CONSTRUCTION NOTES:

To allow a system to work efficiently the following conditions should be met by the subsoil system:

1. Trench to maximum width of 150mm.
2. Installed up to a depth of 1.2m in a night-time closure
3. Not have anything going close to 500mm from the surfacing
4. Have a large bearing capacity
5. Conduit details:
   a) X : 10m centre to centre
   b) Ø : 90 degree angle

LEGENDS:

- Catchpit (CP)
- Rodding Eye (RE)
- Gathering Line
- Subsoil conduit
- Direction of Flow

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- Subsoil conduit
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To allow a system to work efficiently the following conditions should be met by the subsoil system:
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5. Conduit details:
   a) X : 15m centre to centre
   b) Ø : 90 degree angle
NOTES ON CONCRETE CONSTRUCTION AS WELL AS REINFORCEMENT TIE BAR AND DOWEL SPECIFICATIONS.

1. JOINTS MUST BE DRY AND DUST FREE, LOOSE MATERIAL MUST BE BLOWN AWAY WITH COMPRESSED AIR, BEFORE IT IS SEALED.

2. JOINTS CONTAMINATED WITH BITUMEN, OIL, etc.MUST BE RE-CUT.

3. JOINTS MUST BE CHAMFERED TO 3mm.

4. INSERT BACKING STRIPS TO REQUIRED DEPTH, PREFERABLY USING A DEPTH-GAUGE TOOL TO ENSURE EVEN JOINT.

5. JOINT MUST BE SEALED WITH THE SPECIFIED SILICON SEALANT. THE SEALANT MUST BE POURED INTO THE JOINT, ENSURING THAT THE JOINT IS COMPLETELY FILLED.

6. JOINT SURFACE MUST BE TOOLED WITH A CONCAVE SMOOTHING TOOL AND ANY EXCESS SEALANT REMOVED.

7. JOINTS SHOULD NOT BE STRESSED FOR AT LEAST 24 HOURS AFTER SEALING. TRAFFIC SHOULD BE KEPT OFF THE CONCRETE SLABS FOR AT LEAST 24 HOURS.

8. THE THICKNESS OF THE SILICON SEALANT SHOULD NEVER EXCEED THE WIDTH OF THE JOINT. SILICON SEALANTS SHALL NOT BE POURED IN THICKNESS EXCEEDING 20mm.

9. ALL CONCRETE FINISHED BY TRANSVERSE WIRE BRUSHING (TEST PANEL TO BE CAST AND APPROVED BY CLIENT)

10. ALL CONCRETE MUST BE PROPERLY CURED TO PREVENT MOISTURE LOSS AND EXCESSIVE SHRINKAGE.

11. DEViations ON JOINT SPACING FOR FINISHING REASONS -: TRANSVERSE JOINTs SHOULD NOT EXCEED 13% OF THE LONGITUDINAL JOINT LENGTH AND A MAXIMUM OF 5m ARE ALLOWED.
New Holding Position (Pattern A)
See Detail 1

New Holding Position (Pattern A)
See Detail 1

Touchdown Zone Marking
See Detail 7CC

Runway Stripes
See Detail 3

Beginning of Existing Taxiway Edge Line
See Detail 6

New Taxiway Stripes
See Detail 4

Begining of Existing Taxiway Edge Line
See Detail 5

Runway 03L/21R

JULIET 1 TWY

BRAVO 2 TWY

JULIET 2 TWY

BRAVO 2 TWY

NEW HOLDING POSITION (PATTERN A)
**NOTES:**

1. ALL DIMENSIONS TO BE IN METERS UNLESS OTHERWISE INDICATED.
2. ALL RWY AND TWY MARKING TO BE "RETRO REFLECTIVE" AT NOMINAL RATE OF 0.42 L PER SQUARE METER.
3. ALL TWY MARKINGS TO BE YELLOW AND ALL RWY MARKINGS TO BE WHITE UNLESS OTHERWISE INDICATED.
4. MANDATORY INSTRUCTION ('03R/21L' AND '21L/03R') MARKINGS SHALL CONSIST OF WHITE SOLID INSCRIPTION ON A RED BACKGROUND.
5. DETAIL 5 SHOW DETAILS WHERE NEW TWY EDGE LINE JOIN EXISTING TWY EDGE LINE AND WHERE RWY EDGE LINE JOIN NEW TWY EDGE LINE.
Holding Position (Pattern A)
See Detail 1

Holding Position (Pattern B)
See Detail 3

COORDINATES FOR HOLDING POSITION (H) Lo 29, South African Survey Grid, WGS84 datum; 28 to 30d E

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COORDINATES FOR LIGHTS Lo 29, South African Survey Grid, WGS84 datum; 28 to 30d E

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HOLDING POSITION PATTERN A LIGHTING DETAILS

DETAIL 1

DETAIL 2

DETAIL 3

DETAIL 4

INTERMEDIATE HOLDING POSITION LIGHTS

DETAIL 5

DETAIL 6

DISPLACED RUNWAY THRESHOLD LIGHTING DETAIL

21L, 03R AND 03L RUNWAY THRESHOLD LIGHTS

TAXIWAY EDGE LINE

TAXIWAY CENTER LINE

TAXIWAY EDGE LINE

TAXIWAY EDGE LINE

TAXIWAY EDGE LINE

TAXIWAY CENTER LINE

TAXIWAY EDGE LINE

TAXIWAY EDGE LINE

TAXIWAY CENTER LINE

TAXIWAY EDGE LINE

TAXIWAY EDGE LINE

TAXIWAY CENTER LINE

TAXIWAY EDGE LINE

TAXIWAY EDGE LINE

SWITCHABLE RED LIGHT

SWITCHABLE RED LIGHT

SWITCHABLE RED LIGHT

SWITCHABLE RED LIGHT

SWITCHABLE RED LIGHT

RUNWAY GUARD LIGHTS.

PAIR OF UNIDIRECTIONAL FLASHING YELLOW LIGHTS.

RED/GREEN LIGHT (BIDIRECTIONAL).

RED FACING AN EXIT FROM THE RWY AND GREEN FACING THE APPROACH OF THE RWY.

GREEN LIGHT (UNIDIRECTIONAL).

FACING AN APPROACH DIRECTION TO THE RWY.

WING BAR LIGHTS.

GREEN LIGHT (UNIDIRECTIONAL).

FACING AN APPROACH DIRECTION TO THE RWY.

WITH THE LAST LIGHT 10m FROM THE EXISTING RWY EDGE LIGHT.

GREEN LIGHT (UNIDIRECTIONAL).

FACING AN APPROACH DIRECTION TO THE RWY.

RUNWAY GUARD LIGHTS.

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WING BAR LIGHTS.

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GREEN LIGHT (UNIDIRECTIONAL).

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COORDINATE TABLE FOR SIGNAGE

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UNIDENTIFIED SERVICE
REHABILITATION OF TAXIWAYS AT OR TAMBO INTERNATIONAL AIRPORT

ELECTRIC CABLE
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DEPTH 2.20m
DEPTH 2.10m
DEPTH 2.20m
DEPTH 2.50m
DEPTH 2.70m
DEPTH 2.80m
DEPTH 2.20m
DEPTH 2.60m
DEPTH 2.45m
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DEPTH 2.0m
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DEPTH 0.90m
DEPTH 0.90m
DEPTH 0.90m
DEPTH 0.60m
DEPTH 0.95m
DEPTH 0.75m
DEPTH 0.75m
ELECTRIC CABLE