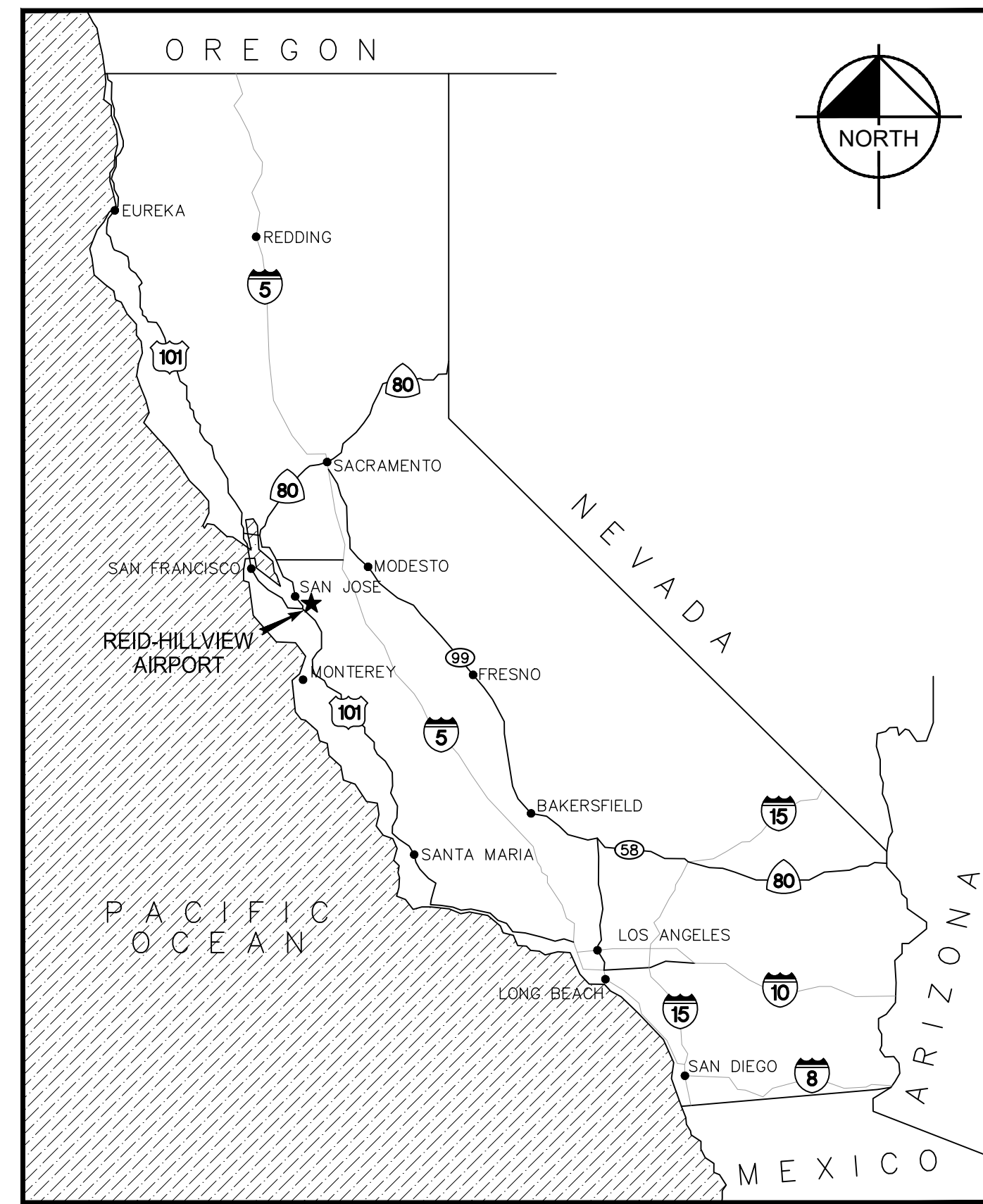


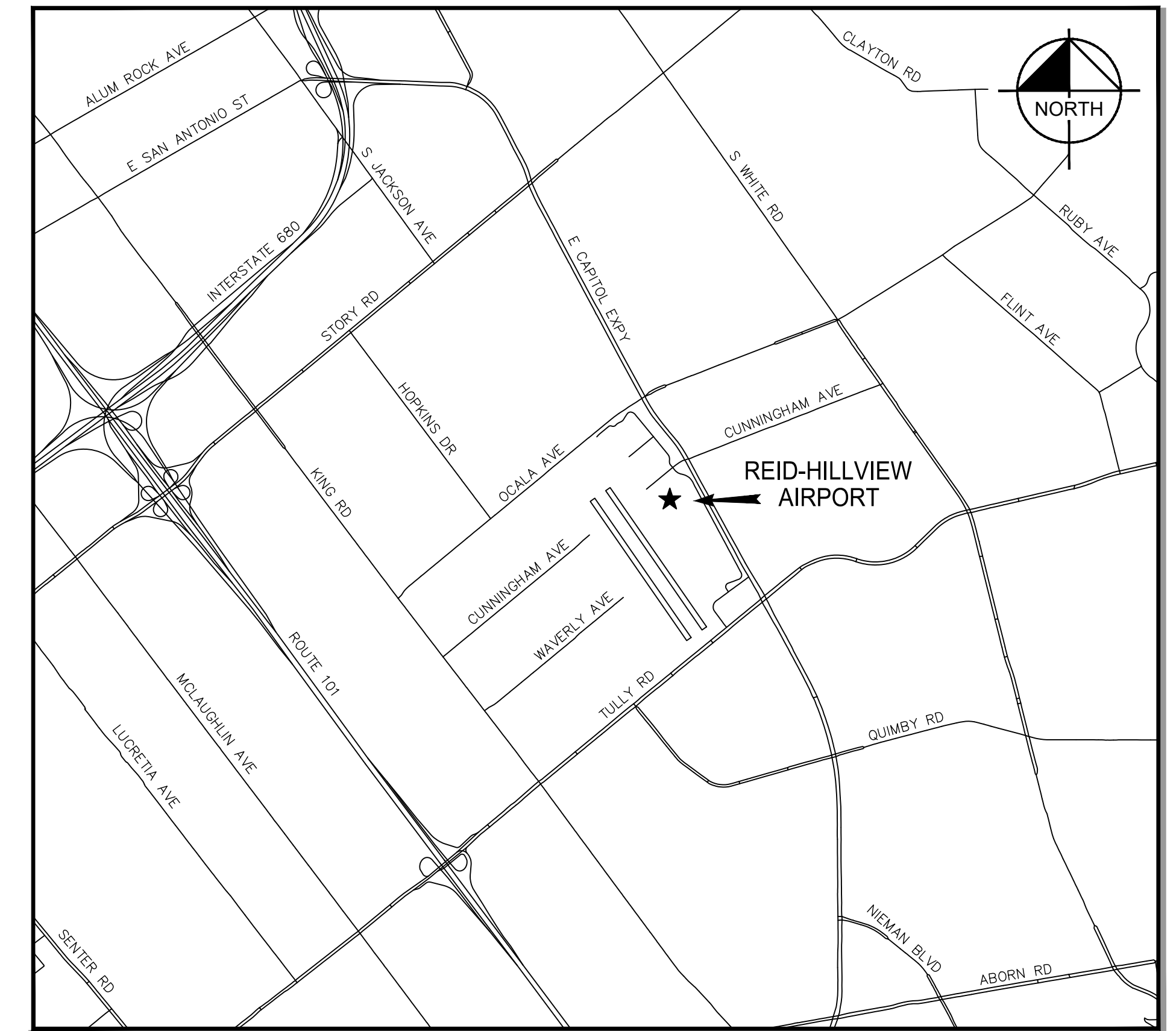
# REID-HILLVIEW AIRPORT SANTA CLARA COUNTY, CALIFORNIA

## AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES

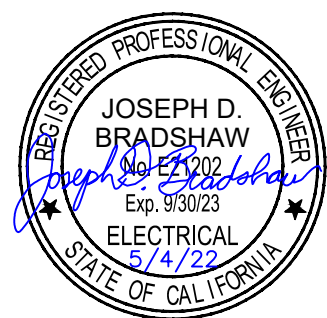


LOCATION MAP  
N.T.S.

### REID-HILLVIEW AIRPORT IMPROVEMENTS COUNTY OF SANTA CLARA



COUNTY OF SANTA CLARA VICINITY MAP  
N.T.S.



NO.	REVISIONS	BY	DATE	APP'D



**Kimley»Horn**  
 C 2021 KIMLEY-HORN AND ASSOCIATES, INC.  
 10 ALMADEN BLVD SUITE #1250  
 SAN JOSE, CALIFORNIA 95113  
 (669) 800-4130

COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

JPT 5/11/22  
 DESIGNED DATE  
 JPT 5/11/22  
 DRAWN DATE  
 JDB 5/11/22  
 CHECKED DATE

SUBMITTED:  
 HARRY FREITAS  
 DIRECTOR  
 \_\_\_\_\_  
 SIGNATURE

**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**COVER SHEET**

DRAWING NO.  
**T0.0**  
 SHT NO.  
 1 OF 33

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

**GENERAL NOTES**

- CONSTRUCTION OF THIS PROJECT SHALL BE IN ACCORDANCE WITH THE FOLLOWING: THE PLANS AND SPECIFICATIONS; ALL APPLICABLE FAA STANDARDS AND SPECIFICATIONS LATEST REVISION; AND THE COUNTY OF SANTA CLARA DETAILS, LATEST REVISION. IN THE EVENT OF ANY CONFLICT BETWEEN THE CONTRACT DOCUMENTS FOR THIS PROJECT AND THE COUNTY OF SANTA CLARA DETAILS, THE CONTRACT DOCUMENTS FOR THIS PROJECT SHALL PREVAIL. THE PRECEDENCE OF THE CONTRACT DOCUMENTS ARE CONTAINED IN THE SPECIAL PROVISIONS. CALCULATED DIMENSIONS WILL GOVERN OVER SCALED DIMENSIONS.
- THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL SAFETY REGULATIONS.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PRESERVATION OF ALL EXISTING IMPROVEMENTS, PROPERTY AND FACILITIES. THE CONTRACTOR SHALL PROTECT CAREFULLY, FROM DAMAGE, OR DISTURBANCE, ALL LAND AND SURVEY MONUMENTS AND PROPERTY MARKERS. IF DAMAGE TO AIRPORT PROPERTY AND/OR FACILITIES DOES OCCUR AS A RESULT OF THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR, AT HIS SOLE EXPENSE, SHALL RESTORE SUCH PROPERTY AND/OR FACILITIES TO A CONDITION EQUAL TO THAT EXISTING BEFORE SUCH DAMAGE AND TO THE SATISFACTION OF THE ENGINEER.
- SAFETY AND SECURITY – SAFETY AND SECURITY OF THE CONSTRUCTION OPERATIONS WITHIN THE AIRPORT OPERATIONS AREA (AOA) AND THE SAFETY AND SECURITY OF AIRCRAFT OPERATIONS THROUGH AND IN THE VICINITY OF THE CONSTRUCTION PROJECT LIMITS IS THE CONTRACTOR'S RESPONSIBILITY. THE CONTRACTOR SHALL COORDINATE WITH RHV OPERATIONS AND THE COUNTY ON ALL MATTERS RELATED TO SAFETY AND SECURITY WITHIN THE AOA. WORK SHALL NOT BE PERFORMED WITHIN THE AOA WITHOUT PRIOR COORDINATION WITH THE AIRPORT REPRESENTATIVES.
- THE CONSTRUCTION WORK ON THIS PROJECT WILL OCCUR WITHIN AN ACTIVE AOA AND IS SUBJECT TO THE OPERATIONAL SAFETY AND SECURITY REQUIREMENTS OF REID-HILLVIEW AIRPORT (RHV) 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 RHV OR THE FAA AND AT NO ADDITIONAL COST TO THE OWNER.
- 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 RHV.
- THE CONTRACTOR WILL BE REQUIRED TO (1) COORDINATE WITH RHV OPERATIONS AND THE FAA TOWER PERSONNEL ON ALL ITEMS RELATED TO THE AOA SAFETY AND SECURITY; AND (2) FULLY COMPLY WITH THE 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.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL CONSTRUCTION SURVEYING. EXISTING AIRPORT SURVEY MONUMENTS ARE LOCATED WITHIN THE AOA. THE CONTRACTOR SHALL, AT HIS EXPENSE, HAVE A REGISTERED LAND SURVEYOR REPLACE ANY DISTURBED MONUMENTS USING FIRST ORDER TECHNIQUES. REPLACEMENT MONUMENTS SHALL BE PLACED AT LEAST TEN- FEET (10') BUT NOT MORE THAN FIFTY- FEET (50') FROM THE ORIGINAL MONUMENT.
- 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, INCLUDING LIGHTING DUCTS AND CABLES, 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 CONTRACTOR'S 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.
- 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 AIRPORT.
- POWER, CONTROL CABLES AND 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. CONTRACTOR SHALL ADHERE TO ANY RHV LOCKOUT/TAGOUT PROCEDURES.
- ANY DAMAGE TO THE EXISTING AIRPORT LIGHTING SYSTEM CAUSED BY CONSTRUCTION OPERATIONS SHALL BE REPORTED TO THE OWNER IMMEDIATELY AND REPAIRED AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL NOTE IN THE RECORD DRAWINGS ALL PIPES, DUCTS AND CABLES FOUND DURING EXCAVATION AND INDICATE EXACT POSITION, ELEVATION, DIRECTION, SIZE, MATERIAL, PURPOSE AND ACTIVE STATUS IF KNOWN.
- WASTE MATERIALS – ALL WASTE MATERIAL INCLUDING BUT NOT LIMITED TO ASPHALT, CONCRETE, RUBBLE, PAVEMENT REINFORCEMENT FABRIC AND/OR GEOGRID, 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 WASTED OR STOCKPILED ON THE AIRPORT PROPERTY.
- SALVAGED ITEMS – ANY SALVAGED ITEMS ARE TO REMAIN THE PROPERTY OF AIRPORT.
- 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 CONTRACTOR'S RESPONSIBILITY TO FURTHER INVESTIGATE CONDITIONS AS IT DETERMINES NECESSARY. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR THE REMOVAL OF PAVEMENT CONTAINING REINFORCEMENT FABRIC OR GEOGRID, IT SHALL BE DEEMED INCLUDED IN THE UNIT COSTS FOR THE VARIOUS ITEMS.
- THE CONTRACTOR IS ADVISED THAT NO INVESTIGATIONS WERE CARRIED OUT ON THE EXISTING STORM DRAIN SYSTEM OR NAVIAD AND ELECTRICAL SYSTEM, AND THESE SYSTEMS MAY BE BACKFILLED WITH CONCRETE, SLURRY, CLSM OR A COMBINATION OF THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FURTHER INVESTIGATE CONDITIONS AS IT DETERMINES NECESSARY. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR CONCRETE, SLURRY, AND/OR CLSM BACKFILL REMOVAL, IT SHALL BE DEEMED INCLUDED IN THE UNIT COSTS FOR THE VARIOUS ITEMS.
- 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.
- 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.
- THE CONTRACTOR SHALL CONDUCT POWER VACUUM CLEANING OF ALL AFFECTED AIRPORT PAVEMENTS INCLUDING CONSTRUCTION TRAFFIC HAUL ROUTES AND CROSSINGS AT THE END OF EACH WORK DAY, PRIOR TO THE REOPENING OF ANY PAVEMENT TO AIR TRAFFIC AND IMMEDIATELY AFTER PROJECT COMPLETION. THE CONTRACTOR IS RESPONSIBLE FOR CONTINUOUS DAILY CLEAN UP OF THE WORK AREAS.

**GENERAL NOTES (CONTINUED)**

- 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 FIFTEEN DAYS OF PROJECT SUBSTANTIAL COMPLETION DATE.
- 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 COSTS SUBSEQUENTLY FOUND SHALL BE DEEMED TO BE THE SOLE RESPONSIBILITY OF CONTRACTOR.
- THE OWNER RESERVES THE RIGHT TO MAKE REVISIONS TO THE FINISHED ELEVATIONS AND GRADIENTS, IF CHANGES ARE NECESSARY. THE OWNER WILL FURNISH A REVISED GRADING AND/OR PAVING PLAN. UNIT PRICES SHALL GOVERN FOR ANY REVISED QUANTITIES.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL UTILITIES AND HOOKUPS FOR THE CONTRACTORS STAGING AREA. REQUIRED UTILITIES FOR THE CONTRACTORS OPERATIONS SHALL BE ARRANGED AND PAID FOR BY THE CONTRACTOR, IF REQUIRED DIRECTLY TO THE APPROPRIATE UTILITY.
- 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.
- THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FIRE HYDRANTS AT ALL TIMES.
- THE CONTRACTOR SHALL NOT DRAW CONSTRUCTION WATER FROM ANY FIRE HYDRANT FOR USE DURING THE PROJECT WITHOUT FIRST OBTAINING A WRITTEN PERMIT FOR THE WATER METER FROM THE WATER COMPANY.
- THE CONTRACTOR SHALL APPLY WATER, CHEMICALS, VEGETATION OR OTHER MATERIALS WHEN THE ENGINEER DEEMS NECESSARY TO PREVENT THE OCCURRENCE OF DUST WHICH IS OBJECTIONABLE FOR AIRCRAFT OPERATIONS AND OTHER USERS OF THE AREA INCLUDING BUT NOT LIMITED TO RHV OPERATIONS, AIRCRAFT OPERATIONS AND LAND SIDE OPERATIONS. ALL COSTS FOR CONTROLLING CONSTRUCTION DUST OR POLLUTANTS FROM THE CONTRACTORS OPERATIONS SHALL BE INCIDENTAL TO THE CONTRACT.
- 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 AND TO THE SATISFACTION OF THE ENGINEER. COSTS FOR SAID LIGHTING SHALL BE INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR'S SUPERINTENDENT 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.

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31	E5.1	RUNWAY 13L-31R CIRCUIT MAP
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**LEGEND**

	AIRPORT PROPERTY LINE		TRAFFIC SIGN POST
	CENTERLINE AND STATIONING		SURVEY MONUMENT
	RUNWAY SAFETY AREA		BORING/CORE LOCATION AND DEPTH
	TAXIWAY SAFETY AREA		STORM DRAIN INLET
	RUNWAY OBJECT FREE AREA		STORM SEWER MANHOLE
	TAXIWAY OBJECT FREE AREA		BURIED STORM SEWER MANHOLE
	RUNWAY OBSTACLE FREE ZONE		SANITARY SEWER MANHOLE
	EXISTING FENCE		TELEPHONE MANHOLE
	EXISTING WATER MAIN		ELECTRICAL MANHOLE
	EXISTING SANITARY SEWER		WATER METER
	EXISTING STORM DRAIN		WATER VALVE
	FAA COMMUNICATIONS/POWER	<b>EXISTING</b>	<b>PROPOSED</b>
	HAUL ROUTE		EDGE OF PAVEMENT
			MAJOR CONTOUR
			MINOR CONTOUR
			FLOW LINE
			DIRECTION OF FLOW
			ELEVATIONS
			SPOT ELEVATION
			RUNWAY/TAXIWAY EDGE LIGHT
			AIRPORT SIGN

**ABBREVIATIONS**

\*SEE E1.0 FOR MORE ABBREVIATIONS

△	ANGLE	FG	FINISHED GRADE	PVC	POLYVINYL CHLORIDE OR POINT OF VERTICAL CURVATURE
∠	DELTA	FL	FLOW LINE	PWMT	PAVEMENT
∅	DIAMETER	FNC	FENCE	PVT	POINT OF VERTICAL TANGENCY
#	NUMBER	FO	FIBER OPTIC	Q	QUANTITY OF DRAINAGE RUNOFF
%	PERCENT	FT	FOOT or FEET	R	RADIUS
∠	ANGLE	G	GUTTER or GAS LINE	RCP	REINFORCED CONCRETE PIPE
A	AGGREGATE BASE COURSE	GB	GRADE BREAK	RD	ROAD
AB or ABC	AGGREGATE BASE COURSE	GP	GRATE INLET PROTECTION	RDNWY	ROADWAY
AC	ASPHALTIC CONCRETE	GR	GRADE OR GRATE	REF	REFERENCE
Ac	ACRE	HDPE	HIGH DENSITY POLYETHYLENE PIPE	REIL	RUNWAY END IDENTIFIER LIGHTS
ACP	ASBESTOS CEMENT PIPE	HT/HTG	HEIGHT	REINF	REINFORCED
AOA	AIR OPERATIONS AREA	HORIZ	HORIZONTAL	REQ	REQUIRED
APPROX	APPROXIMATE	HP	HIGH POINT	REV	REVISED OR REVISION
ARRA	AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009	ID	INSIDE DIAMETER	RGRCP	RUBBER GASKET REINFORCED CONCRETE PIPE
ARFF	AIR RESCUE AND FIREFIGHTING	INCL	INCLUDED	RHV	REID-HILLVIEW AIRPORT
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS	IN	INCH OR INCHES	RSA	RUNWAY SAFETY AREA
ATC	AIR TRAFFIC CONTROL	INVT	INVERT	ROFA	RUNWAY OBJECT FREE AREA
ATCT	AIR TRAFFIC CONTROL TOWER	JT	JOINT	ROFZ	RUNWAY OBSTACLE FREE ZONE
BC	BEGIN CURVE	LV	LEFT or LENGTH	ROW	RIGHT-OF-WAY
BLDG	BUILDING	LAT	LATITUDE	R/W	RUNWAY
BM	BENCH MARK	LF	LINEAR FOOT	S	SOUTH
BMP	BEST MANAGEMENT PRACTICES	LOC	LOCALIZER	SD	STORM DRAIN
BOT	BOTTOM	LONG	LONGITUDE	SE	SOUTHEAST
CB	CATCH BASIN	LS	LUMP SUM	SEC	SECTION
CF	CUBIC FOOT	MAX	MAXIMUM	SE	SECTION
CFR	CODE OF FEDERAL REGULATIONS	MH	MANHOLE	SF	SQUARE FEET
CIP	CAST IN PLACE	MIN	MINIMUM	SHT	SHEET
CL or t	CENTER LINE	MIRL	MEDIUM INTENSITY RUNWAY LIGHTS	SPA	SPACING
CLSM	CONTROLLED LOW STRENGTH MATERIAL	MITL	MEDIUM INTENSITY TAXIWAY LIGHTS	SPEC	SPECIFICATIONS
CMP	CORRUGATED METAL PIPE	MISC	MISCELLANEOUS	SPWC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
CO	COUNTY	MON	MONUMENT	SQ	SQUARE
CONC	CONCRETE	MPH	MILES PER HOUR	SS	SANITARY SEWER
CONN	CONNECT/CONNECTING	MUTCD	MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES	ST	STREET
CONST	CONSTRUCTION	N	NORTH	STA	STATION
COR	CORNER	NAP	NOT A PART	STD	STANDARD
COS	CITY OF SALINAS	NAVAID	NAVIGATIONAL AID	STW	SOUTHWEST
CP	CONCRETE PIPE	NE	NORTHEAST	SWPPP	STORM WATER POLLUTION PREVENTION PLAN
CTR	CENTER	NGS	NATIONAL GEODETIC SURVEY	SY	SQUARE YARD
CY	CUBIC YARDS	NPI	NON-PAY ITEM	T	TANGENT (CURVE DATA)
D	DEGREE OF CURVE	No.	NUMBER	TBA	TO BE ABANDONED
DEPT	DEPARTMENT	NOTAM	NOTICE TO AIRMEN	TEL	TELEPHONE
DTL	DETAIL	NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM	TEMP	TEMPORARY
DIA	DIAMETER	PROP	PROPOSED	TOFA	TAXIWAY OBJECT FREE AREA
DIM	DIMENSION	N.T.S.	NOT TO SCALE	TP	TOP OF PAVEMENT
DIP	DUCTILE IRON PIPE	NW	NORTHWEST	TOFA	TAXIWAY OBJECT FREE AREA
DWG	DRAWING	OC	ON CENTER	TOFA	TAXIWAY OBJECT FREE AREA
E	EAST	OD	OUTSIDE DIAMETER	TP	TYPICAL
EA	EACH	OFA	OBJECT FREE AREA	T/W	TAXIWAY
ELEC	ELECTRIC or ELECTRICAL	OPS	OPERATIONS	T/W or TWY	TAXIWAY
(E), EL or ELEV	ELEVATION	PAPI	PRECISION APPROACH PATH INDICATOR	VCP	VITRIFIED CLAY PIPE
EP	EDGE OF PAVEMENT	PC	POINT OF CURVATURE	W/	WITH
ESMT	EASEMENT	PCC	POINT OF COMPOUND CURVATURE	WM	WATER METER
EW	EACH WAY	PCCP	PORTLAND CEMENT CONCRETE PAVEMENT	WV	WATER VALVE
EX or EXIST	EXISTING	PI	POINT OF INTERSECTION	WW	WELDED WIRE FABRIC
FAA	FEDERAL AVIATION ADMINISTRATION	PLS	PROFESSIONAL LAND SURVEYOR		
FOD	FOREIGN OBJECT DEBRIS	POC	POINT OF CONNECTION		
FND	FINDING	PRC	POINT OF REVERSE CURVATURE		
FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY	PROP	PROPOSED		
		PRVC	POINT OF REVERSE VERTICAL CURVATURE		
		PSI	POUNDS PER SQUARE INCH		
		PT	POINT OF TANGENCY		

**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

**REID-HILLVIEW AIRPORT  
AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

**GENERAL NOTES**

DRAWING NO.

**T1.1**

SHT NO.

2 OF 33

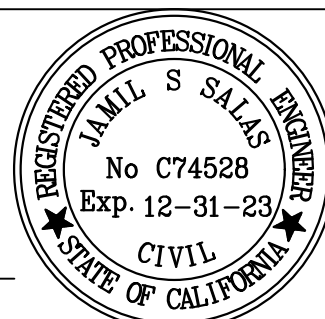
NO.	REVISIONS	BY	DATE	APP'D



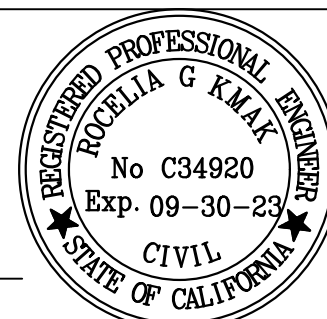
**Kimley»Horn**  
 C 2021 KIMLEY-HORN AND ASSOCIATES, INC.  
 10 ALMADEN BLVD SUITE #1250  
 SAN JOSE, CALIFORNIA 95113  
 (669) 800-4130

MR	DESIGNED	5/11/22	DATE
MR	DRAWN	5/11/22	DATE
R.J.H	CHECKED	5/11/22	DATE

SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



APPROVAL:  
 ROCELIA G. KMAK  
 PRINCIPAL CIVIL ENGINEER



SIGNATURE

SIGNATURE

PROJECT NO. 192232000



CONTRACT NO.

FILE NO.

**GENERAL NOTES**

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.

**LEGEND**

- POINT ID  PRIMARY CONTROL POINT
- POINT ID  SECONDARY CONTROL POINT

**RUNWAY END POINT DATA**

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION	RWY	RWY STATIONING
13L	1947316.265	6177456.961			13L-31R	10+00.00
31R	1945551.094	6178754.087				42+76.83

**SURVEY**

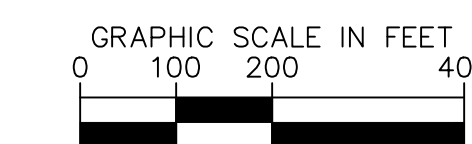
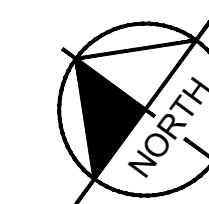
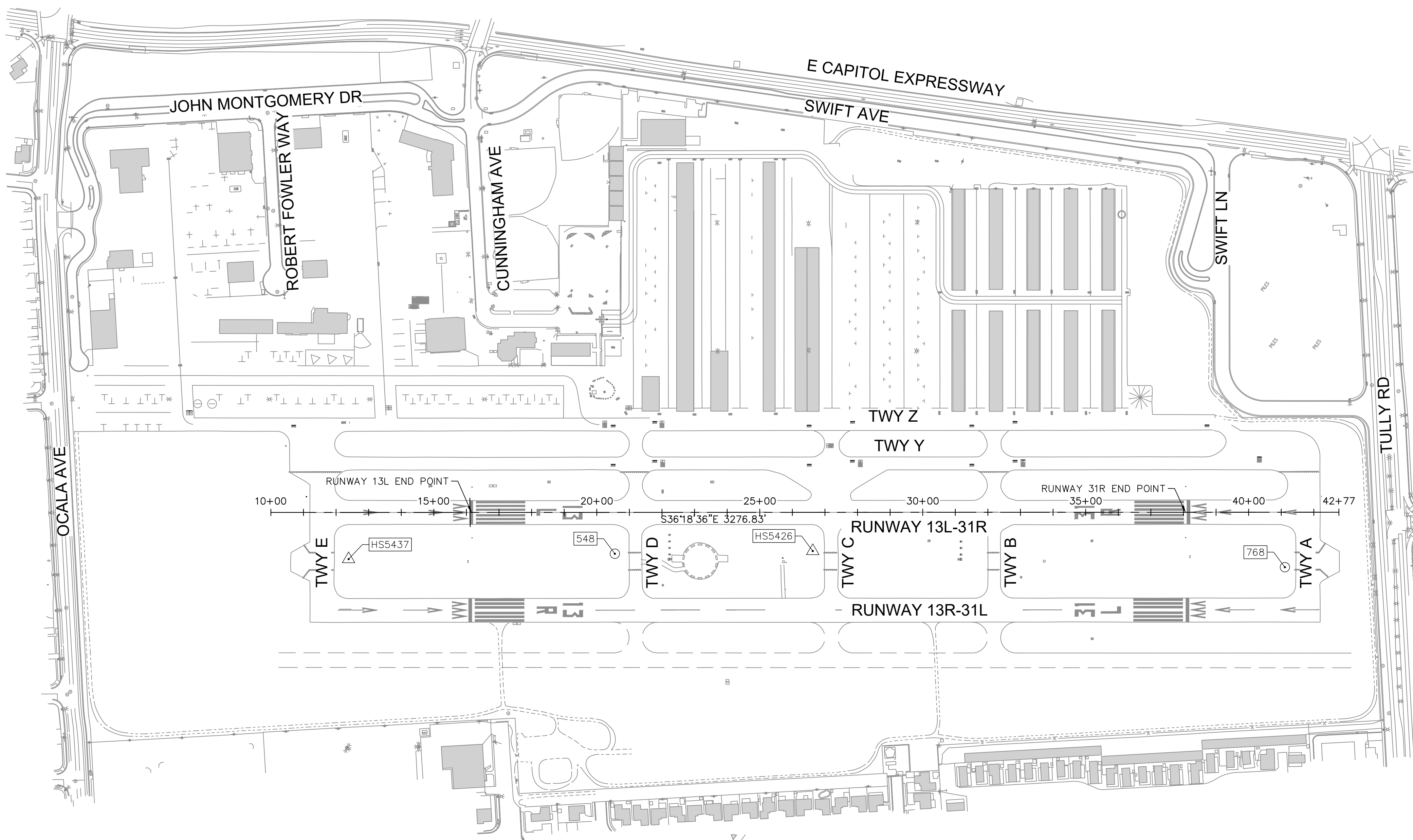
SURVEY PREPARED FOR: KIMLEY-HORN AND ASSOCIATES, INC.  
 SURVEY DATE: NOVEMBER 2021  
 SURVEY PREPARED BY: SANTA CLARA COUNTY SURVEY  
 (408) 573-2466  
 CONTACT: JON OSWALD, FIELD SURVEY TECHNICIAN II

**CONTROL POINT DATA**

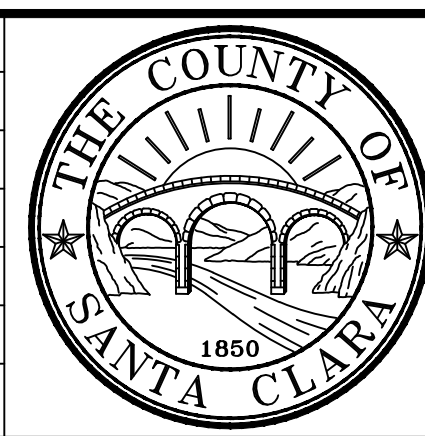
CONTROL TYPE	POINT ID	NORTHING	EASTING	ELEVATION	DESCRIPTION
1 PRIMARY	HS5437	1947535.338	6177118.155	121.452'	FAA RHV A
2 SECONDARY	548	1946886.692	6177615.083	123.807'	-
3 PRIMARY	HS5426	1946402.226	6177981.365	126.916'	ARP 1969 RHV
4 SECONDARY	768	1945205.536	6178798.753	132.911'	-

**HORIZONTAL AND VERTICAL CONTROL**

1. THE HORIZONTAL DATUM FOR THIS PROJECT IS BASED ON THE NORTH AMERICAN DATUM OF 1983, CONVERTED TO THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 3, SURVEY FEET UNITS.
2. THIS SURVEY IS BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).



NO.	REVISIONS	BY	DATE	APP'D

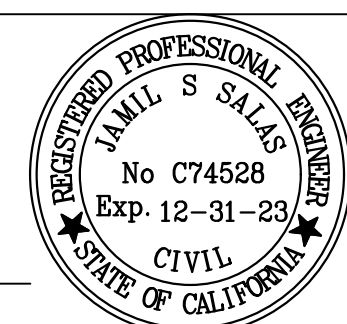


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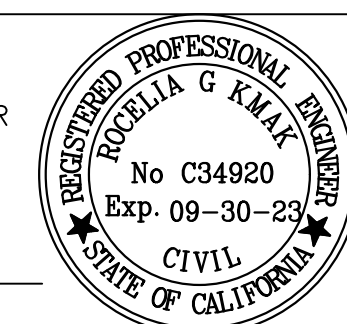
**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

MR DESIGNED 5/11/22 DATE  
 MR DRAWN 5/11/22 DATE  
 R.J.H. CHECKED 5/11/22 DATE

SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER  
 SIGNATURE



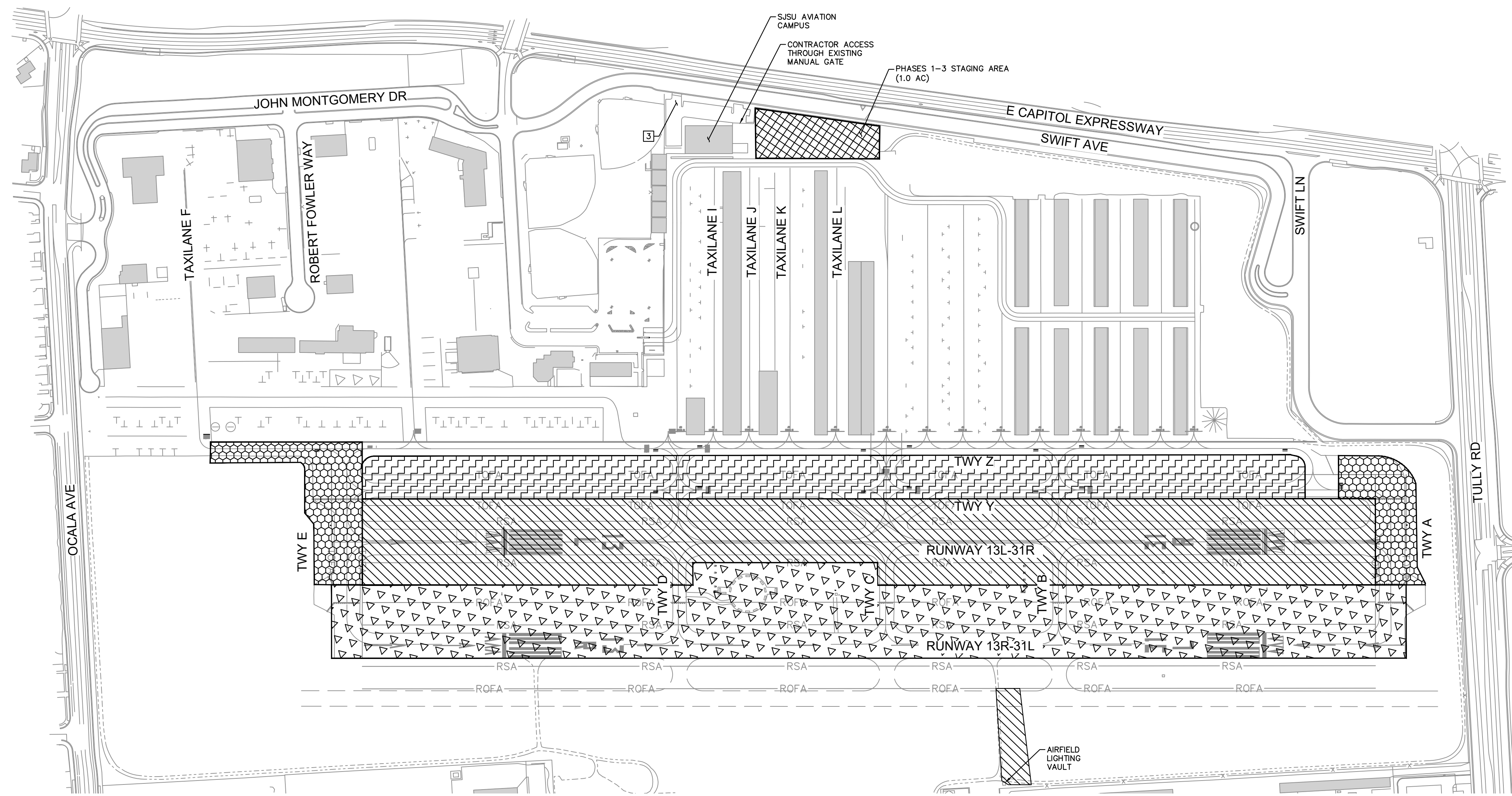
APPROVAL: ROCELIA G. KMAK PRINCIPAL CIVIL ENGINEER  
 SIGNATURE



**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**SURVEY CONTROL PLAN**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

DRAWING NO. **T2.1**  
 SHT NO. 3 OF 33



**LEGEND**

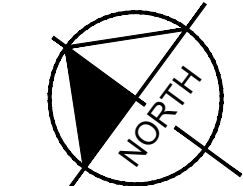
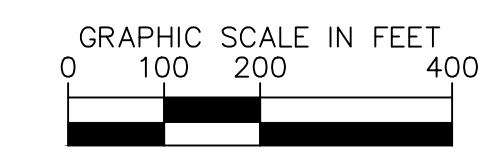
- CONTRACTOR STAGING AREA
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- TOFA TAXIWAY OBJECT FREE AREA

**GENERAL NOTES**

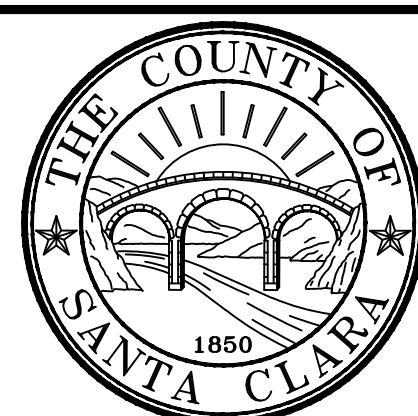
1. ALL MOVEMENT AREAS WITHIN THE AOA WHICH ARE NOT DESIGNATED TO BE CLOSED TO AIRCRAFT TRAFFIC SHALL REMAIN OPEN TO AIRCRAFT OPERATIONS AT ALL TIMES DURING CONSTRUCTION.
2. CONTRACTOR SHALL ENSURE CONTINUOUS ACCESS FOR AIRPORT VEHICLES AND ARFF VEHICLES ALONG THE VSR DURING THE CONSTRUCTION
3. CONTRACTOR SHALL ENSURE ALL AIRFIELD ELECTRICAL CIRCUITS FOR MOVEMENT AREAS AND NON-MOVEMENT AREAS AND WHICH ARE OPEN TO AIRCRAFT OPERATIONS SHALL REMAIN IN SERVICE AND ENERGIZED DURING THE HOURS OF LOW VISIBILITY.
4. CONTRACTOR TRAFFIC TO REMAIN ON DESIGNATED HAUL ROUTES ONLY.
5. AIRPORT OPERATIONS MAY REQUIRE SAFETY MEASURES IN ADDITION TO THOSE SHOWN ON THE PLANS. CONTRACTOR SHALL COMPLY AS DIRECTED BY AIRPORT OPERATIONS AT NO ADDITIONAL COST TO THE OWNER.
6. CONTRACTOR SHALL NOTIFY RHV A MINIMUM OF 14 CALENDAR DAYS BEFORE REQUESTING TO COMMENCE WORK IN THIS PHASE AND RECEIVE WRITTEN APPROVAL TO PROCEED.
7. A PAVEMENT CURE PERIOD IS REQUIRED FOR ASPHALT PAVEMENT PRIOR TO THE INSTALLATION OF FINAL PAVEMENT MARKINGS. INSTALLATION OF FINAL PAVEMENT MARKINGS IS TO BE COORDINATED WITH SJC OPERATIONS IF IT FALLS OUTSIDE OF ORIGINAL WORK PHASE DURATIONS.
8. CONTRACTOR TO REMAIN OFF ANY ACTIVE MOVEMENT AREA UNLESS OTHERWISE APPROVED BY ATCT.

**CONSTRUCTION PHASING SUMMARY, AIRFIELD RESTRICTIONS & CLOSURES**

LEGEND	WORK AREA PHASE	PHASE DURATION (CALENDAR DAYS)	CONCURRENT PHASES	AIRFIELD OPERATION IMPACT (TAXIWAY/APRON/RUNWAY CLOSED TO AIRCRAFT OPERATIONS)	DESCRIPTION OF WORK	WORK HOURS	NOTES
	0	90	1, 2, 3, & 4	SEE PHASES 1-4	MOBILIZATION		
	1	7	3 & 4	FULL CLOSURE OF: 1. RWY 13L-31R 2. TWY B, C, AND D BETWEEN TWY Z AND RWY 13R-31L	<ul style="list-style-type: none"> <li>• INSTALL LED RUNWAY EDGE/END LIGHT, CABLING AND ISOLATION TRANSFORMER ON EXISTING AND NEW BASE CAN</li> <li>• INSTALL AIRFIELD CABLING FOR RUNWAY AND TAXIWAY LIGHTING CIRCUIT</li> <li>• INSTALL LED AIRFIELD GUIDANCE SIGN</li> <li>• INSTALL DIRECT BURIED CONDUIT AND CABLING</li> <li>• INSTALL BASE CAN WITH BLANK STEEL COVER</li> <li>• INSTALL ELEVATED RUNWAY GUARD LIGHT</li> <li>• AIRFIELD LIGHTING VAULT IMPROVEMENTS</li> </ul>	DAYTIME WORK (SEVEN DAYS A WEEK) 8 HOURS PER DAY (0700 TO 1530)	COORDINATE ALL CLOSURES WITH RHV PROJECT MANAGER. CLOSURES OF RWY AND TWY REQUIRE A MINIMUM OF TWO WEEK NOTICE. CONTRACTOR TO REMAIN CLEAR OF ACTIVE TOFA'S.
	2	7	NONE	FULL CLOSURE OF: 1. RWY 13R-31L 2. TWY A, B, C, D, AND E WEST OF RWY 13L-31R	<ul style="list-style-type: none"> <li>• INSTALL AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION</li> <li>• INSTALL RETRO-REFLECTIVE AIRFIELD GUIDANCE SIGN</li> <li>• INSTALL DIRECT BURIED CONDUIT AND CABLING</li> <li>• INSTALL BASE CAN WITH BLANK STEEL COVER</li> <li>• INSTALL ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION</li> <li>• SEGMENTED CIRCLE RECONFIGURATION</li> <li>• AIRFIELD LIGHTING VAULT IMPROVEMENTS</li> </ul>	DAYTIME WORK (SEVEN DAYS A WEEK) 8 HOURS PER DAY (0700 TO 1530)	COORDINATE ALL CLOSURES WITH RHV PROJECT MANAGER. CLOSURES OF TWYS REQUIRE A MINIMUM OF TWO WEEK NOTICE. CONTRACTOR TO REMAIN CLEAR OF ACTIVE TOFA'S.
	3	7	1	FULL CLOSURE OF: 1. TWY A 2. TWY E	<ul style="list-style-type: none"> <li>• INSTALL ELEVATED RUNWAY EDGE LIGHT WITH CABLING AND ISOLATION TRANSFORMER ON EXISTING BASECAN</li> <li>• INSTALL CABLING FOR RUNWAY AND TAXIWAY LIGHTING CIRCUITS IN EXISTING CONDUIT OR DUCTBANK</li> <li>• INSTALL AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION</li> <li>• INSTALL DIRECT BURIED CONDUIT AND CABLING</li> <li>• INSTALL DIRECTIONAL BORE CONDUIT AND CABLING</li> <li>• INSTALL BASE CAN WITH BLANK STEEL COVER</li> <li>• INSTALL ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION</li> <li>• INSTALL ELEVATED RUNWAY END LIGHT AND CABLING ON NEW BASE CAN WITH NEW ISOLATION TRANSFORMER</li> <li>• AIRFIELD LIGHTING VAULT IMPROVEMENTS</li> </ul>	NIGHT WORK (SEVEN DAYS A WEEK) 8 HOURS PER NIGHT (2200 TO 0600)	COORDINATE ALL CLOSURES WITH RHV PROJECT MANAGER. CLOSURES OF TWYS REQUIRE A MINIMUM OF TWO WEEK NOTICE. CONTRACTOR TO REMAIN CLEAR OF ACTIVE TOFA'S.
	4	14	1 (WITH APPROVAL FROM ENGINEER)	FULL CLOSURE OF: 1. TWY Y BETWEEN TWY A AND TWY E 2. TWYS B, C, AND D BETWEEN TWY Z AND RWY 13L-31R	<ul style="list-style-type: none"> <li>• INSTALL CABLING AND ISOLATION TRANSFORMER IN EXISTING TAXIWAY EDGE LIGHT BASE CAN</li> <li>• INSTALL CABLING FOR TAXIWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK</li> <li>• INSTALL AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION</li> <li>• INSTALL BASECAN WITH BLANK STEEL COVER</li> <li>• INSTALL ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION</li> <li>• INSTALL LED AIRFIELD GUIDANCE SIGN</li> <li>• INSTALL DIRECT BURIED CONDUIT AND CABLING</li> <li>• INSTALL DIRECTIONAL BORE CONDUIT AND CABLING</li> <li>• INSTALL AIRFIELD CABLING FOR RUNWAY LIGHTING CIRCUIT</li> <li>• AIRFIELD LIGHTING VAULT IMPROVEMENTS</li> </ul>	DAYTIME WORK (SEVEN DAYS A WEEK) 8 HOURS PER DAY (0700 TO 1530)	COORDINATE ALL CLOSURES WITH RHV PROJECT MANAGER. CLOSURES OF TWYS REQUIRE A MINIMUM OF TWO WEEK NOTICE. CONTRACTOR TO REMAIN CLEAR OF ACTIVE TOFA'S.



NO.	REVISIONS	BY	DATE	APP'D

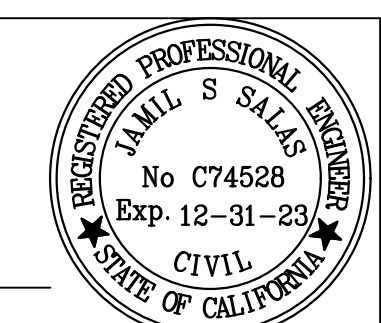


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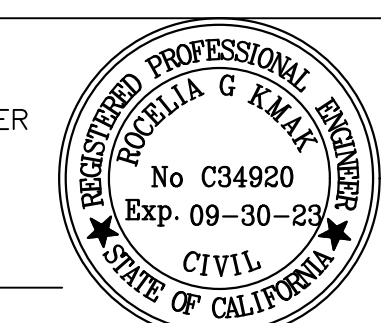
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 MR. DRAWN 5/11/22 DATE  
 R.J.H. CHECKED 5/11/22 DATE

SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



APPROVAL:  
 ROCELIJA G. KMAK  
 PRINCIPAL CIVIL ENGINEER



SIGNATURE

**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**CONSTRUCTION PHASING PLAN**  
**OVERALL**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

DRAWING NO. **T3.0**  
 SHT NO. 4 OF 33

**PHASING NOTES**

ITEMS TO BE TEMPORARILY INSTALLED, AND MARKINGS TO BE OBLITERATED.

- 1 TYPE 1 LOW PROFILE BARRICADE, LOCATION FOR PHASE AND SCHEDULE AS NOTED (SEE DETAIL 1 ON SHEET 9)
- 2 LIGHTED "X" RUNWAY CLOSURE SIGNAL (SEE DETAIL 2 ON SHEET 9)
- 3 HAUL ROUTE
- 4 CONTROLLED TAXIWAY CROSSING (SEE DETAIL 3 ON SHEET 9)

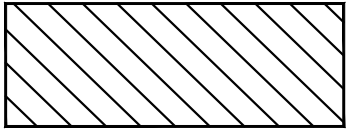
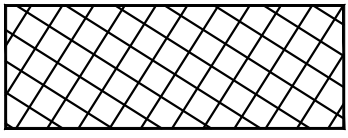







**GENERAL NOTES**

- 1. THE EXACT LOCATION AND LIMITS OF THE TYPE 1 LOW PROFILE BARRICADES AS SHOWN ON THIS SHEET MAY BE MODIFIED IN THE FIELD BY THE ENGINEER AS NEEDED AND AT NO ADDITIONAL COST TO THE OWNER.
- 2. RUNWAY 13L-31R, RUNWAY 13R-31L, TAXIWAY A, TAXIWAY B, TAXIWAY C, TAXIWAY D, TAXIWAY E AND ALL MOVEMENT AREAS WITHIN THE AOA WHICH ARE NOT DESIGNATED TO BE CLOSED TO AIRCRAFT TRAFFIC SHALL REMAIN OPEN TO AIRCRAFT OPERATIONS AT ALL TIMES DURING CONSTRUCTION.
- 3. THE CONTRACTOR SHALL PERFORM THE WORK IN A MANNER THAT FACILITATES ACCESS FOR AIRCRAFT TO THE AIRCRAFT PARKING RAMP AT ALL TIMES DURING THE CONSTRUCTION.
- 4. THE CONTRACTOR, INCLUDING SUPERVISORS, SHALL SUCCESSFULLY COMPLETE AIRPORT'S DRIVER TRAINING COURSE PRIOR TO ACCESSING THE AIRPORT AOA.

**CRITICAL AREAS CONSTRUCTION PHASE 1**

- 1. RSA WORK CANNOT BE COMPLETED WITHIN THE RSA WHILE THE RUNWAY IS OPEN.
  - 1.a. RUNWAY 13R-31L WILL REMAIN OPEN. THE RSA IS 120 FEET WIDE CENTERED ON THE RUNWAY CENTERLINE AND EXTENDS 240 FEET BEYOND THE RUNWAY THRESHOLD.
- 2. TOFA WORK CANNOT BE COMPLETED WITHIN THE TOFA WHILE THE TAXIWAY IS OPEN.
  - 2.a. TAXIWAYS A, E, AND Y AND TAXILANES F AND G, AND A PORTION OF TAXIWAY Z WILL REMAIN OPEN. THE TOFA IS 89 FEET WIDE CENTERED ON THE TAXIWAY CENTERLINE.

**LEGEND**

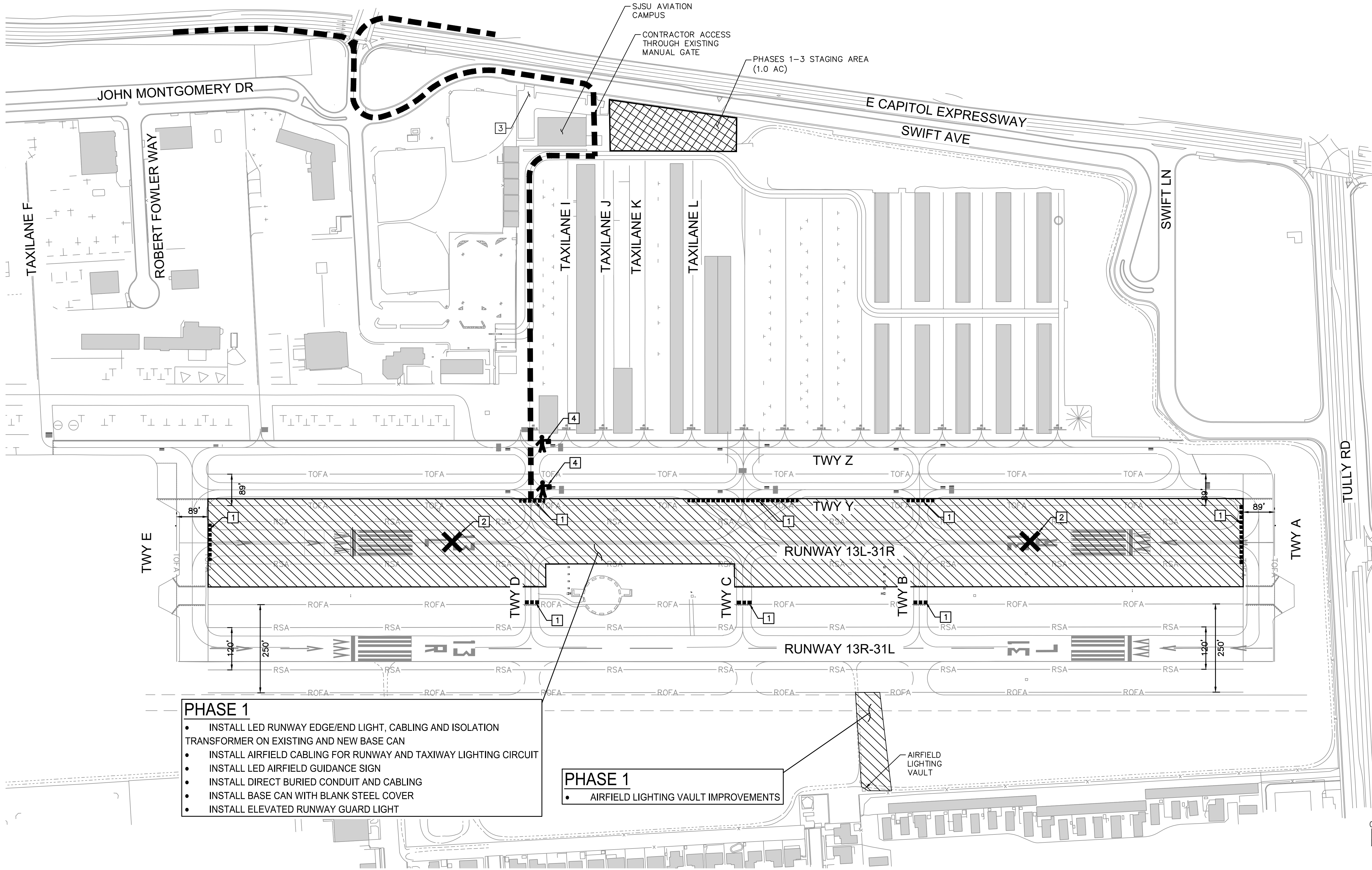
-  PHASE 1 WORK LIMITS
-  CONTRACTOR STAGING AREA
-  HAUL ROUTE
-  TYPE 1 LOW PROFILE BARRICADE EXACT LOCATION MAY BE FIELD VERIFIED AS DIRECTED BY THE ENGINEER
-  RSA RUNWAY SAFETY AREA
-  ROFA RUNWAY OBJECT FREE AREA
-  TOFA TAXIWAY OBJECT FREE AREA
-  LIGHTED "X" RUNWAY CLOSURE SIGNAL
-  FLAGGER CONTROLLED CROSSING

**SEQUENCE OF CONSTRUCTION GENERAL NOTES:**

1. WORK IN PHASE 1 SHALL BE COMPLETED WITHIN 7 CALENDAR DAYS.
2. WORK IN PHASE 1 SHALL BE COMPLETED, DEEMED ACCEPTED BEFORE ANY WORK WILL BE PERMITTED IN PHASE 2.
3. WORK IN PHASE 1 MAY BE PERMITTED CONCURRENTLY WITH PHASE 3 OR 4 WITH APPROVAL FROM THE ENGINEER.
4. SIMULTANEOUS DAY CLOSURES OF RUNWAY 13L-31R AND RUNWAY 13R-31L WILL NOT BE PERMITTED.
5. MAINTAIN A MINIMUM OF TWO TAXIWAY CONNECTORS AT ALL TIME EVEN DURING RUNWAY SHUTDOWN.

**CONTRACTOR RESTRICTIONS**

1. CONSTRUCTION TRAFFIC CONTROLLED CROSSINGS OF TAXIWAYS Y AND Z UNDER THE CONTROL OF TWO (2) CONTRACTOR PROVIDED FLAGGERS. FLAGGERS SHALL BE TRAINED BY OPS AND HAVE DIRECT AND INDIRECT MEANS OF COMMUNICATING WITH ATC (TRANSCIVER RADIO ON GROUND FREQUENCY AND MOBILE PHONES).
2. IN THE EVENT THAT THE CONTRACTOR IS UNABLE TO MOBILIZE OUTSIDE OF THE TOFA WITHIN 10 MINUTES OF NOTICE, THE AFFECTED TAXIWAY WILL BE TEMPORARY CLOSED IN A MANNER THAT MINIMIZES TAXIWAY OPERATION DISTURBANCES. FLAGGERS SHALL COMMUNICATE WITH ATCT. ALL AIRCRAFTS SHALL BE RE-ROUTED.
3. ALL OBJECT FREE AREA, SAFETY AREA, AND LOC CRITICAL AREA SURFACE GRADIENTS SHALL COMPLY WITH FAA AC 150/5300-13A CHANGE 1 PRIOR TO OPENING CLOSED PORTIONS OF PAVEMENTS.
4. CONTRACTOR IS RESPONSIBLE FOR DE-ENERGIZING AIRPORT OWNED ELECTRICAL CIRCUITS AS NECESSARY. FAA OWNED EQUIPMENT SHALL BE DE-ENERGIZED BY FAA WITH 72 HOURS MINIMUM NOTICE.
5. CONTRACTOR SHALL NOTE THAT ACTIVE DIRECT BURIED FAA LINES ARE PRESENT WITHIN THE WORK AREAS. CONTRACTOR TO CARRY SPLICE KITS OR CABLE REPAIR KITS DURING EACH PHASE TO MITIGATE POTENTIAL DAMAGE TO FAA LINES. CONTRACTOR TO CONTACT FAA WHERE EQUIPMENT OR CABLES ARE DAMAGED. FAA-C-1391 SECTION 5.2.3. FAA TO OBSERVE CABLE REPAIR/SPLICING PER FAA-C-1391 SECTION 3.3.2.2. AND SAMPLE OF SPLICING METHOD AND SPLICE TO BE PROVIDED TO FAA FOLLOW SPLICING PER FAA-C-1391 SECTION 4.6.2.

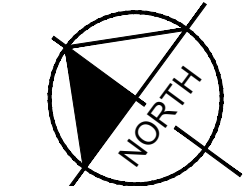
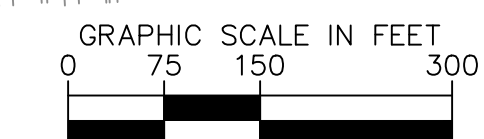


**PHASE 1**

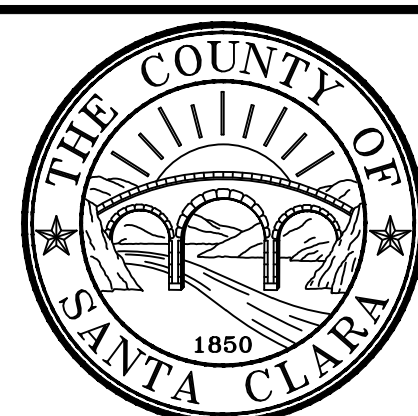
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- INSTALL AIRFIELD CABLING FOR RUNWAY AND TAXIWAY LIGHTING CIRCUIT
- INSTALL LED AIRFIELD GUIDANCE SIGN
- INSTALL DIRECT BURIED CONDUIT AND CABLING
- INSTALL BASE CAN WITH BLANK STEEL COVER
- INSTALL ELEVATED RUNWAY GUARD LIGHT

**PHASE 1**

- AIRFIELD LIGHTING VAULT IMPROVEMENTS



NO.	REVISIONS	BY	DATE	APP'D

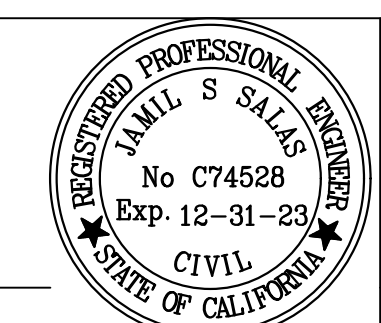


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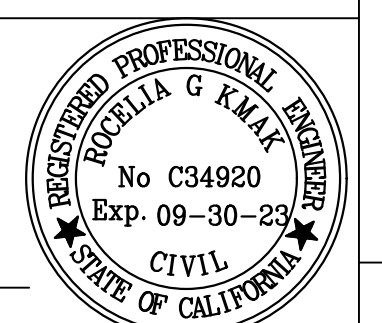
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 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



APPROVAL:  
 ROCELIA G. KMAK  
 PRINCIPAL CIVIL ENGINEER



PROJECT NO. 192232000 CONTRACT NO. FILE NO. DRAWING NO. T3.1 SHT NO. 5 OF 33

**PHASING NOTES**

ITEMS TO BE TEMPORARILY INSTALLED, AND MARKINGS TO BE OBLITERATED.

- 1 TYPE 1 LOW PROFILE BARRICADE, LOCATION FOR PHASE AND SCHEDULE AS NOTED (SEE DETAIL 1 ON SHEET 9)
- 2 LIGHTED "X" RUNWAY CLOSURE SIGNAL (SEE DETAIL 2 ON SHEET 9)
- 3 HAUL ROUTE

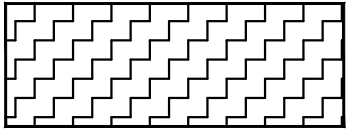
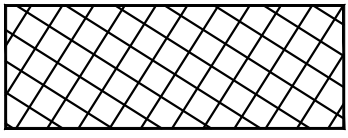






**GENERAL NOTES**

1. THE EXACT LOCATION AND LIMITS OF THE TYPE 1 LOW PROFILE BARRICADES AS SHOWN ON THIS SHEET MAY BE MODIFIED IN THE FIELD BY THE ENGINEER AS NEEDED AND AT NO ADDITIONAL COST TO THE OWNER.
2. RUNWAY 13L-31R, RUNWAY 13R-31L, TAXIWAY A, TAXIWAY B, TAXIWAY C, TAXIWAY D, TAXIWAY E AND ALL MOVEMENT AREAS WITHIN THE AOA WHICH ARE NOT DESIGNATED TO BE CLOSED TO AIRCRAFT TRAFFIC SHALL REMAIN OPEN TO AIRCRAFT OPERATIONS AT ALL TIMES DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL PERFORM THE WORK IN A MANNER THAT FACILITATES ACCESS FOR AIRCRAFT TO THE AIRCRAFT PARKING RAMP AT ALL TIMES DURING THE CONSTRUCTION.
4. THE CONTRACTOR, INCLUDING SUPERVISORS, SHALL SUCCESSFULLY COMPLETE AIRPORT'S DRIVER TRAINING COURSE PRIOR TO ACCESSING THE AIRPORT AOA.

**CRITICAL AREAS CONSTRUCTION PHASE 2**

1. RSA WORK CANNOT BE COMPLETED WITHIN THE RSA WHILE THE RUNWAY IS OPEN.
  - 1.a. RUNWAYS 13R-31L AND 13L-31R WILL REMAIN OPEN. THE RSA IS 120 FEET WIDE CENTERED ON THE RUNWAY CENTERLINE AND EXTENDS 240 FEET BEYOND THE RUNWAY THRESHOLD.
2. TOFA WORK CANNOT BE COMPLETED WITHIN THE TOFA WHILE THE TAXIWAY IS OPEN.
  - 2.a. TAXIWAYS A AND E AND PORTIONS OF TAXIWAYS B, C, AND D WILL REMAIN OPEN. THE TOFA IS 89 FEET WIDE CENTERED ON THE TAXIWAY CENTERLINE.

**LEGEND**

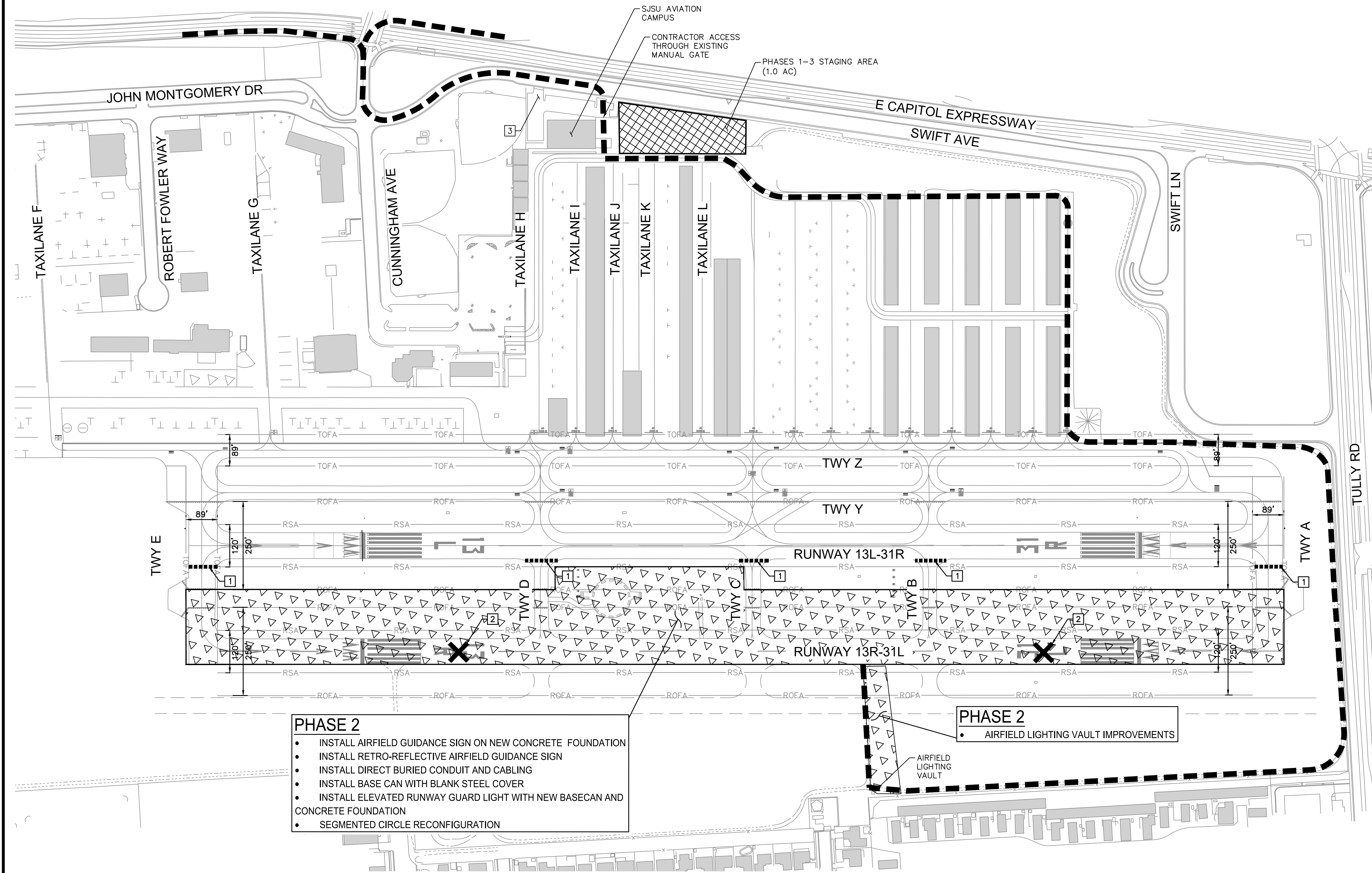
-  PHASE 2 WORK LIMITS
-  CONTRACTOR STAGING AREA
-  HAUL ROUTE
-  TYPE 1 LOW PROFILE BARRICADE EXACT LOCATION MAY BE FIELD VERIFIED AS DIRECTED BY THE ENGINEER
-  RSA RUNWAY SAFETY AREA
-  ROFA RUNWAY OBJECT FREE AREA
-  TOFA TAXIWAY OBJECT FREE AREA
-  LIGHTED "X" RUNWAY CLOSURE SIGNAL

**SEQUENCE OF CONSTRUCTION GENERAL NOTES:**

1. WORK IN PHASE 2 SHALL BE COMPLETED WITHIN 7 CALENDAR DAYS.
2. WORK IN PHASE 2 SHALL BE COMPLETED, DEEMED ACCEPTED BEFORE ANY WORK WILL BE PERMITTED IN SUBSEQUENT PHASES.
3. WORK IN OTHER PHASES SHALL NOT BE PERMITTED CONCURRENTLY WITH PHASE 2.
4. SIMULTANEOUS DAY CLOSURES OF RUNWAY 13L-31R AND RUNWAY 13R-31L WILL NOT BE PERMITTED.

**CONTRACTOR RESTRICTIONS**

1. IN THE EVENT THAT THE CONTRACTOR IS UNABLE TO MOBILIZE OUTSIDE OF THE TOFA WITHIN 10 MINUTES OF NOTICE, THE AFFECTED TAXIWAY WILL BE TEMPORARILY CLOSED IN A MANNER THAT MINIMIZES TAXIWAY OPERATION DISTURBANCES. FLAGGERS SHALL COMMUNICATE WITH ATCT. ALL AIRCRAFTS SHALL BE RE-ROUTED.
2. ALL OBJECT FREE AREA, SAFETY AREA, AND LOC CRITICAL AREA SURFACE GRADIENTS SHALL COMPLY WITH FAA AC 150/5300-13A CHANGE 1 PRIOR TO OPENING CLOSED PORTIONS OF PAVEMENTS.
3. CONTRACTOR IS RESPONSIBLE FOR DE-ENERGIZING AIRPORT OWNED ELECTRICAL CIRCUITS AS NECESSARY. FAA OWNED EQUIPMENT SHALL BE DE-ENERGIZED BY FAA WITH 72 HOURS MINIMUM NOTICE.
4. CONTRACTOR SHALL NOTE THAT ACTIVE DIRECT BURIED FAA LINES ARE PRESENT WITHIN THE WORK AREAS. CONTRACTOR TO CARRY SPLICE KITS OR CABLE REPAIR KITS DURING EACH PHASE TO MITIGATE POTENTIAL DAMAGE TO FAA LINES. CONTRACTOR TO CONTACT FAA WHERE EQUIPMENT OR CABLES ARE DAMAGED. FAA-C-1391 SECTION 5.2.3. FAA TO OBSERVE CABLE REPAIR/SPLICING PER FAA-C-1391 SECTION 3.3.2.2. AND SAMPLE OF SPLICING METHOD AND SPLICE TO BE PROVIDED TO FAA FOLLOW SPLICING PER FAA-C-1391 SECTION 4.6.2.

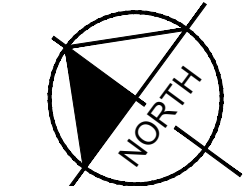
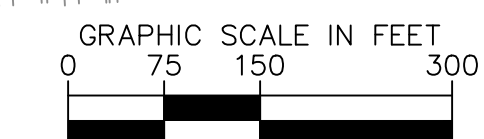


**PHASE 2**

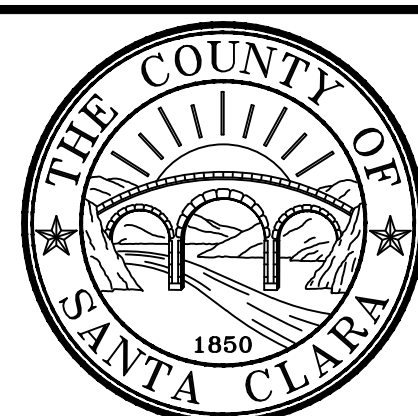
- INSTALL AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION
- INSTALL RETRO-REFLECTIVE AIRFIELD GUIDANCE SIGN
- INSTALL DIRECT BURIED CONDUIT AND CABLING
- INSTALL BASE CAN WITH BLANK STEEL COVER
- INSTALL ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION
- SEGMENTED CIRCLE RECONFIGURATION

**PHASE 2**

- AIRFIELD LIGHTING VAULT IMPROVEMENTS



NO.	REVISIONS	BY	DATE	APP'D

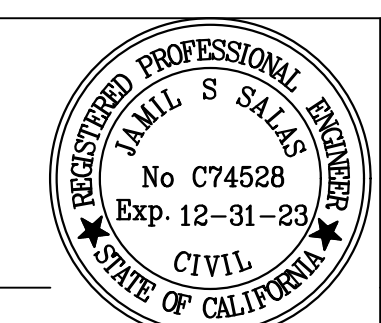


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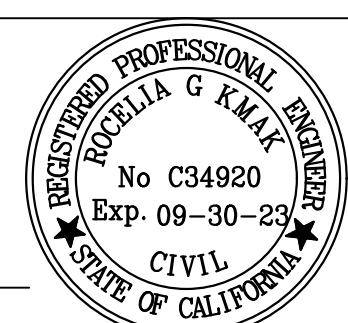
**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

MR DESIGNED 5/11/22 DATE  
 MR DRAWN 5/11/22 DATE  
 R.J.H. CHECKED 5/11/22 DATE

SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER  
 SIGNATURE



APPROVAL: ROCELIJA G. KMAK PRINCIPAL CIVIL ENGINEER  
 SIGNATURE



**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**CONSTRUCTION PHASING PLAN**  
**PHASE 2**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

DRAWING NO. **T3.2**  
 SHT NO. 6 OF 33

**PHASING NOTES**

ITEMS TO BE TEMPORARILY INSTALLED, AND MARKINGS TO BE OBLITERATED.

- 1 TYPE 1 LOW PROFILE BARRICADE, LOCATION FOR PHASE AND SCHEDULE AS NOTED (SEE DETAIL 1 ON SHEET 9)
- 2 LIGHTED "X" RUNWAY CLOSURE SIGNAL (SEE DETAIL 2 ON SHEET 9)
- 3 HAUL ROUTE

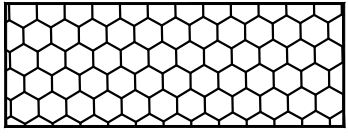
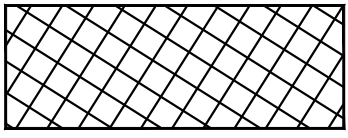






**GENERAL NOTES**

- 1. THE EXACT LOCATION AND LIMITS OF THE TYPE 1 LOW PROFILE BARRICADES AS SHOWN ON THIS SHEET MAY BE MODIFIED IN THE FIELD BY THE ENGINEER AS NEEDED AND AT NO ADDITIONAL COST TO THE OWNER.
- 2. RUNWAY 13L-31R, RUNWAY 13R-31L, TAXIWAY A, TAXIWAY B, TAXIWAY C, TAXIWAY D, TAXIWAY E AND ALL MOVEMENT AREAS WITHIN THE AOA WHICH ARE NOT DESIGNATED TO BE CLOSED TO AIRCRAFT TRAFFIC SHALL REMAIN OPEN TO AIRCRAFT OPERATIONS AT ALL TIMES DURING CONSTRUCTION UNLESS NOTED OTHERWISE.
- 3. THE CONTRACTOR SHALL PERFORM THE WORK IN A MANNER THAT FACILITATES ACCESS FOR AIRCRAFT TO THE AIRCRAFT PARKING RAMP AT ALL TIMES DURING THE CONSTRUCTION.
- 4. THE CONTRACTOR, INCLUDING SUPERVISORS, SHALL SUCCESSFULLY COMPLETE AIRPORT'S DRIVER TRAINING COURSE PRIOR TO ACCESSING THE AIRPORT AOA.

**CRITICAL AREAS CONSTRUCTION PHASE 3**

- 1. RSA WORK CANNOT BE COMPLETED WITHIN THE RSA WHILE THE RUNWAY IS OPEN.
  - 1.a. RUNWAYS 13R-31L AND 13L-31R WILL BE CLOSED DURING NIGHT TIME WORK AND THEREFORE WORK CAN BE COMPLETED WITHIN THE RSA.
- 2. TOFA WORK CANNOT BE COMPLETED WITHIN THE TOFA WHILE THE TAXIWAY IS OPEN.
  - 2.a. TAXILANES F AND G TOGETHER WITH PORTIONS OF TAXIWAYS Y AND Z WILL REMAIN OPEN. THE TOFA IS 89 FEET WIDE CENTERED ON THE TAXIWAY CENTERLINE.

**LEGEND**

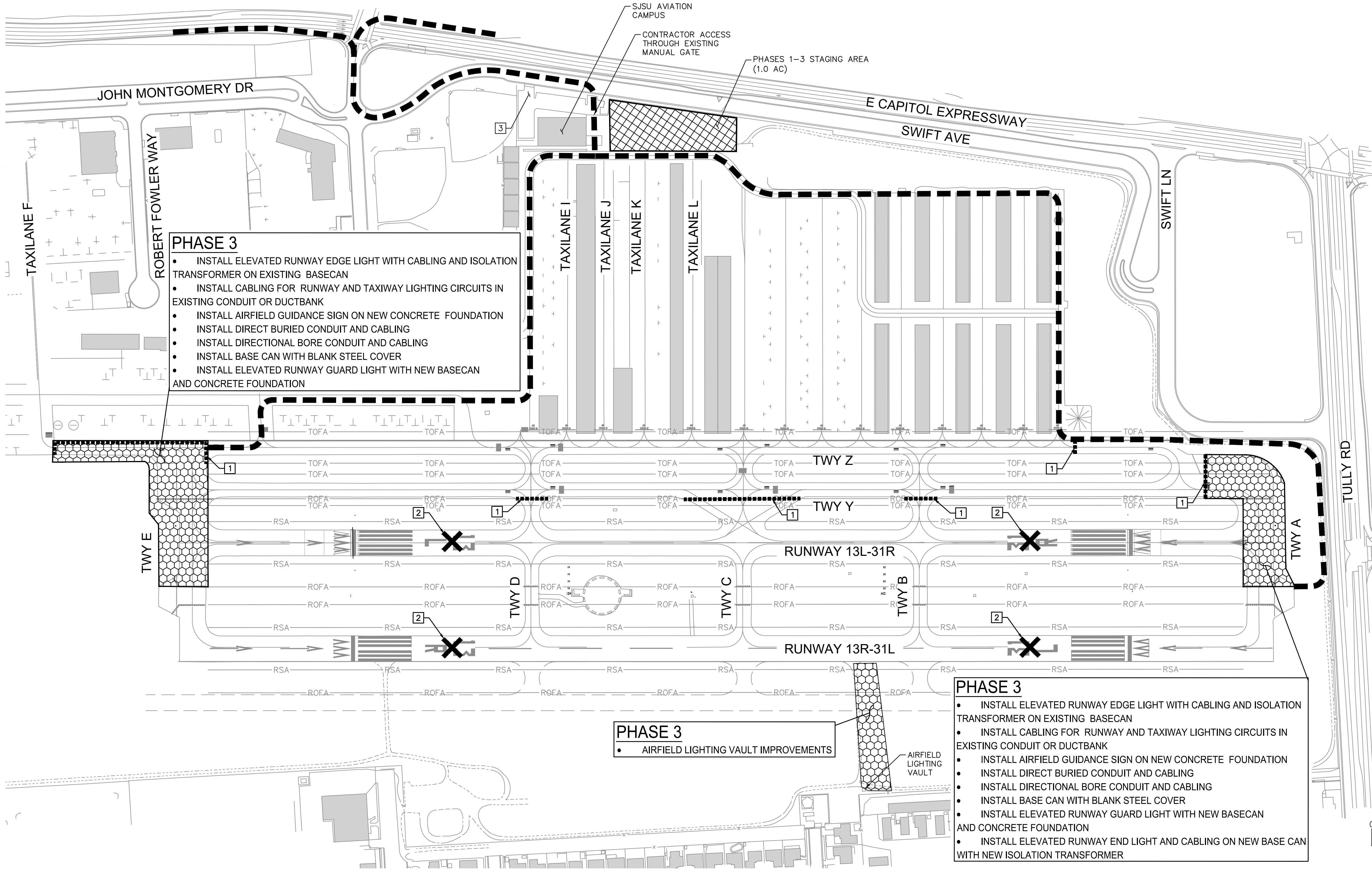
-  PHASE 3 WORK LIMITS
-  CONTRACTOR STAGING AREA
-  HAUL ROUTE
-  TYPE 1 LOW PROFILE BARRICADE EXACT LOCATION MAY BE FIELD VERIFIED AS DIRECTED BY THE ENGINEER
-  RSA RUNWAY SAFETY AREA
-  ROFA RUNWAY OBJECT FREE AREA
-  TOFA TAXIWAY OBJECT FREE AREA
-  LIGHTED "X" RUNWAY CLOSURE SIGNAL

**SEQUENCE OF CONSTRUCTION GENERAL NOTES:**

- 1. WORK IN PHASE 3 SHALL BE COMPLETED CONCURRENTLY WITH PHASE 1 AND WITHIN 7 CALENDAR DAYS.
- 2. WORK IN PHASE 3 SHALL BE COMPLETED AT NIGHT.
- 3. WORK IN PHASE 3 SHALL BE COMPLETED, DEEMED ACCEPTED BEFORE ANY WORK WILL BE PERMITTED IN SUBSEQUENT PHASES.
- 4. RUNWAY 13R-31L SHALL BE CLOSED BEFORE EVERY PHASE 3 WORK SHIFT AND REOPENED AT THE END OF THE WORK SHIFT.

**CONTRACTOR RESTRICTIONS**

- 1. IN THE EVENT THAT THE CONTRACTOR IS UNABLE TO MOBILIZE OUTSIDE OF THE TOFA WITHIN 10 MINUTES OF NOTICE, THE AFFECTED TAXIWAY WILL BE TEMPORARILY CLOSED IN A MANNER THAT MINIMIZES TAXIWAY OPERATION DISTURBANCES. FLAGGERS SHALL COMMUNICATE WITH ATCT. ALL AIRCRAFTS SHALL BE RE-ROUTED.
- 2. ALL OBJECT FREE AREA, SAFETY AREA, AND LOC CRITICAL AREA SURFACE GRADIENTS SHALL COMPLY WITH FAA AC 150/5300-13A CHANGE 1 PRIOR TO OPENING CLOSED PORTIONS OF PAVEMENTS.
- 3. CONTRACTOR IS RESPONSIBLE FOR DE-ENERGIZING AIRPORT OWNED ELECTRICAL CIRCUITS AS NECESSARY. FAA OWNED EQUIPMENT SHALL BE DE-ENERGIZED BY FAA WITH 72 HOURS MINIMUM NOTICE.
- 4. CONTRACTOR SHALL NOTE THAT ACTIVE DIRECT BURIED FAA LINES ARE PRESENT WITHIN THE WORK AREAS. CONTRACTOR TO CARRY SPLICE KITS OR CABLE REPAIR KITS DURING EACH PHASE TO MITIGATE POTENTIAL DAMAGE TO FAA LINES. CONTRACTOR TO CONTACT FAA WHERE EQUIPMENT OR CABLES ARE DAMAGED. FAA-C-1391 SECTION 5.2.3. FAA TO OBSERVE CABLE REPAIR/SPLICING PER FAA-C-1391 SECTION 3.3.2.2. AND SAMPLE OF SPLICING METHOD AND SPLICE TO BE PROVIDED TO FAA FOLLOW SPLICING PER FAA-C-1391 SECTION 4.6.2.



**PHASE 3**

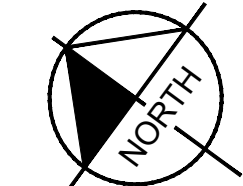
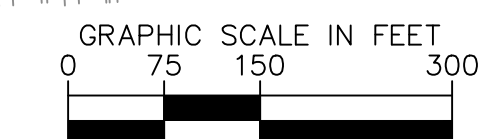
- INSTALL ELEVATED RUNWAY EDGE LIGHT WITH CABLING AND ISOLATION TRANSFORMER ON EXISTING BASECAN
- INSTALL CABLING FOR RUNWAY AND TAXIWAY LIGHTING CIRCUITS IN EXISTING CONDUIT OR DUCTBANK
- INSTALL AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION
- INSTALL DIRECT BURIED CONDUIT AND CABLING
- INSTALL DIRECTIONAL BORE CONDUIT AND CABLING
- INSTALL BASE CAN WITH BLANK STEEL COVER
- INSTALL ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION

**PHASE 3**

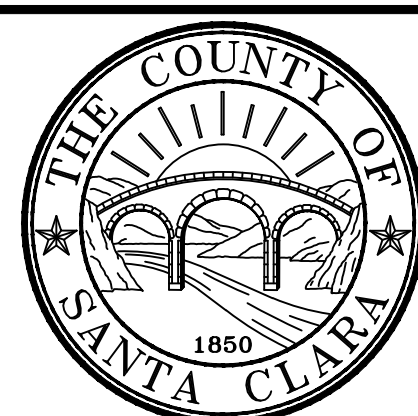
- AIRFIELD LIGHTING VAULT IMPROVEMENTS

**PHASE 3**

- INSTALL ELEVATED RUNWAY EDGE LIGHT WITH CABLING AND ISOLATION TRANSFORMER ON EXISTING BASECAN
- INSTALL CABLING FOR RUNWAY AND TAXIWAY LIGHTING CIRCUITS IN EXISTING CONDUIT OR DUCTBANK
- INSTALL AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION
- INSTALL DIRECT BURIED CONDUIT AND CABLING
- INSTALL DIRECTIONAL BORE CONDUIT AND CABLING
- INSTALL BASE CAN WITH BLANK STEEL COVER
- INSTALL ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION
- INSTALL ELEVATED RUNWAY END LIGHT AND CABLING ON NEW BASE CAN WITH NEW ISOLATION TRANSFORMER



NO.	REVISIONS	BY	DATE	APP'D

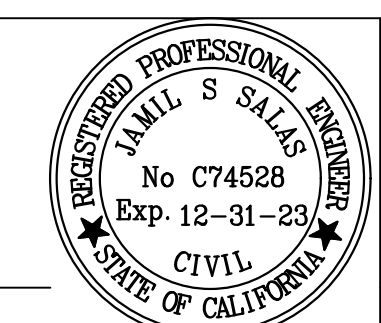


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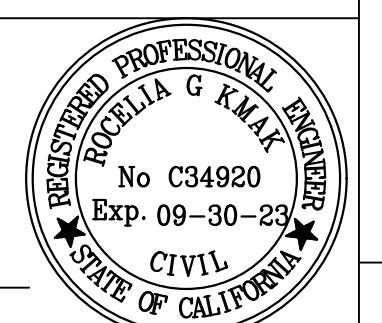
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 SIGNATURE



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**REID-HILLVIEW AIRPORT  
 AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES  
 CONSTRUCTION PHASING PLAN  
 PHASE 3**

DRAWING NO. **T3.3**  
 SHT NO. 7 OF 33

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

**PHASING NOTES**

ITEMS TO BE TEMPORARILY INSTALLED, AND MARKINGS TO BE OBLITERATED.

- 1 TYPE 1 LOW PROFILE BARRICADE, LOCATION FOR PHASE AND SCHEDULE AS NOTED (SEE DETAIL 1 ON SHEET 9)
- 3 HAUL ROUTE
- 4 CONTROLLED TAXIWAY CROSSING (SEE DETAIL 3 ON SHEET 9)


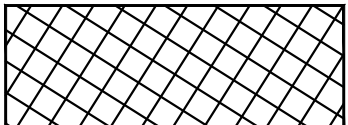






**GENERAL NOTES**

1. THE EXACT LOCATION AND LIMITS OF THE TYPE 1 LOW PROFILE BARRICADES AS SHOWN ON THIS SHEET MAY BE MODIFIED IN THE FIELD BY THE ENGINEER AS NEEDED AND AT NO ADDITIONAL COST TO THE OWNER.
2. RUNWAY 13L-31R, RUNWAY 13R-31L, TAXIWAY A, TAXIWAY B, TAXIWAY C, TAXIWAY D, TAXIWAY E AND ALL MOVEMENT AREAS WITHIN THE AOA WHICH ARE NOT DESIGNATED TO BE CLOSED TO AIRCRAFT TRAFFIC SHALL REMAIN OPEN TO AIRCRAFT OPERATIONS AT ALL TIMES DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL PERFORM THE WORK IN A MANNER THAT FACILITATES ACCESS FOR AIRCRAFT TO THE AIRCRAFT PARKING RAMP AT ALL TIMES DURING THE CONSTRUCTION.
4. THE CONTRACTOR, INCLUDING SUPERVISORS, SHALL SUCCESSFULLY COMPLETE AIRPORT'S DRIVER TRAINING COURSE PRIOR TO ACCESSING THE AIRPORT AOA.

**CRITICAL AREAS CONSTRUCTION PHASE 4**

1. RSA WORK CANNOT BE COMPLETED WITHIN THE RSA WHILE THE RUNWAY IS OPEN.
  - 1.a. RUNWAY 13R-31L WILL REMAIN OPEN. THE RSA IS 120 FEET WIDE CENTERED ON THE RUNWAY CENTERLINE AND EXTENDS 240 FEET BEYOND THE RUNWAY THRESHOLD.
2. TOFA WORK CANNOT BE COMPLETED WITHIN THE TOFA WHILE THE TAXIWAY IS OPEN.
  - 2.a. TAXIWAYS A, E, AND Y AND TAXILANES F AND G, AND A PORTION OF TAXIWAY Z WILL REMAIN OPEN. THE TOFA IS 89 FEET WIDE CENTERED ON THE TAXIWAY CENTERLINE.

**LEGEND**

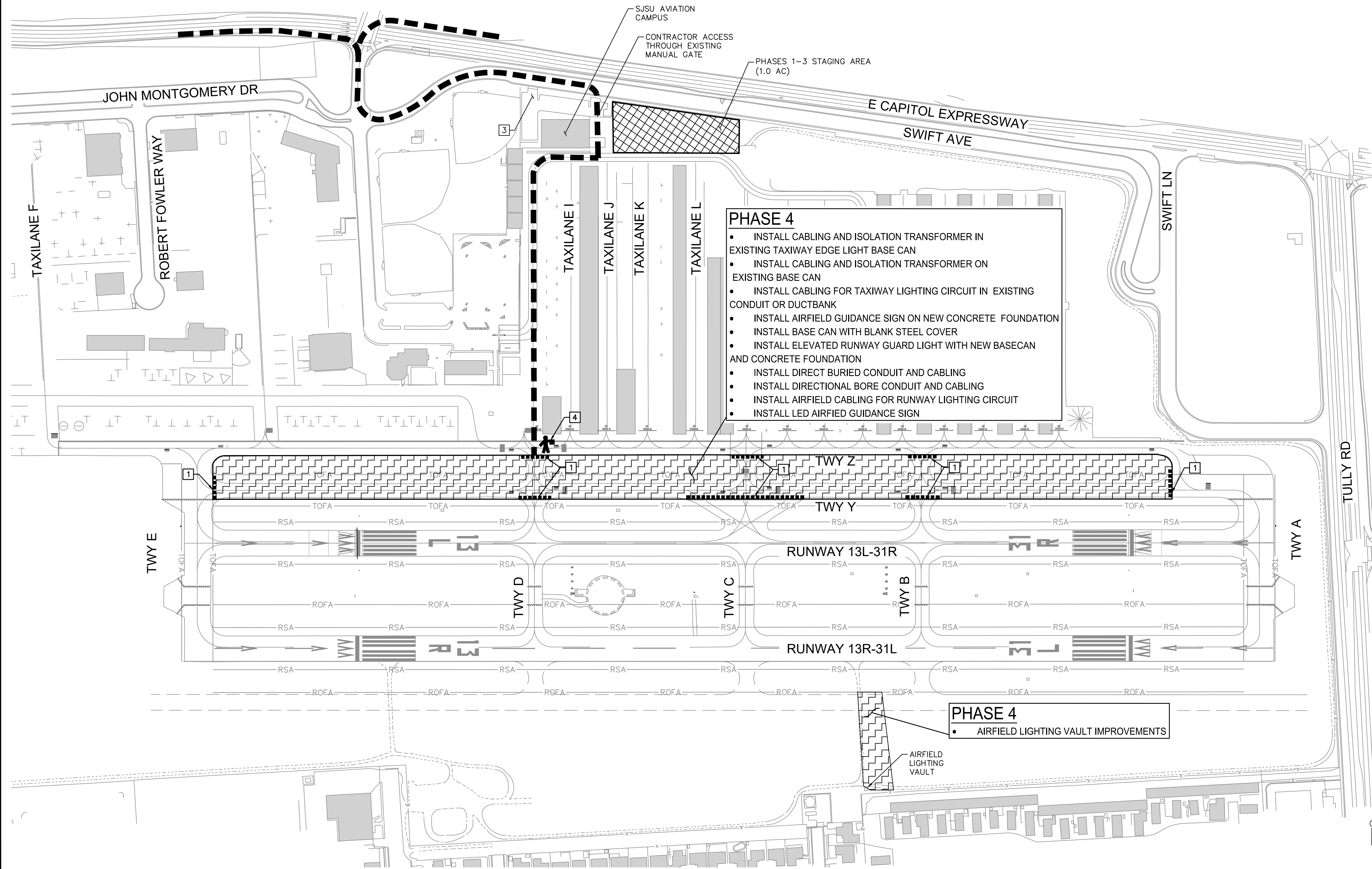
-  PHASE 1 WORK LIMITS
-  CONTRACTOR STAGING AREA
-  HAUL ROUTE
-  TYPE 1 LOW PROFILE BARRICADE EXACT LOCATION MAY BE FIELD VERIFIED AS DIRECTED BY THE ENGINEER
-  RSA RUNWAY SAFETY AREA
-  ROFA RUNWAY OBJECT FREE AREA
-  TOFA TAXIWAY OBJECT FREE AREA
-  FLAGGER CONTROLLED CROSSING

**SEQUENCE OF CONSTRUCTION GENERAL NOTES:**

1. WORK IN PHASE 4 SHALL BE COMPLETED WITHIN 14 CALENDAR DAYS.
2. WORK IN PHASE 4 MAY BE PERMITTED CONCURRENTLY WITH PHASE 1 WITH APPROVAL FROM THE ENGINEER.
3. SIMULTANEOUS CLOSURES OF RUNWAY 13L-31R AND RUNWAY 13R-31L WILL NOT BE PERMITTED.
4. MAINTAIN A MINIMUM OF TWO TAXIWAY CONNECTORS AT ALL TIMES.

**CONTRACTOR RESTRICTIONS**

1. CONSTRUCTION TRAFFIC CONTROLLED CROSSING OF TAXIWAY Z UNDER THE CONTROL OF TWO (2) CONTRACTOR PROVIDED FLAGGERS. FLAGGERS SHALL BE TRAINED BY OPS AND HAVE DIRECT AND INDIRECT MEANS OF COMMUNICATING WITH ATC (TRANSCIEVER RADIO ON GROUND FREQUENCY AND MOBILE PHONES).
2. IN THE EVENT THAT THE CONTRACTOR IS UNABLE TO MOBILIZE OUTSIDE OF THE TOFA WITHIN 10 MINUTES OF NOTICE, THE AFFECTED TAXIWAY WILL BE TEMPORARY CLOSED IN A MANNER THAT MINIMIZES TAXIWAY OPERATION DISTURBANCES. FLAGGERS SHALL COMMUNICATE WITH ATCT. ALL AIRCRAFTS SHALL BE RE-ROUTED.
3. ALL OBJECT FREE AREA, SAFETY AREA, AND LOC CRITICAL AREA SURFACE GRADIENTS SHALL COMPLY WITH FAA AC 150/5300-13A CHANGE 1 PRIOR TO OPENING CLOSED PORTIONS OF PAVEMENTS.
4. CONTRACTOR IS RESPONSIBLE FOR DE-ENERGIZING AIRPORT OWNED ELECTRICAL CIRCUITS AS NECESSARY. FAA OWNED EQUIPMENT SHALL BE DE-ENERGIZED BY FAA WITH 72 HOURS MINIMUM NOTICE.
5. CONTRACTOR SHALL NOTE THAT ACTIVE DIRECT BURIED FAA LINES ARE PRESENT WITHIN THE WORK AREAS. CONTRACTOR TO CARRY SPLICE KITS OR CABLE REPAIR KITS DURING EACH PHASE TO MITIGATE POTENTIAL DAMAGE TO FAA LINES. CONTRACTOR TO CONTACT FAA WHERE EQUIPMENT OR CABLES ARE DAMAGED. FAA-C-1391 SECTION 5.2.3. FAA TO OBSERVE CABLE REPAIR/SPLICING PER FAA-C-1391 SECTION 3.3.2.2. AND SAMPLE OF SPLICING METHOD AND SPLICE TO BE PROVIDED TO FAA FOLLOW SPLICING PER FAA-C-1391 SECTION 4.6.2.

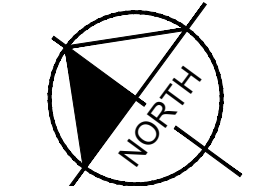
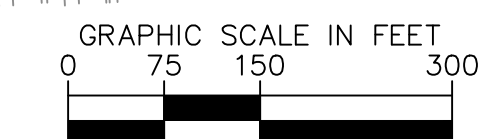


**PHASE 4**

- INSTALL CABLING AND ISOLATION TRANSFORMER IN EXISTING TAXIWAY EDGE LIGHT BASE CAN
- INSTALL CABLING AND ISOLATION TRANSFORMER ON EXISTING BASE CAN
- INSTALL CABLING FOR TAXIWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK
- INSTALL AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION
- INSTALL BASE CAN WITH BLANK STEEL COVER
- INSTALL ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION
- INSTALL DIRECT BURIED CONDUIT AND CABLING
- INSTALL DIRECTIONAL BORE CONDUIT AND CABLING
- INSTALL AIRFIELD CABLING FOR RUNWAY LIGHTING CIRCUIT
- INSTALL LED AIRFIELD GUIDANCE SIGN

**PHASE 4**

- AIRFIELD LIGHTING VAULT IMPROVEMENTS



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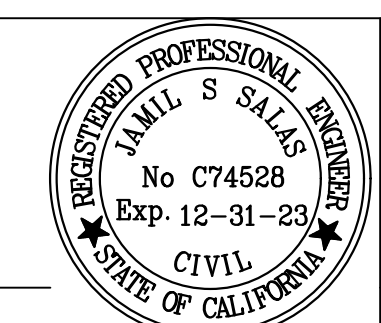


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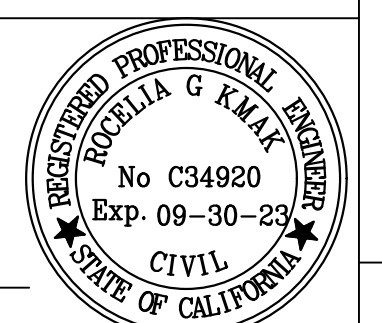
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SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



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 ROCELIJA G. KMAK  
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**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**CONSTRUCTION PHASING PLAN**  
**PHASE 4**

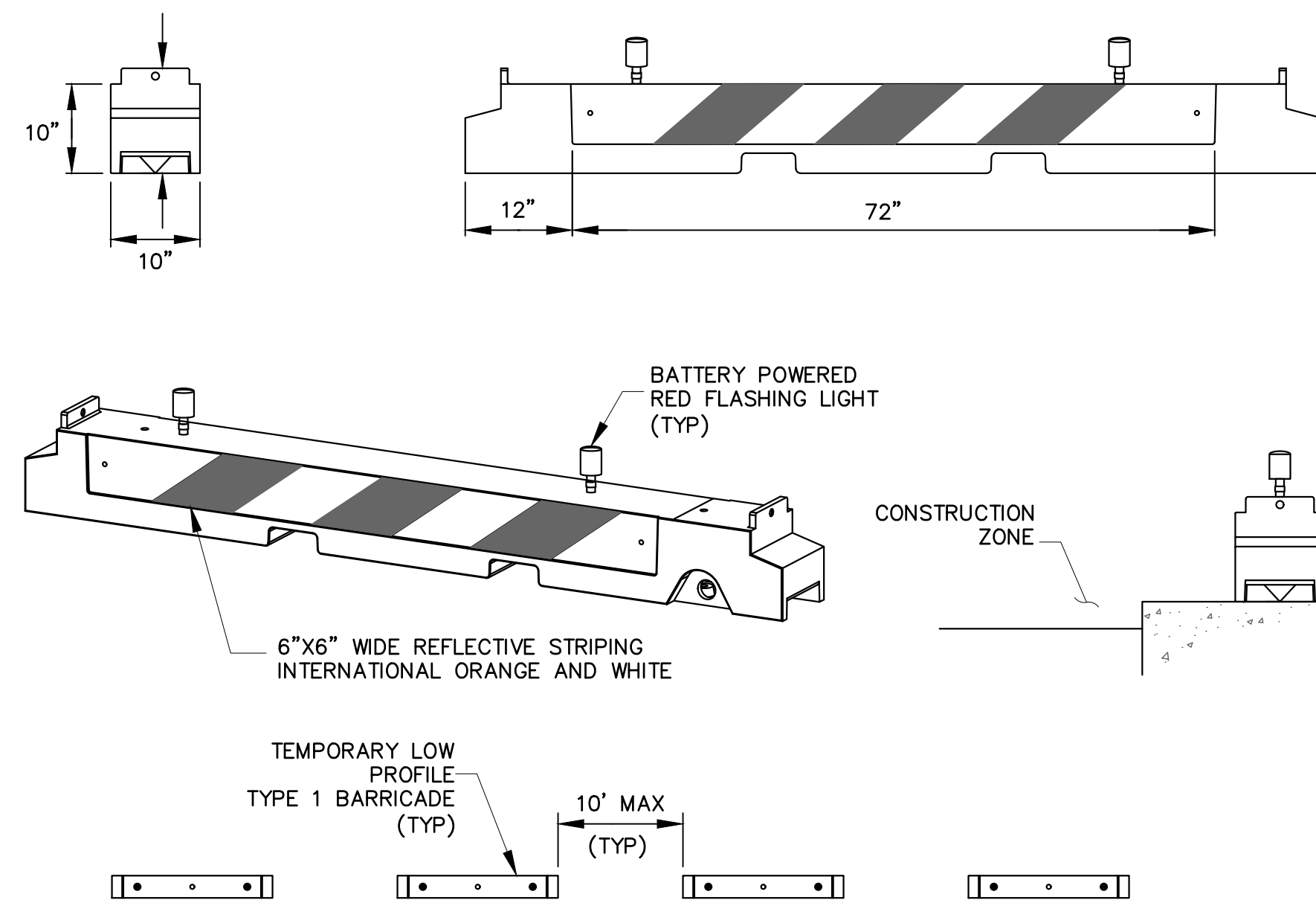
PROJECT NO. 192232000 CONTRACT NO. FILE NO.

DRAWING NO. **T3.4**  
 SHT NO. 8 OF 33



**CONSTRUCTION PHASING GENERAL NOTES**

- THE CONTRACTOR SHALL COMPLETE THE PHASES 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.
- 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 SNS OPERATIONS PHASING MODIFICATIONS.
- THE CONTRACTOR SHALL DEVELOP AND SUBMIT A CONSTRUCTION OPERATIONAL SAFETY PLAN TO THE OWNER AND ENGINEER FOR APPROVAL PRIOR TO COMMENCING WORK.
- THIS SAFETY PLAN SHALL INCORPORATE THE REQUIREMENTS AND CRITERIA AS IDENTIFIED IN THE CONTRACT DOCUMENTS, AND SHALL COMPLY WITH THE REQUIREMENTS OF AC 150/5370-2F.
- ALL AOA PAVEMENT SURFACES SHALL BE OPEN FOR AIRCRAFT OPERATIONS AT ALL TIMES OTHER THAN THE DESIGNATED CLOSURES.
- ALL CONSTRUCTION TRAFFIC SHALL YIELD TO AIRCRAFT AT ALL TIMES. THE CONTRACTOR SHALL NOT MOVE EQUIPMENT ONTO THE ACTIVE AOA WITHOUT RHV 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.
- THE CONTRACTOR SHALL NOT CROSS AN ACTIVE RUNWAY OR TAXIWAY AND SHALL NOT ENCR OACH INTO AN ACTIVE RSA OR TSA AT ANY TIME UNLESS ESCORTED BY RHV OPERATIONS AS DEFINED IN THE SPECIFICATIONS. VIOLATION COULD RESULT IN PERMANENT EJECTION FROM THE AIRPORT PROPERTY AND/OR AN ASSESSMENT OF FINES.
- THE CONTRACTOR SHALL COORDINATE WITH AIRPORT ADMINISTRATION STAFF 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.
- LOW PROFILE BARRICADES AS SHOWN ON THE PLANS SHALL BE USED IN THE DELINEATION OF THE CONSTRUCTION AREAS OR CLOSED AIRFIELD PAVEMENT WITHIN THE AOA.
- THE CONTRACTOR SHALL PROVIDE RHV AND THE ENGINEER, A SEVENTY-TWO (72) HOUR NOTICE PRIOR TO ANY REQUESTED AIRFIELD LIGHTING INTERRUPTIONS. RUNWAY CIRCUITS SHALL REMAIN OPERATIONAL AT ALL TIMES EXCEPT DURING A RUNWAY CLOSURE.
- 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.
- 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.
- ALL AIRPORT PROPERTY, INCLUDING EDGE LIGHTS AND NAVAID EQUIPMENT, SHALL BE PROTECTED AND REMAIN IN PLACE UNLESS OTHERWISE NOTED ON THE PLANS. THE CONTRACTOR SHALL COORDINATE WITH RHV OPERATIONS AND MAINTENANCE STAFF 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.
- 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 AT ALL TIMES TO IMMEDIATELY REMOVE ANY FOREIGN OBJECT DEBRIS, (FOD).
- HAUL ROUTE LOCATIONS VARY FOR EACH PHASE AS INDICATED ON THE PHASING PLAN. THE ROUTES AND AOA ACCESS LOCATIONS MAY NEED TO CHANGE DUE TO RHV OPERATIONAL NEEDS, THE CONTRACTOR SHALL ADJUST AS REQUIRED OR REQUESTED BY RHV OPERATIONS. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO COORDINATE OFF SITE HAUL ROUTES WITH THE JURISDICTIONAL AGENCY AND OBTAIN ANY REQUIRED PERMITS.
- 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.
- 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 RHV OPERATIONS VEHICLES ALONG ALL AIRPORT SERVICE ROADS.
- THE CONTRACTOR SHALL REPAIR ANY DAMAGE CAUSED AS A RESULT OF THE CONTRACTOR'S ACTIVITIES TO THE AIR SIDE HAUL ROUTES 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 SNS OPERATIONS, 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.
- 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 FOUR (4) CONTRACTOR 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 THE DURATION OF THE CONSTRUCTION WORK ONLY, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN WITHIN THE AOA A STANDBY LIGHTED "X" RUNWAY CLOSURE SIGNAL 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 RHV AND SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION PHASING PLAN.
- 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.
- CONSTRUCTION PERSONNEL, EQUIPMENT AND MATERIAL SHALL NOT PENETRATE THE RUNWAY OFZ 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 FAA PART 77.
- 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.
- 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 SAFETY AREA (TSA) 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.
- 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 150/5370-2F. 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.
- 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 RHV 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 SNS OPERATIONS' INSPECTION SHALL REMAIN CLOSED UNTIL CORRECTIVE MEASURES ARE COMPLETED BY THE CONTRACTOR AND APPROVED BY RHV OPERATIONS. THE CONTRACTOR SHALL BE SUBJECT TO DAMAGES PER THE SPECIFICATIONS FOR LATE RE-OPENING OF PAVEMENTS TO AIR TRAFFIC.
- EXISTING PAVEMENT MARKINGS THAT HAVE BEEN OBLITERATED, DISTURBED, OR REMOVED DURING THE CONSTRUCTION PROCESS, MUST BE REINSTATED TO PREVIOUSLY EXISTING CONDITION 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.
- 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 AND/OR UNCLASSIFIED EXCAVATION MATERIAL WITHIN THE DESIGNATED AREAS CAN PROCEED DURING THE DAY ONLY IN THE AREAS OUTSIDE THE AIRPORT APPROACH SURFACES, THE ROFZ, RSA, AND TSA.
- PRIOR TO SUBSTANTIAL COMPLETION THE CONTRACTOR SHALL RESTORE THE STAGING AREAS TO THE CONDITION PRIOR TO MOBILIZATION AND TO THE SATISFACTION OF THE ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR SETTING NEWLY INSTALLED NAVIGATIONAL AIDS TO THE CORRECT ANGLES FOR THE FAA FLIGHT CHECK. IF THE FLIGHT CHECK DOES NOT PASS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE NAVAIDS TO THE CORRECTED POSITION UNTIL THE FLIGHT CHECK PASSES. ANY ADJUSTMENTS REQUIRED SHALL BE AT THE SOLE EXPENSE OF THE CONTRACTOR.

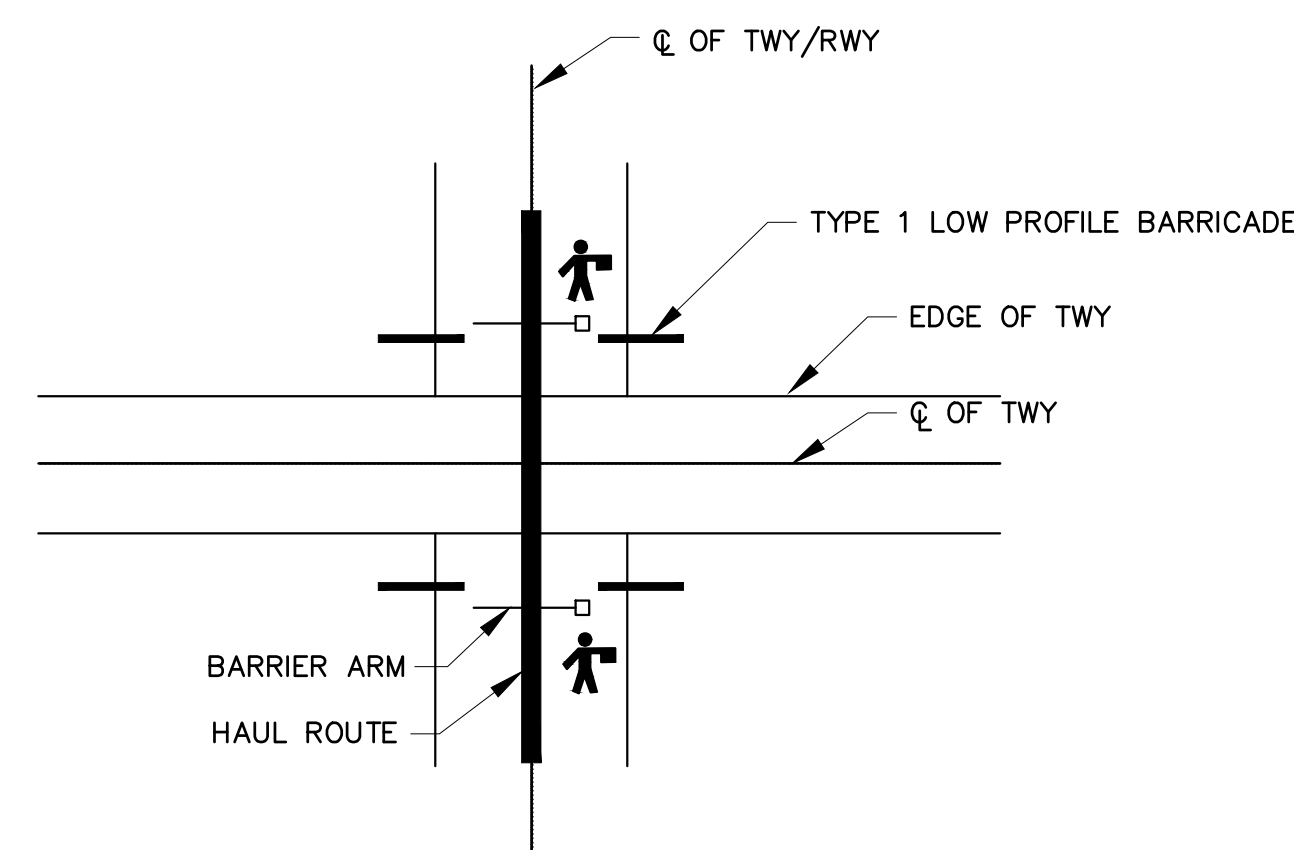


**TYPICAL BARRIER PLACEMENT**

**NOTES:**

- CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING PROPER POSITIONING AND OPERATION OF ALL BARRICADES.
- 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.
- LIGHTS TO BE 3" RED LEXAN HIGH-INTENSITY FLASHING OMNI-DIRECTIONAL LIGHTS OPERATIONAL FROM DUSK TO DAWN (BATTERY TO BE REPLACED EVERY 7 DAYS).
- FACING OF BARRICADE TO BE COVERED WITH PRE-ATTACHED ORANGE AND WHITE HIGH-INTENSITY REFLECTIVE STRIPING (AIRCRAFT MOVEMENT SIDE ONLY).
- BARRICADES TO BE PLACED WITH A MAXIMUM OF 10' SPACING ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS INDICATED ON THE CONSTRUCTION PHASING PLAN OR AS DIRECTED BY THE AIRPORT.
- 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.

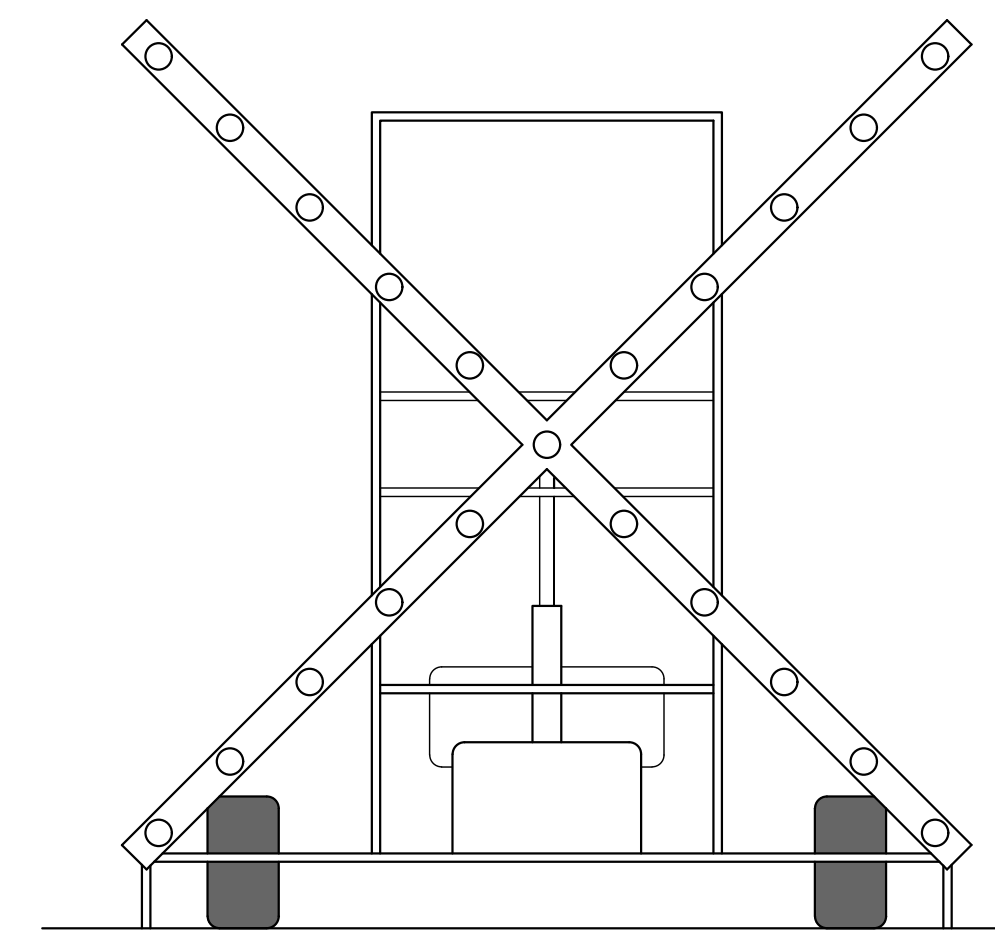
**1** TYPE I LOW PROFILE BARRICADE  
MULTI-BARRIER TYPE AR-10x96 OR APPROVED EQUAL N.T.S.



**NOTES:**

- TWO (2) FLAGGERS SHALL BE REQUIRED AT EACH CONTROLLED TAXIWAY CROSSING.
- FLAGGERS SHALL MONITOR AIR TRAFFIC CONTROL TOWER (ATCT) GROUND FREQUENCY AT ALL TIMES AND SHALL COMMUNICATE WITH THE ATCT FOR PERMISSION TO ALLOW CONSTRUCTION TRAFFIC TO CROSS ACTIVE TAXIWAY.
- FLAGGERS SHALL AT ALL TIMES OBEY THE INSTRUCTIONS FROM AIR TRAFFIC CONTROLLER.
- FLAGGERS SHALL NOT PERMIT CONSTRUCTION TRAFFIC TO ENTER TAXIWAY UNLESS EXIT IS ASSURED.
- CONSTRUCTION TRAFFIC SHALL NOT BE ALLOWED TO DISRUPT OTHER AIRPORT TRAFFIC.

**3** CONTROLLED TAXIWAY CROSSING  
N.T.S.



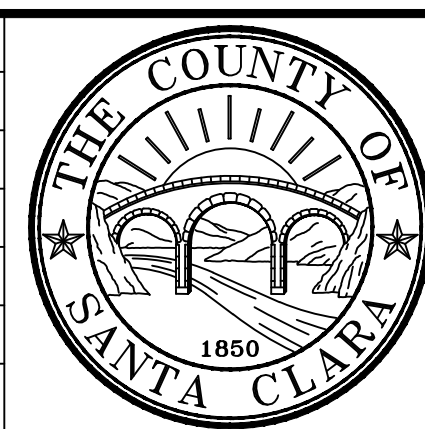
**NOTES:**

- THE LIGHTED "X" RUNWAY CLOSURE SIGNAL SHALL:
- BE A PORTABLE, TOWABLE UNIT THAT CAN BE QUICKLY REMOVED FROM THE RUNWAY.
  - 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.
  - BE ENERGIZED BY A PORTABLE POWER SUPPLY AND HAVE A HYDRAULIC LIFTING MECHANISM TO RAISE AND LOWER THE X PANEL.
  - 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".
  - 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:
    - VISIBLE TO THE PILOT AT A RANGE OF AT LEAST 5 NAUTICAL MILES.
    - RECOGNIZABLE AS A LETTER "X" FROM A RANGE OF AT LEAST 1 NAUTICAL MILE.
  - PROVIDE LAMP DIMMING CAPABILITY FOR NIGHTTIME OPERATIONS.
  - 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.
  - ADJUSTABLE AIMING AND LEVELING TO ALLOW TILTING TO AN OPTIMUM ANGLE OF THREE DEGREES FROM VERTICAL.
  - WITHSTAND A MINIMUM WIND SPEED OF AT LEAST 40 MPH WITHOUT AFFECTING AIMING OR OPERATION.
  - INCLUDE AN ILLUMINATED FAILURE INDICATOR THAT IS VISIBLE FROM THE BACK (RUNWAY SIDE) OF THE UNIT.
  - INCLUDE AN OPERATIONS PLACARD IN A CONSPICUOUS LOCATION THAT INSTRUCTS OPERATORS TO VISUALLY CHECK THE OPERATION OF THE DEVICE EVERY TWO HOURS.
  - BE CAPABLE OF ONE PERSON SET UP IN LESS THAN 5 MINUTES USING HYDRAULIC RAISING/LOWERING MECHANISM.
  - HAVE DIESEL PORTABLE POWER WITH ADAPTER TO RUN DIRECTLY FROM ELECTRICAL OUTLETS.
  - HAVE TRAILER HITCH OPTIONS INCLUDING TANDEM TOWING FOR ON-AIRPORT OPERATIONS.
  - HAVE THE ABILITY TO PROVIDE UP TO 120 HOURS OF CONTINUOUS OPERATION.
  - HAVE FAIL SAFE PROTECTION TO ENSURE THAT THE UNIT STAYS ON AS CONTINUOUS LIT IF THE FLASHER UNIT SHOULD FAIL.
  - HAVE DIMENSIONING AND LIGHTING ARRANGEMENT THAT FOLLOWS THE DESIGN RECOMMENDATION OF THE FAA/AC 150/5345-55.

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 ORDERING OR ACQUIRING ANY UNITS. 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** LIGHTED 'X' RUNWAY CLOSURE SIGNAL  
N.T.S.

NO.	REVISIONS	BY	DATE	APP'D

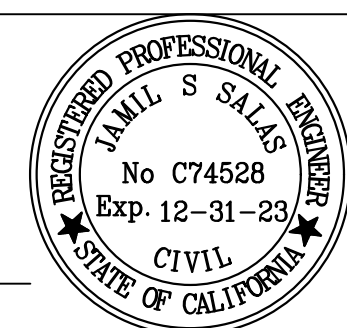


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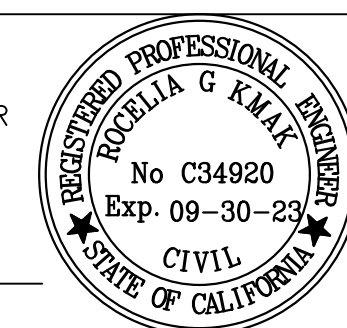
**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

MR DESIGNED	5/11/22	DATE
MR DRAWN	5/11/22	DATE
RJH CHECKED	5/11/22	DATE

SUBMITTED:  
JAMIL S. SALAS  
SENIOR CIVIL ENGINEER



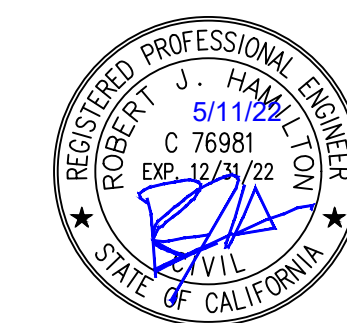
APPROVAL:  
ROCELA G. KMAK  
PRINCIPAL CIVIL ENGINEER

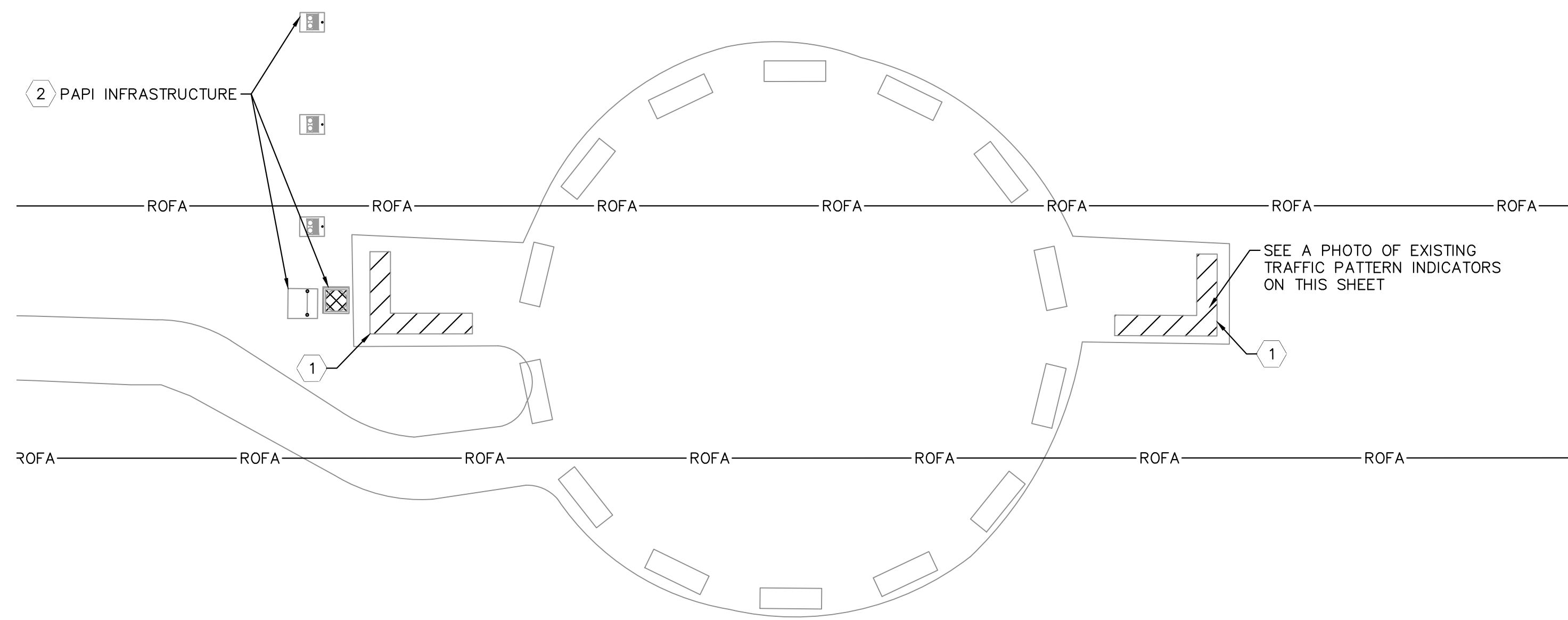


SIGNATURE

SIGNATURE

<b>REID-HILLVIEW AIRPORT AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES CONSTRUCTION PHASING PLAN DETAILS</b>		DRAWING NO. <b>T3.5</b>
PROJECT NO. 192232000	CONTRACT NO.	SHT NO. 9 OF 33
FILE NO.		





DEMO OF EXISTING SEGMENTED CIRCLE



EXISTING TRAFFIC PATTERN INDICATORS  
NOT TO SCALE

**GENERAL NOTES**

1. ALL STATIONING AND OFFSETS ARE BASED ON THE 'RUNWAY 13L-31R' ALIGNMENT UNLESS OTHERWISE NOTED.
2. LOCATION OF EXISTING UTILITIES TO BE DETERMINED UPON FURTHER FIELD INVESTIGATION AND UTILITY LOCATOR SERVICES.

**LEGEND**

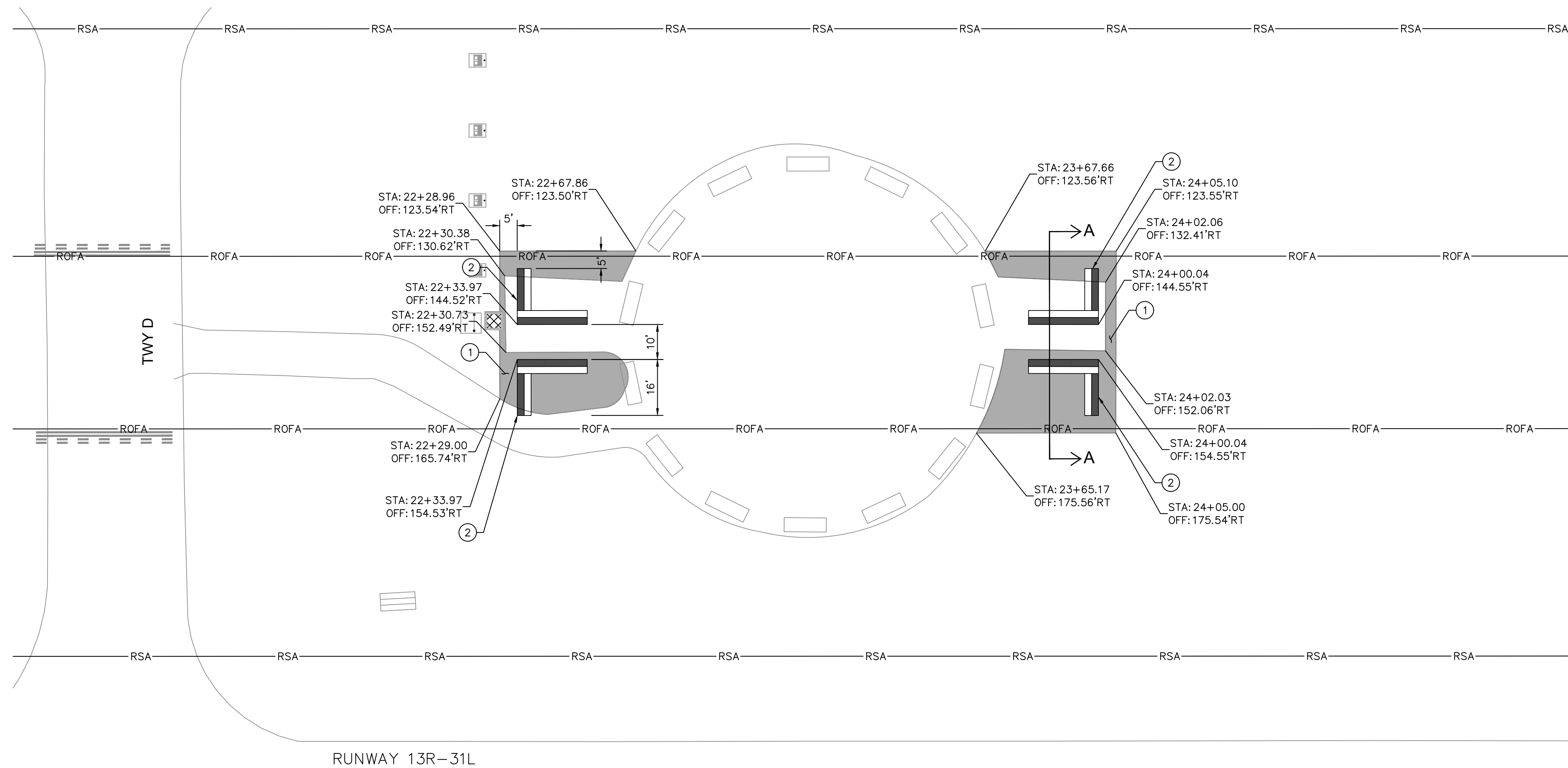
- TRAFFIC PATTERN INDICATOR REMOVAL
- PROPOSED ASPHALT PAVEMENT

**DEMO NOTES**

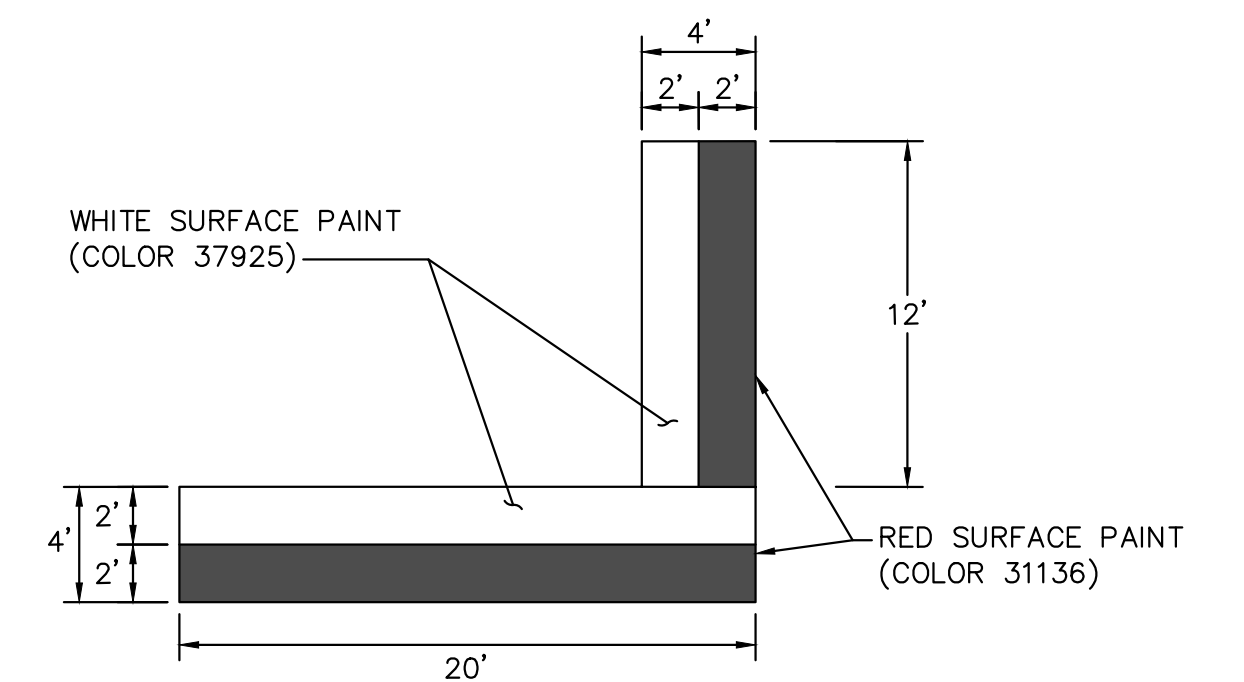
1. PLACE EXISTING TRAFFIC PATTERN INDICATORS
2. PROTECT IN PLACE

**CONSTRUCTION NOTES**

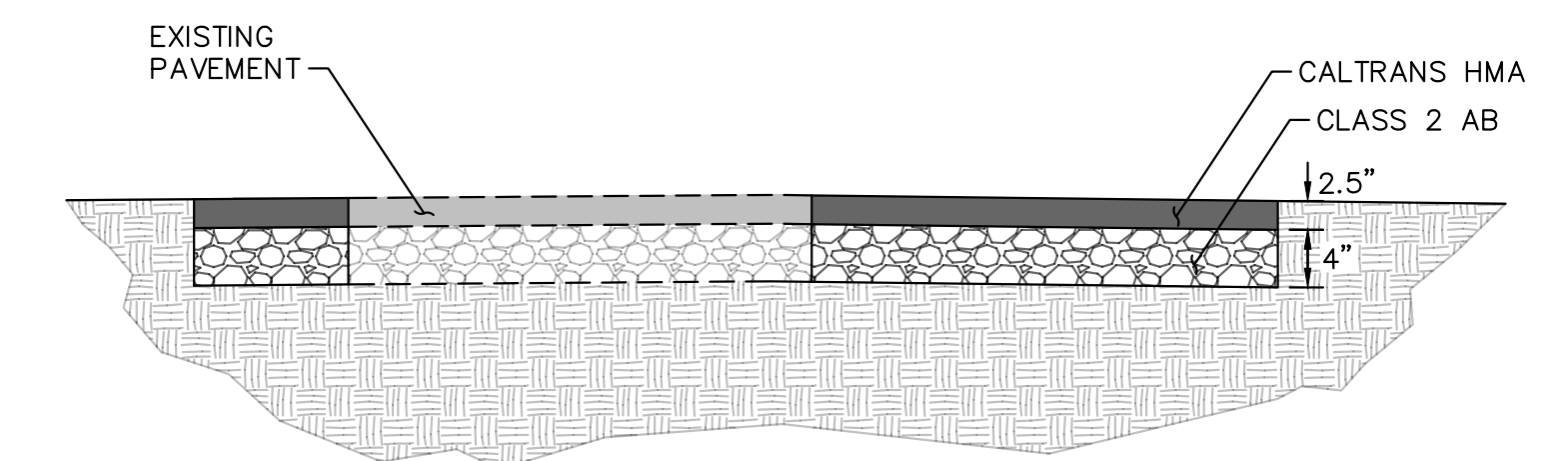
1. INSTALL NEW ASPHALT PAVEMENT
2. INSTALL NEW SURFACE PAINTED TRAFFIC PATTERN INDICATORS PER AC 150/5340-5D. SEE DETAIL ON THIS SHEET FOR SURFACE PAINT DETAIL.



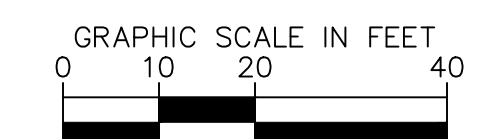
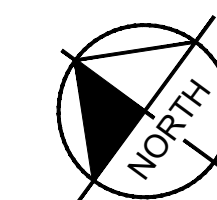
PROPOSED RECONFIGURATION OF SEGMENTED CIRCLE



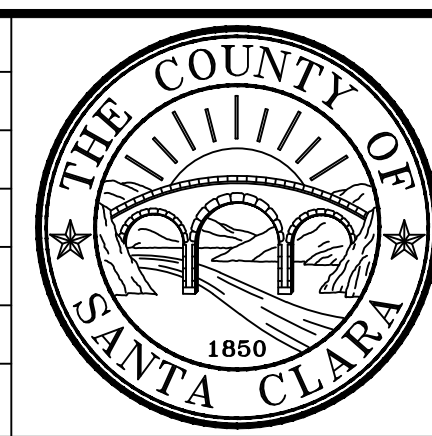
PROPOSED SURFACE PAINTED TRAFFIC PATTERN INDICATORS  
SURFACE PAINT DETAIL  
NOT TO SCALE



SECTION A-A  
NOT TO SCALE



NO.	REVISIONS	BY	DATE	APP'D

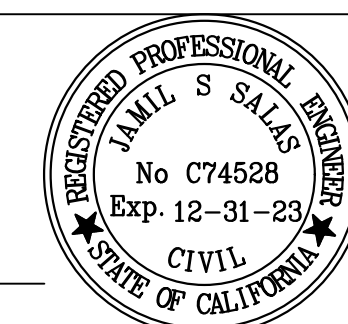


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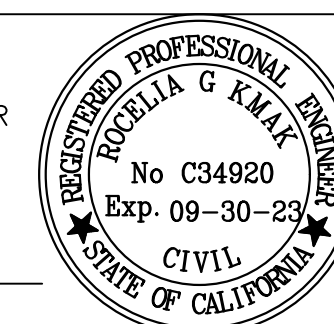
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

MR DESIGNED 5/11/22 DATE  
 MR DRAWN 5/11/22 DATE  
 R.J.H. CHECKED 5/11/22 DATE

SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER  
 SIGNATURE



APPROVAL: ROCELIA G. KMAK PRINCIPAL CIVIL ENGINEER  
 SIGNATURE

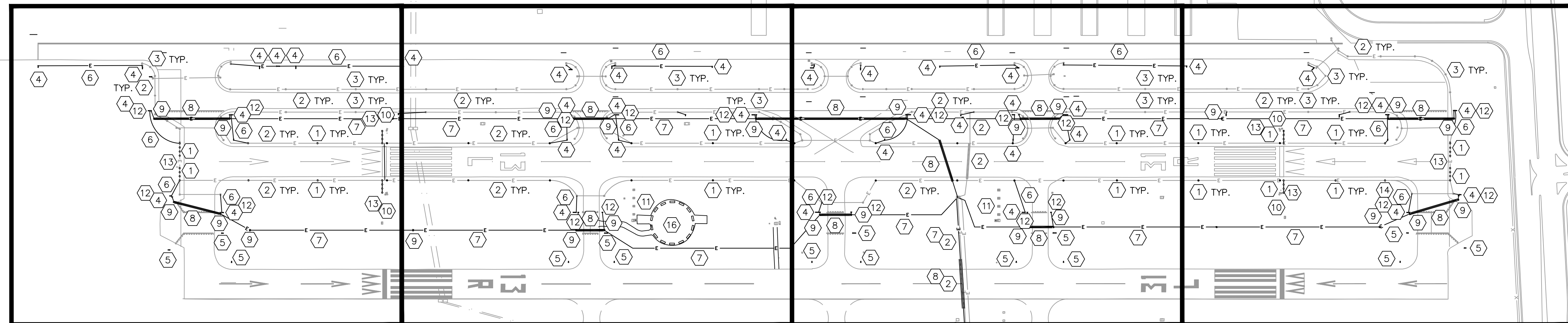


**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**SEGMENTED CIRCLE LAYOUT**

DRAWING NO. **C1.0**  
 SHT NO. 10 OF 33

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

E1.3  
E2.3  
E3.3



E1.1  
E2.1  
E3.1

E1.2  
E2.2  
E3.2

E1.4  
E2.4  
E3.4

E1.1  
E3.1

**ABBREVIATIONS**

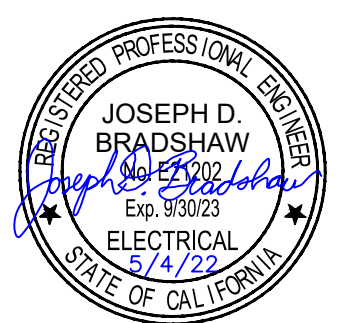
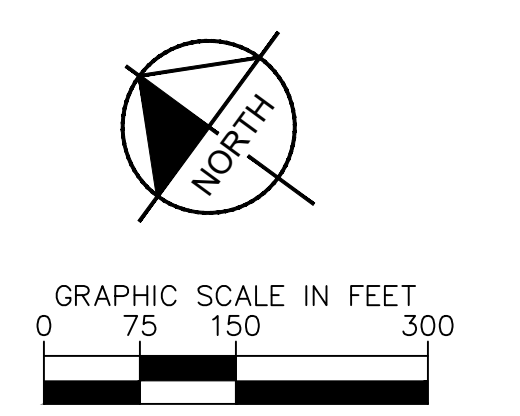
ALV	AIRFIELD LIGHTING VAULT
ATCT	AIR TRAFFIC CONTROL TOWER
A.T.S.	AUTOMATIC TRANSFER SWITCH
AWOS	AUTOMATED WEATHER OBSERVATION SYSTEM
BORE	DIRECTIONAL BORE
C, CNDT	CONDUIT
CCR	CONSTANT CURRENT REGULATOR
C.E.	CONCRETE ENCASED
CLSM	CONTROLLED LOW STRENGTH MATERIAL P-153
D.B.	DIRECT EARTH BURIAL
(E)	EXISTING EQUIPMENT OR FACILITY
FAA	FEDERAL AVIATION ADMINISTRATION
HH	HANDHOLE (L-115)
MIRL	MEDIUM INTENSITY RUNWAY LIGHTS
MITL	MEDIUM INTENSITY TAXIWAY LIGHTS
(N)	NEW EQUIPMENT OR FACILITY
PAPI	PRECISION APPROACH PATH INDICATOR
P.O.C.	POINT OF CONNECTION (WITH EXISTING CONDUIT OR DUCT)
PVC	POLYVINYLCHLORIDE: CONDUIT MATERIAL
(R)	REMOVE EQUIPMENT OR FACILITY
(RR)	REMOVE AND REPLACE EQUIPMENT OR FACILITY
RDR	RUNWAY DISTANCE REMAINING
REIL	RUNWAY END INDICATOR LIGHT
RGL	RUNWAY GUARD LIGHT
RSA	RUNWAY SAFETY AREA
R/W, RWY	RUNWAY
SCH	SCHEDULE
TSR	TAXIWAY SAFETY AREA
T/W, TWY	TAXIWAY
TYP.	TYPICAL
U.O.N.	UNLESS OTHERWISE NOTED
VASI	VISUAL APPROACH SLOPE INDICATOR

**ELECTRICAL SCOPE OF NEW WORK NOTES**

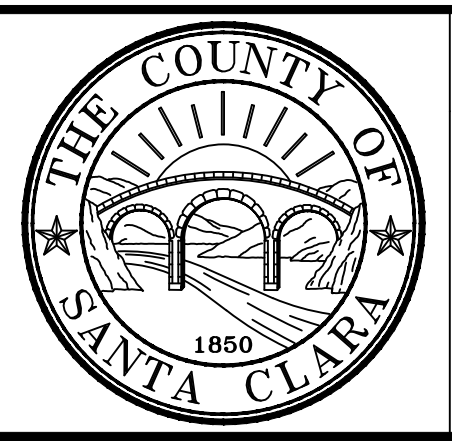
- 1 INSTALL NEW L-861 LED MEDIUM INTENSITY RUNWAY EDGE/END LIGHT, L-824 #8, 5KV CABLING, AND ISOLATION TRANSFORMER ON EXISTING BASE CAN. INSTALL NEW L-823 CONNECTOR KIT IN BASE CAN.
- 2 INSTALL NEW L-824 #8 5KV AIRFIELD CABLING IN EXISTING CONDUIT OR DUCTBANK.
- 3 INSTALL NEW CABLING, ISOLATION TRANSFORMER, AND L-823 CONNECTOR KIT IN EXISTING BASE CAN. PROTECT EXISTING TAXIWAY EDGE LIGHT FIXTURE IN PLACE.
- 4 INSTALL NEW SIZE 1 L-858 LED AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION.
- 5 INSTALL NEW SIZE 1 L-858 RETRO-REFLECTIVE AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION.
- 6 INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING.
- 7 INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING FOR RGL CIRCUIT.
- 8 INSTALL NEW 1-2" DIRECTIONAL BORE SCH. 80 HDPE CONDUIT AND L-824 #8, 5KV CABLING.
- 9 INSTALL NEW L-867 BASE CAN.
- 10 PROTECT EXISTING FAA OWNED AND MAINTAINED REIL IN PLACE.
- 11 PROTECT EXISTING FAA OWNED AND MAINTAINED PAPI IN PLACE.
- 12 INSTALL NEW L-804 LED ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION.
- 13 INSTALL NEW L-861E LED ELEVATED RUNWAY END LIGHT AND L-824 #8, 5KV CABLING ON L-867 BASE CAN WITH NEW ISOLATION TRANSFORMER.
- 14 INTERCEPT EXISTING CONDUIT AND INSTALL NEW L-861 LED ELEVATED RUNWAY DISPLACED THRESHOLD EDGE LIGHT AND L-824 #8, 5KV CABLING ON NEW L-867 BASE CAN WITH NEW ISOLATION TRANSFORMER.
- 15 INSTALL (2) NEW 7.5KW AND (2) NEW 10KW FERRORESONANT CCRS IN ALV. USE EXISTING SPARE 50A/2P BREAKER FOR NEW RGL CCR.
- 16 SEE CIVIL SHEET C1.0 FOR SEGMENTED CIRCLE IMPROVEMENTS.

**LEGEND**

	PROPOSED CONDUIT
	EXISTING DUCTBANK TO REMAIN
	REMOVE CONDUIT OR DUCTBANK
	DIRECTIONAL BORE
	EXISTING HANDHOLE TO REMAIN
R-XX	L-861E LED RUNWAY END / THRESHOLD LIGHT
R-XX	L-861 LED RUNWAY EDGE LIGHT
T-XX	L-861T LED TAXIWAY EDGE LIGHT
BC-XX	L-867 LED BASE CAN WITH BLANK STEEL COVER
	REIL
S-XX	AIRFIELD GUIDANCE SIGN
	WINDCONE
	PAPI
RGL-XX	ELEVATED LED RGL



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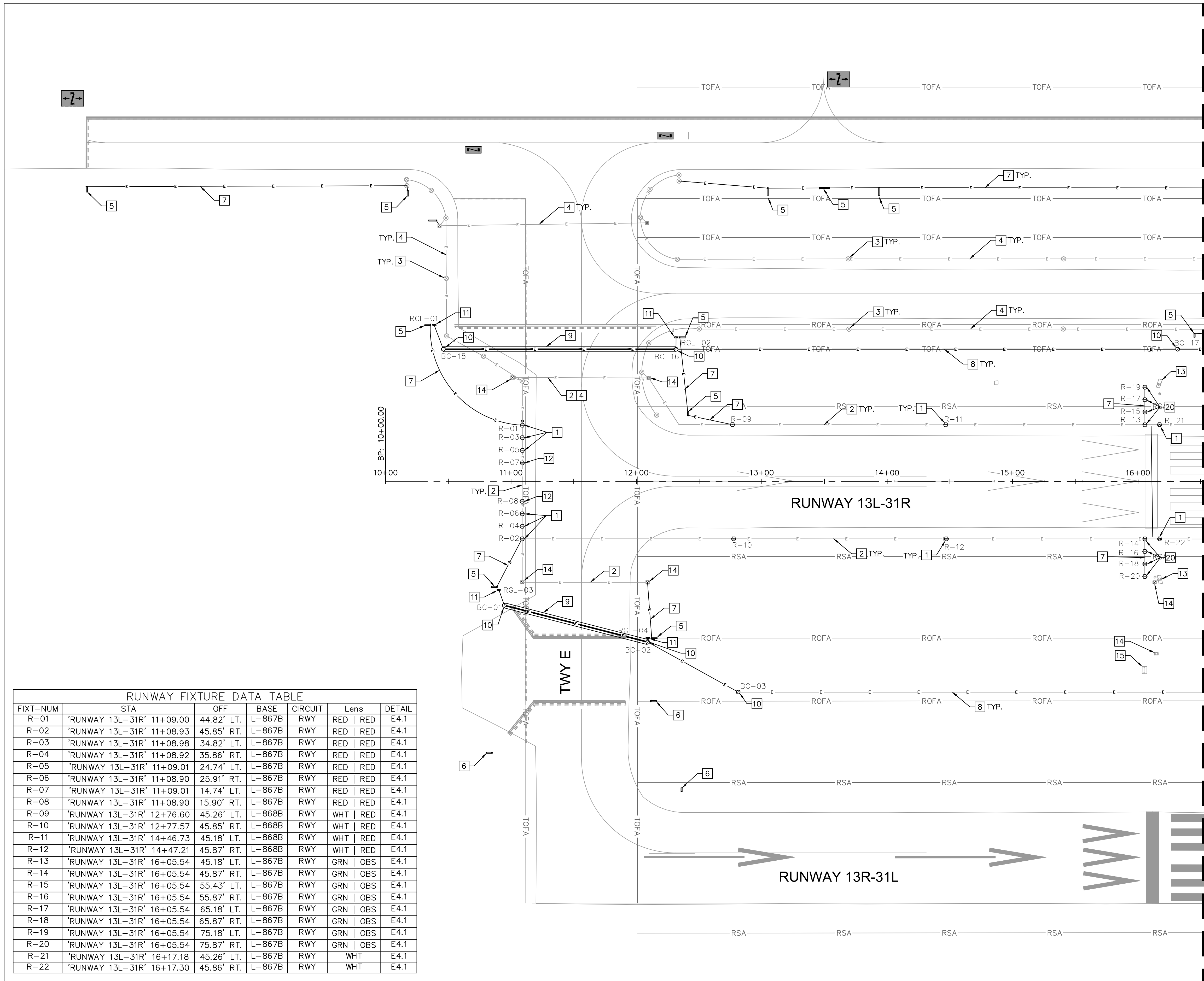
**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

JPT DESIGNED 5/12/22 DATE	JPT DRAWN 5/12/22 DATE	JDB CHECKED 5/12/22 DATE	SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER	APPROVAL: ROCELIA G. KMAK PRINCIPAL CIVIL ENGINEER
SIGNATURE			SIGNATURE	

**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**ELECTRICAL SCOPE OF WORK**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

DRAWING NO. **E1.0**  
SHT NO. 11 OF 33

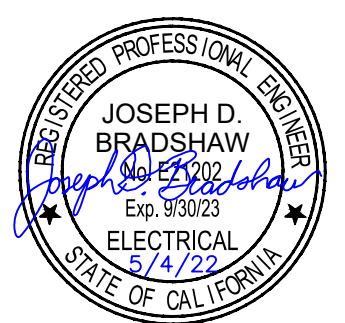
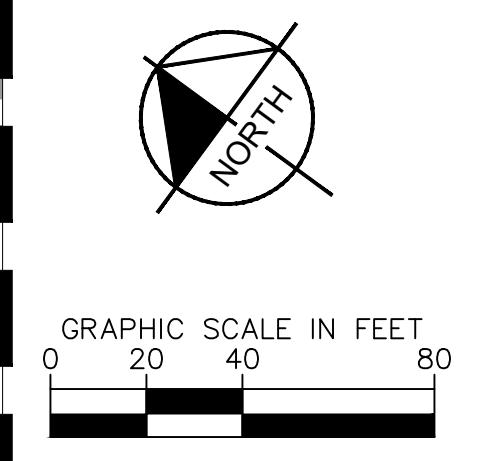


- CONSTRUCTION NOTES:**
- INSTALL NEW L-861 LED ELEVATED RUNWAY EDGE/END LIGHT, L-824 #8, 5KV CABLING, AND ISOLATION TRANSFORMER ON EXISTING BASE CAN. INSTALL NEW L-823 CONNECTOR KIT IN BASECAN. SEE DETAIL 1 SHEET E4.1.
  - INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR RUNWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE RUNWAY CIRCUIT MAP SHEET E5.1 FOR CABLE ROUTING.
  - INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING AND ISOLATION TRANSFORMER IN EXISTING BASE CAN. INSTALL NEW L-823 CONNECTOR KIT IN PLACE. SEE DETAIL 2 SHEET E4.1.
  - INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR TAXIWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE TAXIWAY CIRCUIT MAP SHEET E5.2 FOR CABLE ROUTING.
  - INSTALL NEW SIZE 1 L-858 LED AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION. REFERENCE E2 SERIES FOR SIGN LOCATION AND DETAILS. SEE DETAIL 1 SHEET E4.3.
  - INSTALL NEW SIZE 1 L-858 RETRO-REFLECTIVE AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION. REFERENCE E2 SERIES FOR SIGN LOCATION AND DETAILS. SEE DETAIL 3 SHEET E4.3.
  - INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING. SEE DETAIL 1 SHEET E4.2 FOR TRENCH DETAIL.
  - INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING FOR RGL LIGHTING CIRCUIT. SEE DETAIL 1 SHEET E4.2 FOR TRENCH DETAIL.
  - INSTALL NEW 1-2" DIRECTIONAL BORE SCH. 80 HDPE CONDUIT AND L-824 #8, 5KV CABLING. SEE DETAIL 2 SHEET E4.2.
  - INSTALL L-867 BASE CAN WITH BLANK STEEL COVER. SEE DETAIL 4 SHEET E4.1.
  - INSTALL NEW L-804 LED ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION. SEE DETAILS SHEET E4.4.
  - INTERCEPT EXISTING CONDUIT AND INSTALL NEW L-861E LED ELEVATED RUNWAY END LIGHT, NEW L-824 #8 5KV CABLING, AND ISOLATION TRANSFORMER ON NEW L-867 BASECAN. SEE DETAIL 3 SHEET E4.1.
  - EXISTING REIL ASSEMBLY, OWNED AND MAINTAINED BY FAA. PROTECT IN PLACE.
  - EXISTING CONCRETE HANDHOLE. PROTECT IN PLACE.
  - EXISTING AIRFIELD ELECTRICAL EQUIPMENT. PROTECT IN PLACE.
  - INSTALL NEW L-861E LED ELEVATED DISPLACED THRESHOLD EDGE LIGHT, NEW L-824 #8, 5KV CABLING, AND ISOLATION TRANSFORMER ON NEW L-867 BASECAN. SEE DETAIL 3 SHEET E4.1. HAND DIG IN THIS AREA TO AVOID INFRASTRUCTURE FOR SIGNAL CABLING BETWEEN FAA OWNED AND MAINTAINED REILS.

FIXT-NUM	STA	OFF	BASE	CIRCUIT	Lens	DETAIL
R-01	'RUNWAY 13L-31R' 11+09.00	44.82' LT.	L-867B	RWY	RED   RED	E4.1
R-02	'RUNWAY 13L-31R' 11+08.93	45.85' RT.	L-867B	RWY	RED   RED	E4.1
R-03	'RUNWAY 13L-31R' 11+08.98	34.82' LT.	L-867B	RWY	RED   RED	E4.1
R-04	'RUNWAY 13L-31R' 11+08.92	35.86' RT.	L-867B	RWY	RED   RED	E4.1
R-05	'RUNWAY 13L-31R' 11+09.01	24.74' LT.	L-867B	RWY	RED   RED	E4.1
R-06	'RUNWAY 13L-31R' 11+08.90	25.91' RT.	L-867B	RWY	RED   RED	E4.1
R-07	'RUNWAY 13L-31R' 11+09.01	14.74' LT.	L-867B	RWY	RED   RED	E4.1
R-08	'RUNWAY 13L-31R' 11+08.90	15.90' RT.	L-867B	RWY	RED   RED	E4.1
R-09	'RUNWAY 13L-31R' 12+76.60	45.26' LT.	L-868B	RWY	WHT   RED	E4.1
R-10	'RUNWAY 13L-31R' 12+77.57	45.85' RT.	L-868B	RWY	WHT   RED	E4.1
R-11	'RUNWAY 13L-31R' 14+46.73	45.18' LT.	L-868B	RWY	WHT   RED	E4.1
R-12	'RUNWAY 13L-31R' 14+47.21	45.87' RT.	L-868B	RWY	WHT   RED	E4.1
R-13	'RUNWAY 13L-31R' 16+05.54	45.18' LT.	L-867B	RWY	GRN   OBS	E4.1
R-14	'RUNWAY 13L-31R' 16+05.54	45.87' RT.	L-867B	RWY	GRN   OBS	E4.1
R-15	'RUNWAY 13L-31R' 16+05.54	55.43' LT.	L-867B	RWY	GRN   OBS	E4.1
R-16	'RUNWAY 13L-31R' 16+05.54	55.87' RT.	L-867B	RWY	GRN   OBS	E4.1
R-17	'RUNWAY 13L-31R' 16+05.54	65.18' LT.	L-867B	RWY	GRN   OBS	E4.1
R-18	'RUNWAY 13L-31R' 16+05.54	65.87' RT.	L-867B	RWY	GRN   OBS	E4.1
R-19	'RUNWAY 13L-31R' 16+05.54	75.18' LT.	L-867B	RWY	GRN   OBS	E4.1
R-20	'RUNWAY 13L-31R' 16+05.54	75.87' RT.	L-867B	RWY	GRN   OBS	E4.1
R-21	'RUNWAY 13L-31R' 16+17.18	45.26' LT.	L-867B	RWY	WHT	E4.1
R-22	'RUNWAY 13L-31R' 16+17.30	45.86' RT.	L-867B	RWY	WHT	E4.1

BC-NUM	STA	OFF	DETAIL
BC-01	'RUNWAY 13L-31R' 10+94.65	98.92' RT.	E4.1
BC-02	'RUNWAY 13L-31R' 12+09.14	128.22' RT.	E4.1
BC-03	'RUNWAY 13L-31R' 12+81.18	168.00' RT.	E4.1
BC-15	'RUNWAY 13L-31R' 10+46.04	105.50' LT.	E4.1
BC-16	'RUNWAY 13L-31R' 12+31.60	105.50' LT.	E4.1
BC-17	'RUNWAY 13L-31R' 16+31.60	105.50' LT.	E4.1

FIXT-NUM	STA	OFF	DETAIL	CIRCUIT
RGL-01	'RUNWAY 13L-31R' 10+38.63	124.87' LT.	E4.5	RGL
RGL-02	'RUNWAY 13L-31R' 12+31.63	114.91' LT.	E4.5	RGL
RGL-03	'RUNWAY 13L-31R' 10+90.37	86.59' RT.	E4.5	RGL
RGL-04	'RUNWAY 13L-31R' 12+09.22	124.87' RT.	E4.5	RGL



NO.	REVISIONS	BY	DATE	APP'D

**Kimley»Horn**  
 C 2021 KIMLEY-HORN AND ASSOCIATES, INC.  
 10 ALMADEN BLVD SUITE #1250  
 SAN JOSE, CALIFORNIA 95113  
 (669) 800-4130

**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

JPT DESIGNED	5/11/22	DATE	
JPT DRAWN	5/11/22	DATE	
JDB CHECKED	5/11/22	DATE	

SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER

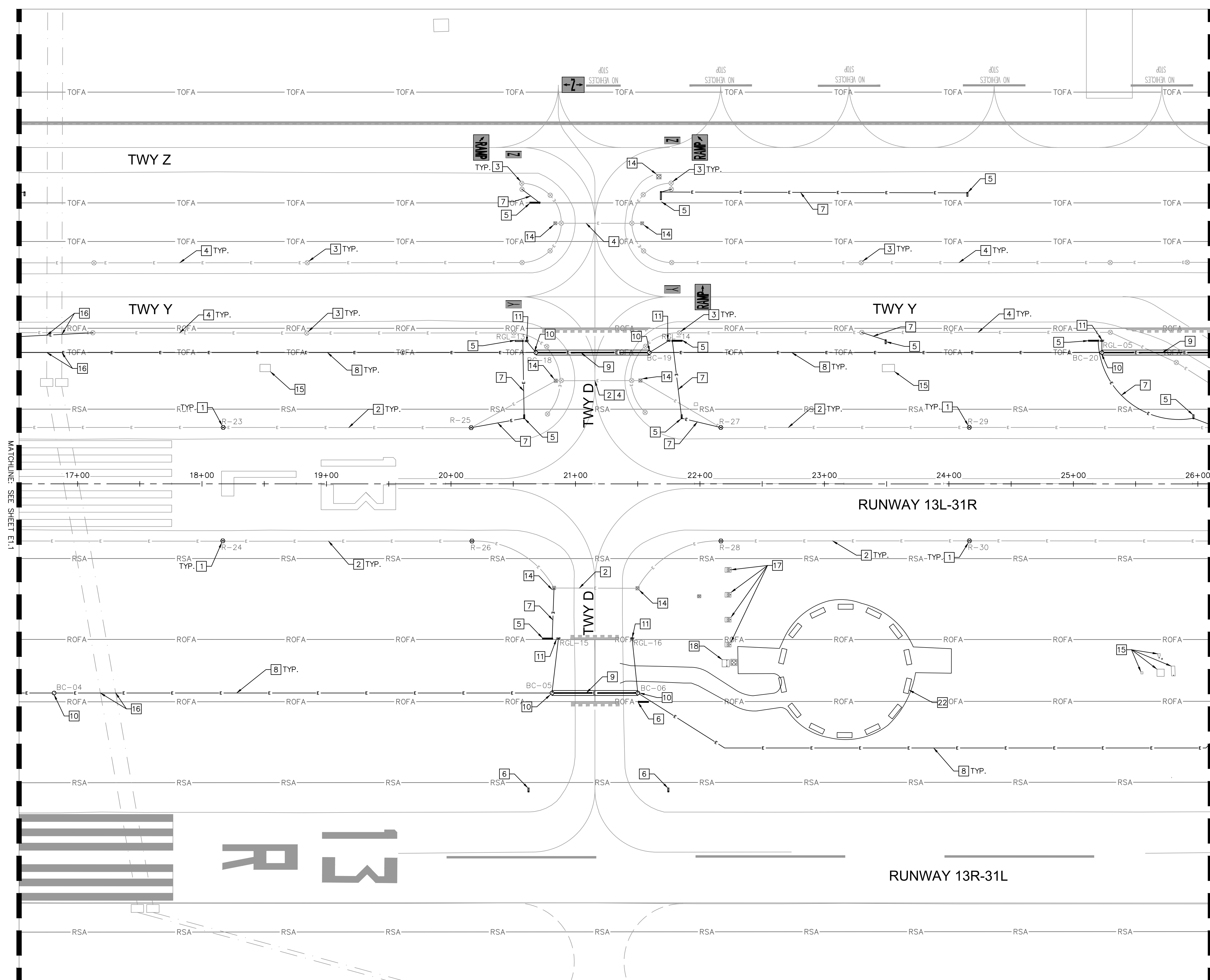
APPROVAL:  
 ROCELIA G. KMAK  
 PRINCIPAL CIVIL ENGINEER

**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

**ELECTRICAL LAYOUT**

PROJECT NO. 192232000      CONTRACT NO.      FILE NO.

DRAWING NO. **E1.1**  
 SHT NO. 12 OF 33



- CONSTRUCTION NOTES:**
- INSTALL NEW L-861 LED ELEVATED RUNWAY EDGE/END LIGHT, L-824 #8, 5KV CABLING, AND ISOLATION TRANSFORMER ON EXISTING BASE CAN. INSTALL NEW L-823 CONNECTOR KIT IN BASECAN. SEE DETAIL 1 SHEET E4.1.
  - INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR RUNWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE RUNWAY CIRCUIT MAP SHEET E5.1 FOR CABLE ROUTING.
  - INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING AND ISOLATION TRANSFORMER IN EXISTING BASE CAN. INSTALL NEW L-823 CONNECTOR KIT IN BASECAN IN PLACE. SEE DETAIL 2 SHEET E4.1.
  - INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR TAXIWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE TAXIWAY CIRCUIT MAP SHEET E5.2 FOR CABLE ROUTING.
  - INSTALL NEW SIZE 1 L-858 LED AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION. REFERENCE E2 SERIES FOR SIGN LOCATION AND DETAILS. SEE DETAIL 1 SHEET E4.3.
  - INSTALL NEW SIZE 1 L-858 RETRO-REFLECTIVE AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION. REFERENCE E2 SERIES FOR SIGN LOCATION AND DETAILS. SEE DETAIL 3 SHEET E4.3.
  - INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING. SEE DETAIL 1 SHEET E4.2 FOR TRENCH DETAIL.
  - INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING FOR RGL LIGHTING CIRCUIT. SEE DETAIL 1 SHEET E4.2 FOR TRENCH DETAIL.
  - INSTALL NEW 1-2" DIRECTIONAL BORE SCH. 80 HDPE CONDUIT AND L-824 #8, 5KV CABLING. SEE DETAIL 2 SHEET E4.2.
  - INSTALL L-867 BASE CAN WITH BLANK STEEL COVER. SEE DETAIL 4 SHEET E4.1.
  - INSTALL NEW L-804 LED ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION. SEE DETAILS SHEET E4.4.
  - EXISTING CONCRETE HANDHOLE. PROTECT IN PLACE.
  - EXISTING AIRFIELD ELECTRICAL EQUIPMENT. PROTECT IN PLACE.
  - PROTECT EXISTING DUCTBANK OR UTILITY IN PLACE. COORDINATE CROSSING PRIOR TRENCHING OPERATIONS.
  - EXISTING PAPI LIGHT HOUSING ASSEMBLY, OWNED AND MAINTAINED BY FAA. PROTECT PAPI ASSEMBLY AND EQUIPMENT IN PLACE.
  - EXISTING PAPI POWER AND CONTROL EQUIPMENT RACK, OWNED AND MAINTAINED BY FAA. PROTECT IN PLACE.
  - EXISTING MAIN WINDCONE AND SEGMENTED CIRCLE. SEE SEGMENTED CIRCLE LAYOUT DRAWING C1.0 FOR MODIFICATIONS AND DETAIL.

**BASE CAN DATA TABLE**

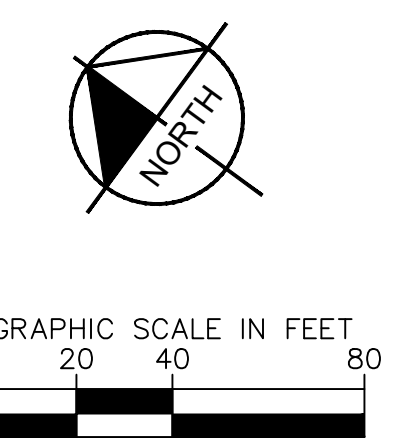
BC-NUM	STA	OFF	DETAIL
BC-04	'RUNWAY 13L-31R' 16+81.18	168.00' RT.	E4.1
BC-05	'RUNWAY 13L-31R' 20+81.18	168.00' RT.	E4.1
BC-06	'RUNWAY 13L-31R' 21+50.10	168.00' RT.	E4.1
BC-18	'RUNWAY 13L-31R' 20+68.20	105.50' LT.	E4.1
BC-19	'RUNWAY 13L-31R' 21+59.36	105.50' LT.	E4.1
BC-20	'RUNWAY 13L-31R' 25+22.87	105.50' LT.	E4.1

**RUNWAY GUARD LIGHT DATA TABLE**

FIXT-NUM	STA	OFF	DETAIL	CIRCUIT
RGL-05	'RUNWAY 13L-31R' 25+22.91	115.02' LT.	E4.4	RGL
RGL-13	'RUNWAY 13L-31R' 20+60.70	114.83' LT.	E4.4	RGL
RGL-14	'RUNWAY 13L-31R' 21+74.83	114.98' LT.	E4.4	RGL
RGL-15	'RUNWAY 13L-31R' 20+86.32	124.29' RT.	E4.4	RGL
RGL-16	'RUNWAY 13L-31R' 21+45.51	124.22' RT.	E4.4	RGL

**RUNWAY FIXTURE DATA TABLE**

FIXT-NUM	STA	OFF	BASE	CIRCUIT	Lens	DETAIL
R-21	'RUNWAY 13L-31R' 18+17.04	45.31' LT.	L-867B	RWY	WHT	E4.1
R-22	'RUNWAY 13L-31R' 18+16.70	45.77' RT.	L-867B	RWY	WHT	E4.1
R-23	'RUNWAY 13L-31R' 20+16.25	45.15' LT.	L-867B	RWY	WHT	E4.1
R-24	'RUNWAY 13L-31R' 20+16.86	45.95' RT.	L-867B	RWY	WHT	E4.1
R-25	'RUNWAY 13L-31R' 22+16.72	45.31' LT.	L-867B	RWY	WHT	E4.1
R-26	'RUNWAY 13L-31R' 22+16.86	45.86' RT.	L-867B	RWY	WHT	E4.1
R-27	'RUNWAY 13L-31R' 24+16.44	45.41' LT.	L-867B	RWY	WHT	E4.1



NO.	REVISIONS	BY	DATE	APP'D

**THE COUNTY OF SANTA CLARA**

**Kimley Horn**  
 C 2021 KIMLEY-HORN AND ASSOCIATES, INC.  
 10 ALMADEN BLVD SUITE #1250  
 SAN JOSE, CALIFORNIA 95113  
 (669) 800-4130

**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

JPT DESIGNED 5/11/22 DATE  
 JPT DRAWN 5/11/22 DATE  
 JDB CHECKED 5/11/22 DATE

SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER  
 APPROVAL: ROCELA G. KMAK PRINCIPAL CIVIL ENGINEER

Professional Engineer seals for Jamil S. Salas (No. C74528) and Rocelia G. Kmak (No. C34920).

**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

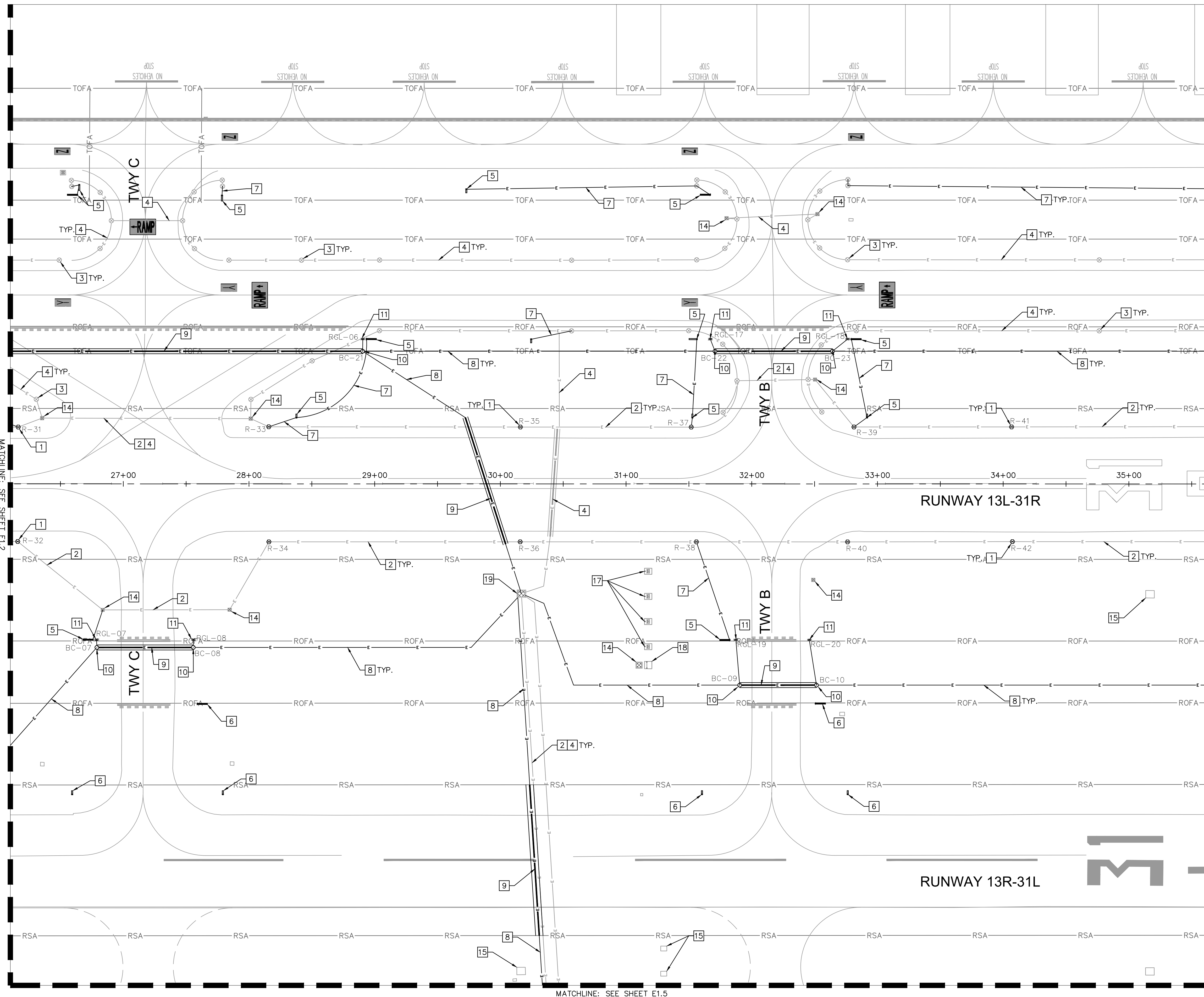
**ELECTRICAL LAYOUT**

DRAWING NO. **E1.2**  
 SHT NO. 13 OF 33

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

**CONSTRUCTION NOTES:**

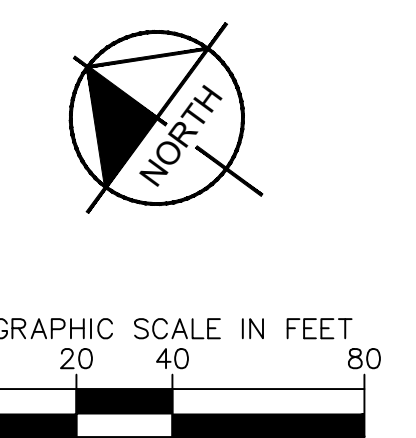
- 1 INSTALL NEW L-861 LED ELEVATED RUNWAY EDGE/END LIGHT, L-824 #8, 5KV CABLING, AND ISOLATION TRANSFORMER ON EXISTING BASE CAN. INSTALL NEW L-823 CONNECTOR KIT IN BASECAN. SEE DETAIL 1 SHEET E4.1.
- 2 INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR RUNWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE RUNWAY CIRCUIT MAP SHEET E5.1 FOR CABLE ROUTING.
- 3 INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING AND ISOLATION TRANSFORMER IN EXISTING BASE CAN. INSTALL NEW L-823 CONNECTOR KIT IN BASECAN IN PLACE. SEE DETAIL 2 SHEET E4.1.
- 4 INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR TAXIWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE TAXIWAY CIRCUIT MAP SHEET E5.2 FOR CABLE ROUTING.
- 5 INSTALL NEW SIZE 1 L-858 LED AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION. REFERENCE E2 SERIES FOR SIGN LOCATION AND DETAILS. SEE DETAIL 1 SHEET E4.3.
- 6 INSTALL NEW SIZE 1 L-858 RETRO-REFLECTIVE AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION. REFERENCE E2 SERIES FOR SIGN LOCATION AND DETAILS. SEE DETAIL 3 SHEET E4.3.
- 7 INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING. SEE DETAIL 1 SHEET E4.2 FOR TRENCH DETAIL.
- 8 INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING FOR RGL LIGHTING CIRCUIT. SEE DETAIL 1 SHEET E4.2 FOR TRENCH DETAIL.
- 9 INSTALL NEW 1-2" DIRECTIONAL BORE SCH. 80 HDPE CONDUIT AND L-824 #8, 5KV CABLING. SEE DETAIL 2 SHEET E4.2.
- 10 INSTALL L-867 BASE CAN WITH BLANK STEEL COVER. SEE DETAIL 4 SHEET E4.1.
- 11 INSTALL NEW L-804 LED ELEVATED RUNWAY GUARD LIGHT WITH NEW BASECAN AND CONCRETE FOUNDATION. SEE DETAILS SHEET E4.4.
- 14 EXISTING CONCRETE HANDHOLE. PROTECT IN PLACE.
- 15 EXISTING AIRFIELD ELECTRICAL EQUIPMENT. PROTECT IN PLACE.
- 17 EXISTING PAPI LIGHT HOUSING ASSEMBLY, OWNED AND MAINTAINED BY FAA. PROTECT PAPI ASSEMBLY AND EQUIPMENT IN PLACE.
- 18 EXISTING PAPI POWER AND CONTROL EQUIPMENT RACK, OWNED AND MAINTAINED BY FAA. PROTECT IN PLACE.
- 19 INTERCEPT EXISTING HOMERUN DUCTBANK HANDHOLE WITH NEW 1-2" SCH. 40 PVC CONDUIT.



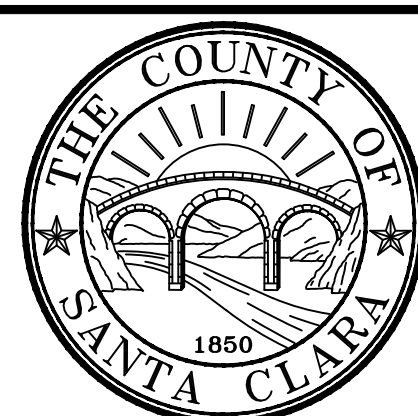
BASE CAN DATA TABLE			
BC-NUM	STA	OFF	DETAIL
BC-07	'RUNWAY 13L-31R' 26+78.95	130.15' RT.	E4.1
BC-08	'RUNWAY 13L-31R' 27+55.70	130.15' RT.	E4.1
BC-09	'RUNWAY 13L-31R' 31+90.40	160.00' RT.	E4.1
BC-10	'RUNWAY 13L-31R' 32+51.48	160.00' RT.	E4.1
BC-21	'RUNWAY 13L-31R' 28+90.41	105.50' LT.	E4.1
BC-22	'RUNWAY 13L-31R' 31+70.73	105.50' LT.	E4.1
BC-23	'RUNWAY 13L-31R' 32+64.18	105.50' LT.	E4.1

RUNWAY GUARD LIGHT DATA TABLE				
FIXT-NUM	STA	OFF	DETAIL	CIRCUIT
RGL-06	'RUNWAY 13L-31R' 28+90.52	115.25' LT.	E4.4	RGL
RGL-07	'RUNWAY 13L-31R' 26+78.75	124.00' RT.	E4.4	RGL
RGL-08	'RUNWAY 13L-31R' 27+55.79	123.89' RT.	E4.4	RGL
RGL-17	'RUNWAY 13L-31R' 31+67.02	115.19' LT.	E4.4	RGL
RGL-18	'RUNWAY 13L-31R' 32+76.23	115.20' LT.	E4.4	RGL
RGL-19	'RUNWAY 13L-31R' 31+87.37	124.16' RT.	E4.4	RGL
RGL-20	'RUNWAY 13L-31R' 32+45.78	124.11' RT.	E4.4	RGL

RUNWAY FIXTURE DATA TABLE						
FIXT-NUM	STA	OFF	BASE	CIRCUIT	Lens	DETAIL
R-29	'RUNWAY 13L-31R' 26+16.44	45.20' LT.	L-867B	RWY	WHT	E4.1
R-30	'RUNWAY 13L-31R' 26+15.96	45.86' RT.	L-867B	RWY	WHT	E4.1
R-31	'RUNWAY 13L-31R' 28+15.72	45.42' LT.	L-867B	RWY	WHT	E4.1
R-32	'RUNWAY 13L-31R' 28+15.84	46.12' RT.	L-867B	RWY	WHT	E4.1
R-33	'RUNWAY 13L-31R' 30+15.91	45.26' LT.	L-867B	RWY	WHT	E4.1
R-34	'RUNWAY 13L-31R' 30+15.77	46.08' RT.	L-867B	RWY	WHT	E4.1
R-35	'RUNWAY 13L-31R' 31+51.85	45.20' LT.	L-867B	RWY	WHT	E4.1
R-36	'RUNWAY 13L-31R' 31+55.96	46.12' RT.	L-867B	RWY	WHT	E4.1
R-37	'RUNWAY 13L-31R' 32+81.32	45.32' LT.	L-867B	RWY	WHT	E4.1
R-38	'RUNWAY 13L-31R' 32+76.21	46.13' RT.	L-867B	RWY	WHT	E4.1
R-39	'RUNWAY 13L-31R' 34+06.71	45.38' LT.	L-867B	RWY	WHT	E4.1
R-40	'RUNWAY 13L-31R' 34+07.38	45.90' RT.	L-867B	RWY	WHT	E4.1



NO.	REVISIONS	BY	DATE	APP'D

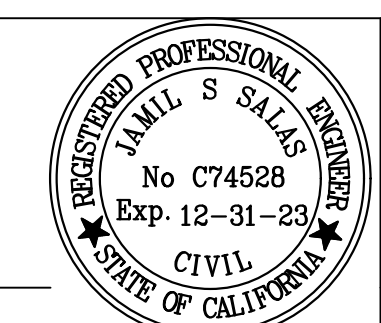


**Kimley»Horn**  
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 10 ALMADEN BLVD SUITE #1250  
 SAN JOSE, CALIFORNIA 95113  
 (669) 800-4130

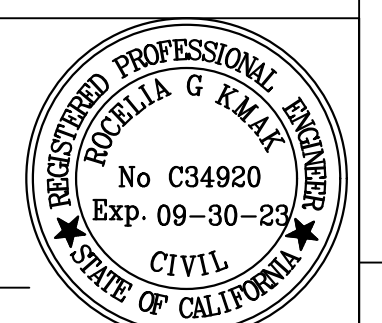
**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

JPT DESIGNED 5/11/22 DATE  
 JPT DRAWN 5/11/22 DATE  
 JDB CHECKED 5/11/22 DATE

SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



APPROVAL:  
 ROCELA G. KMAK  
 PRINCIPAL CIVIL ENGINEER



**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

**ELECTRICAL LAYOUT**

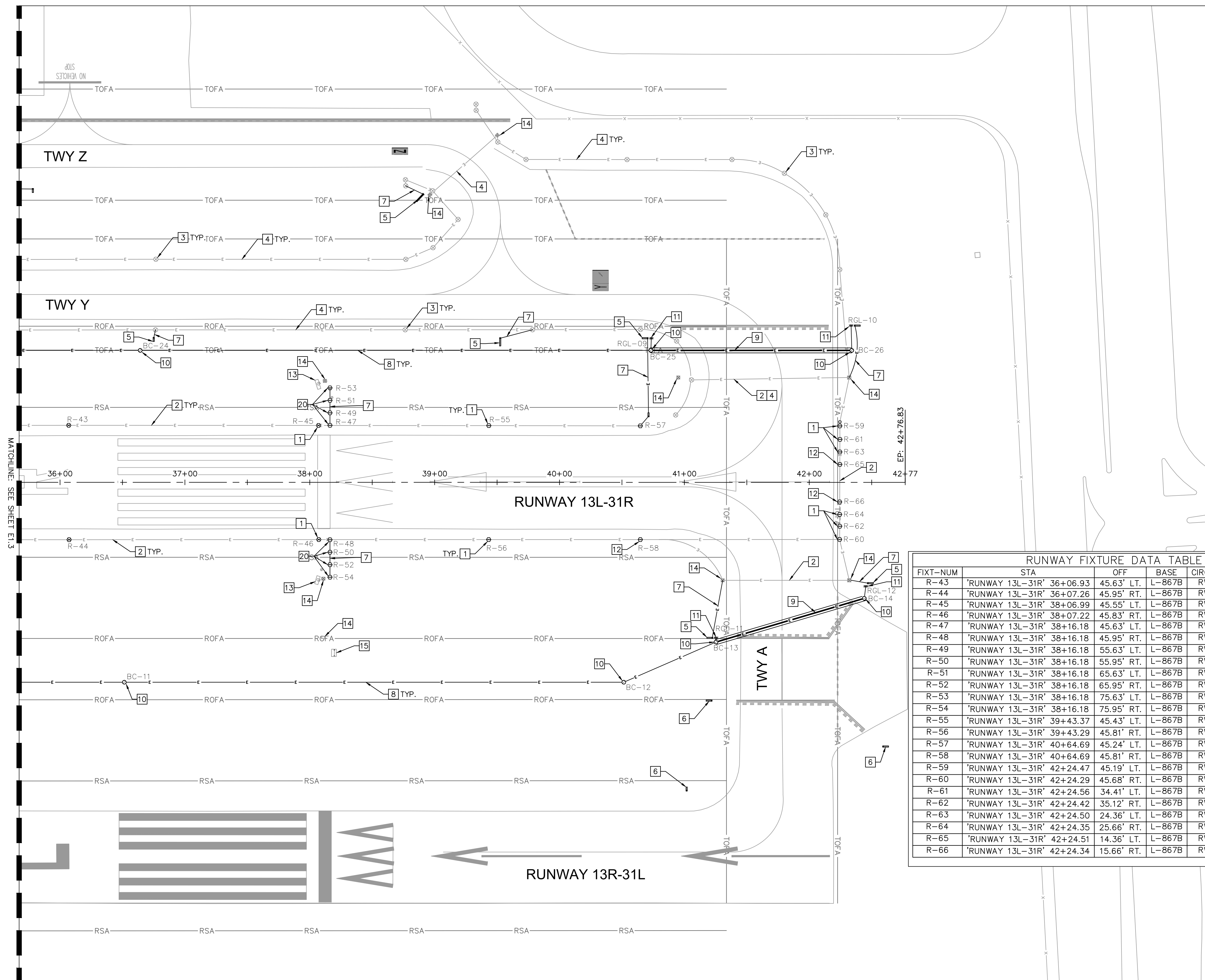
DRAWING NO. **E1.3**

SHT NO. 14 OF 33

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

**CONSTRUCTION NOTES:**

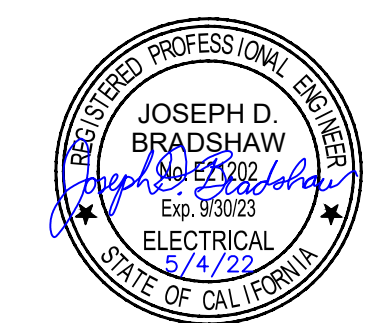
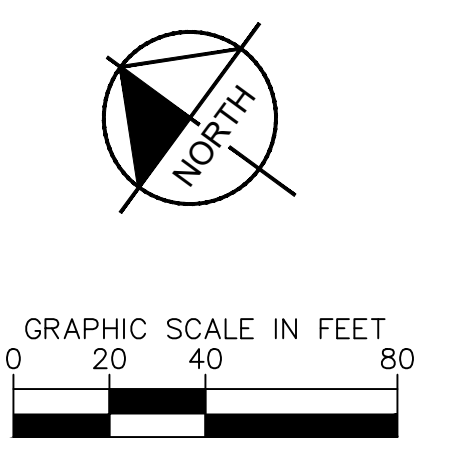
- 1 INSTALL NEW L-861 LED ELEVATED RUNWAY EDGE/END LIGHT, L-824 #8, 5KV CABLING, AND ISOLATION TRANSFORMER ON EXISTING BASE CAN. INSTALL NEW L-823 CONNECTOR KIT IN BASECAN. SEE DETAIL 1 SHEET E4.1.
- 2 INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR RUNWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE RUNWAY CIRCUIT MAP SHEET E5.1 FOR CABLE ROUTING.
- 3 INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING AND ISOLATION TRANSFORMER IN EXISTING BASE CAN. INSTALL NEW L-823 CONNECTOR KIT IN BASECAN IN PLACE. SEE DETAIL 2 SHEET E4.1.
- 4 INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR TAXIWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE TAXIWAY CIRCUIT MAP SHEET E5.2 FOR CABLE ROUTING.
- 5 INSTALL NEW SIZE 1 L-858 LED AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION. REFERENCE E2 SERIES FOR SIGN LOCATION AND DETAILS. SEE DETAIL 1 SHEET E4.3.
- 6 INSTALL NEW SIZE 1 L-858 RETRO-REFLECTIVE AIRFIELD GUIDANCE SIGN ON NEW CONCRETE FOUNDATION. REFERENCE E2 SERIES FOR SIGN LOCATION AND DETAILS. SEE DETAIL 3 SHEET E4.3.
- 7 INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING. SEE DETAIL 1 SHEET E4.2 FOR TRENCH DETAIL.
- 8 INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING FOR RGL LIGHTING CIRCUIT. SEE DETAIL 1 SHEET E4.2 FOR TRENCH DETAIL.
- 9 INSTALL NEW 1-2" DIRECTIONAL BORE SCH. 80 HDPE CONDUIT AND L-824 #8, 5KV CABLING. SEE DETAIL 2 SHEET E4.2.
- 10 INSTALL L-867 BASE CAN WITH BLANK STEEL COVER. SEE DETAIL 4 SHEET E4.1.
- 11 INSTALL NEW L-804 LED ELEVATED RUNWAY GUARD LIGHT WITH NEW CONCRETE FOUNDATION. REFERENCE E2 SERIES SHEET E4.4.
- 12 INTERCEPT EXISTING CONDUIT AND INSTALL NEW L-861E LED ELEVATED RUNWAY END LIGHT, NEW L-824 #8 5KV CABLING, AND ISOLATION TRANSFORMER ON NEW L-867 BASECAN. SEE DETAIL 3 SHEET E4.1.
- 13 EXISTING REIL ASSEMBLY, OWNED AND MAINTAINED BY FAA. PROTECT IN PLACE.
- 14 EXISTING CONCRETE HANDHOLE. PROTECT IN PLACE.
- 15 EXISTING AIRFIELD ELECTRICAL EQUIPMENT. PROTECT IN PLACE.
- 20 INSTALL NEW L-861E LED ELEVATED DISPLACED THRESHOLD EDGE LIGHT, NEW L-824 #8, 5KV CABLING, AND ISOLATION TRANSFORMER ON NEW L-867 BASECAN. SEE DETAIL 3 SHEET E4.1. HAND DIG IN THIS AREA TO AVOID INFRASTRUCTURE FOR SIGNAL CABLING BETWEEN FAA OWNED AND MAINTAINED REILS.



FIXT-NUM	STA	OFF	BASE	CIRCUIT	Lens	DETAIL
R-43	'RUNWAY 13L-31R' 36+06.93	45.63' LT.	L-867B	RWY	WHT	E4.1
R-44	'RUNWAY 13L-31R' 36+07.26	45.95' RT.	L-867B	RWY	WHT	E4.1
R-45	'RUNWAY 13L-31R' 38+06.99	45.55' LT.	L-867B	RWY	WHT	E4.1
R-46	'RUNWAY 13L-31R' 38+07.22	45.83' RT.	L-867B	RWY	WHT	E4.1
R-47	'RUNWAY 13L-31R' 38+16.18	45.63' LT.	L-867B	RWY	OBS   GRN	E4.1
R-48	'RUNWAY 13L-31R' 38+16.18	45.95' RT.	L-867B	RWY	OBS   GRN	E4.1
R-49	'RUNWAY 13L-31R' 38+16.18	55.63' LT.	L-867B	RWY	OBS   GRN	E4.1
R-50	'RUNWAY 13L-31R' 38+16.18	55.95' RT.	L-867B	RWY	OBS   GRN	E4.1
R-51	'RUNWAY 13L-31R' 38+16.18	65.63' LT.	L-867B	RWY	OBS   GRN	E4.1
R-52	'RUNWAY 13L-31R' 38+16.18	65.95' RT.	L-867B	RWY	OBS   GRN	E4.1
R-53	'RUNWAY 13L-31R' 38+16.18	75.63' LT.	L-867B	RWY	OBS   GRN	E4.1
R-54	'RUNWAY 13L-31R' 38+16.18	75.95' RT.	L-867B	RWY	OBS   GRN	E4.1
R-55	'RUNWAY 13L-31R' 39+43.37	45.43' LT.	L-867B	RWY	WHT   RED	E4.1
R-56	'RUNWAY 13L-31R' 39+43.29	45.81' RT.	L-867B	RWY	WHT   RED	E4.1
R-57	'RUNWAY 13L-31R' 40+64.69	45.24' LT.	L-867B	RWY	WHT   RED	E4.1
R-58	'RUNWAY 13L-31R' 40+64.69	45.81' RT.	L-867B	RWY	WHT   RED	E4.1
R-59	'RUNWAY 13L-31R' 42+24.47	45.19' LT.	L-867B	RWY	RED   RED	E4.1
R-60	'RUNWAY 13L-31R' 42+24.29	45.68' RT.	L-867B	RWY	RED   RED	E4.1
R-61	'RUNWAY 13L-31R' 42+24.56	34.41' LT.	L-867B	RWY	RED   RED	E4.1
R-62	'RUNWAY 13L-31R' 42+24.42	35.12' RT.	L-867B	RWY	RED   RED	E4.1
R-63	'RUNWAY 13L-31R' 42+24.50	24.36' LT.	L-867B	RWY	RED   RED	E4.1
R-64	'RUNWAY 13L-31R' 42+24.35	25.66' RT.	L-867B	RWY	RED   RED	E4.1
R-65	'RUNWAY 13L-31R' 42+24.51	14.36' LT.	L-867B	RWY	RED   RED	E4.1
R-66	'RUNWAY 13L-31R' 42+24.34	15.66' RT.	L-867B	RWY	RED   RED	E4.1

BC-NUM	STA	OFF	DETAIL
BC-11	'RUNWAY 13L-31R' 36+51.48	160.00' RT.	E4.1
BC-12	'RUNWAY 13L-31R' 40+51.48	160.00' RT.	E4.1
BC-13	'RUNWAY 13L-31R' 41+25.29	127.84' RT.	E4.1
BC-14	'RUNWAY 13L-31R' 42+44.06	92.82' RT.	E4.1
BC-24	'RUNWAY 13L-31R' 36+64.18	105.50' LT.	E4.1
BC-25	'RUNWAY 13L-31R' 40+73.14	105.50' LT.	E4.1
BC-26	'RUNWAY 13L-31R' 42+34.04	105.50' LT.	E4.1

FIXT-NUM	STA	OFF	DETAIL	CIRCUIT
RGL-09	'RUNWAY 13L-31R' 40+73.47	115.39' LT.	E4.5	RGL
RGL-10	'RUNWAY 13L-31R' 42+33.48	125.55' LT.	E4.5	RGL
RGL-11	'RUNWAY 13L-31R' 41+25.29	124.49' RT.	E4.5	RGL
RGL-12	'RUNWAY 13L-31R' 42+45.27	83.14' RT.	E4.5	RGL



NO.	REVISIONS	BY	DATE	APP'D

**THE COUNTY OF SANTA CLARA**

**Kimley Horn**  
 C 2021 KIMLEY-HORN AND ASSOCIATES, INC.  
 10 ALMADEN BLVD SUITE #1250  
 SAN JOSE, CALIFORNIA 95113  
 (669) 800-4130

**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

DESIGNED: JPT 5/11/22  
 DATE: 5/11/22  
 DRAWN: JDB 5/11/22  
 CHECKED: 5/11/22

SUBMITTED: JAMIL S. SALAS 5/11/22  
 SENIOR CIVIL ENGINEER

APPROVAL: ROCELA G. KMAK 5/11/22  
 PRINCIPAL CIVIL ENGINEER

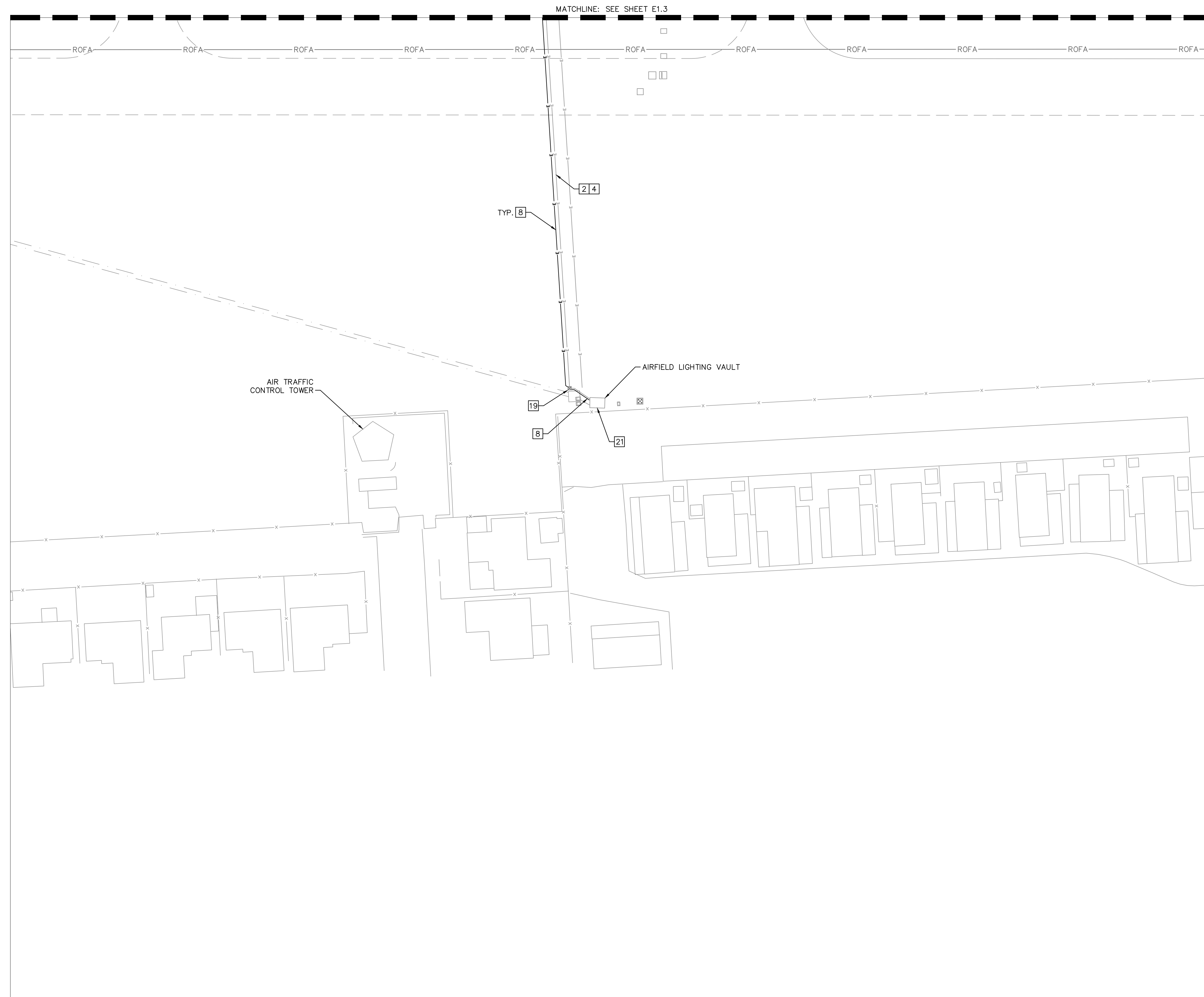
PROJECT NO. 192232000

**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

**ELECTRICAL LAYOUT**

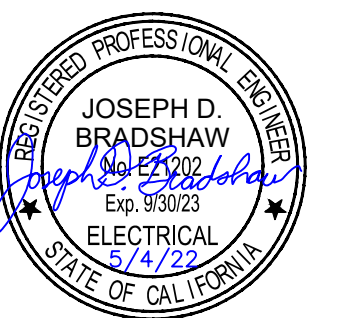
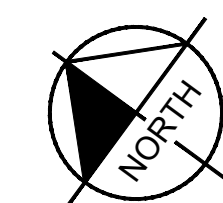
DRAWING NO. **E1.4**  
 SHT NO. 15 OF 33

CONTRACT NO. \_\_\_\_\_  
 FILE NO. \_\_\_\_\_



**CONSTRUCTION NOTES:**

- [2] INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR RUNWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE RUNWAY CIRCUIT MAP SHEET E5.1 FOR CABLE ROUTING.
- [4] INSTALL NEW L-824 #8, 5KV AIRFIELD CABLING FOR TAXIWAY LIGHTING CIRCUIT IN EXISTING CONDUIT OR DUCTBANK. SEE TAXIWAY CIRCUIT MAP SHEET E5.2 FOR CABLE ROUTING.
- [8] INSTALL NEW 1-2" SCH. 40 PVC DIRECT BURIED CONDUIT AND L-824 #8, 5KV CABLING FOR RGL LIGHTING CIRCUIT. SEE DETAIL 1 SHEET E4.2 FOR TRENCH DETAIL.
- [19] INTERCEPT EXISTING HOMERUN DUCTBANK HANDHOLE WITH NEW 1-2" SCH. 40 PVC CONDUIT.
- [21] INSTALL (2) NEW 7.5KW AND (2) NEW 10KW FERRORESONANT CONSTANT CURRENT REGULATORS IN EXISTING AIRFIELD LIGHTING VAULT. SEE VAULT LAYOUT DETAILS SHEET E4.5.



NO.	REVISIONS	BY	DATE	APP'D

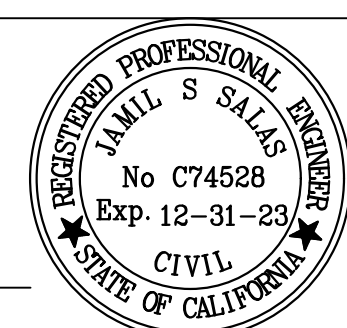


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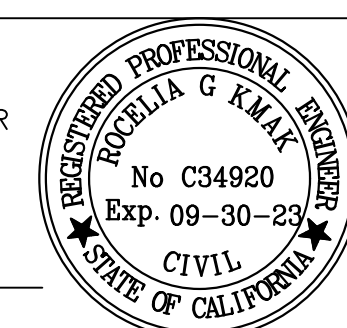
**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

JPT DESIGNED 5/11/22 DATE  
 JPT DRAWN 5/11/22 DATE  
 JDB CHECKED 5/11/22 DATE

SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



APPROVAL:  
 ROCELIA G. KMAK  
 PRINCIPAL CIVIL ENGINEER

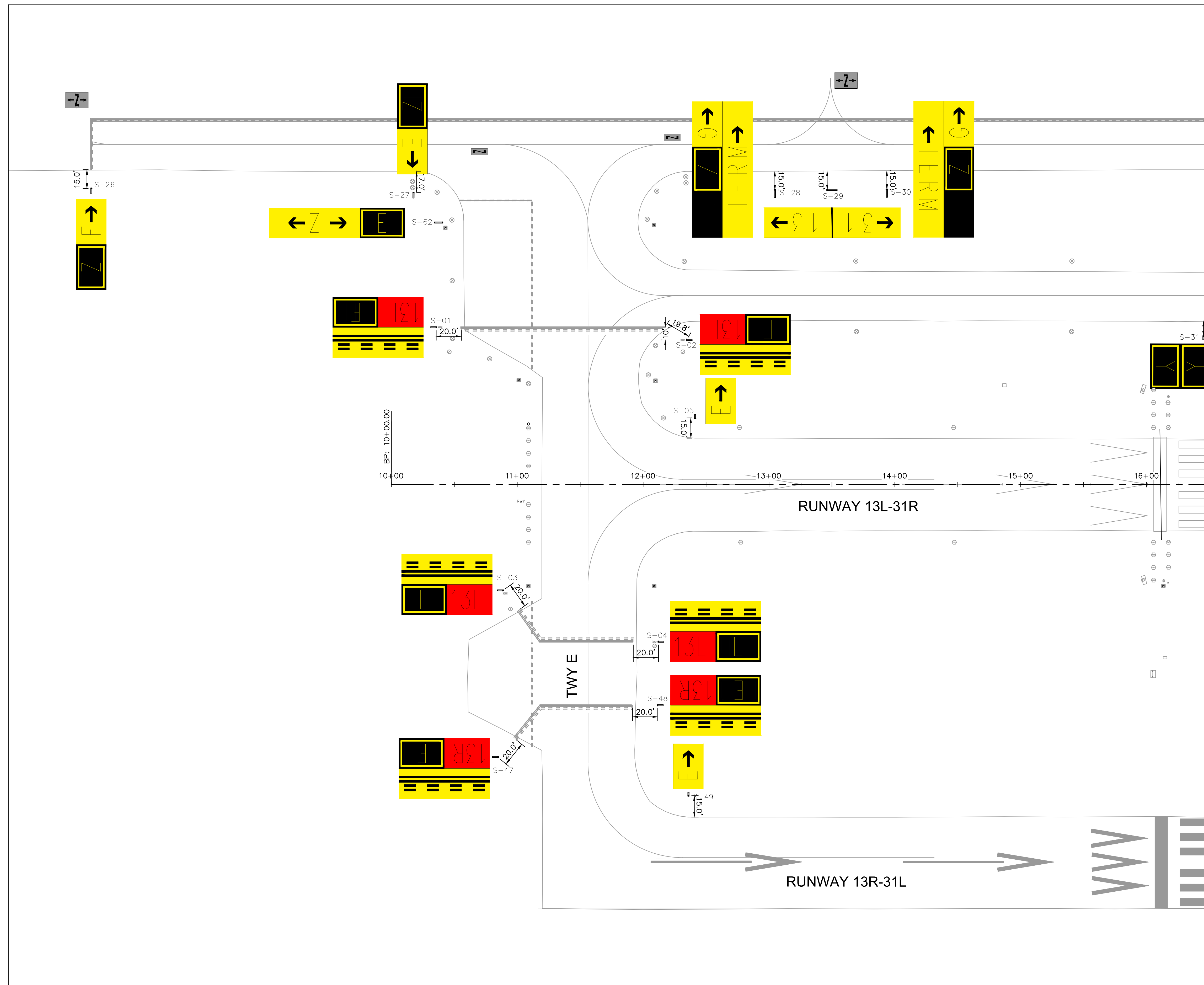


PROJECT NO. 192232000 CONTRACT NO. FILE NO.

**REID-HILLVIEW AIRPORT  
 AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES  
 ELECTRICAL LAYOUT**

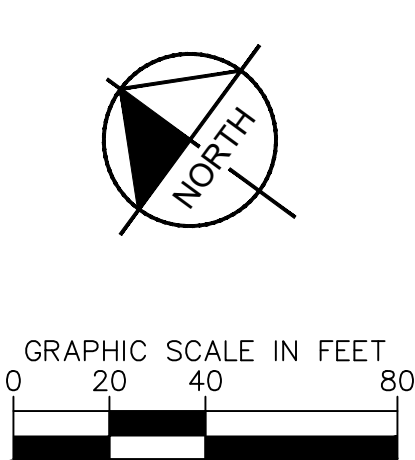
DRAWING NO. **E1.5**  
 SHT NO. 16 OF 33

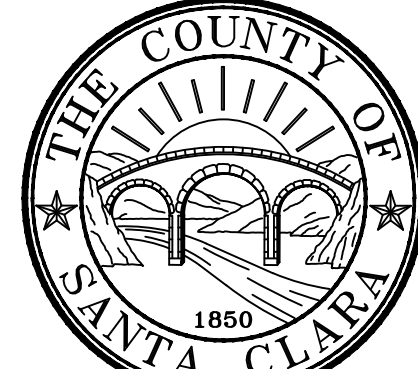


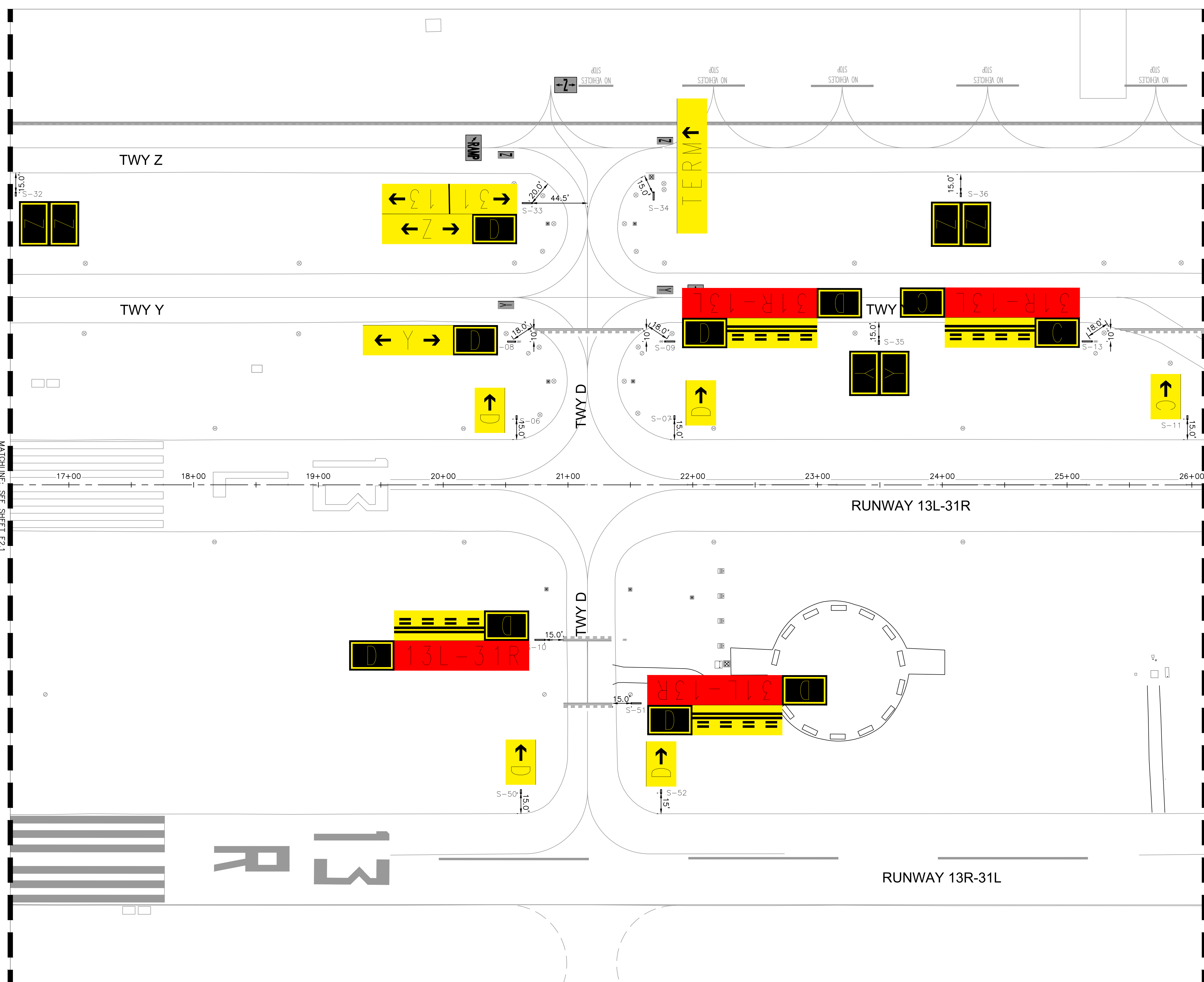


SIGN DATA TABLE					
SIGN-NUM	Name	STA	OFF	DETAIL	CIRCUIT
S-01	2MODSIGN	'RUNWAY 13L-31R' 10+35.63	124.87' LT.	E4.3	RWY
S-02	2MODSIGN	'RUNWAY 13L-31R' 12+34.63	114.91' LT.	E4.3	RWY
S-03	2MODSIGN	'RUNWAY 13L-31R' 10+88.63	84.15' RT.	E4.3	RWY
S-04	2MODSIGN	'RUNWAY 13L-31R' 12+12.22	124.87' RT.	E4.3	RWY
S-05	1MODSIGN	'RUNWAY 13L-31R' 12+41.21	52.66' LT.	E4.3	RWY
S-26	2MODSIGN	SEE DIMENSIONS	SEE DIM.	E4.3	TWY
S-27	2MODSIGN	'RUNWAY 13L-31R' 10+17.61	231.87' LT.	E4.3	TWY
S-28	3MODSIGN	'RUNWAY 13L-31R' 13+04.65	233.96' LT.	E4.3	TWY
S-29	4MODSIGN	'RUNWAY 13L-31R' 13+46.27	234.09' LT.	E4.3	TWY
S-30	3MODSIGN	'RUNWAY 13L-31R' 13+93.67	234.38' LT.	E4.3	TWY
S-31	1MODSIGN	'RUNWAY 13L-31R' 16+45.12	117.84' LT.	E4.3	TWY
S-47	2MODSIGN	'RUNWAY 13L-31R' 10+84.70	216.48' RT.	E4.3	UNLIT
S-48	2MODSIGN	'RUNWAY 13L-31R' 12+11.69	175.36' RT.	E4.3	UNLIT
S-49	1MODSIGN	'RUNWAY 13L-31R' 12+36.06	247.25' RT.	E4.3	UNLIT
S-62	3MODSIGN	'RUNWAY 13L-31R' 10+40.53	208.11' LT.	E4.3	TWY

MATCHLINE: SEE SHEET E2.2



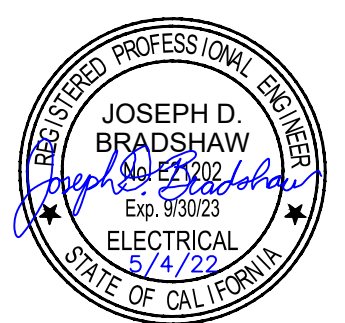
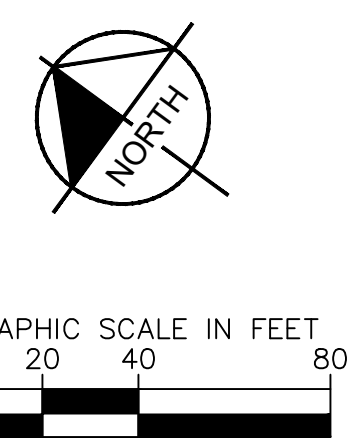
		<p><b>Kimley»Horn</b>          C 2021 KIMLEY-HORN AND ASSOCIATES, INC.          10 ALMADEN BLVD SUITE #1250          SAN JOSE, CALIFORNIA 95113          (669) 800-4130</p>	<p>COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT</p> <table style="width: 100%; font-size: small;"> <tr> <td>JPT DESIGNED</td> <td>5/11/22</td> <td>DATE</td> <td>SUBMITTED:</td> <td>JAMIL S. SALAS</td> <td>SENIOR CIVIL ENGINEER</td> </tr> <tr> <td>JPT DRAWN</td> <td>5/11/22</td> <td>DATE</td> <td>APPROVAL:</td> <td>ROCELIJA G. KMAK</td> <td>PRINCIPAL CIVIL ENGINEER</td> </tr> <tr> <td>JDB CHECKED</td> <td>5/11/22</td> <td>DATE</td> <td>SIGNATURE</td> <td></td> <td></td> </tr> </table>	JPT DESIGNED	5/11/22	DATE	SUBMITTED:	JAMIL S. SALAS	SENIOR CIVIL ENGINEER	JPT DRAWN	5/11/22	DATE	APPROVAL:	ROCELIJA G. KMAK	PRINCIPAL CIVIL ENGINEER	JDB CHECKED	5/11/22	DATE	SIGNATURE			<p><b>REID-HILLVIEW AIRPORT</b>  <b>AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES</b>  <b>SIGN LAYOUT</b></p>	<p>DRAWING NO. <b>E2.1</b></p> <p>SHT NO. 17 OF 33</p>
JPT DESIGNED	5/11/22	DATE	SUBMITTED:	JAMIL S. SALAS	SENIOR CIVIL ENGINEER																		
JPT DRAWN	5/11/22	DATE	APPROVAL:	ROCELIJA G. KMAK	PRINCIPAL CIVIL ENGINEER																		
JDB CHECKED	5/11/22	DATE	SIGNATURE																				
NO.	REVISIONS	BY	DATE	APP'D	PROJECT NO.	192232000	CONTRACT NO.	FILE NO.															



SIGN DATA TABLE					
SIGN-NUM	Name	STA	OFF	DETAIL	CIRCUIT
S-06	1MODSIGN	'RUNWAY 13L-31R' 20+58.79	52.73' LT.	E4.3	RWY
S-07	1MODSIGN	'RUNWAY 13L-31R' 21+85.33	52.74' LT.	E4.3	RWY
S-08	3MODSIGN	'RUNWAY 13L-31R' 20+57.70	114.83' LT.	E4.3	RWY
S-09	4MODSIGN	'RUNWAY 13L-31R' 21+77.83	114.98' LT.	E4.3	RWY
S-10	4MODSIGN	'RUNWAY 13L-31R' 20+81.34	124.27' RT.	E4.3	RWY
S-11	1MODSIGN	'RUNWAY 13L-31R' 25+96.48	52.77' LT.	E4.3	RWY
S-13	4MODSIGN	'RUNWAY 13L-31R' 25+19.91	115.02' LT.	E4.3	RWY
S-32	1MODSIGN	'RUNWAY 13L-31R' 16+57.42	234.19' LT.	E4.3	TWY
S-33	4MODSIGN	'RUNWAY 13L-31R' 21+68.64	225.88' LT.	E4.3	TWY
S-34	3MODSIGN	'RUNWAY 13L-31R' 21+68.64	234.48' LT.	E4.3	TWY
S-35	1MODSIGN	'RUNWAY 13L-31R' 23+49.18	115.37' LT.	E4.3	TWY
S-36	1MODSIGN	'RUNWAY 13L-31R' 24+14.85	233.81' LT.	E4.3	TWY
S-50	1MODSIGN	'RUNWAY 13L-31R' 20+62.30	247.09' RT.	E4.3	UNLIT
S-51	4MODSIGN	'RUNWAY 13L-31R' 21+50.85	175.13' RT.	E4.3	UNLIT
S-52	1MODSIGN	'RUNWAY 13L-31R' 21+74.64	247.07' RT.	E4.3	UNLIT

MATCHLINE: SEE SHEET E2.1

MATCHLINE: SEE SHEET E2.3



NO.	REVISIONS	BY	DATE	APP'D

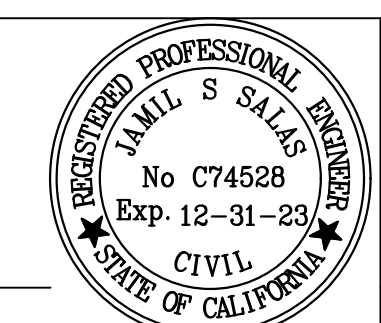


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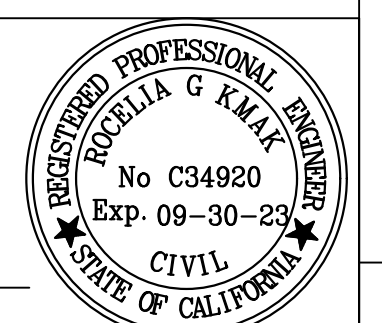
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

JPT DESIGNED 5/11/22 DATE  
 JPT DRAWN 5/11/22 DATE  
 JDB CHECKED 5/11/22 DATE

SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



APPROVAL:  
 ROCELA G. KMAK  
 PRINCIPAL CIVIL ENGINEER

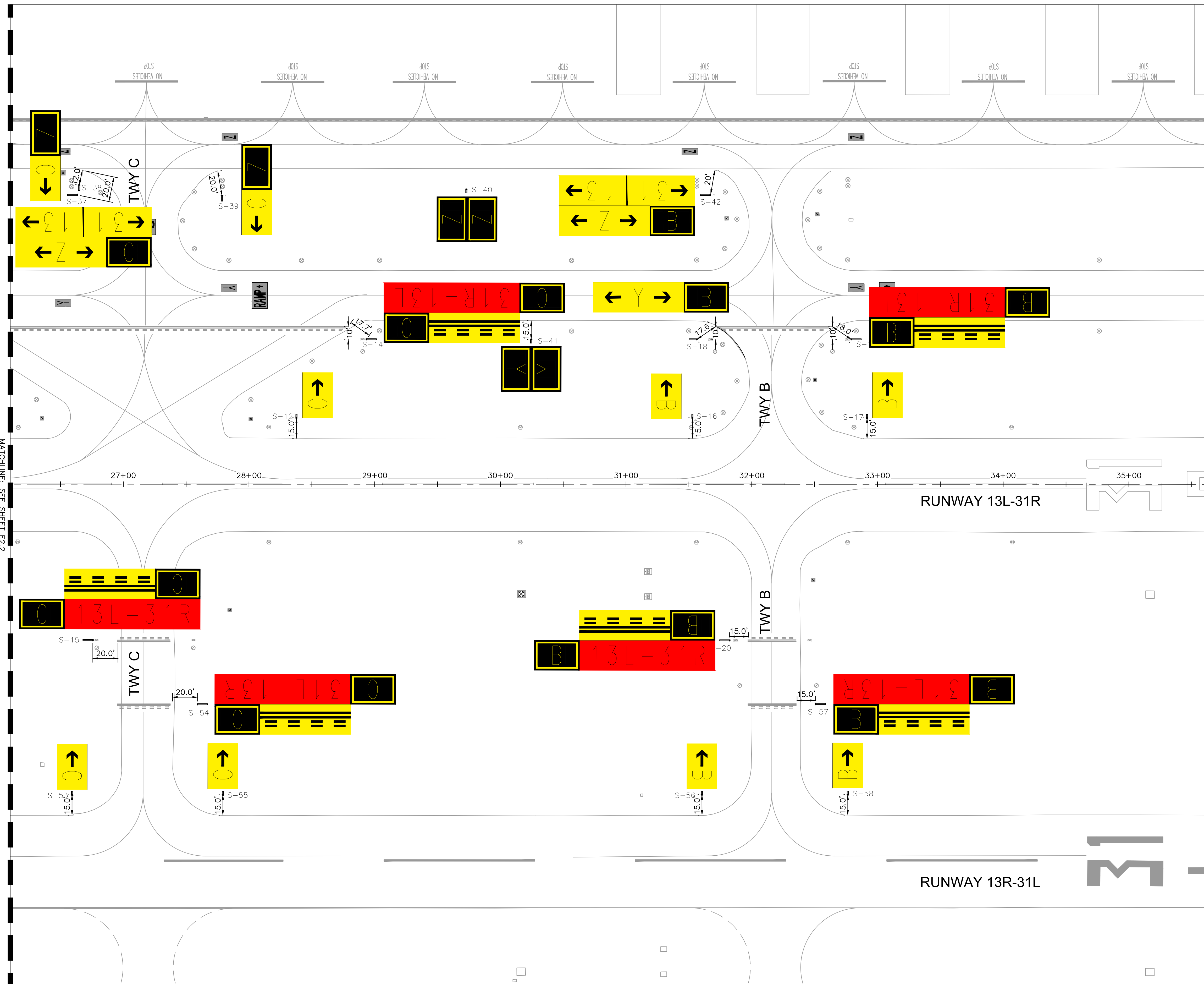


**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

**SIGN LAYOUT**

DRAWING NO. **E2.2**  
 SHT NO. 18 OF 33

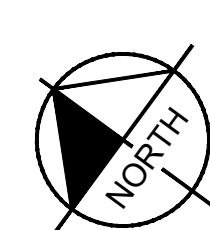
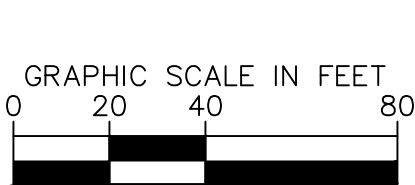
PROJECT NO. 192232000 CONTRACT NO. FILE NO.




MATCHLINE: SEE SHEET E2.2

MATCHLINE: SEE SHEET E2.4

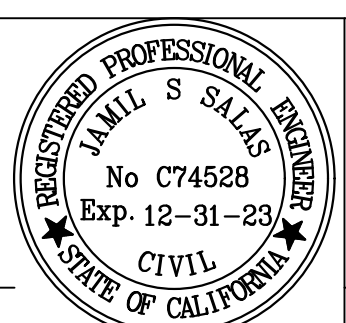
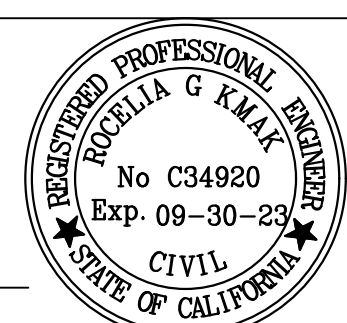
SIGN DATA TABLE						
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S-12	1MODSIGN	'RUNWAY 13L-31R' 28+37.74	52.79' LT.	E4.3	RWY	
S-14	4MODSIGN	'RUNWAY 13L-31R' 28+93.52	115.25' LT.	E4.3	RWY	
S-15	4MODSIGN	'RUNWAY 13L-31R' 26+75.75	124.00' RT.	E4.3	RWY	
S-16	1MODSIGN	'RUNWAY 13L-31R' 31+52.74	52.82' LT.	E4.3	RWY	
S-17	1MODSIGN	'RUNWAY 13L-31R' 32+91.66	52.83' LT.	E4.3	RWY	
S-18	3MODSIGN	'RUNWAY 13L-31R' 31+56.27	115.20' LT.	E4.3	RWY	
S-19	4MODSIGN	'RUNWAY 13L-31R' 32+79.23	115.20' LT.	E4.3	RWY	
S-20	4MODSIGN	'RUNWAY 13L-31R' 31+82.36	124.18' RT.	E4.3	RWY	
S-37	4MODSIGN	'RUNWAY 13L-31R' 26+64.94	237.84' LT.	E4.3	TWY	
S-38	2MODSIGN	'RUNWAY 13L-31R' 27+78.52	229.42' LT.	E4.3	TWY	
S-39	2MODSIGN	'RUNWAY 13L-31R' 27+78.52	229.42' LT.	E4.3	TWY	
S-40	1MODSIGN	'RUNWAY 13L-31R' 29+72.89	234.43' LT.	E4.3	TWY	
S-41	1MODSIGN	'RUNWAY 13L-31R' 30+24.49	115.06' LT.	E4.3	TWY	
S-42	4MODSIGN	'RUNWAY 13L-31R' 31+66.80	230.11' LT.	E4.3	TWY	
S-53	1MODSIGN	'RUNWAY 13L-31R' 26+59.32	246.98' RT.	E4.3	UNLIT	
S-54	4MODSIGN	'RUNWAY 13L-31R' 27+59.12	175.05' RT.	E4.3	UNLIT	
S-55	1MODSIGN	'RUNWAY 13L-31R' 27+79.23	246.96' RT.	E4.3	UNLIT	
S-56	1MODSIGN	'RUNWAY 13L-31R' 31+60.42	246.89' RT.	E4.3	UNLIT	
S-57	4MODSIGN	'RUNWAY 13L-31R' 32+50.82	174.70' RT.	E4.3	UNLIT	
S-58	1MODSIGN	'RUNWAY 13L-31R' 32+76.36	246.86' RT.	E4.3	UNLIT	



NO.	REVISIONS	BY	DATE	APP'D


**Kimley»Horn**  
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 (669) 800-4130

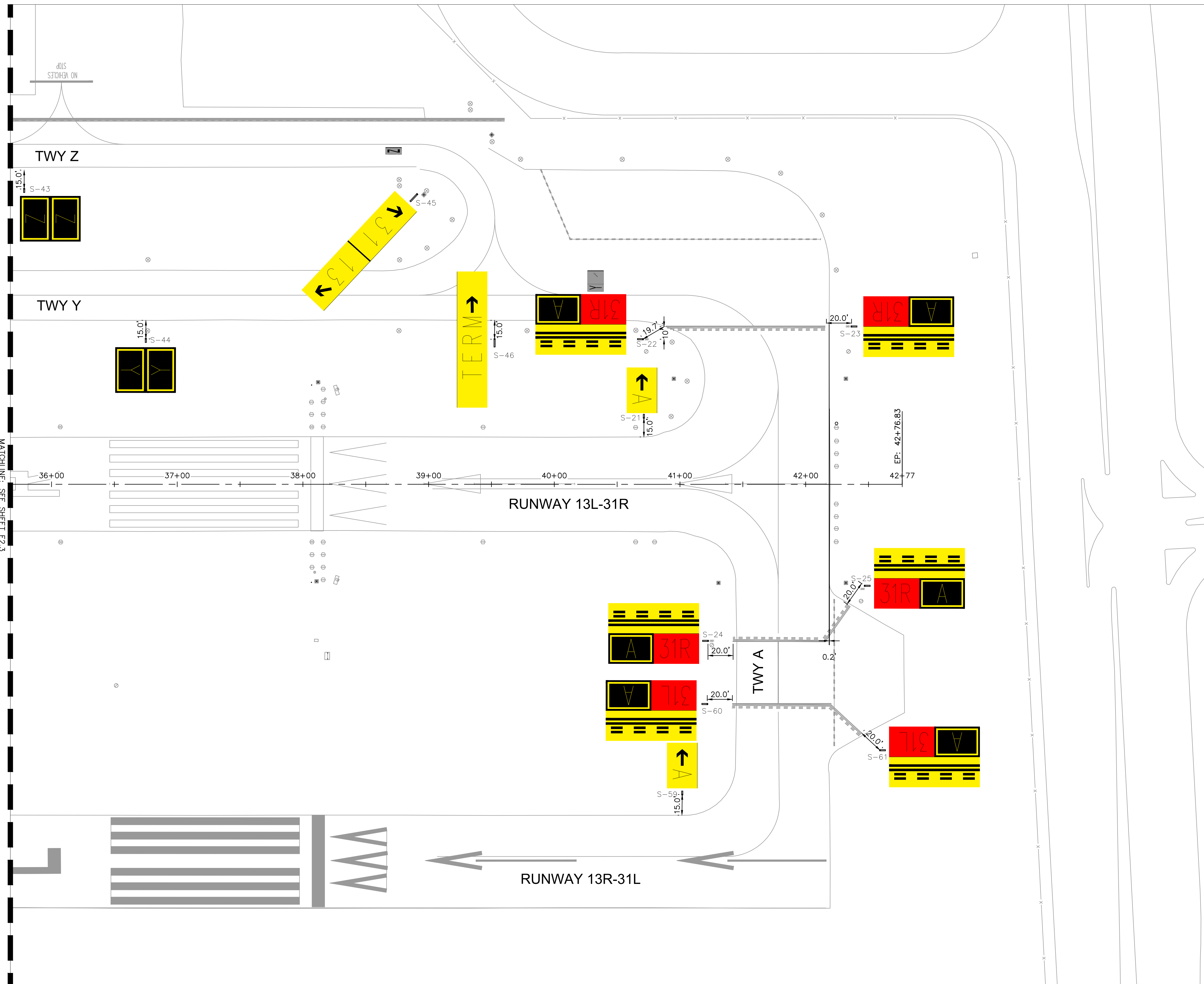
**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

DESIGNED _____ DATE _____	SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER	APPROVAL: ROCELIA G. KMAK PRINCIPAL CIVIL ENGINEER
DRAWN _____ DATE _____		
CHECKED _____ DATE _____	SIGNATURE _____	SIGNATURE _____

**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**SIGN LAYOUT**

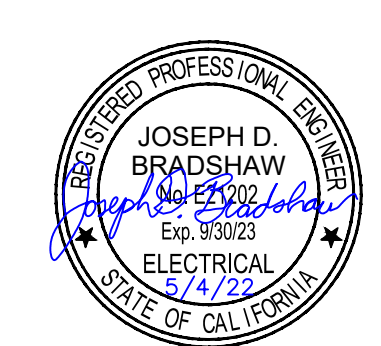
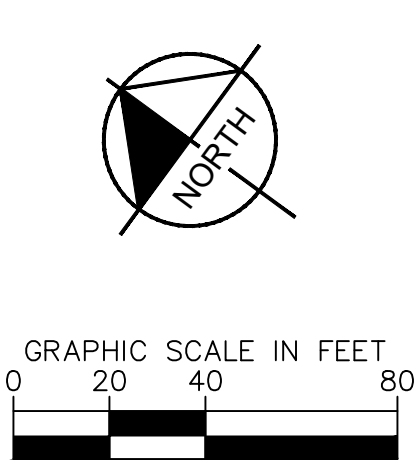
PROJECT NO. 192232000    CONTRACT NO. \_\_\_\_\_    FILE NO. \_\_\_\_\_

DRAWING NO. **E2.3**  
 SHT NO. 19 OF 33

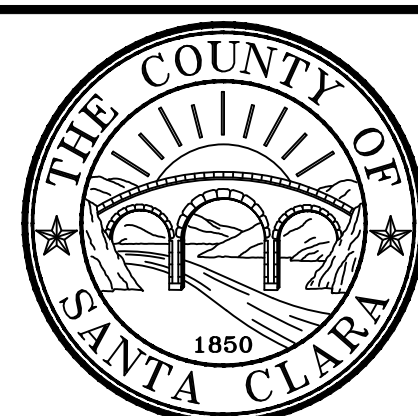


SIGN DATA TABLE					
SIGN-NUM	Name	STA	OFF	DETAIL	CIRCUIT
S-21	1MODSIGN	'RUNWAY 13L-31R' 40+71.25	52.89' LT.	E4.3	RWY
S-22	2MODSIGN	'RUNWAY 13L-31R' 40+70.47	115.39' LT.	E4.3	RWY
S-23	2MODSIGN	'RUNWAY 13L-31R' 42+36.48	125.54' LT.	E4.3	RWY
S-24	2MODSIGN	'RUNWAY 13L-31R' 41+22.29	124.49' RT.	E4.3	RWY
S-25	2MODSIGN	'RUNWAY 13L-31R' 42+47.02	80.69' RT.	E4.3	RWY
S-43	1MODSIGN	'RUNWAY 13L-31R' 35+78.24	234.82' LT.	E4.3	TWY
S-44	1MODSIGN	'RUNWAY 13L-31R' 36+75.02	115.59' LT.	E4.3	TWY
S-45	4MODSIGN	'RUNWAY 13L-31R' 38+90.82	230.66' LT.	E4.3	TWY
S-46	3MODSIGN	'RUNWAY 13L-31R' 39+52.50	115.39' LT.	E4.3	TWY
S-59	1MODSIGN	'RUNWAY 13L-31R' 41+01.83	246.71' RT.	E4.3	UNLIT
S-60	2MODSIGN	'RUNWAY 13L-31R' 41+21.73	174.70' RT.	E4.3	UNLIT
S-61	2MODSIGN	'RUNWAY 13L-31R' 42+59.19	211.45' RT.	E4.3	UNLIT

MATCHLINE: SEE SHEET E2.3



NO.	REVISIONS	BY	DATE	APP'D

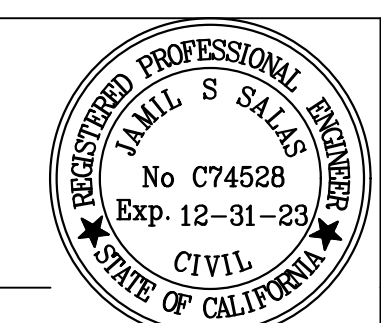


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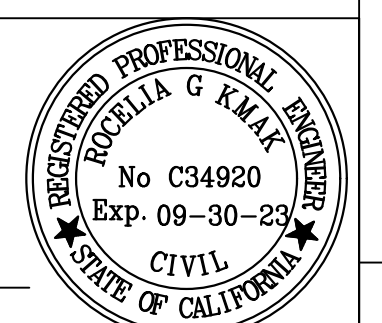
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

JPT DESIGNED 5/11/22 DATE  
 JPT DRAWN 5/11/22 DATE  
 JDB CHECKED 5/11/22 DATE

SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



APPROVAL:  
 ROCELIA G. KMAK  
 PRINCIPAL CIVIL ENGINEER

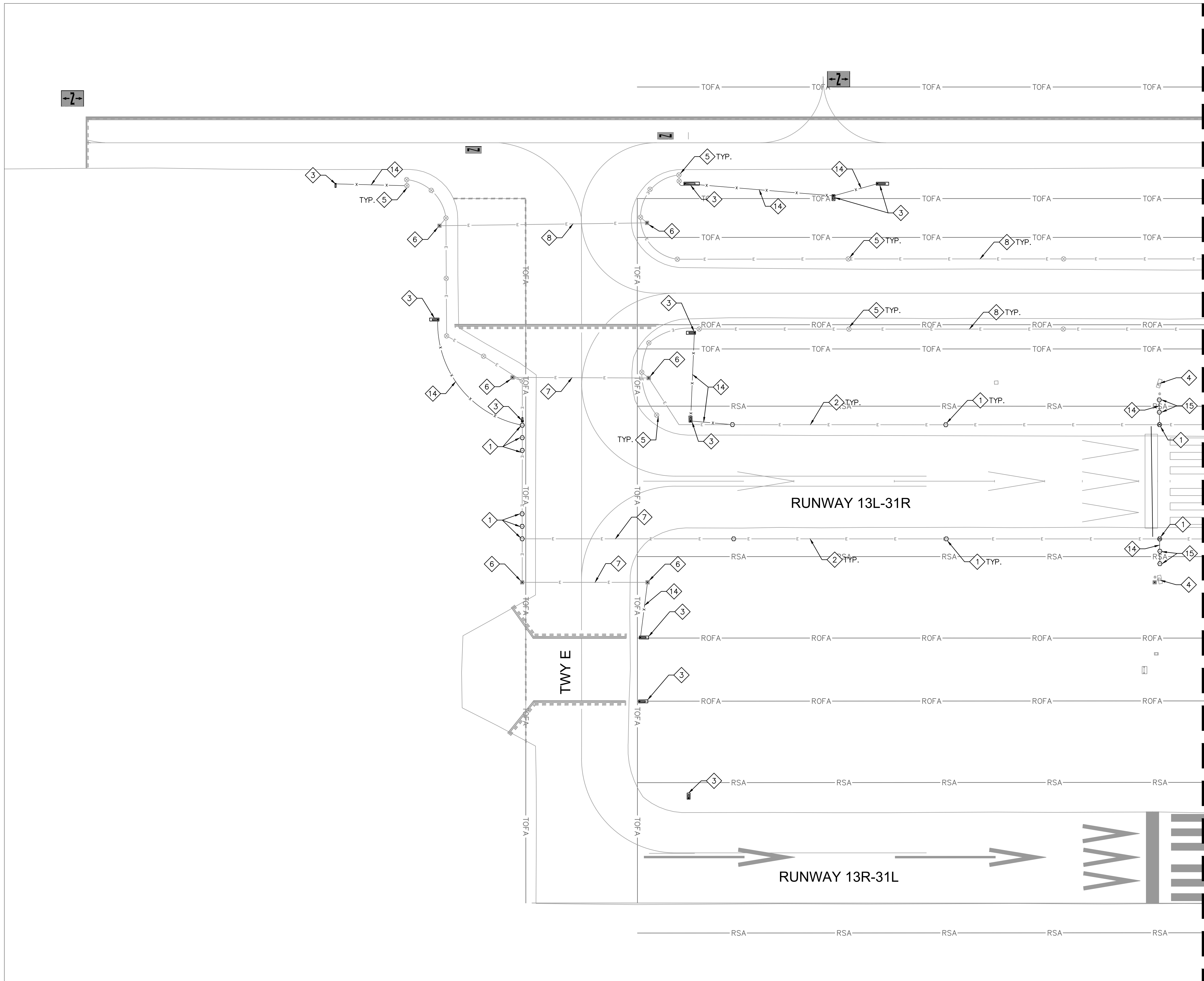


**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

**SIGN LAYOUT**

DRAWING NO. **E2.4**  
 SHT NO. 20 OF 33

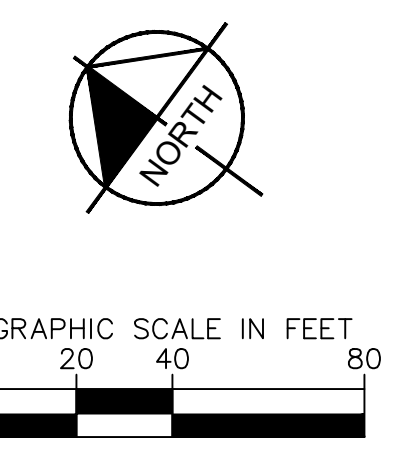
PROJECT NO. 192232000 CONTRACT NO. FILE NO.



**DEMOLITION NOTES**

- 1 REMOVE EXISTING RUNWAY EDGE LIGHT, ISOLATION TRANSFORMER, AND CABLING. PROTECT EXISTING BASE CAN IN PLACE FOR REUSE.
- 2 EXISTING CONDUIT. REMOVE EXISTING RUNWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 3 REMOVE EXISTING AIRFIELD GUIDANCE SIGN AND CONCRETE FOUNDATION. BACKFILL VOIDS OF DEMOLISHED SIGN BASES WITH CALTRANS CLASS II AGGREGATE BASE PER SPECIFICATION SECTION 111-7.
- 4 EXISTING REIL, OWNED AND MAINTAINED BY THE FAA. PROTECT IN PLACE.
- 5 EXISTING TAXIWAY EDGE LIGHT. REMOVE EXISTING ISOLATION TRANSFORMER AND CABLING. PROTECT EXISTING LIGHT FIXTURE AND BASE CAN IN PLACE.
- 6 EXISTING HANDHOLE. PROTECT IN PLACE.
- 7 EXISTING CONDUIT CROSSING. REMOVE EXISTING RUNWAY AND/OR TAXIWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 8 EXISTING CONDUIT. REMOVE EXISTING TAXIWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 14 REMOVE EXISTING CONDUIT AND AIRFIELD CABLING. BACKFILL VOIDS OF DEMOLISHED CONDUIT PER SPECIFICATION SECTION 111-5.
- 15 REMOVE EXISTING RUNWAY EDGE/END LIGHT, BASE CAN, ISOLATION TRANSFORMER AND CABLING.

MATCHLINE: SEE SHEET E3.2



NO.	REVISIONS	BY	DATE	APP'D

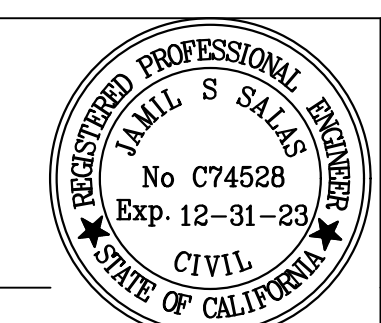


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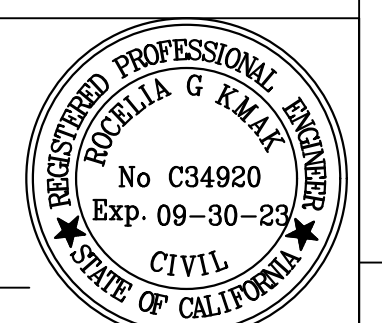
**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

JPT DESIGNED 5/11/22 DATE  
 JPT DRAWN 5/11/22 DATE  
 JDB CHECKED 5/11/22 DATE

SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



APPROVAL:  
 ROCELIA G. KMAK  
 PRINCIPAL CIVIL ENGINEER



**REID-HILLVIEW AIRPORT  
 AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

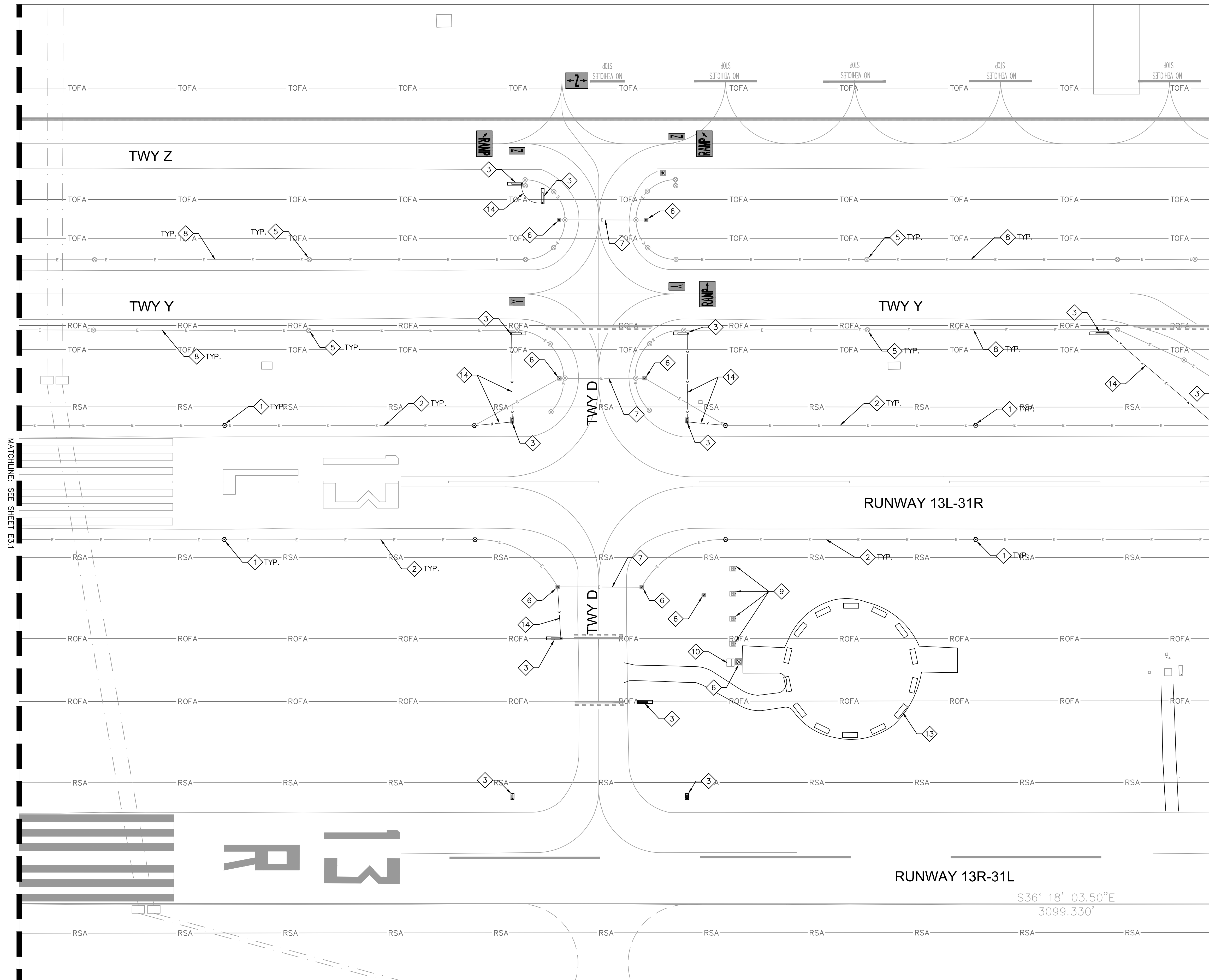
**ELECTRICAL DEMOLITION**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

DRAWING NO. **E3.1**  
 SHT NO. 21 OF 33

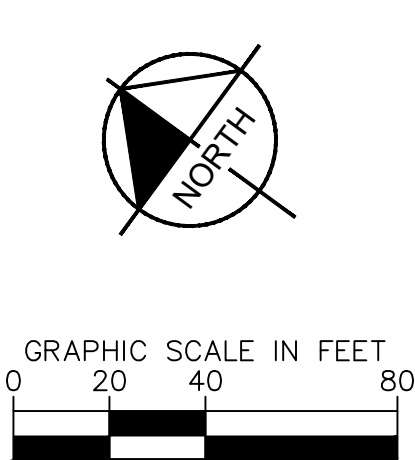
**DEMOLITION NOTES**

- 1 REMOVE EXISTING RUNWAY EDGE LIGHT, ISOLATION TRANSFORMER, AND CABLING. PROTECT EXISTING BASE CAN IN PLACE FOR REUSE.
- 2 EXISTING CONDUIT. REMOVE EXISTING RUNWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 3 REMOVE EXISTING AIRFIELD GUIDANCE SIGN AND CONCRETE FOUNDATION. BACKFILL VOIDS OF DEMOLISHED SIGN BASES WITH CALTRANS CLASS II AGGREGATE BASE PER SPECIFICATION SECTION 111-7.
- 5 EXISTING TAXIWAY EDGE LIGHT. REMOVE EXISTING ISOLATION TRANSFORMER AND CABLING. PROTECT EXISTING LIGHT FIXTURE AND BASE CAN IN PLACE.
- 6 EXISTING HANDHOLE. PROTECT IN PLACE.
- 7 EXISTING CONDUIT CROSSING. REMOVE EXISTING RUNWAY AND/OR TAXIWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 8 EXISTING CONDUIT. REMOVE EXISTING TAXIWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 9 EXISTING PAPI LIGHT HOUSING ASSEMBLY, OWNED AND MAINTAINED BY FAA. PROTECT PAPI ASSEMBLY AND EQUIPMENT IN PLACE.
- 10 EXISTING PAPI POWER AND CONTROL EQUIPMENT RACK, OWNED AND MAINTAINED BY FAA. PROTECT IN PLACE.
- 13 EXISTING MAIN WINDCONE AND SEGMENTED CIRCLE. SEE SEGMENTED CIRCLE LAYOUT DRAWING C1.0 FOR MODIFICATIONS AND DETAIL.
- 14 REMOVE EXISTING CONDUIT AND AIRFIELD CABLING. BACKFILL VOIDS OF DEMOLISHED CONDUIT PER SPECIFICATION SECTION 111-5.

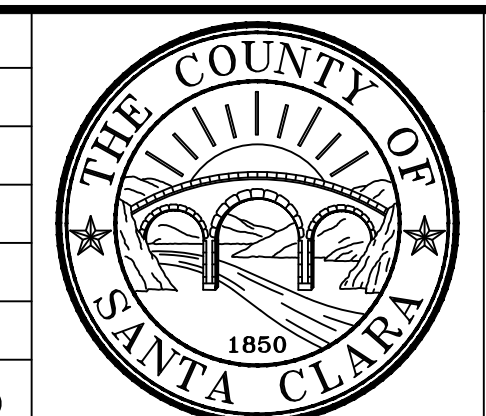


MATCHLINE: SEE SHEET E3.1

MATCHLINE: SEE SHEET E3.3



NO.	REVISIONS	BY	DATE	APP'D



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**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

JPT DESIGNED	5/11/22	DATE	
JPT DRAWN	5/11/22	DATE	
JDB CHECKED	5/11/22	DATE	

SUBMITTED:	JAMIL S. SALAS	SENIOR CIVIL ENGINEER
APPROVAL:	ROCELIA G. KMAK	PRINCIPAL CIVIL ENGINEER

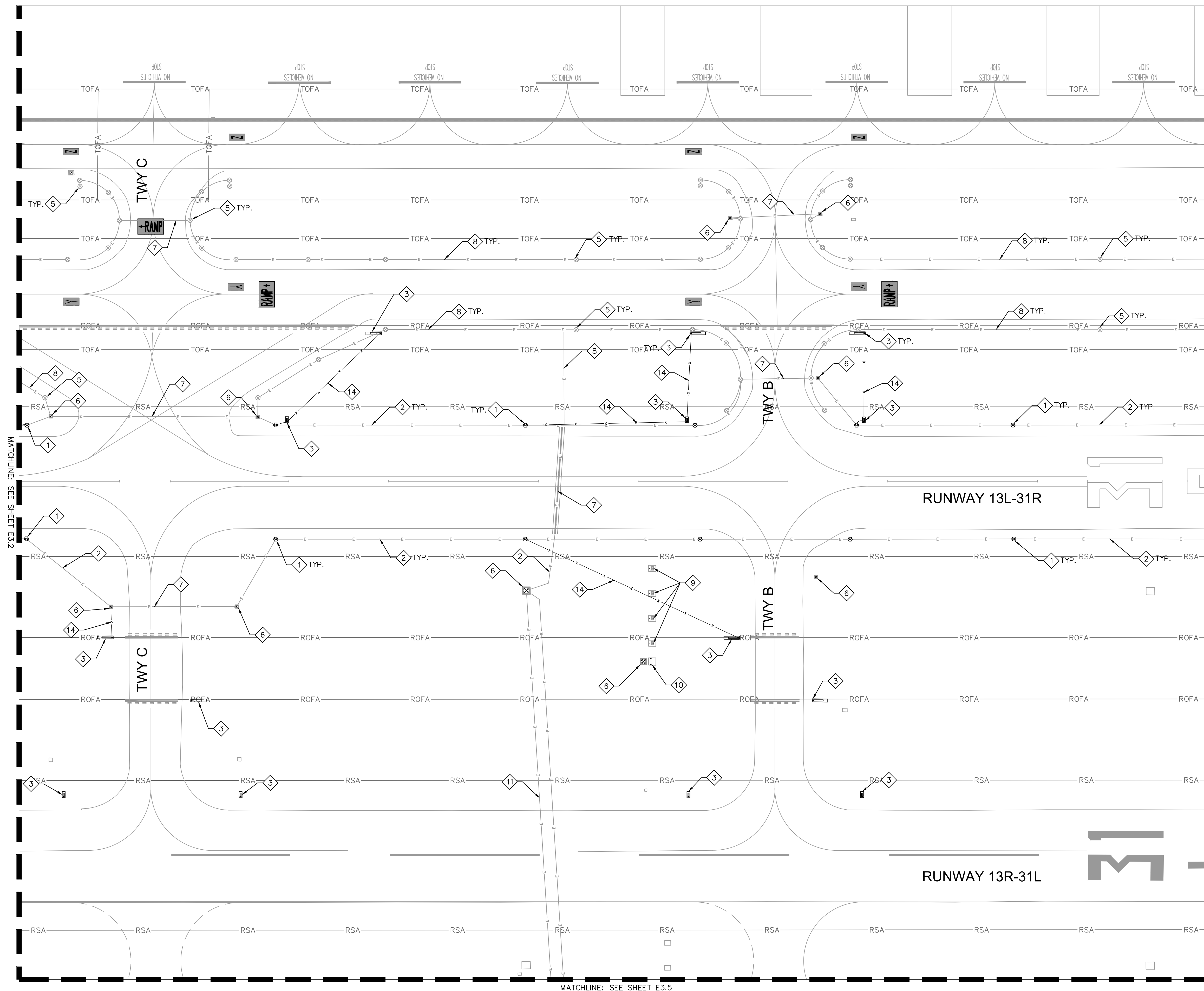
**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**ELECTRICAL DEMOLITION**

PROJECT NO. 192232000      CONTRACT NO.      FILE NO.

DRAWING NO. **E3.2**  
 SHT NO. 22 OF 33

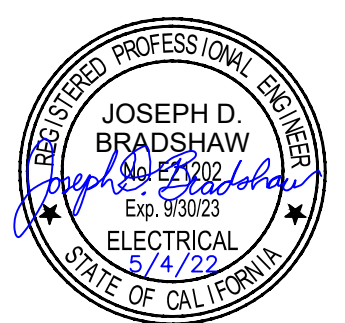
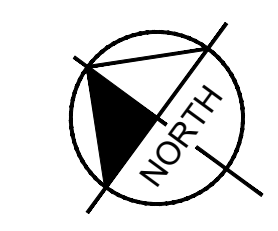
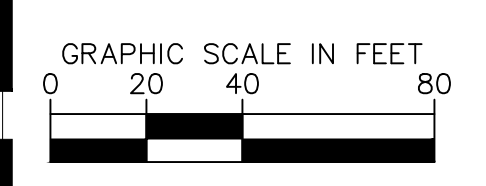
**DEMOLITION NOTES**

- 1 REMOVE EXISTING RUNWAY EDGE LIGHT, ISOLATION TRANSFORMER, AND CABLING. PROTECT EXISTING BASE CAN IN PLACE FOR REUSE.
- 2 EXISTING CONDUIT. REMOVE EXISTING RUNWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 3 REMOVE EXISTING AIRFIELD GUIDANCE SIGN AND CONCRETE FOUNDATION. BACKFILL VOIDS OF DEMOLISHED SIGN BASES WITH CALTRANS CLASS II AGGREGATE BASE PER SPECIFICATION SECTION 111-7.
- 5 EXISTING TAXIWAY EDGE LIGHT. REMOVE EXISTING ISOLATION TRANSFORMER AND CABLING. PROTECT EXISTING LIGHT FIXTURE AND BASE CAN IN PLACE.
- 6 EXISTING HANDHOLE. PROTECT IN PLACE.
- 7 EXISTING CONDUIT CROSSING. REMOVE EXISTING RUNWAY AND/OR TAXIWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 8 EXISTING CONDUIT. REMOVE EXISTING TAXIWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 9 EXISTING PAPI LIGHT HOUSING ASSEMBLY, OWNED AND MAINTAINED BY FAA. PROTECT PAPI ASSEMBLY AND EQUIPMENT IN PLACE.
- 10 EXISTING PAPI POWER AND CONTROL EQUIPMENT RACK, OWNED AND MAINTAINED BY FAA. PROTECT IN PLACE.
- 11 CONTRACTOR TO FIELD VERIFY HOMERUN DUCTBANK FOR RUNWAY AND TAXIWAY LIGHTING CIRCUITS. REMOVE EXISTING RUNWAY AND TAXIWAY CIRCUIT CABLING AND PROTECT HOMERUN DUCTBANK IN PLACE FOR REUSE.
- 14 REMOVE EXISTING CONDUIT AND AIRFIELD CABLING. BACKFILL VOIDS OF DEMOLISHED CONDUIT PER SPECIFICATION SECTION 111-5.



MATCHLINE: SEE SHEET E3.4

MATCHLINE: SEE SHEET E3.2



NO.	REVISIONS	BY	DATE	APP'D

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 (669) 800-4130

**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

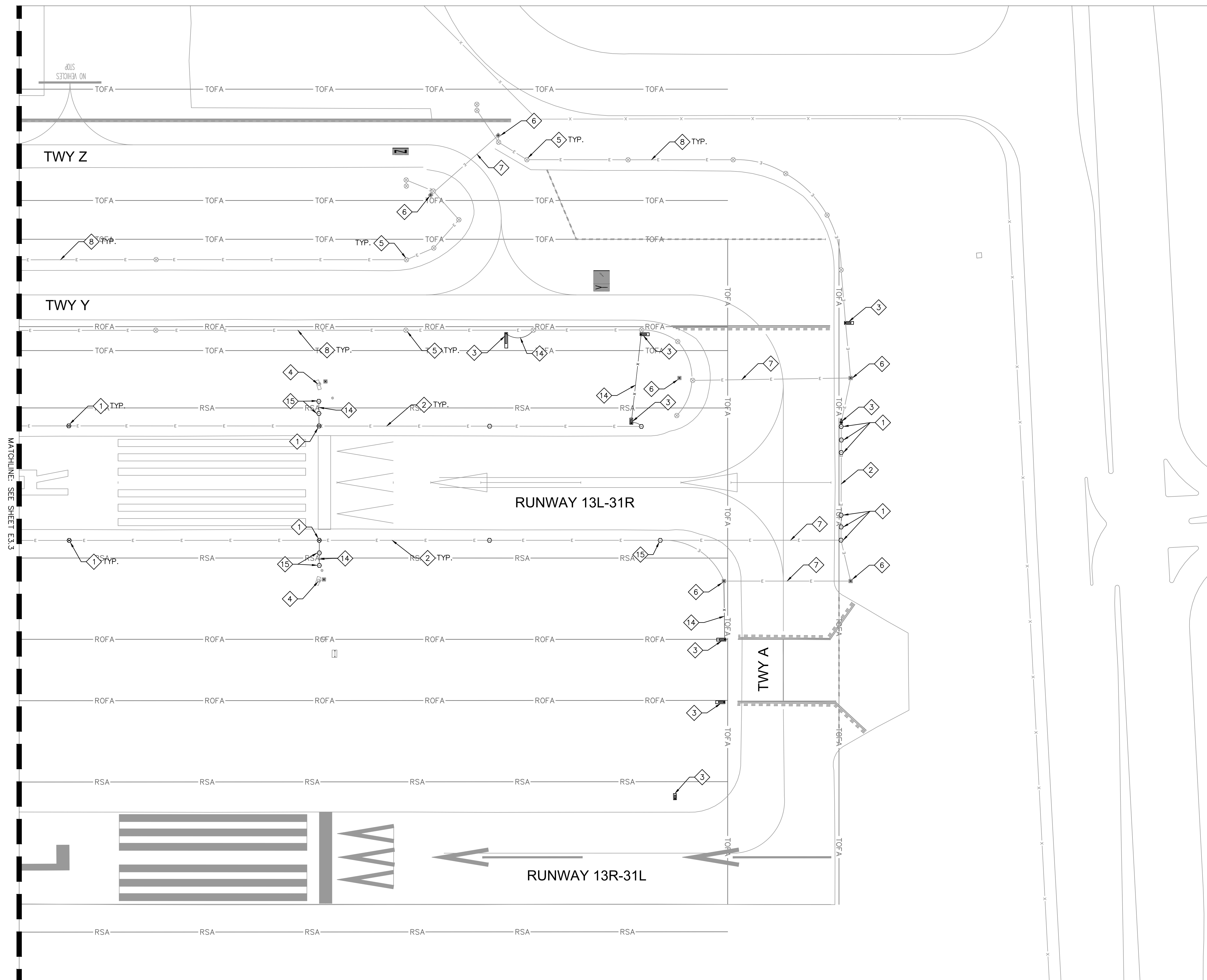
JPT DESIGNED	5/11/22	DATE	
JPT DRAWN	5/11/22	DATE	
JDB CHECKED	5/11/22	DATE	

SUBMITTED:	JAMIL S. SALAS	SENIOR CIVIL ENGINEER
APPROVAL:	ROCELIA G. KMAK	PRINCIPAL CIVIL ENGINEER

**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**ELECTRICAL DEMOLITION**

PROJECT NO. 192232000      CONTRACT NO.      FILE NO.

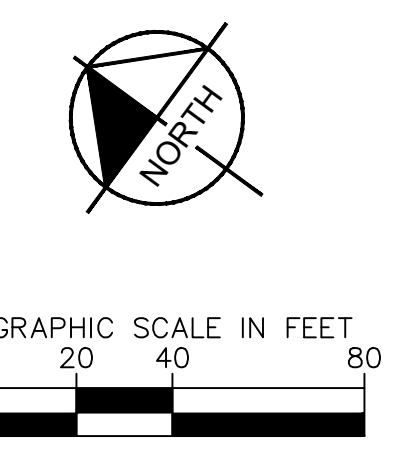
DRAWING NO. **E3.3**  
 SHT NO. 23 OF 33



**DEMOLITION NOTES**

- 1 REMOVE EXISTING RUNWAY EDGE LIGHT, ISOLATION TRANSFORMER, AND CABLING. PROTECT EXISTING BASE CAN IN PLACE FOR REUSE.
- 2 EXISTING CONDUIT. REMOVE EXISTING RUNWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 3 REMOVE EXISTING AIRFIELD GUIDANCE SIGN AND CONCRETE FOUNDATION. BACKFILL VOIDS OF DEMOLISHED SIGN BASES WITH CALTRANS CLASS II AGGREGATE BASE PER SPECIFICATION SECTION 111-7.
- 4 EXISTING REIL, OWNED AND MAINTAINED BY THE FAA. PROTECT IN PLACE.
- 5 EXISTING TAXIWAY EDGE LIGHT. REMOVE EXISTING ISOLATION TRANSFORMER AND CABLING. PROTECT EXISTING LIGHT FIXTURE AND BASE CAN IN PLACE.
- 6 EXISTING HANDHOLE. PROTECT IN PLACE.
- 7 EXISTING CONDUIT CROSSING. REMOVE EXISTING RUNWAY AND/OR TAXIWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 8 EXISTING CONDUIT. REMOVE EXISTING TAXIWAY CIRCUIT CABLING AND PROTECT CONDUIT IN PLACE FOR REUSE. MANDREL EXISTING CONDUIT BEFORE INSTALLING NEW CABLE.
- 14 REMOVE EXISTING CONDUIT AND AIRFIELD CABLING. BACKFILL VOIDS OF DEMOLISHED CONDUIT PER SPECIFICATION SECTION 111-5.
- 15 REMOVE EXISTING RUNWAY EDGE/END LIGHT, BASE CAN, ISOLATION TRANSFORMER AND CABLING.

MATCHLINE: SEE SHEET E3.3



NO.	REVISIONS	BY	DATE	APP'D

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 SAN JOSE, CALIFORNIA 95113  
 (669) 800-4130

**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

JPT DESIGNED 5/11/22 DATE	JPT DRAWN 5/11/22 DATE	JDB CHECKED 5/11/22 DATE	SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER	APPROVAL: ROCELIA G. KMAK PRINCIPAL CIVIL ENGINEER
SIGNATURE			SIGNATURE	

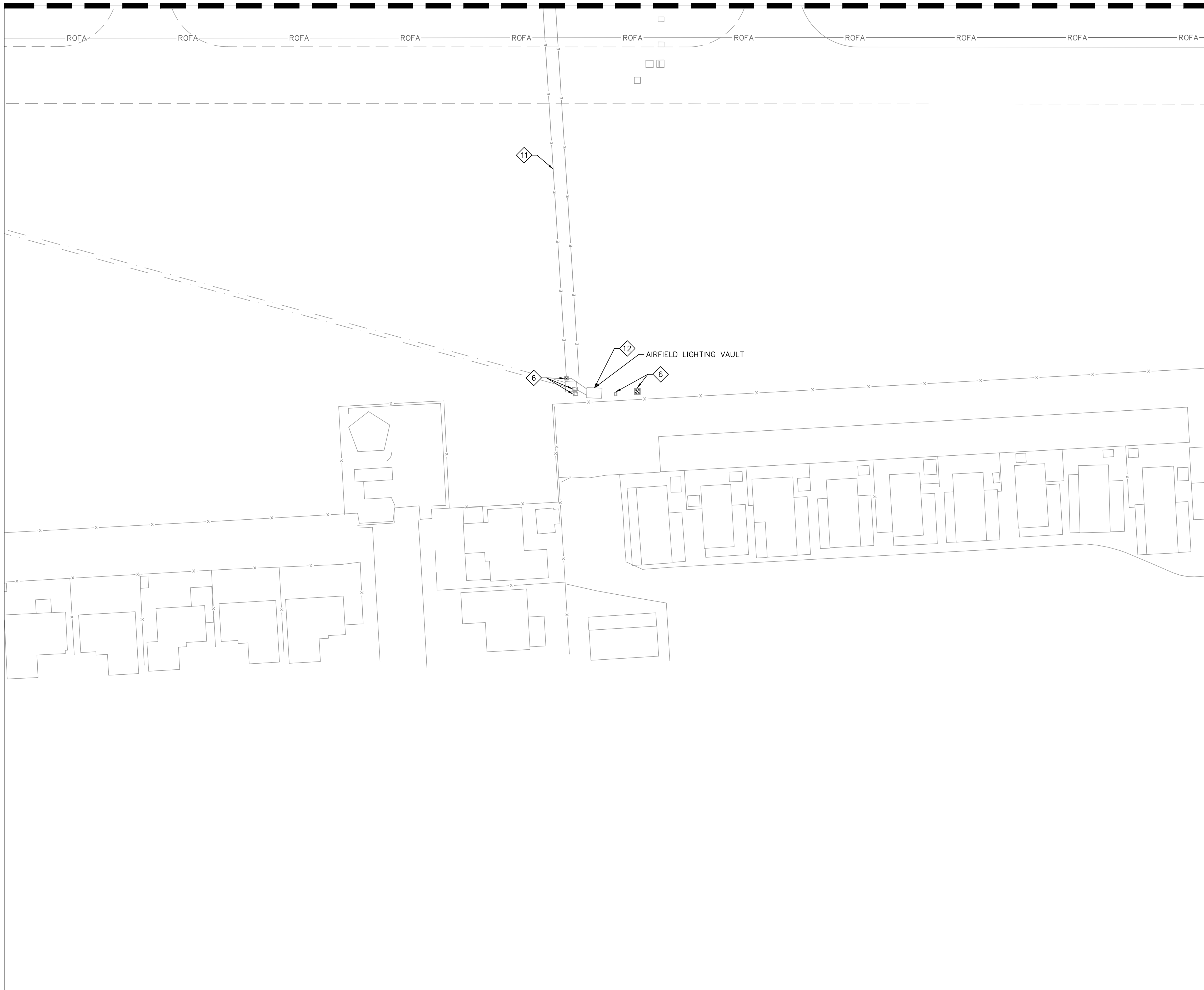
**REID-HILLVIEW AIRPORT  
 AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES  
 ELECTRICAL DEMOLITION**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

DRAWING NO. **E3.4**  
 SHT NO. 24 OF 33

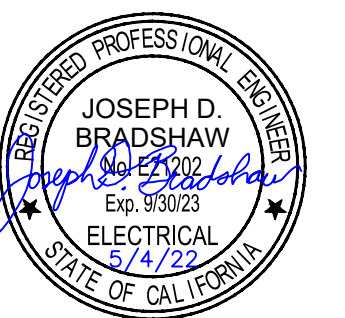
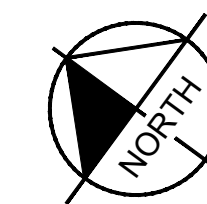


MATCHLINE: SEE SHEET E3.3



**DEMOLITION NOTES**

- 6 EXISTING HANDHOLE. PROTECT IN PLACE.
- 11 CONTRACTOR TO FIELD VERIFY HOMERUN DUCTBANK FOR RUNWAY AND TAXIWAY LIGHTING CIRCUITS. REMOVE EXISTING RUNWAY AND TAXIWAY CIRCUIT CABLING AND PROTECT HOMERUN DUCTBANK IN PLACE FOR REUSE.
- 12 REMOVE EXISTING RUNWAY, TAXIWAY, AND SPARE CCRs IN EXISTING ALV.



NO.	REVISIONS	BY	DATE	APP'D

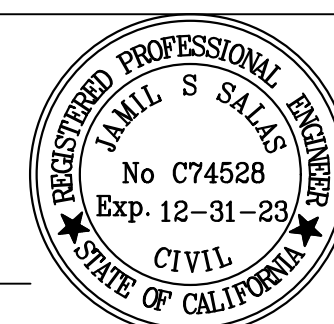


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COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

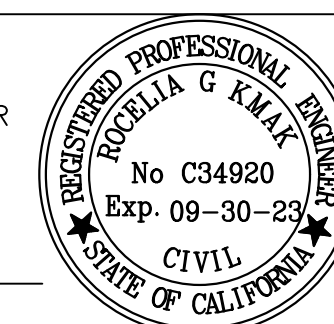
JPT DESIGNED 5/11/22 DATE  
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SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



SIGNATURE

APPROVAL:  
 ROCELIA G. KMAK  
 PRINCIPAL CIVIL ENGINEER

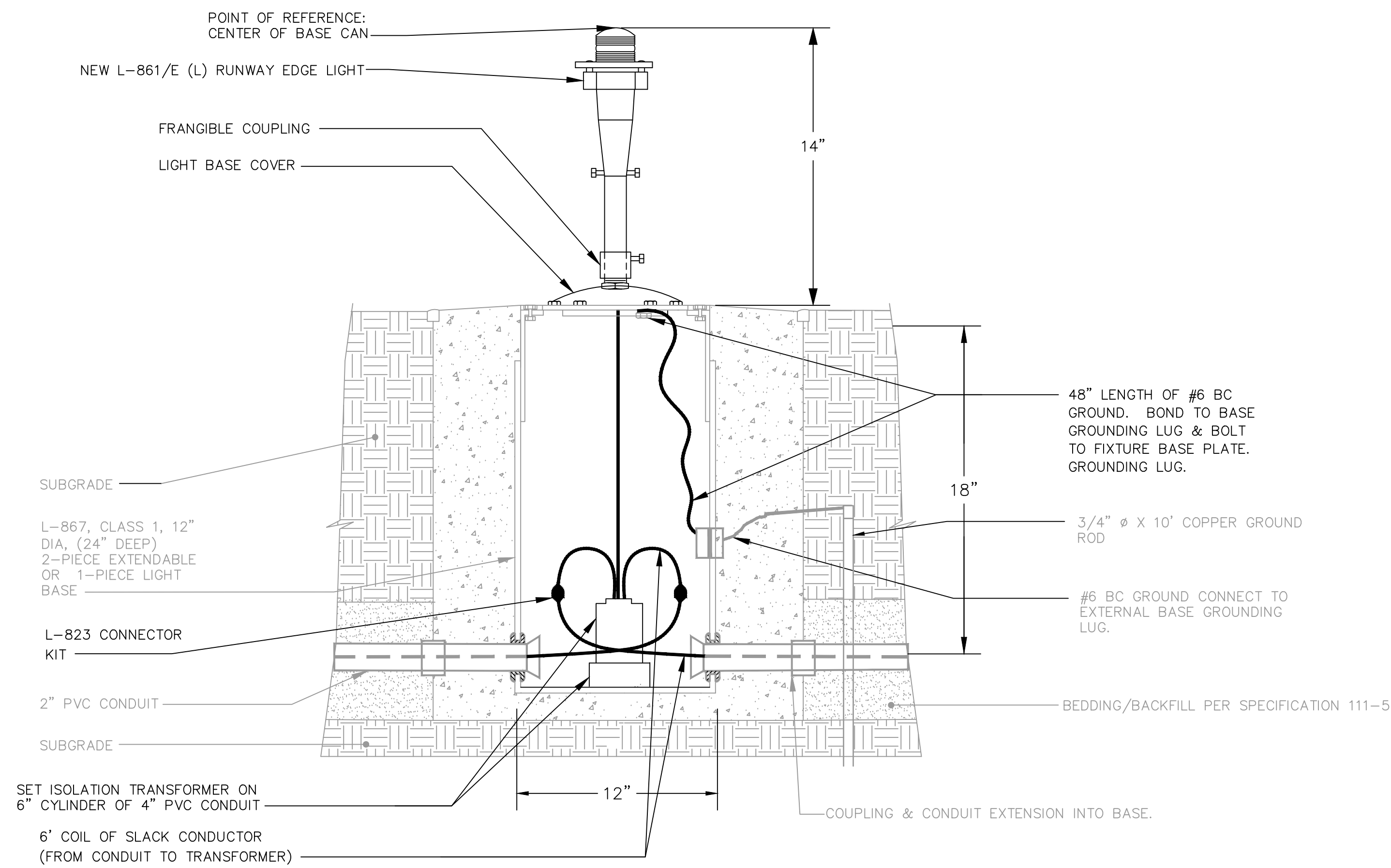


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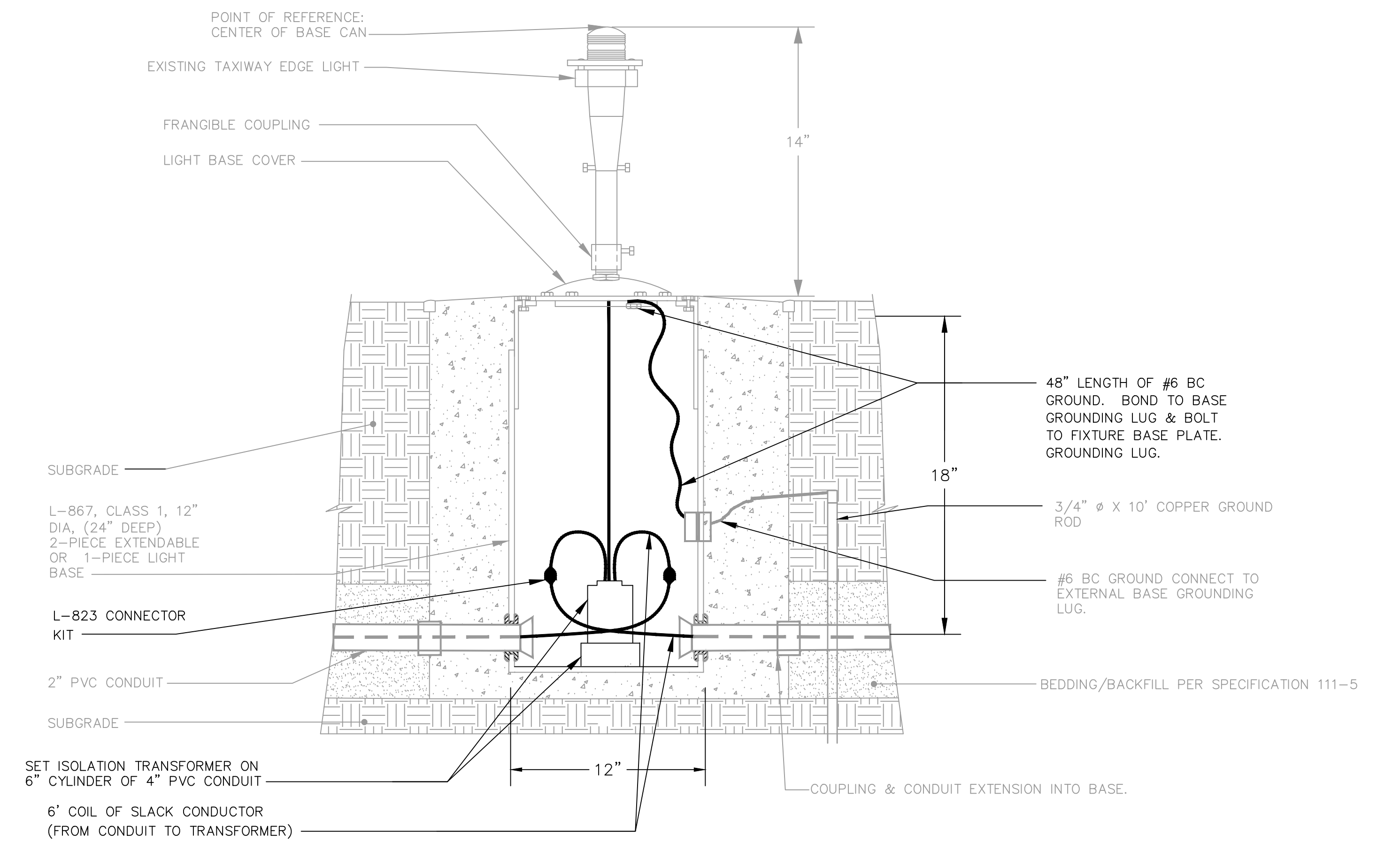
**REID-HILLVIEW AIRPORT  
 AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES  
 ELECTRICAL DEMOLITION**

DRAWING NO. **E3.5**  
 SHT NO. 25 OF 33

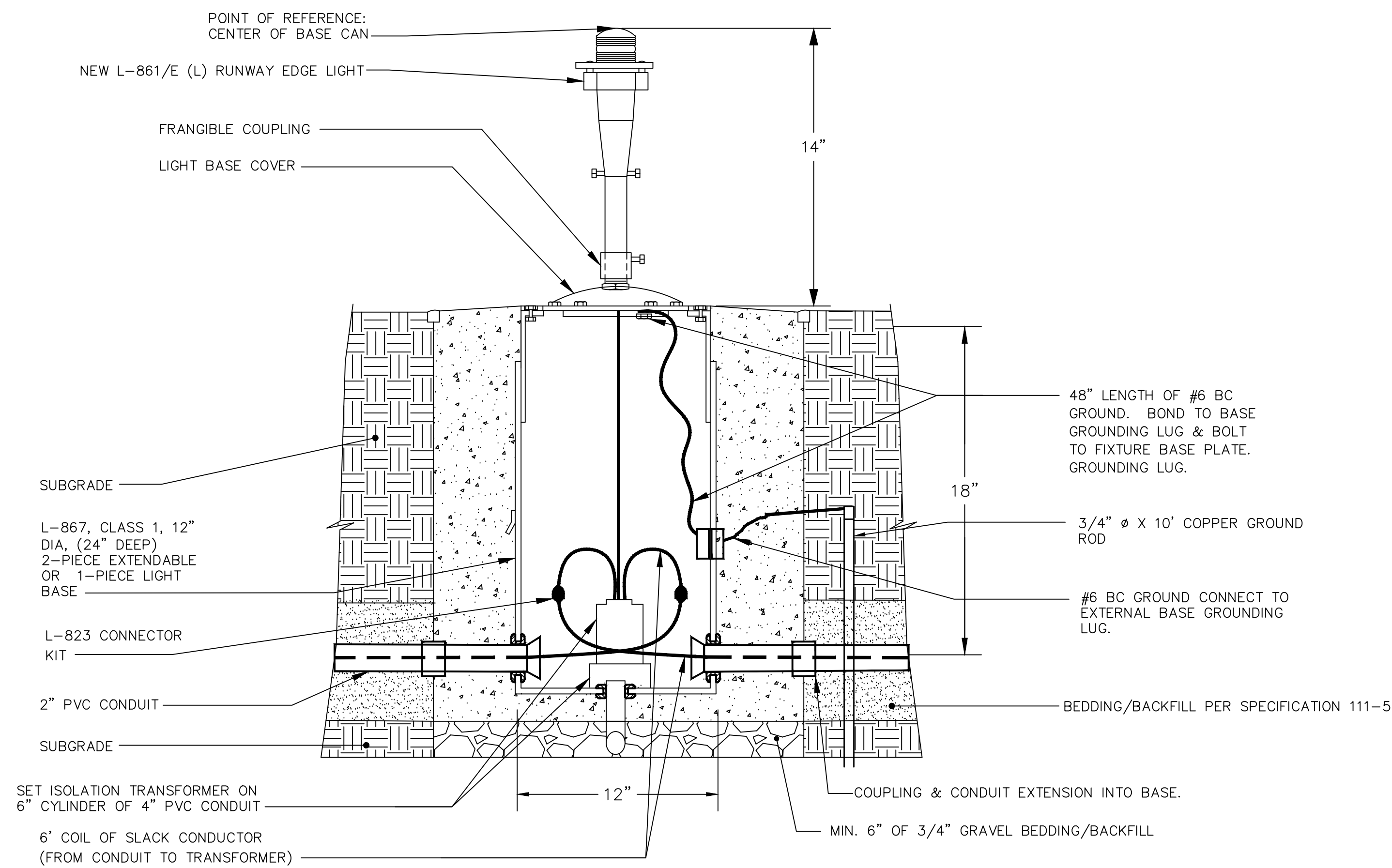
PROJECT NO. 192232000 CONTRACT NO. FILE NO.



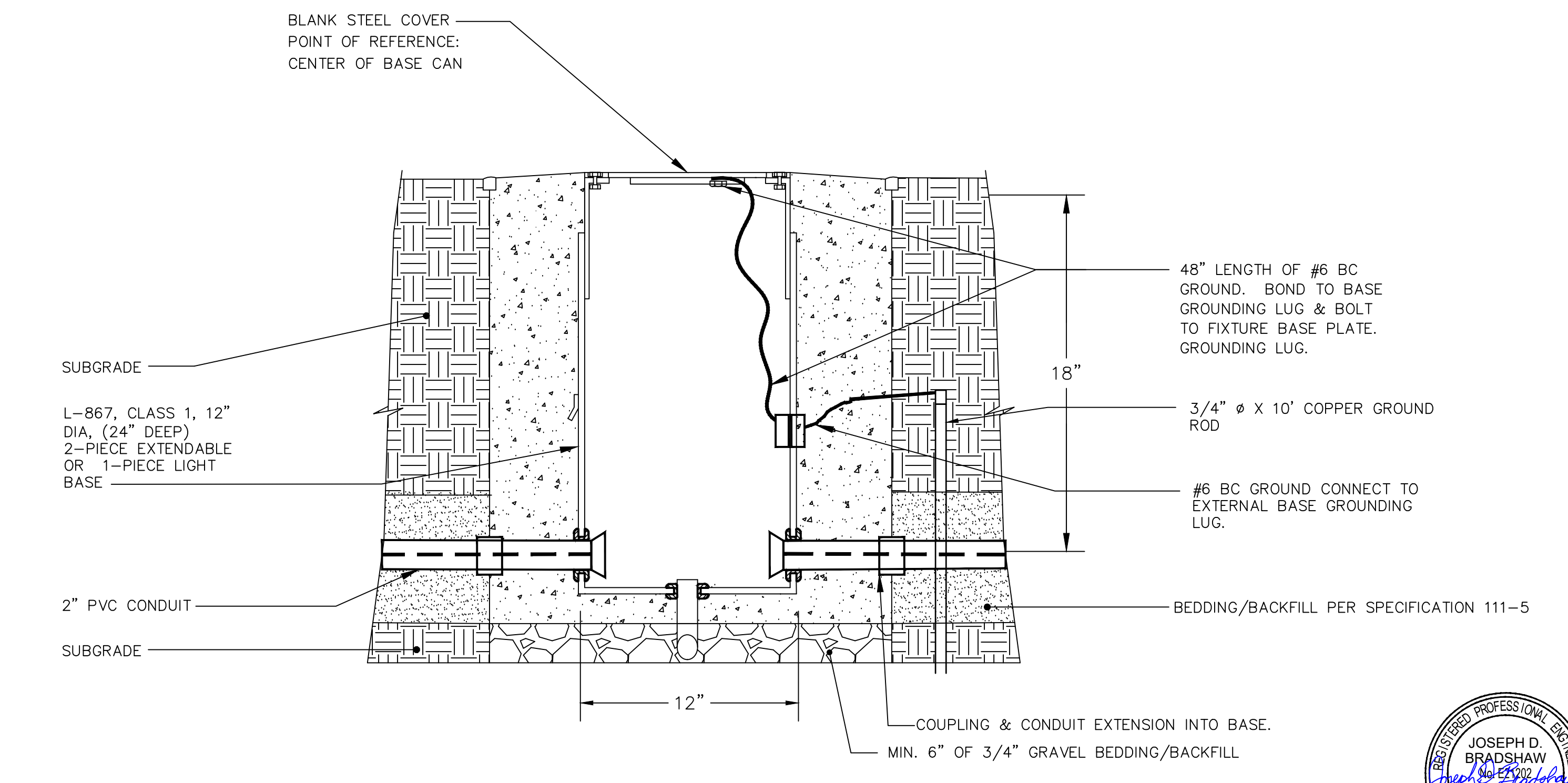
1 NEW ELEVATED RUNWAY EDGE LIGHT, ISOLATION TRANSFORMER & SPLICE KIT ON EXISTING BASE CAN  
E4.1 NOT TO SCALE



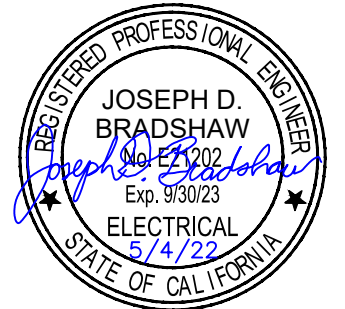
2 NEW ISOLATION TRANSFORMER & SPLICE KIT IN EXISTING ELEVATED TAXIWAY FIXTURE  
E4.1 NOT TO SCALE



3 NEW ELEVATED RUNWAY EDGE LIGHT, ISOLATION TRANSFORMER & SPLICE KIT ON NEW BASE CAN  
E4.1 NOT TO SCALE



4 NEW L-867 BASE CAN WITH BLANK STEEL COVER  
E4.1 NOT TO SCALE

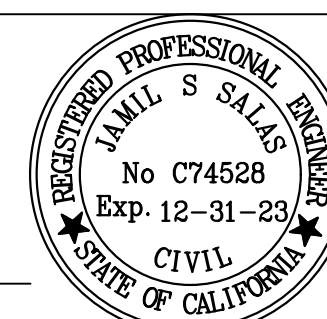


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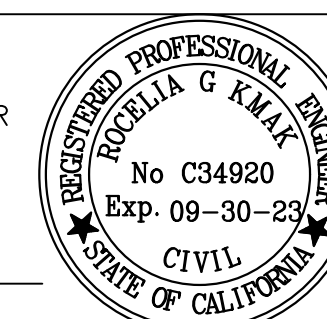
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

JPT DESIGNED 5/11/22 DATE  
 JPT DRAWN 5/11/22 DATE  
 JDB CHECKED 5/11/22 DATE

SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER  
 SIGNATURE



APPROVAL: ROCELIA G. KMAK PRINCIPAL CIVIL ENGINEER  
 SIGNATURE



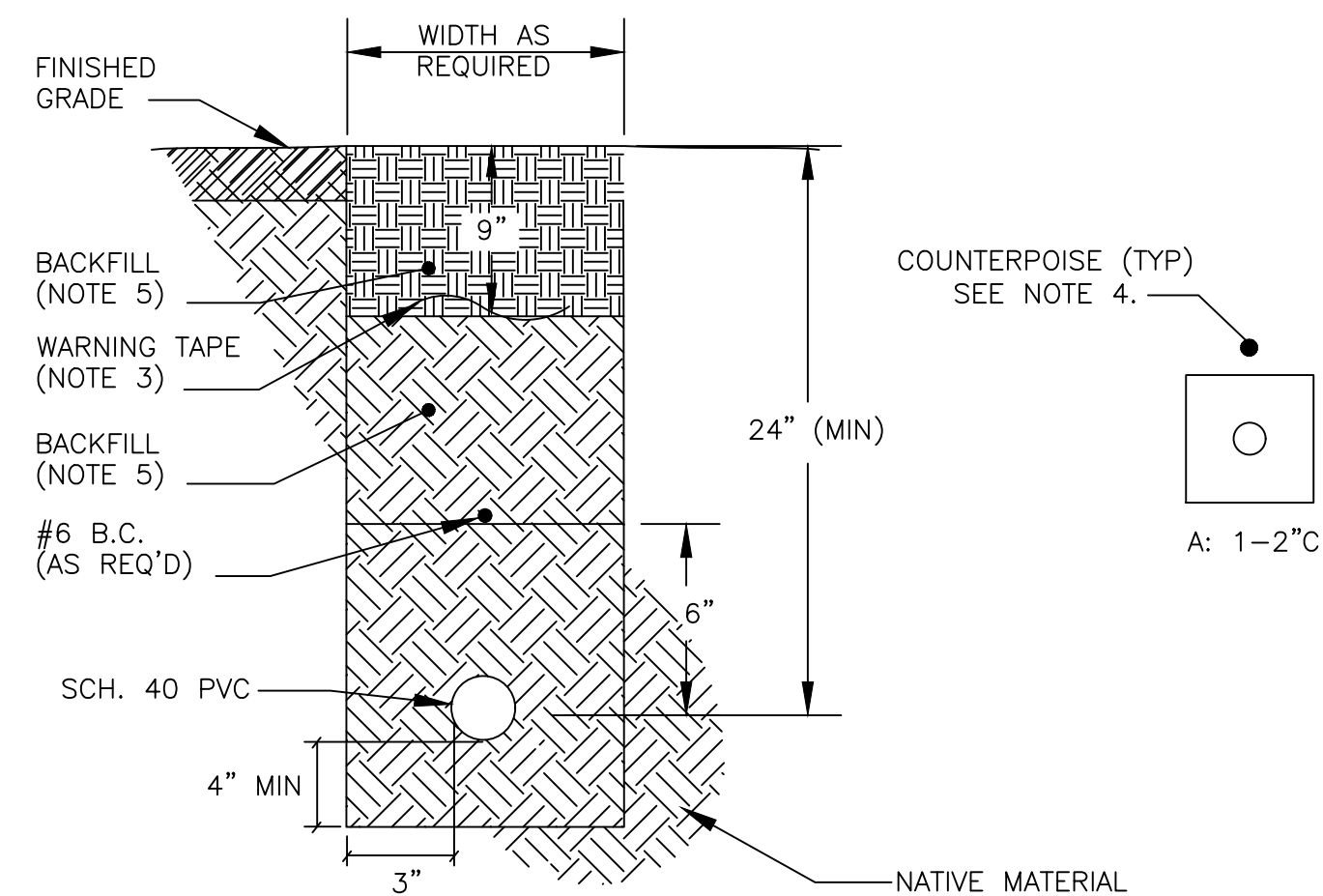
REID-HILLVIEW AIRPORT  
 AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES

ELECTRICAL DETAILS

DRAWING NO. E4.1  
 SHT NO. 26 OF 33

NO.	REVISIONS	BY	DATE	APP'D

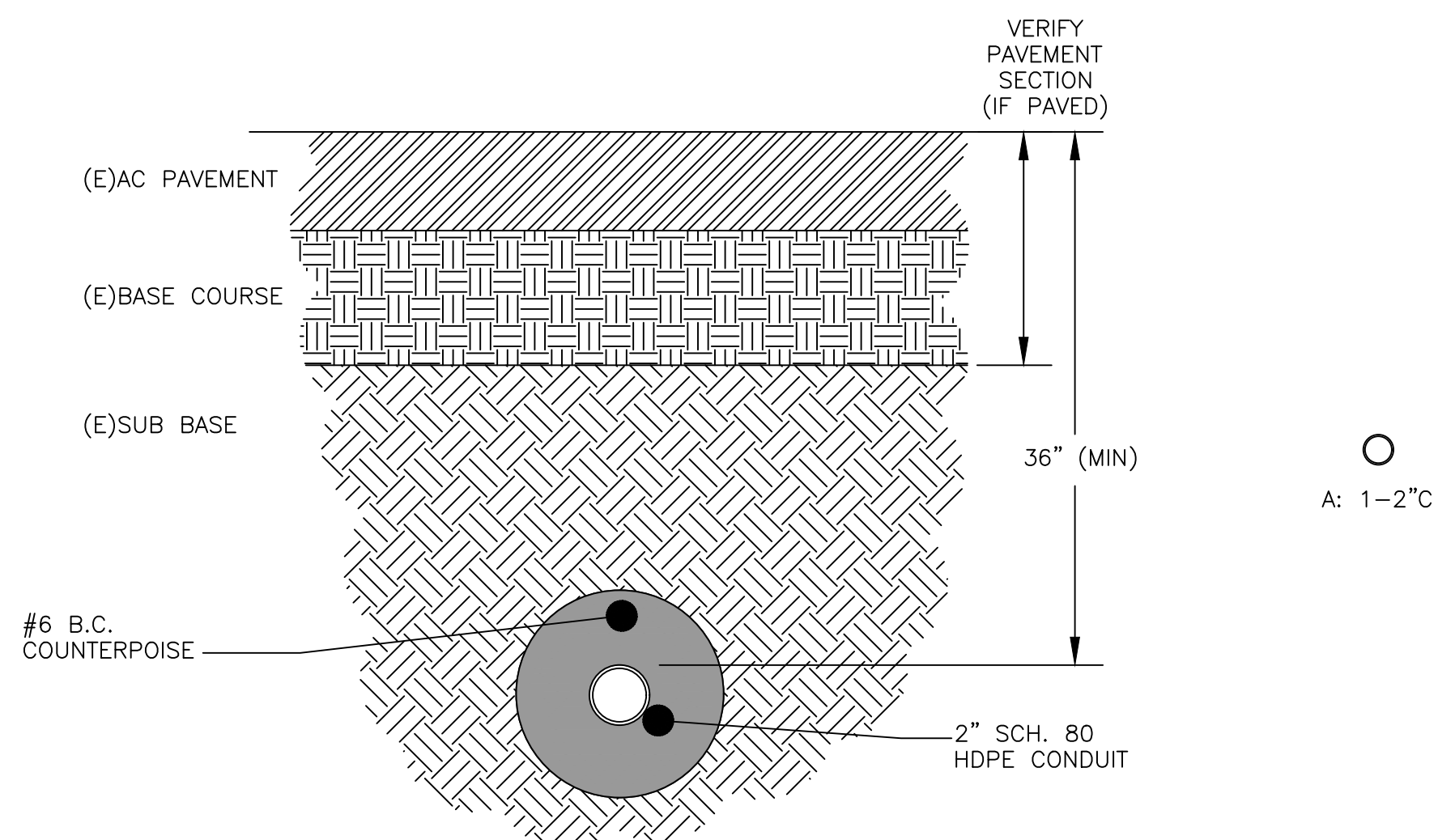
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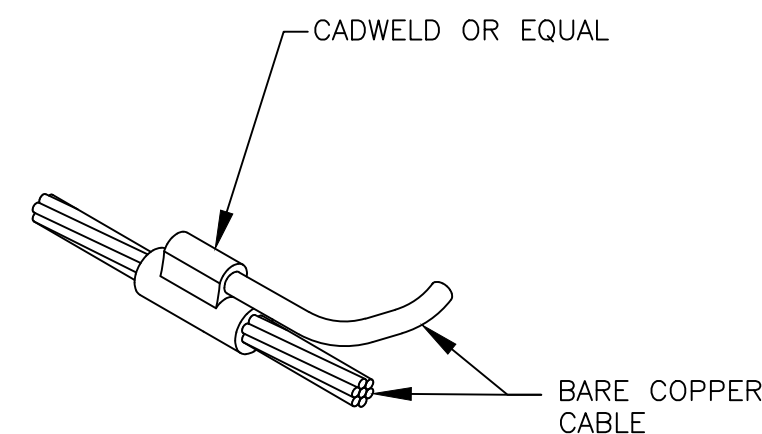
1 TYPICAL TRENCH SECTION - DIRECT BURY (D.B.)  
E4.2 NOT TO SCALE

CONDUIT/DUCT & CABLE INSTALLATION NOTES:

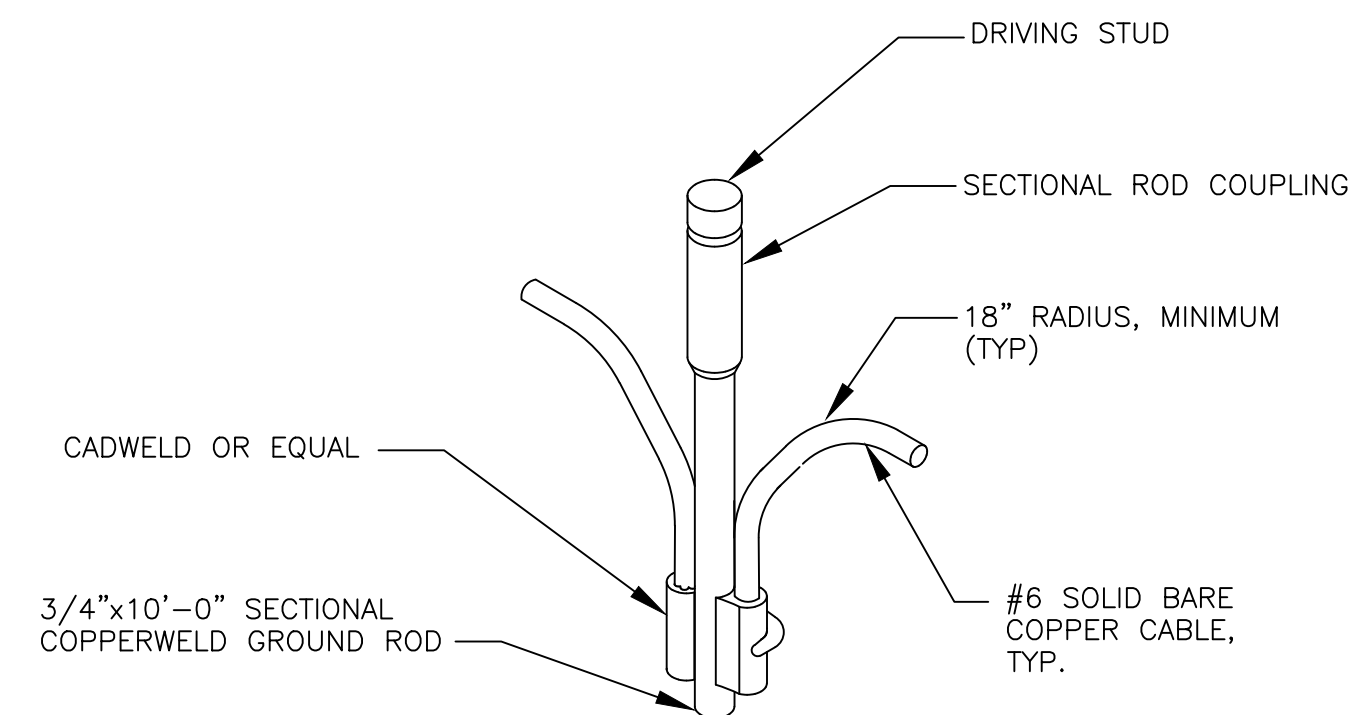
- SEE PLANS FOR REQUIRED DUCT SECTIONS. ALL OF THE SECTIONS SHOWN ON THIS DRAWING MAY NOT BE USED ON THIS PROJECT.
- PROVIDE TRACER WIRES AND MULE TAPE IN ALL (NEW) UNUSED CONDUITS. PLUG CONDUIT ENDS IN HANDHOLES OR MANHOLES.
- WARNING TAPE REQUIRED IN ALL AREAS. WHERE IN CONFLICT WITH THE COUNTERPOISE, INSTALL THE TAPE DIRECTLY ABOVE THE COUNTERPOISE.
- U.O.N. INSTALL A #6 BARE COPPER (BC) COUNTERPOISE CONDUCTOR WITH EACH DUCT ASSEMBLY AND EACH SINGLE CONDUIT. EXOTHERMICALLY WELD TO GROUND RODS PER SPECS. DO NOT CONNECT TO BASES OR GROUNDING SYSTEM. COUNTERPOISE CONDUCTOR TO BE PULLED EXTERIOR TO DIRECTIONAL BORE.
- BACKFILL-D.B. APPLICATION: FILL FROM WARNING TAPE TO BOTTOM OF PAVEMENT WITH P-152. NATIVE BACKFILL USED UP TO WARNING TAPE.
- REFER TO SPECIFICATION ITEM 111-13 FOR CONDUIT/DUCT SPACER SYSTEM.



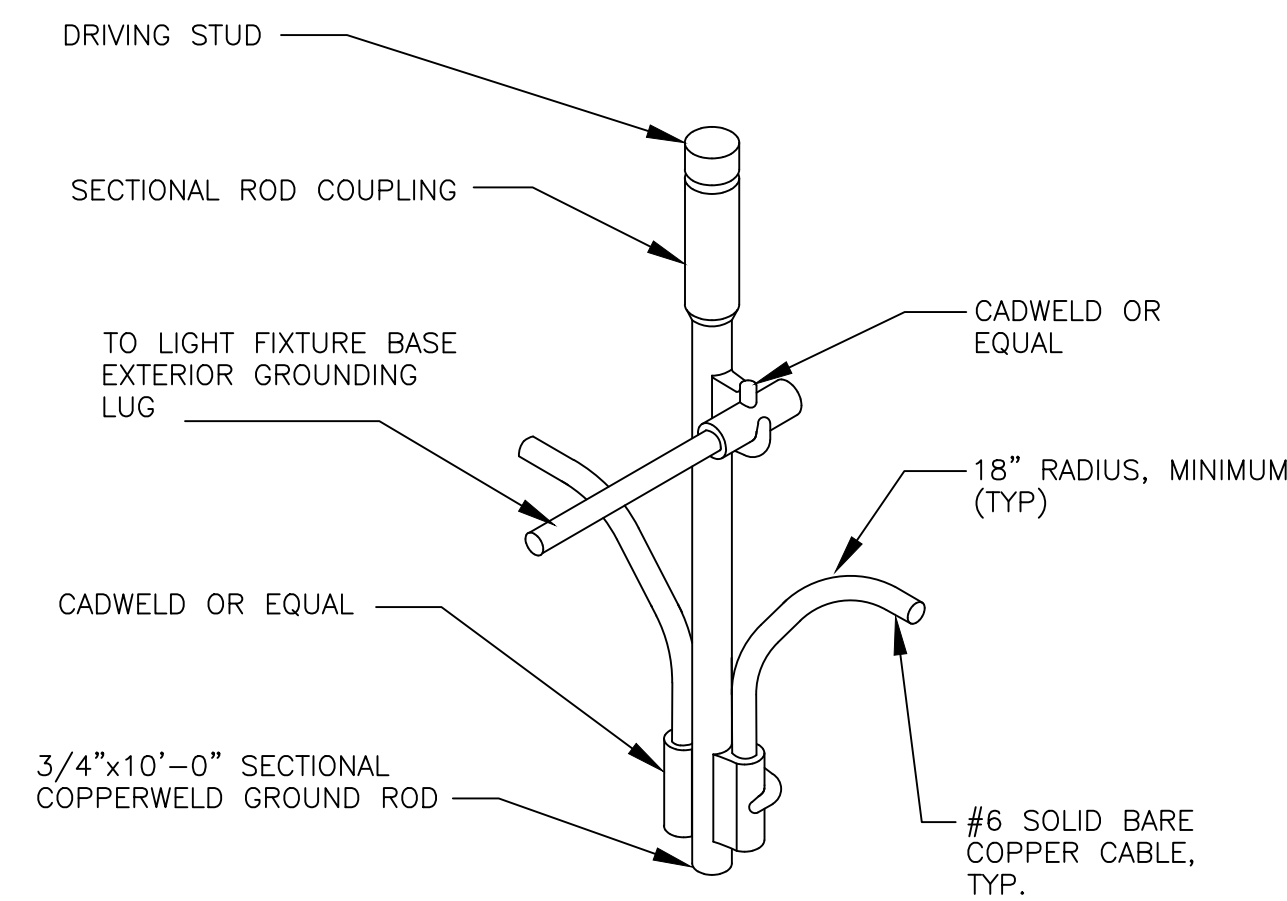
2 TYPICAL DUCT SECTION - DIRECTIONAL BORE  
E4.2 NOT TO SCALE



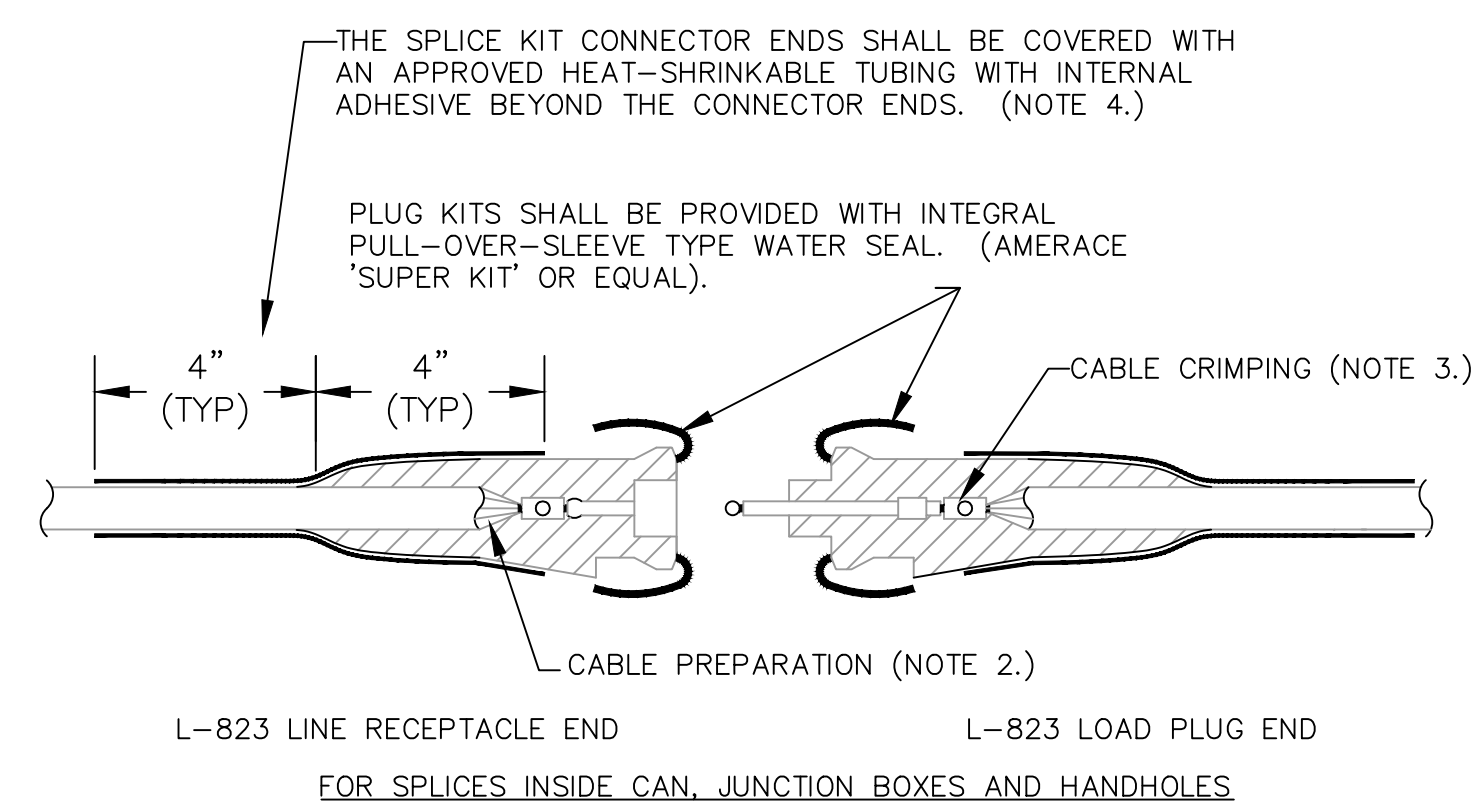
3 COUNTERPOISE SYSTEM GROUNDING DETAIL  
E4.2 NOT TO SCALE



4 COUNTERPOISE SYSTEM GROUND ROD DETAIL  
E4.2 NOT TO SCALE



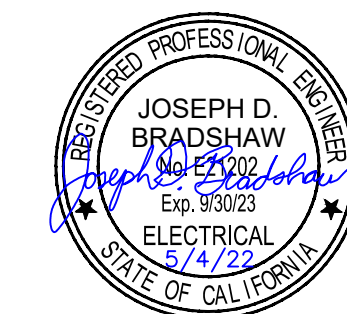
5 EDGE LIGHT GROUNDING DETAIL  
E4.2 NOT TO SCALE



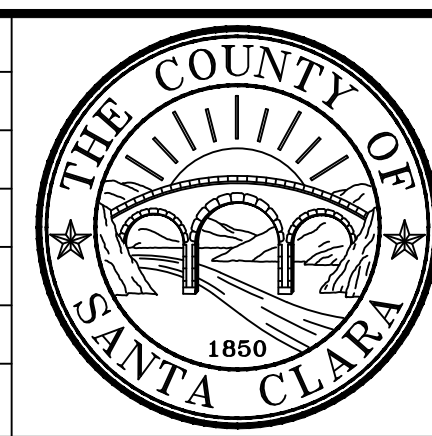
6 "SUPER KIT" - TYPICAL 5kV CABLE SPLICE  
E4.1 NOT TO SCALE

NOTES:

- PROVIDE MALE AND FEMALE L-823 CONNECTORS AS REQUIRED ON EACH CONDUCTOR IN EACH BASE, HANDHOLE OR MANHOLE IN THE FIELD CIRCUIT. THERE SHALL BE NO SPLICES BETWEEN LIGHTS, ONLY IN BASES OR HANDHOLES. AS MUCH AS PRACTICAL, HOMERUN CIRCUITS FROM THE FIELD CIRCUIT CONNECTION INTO THE MAIN DUCT SYSTEM BACK TO THE AIRFIELD LIGHTING VAULT SHALL BE INSTALLED WITHOUT SPLICES.
- ALL CABLE ENDS SHALL BE PREPARED WITH THE USE OF A TAPERING TOOL SPECIFICALLY DESIGNED FOR USE WITH L-824 CABLES.
- PLUG AND RECEPTACLE END FITTINGS SHALL BE CRIMPED ONTO THE CONDUCTOR BY USE OF AN AIRPORT PERSONNEL ACCEPTED HANDHELD RATCHETING TYPE CRIMPING TOOL. EACH CABLE TERMINATION SHALL BE SECURED BY TWO CRIMPS.
- ALL CABLE CONNECTORS SHALL BE MADE WITH L-823 CONNECTOR AND AN L-823 AMERACE SUPER KIT OR EQUAL.
- AT THE POINT OF CONNECTION WITH THE EXISTING FIELD CIRCUITS, INSTALL NEW L-823 PLUGS ON BOTH THE NEW AND EXISTING CABLES. VERIFY INSULATION TYPES OF BOTH NEW AND EXISTING CABLES AND COORDINATE WITH TERMINATION KITS TO ASSURE PROPER AND WATERPROOF FIT.



NO.	REVISIONS	BY	DATE	APP'D

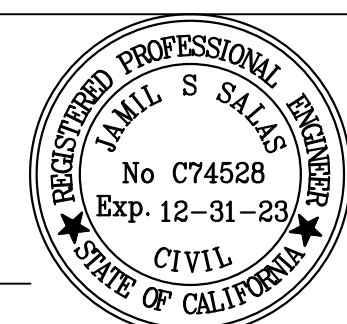


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10 ALMADEN BLVD SUITE #1250  
SAN JOSE, CALIFORNIA 95113  
(669) 800-4130

COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

JPT DESIGNED 5/11/22 DATE  
JPT DRAWN 5/11/22 DATE  
JDB CHECKED 5/11/22 DATE

SUBMITTED:  
JAMIL S. SALAS  
SENIOR CIVIL ENGINEER



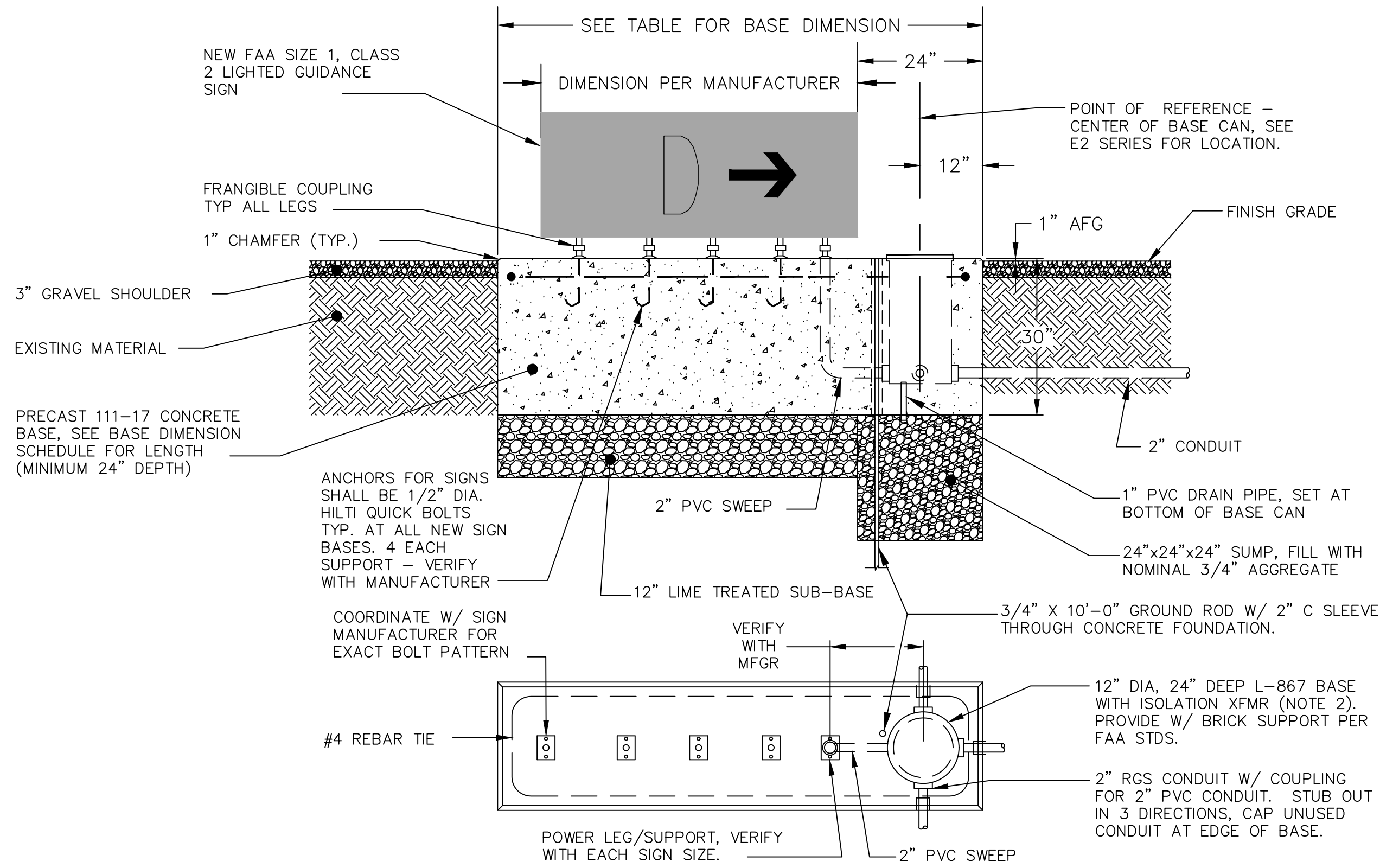
APPROVAL:  
ROCELIA G. KMAK  
PRINCIPAL CIVIL ENGINEER



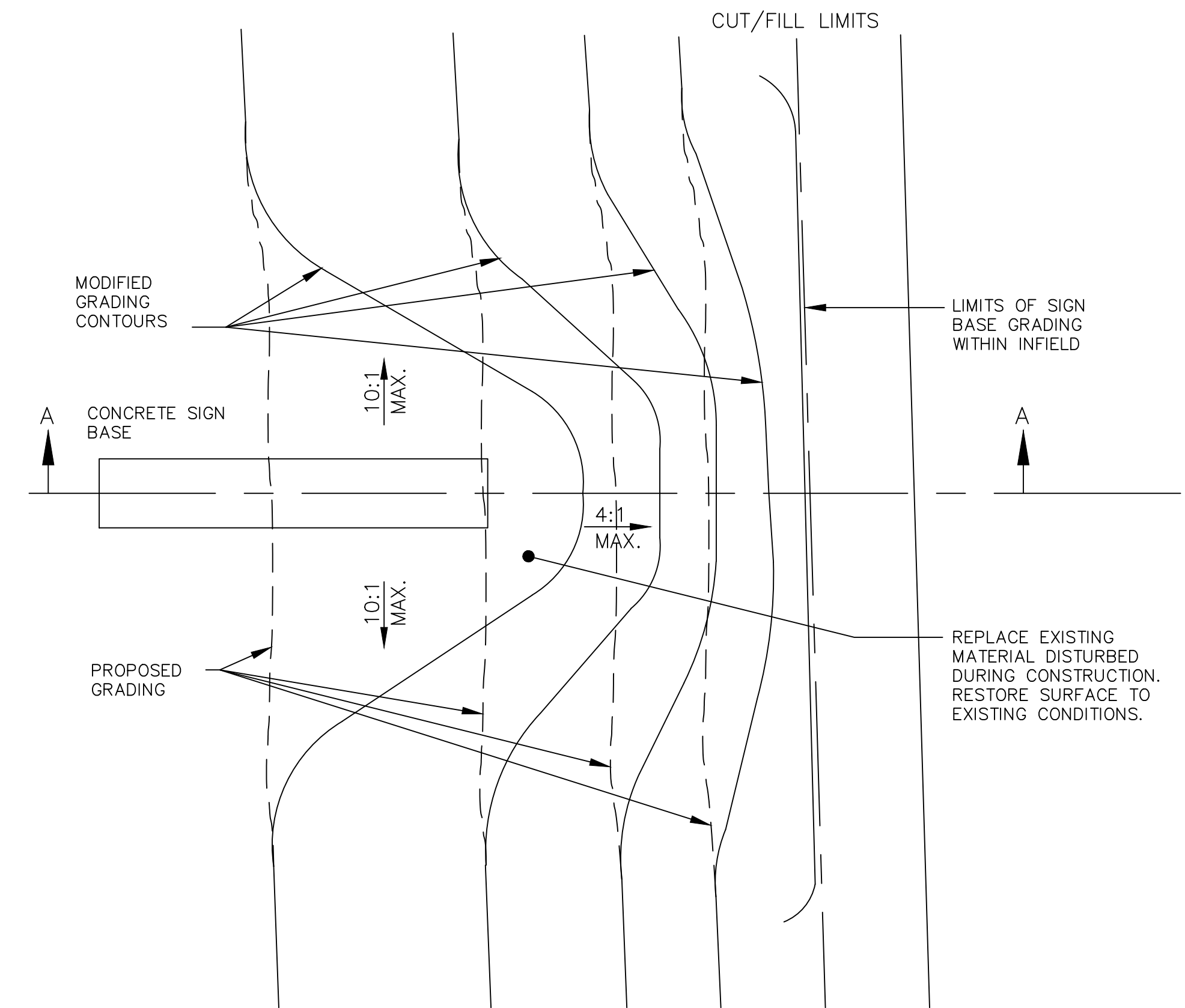
**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**ELECTRICAL DETAILS**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

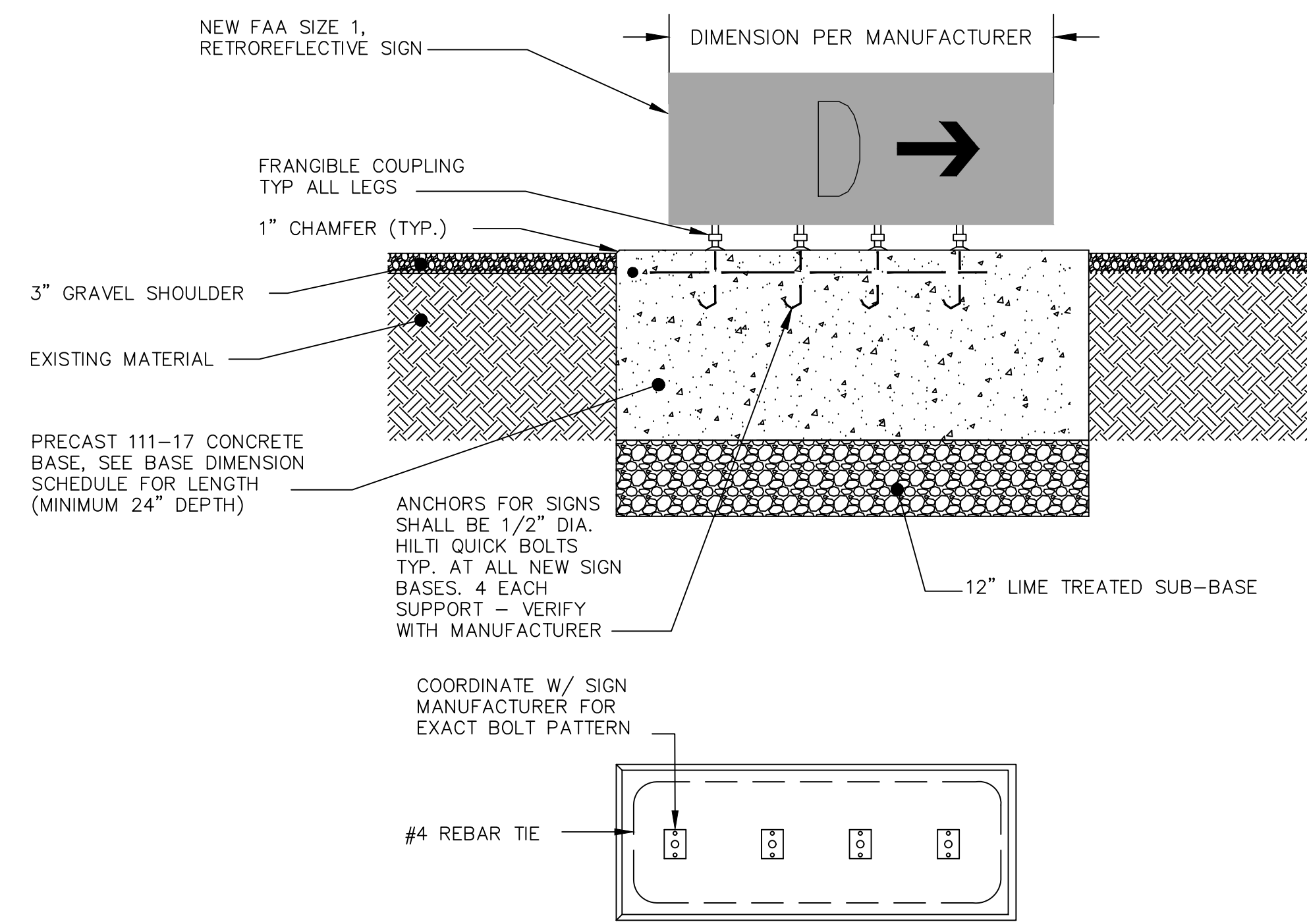
DRAWING NO. **E4.2**  
SHT NO. 27 OF 33



1 GUIDANCE SIGN - BASE DETAIL  
E4.3 NOT TO SCALE



2 GUIDANCE SIGN - GRADING DETAIL  
E4.3 NOT TO SCALE

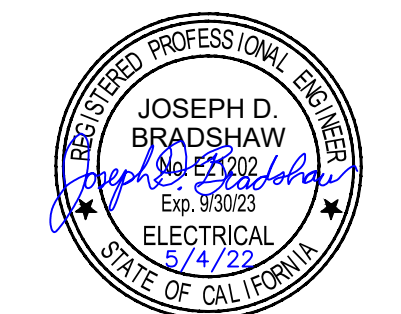


3 GUIDANCE SIGN - BASE DETAIL  
E4.3 NOT TO SCALE

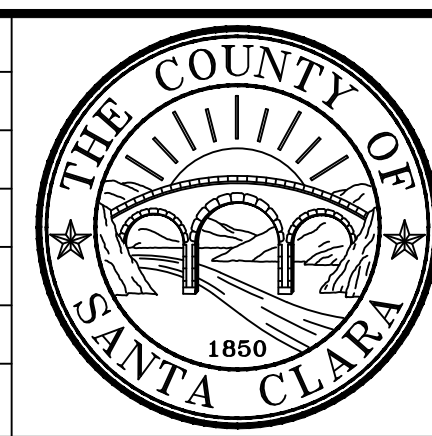
BASE DIMENSION SCHEDULE				
NOTE: REFER TO (DWGS E2 SERIES) FOR INDIVIDUAL SIGN MODULES AND LEGENDS. COORDINATE EXACT BASE DIMENSIONS WITH SIGN DIMENSIONS.				
SIGN SIZE	BASE DIMENSIONS			
	ONE MODULE	TWO MODULE	THREE MODULE	FOUR MODULE
1	66" L x 24" W	96" L x 24" W	126" L x 24" W	156" L x 24" W

**SIGN INSTALLATION NOTES:**

1. VERIFY ALL DIMENSIONS OF SIGN FACES, SIGN PEDESTALS, AND SIGN FACE SPACING WITH MANUFACTURER BEFORE INSTALLATION.
2. PROVIDE NEW TRANSFORMERS WITH NEW SIGNS, SIZE PER MANUFACTURERS RECOMMENDATIONS.
3. SEE EL SERIES DRAWINGS FOR SIGN CONTENTS AND LOCATIONS.
4. REFER TO DETAIL 2/E4.3 FOR GRADING DETAIL AROUND SIGN BASES AS REQUIRED TO MEET BASE REVEAL SLOPE REQUIREMENTS.



NO.	REVISIONS	BY	DATE	APP'D

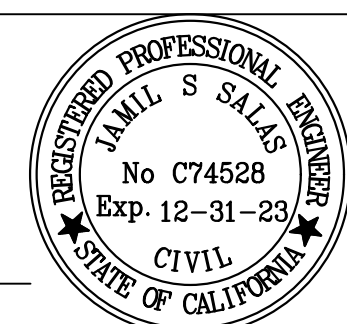


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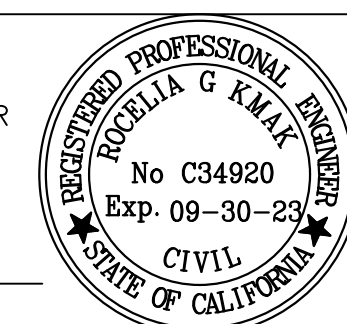
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

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SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER  
 SIGNATURE



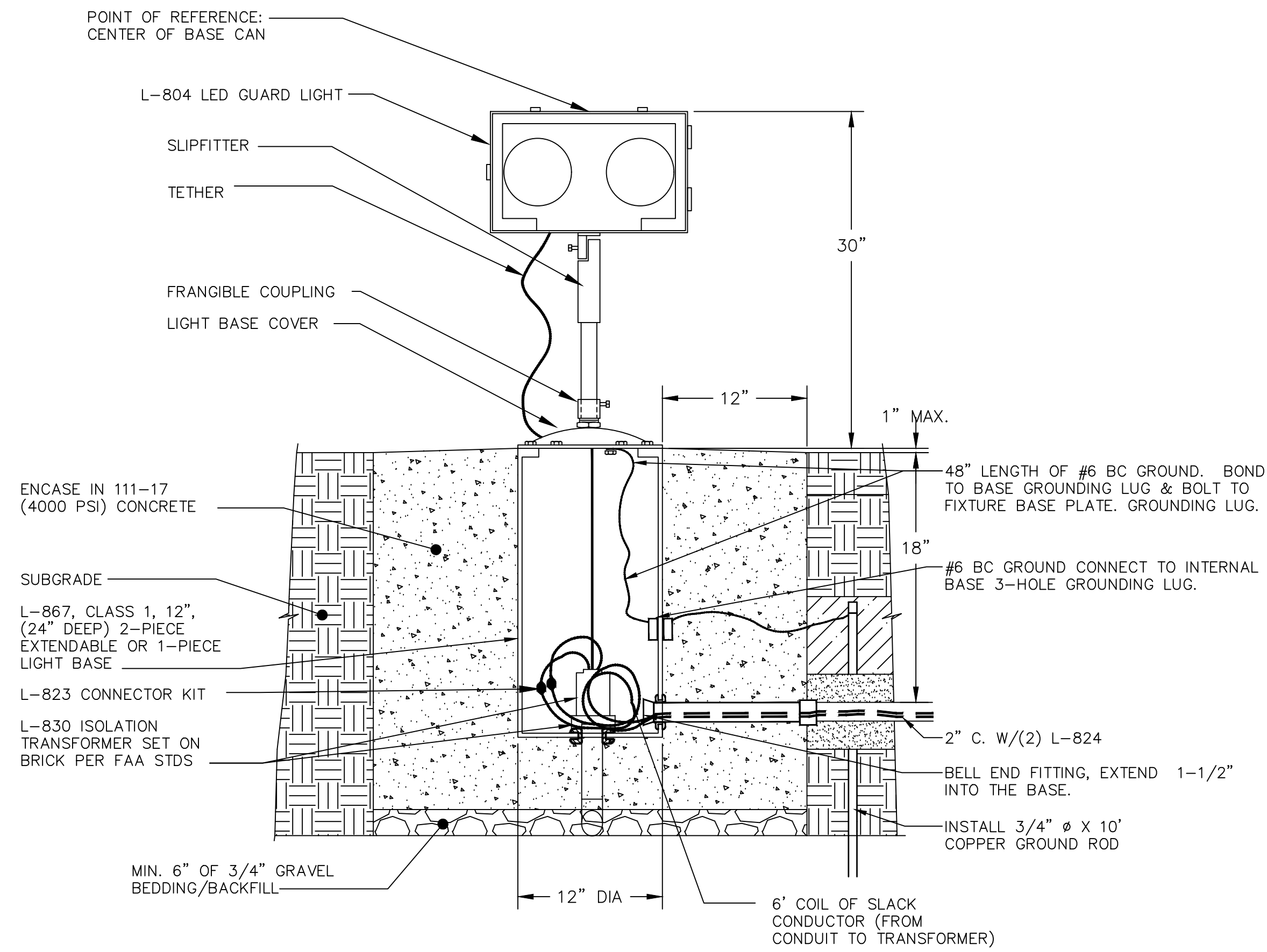
APPROVAL: ROCELIA G. KMAK PRINCIPAL CIVIL ENGINEER  
 SIGNATURE



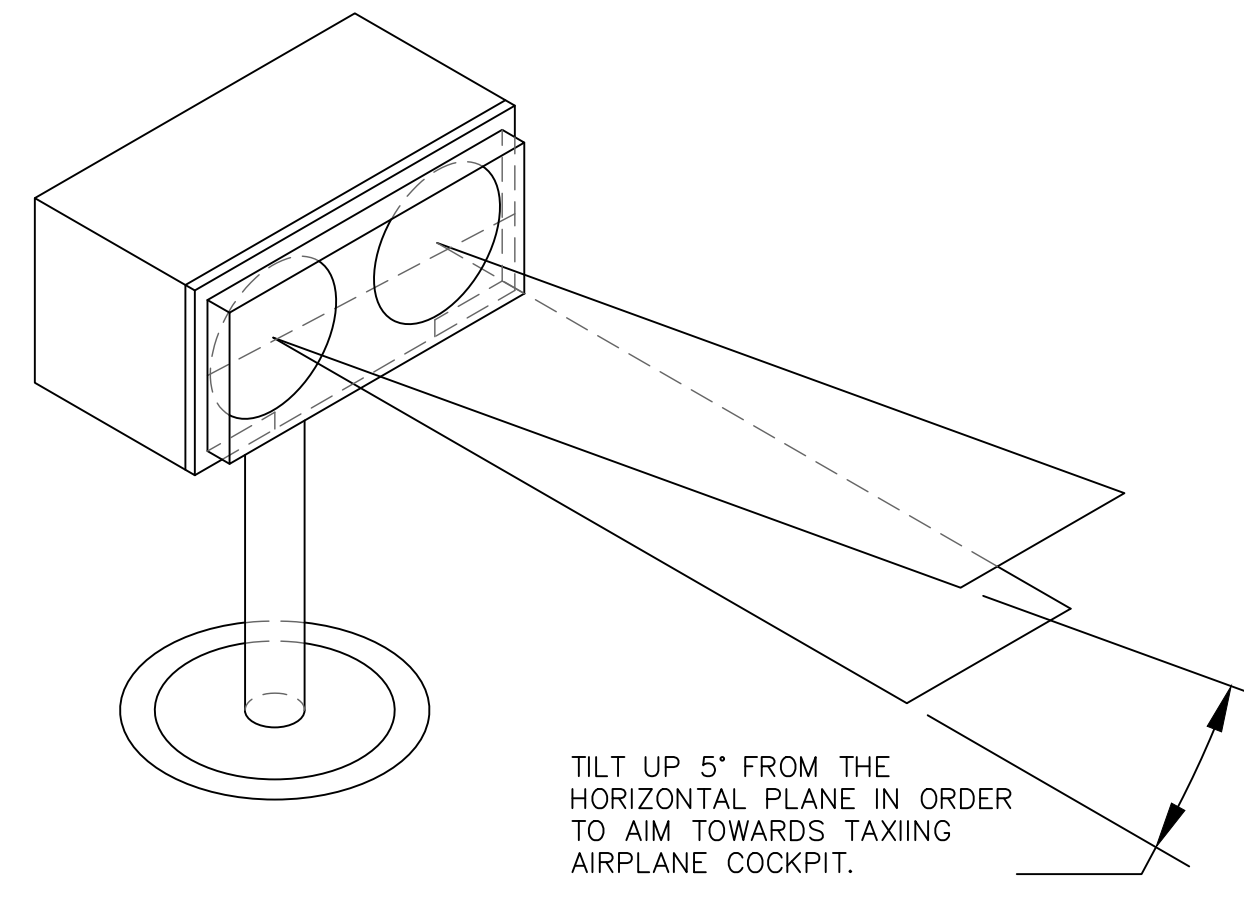
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**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**ELECTRICAL DETAILS**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

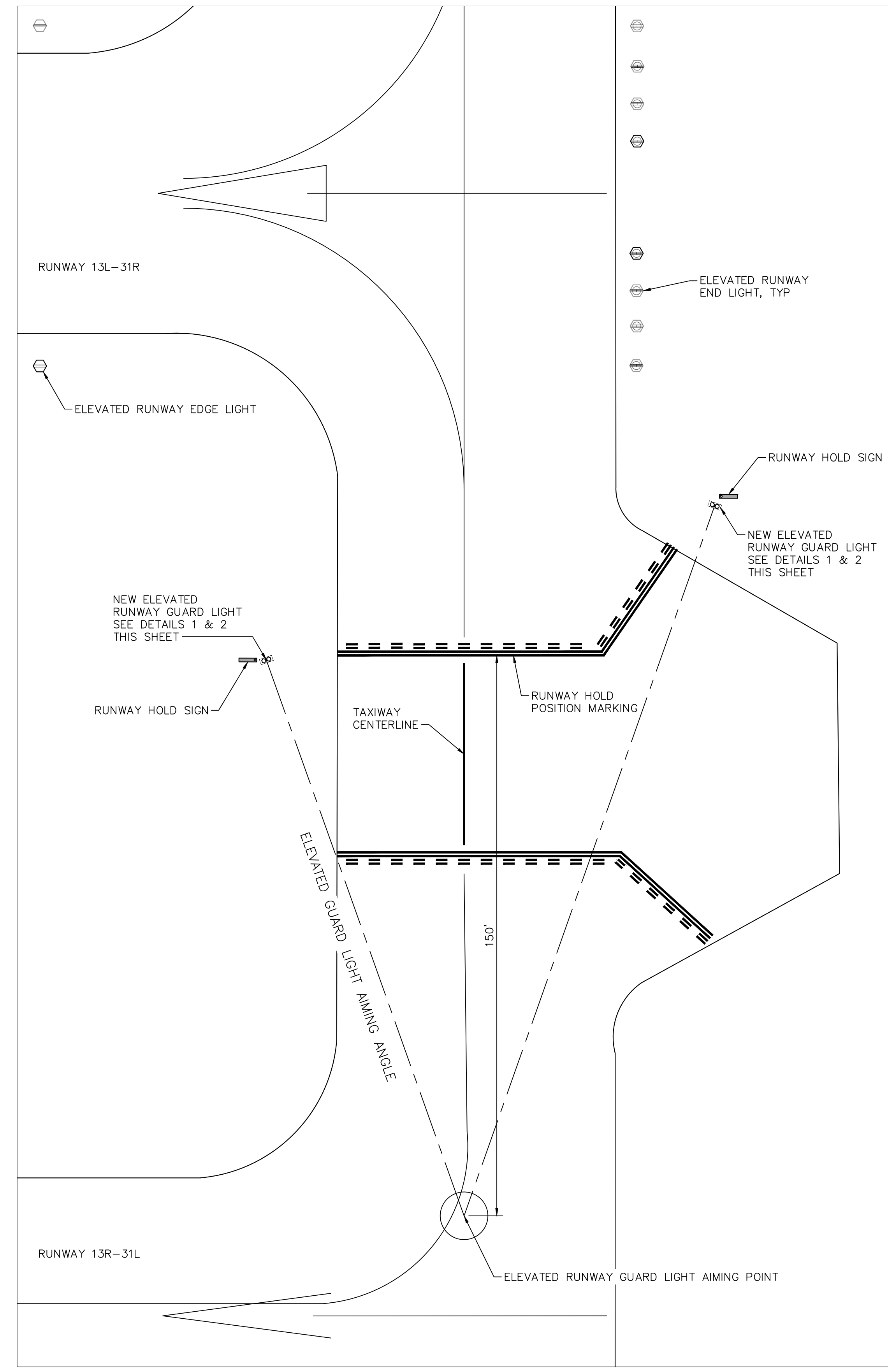
DRAWING NO. **E4.3**  
 SHT NO. 28 OF 33



1 ELEVATED RUNWAY GUARD LIGHT DETAIL  
E4.5 NOT TO SCALE



2 ELEVATED RUNWAY GUARD LIGHT AIMING DETAIL  
E4.5 NOT TO SCALE



TYPICAL PLAN VIEW



NO.	REVISIONS	BY	DATE	APP'D

**THE COUNTY OF SANTA CLARA**

**Kimley»Horn**

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COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

DESIGNED: JPT 5/11/22 DATE

DRAWN: JPT 5/11/22 DATE

CHECKED: JDB 5/11/22 DATE

SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER

APPROVAL: ROCELIJA G. KMAK PRINCIPAL CIVIL ENGINEER

PROFESSIONAL ENGINEER SEAL: JAMIL S. SALAS, No. C74528, Exp. 12-31-23, CIVIL, STATE OF CALIFORNIA

PROFESSIONAL ENGINEER SEAL: ROCELIJA G. KMAK, No. C34920, Exp. 09-30-23, CIVIL, STATE OF CALIFORNIA

**REID-HILLVIEW AIRPORT**

**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

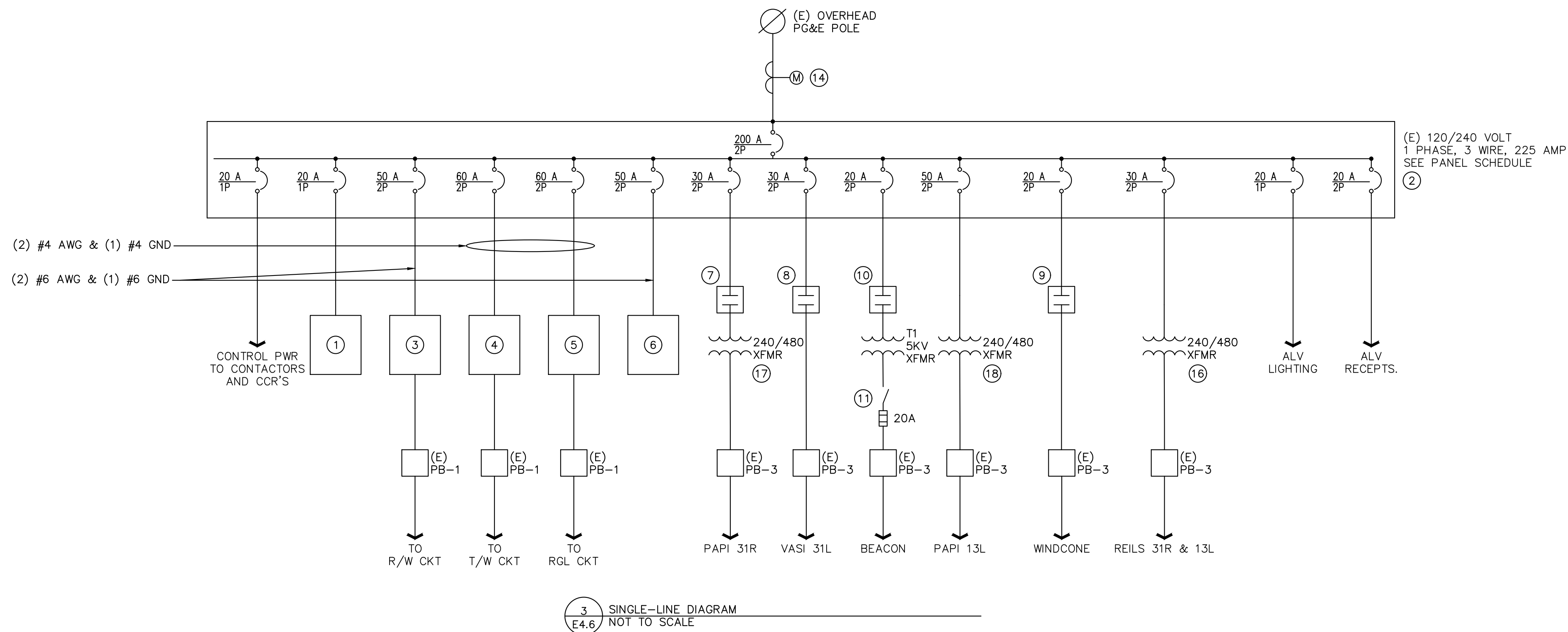
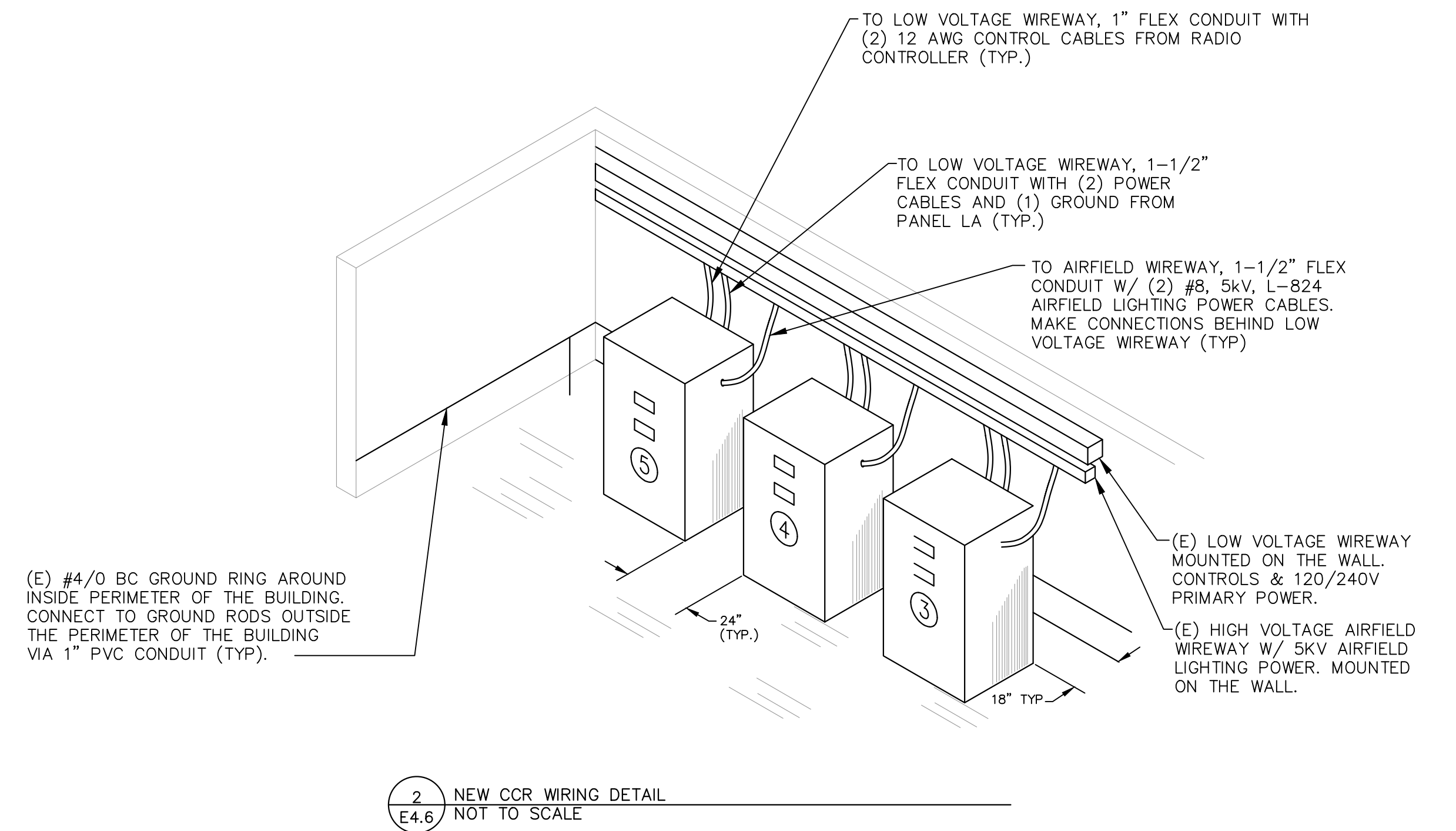
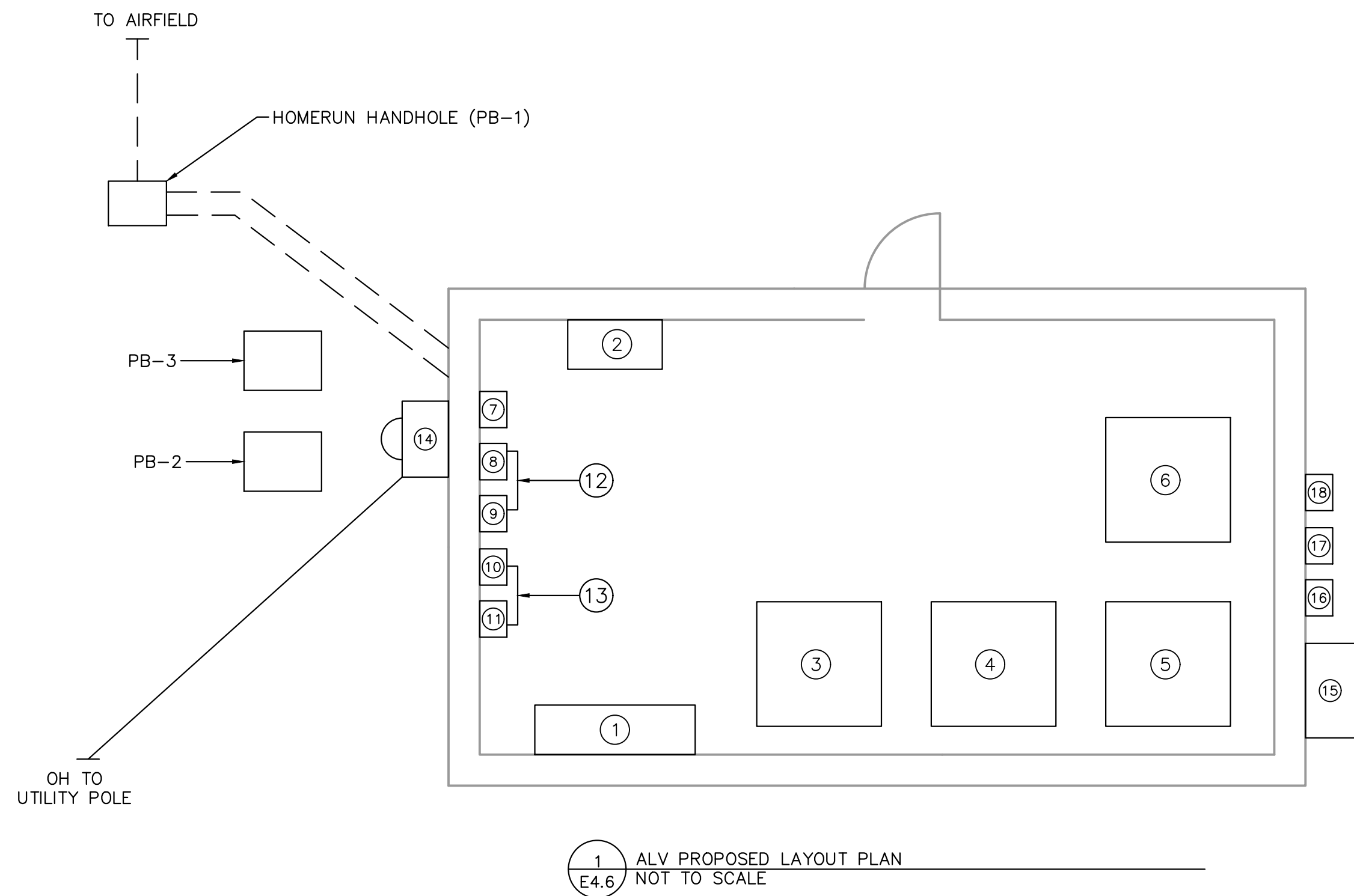
**ELECTRICAL DETAILS**

DRAWING NO. **E4.4**

SHT NO. 29 OF 33

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

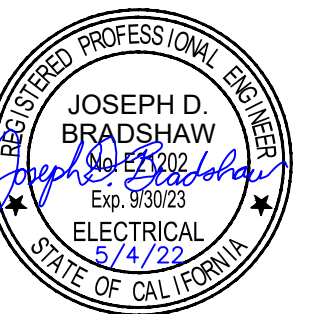
EQUIPMENT SCHEDULE	
SYM	DESCRIPTION
①	(E) AUXILIARY RELAY PANEL
②	(E) 225A, 120/240V, 1PH, 3W DISTRIBUTION PANEL
③	(N) 3-STEP 7.5KW RUNWAY 13L-31R FERRORESONANT CCR
④	(N) 3-STEP 10KW TAXIWAY FERRORESONANT CCR
⑤	(N) 3-STEP 10KW RGL FERRORESONANT CCR
⑥	(N) 3-STEP 7.5KW SPARE FERRORESONANT CCR
⑦	(E) 31R PAPI CONTACTOR
⑧	(E) VASI 31L CONTACTOR
⑨	(E) WINDCONE CONTACTOR
⑩	(E) BEACON CONTACTOR
⑪	(E) BEACON DISCONNECT
⑫	(E) JUNCTION CABINET
⑬	(E) L-854 PILOT CONTROLLED RADIO
⑭	(E) UTILITY METER MAIN
⑮	(E) PAPI REIL MAIN BREAKERS
⑯	(E) REIL TRANSFORMER 240/480V, 1PH
⑰	(E) PAPI TRANSFORMER 240/480V
⑱	(E) TRANSFORMER 240/480V



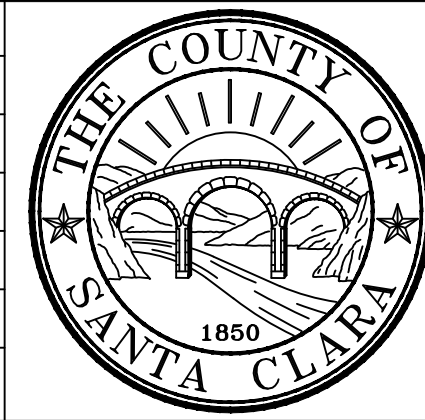
VAULT DISTRIBUTION PANEL									
VOLTAGE: 120/240					PANEL BUS: 225 AMPS				
PHASE WIRES: 1Ø, 3W					MAIN: 200 MCB				
SOURCE: PG&E METER									
DESCRIPTION	VA	CB	CKT	A	B	CKT	CB	VA	DESCRIPTION
RELAY PANEL	EX	20/1	1			2	20/1	EX	VAULT LIGHTING
SPARE	EX	15/2	3			4	20/1	EX	CONTROL POWER TO CONTACTORS & CCRS
			5			6	20/1	EX	SPARE
			7			8	20/2	EX	VAULT RECEPTACLES
WINDCONE	EX	20/2	9			10	20/2	EX	BEACON
			11			12	30/2	EX	
PAPI 31R	EX	30/2	13			14	30/2	EX	RUNWAY GUARD LIGHT CCR
			15		27	16	60/2	3223	
VASI 31L	EX	30/2	17			18	60/2	3223	PAPI 31R
			19		16	20	50/2	EX	
RUNWAY CCR	1969	50/2	21	16		22	50/2	EX	REILS 31R & 13L
			23		33	24	30/2	EX	
TAXIWAY CCR	3912	60/2	25	33		26	30/2	EX	EXISTING LOAD
			27			28	30/2	EX	
SPARE	60/2	20/1	29			30	30/2	EX	EXISTING LOAD
			31			32	30/2	EX	
SPARE	20/1	33	33			34	30/2	EX	EXISTING LOAD
			35			36			
			37			38			
			39			40			
			41			42			
			43			44			
			45			46			
TOTALS			75.9			75.9		AMPS	

LOAD CALCULATIONS: SUBTOTAL (VA): 18208  
+25% CONTINUOUS (VA): 3574  
TOTAL (VA): 21782 @ 240V, 1Ø = 90.8 AMPS

4 VAULT DISTRIBUTION PANEL SCHEDULE  
E4.6 NOT TO SCALE



NO.	REVISIONS	BY	DATE	APP'D



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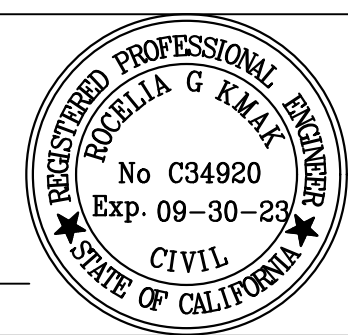
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

JPT DESIGNED 5/11/22 DATE  
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SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER  
SIGNATURE



APPROVAL: ROCELIA G. KMAK PRINCIPAL CIVIL ENGINEER  
SIGNATURE

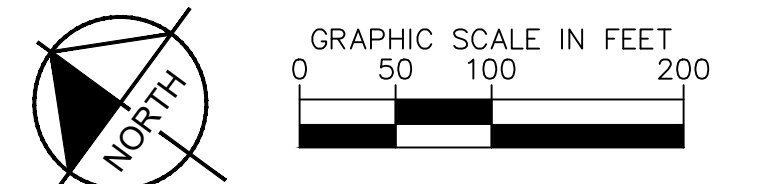
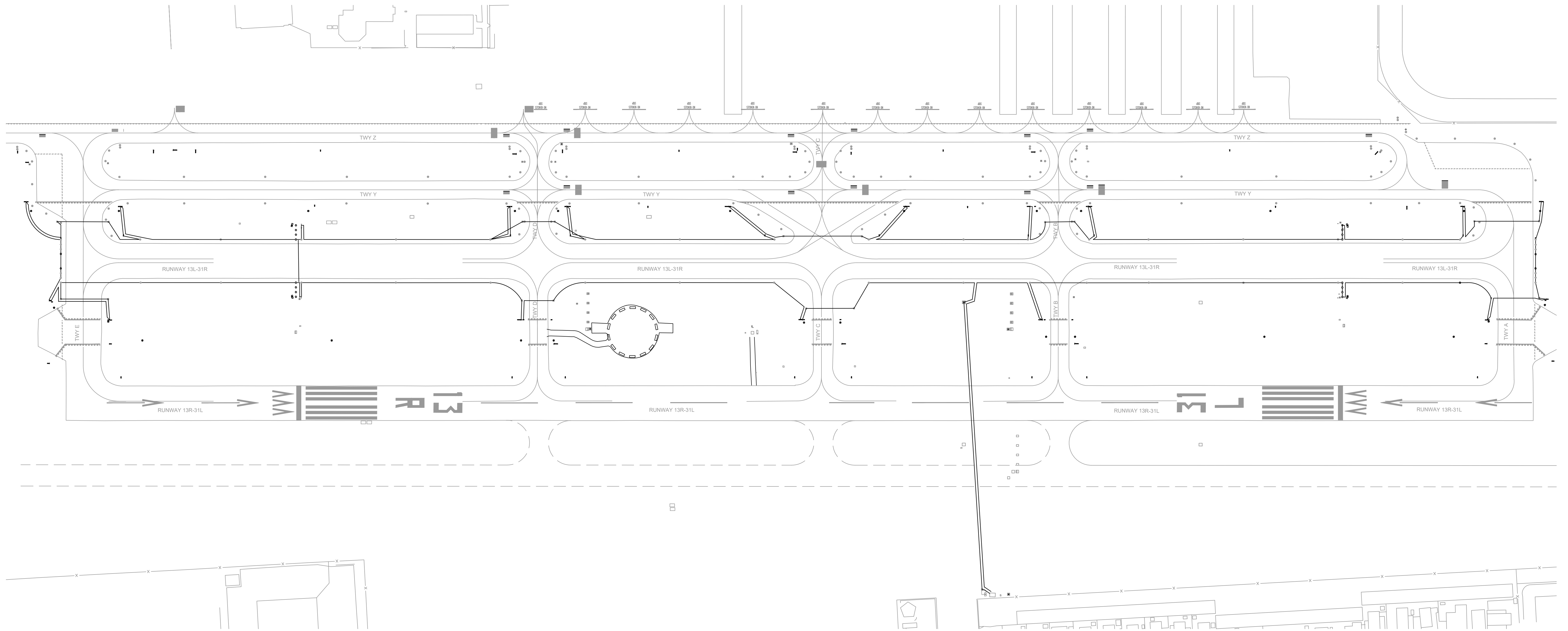


**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**

**ELECTRICAL DETAILS**

DRAWING NO. **E4.5**  
SHT NO. 30 OF 33

PROJECT NO. 192232000 CONTRACT NO. FILE NO.



CIRCUIT RW 13L-31R DATA TABLE			
QUANTITY	ITEM DESC.	FT./ITEM *	TOTAL LENGTH
66	L-861/E	x 6'	= 396'
19	HANDHOLE	x 2*16'	= 608'
25	SIGN/L-867/L-868	x 6'	= 150'
* SLACK CABLE PER SPECS			
			ITEM TOTAL LENGTH = 1,154'
			+ PLAN CIRCUIT LENGTH = 10,930'
NOTE: RW 13L-31R CABLE SHALL BE L-824, (1)#8 AWG CU			
			ESTIMATED EXISTING AIRFIELD CABLE INSTALLED IN THIS PROJECT = 12,084'

CONSTANT CURRENT REGULATOR LOAD SUMMARY								
CCR SIZE	CKT NO.	NEW FIXTURES			CABLE LOAD		TOTAL LOAD (KW)	
		TYPE	QTY.	WATT/EA	LOAD (KW)	LENGTH (FT)		LOAD (KW)
7.5	RWY	RWY EDGE LED SIGN	66	15	0.99	12084	0.347	3.937



NO.	REVISIONS	BY	DATE	APP'D

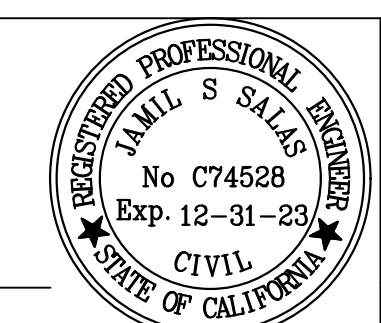


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 SAN JOSE, CALIFORNIA 95113  
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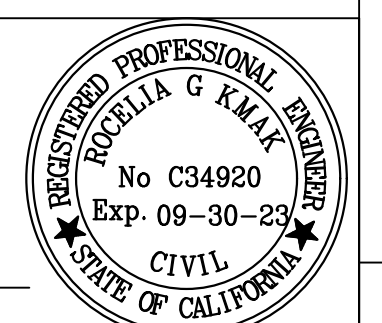
COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

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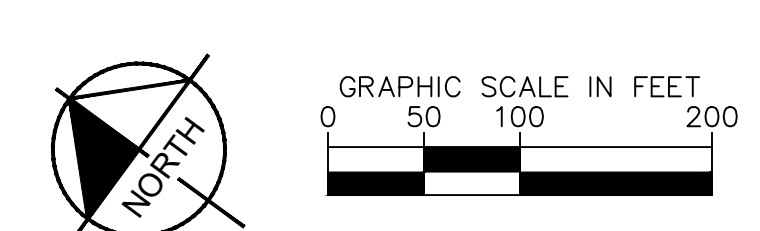
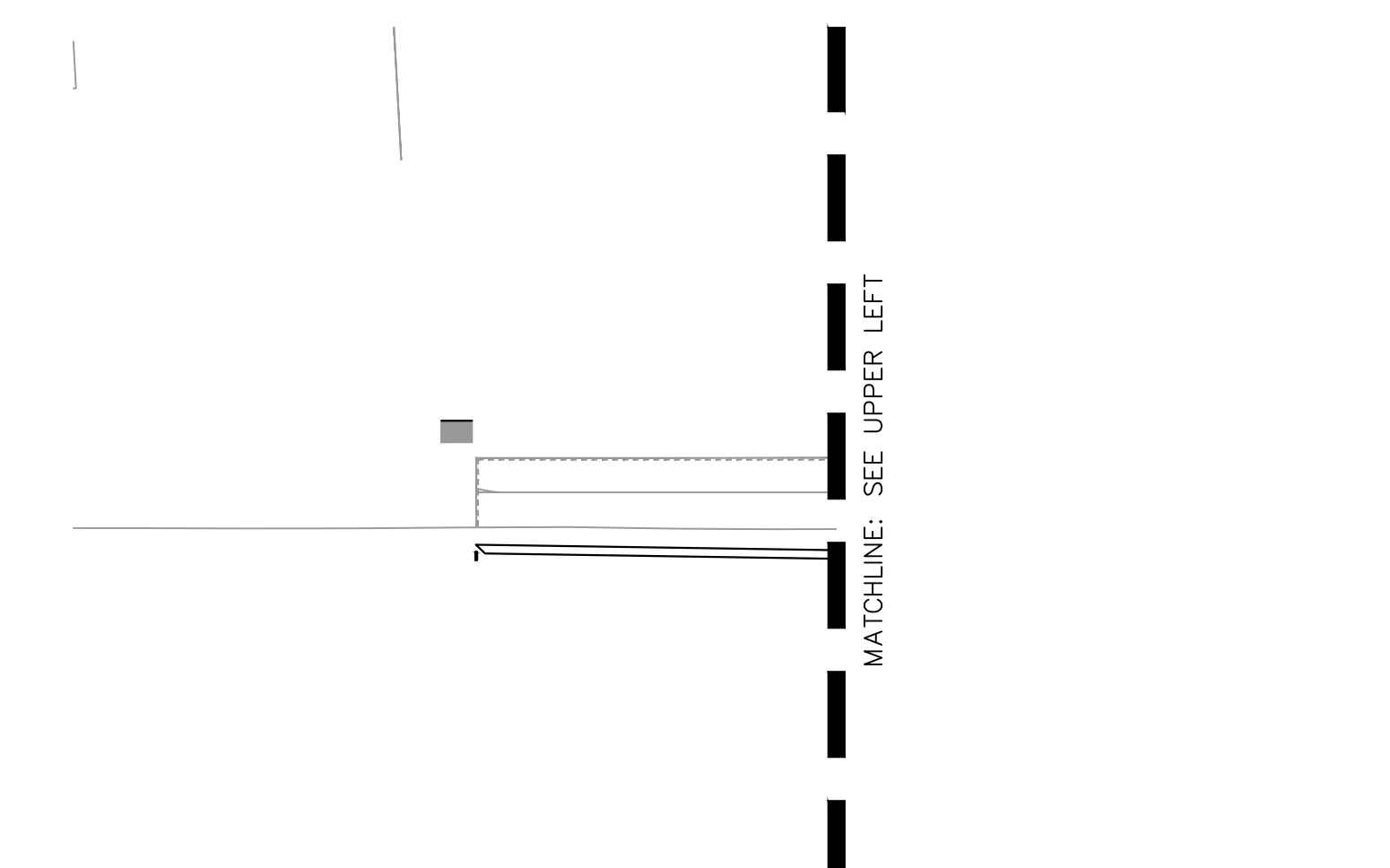
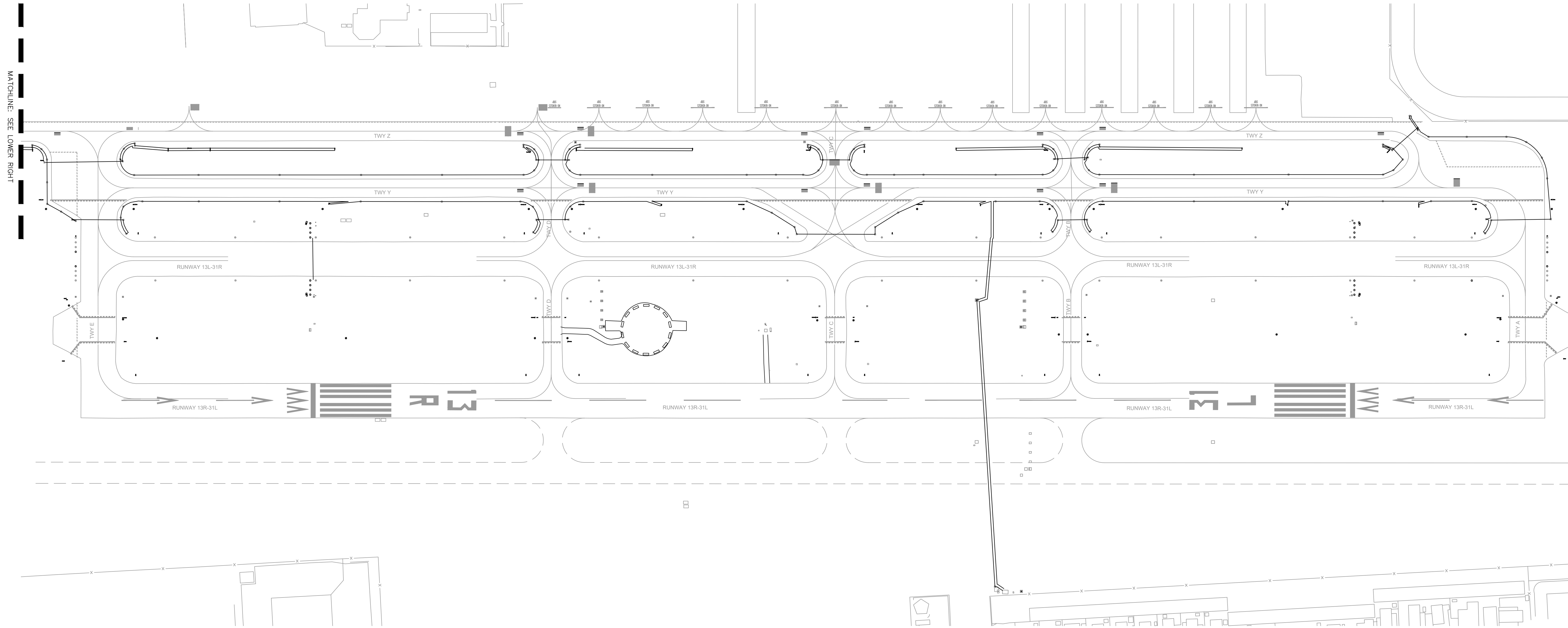
APPROVAL: ROCELIJA G. KMAK PRINCIPAL CIVIL ENGINEER  
 SIGNATURE



**REID-HILLVIEW AIRPORT**  
**AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES**  
**RUNWAY 13L-31R CIRCUIT MAP**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

DRAWING NO. **E5.1**  
 SHT NO. 31 OF 33



**CIRCUIT TWY DATA TABLE**

QUANTITY	ITEM DESC.	FT./ITEM *	TOTAL LENGTH
116	L-861T	x 6'	= 696'
19	HANDHOLE	x 2*16'	= 608'
22	SIGN/L-867/L-868	x 6'	= 132'
* SLACK CABLE PER SPECS			
			ITEM TOTAL LENGTH = 1,436'
			+ PLAN CIRCUIT LENGTH = 13,200'
NOTE: RW 13L-31R CABLE SHALL BE L-824, (1)#8 AWG CU			
			ESTIMATED EXISTING AIRFIELD CABLE INSTALLED IN THIS PROJECT = 14,636'

**CONSTANT CURRENT REGULATOR LOAD SUMMARY**

CCR SIZE	CKT NO.	NEW FIXTURES				CABLE LOAD		TOTAL LOAD (KW)
		TYPE	QTY.	WATT/EA	LOAD (KW)	LENGTH (FT)	LOAD (KW)	
10	TWY	TWY EDGE QUARTZ SIGN	116	45	5.22	14610	0.42	7.824
			21	104	2.184			

MATCHLINE: SEE UPPER LEFT

NO.	REVISIONS	BY	DATE	APP'D

**Kimley»Horn**  
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**COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT**

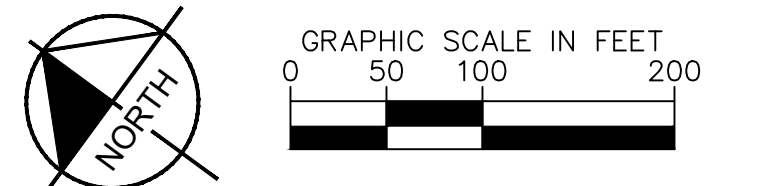
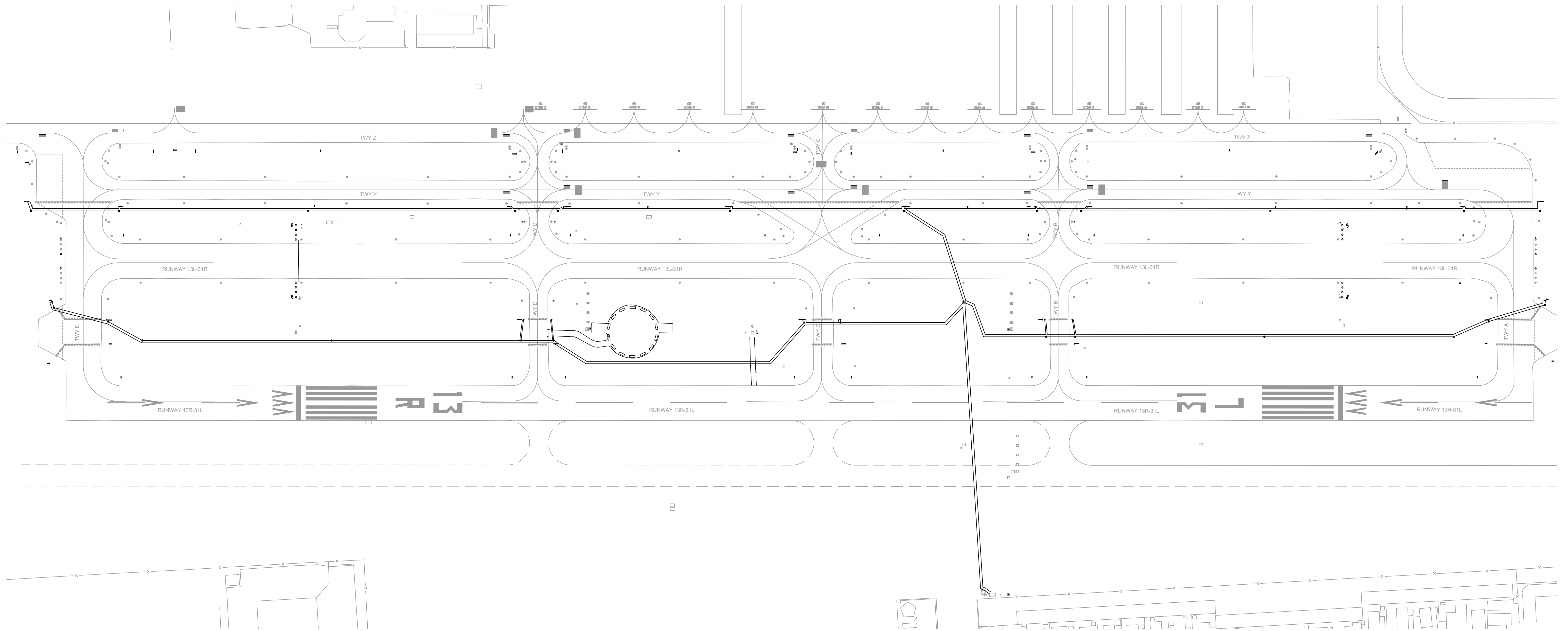
JPT DESIGNED 5/11/22 DATE	JPT DRAWN 5/11/22 DATE	JDB CHECKED 5/11/22 DATE	SUBMITTED: JAMIL S. SALAS SENIOR CIVIL ENGINEER	APPROVAL: ROCELIA G. KMAK PRINCIPAL CIVIL ENGINEER
SIGNATURE			SIGNATURE	

**REID-HILLVIEW AIRPORT  
 AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES  
 TAXIWAY CIRCUIT MAP**

PROJECT NO. 192232000      CONTRACT NO.      FILE NO.

DRAWING NO. **E5.2**  
 SHT NO. 32 OF 33





CIRCUIT RGL DATA TABLE			
QUANTITY	ITEM DESC.	FT./ITEM *	TOTAL LENGTH
20	L-804	x 6'	= 120'
26	HANDHOLE	x 6'	= 156'
* SLACK CABLE PER SPECS			
			ITEM TOTAL LENGTH = 276'
			+ PLAN CIRCUIT LENGTH = 15,215'
NOTE: RW 13L-31R CABLE SHALL BE L-824, (1)#8 AWG CU			
			ESTIMATED EXISTING AIRFIELD CABLE INSTALLED IN THIS PROJECT = 15,491'

CONSTANT CURRENT REGULATOR LOAD SUMMARY								
CCR SIZE	CKT NO.	NEW FIXTURES			CABLE LOAD		TOTAL LOAD (KW)	
		TYPE	QTY.	WATT/EA	LOAD (KW)	LENGTH (FT)		LOAD (KW)
10	RGL	RUNWAY GUARD LIGHT	20	300	6	15491	0.445	6.445



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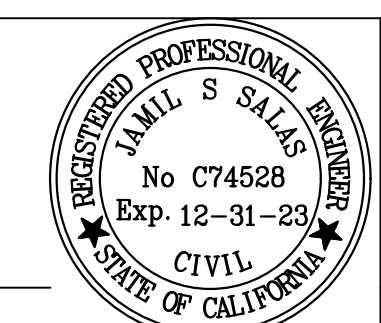


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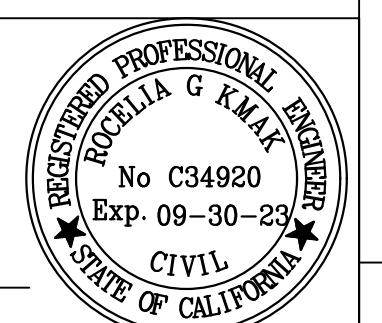
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SUBMITTED:  
 JAMIL S. SALAS  
 SENIOR CIVIL ENGINEER



APPROVAL:  
 ROCELIA G. KMAK  
 PRINCIPAL CIVIL ENGINEER



**REID-HILLVIEW AIRPORT  
 AIRFIELD SIGNAGE REPLACEMENT AND ELECTRICAL UPGRADES  
 RUNWAY GUARD LIGHT CIRCUIT MAP**

PROJECT NO. 192232000 CONTRACT NO. FILE NO.

DRAWING NO. **E5.3**  
 SHT NO. 33 OF 33