Denver International Airport

DIA Project No. CE 10095

2011 ANNUAL AIRFIELD JOINT REHABILITATION

Issue For Bid Drawings
Issue Date 2/18/2011

Approval Signature

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GENERAL NOTES:

1. THE TERM "OWNER" AS CONTAINED IN THESE PLANS SHALL REFER TO REPRESENTATIVES OF THE CITY AND COUNTY OF DENVER AS IT PERTAINS TO PROJECTS LOCATED AT DENVER INTERNATIONAL AIRPORT. THE TERM "CCD" IS SYNONYMOUS.

2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE LATEST STANDARDS AND SPECIFICATIONS OF THE APPROPRIATE GOVERNING AGENCY. THE CONTRACTOR AND CONTRACTORS FIELD CREW SHALL HAVE IN THEIR POSSESSION AT ALL TIMES ONE COPY OF THE PLANS, STANDARDS AND SPECIFICATIONS AS APPROVED BY THE APPROPRIATE GOVERNING AGENCY. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL FOR ANY VARIANCE TO THE ABOVE DOCUMENTS.

3. THE CONTRACTOR SHALL OBTAIN, AT HIS OWN EXPENSE, ALL APPLICABLE CODES, LICENSES, STANDARDS, SPECIFICATIONS, PERMITS, BONDS, ETC. WHICH ARE NECESSARY TO PERFORM THE WORK.

4. THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS AND CODES IN REGARD TO SAFETY, NOISE CONTROL, EROSION CONTROL, WATERSHED PROTECTION, AND EMISSIONS DURING CONSTRUCTION.

5. THE CONTRACTOR SHALL COMPLY WITH ALL CITY, COUNTY, AND STATE TRAFFIC REGULATIONS CONCERNING THE USE OF STREETS AND ROADSWAYS FOR HAULING. ANY DAMAGE DONE TO THE ROADSWAYS DUE TO THE CONTRACTOR'S EQUIPMENT OR HAULING OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR, TO THE OWNER'S SATISFACTION, AT NO COST TO THE OWNER. CONTRACTOR SHALL MAINTAIN CLEANLINESS OF ALL AFFECTED STREETS AND ROADSWAYS TO THE OWNER'S SATISFACTION.

6. THE CONTRACTOR'S PROJECT SUPERINTENDENT SHALL HAVE CONTROL OVER THE CONTRACTOR'S WORK FORCE AND THE KNOWLEDGE AND AUTHORITY TO IMPLEMENT ANY ACTIONS REQUIRED TO ENSURE COMPLIANCE WITH THE PLANS AND SPECIFICATIONS AND QUALITY CONTROL PROGRAM.

7. THE CONTRACTOR SHALL INSTALL AND MAINTAIN CONTRACTOR PROVIDED TRAFFIC CONTROL DEVICES DURING CONSTRUCTION IN ACCORDANCE WITH THE PLANS AND ALL STATE, COUNTY, AND LOCAL REQUIREMENTS. THE CONTRACTOR SHALL CONTACT THE OWNER 48 HOURS PRIOR TO ANY ROAD CLOSURES AND 24 HOURS FOR AIRFIELD CLOSURE REQUESTS.

8. THE CONTRACTOR SHALL DISCONTINUE OPERATIONS THAT VIOLATE EXISTING LAWS AND REGULATIONS OR CREATE AN UNDESIRED HAZARD TO AIR TRAFFIC.

9. THE RULES, REGULATIONS, AND REFERENCE SPECIFICATIONS ENUMERATED HEREIN SHALL BE CONSIDERED TO BE MINIMUM REQUIREMENTS.

10. THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE PRIOR TO BEGINNING WORK TO COORDINATE WORK PROCEDURES WITH ALL INTERESTED PARTIES. THE CONTRACTOR SHALL ALSO ATTEND ALL JOB MEETINGS CALLED BY THE OWNER.

11. THE CONTRACTOR'S EMPLOYEES SHALL BE PARKED IN DESIGNATED AREAS.

12. CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE STORED IN DESIGNATED AREAS.

13. THE CONTRACTOR SHALL PROVIDE THE OWNER AND ITS REPRESENTATIVES ACCESS TO THE CONSTRUCTION WORK AREA AT ALL TIMES.

14. IF APPROVED TO WORK DURING HOURS OF DARKNESS, THE CONTRACTOR IS REQUIRED TO PROVIDE ADEQUATE LIGHTING TO CONDUCT CONSTRUCTION ACTIVITIES. ADDITIONAL LIGHTING IF REQUIRED IS CONSIDERED INCIDENTAL.

15. ALL WORK SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE OWNER AT LEAST 48 HOURS PRIOR TO START OF ANY CONSTRUCTION. IF WORK IS SUSPENDED FOR ANY PERIOD OF TIME AFTER INITIAL STARTUP, THE CONTRACTOR SHALL NOTIFY THE OWNER 48 HOURS PRIOR TO RESTART.

17. THE CONTRACTOR'S CONSTRUCTION SCHEDULE SHALL BE SUBMITTED AND APPROVED BY THE OWNER BEFORE WORK COMMENCES.

18. THE CONTRACTOR IS ADVISED THAT OTHER CONSTRUCTION MAY BE IN PROGRESS DURING ALL OR PART OF THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH THE WORK OF OTHER CONTRACTORS, INCLUDING CITY AND COUNTY OF DENVER PERSONNEL.

19. NO ADJUSTMENT FOR ADDITIONAL COMPENSATION AND TIME WILL BE MADE FOR TIME LOST IN WORK AREAS DUE TO NON ROUTINE AIRCRAFT TRAFFIC AND INCIDENTS.

20. AIRPORT RUNWAYS, TAXIWAYS, AND GATES, SHOULD REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE.

21. THE CONTRACTOR SHALL NOTIFY ALL PUBLIC UTILITY COMPANIES AND DETERMINE THE LOCATION OF ALL EXISTING UTILITY LINES FROM THE APPROVED PLANS FOR ANY ELEMENT OF THE PROPOSED IMPROVEMENTS PRIOR TO ITS CONSTRUCTION. IF WORK IS SUSPENDED FOR ANY PERIOD OF TIME AFTER INITIAL STARTUP, THE CONTRACTOR SHALL NOTIFY THE OWNER 48 HOURS PRIOR TO RESTART.

22. ALL KNOWN EXISTING UTILITIES ARE SHOWN IN APPROXIMATE LOCATION ON THE PLANS. THE ACTUAL LOCATION MAY VARY FROM THE PLANS, ESPECIALLY IN THE CASE OF UNDERGROUND UTILITIES. WHENEVER CONTRACTOR DISCOVERS A DISCREPANCY IN LOCATIONS, HE SHALL CONTACT THE PROJECT MANAGER IMMEDIATELY.

23. ANY CONSTRUCTION DEBRIS, MUD, OR SLURRY DROPPED INTO MANHOLES, INLETS, OR PIPES SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE OWNER, AIRPORT OPERATIONS AND D.I.A. ENVIRONMENTAL SERVICES SECTION SHALL BE NOTIFIED IMMEDIATELY AS WELL. CONSTRUCTION DEBRIS INCLUDING MUD AND SLURRY THAT IS TRACKED OUTSIDE DESIGNATED WORK AREAS SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE OWNER SHALL BE NOTIFIED PRIOR TO CLEANING THE TRACKED DEBRIS. AREAS REQUIRING CLEANUP WILL BE TO THE SATISFACTION OF THE OWNER AND AT NO ADDITIONAL COST TO THE PROJECT.

24. THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS AT AND ADJACENT TO THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN, OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY. THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

25. ANY DAMAGE TO EXISTING PAVEMENTS NOT TO BE REPLACED UNDER THIS CONTRACT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR PROMPTLY AT NO ADDITIONAL COST TO THE OWNER. REPAIR METHODS SHALL BE APPROVED BY THE OWNER PRIOR TO ACTUAL REPAIR.

26. THE CONTRACTOR SHALL CONTINUOUSLY MAINTAIN THE CONSTRUCTION WORK AREA FREE OF TRASH. ALL TRASH SHALL BE TOTALLY REMOVED FROM THE WORK AREA BEFORE THE END OF EACH WORK PERIOD. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN AT LEAST ONE COVERED DISPOSAL SITE FOR TRASH DISPOSAL AT AN APPROVED LOCATION. NO ONSITE BURNING OF TRASH IS PERMITTED.

27. THE CONTRACTOR SHALL RESTORE ALL GRASSED AND PAVED AREAS USED FOR HALL ROADS, SLURRY PITS, OR STAGING AREAS TO THEIR ORIGINAL CONDITION, INCLUDING THE ESTABLISHMENT OF TURF WHERE REQUIRED. NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE FOR THE CONSTRUCTION, MAINTENANCE, RESTORATION, OR REPAIR TO SAID AREAS.

28. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL CLEAN AND RESTORE THE CONSTRUCTION WORK AREA. ALL RUBBISH, SLURRY WASTE, AND OTHER MATERIALS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY IN ACCORDANCE WITH ALL CURRENT CITY, COUNTY, STATE, AND FEDERAL REGULATIONS AT THE CONTRACTOR'S DISCRETION AND EXPENSE.

29. THE CONTRACTOR SHALL RESTORE ALL AREAS TO THEIR PRE-CONSTRUCTION CONDITION. IN AREAS WHERE A DAILY CLOSURE EXISTS, THE CONTRACTOR MUST ABIDE BY THESE CONSTRAINTS AS WELL.

30. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNER AND ENGINEER OF ANY PROBLEM IN CONFORMING TO THE APPROVED PLANS FOR ANY ELEMENT OF THE PROPOSED IMPROVEMENTS PRIOR TO ITS CONSTRUCTION.

31. NO FIELD CHANGES OR DEVIATIONS FROM THE CONSTRUCTION DOCUMENTS SHALL BE MADE WITHOUT THE PRIOR APPROVAL OF THE CITY AND COUNTY OF DENVER PROJECT MANAGER.

32. THE QUALITY CONTROL PROGRAM SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DEVELOP IN ACCORDANCE WITH INDIVIDUAL SPECIFICATIONS AND TO BE APPROVED BY THE OWNER BEFORE WORK COMMENCES.

33. RETEST OF ANY FAILING QUALITY ASSURANCE TESTS CONDUCTED BY THE OWNER SHALL BE AT THE CONTRACTOR'S EXPENSE.

34. THE CONTRACTOR SHALL SAWCUT EXISTING PAVEMENTS AT ALL AREAS WHERE NEW PAVEMENT ABUTS EXISTING PAVEMENTS, UNLESS OTHERWISE NOTED ON THE PLANS OR DETAILS. ALL SAWCUTS SHALL BE MARKED BY THE OWNER FOR THEIR SATISFACTION, PRIOR TO REOPENING THE PAVEMENTS TO AIRCRAFT AND VEHICLE TRAFFIC. IN AREAS WHERE A DAILY CLOSURE EXISTS, THE CONTRACTOR MUST ABIDE BY THESE CONSTRAINTS AS WELL.

35. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE OWNER AND ENGINEER OF ANY PROBLEM IN CONFORMING TO THE APPROVED PLANS FOR ANY ELEMENT OF THE PROPOSED IMPROVEMENTS PRIOR TO ITS CONSTRUCTION.

36. ANY DISTURBED AREAS TO BE RE-STRIPE WITH CURRENT STRIPING PATTERNS, PERFORM RE-STRIPING IN ACCORDANCE WITH PAY ITEM P-620.

37. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING ANY DAMAGE CAUSED BY THE CONTRACTOR TO ANY PAVEMENT SENSOR OR PAVEMENT UTILITY.

38. ENVIRONMENTAL TESTING WILL BE REQUIRED FOR SLURRY DISPOSAL SITES AND TO BE INCLUDED IN MOLIBILIZATION COSTS.

39. THE CONTRACTOR SHALL NOTIFY THE OWNER OF ALL NON-Routine INCIDENTS, AND FOR FUTURE INCIDENTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ANY EXISTING UTILITY (INCLUDING DEPTH) WHICH MAY CONFLICT WITH THE PROPOSED CONSTRUCTION PRIOR TO PROCEEDING WITH CONSTRUCTION. THE CONTRACTOR SHALL PROTECT, AT HIS OWN EXPENSE, ALL EXISTING UTILITIES AND BE RESPONSIBLE FOR THEIR REPAIR IF THEY ARE DAMAGED DURING CONSTRUCTION.
GENERAL NOTES

1. GIVE WAY TO AIRCRAFT AT ALL TIMES.
2. AIRFIELD SAFETY IS PARAMOUNT. SAFE DRIVING PRACTICES WILL BE OBSERVED AT ALL TIMES. THERE IS NO TOLERANCE POLICY FOR VEHICLE ERROR.
3. STAY WITHIN THE LANES OF THE VEHICLE SERVICE ROAD AND FOLLOW THE POSTED SPEED LIMITS.
4. ONLY DRIVERS WITH DRIVING PRIVILEGES ON THEIR AIRPORT ISSUED ID BADGE MAY DRIVE VEHICLES WITHIN THE AIRFIELD.
5. PRIOR TO BEING ESCORTED BOTH THE ESCORTER AND THE ESCORTEE MUST HAVE A BRIEF DISCUSSION ON THE RULES, INTENDED ROUTE, AND ANY OTHER CONCERNS THAT ARISE WHEN DRIVING ON THE AIRFIELD.
6. WHEN UNDER ESCORT THE ESCORTEE MUST FOLLOW THE ESCORTER AT ALL TIMES.
7. ALL VEHICLES MUST HAVE OPERATING BEACONS, IN COMPLIANCE WITH THE CONSTRUCTION SAFETY OPERATIONAL PLAN, VISIBLE FROM 360 DEG. AT ALL TIMES ON THE AIRFIELD. IF THE BEACON, FOR WHATEVER REASON, IS NOT OPERATIONAL, THE VEHICLE SHALL IMMEDIATELY BE ESCORTED OFF THE AIRFIELD UNTIL AN OPERATIONAL BEACON IS IN USE FOR THE VEHICLE.
8. STAGING SHALL OCCUR ONLY AT THE DESIGNATED STAGING AREAS AS MARKED IN THE PLANS.
9. THE CONTRACTOR WILL ONLY BE ALLOWED ACCESS TO THE AIRFIELD THROUGH THEIR APPROVED GATE FOR THEIR SCOPE OF WORK. USE OF ANY UNAUTHORIZED HAUL ROUTES WILL NOT BE TOLERATED. USE OF ANY UNAPPROVED GATES WILL NOT BE TOLERATED.
10. REQUESTS FROM THE CONTRACTOR FOR CLOSURES, ESCORTS, AND ROUTES MAY OR MAY NOT HAPPEN AS REQUESTED. AIRPORT FUNCTIONALITY HAS HIGHER PRECEDENT THAN CONSTRUCTION ACTIVITIES.
11. DUE TO AIRPORT FUNCTIONALITY, THE CONTRACTOR SHALL ABIDE BY THE CONSTRAINTS OF THE CLOSURE REQUEST WITH A FIFTEEN MINUTE VARIANCE. AIRPORT OPERATIONS HAS THE SOLE AUTHORITY TO GRANT/TAKE AWAY CLOSURE REQUESTS.
12. THE WORK LIMITS AS DELINEATED BY THE CONES SHALL NOT BE CROSSED WITHOUT THE APPROVAL OF THE CCD ONSITE REPRESENTATIVE. FAILURE TO REMAIN INSIDE THE WORK AREA WILL NOT BE TOLERATED AND MAY RESULT IN LOSS OF BADGE.
13. USE OF GATES DESIGNATED "##" HAVE SPECIAL RULES AND REGULATIONS ASSOCIATED WITH THEM. CONSULT D.I.A. SECURITY OFFICE.
14. AIRCRAFT MAY BE PARKED IN GATES ADJACENT TO WORK AREAS.
15. UNDER NO CIRCUMSTANCES SHALL VEHICLES BE ALLOWED TO PASS UNDER AIRCRAFT WINGS. USE EXTREME CAUTION WHEN DRIVING IN THE GATE AREA.
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<td>SPALL REPAIR (CEMENTITIOUS)</td>
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EXISTING EXPANSION JOINT - TYPE A - DOWELED

T = 17"  
DOWEL BAR MAY EXIST

EXISTING CONSTRUCTION JOINT - TYPE D - DOWELED

T = 17"  
#5 TIE BAR 30" LONG ON 30" CENTERS

EXISTING CONTRACTION JOINT - TYPE G - HINGED

T = 17"  
d = d/2

EXISTING EXPANSION JOINT - TYPE B - THICKENED EDGE

T = 17"  
JOINT CHIPPING MAY EXIST ALONG CHAMFERED EDGE

EXISTING CONSTRUCTION JOINT - TYPE E - HINGED

T = 17"  
d = d/2

EXISTING CONTRACTION JOINT - TYPE H - DUMMY

T = 17"  
#5 TIE BAR 30" LONG ON 30" CENTERS

DETAIL 3 - EXISTING EXPANSION JOINT - CONDUIT LOCATION - PROFILE

2" ELECTRICAL CONDUIT  
NON-EXTRUDING PREMOLDED COMPRESSIBLE MATERIAL MAY EXIST

DETAIL 4 - EXISTING EXPANSION JOINT - CONDUIT LOCATION - PLAN

JOINT TO BE CUT FULL DEPTH

NOTES:
1. THIS PAGE FOR INFORMATION PURPOSES ONLY
2. ALL DETAILS NOT TO SCALE
3. THERE ARE A NUMBER OF UNDERGROUND UTILITIES USED BY THE AIRPORT, CCD, AND FAA.
   THE APPROPRIATE LOCATIONS OF RELEVANT UTILITIES HAVE BEEN SHOWN. HOWEVER, CCD IS NOT RESPONSIBLE FOR LOCATING EVERY UTILITY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES PRIOR TO WORK BEING DONE AT EACH LOCATION. ANY DAMAGE DONE TO UTILITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND ALL DAMAGE DONE WILL BE COMpletely REPAIRED AT NO ADDITIONAL COST TO THE CITY.
4. CRACKING AT CONTRACTION JOINTS MAY VARY UP TO 6" LATERALLY ON ONE OR BOTH SIDES OF THE JOINT CUT AND EXTEND FULL DEPTH OF CONCRETE PAVEMENT
5. ALL EXISTING JOINT MATERIAL SHALL BE REMOVED FULL DEPTH.

EXISTING CONSTRUCTION JOINT - TYPE A, B, C, D, E, F, G, H

T = 17"  
JOINT TO BE CUT FULL DEPTH

EXISTING CONTRACTION JOINT - TYPE F - DOWELED

T = 17"  
JOINT TO BE CUT FULL DEPTH

EXISTING CONTRACTION JOINT - TYPE G - HINGED

T = 17"  
d = d/2

EXISTING CONTRACTION JOINT - TYPE H - DUMMY

T = 17"  
#5 TIE BAR 30" LONG ON 30" CENTERS
B-JOINT RECONSTRUCTION CUT FULL DEPTH - REMOVAL

CONCRETE TO BE SAWED TO FULL DEPTH OF PAVEMENT SECTION

ALL EXISTING JOINT MATERIAL TO BE REMOVED AND SURFACES CLEANED

CONCRETE TO BE SAWED TO 1 1/2" +/- 1/8" EXISTING CONDITIONS MAY VARY

AREA BELOW SEAL TO BE FREE OF DEBRIS

B-JOINT RECONSTRUCTION @ STRUCTURES - REMOVAL

CONCRETE TO BE SAWED TO FULL DEPTH OF PAVEMENT SECTION OPPOSITE OF THE STRUCTURE (1 SIDE ONLY)

NON-STRUCTURE SIDE TO BE SAWN

ALL EXISTING JOINT MATERIAL TO BE REMOVED AND SURFACES CLEANED

CONCRETE TO BE SAWED TO 1 1/2" +/- 1/8" EXISTING CONDITIONS MAY VARY SAW IN NON STRUCTURE SIDE ONLY

AREA BELOW SEAL TO BE FREE OF DEBRIS

B-JOINT RECONSTRUCTION @ STRUCTURES CUT 3" DEPTH - REMOVAL

CONCRETE TO BE SAWED TO 3" DEPTH

ALL EXISTING JOINT MATERIAL TO BE REMOVED AND SURFACES CLEANED

CONCRETE TO BE SAWED TO 1 1/2" +/- 1/8" EXISTING CONDITIONS MAY VARY

AREA BELOW SEAL TO BE FREE OF DEBRIS

B-JOINT RECONSTRUCTION @ STRUCTURES CUT 3" DEPTH - INSTALL

CONCRETE TO BE SAWED TO 3" DEPTH

ALL EXISTING JOINT MATERIAL TO BE REMOVED AND SURFACES CLEANED

CONCRETE TO BE SAWED TO 1 1/2" +/- 1/8" EXISTING CONDITIONS MAY VARY

AREA BELOW SEAL TO BE FREE OF DEBRIS

CONCRETE JOINT CLEANING AND RESEALING - REMOVAL

CONCRETE TO BE SAWED TO 1 1/2" MINIMUM DEPTH

ALL EXISTING JOINT MATERIAL TO BE REMOVED AND SURFACES CLEANED

CONCRETE TO BE SAWED TO 1/2" +/- 1/8" EXISTING CONDITIONS MAY VARY

AIRCRAFT OR CONSTRUCTION CRACK

SEALANT DEPTH AS DETERMINED BY MANUFACTURER

CONCRETE TO BE SAWED TO 1/2" +/- 1/8" EXISTING CONDITIONS MAY VARY

AIRCRAFT OR CONSTRUCTION CRACK

BACKER ROD TO BE PLACED TO PROVIDE ADEQUATE SEAL FACTOR AND SEAL AS DETERMINED BY MANUFACTURER

8. STRUCTURES INCLUDE, BUT ARE NOT LIMITED TO, MANHOLES, LIGHT POLES, UTILITIES, ETC. THE STRUCTURE SIDE OF A JOINT IS DEFINED AS THE SIDE OF THE JOINT NEAREST THE STRUCTURE. THIS APPLIES FOR P-04A-2,4
1. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL BARRICADES, CONES, AND SIGNAGE AS RELATED TO CONSTRUCTION. THEY SHALL BE CLEAN AND FULLY FUNCTIONAL AND VISIBLE. CONES, BARRICADES, AND SIGNS ARE INCIDENTAL TO THE PROJECT.

2. FLASHERS TO BE BATTERY OPERATED AND OR SOLAR POWERED. LENS TO BE RED AND ABLE TO ROTATE 90 DEG.

3. FACING OF LOW-PROFILE BARRICADE TO BE COVERED WITH REFLECTIVE MATERIAL.

4. LOW-PROFILE BARRICADES TO BE PLACED WITH A MAXIMUM 25' SPACING BETWEEN BARRICADES ALONG OPERATIONAL PAVEMENT, ADJACENT TO CONSTRUCTION, AS DIRECTED BY THE PLANS OR AIRPORT OPERATIONS.

5. FLASHERS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY AIRPORT OPERATIONS. ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90 DEG.

6. LOW-PROFILE BARRICADE SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR LOW AS POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.

7. A DETOUR SIGN WILL BE REQUIRED ON EACH END OF THE VSR WHEN ANY VSR IS PARTIALLY OR COMPLETELY CLOSED.

8. SOME EXCAVATIONS MAY REQUIRE A LIGHT PLANT DURING HOURS OF LOW VISIBILITY.
EXPANSION JOINT - NO OVERCUTTING IN PCC PORTION

OVERCUT IN ASPHALT SHOULDER TO BE Poured BACK WITH P605-JS

SHOULDER Poured BACK WITH P605-JS PCC PAVEMENT

ASPHALT SHOULDER

SAWING TO BE DONE IN THIS PORTION

PCC PAVEMENT NOT TO BE CUT

3/4" +/- 1/2" WIDE X 2" DEEP (OR AS NEEDED TO SUFFICIENTLY SEAL)

P605-JS PCC/AC MAY NOT BE LEVEL

EXISTING/NEW PCC/AC SEAL WITH P605-JS

SAW 2" MINIMUM OFFSET AROUND EXTENTS OF SPALLED AREA (NO OVERCUTS)

EXTENTS OF SPALLED AREA

PAINT AND OIL ONE END OF DOWEL 1 1/2" x 20" SMOOTH DOWEL 1 1/2" DIA. x 20"

EXPANSION CAP, SLIP FIT 3" COVER MIN 1" EXPANSION BACKER ROD SEALANT MATERIAL

3/8" BELOW SURFACE

1 1/2" MINIMUM SILICONE SEALANT P605

< 3/8" WIDE CRACK

SEALANT MATERIAL 2" BELOW SURFACE

1 1/2" MINIMUM SILICONE SEALANT P605

> 2" WIDE CRACK

SECTION A-A

SAW 2" MINIMUM OFFSET AROUND EXTENTS OF SPALLED AREA (NO OVERCUTS)

SECTION A-A

EXTENTS OF SPALLED AREA

SPALL REPAIR NOTES:
1. EXTENTS OF SPALL REPAIR SHALL BE MEASURED BY QC AND QA PRIOR TO REMOVAL
2. ESTIMATED QUANTITIES AS SHOWN IN THE PROJECT DRAWINGS MAY VARY UPON FIELD INSTALLATION
3. CRACKS OF ANY NATURE, HOLLOW, DEBONDED, OR DELAMINATED SPALL REPAIRS ARE UNACCEPTABLE AND SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE
4. EVERY 30 CU. FT. OF SPALL MATERIAL SHALL HAVE CYLINDERS MADE AND TESTED
5. A BOND BREAKER IS TO BE PLACED BETWEEN OLD AND NEW CONCRETE AT ALL JOINTS
6. ALL JOINTS SHALL BE CUT AND SEALED PER P605 AND IS INCIDENTAL TO BOTH PAY ITEMS
CLEAN & RESEAL PCC/AC JOINT WITH R605-JS

NOTES:
1. NIGHTLY CLOSURES TO BE SET UP UNDER AIRPORT OPERATIONS CONSULTATION. APPROXIMATELY 15 CONES TO BE USED ON A NIGHTLY BASIS TO CLOSE WORK AREAS
PHASE 1 - GATES A25-A31
700 LF P604A-2 (Structure)
850 LF P604A-4 (Trench Drain)
11,000 LF P605

PHASE 2 - GATES A33-A35
800 LF P604A-2 (Structure)
550 LF P604A-4 (Trench Drain)
8,000 LF P605

PHASE 3 - GATES A41-A43
200 LF P604A-1
1100 LF P604A-2 (Structure)
300 LF P604A-4 (Trench Drain)
7,000 LF P605

PHASE 4 - GATES A45-A47
900 LF P604A-2 (Structure)
625 LF P604A-4 (Trench Drain)
60 LF P604A-3 (Misc. Structure)
8,000 LF P605

PHASE 5A,5B,5C - GATES A49-A53
700 LF P604A-2 (Structure)
775 LF P604A-4 (Trench Drain)
40 LF P604A-3 (Misc. Structure)
8,000 LF P605

PHASE 5A,5B,5C - GATES A49-A53
700 LF P604A-2 (Structure)
775 LF P604A-4 (Trench Drain)
40 LF P604A-3 (Misc. Structure)
8,000 LF P605

PHASE 6 - GATES A55-A61
900 LF P604A-2 (Structure)
950 LF P604A-4 (Trench Drain)
80 LF P604A-3 (Misc. Structure)
25,000 LF P605

PHASE 7 - GATES A39-A41
175 LF P604A-1
300 LF P604A-4 (Trench Drain)
13,000 LF P605
<table>
<thead>
<tr>
<th>PHASE</th>
<th>SUB-PHASE</th>
<th>LOCATION</th>
<th>DESCRIPTION</th>
<th>WORK PERIOD</th>
<th>DURATION (CALENDAR DAYS)</th>
<th>HOURS</th>
<th>CONCURRENT PHASING</th>
<th>RESTRICTIONS</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>GATE A25-A31</td>
<td>Structure (P604A-2) &amp; Trench Drain (P604A-4) &amp; P605 &amp; P501-SR</td>
<td>NIGHT</td>
<td>6</td>
<td>2300-0530</td>
<td>PCCAC P605-J5</td>
<td>NOT TO BE DONE WITH ANY OTHER FRONTIER GATE PHASES</td>
<td>FRONTIER LEASED GATES</td>
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<tr>
<td>2</td>
<td>GATE A33-A35</td>
<td>Structure (P604A-2) &amp; Trench Drain (P604A-4) &amp; P605 &amp; P501-SR</td>
<td>NIGHT</td>
<td>6</td>
<td>2300-0530</td>
<td>PCCAC P605-J5</td>
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<td>INTERNATIONAL GATES</td>
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<tr>
<td>3</td>
<td>GATE A41-A43</td>
<td>Structure (P604A-2) &amp; Trench Drain (P604A-4) &amp; P605 &amp; P501-SR</td>
<td>NIGHT</td>
<td>12</td>
<td>2300-0530</td>
<td>PCCAC P605-J5</td>
<td>NOT TO BE DONE WITH ANY OTHER GATE PHASES</td>
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<td>4</td>
<td>GATE A45-A47</td>
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<td>NIGHT</td>
<td>12</td>
<td>2300-0530</td>
<td>PCCAC P605-J5</td>
<td>NOT TO BE DONE WITH ANY OTHER AMERICAN GATE PHASES</td>
<td>AMERICAN LEASED GATES</td>
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<tr>
<td>5</td>
<td>SA,SB,SC</td>
<td>Structure (P604A-2) &amp; Trench Drain (P604A-4) &amp; P605 &amp; P501-SR</td>
<td>NIGHT</td>
<td>5, 5, 5</td>
<td>2300-0530</td>
<td>PCCAC P605-J5</td>
<td>NOT TO BE DONE WITH ANY OTHER GATE PHASES</td>
<td>AMERICAN, ALASKA, AIRTRAN LEASED GATES</td>
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<td>6</td>
<td>GATE A55-A61</td>
<td>Structure (P604A-2) &amp; Trench Drain (P604A-4) &amp; P605 &amp; P501-SR</td>
<td>NIGHT</td>
<td>6</td>
<td>2300-0530</td>
<td>PCCAC P605-J5</td>
<td>NOT TO BE DONE WITH ANY OTHER GREAT LAKES GATE PHASES</td>
<td>GREAT LAKES LEASED GATES</td>
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<td>7</td>
<td>GATE A55-A61</td>
<td>P605 &amp; P501-SR</td>
<td>NIGHT</td>
<td>5</td>
<td>2300-0530</td>
<td>PCCAC P605-J5</td>
<td>NOT TO BE DONE WITH ANY OTHER INTERNATIONAL GATES</td>
<td>INTERNATIONAL GATES</td>
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<td>8</td>
<td>SA</td>
<td>Trench Drain P-604A-4, P-604A-1 &amp; P501-SR</td>
<td>NIGHT</td>
<td>NA</td>
<td>2300-0530</td>
<td>PCCAC P605-J5</td>
<td>MAY BE DONE WITH RELATED PHASES</td>
<td>FRONTIER GATE PHASES</td>
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</tr>
<tr>
<td>9</td>
<td>TW M STARTING AT MB AND ALL TW SOUTH</td>
<td>PCCAC Seal (P605-J8)</td>
<td>NIGHT</td>
<td>20</td>
<td>2300-0530</td>
<td>ANY GATE WORK</td>
<td>ESCORT ONLY - MOVEMENT AREA</td>
<td></td>
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</tbody>
</table>

**NOTES:**

1. AT A MINIMUM EACH PHASE SHALL FOLLOW THE DURATION LAID OUT IN THIS TABLE.
2. THE PHASES HAVE BEEN LAID OUT IN ORDER TO MINIMIZE AIRLINE COMPLICATIONS.
3. THEREFORE, 2 GATE AREA PHASES MAY BE WORKED ON AT THE SAME TIME AS LONG AS THEY ARE NOT FOR THE SAME AIRLINE. NO MORE THAN 2 GATE AREA PHASES SHALL BE WORKED ON CONCURRENTLY.
4. THE TRENCH DRAIN (P604A-1 AND P604A-2) MAY BE WORKED ON DURING EACH CORRESPONDING PHASE. THE TRENCH DRAIN SHALL NOT REMAIN CUT AND NOT SEALED FOR A DURATION LONGER THAN 14 DAYS.
5. CLOSURES MAY REQUIRE THE VSR TO BE BLOCKED, DETOURED, OR OTHERWISE RESTRICTED. PLEASE CONSULT CSOP.
6. P605 SHALL BE PLACED IN ALL APPLICABLE JOINTS INSIDE THE GATE AREA. P605 SHALL NOT BE PLACED IN JOINTS NORTH OF THE TRENCH DRAIN. DUE TO GATE AREA CONSTRAINTS, CONSULT ONSITE CCD PERSONNEL FOR GUIDANCE IN SPECIFIC AREAS.
7. INTERNATIONAL GATES HAVE TOP PRIORITY AND REQUIRE ADVANCED PLANNING. DUE TO INTERNATIONAL TRAVEL, GATE AVAILABILITY MAY NOT PROCEED AS PLANNED ON A DAILY BASIS.
8. THE TIMES LAID OUT IN THE TABLE ARE PLANNED TIMES - MAY VARY DUE TO AIRCRAFT CONSTRAINTS.
9. WORK LIMIT DIMENSIONS SHOWN ARE APPROXIMATE - LIMITS ARE TO BE SET AT GATE DELINEATION LINES AS ALLOWED IN THE FIELD.
10. EACH PHASE MAY HAVE SPALL REPAIR, ESTIMATED 100 CF FOR PHASES 1-8.
11. CONSULT INFIELD CCD PERSONNEL FOR DEVIATIONS IN SAW DEPTH AS SPECIFIC INDIVIDUAL SAW CUTS MAY VARY.
## Alternate A Phasing Plan

<table>
<thead>
<tr>
<th>PHASE</th>
<th>GATE #</th>
<th>WORK PERIOD</th>
<th>DURATION (CALENDAR DAYS)</th>
<th>HOURS</th>
<th>CONCURRENT PHASING</th>
<th>RESTRICTIONS</th>
<th>NOTES</th>
<th>FOOTAGE</th>
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<tbody>
<tr>
<td>A-1</td>
<td>A48</td>
<td>NIGHT</td>
<td>4</td>
<td>2300-0530</td>
<td>PC/AC P605-JS</td>
<td>NOT TO BE DONE WITH ANY OTHER GATE PHASES</td>
<td>FRONTIER LEASED GATES</td>
<td>2400 LF</td>
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<tr>
<td>A-2</td>
<td>A50</td>
<td>NIGHT</td>
<td>4</td>
<td>2300-0530</td>
<td>PC/AC P605-JS</td>
<td>NOT TO BE DONE WITH ANY OTHER GATE PHASES</td>
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<td>2800 LF</td>
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<tr>
<td>A-3</td>
<td>A52</td>
<td>NIGHT</td>
<td>4</td>
<td>2300-0530</td>
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<tr>
<td>A-4</td>
<td>A56</td>
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<tr>
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<td>A58</td>
<td>NIGHT</td>
<td>4</td>
<td>2300-0530</td>
<td>PC/AC P605-JS</td>
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<td>FRONTIER LEASED GATES</td>
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<tr>
<td>A-6</td>
<td>A60</td>
<td>NIGHT</td>
<td>4</td>
<td>2300-0530</td>
<td>PC/AC P605-JS</td>
<td>NOT TO BE DONE WITH ANY OTHER GATE PHASES</td>
<td>FRONTIER LEASED GATES</td>
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<tr>
<td>A-7</td>
<td>A62-A66</td>
<td>NIGHT</td>
<td>6</td>
<td>2300-0530</td>
<td>PC/AC P605-JS</td>
<td>NOT TO BE DONE WITH ANY OTHER GATE PHASES</td>
<td>FRONTIER LEASED GATES</td>
<td>5300 LF</td>
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</tbody>
</table>

### NOTES:
1. EACH ALTERNATE PHASE TO HAVE P605 RESEAL ALL APPLICABLE JOINTS. ALTERNATE PHASE LOCATIONS TO BE DONE IN AN IDENTICAL MANNER TO P605 RESEAL DONE IN PRIMARY PHASE LOCATIONS.
2. ADJACENT PHASES MAY BE WORKED ON SIMULTANEOUSLY PROVIDED AIRLINE SUPPORT.

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Alternate B Phasing Plan

<table>
<thead>
<tr>
<th>PHASE</th>
<th>GATE #</th>
<th>WORK PERIOD</th>
<th>DURATION (CALENDAR DAYS)</th>
<th>CONCURRENT PHASING</th>
<th>RESTRICTIONS</th>
<th>NOTES</th>
<th>FOOTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-1</td>
<td>A24, A26</td>
<td>NIGHT</td>
<td>8</td>
<td>2300-0530</td>
<td>PPC/AC P605-JS</td>
<td>NOT TO BE DONE WITH ANY OTHER GATE PHASES</td>
<td>FRONTIER LEASED GATES</td>
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<tr>
<td>B-2</td>
<td>A28</td>
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<td>FRONTIER LEASED GATES</td>
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<tr>
<td>B-3</td>
<td>A30</td>
<td>NIGHT</td>
<td>4</td>
<td>2300-0530</td>
<td>PPC/AC P605-JS</td>
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<tr>
<td>B-4</td>
<td>A32</td>
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<td>4</td>
<td>2300-0530</td>
<td>PPC/AC P605-JS</td>
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<td>FRONTIER LEASED GATES</td>
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<tr>
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<td>NIGHT</td>
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<td>PPC/AC P605-JS</td>
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<td>FRONTIER LEASED GATES</td>
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<tr>
<td>B-6</td>
<td>A36</td>
<td>NIGHT</td>
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<tr>
<td>B-7</td>
<td>A38</td>
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<td>PPC/AC P605-JS</td>
<td>NOT TO BE DONE WITH ANY OTHER GATE PHASES</td>
<td>FRONTIER LEASED GATES</td>
</tr>
</tbody>
</table>

NOTES:
1. EACH ALTERNATE PHASE TO HAVE P605 RESEAL ALL APPLICABLE JOINTS. ALTERNATE PHASE LOCATIONS TO BE DONE IN AN IDENTICAL MANNER TO P605 RESEAL DONE IN PRIMARY PHASE LOCATIONS.
2. ADJACENT PHASES MAY BE WORKED ON SIMULTANEOUSLY PROVIDED AIRLINE SUPPORT.
3. EACH PHASE MAY HAVE SPALL REPAIR. ESTIMATED 25 CF FOR PHASE B-1 THROUGH B-7.

CONCOURSE A

NOTES:
1. EACH ALTERNATE PHASE TO HAVE P605 RESEAL ALL APPLICABLE JOINTS. ALTERNATE PHASE LOCATIONS TO BE DONE IN AN IDENTICAL MANNER TO P605 RESEAL DONE IN PRIMARY PHASE LOCATIONS.
2. ADJACENT PHASES MAY BE WORKED ON SIMULTANEOUSLY PROVIDED AIRLINE SUPPORT.
3. EACH PHASE MAY HAVE SPALL REPAIR. ESTIMATED 25 CF FOR PHASE B-1 THROUGH B-7.
NOTES:

1. LIGHTED CONES LOCATIONS ARE REPRESENTATIVE. LIGHTED CONES ARE TO BE PLACED AT EACH JOINT INTERSECTION IF POSSIBLE BUT NO GREATER THAN 25 FEET APART. CONES MAY BE MOVED OR CORRECTED IF NEEDED BY AIRPORT OPERATIONS OR CCD PERSONNEL.

2. LIGHTED CONE LAYOUT IS SHOWN TO BE TYPICAL AND EACH PHASE TO HAVE CONES PLACED IN A SIMILAR MANNER.

VSR MAY BE BLOCKED DURING TRENCH DRAIN B JOINT RECONSTRUCTION. SHOULD THE VSR BE BLOCKED RETOURS TO BE PROVIDED TO ALLOW RAMP AREA EQUIPMENT ACCESS AROUND THE WORK AREA.

INNER VSR SHOULD REMAIN OPEN IF POSSIBLE USEABLE AS DETOUR.
NOTES

1. ALTERNATE BID AREA TO BE COORDINATED WITH AIRPORT OPERATIONS.

2. ALL PANELS ARE 25'x25' +/ - AND EACH HAS APPROXIMATELY 25 LINEAR FEET OF ROUTING AND SEALING. PRIOR TO ROUTE AND SEAL SPALL REPAIR SHALL BE ACCOMPLISHED AS LAID OUT BY CCD AND QC.

3. CONCRETE SURFACE SEAL SHALL BE COORDINATED WITH AIRPORT OPERATIONS AND AIRPORT RUBBER REMOVAL. 3500 SY TO BE APPLIED FROM APPROXIMATELY P4 AND RW 35R SOUTH ON THE RUNWAY.