOND APPLICATION OF PAVEMENT MARKINGS.
10. GROOVING WILL ONLY OCCUR ON NEW PANELS.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REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052


BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED
PROFESSIONAL ENGINEER
6/12/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

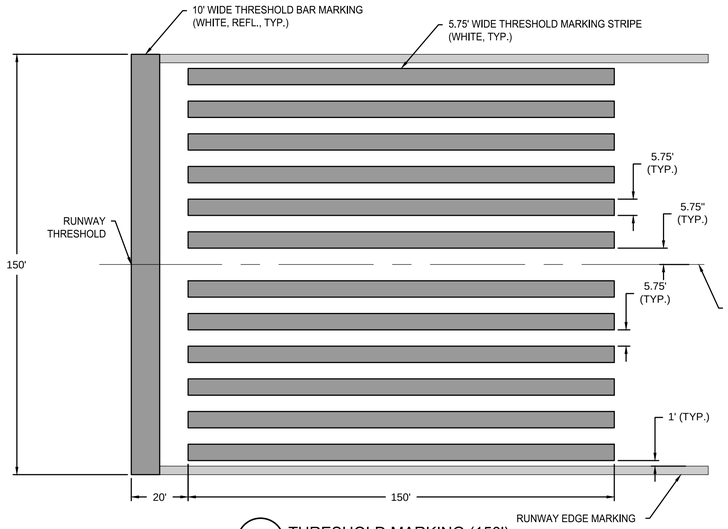
AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
|---|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

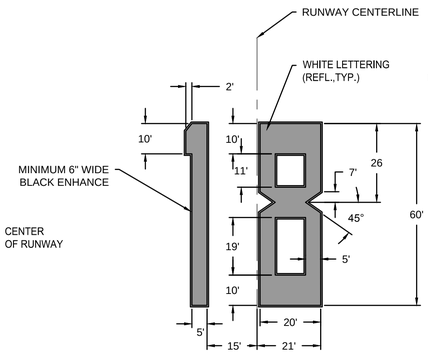
DRAWING DESCRIPTION:
JOINT AND PANEL REPAIR DETAILS (4 OF 4)

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-C-5-01.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | C-5-05 |

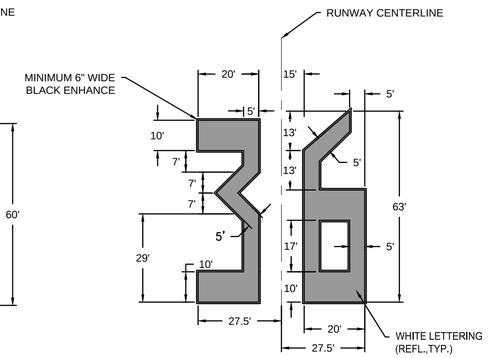



1 C-5-06 THRESHOLD MARKING (150')
SCALE: N.T.S.

NOTE: COMPLETE THRESHOLD MARKING SHOWN FOR REFERENCE. PORTIONS OF MARKING AFFECTED BY PAVEMENT REPAIRS SHALL BE REPLACED AS SHOWN ON MARKING PLANS.




2 C-5-06 RUNWAY "18" DESIGNATION MARKING
SCALE: N.T.S.




3 C-5-06 RUNWAY "36" DESIGNATION MARKING
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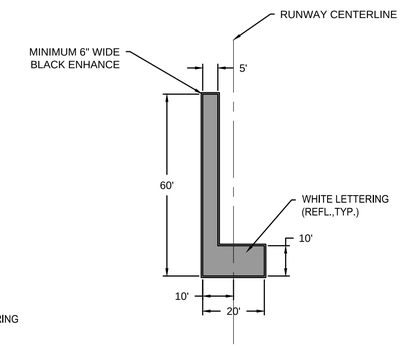


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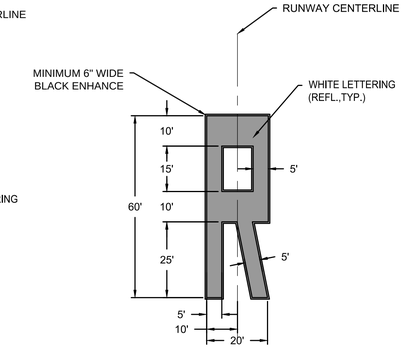


5 C-5-06 RUNWAY "R" DESIGNATION MARKING
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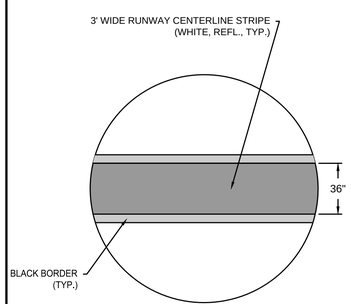
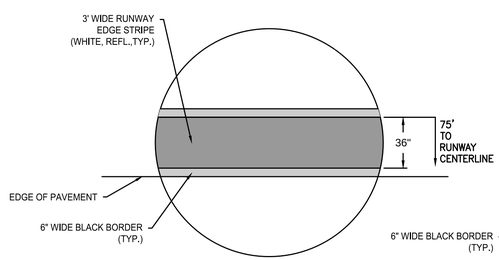



6 C-5-06 RUNWAY CENTERLINE MARKING
SCALE: N.T.S.




7 C-5-06 RUNWAY EDGE MARKING
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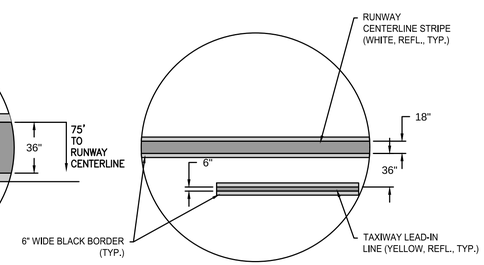
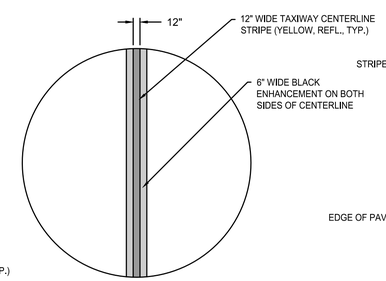



8 C-5-06 RUNWAY AND TAXIWAY CENTERLINE TIE-IN
SCALE: N.T.S.




9 C-5-06 TAXIWAY CENTERLINE MARKING
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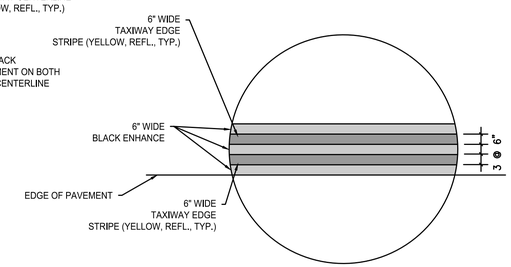


10 C-5-06 TAXIWAY EDGE MARKING
SCALE: N.T.S.

NOTES:

1. ALL MARKINGS SHALL INCLUDE A 6" MINIMUM BLACK ENHANCE MARKING OUTLINE.
2. ALL PROPOSED MARKINGS TO BE INSTALLED IN ACCORDANCE WITH A/C 150/5340-1L-STANDARDS FOR AIRPORT MARKINGS.


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RS&H Project Number: 2150147.052


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6/12/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

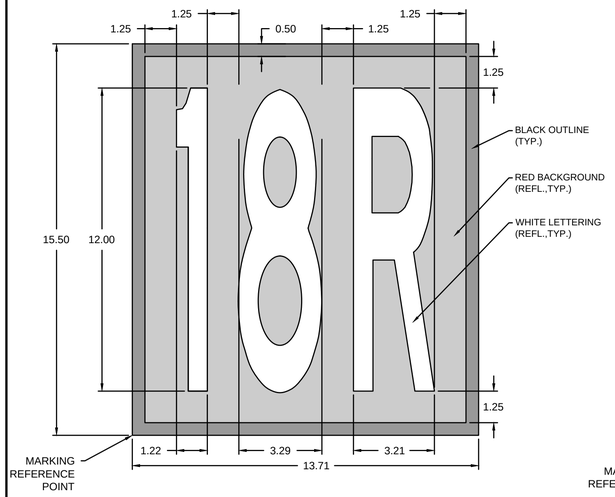
ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION:
PAVEMENT MARKING DETAILS (1 OF 3)

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
| FILE NAME: | A3341-C-5-06.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | C-5-06 |

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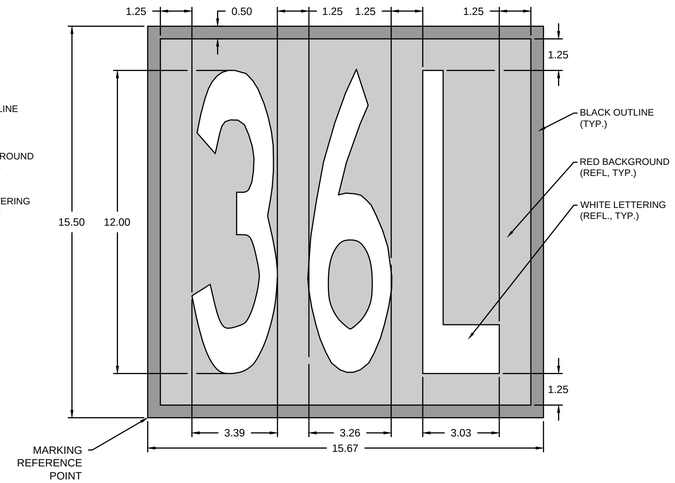


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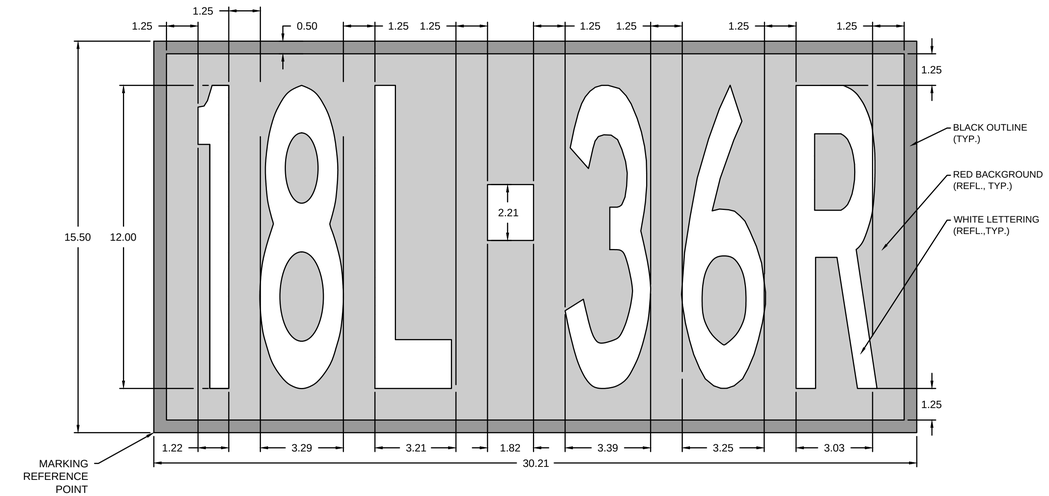


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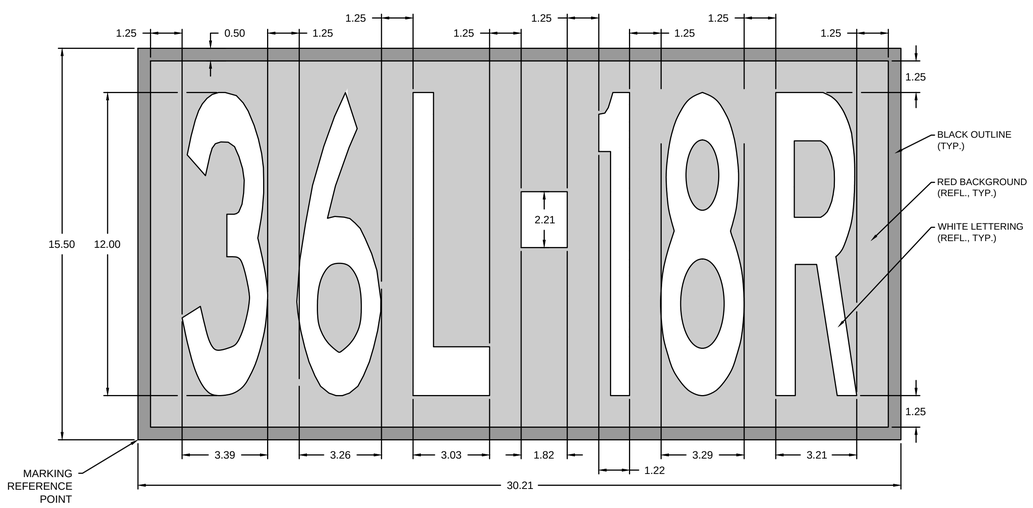


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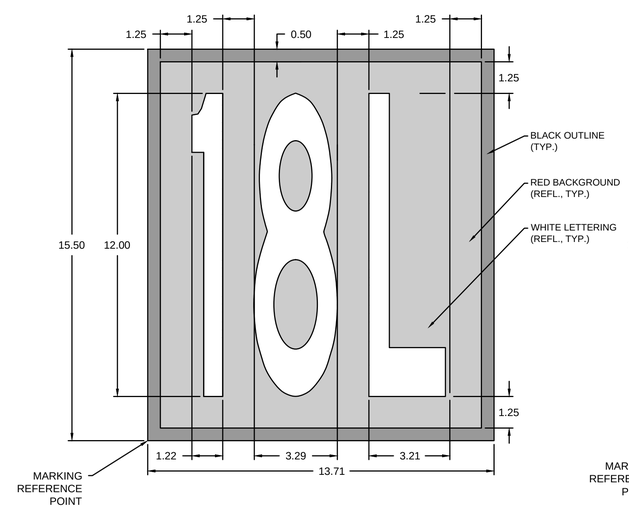


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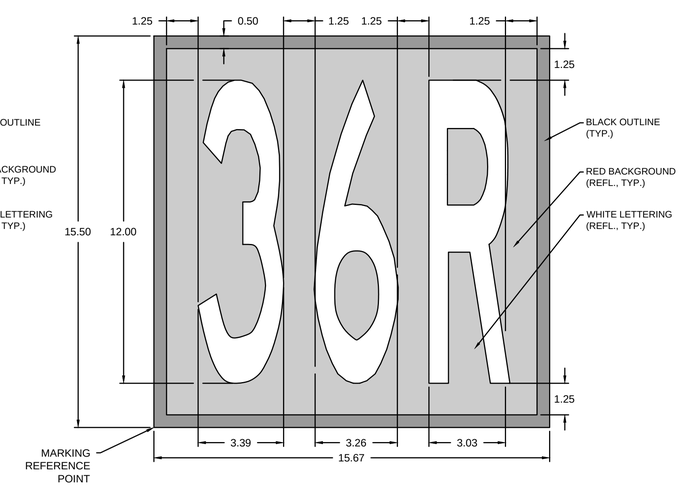


6 C-5-07 36R SPHP MARKING
SCALE: N.T.S.


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6/12/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

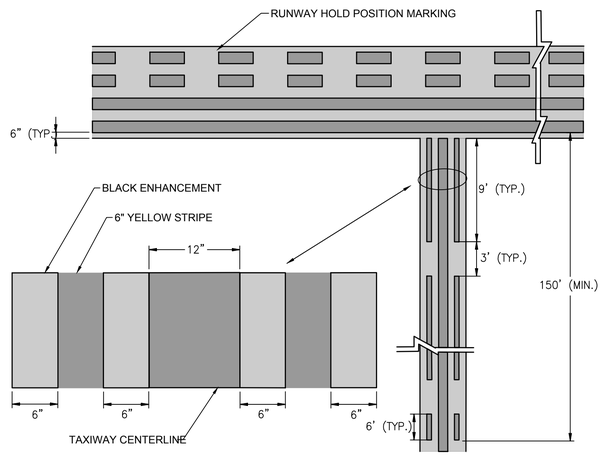
| ABIA Project No.: | A3341 | FDU No.: | 4910-8107-3341 | CIP No.: | 6000.120 |
|---|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
PAVEMENT MARKING DETAILS (2 OF 3)

KEY MAP

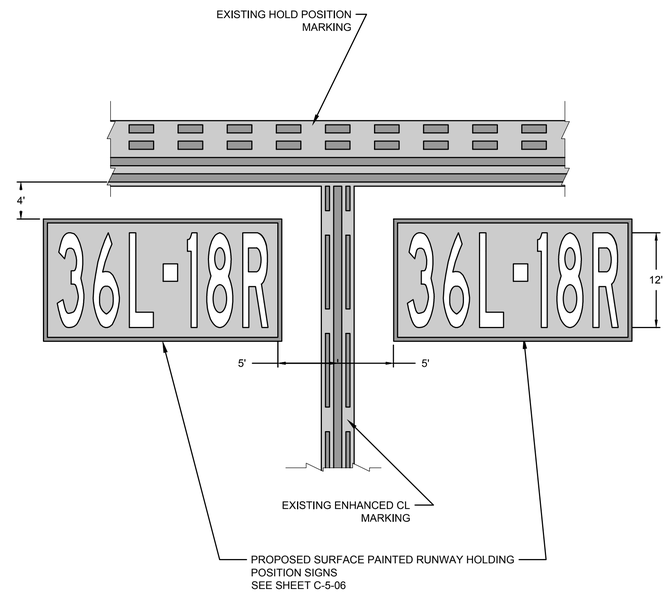
| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
| FILE NAME: | A3341-C-5-06.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | C-5-07 |




1 C-5-08 ENHANCED TAXIWAY CENTERLINE MARKING

SCALE: N.T.S.

1. ENHANCED TAXIWAY CENTERLINES SHALL BE BLACK ENHANCED AS SHOWN.
2. DASHED MARKING DIMENSIONS TO BE MEASURED FROM CENTER OF TAXIWAY CENTERLINE AROUND TURNS.

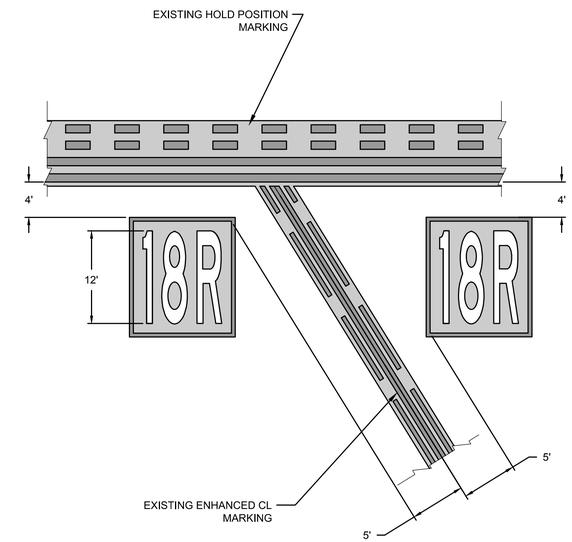



2 C-5-08 TYPICAL SURFACE PAINTED HOLD POSITION SIGNS

SCALE: N.T.S.

NOTES:

1. EXISTING HOLD POSITION MARKING AND ENHANCED CL MARKING SHOWN FOR REFERENCE ONLY.

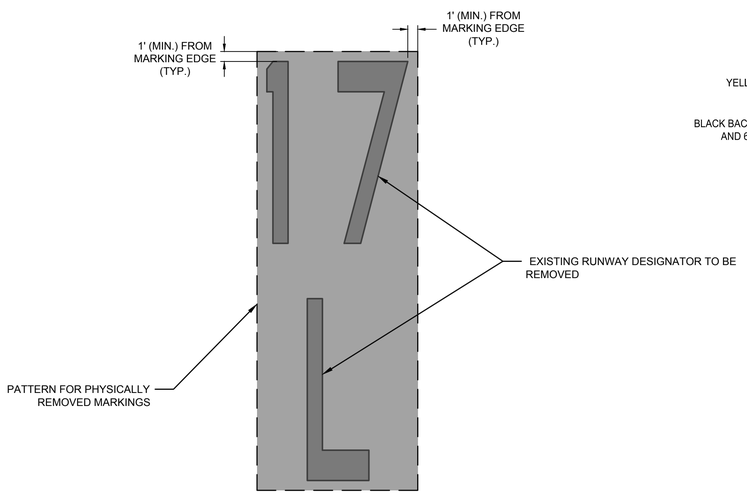



3 C-5-08 SURFACE PAINTED HOLD POSITION SIGNS WITH NON PERPENDICULAR TAXIWAY CENTERLINE

SCALE: N.T.S.

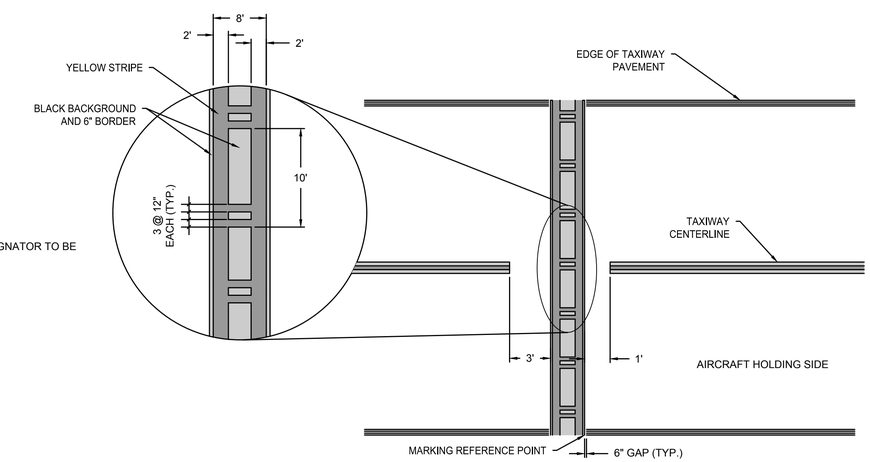
NOTES:

1. EXISTING HOLD POSITION MARKING AND ENHANCED CL MARKING SHOWN FOR REFERENCE ONLY.




4 C-5-08 TYPICAL RUNWAY DESIGNATOR REMOVAL

SCALE: N.T.S.

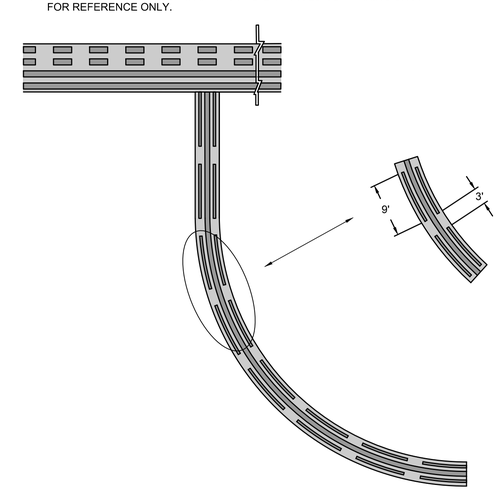



5 C-5-08 ILS HOLDING POSITION MARKING

SCALE: N.T.S.

NOTES:

1. UNLESS OTHERWISE NOTED, ALL LINES ARE YELLOW.




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

6 C-5-08 ENHANCED TAXIWAY CENTERLINE MARKING

SCALE: N.T.S.

NOTES:

1. DASHED LINES FOR THE ENHANCED TAXIWAY CENTERLINE MARKING ARE 6 INCHES IN WIDTH AND SEPARATED 6 INCHES FROM THE TAXIWAY CENTERLINE. THIS APPLIES TO BOTH 6 INCHES AND 12 INCHES TAXIWAY CENTERLINE MARKINGS.
2. THE TAXIWAY CENTERLINE MARKINGS MAY BE SHIFTED LEFT OR RIGHT TO AVOID INTERFERENCE WITH THE TAXIWAY CENTERLINE LIGHTS.

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LICENSED PROFESSIONAL ENGINEER
6/28/2019

Austin-Bergstrom International Airport

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

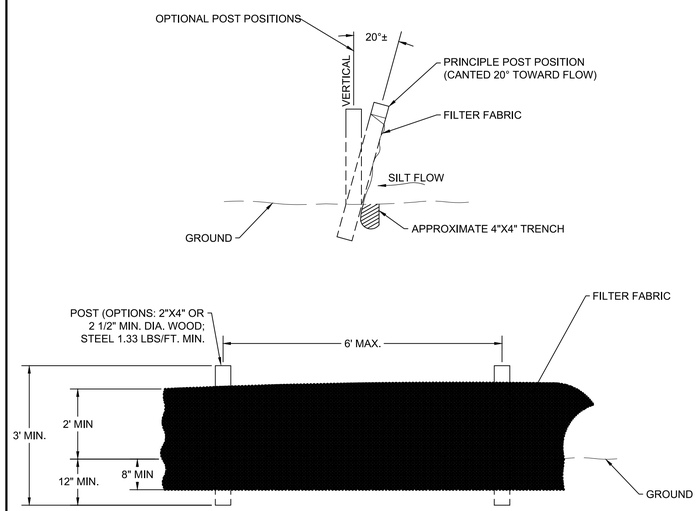
PAVEMENT MARKING DETAILS (3 OF 3)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PAJ |
| CHECKED BY: | CAS |
| COORD. CHECK: | BMS |
| FILE NAME: | A3341-C-5-06.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | C-5-08 |

# GENERAL EROSION CONTROL NOTES

1. EROSION CONTROL SHOWN IS AN EXAMPLE AND MINIMUM. CONTRACTOR SHALL DEVELOP THEIR OWN EROSION CONTROL PLAN BASED ON MEANS AND METHODS.
2. THE PURPOSE OF EROSION CONTROL IS TO PREVENT POLLUTION OF BODIES OF WATER ON OR ADJACENT TO THE PROJECT SITE. IN ADDITION, EROSION CONTROL SHALL PREVENT DAMAGE TO ADJACENT PROPERTY, AIRPORT PROPERTY AND WORK IN PROGRESS.
3. ALL EROSION AND SILTATION MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEP IN EXCAVATION.
4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSPECT ALL EROSION CONTROL DEVICES PERIODICALLY AND AFTER EVERY RAINFALL. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY.

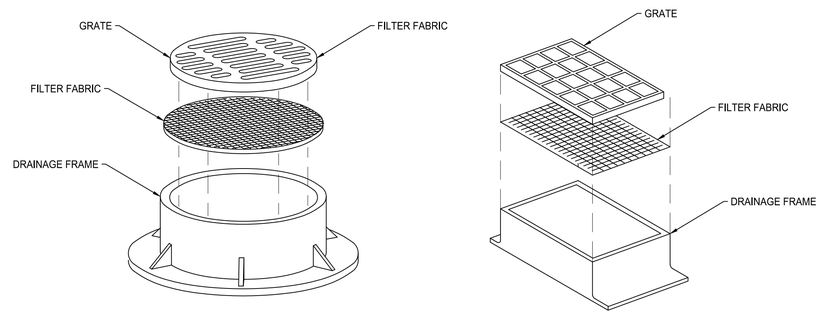



## 1 C-5-08 SILT FENCE

SCALE: NTS

NOTES:

1. SILT FENCE SHALL BE INSTALLED ON THE DOWN-HILL SLOPE OF ANY STOCKPILED MATERIAL AT ANY OF THE PROPOSED CONTRACTOR STAGING AREAS. SILT FENCE SHALL NOT BE USED ON THE AIRFIELD AT ANY TIME.
2. SEDIMENT MUST BE REMOVED WHEN DEPOSITS REACH APPROXIMATELY ONE-HALF THE HEIGHT OF THE BARRIER.
3. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE SILT FENCE OR FILTER BARRIER IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM WITH THE PROPOSED AND EXISTING GRADES, PREPARED AND SEEDED.
4. SILT FENCE SHALL BE REMOVED UPON COMPLETION OF THE PROJECT OR AT A TIME DIRECTED BY THE OWNER.

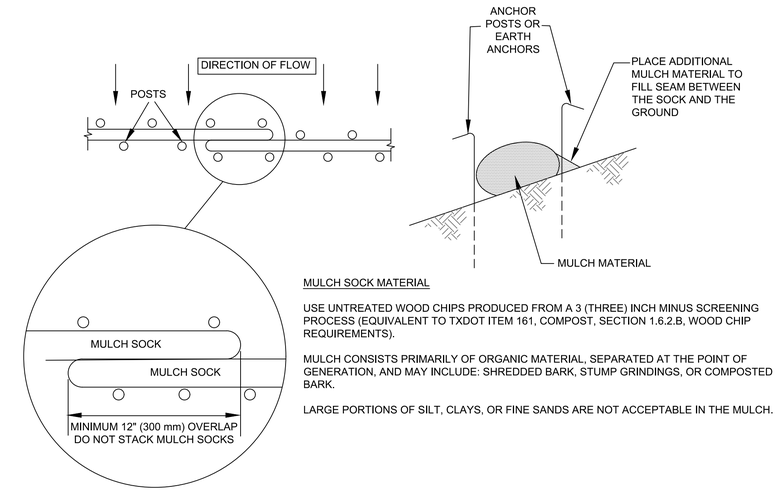



## 2 C-5-08 GRATE INLET PROTECTION

SCALE: NTS

NOTES:

1. FILTER FABRIC TO BE PLACED IN ALL INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS.
2. FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR FABRIC FENCE.
3. FABRIC SHALL OVERLAY FRAME BY 2" (MIN.).
4. CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
5. FABRIC SHALL REMAIN IN PLACE UNTIL BUILDING AND PAVEMENT CONSTRUCTION IS COMPLETE.
6. MULCH SOCK TO BE INSTALLED AROUND INLET TO PROTECT FILTER FABRIC AND PROMOTE EROSION CONTROL.




MULCH SOCK MATERIAL

USE UNTREATED WOOD CHIPS PRODUCED FROM A 3 (THREE) INCH MINUS SCREENING PROCESS (EQUIVALENT TO TXDOT ITEM 161, COMPOST, SECTION 1.6.2.B, WOOD CHIP REQUIREMENTS).

MULCH CONSISTS PRIMARILY OF ORGANIC MATERIAL, SEPARATED AT THE POINT OF GENERATION, AND MAY INCLUDE: SHREDDED BARK, STUMP GRINDINGS, OR COMPOSTED BARK.

LARGE PORTIONS OF SILT, CLAYS, OR FINE SANDS ARE NOT ACCEPTABLE IN THE MULCH.

## 3 C-5-08 MULCH SOCK DETAIL

SCALE: NTS

NOTES:

1. STEEL OR WOOD POSTS WHICH SUPPORT THE MULCH SOCK SHALL BE INSTALLED ON A SLIGHT ANGLE TOWARD THE ANTICIPATED RUNOFF SOURCE. POST MUST BE EMBEDDED A MINIMUM OF 600mm (24 inches). IF WOOD POSTS CANNOT ACHIEVE 600mm (24 inches) DEPTH, USE STEEL POSTS. EARTH ANCHORS ARE ALSO ACCEPTABLE.
2. THE TOE OF THE MULCH SOCK SHALL BE PLACED SO THAT THE MULCH SOCK IS FLAT AND PERPENDICULAR TO THE LINE OF FLOW. IN ORDER TO PREVENT WATER FROM FLOWING BETWEEN THE JOINTS OF ADJACENT ENDS OFMULCH SOCKS, LAP THE ENDS OF ADJACENT MULCH SOCKS A MINIMUM OF 300mm (12 inches).
3. MULCH MATERIAL MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH; IT IS NOT ACCEPTABLE FOR THE MULCH MATERIAL TO CONTAIN GROUND CONSTRUCTION DEBRIS, BIOSOLIDS, OR MANURE.
4. SOCK MATERIAL WILL BE 100% BIODEGRADABLE, PHOTODEGRADABLE, OR RECYCLABLE SUCH AS BURLAP, TWINE, UV PHOTOBIODEGRADABLE PLASTIC, POLYESTER, OR ANY OTHER ACCEPTABLE MATERIAL.
5. MULCH SOCKS SHOULD BE USED AT THE BASE OF SLOPES NO STEEPER THAN 2:1 AND SHOULD NOT EXCEED THE MAXIMUM SPACING CRITERIA PROVIDED IN CITY OF AUSTIN ENVIRONMENTAL CRITERIA MANUAL TABLE 1.4.5.F.1 FOR A GIVEN SLOPE CATEGORY.
6. ACCUMULATED SILT SHALL BE REMOVED WHEN IT REACHES A DEPTH OF 150mm (6 inches). THE SILT SHALL BE DISPOSED OF ON AN APPROVED SITE AND IN SUCH A MANNER THAT WILL NOT CONTRIBUTE TO ADDITIONAL SILTATION.
7. MULCH SOCK SHALL BE USED AT ANY EXCAVATION SITE ON THE AIRFIELD AS NECESSARY. REFER TO THE ELECTRICAL PLANS FOR THE LOCATION OF PROPOSED ELECTRICAL DRAINAGE CONDUIT.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REGISTERED FIRM NUMBER: 3401
RS&H Project Number: 2150147.052


BID DOCUMENTS

STATE OF TEXAS
CLAYTON SINGLETON
125746
LICENSED
PROFESSIONAL ENGINEER
6/12/2019

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: A3341 | FDU No.: 4910-8107-3341 | CIP No.: 6000.120

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

EROSION AND SEDIMENT CONTROL DETAILS

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | RMM |
| CHECKED BY: | PAJ |
| COORD. CHECK: | CAS |
| FILE NAME: | A3341-C-5-08.dwg |
| DATE: | 05/17/2019 |
| SCALE: | N/A |
| SHEET NO. | C-5-09 |

## LEGEND OF SYMBOLS: (ALL SYMBOLS SHOWN ARE NOT NECESSARILY USED ON DRAWINGS). ALL SHADED SYMBOLS ARE SHOWN FOR REFERNCE ONLY.

GUIDANCE SIGN. REFER TO SIGN SCHEDULE.

IN–PAVEMENT RUNWAY TDZ LIGHT

IN–PAVEMENT BI–DIRECTIONAL CENTERLINE LIGHT

SHIFT FIXTURE IN THE DIRECTION OF THE ARROW TO AVOID PAVEMENT JOINT

PROVIDE FIXTURE WITH DIAMOND PAVEMENT SECTION. REFER TO E–8 SERIES

IN–PAVEMENT TAXIWAY EDGE LIGHT

IN–PAVEMENT UNI–DIRECTIONAL TAXIWAY CENTERLINE LIGHT

IN–PAVEMENT RUNWAY GUARD LIGHT

C Y IN–PAVEMENT RUNWAY EDGE LIGHT. SUBSCRIPT DENOTES LENS COLOR. 'C'=CLEAR, 'Y'=AMBER. NO SUBSCRIPT DENOTES LENS TO BE CLEAR/CLEAR.

G R ELEVATED THRESHOLD LIGHT. SUBSCRIPT DENOTES LENS COLOR. 'G'=GREEN, 'R'=RED

C Y ELEVATED RUNWAY EDGE LIGHT. SUBSCRIPT DENOTES LENS COLOR. 'C'=CLEAR, 'Y'=AMBER. NO SUBSCRIPT DENOTES LENS TO BE CLEAR/CLEAR

ELEVATED TAXIWAY EDGE LIGHT

IN–PAVEMENT BASE CAN WITH STEEL COVER

16" DIA. PULL BOX, L–867D

EMH–E22 MANHOLE
HANDHOLE ID:
'EMH' INDICATES ELECTRICAL MANHOLE
'FAA' INDICATES FAA
'E' INDICATES EAST AIRFIELD
'22' INDICATES MANHOLE NUMBER

WINDCONE

GROUND ROD (3/4"X10' COPPER CLAD)

(2) 17LC10
E–1 SERIES: REMOVE CABLE INCLUDING CONDUIT
E–2 SERIES: NEW CABLE IN NEW 2"C:
(2) INDICATES 2 CABLES; '17LC10' INDICATES CIRCUIT ID

E–1 SERIES: REMOVE CABLE NOTED, CONDUIT TO REMAIN.
E–2 SERIES: INSTALL CABLE NOTED IN EXISTING CONDUIT
DEMO/NEW CABLES DENOTED BY BOLD/DARK CABLE CALLOUTS. CABLES FOR REFERECE ONLY DENOTED BY SHADED/LIGHT CABLE CALLOUTS.

(1) 17LC09
(2) 17LC10
DEMO/NEW CABLE(S):
(2) INDICATES 2 CABLES
'17LC09' DENOTES CIRCUIT ID

E–1 SERIES: REMOVE CABLE NOTED, CONDUIT TO REMAIN.
E–2 SERIES: INSTALL CABLE NOTED IN EXISTING CONDUIT
DEMO/NEW CABLES DENOTED BY BOLD/DARK CABLE CALLOUTS. CABLES FOR REFERECE ONLY DENOTED BY SHADED/LIGHT CABLE CALLOUTS.

(1) 17LC09
(2) 17LC12
(2) SCE
DEMO/NEW CABLE(S):
(2) INDICATES 2 CABLES
'17LC09' DENOTES CIRCUIT ID
REFERENCE CABLE(S):
(2) INDICATES 2 CABLES
'SCE' INDICATES CIRCUIT ID

EXISTING CABLE(S) IN 2"C SHOWN FOR REFERENCE ONLY.
CABLE: (2) INDICATES 2 CABLES; 'SCW' INDICATES CIRCUIT ID

(1) 35RZ15
(2) SCW

CONDUIT TRANSITION IN CONCRETE
(INDEPENDENT PAY ITEM)

CAP CONDUIT END AND INSTALL DUCT MARKER

CONDUIT TRANSITION IN EARTH
(INCIDENTAL PAY ITEM)

2
E–1 SERIES: REMOVE CABLE NOTED, DUCTBANK TO REMAIN.
E–2 SERIES: INSTALL CABLE NOTED IN EXISTING DUCTBANK
DEMO/NEW CABLES DENOTED BY BOLD/DARK CABLE CALLOUTS. CABLES FOR REF ONLY DENOTED BY SHADED/LIGHT CABLE CALLOUTS. DESIGNATION 2 INDICATES QUANTITIY OF EXISTING DUCTS.

A: (1) 17LC11
B: (2) 17LC10
C: (2) SCW
DEMO/NEW CABLE(S):
(2) INDICATES 2 CABLES
'17LC10' DENOTES CIRCUIT ID
REFERENCE CABLE(S):
(2) INDICATES 2 CABLES
'SCW' INDICATES CIRCUIT ID
INDICATES INDIVIDUAL DUCT REFERENCE

2
(2) 17LC11
NEW CABLE IN PROPOSED DUCT BANK.
DUCTBANK: 2 INDICATES NUMBER OF 4" DUCTS.
CABLE: (2) INDICATES 2 CABLES; '17LC11' INDICATES CIRCUIT ID

PROPOSED DUCTBANK BORING.

REMOVE EXISTING DUCTBANK

EXTEND EXISTING DUCTBANK

EXISTING CABLE(S) IN DUCTBANK SHOWN FOR REFERENCE ONLY.
CABLE: (1) INDICATES 1 CABLE; '35RZ10' INDICATES CIRCUIT ID

(1) 35RZ10
(2) SCW

EXISTING STORM DRAIN

GENERAL SYMBOLOGY NOTES:

1. ON ELECTRICAL DEMOLITION SHEETS (E–1 SERIES), ALL DARK SYMBOLS REPRESENT ITEMS TO BE REMOVED IN THEIR ENTIRETY UNLESS OTHERWISE NOTED.
2. ON THE PROPOSED ELECTRICAL SHEETS (E–2 SERIES), ALL DARK SYMBOLS REPRESENT NEW ITEMS TO BE INSTALLED.
3. ALL SHADED SYMBOLS ON ANY SERIES DEPICT ITEMS THAT ARE NOT IN THE CONTRACT AND ARE SHOWN FOR REFERENCE ONLY UNLESS OTHERWISE NOTED.
4. ALL DASHED SYMBOLS REPRESENT EXISTING EQUIPMENT.
5. REFER TO THE ELECTRICAL SCHEDULES, DETAILS AND SPECIFICATIONS FOR ADDITIONAL INSTALLATION AND DEMOLITION REQUIREMENTS AND ADDITIONAL SCOPE OF WORK.

## ABBREVIATIONS

| | | | | | |
|---|---|---|---|---|---|
| A | – | AMP | JCP | – | JUNCTION CAN PLAZA |
| ABIA | – | AUSTIN BERGSTROM INTERNATIONAL AIRPORT | KV | – | KILO VOLTS |
| AF | – | AMP FRAME | KW | – | KILOWATTS |
| ALRCS | – | AIRPORT LIGHTING RUNWAY CONTROL SYSTEM | LAHSO | – | LAND AND HOLD SHORT |
| AT | – | AMP TRIP | MFG | – | MANUFACTURER |
| ATS | – | AUTOMATIC TRANSFER SWITCH | MH | – | MANHOLE |
| C | – | CONDUIT | NIC | – | NOT IN CONTRACT |
| CCR | – | CONSTANT CURRENT REGULATOR | NO | – | NUMBER |
| CKT. | – | CIRCUIT | PVC | – | POLYVINYL CHLORIDE CONDUIT |
| COMM. | – | COMMUNICATION | RGL | – | RUNWAY GUARD LIGHT |
| CONC. | – | CONCRETE | R/W | – | RUNWAY |
| DM | – | DIGITAL POWER METER | SCHD. | – | SCHEDULE |
| ELEC. | – | ELECTRIC/ELECTRICAL | SHT. | – | SHEET |
| EXIST. | – | EXISTING | STA. | – | STATION |
| FAA | – | FEDERAL AVIATION ADMINISTRATION | TELE. | – | TELEPHONE |
| GND. | – | GROUND | TDZ | – | TOUCH DOWN ZONE |
| HH | – | HAND HOLE | T/W | – | TAXI WAY |
| HSTO | – | HIGH SPEED TURN OFF | TYP. | – | TYPICAL |
| | | | W/ | – | WITH |

## GUIDANCE SIGN LEGEND SHEETS E–2 SERIES DRAWINGS

ACTUAL SIGN PLACEMENT ON AIRFIELD

TCS2–1
SIGN NUMBER. REFER TO SIGNAGE SCHEDULE
SIGN CIRCUIT

C ← G →
DIRECTIONAL SIGN – BLACK INSCRIPTION WITH YELLOW BACKGROUND WITH ARROW(S)
LOCATION SIGN – YELLOW INSCRIPTION WITH YELLOW BOARDER ON BLACK BACKGROUND

17R-35L
HOLD SHORT SIGN – WHITE INSCRIPTION WITH BLACK OUTLINE ON RED BACKGROUND

L
5
RUNWAY DISTANCE REMAINING SIGN – WHITE NUMBER WITH BLACK BACKGROUND


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6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

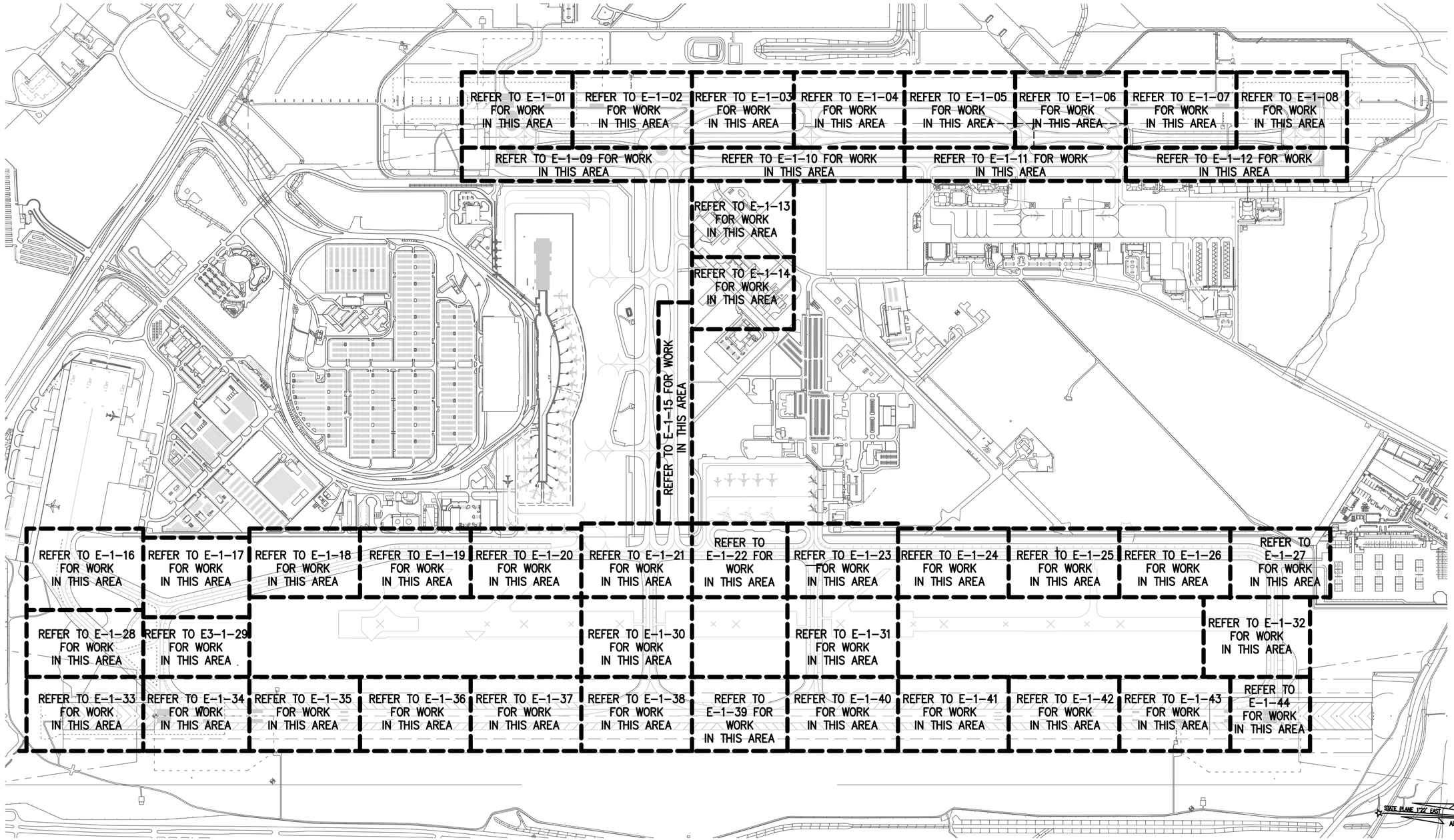
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
ELECTRICAL SYMBOLS AND ABBREVIATIONS

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | |
| SHEET NO. | E-0-01 |

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
OVERALL AIRFIELD LIGHTING PLAN

KEY MAP

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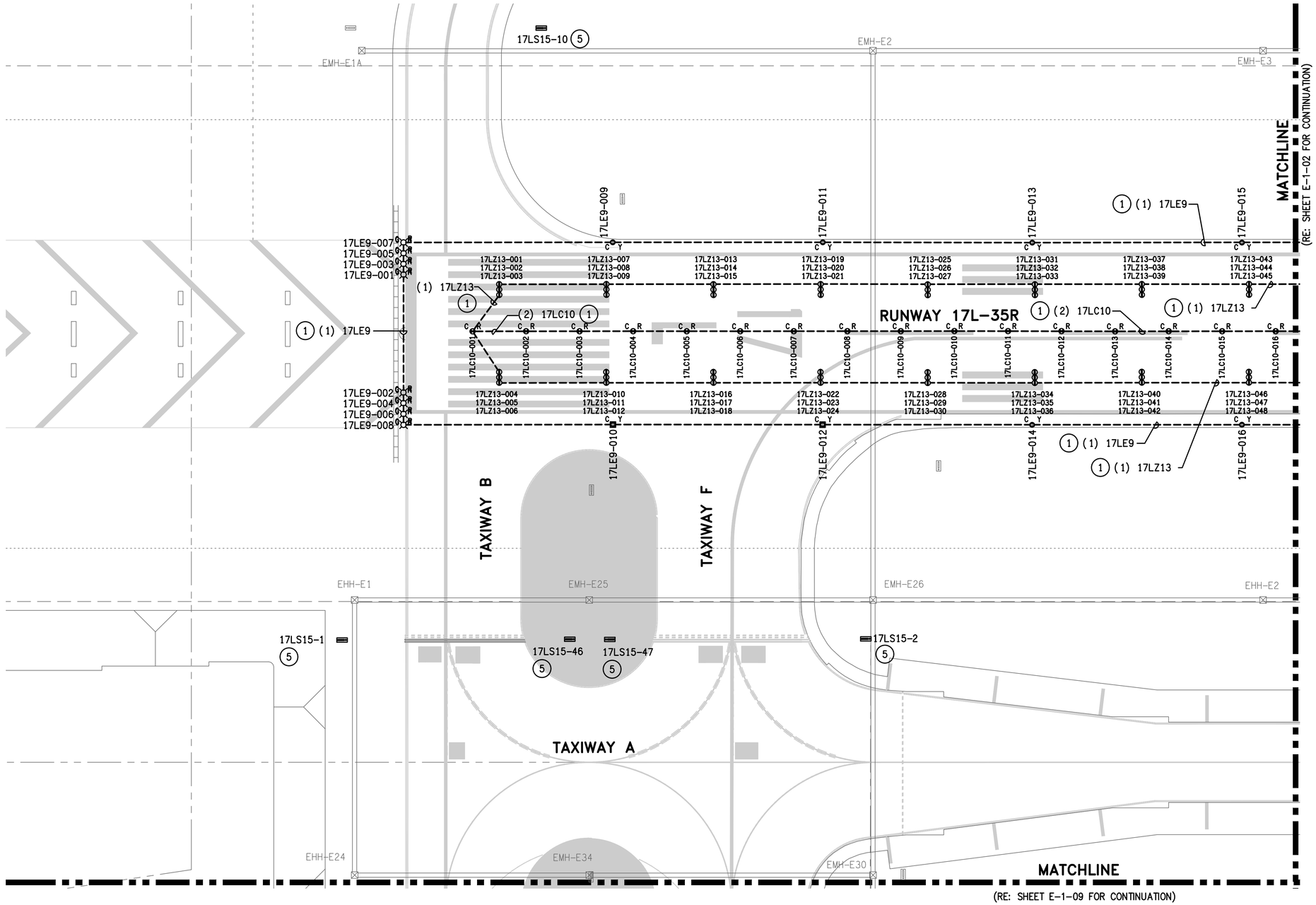
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-00 |

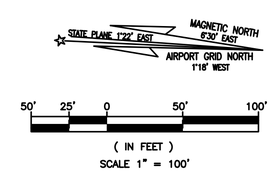



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
7. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E-1), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. REMOVE AND REPLACE EXISTING CIRCUIT SHOWN IN DARK LINEWEIGHT. RE-USE EXISTING PATHWAY. NEW CIRCUIT TO BE SAME CONFIGURATION AS EXISTING CIRCUIT.
2. INSTALL NEW FIXTURE AND ISOLATION TRANSFORMER IN EXISTING BLANK L-868B BASE CAN.
3. INSTALL DRAIN LINE TO EXISTING MANHOLE. EXTEND TO NEAREST DRAINAGE STRUCTURE.
4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
5. REPLACE SIGN PANEL. REFER TO SIGN SCHEDULE ON SHEET E-6-01. PAYMENT IS UNDER LINE ITEM L-125-13.
6. INSTALL NEW 2" PVC CONDUIT AND CIRCUIT, ENTERING EXISTING HAND HOLE.
7. INSTALL NEW L-867D PULLBOX.
8. MODIFY EXISTING BASECAN TO CORRECT BOLT PATTERN.
9. REMOVE EXISTING CABLE(S) AND INSTALL NEW CABLE AS SHOWN.
10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.





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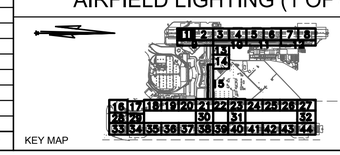
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (1 OF 44)

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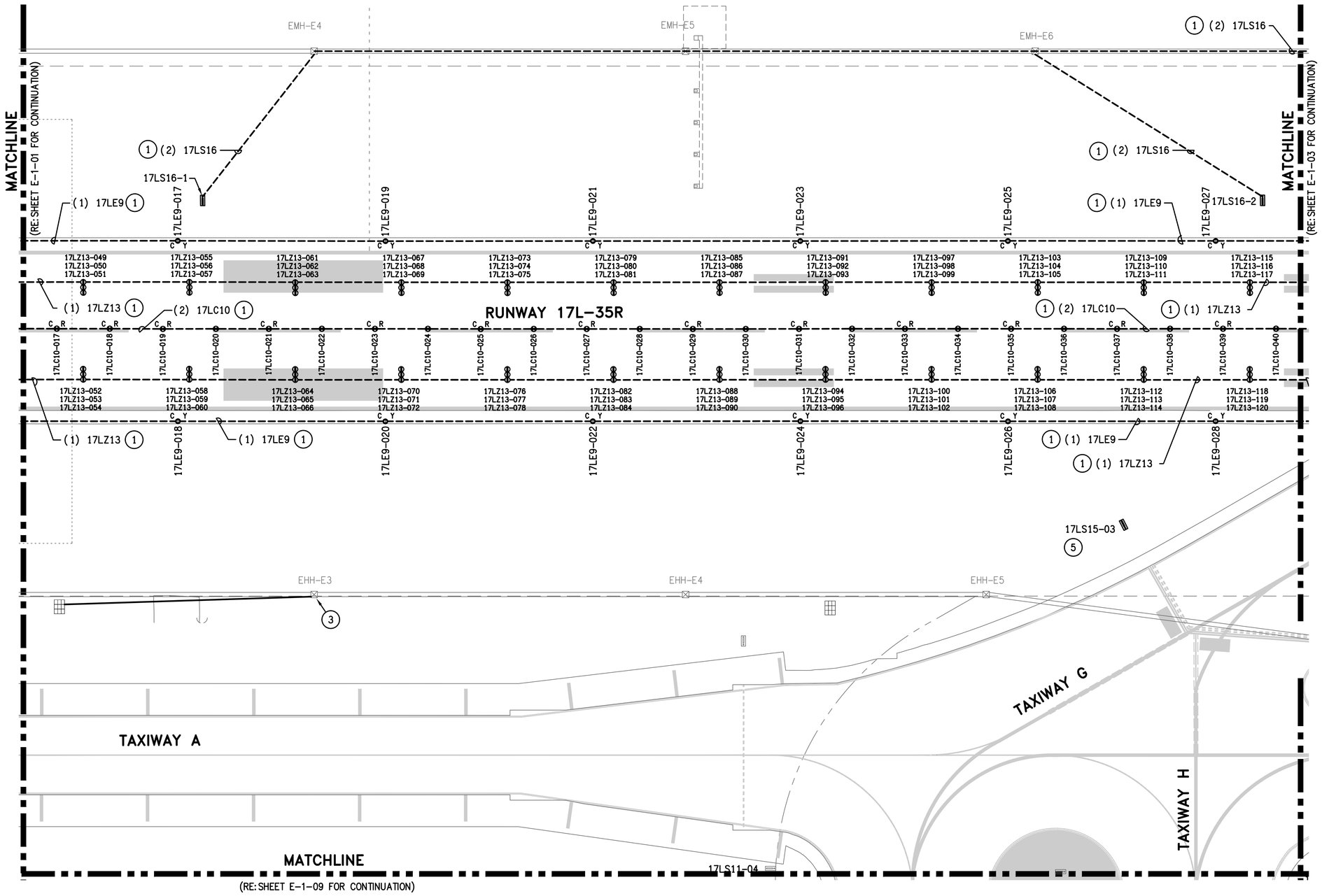
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-01 |

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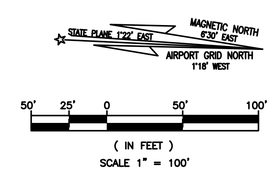


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81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

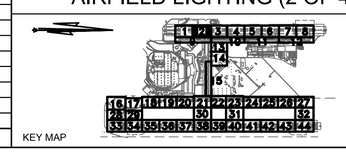
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (2 OF 44)




KEY MAP

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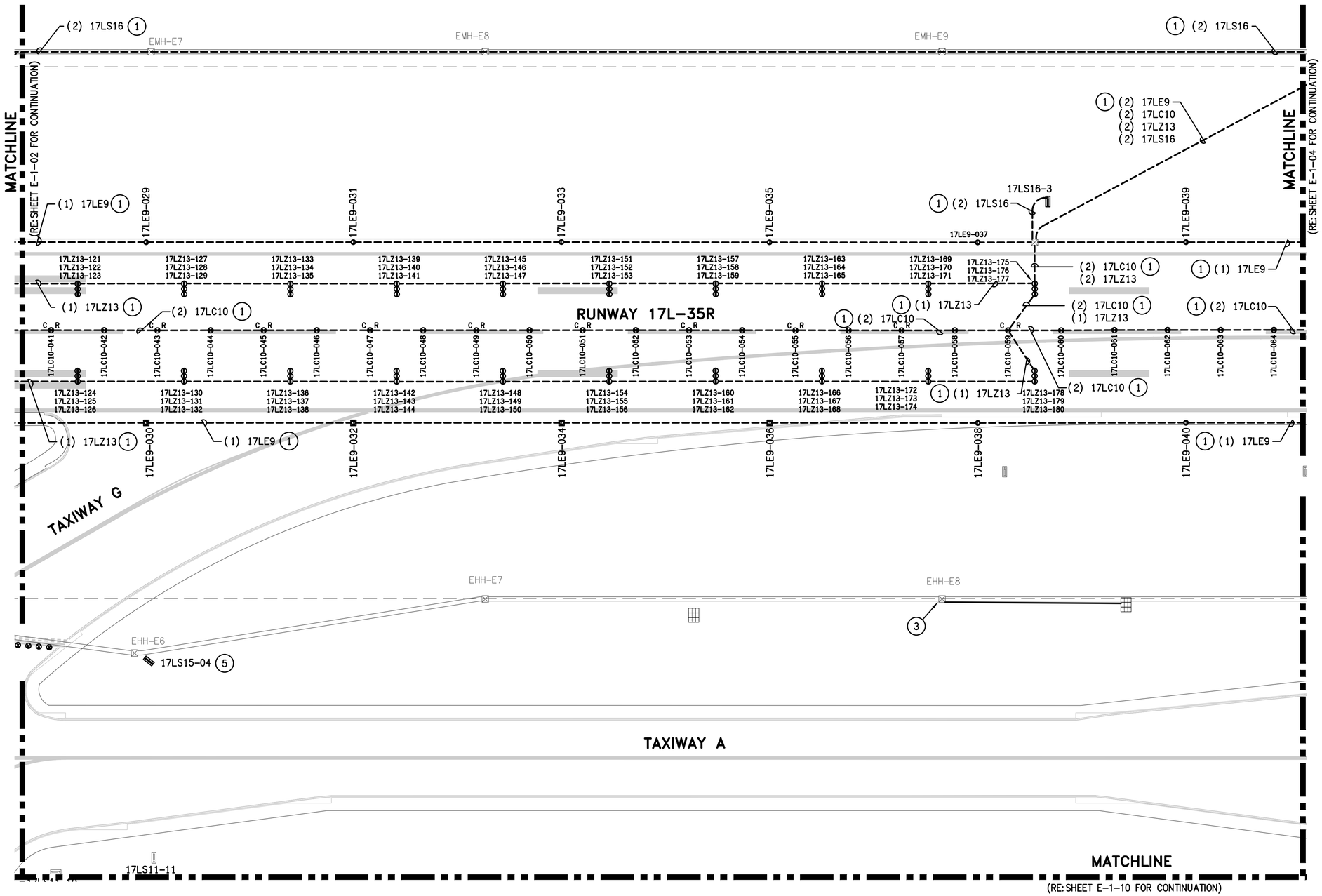
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-02 |

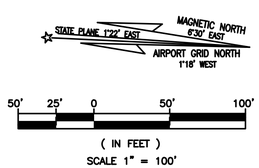



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
7. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E-1), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. REMOVE AND REPLACE EXISTING CIRCUIT SHOWN IN DARK LINEWEIGHT. RE-USE EXISTING PATHWAY. NEW CIRCUIT TO BE SAME CONFIGURATION AS EXISTING CIRCUIT.
2. INSTALL NEW FIXTURE AND ISOLATION TRANSFORMER IN EXISTING BLANK L-868B BASE CAN.
3. INSTALL DRAIN LINE TO EXISTING MANHOLE. EXTEND TO NEAREST DRAINAGE STRUCTURE.
4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
5. REPLACE SIGN PANEL. REFER TO SIGN SCHEDULE ON SHEET E-6-01. PAYMENT IS UNDER LINE ITEM L-125-13.
6. INSTALL NEW 2" PVC CONDUIT AND CIRCUIT, ENTERING EXISTING HAND HOLE.
7. INSTALL NEW L-867D PULLBOX.
8. MODIFY EXISTING BASECAN TO CORRECT BOLT PATTERN.
9. REMOVE EXISTING CABLE(S) AND INSTALL NEW CABLE AS SHOWN.
10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

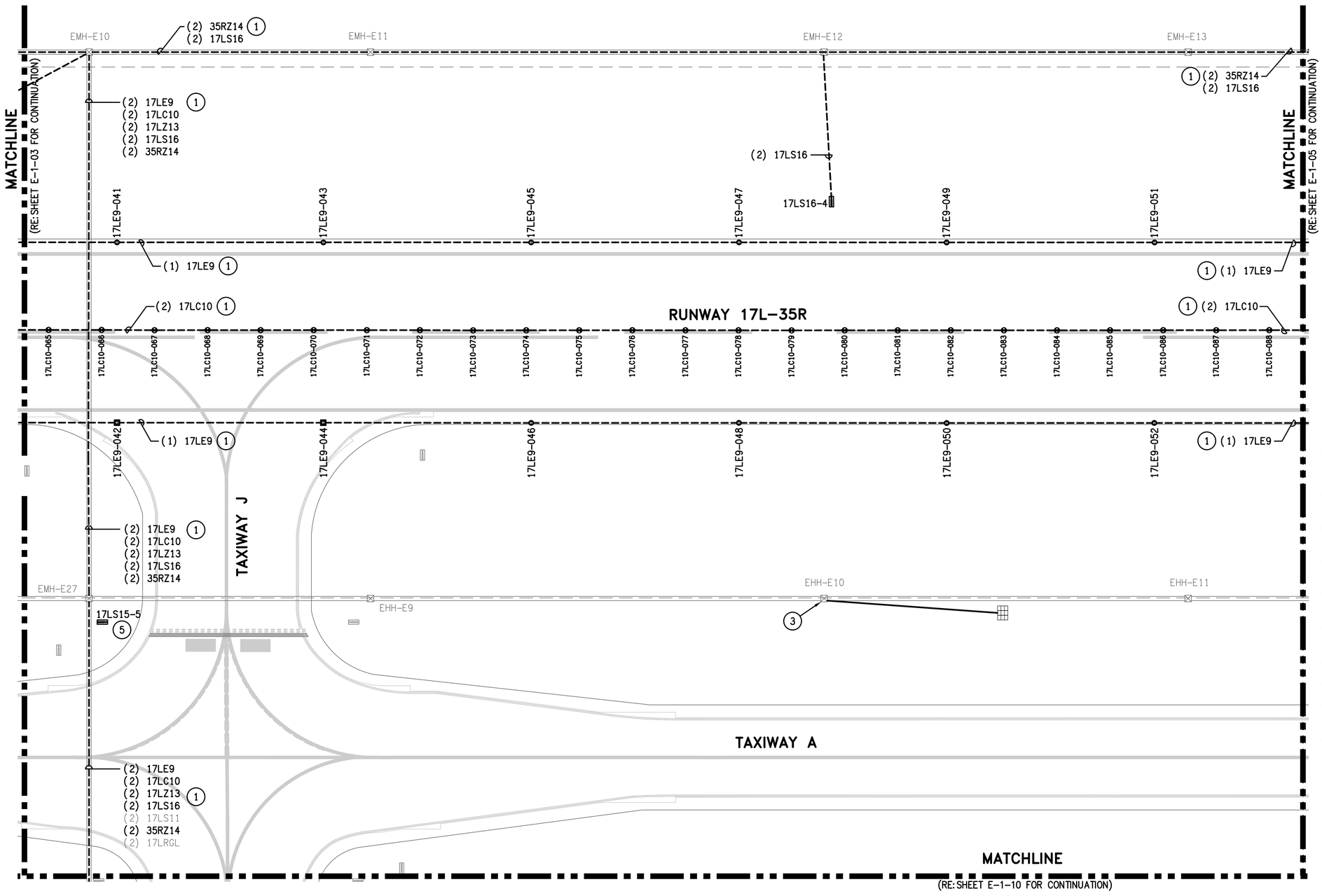
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (3 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-03 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
7. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E-1), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

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3. INSTALL DRAIN LINE TO EXISTING MANHOLE. EXTEND TO NEAREST DRAINAGE STRUCTURE.
4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
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7. INSTALL NEW L-867D PULLBOX.
8. MODIFY EXISTING BASECAN TO CORRECT BOLT PATTERN.
9. REMOVE EXISTING CABLE(S) AND INSTALL NEW CABLE AS SHOWN.
10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.

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Austin-Bergstrom International Airport

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

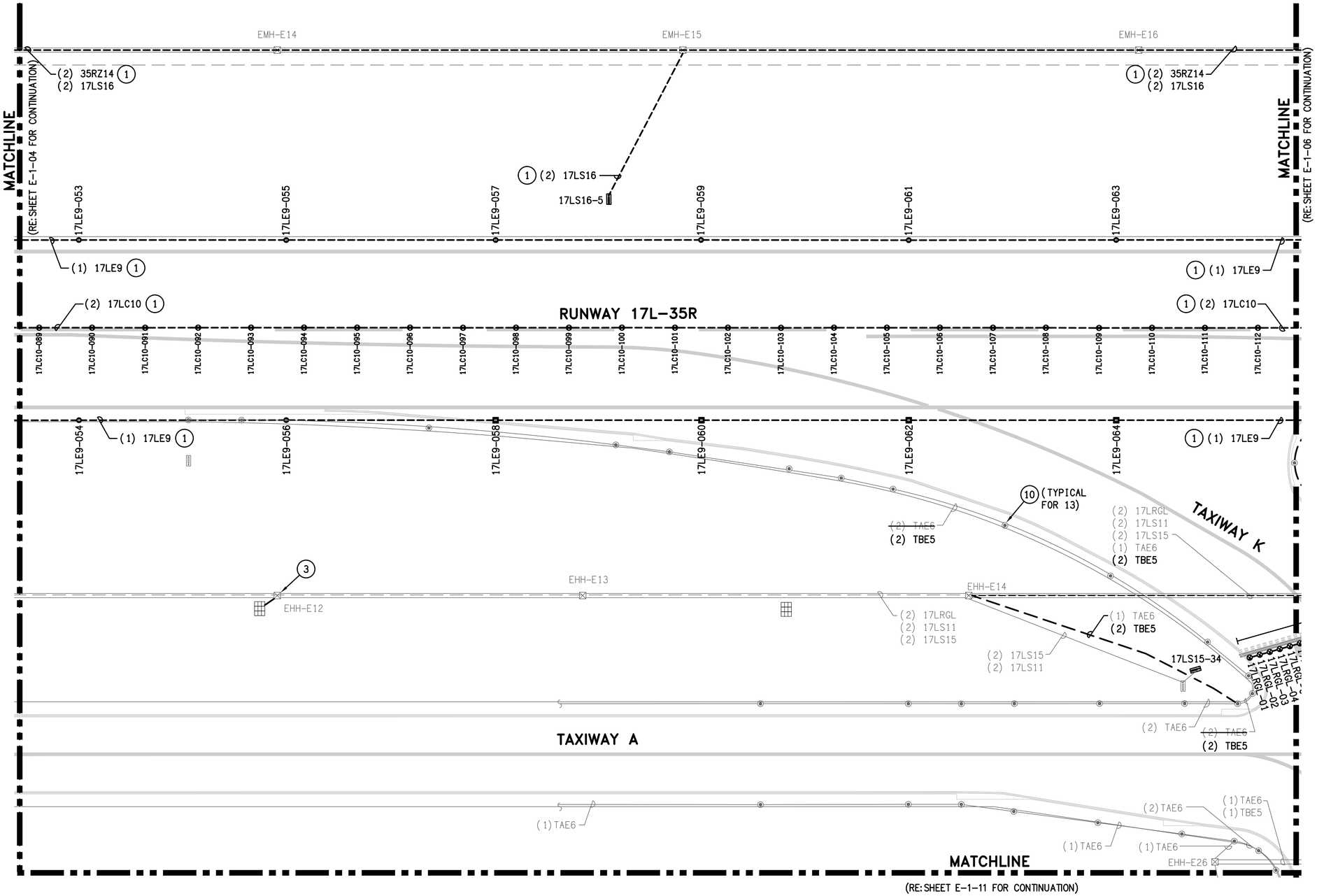
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (4 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-04 |




## GENERAL NOTES:

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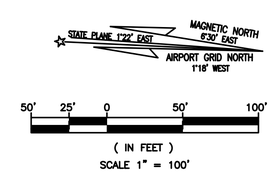


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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (5 OF 44)

KEY MAP

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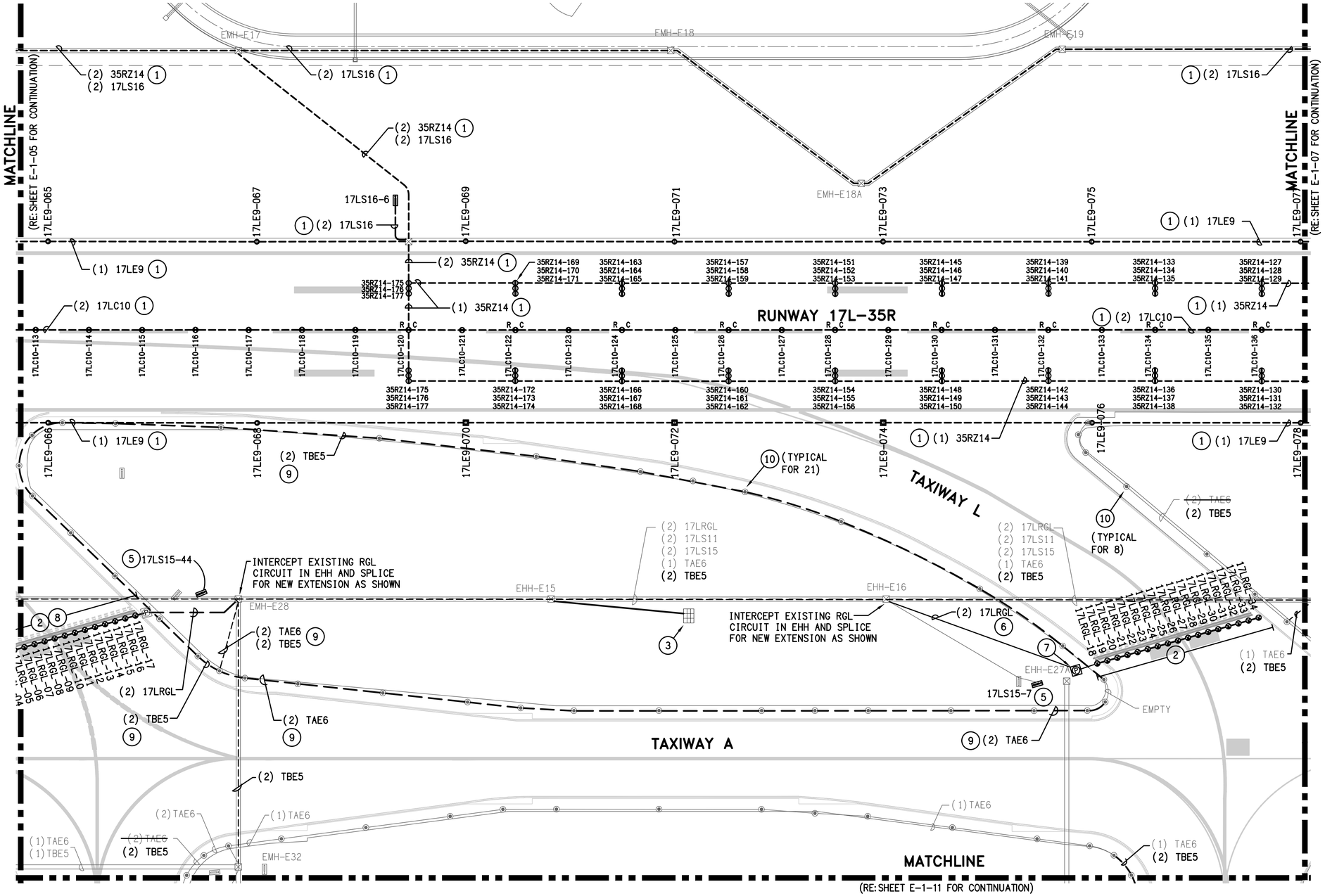
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-05 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
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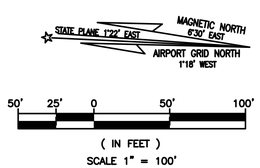


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6/05/19

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

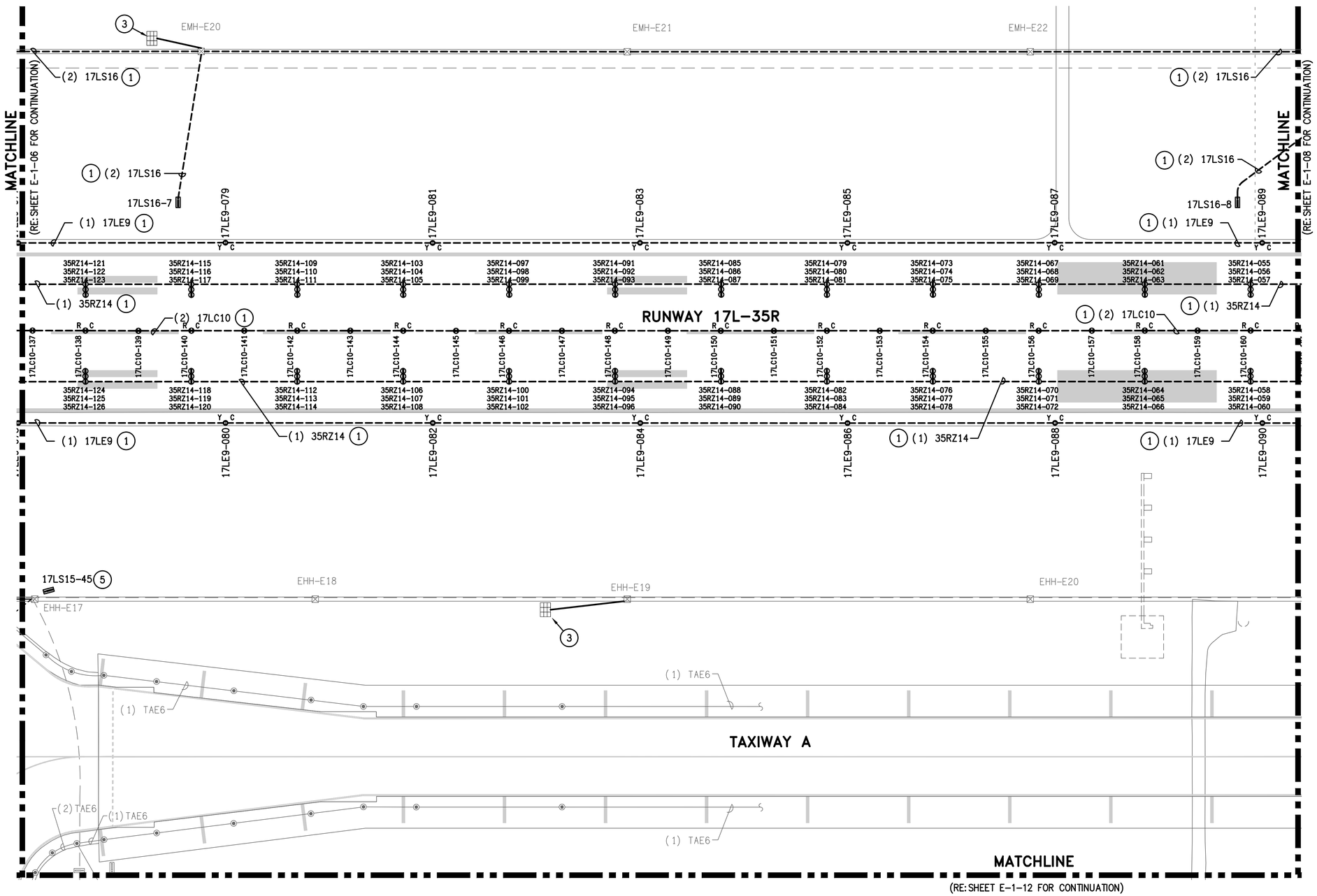
| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (6 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-06 |




## GENERAL NOTES:

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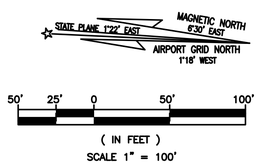



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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

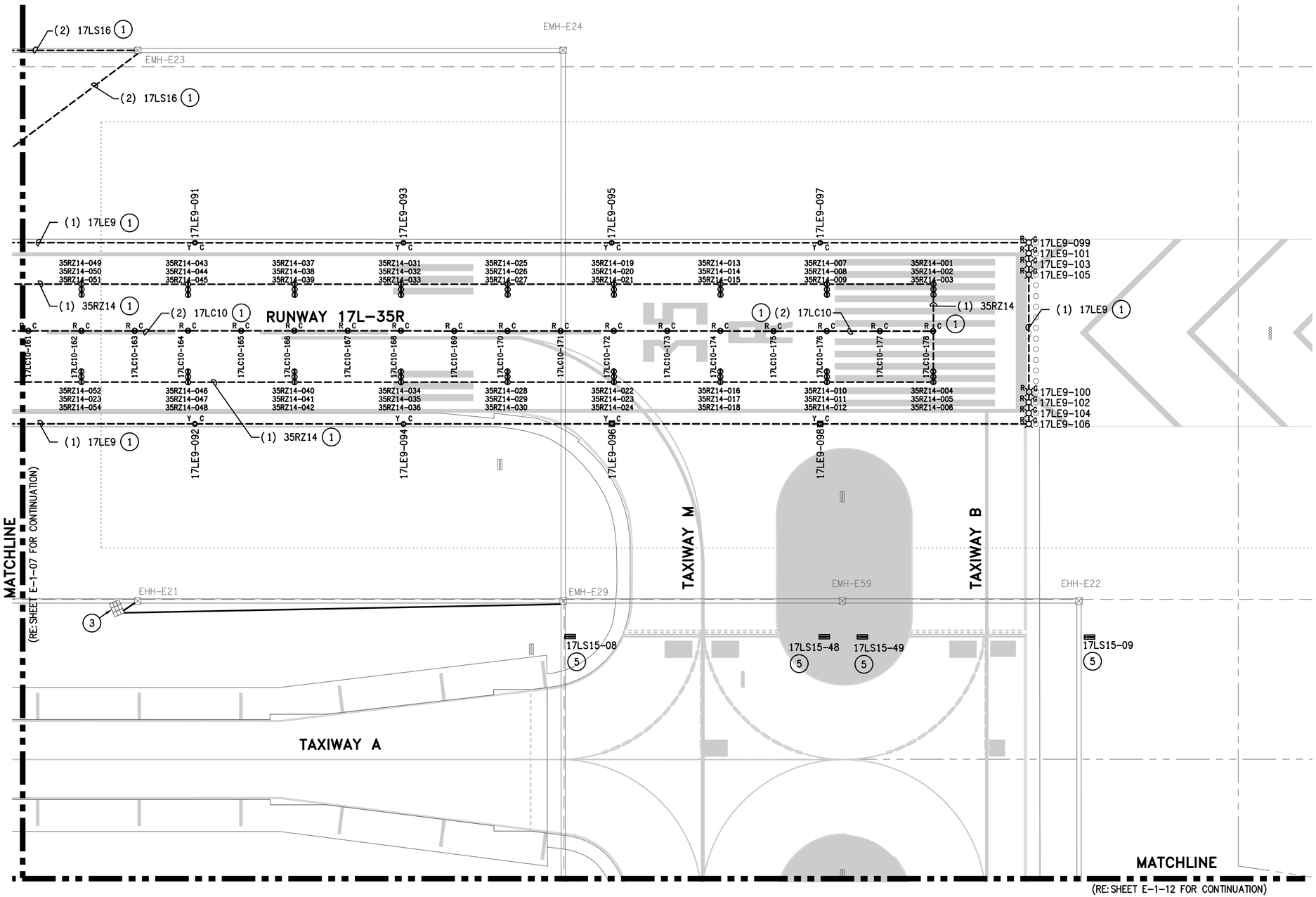
| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (7 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-07 |




## GENERAL NOTES:

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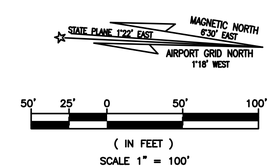
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
7. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E-1), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. REMOVE AND REPLACE EXISTING CIRCUIT SHOWN IN DARK LINEWEIGHT. RE-USE EXISTING PATHWAY. NEW CIRCUIT TO BE SAME CONFIGURATION AS EXISTING CIRCUIT.
2. INSTALL NEW FIXTURE AND ISOLATION TRANSFORMER IN EXISTING BLANK L-868B BASE CAN.
3. INSTALL DRAIN LINE TO EXISTING MANHOLE. EXTEND TO NEAREST DRAINAGE STRUCTURE.
4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
5. REPLACE SIGN PANEL. REFER TO SIGN SCHEDULE ON SHEET E-6-01. PAYMENT IS UNDER LINE ITEM L-125-13.
6. INSTALL NEW 2" PVC CONDUIT AND CIRCUIT, ENTERING EXISTING HAND HOLE.
7. INSTALL NEW L-867D PULLBOX.
8. MODIFY EXISTING BASECAN TO CORRECT BOLT PATTERN.
9. REMOVE EXISTING CABLE(S) AND INSTALL NEW CABLE AS SHOWN.
10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.





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(281) 252-9232 FIRM No. 6864


STATE OF TEXAS
C. LECETTE FERGUSON
81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

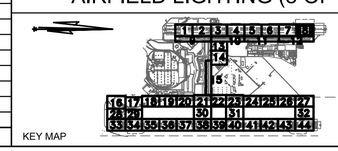
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (8 OF 44)

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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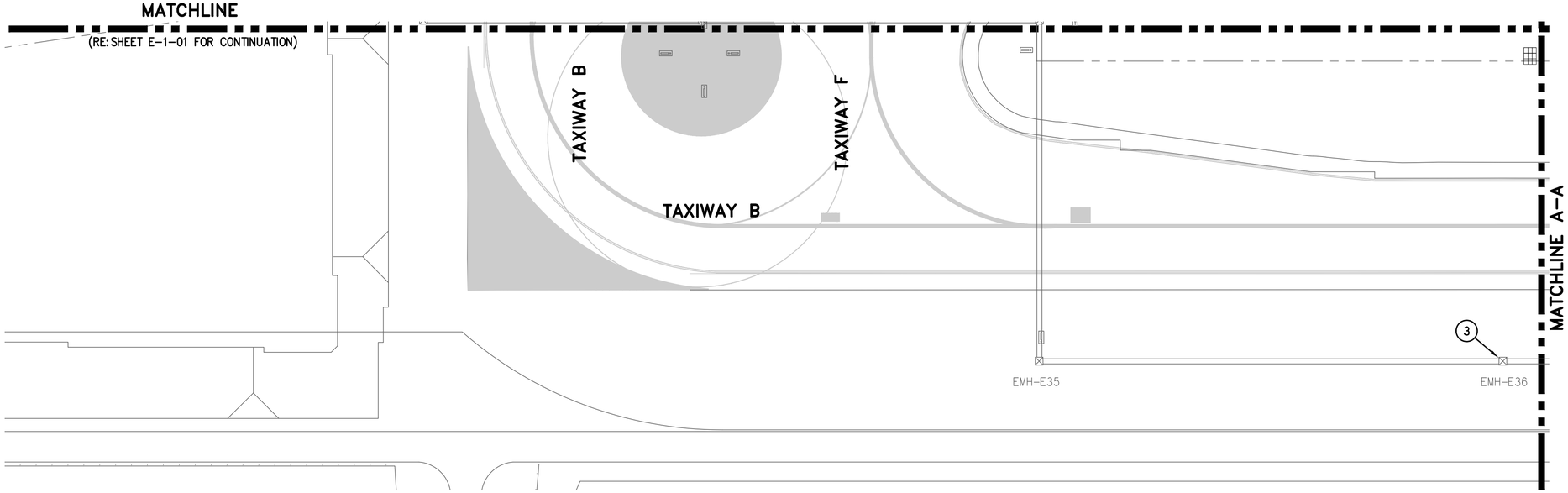
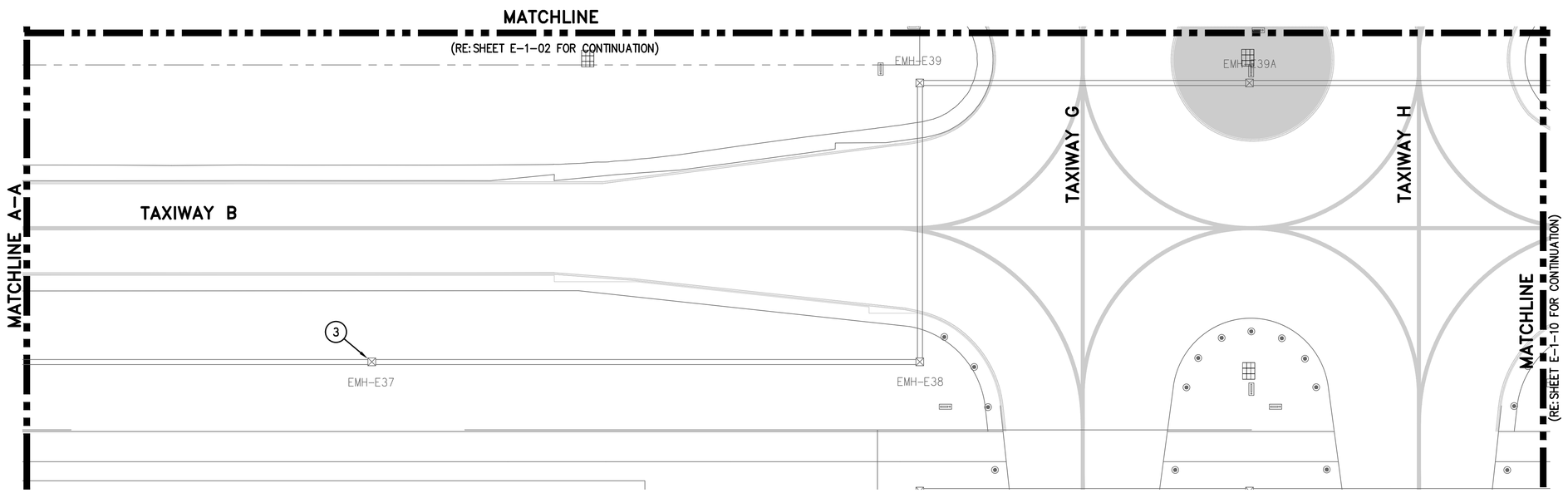
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-08 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
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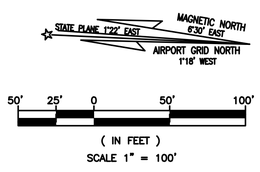


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Austin-Bergstrom International Airport

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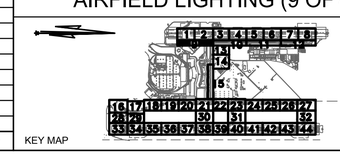
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (9 OF 44)



KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
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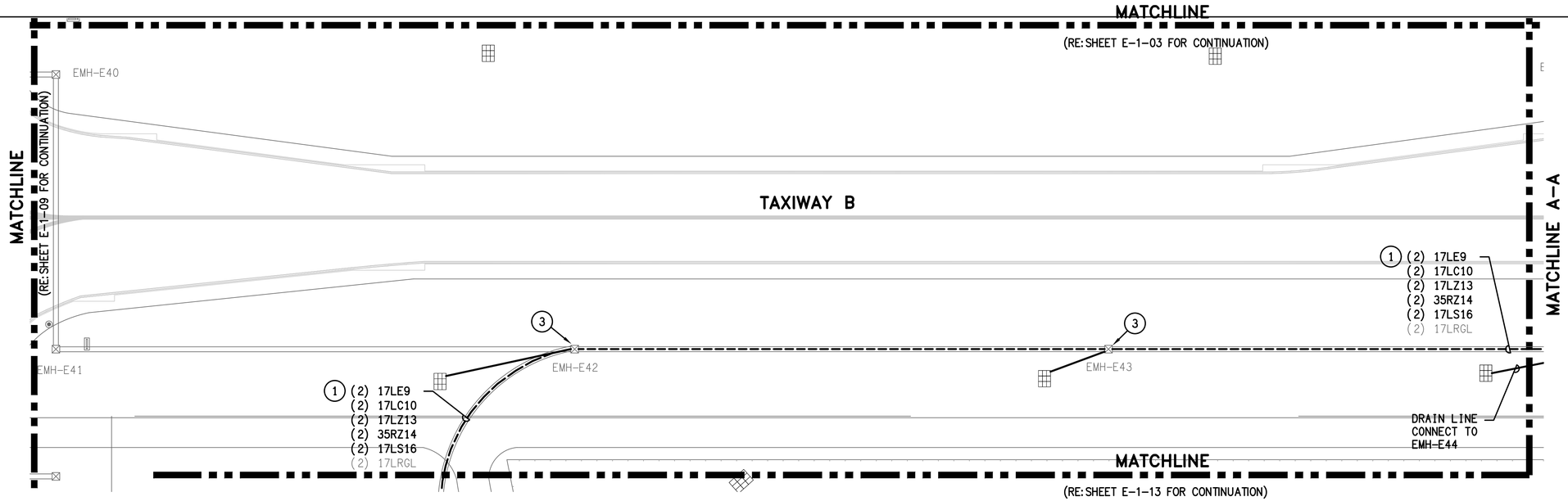
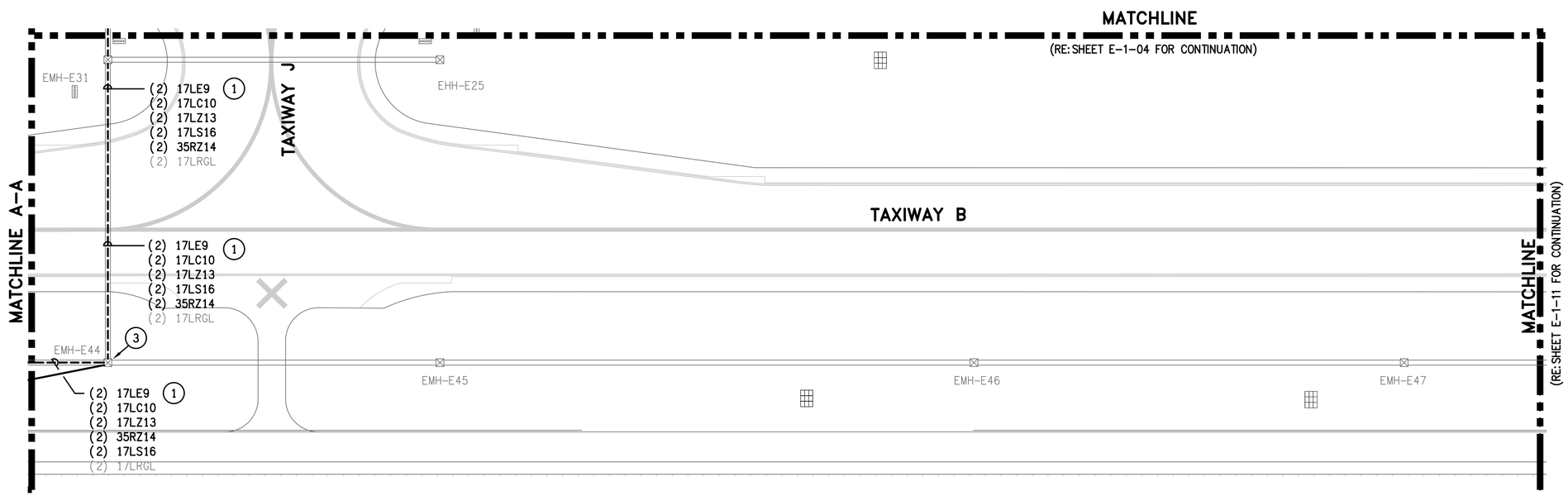
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-09 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
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10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.

50' 25' 0 50' 100'

( IN FEET )
SCALE 1" = 100'

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6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

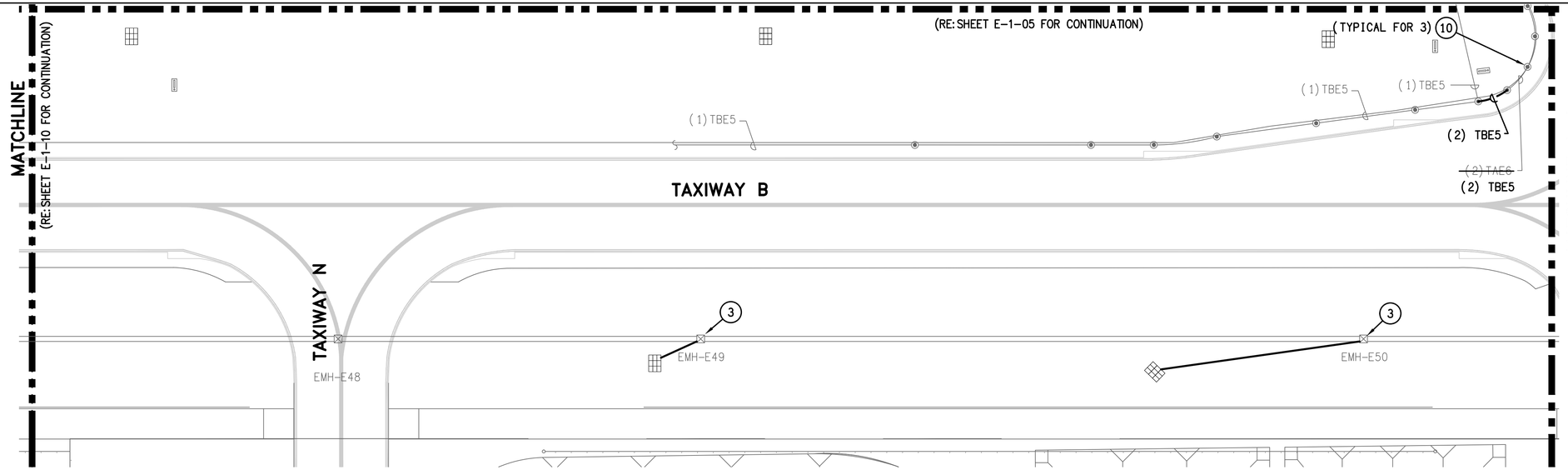
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

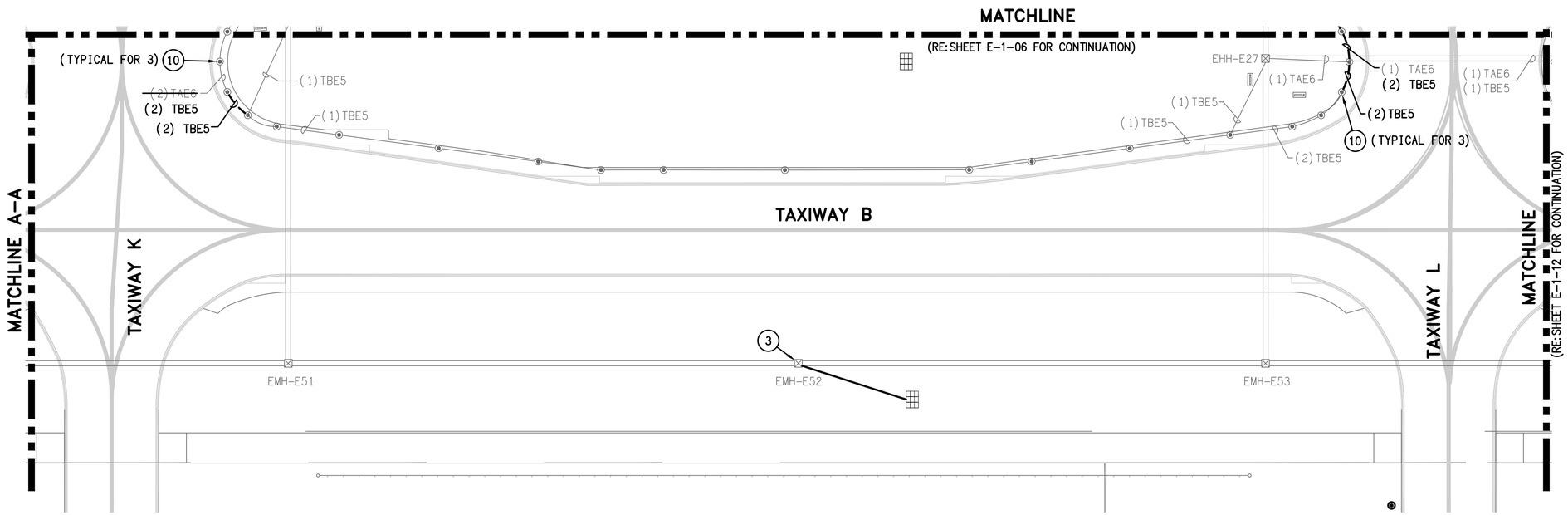
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (10 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-10 |




## GENERAL NOTES:

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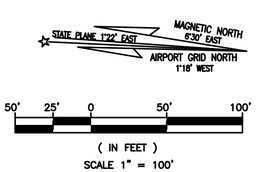


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6/05/19

Austin-Bergstrom International Airport

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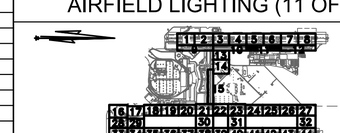
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (11 OF 44)



KEY MAP

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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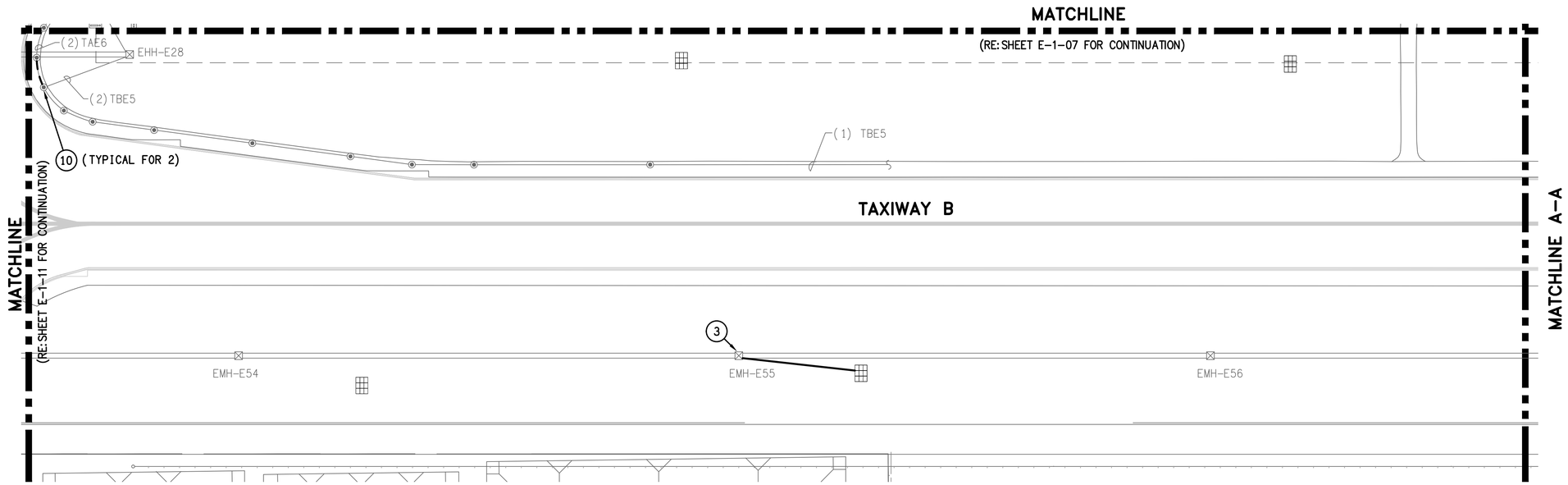
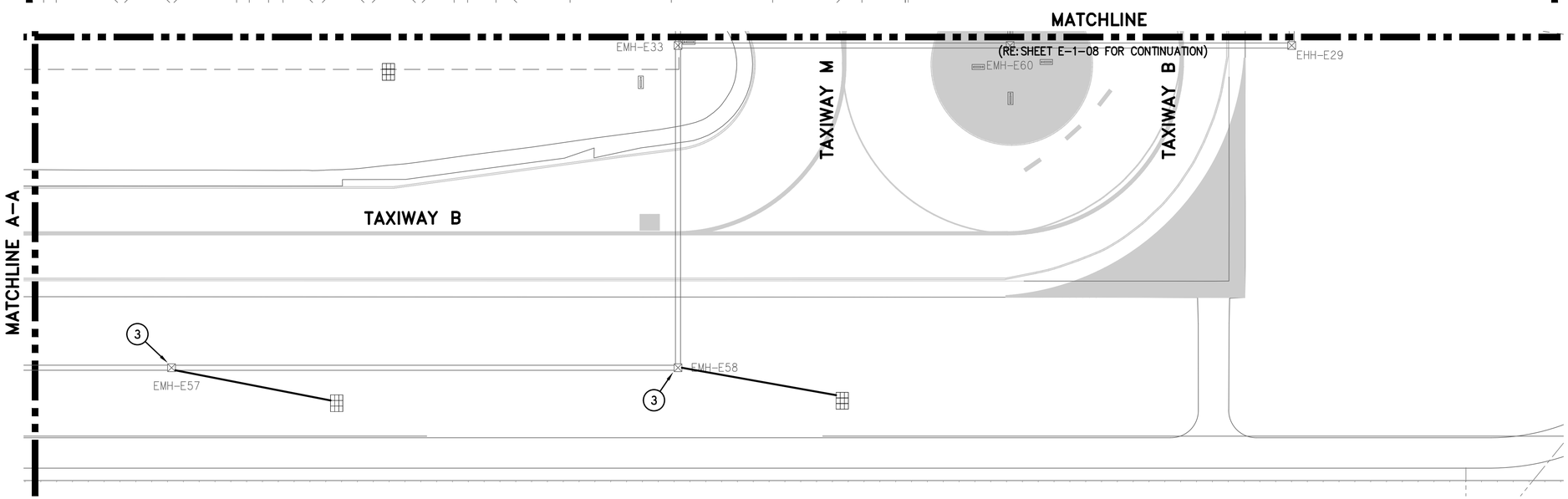
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-11 |




## GENERAL NOTES:

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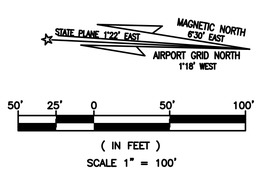


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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

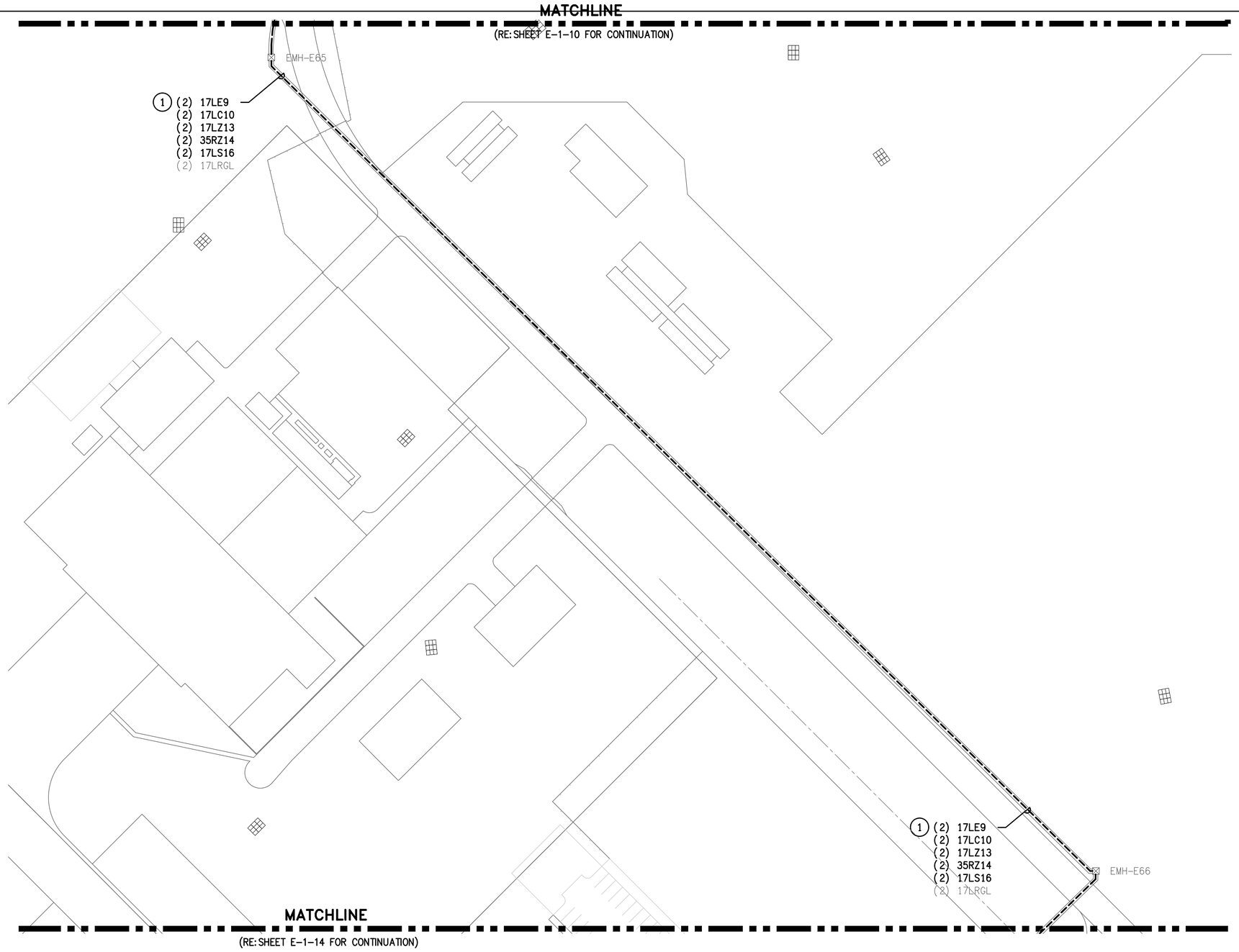
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (12 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-12 |

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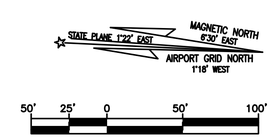
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
7. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E-1), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. REMOVE AND REPLACE EXISTING CIRCUIT SHOWN IN DARK LINEWEIGHT. RE-USE EXISTING PATHWAY. NEW CIRCUIT TO BE SAME CONFIGURATION AS EXISTING CIRCUIT.
2. INSTALL NEW FIXTURE AND ISOLATION TRANSFORMER IN EXISTING BLANK L-868B BASE CAN.
3. INSTALL DRAIN LINE TO EXISTING MANHOLE. EXTEND TO NEAREST DRAINAGE STRUCTURE.
4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
5. REPLACE SIGN PANEL. REFER TO SIGN SCHEDULE ON SHEET E-6-01. PAYMENT IS UNDER LINE ITEM L-125-13.
6. INSTALL NEW 2" PVC CONDUIT AND CIRCUIT, ENTERING EXISTING HAND HOLE.
7. INSTALL NEW L-867D PULLBOX.
8. MODIFY EXISTING BASECAN TO CORRECT BOLT PATTERN.
9. REMOVE EXISTING CABLE(S) AND INSTALL NEW CABLE AS SHOWN.
10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.

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STATE OF TEXAS
C. LECETTE FERGUSON
81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

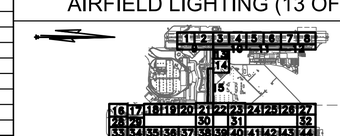
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (13 OF 44)

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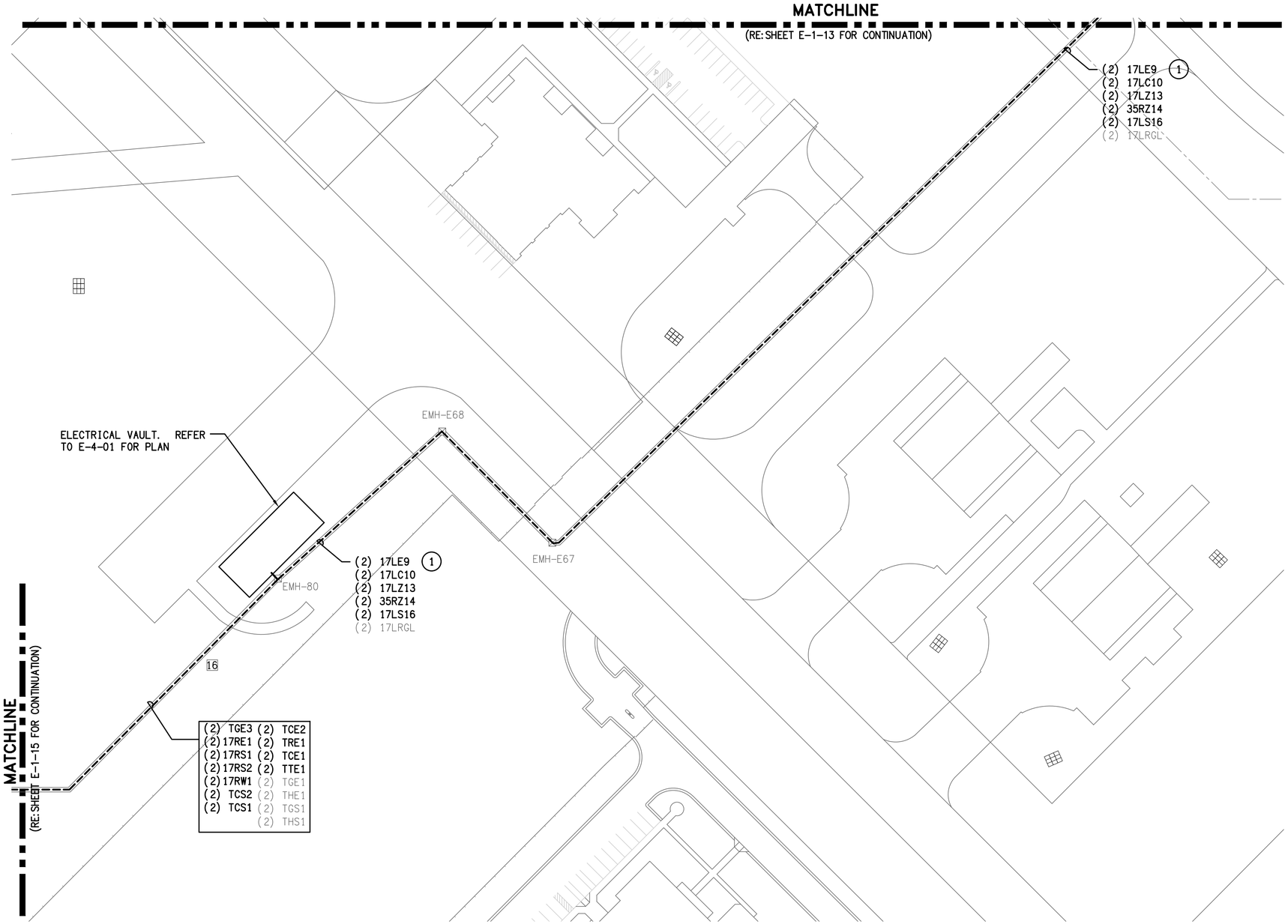
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-13 |




## GENERAL NOTES:

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2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
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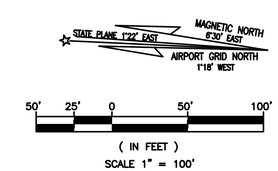


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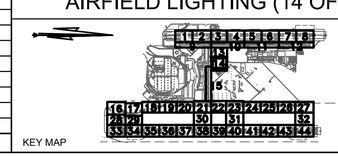
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (14 OF 44)

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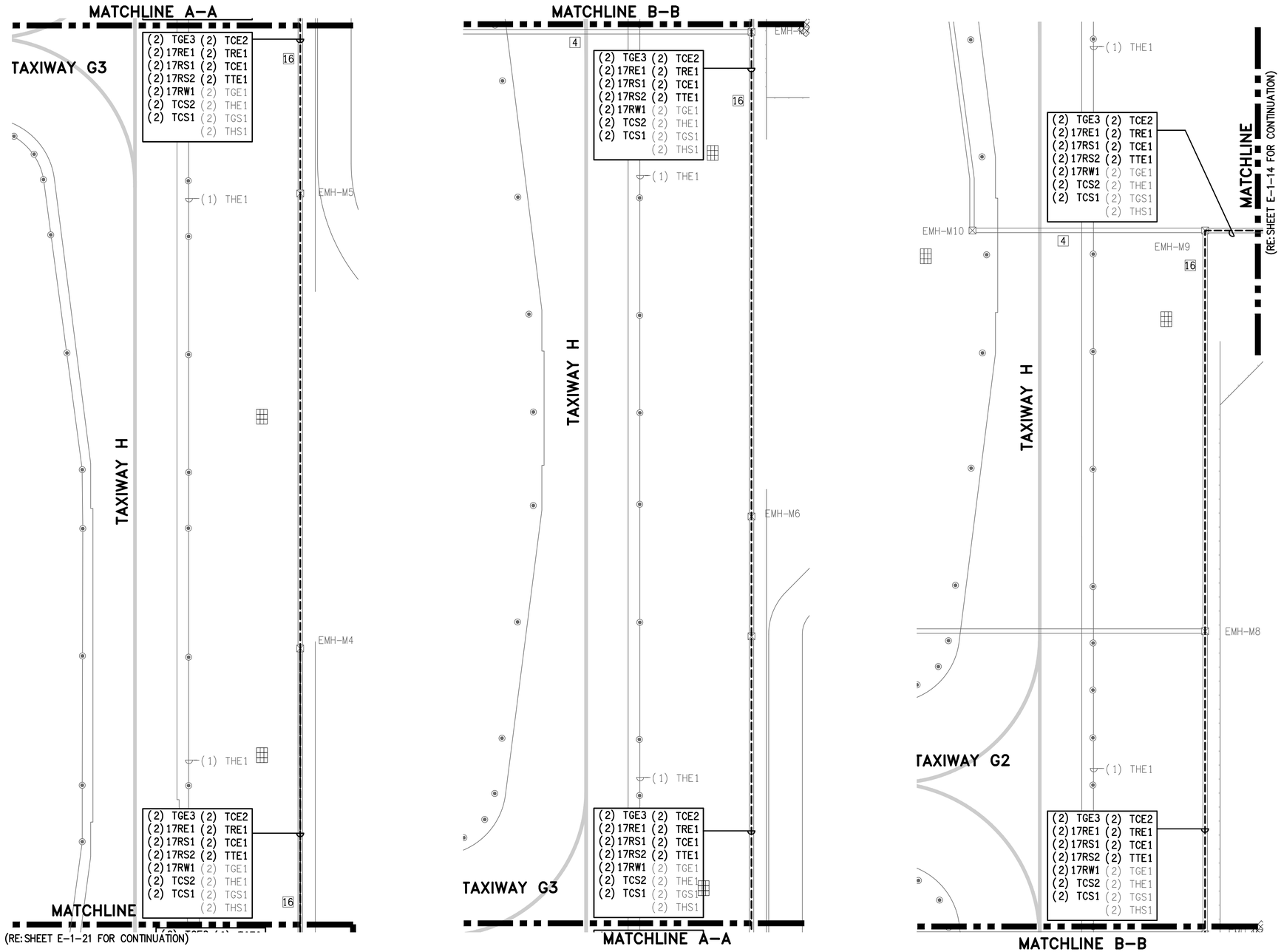
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-14 |




## GENERAL NOTES:

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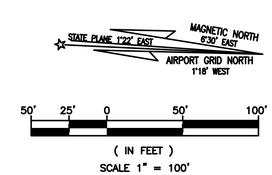


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6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

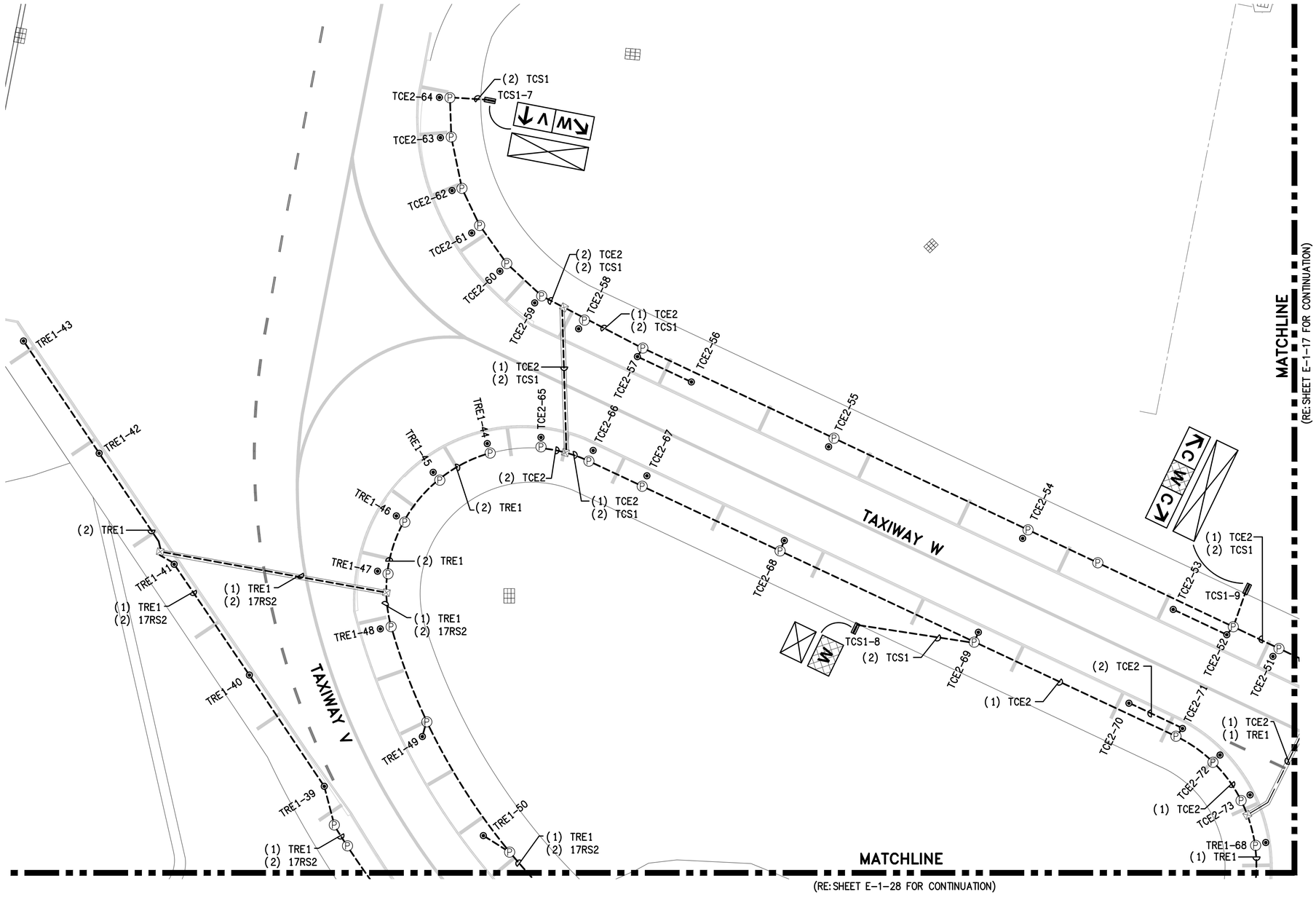
| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (15 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-15 |




## GENERAL NOTES:

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## KEYED NOTES:

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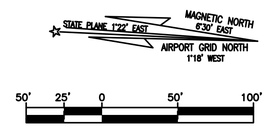


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6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

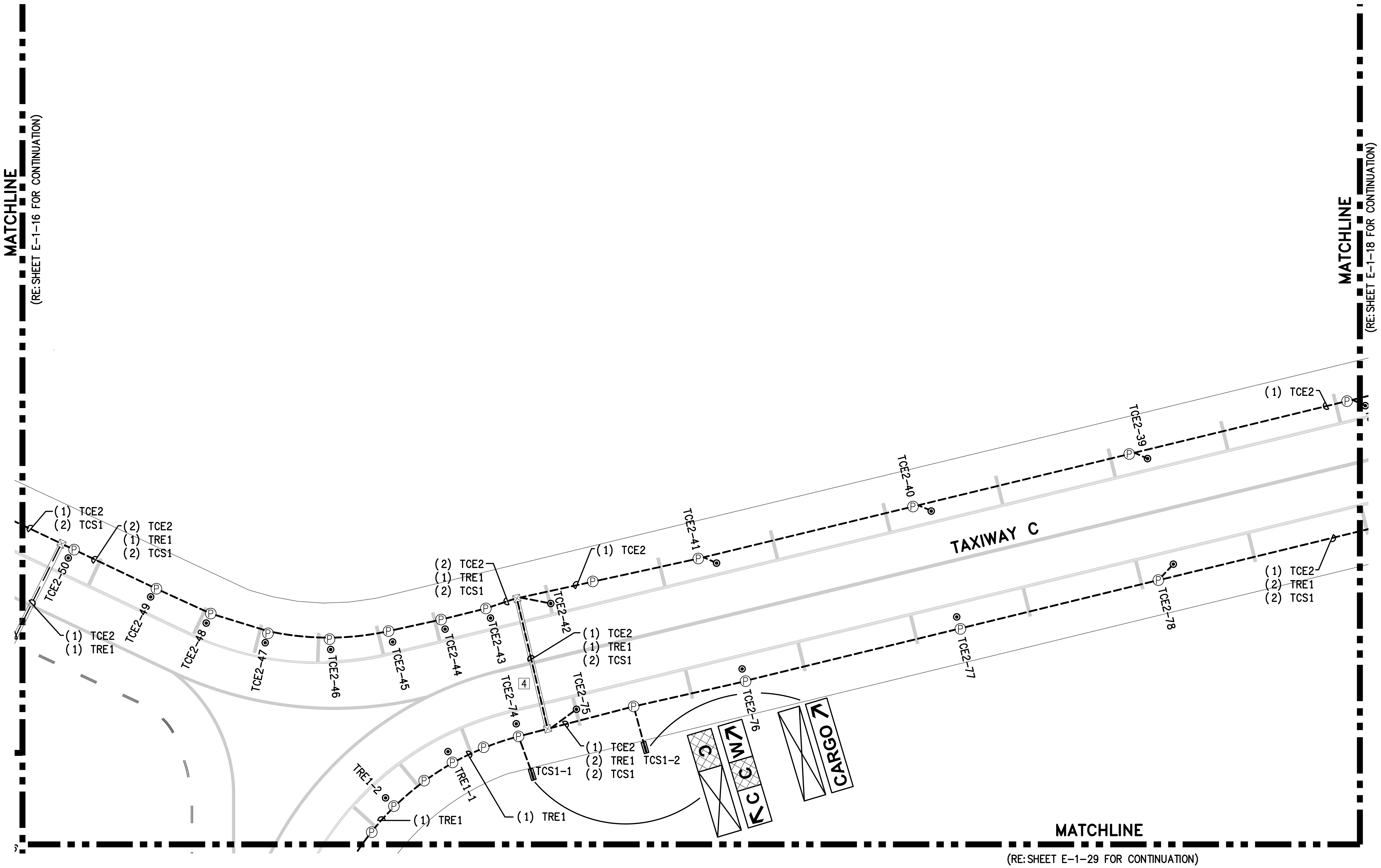
| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (16 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-16 |




## GENERAL NOTES:

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STATE PLANE 1°22' EAST
MAGNETIC NORTH 6°30' EAST
AIRPORT GRID NORTH 1°18' WEST

50' 25' 0 50' 100'
( IN FEET )
SCALE 1" = 100'


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AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

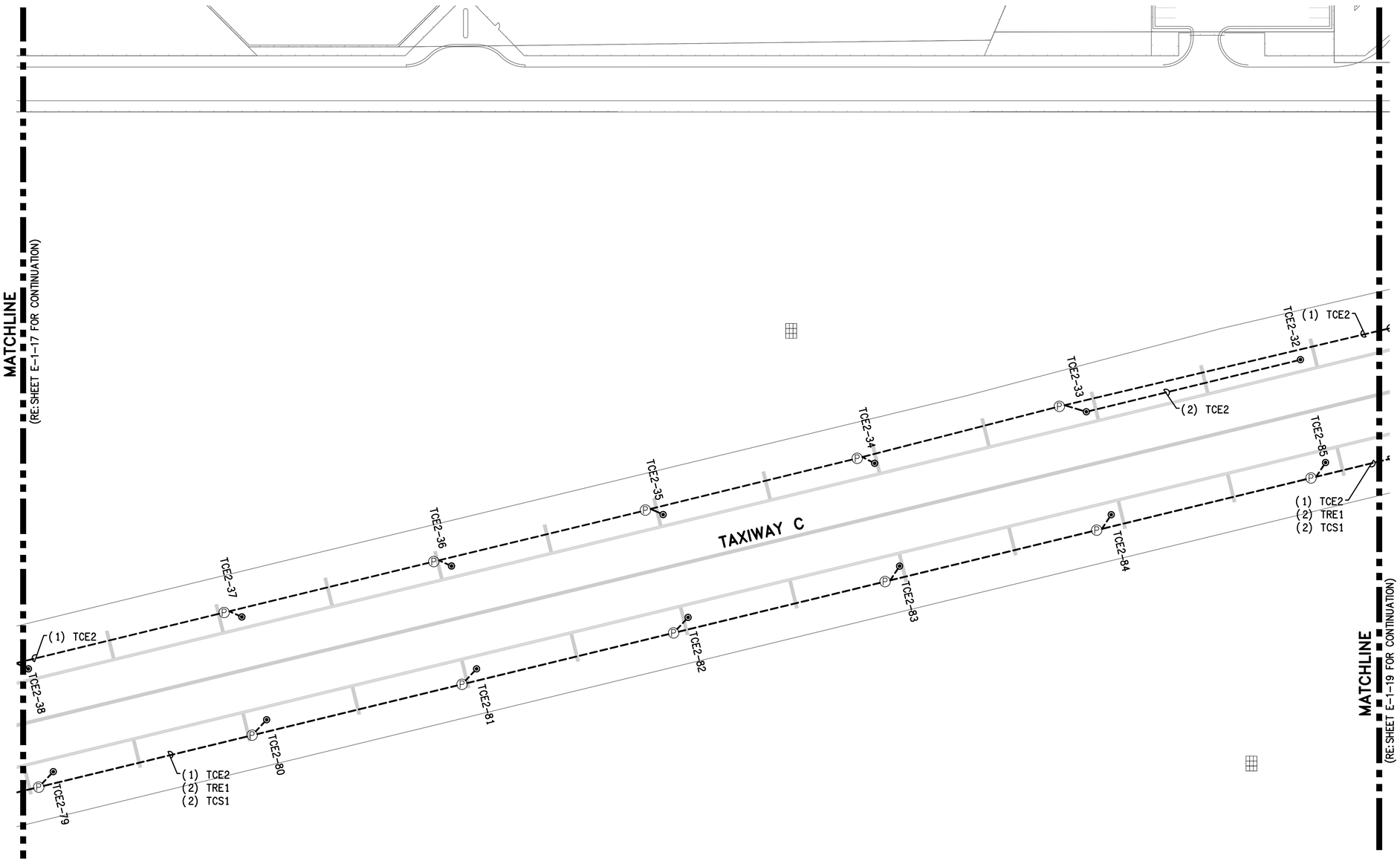
| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (17 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-17 |

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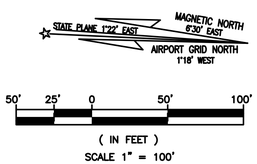
8. MODIFY EXISTING BASECAN TO CORRECT BOLT PATTERN.
9. REMOVE EXISTING CABLE(S) AND INSTALL NEW CABLE AS SHOWN.
10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.

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STATE OF TEXAS
C. LECETTE FERGUSON
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REGISTERED PROFESSIONAL ENGINEER
4/25/19

Austin-Bergstrom International Airport

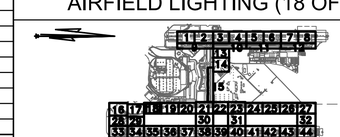
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (18 OF 44)

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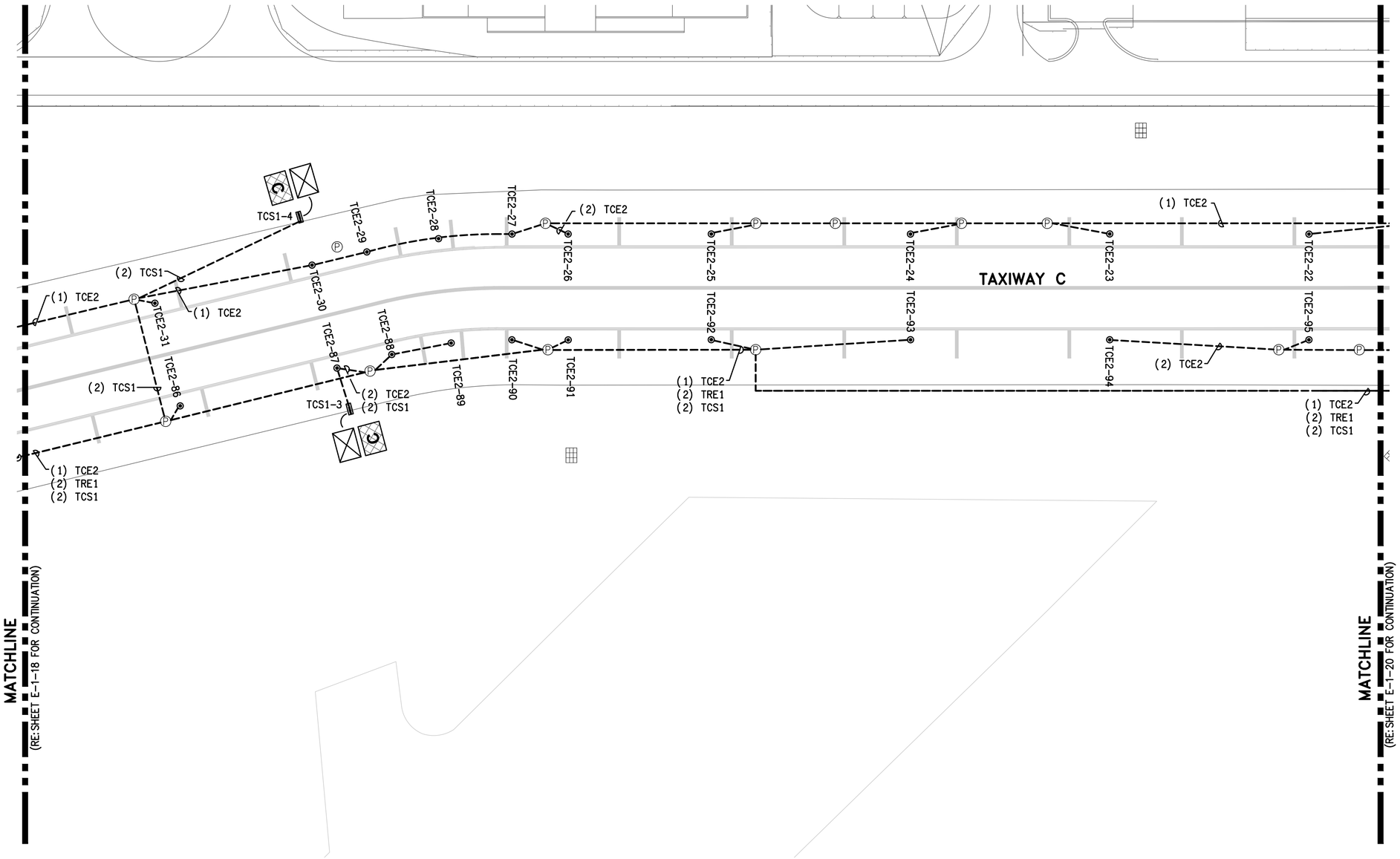
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-18 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
7. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E-1), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

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3. INSTALL DRAIN LINE TO EXISTING MANHOLE. EXTEND TO NEAREST DRAINAGE STRUCTURE.
4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
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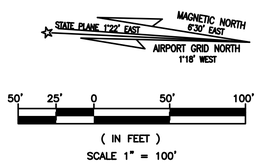


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6/05/19

Austin-Bergstrom International Airport

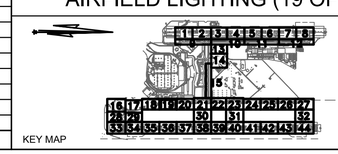
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (19 OF 44)

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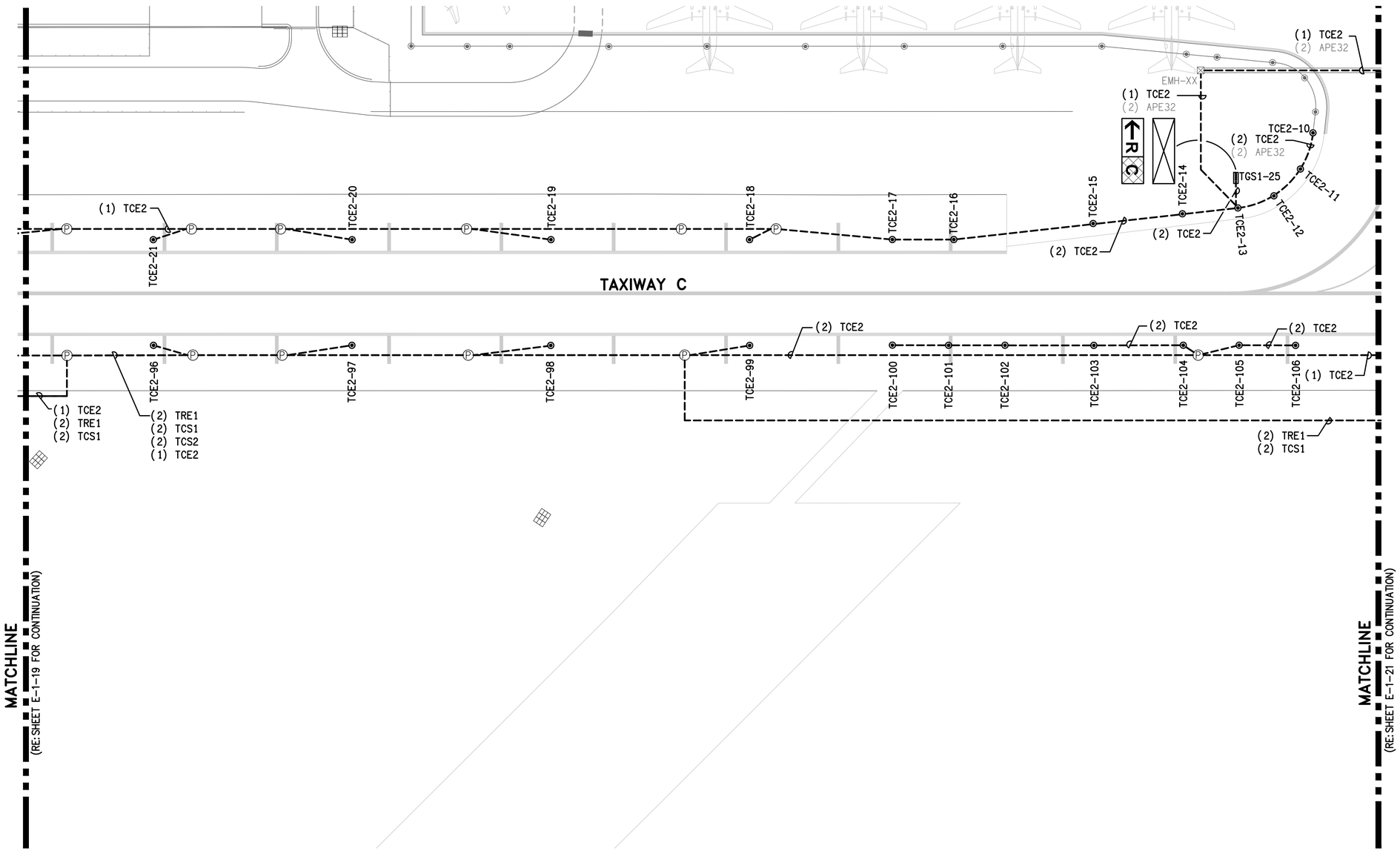
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-19 |




## GENERAL NOTES:

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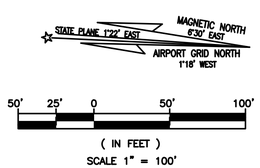


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6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

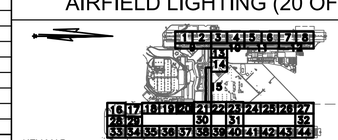
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (20 OF 44)

KEY MAP



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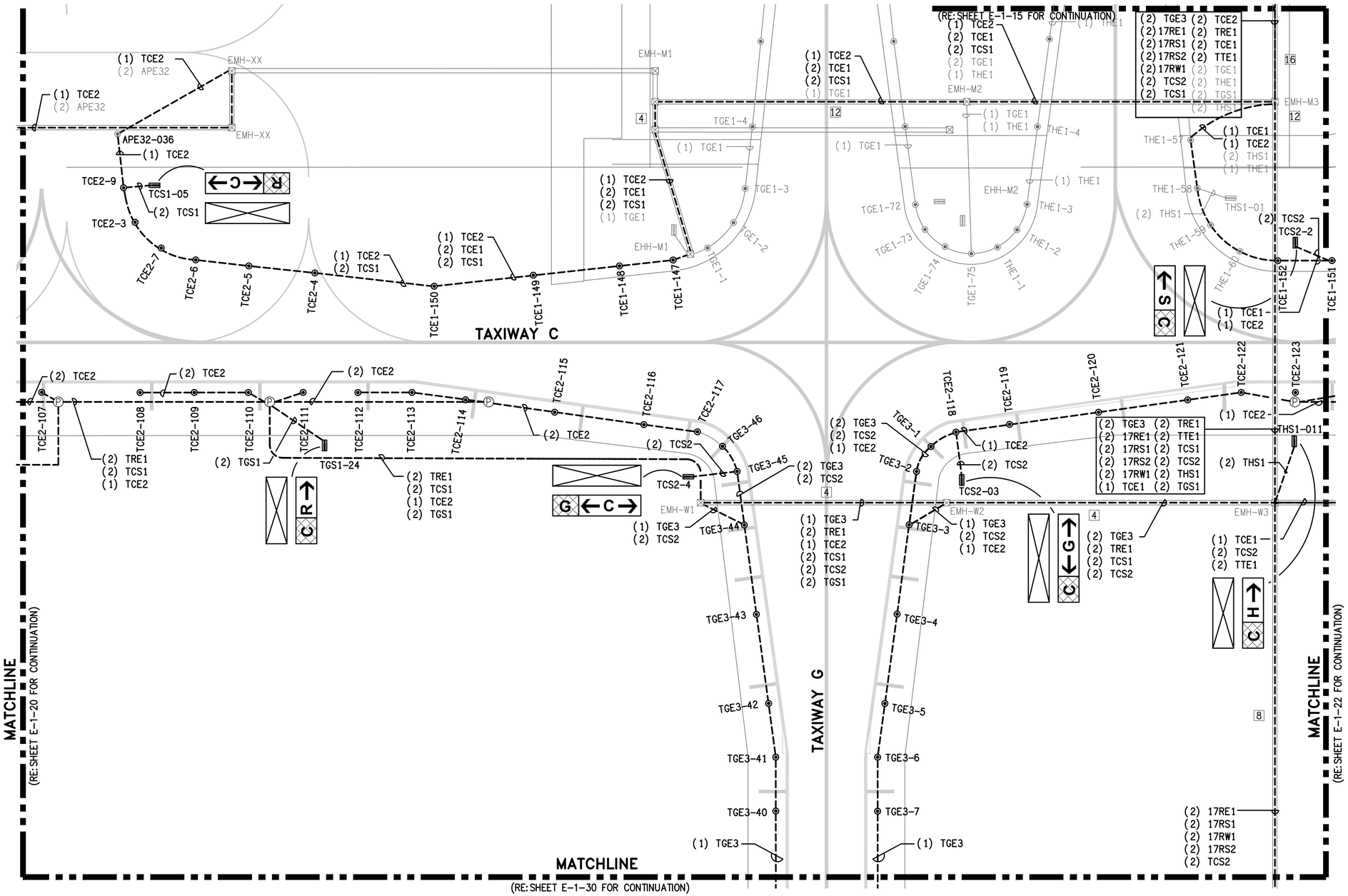
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-20 |

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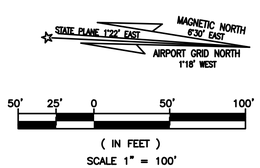


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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

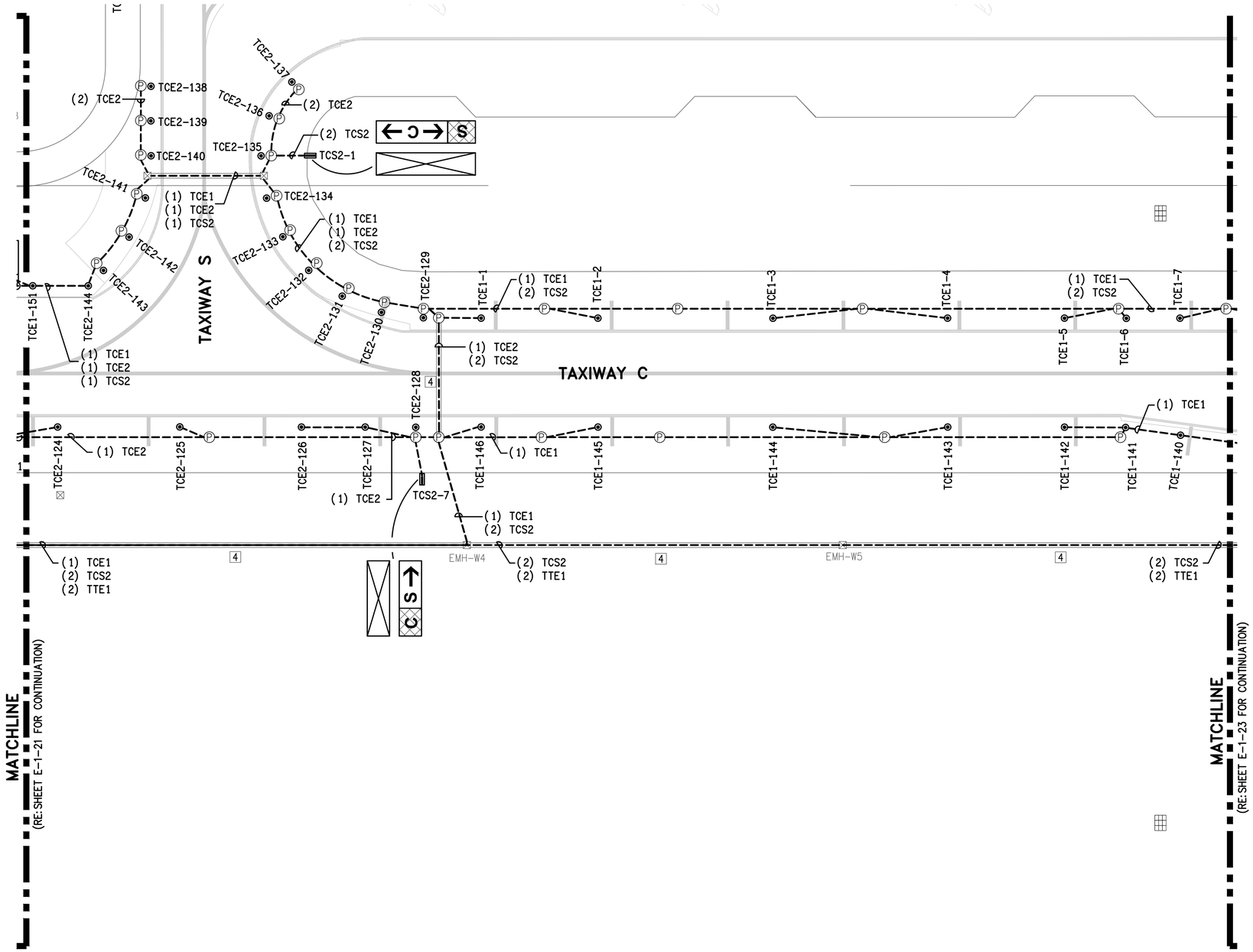
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (21 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-21 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
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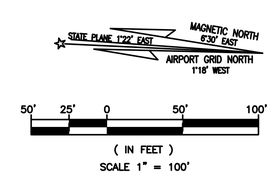



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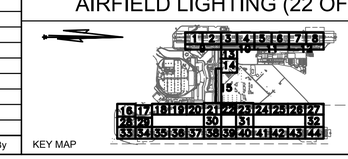
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

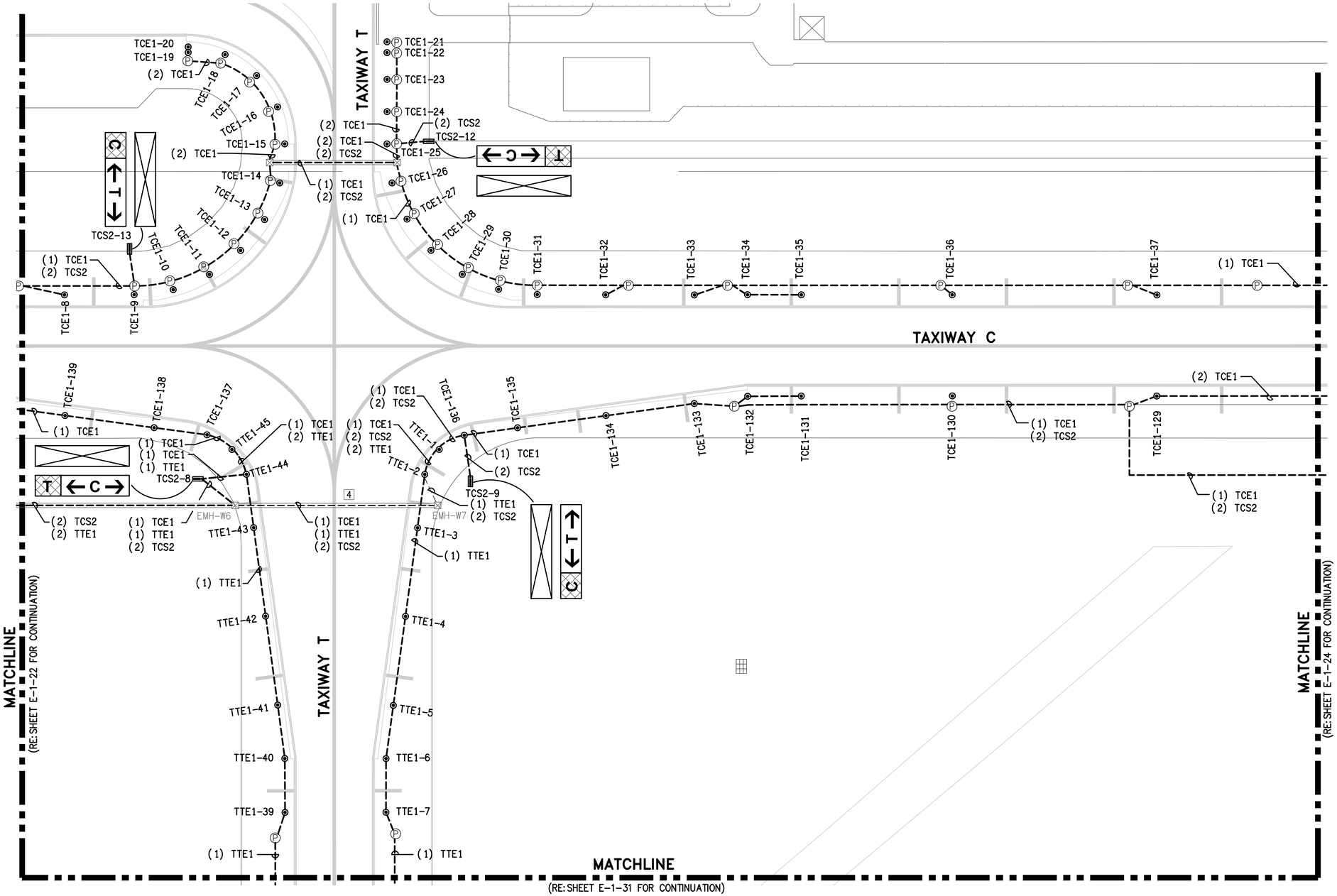
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (22 OF 44)



KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-22 |

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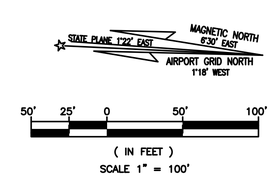


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STATE OF TEXAS
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81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

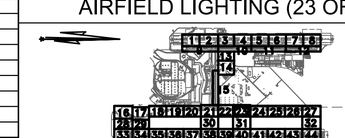
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (23 OF 44)



KEY MAP

| | |
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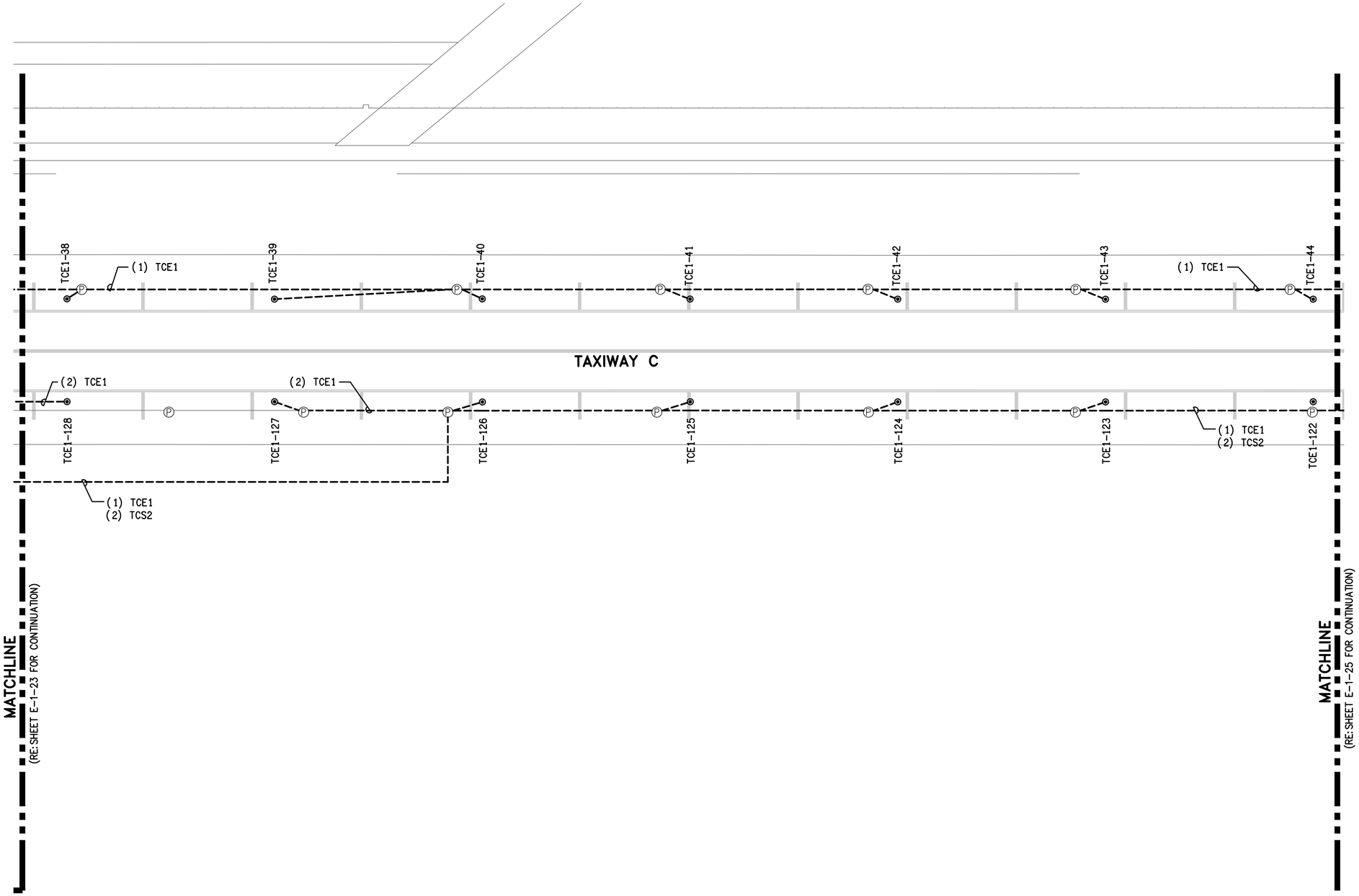
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-23 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
7. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E-1), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

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3. INSTALL DRAIN LINE TO EXISTING MANHOLE. EXTEND TO NEAREST DRAINAGE STRUCTURE.
4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
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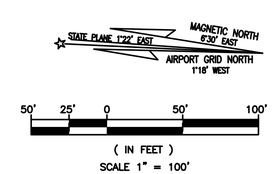


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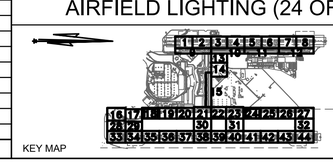
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (24 OF 44)

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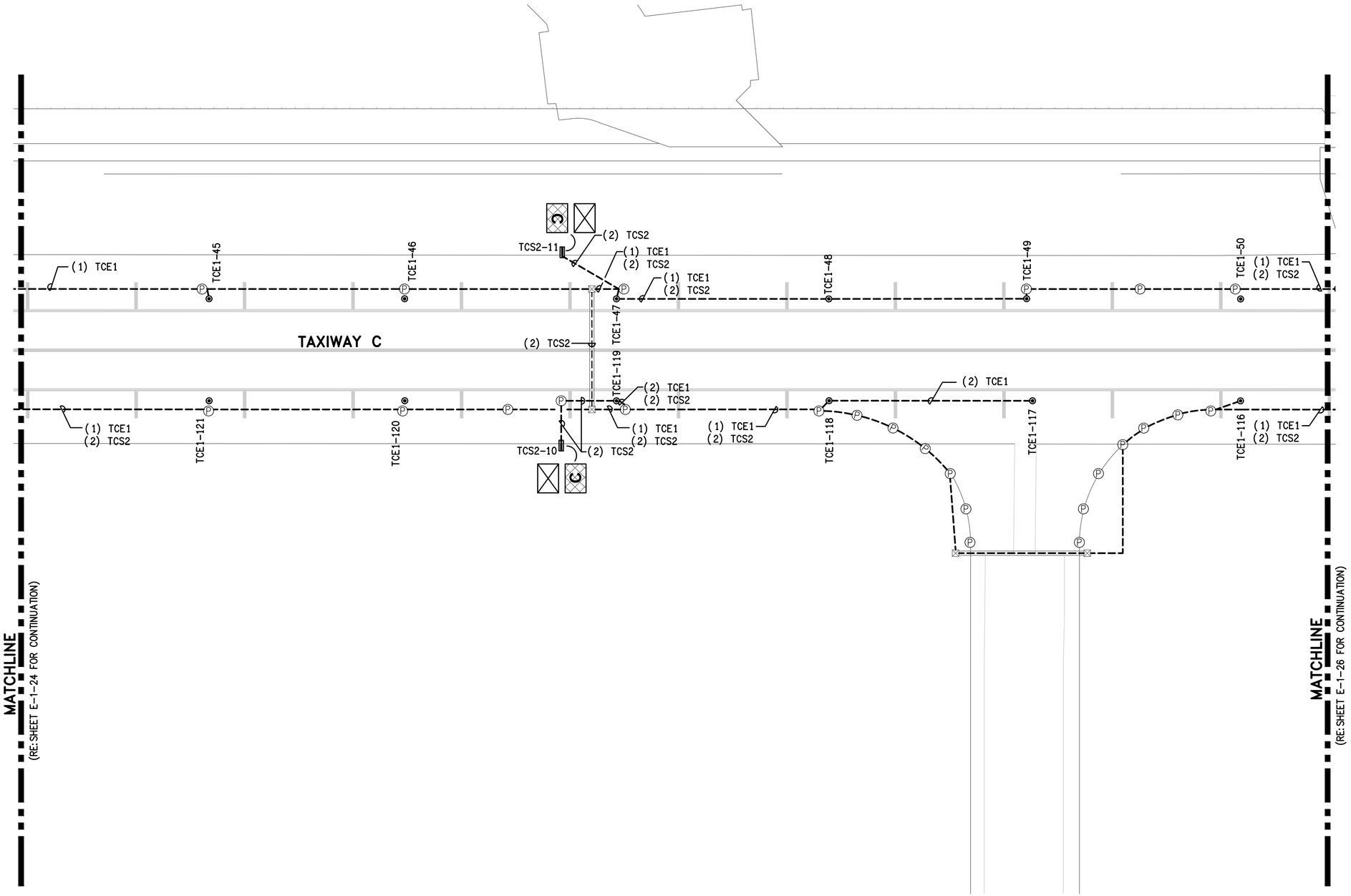
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-24 |




## GENERAL NOTES:

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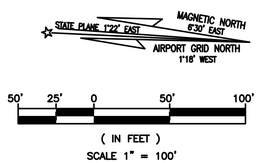


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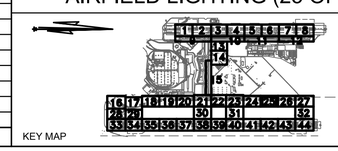
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (25 OF 44)

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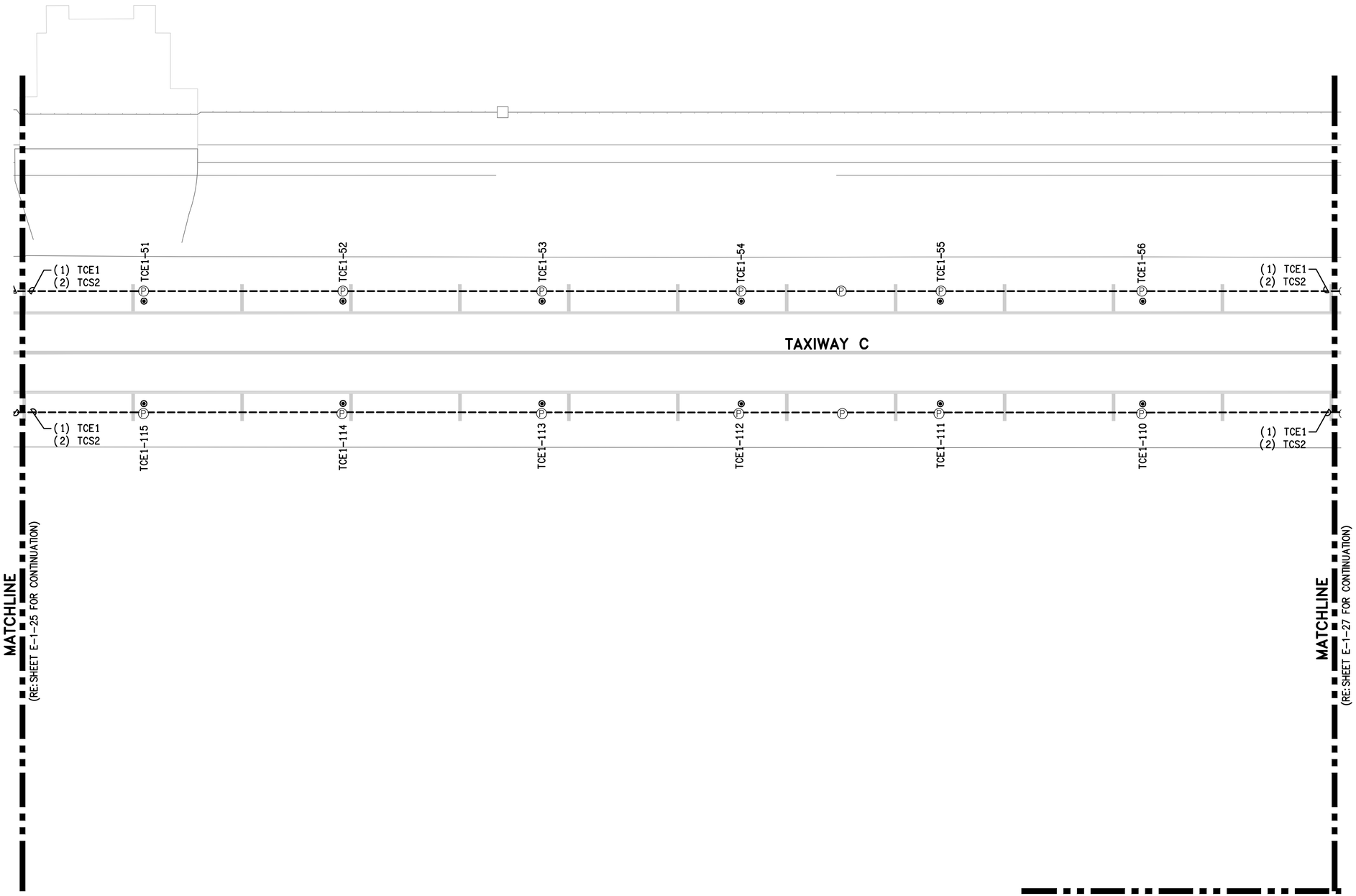
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-25 |

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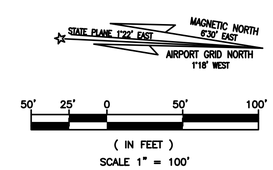


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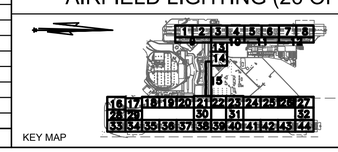
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (26 OF 44)

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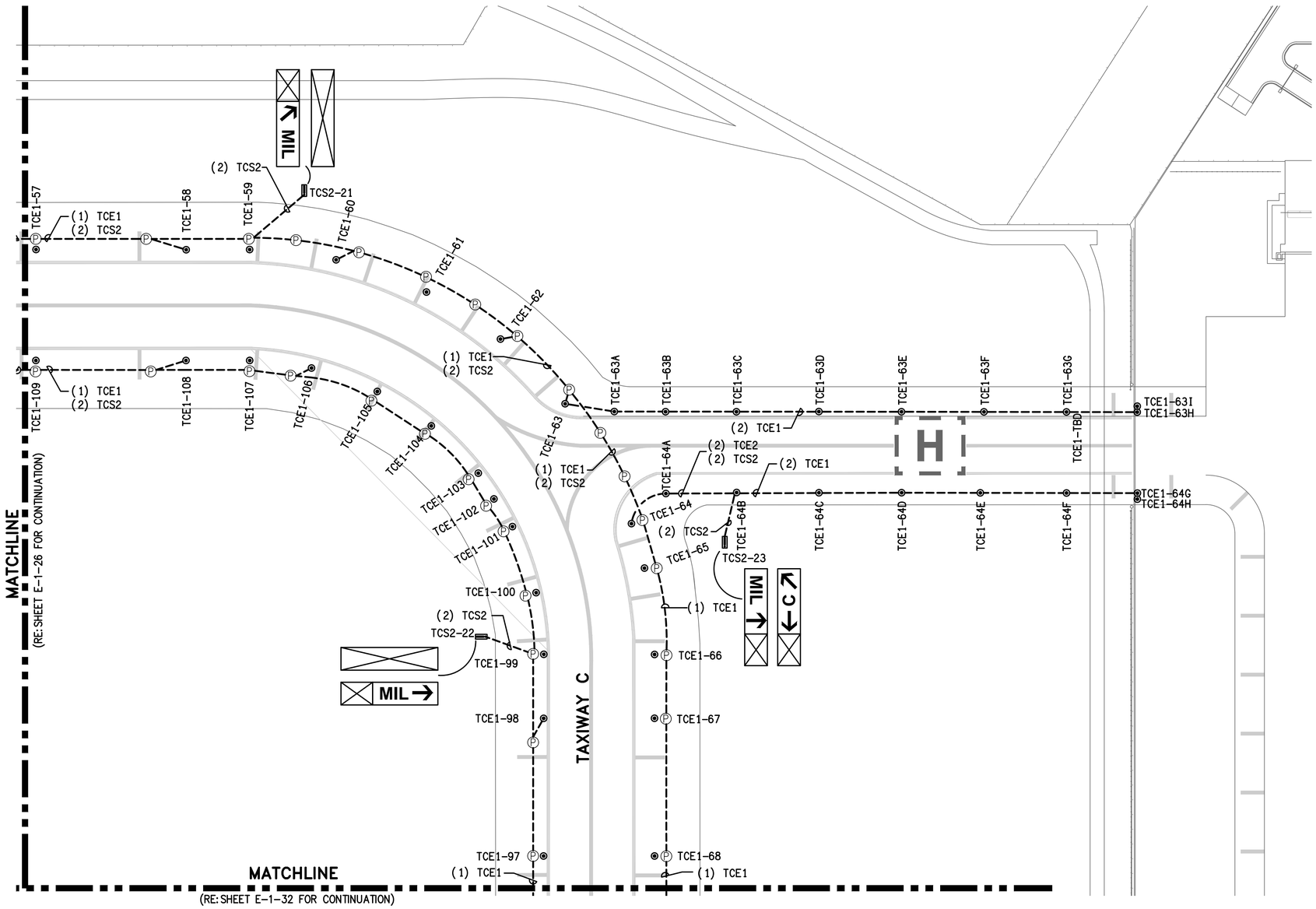
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-26 |




## GENERAL NOTES:

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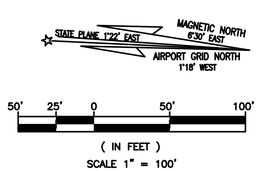



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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

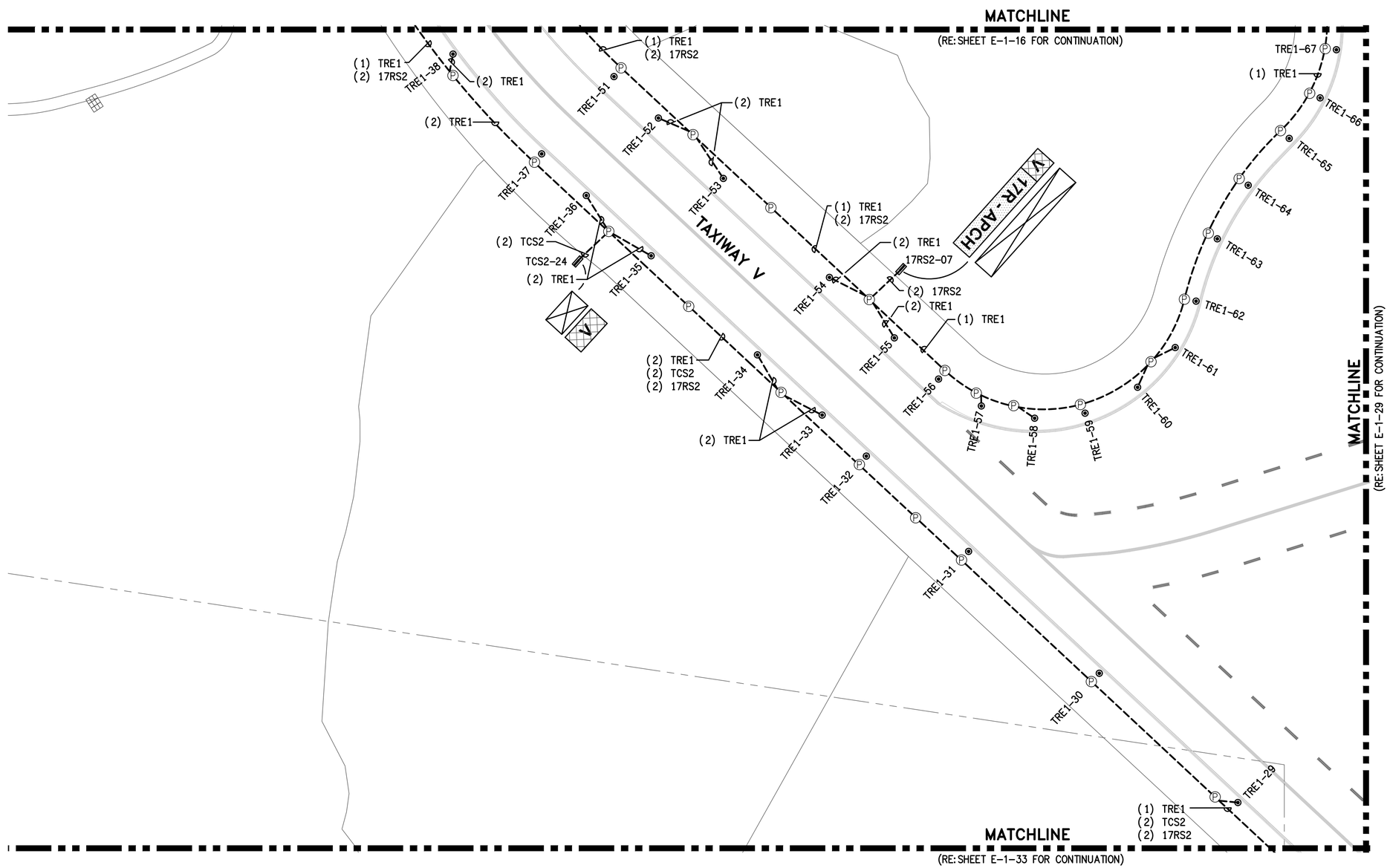
| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (27 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-27 |

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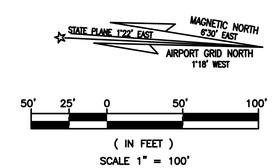


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| ABIA Project No.: | 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
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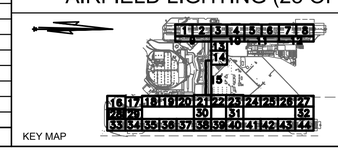
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (28 OF 44)



KEY MAP

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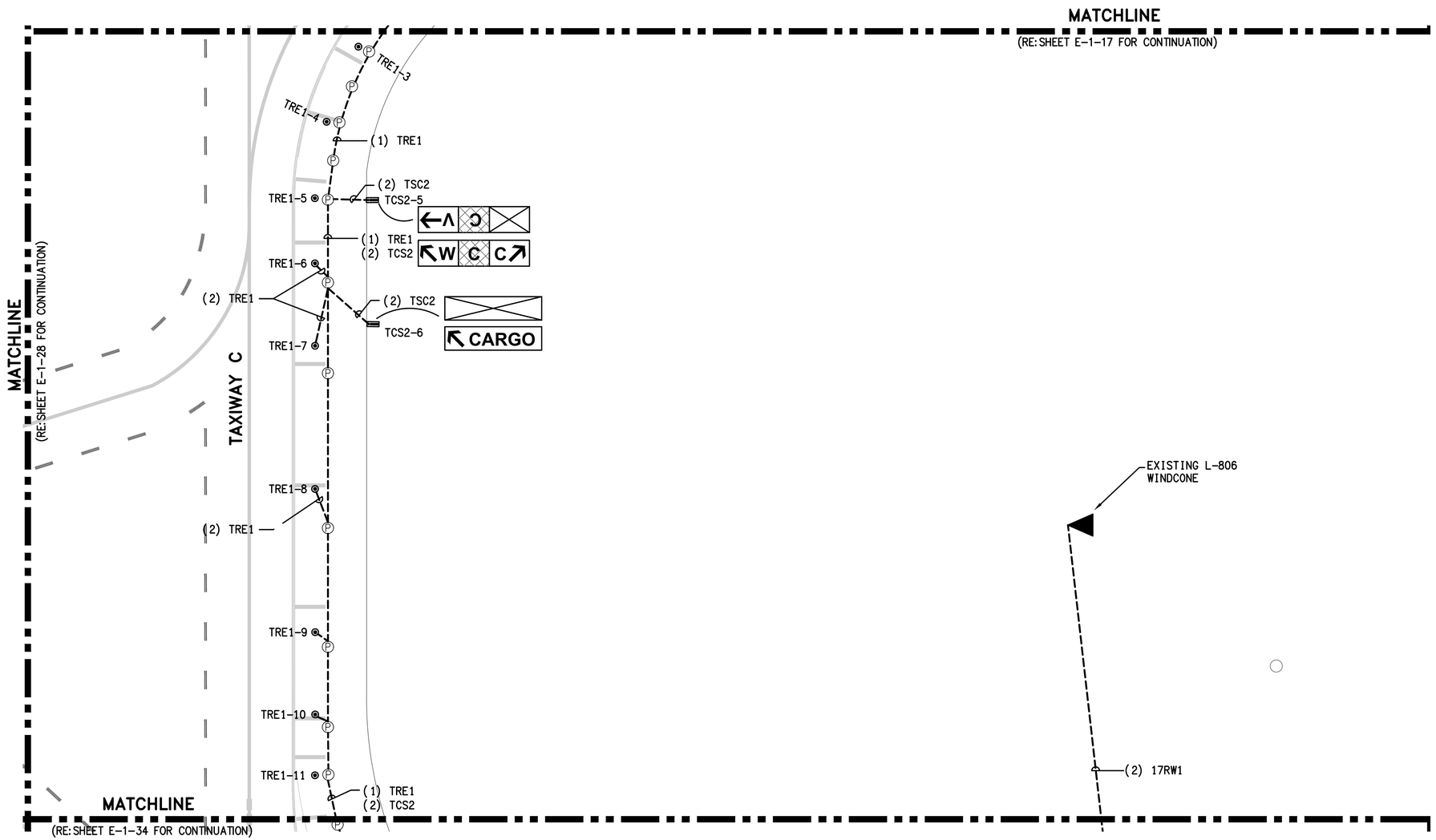
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-28 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
7. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E-1), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. REMOVE AND REPLACE EXISTING CIRCUIT SHOWN IN DARK LINEWEIGHT. RE-USE EXISTING PATHWAY. NEW CIRCUIT TO BE SAME CONFIGURATION AS EXISTING CIRCUIT.
2. INSTALL NEW FIXTURE AND ISOLATION TRANSFORMER IN EXISTING BLANK L-868B BASE CAN.
3. INSTALL DRAIN LINE TO EXISTING MANHOLE. EXTEND TO NEAREST DRAINAGE STRUCTURE.
4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
5. REPLACE SIGN PANEL. REFER TO SIGN SCHEDULE ON SHEET E-6-01. PAYMENT IS UNDER LINE ITEM L-125-13.
6. INSTALL NEW 2" PVC CONDUIT AND CIRCUIT, ENTERING EXISTING HAND HOLE.
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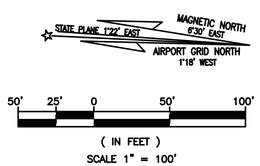
8. MODIFY EXISTING BASECAN TO CORRECT BOLT PATTERN.
9. REMOVE EXISTING CABLE(S) AND INSTALL NEW CABLE AS SHOWN.
10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.

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REGISTERED FIRM NUMBER: 3401

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STATE OF TEXAS
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REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

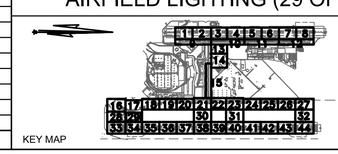
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (29 OF 44)



KEY MAP

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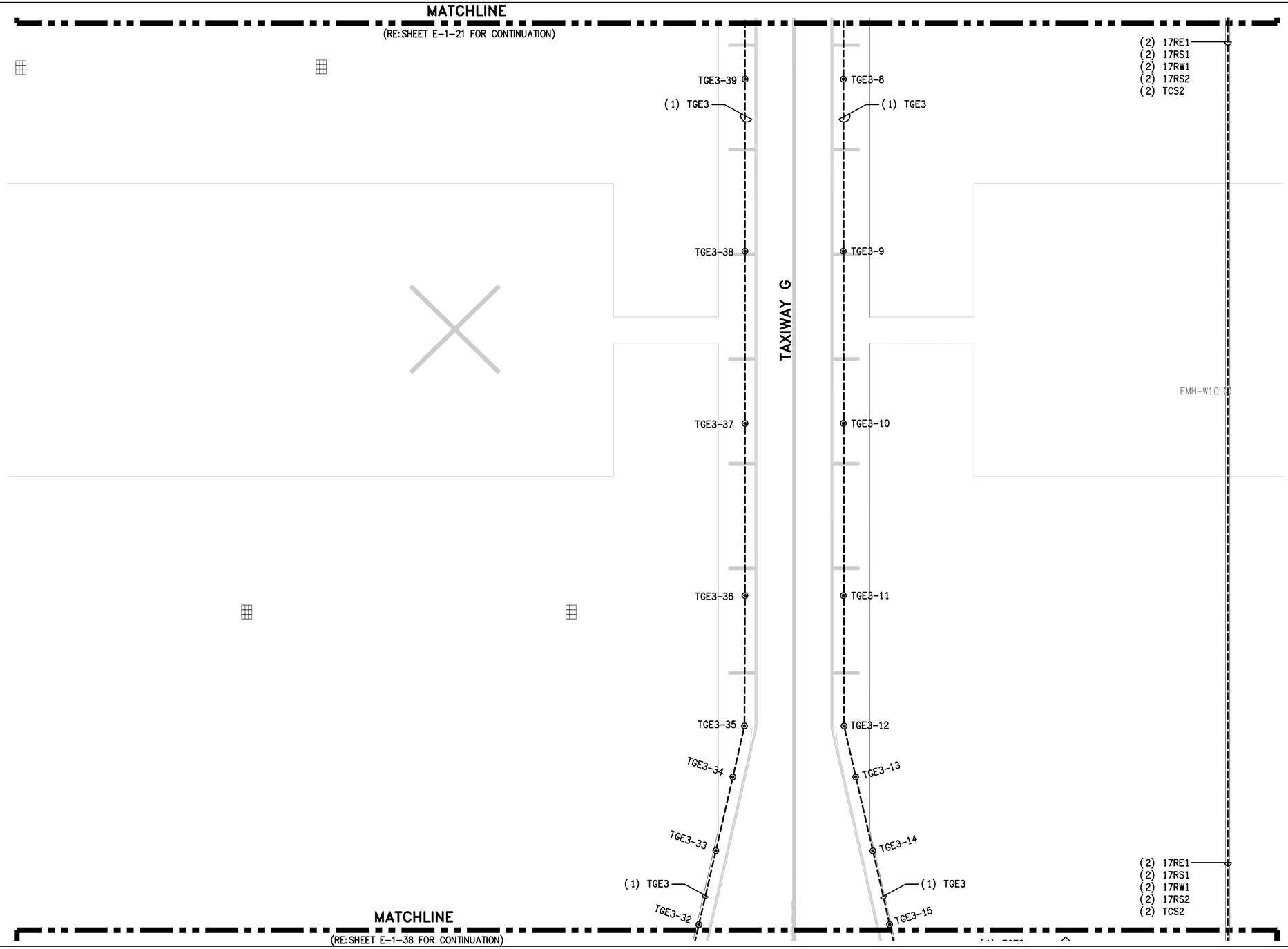
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-29 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
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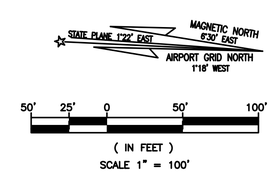


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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

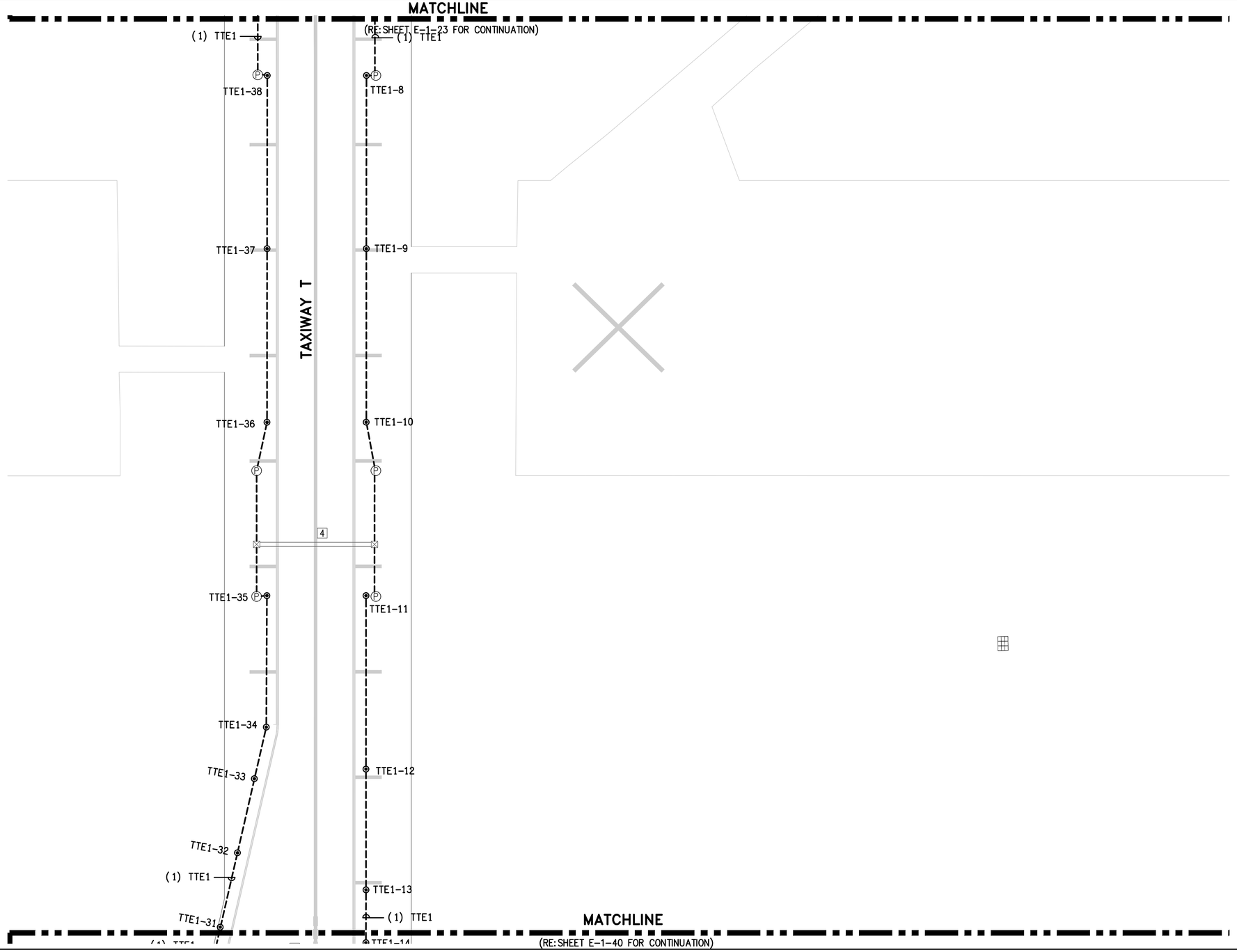
| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (30 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-30 |




## GENERAL NOTES:

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5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
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4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
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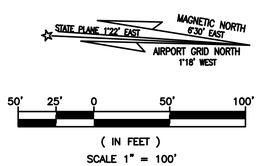


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Austin-Bergstrom International Airport

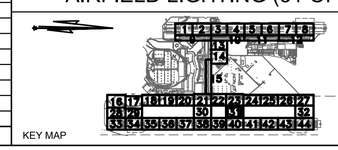
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (31 OF 44)



KEY MAP

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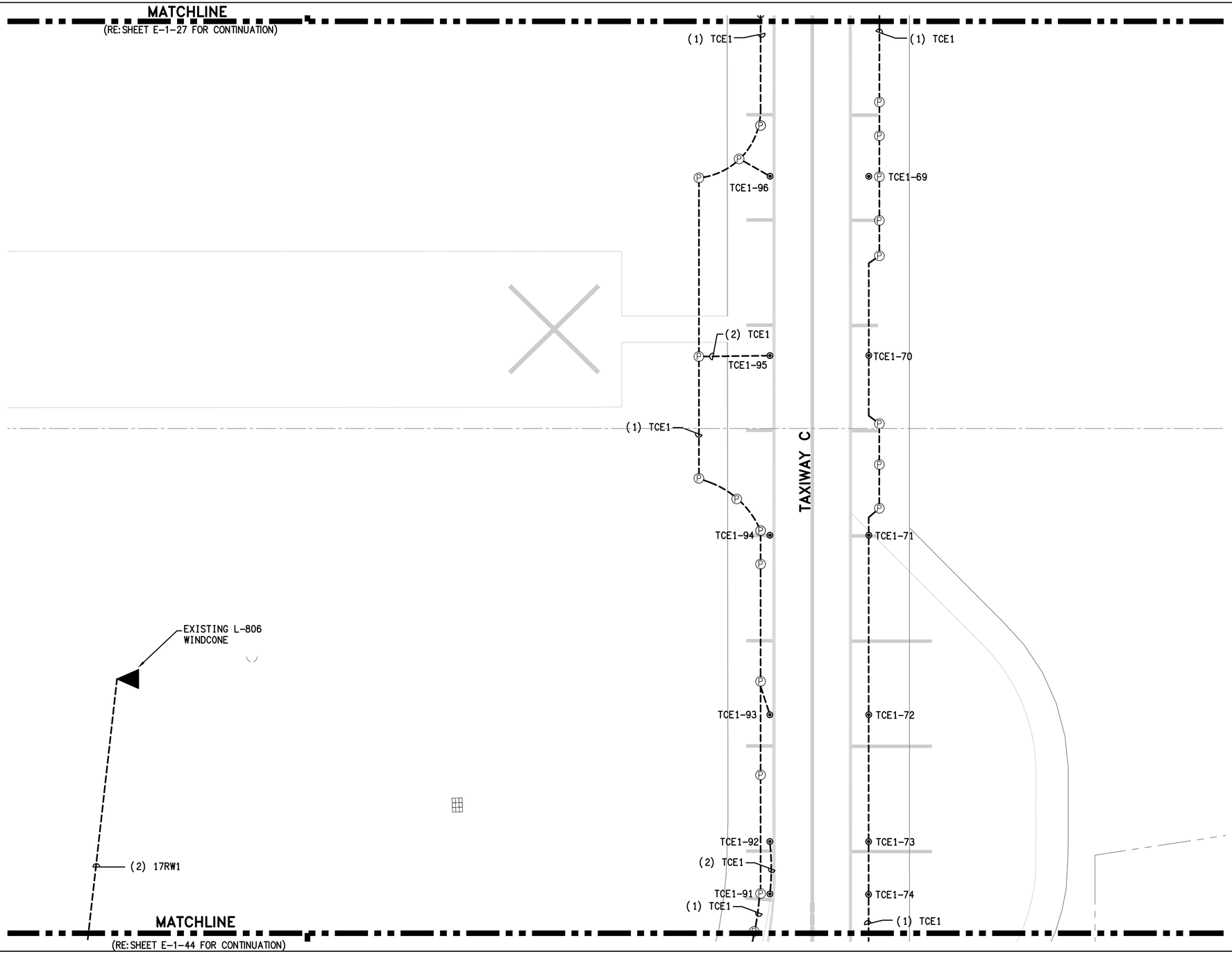
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-31 |




## GENERAL NOTES:

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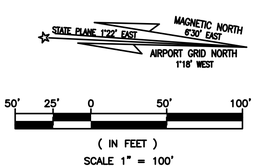


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6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

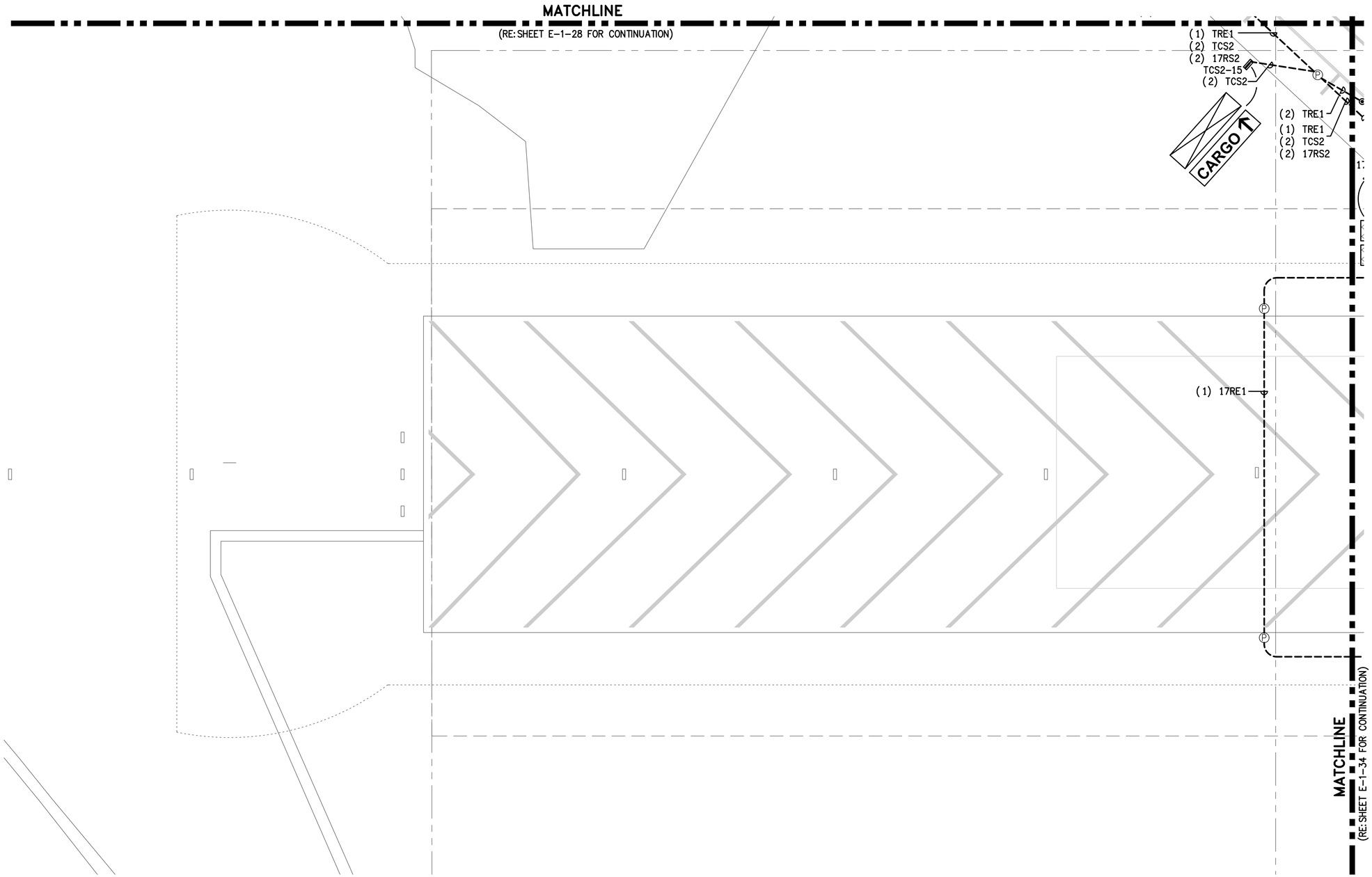
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (32 OF 44)

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-32 |

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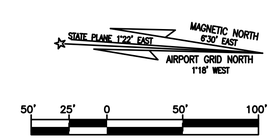


( IN FEET )
SCALE 1" = 100'

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5/05/19

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

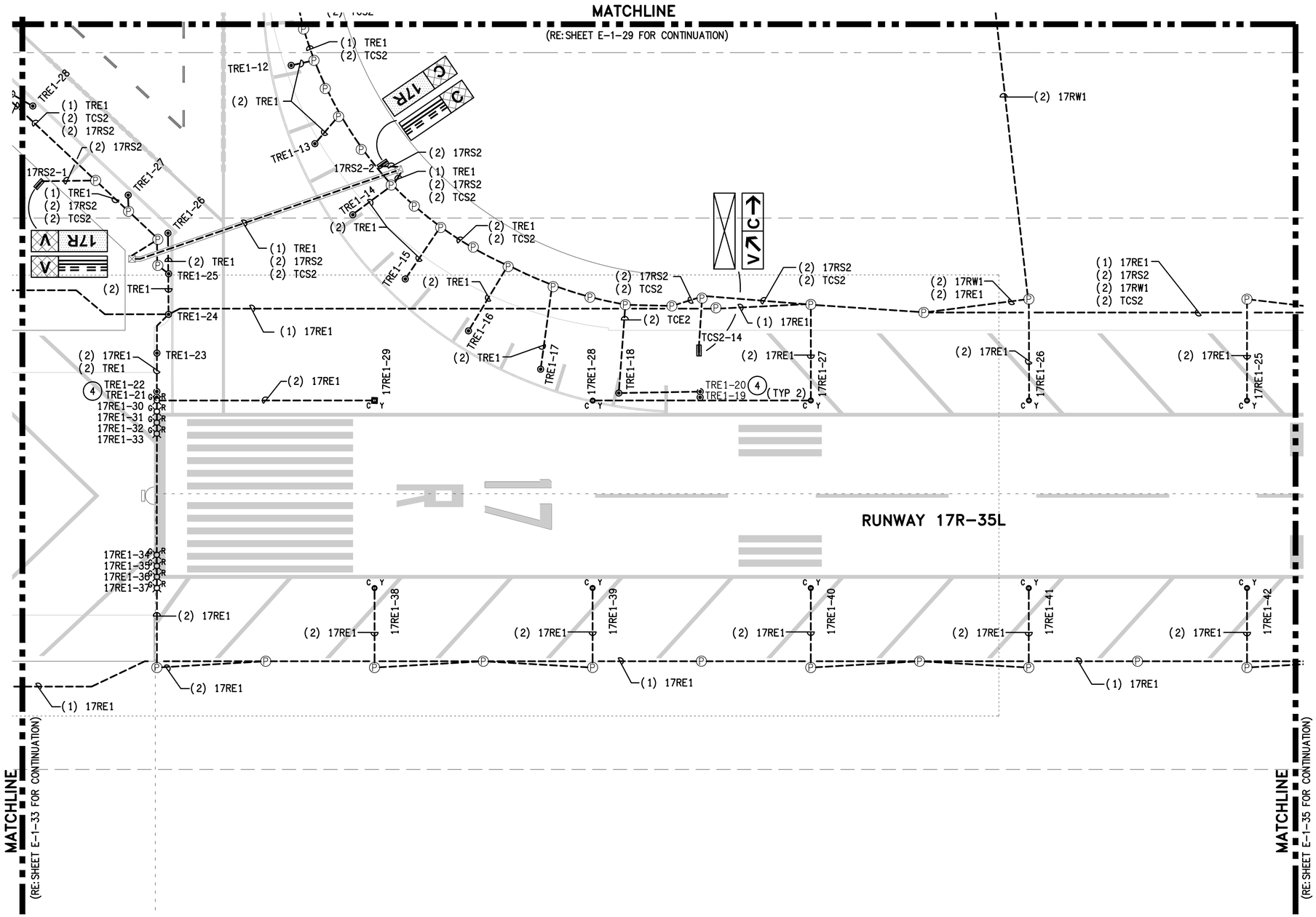
| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (33 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-33 |

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3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
6. REFER TO E-6 SERIES FOR SCHEDULES.
7. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E-1), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. REMOVE AND REPLACE EXISTING CIRCUIT SHOWN IN DARK LINEWEIGHT. RE-USE EXISTING PATHWAY. NEW CIRCUIT TO BE SAME CONFIGURATION AS EXISTING CIRCUIT.
2. INSTALL NEW FIXTURE AND ISOLATION TRANSFORMER IN EXISTING BLANK L-868B BASE CAN.
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4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
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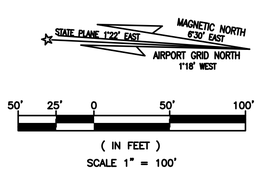
10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.

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REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

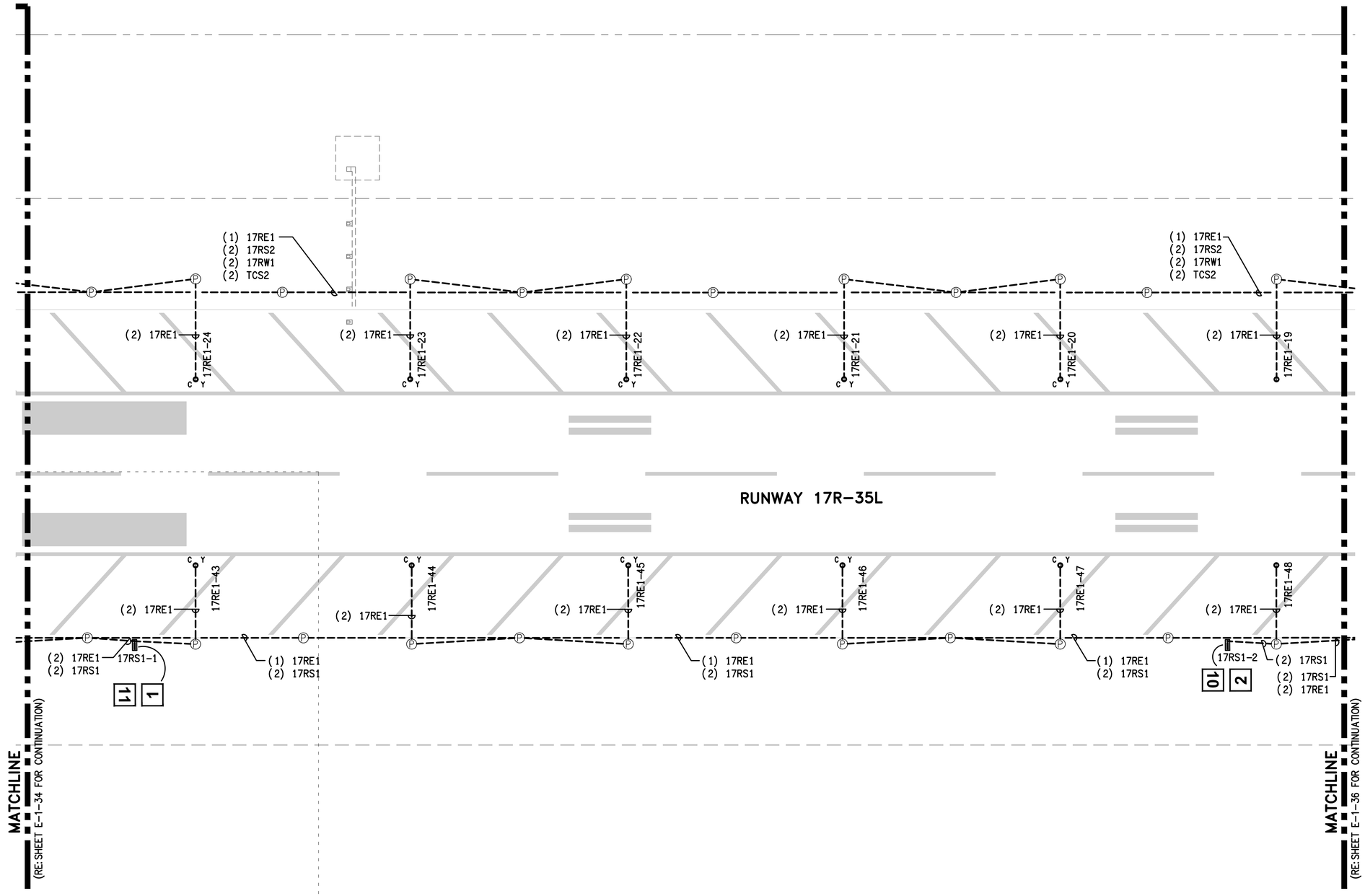
| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (34 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-34 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
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3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
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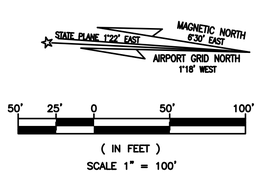


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Austin-Bergstrom International Airport

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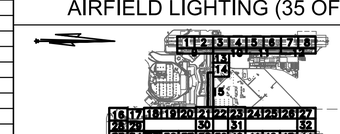
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (35 OF 44)



KEY MAP

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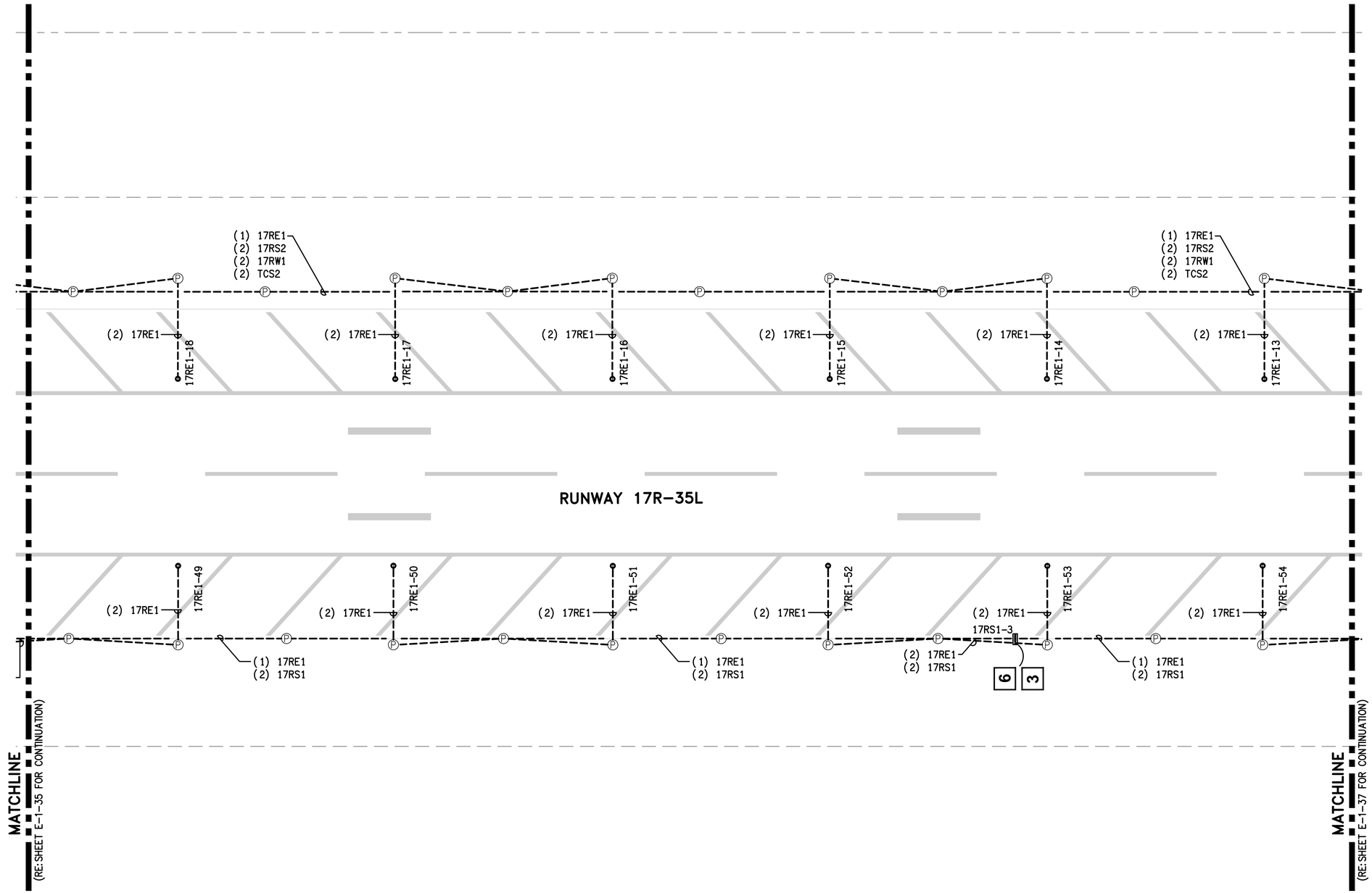
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-35 |




## GENERAL NOTES:

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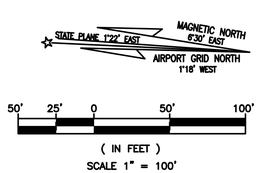


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6/05/19

Austin-Bergstrom International Airport

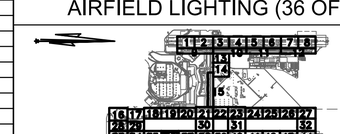
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

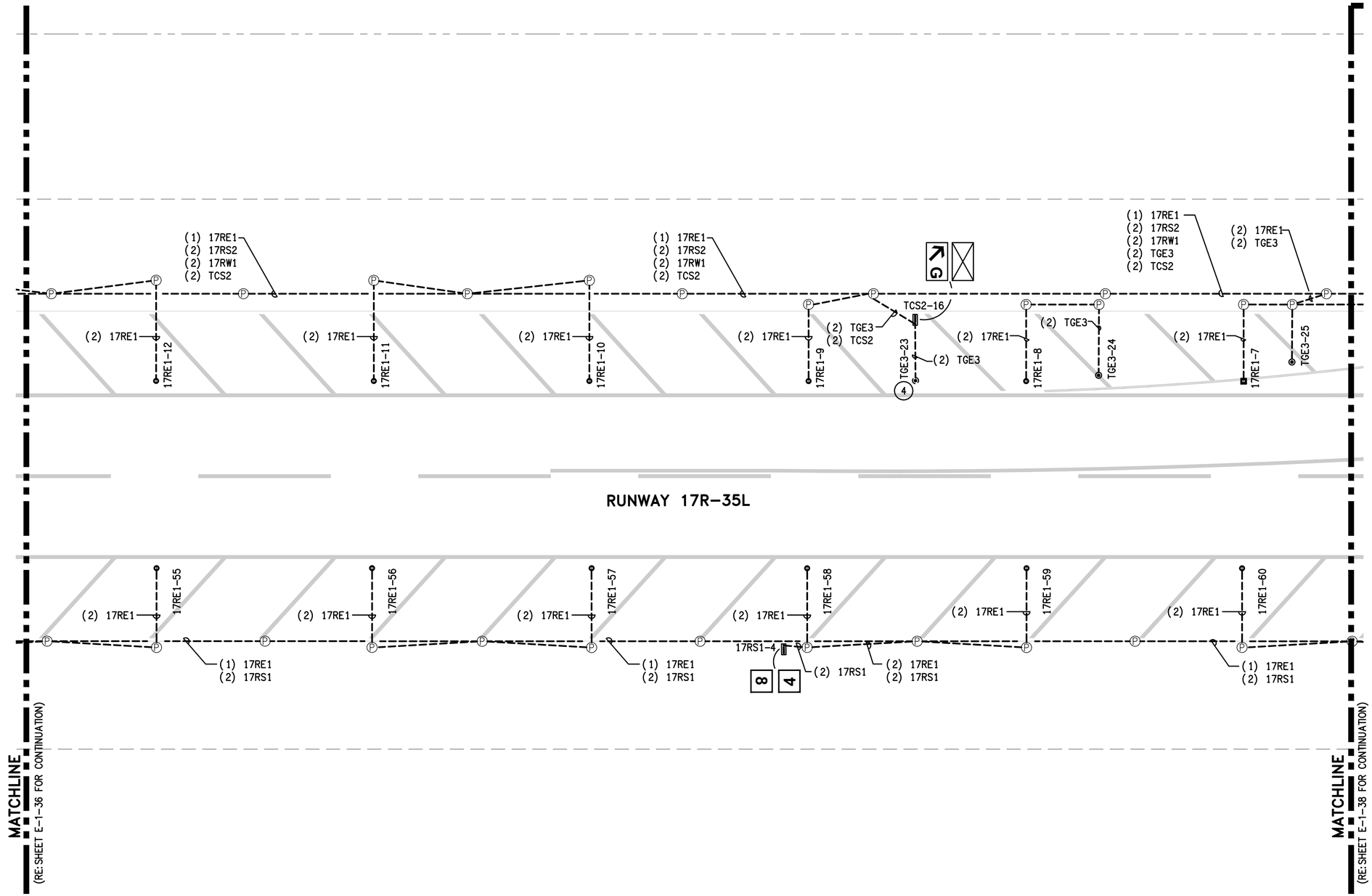
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (36 OF 44)



KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-36 |

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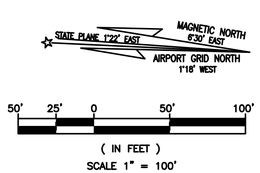


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Austin-Bergstrom International Airport

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

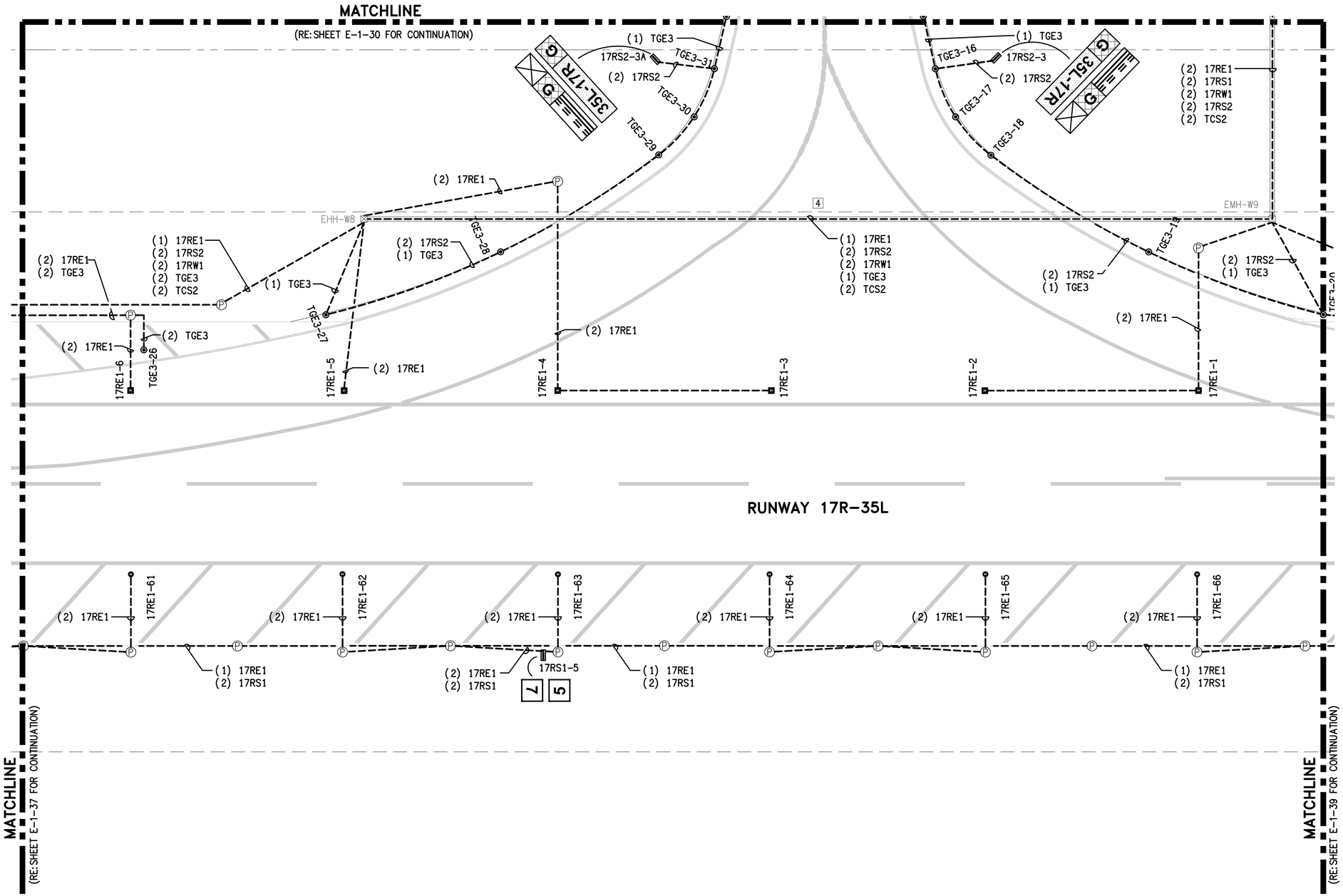
| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (37 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-37 |

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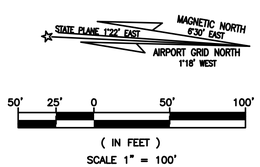


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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

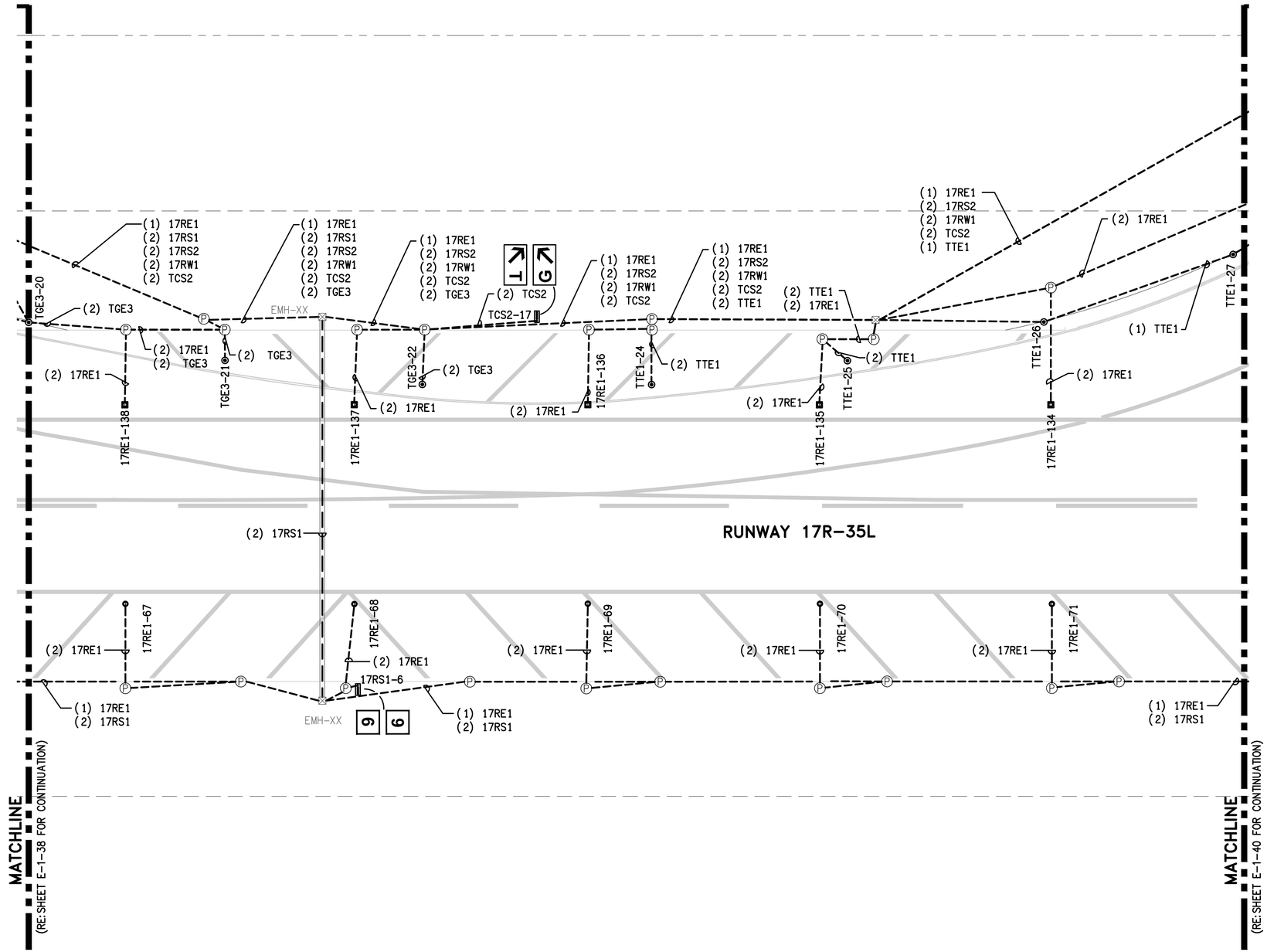
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (38 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-38 |

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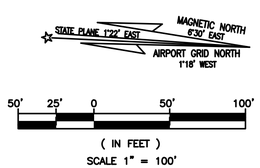
2. INSTALL NEW FIXTURE AND ISOLATION TRANSFORMER IN EXISTING BLANK L-868B BASE CAN.
3. INSTALL DRAIN LINE TO EXISTING MANHOLE. EXTEND TO NEAREST DRAINAGE STRUCTURE.
4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
5. REPLACE SIGN PANEL. REFER TO SIGN SCHEDULE ON SHEET E-6-01. PAYMENT IS UNDER LINE ITEM L-125-13.
6. INSTALL NEW 2" PVC CONDUIT AND CIRCUIT, ENTERING EXISTING HAND HOLE.
7. INSTALL NEW L-867D PULLBOX.
8. MODIFY EXISTING BASECAN TO CORRECT BOLT PATTERN.
9. REMOVE EXISTING CABLE(S) AND INSTALL NEW CABLE AS SHOWN.
10. REPLACE EXISTING FIXTURE ID FOR NEW CIRCUIT SHOWN.

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REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

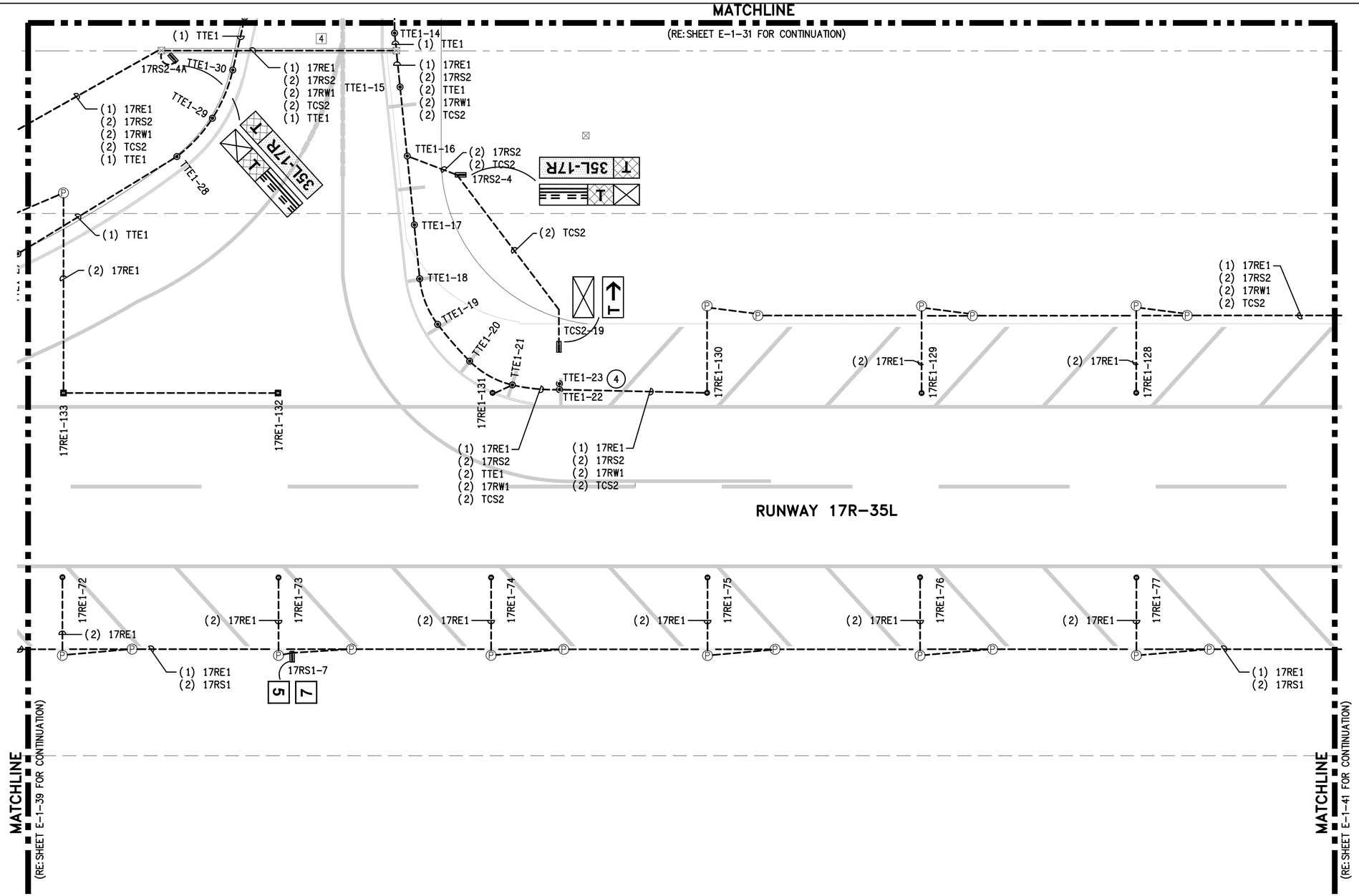
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (39 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-39 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
2. ALL LIGHT FIXTURES, SIGNS AND ELECTRICAL EQUIPMENT REMOVED SHALL BE COORDINATED WITH ABIA PERSONNEL IF IT IS TO BE SALVAGED OR DISPOSED.
3. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
4. ALL EXISTING CIRCUIT INFORMATION HAS BEEN OBTAINED FROM AS-BUILT DOCUMENTATION AND CASUAL FIELD OBSERVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM EXISTING CIRCUITS PRIOR TO CONSTRUCTION.
5. REFER TO E-2 SERIES FOR NEW AIRFIELD LIGHTING PLANS FOR AREAS 15 THRU 44. FOR AREAS 1 THROUGH 14, EQUIPMENT IS PRIMARILY BEING REPLACED WITH VERY MINIMAL CIRCUIT MODIFICATIONS. ALL REPLACEMENT AND NEW SCOPE IS SHOWN ON E-1 SERIES FOR THESE SHEETS. CIRCUIT NAMES AND FIXTURE & SIGN ID'S ARE PER EXISTING CONDITIONS. UPDATE ALL ID'S DUE TO RUNWAY NAME UPDATE.
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4. REMOVE EXISTING FIXTURE. INSTALL BLANK COVER. PAYMENT IS UNDER ITEM L-102-2.
5. REPLACE SIGN PANEL. REFER TO SIGN SCHEDULE ON SHEET E-6-01. PAYMENT IS UNDER LINE ITEM L-125-13.
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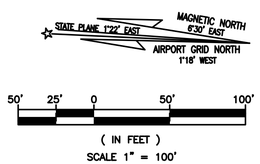


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Austin-Bergstrom International Airport

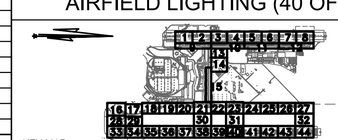
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

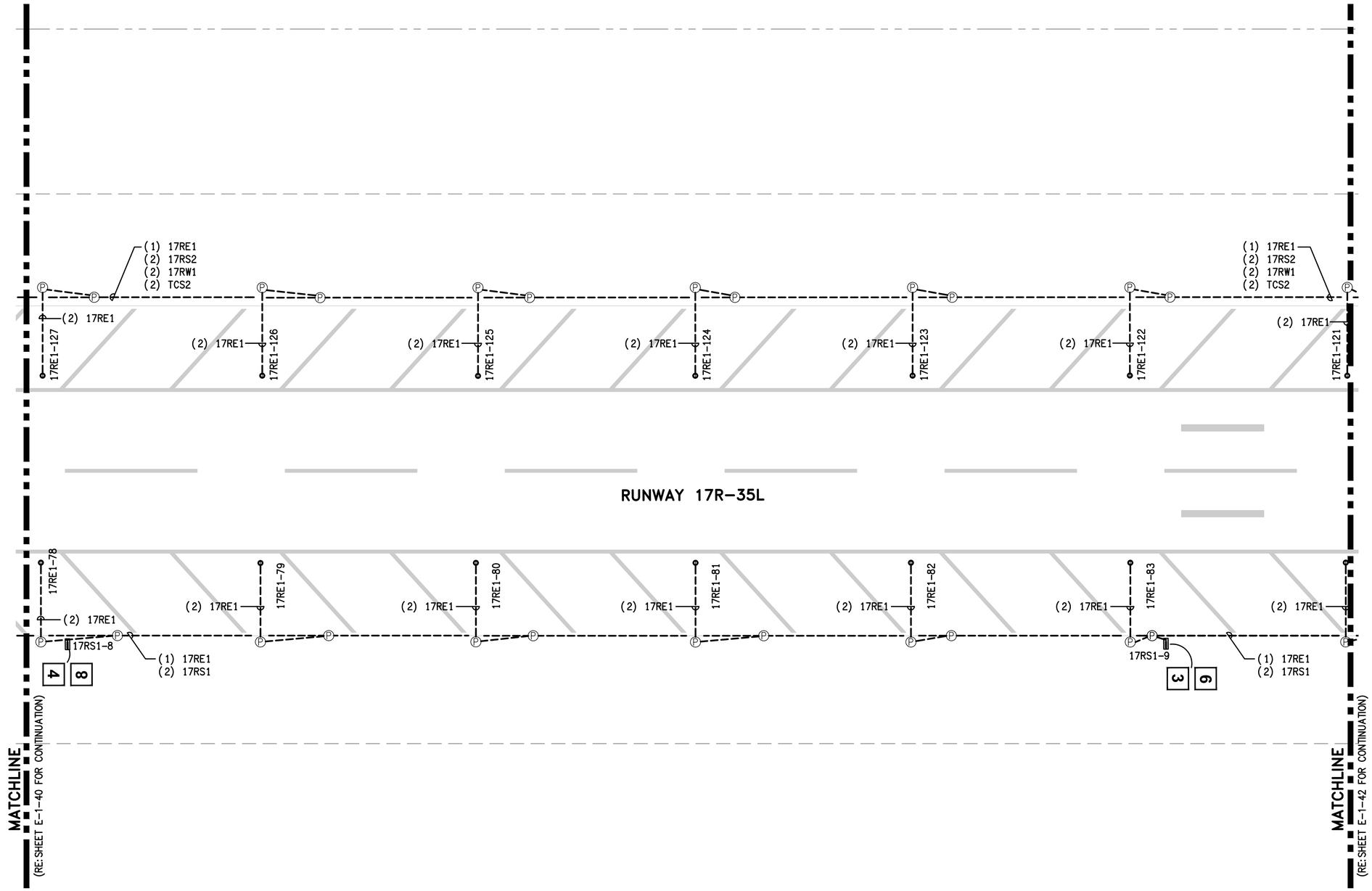
| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (40 OF 44)




| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-40 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
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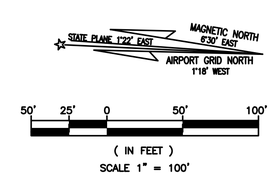


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6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

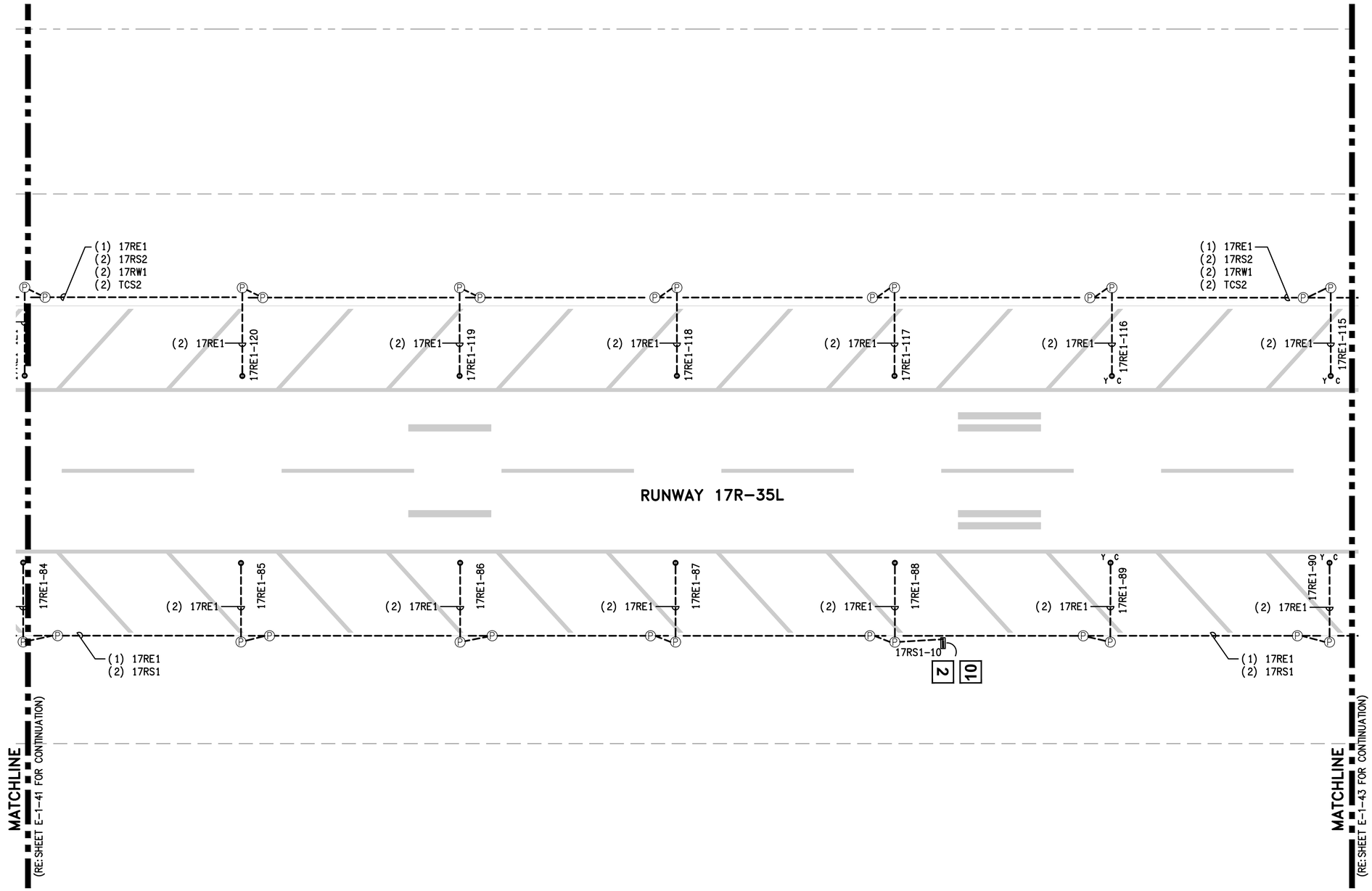
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (41 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-41 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
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9. REMOVE EXISTING CABLE(S) AND INSTALL NEW CABLE AS SHOWN.
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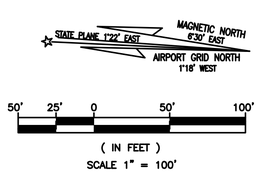


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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

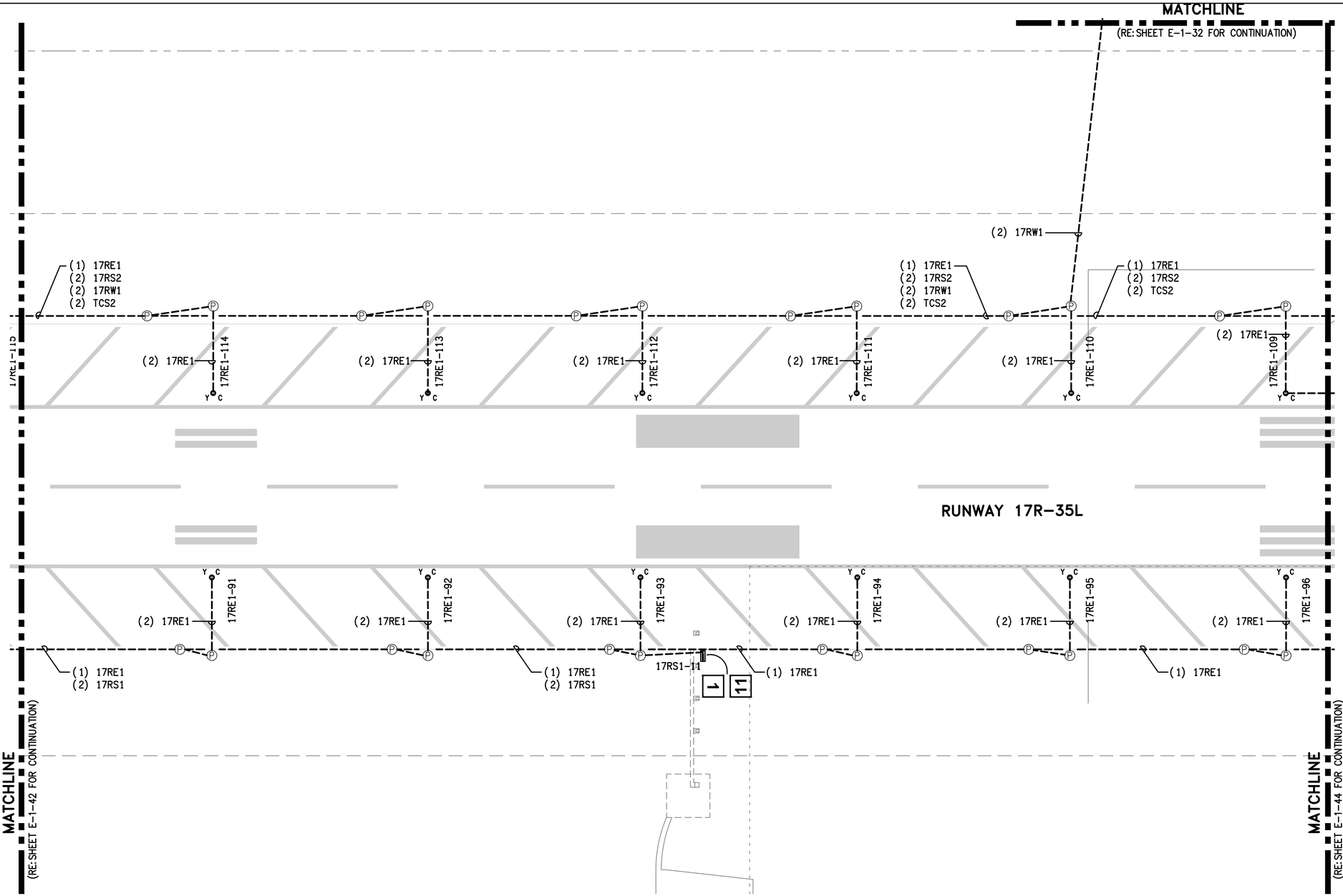
| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (42 OF 44)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-42 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT TO BE DEMOLISHED OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND G-0 SERIES FOR CONSTRUCTION SEQUENCING.
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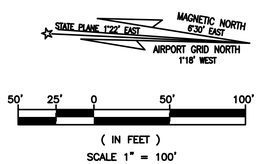


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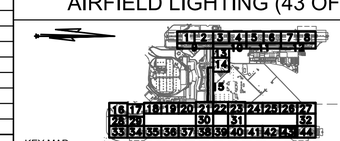
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (43 OF 44)

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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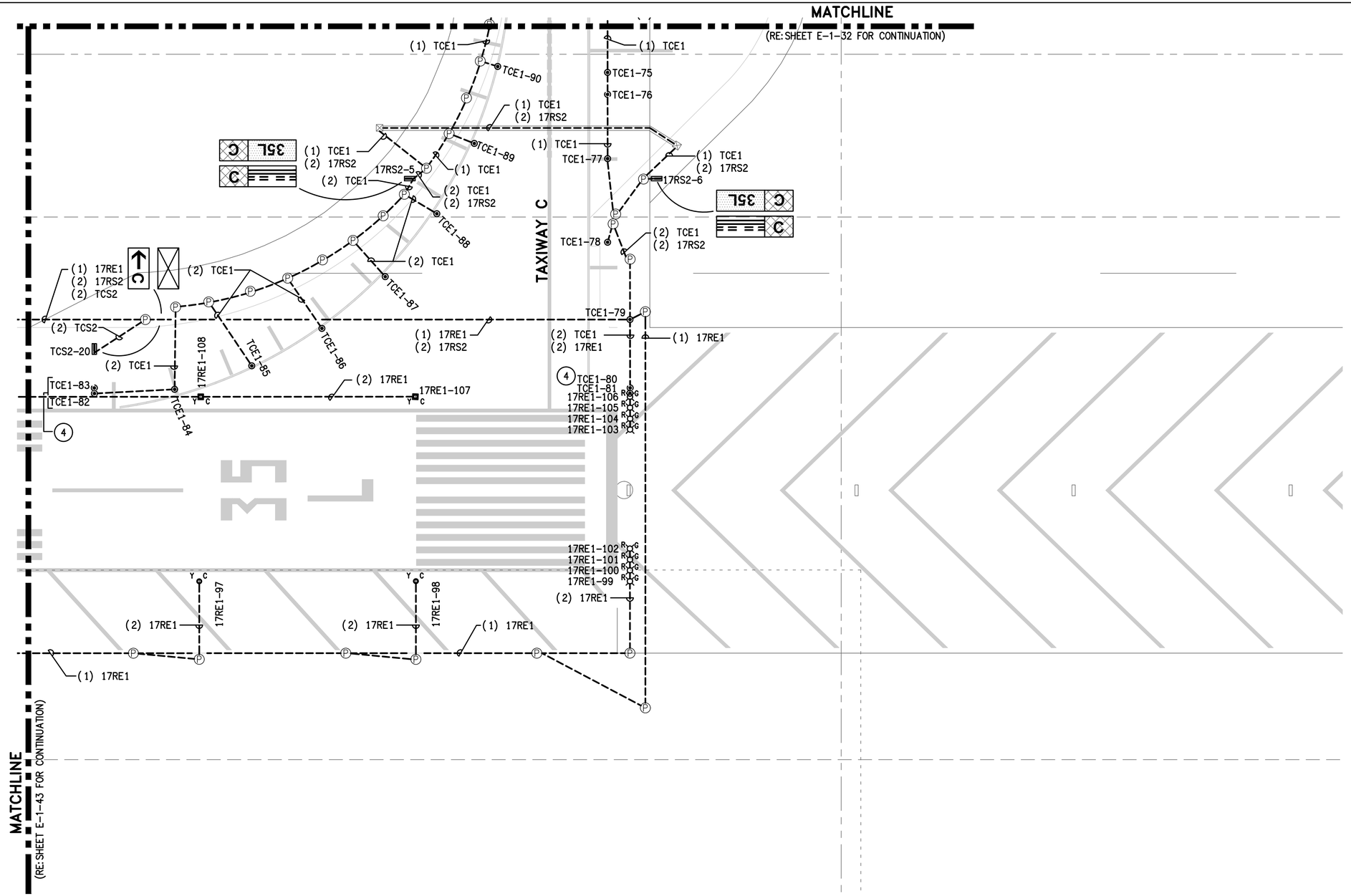
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-43 |

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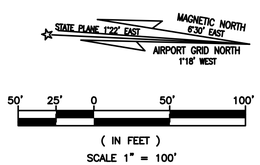



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STATE OF TEXAS
C. LECETTE FERGUSON
81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

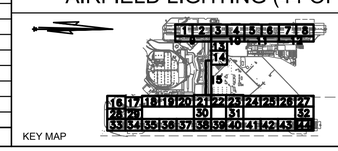

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: EXISTING AIRFIELD LIGHTING (44 OF 44)

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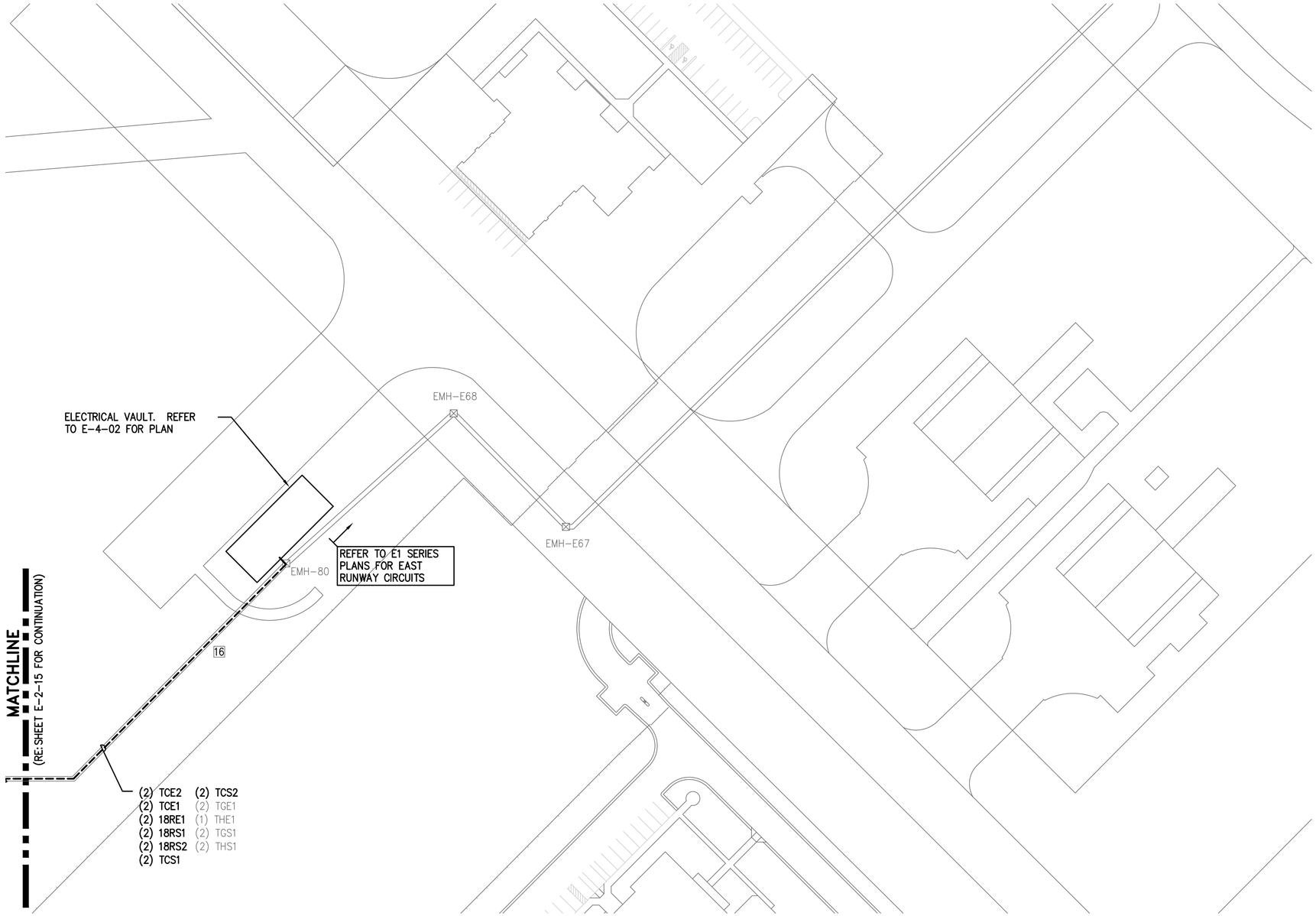
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-1-44 |

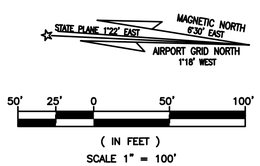



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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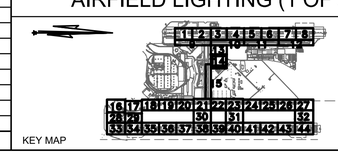
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (1 OF 31)




KEY MAP

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| CHECKED BY: | LF |
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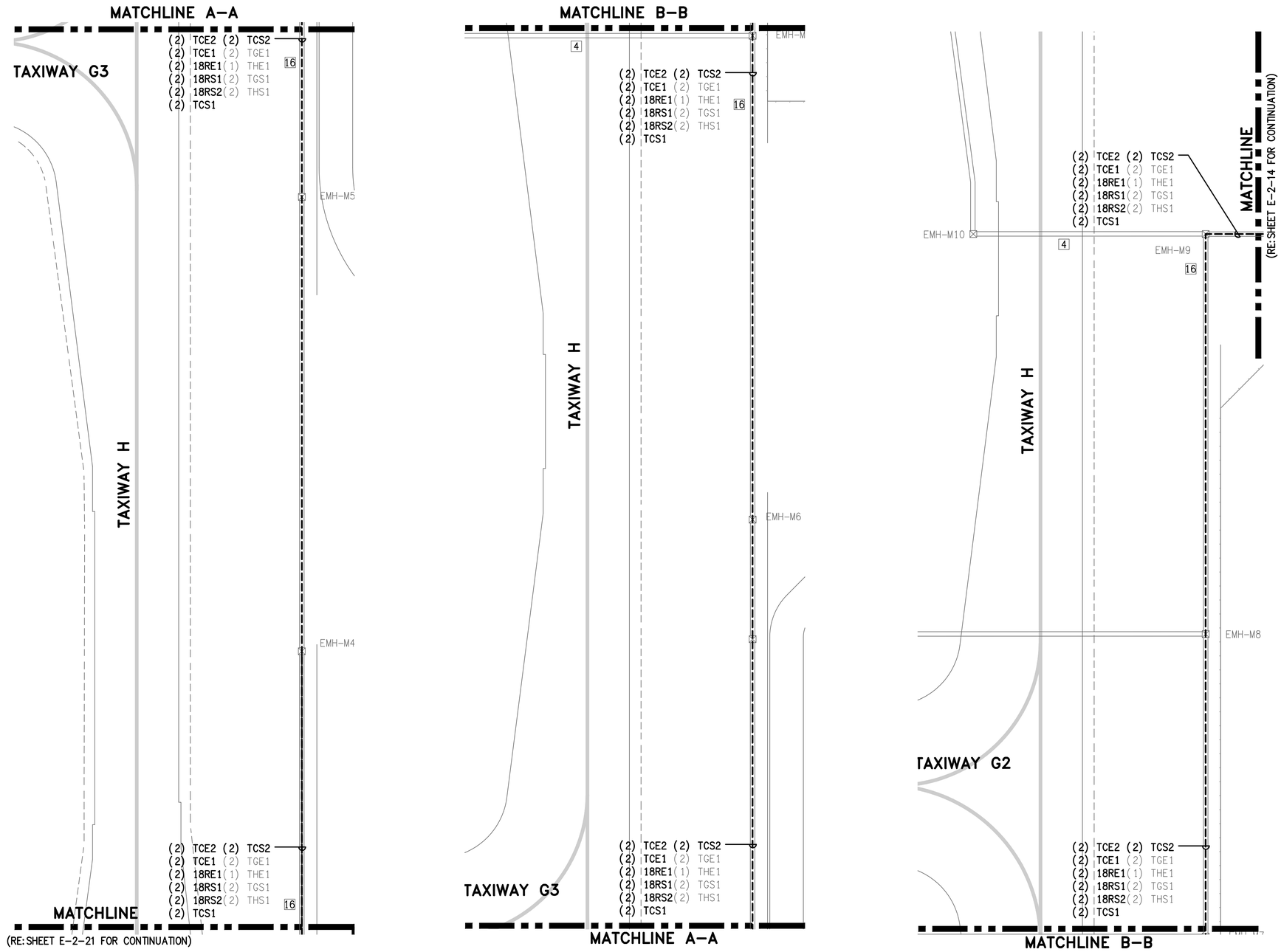
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-14 |

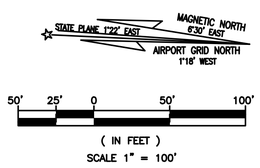



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE–USED UNLESS OTHERWISE NOTED. REFER TO SHEET E–0–01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2–POLE L–823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2–POLE L–823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC–RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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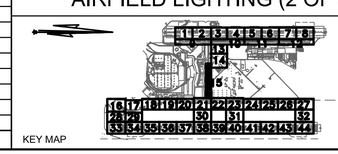
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (2 OF 31)



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| CHECKED BY: | LF |
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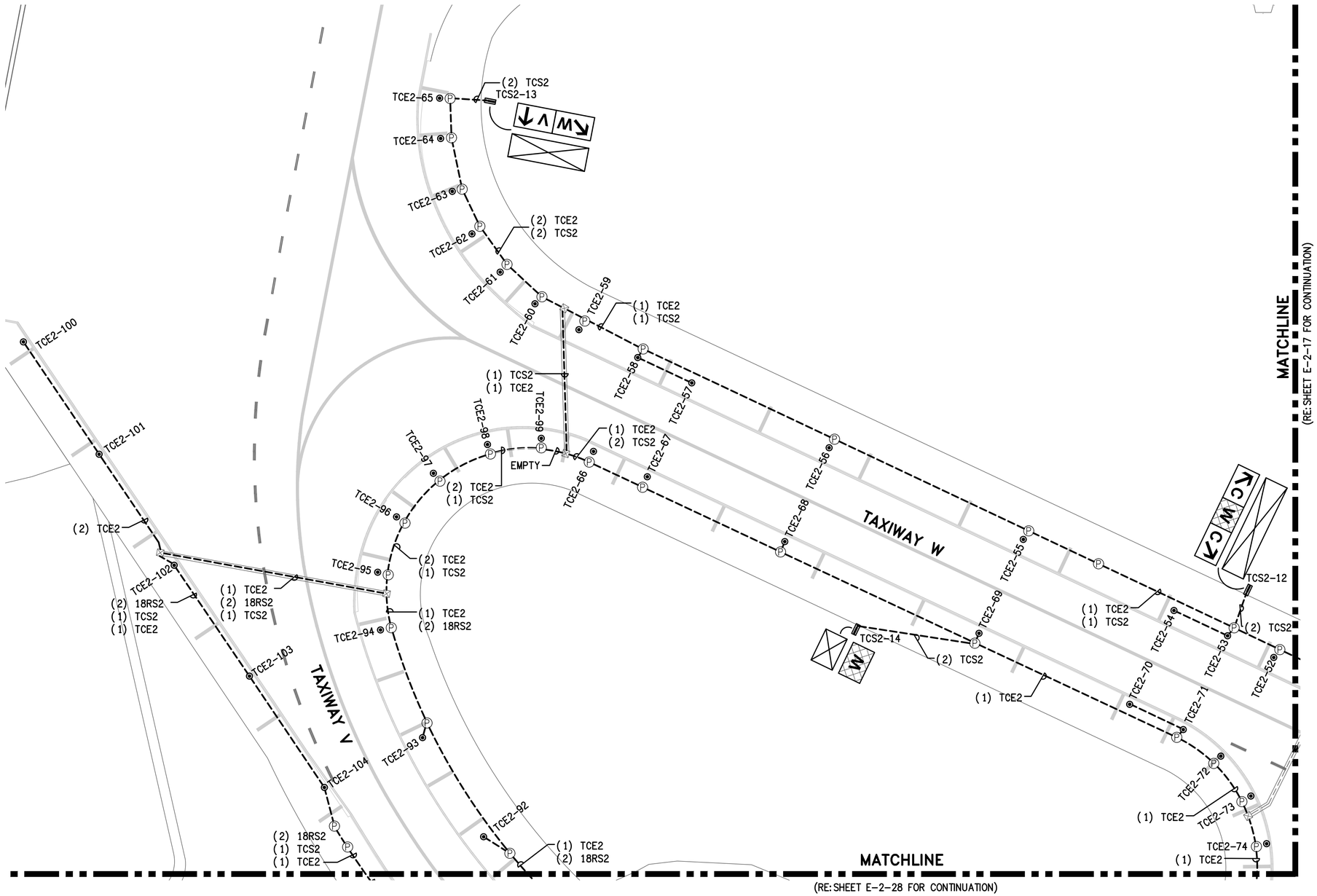
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-15 |

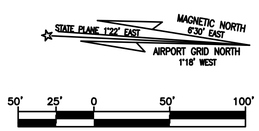



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.




50' 25' 0 50' 100'

( IN FEET )
SCALE 1" = 100'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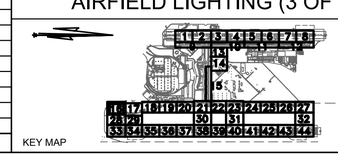
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (3 OF 31)

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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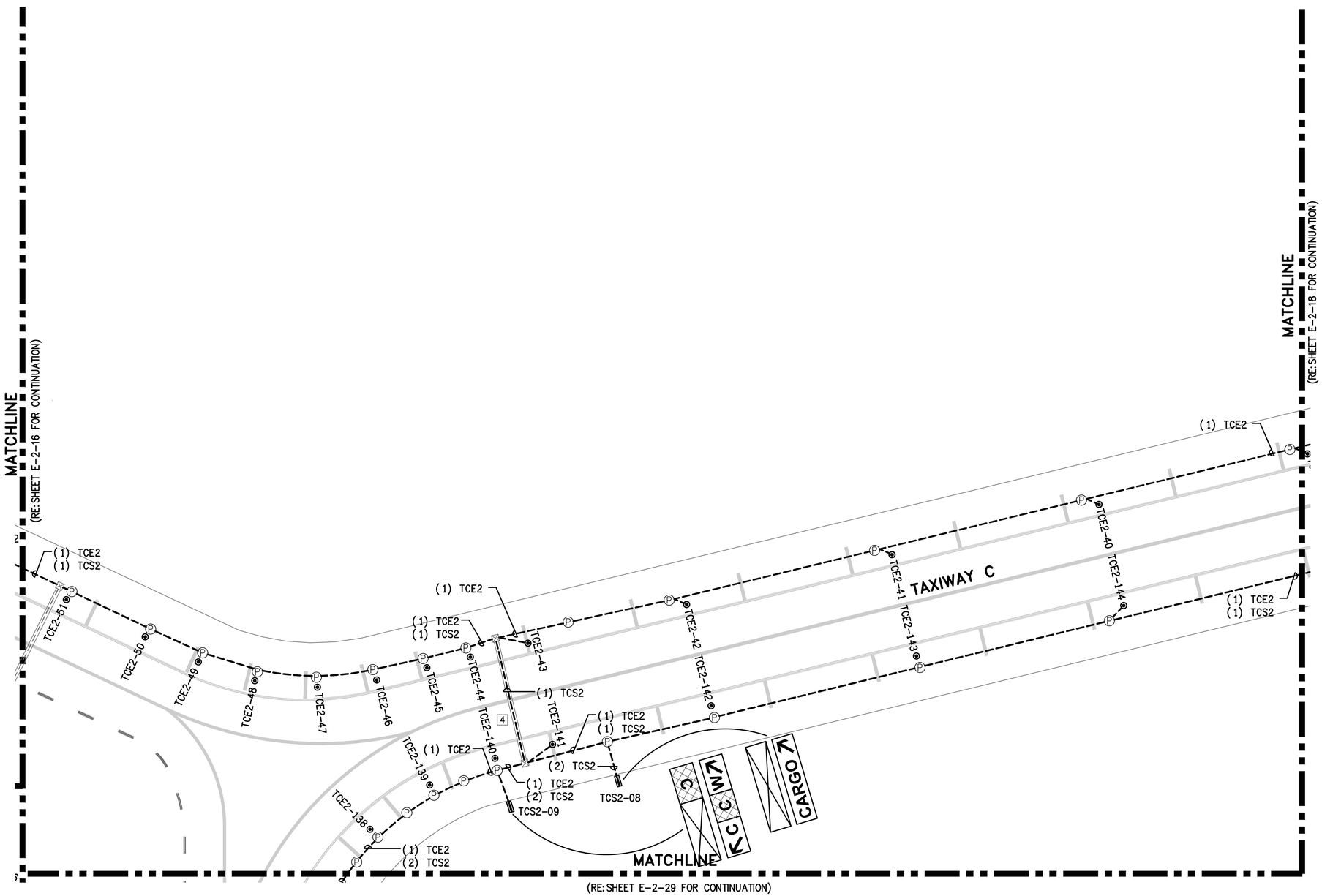
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-16 |

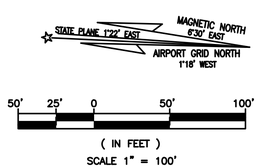



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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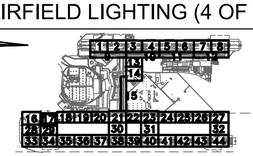
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (4 OF 31)




KEY MAP

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
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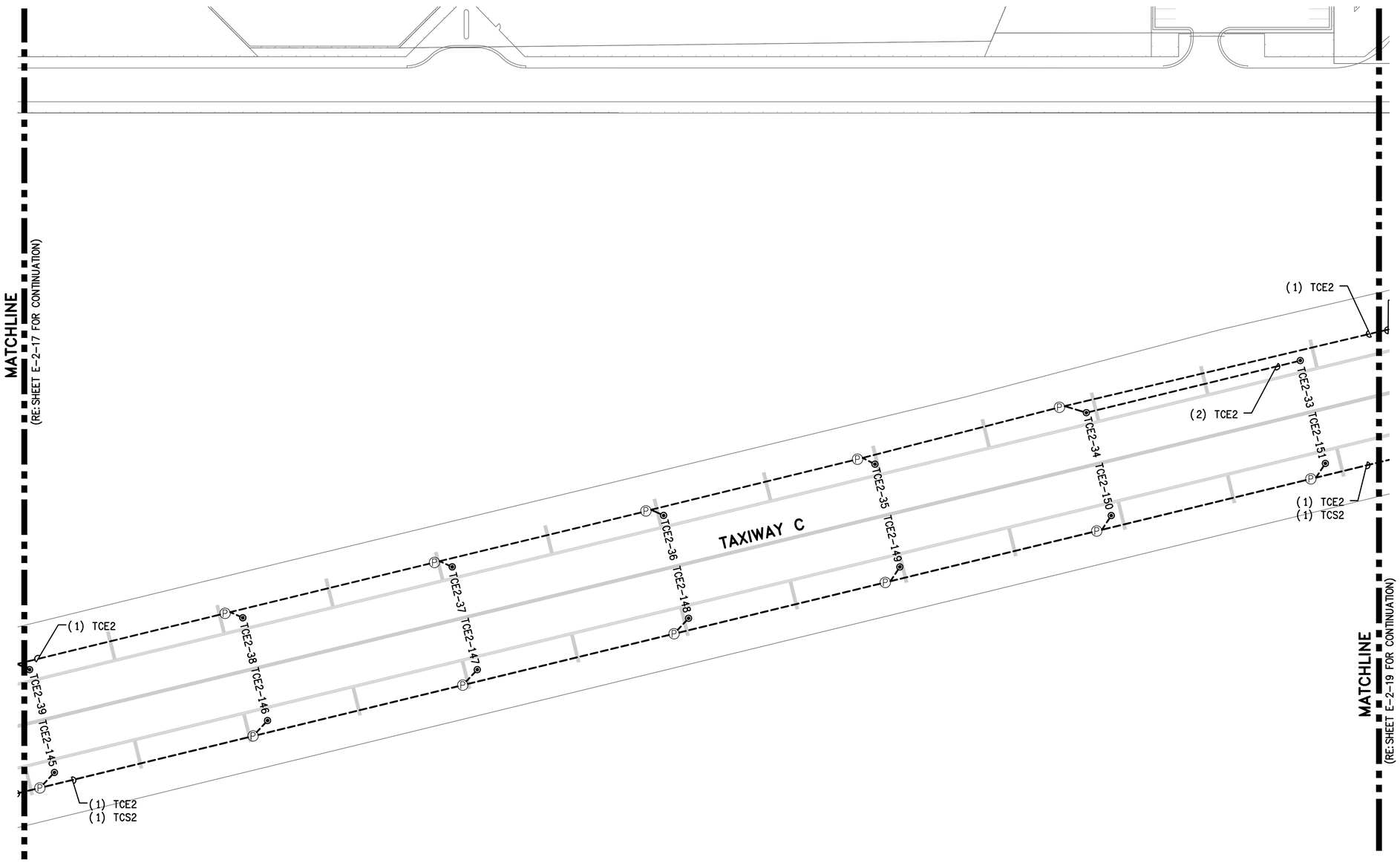
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-17 |




## GENERAL NOTES:

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2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
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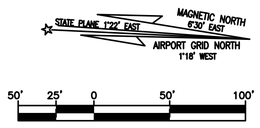


50' 25' 0 50' 100'

( IN FEET )
SCALE 1" = 100'

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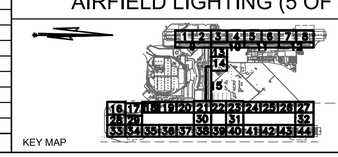
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (5 OF 31)



KEY MAP

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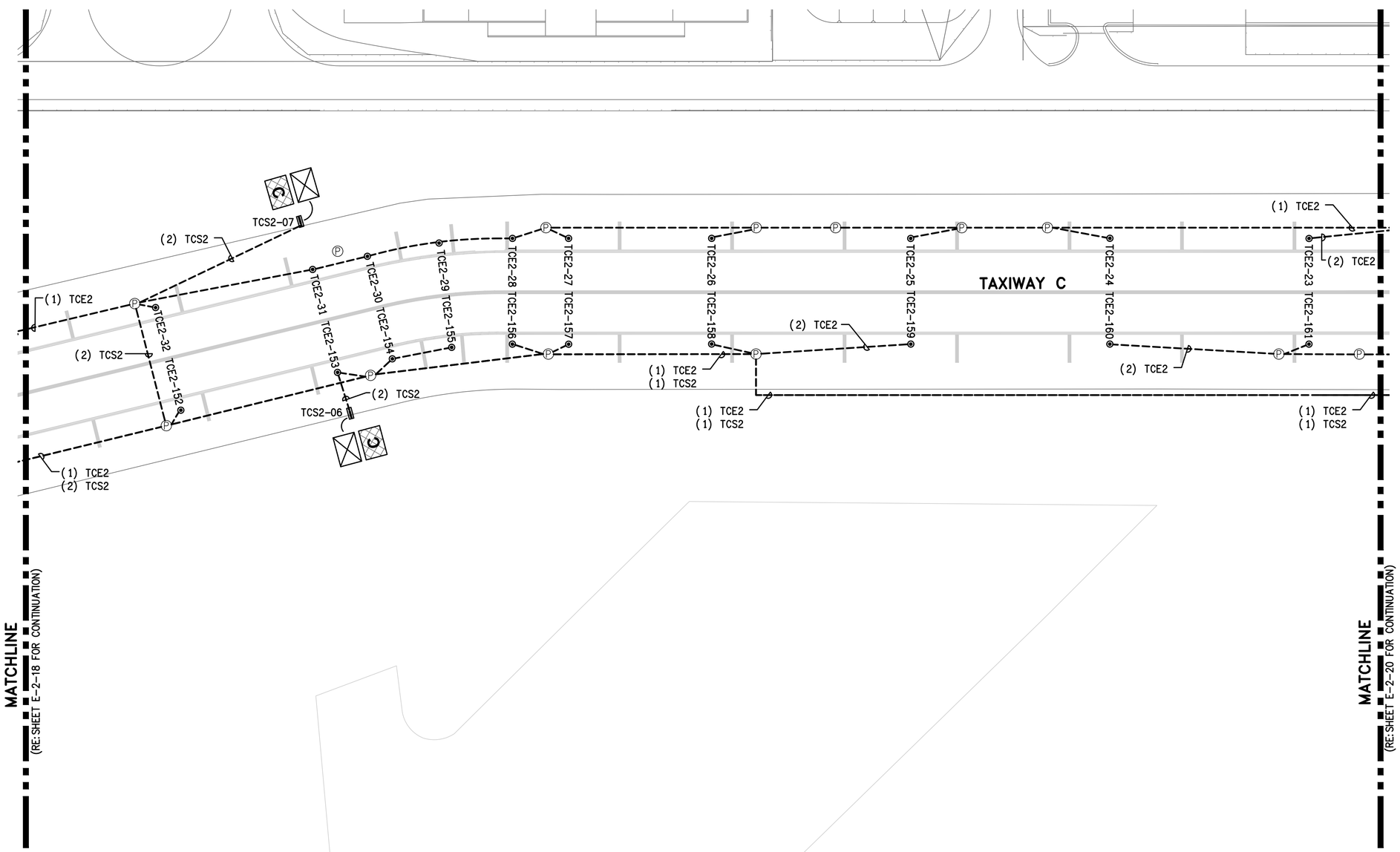
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-18 |

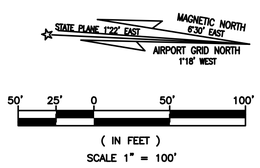



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

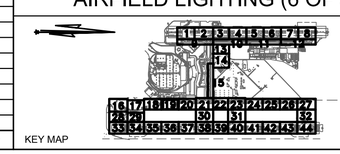
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (6 OF 31)

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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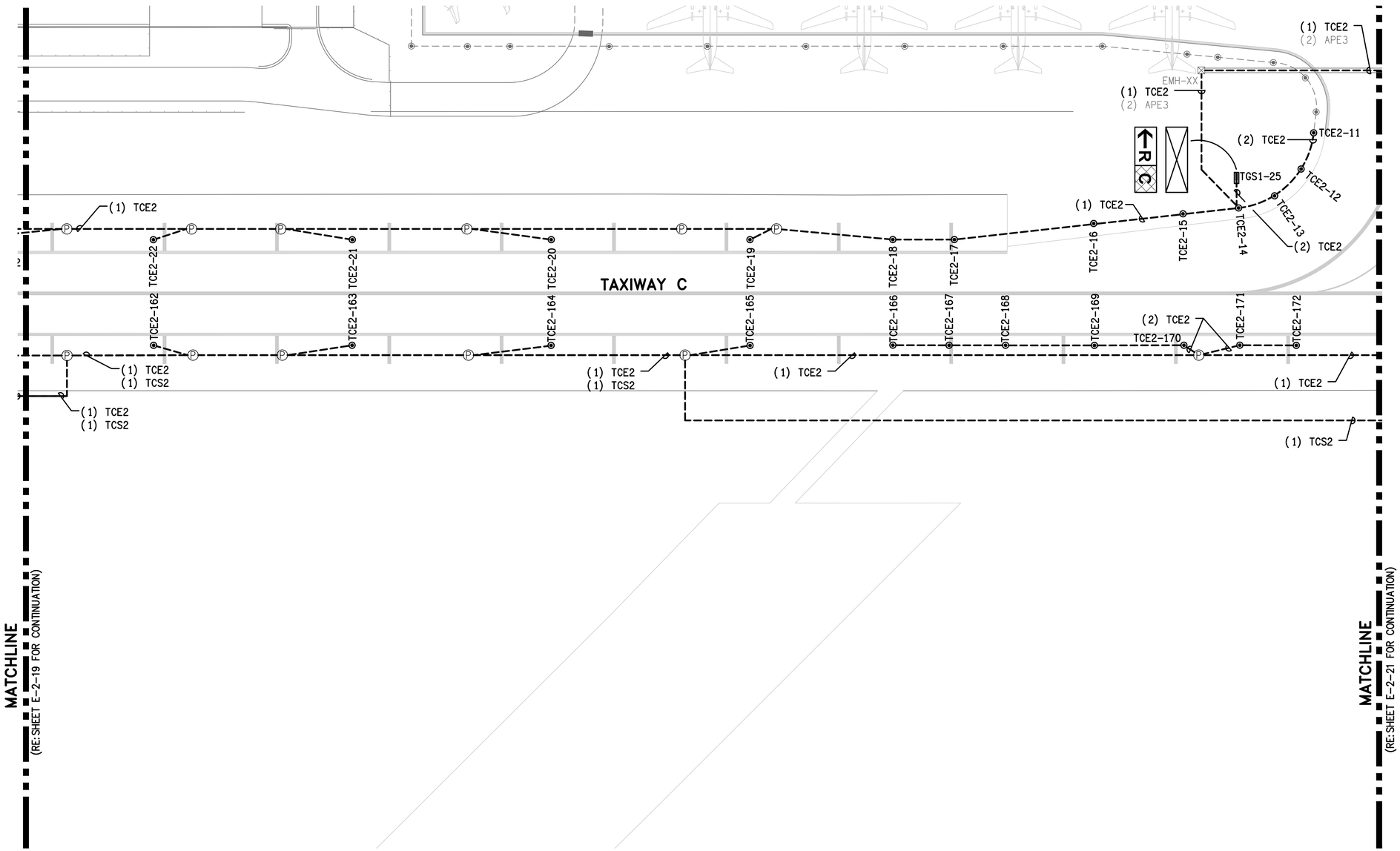
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-19 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
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## KEYED NOTES:

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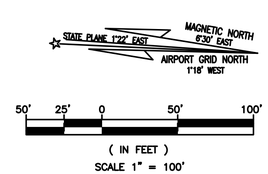
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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6/05/19

Austin-Bergstrom International Airport

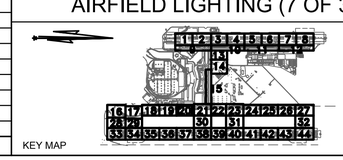
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (7 OF 31)



KEY MAP

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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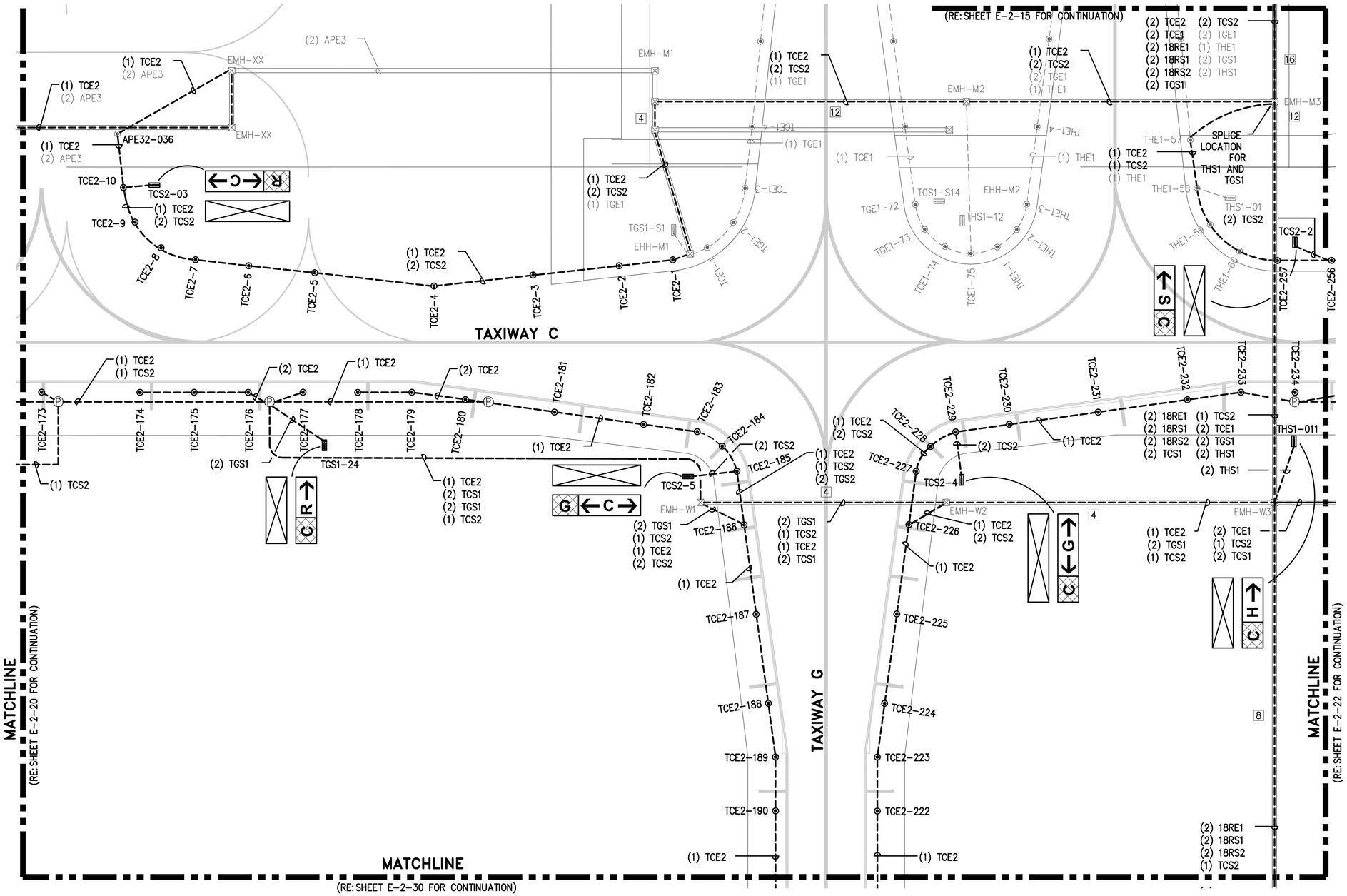
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-20 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
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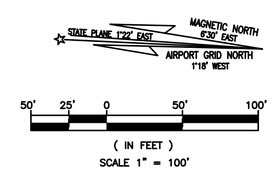
## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.





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6/05/19

Austin-Bergstrom International Airport

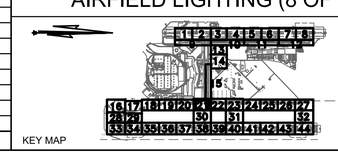

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (8 OF 31)

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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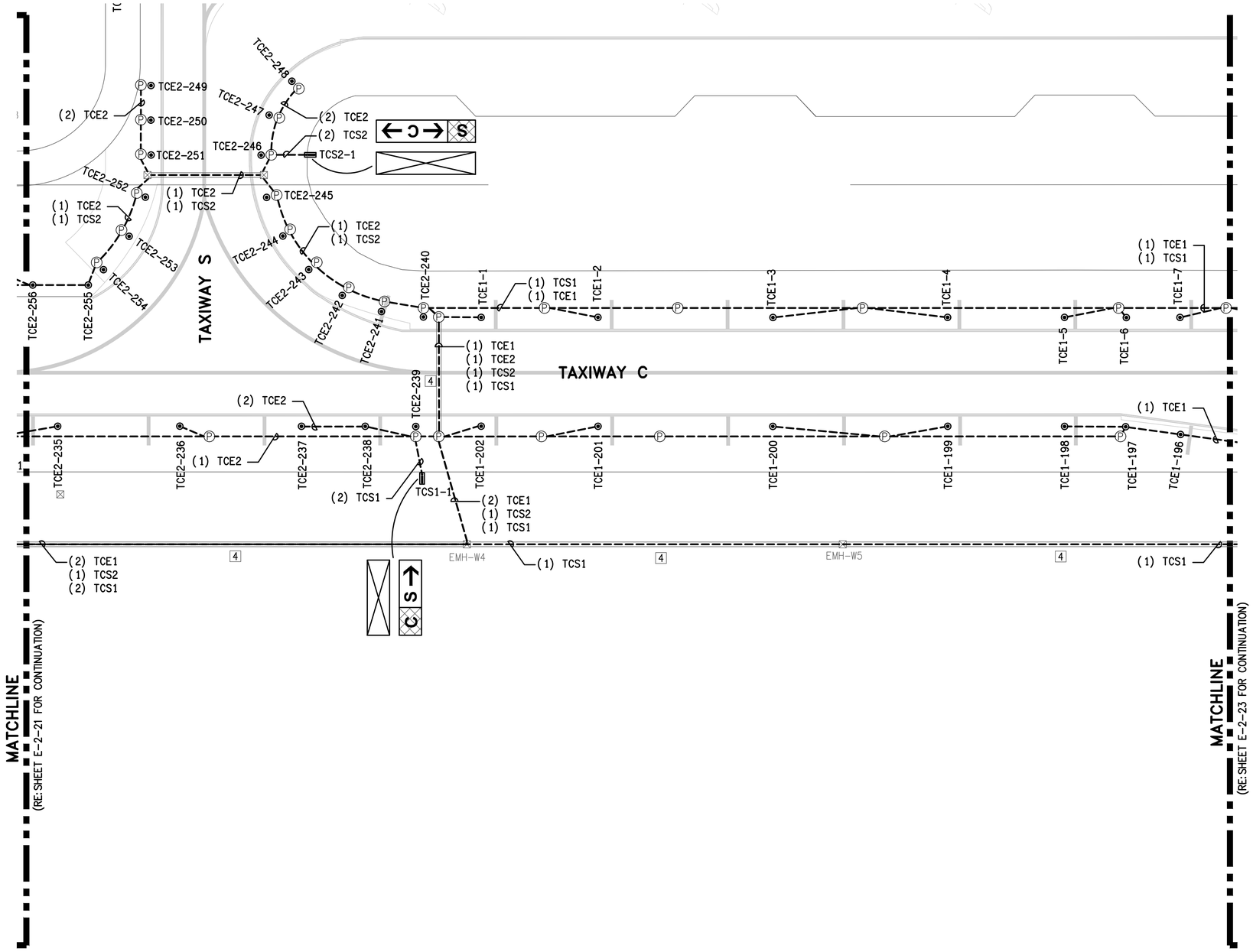
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-21 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
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3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
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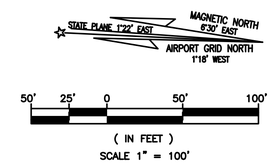
## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.





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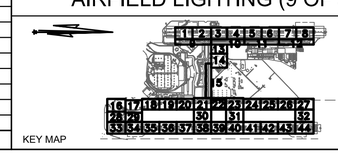
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (9 OF 31)



KEY MAP

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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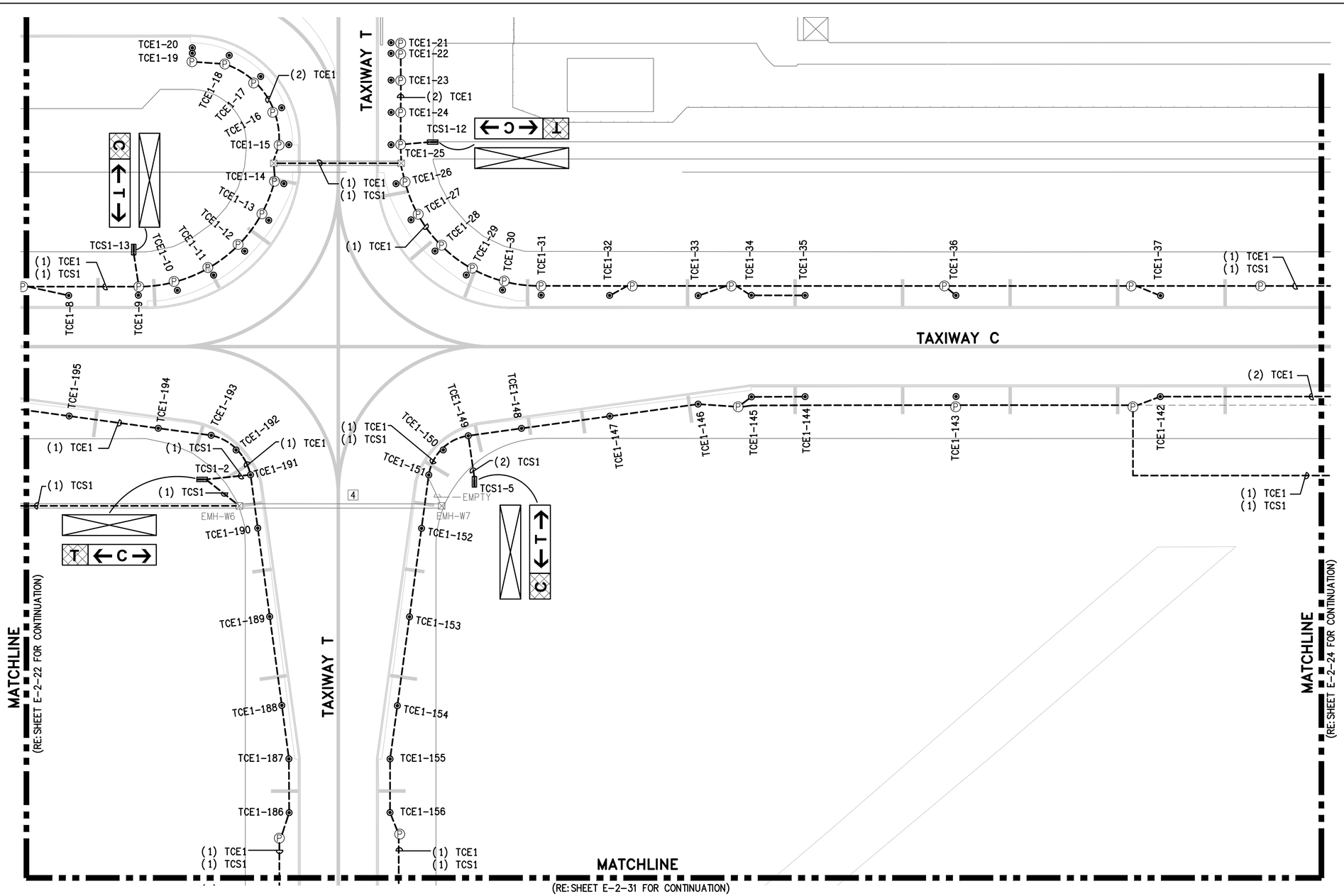
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-22 |




## GENERAL NOTES:

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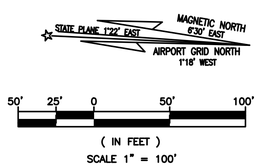
## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (10 OF 31)

KEY MAP

| | |
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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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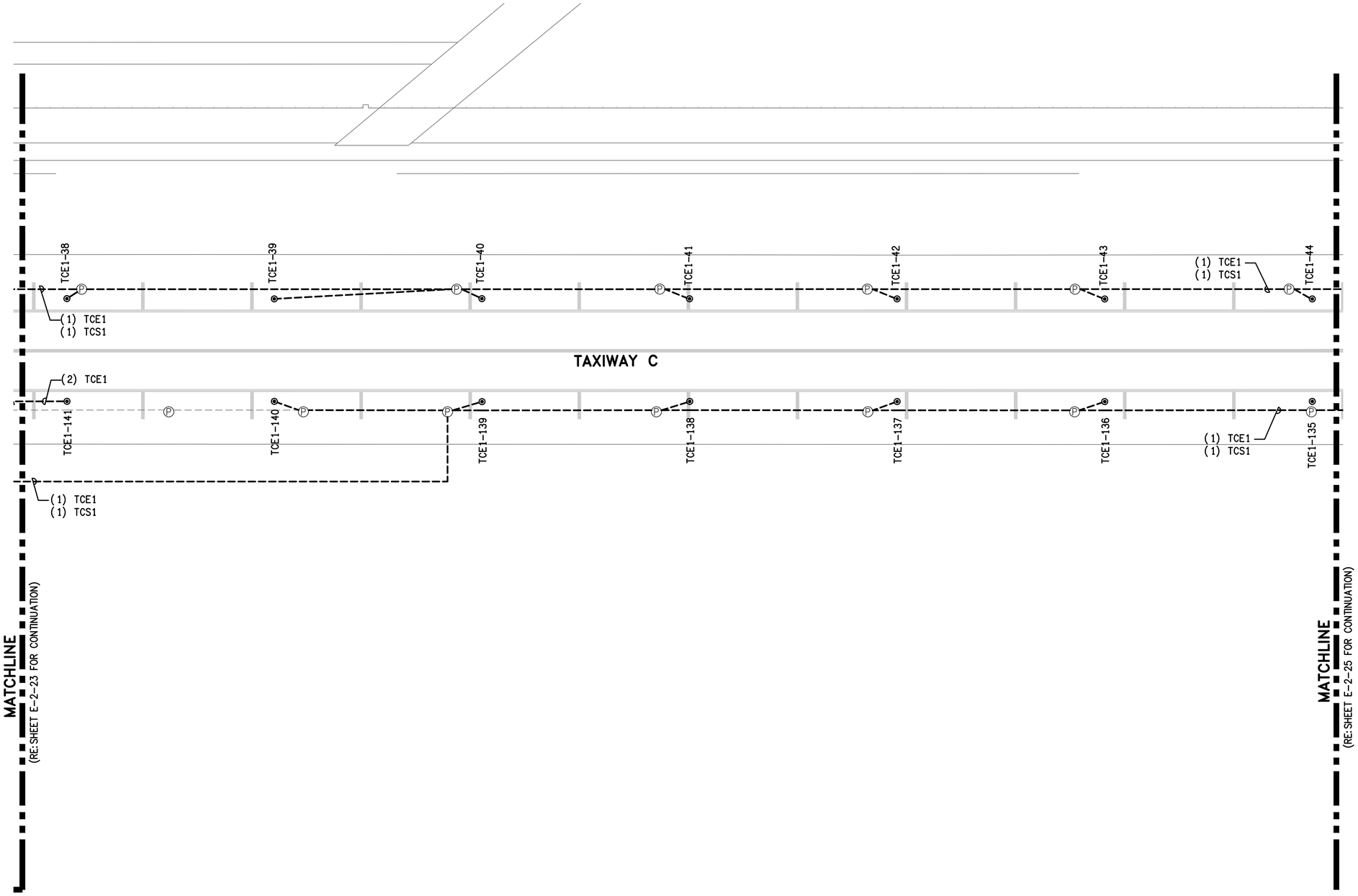
| SCALE: | AS NOTED |
| SHEET NO. | E-2-23 |




## GENERAL NOTES:

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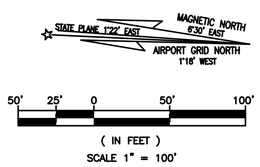


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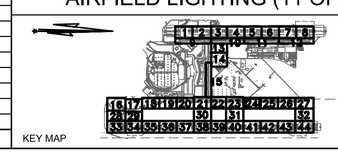
| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (11 OF 31)

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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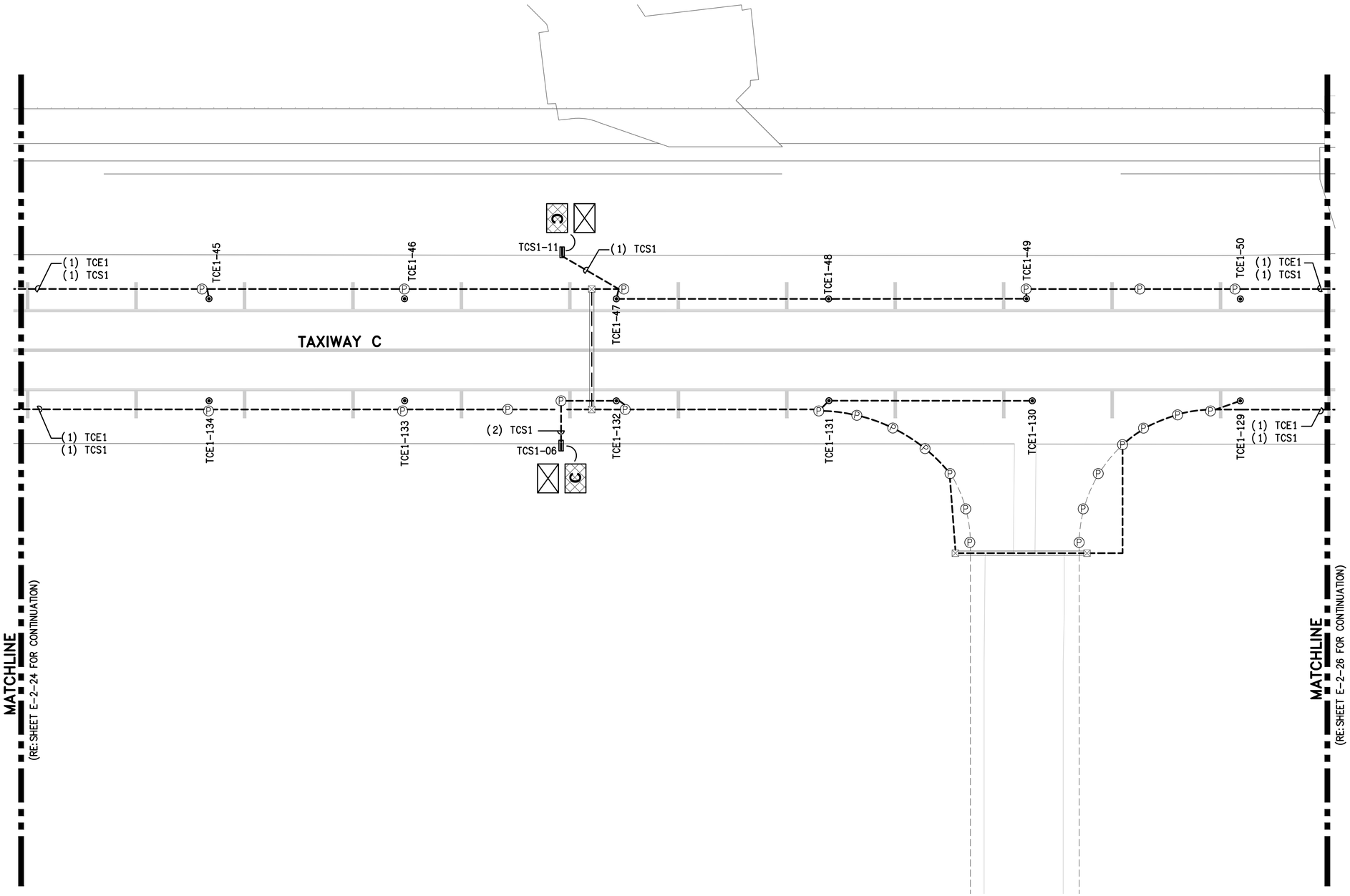
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-24 |

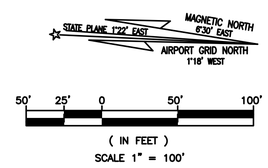



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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81460
REGISTERED PROFESSIONAL ENGINEER
5/05/19

Austin-Bergstrom International Airport

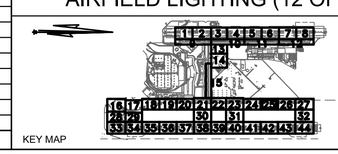
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (12 OF 31)



KEY MAP

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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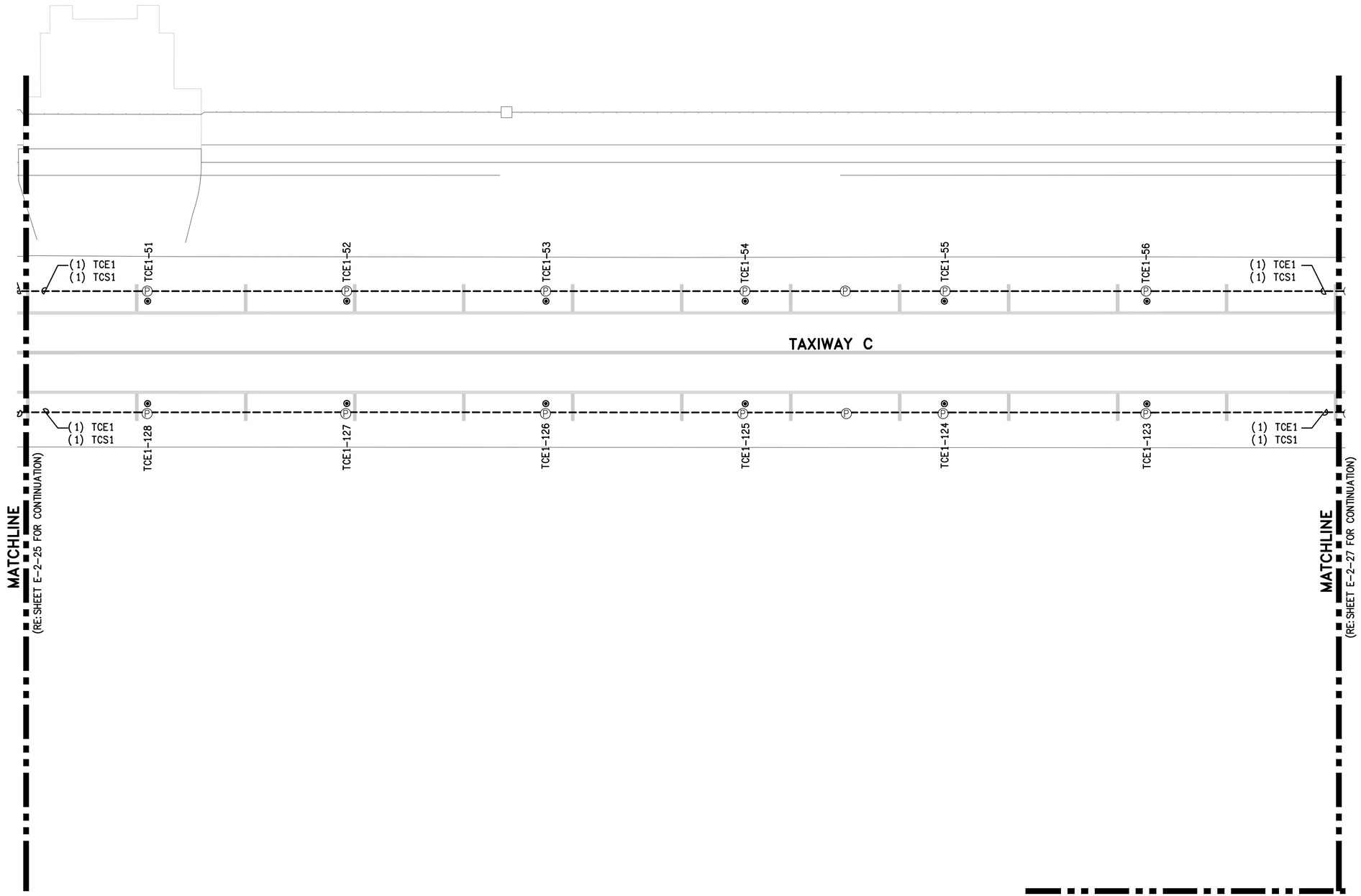
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-25 |

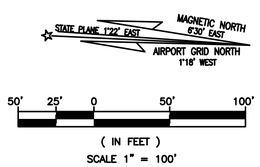



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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6/05/19

Austin-Bergstrom International Airport

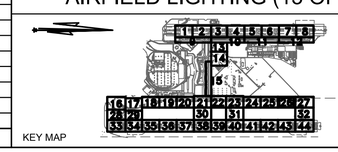
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (13 OF 31)

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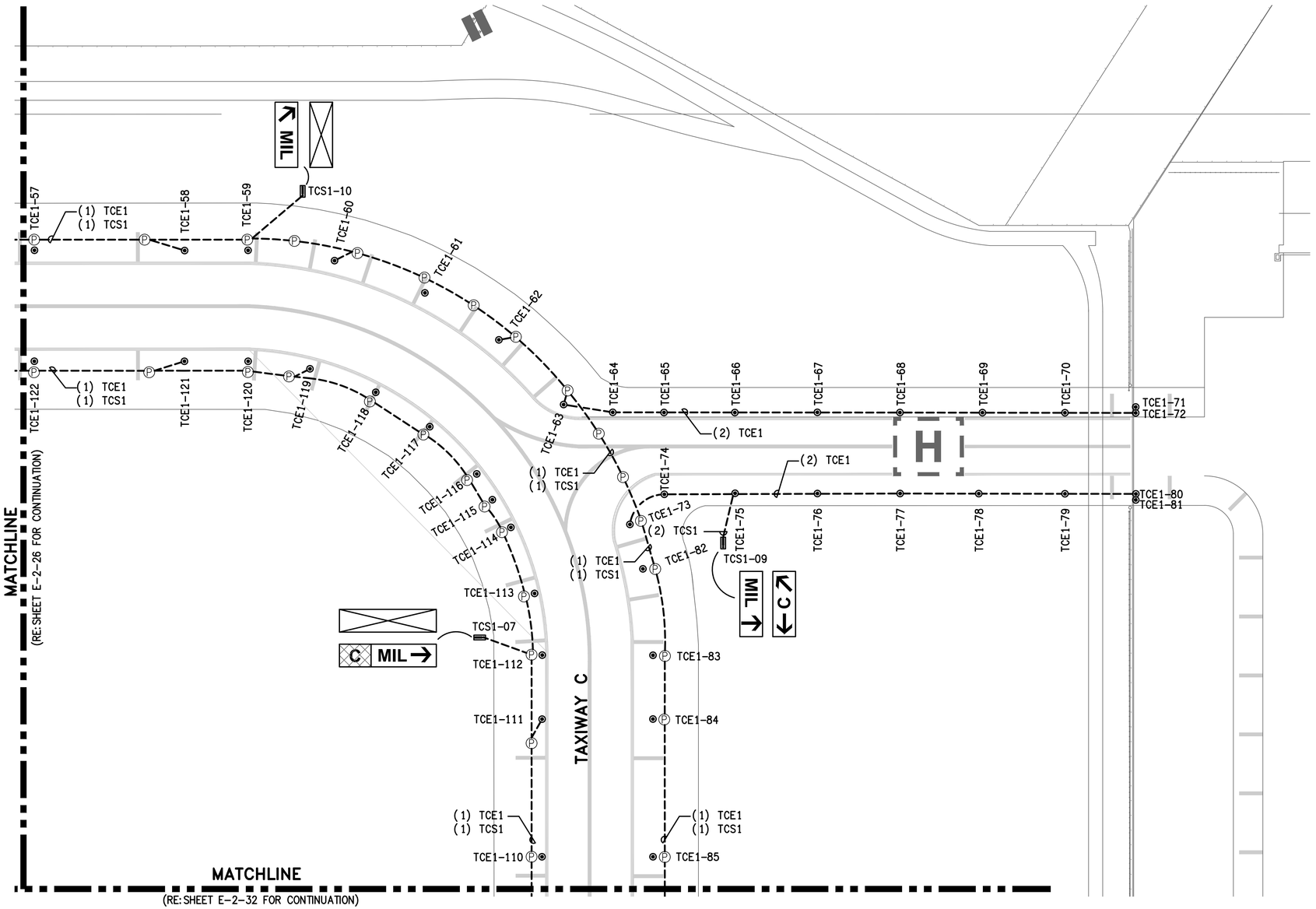
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-26 |

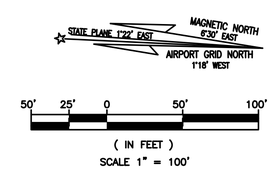



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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Austin-Bergstrom International Airport

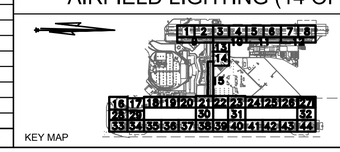
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (14 OF 31)

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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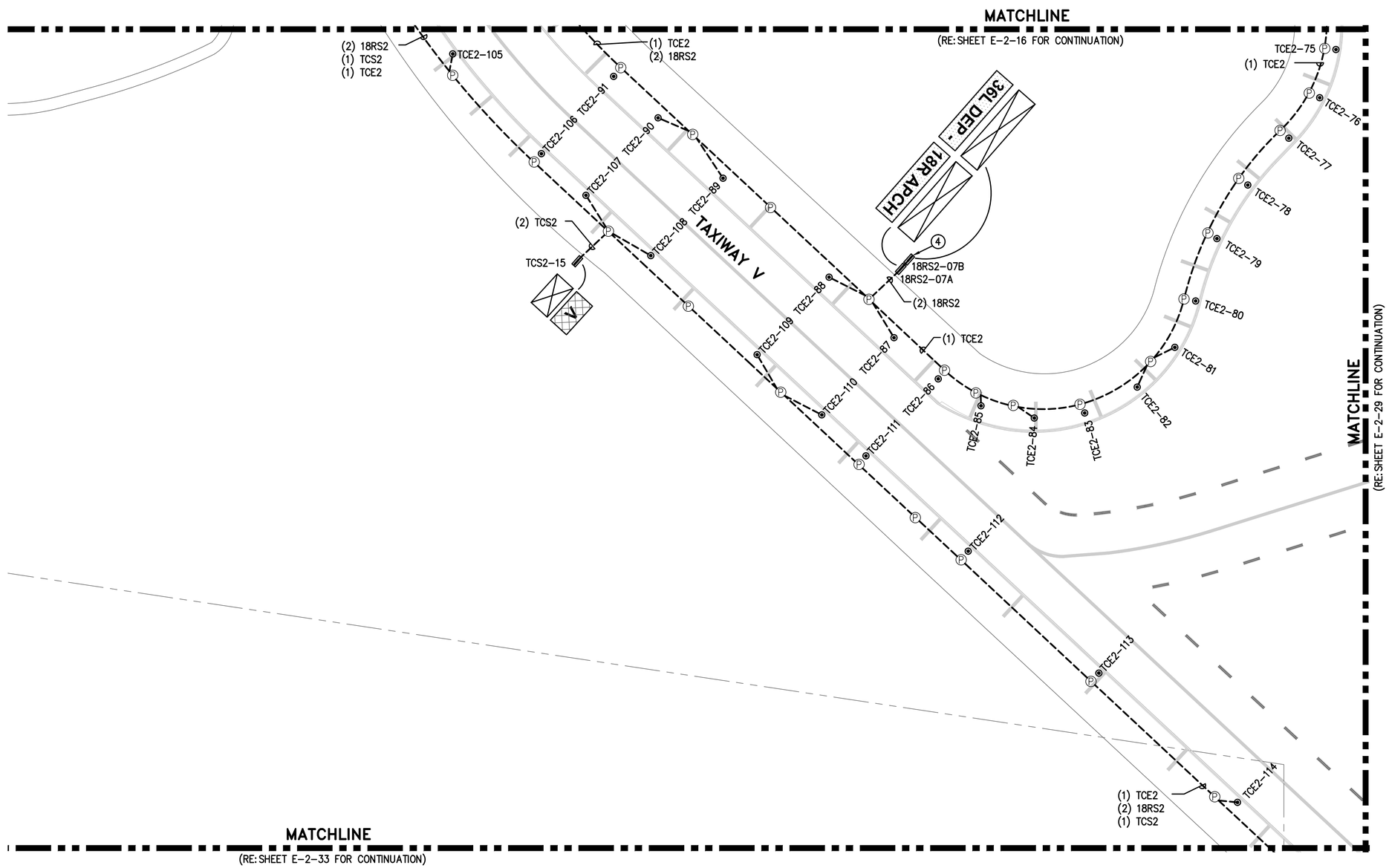
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-27 |

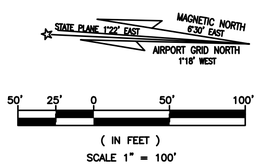



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.





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6/05/19

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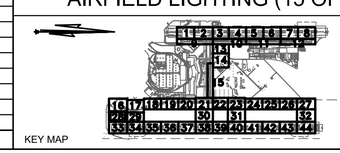
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (15 OF 31)

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|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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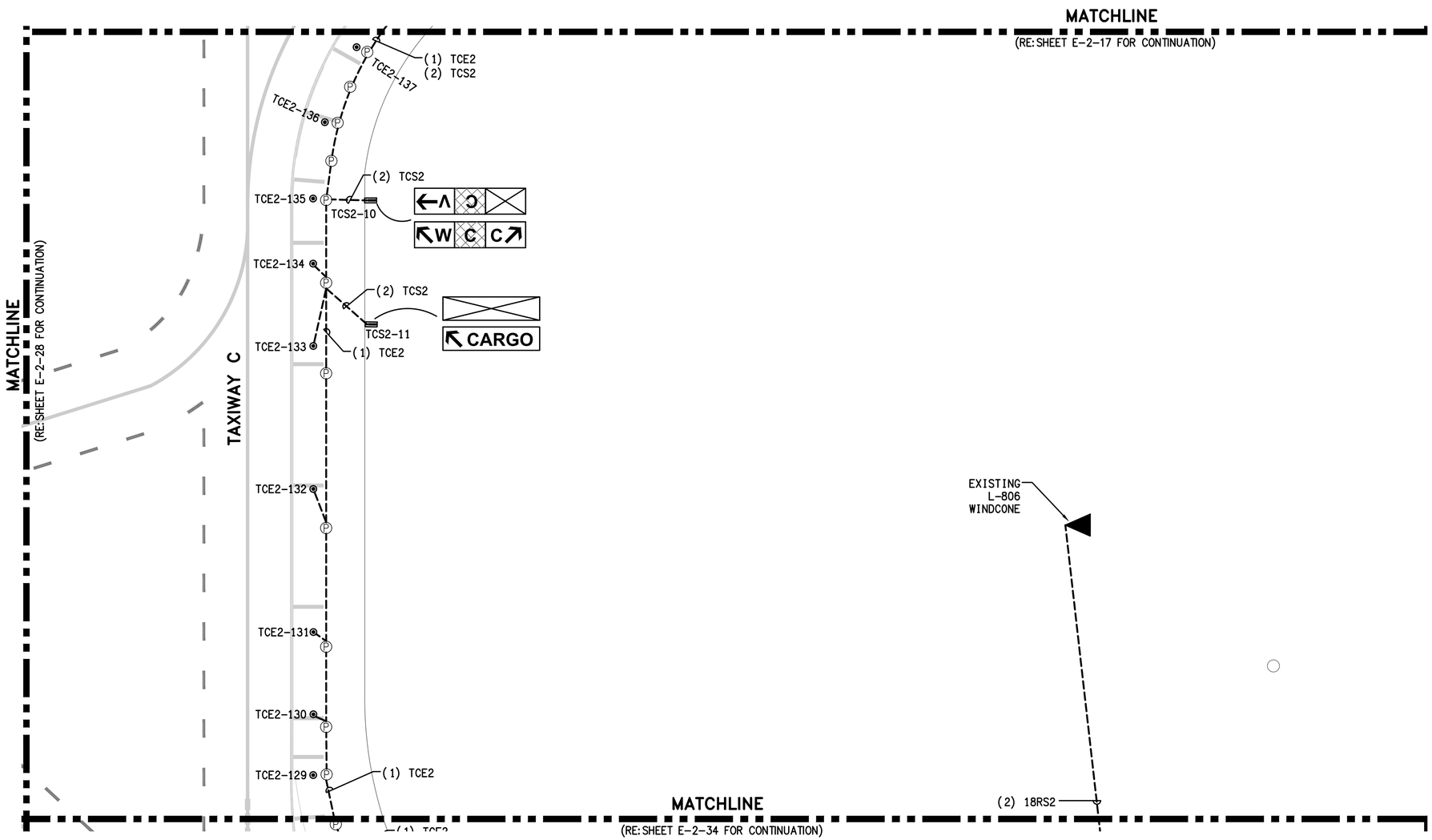
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-28 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
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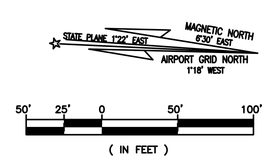
## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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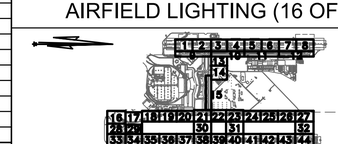
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (16 OF 31)




KEY MAP

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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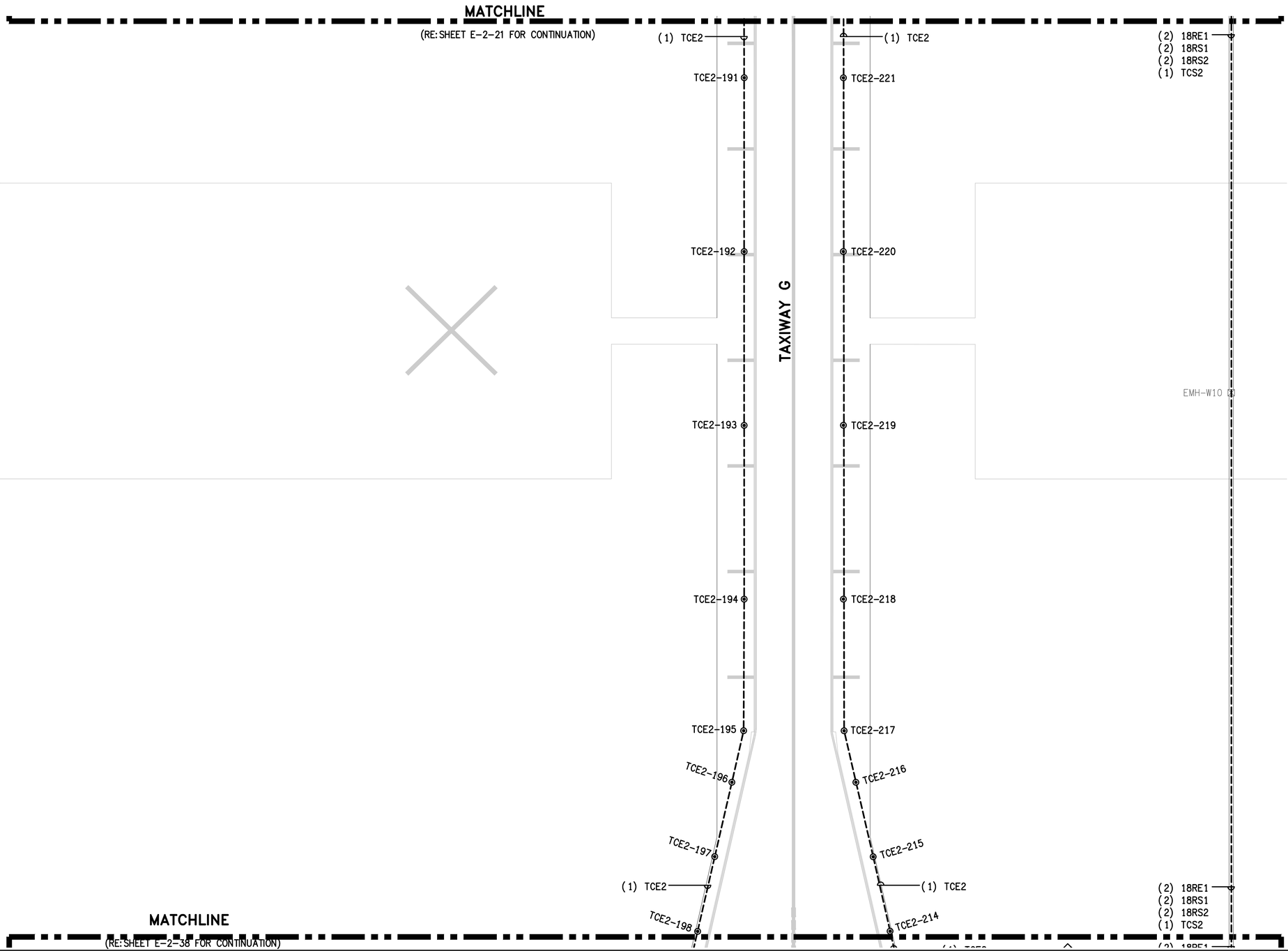
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-29 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
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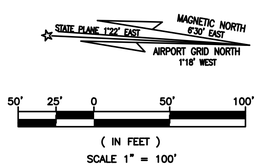
## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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STATE OF TEXAS
C. LECETTE FERGUSON
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REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

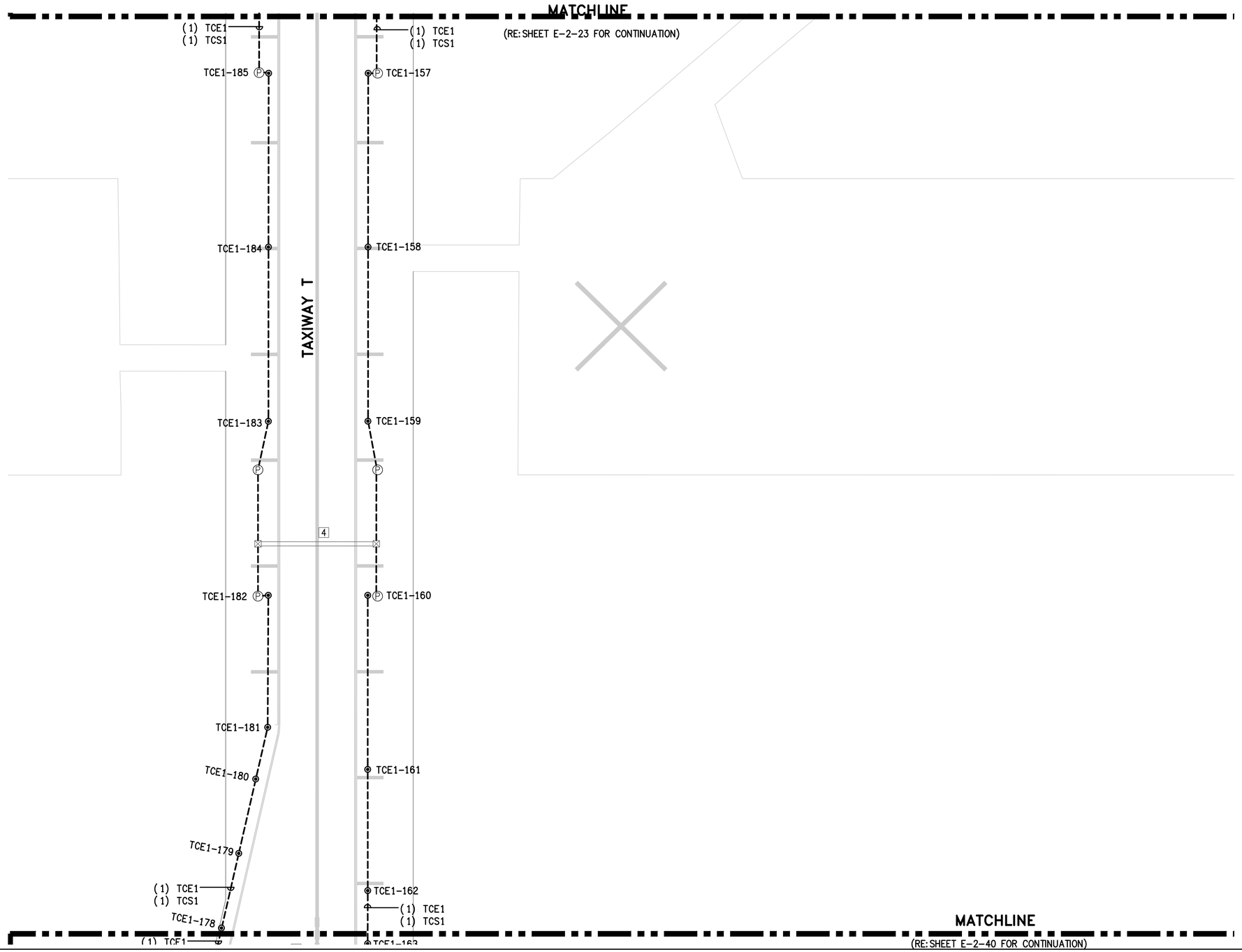
| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (17 OF 31)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-30 |

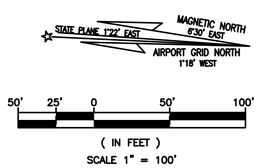



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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6/05/19

Austin-Bergstrom International Airport

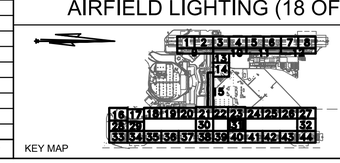
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (18 OF 31)

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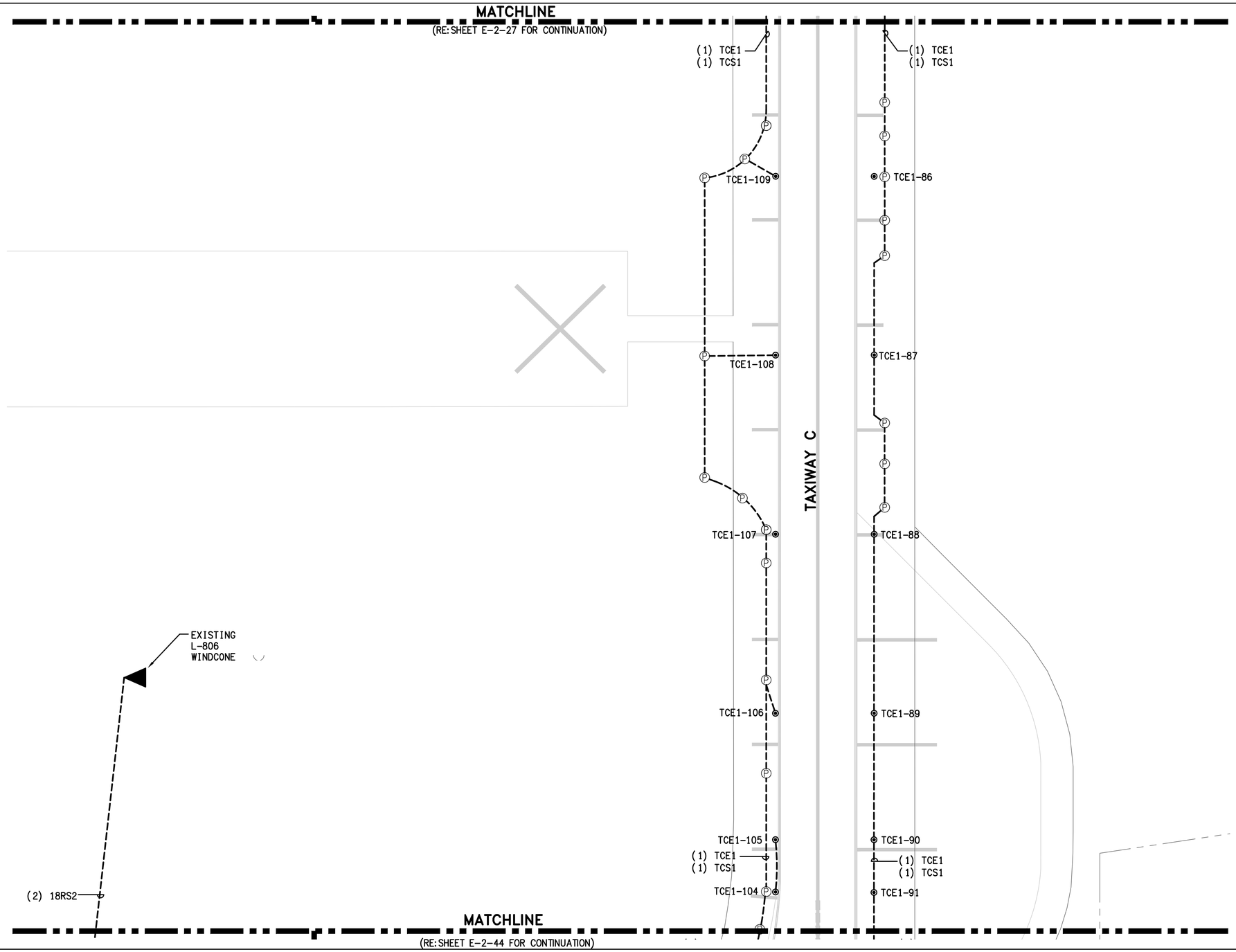
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-31 |

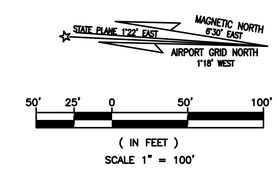



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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6/05/19

Austin-Bergstrom International Airport

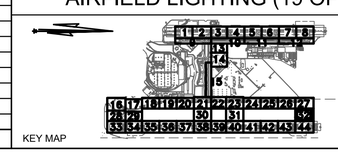
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (19 OF 31)

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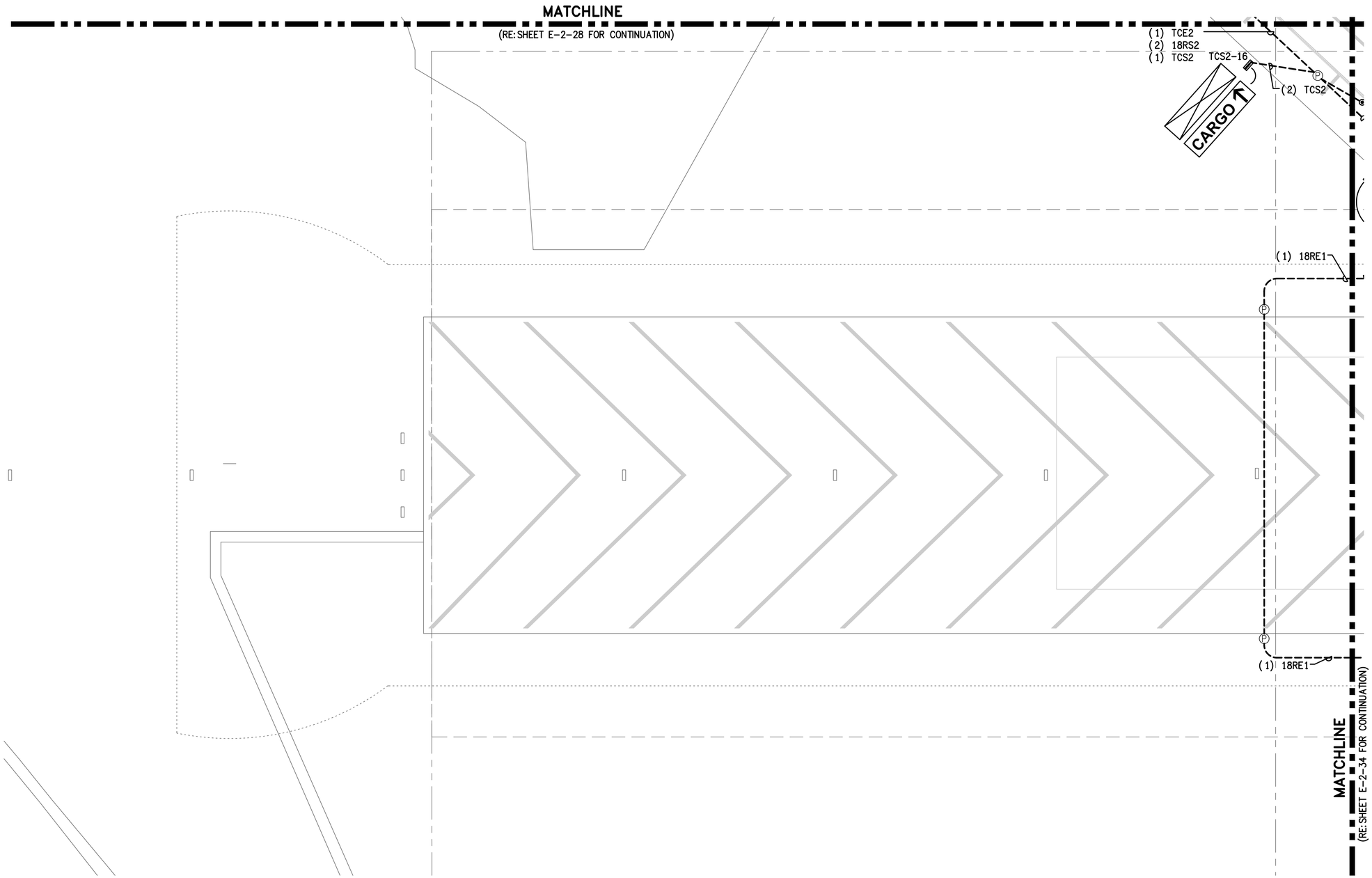
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-32 |

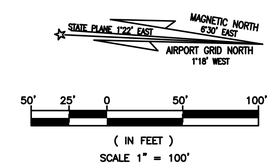



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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6/05/19

Austin-Bergstrom International Airport

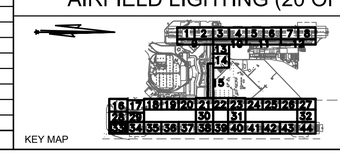
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

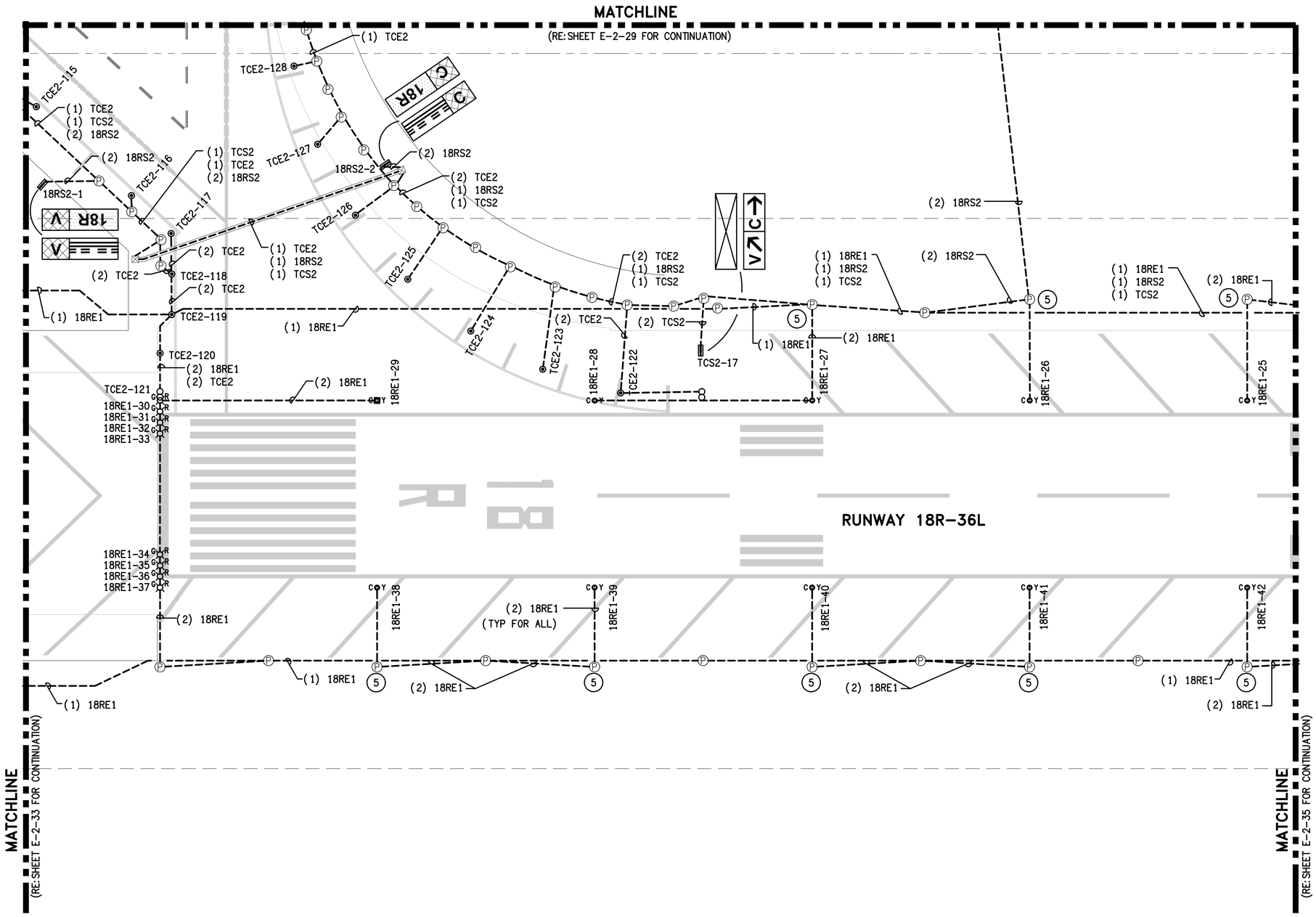
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (20 OF 31)



KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-33 |

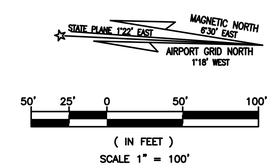



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

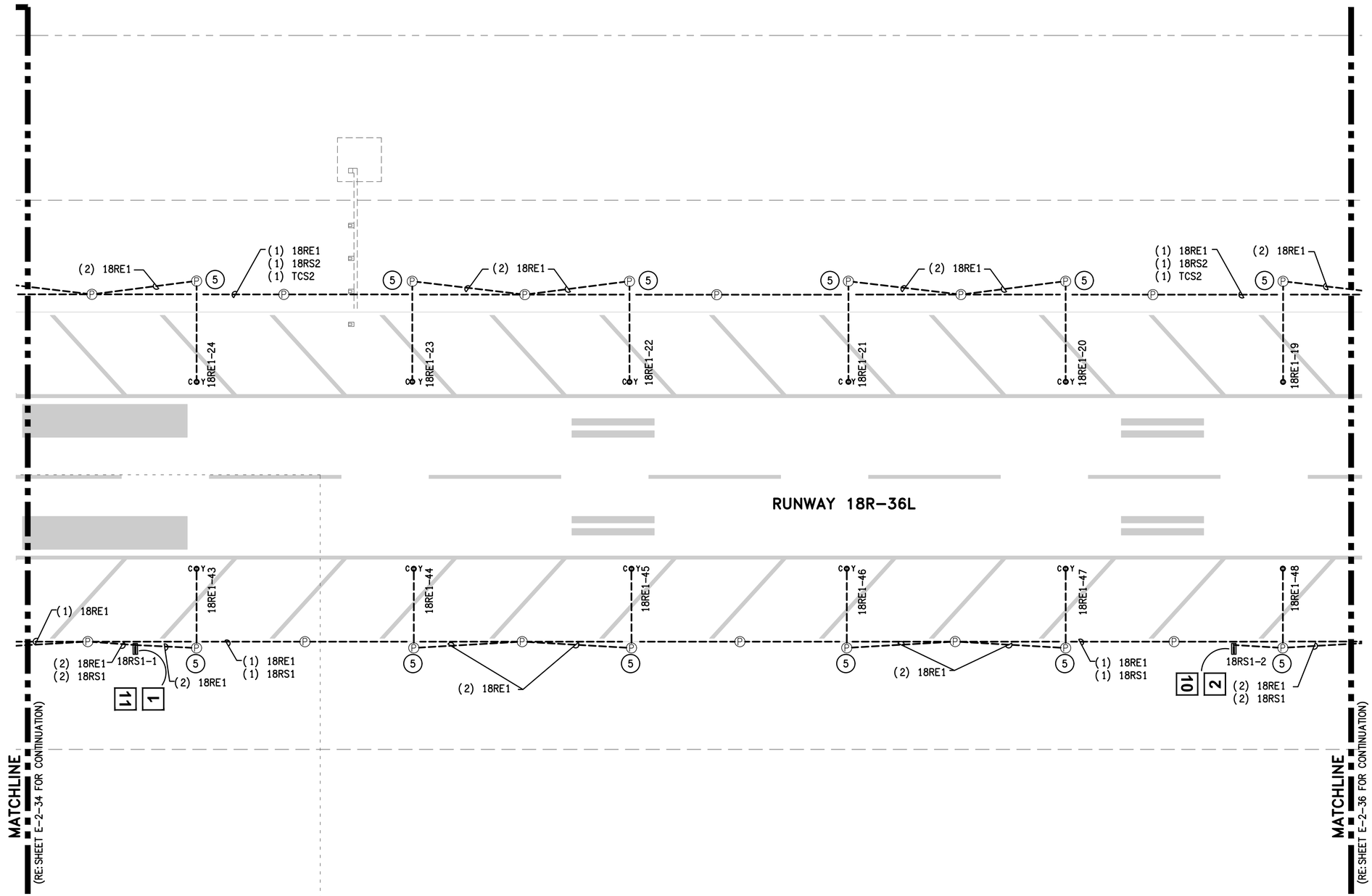
| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (21 OF 31)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-34 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
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## KEYED NOTES:

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2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
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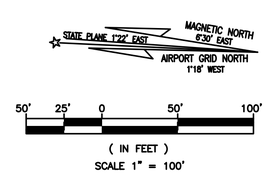


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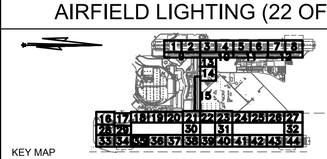
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (22 OF 31)

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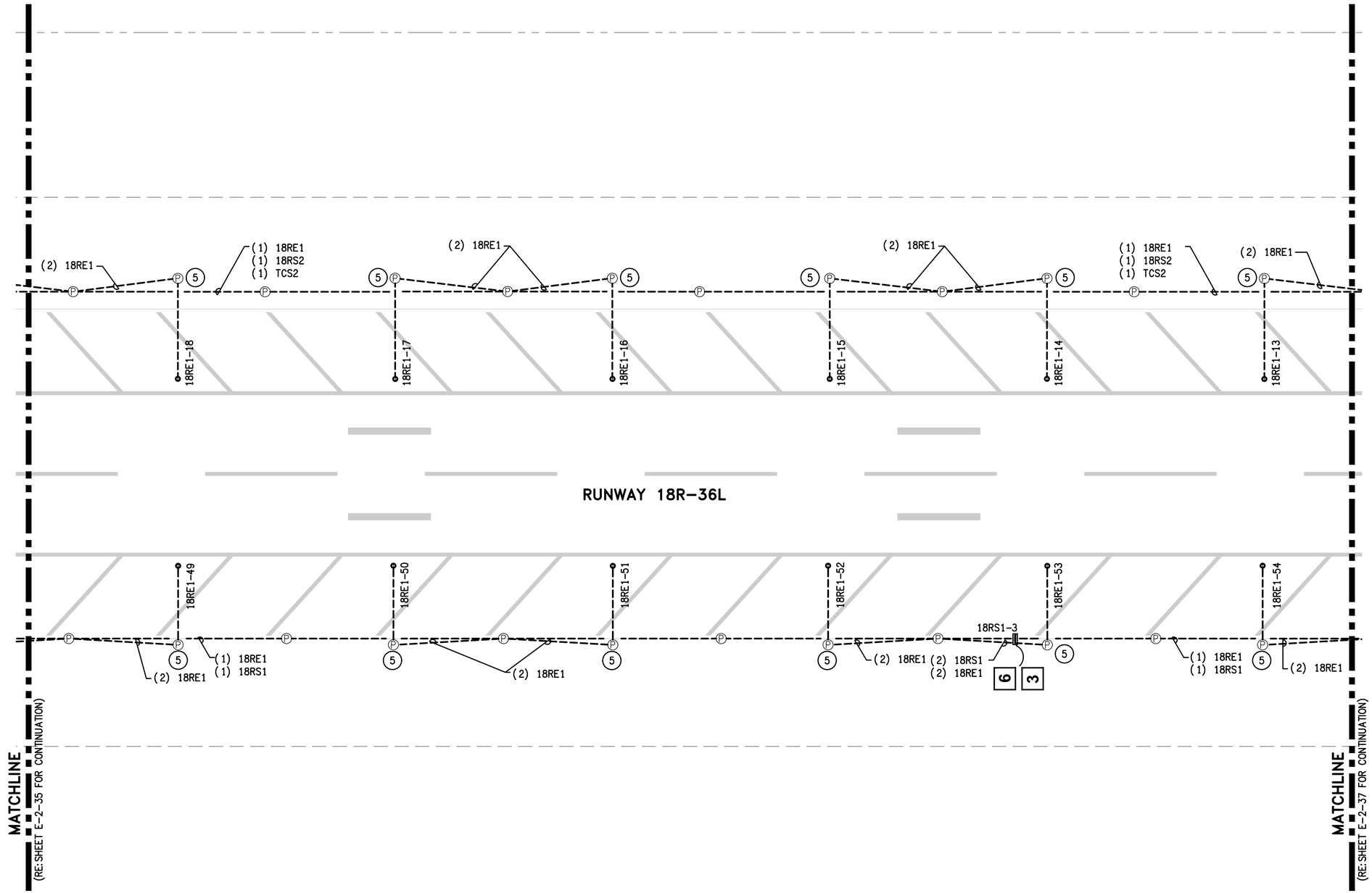
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-35 |

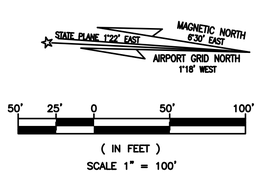



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

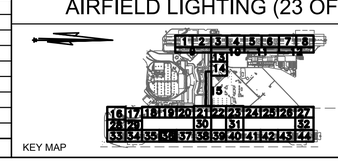
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (23 OF 31)



KEY MAP

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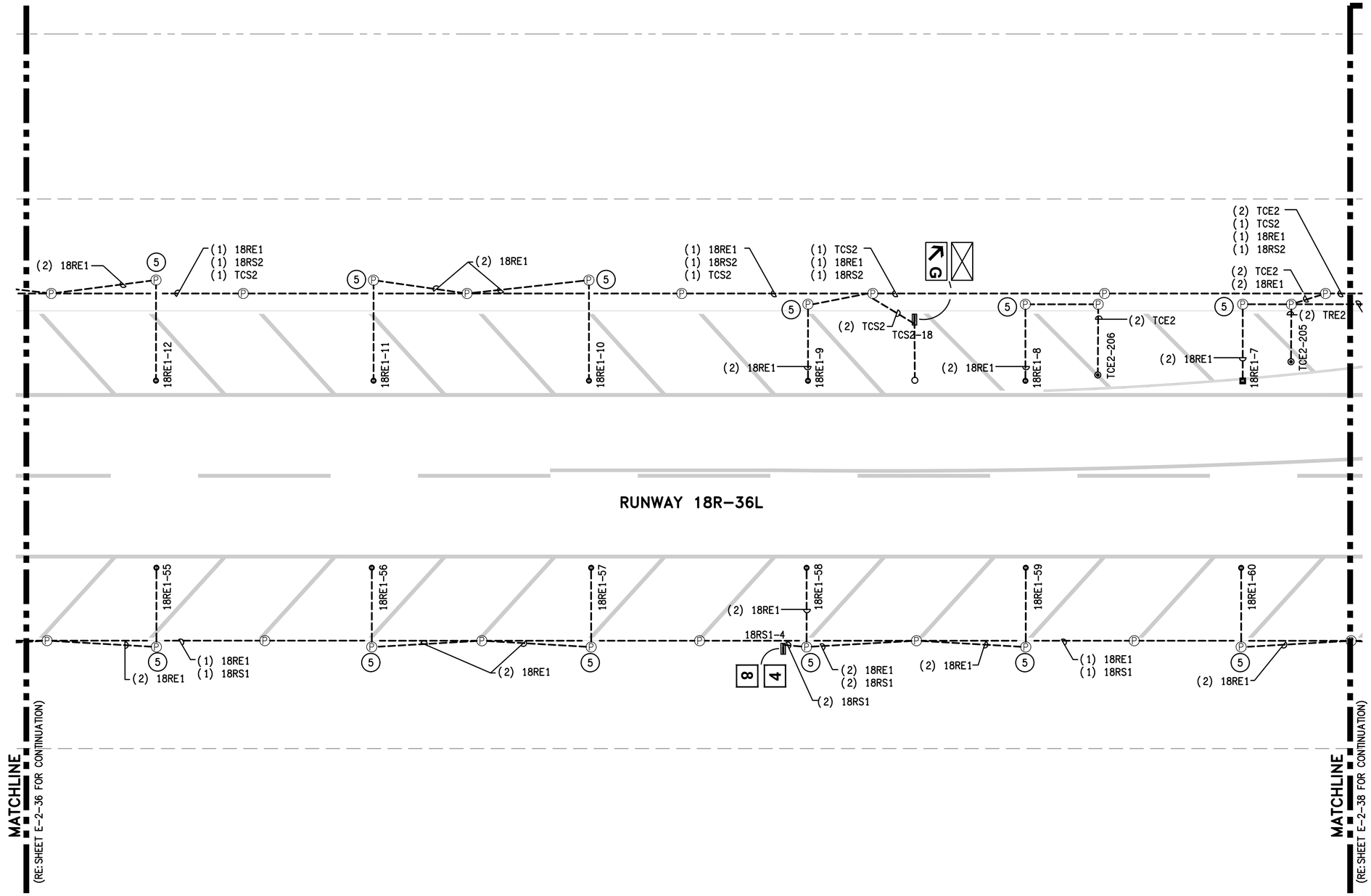
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-36 |

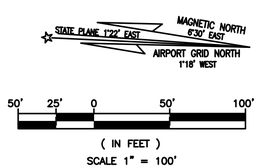



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

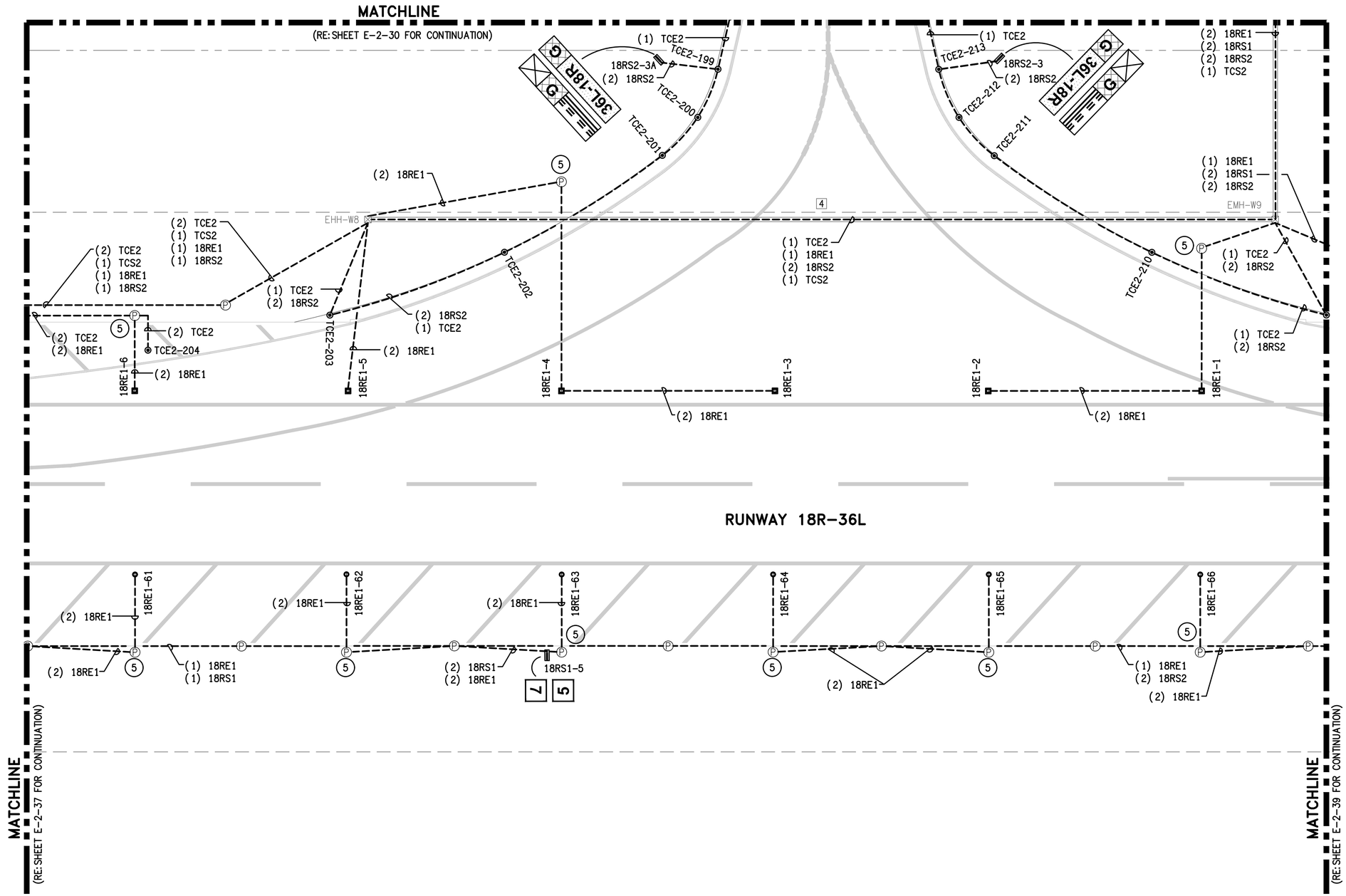
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (24 OF 31)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-37 |

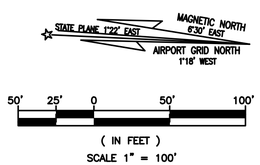



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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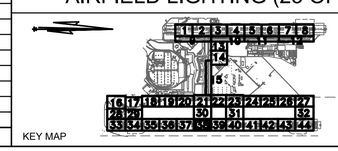
AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (25 OF 31)



KEY MAP

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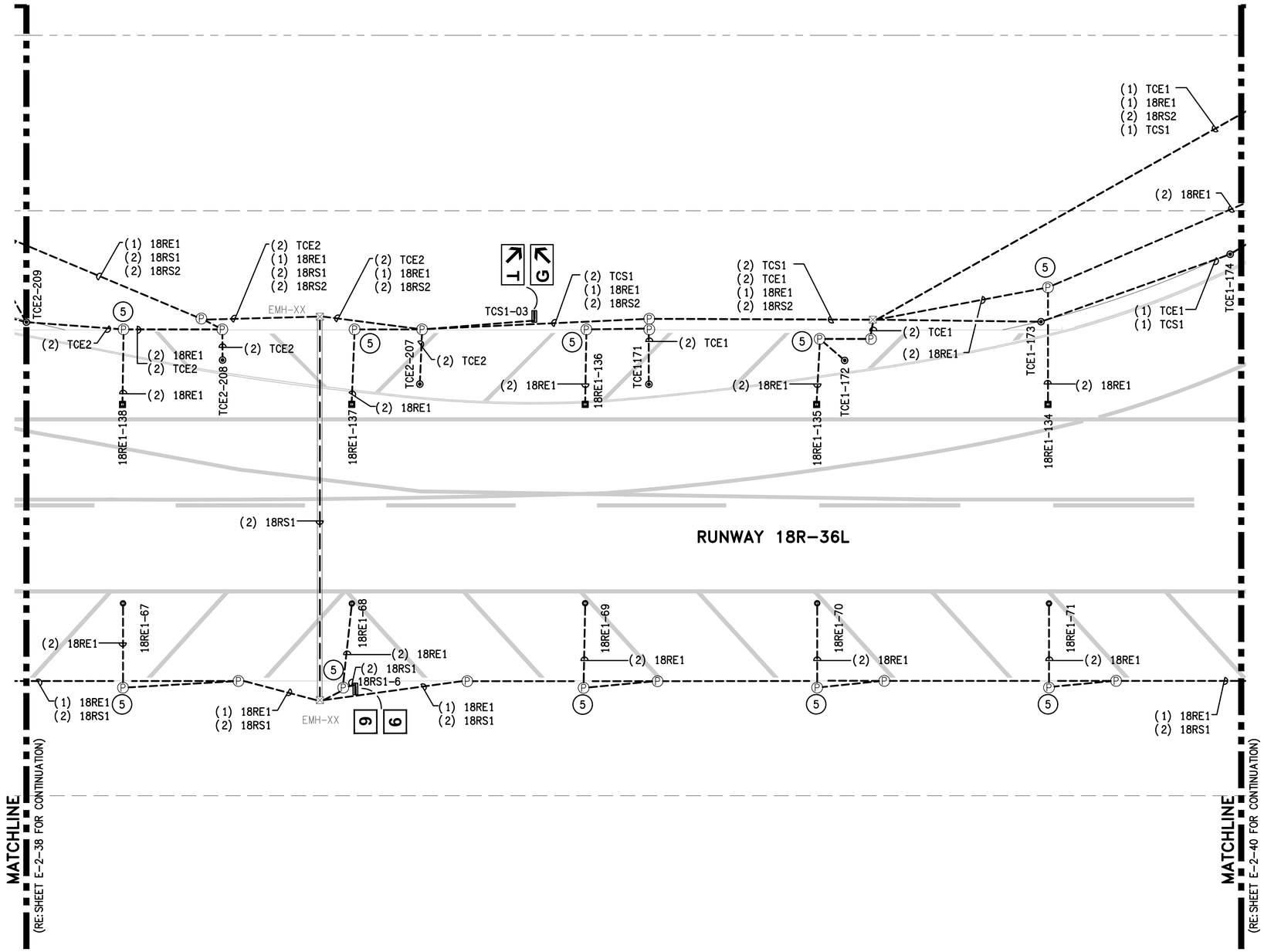
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-38 |

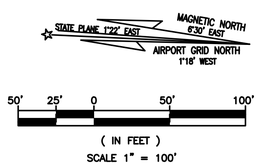



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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6/05/19

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AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

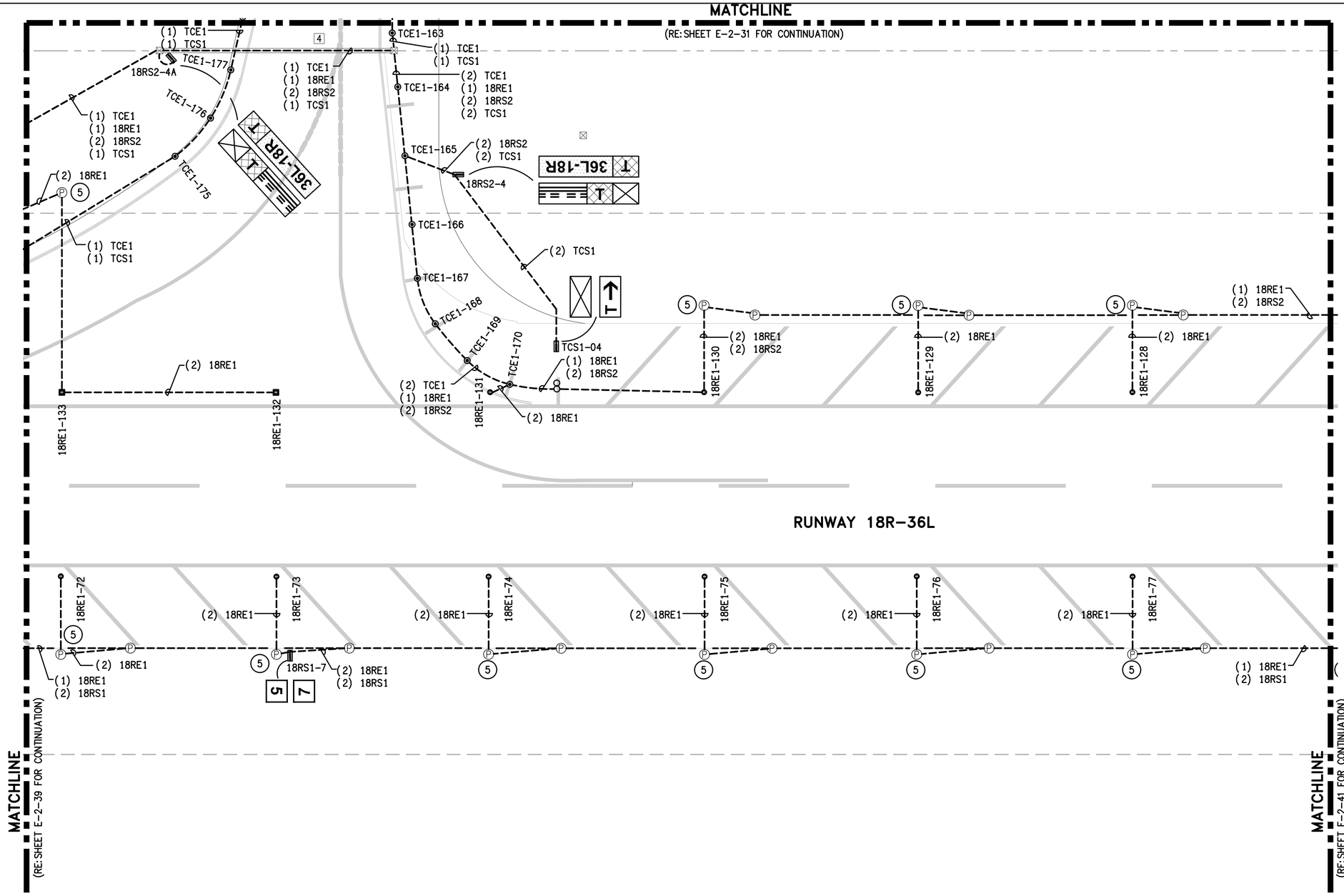
| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (26 OF 31)

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-39 |

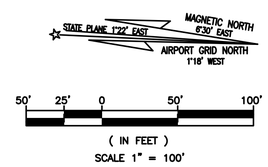



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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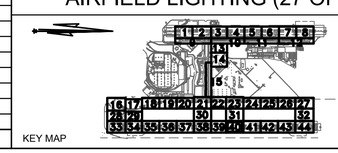
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (27 OF 31)

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| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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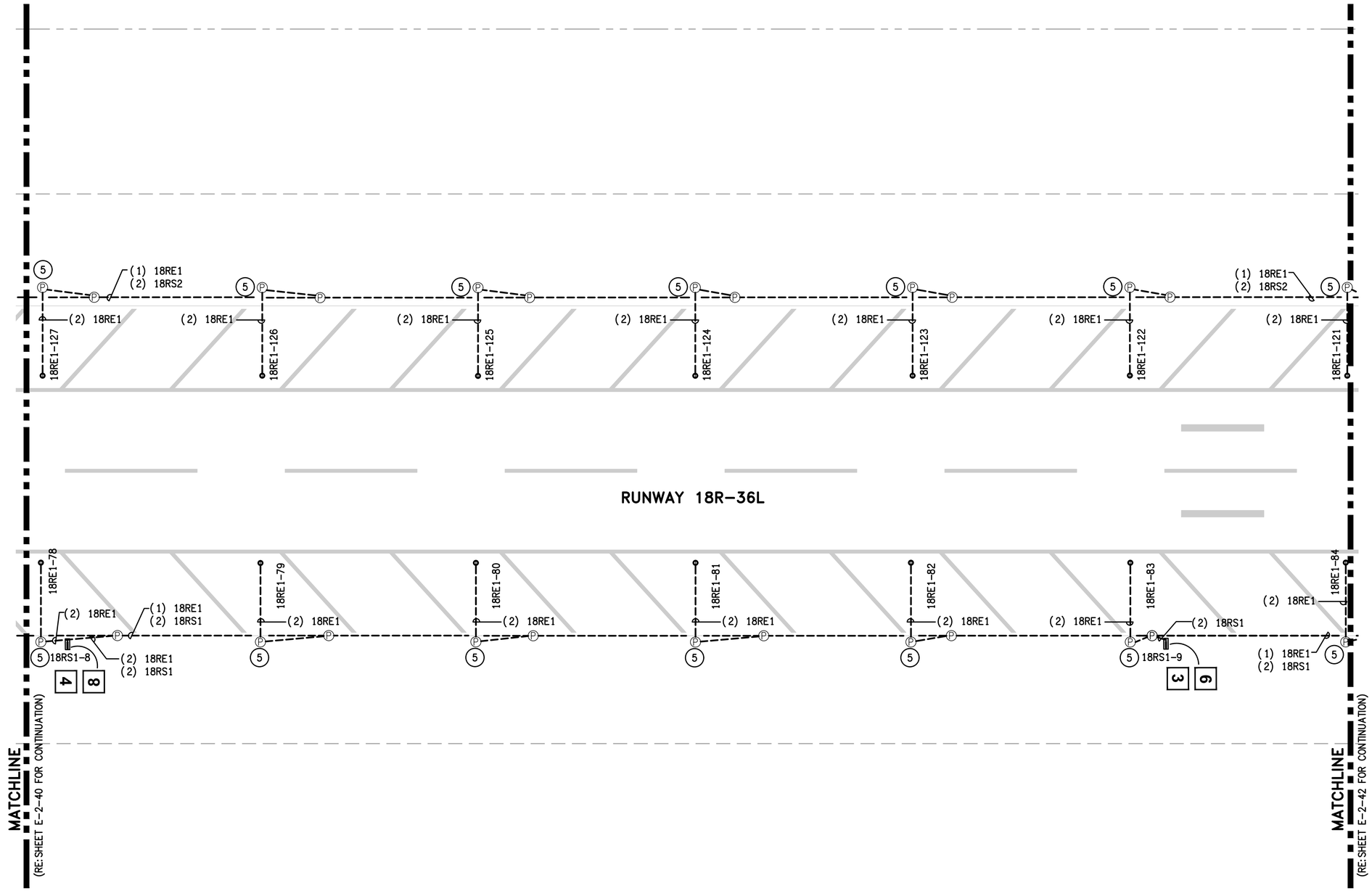
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-40 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
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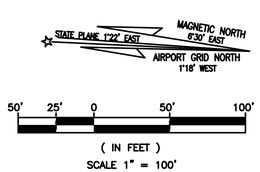
## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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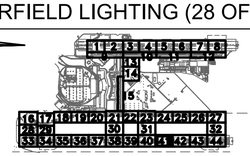
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (28 OF 31)

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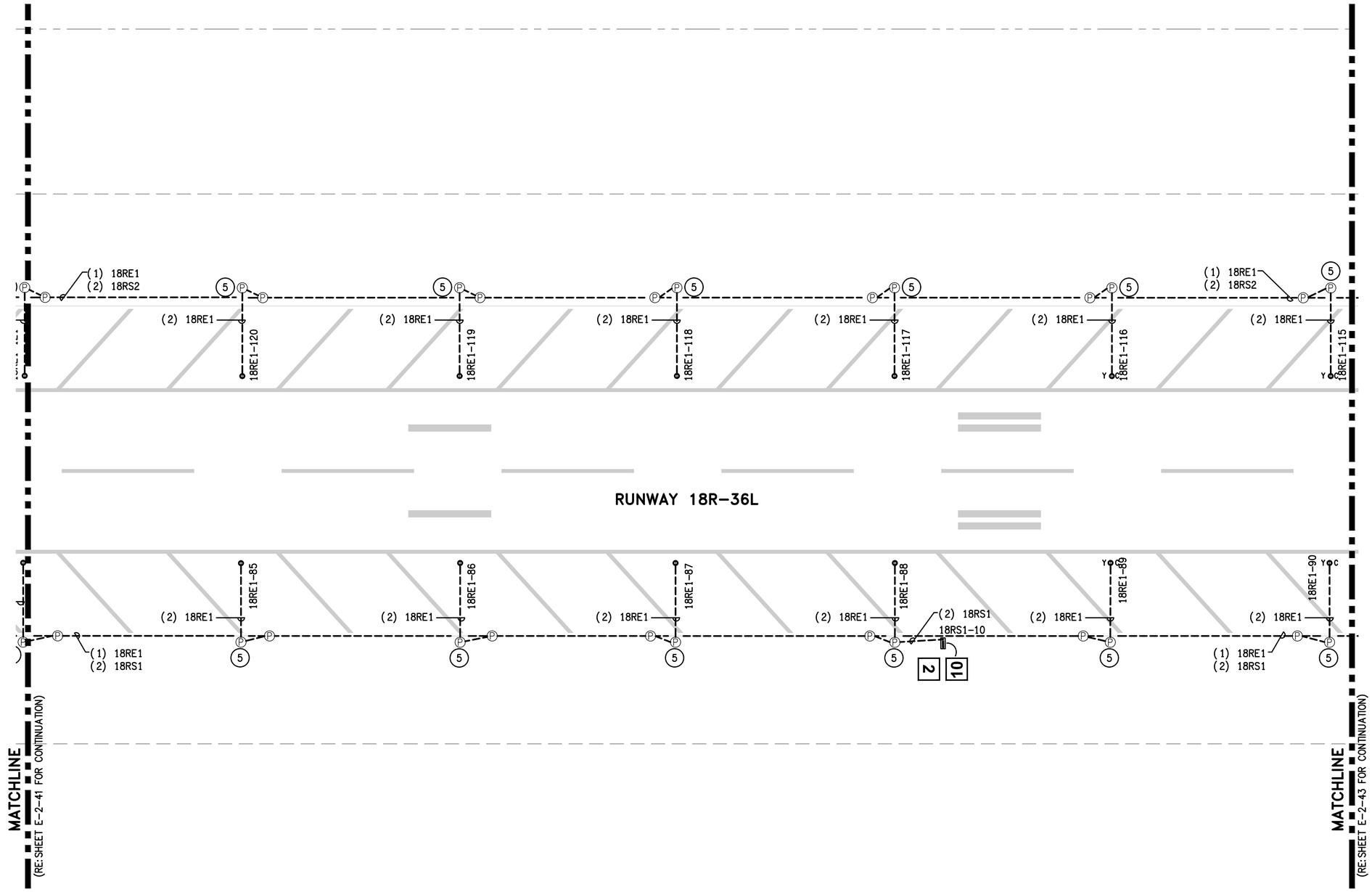
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-41 |

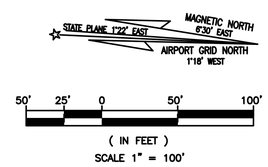



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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STATE OF TEXAS
C. LECETTE FERGUSON
81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

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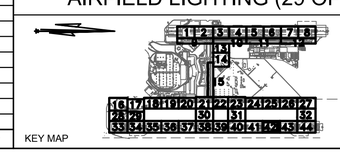
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (29 OF 31)



KEY MAP

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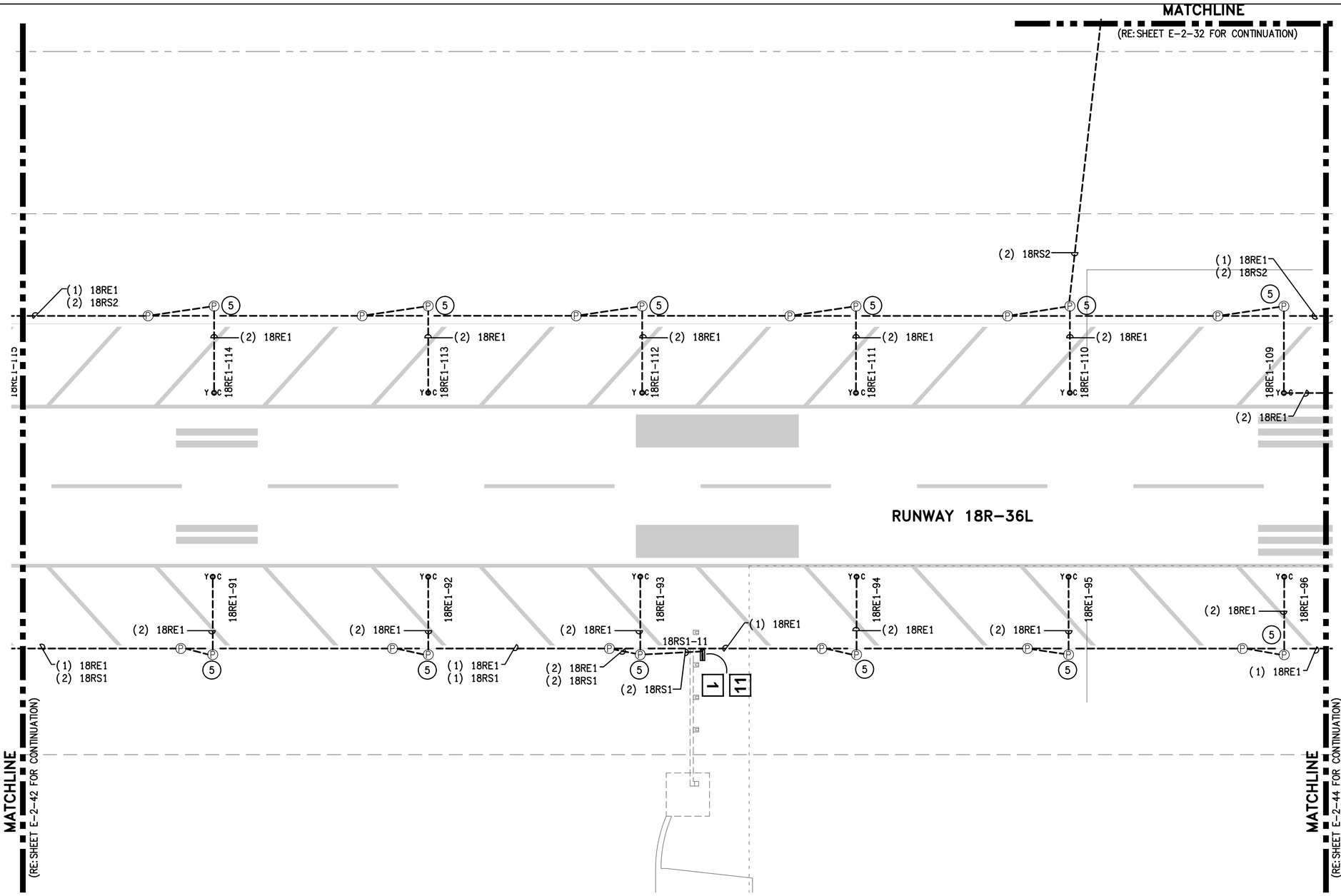
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-42 |

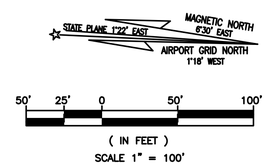



## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
3. REFER TO E6 SERIES FOR SCHEDULES AND E8 SERIES FOR DETAIL SHEETS.
4. KEYED NOTES ARE THE SAME FOR EACH DRAWING IN THIS SERIES (E2), NOT EVERY KEYED NOTE IS USED ON EACH INDIVIDUAL DRAWING. REFER TO SPECIFICATIONS, LINE ITEMS AND DETAILS FOR CLARIFICATIONS.

## KEYED NOTES:

1. INSTALL NEW CIRCUIT IN EXISTING PATHWAY.
2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
4. INSTALL NEW SIGN ON NEW FOUNDATION FOLLOWING PLANS AND DETAILS. REFER TO SIGN SCHEDULE.
5. THE EXISTING RUNWAY EDGE LIGHT HAS SHALLOW BASE CAN. INSTALL ISOLATION TRANSFORMER IN PULL CAN. PROVIDE AND INSTALL SECONDARY EXTENSION CABLE FROM PULL CAN TO LIGHT CONSISTING OF ONE 2-POLE L-823 FEMALE STYLE 8 CONNECTOR AT ONE END AND ONE 2-POLE L-823 STYLE I CONNECTOR ON THE OPPOSITE END. CONTRACTOR MUST DETERMINE CABLE LENGTH BASE ON SITE CONDITION AND INCLUDE 3' OF SLACK AT EACH END. THE FEMALE CONNECTOR MUST BE FACTORY MOLDED AND NOT SITE TERMINATED. THE MALE CONNECTORS WILL BE FIELD TERMINATED DUE TO INSTALLATION IN THE EXISTING 1" CONDUIT. PROVIDE NEMA WC 70 2/12 AWG THERMOPLASTIC-RUBBER INSULATED, WATERTIGHT CABLE WITH OVERALL JACKET, RATED 600V. ONLY AMERACE OR INTEGRO ARE APPROVED MFG'S.

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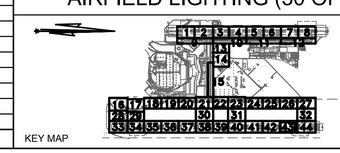
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (30 OF 31)

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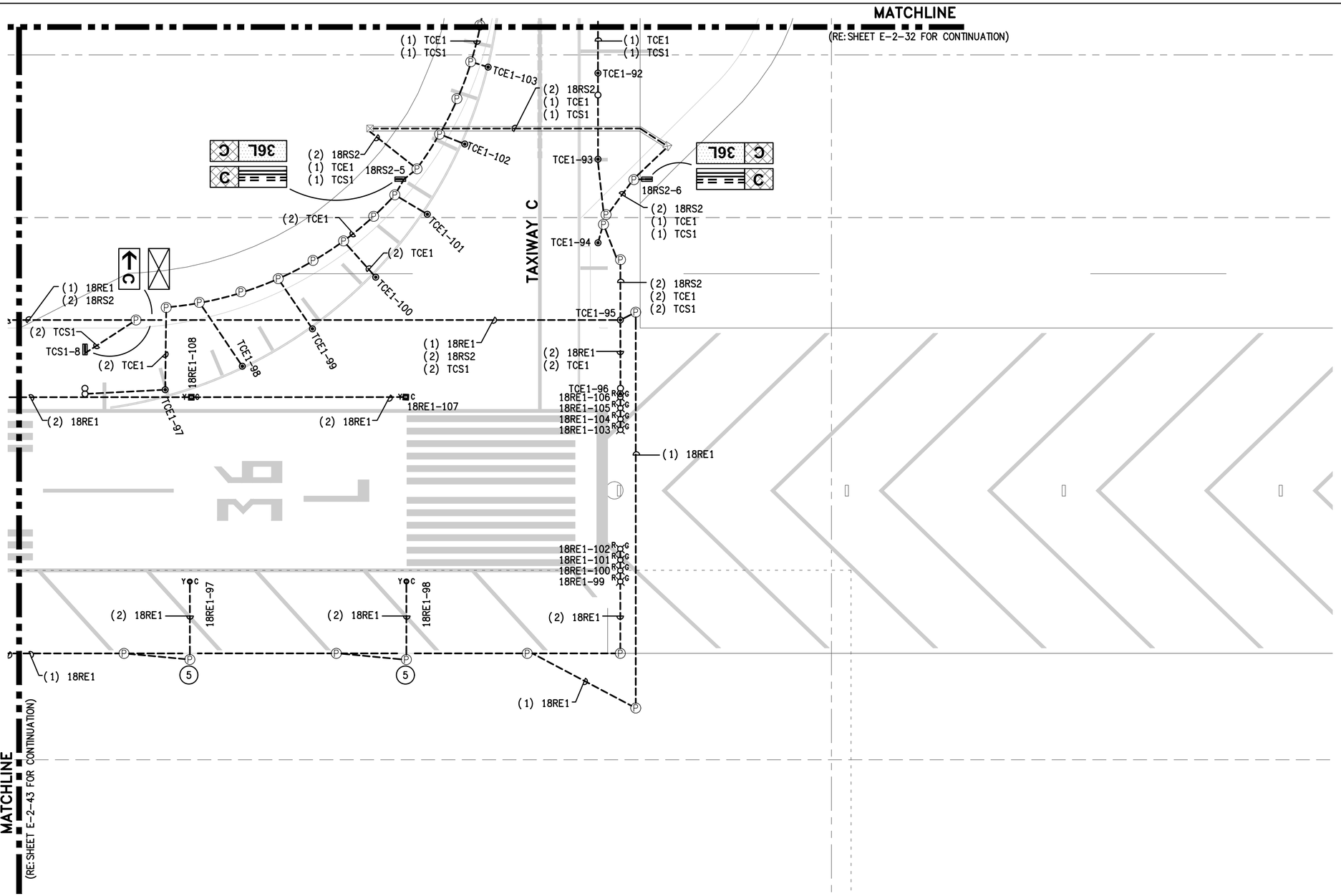
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-43 |




## GENERAL NOTES:

1. GENERAL SCOPE OF WORK: ALL ITEMS SHOWN IN HEAVY LINEWEIGHT ARE NEW OR MODIFIED, ALL ITEMS SHADED ARE EXISTING TO REMAIN. ALL EXISTING UNDERGROUND CONDUIT, DUCTS, FOUNDATIONS AND BASE CANS TO REMAIN AND BE RE-USED UNLESS OTHERWISE NOTED. REFER TO SHEET E-0-01 FOR ELECTRICAL SYMBOL LEGEND AND C1 SERIES FOR CONSTRUCTION SEQUENCING AND CIVIL DRAWINGS FOR COMPLETE COORDINATION.
2. COORDINATE WORK WITH LOCAL FAA FIELD REPRESENTATIVE, ABIA REPRESENTATIVE, ELECTRIC SHOP AND OPERATIONS.
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## KEYED NOTES:

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2. INSTALL NEW FIXTURE ON EXISTING BASE CAN. REFER TO FIXTURE SCHEDULE.
3. RECONNECT EXISTING LIGHT/SIGN. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. NEW ISOLATION TRANSFORMER TO MATCH EXISTING SIZE AND TYPE.
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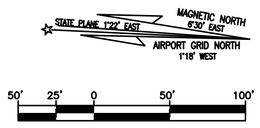


50' 25' 0 50' 100'

( IN FEET )
SCALE 1" = 100'

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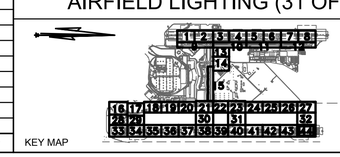
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: PROPOSED AIRFIELD LIGHTING (31 OF 31)




KEY MAP

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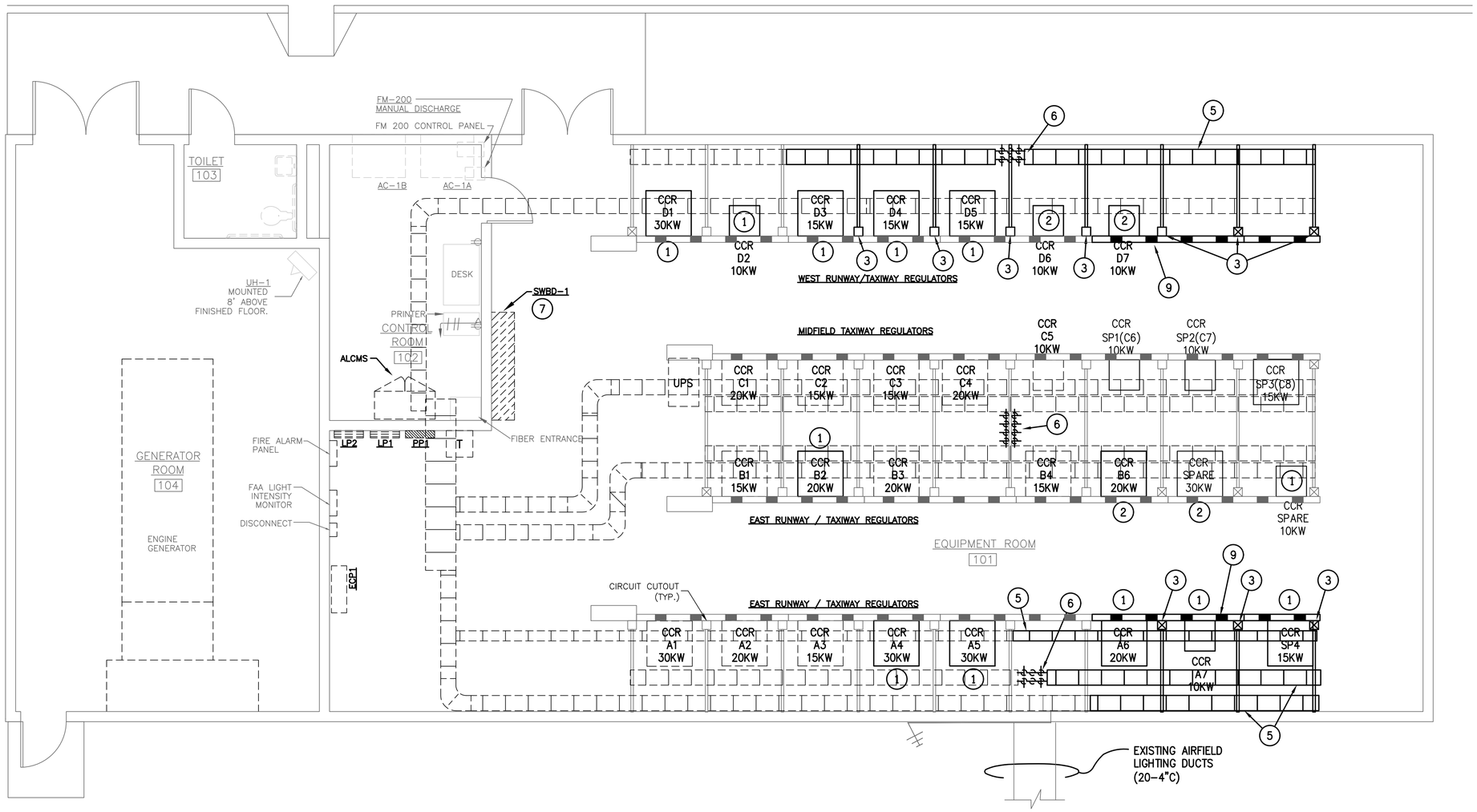
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-2-44 |




## VAULT LEGEND

- EXISTING EQUIPMENT TO REMAIN
- EXISTING EQUIPMENT TO BE REMOVED AND DISPOSED OR SALVAGED AS DIRECTED BY ABIA
- EXISTING BUSWAY TO REMAIN
- EXISTING BUSWAY TO BE REMOVED
- 5KV CABLETRAY TO BE REMOVED
- LV CONTROL CABLETRAY. TO BE REMOVED

## ROW D PHASING:

1. CUT WINDCONE CIRCUIT OVER TO RUNWAY SIGN CIRCUIT.
2. REMOVE REGULATORS 'D6' AND 'D7' AND ASSOCIATED UNISTRUT, INFRASTRUCTURE AND POWER, FIELD AND CONTROL CABLES.
3. INSTALL LOAD CENTER 'DPD' AND ASSOCIATED FEEDER CABLE.
4. INSTALL NEW REGULATORS, 600V POWER AND CONTROLS AND ASSOCIATED SUPPORTS AND CABLETRAY.
5. INSTALL NEW S1 CUT-OUTS LOCATED IN TEMPORARY WALL FIELD FOR NEW HOME RUN CIRCUITS.
6. ONCE CIRCUITS FOR REGULATOR 'D4' AND 'D5' GET CUT OVER TO NEW REGULATOR, CONTRACTOR CAN REMOVE REGULATORS AND INSTALL THE PERMANENT S1 CUT-OUT CABINET.
7. PERMANENT S1 CUT-OUTS CAN BE INSTALLED AND CABLING CAN BE MODIFIED TO ELIMINATE THE TEMPORARY S1 CUT-OUT WALL FIELD.
8. COMPLETE REMAINING SCOPE.

## ROW A PHASING:

1. INSTALL LOAD CENTER 'DPA' AND CUT-OUT CABINET.
2. REMOVE REGULATORS 'A7' AND 'SP4' AND ASSOCIATED UNISTRUT, INFRASTRUCTURE AND POWER, FIELD AND CONTROL CABLES.
3. INSTALL OVERHEAD CABLETRAYS AND SUPPORT STRUCTURES.
4. INSTALL NEW STACKED REGULATORS 18L EDGE (A3) AND 18L CENTERLINE (A4) WITH ASSOCIATED S1 CUT-OUTS, POWER, FIELD AND CONTROL CABLES. CUT OVER REGULATORS TO NEW FIELD CIRCUIT.
5. RE-LABEL EXISTING REGULATOR 18L CENTERLINE (A5) TO 'SPARE'. REMOVE REGULATOR 18L EDGE (A4).
6. RELOCATE EXISTING REGULATOR TWY E (A6) TO THE VACATED POSITION OF REGULATOR A4. REMOVE REMAINING INFRASTRUCTURE AND SUPPORTS AS SHOWN.
7. INSTALL REMAINING NEW STACKED REGULATORS WITH ASSOCIATED S1 CUT-OUTS, POWER AND CONTROL CABLES..INSTALL AND REMAINING NEW SUPPORT INFRASTRUCTURE.
8. AS NEW HOMERUN CABLES ARE INSTALLED, CUT-OVER TO NEW REGULATORS. CUT OVER REGULATORS TO NEW CIRCUIT OVER.

## KEYED NOTES:

1. EXISTING REGULATOR TO BE REMOVED AND DISPOSED OR SALVAGED AS DIRECTED BY ABIA.
2. EXISTING REGULATOR TO BE RELOCATED. REFER TO E-4-02 FOR NEW LOCATION.
3. REMOVE UNISTRUT RACK
4. REMOVE BUSWAY.
5. REMOVE OVERHEAD CABLETRAY FOR EXTENT SHOWN.
6. EXISTING DUCTS TO UNDERGROUND FIELD CABLE DUCTBANK SYSTEM. REMOVE CABLES NOTED ON PLAN SHEETS. REFER TO E-1-14 FOR CONTINUATION.
7. EXISTING SWITCHBOARD. REFER TO E-5-01 FOR MODIFICATIONS.
8. REFER TO E-4-02 FOR SCOPE OF WORK.
9. REMOVE BUSWAY SECTION AND ASSOCIATED DISCONNECTS.

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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

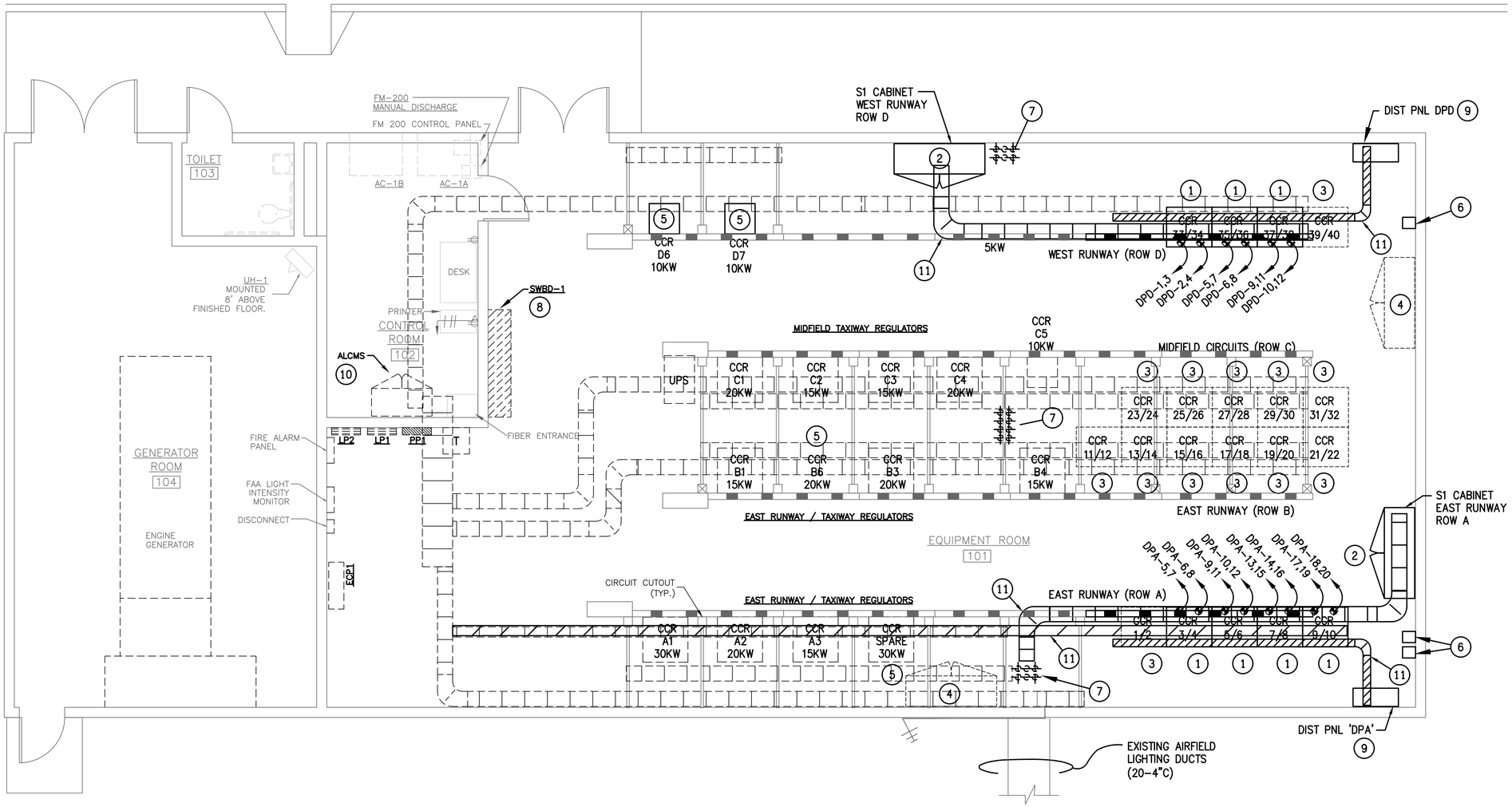
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION:
ELECTRICAL VAULT DEMOLITION PLAN

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-4-01 |




## GENERAL NOTES:

1. PROVIDE TEMPORARY WIRING AS REQUIRED TO KEEP VAULT CIRCUITS OPERATIONAL.
2. REFER TO E-4-01 FOR PHASING NOTES.

## KEYED NOTES:

1. NEW STACKABLE REGULATOR. REFER TO REGULATOR ELEVATION ON E-4-05.
2. NEW S1 CUT-OUT CABINET. REFER TO E-4-06 FOR DETAIL.
3. RESERVE SPACE FOR FUTURE STACKABLE REGULATOR. REFER TO REGULATOR ELEVATION ON SHEET E-4-03.
4. RESERVE SPACE FOR FUTURE S1 CUT-OUT CABINET.
5. NEW LOCATION FOR EXISTING RELOCATED REGULATOR. REFER TO E-4-01 FOR ORIGINAL LOCATION.
6. NEW LOCATION FOR RELOCATED FAA INTENSITY SENSOR WITH CONDUIT AND SAME CABLE TYPE. COORDINATE EXACT LOCATION WITH FAA AND AIRPORT. REFER TO XXXXX
7. EXISTING DUCTS TO UNDERGROUND FIELD CABLE DUCTBANK SYSTEM. INSTALL NEW CABLES NOTED ON PLAN SHEETS. REFER TO E-2-14 FOR CONTINUATION.
8. EXISTING SWITCHBOARD. REFER TO E-5-01 FOR MODIFICATIONS.
9. PROVIDE NEW 600V POWER DISTRIBUTION PANEL. REFER TO E-5-02 FOR PANEL SCHEDULE.
10. MODIFY EXISTING ALCS SYSTEM AND RECALIBRATE ALL EXISTING AND NEW REGULATORS. REFER TO SECTION L-150 FOR COMPLETE SCOPE OF WORK. UPGRADES INCLUDE BOTH ELECTRICAL VAULT AND ATCT.
11. PROVIDE OVERHEAD CABLETRAY FOR EXTENT SHOWN. ALL TRAY IS 12"W X 4"D UNLESS OTHERWISE NOTED.

## VAULT LEGEND

- EXISTING EQUIPMENT TO REMAIN
- PROPOSED ELECTRICAL EQUIPMENT
- EXISTING OVERHEAD BUSWAY
- PROPOSED 5KV ENCLOSED CABLETRAY
- PROPOSED LV CONTROL CABLETRAY.
- PROPOSED 600V ENCLOSED CABLETRAY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| ABIA Project No.: | FDU No.: | XXXX.XXX |
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| 2150147.052 | XXXX-XXXX-XXXX | |

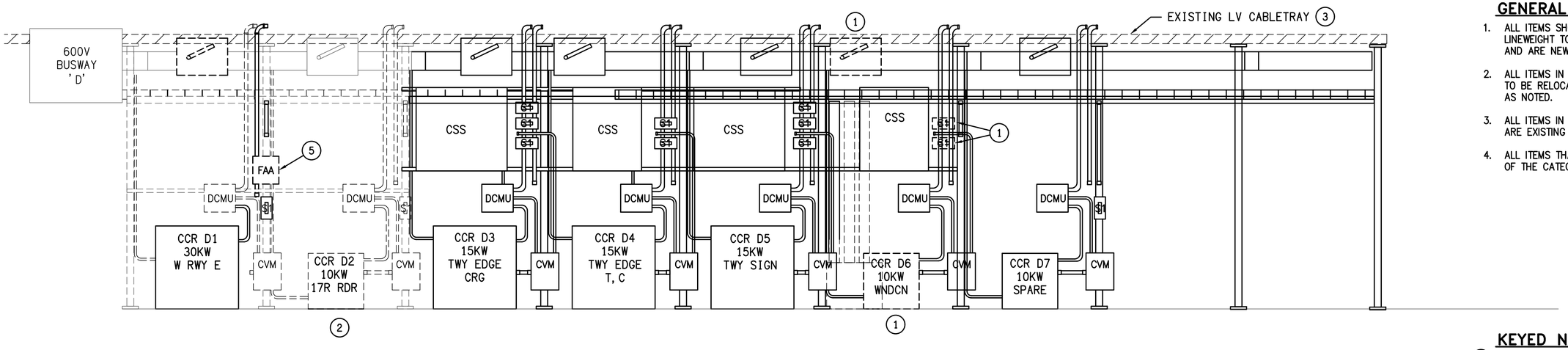
| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION:

## PROPOSED ELECTRICAL VAULT PLAN

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-4-02 |




## 1 ROW 'D' ELEVATION – DEMOLITION

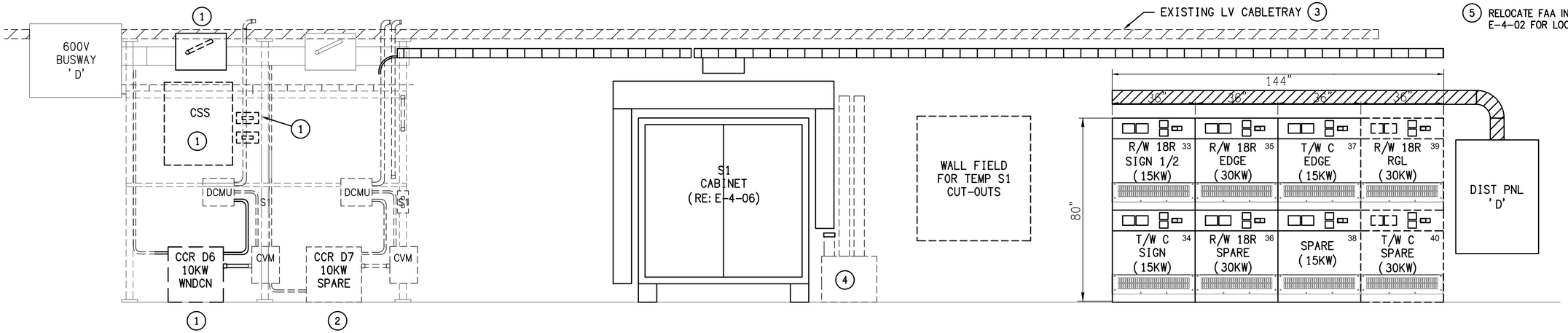
SCALE: 1/4" = 1'-0"

## GENERAL SCOPE OF WORK

1. ALL ITEMS SHOWN IN HEAVY CONTINUOUS LINEWEIGHT TO BE REMOVED IN DETAIL 1 AND ARE NEW IN DETAIL 2.
2. ALL ITEMS IN HEAVY DASHED LINEWEIGHT TO BE RELOCATED OR MODIFIED IN DETAIL 1 AS NOTED.
3. ALL ITEMS IN SHADED DASHED LINEWEIGHT ARE EXISTING TO REMAIN.
4. ALL ITEMS THAT DO NOT FALL INTO ONE OF THE CATEGORIES ABOVE TO BE NOTED.

## KEYED NOTES:

1. RELOCATE EXISTING EQUIPMENT. REFER TO DETAIL 2. MODIFY EXISTING FIELD CABLES AS REQUIRED.
2. PROVIDE NEW REGULATOR TAG ON EXISTING REGULATOR. REFER TO 2/THIS SHEET.
3. MODIFY EXISTING UNISTRUT SUPPORT RACK AS REQUIRED TO SUPPORT LOW VOLTAGE CABLETRAY.
4. INSTALL NEW 5KV FIELD CABLES FOR REGULATORS IN ROW 'D' VIA EXISTING ROW 'D' DUCTS.
5. RELOCATE FAA INTENSITY MONITOR. REFER TO E-4-02 FOR LOCATION.




## 2 ROW 'D' ELEVATION – PROPOSED

SCALE: 1/4" = 1'-0"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6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

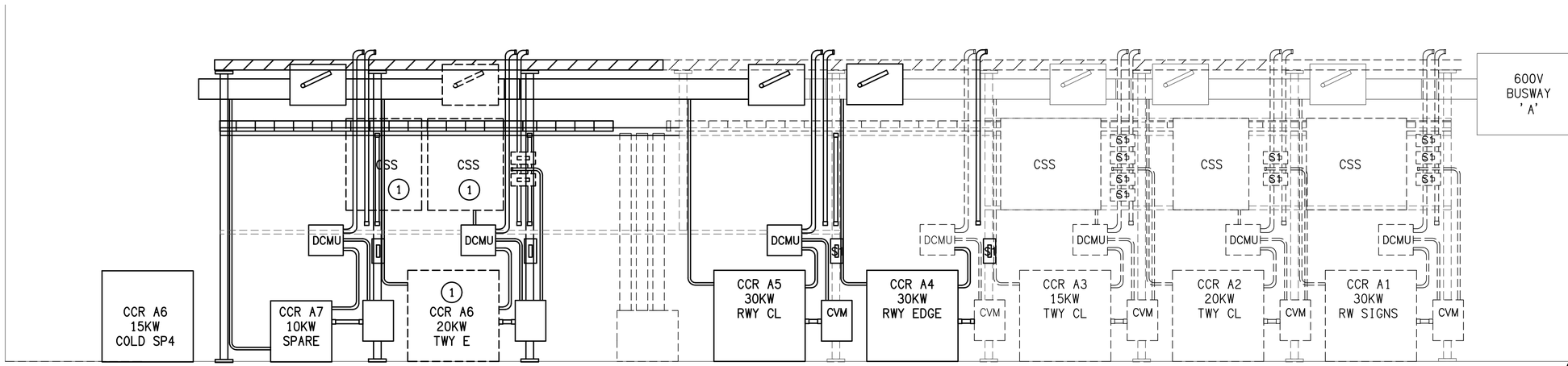
DRAWING DESCRIPTION:

REGULATOR ELEVATION - ROW D

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-4-03 |

## GENERAL SCOPE OF WORK

1. ALL ITEMS SHOWN IN HEAVY CONTINUOUS LINEWEIGHT TO BE REMOVED IN DETAIL 1 AND ARE NEW IN DETAIL 2.
2. ALL ITEMS IN HEAVY DASHED LINEWEIGHT TO BE RELOCATED OR MODIFIED IN DETAIL 1 AS NOTED.
3. ALL ITEMS IN SHADED DASHED LINEWEIGHT ARE EXISTING TO REMAIN.
4. ALL ITEMS THAT DO NOT FALL INTO ONE OF THE CATEGORIES ABOVE TO BE NOTED.



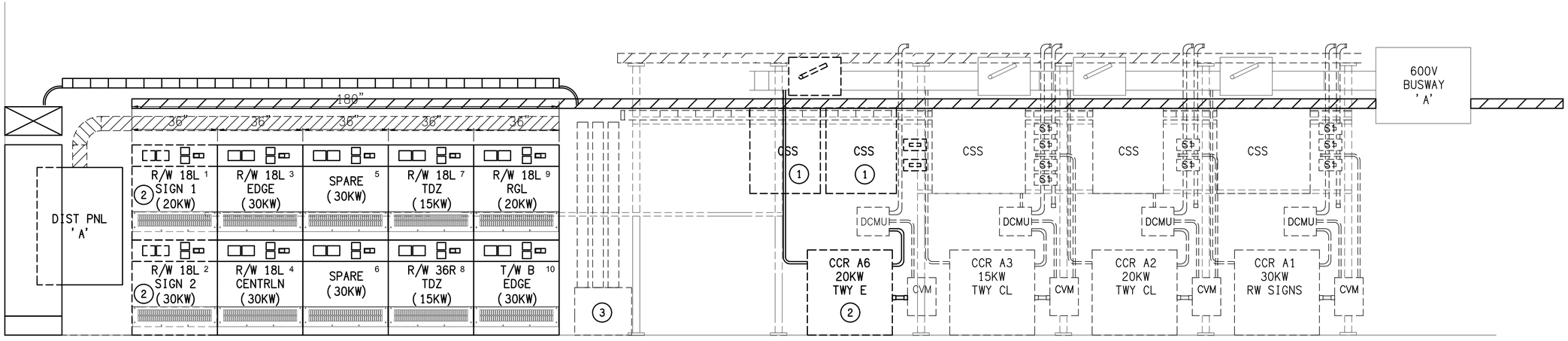

FRONT ELEVATION – EAST RUNWAY (ROW A)

## 1 ROW 'A' ELEVATION – DEMOLITION

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

## KEYED NOTES:

1. RELOCATE EXISTING EQUIPMENT. REFER TO DETAIL 2. MODIFY EXISTING FIELD CABLES AS REQUIRED.
2. FUTURE REGULATOR SHOWN FOR REFERENCE AND PLACEHOLDER ONLY.
3. INSTALL NEW 5KV FIELD CABLES FOR REGULATORS IN ROW 'A' VIA EXISTING ROW 'A' DUCTS.




FRONT ELEVATION – EAST RUNWAY (ROW A)

## 2 ROW 'A' ELEVATION – PROPOSED

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


RS&H, Inc.
8240 N. MoPac Expressway
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WWW.RSANDH.COM
REGISTERED FIRM NUMBER: 3401

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(281) 252-9232 FIRM No. 6864

STATE OF TEXAS
C. LECETTE FERGUSON
81460
REGISTERED PROFESSIONAL ENGINEER


Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

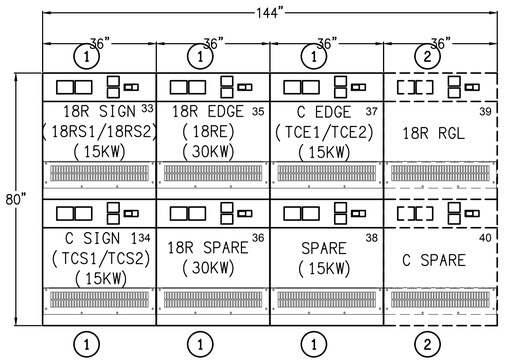
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

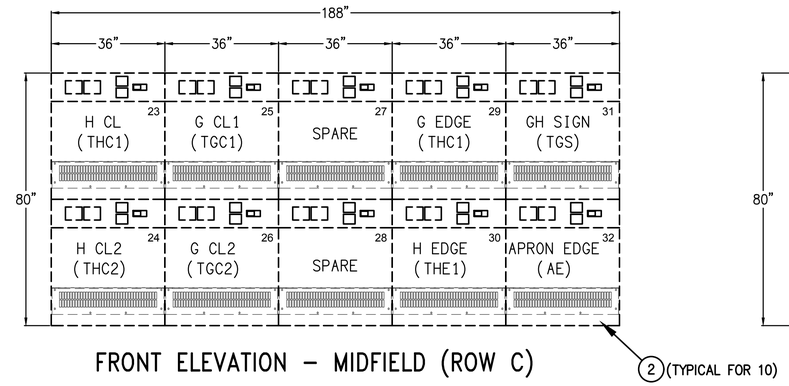
KEY MAP

DRAWING DESCRIPTION: REGULATOR ELEVATION - ROW A

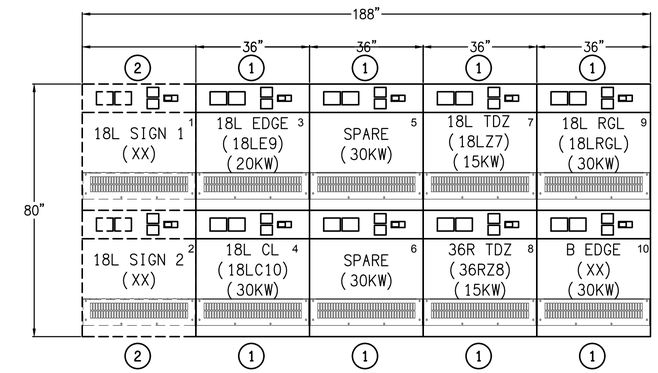
| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-4-04 |




FRONT ELEVATION – WEST RUNWAY (ROW D)



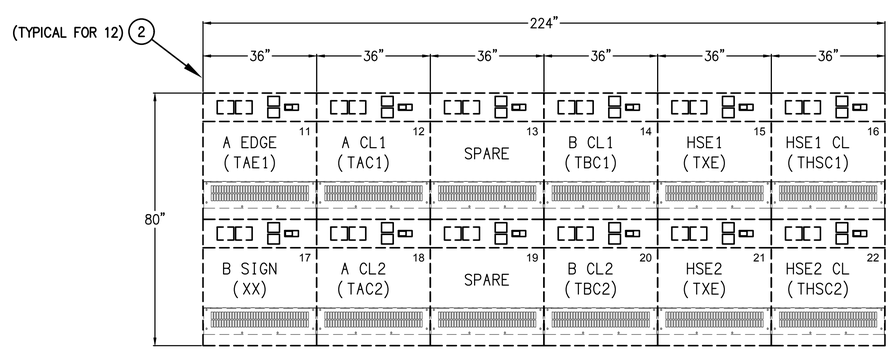

FRONT ELEVATION – MIDFIELD (ROW C)




FRONT ELEVATION – EAST RUNWAY (ROW A)

## KEYED NOTES:

1. PROPOSED REGULATOR
2. FUTURE REGULATOR SHOWN FOR REFERENCE AND PLACEHOLDER ONLY.




FRONT ELEVATION – EAST RUNWAY (ROW B)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STATE OF TEXAS
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REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

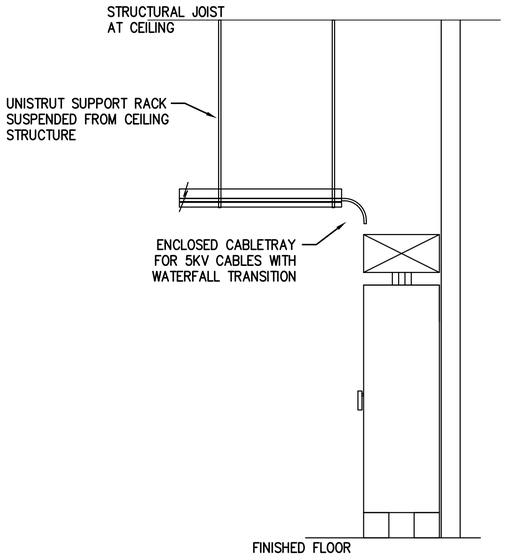
| No. | Date | Issue Description | By |
|---|---|---|---|

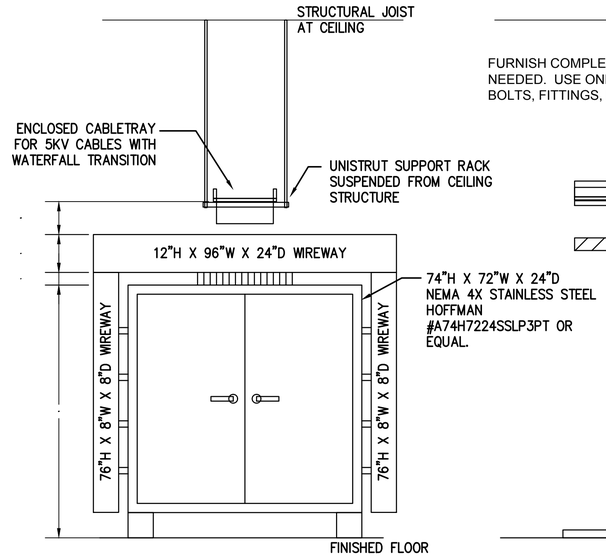
DRAWING DESCRIPTION:

PROPOSED REGULATOR ELEV

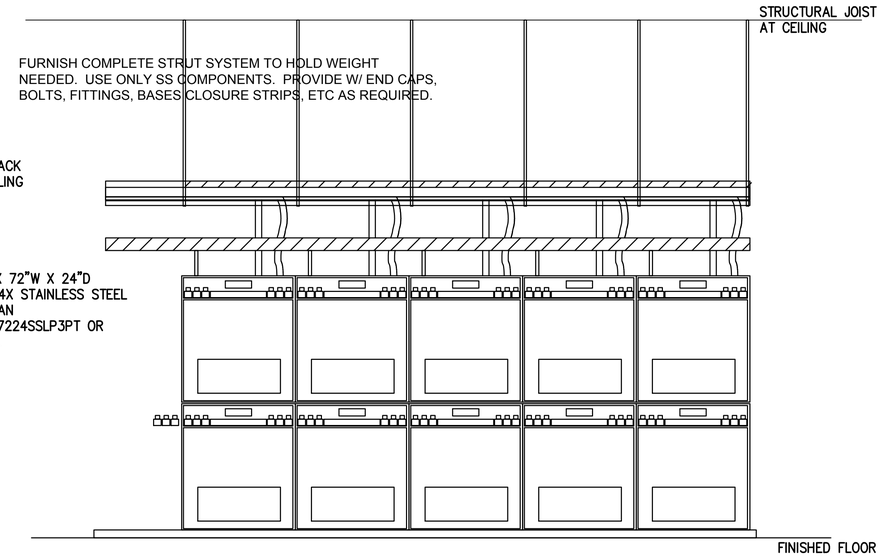
KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-4-05 |

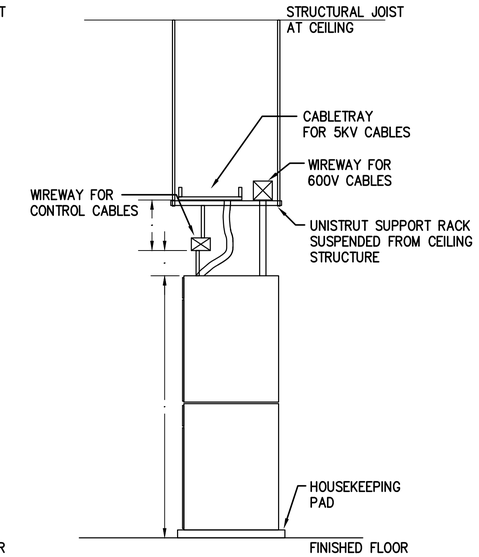


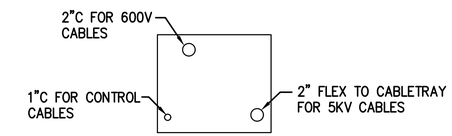




NOTE: ROUTE ALL FIELD CABLES TO THE WIREWAYS ON THE SIDES OF THE ENCLOSURES CLOSEST TO ITS CUTOUT. ROUTE CABLES THROUGH THE CONDUIT IN LINE WITH THE CABLES. MUST BE ROUTED TO THE CONDUIT IN LINE WITH ITS CUTOUT,




ELEVATION SHOWN FOR REFERENCE ONLY. ACTUAL PROPOSED AND FUTURE CCR'S SHOWN ON SHEET E-4-05

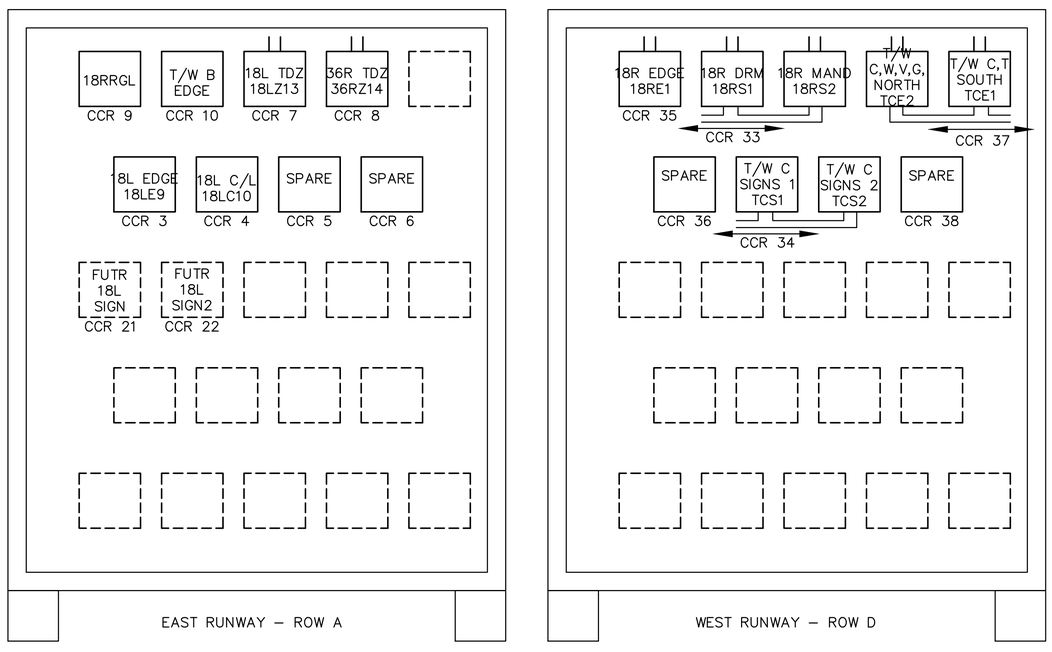


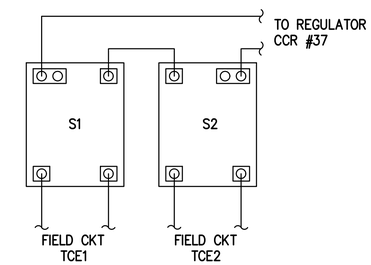




CONDUIT POSITION SHOWN
FOR REFERENCE ONLY

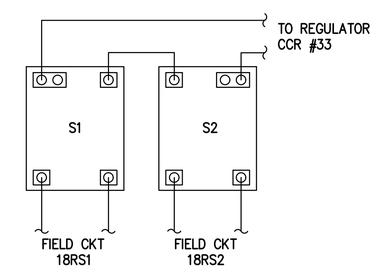
## 2 CCR SIDE ELEVATION

SCALE: NO SCALE

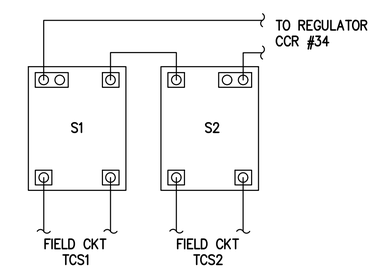



TWY C EDGE CIRCUITS




RWY 18R SIGN CIRCUITS




TWY C SIGN CIRCUITS

## 1 S-1 CUT-OUT DETAILS

SCALE: NO SCALE

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6/05/19

Austin-Bergstrom
International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

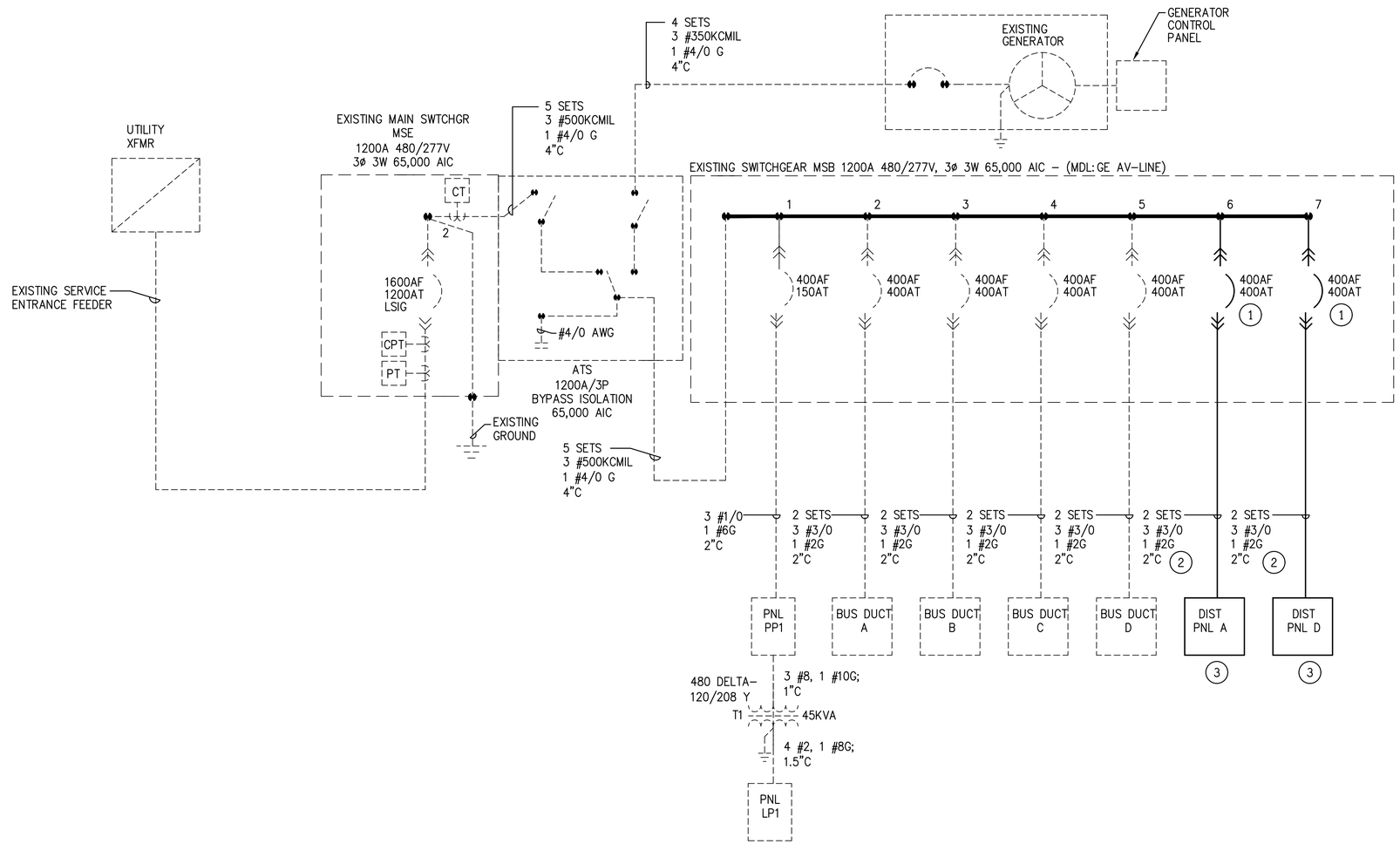
| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
TYPICAL S1 CUT-OUT CABINET DETAIL

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-4-06 |




## 1 ELECTRICAL 1–LINE DIAGRAM

SCALE: N. T. S.

## KEYED NOTES:

1. INSTALL NEW BREAKER IN EXISTING AVAILABLE SPACE IN MAIN SWITCHGEAR. NEW BREAKER TO HAVE SPARE AIC RATING AS PANELBOARD. USE SAME BREAKER TYPE AS EXISTING BREAKERS.
2. NEW FEEDER TO NEW DISTRIBUTION PANEL.
3. NEW DISTRIBUTION PANEL. REFER TO E–5–02 FOR PANEL SCHEDULE.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AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION: ELECTRICAL VAULT 1-LINE DIAGRAM

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-5-01 |

## PANEL: DPA

VOLTAGE: 277/480V | 3 ø 4 W | AIC: 25,000 | REMARKS:
MAINS: 400 AMPS | ☐ MLO ☒ MCB | ☒ SURFACE ☐ FLUSH
LUGS: ☐ SUB-FEED ☐ FEED-THRU | ☒ NEMA 1 ☐ NEMA 3R

| C"* | WIRE* | LOAD DESCRIPTION | KVA | BKR. | CKT | CKT | BKR. | KVA | LOAD DESCRIPTION | WIRE* | C"* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | FUTURE REG 1 | 0 | 70 | 1 | 2 | 70 | 0 | FUTURE REG 2 | | |
| | | | 0 | | 3 | 4 | | 0 | | | |
| 1.25"C | 3#2 | REG 3 (30KW) | 9.9 | 100 | 5 | 6 | 50 | 4.0 | REG 4 (15KW) | 3#8 | 1"C |
| - | 1#8G | | 9.9 | | 7 | 8 | | 4.0 | | 1#10G | - |
| 1.25"C | 3#2 | REG 5 SPARE (30KW) | 0 | 100 | 9 | 10 | 100 | 0 | REG 6 SPARE (30KW) | 3#2 | 1"C |
| - | 1#8G | | 0 | | 11 | 12 | | 0 | | 1#8G | - |
| 1"C | 3#8 | REG 7 (15 KW) | 2.6 | 50 | 13 | 14 | 50 | 2.7 | REG 8 (15KW) | 3#8 | 1.25"C |
| - | 1#10G | | 2.6 | | 15 | 16 | | 2.7 | | 1#10G | - |
| 1.25"C | 3#4 | REG 9 (20KW) | 4.2 | 70 | 17 | 18 | 100 | 11 | REG 10 (30KW) | 3#2 | 1.25"C |
| - | 1#8G | | 4.2 | | 19 | 20 | | 11 | | 1#8G | - |
| | | SPARE | | 100 | 21 | 22 | 100 | | SPARE | | |
| | | | | | 23 | 24 | | | | | |
| | | SPARE | | 50 | 25 | 26 | 70 | | SPARE | | |
| | | | | | 27 | 28 | | | | | |
| | | SPACE | | | 29 | 30 | | | SPACE | | |
| | | | | | 31 | 32 | | | | | |
| | | SPACE | | | 33 | 34 | | | SPACE | | |
| | | | | | 35 | 36 | | | | | |
| | | SPACE | | | 37 | 38 | | | SPACE | | |
| | | | | | 39 | 40 | | | | | |
| | | | | | 41 | 42 | | | | | |

* ALL BRANCH CIRCUITS ARE 2 #12, 1 #12G; 3/4"C (U.O.N.).

| | |
|---|---|
| 68.8 | KVA CONNECTED LOAD |
| 86.0 | KVA DEMAND |
| 103.44 | AMPS DEMAND AT 480V |

## PANEL: DPD

VOLTAGE: 277/480V | 3 ø 4 W | AIC: 25,000 | REMARKS:
MAINS: 400 AMPS | ☐ MLO ☒ MCB | ☒ SURFACE ☐ FLUSH
LUGS: ☐ SUB-FEED ☐ FEED-THRU | ☒ NEMA 1 ☐ NEMA 3R

| C"* | WIRE* | LOAD DESCRIPTION | KVA | BKR. | CKT | CKT | BKR. | KVA | LOAD DESCRIPTION | WIRE* | C"* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1"C | 3#8 | REG 33 (15KW) | 2.3 | 50 | 1 | 2 | 50 | 2.4 | REG 34 (15KW) | 3#8 | 1"C |
| - | 1#10G | | 2.3 | | 3 | 4 | | 2.4 | | 1#10G | - |
| 1.25"C | 3#2 | REG 35 (30KW) | 13.2 | 100 | 5 | 6 | 100 | 0 | REG 36 | 2#2 | 1.25"C |
| - | 1#8G | | 13.2 | | 7 | 8 | | 0 | | 1#8G | - |
| 1"C | 3#8 | REG 37 (15KW) | 5.5 | 50 | 9 | 10 | 50 | 0 | REG 38 | 2#2 | 1.25"C |
| - | 1#10G | | 5.5 | | 11 | 12 | | 0 | | 1#8G | - |
| | | FUTURE REG 39 | 0 | 50 | 13 | 14 | 70 | 0 | FUTURE REG 40 | | |
| | | | 0 | | 15 | 16 | | 0 | | | |
| | | SPARE | 0 | 50 | 17 | 18 | 50 | 0 | SPARE | | |
| | | | 0 | | 19 | 20 | | 0 | | | |
| | | SPARE | 0 | 70 | 21 | 22 | 70 | 0 | SPARE | | |
| | | | 0 | | 23 | 24 | | 0 | | | |
| | | SPARE | 0 | 50 | 25 | 26 | 100 | 0 | SPARE | | |
| | | | 0 | | 27 | 28 | | 0 | | | |
| | | SPACE | | | 29 | 30 | | | SPACE | | |
| | | | | | 31 | 32 | | | | | |
| | | SPACE | | | 33 | 34 | | | SPACE | | |
| | | | | | 35 | 36 | | | | | |
| | | SPACE | | | 37 | 38 | | | SPACE | | |
| | | | | | 39 | 40 | | | | | |
| | | | | | 41 | 42 | | | | | |

* ALL BRANCH CIRCUITS ARE 2 #12, 1 #12G; 3/4"C (U.O.N.).

| | |
|---|---|
| 46.8 | KVA CONNECTED LOAD |
| 58.5 | KVA DEMAND |
| 70.4 | AMPS DEMAND AT 480V |

## REGULATOR LOAD ANALYSIS

REG. ID DESCRIPTION

**REG. 3 (30KW) 18L EDGE 18LE**

| ITEM | QTY | LOAD | TOTAL |
|---|---|---|---|
| L-862 | 73 | 160 | 11680 |
| L-850C | 17 | 220 | 3740 |
| L-862E | 16 | 210 | 3360 |
| 5KV CABLE | 34283 | 0.03 | 1028.49 |
| TOTAL LOAD | | | 19808.5 |

**REG. 4 (15KW) 18L CL 18LC**

| ITEM | QTY | LOAD | TOTAL |
|---|---|---|---|
| L-850A | 178 | 39 | 6942 |
| 5KV CABLE | 32356 | 0.03 | 970.68 |
| TOTAL LOAD | | | 7912.7 |

**REG. 7 (15KW) 18L TDZ CKT 18LZ**

| ITEM | QTY | LOAD(W) | TOTAL(W) |
|---|---|---|---|
| L-850B | 180 | 26 | 4680 |
| 5KV CABLE | 18232 | 0.03 | 546.96 |
| TOTAL LOAD | | | 5226.96 |

**REG. 8 (15KW) 36R TDZ CKT 36RZ**

| ITEM | QTY | LOAD | TOTAL |
|---|---|---|---|
| L-850B | 180 | 26 | 4680 |
| 5KV CABLE | 24065 | 0.03 | 721.95 |
| TOTAL LOAD | | | 5402 |

**REG. 9 (20KW) 18L RGL 18LRGL**

| ITEM | QTY | LOAD | TOTAL |
|---|---|---|---|
| L-852G(EX) | 52 | 98 | 5096 |
| L-852G(NEW) | 34 | 70 | 2380 |
| 5KV CABLE | 29500 | 0.03 | 885 |
| TOTAL LOAD | | | 8361 |

**REG. 10(30KW) TB EDGE TBE5/TFE5/TLE1/TKE1/TNE1**

| ITEM | QTY | LOAD | TOTAL |
|---|---|---|---|
| L-861 | 423 | 48 | 20304 |
| CABLE | 60000 | .03 | 1642 |
| TOTAL LOAD | | | 21946 |

**REG. 33 (15KW) 18R SIGN 18RS1+18RS2**

| ITEM | QTY | LOAD | TOTAL |
|---|---|---|---|
| SIGN | 20 | -- | 1905 |
| WINDCONE | 1 | 100 | 100 |
| 5KV CABLE | 85357 | 0.03 | 2560.71 |
| TOTAL LOAD | | | 4566 |

**REG. 34 (15KW) C SIGN TCS1+TCS2**

| ITEM | QTY | LOAD | TOTAL |
|---|---|---|---|
| SIGN | 31 | -- | 3100 |
| 5KV CABLE | 57519 | 0.03 | 1726 |
| TOTAL LOAD | | | 4826 |

**REG. 35 (30KW) 18R EDGE 18RE1**

| ITEM | QTY | LOAD | TOTAL |
|---|---|---|---|
| L-850C | 17 | 220 | 3740 |
| L-862 | 105 | 160 | 16800 |
| L-862E | 16 | 210 | 3360 |
| 5KV CABLE | 86482 | 0.03 | 2594.46 |
| TOTAL LOAD | | | 26494 |

**REG. 37 (15KW) C EDGE TCE1+TCE2**

| ITEM | QTY | LOAD | TOTAL |
|---|---|---|---|
| L-861T(L) | 502 | 18 | 9036 |
| 5KV CABLE | 67350 | 0.03 | 2021 |
| TOTAL LOAD | | | 11056.5 |


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STATE OF TEXAS
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6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:
ELECTRICAL PANEL SCHEDULES

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | AS NOTED |
| SHEET NO. | E-5-02 |

## SIGN SCHEDULE AND DATA - 18L MANDATORY (18LS15)

| | EXISTING FIELD TAGGING | EXISTING FIELD CKT | PROPOSED FIELD TAGGING | PROPOSED FIELD CKT | SIGN MODULES | SIGN LEGEND SIDE 1 | SIGN LEGEND SIDE 2 | SIGN DATA SIZE | SIGN DATA STYLE | SIGN DATA CLASS | ISOLATION TRANSFORMER (QUANTITY) AND SIZE | LAMP DATA PER MODULE QUAN | LAMP DATA PER MODULE TYPE | LAMP DATA PER MODULE WATT | SHEET NUMBER | NOTES | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 17LS15-01 | 17LS15 | 18LS15-01 | 18LS15 | 3 | B | B 18 L | 3 | 5 | 1 | (1) 500 + (1) 300 | 6 | HALOGEN | 48W | E-1-01 | 1 | |
| 2 | 17LS15-02 | 17LS15 | 18LS15-02 | 18LS15 | 3 | F | 18 L F | 3 | 5 | 1 | (1) 500 + (1) 300 | 6 | HALOGEN | 48W | E-1-01 | 1 | ADB-ALNACO |
| 3 | 17LS15-03 | 17LS15 | 18LS15-03 | 18LS15 | 4 | G 18 L-3 6 R | G | 3 | 5 | 1 | (2) 500 | 8 | HALOGEN | 48W | E-1-02 | 1 | |
| 4 | 17LS15-04 | 17LS15 | 18LS15-04 | 18LS15 | 4 | 18 L-3 6 R G | G | 3 | 5 | 1 | (2) 500 | 8 | HALOGEN | 48W | E-1-03 | 1 | ADB-ALNACO |
| 5 | 17LS15-05 | 17LS15 | 18LS15-05 | 18LS15 | 4 | J | J 18 L-3 6 R | 3 | 5 | 1 | (2) 500 | 8 | HALOGEN | 48W | E-1-04 | 1 | ADB-ALNACO |
| 6 | 17LS15-07 | 17LS15 | 18LS15-07 | 18LS15 | 4 | L | L 18 L-3 6 R | 3 | 5 | 1 | (2) 500 | 8 | HALOGEN | 48W | E-1-06 | 1 | ADB-ALNACO |
| 7 | 17LS15-08 | 17LS15 | 18LS15-08 | 18LS15 | 3 | M | M 36 R | 3 | 5 | 1 | (1) 500 + (1) 300 | 6 | HALOGEN | 48W | E-1-08 | 1 | ADB-ALNACO |
| 8 | 17LS15-09 | 17LS15 | 18LS15-09 | 18LS15 | 3 | B | 36 R B | 3 | 5 | 1 | (1) 500 + (1) 300 | 6 | HALOGEN | 48W | E-1-08 | 1 | ADB-ALNACO |
| 9 | 17LS15-10 | 17LS15 | 18LS15-10 | 18LS15 | 3 | E 18 L | E | 3 | 5 | 1 | (1) 500 + (1) 300 | 6 | HALOGEN | 48W | E-1-01 | 1 | |
| 10 | 17LS15-34 | 17LS15 | 18LS15-34 | 18LS15 | 4 | K | K 18 L-3 6 R | 3 | 5 | 1 | (2) 500 | 8 | HALOGEN | 48W | E-1-05 | 1 | |
| 11 | 17LS15-44 | 17LS15 | 18LS15-44 | 18LS15 | 4 | | 18 L-3 6 R K | 3 | 5 | 1 | (2) 500 | 8 | HALOGEN | 48W | E-1-06 | 1 | |
| 12 | 17LS15-45 | 17LS15 | 18LS15-45 | 18LS15 | 4 | L | 18 L-3 6 R L | 3 | 5 | 1 | (2) 500 | 8 | HALOGEN | 48W | E-1-07 | 1 | |
| 13 | 17LS15-46 | 17LS15 | 18LS15-46 | 18LS15 | 3 | ←A B | 18L B | 3 | 5 | 1 | (1) 500 + (1) 300 | 6 | HALOGEN | 48W | E-1-01 | 1 | |
| 14 | 17LS15-47 | 17LS15 | 18LS15-47 | 18LS15 | 3 | 18L B | ←A B | 3 | 5 | 1 | (1) 500 + (1) 300 | 6 | HALOGEN | 48W | E-1-01 | 1 | |
| 15 | 17LS15-48 | 17LS15 | 18LS15-48 | 18LS15 | 3 | B | B 36 R | 3 | 5 | 1 | (1) 500 + (1) 300 | 6 | HALOGEN | 48W | E-1-08 | 1 | |
| 16 | 17LS15-49 | 17LS15 | 18LS15-49 | 18LS15 | 3 | M ←A → | 36 R M | 3 | 5 | 1 | (1) 500 + (1) 300 | 6 | HALOGEN | 48W | E-1-08 | 1 | |

## SIGN SCHEDULE - 18L RDR

| | EXISTING FIELD TAGGING | EXISTING FIELD CKT | PROPOSED FIELD TAGGING | PROPOSED FIELD CKT | SIGN MODULES | SIGN LEGEND SIDE 1 | SIGN LEGEND SIDE 2 | SIGN DATA SIZE | SIGN DATA STYLE | SIGN DATA CLASS | ISOLATION TRANSFORMER (QUANTITY) AND SIZE | LAMP DATA PER MODULE QUAN | LAMP DATA PER MODULE TYPE | LAMP DATA PER MODULE WATT | SHEET NUMBER | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 17LS16-01 | 17LS16 | 18LS16-01 | 18LS16 | 1 | 8 | 1 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-2 | 2 |
| 2 | 17LS16-02 | 17LS16 | 18LS16-02 | 18LS16 | 1 | 7 | 2 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-2 | 2 |
| 3 | 17LS16-03 | 17LS16 | 18LS16-03 | 18LS16 | 1 | 6 | 3 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-3 | 2 |
| 4 | 17LS16-04 | 17LS16 | 18LS16-04 | 18LS16 | 1 | 5 | 4 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-4 | 2 |
| 5 | 17LS16-05 | 17LS16 | 18LS16-05 | 18LS16 | 1 | 4 | 5 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-5 | 2 |
| 6 | 17LS16-06 | 17LS16 | 18LS16-06 | 18LS16 | 1 | 3 | 6 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-6 | 2 |
| 7 | 17LS16-07 | 17LS16 | 18LS16-07 | 18LS16 | 1 | 2 | 7 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-7 | 2 |
| 8 | 17LS16-08 | 17LS16 | 18LS16-08 | 18LS16 | 1 | 1 | 8 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-7 | 2 |

## SIGN SCHEDULE - 18R RDR (18RS1)

| | EXISTING FIELD TAGGING | EXISTING FIELD CKT | PROPOSED FIELD TAGGING | PROPOSED FIELD CKT | SIGN MODULES | SIGN LEGEND SIDE 1 | SIGN LEGEND SIDE 2 | SIGN DATA SIZE | SIGN DATA STYLE | SIGN DATA CLASS | ISOLATION TRANSFORMER (QUANTITY) AND SIZE | LAMP DATA PER MODULE QUAN | LAMP DATA PER MODULE TYPE | LAMP DATA PER MODULE WATT | SHEET NUMBER | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 17RS1-01 | 17RS1 | 18RS1-01 | 18RS1 | 1 | 11 | 1 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-35 | 2 |
| 2 | 17RS1-02 | 17RS1 | 18RS1-02 | 18RS1 | 1 | 10 | 2 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-35 | 2 |
| 3 | 17RS1-03 | 17RS1 | 18RS1-03 | 18RS1 | 1 | 9 | 3 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-36 | 2 |
| 4 | 17RS1-04 | 17RS1 | 18RS1-04 | 18RS1 | 1 | 8 | 4 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-37 | 2 |
| 5 | 17RS1-05 | 17RS1 | 18RS1-05 | 18RS1 | 1 | 7 | 5 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-38 | 2 |
| 6 | 17RS1-06 | 17RS1 | 18RS1-06 | 18RS1 | 1 | 6 | 6 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-39 | 2 |
| 7 | 17RS1-07 | 17RS1 | 18RS1-07 | 18RS1 | 1 | 5 | 7 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-40 | 2 |
| 8 | 17RS1-08 | 17RS1 | 18RS1-08 | 18RS1 | 1 | 4 | 8 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-41 | 2 |
| 9 | 17RS1-09 | 17RS1 | 18RS1-09 | 18RS1 | 1 | 3 | 9 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-41 | 2 |
| 10 | 17RS1-10 | 17RS1 | 18RS1-10 | 18RS1 | 1 | 2 | 10 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-42 | 2 |
| 11 | 17RS1-11 | 17RS1 | 18RS1-11 | 18RS1 | 1 | 1 | 11 | 4 | 5 | 1 | 65W (1) | BAR | LED | 70 | E-1-43 | 2 |

## SIGN SCHEDULE - 18R MANDATORY (18RS2)

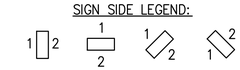
| | EXISTING FIELD TAGGING | EXISTING FIELD CKT | PROPOSED FIELD TAGGING | PROPOSED FIELD CKT | SIGN MODULES | SIGN LEGEND SIDE 1 | SIGN LEGEND SIDE 2 | SIGN DATA SIZE | SIGN DATA STYLE | SIGN DATA CLASS | ISOLATION TRANSFORMER (QUANTITY) AND SIZE | LAMP DATA PER MODULE QUAN | LAMP DATA PER MODULE TYPE | LAMP DATA PER MODULE WATT | SHEET NUMBER | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 17RS2-01 | 17RS2 | 18RS2-01 | 18RS2 | 3 | 18R V | V | 3 | 5 | 1 | 100W (1) | BAR | LED | 110 | E-1-34 | 2 |
| 2 | 17RS2-02 | 17RS2 | 18RS2-02 | 18RS2 | 3 | C 18R | C | 3 | 5 | 1 | 100W (1) | BAR | LED | 110 | E-1-34 | 2 |
| 3 | 17RS2-03 | 17RS2 | 18RS2-03 | 18RS2 | 4 | G 36 L-1 8 R | G | 3 | 5 | 1 | 100W (1) | BAR | LED | 110 | E-1-38 | 2 |
| 4 | 17RS2-3A | 17RS2 | 18RS2-3A | 18RS2 | 4 | G | 36 L-1 8 R G | 3 | 5 | 1 | 100W (1) | BAR | LED | 110 | E-1-38 | 2 |
| 5 | 17RS2-04 | 17RS2 | 18RS2-04 | 18RS2 | 4 | T | T 36 L-1 8 R | 3 | 5 | 1 | 100W (1) | BAR | LED | 110 | E-1-40 | 2 |
| 6 | 17RS2-4A | 17RS2 | 18RS2-4A | 18RS2 | 4 | T | 36 L-1 8 R T | 3 | 5 | 1 | 100W (1) | BAR | LED | 110 | E-1-40 | 2 |
| 7 | 17RS2-05 | 17RS2 | 18RS2-05 | 18RS2 | 3 | 36 L C | C | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-44 | 2 |
| 8 | 17RS2-06 | 17RS2 | 18RS2-06 | 18RS2 | 3 | C 36 L | C | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-44 | 2 |
| 9 | 17RS2-07 | 17RS2 | 18RS2-07A | 18RS2 | 3 | 18R AP CH | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-28 | 2 |
| 10 | -- | -- | 18RS2-07B | 18RS2 | 3 | 36L DE P- | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-28 | 3 |

## SIGN SCHEDULE AND DATA - 18R

| | EXISTING FIELD TAGGING | NEW FIELD TAGGING | EXISTING FIELD CKT | PROPOSED FIELD CKT | SIGN MODULES | SIGN LEGEND SIDE 1 | SIGN LEGEND SIDE 2 | SIGN DATA SIZE | SIGN DATA STYLE | SIGN DATA CLASS | ISOLATION TRANSFORMER (QUANTITY) AND SIZE | LAMP DATA PER MODULE QUAN | LAMP DATA PER MODULE TYPE | LAMP DATA PER MODULE WATT | SHEET NUMBER | NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 69 | TCS1-1 | TCS2-09 | TCS1 | TCS2 | 3 | C | ↖C C W↗ | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-17 | 2 |
| 70 | TCS1-2 | TCS2-08 | TCS1 | TCS2 | 3 | | CA RG O↗ | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-17 | 2 |
| 71 | TCS1-3 | TCS2-06 | TCS1 | TCS2 | 1 | C | | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-19 | 2 |
| 72 | TCS1-4 | TCS2-07 | TCS1 | TCS2 | 1 | C | | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-19 | 2 |
| 73 | TCS1-5 | TCS2-03 | TCS1 | TCS2 | 3 | R ←C → | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-21 | 2 |
| 74 | TCS1-7 | TCS2-13 | TCS1 | TCS2 | 2 | ↖W V↑ | | 3 | 5 | 1 | 100W (1) | BAR | LED | 95 | E-1-16 | 2 |
| 75 | TCS1-8 | TCS2-14 | TCS1 | TCS2 | 1 | | W | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-16 | 2 |
| 76 | TCS1-9 | TCS2-12 | TCS1 | TCS2 | 3 | ↖C W C↗ | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-16 | 2 |
| 77 | TCS2-1 | TCS2-01 | TCS2 | TCS2 | 3 | S ←C → | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-22 | 2 |
| 78 | TCS2-2 | TCS2-02 | TCS2 | TCS2 | 2 | ←S C | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-21 | 2 |
| 79 | TCS2-3 | TCS2-04 | TCS2 | TCS2 | 3 | | C ←G → | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-21 | 2 |
| 80 | TCS2-4 | TCS2-05 | TCS2 | TCS2 | 3 | | G ←C → | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-21 | 2 |
| 81 | TCS2-5 | TCS2-10 | TCS2 | TCS2 | 3 | C V→ | ↖W C C↗ | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-29 | 2 |
| 82 | TCS2-6 | TCS2-11 | TCS2 | TCS2 | 3 | | ↖C AR GO | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-29 | 2 |
| 83 | TCS2-7 | TCS1-01 | TCS2 | TCS1 | 2 | | C S→ | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-22 | 2 |
| 84 | TCS2-8 | TCS1-02 | TCS2 | TCS1 | 3 | | T ←C → | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-23 | 2 |
| 85 | TCS2-9 | TCS1-05 | TCS2 | TCS1 | 3 | | C ←T → | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-23 | 2 |
| 86 | TCS2-10 | TCS1-06 | TCS2 | TCS1 | 1 | C | C | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-25 | 2 |
| 87 | TCS2-11 | TCS1-11 | TCS2 | TCS1 | 1 | C | | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-25 | 2 |
| 88 | TCS2-12 | TCS1-12 | TCS2 | TCS1 | 3 | T ←C → | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-23 | 2 |
| 89 | TCS2-13 | TCS1-13 | TCS2 | TCS1 | 3 | C ←T → | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-23 | 2 |
| 90 | TCS2-14 | TCS2-17 | TCS2 | TCS2 | 2 | | V↗ C→ | 3 | 5 | 1 | 100W (1) | BAR | LED | 95 | E-1-34 | 2 |
| 91 | TCS2-15 | TCS2-16 | TCS2 | TCS2 | 3 | | CA RG O↗ | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-33 | 2 |
| 92 | TCS2-16 | TCS2-18 | TCS2 | TCS2 | 1 | ↖G | | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-37 | 2 |
| 93 | TCS2-17 | TCS1-03 | TCS2 | TCS1 | 1 | ↖T | G↗ | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-39 | 2 |
| 94 | TCS2-19 | TCS1-04 | TCS2 | TCS1 | 1 | | T→ | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-40 | 2 |
| 95 | TCS2-20 | TCS1-08 | TCS2 | TCS1 | 1 | ←C | | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-44 | 2 |
| 96 | TCS2-21 | TCS1-10 | TCS2 | TCS1 | 2 | ↖ MIL | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-27 | 2 |
| 97 | TCS2-22 | TCS1-07 | TCS2 | TCS1 | 3 | | C MIL→ | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-27 | 2 |
| 98 | TCS2-23 | TCS1-09 | TCS2 | TCS1 | 2 | MIL ↑ | ←C ↗ | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-27 | 2 |
| 99 | TCS2-24 | TCS2-15 | TCS2 | TCS2 | 1 | | V | 3 | 5 | 1 | 65W (1) | BAR | LED | 85 | E-1-28 | 2 |
| 100 | TGS1-25 | TGS1-25 | TCE2 | TCE2 | 2 | ←R C | | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-20 | 2 |
| 101 | TGS1-24 | TGS1-24 | TGS1 | TGS1 | 2 | | C R→ | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-21 | 2 |
| 102 | THS1-11 | THS1-11 | THS1 | THS1 | 2 | | C H→ | 3 | 5 | 1 | 100W (1) | BAR | LED | 100 | E-1-21 | 2 |

* NEW SIGN ISOLATION TRANSFORMER SIZE WILL VARY PER MANUFACTURER. SIZES LISTED ARE FOR SIGN MANUFACTURER – ADB. IF ALTERNATE MANUFACTURER IS USED, PROVIDE ISOLATION TRANSFORMER SIZE PER MANUFACTURER RECOMMENDATIONS.

SIGN SIDE LEGEND:




### KEYED NOTES:

1. REPLACE EXISTING SIGN PANEL.
2. REMOVE AND DISPOSE OF EXISTING SIGN. INSTALL NEW SIGN ON EXISTING FOUNDATION. MODIFY EXISTING FOUNDATION IF REQUIRED DUE TO NEW SIGN LENGTH.
3. INSTALL NEW SIGN ON NEW FOUNDATION.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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: SIGN SCHEDULE

KEY MAP

JOB NO.: 2150147.052
DRAWN BY: PM
CHECKED BY: LF
COORD. CHECK:
FILE NAME:
DATE: 5/17/2019
SCALE: N.T.S.
SHEET NO.
E-6-01

## RUNWAY 18L–36R – EDGE LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17LE9–001 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–002 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–003 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–004 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–005 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–006 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–007 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–008 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–009 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–010 | L–850C | L–868B | ● | | ● | | | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–011 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–012 | L–850C | L–868B | ● | | ● | | | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–013 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–014 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–015 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–016 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–017 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–018 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–019 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–020 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–021 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–022 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–023 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–024 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–025 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–026 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–027 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–028 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–029 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–030 | L–850C | L–868B | | | | | ● | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–031 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–032 | L–850C | L–868B | | | | | ● | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–033 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–034 | L–850C | L–868B | | | | | ● | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–035 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–036 | L–850C | L–868B | | | | | ● | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–037 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–038 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–039 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–040 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–041 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–042 | L–850C | L–868B | | | | | ● | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–043 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–044 | L–850C | L–868B | | | | | ● | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–045 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–046 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–047 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–048 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–049 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–050 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–051 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–052 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–053 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–054 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–055 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–056 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–057 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–058 | L–850C | L–868B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–059 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–060 | L–850C | L–868B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ③ |

## RUNWAY 18L–36R – EDGE LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17LE9–061 | L–862 | L–867B | | | | | ● | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–062 | L–850C | L–868B | | | | | ● | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–063 | L–862 | L–867B | | | | | ● | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–064 | L–850C | L–868B | | | | | ● | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–065 | L–862 | L–867B | | | | | ● | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–066 | L–862 | L–867B | | | | | ● | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–067 | L–862 | L–867B | | | | | ● | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–068 | L–862 | L–867B | | | | | ● | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–069 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–070 | L–850C | L–868B | | | | | ● | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–071 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–072 | L–850C | L–868B | | | | | ● | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–073 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–074 | L–850C | L–868B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–075 | L–862 | L–867B | | | | | ● | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–076 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–077 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–078 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–079 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–080 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–081 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–082 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–083 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–084 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–085 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–086 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–087 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–088 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–089 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–090 | L–850C | L–868B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–091 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–092 | L–850C | L–868B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–093 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–094 | L–850C | L–868B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–095 | L–862 | L–867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–096 | L–850C | L–868B | | ● | | ● | | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–097 | L–862 | L–867B | | ● | | ● | | | | | | 1 | 150 | EXISTING | A4/A3 | 18LE9 | ① |
| 17LE9–098 | L–850C | L–868B | | ● | | ● | | | | | | 2 | 105 | EXISTING | A4/A3 | 18LE9 | ③ |
| 17LE9–099 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–100 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–101 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–102 | L–862E | L–868B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–103 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–104 | L–862E | L–868B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–105 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |
| 17LE9–106 | L–862E | L–867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | A4/A3 | 18LE9 | ② |

## LIGHT FIXTURE ELECTRICAL INFORMATION:

| FIXTURE TYPE | FAA TYPE | LAMP WATTAGE | ISOLATION TRANSFORMER |
|---|---|---|---|
| RUNWAY ELEVATED EDGE LIGHT | L–862 | 150 | L–830–18 (150W) |
| RUNWAY ELEVATED THRESHOLD LIGHT | L–862E | 200 | L–830–6 (200W) |
| RUNWAY SEMI–FLUSH EDGE LIGHT | L–850C | 105 | L–830–4 (100W) |
| RUNWAY SEMI–FLUSH LED GUARD LIGHT | L–852G(L) | 70 | L–830–3 (65W) |
| RUNWAY SEMI–FLUSH LED CENTER LIGHT | L–850A(L) | 2 @ 15 | L–830–1 (30/45W) |
| RUNWAY SEMI–FLUSH LED TDZ LIGHT | L–850B(L) | 20 | L–830 (20/25W) |

## RUNWAY 18L–36R – RUNWAY GUARD LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17RGL–01 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–02 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–03 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–04 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–05 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–06 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–07 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–08 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–09 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–10 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–11 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–12 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–13 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–14 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–15 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–16 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–17 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–18 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–19 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–20 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–21 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–22 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–23 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–24 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–25 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–26 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–27 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–28 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–29 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–30 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–31 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–32 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–33 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |
| 17RGL–34 | L–852G(L) | L–868B | | | ● | | | | | | | 1 | 70 | EXISTING | B4/A9 | 18LRGL | ④ |

## KEYED NOTES:

1. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. REPLACE BOLT HARDWARE. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEM L–125–2.
2. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. REPLACE BOLT HARDWARE. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEM L–125–3.
3. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. REPLACE BOLT HARDWARE. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEM L–125–6.
4. FURNISH AND INSTALL L852G(L) WITH NEW 30/45W ISOLATION TRANSFORMER. PROVIDE CORRECT ALTERNATE FLASHING FIXTURES PER 150/5340–30, CURRENT EDITION. CONTRACTOR TO VERIFY CORRECT FIXTURE ID WITH ABIA ELECTRICAL SHOP AND MODIFY AS REQUIRED.
5. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. PROVIDE NEW GRADE V BOLTING HARDWARE, CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEM L–125–5.
6. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. PROVIDE NEW GRADE V BOLTING HARDWARE, CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEM L–102–7.


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6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION:
18L EDGE FIXTURE SCHEDULE

JOB NO.: 2150147.052
DRAWN BY: PM
CHECKED BY: LF
COORD. CHECK:
FILE NAME:
DATE: 5/17/2019
SCALE: N.T.S.
SHEET NO.
E-6-02

## RUNWAY 18L–36R – CENTERLINE LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17LC10–001 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–002 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–003 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–004 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–005 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–006 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–007 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–008 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–009 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–010 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–011 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–012 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–013 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–014 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–015 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–016 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–017 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–018 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–019 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–020 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–021 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–022 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–023 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–024 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–025 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–026 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–027 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–028 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–029 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–030 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–031 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–032 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–033 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–034 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–035 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–036 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–037 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–038 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–039 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–040 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–041 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–042 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–043 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–044 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–045 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–046 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–047 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–048 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–049 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–050 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–051 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–052 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–053 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–054 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–055 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–056 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–057 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–058 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–059 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–060 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |

## RUNWAY 18L–36R – CENTERLIGHT (CL) LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17LC10–061 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–062 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–063 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–064 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–065 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–066 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–067 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–068 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–069 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–070 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–071 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–072 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–073 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–074 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–075 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–076 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–077 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–078 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–079 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–080 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–081 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–082 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–083 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–084 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–085 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–086 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–087 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–088 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–089 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–090 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–091 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–092 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–093 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–094 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–095 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–096 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–097 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–098 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–099 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–100 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–101 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–102 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–103 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–104 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–105 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–106 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–107 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–108 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–109 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–110 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–111 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–112 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–113 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–114 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–115 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–116 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–117 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–118 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–119 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–120 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |

## RUNWAY 18L–36R – CENTERLINE (CL) LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17LC10–121 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–122 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–123 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–124 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–125 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–126 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–127 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–128 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–129 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–130 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–131 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–132 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–133 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–134 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–135 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–136 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–137 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–138 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–139 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–140 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–141 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–142 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–143 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–144 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–145 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–146 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–147 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–148 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–149 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–150 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–151 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–152 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–153 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–154 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–155 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–156 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–157 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–158 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–159 | L–850A(L) | L–868B | | | | | | ● | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–160 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–161 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–162 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–163 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–164 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–165 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–166 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–167 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–168 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–169 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–170 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–171 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–172 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–173 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–174 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–175 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–176 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–177 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |
| 17LC10–178 | L–850A(L) | L–868B | ● | ● | | | | | | | | 2 | 15 | EXISTING | A5/A4 | 18LC10 | ⑤ |

## GENERAL NOTE:

1. REFER TO E–6–02 FOR NOTES AND LIGHT FIXTURE ELECTRICAL INFORMATION.


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6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION: 18L CL FIXTURE SCHEDULE

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-6-03 |

## RUNWAY 18L – TOUCHDOWN ZONE (TDZ) LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17LZ13-001 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-002 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-003 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-004 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-005 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-006 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-007 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-008 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-009 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-010 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-011 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-012 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-013 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-014 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-015 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-016 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-017 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-018 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-019 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-020 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-021 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-022 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-023 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-024 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-025 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-026 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-027 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-028 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-029 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-030 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-031 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-032 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-033 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-034 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-035 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-036 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-037 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-038 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-039 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-040 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-041 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-042 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-043 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-044 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-045 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-046 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-047 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-048 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-049 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-050 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-051 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-052 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-053 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-054 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-055 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-056 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-057 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-058 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-059 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-060 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |

## RUNWAY 18L – TOUCHDOWN ZONE (TDZ) LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17LZ13-061 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-062 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-063 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-064 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-065 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-066 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-067 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-068 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-069 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-070 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-071 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-072 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-073 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-074 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-075 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-076 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-077 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-078 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-079 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-080 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-081 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-082 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-083 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-084 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-085 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-086 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-087 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-088 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-089 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-090 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-091 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-092 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-093 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-094 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-095 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-096 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-097 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-098 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-099 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-100 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-101 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-102 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-103 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-104 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-105 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-106 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-107 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-108 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-109 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-110 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-111 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-112 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-113 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-114 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-115 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-116 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-117 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-118 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-119 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-120 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |

## RUNWAY 18L – TOUCHDOWN ZONE (TDZ) LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17LZ13-121 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-122 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-123 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-124 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-125 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-126 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-127 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-128 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-129 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-130 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-131 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-132 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-133 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-134 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-135 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-136 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-137 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-138 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-139 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-140 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-141 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-142 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-143 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-144 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-145 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-146 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-147 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-148 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-149 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-150 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-151 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-152 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-153 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-154 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-155 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-156 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-157 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-158 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-159 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-160 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-161 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-162 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-163 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-164 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-165 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-166 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-167 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-168 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-169 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-170 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-171 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-172 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-173 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-174 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-175 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-176 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-177 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-178 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-179 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |
| 17LZ13-180 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A7 | 18LZ13 | ⑥ |

## GENERAL NOTE:

1. REFER TO E-6-02 FOR NOTES AND LIGHT FIXTURE ELECTRICAL INFORMATION.


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6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

18L TDZ FIXTURE SCHEDULE

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-6-04 |

## RUNWAY 36R – TOUCHDOWN ZONE (TDZ) FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35RZ14-001 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-002 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-003 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-004 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-005 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-006 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-007 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-008 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-009 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-010 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-011 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-012 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-013 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-014 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-015 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-016 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-017 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-018 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-019 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-020 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-021 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-022 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-023 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-024 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-025 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-026 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-027 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-028 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-029 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-030 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-031 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-032 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-033 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-034 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-035 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-036 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-037 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-038 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-039 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-040 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-041 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-042 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-043 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-044 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-045 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-046 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-047 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-048 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-049 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-050 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-051 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-052 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-053 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-054 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-055 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-056 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-057 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-058 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-059 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-060 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |

## RUNWAY 36R – TOUCHDOWN ZONE (TDZ) FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35RZ14-061 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-062 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-063 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-064 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-065 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-066 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-067 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-068 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-069 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-070 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-071 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-072 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-073 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-074 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-075 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-076 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-077 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-078 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-079 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-080 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-081 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-082 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-083 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-084 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-085 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-086 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-087 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-088 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-089 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-090 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-091 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-092 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-093 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-094 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-095 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-096 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-097 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-098 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-099 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-100 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-101 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-102 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-103 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-104 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-105 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-106 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-107 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-108 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-109 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-110 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-111 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-112 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-113 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-114 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-115 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-116 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-117 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-118 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-119 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-120 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | EXISTING | B2/A8 | 36RZ8 | ⑥ |

## RUNWAY 36R – TOUCHDOWN ZONE (TDZ) FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 35RZ14-121 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-122 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-123 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-124 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-125 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-126 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-127 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-128 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-129 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-130 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-131 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-132 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-133 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-134 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-135 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-136 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-137 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-138 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-139 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-140 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-141 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-142 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-143 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-144 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-145 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-146 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-147 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-148 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-149 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-150 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-151 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-152 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-153 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-154 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-155 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-156 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-157 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-158 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-159 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-160 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-161 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-162 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-163 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-164 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-165 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-166 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-167 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-168 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-169 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-170 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-171 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-172 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-173 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-174 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-175 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-176 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-177 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-178 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-179 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |
| 35RZ14-180 | L-850B(L) | L-868B | ● | | | | | | | | | 1 | 26 | | B2/A8 | 36RZ8 | ⑥ |

## GENERAL NOTE:

1. REFER TO E-6-02 FOR NOTES AND LIGHT FIXTURE ELECTRICAL INFORMATION.


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C. LECETTE FERGUSON
81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION: 36R TDZ FIXTURE SCHEDULE

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-6-05 |

## RUNWAY 18R–36L – EDGE LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17RE1-001 | L-850C | L-868B | | | | | | ● | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-002 | L-850C | L-868B | | | | | | ● | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-003 | L-850C | L-868B | | | | | | ● | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-004 | L-850C | L-868B | | | | | | ● | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-005 | L-850C | L-868B | | | | | | ● | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-006 | L-850C | L-868B | | | | | | ● | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-007 | L-850C | L-868B | | | | | | ● | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-008 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-009 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-010 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-011 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-012 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-013 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-014 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-015 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-016 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-017 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-018 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-019 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-020 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-021 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-022 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-023 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-024 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-025 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-026 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-027 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-028 | L-850C | L-868B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-029 | L-850C | L-868B | ● | | ● | | | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-030 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-031 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-032 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-033 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-034 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-035 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-036 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-037 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-038 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-039 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-040 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-041 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-042 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-043 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-044 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-045 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-046 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-047 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-048 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-049 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-050 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-051 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-052 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-053 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-054 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-055 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-056 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-057 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-058 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-059 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-060 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |

## RUNWAY 18R–36L – EDGE LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17RE1-061 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-062 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-063 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-064 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-065 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-066 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-067 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-068 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-069 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-070 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-071 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-072 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-073 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-074 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-075 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-076 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-077 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-078 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-079 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-080 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-081 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-082 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-083 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-084 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-085 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-086 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-087 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-088 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-089 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-090 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-091 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-092 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-093 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-094 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-095 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-096 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-097 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-098 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-099 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-100 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-101 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-102 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-103 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-104 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-105 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-106 | L-862E | L-867B | | ● | | ● | | | | | | 1 | 200 | EXISTING | D1/D35 | 18RE | ② |
| 17RE1-107 | L-850C | L-868B | ● | | ● | | | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-108 | L-862 | L-867B | ● | | ● | | | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-109 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-110 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-111 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-112 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-113 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-114 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-115 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-116 | L-862 | L-867B | ● | | ● | | | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-117 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-118 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-119 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-120 | L-862 | L-867B | | | | | | ● | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |

## RUNWAY 18R–36L – EDGE LIGHT FIXTURES

| FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | REGULATOR CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17RE1-121 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-122 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-123 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-124 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-125 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-126 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-127 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-128 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-129 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-130 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-131 | L-862 | L-867B | | | | | ● | | | | | 1 | 150 | EXISTING | D1/D35 | 18RE | ① |
| 17RE1-132 | L-850C | L-868B | | | | | ● | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-133 | L-850C | L-868B | | | | | ● | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-134 | L-850C | L-868B | | | | | ● | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-135 | L-850C | L-868B | | | | | ● | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-136 | L-850C | L-868B | | | | | ● | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-137 | L-850C | L-868B | | | | | ● | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |
| 17RE1-138 | L-850C | L-868B | | | | | ● | | | | | 2 | 105 | EXISTING | D1/D35 | 18RE | ③ |

## KEYED NOTES:

1. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN WITH EXTENSION CABLE. REPLACE BOLT HARDWARE. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEMS L–125–4.
2. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. REPLACE BOLT HARDWARE. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEMS L–125–3.
3. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. REPLACE BOLT HARDWARE. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEMS L–125–6.

## LIGHT FIXTURE ELECTRICAL INFORMATION:

| FIXTURE TYPE | FAA TYPE | LAMP WATTAGE | ISOLATION TRANSFORMER |
|---|---|---|---|
| RUNWAY ELEVATED EDGE LIGHT | L–862 | 150 | L–830–18 (200W) |
| RUNWAY ELEVATED THRESHOLD LIGHT | L–862E | 200 | L–830–6 (200W) |
| RUNWAY SEMI–FLUSH EDGE LIGHT | L–850C | (2)105 | L–830–6 (200W) |


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REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION: 18R EDGE FIXTURE SCHEDULE

JOB NO.: 2150147.052
DRAWN BY: PM
CHECKED BY: LF
COORD. CHECK:
FILE NAME:
DATE: 5/17/2019
SCALE: N.T.S.
SHEET NO.
E-6-06

## TAXIWAY C NORTH–EDGE LIGHT FIXTURES

| EXISTING FIXTURE NUMBER | PROPOSED FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | EXISTING CIRCUIT NAME | PROPOSED CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TCE2-4 | TCE2-5 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-5 | TCE2-6 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-6 | TCE2-7 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-7 | TCE2-8 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-8 | TCE2-9 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-9 | TCE2-10 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-10 | TCE2-11 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-11 | TCE2-12 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-12 | TCE2-13 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-13 | TCE2-14 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-14 | TCE2-15 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-15 | TCE2-16 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-16 | TCE2-17 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-17 | TCE2-18 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-18 | TCE2-19 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-19 | TCE2-20 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-20 | TCE2-21 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-21 | TCE2-22 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-22 | TCE2-23 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-23 | TCE2-24 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-24 | TCE2-25 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-25 | TCE2-26 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-26 | TCE2-27 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-27 | TCE2-28 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-28 | TCE2-29 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-29 | TCE2-30 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-30 | TCE2-31 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-31 | TCE2-32 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-32 | TCE2-33 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-33 | TCE2-34 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-34 | TCE2-35 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-35 | TCE2-36 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-36 | TCE2-37 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-37 | TCE2-38 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-38 | TCE2-39 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-39 | TCE2-40 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-40 | TCE2-41 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-41 | TCE2-42 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-42 | TCE2-43 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-43 | TCE2-44 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-44 | TCE2-45 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-45 | TCE2-46 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-46 | TCE2-47 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-47 | TCE2-48 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-48 | TCE2-49 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-49 | TCE2-50 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-50 | TCE2-51 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-51 | TCE2-52 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-52 | TCE2-53 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-53 | TCE2-54 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-54 | TCE2-55 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-55 | TCE2-56 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-56 | TCE2-57 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-57 | TCE2-58 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-58 | TCE2-59 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-59 | TCE2-60 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-60 | TCE2-61 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-61 | TCE2-62 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-62 | TCE2-63 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-63 | TCE2-64 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |

## TAXIWAY C NORTH–EDGE LIGHT FIXTURES

| EXISTING FIXTURE NUMBER | PROPOSED FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | EXISTING CIRCUIT NAME | PROPOSED CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TCE2-64 | TCE2-65 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-65 | TCE2-99 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-66 | TCE2-66 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-67 | TCE2-67 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-68 | TCE2-68 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-69 | TCE2-69 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-70 | TCE2-70 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-71 | TCE2-71 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-72 | TCE2-72 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-73 | TCE2-73 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-74 | TCE2-140 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-75 | TCE2-141 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-76 | TCE2-142 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-77 | TCE2-143 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-78 | TCE2-144 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-79 | TCE2-145 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-80 | TCE2-146 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-81 | TCE2-147 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-82 | TCE2-148 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-83 | TCE2-149 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-84 | TCE2-150 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-85 | TCE2-151 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-86 | TCE2-152 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-87 | TCE2-153 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-88 | TCE2-154 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-89 | TCE2-155 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-90 | TCE2-156 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-91 | TCE2-157 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-92 | TCE2-158 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-93 | TCE2-159 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-94 | TCE2-160 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-95 | TCE2-161 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-96 | TCE2-162 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-97 | TCE2-163 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-98 | TCE2-164 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-99 | TCE2-165 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-100 | TCE2-166 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-101 | TCE2-167 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-102 | TCE2-168 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-103 | TCE2-169 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-104 | TCE2-170 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-105 | TCE2-171 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-106 | TCE2-172 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-107 | TCE2-173 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-108 | TCE2-174 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-109 | TCE2-175 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-110 | TCE2-176 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-111 | TCE2-177 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-112 | TCE2-178 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-113 | TCE2-179 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-114 | TCE2-180 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-115 | TCE2-181 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-116 | TCE2-182 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-117 | TCE2-183 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-118 | TCE2-229 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-119 | TCE2-230 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-120 | TCE2-231 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-121 | TCE2-232 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-122 | TCE2-233 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-123 | TCE2-234 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |

## TAXIWAY C NORTH – EDGE LIGHT FIXTURES

| EXISTING FIXTURE NUMBER | PROPOSED FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 180° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | EXISTING CIRCUIT NAME | PROPOSED CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TCE2-124 | TCE2-235 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-125 | TCE2-236 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-126 | TCE2-237 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-127 | TCE2-238 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-128 | TCE2-239 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-129 | TCE2-240 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-130 | TCE2-241 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-131 | TCE2-242 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-132 | TCE2-243 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-133 | TCE2-244 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-134 | TCE2-245 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-135 | TCE2-246 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-136 | TCE2-247 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-137 | TCE2-248 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-138 | TCE2-249 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-139 | TCE2-250 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-140 | TCE2-251 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-141 | TCE2-252 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-142 | TCE2-253 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-143 | TCE2-254 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |
| TCE2-144 | TCE2-255 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3/D37 | TCE2 | TCE2 | ① |

## KEYED NOTES:

1. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. REPLACE BOLT HARDWARE. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEM L-125-1.
2. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW BLANK COVER. PAYMENT IS INCIDENTAL TO ITEM L-102-2.

## LIGHT FIXTURE ELECTRICAL INFORMATION:

| FIXTURE TYPE | FAA TYPE | LAMP WATTAGE | ISOLATION TRANSFORMER |
|---|---|---|---|
| TAXIWAY ELEVATED LED EDGE LIGHT | L-861T(L) | 15 | L-830-16 (10/15W) |


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81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: TWY C NORTH EDGE FIXTURE SCHEDULE

KEY MAP

JOB NO.: 2150147.052
DRAWN BY: PM
CHECKED BY: LF
COORD. CHECK:
FILE NAME:
DATE: 5/17/2019
SCALE: N.T.S.
SHEET NO.

E-6-07

## T/W C SOUTH – EDGE LIGHT FIXTURES

| EXISTING FIXTURE NUMBER | PROPOSED FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 360° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | EXISTING CIRCUIT NAME | PROPOSED CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TCE1-1 | TCE1-1 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-2 | TCE1-2 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-3 | TCE1-3 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-4 | TCE1-4 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-5 | TCE1-5 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-6 | TCE1-6 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-7 | TCE1-7 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-8 | TCE1-8 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-9 | TCE1-9 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-10 | TCE1-10 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-11 | TCE1-11 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-12 | TCE1-12 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-13 | TCE1-13 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-14 | TCE1-14 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-15 | TCE1-15 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-16 | TCE1-16 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-17 | TCE1-17 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-18 | TCE1-18 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-19 | TCE1-19 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-20 | TCE1-20 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-21 | TCE1-21 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-22 | TCE1-22 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-23 | TCE1-23 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-24 | TCE1-24 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-25 | TCE1-25 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-26 | TCE1-26 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-27 | TCE1-27 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-28 | TCE1-28 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-29 | TCE1-29 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-30 | TCE1-30 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-31 | TCE1-31 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-32 | TCE1-32 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-33 | TCE1-33 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-34 | TCE1-34 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-35 | TCE1-35 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-36 | TCE1-36 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-37 | TCE1-37 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-38 | TCE1-38 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-39 | TCE1-39 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-40 | TCE1-40 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-41 | TCE1-41 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-42 | TCE1-42 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-43 | TCE1-43 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-44 | TCE1-44 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-45 | TCE1-45 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-46 | TCE1-46 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-47 | TCE1-47 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-48 | TCE1-48 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-49 | TCE1-49 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-50 | TCE1-50 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-51 | TCE1-51 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-52 | TCE1-52 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-53 | TCE1-53 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-54 | TCE1-54 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-55 | TCE1-55 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-56 | TCE1-56 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-57 | TCE1-57 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-58 | TCE1-58 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-59 | TCE1-59 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-60 | TCE1-60 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |

## T/W C SOUTH – EDGE LIGHT FIXTURES

| EXISTING FIXTURE NUMBER | PROPOSED FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 360° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | EXISTING CIRCUIT NAME | PROPOSED CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TCE1-61 | TCE1-61 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-62 | TCE1-62 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63 | TCE1-63 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63A | TCE1-64 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63B | TCE1-65 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63C | TCE1-66 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63D | TCE1-67 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63E | TCE1-68 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63F | TCE1-69 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63G | TCE1-70 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63H | TCE1-71 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-63I | TCE1-72 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-64 | TCE1-73 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-64A | TCE1-74 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-64B | TCE1-75 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-64C | TCE1-76 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-64D | TCE1-77 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-64E | TCE1-78 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-64F | TCE1-79 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-64G | TCE1-80 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-64H | TCE1-81 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-65 | TCE1-82 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-66 | TCE1-83 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-67 | TCE1-84 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-68 | TCE1-85 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-69 | TCE1-86 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-70 | TCE1-87 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-71 | TCE1-88 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-72 | TCE1-89 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-73 | TCE1-90 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-74 | TCE1-91 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-75 | TCE1-92 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-76 | N/A | | L-867B | | | | | | | | | | | | EXISTING | | TCE1 | | ② |
| TCE1-77 | TCE1-93 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-78 | TCE1-94 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-79 | TCE1-95 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-80 | N/A | | L-867B | | | | | | | | | | | | EXISTING | | | | ② |
| TCE1-81 | TCE1-96 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-82 | N/A | | L-867B | | | | | | | | | | | | EXISTING | | | | ② |
| TCE1-83 | N/A | | L-867B | | | | | | | | | | | | EXISTING | | | | ② |
| TCE1-84 | TCE1-97 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-85 | TCE1-98 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-86 | TCE1-99 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-87 | TCE1-100 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-88 | TCE1-101 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-89 | TCE1-102 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-90 | TCE1-103 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-91 | TCE1-104 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-92 | TCE1-105 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-93 | TCE1-106 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-94 | TCE1-107 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-95 | TCE1-108 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-96 | TCE1-109 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-97 | TCE1-110 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-98 | TCE1-111 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-99 | TCE1-112 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-100 | TCE1-113 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-101 | TCE1-114 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-102 | TCE1-115 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-103 | TCE1-116 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |

## T/W C SOUTH – EDGE LIGHT FIXTURES

| EXISTING FIXTURE NUMBER | PROPOSED FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 360° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID (EX/PROP) | EXISTING CIRCUIT NAME | PROPOSED CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TCE1-104 | TCE1-117 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-105 | TCE1-118 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-106 | TCE1-119 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-107 | TCE1-120 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-108 | TCE1-121 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-109 | TCE1-122 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-110 | TCE1-123 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-111 | TCE1-124 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-112 | TCE1-125 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-113 | TCE1-126 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-114 | TCE1-127 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-115 | TCE1-128 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-116 | TCE1-129 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-117 | TCE1-130 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-118 | TCE1-131 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-119 | TCE1-132 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-120 | TCE1-133 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-121 | TCE1-134 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-122 | TCE1-135 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-123 | TCE1-136 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-124 | TCE1-137 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-125 | TCE1-138 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-126 | TCE1-139 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-127 | TCE1-140 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-128 | TCE1-141 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-129 | TCE1-142 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-130 | TCE1-143 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-131 | TCE1-144 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-132 | TCE1-145 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-133 | TCE1-146 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-134 | TCE1-147 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-135 | TCE1-148 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-136 | TCE1-149 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-137 | TCE1-193 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-138 | TCE1-194 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-139 | TCE1-195 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-140 | TCE1-196 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-141 | TCE1-197 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-142 | TCE1-198 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-143 | TCE1-199 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-144 | TCE1-200 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-145 | TCE1-201 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-146 | TCE2-202 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-147 | TCE2-1 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-148 | TCE2-2 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-149 | TCE2-3 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-150 | TCE2-4 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-151 | TCE2-256 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |
| TCE1-152 | TCE2-257 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | D4/D37 | TCE1 | TCE1 | ① |

## KEYED NOTES:

1. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. REPLACE BOLT HARDWARE. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEM L-125-1.
2. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW BLANK COVER. PAYMENT IS INCIDENTAL TO ITEM L-102-2.

## LIGHT FIXTURE ELECTRICAL INFORMATION:

| FIXTURE TYPE | FAA TYPE | LAMP WATTAGE | ISOLATION TRANSFORMER |
|---|---|---|---|
| TAXIWAY ELEVATED LED EDGE LIGHT | L-861T(L) | 15 | L-830-16 (10/15W) |


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STATE OF TEXAS
C. LECETTE FERGUSON
81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION: TWY C SOUTH EDGE FIXTURE SCHEDULE

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-6-08 |

## T/W W & V – EDGE LIGHT FIXTURES

| FIXTURE NUMBER | FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 360° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID | EXISTING CIRCUIT NAME | PROPOSED CIRCUIT NAME | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRE1-1 | TCE2-139 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-2 | TCE2-138 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-3 | TCE2-137 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-4 | TCE2-136 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-5 | TCE2-135 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-6 | TCE2-134 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-7 | TCE2-133 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-8 | TCE2-132 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-9 | TCE2-131 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-10 | TCE2-130 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-11 | TCE2-129 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-12 | TCE2-128 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-13 | TCE2-127 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-14 | TCE2-126 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-15 | TCE2-125 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-16 | TCE2-124 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-17 | TCE2-123 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-18 | TCE2-122 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-19 | N/A | | | | | | | | | | | | | | | | | | ② |
| TRE1-20 | N/A | | | | | | | | | | | | | | | | | | ② |
| TRE1-21 | TCE2-121 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-22 | N/A | | | | | | | | | | | | | | | | | | ② |
| TRE1-23 | TCE2-120 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-24 | TCE2-119 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-25 | TCE2-118 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-26 | TCE2-117 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-27 | TCE2-116 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-28 | TCE2-115 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-29 | TCE2-114 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-30 | TCE2-113 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-31 | TCE2-112 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-32 | TCE2-111 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-33 | TCE2-110 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-34 | TCE2-109 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-35 | TCE2-108 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-36 | TCE2-107 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-37 | TCE2-106 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-38 | TCE2-105 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-39 | TCE2-104 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-40 | TCE2-103 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-41 | TCE2-102 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-42 | TCE2-101 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-43 | TCE2-100 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-44 | TCE2-98 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-45 | TCE2-97 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-46 | TCE2-96 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-47 | TCE2-95 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-48 | TCE2-94 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-49 | TCE2-93 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-50 | TCE2-92 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-51 | TCE2-91 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-52 | TCE2-90 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-53 | TCE2-89 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-54 | TCE2-88 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-55 | TCE2-87 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-56 | TCE2-86 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-57 | TCE2-85 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-58 | TCE2-84 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-59 | TCE2-83 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-60 | TCE2-82 | L-861T(L) | L-867B | | | | | | | | ● | | | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |

## T/W W & V – EDGE LIGHT FIXTURES

| FIXTURE NUMBER | FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 360° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID | REGULATOR CIRCUIT NAME | | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TRE1-61 | TCE2-81 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 26 | EXISTING | B2 | 17LZ13 | | ① |
| TRE1-62 | TCE2-80 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-63 | TCE2-79 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-64 | TCE2-78 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-65 | TCE2-77 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-66 | TCE2-76 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-67 | TCE2-75 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |
| TRE1-68 | TCE2-74 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TRE1 | TCE2 | ① |

## T/W T – EDGE LIGHT FIXTURES

| FIXTURE NUMBER | FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 360° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID | REGULATOR CIRCUIT NAME | | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TTE1-1 | TCE1-150 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-2 | TCE1-151 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-3 | TCE1-152 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-4 | TCE1-153 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-5 | TCE1-154 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-6 | TCE1-155 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-7 | TCE1-156 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-8 | TCE1-157 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-9 | TCE1-158 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-10 | TCE1-159 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-11 | TCE1-160 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-12 | TCE1-161 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-13 | TCE1-162 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-14 | TCE1-163 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-15 | TCE1-164 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-16 | TCE1-165 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-17 | TCE1-166 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-18 | TCE1-167 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-19 | TCE1-168 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-20 | TCE1-169 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-21 | TCE1-170 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-22 | N/A | | L-867B | | | | | | | | | | | | | | TTE1 | | ② |
| TTE1-23 | N/A | | L-867B | | | | | | | | | | | | | | TTE1 | | ② |
| TTE1-24 | TCE1-171 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-25 | TCE1-172 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-26 | TCE1-173 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-27 | TCE1-174 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-28 | TCE1-175 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-29 | TCE1-176 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-30 | TCE1-177 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-31 | TCE1-178 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-32 | TCE1-179 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-33 | TCE1-180 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-34 | TCE1-181 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-35 | TCE1-182 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-36 | TCE1-183 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-37 | TCE1-184 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-38 | TCE1-185 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-39 | TCE1-186 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-40 | TCE1-187 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-41 | TCE1-188 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-42 | TCE1-189 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-43 | TCE1-190 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-44 | TCE1-191 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |
| TTE1-45 | TCE1-192 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D4 | TTE1 | TCE1 | ① |

## T/W G – EDGE LIGHT FIXTURES

| FIXTURE NUMBER | FIXTURE NUMBER | FAA TYPE | FAA BASE | 180° CLEAR | 180° RED | 180° YELLOW | 360° GREEN | 360° OBS | 360° CLEAR | 360° GREEN | 360° BLUE | 360° RED | LAMP TYPE QTY | LAMP TYPE VA | COORD. | REGULATOR ID | REGULATOR CIRCUIT NAME | | KEY NOTES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| TGE3-1 | TCE2-228 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-2 | TCE2-227 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-3 | TCE2-226 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-4 | TCE2-225 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-5 | TCE2-224 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-6 | TCE2-223 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-7 | TCE2-222 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-8 | TCE2-221 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-9 | TCE2-220 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-10 | TCE2-219 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-11 | TCE2-218 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-12 | TCE2-217 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-13 | TCE2-216 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-14 | TCE2-215 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-15 | TCE2-214 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-16 | TCE2-213 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-17 | TCE2-212 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-18 | TCE2-211 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-19 | TCE2-210 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-20 | TCE2-209 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-21 | TCE2-208 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-22 | TCE2-207 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-23 | N/A | | | | | | | | | | | | | | | | TGE3 | | ② |
| TGE3-24 | TCE2-206 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-25 | TCE2-205 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-26 | TCE2-204 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-27 | TCE2-203 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-28 | TCE2-202 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-29 | TCE2-201 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-30 | TCE2-200 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-31 | TCE2-199 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-32 | TCE2-198 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-33 | TCE2-197 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-34 | TCE2-196 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-35 | TCE2-195 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-36 | TCE2-194 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-37 | TCE2-193 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-38 | TCE2-192 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-39 | TCE2-191 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-40 | TCE2-190 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-41 | TCE2-189 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-42 | TCE2-188 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-43 | TCE2-187 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-44 | TCE2-186 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-45 | TCE2-185 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |
| TGE3-46 | TCE2-184 | L-861T(L) | L-867B | | | | | | | | ● | | 1 | 15 | EXISTING | D3 | TGE3 | TCE2 | ① |

## KEYED NOTES:

1. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW FIXTURE ON EXISTING BASECAN. REPLACE BOLT HARDWARE. PROVIDE NEW CONNECTOR KIT AND ISOLATION TRANSFORMER. PAYMENT IS INCIDENTAL TO LINE ITEM L-125-1.
2. REMOVE EXISTING FIXTURE AND SALVAGE OR DISPOSE AS DIRECTED BY AIRPORT. INSTALL NEW BLANK COVER. PAYMENT IS INCIDENTAL TO ITEM L-102-2.

## LIGHT FIXTURE ELECTRICAL INFORMATION:

| FIXTURE TYPE | FAA TYPE | LAMP WATTAGE | ISOLATION TRANSFORMER |
|---|---|---|---|
| TAXIWAY ELEVATED LED EDGE LIGHT | L-861T(L) | 15 | L-830-16 (10/15W) |


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6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

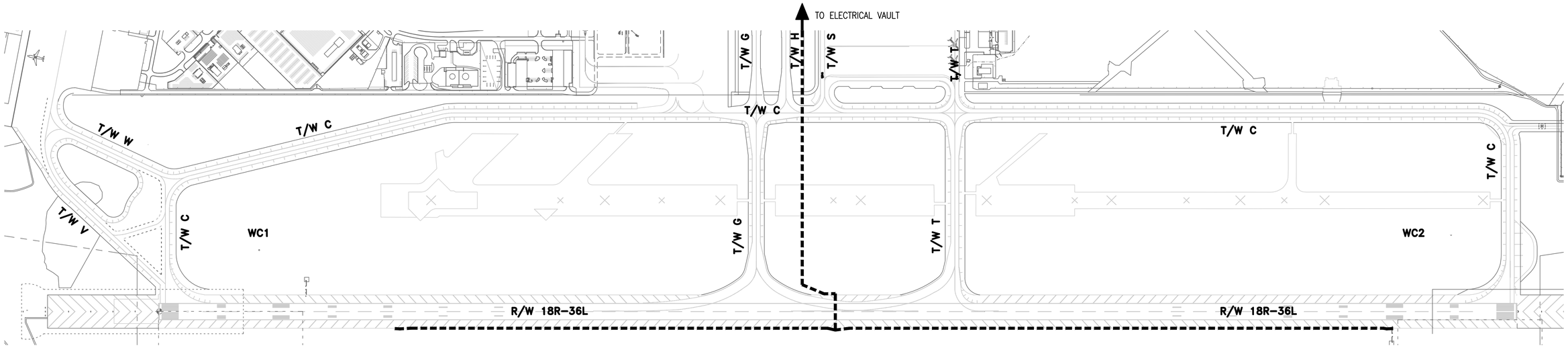
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

KEY MAP

DRAWING DESCRIPTION: TW G,T,V,W, EDGE FIXTURE SCHED

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-6-09 |

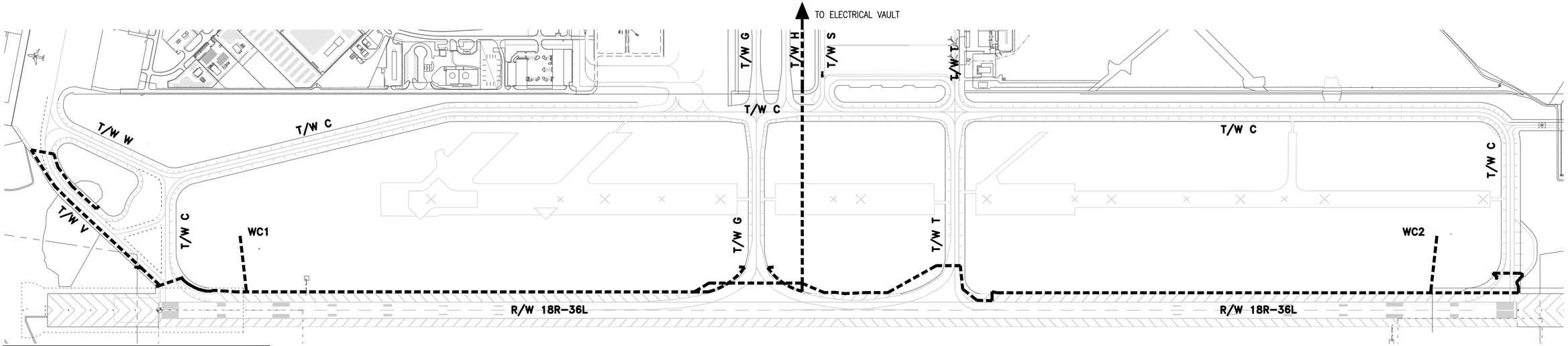



| FINAL LOAD ESTIMATE | | | |
|---|---|---|---|
| ITEM | QTY | LOAD | TOTAL (W) |
| SIGN | 11 | 85 | 935 |
| 5KV CABLE | 33,746 | 3W/100LF | 1012 |
| TOTAL LOAD | | | 1947 |

## 1 RUNWAY 18R SIGN CIRCUIT (18RS1) – REPLACEMENT

SCALE: N. T. S.

| ELECTRICAL LEGEND | |
|---|---|
| - - - - - - - - | EXISTING CABLE TO BE REMOVED AND REPLACED |




| FINAL LOAD ESTIMATE | | | |
|---|---|---|---|
| ITEM | QTY | LOAD | TOTAL (W) |
| SIGN | 9 | VARIES | 970 |
| 5KV CABLE | 51611 | 3W/100LF | 1548 |
| WINDCONE | 2 | 50 | 100 |
| TOTAL LOAD | | | 2618 |

## 2 RUNWAY 18R SIGN CIRCUIT (18RS2) – REPLACEMENT

SCALE: N. T. S.

| ELECTRICAL LEGEND | |
|---|---|
| - - - - - - - - | EXISTING CABLE TO BE REMOVED AND REPLACED |

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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

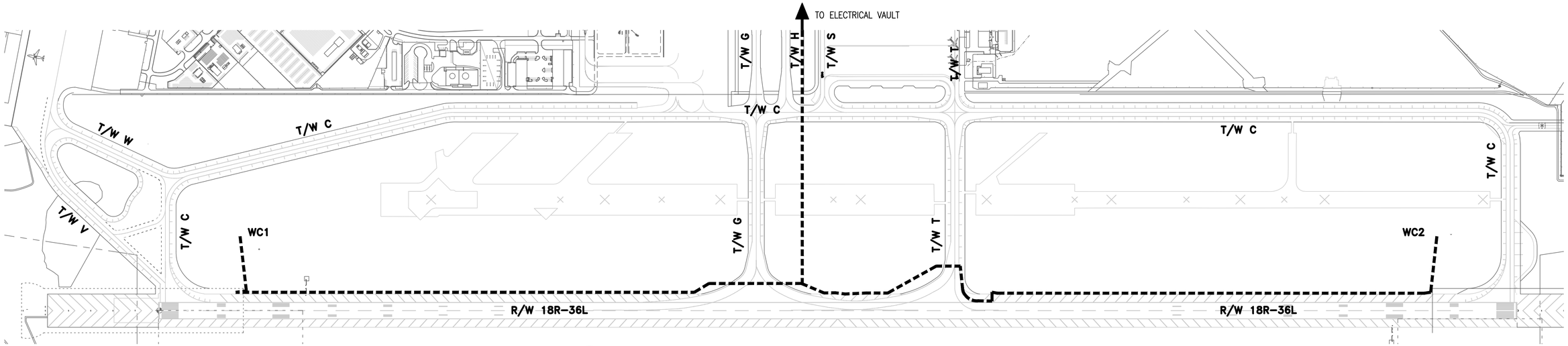
AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: OVERALL CIRCUITS 18RS1 AND 18RS2 - REPLACEMENT

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-7-01 |

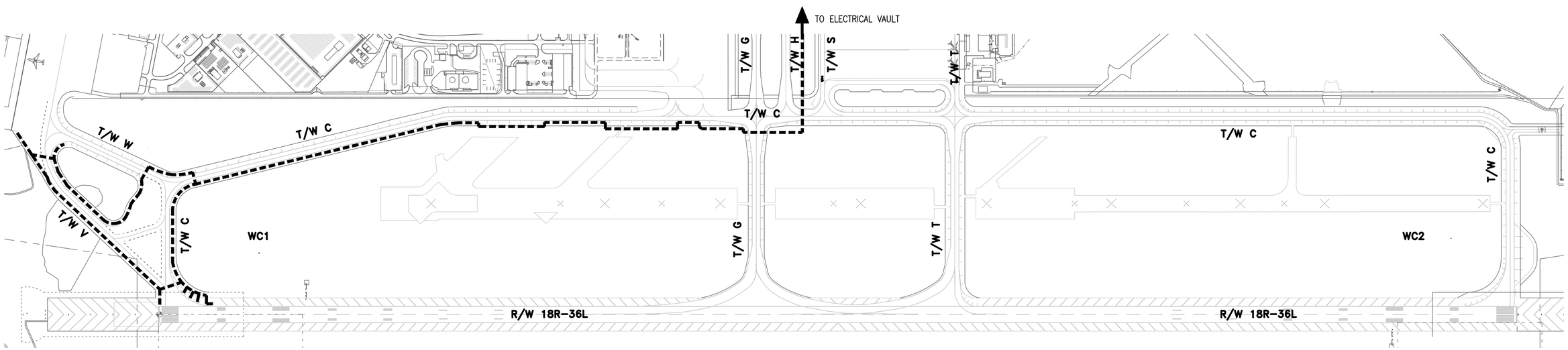



1 — RUNWAY 17R WINDCONE CIRCUIT (17RW1) – DEMO

SCALE: N. T. S.

**ELECTRICAL LEGEND**

- - - - - - - - REMOVE CABLE, PATHWAY TO REMAIN




2 — TAXIWAY V EDGE CIRCUIT (TRE1) – DEMO

SCALE: N. T. S.

**ELECTRICAL LEGEND**

- - - - - - - - REMOVE CABLE, PATHWAY TO REMAIN

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Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

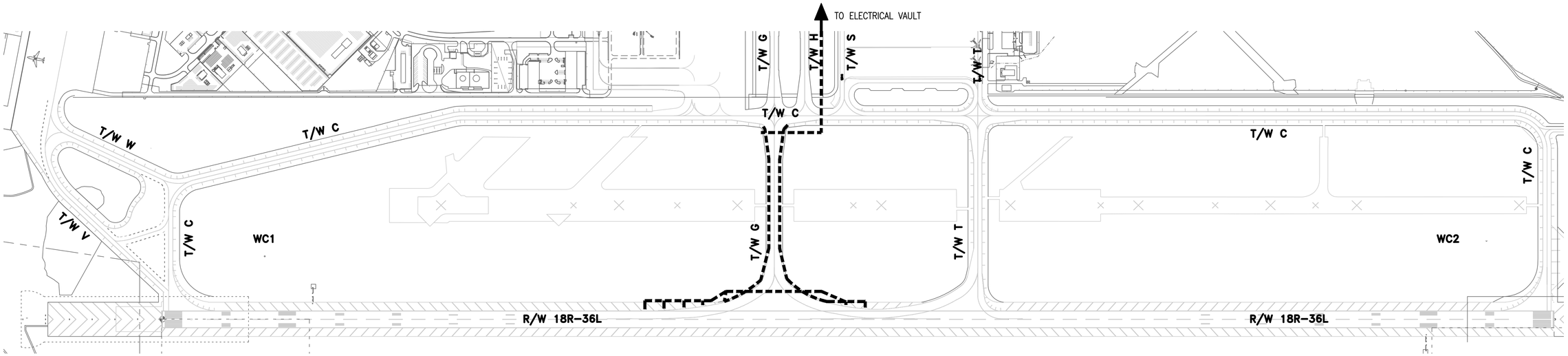
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | FDU No.: | |
|---|---|---|
| 2150147.052 | XXXX-XXXX-XXXX | XXXX.XXX |

| No. | Date | Issue Description | By |
|---|---|---|---|
| | | | |

DRAWING DESCRIPTION: OVERALL CIRCUITS TRE AND 17RW1 - DEMO

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-7-02 |

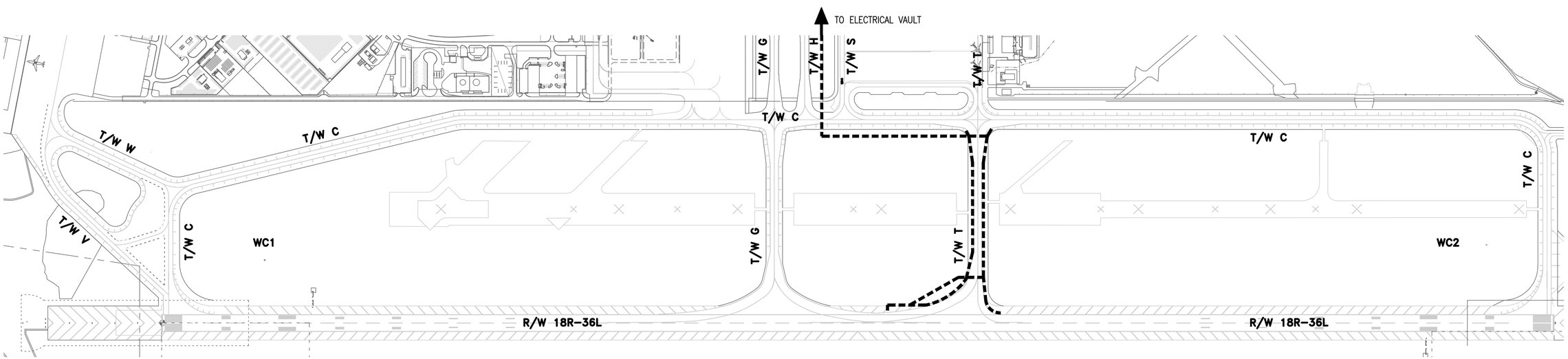



1 — TAXIWAY G EDGE CIRCUIT (TGE3) – DEMO

SCALE: N. T. S.

**ELECTRICAL LEGEND**

- - - - - - - - REMOVE CABLE, PATHWAY TO REMAIN




2 — TAXIWAY T EDGE CIRCUIT (TTE1) – DEMO

SCALE: N. T. S.

**ELECTRICAL LEGEND**

- - - - - - - - REMOVE CABLE, PATHWAY TO REMAIN

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AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

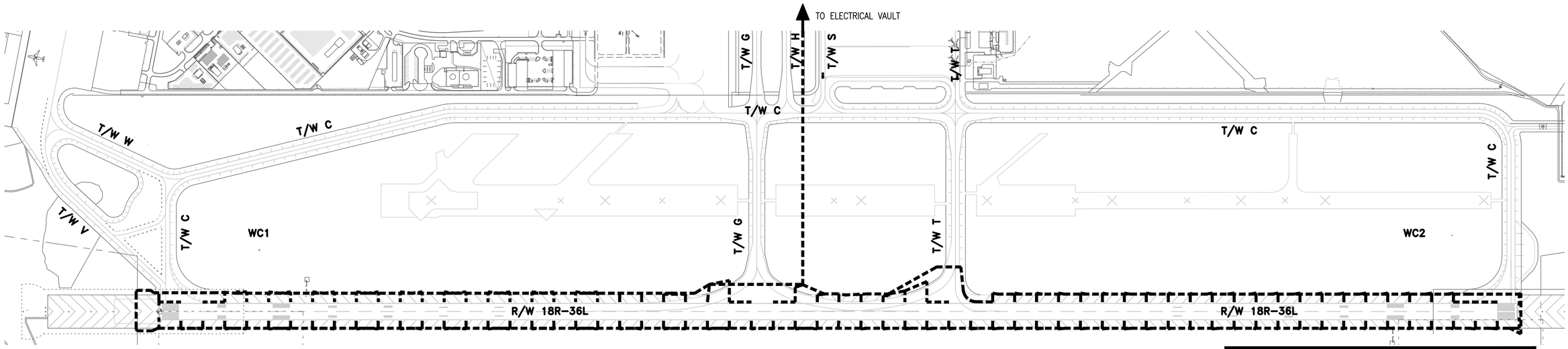
AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: OVERALL CIRCUITS TGE3 AND TTE1 - DEMO

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-7-03 |




## 1 RUNWAY 18R EDGE CIRCUIT (18RE1) – REPLACEMENT

SCALE: N. T. S.

| 18RE1 FINAL LOAD ESTIMATE | | | |
|---|---|---|---|
| ITEM | QTY | LOAD | TOTAL (W) |
| L-850C | 17 | 220W/EA | 3740 |
| L-862E | 16 | 210W/EA | 3360 |
| L-862 | 105 | 160W/EA | 16800 |
| 5KV CABLE | 60800 | 3W/100LF | 1824 |
| TOTAL LOAD | | | 25,724 |

## ELECTRICAL LEGEND

- - - - - - - - EXISTING CABLE TO BE REMOVED & REPLACED

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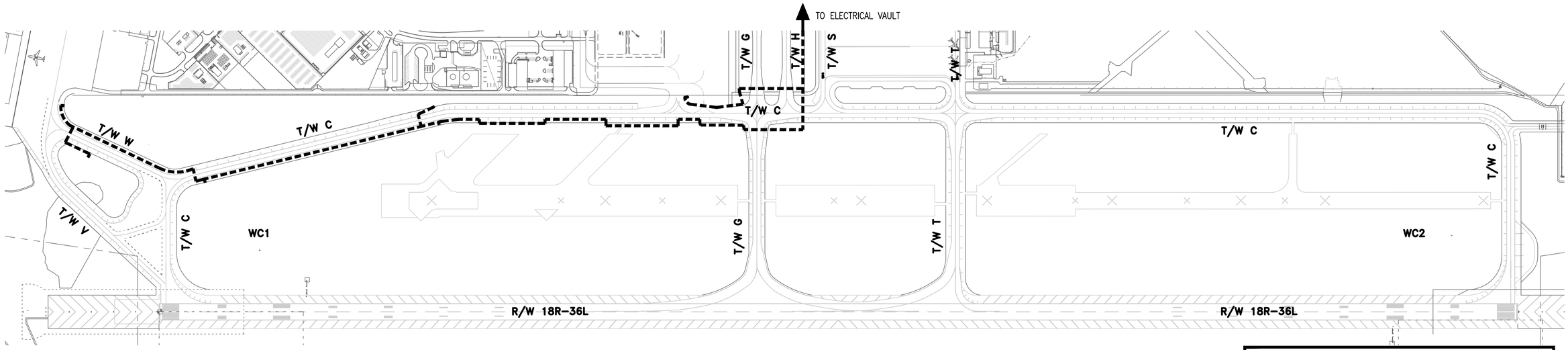
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: OVERALL CIRCUIT 18RE1 - REPLACEMENT

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-7-04 |

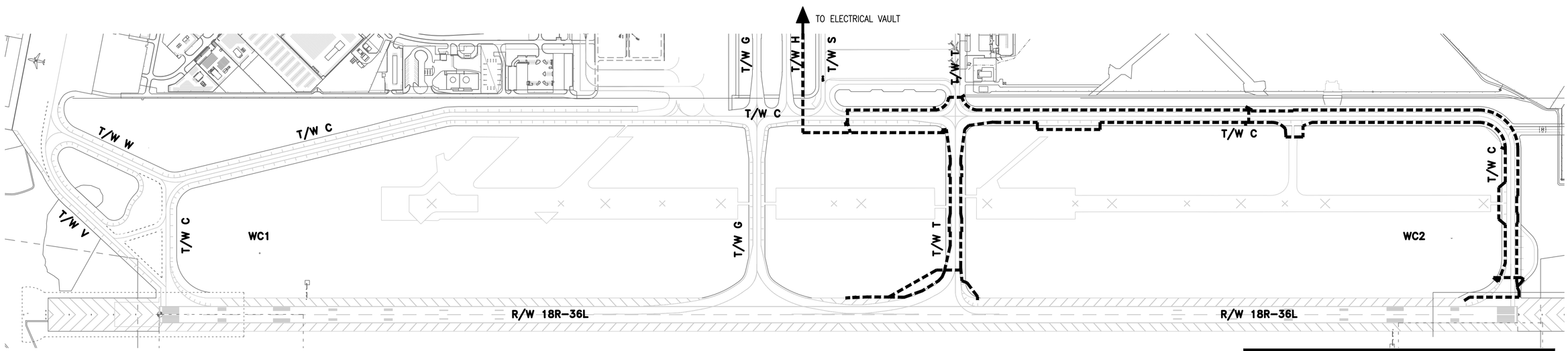



## 1 TAXIWAY C SIGN CIRCUIT (TCS1) – DEMO

SCALE: N. T. S.

**ELECTRICAL LEGEND**

- - - - - - - - REMOVE CABLE, PATHWAY TO REMAIN




## 2 TAXIWAY C SIGN CIRCUIT (TCS1) – PROPOSED

SCALE: N. T. S.

**ELECTRICAL LEGEND**

- - - - - - - - NEW CABLE IN EXISTING PATHWAY

**FINAL LOAD ESTIMATE**

| ITEM | QTY | LOAD | TOTAL (W) |
|---|---|---|---|
| SIGNS | 13 | VARIES | 1,300 |
| 5KV CABLE | 29,900 | 3W/100LF | 865 |
| TOTAL LOAD | | | 2,165 |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6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

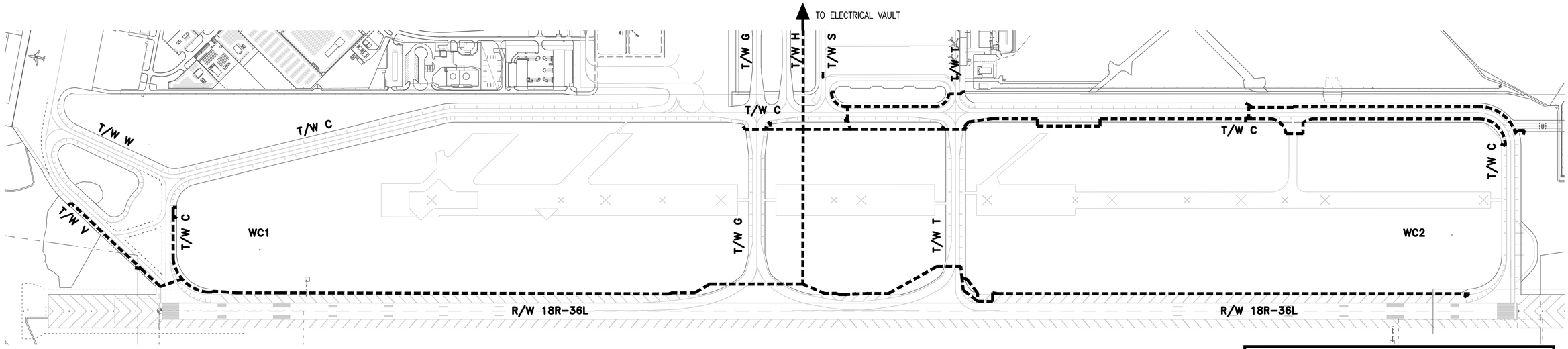
# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: OVERALL CIRCUIT TCS1-DEMO & PROPOSED

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-7-05 |

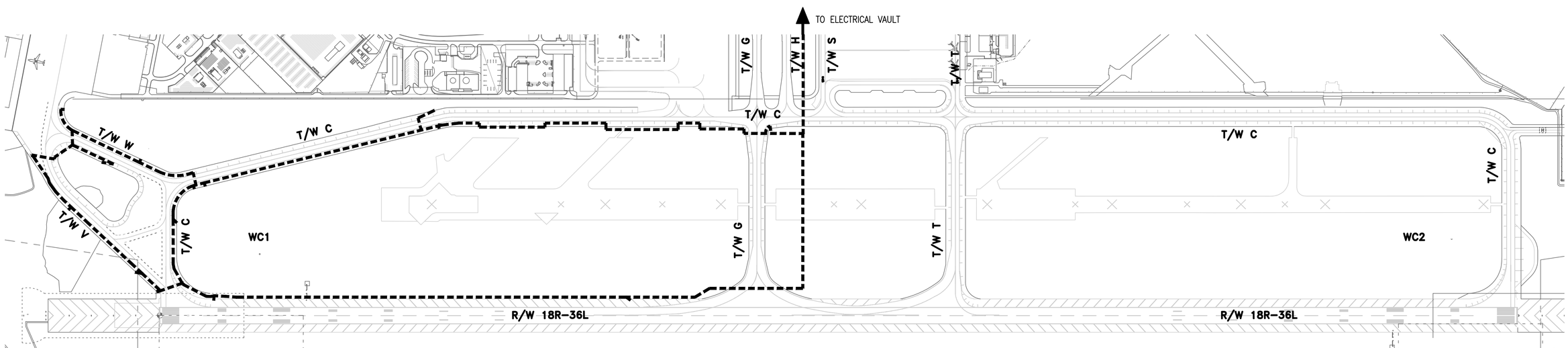



## 1 TAXIWAY C SIGN CIRCUIT (TCS2) – DEMO

SCALE: N. T. S.

**ELECTRICAL LEGEND**

- - - - - - - - REMOVE CABLE, PATHWAY TO REMAIN




| FINAL LOAD ESTIMATE | | | |
|---|---|---|---|
| ITEM | QTY | LOAD | TOTAL (W) |
| SIGNS | 18 | VARIES | 1,800 |
| 5KV CABLE | 27,619 | 3W/100LF | 828 |
| TOTAL LOAD | | | 2,628 |

## 2 TAXIWAY C SIGN CIRCUIT (TCS2) – PROPOSED

SCALE: N. T. S.

**ELECTRICAL LEGEND**

- - - - - - - - NEW CABLE IN EXISTING PATHWAY

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6/05/19

Austin-Bergstrom International Airport

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

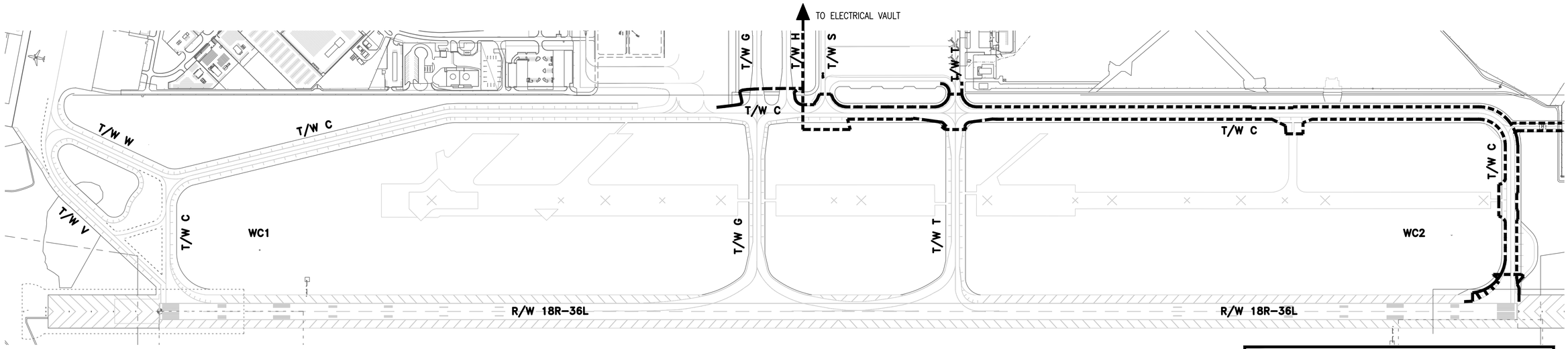
AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

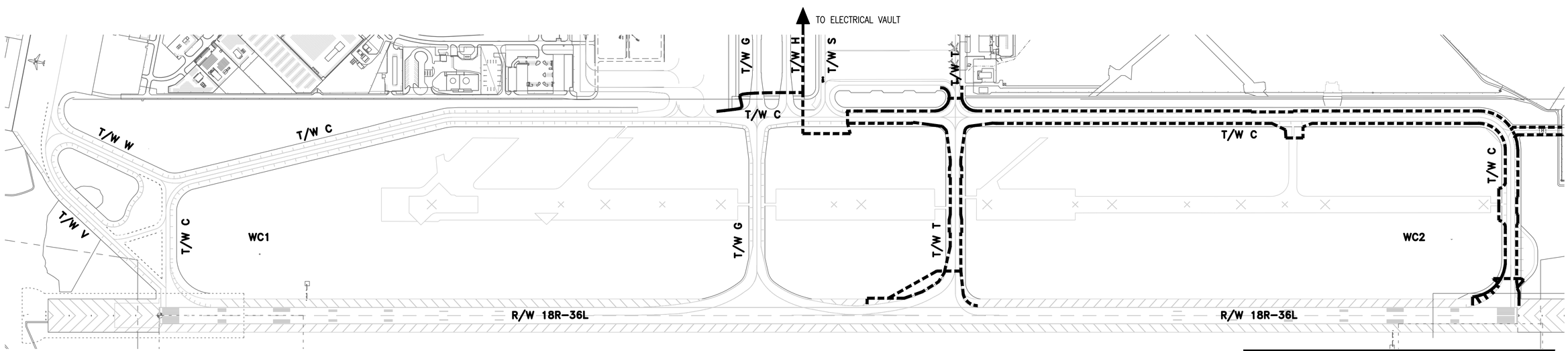
DRAWING DESCRIPTION: OVERALL CIRCUIT TCS2 - DEMO & PROPOSED

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-7-06 |




1 TAXIWAY C EDGE CIRCUIT (TCE1) – DEMO
SCALE: N. T. S.

| ELECTRICAL LEGEND | |
|---|---|
| - - - - - - - - | REMOVE CABLE, PATHWAY TO REMAIN |




2 TAXIWAY C SOUTH EDGE CIRCUIT (TCE1) – PROPOSED
SCALE: N. T. S.

| ELECTRICAL LEGEND | |
|---|---|
| - - - - - - - - | NEW CABLE IN EXISTING PATHWAY |

| TCE1 FINAL LOAD ESTIMATE | | | |
|---|---|---|---|
| ITEM | QTY | LOAD | TOTAL (W) |
| L-861T(L) | 244 | 18W/EA | 4392 |
| 5KV CABLE | 36,050 | 3W/100LF | 1082 |
| TOTAL LOAD | | | 5474 |

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AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION: OVERALL CIRCUIT TCE1 - DEMO & PROPOSED

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
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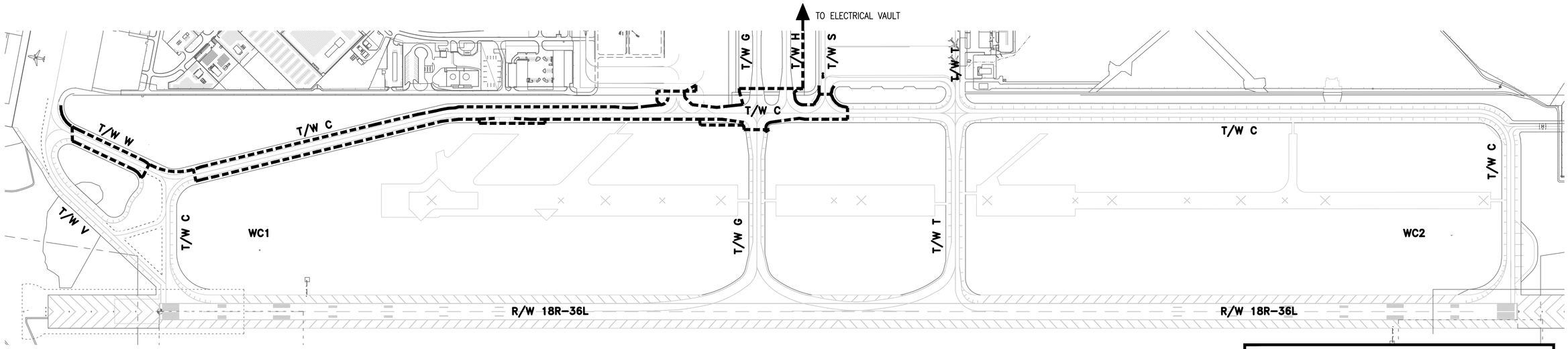
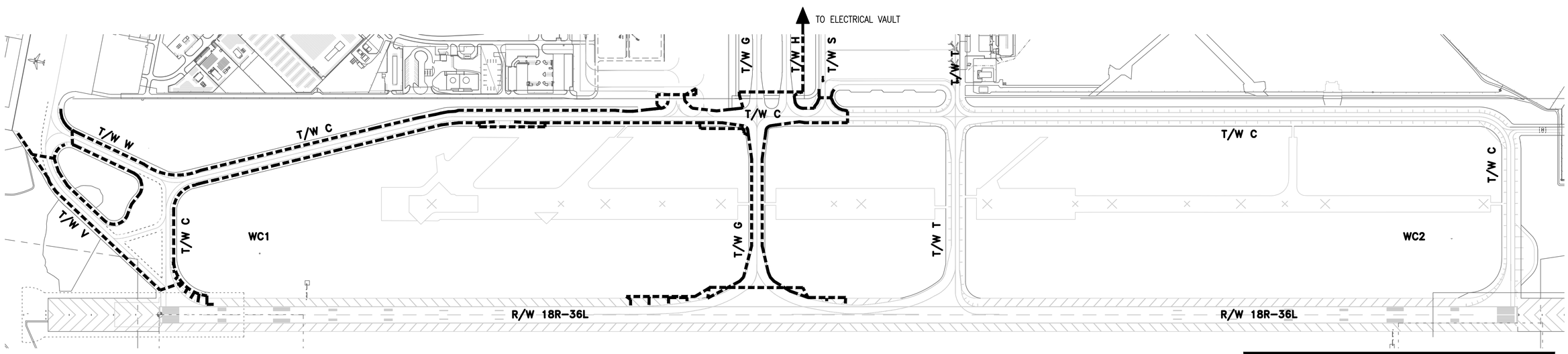
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-7-07 |




1 — TAXIWAY C EDGE CIRCUIT (TCE2) – DEMO

SCALE: N. T. S.

| ELECTRICAL LEGEND | |
|---|---|
| - - - - - - - - | REMOVE CABLE, PATHWAY TO REMAIN |




2 — TAXIWAY C NORTH EDGE CIRCUIT (TCE2) – PROPOSED

SCALE: N. T. S.

| ELECTRICAL LEGEND | |
|---|---|
| - - - - - - - - | NEW CABLE IN EXISTING PATHWAY |

| FINAL LOAD ESTIMATE | | | |
|---|---|---|---|
| ITEM | QTY | LOAD | TOTAL (W) |
| L-861T(L) | 258 | 18W/EA | 4644 |
| 5KV CABLE | 31,300 | 3W/100LF | 939 |
| TOTAL LOAD | | | 5583 |

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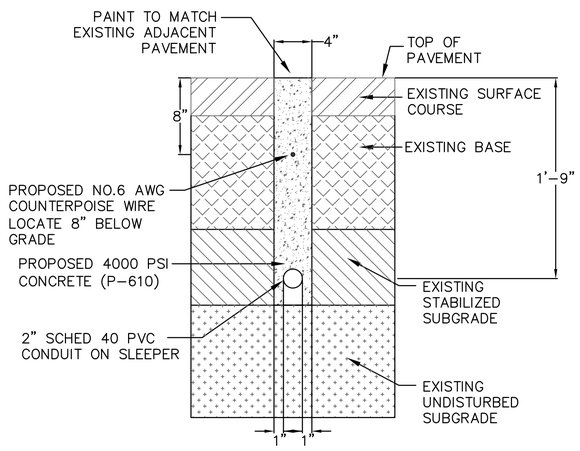
ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

| No. | Date | Issue Description | By |
|---|---|---|---|

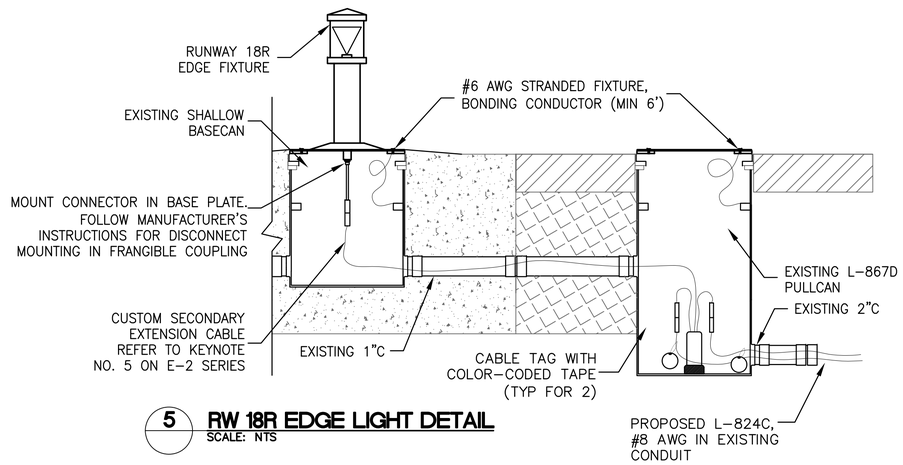
DRAWING DESCRIPTION: OVERALL CIRCUIT TCE2 - DEMO & PROPOSED

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-7-08 |



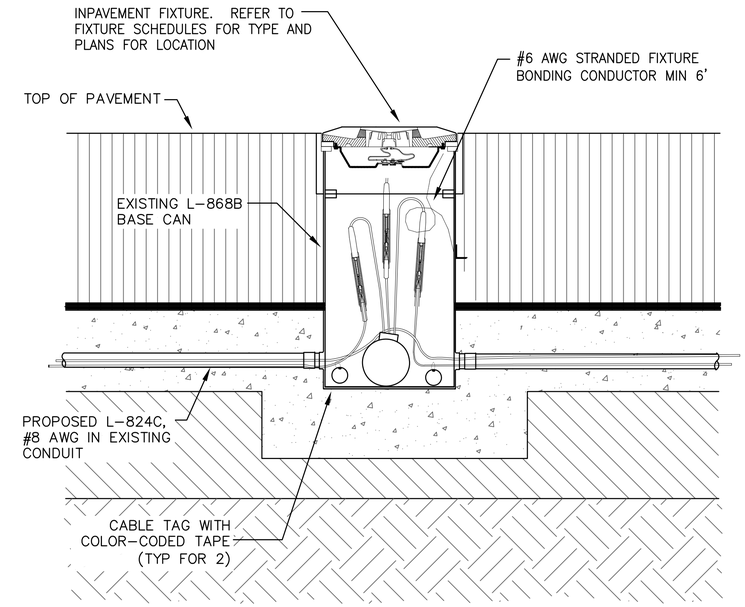

## 3 TYPICAL OPEN-CUT CONDUIT SECTION AT EXISTING SHOULDER CONSTRUCTION

SCALE: 1" = 1'-0"



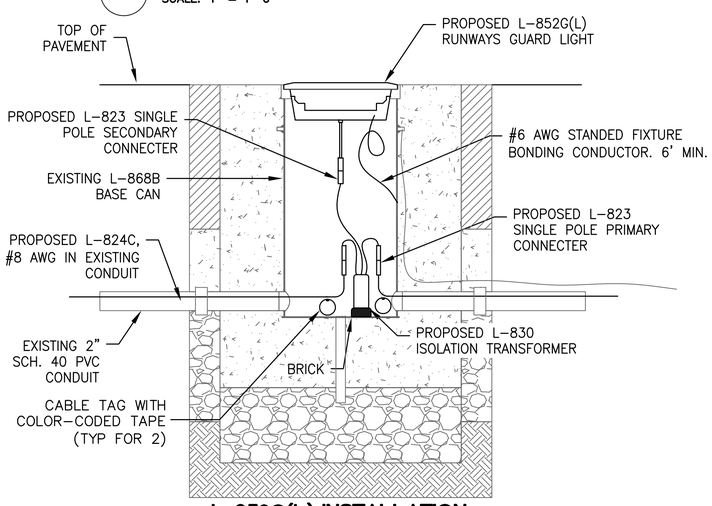

## 5 RW 18R EDGE LIGHT DETAIL

SCALE: NTS




## 2 TYPICAL INPAVEMENT LIGHT INSTALLED IN EXISTING BASE CAN

SCALE: 1" = 1'-0"

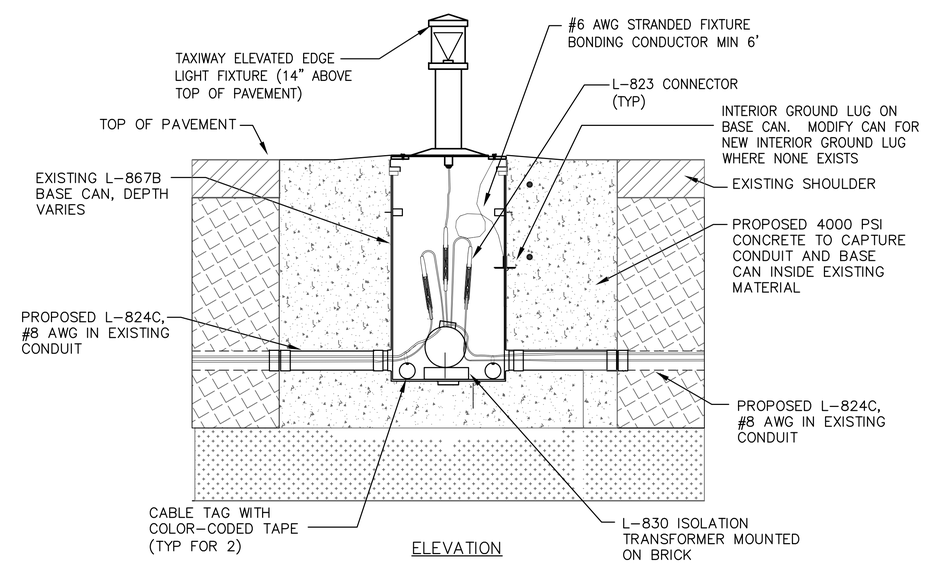



## 4 L-852G(L) INSTALLATION IN EXISTING BASECAN

SCALE: NTS

RGL INSTALLATION NOTES:

1. REMOVE SPACERS AND SEALING GROUT FROM EXISTING BASE CAN TOPS. MEASURE HEIGHT BETWEEN CAN TOP AND PAVEMENT IN 4 LOCATIONS TO DETERMINE LOW EDGE. PROVIDE NEW FLANGE RING WITH INTEGRAL O RING AND PAVEMENT DAM. FLANGE RING THICKNESS MUST MATCH LOW EDGE MEASUREMENT BETWEEN CAN TOP AND PAVEMENT, RESULTING IN THE INSTALLED FIXTURE AT CORRECT EIGHT ON EDGE TO PAVEMENT OF +0" TO -1/16". IF FLANGE RING MEASUREMENT IS LESS THAN 1/4", A SPACER RING WITH INTEGRAL PAVEMENT DAMN MAY BE SUBSTITUTED ONLY AT THOSE LOCATIONS. FLAT GASKETS ARE NOT PERMITTED.
2. ALIGN FLANGE RING SO THAT THE CORRECT THREADED BOLT HOLES ARE USED FOR THE NEW RUNWAY GUARD LIGHT FIXTURE TO PROVIDE CORRECT AZIMUTH ALIGNMENT FOR THE TAXIWAY.
3. INSTALL AND LEVEL FLANGE PROPERLY ALIGNED FLANGE RING AND FILL ANNULAR VOID WITH P-606 EPOXY.
4. INSTALL NEW L-830 TRANSFORMER, AND L-823 SPLICE KIT AND L-852G(L) LED IN EXISTING IN-PAVEMENT BASECAN.




## 1 TYPICAL ELEVATED LIGHT INSTALLATION IN EXISTING BASE CAN

SCALE: 1" = 1'-0"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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: | 2150147.052 | FDU No.: | XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|---|---|

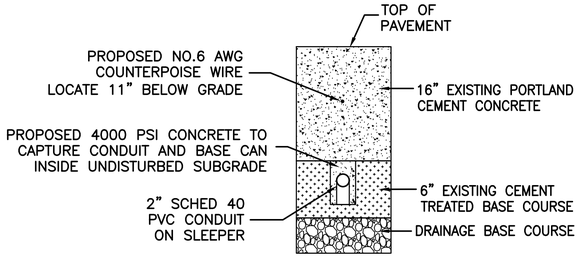
| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

ELECTRICAL DETAILS - LIGHTS

KEY MAP

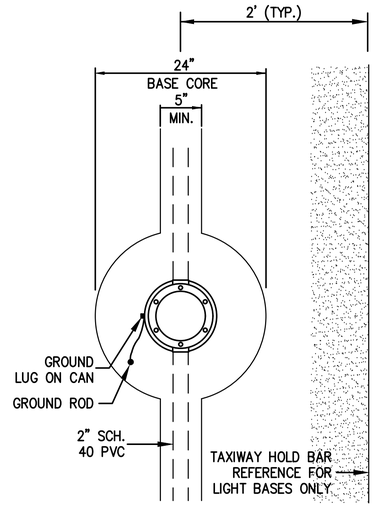
| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-8-01 |



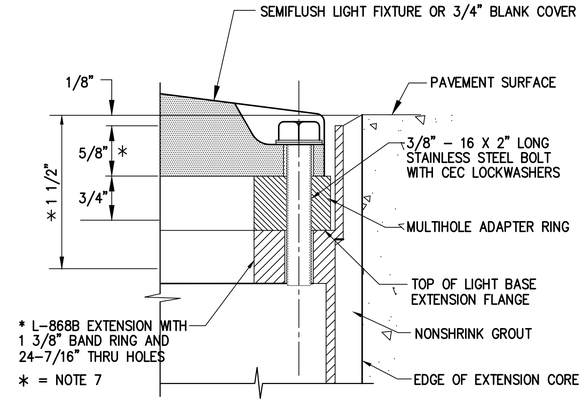

## 5 CONDUIT SECTION AT NEW SHOULDER CONSTRUCTION
SCALE: 1" = 1'-0"

## GENERAL NOTES

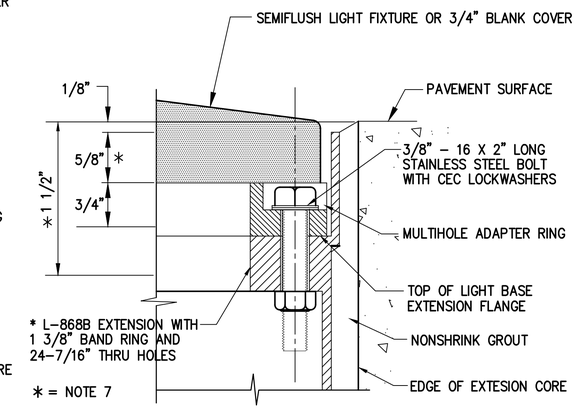
1. GENERAL SCOPE OF WORK: THE CONTRACTOR IS REQUIRED TO SURVEY ALL EXISTING LIGHT FIXTURE LOCATIONS IN THE PROPOSED RECONSTRUCTED PLACEMENT AREAS. EXISTING FIXTURES SHALL BE REMOVED AND SALVAGED. REMOVE AND DISPOSE OF EXISTING BASE CAN AND ASSOCIATED ELECTRICAL INFRASTRUCTURE IN MODIFIED PAVEMENT AREAS. REMOVE CONDUCTORS TO NEXT ADJACENT FIXTURE OUTSIDE OF PAVEMENT LIMITS. FURNISH AND INSTALL TEMPORARY CIRCUIT PROVISIONS TO MAINTAIN LIGHTED CIRCUITS FOR ANY PHASE THAT CANNOT BE STARTED AND COMPLETED DURING DAYTIME HOURS. INSTALL SALVAGED FIXTURE IN NEW BASE CAN. INSTALL NEW CONNECTER KIT AND ISOLATION TRANSFORMER AT FIRST FIXTURE OUTSIDE PAVEMENT LIMITS WHERE RECONNECTED TO CIRCUIT.
2. ALL TEMPORARY ELECTRICAL PROVISIONS IS PAID BY LUMP SUM AND SHALL INCLUDE BLANKING OUT EXISTING FIXTURES, RE-ROUTING EXISTING CIRCUITS INCLUDING CONDUIT WHERE REQUIRED, INSTALLING NEW ELECTRICAL JUMPERS AND CONNECTORS, REPLACING SIGN PANELS AND ALL INCIDENTAL ELECTRICAL RELATED WORK AS REQUIRED BY HAS OPERATIONS FOR CLOSING THE WORK AREA FOR CONSTRUCTION.
3. REFER TO CIVIL PLANS FOR PHASING REQUIREMENTS.




## 2 LIGHT BASE MOUNTING IN RIGID PAVEMENT
SCALE: N. T. S.




A – FIXTURE MOUNTING BOLT




B – MULTIHOLE ADAPTER RING MOUNTING BOLT

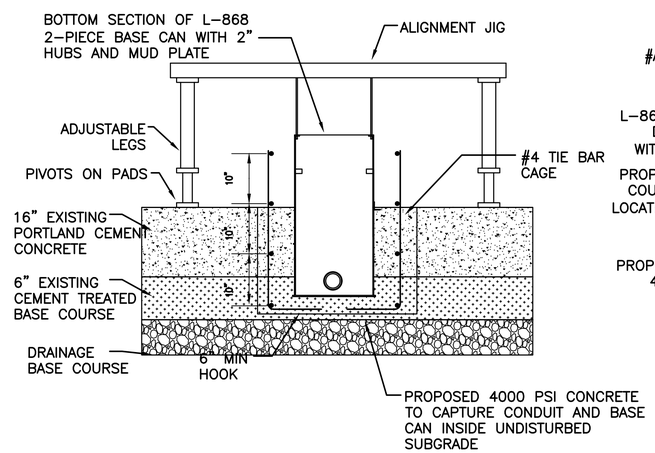
NOTES:

1. BOLTS SHALL BE LENGTH SPECIFIED ABOVE UNLESS OTHERWISE APPROVED BY ENGINEER.
2. STANDARD BAND RING EXTENDS 1-3/8" ABOVE TOP OF UPPER BASE SECTION TO ALLOW 3/4" FIXTURE RECESS AND 3/4" MULTIHOLE ADAPTER RING. TOP OF FLANGE RING BAND IS 1/8" BELOW PAVEMENT SURFACE. SEE NOTE 7.
3. TORQUE BOLTS HOLDING FIXTURE TO 180 INCH-POUNDS. TORQUE REMAINING BOLTS TO MANUFACTURERS RECOMMENDATIONS.
4. BLANK LIDS FOR L-868 BASES IN RIGID PAVEMENT SHALL BE 3/4" THICK.
5. ALL LIGHT BASE BOLTS SHALL BE PROVIDED WITH TWO-PIECE CEC LOCK WASHERS.
6. FOR SEMI-FLUSH FIXTURES, THE BAND RING EXTENDS 1-7/8" FOR A TOTAL RECESS OF 2" FROM THE PAVEMENT SURFACE TO THE TOP OF THE LIGHT BASE EXTENSION FLANGE.
7. BOLTS FOR FIXTURES SHALL BE APPROPRIATELY SIZED TO EXTEND APPROX 3/4" BELOW MULTIHOLE ADAPTER RING AS SHOWN.

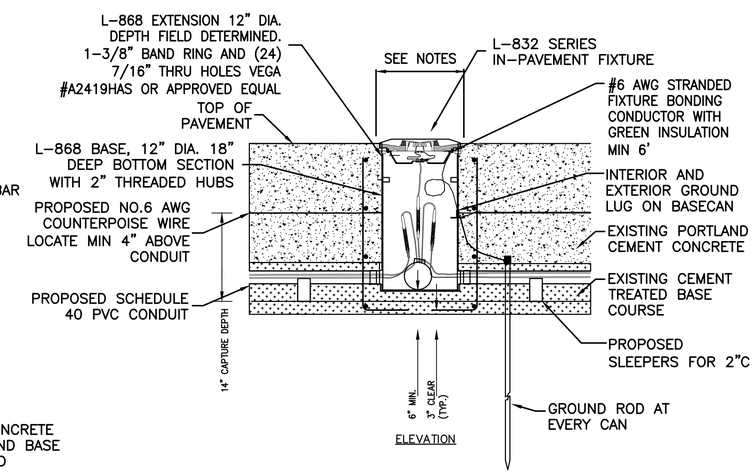
## 3 DETAILS FOR SEMIFLUSH FIXTURE MOUNTING BOLT AND MULTIHOLE ADAPTOR RING IN FULL STRENGTH PAVEMENT
SCALE: NTS

### TYPICAL SEMIFLUSH TAXIWAY IN-PAVEMENT EDGE LIGHT INSTALLATION IN NEW SHOULDER ( REFER TO CIVIL SECTIONS)

1. SURVEY EXISTING FIXTURE LOCATION.
2. REMOVE AND SALVAGE EXISTING FIXTURES, TRANSFORMERS AND ALL SALVAGEABLE ITEMS.
3. AFTER CEMENT TREATED BASE (CTB) IS PLACED, PREPARE A CAPTURE SECTION FOR A NEW BASE, 24" DIAMETER TO A MINIMUM DEPTH OF 32" BELOW FINAL GRADE.
4. PROVIDE A CONDUIT TRENCH 6" WIDE BY NOMINAL 14" DEEP BETWEEN BASES AND OUTSIDE POINTS FOR NEW 2" PVC CONDUIT PLACEMENT INTO COMPACTED SUBGRADE AND CTB LAYER.
5. SET BOTTOM SECTION OF L-868 BASE WITH MUD PLATE INTO CAPTURE SECTION USING ALIGNMENT JIG TO KEEP ALIGNMENT AND ELEVATION PER FAA A/C.
6. PROVIDE #4 TIE-BAR CAGE AS DETAILED ON CAPTURE SECTION DETAIL.
7. RUN 2" SCHEDULE PVC BETWEEN BASES COMPLETING CONDUIT INSTALLATIONS, PROVIDE CONDUIT SLEEPERS SO CONDUIT CONCRETE AGGREGATES WILL FLOW UNDER CONDUIT.
8. INSTALL SEPARATE GROUND ROD FOR EVERY BASE CAN AND EXOTHERMIC WELD TO COUNTERPOISE WHICH IS TERMINATED AT CUSTOM FACTORY MANUFACTURED MECHANICAL TERMINATION POINT, WHICH HAS BEEN BONDED TO BASE CAN PRIOR TO GALVANIZATION PROCESS.
9. PLACE 4000 PSI CONCRETE INTO TRENCH AND CAPTURE SECTION OF THE BASE CAN FILLING ANNULAR SPACE OF CONDUIT AND BASE CAN LEVELING UP TO TOP OF THE CTB.
10. PLACE 1" LAYER OF SAND ON TOP OF MUD PLATE.
11. SURVEY LOCATION OF NEWLY SET BASE CAN FOR EASE OF RECOVERY AFTER PROPOSED FINAL SHOULDER MATERIAL IS PLACED.
12. INSTALL COUNTERPOISE AT TOP OF CONCRETE LAYER IN CAPTURE SECTION CENTERED ABOVE CONDUIT IN SAME TRENCH. BOND TO FIXTURE CAN. INSTALL GROUND ROD EACH 500' MAX AND EXOTHERMICALLY WELD TO COUNTERPOISE.
13. AFTER PCC SHOULDER MATERIAL IS PLACED, LOCATE NEW BASE CAN BY SURVEY, THEN DRILL A 4" PILOT HOLE TO LOCATE THE CENTER OF THE BASE.
14. AFTER DETERMINING CENTER OF BASE, CENTER A 14" DIAMETER CORE OVER THE BASE, CORE DOWN TO TOP OF L-868 BASE BOTTOM SECTION AND REMOVE THE CORE.
15. MEASURE FROM THE TOP OF FINISHED GRADE TO THE TOP OF THE L-868 BOTTOM SECTION FOR FABRICATION OF A CUSTOM MADE TOP SECTION TO CONFORM WITH FAA ADVISORY CIRCULARS.
16. INSTALL TOP SECTION IS RECEIVED, INSTALL ON L-868 BASE CAN BOTTOM WITH MULTIHOLE ADAPTER RING AND FILL ANNULAR VOID WITH P-606 EPOXY.
17. INSTALL A 2" DIAMETER BRASS SURVEY MARKER WITH STAMPED FIXTURE ID NUMBER. SEE FIXTURE SCHEDULE.




## 4 CONDUIT AND BASE CAN CAPTURE SECTION DETAIL
SCALE: 1" = 1'-0"




## 1 NEW TAXIWAY IN-PAVEMENT EDGE LIGHT DETAIL
SCALE: N.T.S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# AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| No. | Date | Issue Description | By |
|---|---|---|---|

ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX

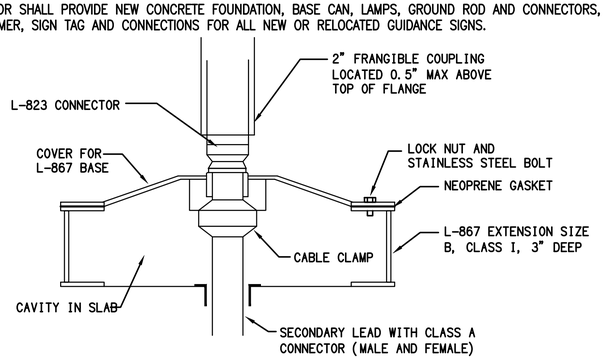
DRAWING DESCRIPTION: ELECTRICAL DETAILS - LIGHTS

KEY MAP

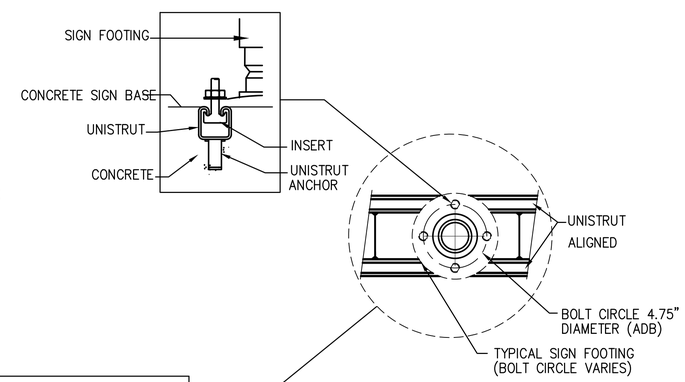
| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-8-02 |

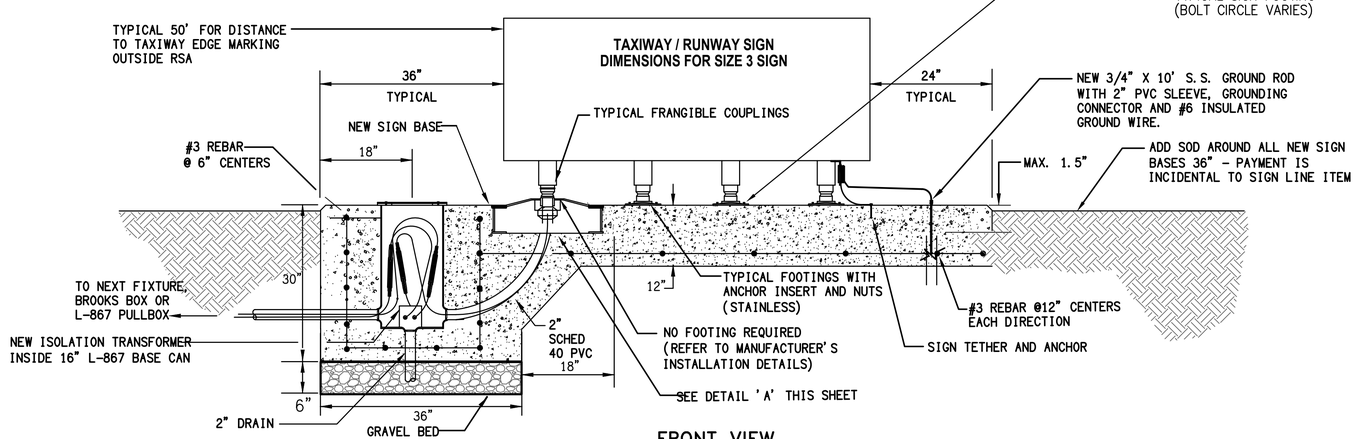
## GENERAL SIGN NOTES

1. SEE SIGN SCHEDULE FOR SIGN NUMBERS, LEGEND, TYPE AND NUMBER OF MODULES.
2. SEE AIRFIELD ELECTRICAL PLAN SHEETS E03 SERIES FOR SIGN LOCATIONS.
3. ALL LETTERS AND SPACINGS OF NEW SIGNS TO BE PER AC 150/5345-44 LATEST REVISION.
4. ALL NEW SIGNS, SIGN MODULES AND ANY MODIFICATION TO AN EXISTING SIGN SHALL CONFORM TO AC 150/5340-18 AND 150/5345-44, LATEST EDITIONS AND SIGNAGE AND MARKING SUPPLEMENTS. ALL MATERIALS, SIGN BASE DETAILS, ETC., SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. REPLACEMENT SIGN PANELS SHALL BE FURNISHED BY THE MANUFACTURER OF THE SIGN IN WHICH THE PANELS ARE TO BE INSTALLED AND SHALL FIT WITHIN THE EXISTING HOUSING.
5. THE SIGNS SHALL BE FRANGIBLE, MEETING THE REQUIREMENTS OF AC 150/5345-44, LATEST EDITION.
6. THE DETAILS SHOWN IN THE PLANS PROVIDE THE MINIMUM REQUIREMENTS FOR SIGN INSTALLATIONS. THE CONTRACTOR SHALL USE STANDARDS APPLICABLE FOR THE PARTICULAR SIGN MANUFACTURER. THE BOLTING PATTERN, METHOD OF ANCHORING, ETC., SHALL BE PER SIGN MANUFACTURER'S RECOMMENDATIONS AND APPROVED BY THE ENGINEER.
7. THE ACTUAL SIGN DIMENSIONS WILL VARY PER MANUFACTURER. THE BASE SIZE AS SHOWN SHALL BE ADJUSTED TO MATCH THE SIGN SUBMITTED. THE SUBMITTAL SHALL INCLUDE NEW BASE DIMENSIONS, LAYOUT, ETC.
8. FOR LOCATION AND ORIENTATION OF SIGNS AND FOUNDATIONS, SEE PLANS. THE LOCATION SHOWN ON THE PLANS IS THE PERPENDICULAR DISTANCE FROM THE DEFINED TAXIWAY EDGE, TO THE NEAR SIDE OF THE SIGN ON THE SIGN'S LONGITUDINAL CENTERLINE (SEE PLAN VIEW). ALL SIGNS SHALL BE INSTALLED WITH FIXTURE I.D. MARKERS.
9. ALL SIGNS SHALL BE ORIENTED SUCH THAT THE LONGITUDINAL CENTERLINE OF THE SIGN IS PERPENDICULAR TO THE RESPECTIVE RUNWAY OR TAXIWAY CENTERLINE, UNLESS NOTED OTHERWISE.
10. CONTRACTOR SHALL PROVIDE NEW CONCRETE FOUNDATION, BASE CAN, LAMPS, GROUND ROD AND CONNECTORS, ISOLATION TRANSFORMER, SIGN TAG AND CONNECTIONS FOR ALL NEW OR RELOCATED GUIDANCE SIGNS.
11. SITE GRADING AT EACH SIGN IS ANTICIPATED. GRADING AND RESTORATION ARE INCIDENTAL TO THE SIGN LINE ITEM.
12. ALL CONCRETE SHALL COMPLY WITH P-610 SPECIFICATION. P-610 CONCRETE STEEL REINFORCEMENT SHALL BE TYPE ASTM A615 GRADE 60. ALL REINFORCEMENT SHALL HAVE A 2" MINIMUM CONCRETE COVER. REINFORCEMENTS MAY BE ADJUSTED TO MISS INTERFERENCES.
13. STRUCTURAL BACKFILL, FREE-DRAINING, AS APPROVED BY THE ENGINEER, SHALL BE PLACED IN HORIZONTAL LIFTS NOT TO EXCEED 4" IN LOOSE DEPTH AND COMPACTED TO 95% MAXIMUM DENSITY AT ZERO TO 2% ABOVE OPTIMUM MOISTURE AS DETERMINED BY ASTM D1557. SLOPE SHALL NOT EXCEED 33:1 WITHIN RUNWAY SAFETY AREA.
14. SODDING OF DISTURBED AREAS SHALL BE INCLUDED IN THE INDIVIDUAL SIGN PAY ITEM. EXCAVATION, GRADING, FILL ETC. FOR THE SIGNS IS INCIDENTAL TO THE SIGN PAY ITEM.
15. ALL AREAS FOR THE SUPPORT PLATES SHALL BE IN THE SAME HORIZONTAL PLANE. WHEN CAST INTEGRALLY WITH THE CONCRETE PAD, THE ANCHOR BOLTS SHALL BE A-36 STEEL, HOT DIP GALVANIZED.
16. BASE CAN SHALL BE ON SIDE OF SIGN CLOSEST TO THE POWER SOURCE.
17. APPLY ANTI-SIEZE OR APPROVED EQUAL TO ALL THREADED BOLTS AND CONNECTIONS.
18. SIGNS TO BE PLACED PLUMB AND LEVEL.
19. FRANGIBLE COUPLING SHALL BE LOCATED 1/2" MAX. ABOVE COVER. MANUFACTURER SHALL PROVIDE AT LEAST A 1/4" DIA OPENING OR EQUAL FOR DRAINAGE INTO L-867 BASE. COUPLING SHALL NOT BE SUPPLIED WITH WEEP HOLES TO THE OUTSIDE.
20. CONTRACTOR SHALL INSTALL NEW REPLACEMENT LAMPS (FOR ALL NON-LED SIGNS) FOR ALL NEW OR RELOCATED LIGHTED SIGNS AT TIME OF FINAL INSPECTION. TURN REMOVED LAMPS OVER TO OWNER.
21. GROUND RODS SHALL BE 3/4" DIA. X 10'L COPPER-CLAD ROD. EACH GROUND ROD SHALL BE TESTED PRIOR TO CONNECTION TOT HE GROUND SYSTEM. THE EARTH RESISTANCE AT EACH ROD SHALL NOT EXCEED 25 OHMS. INSTALL ADDITIONAL RODS AS NEEDED TO ACHIEVE THE 25 OHM MAX RESISTANCE REQUIREMENT.
22. THE #6 AWG COPPER BONDING CONDUCTOR AND SIGN TETHER SHALL NOT BE ATTACHED AT THE SAME ANCHOR BOLT. AN APPROVED IRREVERSIBLE CRIMP SHALL BE USED TO CONNECT THE BONDING CONDUCTOR TO THE SIGN FLANGE AND SIGN.
23. USE #6 AWG COPPER COUNTERPOISE WITH TYPE THHW INSULATION WHEN INSTALLED IN CONCRETE. COUNTERPOISE TO BE CONNECTED TO GROUND ROD AT EACH SIGN.
24. ALL SIGNS SHALL BE FURNISHED WITH TWO TETHERS PER SIGN. TETHERS SHALL BE 3/16" STAINLESS STEEL AIRCRAFT CABLE WITH A FORMED EYE ON BOTH ENDS. THE TETHER EYE SHALL BE ATTACHED TO THE SIGN AND BASE BY BEING SANDWICHED BETWEEN TWO STAINLESS STEEL FENDER WASHERS, WITH A 1/2" MINIMUM STAINLESS STEEL BOLT. THE TETHER SHALL BE OF SUFFICIENT LENGTH TO HAVE A MINIMUM OF 6" OF SLACK WHEN ATTACHED BETWEEN THE SIGN AND THE SIGN BASE. THE TETHERS AND BONDING CONDUCTORS SHALL BE OF SUFFICIENT LENGTH TO ALLOW THE FRANGIBLE COUPLINGS TO OPERATE WITHOUT RESTRICTIONS AND TO ALLOW THE POWER CABLE TO DISCONNECT IF THE SIGN FALLS OVER.
25. SIGNS SHALL BE SEALED AGAINST INFILTRATION BY WATER AND DIRT.
26. EACH SIGN SHALL BE FURNISHED WITH AN ON-OFF TOGGLE SWITCH WITH WEATHERPROOF COVER. THE SWITCH SHALL BE USED BY MAINTENANCE PERSONNEL TO DE-ENERGIZE THE SIGN SO MAINTENANCE WORK CAN BE PERFORMED. THE SWITCH SHALL BE PHYSICALLY AND ELECTRICALLY LOCATED IMMEDIATELY ADJACENT TO THE LOAD SIDE OF THE L-823 DISCONNECT PLUG. WHEN THE SWITCH IS IN THE OFF POSITION, THE SIGN SHALL BE ISOLATED FROM THE SERIES CIRCUIT AND THE SECONDARY OF THE L-830 ISOLATION TRANSFORMER SHALL BE SHORTED. THE WEATHERPROOF COVER SHALL PROVIDE PROTECTION FROM DRIVING RAIN, SNOW AND ICE, AND SHALL HAVE A SPRING OPERATED CLOSING DEVICE. THE WEATHERPROOF COVER SHALL ALSO PROVIDE PHYSICAL PROTECTION FOR THE SWITCH HANDLE.

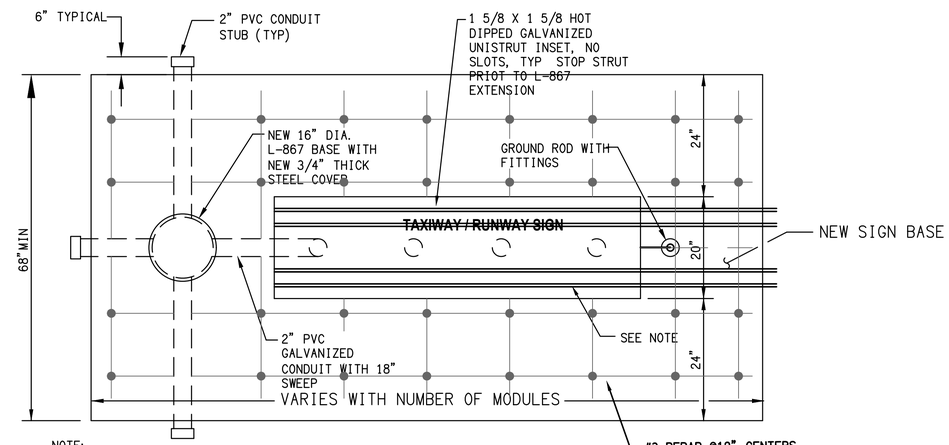



DETAIL 'A'




FRONT VIEW




NOTE:
NUMBER AND LOCATION OF INSET UNISTRUTS VARIES ON MANUFACTURER SIZE OF SIGN AND MODULES

PLAN VIEW

1 NEW SIGN AND BASE DETAIL
SCALE: N. T. S.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STATE OF TEXAS
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81460
REGISTERED PROFESSIONAL ENGINEER
6/05/19

Austin-Bergstrom International Airport


AUSTIN-BERGSTROM INTERNATIONAL AIRPORT

AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

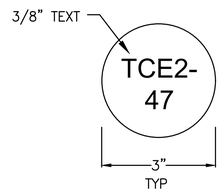
| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

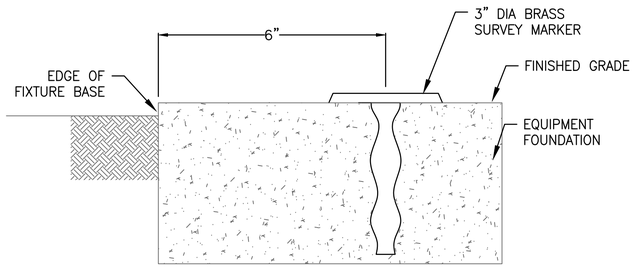
KEY MAP

DRAWING DESCRIPTION:
ELECTRICAL DETAILS - SIGNS

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-8-03 |




**TOP VIEW**



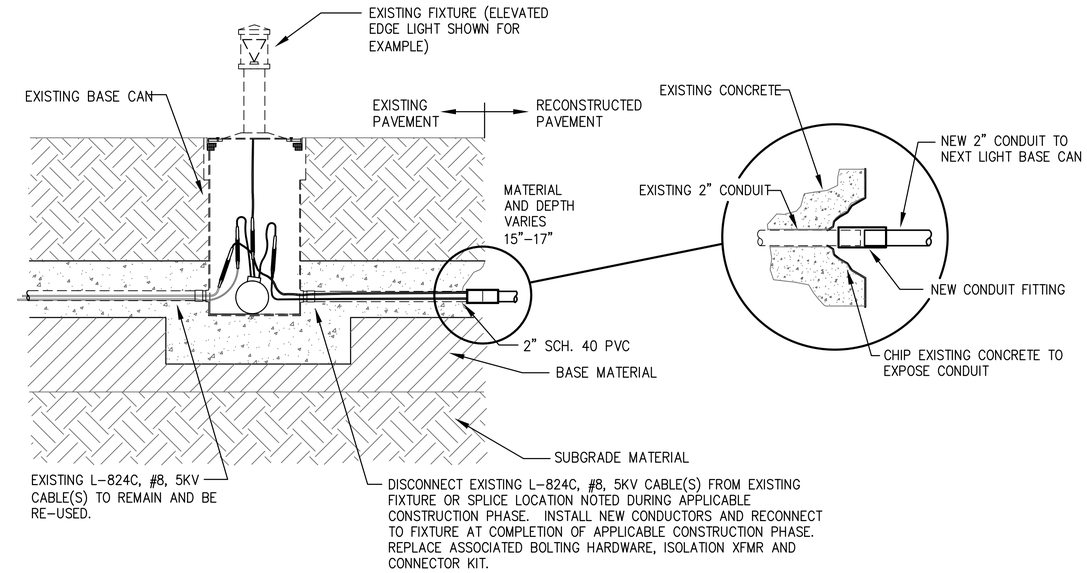

**ELEVATION**

MARKER NOTES:

1. MARKERS AT LIGHTS INSTALLED IN NON LOAD BEARING PAVEMENT MAY BE SET WITH EPOXY.
2. AIRFIELD LIGHTING EQUIPMENT TO BE IDENTIFIED WITH A BRASS SURVEY TAG ARE:
   A. TAXIWAY EDGE LIGHTS
   B. SIGNS
3. TAXIWAY SURFACE SHALL BE WATER BLASTED TO REMOVE ANY MATERIAL DEPOSITED ON THE SURFACE WHILE CORING OR TRENCHING.

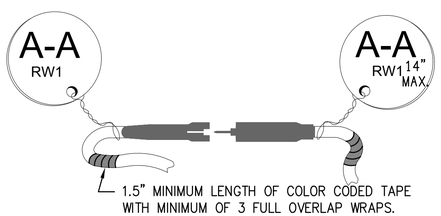
## 1 AIRFIELD LIGHTING EQUIPMENT IDENTIFICATION MARKER INSTALLATION DETAIL

SCALE: NTS




## 4 CONDUIT SECTION AT NEW SHOULDER CONSTRUCTION

SCALE: N.T.S.



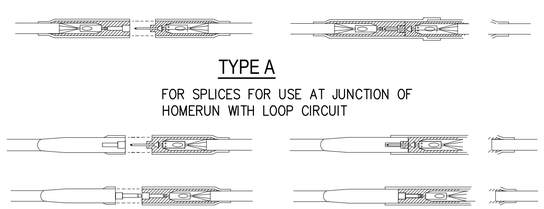

NOTE:

PROVIDE MATCHING LABEL TAGS (STAINLESS STEEL TAG ATTACHED TO STAINLESS STEEL WIRE) FOR EACH CONNECTOR PAIR FOR ALL CIRCUITS ON THIS PROJECT IN HANDHOLES, MANHOLES AND PULL BOXES. PROVIDE SEPARATE LABEL WITH UNIQUE IDENTIFICATION FOR EACH ADDITIONAL CONNECTOR PAIR. EXAMPLE: TAG 'AA' MATCHES 'AA', 'BB' MATCHES 'BB' AND ....ETC. AS AN ALTERNATE TO STAINLESS STEEL TAGS, THE CONTRACTOR HAS THE OPTION TO INSTALL WATERPROOF VINYL LABELS 2"Hx3.5"L, YELLOW, SELF-LAMINATING AND RIGID (PANDUIT #PST-FOBLNK OR EQUAL). LABELS SHALL BE FASTENED TO CABLE USING TY-WRAPS, MINIMUM 2 PER LABEL. LABEL LOCATIONS SHALL BE THE SAME AS FOR SS TAGS DESCRIBED ABOVE.

IN ADDITION TO CABLE TAG, INSTALL COLOR CODED TAPE AT END OF ALL "BLACK" JACKETED CONDUCTORS. LOCATE TAPE AT ALL CONDUCTOR ENDS AND IN ALL HANDHOLES, MANHOLES AND PULLBOXES. EACH CONDUCTOR MUST BE TAPED WITH A UNIQUE COLOR FOR IDENTIFICATION. CONTRACTOR TO PROVIDE A COLOR-CODE CIRCUIT SCHEDULE FOR ELECTRICIANS AT PROJECT COMPLETION. SUBMIT SCHEDULE WITH AS-BUILT DOCUMENTS FOR REVIEW.

## 3 STAINLESS STEEL TAG + TAPE DETAIL

SCALE: NTS

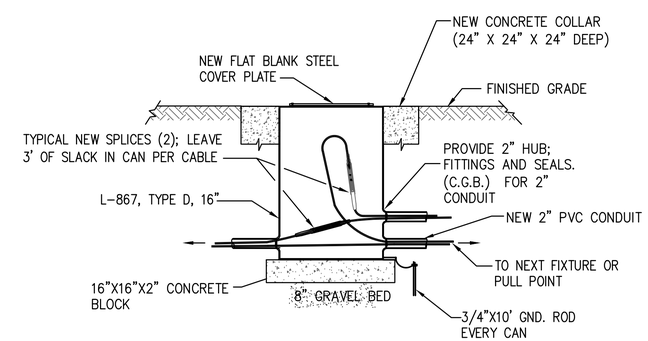



NOTES:

1. PROVIDE AMERACE KIT FOR SPLICES OR APPROVED EQUAL.
2. PROVIDE CABLE TAGS AT EVERY SPLICE IN CANS, PULL BOX, HANDHOLE, AND MANHOLE

## 2 SPLICE DETAILS

SCALE: NTS




## 5 TYPICAL PULL CAN DETAIL

SCALE: N.T.S.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C. LECETTE FERGUSON
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AIRFIELD ELECTRICAL & PAVEMENT IMPROVEMENTS

| ABIA Project No.: 2150147.052 | FDU No.: XXXX-XXXX-XXXX | XXXX.XXX |
|---|---|---|

| No. | Date | Issue Description | By |
|---|---|---|---|

DRAWING DESCRIPTION:

ELECTRICAL DETAILS - MISC

KEY MAP

| | |
|---|---|
| JOB NO.: | 2150147.052 |
| DRAWN BY: | PM |
| CHECKED BY: | LF |
| COORD. CHECK: | |
| FILE NAME: | |
| DATE: | 5/17/2019 |
| SCALE: | N.T.S. |
| SHEET NO. | E-8-04 |