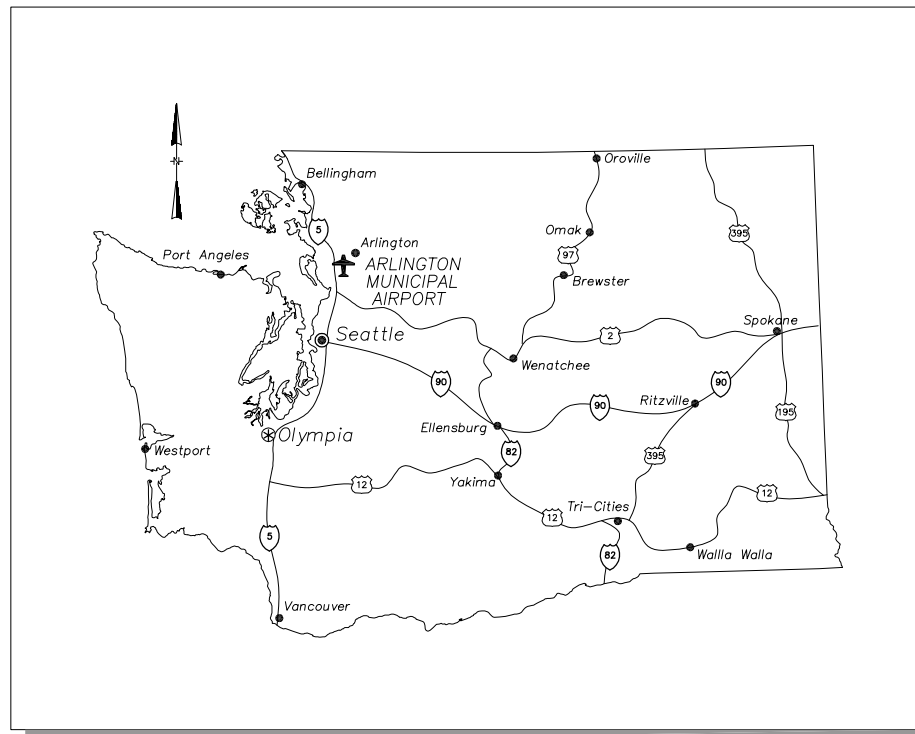


ARLINGTON MUNICIPAL AIRPORT CITY OF ARLINGTON TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT

A.I.P. NO. 3-53-0002-24

ARLINGTON, WASHINGTON

AUGUST 2014



LOCATION MAP

NOT TO SCALE

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MAYOR

BARBARA TOLBERT

AIRPORT DIRECTOR

ROBERT PUTNAM

AIRPORT SUPERVISOR

DALE CARMAN

AIRPORT COORDINATOR

TIM MENSONIDES

AIRPORT COMMISSION

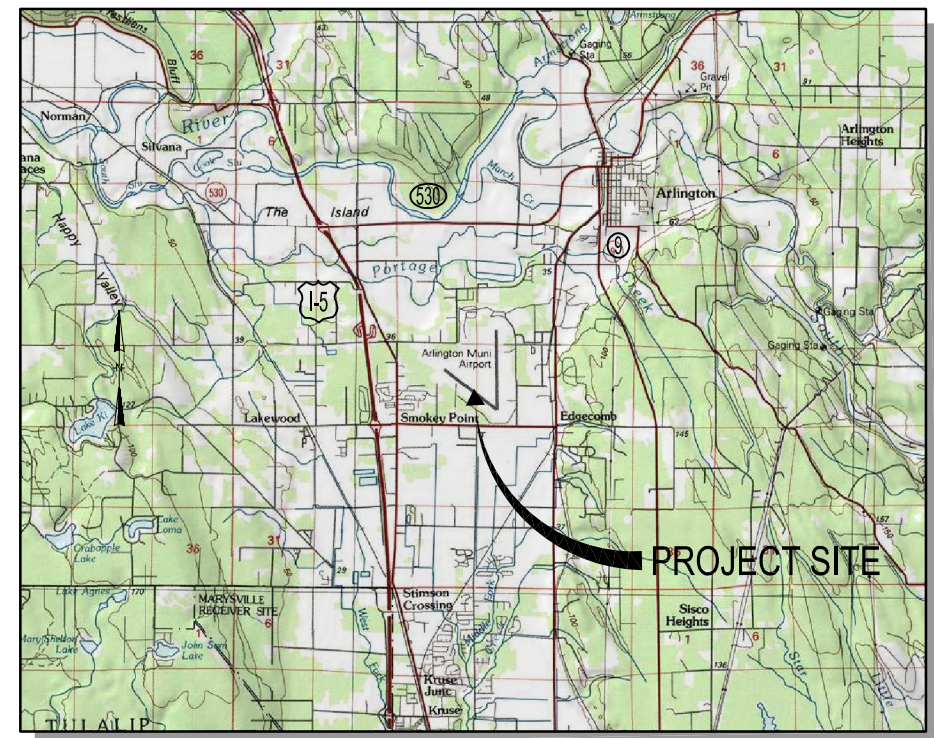
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A J CHASE
CHUCK CLARK
DON MUNSON
MIKE HOPSON
RUTH GONZALES
JOHN SWIZER

CITY COUNCIL

STEVE BAKER
CHRIS RAEZER
DEBORA NELSON
KEN KLEIN
MARILYN OERTLE
DICK BUTNER
RANDY TENDERING

ABBREVIATIONS

- RW - RUNWAY
- TW - TAXIWAY
- LF - LINEAR FEET
- RSA - RUNWAY SAFETY AREA
- OFA - OBJECT FREE AREA
- OFZ - OBJECT FREE ZONE
- RPZ - RUNWAY PROTECTION ZONE
- TSA - TAXIWAY SAFETY AREA
- TOFA - TAXIWAY OBJECT FREE AREA
- ROFA - RUNWAY OBJECT FREE AREA
- SD - STORM DRAIN
- STA - STATION
- CB - CATCH BASIN
- ELEV - ELEVATION
- I.E. - INVERT ELEVATION
- GE - GRATE ELEVATION
- RIM - RIM ELEVATION



VICINITY MAP

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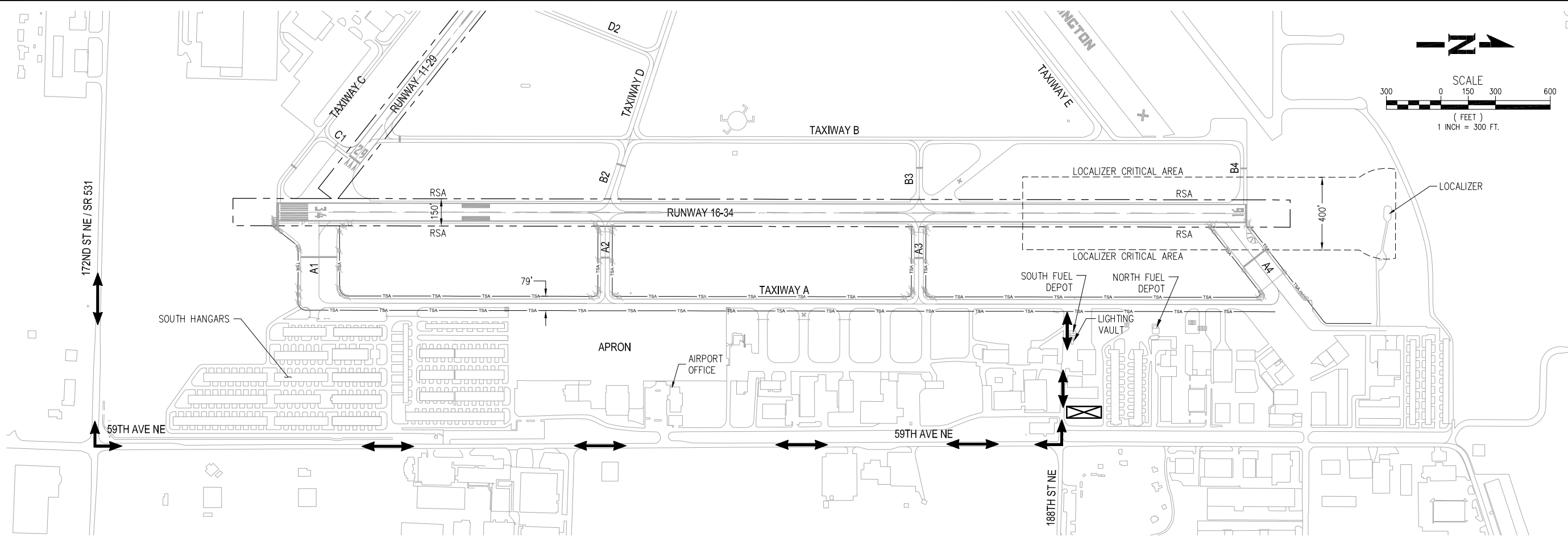
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COVER SHEET
CITY OF ARLINGTON
TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT
PROJECT NUMBER 037386
DRAWING FILE NAME 037386-C-CS01
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SHEET NUMBER
C1



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CONSTRUCTION SITE PLAN
 CITY OF ARLINGTON
 TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT
 PROJECT NUMBER 037386
 DRAWING FILE NAME 037386-C-SP01
 SCALE AS NOTED

SHEET NUMBER
C2

GENERAL NOTES:

- THE CONTRACTOR SHALL REFER TO SECTION 01110, "GENERAL REQUIREMENTS," AND SECTION 01115 "CONSTRUCTION OPERATIONS PLAN" IN THE CONTRACT DOCUMENTS FOR FURTHER CONSTRUCTION REQUIREMENTS.
- THE AIRPORT WILL REMAIN OPEN TO AIRCRAFT OPERATIONS AT ALL TIMES, EXCEPT AS INDICATED IN THE CONSTRUCTION PHASING PLAN. THE CONTRACTOR SHALL MAINTAIN CONTINUOUS COORDINATION WITH THE AIRPORT TO AVOID DISTURBANCE TO AIRCRAFT OPERATIONS OR OTHER OPERATIONS AREAS. CONTRACTOR SHALL NOTIFY AIRPORT STAFF A MINIMUM OF 48 HOURS IN ADVANCE ON ANY ACTIVITIES WHICH MAY ADVERSELY IMPACT AIRPORT OPERATIONS.
- CONTRACTOR SHALL REMAIN CLEAR OF RUNWAY AND TAXIWAY SAFETY AREAS AT ALL TIMES, EXCEPT WHEN RUNWAY OR TAXIWAY IS CLOSED, AS NOTED OTHERWISE IN THE PHASING PLAN. CONSTRUCTION PERSONNEL AND EQUIPMENT SHALL REMAIN WITHIN THE LIMITS OF THE HAUL ROUTE AND DESIGNATED WORK AREA ONLY.
- THE CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WORKING SIGNS, AND MARKINGS AROUND ANY AREAS WHICH MAY PRESENT A HAZARD TO AIRCRAFT. WHEN USED DURING PERIODS OF DARKNESS, SUCH BARRICADES, WARNING SIGNS, AND HAZARD MARKINGS SHALL BE SUITABLY ILLUMINATED W/ FLASHER RED LIGHTS. THE BARRICADES SHALL BE PLACED PRIOR TO COMMENCING WORK IN WHICH THEY ARE REQUIRED AND THE CONTRACTOR SHALL MAINTAIN THE BARRICADES INCLUDING VERIFYING DAILY THE FLASHING RED LIGHTS ARE OPERATIONAL THROUGH THE COMPLETION OF WORK OR UNTIL THEIR DISMANTLING IS DIRECTED BY THE AIRPORT.
- CONTRACTOR SHALL USE ACCESS ROUTES SHOWN AND MAINTAIN ROUTES AS NECESSARY THROUGHOUT CONSTRUCTION. ONLY PERSONNEL AND EQUIPMENT ESSENTIAL TO THE CONSTRUCTION SHALL BE ALLOWED ENTRY TO THE AIRFIELD.
- EACH CONSTRUCTION VEHICLE AND OR EACH PIECE OF CONSTRUCTION EQUIPMENT ON THE AIRPORT PROPERTY SHALL EITHER BE EQUIPPED WITH AN OMNI-DIRECTIONAL AMBER FLASHING LIGHT (REQUIRED FOR IFR AND NIGHTTIME OPERATION) OR AN FAA APPROVED ORANGE AND WHITE CHECKERED FLAG, AS SPECIFIED IN SECTION 01115 OF THE CONTRACT DOCUMENTS. CONTRACTOR VEHICLES AND EQUIPMENT SHALL BE IDENTIFIED BY PAINTED OR MAGNETIC SIGNING IDENTIFYING THE CONTRACTOR'S COMPANY.
- AIRCRAFT HAVE RIGHT-OF-WAY AT ALL TIMES. NO CONSTRUCTION VEHICLES OR EQUIPMENT SHALL BE ALLOWED TO CROSS AN ACTIVE TAXIWAY OR RUNWAY, OR PASS IN FRONT OF A TAXIING AIRCRAFT. THE AIRPORT MAY REQUIRE THE CONTRACTOR TO TEMPORARILY CEASE WORK AND PULL BACK FOR AIRCRAFT OPERATIONS AT WHICH TIME ALL PERSONNEL AND EQUIPMENT SHALL MOVE TO A SAFE DISTANCE.
- THE ROUTING OF TRAFFIC, STORAGE OF MATERIALS, AND STORAGE OF EQUIPMENT WILL BE DESIGNATED BY THE ENGINEER OR AIRPORT STAFF. THE CONTRACTOR SHALL RESTRICT THE MOVEMENT OF ALL EQUIPMENT TO APPROVED ROUTES. CONSTRUCTION EQUIPMENT SHALL BE PARKED ONLY IN THE APPROVED STAGING AREA DURING NON-WORKING HOURS.

- IN ORDER TO MINIMIZE DANGER TO AIRCRAFT THE CONTRACTOR SHALL ENSURE THAT NO ABRUPT EDGES REMAIN AT THE END OF THE WORKING DAY. THERE SHALL BE NO TEMPORARY OR PERMANENT PAVEMENT DROP OFFS GREATER THAN 1.5 INCH OR TURF LIPS GREATER THAN 3 INCHES.
- THE CONTRACTOR WILL BE REQUIRED TO CLEAN UP FOD AS REQUIRED. IF THE CONTRACTOR FAILS TO MAINTAIN ANY WORK AREA OR HAUL ROUTE IN A TIMELY MANNER ALL WORK WILL BE SUSPENDED UNTIL CORRECTIVE ACTIONS ARE COMPLETED. THE OWNER RESERVES THE RIGHT TO TAKE ANY ACTION NECESSARY TO CORRECT UNSAFE CONDITIONS CREATED BY THE CONTRACTORS OPERATIONS. THE COST OF ANY ACTION TAKEN BY THE OWNER WILL BE COMPILED AND THAT SUM WILL BE WITHHELD FROM THE CONTRACTORS FINAL PAYMENT.
- THE CONTRACTOR MUST FOLLOW ALL REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5370-2F "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION."
- THE CONTRACTOR MUST HAVE A PERSON ON CALL 24 HOURS A DAY, 7 DAYS A WEEK TO ANSWER EMERGENCY MAINTENANCE NEEDS FOR AIRPORT HAZARD LIGHTING AND BARRICADES. THE CONTRACTOR MUST FILE THE CONTACT PERSON'S INFORMATION WITH THE AIRPORT AND RESIDENT ENGINEER.
- DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. AIRCRAFT USE OF AREAS NEAR THE CONTRACTORS WORK WILL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE CONTRACTOR'S OPERATION. THE CONTRACTOR SHALL NOT ALLOW EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, OR ANY OTHER UNAUTHORIZED PERSONS TO ENTER OR REMAIN IN ANY AIRPORT AREA WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS.
- UPON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE ALL EQUIPMENT AND MATERIALS FROM STAGING AREAS. ALL DISTURBED AREAS SHALL BE DISKED OR RAKED AND GRADED SMOOTH AND SHALL BE HYDROSEDED AT COMPLETION OF WORK OR EARLIER IF DEEMED NECESSARY FOR EROSION CONTROL PURPOSES OR DIRECTED BY THE ENGINEER OTHERWISE.
- ANY ROAD OR PAVED AREA DAMAGED BY CONSTRUCTION ACTIVITY MUST BE RESTORED TO IT'S ORIGINAL CONDITION AS APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL REFRAIN FROM USING ANY OF THE AIRFIELD GRASS AREAS EXCEPT AS CONSTRUCTION DICTATES. REPAIR OF ANY DAMAGE DUE TO CONTRACTOR'S EQUIPMENT SHALL BE PAID FOR BY THE CONTRACTOR.

BID SCHEDULE TABLE	
BID SCHEDULE	WORK DESCRIPTION
BASE BID	1. INSTALL A MEDIUM INTENSITY TAXIWAY EDGE LIGHTING (MITL) SYSTEM ALONG TAXIWAY A. 2. REMOVE AND REPLACE THE EXISTING MITL SYSTEM FOR CONNECTOR TAXIWAYS A1-A4. 3. INSTALL NEW LIGHTED SIGNS ALONG TAXIWAY A. 4. RE-STRIPE TAXIWAY MARKING FOR CONNECTOR TAXIWAYS A1-A4.
ALTERNATE BID	1. REMOVE AND REPLACE THE EXISTING RUNWAY HOLD SIGNS AND RUNWAY EXIT SIGNS AT CONNECTOR TAXIWAYS A1-A4.

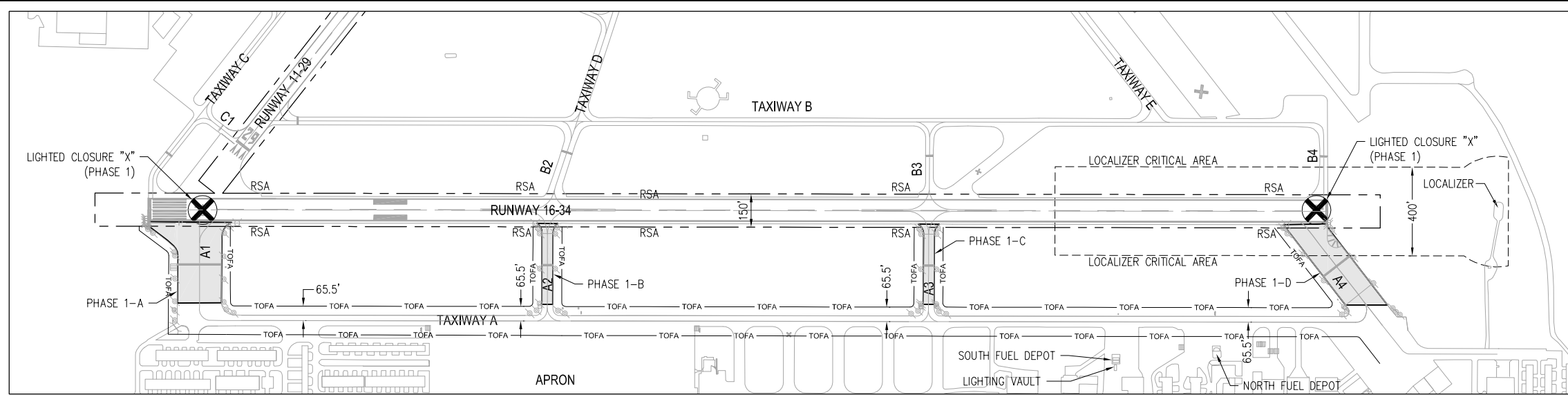
PROJECT ALLOWED DURATION:
 BASE BID - 62 WORKING DAYS
 ALTERNATE BID - 8 WORKING DAYS
 TOTAL BASE BID & ALTERNATE BID - 70 WORKING DAYS

LEGEND:

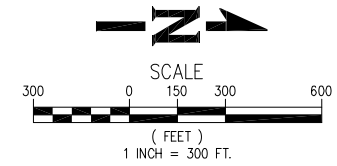
- HAUL ROUTE
- CONTRACTOR'S STAGING AREA



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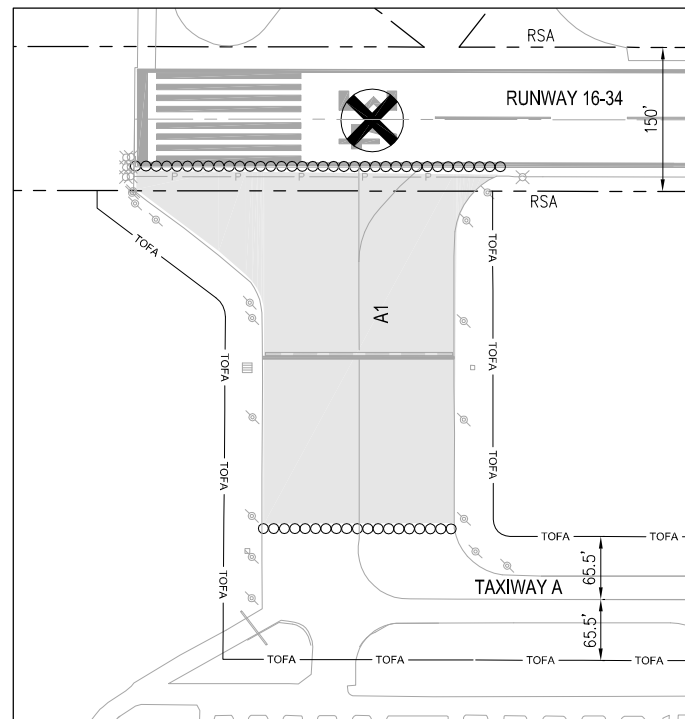


PHASE 1 LAYOUT
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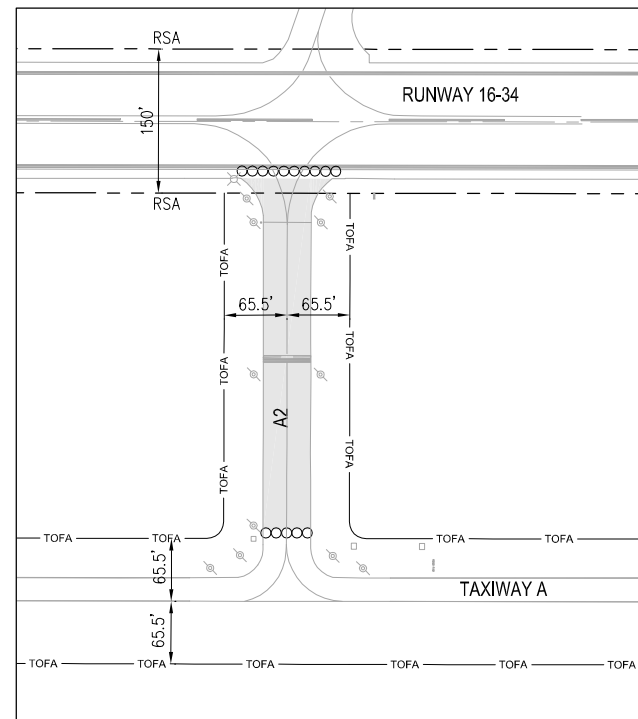


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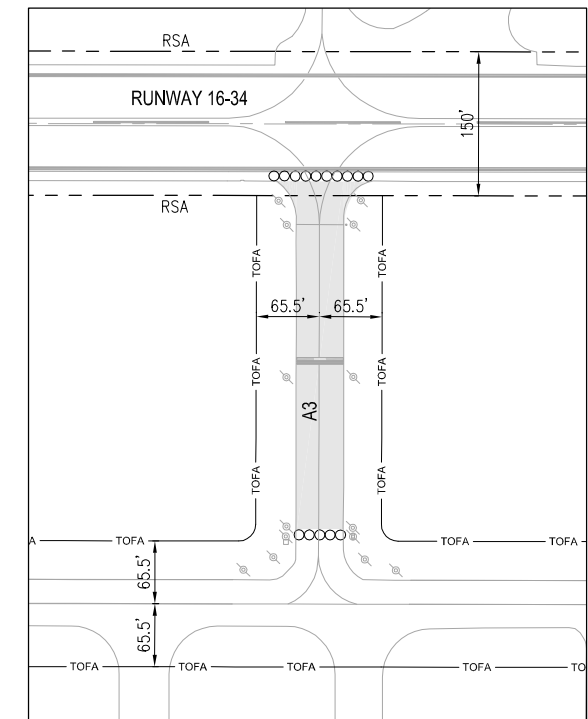
- LOW PROFILE BARRICADES. SEE DETAIL (SEE ENGINEER FOR EXACT LOCATIONS)
- WORK AREA/CLOSED PAVEMENT AREA
- ⊗ LIGHTED RUNWAY CLOSURE "X"



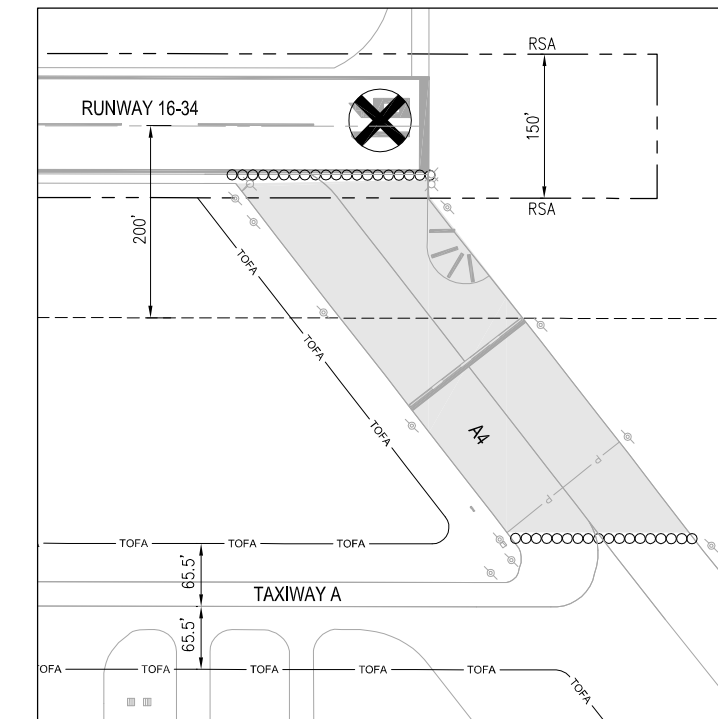
PHASE 1-A
SCALE: 1"=100'



PHASE 1-B
SCALE: 1"=100'



PHASE 1-C
SCALE: 1"=100'



PHASE 1-D
SCALE: 1"=100'

GENERAL PHASING NOTES:

1. THE WORK AREAS AND THE CONTRACT TIME (CONSECUTIVE WORKING DAYS) FOR COMPLETION OF EACH PHASE IS DESCRIBED IN THE CONSTRUCTION PHASING SUMMARY TABLE ON SHEETS C3 AND C6. LIQUIDATED DAMAGES SHALL BE ASSESSED FOR FAILURE TO SUBSTANTIALLY COMPLETE THE PHASES WITHIN THE ALLOWED DURATION.
2. ALL WORK, EXCEPT APPROVED "PULL-BACK" WORK DESCRIBED ON SHEET C4, WITHIN EACH WORK AREA SHALL BE SUBSTANTIALLY COMPLETED PRIOR TO BEGINNING THE NEXT WORK AREA. PRIOR TO SHIFTING TO THE NEXT WORK AREA, THE AIRFIELD PAVEMENT SURFACE SHALL BE SWEEPED FREE OF ALL FOREIGN OBJECT DEBRIS (FOD).
3. CONTRACTOR SHALL SUBMIT WORK PLAN AND DETAILED SCHEDULE TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE ISSUANCE OF A NOTICE TO PROCEED.
4. FINAL PHASING SCHEDULING DETAILS WILL BE ESTABLISHED WITH THE CONTRACTOR AT THE PRE-CONSTRUCTION MEETING.
5. CONTRACTOR SHALL INFORM THE ENGINEER AT LEAST 48 HOURS IN ADVANCE OF ANY CHANGES TO THE CONSTRUCTION ROUTINE.
6. CONTRACTOR SHALL PLACE AND MAINTAIN BARRICADES TO CLOSE OFF WORK AREAS AS SHOWN ON SHEET C3-C4 PRIOR TO BEGINNING WORK.
7. IN SITUATIONS WHEN THE TAXIWAY EDGE LIGHTS HAVE BEEN DISABLED AND NOT YET FULLY OPERATIONAL WITHIN THE CONNECTOR TAXIWAYS A1-A4, CONTRACTOR SHALL INSTALL TEMPORARY TAXIWAY EDGE REFLECTORS (SEE DETAIL ON SHEET C4) AT ALL PROPOSED TAXIWAY EDGE LIGHT LOCATIONS PRIOR TO SHIFTING TO THE NEXT WORK AREA. CONTRACTOR SHALL REMOVE THESE TEMPORARY EDGE REFLECTORS WHEN THE TAXIWAY EDGE LIGHTS ARE FULLY OPERATIONAL.
8. THE TAXIWAY EDGE REFLECTORS ALONG TAXIWAY A SHALL REMAIN IN PLACE UNTIL THE TAXIWAY EDGE LIGHTS ARE FULLY OPERATIONAL. SOME EDGE REFLECTORS MAY NEED TO BE RELOCATED OUTSIDE THE TRENCHING AREA. EDGE REFLECTORS SHALL BE RELOCATED NO MORE THAN TEN FEET FROM THE EDGE OF PAVEMENT.
9. SEE ELECTRICAL PHASING PLANS FOR CIRCUIT LAYOUT DURING CONSTRUCTION.

PHASE 1 NOTES:

1. RUNWAY 16-34 SHALL BE CLOSED DURING DAYLIGHT HOURS ONLY IN PHASE 1. RUNWAY 11-29 SHALL REMAIN OPEN. CONTRACTOR SHALL COORDINATE CLOSURE SCHEDULE WITH AIRPORT STAFF. LIGHTED CLOSURE "X" WILL BE PROVIDED AND INSTALLED BY THE AIRPORT PRIOR TO BEGINNING WORK.
2. CONTRACTOR SHALL DISABLE THE RUNWAY 16-34 CIRCUIT AND COVER THE PAPIS AND REILS PRIOR TO BEGINNING WORK. THE LOCALIZER AND MALS WILL BE DISABLED BY THE FAA.
3. RUNWAY 16-34 AND ALL TAXIWAYS SHALL BE OPENED AT THE END OF EACH WORK DAY. PRIOR TO RE-OPENING THE RUNWAY AND TAXIWAY, CONTRACTOR SHALL RESTORE RUNWAY AND WORK AREA TO MEET AIRFIELD PAVEMENT RE-OPENING STANDARDS DEFINED BELOW:
 - REMOVE BARRICADES. UNCOVER PAPIS AND REILS. RUNWAY CIRCUIT TO BE TURNED ON AND TESTED.
 - COORDINATE WITH AIRPORT STAFF TO REMOVE LIGHTED CLOSURE "X".
 - THE MAXIMUM DROP OFF FROM THE EDGE OF PAVEMENT SHALL BE 1.5 INCHES.
 - PAVEMENT SHOULDER (10 FEET) SLOPE SHALL BE 5%, GRADED AWAY FROM PAVEMENT.
 - THE REST OF THE WORK AREAS SHALL BE GRADED BETWEEN 1.5% TO 5%, AWAY FROM PAVEMENT.
 - ALL TRENCHES OR HOLES SHALL BE FILLED.
 - THE WORK AREA SHALL BE FIRMLY COMPACTED TO THE DENSITY OF THE SURROUNDING GROUND, SUBJECT TO APPROVAL BY THE ENGINEER.
 - ALL AIRFIELD PAVEMENT SURFACE SHALL BE SWEEPED FREE OF FOREIGN OBJECT DEBRIS (FOD).
4. THE AIRPORT RESERVES THE RIGHT TO OPEN RUNWAY 16-34 FOR AIRCRAFT OPERATIONS IN LOW VISIBILITY CONDITIONS. CONTRACTOR SHALL MOVE BARRICADES AND MAY WORK OUTSIDE THE RUNWAY SAFETY AREA ONLY.

CONSTRUCTION PHASING SUMMARY TABLE (PHASE 1)

WORK AREA	TAXIWAY CLOSURE DESCRIPTION
1-A	TAXIWAY A1 CLOSED DURING ALLOWED WORK HOURS ONLY. ALL OTHER TAXIWAYS OPEN.
1-B	TAXIWAY A2 CLOSED DURING ALLOWED WORK HOURS ONLY. ALL OTHER TAXIWAYS OPEN.
1-C	TAXIWAY A3 CLOSED DURING ALLOWED WORK HOURS ONLY. ALL OTHER TAXIWAYS OPEN.
1-D	TAXIWAY A4 CLOSED DURING ALLOWED WORK HOURS ONLY. ALL OTHER TAXIWAYS OPEN.

PHASE 1 ALLOWED DURATION: BASE BID - 12 WORKING DAYS
ALTERNATE BID - 3 WORKING DAYS

ALLOWED WORK HOURS: 8:00 AM TO 5:00 PM, MONDAY THROUGH FRIDAY (CONTRACTOR WILL BE ALLOWED TO ADJUST THE WORK HOURS AND MAINTAIN A NINE HOUR WORK DAY, SUBJECT TO THE AIRPORT'S APPROVAL, TO MAKE USE OF THE DAYLIGHT HOURS)

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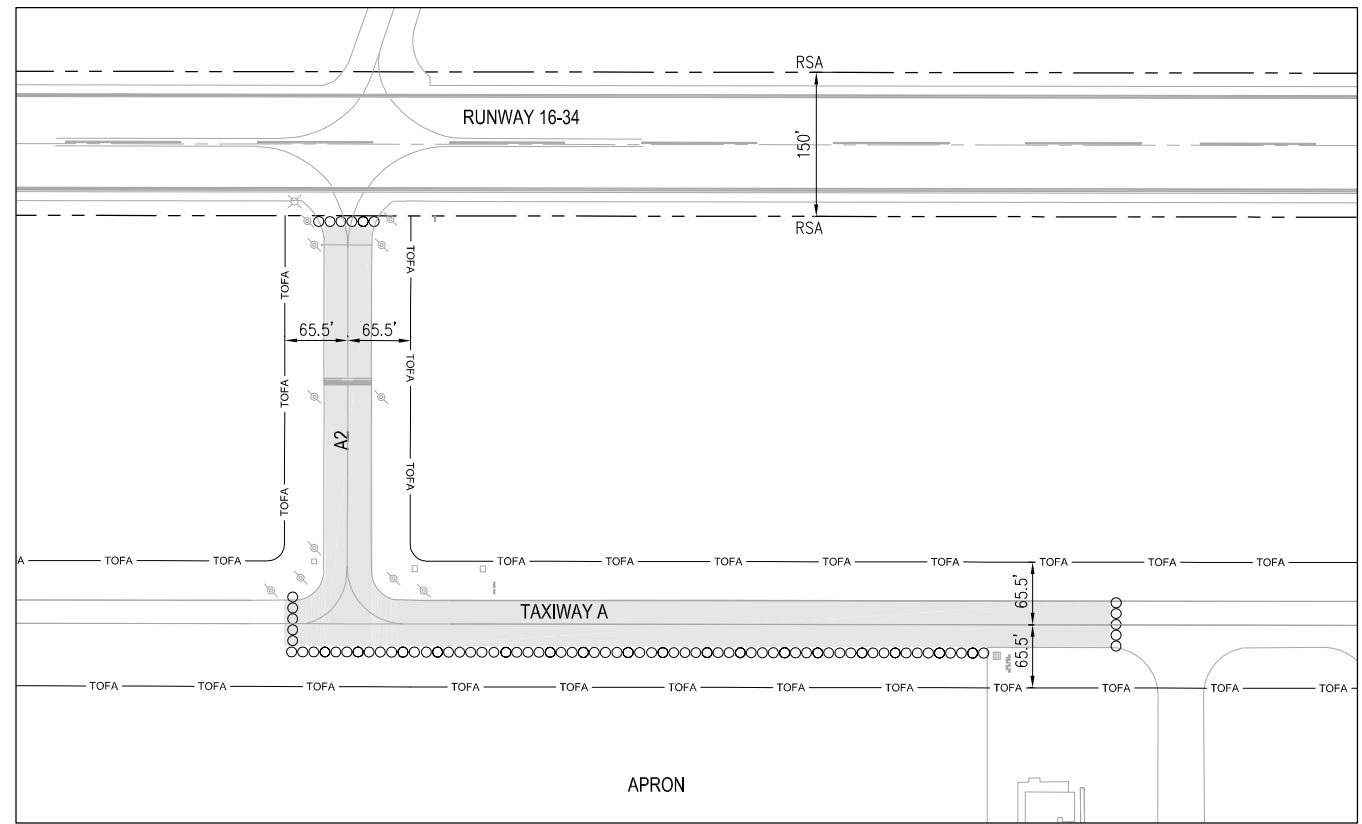
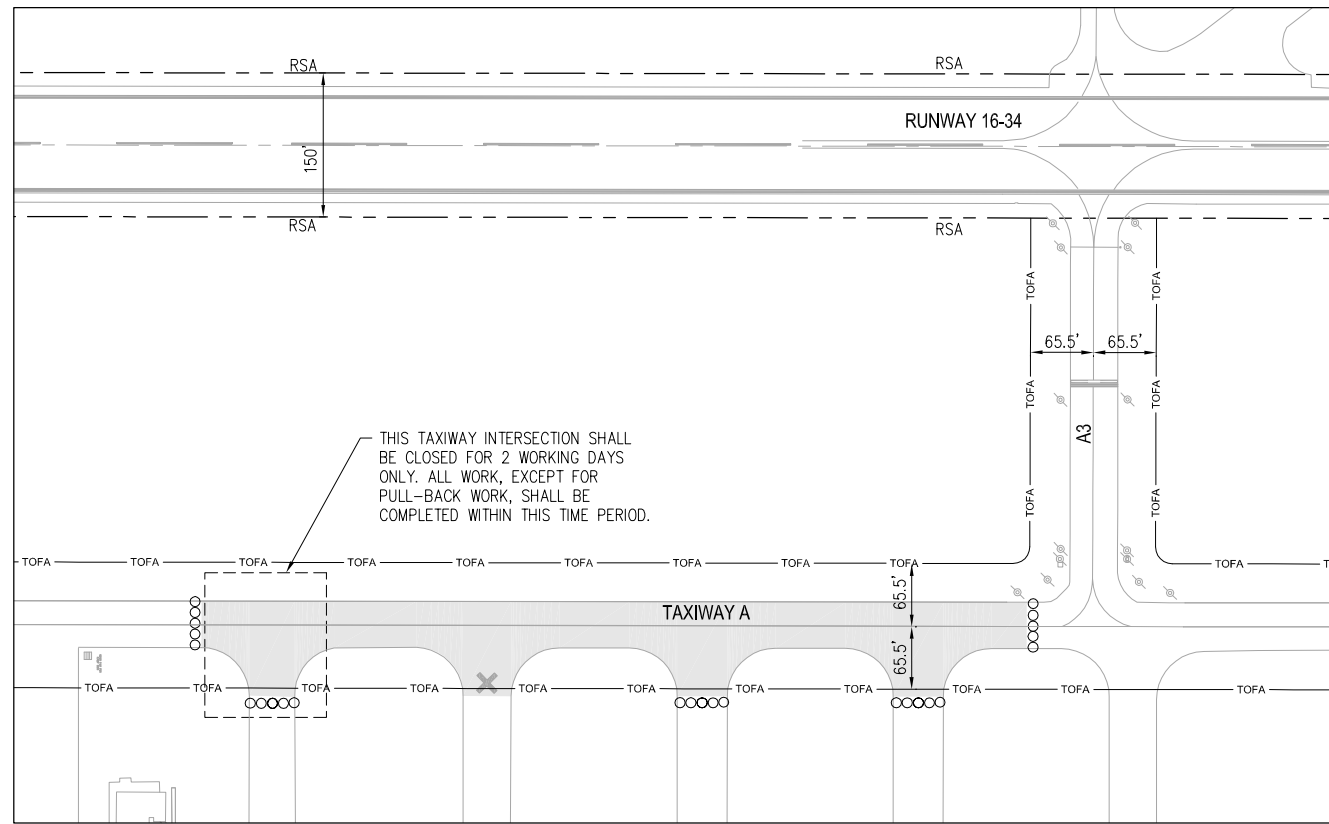
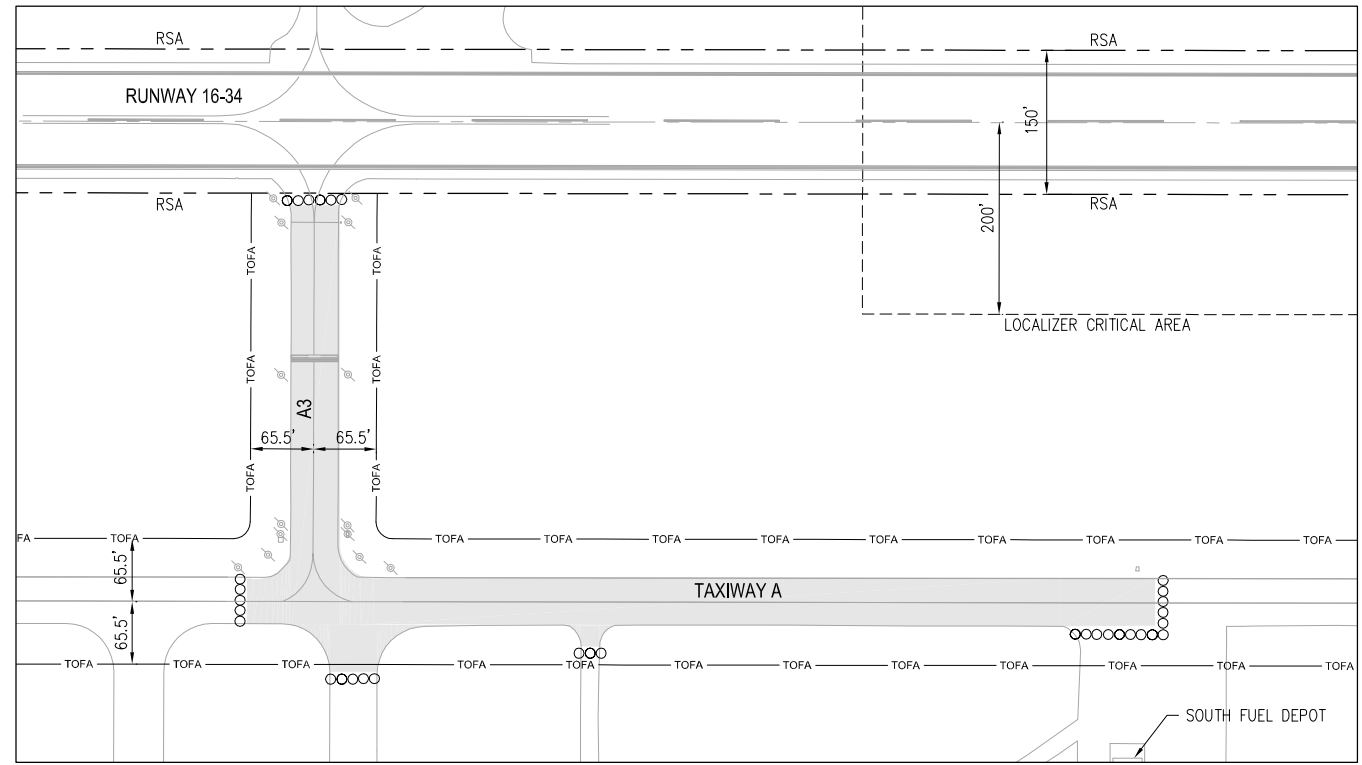
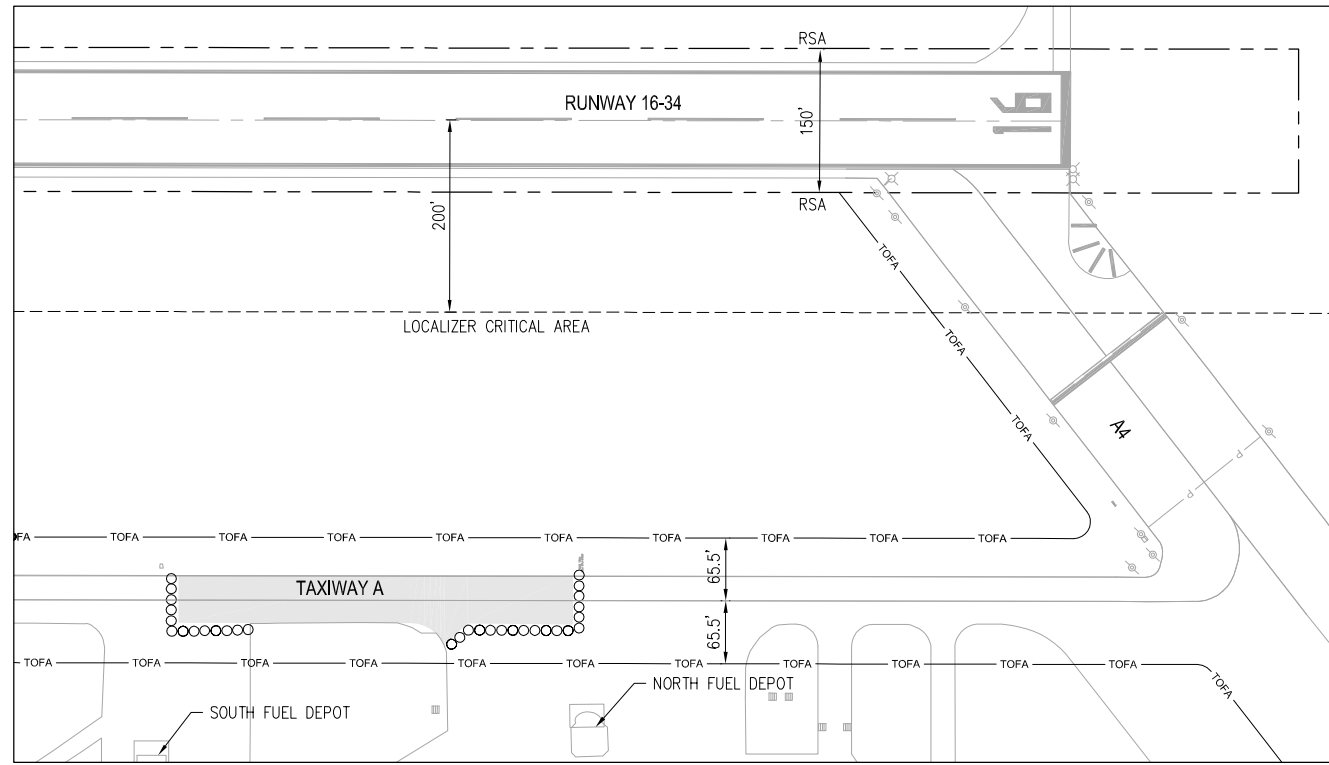
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CONSTRUCTION PHASING PLAN

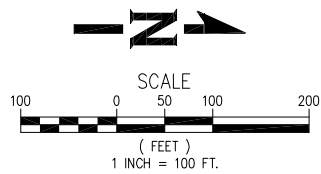
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TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT

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THIS TAXIWAY INTERSECTION SHALL BE CLOSED FOR 2 WORKING DAYS ONLY. ALL WORK, EXCEPT FOR PULL-BACK WORK, SHALL BE COMPLETED WITHIN THIS TIME PERIOD.



LEGEND:

- LOW PROFILE BARRICADES. SEE DETAIL (SEE ENGINEER FOR EXACT LOCATIONS)
- WORK AREA/CLOSED PAVEMENT AREA

1
C4

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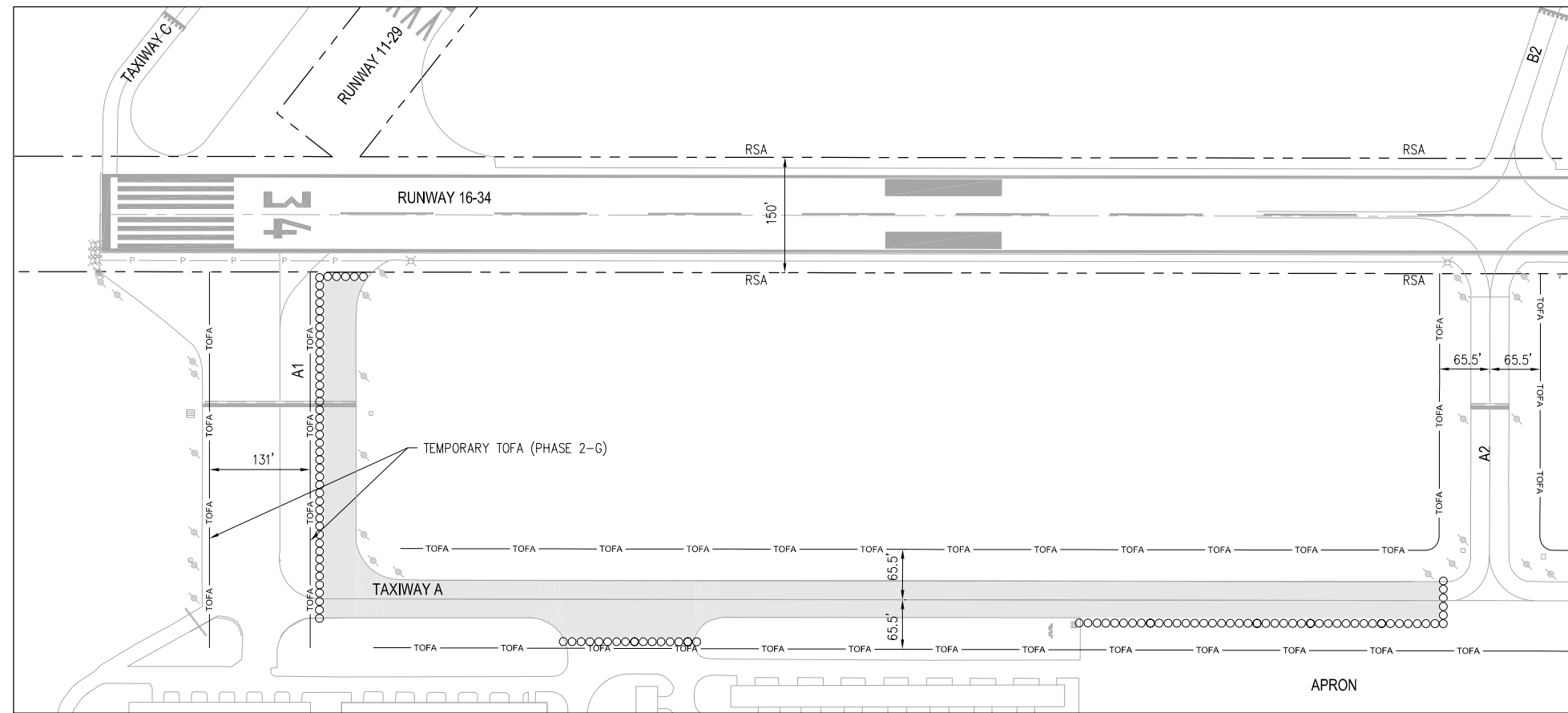
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CONSTRUCTION PHASING PLAN

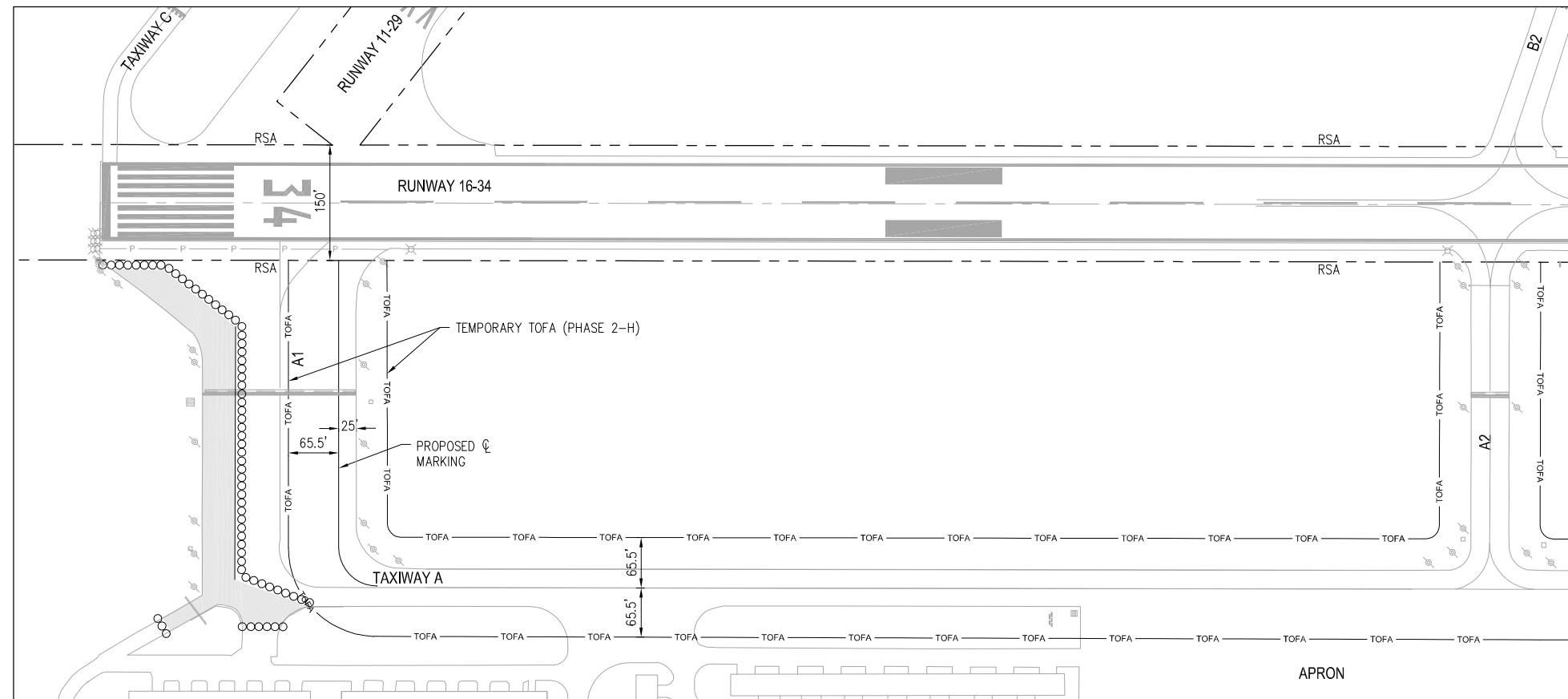
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TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT

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C5



PHASE 2-G
SCALE: 1"=100'

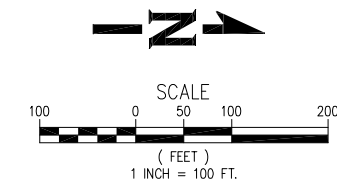


PHASE 2-H
SCALE: 1"=100'

CONSTRUCTION PHASING SUMMARY TABLE (PHASE 2)	
WORK AREA	TAXIWAY CLOSURE DESCRIPTION
2-A	TAXIWAY A4 CLOSED. ALL OTHER TAXIWAYS OPEN.
2-B	TAXIWAY A CLOSED BETWEEN TAXIWAY A4 AND NORTH FUEL DEPOT. ALL OTHER TAXIWAYS OPEN.
2-C	TAXIWAY A CLOSED BETWEEN THE NORTH AND SOUTH FUEL DEPOT (ABOUT 450'). ALL OTHER TAXIWAYS OPEN.
2-D	TAXIWAY A3 CLOSED. TAXIWAY A NORTH OF TAXIWAY A3 (ABOUT 900') CLOSED. ALL OTHER TAXIWAYS OPEN.
2-E	TAXIWAY A SOUTH OF TAXIWAY A3 (ABOUT 900') CLOSED. ALL OTHER TAXIWAYS OPEN.
2-F	TAXIWAY A2 CLOSED. TAXIWAY A NORTH OF TAXIWAY A2 (ABOUT 800') CLOSED. ALL OTHER TAXIWAYS OPEN.
2-G	TAXIWAY A SOUTH OF TAXIWAY A2 CLOSED. NORTH SECTION OF TAXIWAY A1 CLOSED. ALL OTHER TAXIWAYS OPEN.
2-H	SOUTH SECTION OF TAXIWAY A1 CLOSED. ALL OTHER TAXIWAYS OPEN.

PHASE 2 ALLOWED DURATION: BASE BID - 50 WORKING DAYS
ALTERNATE BID - 5 WORKING DAYS

ALLOWED WORK HOURS: 8:00 AM TO 5:00 PM, MONDAY THROUGH FRIDAY
(CONTRACTOR WILL BE ALLOWED TO ADJUST THE WORK HOURS AND MAINTAIN A NINE HOUR WORK DAY, SUBJECT TO THE AIRPORT'S APPROVAL, TO MAKE USE OF THE DAYLIGHT HOURS)



LEGEND:

- LOW PROFILE BARRICADES. SEE DETAIL (SEE ENGINEER FOR EXACT LOCATIONS)
- WORK AREA/CLOSED PAVEMENT AREA



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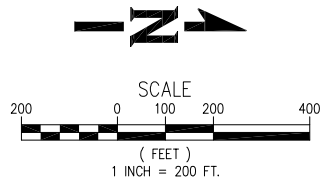
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SUBMITTAL	

CONSTRUCTION PHASING PLAN

CITY OF ARLINGTON
TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT

PROJECT NUMBER: 037386
DRAWING FILE NAME: 037386-C-PH01
SCALE: AS NOTED

SHEET NUMBER
C6



KEY NOTES:

1. PROVIDE STORM DRAIN INLET PROTECTION PER WSDOT STD. PLAN I-40.20-00 AS DIRECTED BY THE ENGINEER.
2. PROVIDE WATTLE CHECK DAM PER WSDOT STD. PLAN I-50.20-00 AS DIRECTED BY THE ENGINEER.

CITY OF ARLINGTON TESC CONSTRUCTION NOTES

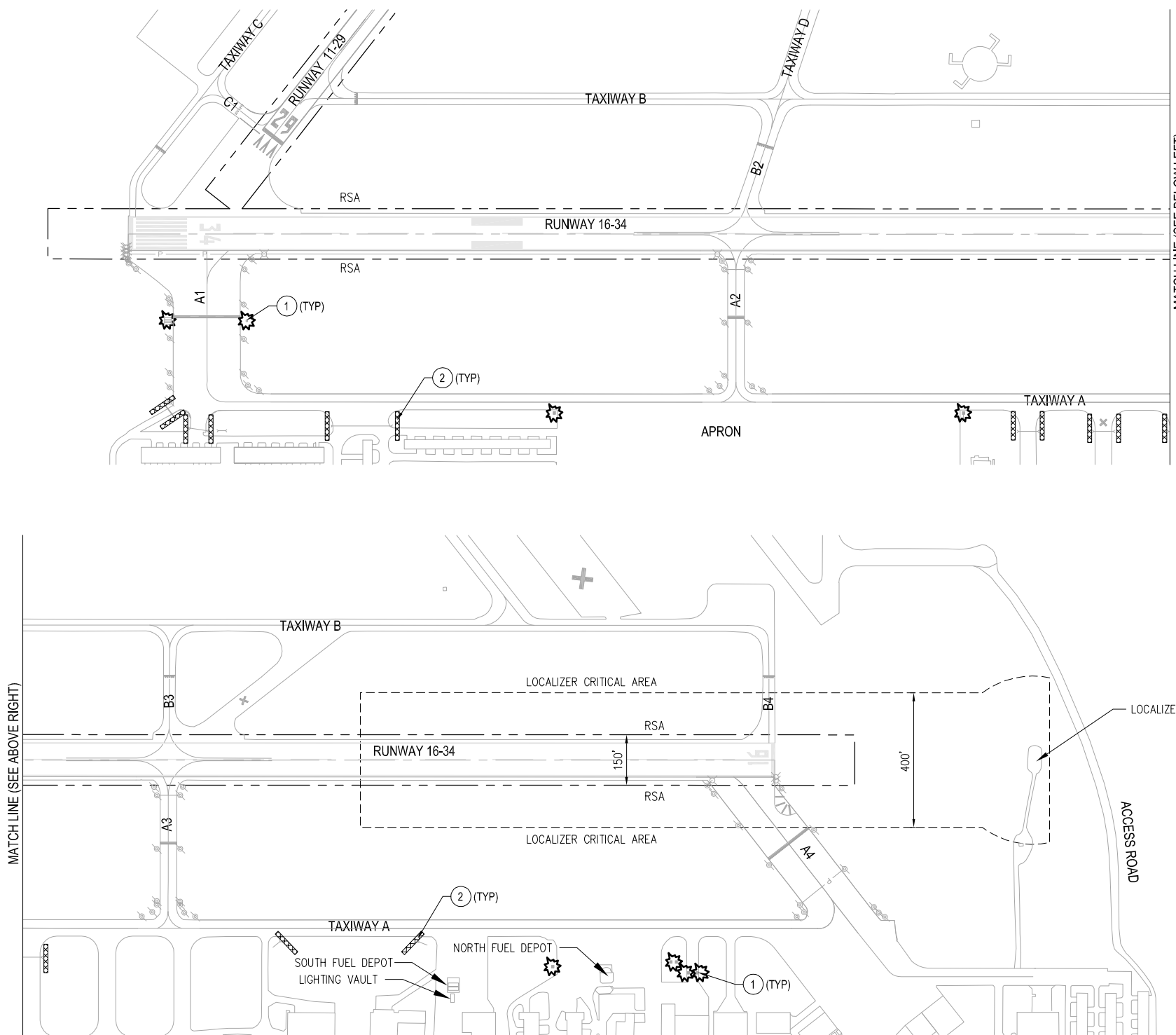
1. APPROVAL OF THE TEMPORARY EROSION/SEDIMENT CONTROL (TESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF STORM DRAINAGE DESIGN.
2. A TESC PLAN MEETING THE DOE STORM WATER MANAGEMENT MANUAL ADOPTED BY THE CITY SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO ANY WORK ON THE SITE. AN APPROVED COPY MUST BE MAINTAINED ON-SITE AND BE READILY AVAILABLE TO THE ENGINEER AT THEIR REQUEST.
3. THE TESC BMP'S SHOWN ON THE PLAN MUST BE INSTALLED PRIOR TO ALL OTHER CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT-LADEN WATER DOES NOT ENTER THE DRAINAGE SYSTEM, LEAVE THE SITE, OR VIOLATE APPLICABLE WATER QUALITY STANDARDS. MAINTENANCE, REPLACEMENT, AND UPGRADING OF THE TESC PLAN IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETE AND APPROVED BY THE ENGINEER.
4. THE BOUNDARIES OF THE CLEARING LIMITS, SHOWN ON THE TESC PLAN, SHALL BE CLEARLY IDENTIFIED IN THE FIELD PRIOR TO STARTING CONSTRUCTION. NO DISTURBANCE BEYOND THE CLEARING LIMITS SHALL BE PERMITTED.
5. THE TESC FACILITIES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS FOR THE ANTICIPATED SITE CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, THESE TESC FACILITIES SHALL BE UPGRADED AND ADDED TO AS NEEDED, FOR UNEXPECTED STORM EVENTS AND TO REFLECT CHANGED CONDITIONS, AS REQUIRED BY THE ENGINEER.
6. THE CONTRACTOR SHALL PROVIDE THE ENGINEER A 24-HOUR EMERGENCY CONTACT PHONE NUMBER OF THE CONTRACTOR'S CERTIFIED EROSION CONTROL SUPERVISOR PRIOR TO STARTING CONSTRUCTION.
7. THE TESC FACILITIES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE CONTINUED FUNCTION AND OPERATION.
8. BETWEEN OCTOBER 1 AND APRIL 30, DISTURBED AREAS THAT ARE TO BE LEFT UNWORKED FOR MORE THAN TWO (2) DAYS SHALL BE IMMEDIATELY COVERED BY MULCH, SOD OR PLASTIC COVERING. BETWEEN MAY 1 AND SEPTEMBER 30, DISTURBED AREAS THAT ARE TO BE LEFT UNWORKED FOR MORE THAN SEVEN (7) DAYS SHALL BE IMMEDIATELY COVERED BY SEEDING OR OTHER APPROVED METHODS.
9. SEDIMENT DEPOSITS SHALL BE REMOVED FROM ALL CATCH BASINS, PRE-TREATMENT/SEDIMENT POND, AND SEDIMENT TRAPS UPON REACHING A DEPTH OF 12 INCHES.
10. ANY PERMANENT RETENTION/DETENTION FACILITY USED AS A TEMPORARY SETTLING BASIN SHALL BE MODIFIED WITH THE NECESSARY EROSION CONTROL MEASURES, SHALL PROVIDE ADEQUATE STORAGE CAPACITY, AND SHALL BE CLEANED OUT ENTIRELY ONCE THE SITE IS STABILIZED. IF THE PERMANENT FACILITY IS TO ULTIMATELY FUNCTION AS AN INFILTRATION SYSTEM, THE FACILITY SHALL NOT BE USED AS A TEMPORARY SETTLING BASIN.
11. WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST GERMINATING GRASSES SHALL BE APPLIED.
12. SOIL STOCKPILES SHALL BE STABILIZED WITHIN 24 HOURS. WHEN ACTIVELY WORKING WITH THE SOIL STOCKPILE, STABILIZATION BY GROUND COVER BMP'S SHALL OCCUR AT THE END OF EACH WORK DAY.
13. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO INSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
14. MAINTENANCE AND REPAIR OF TESC FACILITIES AND STRUCTURES SHALL BE CONDUCTED IMMEDIATELY UPON RECOGNITION OF A PROBLEM OR WHEN THE TESC MEASURES BECOME DAMAGED.
15. UPON COMPLETION OF THE PROJECT, ALL BMP'S SHALL BE REMOVED FROM THE SITE AND RIGHT OF WAY. IF BMP'S ARE REQUIRED TO REMAIN IN PLACE FOR FURTHER PROTECTION, ARRANGEMENTS FOR REMOVAL SHALL BE MADE WITH THE ENGINEER.

GRADING AND EROSION CONTROL NOTES:

THE SEDIMENTATION AND EROSION CONTROL FACILITIES DEPICTED ON THIS DRAWING ARE INTENDED TO BE MINIMUM REQUIREMENTS TO MEET ANTICIPATED SITE CONDITIONS. AS CONSTRUCTION PROGRESSES AND UNEXPECTED OR SEASONAL CONDITIONS DICTATE, THE CONTRACTOR SHALL ANTICIPATE THAT MORE EROSION AND SEDIMENTATION CONTROL FACILITIES WILL BE NECESSARY TO INSURE COMPLETE SILTATION CONTROL ON THE PROPOSED SITE. DURING THE COURSE OF CONSTRUCTION, IT SHALL BE THE OBLIGATION AND RESPONSIBILITY OF THE CONTRACTOR TO ADDRESS ANY NEW CONDITIONS THAT MAY BE CREATED BY HIS ACTIVITIES AND TO PROVIDE ADDITIONAL FACILITIES, OVER AND ABOVE MINIMUM REQUIREMENTS, AS MAY BE NEEDED TO PROTECT ADJACENT PROPERTIES AND WATER QUALITY OF THE RECEIVING DRAINAGE SYSTEM. THE IMPLEMENTATION, MAINTENANCE, REPLACEMENT AND ADDITIONS TO THESE CONTROL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

THE TEMPORARY EROSION CONTROL FACILITIES, INCLUDING ALL PERIMETER CONTROLS, SHALL REMAIN IN PLACE UNTIL FINAL SITE CONSTRUCTION IS COMPLETED AND APPROVAL HAS BEEN RECEIVED FROM THE OWNER, ENGINEER, AND FAA. DENUDE AREAS AND SOIL STOCKPILES MUST BE STABILIZED ACCORDING TO THE CITY OF ARLINGTON STANDARD TESC NOTES.

CATCH BASIN SILT PROTECTION WILL BE REQUIRED FOR ALL STORM DRAIN CATCH BASINS AND MANHOLES WHICH WILL COLLECT SEDIMENT LADEN RUNOFF DUE TO CONSTRUCTION RELATED ACTIVITIES.



LEGEND:

- STORM DRAIN INLET PROTECTION
- WATTLE CHECK DAM

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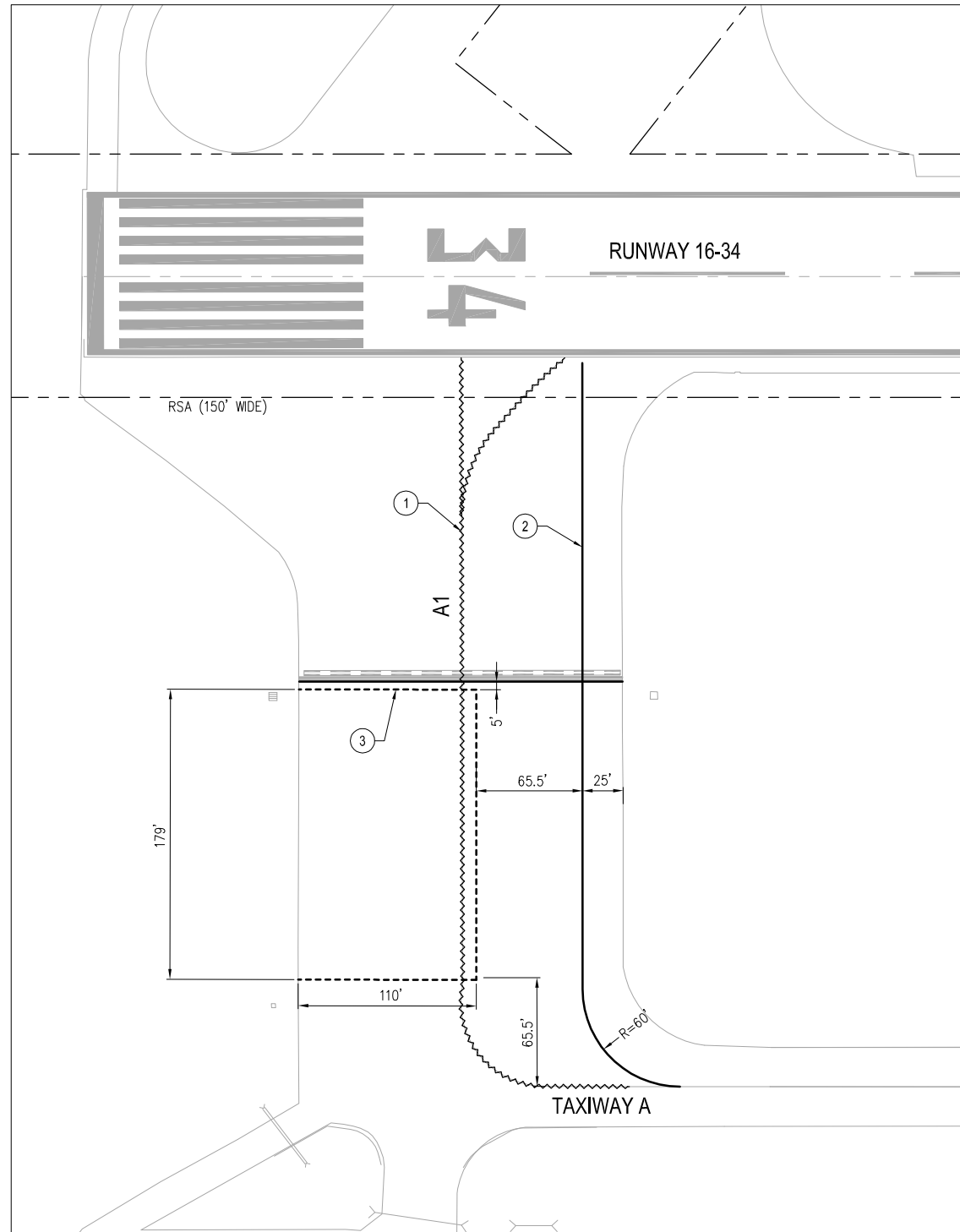
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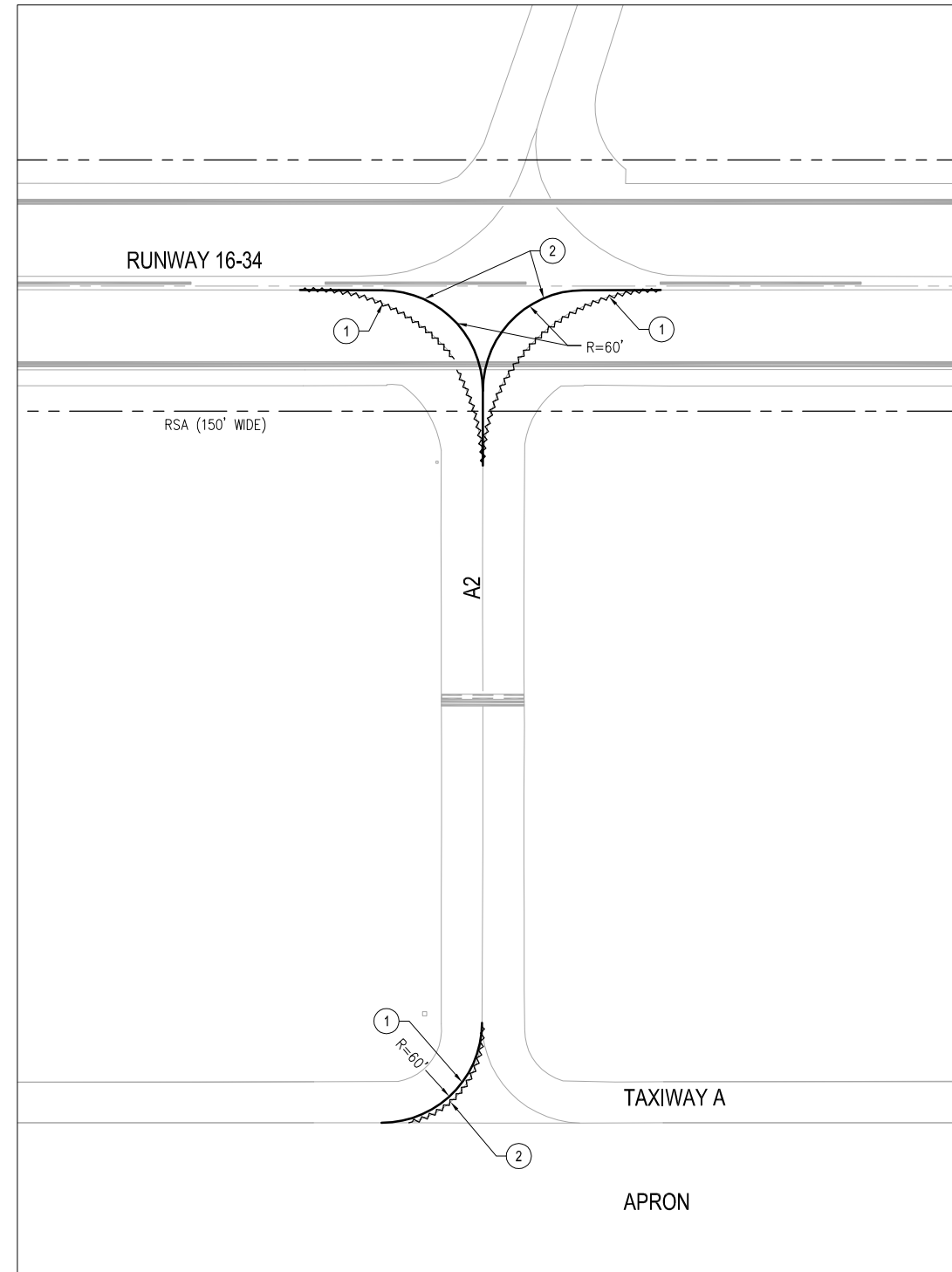
SITE PREPARATION AND TEMPORARY
 EROSION CONTROL PLAN
 CITY OF ARLINGTON
 TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT
 SCALE AS NOTED
 PROJECT NUMBER 037386-C-EC01
 DRAWING FILE NAME 037386-C-EC01

SHEET NUMBER
C7

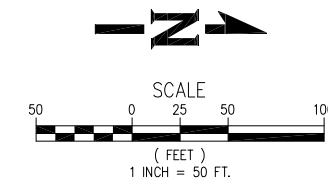
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TAXIWAY A1 MARKING LAYOUT
SCALE: 1"=50'



TAXIWAY A2 MARKING LAYOUT
SCALE: 1"=50'



GENERAL NOTES:

- AIRFIELD MARKING SHALL BE COMPLETED IN TWO SEPARATE APPLICATIONS. THE FIRST APPLICATION SHALL BE COMPLETED DURING THE BEGINNING OF PHASE 1 WITH A 50% APPLICATION RATE. THE SECOND APPLICATION SHALL BE COMPLETED TOWARD THE END OF PHASE 2 WITH A FULL APPLICATION RATE.
- ALL PAINT REMOVAL SHALL BE COMPLETED AT THE SAME TIME AS THE FIRST PAINT APPLICATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING THE PAINT AREAS TO ENSURE PROPER BONDING BEFORE THE SECOND APPLICATION. SUCH WORK SHALL BE CONSIDERED INCIDENTAL TO THE MARKING APPLICATION.

MARKING NOTES:

- REMOVE EXISTING TAXIWAY CENTERLINE MARKING.
- STRIPE 6 INCH WIDE TAXIWAY CENTERLINE MARKING (YELLOW).
- STRIPE 12 INCH WIDE TAXIWAY HOLDING POSITION MARKING (YELLOW). (DASH LINES ARE 3 FEET LONG AND SPACED 3 FEET APART)

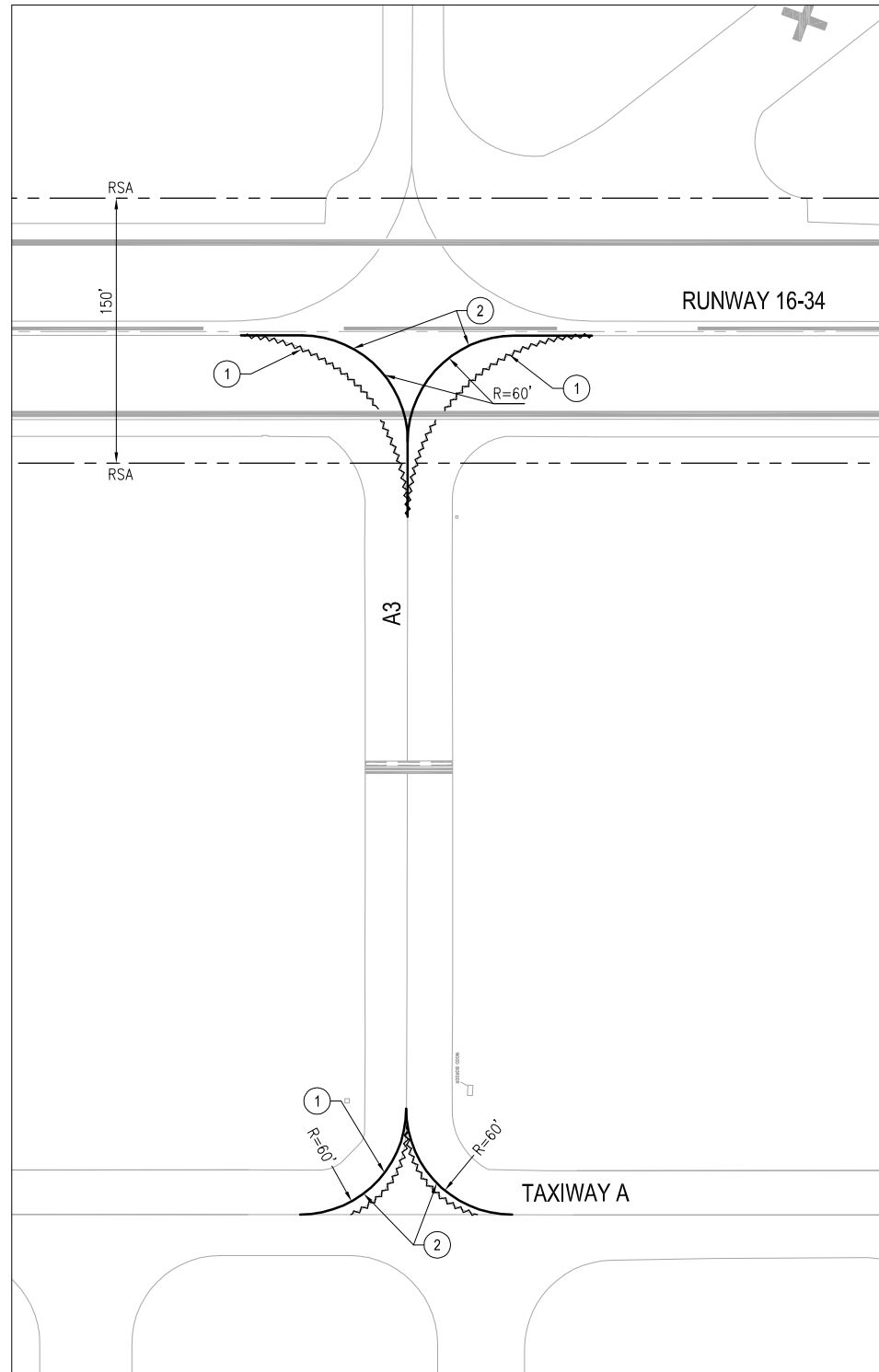
LEGEND:

- | | | |
|----------|----------|-----------------------------------|
| EXISTING | PROPOSED | |
| ———— | ———— | TAXIWAY CENTERLINE STRIPE |
| ———— | ~~~~~ | TAXIWAY CENTERLINE STRIPE REMOVAL |
| ----- | ----- | TAXIWAY HOLDING POSITION MARKING |

REVISIONS	NO.	BY	DATE	REMARKS

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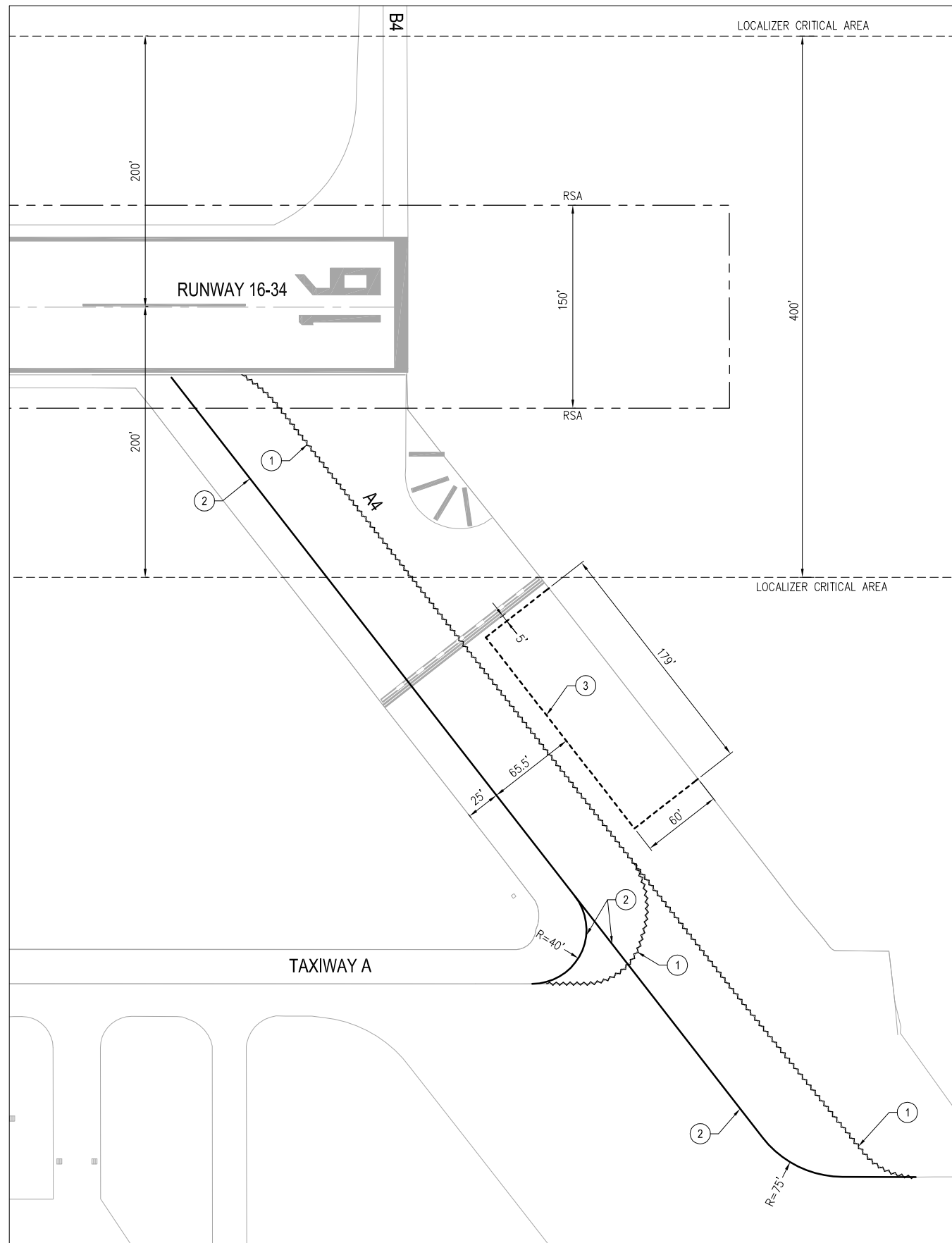
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TAXIWAY A3 MARKING LAYOUT
SCALE: 1"=50'

GENERAL NOTES:

- AIRFIELD MARKING SHALL BE COMPLETED IN TWO SEPARATE APPLICATIONS. THE FIRST APPLICATION SHALL BE COMPLETED DURING THE BEGINNING OF PHASE 1 WITH A 50% APPLICATION RATE. THE SECOND APPLICATION SHALL BE COMPLETED TOWARD THE END OF PHASE 2 WITH A FULL APPLICATION RATE.
- ALL PAINT REMOVAL SHALL BE COMPLETED AT THE SAME TIME AS THE FIRST PAINT APPLICATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING THE PAINT AREAS TO ENSURE PROPER BONDING BEFORE THE SECOND APPLICATION. SUCH WORK SHALL BE CONSIDERED INCIDENTAL TO THE MARKING APPLICATION.



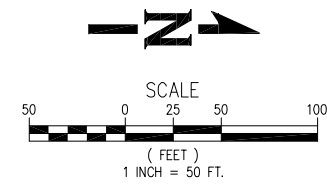
TAXIWAY A4 MARKING LAYOUT
SCALE: 1"=50'

MARKING NOTES:

- REMOVE EXISTING TAXIWAY CENTERLINE MARKING.
- STRIPE 6 INCH WIDE TAXIWAY CENTERLINE MARKING (YELLOW).
- STRIPE 12 INCH WIDE TAXIWAY HOLDING POSITION MARKING (YELLOW). (DASH LINES ARE 3 FEET LONG AND SPACED 3 FEET APART)

LEGEND:

- | | | |
|----------|----------|-----------------------------------|
| EXISTING | PROPOSED | |
| ———— | ———— | TAXIWAY CENTERLINE STRIPE |
| ———— | ~~~~~ | TAXIWAY CENTERLINE STRIPE REMOVAL |
| | ----- | TAXIWAY HOLDING POSITION MARKING |



REVISIONS	NO.	BY	DATE	REMARKS

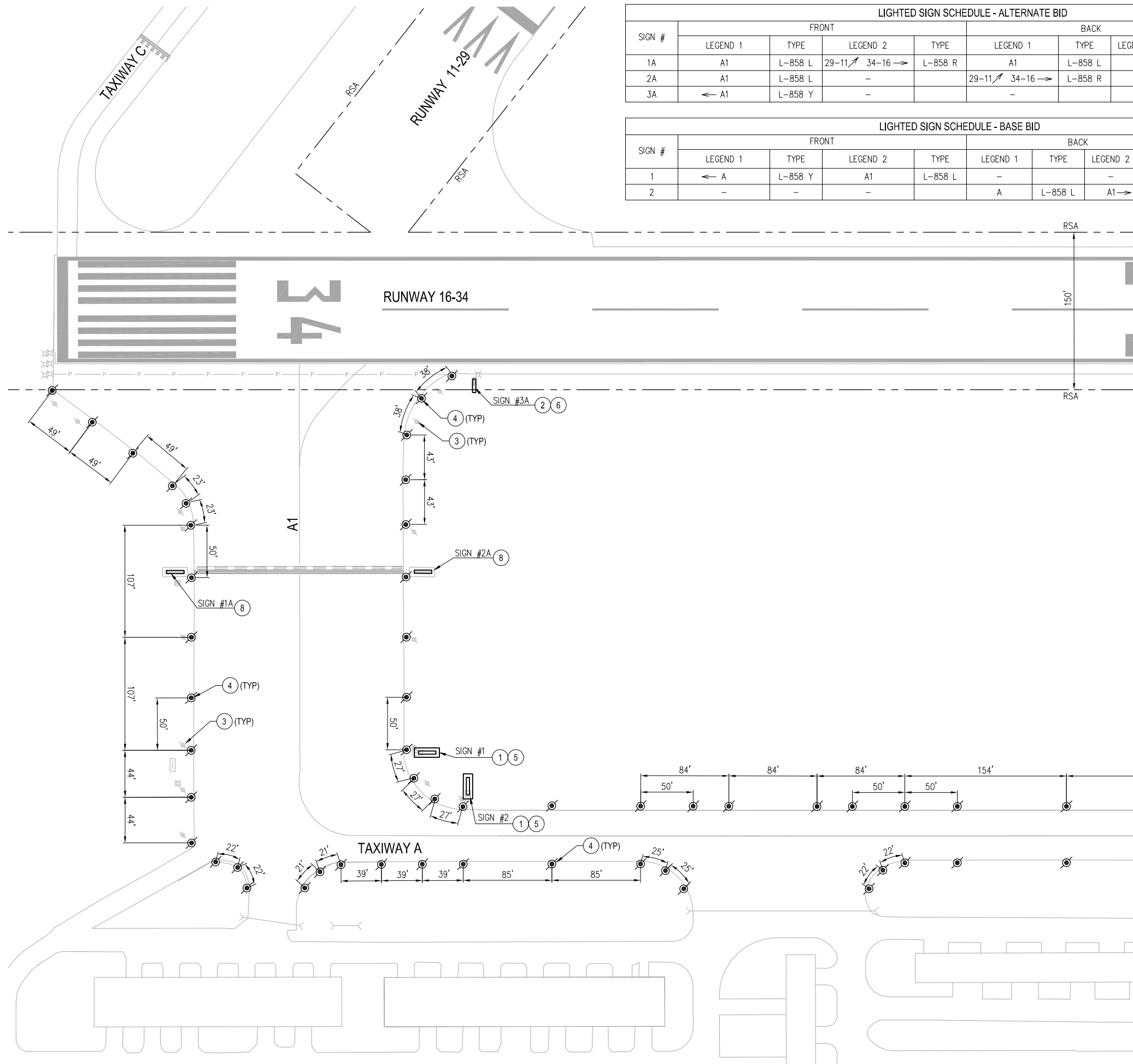
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DESIGNED	LEB
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CHECKED	FT
APPROVED	DAF
LAST EDIT	8/27/2014
PLOT DATE	8/28/2014
SUBMITTAL	

TAXIWAY MARKING PLAN

CITY OF ARLINGTON
TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT

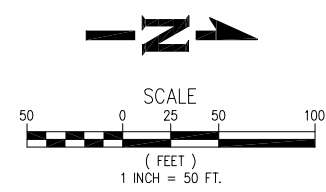
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LIGHTED SIGN SCHEDULE - ALTERNATE BID										
SIGN #	FRONT				BACK				# OF MODULES	SIZE
	LEGEND 1	TYPE	LEGEND 2	TYPE	LEGEND 1	TYPE	LEGEND 2	TYPE		
1A	A1	L-858 L	29-11 ↗ 34-16 →	L-858 R	A1	L-858 L	-	-	7	1
2A	A1	L-858 L	-	-	29-11 ↗ 34-16 →	L-858 R	A1	L-858 L	7	1
3A	← A1	L-858 Y	-	-	-	-	-	-	2	1

LIGHTED SIGN SCHEDULE - BASE BID										
SIGN #	FRONT				BACK				# OF MODULES	SIZE
	LEGEND 1	TYPE	LEGEND 2	TYPE	LEGEND 1	TYPE	LEGEND 2	TYPE		
1	← A	L-858 Y	A1	L-858 L	-	-	-	-	2	1
2	-	-	-	-	A	L-858 L	A1 →	L-858 Y	2	1



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RECORD DRAWING

- # LIGHTING AND SIGNING NOTES:
- DEMOLISH UNLIGHTED SIGN AND FOUNDATION.
 - DEMOLISH LIGHTED SIGN AND ISOLATION TRANSFORMER(S). SIGN BASE TO BE REUSED FOR INSTALLATION OF REPLACEMENT SIGN (ALTERNATE BID).
 - DEMOLISH TAXIWAY EDGE LIGHT FIXTURE, ISOLATION TRANSFORMER, AND BASECAN.
 - PROVIDE L-861T(L) TAXIWAY EDGE LIGHT, ISOLATION TRANSFORMER, AND L-867 BASE CAN.
 - PROVIDE L-858(L) SIGN AND SIGN BASE. INSCRIPTION PER SIGN SCHEDULE TABLE.
 - PROVIDE L-858(L) SIGN ON EXISTING SIGN BASE (ALTERNATE BID). INSCRIPTION PER SIGN SCHEDULE TABLE.
 - DEMOLISH TAXIWAY EDGE LIGHT FIXTURE AND ISOLATION TRANSFORMER. BASECAN TO REMAIN AND REUSE AS HANDHOLE.
 - DEMOLISH LIGHTED SIGN (6 MODULES) AND ISOLATION TRANSFORMER(S). PROVIDE L-858(L) SIGN. IF REPLACEMENT SIGN IS 7 MODULES, DEMOLISH EXISTING SIGN BASE AND PROVIDE NEW SIGN BASE (ALTERNATE BID).

- GENERAL NOTES:
- REMOVE ALL EXISTING TAXIWAY A EDGE REFLECTORS.
 - TAXIWAY EDGE LIGHTS ALONG STRAIGHT SECTIONS OF TAXIWAY A, A2, AND A3 SHALL BE LOCATED AT 27.5 FEET FROM TAXIWAY CENTERLINE ALIGNMENT. THE CENTERLINE ALIGNMENT WILL BE PROVIDED TO THE CONTRACTOR PRIOR TO THE PRECONSTRUCTION MEETING. LOCATE ALL OTHER LIGHTS 2.5 FEET FROM EDGE OF PAVEMENT.
 - THE FRONT FACE OF THE SIGN REFERS TO THE APPROACHING SIDE ON THE LEFT HAND SIDE OF THE AIRFIELD PAVEMENT. THE BACK FACE OF THE SIGN REFERS TO THE OPPOSITE SIDE.
 - OVERVIEW OF LIGHTING AND SIGNING LAYOUT SHOWN HERE FOR CLARITY. REFER TO ELECTRICAL SHEETS FOR DETAILS.
 - NEW SIGNS, EXCEPT FOR SIGNS INCLUDED IN ALTERNATE BID, SHALL BE LOCATED AT 10 FEET FROM THE EDGE OF PAVEMENT TO THE NEAR SIDE OF SIGNS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 - CONTRACTOR SHALL BACKFILL REMOVAL AREAS WITH NATIVE MATERIAL. RESTORE WORK AREA WITH FOUR INCHES OF TOPSOIL.

LEGEND:

EXISTING	PROPOSED	
		RUNWAY EDGE LIGHT
		TAXIWAY EDGE LIGHT
		LIGHTED SIGN

MATCHLINE (SEE SHEET C11)

REVISIONS	NO.	BY	DATE	REMARKS

SHEET INFO	DESIGNED	LEB	RT	FT	DAF	LAST EDIT	PLOT DATE	SUBMITTAL
						8/28/2014	8/28/2014	

LIGHTING AND SIGNING PLAN

CITY OF ARLINGTON
 TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT

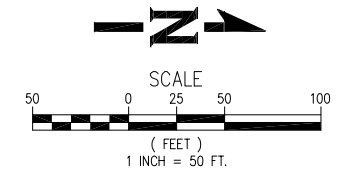
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LIGHTED SIGN SCHEDULE - ALTERNATE BID										
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5A	-		-		A2 →	L-858 Y	-		2	1
6A	← A2	L-858 Y	-		-		-		2	1

LIGHTED SIGN SCHEDULE - BASE BID										
SIGN #	FRONT				BACK				# OF MODULES	SIZE
	LEGEND 1	TYPE	LEGEND 2	TYPE	LEGEND 1	TYPE	LEGEND 2	TYPE		
3	A	L-858 L	-		RAMP →	L-858 Y	-		3	1
4	A2	L-858 L	← A →	L-858 Y	-		-		3	1



LIGHTING AND SIGNING NOTES:

1. DEMOLISH UNLIGHTED SIGN AND FOUNDATION.
2. DEMOLISH LIGHTED SIGN AND ISOLATION TRANSFORMER(S). SIGN BASE TO BE REUSED FOR INSTALLATION OF REPLACEMENT SIGN (ALTERNATE BID).
3. DEMOLISH TAXIWAY EDGE LIGHT FIXTURE, ISOLATION TRANSFORMER, AND BASECAN.
4. PROVIDE L-861(L) TAXIWAY EDGE LIGHT, ISOLATION TRANSFORMER, AND L-867 BASE CAN.
5. PROVIDE L-858(L) SIGN AND SIGN BASE. INSCRIPTION PER SIGN SCHEDULE TABLE.
6. PROVIDE L-858(L) SIGN ON EXISTING SIGN BASE (ALTERNATE BID). INSCRIPTION PER SIGN SCHEDULE TABLE.
7. DEMOLISH TAXIWAY EDGE LIGHT FIXTURE AND ISOLATION TRANSFORMER. BASECAN TO REMAIN AND REUSE AS HANDHOLE.

GENERAL NOTES:

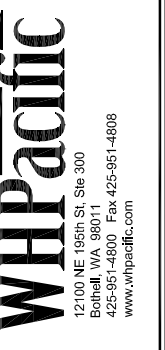
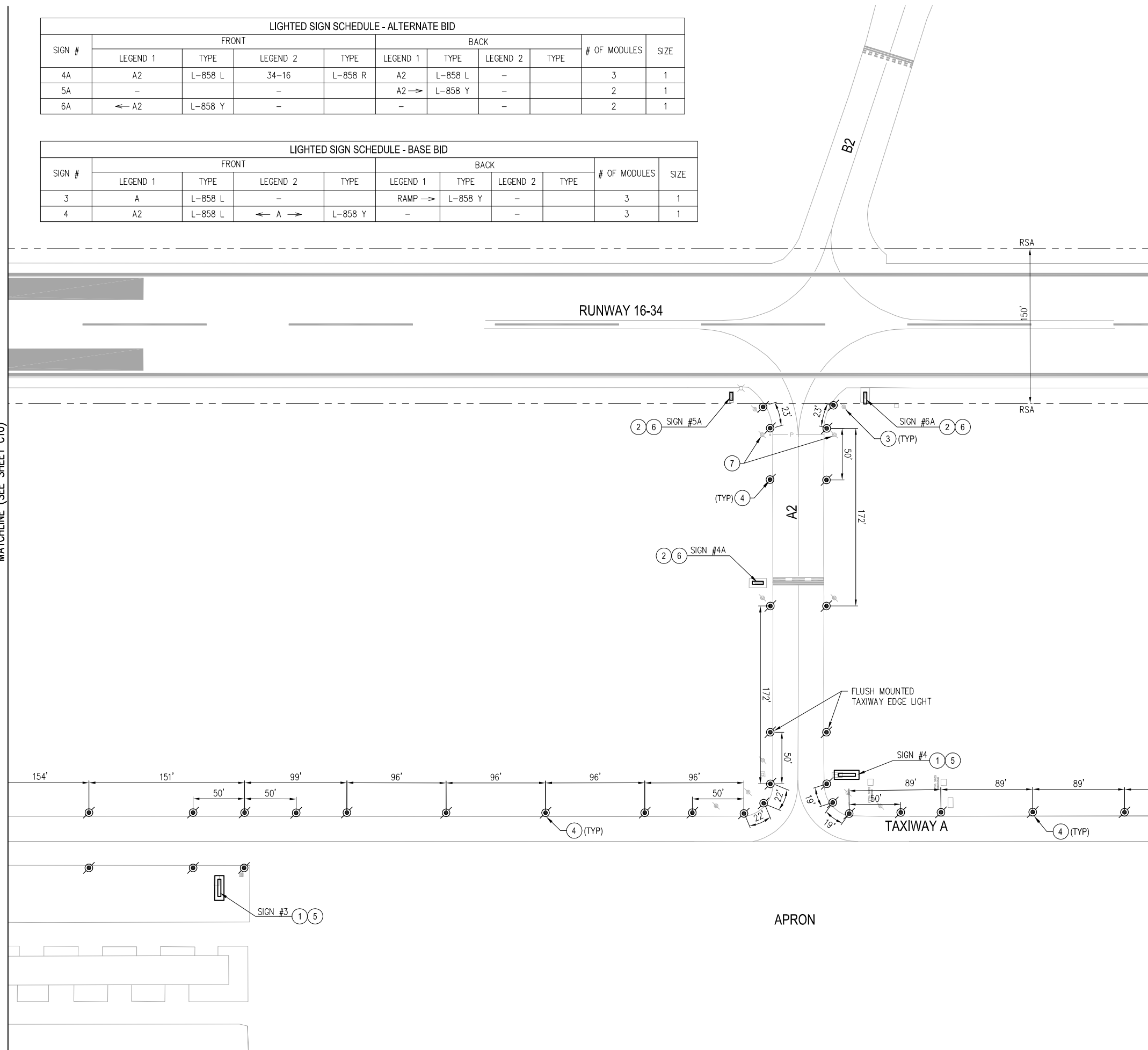
1. REMOVE ALL EXISTING TAXIWAY A EDGE REFLECTORS.
2. TAXIWAY EDGE LIGHTS ALONG STRAIGHT SECTIONS OF TAXIWAY A, A2, AND A3 SHALL BE LOCATED AT 27.5 FEET FROM TAXIWAY CENTERLINE ALIGNMENT. THE CENTERLINE ALIGNMENT WILL BE PROVIDED TO THE CONTRACTOR PRIOR TO THE PRECONSTRUCTION MEETING. LOCATE ALL OTHER LIGHTS 2.5 FEET FROM EDGE OF PAVEMENT.
3. THE FRONT FACE OF THE SIGN REFERS TO THE APPROACHING SIDE ON THE LEFT HAND SIDE OF THE AIRFIELD PAVEMENT. THE BACK FACE OF THE SIGN REFERS TO THE OPPOSITE SIDE.
4. OVERVIEW OF LIGHTING AND SIGNING LAYOUT SHOWN HERE FOR CLARITY. REFER TO ELECTRICAL SHEETS FOR DETAILS.
5. NEW SIGNS, EXCEPT FOR SIGNS INCLUDED IN ALTERNATE BID, SHALL BE LOCATED AT 10 FEET FROM THE EDGE OF PAVEMENT TO THE NEAR SIDE OF SIGNS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. CONTRACTOR SHALL BACKFILL REMOVAL AREAS WITH NATIVE MATERIAL. RESTORE WORK AREA WITH FOUR INCHES OF TOPSOIL.

LEGEND:

EXISTING	PROPOSED	
		RUNWAY EDGE LIGHT
		TAXIWAY EDGE LIGHT
		LIGHTED SIGN

MATCHLINE (SEE SHEET C10)

MATCHLINE (SEE SHEET C12)



RECORD DRAWING

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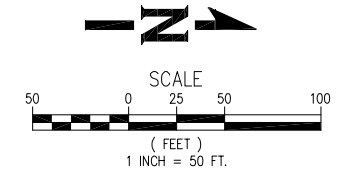
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CHECKED															
APPROVED															

LIGHTING AND SIGNING PLAN
 CITY OF ARLINGTON
 TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT
 PROJECT NUMBER 037386
 DRAWING FILE NAME 037386-C-LT01
 SCALE AS NOTED

SHEET NUMBER
C11

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LIGHTED SIGN SCHEDULE - BASE BID										
SIGN #	FRONT				BACK				# OF MODULES	SIZE
	LEGEND 1	TYPE	LEGEND 2	TYPE	LEGEND 1	TYPE	LEGEND 2	TYPE		
5	← RAMP	L-858 Y	-		A	L-858 L	-		3	1



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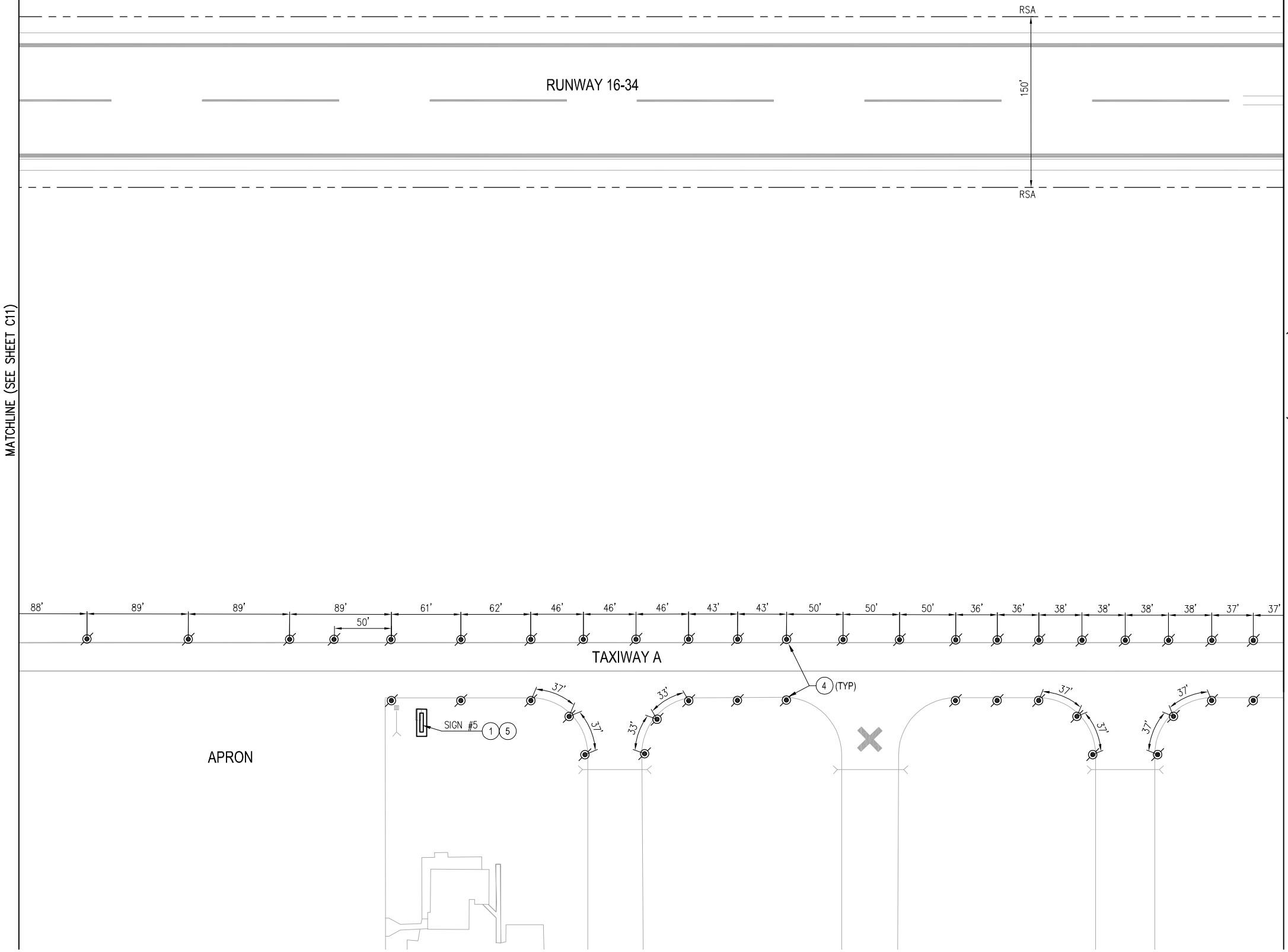
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REVISIONS	NO.	BY	DATE	REMARKS

SHEET INFO		LEB		RT		DAF	
DESIGNED	DRAWN	CHECKED	APPROVED	LAST EDIT	PLOT DATE	SUBMITTAL	
				8/28/2014	8/28/2014		

LIGHTING AND SIGNING PLAN
 CITY OF ARLINGTON
 TAXIWAY A LIGHTING & SIGNING IMPROVEMENTS PROJECT
 PROJECT NUMBER 037386
 DRAWING FILE NAME 037386-C-LT01
 SCALE AS NOTED

SHEET NUMBER
C12



LIGHTING AND SIGNING NOTES:
 1. DEMOLISH UNLIGHTED SIGN AND FOUNDATION.
 2. DEMOLISH LIGHTED SIGN AND ISOLATION TRANSFORMER(S). SIGN BASE TO BE REUSED FOR INSTALLATION OF REPLACEMENT SIGN (ALTERNATE BID).
 3. DEMOLISH TAXIWAY EDGE LIGHT FIXTURE, ISOLATION TRANSFORMER, AND BASECAN.
 4. PROVIDE L-861T(L) TAXIWAY EDGE LIGHT, ISOLATION TRANSFORMER, AND L-867 BASE CAN.
 5. PROVIDE L-858(L) SIGN AND SIGN BASE. INSCRIPTION PER SIGN SCHEDULE TABLE.
 6. PROVIDE L-858(L) SIGN ON EXISTING SIGN BASE (ALTERNATE BID). INSCRIPTION PER SIGN SCHEDULE TABLE.
 7. DEMOLISH TAXIWAY EDGE LIGHT FIXTURE AND ISOLATION TRANSFORMER. BASECAN TO REMAIN AND REUSE AS HANDHOLE.

GENERAL NOTES:
 1. REMOVE ALL EXISTING TAXIWAY A EDGE REFLECTORS.
 2. TAXIWAY EDGE LIGHTS ALONG STRAIGHT SECTIONS OF TAXIWAY A, A2, AND A3 SHALL BE LOCATED AT 27.5 FEET FROM TAXIWAY CENTERLINE ALIGNMENT. THE CENTERLINE ALIGNMENT WILL BE PROVIDED TO THE CONTRACTOR PRIOR TO THE PRECONSTRUCTION MEETING. LOCATE ALL OTHER LIGHTS 2.5 FEET FROM EDGE OF PAVEMENT.
 3. THE FRONT FACE OF THE SIGN REFERS TO THE APPROACHING SIDE ON THE LEFT HAND SIDE OF THE AIRFIELD PAVEMENT. THE BACK FACE OF THE SIGN REFERS TO THE OPPOSITE SIDE.
 4. OVERVIEW OF LIGHTING AND SIGNING LAYOUT SHOWN HERE FOR CLARITY. REFER TO ELECTRICAL SHEETS FOR DETAILS.
 5. NEW SIGNS, EXCEPT FOR SIGNS INCLUDED IN ALTERNATE BID, SHALL BE LOCATED AT 10 FEET FROM THE EDGE OF PAVEMENT TO THE NEAR SIDE OF SIGNS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 6. CONTRACTOR SHALL BACKFILL REMOVAL AREAS WITH NATIVE MATERIAL. RESTORE WORK AREA WITH FOUR INCHES OF TOPSOIL.

LEGEND:

EXISTING	PROPOSED	
		RUNWAY EDGE LIGHT
		TAXIWAY EDGE LIGHT
		LIGHTED SIGN

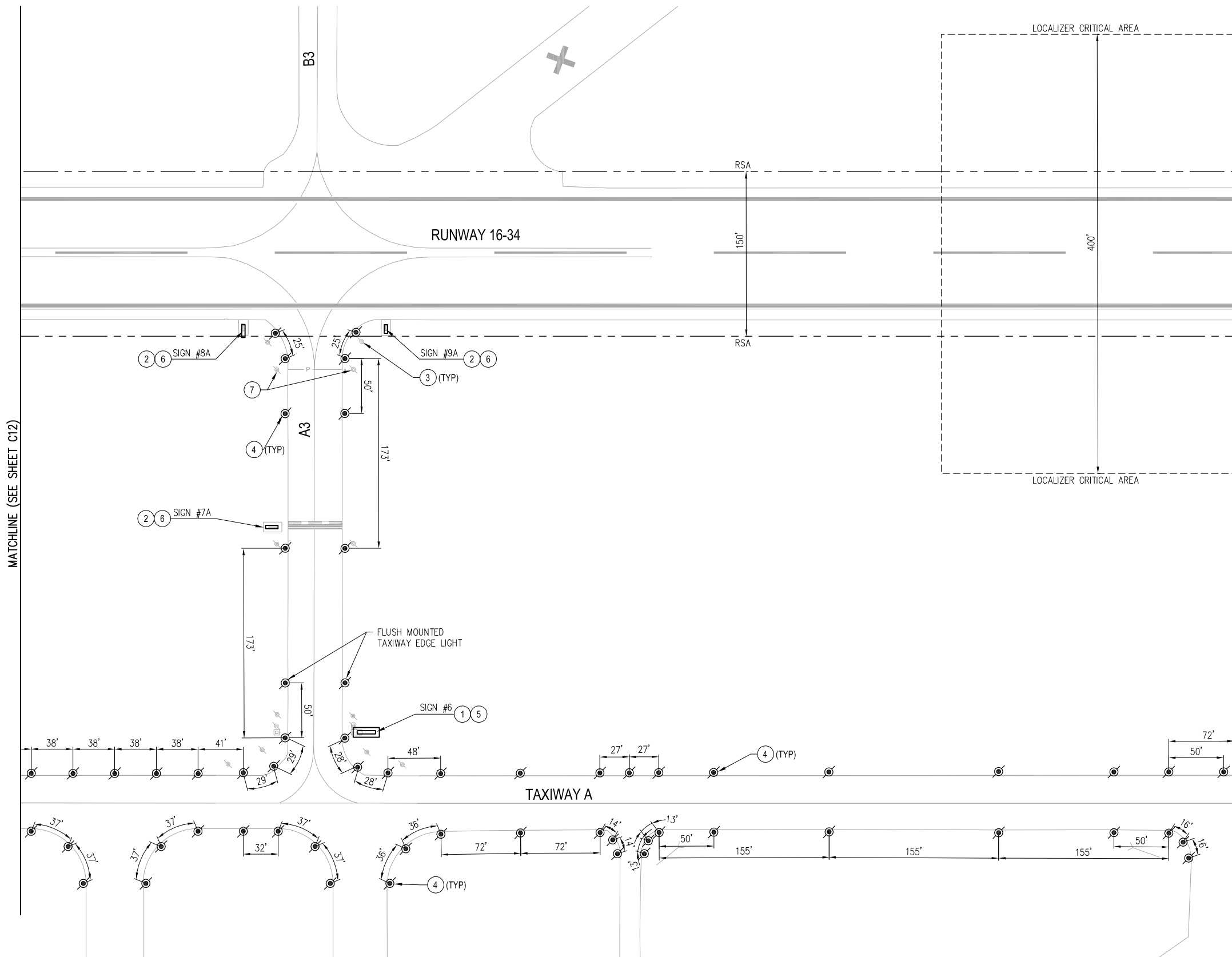
MATCHLINE (SEE SHEET C11)

MATCHLINE (SEE SHEET C13)

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LIGHTED SIGN SCHEDULE - ALTERNATE BID										
SIGN #	FRONT				BACK				# OF MODULES	SIZE
	LEGEND 1	TYPE	LEGEND 2	TYPE	LEGEND 1	TYPE	LEGEND 2	TYPE		
7A	A3	L-858 L	34-16	L-858 R	A3	L-858 L	-	-	3	1
8A	-	-	-	-	A3 →	L-858 Y	-	-	2	1
9A	← A3	L-858 Y	-	-	-	-	-	-	2	1

LIGHTED SIGN SCHEDULE - BASE BID										
SIGN #	FRONT				BACK				# OF MODULES	SIZE
	LEGEND 1	TYPE	LEGEND 2	TYPE	LEGEND 1	TYPE	LEGEND 2	TYPE		
6	A3	L-858 L	← A →	L-858 Y	-	-	-	-	3	1



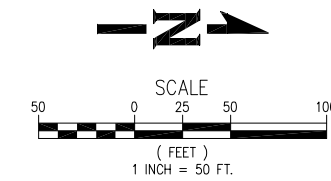
LIGHTING AND SIGNING NOTES:

- DEMOLISH UNLIGHTED SIGN AND FOUNDATION.
- DEMOLISH LIGHTED SIGN AND ISOLATION TRANSFORMER(S). SIGN BASE TO BE REUSED FOR INSTALLATION OF REPLACEMENT SIGN (ALTERNATE BID).
- DEMOLISH TAXIWAY EDGE LIGHT FIXTURE, ISOLATION TRANSFORMER, AND BASECAN.
- PROVIDE L-861T(L) TAXIWAY EDGE LIGHT, ISOLATION TRANSFORMER, AND L-867 BASE CAN.
- PROVIDE L-858(L) SIGN AND SIGN BASE. INSCRIPTION PER SIGN SCHEDULE TABLE.
- PROVIDE L-858(L) SIGN ON EXISTING SIGN BASE (ALTERNATE BID). INSCRIPTION PER SIGN SCHEDULE TABLE.
- DEMOLISH TAXIWAY EDGE LIGHT FIXTURE AND ISOLATION TRANSFORMER. BASECAN TO REMAIN AND REUSE AS HANDHOLE.

GENERAL NOTES:

- REMOVE ALL EXISTING TAXIWAY A EDGE REFLECTORS.
- TAXIWAY EDGE LIGHTS ALONG STRAIGHT SECTIONS OF TAXIWAY A, A2, AND A3 SHALL BE LOCATED AT 27.5 FEET FROM TAXIWAY CENTERLINE ALIGNMENT. THE CENTERLINE ALIGNMENT WILL BE PROVIDED TO THE CONTRACTOR PRIOR TO THE PRECONSTRUCTION MEETING. LOCATE ALL OTHER LIGHTS 2.5 FEET FROM EDGE OF PAVEMENT.
- THE FRONT FACE OF THE SIGN REFERS TO THE APPROACHING SIDE ON THE LEFT HAND SIDE OF THE AIRFIELD PAVEMENT. THE BACK FACE OF THE SIGN REFERS TO THE OPPOSITE SIDE.
- OVERVIEW OF LIGHTING AND SIGNING LAYOUT SHOWN HERE FOR CLARITY. REFER TO ELECTRICAL SHEETS FOR DETAILS.
- NEW SIGNS, EXCEPT FOR SIGNS INCLUDED IN ALTERNATE BID, SHALL BE LOCATED AT 10 FEET FROM THE EDGE OF PAVEMENT TO THE NEAR SIDE OF SIGNS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL BACKFILL REMOVAL AREAS WITH NATIVE MATERIAL. RESTORE WORK AREA WITH FOUR INCHES OF TOPSOIL.

MATCHLINE (SEE SHEET C14)



LEGEND:

EXISTING	PROPOSED	
		RUNWAY EDGE LIGHT
		TAXIWAY EDGE LIGHT
		LIGHTED SIGN

REVISIONS	NO.	BY	DATE	REMARKS

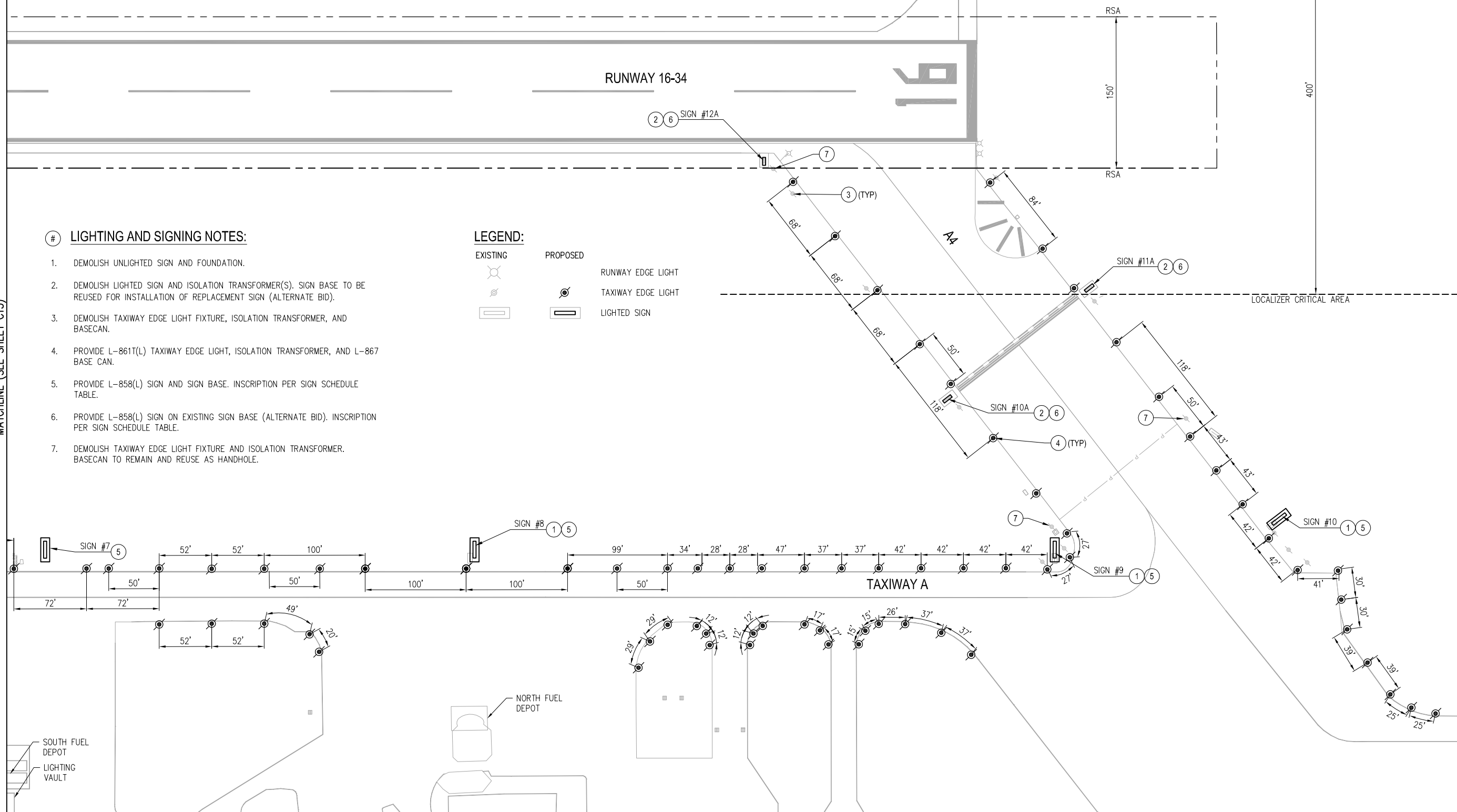
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DESIGNED	DRAWN	CHECKED	APPROVED	LAST EDIT	PLOT DATE	DATE	SUBMITTAL

[DATE: 8/28/2014 1:03 PM] [AUTHOR: rtemplado] [PLOTTER: CutePDF Writer.pc3] [STYLE: WHP-Standard.ctb] [PATH: P:\City of Arlington\037403\Construction\Record Drawings\Civil\037386-C-LT01.dwg] [LAYOUT: LT5]

MATCHLINE (SEE SHEET C13)

LIGHTED SIGN SCHEDULE - ALTERNATE BID										
SIGN #	FRONT				BACK				# OF MODULES	SIZE
	LEGEND 1	TYPE	LEGEND 2	TYPE	LEGEND 1	TYPE	LEGEND 2	TYPE		
10A	A4	L-858 L	34-16	L-858 R	A4	L-858 L	-		3	1
11A	A4	L-858 L	-		34-16	L-858 R	A4	L-858 L	3	1
12A	-		-		A4	L-858 Y	-		2	1

LIGHTED SIGN SCHEDULE - BASE BID										
SIGN #	FRONT				BACK				# OF MODULES	SIZE
	LEGEND 1	TYPE	LEGEND 2	TYPE	LEGEND 1	TYPE	LEGEND 2	TYPE		
7	FUEL →	L-858 Y	-		← FUEL	L-858 Y	-		2	1
8	FUEL →	L-858 Y	-		← FUEL	L-858 Y	-		2	1
9	↙ A4	L-858 Y	A	L-858 L	-		-		2	1
10	A4	L-858 L	A ↘	L-858 Y	-		-		2	1

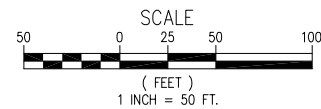


LIGHTING AND SIGNING NOTES:

- DEMOLISH UNLIGHTED SIGN AND FOUNDATION.
- DEMOLISH LIGHTED SIGN AND ISOLATION TRANSFORMER(S). SIGN BASE TO BE REUSED FOR INSTALLATION OF REPLACEMENT SIGN (ALTERNATE BID).
- DEMOLISH TAXIWAY EDGE LIGHT FIXTURE, ISOLATION TRANSFORMER, AND BASECAN.
- PROVIDE L-861T(L) TAXIWAY EDGE LIGHT, ISOLATION TRANSFORMER, AND L-867 BASE CAN.
- PROVIDE L-858(L) SIGN AND SIGN BASE. INSCRIPTION PER SIGN SCHEDULE TABLE.
- PROVIDE L-858(L) SIGN ON EXISTING SIGN BASE (ALTERNATE BID). INSCRIPTION PER SIGN SCHEDULE TABLE.
- DEMOLISH TAXIWAY EDGE LIGHT FIXTURE AND ISOLATION TRANSFORMER. BASECAN TO REMAIN AND REUSE AS HANDHOLE.

LEGEND:

EXISTING	PROPOSED	
		RUNWAY EDGE LIGHT
		TAXIWAY EDGE LIGHT
		LIGHTED SIGN



REVISIONS	NO.	BY	DATE	REMARKS

SHEET INFO		LEB		RT		FT		DAF		LAST EDIT		PLOT DATE		SUBMITTAL	
DESIGNED	DRAWN	CHECKED	APPROVED	LAST EDIT	PLOT DATE										