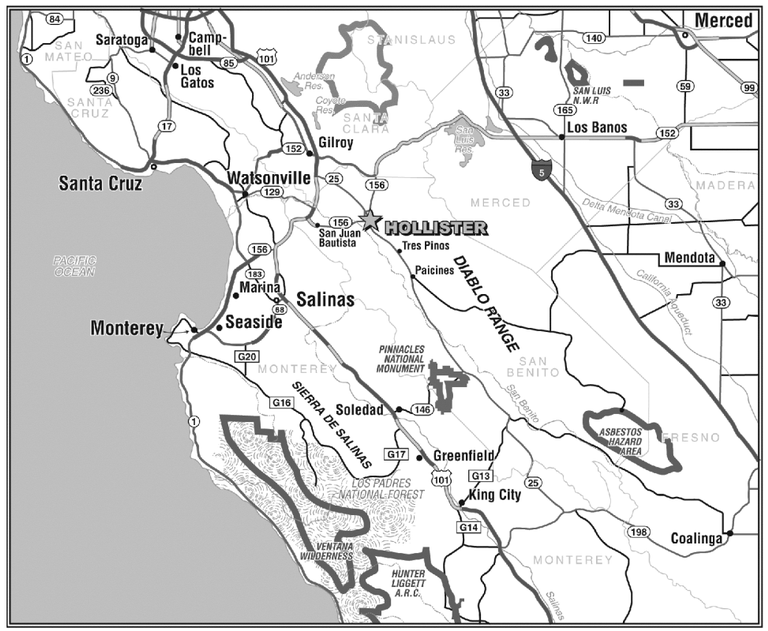
Hollister Municipal Airport (CVH)
City of Hollister

90 Skylane Drive, Suite 101
Hollister, CA 95023

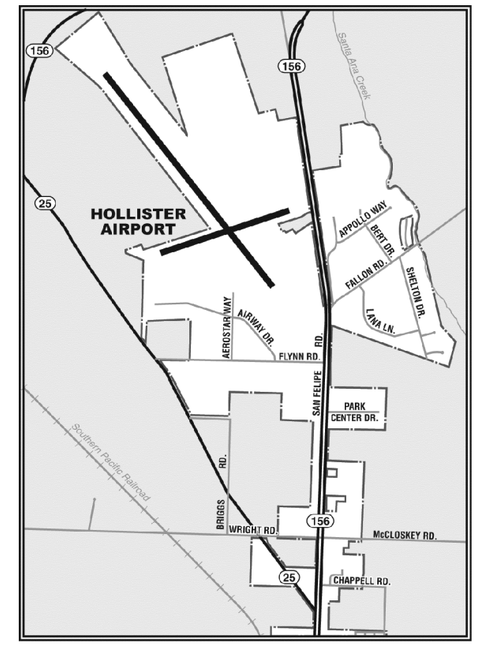
Improvement Plans to Rehabilitate Runway 13-31

A.I.P. # 3-06-0105-17

Hollister Municipal Airport



LOCATION MAP
N.T.S.



VICINITY MAP
N.T.S.

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

ACCEPTED BY:

DAVID RUBCIC,
INTERIM CITY ENGINEER,
CITY OF HOLLISTER

No.	REVISIONS	DATE	BY

Kimley»Horn

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KHA PROJECT 094711003
DATE 05/05/2015
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HOLLISTER Hometown, California Est. 1872

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER PLAMSE MEDINA No. C 63346 Exp: 6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31

COVER SHEET

SHEET NUMBER
1
OF
45

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ABBREVIATIONS

Δ	DELTA
Ø	DIAMETER
#,No.	NUMBER
%	PERCENT
AB or ABC	AGGREGATE BASE COURSE
AC	ASPHALTIC CONCRETE
AC	ADVISORY CIRCULAR
A.A.A.	AIRPORT IMPROVEMENT PROGRAM
ALP	AIRPORT LAYOUT PLAN
AOA	AIR OPERATIONS AREA
ARC	AIRPORT REFERENCE CODE
ARFF	AIR RESCUE AND FIREFIGHTING
ASDA	ACCELERATED STOP DISTANCE AVAILABLE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ASR	AIRPORT SURVEILLANCE RADAR
ATCT	AIR TRAFFIC CONTROL TOWER
BC	BEGIN CURVE
BLDG	BUILDING
BM	BENCH MARK
BP	BEGINNING POINT/BOTTOM OF PIPE
BRL	BUILDING RESTRICTION LINE
BT	BOTTOM
BVCE	BEGINNING OF VERTICAL CURVE ELEVATION
BVCS	BEGINNING OF VERTICAL CURVE STATION
C	CORD
CB	CATCH BASIN OR CORD BEARING
CF	CUBIC FOOT
CFR	CODE OF FEDERAL REGULATIONS
CIP	CAST IN PLACE
CL or ℄	CENTER LINE
CMP	CORRUGATED METAL PIPE
COH	CITY OF HOLLISTER
CONC	CONCRETE
CONST	CONSTRUCTION
COR	CORNER
CTR	CENTER
CVH	HOLLISTER MUNICIPAL AIRPORT
CY	CUBIC YARDS
D	DEGREE OF CURVE
DEPT	DEPARTMENT
DER	DECLARED END OF RUNWAY
DIP	DUCTILE IRON PIPE
DR	DRIVE
DTL	DETAIL
DWG	DRAWING
E	EAST OR EASTING
EA	EACH
EVCE	END OF VERTICAL CURVE ELEVATION
EVCS	END OF VERTICAL CURVE STATION
ELEC	ELECTRIC or ELECTRICAL
EL or ELEV	ELEVATION
EP	ENDING POINT/EDGE OF PAVEMENT
ESMT	EASEMENT
(E),EX or EXIST	EXISTING
FAA	FEDERAL AVIATION ADMINISTRATION
FBO	FIXED BASE OPERATOR
FOC	FIBER OPTIC CABLE
FOD	FOREIGN OBJECT DEBRIS
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
FG	FINISHED GRADE
FL	FLOW LINE
FNC	FENCE
FO	FIBER OPTIC
FT	FOOT or FEET
G	GUTTER or GAS LINE
GB	GRADE BREAK
GP	GRATE INLET PROTECTION
GPS	GLOBAL POSITIONING SYSTEM
GR	GRADE OR GRATE
GS	GLIDE SLOPE
HIRL	HIGH INTENSITY RUNWAY LIGHTS
HITL	HIGH INTENSITY TAXIWAY LIGHTS
HMA	HOLLISTER MUNICIPAL AIRPORT
HORIZ	HORIZONTAL
HP	HIGH POINT
HWY	HIGHWAY
ID	INSIDE DIAMETER
IFR	INSTRUMENT FLIGHT RULES
ILS	INSTRUMENT LANDING SYSTEM
IN	INCH OR INCHES
INV	INVERT
L	LEFT or LENGTH
LAT	LATITUDE
LDA	LANDING DISTANCE AVAILABLE
LF	LINEAR FOOT
LONG	LONGITUDE
LS	LUMP SUM
LT	LEFT
MALSR	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM WITH RUNWAY ALIGNMENT INDICATOR LIGHTS
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MIRL	MEDIUM INTENSITY RUNWAY LIGHTS
MITL	MEDIUM INTENSITY TAXIWAY LIGHTS
MISC	MISCELLANEOUS
MON	MONUMENT
N	NORTH OR NORTHING
(N)	NEW/ PROPOSED
NESHAP	NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS
NGS	NATIONAL GEODETIC SURVEY
NPI	NON-PAY ITEM
NOTAM	NOTICE TO AIRMEN
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
N.T.S.	NOT TO SCALE
NW	NORTHWEST
OC	ON CENTER
OD	OUTSIDE DIAMETER
OFA	OBJECT FREE AREA
OFF	OFFSET
OFZ	OBSTACLE FREE ZONE
PAPI	PRECISION APPROACH PATH INDICATOR
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
PG&E	PACIFIC GAS AND ELECTRIC
PI	POINT OF INTERSECTION
PLS	PROFESSIONAL LAND SURVEYOR
POC	POINT OF CONNECTION
POFZ	PRECISION OBSTACLE FREE ZONE
PRC	POINT OF REVERSE CURVATURE
PRVC	POINT OF REVERSE VERTICAL CURVATURE
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE or POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENCY
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
RDR	RUNWAY DISTANCE REMAINING
RDWY	ROADWAY
REF	REFERENCE
REIL	RUNWAY END IDENTIFIER LIGHTS
REINF	REINFORCED
REV	REVISED OR REVISION
ROFA	RUNWAY OBJECT FREE AREA
ROFZ	RUNWAY OBSTACLE FREE ZONE
ROW	RIGHT-OF-WAY
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RT	RIGHT
RVR	RUNWAY VISUAL RANGE
RWY	RUNWAY
S	SOUTH
SCH	SCHEDULE
SD	STORM DRAIN
SE	SOUTHEAST
SF	SQUARE FEET
SPEC	SPECIFICATIONS
SQ	SQUARE
SS	SANITARY SEWER
ST	STREET
STA	STATION
STD	STANDARD
SW	SOUTHWEST
SWLK	SIDEWALK
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
SY	SQUARE YARD
T	TANGENT (CURVE DATA)
TEL	TELEPHONE
TEMP	TEMPORARY
TODA	TAKEOFF DISTANCE AVAILABLE
TOFA	TAXIWAY OBJECT FREE AREA
TORA	TAKEOFF RUN AVAILABLE
TP	TOP OF PAVEMENT / TOP OF PIPE
TSA	TAXIWAY SAFETY AREA
TWY	TAXIWAY
TYP	TYPICAL
UNK	UNKNOWN
USGS	UNITED STATES GEOLOGICAL SERVICE
VASI	VISUAL APPROACH SLOPE INDICATOR
VC	VERTICAL CURVE
VFR	VISUAL FLIGHT RULES
VSR	VEHICLE SERVICE ROAD
W	WEST
WM	WATER METER
WT	WATER
WV	WATER VALVE

LEGEND

EXISTING	PROPOSED	FEATURE
		EDGE OF PAVEMENT
15	15	MAJOR CONTOUR
15	15	MINOR CONTOUR
+ (82.1)	+ 82.16	SPOT ELEVATION
		RUNWAY/TAXIWAY EDGE LIGHT
		AIRPORT SIGN

A — SECTION OR DETAIL IDENTIFIER

X.X — SHEET ON WHICH SECTION OR DETAIL IS DRAWN

	AIRPORT PROPERTY LINE
12+00	CENTERLINE AND STATIONING
RSA(N)	PROPOSED RUNWAY SAFETY AREA
RSA(E)	EXISTING RUNWAY SAFETY AREA
TSA	TAXIWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
TOFA	TAXIWAY OBJECT FREE AREA
ROFZ	RUNWAY OBSTACLE FREE ZONE
X X	EXISTING FENCE
S	EXISTING SANITARY SEWER
	EXISTING STORM DRAIN
EX-E	EXISTING ELECTRICAL
GB	GRADE BREAK
	HAUL ROUTE
	LOW PROFILE BARRICADES
	TAXIWAY CLOSURE BARRICADE
XX	EXISTING SURVEY MONUMENT
	EXISTING TRAFFIC SIGN POST
	EXISTING STORM DRAIN INLET
	EXISTING STORM SEWER MANHOLE
T	EXISTING TELEPHONE MANHOLE
E	EXISTING ELECTRICAL MANHOLE
	EXISTING WATER METER
	EXISTING WATER VALVE

GENERAL NOTES

1. CONSTRUCTION OF THIS PROJECT SHALL BE IN ACCORDANCE WITH THE FOLLOWING: THE PLANS AND SPECIFICATIONS AND ALL APPLICABLE FAA STANDARDS AND GUIDELINES, LATEST REVISION. THE PRECEDENCE OF THE CONTRACT DOCUMENTS ARE CONTAINED IN THE SPECIFICATIONS. CALCULATED DIMENSIONS WILL GOVERN OVER SCALED DIMENSIONS.

2. THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL SAFETY REGULATIONS.

3. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS FROM LOCAL GOVERNMENTS OR JURISDICTIONAL AGENCIES PRIOR TO STARTING ANY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL PROVIDE A COPY OF ALL CONSTRUCTION PERMITS TO THE ENGINEER WITHIN SEVEN (7) DAYS OF ISSUE OF SUBJECT PERMIT.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL EXISTING IMPROVEMENTS, PROPERTY AND FACILITIES. THE CONTRACTOR SHALL PROTECT, FROM DAMAGE, OR DISTURBANCE, ALL LAND AND SURVEY MONUMENTS AND PROPERTY MARKERS. IF DAMAGE TO AIRPORT PROPERTY OR FACILITIES DOES OCCUR AS A RESULT OF THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR, SHALL RESTORE SUCH PROPERTY OR FACILITIES TO A CONDITION EQUAL TO THAT EXISTING BEFORE SUCH DAMAGE AS DETERMINED BY THE ENGINEER AND WITHOUT COST TO THE OWNER.

5. SAFETY AND SECURITY – THE SAFETY AND SECURITY OF CONSTRUCTION OPERATIONS WITHIN THE AIRPORT OPERATIONS AREA (AOA) AND THE SAFETY AND SECURITY OF AIRCRAFT OPERATIONS THROUGH AND IN THE VINITY OF THE CONSTRUCTION PROJECT LIMITS ARE THE CONTRACTOR'S RESPONSIBILITY. THE CONTRACTOR SHALL COORDINATE WITH HOLLISTER MUNICIPAL AIRPORT (CVH) AND THE ENGINEER ON ALL MATTERS RELATED TO SAFETY AND SECURITY WITHIN THE AOA. WORK SHALL NOT BE PERFORMED WITHIN THE AOA WITHOUT PRIOR COORDINATION WITH HOLLISTER MUNICIPAL AIRPORT'S DESIGNATED REPRESENTATIVES.

6. THE CONSTRUCTION WORK ON THIS PROJECT WILL OCCUR WITHIN AN ACTIVE AOA AND IS SUBJECT TO THE OPERATIONAL SAFETY AND SECURITY REQUIREMENTS OF CVH AND THE FAA AS IDENTIFIED WITHIN THE CONTRACT DOCUMENTS. IN ADDITION THE CONTRACTOR SHALL COMPLY WITH ANY ADDITIONAL SAFETY AND SECURITY REQUIREMENTS NOT IDENTIFIED IN THESE CONTRACT DOCUMENTS, BUT DEEMED NECESSARY BY CVH OR THE FAA AND AT NO ADDITIONAL COST TO THE OWNER.

7. THE CONTRACTOR SHALL NOT ENTER ONTO ANY AREA OF THE AOA OUTSIDE OF THE CONSTRUCTION LIMITS, THE STAGING AREAS, OR THE DESIGNATED HAUL ROUTES WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER OR CVH.

8. THE CONTRACTOR WILL BE REQUIRED TO (1) COORDINATE WITH CVH ON ALL ITEMS RELATED TO AOA SAFETY AND SECURITY; AND (2) FULLY COMPLY WITH AIRPORT PROCEDURES AND SPECIAL REQUIREMENTS FOR AOA ACCESS, AIRPORT SECURITY TRAINING/INDUCTION, AND SECURITY BADGING. THE CONTRACTOR SHALL CARRY OUT THE WORK IN A MANNER TO MAINTAIN THE INTEGRITY OF THE AOA SECURITY AT ALL TIMES.

9. THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION STAKING AND SURVEYING. EXISTING AIRPORT SURVEY MONUMENTS ARE LOCATED WITHIN THE AOA. THE CONTRACTOR SHALL HAVE A REGISTERED LAND SURVEYOR REPLACE ANY DISTURBED MONUMENTS USING FIRST ORDER TECHNIQUES WITHOUT COST TO THE OWNER. REPLACEMENT MONUMENTS SHALL BE PLACED AT LEAST TEN-FEET (10') BUT NOT MORE THAN FIFTY-FEET (50') FROM THE ORIGINAL MONUMENT. IF THE DISTURBED MONUMENT IS A PRIMARY AIRPORT CONTROL (PAC) OR SECONDARY AIRPORT CONTROL (SAC) POINT, THE CONTRACTOR SHALL INSTALL THE NEW POINT IN ACCORDANCE WITH FAA AC 150/5300-16A, 'GENERAL GUIDANCE AND SPECIFICATIONS FOR SURVEY.'

10. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE SERVICES OF A SUBSURFACE UTILITY LOCATE COMPANY AND LOCATE ALL EXISTING UTILITIES AND UNDERGROUND AIRPORT FACILITIES THAT MAY BE AFFECTED BY THIS PROJECT AND TO UTILITY QUALITY LEVEL 'B' PER ASCE 38-02. THE CONTRACTOR SHALL SUBSEQUENTLY EMPLOY POT-HOLE TECHNIQUES TO VERIFY EXACT LOCATIONS AND ELEVATIONS IN ACCORDANCE WITH UTILITY QUALITY LEVEL 'A' PER ASCE 38-02 PRIOR TO COMMENCING WORK. EXISTING UTILITY INFORMATION SHOWN ON THE PLANS WAS COMPILED BASED ON UTILITY RECORDS AVAILABLE TO THE ENGINEER AND SHOULD BE TREATED AS UTILITY QUALITY LEVEL 'D' PER ASCE 38-02. A REASONABLE ATTEMPT HAS BEEN MADE TO SHOW THE LOCATIONS OF UNDERGROUND OBSTRUCTIONS, UTILITIES, AND UNDERGROUND AIRPORT FACILITIES IN THE WORK AREAS. THE UTILITIES, AND FACILITIES SHOWN ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION, OR AS THE ONLY UNDERGROUND UTILITIES, AIRPORT FACILITIES, OR OBSTACLES THAT MAY OCCUR ON THE SITE. THE OWNER AND ENGINEER BEAR NO RESPONSIBILITY FOR UTILITIES NOT SHOWN OR SHOWN IN AN INCORRECT LOCATION OR ELEVATION ON THE PLANS. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE. ALL EXCAVATIONS IMMEDIATELY ADJACENT TO UTILITIES SHALL BE DONE BY HAND. UTILITIES INTERFERING WITH CONSTRUCTION SHALL BE RESET OR RELOCATED BY THE CONTRACTOR UNLESS NOTED OTHERWISE. THE CONTRACTOR SHALL PROVIDE A UTILITY LOCATOR AND VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND PROCEED WITH CAUTION AROUND ANY SUCH FEATURES. THE CONTRACTOR SHALL GIVE PROPER NOTICE TO ALL UTILITY COMPANIES AND FACILITY OWNERS REGARDING REMOVAL AND RELOCATION ACTIVITIES, AND WHEN WORKING IN THE VICINITY OF UTILITY LINES AND AIRPORT FACILITIES.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITY LINES OR AIRPORT FACILITIES ENCOUNTERED DURING CONSTRUCTION. ANY DAMAGE TO UTILITIES MUST BE REPAIRED IMMEDIATELY BY THE CONTRACTOR, TO THE SATISFACTION OF THE ENGINEER AND AT NO COST TO THE OWNER.

12. FIXTURES FOR AIRFIELD LIGHTING AND NAVIGATIONAL AIDS ARE LOCATED IN THE CONSTRUCTION AREAS. THE CONTRACTORS PERSONNEL SHALL BECOME FAMILIAR WITH THESE CABLE AND FIXTURE LOCATIONS AND KEEP VEHICLES AND EQUIPMENT CLEAR FROM THEM AT ALL TIMES. THE CONTRACTOR SHALL ADHERE TO CVH LOCKOUT/TAGOUT PROCEDURES.

13. ANY DAMAGE TO THE EXISTING AIRPORT LIGHTING SYSTEMS CAUSED BY CONSTRUCTION OPERATIONS SHALL BE REPORTED TO THE OWNER IMMEDIATELY AND REPAIRED AT THE CONTRACTOR'S EXPENSE.

14. THE CONTRACTOR SHALL NOTE IN THE AS-BUILT/RECORD DRAWINGS ALL PIPES, DUCTS AND CABLES FOUND DURING EXCAVATION AND INDICATE EXACT POSITION, ELEVATION, DIRECTION, SIZE, MATERIAL, PURPOSE AND ACTIVE STATUS IF KNOWN.

15. WASTE MATERIALS – ALL WASTE MATERIAL INCLUDING BUT NOT LIMITED TO ASPHALT, CONCRETE, RUBBLE, EXISTING AGGREGATE BAS/AGGREGATE SUBBASE, LIME/CEMENT TREATED SUBGRADES, AND WASTE EXCAVATION SHALL BE PROPERLY DISPOSED OF OFF AIRPORT PROPERTY AND IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS. WASTE MATERIAL SHALL NOT BE STOCKPILED ON THE AIRPORT PROPERTY UNLESS PRIOR WRITTEN APPROVAL IS OBTAINED FROM THE ENGINEER.

16. ANY TEMPORARY STOCKPILING OF MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT AS A RESULT OF WING VORTEX, PROP WASH OR JET BLAST FROM AIRCRAFT OPERATIONS, OR OTHER SURFACE WIND CURRENTS. STOCKPILE LOCATIONS SHALL BE RESTRICTED TO THE CONTRACTOR STAGING AREAS.

GENERAL NOTES (CONTINUED)

17. CONTRACTOR GENERATED DEBRIS, WASTE, AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEAR, PROPELLERS, ROTORS, OR LIKELY TO BE INGESTED BY JET ENGINES SHALL NOT BE LEFT ON PAVEMENTS WITHIN THE ACTIVE MOVEMENT AREAS OF THE AOA. CONTRACTOR GENERATED DEBRIS OR MATERIAL ON PAVEMENT SURFACES WITHIN THESE AREAS SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. DURING WORKING HOURS THE CONTRACTOR SHALL MONITOR AND CONTINUOUSLY REMOVE DEBRIS AND MATERIAL FROM THESE AREAS.

18. THE CONTRACTOR SHALL CONDUCT POWER VACUUM CLEANING OF ALL AFFECTED AIRPORT PAVEMENTS INCLUDING CONSTRUCTION TRAFFIC HAUL ROUTES, AND RUNWAY AND TAXIWAY CROSSINGS AT THE END OF EACH WORK SHIFT, PRIOR TO THE REOPENING OF ANY PAVEMENT TO AIR TRAFFIC, AND IMMEDIATELY AFTER COMPLETION OF CONSTRUCTION TASKS. THE CONTRACTOR IS RESPONSIBLE FOR CONTINUOUS DAILY CLEAN UP OF THE WORK AREAS.

19. THE CONTRACTOR SHALL COMPLETE CLEAN UP AND RESTORATION OF THE ENTIRE PROJECT AREA, INCLUDING ALL STAGING AND STORAGE AREAS, AS APPROVED BY THE ENGINEER, WITHIN THIRTY (30) CALENDAR DAYS OF PROJECT SUBSTANTIAL COMPLETION DATE.

20. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COMPARE THE EXISTING SITE CONDITIONS WITH THE PLANS AND NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCIES OBSERVED. SHOULD ANY GRADE OR DESIGN INDICATED ON THE PLANS BE SUSPECTED TO BE IN ERROR, THE ENGINEER SHALL BE NOTIFIED OF SAID AREA AT LEAST FORTY-EIGHT HOURS BEFORE CONSTRUCTION IS SCHEDULED TO BEGIN. IF THE ENGINEER IS NOT NOTIFIED PRIOR TO THE START OF CONSTRUCTION, ANY DISCREPANCIES AND ASSOCIATED CORRECTION COSTS SUBSEQUENTLY INCURRED SHALL BE DEEMED TO BE THE SOLE RESPONSIBILITY OF CONTRACTOR.

21. THE OWNER RESERVES THE RIGHT TO MAKE REVISIONS TO THE FINISHED ELEVATIONS AND GRADIENTS. IF CHANGES ARE NECESSARY, THE OWNER MAY FURNISH A REVISED GRADING AND PAVING PLAN. UNIT PRICES BID SHALL GOVERN FOR ANY REVISED QUANTITIES.

22. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL UTILITIES AND HOOKUPS FOR THE CONTRACTORS STAGING AREA, THE ENGINEER'S FIELD OFFICE, AND THE MATERIAL TESTING LABORATORY. REQUIRED UTILITIES SHALL BE ARRANGED AND PAID FOR BY THE CONTRACTOR DIRECTLY TO THE APPROPRIATE UTILITY.

23. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INVESTIGATE THE AVAILABILITY OF AN ADEQUATE SUPPLY OF SUITABLE WATER FOR THE CONSTRUCTION. THE CONTRACTOR SHALL SECURE AND MAKE ALL ARRANGEMENTS NECESSARY FOR THE PURCHASE OF WATER FOR THE CONSTRUCTION, AND TO OBTAIN ALL NECESSARY PERMITS, AND PROVIDE ALL NECESSARY FACILITIES TO FURNISH WATER FOR USE DURING THE CONSTRUCTION. NO ADDITIONAL PAYMENT OR MEASUREMENT WILL BE MADE FOR PROVIDING WATER FOR THE CONSTRUCTION, IT SHALL BE AT THE CONTRACTOR'S SOLE EXPENSE.

24. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FIRE HYDRANTS AT ALL TIMES.

25. THE CONTRACTOR SHALL NOT DRAW CONSTRUCTION WATER FROM FIRE HYDRANTS FOR USE DURING THE PROJECT WITHOUT FIRST OBTAINING A WRITTEN PERMIT AND WATER METER FROM THE CITY/WATER COMPANY/CVH AS APPLICABLE.

26. THE CONTRACTOR SHALL APPLY WATER, CHEMICALS, VEGETATION OR OTHER MATERIALS WHEN REQUESTED BY THE ENGINEER TO PREVENT THE OCCURRENCE OF DUST WHICH IS OBJECTIONABLE TO AIRCRAFT OPERATIONS AND OTHER USERS OF THE AREA INCLUDING BUT NOT LIMITED TO AIRCRAFT OPERATIONS AND LAND SIDE OPERATIONS. ALL COSTS FOR CONTROLLING CONSTRUCTION DUST OR POLLUTANTS FROM THE CONTRACTORS OPERATIONS SHALL BE INCIDENTAL TO THE CONTRACT.

27. THE CONTRACTOR IS REQUIRED TO PROVIDE ADEQUATE LIGHTING FOR CONSTRUCTION OF ALL WORK AREAS DURING THE HOURS OF DARKNESS, REDUCED VISIBILITY, OR AS REQUIRED BY THE SPECIFICATIONS. COSTS FOR SAID LIGHTING SHALL BE INCIDENTAL TO THE CONTRACT.

28. THE CONTRACTOR'S SUPERINTENDENT(S) SHALL BE ON THE CONSTRUCTION SITE AT ALL TIMES WHEN WORK IS BEING CARRIED OUT AND THE CONTRACTORS SUPERINTENDENT, OR AN APPROVED DESIGNEE, SHALL BE ON-CALL AND AVAILABLE IN CASE OF EMERGENCIES ON A TWENTY-FOUR-HOUR DAILY BASIS FOR THE DURATION OF THE PROJECT. THE CONTRACTOR'S SUPERINTENDENT SHALL BE DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE REPRESENTATIVE.

29. THE CONTRACTOR IS ADVISED THAT NO INVESTIGATIONS WERE CARRIED OUT ON THE EXISTING ASPHALT CONCRETE PAVEMENT TO DETERMINE IF THE PAVEMENT CONTAINS REINFORCEMENT FABRIC OR GEOGRID. IT IS THE CONTRACTORS RESPONSIBILITY TO FURTHER INVESTIGATE CONDITIONS AS IT DETERMINES NECESSARY.

29. THE CONTRACTOR IS ADVISED THAT NO INVESTIGATIONS WERE CARRIED OUT ON THE EXISTING AGGREGATE BASE AND AGGREGATE SUBBASE TO DETERMINE IF THE SUBJECT MATERIAL CONTAINS OIL, BITUMINOUS MATERIAL OR OTHER TREATMENT MATERIAL. IT IS THE CONTRACTORS RESPONSIBILITY TO FURTHER INVESTIGATE CONDITIONS AS IT DETERMINES NECESSARY.

30. ASPHALT MILLING DERIVED FROM THE PAVEMENT REMOVAL PROCESS AND THAT MEETS THE CRITERIA FOR PROCESS MISCELLANEOUS AGGREGATE BASE SHALL BE HAULED, SPREAD AND COMPACTED ON THE AIRPORT'S EXISTING PERIMETER ROAD AS SHOWN ON THE PLANS. THE MILLINGS SHALL BE PROCESSED SO THAT THEY CONTAIN NO PAVEMENT FABRIC OR PAVEMENT GEOGRID. NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE FOR THE PROCESSING, HAULING, PLACING, SPREADING AND COMPACTING OF THE MILLINGS DERIVED FROM THE COLD MILLING OF EXISTING PAVEMENT; IT SHALL BE CONSIDERED AS A SUBSIDIARY OBLIGATION OF THE CONTRACTOR COVERED UNDER THE OTHER CONTRACT ITEMS.

31. NO ALLOWANCE SHALL BE MADE FOR ANY INCREASED EXPENSE, LOSS OF EXPECTED REIMBURSEMENT, OR LOSS OF ANTICIPATED PROFITS SUFFERED OR CLAIMED BY THE CONTRACTOR OR SUBCONTRACTOR WHICH RESULTS DIRECTLY FROM ALTERATIONS OR CHANGED CONDITIONS WHICH HAVE BEING IDENTIFIED IN NOTES 1 THROUGH 30 ABOVE OR INDIRECTLY FROM THE CONTRACTOR'S UNBALANCED ALLOCATION OF OVERHEAD AND PROFIT AMONG THE CONTRACT ITEMS OR FROM ANY OTHER CAUSE.

No.	REVISIONS	DATE	BY

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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California Est. 1872

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER — CIVIL — No. C 63346 Exp:6/30/2016 — STATE OF CALIFORNIA — 5/5/15

REHABILITATE RUNWAY 13-31

GENERAL NOTES

SHEET NUMBER 2 OF 45

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

SUMMARY OF QUANTITIES

BASE BID

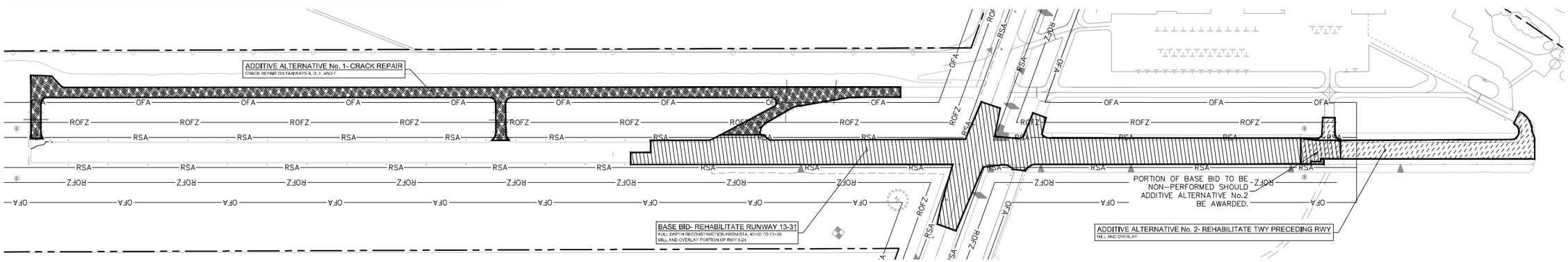
Item No.	SPEC No.	DESCRIPTION	UNIT	QUANTITY
1	GP-105-2.1	MOBILIZATION\DEMOBILIZATION (5% MAX OF BASE BID)	LS	1
2	P-101-5.1	PAVEMENT REMOVAL	SY	48,829
3	P-101-5.3	PAVEMENT MARKING REMOVAL	SF	80,876
4	P-101-5.5	COLD MILLING	SY	2,343
5	P-110-3.1	QUALITY CONTROL PLAN DEVELOPMENT	LS	1
6	P-110-3.2	CONTRACTOR'S QUALITY CONTROL (2% MAX OF BASE BID)	LS	1
7	P-110-3.3	SURVEY CONTROL VERIFICATION	LS	1
8	P-110-3.4	CONSTRUCTION SURVEY AND STAKING	LS	1
9	P-120-4.1	SAWCUT (FULL DEPTH)	LF	835
10	P-148-4.1	AIRFIELD CONSTRUCTION AREA CONTROL	LS	1
11	P-148-4.2	SWEEPERS AND FOD CONTROL	CDAY	60
12	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	22,775
13	P-152-4.8	UNSUITABLE EXCAVATION	CY	2,278
14	P-152-4.9	DEEP RIPPING	CDAY	12
15	P-154-5.1	SUBBASE COURSE	CY	5,520
16	P-155-8.1-1	LIME TREATED SUBGRADE (18-INCH)	SY	4,633
17	P-155-8.1-2	LIME TREATED SUBGRADE (6-INCH)	SY	33,100
18	P-156-5.1	IMPLEMENT THE STORM WATER POLLUTION PREVENTION PLAN AND MEASURES	LS	1
19	P-159-6.1	GEOGRID REINFORCEMENT MATERIAL	SY	4,883
20	P-208-5.1	PROCESSED MISCELLANEOUS BASE	SY	8,739
21	P-209-5.1	CRUSHED AGGREGATE BASE COURSE	CY	10,817
22	P-401-8.1.1	BITUMINOUS SURFACE COURSE	TON	14,010
23	P-602-5.1	BITUMINOUS PRIME COAT	GAL	12,900
24	P-603-5.1	BITUMINOUS TACK COAT	GAL	11,950
25	P-605-5.1	ASPHALT COLD JOINT ADHESIVE	LF	835
26	P-620-5.1.1	RUNWAY AND TAXIWAY MARKINGS	SF	57,231
27	L-100-5.1	ELECTRICAL DEMOLITION	LS	1
28	L-100-5.2	RUNWAY OR TAXIWAY EDGE LIGHT REINSTALLATION	EA	26
29	L-100-5.3	SIGN REINSTALLATION	EA	5
30	L-867-6.1	SIZE "B" L-867 BASE CAN EXTENSION FOR ANY NEW, REINSTALLED OR FUTURE FIXTURE IN NEW ASPHALT SHOULDER	EA	20
31	L-867-6.2	SIZE "B" L-867 BASE CAN FOR ANY NEW, REINSTALLED OR FUTURE FIXTURE IN NEW ASPHALT SHOULDER	EA	6
32	L-867-6.3	CONCRETE FOUNDATION FOR RELOCATED 1 MODULE SIGN	EA	5
33	T-910-3.1	EROSION CONTROL HYDRO-SEEDING	SY	17,318

ADDITIVE ALTERNATIVE No. 1

Item No.	SPEC No.	DESCRIPTION	UNIT	QUANTITY
34	GP-105-2.1	MOBILIZATION\DEMOBILIZATION (5% MAX OF ADDITIVE ALTERNATIVE NO. 1)	LS	1
35	P-101-5.5	COLD MILLING	SY	3,911
36	P-110-3.2	CONTRACTOR'S QUALITY CONTROL (2% MAX OF ADDITIVE ALTERNATIVE NO. 1)	LS	1
37	P-110-3.4	CONSTRUCTION SURVEY AND STAKING	LS	1
38	P-148-4.1	AIRFIELD CONSTRUCTION AREA CONTROL	LS	1
39	P-148-4.2	SWEEPERS AND FOD CONTROL	CDAY	60
40	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	545
41	P-156-5.1	IMPLEMENT THE STORM WATER POLLUTION PREVENTION PLAN AND MEASURES	LS	1
42	P-401-8.1.1	BITUMINOUS SURFACE COURSE	TON	1,250
43	P-603-5.1	BITUMINOUS TACK COAT	GAL	200
44	P-620-5.1-1	RUNWAY AND TAXIWAY MARKINGS	SF	28,120

ADDITIVE ALTERNATIVE No. 2

Item No.	SPEC No.	DESCRIPTION	UNIT	QUANTITY
45	GP-105-2.1	MOBILIZATION\DEMOBILIZATION (5% MAX OF ADDITIVE ALTERNATIVE NO. 2)	LS	1
46	P-101-5.5	COLD MILLING	SY	5,170
47	P-110-3.2	CONTRACTOR'S QUALITY CONTROL (2% MAX OF ADDITIVE ALTERNATIVE NO. 2)	LS	1
48	P-110-3.4	CONSTRUCTION SURVEY AND STAKING	LS	1
49	P-148-4.1	AIRFIELD CONSTRUCTION AREA CONTROL	LS	1
50	P-148-4.2	SWEEPERS AND FOD CONTROL	CDAY	30
51	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	250
52	P-156-5.1	IMPLEMENT THE STORM WATER POLLUTION PREVENTION PLAN AND MEASURES	LS	1
53	P-401-8.1.1	BITUMINOUS SURFACE COURSE	TON	4,920
54	P-411-5.1	HOT POURED CRACK SEALING	LF	6,000
55	P-603-5.1	BITUMINOUS TACK COAT	GAL	4,800
56	P-605-5.1	ASPHALT COLD JOINT ADHESIVE	LF	1,350
57	P-620-5.1.1	RUNWAY AND TAXIWAY MARKINGS	SF	4,700



PROJECT LAYOUT

LEGEND

- BASE BID
- ADDITIVE ALTERNATIVE No. 1
- ADDITIVE ALTERNATIVE No. 2

No.	REVISIONS	DATE	BY

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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California (Est. 1877)

HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER MICHAEL PURSE MCPHERSON No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31

SUMMARY OF QUANTITIES AND PROJECT LAYOUT

SHEET NUMBER 3 OF 45

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HORIZONTAL DATUM

CALIFORNIA COORDINATE SYSTEM, ZONE4
NORTH AMERICAN DATUM OF 1983 (NAD83)

VERTICAL DATUM

NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88)

RUNWAY END COORDINATES

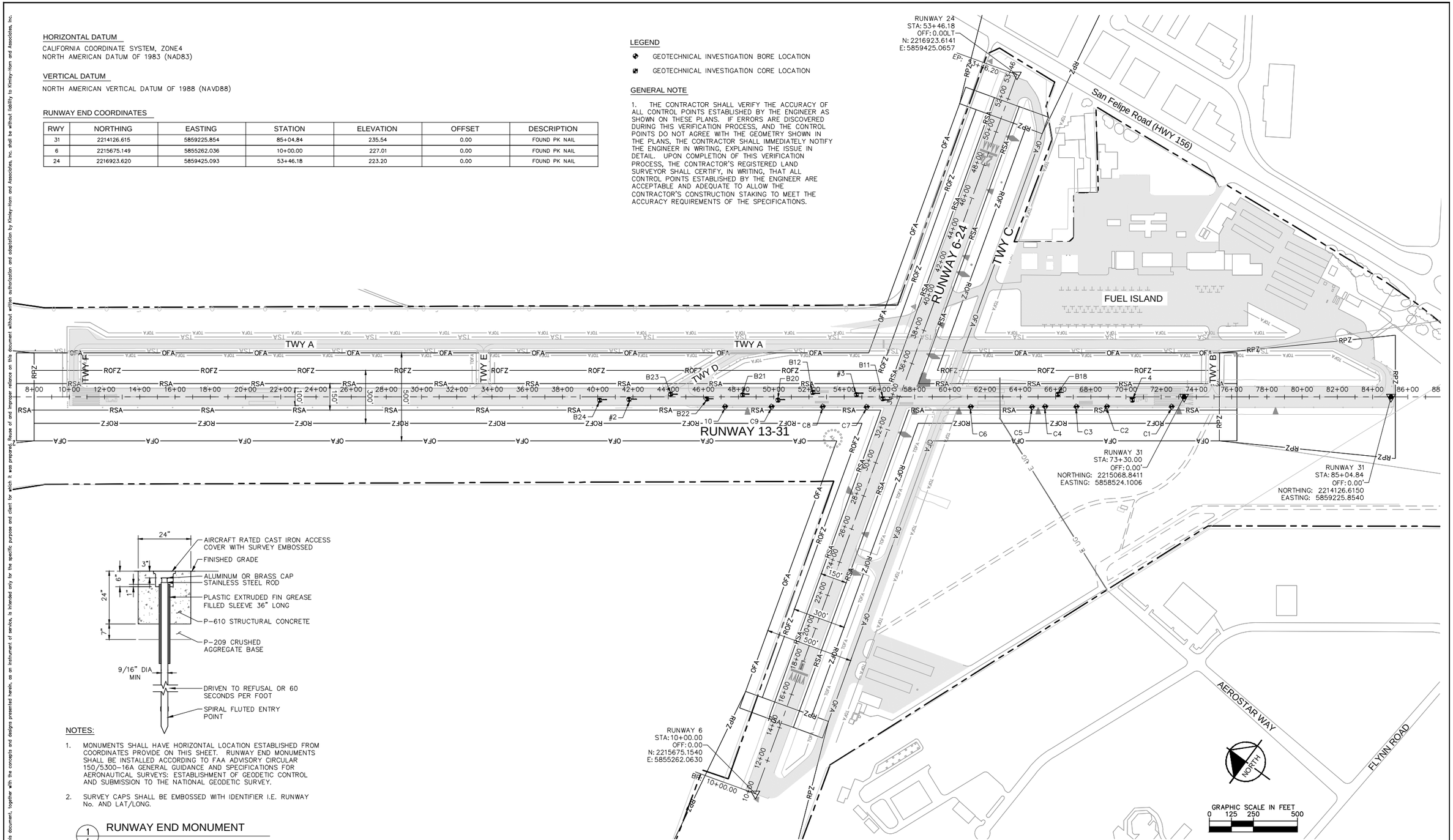
RWY	NORTHING	EASTING	STATION	ELEVATION	OFFSET	DESCRIPTION
31	2214126.615	5859225.854	85+04.84	235.54	0.00	FOUND PK NAIL
6	2215675.149	5855262.036	10+00.00	227.01	0.00	FOUND PK NAIL
24	2216923.620	5859425.093	53+46.18	223.20	0.00	FOUND PK NAIL

LEGEND

- GEOTECHNICAL INVESTIGATION BORE LOCATION
- GEOTECHNICAL INVESTIGATION CORE LOCATION

GENERAL NOTE

1. THE CONTRACTOR SHALL VERIFY THE ACCURACY OF ALL CONTROL POINTS ESTABLISHED BY THE ENGINEER AS SHOWN ON THESE PLANS. IF ERRORS ARE DISCOVERED DURING THIS VERIFICATION PROCESS, AND THE CONTROL POINTS DO NOT AGREE WITH THE GEOMETRY SHOWN IN THE PLANS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER IN WRITING, EXPLAINING THE ISSUE IN DETAIL. UPON COMPLETION OF THIS VERIFICATION PROCESS, THE CONTRACTOR'S REGISTERED LAND SURVEYOR SHALL CERTIFY, IN WRITING, THAT ALL CONTROL POINTS ESTABLISHED BY THE ENGINEER ARE ACCEPTABLE AND ADEQUATE TO ALLOW THE CONTRACTOR'S CONSTRUCTION STAKING TO MEET THE ACCURACY REQUIREMENTS OF THE SPECIFICATIONS.



NOTES:

1. MONUMENTS SHALL HAVE HORIZONTAL LOCATION ESTABLISHED FROM COORDINATES PROVIDE ON THIS SHEET. RUNWAY END MONUMENTS SHALL BE INSTALLED ACCORDING TO FAA ADVISORY CIRCULAR 150/5300-16A GENERAL GUIDANCE AND SPECIFICATIONS FOR AERONAUTICAL SURVEYS: ESTABLISHMENT OF GEODETIC CONTROL AND SUBMISSION TO THE NATIONAL GEODETIC SURVEY.
2. SURVEY CAPS SHALL BE EMBOSSED WITH IDENTIFIER I.E. RUNWAY No. AND LAT/LONG.

1/4 RUNWAY END MONUMENT

(N.T.S)

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HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
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AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER
No. C 63346
Exp: 6/30/2016
CIVIL
STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31

HORIZONTAL CONTROL PLAN

SHEET NUMBER
4
OF
45

GENERAL NOTES

1. ALL WORK WITHIN THE ROFZ AND RSA WILL REQUIRE A CLOSURE OF THE RUNWAY. ALL WORK WITH THE TSA WILL REQUIRE A CLOSURE OF THE TAXIWAY. CLOSURES OF THE RUNWAY AND TAXIWAY WILL BE LIMITED TO THE SEQUENCE, HOURS AND NUMBER OF CLOSURES AS STATED IN THE CONTRACT DOCUMENTS.
2. CONSTRUCTION EQUIPMENT, PERSONNEL, AND MATERIAL CANNOT PENETRATE THE RWY 31 APPROACH AND DEPARTURE SURFACES WHEN RUNWAY IS OPERATIONAL.
3. CONSTRUCTION EQUIPMENT, PERSONNEL, AND MATERIAL CANNOT ENTER THE RUNWAY OFZ WHEN RUNWAY IS OPERATIONAL.
4. CONSTRUCTION EQUIPMENT, PERSONNEL, AND MATERIAL CANNOT PENETRATE THE TAXIWAY OFA WHEN TAXIWAY IS OPERATIONAL.
5. GRADING WITHIN ACTIVE RUNWAY RSA MUST BE IN COMPLIANCE WITH FAA ADVISORY CIRCULAR 150/5370-2 (LATEST EDITION).
6. TEMPORARY MARKINGS TO THE CONNECTING TAXIWAYS AND THE TAXIWAY PRECEDING THE RUNWAY SHALL BE APPLIED TO ALLOW THE OPENING OF THE PAVEMENT TO AIRCRAFT TRAFFIC.
7. THE PERMANENT PAVEMENT MARKINGS SHALL BE CARRIED OUT AFTER THE ASPHALT CURE PERIOD AND DURING RUNWAY NIGHTLY-CLOSURES.
8. PRIOR TO THE START OF WORK ON RWY 6-24, THE CONTRACTOR SHALL SURVEY THE LOCATION AND CONFIGURATION OF THE EXISTING RWY 6-24 PAVEMENT MARKINGS. RWY 6-24 MARKINGS SHALL BE REINSTATED TO THEIR CURRENT LAYOUT.
9. ALL TEMPORARY HAUL ROUTES CONSTRUCTED BY THE CONTRACTOR SHALL BE REMOVED UPON COMPLETION OF THE WORK, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

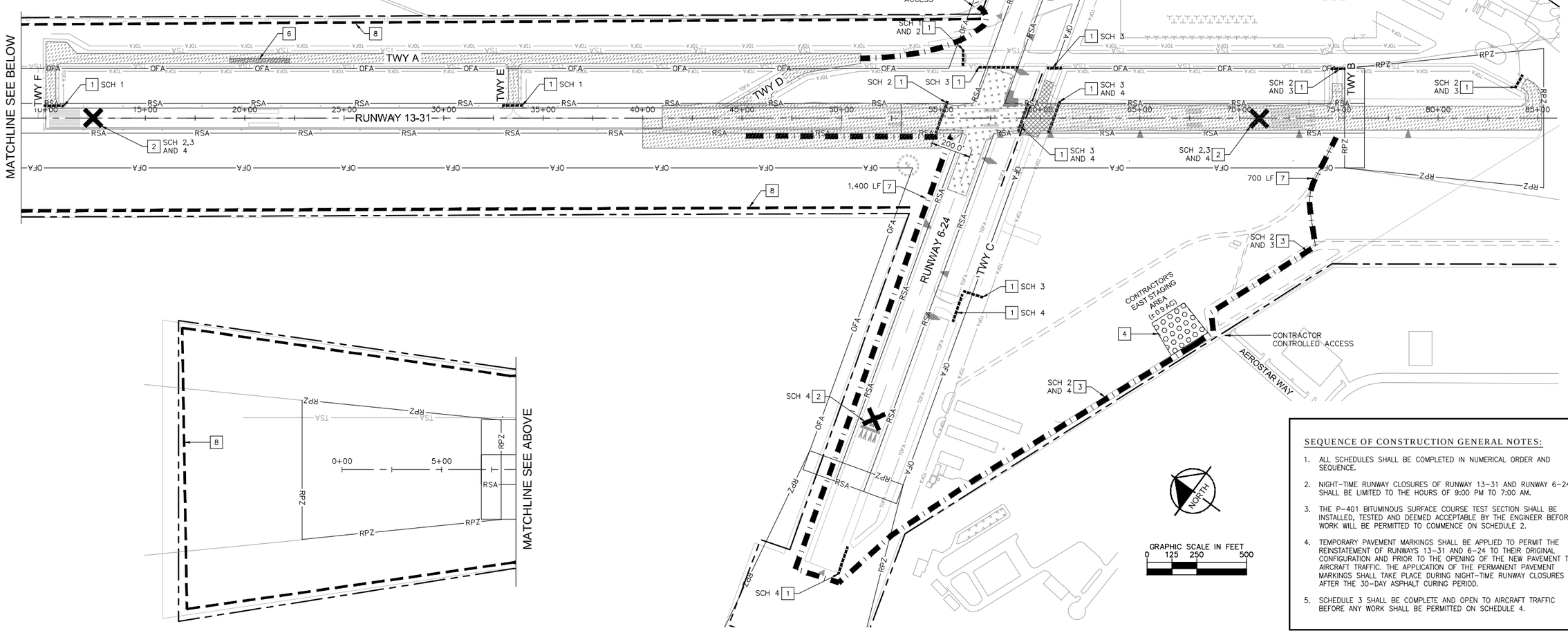
LEGEND

- HAUL ROUTE
- TYPE 1 LOW PROFILE BARRICADE EXACT LOCATION MAY BE FIELD VERIFIED AS DIRECTED BY THE ENGINEER
- VSR TO RECEIVE MILLINGS
- AIRPORT PROPERTY BOUNDARY
- LIGHTED "X" RUNWAY CLOSURE SIGNAL
- SCHEDULE 1 P-401 TEST SECTION
- SCHEDULE 2 CRACK REPAIR TWY A; RWY 13-31 FULL DEPTH RECONSTRUCTION; RWY 13-31 MILL AND OVERLAY
- SCHEDULE 3 FULL DEPTH RECONSTRUCTION
- SCHEDULE 4 RWY 13-31 FULL DEPTH RECONSTRUCTION; RWY 6-24 MILL AND OVERLAY
- CONTRACTOR'S STAGING AREA

PHASING NOTES

ITEMS TO BE TEMPORARILY INSTALLED, AND MARKINGS TO BE OBLITERATED OR BLACKED OUT.

1. LOW PROFILE BARRICADES (SCHEDULE AS NOTED)
2. LIGHTED "X" RUNWAY CLOSURE SIGNAL (SCHEDULE AS NOTED)
3. HAUL ROUTE (SCHEDULE AS NOTED)
4. CONTRACTOR'S STAGING AREA (SIZE AS NOTED)
6. P-401 TEST SECTION (300'x25' MIN)
7. CONTRACTOR CONSTRUCTED TEMPORARY HAUL ROUTE.
8. AIRPORT VSR TO RECEIVE MILLINGS



SEQUENCE OF CONSTRUCTION GENERAL NOTES:

1. ALL SCHEDULES SHALL BE COMPLETED IN NUMERICAL ORDER AND SEQUENCE.
2. NIGHT-TIME RUNWAY CLOSURES OF RUNWAY 13-31 AND RUNWAY 6-24 SHALL BE LIMITED TO THE HOURS OF 9:00 PM TO 7:00 AM.
3. THE P-401 BITUMINOUS SURFACE COURSE TEST SECTION SHALL BE INSTALLED, TESTED AND DEEMED ACCEPTABLE BY THE ENGINEER BEFORE WORK WILL BE PERMITTED TO COMMENCE ON SCHEDULE 2.
4. TEMPORARY PAVEMENT MARKINGS SHALL BE APPLIED TO PERMIT THE REINSTATEMENT OF RUNWAYS 13-31 AND 6-24 TO THEIR ORIGINAL CONFIGURATION AND PRIOR TO THE OPENING OF THE NEW PAVEMENT TO AIRCRAFT TRAFFIC. THE APPLICATION OF THE PERMANENT PAVEMENT MARKINGS SHALL TAKE PLACE DURING NIGHT-TIME RUNWAY CLOSURES AFTER THE 30-DAY ASPHALT CURING PERIOD.
5. SCHEDULE 3 SHALL BE COMPLETE AND OPEN TO AIRCRAFT TRAFFIC BEFORE ANY WORK SHALL BE PERMITTED ON SCHEDULE 4.

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REGISTERED PROFESSIONAL ENGINEER NEIL PEARCE WINTER No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31

CONSTRUCTION PHASING PLAN

SHEET NUMBER 5 OF 45

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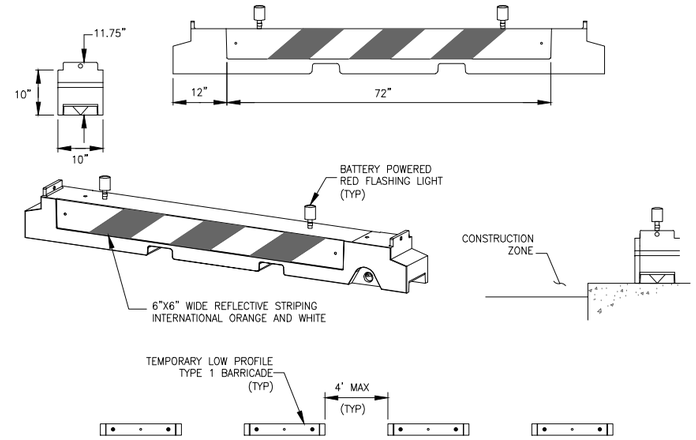
CONSTRUCTION PHASING GENERAL NOTES

1. THE CONTRACTOR SHALL COMPLETE THE SCHEDULES IN THE GENERAL SEQUENCE AS OUTLINED IN THESE PLANS. THE CONTRACTOR SHALL SUBMIT FOR REVIEW TO THE ENGINEER AND OWNER ANY REQUESTED DEVIATIONS TO THE CONSTRUCTION PHASING AS SHOWN ON THE PLANS. ACCEPTANCE OF REQUESTED DEVIATIONS TO THE CONSTRUCTION PHASING IS AT THE OWNERS SOLE DISCRETION, AND SUCH CHANGES SHALL BE AT NO ADDITIONAL COST TO THE OWNER.
2. THE AIRPORT RESERVES THE RIGHT TO CHANGE THE LIMITS AND SEQUENCE OF ANY CONSTRUCTION PHASE DURING THE PROJECT FOR AIRPORT OPERATIONAL PURPOSES. THE CONTRACTOR SHALL COOPERATE AND FULLY COMPLY WITH ANY CVH OPERATIONS PHASING MODIFICATIONS.
3. THE CONTRACTOR SHALL DEVELOP AND SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO COMMENCING WORK. THE SPCD SHALL INCORPORATE THE REQUIREMENTS AND CRITERIA AS IDENTIFIED IN THE CONTRACT DOCUMENTS, AND SHALL COMPLY WITH THE REQUIREMENTS OF AC 150/5370-2 LATEST EDITION.
4. ALL AOA PAVEMENT SURFACES SHALL BE OPEN FOR AIRCRAFT OPERATIONS AT ALL TIMES OTHER THAN THE DESIGNATED CLOSURES.
5. ALL CONSTRUCTION TRAFFIC SHALL YIELD TO AIRCRAFT AT ALL TIMES. THE CONTRACTOR SHALL NOT MOVE EQUIPMENT ONTO THE ACTIVE AOA WITHOUT CVH OPERATIONS APPROVAL. DELAYS RESULTING FROM AIRCRAFT MOVEMENTS SHOULD BE EXPECTED, EXPENSES OR COSTS RESULTING FROM SUCH DELAYS ARE INCIDENTAL TO THE PROJECT. ADJUSTMENTS FOR ADDITIONAL COMPENSATION AND TIME WILL NOT BE MADE FOR TIME LOST IN WORK AREAS CONTIGUOUS TO TAXIWAYS AND RUNWAYS DUE TO AIRCRAFT TRAFFIC.
6. THE CONTRACTOR SHALL NOT CROSS AN ACTIVE RUNWAY OR TAXIWAY AND SHALL NOT ENCROACH INTO AN ACTIVE RSA OR TSA AT ANY TIME UNLESS ESCORTED BY CVH PERSONNEL AS DEFINED IN THE SPECIFICATIONS. VIOLATION COULD RESULT IN PERMANENT EJECTION FROM THE AIRPORT PROPERTY AND/OR AN ASSESSMENT OF FINES.
7. THE CONTRACTOR SHALL COORDINATE WITH CVH PER THE FOLLOWING LIST;
   THIS LIST SHOULD NOT BE CONSIDERED A COMPREHENSIVE OR COMPLETE LIST OF ALL COORDINATION REQUIRED BUT SHALL BE TAKEN AS THE MINIMUM:
   a. PRIOR TO THE START OF DAILY OR NIGHT TIME CONSTRUCTION ACTIVITIES – A MINIMUM OF 1-HOUR PRIOR TO START TIME.
   b. FOR ALL ACTIVE RUNWAY AND TAXIWAY CLOSURES – A MINIMUM OF 72-HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
   c. FOR ALL WORK REQUIRING ISSUANCE OF A "NOTAM" – A MINIMUM OF 72-HOURS PRIOR NOTAM START TIME.
8. LOW PROFILE BARRICADES AS SHOWN ON THE PLANS SHALL BE USED IN THE DELINEATION OF THE CONSTRUCTION AREAS AND CLOSED AIRFIELD PAVEMENTS WITHIN THE AOA.
9. OUTSIDE OF THE DESIGNATED CLOSURES AS SHOWN ON THE PLANS, INTERRUPTION OF THE EXISTING AIRFIELD LIGHTING SYSTEMS SHALL BE LIMITED TO DAYLIGHT HOURS ONLY. THE CONTRACTOR SHALL PROVIDE CVH AND THE ENGINEER, A SEVENTY-TWO (72) HOUR NOTICE PRIOR TO ANY REQUESTED INTERRUPTION.
10. THE CONTRACTOR IS RESPONSIBLE FOR ANY TEMPORARY ELECTRICAL TIE-INS THAT WILL BE REQUIRED TO KEEP RUNWAY AND/OR TAXIWAY EDGE LIGHTS, OTHER AOA LIGHTING, AND RUNWAY AND TAXIWAY SIGNS IN OPERATION AT TIMES WHEN THE PAVEMENT AREAS ARE AVAILABLE TO AIRCRAFT TRAFFIC. THE CONTRACTOR IS RESPONSIBLE FOR ANY TEMPORARY ELECTRICAL TIE-INS OR OTHER METHODS AS DEEMED NECESSARY BY CVH FOR MAINTAINING THE OPERATION OF AIRPORT ELECTRICAL AND/OR NAVAIDs FACILITIES WHICH ARE OUTSIDE THE LIMITS OF CONSTRUCTION.
11. PRIOR TO STARTING WORK IN ANY SCHEDULE, ALL APPLICABLE AIRFIELD GUIDANCE SIGNS THAT DIRECT AIRCRAFT INTO THE WORK ZONES SHALL BE MASKED OR DE-ENERGIZED, AND ALL RUNWAY AND TAXIWAY LIGHTING SHALL BE DE-ENERGIZED FOR THE LIMITS OF THE WORK ZONES ONLY, ALL LEAD-IN AIRFIELD MARKINGS AS CALLED FOR ON THE PLANS SHALL BE OBLITERATED, AND ALL BARRICADES AND TEMPORARY MARKINGS SHALL BE INSTALLED AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
12. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN BARRICADES, TEMPORARY RUNWAY AND TAXIWAY LIGHTING, TEMPORARY RUNWAY AND TAXIWAY SIGNS, FOR ALL RUNWAY/TAXIWAY CLOSURES AS INDICATED ON THE PHASING PLANS AND DETAILS. UPON COMPLETION OF EACH PHASE, THE CONTRACTOR SHALL REMOVE THE ASSOCIATED BARRICADES AND UNCOVER AIRFIELD SIGNS AND EDGE LIGHTS.
13. ALL AIRPORT PROPERTY, INCLUDING EDGE LIGHTS AND NAVAID VISUAL AIDS, SHALL BE PROTECTED AND REMAIN IN PLACE UNLESS OTHERWISE NOTED ON THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH CVH PRIOR TO MASKING OR DE-ENERGIZING ANY EXISTING GUIDANCE SIGNS AND/OR EDGE LIGHTS AS INDICATED. DAMAGE TO SIGNS, EDGE LIGHTS, NAVAIDS OR OTHER AIRPORT PROPERTY AS A RESULT OF CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
14. THE CONTRACTOR SHALL MAINTAIN ALL PAVEMENTS AND HAUL ROUTES IN A CLEAN AND SUITABLE CONDITION FOR AIRCRAFT MOVEMENT BY MEANS OF VACUUM SWEEPING. THE CONTRACTOR SHALL HAVE AN OPERATIONAL VACUUM SWEEPER AT THE WORK AREAS OR ON STANDBY AT ALL TIMES TO IMMEDIATELY REMOVE ANY FOREIGN OBJECT DEBRIS, (FOD).
15. HAUL ROUTE LOCATIONS ARE INDICATED ON THE PHASING PLAN. THE ROUTES AND AOA ACCESS LOCATIONS MAY NEED TO CHANGE DUE TO CVH OPERATIONAL NEEDS, THE CONTRACTOR SHALL ADJUST AS REQUIRED OR REQUESTED BY CVH. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE OFF SITE HAUL ROUTES WITH THE JURISDICTIONAL AGENCY AND OBTAIN ANY REQUIRED PERMITS.
16. THE CONTRACTOR SHALL COMPLY WITH ALL CITY, COUNTY AND STATE TRAFFIC REGULATIONS CONCERNING THE USE OF STREETS AND ROADWAYS FOR HAULING. ANY DAMAGE TO THE ROADWAYS DUE TO THE CONTRACTORS EQUIPMENT OR HAULING OPERATIONS SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AND AT NO ADDITIONAL COST TO THE OWNER.
17. THE CONTRACTOR SHALL MAINTAIN 2-WAY TRAFFIC ON ALL EXISTING AIRPORT SERVICE AND PERIMETER ROADS AT ALL TIMES DURING THE CONSTRUCTION. SERVICE ROADS USED AS CONTRACTOR ROUTES WILL BE USED BY OTHER AIRPORT VEHICLES. THE CONTRACTOR SHALL NOT INTERFERE WITH OR IMPEDE AIRPORT VEHICLE TRAFFIC AND SHALL YIELD TO ARFF VEHICLES AND CVH VEHICLES ALONG ALL AIRPORT SERVICE ROADS.
18. THE CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED AS A RESULT OF THE CONTRACTOR'S ACTIVITIES TO THE HAUL ROUTES WITHIN THE AIR OPERATIONS AREA (AOA) AND/OR AIRFIELD PAVEMENT AND EXISTING IMPROVEMENTS ADJACENT TO THE CONSTRUCTION LIMITS. REPAIRS OR ANY REQUIRED REPLACEMENTS SHALL BE CARRIED OUT PRIOR TO SUBSTANTIAL COMPLETION OF THIS PROJECT AND/OR DURING THE PROJECT WHEN DEEMED NECESSARY BY CVH, TO THE SATISFACTION OF THE ENGINEER AND AT THE SOLE EXPENSE OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL CONSTRUCTION TRAFFIC WITHIN THE SPECIFIED HAUL ROUTES AS SHOWN ON THE CONSTRUCTION PHASING PLAN OR AS DIRECTED BY THE ENGINEER.
19. THE CONTRACTOR IS RESPONSIBLE FOR THE OPERATION, INCLUDING SUPPLYING ALL FUEL AND RE-FUELING OPERATIONS, AND THE INITIAL SERVICING AND ALL SERVICING AND MAINTENANCE REQUIRED DURING THE CONSTRUCTION PERIOD OF THE TWO (2) AIRPORT PROVIDED LIGHTED "X" RUNWAY CLOSURE SIGNALS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND SUBSEQUENT REMOVAL OF THE LIGHTED 'X' RUNWAY CLOSURE SIGNALS FOR ALL RUNWAY CLOSURES. IN ADDITION AND FOR THE DURATION OF THE CONSTRUCTION WORK ONLY, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN WITHIN THE AOA TWO STANDBY LIGHTED 'X' RUNWAY CLOSURE SIGNALS PER THE DETAIL ON THIS SHEET AND THE SPECIFICATIONS. PLACEMENT AND REMOVAL OF THE LIGHTED 'X'S FOR THE RUNWAY CLOSURES SHALL BE COORDINATED WITH CVH AND SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION PHASING PLAN. UPON PROJECT COMPLETION OF THE PROJECT THE AIRPORT PROVIDED LIGHTED 'X' SIGNALS SHALL BE FULLY SERVICED AND REMAIN WITH THE AIRPORT; THE STANDBY LIGHTED 'X' SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ANY TEMPORARY DRAINAGE SYSTEMS WITHIN EACH PHASE WORK LIMITS AS NECESSARY TO MAINTAIN THE EXISTING DRAINAGE PATTERNS. ANY SUCH TEMPORARY MEASURES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION AND SHALL NOT IMPACT AOA OPERATIONS.
21. AT THE PRE-CONSTRUCTION MEETING THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION SCHEDULE FOR REVIEW AND APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL REVISE THIS SCHEDULE ON A WEEKLY BASIS DURING THE PROJECT IF THE ENGINEER DEEMS THE PROGRESS OF THE WORK NOT TO BE IN ACCORDANCE WITH THE APPROVED SCHEDULE.
22. CONSTRUCTION PERSONNEL, EQUIPMENT AND MATERIAL SHALL NOT PENETRATE THE RUNWAY OBSTACLE FREE ZONE (ROFZ) AS DEFINED IN AC 150/5300-13A FOR AN OPERATIONAL RUNWAY. THE CONTRACTOR SHALL COMPLY WITH ANY HEIGHT LIMITS SHOWN ON THE PLANS OR IDENTIFIED IN THE FAA'S FAR PART 77 — OBJECTS AFFECTING NAVIGABLE AIRSPACE.
23. ALL CONTRACTOR VEHICLES, INCLUDING HAULING VEHICLES, CONSTRUCTION EQUIPMENT (ROLLERS, BACK HOES, SCRAPERS, ETC.) THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT WITHIN THE DESIGNATED LIMITS OF CONSTRUCTION OR HAUL ROUTES AS DEFINED HEREIN, SHALL DISPLAY A 3'X3' OR LARGER ORANGE AND WHITE CHECKERBOARD FLAG IN FULL VIEW ABOVE THE VEHICLE, EACH CHECKERBOARD COLOR SHALL BE ONE-FOOT (1') SQUARE. OPERATIONS DURING PERIODS OF DARKNESS OR LIMITED VISIBILITY SHALL REQUIRE THE CONTRACTORS VEHICLES TO BE EQUIPPED WITH ROTATING OR FLASHING AMBER LIGHTS. DURING SUCH PERIODS, HAULING VEHICLES NOT EQUIPPED WITH THE REQUIRED LIGHTS SHALL BE ESCORTED BY A VEHICLE SO EQUIPPED.
24. ANY WORK WITHIN THE RUNWAY SAFETY AREA (RSA) AND RUNWAY OBSTACLE FREE ZONE (ROFZ) REQUIRES A TEMPORARY CLOSURE OF THE RUNWAY. ANY WORK WITHIN THE TAXIWAY OFA REQUIRES A TEMPORARY CLOSURE OF THE TAXIWAY. THE CONTRACTOR SHALL SUBMIT WRITTEN NOTICE IN THE FORM OF A WEEKLY SCHEDULE OF CLOSURES, 72-HOURS PRIOR TO THE ANTICIPATED START OF WORK, WITHIN THE AOA.
25. PRIOR TO RE-OPENING A TEMPORARILY CLOSED RUNWAY, THE RUNWAY OFZ AND RSA MUST BE RETURNED TO THE FAA STANDARDS CRITERIA OUTLINED IN ADVISORY CIRCULAR 150/5370-2 LATEST EDITION. THIS CRITERIA PROHIBITS LEAVING ANY OPEN EXCAVATIONS, ANY PAVEMENT EDGE DROP OFF GREATER THAN THREE (3) INCHES, AND ANY GRADES STEEPER THAN FIVE (5) PERCENT WITHIN TWO-HUNDRED (200) FEET OF THE RUNWAY CENTERLINE. THE CONTRACTOR SHALL CARRY OUT AND SCHEDULE THE WORK ACCORDINGLY.
26. PRIOR TO RE-OPENING A TEMPORARY CLOSED RUNWAY OR TAXIWAY, THE PAVEMENT MUST BE THOROUGHLY CLEANED OF ALL FOD. THE CONTRACTOR SHALL ARRANGE TO HAVE THE ENGINEER AND CVH OPERATIONS INSPECT THE SITE TO CONFIRM THAT THE PAVEMENT IS BEING LEFT IN A SATISFACTORY AND CLEAN CONDITION. THE CONTRACTOR SHALL ALLOW SUFFICIENT TIME TO MAKE ANY CORRECTIONS TO PAVEMENT FOUND TO BE DEFICIENT BEFORE OPENING THE PAVEMENT TO AIRCRAFT MOVEMENT. ANY PAVEMENT THAT DOES NOT PASS THE ENGINEER'S AND CVH OPERATIONS' INSPECTION SHALL REMAIN CLOSED UNTIL CORRECTIVE MEASURES ARE COMPLETED BY THE CONTRACTOR AND APPROVED BY CVH OPERATIONS. THE CONTRACTOR SHALL BE SUBJECT TO DAMAGES PER THE SPECIFICATIONS FOR LATE RE-OPENING OF PAVEMENTS TO AIR TRAFFIC.
27. IN ADDITION TO THE REPLACEMENT/REINSTATEMENT OF PAVEMENT MARKINGS SHOWN ON THE PLANS ANY EXISTING PAVEMENT MARKINGS THAT HAVE BEEN OBLITERATED, DISTURBED, OR REMOVED DURING THE CONSTRUCTION PROCESS, MUST BE REINSTATED IN ACCORDANCE WITH ADVISORY CIRCULAR 150/5340-1 LATEST EDITION AND PRIOR TO OPENING THE PAVEMENT TO AIRCRAFT TRAFFIC. SUFFICIENT TIME BETWEEN PAVEMENT MARKING APPLICATION AND THE OPENING TO AIRCRAFT TRAFFIC SHALL BE PROVIDED FOR THE MARKINGS TO THOROUGHLY DRY.
28. CONSTRUCTION MATERIAL STOCKPILING SHALL NOT BE ALLOWED WITHIN THE ROFZ, RSA, OR TSA. WHEN SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER THE PLACEMENT, SPREADING, AND COMPACTION OF MILLINGS WITHIN THE DESIGNATED AREAS CAN PROCEED DURING THE DAY ONLY IN THE AREAS OUTSIDE THE AIRPORT APPROACH SURFACES, THE ROFZ, RSA, AND TSA.
29. PRIOR TO SUBSTANTIAL COMPLETION THE CONTRACTOR SHALL RESTORE THE STAGING AREAS AND TEMPORARY HAUL ROUTES TO THE CONDITION PRIOR TO MOBILIZATION AND TO THE SATISFACTION OF THE ENGINEER.



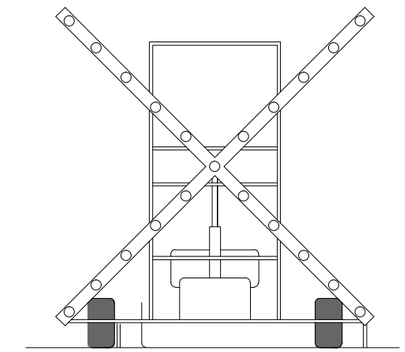
TYPICAL BARRIER PLACEMENT

NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING PROPER POSITIONING AND OPERATION OF ALL BARRICADES.
2. ADDITIONAL SANDBAGS AND/OR ANCHORS MAY BE REQUIRED TO HOLD THE BARRICADES IN PLACE WHERE EXPOSED TO PROP WASH OR JET BLAST. SANDBAGS AND ANCHORS ARE INCIDENTAL TO THE ITEM.
3. LIGHTS TO BE 3" RED LEXAN HIGH-INTENSITY FLASHING OMNI-DIRECTIONAL LIGHTS OPERATIONAL FROM DUSK TO DAWN (BATTERY TO BE REPLACED EVERY 7 DAYS).
4. FACING OF BARRICADE TO BE COVERED WITH PRE-ATTACHED ORANGE AND WHITE HIGH-INTENSITY REFLECTIVE STRIPING (AIRCRAFT MOVEMENT SIDE ONLY).
5. BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS INDICATED ON THE CONSTRUCTION PHASING PLAN OR AS DIRECTED BY THE AIRPORT.
6. THE CONTRACTOR SHALL PROVIDE A SUBMITTAL TO THE ENGINEER FOR REVIEW OF THE PROPOSED LOW PROFILE BARRICADE TYPE AND MANUFACTURE AND PRIOR TO ORDERING OR ACQUIRING ANY BARRICADES. THE SUBMITTAL SHALL CONTAIN SUFFICIENT INFORMATION INCLUDING AS A MINIMUM BARRICADE TYPE, SIZE, MANUFACTURER, AND DATE OF MANUFACTURE, TO PROVIDE THE ENGINEER WITH SUFFICIENT INFORMATION TO PERFORM A THOROUGH AND COMPLETE REVIEW.

1/6 TYPE I LOW PROFILE BARRICADE

MULTI-BARRIER TYPE AR-10x96 OR APPROVED EQUAL
N.T.S.



NOTES:

THE LIGHTED "X" RUNWAY CLOSURE SIGNAL SHALL:

1. BE A PORTABLE, TOWABLE UNIT THAT CAN BE QUICKLY REMOVED FROM THE RUNWAY.
2. CONSIST OF CLEAR INCANDESCENT LAMPS OR TRANSMIT A WHITE COLOR, ARRANGED IN THE SHAPE OF A LETTER "X" WITH ARMS CROSSED AT AN APPROPRIATE ANGLE TO MAKE THE "X" DISCERNIBLE. THE ARMS SHALL BE PAINTED YELLOW ON ALL SIDES SO THAT THE UNIT WILL BE CLEARLY VISIBLE WHEN IT IS IN POSITION.
3. BE ENERGIZED BY A PORTABLE POWER SUPPLY.
4. BE CONTROLLED SO THAT THE LIGHTED SIGNAL WILL FLASH AT AN APPROXIMATE RATE OF 2.5-3 SECONDS "ON" AND 1-2.5 SECONDS "OFF".
5. PROVIDE THE FOLLOWING DAYTIME AND NIGHTTIME VISUAL REFERENCE DURING VISUAL FLIGHT RULE (VFR) CONDITIONS WHEN PLACED ON CENTERLINE AND WITHIN 250 FEET OF THE RUNWAY END:
   (1) VISIBLE TO THE PILOT AT A RANGE OF AT LEAST 5 NAUTICAL MILES.
   (2) RECOGNIZABLE AS A LETTER "X" FROM A RANGE OF AT LEAST 1 NAUTICAL MILE.
6. PROVIDE LAMP DIMMING CAPABILITY FOR NIGHTTIME OPERATIONS.
7. PRODUCE A SIGNAL THAT PROVIDES A HORIZONTAL COVERAGE TO AT LEAST 15 DEGREES ON EACH SIDE OF THE RUNWAY CENTERLINE, AND A VERTICAL COVERAGE FROM 0 DEGREES TO 10 DEGREES ABOVE HORIZONTAL, BOTH DAY AND NIGHT, AT A RANGE OF 1 NAUTICAL MILES.
8. ADJUSTABLE AIMING AND LEVELING TO ALLOW TILTING TO AN OPTIMUM ANGLE OF THREE DEGREES FROM VERTICAL.
9. WITHSTAND A MINIMUM WIND SPEED OF AT LEAST 40 MPH WITHOUT AFFECTING AIMING OR OPERATION.
10. INCLUDE AN ILLUMINATED FAILURE INDICATOR THAT IS VISIBLE FROM THE BACK (RUNWAY SIDE) OF THE UNIT.
11. INCLUDE AN OPERATIONS PLACARD IN A CONSPICUOUS LOCATION THAT INSTRUCTS OPERATORS TO VISUALLY CHECK THE OPERATION OF THE DEVICE EVERY TWO HOURS.
12. BE CAPABLE OF ONE PERSON SET UP IN LESS THAN 5 MINUTES USING HYDRAULIC RAISING/LOWERING MECHANISM.
13. HAVE DIESEL PORTABLE POWER WITH ADAPTER TO RUN DIRECTLY FROM ELECTRICAL OUTLETS.
14. HAVE TRAILER HITCH OPTIONS INCLUDING TANDEM TOWING FOR ON-AIRPORT OPERATIONS.
15. HAVE THE ABILITY TO PROVIDE UP TO 120 HOURS OF CONTINUOUS OPERATION.
16. HAVE FAIL SAFE PROTECTION TO ENSURE THAT THE UNIT STAYS ON AS CONTINUOUS LIT IF THE FLASHER UNIT SHOULD FAIL.
17. HAVE DIMENSIONING AND LIGHTING ARRANGEMENT THAT FOLLOWS THE DESIGN RECOMMENDATION OF THE FAA/AC 150/5345-55A.

THE CONTRACTOR SHALL PROVIDE A SUBMITTAL TO THE ENGINEER FOR REVIEW OF THE PROPOSED LIGHTED "X" RUNWAY CLOSURE SIGNAL THAT THE CONTRACTOR INTENDS TO USE ON THE PROJECT AND PRIOR TO RENTING, ORDERING OR ACQUIRING THE UNIT. THE SUBMITTAL SHALL CONTAIN SUFFICIENT INFORMATION ON THE PROPOSED LIGHTED "X" RUNWAY CLOSURE SIGNAL TYPE, MANUFACTURER, AND DATE OF MANUFACTURE, TO PROVIDE THE ENGINEER WITH SUFFICIENT INFORMATION/DATA TO PERFORM A THOROUGH AND COMPLETE REVIEW. THE CONTRACTOR SHALL ACQUIRE THE UNITS ONLY AFTER THE ENGINEER HAS DEEMED THE SUBMITTAL ACCEPTABLE.

2/6 LIGHTED 'X' RUNWAY CLOSURE SIGNAL

N.T.S.

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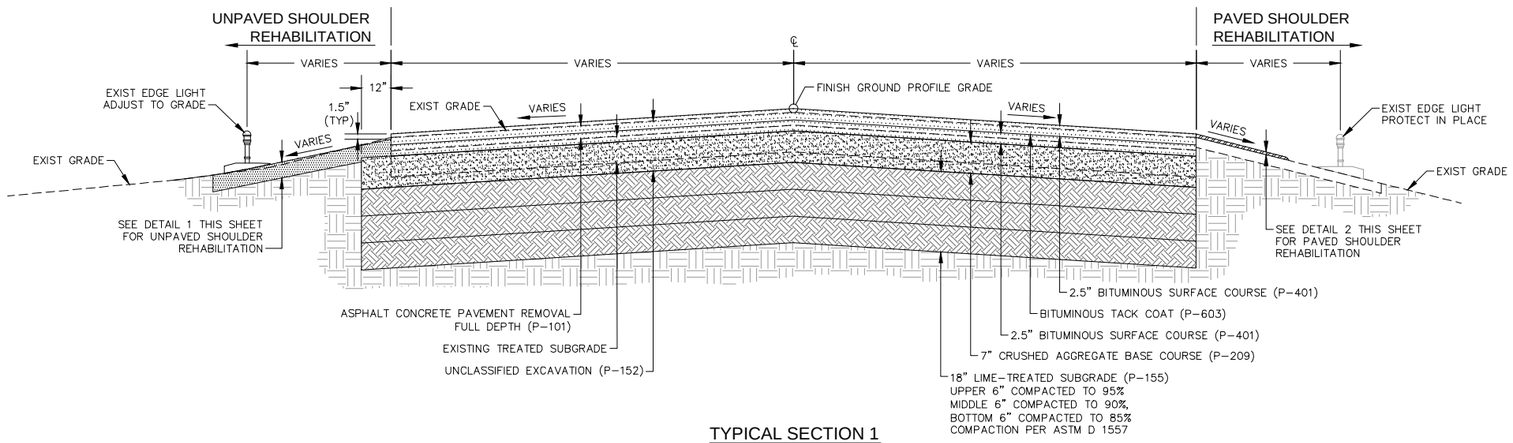
KHA PROJECT 094711003
DATE 05/05/2015
SCALE SVL
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California EST. 1872

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17
CITY OF HOLLISTER CA

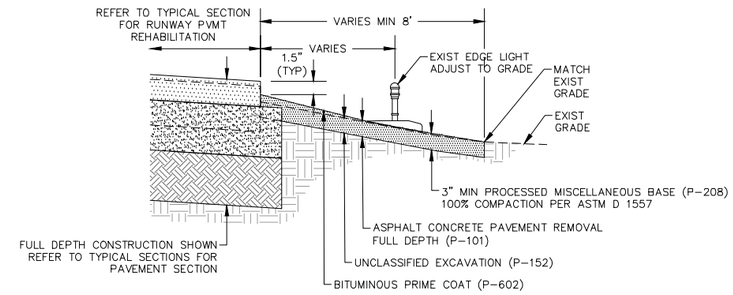
REHABILITATE RUNWAY 13-31
CONSTRUCTION PHASING DETAILS

SHEET NUMBER
6
OF
45

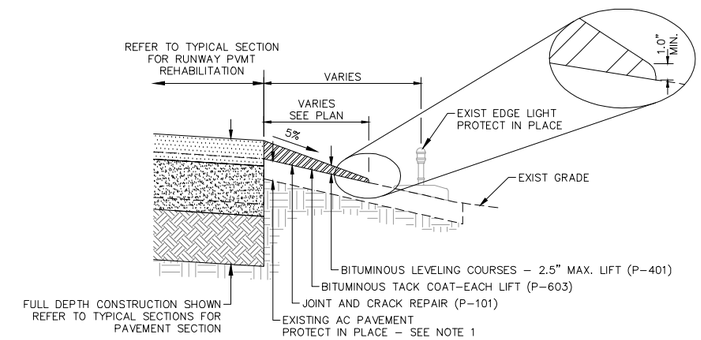


TYPICAL SECTION 1
FULL DEPTH RECONSTRUCTION
BASE BID

RWY 13-31 STA: 41+00 TO STA: 45+00
N.T.S.



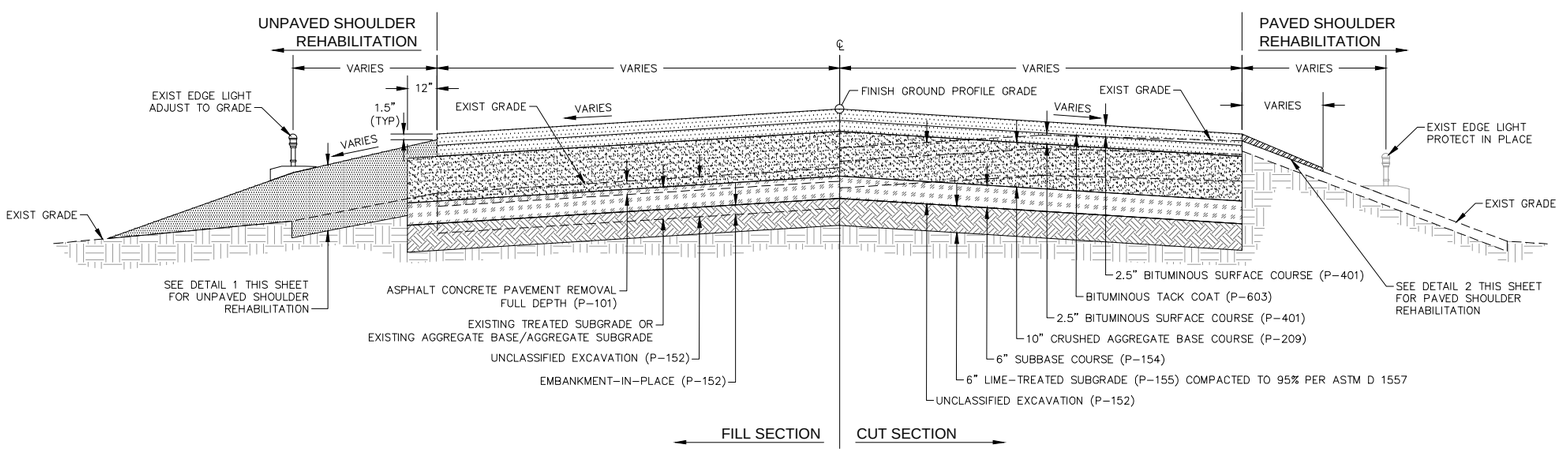
DETAIL 1
UNPAVED SHOULDER REHABILITATION
N.T.S.



NOTES:

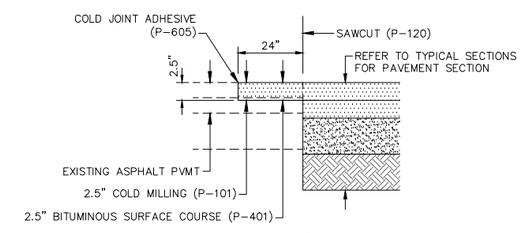
1. REFER TO DETAIL 4 SHEET 8 FOR OVERBREAK DETAIL.

DETAIL 2
PAVED SHOULDER REHABILITATION
N.T.S.



TYPICAL SECTION 2
FULL DEPTH RECONSTRUCTION
BASE BID

RWY 13-31 STA: 45+00 TO STA: 75+50
N.T.S.



DETAIL 3
KEYWAY
N.T.S.

GENERAL NOTES:

1. CONSTRUCTION NOTES ARE TYPICAL FOR BOTH SIDES OF THE TYPICAL SECTIONS, UNLESS NOTED OTHERWISE.
2. REFER TO ELECTRICAL DETAILS FOR MODIFICATIONS TO EXISTING ELECTRICAL FACILITIES.

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HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER PLEASE REFER TO SEALED DOCUMENT No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31

TYPICAL SECTIONS

SHEET NUMBER 7 OF 45

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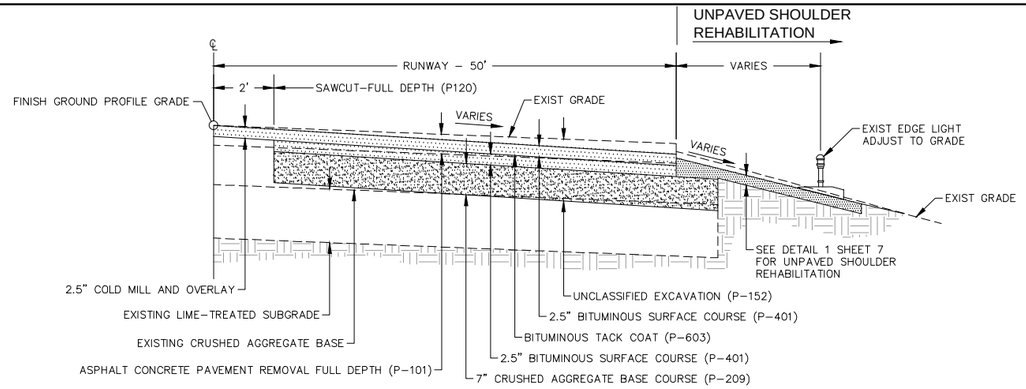
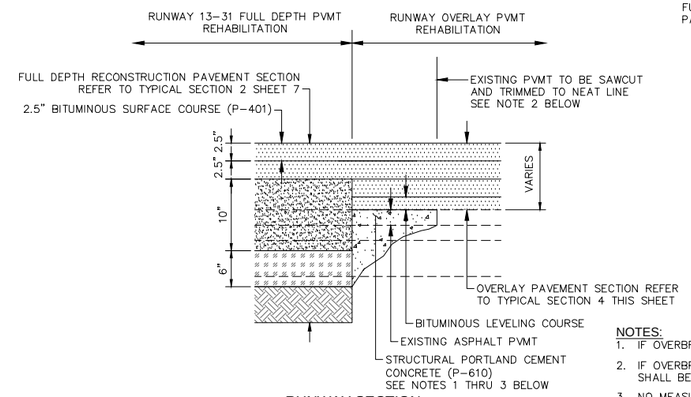
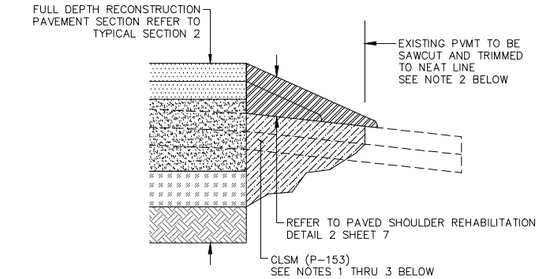


TYPICAL SECTION 3
PARTIAL DEPTH RECONSTRUCTION
BASE BID
RWY 13–31 STA: 40+02 TO STA: 41+00
N.T.S.



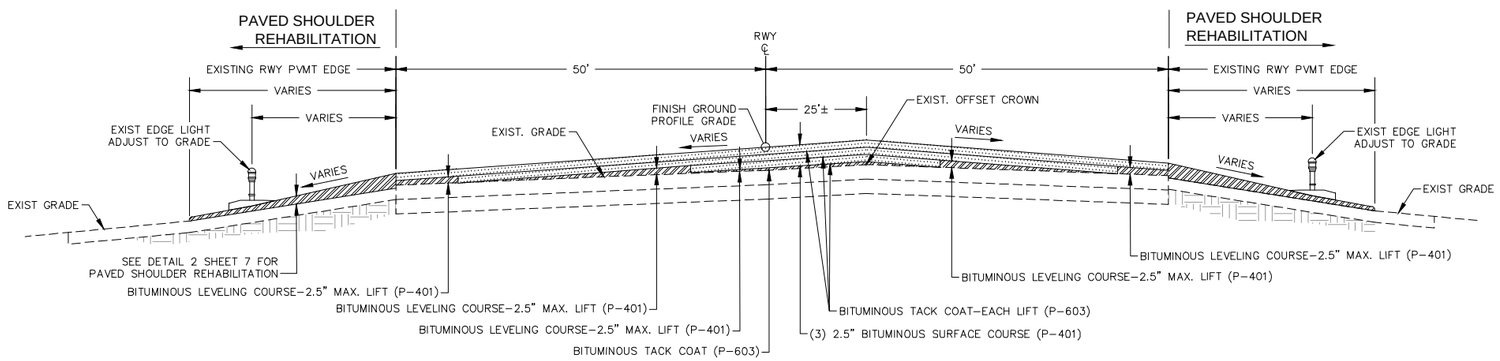
RUNWAY SECTION



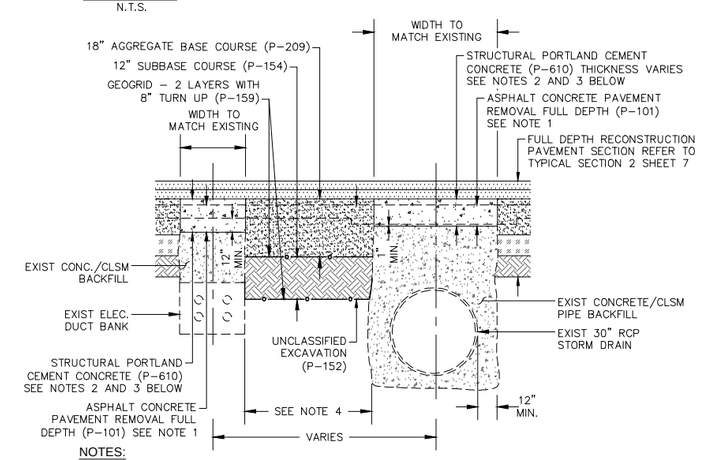
SHOULDER SECTION

NOTES:
1. IF OVERBREAK OCCURS, IT SHALL BE SAWCUT AND BACKFILLED AS SHOWN.
2. IF OVERBREAK OCCURS, THE LIMITS OF THE P–610/P–153 BACKFILL AND THE SAWCUT LAYOUT SHALL BE AS DIRECTED BY THE ENGINEER AND PRIOR TO PERFORMING THE SAWCUT.
3. NO MEASUREMENT OR PAYMENT SHALL BE MADE FOR THIS WORK, IT SHALL BE CONSIDERED A SUBSIDIARY OBLIGATION OF THE CONTRACTOR COVERED UNDER THE OTHER CONTRACT ITEMS.

DETAIL 4
OVERBREAK
N.T.S.

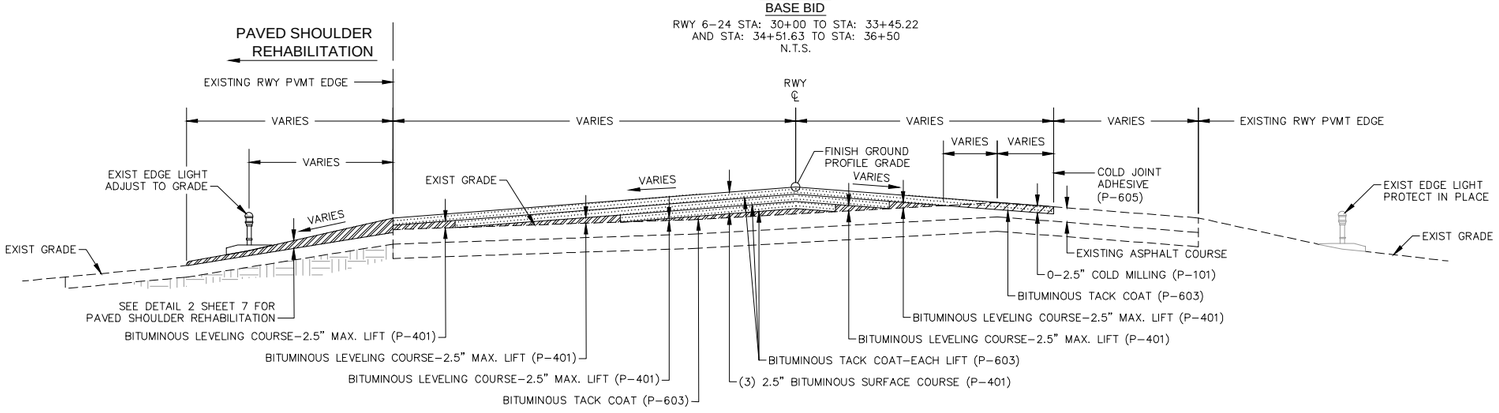


TYPICAL SECTION 4
OVERLAY
BASE BID
RWY 6–24 STA: 30+00 TO STA: 33+45.22
AND STA: 34+51.63 TO STA: 36+50
N.T.S.

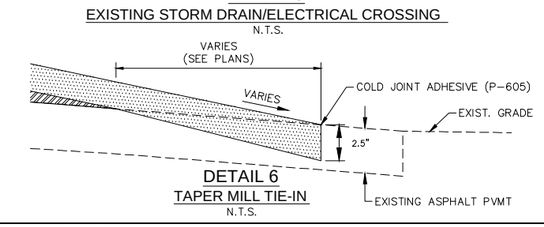


NOTES:
1. PAVEMENT REMOVAL SHALL INCLUDE 1' MIN. OF THE EXISTING CONCRETE/CLSM PIPE BACKFILL AND 12" OF EXISTING CONCRETE/CLSM DUCK BACKFILL.
2. RECORD DRAWINGS INDICATE THE ASPHALT THICKNESS DIRECTLY OVER PIPE BACKFILL IS 6" OR GREATER.
3. NO MEASUREMENT OR PAYMENT SHALL BE MADE FOR THIS WORK, IT SHALL BE CONSIDERED A SUBSIDIARY OBLIGATION OF THE CONTRACTOR COVERED UNDER THE OTHER CONTRACT ITEMS.
4. PAVEMENT CONSTRUCTION SHOWN BETWEEN UTILITIES APPLIES TO THE SECTION OF THE RUNWAY BOUNDED BY THE DUCT BANK AND STORM DRAIN ONLY.

DETAIL 5
EXISTING STORM DRAIN/ELECTRICAL CROSSING
N.T.S.



TYPICAL SECTION 5
MILL & OVERLAY
ADDITIVE ALTERNATIVE No. 2
RWY 13–31 STA: 73+50 TO STA: 85+00
N.T.S.



DETAIL 6
TAPER MILL TIE-IN
N.T.S.

GENERAL NOTES:
1. CONSTRUCTION NOTES ARE TYPICAL FOR BOTH SIDES OF THE TYPICAL SECTIONS, UNLESS NOTED OTHERWISE.
2. REFER TO ELECTRICAL DETAILS FOR MODIFICATIONS TO EXISTING ELECTRICAL FACILITIES.
3. REFER TO SHEET 31 THROUGH 36 FOR THE LIMITS OF THE P–401 LEVELING COURSES.

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HOLLISTER Hometown, California Est. 1872

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER MEL PURGE No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31

TYPICAL SECTIONS

SHEET NUMBER 8 OF 45

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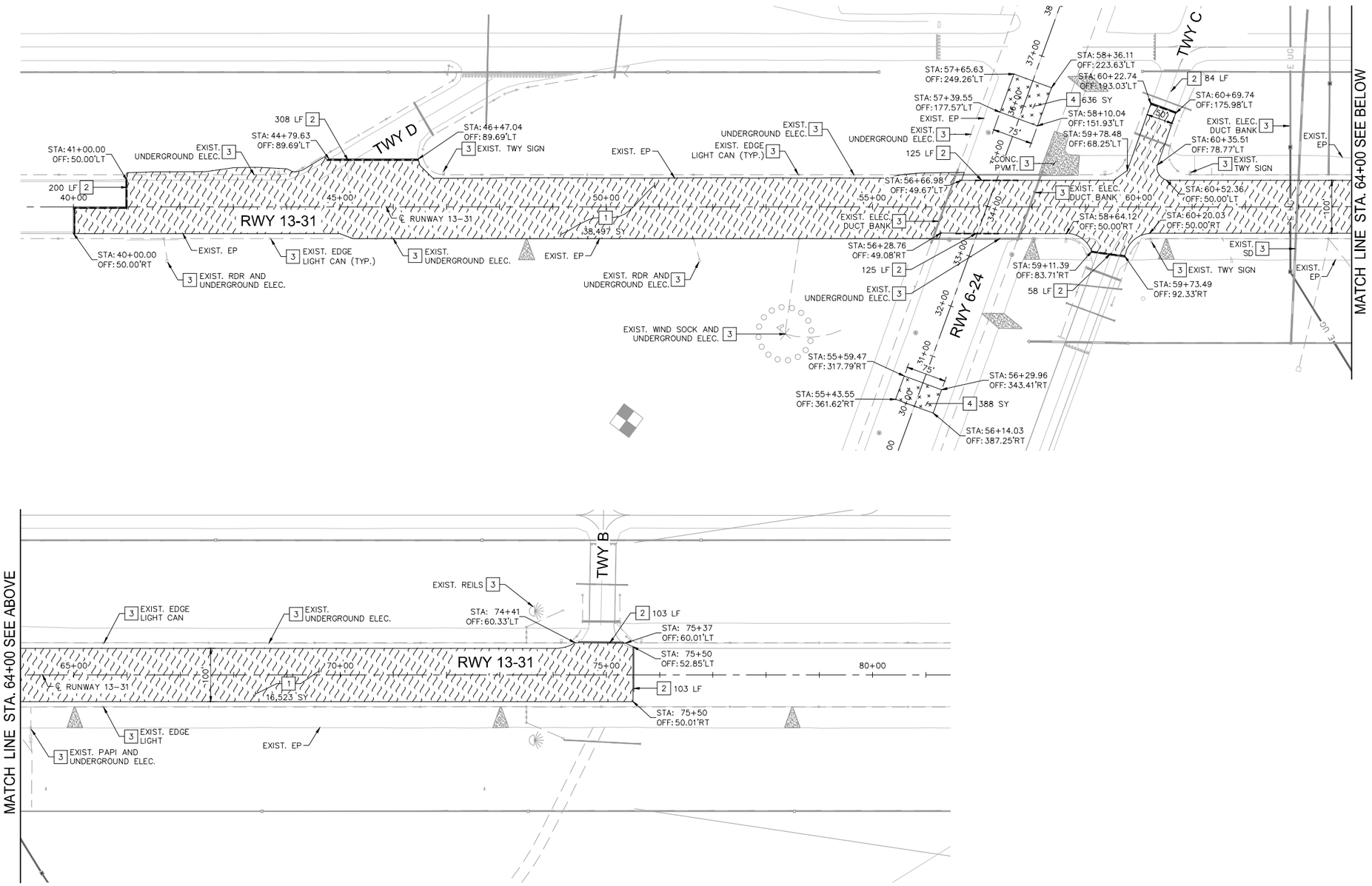


GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 TO 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 13 TO 14 FOR PAVEMENT ELEVATION PLAN.
4. REFER TO SHEETS 16 TO 20 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEETS 21 TO 24 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. SEE SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31 UNLESS OTHERWISE NOTED.

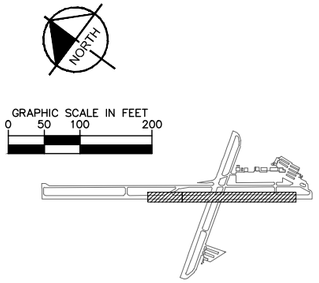
DEMOLITION NOTES

ITEMS TO BE REMOVED, RELOCATED, SALVAGED, OR ABANDONED IN PLACE.

1. PAVEMENT REMOVAL FULL DEPTH (P–101) (AREA AS NOTED)
2. SAWCUT FULL DEPTH (P–120) (LENGTH AS NOTED)
3. PROTECT IN PLACE
4. COLD MILLING (P–101) (AREA AS NOTED)

LEGEND

- PAVEMENT REMOVAL–FULL DEPTH (P–101)
- COLD MILLING – VARIABLE DEPTH (P–101)
- CENTERLINE/ALIGNMENT
- SAWCUT



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

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HOLLISTER Hometown, California Est. 1872

HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

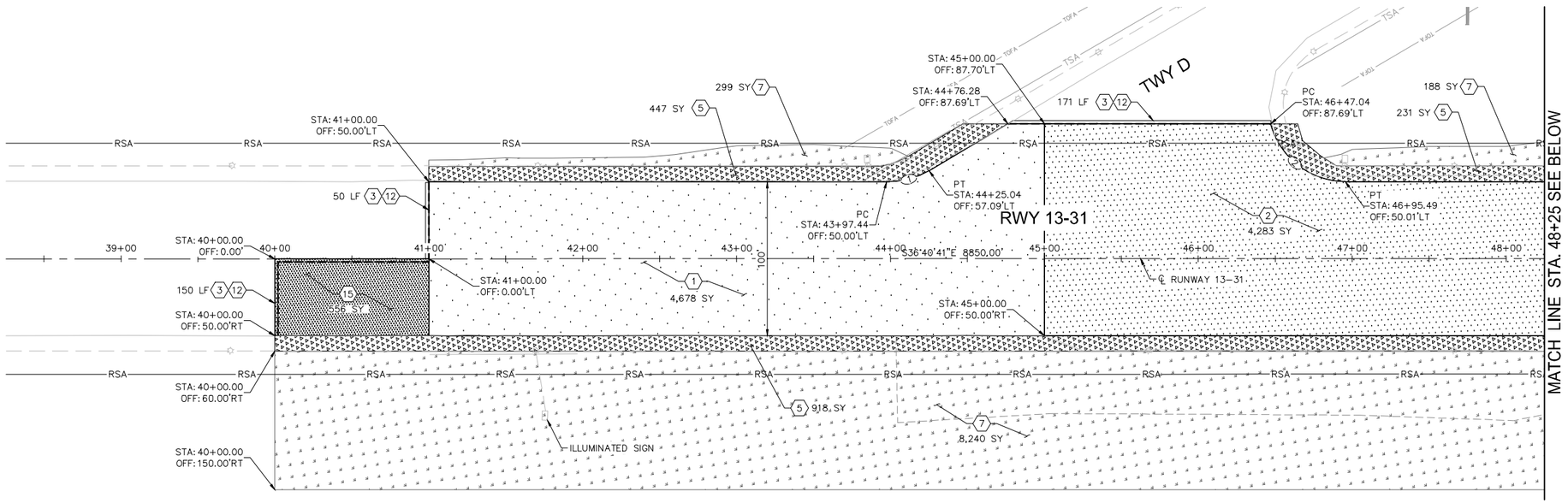
CITY OF HOLLISTER CA

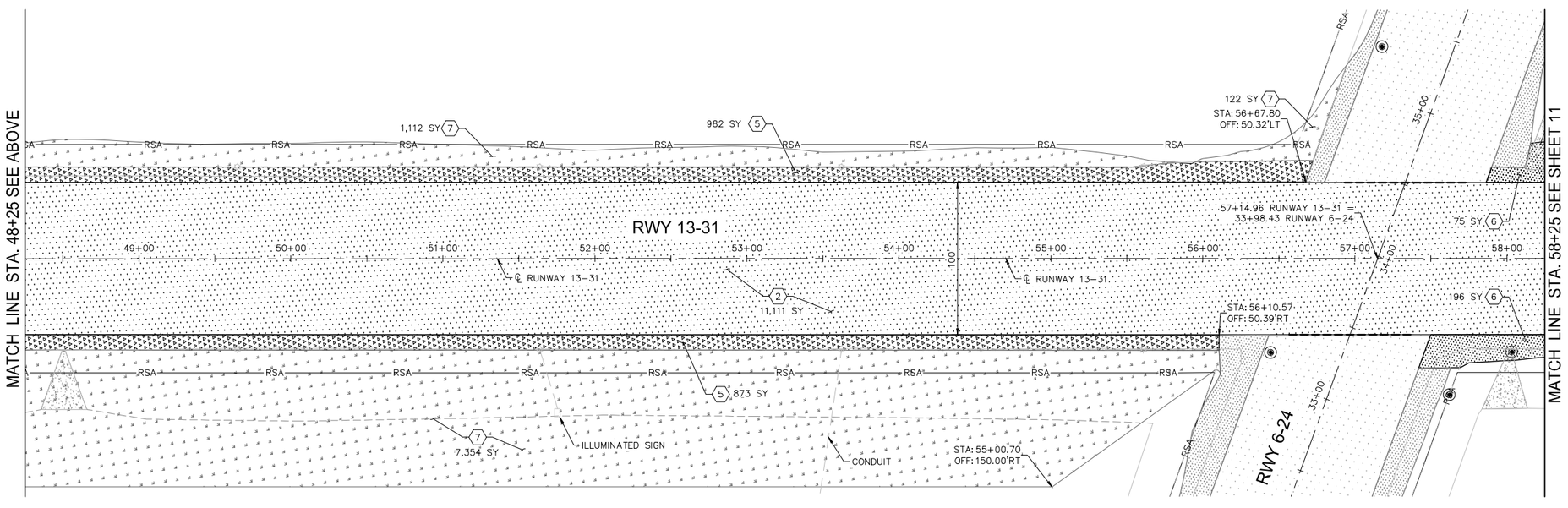
REGISTERED PROFESSIONAL ENGINEER MEL PERRE No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

DEMOLITION PLAN
STA. 40+00 TO STA. 75+50

SHEET NUMBER
9
OF
45





GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 AND 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEET 12 FOR RUNWAY 6–24 IMPROVEMENTS.
4. REFER TO SHEETS 13 TO 14 FOR PAVEMENT ELEVATION PLAN.
5. REFER TO SHEETS 16 TO 20 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
6. REFER TO SHEETS 21 TO 23 FOR PAVEMENT MARKING PLAN AND DETAILS.
7. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
8. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31 UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

- (1) PAVEMENT SECTION – FULL DEPTH RECONSTRUCTION PER TYPICAL SECTION 1 ON SHEET 7 (AREA AS NOTED)
- (2) PAVEMENT SECTION – FULL DEPTH RECONSTRUCTION PER TYPICAL SECTION 2 ON SHEET 7 (AREA AS NOTED)
- (3) KEYWAY PER DETAIL 3 ON SHEET 7
- (5) UNPAVED SHOULDER REHABILITATION. SEE SHEET 7 FOR TYPICAL SECTION (AREA AS NOTED)
- (6) PAVED SHOULDER REHABILITATION. SEE SHEET 7 FOR TYPICAL SECTION (AREA AS NOTED)
- (7) HYDROSEED (T–910) (AREA AS NOTED)
- (12) ASPHALT COLD JOINT ADHESIVE (P–605) (LENGTH AS NOTED)
- (15) PAVEMENT SECTION – PARTIAL DEPTH RECONSTRUCTION PER TYPICAL SECTION 3 ON SHEET 8 (AREA AS NOTED)

CURVE TABLE

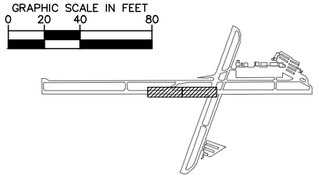
CURVE	RADIUS	LENGTH	DELTA	TANGENT
1	52.75'	28.86'	31°21'28"	14.80'
2	50.25'	66.05'	75°25'59"	38.80'

LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTIONS
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 1 SHEET 7 FOR PAVEMENT SECTION
- PARTIAL DEPTH RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 3 SHEET 8 FOR PAVEMENT SECTION
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- HYDROSEED AREA

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



KEYMAP

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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California EST. 1877

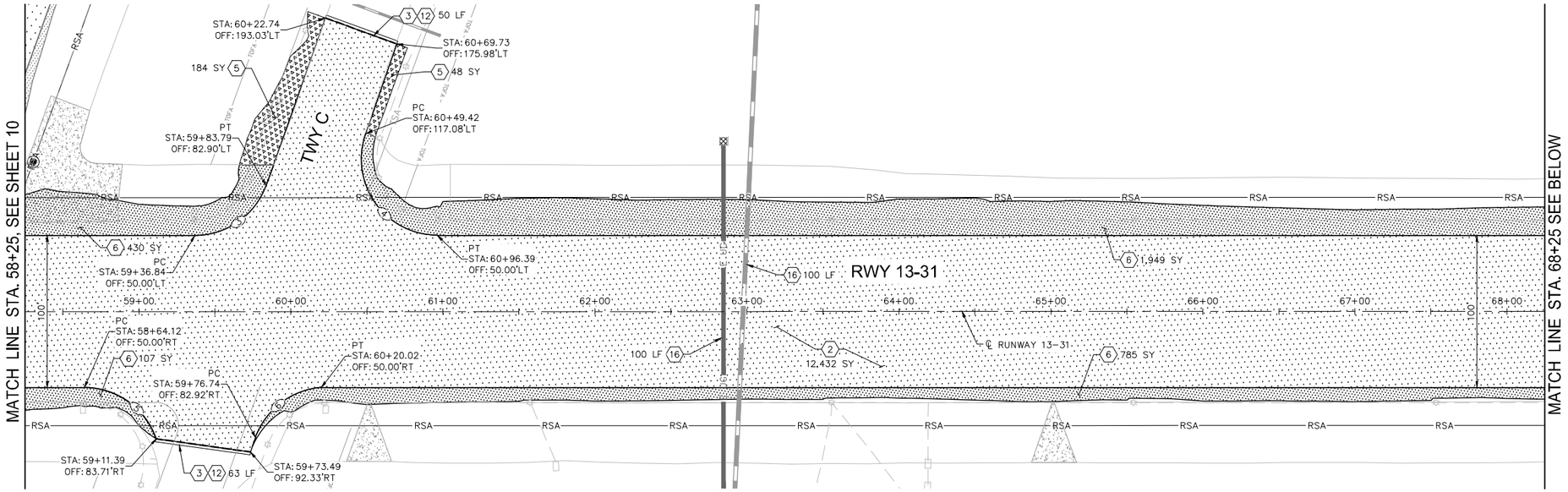
HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17
CITY OF HOLLISTER CA

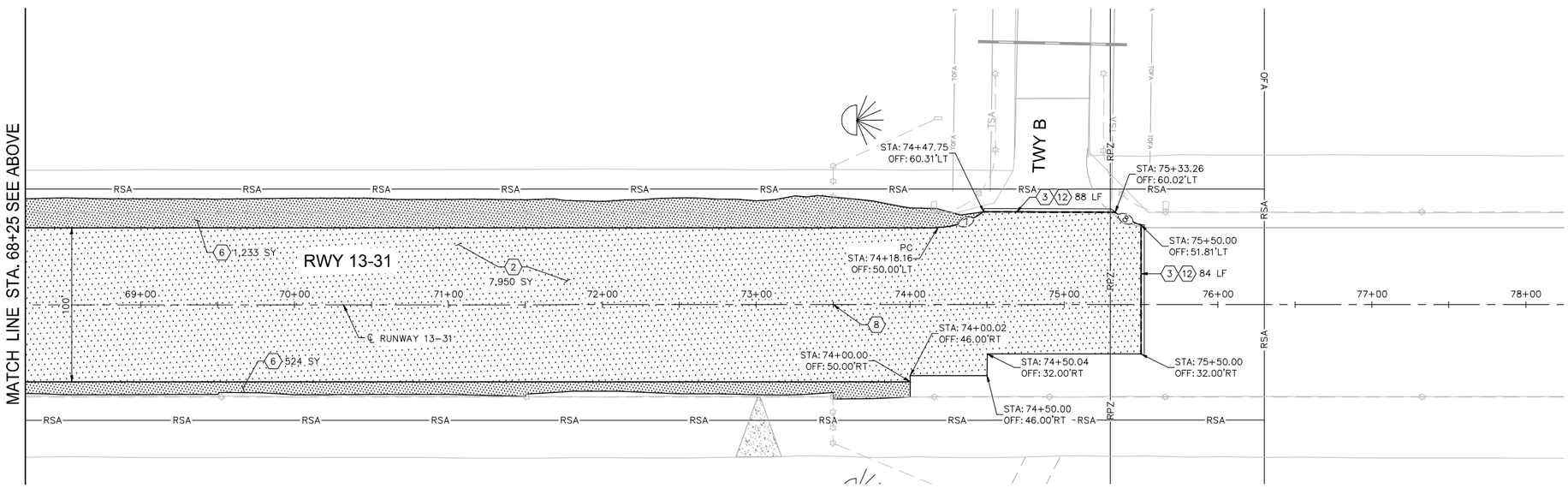
REGISTERED PROFESSIONAL ENGINEER PLEASE REFER TO SEALED ORIGINAL No. C 63346 Exp: 6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

GEOMETRIC LAYOUT PLAN
STA. 40+00 TO STA. 58+25

SHEET NUMBER
10
OF
45





GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 AND 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 13 TO 14 FOR PAVEMENT ELEVATION PLAN.
4. REFER TO SHEETS 16 TO 20 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEETS 21 TO 23 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 TO 45 FOR ELECTRICAL IMPROVEMENTS.
7. REFER TO SHEET 29 FOR ADDITIVE ALTERNATIVE 2 IMPROVEMENTS.
8. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31 UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

- (2) PAVEMENT SECTION – FULL DEPTH RECONSTRUCTION PER TYPICAL SECTION 2 ON SHEET 7 (AREA AS NOTED)
- (3) KEYWAY PER DETAIL 3 ON SHEET 7
- (5) UNPAVED SHOULDER REHABILITATION. SEE SHEET 7 FOR TYPICAL SECTION (AREA AS NOTED)
- (6) PAVED SHOULDER REHABILITATION. SEE SHEET 7 FOR TYPICAL SECTION (AREA AS NOTED)
- (8) RUNWAY END MONUMENT. SEE DETAIL 1 ON SHEET 4
- (12) ASPHALT COLD JOINT ADHESIVE (P–605) (LENGTH AS NOTED)
- (16) CONCRETE CAP PER DETAIL 5 ON SHEET 7 (LENGTH AS NOTED)

CURVE TABLE

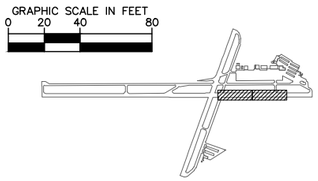
CURVE	RADIUS	LENGTH	DELTA	TANGENT
3	50.00'	61.08'	70°02'11"	35.01'
4	50.00'	95.89'	109°44'12"	71.16'
5	50.25'	61.92'	70°40'48"	35.59'
6	50.75'	57.39'	64°46'30"	32.20'
7	50.75'	31.86'	35°59'27"	16.47'
8	48.75'	18.75'	22°01'54"	9.49'

LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



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DATE 05/05/2015
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DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California Est. 1877

HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

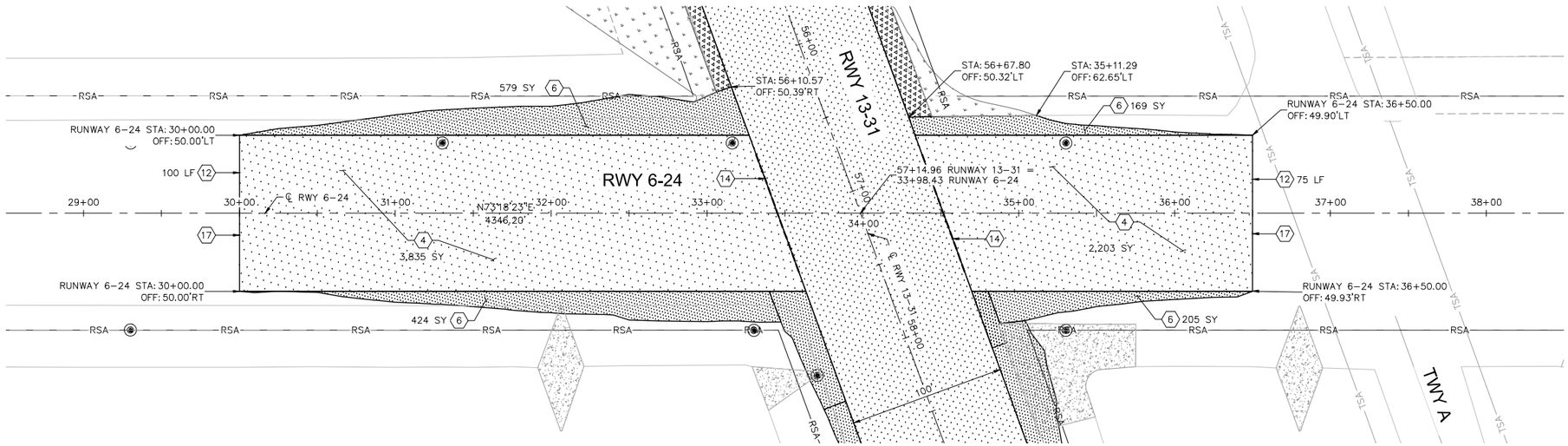
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER
MICHAEL PURSE
No. C 63346
Exp: 6/30/2016
CIVIL
STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

GEOMETRIC LAYOUT PLAN
STA. 58+25 TO STA. 78+50

SHEET NUMBER
11
OF
45



GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 AND 8 FOR RUNWAY TYPICAL SECTIONS AND DETAILS.
3. REFER TO SHEETS 10 AND 11 FOR RUNWAY 13–31 GEOMETRIC LAYOUT IMPROVEMENT PLANS.
4. REFER TO SHEETS 13 TO 14 FOR PAVEMENT ELEVATION PLAN.
5. REFER TO SHEETS 16 TO 20 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
6. REFER TO SHEETS 21 TO 23 FOR PAVEMENT MARKING PLAN AND DETAILS.
7. REFER TO SHEETS 41 TO 45 FOR ELECTRICAL IMPROVEMENTS.
8. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 6–24 UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

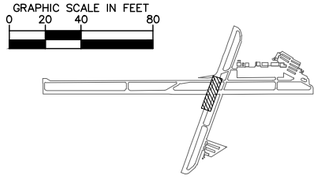
- (4) PAVEMENT SECTION – OVERLAY CONSTRUCTION PER TYPICAL SECTION 4 ON SHEET 7 (AREA AS NOTED)
- (6) PAVED SHOULDER REHABILITATION. SEE SHEET 7 FOR TYPICAL SECTION (AREA AS NOTED)
- (12) ASPHALT COLD JOINT ADHESIVE (P–605) (LENGTH AS NOTED)
- (14) EXCAVATION OVERBREAK. SEE DETAIL 4 SHEET 8
- (17) TAPER MILL TIE–IN PER DETAIL 6 ON SHEET 7

LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- HYDROSEED AREA

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



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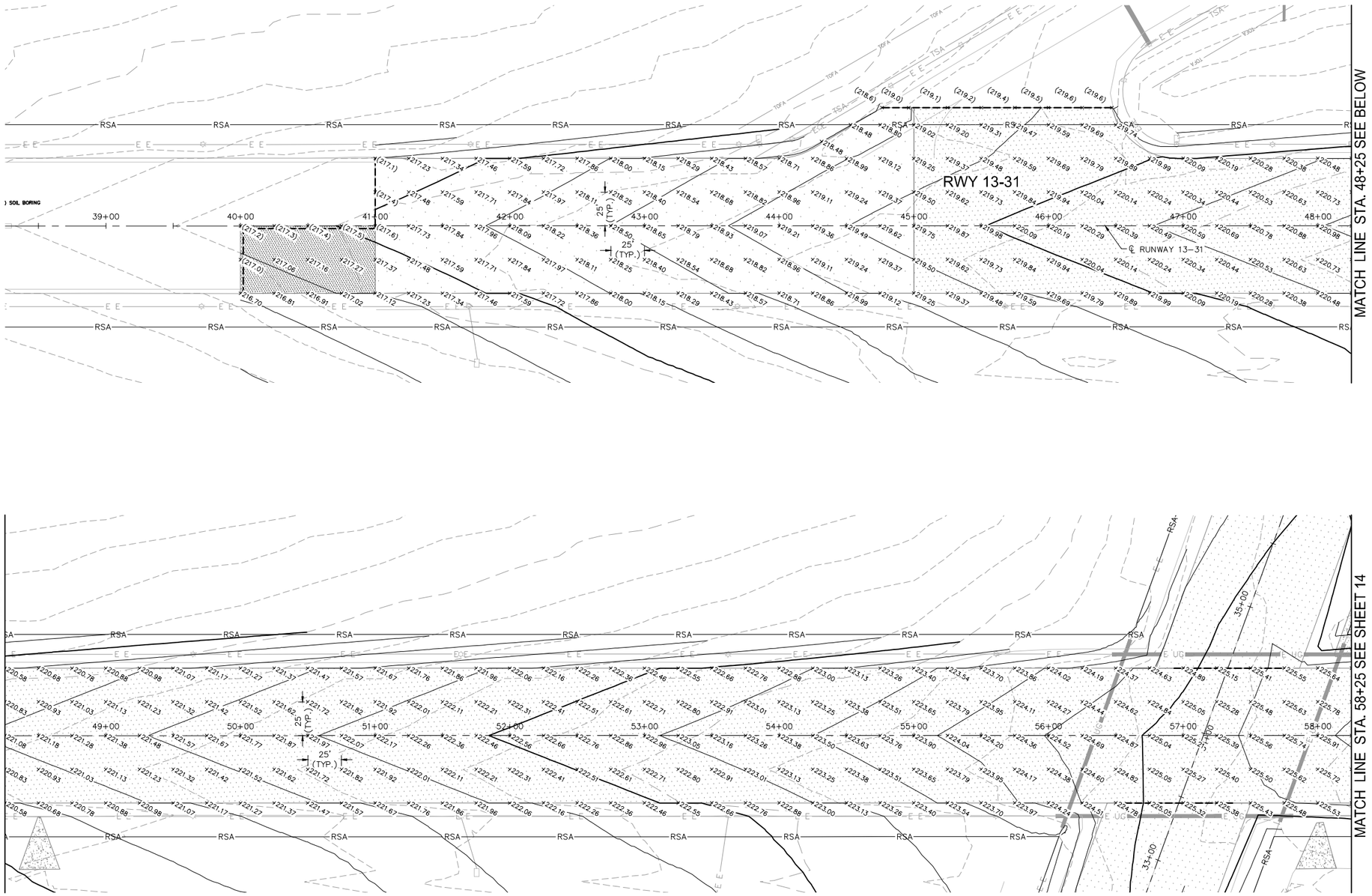
STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

GEOMETRIC LAYOUT PLAN
RUNWAY 6-24

SHEET NUMBER
12
OF
45

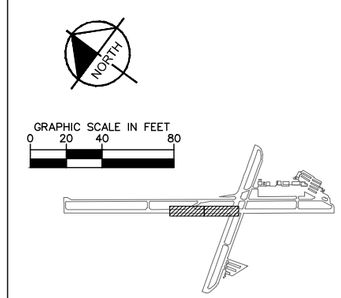


GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEET 7 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 13 TO 14 FOR PAVEMENT ELEVATION PLAN.
4. REFER TO SHEET 15 FOR RUNWAY 6–24 IMPROVEMENTS.
5. REFER TO SHEETS 16 TO 20 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
6. REFER TO SHEETS 21 TO 24 FOR PAVEMENT MARKING PLAN AND DETAILS.
7. SEE SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
8. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31 UNLESS OTHERWISE NOTED.

LEGEND

GB	GRADE BREAK
	RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTIONS
	RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 1 SHEET 7 FOR PAVEMENT SECTION
	PARTIAL DEPTH RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 3 SHEET 8 FOR PAVEMENT SECTION
×(###)	EXISTING SPOT ELEVATION (IN FEET)
×###.##	PROPOSED SPOT ELEVATION (IN FEET)



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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California Est. 1872

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

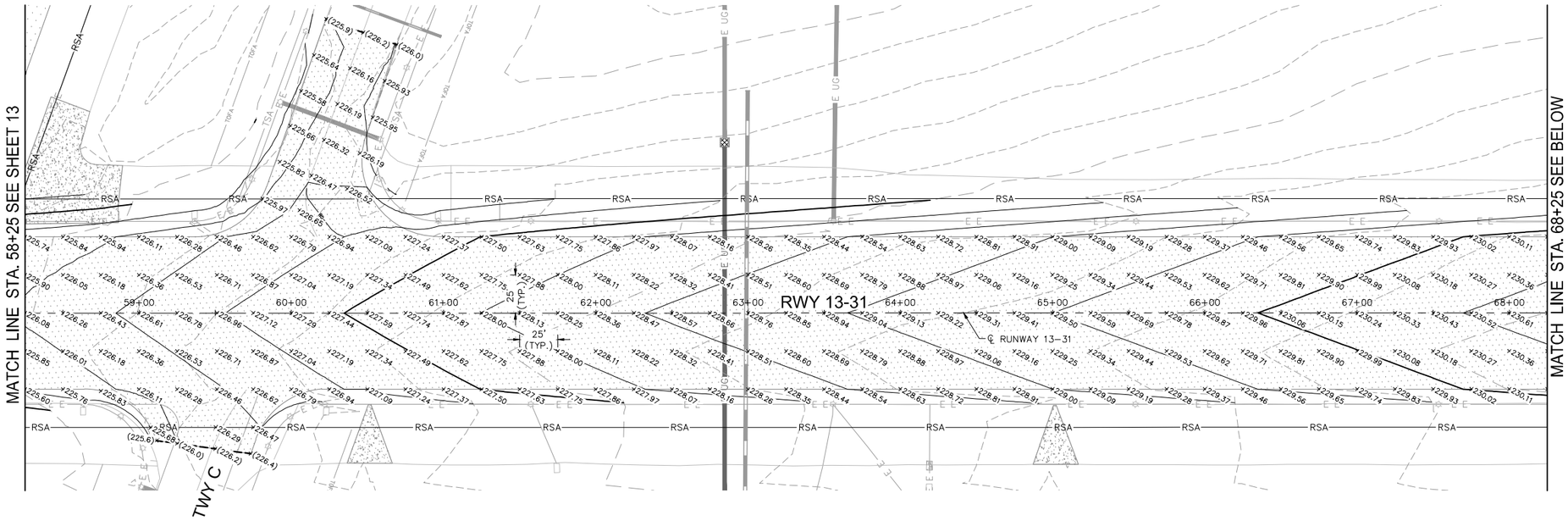
CITY OF HOLLISTER CA

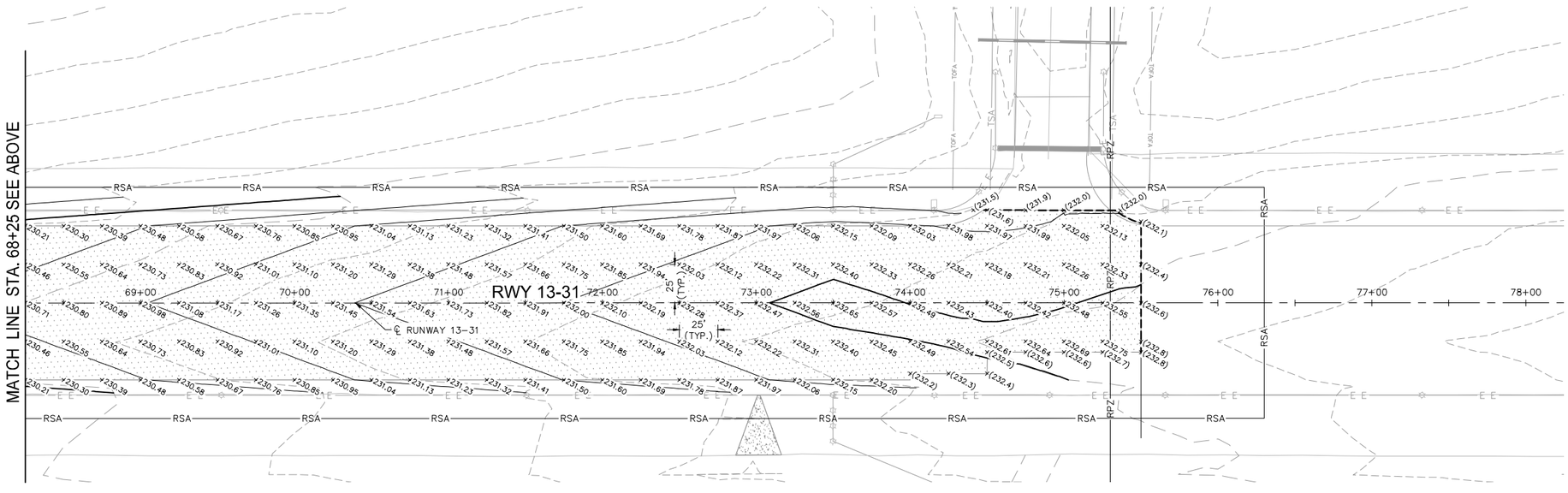
REGISTERED PROFESSIONAL ENGINEER MICHAEL PERRE WINTER No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PAVEMENT ELEVATION PLAN
STA. 40+00 TO STA. 58+25

SHEET NUMBER
13
OF
45





GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEET 7 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 13 TO 14 FOR PAVEMENT ELEVATION PLAN.
4. REFER TO SHEET 15 FOR RUNWAY 6–24 IMPROVEMENTS.
5. REFER TO SHEETS 16 TO 20 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
6. REFER TO SHEETS 21 TO 24 FOR PAVEMENT MARKING PLAN AND DETAILS.
7. SEE SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
8. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31 UNLESS OTHERWISE NOTED.

LEGEND

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTIONS

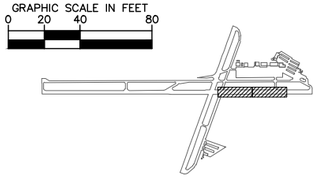
PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION

×(###) EXISTING SPOT ELEVATION (IN FEET)

×### PROPOSED SPOT ELEVATION (IN FEET)

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



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SCALE
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HOLLISTER Hometown, California EST. 1872

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

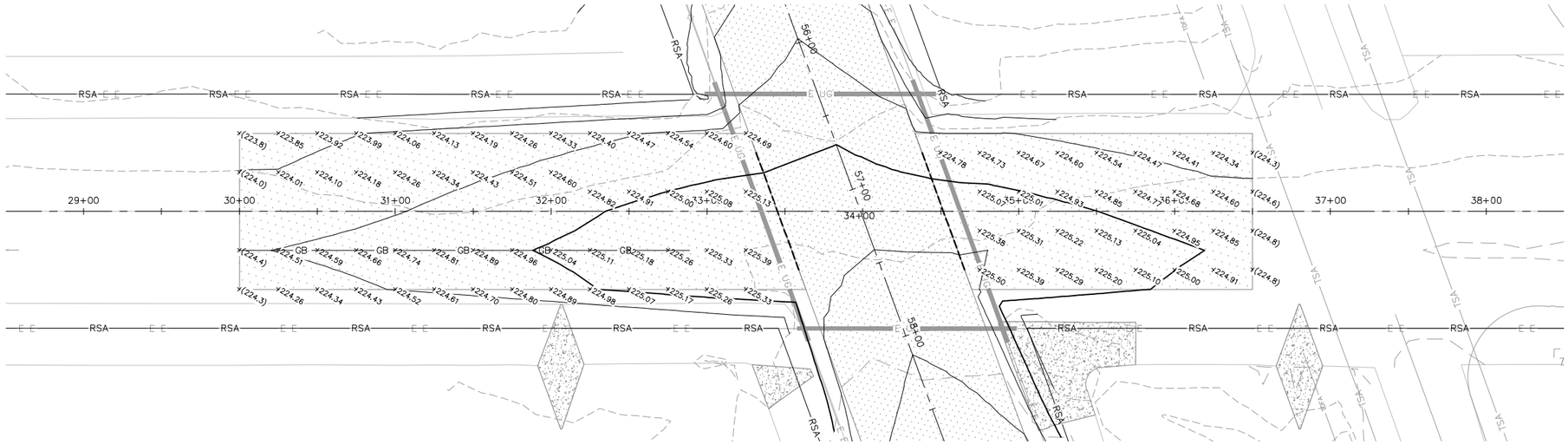
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER PLEASE REFER TO SEAL No. C 63346 Exp: 6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PAVEMENT ELEVATION PLAN
STA. 58+25 TO STA. 78+50

SHEET NUMBER
14
OF
45



GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEET 7 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 13 TO 14 FOR RUNWAY 13–31 PAVEMENT ELEVATION PLAN.
4. REFER TO SHEETS 16 TO 20 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEETS 21 TO 24 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. SEE SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31 UNLESS OTHERWISE NOTED.

LEGEND

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTIONS

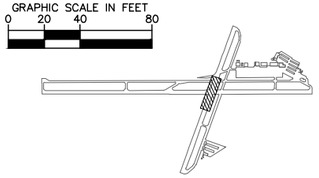
RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTIONS

×(###) EXISTING SPOT ELEVATION (IN FEET)

×### PROPOSED SPOT ELEVATION (IN FEET)

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



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HOLLISTER Hometown, California Est. 1872

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RUNWAY 13-31
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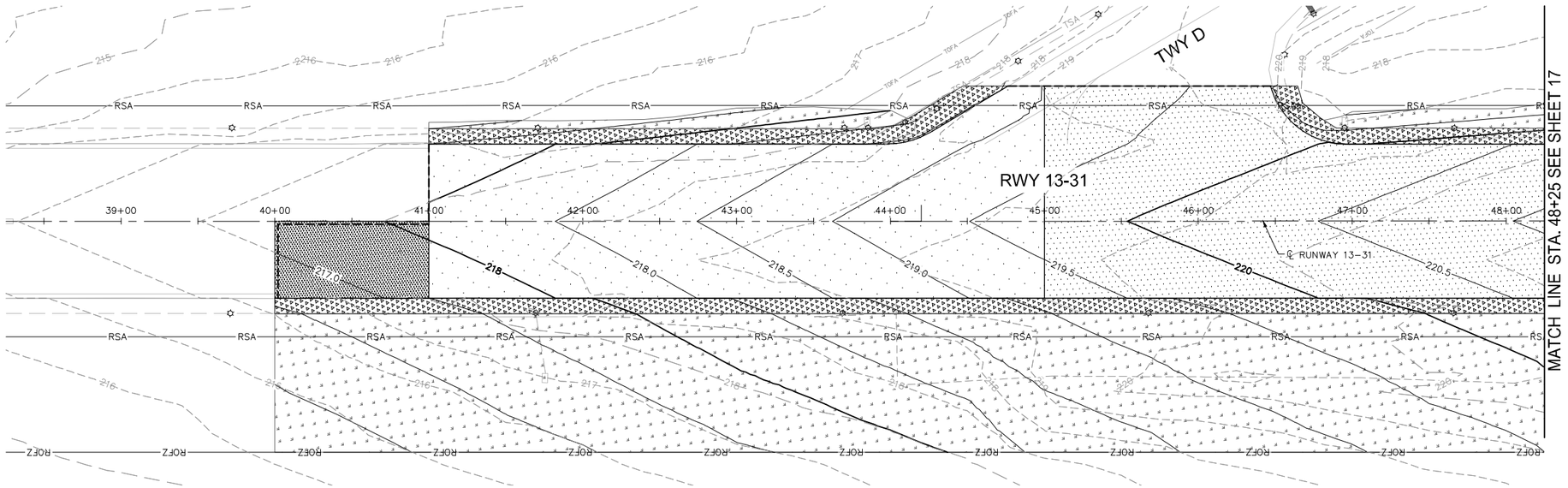
CITY OF HOLLISTER CA

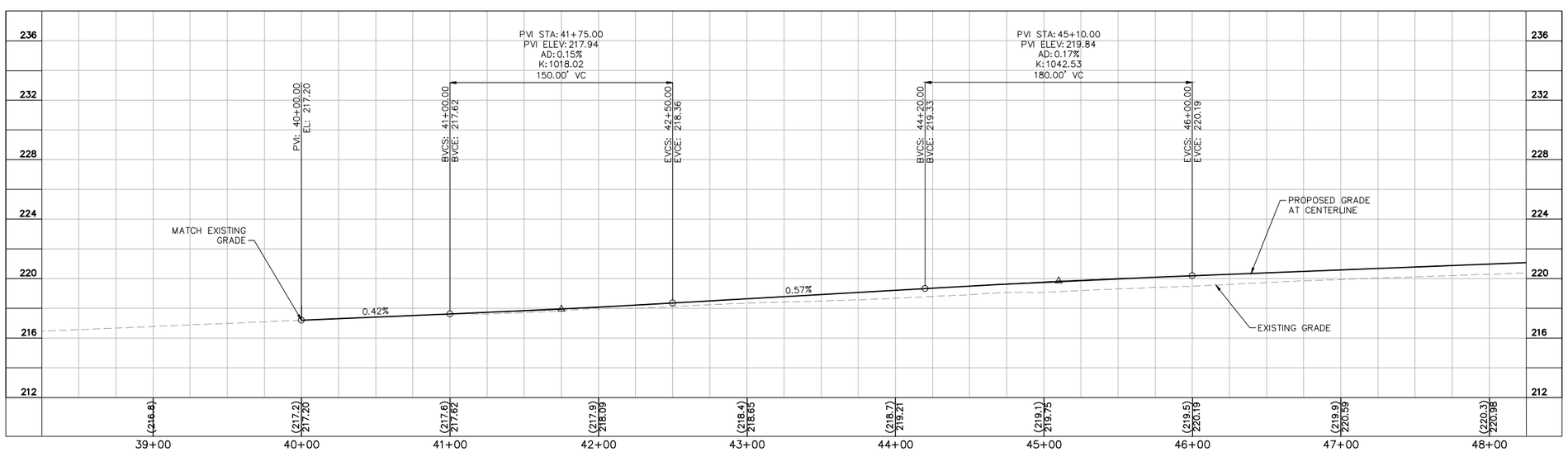
REGISTERED PROFESSIONAL ENGINEER MEL PIERCE WILSON No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PAVEMENT ELEVATION PLAN
RUNWAY 6-24

SHEET NUMBER
15
OF
45





GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 AND 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 13 TO 14 FOR PAVEMENT ELEVATION PLAN.
4. REFER TO SHEET 20 FOR RUNWAY 6–24 PAVING PLAN AND PROFILE.
5. REFER TO SHEETS 21 TO 24 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 TO 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31 UNLESS OTHERWISE NOTED.

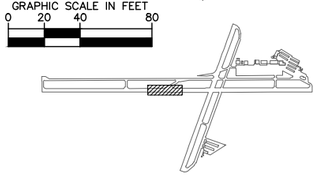
LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTIONS
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 1 SHEET 7 FOR PAVEMENT SECTION
- PARTIAL DEPTH RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 3 SHEET 8 FOR PAVEMENT SECTION
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- HYDROSEED AREA

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

4 0 2 4



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SCALE
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DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California Est. 1877

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER
WILLIAM PEARSE
No. C 63346
Exp: 6/30/2016
CIVIL
STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PLAN AND PROFILE
STA. 40+00 TO STA. 48+25

SHEET NUMBER
16
OF
45

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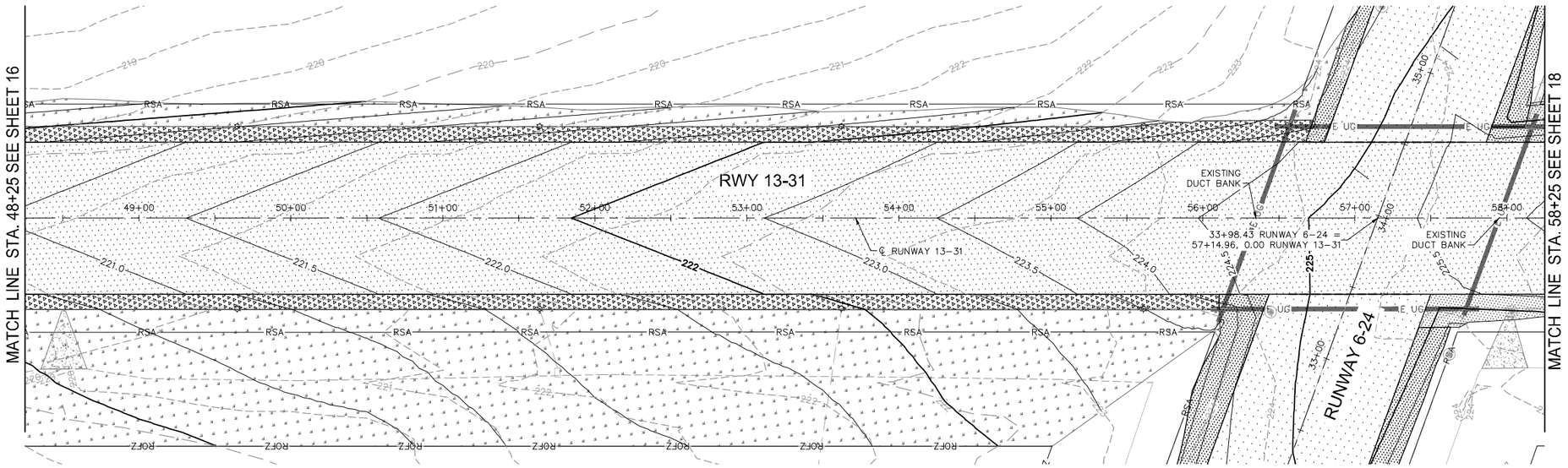
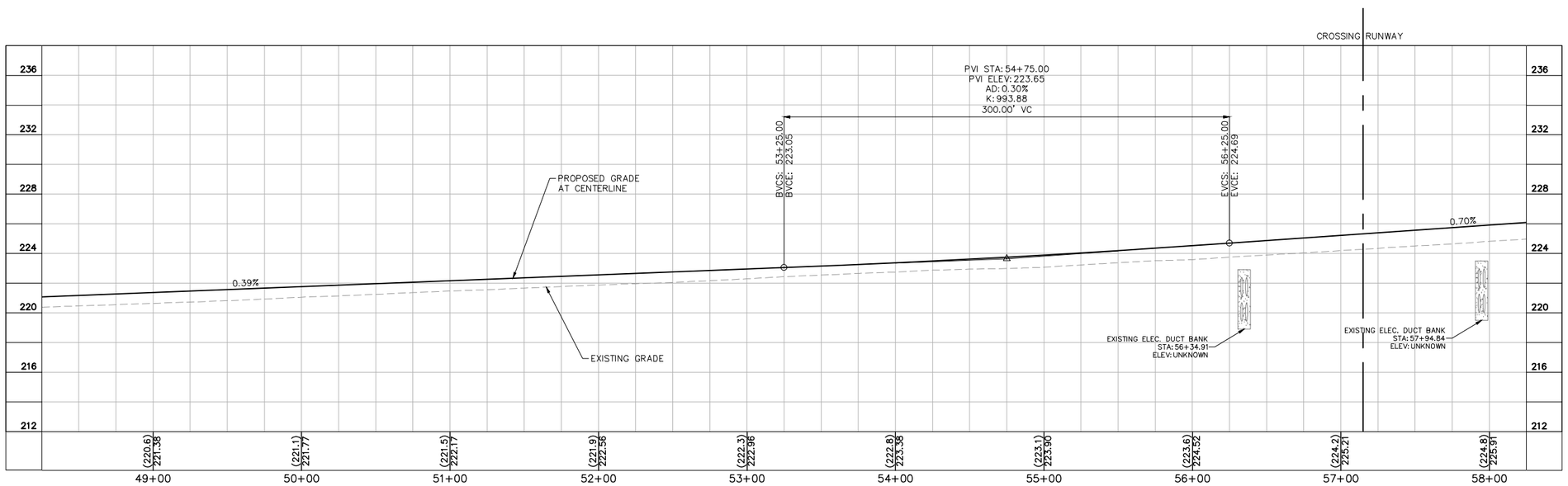


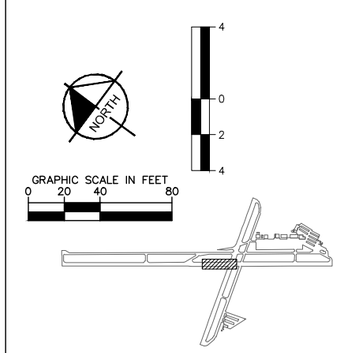


GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 AND 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 13 TO 14 FOR PAVEMENT ELEVATION PLAN.
4. REFER TO SHEET 20 FOR RUNWAY 6-24 PAVING PLAN AND PROFILE.
5. REFER TO SHEETS 21 TO 24 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 TO 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13-31 UNLESS OTHERWISE NOTED.

LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTIONS
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- HYDROSEED AREA



KEYMAP

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Ph: (714) 939-1030
Fax: (714) 938-9488

KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California Est. 1877

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

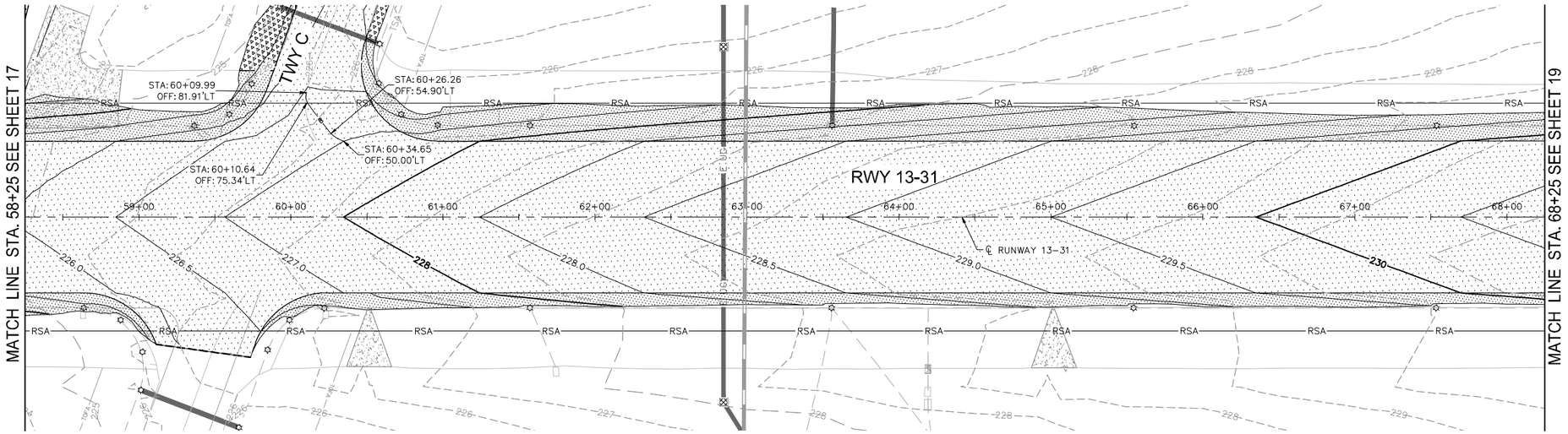
CITY OF HOLLISTER CA

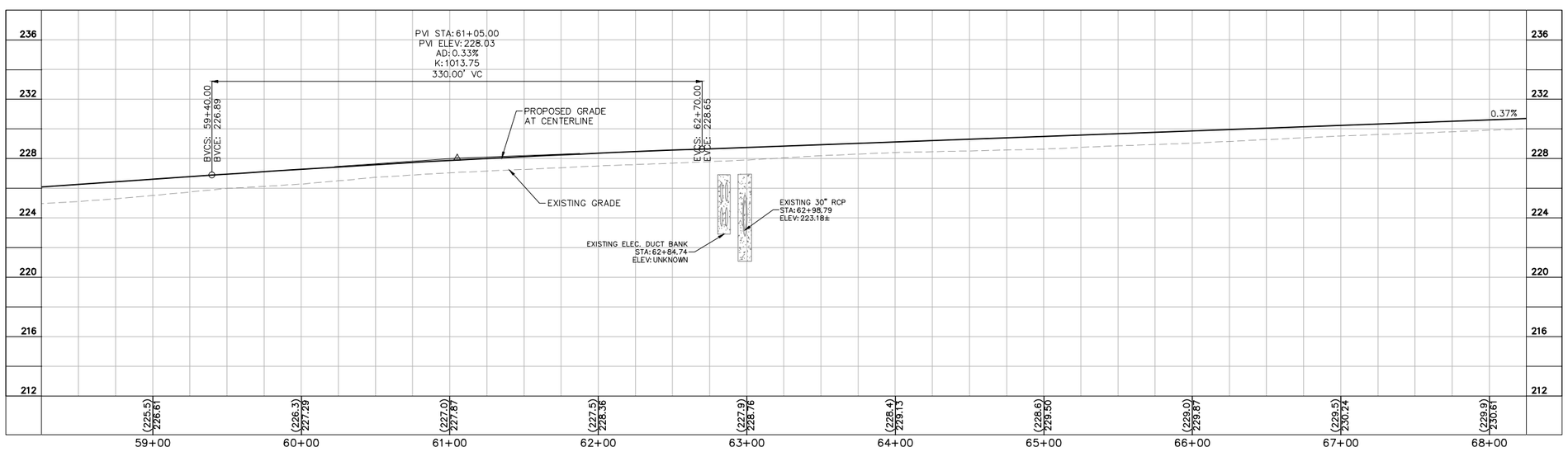
REGISTERED PROFESSIONAL ENGINEER
W. PEARSE WHITE
No. C 63346
Exp: 6/30/2016
CIVIL
STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PLAN AND PROFILE
STA. 48+25 TO STA. 58+25

SHEET NUMBER
17
OF
45





GENERAL NOTES

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2. REFER TO SHEETS 7 AND 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 13 TO 14 FOR PAVEMENT ELEVATION PLAN.
4. REFER TO SHEET 20 FOR RUNWAY 6–24 PAVING PLAN AND PROFILE.
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6. REFER TO SHEET 41 TO 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31 UNLESS OTHERWISE NOTED.

LEGEND

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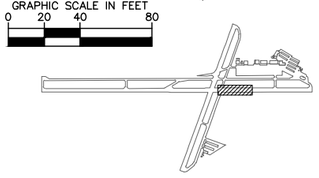
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- HYDROSEED AREA
- GRADE BREAK

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

4 0 2 4



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HOLLISTER Hometown, California EST. 1877

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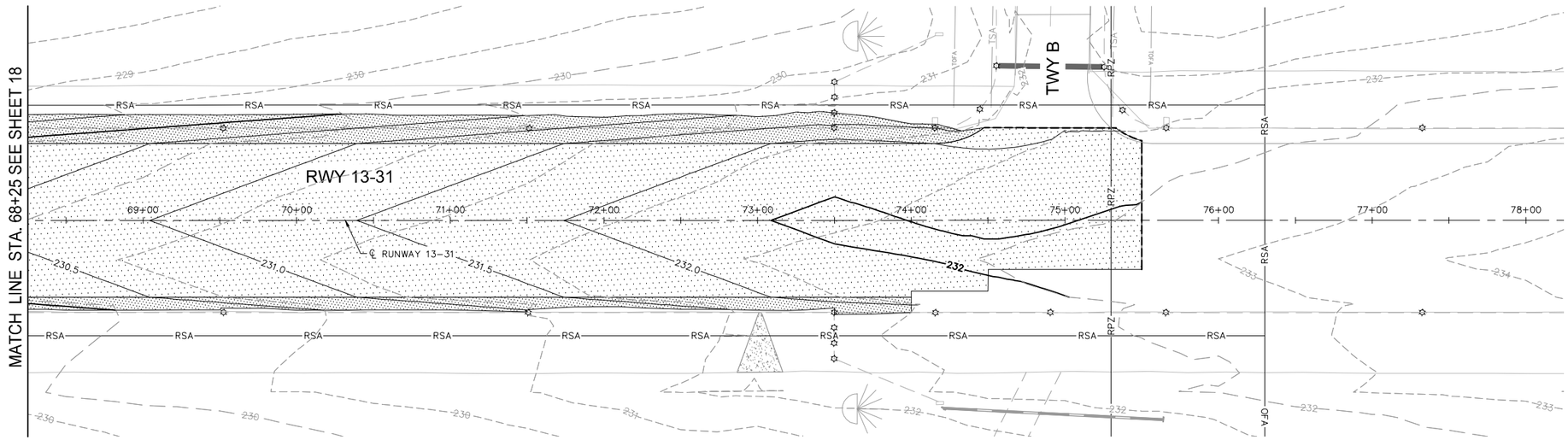
CITY OF HOLLISTER CA

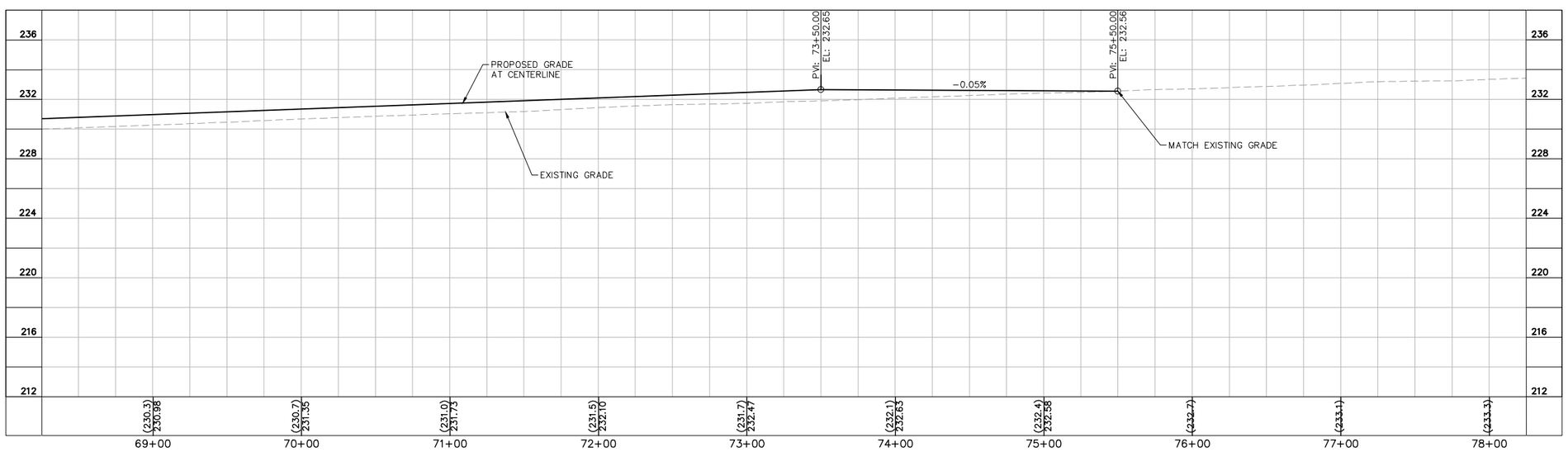
REGISTERED PROFESSIONAL ENGINEER M. PEARSE WHITE No. C 63346 Exp: 6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PLAN AND PROFILE
STA. 58+25 TO STA. 68+25

SHEET NUMBER
18
OF
45





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7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31 UNLESS OTHERWISE NOTED.

LEGEND

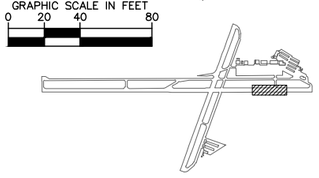
RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTIONS

PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

4 0 2 4



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DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California Est. 1877

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RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER M. PEARSE WHITE No. C 63346 Exp: 6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PLAN AND PROFILE
STA. 68+25 TO STA. 78+25

SHEET NUMBER
19
OF
45

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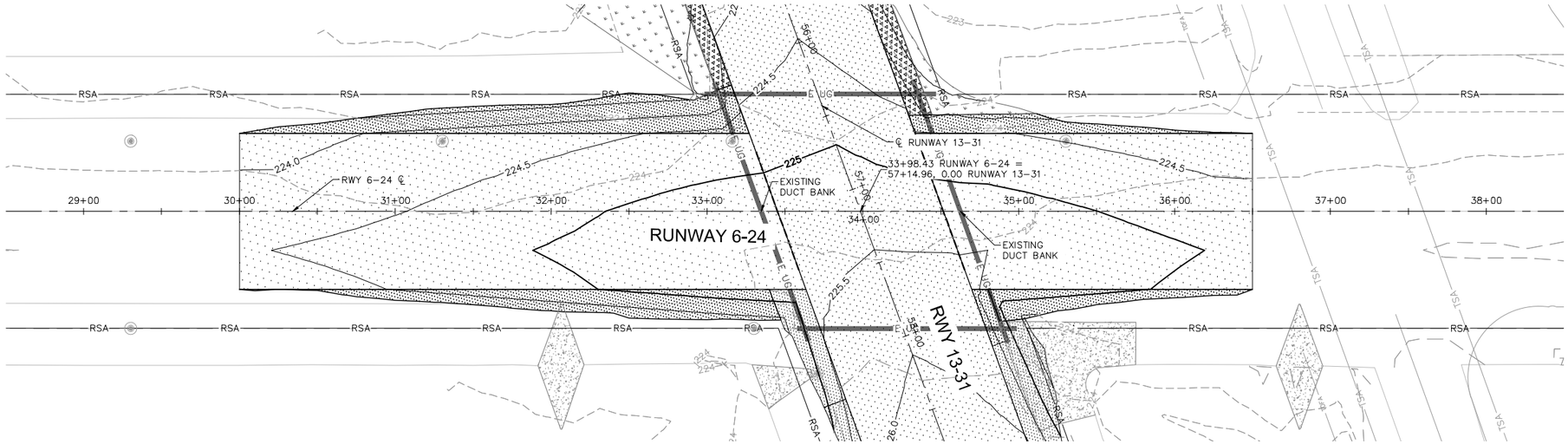

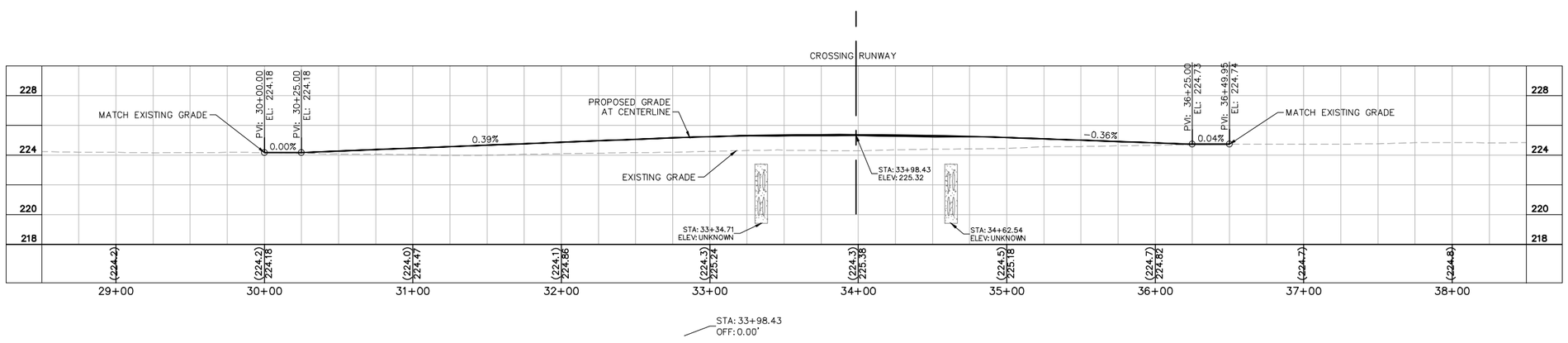

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6. REFER TO SHEETS 41 TO 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 6-24 UNLESS OTHERWISE NOTED.

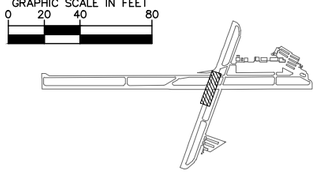
LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTIONS
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- HYDROSEED AREA

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

4 0 2 4



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HOLLISTER Hometown, California Est. 1877

HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
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No. C 63346
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CIVIL
STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PLAN AND PROFILE
RUNWAY 6-24

SHEET NUMBER
20
OF
45

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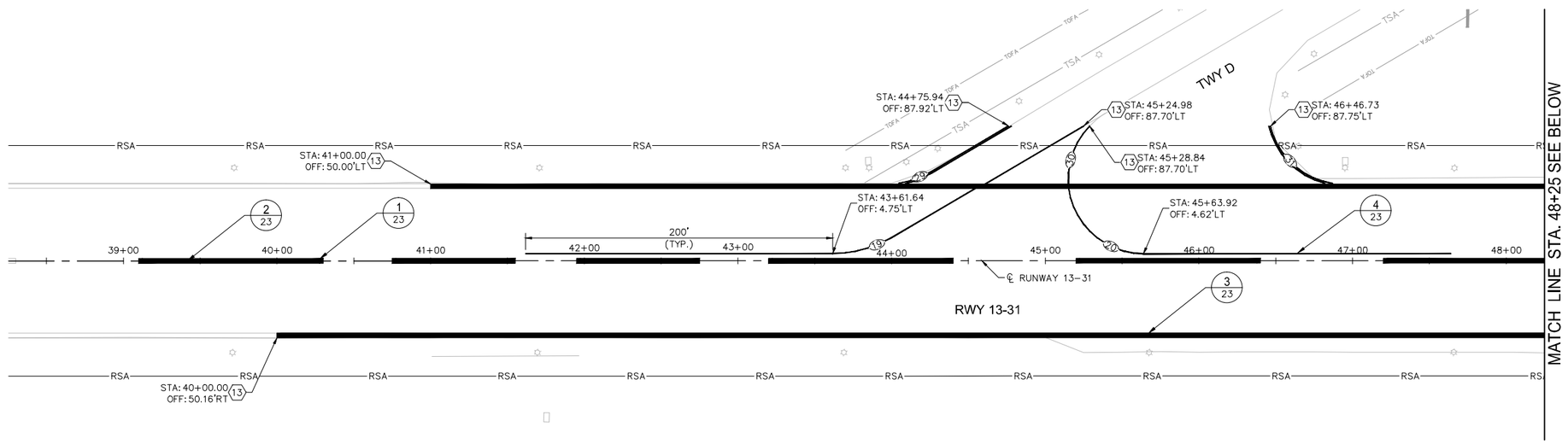
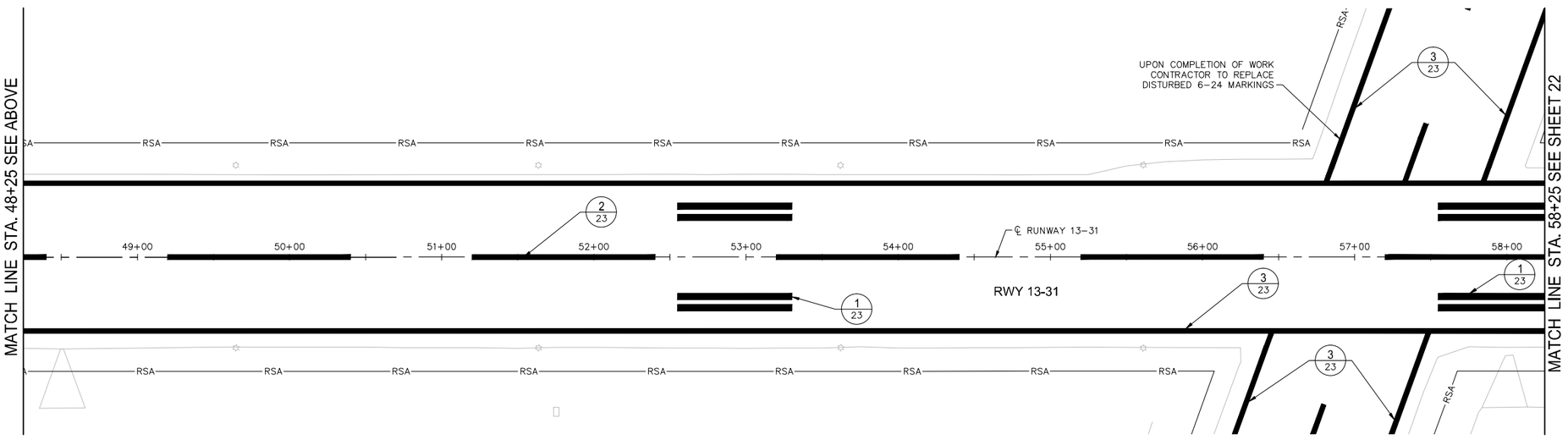




GENERAL NOTES

1. ALL PROPOSED MARKINGS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1 LATEST EDITION.
2. THE OUTSIDE EDGE OF RUNWAY/TAXIWAY EDGE STRIPING IS THE EDGE OF FULL STRENGTH PAVEMENT UNLESS OTHERWISE NOTED.
3. FINAL MARKINGS SHALL ALIGN WITH EXISTING MARKINGS AT MATCH POINTS. THE PROPOSED MARKING SHALL OVERLAP EXISTING PAVEMENT MARKING BY 5' MIN.
4. THE CONTRACTOR SHALL REPLACE EXISTING PAVEMENT MARKINGS WHICH ARE TO REMAIN AND WHICH ARE DAMAGED, MARKED, OR OBSCURED AS A RESULT OF THE CONSTRUCTION ACTIVITIES. REPLACEMENT OF DAMAGED MARKINGS SHALL BE AT NO ADDITIONAL COST TO THE OWNER.
5. SEE SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
6. SEE SHEET 10 THROUGH 12 FOR GEOMETRIC LAYOUT.
7. SEE SHEET 23 FOR PAVEMENT MARKING DETAILS.
8. ALL STATIONS AND OFFSETS REFERENCE RUNWAY 13-31 ALIGNMENT.

CONSTRUCTION NOTES

(13) MATCH EXISTING PAVEMENT MARKINGS

LEGEND

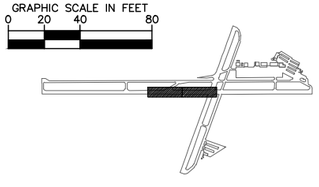
- NEW RUNWAY CENTER LINE MARKING
- NEW RUNWAY EDGE LINE MARKING
- CENTERLINE/ALIGNMENT
- CURVE LABEL
- RUNWAY HOLD POSITION MARKING
- EXISTING PAVEMENT/AIRFIELD MARKING
- NEW TAXIWAY CENTER LINE MARKING
- NEW TAXIWAY EDGE MARKING

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT
19	75.00'	39.52'	30°11'31"	20.23'
20	49.25'	70.39'	81°53'46"	42.73'
29	63.50'	22.17'	20°02'07"	11.20'
30	48.75'	41.32'	48°31'57"	21.99'
31	49.50'	58.16'	67°09'31"	32.94'

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



KEYMAP

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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California Est. 1872

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

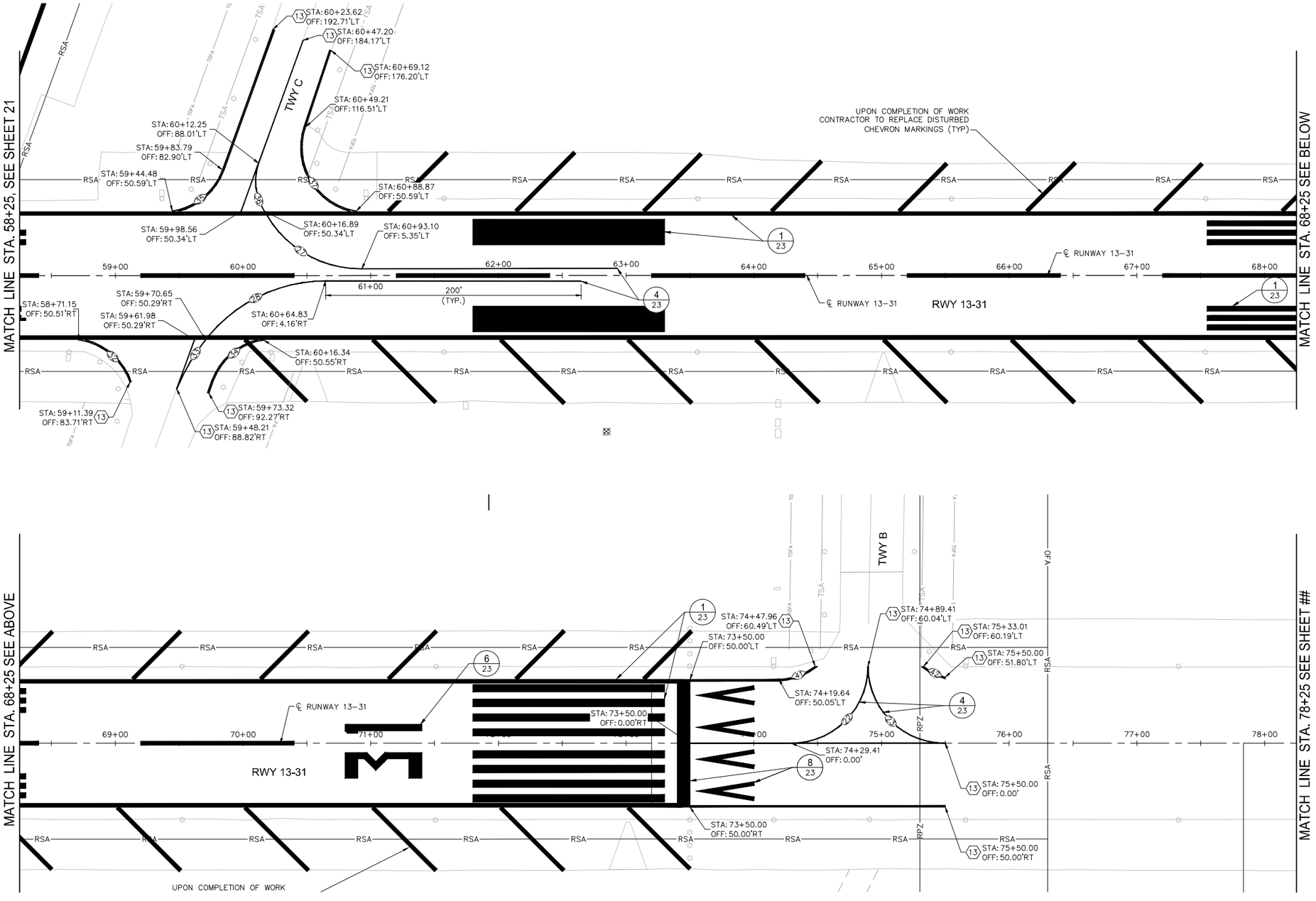
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER PLEASE REFER TO SEALED DOCUMENT No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PAVEMENT MARKING PLAN
STA. 40+00 TO STA. 58+25

SHEET NUMBER
21
OF
45



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CONSTRUCTION NOTES

(13) MATCH EXISTING PAVEMENT MARKINGS

LEGEND

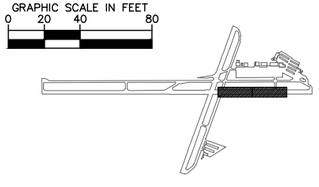
- NEW RUNWAY CENTER LINE MARKING
- NEW RUNWAY EDGE LINE MARKING
- CENTERLINE/ALIGNMENT
- (#) CURVE LABEL
- RUNWAY HOLD POSITION MARKING
- EXISTING PAVEMENT/AIRFIELD MARKING
- NEW TAXIWAY CENTER LINE MARKING
- NEW TAXIWAY EDGE MARKING

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT
22	60.00'	94.26'	89°54'30"	59.97'
23	60.00'	94.85'	90°28'47"	60.57'
27	84.50'	89.09'	60°22'19"	49.18'
28	119.00'	104.28'	50°12'25"	55.75'
32	50.25'	54.85'	62°38'51"	30.53'
33	154.00'	44.58'	16°35'35"	22.44'
34	50.00'	53.70'	61°30'54"	29.77'
35	50.00'	53.40'	61°17'31"	29.58'
36	42.75'	39.32'	52°34'15"	21.17'
37	50.25'	87.58'	99°46'46"	59.70'
41	50.25'	30.66'	34°53'07"	15.82'
42	50.25'	19.07'	21°47'47"	9.65'

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



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CITY OF HOLLISTER CA

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REHABILITATE RUNWAY 13-31
BASE BID

PAVEMENT MARKING PLAN
STA. 58+25 TO STA. 78+25

SHEET NUMBER
22
OF
45

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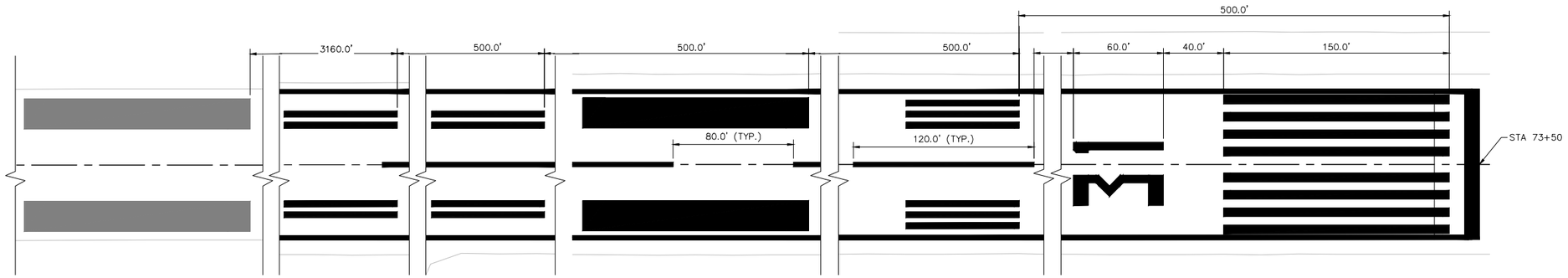


1/23 **RUNWAY MARKING LAYOUT DETAIL**
N.T.S.

* BLACK OUTLINE REQUIRED ON EXISTING PAVEMENT

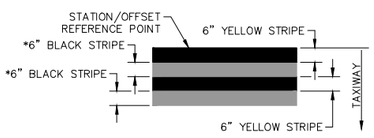
2/23 **RUNWAY CENTERLINE PAVEMENT MARKING**
N.T.S.

* BLACK OUTLINE REQUIRED ON EXISTING PAVEMENT

3/23 **RUNWAY EDGE PAVEMENT MARKING – CONTINUOUS**
N.T.S.

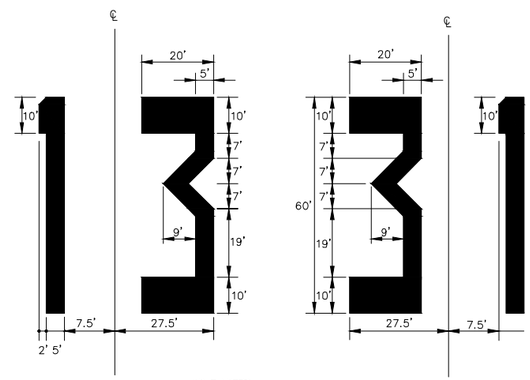
* BLACK OUTLINE REQUIRED ON EXISTING PAVEMENT

4/23 **TAXIWAY CENTERLINE PAVEMENT MARKING - CONTINUOUS**
N.T.S.



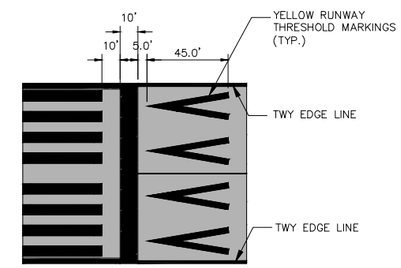
* BLACK OUTLINE REQUIRED ON EXISTING PAVEMENT

5/23 **TAXIWAY EDGE PAVEMENT MARKING – CONTINUOUS**
N.T.S.

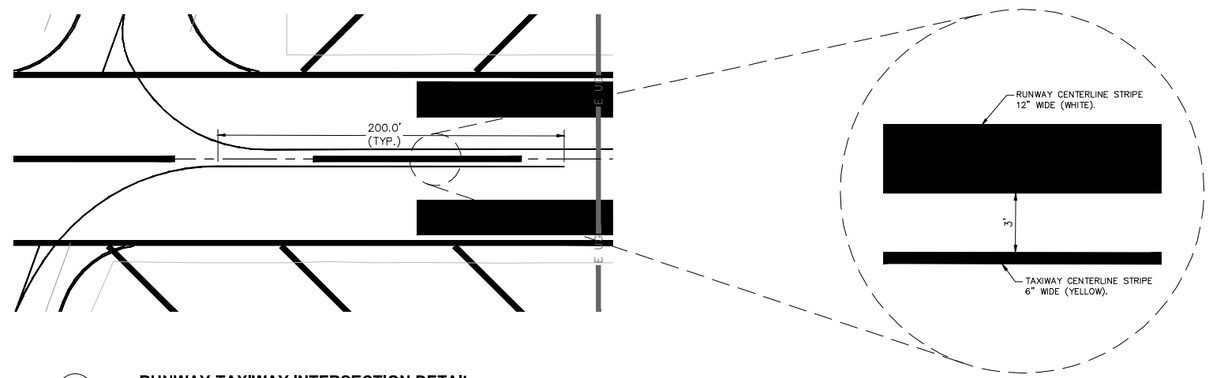


LAYOUT NOTES:
VERTICAL STROKE IS 5.00'
HORIZONTAL STROKE IS 10.00'
DIAGONAL STROKE IS 5.00'

6/23 **RUNWAY DESIGNATION NUMERALS**
N.T.S.



8/23 **RUNWAY THRESHOLD MARKINGS**
N.T.S.



7/23 **RUNWAY-TAXIWAY INTERSECTION DETAIL**
N.T.S.

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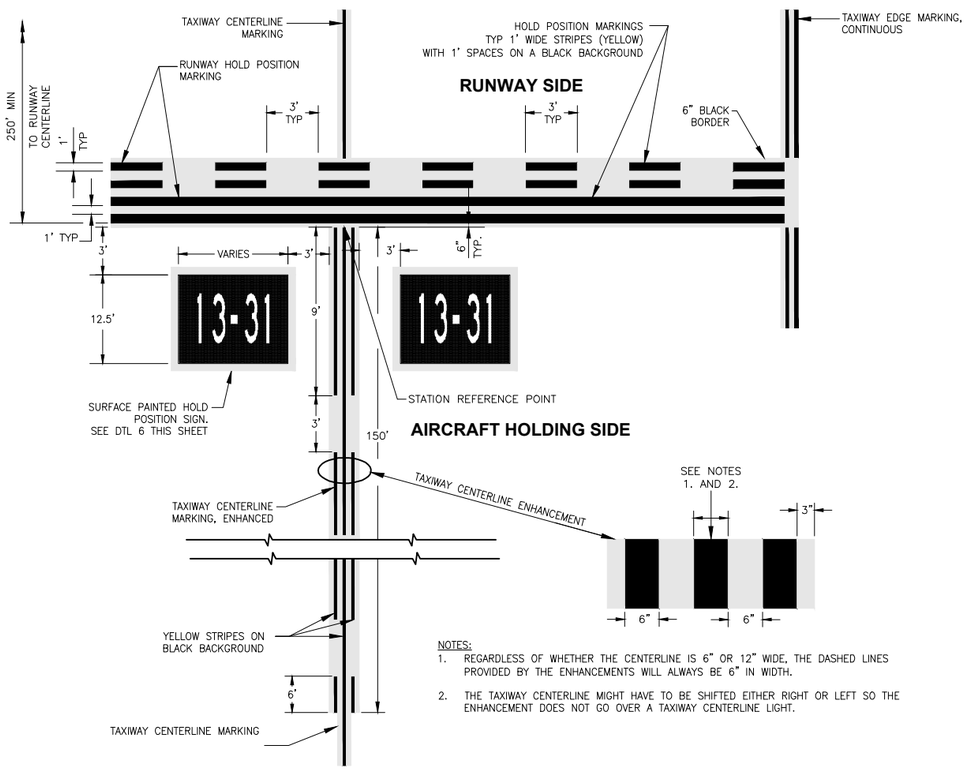
REHABILITATE RUNWAY 13-31
BASE BID

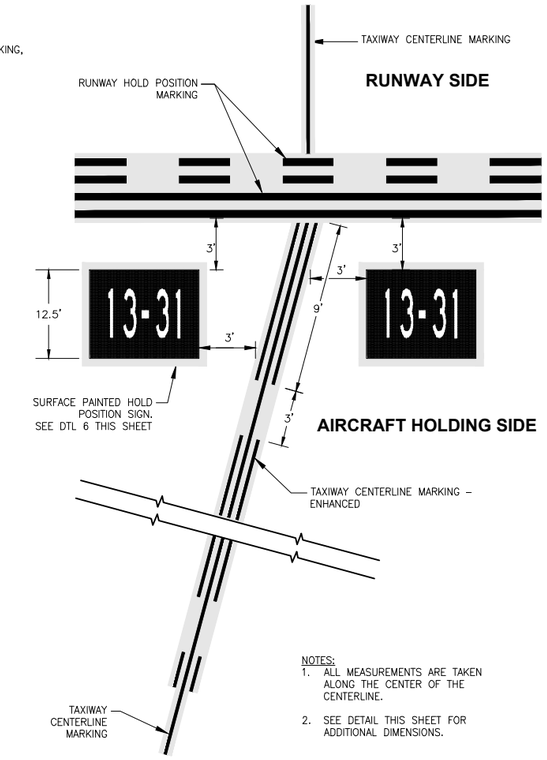
PAVEMENT MARKING DETAILS

SHEET NUMBER
23
OF
45



NOTES:

1. REGARDLESS OF WHETHER THE CENTERLINE IS 6" OR 12" WIDE, THE DASHED LINES PROVIDED BY THE ENHANCEMENTS WILL ALWAYS BE 6" IN WIDTH.
2. THE TAXIWAY CENTERLINE MIGHT HAVE TO BE SHIFTED EITHER RIGHT OR LEFT SO THE ENHANCEMENT DOES NOT GO OVER A TAXIWAY CENTERLINE LIGHT.



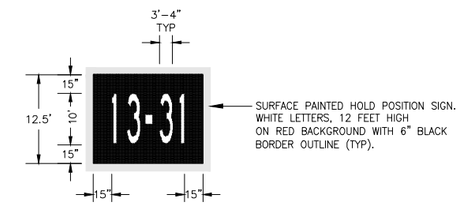
NOTES:

1. ALL MEASUREMENTS ARE TAKEN ALONG THE CENTER OF THE CENTERLINE.
2. SEE DETAIL THIS SHEET FOR ADDITIONAL DIMENSIONS.

DETAIL WHEN TAXIWAY CENTERLINE IS NOT PERPENDICULAR TO RUNWAY HOLDING POSITION

1/24 RUNWAY HOLD POSITION AND ENHANCED TAXIWAY CENTERLINE MARKING

N.T.S.



2/24 SURFACE PAINTED HOLD POSITION SIGNS

N.T.S.

GENERAL NOTES:

1. ALL WHITE, YELLOW, AND RED PERMANENT PAVEMENT MARKINGS SHALL INCLUDE GLASS BEADS AS A REFLECTIVE MEDIA; BLACK PAINT OR TEMPORARY PAVEMENT MARKINGS SHALL NOT RECEIVED GLASS BEADS.
2. ALL PAVEMENT MARKINGS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340, STANDARDS FOR AIRPORT MARKINGS, LATEST EDITION.

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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California EST. 1877

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER
NEL PEARSE WHITE
No. C 63346
Exp: 6/30/2016
CIVIL
STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31
BASE BID

PAVEMENT MARKING DETAILS

SHEET NUMBER
24
OF
45

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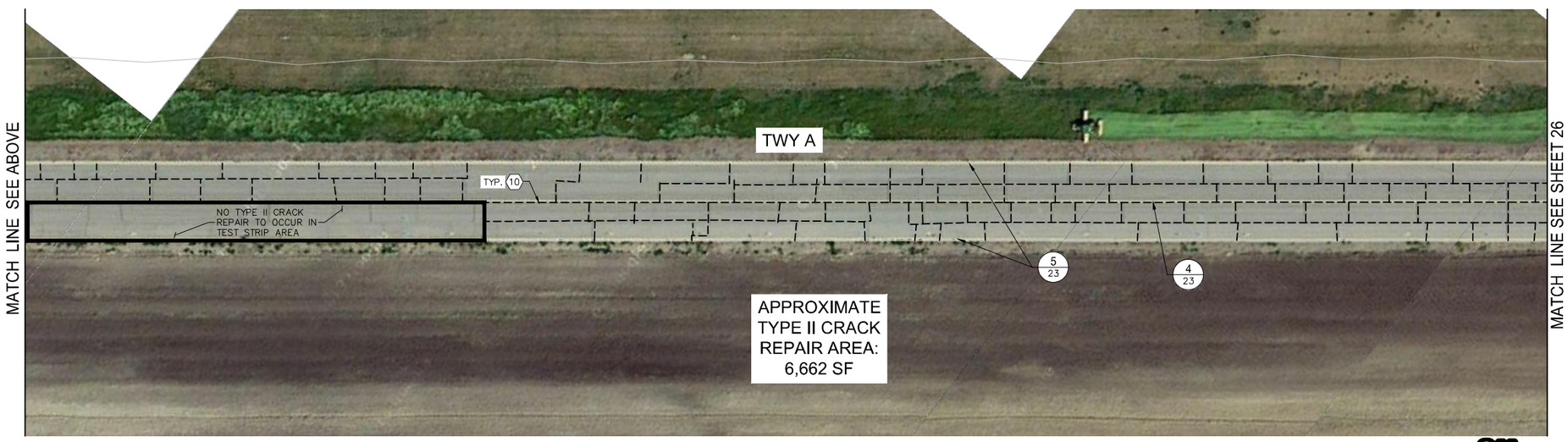


GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEET 5 FOR CONSTRUCTION PHASING.
3. CRACK REPAIR LENGTHS AND LIMITS TO BE PERFORMED SHALL BE MEASURED AND MARKED IN FIELD BY CONTRACTOR FOR VERIFICATION BY ENGINEER PRIOR TO START OF WORK.

LEGEND

EXISTING CRACKS

X / XX — PAVEMENT MARKING DETAIL IDENTIFIER / SHEET ON WHICH DETAIL IS ON

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

10 — CRACK REPAIR (1" OR LARGER) SEE DETAIL 1 SHEET 27

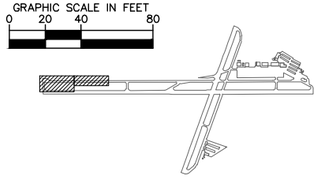
DEMOLITION NOTES

ITEMS TO BE REMOVED, RELOCATED, SALVAGED, OR ABANDONED IN PLACE.

3 — PROTECT IN PLACE

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



KEYMAP

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SCALE
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HOLLISTER Hometown, California Est. 1872

HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER MICHAEL PERRE MCPHERSON No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 1

GEOMETRIC LAYOUT PLAN
STA. 40+00 TO STA. 58+25

SHEET NUMBER
25
OF
45

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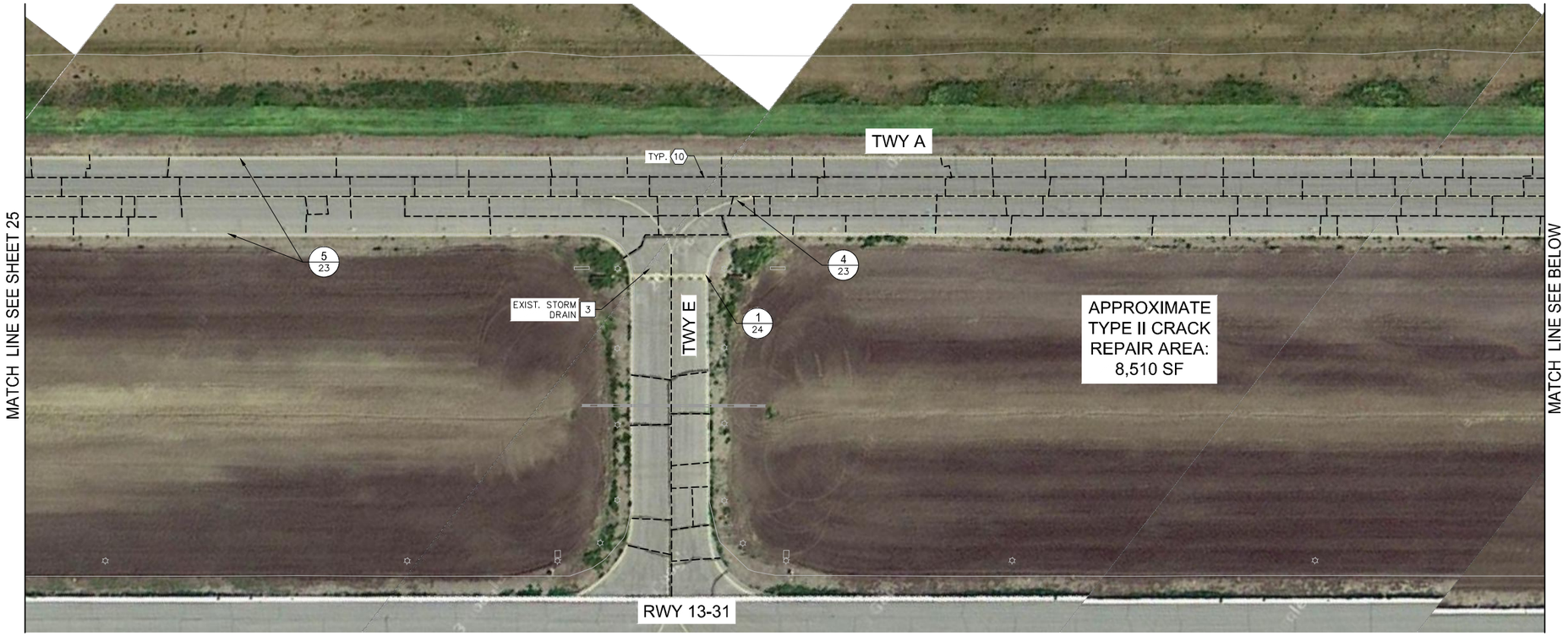

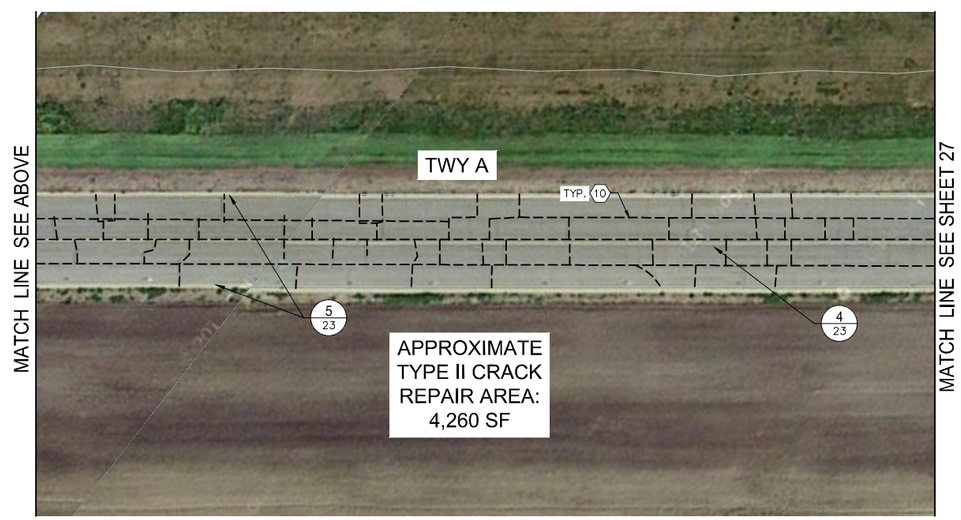

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LEGEND

EXISTING CRACKS

X / XX — PAVEMENT MARKING DETAIL IDENTIFIER / SHEET ON WHICH DETAIL IS ON

CONSTRUCTION NOTES

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10 CRACK REPAIR (1" OR LARGER) SEE DETAIL 1 SHEET 27

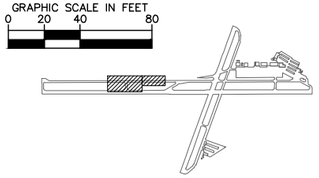
DEMOLITION NOTES

ITEMS TO BE REMOVED, RELOCATED, SALVAGED, OR ABANDONED IN PLACE.

3 PROTECT IN PLACE

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



KEYMAP

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DESIGNED BY SVL
DRAWN BY PGP
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HOLLISTER Hometown, California Est. 1877

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER — PLEASE REFER TO SEAL — No. C 63346 Exp: 6/30/2016 — CIVIL — STATE OF CALIFORNIA — 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 1

GEOMETRIC LAYOUT PLAN
STA. 29+25 TO STA. 44+25

SHEET NUMBER
26
OF
45

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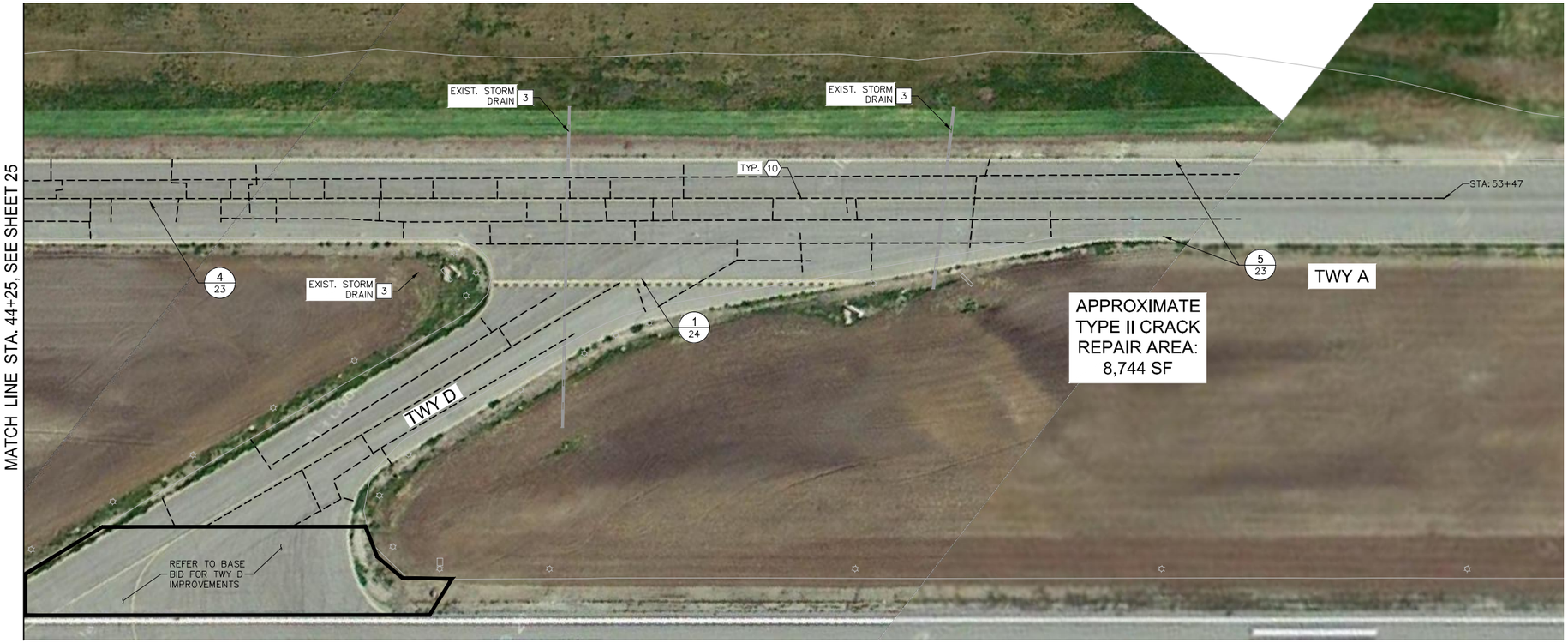
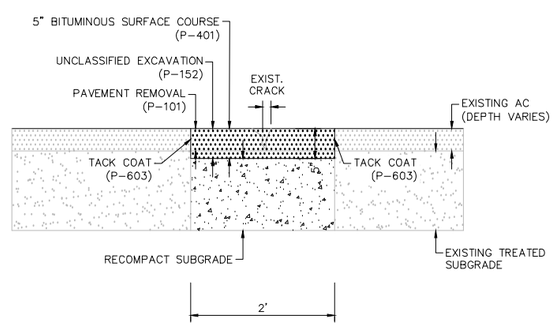
MATCH LINE STA. 44+25, SEE SHEET 25





1 / 27 **TYPE II CRACK REPAIR DETAIL**

1" CRACK OR GREATER

N.T.S.

GENERAL NOTES

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LEGEND

EXISTING CRACKS

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ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

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DEMOLITION NOTES

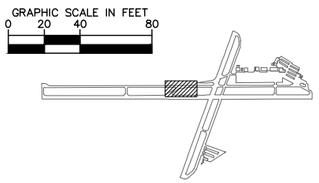
ITEMS TO BE REMOVED, RELOCATED, SALVAGED, OR ABANDONED IN PLACE.

3 PROTECT IN PLACE

NORTH

GRAPHIC SCALE IN FEET

0 20 40 80



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DATE	05/05/2015
SCALE	
DESIGNED BY	SVL
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HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31

PAVEMENT REHABILITATION

AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

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REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 1

GEOMETRIC LAYOUT PLAN

STA. 44+25 TO STA. 53+47

SHEET NUMBER

27

OF 45

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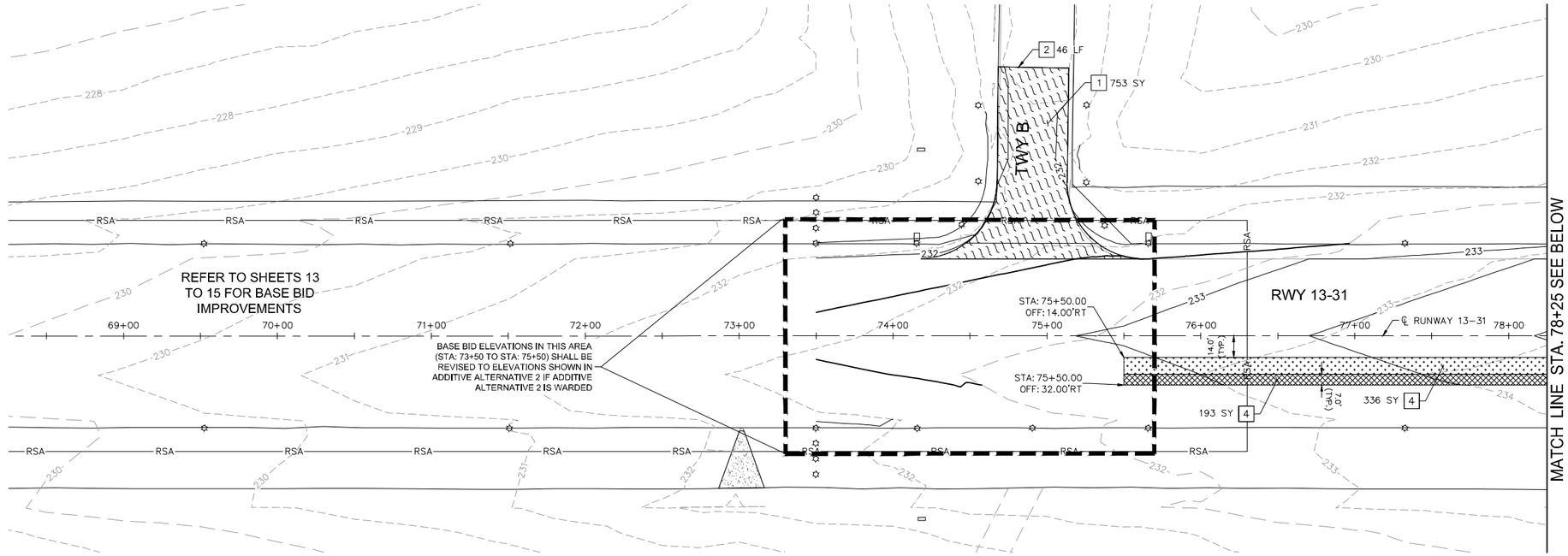
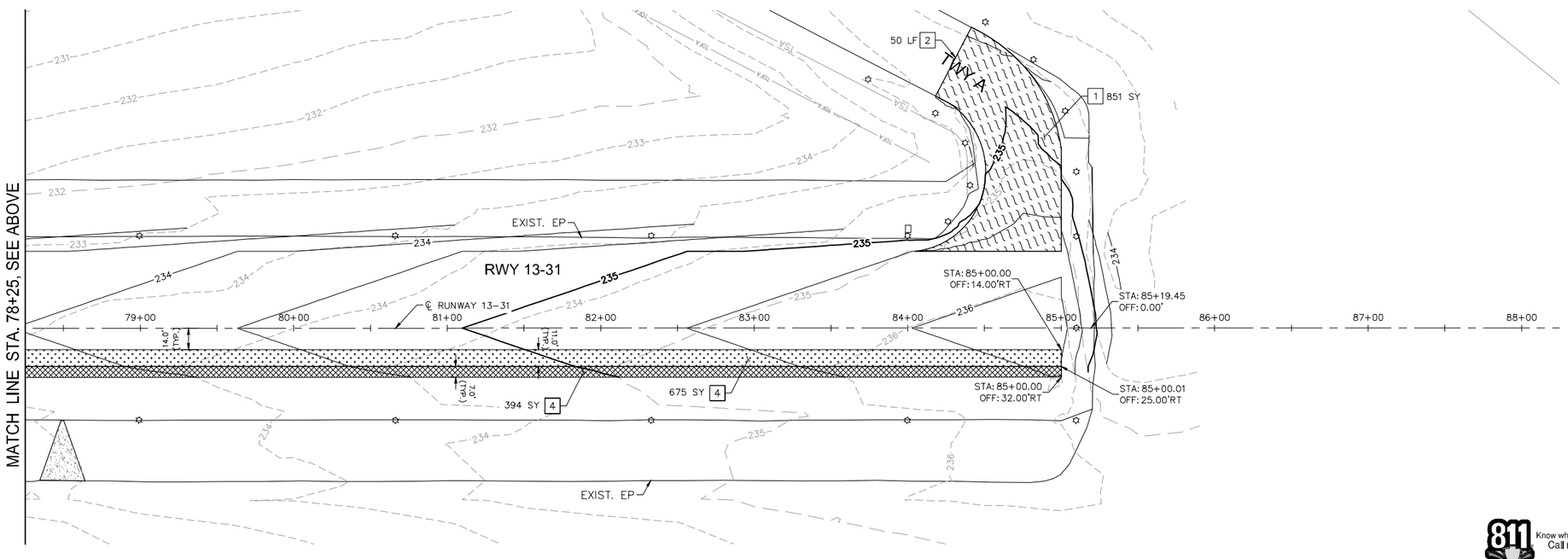




GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 TO 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 29 TO 30 FOR GEOMETRIC LAYOUT ELEVATION PLAN.
4. REFER TO SHEET 37 TO 38 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEET 21 TO 23 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31, UNLESS OTHERWISE NOTED.

DEMOLITION NOTES

ITEMS TO BE REMOVED, RELOCATED, SALVAGED, OR ABANDONED IN PLACE.

1 PAVEMENT REMOVAL FULL DEPTH (P–101) (AREA AS NOTED)

2 SAWCUT FULL DEPTH (P–120) (LENGTH AS NOTED)

LEGEND

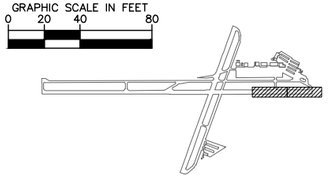
PAVEMENT REMOVAL–FULL DEPTH (P–101)

COLD MILL – VARIABLE DEPTH 0" TO 2.5" (P–101)

COLD MILL – 2.5" DEPTH (P–101)

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



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RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

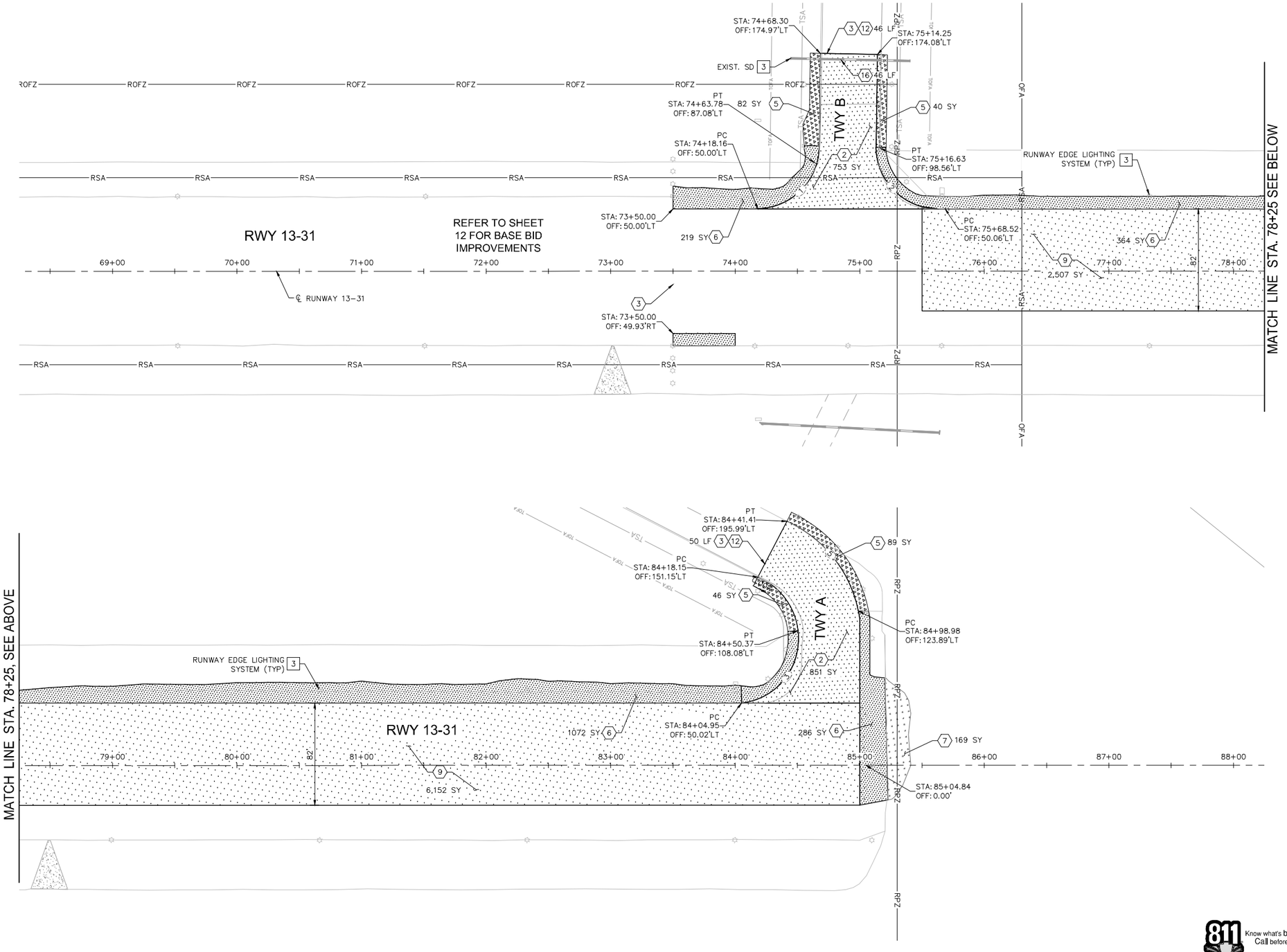
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER PLEASE REFER TO PLANS No. C 63346 Exp: 6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2

PAVEMENT MILLING AND REMOVAL PLAN
STA: 73+50 TO STA: 85+00

SHEET NUMBER
28
OF
45



GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 TO 8FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEET 30 FOR PAVEMENT ELEVATION PLAN.
4. REFER TO SHEET 37 TO 38 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEET 21 TO 23 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31, UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

- (2) PAVEMENT SECTION – FULL DEPTH RECONSTRUCTION PER TYPICAL SECTION 2 ON SHEET 7 (AREA AS NOTED)
- (3) KEYWAY PER DETAIL 3 ON SHEET 7
- (5) UNPAVED SHOULDER REHABILITATION. SEE SHEET 7 FOR TYPICAL SECTION (AREA AS NOTED)
- (6) PAVED SHOULDER REHABILITATION. SEE SHEET 7 FOR TYPICAL SECTION (AREA AS NOTED)
- (7) HYDROSEED (T–910) (AREA AS NOTED)
- (9) PAVEMENT SECTION – MILL AND OVERLAY CONSTRUCTION PER TYPICAL SECTION 5 ON SHEET 7 (AREA AS NOTED)
- (12) ASPHALT COLD JOINT ADHESIVE (P–605) (LENGTH AS NOTED)
- (16) CONCRETE CAP PER DETAIL 5 ON SHEET 7 (LENGTH AS NOTED)

DEMOLITION NOTES

ITEMS TO BE REMOVED, RELOCATED, SALVAGED, OR ABANDONED IN PLACE.

- [3] PROTECT IN PLACE

LEGEND

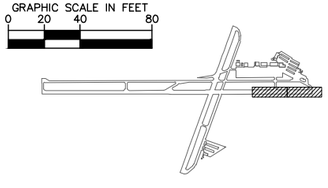
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- HYDROSEED AREA

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT
1	63.75'	72.34'	65°01'17"	40.63'
2	62.25'	76.04'	69°57'42"	43.57'
3	51.25'	54.04'	60°23'18"	29.83'
4	53.25'	46.96'	50°39'11"	25.14'
5	100.50'	87.67'	49°55'14"	46.83'

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



KEYMAP

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DESIGNED BY SVL
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HOLLISTER Hometown, California Est. 1872

HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

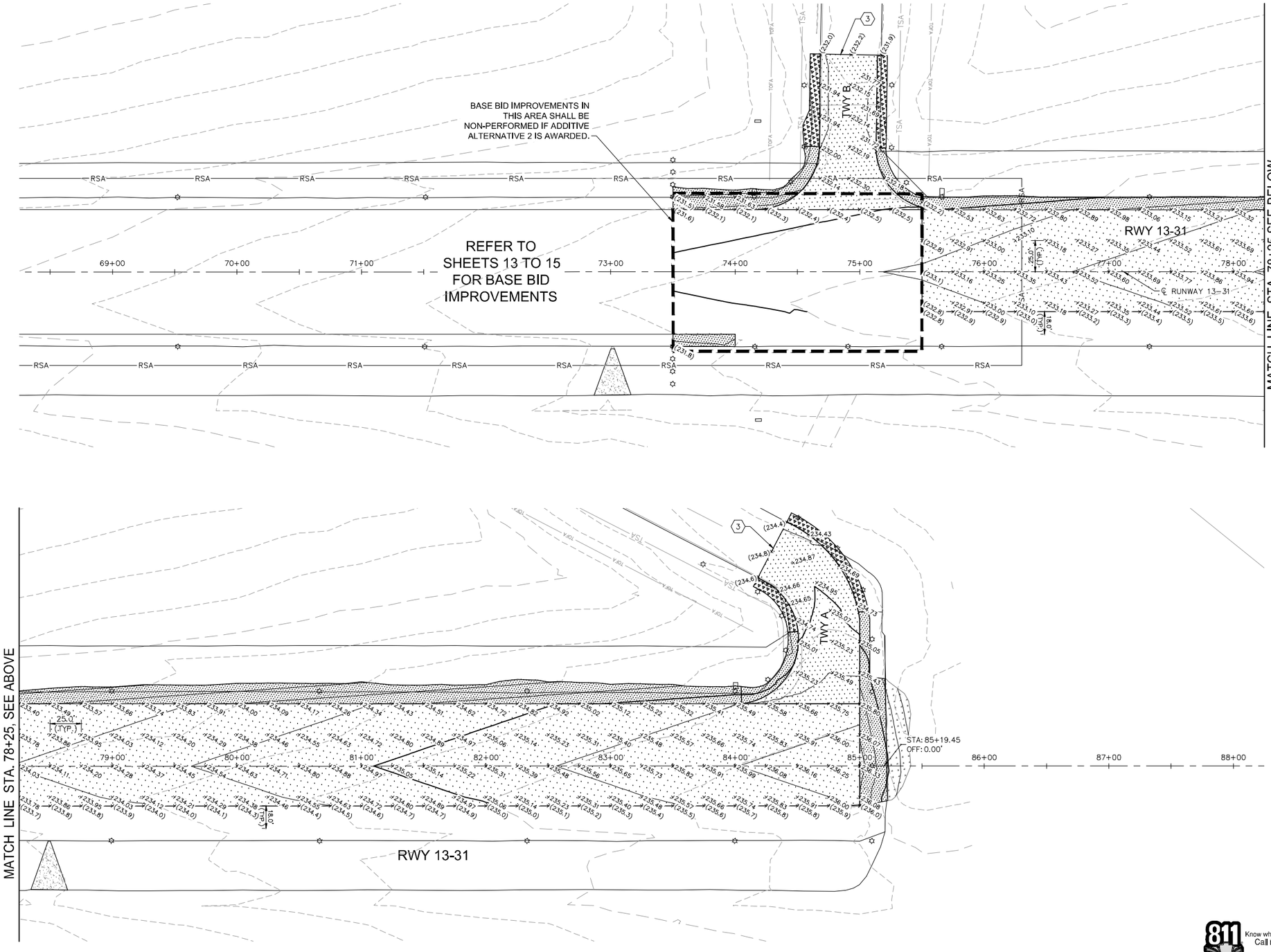
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER PEARSE MEYER No. C 63346 Exp: 6/30/2016 CIVIL STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2

GEOMETRIC LAYOUT PLAN
STA. 73+30 TO STA. 85+19

SHEET NUMBER
29
OF
45



GENERAL NOTES

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2. REFER TO SHEET 7 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 29 TO 30 FOR GEOMETRIC LAYOUT ELEVATION PLAN.
4. REFER TO SHEET 37 TO 38 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEET 21 TO 24 AND SHEET 40 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31, UNLESS OTHERWISE NOTED.

LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION
- UNPAVED SHOULDER RECONSTRUCTION. SEE SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- ×(###.##) EXISTING SPOT ELEVATION (IN FEET)
- ×###.## PROPOSED SPOT ELEVATION (IN FEET)

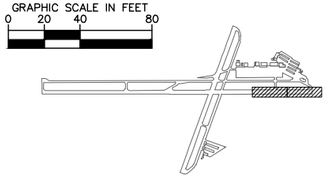
CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

(3) KEYWAY PER DETAIL 3 ON SHEET 7

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80



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DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California EST. 1877

HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

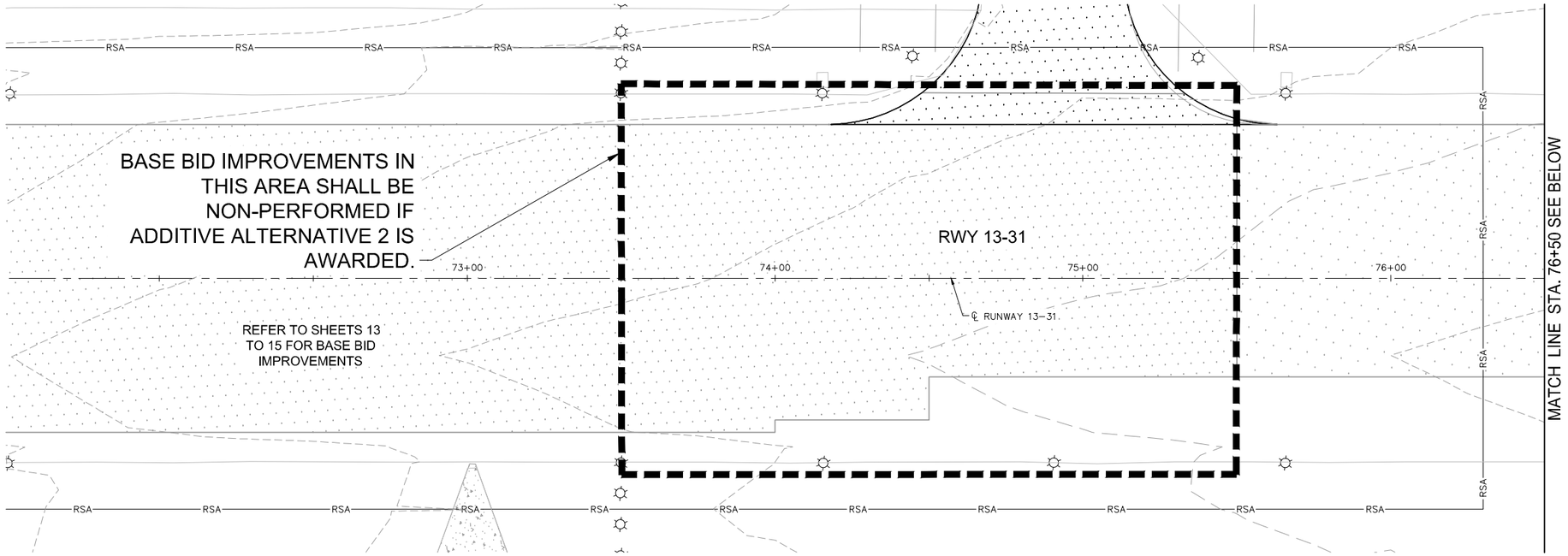
CITY OF HOLLISTER CA

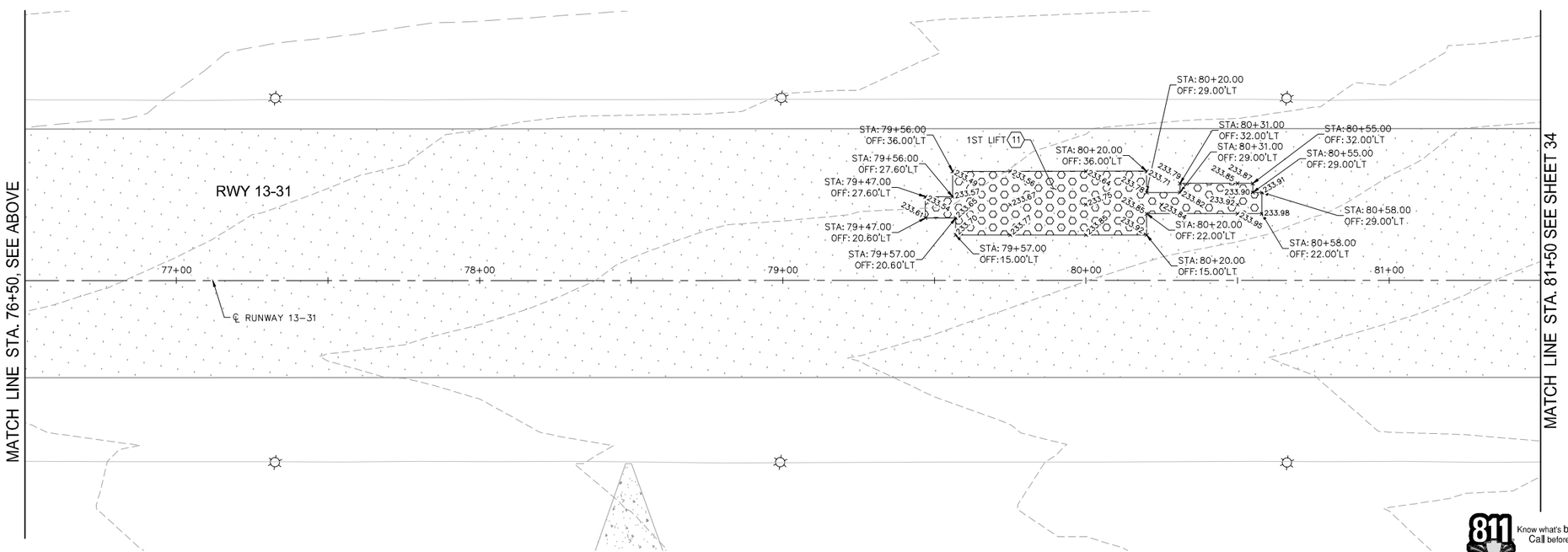
REGISTERED PROFESSIONAL ENGINEER PLAMEN NEYKOV No. C 63346 Exp: 6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2

PAVEMENT ELEVATION PLAN
STA. 73+30 TO STA. 85+19

SHEET NUMBER
30
OF
45





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5. REFER TO SHEET 21 TO 23 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31, UNLESS OTHERWISE NOTED.
8. ALL LEVELING COURSES SHALL BE LIMITED TO A MAXIMUM FINISHED LIFT THICKNESS OF 2.5" AND A MINIMUM FINISHED LIFT THICKNESS THAT PRECLUDES CRUSHING OF THE AGGREGATE.
9. THE NUMBER, LIMITS, AND AND EXTENTS OF LEVELING COURSES SHOWN WERE ESTABLISHED USING A MIN. LIFT THICKNESS OF 2.5". THE CONTRACTOR SHALL ACCURATELY SURVEY THE EXISTING PAVEMENTS AND ESTABLISH THE EXTENTS OF THE LEVELING COURSES USING THE CRITERIA IN NOTE 7 ABOVE.

LEGEND

- BITUMINOUS LEVELING COURSE (P–401) 1st LIFT
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION

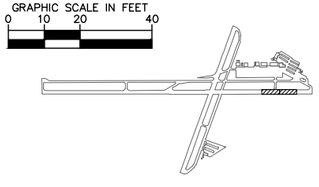
CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

(11) BITUMINOUS LEVELING COURSE (P–401)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40



KEYMAP

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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

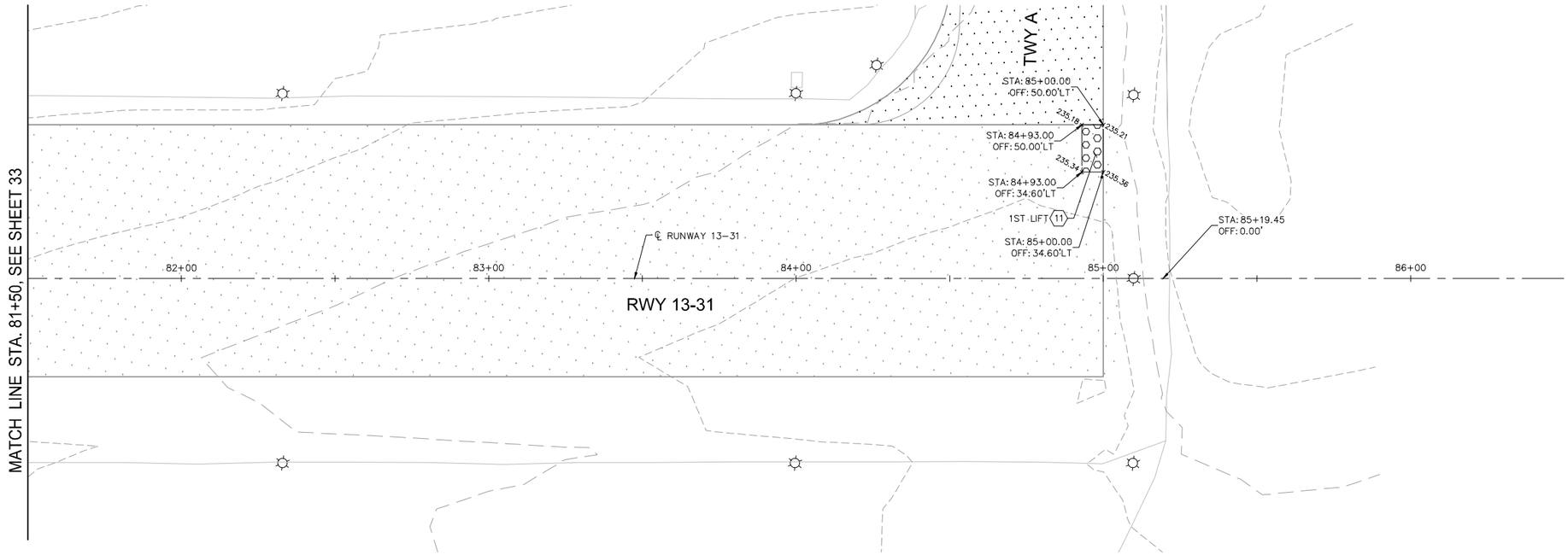
HOLLISTER Hometown, California EST. 1877

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER PLAMEN VELINOV No. C 63346 Exp: 6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2
PAVEMENT ELEVATION PLAN-FIRST LIFT
BITUMINOUS LEVELING COURSE
STA. 73+50 TO STA. 81+50

SHEET NUMBER
31
OF
45



GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 TO 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 29 TO 30 FOR GEOMETRIC LAYOUT ELEVATION PLAN.
4. REFER TO SHEET 37 TO 38 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEET 21 TO 23 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31, UNLESS OTHERWISE NOTED.
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LEGEND

BITUMINOUS LEVELING COURSE (P–401) 1st LIFT

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

11 BITUMINOUS LEVELING COURSE (P–401)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

KEYMAP

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DRAWN BY PGP
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HOLLISTER Hometown, California Est. 1872

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RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER MEL PERRE No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2
PAVEMENT ELEVATION PLAN-FIRST LIFT
BITUMINOUS LEVELING COURSE
STA. 81+50 TO STA 85+00

SHEET NUMBER
32
OF
45

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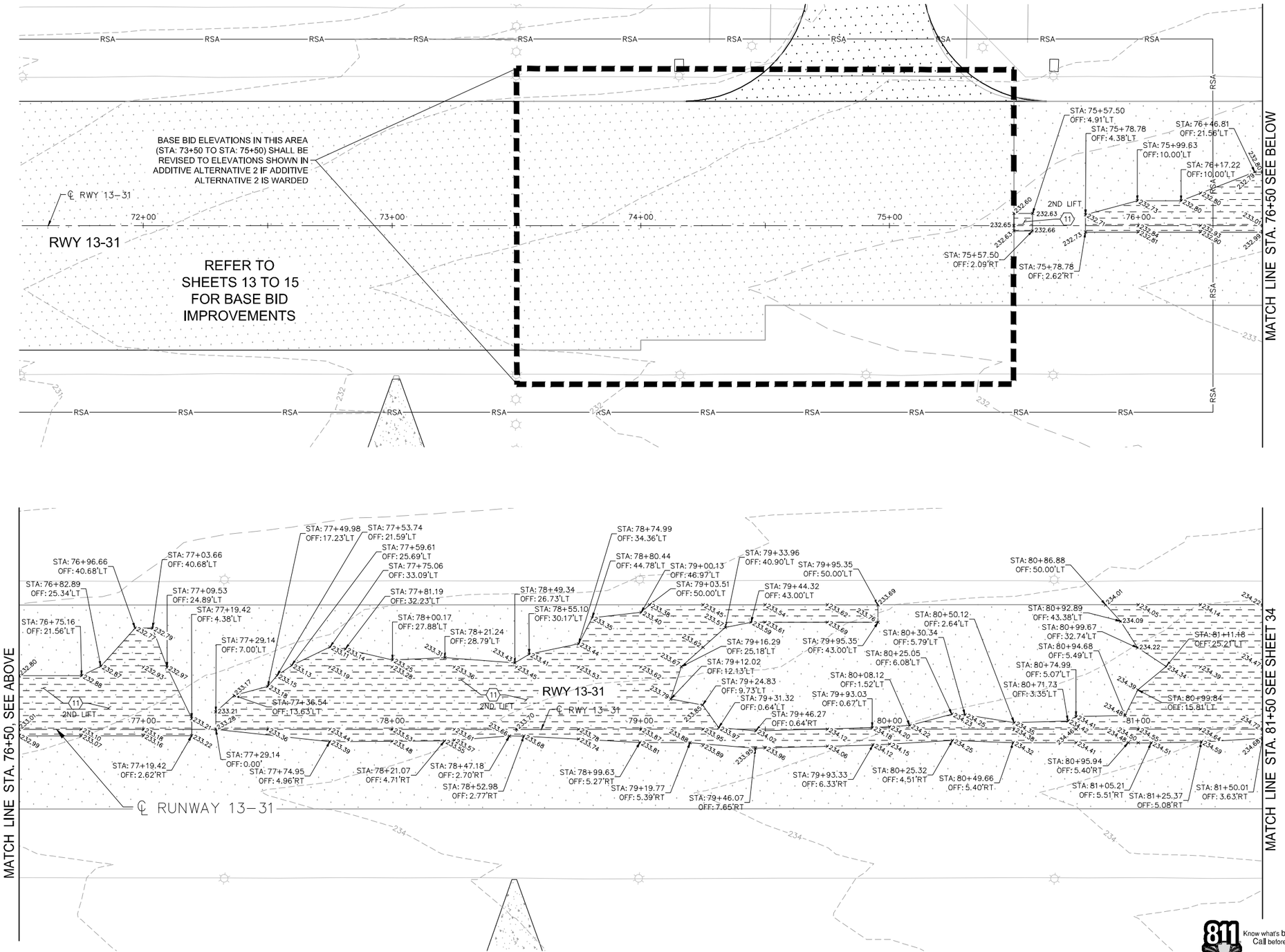

GENERAL NOTES

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2. REFER TO SHEETS 7 TO 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 29 TO 30 FOR GEOMETRIC LAYOUT ELEVATION PLAN.
4. REFER TO SHEET 37 TO 38 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEET 21 TO 24, AND 40 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
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LEGEND

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION

BITUMINOUS LEVELING COURSE (P–401) 2nd–LIFT

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION

×###.## PROPOSED SPOT ELEVATION TOP OF LEVELING COURSE (IN FEET)

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

(11) BITUMINOUS LEVELING COURSE (P–401)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

KEYMAP

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SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California EST. 1877

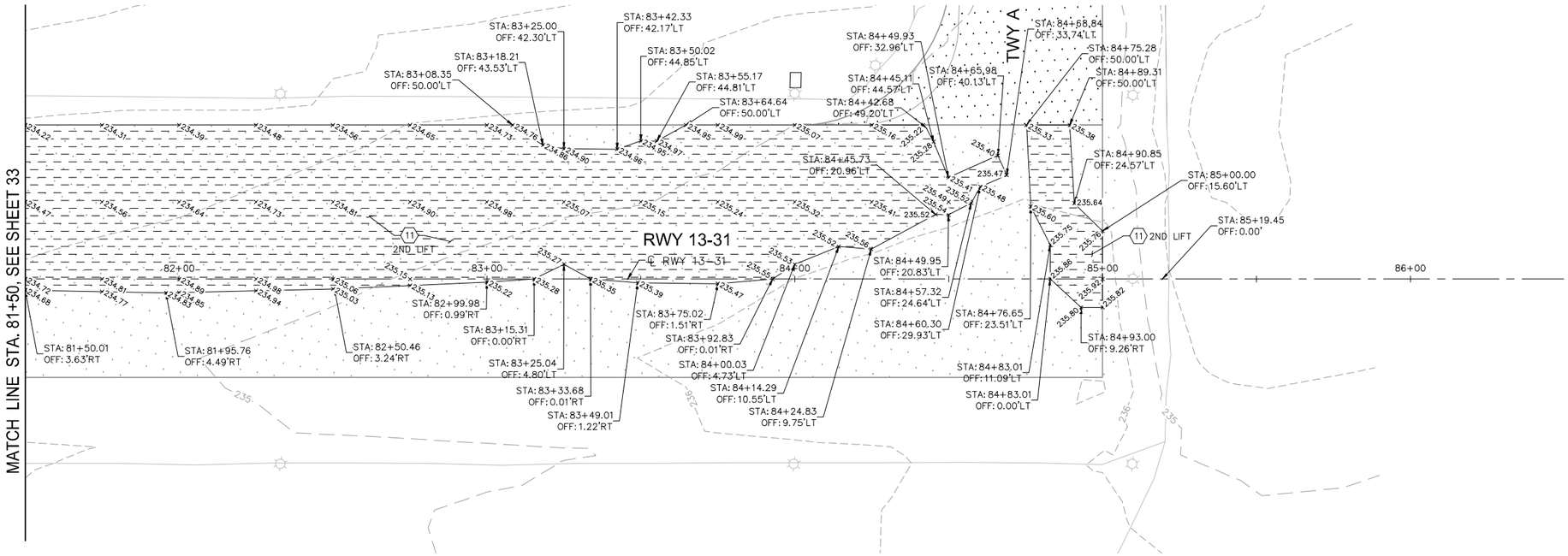
HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER PLEASE REFER TO SEALED ORIGINAL No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2
PAVEMENT ELEVATION PLAN- SECOND LIFT
BITUMINOUS LEVELING COURSE
STA. 73+50 TO STA. 81+50

SHEET NUMBER
33
OF
45



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2. REFER TO SHEETS 7 TO 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 29 TO 30 FOR GEOMETRIC LAYOUT ELEVATION PLAN.
4. REFER TO SHEET 37 TO 38 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEET 21 TO 24, AND 40 FOR PAVEMENT MARKING PLAN AND DETAILS.
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LEGEND

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION

BITUMINOUS LEVELING COURSE (P–401)

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION

×### PROPOSED SPOT ELEVATION
TOP OF LEVELING COURSE (IN FEET)

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

(11) BITUMINOUS LEVELING COURSE (P–401)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

KEYMAP

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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California Est. 1872

HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER MEL PERRE No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2
PAVEMENT ELEVATION PLAN- SECOND LIFT
BITUMINOUS LEVELING COURSE
STA. 81+50 TO STA 85+00

SHEET NUMBER
34
OF
45

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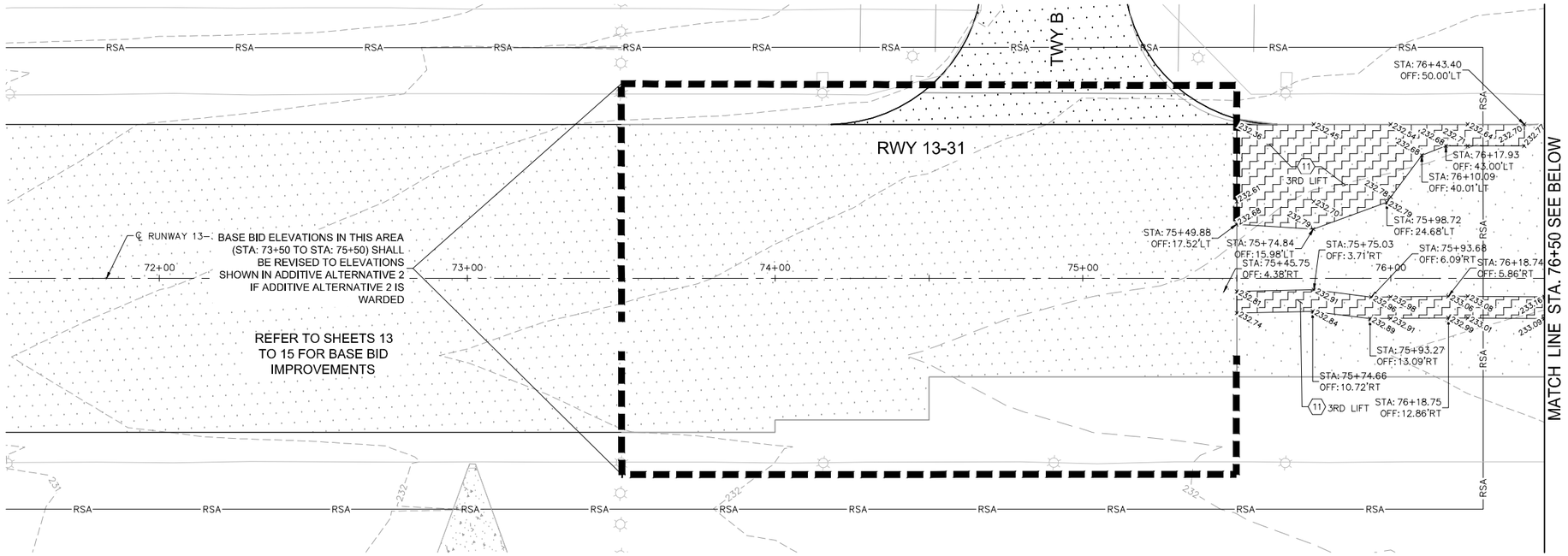

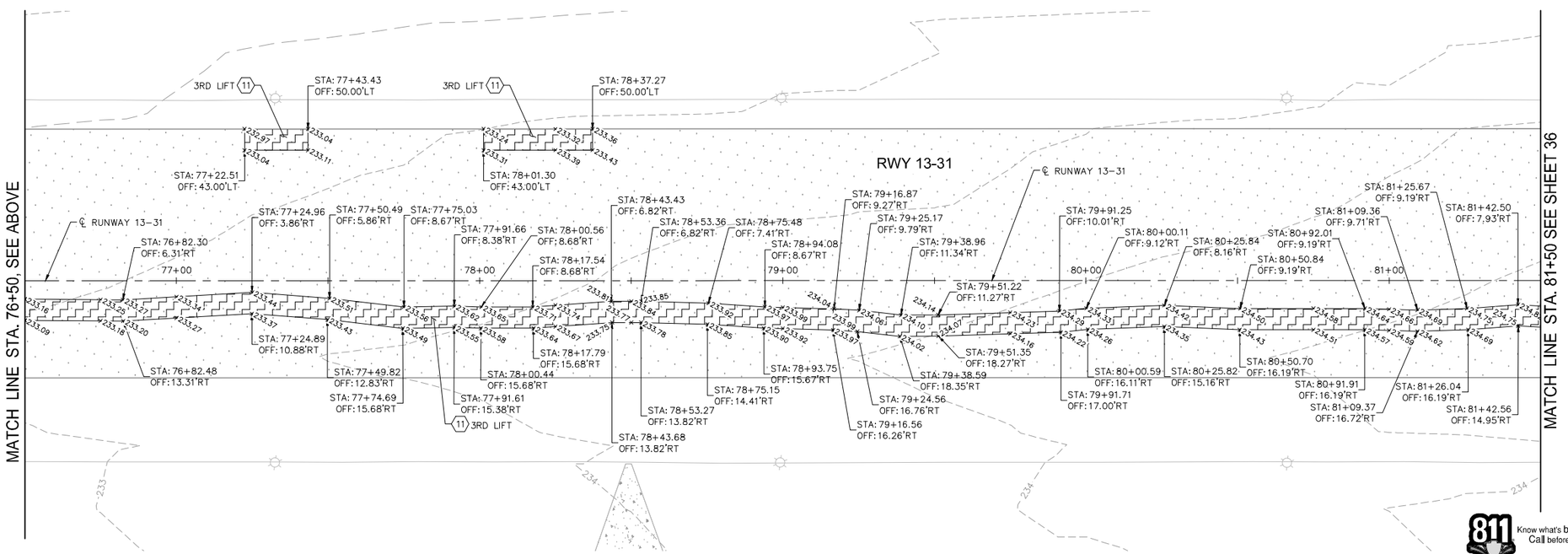

GENERAL NOTES

1. REFER TO SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. REFER TO SHEETS 7 TO 8FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 29 TO 30 FOR GEOMETRIC LAYOUT ELEVATION PLAN.
4. REFER TO SHEET 37 TO 38 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEET 21 TO 24, AND 40 FOR PAVEMENT MARKING PLAN AND DETAILS.
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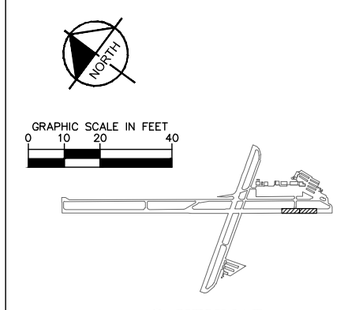
LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION
- BITUMINOUS LEVELING COURSE (P–401) 3rd LIFT
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION
- PROPOSED SPOT ELEVATION TOP OF LEVELING COURSE (IN FEET)

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

(11) BITUMINOUS LEVEL COURSE (P–401).



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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
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HOLLISTER Hometown, California EST. 1872

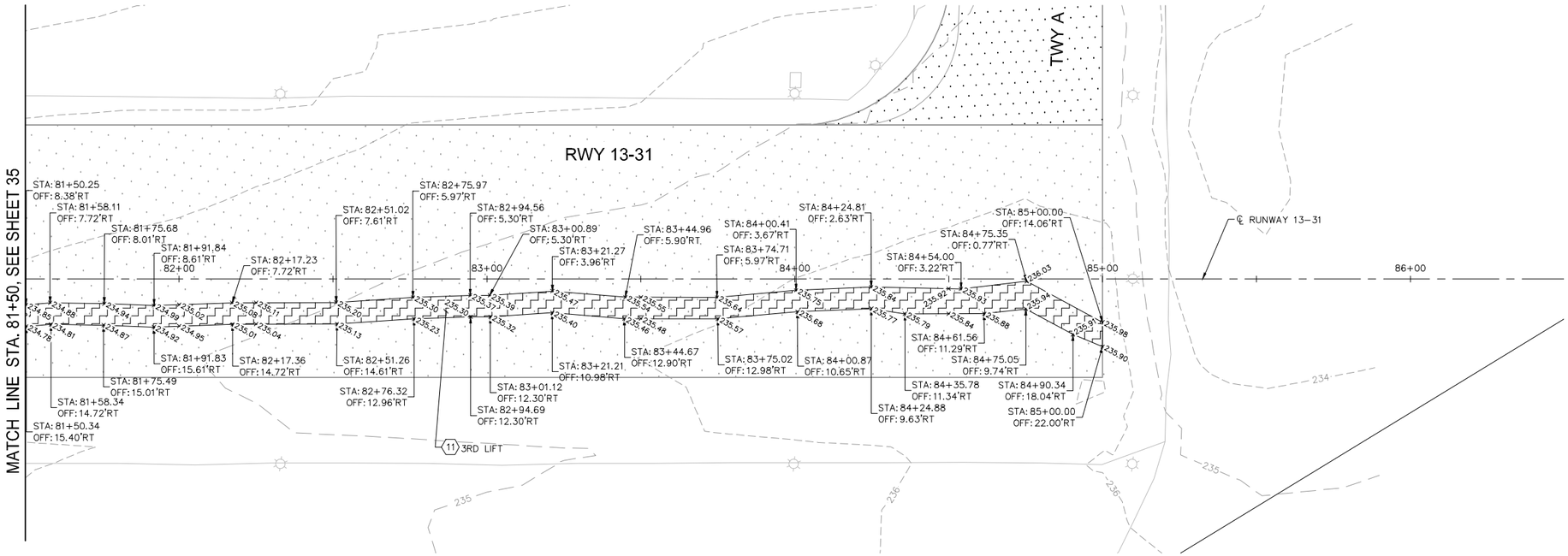
HOLLISTER MUNICIPAL AIRPORT
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER MICHAEL PEARSE WHITE No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2
PAVEMENT ELEVATION PLAN-THIRD LIFT
BITUMINOUS LEVELING COURSE
STA. 73+50 TO STA. 81+50

SHEET NUMBER
35
OF
45



GENERAL NOTES

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2. REFER TO SHEETS 7 TO 8FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. REFER TO SHEETS 29 TO 30 FOR GEOMETRIC LAYOUT ELEVATION PLAN.
4. REFER TO SHEET 37 TO 38 FOR RUNWAY 13–31 PAVING PLAN AND PROFILE.
5. REFER TO SHEET 21 TO 24, AND 40 FOR PAVEMENT MARKING PLAN AND DETAILS.
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LEGEND

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION

BITUMINOUS LEVELING COURSE (P–401) 3rd LIFT

RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION

PROPOSED SPOT ELEVATION TOP OF LEVELING COURSE (IN FEET)

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

(11) BITUMINOUS LEVEL COURSE (P–401).

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

KEYMAP

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DATE 05/05/2015
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DESIGNED BY SVL
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HOLLISTER Hometown, California Est. 1872

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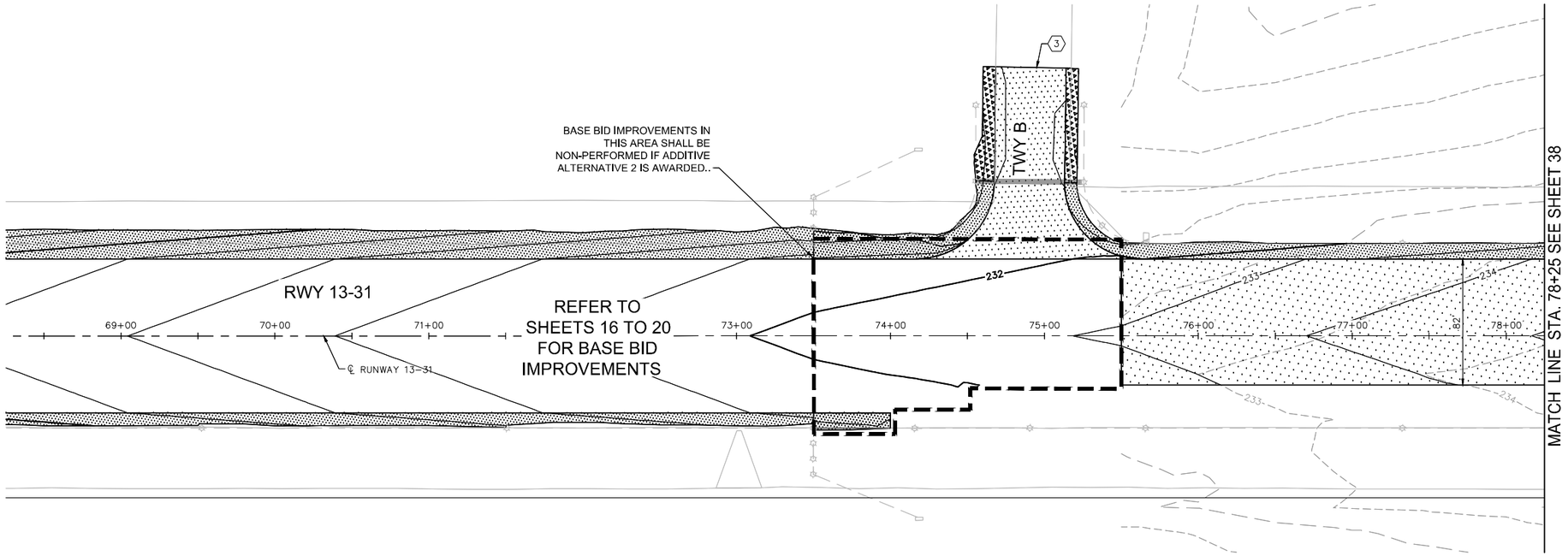
RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

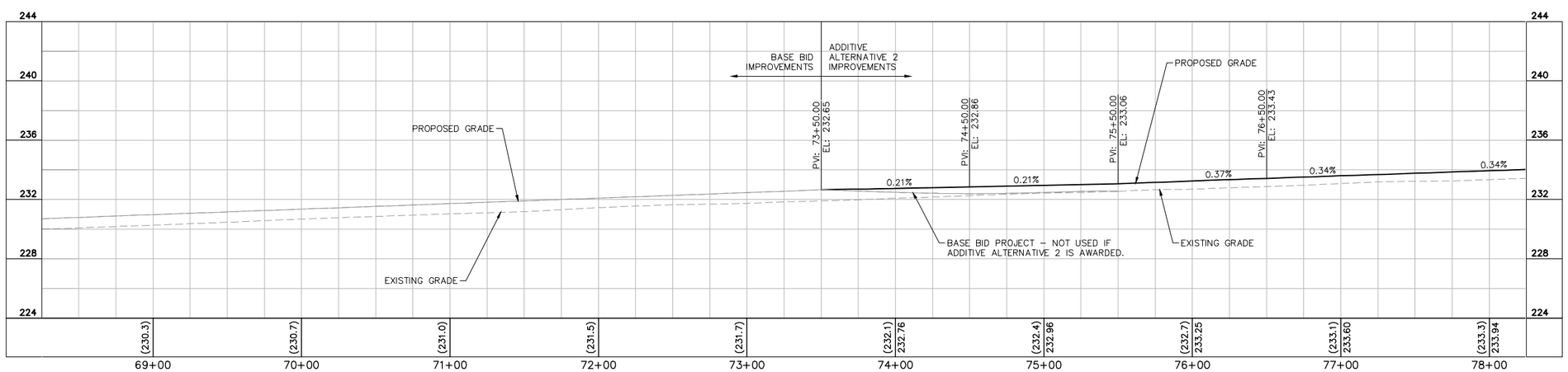
CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER MICHAEL PIERCE MCINTYRE No. C 63346 Exp:6/30/2016 CIVIL STATE OF CALIFORNIA 5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2
PAVEMENT ELEVATION PLAN- THIRD LIFT
BITUMINOUS LEVELING COURSE
STA. 81+50 TO STA 85+00

SHEET NUMBER
36
OF
45





GENERAL NOTES

1. SEE SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. SEE SHEETS 7 AND 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. SEE SHEET 29 FOR GEOMETRIC LAYOUT PLAN.
4. SEE SHEET 30 PAVEMENT ELEVATION PLAN.
5. SEE SHEETS 21 TO 24, AND 40 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31, UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

(3) KEYWAY PER DETAIL 3 ON SHEET 7

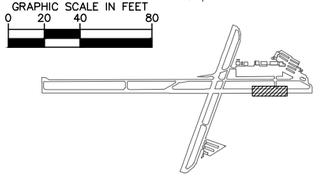
LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- CENTERLINE/ALIGNMENT
- SAWCUT

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

4 0 2 4



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HOLLISTER Hometown, California (Est. 1877)

HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

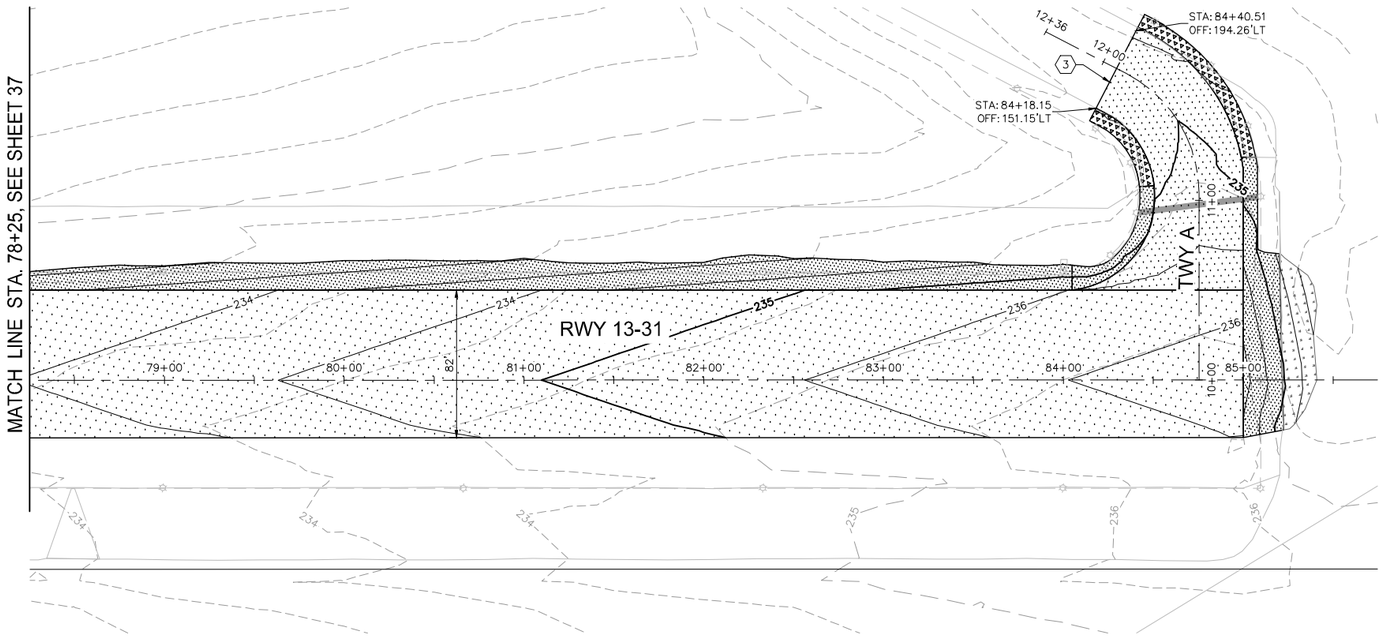
CITY OF HOLLISTER CA

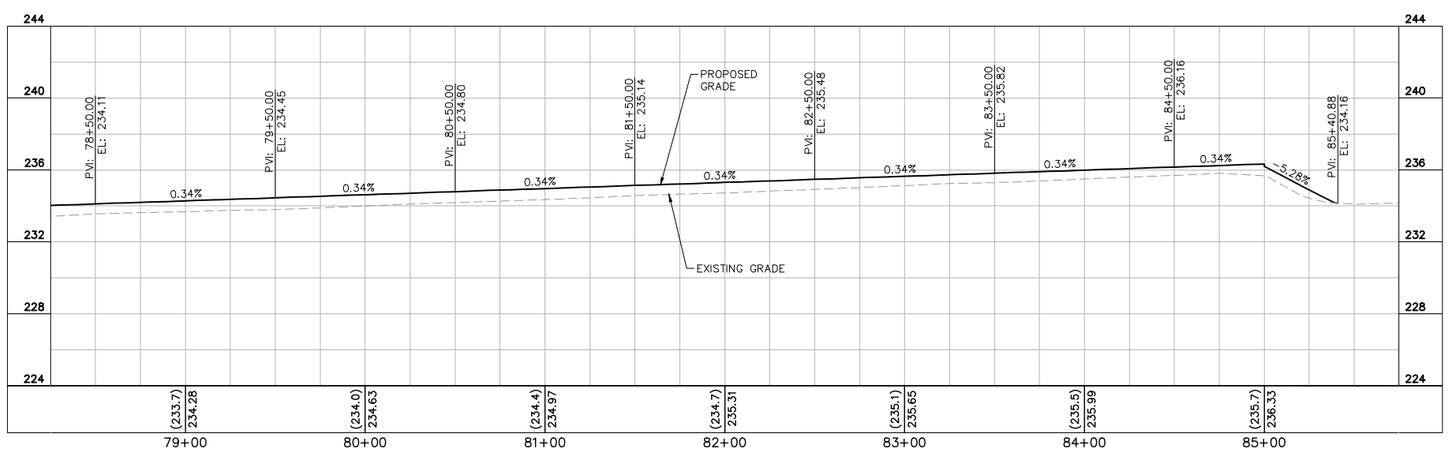
REGISTERED PROFESSIONAL ENGINEER
No. C 63346
Exp: 6/30/2016
CIVIL
STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2

PLAN AND PROFILE
STA. 73+50 TO STA. 78+25

SHEET NUMBER
37
OF
45





GENERAL NOTES

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2. SEE SHEETS 7 AND 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. SEE SHEET 29 FOR GEOMETRIC LAYOUT PLAN.
4. SEE SHEET 30 PAVEMENT ELEVATION PLAN.
5. SEE SHEETS 21 TO 24, AND 40 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13–31, UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

(3) KEYWAY PER DETAIL 3 ON SHEET 7

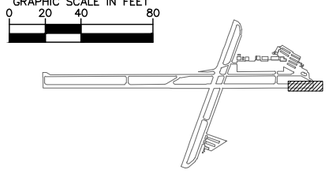
LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- UNPAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
- HYDROSEED AREA
- CENTERLINE/ALIGNMENT
- SAWCUT

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

4 0 2 4



KEYMAP

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No.	REVISIONS	DATE	BY

Kimley»Horn

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KHA PROJECT 094711003
DATE 05/05/2015
SCALE
DESIGNED BY SVL
DRAWN BY PGP
CHECKED BY: MPM

HOLLISTER Hometown, California (Est. 1877)

HOLLISTER MUNICIPAL AIRPORT

RUNWAY 13-31
PAVEMENT REHABILITATION
AIP NO. 3-06-0105-17

CITY OF HOLLISTER CA

REGISTERED PROFESSIONAL ENGINEER
AL PURSE
No. C 63346
Exp: 6/30/2016
CIVIL
STATE OF CALIFORNIA
5/5/15

REHABILITATE RUNWAY 13-31
ADDITIVE ALTERNATIVE No. 2

PLAN AND PROFILE
STA. 78+25 TO STA. 85+19

SHEET NUMBER
38
OF
45

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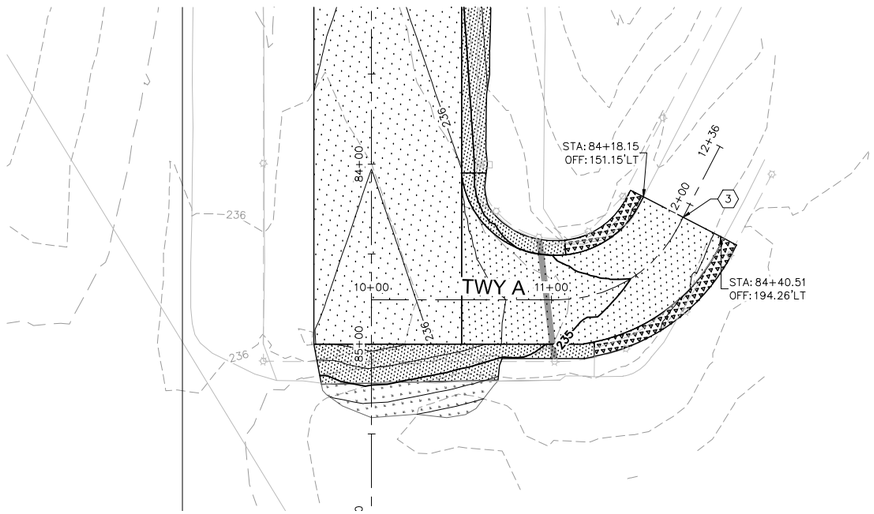

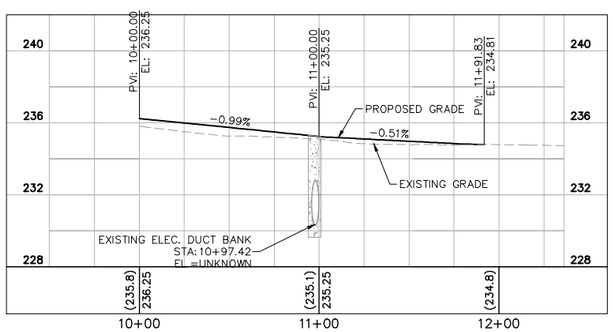

GENERAL NOTES

1. SEE SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
2. SEE SHEETS 7 AND 8 FOR RUNWAY TYPICAL SECTION AND DETAILS.
3. SEE SHEET 29 FOR GEOMETRIC LAYOUT PLAN.
4. SEE SHEET 30 PAVEMENT ELEVATION PLAN.
5. SEE SHEETS 21 TO 24, AND 40 FOR PAVEMENT MARKING PLAN AND DETAILS.
6. REFER TO SHEETS 41 THROUGH 45 FOR ELECTRICAL IMPROVEMENTS.
7. ALL STATIONING AND OFFSETS REFERENCE RUNWAY 13-31, UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

ITEMS TO BE CONSTRUCTED, INSTALLED OR RELOCATED

(3) KEYWAY PER DETAIL 3 ON SHEET 7

LEGEND

- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 2 SHEET 7 FOR PAVEMENT SECTION
- RUNWAY PAVEMENT RECONSTRUCTION REFER TO TYPICAL SECTION 4 SHEET 8 FOR PAVEMENT SECTION
- PAVED SHOULDER CONSTRUCTION REFER TO SHEET 7 FOR PAVEMENT SECTION
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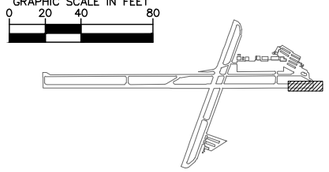

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PLAN AND PROFILE
TAXIWAY A

SHEET NUMBER
39
OF
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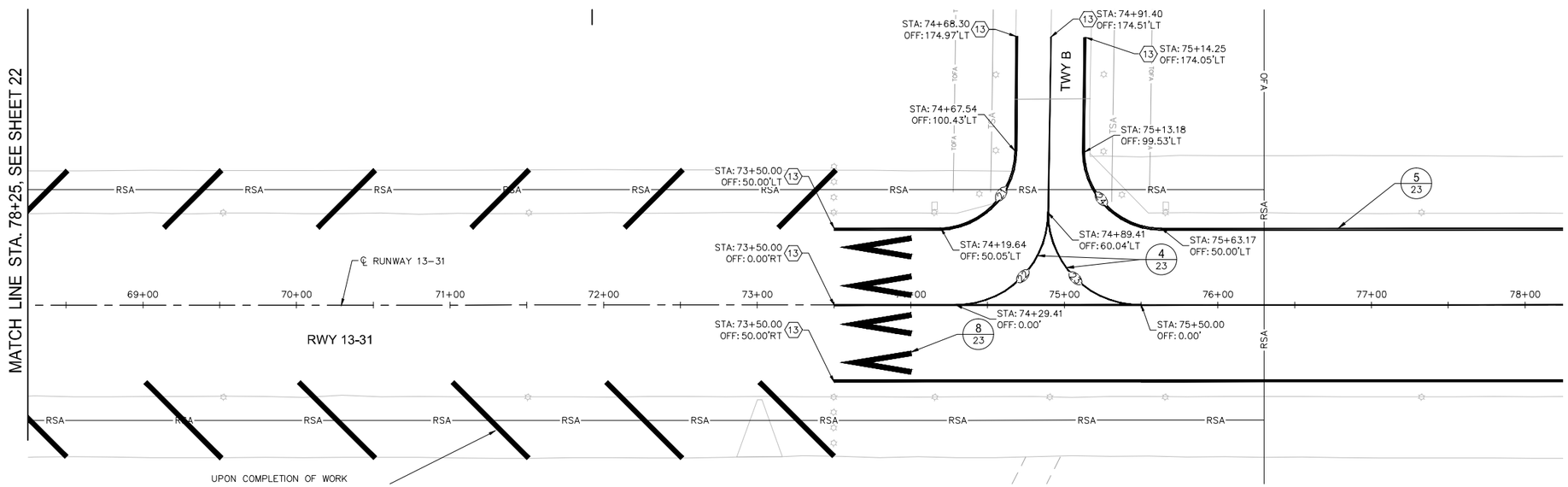

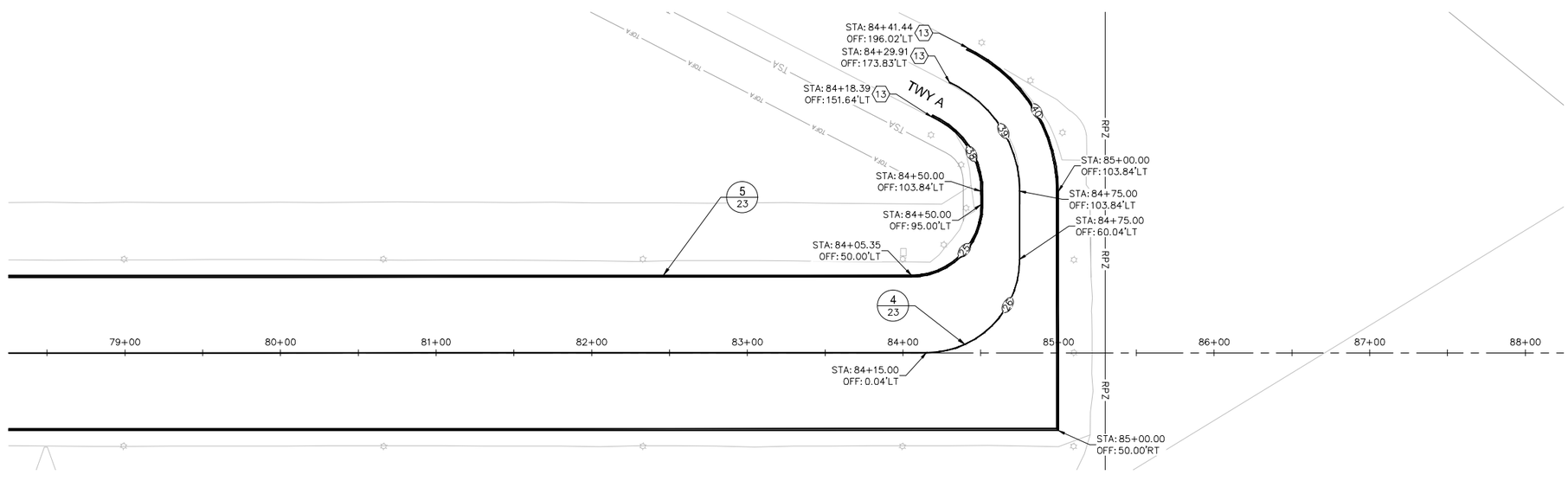

GENERAL NOTES

1. ALL PROPOSED MARKINGS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1 LATEST EDITION.
2. THE OUTSIDE EDGE OF RUNWAY/TAXIWAY EDGE STRIPING IS THE EDGE OF FULL STRENGTH PAVEMENT UNLESS OTHERWISE NOTED.
3. FINAL MARKINGS SHALL ALIGN WITH EXISTING MARKINGS AT MATCH POINTS. THE PROPOSED MARKING SHALL OVERLAP EXISTING PAVEMENT MARKING BY 5' MIN.
4. THE CONTRACTOR SHALL REPLACE EXISTING PAVEMENT MARKINGS WHICH ARE TO REMAIN AND WHICH ARE DAMAGED, MARKED, OR OBSCURED AS A RESULT OF THE CONSTRUCTION ACTIVITIES. REPLACEMENT OF DAMAGED MARKINGS SHALL BE AT NO ADDITIONAL COST TO THE OWNER.
5. SEE SHEET 4 FOR HORIZONTAL AND VERTICAL CONTROL DATA.
6. SEE SHEET 29 FOR GEOMETRIC LAYOUT.
7. SEE SHEET 23 FOR PAVEMENT MARKING DETAILS.
8. ALL STATIONS AND OFFSETS REFERENCE RUNWAY 13-31 ALIGNMENT.

CONSTRUCTION NOTES

(13) MATCH EXISTING PAVEMENT MARKINGS

LEGEND

- NEW RUNWAY CENTER LINE MARKING
- NEW RUNWAY EDGE LINE MARKING
- CENTERLINE/ALIGNMENT
- (#) CURVE LABEL
- RUNWAY HOLD POSITION MARKING
- EXISTING PAVEMENT/AIRFIELD MARKING
- NEW TAXIWAY CENTER LINE MARKING
- NEW TAXIWAY EDGE MARKING

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT
21	50.25'	76.73'	87°17'27"	48.04'
22	60.00'	94.25'	90°00'01"	60.00'
23	60.00'	94.85'	90°28'47"	60.57'
24	50.00'	78.01'	89°10'22"	49.40'
25	44.75'	70.44'	90°11'06"	44.90'
26	60.00'	94.25'	89°59'54"	60.00'
38	51.50'	55.25'	61°35'54"	30.63'
39	76.50'	82.05'	61°27'13"	45.47'
40	101.50'	108.87'	61°27'13"	60.33'

NORTH

GRAPHIC SCALE IN FEET
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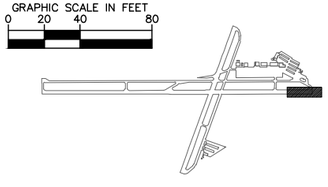

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PAVEMENT MARKING PLAN
STA. 78+25 TO STA. 85+00

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