

STANDARD PLANS

FOR

AIRFIELD IMPROVEMENTS

At The

LOS ANGELES INTERNATIONAL AIRPORT

In the City of Los Angeles, California



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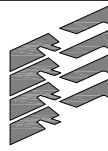
REVISION NO.	DESCRIPTION	DATE

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LAWA STAFF
CHECKED BY:
ANTONE FERRELIA
DRAWN BY:
WILLIAM P. MAREK
DATE:
10-11-2011



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LAWA STANDARD PLANS COVER SHEET	
	LAWA STANDARD PLAN NUMBER 00.00 SHEET: 1 OF 26



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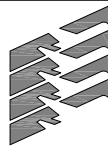
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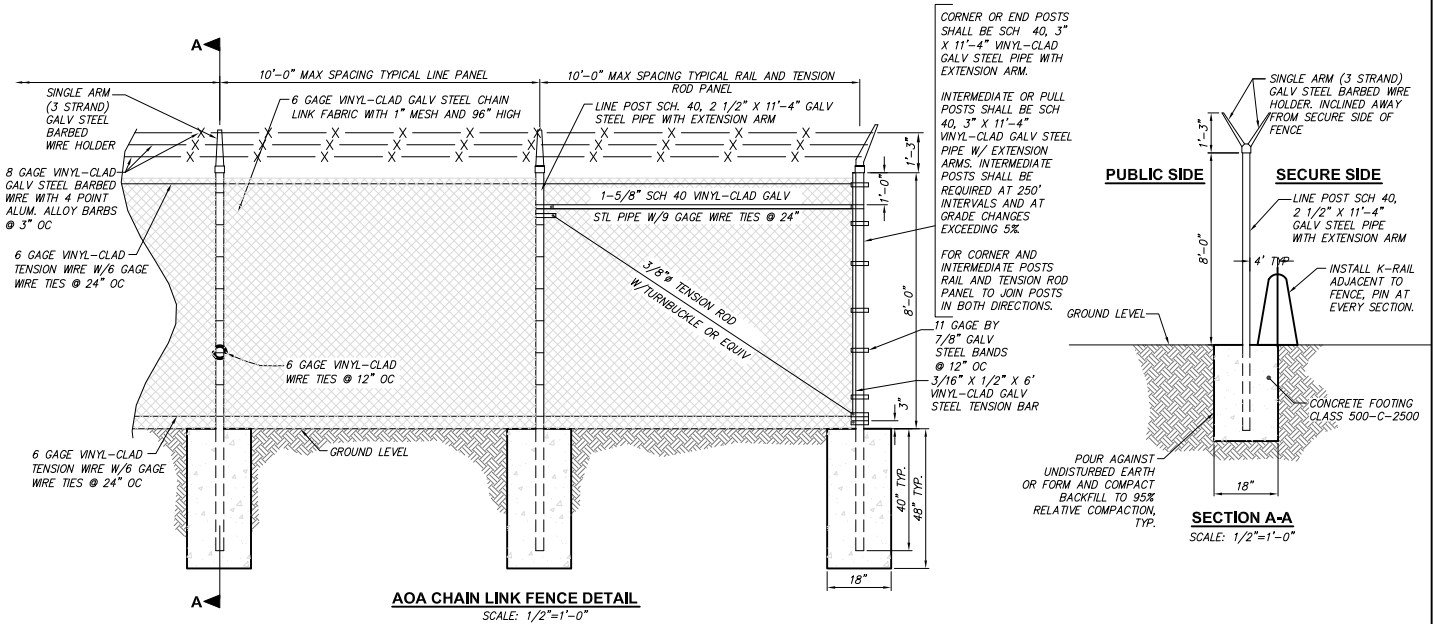
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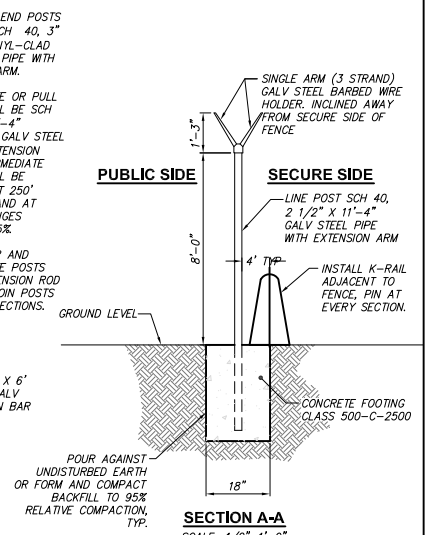


GENERAL NOTES - FENCE DETAIL

1. ALL SIZES AND GAUGES FOR PIPE POSTS, RODS, AND WIRES ARE OUTSIDE DIAMETERS WHICH INCLUDES THE VINYL COATING THICKNESS.
2. ALL FENCE MATERIAL AND FITTINGS SHALL BE OF HIGH GRADE DOMESTIC QUALITY STEEL, AND SHALL BEAR MARKINGS AS BEING SUCH.
3. THE CHAIN LINK FABRIC SHALL BE PLACED ON THE OUTWARD FACE OF THE POSTS, STRETCHED TAUT AND SECURELY FASTENED.
4. ALL EXPOSED METALS, SUCH AS NUTS AND BOLTS AND WELDED AREAS SHALL BE PAINTED WITH COLOR TO MATCH THE FENCE SYSTEM.
5. ALL NON VINYL-CLAD CHAIN LINK FENCE MATERIAL AND FITTINGS SHALL CONFORM TO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION SECTION 206-6 UNLESS OTHERWISE SPECIFIED.
6. CONCRETE FOR CHAIN LINK FENCE POST FOOTINGS SHALL BE CLASS 500-C-2500.



AOA CHAIN LINK FENCE DETAIL
SCALE: 1/2"=1'-0"



SECTION A-A
SCALE: 1/2"=1'-0"

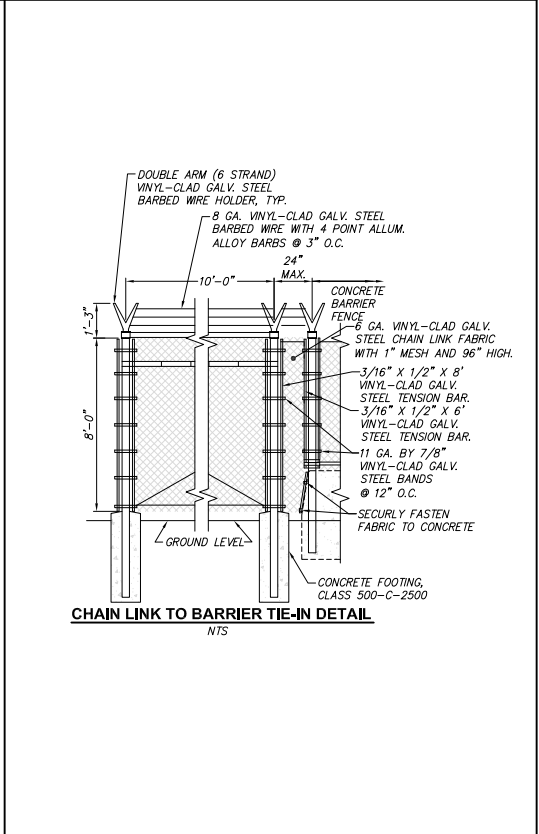
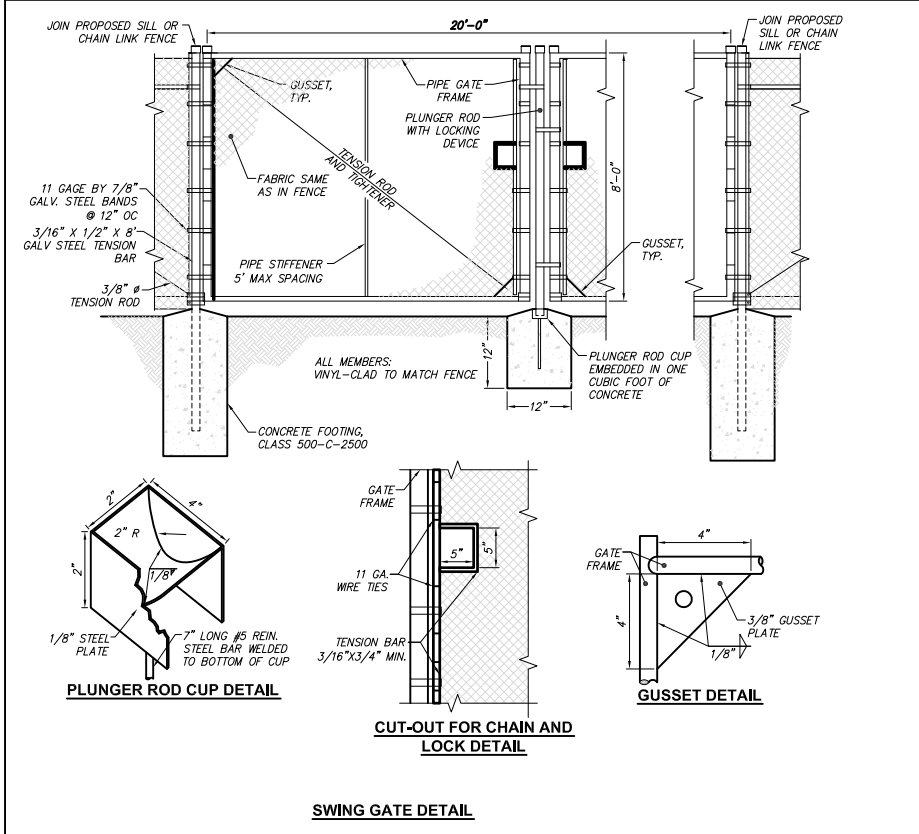
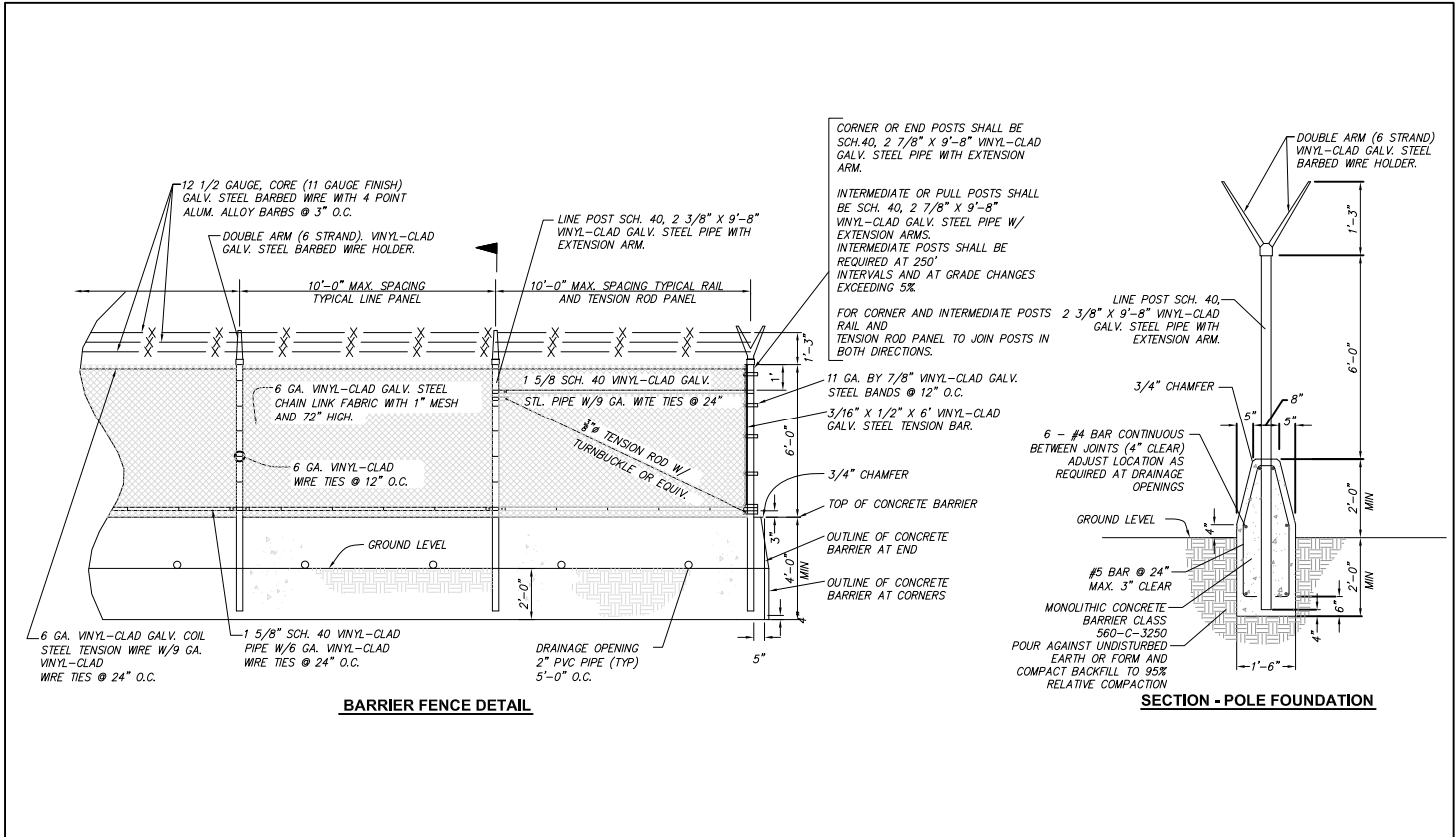
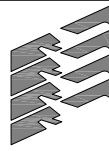
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LAWA STANDARD PLANS AOA FENCING	
	LAWA STANDARD PLAN NUMBER 01.01 SHEET: 3 OF 26



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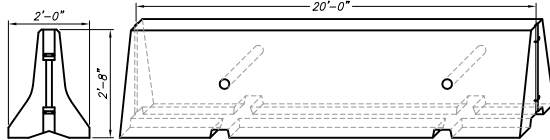
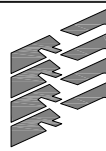
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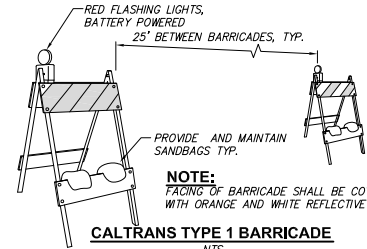
LAWA STANDARD PLANS
FENCE
LAWA STANDARD PLAN NUMBER
01.02
SHEET: 4 OF 26

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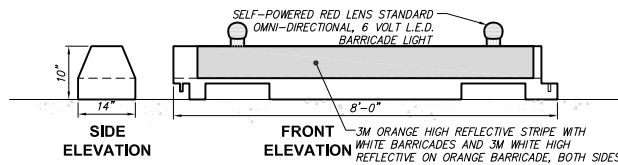


K-RAIL BARRICADE
NTS

- NOTE:**
1. SEE CALTRANS 2006 STANDARD PLAN T3* FOR K-RAIL DETAIL OR APPROVED EQUAL.
2. K-RAIL SHALL BE PLACED AND PINNED END TO END.

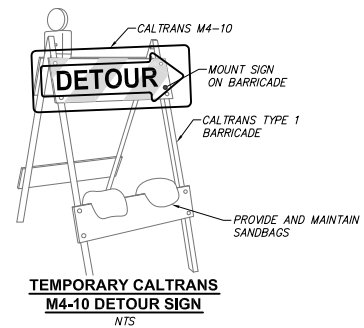


CALTRANS TYPE 1 BARRICADE
NTS



LOW-PROFILE BARRICADE
NTS

- BARRICADE NOTES:**
1. USE RED LIGHTS, STEADY-BURN MEETING THE LUMINANCE REQUIREMENTS OF THE CALIFORNIA HIGHWAY DEPARTMENT; COLLAPSIBLE BARRICADES WITH DIAGONAL, ALTERNATING ORANGE AND WHITE AND REFLECTIVE MARKERS TO SEPARATE ALL THE CONSTRUCTION MARKED AREAS FROM AIRCRAFT MOVEMENT AREAS. ALL BARRICADES TEMPORARY AND OTHER OBJECTS PLACED AND LEFT IN THE AREAS ASSOCIATED WITH ANY OPEN RUNWAYS, TAXIWAYS, OR TAXILANES MUST BE AS LOW AS POSSIBLE TO THE GROUND; OF LOW MASS; EASILY COLLAPSIBLE UPON CONTACT WITH ANY AIRCRAFT OR ANY OF ITS COMPONENTS AND STURDILY ATTACHED TO THE SURFACE TO PREVENT DISPLACEMENT FROM PROP WASH, JET BLAST, WIND VORTEX OR OTHER SURFACE WIND CURRENTS. IF AFFIXED TO THE SURFACE, THEY MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW AS POSSIBLE, BUT SHALL NOT EXCEED 3 INCHES ABOVE THE GROUND.
 2. BARRICADES SHALL DELINEATE THE AREA TO BE PROTECTED AS SHOWN ON THE PHASING PLANS.
 3. SPACE BARRICADES WITH A GAP OF 8' MAX END TO END.
 4. CONTRACTOR SHALL USE BARRICADES IN ACCORDANCE WITH FAA AC 150/5340-1H AND 150/5370-2E. CONSTRUCTED OF HIGH IMPACT, UV-RESISTANT POLYETHYLENE, WATER FILLED TYPE, AS MANUFACTURED BY OFF THE WALL (TYPE MULT-BARRIER MODEL 10"x96") OR SIMILAR APPROVED EQUAL.
 5. BARRICADES AND LIGHTS SHALL BECOME LAWA PROPERTY AT COMPLETION OF PROJECT.



TEMPORARY CALTRANS M4-10 DETOUR SIGN
NTS

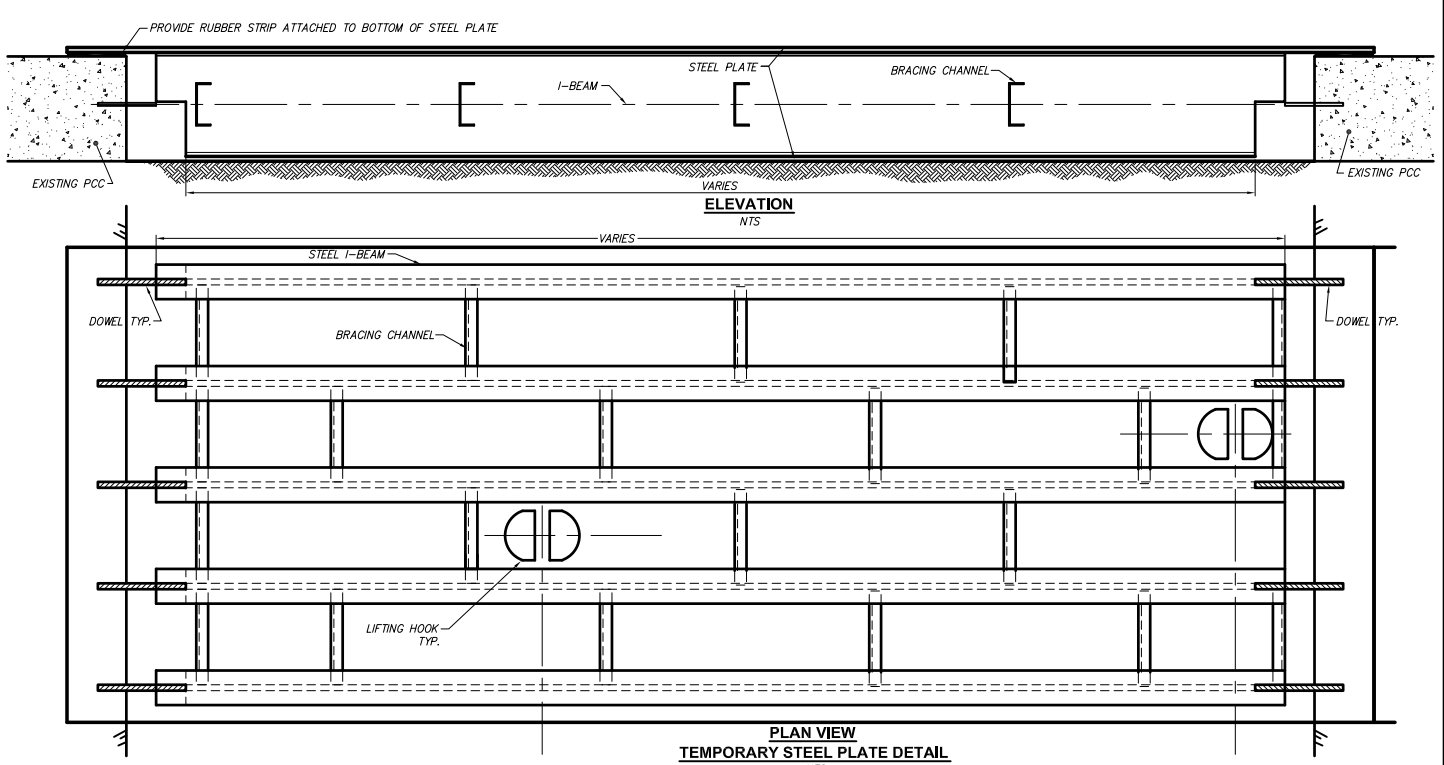
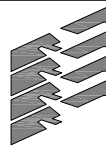
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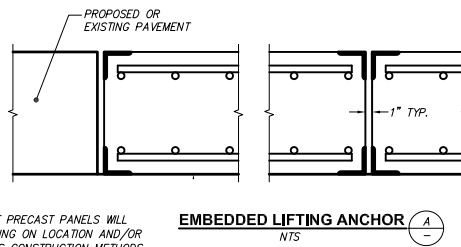
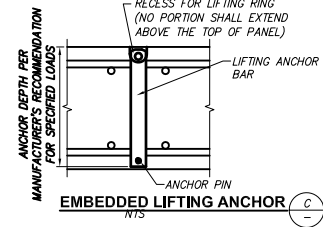
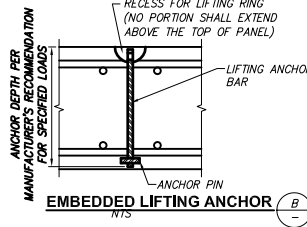
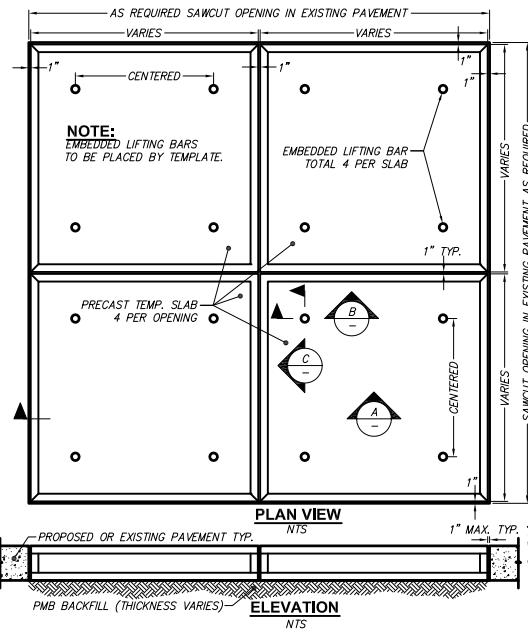
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LAWA STANDARD PLANS BARRICADE DETAILS	
LAWA STANDARD PLAN NUMBER 01.03	
SHEET: 5 OF 26	



NOTES:

- EXISTING SLAB DIMENSIONS AND SHAPE VARY. EXISTING SLABS SHALL BE SAW CUT AND THE SLAB REPLACEMENT SEQUENCED TO ACCOMMODATE TEMPORARY PANELS WHILE STILL PROVIDING A USABLE SURFACE CAPABLE OF WITHSTANDING AIRCRAFT (ENGINEER TO DETERMINE CRITICAL AIRCRAFT) TRAFFIC AT ALL LOCATIONS. THE CONTRACTOR SHALL PROVIDE TEMPORARY PANELS OR PROPOSE OTHER MEANS OF PAVEMENT REMOVAL AND REPLACEMENT TO PROVIDE USABLE PAVEMENT FOR AIRCRAFT AND VEHICLES DURING NON-WORKING HOURS.
- ALL STEEL SHAPES SHALL BE ASTM A36 UNLESS OTHERWISE NOTED. ALL REINFORCING BARS SHALL BE GRADE 60. WELDING SHALL CONFORM TO ANSI/AWS D1.1-90.
- THE CONTRACTOR'S SUBMITTAL SHALL INCLUDE THE DETAILS OF PANEL FABRICATION, LIFTING ANCHORS, LIFTING DEVICES AND COUPLINGS, THE SUBMITTAL SHALL INCLUDE DESIGN CALCULATIONS PREPARED, SEALED AND SIGNED BY A CIVIL ENGINEER LICENSED IN THE STATE OF CALIFORNIA.
- THE EMBEDDED ANCHORS AND OTHER LIFTING COMPONENTS SHALL BE DESIGNED FOR A CAPACITY OF AT LEAST FOUR TIMES THE ASSOCIATED PANEL DEAD LOAD.
- THICKNESS OF PRECAST PANELS WILL VARY DEPENDING ON LOCATION AND/OR CONTRACTORS CONSTRUCTION METHOD.
- THE DETAILS SHOWN ON THIS SHEET DEPICT TWO SUGGESTED TEMPORARY PANEL SYSTEMS. OTHER SYSTEMS MEETING THE REQUIREMENTS MAY BE PROPOSED BY THE CONTRACTOR. REPLACEMENT OF CONCRETE SLABS WITH NON-STANDARD DIMENSIONS ARE REQUIRED AT SOME LOCATIONS. THE CONTRACTOR SHALL PROVIDE SPECIAL PRECAST PANEL OR PROPOSE OTHER MEANS OF PAVEMENT REMOVAL AND REPLACEMENT TO KEEP PAVEMENT USABLE BY AIRCRAFT.
- CONTRACTOR SHALL INSTALL TEMPORARY PANEL AND ADJUST AS NECESSARY TO MATCH ELEVATIONS OF THE ADJACENT SLABS. SET PANELS ON GRADE TO PREVENT ROCKING.



NOTE: THICKNESS OF PRECAST PANELS WILL VARY DEPENDING ON LOCATION AND/OR CONTRACTOR'S CONSTRUCTION METHODS.

PRECAST TEMPORARY PANELS
NTS

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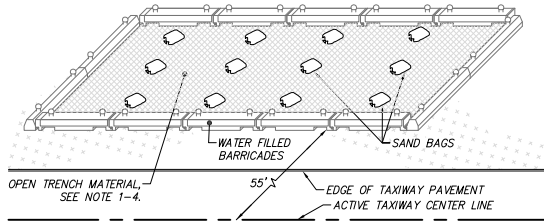
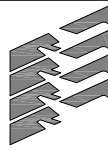
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LAWA STANDARD PLANS
TEMPORARY BLOCKING PLATES
LAWA STANDARD PLAN NUMBER
01.04
SHEET: 6 OF 26

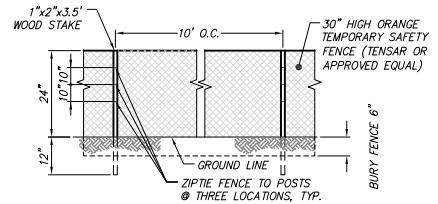
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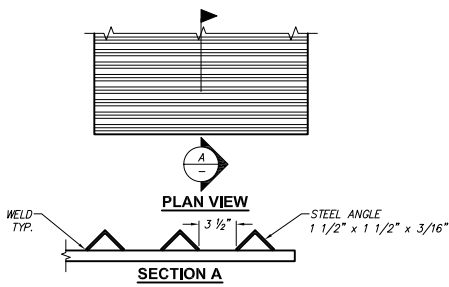
OPEN TRENCH FOD PROTECTION DETAIL
(FOR DAYTIME PROTECTION IN NIGHTTIME WORK AREAS)
NTS

NOTES:

1. OPEN TRENCHES CREATED BY NIGHT TIME WORK WILL BE ALLOWED IN THOSE AREAS SHOWN ON THE PLANS DURING DAY TIME HOURS OUTSIDE 55' OF THE PERPENDICULAR TAXIWAY STRAIGHT SECTIONS, WITH THE FOLLOWING WORK RESTRICTIONS.
2. OPEN TRENCHES MUST BE PROTECTED WITH:
 - A. ONE LAYER OF STEEL CHAIN LINK FENCING, 2" MESH
 - B. SECOND LAYER SHALL BE FILTER FABRIC OR APPROVED PLASTIC CONSTRUCTION FENCING, MIN. OVERLAP 3'.
3. SANDBAGS OR WEIGHTED WATER-FILLED BARRICADE (24" MAX. HEIGHT) SHALL BE PLACED ON ALL EXPOSED EDGES INCLUDING OVERLAPS OF MATERIALS. NO EXPOSED OR NON-WEIGHTED EDGES WILL BE ALLOWED. WEIGHTS MUST PROVIDE 51.2 POUNDS OF MASS PER SQUARE FOOT OF EXPOSED FACE.
4. FOR ALL AREAS, PROVIDE INTERMEDIATE WEIGHTS TO PREVENT BILLOWING OF GEOTEXTILES, SPACING SHALL BE FIELD DETERMINED.



CONSTRUCTION SAFETY FENCE
NTS



RUMBLE STRIP DETAIL
NTS

NOTES:

1. RUMBLE STRIP SHALL BE MINIMUM OF 20' LONG X WIDTH (SUFFICIENT TO COVER HAULING ROUTE)
2. IF MULTIPLE RUMBLE STRIPS ARE USED, THEY SHALL BE FASTENED TOGETHER TO PREVENT MOVEMENT.

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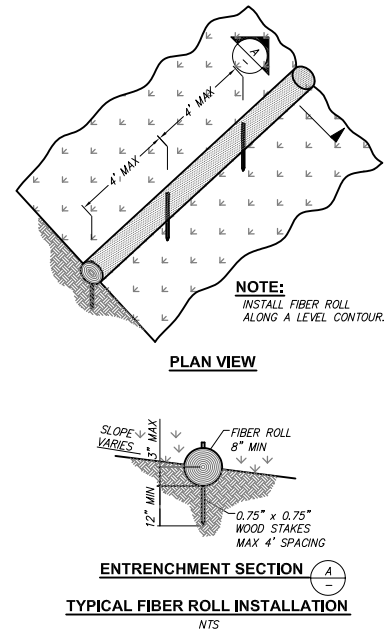
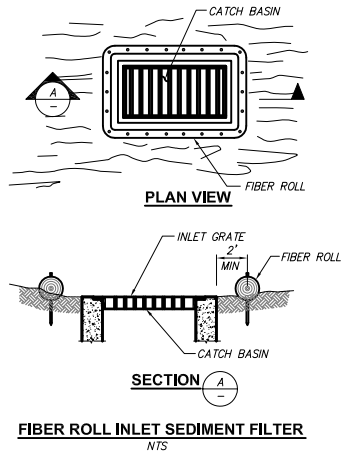
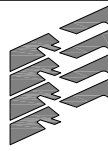
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LAWA STANDARD PLANS F.O.D. PROTECTION
LAWA STANDARD PLAN NUMBER 01.05 SHEET: 7 OF 26



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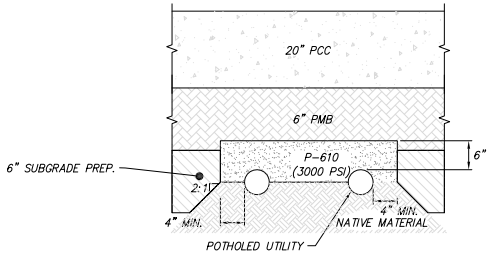
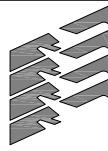
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LAWA STANDARD PLANS EROSION CONTROL	
LAWA STANDARD PLAN NUMBER 01.06	
SHEET: 8 OF 26	

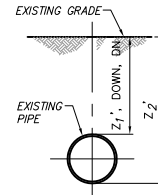


CASE A- UNDER PCC PAVEMENT

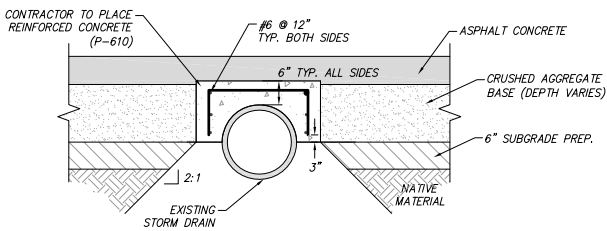
**TYPE 1 PROTECTION: EXISTING UTILITY
WITHIN 6" OF PMB**
NTS

NOTE:

1. CONTRACTOR SHALL DETERMINE TYPE (CASE A OR B) TO BE USED DEPENDING ON EXISTING UTILITY DEPTH AND PROPOSED PAVEMENT SECTION.
2. WHERE EXISTING UTILITY IS WITHIN 6" OF THE PMB SECTION, UTILITY SHALL BE ENCASED WITH P-610 AS SHOWN HEREIN.

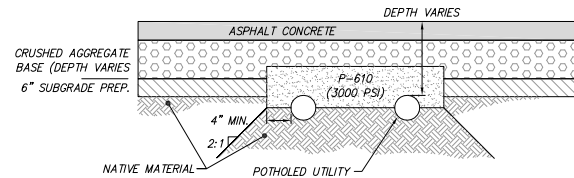


POTHOLE MEASUREMENT DETAIL
NTS



UNDER AC PAVEMENT

**TYPE 2 PROTECTION: EXISTING STORM DRAIN
WITHIN BASE SECTION**
NTS



CASE B - UNDER AC PAVEMENT

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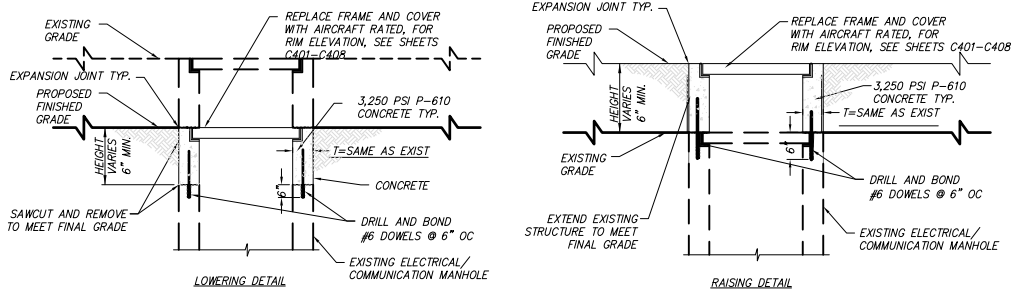
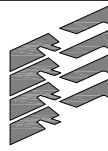
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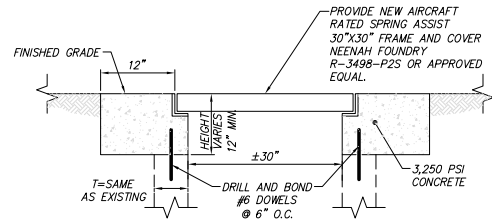
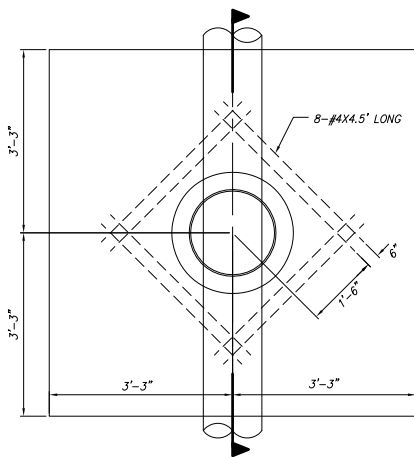
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LAWA STANDARD PLANS	
EXISTING UTILITY PROTECTION 1	
	LAWA STANDARD PLAN NUMBER 10.01 SHEET: 9 OF 26



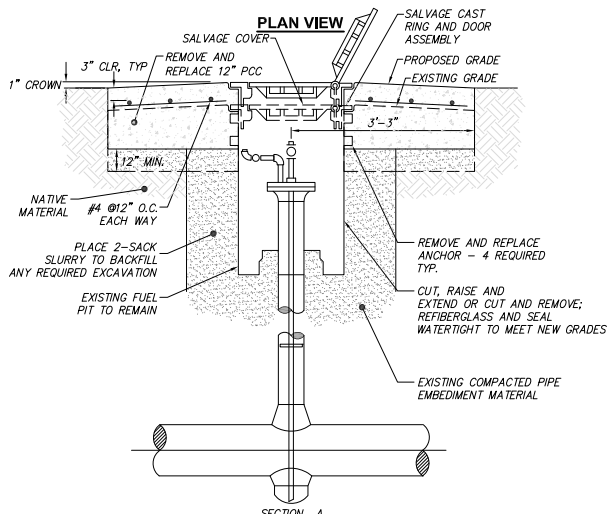
ELECTRICAL / COMMUNICATION MANHOLE ADJUSTMENT DETAIL

NTS



ELECTRICAL AIRCRAFT RATED MANHOLE FRAME AND COVER REPLACEMENT DETAIL

NTS

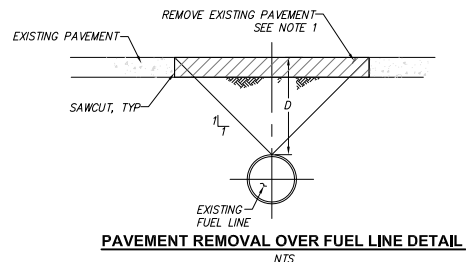


FUEL MANHOLE ADJUSTMENT DETAIL

NTS

NOTES:

CONTRACTOR SHALL CONTRACT WITH DIABLO INC. OR APPROVED EQUAL FOR ALL MATERIALS AND MODIFICATIONS TO EXISTING FUEL MANHOLES.



PAVEMENT REMOVAL OVER FUEL LINE DETAIL

NTS

NOTES:

1. PAVEMENT OVER FUEL LINE AS INDICATED SHALL BE REMOVED WITH A SIDE VERTICAL LIFT. NO IMPACT EQUIPMENT SHALL BE USED.
2. CONTRACTOR SHALL POthOLE UTILITY AND DETERMINE DEPTH 'D' PRIOR TO DEMOLITION OVER FUEL LINE.
3. IF SEVERAL FUEL LINES ARE PARALLEL, SPECIAL PAVEMENT REMOVAL INDICATED IN NOTE 1 SHALL EXTEND A DISTANCE OF D FROM OUTER MOST FUEL LINES.

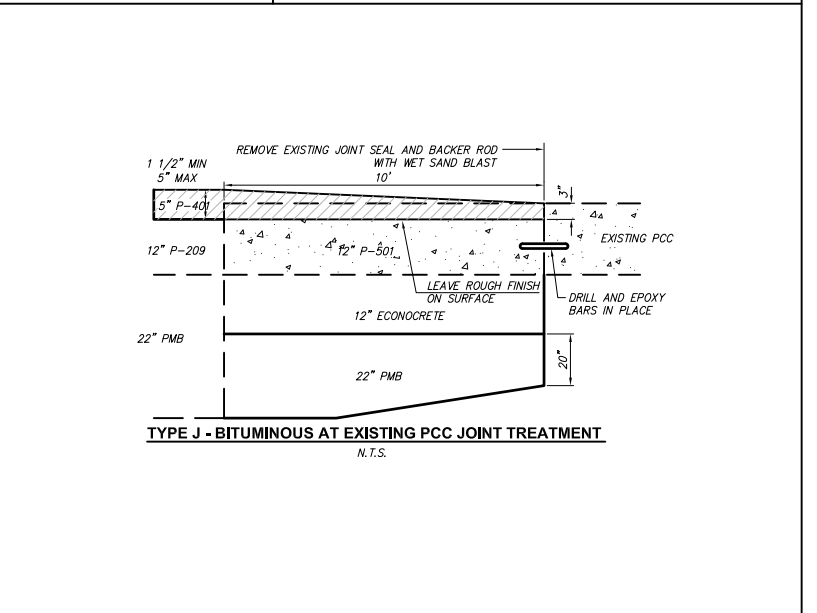
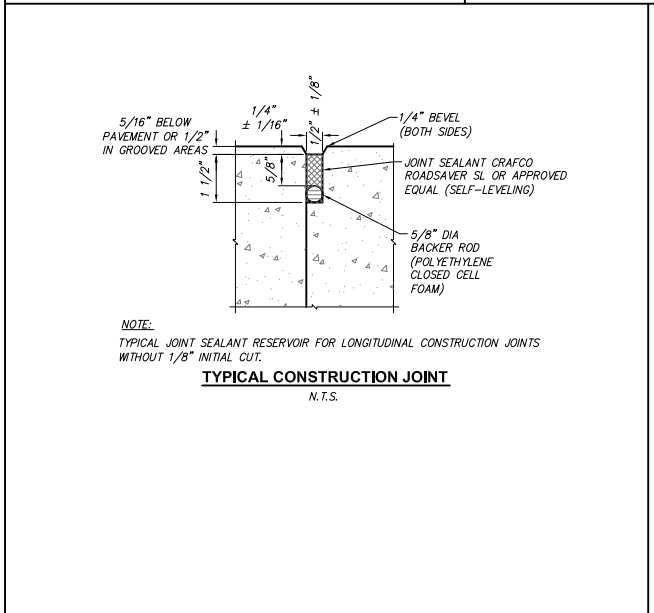
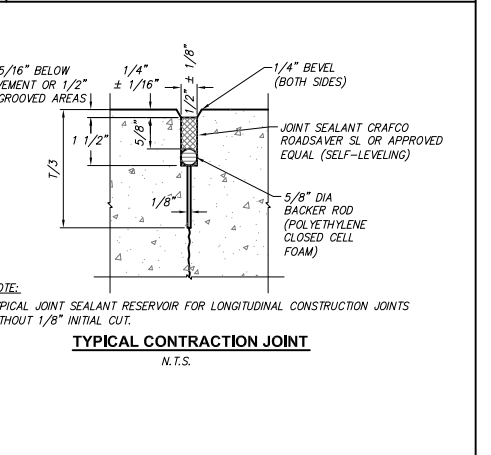
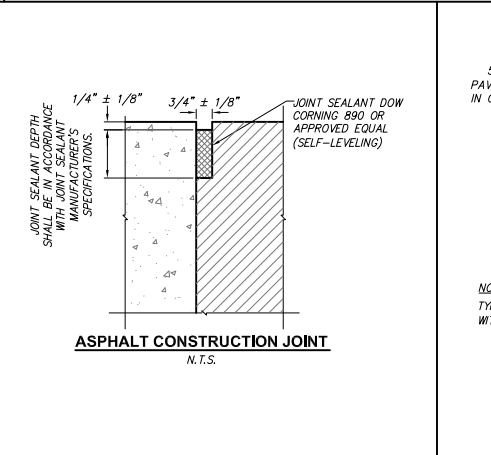
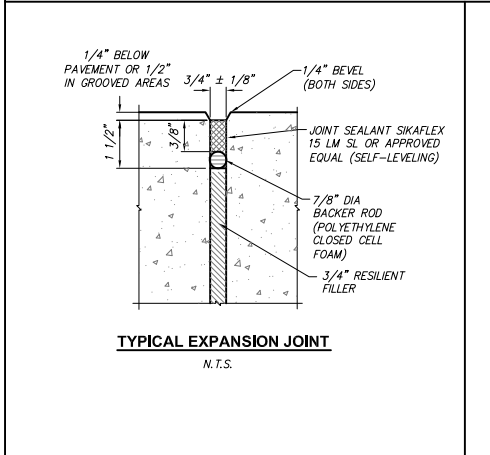
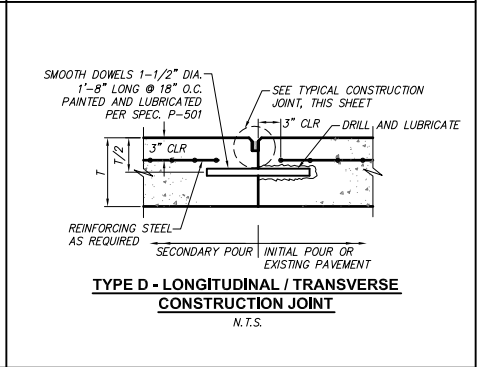
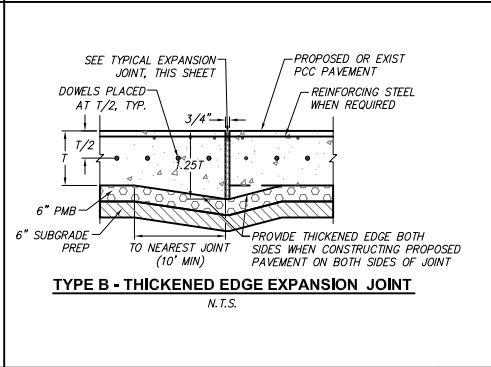
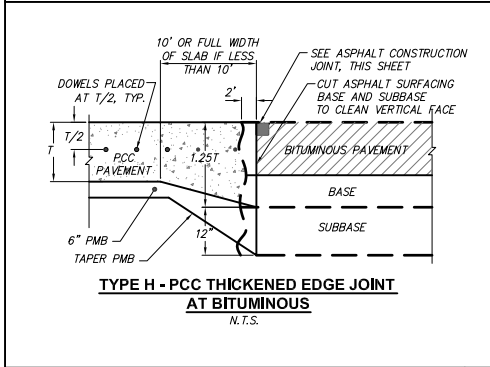
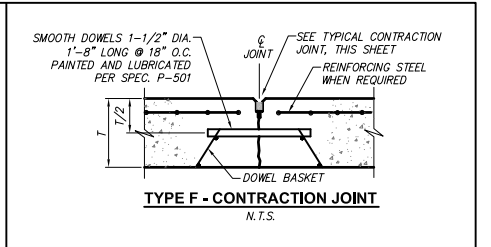
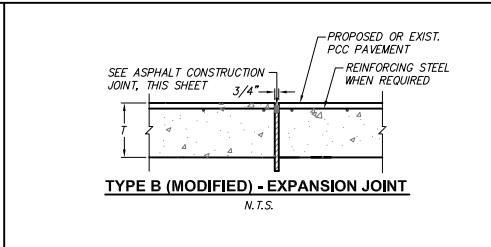
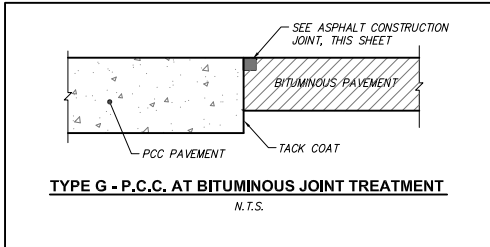
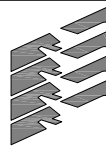
REVISION NO.	DESCRIPTION	DATE

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ANTONE FERMELIA
DRAWN BY:
WILLIAM P. MAREK
DATE:
10-11-2011



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LAWA STANDARD PLANS	
EXISTING UTILITY PROTECTION 2	
LAWA STANDARD PLAN NUMBER	
10.02	
SHEET: 10 OF 26	



REVISION NO.	DESCRIPTION	DATE

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10-11-2011

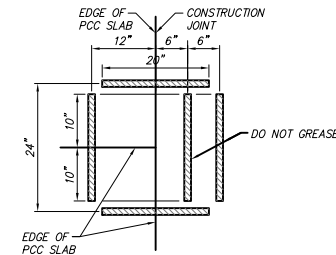
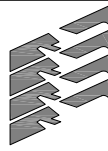


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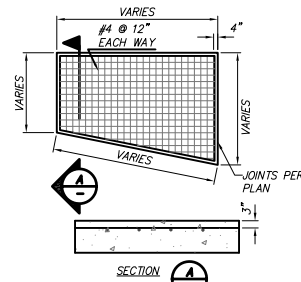
LAWA STANDARD PLANS
PAVEMENT JOINT DETAILS - 1

LAWA STANDARD PLAN NUMBER
30.01
SHEET: 11 OF 26

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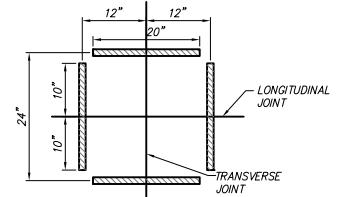


DOWEL BAR SKEWED EDGE PLACEMENT
N.T.S.

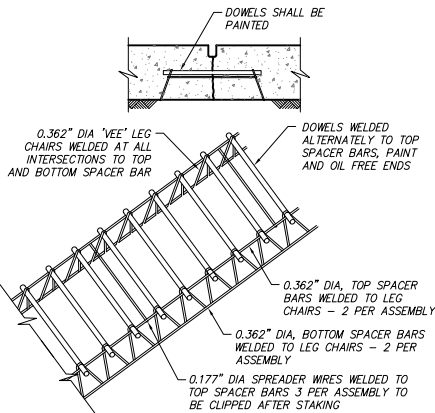


TYP REINFORCED PAVEMENT SLAB
N.T.S.

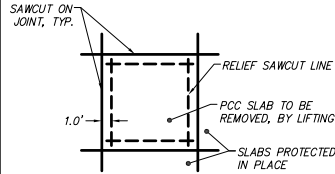
NOTE:
DOWELS ARE TO BE PLACED IN THE HORIZONTAL PLANE AND PERPENDICULAR TO THE JOINT. MAXIMUM ALLOWABLE TOLERANCE SHALL BE 2% OR 1/4" PER FOOT IN THE HORIZONTAL AND VERTICAL PLANE.



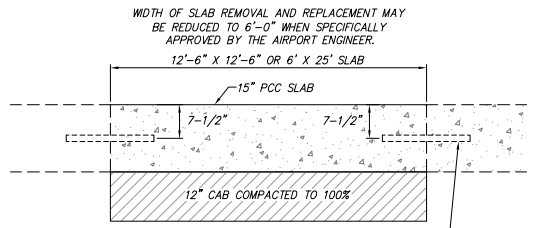
DOWEL BAR EDGE PLACEMENT (TYP)
N.T.S.



DOWEL BAR ASSEMBLY
N.T.S.

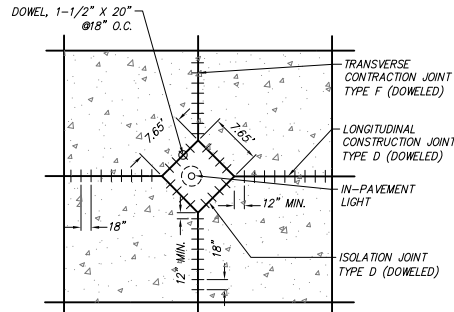


RELIEF SAWCUT DETAIL
NTS

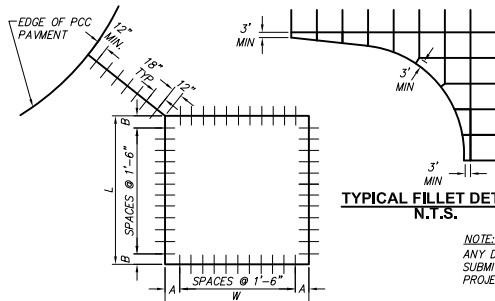


WIDTH OF SLAB REMOVAL AND REPLACEMENT MAY BE REDUCED TO 6'-0" WHEN SPECIFICALLY APPROVED BY THE AIRPORT ENGINEER.
12'-6" X 12'-6" OR 6' X 25' SLAB
15" PCC SLAB
7'-1/2" 7'-1/2"
12" CAB COMPACTED TO 100%
SUBGRADE AND ALL BACKFILL COMPACTED TO 95% MAX. DENSITY

PCC SLAB REPLACEMENT
NTS



DIAMOND JOINT FOR TYPICAL 20" PCC SLAB
N.T.S.



DOWEL SPACING FOR TYPICAL 20" PCC SLAB
N.T.S.

L	W	A	B
20.00'	20.00'	12"	12"
25.00'	25.00'	15"	15"
16.53'	20.00'	12"	9.18"
22.50'	20.00'	12"	18"
16.79'	20.00'	12"	10.74"
16.66'	20.00'	12"	9.96"
17.50'	25.00'	15"	15"
26.00'	25.00'	15"	12"
25.81'	25.00'	15"	10.86"
14.98'	25.00'	15"	17.88"
16.00'	20.00'	12"	15"

NOTE:
ANY DEVIATION FROM THIS DETAIL REQUIRES SUBMITTAL AND PRIOR APPROVAL FROM THE PROJECT ENGINEER.

IF THE DOG-LEG JOINT IS LESS THAN 2.0', NO DOWEL IS REQUIRED.

GENERAL PAVING NOTES

1. USE TYPE D CONSTRUCTION JOINT WHERE PAVING OPERATIONS ARE DELAYED OR STOPPED.
2. DOWELS SHALL BE PROPERLY POSITIONED BY USE OF AN APPROVED SUPPORT ASSEMBLY.
3. SAWED EDGES OF PAVING SHALL BE STRAIGHT, VERTICAL AND SMOOTH.
4. JOINTS SHALL BE THOROUGHLY CLEARED BY COMPRESSED WATER AND WET SAND BLASTED PRIOR TO APPLICATION OF THE SEALANT
5. JOINT FACES SHALL BE DRY PRIOR TO PLACING SEALANT MATERIAL.
6. JOINT SEALANT DEPTH SHALL BE IN ACCORDANCE WITH JOINT SEALANT MANUFACTURER'S SPECIFICATIONS.
7. DOWEL BAR SPACING SHALL BE 18" ON CENTER. DOWEL BARS SHALL BE SPACED AT LEAST 18" FROM ANY SLAB CORNER AND THE SPACING FROM THE LAST DOWEL BARS ON A SIDE TO THE ADJACENT CORNERS SHALL BE THE SAME AT BOTH ENDS OF THE SLAB.

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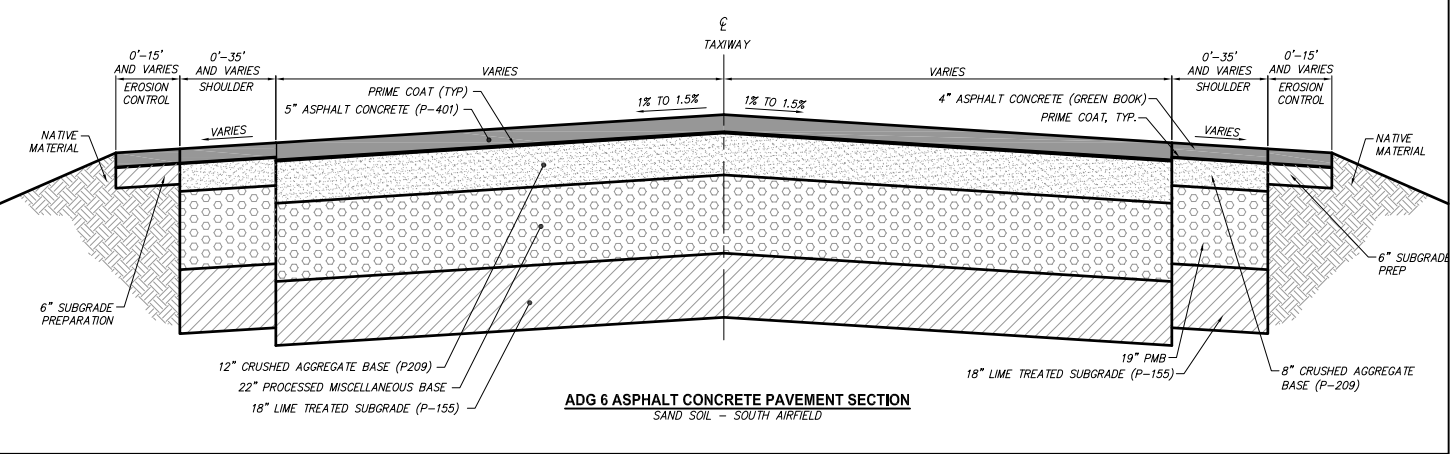
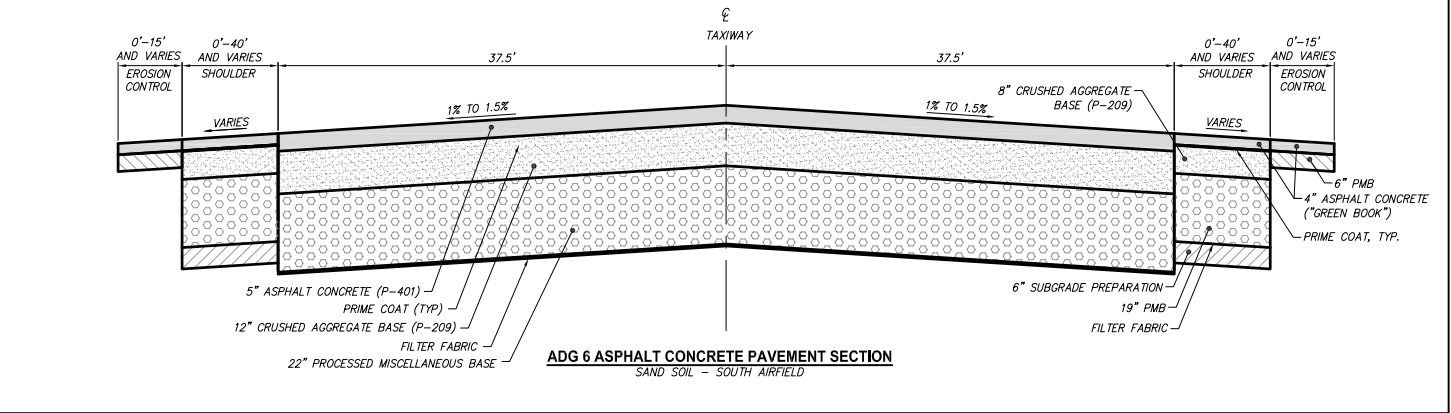
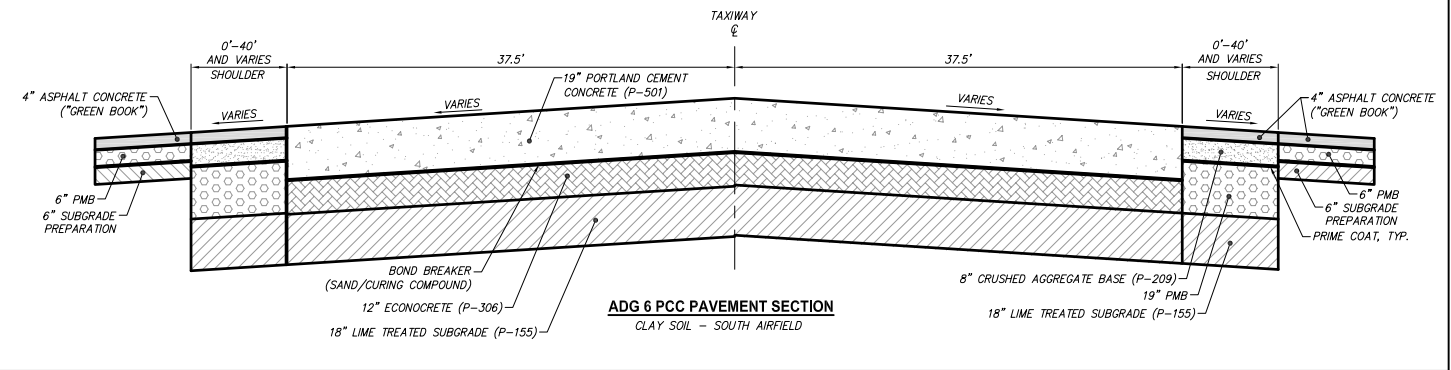
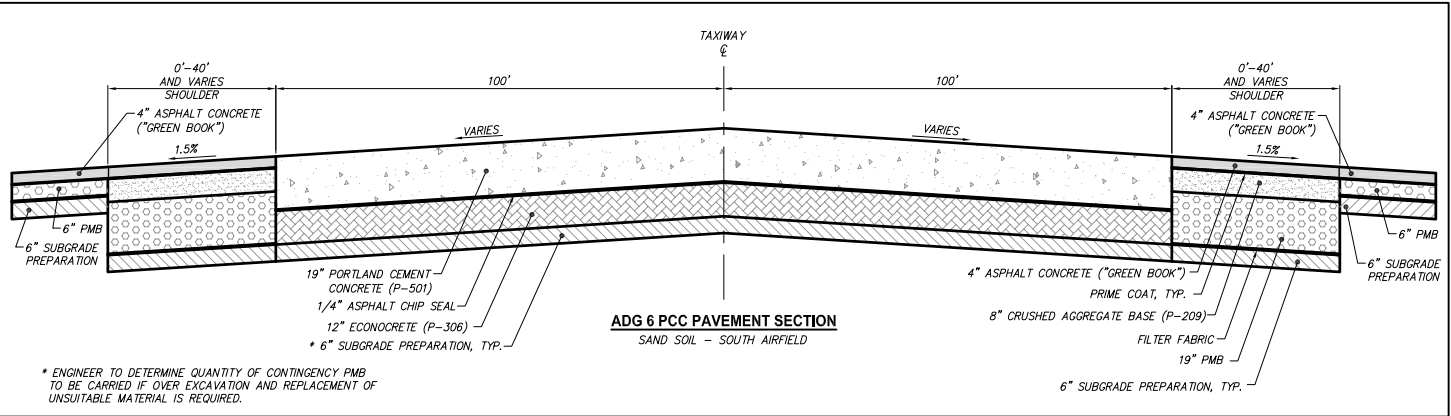
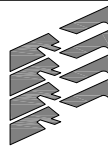
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DRAWN BY:
WILLIAM P. MAREK
DATE:
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LAWA STANDARD PLANS
PAVEMENT JOINT DETAILS - 2

LAWA STANDARD PLAN NUMBER
30.02
SHEET: 12 OF 26



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REVISION NO.	DESCRIPTION	DATE

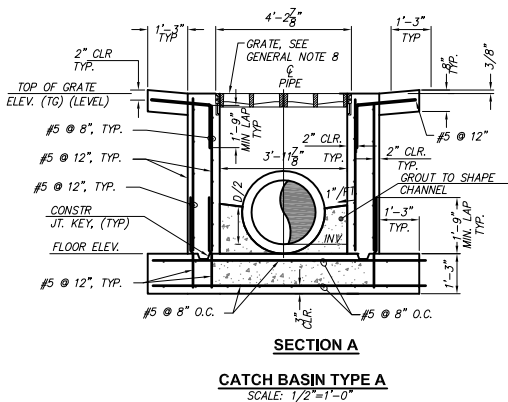
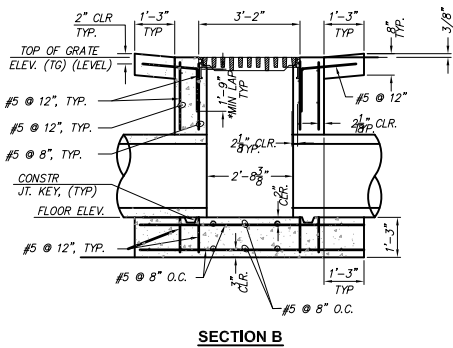
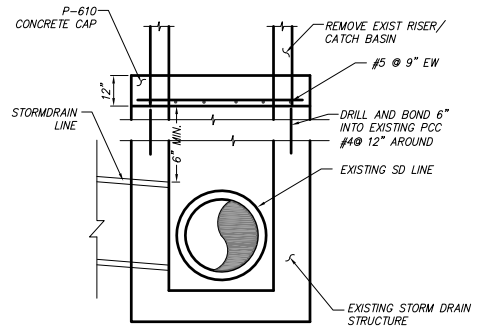
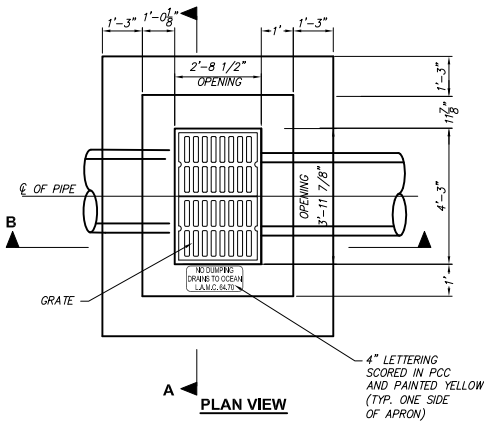
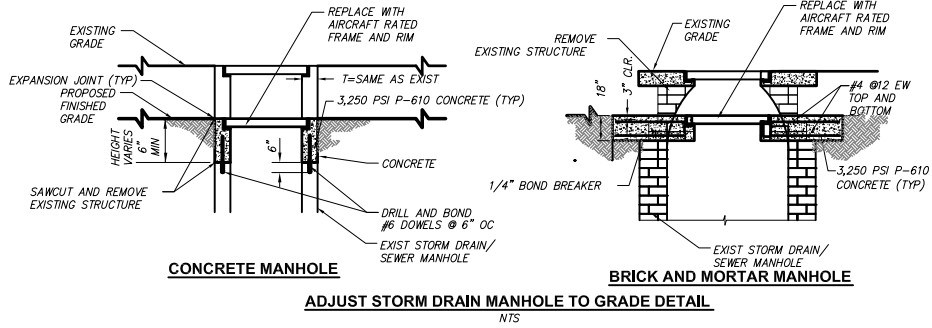
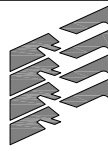
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LAWA STANDARD PLANS
PAVEMENT SECTIONS

LAWA STANDARD PLAN NUMBER
31.01
SHEET: 13 OF 26



GENERAL NOTES:

1. ALL CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION P-610.
2. REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60.
3. CONCRETE COVER ON ALL REINFORCING STEEL SHALL BE 2" MINIMUM.
4. THE MANHOLE FRAME AND LID SHALL BE AIRCRAFT RATED FOR 100,000 LBS. WHEEL LOAD NEENAH FOUNDRY CO. NO. R-3492, EAST JORDAN IRON WORKS NO. 1900 OR APPROVED EQUAL.
5. FOR NUMBER DESIGNATIONS, LOCATION OF MANHOLES, PIPE SIZES AND FLOWLINE ELEVATIONS, SEE GRADING AND DRAINAGE PLANS.
6. INVERT OF MANHOLE SHALL BE SHAPED TO PROVIDE SMOOTH FLOW.
7. THE CONTRACTOR MAY OPTIONALLY PROVIDE VERTICAL WALL REINFORCING STEEL FULL LENGTH FROM THE BOTTOM SLAB TO THE TOP OF WALL, IN LIEU OF USING THE 1'-9" LAP AT THE CONSTRUCTION JOINT BETWEEN THE WALL AND SLAB.
8. THE INLET FRAME AND BOLTED DOWN GRATE SHALL BE NEENAH FOUNDRY CO. NO. R-3475-F OR APPROVED EQUAL.

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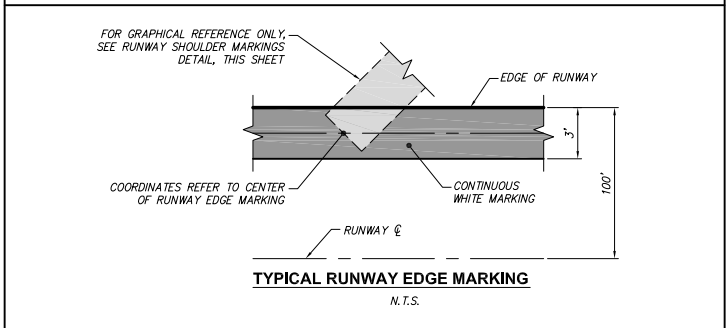
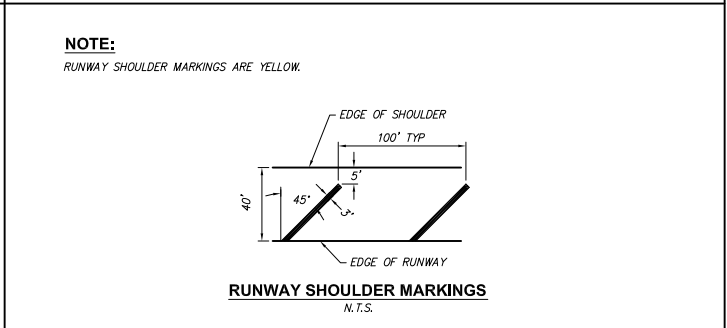
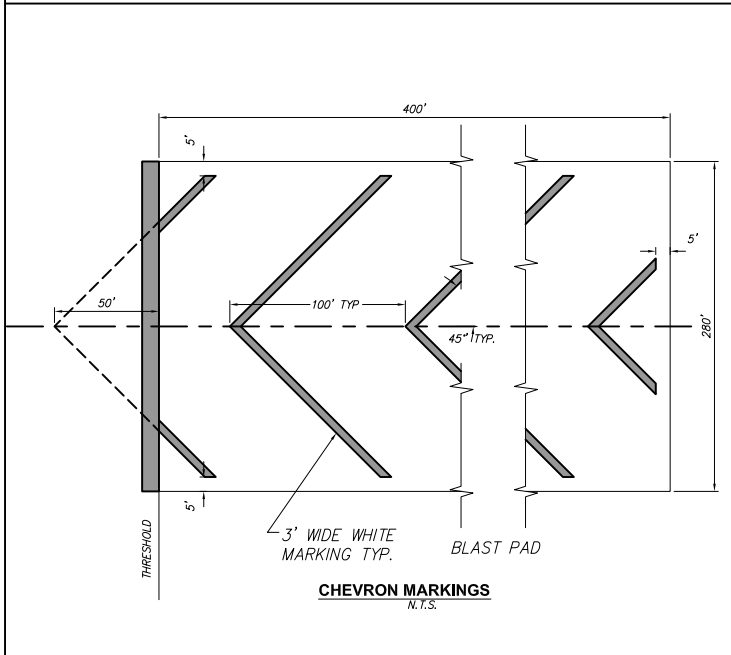
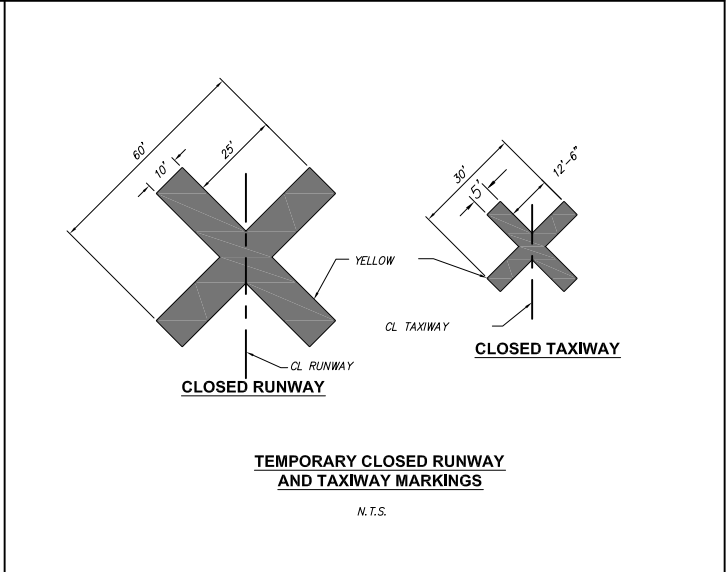
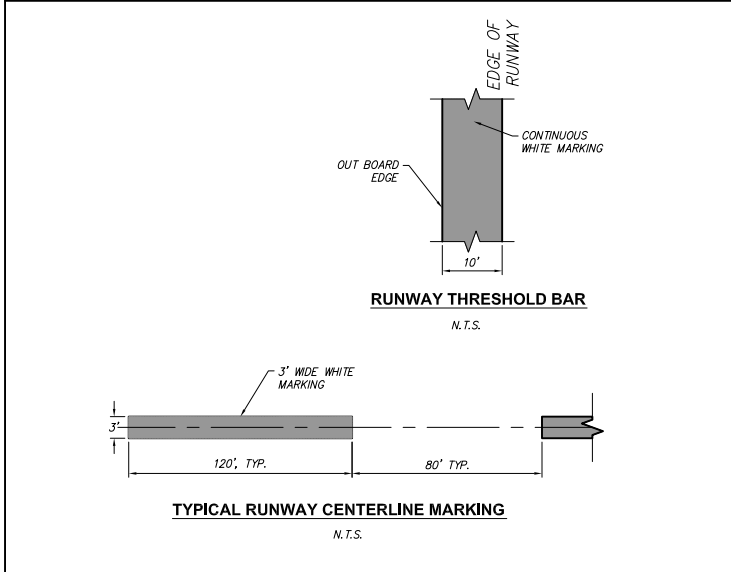
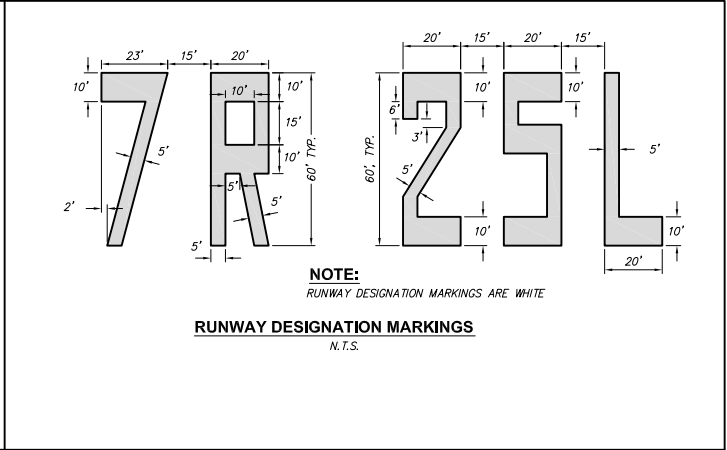
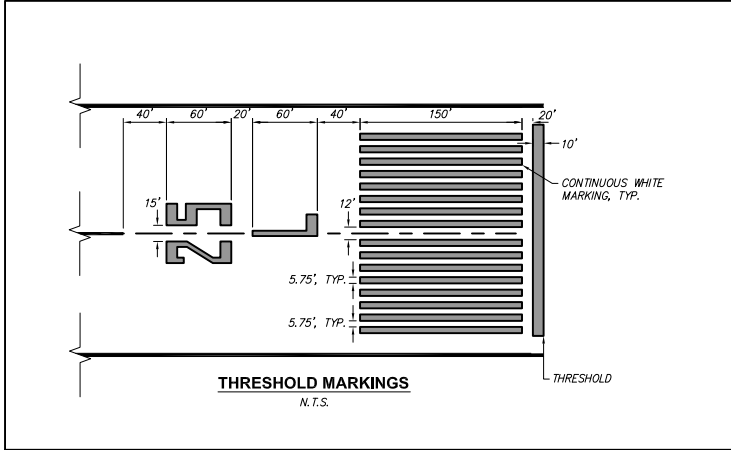
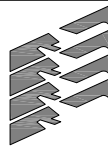
LAWA STANDARD PLANS

GRADING AND DRAINAGE DETAILS 1

LAWA STANDARD PLAN NUMBER

40.01

SHEET: 14 OF 26



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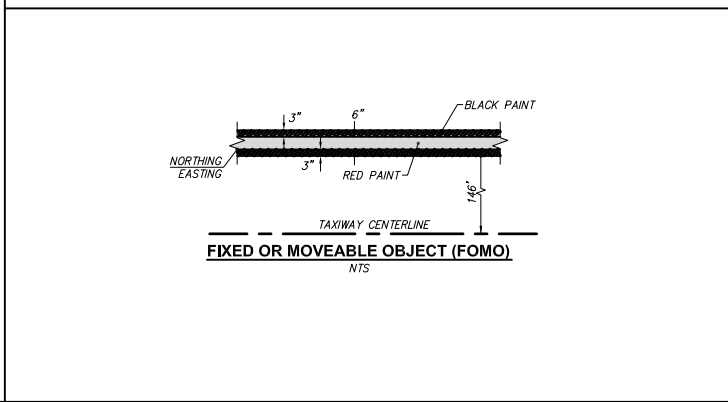
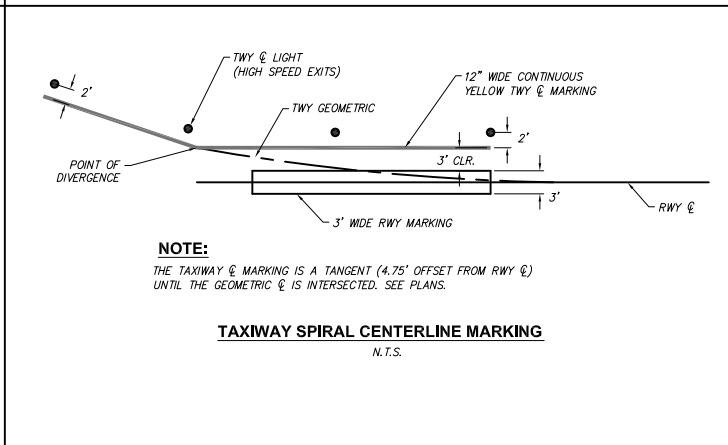
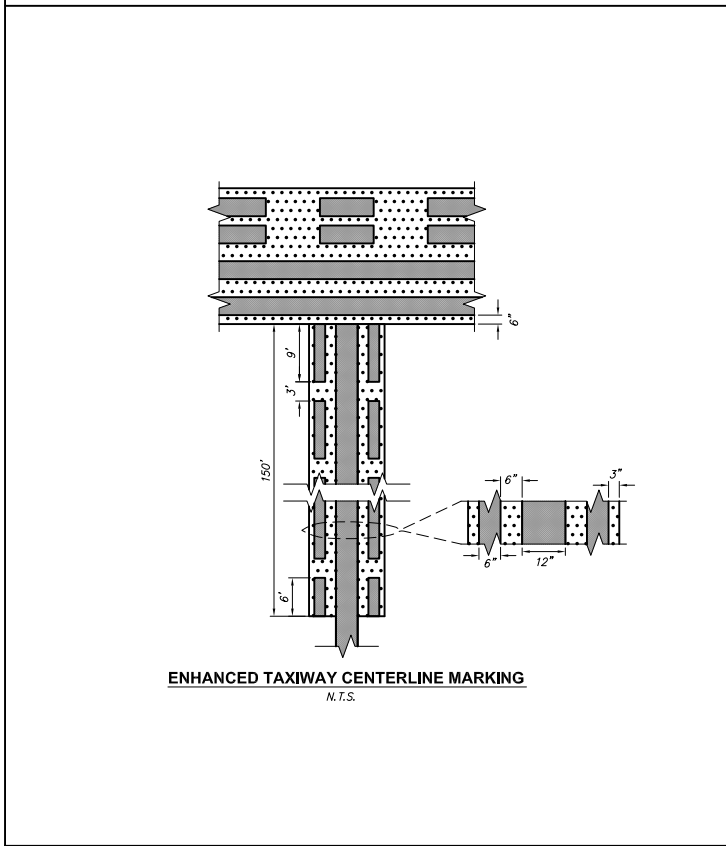
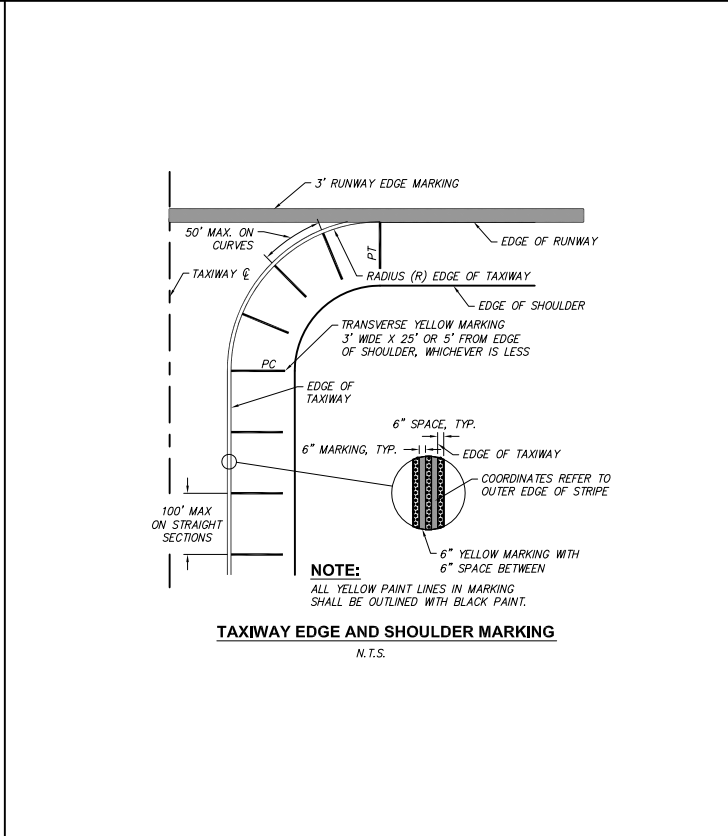
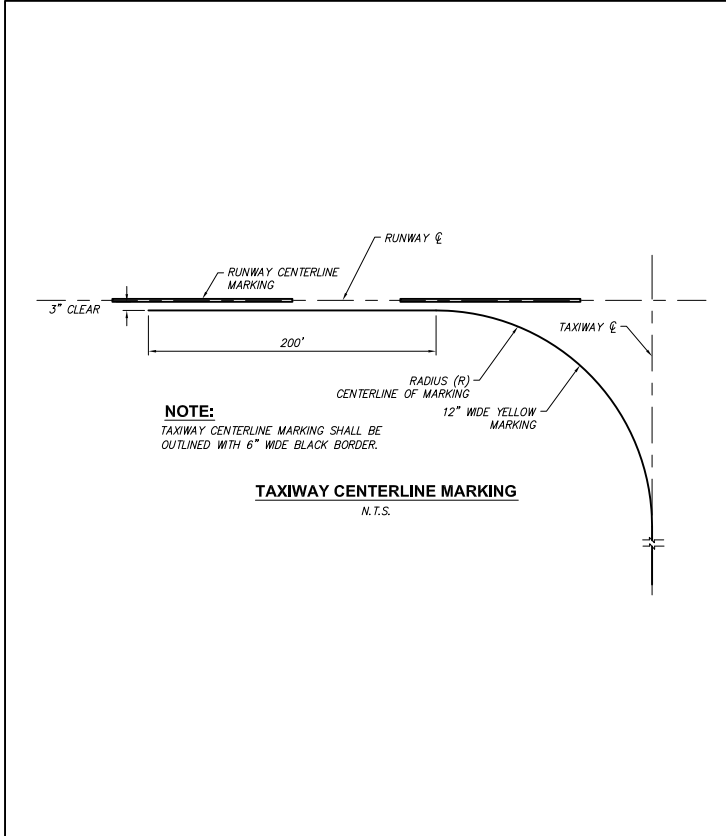
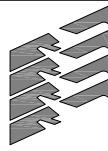
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LAWA STANDARD PLANS
RUNWAY MARKING

LAWA STANDARD PLAN NUMBER
50.01
SHEET: 16 OF 26



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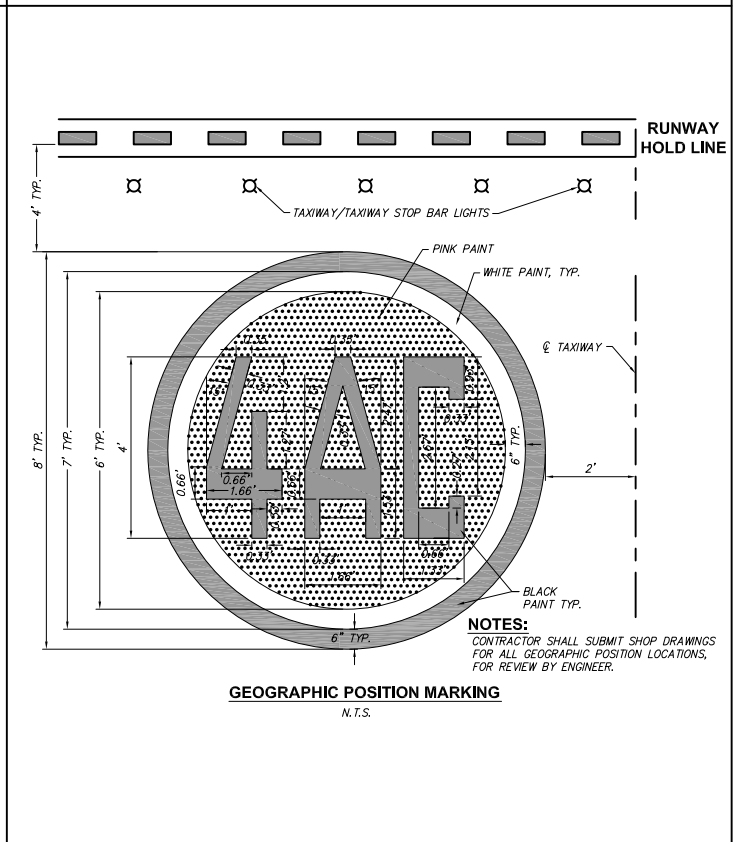
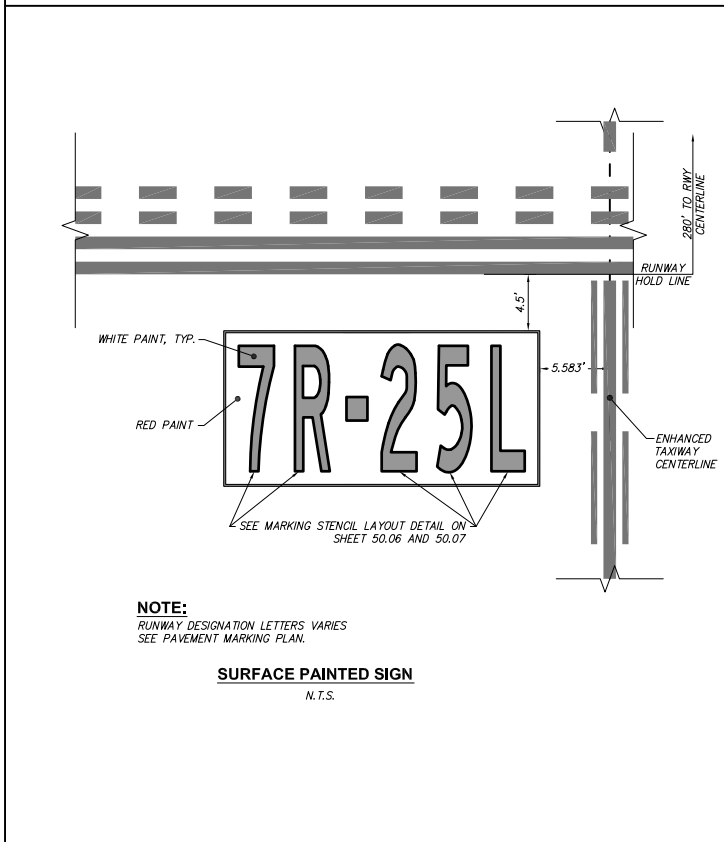
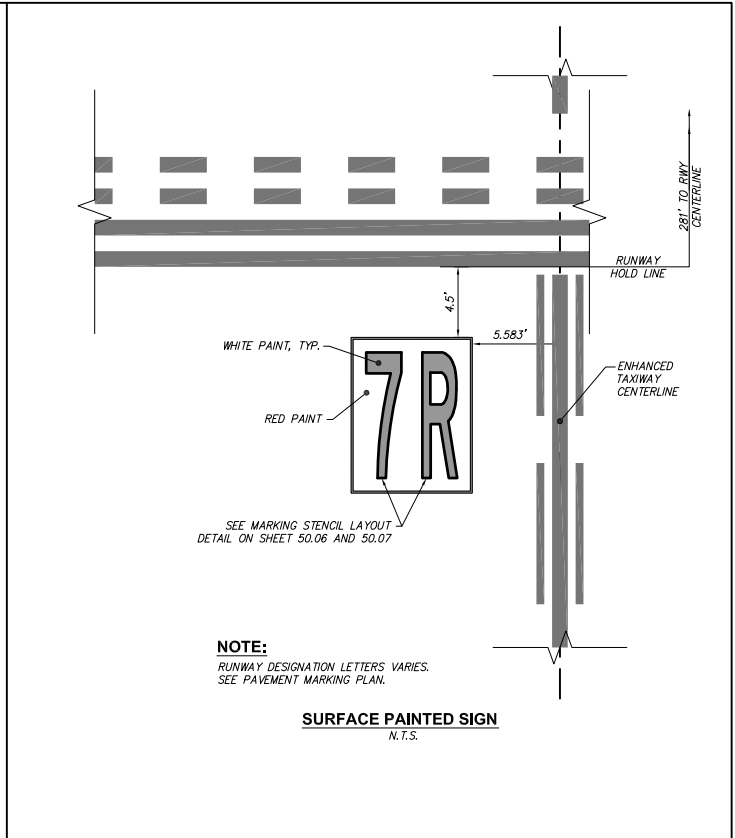
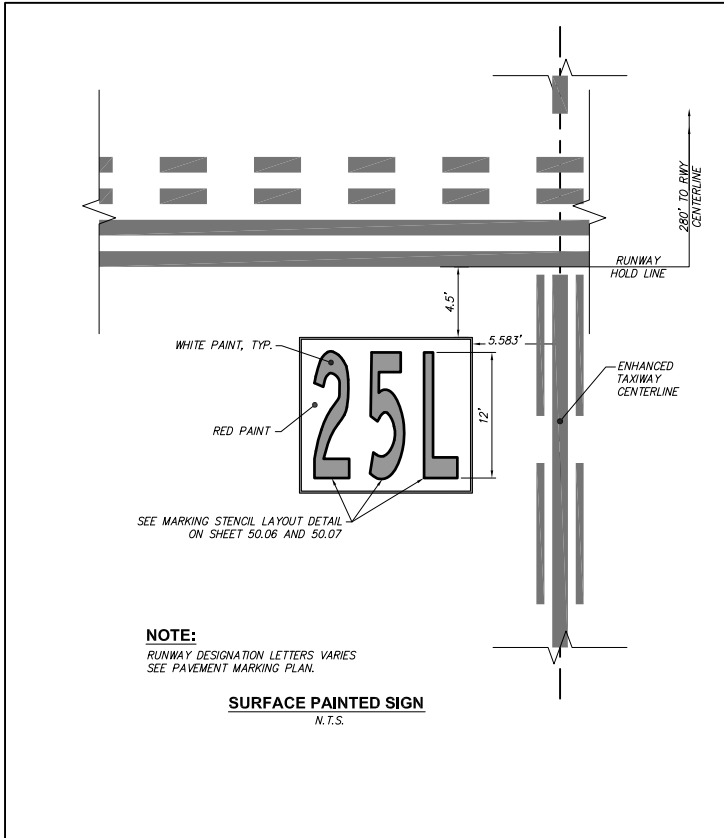
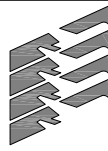
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DRAWN BY:
WILLIAM P. MAREK
DATE:
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LAWA STANDARD PLANS
TAXIWAY CENTERLINE MARKING

LAWA STANDARD PLAN NUMBER
50.02
SHEET: 17 OF 26



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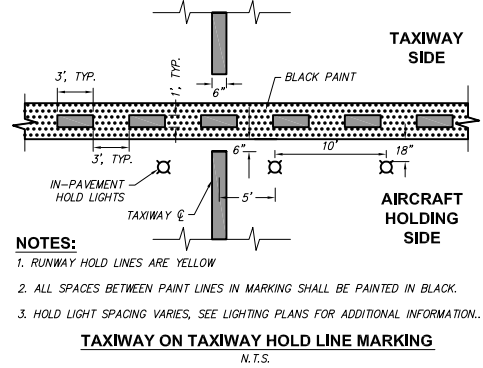
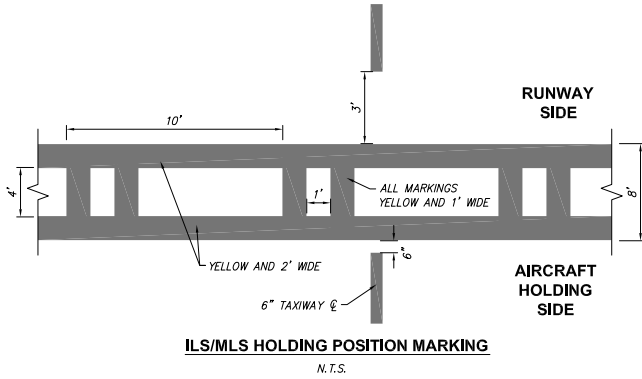
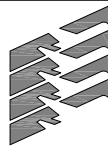
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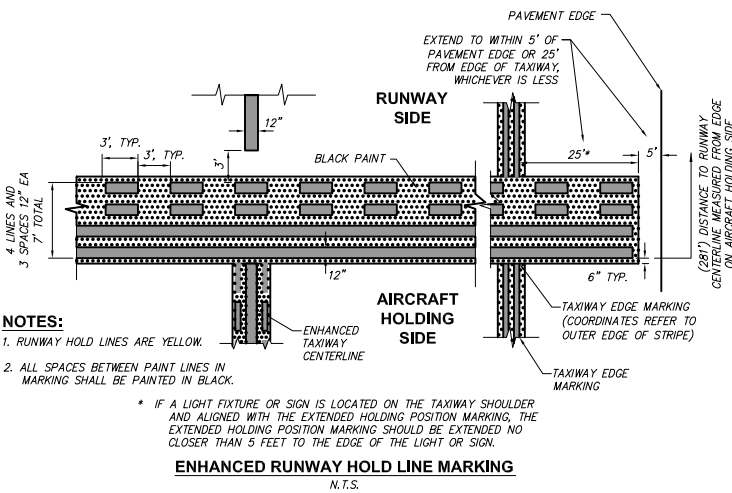
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LAWA STANDARD PLANS
SURFACE PAINTED SIGNS

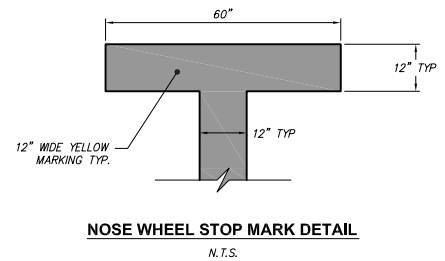
LAWA STANDARD PLAN NUMBER
50.03
SHEET: 18 OF 26



- NOTES:**
1. RUNWAY HOLD LINES ARE YELLOW
 2. ALL SPACES BETWEEN PAINT LINES IN MARKING SHALL BE PAINTED IN BLACK.
 3. HOLD LIGHT SPACING VARIES, SEE LIGHTING PLANS FOR ADDITIONAL INFORMATION.



- NOTES:**
1. RUNWAY HOLD LINES ARE YELLOW.
 2. ALL SPACES BETWEEN PAINT LINES IN MARKING SHALL BE PAINTED IN BLACK.
- * IF A LIGHT FIXTURE OR SIGN IS LOCATED ON THE TAXIWAY SHOULDER AND ALIGNED WITH THE EXTENDED HOLDING POSITION MARKING, THE EXTENDED HOLDING POSITION MARKING SHOULD BE EXTENDED NO CLOSER THAN 5 FEET TO THE EDGE OF THE LIGHT OR SIGN.



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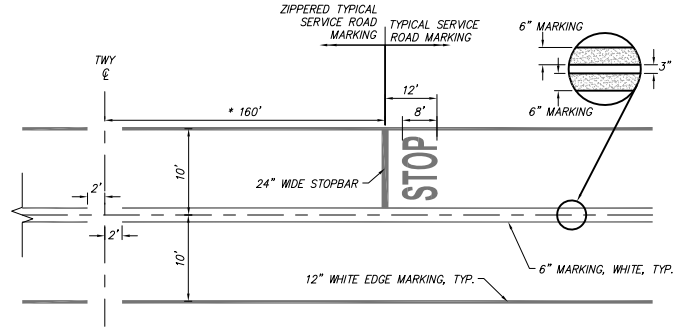
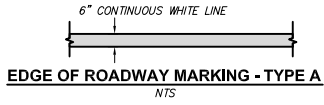
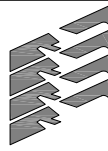
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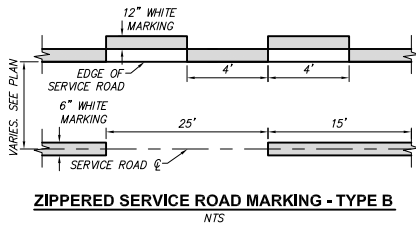
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LAWA STANDARD PLANS	
AIRCRAFT HOLD MARKING	
LAWA STANDARD PLAN NUMBER	
50.04	
SHEET: 19 OF 26	



SERVICE ROAD MARKINGS
N.T.S.

* ENGINEER TO DETERMINE DISTANCE
BASED ON TYPE OF AIRCRAFT
USING TAXIWAY



ZIPPERED SERVICE ROAD MARKING - TYPE B
N.T.S.

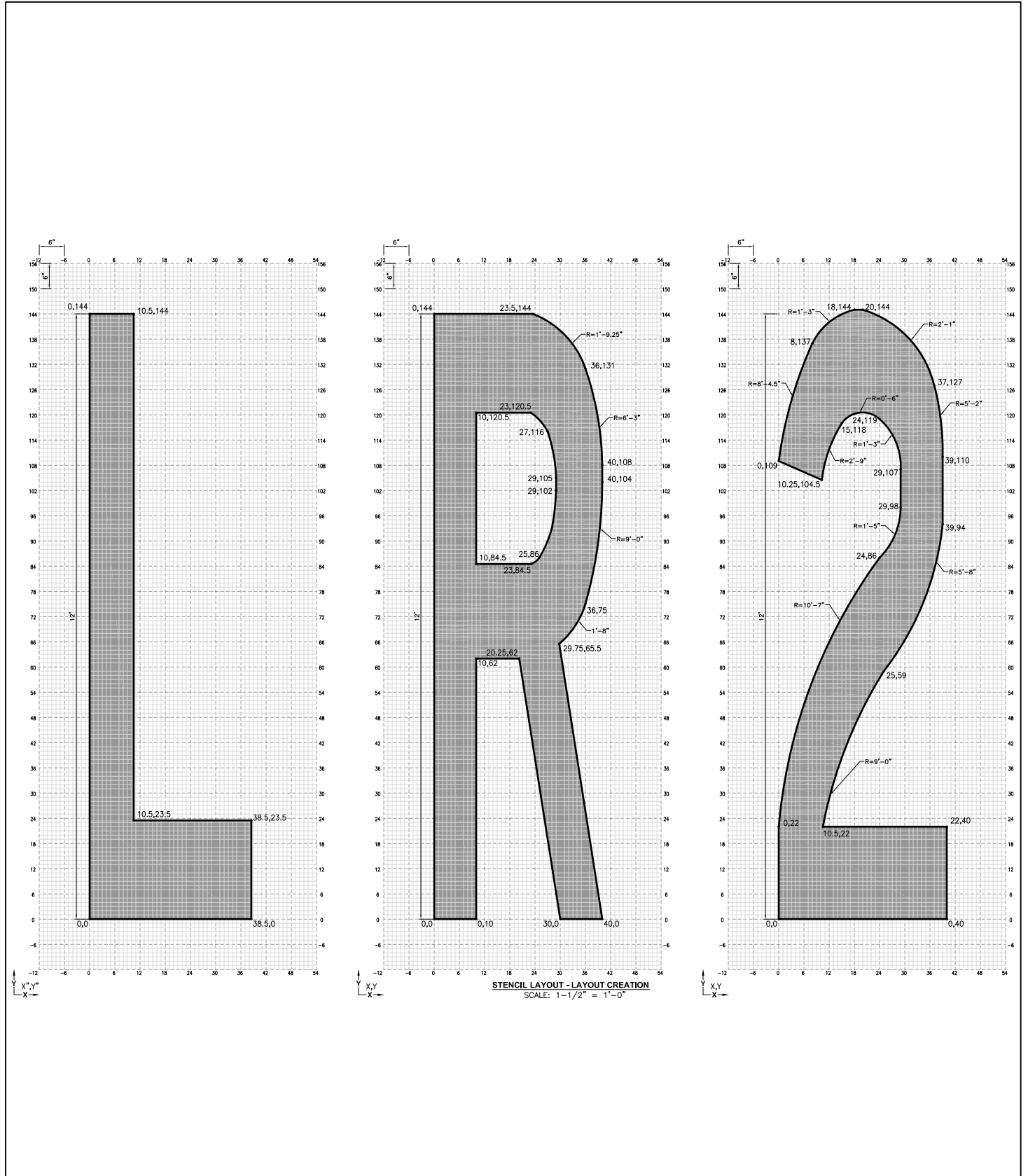
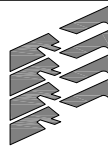
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DRAWN BY:
WILLIAM P. MAREK
DATE:
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LAWA STANDARD PLANS	
SERVICE ROAD MARKING	
LAWA STANDARD PLAN NUMBER	
50.05	
SHEET: 20 OF 26	



STENCIL LAYOUT - LAYOUT CREATION
SCALE: 1-1/2" = 1'-0"

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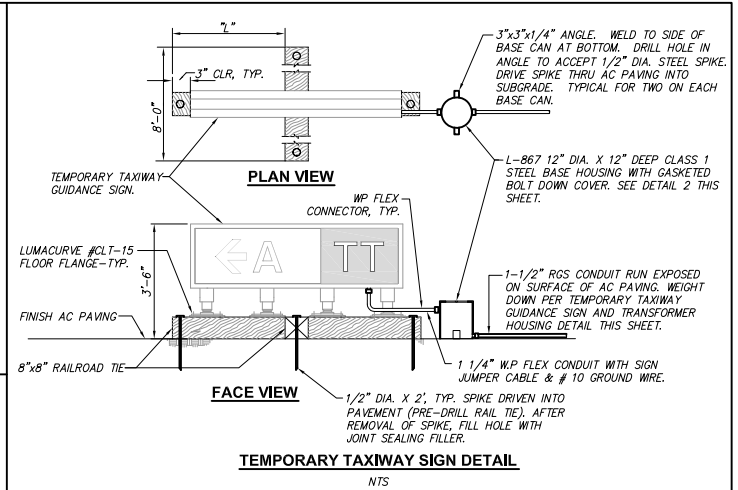
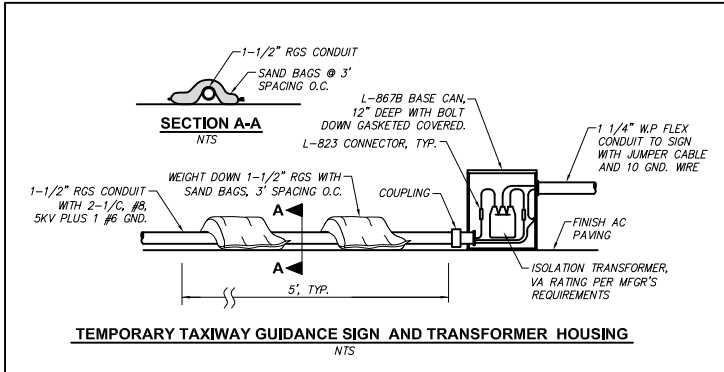
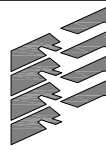
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10-11-2011



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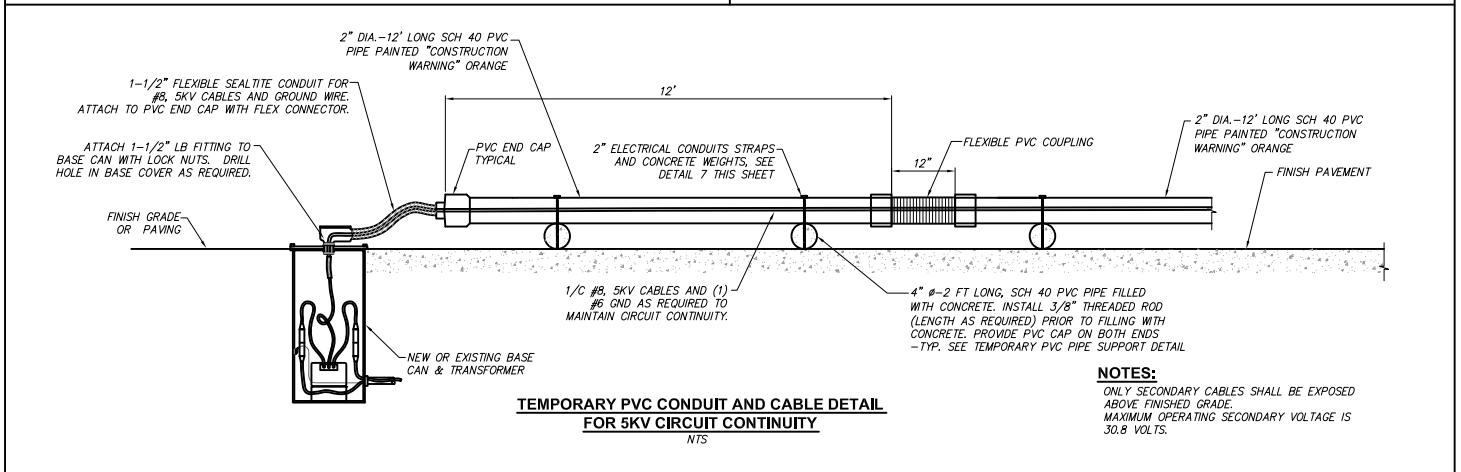
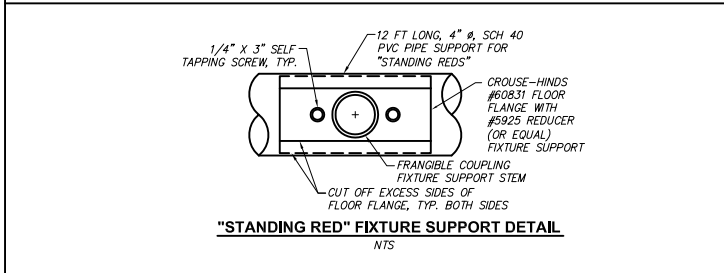
LAWA STANDARD PLANS
SURFACE PAINTED SIGN
STENCIL 1

LAWA STANDARD PLAN NUMBER
50.06
SHEET: 21 OF 26



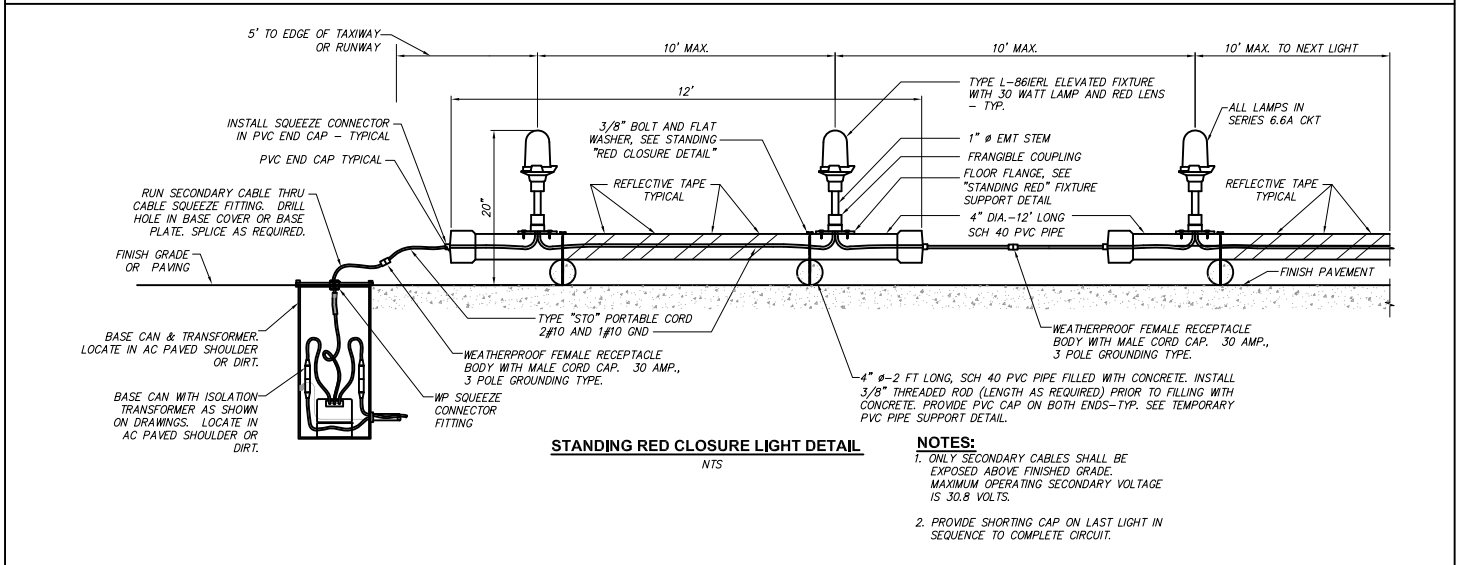
NOTES:

1. ALL TEMPORARY GUIDANCE SIGNS SHALL BE INSTALLED ON A TEMPORARY SUPPORT STRUCTURE, WITH NEW BASE HOUSING, L-830 TRANSFORMER, NEW CABLES AND ALL APPURTENANCES REQUIRED FOR A COMPLETE INSTALLATION.
2. "L" DIMENSION IS BASED ON TOTAL LENGTH OF SIGN REQUIRED. MORE THAN ONE RAIL ROAD TIE MAY BE REQUIRED.
3. REFER TO SIGN SCHEDULE ON SHEET E402 FOR SIGN NOMENCLATURE.
4. AFTER CONSTRUCTION INVOLVING TEMPORARY TAXIWAY SIGNS WORK IS COMPLETED, DELIVER SIGNS, TRANSFORMERS & BASE HOUSING TO LAW A C&M.



NOTES:

1. ONLY SECONDARY CABLES SHALL BE EXPOSED ABOVE FINISHED GRADE. MAXIMUM OPERATING SECONDARY VOLTAGE IS 30.8 VOLTS.



NOTES:

1. ONLY SECONDARY CABLES SHALL BE EXPOSED ABOVE FINISHED GRADE. MAXIMUM OPERATING SECONDARY VOLTAGE IS 30.8 VOLTS.
2. PROVIDE SHORTING CAP ON LAST LIGHT IN SEQUENCE TO COMPLETE CIRCUIT.

REVISION NO.	DESCRIPTION	DATE

APPROVED BY:
LAWA STAFF

CHECKED BY:
ANTONE FERMELIA

DRAWN BY:
WILLIAM P. MAREK

DATE:
10-11-2011

HNTB

DRAFT SUBMITTAL

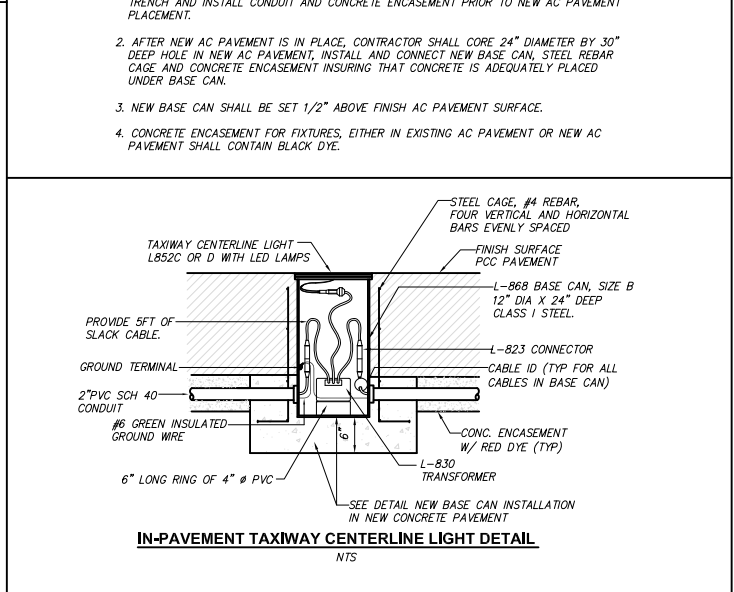
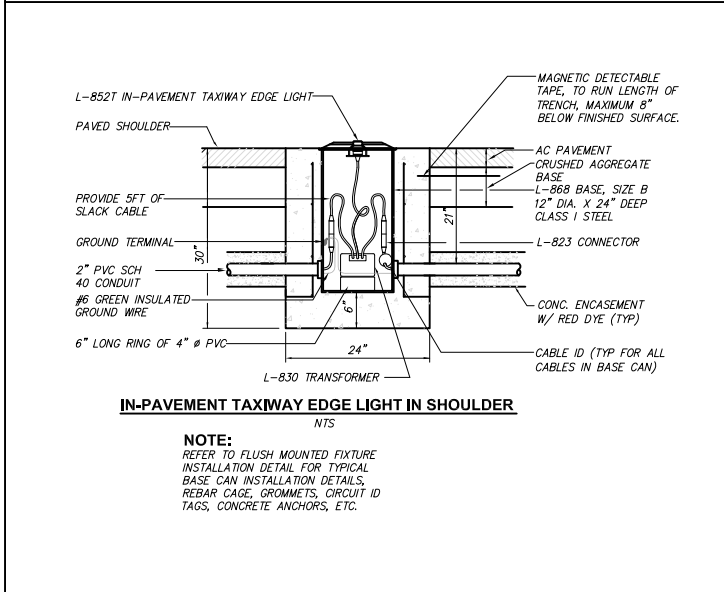
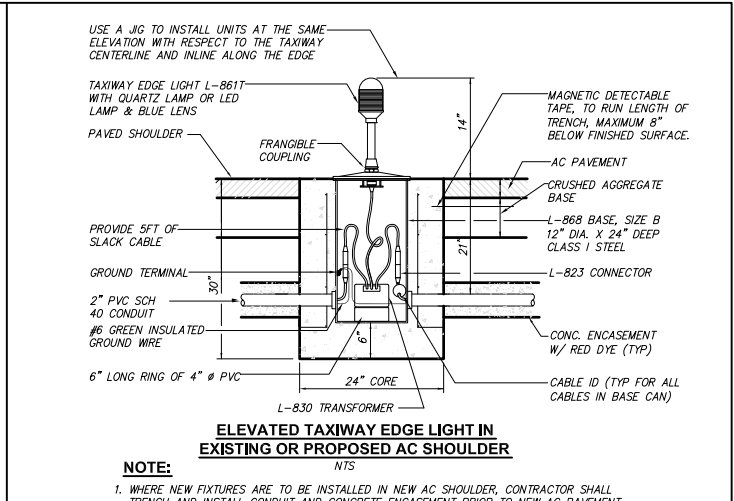
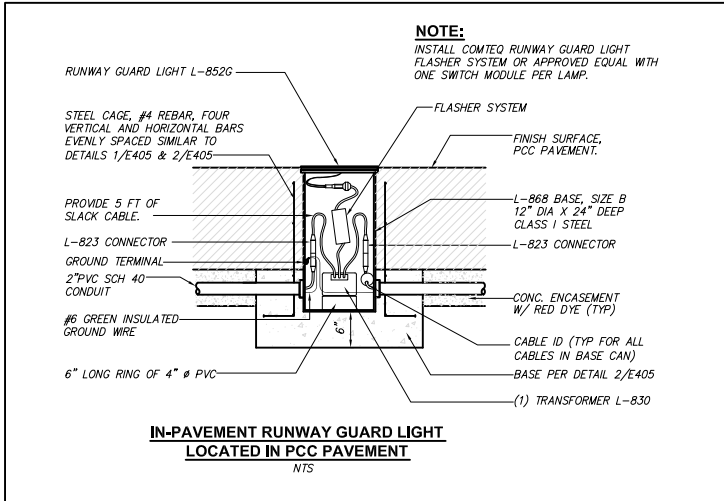
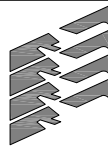
LAWA STANDARD PLANS

TEMPORARY ELECTRICAL

LAWA STANDARD PLAN NUMBER
E20.01

SHEET: 23 OF 26

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REVISION NO.	DESCRIPTION	DATE

APPROVED BY:
LAWA STAFF

CHECKED BY:
ANTONE FERRELIA

DRAWN BY:
WILLIAM P. MAREK

DATE:
10-11-2011

HNTB

DRAFT SUBMITTAL

LAWA STANDARD PLANS

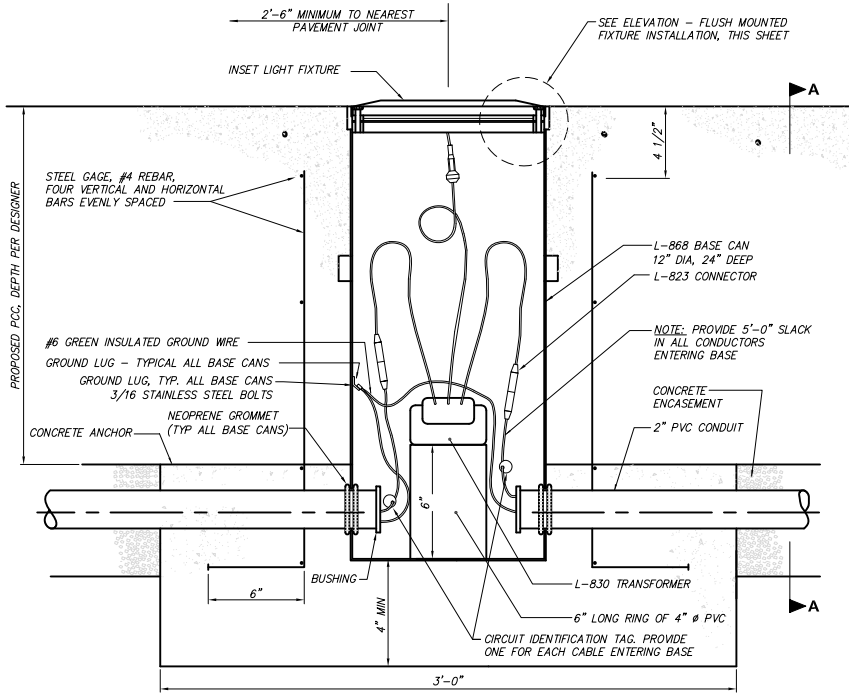
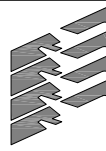
BASE CAN INSTALLATION IN PROPOSED PCC PAVEMENT

LAWA STANDARD PLAN NUMBER

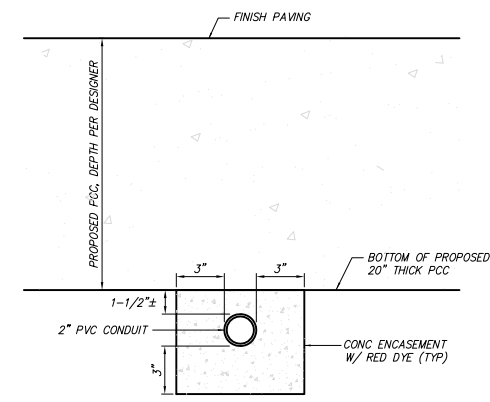
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SHEET: 24 OF 26

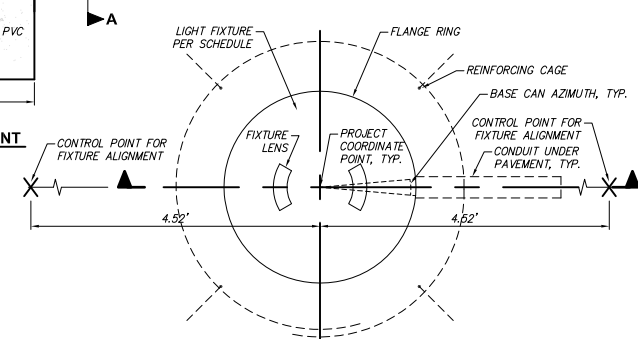
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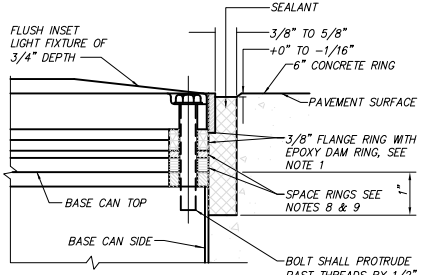
NEW BASE CAN INSTALLATION IN PROPOSED CONCRETE PAVEMENT
NTS



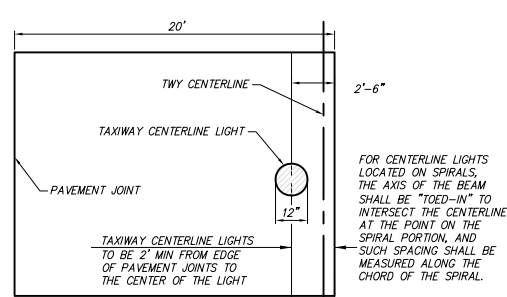
SECTION A-A
NTS



PLAN - BASE CAN INSTALLATION
NTS



ELEVATION - FLUSH MOUNTED FIXTURE INSTALLATION
NTS



SPACING FOR TAXIWAY CENTERLINE LIGHTS
NTS

REVISION NO.	DESCRIPTION	DATE

APPROVED BY:
LAWA STAFF
CHECKED BY:
ANTONE FERMELIA
DRAWN BY:
WILLIAM P. MAREK
DATE:
10-11-2011

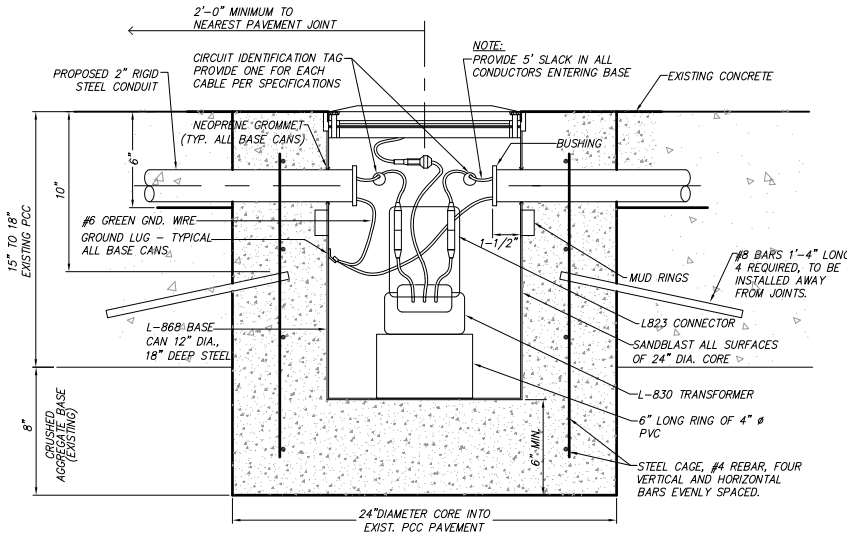
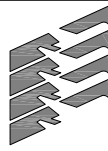


**DRAFT
SUBMITTAL**

LAWA STANDARD PLANS
**BASE CAN INSTALLATION IN
PROPOSED PCC PAVEMENT**

LAWA STANDARD PLAN NUMBER
E20.03
SHEET: 25 OF 26

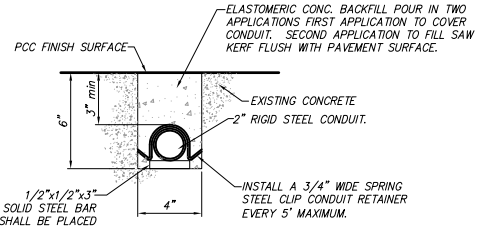
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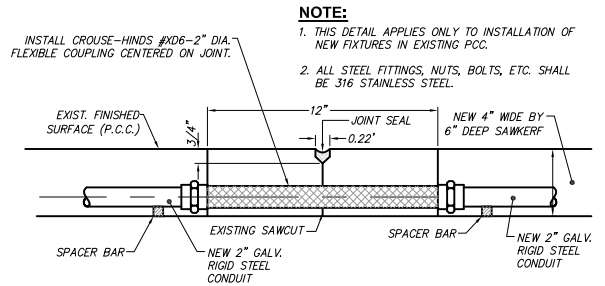
NEW BASE CAN INSTALLATION IN EXISTING CONCRETE PAVEMENT
NTS

NOTES:

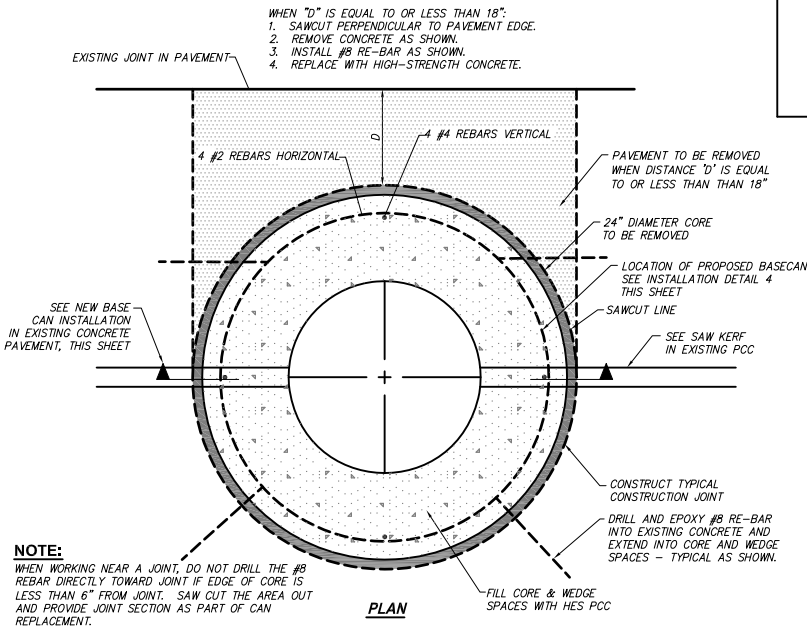
1. FOR SAW CUT SEE DETAILS 2 AND 3, THIS SHEET.
2. EPOXY REBAR IN CONCRETE.
3. STEEL CAGE SHALL BE #4 REBAR, FOUR (4) VERTICAL AND FOUR (4) HORIZONTAL BARS EVENLY SPACED.
4. USE RAPID SET, NON-SHRINK GROUT FOR CONCRETE BACKFILL.
5. ALL STEEL FITTINGS, NUTS, BOLTS, ETC. SHALL BE 316 STAINLESS STEEL.



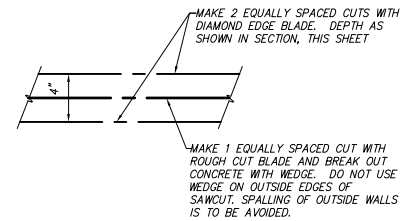
CONDUIT SAW KERF SECTION IN EXISTING P.C.C.
NTS



FLEXIBLE COUPLING INSTALLATION IN TRANSVERSE & LONGITUDINAL JOINTS OF EXISTING P.C.C. PAVEMENT
NTS



CORING AND FIXTURE INSTALLATION
NTS



SAW KERF IN EXISTING P.C.C.
NTS

NOTE:

WHEN WORKING NEAR A JOINT, DO NOT DRILL THE #8 REBAR DIRECTLY TOWARD JOINT IF EDGE OF CORE IS LESS THAN 6" FROM JOINT. SAW CUT THE AREA OUT AND PROVIDE JOINT SECTION AS PART OF CAN REPLACEMENT.

APPROVED BY:
LAWA STAFF
CHECKED BY:
ANTONE FERMELIA
DRAWN BY:
WILLIAM P. MAREK
DATE:
10-11-2011



REVISION NO.	DESCRIPTION	DATE

DRAFT SUBMITTAL

LAWA STANDARD PLANS
TAXIWAY AND GUARD LIGHT
INSTALLATION DETAILS

LAWA STANDARD PLAN NUMBER
E20.04
SHEET: 26 OF 26

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