

ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT

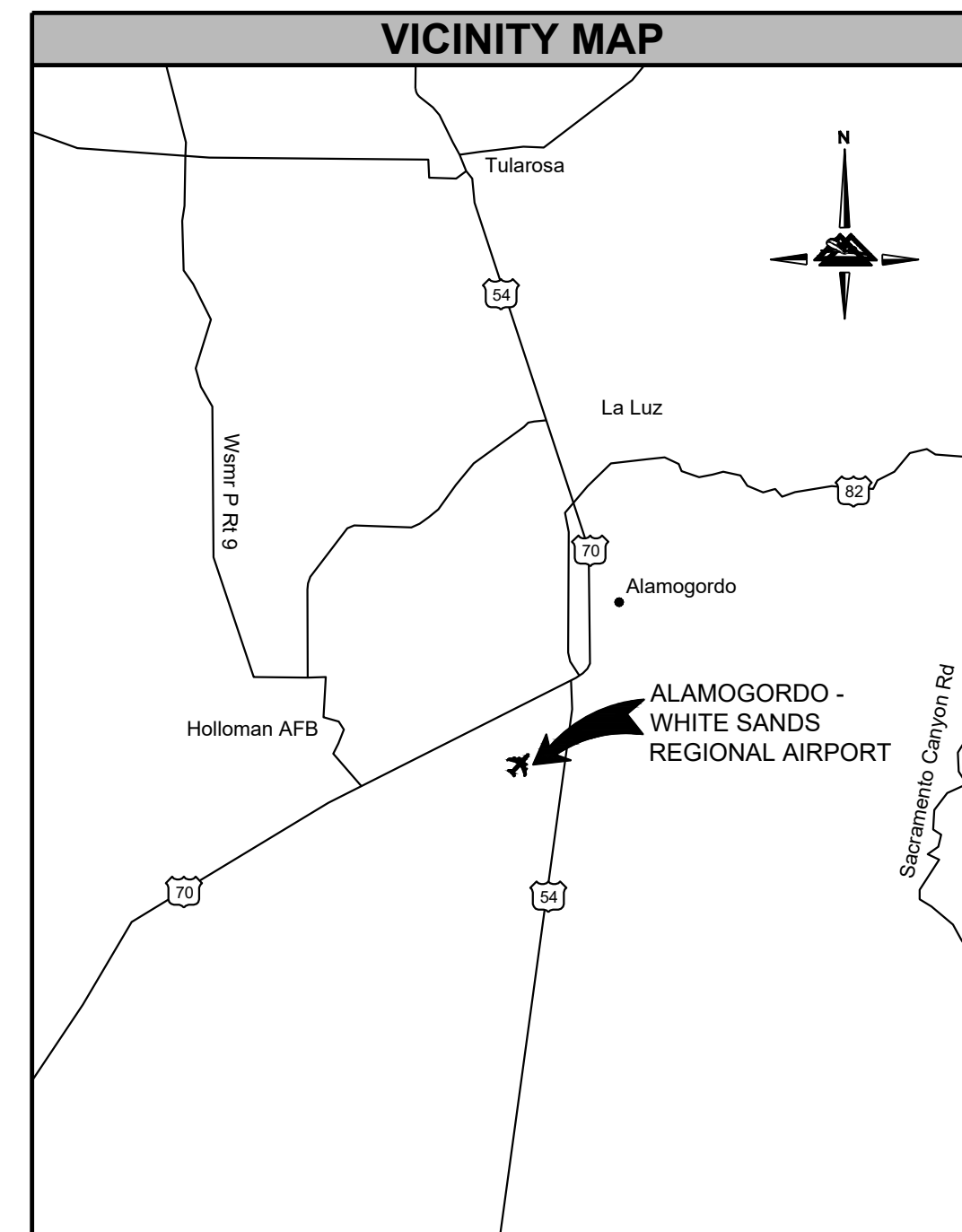
ALAMOGORDO, NEW MEXICO

REHABILITATE TAXIWAY A

AIP PROJECT NO. 3-35-0001-034-2023 (DESIGN)
 AIG PROJECT NO. 3-35-0001-035-2024 (CONSTRUCTION)
 AIP PROJECT NO. 3-35-0001-036-2024 (CONSTRUCTION)
 PUBLIC WORKS BID NO. 2024-004
 DELTA PROJECT NO. 22045
 FOR THE
 CITY OF ALAMOGORDO

MAY 2024

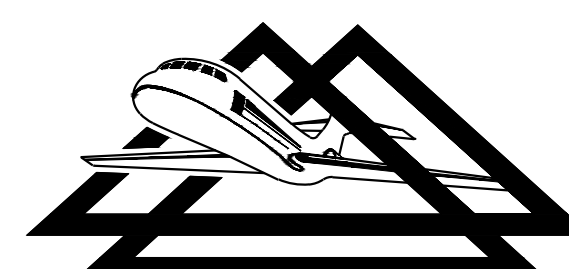
SUMMARY OF QUANTITIES					
ITEM NO.	SPEC NO.	DESCRIPTION	UNIT	AS-BID	AS-BUILT
1	C-105	MOBILIZATION	LS	1	
2	P-101	JOINT AND CRACK REPAIR	LF	18,000	
3	P-608	EMULSIFIED ASPHALT SEAL COAT	SY	65,000	
4	M-103	LIGHTED PORTABLE CLOSED RUNWAY MARKER	EA	2	
5	M-103	CLOSED TAXIWAY MARKER	EA	2	
6	M-107	AVIATION BARRICADES	LF	750	
7	P-619	PAINT REMOVAL (85-90%)	SF	17,000	
8	P-619	PAINT REMOVAL (95-100%)	SF	3,200	
9	P-620	MARKING (INITIAL YELLOW)	SF	7,000	
10	P-620	MARKING (PERMANENT YELLOW)	SF	7,000	
11	P-620	MARKING (PERMANENT BLACK)	SF	12,000	
12	P-620	REFLECTIVE MEDIA	LS	1	



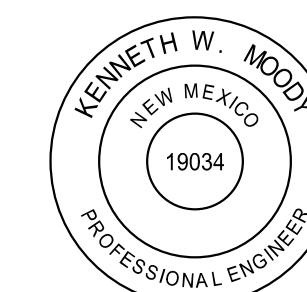
SHEET INDEX	
SHEET #	TITLE
1	COVER SHEET
2	GENERAL LAYOUT
3	PHASING LAYOUT
4	PHASING NOTES
5	PHASING DETAILS
6	CRACK REPAIR PLAN
7	CRACK REPAIR PLAN
8	CRACK REPAIR PLAN
9	CRACK REPAIR PLAN
10	CRACK REPAIR PLAN
11	CRACK REPAIR PLAN
12	CRACK REPAIR PLAN
13	CRACK REPAIR PLAN
14	SEAL COAT & MARKING LAYOUT
15	SEAL COAT & MARKING LAYOUT
16	SEAL COAT & MARKING LAYOUT
17	SEAL COAT & MARKING LAYOUT
18	SEAL COAT & MARKING LAYOUT
19	SEAL COAT & MARKING LAYOUT
20	SEAL COAT & MARKING LAYOUT
21	SEAL COAT & MARKING LAYOUT
22	MARKING & PAVING NOTES & DETAILS

AS-BID
 FOR BIDDING PURPOSES
 DO NOT USE FOR CONSTRUCTION
 CONFORMED DOCUMENTS WILL BE
 ISSUED SEPARATELY FOR CONSTRUCTION
 MAY 2024

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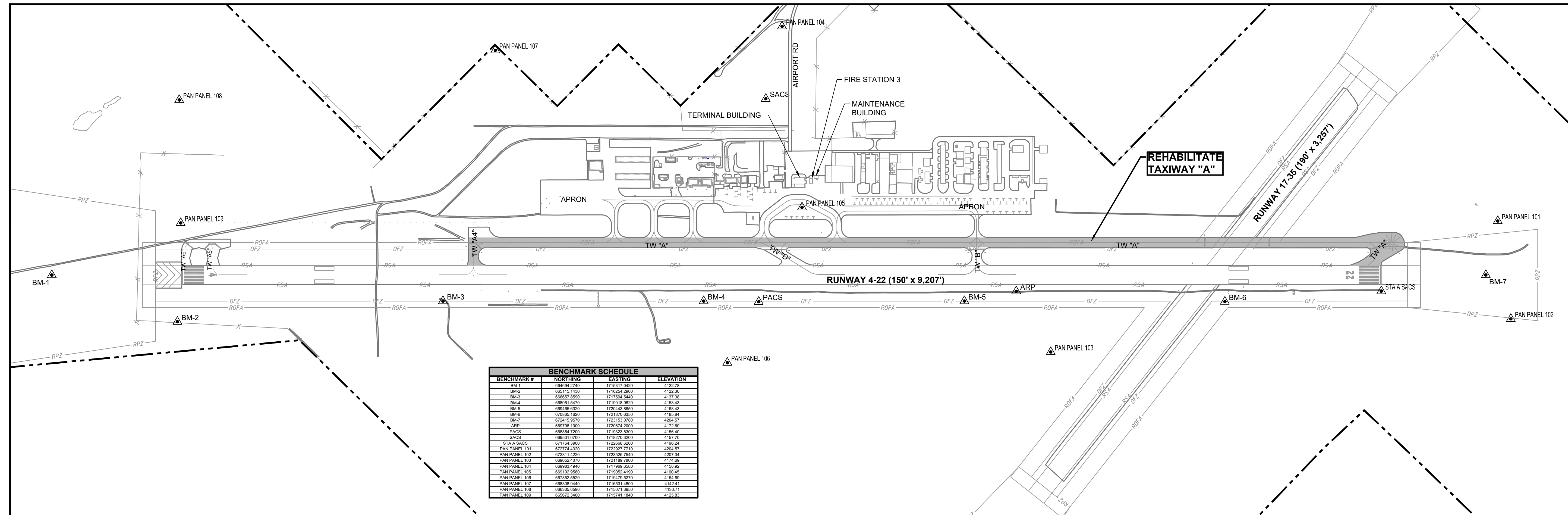
**DELTA AIRPORT
 CONSULTANTS, INC.**



REHABILITATE TAXIWAY A	AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
COVER SHEET	DRAWN BY: CAD	SHEET 1 OF 22
	DESIGNED BY: RSY/JQB	
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT	SCALE: NONE	DATE: MAY 2024

NO.	REVISIONS	BY	APP.	DATE

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PROJECT NOTES:

GENERAL:

- THE PROJECT NOTICE-TO-PROCEED WILL NOT BE ISSUED UNTIL ALL PROJECT FUNDING IS IN-PLACE AND THE CONSTRUCTION CONTRACT HAS BEEN APPROVED AND FULLY EXECUTED BY ALL PARTIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING (INCLUDING PAYMENT OF FEES) ALL BONDS, PERMITS, LICENSES, ETC. REQUIRED BY LOCAL, STATE, AND FEDERAL AGENCIES. THE PERMITS REQUIRED SHALL BE IDENTIFIED AND PROCURED BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE WHICH PERMITS ARE REQUIRED WITH THE COUNTY PUBLIC WORKS DIVISION, STATE SOIL CONSERVATION SERVICE, STATE HIGHWAY ADMINISTRATION, COUNTY PURCHASING OFFICE, EROSION CONTROL OFFICER, ETC. (NO SEPARATE PAY ITEM).
- ANY LISTED MANUFACTURER'S EQUIPMENT WILL MEAN THAT LISTED ITEM OR AN APPROVED EQUIVALENT.
- THE OWNER RESERVES THE RIGHT TO CONTRACT AND PERFORM OTHER OR ADDITIONAL WORK ADJACENT TO AND WITHIN THE WORK AREA COVERED BY THIS CONTRACT. WHEN SEPARATE CONTRACTS ARE LET WITHIN THE LIMITS OF ANY ONE PROJECT, EACH CONTRACTOR SHALL CONDUCT THEIR WORK SO AS NOT TO INTERFERE WITH OR HINDER THE PROGRESS OR THE COMPLETION OF THE WORK BEING COMPLETED BY OTHER CONTRACTORS. THE CONTRACTORS WORKING ON THE SAME PROJECT SHALL COOPERATE WITH EACH OTHER AS ORDERED BY THE ENGINEER. ANY ADDITIONAL EFFORT OR WORK REQUIRED FOR SUCH COORDINATION WITH OTHER CONTRACTORS SHALL BE INCIDENTAL TO THE PROJECT AND NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE. REFERENCE IS DIRECTED TO SECTION 50-8 OF THE SPECIFICATIONS. IT IS ANTICIPATED THAT OTHER WORK MAY BE COMPLETED BY AN INDEPENDENT CONTRACTOR(S) DURING THE COURSE OF THIS PROJECT.
- THE APPROXIMATE LOCATION OF THE CONTRACTOR'S STAGING AREA(S) HAVE BEEN SHOWN ON THE PLANS.
- CONTRACTOR EMPLOYEE(S) ARE PROHIBITED FROM RESIDING AT THE PROJECT SITE, ON AIRPORT PROPERTY, IN THE STAGING AREA, OR ANY OTHER TEMPORARY FACILITY.
- THIS PROJECT HAS BEEN ENVIRONMENTALLY APPROVED BY THE (FAA, DOAV, ETC) UNDER A CATEX DATED JANUARY 17, 2023.
- THERE ARE PROVISIONS IN THE CONTRACT DOCUMENTS FOR ADJUSTMENT IN CONTRACT TIME DUE TO UNUSUALLY ADVERSE WEATHER CONDITIONS. HOWEVER, THE CONTRACT TIME HAS BEEN ESTABLISHED BASED UPON THE RECEIPT OF NORMAL PRECIPITATION FOR THE PROJECT AREA. REFER TO "CONTRACT TIME EXTENSIONS" OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

SECURITY:

- THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH SECTION 80-04.1 "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION" AND THE SPECIAL PROVISIONS OF THE SPECIFICATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL OF ITS EMPLOYEES AND SUBCONTRACTOR EMPLOYEES ONLY USE AUTHORIZED ACCESS POINT(S). EMPLOYEES SHALL VERIFY THAT THE ACCESS POINT(S) IS SECURE IMMEDIATELY AFTER USE. GATES THAT FAIL TO SECURE MUST BE IMMEDIATELY REPORTED TO THE ENGINEER OR OWNER.
- THE CONTRACTOR SHALL ONLY USE THE HAUL ROUTE(S) INDICATED ON THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER AND OWNER.
- THE CONTRACTOR SHALL ALWAYS MAINTAIN SEPARATION BETWEEN THE SECURE SIDE AND NON-SECURE SIDE OF THE AIRPORT. THE PERIMETER FENCE SHALL BE MAINTAINED ON A CONTINUOUS BASIS WITH ANY TEMPORARY OPENING BEING CONTINUOUSLY OBSERVED BY THE CONTRACTOR'S DESIGNATED EMPLOYEE. ALL TEMPORARY OPENINGS AND CONSTRUCTION GATES SHALL BE SECURED AND LOCKED AT THE COMPLETION OF WORK EACH DAY.
- ALL CONTRACTOR VEHICLES OPERATING INSIDE THE SECURITY FENCE SHALL BE CLEARLY LABELED WITH THE CONTRACTOR'S COMPANY NAME VISIBLE FROM 200 FEET. THE COMPANY NAME SHALL BE LABELED ON BOTH SIDES OF THE VEHICLE.

OPERATIONS AND PHASING:

- A 30-FOOT MAXIMUM EQUIPMENT HEIGHT HAS BEEN COORDINATED WITH THE FAA FOR AIRSPACE CLEARANCE. THE CONTRACTOR SHALL SUBMIT AN UPDATED FAA FORM 7460 "NOTICE OF PROPOSED CONSTRUCTION" IF THE CONTRACTOR INTENDS TO USE ANY EQUIPMENT WITH A HEIGHT OVER 30 FEET.
- THE CONTRACTOR SHALL MARK AND LIGHT AREAS UNDER CONSTRUCTION IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. AIRCRAFT AND PUBLIC SAFETY SHALL NOT BE COMPROMISED, AND PROPER SEPARATION SHALL BE MAINTAINED AT ALL TIMES. REFERENCE IS DIRECTED TO SECTION 80-04.1 "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION" AND THE SPECIAL PROVISIONS OF THE SPECIFICATIONS. EQUIPMENT AND VEHICLES SHALL BE MARKED WITH YELLOW FLASHING DOME TYPE LIGHTS OR 3" X 3" ORANGE AND WHITE CHECKER FLAGS. YELLOW FLASHING DOME TYPE LIGHTS ARE REQUIRED FOR NIGHTTIME OPERATIONS.
- ALL CONTRACTOR PERSONNEL SHALL ARRIVE AT THE PROJECT IN COMPANY VEHICLES. ONLY AUTHORIZED VEHICLES WILL BE ALLOWED INSIDE THE SECURITY FENCE. AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL POSITION ALL EQUIPMENT, TOOLS, MATERIAL, ETC. IN THE APPROVED CONTRACTOR'S STAGING AREA UNLESS OTHERWISE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

- THE CONTRACTOR SHALL HAVE AN ADEQUATE NUMBER OF TWO-WAY AVIATION BAND RADIOS ON-SITE AT ALL TIMES AND SHALL BE RESPONSIBLE FOR PROVIDING THE RADIOS. REFERENCE IS DIRECTED TO THE SPECIAL PROVISIONS OF THE SPECIFICATIONS.

PRIOR TO ENTERING ANY AIR OPERATIONS AREA (AOA) OR SAFETY AREA (AS SHOWN ON THE PLANS AND IDENTIFIED IN THE SPECIFICATIONS), THE CONTRACTOR SHALL COORDINATE WITH THE OWNER, ENGINEER, OR OFFICIAL DESIGNATED REPRESENTATIVE. TWO-WAY AVIATION BAND RADIO COMMUNICATIONS SHALL BE REQUIRED AT ALL TIMES. NO EQUIPMENT OR PERSONNEL SHALL ENTER AN OPEN RUNWAY OR TAXIWAY SAFETY AREA UNLESS PROPERLY COORDINATED. THE USE OF TWO-WAY AVIATION BAND RADIOS SHALL BE REQUIRED IN THESE AREAS.

THE CONTRACTOR SHALL MONITOR THE COMMON TRAFFIC ADVISORY FREQUENCY (122.8 MHZ) AT ALL TIMES.

- UPON NOTIFICATION FROM THE OWNER, ENGINEER, OR OFFICIAL DESIGNATED REPRESENTATIVE, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY AND/OR TAXIWAY SAFETY AREAS OF EQUIPMENT AND PERSONNEL IN THE EVENT OF A DECLARED AIRCRAFT EMERGENCY.

HAUL ROUTE:

- ALL CONTRACTOR AND SUBCONTRACTOR PERSONNEL AND EQUIPMENT SHALL USE ONLY THE DESIGNATED HAUL ROUTES FOR INGRESS AND EGRESS TO THE CONSTRUCTION AREA AND FOR HAULING MATERIALS TO THE APPROVED WASTE AREA (AS APPLICABLE).
- NO CONTRACTOR TRAFFIC SHALL USE ANY PORTION OF RUNWAY(S), TAXIWAY(S) OR APRON(S) THAT ARE NOT ON THE HAUL ROUTE OR WITHIN THE ACTIVE PROJECT AREA.
- ANY CONSTRUCTION OR MAINTENANCE NECESSARY, INCLUDING ASSOCIATED LABOR AND MATERIALS, TO PRESERVE THE HAUL ROUTE FOR THE CONTRACTOR'S USE WILL BE CONSIDERED INCIDENTAL PROJECT COSTS AND WILL NOT BE A SEPARATE PAY ITEM.
- UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REPAIR ANY PAVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR PAVEMENT REPAIR NECESSARY DUE TO CONTRACTOR'S HAULING OPERATIONS.
- THE CONTRACTOR'S ATTENTION IS ALSO DIRECTED TO THE GENERAL LAYOUT AND PHASING LAYOUT FOR ADDITIONAL INFORMATION.

CONSTRUCTION NOTES:

GENERAL:

- ANY UTILITIES OR FACILITIES DAMAGED DURING THE PROJECT BY THE CONTRACTOR'S MEN OR EQUIPMENT SHALL BE PROMPTLY REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL HAND DIG WHEN WITHIN FIVE (5) FEET OF ANY KNOWN OR SUSPECTED UNDERGROUND UTILITY.
- ALL COORDINATE LOCATIONS ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR.
- THE CONTRACTOR SHALL FIELD STAKE ALL PERMANENT ITEMS PRIOR TO INSTALLATION. ANY DISCREPANCIES IN THE ALIGNMENT LOCATION SHALL BE RESOLVED WITH THE ENGINEER PRIOR TO INSTALLATION.
- THE CONTRACTOR SHALL PROTECT EXISTING AIRFIELD LIGHTING FIXTURES TO REMAIN FROM DAMAGE DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF REPLACEMENT OF ANY FIXTURES DAMAGED BY THEIR OPERATIONS.
- ALL DISTURBED AREAS, INCLUDING THE CONTRACTORS STAGING AREA, HAUL ROUTES, GRADING LIMITS, ETC. SHALL BE RESTORED TO A SMOOTH LINE AND GRADE WITH POSITIVE DRAINAGE.
- ALL BROKEN CONCRETE, ASPHALT, ETC. SHALL BE DISPOSED OF OFFSITE BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL GUIDELINES.
- THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE FOR THE COMPLETE DURATION OF THE PROJECT. THE DRAINAGE SHALL BE OF EQUAL OR GREATER CAPACITY THAN THE EXISTING DRAINAGE CONVEYANCES. THIS MAY REQUIRE TEMPORARY DITCHES, STRUCTURES OR PIPES, WHICH WILL BE INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR IS ADVISED THAT AIRCRAFT OPERATIONS ARE CONDUCTED ADJACENT TO THE PROJECT. SPECIAL ATTENTION TO DUST CONTROL WILL BE REQUIRED DURING THE DURATION OF THE PROJECT. THE USE OF WATER OR A DUST REDUCING AGENT (CALCIUM CHLORIDE) SHALL BE ANTICIPATED. THE ENGINEER RESERVES THE RIGHT TO HALT WORK OR HAULING IN NON-CONFORMING AREAS, IF DUST CONTROL ACTIONS ARE NOT PROMPTLY TAKEN BY THE CONTRACTOR.
- NO DEBRIS OF ANY NATURE IS ALLOWED IN ACTIVE AIRCRAFT OPERATIONS AREAS. ALL LOOSE MATERIALS (DIRT, STONE, PAVEMENT, FORMING, ETC.) MUST BE KEPT WITHIN THE LIMITS OF CONSTRUCTION. WHEN THE CONSTRUCTION BARRIERS ARE MOVED DURING CONSTRUCTION, THE CLEANUP OF THE AREAS OUTSIDE THE BARRIERS SHALL OCCUR IMMEDIATELY. IN ADDITION, NO LOOSE MATERIALS THAT COULD BLOW INTO AIRCRAFT OPERATIONS AREAS ARE ALLOWED IN THE CONSTRUCTION AREA.

- CONTRACTORS ARE ENCOURAGED TO EXAMINE THE SITE TO VERIFY FIELD CONDITIONS BEFORE SUBMITTING BIDS. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ADVERSE FIELD CONDITIONS.

- IF CONTRACTOR ELECTS TO DO NIGHT WORK, THE CONTRACTOR SHALL FURNISH APPROPRIATE ARTIFICIAL LIGHTING NECESSARY FOR NIGHTTIME OPERATIONS. THE LIGHTING SHALL BE ADEQUATE TO SAFELY COMPLETE THE WORK BEING PERFORMED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. IN ADDITION TO EQUIPMENT MOUNTED LIGHTS, THE LIGHTING SHALL BE IN THE FORM OF PORTABLE FLOODLIGHT UNITS, EACH WITH A MINIMUM CAPACITY OF 3,000-WATT ELECTRICAL BEAMS. LIGHTING SHALL BE DIRECTED OR SHADED TO PREVENT INTERFERENCE WITH AIRCRAFT, AND OTHER AIRPORT OPERATIONS. THE CONTRACTOR SHALL REORIENT LIGHTS AS ORDERED BY THE ENGINEER, AND/OR OWNER.

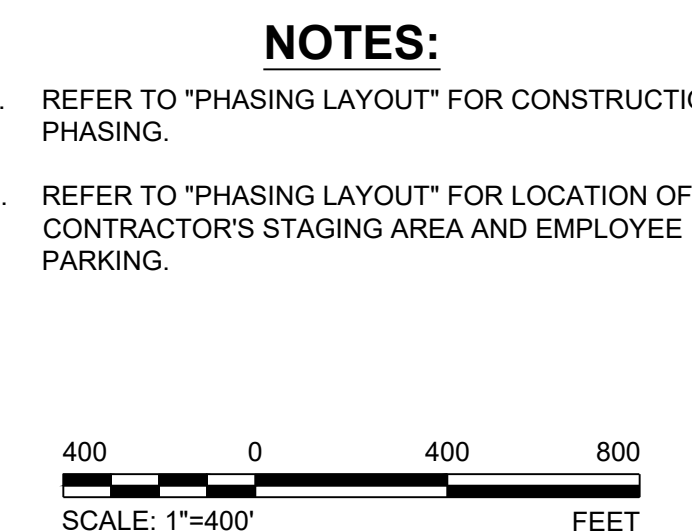
- THE CONTRACTOR SHALL HAVE A FULLY OPERATIONAL VACUUM TRUCK AVAILABLE FOR CLEANING AREAS OF POTENTIAL FOD/DEBRIS. VACUUM TRUCKS SHALL BE IN GOOD WORKING ORDER AND ANY SWEEPING ELEMENTS SHALL BE MADE OF NON-WIRE BRISTLES (WIRED BRISTLES TEND TO BREAK AND BECOME FOD). SWEEPER VEHICLES SHALL BE AT ANY ACTIVE RUNWAY OR TAXIWAY CROSSING DURING WORK HOURS (NO SEPARATE PAY ITEM).

DEMOLITION:

- ANY INTERRUPTION TO SERVICE TO ACTIVE LIGHTING CIRCUITS SHALL BE IMMEDIATELY REPAIRED BY THE CONTRACTOR. ANY DAMAGE TO EXISTING AIRPORT CIRCUITS CAUSED BY THE CONTRACTOR'S EQUIPMENT OR PERSONNEL SHALL BE PROMPTLY REPAIRED AT THE CONTRACTOR'S EXPENSE. ALL ACTIVE LIGHTING SYSTEMS FOR OPEN AIRCRAFT OPERATIONAL AREAS SHALL BE OPERABLE FROM DUSK TO DAWN.
- MILLINGS WILL BE THE PROPERTY OF THE OWNER AND SHALL BE KEPT ONSITE. LOCATION TO BE COORDINATED WITH OWNER/ENGINEER.
- OTHER RESIDUAL MATERIALS FROM THE DEMOLITION WILL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM AIRPORT PROPERTY UNLESS OTHERWISE NOTED. ALL DISPOSALS SHALL BE COMPLETED BY THE CONTRACTOR IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.

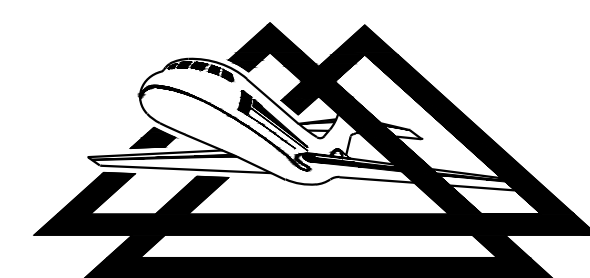
SITE CLEANUP:

- STAGING AREAS SHALL BE RESTORED TO THEIR PRE-CONSTRUCTION CONDITION WITH POSITIVE DRAINAGE.

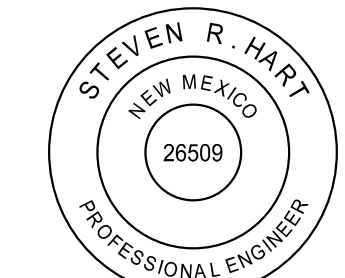


NO.	REVISIONS	BY	APP.	DATE

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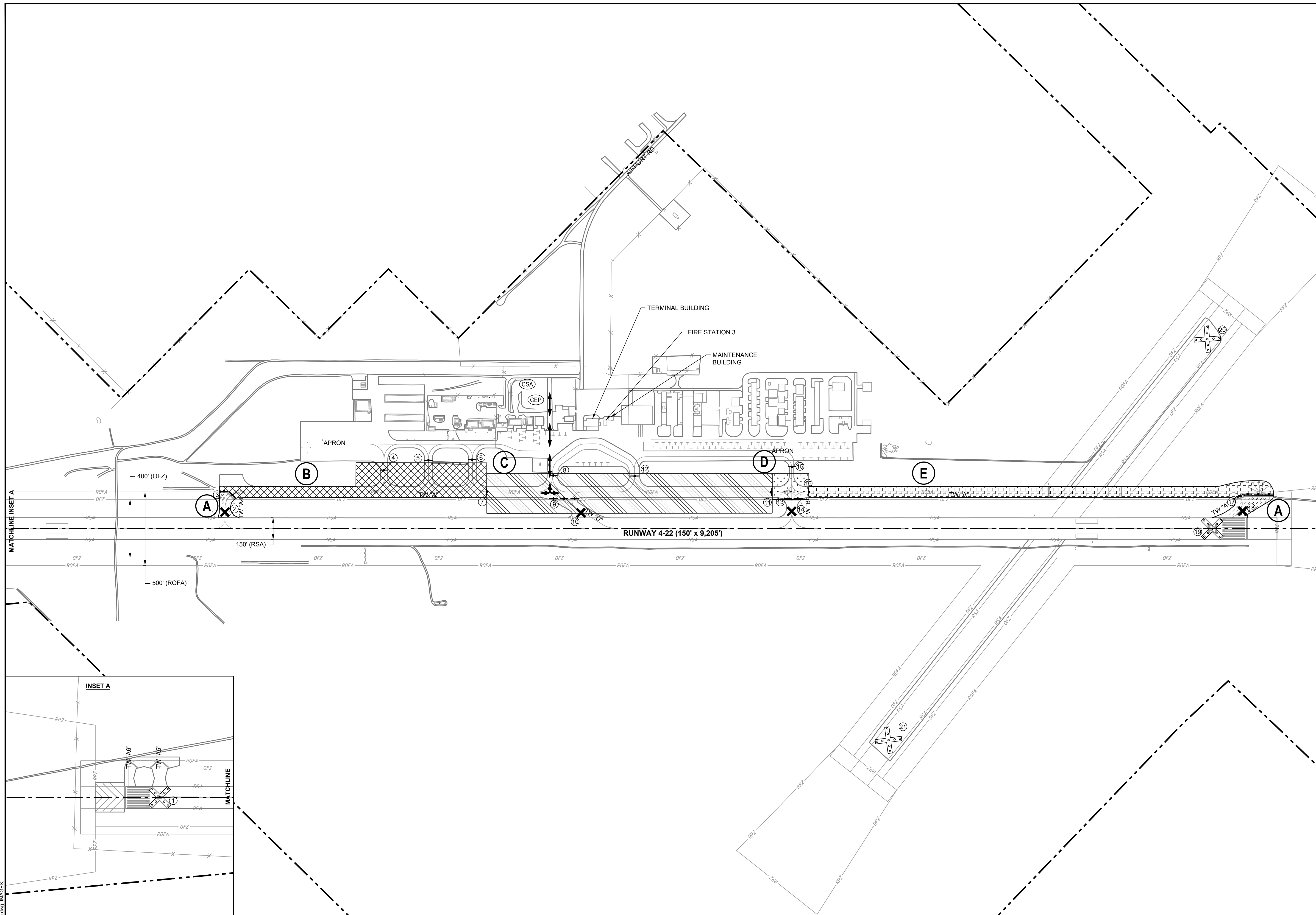


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 CONSULTANTS, INC.**



REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
GENERAL LAYOUT & PROJECT NOTES		DRAWN BY: CAD	SHEET 2
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: 1"=400'	DATE: MAY 2024		

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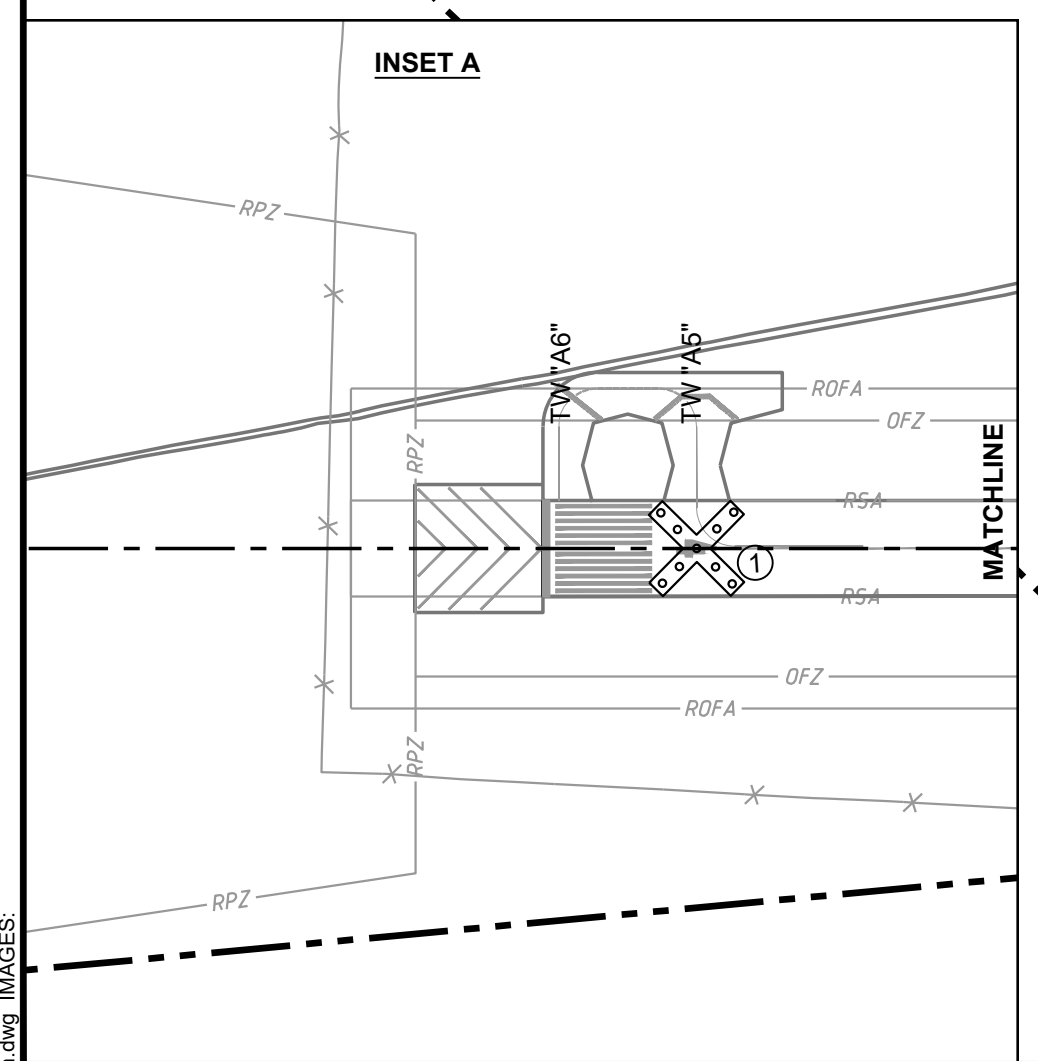
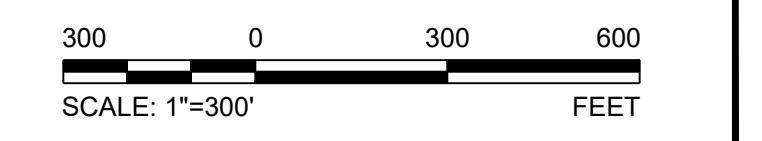
LEGEND

- WORK AREA/PHASE LABEL
- CLOSED RUNWAY MARKER - MOBILE LIGHTED
- CLOSED TAXIWAY MARKER
- CLOSED RUNWAY/TAXIWAY MARKER LABEL
- CONTRACTOR EMPLOYEE PARKING
- CONTRACTOR STAGING AREA
- AVIATION BARRICADES
- HAUL ROUTE (TWO-WAY TRAFFIC)
- EXISTING FENCE
- EXISTING AIRPORT PROPERTY LINE
- EXISTING OBSTACLE FREE ZONE
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING RUNWAY PROTECTION ZONE
- EXISTING RUNWAY SAFETY AREA
- WORK AREA A
- WORK AREA B
- WORK AREA C
- WORK AREA D
- WORK AREA E

CLOSED MARKER SCHEDULE

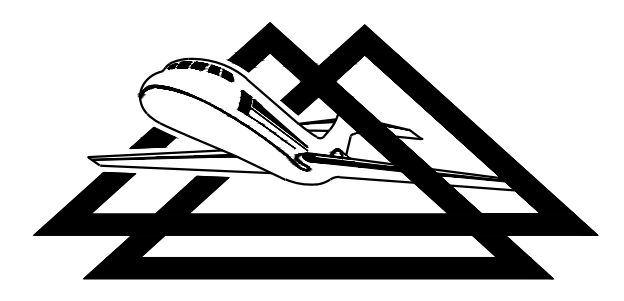
MARKER #	TYPE	IN PLACE DURING WORK IN PHASE/AREA:				
		A	B	C	D	E
1	CLOSED RUNWAY	X				
2	CLOSED TAXIWAY		X			
3	AVIATION BARRICADES	X	X			
4	AVIATION BARRICADES		X			
5	AVIATION BARRICADES		X			
6	AVIATION BARRICADES		X			
7	AVIATION BARRICADES		X	X		
8	AVIATION BARRICADES			X		
9	AVIATION BARRICADES	X		X		
10	CLOSED TAXIWAY			X		
11	AVIATION BARRICADES			X	X	
12	AVIATION BARRICADES			X		
13	AVIATION BARRICADES	X			X	
14	CLOSED TAXIWAY				X	
15	AVIATION BARRICADES				X	
16	AVIATION BARRICADES				X	X
17	AVIATION BARRICADES	X			X	X
18	CLOSED TAXIWAY				X	X
19	CLOSED RUNWAY	X				
20	CLOSED RUNWAY					X
21	CLOSED RUNWAY					X

Note: The table above applies to Phase 1 closures. Phase 2 ADA closures and closed marker locations shall be coordinated with the Owner and Engineer.

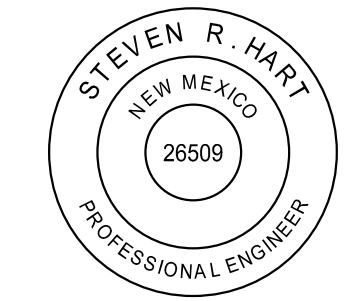


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PHASING LAYOUT		DRAWN BY: CAD	SHEET 3
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: RSY/JQB	OF 22
SCALE: 1"=300'	DATE: MAY 2024		

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PHASING NOTES

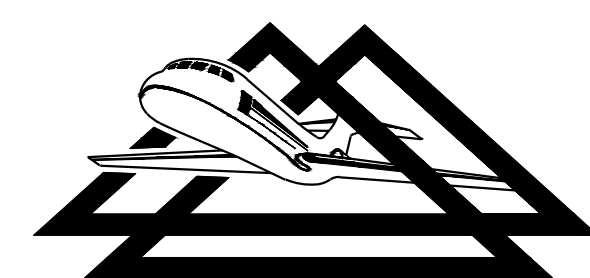
GENERAL

1. THE CONTRACTOR SHALL HAVE 45 CALENDAR DAYS TO COMPLETE THE PROJECT.
 2. LIQUIDATED DAMAGES IN THE AMOUNT OF TWO THOUSAND DOLLARS (\$2,000) PER CALENDAR DAY SHALL BE ASSESSED AGAINST THE CONTRACTOR FOR EACH CALENDAR DAY OR PORTION THEREOF THAT THE TOTAL CONTRACT TIME OR SPECIFIC MILESTONES ARE EXCEEDED.
 3. THE INTENT OF THIS PHASING PLAN IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATIONS OF THE AIRPORT. ALL REQUIREMENTS CONTAINED IN THE CONTRACT DOCUMENTS SHALL BE STRICTLY ENFORCED.
 4. THE OWNER RESERVES THE RIGHT TO SEQUENCE THE SCHEDULE TO ACCOMMODATE THE REQUIREMENTS OF THE AIRPORT OPERATIONS.
 5. REFER TO THE SPECIAL PROVISIONS OF THE SPECIFICATION AND THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) FOR THE CONTRACTOR'S RESPONSIBILITY FOR OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION AND REQUIREMENTS FOR THE DEVELOPMENT AND SUBMITTAL OF THE CONTRACTOR'S SAFETY PLAN COMPLIANCE DOCUMENT (SPCD).
 6. THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE TO THE ENGINEER PRIOR TO THE PRECONSTRUCTION CONFERENCE. THE SCHEDULE SHALL CLEARLY DELINEATE THE PROPOSED WORK AREAS AND THE NUMBER OF DAYS ANTICIPATED FOR THE COMPLETION OF EACH AREA. REFERENCE IS DIRECTED TO THE SPECIAL PROVISIONS OF THE SPECIFICATIONS.
 7. PRIOR TO SUBMITTAL OF THE NOTICE OF INTENT TO START WORK, SUBMITTAL AND ACCEPTANCE OF ALL SHOP DRAWINGS FOR ALL ITEMS INCLUDED SHALL BE COMPLETED.
 8. THE CONTRACTOR SHALL INSTALL AVIATION BARRICADES ACROSS ALL ACTIVE PAVED AIRCRAFT OPERATIONAL AREAS ADJACENT TO THE CONSTRUCTION AREAS AS SHOWN ON THE PLANS OR ORDERED BY THE ENGINEER.
 9. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE THE CLOSED MARKERS AND AVIATION BARRICADES DURING THE PROJECT. THE MULTIPLE RELOCATIONS OF THE MARKERS AND BARRICADES SHALL BE INCIDENTAL TO THE PROJECT. THE LOCATIONS OF THE BARRICADES AS SHOWN ON THE PLANS, REPRESENTS THE MOST TYPICAL LOCATIONS. OTHER LOCATIONS MAY BE REQUIRED AS ORDERED BY THE ENGINEER.
 10. ALL TAXIWAY AND RUNWAY LIGHTS AND SIGNS SHALL BE DE-ENERGIZED OR PROPERLY COVERED WHEN THE CORRESPONDING TAXIWAY OR RUNWAY IS CLOSED. LIGHTS SHALL BE RE-ENERGIZED CONCURRENT WITH THE OPENING OF THE TAXIWAY (NO SEPARATE PAY ITEM). REMOVING THE LAMP FROM FIXTURES SHALL NOT BE THE METHOD SELECTED.
 11. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY AT ALL TIMES. CONTRACTOR VEHICLES SHALL GIVE WAY TO AIRCRAFT AT ALL TIMES.
 12. ANY REOPENING OF TEMPORARILY CLOSED AIRFIELD PAVEMENTS SHALL BE COORDINATED IN ADVANCE WITH THE OWNER. PRIOR TO REOPENING PAVEMENT TO AIRCRAFT OPERATIONS, THE CONTRACTOR SHALL CLEAN ALL DEBRIS (FOD) FROM THE PAVEMENT SURFACES, RESTORE MARKINGS, AND ESTABLISH THE SAFETY AREAS IN ACCORDANCE WITH THE SPECIFICATIONS. THE OWNER AND ENGINEER SHALL BE NOTIFIED SUFFICIENTLY IN ADVANCE OF THE OPENING TIME TO ALLOW FOR INSPECTIONS AND ANY REMEDIAL CLEANING.
 13. REFER TO THE PHASING DETAILS SHEET FOR DETAILS OF CLOSED MARKERS, AVIATION BARRICADES, AND FAA PART 77 SURFACES.
 14. THE CONTRACTOR SHALL SCHEDULE AND CONDUCT DAILY SAFETY/PROGRESS MEETINGS WITH THE RESIDENT PROJECT REPRESENTATIVE AND OWNER.
 15. THE PHASING PRESENTED IS PROVIDED AS A BASIS FOR SEQUENCING CONSTRUCTION AND TO PRESENT THE MAXIMUM WORK AREAS AVAILABLE AT ANY ONE TIME. THE CONTRACTOR MAY PROPOSE ALTERNATE PHASING TO THE ENGINEER FOR APPROVAL.
- WORK AREA:**
1. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER, PRIOR TO BEGINNING WORK IN A WORK AREA, TO CONFIRM THAT THE PROPER NOTAMS HAVE BEEN ISSUED ARE ON FILE.
 2. ALL MATERIALS SHALL BE APPROVED AND ON-SITE PRIOR TO THE START OF AN AREA.
 3. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AND OWNER A 7 DAY WRITTEN ADVANCE NOTICE OF INTENT TO BEGIN EACH WORK IN EACH WORK AREA.
 4. CLOSED TAXIWAY MARKERS AND/OR AVIATION BARRICADES SHALL BE INSTALLED AS THE FIRST TASK IN ANY WORK AREA AND SHALL BE REMOVED AS THE LAST TASK. THE CLOSED MARKERS AND BARRICADES SHALL NOT BE REMOVED UNTIL THE PAVEMENT AND SAFETY AREAS ARE ESTABLISHED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND ARE SUITABLE FOR USE BY AIRCRAFT.
 5. THE CONTRACTOR'S MEN AND EQUIPMENT SHALL REMAIN WITHIN THE WORK AREA LIMITS AND DESIGNATED HAUL ROUTES AT ALL TIMES.
 6. ONCE WORK BEGINS IN A WORK AREA, ALL WORK WITHIN THE WORK AREA MUST BE COMPLETED PRIOR TO BEGINNING WORK IN ANOTHER WORK AREA UNLESS OTHERWISE OUTLINED IN THE PHASING PLAN OR APPROVED BY THE ENGINEER.

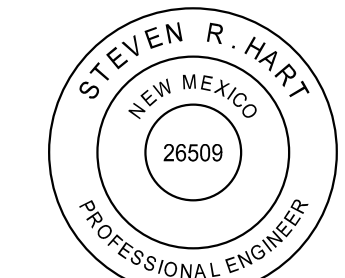
REHABILITATE TAXIWAY A PHASING AND WORK AREAS									
WORK AREA (PHASE)	REQUIRED WORK TO BE COMPLETED	AOA	CLOSURES	CLOSURE PERIOD	ADVANCE NOTICE	MILESTONE TIME (CALENDAR DAYS)	MILESTONE LIQUIDATED DAMAGES	PRECURSOR	NOTES
PHASE I: CRACK REPAIR AND SEAL COAT	-	-	-	-	7 CD	40 CD	\$2,000 / CD	NONE	CONTRACTOR TO COORDINATE AIRFIELD CLOSURES WITH OWNER 7 CALENDAR DAYS IN ADVANCE OF BEGINNING WORK
WORK AREA A (PHASE I)	MARKING REMOVAL, SEAL COAT, AND INITIAL MARKING	RUNWAY 4-22, TAXIWAY A4, CONNECTOR TAXIWAY A, TAXIWAY B, TAXIWAY D, APRON CONNECTOR TAXIWAYS		CONTINUOUS	7 CD	4 CD	\$2,000 / CD	-	WORK AREAS SHALL NOT BE DONE CONCURRENTLY
WORK AREA B (PHASE I)	MARKING REMOVAL, CRACK REPAIR, SEAL COAT, AND INITIAL MARKING	TAXIWAY A4 APRON CONNECTOR TAXIWAYS		CONTINUOUS	7 CD	NONE	-	-	WORK AREAS SHALL NOT BE DONE CONCURRENTLY
WORK AREA C (PHASE I)	MARKING REMOVAL, CRACK REPAIR, SEAL COAT, AND INITIAL MARKING	TAXIWAY D APRON CONNECTOR TAXIWAYS		CONTINUOUS	7 CD	NONE	-	-	WORK AREAS SHALL NOT BE DONE CONCURRENTLY
WORK AREA D (PHASE I)	MARKING REMOVAL, CRACK REPAIR, SEAL COAT, AND INITIAL MARKING	TAXIWAY B		CONTINUOUS	7 CD	6 CD	\$2,000 / CD	-	WORK AREAS SHALL NOT BE DONE CONCURRENTLY
WORK AREA E (PHASE I)	MARKING REMOVAL, CRACK REPAIR, SEAL COAT, AND INITIAL MARKING	RUNWAY 17-35 CONNECTOR TAXIWAY A		CONTINUOUS	7 CD	15 CD	\$2,000 / CD	-	WORK AREAS SHALL NOT BE DONE CONCURRENTLY
PHASE II: FINAL MARKING	-	-	-	-	7 CD	4 CD	\$2,000 / CD	PHASE I 30 DAYS OF SEAL COAT CURE	CONTRACTOR TO COORDINATE AIRFIELD CLOSURES WITH OWNER 7 CALENDAR DAYS IN ADVANCE OF BEGINNING WORK 30 DAYS OF SEAL COAT CURE REQUIRED BEFORE FINAL MARKING
WORK AREA A (PHASE II)	FINAL MARKING	RUNWAY 4-22, TAXIWAY A4, CONNECTOR TAXIWAY A, TAXIWAY B, TAXIWAY D		CONTINUOUS	7 CD	1 CD	\$2,000 / CD	-	WORK AREA SHALL NOT BE DONE CONCURRENTLY WITH ANY OTHER WORK AREA
WORK AREA B (PHASE II)	FINAL MARKING	TAXIWAY A4		CONTINUOUS	7 CD	NONE	-	-	WORK AREA B AND C MAY BE DONE CONCURRENTLY
WORK AREA C (PHASE II)	FINAL MARKING	TAXIWAY D		CONTINUOUS	7 CD	NONE	-	-	WORK AREA B AND C MAY BE DONE CONCURRENTLY
WORK AREA D (PHASE II)	FINAL MARKING	TAXIWAY B		CONTINUOUS	7 CD	1 CD	\$2,000 / CD	-	WORK AREA D AND E MAY BE DONE CONCURRENTLY
WORK AREA E (PHASE II)	FINAL MARKING	RUNWAY 17-35 CONNECTOR TAXIWAY A		CONTINUOUS	7 CD	1 CD	\$2,000 / CD	-	WORK AREA D AND E MAY BE DONE CONCURRENTLY

NO.	REVISIONS	BY	APP.	DATE

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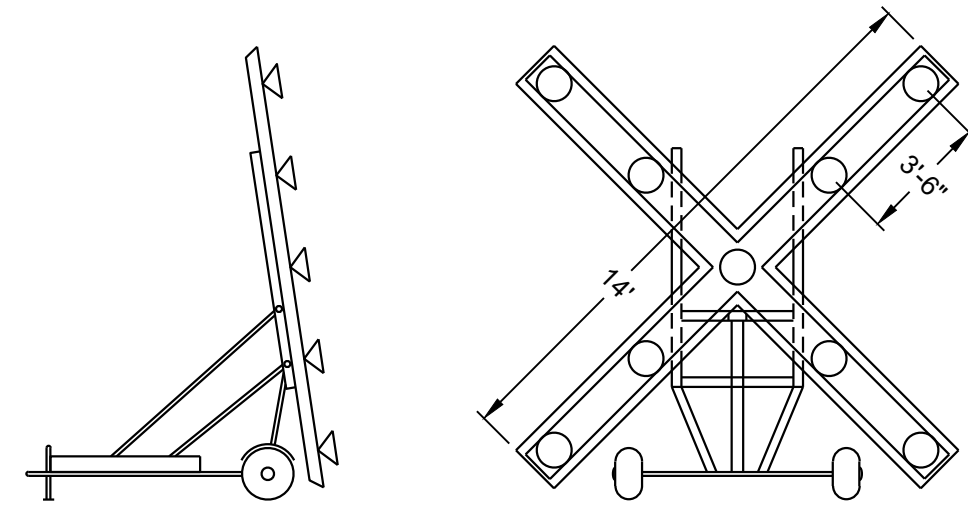
DELTA AIRPORT CONSULTANTS, INC.



REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
PHASING NOTES		DRAWN BY: CAD	SHEET 4
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: NONE	DATE: MAY 2024		

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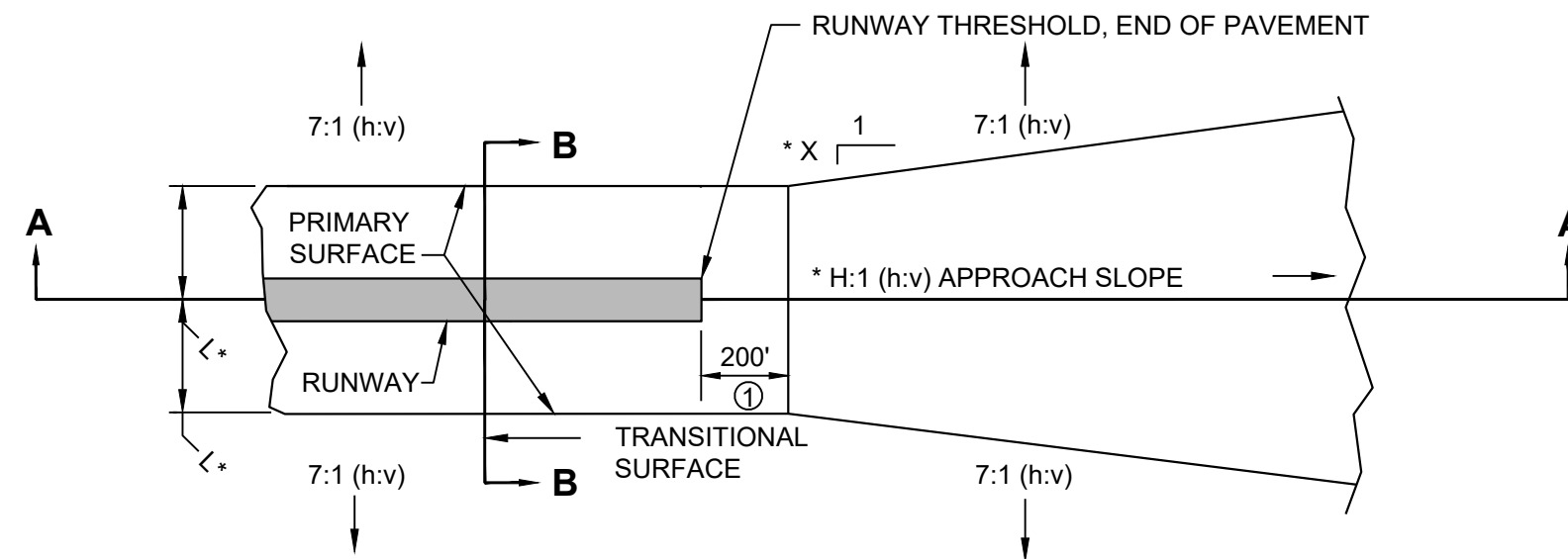


**PORTABLE LIGHTED
CLOSED RUNWAY MARKER DETAIL**

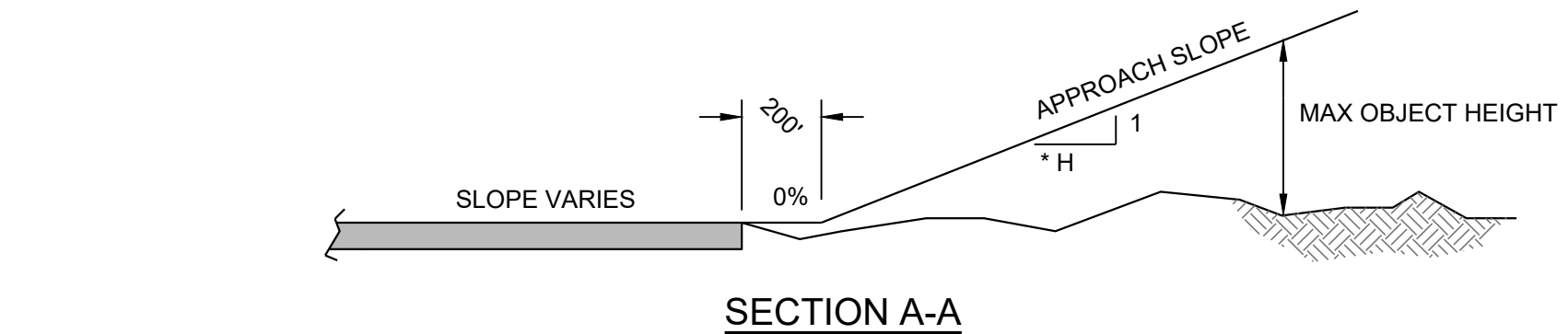
NTS

NOTES:

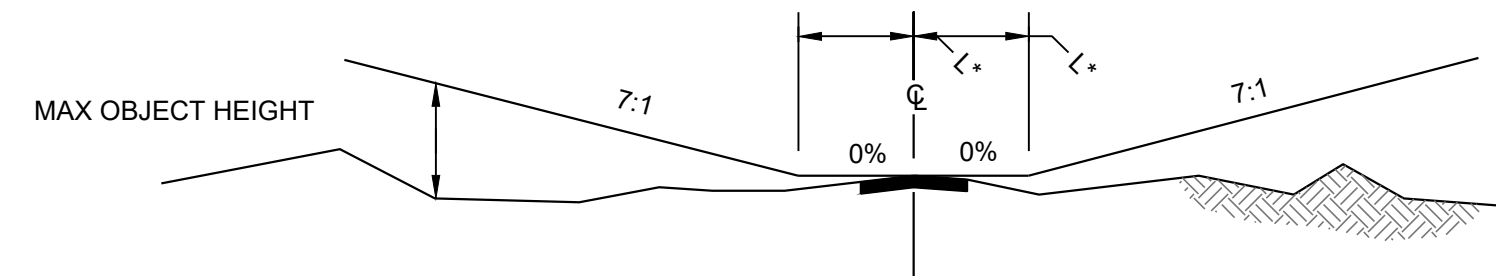
1. CLOSED MARKERS SHALL BE INSTALLED AS THE FIRST ITEM OF WORK.
2. THE CONTRACTOR SHALL PROVIDE TWO LIGHTED CLOSED MARKERS MEETING THE REQUIREMENTS OF ITEM M-103, FAA AC 150/5345-55 (LATEST EDITION), AND IN GENERAL CONFORMANCE WITH THIS DETAIL.
3. THE MARKERS SHALL BE A PORTABLE UNIT THAT CAN BE QUICKLY TOWED TO AND FROM THE RUNWAY BY A STANDARD MEDIUM DUTY PICKUP TRUCK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATING THE MARKERS AS DICTATED BY PROJECT PHASING. THE CONTRACTOR SHALL MAKE FREQUENT INSPECTION OF THE MARKERS AND MAKE PROMPT REPAIRS AS NECESSARY.
5. THE LIGHTED CLOSED MARKER SHALL BE ILLUMINATED AT ALL TIMES THAT IT IS PLACED IN POSITION ON THE RUNWAY.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE AND USAGE COSTS (FUEL, BULBS, ETC.) FOR THE PROJECT DURATION. (INCIDENTAL TO THE COST OF LIGHTED CLOSED RUNWAY MARKERS).



NOTE: FOR HORIZONTAL APPROACH SLOPE (H), DISTANCE (L), AND FLARE RATIO (X), SEE TABLE BELOW.



SECTION A-A



SECTION B-B

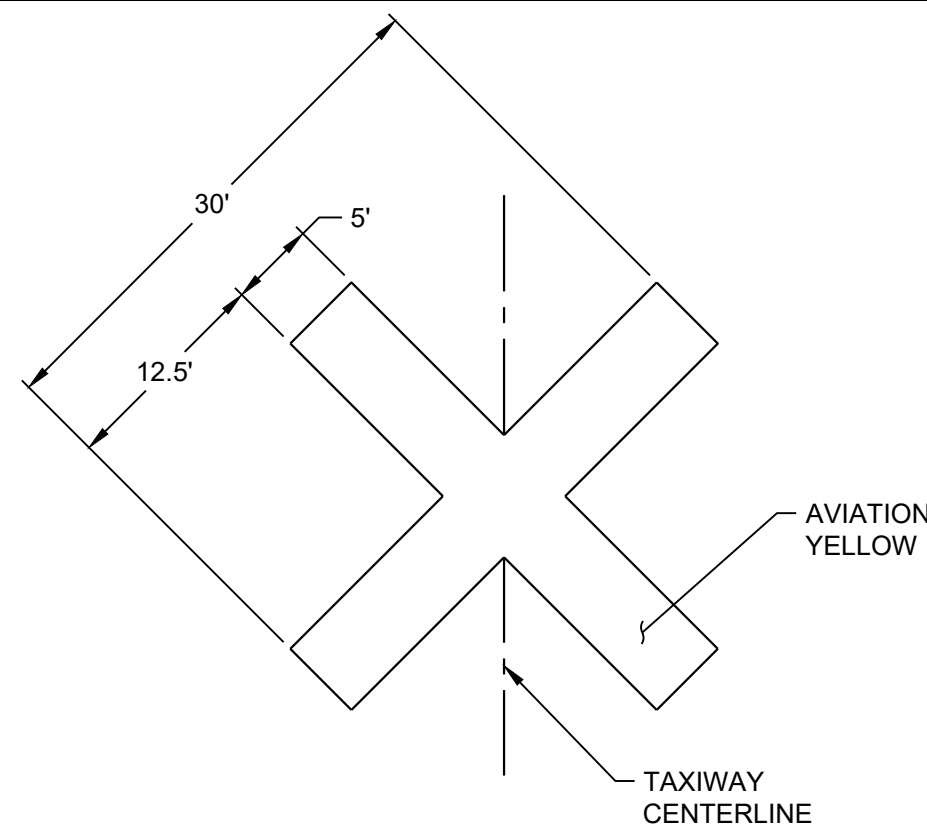
FAR PART 77 IMAGINARY SURFACES

NTS

NOTE:

1. ANY EQUIPMENT OR OBJECTS PENETRATING THE PART 77 IMAGINARY SURFACES SHALL BE COORDINATED, IN ADVANCE, WITH THE ENGINEER. OBSTRUCTIONS PENETRATING THE PART 77 SURFACES SHALL BE MARKED AND/OR LIGHTED IN ACCORDANCE WITH FAA GUIDELINES.

RUNWAY	APPROACH SLOPE (H)	L	X
4	34	250	0.15
22	20	250	0.10
17	20	125	0.10
35	20	125	0.10



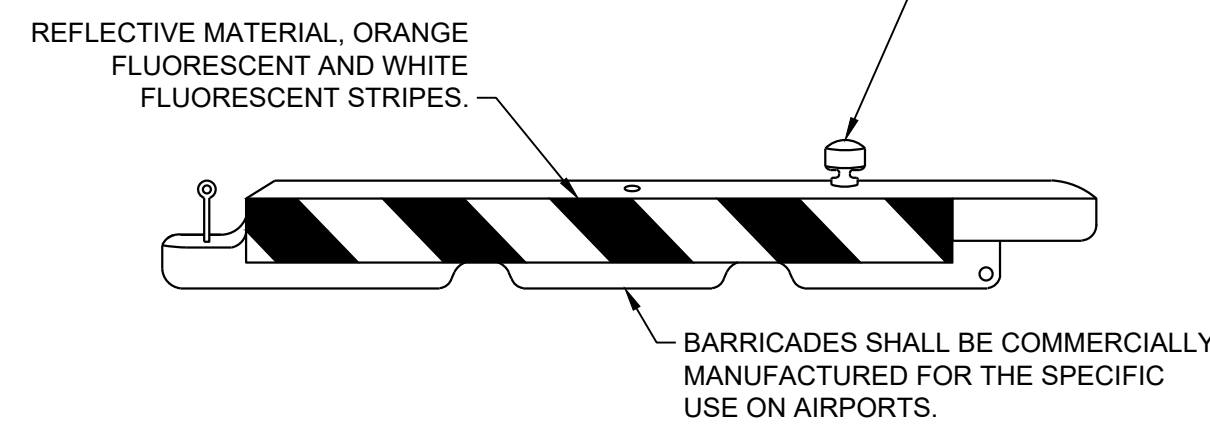
CLOSED TAXIWAY MARKER DETAIL

NTS

NOTES:

1. CLOSED MARKERS SHALL BE INSTALLED AS THE FIRST ITEM OF WORK.
2. CLOSED MARKERS SHALL BE SECURED TO THE PAVEMENT WITH SANDBAGS OR OTHER METHOD APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL MAKE FREQUENT INSPECTION OF THE MARKERS AND MAKE PROMPT REPAIRS AS NECESSARY.
4. THE CONTRACTOR SHALL SCHEDULE THE CLOSING OF THE TAXIWAYS IN ACCORDANCE WITH THE GENERAL AND PHASING NOTES.
5. RELOCATIONS AND MULTIPLE SET UPS AND REMOVALS OF THE CLOSED MARKERS SHALL BE INCIDENTAL TO THE UNIT COST OF EACH MARKER WHEREIN NO SEPARATE PAYMENT WILL BE MADE.

FLASHING OR STEADY BURNING RED BARRICADE LIGHT (TYPE A) SECURELY FASTENED. BI-DIRECTIONAL LIGHTS SHALL BE ORIENTED TO MAXIMIZE VISIBILITY TO APPROACHING TRAFFIC. IN AREAS WHERE TRAFFIC APPROACHES FROM MULTIPLE DIRECTIONS, TWO BI-DIRECTIONAL LIGHTS SHALL BE INSTALLED OR ONE OMNI-DIRECTIONAL LIGHT.



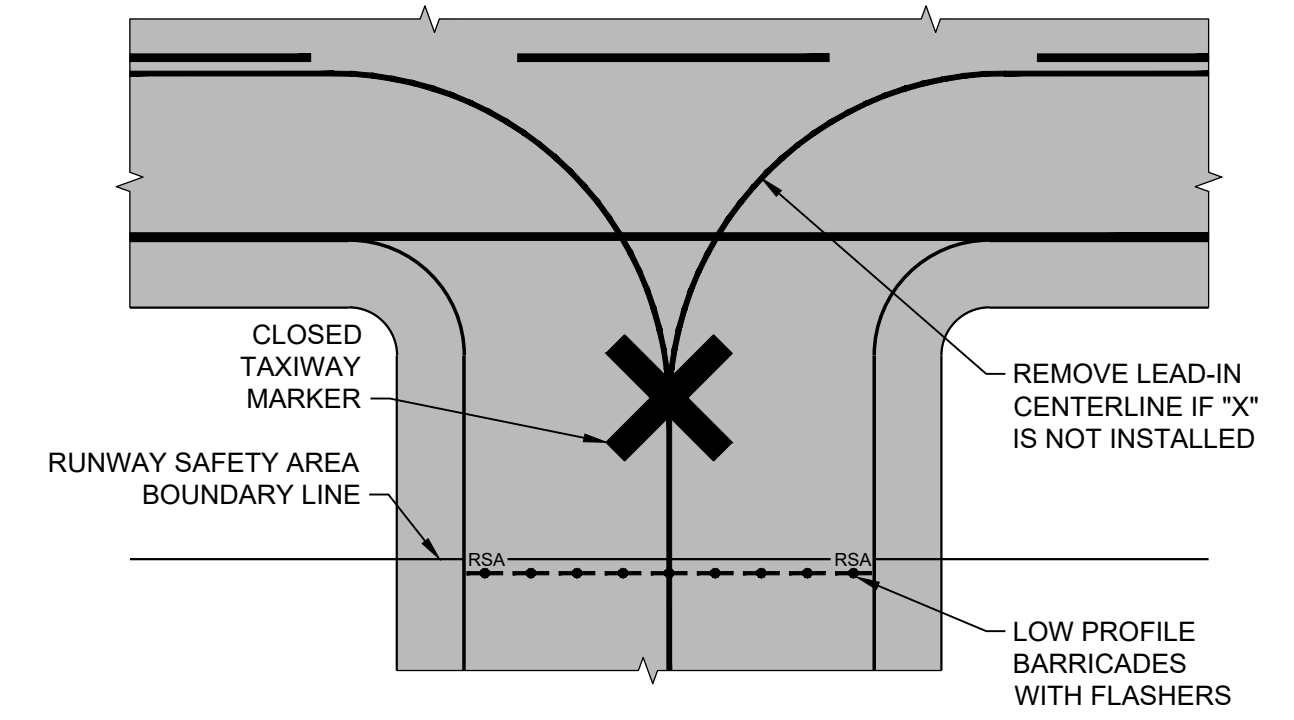
WATER FILLED AVIATION BARRICADE DETAIL

NTS

(LOW PROFILE)

NOTES:

1. BARRICADES SHALL BE SPACED A MAXIMUM OF 4' APART, EXCEPT AT VEHICLE ACCESS/ARFF ACCESS POINTS WHERE A 15' GAP IS ALLOWED.
2. BARRICADES SHALL BE COMMERCIALY MADE IN LENGTHS OF 6' OR 8'.
3. BARRICADES SHALL BE FILLED WITH WATER TO ADEQUATELY WITHSTAND HIGH WINDS AND/OR JET BLAST.
4. THE CONTRACTOR SHALL MAKE FREQUENT INSPECTION OF THE BARRICADES AND MAKE PROMPT REPAIRS AS NECESSARY.
5. LIGHTS AND FLAGS SHALL BE INSPECTED AND OPERATING EVERY NIGHT PRIOR TO LEAVING THE SITE.
6. RELOCATIONS AND MULTIPLE SETUPS AND REMOVALS OF THE AVIATION BARRICADES SHALL BE INCIDENTAL TO THE UNIT COST WHEREIN NO SEPARATE PAYMENT WILL BE MADE.

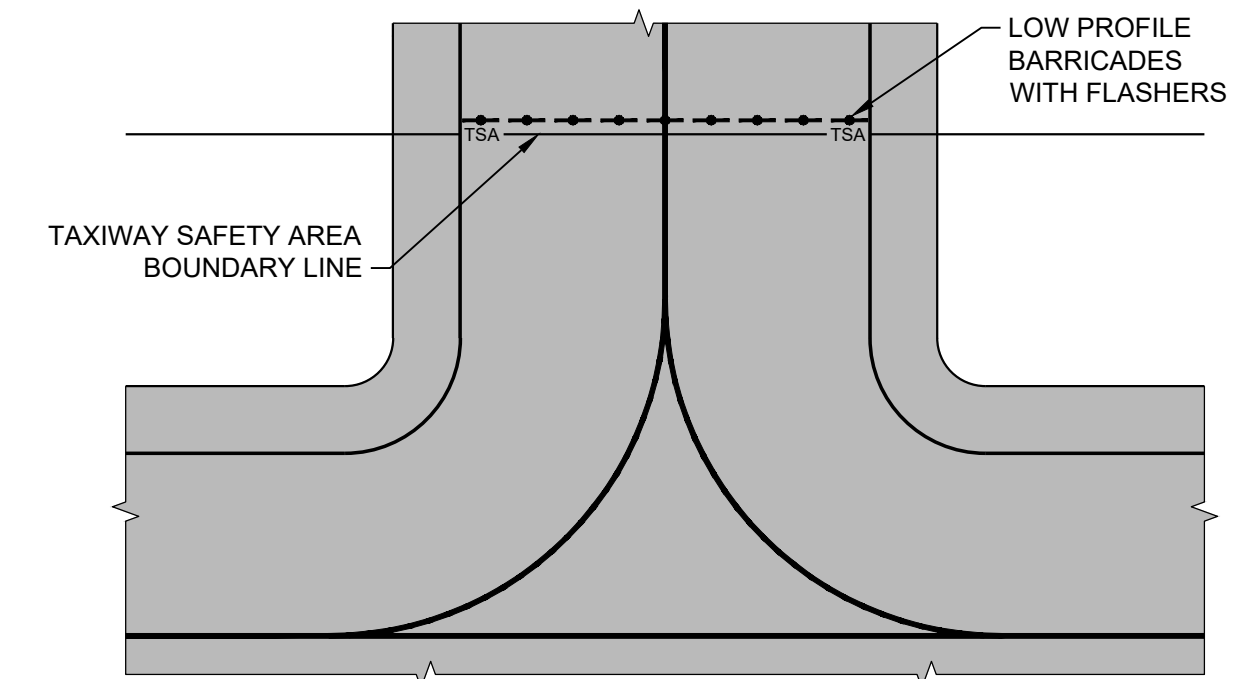


CLOSED TAXIWAY AT RUNWAY DETAIL

NTS

NOTES:

1. LOW PROFILE BARRICADES SHALL BE COMMERCIALY MANUFACTURED FOR SPECIFIC USE ON AIRPORTS.
2. BARRICADES SHALL BE LOCATED OUTSIDE OF ALL SAFETY AREAS.
3. BARRICADES TO BE USED IN CONJUNCTION WITH COVERING, REMOVAL OF LIGHTS, SIGN PANELS AND OTHER AIRFIELD FEATURES RELATED TO THE TEMPORARY CLOSURE OF TAXIWAYS.
4. CLOSED "X" SHALL BE LOCATED MIDWAY BETWEEN RSA AND RUNWAY EDGE.
5. CLOSED "X" SHALL BE SECURED WITH SAND FILLED SOCKS, SAND BAGS, OR OTHER APPROVED MATERIALS. SECURING MATERIALS SHALL NOT EXCEED 3" IN HEIGHT (ABOVE THE GROUND) IN ACCORDANCE WITH RUNWAY SAFETY AREA (RSA) STANDARDS.
6. CONTRACTOR SHALL MAKE FREQUENT INSPECTION OF BARRICADES AND "X'S". AT A MINIMUM, INSPECTIONS SHALL OCCUR AT THE BEGINNING AND END OF EACH WORK PERIOD. CONTRACTOR SHALL IMMEDIATELY REPAIR/REPLACE "X", BARRICADES AND/OR ANY ANCHOR DEVICES THAT HAVE BEEN MOVED OR DAMAGED.



CLOSED TAXIWAY AT TAXIWAY DETAIL

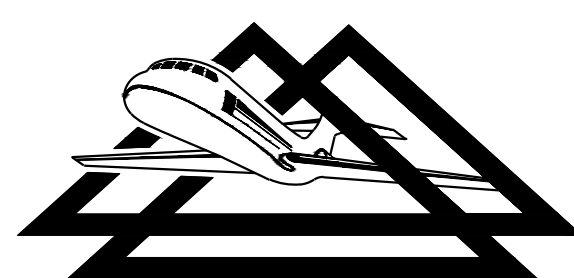
NTS

NOTES:

1. LOW PROFILE BARRICADES SHALL BE COMMERCIALY MANUFACTURED FOR SPECIFIC USE ON AIRPORTS.
2. BARRICADES SHALL BE LOCATED OUTSIDE OF ALL SAFETY AREAS.
3. BARRICADES TO BE USED IN CONJUNCTION WITH COVERING, REMOVAL OF LIGHTS, SIGN PANELS AND OTHER AIRFIELD FEATURES RELATED TO THE TEMPORARY CLOSURE OF TAXIWAYS.
4. CONTRACTOR SHALL MAKE FREQUENT INSPECTIONS OF BARRICADES. AT A MINIMUM, THE CONTRACTOR SHALL INSPECT AT THE BEGINNING AND ENDING OF EACH WORK SHIFT. CONTRACTOR SHALL IMMEDIATELY REPAIR/REPLACE BARRICADES THAT HAVE BEEN MOVED OR DAMAGED.

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REHABILITATE TAXIWAY A

PHASING DETAILS

ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT

AIP NO.
3-35-0001-034-2023 (DESIGN)

DRAWN BY: CAD

DESIGNED BY: SRH/JQB

SCALE: NONE

DATE: MAY 2024

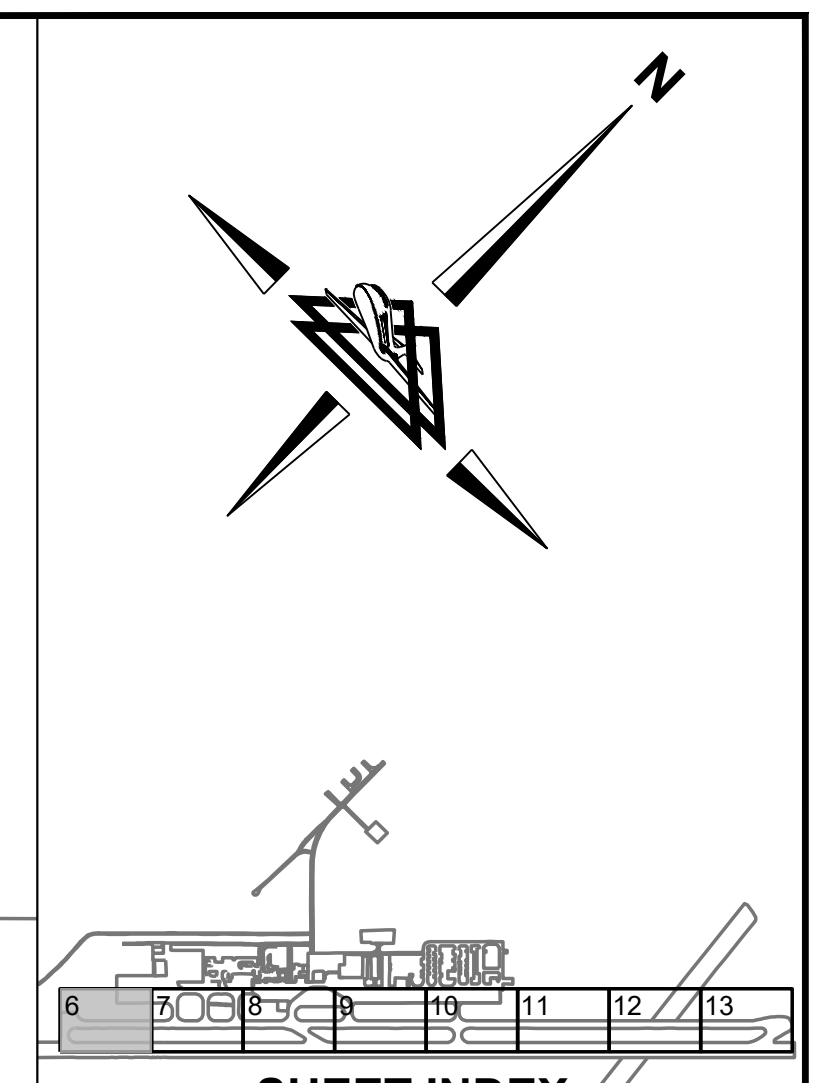
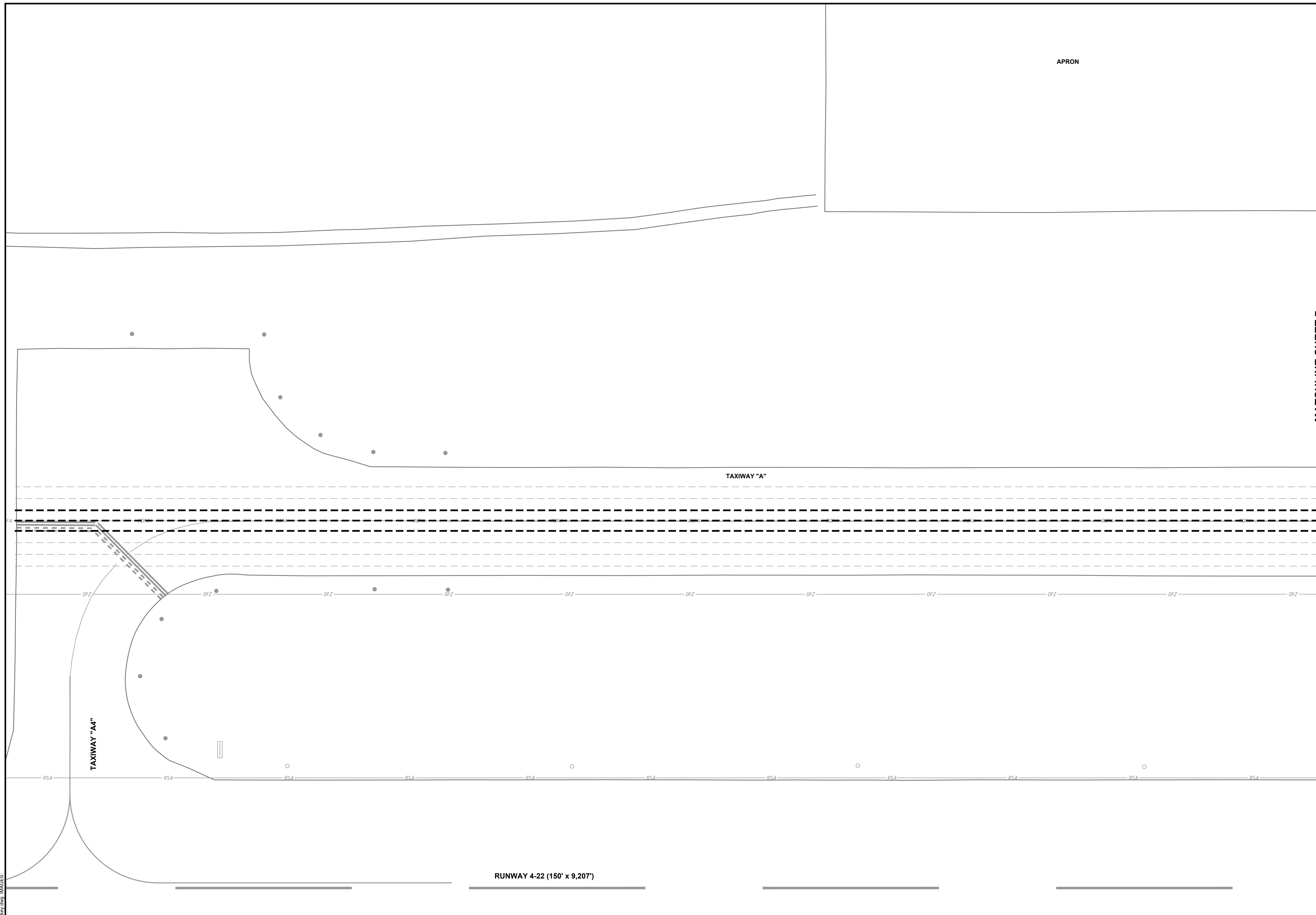
JOB NO.
22045

SHEET

5

OF

22



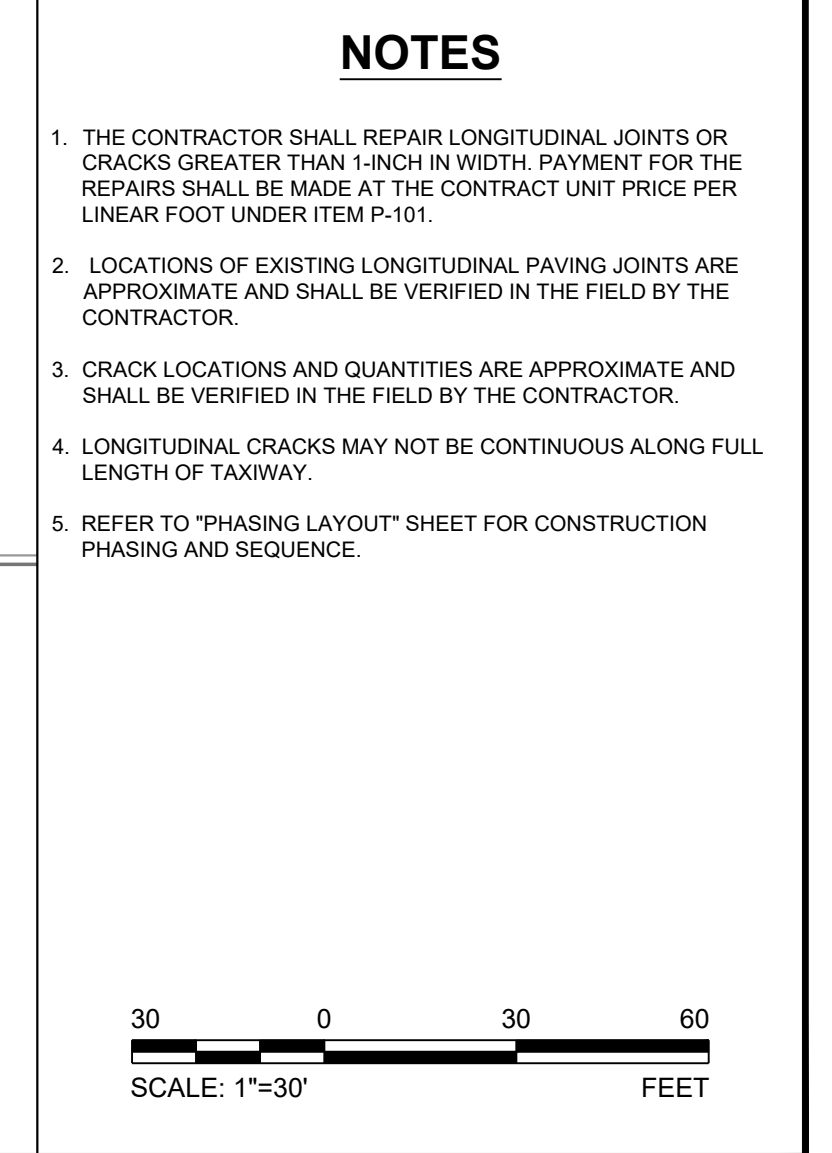
SHEET INDEX

LEGEND

- ○ EXISTING RUNWAY LIGHT
- ● EXISTING TAXIWAY LIGHT
- ▭ EXISTING AIRFIELD GUIDANCE SIGN
- OFZ EXISTING OBSTACLE FREE ZONE
- ROFA EXISTING RUNWAY OBJECT FREE AREA
- RPZ EXISTING RUNWAY PROTECTION ZONE
- RSA EXISTING RUNWAY SAFETY AREA
- TOFA EXISTING TAXIWAY OBJECT FREE AREA
- TSA EXISTING TAXIWAY SAFETY AREA
- EXISTING MARKING
- - - EXISTING LONGITUDINAL CRACK
- - - - PROPOSED P-101 CRACK REPAIR

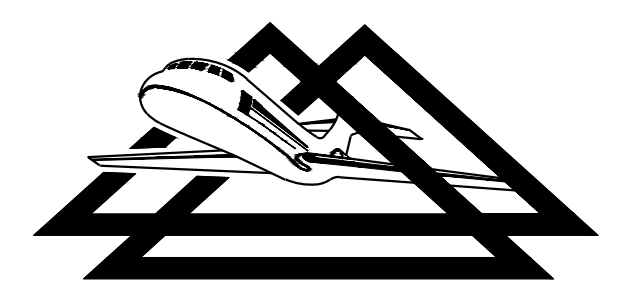
NOTES

- THE CONTRACTOR SHALL REPAIR LONGITUDINAL JOINTS OR CRACKS GREATER THAN 1-INCH IN WIDTH. PAYMENT FOR THE REPAIRS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAR FOOT UNDER ITEM P-101.
- LOCATIONS OF EXISTING LONGITUDINAL PAVING JOINTS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
- CRACK LOCATIONS AND QUANTITIES ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
- LONGITUDINAL CRACKS MAY NOT BE CONTINUOUS ALONG FULL LENGTH OF TAXIWAY.
- REFER TO "PHASING LAYOUT" SHEET FOR CONSTRUCTION PHASING AND SEQUENCE.

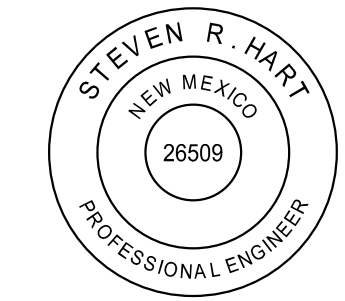


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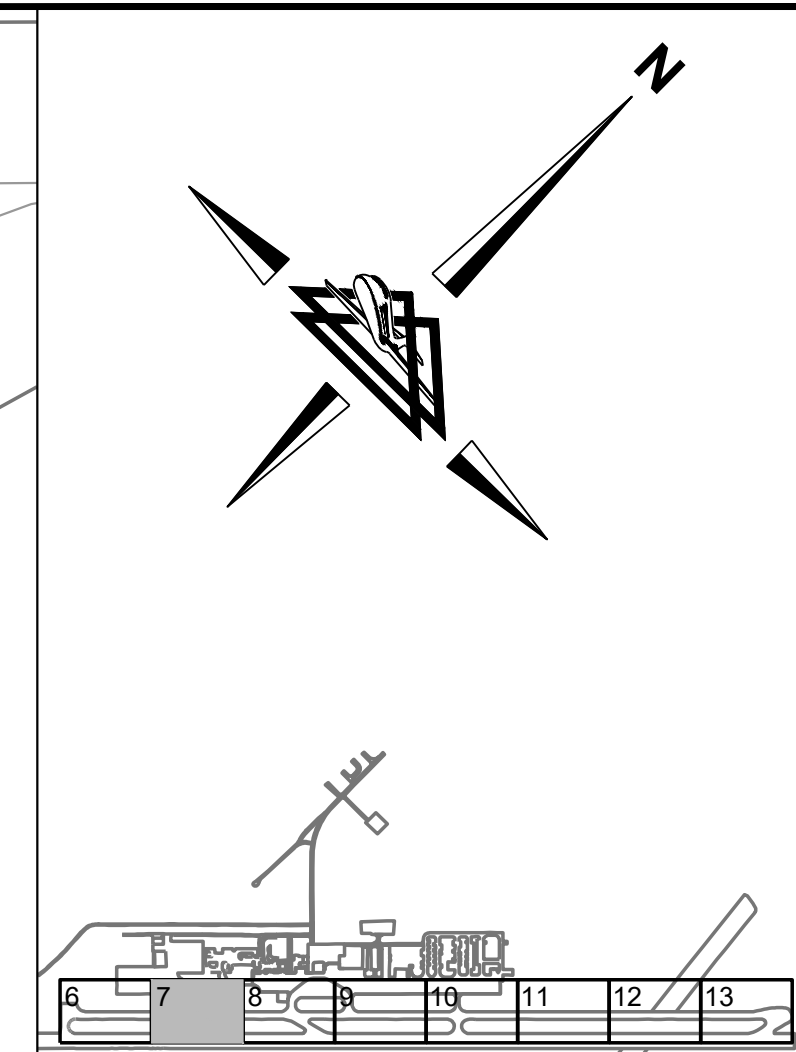
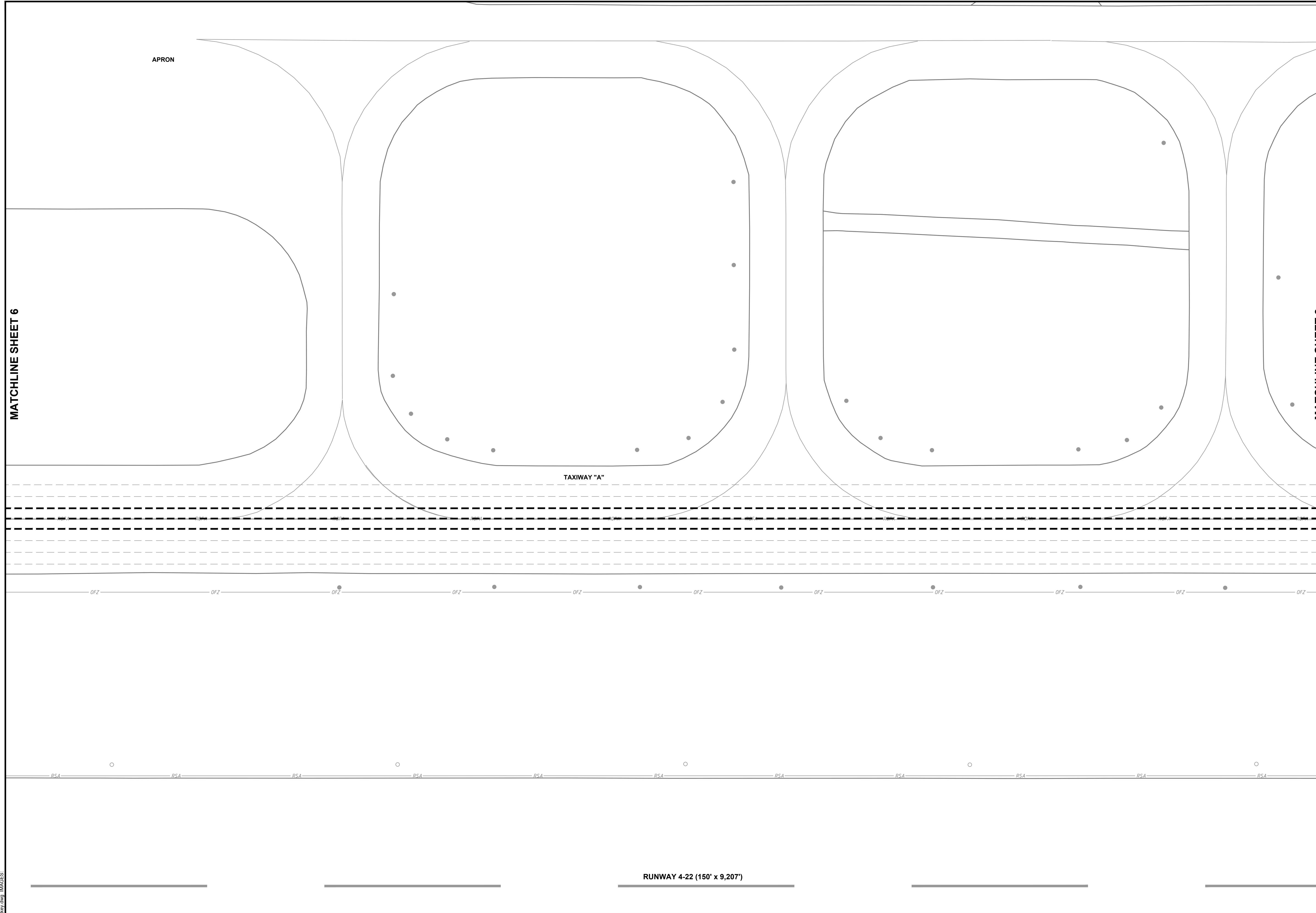


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REHABILITATE TAXIWAY A	AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
	CRACK REPAIR PLAN	
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT	DRAWN BY: CAD	SHEET 6
	DESIGNED BY: SRH/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024	

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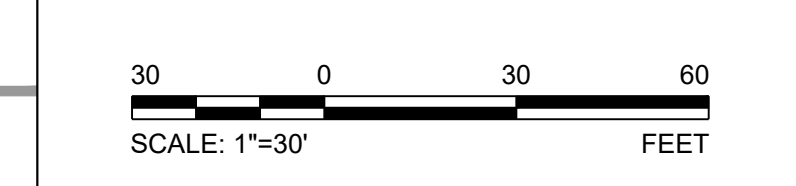


SHEET INDEX

LEGEND

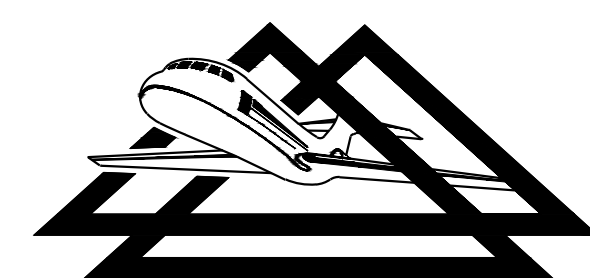
- ○ EXISTING RUNWAY LIGHT
- ● EXISTING TAXIWAY LIGHT
- ▭ EXISTING AIRFIELD GUIDANCE SIGN
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- TSA — EXISTING TAXIWAY SAFETY AREA
- — EXISTING MARKING
- - - - EXISTING LONGITUDINAL CRACK
- - - - PROPOSED P-101 CRACK REPAIR

- NOTES**
1. THE CONTRACTOR SHALL REPAIR LONGITUDINAL JOINTS OR CRACKS GREATER THAN 1-INCH IN WIDTH. PAYMENT FOR THE REPAIRS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAR FOOT UNDER ITEM P-101.
 2. LOCATIONS OF EXISTING LONGITUDINAL PAVING JOINTS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
 3. CRACK LOCATIONS AND QUANTITIES ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
 4. LONGITUDINAL CRACKS MAY NOT BE CONTINUOUS ALONG FULL LENGTH OF TAXIWAY.
 5. REFER TO "PHASING LAYOUT" SHEET FOR CONSTRUCTION PHASING AND SEQUENCE.

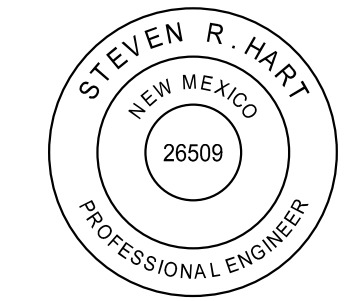


NO.	REVISIONS	BY	APP.	DATE

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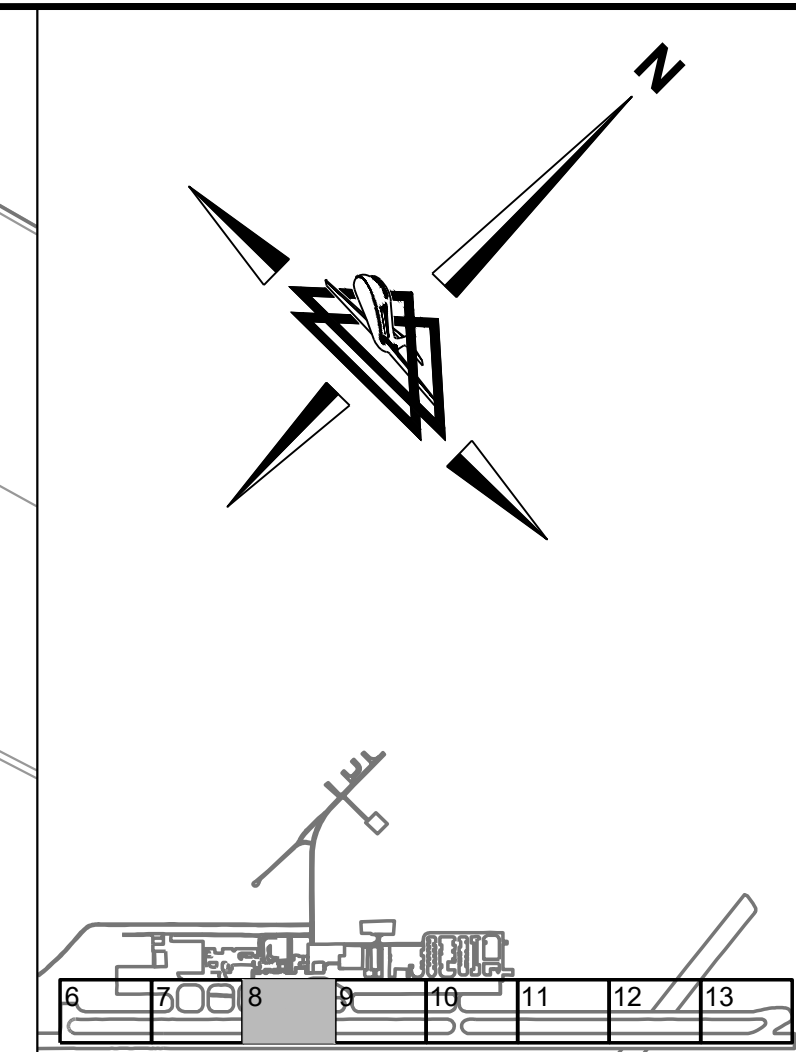
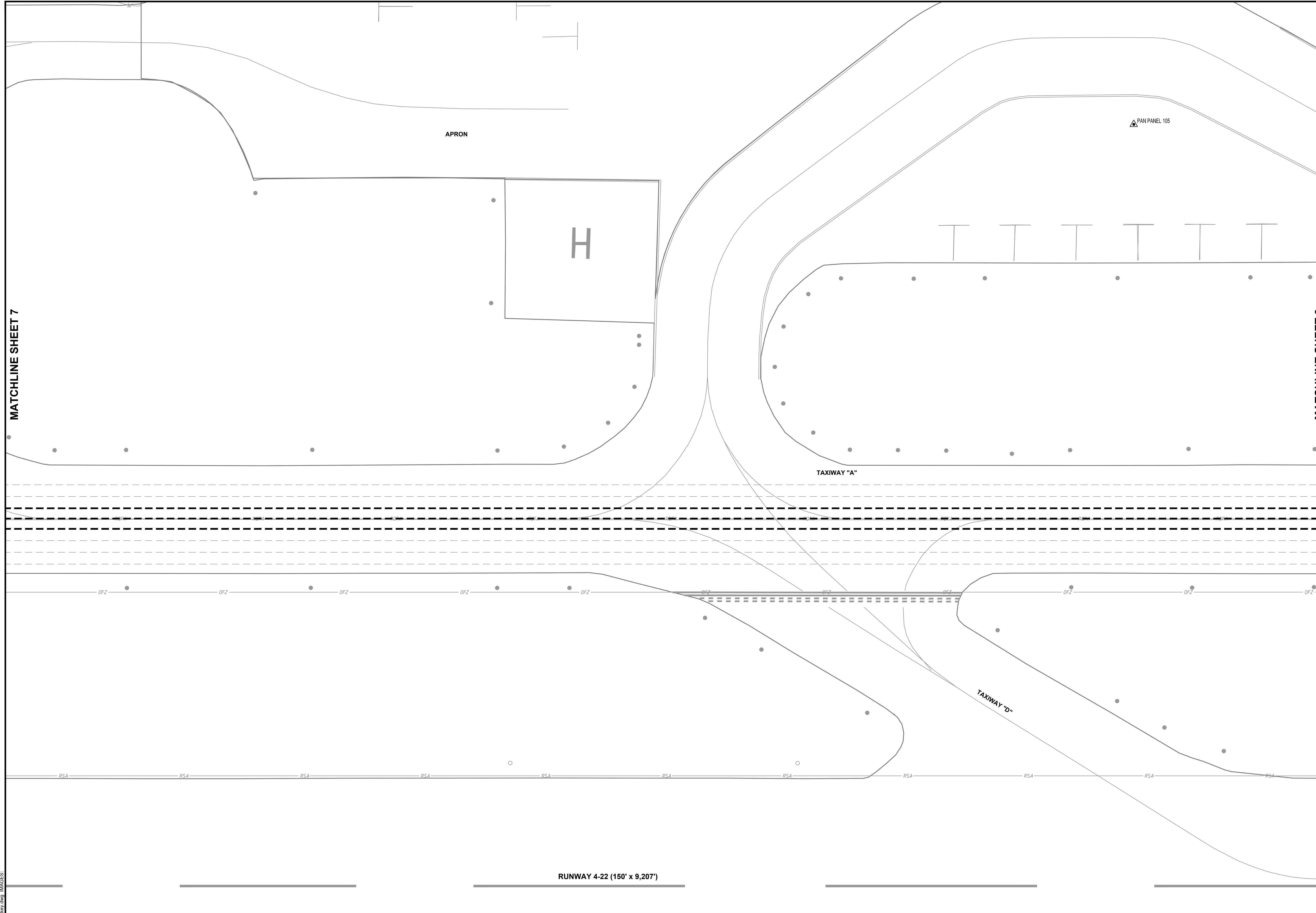


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REHABILITATE TAXIWAY A	AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
CRACK REPAIR PLAN	DRAWN BY: CAD	SHEET 7
	DESIGNED BY: SRH/JQB	OF 22
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT	SCALE: 1" = 30'	DATE: MAY 2024

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LEGEND

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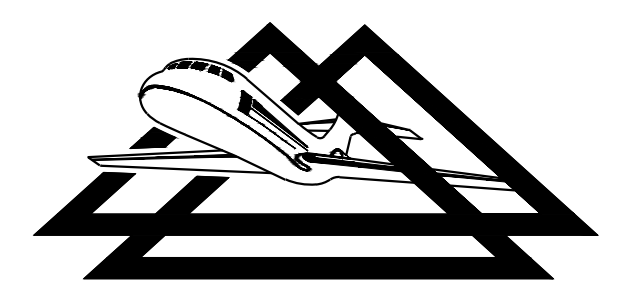


MATCHLINE SHEET 7

MATCHLINE SHEET 9

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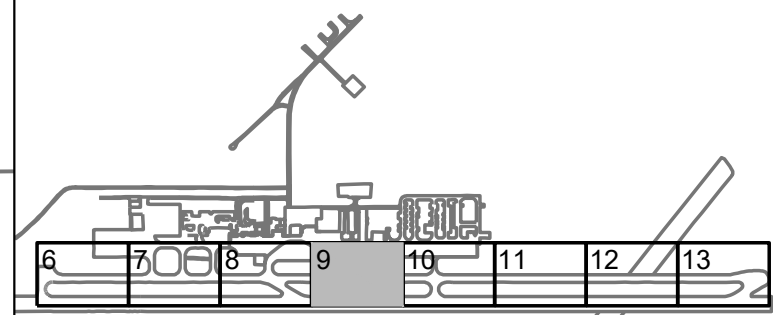
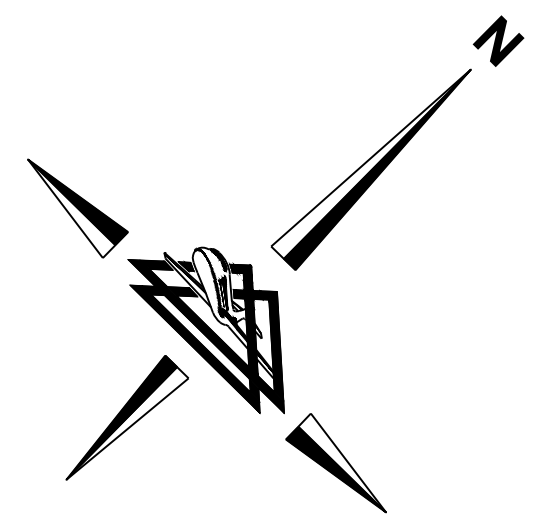
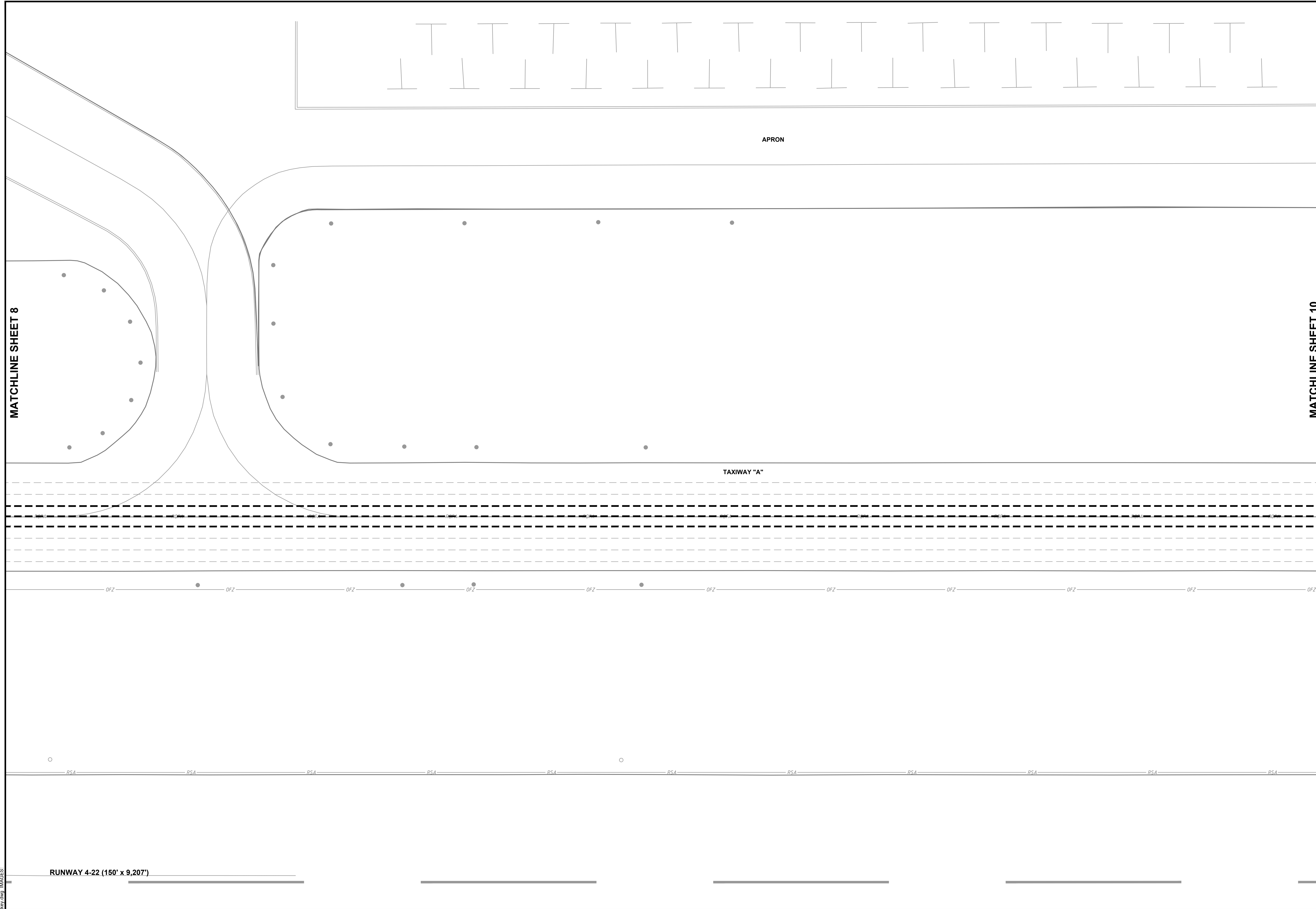


**DELTA AIRPORT
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REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
		CRACK REPAIR PLAN	DRAWN BY: CAD DESIGNED BY: SRH/JQB
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		SCALE: 1" = 30'	DATE: MAY 2024
			SHEET 8 OF 22

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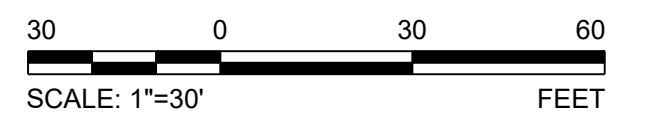
SHEET INDEX

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- - - - EXISTING LONGITUDINAL CRACK
- - - - PROPOSED P-101 CRACK REPAIR

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4. LONGITUDINAL CRACKS MAY NOT BE CONTINUOUS ALONG FULL LENGTH OF TAXIWAY.
5. REFER TO "PHASING LAYOUT" SHEET FOR CONSTRUCTION PHASING AND SEQUENCE.

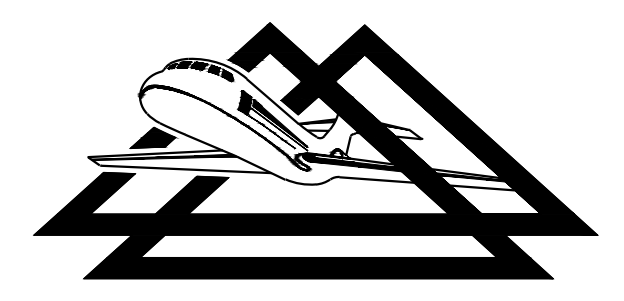


MATCHLINE SHEET 8

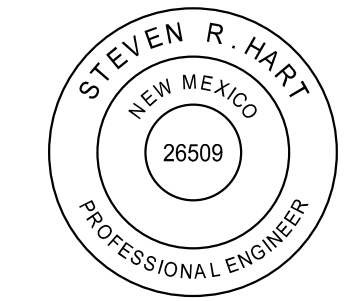
MATCHLINE SHEET 10

NO.	REVISIONS	BY	APP.	DATE

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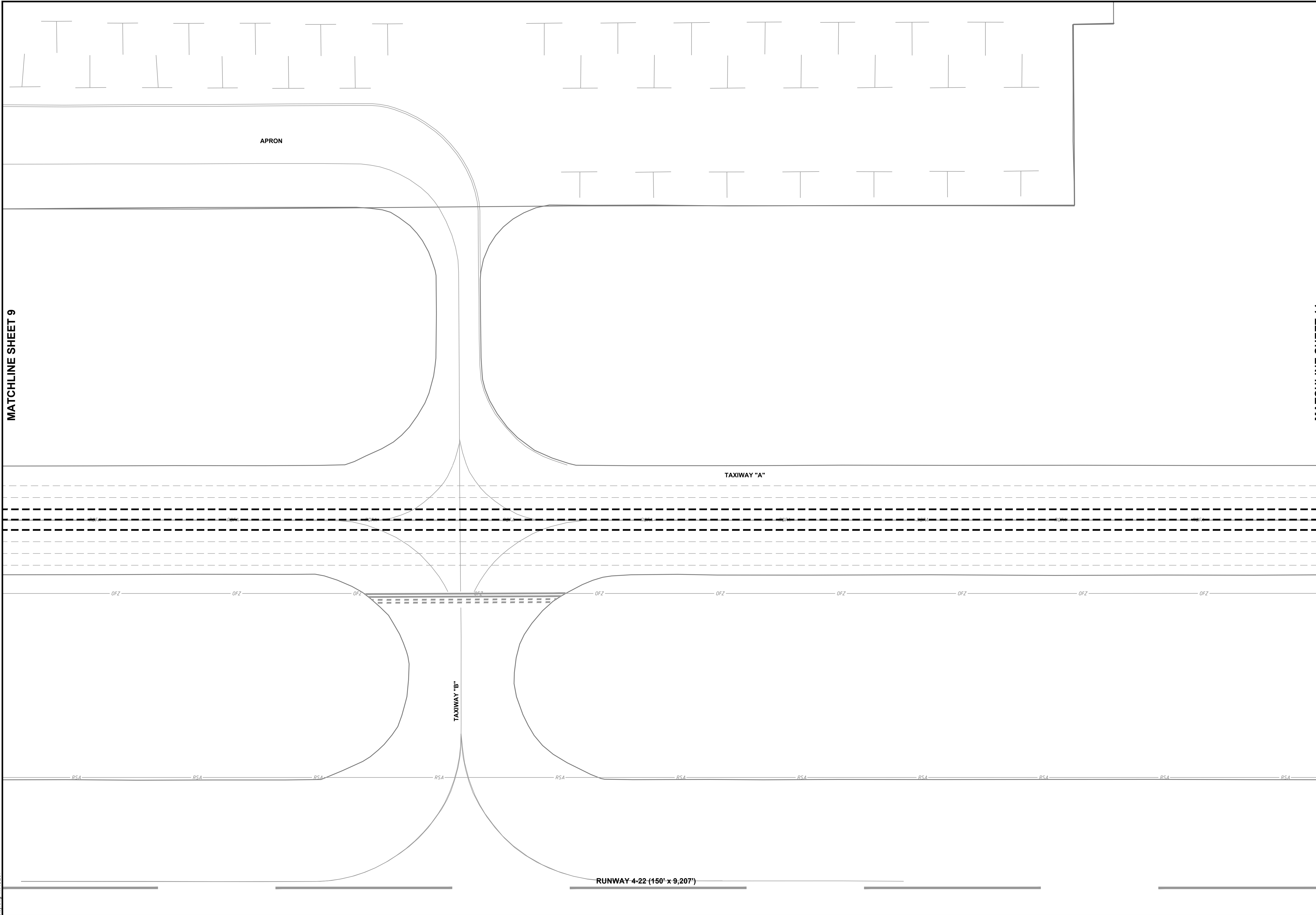


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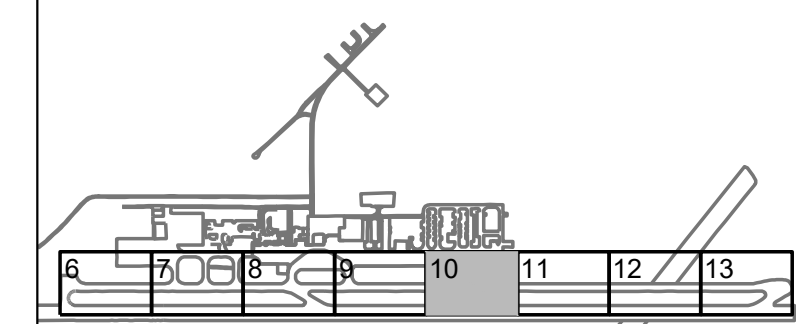
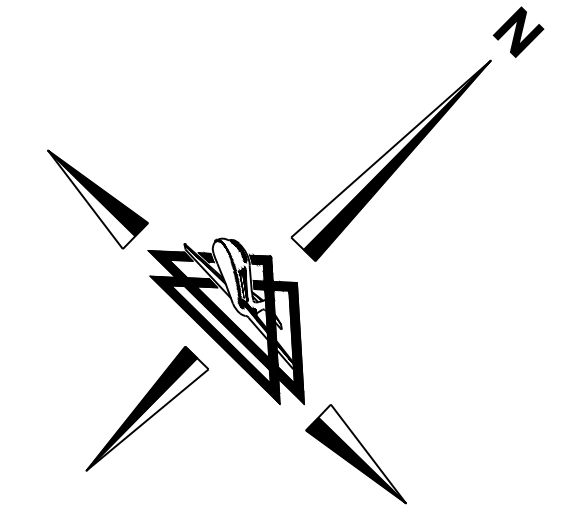
REHABILITATE TAXIWAY A	AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
CRACK REPAIR PLAN	DRAWN BY: CAD	SHEET 9
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT	DESIGNED BY: RSY/JQB	OF 22
	SCALE: 1" = 30'	DATE: MAY 2024

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MATCHLINE SHEET 9

MATCHLINE SHEET 11



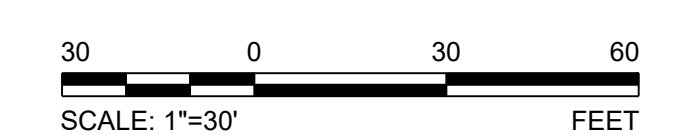
SHEET INDEX

LEGEND

- EXISTING RUNWAY LIGHT
- EXISTING TAXIWAY LIGHT
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING OBSTACLE FREE ZONE
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING RUNWAY PROTECTION ZONE
- EXISTING RUNWAY SAFETY AREA
- EXISTING TAXIWAY OBJECT FREE AREA
- EXISTING TAXIWAY SAFETY AREA
- EXISTING MARKING
- EXISTING LONGITUDINAL CRACK
- PROPOSED P-101 CRACK REPAIR

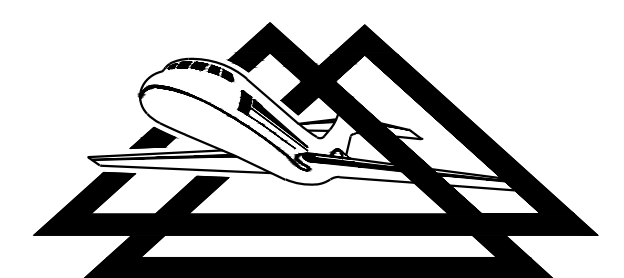
NOTES

1. THE CONTRACTOR SHALL REPAIR LONGITUDINAL JOINTS OR CRACKS GREATER THAN 1-INCH IN WIDTH. PAYMENT FOR THE REPAIRS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAR FOOT UNDER ITEM P-101.
2. LOCATIONS OF EXISTING LONGITUDINAL PAVING JOINTS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
3. CRACK LOCATIONS AND QUANTITIES ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR.
4. LONGITUDINAL CRACKS MAY NOT BE CONTINUOUS ALONG FULL LENGTH OF TAXIWAY.
5. REFER TO "PHASING LAYOUT" SHEET FOR CONSTRUCTION PHASING AND SEQUENCE.

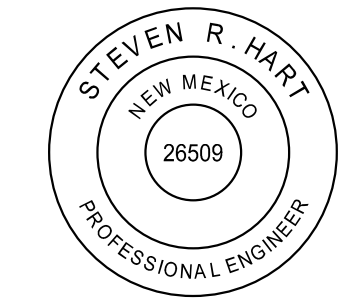


NO.	REVISIONS	BY	APP.	DATE

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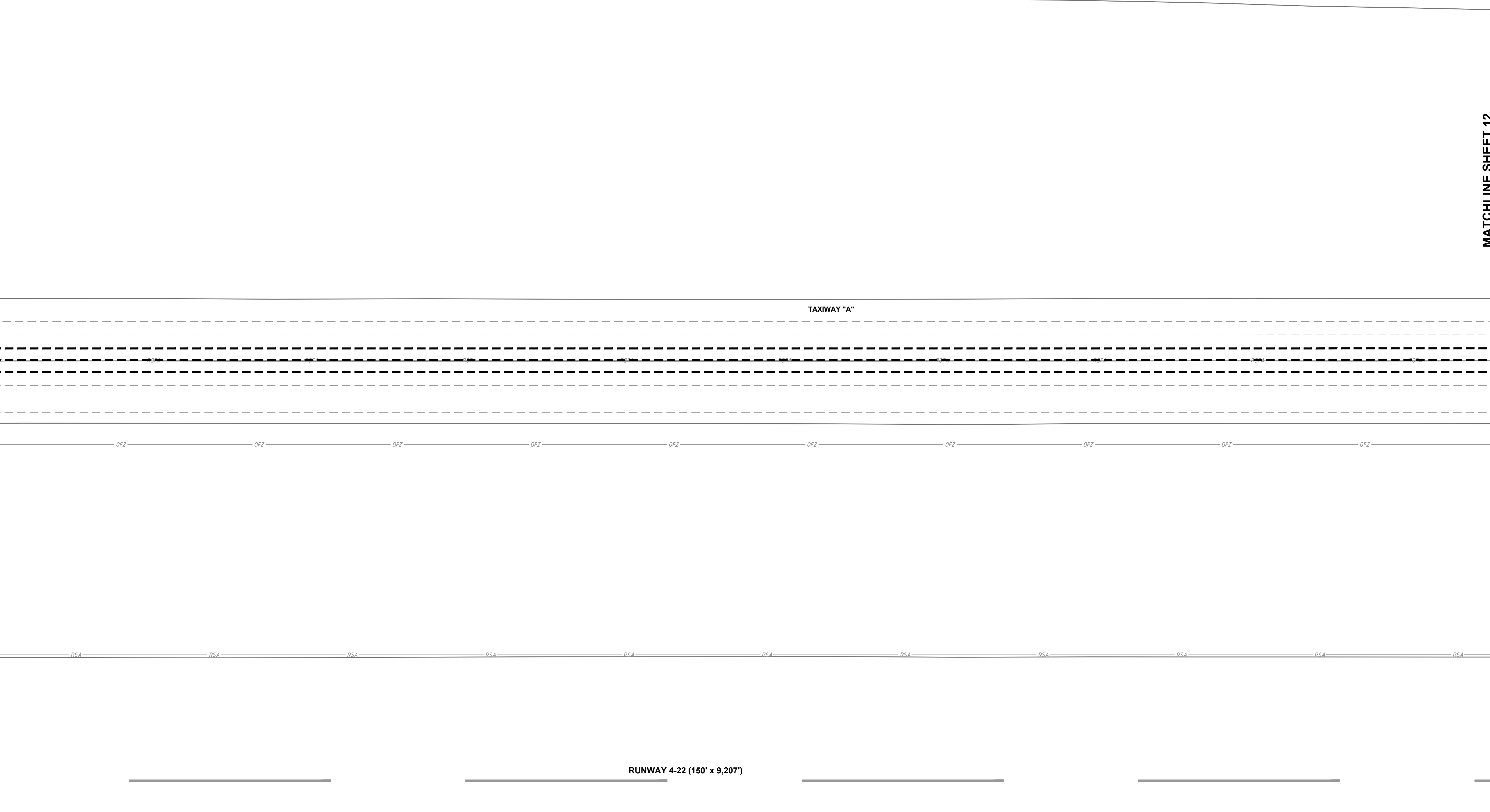


REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
CRACK REPAIR PLAN		DRAWN BY: CAD	SHEET 10
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024		

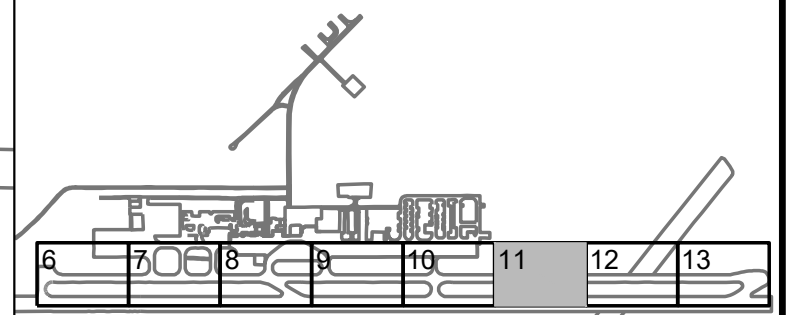
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MATCHLINE SHEET 10

MATCHLINE SHEET 12



SHEET INDEX

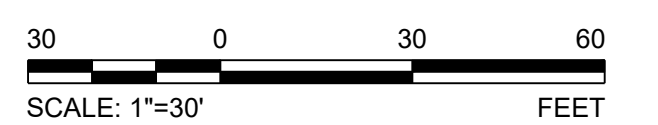


LEGEND

- Legend items: EXISTING RUNWAY LIGHT, EXISTING TAXIWAY LIGHT, EXISTING AIRFIELD GUIDANCE SIGN, EXISTING OBSTACLE FREE ZONE, EXISTING RUNWAY OBJECT FREE AREA, EXISTING RUNWAY PROTECTION ZONE, EXISTING RUNWAY SAFETY AREA, EXISTING TAXIWAY OBJECT FREE AREA, EXISTING TAXIWAY SAFETY AREA, EXISTING MARKING, EXISTING LONGITUDINAL CRACK, PROPOSED P-101 CRACK REPAIR

NOTES

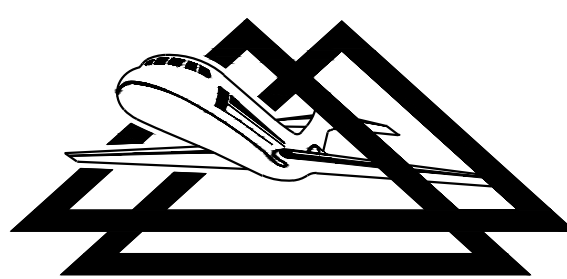
- Notes 1-5: Contractor repair requirements, location verification, crack quantities, continuity of cracks, and phasing layout reference.



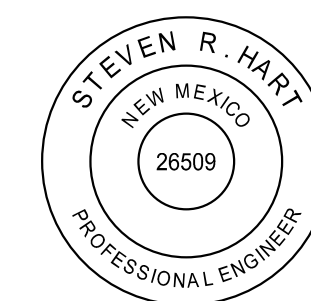
RUNWAY 4-22 (150' x 9,207')

Revisions table with columns: NO., REVISIONS, BY, APP., DATE.

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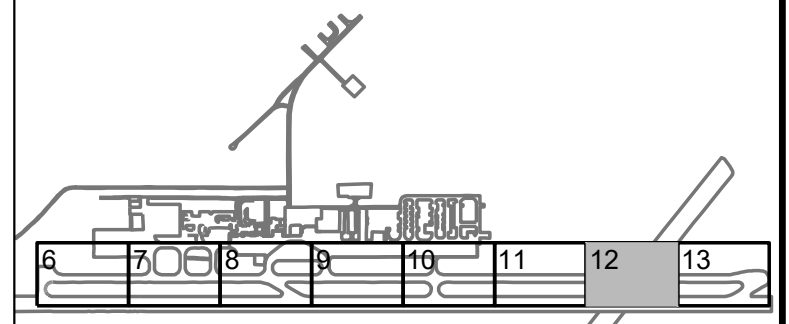
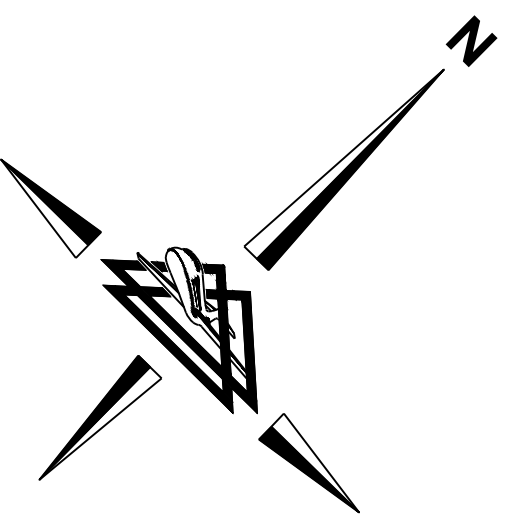
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MATCHLINE SHEET 11

MATCHLINE SHEET 13



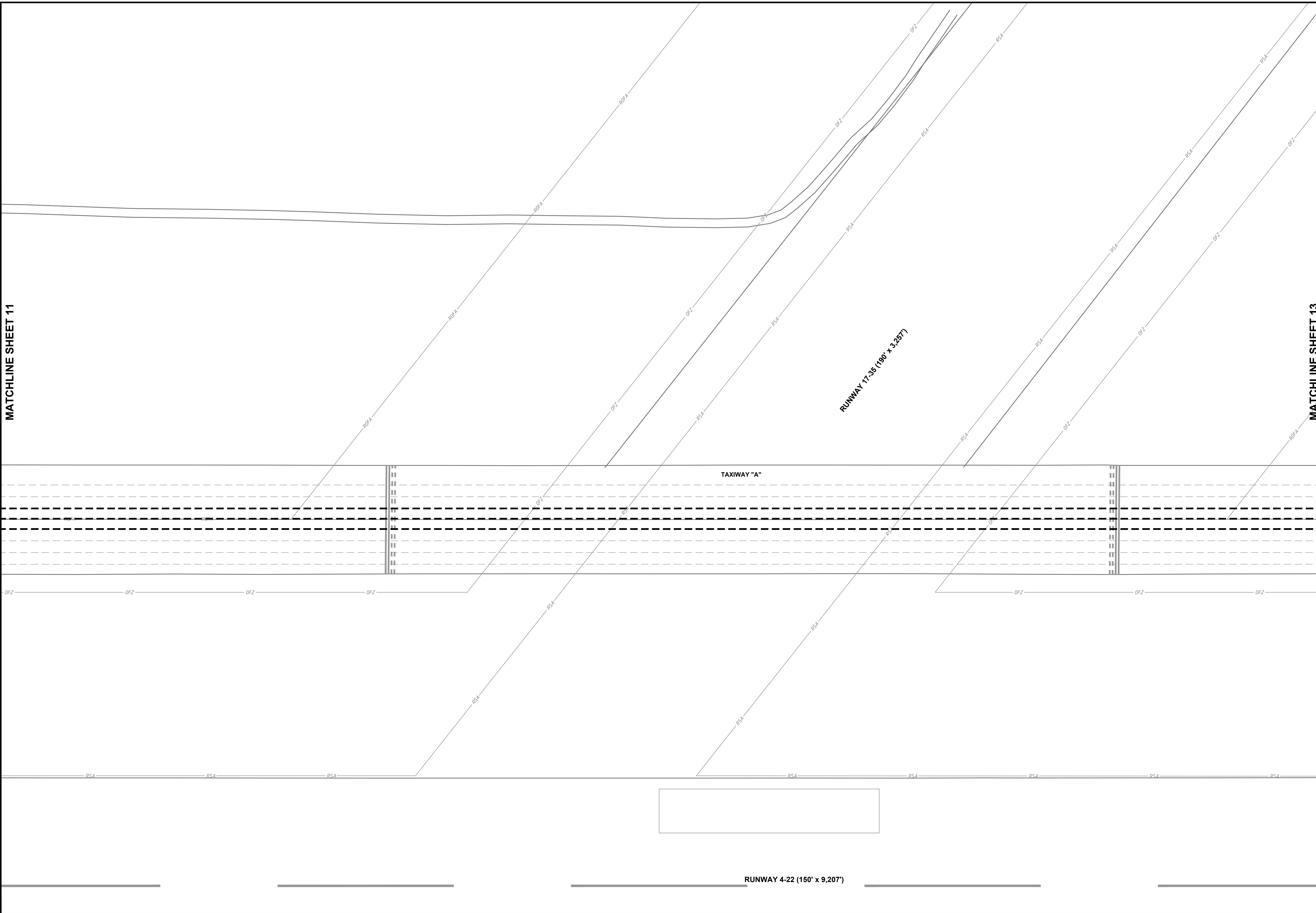
SHEET INDEX

LEGEND

- EXISTING RUNWAY LIGHT
- EXISTING TAXIWAY LIGHT
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING OBSTACLE FREE ZONE
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING RUNWAY PROTECTION ZONE
- EXISTING RUNWAY SAFETY AREA
- EXISTING TAXIWAY OBJECT FREE AREA
- EXISTING TAXIWAY SAFETY AREA
- EXISTING MARKING
- EXISTING LONGITUDINAL CRACK
- PROPOSED P-101 CRACK REPAIR

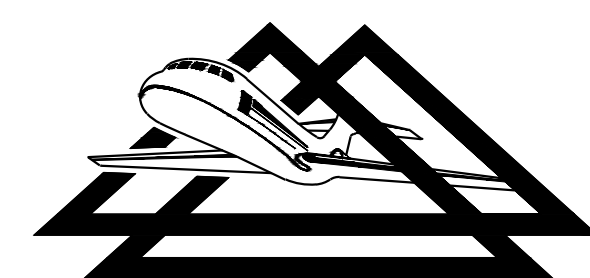
NOTES

1. THE CONTRACTOR SHALL REPAIR LONGITUDINAL JOINTS OR CRACKS GREATER THAN 1-INCH IN WIDTH. PAYMENT FOR THE REPAIRS SHALL BE MADE AT THE CONTRACT UNIT PRICE PER LINEAR FOOT UNDER ITEM P-101.
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4. LONGITUDINAL CRACKS MAY NOT BE CONTINUOUS ALONG FULL LENGTH OF TAXIWAY.
5. REFER TO "PHASING LAYOUT" SHEET FOR CONSTRUCTION PHASING AND SEQUENCE.

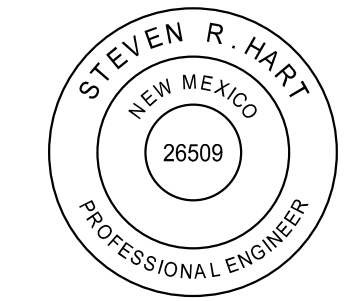


NO.	REVISIONS	BY	APP.	DATE

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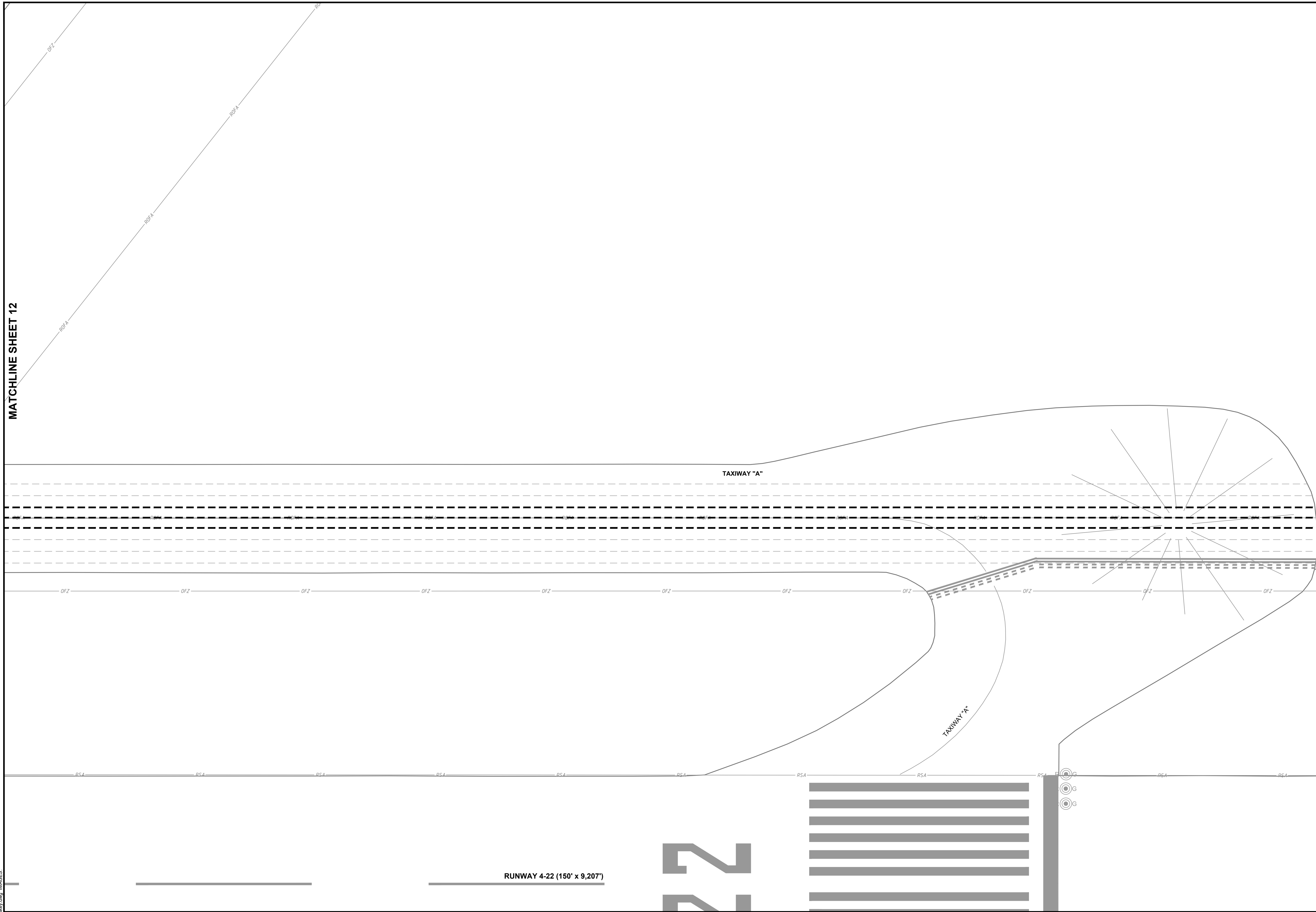


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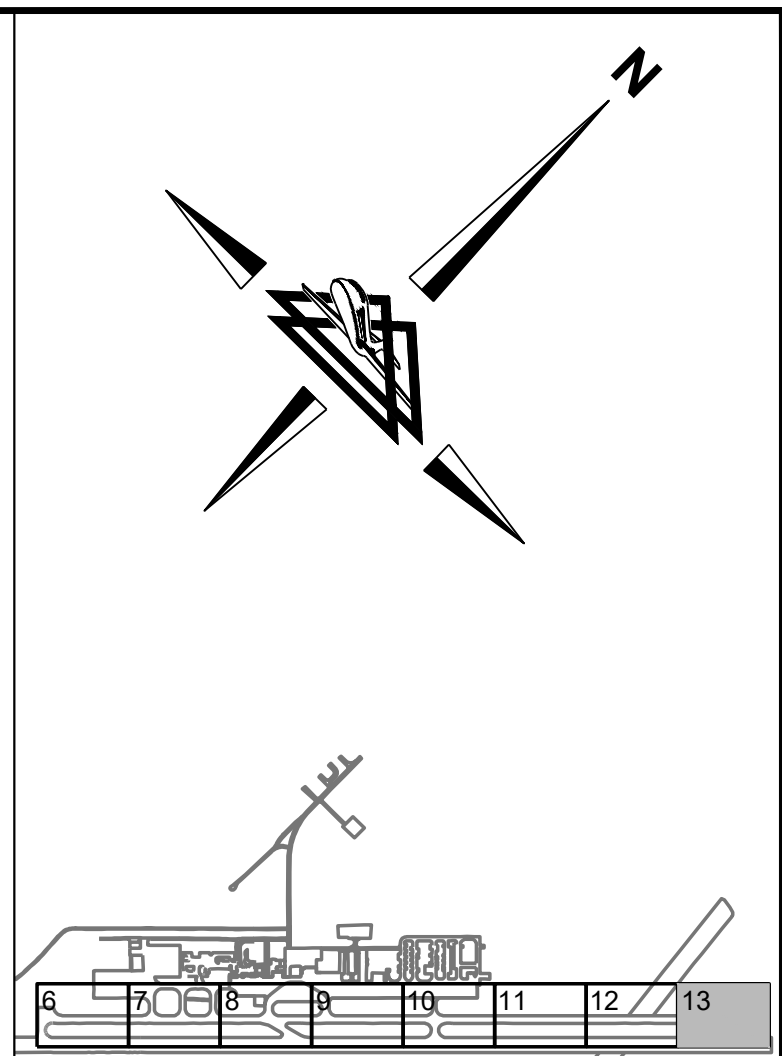


REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
CRACK REPAIR PLAN		DRAWN BY: CAD	SHEET 12
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024		

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MATCHLINE SHEET 12



SHEET INDEX

LEGEND

- ○ EXISTING RUNWAY LIGHT
- ● EXISTING TAXIWAY LIGHT
- ▭ EXISTING AIRFIELD GUIDANCE SIGN
- OFZ — EXISTING OBSTACLE FREE ZONE
- ROFA — EXISTING RUNWAY OBJECT FREE AREA
- RPZ — EXISTING RUNWAY PROTECTION ZONE
- RSA — EXISTING RUNWAY SAFETY AREA
- TOFA — EXISTING TAXIWAY OBJECT FREE AREA
- TSA — EXISTING TAXIWAY SAFETY AREA
- — EXISTING MARKING
- - - - EXISTING LONGITUDINAL CRACK
- — — — PROPOSED P-101 CRACK REPAIR

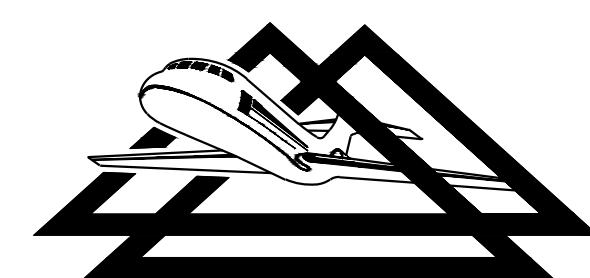
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5. REFER TO "PHASING LAYOUT" SHEET FOR CONSTRUCTION PHASING AND SEQUENCE.

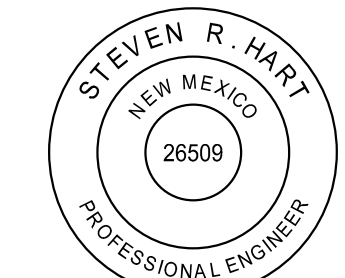


NO.	REVISIONS	BY	APP.	DATE

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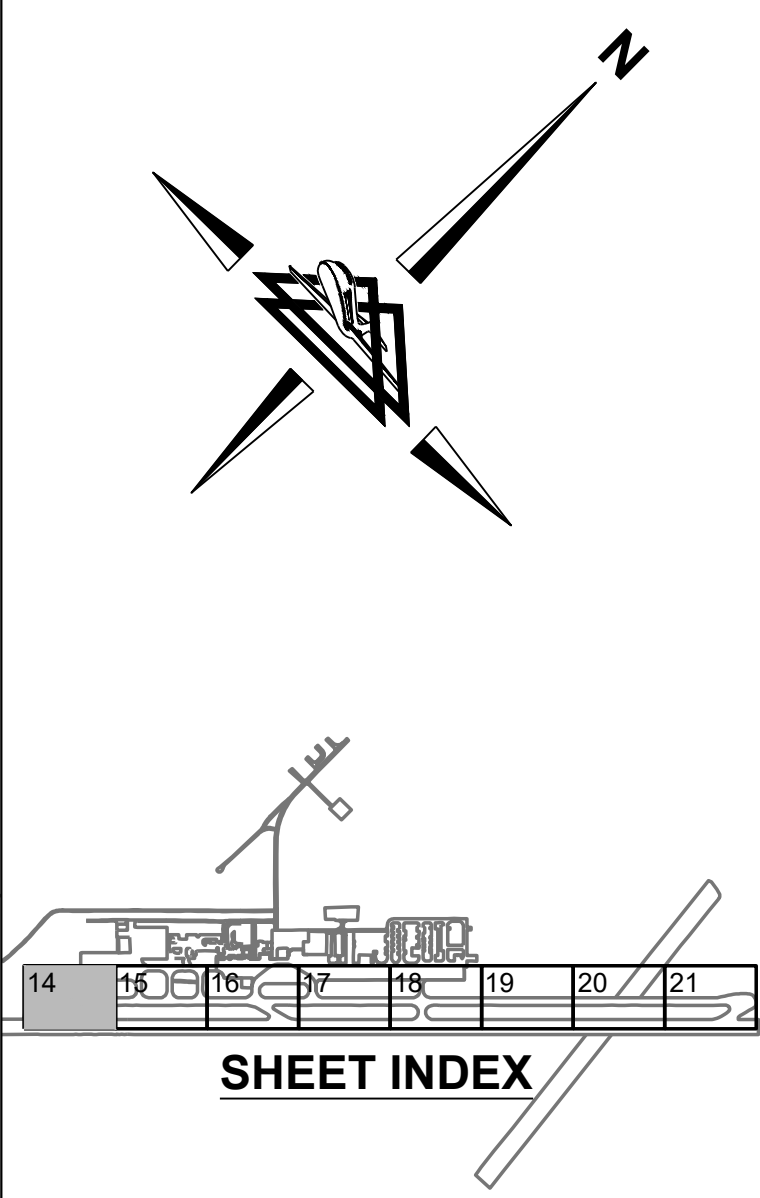
**DELTA AIRPORT
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REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
CRACK REPAIR PLAN		DRAWN BY: CAD	SHEET 13
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024		

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CURVE DATA TABLE		
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C1	37'	N: 667141.6700 E: 1717497.0369



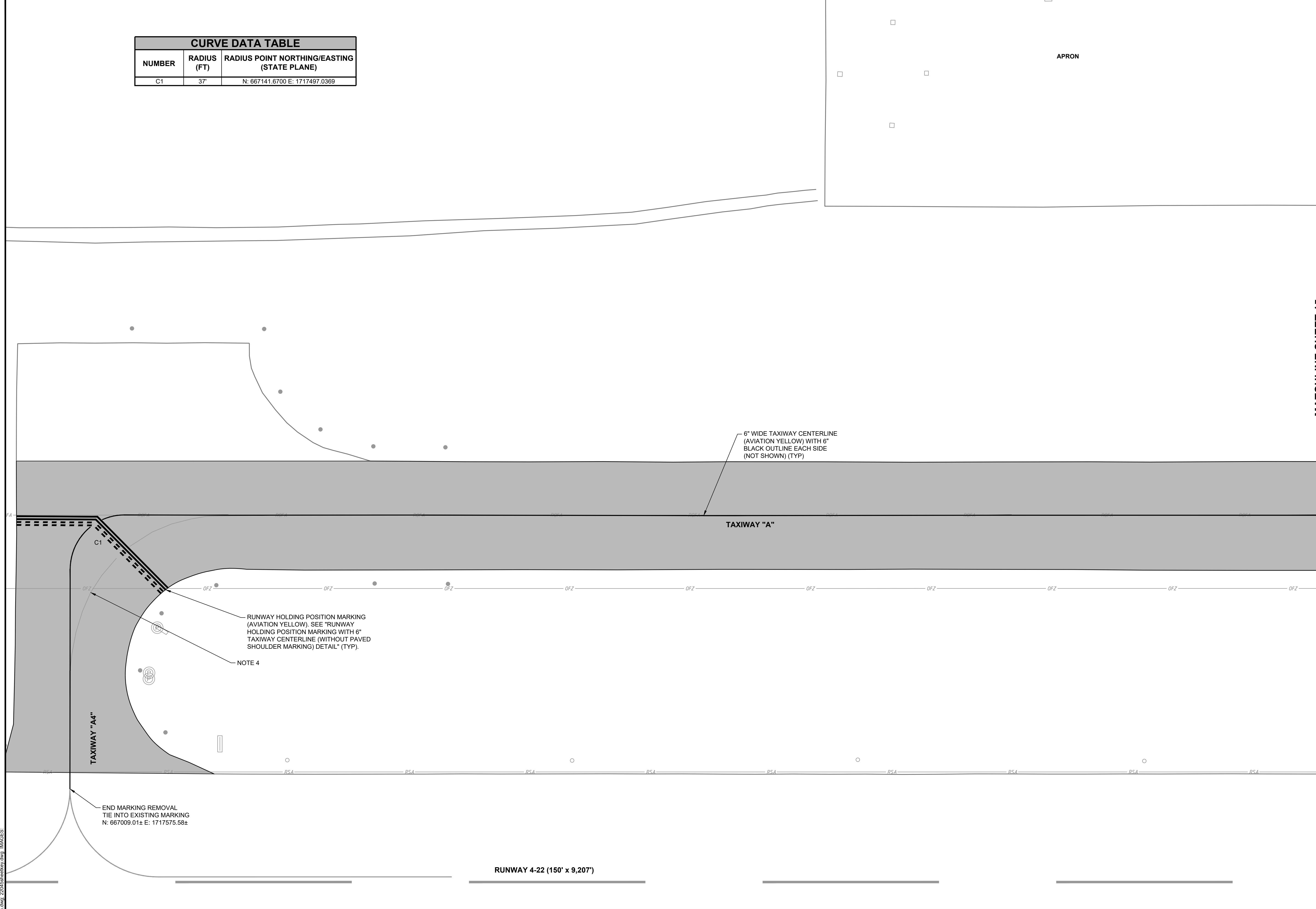
MATCHLINE SHEET 15

LEGEND

- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY LIGHT
- EXISTING TAXIWAY LIGHT
- EXISTING PULLCAN
- EXISTING OBSTACLE FREE ZONE
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING RUNWAY PROTECTION ZONE
- EXISTING RUNWAY SAFETY AREA
- EXISTING MARKING
- PROPOSED P-620 MARKING
- PROPOSED P-608 SURFACE TREATMENT

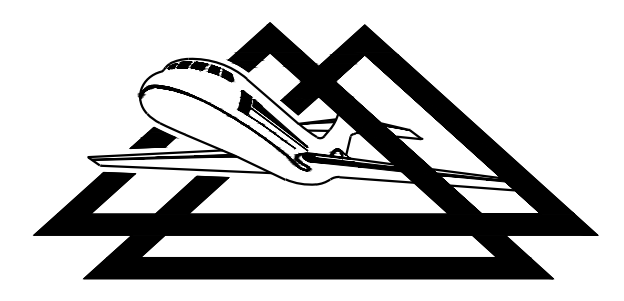
NOTES

1. NORTHING AND EASTING COORDINATES BASED ON NEW MEXICO STATE PLANE GRID (NAD 83).
2. EDGE LIGHTS AND SIGNS, INCLUDING STEMS AND BASES, AND ELECTRICAL JUNCTION STRUCTURES SHALL BE COVERED/PROTECTED DURING SEALING AND MARKING.
3. PRIOR TO PLACING THE SEAL COAT, EXISTING MARKING SHALL BE REMOVED TO A 85-90% LEVEL IN ACCORDANCE WITH P-619 UNLESS OTHERWISE NOTED.
4. REMOVE MARKING TO A 95-100% LEVEL IN ACCORDANCE WITH P-619. CONFIRM EXACT REMOVAL LIMITS UNDER THIS REMOVAL LEVEL WITH ENGINEER PRIOR TO MARKING REMOVAL.
5. GLASS BEADS/REFLECTIVE MEDIA ARE NOT REQUIRED FOR INITIAL OR BLACK MARKINGS. ALL OTHER MARKINGS SHALL REQUIRE REFLECTIVE MEDIA AS OUTLINED IN P-620.
6. INITIAL MARKINGS SHALL BE APPLIED ON SEAL COATED PAVEMENT PRIOR TO OPENING OF PAVEMENT FOR TRAFFIC. INITIAL MARKING SHALL BE APPLIED AT THE RATE IDENTIFIED IN ITEM P-620.
7. ANY EXISTING MARKINGS OUTSIDE OF THE PROJECT AREA THAT ARE DAMAGED DURING THE PROJECT SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
8. ALL FINAL MARKINGS SHALL INCLUDE A 6" BLACK BORDER. (NOT SHOWN FOR CLARITY.)



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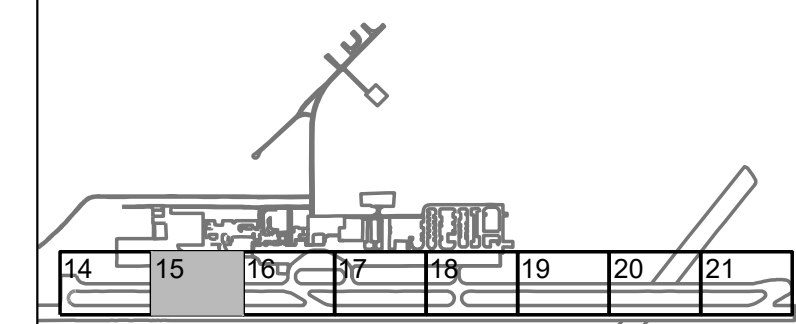
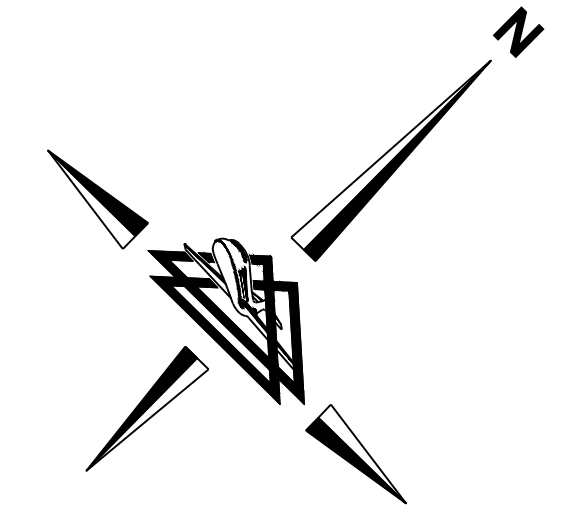
REHABILITATE TAXIWAY A SEAL COAT & MARKING LAYOUT	AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
	DRAWN BY: CAD	SHEET 14
	DESIGNED BY: SRH/JQB	OF 22
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT	SCALE: 1" = 30'	DATE: MAY 2024

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APRON

CURVE DATA TABLE		
NUMBER	RADIUS (FT)	RADIUS POINT NORTHING/EASTING (STATE PLANE)
C2	37'	N: 667903.0687 E: 1718164.6482
C3	37'	N: 667954.9783 E: 1718217.3872
C4	37'	N: 668115.0448 E: 1718380.0593
C5	37'	N: 668166.9544 E: 1718432.7982
C6	37'	N: 668325.3137 E: 1718593.0165
C7	37'	N: 668377.2232 E: 1718645.7554



SHEET INDEX

MATCHLINE SHEET 14

MATCHLINE SHEET 16

END MARKING REMOVAL
TIE INTO EXISTING MARKING
N: 667960.77± E: 1718159.69±

END MARKING REMOVAL
TIE INTO EXISTING MARKING
N: 668180.83± E: 1718367.23±

END MARKING REMOVAL
TIE INTO EXISTING MARKING
N: 668394.05± E: 1718577.27±

NOTE 4

NOTE 4

NOTE 4

NOTE 4

NOTE 4

TAXIWAY "A"

6" WIDE TAXIWAY CENTERLINE
(AVIATION YELLOW) WITH 6"
BLACK OUTLINE EACH SIDE
(NOT SHOWN) (TYP)

LEGEND

	EXISTING AIRFIELD GUIDANCE SIGN
	EXISTING RUNWAY LIGHT
	EXISTING TAXIWAY LIGHT
	EXISTING PULLCAN
	EXISTING OBSTACLE FREE ZONE
	EXISTING RUNWAY OBJECT FREE AREA
	EXISTING RUNWAY PROTECTION ZONE
	EXISTING RUNWAY SAFETY AREA
	EXISTING MARKING
	PROPOSED P-620 MARKING
	PROPOSED P-608 SURFACE TREATMENT

NOTES

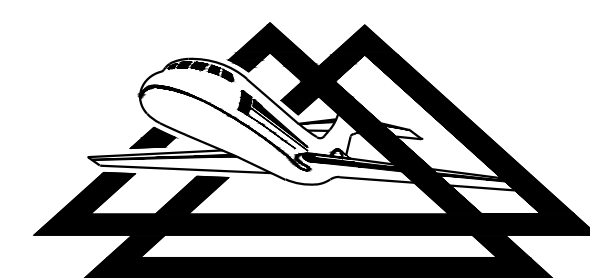
- NORTHING AND EASTING COORDINATES BASED ON NEW MEXICO STATE PLANE GRID (NAD 83).
- EDGE LIGHTS AND SIGNS, INCLUDING STEMS AND BASES, AND ELECTRICAL JUNCTION STRUCTURES SHALL BE COVERED/PROTECTED DURING SEALING AND MARKING.
- PRIOR TO PLACING THE SEAL COAT, EXISTING MARKING SHALL BE REMOVED TO A 25-50% LEVEL IN ACCORDANCE WITH P-619 UNLESS OTHERWISE NOTED.
- REMOVE MARKING TO A 95-100% LEVEL IN ACCORDANCE WITH P-619. CONFIRM EXACT REMOVAL LIMITS UNDER THIS REMOVAL LEVEL WITH ENGINEER PRIOR TO MARKING REMOVAL.
- GLASS BEADS/REFLECTIVE MEDIA ARE NOT REQUIRED FOR INITIAL OR BLACK MARKINGS. ALL OTHER MARKINGS SHALL REQUIRE REFLECTIVE MEDIA AS OUTLINED IN P-620.
- INITIAL MARKINGS SHALL BE APPLIED ON SEAL COATED PAVEMENT PRIOR TO OPENING OF PAVEMENT FOR TRAFFIC. INITIAL MARKING SHALL BE APPLIED AT THE RATE IDENTIFIED IN ITEM P-620.
- ANY EXISTING MARKINGS OUTSIDE OF THE PROJECT AREA THAT ARE DAMAGED DURING THE PROJECT SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- ALL FINAL MARKINGS SHALL INCLUDE A 6" BLACK BORDER. (NOT SHOWN FOR CLARITY.)



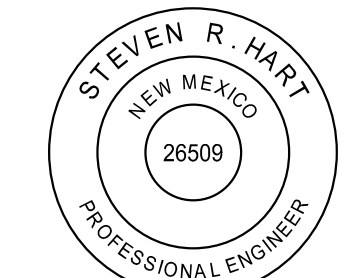
RUNWAY 4-22 (150' x 9,207')

NO.	REVISIONS	BY	APP.	DATE

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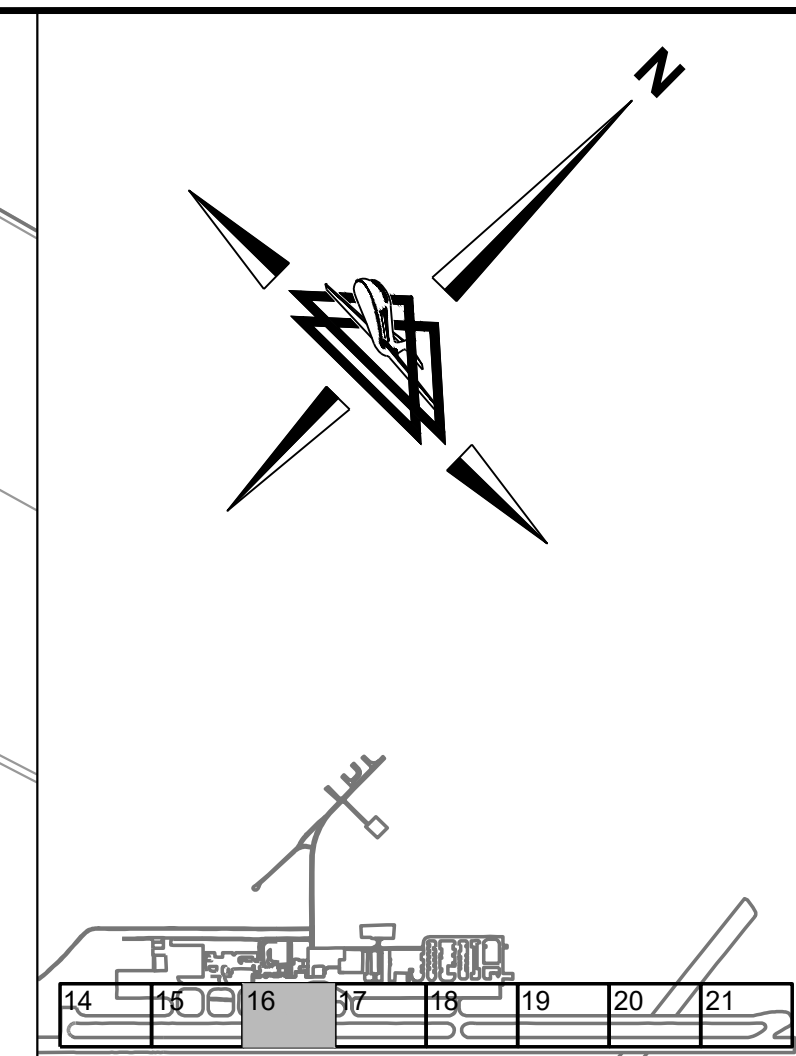
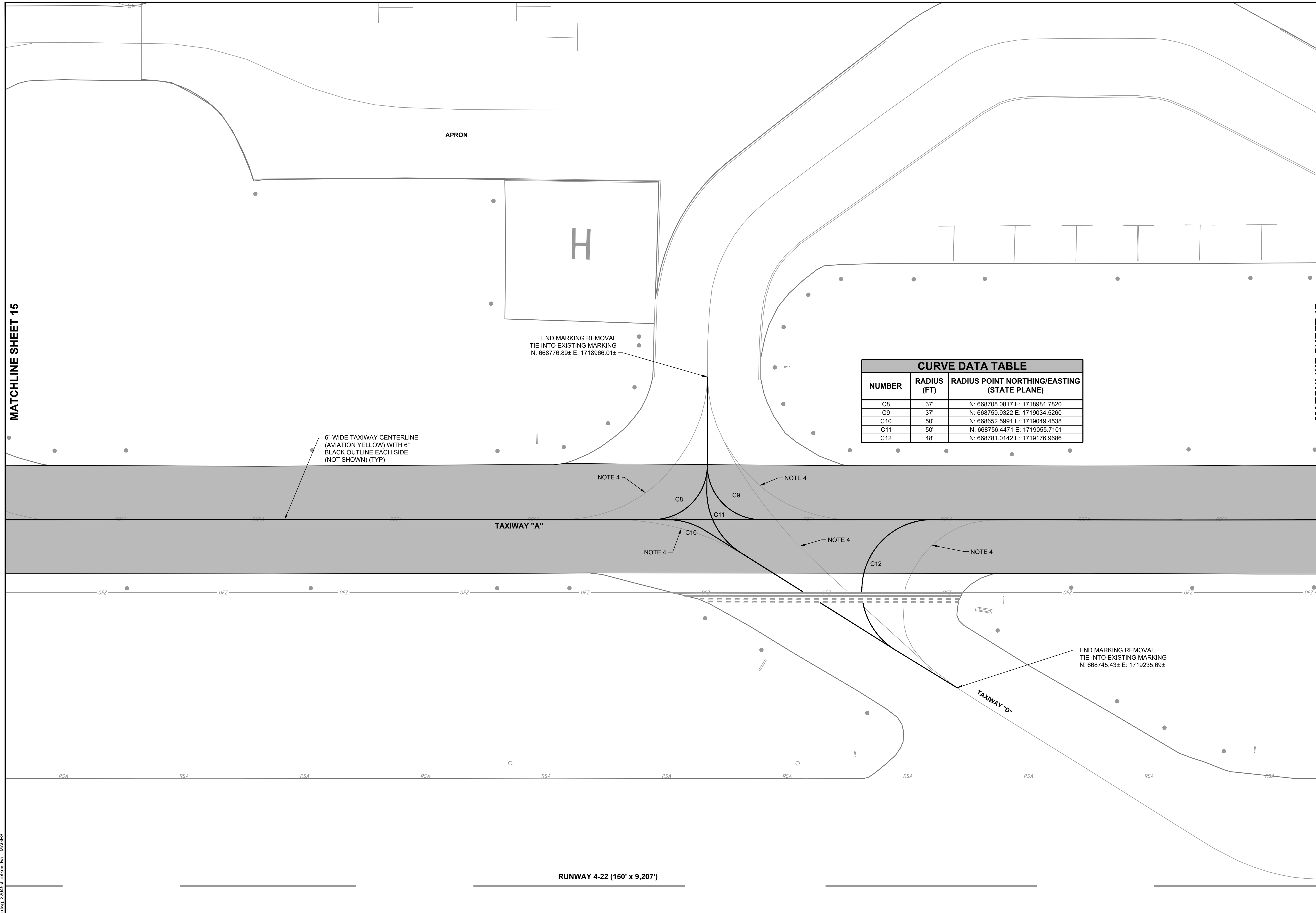


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REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
SEAL COAT & MARKING LAYOUT		DRAWN BY: CAD	SHEET 15
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024		

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SHEET INDEX

MATCHLINE SHEET 17

MATCHLINE SHEET 15

LEGEND

- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY LIGHT
- EXISTING TAXIWAY LIGHT
- EXISTING PULLCAN
- EXISTING OBSTACLE FREE ZONE
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING RUNWAY PROTECTION ZONE
- EXISTING RUNWAY SAFETY AREA
- EXISTING MARKING
- PROPOSED P-620 MARKING
- PROPOSED P-608 SURFACE TREATMENT

CURVE DATA TABLE		
NUMBER	RADIUS (FT)	RADIUS POINT NORTHING/EASTING (STATE PLANE)
C8	37'	N: 668708.0817 E: 1718981.7820
C9	37'	N: 668759.9322 E: 1719034.5260
C10	50'	N: 668652.5991 E: 1719049.4538
C11	50'	N: 668756.4471 E: 1719055.7101
C12	48'	N: 668781.0142 E: 1719176.9686

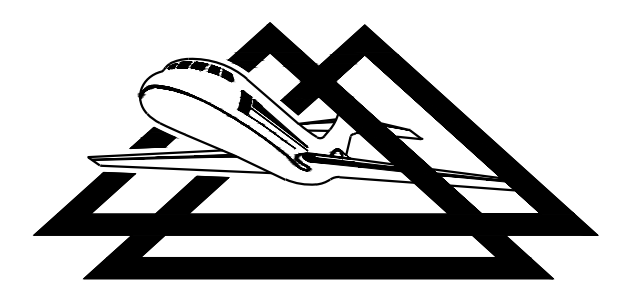
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8. ALL FINAL MARKINGS SHALL INCLUDE A 6" BLACK BORDER. (NOT SHOWN FOR CLARITY.)

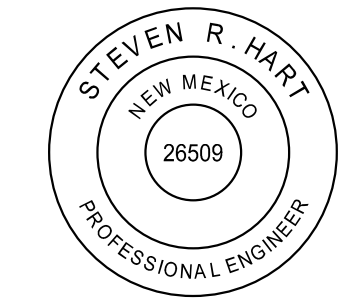


NO.	REVISIONS	BY	APP.	DATE

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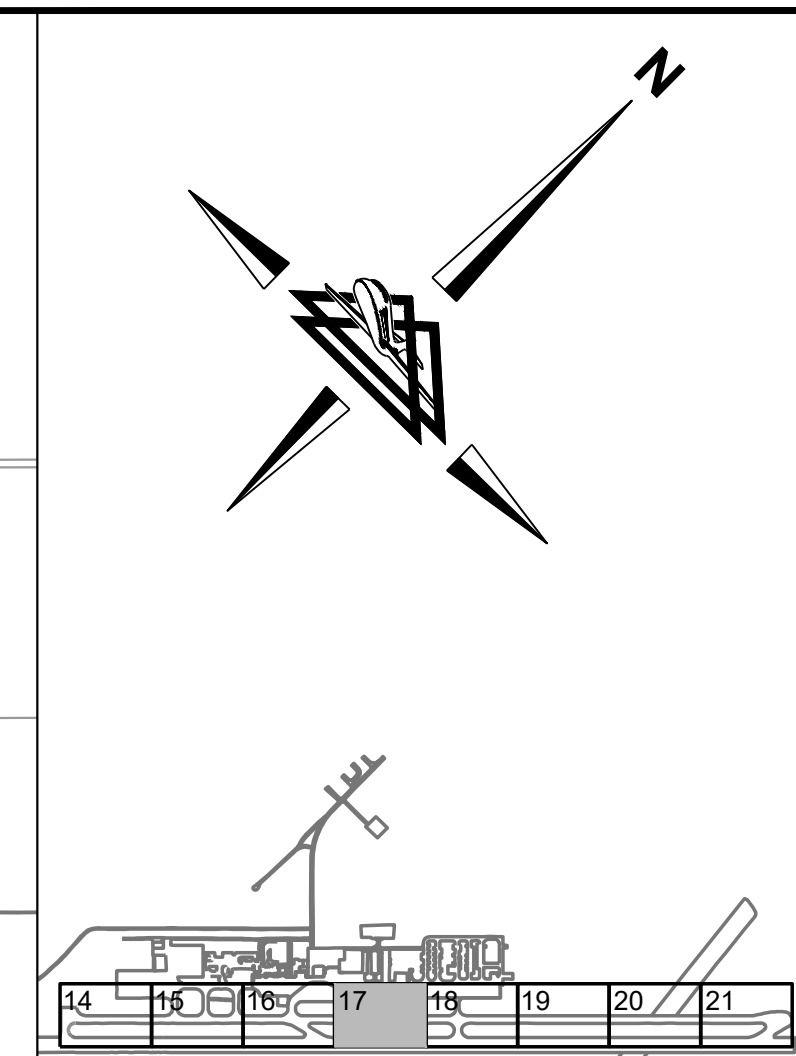
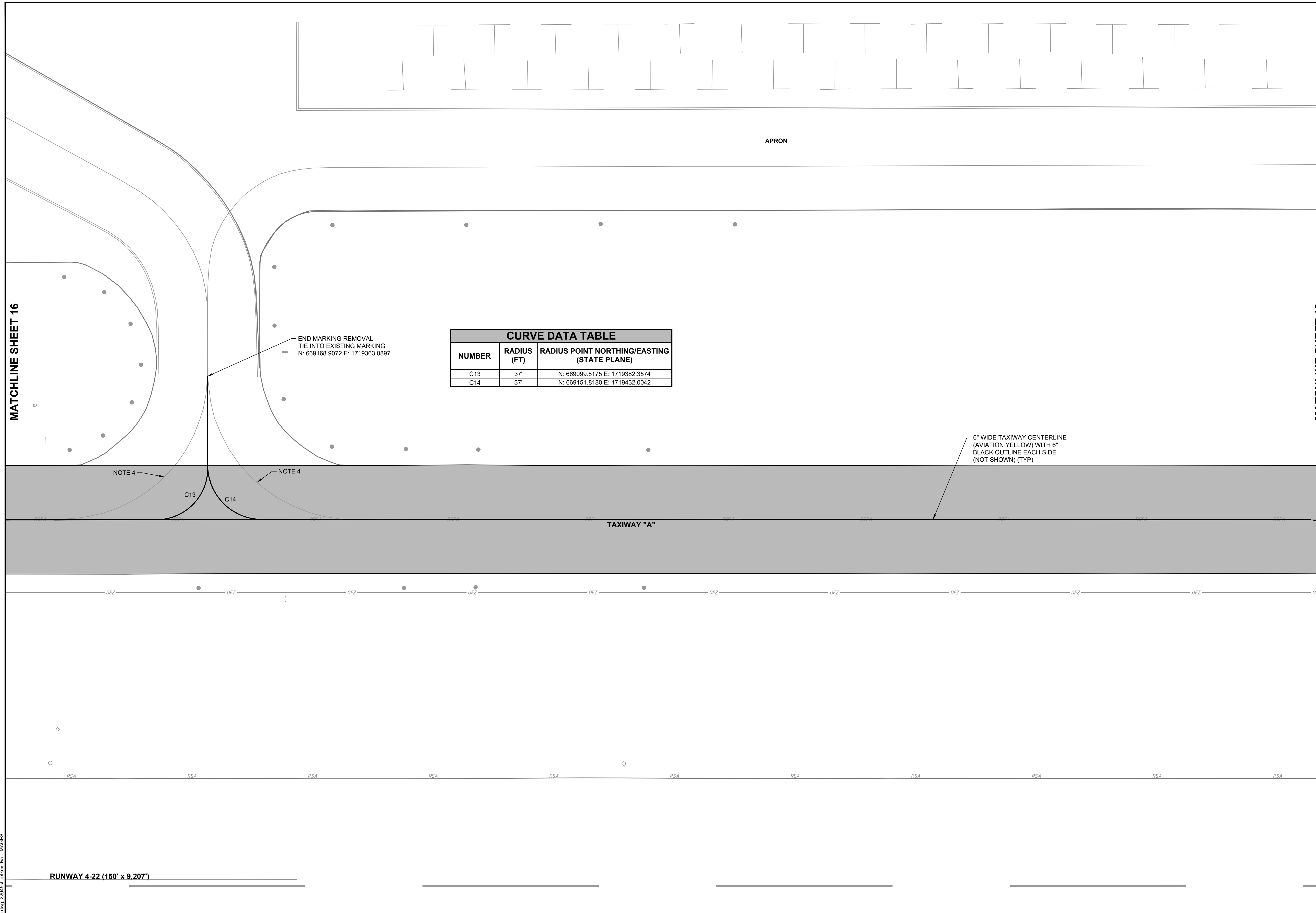


**DELTA AIRPORT
CONSULTANTS, INC.**



REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
		SEAL COAT & MARKING LAYOUT	
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DRAWN BY: CAD	SHEET 16
		DESIGNED BY: SRH/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024		

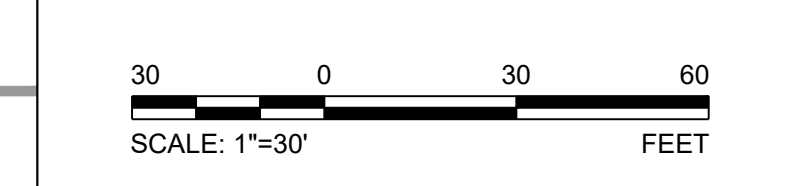
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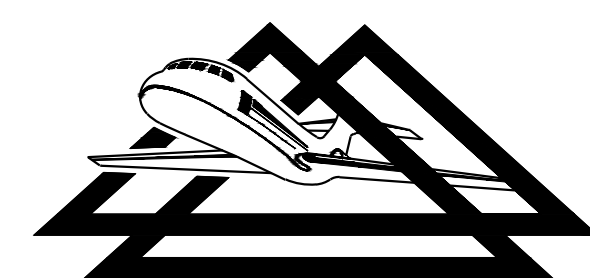
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY LIGHT
- EXISTING TAXIWAY LIGHT
- EXISTING PULLCAN
- EXISTING OBSTACLE FREE ZONE
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING RUNWAY PROTECTION ZONE
- EXISTING RUNWAY SAFETY AREA
- EXISTING MARKING
- PROPOSED P-620 MARKING
- PROPOSED P-608 SURFACE TREATMENT

- NOTES**
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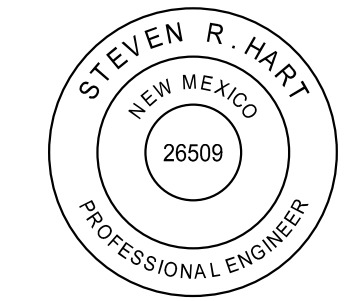


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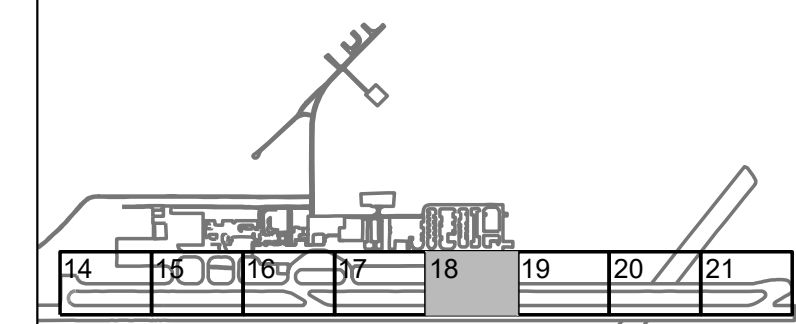
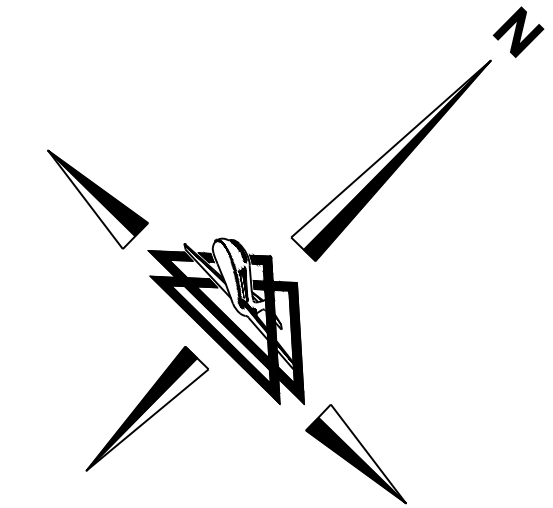


DELTA AIRPORT
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REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
SEAL COAT & MARKING LAYOUT		DRAWN BY: CAD	17
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	22
SCALE: 1" = 30'	DATE: MAY 2024		

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SHEET INDEX

MATCHLINE SHEET 19

LEGEND

- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY LIGHT
- EXISTING TAXIWAY LIGHT
- EXISTING PULLCAN
- EXISTING OBSTACLE FREE ZONE
- EXISTING RUNWAY OBJECT FREE AREA
- EXISTING RUNWAY PROTECTION ZONE
- EXISTING RUNWAY SAFETY AREA
- EXISTING MARKING
- PROPOSED P-620 MARKING
- PROPOSED P-608 SURFACE TREATMENT

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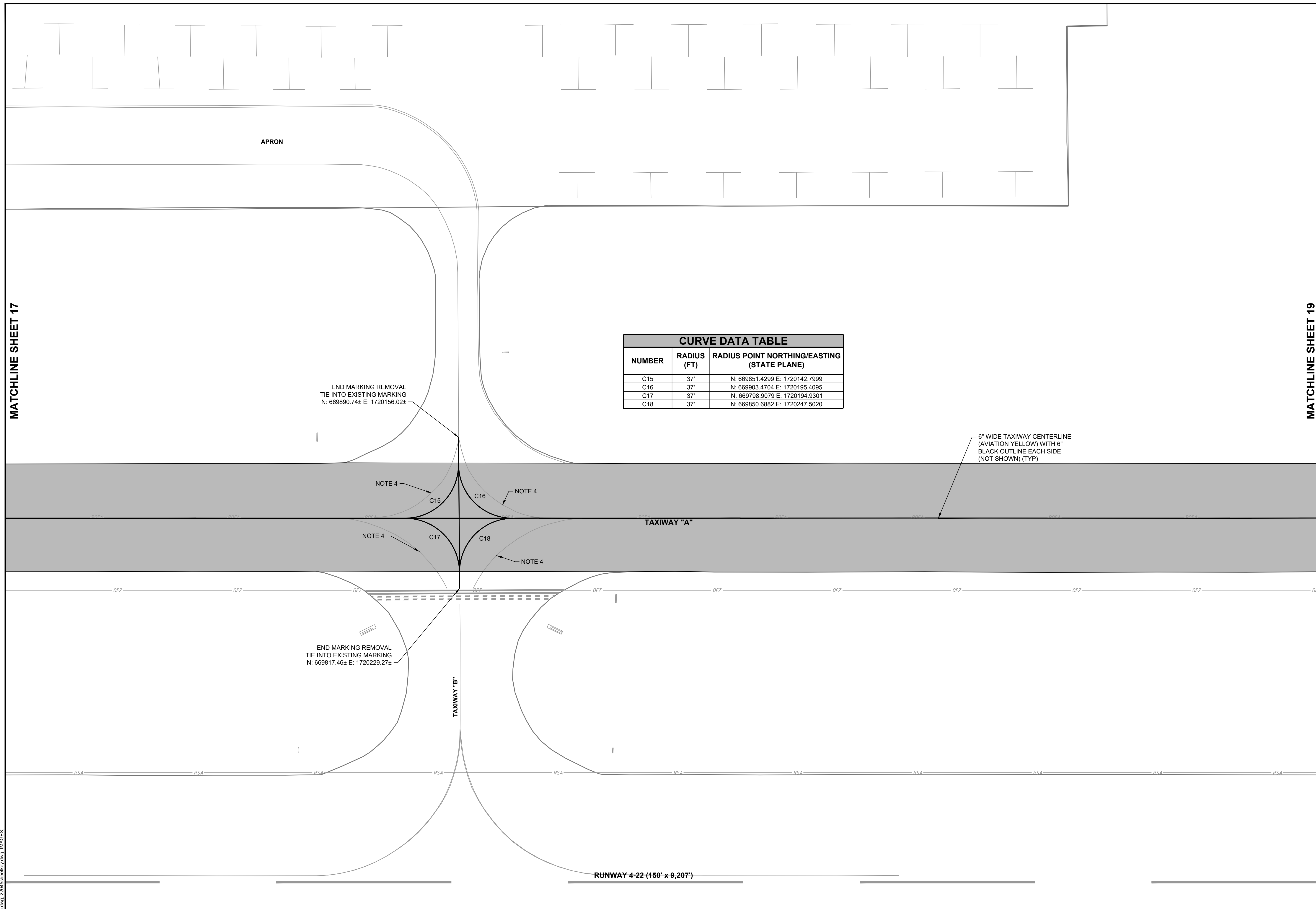
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C16	37'	N: 669803.4704 E: 1720195.4095
C17	37'	N: 669798.9079 E: 1720194.9301
C18	37'	N: 669850.6882 E: 1720247.5020

END MARKING REMOVAL
TIE INTO EXISTING MARKING
N: 669890.74± E: 1720156.02±

END MARKING REMOVAL
TIE INTO EXISTING MARKING
N: 669817.46± E: 1720229.27±

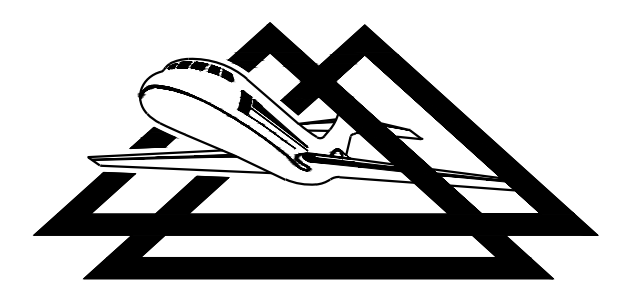
6" WIDE TAXIWAY CENTERLINE
(AVIATION YELLOW) WITH 6"
BLACK OUTLINE EACH SIDE
(NOT SHOWN) (TYP)

MATCHLINE SHEET 17



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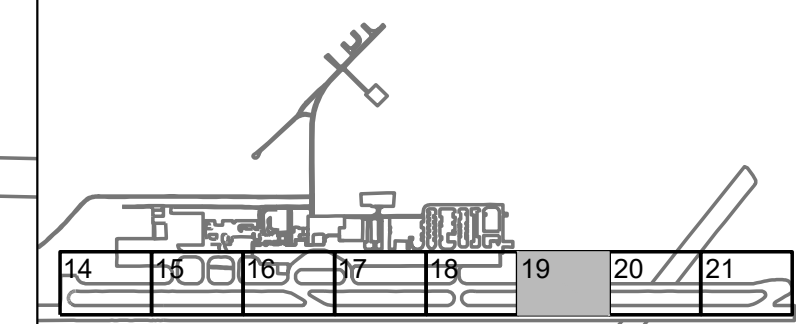
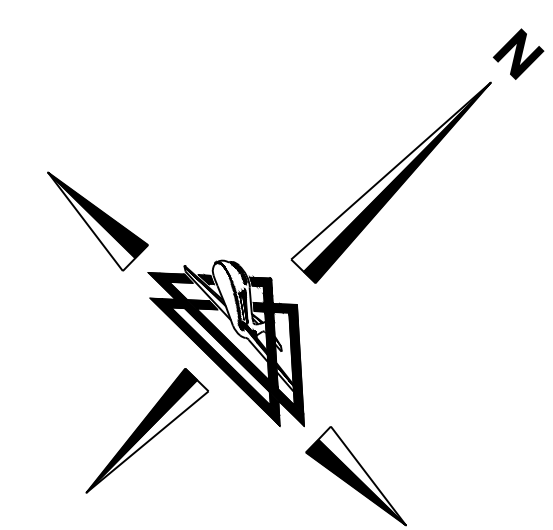


REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
SEAL COAT & MARKING LAYOUT		DRAWN BY: CAD	SHEET 18
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: RSY/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024		

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MATCHLINE SHEET 18

MATCHLINE SHEET 20



SHEET INDEX

LEGEND

- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY LIGHT
- EXISTING TAXIWAY LIGHT
- EXISTING PULLCAN
- EXISTING OBSTACLE FREE ZONE
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- EXISTING RUNWAY SAFETY AREA
- EXISTING MARKING
- PROPOSED P-620 MARKING
- PROPOSED P-608 SURFACE TREATMENT

6" WIDE TAXIWAY CENTERLINE
(AVIATION YELLOW) WITH 6"
BLACK OUTLINE EACH SIDE
(NOT SHOWN) (TYP)

TAXIWAY "A"

OFZ

RSA

RUNWAY 4-22 (150' x 9,207')

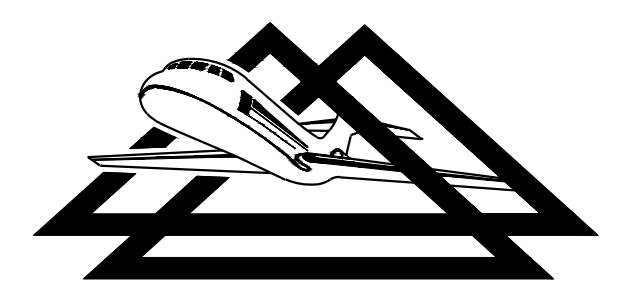
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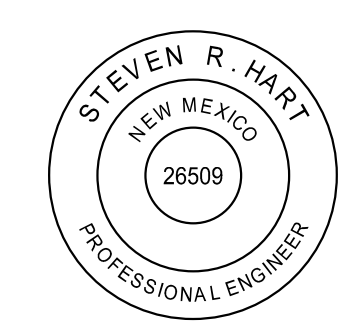


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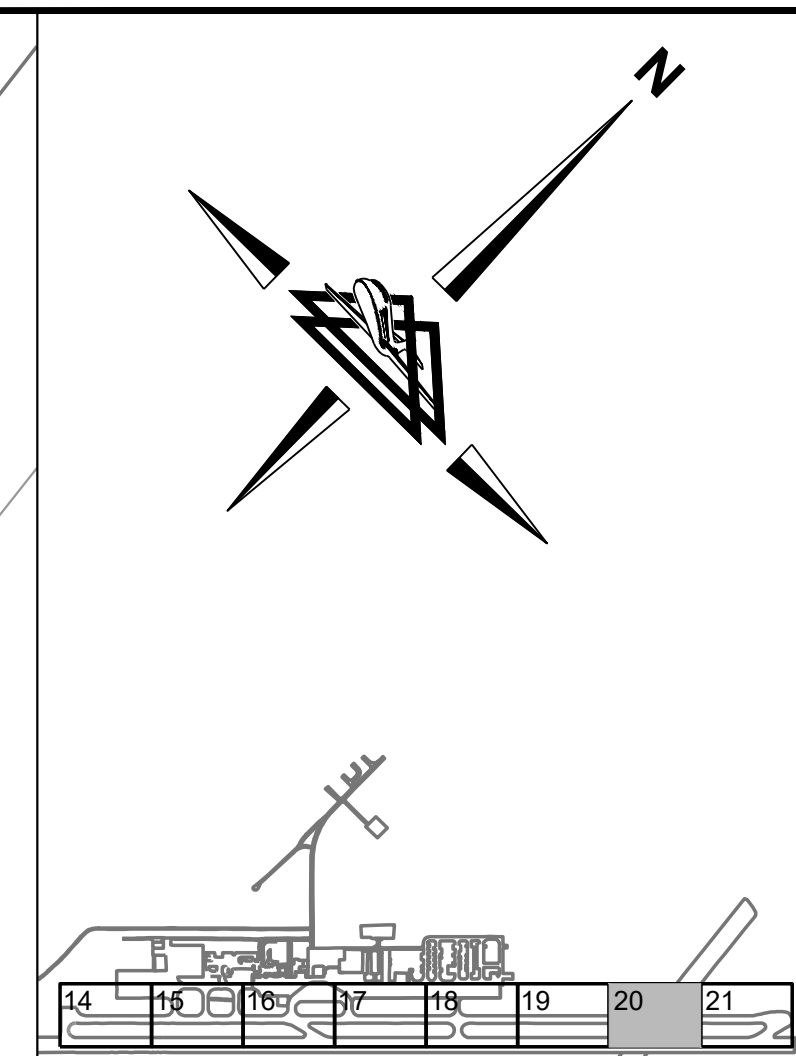
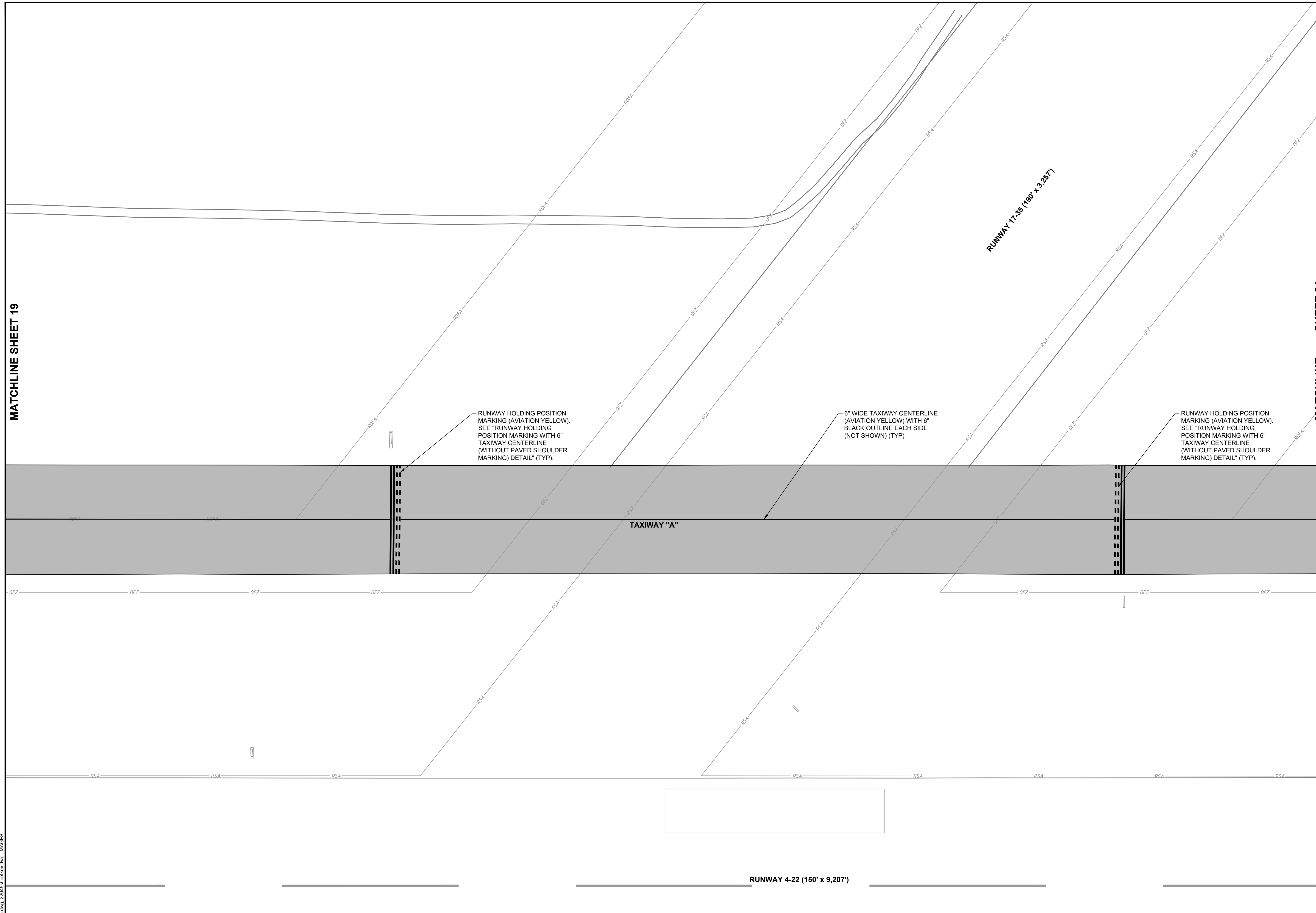
**DELTA AIRPORT
CONSULTANTS, INC.**



REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
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ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024		

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SHEET INDEX

LEGEND

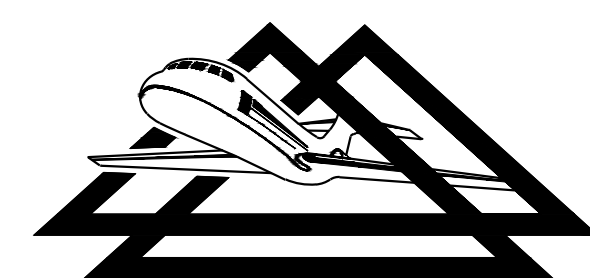
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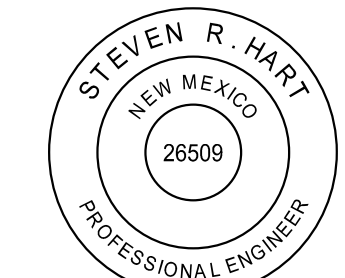


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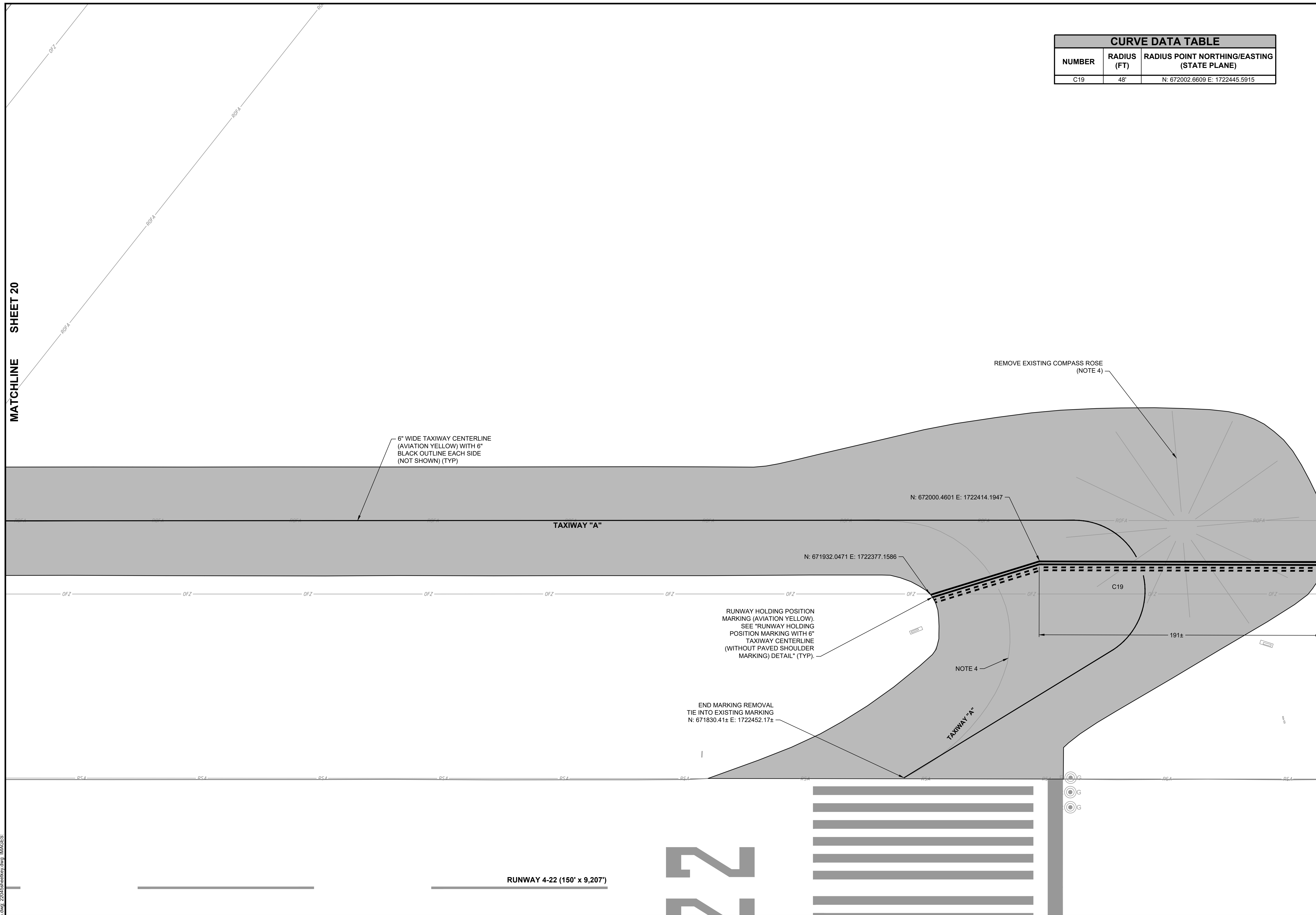


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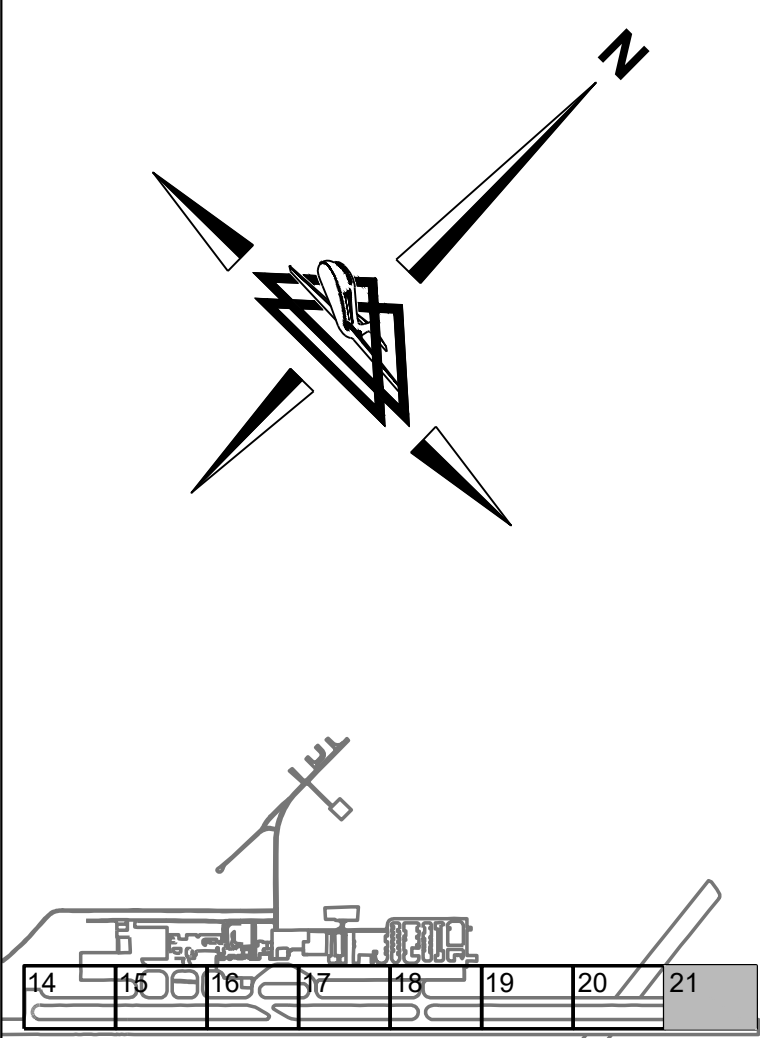


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SEAL COAT & MARKING LAYOUT		DRAWN BY: CAD	SHEET 20
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024		

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CURVE DATA TABLE		
NUMBER	RADIUS (FT)	RADIUS POINT NORTHING/EASTING (STATE PLANE)
C19	48'	N: 672002.6609 E: 1722445.5915



SHEET INDEX

LEGEND

- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY LIGHT
- EXISTING TAXIWAY LIGHT
- EXISTING PULLCAN
- EXISTING OBSTACLE FREE ZONE
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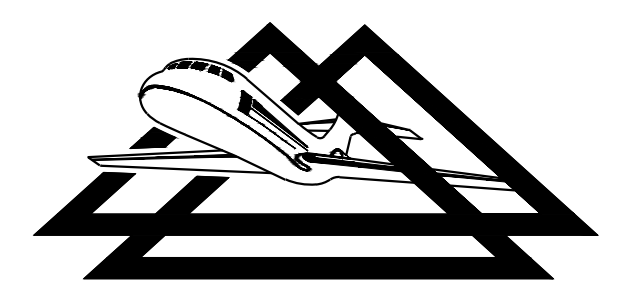
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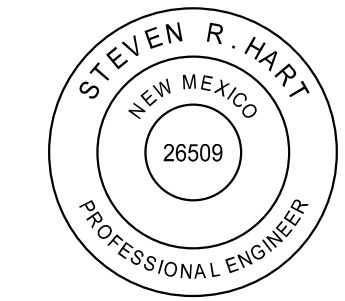
MATCHLINE SHEET 20

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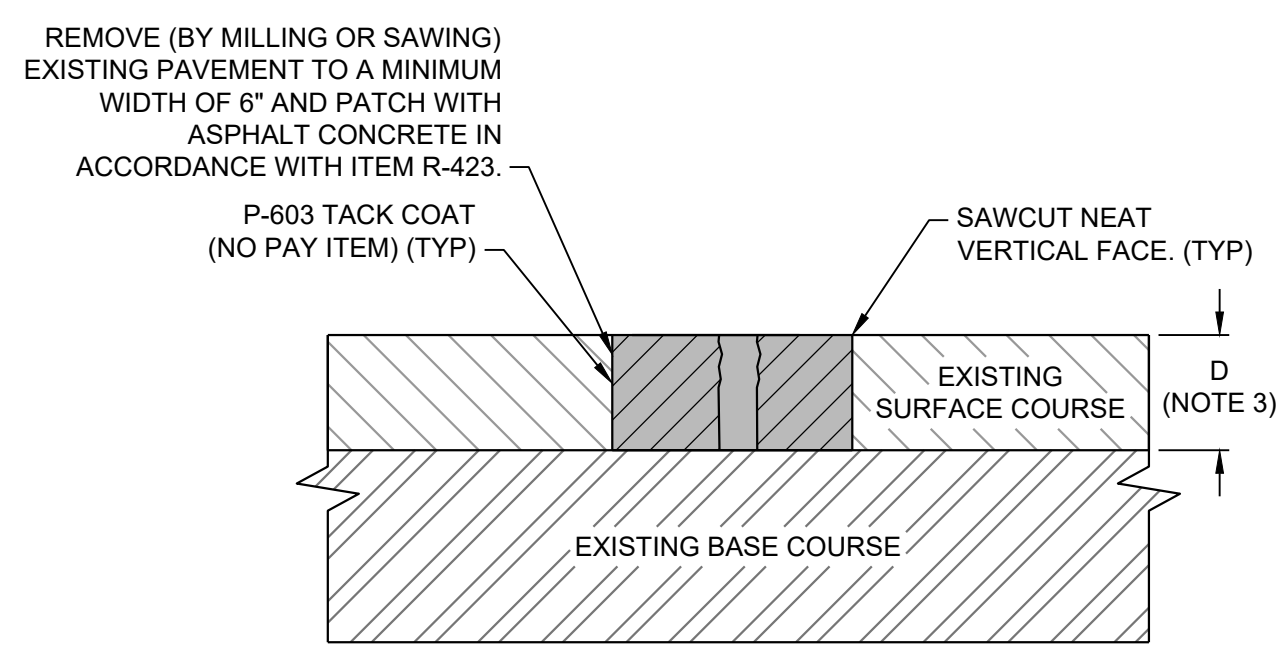


**DELTA AIRPORT
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REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
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ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: 1" = 30'	DATE: MAY 2024		

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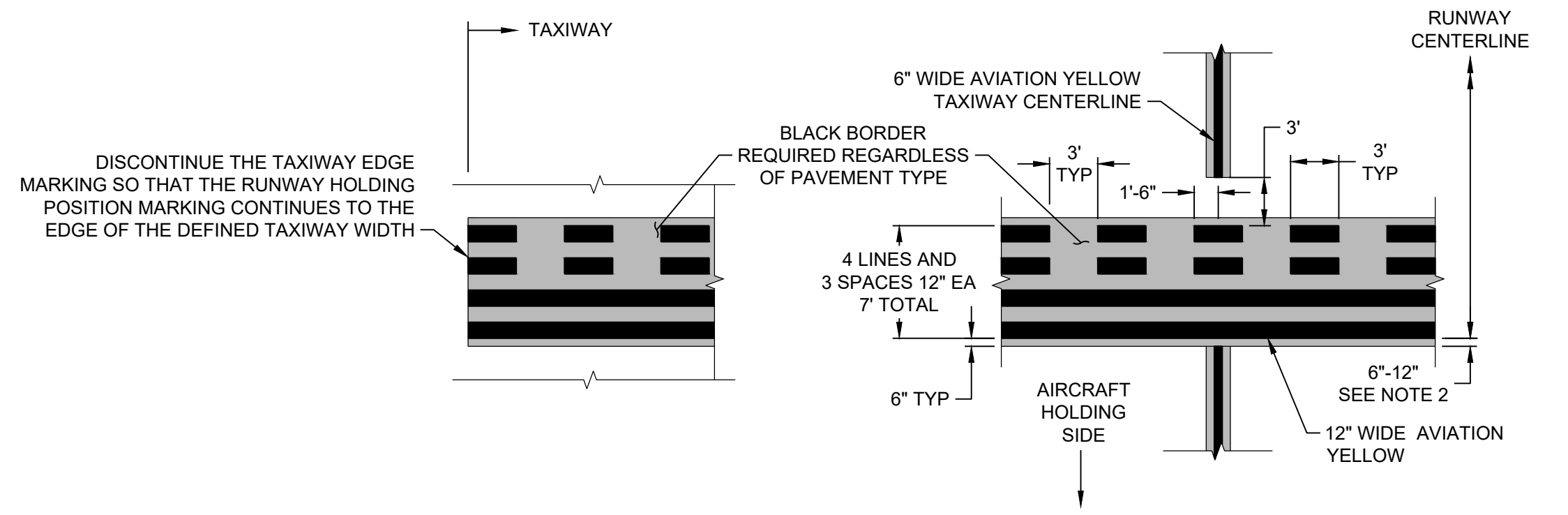


**CRACK REPAIR DETAIL
(> 1" WIDTH)**

- NOTES:
NTS
1. COMPACT ASPHALT CONCRETE PATCH WITH MECHANICAL COMPACTOR (LOWER LIFTS) OR ROLLER (TOP LIFT).
 2. PAVEMENT REMOVAL (MILLING) AND BITUMINOUS PATCH INCLUDED IN UNIT PRICE PER LINEAR FOOT FOR P-101 'JOINT AND CRACK REPAIR (TYPE C)'.
 3. DEPTH SHALL BE 6" OR THE FULL DEPTH OF THE COURSE, WHICHEVER IS LESS.
 4. IF PAVEMENT IS MILLED, THE MILLINGS SHALL BE TURNED OVER TO THE AIRPORT. LOCATION TO BE COORDINATED WITH AIRPORT/ENGINEER.

MARKING NOTES

- GENERAL:**
1. THE CONTRACTOR SHALL SUBMIT DOCUMENTATION THAT THE PERSONNEL RESPONSIBLE FOR MARKING LAYOUT AND APPLICATION HAS A MINIMUM OF FIVE (5) YEARS OF SIMILAR EXPERIENCE WORKING ON AIRPORTS. THE CONTRACTOR SHALL PROVIDE REFERENCES TO SUBSTANTIATE THE REQUIRED EXPERIENCE.
 2. ALL MARKINGS SHALL BE IN ACCORDANCE WITH FAA ADVISORY CIRCULAR (AC) 150/5340-1M, "STANDARDS FOR AIRPORT MARKINGS".
 3. AN INITIAL COAT SHALL BE APPLIED FOR ALL MARKINGS ON SEAL COATED AREAS, OR AREAS SHOWN IN THE PLANS, AT 33 PERCENT OF THE SPECIFIED COVERAGE (345 SF/GAL) AND PAID FOR AS INITIAL MARKING. REFERENCE IS DIRECTED TO ITEM P-620 OF THE SPECIFICATIONS.
 4. INITIAL MARKINGS SHALL INCLUDE ALL MARKINGS SHOWN ON THE PLANS OR AS COORDINATED WITH THE ENGINEER. INITIAL MARKINGS ARE NOT REQUIRED FOR BLACK OUTLINES OR BORDERS.
 5. FOLLOWING THE 30-DAY SEAL COAT CURE TIME, ALL MARKINGS ON THE "SEAL COAT & MARKING LAYOUT" SHALL BE MARKED AT THE FULL RATE 115 SF/GAL AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PERMANENT MARKING. REFERENCE IS DIRECTED TO ITEM P-620 OF THE SPECIFICATIONS.
 6. REFLECTIVE MEDIA SHALL BE PROVIDED AS OUTLINED IN ITEM P-620. BLACK MARKINGS SHALL NOT BE REFLECTORIZED. MARKINGS WITHOUT BEADS MUST BE DRY PRIOR TO APPLYING MARKING WITH BEADS.
 7. WHERE RUNWAY AND TAXIWAY MARKINGS INTERSECT, RUNWAY MARKINGS SHALL TAKE PRECEDENCE.
 8. RUNWAY HOLDING POSITION MARKINGS SHALL BE ALIGNED WITH THE HOLDING POSITION SIGNS, EXCEPT WHERE OTHERWISE NOTED IN THE PLANS.
 9. THE PAVEMENT SHALL BE THOROUGHLY CLEANED PRIOR TO THE APPLICATION OF THE MARKINGS. THE CLEANING SHALL BE ACCOMPLISHED WITH HIGH PRESSURE WATER; THE USE OF CHEMICALS WILL NOT BE PERMITTED.
 10. ALL NORTHING AND EASTINGS ARE APPROXIMATE AND SHALL BE CONFIRMED IN THE FIELD BY THE CONTRACTOR.
 11. ALL MARKINGS SHALL BE LAID OUT ON THE PAVEMENT BY THE CONTRACTOR FOR ACCEPTANCE BY THE ENGINEER PRIOR TO PLACEMENT.
 12. PRIOR TO THE START OF WORK, A CONTROL STRIP SHALL BE APPLIED IN ACCORDANCE WITH ITEM P-620-3.7. ALL STRIPING EQUIPMENT SHALL BE CALIBRATED PRIOR TO THE TEST LINE APPLICATION. THE TEST SECTION SHALL INCLUDE THE APPLICATION OF A MINIMUM OF 5 GALLONS OF PAINT AND APPLICATION OF 50 POUNDS OF TYPE III GLASS BEADS. ALL TEST LINES WILL BE INSPECTED DURING DARKNESS PRIOR TO THE COMMENCEMENT OF STRIPING OPERATIONS. COORDINATE LOCATION OF CONTROL STRIP WITH THE OWNER AND ENGINEER.
 13. FINAL MARKINGS SHALL BE WITHIN THE TOLERANCES OUTLINED IN ITEM P-620-3.5.
 14. EXCESS GLASS BEADS SHALL BE REMOVED BY VACUUM TRUCK, FOD BOSS, OR SIMILAR EQUIPMENT; BLOWING OF BEADS IS NOT ACCEPTABLE.
- MARKING REMOVAL NOTES:**
15. PAINT REMOVAL SHALL BE ACCOMPLISHED WITH EQUIPMENT AND IN A MANNER THAT WILL NOT DAMAGE THE PAVEMENT. APPROVED METHODS INCLUDE HIGH PRESSURE WATERBLASTING OR SCARIFICATION (GRINDING); THE USE OF CHEMICALS IS NOT PERMITTED. BLACKING OUT OF MARKINGS IS NOT PERMITTED. SCARIFICATION (GRINDING) SHALL BE LIMITED TO UNGROOVED PAVEMENTS OR TO REMOVING PAINT ABOVE THE SURFACE.
 16. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE AND IN A MANNER APPROVED BY THE ENGINEER.
 17. THE CONTRACTOR SHALL PROVIDE CERTIFICATION THAT THE CONTRACTOR'S EQUIPMENT HAS BEEN USED IN THE PERFORMANCE OF A SIMILAR CONTRACT.
 18. PRIOR TO THE START OF WORK, PAVEMENT MARKINGS SHALL BE REMOVED FROM A DESIGNATED TEST SECTION, NOT LESS THAN 50 SQUARE YARDS IN SIZE. THE METHOD AND EQUIPMENT USED FOR THE TEST SECTION SHALL BE THE SAME AS THAT INTENDED FOR THE REMAINDER OF THE WORK. THE TEST SECTION SHALL BE INSPECTED AND APPROVED BY THE ENGINEER PRIOR TO BEGINNING ANY FURTHER PAINT REMOVAL. REFERENCE IS DIRECTED TO ITEM P-619 OF THE SPECIFICATIONS.
 19. DIFFERENT DEGREES OF PAINT REMOVAL SHALL BE REQUIRED AS SHOWN ON THE PLANS AND DEFINED BELOW:
 - a. AT LEAST 85-90 PERCENT OF MARKINGS SHALL BE REMOVED WHEN THE AREA IS TO BE REMARKED.
 - b. AT LEAST 95-100 PERCENT OF MARKINGS SHALL BE REMOVED WHEN THE MARKING IS OBSOLETE.
 - c. THE REMOVAL LEVEL IS DEFINED SUCH THAT THE PAVEMENT IS CLEARLY EXPOSED TO THE DEGREE SPECIFIED. THE DEGREE WILL BE VERIFIED BY THE GRID METHOD AS OUTLINED IN ITEM P-619.
 20. THE CONTRACTOR SHALL USE REBAR, METAL STRIPS, OR OTHER APPROVED METHODS TO PROTECT EXISTING JOINT SEAL DURING PAINT REMOVAL OPERATIONS.
 21. WATER FOR THE CONTRACTOR'S USE IS AVAILABLE ON THE AIRFIELD. THE CONTRACTOR SHALL PROVIDE AN APPROVED METER AND METER ANY WATER USED. THE COST FOR THE WATER WILL BE CHARGED TO THE CONTRACTOR BY THE OWNER AND WILL BE BASED UPON THE RATES CHARGED TO THE OWNER.
 22. USED OR WASTE WATER FROM PAINT REMOVAL OPERATIONS SHALL BE COLLECTED BY THE CONTRACTOR AND DISPOSED OF OFF-SITE IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL GUIDELINES.
 23. ACCUMULATIONS OF WATER, DUST, OR OTHER RESIDUE RESULTING FROM THE PAINT REMOVAL SHALL BE REMOVED AS THE WORK PROGRESSES. PRIOR TO ANY PAINTING OPERATIONS, THE SURFACE SHALL BE FREE OF ANY DIRT, REMOVAL RESIDUE, OR OTHER CONTAMINANTS THAT WOULD PREVENT THE BOND OF THE NEW COATING TO THE PAVEMENT. QUALITY CONTROL MEASURES SHALL INCLUDE A SIMPLE "PULL TEST" WITH ADHESIVE MATERIAL; EVIDENCE OF EXCESSIVE DEBRIS ON THE ADHESIVE INDICATES THAT ADDITIONAL CLEANING SHALL BE REQUIRED.

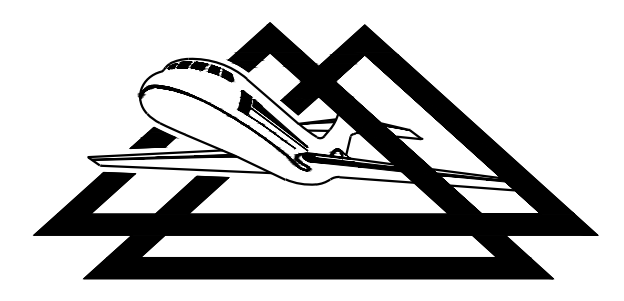


**RUNWAY HOLDING POSITION MARKING WITH
6" TAXIWAY CENTERLINE (WITHOUT PAVED SHOULDER MARKING)**

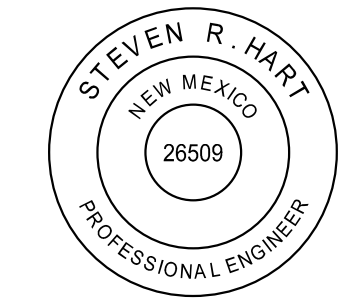
- NOTES:
NTS
1. IF A LIGHT FIXTURE OR SIGN IS LOCATED ON THE TAXIWAY SHOULDER AND ALIGNED WITH THE EXTENDED HOLDING POSITION MARKING, THE EXTENDED HOLDING POSITION MARKING SHOULD BE EXTENDED NO CLOSER THAN 5 FEET TO THE EDGE OF THE LIGHT OR SIGN.
 2. MATCH EXISTING FIELD CONDITIONS ELSEWHERE ON AIRPORT (6" SHOWN).

NO.	REVISIONS	BY	APP.	DATE

7804 Pan American Freeway NE, Suite 4
Albuquerque, New Mexico 87109
phone: (505) 797-4921 • fax: (505) 797-1725
www.deltaairport.com



**DELTA AIRPORT
CONSULTANTS, INC.**



REHABILITATE TAXIWAY A		AIP NO. 3-35-0001-034-2023 (DESIGN)	JOB NO. 22045
MARKING & PAVING NOTES & DETAILS		DRAWN BY: CAD	SHEET 22
ALAMOGORDO-WHITE SANDS REGIONAL AIRPORT		DESIGNED BY: SRH/JQB	OF 22
SCALE: NONE	DATE: MAY 2024		

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