

YOLO COUNTY AIRPORT

RUNWAY 16-34 PAVEMENT REHABILITATION

DAVIS, CALIFORNIA

AIP NO.: 3-06-0342-024-2025

MARCH 2026

90% SUBMITTAL

STATE MAP



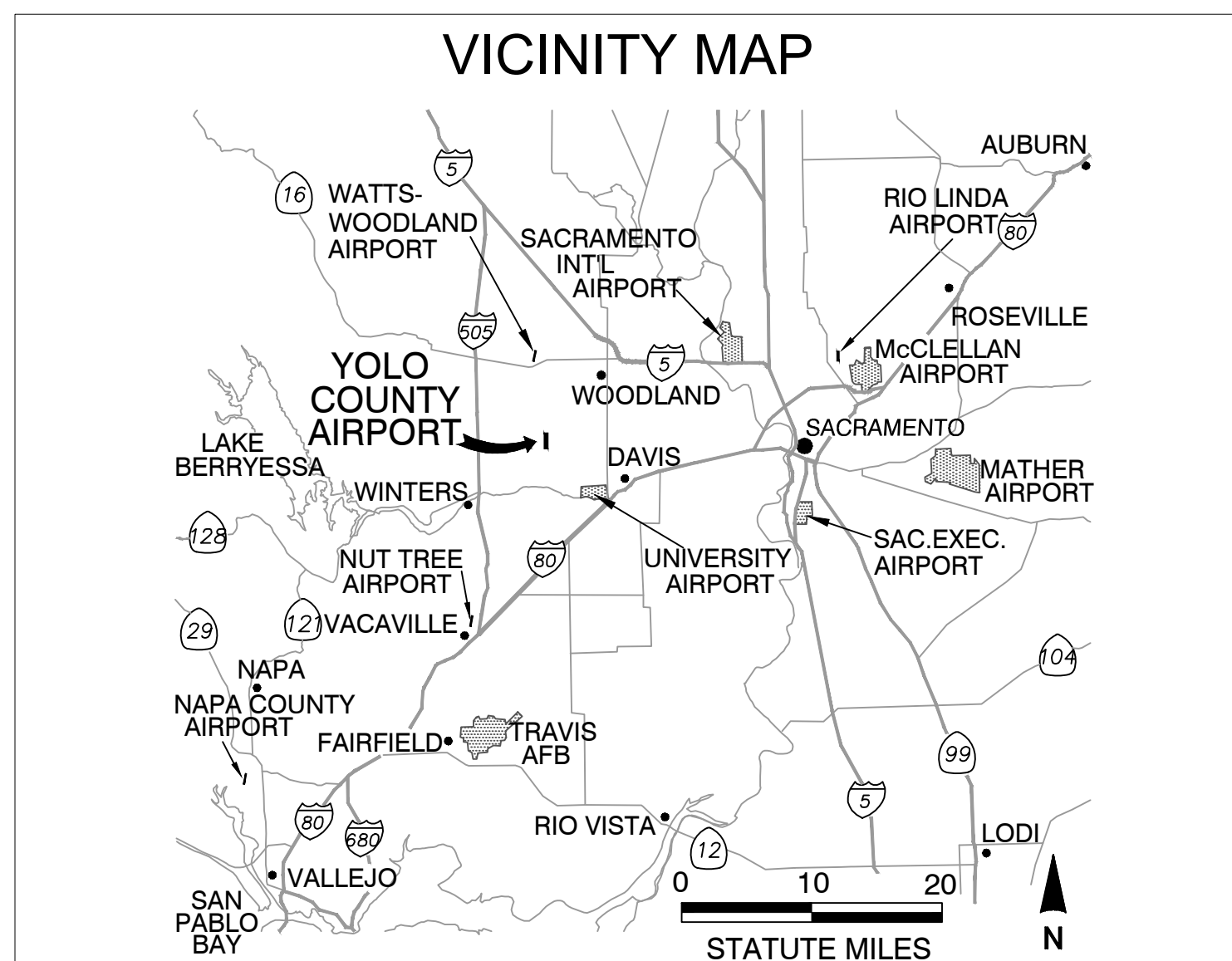
SCOPE OF WORK

1. REMOVAL OF EXISTING PAVEMENT MARKINGS AND RUBBER MARKINGS
2. ROUTING AND SEALING EXISTING CRACKS
3. FULL-DEPTH REPAIR OF ISOLATED SECTIONS OF PAVEMENT
4. APPLICATION OF SLURRY COAT
5. APPLICATION OF PAVEMENT MARKINGS

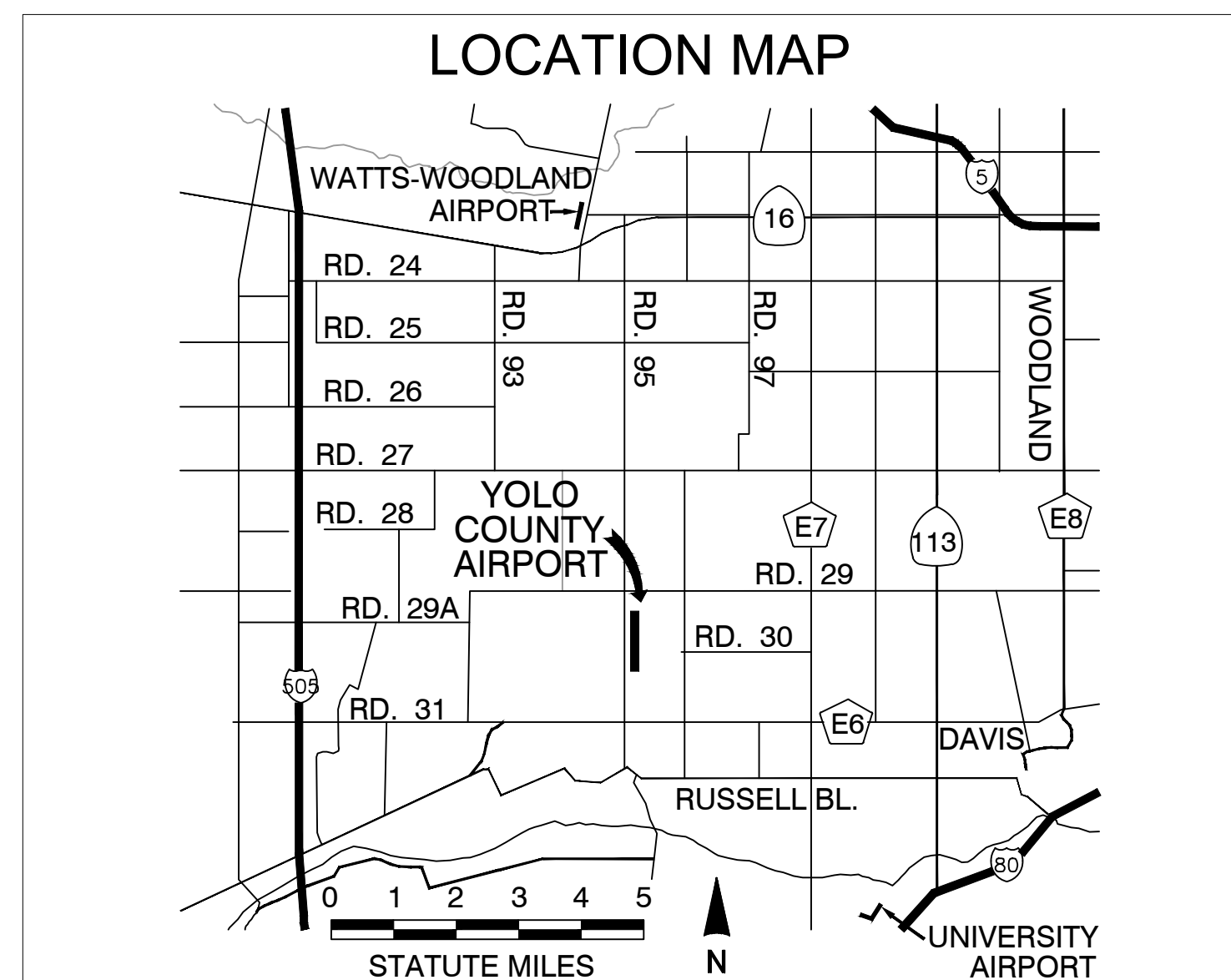
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VICINITY MAP



LOCATION MAP



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SHEET CONTENTS
 COVER SHEET

SHEET NO. 1 of 25

G-001



GENERAL NOTES:

- ALL WORK REQUIRED TO COMPLETE THE CONSTRUCTION COVERED BY THESE PLANS SHALL BE IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. CONTRACTOR SHALL FAMILIARIZE THEMSELVES WITH ALL REQUIRED STANDARD SPECIFICATIONS, DETAILS AND SUPPLEMENTS PRIOR TO PERFORMING THE WORK ASSOCIATED WITH THESE PLANS. IN CASE OF A DISCREPANCY, INCONSISTENCY, CONFLICT, OR AMBIGUITY AMONG ANY OF THE CONTRACT DOCUMENTS, THE COUNTY GENERAL PROVISIONS SETS FORTH THE ORDER OF PRECEDENCE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MEANS, METHODS, SEQUENCING AND SAFETY MEASURES USED DURING CONSTRUCTION UNLESS SPECIFICALLY ADDRESSED OTHERWISE.
- PER THE CONSTRUCTION SAFETY AND PHASING PLAN, THE CONTRACTOR SHALL SUBMIT A SCHEDULE TO YOLO COUNTY AND THE RESIDENT PROJECT REPRESENTATIVE (RPR) PRIOR TO THE START OF WORK. THE CONTRACTOR SHALL PRESENT THE SCHEDULE DURING THE PRE-CONSTRUCTION MEETING. THE CONTRACTOR SHALL BE RESPONSIBLE FOR UPDATING THE BASELINE SCHEDULE AND PRESENTING UPDATES AT THE WEEKLY CONSTRUCTION COORDINATION MEETING. CLOSE COORDINATION WITH THE COUNTY OF YOLO, AIRPORT OPERATIONS AND FAA WILL BE REQUIRED THROUGHOUT THE PROJECT. THE CONTRACTOR SHALL BE ACTIVELY INVOLVED IN MONITORING CONSTRUCTION SCHEDULE AND HOW IT RELATES TO THE REQUIRED AIRPORT CLOSURES AND COORDINATION MILESTONES.
- THE CONTRACTOR SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS AND REGULATIONS APPLICABLE TO THE CONSTRUCTION COVERED BY THE PLANS AND SPECIFICATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND COMPLYING WITH ALL PERMITS REQUIRED BY THE COUNTY TO COMPLETE THE WORK COVERED BY THE PLANS AND SPECIFICATIONS.
- A REASONABLE EFFORT HAS BEEN MADE TO SHOW THE LOCATION OF EXISTING UNDERGROUND FACILITIES IN THE CONSTRUCTION AREA. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO THE EXISTING FACILITIES CAUSED BY THEIR CONSTRUCTION OPERATIONS. CONTRACTOR SHALL CONTACT USA NORTH (811) A MINIMUM OF 72-HOURS PRIOR TO ANY EXCAVATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION OF THE CONSTRUCTION AFFECTING UTILITIES AND THE COORDINATION OF ANY NECESSARY UTILITY RELOCATION.
- THE CONTRACTOR SHALL VERIFY LOCATION AND CONDITION OF ALL EXISTING FEATURES AT POINTS OF TIE - IN AND MATCHING PRIOR TO COMMENCEMENT OF CONSTRUCTION. SHOULD DISCREPANCIES BE FOUND FROM THAT DEPICTED ON THIS PLAN, CONTRACTOR SHALL IMMEDIATELY NOTIFY THE RPR FOR DIRECTION ON HOW TO PROCEED PRIOR TO COMMENCEMENT/CONTINUATION OF CONSTRUCTION.
- DISPOSAL OF EXCAVATION MATERIAL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE REQUIRED TO BE HAULED AND DISPOSED OF OFFSITE AT A LEGAL DUMPING SITE. ALL COSTS ASSOCIATED WITH OFF HAUL (INCLUDING ENVIRONMENTAL TESTING) SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL BARRICADING AND TRAFFIC CONTROL REQUIRED TO MAINTAIN SAFE AND SECURE ACCESS THROUGHOUT THE AIRPORT. CONTRACTOR'S ACCESS AND TRAFFIC CONTROL PLAN SHALL BE IN ACCORDANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN AND APPROVED BY THE AIRPORT AND RPR.
- THE CONTRACTOR SHALL PROTECT ALL EXISTING FEATURES WITHIN PROJECT LIMITS. DAMAGES TO EXISTING FACILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- ACCESS TO ALL FIRE HYDRANTS AND PIPESTANDS SHALL BE MAINTAINED AT ALL TIMES.
- DUMP TRUCKS SHALL USE LOAD COVERS AND SHALL BE LOADED BY THE CONTRACTOR SUCH THAT NO SPILLAGE OCCURS DURING TRANSIT ON STATE, MUNICIPAL, OR AIRPORT ROADWAYS. PRIOR TO BEING ALLOWED ON ANY AIRFIELD PAVEMENT OR ROADWAYS, WHEELS OF TRUCKS SHALL BE CLEANED AND INSPECTED. CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF THE IMMEDIATE CLEANING OF MATERIAL TRACKING, SPILLS, AND DAMAGE ON THE PAVED SURFACES RESULTING FROM THE CONTRACTOR'S OPERATIONS.
- CONTRACTOR AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR THE JOB SITE DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSON AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY, AND HOLD THE COUNTY AND ITS REPRESENTATIVE HARMLESS FROM ANY LIABILITY, APPEAL AND/OR ALLEGED, IN CONJUNCTION WITH THE PERFORMANCE OF THIS PROJECT.
- CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY AND ALL DAMAGES TO EXISTING STRUCTURES AND UTILITIES DURING CONSTRUCTION.
- CONTRACTOR SHALL VERIFY LOCATIONS, LEVELS, DISTANCES, AND FEATURES THAT MAY AFFECT THE WORK. SHOULD EXISTING CONDITIONS DIFFER FROM THOSE SHOWN OR INDICATED, OR IF IT APPEARS THAT THESE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS DO NOT ADEQUATELY DETAIL THE WORK TO BE DONE, CONTRACTOR SHALL NOTIFY THE RPR AND AIRPORT PRIOR TO CONTINUING WITH ANY RELATED WORK. NO ALLOWANCE WILL BE MADE IN HIS/HER BEHALF FOR ANY EXTRA EXPENSE RESULTING FROM FAILURE OR NEGLECT IN DETERMINING THE CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED.
- A SET OF SIGNED WORKING DRAWINGS AND A SET OF SPECIFICATIONS SHALL BE KEPT AT ALL TIMES AT THE JOB SITE ON WHICH ALL CHANGES OR VARIATIONS IN THE WORK, (INCLUDING ALL EXISTING UTILITIES) ARE TO BE RECORDED AND/OR CORRECTED DAILY, AND SUBMITTED TO THE RPR WHEN THE WORK TO BE DONE IS COMPLETED.
- ALL MATERIALS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE OF ALL APPLICABLE CODES AND REGULATIONS.
- THE TERM "TYPICAL" (TYP) SHALL BE CONSTRUED TO MEAN APPLYING TO ALL LIKE OR SIMILAR CONDITIONS IN THE AREAS DESIGNATED FOR WORK SCOPE (I.E. WITHIN THE BOUNDARIES OF THIS PROJECT).
- ANY PART OF THE WORK REQUIRING REMOVAL OF HAZARDOUS MATERIALS SHALL BE PERFORMED IN ACCORDANCE WITH GOVERNMENTAL REGULATIONS. THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL AND DISPOSAL OF HAZARDOUS MATERIALS.

ABBREVIATIONS

ABBREVIATION	DESCRIPTION	NO. OR #	NUMBER
AB	AGGREGATE BASE		
AC	ASPHALT CONCRETE	NOTAM	NOTICE TO AIR MISSIONS
ALT	ALTERNATE	NTS	NOT TO SCALE
AOA	AIRCRAFT OPERATIONS AREA	OC	ON CENTER
APPROX	APPROXIMATE	PB	PULL BOX
AR	ACCESS ROAD	PAPI	PRECISION APPROACH PATH INDICATOR
BIT	BITUMINOUS	PC	POINT OF CURVATURE
BLDG	BUILDING	PI	POINT OF INTERSECTION
CB	CATCH BASIN	POB	POINT OF BEGINNING
CJ	CONSTRUCTION JOINT	POC	POINT OF CURVE
CL	CENTERLINE	POE	POINT OF ENDING
CLF	CHAINLINK FENCE	PT	POINT OF TANGENCY
CONC	CONCRETE	PVC	POINT OF VERTICAL CURVE
CONT	CONTINUOUS	PVI	POINT OF VERTICAL INTERSECTION
CP	CONTROL POINT	PVT	POINT OF VERTICAL TANGENCY
DB	DIRECT BURIAL	QTY	QUANTITY
DEG	DEGREE	R	RADIUS
DI	DROP INLET	R&R	REMOVE AND REPLACE
DIA	DIAMETER	RGL	RUNWAY GUARD LIGHT
DIM	DIMENSION	ROFA	RUNWAY OBJECT FREE AREA
E	ELECTRICAL LINE	RSA	RUNWAY SAFETY AREA
EG	EXISTING GRADE	RWA	RUNWAY WORK RESTRICTED AREA
EL	ELEVATION	RW, RWY	RUNWAY
EOP	EDGE OF PAVEMENT	S	SANITARY LINE
EX	EXISTING	SF	SQUARE FOOT
FAA	FEDERAL AVIATION ADMINISTRATION	SH	SHOULDER
FBO	FIXED BASE OPERATOR	SIDA	SECURITY IDENTIFICATION DISPLAY AREA
FG	FINISHED GRADE	SMGS	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM
FH	FIRE HYDRANT	ST	STORM LINE
FT	FEET	STA	STATION
G	GAS LINE	STD	STANDARD
GAL	GALLON	T	TELEPHONE LINE
GND	GROUND	TDZ	TOUCHDOWN ZONE
HORIZ	HORIZONTAL	TL	TAXILANE
IN	INCHES	TOFA	TAXIWAY OBJECT FREE AREA
L	LENGTH	TSA	TAXIWAY SAFETY AREA
LBS	POUNDS	TW, TWY	TAXIWAY
LF	LINEAL FEET	TYP	TYPICAL
MAX	MAXIMUM	VASI	VISUAL APPROACH SLOPE INDICATOR
MID	MID POINT	VC	VERTICAL CURVE
MIN	MINIMUM	VERT	VERTICAL
MIRL	MEDIUM INTENSITY RUNWAY LIGHT	VIF	VERIFY IN FIELD
MITL	MEDIUM INTENSITY TAXIWAY LIGHT	W	WATER LINE
N	NEW	WSP	WELDED STEEL PIPE

SYMBOLS

GRAY SCALE = EXISTING BOLD = PROPOSED

LEGEND:

	BENCHMARK
	CONTROL POINT
	BOLLARD
	CLEANOUT, SANITARY OR STORM
	ELECTRIC MANHOLE
	ELECTRIC HANDHOLE (PULLBOX)
	FIBER OPTIC MANHOLE
	FIRE HYDRANT
	GAS MANHOLE
	GAS METER
	GAS VALVE
	GAS VENT PIPE
	GATE
	HANDHOLE, GENERIC
	MARKER, DUCT
	SANITARY SEWER LIFT STATION
	SANITARY SEWER MANHOLE
	SIGN (SINGLE POST)
	SIGN (DOUBLE POST)
	STORM INLET, ROUND
	STORM INLET, SQUARE
	STORM FLARED END SECTION
	STORM SEWER MANHOLE
	TELECOMMUNICATIONS MANHOLE
	TELECOMMUNICATIONS PEDESTAL BOX
	TRAFFIC FLOW DIRECTION
	UTILITY CROSSING / CONFLICT or CAUTION
	SECTION REFERENCE
	ELEVATION REFERENCE
	SHEET REFERENCE
	DETAIL REFERENCE
	EXISTING SPOT ELEVATION
	FINISHED / PROPOSED SPOT ELEVATION
	FINISHED / PROPOSED SLOPE
	INLET PROTECTION
	BASE CAN L-867, WITH LID
	MIRL (ELEVATED BASE MOUNTED)
	PAPI
	RETROREFLECTOR
	DUCT MARKER
	WINDCONE
	DISTANCE REMAINING SIGN
	GUIDANCE SIGN

LINES

GRAY SCALE = EXISTING BOLD = PROPOSED

LEGEND:

	BOUNDARY (PROJECT / CONSTRUCTION LIMITS)
	GAS
	ELECTRIC, UNDERGROUND
	EXISTING CONTOUR LINES
	PROPOSED CONTOUR LINES
	FENCE
	GROUND
	HAUL or TRAFFIC ROUTE
	PROPERTY LINE
	RIGHT-OF-WAY
	SANITARY SEWER
	SILT FENCE
	SEDIMENT LOG
	STORM SEWER / CULVERT
	SWALE
	EX SWALE
	TELEPHONE, OVERHEAD
	TELEPHONE, UNDERGROUND
	WATER
	LOW PROFILE BARRICADES
	AIRCRAFT PARKING LIMIT
	AIRCRAFT OPERATION AREA
	OBJECT FREE AREA
	OBJECT FREE ZONE
	RUNWAY OBJECT FREE AREA
	RUNWAY PROTECTION ZONE
	RUNWAY SAFETY AREA
	RUNWAY WORK AREA
	TAXIWAY OBJECT FREE AREA
	TAXIWAY SAFETY AREA

REMOVAL LEGEND:

	REMOVE MARKINGS
	REMOVE

PATTERNS

LEGEND:

	AGGREGATE BASE COURSE
	AGGREGATE SUBBASE
	CONCRETE
	RUBBLIZED PCC BASE
	STABILIZED CONSTRUCTION ENTRANCE
	GROUND, EXISTING
	GROUND, PROPOSED
	RESTORATION AREA
	BITUMINOUS PAVEMENT MILL
	BITUMINOUS PAVEMENT DEMO
	CONCRETE RUBBLIZATION (REMOVE TOP 5 INCHES)
	CONCRETE FULL DEPTH DEMO
	UNCLASSIFIED EXCAVATION
	ASPHALT PAVEMENT REPAIR
	EXISTING PAVEMENT
	SURFACE TREATED PAVEMENT

Mead & Hunt

Mead and Hunt, Inc.
180 Promenade Circle,
Suite 240
Sacramento, CA 95834
phone: 916-971-3961
meadhunt.com

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SHEET CONTENTS
GENERAL NOTES,
ABBREVIATIONS AND
LEGEND

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G-002

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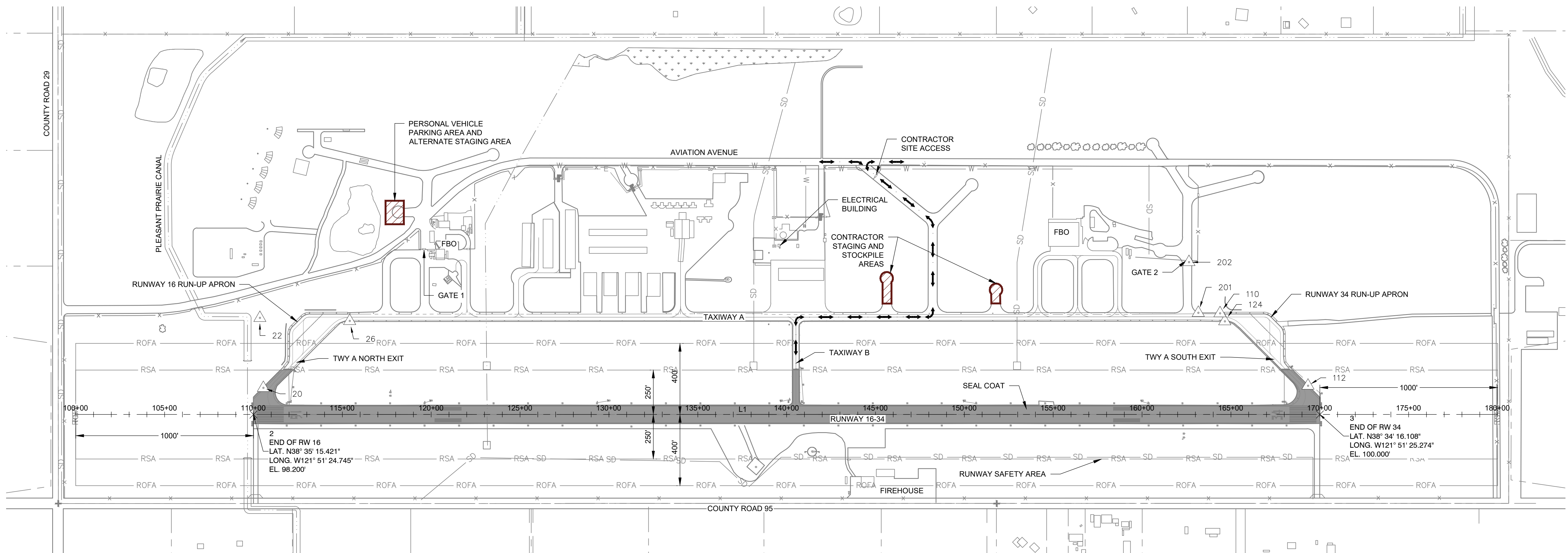
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SHEET CONTENTS
PROJECT LAYOUT
AND SURVEY
CONTROL PLAN

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GENERAL PLAN NOTES:

- CONTRACTOR'S ACCESS TO THE AIRPORT SHALL BE VIA THE ROUTES SHOWN UNLESS OTHERWISE APPROVED BY THE COUNTY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO PAVEMENTS OR OTHER EXISTING FACILITIES CAUSED BY CONSTRUCTION ACTIVITIES. CONTRACTOR TO DOCUMENT PRE-CONSTRUCTION CONDITION OF HAUL ROUTE PRIOR TO MOBILIZATION.
- CONSTRUCTION TRAFFIC IS LIMITED TO APPROVED HAUL AND ACCESS ROUTES. HAUL ROUTES ON PAVEMENTS SHALL BE CLEANED EACH DAY OR AS NEEDED. DUST CONTROL SHALL BE MAINTAINED BY THE CONTRACTOR.
- ALL CONSTRUCTION ACCESS GATES SHALL BE SECURED AT ALL TIMES AND LOCKED WHEN NOT IN USE. UNAUTHORIZED ACCESS SHALL NOT BE ALLOWED AT ANY TIME. IF A GATE IS TO REMAIN OPEN, THE CONTRACTOR SHALL POSITION A FLAGGER AT THE GATE.
- NO PARKING OR STAGING ANY EQUIPMENT ON ACTIVE TAXILANES WITHIN AIRPORT FENCE. THE STAGING AND STORAGE OF CONSTRUCTION MATERIALS AND EQUIPMENT AS WELL AS PERSONAL VEHICLE PARKING SHALL BE AT THE LOCATIONS INDICATED.

ALIGNMENT LINE DATA

LINE #	ALIGNMENT	LENGTH	BEARING	START NORTHING	START EASTING	END NORTHING	END EASTING	START STATION	END STATION
L1	RUNWAY 16-34	8000.00'	S0° 18' 38.87"W	1976851.59	6602582.67	1968851.71	6602539.27	100+00.00	180+00.00

POINT TABLE

POINT #	NORTHING	EASTING	LAT.	LONG.	ELEVATION	DESCRIPTION
2	1975851.61	6602577.24	N38° 35' 15.42"	W121° 51' 24.74"	98.20	END OF RW 16
3	1969851.43	6602544.70	N38° 34' 16.11"	W121° 51' 25.27"	100.00	END OF RW 34
20	1975795.36	6602726.41	N38° 35' 14.86"	W121° 51' 22.87"	96.70	MAG NAIL REDHEAD
22	1975812.54	6603120.15	N38° 35' 15.03"	W121° 51' 17.91"	94.35	BRASS DISK
26	1975307.64	6603099.90	N38° 35' 10.04"	W121° 51' 18.17"	95.15	MAG NAIL SHINER
110	1970410.39	6603116.68	N38° 34' 21.62"	W121° 51' 18.06"	97.31	MAG NAIL/SHINER 10
112	1969917.66	6602706.68	N38° 34' 16.76"	W121° 51' 23.23"	98.70	MAG NAIL/SHINER 12
124	1970383.53	6603071.32	N38° 34' 21.36"	W121° 51' 18.63"	97.34	MAG NAIL FND 124
201	1970532.54	6603119.88	N38° 34' 22.83"	W121° 51' 18.02"	96.94	MAG
202	1970583.16	6603405.42	N38° 34' 23.33"	W121° 51' 14.42"	95.69	MAG

SURVEY NOTES:

- CONTRACTOR SHALL VERIFY SURVEY CONTROL POINTS DURING MOBILIZATION. ANY DISCREPANCIES SHALL BE PROMPTLY REPORTED TO THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
- CONTRACTOR TO TIE SURVEY POINTS INTO RUNWAY END CONTROL POINTS 1 AND 2 PRIOR TO PERFORMING LAYOUT.
- BENCHMARK:
YOLO COUNTY AIRPORT CONTROL POINT: YCCP3
TOP 3/4" REBAR WITH ALUMINUM CAP STAMPED "LS 7906" IN 6" PVC SLEEVE WITH LID SET IN CONCRETE PER BOOK 2003 OF MAPS AT PAGES 257 & 258. THE POINT IS LOCATED AT THE SOUTH END ON THE EAST SIDE OF THE PAVED ROAD THROUGH THE AIRPORT. (ELEVATION: 95.50', DATUM: NAVD 88)



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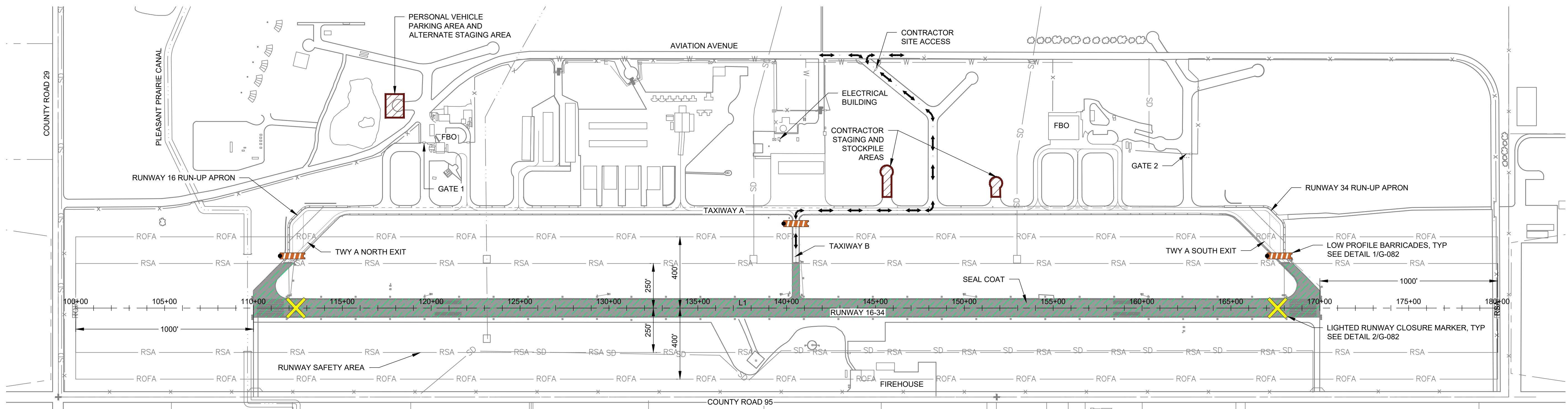
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SHEET CONTENTS
CONSTRUCTION
SAFETY AND PHASING
PLAN

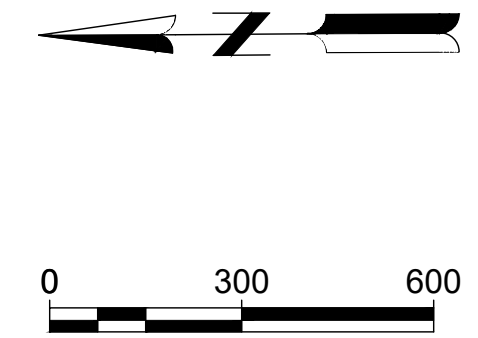
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G-081



PHASE	WORK HOURS	WORK	PAVEMENT CLOSURES FOR PHASE	OPERATIONAL THRU TRAFFIC PER WORK AREA	WORKING DAYS	CONCURRENT CLOSURE ALLOWABLES	WORK AREA NOTES
0	NORMAL OFFICE HOURS M-F	MOBILIZATION	---	N/A	30 DAYS	NONE	
1	7:00 AM - 5:00 PM M-F	REMOVAL OF EXISTING PAVEMENT MARKINGS AND RUBBER MARKINGS; ROUTING AND SEALING EXISTING CRACKS; FULL-DEPTH REPAIR OF ISOLATED SECTIONS OF PAVEMENT; APPLICATION OF SLURRY COAT; APPLICATION OF INITIAL PAVEMENT MARKINGS	RUNWAY 16-34 TWY CONNECTOR A (NORTH) TWY CONNECTOR A (SOUTH) TAXIWAY CONNECTOR B	NONE	17 DAYS	NONE	
2	7:00 AM - 5:00 PM M-F	APPLICATION OF FINAL PAVEMENT MARKINGS	RUNWAY 16-34 TWY CONNECTOR A (NORTH) TWY CONNECTOR A (SOUTH) TAXIWAY CONNECTOR B	NONE	30 DAYS NO WORK	3 DAYS NONE	1. A PERIOD OF 30 DAYS SHALL ELAPSE BETWEEN PLACEMENT OF SLURRY COAT AND APPLICATION OF THE PERMANENT PAINT MARKINGS. 2. RUNWAY CLOSURE MARKERS MUST BE REMOVED AT THE END OF EACH DAY AND REINSTALLED AT THE BEGINNING OF THE NEXT DAY.

LEGEND:	
	RUNWAY 16-34 PROJECT CONSTRUCTION LIMITS
	CONTRACTOR STAGING AREA
	CONTRACTOR HAUL ROUTE
	LOW PROFILE BARRICADE
	LIGHTED RUNWAY CLOSURE MARKER



4.1 PHASING AND TIME LIMITATIONS

THE PROJECT HAS BEEN DIVIDED INTO TWO ELEMENTS: 1) MOBILIZATION AND 2) CONSTRUCTION. THE CONSTRUCTION ELEMENT HAS BEEN DIVIDED INTO PHASES TO SEPARATE THE CONSTRUCTION AREAS AND DEFINE THE SEQUENCE OF THE WORK ASSOCIATED WITH THE PROJECT. A SEPARATE NOTICE TO PROCEED WILL BE ISSUED FOR MOBILIZATION ELEMENT AND THE CONSTRUCTION ELEMENT. THE NOTICE TO PROCEED FOR THE CONSTRUCTION ELEMENT WILL NOT BE ISSUED UNTIL THE MOBILIZATION ELEMENT IS COMPLETE AND THE SPCD IS APPROVED BY THE COUNTY. THE WORK EFFORTS AND AFFECTED AIRFIELD AREAS WITHIN THE AOA ARE DETAILED BELOW. THE MOBILIZATION ELEMENT WILL BE COMPLETED AS FOLLOWS DEPENDING ON THE CONTRACT AWARD:

CONTRACT AWARD

BASE BID AND BID ALTERNATE BASE BID ONLY

MOBILIZATION ELEMENT

30 WORKING DAYS

CONSTRUCTION ELEMENT

20 WORKING DAYS

TOTAL

50 WORKING DAYS

IF THE CONTRACTOR FAILS TO MEET ANY OF THESE TIME LIMITATIONS, LIQUIDATED DAMAGES WILL BE ASSESSED AS DESCRIBED IN THE PROJECT SPECIFICATIONS.

4.2.1 ELEMENT 1 - MOBILIZATION - (30 WORKING DAYS)

DURING THIS ELEMENT OF THE PROJECT, NO WORK WILL BE CONDUCTED THAT IN ANY WAY RESTRICTS AIRPORT OPERATIONS. MOBILIZATION WORK WILL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:

- PROCESSING OF REQUIRED SUBMITTALS, INCLUDING THE CONTRACTOR'S WORK SCHEDULE.
- PREPARATION AND SUBMISSION OF THE SPCD.
- ALL PREQUALIFICATION TESTING, REVIEW, AND APPROVAL.
- MIX DESIGN PREPARATION, REVIEW, AND APPROVAL.
- AIRFIELD SAFETY DEVICES DELIVERED/PREPARED AT THE SITE (CONSTRUCTION FLAGS, LOW PROFILE BARRICADES, AIRPORT RADIOS, RUNWAY CLOSURE MARKERS).
- MATERIALS AND EQUIPMENT DELIVERED TO SITE, AS APPLICABLE.
- SURVEY LAYOUT (OPTIONAL).
- UNDERGROUND UTILITY INVESTIGATION AND POTHOLES.
- ALL MISCELLANEOUS MOBILIZATION EFFORTS REQUIRED TO COMMENCE CONSTRUCTION.

PRELIMINARY WORK REQUIRED TO PURSUE CONSTRUCTION TO COMPLETION WILL BE FINALIZED DURING THE MOBILIZATION ELEMENT TO MINIMIZE DELAYS DURING CONSTRUCTION.

4.2.2 ELEMENT 2 - CONSTRUCTION, BASE BID

4.2.2.1 AWARD OF THE BASE BID ONLY (20 WORKING DAYS)

THE CONTRACT WORK WILL AFFECT THE RUNWAY 16-34 SAFETY AREA AND TAXIWAY CONNECTORS A (NORTH AND SOUTH) AND B SAFETY AREAS.

4.2.2.2 CRITICAL AIRFIELD AREAS FOR BASE BID ELEMENTS

a. NO CRITICAL AIRFIELD AREAS ARE ANTICIPATED.

4.2.2.3 DEFINITION OF WORK AREAS AND PHASING LIMITATIONS

THE FOLLOWING PHASING RESTRICTIONS APPLY:

4.2.2.4 WORK AREAPHASE 1 SUMMARY

- SCOPE OF WORK - THE WORK INCLUDES THE ITEMS LISTED IN SECTION 1.1. FINAL MARKING APPLICATION SHALL BE APPLIED 30 CALENDAR DAYS AFTER THE SLURRY COAT HAS BEEN APPLIED.
- AREA CLOSED TO AIRCRAFT OPERATIONS - ALL OF RUNWAY 16-34; TAXIWAY CONNECTOR A (NORTH AND SOUTH) FROM THE RUNWAY TO THE RUNWAY HOLD POSITION; TAXIWAY CONNECTOR B FROM THE RUNWAY TO THE PARALLEL TAXIWAY A TAXIWAY OBJECT FREE AREA (TOFA).
- DURATION OF CLOSURE - 17 WORKING DAYS
- ALTERNATE TAXI ROUTE - PARALLEL TAXIWAY A WILL REMAIN OPEN BETWEEN BOTH RUN-UP APRONS.
- ARFF ACCESS ROUTES - NOT APPLICABLE.
- CONSTRUCTION STAGING AREA - AS SHOWN ON SHEET G-081.
- CONSTRUCTION ACCESS AND HAUL ROUTE -AS SHOWN ON SHEET G-081.
- IMPACTS TO NAVAIDS - RUNWAY 16 AND RUNWAY 34 PAPIIS WILL BE POWERED OFF DURING CLOSURE.
- LIGHTING AND MARKING CHANGES - NOT APPLICABLE.
- REQUIRED HAZARD MARKING AND LIGHTING - NOT APPLICABLE.
- LEAD TIMES FOR REQUIRED NOTIFICATION - FIVE (5) WORKING DAYS

4.2.2.5 WORK AREAPHASE 2 SUMMARY

- SCOPE OF WORK - FINAL APPLICATION OF PAVEMENT MARKINGS.
- AREA CLOSED TO AIRCRAFT OPERATIONS - RUNWAY 16-34; TAXIWAY CONNECTOR A (NORTH AND SOUTH) FROM THE RUNWAY TO THE RUNWAY HOLD POSITION; TAXIWAY CONNECTOR B FROM THE RUNWAY TO THE PARALLEL TAXIWAY A TAXIWAY OBJECT FREE AREA (TOFA).
- DURATION OF CLOSURE - 3 WORKING DAYS
- ALTERNATE TAXI ROUTE - PARALLEL TAXIWAY A WILL REMAIN OPEN BETWEEN BOTH RUN-UP APRONS.
- ARFF ACCESS ROUTES - NOT APPLICABLE.
- CONSTRUCTION STAGING AREA - AS SHOWN ON SHEET G-081.
- CONSTRUCTION ACCESS AND HAUL ROUTE -AS SHOWN ON SHEET G-081.
- IMPACTS TO NAVAIDS - NOT APPLICABLE.
- LIGHTING AND MARKING CHANGES - NOT APPLICABLE.
- REQUIRED HAZARD MARKING AND LIGHTING - NOT APPLICABLE.
- LEAD TIMES FOR REQUIRED NOTIFICATION - FIVE (5) WORKING DAYS

4.2.3 CONSTRUCTION SAFETY AND PHASING PLAN SHEETS

DRAWINGS SPECIFICALLY INDICATING OPERATIONAL SAFETY PROCEDURES AND METHODS IN AFFECTED AREAS HAVE BEEN DEVELOPED FOR EACH CONSTRUCTION PHASE. THESE DRAWINGS ARE INCLUDED IN THE CONTRACT DRAWING BID PACKAGE (PLAN SHEETS G-021, AND G-081).

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YOLO COUNTY AIRPORT RUNWAY 16-34 PAVEMENT REHABILITATION

DAVIS, CALIFORNIA

ISSUED
03/27/26 90% SUBMITTAL

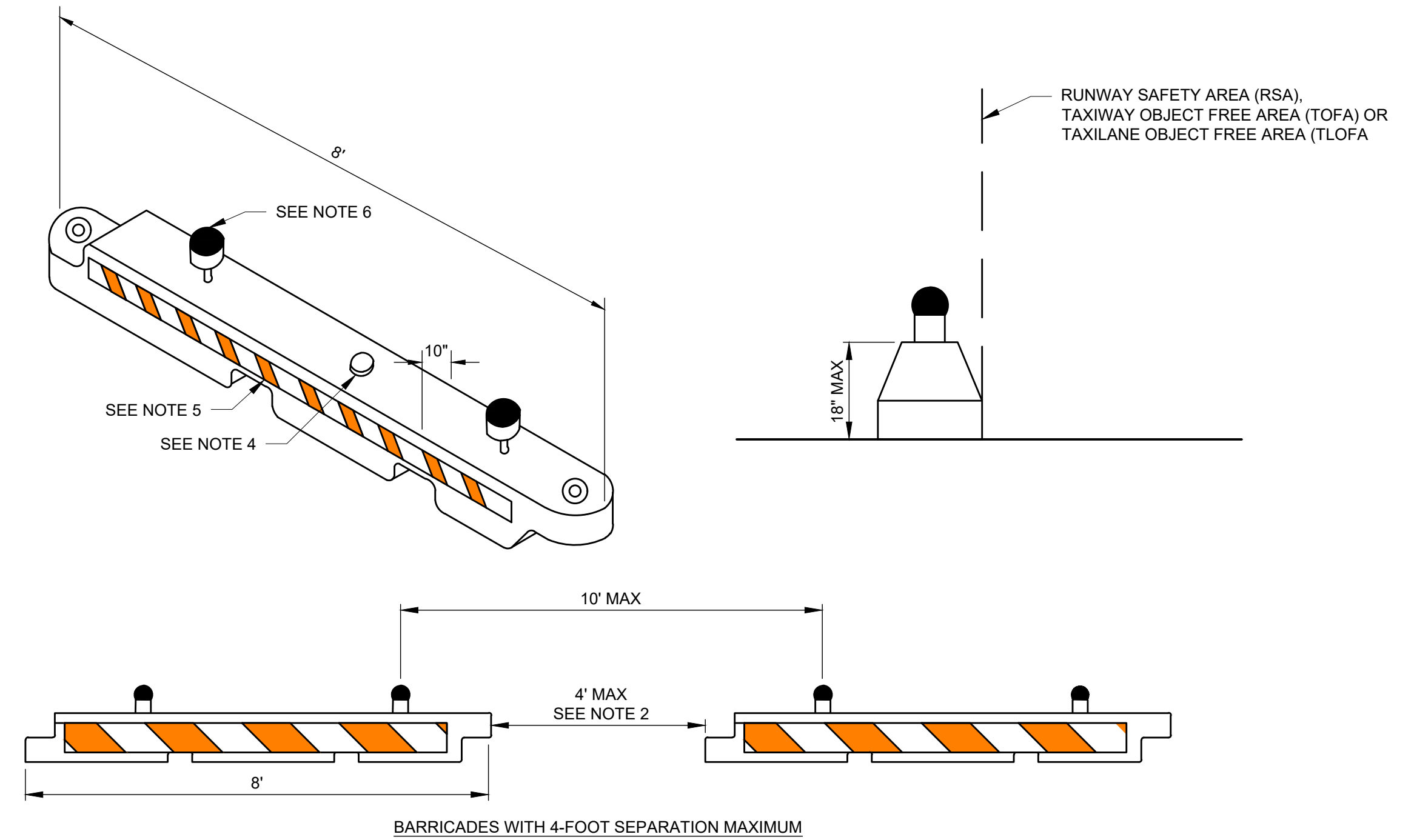
NOT FOR CONSTRUCTION

AIP NO.: 3-06-0342-024-2025
MSH NO.: 2502000-220597.01
DATE: MARCH 2026
DESIGNED BY: JML
DRAWN BY: JTH
CHECKED BY: TDR
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SHEET CONTENTS
CONSTRUCTION
SAFETY AND PHASING
DETAILS

SHEET NO. 5 of 25

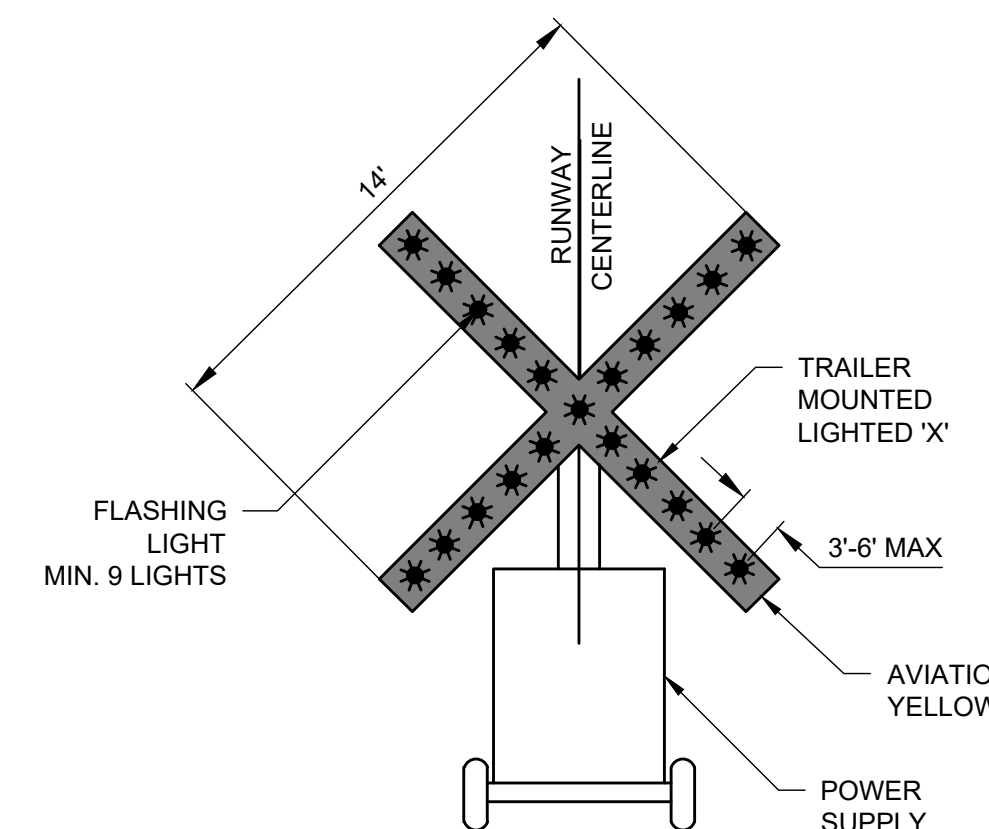
G-082



NOTES:

- CONTRACTOR SHALL DETERMINE THE NUMBER OF LOW PROFILE BARRICADES AND LIGHTS REQUIRED TO COMPLETE THE PROJECT BASED ON THE PHASING REQUIREMENTS SHOWN ON THE PLANS. LOW PROFILE BARRICADES SHALL BE PLACED AS INDICATED ON THE PLANS AND/OR AS INSTRUCTED BY THE RPR AND AIRPORT OPERATIONS. CONTRACTOR SHALL COORDINATE WITH THE RPR AND AIRPORT PRIOR TO PLACING BARRICADES.
- BARRICADES SHALL BE PLACED END TO END OR INTERCONNECTED WHEN PLACED ALONG ACTIVE TAXIWAY, TAXILANE OR RUNWAY PAVEMENTS. BARRICADES PLACED OUTSIDE OF ACTIVE TAXIWAY, TAXILANE OR RUNWAY PAVEMENTS SHALL BE PLACED WITH GAPS NOT TO EXCEED 4-FEET.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING, PLACING, MOVING, LIGHTING AND MAINTAINING THE BARRICADES FOR THE ENTIRE DURATION OF THE PROJECT.
- BARRICADES SHALL BE FILLED WITH WATER OR WEIGHTED AT ALL TIMES TO PROTECT AGAINST JET BLAST AND HIGH WINDS. CONTRACTOR SHALL IMMEDIATELY REPLACE ANY BARRICADES THAT HAVE BEEN PUNCTURED OR DO NOT RETAIN WATER.
- LOW PROFILE BARRICADES SHALL MEET FAA ADVISORY CIRCULAR 150/5370-2, CURRENT EDITION. BARRICADES SHALL BE UV RESISTANT POLYETHYLENE WATER FILLED, < 8' LENGTH, < 18" HEIGHT, ORANGE AND WHITE, WITH FLASHING SOLAR AND BATTERY POWERED LIGHTS.
- INSTALL SOLAR/BATTERY POWERED LIGHTS MEETING THE REQUIREMENTS OF THE STATE HIGHWAY DEPARTMENT. LIGHTS SHALL BE CHECKED FOR PROPER OPERATION AT LEAST ONCE PER DAY, PREFERABLY AT DUSK. NON-FUNCTIONING LIGHTS SHALL BE IMMEDIATELY REPLACED.
- CONTRACTOR SHALL HAVE A PERSON ON CALL 24 HOURS A DAY FOR EMERGENCY MAINTENANCE OF BARRICADES AND PROVIDE THEIR CONTACT INFORMATION TO THE RPR AND AIRPORT OPERATIONS.

1 LOW PROFILE BARRICADE NO SCALE

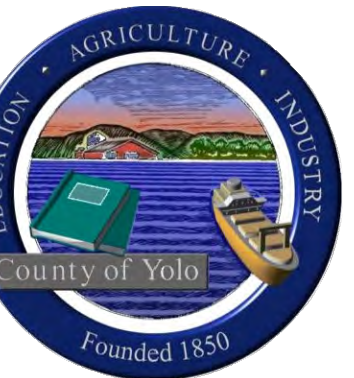


NOTES:

- CONTRACTOR SHALL PROVIDE, PLACE, AND MAINTAIN TWO (2) RUNWAY CLOSURE MARKERS FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF (2) LIGHTED RUNWAY CLOSURE MARKERS FOR USE ON RUNWAY 16-34 DURING CONSTRUCTION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MAINTENANCE OF CLOSURE MARKERS FOR THE DURATION OF THE PROJECT. THIS SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING: FUEL, OIL, GREASE, BULB REPLACEMENT, SERVICE, AND REPAIR.
- RUNWAY CLOSURE MARKER SHALL CONFORM TO FAA ADVISORY CIRCULAR NO. 150/5345-55 (LATEST VERSION) SPECIFICATION FOR L-893, LIGHTED VISUAL AID TO INDICATE TEMPORARY RUNWAY CLOSURE.
- COORDINATE PLACEMENT OF CLOSURE MARKERS WITH AIRPORT AND RPR.
- COMPLETE FOD CHECK PRIOR TO REMOVING CROSSES AND REOPENING THE RUNWAY.
- CONTRACTOR SHALL PLACE A PLACARD ON THE GENERATOR SHOWING EACH DATE AND TIME THAT THE GENERATOR WAS FUELED.
- CROSSES SHALL BE ADEQUATELY SECURED SO AS TO NOT BE AFFECTED BY WIND.
- CONTRACTOR SHALL HAVE A PERSON ON CALL 24 HOURS A DAY FOR EMERGENCY MAINTENANCE OF BARRICADES AND PROVIDE THEIR CONTACT INFORMATION TO THE RPR AND AIRPORT OPERATIONS.

2 LIGHTED RUNWAY CLOSURE MARKER NO SCALE

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YOLO COUNTY AIRPORT RUNWAY 16-34 PAVEMENT REHABILITATION

DAVIS, CALIFORNIA

ISSUED
03/27/26 90% SUBMITTAL

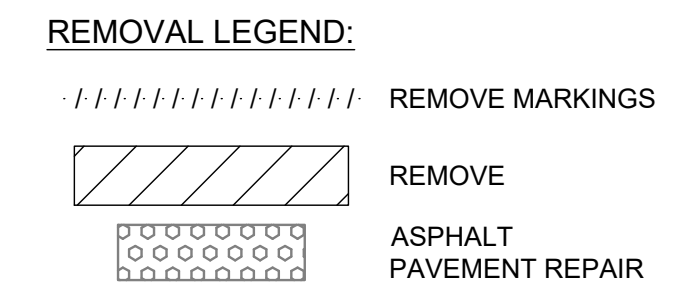
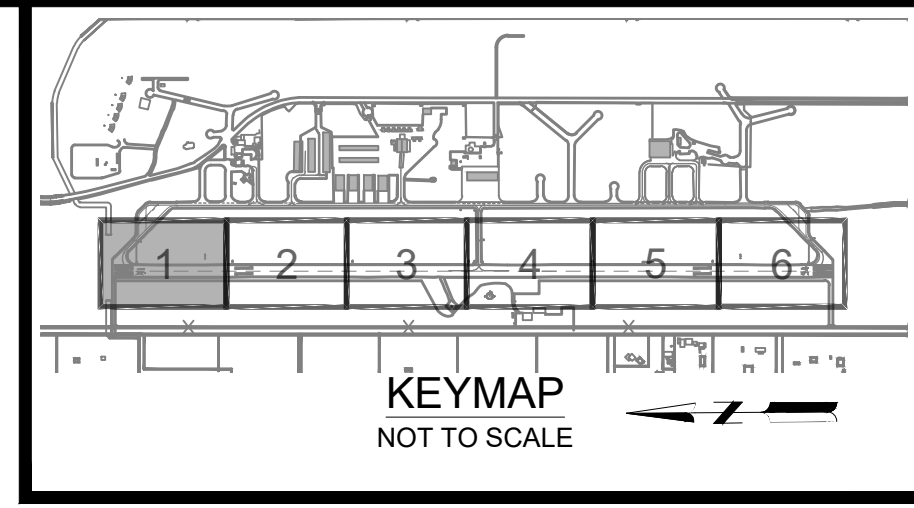
NOT FOR CONSTRUCTION

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MSH NO: 2502000-220597.01
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SHEET CONTENTS
DEMOLITION PLAN
STA 109+00 TO
STA 119+50

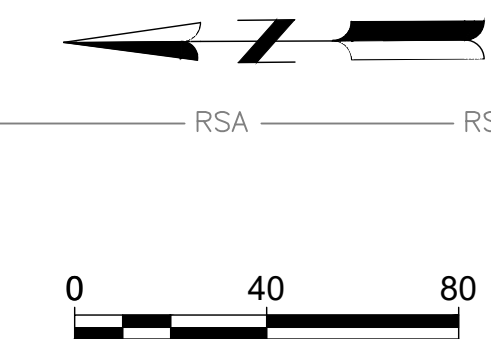
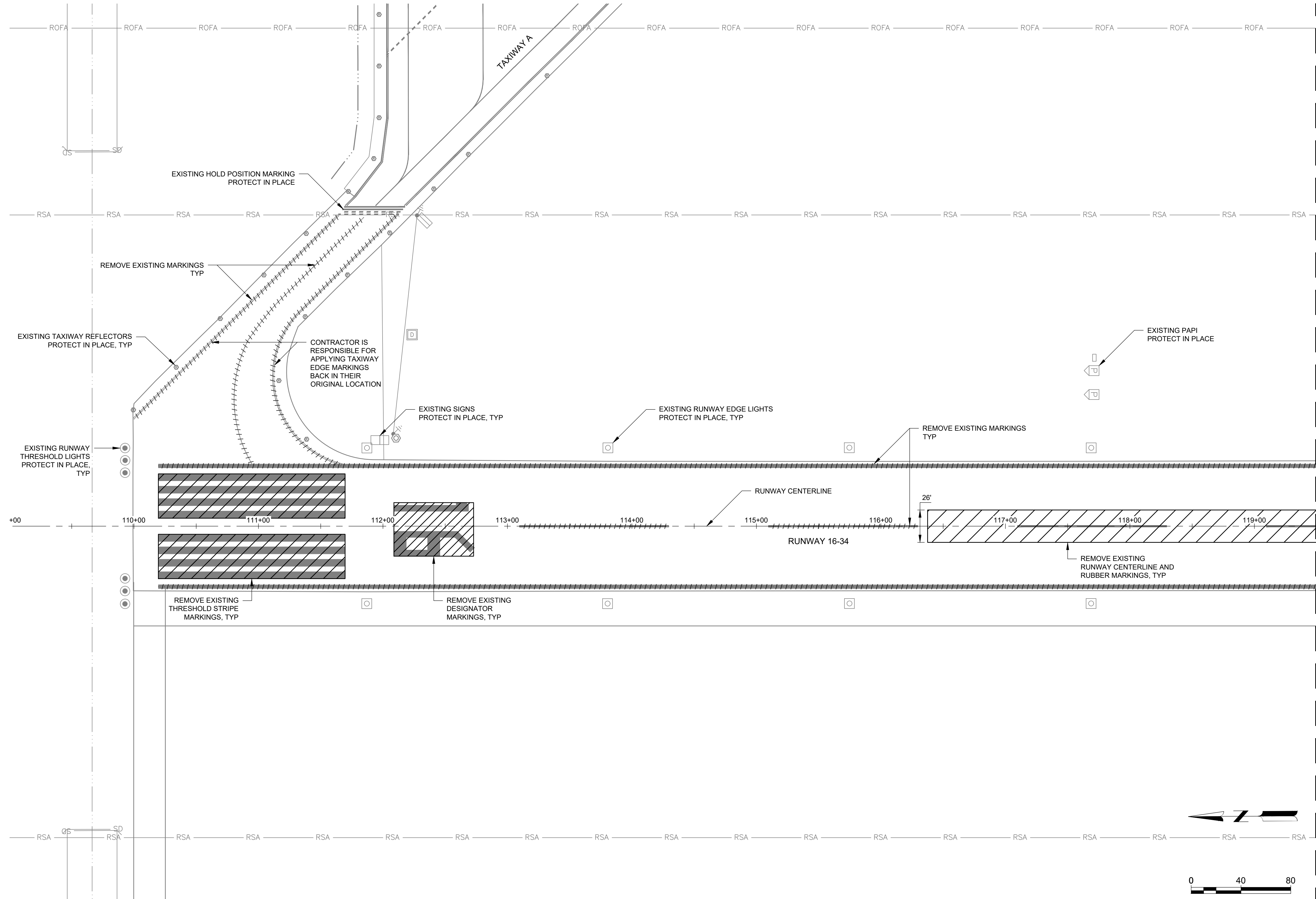
SHEET NO. 6 of 25

C-051



NOTE:

- FOR ISOLATED PAVEMENT REPAIR LIMITS, THE LOCATIONS ARE APPROXIMATE. THE RPR WILL MARK OUT THE LIMITS IN THE FIELD. CONTRACTOR SHALL SAWCUT AT THE EXISTING PAVEMENT PER RPR MARKED LIMITS.



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YOLO COUNTY AIRPORT RUNWAY 16-34 PAVEMENT REHABILITATION

DAVIS, CALIFORNIA

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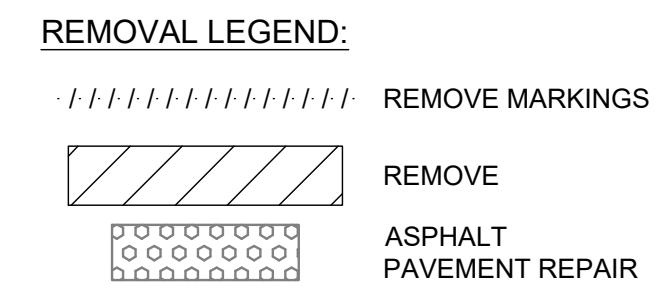
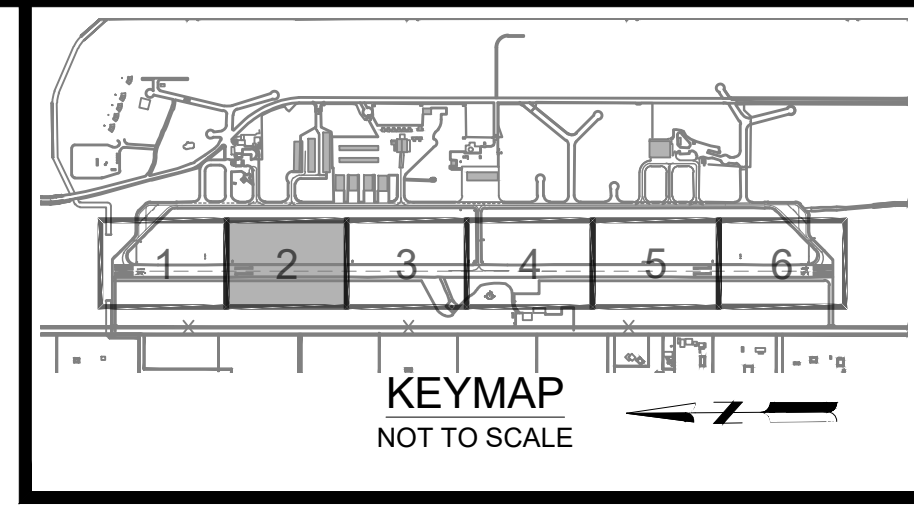
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SHEET CONTENTS
DEMOLITION PLAN
STA 119+50 TO
STA 129+50

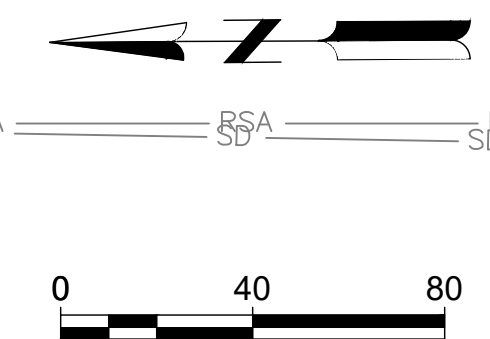
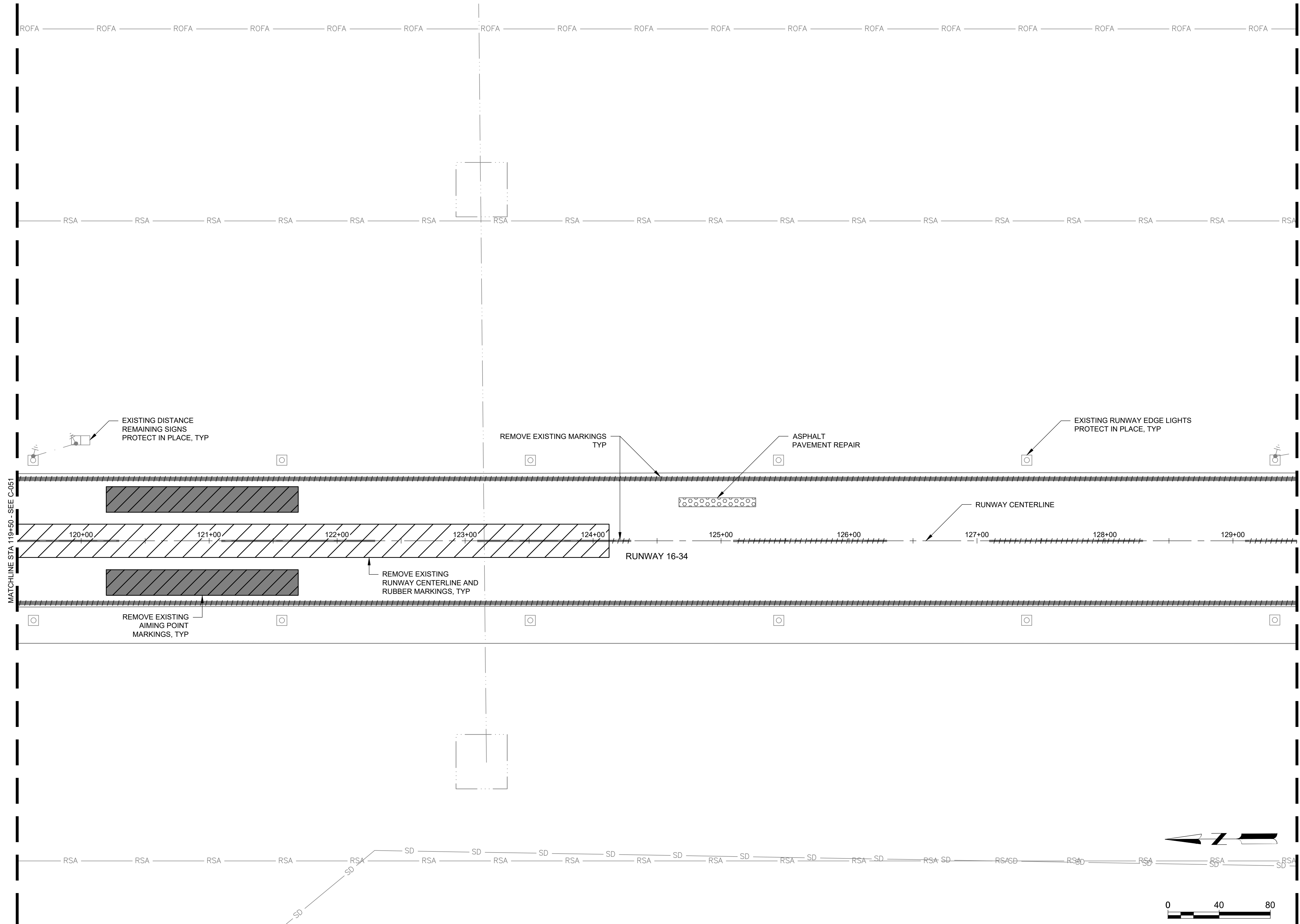
SHEET NO. 7 of 25

C-052



NOTE:

1. FOR ISOLATED PAVEMENT REPAIR LIMITS, THE LOCATIONS ARE APPROXIMATE. THE RPR WILL MARK OUT THE LIMITS IN THE FIELD. CONTRACTOR SHALL SAWCUT AT THE EXISTING PAVEMENT PER RPR MARKED LIMITS.



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YOLO COUNTY AIRPORT RUNWAY 16-34 PAVEMENT REHABILITATION

DAVIS, CALIFORNIA

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SHEET CONTENTS
DEMOLITION PLAN
STA 129+50 TO
STA 139+50

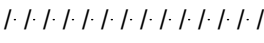
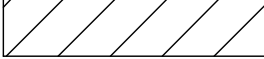
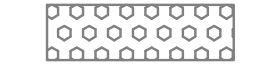
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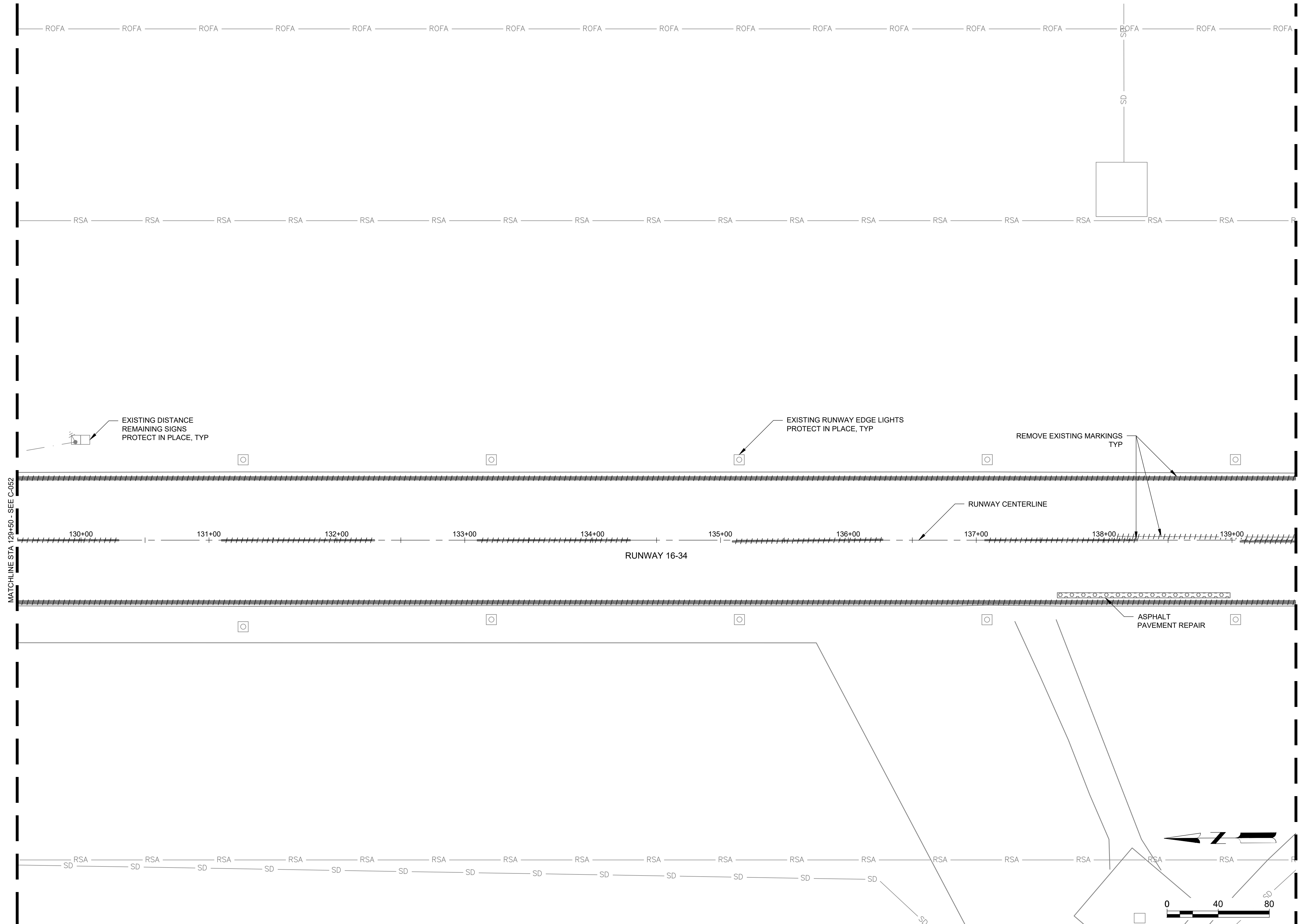
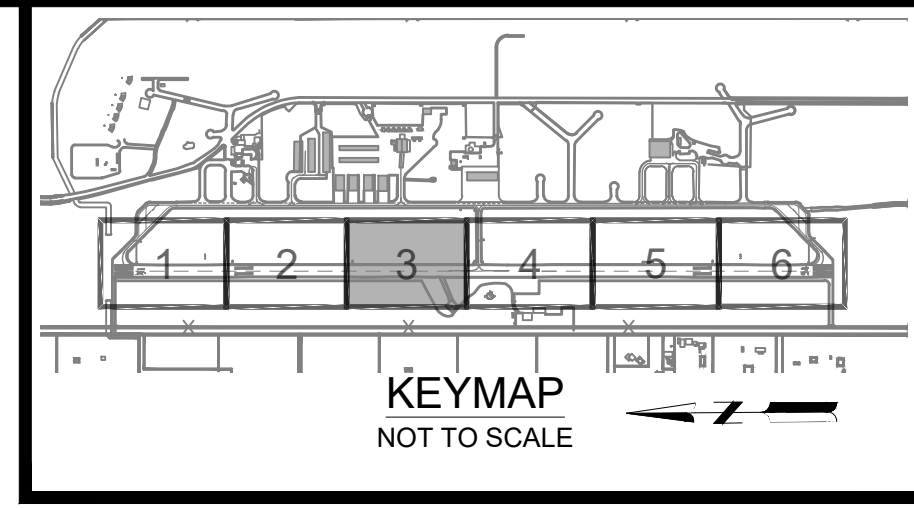
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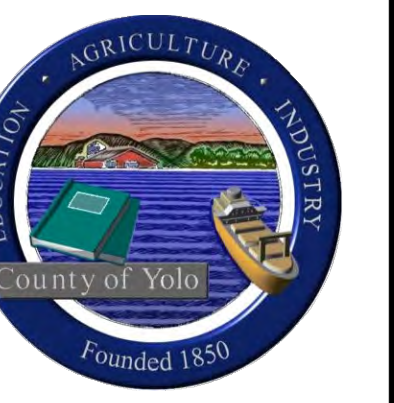
- FOR ISOLATED PAVEMENT REPAIR LIMITS, THE LOCATIONS ARE APPROXIMATE. THE RPR WILL MARK OUT THE LIMITS IN THE FIELD. CONTRACTOR SHALL SAWCUT AT THE EXISTING PAVEMENT PER RPR MARKED LIMITS.

REMOVAL LEGEND:

-  REMOVE MARKINGS
-  REMOVE
-  ASPHALT PAVEMENT REPAIR



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YOLO COUNTY AIRPORT RUNWAY 16-34 PAVEMENT REHABILITATION

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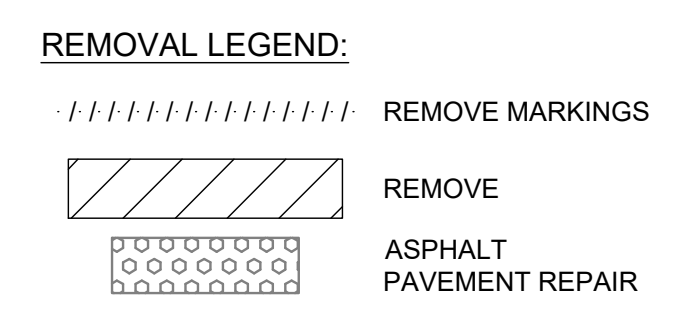
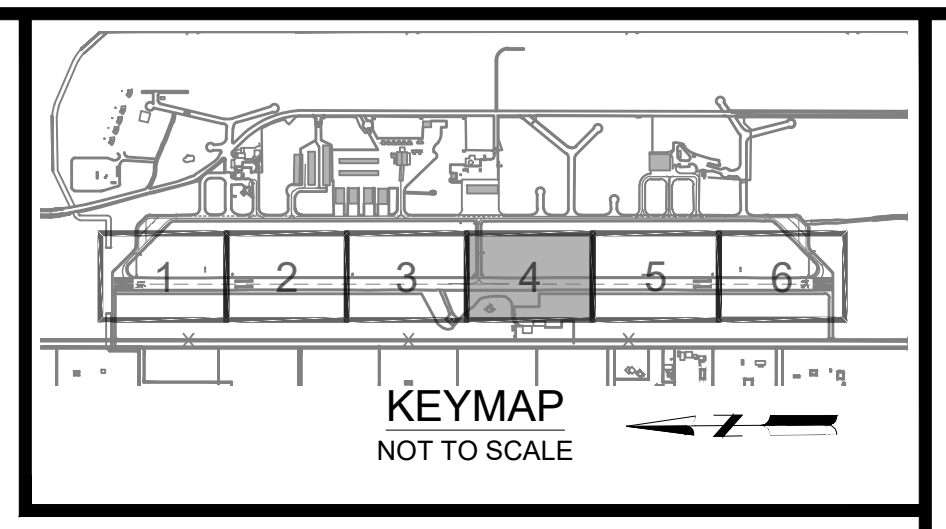
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SHEET CONTENTS
DEMOLITION PLAN
STA 139+50 TO
STA 150+00

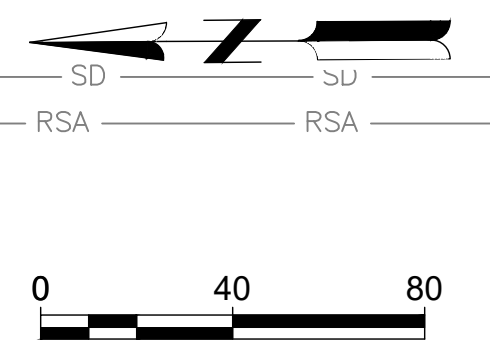
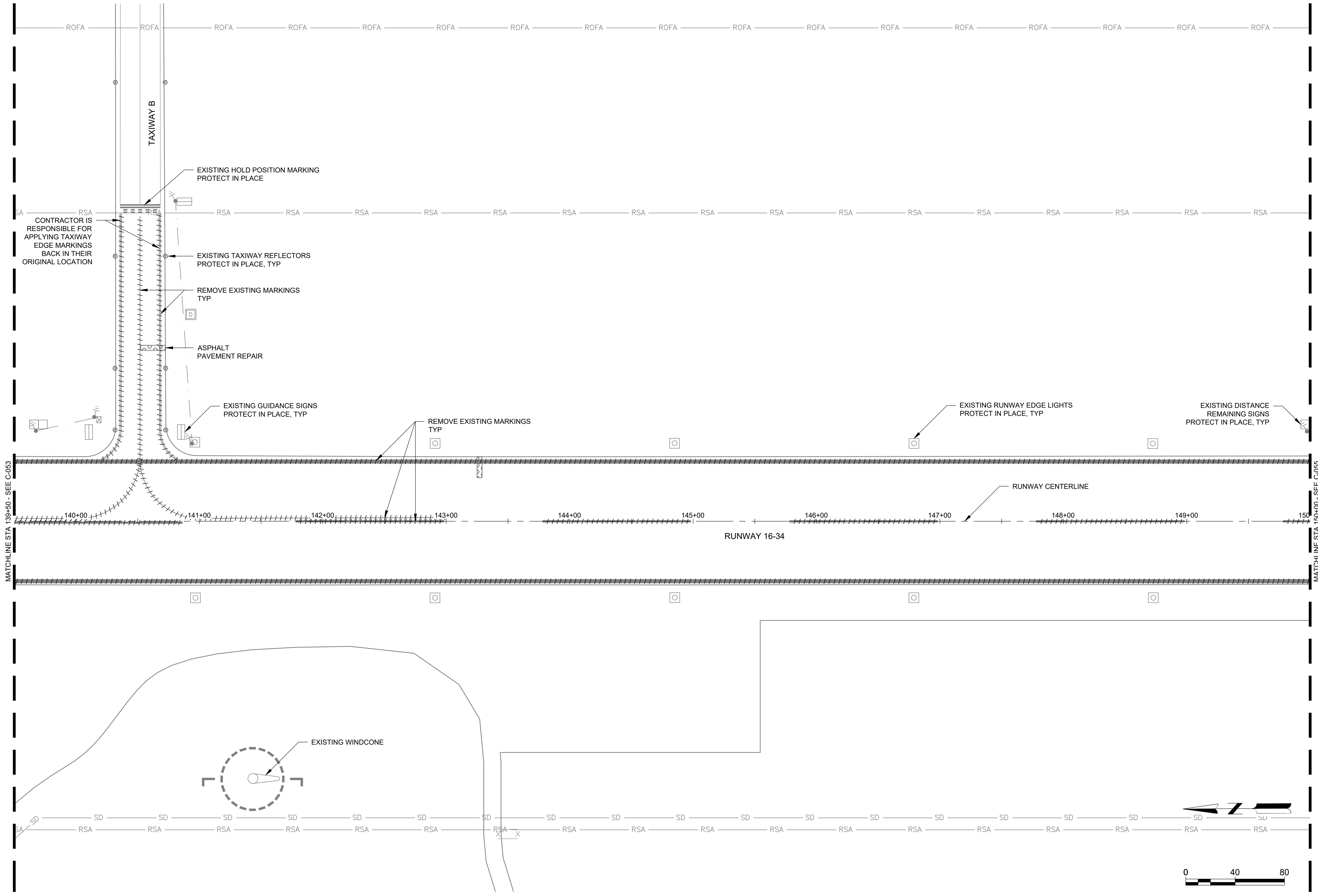
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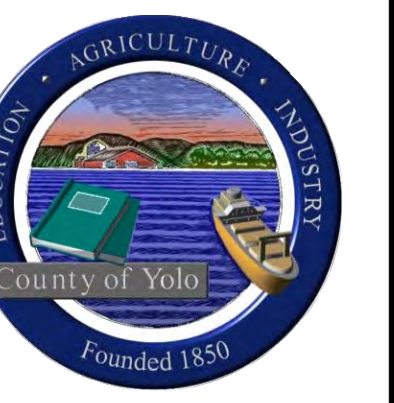
NOTE:

- FOR ISOLATED PAVEMENT REPAIR LIMITS, THE LOCATIONS ARE APPROXIMATE. THE RPR WILL MARK OUT THE LIMITS IN THE FIELD. CONTRACTOR SHALL SAWCUT AT THE EXISTING PAVEMENT PER RPR MARKED LIMITS.



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**YOLO COUNTY AIRPORT
 RUNWAY 16-34 PAVEMENT
 REHABILITATION**
 DAVIS, CALIFORNIA

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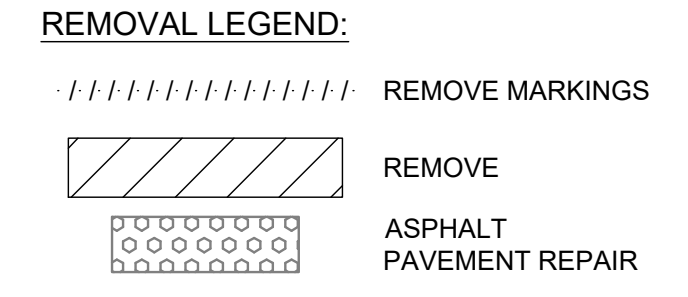
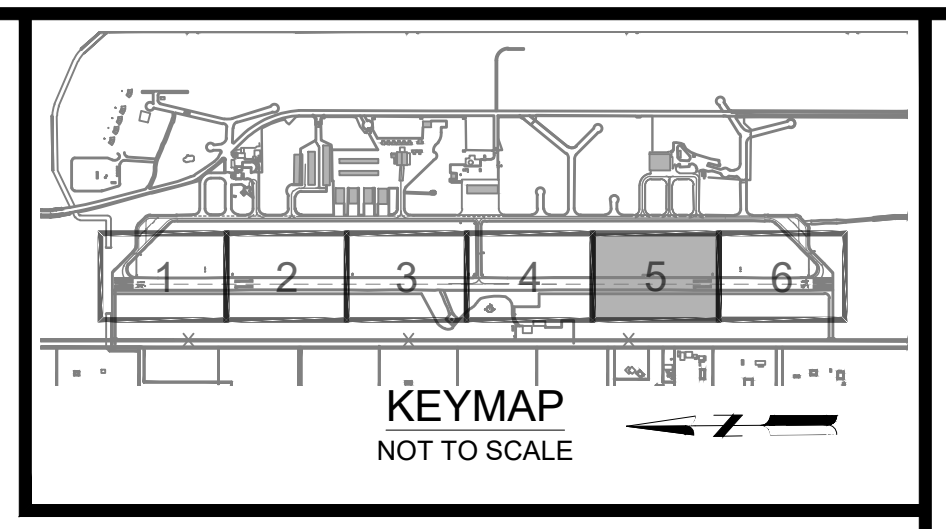
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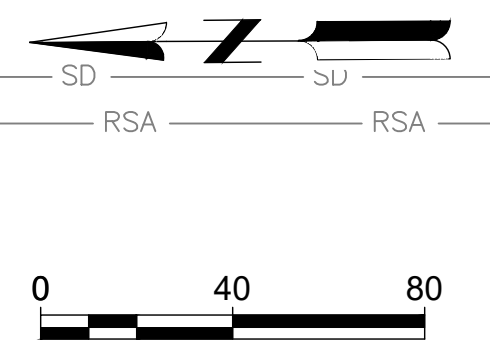
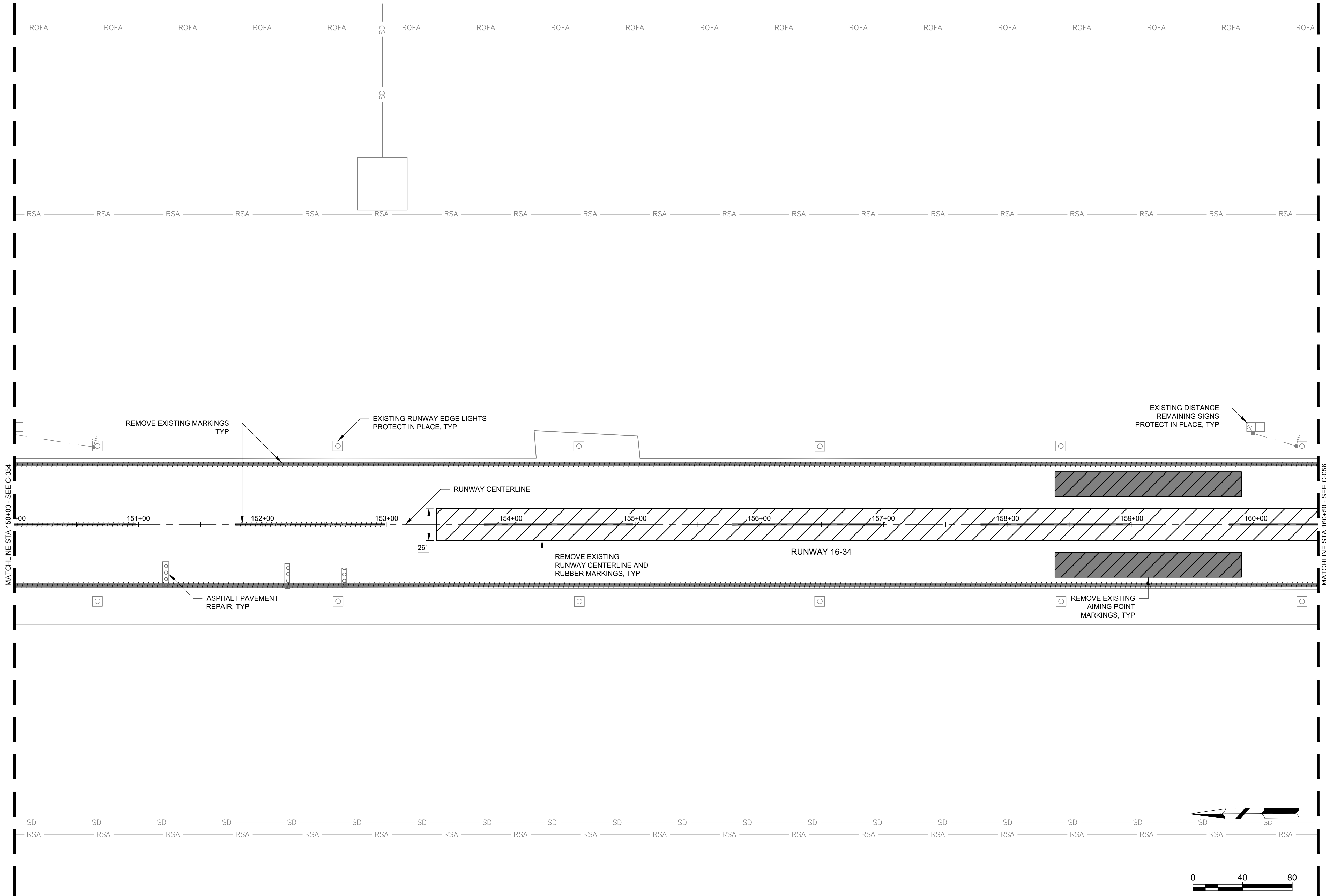
SHEET CONTENTS
 DEMOLITION PLAN
 STA 150+00 TO
 STA 160+50

SHEET NO. 10 of 25

C-055



NOTE:
 1. FOR ISOLATED PAVEMENT REPAIR LIMITS, THE LOCATIONS ARE APPROXIMATE. THE RPR WILL MARK OUT THE LIMITS IN THE FIELD. CONTRACTOR SHALL SAWCUT AT THE EXISTING PAVEMENT PER RPR MARKED LIMITS.

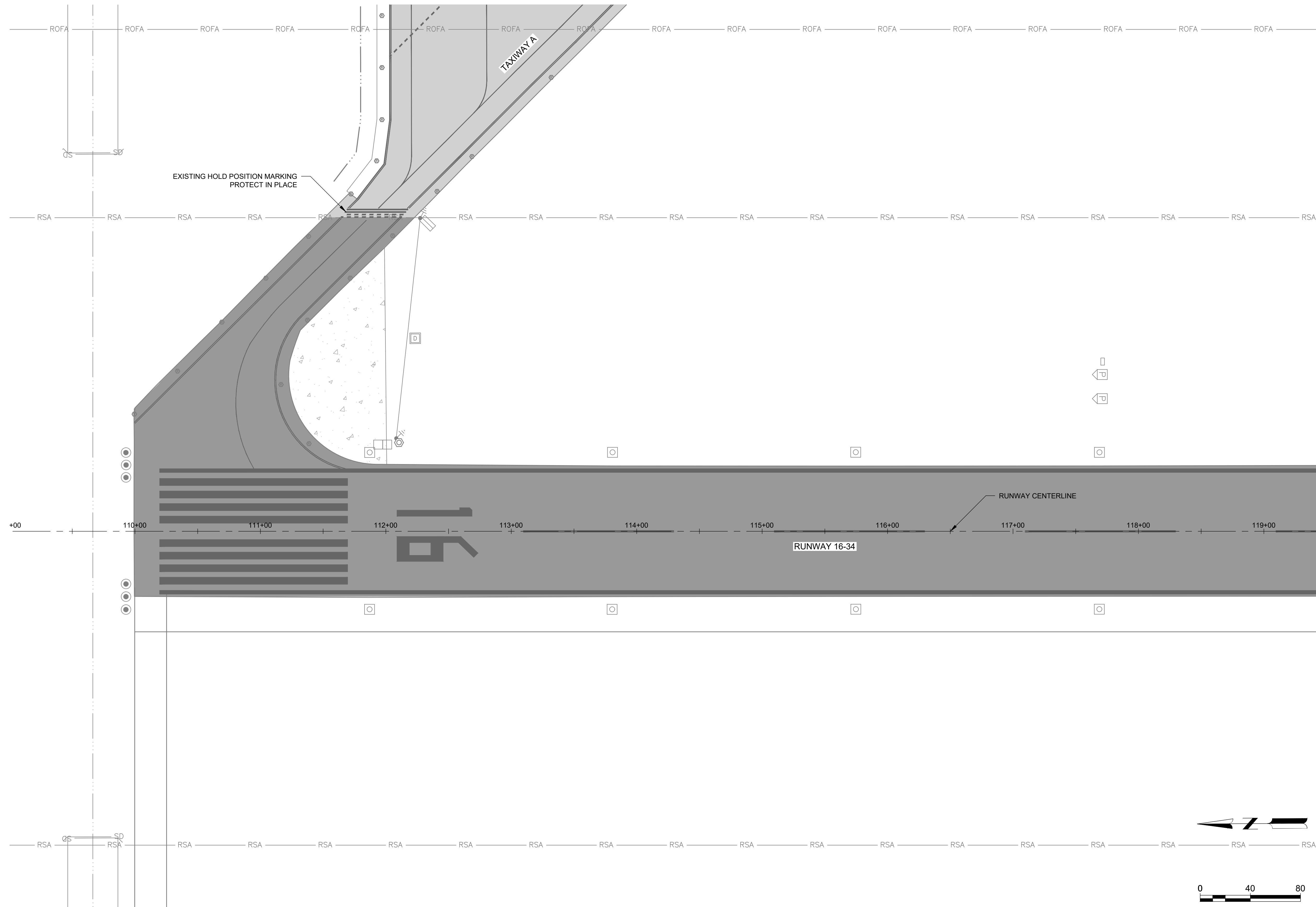
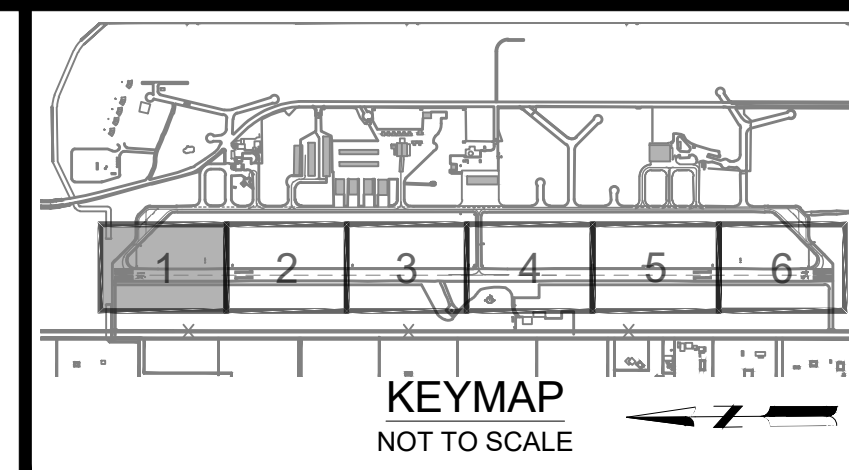


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LEGEND:	
	ASPHALT PAVEMENT REPAIR
	EXISTING PAVEMENT
	SURFACE TREATED PAVEMENT

NOTES:

1. THE RPR WILL CONFIRM THE LOCATIONS OF CRACKS REQUIRING SEALING. CRACKS GREATER THAN 1/4 INCH SHALL BE PREPARED IN ACCORDANCE WITH P-101 PRIOR TO THE APPLICATION OF CRACK SEALANT. CRACK SEALANT SHALL BE APPLIED IN ACCORDANCE WITH P-605 AND DETAIL 1/C-311. ALL CRACK SEALING SHALL BE COMPLETED PRIOR TO THE APPLICATION OF THE SLURRY COAT.
2. ISOLATED LOCATIONS REQUIRING ASPHALT PAVEMENT REPAIR. FINAL LOCATIONS WILL BE CONFIRMED BY THE RPR. REPAIRS SHALL CONFORM TO THE REQUIREMENTS SHOWN IN DETAIL 2/C-311 AND SHALL BE COMPLETED PRIOR TO APPLICATION OF THE SLURRY COAT.



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**YOLO COUNTY AIRPORT
 RUNWAY 16-34 PAVEMENT
 REHABILITATION**

DAVIS, CALIFORNIA

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SHEET CONTENTS
 PAVEMENT
 REHABILITATION PLAN
 STA 109+00 TO STA
 119+50

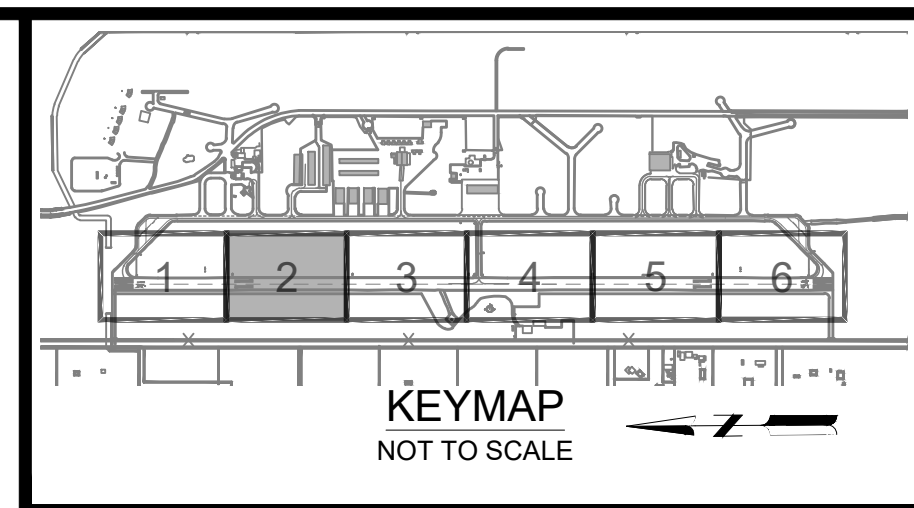
SHEET NO. 12 of 25

C-101

LEGEND:	
	ASPHALT PAVEMENT REPAIR
	EXISTING PAVEMENT
	SURFACE TREATED PAVEMENT

NOTES:

1. THE RPR WILL CONFIRM THE LOCATIONS OF CRACKS REQUIRING SEALING. CRACKS GREATER THAN 1/4 INCH SHALL BE PREPARED IN ACCORDANCE WITH P-101 PRIOR TO THE APPLICATION OF CRACK SEALANT. CRACK SEALANT SHALL BE APPLIED IN ACCORDANCE WITH P-605 AND DETAIL 1/C-311. ALL CRACK SEALING SHALL BE COMPLETED PRIOR TO THE APPLICATION OF THE SLURRY COAT.
2. ISOLATED LOCATIONS REQUIRING ASPHALT PAVEMENT REPAIR. FINAL LOCATIONS WILL BE CONFIRMED BY THE RPR. REPAIRS SHALL CONFORM TO THE REQUIREMENTS SHOWN IN DETAIL 2/C-311 AND SHALL BE COMPLETED PRIOR TO APPLICATION OF THE SLURRY COAT.



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 RUNWAY 16-34 PAVEMENT
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 DAVIS, CALIFORNIA

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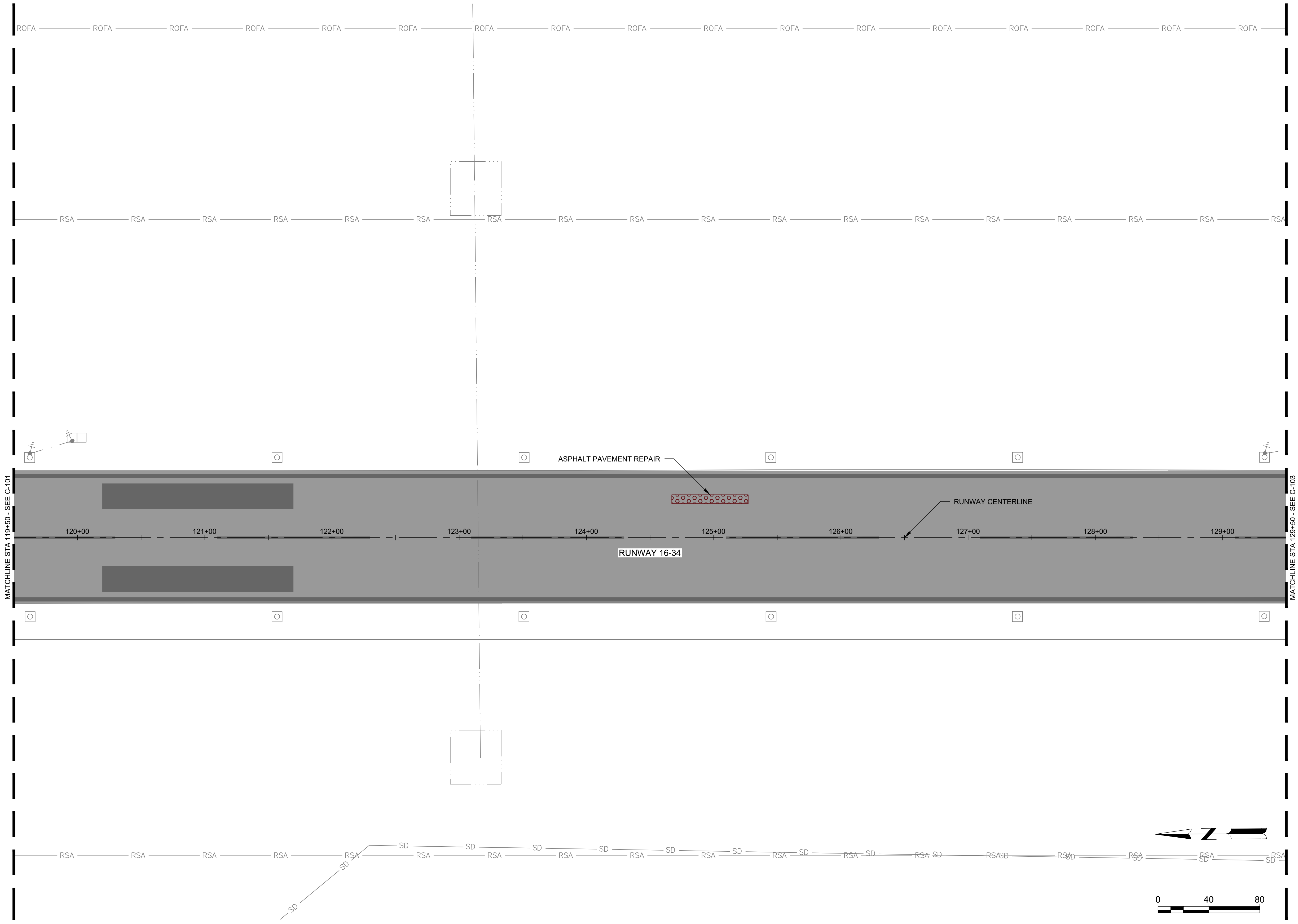
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SHEET CONTENTS
 PAVEMENT
 REHABILITATION PLAN
 STA 119+50 TO STA
 129+50

SHEET NO. 13 of 25

C-102

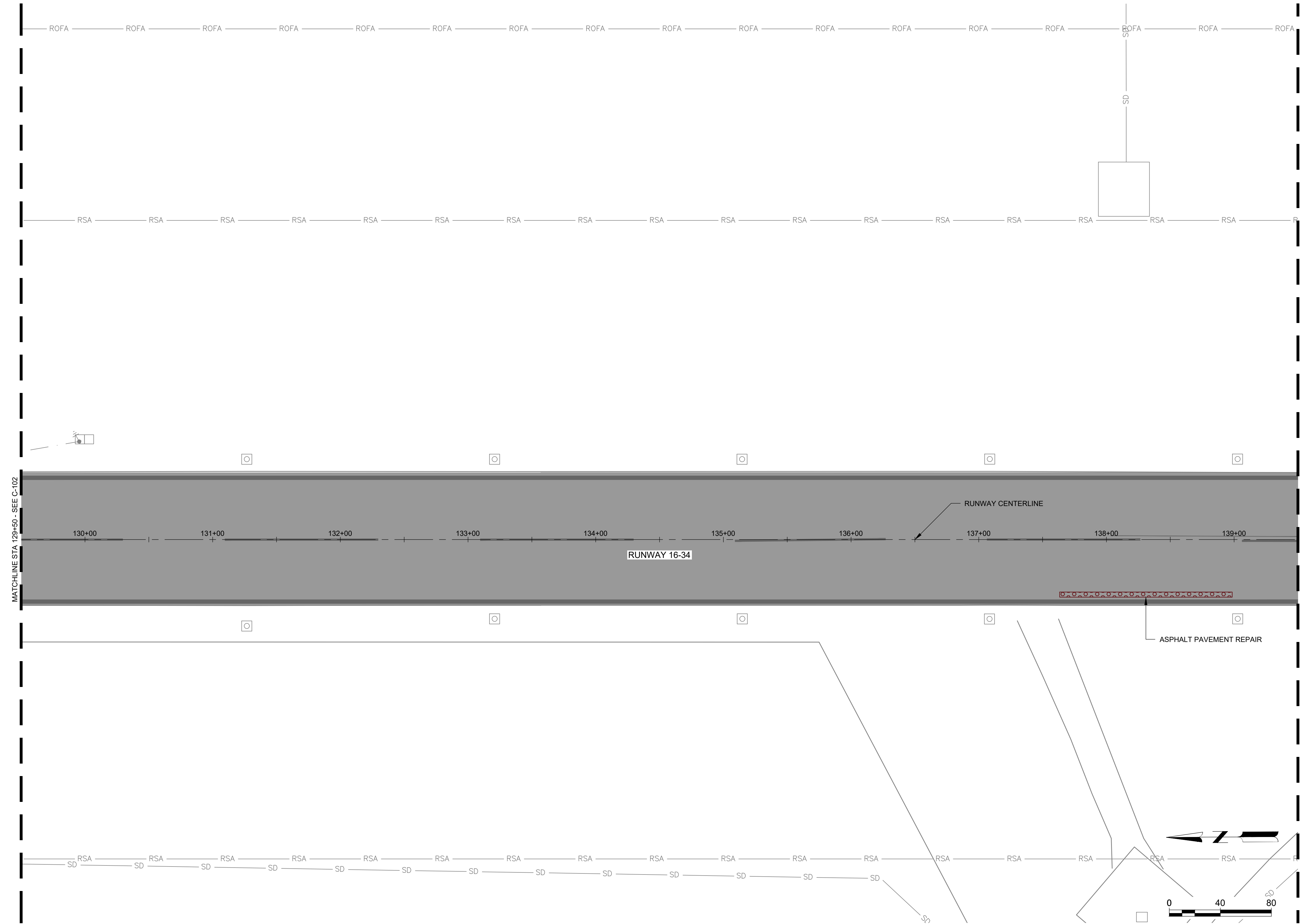
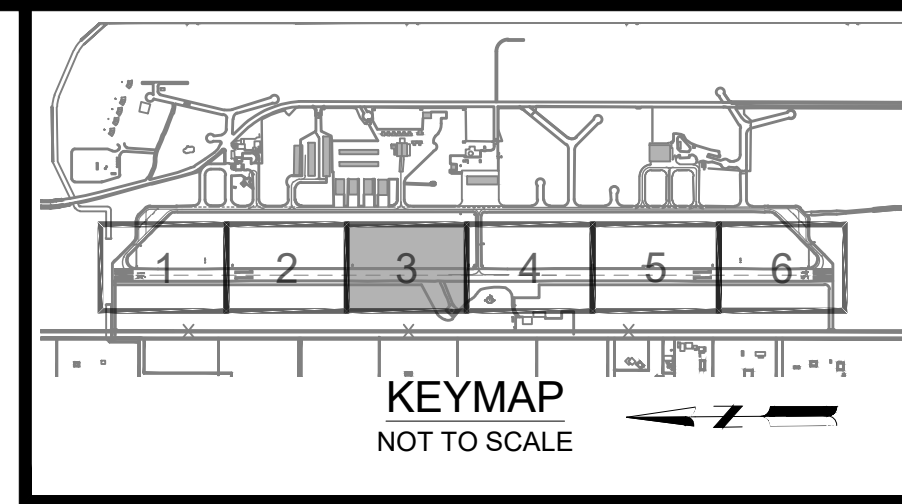


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LEGEND:	
	ASPHALT PAVEMENT REPAIR
	EXISTING PAVEMENT
	SURFACE TREATED PAVEMENT

NOTES:

1. THE RPR WILL CONFIRM THE LOCATIONS OF CRACKS REQUIRING SEALING. CRACKS GREATER THAN 1/4 INCH SHALL BE PREPARED IN ACCORDANCE WITH P-101 PRIOR TO THE APPLICATION OF CRACK SEALANT. CRACK SEALANT SHALL BE APPLIED IN ACCORDANCE WITH P-605 AND DETAIL 1/C-311. ALL CRACK SEALING SHALL BE COMPLETED PRIOR TO THE APPLICATION OF THE SLURRY COAT.
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**YOLO COUNTY AIRPORT
RUNWAY 16-34 PAVEMENT
REHABILITATION**
DAVIS, CALIFORNIA

ISSUED
03/27/26 90% SUBMITTAL

NOT FOR CONSTRUCTION

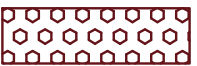


AIP NO.: 3-06-0342-024-2025
MSH NO.: 2502000-220597.01
DATE: MARCH 2026
DESIGNED BY: JML
DRAWN BY: JTH
CHECKED BY: TDR
DO NOT SCALE DRAWINGS

SHEET CONTENTS
PAVEMENT
REHABILITATION PLAN
STA 129+50 TO STA
139+50

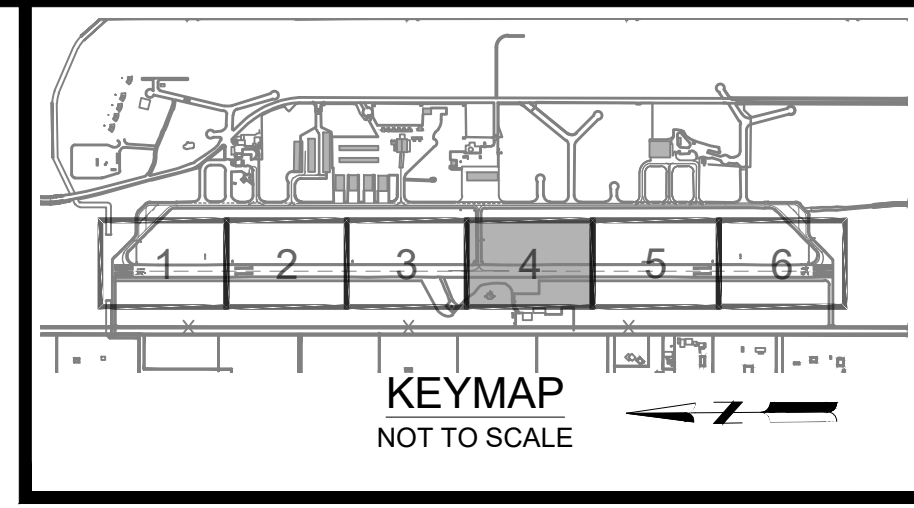
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C-103

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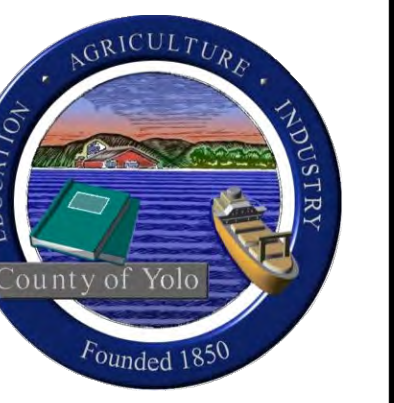
LEGEND:	
	ASPHALT PAVEMENT REPAIR
	EXISTING PAVEMENT
	SURFACE TREATED PAVEMENT

- NOTES:**
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phone: 916-971-3961
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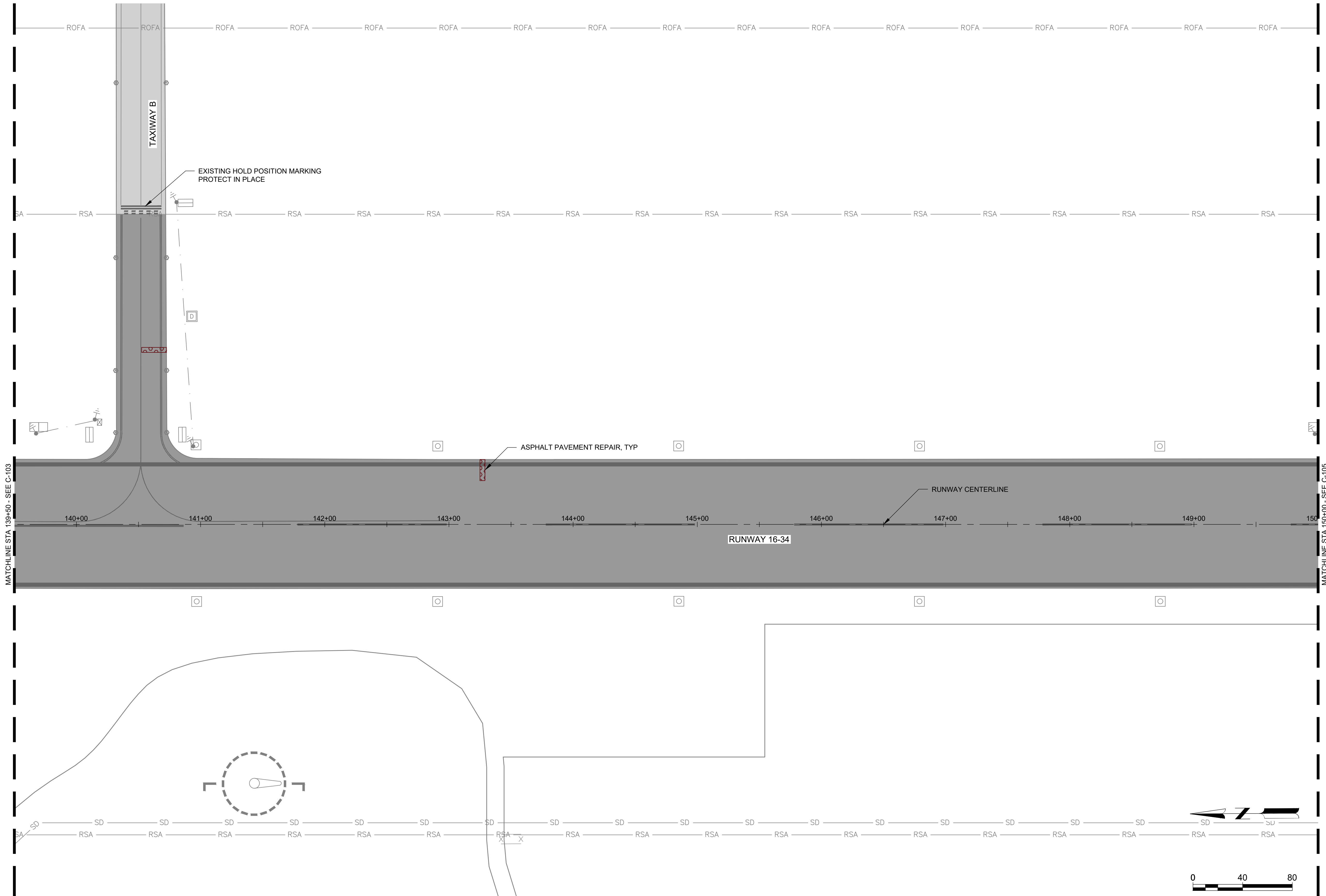
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SHEET CONTENTS
PAVEMENT
REHABILITATION PLAN
STA 139+50 TO STA
150+00

SHEET NO. 15 of 25

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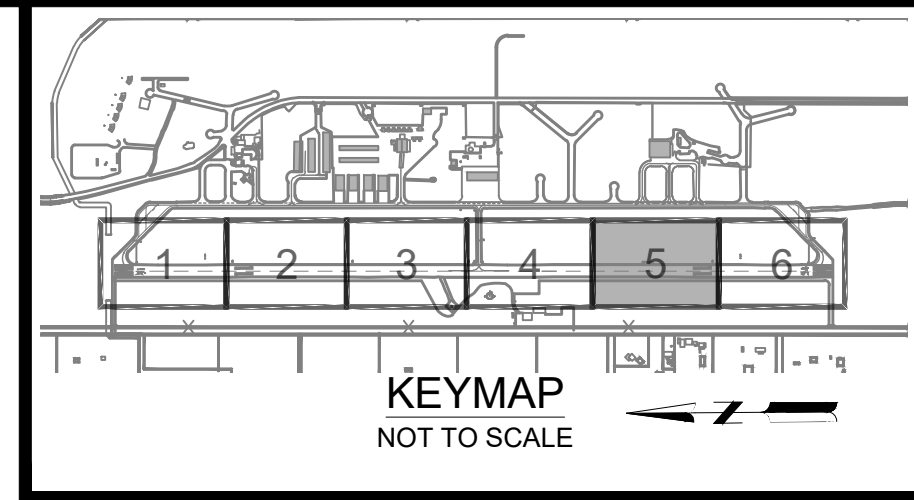


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LEGEND:	
	ASPHALT PAVEMENT REPAIR
	EXISTING PAVEMENT
	SURFACE TREATED PAVEMENT

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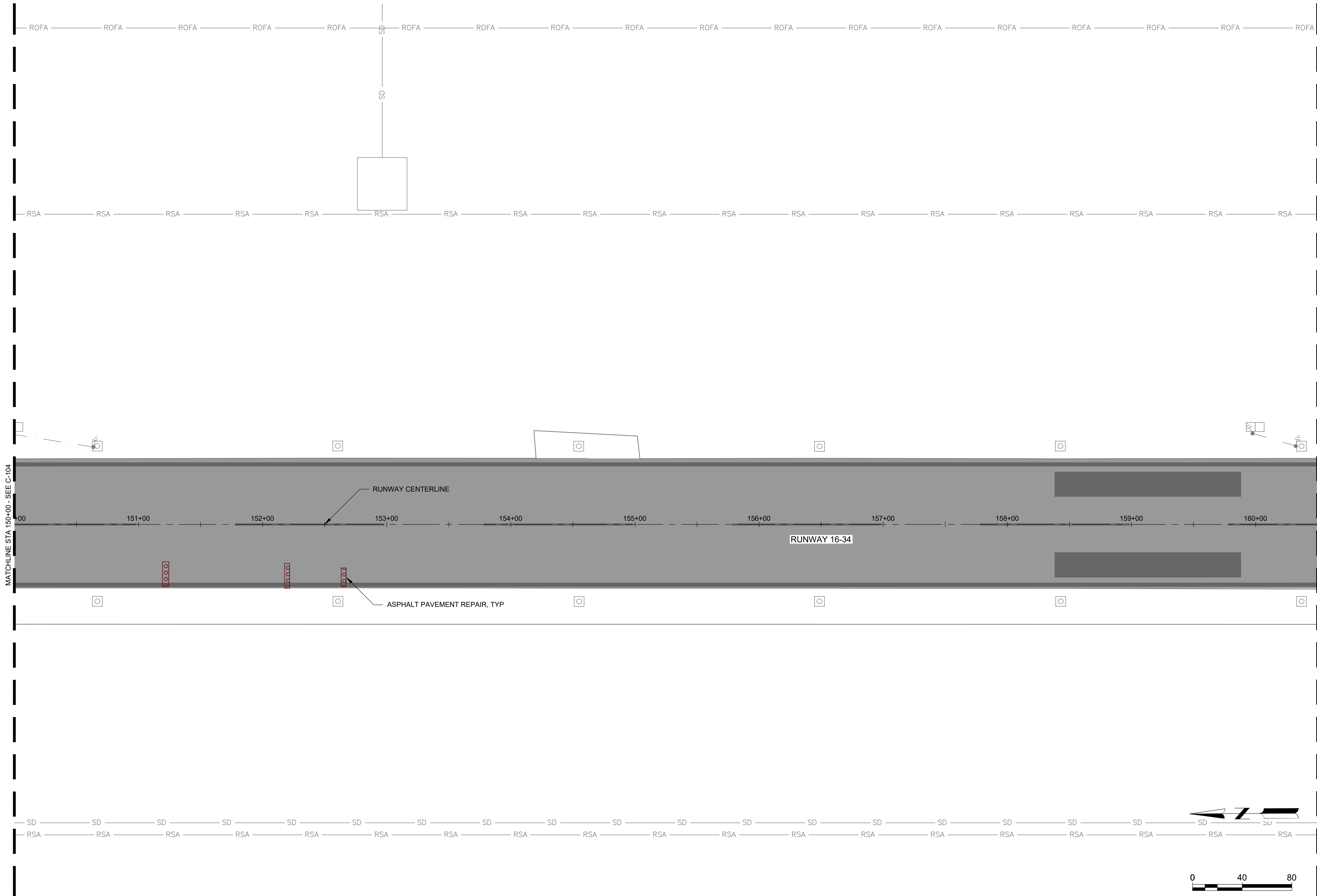
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SHEET CONTENTS
PAVEMENT
REHABILITATION PLAN
STA 150+00 TO STA
160+50

SHEET NO. 16 of 25

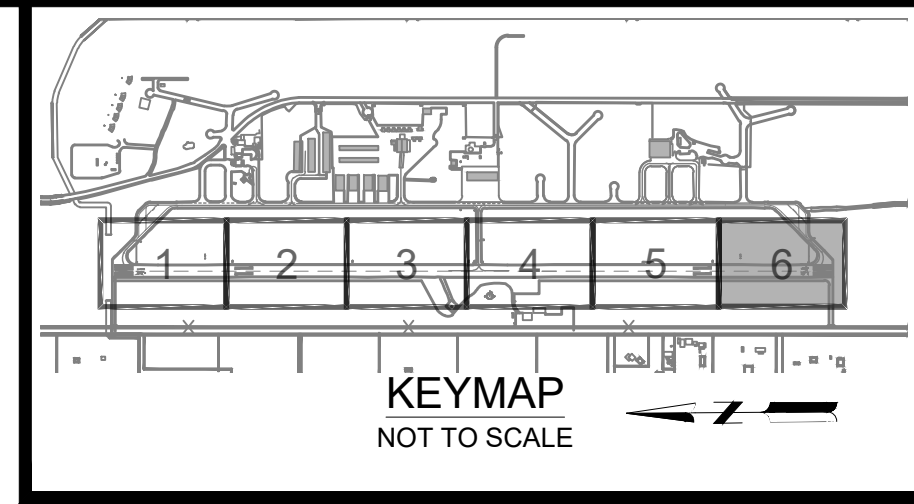
C-105



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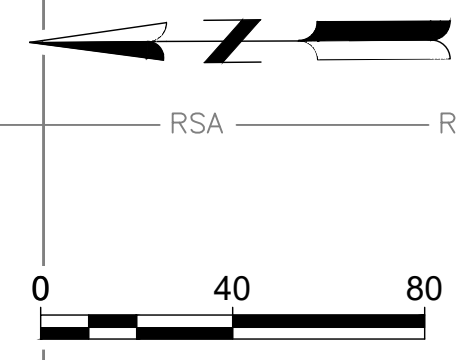
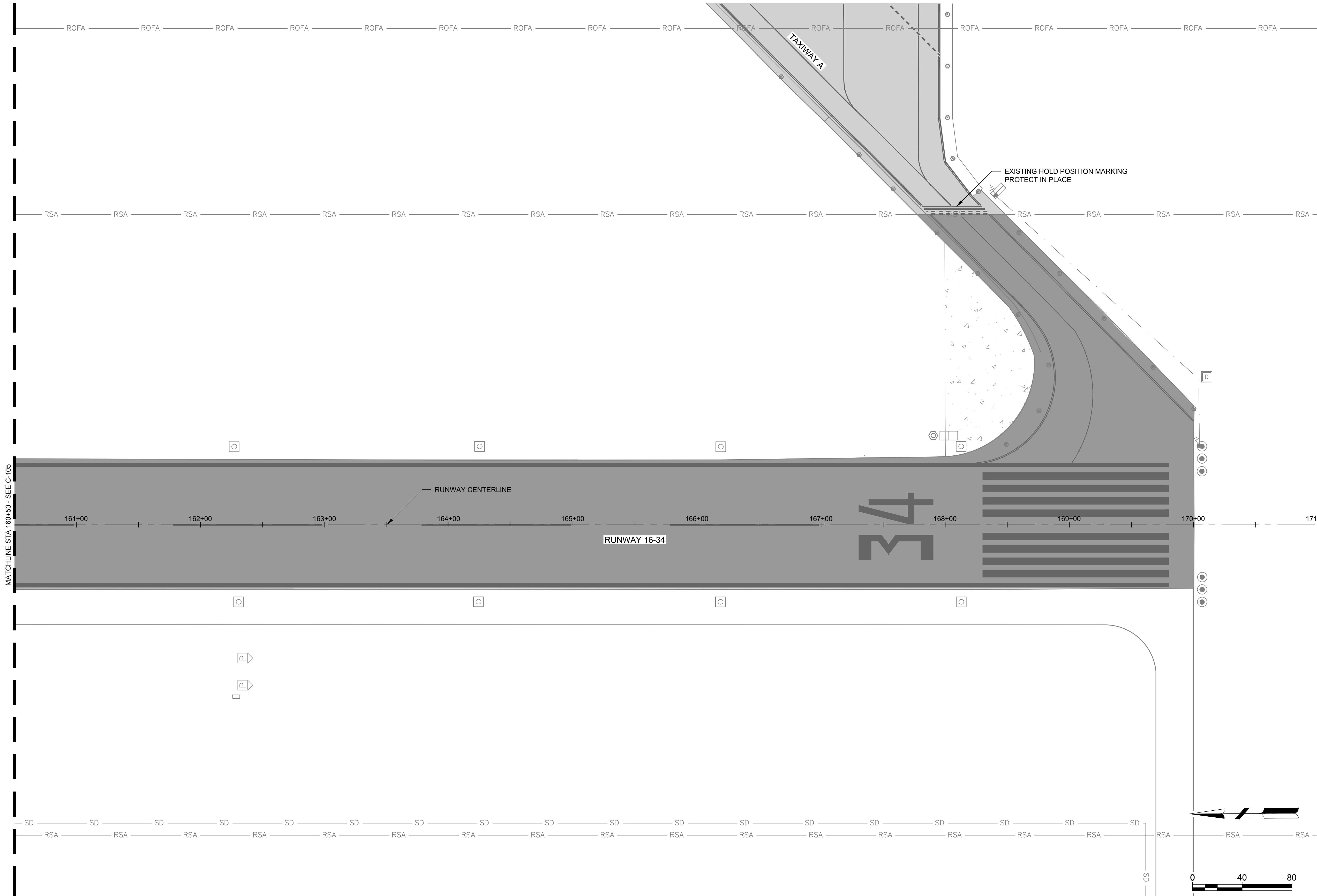
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SHEET CONTENTS
 PAVEMENT
 REHABILITATION PLAN
 STA 160+50 TO STA
 171+00

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C-106



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YOLO COUNTY AIRPORT RUNWAY 16-34 PAVEMENT REHABILITATION

DAVIS, CALIFORNIA

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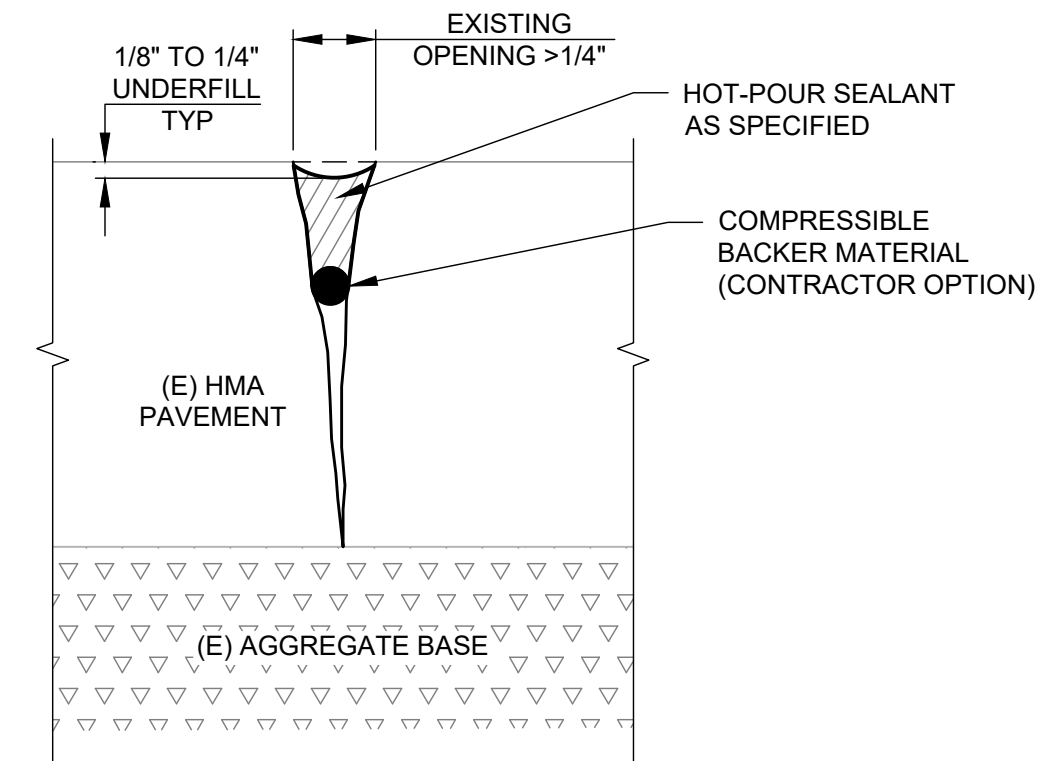
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SHEET CONTENTS
PAVEMENT
REHABILITATION
DETAILS

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C-311



NOTES:

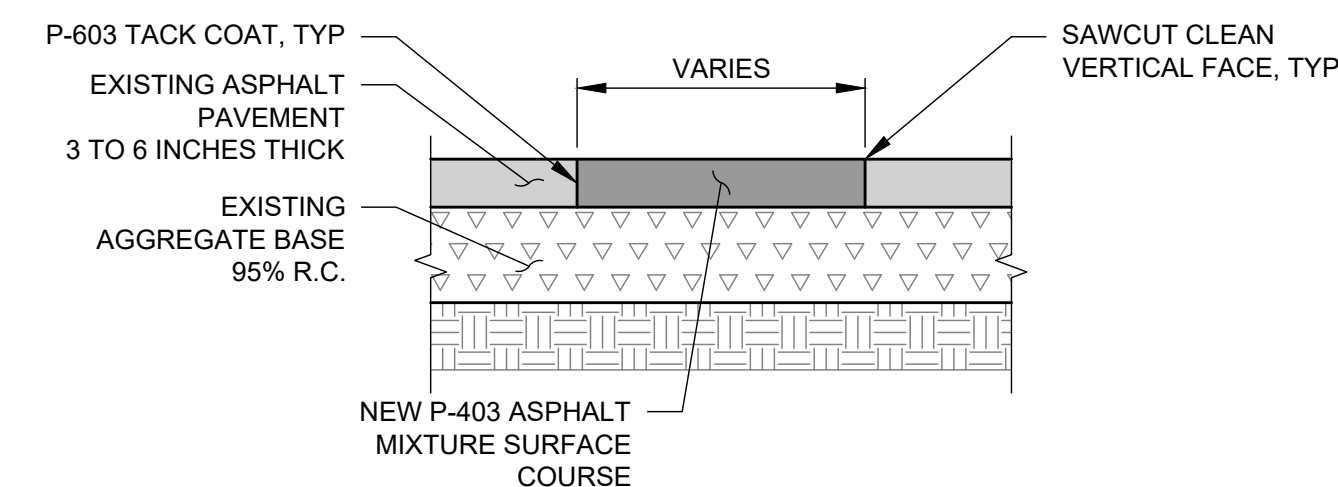
1. CLEAN AND PREPARE CRACKS PER P-101.
2. USE HOT LANCE PER P-101 TO ENHANCE ADHESION TO THE EXISTING BITUMINOUS MATERIAL PRIOR TO SEALING.
3. SEAL CRACK WITH P-605 JOINT SEALANT, DO NOT OVERBAND.
4. SQUEEGEE TOP OF CRACK TO REMOVE EXCESS JOINT SEALANT ON THE SURFACE.
5. CONTRACTOR WILL BE REQUIRED TO TOP OFF ANY SEALANT THAT SETTLED TO COMPLY WITH THE UNDERFILL REQUIREMENTS. NO EXTRA PAYMENT WILL BE MADE FOR THIS RESEALING AS DESCRIBED HEREIN.

1 TYPICAL CRACK SEAL (CRACK OPENING > 1/4")

NOT TO SCALE

NOTES:

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3. FOR CRACKS LESS THAN 1/4", NO SEALING IS REQUIRED.
4. ALL DEBRIS RESULTING FROM SURFACE PREPARATION AND CRACK REPAIR AND ASPHALT PAVEMENT REPAIR MUST BE DISPOSED OF OFF SITE.

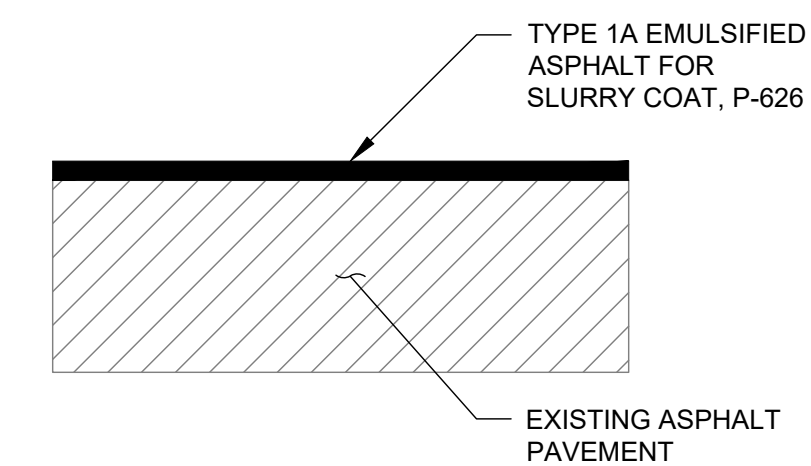


NOTES:

1. DEPTHS OF EXISTING PAVEMENTS SECTION IS APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS. THE CONTRACTOR SHALL VERIFY THE THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
2. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. EXISTING ISOLATED PAVEMENT REPAIRS ARE VARIABLE LOCATIONS AND SIZES WITHIN THE RUNWAY. THE RESIDENT PROJECT REPRESENTATIVE SHALL LAYOUT ISOLATED PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
3. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE RESIDENT PROJECT REPRESENTATIVE AND AIRPORT BEFORE THE START ON ANY ISOLATED REPAIRS.
4. TACK COAT SHALL BE APPLIED ON THE SIDES. PRIME COAT SHALL BE APPLIED TO THE AGGREGATE BASE FOR REMOVE AND REPLACE PAVEMENT.

2 PAVEMENT REPAIR DETAIL

NOT TO SCALE



NOTES:

1. CRACK SEAL EXISTING ASPHALT PAVEMENT PRIOR TO SURFACE TREATMENT.
2. EMULSIFIED ASPHALT FOR SLURRY SEAL SHALL BE QUICK SETTING QSH OR CQSH.

3 SEAL COAT DETAIL

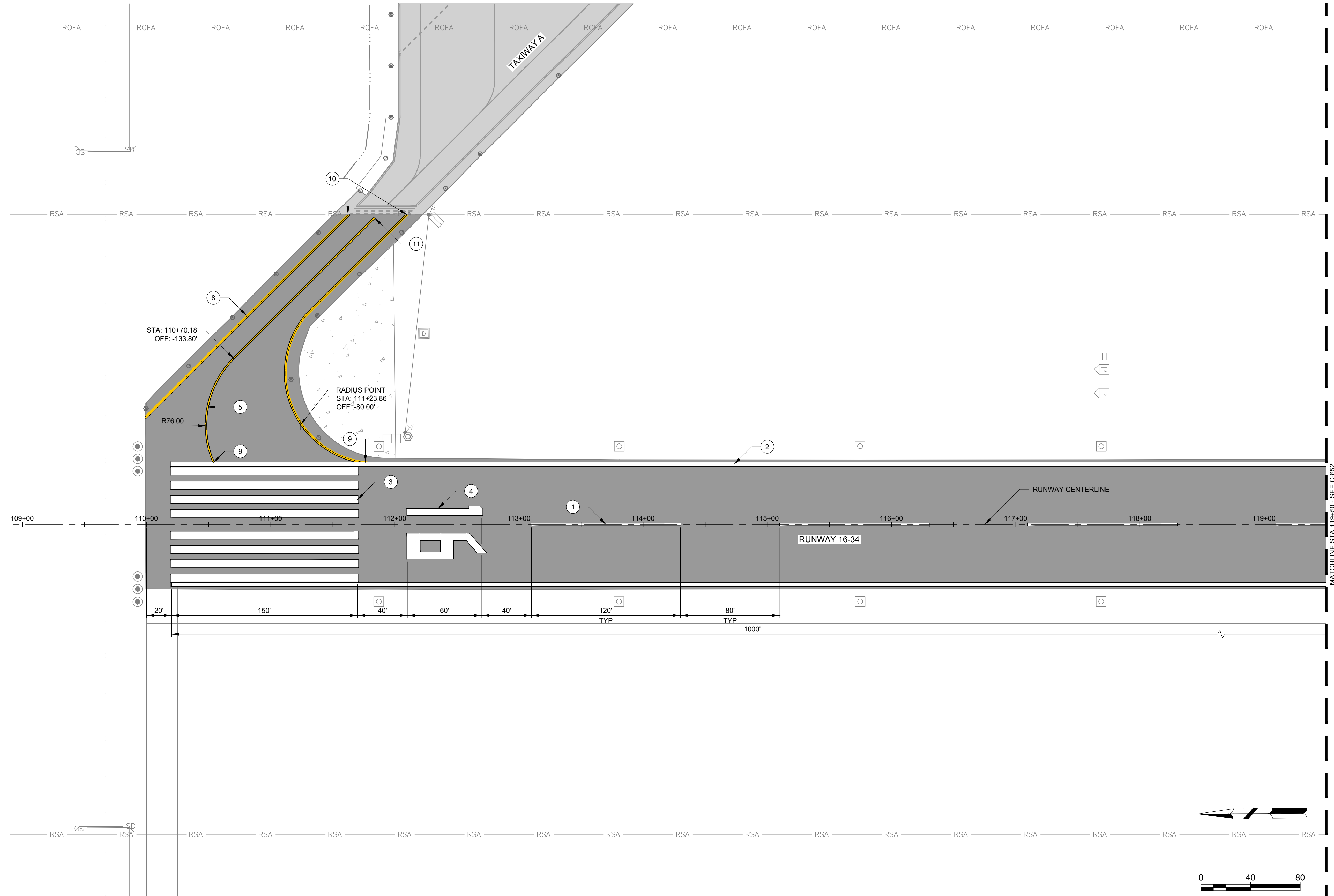
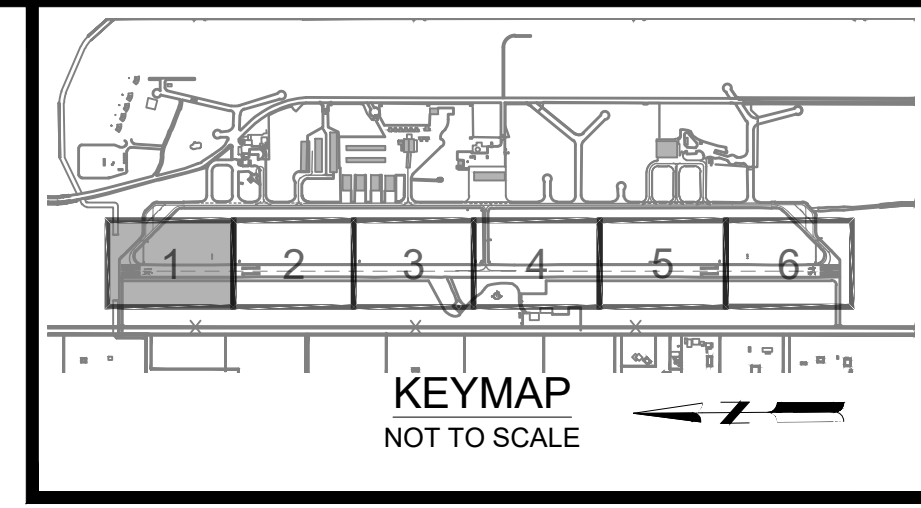
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4. WHITE AND YELLOW MARKINGS SHALL BE APPLIED WITH STRAIGHT EDGES. BLACK MARKINGS SHALL NOT BE USED TO COVER THE EDGES OF WHITE AND YELLOW PAINT AND APPLIED DURING FINAL PAVEMENT MARKINGS AFTER APPLICATION OF FINAL WHITE AND YELLOW MARKINGS.

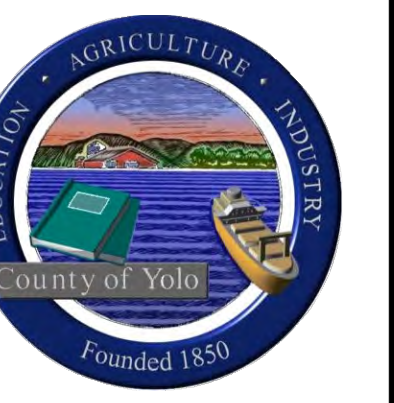
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2. NEW RUNWAY EDGE MARKINGS. SEE DETAIL 4/C-671.
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8. APPLY NEW TAXIWAY EDGE MARKINGS BACK IN THEIR ORIGINAL LOCATION. SEE DETAIL 7/C-671.
9. TERMINATE TAXIWAY MARKINGS 6 INCHES FROM RUNWAY EDGE.
10. TERMINATE TAXIWAY EDGE MARKINGS 6 INCHES FROM HOLD POSITION MARKING. SEE DETAIL 8/C-671.
11. TERMINATE TAXIWAY CENTERLINE MARKINGS 3 FEET FROM HOLD POSITION MARKING. SEE DETAIL 8/C-671.



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SHEET CONTENTS
 MARKING PLAN
 STA 109+00 TO
 STA 119+50

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C-651

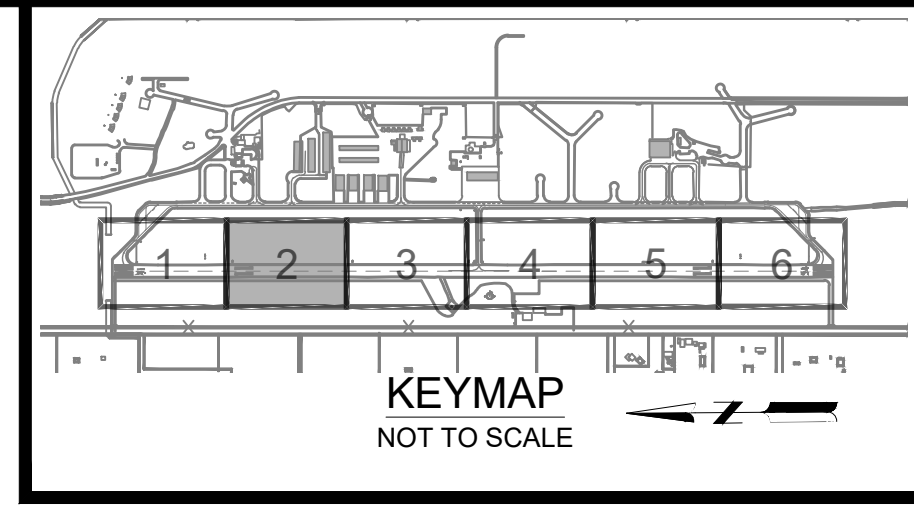
X:\2502000\220597_01\TECH\CAD\C-651 MARKING PLAN.DWG
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MARKING NOTES:

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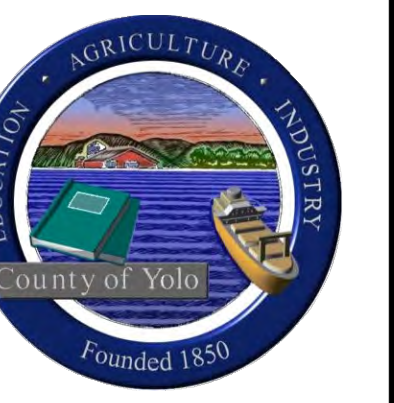
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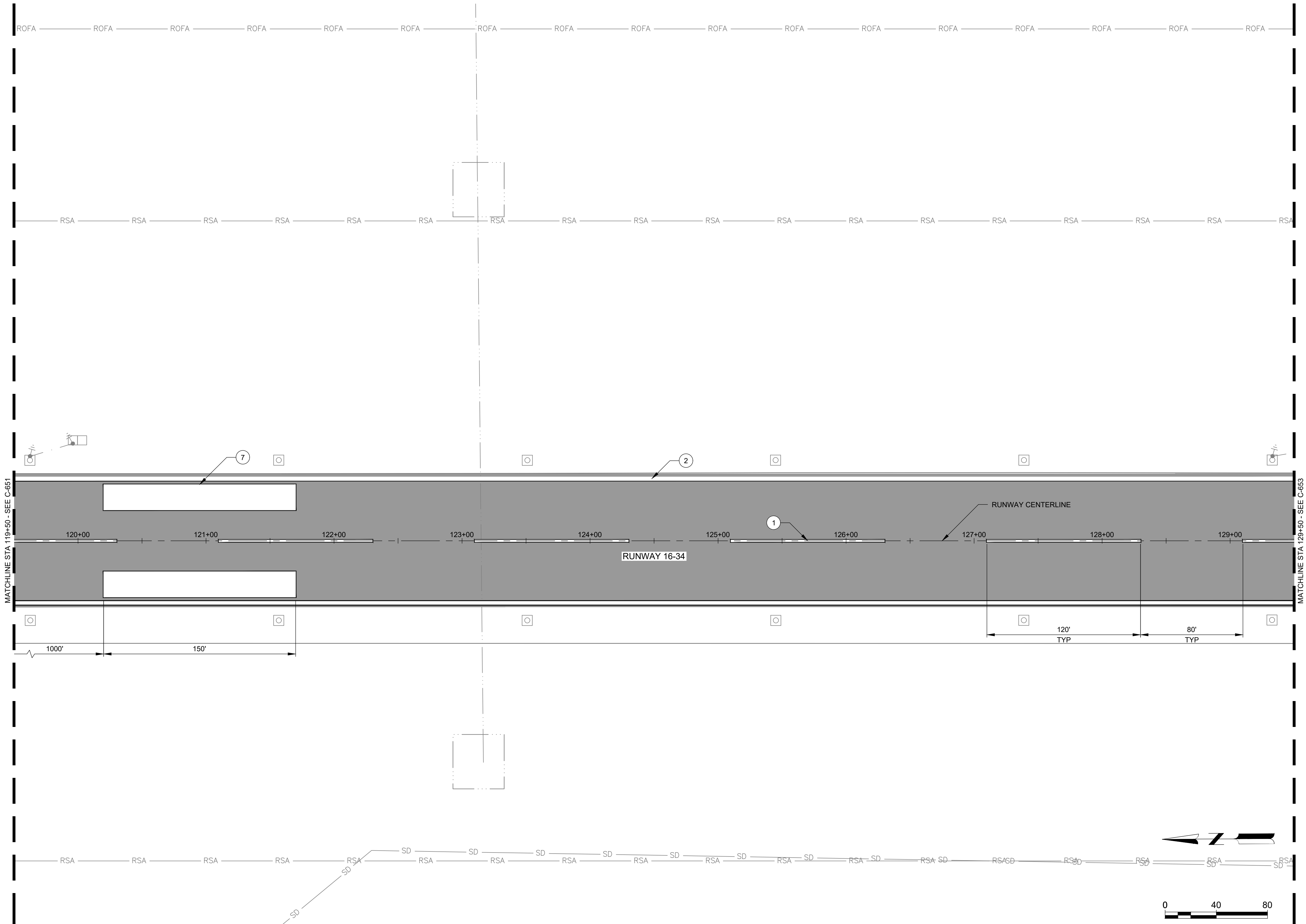
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SHEET CONTENTS
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 STA 119+50 TO
 STA 129+50

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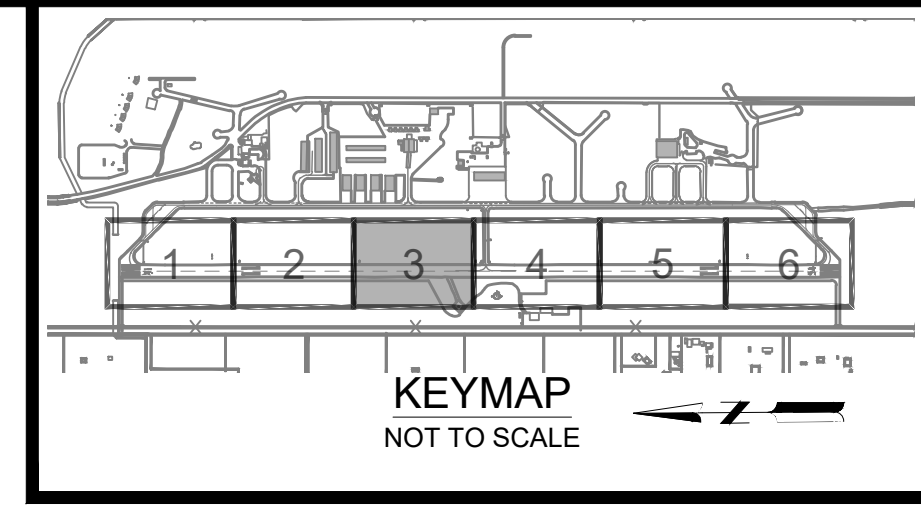
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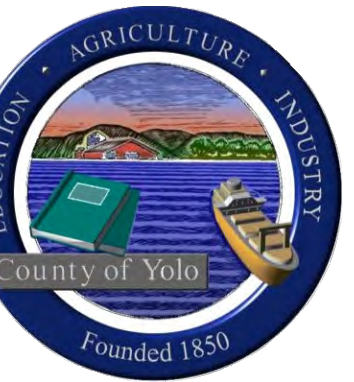
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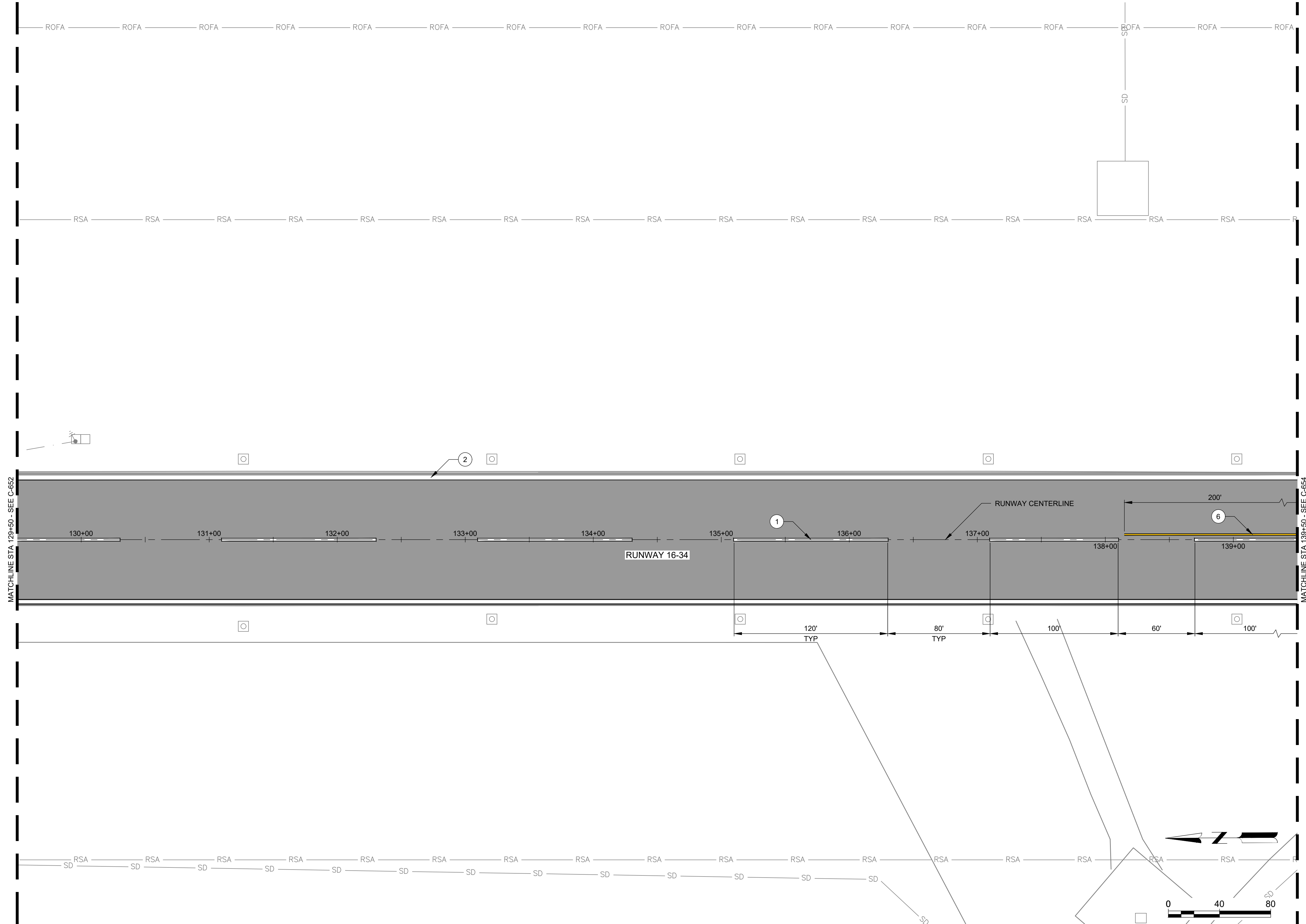
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SHEET CONTENTS
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 STA 129+50 TO
 STA 139+50

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C-653

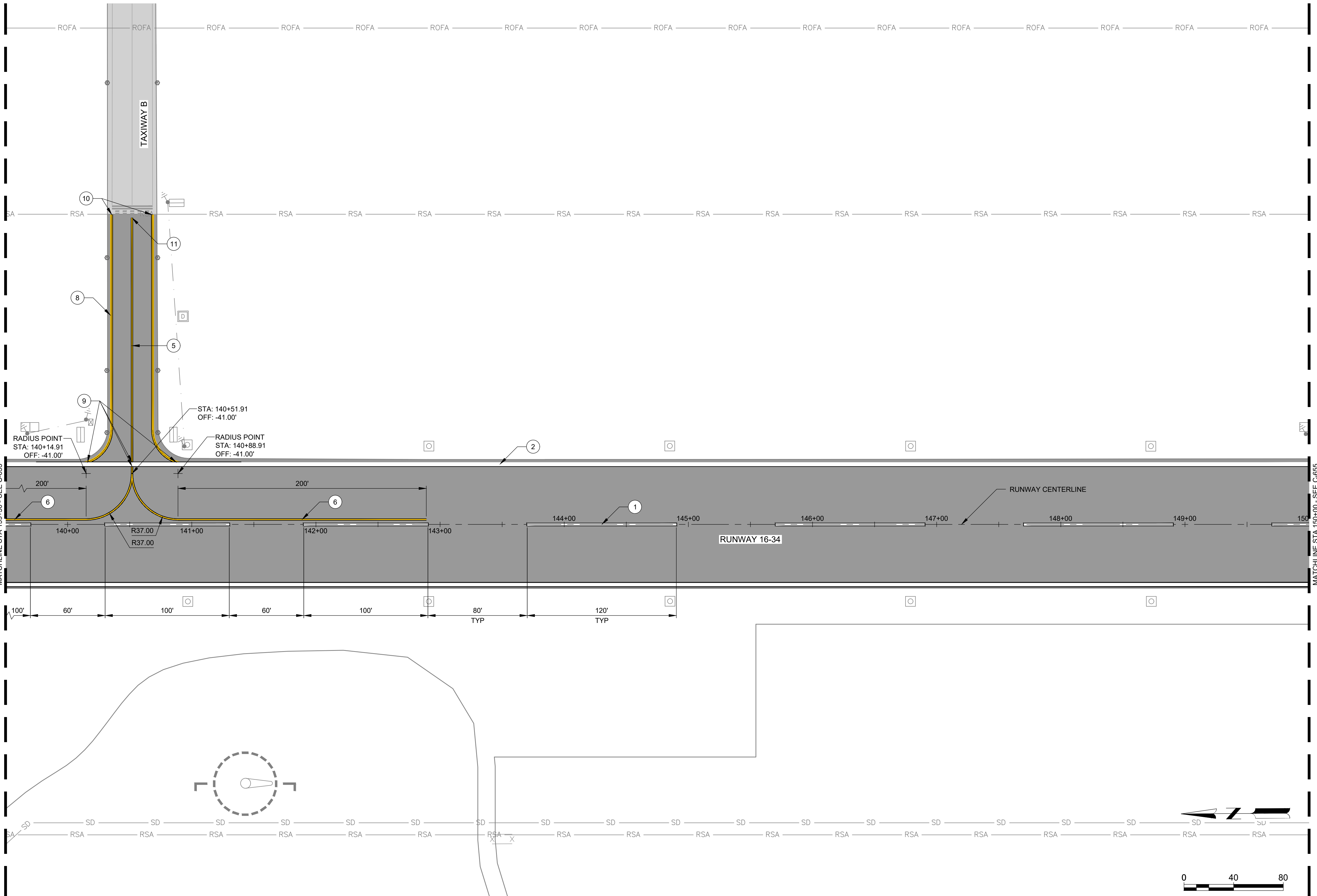
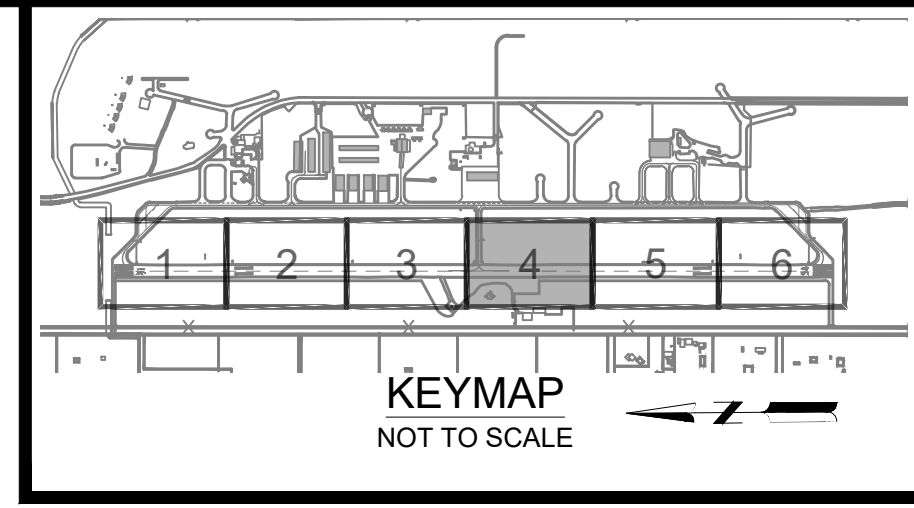


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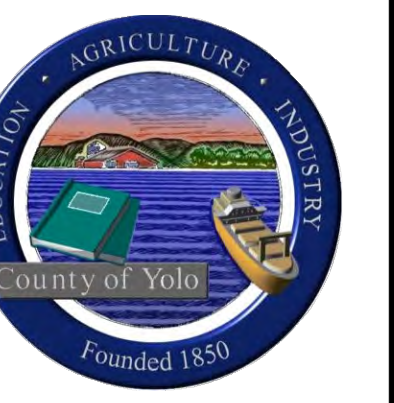
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8. APPLY NEW TAXIWAY EDGE MARKINGS BACK IN THEIR ORIGINAL LOCATION. SEE DETAIL 7/C-671.
9. TERMINATE TAXIWAY MARKINGS 6 INCHES FROM RUNWAY EDGE.
10. TERMINATE TAXIWAY EDGE MARKINGS 6 INCHES FROM HOLD POSITION MARKING. SEE DETAIL 8/C-671.
11. TERMINATE TAXIWAY CENTERLINE MARKINGS 3 FEET FROM HOLD POSITION MARKING. SEE DETAIL 8/C-671.



Mead & Hunt
 Mead and Hunt, Inc.
 180 Promenade Circle,
 Suite 240
 Sacramento, CA 95834
 phone: 916-971-3961
 meadhunt.com

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**YOLO COUNTY AIRPORT
 RUNWAY 16-34 PAVEMENT
 REHABILITATION**
 DAVIS, CALIFORNIA

ISSUED
 03/27/26 90% SUBMITTAL

NOT FOR CONSTRUCTION

AIP NO: 3-06-0342-024-2025
 M&H NO: 2502000-220597.01
 DATE: MARCH 2026
 DESIGNED BY: JML
 DRAWN BY: JTH
 CHECKED BY: TDR
 DO NOT SCALE DRAWINGS

SHEET CONTENTS
 MARKING PLAN
 STA 139+50 TO
 STA 150+00

SHEET NO. 22 of 25

C-654

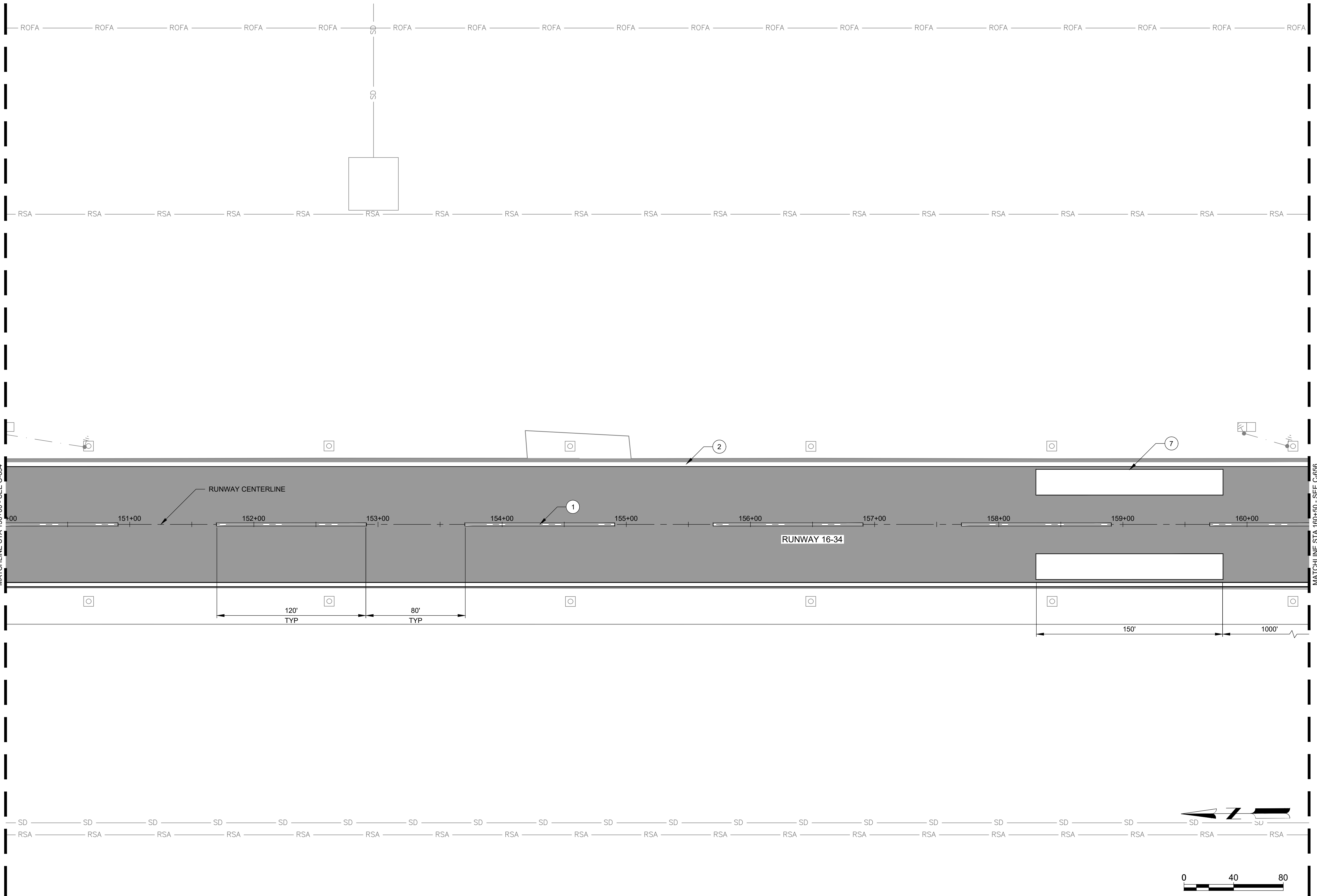
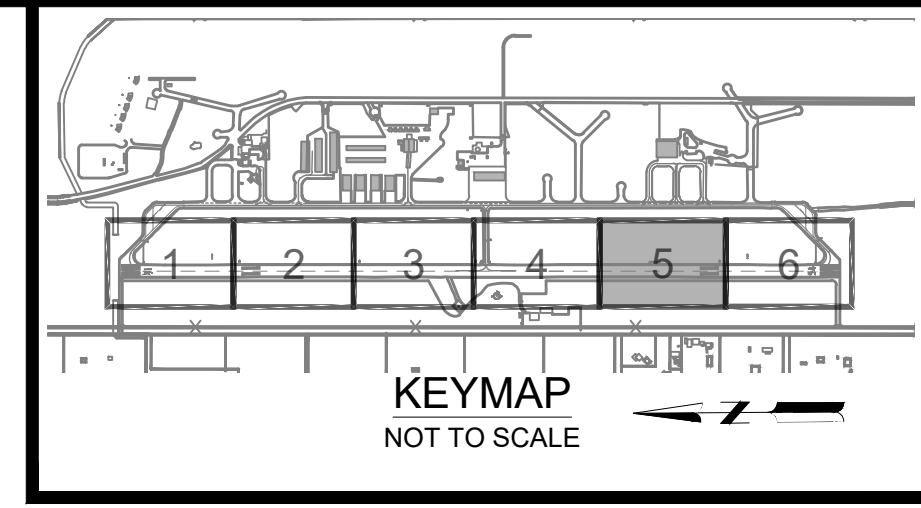
X:\2502000\220597.01\TECH\CAD\C-651 MARKING PLAN.DWG
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MARKING NOTES:

1. PRIOR TO MARKING, SURFACE SHALL BE PREPARED PER P-620.
2. ALL MARKINGS SHALL BE PREPARED PER ITEM P-620 AND DETAIL 10/C-671.
3. RPR TO APPROVE LAYOUT PRIOR TO APPLICATION OF MARKINGS. CONTRACTOR SHALL LAYOUT MARKINGS IN SUCH A WAY THAT LAYOUT LINES ARE NOT VISIBLE AFTER APPLYING THE INITIAL COAT OF MARKINGS.
4. WHITE AND YELLOW MARKINGS SHALL BE APPLIED WITH STRAIGHT EDGES. BLACK MARKINGS SHALL NOT BE USED TO COVER THE EDGES OF WHITE AND YELLOW PAINT AND APPLIED DURING FINAL PAVEMENT MARKINGS AFTER APPLICATION OF FINAL WHITE AND YELLOW MARKINGS.

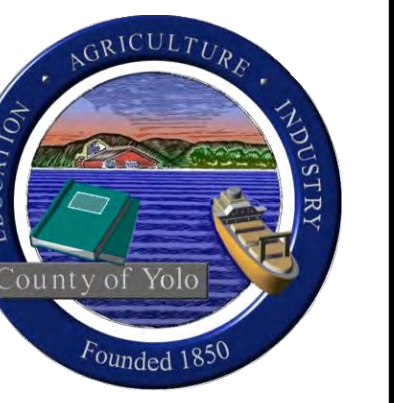
KEY NOTES:

1. NEW RUNWAY CENTERLINE MARKINGS. SEE DETAIL 3/C-671.
2. NEW RUNWAY EDGE MARKINGS. SEE DETAIL 4/C-671.
3. NEW RUNWAY THRESHOLD MARKINGS. SEE DETAIL 1/C-671.
4. NEW RUNWAY DESIGNATOR MARKINGS. SEE DETAIL 2/C-671.
5. NEW TAXIWAY CENTERLINE MARKING. SEE DETAIL 6/C-671.
6. NEW TAXIWAY LEAD-IN MARKINGS. SEE DETAIL 5/C-671.
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SHEET CONTENTS
 MARKING PLAN
 STA 150+00 TO
 STA 160+50

SHEET NO. 23 of 25

C-655

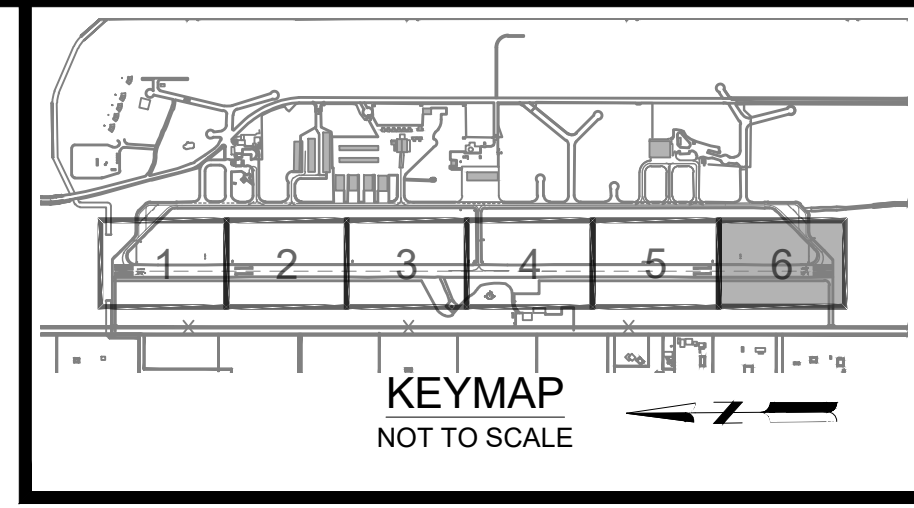
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MARKING NOTES:

1. PRIOR TO MARKING, SURFACE SHALL BE PREPARED PER P-620.
2. ALL MARKINGS SHALL BE PREPARED PER ITEM P-620 AND DETAIL 10/C-671.
3. RPR TO APPROVE LAYOUT PRIOR TO APPLICATION OF MARKINGS. CONTRACTOR SHALL LAYOUT MARKINGS IN SUCH A WAY THAT LAYOUT LINES ARE NOT VISIBLE AFTER APPLYING THE INITIAL COAT OF MARKINGS.
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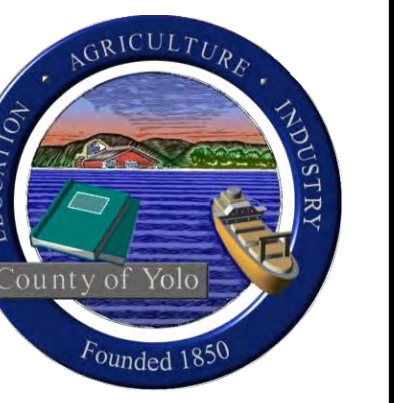
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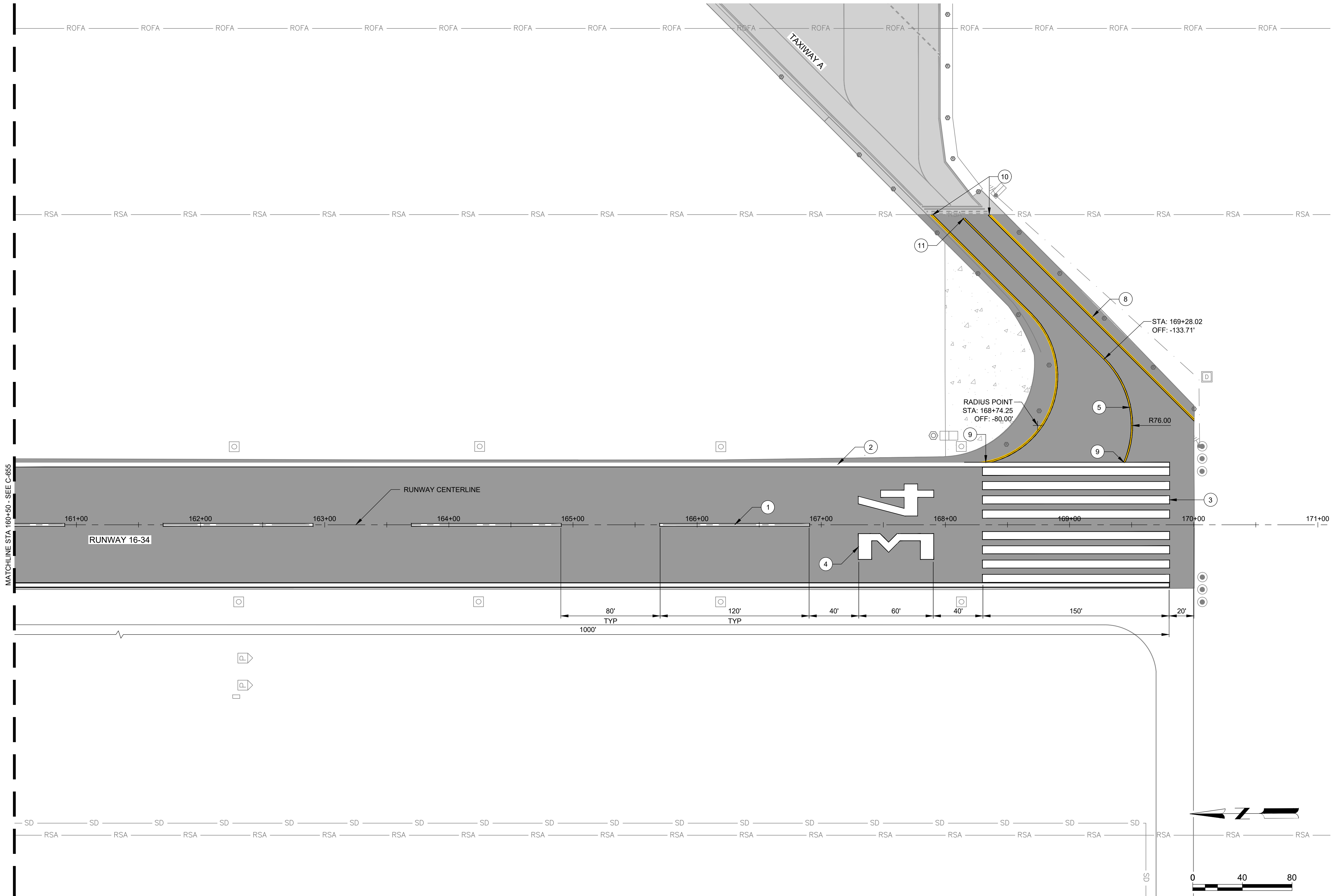
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SHEET CONTENTS
 MARKING PLAN
 STA 160+50 TO
 STA 171+00

SHEET NO. 24 of 25

C-656



X:\2502000\220597.01\TECH\CAD\C-651 MARKING PLAN.DWG
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