



LAX Survey Control Network:

Landside Survey Control

Central Terminal Area

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1 LAX SURVEY CONTROL REQUIREMENTS

1.1 Purpose

The purpose of these requirements is to establish horizontal and vertical control values for current and future projects in the Central Terminal Area at Los Angeles International Airport. All previous survey points in this area are no longer to be used, as they are neither current nor tied into this survey control network. All planning, design and construction projects shall reference these requirements and utilize this network.

LAWA will not be responsible for any increased costs or delays to the Contractor relating to any work produced with survey points other than those established in this survey control network. Immediately report bench marks or survey control points which have been damaged, moved, altered or destroyed by the Contractor or its subcontractors, suppliers, agents or employees or other Contractors working on the Contractor's site. If airport control points or bench marks are damaged, moved, altered or destroyed by the Contractor, LAWA's cost of reestablishing such points shall be borne by the Contractor.

*Note: Updated Airside and Landside (east of Sepulveda) Survey Control Network documents will be added to this document when they are complete. These areas will be incorporated into a single document and this section amended to reflect the additional information.

1.2 Supervision and Responsible Charge

Work consisting of the Practice of Land Surveying performed for LAWA shall be done by or under the direction of a Surveyor licensed to practice in the State of California, and shall conform to all state and local codes pertaining to surveying.

1.3 Survey Control Requirements

1. Refer to Appendix A – Central Terminal Area Survey Control Network for datum notes, ties to LA Metro Datum as well as a complete list of coordinates and description of survey points.
2. The Project Surveyor will be provided this survey control from LAX Survey or designee. It is the Project Surveyor's responsibility to verify the stability of the mark over the life of the project. Where unacceptable discrepancies in control marks due to land settlement, disturbance or from other factors are apparent, the Design Builder must refer the matter to LAX Survey and or designee for resolution prior to the commencement of Work.
3. This Survey Control Network has been established to provide physical survey points within the Central Terminal Area from which any future survey information must be tied. Documentation/deliverables for projects will be checked for compliance to this requirement including, but not limited to existing conditions documentation, pot-holing data, as-built drawings
4. The most current LAX Civil3D template will be provided by LAX Survey or Designee. AutoCAD/Civil3D deliverable standards are described in Volume 2 – LAWA BIM Requirements found in LAWA Design and Construction Handbook.

APPENDIX A

TABLE 1 – CENTRAL TERMINAL AREA SURVEY CONTROL NETWORK FILES

File Type	File Name
PDF	LAX CTA Survey Control Network Report - ISSUED - 6_13_17.docx.pdf
Civil3D (.DWG)	LAX_CTA_Cover_06_13_2017.dwg LAX_CTA_Upper_Level_Control_06_13_2017.dwg LAX_CTA_Lower_Level_Control_06_13_2017.dwg LAX_CTA_Coordinates_Tables_06_13_2017.dwg