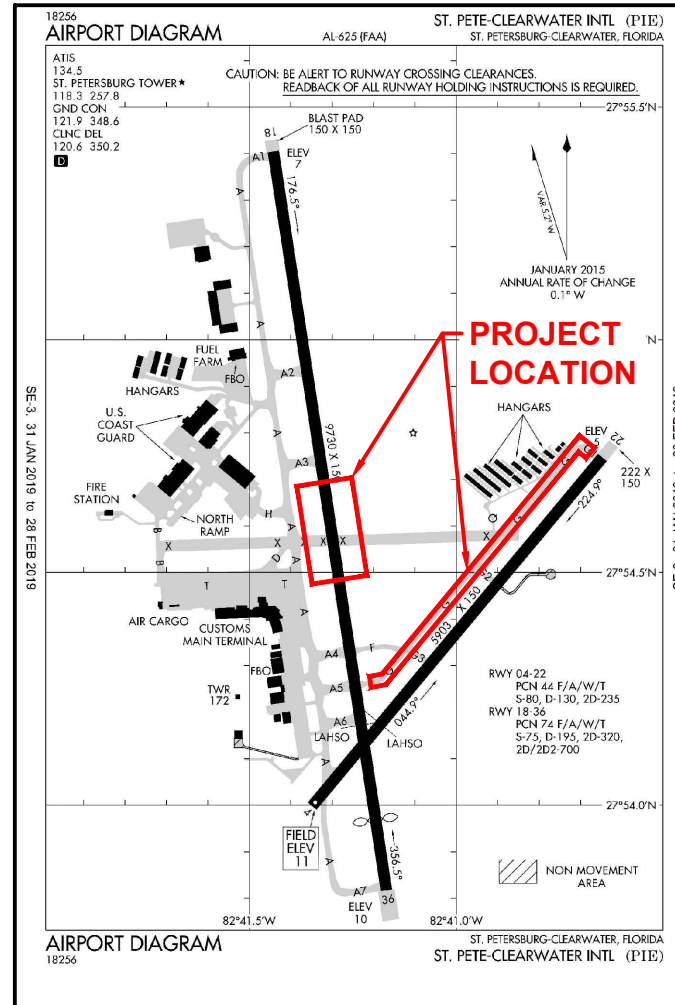


# PIE RUNWAY 18-36 PAVEMENT MAINTENANCE



**AIRPORT DIAGRAM**  
N.T.S.

PREPARED FOR:



PLANS FOR CONSTRUCTION

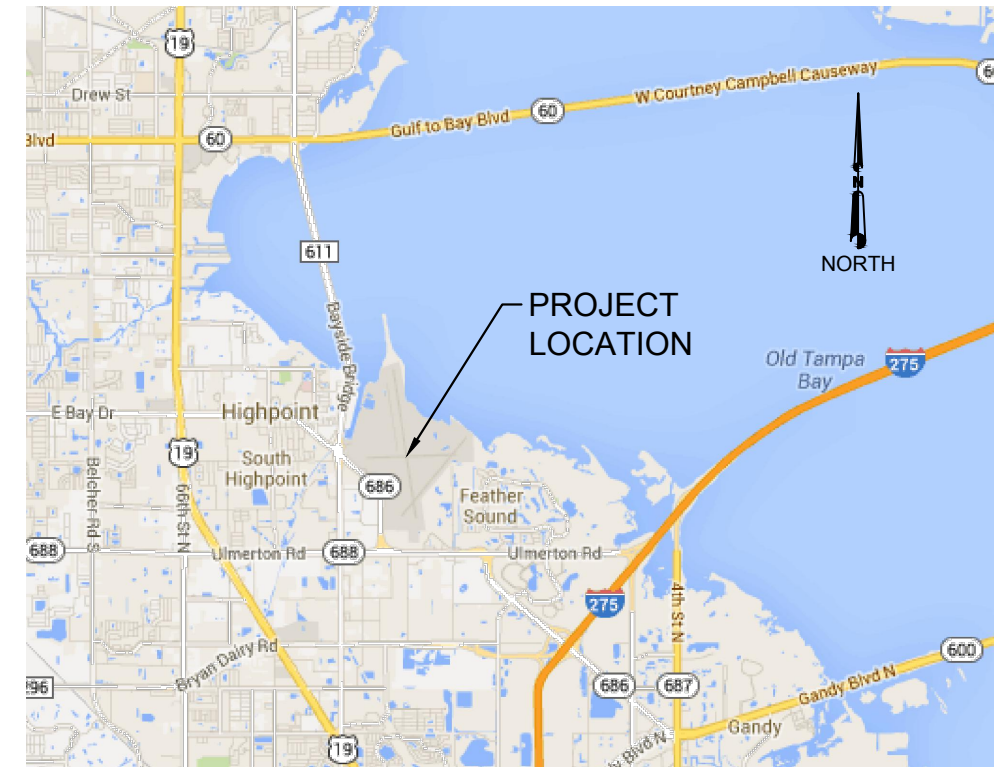
JULY 21, 2022

PREPARED BY:

**Kimley»Horn**

KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FL 36602  
813-620-1460

ENGINEER OF RECORD:  
PAUL PIRO  
FLORIDA P.E. NO. - 53407



**LOCATION MAP**  
N.T.S.

**BOARD OF COUNTY COMMISSIONERS**

- |                                      |              |
|--------------------------------------|--------------|
| CHARLIE JUSTICE, COMMISSION CHAIR    | - DISTRICT 3 |
| JANET C. LONG, COMMISSION VICE CHAIR | - DISTRICT 1 |
| PAT GERARD                           | - DISTRICT 2 |
| DAVE EGGERS                          | - DISTRICT 4 |
| KAREN WILLIAMS SEEL                  | - DISTRICT 5 |
| KATHLEEN PETERS                      | - DISTRICT 6 |
| RENE FLOWERS                         | - DISTRICT 7 |

**PINELLAS COUNTY ADMINISTRATOR**

BARRY A. BURTON

**AIRPORT**

- THOMAS R. JEWSBURY, C.M. - AIRPORT DIRECTOR  
MARK SPRAGUE, C.M. - DEPUTY DIRECTOR OF OPERATIONS AND FACILITIES  
SCOTT YARLEY, P.E. - AIRPORT ENGINEER

**RUNWAY 18-36 PAVING INDEX OF DRAWINGS**

Sheet Number	Sheet Title
G000	COVER SHEET
G001	INDEX OF DRAWINGS
G002	SUMMARY OF QUANTITIES
G003	GENERAL, ACCESS, & STAGING NOTES
G004	CONTRACT LAYOUT PLAN
G005	PROJECT SAFETY NOTES
G006	PROJECT SECURITY NOTES
G007	PROJECT SAFETY AND MOT DETAILS
G008	AIRSPACE SURFACE PROTECTION PLAN
PH001	OVERALL PHASING PLAN
PH002	PROJECT SCHEDULE
PH100	PHASING PLAN - PHASE 1
PH200	PHASING PLAN - PHASE 2
PH201	PHASE 2 MARKING DETAILS
PH300	PHASING PLAN - PHASE 3
C100	HORIZONTAL AND VERTICAL CONTROL PLAN
C200	EROSION CONTROL PLAN
C300	DEMOLITION PLAN
C390	DEMOLITION DETAILS
C400	GEOMETRY AND PAVING PLAN
C490	GEOMETRY AND PAVING DETAILS
C500	PAVEMENT ELEVATION PLAN
C501	PAVEMENT ELEVATION PLAN
C502	PAVEMENT ELEVATION PLAN
C503	PAVEMENT ELEVATION PLAN
C600	GRADING PLAN
C700	RUNWAY 18-36 PROFILE
C710	CROSS SECTIONS
C711	CROSS SECTIONS
C712	CROSS SECTIONS
C713	CROSS SECTIONS
C714	CROSS SECTIONS
C715	CROSS SECTIONS
C716	CROSS SECTIONS
C717	CROSS SECTIONS
C718	CROSS SECTIONS
C800	GROOVING PLAN
C900	FINAL MARKING PLAN
E001	ELECTRICAL GENERAL NOTES
E100	ELECTRICAL LIGHTING PLAN
E190	ELECTRICAL LIGHTING DETAILS
E191	ELECTRICAL LIGHTING DETAILS

**CIVIL ABBREVIATIONS**

A	AMPERES/ADJUSTED
AC	ASPHALT CONCRETE/ACRE/ ADVISORY CIRCULAR/ ALTERNATING CURRENT
ALS	APPROACH LIGHTING SYSTEM
ALT	ALTERNATE
AOA	AIRCRAFT OPERATIONS AREA
ATCT	AIR TRAFFIC CONTROL TOWER
ATPB	ASPHALT TREATED PERMEABLE
BASE	
AVI	AUTOMATED VEHICLE IDENTIFICATION
BC	BEGINNING OF CURVE
BIT	BITUMINOUS
BM	BENCH MARK
BRL	BUILDING RESTRICTION LIMIT
BVC	BEGINNING OF VERTICAL CURVE
C	CONDUIT
CAB	CRUSHED AGGREGATE BASE
CB	CATCH BASIN
CBR	CALIFORNIA BEARING RATIO
CDF	CONTROLLED DENSITY FILL
CF	CUBIC FEET
CFS	CUBIC FEET PER SECOND
CIP	CAST IRON PIPE
CL	CENTERLINE
CO	CLEANOUT
CONC	CONCRETE
CONST	CONSTRUCT, CONSTRUCTION
CONT	GROUND CONTOUR
COORD	COORDINATE
CSO	CONTRACTOR SECURITY OFFICER
CSP	CORRUGATED STEEL PIPE
CY	CUBIC YARD
DIA	DIAMETER
DWG	DRAWING
E	EAST, EASTING
EA	EACH
EC	END OF CURVE
E	EXISTING ELEVATION
EL	ELEVATION
ELEV	ELEVATION
ENG	ENGINEER, ENGINEERING
EOP	EDGE OF PAVEMENT
ERCP	ELLIPTICAL REINFORCED CONCRETE PIPE
EV	ELECTRICAL VAULT
EVC	END OF VERTICAL CURVE
EQ	EQUAL
EX	EXIST
EXC	EXCAVATION
EXP JT	EXPANSION JOINT
FAA	FEDERAL AVIATION ADMINISTRATION
FAR	FEDERAL AVIATION REGULATION
FG	FINISHED GRADE
FL	FLOW LINE
FLR	FLOOR
FS	FINISHED SURFACE
GA	GENERAL AVIATION
GB	GRADE BREAK
GR	GRADE
GSE	GROUND SERVICE EQUIPMENT
HGL	HYDRAULIC GRADE LINE
HMAC	HOT MIX ASPHALT CONCRETE
HP	HIGH POINT
HOR	HORIZONTAL
HYD	HYDRAULIC
ID	INSIDE DIAMETER/IDENTIFICATION NUMBER
IE	INVERT ELEVATION
INV	INVERT
JB	JUNCTION BOX
JT	JOINT
L	LENGTH
LF	LINEAR FEET
LP	LOW POINT
LS	LUMP SUM
LT	LEFT/LIGHT
MALS	MEDIUM INTENSITY APPROACH LIGHT SYSTEM
MALS R	MEDIUM INTENSITY APPROACH LIGHT SYSTEM W/RAILS
MAX	MAXIMUM
MES	MITERED END SECTION
MH	MANHOLE
MIN	MINIMUM
MITL	MEDIUM INTENSITY TAXIWAY LIGHTS
MISC	MISCELLANEOUS
MOT	MAINTENANCE OF TRAFFIC
MULT	MULTIPLE
MSL	MEAN SEA LEVEL
N	NORTH, NORTHING
NIC	NOT IN CONTRACT
NO	NUMBER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTS	NOT TO SCALE
OC	ON CENTER
OD	OUTSIDE DIAMETER
OFF	OFFSET
PAPI	PRECISION APPROACH PATH INDICATOR
PB	PULL BOX
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
PI	POINT OF INTERSECTION
PIE	ST.PETE-CLEARWATER INTERNATIONAL AIRPORT
PL	PROPERTY LINE
POC	POINT OF CURVE
POT	POINT OF TANGENT
PRC	POINT OF REVERSE CURVE
PRVC	POINT OF REVERSE VERTICAL CURVE
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENCY
PSI	POUNDS PER SQUARE INCH
Q	RATE OF FLOW IN CFS
R	RADIUS
RC	REINFORCED CONCRETE
RCP	REINFORCED CONCRETE PIPE
REF	REFERENCE
REIL	RUNWAY END IDENTIFIER LIGHTS
REINF	REINFORCED, REINFORCEMENT
RGRCP	RUBBER GASKET REINFORCED CONCRETE PIPE
RP	RADIUS POINT
RPMP	REINFORCED PLASTIC MORTAR PIPE
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RT	RIGHT
RVR	RUNWAY VISUAL RANGE
RWY,R/W	RUNWAY
S	SLOPE
SB	SUBBASE
SC	SPIRAL TO CURVE
SD	STORM DRAIN
SEC	SECTION
SF	SQUARE FEET
SHLD	SHOULDER
SPA	SPACES
SPEC	SPECIFICATIONS
SS	SANITARY SEWER
STA	STATION
STD	STANDARD
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
SY	SQUARE YARD
T, TAN	TANGENT TO CURVE
TG	TOP OF GRATE ELEVATION
TN	TRUE NORTH
TOPO	TOPOGRAPHY
TOW	TOP OF WALL
TSA	TAXIWAY SAFETY AREA/TRANSPORTATION SECURITY ADMINISTRATION
TWY,T/W	TAXIWAY
TYP.	TYPICAL
VAR	VARIABLE
VASI	VISUAL APPROACH SLOPE INDICATOR
VC	VERTICAL CURVE
VER	VERIFY
VERT	VERTICAL
VOL	VOLUME
VOR	VHF OMNIDIRECTIONAL RANGE
W/	WITH

**ELECTRICAL ABBREVIATIONS**

Ø	PHASE
1/C	ONE CONDUCTOR
ABAN	ABANDONED
ACP	ASPHALTIC CONCRETE PAVEMENT
AF	AMPERE FRAME
ALV	AIRFIELD LIGHTING VAULT
ALCS	AIRFIELD LIGHTING CONTROL SYSTEM
ALCMS	AIRFIELD LIGHTING CONTROL AND MONITOR SYSTEM
ALSF	HIGH INTENSITY APPROACH LIGHTING SYSTEM WITH SEQUENCED FLASHING LIGHTS
APPROX.	APPROXIMATE
AR	AMPERAGE RATING
ARFF	AIRCRAFT RESCUE AND FIREFIGHTING
ASTM	AMERICAN SOCIETY FOR TESTING MATERIALS
AT	AMPERE TRIP
ATS	AUTOMATIC TRANSFER SWITCH
AUX.	AUXILIARY
AWG	AMERICAN WIRE GAUGE
BLDG	BUILDING
BKR	BREAKER
BSD	BARE SOFT DRAWN SOLID COPPER
CCR	CONSTANT CURRENT REGULATOR
CMH, CHH	COMMUNICATION HANDHOLE/MANHOLE
CIR, CKT	CIRCUIT
CL	CENTERLINE
CLSM	CONTROLLED LOW STRENGTH MATERIAL
COMM	COMMUNICATION
CP	COUNTERPOISE
CPT	CURRENT POWER TRANSFORMER
CU	COPPER
C/B	CIRCUIT BREAKER
C/N	CATALOG NUMBER
DEB	DIRECT EARTH BURIED
DDC	DIRECT DIGITAL CONTROL
DIST	DISTRIBUTION
DS	DISCONNECT SWITCH
(E)	EXISTING
EC	EMPTY CONDUIT
EES	EARTH ELECTRODE SYSTEM
ELEC	ELECTRICAL
EMP	EMERGENCY MAIN PANELBOARD
EMT	ELECTRICAL METALLIC TUBING
ES	EQUAL SPACES
EQUIP	EQUIPMENT
F/O, FO	FIBER OPTIC
FOD	FOREIGN OBJECT DEBRIS
G, GND	GROUND
GALV	GALVANIZED
GR	GROUND ROD
GRS	GALVANIZED RIGID STEEL CONDUIT
GS	GLIDE SLOPE ANTENNA
HH	HANDHOLE
I/C	NUMBER OF CONDUCTORS/CONDUCTOR
ILS	INSTRUMENT LANDING SYSTEM
kV	KILOVOLT
KW	KILOWATT
KVA	KILOVOLT-AMPERE(S)
LED	LIGHT-EMITTING DIODE
LFMC	LIQUID-TIGHT FLEXIBLE METALLIC CONDUIT
MCB	MAIN CIRCUIT BREAKER
N/A	NOT AVAILABLE
NAD	NORTH AMERICAN DATUM
AD	NORTH AMERICAN DATUM
NAVAIDS	NAVIGATIONAL AIDS
NEC	NATIONAL ELECTRIC CODE
NFPA	NATIONAL FIRE PROTECTION ASSOCIATION
NGVD	NATIONAL GEODETIC VERTICAL DATUM
NOTAM	NOTICE TO AIRMEN
O.C.B.W	ON CENTER BOTH WAYS
OFA	OBJECT FREE AREA
P.	POLE
PG	PROPOSED GRADE
PPE	PERSONAL PROTECTIVE EQUIPMENT
PSSS	PAVEMENT SURFACE SENSOR SYSTEM
PWR	POWER
REL	RELOCATED
REQ/REQ'D	REQUIRED
RGL	RUNWAY GUARD LIGHTS
RGS	RIGID GALVANIZED STEEL
RLBC	REMOTE LOAD BANK CONTROLLER
RLIM	RUNWAY LOW INTENSITY MONITOR
ROFA	RUNWAY OBJECT FREE AREA
RPL	REPLACE
RPR	RESIDENT PROJECT REPRESENTATIVE
RPU	REMOTE PROCESSING UNIT
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RWSL	RUNWAY STATUS LIGHTS
SCH	SCHEDULE
SS	STAINLESS STEEL OR SAFETY SWITCH
STM	STEAM
SW	SWITCH
T/L	TAXILANE
TDF	TIME DELAY FUSE
TELCO	TELECOMMUNICATIONS
T.O.	TOP OF
TOC	TOP OF CONCRETE
TOD	TOP OF DUCT
TOFA	TAXIWAY OBJECT FREE AREA
TP	TAPER POINT
TDZ	TOUCHDOWN ZONE
TVSS	TRANSIENT VOLTAGE SURGE PROTECTORS
UE	UNDERGROUND ELECTRICAL UTILITY FEEDER
UG	UNDERGROUND ELECTRICAL DUCT
URD	UNDERGROUND RESIDENTIAL DISTRIBUTION
UON	UNLESS OTHERWISE NOTED
UPS	UNINTERRUPTIBLE POWER SUPPLY
V	VOLTS
VA	VOLT AMPERES
VSR	VERTICAL SPEED REQUIRED
W	WATT(S)
XFMR	TRANSFORMER

**REVISIONS:**

REV. NO	DATE	DESCRIPTION:	EOR



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	---	<b>G001</b>
DRAWN:	---	
DESIGN:	BJG	
CHECKED:	PPP	
DATE:	JULY 2022	

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\GENERAL SHEETS.dwg Tab: G001 Jul 21, 2022 - 7:40am Plotted by: connor.rice

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\GENERAL SHEETS.dwg Tab: G002 Jul 21, 2022 - 7:40am Plotted by: connor.rice

**RW 18-36 SUMMARY OF QUANTITIES**

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
C-105-1	MOBILIZATION (10%)	LS	1
C-102-1	SILT FENCE	LF	2,271
M-102-1	MAINTENANCE OF TRAFFIC AND TEMPORARY CONSTRUCTION ITEMS	LS	1
M-102-2	MAINTENANCE OF AIRPORT SUPPLIED RUNWAY CLOSURE MARKER	EA	2
M-103-1	PROJECT SURVEY AND STAKEOUT	LS	1
M-104-1	SAFETY AND SECURITY	LS	1
P-101-1	BITUMINOUS PAVEMENT COLD MILLING (UP TO 2.5" DEEP)	SY	21,449
P-101-2	CRACK REPAIR	LF	8,267
P-401-1	HOT MIXED ASPHALT PAVEMENT, SURFACE COURSE	TON	3,118
P-401-2	HOT MIXED ASPHALT PAVEMENT, LEVELING COURSE	TON	1,270
P-603-1	EMULSIFIED ASPHALT TACK COAT	GAL	3,048
P-620-1	PERMANENT RUNWAY AND TAXIWAY PAINTING WITH TYPE I GLASS BEADS (YELLOW AND WHITE)	SF	10,012
P-620-2	PERMANENT RUNWAY AND TAXIWAY PAINTING WITH NO GLASS BEADS (BLACK)	SF	3,220
P-620-3	TEMPORARY RUNWAY AND TAXIWAY PAINTING WITH NO GLASS BEADS (YELLOW, WHITE)	SF	10,012
P-621-1	PAVEMENT GROOVING	SY	17,647
L-125-1	ADJUST EXISTING RUNWAY EDGE LIGHT L-867 TO NEW FINISH GRADE	EA	2
L-125-2	ADJUST EXISTING RUNWAY CENTERLINE LIGHT L-868 TO NEW FINISH GRADE	EA	25

**TW G SUMMARY OF QUANTITIES**

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY
C-105-1	MOBILIZATION (10%)	LS	1
M-104-1	SAFETY AND SECURITY	LS	1
P-101-1	BITUMINOUS PAVEMENT COLD MILLING (UP TO 2.5" DEEP)	SY	11,215
P-101-2	CRACK REPAIR	LF	7,954
P-401-1	HOT MIXED ASPHALT PAVEMENT, SURFACE COURSE	TON	1,630
P-603-1	EMULSIFIED ASPHALT TACK COAT	GAL	1,234
P-620-1	PERMANENT RUNWAY AND TAXIWAY PAINTING WITH TYPE I GLASS BEADS (YELLOW AND WHITE)	SF	242
P-620-2	PERMANENT RUNWAY AND TAXIWAY PAINTING WITH NO GLASS BEADS (BLACK)	SF	368

REVISIONS:

REV. NO	DATE	DESCRIPTION	EOR



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

SUMMARY OF QUANTITIES

**G002**

**GENERAL NOTES**

"RPR" INDICATES "RESIDENT PROJECT REPRESENTATIVE" AND ACTS ON BEHALF OF THE AIRPORT

1. THE RPR SHALL HAVE THE AUTHORITY TO SUSPEND THE WORK WHOLLY, OR IN PART, FOR SUCH PERIOD OR PERIODS AS HE/SHE MAY DEEM NECESSARY, DUE TO UNSUITABLE WEATHER, OR SUCH OTHER CONDITIONS AS ARE CONSIDERED UNFAVORABLE FOR THE EXECUTION OF THE WORK, OR FOR SUCH TIME AS IS NECESSARY DUE TO THE FAILURE ON THE PART OF THE CONTRACTOR TO CARRY OUT ORDERS GIVEN OR PERFORM ANY OR ALL PROVISIONS OF THE CONTRACT.
2. THE QUANTITIES SHOWN ON THE BID DOCUMENTS ARE APPROXIMATE. CONTRACTOR SHALL BE PAID FOR ACTUAL QUANTITIES MEASURED IN THE FIELD AS APPROVED BY THE OAR.
3. CONTRACTOR SHALL SUBMIT A QUALITY CONTROL PLAN FOR RPR'S REVIEW AND APPROVAL 14 DAYS PRIOR TO THE START OF WORK. QCP SHALL INCLUDE THE CONTRACTOR'S PLAN OF QUALITY CONTROL FOR ALL MAJOR ITEMS OF WORK SUCH AS ASPHALT PAVING. A QUALITY CONTROL OFFICER SHALL BE DESIGNATED BY THE CONTRACTOR AND APPROVED BY THE RPR. ALL COSTS ASSOCIATED WITH PREPARING THE QUALITY CONTROL PLAN AND QUALITY CONTROL TESTING SHALL BE INCLUDED IN THE UNIT PRICE FOR THE WORK ITEM AND PAID FOR BY THE CONTRACTOR. THE ENGINEER WILL PAY FOR AND PERFORM QUALITY ASSURANCE TESTING IN CONJUNCTION WITH THE CONTRACTOR'S QUALITY CONTROL TESTING.
4. THE RPR AND ENGINEER WILL NOT BE RESPONSIBLE FOR THE CONTRACTOR'S MEANS, METHODS, TECHNIQUES, SEQUENCES, OR PROCEDURES OF CONSTRUCTION OR THE SAFETY PRECAUTIONS INCIDENT THERETO.
5. CONTRACTOR SHALL ACQUIRE SECURITY BADGES AND ATTEND TRAINING FOR ACCESS TO THE AIRPORT OPERATIONS AREA. THE RPR WILL NOT ESCORT THE CONTRACTOR DURING CONSTRUCTION.
6. CONTRACTOR SHALL PREPARE A STORMWATER POLLUTION AND PREVENTION PLAN (SWPPP) AND FILE A NOTICE OF INTENT WITH THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION PRIOR TO THE START OF ANY DEMOLITION OR EARTHMOVING ACTIVITIES.
7. CONTRACTOR SHALL OBTAIN ALL PERMITS AND LICENSES REQUIRED FOR CONSTRUCTION. THE COST FOR THESE PERMITS SHALL BE INCLUDED IN THE UNIT PRICE FOR MOBILIZATION.
8. CONTRACTOR SHALL COORDINATE ALL UTILITY LOCATES WITH AIRPORT OPERATIONS.
9. CONTRACTOR IS RESPONSIBLE FOR STAKING THE CONSTRUCTION SITE. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RPR OF ANY DISCREPANCY BETWEEN THE DESIGN DRAWINGS AND FIELD CONDITIONS. COST OF CONSTRUCTION STAKING AND MEASUREMENTS SHALL BE INCLUDED IN THE UNIT PRICE FOR THE VARIOUS ITEMS OF WORK.
10. CONTRACTOR SHALL EXAMINE EXISTING ACCESS ROADS, TAXIWAYS, RUNWAYS, AND OTHER PAVEMENTS TO DETERMINE IF THEY ARE CAPABLE OF SUSTAINING LOADS FROM VEHICLES AND CONSTRUCTION EQUIPMENT. ANY DAMAGE TO EXISTING PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER. ANY ROADS THAT MAY BE UNSUITABLE FOR CONSTRUCTION TRAFFIC, BASED ON THE CONTRACTOR'S MEANS AND METHODS SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE RPR.
11. EXISTING PAVEMENT OR OTHER EXISTING WORK NOT SPECIFIED FOR REMOVAL WHICH IS TEMPORARILY REMOVED, DAMAGED OR IN ANY WAY DISTURBED OR ALTERED BY WORK UNDER THIS CONTRACT SHALL BE REPAIRED, PATCHED, OR REPLACED BY THE CONTRACTOR TO THE COMPLETE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE OWNER OR ENGINEER.
12. DAMAGE TO OTHER AIRPORT FACILITIES SUCH AS LIGHTING, SIGNAGE, NAVIGATIONAL AIDS, FAA CABLES, AND OTHER UTILITIES SHALL BE REPORTED TO THE RPR AND THE FAA AND REPAIRED IMMEDIATELY BY THE CONTRACTOR AT NO COST TO THE OWNER OR ENGINEER.

13. CONTRACTOR SHALL COORDINATE AND COOPERATE WITH OTHER CONTRACTORS WHO MIGHT BE WORKING CONCURRENTLY AT THE AIRPORT. ANY CONFLICTS IN PERFORMING WORK SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE RPR FOR RESOLUTION.
14. CONTRACTOR SHALL MEET ALL APPLICABLE LOCAL AND FEDERAL LAWS WHEN DISPOSING ANY OILS OR OTHER FLUIDS REMOVED FROM EQUIPMENT BEING SERVICED ON AIRPORT PROPERTY. CONTRACTOR SHALL IMMEDIATELY CLEAN ANY SPILLS, CONTACT THE RPR, AND DISPOSE THE MATERIAL OFF AIRPORT PROPERTY AT APPROVED DESIGNATED AREAS.
15. ALL CONSTRUCTION WASTE, INCLUDING BUT NOT LIMITED TO MILLINGS AND MATERIAL PICKED UP BY SWEEPERS, SHALL BE DISPOSED OF IN A LEGAL MANNER OFF AIRPORT PROPERTY. CONTRACTOR SHALL ACQUIRE ANY REQUIRED PERMITS FOR DISPOSAL OF THIS MATERIAL.
16. IF CONTRACTOR ENCOUNTERS SOIL STAINS, UNUSUAL ODORS, OR BURIED WASTE, WORK SHALL BE STOPPED AND THE RPR SHALL BE NOTIFIED IMMEDIATELY.
17. CONSTRUCTION OPERATIONS SHALL BE CONDUCTED IN SUCH A MANNER AS TO REDUCE EROSION TO THE PRACTICABLE MINIMUM AND TO PREVENT DAMAGING SILTATION OF WATER COURSES, STREAMS, LAKES OR RESERVOIRS. THE SURFACE AREA OF ERODIBLE LAND, EITHER ON OR OFF THE AIRPORT SITE, EXPOSED TO THE ELEMENTS BY CLEARING, GRUBBING OR GRADING OPERATIONS, INCLUDING GRAVEL PITS, WASTE OR DISPOSAL AREAS AND HAUL ROADS, AT ANY ONE TIME, FOR THIS CONTRACT, SHALL BE SUBJECT TO APPROVAL OF THE RPR AND THE DURATION OF SUCH EXPOSURE PRIOR TO FINAL TRIMMING AND FINISHING OF THE AREAS SHALL BE HELD TO THE MINIMUM PRACTICAL. THE RPR SHALL HAVE FULL AUTHORITY TO ORDER THE SUSPENSION OF GRADING AND OTHER OPERATIONS PENDING ADEQUATE AND PROPER PERFORMANCE OF FINISHING AND MAINTENANCE WORK OR TO RESTRICT THE TRIMMING OF ERODIBLE LAND EXPOSED TO THE ELEMENTS. CONTRACTOR SHALL FILE AND PAY FOR NPDES NOI.
18. THE DISTURBANCE OF LANDS AND WATERS THAT ARE OUTSIDE THE LIMITS OF CONSTRUCTION AS STAKED IS PROHIBITED, EXCEPT AS FOUND NECESSARY AND APPROVED BY THE RPR.
19. THE CONTRACTOR SHALL CONDUCT HIS WORK IN SUCH MANNER AS TO PREVENT THE ENTRY OF FUELS, OILS, BITUMINOUS MATERIALS, CHEMICALS, SEWAGE OR OTHER HARMFUL MATERIALS INTO STREAMS, RIVERS, LAKES OR RESERVOIRS.
20. MINIMAL POSSIBLE AREAS OF OPEN GRADING, BORROW OR AGGREGATE EXCAVATION SHALL BE EXPOSED AT ONE TIME, CONSISTENT WITH THE PROGRESS OF THE WORK.
21. WHEN NECESSARY, CERTAIN OPERATIONS SHALL BE DELAYED UNTIL PROPER WIND OR CLIMATIC CONDITIONS EXIST TO DISSIPATE OR INHIBIT POTENTIAL POLLUTANTS TO THE SATISFACTION OF THE RPR.
22. UPON COMPLETION OF THE WORK AND BEFORE ACCEPTANCE AND FINAL PAYMENT WILL BE MADE, THE CONTRACTOR SHALL RETURN ALL BADGES AND VEHICLE PASSES, REMOVE FROM THE SITE ALL MACHINERY, EQUIPMENT, SURPLUS AND DISCARDED MATERIALS, RUBBISH, TEMPORARY STRUCTURES, AND STUMPS OR PORTIONS OF TREES. HE/SHE SHALL CUT ALL BRUSH AND WOODS WITHIN THE LIMITS INDICATED AND SHALL LEAVE THE SITE IN A NEAT AND PRESENTABLE CONDITION TO THE SATISFACTION OF THE RPR. MATERIAL CLEARED FROM THE SITE AND DEPOSITED ON ADJACENT PROPERTY WILL NOT BE CONSIDERED AS HAVING BEEN DISPOSED OF SATISFACTORILY, UNLESS THE CONTRACTOR HAS OBTAINED THE WRITTEN PERMISSION OF SUCH PROPERTY OWNER.
23. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.
24. CONTRACTOR SHALL INSPECT AND CLEAN ANY RUNWAYS, TAXIWAYS AND APRONS PRIOR TO AIRPORT OPERATIONS RE-OPENING THESE AIRFIELD PAVEMENTS AND REMOVING THE LIGHTED RUNWAY CLOSED X'S. REMOVAL OF THE LIGHTED X'S AND OR BARRICADES SHALL BE THE LAST ORDER OF OPERATIONS BEFORE THE RUNWAY IS OPENED UP TO TRAFFIC, AND SHALL BE DONE SO ONLY UPON APPROVAL FROM THE AIRPORT.

**ACCESS AND STAGING NOTES**

1. CONTRACTOR SHALL ENSURE THAT VEHICLES/EQUIPMENT MOVING TO AND FROM THE SITE AND STAGING AREAS. DO NOT TRACK PRIME/TACK COAT, DIRT, MUD, OR DEBRIS ON PUBLIC ROADS. ANY TRACKING OF SUCH MATERIAL SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR AT NO COST TO THE OWNER OR ENGINEER.
2. CONTRACTOR SHALL GIVE THE RIGHT OF WAY TO THE PUBLIC WHILE USING PUBLIC ROADS. CONTRACTOR SHALL NOT BLOCK ROADWAYS AND ACCESS TO BUSINESSES. CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC IF TRUCKS OR VEHICLES ARE TEMPORARILY PARKED ON PUBLIC ROADWAYS. MAINTENANCE OF TRAFFIC SHALL MEET ALL LOCAL REQUIREMENTS AND GUIDELINES. CONTRACTOR SHALL CONTACT PINELLAS COUNTY FOR ANY PERMIT REQUIRED FOR THE USE OF PUBLIC ROADS.
3. ANY USE OF PRIVATE PROPERTY BY THE CONTRACTOR, INCLUDING PRIVATE ROADWAYS, SHALL BE COORDINATED IN ADVANCE WITH THE PROPERTY OWNER FOR APPROVAL.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES FOR IMPROPER OR ILLEGAL USE OF PUBLIC OR PRIVATE PROPERTY IN THE PERFORMANCE OF THIS WORK AT HIS/HER EXPENSE.
5. CONTRACTOR SHALL STOP AT ALL ACTIVE AIRCRAFT MOVEMENT AREAS AND SHALL NOT PROCEED INTO AN ACTIVE AIRCRAFT MOVEMENT AREA WITHOUT RADIO COMMUNICATION.
6. MOTORIZED VEHICLES AND EQUIPMENT OPERATING IN THE AOA SHALL NOT EXCEED THE POSTED SPEED LIMIT OR 15 MPH, WHICHEVER IS LESS.
7. AIRCRAFT SHALL HAVE RIGHT-OF-WAY OVER ALL MOTORIZED VEHICLES AND EQUIPMENT.
8. CONTRACTOR'S ACCESS TO THE CONSTRUCTION SITE AND HAUL ROADS ARE IDENTIFIED ON THE PLANS. CONTRACTOR SHALL NOT USE ANY ACCESS OR HAUL ROADS OTHER THAN THOSE SHOWN UNLESS APPROVED BY RPR. CONTRACTOR MUST SUBMIT SPECIFIC PROPOSED ROUTES ASSOCIATED WITH CONSTRUCTION ACTIVITIES TO THE OWNER FOR EVALUATION AND APPROVAL AS PART OF THE SAFETY PLAN BEFORE BEGINNING CONSTRUCTION ACTIVITIES. THESE PROPOSED ROUTES MUST ALSO PROVIDE SPECIFICATIONS TO PREVENT INADVERTENT ENTRY TO MOVEMENT AREAS. CONTRACTOR SHALL PAY SPECIAL ATTENTION TO ENSURE THAT EMERGENCY VEHICLE RIGHT OF WAY ON ACCESS AND HAUL ROADS IS NOT IMPEDED AT ANY TIME AND THAT CONSTRUCTION TRAFFIC ON HAUL ROADS DOES NOT INTERFERE WITH NAVAIDS OR APPROACH SURFACES OF OPERATIONAL RUNWAYS.
9. VEHICULAR TRAFFIC CROSSING ACTIVE MOVEMENT AREAS MUST BE CONTROLLED EITHER BY TWO-WAY RADIO OR RADIO EQUIPPED ESCORT. VEHICLE DRIVERS MUST CONFIRM BY PERSONAL OBSERVATION THAT NO AIRCRAFT IS APPROACHING THEIR POSITION.
10. CONTRACTORS MUST TAKE CARE TO MAINTAIN A HIGH LEVEL OF SAFETY AND SECURITY DURING CONSTRUCTION WHEN ACCESS POINTS ARE CREATED IN THE SECURITY FENCING TO PERMIT THE PASSAGE OF CONSTRUCTION VEHICLES OR PERSONNEL. TEMPORARY GATES SHOULD BE EQUIPPED SO THEY CAN BE SECURELY CLOSED AND LOCKED TO PREVENT ACCESS BY ANIMALS AND PEOPLE. PROCEDURES SHOULD BE IN PLACE TO ENSURE THAT ONLY AUTHORIZED PERSONS AND VEHICLES HAVE ACCESS TO THE AOA AND TO PROHIBIT "PIGGYBACKING" BEHIND ANOTHER PERSON OR VEHICLE.
11. CONTRACTOR SHALL ACQUIRE APPLICABLE PERMITS FROM LOCAL AGENCIES FOR ANY MODIFICATIONS TO THE STAGING AREA SUCH AS SECURITY FENCING, GRADING AND DRAINAGE OR INSTALLING UTILITIES SUCH AS WATER, SEWER, AND POWER. CONTRACTOR'S STAGING AREA, ACCESS ROADS, AND OTHER AREAS USED BY THE CONTRACTOR SHALL BE RETURNED TO ITS ORIGINAL CONDITION AFTER THE CONSTRUCTION IS COMPLETE AND ALL EQUIPMENT, TRAILERS, ETC. ARE REMOVED OFF THE AIRPORT PROPERTY. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR MOBILIZATION.
12. CONTRACTOR'S STAGING AND STOCKPILING AREAS SHALL BE CLEARLY MARKED AND LIGHTED FOR THE DURATION OF CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR THE SAFETY AND SECURITY OF ANY CONSTRUCTION EQUIPMENT STORED ON AIRPORT PROPERTY. EXACT LIMITS SHALL BE COORDINATED WITH OWNER.

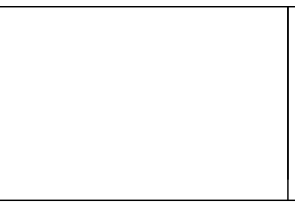
13. CONTRACTOR AND SUBCONTRACTORS SHALL NOT ACCESS RESTRICTED AREAS ON THE AIRFIELD EXCEPT THE CONSTRUCTION LIMITS WITHIN THE STAGING AREAS,HAUL ROUTES, STORAGE AND STOCKPILES, AND THE CONSTRUCTION SITE AS APPROVED BY THE OWNER.

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\GENERAL SHEETS.dwg Tab: G003 Jul 21, 2022 - 7:40am Plotted by: connor.rice

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**  
  
**ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL**

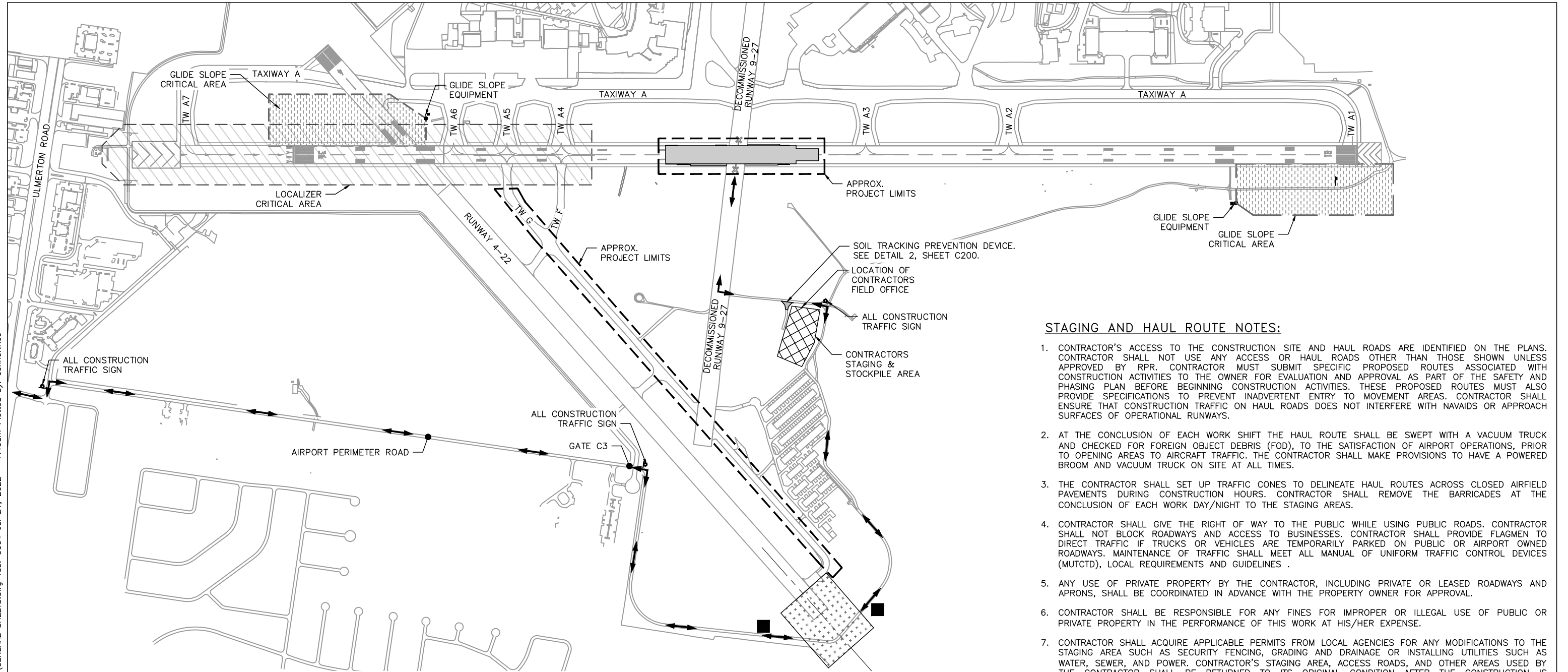


@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
 201 NORTH FRANKLIN STREET, SUITE 1400  
 TAMPA, FLORIDA 33602  
 PHONE: 813-620-1460  
 WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

**GENERAL, ACCESS, & STAGING  
NOTES**  
  
G003

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\GENERAL SHEETS.dwg Tab: G004 Jul 21, 2022 - 7:40am Plotted by: connor.rice



**NOTES:**

1. CONTRACTOR TO PROVIDE FLAGMEN WITH AIRBAND RADIOS TUNED TO LOCAL ATCT FREQUENCY TO RESTRICT CONSTRUCTION TRAFFIC AND PERSONNEL WITHIN THE LIMITS OF THE ACCESS CONTROL AREA SHOWN DURING THE DURATION OF PHASE 1 ON A 24-HOUR PER DAY BASIS. FLAGMEN AND ACCESS CONTROL ARE INCIDENTAL TO ITEM M-102-1.

**LEGEND**

- RW 18-36 PAVING AREA
- CONTRACTORS STAGING & STOCKPILE AREA
- CONTROLLED ACCESS AREA
- HAUL ROUTE
- FLAGMEN
- APPROX. PROJECT LIMITS

**STAGING AND HAUL ROUTE NOTES:**

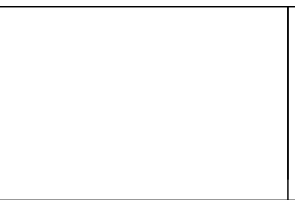
1. CONTRACTOR'S ACCESS TO THE CONSTRUCTION SITE AND HAUL ROADS ARE IDENTIFIED ON THE PLANS. CONTRACTOR SHALL NOT USE ANY ACCESS OR HAUL ROADS OTHER THAN THOSE SHOWN UNLESS APPROVED BY RPR. CONTRACTOR MUST SUBMIT SPECIFIC PROPOSED ROUTES ASSOCIATED WITH CONSTRUCTION ACTIVITIES TO THE OWNER FOR EVALUATION AND APPROVAL AS PART OF THE SAFETY AND PHASING PLAN BEFORE BEGINNING CONSTRUCTION ACTIVITIES. THESE PROPOSED ROUTES MUST ALSO PROVIDE SPECIFICATIONS TO PREVENT INADVERTENT ENTRY TO MOVEMENT AREAS. CONTRACTOR SHALL ENSURE THAT CONSTRUCTION TRAFFIC ON HAUL ROADS DOES NOT INTERFERE WITH NAVAIDS OR APPROACH SURFACES OF OPERATIONAL RUNWAYS.
2. AT THE CONCLUSION OF EACH WORK SHIFT THE HAUL ROUTE SHALL BE SWEEPED WITH A VACUUM TRUCK AND CHECKED FOR FOREIGN OBJECT DEBRIS (FOD), TO THE SATISFACTION OF AIRPORT OPERATIONS, PRIOR TO OPENING AREAS TO AIRCRAFT TRAFFIC. THE CONTRACTOR SHALL MAKE PROVISIONS TO HAVE A POWERED BROOM AND VACUUM TRUCK ON SITE AT ALL TIMES.
3. THE CONTRACTOR SHALL SET UP TRAFFIC CONES TO DELINEATE HAUL ROUTES ACROSS CLOSED AIRFIELD PAVEMENTS DURING CONSTRUCTION HOURS. CONTRACTOR SHALL REMOVE THE BARRICADES AT THE CONCLUSION OF EACH WORK DAY/NIGHT TO THE STAGING AREAS.
4. CONTRACTOR SHALL GIVE THE RIGHT OF WAY TO THE PUBLIC WHILE USING PUBLIC ROADS. CONTRACTOR SHALL NOT BLOCK ROADWAYS AND ACCESS TO BUSINESSES. CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC IF TRUCKS OR VEHICLES ARE TEMPORARILY PARKED ON PUBLIC OR AIRPORT OWNED ROADWAYS. MAINTENANCE OF TRAFFIC SHALL MEET ALL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LOCAL REQUIREMENTS AND GUIDELINES .
5. ANY USE OF PRIVATE PROPERTY BY THE CONTRACTOR, INCLUDING PRIVATE OR LEASED ROADWAYS AND APRONS, SHALL BE COORDINATED IN ADVANCE WITH THE PROPERTY OWNER FOR APPROVAL.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY FINES FOR IMPROPER OR ILLEGAL USE OF PUBLIC OR PRIVATE PROPERTY IN THE PERFORMANCE OF THIS WORK AT HIS/HER EXPENSE.
7. CONTRACTOR SHALL ACQUIRE APPLICABLE PERMITS FROM LOCAL AGENCIES FOR ANY MODIFICATIONS TO THE STAGING AREA SUCH AS SECURITY FENCING, GRADING AND DRAINAGE OR INSTALLING UTILITIES SUCH AS WATER, SEWER, AND POWER. CONTRACTOR'S STAGING AREA, ACCESS ROADS, AND OTHER AREAS USED BY THE CONTRACTOR SHALL BE RETURNED TO ITS ORIGINAL CONDITION AFTER THE CONSTRUCTION IS COMPLETE AND ALL EQUIPMENT, TRAILERS, ETC. ARE REMOVED OFF THE AIRPORT PROPERTY. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE BID UNIT PRICE FOR MOBILIZATION.
8. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING HIS/HER OWN UTILITIES, TEMPORARY FENCING, LIGHTING, AND OTHER ITEMS NECESSARY FOR THE STAGING AREA. COST FOR TEMPORARY UTILITIES AND LIGHTING SHALL BE INCLUDED IN THE BID UNIT PRICE FOR MOBILIZATION.
9. CONTRACTOR'S STAGING, STOCKPILING AND WORK AREAS SHALL BE CLEARLY MARKED AND LIGHTED FOR THE DURATION OF CONSTRUCTION. TEMPORARY LIGHTING SHALL BE PLACED IN A MANNER TO POINT AWAY FROM THE RUNWAY ENDS AND AIR TRAFFIC CONTROL TOWER. SEE ELECTRICAL NOTES (E001) FOR ADDITIONAL TEMPORARY LIGHTING REQUIREMENTS.
10. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THEIR STOCKPILE AND STAGING AREAS, EQUIPMENT AND MATERIALS LOCATED ON AIRPORT PROPERTY.

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36 PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT  
CLEARWATER, FL



**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

CONTRACT LAYOUT PLAN

**G004**

**SAFETY NOTES**

1. CONTRACTOR SHALL BE FAMILIAR WITH THE FOLLOWING FAA SAFETY PROVISIONS AND IMPLEMENT THESE REQUIREMENTS DURING CONSTRUCTION. THE LATEST COPIES OF THESE GUIDELINES CAN BE OBTAINED FROM THE ENGINEER OR ON-LINE AT (HTTP://WWW.FAA.GOV/REGULATIONS\_POLICIES).
  - FAA ADVISORY CIRCULAR AC 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION"
  - FAA ADVISORY CIRCULAR AC 150/5210-5D, "PAINTING, MARKING AND LIGHTING OF VEHICLES USED ON AN AIRPORT"
  - CODE OF FEDERAL REGULATIONS, 14 CFR PART 77, "SAFE EFFICIENT USE AND PRESERVATION OF THE NAVIGABLE AIRSPACE"
  - FAA ADVISORY CIRCULAR 150/5210-24, "AIRPORT FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT"
  - FAA ADVISORY CIRCULAR AC 150/5200-18C, "AIRPORT SAFETY SELF-INSPECTION"
  - AC 150/5200-33B - HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS
2. CONTRACTOR SHALL COMPLY WITH THE CONSTRUCTION SAFETY AND PHASING PLAN ASSOCIATED WITH THE CONSTRUCTION PROJECT AND ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SAFETY PROCEDURES AND REGULATIONS ON THE AIRPORT.
3. CONTRACTOR SHALL PROVIDE A POINT OF CONTACT WHO WILL COORDINATE AN IMMEDIATE RESPONSE TO CORRECT ANY CONSTRUCTION-RELATED ACTIVITY THAT MAY ADVERSELY AFFECT THE OPERATIONAL SAFETY OF THE AIRPORT.
4. CONTRACTOR SHALL PROVIDE A SAFETY OFFICER/CONSTRUCTION INSPECTOR FAMILIAR WITH AIRPORT SAFETY TO MONITOR CONSTRUCTION ACTIVITIES.
5. CONTRACTOR SHALL RESTRICT MOVEMENT OF CONSTRUCTION VEHICLES TO CONSTRUCTION AREAS BY FLAGGING AND BARRICADING, ERECTING TEMPORARY FENCING, OR PROVIDING ESCORTS, AS APPROPRIATE.
6. CONTRACTOR SHALL ENSURE THAT NO EMPLOYEES, EMPLOYEES OF SUBCONTRACTORS OR SUPPLIERS, OR OTHER PERSONS ENTER ANY PART OF THE AIR OPERATIONS AREAS (AOA) FROM THE CONSTRUCTION SITE UNLESS AUTHORIZED.
7. CONTRACTOR EMPLOYEES SHALL PARK AND SERVICE ALL CONSTRUCTION VEHICLES IN AN AREA DESIGNATED BY THE RPR OUTSIDE THE RUNWAY SAFETY AREAS (RSA) AND OBSTACLE FREE ZONE (OFZ) AND NEVER ON A CLOSED TAXIWAY OR RUNWAY. EMPLOYEES SHALL ALSO PARK CONSTRUCTION VEHICLES OUTSIDE THE OBJECT FREE AREA (OFA) WHEN NOT IN USE BY CONSTRUCTION PERSONNEL (E.G., OVERNIGHT, ON WEEKENDS, OR DURING OTHER PERIODS WHEN CONSTRUCTION IS NOT ACTIVE).
8. CONTRACTOR PERSONNEL ENGAGED IN ACTIVITIES INVOLVING UNESCORTED OPERATION ON AIRCRAFT MOVEMENT AREAS SHALL OBSERVE THE PROPER PROCEDURES FOR COMMUNICATIONS AND SHALL MONITOR ATC COMMUNICATIONS.
9. NO CONSTRUCTION MAY OCCUR CLOSER THAN 250 FEET FROM THE RUNWAY 18-36 CENTERLINE UNLESS THE RUNWAY IS CLOSED OR RESTRICTED TO AIRCRAFT OPERATIONS REQUIRING AN RSA THAT IS EQUAL TO THE RSA WIDTH AVAILABLE DURING CONSTRUCTION. NO CONSTRUCTION MAY OCCUR CLOSER THAN 250 FEET FROM RUNWAY 4-22 CENTERLINE UNLESS THE RUNWAY IS CLOSED OR RESTRICTED TO AIRCRAFT OPERATIONS REQUIRING AN OFZ THAT IS EQUAL TO THE WIDTH AVAILABLE DURING CONSTRUCTION.
10. CONTRACTOR SHALL PROMINENTLY MARK OPEN TRENCHES AND EXCAVATIONS AT THE CONSTRUCTION SITE WITH RED OR ORANGE FLAGS, AS APPROVED BY THE RPR, AND LIGHT THEM WITH RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS.
11. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN 250 FEET OF RUNWAY 18-36 CENTERLINE AND 250 FEET FROM THE THE RUNWAY 4-22 CENTERLINE WHILE THE RUNWAY IS OPEN. IF THE RUNWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, COVER THE EXCAVATIONS APPROPRIATELY. COVERINGS FOR OPEN TRENCHES OR EXCAVATIONS MUST BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE HEAVIEST AIRCRAFT OPERATING ON THE RUNWAY.
12. EXCAVATIONS AND OPEN TRENCHES ARE NOT PERMITTED WITHIN THE TSA OF A TAXIWAY. COVERINGS FOR OPEN TRENCHES OR EXCAVATIONS MUST BE OF SUFFICIENT STRENGTH TO SUPPORT THE WEIGHT OF THE HEAVIEST AIRCRAFT OPERATING ON THE TAXIWAY AND APRON.
13. CONTRACTOR SHALL SEPARATE THE CONSTRUCTION SITE AND AREAS IN WHICH NO PART OF AN AIRCRAFT MAY ENTER BY USING LOW-PROFILE BARRICADES THAT ARE MARKED WITH DIAGONAL, ALTERNATING ORANGE AND WHITE STRIPES AND RED LIGHTS. BARRICADES MAY BE SUPPLEMENTED WITH ALTERNATING ORANGE AND WHITE FLAGS AT LEAST 3 FEET BY 3 FEET SQUARE AND MADE AND INSTALLED SO THEY ARE ALWAYS IN AN EXTENDED POSITION, PROPERLY ORIENTED, AND SECURELY FASTENED TO ELIMINATE JET ENGINE INGESTION. (SEE DETAILS ON SHEET G007)
14. STOCKPILED MATERIALS AND EQUIPMENT STORAGE ARE NOT PERMITTED WITHIN THE RSA AND OFZ OF AN OPERATIONAL RUNWAY OR WITHIN THE TOFA OF AN OPERATIONAL TAXIWAY. CONTRACTOR SHALL ENSURE THAT STOCKPILED MATERIALS AND EQUIPMENT ADJACENT TO THESE AREAS ARE PROMINENTLY MARKED AND LIGHTED DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. THIS INCLUDES DETERMINING AND VERIFYING THAT MATERIALS ARE STORED AT AN APPROVED LOCATION TO PREVENT FOREIGN OBJECT DAMAGE AND ATTRACTION OF WILDLIFE.
15. CONTRACTOR MAY NOT USE OPEN-FLAME WELDING OR TORCHES UNLESS ADEQUATE FIRE SAFETY PRECAUTIONS ARE PROVIDED AND THE RPR HAS APPROVED THEIR USE.
16. WASTE AND LOOSE MATERIALS, COMMONLY REFERRED TO AS FOD, ARE CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS, PROPELLERS, AND JET ENGINES. CONTRACTOR SHALL NOT LEAVE OR PLACE FOD ON OR NEAR ACTIVE AIRCRAFT MOVEMENT AREAS. MATERIALS TRACKED ONTO THESE AREAS MUST BE CONTINUOUSLY REMOVED DURING CONSTRUCTION. CONTRACTOR SHALL ALSO CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT MIGHT ATTRACT WILDLIFE.
17. CONTRACTOR SHALL NOT CONDUCT ANY CONSTRUCTION ACTIVITY WITHIN NAVIGATIONAL AID RESTRICTED AREAS AND CRITICAL AREAS, WITHOUT PRIOR APPROVAL FROM THE LOCAL FAA AIRWAY FACILITIES SECTOR REPRESENTATIVE. NAVIGATIONAL AIDS INCLUDE INSTRUMENT LANDING SYSTEM COMPONENTS SUCH AS THE LOCALIZER, THE GLIDESLOPE, APPROACH LIGHTS, PAPI, ETC. SUCH RESTRICTED AREAS ARE DEPICTED ON CONSTRUCTION PLANS.
18. ALL CONTRACTOR EQUIPMENT OPERATING IN THE AOA SHALL BE IDENTIFIED BY THREE-FOOT (3') SQUARE ORANGE AND WHITE FLAGS WHENEVER SUCH VEHICLE AND EQUIPMENT ARE OPERATING ON THE AOA. IN ADDITION, SUCH VEHICLES AND EQUIPMENT SHALL HAVE THE CONTRACTOR'S NAME CLEARLY AFFIXED ON EACH SIDE OF SUCH VEHICLES AND EQUIPMENT. DURING THE HOURS BETWEEN SUNSET AND SUNRISE AND AT ALL TIMES WHEN VISIBILITY IS IMPAIRED, VEHICLES AND MOBILE EQUIPMENT SHALL ALSO BE EQUIPPED WITH A REVOLVING YELLOW BEACON LIGHT MOUNTED ON THE TOP OF THE VEHICLE OR EQUIPMENT. BEACON LIGHTS SHALL PROVIDE:
  - a. THREE HUNDRED AND SIXTY DEGREE AZIMUTH COVERAGE.
  - b. EFFECTIVE INTENSITY IN THE HORIZONTAL PLANE NOT LESS THAN 40 OR MORE THAN 400 CANDELAS.
  - c. BEAM SPREAD MEASURED TO 1/10 PEAK INTENSITY EXTENDING FROM 10 DEGREES TO 15 DEGREES ABOVE THE HORIZONTAL.
  - d. SIXTY TO NINETY FLASHES PER MINUTE.
19. NO CRANE SHALL BE ALLOWED ON THE WORK SITE UNTIL THE EQUIPMENT AND ITS INTENDED OPERATION ARE APPROVED BY THE RPR. THE CONTRACTOR SHALL PROVIDE THE RPR WITH NOT LESS THAN 72-HOUR ADVANCE WRITTEN NOTICE REQUESTING CRANE ACCESS TO THE AOA.
20. WHEN ACCESS IS APPROVED BY THE RPR, THE TIP OF THE CRANE BOOM SHALL BE IDENTIFIED BY THE ORANGE AND WHITE FLAG AND BY RED OBSTRUCTION LIGHTS, CONFORMING TO FAA REQUIREMENTS.
21. CONTRACTOR SHALL HAVE RADIOS ON SITE AT ALL TIMES TO COMMUNICATE WITH THE AIR TRAFFIC CONTROL TOWER AND MONITOR AIRCRAFT ACTIVITIES. COST FOR RADIOS ARE INCIDENTAL TO MOBILIZATION.
22. DURING PERIODS OF SEVERE WEATHER CONDITIONS OR OTHER OPERATIONAL EMERGENCIES, THE RPR MAY DIRECT THE CONTRACTOR TO RELINQUISH AREAS UNDER CONSTRUCTION AND TO PREPARE THE AREAS FOR AIRCRAFT OPERATIONS. IN THIS EVENT THE RPR WILL SO DIRECT THE CONTRACTOR TO EVACUATE THE AREA AND THE RPR WILL SPECIFY THE LIMITS OF THE AREA TO BE EVACUATED, THE TERM OF EVACUATION AND THE CONDITIONS GOVERNING THE RESTORATION WORK NECESSARY TO PREPARE THE AREA FOR AIRCRAFT OPERATION. THE CONTRACTOR SHALL PROMPTLY AND FULLY COMPLY WITH THE RPR'S DIRECTIVE. SHOULD THE DIRECTIVE ENTAIL EXTRA WORK UNDER THE CONTRACT, AS DETERMINED BY THE RPR, THE CONTRACTOR WILL BE REIMBURSED FOR SUCH EXTRA WORK. SHOULD THE DIRECTIVE ENTAIL A DELAY IN THE COMPLETION OF THE CONTRACT OR ANY DEFINED SUBDIVISION OF THE CONTRACT, AS DETERMINED BY THE RPR, THE CONTRACTOR MAY BE GRANTED AN EXTENSION OF TIME.
23. VEHICULAR TRAFFIC SHALL NOT CROSS ACTIVE AIRCRAFT MOVEMENT AREAS (RUNWAYS, TAXIWAYS OR AIRCRAFT PARKING APRON) WITHOUT PRIOR APPROVAL, AND PROPER RADIO COMMUNICATIONS OR ESCORTS.
24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACTIONS OF EMPLOYEES AND SUBCONTRACTORS. PERSONNEL WHO DO NOT ABIDE BY AIRPORT RULES AND REGULATIONS ARE SUBJECT TO PROSECUTION AND OR MONETARY FINES.
25. ALL ACCIDENTS CAUSING PERSONAL INJURY OR PROPERTY DAMAGE SHALL BE REPORTED TO THE RPR IMMEDIATELY. THE CONTRACTOR(S) SHALL PROVIDE, AT THE SITE, SUCH EQUIPMENT AND MEDICAL FACILITIES AS ARE NECESSARY TO SUPPLY FIRST AID SERVICE TO ANYONE WHO MAY BE INJURED IN CONNECTION WITH THE PERFORMANCE OF THE WORK, WHETHER ON OR ADJACENT TO THE SITE. IN ADDITION, IF DEATH OR SERIOUS INJURIES OR SERIOUS DAMAGES ARE CAUSED, THE ACCIDENT SHALL BE REPORTED IMMEDIATELY BY TELEPHONE TO 911 DISPATCH.
26. THE CONTRACTOR'S EMPLOYEES, MUST HAVE A VALID GOVERNMENTAL IDENTIFICATION ON THEIR PERSON AT ALL TIMES. FAILURE TO COMPLY WITH THESE REQUIREMENTS WILL RESULT IN THE EMPLOYEE BEING ESCORTED OFF THE AOA AND FINES MAY BE IMPOSED AT THE CONTRACTOR'S EXPENSE.
27. ANY DELAY IN CONSTRUCTION OF PROJECT DUE TO VIOLATION OF FEDERAL AND/OR AIRPORT REGULATIONS SHALL BE ABSORBED BY THE CONTRACTOR.
28. CONTRACTOR WILL NOT BE ALLOWED TO USE ANY OF THE EXISTING TAXIWAY OR RAMPS, OTHER THAN WHAT IS SPECIFICALLY, AUTHORIZED BY THE RPR.
29. CONTRACTOR IS REQUIRED TO MAINTAIN A POWER SWEEPER AND PERSONNEL CAPABLE OF OPERATING IT ON SITE AT ALL TIMES; AND SHALL CLEAN ALL WORK AREAS, HAUL ROUTES AND OTHER AIRPORT PAVEMENT AREAS CONTAINING DEBRIS AS A RESULT OF CONTRACTOR'S OPERATIONS.
30. CONTRACTOR IS REQUIRED TO HAVE A PERSON ON CALL 24-HOURS A DAY, 7 DAYS A WEEK FOR EMERGENCY MAINTENANCE OF AIRPORT HAZARD LIGHTING AND BARRICADES. CONTRACTOR MUST FILE THE CONTACT PERSON'S NAME WITH THE RPR.
31. CONTRACTOR SHALL PROVIDE AN EMERGENCY NOTIFICATION LIST (24-HOUR CONTACT LIST) WHICH IDENTIFIES THE PROJECT MANAGER AND ALL SUBCONTRACTOR SUPERVISORS/LEADS.
32. ALL TAXIWAY AND RUNWAY CLOSURE REQUESTS MUST BE SUBMITTED 72 HRS IN ADVANCE OF THE REQUESTED CLOSURE PERIOD. THE REQUEST MUST INDICATE THE AREAS NEEDED AND A SCHEDULE OF OPERATIONS AND TIME(S) REQUIRED FOR OPERATIONS WITHIN THE AREA.
33. ALL TAXIWAY AND RUNWAY REQUESTS ARE CONTINGENT ON REVIEW AND APPROVAL BY THE RPR AND WIND AND WEATHER AVAILABILITY. THE AIRPORT RESERVES THE RIGHT TO SHIFT ANY APPROVED CLOSURE PERIODS TO ALLEVIATE AIRCRAFT CONGESTION WHEN WEATHER CONDITIONS DICTATE.

**REVISIONS:**

REV. NO	DATE	DESCRIPTION:	EOR



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:		<b>G005</b>
DRAWN:	BJG	
DESIGN:	BJG	
CHECKED:	PPP	
DATE:	JULY 2022	

**SECURITY NOTES**

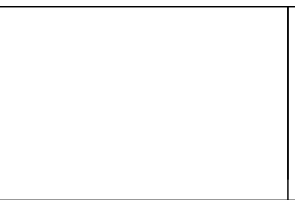
1. IT IS INTENDED THAT THE CONTRACTOR SHALL COMPLY WITH ALL SECURITY REQUIREMENTS SPECIFIED HEREIN AND IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL DESIGNATE TO THE RPR IN WRITING THE NAME OF ITS "CONTRACTOR SECURITY OFFICER" (CSO). THE CSO SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS OF THE CONTRACT. THE CSO FOR THIS PROJECT MAY BE THE PROJECT SUPERINTENDENT/SUPERVISOR. THE CSO SHALL BE REQUIRED TO FAMILIARIZE THEMSELVES WITH REQUIREMENTS OF OPERATING WITHIN THE AIRFIELD AND APPLICABLE RULES AND REGULATIONS. THE CSO SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON THESE REQUIREMENTS AND, FROM TIME TO TIME, OTHER SECURITY PROVISIONS ADOPTED BY PIE. ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON THESE REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.
2. THE CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RPR. NO OTHER ACCESS POINTS SHALL BE ALLOWED UNLESS APPROVED BY PIE AND DIRECTED BY THE RPR. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROUTE OR GUIDED BY CONTRACTOR PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE VARIOUS CONSTRUCTION AREAS ON AIRPORT PROPERTY. DIRECTIONAL SIGNING AT THE ACCESS POINT AND ALONG THE DELIVERY ROUTE TO THE STORAGE AREA OR WORK SITE SHALL BE AS DIRECTED BY THE "OWNER'S AUTHORIZED REPRESENTATIVE" RPR.
3. ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE SITE MUST BE ESCORTED BY THE CONTRACTOR. THIS WILL PRECLUDE DELIVERY TRUCKS FROM ENTERING INTO THE AIRPORT OR TAKING SHORT-CUTS THROUGH THE PERIMETER GATES AND ENTERING INTO AIRPORT OPERATIONS AREAS INADVERTENTLY.
4. THE MATERIAL STORAGE AREA, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS DEFINED AS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE AS SHOWN ON THE PROJECT DRAWINGS OR AS DIRECTED BY THE RPR. THE CONTRACTOR MAY ERECT, MAINTAIN AND REMOVE AT COMPLETION OF THE PROJECT AROUND THE PERIMETER OF THESE AREA SUITABLE FENCING, MARKING AND/OR WARNING DEVICES VISIBLE FOR DAY/NIGHT USE.
5. THE CONTRACTOR ACCESS GATE DESIGNATED FOR USE MAY BE UTILIZED BY OTHER CONTRACTORS OR BY PIE STAFF DURING THIS PROJECT. THE CONTRACTOR IS REQUIRED TO COORDINATE ACCESS WITH ALL PARTIES. NO ADDITIONAL COMPENSATION SHALL BE MADE FOR ISSUES RELATED TO SITE ACCESS.
6. **IDENTIFICATION OF PERSONNEL:** ALL EMPLOYEES, AGENTS, VENDORS, INVITEES, ETC. OF THE CONTRACTOR OR SUBCONTRACTORS REQUIRING ACCESS TO THE PROJECT SITE OR STAGING AREA, IN ACCORDANCE WITH THE PIE SECURITY PROGRAM, WILL BE REQUIRED TO DISPLAY AIRPORT ISSUED IDENTIFICATION OR BE UNDER ESCORT BY PROPERLY BAGGED PERSONNEL. SUPERVISORS SHALL BE BAGGED WITH A ST. PETE-CLEARWATER INTERNATIONAL SIDA BADGE. AT THE COMPLETION OF THE CONTRACT ALL BADGES WILL BE RETURNED TO THE AIRPORT OR A PER BADGE CHARGE WILL BE ASSESSED FOR ALL BADGES NOT RETURNED. AS PART OF THE BADGE APPLICATION PROCESS, EACH APPLICANT WILL BE FINGERPRINTED FOR USE IN AN FBI CRIMINAL RECORDS SEARCH. ANY PERSON WHOSE CRIMINAL RECORD REVEALS OFFENSES LISTED BY FAA AS DISQUALIFYING OFFENSES WILL BE DENIED A BADGE AND WILL BE PROHIBITED FROM UNESCORTED ACCESS TO THE PROJECT SITE. ALL REQUIRED PAPERWORK AND ID BADGE APPLICATIONS SHALL BE SUBMITTED A MINIMUM OF TWO (2) WEEKS BEFORE ISSUANCE OF ANY BADGE. CONTRACTOR PERSONNEL REQUIRING AIRPORT ISSUED BADGES ARE RESPONSIBLE FOR ATTENDING SIDA TRAINING AND COMPLETING SECURITY BADGE APPLICATIONS, WHICH WILL INCLUDE AIR/GROUND RADIO, TAXIWAY AND AIRPORT FAMILIARIZATION. THERE MAY BE A CHARGE FOR THE FBI BACKGROUND CHECK AND FINGERPRINTING PROCESS, THE COST OF WHICH SHALL BE INCIDENTAL TO ITEM M-101, MOBILIZATION. ALL EMPLOYEES, AGENTS, VENDORS, INVITEES, ETC. OF THE CONTRACTOR OR SUBCONTRACTORS HAVING ACCESS TO THE AOA UNDER ESCORT SHALL CONSPICUOUSLY WEAR EITHER SHIRT AND/OR HARD HAT THAT IDENTIFIES THE PERSON TO THE PROJECT AND EMPLOYER.
7. **IDENTIFICATION OF VEHICLES:** THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUB-CONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE SITE. VEHICLE PERMITS SHALL BE ASSIGNED IN A MANNER IN WHICH TO ASSURE POSITIVE IDENTIFICATION OF THE UNIT AT ALL TIMES. IN LIEU OF ISSUING INDIVIDUAL PERMITS, THE CSO CAN REQUIRE EACH VEHICLE TO DISPLAY A LARGE COMPANY SIGN ON BOTH SIDES OF THE VEHICLE AND ISSUE TO THE RPR, A CURRENT LIST OF COMPANIES AUTHORIZED TO ENTER AND CONDUCT WORK ON THE AIRPORT. CONTRACTOR EMPLOYEE PERSONAL VEHICLES ARE NOT ALLOWED ON THE AIRFIELD AT ANY TIME.
8. THE CONTRACTOR SHALL COORDINATE HAUL ROUTE AND ACCESS OPERATIONS WITH ALL OTHER CONTRACTORS UTILIZING THE SAME ROUTES.
9. NO GATE IS TO BE LEFT UNATTENDED AT ANY TIME. GATES ARE TO BE CLOSED AND LOCKED WHEN NOT IN USE.
10. ALL ACCESS GATES SHALL BE CLOSED DURING CONSTRUCTION, UNLESS THE CONTRACTOR PROVIDES A FULL-TIME BONDED SECURITY GATE GUARD WHO IS TRAINED AND BADGED FOR ACCESS TO THE AOA. IT IS THE CONTRACTOR'S RESPONSIBILITY TO KEEP THE AIRPORT SECURED AT ALL TIMES DURING CONSTRUCTION.
11. CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE CSO SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON SECURITY REQUIREMENTS AS OUTLINED IN THE CONTRACT DOCUMENTS.
12. ACCESS TO THE SITE: CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS. NO OTHER ACCESS POINTS SHALL BE ALLOWED. THE CONTRACTOR IS RESPONSIBLE FOR IMMEDIATE CLEANUP OF ANY DEBRIS DEPOSITED ALONG ANY ROUTE USED AS A RESULT OF THEIR CONSTRUCTION TRAFFIC.
13. THE CONTRACTOR SHALL MAINTAIN A LIST OF ALL AUTHORIZED PROJECT PERSONNEL AND IT SHALL BE SUBMITTED TO PIE PRIOR TO BEGINNING WORK.

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\GENERAL SHEETS.dwg Tab: G006 Jul 21, 2022 - 7:40am Plotted by: connor.rice

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**  
  
**ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL**

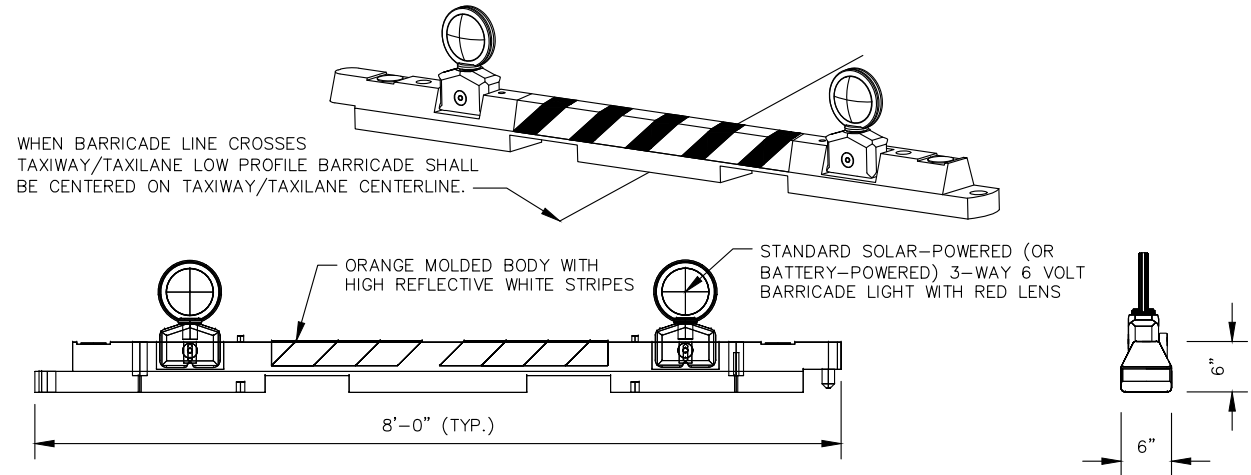


@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
 201 NORTH FRANKLIN STREET, SUITE 1400  
 TAMPA, FLORIDA 33602  
 PHONE: 813-620-1460  
 WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

PROJECT SECURITY NOTES  
  
G006

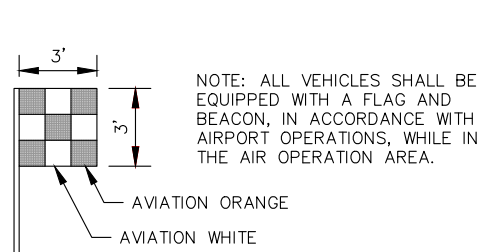
K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\GENERAL SHEETS.dwg Tab: G007 Jul 21, 2022 - 7:40am Plotted by: connor.rice



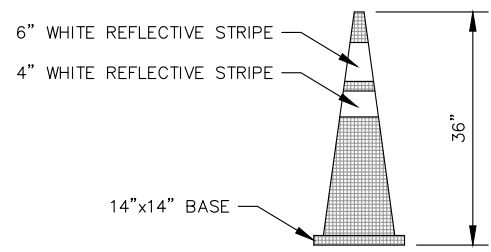
**LOW PROFILE BARRICADE NOTES:**

1. MAXIMUM TOTAL HEIGHT OF BARRICADES SHALL NOT BE MORE THAN 18 INCHES.
2. TYPICAL BARRICADE SHALL BE PLACED, ALONG THE LIMITS OF THE PHASES OF WORK, AS SHOWN IN THESE PLANS TO DELINEATE THE CONTRACTOR'S WORK AREAS AND CLOSED RUNWAYS/TAXIWAYS/TAXILANES.
3. BARRICADES SHALL EITHER BE WATERFILLED OR WEIGHTED WITH SANDBAGS TO SECURE AGAINST JET BLAST. SANDBAGS SHALL BE A MINIMUM OF 25 LBS. EACH WITH ONE WIGHTED ON EACH END.
4. ALL BARRICADES AND SANDBAGS SHALL BE CHECKED VISUALLY FOR SIGNS OF WEAR AND TEAR ON A DAILY BASIS. BARRICADES SHALL BE REPAINTED, INCLUDING REFLECTIVE STRIPES, AND SANDBAGS REPLACED WHEN DEEMED APPROPRIATE BY THE RPR. ALL LIGHT FIXTURES SHALL BE IN GOOD WORKING ORDER AND SHALL BE CHECKED BY THE CONTRACTOR ON A DAILY BASIS BEFORE THE CONTRACTOR CEASES OPERATIONS FOR THE DAY.
5. ALL BARRICADES SHALL BE MOVED AT LEAST ONCE EACH WEEK AND THE CONTRACTOR SHALL SWEEP THE ACCUMULATED DEBRIS AND REMOVE AND DISPOSE OF THE DEBRIS OFFSITE AT AN APPROVED DISPOSAL FACILITY. THE BARRICADES SHALL THEN BE REPLACED AT THE APPROPRIATE LOCATION.
6. CAUTION LIGHTS SHALL BE RED IN COLOR AND FLASHING DURING HOURS OF DARKNESS.
7. ALL LOW PROFILE BARRICADES ARE TO BE PLACED AT A MAXIMUM INTERVAL OF 4 FEET END TO END.
8. THE CONTRACTOR MAY SUBSTITUTE AN EQUAL LOW PROFILE BARRICADE APPROVED BY THE ENGINEER, GENERALLY CONFORMING TO THE ABOVE DETAILS, AND CONFORMING TO THE SPECIFICATIONS.
9. COST OF FURNISHING AND MAINTAINING BARRICADES SHALL BE INCLUDED IN THE CONTRACTORS BID UNIT COST FOR ITEM M-102-1 MAINTENANCE OF TRAFFIC AND TEMPORARY CONSTRUCTION ITEMS.

1 LOW-PROFILE BARRICADE DETAIL  
G007 NOT TO SCALE



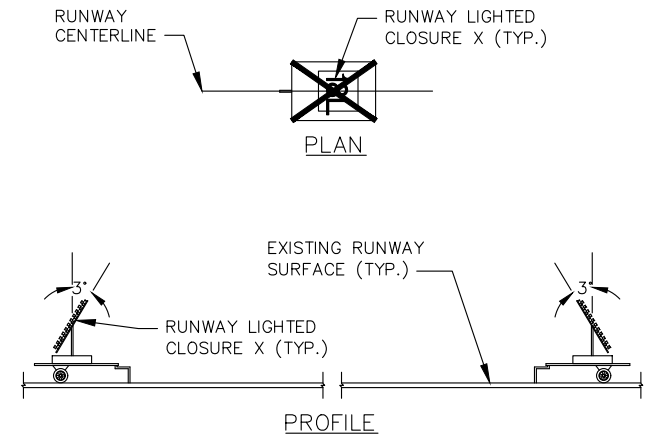
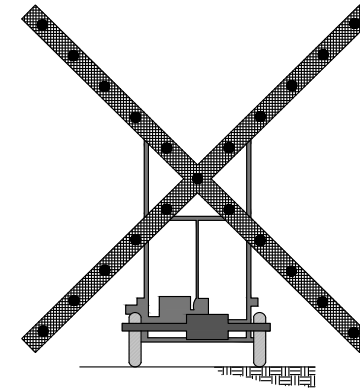
3 VEHICLE FLAG DETAIL  
G007 NOT TO SCALE



**ORANGE TRAFFIC CONE NOTES:**

1. TRAFFIC CONES SHALL BE PLACED AT A MAXIMUM INTERVAL OF 10 FEET ALONG ON-PAVEMENT HAUL ROUTES OR AS DETERMINED BY THE RPR.

4 ORANGE TRAFFIC CONE DETAIL  
G007 NOT TO SCALE



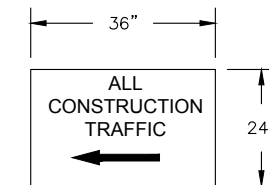
**RUNWAY CLOSURE MARKER NOTES**

1. THE AIRPORT SHALL PROVIDE UP TO TWO (2) LIGHTED X'S TO THE CONTRACTOR FOR THEIR USE IN THE EVENT OF A RUNWAY CLOSURE. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE MARKERS FOR THE DURATION OF THE PROJECT INCLUDING, BUT NOT LIMITED TO, PROVIDING FUEL, OIL, FUELING, OIL CHANGES, BULBS, ETC.
2. MARKERS SHALL BE PLACED ON BOTH ENDS OF ANY RUNWAY REQUIRING TEMPORARY CLOSURE AND SHALL COVER THE RUNWAY NUMERALS, AS SHOWN ON THE PHASING PLANS AND IN ACCORDANCE WITH FAA AC 150/5370-2G.
3. MARKERS SHALL BE PLACED IMMEDIATELY WHEN THE RUNWAY IS CLOSED. THE CONTRACTOR SHALL REMOVE THE MARKERS WHEN DIRECTED BY THE RPR OR AIRPORT OPERATIONS, PRIOR TO REOPENING THE RUNWAY.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FUEL COSTS AND BATTERY OPERATIONS AND HAVE ADDITIONAL FUEL AVAILABLE TO ENSURE NO INTERRUPTION IN PERFORMANCE. THE CONTRACTOR SHALL CHECK THE FUEL LEVEL EVERY DAY AND ADD FUEL AS NECESSARY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REFURBISHING THE MARKERS TO THEIR ORIGINAL CONDITION AT THE END OF THE PROJECT BEFORE RETURNING THEM TO THE AIRPORT.
6. ALL COSTS ASSOCIATED WITH SETTING UP, TRANSPORTING, MAINTAINING, AND REFURBISHING THE RUNWAY CLOSURE MARKERS SHALL BE INCLUDED IN THE LUMP SUM UNIT PRICE FOR ITEM M-102-2 MAINTENANCE OF AIRPORT SUPPLIED RUNWAY CLOSURE MARKER.

2 LIGHTED CLOSED RUNWAY MARKER  
G007 NOT TO SCALE

**NOTES**

1. SIGN BACKGROUND IS TO BE WHITE. SIGN LETTERING IS TO BE BLACK, MINIMUM HEIGHT OF 3", AND BE A BOLD LETTERING STYLE SIMILAR TO THE THE DETAIL SHOWN.
2. SIGN IS TO BE LOCATED HIGH ENOUGH TO ALLOW EASY VIEWING FROM ALL THE CONSTRUCTION VEHICLES ENTERING THE CONSTRUCTION SITE. TWO MOUNTING POLES ARE REQUIRED FOR EACH SIGN UNLESS APPROVED BY THE RPR.
3. SIGN PLACEMENT SHALL BE AS DIRECTED PER THE RPR.
4. ALL CONSTRUCTION TRAFFIC SIGNAGE SHALL BE INCLUDED AND IS INCIDENTAL TO PAY ITEM M-102-1.



5 CONSTRUCTION TRAFFIC SIGN  
G007 NOT TO SCALE

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

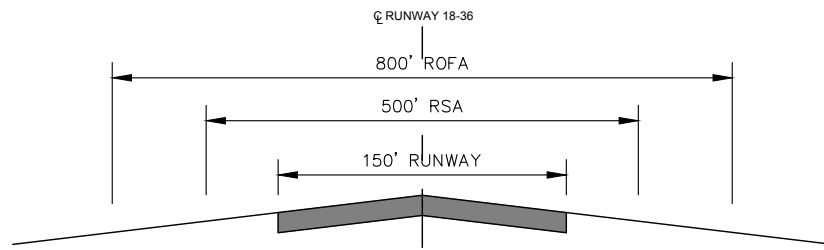
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

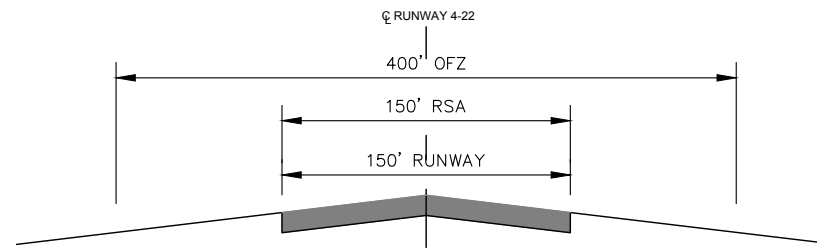
PROJECT SAFETY AND MOT  
DETAILS

**G007**

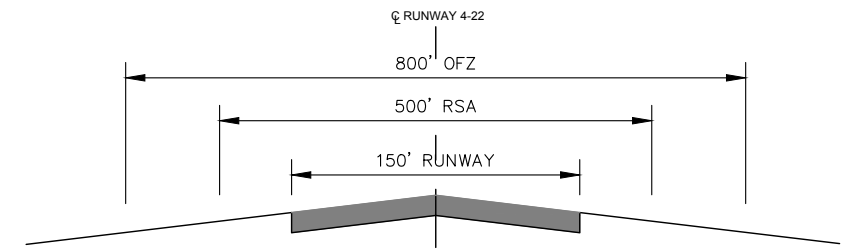




1  
G008  
RUNWAY 18-36 – TYPICAL SECTION  
SAFETY AREA AND OBJECT FREE AREA  
NOT TO SCALE

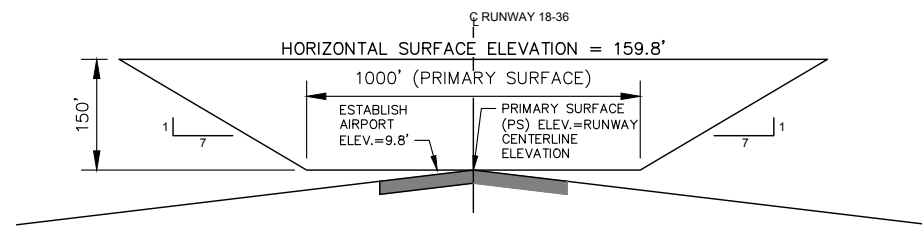


2  
G008  
RUNWAY 4-22 – TYPICAL SECTION  
SAFETY AREA AND OBJECT FREE AREA  
NOT TO SCALE

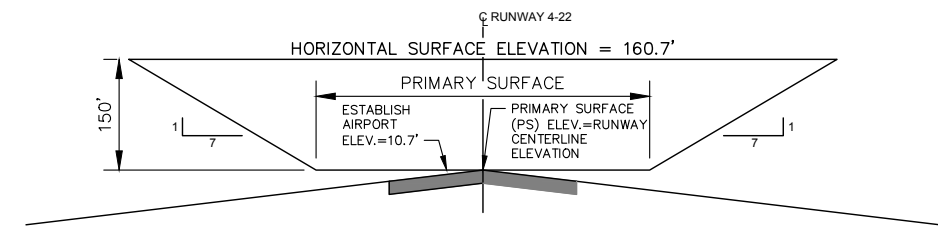


3  
G008  
RUNWAY 4-22 – TYPICAL SECTION (PHASE 1)  
SAFETY AREA AND OBJECT FREE AREA  
NOT TO SCALE

1. CONTRACTOR SHALL PARK ALL EQUIPMENT AND VEHICLE OUTSIDE THE OBJECT FREE AREA WHEN RUNWAY IS OPEN FOR AIRCRAFT OPERATIONS.
2. CONTRACTOR SHALL KEEP ALL PERSONNEL AND EQUIPMENT OUTSIDE THE RUNWAY SAFETY AREA (RSA), UNLESS APPROVED BY THE ENGINEER, WHEN RUNWAY IS OPEN FOR AIRCRAFT OPERATIONS.

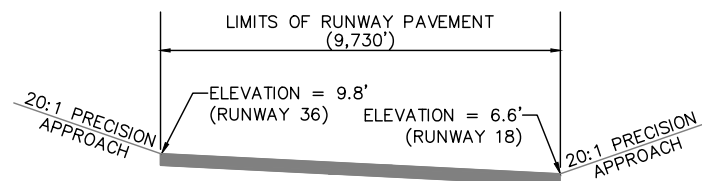


4  
G008  
RUNWAY 18-36 – TYPICAL SECTION  
FAR PART 77 IMAGINARY SURFACES  
NOT TO SCALE

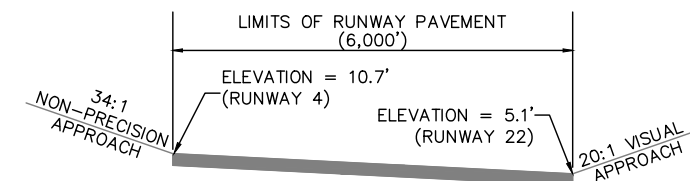


5  
G008  
RUNWAY 4-22 – TYPICAL SECTION  
FAR PART 77 IMAGINARY SURFACES  
NOT TO SCALE

1. NO OBJECT SHALL PENETRATE PART 77 SURFACES WHEN THE RUNWAY IS OPEN FOR AIRCRAFT OPERATIONS UNLESS PRIOR FAA APPROVAL IS OBTAINED.
2. THE OWNER WILL SUBMIT AN AIRSPACE CHECKLIST (FORM 7460-1) TO THE FAA 30 DAYS PRIOR TO NOTICE-TO-PROCEED WITH CONSTRUCTION INDICATING THE TYPE AND HEIGHT OF TEMPORARY EQUIPMENT THE CONTRACTOR WILL USE OR STORE IN THE AOA. THE CONTRACTOR SHALL PROVIDE THIS INFORMATION TO THE OWNER AT LEAST 60 DAYS PRIOR TO NOTICE-TO-PROCEED.
3. THE OWNER WILL SUBMIT AN AIRSPACE CHECKLIST (FORM 7460-1) TO THE FAA FOR APPROVAL OF ANY SPECIALTY EQUIPMENT SUCH AS CRANES OR EARTH MOVING EQUIPMENT THE CONTRACTOR WILL USE OR STORE IN THE AOA. MAXIMUM EQUIPMENT HEIGHT PERMITTED IS 20' UNLESS APPROVED BY AIRPORT OPERATIONS. THE CONTRACTOR SHALL PROVIDE THIS INFORMATION TO THE OWNER AT LEAST 75 DAYS PRIOR TO USE.



6  
G008  
RUNWAY 18-36 – PROFILE  
FAR PART 77 IMAGINARY SURFACES  
NOT TO SCALE



7  
G008  
RUNWAY 4-22 – PROFILE  
FAR PART 77 IMAGINARY SURFACES  
NOT TO SCALE

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

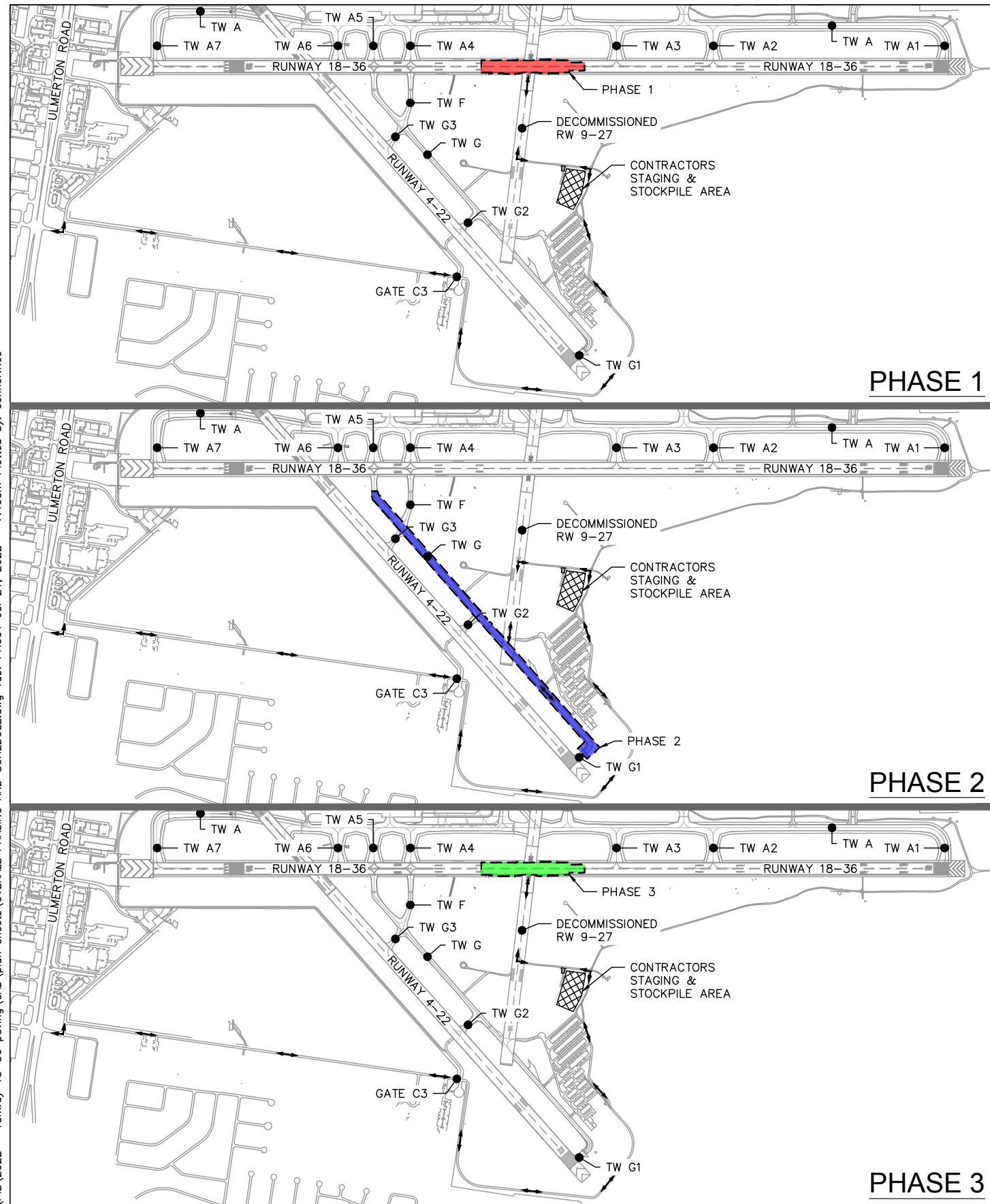
JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

AIRSPACE SURFACE PROTECTION  
PLAN

**G008**

K:\tam\_aviation\1\_Eng\PIE\2022 - runway 18-36 paving\CAD\plan sheets\GENERAL SHEETS.dwg Tab: G008 Jul 21, 2022 - 7:40am Plotted by: connor.rice

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\OVERALL PHASING AND SCHEDULE.dwg Tab: PH001 Jul 21, 2022 - 7:40am Plotted by: connor.rice



**GENERAL PHASING NOTES:**

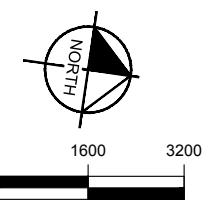
1. PHASING SHOWN IS BASED ON PIE OPERATIONAL REQUIREMENTS. CONTRACTOR TO SUPPLY DETAILED CONSTRUCTION PHASING PLAN, SCHEDULE, AND SAFETY PLAN COMPLIANCE DOCUMENT BEFORE ANY CONSTRUCTION IS PERMITTED.
2. WORK LISTED IN EACH PHASE DESCRIPTION IS APPROXIMATE - SEE ALL CONSTRUCTION DRAWINGS AND SPECIFICATIONS FOR COMPLETE DESCRIPTION OF WORK REQUIRED.
3. PRIOR TO THE COMMENCEMENT OF EACH PHASE, THE CONTRACTOR SHALL REVIEW THE PROPOSED LOCATION OF BARRICADES AND MOT DEVICES WITH THE RPR AND AIRPORT OPERATIONS.
4. A MINIMUM OF TWO-WEEKS PRIOR TO CLOSURE OF ANY AIRFIELD FACILITY, INCLUDING RUNWAYS, THE CONTRACTOR SHALL COORDINATE WITH THE RPR, AIRPORT OPERATIONS, AND ATCT FOR TEMPORARY COVERING OR DECOMMISSIONING OF AIRFIELD LIGHTING, SIGNAGE, AND NAVIGATIONAL AIDS.
5. LOCATION OF FLAGMEN SHOWN ON PLANS IS APPROXIMATE. FINAL LOCATIONS TO BE FIELD COORDINATED BY RPR AND AIRPORT OPERATIONS.
6. NIGHT WORK IS APPROXIMATELY 11:00 P.M. - 5:00 A.M. ACTUAL NIGHT WORK HOURS TO BE COORDINATED WITH RPR.
7. CONTRACTOR TO PERFORM SITE INVESTIGATION AND LOCATE ALL UTILITIES, INCLUDING AIRFIELD ELECTRICAL AND COMMUNICATIONS INFRASTRUCTURE, PRIOR TO START OF EACH PHASE OF WORK. CONTRACTOR TO COORDINATE WITH RPR, AIRPORT MAINTENANCE, AND AIRPORT OPERATIONS FOR ACCESS A MINIMUM OF TWO WEEKS PRIOR TO ENTERING EACH SUBSEQUENT WORK AREA.
8. DESCRIPTIONS OF WORK LISTED WITHIN EACH PHASE PLAN ARE INTENDED TO PROVIDE GENERAL GUIDANCE ON THE SCOPE OF WORK WITHIN EACH WORK AREA, AND ARE NOT TO BE CONSIDERED INCLUSIVE OF ALL WORK REQUIRED. SPECIFIC WORK ELEMENTS SHOWN IN OTHER SECTIONS OF THE PLANS SHALL REPRESENT THE CONTRACT SCOPE OF WORK.
9. TEMPORARY MARKINGS APPLIED NOT IN COMPLIANCE WITH AC 150/5340-1M (OR LATEST EDITION) WILL REQUIRE A NOTAM TO BE ISSUED REGARDING ANY NON-STANDARD MARKINGS. SPECIFICALLY, MARKINGS SPECIFIED WITHIN THESE PLANS TO BE APPLIED AT 50% APPLICATION RATE AND/OR WITHOUT GLASS BEADS SHALL REQUIRE A NOTAM. CONTRACTOR TO COORDINATE WITH RPR PRIOR TO REOPENING PAVEMENTS MARKED WITH NON-STANDARD TEMPORARY MARKINGS TO AIRCRAFT FOR ISSUANCE OF THE PROPER NOTAM BY AIRPORT OPERATIONS.

**NOTE:**

1. DUE TO THE SEPARATION DISTANCE BETWEEN RUNWAY 4-22 AND TAXIWAY G CENTERLINES, NO OPERATIONS BY GROUP III AIRCRAFT ON RUNWAY 4-22 WILL BE PERMITTED BY ATCT WHILE AIRCRAFT ARE PRESENT ON TAXIWAY G. AIRCRAFT WILL NEED TO BE CLEAR OF TAXIWAY G IN ORDER TO PERMIT GROUP III OPERATIONS ON RUNWAY 4-22.

**LEGEND**

- PHASE 1
- PHASE 2 (2A AND 2B)
- PHASE 3 (3A, 3B, AND 3C)
- HAUL ROUTE

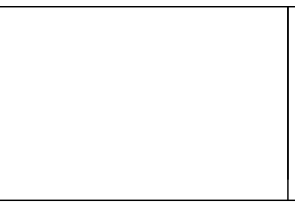


REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



**Kimley»Horn**

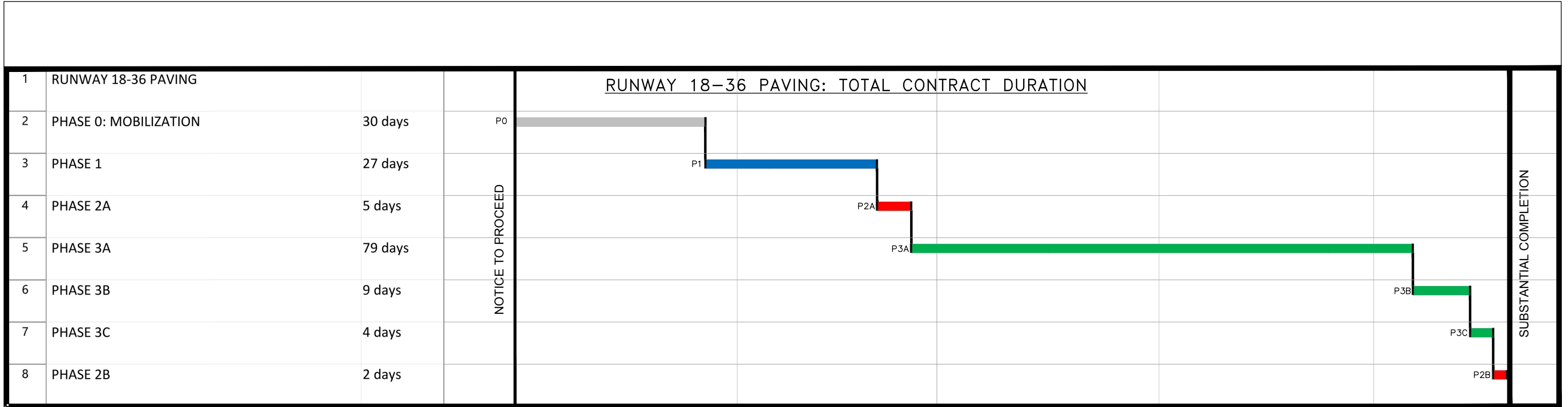
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

OVERALL PHASING PLAN

PH001

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\OVERALL PHASING AND SCHEDULE.dwg Tab: PH002 Jul 21, 2022 - 7:40am Plotted by: connor.rice



**SCHEDULE NOTES:**

- DURATIONS SHOWN ARE REPRESENTED IN CONSECUTIVE CALENDAR DAYS.
- THE SCOPE OF WORK ELEMENTS LISTED IN THESE PHASING PLANS IS NOT ALL INCLUSIVE. THE CONTRACTOR IS TO DEFINE ALL ELEMENTS OF WORK AND THE SCHEDULE FOR WORK PERFORMANCE TO BE PERFORMED DURING EACH PHASE AND SUB-PHASE IN THEIR DETAILED WORK PLAN/PROJECT SCHEDULE FOR COORDINATION WITH THE OWNER BEFORE BEGINNING ANY CONSTRUCTION WORK. THE RPR AND CONTRACTOR SHALL REVIEW THE SCHEDULING OF EACH PHASE TWO WEEKS PRIOR TO THE START OF EACH PHASE.

**PHASING NOTES:**

- PHASE 0 – CONTRACTOR’S MOBILIZATION, HAUL ROUTE PREPARATION AND DELINEATION, EQUIPMENT PROCUREMENT, CONTRACTOR’S CPM SCHEDULE, CONTRACTOR’S QUALITY CONTROL PLAN (CQCP) AND SAFETY PLAN COMPLIANCE DOCUMENT (SPCD), STAGING AREA PREPARATION, CONSTRUCTION PERMITTING BY THE CONTRACTOR, CONTRACTOR SECURITY BADGING AND DRIVER TRAINING, SUBMITTALS AND SHOP DRAWINGS, ORDERING OF LONG-LEAD ITEMS, ETC.
- PHASE 1 – THIS PHASE INCLUDES PREPARATION OF RUNWAY EDGE AND CENTERLINE LIGHTS FOR ADJUSTMENT, MILLING AND SCARIFYING OF ASPHALT SURFACES, INSTALLING AN ASPHALT LEVELING COURSE, INSTALLING ASPHALT SURFACE COURSE, FINAL ADJUSTMENT/INSTALLATION OF RUNWAY EDGE LIGHTS, AND TEMPORARY MARKINGS.
- PHASE 2A – THIS PHASE INCLUDES MILLING AND OVERLAYING OF TAXIWAY G AND TEMPORARY MARKINGS.
- PHASE 3A – THIS PHASE DOES NOT REPRESENT ANY WORK ON THE PART OF THE CONTRACTOR. THE DURATION OF THIS PHASE WILL PERMIT THE CURING OF ASPHALT AND THE DELIVERY OF LONG LEAD ITEMS.
- PHASE 3B – THIS PHASE INCLUDES THE FINAL INSTALLATION OF THE RUNWAY CENTERLINE LIGHTS, CORING, INSTALLATION OF THE CAN EXTENSION, SPACER RINGS AND REINSTALLATION OF THE FIXTURES AND TESTING.
- PHASE 3C – THIS PHASE INCLUDES THE GROOVING OF THE RUNWAY AND APPLICATION OF FINAL MARKINGS ON RUNWAY 18-36.
- PHASE 2B – THIS PHASE INCLUDES THE APPLICATION OF FINAL MARKINGS ON TAXIWAY G.

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

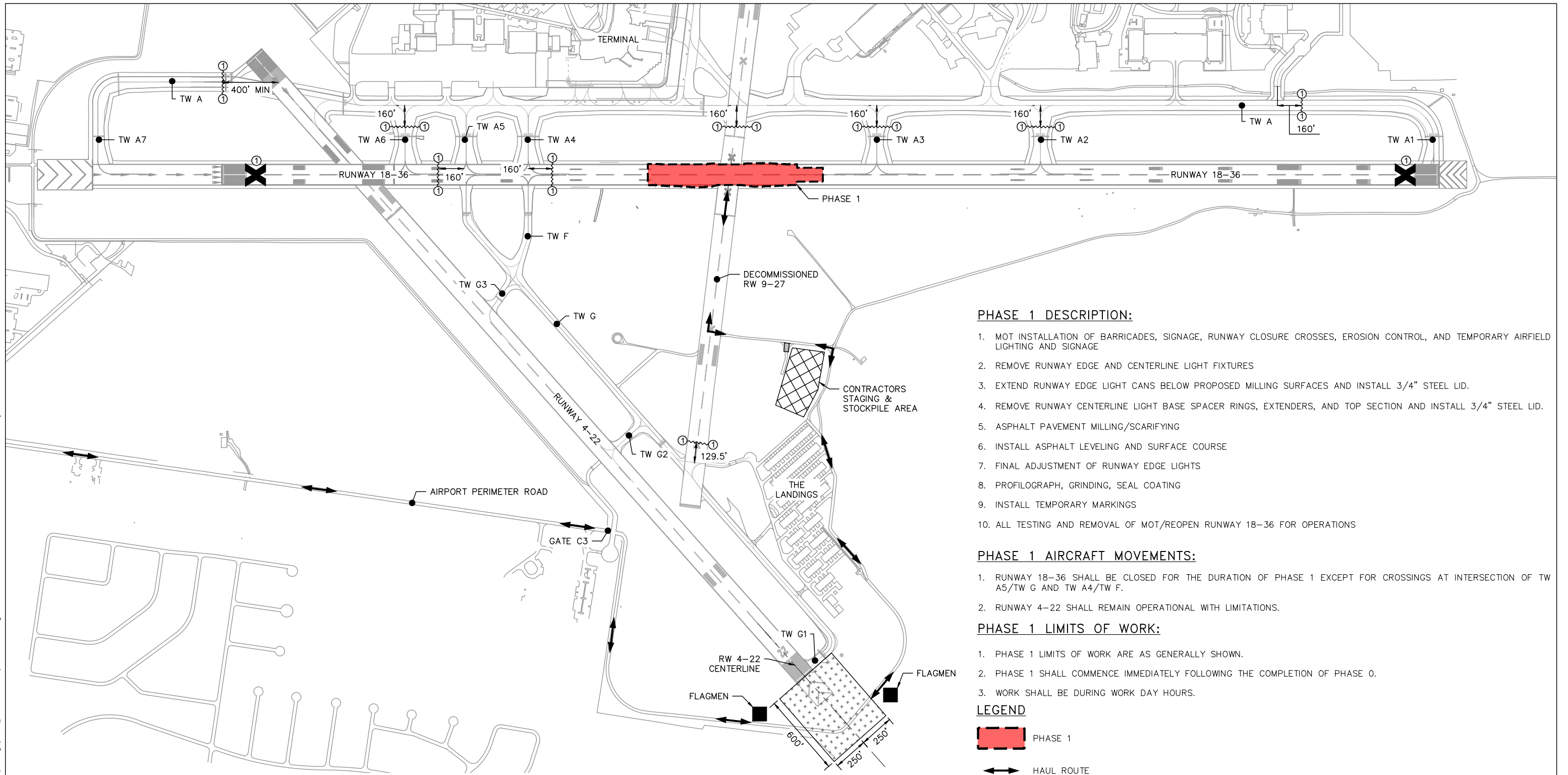
ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

©2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:		<b>PH002</b>
DRAWN:	BJG	
DESIGN:	BJG	
CHECKED:	PPP	
DATE:	JULY 2022	

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PHASE 2.dwg Tab: PH100 Jul 21, 2022 - 7:41am Plotted by: connor.rice



**PHASE 1 DESCRIPTION:**

1. MOT INSTALLATION OF BARRICADES, SIGNAGE, RUNWAY CLOSURE CROSSES, EROSION CONTROL, AND TEMPORARY AIRFIELD LIGHTING AND SIGNAGE
2. REMOVE RUNWAY EDGE AND CENTERLINE LIGHT FIXTURES
3. EXTEND RUNWAY EDGE LIGHT CANS BELOW PROPOSED MILLING SURFACES AND INSTALL 3/4" STEEL LID.
4. REMOVE RUNWAY CENTERLINE LIGHT BASE SPACER RINGS, EXTENDERS, AND TOP SECTION AND INSTALL 3/4" STEEL LID.
5. ASPHALT PAVEMENT MILLING/SCARIFYING
6. INSTALL ASPHALT LEVELING AND SURFACE COURSE
7. FINAL ADJUSTMENT OF RUNWAY EDGE LIGHTS
8. PROFILOGRAPH, GRINDING, SEAL COATING
9. INSTALL TEMPORARY MARKINGS
10. ALL TESTING AND REMOVAL OF MOT/REOPEN RUNWAY 18-36 FOR OPERATIONS






**PHASE 1 AIRCRAFT MOVEMENTS:**

1. RUNWAY 18-36 SHALL BE CLOSED FOR THE DURATION OF PHASE 1 EXCEPT FOR CROSSINGS AT INTERSECTION OF TW A5/TW G AND TW A4/TW F.
2. RUNWAY 4-22 SHALL REMAIN OPERATIONAL WITH LIMITATIONS.

**PHASE 1 LIMITS OF WORK:**

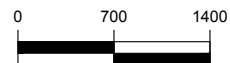
1. PHASE 1 LIMITS OF WORK ARE AS GENERALLY SHOWN.
2. PHASE 1 SHALL COMMENCE IMMEDIATELY FOLLOWING THE COMPLETION OF PHASE 0.
3. WORK SHALL BE DURING WORK DAY HOURS.

**LEGEND**

-  PHASE 1
-  HAUL ROUTE
-  LOW PROFILE BARRICADES
-  LIGHTED CLOSED RUNWAY MARKER
-  CONTROLLED ACCESS AREA

**NOTES:**

1. CONTRACTOR TO PROVIDE FLAGMEN WITH AIRBAND RADIOS TUNED TO LOCAL ATCT FREQUENCY TO RESTRICT CONSTRUCTION TRAFFIC AND PERSONNEL WITHIN THE LIMITS OF THE ACCESS CONTROL AREA SHOWN DURING THE DURATION OF PHASE 1 ON A 24-HOUR PER DAY BASIS. FLAGMEN AND ACCESS CONTROL ARE INCIDENTAL TO ITEM M-102-1.
2. DUE TO THE SEPARATION DISTANCE BETWEEN RUNWAY 4-22 AND TAXIWAY G CENTERLINES, NO OPERATIONS BY GROUP III AIRCRAFT ON RUNWAY 4-22 WILL BE PERMITTED BY ATCT WHILE AIRCRAFT ARE PRESENT ON TAXIWAY G. AIRCRAFT WILL NEED TO BE CLEAR OF TAXIWAY G IN ORDER TO PERMIT GROUP III OPERATIONS ON RUNWAY 4-22. AIRPORT OPERATIONS SHALL FILE A NOTAM 72 HRS IN ADVANCE OF THE WORK.



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



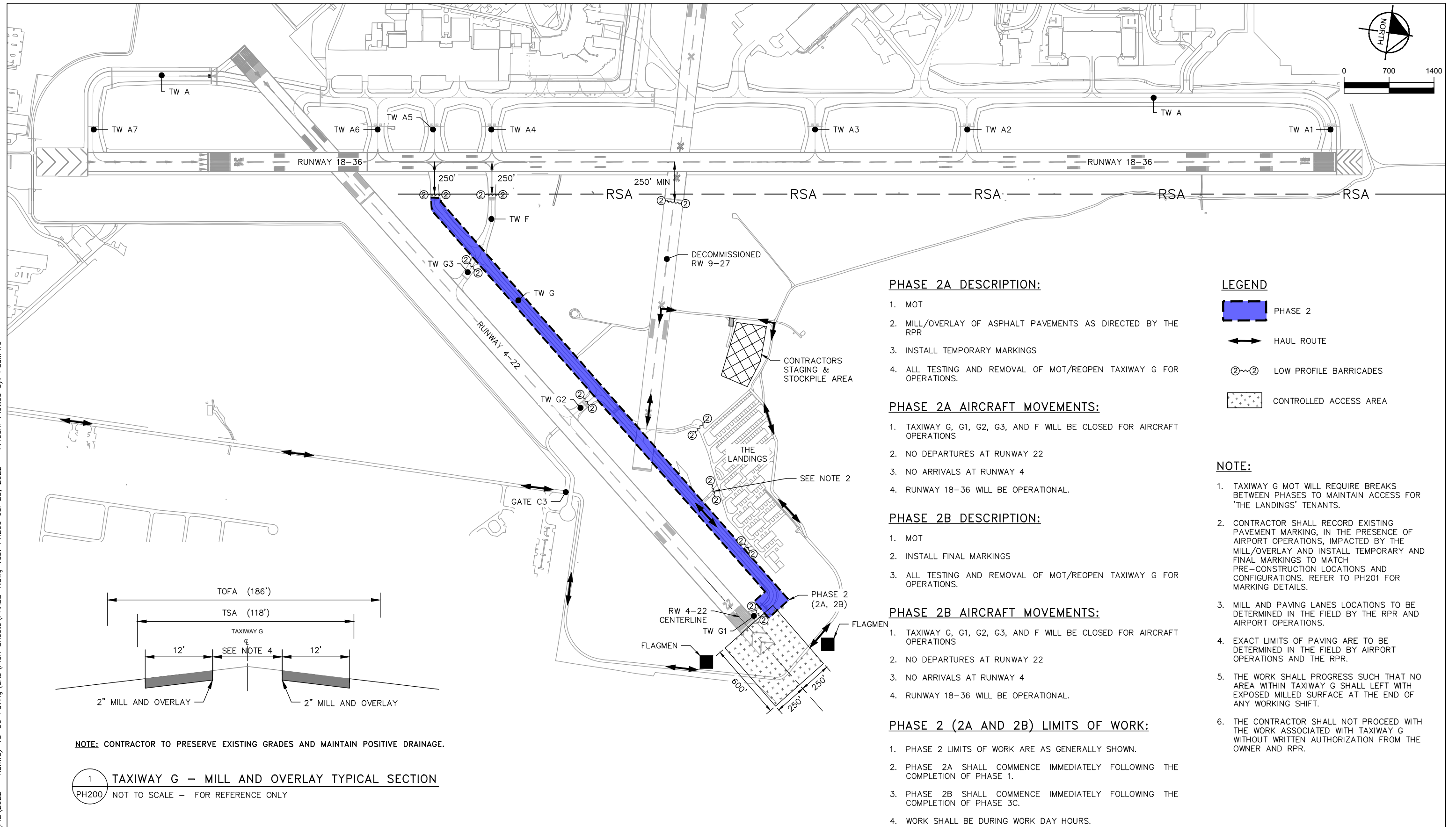
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

PHASING PLAN - PHASE 1

**PH100**

K:\TAM\_Aviation\1\_Engr\PIE\2022 - Runway 18-36 Paving\CAD\Plan Sheets\PHASE 1.dwg Tab: PH200 Jul 25, 2022 - 7:40am Plotted by: Paul Piro



**PHASE 2A DESCRIPTION:**

1. MOT
2. MILL/OVERLAY OF ASPHALT PAVEMENTS AS DIRECTED BY THE RPR
3. INSTALL TEMPORARY MARKINGS
4. ALL TESTING AND REMOVAL OF MOT/REOPEN TAXIWAY G FOR OPERATIONS.

**PHASE 2A AIRCRAFT MOVEMENTS:**

1. TAXIWAY G, G1, G2, G3, AND F WILL BE CLOSED FOR AIRCRAFT OPERATIONS
2. NO DEPARTURES AT RUNWAY 22
3. NO ARRIVALS AT RUNWAY 4
4. RUNWAY 18-36 WILL BE OPERATIONAL.

**PHASE 2B DESCRIPTION:**

1. MOT
2. INSTALL FINAL MARKINGS
3. ALL TESTING AND REMOVAL OF MOT/REOPEN TAXIWAY G FOR OPERATIONS.





**PHASE 2B AIRCRAFT MOVEMENTS:**

1. TAXIWAY G, G1, G2, G3, AND F WILL BE CLOSED FOR AIRCRAFT OPERATIONS
2. NO DEPARTURES AT RUNWAY 22
3. NO ARRIVALS AT RUNWAY 4
4. RUNWAY 18-36 WILL BE OPERATIONAL.

**PHASE 2 (2A AND 2B) LIMITS OF WORK:**

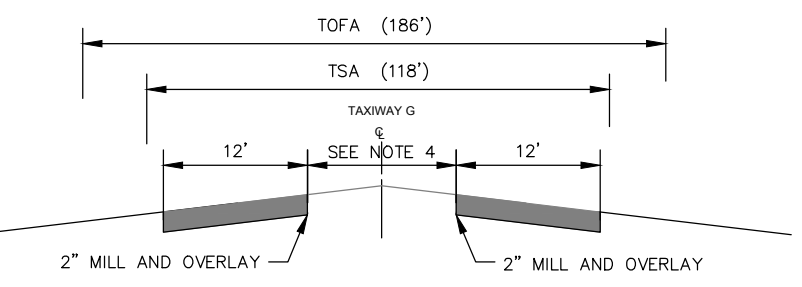
1. PHASE 2 LIMITS OF WORK ARE AS GENERALLY SHOWN.
2. PHASE 2A SHALL COMMENCE IMMEDIATELY FOLLOWING THE COMPLETION OF PHASE 1.
3. PHASE 2B SHALL COMMENCE IMMEDIATELY FOLLOWING THE COMPLETION OF PHASE 3C.
4. WORK SHALL BE DURING WORK DAY HOURS.

**LEGEND**

-  PHASE 2
-  HAUL ROUTE
-  LOW PROFILE BARRICADES
-  CONTROLLED ACCESS AREA

**NOTE:**

1. TAXIWAY G MOT WILL REQUIRE BREAKS BETWEEN PHASES TO MAINTAIN ACCESS FOR 'THE LANDINGS' TENANTS.
2. CONTRACTOR SHALL RECORD EXISTING PAVEMENT MARKING, IN THE PRESENCE OF AIRPORT OPERATIONS, IMPACTED BY THE MILL/OVERLAY AND INSTALL TEMPORARY AND FINAL MARKINGS TO MATCH PRE-CONSTRUCTION LOCATIONS AND CONFIGURATIONS. REFER TO PH201 FOR MARKING DETAILS.
3. MILL AND PAVING LANES LOCATIONS TO BE DETERMINED IN THE FIELD BY THE RPR AND AIRPORT OPERATIONS.
4. EXACT LIMITS OF PAVING ARE TO BE DETERMINED IN THE FIELD BY AIRPORT OPERATIONS AND THE RPR.
5. THE WORK SHALL PROGRESS SUCH THAT NO AREA WITHIN TAXIWAY G SHALL LEFT WITH EXPOSED MILLED SURFACE AT THE END OF ANY WORKING SHIFT.
6. THE CONTRACTOR SHALL NOT PROCEED WITH THE WORK ASSOCIATED WITH TAXIWAY G WITHOUT WRITTEN AUTHORIZATION FROM THE OWNER AND RPR.



**NOTE:** CONTRACTOR TO PRESERVE EXISTING GRADES AND MAINTAIN POSITIVE DRAINAGE.

**1 TAXIWAY G - MILL AND OVERLAY TYPICAL SECTION**  
PH200 NOT TO SCALE - FOR REFERENCE ONLY

REVISIONS:			EOR
REV. NO	DATE	DESCRIPTION:	



**PIE RUNWAY 18-36 PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

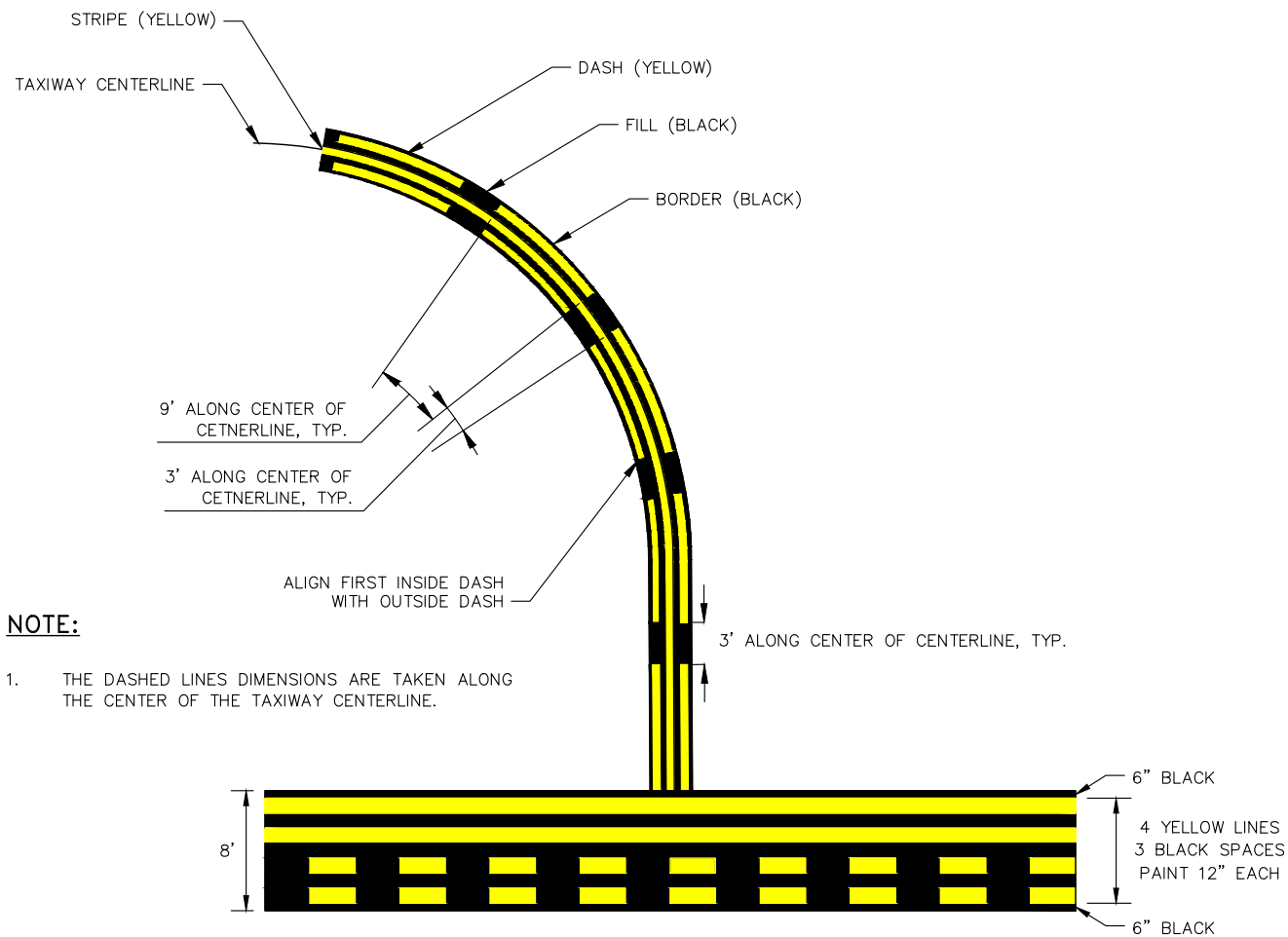
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

PHASING PLAN - PHASE 2

**PH200**

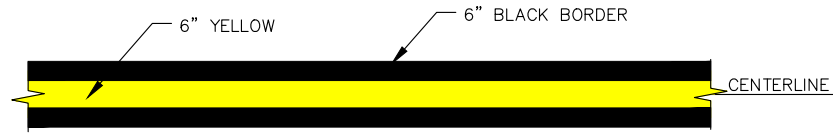
K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PHASE 1.dwg Tab: PH201 Jul 21, 2022 - 7:41am Plotted by: connor.rice



**NOTE:**

1. THE DASHED LINES DIMENSIONS ARE TAKEN ALONG THE CENTER OF THE TAXIWAY CENTERLINE.

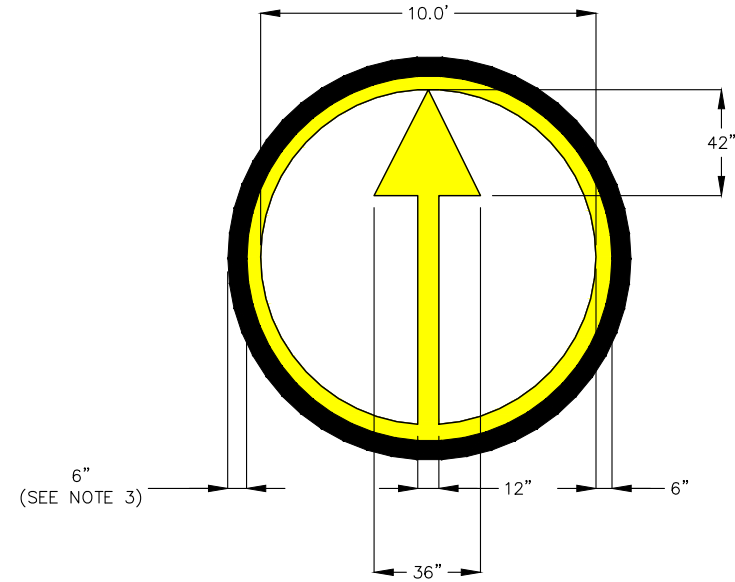
1 RESTORATION OF TAXIWAY G MARKINGS – ENHANCED TAXIWAY CENTERLINE MARKING  
PH201 NOT TO SCALE – FOR REFERENCE ONLY



**NOTES:**

1. TAXIWAY CENTERLINE MARKING IS CONTINUOUS, UNLESS OTHERWISE INDICATED ON MARKING PLAN.

2 RESTORATION OF TAXIWAY G MARKINGS – TAXIWAY/TAXILANE CENTERLINE MARKING  
PH201 NOT TO SCALE – FOR REFERENCE ONLY



**NOTES:**

1. ARROW IS TO BE ALIGNED TOWARD THE FACILITY.
2. CIRCLE MAY BE BORDERED ON INSIDE AND OUTSIDE WITH 6\"/>

3 RESTORATION OF TAXIWAY G MARKINGS – VOR RECEIVER CHECKPOINT MARKINGS  
PH201 NOT TO SCALE – FOR REFERENCE ONLY

REVISIONS:			EOR
REV. NO	DATE	DESCRIPTION	



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

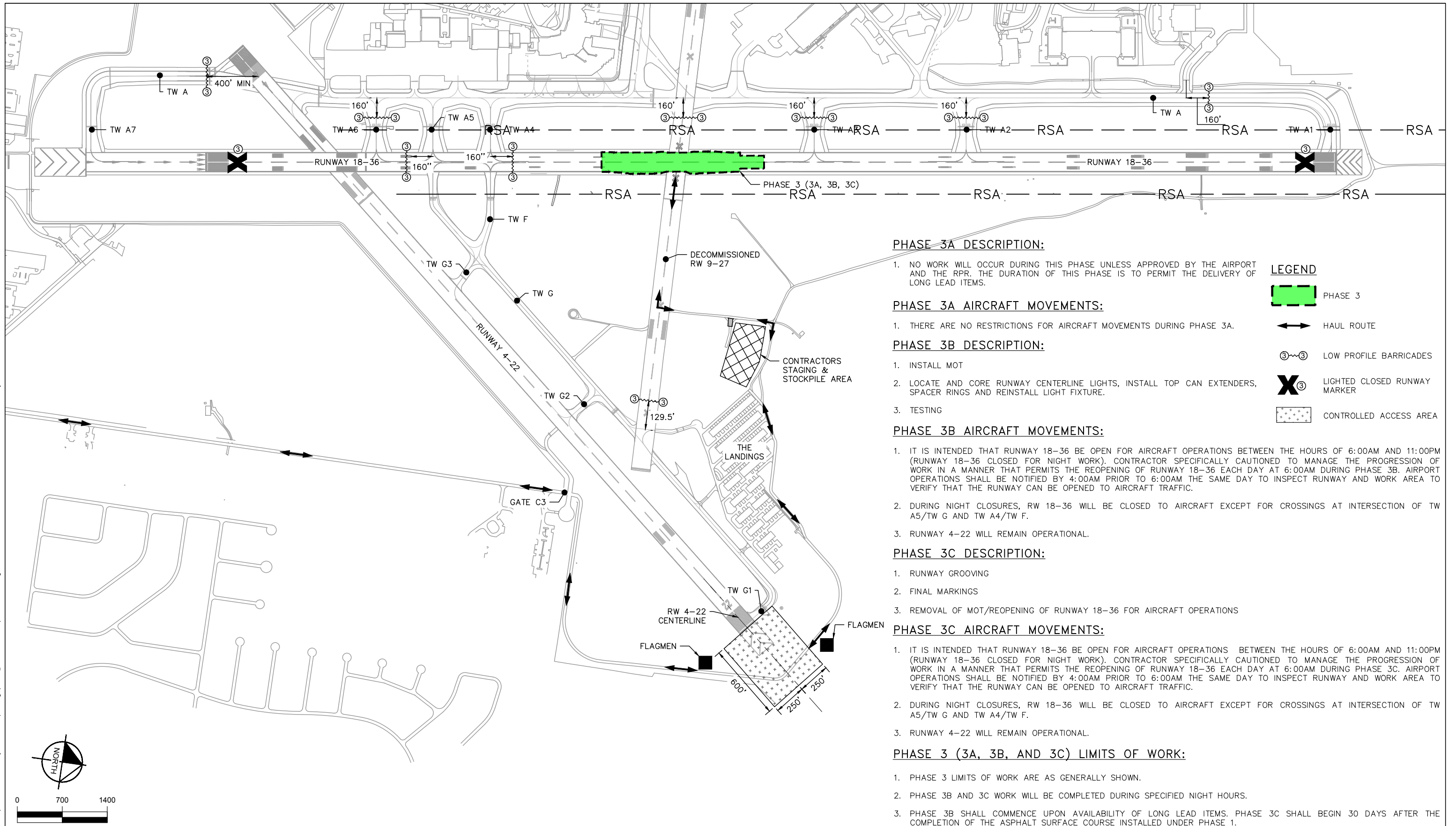
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

PHASE 2 MARKING DETAILS

**PH201**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PHASE 3.dwg Tab: PH300 Jul 21, 2022 - 7:41am Plotted by: connor.rice



**PHASE 3A DESCRIPTION:**

1. NO WORK WILL OCCUR DURING THIS PHASE UNLESS APPROVED BY THE AIRPORT AND THE RPR. THE DURATION OF THIS PHASE IS TO PERMIT THE DELIVERY OF LONG LEAD ITEMS.

**PHASE 3A AIRCRAFT MOVEMENTS:**

1. THERE ARE NO RESTRICTIONS FOR AIRCRAFT MOVEMENTS DURING PHASE 3A.

**PHASE 3B DESCRIPTION:**

1. INSTALL MOT
2. LOCATE AND CORE RUNWAY CENTERLINE LIGHTS, INSTALL TOP CAN EXTENDERS, SPACER RINGS AND REINSTALL LIGHT FIXTURE.
3. TESTING

**PHASE 3B AIRCRAFT MOVEMENTS:**

1. IT IS INTENDED THAT RUNWAY 18-36 BE OPEN FOR AIRCRAFT OPERATIONS BETWEEN THE HOURS OF 6:00AM AND 11:00PM (RUNWAY 18-36 CLOSED FOR NIGHT WORK). CONTRACTOR SPECIFICALLY CAUTIONED TO MANAGE THE PROGRESSION OF WORK IN A MANNER THAT PERMITS THE REOPENING OF RUNWAY 18-36 EACH DAY AT 6:00AM DURING PHASE 3B. AIRPORT OPERATIONS SHALL BE NOTIFIED BY 4:00AM PRIOR TO 6:00AM THE SAME DAY TO INSPECT RUNWAY AND WORK AREA TO VERIFY THAT THE RUNWAY CAN BE OPENED TO AIRCRAFT TRAFFIC.
2. DURING NIGHT CLOSURES, RW 18-36 WILL BE CLOSED TO AIRCRAFT EXCEPT FOR CROSSINGS AT INTERSECTION OF TW A5/TW G AND TW A4/TW F.
3. RUNWAY 4-22 WILL REMAIN OPERATIONAL.

**PHASE 3C DESCRIPTION:**

1. RUNWAY GROOVING
2. FINAL MARKINGS
3. REMOVAL OF MOT/REOPENING OF RUNWAY 18-36 FOR AIRCRAFT OPERATIONS



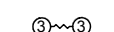


**PHASE 3C AIRCRAFT MOVEMENTS:**

1. IT IS INTENDED THAT RUNWAY 18-36 BE OPEN FOR AIRCRAFT OPERATIONS BETWEEN THE HOURS OF 6:00AM AND 11:00PM (RUNWAY 18-36 CLOSED FOR NIGHT WORK). CONTRACTOR SPECIFICALLY CAUTIONED TO MANAGE THE PROGRESSION OF WORK IN A MANNER THAT PERMITS THE REOPENING OF RUNWAY 18-36 EACH DAY AT 6:00AM DURING PHASE 3C. AIRPORT OPERATIONS SHALL BE NOTIFIED BY 4:00AM PRIOR TO 6:00AM THE SAME DAY TO INSPECT RUNWAY AND WORK AREA TO VERIFY THAT THE RUNWAY CAN BE OPENED TO AIRCRAFT TRAFFIC.
2. DURING NIGHT CLOSURES, RW 18-36 WILL BE CLOSED TO AIRCRAFT EXCEPT FOR CROSSINGS AT INTERSECTION OF TW A5/TW G AND TW A4/TW F.
3. RUNWAY 4-22 WILL REMAIN OPERATIONAL.

**PHASE 3 (3A, 3B, AND 3C) LIMITS OF WORK:**

1. PHASE 3 LIMITS OF WORK ARE AS GENERALLY SHOWN.
2. PHASE 3B AND 3C WORK WILL BE COMPLETED DURING SPECIFIED NIGHT HOURS.
3. PHASE 3B SHALL COMMENCE UPON AVAILABILITY OF LONG LEAD ITEMS. PHASE 3C SHALL BEGIN 30 DAYS AFTER THE COMPLETION OF THE ASPHALT SURFACE COURSE INSTALLED UNDER PHASE 1.

**LEGEND**

-  PHASE 3
-  HAUL ROUTE
-  LOW PROFILE BARRICADES
-  LIGHTED CLOSED RUNWAY MARKER
-  CONTROLLED ACCESS AREA

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



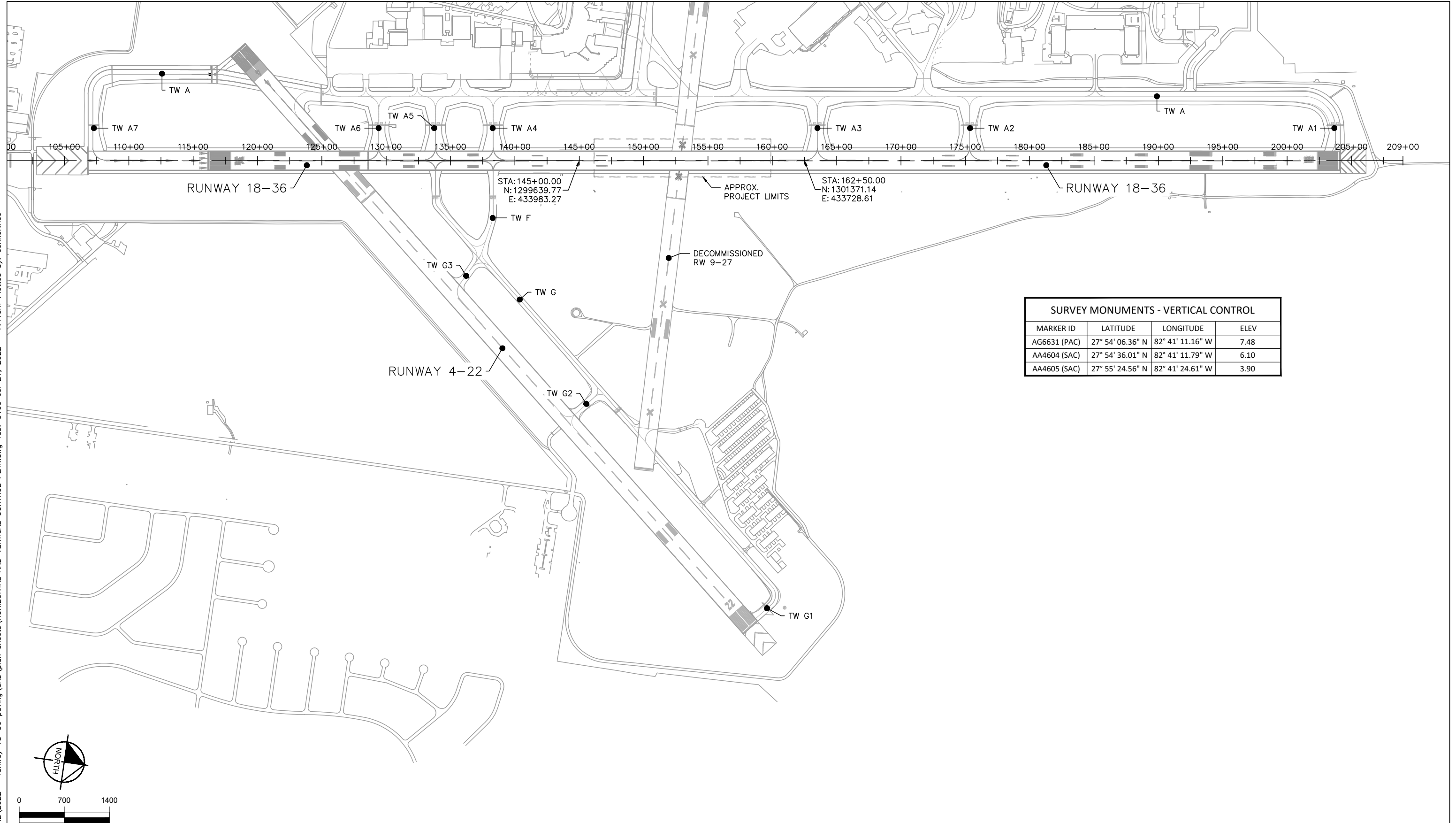
**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**  
  
**ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL**

  
 ©2018 KIMLEY-HORN AND ASSOCIATES, INC.  
 201 NORTH FRANKLIN STREET, SUITE 1400  
 TAMPA, FLORIDA 33602  
 PHONE: 813-620-1460  
 WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

PHASING PLAN - PHASE 3  
  
**PH300**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\HORIZONTAL AND VERTICAL CONTROL PLAN.dwg Tab: C100 Jul 21, 2022 - 7:41am Plotted by: connor.rice



SURVEY MONUMENTS - VERTICAL CONTROL			
MARKER ID	LATITUDE	LONGITUDE	ELEV
AG6631 (PAC)	27° 54' 06.36" N	82° 41' 11.16" W	7.48
AA4604 (SAC)	27° 54' 36.01" N	82° 41' 11.79" W	6.10
AA4605 (SAC)	27° 55' 24.56" N	82° 41' 24.61" W	3.90

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

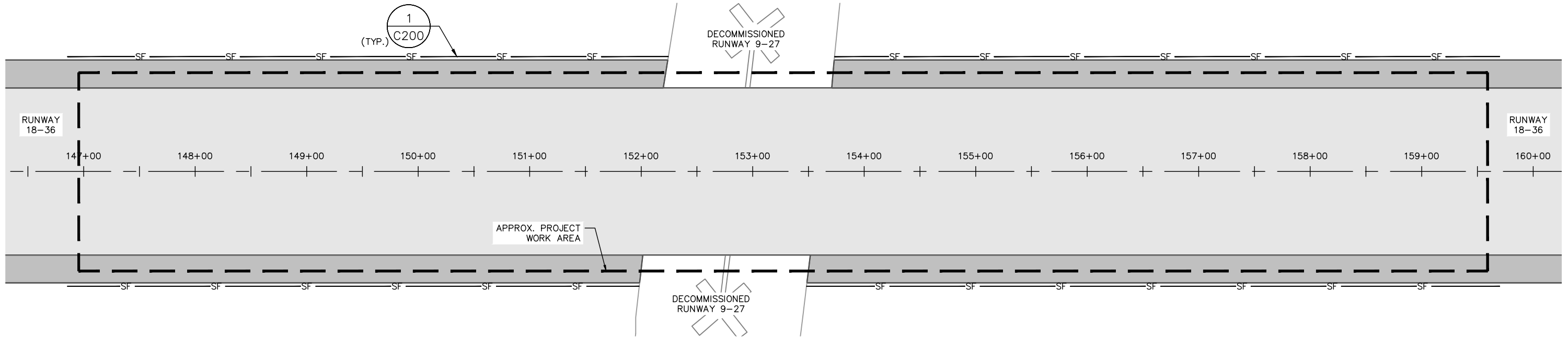
JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

HORIZONTAL AND VERTICAL  
CONTROL PLAN

**C100**

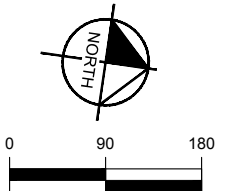


K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\EROSION CONTROL PLAN.dwg Tab: C200 Jul 21, 2022 - 7:42am Plotted by: connor.rice



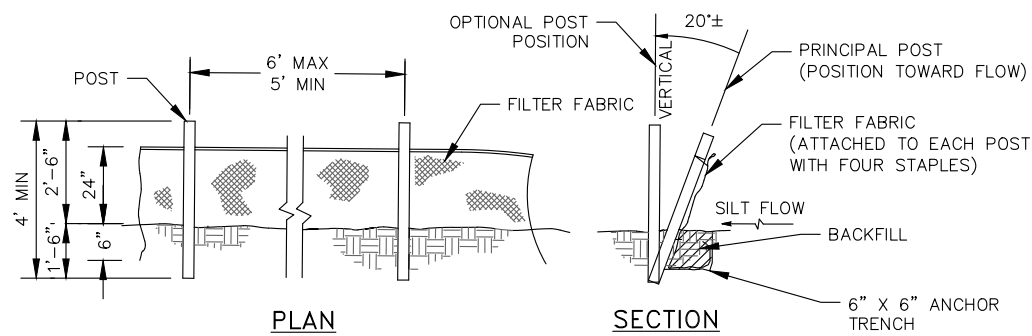
**NOTES:**

1. ALL EROSION AND SEDIMENTATION CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES.
2. CONTRACTOR SHALL MAINTAIN EROSION AND SEDIMENTATION CONTROL SYSTEMS THROUGHOUT THE DURATION OF THE PROJECT AND PROVIDE ADDITIONAL BMPs AS REQUIRED TO THE SATISFACTION OF AND AT NO ADDITIONAL COST TO THE OWNER.
3. CONTRACTOR SHALL PROVIDE SILT FENCE AROUND CONSTRUCTION STAGING AREA.
4. AT COMPLETION OF PHASED WORK AND AT THE DISCRETION OF THE RPR OR OWNER, REMOVE ALL EROSION CONTROL STRUCTURES.
5. REFER TO THE STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL FOR ADDITIONAL GUIDANCE.



**LEGEND**

- EXISTING RUNWAY PAVEMENT
- EXISTING RUNWAY SHOULDER PAVEMENT
- SILT FENCE



**NOTES:**

FOR EACH END POST, FABRIC SHALL BE FOLDED AROUND 2 POSTS ONE FULL TURN AND SECURED WITH FOUR STAPLES.

1  
C200  
SILT FENCE  
NOT TO SCALE

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



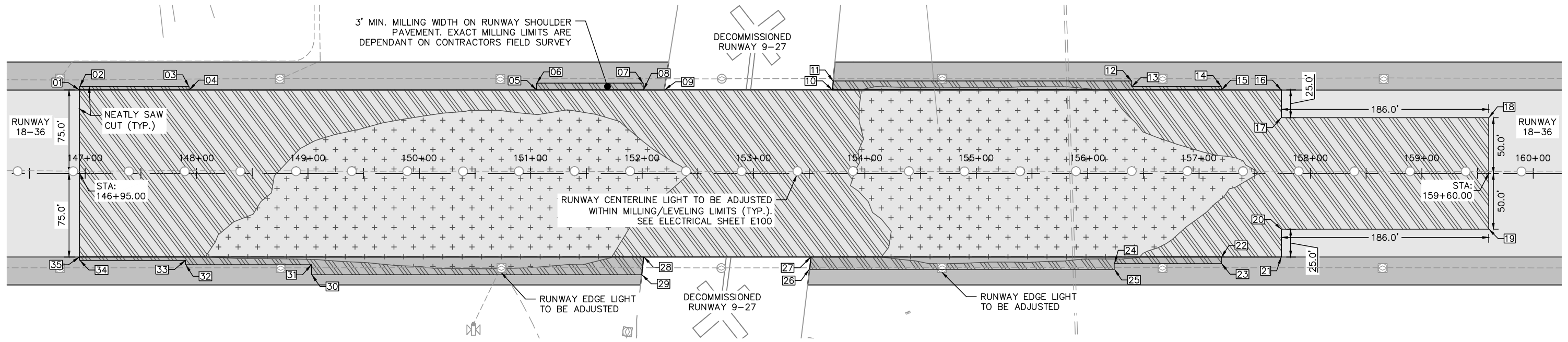
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

EROSION CONTROL PLAN

**C200**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\DEMOLITION PLAN.dwg Tab: C300 Jul 21, 2022 - 7:42am Plotted by: connor.rice

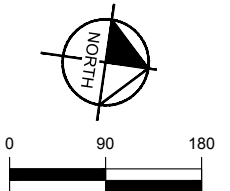


**NOTES:**

1. SEE SHEETS PH001-PH300 FOR PHASING PLANS
2. SEE SHEET C390 FOR RUNWAY 18-36 MILLING AND SCARIFYING TYPICAL SECTION. CONTRACTOR TO MILL 2 INCHES FROM FINISHED GRADE IN SPECIFIED AREAS AS SHOWN ON THE PLANS. IN AREAS WHERE 2 INCH MILL DOES NOT MEET EXISTING PAVEMENT ELEVATION, CONTRACTOR SHALL SCARIFY EXISTING ASPHALT IN PREPARATION FOR PROPOSED ASPHALT LEVELING COURSE TO RECEIVE A UNIFORM 2 INCH ASPHALT LIFT TO FINISHED GRADE. REFER TO SHEET C500-C503 FOR PROPOSED PAVEMENT ELEVATIONS.
3. AREAS OF MILLING AND LEVELING SHOWN ON THIS SHEET ARE FOR REFERENCE ONLY. ACTUAL AREAS TO BE MILLED OR LEVELED ARE DEPENDENT ON THE CONTRACTORS FIELD SURVEY.
4. PRESERVE AND PROTECT ALL AIRFIELD ELECTRICAL ITEMS UNLESS OTHERWISE SHOWN ON THE PLANS.
5. SAWCUTTING IS INCIDENTAL TO THE WORK.
6. THE LIMITS OF MILLING WILL BE SQUARED OFF DEPENDING UPON CONTRACTOR'S SURVEY.
7. AREAS WHERE MILLING DOES NOT COME IN CONTACT WITH EXISTING SURFACE, SURFACE SHALL BE SCARIFIED AND PAID FOR UNDER P-101-1.

**LEGEND**

- EXISTING ASPHALT RUNWAY PAVEMENT
- EXISTING ASPHALT SHOULDER PAVEMENT
- APPROX. LIMITS OF ASPHALT PAVEMENT MILLING
- APPROX. LIMITS OF ASPHALT PAVEMENT LEVELING



DEMO POINT TABLE		
POINT:	STATION:	OFFSET:
01	146+95.00	-75.0LT
02	146+95.00	-78.0LT
03	147+93.30	-78.0LT
04	147+93.30	-75.0LT
05	151+05.29	-75.0LT
06	151+05.29	-81.0LT
07	152+01.00	-81.0LT
08	152+01.00	-75.0LT
09	152+19.86	-75.0LT
10	153+70.91	-75.0LT
11	153+71.61	-83.0LT
12	156+39.52	-83.0LT
13	156+39.52	-78.0LT
14	157+20.00	-78.0LT
15	157+20.00	-75.0LT
16	157+74.00	-75.0LT
17	157+74.00	-50.0LT
18	159+60.00	-50.0LT

DEMO POINT TABLE		
POINT:	STATION:	OFFSET:
19	159+60.00	50.0RT
20	157+74.00	50.0RT
21	157+74.00	75.0RT
22	157+20.00	75.0RT
23	157+20.00	81.0RT
24	156+23.81	81.0RT
25	156+23.81	86.0RT
26	153+50.31	86.0RT
27	153+51.65	75.0RT
28	152+01.43	75.0RT
29	151+99.62	91.0RT
30	149+03.23	91.0RT
31	149+03.23	82.0RT
32	147+90.09	82.0RT
33	147+90.09	78.0RT
34	146+95.00	78.0RT
35	146+95.00	75.0RT

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

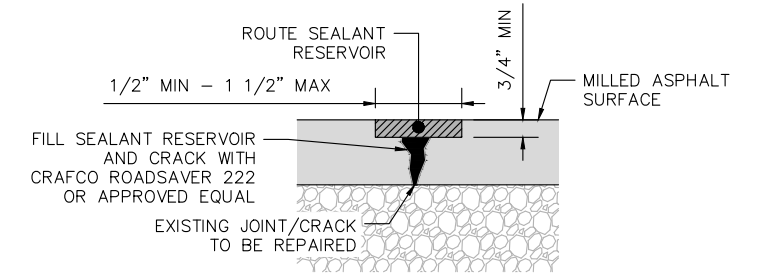
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

DEMOLITION PLAN

**C300**

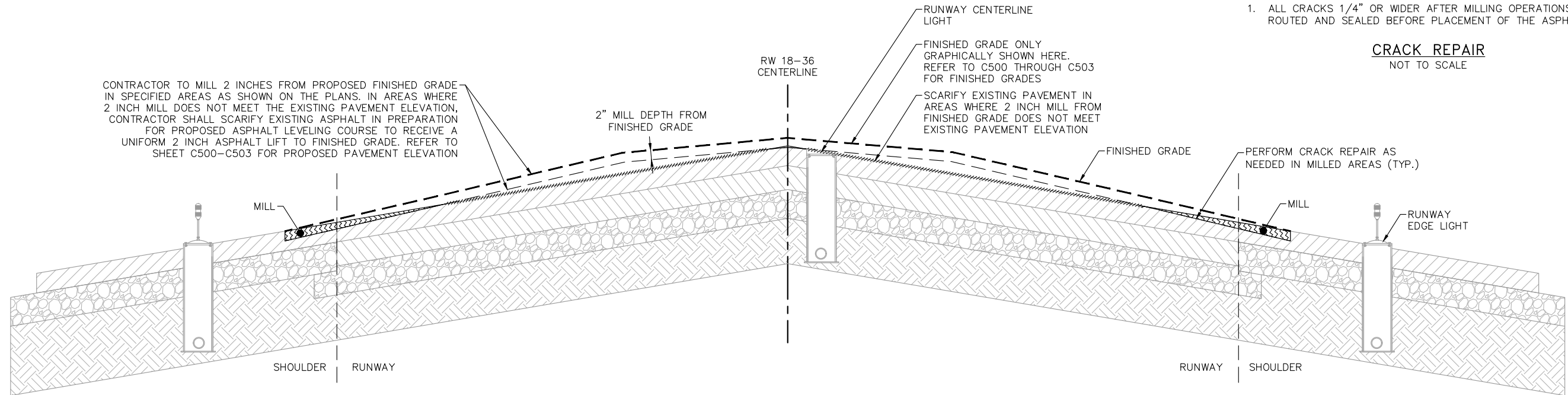
K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\DETAILS.dwg Tab: DEMO Jul 21, 2022 - 7:42am Plotted by: connor.rice



**NOTE:**

1. ALL CRACKS 1/4" OR WIDER AFTER MILLING OPERATIONS SHALL BE ROUTED AND SEALED BEFORE PLACEMENT OF THE ASPHALT OVERLAY

**CRACK REPAIR**  
NOT TO SCALE



1 RUNWAY 18-36 MILLING AND SCARIFYING TYPICAL SECTION  
C390

REVISIONS:			EOR
REV. NO	DATE	DESCRIPTION	



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

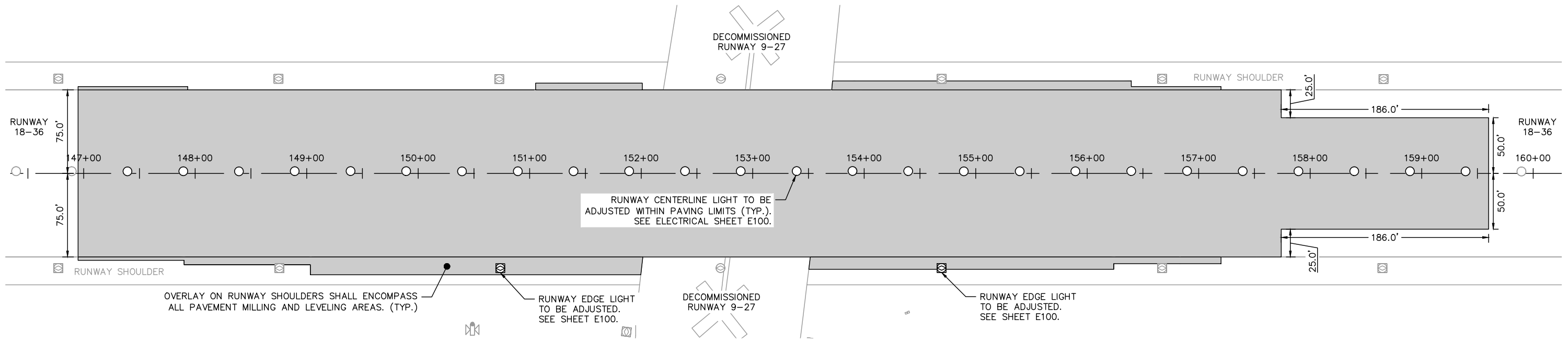
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

DEMOLITION DETAILS

**C390**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PAVING PLAN.dwg Tab: PAVING PLAN 1 Jul 21, 2022 - 7:43am Plotted by: connor.rice

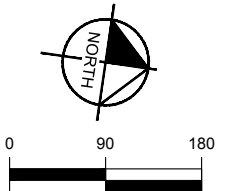


**NOTES:**

1. SEE SHEETS C490 FOR RUNWAY 18-36 ASPHALT LEVELING AND OVERLAY TYPICAL SECTION.
2. SEE SHEETS C500-C503 FOR PAVEMENT ELEVATION PLANS.

**LEGEND**

 PROPOSED UNIFORM 2" ASPHALT OVERLAY

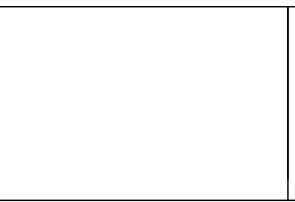


REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



**Kimley»Horn**

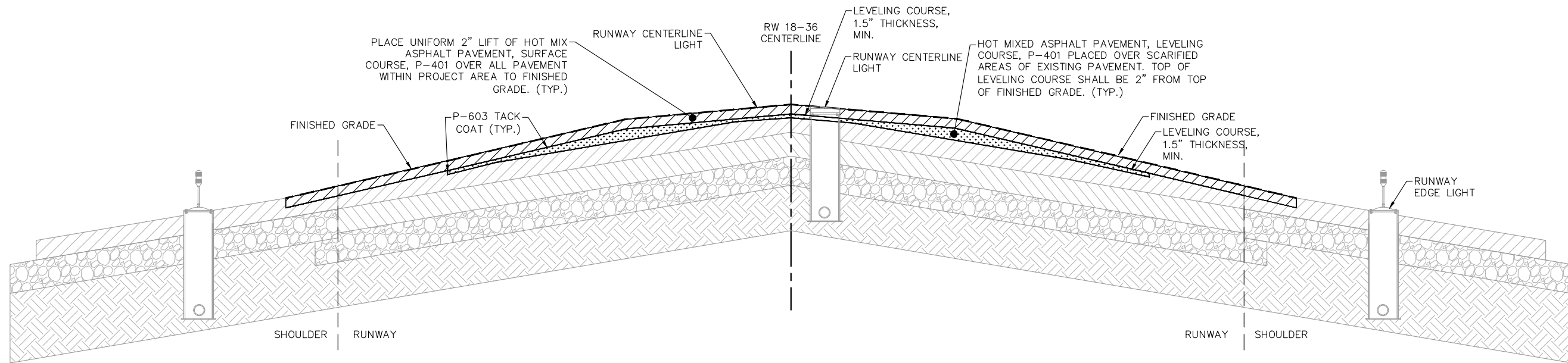
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

GEOMETRY AND PAVING PLAN

**C400**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\DETAILS.dwg Tab: GEOMETRY AND PAVING Jul 21, 2022 - 7:43am Plotted by: connor.rice



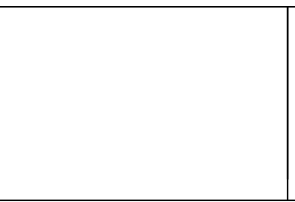
1 RUNWAY 18-36 ASPHALT LEVELING AND OVERLAY TYPICAL SECTION  
C490

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



**Kimley»Horn**

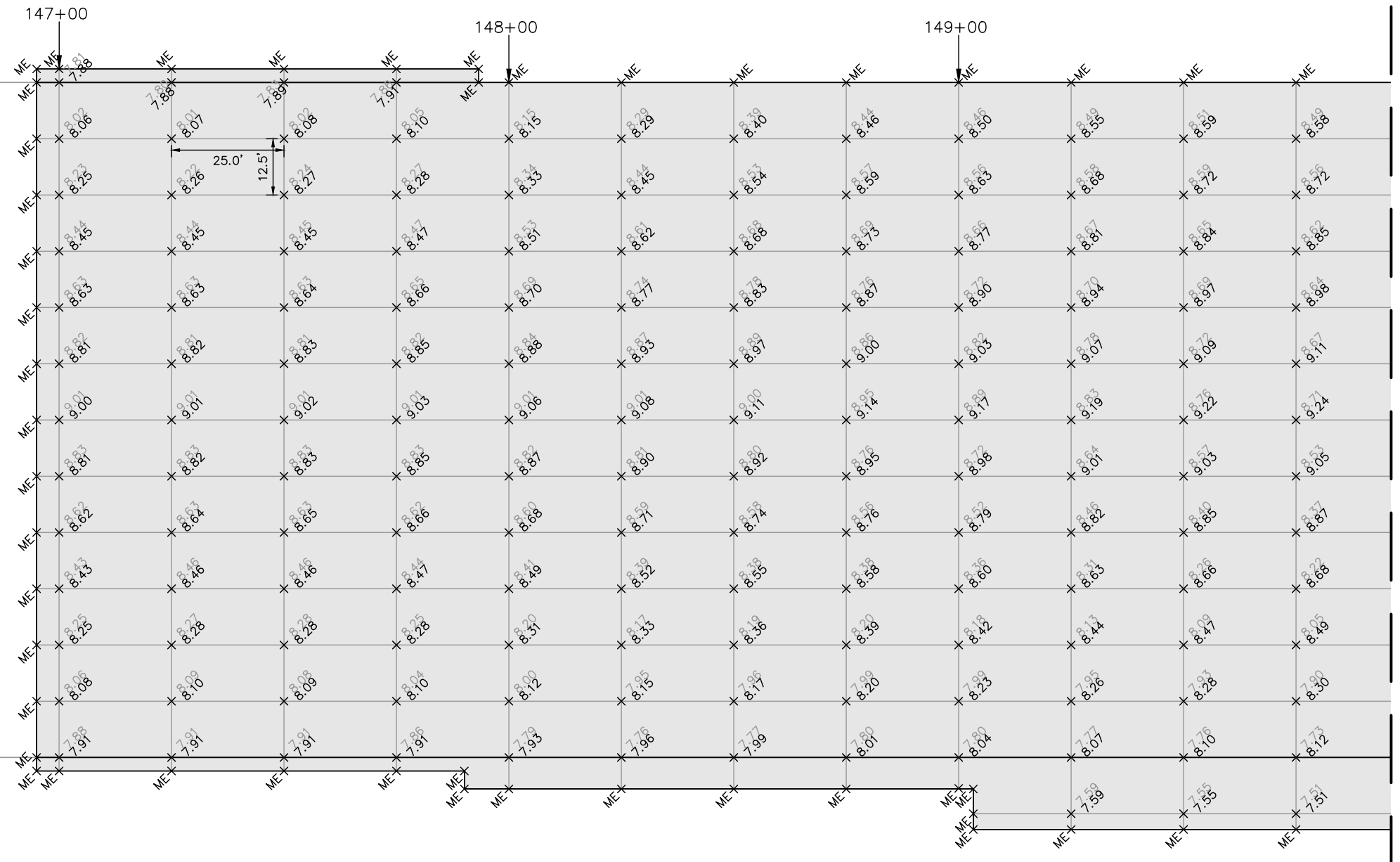
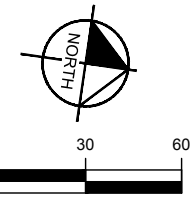
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

GEOMETRY AND PAVING DETAILS

**C490**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PAVEMENT ELEVATION PLAN.dwg Tab: c810 Jul 21, 2022 - 7:43am Plotted by: connor.rice



**LEGEND**

- PROPOSED ASPHALT OVERLAY
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- ME-X MATCH EXISTING ELEVATION

**NOTES:**

1. SEE DRAWING C300 FOR DEMOLITION LIMITS
2. SEE DRAWING C390 FOR DEMOLITION DETAILS

MATCHLINE, SEE SHEET C501

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

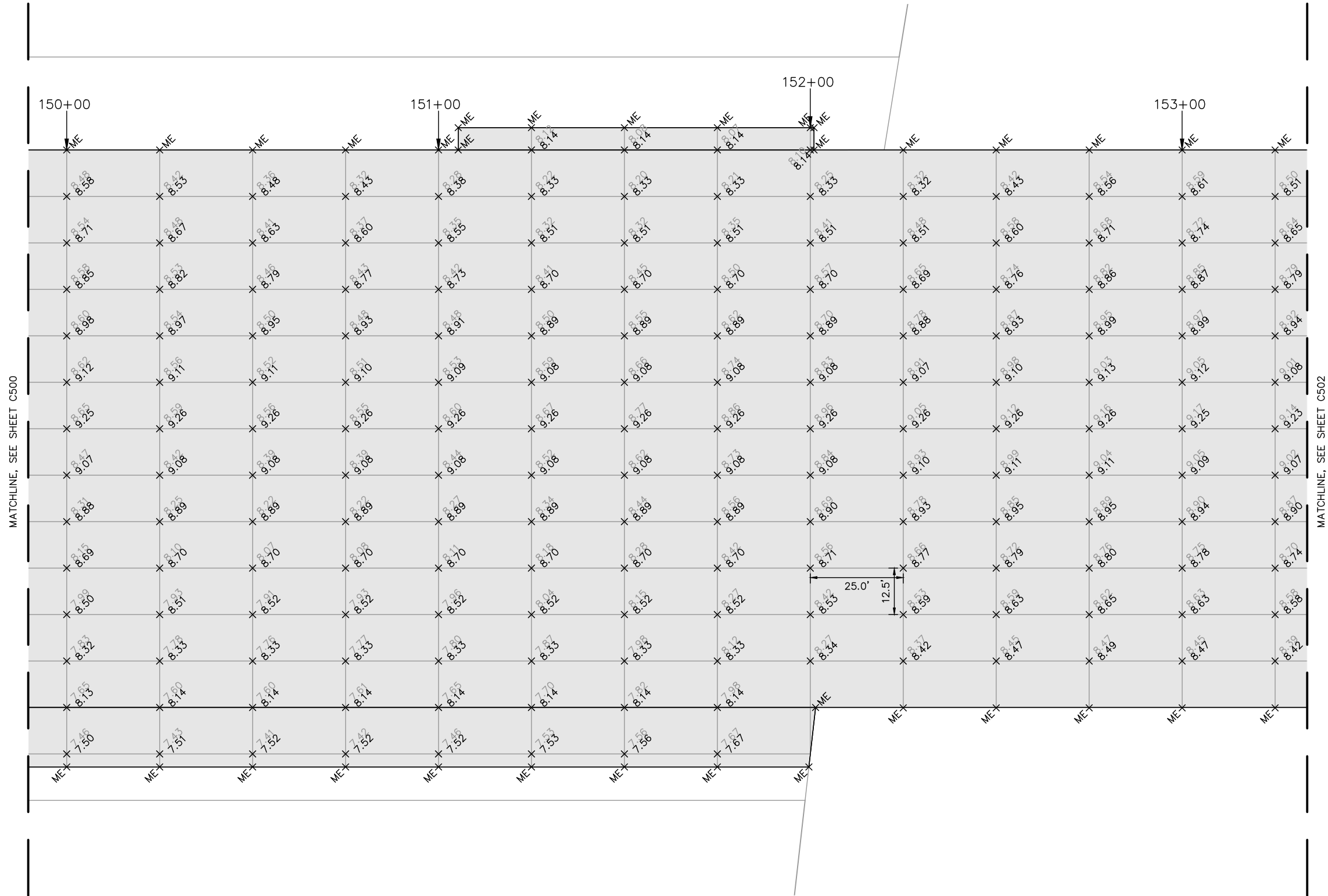
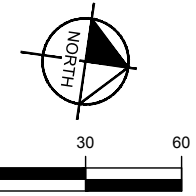
©2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

PAVEMENT ELEVATION PLAN

C500

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PAVEMENT ELEVATION PLAN.dwg Tab: c811 Jul 21, 2022 - 7:43am Plotted by: connor.rice



**LEGEND**

- PROPOSED ASPHALT OVERLAY
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- ME-X MATCH EXISTING ELEVATION

**NOTES:**

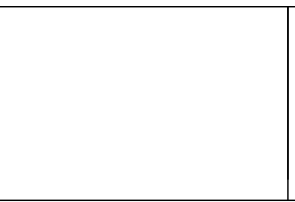
1. SEE DRAWING C300 FOR DEMOLITION LIMITS
2. SEE DRAWING C390 FOR DEMOLITION DETAILS

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



**Kimley»Horn**

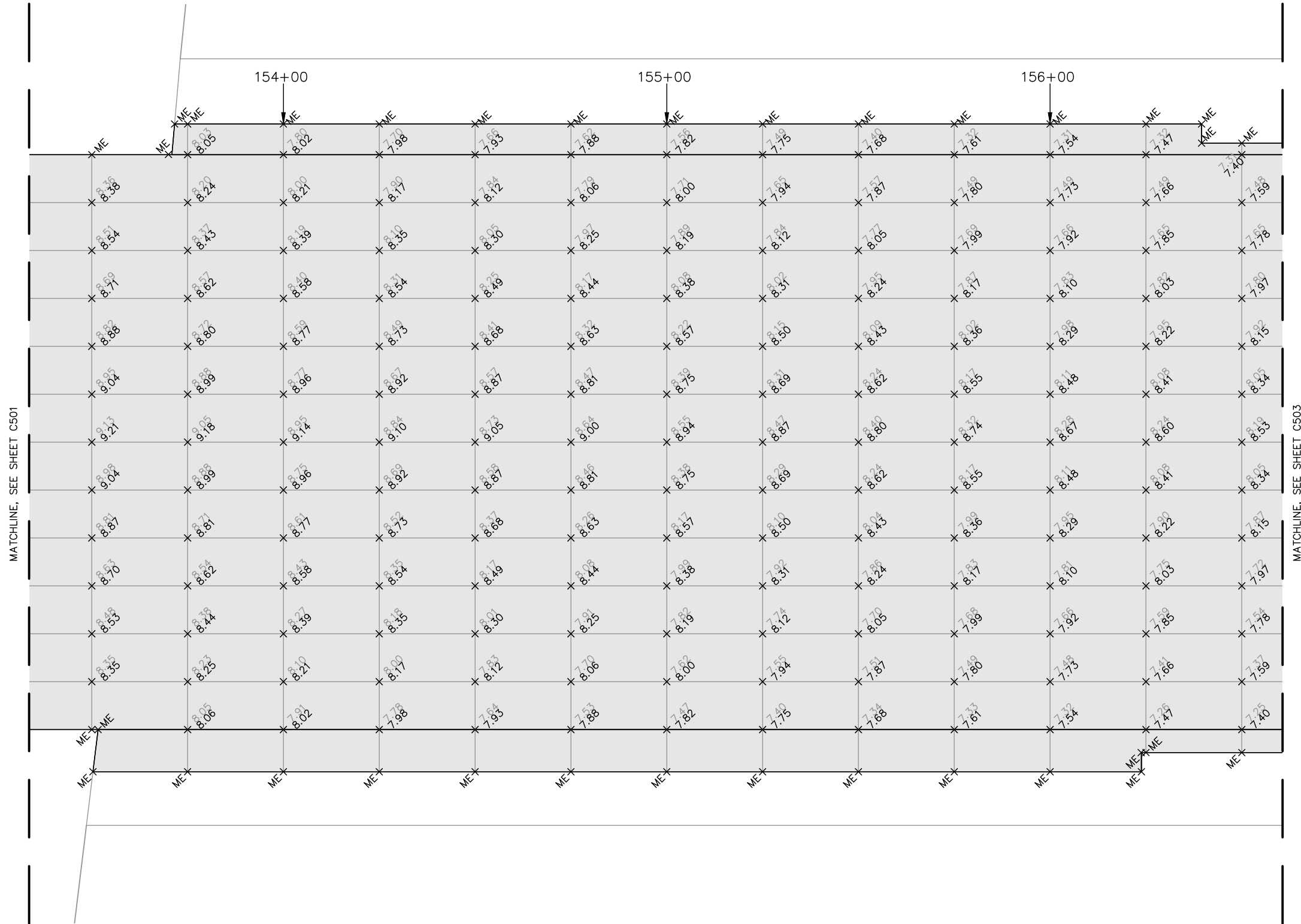
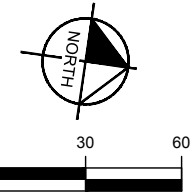
©2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

PAVEMENT ELEVATION PLAN

C501

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PAVEMENT ELEVATION PLAN.dwg Tab: C812 Jul 21, 2022 - 7:43am Plotted by: connor.rice



**LEGEND**

- PROPOSED ASPHALT OVERLAY
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- ME-X MATCH EXISTING ELEVATION

**NOTES:**

1. SEE DRAWING C300 FOR DEMOLITION LIMITS
2. SEE DRAWING C390 FOR DEMOLITION DETAILS

REV. NO	DATE	REVISIONS: DESCRIPTION:	EOR



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

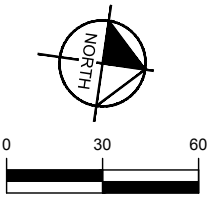
©2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

PAVEMENT ELEVATION PLAN

C502



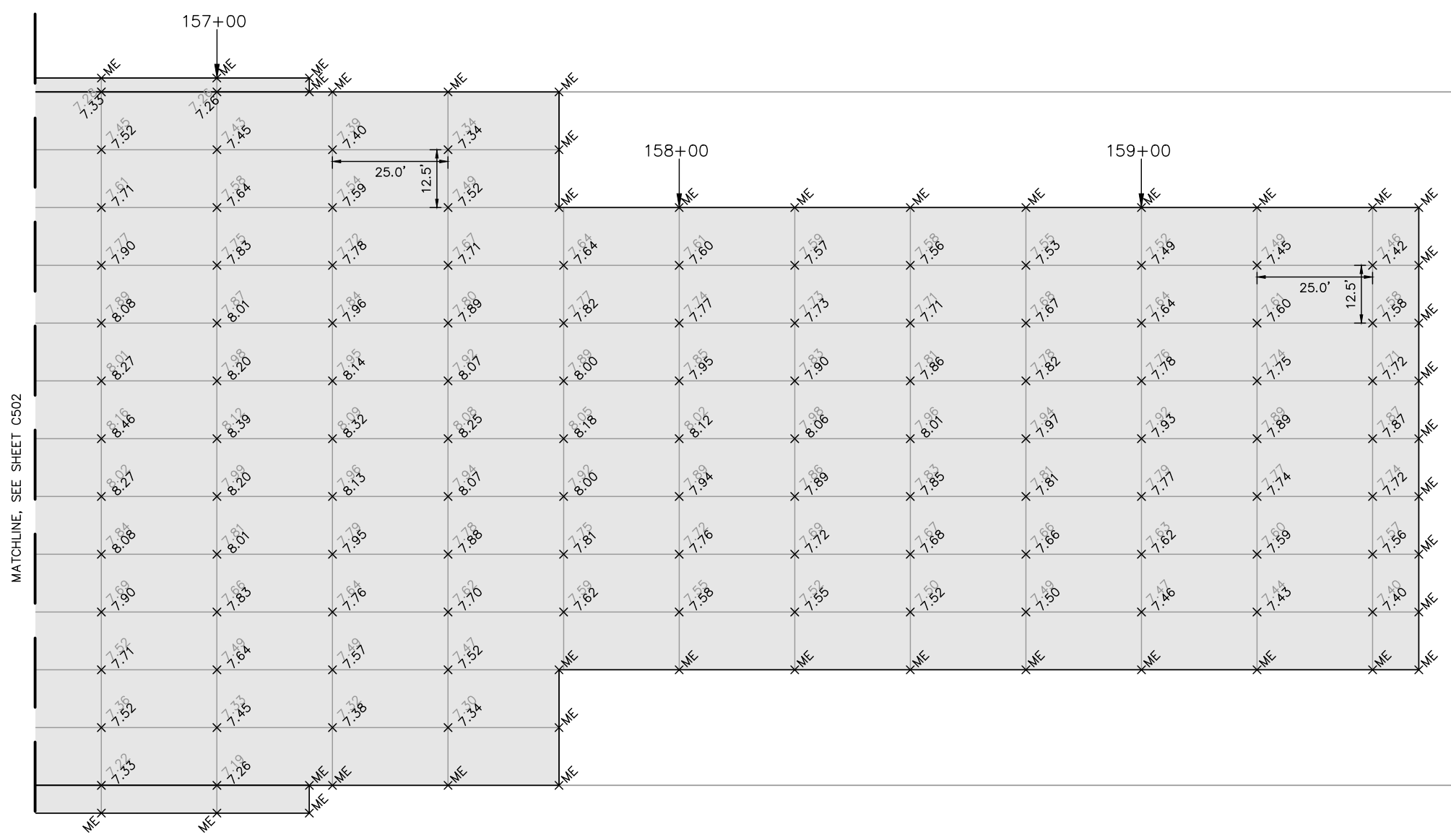


**LEGEND**

- PROPOSED ASPHALT OVERLAY
- X <sup>8.14</sup>/<sub>8.13</sub> EXISTING SPOT ELEVATION
- ME-X PROPOSED SPOT ELEVATION
- ME-X MATCH EXISTING ELEVATION

**NOTES:**

1. SEE DRAWING C300 FOR DEMOLITION LIMITS
2. SEE DRAWING C390 FOR DEMOLITION DETAILS



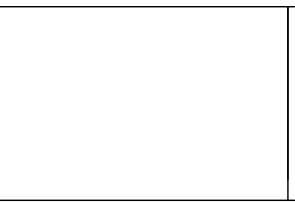
MATCHLINE, SEE SHEET C502

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PAVEMENT ELEVATION PLAN.dwg Tab: c813 Jul 21, 2022 - 7:43am Plotted by: connor.rice

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**  
  
 ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

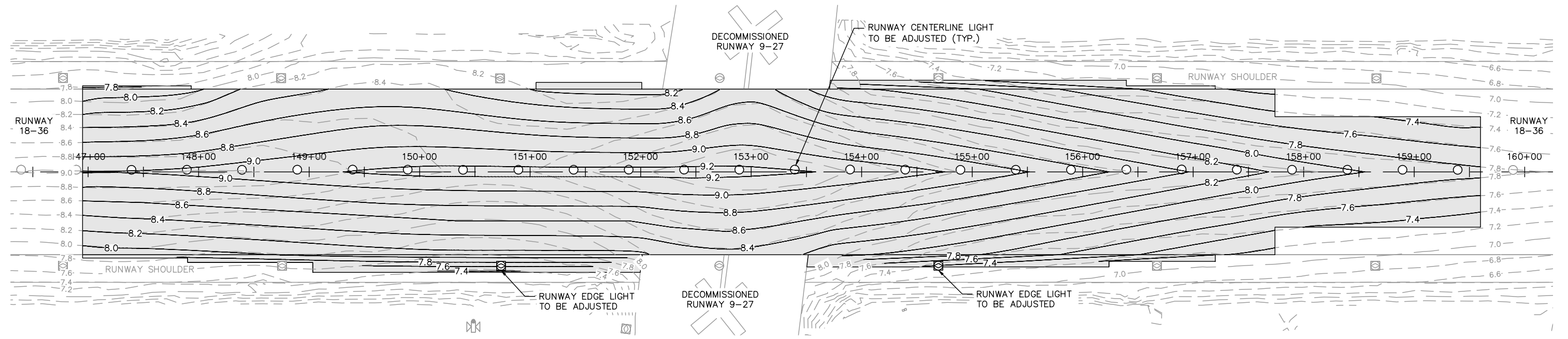


**Kimley»Horn**  
©2018 KIMLEY-HORN AND ASSOCIATES, INC.  
 201 NORTH FRANKLIN STREET, SUITE 1400  
 TAMPA, FLORIDA 33602  
 PHONE: 813-620-1460  
 WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

PAVEMENT ELEVATION PLAN  
  
C503




K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\GRADING PLAN.dwg Tab: Grading Plan Jul 21, 2022 - 7:44am Plotted by: connor.rice

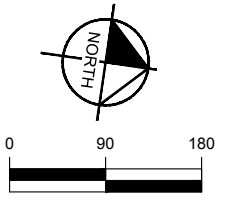


**NOTES:**

1. EXISTING AND PROPOSED CONTOURS ARE SHOWN AT 0.2' INTERVALS.
2. SEE SHEETS C490 FOR RUNWAY 18-36 ASPHALT LEVELING AND OVERLAY TYPICAL SECTION.
3. SEE SHEETS C500-C503 FOR PAVEMENT ELEVATION PLANS.
4. SEE SHEET C700 FOR RUNWAY 18-36 PROFILE.

**LEGEND**

-  PROPOSED UNIFORM 2" ASPHALT OVERLAY
-  7.8 — EXISTING CONTOUR
-  7.8 — PROPOSED CONTOUR



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

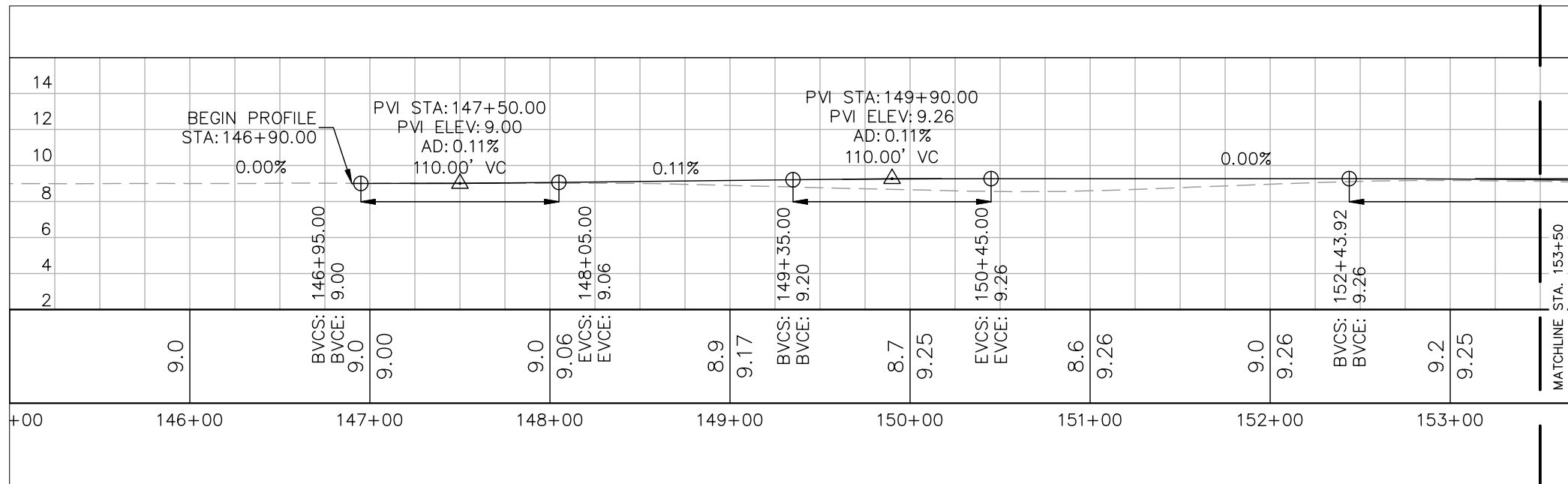
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

GRADING PLAN

**C600**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1010 Jul 21, 2022 - 7:44am Plotted by: connor.rice

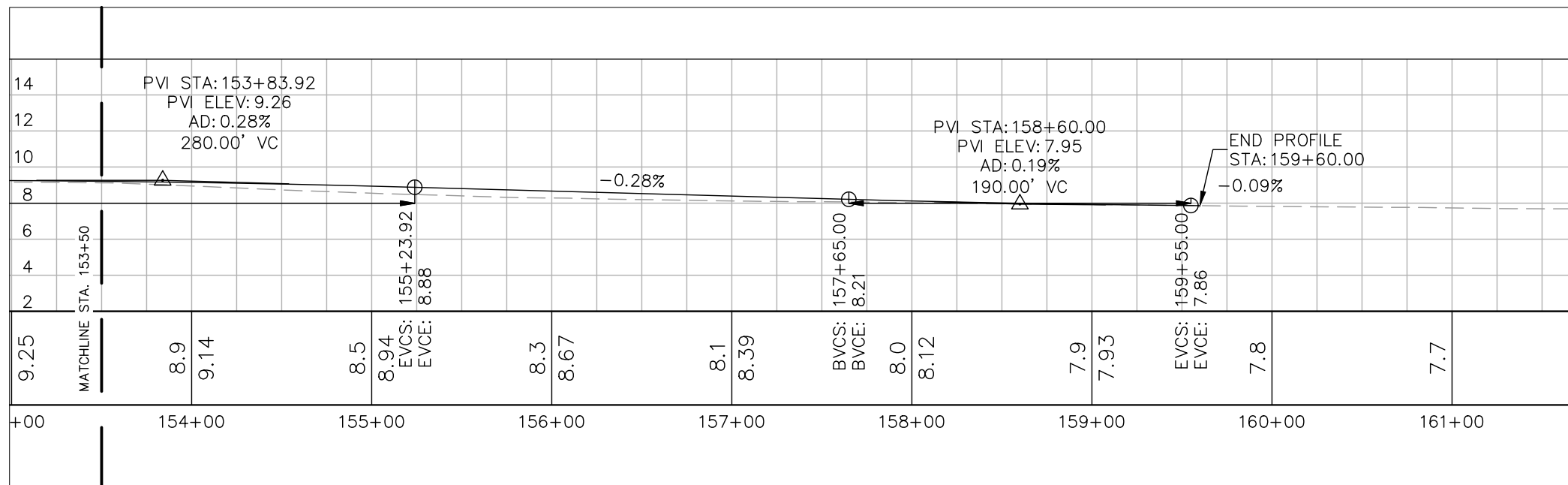


**RUNWAY 18-36 PROFILE**

STA. 146+90 TO STA. 153+50  
SCALE: 1"=80'H, 1"=8'V

**LEGEND**

- FINISHED GRADE
- - - - - EXISTING GRADE



**RUNWAY 18-36 PROFILE**

STA. 153+50 TO STA. 159+60  
SCALE: 1"=80'H, 1"=8'V

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

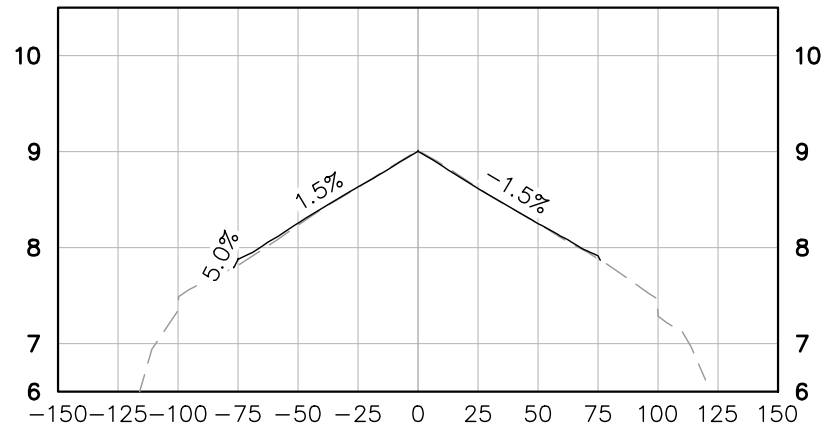
JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

RUNWAY 18-36 PROFILE

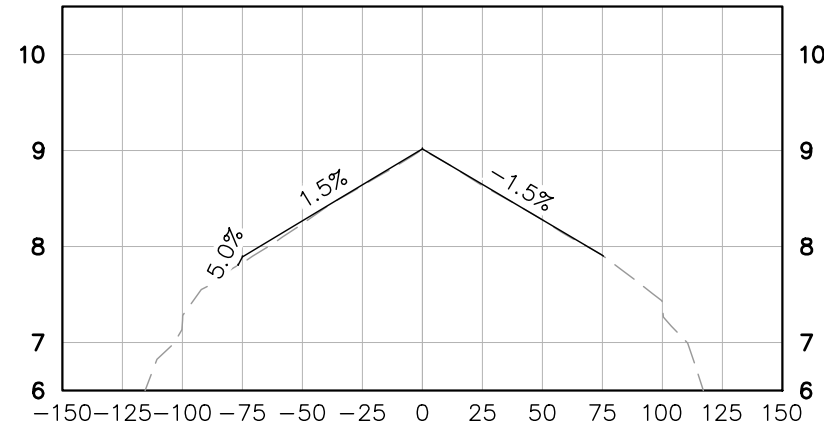
**C700**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1011 Jul 21, 2022 - 7:44am Plotted by: connor.rice

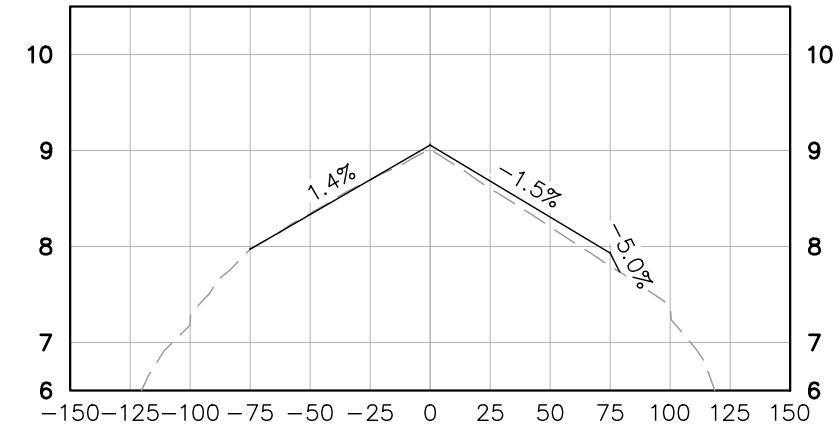
147+00



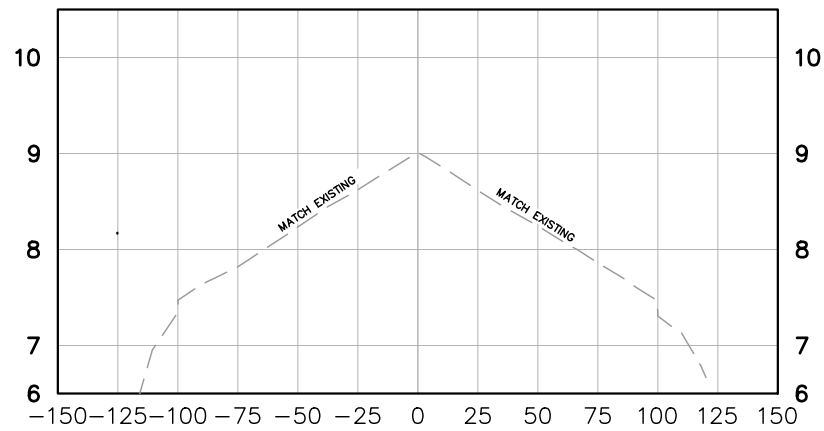
147+50



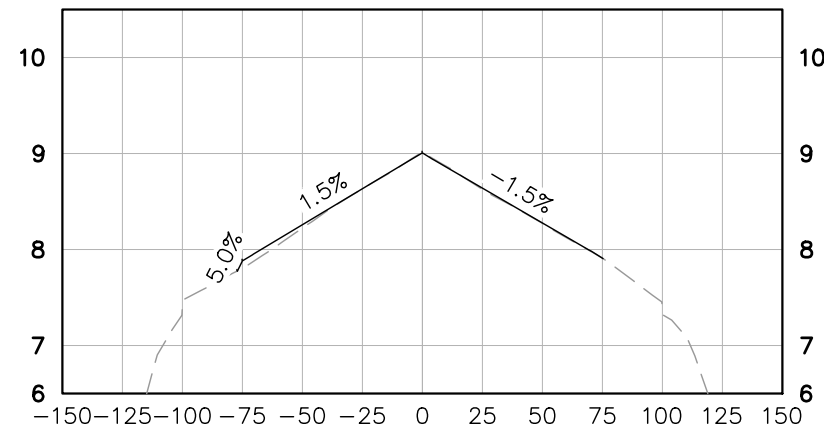
148+00



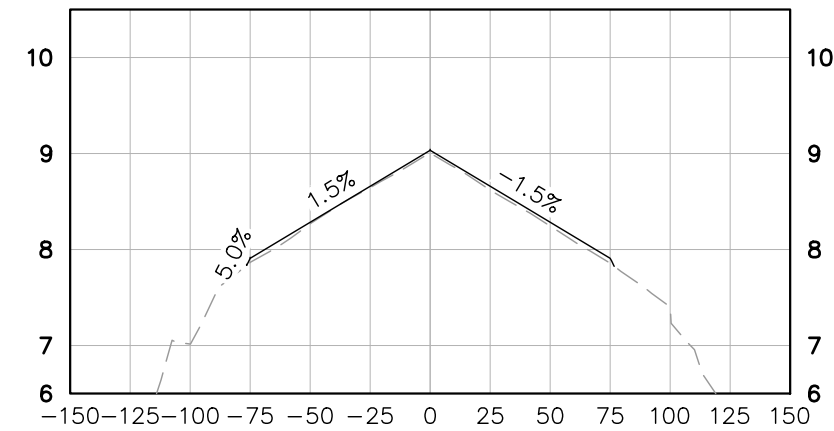
146+90



147+25



147+75



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

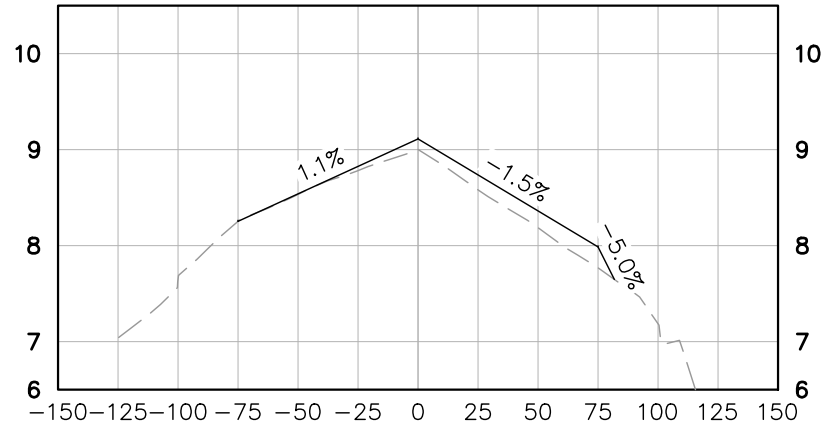
JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

CROSS SECTIONS

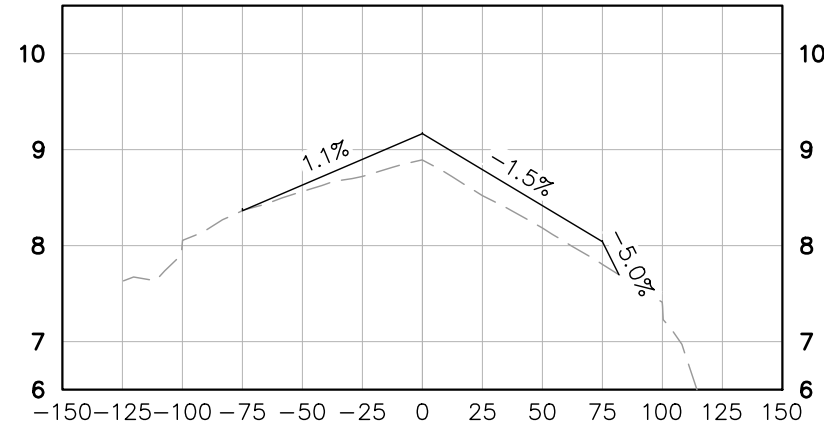
C710

K:\tam\_aviation\1\_Engr\PIE\2022 -- runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1012 Jul 21, 2022 -- 7:44am Plotted by: connor.rice

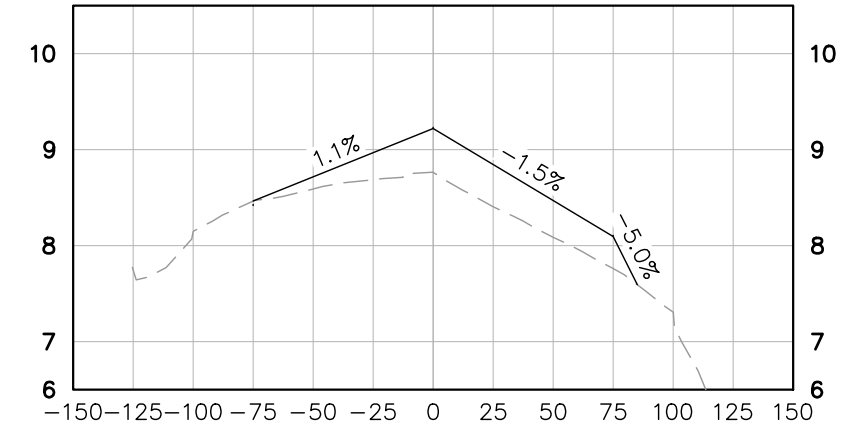
148+50



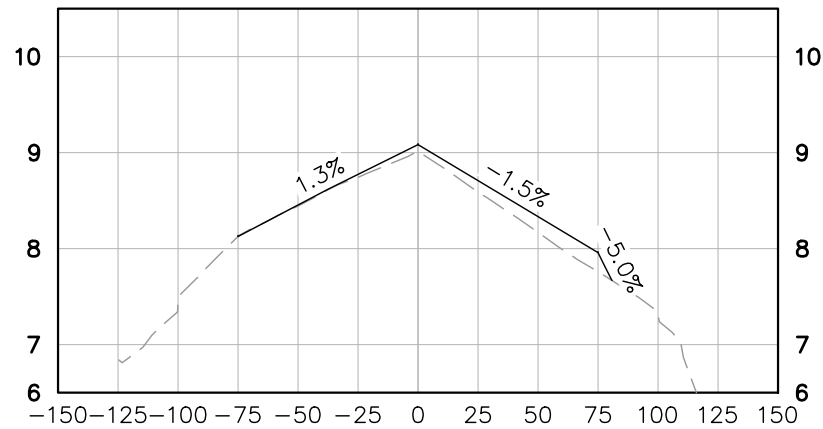
149+00



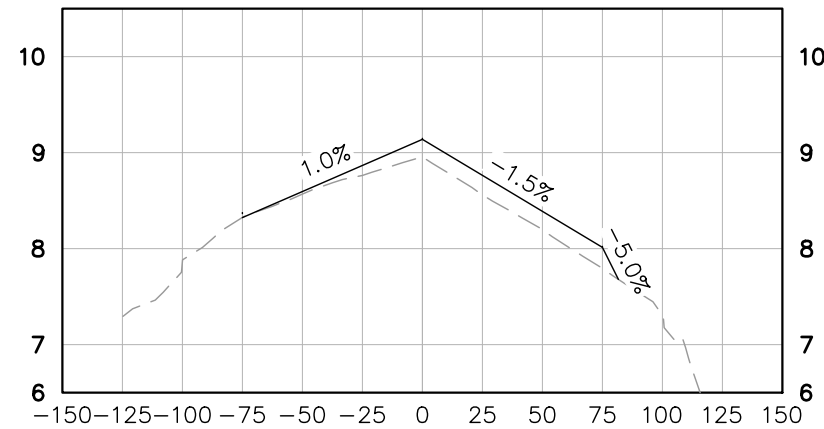
149+50



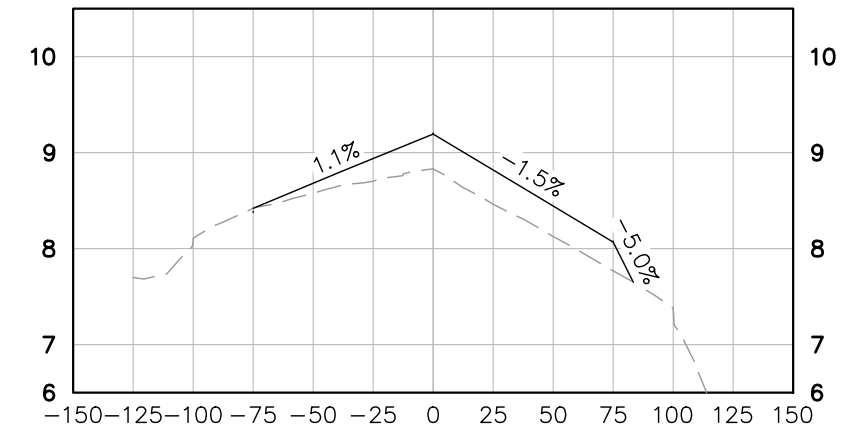
148+25



148+75



149+25



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

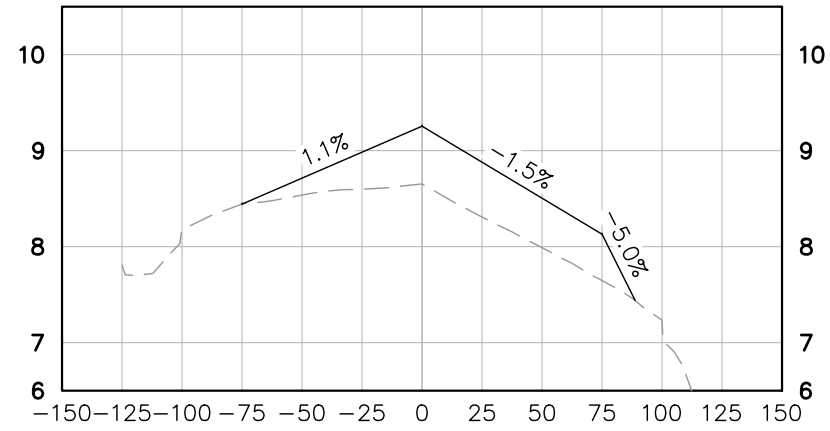
JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

CROSS SECTIONS

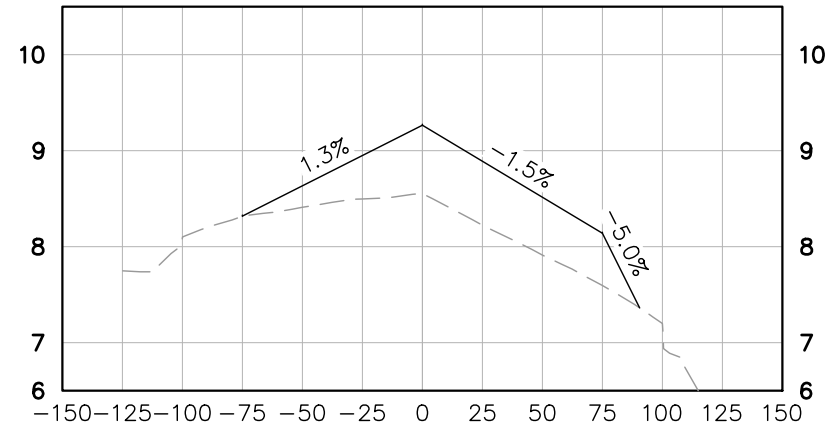
C711

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1013 Jul 21, 2022 - 7:44am Plotted by: connor.rice

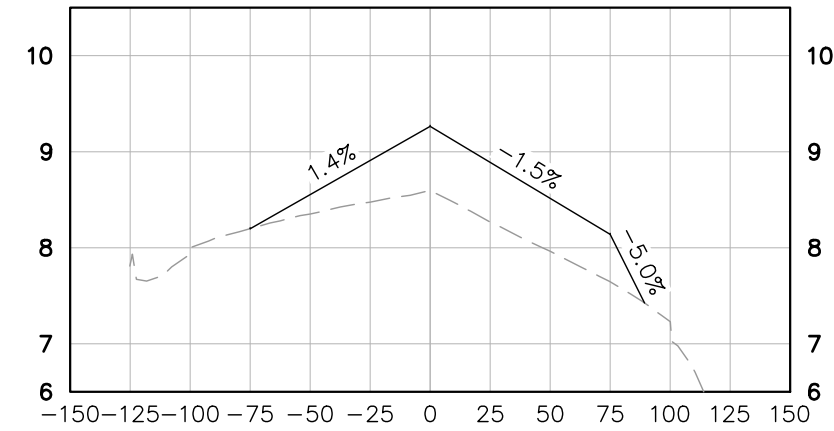
150+00



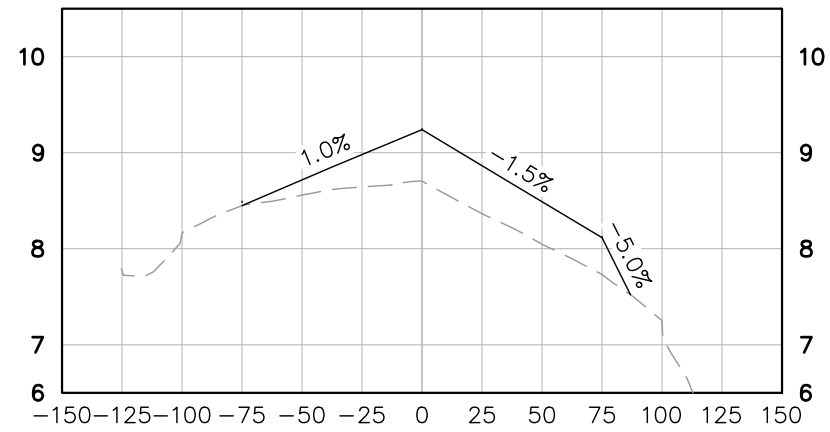
150+50



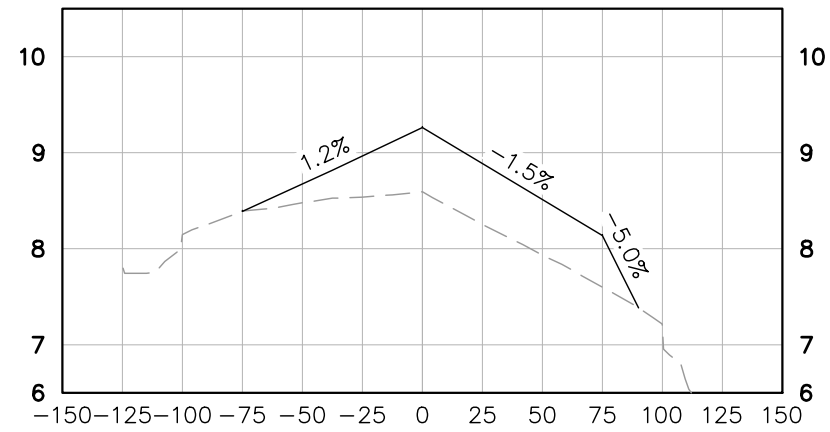
151+00



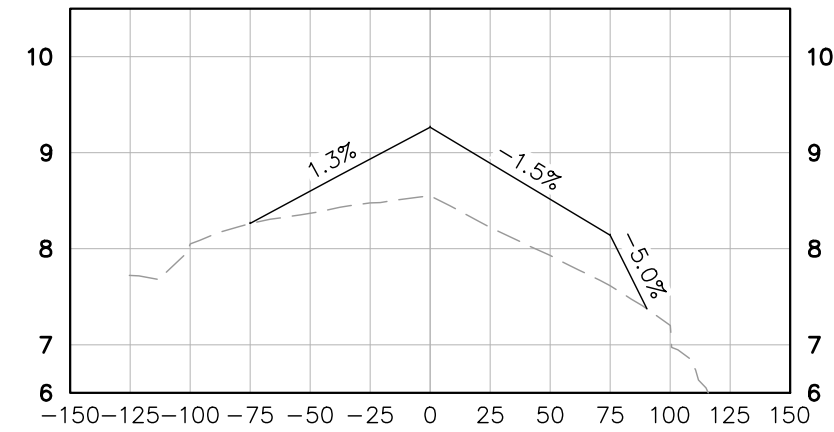
149+75



150+25



150+75



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

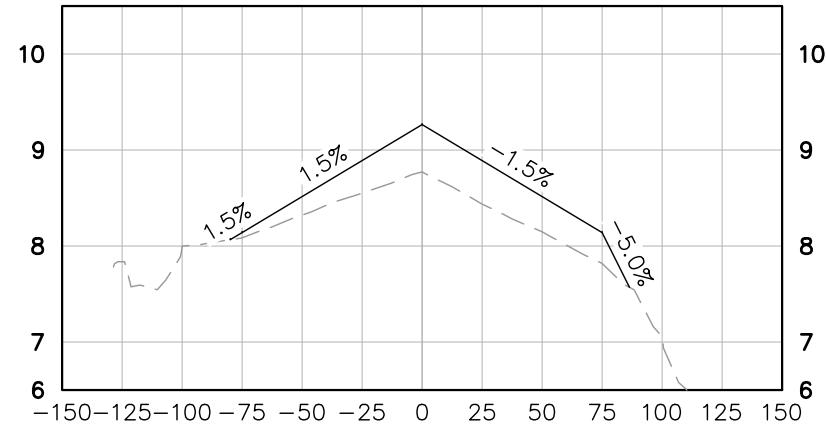
JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

CROSS SECTIONS

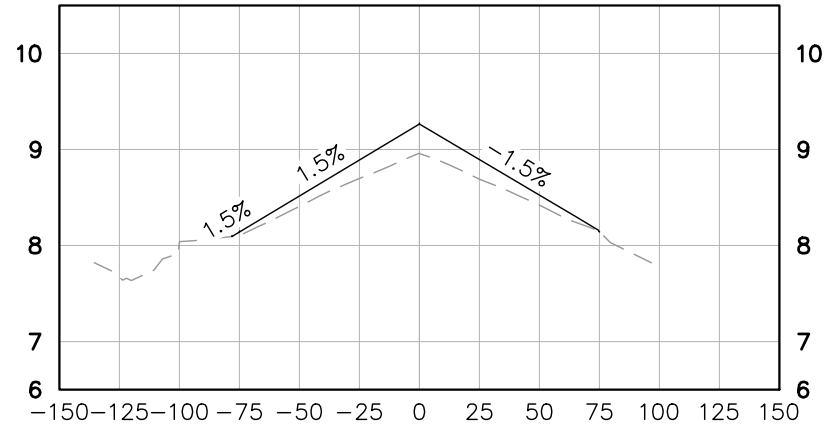
C712

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1014 Jul 21, 2022 - 7:44am Plotted by: connor.rice

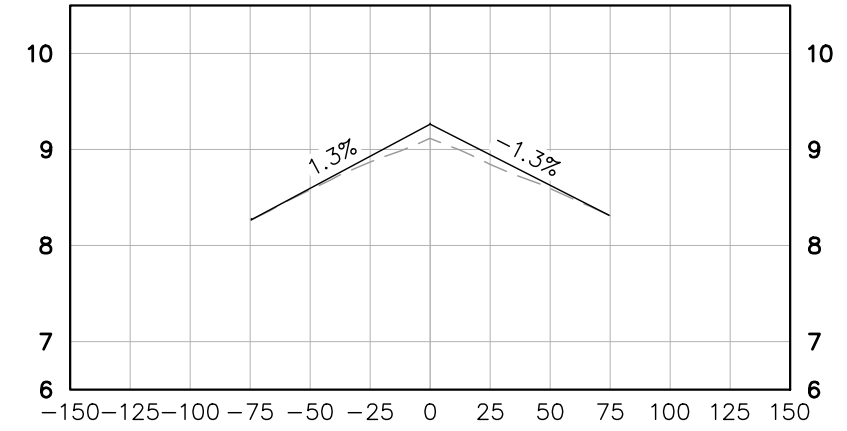
151+50



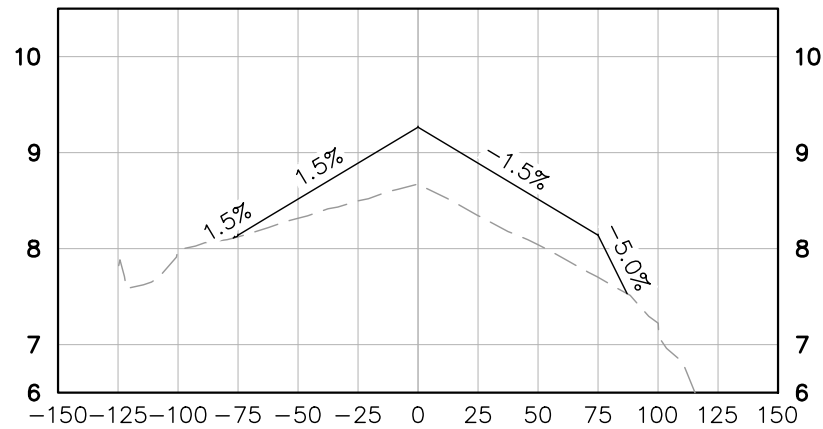
152+00



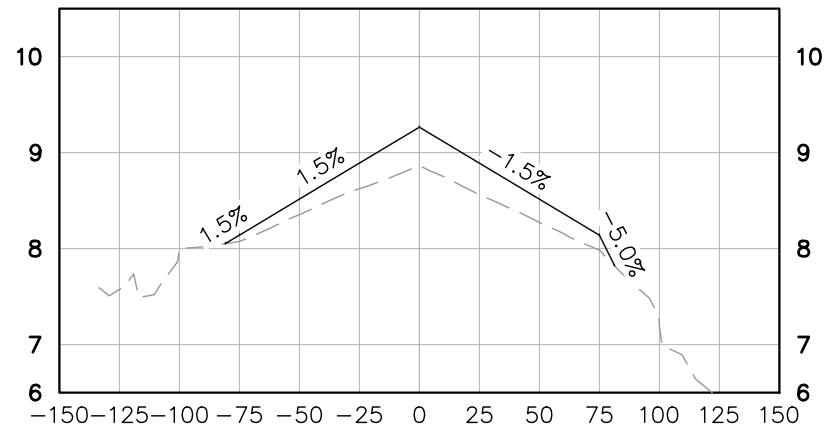
152+50



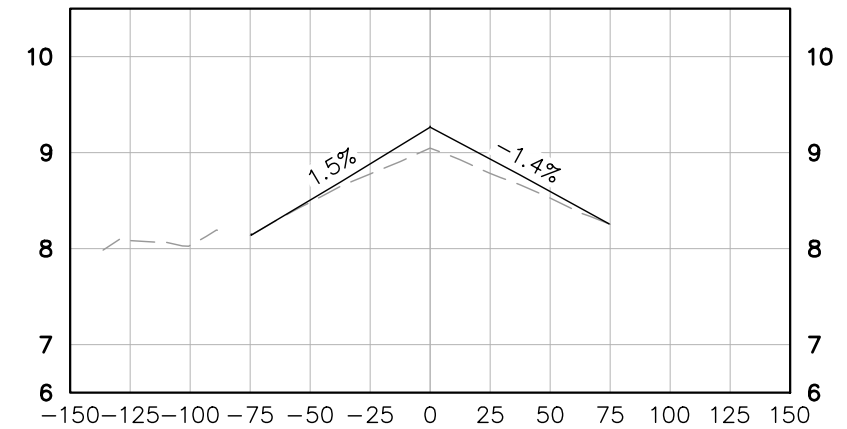
151+25



151+75



152+25



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

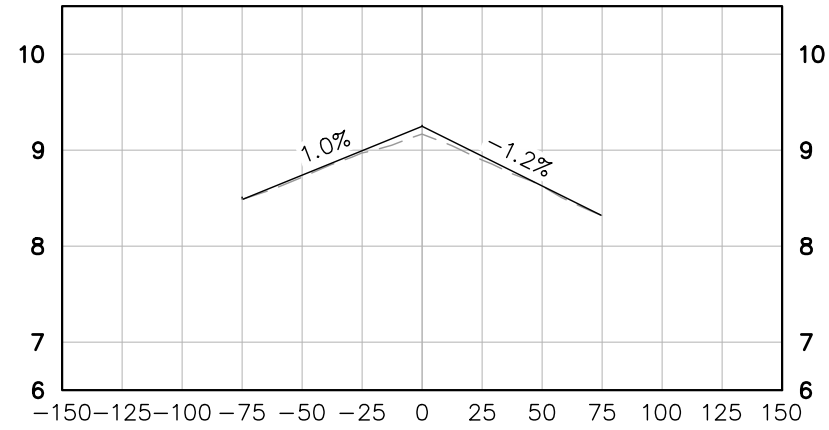
JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

CROSS SECTIONS

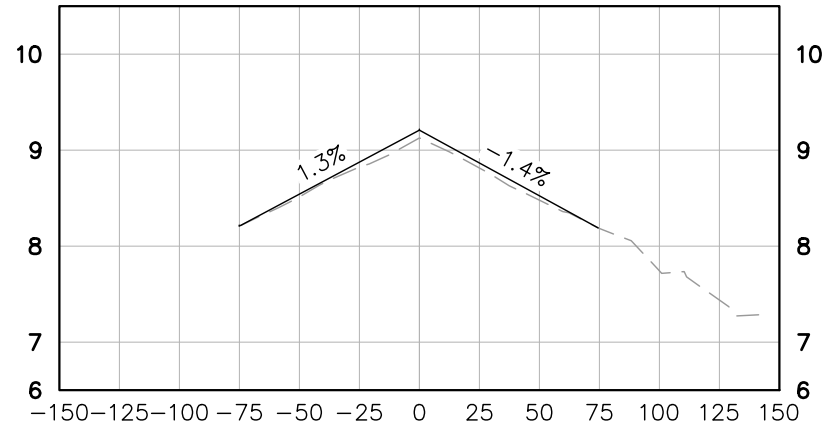
C713

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1015 Jul 21, 2022 - 7:44am Plotted by: connor.rice

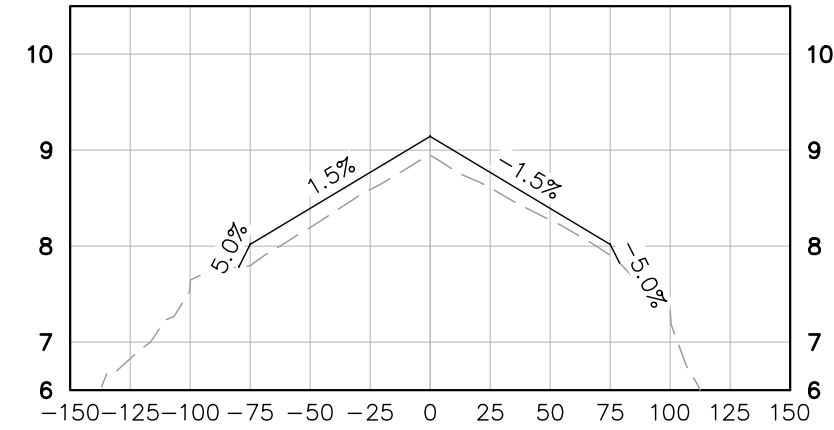
153+00



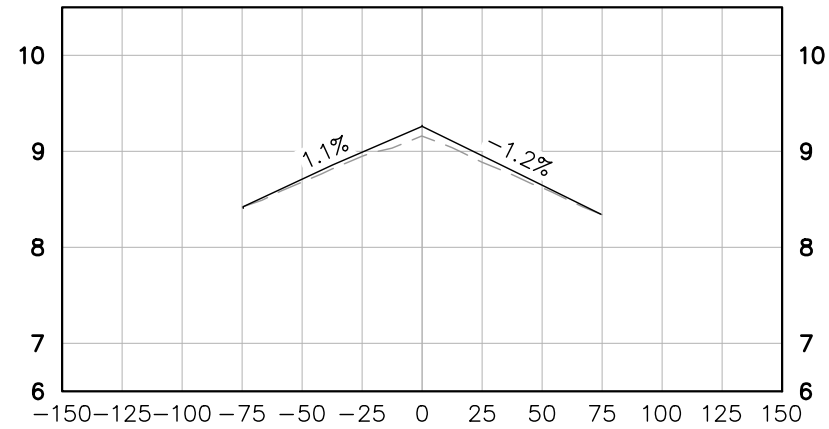
153+50



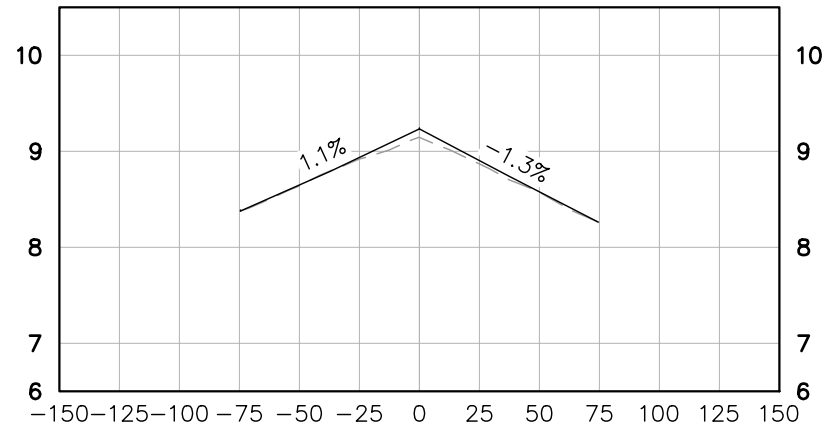
154+00



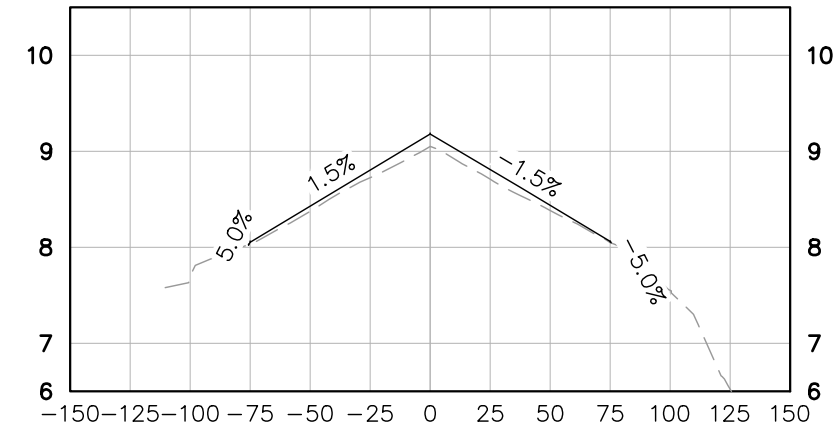
152+75



153+25



153+75



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

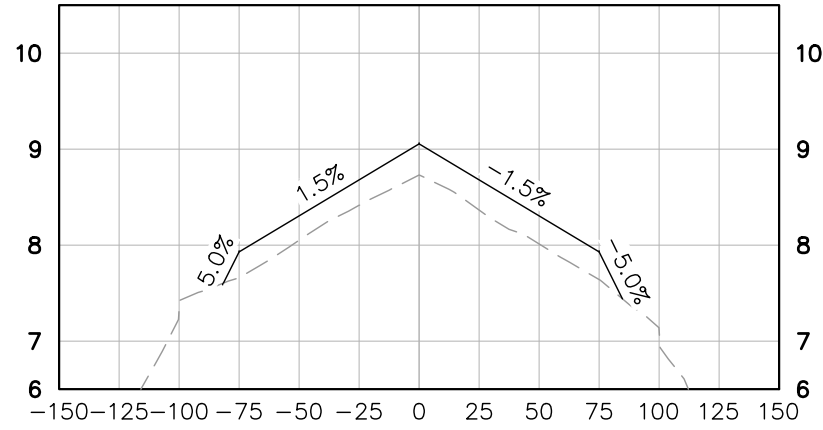
CROSS SECTIONS

C714

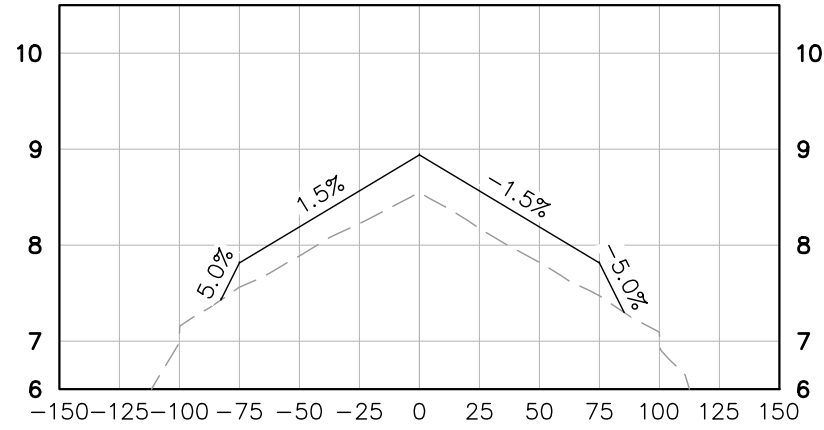


K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1016 Jul 21, 2022 - 7:44am Plotted by: connor.rice

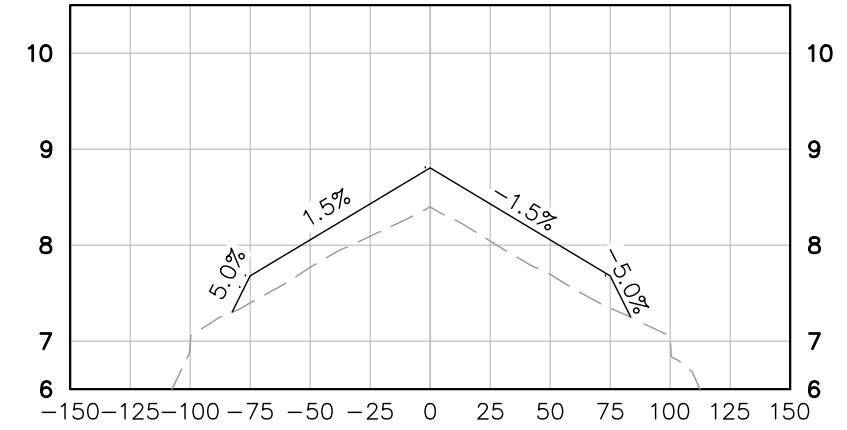
154+50



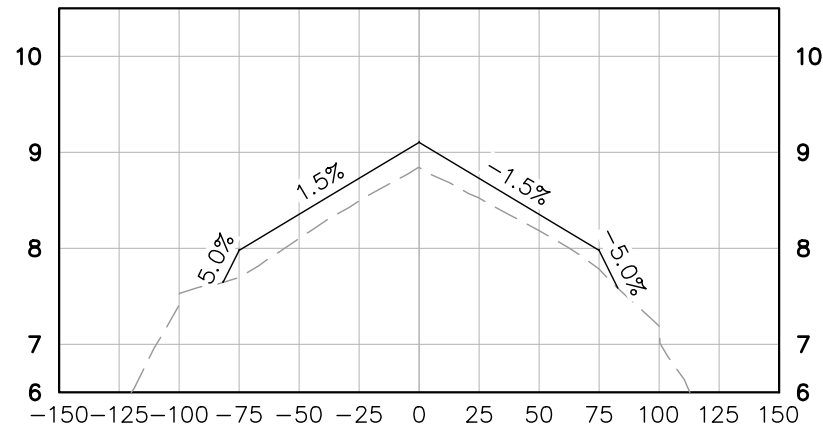
155+00



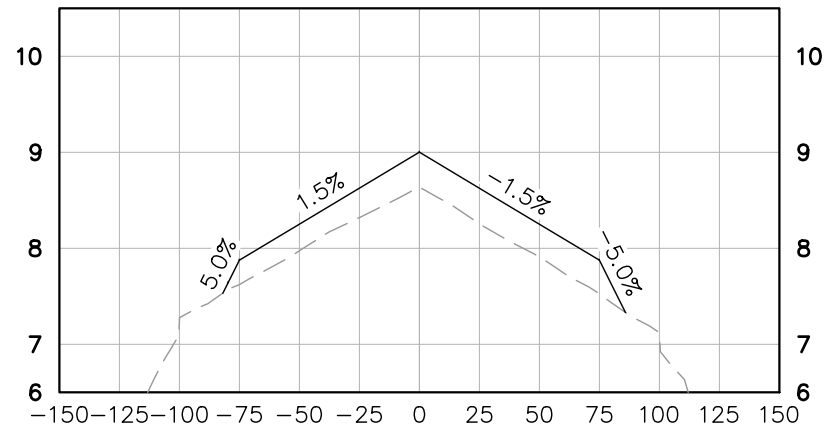
155+50



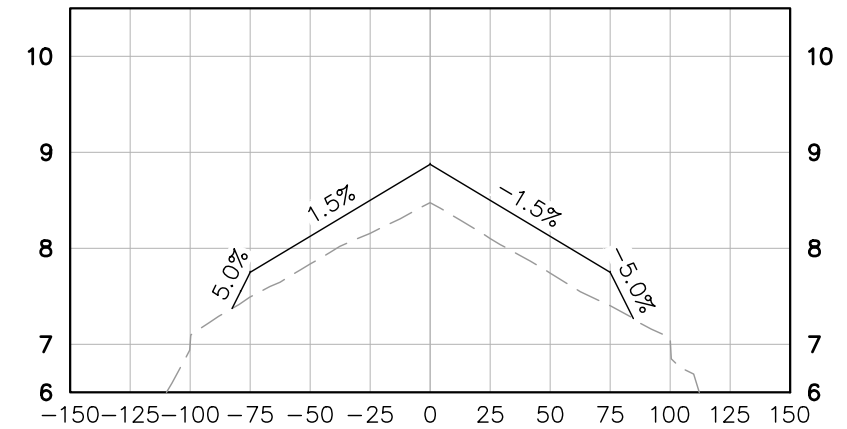
154+25



154+75



155+25



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

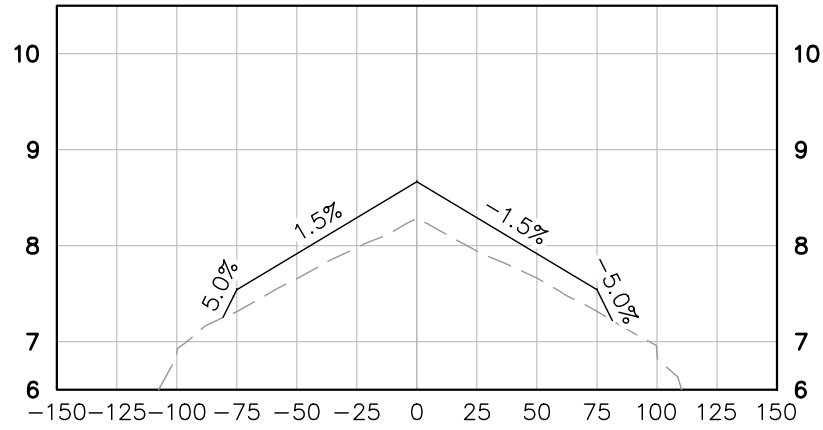
JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

CROSS SECTIONS

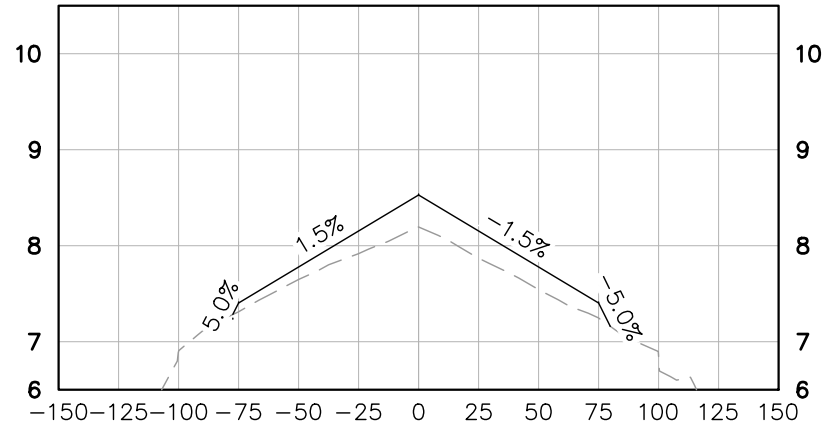
C715

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1017 Jul 21, 2022 - 7:44am Plotted by: connor.rice

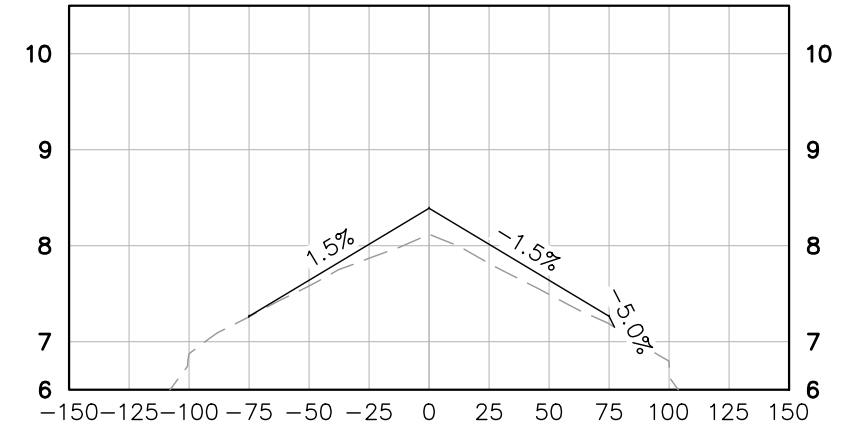
156+00



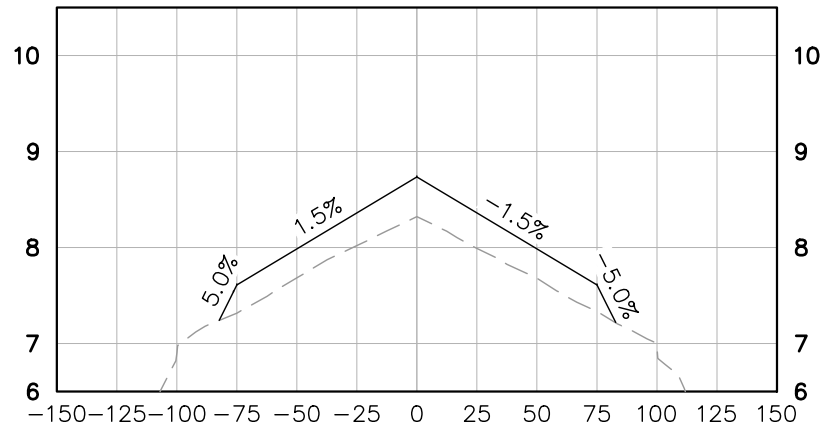
156+50



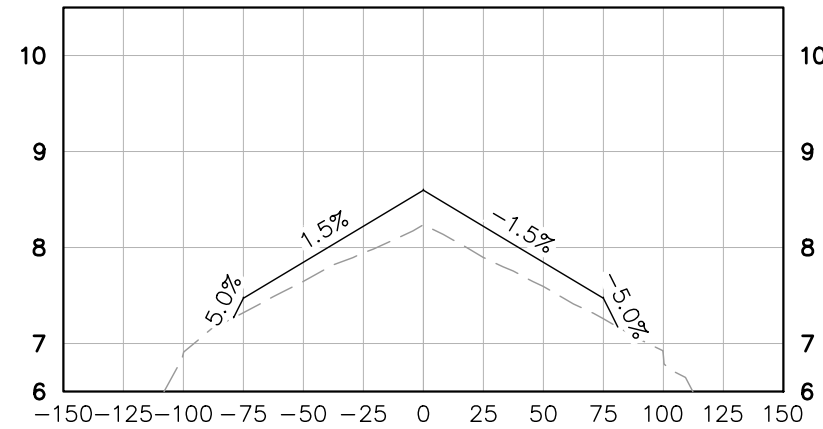
157+00



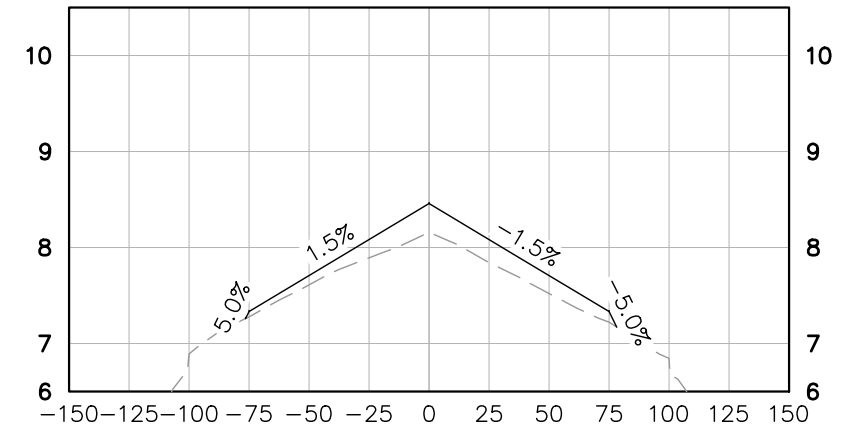
155+75



156+25



156+75



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

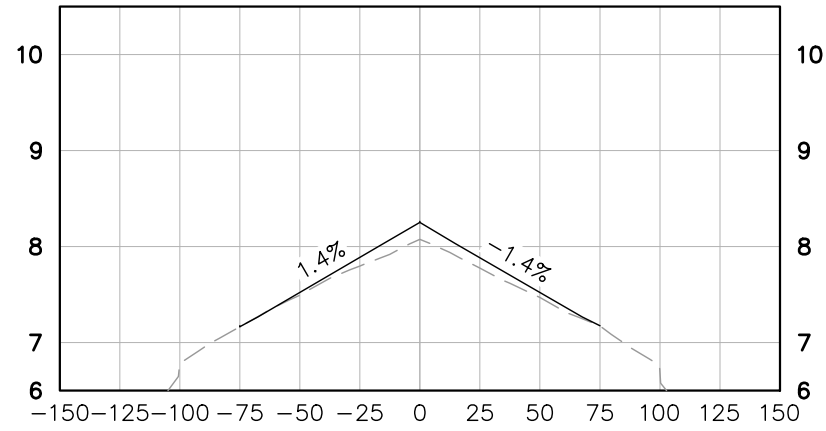
JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

CROSS SECTIONS

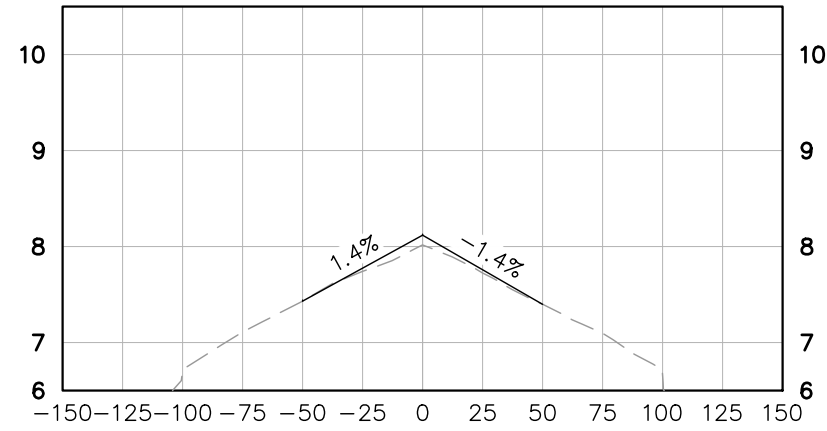
C716

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1018 Jul 21, 2022 - 7:44am Plotted by: connor.rice

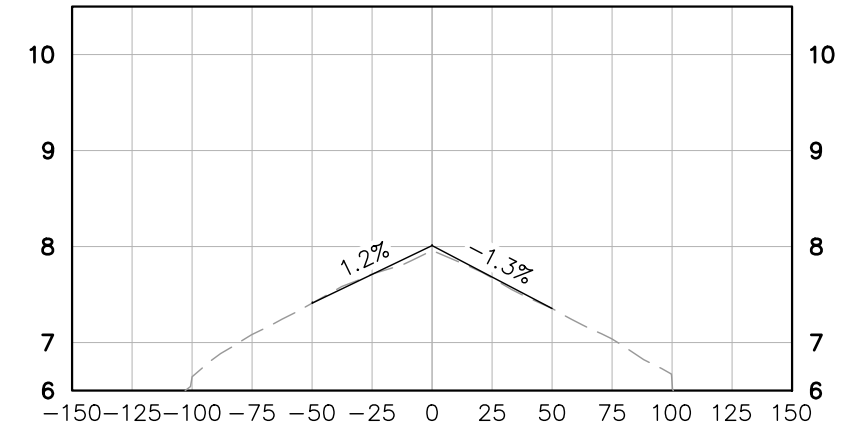
157+50



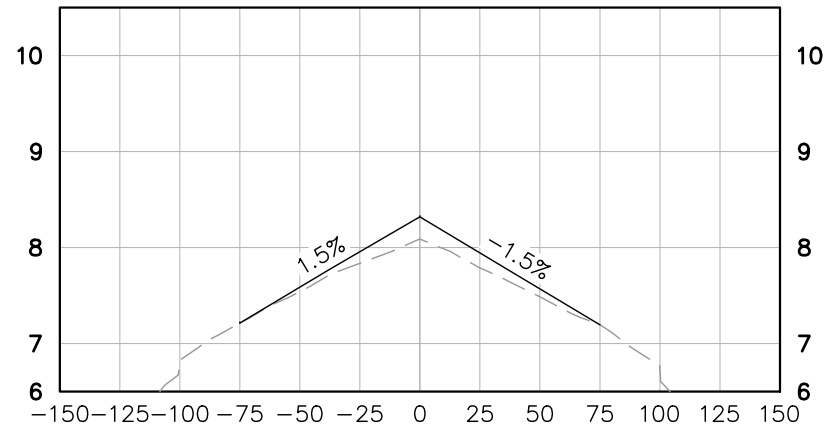
158+00



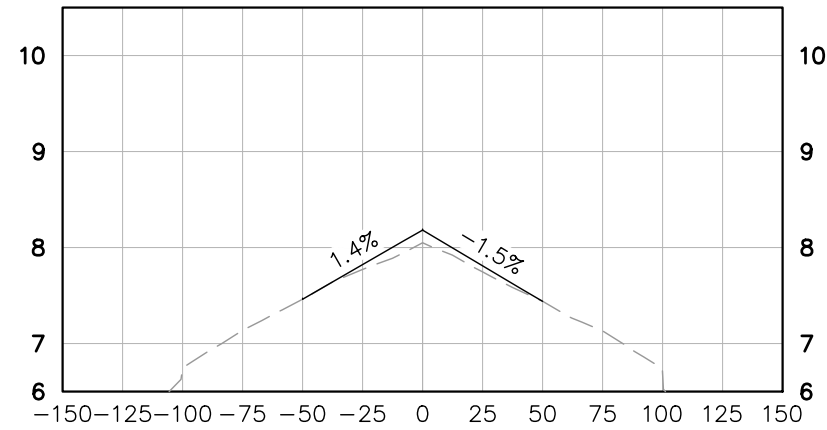
158+50



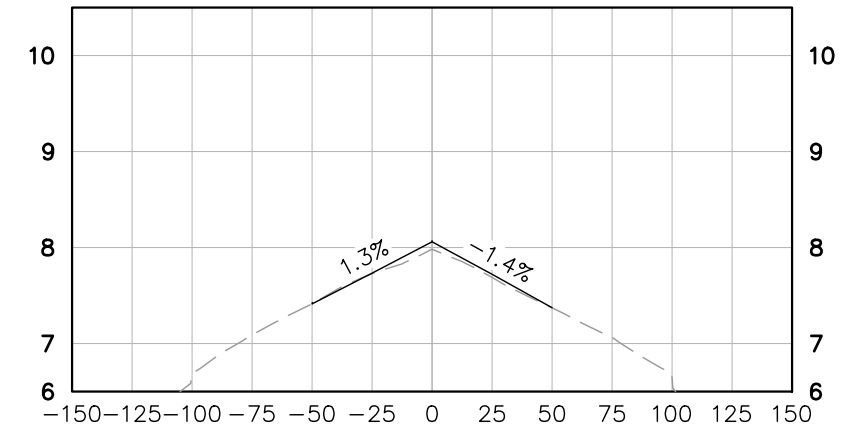
157+25



157+75



158+25



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

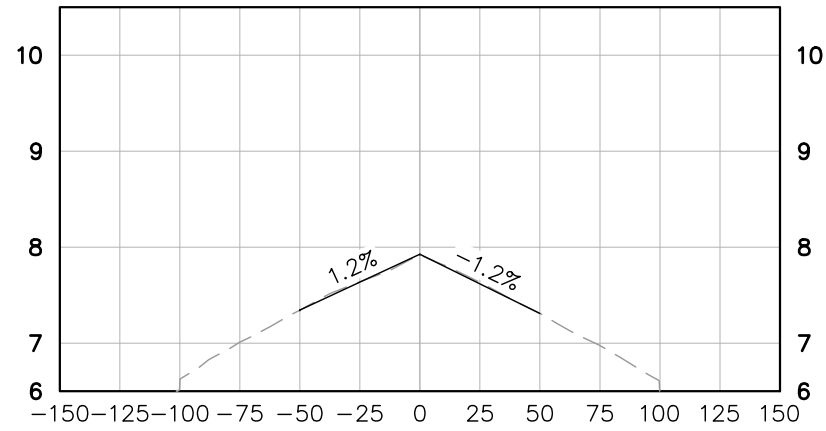
JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

CROSS SECTIONS

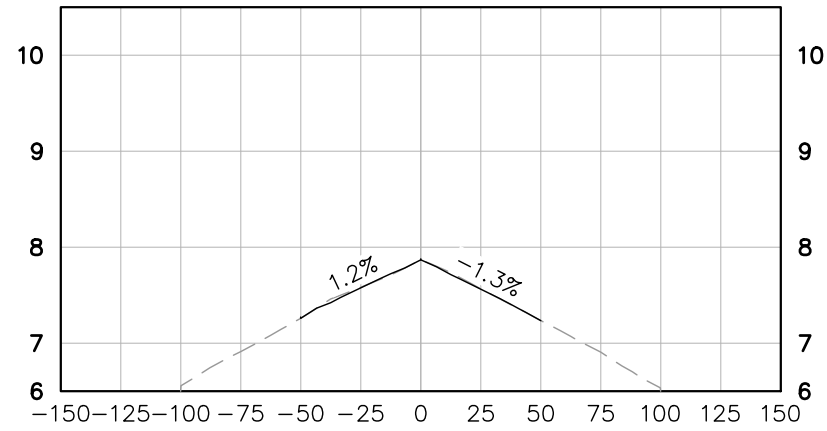
C717

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\PROFILE AND CROSS SECTIONS.dwg Tab: C1019 Jul 21, 2022 - 7:44am Plotted by: connor.rice

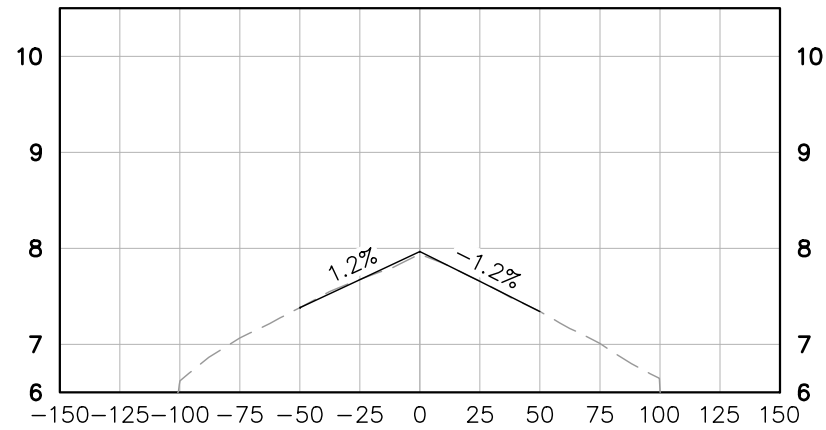
159+00



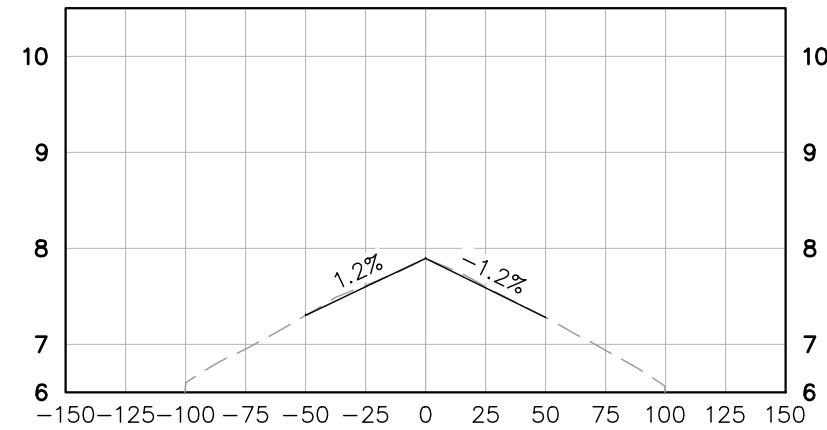
159+50



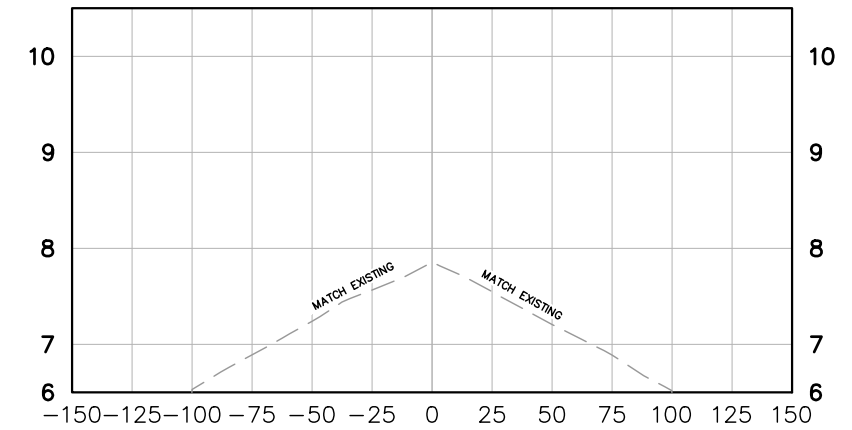
158+75



159+25



159+65



REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

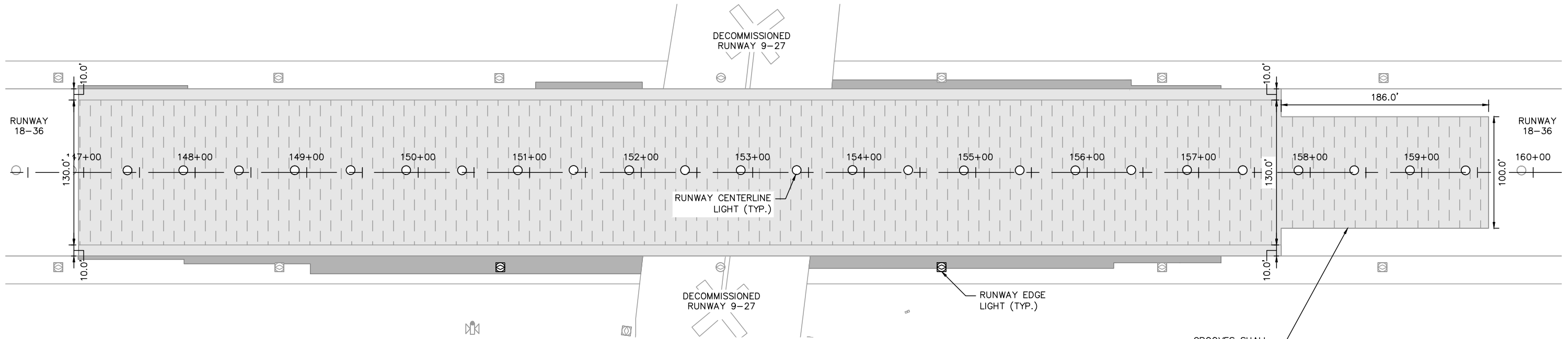
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	SNM
DESIGN:	SNM
CHECKED:	PPP
DATE:	JULY 2022

CROSS SECTIONS

**C718**

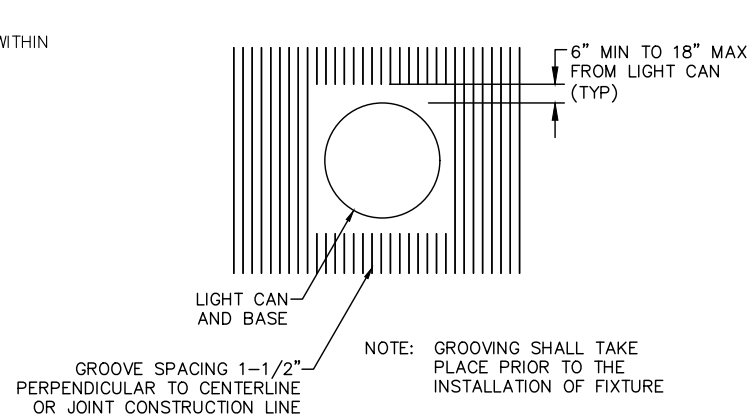
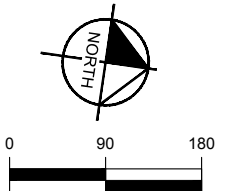
K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\GROOVING PLAN.dwg Tab: GROOVING PLAN Jul 21, 2022 - 7:45am Plotted by: connor.rice



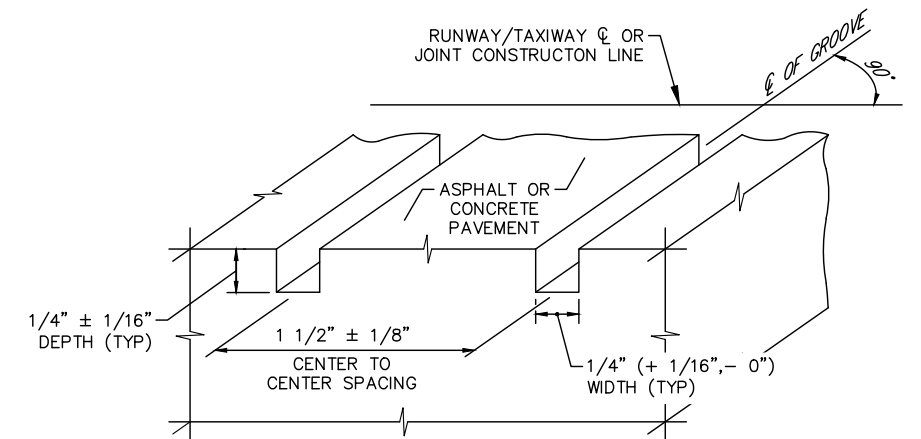
**NOTES:**

1. GROOVE TO THE LIMITS AS SHOWN.
2. ALL GROOVES SHALL BE SAW CUT AND NOT PLASTIC FORMED.
3. SAW CUT GROOVING SHALL BE PAID UNDER SECTION P-621. SAW CUT GROOVING SHALL BE MEASURED AROUND THE OUTER EXTENT OF ACTUAL GROOVED AREA. WITH NO DEDUCTIONS FOR SKIPS AT JOINTS AND LIGHT FIXTURES. THE TEN FOOT WIDE STRIP AT THE PAVEMENT EDGE IS NOT INCLUDED IN THIS AREA. THE AREA SHALL BE DETERMINED USING THE TWO-DIMENSIONAL METHOD OF MEASURE.
4. PLYWOOD OR METAL COVERS SHALL BE BOLTED TO THE LIGHT CAN TO MINIMIZE THE AMOUNT OF SLURRY FROM ENTERING THE CAN.
5. CLEAN-UP OF WASTE MATERIAL SHALL BE CONTINUOUS DURING THE GROOVING OPERATION. WASTE MATERIAL MAY BE DISPOSED OF BY VACUUMING. WASTE MATERIAL MUST NOT BE ALLOWED TO ENTER THE AIRPORT UNDERDRAIN, STORM, OR SANITARY SEWER SYSTEM. ALL GROOVES SHALL BE CLEAN AND FREE OF DEBRIS, DIRT, LATANCE, OR OTHER FOREIGN MATERIALS PRIOR TO ACCEPTANCE. WATER, IF REQUIRED FOR CLEAN-UP, WILL BE FURNISHED BY THE CONTRACTOR. GROOVING WASTE SHALL NOT BE DISPOSED OF ON AIRPORT PROPERTY.
6. GROOVES SHALL BE CUT BY A GANG SAW CAPABLE OF CUTTING A MINIMUM WIDTH OF 2 FEET IN ONE PASS AND SHALL BE PERPENDICULAR TO THE TRAVELED WAY.
7. THE CONTRACTOR SHALL GROOVE A TEST SECTION TO DEMONSTRATE THE EQUIPMENT AND OPERATOR ARE PROVIDING GROOVING WITHIN THE PRESCRIBED TOLERANCES.
8. GROOVES SHALL NOT OVERLAP OR EXTEND INTO THE EXISTING GROOVES.
9. PAVEMENT MARKINGS SHALL NOT BE APPLIED UNTIL GROOVING OPERATIONS ARE COMPLETE.

**LEGEND**



1  
C800 NOT TO SCALE  
**TYPICAL GROOVING ADJACENT TO IN-PAVEMENT LIGHTING FEATURES**



2  
C800 NOT TO SCALE  
**TYPICAL SAWCUT GROOVING CONFIGURATION**

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



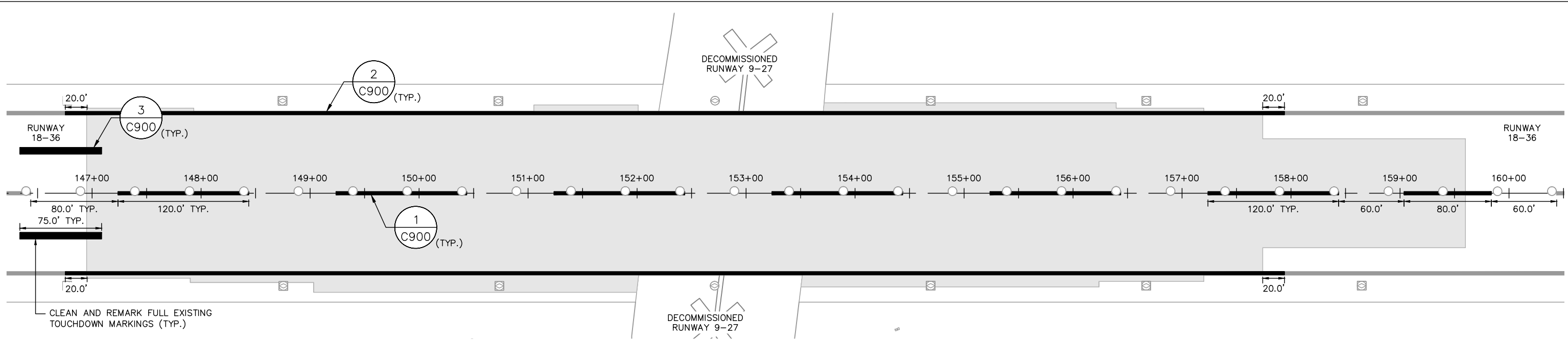
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

GROOVING PLAN

**C800**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\FINAL MARKING PLAN.dwg Tab: FINAL MARKING PLAN Jul 21, 2022 - 7:45am Plotted by: connor.rice

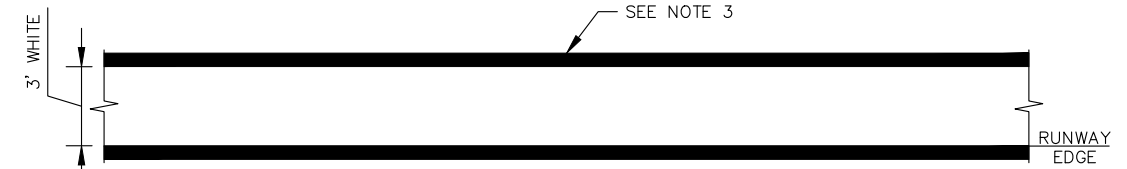
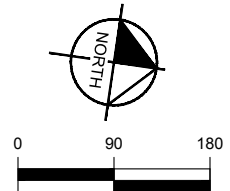


**NOTES:**

1. ALL PROPOSED RUNWAY EDGE MARKINGS SHALL INCLUDE A 20' TIE IN TRANSITION TO EXISTING RUNWAY EDGE MARKINGS.
2. PAINT REMOVAL SHALL BE ACCOMPLISHED PER SPECIFICATION P-620.
3. CONTRACTOR SHALL LAYOUT ALL PROPOSED MARKINGS PRIOR TO ANY PAINTING FOR INSPECTION BY THE RPR. AFTER LAYOUT, THE OWNER MAY REQUIRE ADJUSTMENTS IN THE FIELD PRIOR TO APPLYING THE MARKINGS. ANY ADDITIONAL LAYOUT SHALL BE INCIDENTAL TO ITEM P-620.
4. ALL RUNWAY AND TAXIWAY MARKINGS SHALL HAVE A 6" BLACK OUTLINE AS INDICATED IN THE DETAILS.
5. HAND SPRAYING OR ROLLER PAINTING IS NOT ACCEPTABLE. SEE SPECIFICATIONS FOR ACCEPTABLE METHODS OF APPLICATION.
6. ALL PAINT SHALL BE WATERBORNE PAINT AND SHALL MEET THE REQUIREMENTS OF TT-P-1952-E.
7. ALL MARKINGS SHALL MATCH EXISTING MARKINGS AT THE LIMIT OF CONSTRUCTION.
8. ALL AIRFIELD MARKING SHALL BE IN ACCORDANCE WITH FAA ADVISORY CIRCULAR AC 150/5340-1M, LATEST VERSION, "STANDARDS FOR AIRPORT MARKING".

**LEGEND**

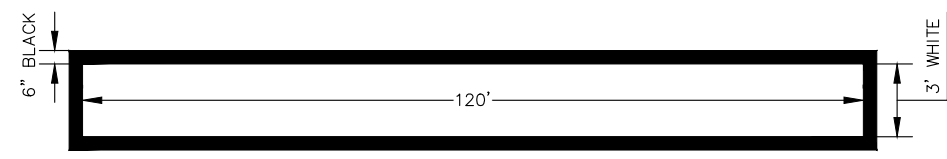
PROPOSED ASPHALT OVERLAY



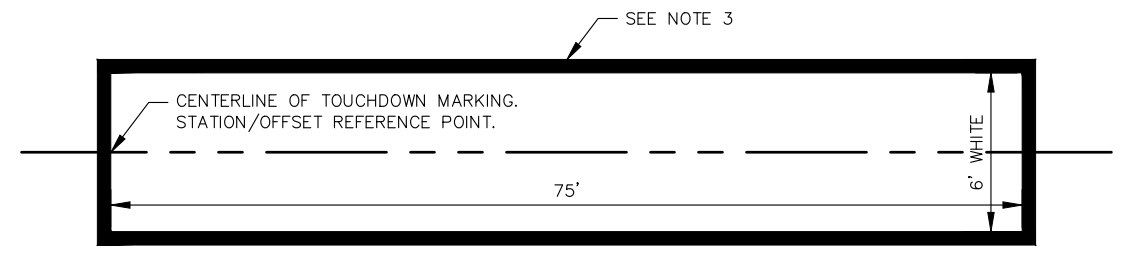
**NOTES:**

1. ALL RUNWAY EDGE MARKINGS SHALL BE 3 FEET WIDE.
2. ALL RUNWAY EDGE MARKINGS SHALL BE WHITE WITH TYPE III REFLECTIVE MEDIA, AS SPECIFIED.
3. ALL RUNWAY EDGE MARKINGS ON SHALL HAVE A NON-REFLECTIVE BLACK BORDER 6 INCHES WIDE.
4. THE OUTERMOST EDGE OF WHITE PAINT FOR RUNWAY 18-36 EDGE MARKINGS SHALL BE 75' FROM CENTERLINE.

**2 RUNWAY EDGE MARKING**  
C900 NOT TO SCALE



**1 RUNWAY CENTERLINE MARKING**  
C900 NOT TO SCALE



**NOTES:**

1. ALL RUNWAY TOUCHDOWN ZONE MARKINGS SHALL BE 6 FEET WIDE.
2. ALL RUNWAY TOUCHDOWN ZONE MARKINGS SHALL BE WHITE WITH TYPE III REFLECTIVE MEDIA, AS SPECIFIED.
3. ALL RUNWAY TOUCHDOWN ZONE MARKINGS ON SHALL HAVE A NON-REFLECTIVE BLACK BORDER 6 INCHES WIDE.

**3 RUNWAY TOUCHDOWN ZONE MARKING**  
C900 NOT TO SCALE

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL

**Kimley»Horn**

@2018 KIMLEY-FRANKLIN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

FINAL MARKING PLAN

**C900**

**GENERAL AIRFIELD LIGHTING NOTES:**

1. HEAVY LINE WORK INDICATES ELECTRICAL MATERIALS AND EQUIPMENT TO BE FURNISHED AND/OR INSTALLED OR EXISTING ELECTRICAL INSTALLATION TO BE MODIFIED, ADJUSTED AND/OR REINSTALLED AS SHOWN ON THE CONTRACT DRAWINGS. HEAVY LINE WORK ALSO INDICATES EQUIPMENT SPECIFIED ON ALL DRAWINGS OTHER THAN ELECTRICAL DRAWINGS THAT SHALL BE INSTALLED, CONNECTED AND/OR COMMISSIONED PER ELECTRICAL DRAWINGS.
2. LIGHT LINE WORK INDICATES EXISTING ELECTRICAL MATERIALS AND EQUIPMENT TO REMAIN. ALL OTHER NON-ELECTRICAL MATERIALS AND EQUIPMENT, EXISTING OR TO BE FURNISHED AND/OR INSTALLED UNDER THIS CONTRACT, INDICATED ON OTHER THAN ELECTRICAL DRAWINGS, ARE ALSO SHOWN IN LIGHT LINES.
3. CLOSE COORDINATION AND COOPERATION BETWEEN THE TRADES SHALL BE REQUIRED IF ADDITIONAL CONTRACTORS FROM OTHER TRADES ARE WORKING IN THE PROXIMITY OF THIS PROJECT AND WILL SHARE COMMON HAUL ROUTES AND GATE ACCESS. WORK CLOSELY WITH THE OAR, AIRPORT MAINTENANCE, AND AIRPORT IN COORDINATING SCHEDULES IN ORDER TO MINIMIZE CONFLICTS.
4. THE CONTRACTOR SHALL PROVIDE ALL MATERIALS AND LABOR TO RELOCATE, MODIFY AND INSTALL THE AIRFIELD ELECTRICAL SYSTEMS AS INDICATED ON THE DRAWINGS. ITEMS NOT SHOWN BUT NECESSARY FOR COMPLETION OF THE WORK SHALL BE INCLUDED.
5. THE INSTALLATION SHALL BE IN ACCORDANCE WITH THE LATEST ADOPTED VERSION OF THE NATIONAL ELECTRICAL SAFETY CODE, NATIONAL ELECTRICAL CODE, FEDERAL AVIATION ADMINISTRATION SPECIFICATIONS, APPLICABLE LOCAL BUILDING CODES AND LATEST VERSIONS OF THE FAA ADVISORY CIRCULARS.
6. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, INSPECTIONS AND APPROVALS.
7. ALL MATERIALS SCHEDULED FOR REMOVAL SUCH AS EXISTING RUNWAY AND TAXIWAY LIGHTS, ETC., WHICH ARE DEEMED SALVAGEABLE BY THE AIRPORT SHALL BE DELIVERED TO THE LOCATION ON AIRPORT PROPERTY AS INDICATED BY THE ENGINEER. ALL NON-SALVAGABLE MATERIALS INDICATED TO BE REMOVED SUCH AS CONCRETE FOUNDATIONS, CONDUIT, LIGHT BASES, CABLE, ISOLATION TRANSFORMERS ETC. SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND LEGALLY DISPOSED OF OFF SITE BY THE CONTRACTOR IN ACCORDANCE WITH APPLICABLE LAWS AND ENVIRONMENTAL REGULATIONS.
8. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH THE AIRPORT, FEDERAL AVIATION ADMINISTRATION AND OAR PRIOR TO AND DURING CONSTRUCTION TO ENSURE THAT ALL ELECTRICAL CIRCUITS AND FACILITIES HAVE BEEN LOCATED, FLAGGED AND ACCOUNTED FOR AND THAT ALL NECESSARY CIRCUITS HAVE BEEN DETERMINED PRIOR TO INITIATING CONSTRUCTION IN ANY LOCATION.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THAT ALL AIRFIELD LIGHTING CIRCUITS, EXCEPT THOSE THAT ARE SERVING CLOSED TAXIWAYS OR RUNWAYS, ARE OPERATIONAL AND FULLY FUNCTIONAL AT THE END OF EACH WORK DAY AND SHALL SO CERTIFY TO THE OAR BEFORE LEAVING THE SITE EACH DAY.
10. ALL UTILITIES TO REMAIN SHALL BE PROTECTED FROM DAMAGE. REPLACEMENT OF ANY DAMAGED EXISTING SYSTEMS/UTILITIES SHALL BE AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGED ELECTRICAL SYSTEMS AND SHALL MAKE REPAIRS IMMEDIATELY, AT THEIR OWN COST, IN ACCORDANCE WITH APPLICABLE FAA SPECIFICATIONS. DAMAGED ELECTRICAL SYSTEMS SHALL BE IMMEDIATELY REPORTED TO THE OAR.
11. DUCT BANKS AND CONDUITS BETWEEN DEMOLISHED JUNCTION BOXES, BASE CANS ETC. SHALL BE REMOVED EXCEPT WHERE INDICATED.
12. ALL WORK SHOWN TO BE DEMOLISHED ON THE DRAWINGS IS BASED ON FIELD OBSERVATION OF THE ACTUAL EXISTING CONDITIONS AND ON EXISTING RECORD DRAWINGS OF THE AREAS AFFECTED. THEY ARE THEREFORE CONSIDERED TO BE SCHEMATIC. CONTRACTOR SHALL VISIT THE SITE, CAREFULLY EXAMINE EXISTING CONDITIONS AND SHALL PERFORM ALL REMOVAL REQUIRED TO ACHIEVE THE FINAL DESIGN INTENT AS REQUIRED BY THE CONTRACT DOCUMENTS, IT IS THE INTENT OF THE DEMOLITION DRAWINGS THAT ALL EQUIPMENT, DEVICES, FIXTURES, CONDUIT/DUCT, WIRING MATERIALS, SYSTEMS AND APPURTENANCES, ETC. WHICH ARE NO LONGER REQUIRED AS A RESULT OF THE PROJECT BE REMOVED.
13. THERE MUST BE NO EXPOSED POWER/CONTROL CABLES BETWEEN THE POINT WHERE THEY LEAVE THE UNDERGROUND AND WHERE THEY ENTER THE EQUIPMENT ENCLOSURES (SUCH AS AIRFIELD SIGNAGE). ALL CABLES MUST BE ENCLOSED IN RACEWAY AS SHOWN WITHIN THE APPLICABLE DETAILS.
14. ALL GROUND RODS AND OTHER UNDERGROUND GROUNDING CONNECTIONS SHALL BE MADE BY EXOTHERMIC WELD. EXOTHERMIC WELD CONNECTIONS SHALL BE IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES. THE PROPOSED COUNTERPOISE SYSTEM SHALL BE CONNECTED WITH THE EXISTING SYSTEM AT ALL CROSSING POINTS.
15. CIVIL DATA IS SHOWN ON ELECTRICAL DRAWINGS FOR REFERENCE ONLY. REFER TO CIVIL DRAWINGS FOR DRAINAGE, PAVING DETAILS, PAVEMENT MARKING PLANS, ETC.
16. THE CONTRACTOR SHALL UTILIZE A UTILITY LOCATING SERVICE AS WELL AS HAVE A TONE GENERATOR TYPE CABLE TRACER AVAILABLE TO LOCATE THE EXISTING CABLES. HAND DIGGING SHALL BE UNDERTAKEN WITHIN FOUR (4) FEET OF ANY KNOWN OR SUSPECTED EXISTING UNDERGROUND CABLES AND UTILITIES WHICH ARE NOT TO BE DISTURBED.
17. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT TO ENSURE THAT ALL LIGHTING THAT IS REQUIRED FOR THE OPERATION OF THE AIRPORT IS FUNCTIONAL. SHOULD ANY REQUIRED RUNWAY OR TAXIWAY LIGHTING SYSTEM BE INOPERABLE DUE TO CONTRACTOR'S WORK, AND THE CONTRACTOR IS UNABLE TO RESTORE THE SYSTEM WITH PERMANENT REPAIRS, THE CONTRACTOR SHALL AT HIS OWN EXPENSE TAKE THE NECESSARY MEASURES TO ENSURE THE OPERATION OF THE SYSTEM. TEMPORARY WORK SHALL BE SUBJECT TO THE ENGINEER'S APPROVAL. IF THE SYSTEM CANNOT BE

- RESTORED, THE CONTRACTOR SHALL CONTACT THE ENGINEER AND OWNER'S AUTHORIZED REPRESENTATIVE FOUR (4) HOURS PRIOR TO THE END OF SHIFT.
18. SAW CUT PAVEMENT AS REQUIRED FOR INSTALLATION OF UNDERGROUND CONDUITS AND OTHER SUBSURFACE INSTALLATIONS AND RESTORE SUCH PAVEMENT IN KIND. COORDINATE PAVEMENT CUTTING WITH OVERLAYING OPERATIONS TO AVOID CUTTING OVERLAID PAVEMENT.
  19. MAINTAIN 6" MINIMUM CLEARANCE BETWEEN UNDERGROUND CONDUITS FURNISHED AND INSTALLED UNDER THIS CONTRACT AND EXISTING UNDERGROUND UTILITIES OR OTHER CONDUITS FURNISHED AND INSTALLED UNDER THIS CONTRACT. IF CLEAR DISTANCE IS LESS THAN 6", FURNISH AND INSTALL A DUCT PROTECTION CLOSED CELL POLYURETHANE PAD CUSHION BETWEEN THE MEMBERS.
  20. FURNISH AND INSTALL SHEETING AND SHORING IN ALL TRENCHES AND EXCAVATIONS AS NECESSARY IN ACCORDANCE WITH OSHA.
  21. ELECTRICAL MANHOLES AND HANDHOLES MAY BE FILLED WITH WATER. FURNISH DEWATERING SERVICE, GAS-FREE TESTING, AND PROVIDING SAFETY EQUIPMENT FOR CONFINED SPACE OPERATIONS WHEN ENTERING ALL AFFECTED MANHOLES AND HANDHOLES AT NO ADDITIONAL COST TO THE AIRPORT. COMPLY WITH LOCAL AND OSHA SAFETY REQUIREMENTS FOR ENTERING CONFINED SPACES AND OBTAIN ANY AND ALL PERMITS REQUIRED FOR DEWATERING.
  22. IF A LIGHT BASE IS INSTALLED INCORRECTLY, THE LIGHT BASE SHALL BE REMOVED AND ANOTHER FURNISHED AND INSTALLED AT THE CONTRACTOR'S EXPENSE.
  23. PROJECT PAY ITEMS: THE PROJECT PAY ITEMS ARE PROVIDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL WORK TO BE IDENTIFIED WITH A SPECIFIC PAY ITEM IS TO BE CONSIDERED REQUIRED WORK TO COMPLETE THE PROJECT AND IS TO BE SUBSIDIARY TO THE COST OF PROJECT PAY ITEMS PROVIDED.
  24. THE CONTRACTOR SHALL CONDUCT GROUND INSULATION RESISTANCE TESTS (MEGGER) ON EACH CIRCUIT AFFECTED BY THIS WORK BEFORE COMMENCING WORK ON THAT CIRCUIT. CONTRACTOR SHALL PREPARE AND FORWARD TO THE ENGINEER A WRITTEN REPORT, BY CIRCUIT, OF THESE RESULTS. THE CONTRACTOR SHALL REPEAT THIS TEST ON EACH AFFECTED CIRCUIT AFTER COMPLETION OF THE WORK. RESULTS OF BOTH TESTS SHALL BE PROVIDED TO THE ENGINEER. REFER TO SPECIFICATION "L-108 UNDERGROUND POWER CABLE FOR AIRPORTS" FOR ADDITIONAL INSULATION RESISTANCE REQUIREMENTS.
  25. THE IDENTITY AND ROUTING OF ALL CABLES SHOWN ON THE PLANS SHALL BE VERIFIED IN THE FIELD. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND RECORDED IN THE AS-BUILT DRAWINGS TO PROVIDE AN ACCURATE RECORD OF CONDITIONS. THE CONTRACTOR SHALL COORDINATE INFORMATION SHOWN ON THE PLAN SHEETS WITH EXISTING RECORD INFORMATION AVAILABLE THROUGH THE ENGINEER. THESE PLANS DO NOT PURPORT TO SHOW ALL EXISTING CABLES AND CONCEALED UTILITIES WHICH WILL REQUIRE STAKE OUT PRIOR TO CONSTRUCTION. CONTRACTOR SHALL VERIFY EXISTING CIRCUIT ROUTING PRIOR TO COMMENCING WORK.
  26. CONTRACTOR SHALL COORDINATE ALL WORK WITH THE SAFETY, SECURITY AND PHASING PLANS.
  27. THERE ARE A NUMBER OF AIRPORT, PUBLIC UTILITIES AND FAA LIGHTING, COMMUNICATIONS, UNDERGROUND CONDUIT, DUCTBANK, AND CIRCUITING TRAVERSING THE AIRFIELD. THE ENGINEER HAS MADE EVERY ATTEMPT TO SHOW THE APPROXIMATE LOCATION OF ALL ITEMS BASED ON AIRPORT "AS BUILT" AND "RECORD" DRAWINGS. HOWEVER, THE ENGINEER IS NOT RESPONSIBLE FOR SHOWING OR LOCATING EVERY ITEM CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START OF CONSTRUCTION. PRIOR TO STARTING WORK, THE CONTRACTOR SHALL CONTACT ALL LOCAL UTILITIES TO ALLOW THEM TIME TO PROPERLY LOCATE ALL UTILITIES. ANY DAMAGE DONE TO ANY OF THE EXISTING UTILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY ITEM DAMAGED, CAUSED BY HIS ACTIONS, WITH NO ADDITIONAL COMPENSATION.
  28. ALL EXISTING LIGHTING FIXTURES REMOVED FOR RE-INSTALLATION SHALL BE INVENTORIED AND CAREFULLY WRAPPED AND DELIVERED TO THE AIRPORT. EQUIPMENT DAMAGED DURING REMOVAL SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE.
  29. APPLY A CORROSION INHIBITING, ANTI-SEIZE COMPOUND TO ALL SCREWS, NUTS, BOLTS AND FRANGIBLE COUPLING THREADS. IF COATED BOLTS ARE USED PER FAA ENGINEERING BRIEF #83, DO NOT APPLY ANTI-SEIZE COMPOUND.
  30. PRIOR TO INSTALLING LIGHT FIXTURES ON EXISTING LIGHT BASE, CLEAN INTERIOR OF LIGHT BASE BY REMOVING DIRT, DEBRIS AND SITTING WATER. TO REMOVE DIRT AND DEBRIS USE A WIRE BRUSH. TO CLEAN A LIGHT BASE OF SITTING WATER, USE A WET/DRY VACUUM.
  31. PRIOR TO PULLING 5KV SERIES LIGHTING CABLE AND GROUNDING CABLE, CLEAN EXISTING CONDUIT OF DEBRIS USING WIRE BRUSH, MANDREL OR METHOD ACCEPTABLE TO THE OAR. UTILIZE THE NEXT TRADE SIZE MANDREL IN THE EXISTING CONDUIT TO PROVE ITS INTEGRITY.
  32. ANY EXISTING CONDUITS DISCOVERED THAT ARE CONNECTED TO EXISTING LIGHT BASES TO BE DEMOLISHED (OTHER THAN THOSE INDICATED TO BE DEMOLISHED) AND NOT SHOWN ON THE DRAWINGS, ARE TO BE CUT BACK TO A POINT 12" FROM EDGE OF EXISTING PAVEMENT AND EXTENDED WITH NEW 2" PVC CONDUIT TO NEW LIGHT BASE.
  33. ALL CABLES SHALL BE TAGGED AT EACH CONNECTION AND AT EACH ENTRANCE TO DUCTS, HANDHOLES, AND JUNCTION BOXES. CABLE MARKERS SHALL BE ALMETEK 'MIN-TAGS' KIT WITH BLACK STAMPED YELLOW POLYETHYLENE LETTERS OR APPROVED EQUIVALENT. ATTACH MARKERS WITH NYLON CABLE TIES.
  34. UPON REQUEST, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER DIMENSIONED INSTALLATION LAYOUT DRAWINGS FOR APPROVAL.

35. WHERE THE FRANGIBLE COUPLING IS NOT AN INTEGRAL PART OF THE LIGHT FIXTURE STEM OR MOUNTING LEG, A BEAD OF SILICONE RUBBER SEAL MUST BE APPLIED COMPLETELY AROUND THE LIGHT STEM OR WIREWAY AT THE FRANGIBLE COUPLING TO PROVIDE A WATERTIGHT SEAL.
36. THE CONTRACTOR SHALL KEEP A COPY OF THE CURRENT SET OF CONTRACT DOCUMENTS WITH AS-BUILT INFORMATION AT THE JOB SITE AT ALL TIMES.
37. VERIFY BY FIELD MEASUREMENTS ALL DIMENSIONS, ELEVATIONS AND CONDITIONS THAT MAY BE REQUIRED TO LOCATE, ALIGN, DIMENSION AND DETAIL THE CONSTRUCTION WITHIN SPECIFIED TOLERANCES. THE FIELD MEASUREMENTS SHALL BE PERFORMED PRIOR TO THE PREPARATION OF SHOP DRAWINGS AND THE MANUFACTURING, FABRICATION AND INSTALLATION OF ALL ITEMS OF CONSTRUCTION. ALL VARIATIONS FROM THE CONTRACT DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO THE PREPARATION OF SHOP DRAWINGS.
38. AT PROJECT COMPLETION, THE CONTRACTOR SHALL PROVIDE A COMPLETE MAINTENANCE MANUAL BOUND IN A THREE-RING NOTEBOOK (NO SEPARATE PAY ITEM) THE MANUAL SHALL CONTAIN THE FOLLOWING AS A MINIMUM:
  - AS-BUILT WIRING SCHEMATICS
  - EQUIPMENT SHOP DRAWING SUBMITTALS
  - MANUFACTURERS' EQUIPMENT INSTALLATION INSTRUCTIONS
  - MANUFACTURERS' MAINTENANCE INSTRUCTIONS
  - WARRANTIES
  - MANUFACTURER'S RECOMMENDED SPARE PARTS LISTS
39. CONTRACTOR SHALL PURCHASE TWO PENCILING TOOLS FOR STRIPPING AIRPORT LIGHTING CABLE. THESE TOOLS ARE TO BE TURNED OVER TO THE AIRPORT AFTER JOB COMPLETION.
40. WHENEVER, IN THE CONTRACT DOCUMENTS, THE WORDS "PROVIDE" , "FURNISH" , "INSTALL" , "FURNISH AND INSTALL" , OR OTHER WORDS OF LIKE IMPORT ARE USED, IT SHALL BE UNDERSTOOD THAT THE INTENT OF THE CONTRACT DOCUMENTS IS TO PROVIDE FOR THE CONSTRUCTION AND COMPLETION IN EVERY DETAIL OF THE WORK DESCRIBED. IT IS FURTHER INTENDED THAT THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, SUPPLIES, TESTING AND INCIDENTALS REQUIRED TO COMPLETE THE WORK IN ACCORDANCE WITH THE DRAWINGS (PLANS), SPECIFICATIONS AND TERMS OF THE CONTRACT.

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\ELECTRICAL GENERAL SHEETS.dwg Tab: E001 Jul 21, 2022 - 7:45am Plotted by: connor.rice

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



**PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



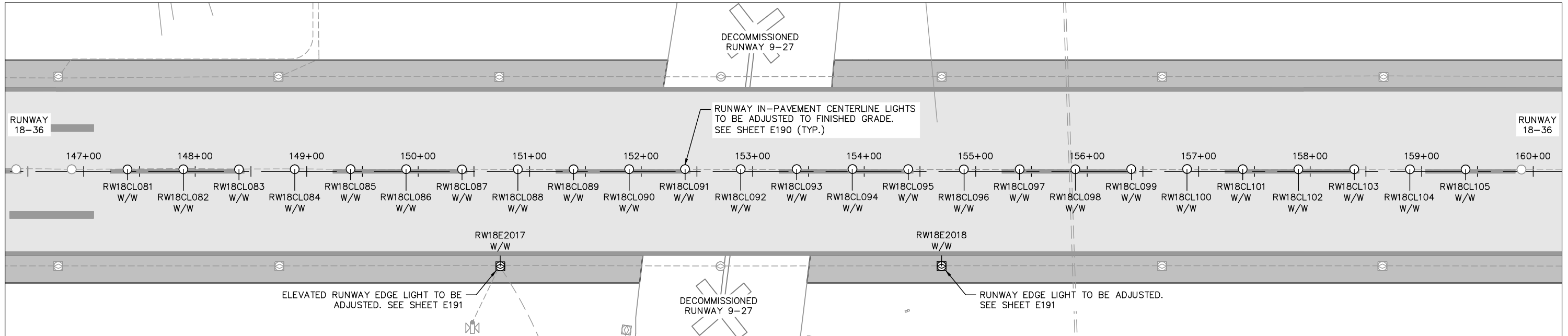
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

ELECTRICAL GENERAL NOTES

**E001**

K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\ELECTRICAL LIGHTING PLAN.dwg Tab: E200 Jul 21, 2022 - 7:45am Plotted by: connor.rice

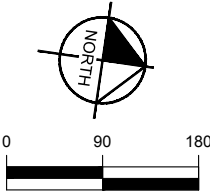


**NOTES:**

- SEE SHEET C500-C503 FOR PAVEMENT ELEVATION PLANS.
- SEE SHEET E001 FOR ELECTRICAL NOTES.
- SEE SHEETS E190-E191 FOR ELECTRICAL LIGHTING DETAILS.

**LEGEND**

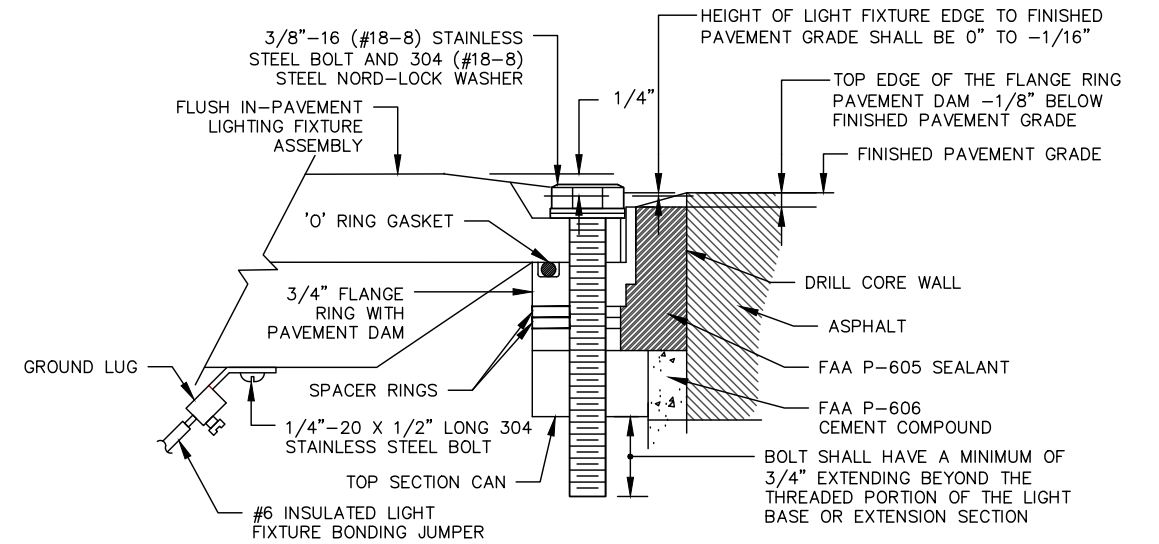
- ASPHALT RUNWAY PAVEMENT
- ASPHALT SHOULDER PAVEMENT
- EXISTING RUNWAY CENTERLINE LIGHT
- RUNWAY IN-PAVEMENT CENTERLINE LIGHT TO BE ADJUSTED
- EXISTING FLUSH-MOUNTED RUNWAY EDGE LIGHT
- EXISTING ELEVATED RUNWAY EDGE LIGHT
- ELEVATED RUNWAY EDGE LIGHT TO BE ADJUSTED
- EXISTING LIGHTED AIRFIELD SIGN
- EXISTING ELECTRICAL CONDUIT



RUNWAY 18-36 LIGHTING ADJUSTMENT SCHEDULE							
TAG NO.	CIRCUIT ID	COLOR	DESCRIPTION	LAMP	EXIST. ELEV.	PROP. ELEV.	ADJUSTMENT <sup>1</sup>
R18CL081	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.98	8.98	0.00
R18CL082	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.98	9.02	0.04
R18CL083	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.99	9.08	0.09
R18CL084	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.91	9.13	0.22
R18CL085	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.79	9.19	0.40
R18CL086	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.67	9.23	0.56
R18CL087	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.56	9.24	0.68
R18CL088	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.56	9.24	0.68
R18CL089	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.71	9.23	0.52
R18CL090	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.90	9.23	0.33
R18CL091	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	9.07	9.24	0.17
R18CL092	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	9.15	9.23	0.08
R18CL093	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	9.11	9.20	0.09
R18CL094	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.96	9.13	0.17
R18CL095	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.75	9.05	0.30
R18CL096	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.56	8.94	0.38
R18CL097	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.41	8.81	0.40
R18CL098	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.27	8.67	0.40
R18CL099	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.19	8.53	0.34
R18CL100	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.11	8.38	0.27
R18CL101	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.06	8.25	0.19
R18CL102	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	8.01	8.12	0.11
R18CL103	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	7.94	8.01	0.07
R18CL104	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	7.91	7.92	0.01
R18CL105	R18CL	W/W	IN-PAVEMENT RUNWAY CENTERLINE LIGHT	LED	7.86	7.86	0.00
R18E2017	R18E2	W/W	ELEVATED RUNWAY EDGE LIGHT	INCANDESCENT	7.46	7.64	0.18
R18E2018	R18E2	W/W	ELEVATED RUNWAY EDGE LIGHT	INCANDESCENT	7.36	7.39	0.03

**NOTE:**

1. RUNWAY 18-36 LIGHTING ADJUSTMENT VALUES ARE FOR REFERENCE ONLY AND DO NOT INCLUDE ANY ADJUSTMENTS FOR VARIABLE FIELD CONDITIONS OR ALLOWABLE TOLERANCES IN ACTUAL FINISHED GRADE ELEVATIONS. CONTRACTOR MAY USE ADJUSTMENT VALUES FOR REFERENCE ONLY.



1 IN-PAVEMENT FIXTURE MOUNTING DETAIL  
E100 NOT TO SCALE

**IN-PAVEMENT FIXTURE MOUNTING NOTES:**

- THE BASIC SPACER PACKAGE FOR L-868B BASE CANS SHALL INCLUDE: 1 EA. 3/4-INCH FLANGE RING WITH PAVEMENT DAM, 1 EA. 1/4-INCH SPACER AND 1 EA. 1/8-INCH SPACERS. COAT ALL HORIZONTAL SURFACES WITH A THIN LAYER OF RTV 118.
- FILL THE ANNULAR SPACE AROUND THE TOP SECTION OR ADJUSTABLE BASE WITH P-606 CEMENT COMPOUND. FILL THE ANNULAR SPACE AROUND THE PAVEMENT DAM OR FLANGE RING WITH P-605 SEALANT. USE P-606 AND P-605 PER THE MANUFACTURER'S RECOMMENDATIONS.

REVISIONS:		
REV. NO	DATE	DESCRIPTION:



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



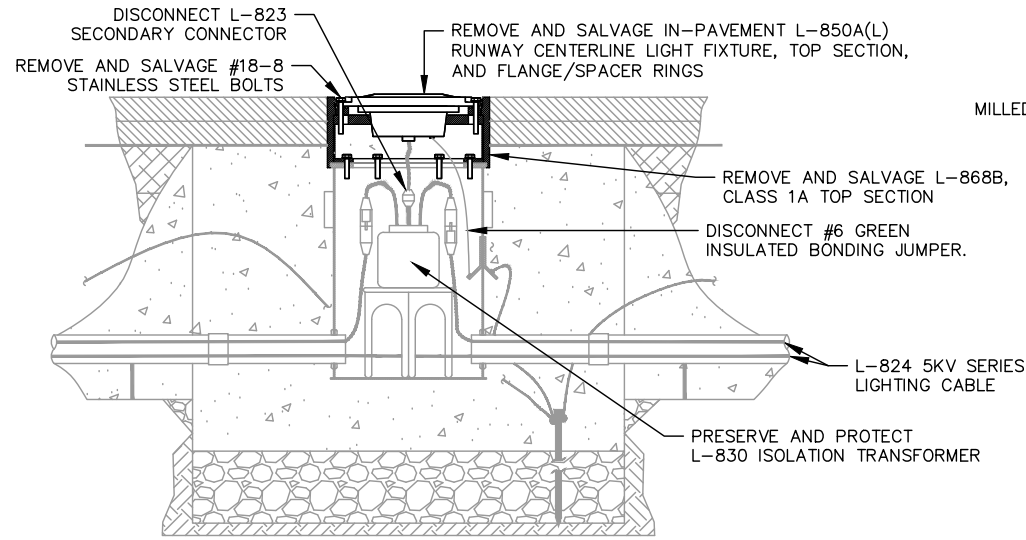
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:		ELECTRICAL LIGHTING PLAN
DRAWN:	BJG	
DESIGN:	BJG	
CHECKED:	PPP	
DATE:	JULY 2022	

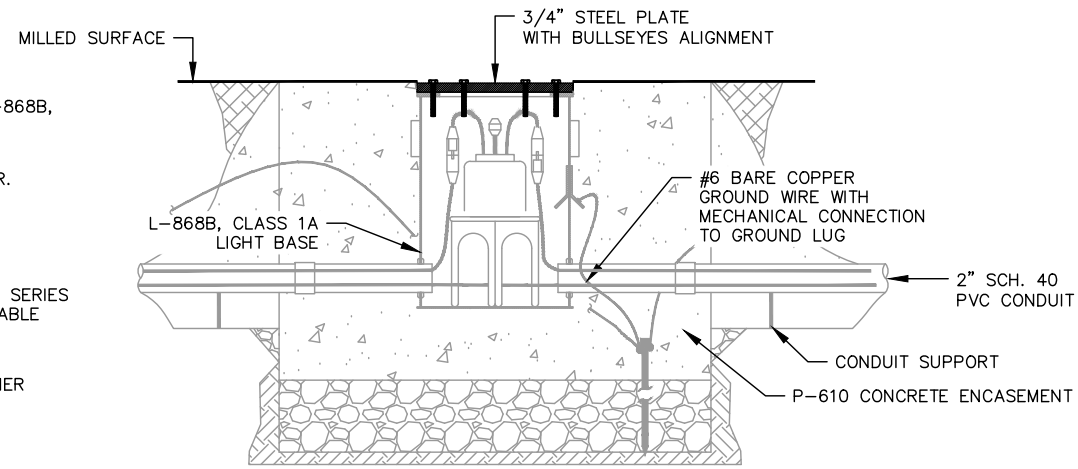
**E100**



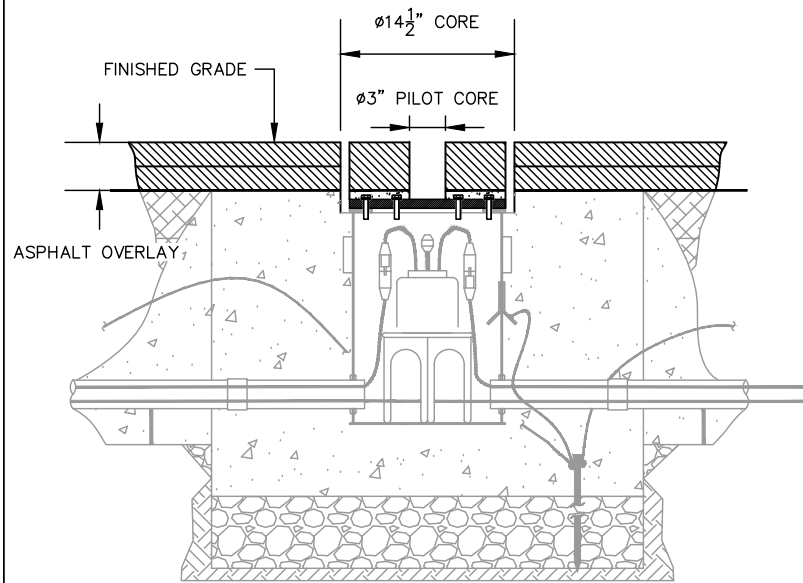
K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\ELECTRICAL LIGHTING DETAILS.dwg Tab: E290 Jul 21, 2022 - 7:46am Plotted by: connor.rice



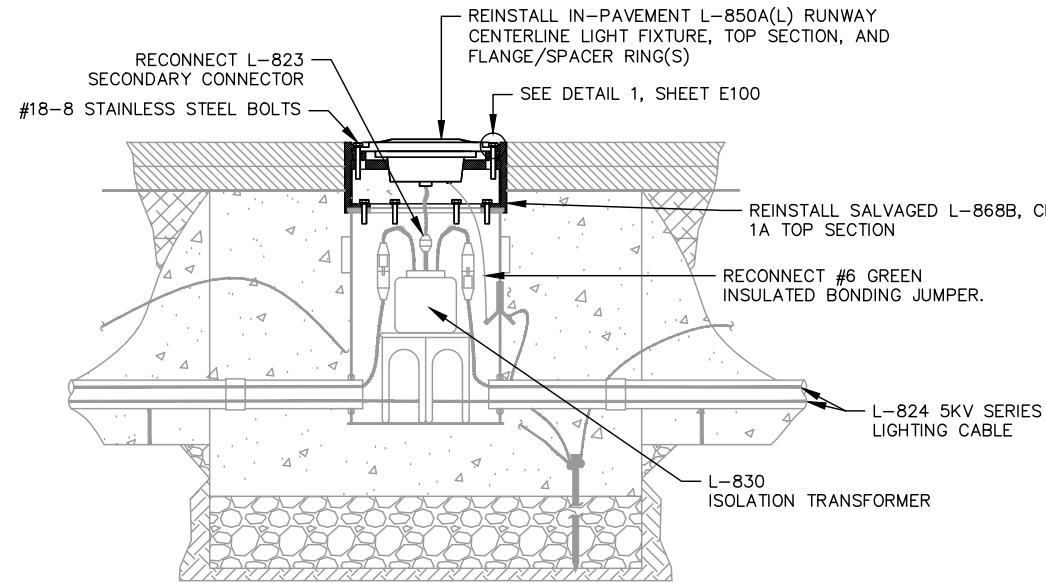
**STEP 1**



**STEP 2**



**STEP 3**



**STEP 4**

**NOTE:**

- EXISTING SPACERS MAY NOT BE REUSED. CONTRACTOR SHALL SUPPLY NEW SPACERS TO ADJUST FIXTURE TO FINISHED GRADE.

**1 RUNWAY IN-PAVEMENT CENTERLINE LIGHT ADJUSTMENT DETAIL**  
E190 NOT TO SCALE

**GENERAL NOTES:**

- FOR GENERAL ELECTRICAL NOTES SEE DRAWING E001. FOR ELECTRICAL LEGEND AND ABBREVIATIONS SEE DRAWING G001.
- REFER TO SHEETS C500-C503 FOR PAVEMENT ELEVATION PLANS.

**INSTALLATION NOTES:**

**STEP 1**

- CONTRACTOR TO REMOVE EXISTING IN-PAVEMENT RUNWAY CENTERLINE LIGHT FIXTURE, TOP SECTION, AND FLANGE SPACER RING(S) ON IN-PAVEMENT RUNWAY CENTERLINE LIGHTS TO BE ADJUST AS SHOWN ON THE PLANS PRIOR TO MILLING OPERATIONS. MATERIALS TO BE SALVAGED FOR REINSTALLATION (STEP 4).

**STEP 2**

- FURNISH AND INSTALL 3/4" STEEL PLATE WITH BULLSEYE ALIGNMENT OVER IN-PAVEMENT RUNWAY CENTERLINE LIGHT FIXTURES TO BE ADJUSTED PRIOR TO MILLING OPERATIONS. CONTRACTOR TO SURVEY CENTER OF PLATE.

**STEP 3**

- FOLLOWING THE INSTALLATION OF PAVEMENT OVERLAY, LOCATE CENTER OF BASE CAN FROM SURVEY.
- PERFORM 3-INCH DIAMETER PILOT CORE THROUGH OVERLAY COURSE TO EXPOSE AND LOCATE THE EXACT CENTER OF STEEL PLATE.
- MEASURE AND RECORD DISTANCE FROM FINISHED SURFACE GRADE TO STEEL PLATE. CALCULATE THE HEIGHT OF THE TOP SECTION REQUIRED. TOP SECTION HEIGHT IS CALCULATED BY TOTAL HEIGHT MINUS THE FLANGE RING AND SPACERS HEIGHT.
- CONFIRM THAT A 14-1/2" DIAMETER CORE IS CENTERED SO THAT THERE EXISTS A CIRCULAR RING AROUND THE DIAMETER OF THE TOP SECTION AND AROUND THE EXTENSION. CORE DRILL CENTERED AROUND BOTTOM SECTION TO 1-INCH BELOW STEEL PLATE.
- REMOVE CORE AND STEEL PLATE.

**STEP 4**

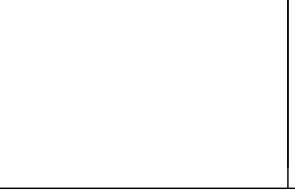
- FURNISH AND INSTALL TOP SECTION TO BOTTOM SECTION WITH TYPE 304 STAINLESS STEEL BOLTS AND STAR LOCK WASHERS, AS PER THE MANUFACTURERS RECOMMENDATIONS. TORQUE BOLTS TO MANUFACTURER'S RECOMMENDATIONS.
- FURNISH AND INSTALL SPACER RINGS AND 3/4-INCH FLANGE RING; ENSURE THAT THE TOP OUTSIDE EDGE OF THE FIXTURE IS +0 TO -1/16" WITH RESPECT TO GRADE. THE MAXIMUM NUMBER OF SPACERS, INCLUDING FLANGE RING, SHALL BE 3 AND APPLIED AT TOP OF THE LIGHT BASE ONLY AS DETAILED ON SHEET E100. ADHESIVE SEALANT SHALL BE APPLIED BETWEEN THE HORIZONTAL SURFACES OF THE FIXTURE AND SPACERS.
- REINSTALL L-850A(L) LIGHT FIXTURE. MAKE CONNECTIONS FROM THE FIXTURE LEAD TO THE L-823 TYPE II SECONDARY CONNECTOR OF THE ISOLATION TRANSFORMER. CONNECT THE GROUND WIRE TO THE LIGHT FIXTURE. SECURE LIGHT FIXTURE TO THE LIGHT BASE WITH (6) 18-8 STAINLESS STEEL BOLTS AND 2-PIECE ANTI-ROTATIONAL WASHERS. USING A CALIBRATED TORQUE WRENCH, PER MANUFACTURER'S INSTALLATION RECOMMENDATIONS.
- FILL THE ANNULAR SPACE AROUND THE COMPLETE ASSEMBLY WITH COMPOUND AS NEEDED.

REV. NO	DATE	DESCRIPTION:	EOR



**PIE RUNWAY 18-36 PAVEMENT MAINTENANCE**

ST. PETE-CLEARWATER INTERNATIONAL AIRPORT CLEARWATER, FL



**Kimley»Horn**

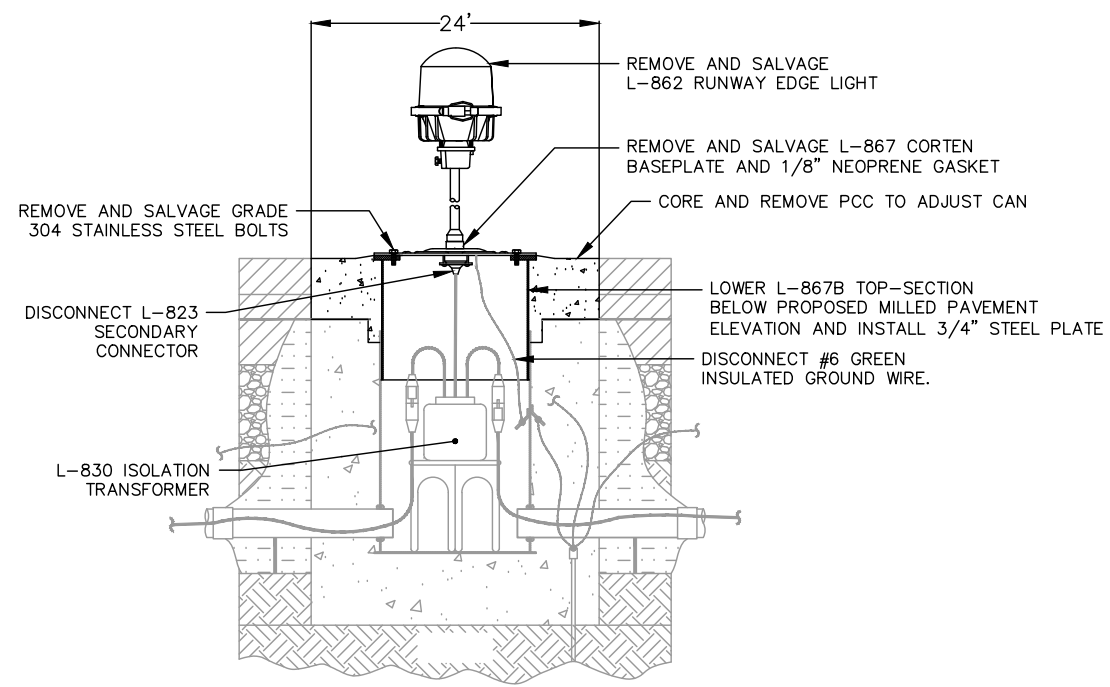
@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

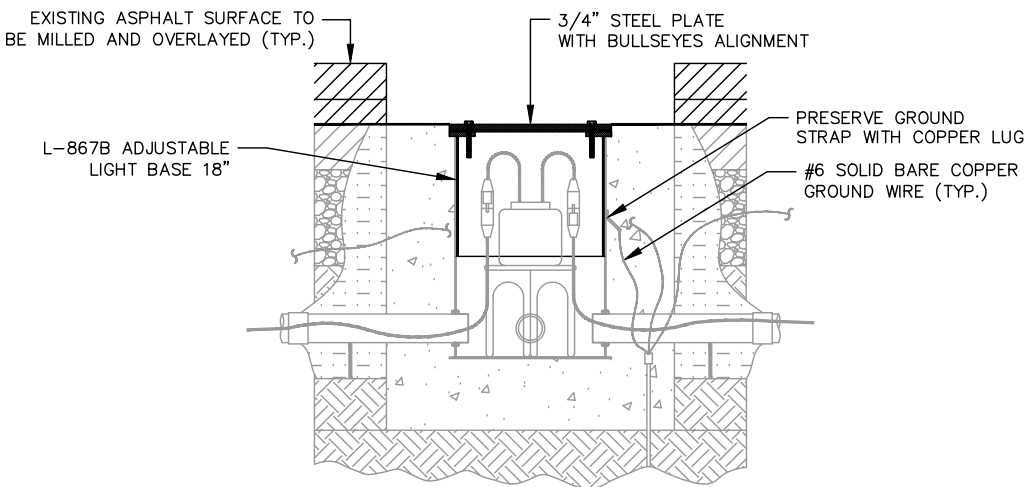
ELECTRICAL LIGHTING DETAILS

**E190**

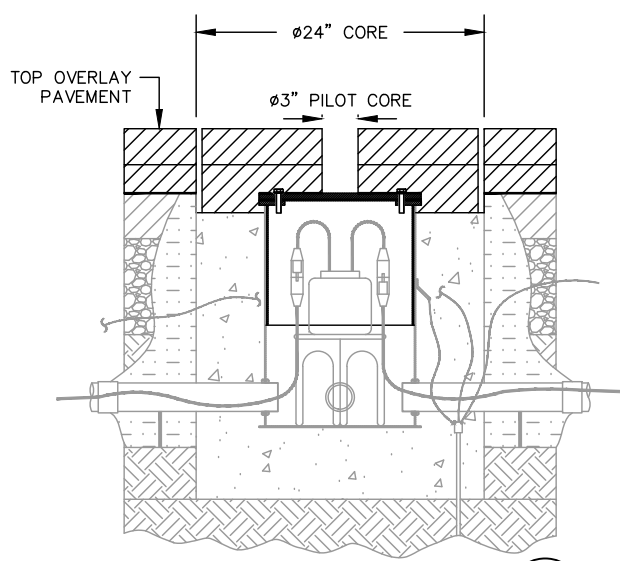
K:\tam\_aviation\1\_Engr\PIE\2022 - runway 18-36 paving\CAD\plan sheets\ELECTRICAL LIGHTING DETAILS.dwg Tab: E291 Jul 21, 2022 - 7:46am Plotted by: connor.rice



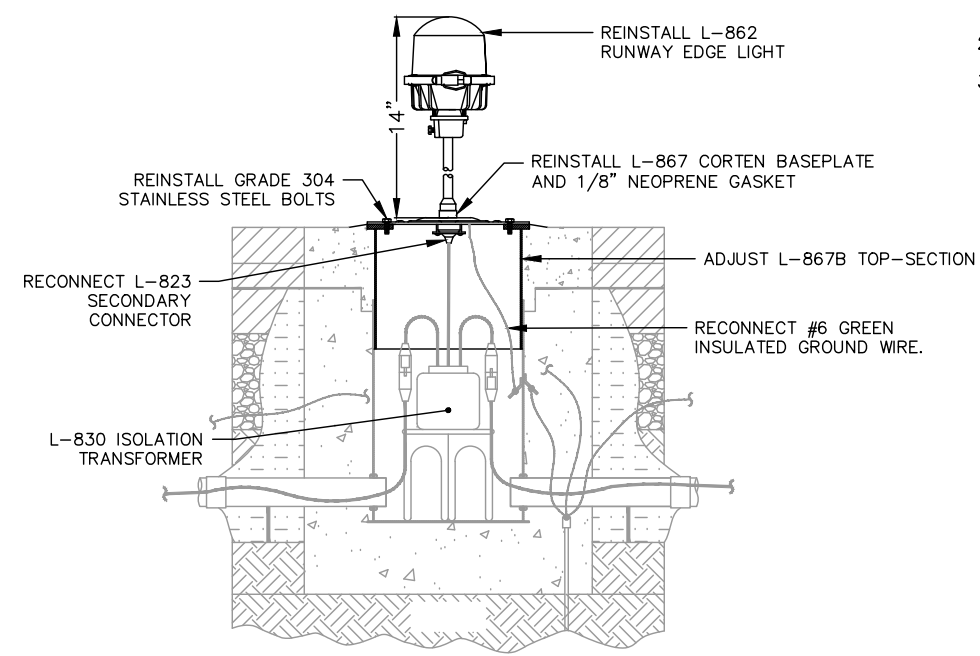
STEP 1



STEP 2



STEP 3



STEP 4

1 RUNWAY ELEVATED EDGE LIGHT ADJUSTMENT DETAIL  
E191 NOT TO SCALE

**GENERAL NOTES:**

- FOR GENERAL ELECTRICAL NOTES SEE DRAWING E001 FOR ELECTRICAL LEGEND AND ABBREVIATIONS SEE DRAWING G001.

**INSTALLATION NOTES:**

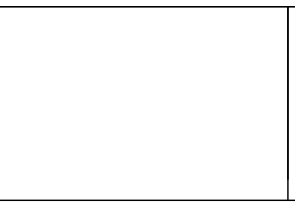
- STEP 1**
- DISCONNECT AND REMOVE LIGHT FIXTURE. SALVAGE BOLTS AND GASKET. MATERIALS TO BE SALVAGED FOR REINSTALLATION (STEP 4).
  - CORE TO REMOVE EXISTING PCC MATERIAL.
  - ADJUST LIGHT CAN TO RECEIVE BASE PLATE TO FACILITATE MILLING AND OVERLAY.
- STEP 2**
- FURNISH AND INSTALL 3/4" STEEL PLATE WITH BULLSEYE ALIGNMENT OVER ELEVATED RUNWAY EDGE LIGHT FIXTURES TO BE ADJUSTED PRIOR TO MILLING OPERATIONS.
  - LOWER TOP SECTION TO BOTTOM OF MILLED SURFACE. CONTRACTOR TO SURVEY CENTER OF BASE PLATE.
- STEP 3**
- FOLLOWING THE INSTALLATION OF PAVEMENT OVERLAY, LOCATE CENTER OF LIGHT BASE FROM SURVEY.
  - PERFORM 3-INCH DIAMETER PILOT CORE THROUGH OVERLAY COURSE TO EXPOSE AND LOCATE THE EXACT CENTER OF MUD PLATE.
  - CONFIRM THAT A 24" DIAMETER CORE IS CENTERED SO THAT THERE EXISTS A CIRCULAR RING AROUND THE EXTENSION. CORE DRILL CENTERED AROUND LIGHT BASE TO 1-INCH BELOW STEEL PLATE.
  - REMOVE CORE AND STEEL PLATE.
  - REMOVE ALL DIRT, GRIT AND ANY OTHER MATERIAL WHICH MAY HAVE SEEPED INTO THE LIGHT BASE, FLANGE OR COVERS.
- STEP 4**
- ADJUST TOP SECTION TO 1/2" ABOVE SURROUNDING PAVEMENT AND BACKFILL AREA WITH P-610.
  - FILL THE SPACE AROUND THE COMPLETE ASSEMBLY WITH P-605 COMPOUND AS NEEDED.
  - RECONNECT SECONDARY CONNECTOR AND REINSTALL LIGHT FIXTURE AND GROUND WIRE.

REV. NO	DATE	DESCRIPTION:	EOR



PIE RUNWAY 18-36  
PAVEMENT MAINTENANCE

ST. PETE-CLEARWATER  
INTERNATIONAL AIRPORT  
CLEARWATER, FL



**Kimley»Horn**

@2018 KIMLEY-HORN AND ASSOCIATES, INC.  
201 NORTH FRANKLIN STREET, SUITE 1400  
TAMPA, FLORIDA 33602  
PHONE: 813-620-1460  
WWW.KIMLEY-HORN.COM CA 00000696

JOB NO:	
DRAWN:	BJG
DESIGN:	BJG
CHECKED:	PPP
DATE:	JULY 2022

ELECTRICAL LIGHTING DETAILS

**E191**