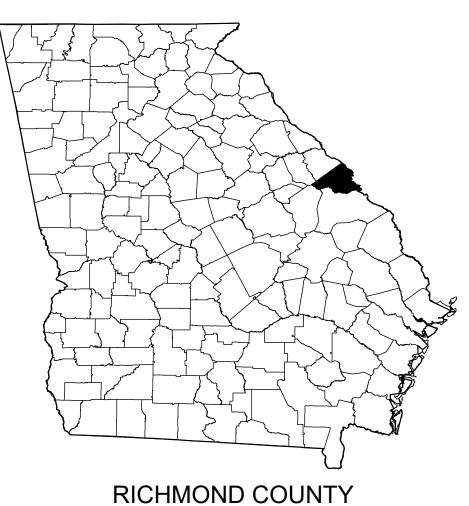
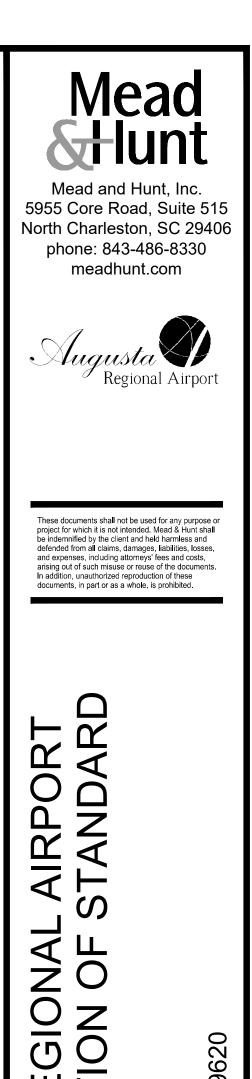
AUGUSTA REGIONAL AIRPORT **REHABILITATION OF STANDARD AERO RAMP 1501 AVIATION WAY** AUGUSTA, GA 30906-9620 0119700-202062.01 APRIL 22, 2022 **ISSUED FOR BID**









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NOT FOR CONSTRUCTION

3-13-0011-045-2020 CARES .: M&H NO. 0119700-202062.01 DATE: APRIL 22, 2022 DESIGNED BY: EJS DRAWN BY: NJH CHECKED BY: DES DO NOT SCALE DRAWINGS

SHEET CONTENTS COVER SHEET

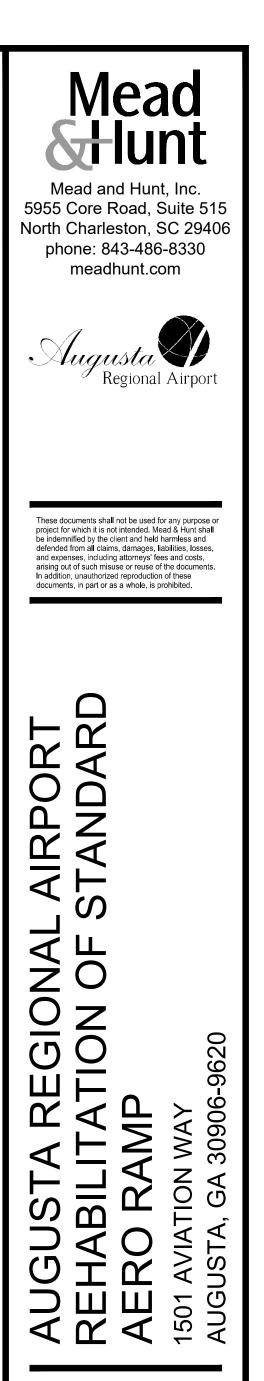
SHEET NO.



Know what's below. Call before you dig

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G-002

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SHEET NO.

L	E	G	E	Ν	D	

GEND:	
	ANTENNA
	BENCHMARK
B	BOLLARD
\bigtriangleup	CONTROL POINT
Х	CHISELED X
\bigcirc	CLEANOUT, SANITARY OR STORM
	DOWNSPOUT
	ELECTRICAL METER
	ELECTRICAL / COMMUNICATIONS PEDESTAL
	ELECTRICAL TRANSFORMER BOX
	ELECTRICAL TRANSFORMER BOX
	ELECTRICAL SERVICE FANEL
¢	FIRE HYDRANT
(O) T	FLAGPOLE
	GAS METER
G ∨ ⊠	GAS VALVE
$\overline{\bigcirc}$	GATE
(GUY WIRE
Ē	HANDHOLE, GENERIC
	INLET, CURB
G	INLET, ROUND
CB	INLET, SQUARE
Ô	IRON PIN
Ç	LIGHT POLE (SINGLE)
$\overset{\circ}{\bigcirc}$	LIGHT POLE (DOUBLE)
MBX	MAILBOX
Ē	MANHOLE, ELECTRIC
Ē	MANHOLE, FIBER OPTIC
S	MANHOLE, SANITARY SEWER
(ST)	MANHOLE, STORM SEWER
Ū	MANHOLE, TELECOMMUNICATIONS
	MANHOLE, VALVE
C	MARKER, CABLE
	MARKER, DUCT
	PK or MAG NAIL
	POWER POLE
$\mathcal{O}\mathcal{O}$	POWER POLE, DOUBLE
<u>پن</u>	POWER POLE WITH LIGHT
(PVC)	PVC PIPE
\bigcirc	REBAR
) sv ⊠	SANITARY VALVE
R	SATELLITE DISH
STV	SEPTIC TANK VENT
<u> </u>	SIGN (SINGLE POST)
0 0	SIGN (DOUBLE POST)
ullet	SOIL BORING
	SHRUB
\Box	STORM FLARED END SECTION
M	STUMP
\odot	TREE, DECIDUOUS
50000000000000000000000000000000000000	TREE, CONIFEROUS
CTV	CTV PEDESTAL BOX
wv	
N N O	WATER VALVE WATER SHUT OFF
	WATER METER
_	

<u> </u>	WATER SURFACE
Ö ————————————————————————————————————	WELL GAS
	ELECTRIC, OVERHE
	ELECTRIC, UNDERG
X	EXISTING CONTOUR FENCE
	FIBER OPTIC CABLE
0	HANDRAIL
SS	PROPERTY LINE SANITARY SEWER
SD	STORM SEWER / CU SWALE
T	TELEPHONE
TV	TV CABLE WATER
WB	WETLAND BOUNDAR
	VEGETATION
	RIPRAP
	STANDING WATER
	WETLAND
▼ ▼ ▼ ▶ ▶ ▶	EXISTING CONCRET
, 15 ←	PROPOSED ELEVAT
134:63	EXISTING ELEVATIO
	PROPOSED ASPHAL
	PROPOSED ASPHAL SEAL
	ASPHALT PAVEMEN
	EXISTING TAXIWAY
W Y IOI	EXISTING RUNWAY
(P)	ABANDONED RUNW
P	CAN WITH BLANK P
$\langle O \rangle$	EXISTING JUNCTION
	EXISTING GUIDANC
——————————————————————————————————————	EXISTING WIRE AND
	EXISTING DUCT BA
~	EXISTING RUNWAY/
<u>^</u>	REMOVED
	EXISTING TAXIWAY SIGN TO BE RELOC
· /· /· /· /· /· /· /· /· /· /· /· /·	RUNWAY/TAXIWAY
//E//	DIRECT-BURIED CA IN-PLACE
A-101	ELECTRICAL FIXTU
	NEW DIRECTIONAL
E	NEW ELECTRICAL P
	NEW TAXIWAY EDG
w w	NEW RUNWAY EDG
	NEW GUIDANCE SIC
	NEW 5kV WIRE, L-82 CONDUIT (SLASH IN CABLES)
	NEW DUCT BANK FO TAXIWAY EDGE LIG
	NEW L-867 J-CAN W (LA) INDICATES IN-L
୶⊤⊐٩ ↓↓	NEW COUNTERPOIS
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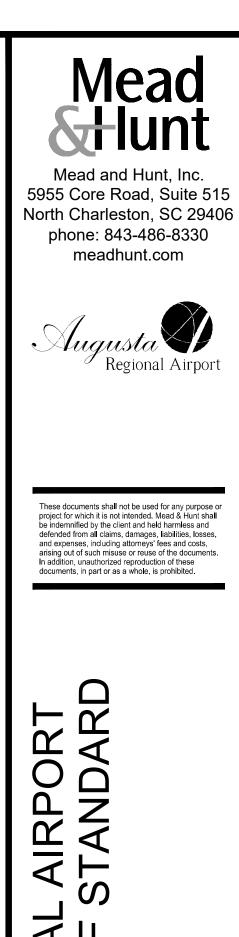
ACE	AB
	А
/ERHEAD	AB
IDERGROUND	A/C
NTOUR LINES	ABAN
CABLE	AC
	ALCM
NE	ALT
WER	AMSL
NING WALL	AOA
R / CULVERT	APCH
	APPR
	ASB
	AR
UNDARY	ARFF
	ATCT
	AWG
	BC
ATER	BIT
	BLDG
NCRETE RUNWAY/TAXIWAY	BM
	BOT
	BVC
VATION	CA TE
	C-C
SPHALT PAVEMENT	CB
SPHALT SHOULDER SLURRY	CIPCF
	CJ
EMENT MILLING	CFS CL
KIWAY EDGE LIGHT	CLF
NWAY EDGE LIGHT	
RUNWAY EDGE LIGHT	CMF
ANK PLATE	CONC
NCTION CAN	CE
IDANCE SIGN	CONT
	CP
RE AND CONDUIT	СТВ
	CKT
ICT BANK	CSPP
	DB
NWAY/TAXIWAY LIGHT TO BE	DEG
	DI
KIWAY EDGE LIGHT/GUIDANCE	DIA
RELOCATED	DIM
(IWAY MARKING REMOVAL	DIP
	DP
ED CABLE TO BE ABANDONED	(E)
	(_/ E
FIXTURE TAG	EC
	EG
IONAL BORED DUCT	ELEV
ICAL PULLBOX	EOP
	EQ
Y EDGE LIGHT	EVC
Y EDGE LIGHT	ETR
	FAA
CE SIGN	FBO
	FES
E, L-824C IN NEW 2" SCH 40 PVC	FF
ASH INIDCATES NUMBER OF	FG
	FH
ANK FOR RELOCATED GE LIGHTS	FL
	FOD
CAN WITH ³ /8" BLANK COVER	FPS

LEGEND AND ABBREVIATIONS

ABBREVIATIONS:

AAMUMANULODEVACESACMASAMULODEVACESALCMAALCRATEALCRATEGNUCAULASALCMAALCRATECAULASCAULASCAULASALCMAALCRATECAULASCAULASCAULASANSAADORE LACENTRO CAUTAGE AND ADALTACING RING, SYSTEMGNUCAULASCAULASANSAADORE LACENTRO CAULASGRACAULASCAULASCAULASANSAADORE LACENTRO CAULASGRACAULASCAULASCAULASANSAADORE LACENTRO CAULASHILHILHILLHILLANSAADORESANT RESULTANDERHILLHILLHILLHILLANSAADORESANT RESULTANDER FIGHTINGHIRLHIGH HILLHILLHILLANSAADORESANT RESULTANDER FIGHTINGHIRLHIGH HILLHILLHILLHILLANSAADORESANT RESULTANDER CAULASHIRLHIGH HILLHILLHILLHILLHILLANSAADORESANT RESULTANDERHIRLHICLHILL	ABBRE\	/IATIONS:	FT	FEET
ADAdd RECATGALVGALVAUMERDARAUDORGALVAUMERDGENGENSAMALA, OU MENDORMABANDONARAUDONGENGENSAMALA, OU MENDORMABANDONARAUDONGENGENSAMALA, OU MENDORMALCHSARAULCI CONCRETEGRAGRASE MERA AALCHSALFIELD LIGHTINE CONTROL AND MONTORING SYSTEMGRASGRASE MERA AALCHSARPENALAT CORRENDSA ACA.GRASEGRASE MERA AALCHSAGUCY MERA MERA LEVELGRASE MERA AGRASE MERA AAGUCY MERA MERA LEVELGRASE MERA AGRASE MERA AGRASE MERA AAGUCY MERA MERA AAGUCY MERA MERA AHERAHERAHERAAGUCY MERA MERA AAGUCY MERA AHERAHERAHERAAGUCY MERA AAGUCY MERA AHERAHERAHERAAGUCY MERA AAGUCY MERA AHERAHERAHERAAGUCY MERA AND LERA FRONTRE CONTROL TOWERHERAHERAHERAAGUCY MERA AND LERA FRONTRE CONTROL TOWERHERAHERAHERAAGUCY MERA AND LEVEL AND LEVELHERAHERAHERAAGUCY MERA AND LEVEL AND LEVELHERAHERAHERAAGUCY MERA AND LEVEL CONTROL TOWERHERAHERAHERAAGUCY MERA AND LEVEL AND LEVELHERAHERAHERAAGUCY MERA AND LEVEL CONTROL TOWERHERAHERAHERAAGUCY MERA AND LEVEL CONTROL TOWERHERAHERAHERAAGUCY MERA AND HERAHERAHERAHERAHERAAGUCY MERA AND HERAHERAHERAHERA <th>A</th> <th>ABANDON</th> <th></th> <th></th>	A	ABANDON		
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ALCHE APPELD LORTING CONTROL AND MONITORING SYSTEM Grad Contage ALT ALTERNATE GRM GALLONS PERMINITE ANSL ADDYE MEAN SEA LEVEL GRM GALLONS PERMINITE AND ADDYE MEAN SEA LEVEL GR GLIDE SLOPE ADDYE APPROXAMITE H HERDIT APROXIMATE H HERDIT HERDIT APROXIMATE H HERDIT HERDIT APROXIMATE H HERDIT HERDIT APROXIMATE H HERDIT HERDIT APROXIMATE HERDIT HERDIT HERDIT APROXIMATE HERDIT HERDIT HERDIT ATCT ANT REAFFE CONTROL TOWER HERDIT HERDIT ATT BETMINOG HERDIT HERDIT HERDIT BT BEGINNING OF VERTCAL CURVE HERDIT HERDIT HERDIT BT BEGINNING OF VERTCAL CURVE HERDIT HERDIT HERDIT BT BEGINNING OF VERTCAL CURVE HERDIT HERDIT	ABAND	ABANDON	GA MUTCD	
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ABB AGBRERONTS SUB-BASE HOPE High DEBNITY POLYETHYLENE ARF ACCESS ROAD HIRL High INTERNITY POLYETHYLENE ARF ARCRAFT RESOLE AND PIRE FIGHTINS HIRL High INTERNITY POLYETHYLENE ATCT AR TRAFTIC CONTROL TOWER HORL HORL HORL ANG BARTICAM VIRE GAUGE HORL HORL HORL BIT BITMUMOUS HP HIGH PORTAL HORL BITOS BITMUMOUS HW HEGOWALL BITOS BITMUMOUS HW HIGH WATER LEVEL BITOS BITMUMOUS HW HIGH WATER LEVEL BITOS BITMUMOUS HW HIGH WATER LEVEL BITOS BITMUMOUS HIGH WATER LEVEL HIGH WATER LEVEL BITOS BITMUMOUS HIGH WATER LEVEL HIGH WATER LEVEL BITOS BITMUMOUS HIGH WATER LEVEL HIGH WATER LEVEL CATAM CONSTRUCTION MONTTATION TEAM LS HIGH WATER LEVEL CATA CATO HEASIN HIGH WATER LE	APCH	APPROACH	HH	HANDHOLE
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ATCT AIR TRAFFIC CONTROL TOWER HORZ HORZONTAL AMG MARTICAL WARE GAUGE HAA HOT MIX ASPLAIT. BC BELONING OF CLWYE HP HIGH POINT BIT BITLMINOUS HW HEADWALL BLOB BULDING HW HEADWALL BLOB BULDING HW HEADWALL BLOB BULDING HW HEADWALL BLOB BULDING HW HIGHWAY BLOB BELCHMING OF VERTICAL CURVE IR INSTRUMENT FLUST RUITS CATEM OONSTRUCTION ADMINISTRATION TEAM LS INSTRUMENT FLUST RUITS CATEM CONSTRUCTION ADMINISTRATION TEAM LS INSTRUMENT FLUST RUITS CATEM CONSTRUCTION ADMINISTRATION TEAM LS INSTRUMENT ADDING SYSTEM CATEMENT CONSTRUCTION ADMINISTRATION TEAM LS INSTRUMENT ADDING SYSTEM </td <td>AR</td> <td>ACCESS ROAD</td> <td>HIRL</td> <td>HIGH INTENSITY RUNWAY LIGHT</td>	AR	ACCESS ROAD	HIRL	HIGH INTENSITY RUNWAY LIGHT
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FHFIRE HYDRANTPOBPOINT OF BEGINNINGFLFLOW LINEPOCPOINT OF CURVE				
FL FLOW LINE POC POINT OF CURVE				
FOD FOREIGN OBJECT DEBRIS POF POINT OF ENDING				
FOD FOREIGN OBJECT DEBRIS POE POINT OF ENDING FPS FEET PER SECOND			FUE	

PSI	POUNDS PER SQUARE INCH
PSF	POUNDS PER SQUARE FOOT
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVE
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
Q	RATE OF FLOW
QTY	QUANTITY
R	RADIUS
(R)	REMOVE
R&R	REMOVE AND REPLACE
RC	RELATIVE COMPACTION
REL	RELOCATE EXISTING
RCP	REINFORCED CONCRETE PIPE
REQ	REQUIRED
ROFA	RUNWAY OBJECT FREE AREA
ROW	RIGHT OF WAY
RGL	RUNWAY GUARD LIGHT
RSA	RUNWAY SAFETY AREA
RWA	RUNWAY WORK RESTRICTED AREA
RWAPP	RUNWAY APPROACH LIGHT
RWY OR RW	RUNWAY
S	SANITARY LINE
SF	SQUARE FOOT
SG	STRAIGHT GRADE
SH	SHOULDER
SIDA	SECURITY IDENTIFICATION DISPLAY AREA
SMGS	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM
SPCD	SAFETY PLAN COMPLIANCE DOCUMENT
SS	STAINLESS STEEL
ST	STORM LINE
STA	STATION
STA	STANDARD
STL	STEEL
T	TELEPHONE LINE
TC	
TG	TOP OF CURB
-	TOP OF GRATE
T/L	TAXILINE
TOE	TOE OF BANK
TOP	
TDZ	TOUCHDOWN ZONE
TWY	TAXIWAY
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TYP	TYPICAL
UD	UNDERDRAIN
OFA	OBJECT FREE AREA
UFN	UNTIL FURTHER NOTICE
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
V	VELOCITY
VC	VERTICAL CURVE
VERT	VERTICAL
VFR	VISUAL FLIGHT RULES
VG	VALLEY GUTTER
VIF	VERIFY IN FIELD
VASI	VISUAL APPROACH SLOPE INDICATOR
W	WATER LINE
WA	WORK AREA
W/	WITH
W/O	WITHOUT
WSE	WATER SURFACE ELEVATION
WSP	WELDED STEEL PIPE
WV	WATER VALVE
WWM	WELDED WIRE MESH



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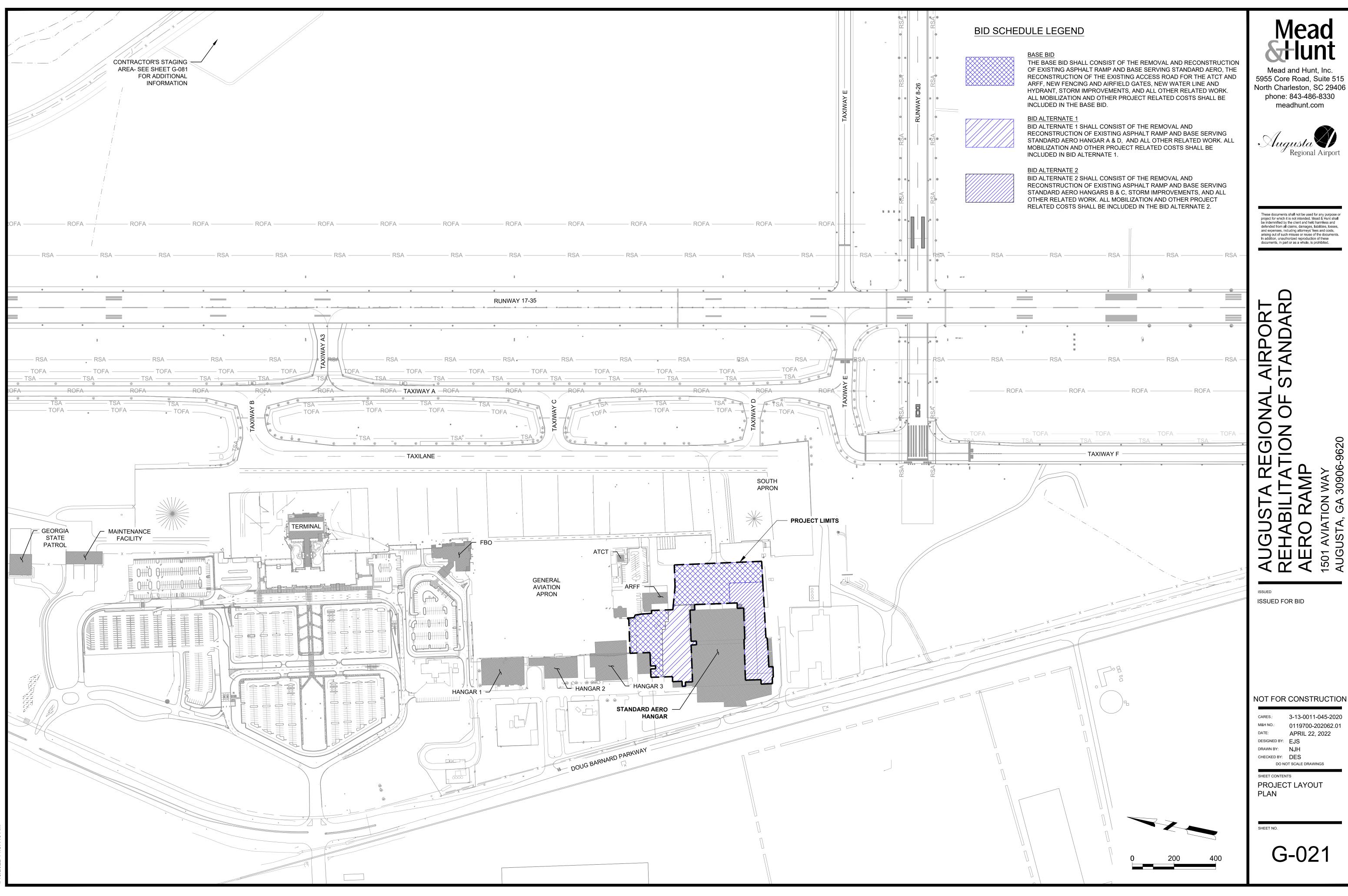
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CARES.: 3-13-0011-045-2020 M&H NO.: 0119700-202062.01 DATE: APRIL 22, 2022 DESIGNED BY: NJH DRAWN BY: NJH CHECKED BY: DES DO NOT SCALE DRAWINGS

SHEET CONTENTS LEGENDS & ABBREVIATIONS

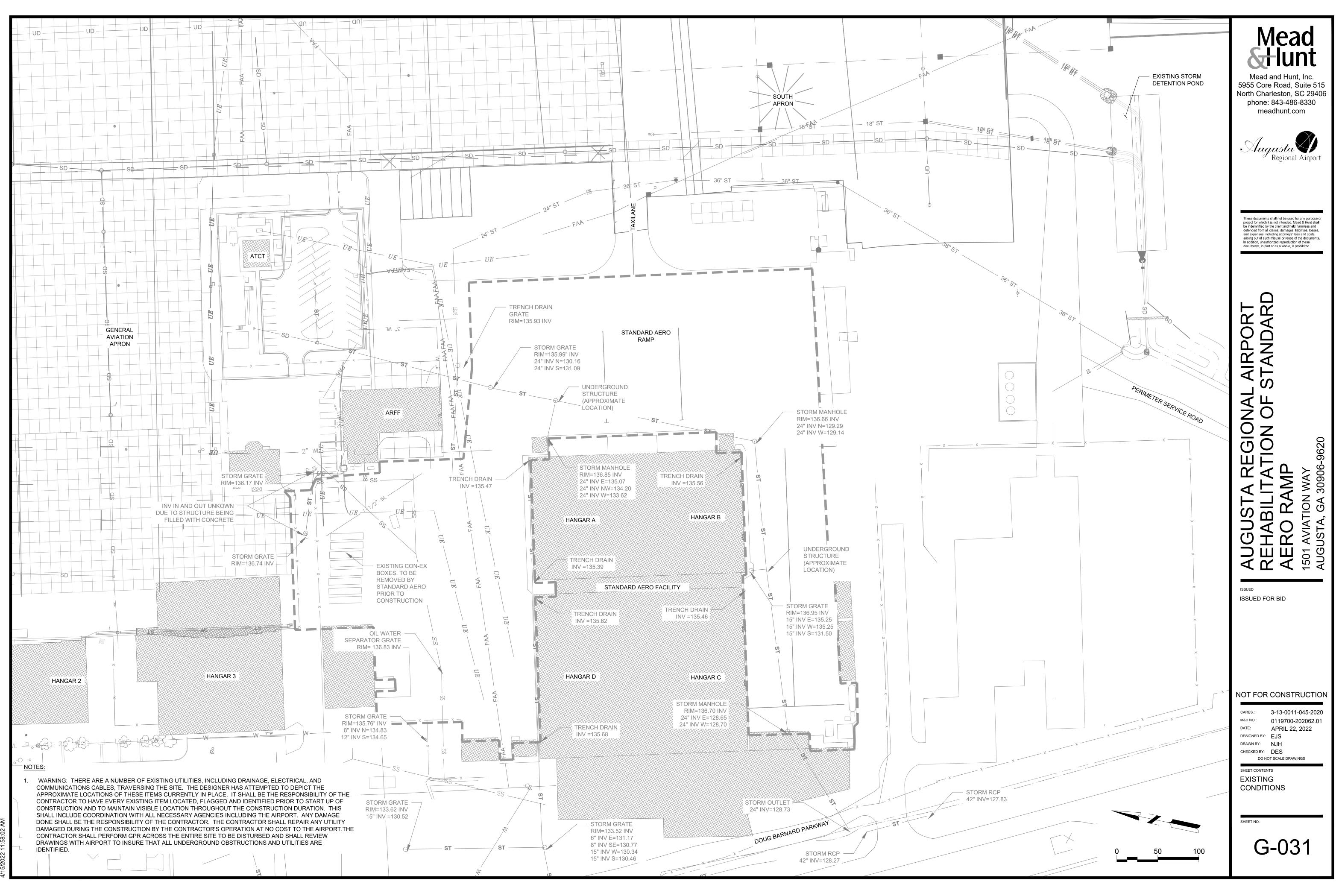
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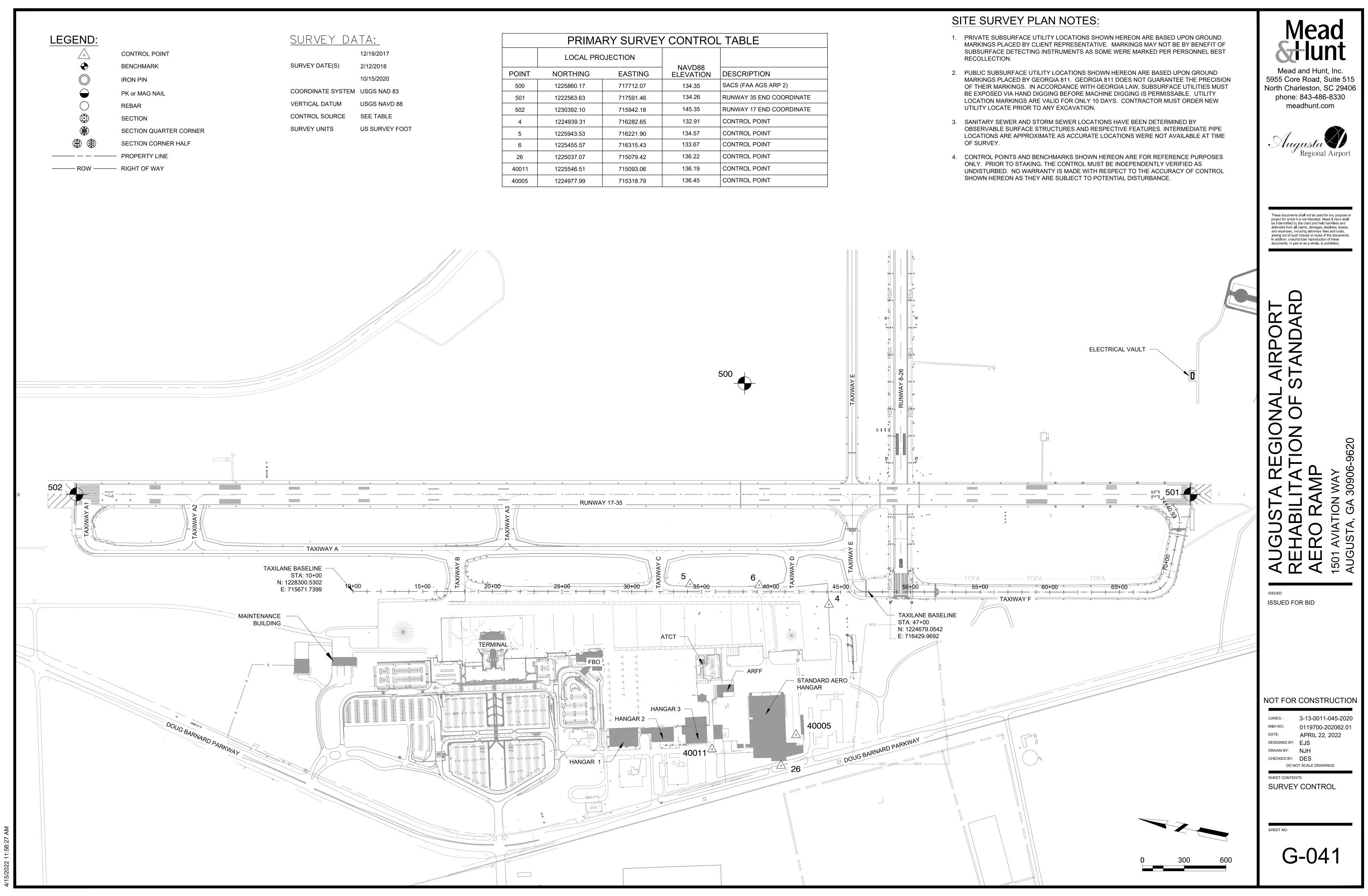


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PRIMARY SURVEY CONTROL TABLE					
	LOCAL PRO	DJECTION			
POINT	NORTHING	EASTING	NAVD88 ELEVATION	DESCRIPTION	
500	1225860.17	717712.07	134.35	SACS (FAA AGS ARP 2)	
501	1222563.63	717591.46	134.26	RUNWAY 35 END COORDINATE	
502	1230392.10	715942.18	145.35	RUNWAY 17 END COORDINATE	
4	1224939.31	716282.65	132.91	CONTROL POINT	
5	1225943.53	716221.90	134.57	CONTROL POINT	
6	1225455.57	716315.43	133.67	CONTROL POINT	
26	1225037.07	715079.42	136.22	CONTROL POINT	
40011	1225546.51	715093.06	136.19	CONTROL POINT	
40005	1224977.99	715318.79	136.45	CONTROL POINT	

SDEC	SUMMARY OF QUANTITIES	1 1 1 1 1 1 7
SPEC.		UNIT
0 400 4	BASE BID- REHABILITATION OF STANDARD AERO RAMP	
C-100.1	Contractor Quality Control Program	LS
C-102.1a	Installation and Removal of Silt Fence or Silt Sock	
C-102.1b	Construct, Maintain, and Remove Inlet Sediment Trap	EA
C-102.1c	Construct, Maintain, and Remove Excavated Inlet Sediment Trap	EA
C-102.1d	Installation and Removal of Check Dam Hay Bale	EA
C-102.1e	Construct, Maintain, and Remove Construction Exit	EA
C-102.1f	Erosion Control Mobilization	LS
C-102.1g	Emergency Erosion Control Mobilization	LS
C-105.1	Mobilization, Cleanup, and Demobilization	LS
C-105.2	Airfield Safety and Traffic Control	LS
P-101.1	Asphalt Concrete Pavement Removal, Full Depth, Off Site	SY
P-101.2	Asphalt Pavement Milling (4")	SY
P-101.3	Remove Existing Sidewalk	SY
P-101.4	PCC Pavement Removal, Dispose Off Site	SY
P-101.5	Removal of Pipe and Other Buried Structures	EA
P-101.6	Remove Existing Trench Drain	LF
P-152.1	Unclassified Excavation/Disspose Off-Site	CY
P-152.2	Subgrade Preparation	SY
P-152.3	Unsuitable/Over Excavation	CY
P-209.1	Crushed Agreegate Base Course 10"	CY
P-401.1	Asphalt Concrete Surface Course	TON
P-403.1	Asphalt Concrete Leveling Course	TON
P-602.1	Emulsified Asphalt Prime Coat	Gal
P-603.1	Emulsified Asphalt Tack Coat	Gal
P-620.1	Temporary Pavement Markings	SF
P-620.2	Permanent Pavement Markings	SF
F-162.1	Remove Airfield Perimeter Fence (Chain Link)	LF
F-162.2	Install New Airfield Perimeter Fence (Chain Link)	LF
F-162.3	Install Vehicle Swing Gate	EA
D-701.1	Concrete Sewer Pipe, 15-inch, Class V	LF
D-702.1	8" Trench Drain (Grate and Pipe)	LF
D-702.2	15" Trench Drain (Grate and Pipe)	LF
D-751.1	Aircraft Rated Manhole and Cover	EA
D-751.2	Aircraft Rated Manhole Covers	EA
D-751.4	Connect Storm to Existing Manhole	EA
D-751.6	Adjust Storm Manhole to Grade	EA
331000.1a	6" Restrained Joint, Ductile Iron Pipe	LF
331000.1b	6" Restrained Joint, eDuctile Iron Pipe, 22.5 Degree	EA
331000.1c	6" Restrained Joint, eDuctile Iron Pipe, 90 Degree	EA
331000.1d	Fire Hydrant Assembly - Pipe, Extensions, Valves, Stone (Complete)	EA
331000.1e	6"x6" Tapping Sleeve and Valve	EA
333000	1000 Gallon Oil/Water Separator (Complete)	EA
T-901.1	Seeding, Staging Area	AC
T-901.2	Temporary Seeding	AC
T-901.3	Permanent Seeding	AC
T-905.1	Topsoiling, Staging Area	CY
	,	

SPEC.	ITEM	UNIT	QUANTITY
	BID ALT 1 - REHABILITATION OF STANDARD AERO RAM	IP	1
C-100.1	Contractor Quality Control Program	LS	1
C-102.1a	Installation and Removal of Silt Fence or Silt Sock	LF	796
C-102.1b	Construct, Maintain, and Remove Inlet Sediment Trap	EA	3
C-102.1c	Construct, Maintain, and Remove Excavated Inlet Sediment Trap	EA	1
C-102.1d	Installation and Removal of Check Dam Hay Bale	LS	51
C-102.1e	Construct, Maintain, and Remove Construction Exit	LS	1
C-102.1f	Erosion Control Mobilization	LS	1
C-102.1g	Emergency Erosion Control Mobilization	LS	1
C-105.1	Mobilization, Cleanup, and Demobilization	LS	1
C-105.2	Airfield Safety and Traffic Control	LS	1
P-101.1	Asphaltic Concrete Pavement Removal, Full Depth, Off Site	SY	4304
P-152.1	Unclassified Excavation/ Disspose Off-Site	CY	1022
P-152.2	Subgrade Preparation	SY	4304
P-152.3	Unsuitable/Over Excavation	CY	100
P-209.1	Crushed Agreegate Base Course 10"	CY	1195
P-401.1	Asphalt Concrete Surface Course	TON	468
P-403.1	Asphalt Concrete Leveling Course	TON	468
P-602.1	Emulsified Asphalt Prime Coat	Gal	430
P-603.1	Emulsified Asphalt Tack Coat	Gal	215
P-620.1	Temporary Pavement Markings	SF	18
P-620.2	Permanent Pavement Markings	SF	18
F-162.1	Remove Airfield Perimeter Fence (Chain Link)	LF	350
F-162.1	Install New Airfield Perimeter Fence (Chain Link)	LF	350
F-162.2	Remove Vehicle Swing Gate	EA	2
T-901.1	Seeding, Staging Area	AC	5
T-901.2	Temporary Seeding	AC	0.25
T-901.3	Permanent Seeding	AC	0.25
T-905.1	Topsoiling, Staging Area	CY	2762

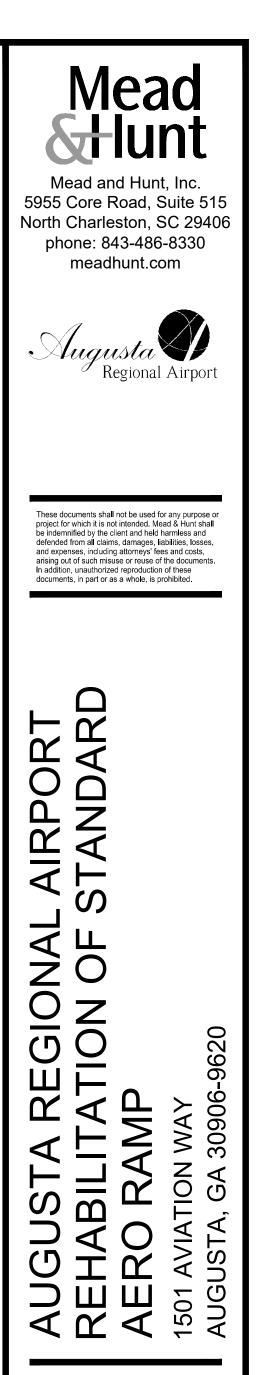
QUANTITY
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 796 3
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 529
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 1328
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 195
204
2
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2762



NOTE: SUMMARY OF QUANTITIES TABLES ARE DESIGNED TO BE USED AS A REFERENCE IN THE FIELD. VALUES OUTLINED IN THE BID FORM TAKE SUPERIORITY OVER ANY VALUES SHOWN IN THE QUANTITY TABLES.

SPEC.	
JFEC.	
C-100.1	
C-102.1a	
C-102.1b	
C-102.1c	
C-102.1d	
C-102.1e	
C-102.1f	
C-102.1g	
C-105.1	
C-105.2	
P-101.1	
P-101.6	
P-152.1	
P-152.2	
P-152.3	
P-209.1	
P-401.1	
P-403.1	
P-602.1	
P-603.1	
P-620.1	
P-620.2	
D-701.1	
D-702.1	
D-751.2	
D-751.3 D-751.5	
D-751.5	
T-901.1	
T-901.2 T-901.3	
T-901.3 T-905.1	
1-202.1	

SUMMARY OF QUANTITIES					
ITEM	UNIT	QUANTITY			
BID ALT 2- REHABILITATION OF STANDARD AERO RAMP					
Contractor Quality Control Program	LS	1			
Installation and Removal of Silt Fence or Silt Sock	LF	796			
Construct, Maintain, and Remove Inlet Sediment Trap	EA	3			
Construct, Maintain, and Remove Excavated Inlet Sediment Trap	EA	1			
Installation and Removal of Check Dam Hay Bale	LS	51			
Construct, Maintain, and Remove Construction Exit	LS	1			
Erosion Control Mobilization	LS	1			
Emergency Erosion Control Mobilization	LS	1			
Mobilization, Cleanup, and Demobilization	LS	1			
Airfield Safety and Traffic Control	LS	1			
Asphaltic Concrete Pavement Removal, Full Depth, Off Site	SY	6417			
Remove Existing Trench Drain	LF	343			
Unclassified Excavation, Select Fill	CY	1485			
Subgrade Preparation	SY	6417			
Unsuitable/Over Excavation	CY	100			
Crushed Agreegate Base Course 10"	CY	1783			
Asphalt Concrete Surface Course	TON	698			
Asphalt Concrete Leveling Course	TON	698			
Emulsified Asphalt Prime Coat	Gal	642			
Emulsified Asphalt Tack Coat	Gal	321			
Temporary Pavement Markings	SF	207			
Permanent Pavement Markings	SF	207			
HDPE Sewer Pipe, 8-inch	LF	22			
8" Trench Drain (Grate and Pipe)	LF	333			
Aircraft Rated Manhole Covers	EA	1			
Aircraft Rated Grate Inlet	EA	1			
Connect Inlet to Existing Storm	EA	1			
Adjust Storm Manhole to Grade	EA	1			
Seeding, Staging Area	AC	5			
Temporary Seeding	AC	0.25			
Permanent Seeding	AC	0.25			
Topsoiling, Staging Area	CY	2762			



NOT FOR CONSTRUCTION

CARES.:3-13-0011-045-2020M&H NO.:0119700-202062.01DATE:APRIL 22, 2022DESIGNED BY:NJHDRAWN BY:NJHCHECKED BY:DESDO NOT SCALE DRAWINGS

SHEET CONTENTS PROJECT QUANTITY TABLES

G-062

SHEET NO.

ISSUED

ISSUED FOR BID

NOTE: SUMMARY OF QUANTITIES TABLES ARE DESIGNED TO BE USED AS A REFERENCE IN THE FIELD. VALUES OUTLINED IN THE BID FORM TAKE SUPERIORITY OVER ANY VALUES SHOWN IN THE QUANTITY TABLES.

A. COORDINATION

- 1. PRECONSTRUCTION CONFERENCE.
- A. A PRECONSTRUCTION CONFERENCE WILL BE CONVENED AND CONDUCTED BY THE AIRPORT AND CONSTRUCTION ADMINISTRATION TEAM (CA TEAM). THIS CONFERENCE WILL BE USED TO DISCUSS OPERATIONAL SAFETY, TESTING, QUALITY CONTROL, QUALITY ACCEPTANCE, SECURITY, SAFETY, LABOR REQUIREMENTS, ENVIRONMENTAL FACTORS, AND OTHER FACTORS THAT WILL PERTAIN TO THIS CONSTRUCTION PROJECT.
- B. THE PRECONSTRUCTION CONFERENCE WILL BE CONDUCTED AS SOON AS PRACTICABLE AFTER THE CONTRACT HAS BEEN AWARDED AND HELD BEFORE THE NOTICE TO PROCEED IS GIVEN TO THE CONTRACTOR.
- C. PARTICIPANTS IN THE PRECONSTRUCTION CONFERENCE SHALL INCLUDE: AIRPORT STAFF, AIRPORT OPERATIONS, DESIGN TEAM, CONSTRUCTION ADMINISTRATION TEAM, FAA AIR TRAFFIC CONTROL, FAA TECH OPS, AIRPORT MAINTENANCE, FIRE CHIEF, CONTRACTOR, AND SUBCONTRACTORS.
- D. THE INFORMATION COVERED IN THIS MEETING WILL FOLLOW THE GUIDELINES OUTLINED IN AC 150/5300-9B, "PREDESIGN, PREBID, AND PRECONSTRUCTION CONFERENCES FOR AIRPORT GRANT PROJECTS."
- 2. CONTRACTOR PROGRESS MEETINGS
- A. DURING THE DURATION OF THE PROJECT, WEEKLY CONTRACTOR PROGRESS MEETINGS WILL BE HELD AND CONDUCTED BY THE CONSTRUCTION ADMINISTRATION TEAM.
- B. THE PROGRESS MEETINGS WILL COVER PROJECT SCHEDULE, CONSTRUCTION SAFETY, ISSUES, ETC.
- 3. FAA AIR TRAFFIC CONTROL ORGANIZATION COORDINATION
- A. COMMUNICATION WITH THE FAA AIR TRAFFIC CONTROL TOWER WILL BE COORDINATED BY THE AIRPORT STAFF, CONSTRUCTION ADMINISTRATION TEAM AND/OR THE AIRPORT OPERATIONS DIVISION.
- B. THE FAA AIR TRAFFIC CONTROL TOWER AND AIRPORT TECH OPS PERSONNEL WILL BE INVITED TO ATTEND THE PRECONSTRUCTION CONFERENCE AT WHICH TIME THE OVERALL CONSTRUCTION SCHEDULE WILL BE PRESENTED.
- C. A MEETING WILL BE SCHEDULED WITH THE FAA AIR TRAFFIC CONTROL PERSONNEL PRIOR TO THE START OF EACH MAJOR CONSTRUCTION PHASE WHICH SIGNIFICANTLY IMPACTS/MODIFIES AIRFIELD CLOSURES THROUGHOUT THE DURATION OF THE CONSTRUCTION PROJECT. PARTICIPANTS IN THESE MEETINGS SHALL INCLUDE: AIRPORT STAFF, AIRPORT OPERATIONS, DESIGN TEAM, CONSTRUCTION ADMINISTRATION TEAM, GDOT PROJECT MANAGER, FAA AIR TRAFFIC CONTROL, CONTRACTOR, AND SUBCONTRACTORS.

B. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

THERE ARE NO ABOVE GROUND FAA AND AIRPORT OWNED NAVIGATIONAL AIDS LOCATED WITHIN THE PROJECT LIMITS. CONTRACTOR WILL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT EQUIPMENT, INCLUDING, BUT NOT LIMITED TO; COORDINATION WITH FAA TECH OPS PERSONNEL TO IDENTIFY BELOW GROUND CABLING, AND BARRICADING AROUND EQUIPMENT AS NECESSARY TO MAINTAIN SEPARATION BETWEEN CONTRACTORS' EQUIPMENT AND NAVAID EQUIPMENT ANY DAMAGE WILL BE REPAIRED OR REPLACED AT CONTRACTORS' EXPENSE TO THE SATISFACTION OF THE OWNER. A NOTAM WILL BE ISSUED TO CLOSE RUNWAYS AFFECTED BY UNANTICIPATED POWER OUTAGES OR DAMAGING OF NAVAIDS, WITH THE CONTRACTOR IMMEDIATELY RESTORING POWER THROUGH COORDINATION OF THE OWNER.

CONTRACTOR ACCESS

C. CONSTRUCTION SITE ACCESS AND HAUL ROAD

- 1. HAUL ROADS TO BE USED ON THIS PROJECT ARE INDICATED ON THE DRAWINGS OR OTHERWISE SPECIFICALLY AUTHORIZED BY THE CA TEAM AND AIRPORT AUTHORITY. THE CONTRACTOR SHALL CONFINE ALL VEHICLES AND EQUIPMENT TO THE DESIGNATED CONSTRUCTION AREAS, STAGING AREAS AND HAUL ROUTES.
- 2. ACCESS POINTS TO THE PROJECT SITE ARE SHOWN ON THE DRAWINGS. THE SPECIFIED GATES SHALL BE MONITORED BY A CONTRACTOR SUPPLIED GUARD DURING ALL CONTRACTOR OPERATIONS WHILE THE GATE IS OPEN OR UNLOCKED.
- 3. THE CONTRACTOR SHALL RESTORE ALL TURFED AND PAVED AREAS USED FOR HAUL ROADS TO THEIR ORIGINAL CONDITION, INCLUDING ESTABLISHMENT OF NEW TURF. ALL COSTS FOR CONSTRUCTING, REMOVING, AND RESTORING OF HAUL ROADS REQUIRED FOR THE COMPLETION OF THE WORK SHALL BE BY THE CONTRACTOR UNDER MOBILIZATION. THE EXISTING CONDITION OF ALL ANTICIPATED HAUL ROUTES SHALL BE DOCUMENTED BY THE CONTRACTOR PRIOR TO HAULING.
- 4. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE PROJECT SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE PROJECT SITE. CONTRACTOR PROVIDED DIRECTIONAL SIGNAGE AT THE ACCESS GATES AND ALONG THE DELIVERY ROUTE TO THE STAGING AREA AND PROJECT SITE SHALL BE SUBMITTED AND REVIEWED BY THE DESIGNER AND AIRPORT OPERATIONS PRIOR TO INSTALLATION.
- 5. ALL CONTRACTOR MATERIAL ORDERS FOR DELIVERY TO THE SITE SHALL BE DIRECTED TO THE ACCESS POINT IDENTIFIED OR CONTRACTOR STAGING AREA.
- 6. THE CONTRACTOR, THROUGH AIRPORT OPERATIONS/SECURITY, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUB-CONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE PROJECT SITE. VEHICLE USE PERMITS SHALL BE OBTAINED BY THE CONTRACTOR IN ACCORDANCE WITH AIRPORT PROCEDURES.
- 7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE USE OF OFF-SITE ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE.
- 8. ALL VEHICLES USING HAUL ROUTES INCLUDING OFF-SITE ROUTES, SHALL BE COVERED TO PREVENT BLOWING AWAY OR SPILLAGE OF LOOSE MATERIAL, ALL SPILLAGES ON PUBLIC ROADWAYS AND SITE ROADS SHALL BE PROMPTLY CLEANED UP AND LEGALLY DISPOSED OF AT NO ADDITIONAL COST TO THE SPONSOR.
- 9. THE CONTRACTOR WILL NOT BE PERMITTED TO USE ANY ACCESS OR HAUL ROADS OTHER THAN THOSE DESIGNATED ON THE CONTRACT DRAWINGS. EMERGENCY ACCESS BY AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) RIGHT-OF-WAY ON ACCESS ROADS, HAUL ROADS, TAXIWAYS, AND RUNWAYS SHALL NOT BE IMPEDED AT ANY TIME.
- 10.CONTRACTOR TO PROVIDE HAUL ROUTE WITH TRAFFIC CONTROL PLAN FOR APPROVAL TO AUGUSTA-RICHMOND COUNTY ENGINEER'S OFFICE FOR USE OF PUBLIC ROADS BETWEEN 11PM AND 7 AM A MINIMUM OF 7 DAYS PRIOR TO USE.

D. CONTRACTOR STAGING AREA

- 1. THE LIMITS OF CONSTRUCTION, CONTRACTOR'S STAGING AREA AND STOCKPILING AREAS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION ARE SHOWN ON THE PLANS. ADDITIONAL AREAS MAY BE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE DESIGNER AND OWNER. THE CONTRACTOR SHALL PROVIDE DEVICES VISIBLE FOR BOTH DAY AND NIGHT USE TO DELINEATE THE PERIMETER OF ALL SUCH AREAS.
- 2. CONTRACTOR SHALL UTILIZE THE EXISTING STAGING AREA THAT HAS BEEN ESTABLISHED IN PREVIOUS PROJECTS WHERE INDICATED ON THE PLANS. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND DRAINAGE STRUCTURES FROM ANY DAMAGE CAUSED WHILE THE AREA IS BEING USED AS A CONSTRUCTION STAGING AREA. ALL DAMAGE SHALL BE REPAIRED TO THE SATISFACTION OF THE AIRPORT AUTHORITY AND AT NO ADDITIONAL COST TO THE AIRPORT AUTHORITY. A STAGING AREA LAYOUT PLAN SHALL BE SUBMITTED TO AIRPORT AND THE DESIGNER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.
- 3. THE CONTRACTOR SHALL NOT PARK EQUIPMENT OR STORE MATERIALS WITHIN 10 FEET OF AOA FENCE AND/OR PERIMETER FENCE.
- 4. THE CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGE PATTERNS AT THE STAGING AND STOCKPILE AREAS AND PROVIDE TEMPORARY ROUTING OF STORMWATER AROUND THE AREAS.
- 5. IN ORDER TO PREVENT SEDIMENT FROM LEAVING THE CONTRACTOR STAGING AREA, THE CONTRACTOR SHALL INSTALL TEMPORARY SILT FENCE AROUND THE STAGING AREA AND PROVIDE INLET PROTECTION DEVICES FOR ALL EXISTING DRAINAGE STRUCTURES IN ACCORDANCE WITH THE MANUAL FOR SEDIMENT AND EROSION CONTROL IN GEORGIA (LATEST EDITION) AND GDOT STANDARD DETAILS.
- 6. ALL EROSION CONTROL MEASURES WITHIN THE CONTRACTOR STAGING AREA SHALL BE INCIDENTAL TO SPECIFICATION ITEM C-102 TEMPORARY EROSION CONTROL.
- 7. CONTRACTOR SHALL INFORM THE CA TEAM ON A DAILY BASIS OF THE DAILY CONSTRUCTION ACTIVITIES, AS WELL AS, UPCOMING ACTIVITIES WITH THE INTENT TO LIMIT AIRPORT OPERATION CONFLICTS.
- 8. THE CONTRACTOR SHALL PROVIDE TEMPORARY UTILITIES TO THE SITE, INCLUDING WATER AND ELECTRIC FOR THE BATCH PLANT. ALL COSTS ASSOCIATED WITH TEMPORARY UTILITIES SHALL BE INCIDENTAL TO C-105.
- 9. ALL STAGING AREAS SHALL BE INSPECTED AND APPROVED BY AIRPORT'S FIRE CHIEF. THE CONTRACTOR SHALL SUPPLY ANY

11.THE CONTRACTOR SHALL COMPLETELY CLEAN UP AND RESTORE THE ENTIRE STAGING AND STORAGE AREAS, AS APPROVED BY THE DESIGNER PRIOR TO FINAL COMPLETION. ALL UNUSED MATERIALS SHALL BE REMOVED FROM THE PROJECT SITE AT THE CONTRACTORS EXPENSE. UNLESS PRIOR APPROVAL HAS BEEN GIVEN FROM THE AIRPORT AND THE STAGING AREA GRADED SMOOTH, SLOPED TO DRAIN AND SEEDED. INCIDENTAL TO M-1 MOBILIZATION AND GENERAL CONDITIONS.

E. CONTRACTOR EMPLOYEE AND EQUIPMENT PARKING

F. VEHICLE CONDITION

G. LOCATION OF STOCKPILED MATERIALS

- AREAS.
- TEAM.

- AIRPORT.
- EQUIPPED.

J. TRAINING REQUIREMENTS FOR VEHICLE DRIVERS

- OPERATIONS.

AND ALL FIRE FIGHTING EQUIPMENT, PROTECTION AND SAFETY EQUIPMENT/SUPPLIES AS REQUESTED BY THE AIRPORT'S FIRE CHIEF WITHIN 24 HOURS AFTER REQUESTED.

ARFF CHIEF - MAIN LINE: (706) 798-3236 DIRECT: (706) 798-2696 CELL: (706) 994-6416

10.CONTRACTOR SHALL SUPPLY COVERED TRASH AND RUBBISH DUMPSTERS AND ALL OTHER CONTAINERS FOR REMOVAL OF TRASH, RUBBISH, AND DEBRIS RESULTING FROM THE WORK OF THE CONTRACT. THE CONTRACTOR SHOULD NOT ALLOW DUMPSTERS TO OVERFLOW.

1. ALL VEHICLES SHALL BE PARKED AND SERVICED IN THE DESIGNATED STAGING AND EMPLOYEE PARKING AREAS SHOWN ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR TRANSPORTING EMPLOYEES FROM THESE AREAS TO THE JOBSITE. ALL SERVICING SHALL BE IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.

2. ALL MATERIALS AND EQUIPMENT WHEN NOT IN USE SHALL BE PLACED IN APPROVED AREAS WHERE THEY WILL NOT CONSTITUTE A HAZARD TO AIRCRAFT OPERATIONS AND NOT PENETRATE CLEARANCE HEIGHT RESTRICTIONS AS SHOWN ON THE CONSTRUCTION PLAN. ALL EQUIPMENT SHALL BE PARKED OUTSIDE THE ROFA WHEN NOT USED.

1. VEHICLES AND EQUIPMENT THAT ARE DEEMED A POTENTIAL HAZARD BY THE CA TEAM OR AIRPORT SHALL BE REMOVED FROM THE JOB SITE AND STAGED PROPERLY AT THE REQUEST OF THE CA TEAM. VEHICLES AND EQUIPMENT THAT LEAK ANY AUTOMOTIVE FLUID INCLUDING, BUT NOT LIMITED TO, OIL, HYDRAULIC FLUID, TRANSMISSION FLUID, GEAR OIL, GASOLINE, AND DIESEL. WILL BE REMOVED TO THE STAGING AREA AND NOT ALLOWED TO OPERATE ON ANY PAVED SURFACE. SECONDARY CONTAINMENT SHALL BE PROVIDED FOR ANY LEAKING VEHICLES UNTIL THEY CAN BE REMOVED FROM THE SITE. IF THE VEHICLE CANNOT BE REPAIRED WITHIN A FEW DAYS THE VEHICLE SHALL BE REMOVED FROM THE AIRPORT. LEAKING FLUIDS ON PAVEMENTS DAMAGE THE PAVEMENT.

2. THE CONTRACTOR SHALL CLEANUP, AT CONTRACTOR'S EXPENSE, ANY AND ALL LEAKS OR SPILLS. LEAKS ON PAVED SURFACES SHALL BE CLEANED UP IMMEDIATELY. SIGNIFICANT LEAK SPOTS ON PAVEMENT. AS DETERMINED BY THE CA TEAM. SHALL BE REPLACED WITH NEW PAVEMENT. ASPHALT WILL REQUIRE MILLING AND PLACEMENT OF NEW BITUMINOUS MATERIAL; PCC WILL REQUIRE SAW, REMOVAL AND REPAIR AS DIRECTED BY THE GA TEAM. DIRT OR GRAVEL AREAS WILL REQUIRE REMOVAL, LEGAL DISPOSAL AND REPLACEMENT OF THE AREA WITH SIMILAR APPROVED MATERIALS.

1. THERE SHALL NOT BE ANY STOCKPILED MATERIALS IN THE ACTIVE RUNWAY OFA, TAXIWAY OFA, OR NAVAID CRITICAL AREAS. STOCKPILED MATERIAL OR EQUIPMENT SHALL NOT BE STORED NEAR AIRCRAFT TURNING AREAS OR OPERATIONAL MOVEMENT AREAS, APRONS, OR EXCAVATIONS AND TRENCHES. STOCKPILED MATERIALS SHALL NOT BE STORED NEAR NAVAIDS, VISUAL OR APPROACH AIDS, NOR SHALL THEY OBSTRUCT THE ATCT'S LINE OF SIGHT TO ANY RUNWAY OR TAXIWAY. THE CONTRACTOR SHALL ENSURE THAT STOCKPILED MATERIALS DO NOT CAUSE DEGRADED OR HAZARDOUS CONDITIONS TO AIRPORT OPERATIONS SAFETY. THIS INCLUDES DETERMINING AND VERIFYING THAT STOCKPILED MATERIALS ARE STORED AT AN APPROVED LOCATION, THAT THEY ARE PROPERLY STOWED TO PREVENT FOREIGN OBJECT DEBRIS (FOD), ATTRACTION BY WILDLIFE, OR OBSTRUCTION OF AIR OPERATIONS EITHER BY THEIR PROXIMITY TO NAVAIDS OR TO AIRCRAFT MOVEMENT

2. ALL STOCKPILED MATERIAL(S)/SUPPLIES SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT BLAST OR WIND CONDITIONS. MATERIAL(S)/SUPPLIES SHALL NOT BE STORED WITHIN 500 FEET OF AIRCRAFT TURNING AREAS OR MOVEMENT AREAS. STOCKPILED MATERIAL(S)/SUPPLIES SHALL NOT EXCEED 15 FEET IN HEIGHT UNLESS THE CONTRACTOR HAS COMPLIED WITH ALL REQUIREMENTS FOR AIRSPACING AND SECURED APPROVAL FROM AIRPORT OPERATIONS. ALL MATERIAL(S)/SUPPLIES SHALL BE POSITIONED SO IT WILL NOT OBSTRUCT THE LINE OF SIGHT FROM THE CONTROL TOWER TO THE MOVEMENT AREA. MARKING AND LIGHTING SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS CONTAINED IN THESE CONSTRUCTION PLANS. LOOSE MATERIALS, SUCH AS STRAW, SHALL BE COVERED AS DIRECTED BY CA

H. VEHICLE AND PEDESTRIAN OPERATIONS

1. VEHICLE AND ACCESS ROUTES FOR AIRPORT CONSTRUCTION SHALL BE CONTROLLED AS NECESSARY TO PREVENT INADVERTENT OR UNAUTHORIZED ENTRY OF PERSONS, VEHICLES OR ANIMALS ONTO AIR OPERATION AREAS. NO VEHICLE SHALL ENTER THE AIR OPERATIONS AREA EXCEPT AT PREDETERMINED LOCATIONS. THE CONTRACTOR MAY BE REQUIRED TO USE A GUARD AT ACCESS GATES AND A FLAG PERSON TO CONTROL TRAFFIC CROSSING TAXIWAYS AND OTHER AIRCRAFT MOVEMENT AREAS DURING CERTAIN PHASES OF THE PROJECT. CONTRACTOR PERSONNEL WHO OPERATE VEHICLES IN THE AOA SHALL COMPLY WITH AC 150/5210-5 (LATEST VERSION), PAINTING, MARKING AND LIGHTING OF VEHICLES USED ON AN

2. ALL CONSTRUCTION VEHICLES/MECHANIZED EQUIPMENT SHALL HAVE A VEHICLE PASS AS DETERMINED BY AIRPORT OPERATIONS DISPLAYED.

3. ALL CONSTRUCTION VEHICLES/MECHANIZED EQUIPMENT AUTHORIZED WITHIN THE MOVEMENT AREA OR RELATED SAFETY AREAS SHALL BE MARKED WITH A CLEAN 3' X 3' ORANGE AND WHITE CHECKERED FLAG WITH EACH BOX BEING 1' SQUARE, LOCATED ON THE UPPERMOST PORTION OF THE VEHICLE/MOTORIZED EQUIPMENT, OR BE ESCORTED BY A VEHICLE SO

4. DURING NIGHTTIME HOURS, ALL EQUIPMENT OPERATING ON THE AIRPORT EXCEEDING 15 FEET IN HEIGHT SHALL BE LIT WITH A RED OBSTRUCTION LIGHT LOCATED ON THE UPPERMOST PORTION OF THE EQUIPMENT.

5. VEHICLES/MECHANIZED EQUIPMENT AUTHORIZED ON THE MOVEMENT AREA (RUNWAYS, TAXIWAYS, AND RAMPS) AND/OR ASSOCIATED SAFETY AREAS SHALL BE EQUIPPED WITH AN ELECTRICALLY POWERED, YELLOW COLOR, 360-DEGREE OMNI-DIRECTION LIGHT, OR 3' X 3' WHITE AND ORANGE CHECKERED FLAG MOUNTED ON THE VEHICLE SUCH THAT IT IS CONSPICUOUS FROM ANY DIRECTION.

I. REQUIRED ESCORTS

1. THE CONTRACTOR MUST PROVIDE AN ADEQUATE NUMBER OF ESCORTS FOR MATERIAL DELIVERIES ALONG HAUL ROUTES AND THE MOVEMENTS OF THE CONTRACTOR'S VEHICLES/MECHANIZED EQUIPMENT AND PERSONNEL WITHIN THE MOVEMENT AREA AND NON-MOVEMENT AREAS AS AUTHORIZED BY THE AIRPORT OPERATIONS. EACH ESCORT MAY ACCOMPANY A MAXIMUM OF 5 VEHICLES AT A TIME ACROSS MOVEMENT AREAS AND MUST MAINTAIN VISUAL ACCESS AT ALL TIMES.

2. DURING ANY ABSENCE OF THE APPROVED ESCORT(S) OR FOR PERIODS THAT THEY ARE UNABLE TO PERFORM THEIR SPECIFIED DUTIES, ALL WORK WITHIN THE MOVEMENT AREA AND ASSOCIATED SAFETY AREAS FOR PROJECTS SHALL STOP. ADDITIONALLY, ALL PERSONNEL AND EQUIPMENT SHALL BE ESCORTED TO APPROVED LOCATIONS OUTSIDE THE MOVEMENT AREA AND RELATED SAFETY AREAS. NO CONTRACT TIME EXTENSION WILL BE GRANTED FOR TIME LOST DUE TO THE ABSENCE OF ESCORT(S). WORK SHALL RESUME ONLY WITH THE RETURN OF THE APPROVED ESCORT(S).

3. THE ESCORT SHALL ASSURE THAT ALL EQUIPMENT MAINTAINS PROPER CLEARANCES FROM MOVING AIRCRAFT.

1. CONTRACTOR EMPLOYEES DESIGNATED AS ESCORTS, ARE REQUIRED TO BE BADGED BY AUGUSTA REGIONAL AIRPORT OPERATIONS / SECURITY, GO THROUGH SECURITY/DRIVER'S SAFETY TRAINING PROGRAM, AND PASS THE ASSOCIATED TEST. TRAINING IS BY APPOINTMENT ONLY. FURTHER ADDITIONAL AIRFIELD AND SITE TRAINING WILL BE PROVIDED WITH BADGED INDIVIDUALS UPON SUCCESSFUL COMPLETION OF CLASSROOM TRAINING AND BEFORE THE START OF CONSTRUCTION. ALL COSTS ASSOCIATED WITH BADGING SHALL BE AT THE CONTRACTOR'S EXPENSE.

2. MOVEMENT AREA ESCORT EMPLOYEES ARE REQUIRED TO COMPLETE AND PASS AN ADDITIONAL CLASS ON GROUND VEHICLE

K. TWO-WAY RADIO COMMUNICATIONS PROCEDURES

1. THE ONSITE PROJECT SUPERINTENDENT AND ANY FLAGMEN ASSIGNED TO THE PROJECT WILL BE REQUIRED TO MONITOR AIRPORT TWO-WAY RADIO COMMUNICATIONS BETWEEN THE AIR TRAFFIC CONTROL TOWER AND PILOTS. THE CONTRACTOR WILL NOT CONTACT THE TOWER OR PILOTS, BUT USE RADIO MONITORING TO STAY INFORMED ABOUT ONGOING AIRPORT

OPERATIONS AND AIRCRAFT MOVEMENTS. AUTHORIZED MOVEMENT AREA ROUTES WILL BE DETERMINED BY THE CA TEAM AND AIRPORT OPERATIONS. THE CONTRACTOR SHALL NOT ENTER OR CROSS ANY OPEN RUNWAY OR TAXIWAY WITHOUT AN AUTHORIZED ESCORT FROM THE CA TEAM OR AIRPORT OPERATIONS. NON-COMPLIANCE WILL RESULT IN REMOVAL OF THE VIOLATOR FROM THE JOB SITE AND THE VIOLATOR'S AIRPORT IDENTIFICATION BADGE WILL BE CONFISCATED. IN ADDITION, CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING ALL FINES ASSOCIATED WITH THE VIOLATION. FAA IS TYPICALLY \$11,000 MINIMUM PER OCCURRENCE. EMERGENCIES AND OPERATING CONDITIONS MAY NECESSITATE SUDDEN CHANGES, BOTH IN AIRPORT OPERATIONS AND IN THE OPERATIONS OF THE CONTRACTOR. AIRCRAFT OPERATIONS SHALL ALWAYS HAVE PRIORITY OVER ANY AND ALL OF THE CONTRACTOR'S OPERATIONS. SHOULD RUNWAYS OR TAXIWAYS BE REQUIRED FOR THE USE OF AIRCRAFT AND SHOULD AIRPORT OPERATIONS, THE CONTROL TOWER, OR THE CA TEAM DEEM THE CONTRACTOR TO BE TOO CLOSE TO ACTIVE RUNWAYS OR TAXIWAYS THE CONTRACTOR SHALL SUSPEND HIS OPERATIONS, REMOVE HIS PERSONNEL, PLANT, EQUIPMENT, AND MATERIALS TO A SAFE DISTANCE AND STAND BY UNTIL THE RUNWAYS AND TAXIWAYS ARE NO LONGER REQUIRED FOR USE BY AIRCRAFT. THERE WILL BE NO COMPENSATION FOR DELAYS OR INEFFICIENCIES DUE TO THESE CHANGES.

- FOR SCHEDULING CONTACT AIRFIELD OPERATIONS TRAINING AT (706) 796-4004.

L. MAINTENANCE OF THE RESTRICTED AREA OF THE AIRPORT

- CONDITIONS AND FOR OTHER CONDITIONS RELATING TO SAFETY.
- FOR THE REQUIREMENTS OF THE SECURITY PERSONNEL.

M. WILDLIFE MANAGEMENT

- THE AIRPORT.
- TO CONTAINERS DURING NON-CONSTRUCTION PERIODS.
- FENCE.

N. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- PAVEMENT CLEANING.
- HAUL ROADS, OR EXPOSED AREAS TO LIMIT DUST.

O. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- THE CONSTRUCTION SAFETY PHASING PLAN.

3. NOTAMS

- COORDINATED WITH THE DESIGNER FOR NOTAM ISSUANCE.
- 4. EMERGENCY NOTIFICATION PROCEDURES
- (706) 799-5372.
- AND CA TEAM.
- 5. COORDINATION WITH ARFF

- THE OVERALL CONSTRUCTION SCHEDULE WILL BE PRESENTED.

3. CONTRACTOR SHALL PROVIDE RADIOS CAPABLE OF MONITORING AIRPORT FREQUENCY 121.90 MHz.

1. SPECIAL ACCESS REQUIREMENTS AND OPERATING LIMITATIONS ARE REQUIRED INSIDE THE SECURITY FENCE. THE CONTRACTOR SHALL DELINEATE WORK LIMITS WITHIN THESE AREAS AS PER THE PHASING PLAN. CONFINE MEN, EQUIPMENT AND MATERIALS OUTSIDE OF THE RUNWAY OBJECT FREE AREA (ROFA) WHEN RUNWAY IS ACTIVE. CONFINE MEN, EQUIPMENT AND MATERIALS OUTSIDE OF THE TAXIWAY TOFA WHEN THE TAXIWAY IS ACTIVE. WORK SITE WILL GENERALLY BE ENCLOSED WITH CONSTRUCTION AREA MARKERS AS SHOWN ON THE SAFETY/PHASING PLAN. SEE THE SPECIFICATIONS FOR SPECIAL

2. THE CONTRACTOR SHALL HAVE ACCESS TO THE AIRPORT ONLY AT THOSE LOCATIONS DESIGNATED ON THE PLANS, ALL OTHER ACCESS SHALL BE BY SPECIAL REQUEST AND SUBJECT TO APPROVAL BY AIRPORT OPERATIONS. THE CONTRACTOR WILL PROVIDE SECURITY PERSONNEL TO CONTROL MOVEMENTS THROUGH THE CONTRACTOR'S ACCESS GATE UNLESS THE GATE REMAINS LOCKED. THE CONTRACTOR SHALL REFER TO SPECIAL PROVISION SECTION SP-20 OF THE SPECIFICATIONS

1. CONTRACTOR SHALL INSTRUCT EMPLOYEES NOT TO DISCARD FOOD OR OTHER TRASH ON OR AROUND WORK SITES THAT COULD ATTRACT WILDLIFE. CONTRACTOR EMPLOYEES SHALL NOT INTENTIONALLY FEED ANY WILDLIFE WHILE WORKING AT

2. CONTRACTOR SHALL PROPERLY SEAL ALL TRASH CONTAINERS AT WORK SITES SUCH THAT WILDLIFE CANNOT GAIN ACCESS

3. CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS STAFF IF LARGE NUMBERS OF BIRDS OR MAMMALS ARE OBSERVED AT WORK SITES. CONTRACTOR SHALL IMMEDIATELY NOTIFY OPERATIONS STAFF IF MAMMALS ARE SIGHTED WITHIN THE AIRFIELD

1. THE CONTRACTOR SHALL HAVE AVAILABLE AT ALL TIMES A VACUUM TYPE MECHANICAL SWEEPER AND WATER TRUCK TO CLEAN ALL TAXIWAY AND APRON PAVEMENT OF DIRT, STONES, AND LOOSE DEBRIS WHERE CONSTRUCTION TRAFFIC CROSSES AT ALL ACTIVE AIRPORT PAVED SURFACES. NO DIRECT PAY WILL BE MADE FOR VACUUM AND WATER TRUCKS OR FOR

2. NO DEBRIS SHALL BE ALLOWED TO REMAIN ON THE ROADWAYS OR AIRPORT PAVED SURFACES. ACTIVE TAXIWAYS AND APRONS SHALL BE KEPT FREE OF DEBRIS AT ALL TIMES. USING POWER VACUUM SWEEPERS TO KEEP ALL ACCESS AND CONSTRUCTION AREAS CLEAR OF SOILS, CLODS, OR OTHER DEBRIS. PAYMENT FOR VACUUM SWEEPING AND CLEANING OF RUNWAY, TAXIWAYS AND/OR APRONS IS INCIDENTAL TO ITEM M-2 SAFETY AND SECURITY.

3. THE CONTRACTOR SHALL HAVE AVAILABLE ON-SITE AT ALL TIMES A METHOD OF PERIODIC SPRAYING OF ANY STOCKPILE,

1. PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITY, THE CONTRACTOR SHALL NOTIFY IN WRITING, AT LEAST 5 DAYS IN ADVANCE, AIRPORT STAFF AND THE CA TEAM OF ITS INTENTIONS TO BEGIN CONSTRUCTION, STATING THE PROPOSED TIME, DATE, AND AREA OF WHICH CONSTRUCTION IS TO OCCUR IN ORDER FOR THE APPROPRIATE NOTICE-TO-AIRMEN (NOTAM) TO BE ISSUED. DURING THE PERFORMANCE OF THIS CONTRACT, THE AIRPORT FACILITY SHALL REMAIN IN USE TO THE MAXIMUM EXTENT POSSIBLE. THE CONTRACTOR SHALL NOT ALLOW EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, OR ANY OTHER UNAUTHORIZED PERSONS TO ENTER IN ANY AIRPORT AREA WHICH MAY BE OPEN FOR AIRCRAFT USE, EXCEPT AS NOTED ON

2. CONTRACTOR SHALL INFORM THE CA TEAM ON A DAILY BASIS OF THE DAILY CONSTRUCTION ACTIVITIES.

A. IN ORDER FOR THE CONTRACTOR TO OPERATE WITHIN AIRPORT PROPERTY, APPROPRIATE NOTICES TO AIRMEN (NOTAM) MUST BE ISSUED BY THE AIRPORT OPS DEPARTMENT THROUGH THE FAA FLIGHT SERVICE STATION. THESE NOTICES PROVIDE INFORMATION ON CLOSED, LIMITED, OR HAZARDOUS CONDITIONS TO AIRMEN AND USERS OF THE AIRPORT. A 72 HOUR NOTICE IS REQUIRED FOR ISSUANCE OF THE PROPER NOTAM, ALL CONSTRUCTION OPERATIONS MUST BE CLOSELY

A. THE CONTRACTOR SHALL IMMEDIATELY CALL 911 IF AN ACCIDENT OCCURS WITH INJURIES ON AIRPORT PROPERTY ADVISING THE LOCATION IS ON AUGUSTA REGIONAL AIRPORT FOR THEM TO COORDINATE WITH THE AIRPORT AUTHORITY. B. THE CONTRACTOR SHALL ALSO IMMEDIATELY NOTIFY AIRPORT OPERATIONS TO COORDINATE ALL EMERGENCY EFFORTS,

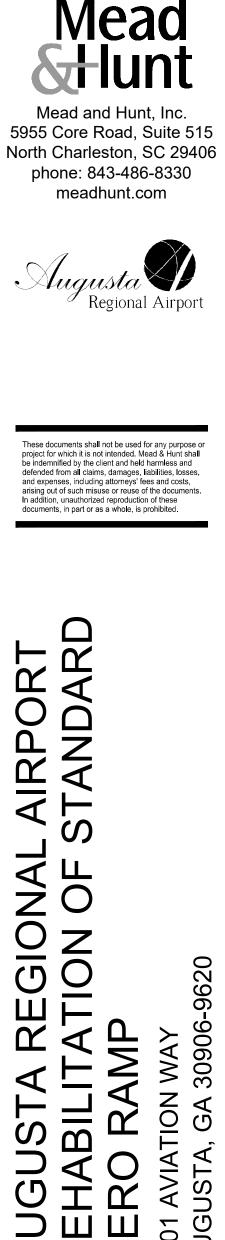
C. WITHIN 24 HOURS, THE CONTRACTOR SHALL PROVIDE A WRITTEN REPORT OF ALL ACCIDENTS TO AIRPORT OPERATIONS

A. IF A FIRE OCCURS ON AIRPORT PROPERTY THE CONTRACTOR SHALL NOT ATTEMPT TO FIGHT THE FIRE BEYOND WHAT MAY BE DOUSED BY USE OF A FIRE EXTINGUISHER. THE CONTRACTOR SHALL IMMEDIATELY CALL 911 ADVISING THE LOCATION IS ON AUGUSTA REGIONAL AIRPORT FOR THEM TO COORDINATE WITH THE AIRPORT AUTHORITY.

B. NON-EMERGENCY COMMUNICATION WITH AIRPORT ARFF WILL BE COORDINATED BY THE CA TEAM.

C. AN AIRPORT ARFF REPRESENTATIVE WILL BE INVITED TO ATTEND THE PRECONSTRUCTION CONFERENCE AT WHICH TIME

D. A MEETING WILL BE SCHEDULED WITH THE AIRPORT ARFF REPRESENTATIVE PRIOR TO THE START OF EACH MAJOR CONSTRUCTION PHASE WHICH SIGNIFICANTLY IMPACTS/MODIFIES AIRFIELD CLOSURES THROUGHOUT THE DURATION OF THE CONSTRUCTION PROJECT. PARTICIPANTS IN THESE MEETINGS SHALL INCLUDE: AIRPORT STAFF, AIRPORT OPERATIONS, DESIGN TEAM, CONSTRUCTION ADMINISTRATION TEAM, CONTRACTOR, AND SUBCONTRACTORS.



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NOT FOR CONSTRUCTION

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1&H NO.:	0119700-202062.01			
ATE:	APRIL 22, 2022			
ESIGNED BY:	EJS			
RAWN BY:	NJH			
HECKED BY:	DES			
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SHEET CONTENTS CONSTRUCTION SAFETY & PHASING NOTES

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SHEET NO.

6. NOTIFICATION TO THE FAA

- A. THE CONTRACTOR'S USE OF CRANES, BOOM TRUCKS, CONCRETE PUMP TRUCKS, DRILL RIGS AND OTHER TALL OBJECTS WILL REQUIRE SUBMITTAL AND APPROVAL BY THE AIRPORT AND DESIGNER. IF ON AIRPORT PROPERTY, THE EQUIPMENT SHALL REQUIRE FAA AIRSPACE REVIEW AS SUBMITTAL ON FAA FORM 7460-1 NOTICE OF CONSTRUCTION.
- B. IF CONTRACTOR REQUIRES EQUIPMENT IN EXCESS OF MAXIMUM ALLOWABLE HEIGHT, THEN SUBMIT A 7460-1 30 DAYS IN ADVANCE OF CRANE ERECTION. ALL CONSTRUCTION INVOLVING CRANES SHALL FURTHER BE COORDINATED AT LEAST 5 DAYS IN ADVANCE, EXCLUDING WEEKENDS, WITH THE AIRPORT OPERATIONS. THIS DOES NOT INCLUDE THE TIME REQUIRED FOR AIRSPACE REVIEW. THE FOLLOWING INFORMATION AND ACTIONS ARE REQUIRED:

INCLUDE:

- LOCATION OF THE CRANE
- MAXIMUM EXTENDABLE HEIGHT.
- THE TOP OF EACH CRANE BOOM SHALL BE MARKED BY A 3' X 3' ORANGE AND WHITE CHECKERED FLAG -- EACH BOX BEING 1' SQUARE.
- EACH CRANE SHALL BE LOWERED AT NIGHT AND DURING PERIODS OF POOR VISIBILITY AS DIRECTED BY AIRPORT OPERATION. IN THE EVENT THE CRANE IS APPROVED TO REMAIN EXTENDED DURING THE HOURS FROM SUNSET TO SUNRISE, THE HIGHEST POINT OF THE CRANE BOOM WILL BE LIT WITH A RED OBSTRUCTION LIGHT IN ACCORDANCE WITH AC 70/7460-1.

P. INSPECTION REQUIREMENTS

- 1. CONSTRUCTION EQUIPMENT: THE CONTRACTOR SHALL INSPECT ALL CONSTRUCTION EQUIPMENT ON A DAILY BASIS TO ENSURE THAT THE EQUIPMENT IS IN GOOD WORKING ORDER AND THAT ORANGE AND WHITE CONSTRUCTION FLAGS AND BEACONS ARE PRESENT, CLEAN, AND IN GOOD CONDITION.
- 2. CONSTRUCTION BARRICADES: THE CONTRACTOR SHALL INSPECT ALL CONSTRUCTION BARRICADES ON A DAILY BASIS TO ENSURE THAT BARRICADES ARE IN GOOD CONDITION AND THAT FLASHING BEACONS ARE IN WORKING ORDER. IF BARRICADES ARE DAMAGED THEY SHALL BE REMOVED FROM THE CONSTRUCTION SITE AND REPLACED IMMEDIATELY. ANY INOPERABLE FLASHING LIGHTS SHALL BE REMOVED AND REPLACED AT THE END OF EVERY DAY.
- 3. CONSTRUCTION EQUIPMENT FUELING AREA: THE CONTRACTOR SHALL INSPECT THE CONSTRUCTION EQUIPMENT FUELING AREA DAILY. ANY FUEL SPILLS WILL BE REPORTED TO AIRPORT OPERATIONS AS SOON AS SPILL HAS BEEN IDENTIFIED. IF TEMPORARY FUEL TANKS ARE SUPPLIED BY THE CONTRACTOR THEY MUST BE SURROUNDED BY CONCRETE JERSEY BARRIERS. ALSO, TANKS MUST BE MARKED FLAMMABLE ON ALL SIDES AND LABELED WITH THE TYPE OF FUEL THEY CONTAIN. THE CONTRACTOR IS RESPONSIBLE FOR PREPARING AN SPCC FOR THE FUEL TANKS. IF REQUIRED. IN ACCORDANCE WITH FEDERAL REGULATIONS.
- 4. ACTIVE AIRPORT PAVEMENTS: THE CONTRACTOR SHALL INSPECT ALL ACTIVE AIRPORT PAVEMENTS CONTINUOUSLY DURING CONSTRUCTION ACTIVITIES. MATERIALS TRACKED ONTO ACTIVE AIRPORT PAVEMENTS MUST BE CONTINUOUSLY REMOVED DURING THE PROJECT. PRIOR TO LEAVING THE CONSTRUCTION SITE AT THE END OF EACH DAY, THE CONTRACTOR MUST CONTACT AIRPORT OPERATIONS FOR AN INSPECTION OF THE CLEANLINESS OF AIRPORT PAVEMENTS.
- 5. A FINAL SAFETY INSPECTION MAY BE REQUIRED PRIOR TO ALLOWING AIR CARRIER SERVICE. THE AIRPORT AUTHORITY WILL COORDINATE AS NECESSARY WITH THE FAA AIRPORT CERTIFICATION SAFETY INSPECTOR TO DETERMINE IF A FINAL INSPECTION WILL BE NECESSARY.

Q. UNDERGROUND UTILITIES

1. THE CONTRACTOR SHALL IDENTIFY ANY KNOWN UNDERGROUND INTERFERENCES OR DISCREPANCIES ON ALL AVAILABLE DRAWINGS THAT CAN BE PROVIDED BY CONTACTING THE DESIGNER AND THE CA TEAM AT:

MEAD & HUNT, INC.

5955 Core Road

Suite 515

NORTH CHARLESTON, SC 29406 PHONE: (803) 520-2986

- 2. PRIOR TO COMMENCING ANY EXCAVATION (ON OR OFF AOA), DRILLING (ON OR OFF THE AOA), DRIVING FENCE POSTS (ALONG THE AOA), TRENCHING (ON OR OFF THE AOA), SAW CUTTING (AOA ONLY), THE CONTRACTOR SHALL REVIEW DRAWINGS WITH AIRPORT TO INSURE THAT ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES ARE IDENTIFIED. IN ADDITION THE CONTRACTOR SHALL CONTACT GEORGIA 811 AND FAA AND COORDINATE WITH THE AIRPORT PROJECT SUPERVISOR TO ASSIGN THE VERIFICATION OF UTILITIES BY AIRPORT MAINTENANCE. GEORGIA 811 FAA, AIRPORT AUTHORITY MAINTENANCE, AND THE CONTRACTOR SHALL ATTEMPT TO LOCATE UTILITIES. THE CONTRACTOR WILL BE COMPLETELY RESPONSIBLE FOR ALL DAMAGE TO UNDERGROUND UTILITIES. THE CONTRACTOR SHALL COORDINATE REQUEST FOR SWEEPS OF UTILITIES BY COMPLETING THE CONTRACTOR REQUEST FOR SWEEP FORM AT LEAST 72 HOURS PRIOR TO ANY EXCAVATIONS. AIRPORT AUTHORITY WILL NOTIFY THE CONTRACTOR A MINIMUM WITH 24 HOURS AFTER RECEIVING NOTICE. AT THAT TIME THE AIRPORT AUTHORITY WILL INDICATE IF IT CAN COMPLETE THE SWEEP. IF IT CAN'T, THE CONTRACTOR WILL BE RESPONSIBLE TO COMPLETE THE SWEEP AND/OR USE GEORGIA 811.
- 3. EACH UTILITY SHALL BE SWEPT IN THE FOLLOWING MANNER: FLAGS CAN BE USED BUT SHALL BE COLOR COORDINATED AS SUGGESTED BELOW. IN ADDITION THE "ACRONYM" FOR THAT UTILITY SHALL BE WRITTEN ON ONE SIDE OF THE FLAG WITH A PERMANENT MARKER.
- 4. STAKES CAN BE USED. THE TOP TWO INCHES OF THE STAKE SHALL BE PAINTED IN COLOR AS SUGGESTED BELOW. IN ADDITION THE "ACRONYM" FOR THAT UTILITY SHALL BE WRITTEN ON ONE SIDE OF THE STAKE WITH A PERMANENT MARKER. STAKES SHOULD NOT BE USED IN RSA OR TSA IF THEY CAN BE AVOIDED.
- 5. PAINTING IS ONLY AUTHORIZED ON ASPHALT, CONCRETE, AND METAL SURFACES. MARKINGS SHALL BE COLOR COORDINATED AS SUGGESTED BELOW. THE ACRONYM FOR THE UTILITY SHALL BE USED FOR EACH UTILITY. A LINE THAT SHOWS THE DIRECTION OF THE UTILITY SHALL EMANATE FROM THE ACRONYM IN EACH DIRECTION.
- 6. ALL MARKING OF UTILITIES SHALL BE EVERY 50 FEET.

	ACRONYM	COLOR
ELECTRICAL LOOPS (NON AOA)	USE "ELEC"	RED
AIRFIELD ELECTRICAL	USE "ELEC"	RED
NATURAL GAS	USE "NAT GAS"	YELLOW
SANITARY	USE "SANIT"	BROWN
STORM	USE "STORM"	BROWN
WATER (POTABLE AND FIRE)	USE "WATER"	BLUE
FAA COPPER	USE "FAA COP"	RED
FAA FIBER	USE "FAA FIB"	ORANGE
FIBER	USE "FIBER"	ORANGE
TELEPHONE	USE "TELE"	ORANGE

- 7. IF UNDERGROUND UTILITY IS ABANDONED, CONTRACTOR SHALL STILL STAKE, MARK, OR FLAG BUT WRITE DOWN "ABAND" BEFORE THE ABBREVIATED PREFIX INDICATED ABOVE.
- 8. THE INDIVIDUAL MARKING, STAKING, OR FLAGGING SHALL MARK THE UTILITIES IN A WAY THAT COINCIDES WITH THE DRAWINGS THAT ARE REFERENCED ON THE REQUEST FOR SWEEP FORM.

R. PENALTIES

PROGRAM.

2. IF AIRCRAFT OPERATION AREAS MUST BE CLOSED, THE CONTRACTOR SHALL FURNISH AND PLACE PORTABLE BARRICADES ACROSS TAXIWAYS TO KEEP VEHICLES FROM ENTERING ACTIVE OPERATION AREAS AND TO KEEP AIRCRAFT FROM TAXING INTO CONSTRUCTION AREAS. EXCAVATION AND OPEN TRENCHES MAY BE PERMITTED UP TO THE EDGE OF AN APRON PROVIDED THE DROP OFF IS APPROPRIATELY MARKED AND LIGHTED. BARRICADES SHALL BE MARKED WITH DIAGONAL, ALTERNATING ORANGE AND WHITE STRIPES AND SUPPLEMENTED WITH EITHER FLASHING LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. LIGHTS SHALL BE BARRICADE TYPE TYPICAL FOR CONSTRUCTION ZONES, AND RED IN COLOR. ALL LIGHTS MUST BE CHECKED NIGHTLY TO ENSURE THAT THEY ARE OPERATING. ANY LIGHTS NOT FUNCTIONING SHALL BE IMMEDIATELY REPLACED.

BARRICADES LOCATED WITHIN AIRCRAFT OPERATION AREAS SHALL BE LOW LEVEL AVIATION BARRICADES SPECIFICALLY MANUFACTURED AND DESIGNED FOR SUCH PURPOSE. THEY SHALL BE ALTERNATING ORANGE AND WHITE IN COLOR 10" HIGH AND 96" LONG, MADE OF UV-RESISTANT POLYETHYLENE AS MANUFACTURED BY MULTI-BARRIER (MODEL AR 10X96 HDPE) OR APPROVED EQUAL.

V. MARKING AND LIGHTING

- PROJECT.

9. IF A UTILITY OR ANY UNDERGROUND OBSTRUCTION IS FOUND IT SHALL BE REPORTED IMMEDIATELY TO THE DESIGNER OR THE AIRPORT AUTHORITY PROJECT SUPERVISOR

10. CONTRACTOR EMPLOYEES IN AN EXCAVATION SHALL BE PROTECTED FROM CAVE-INS BY AN ADEQUATE PROTECTIVE SYSTEM UNLESS THE EXCAVATION IS:

O. MADE ENTIRELY OF STABLE ROCK, OR

P. LESS THAN 5 FEET DEEP AND DETERMINATION HAS BEEN MADE THAT THERE IS NO POTENTIAL FOR A CAVE-IN. 11.EXCAVATION SHALL BE PROTECTED PER OSHA STANDARDS.

1. ENTERING THE MOVEMENT AREA (I.E. RUNWAYS, TAXIWAYS, ETC.) WITHOUT AUTHORIZATION FROM THE FAA AIR TRAFFIC CONTROL TOWER AND THE AIRPORT OPERATIONS WILL RESULT IN THE SUSPENSION OF AN ASSIGNED ID BADGE AND/OR RAMP DRIVING PRIVILEGES AND COULD SUBJECT THE CONTRACTOR'S KEY PERSONNEL TO PERMANENT REVOCATION OF THEIR AIRFIELD DRIVING PRIVILEGES, FURTHERMORE, RUNWAY INCURSIONS MAY RESULT IN FINES AND/OR TERMINATION OF THIS CONTRACT. CONTRACTOR IS SOLELY RESPONSIBLE FOR THESE FINES FOR THEIR FORCES AS WELL AS ANY SUBCONTRACTORS, SUPPLIERS, OR ANY OTHERS EMPLOYED BY THE CONTRACTOR ON THIS PROJECT.

S. RUNWAY AND TAXIWAY VISUAL AIDS

1. TAXIWAY VISUAL AIDS, INCLUDING ANY TEMPORARY TAXIWAY PAVEMENT MARKING WILL BE AS SHOWN ON THE PLANS AND PROVIDED BY THE CONTRACTOR. MARKINGS SHALL BE IN COMPLIANCE WITH AC 150/5340-1, STANDARDS FOR AIRPORT MARKINGS. LIGHTING SHALL CONFORM TO AC150/5340-30, DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS, AC 150/5345-50-B, SPECIFICATIONS FOR PORTABLE RUNWAY TAXIWAY LIGHTS, AND AC 150/5345-53 AIRPORT LIGHTING CERTIFICATION PROGRAM. SIGNS SHALL CONFORM TO AC 150/5345-44, SPECIFICATION FOR RUNWAY AND TAXIWAY SIGNS, AC 150/5340-18-G, STANDARDS FOR AIRPORT SIGN SYSTEMS, AND AC 150/5345-53, AIRPORT LIGHTING CERTIFICATION

T. MARKING AND SIGNS FOR ACCESS ROUTES

1. MARKINGS AND SIGNS USED ON ACCESS ROUTES SHALL CONFORM TO AC 150/5340-18G AND, TO THE EXTENT PRACTICABLE, WITH THE MOST CURRENT VERSION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

U. HAZARD MARKING

1. HAZARD-MARKING BARRICADES, TRAFFIC CONES, FLASHERS, ETC. SHOULD BE USED: TO IDENTIFY AND DEFINE THE LIMITS OF CONSTRUCTION MAKING THEM VISIBLE TO AIRCRAFT, PERSONNEL, OR VEHICLES; TO IDENTIFY HAZARDS SUCH AS OPEN MANHOLES, SMALL AREAS UNDER REPAIR, STOCKPILED MATERIAL, WASTE AREAS, ETC.; TO PREVENT AIRCRAFT FROM TAXIING ONTO A CLOSED TAXIWAY; AND TO IDENTIFY FAA, AIRPORT, AND NATIONAL WEATHER SERVICE FACILITIES, CABLES, POWER LINES, INSTRUMENT LANDING SYSTEM (ILS) CRITICAL AREAS, AND OTHER SENSITIVE AREAS TO PREVENT DAMAGE, INTERFERENCE, AND FACILITY SHUTDOWN. HAZARDOUS AREAS, IN WHICH NO PART OF AN AIRCRAFT MAY ENTER, SHOULD BE INDICATED BY THE USE OF BARRICADES MARKED WITH DIAGONAL, ALTERNATING ORANGE AND WHITE STRIPES. THE BARRICADES SHOULD BE SUPPLEMENTED WITH ALTERNATING ORANGE AND WHITE FLAGS, AND INSTALLED SO THAT THEY ARE ALWAYS IN THE EXTENDED POSITION AND PROPERLY ORIENTED. DURING REDUCED VISIBILITY OR NIGHT HOURS, THE BARRICADES SHOULD BE SUPPLEMENTED WITH FLASHING RED LIGHTS. THE INTENSITY OF THE LIGHTS AND SPACING FOR BARRICADES, FLAGS, AND LIGHTS SHOULD BE ADEQUATE TO DELINEATE THE HAZARDOUS AREA WITHOUT AMBIGUITY. THE CONTRACTOR SHALL HAVE A DESIGNATED PERSON ON CALL 24-HOURS A DAY FOR EMERGENCY MAINTENANCE OF AIRPORT HAZARD LIGHTING AND BARRICADES.

1. LOW PROFILE LIGHTS, RETROREFLECTIVE TAXIWAY EDGE MARKERS, AND LOW LEVEL BARRICADES SHALL BE PROVIDED AND ERECTED BY THE CONTRACTOR AS SHOWN ON THE PLANS OR AS DIRECTED BY THE CA TEAM. ALL CONSTRUCTION AREAS, INCLUDING CLOSED TAXIWAYS, SHOULD BE CLEARLY AND VISIBLY SEPARATED FROM ACTIVE AIR OPERATION AREAS. HAZARD AREAS, FACILITIES, CABLES, AND POWER LINES SHOULD ALSO BE CLEARLY IDENTIFIED BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE CONDITION AND VISIBILITY OF ALL MARKERS IDENTIFYING ABOVE-MENTIONED AREAS AND THAT MARKING AND LIGHTING AIDS REMAIN IN PLACE. ALTERNATING ORANGE AND WHITE FLAGLINES, TRAFFIC CONES, OMNIDIRECTIONAL YELLOW FLASHERS, AND/OR SIGNS SHOULD BE USED AS NECESSARY TO CLEARLY SEPARATE ALL CONSTRUCTION/MAINTENANCE AREAS FROM OTHER PARTS OF THE AOA. ALL BARRICADES, TEMPORARY MARKERS, FLAGLINES SUPPORTS, AND OTHER OBJECTS PLACED AND LEFT IN SAFETY AREAS ON ANY OPEN TAXIWAY, OR TAXILANE SHOULD BE AS LOW AS POSSIBLE TO THE GROUND; OF LOW MASS; EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS; WEIGHTED DOWN OR STURDILY ATTACHED TO THE SURFACE TO PREVENT DISPLACEMENT FROM PROPWASH, JET BLAST, WING VORTEX, OR OTHER SURFACE WIND CURRENTS; AND IF AFFIXED TO THE SURFACE. FRANGIBLE AT GROUND LEVEL.

W.LOW PROFILE BARRICADES

1. THE CONTRACTOR SHALL PROVIDE LOW PROFILE BARRICADES AS DESCRIBED IN THE PLANS ALONG RUNWAY OR TAXIWAY EDGES WHEREVER OPEN EXCAVATIONS OR IRREGULAR GRADES ARE LEFT WITHIN THE SAFETY AREA OF AN ACTIVE RUNWAY OR TAXIWAY OR WHERE TEMPORARY PAVEMENT CLOSURES OR AIRCRAFT LIMITATIONS ARE REQUIRED. BARRICADES ALONG ACTIVE APRON OR TAXIWAY PAVEMENT SHALL BE PLACED APPROXIMATELY 10 FEET FROM THE EDGE OF THE FULL STRENGTH PAVEMENT, WHERE POSSIBLE, OR AS SHOWN ON THE OPERATIONAL AND PHASING PLANS OR AS DETERMINED BY THE DESIGNER AND AIRPORT OPERATIONS TO DELINEATE THE CONTRACTORS WORK AREAS. GAP BETWEEN BARRICADES SHALL BE NO MORE THAN 8 FEET END TO END. NO GAPS ARE ALLOWED BETWEEN BARRICADES LOCATED ADJACENT TO RUNWAY SAFETY AREAS.

2. THE CONTRACTOR SHALL MAINTAIN THE LIGHTS AND BARRICADES IN AN OPERABLE CONDITION FOR THE DURATION OF THE

3. ALL BARRICADES SHALL BE CHECKED VISUALLY FOR SIGNS OF WEAR AND TEAR ON A WEEKLY BASIS AND SHALL BE REPAINTED AND/OR REPLACED WHEN DEEMED APPROPRIATE BY THE CA TEAM. THE CONDITION OF LIGHTING UNITS SHALL BE CHECKED DAILY. ALL LIGHT FIXTURES SHALL BE VERIFIED OPERATING BY THE CONTRACTOR ON A DAILY BASIS BEFORE THE CONTRACTOR CEASES OPERATION FOR THE DAY. THE AREAS AROUND ALL BARRICADES SHALL BE CLEANED AT LEAST ONCE EACH WEEK AND THE CONTRACTOR SHALL SWEEP UP ACCUMULATED DEBRIS AND REMOVE IT FROM THE SITE. ALL ACTIVITIES CONDUCTED ADJACENT TO ACTIVE RUNWAYS OR TAXIWAYS SHALL BE COORDINATED WITH THE CA TEAM.

4. BARRICADES SHALL BE AS SHOWN ON DETAILS, G-082. ALL INCIDENTAL CONNECTORS, SPACERS, SPLICE PLATES, ETC., SHALL BE PAINTED WHITE.

5. ALTERNATE FORMS OF BARRICADES MAY BE PROPOSED BY THE CONTRACTOR WHICH MEET THESE FUNCTIONAL REQUIREMENTS. APPROVALS OF ANY SUCH SUBSTITUTION (IF GRANTED) SHALL BE BY THE AIRPORT AUTHORITY'S OPERATIONS AND THE CA TEAM.

6. THE FINAL LOCATION FOR THE BARRICADES SHALL BE ESTABLISHED IN THE FIELD WITH CONCURRENCE FROM THE CA TEAM AND AIRPORT OPERATIONS.

7. THE CONTRACTOR SHALL HAVE REPLACEMENT BARRICADES, LIGHTS AND BATTERIES ON SITE AND SHALL REPLACE BARRICADES, LIGHTS AND/OR BATTERIES WITHIN ONE HOUR OF NOTIFICATION BY THE CA TEAM OR AIRPORT PERSONNEL. CONTRACTOR SHALL PROVIDE THE NAME AND TELEPHONE NUMBER FOR AN ON-CALL REPRESENTATIVE 24 HOURS PER DAY, SEVEN DAYS PER WEEK TO REPLACE BARRICADES, BATTERIES AND INOPERATIVE LIGHTS.

- LIGHTS ON BARRICADES SHALL BE RED FLASHING.
- 9. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PROPER POSITIONING OF ALL BARRICADES.
- BLAST.

X. DELINEATING WORK AREAS

- HAZARD TO ONSITE SAFETY.
- 2. SAFETY BARRICADES SHALL BE AS SPECIFIED IN SECTION 70-08 OF THE GENERAL PROVISIONS.

Y. PROJECT SURVEY AND LAYOUT

LAYOUT UNDER C-105 MOBILIZATION.

Z. PROTECTION

- AUTHORIZED BY AIRPORT OPERATION OR CA TEAM.
- BE LEFT UNATTENDED.
- APPROVAL.
- E. ACTIVE NAVAID CRITICAL AREAS.
- EQUIPMENT SHALL BE REMOVED TO APPROVED STAGING AREAS.
- OF THE ADJACENT MOVEMENT AREA:
- A. WITHIN 250 FEET PARALLEL TO A RUNWAY CENTERLINE.
- B. WITHIN 93 FEET PARALLEL TO A TAXIWAY CENTERLINE OPERATING WITH GROUP III AIRCRAFT
- C. WITHIN 1,000 FEET OF THE END OF A RUNWAY.
- D. ACTIVE NAVAID CRITICAL AREAS.
- 3. EQUIPMENT WITHIN 400 FEET OF AN ACTIVE RUNWAY SHALL BE REMOVED WHEN NOT IN USE
- RUNWAY OR TAXIWAY OPENING.

AA. OTHER LIMITATIONS ON CONSTRUCTION

- 1. PROHIBITIONS
- CAPS SHALL NOT BE USED WITHIN 1,000 FT OF THE AIRPORT PROPERTY.

BB. CONTRACTOR RESPONSIBILITIES

- RE-COORDINATION WITH THE AIRPORT OPERATOR AND THE FAA IN ADVANCE.
- AIRPORT.
- COMPLIANCE WITH THE CSPP AND SPCD DURING CONSTRUCTION.
- 6. THE CONTRACTOR'S SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) SHALL INCLUDE:

A STATEMENT BY THE CONSTRUCTION CONTRACTOR THAT HE/SHE HAS READ AND WILL ABIDE BY THE CSPP. IN ADDITION, THE SPCD MUST INCLUDE ALL SUPPLEMENTAL INFORMATION THAT COULD NOT BE INCLUDED IN THE CSPP PRIOR TO THE CONTRACT AWARD. THE CONTRACTOR STATEMENT SHOULD INCLUDE THE NAME OF THE CONTRACTOR, THE TITLE OF THE PROJECT CSPP, THE APPROVAL DATE OF THE CSPP, AND A REFERENCE TO ANY SUPPLEMENTAL INFORMATION (THAT IS, "I, NAME OF CONTRACTOR, HAVE READ THE TITLE OF PROJECT CSPP, APPROVED ON DATE, AND WILL ABIDE BY IT AS WRITTEN AND WITH THE FOLLOWING ADDITIONS AS NOTE:"). THE SUPPLEMENTAL INFORMATION IN THE SPCD SHOULD BE WRITTEN TO MATCH THE FORMAT OF THE CSPP INDICATING EACH SUBJECT BY SUPPLEMENTAL INFORMATION IS NECESSARY FOR ANY SPECIFIC SUBJECT, THE STATEMENT, "NO SUPPLEMENTAL INFORMATION," SHOULD BE WRITTEN AFTER THE CORRESPONDING SUBJECT TITLE. THE SPCD SHOULD NOT DUPLICATE INFORMATION IN THE CSPP.

8. RED STEADY BURN LIGHTS SHALL BE PLACED AT THE ENDS AND AT CORNERS OF EACH LINE OF BARRICADES; ALL OTHER

10.SANDBAGS, WATER AND/OR ANCHORS MAY BE REQUIRED TO HOLD THE BARRICADES IN PLACE WHERE EXPOSED TO JET

11.ALL COSTS ASSOCIATED WITH FURNISHING, PLACEMENT, MAINTENANCE AND SUBSEQUENT RELOCATION OF THE LOW PROFILE BARRICADES ARE INCIDENTAL TO ITEM C-100.2, AIRFIELD SAFETY AND TRAFFIC CONTROL.

1. SAFETY BARRICADES SHALL BE FURNISHED AND INSTALLED AT THE LOCATIONS AS INDICATED ON THE CONTRACT DOCUMENTS AND/OR DIRECTED BY THE CA TEAM. GENERALLY, SAFETY FENCE WILL BE USED FOR DELINEATING CONTRACTOR STAGING/STORAGE AREAS, PHASE LIMITS AND EXCAVATIONS, TRENCHES, DROPOFFS, ETC. THAT MAY POSE A

1. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THEIR OWN PROJECT SURVEY AND CONSTRUCTION LAYOUT IN ACCORDANCE WITH SPECIFICATION SP-90. CONTRACTOR SHALL BE COMPENSATED FOR PROJECT SURVEY AND

1. AT NO TIME SHALL PERSONNEL, VEHICLES OR EQUIPMENT BE LOCATED OR ENTER ANY OF THE FOLLOWING AREAS UNLESS

A. WITHIN 250 FEET PARALLEL TO AN ACTIVE RUNWAY CENTERLINE (TO BE INDICATED ON THE CSPP AND/OR SPCD). B. NO STOCKPILES WILL BE PLACED WITHIN 400 FEET PARALLEL TO AN ACTIVE RUNWAY CENTERLINE NOR WILL EQUIPMENT

C. WITHIN 1,000 FEET OF THE END OF ACTIVE RUNWAYS (EACH END TO BE INDICATED IN THE CSPP AND/OR SPCD) D. WITHIN 93 FEET PARALLEL TO AN ACTIVE TAXIWAY CENTERLINE OPERATING WITH GROUP III AIRCRAFT WITH OUT PROPER

F. ON THE MOVEMENT AREA AND/OR ASSOCIATED SAFETY AREAS DURING TIMES OF INCLEMENT WEATHER OR UNUSUAL EVENTS AS DETERMINED BY THE AIRPORT OPERATION. DURING SUCH TIMES ALL WORK IS TO BE SUSPENDED. ALL

2. TRENCHES AND/OR EXCAVATIONS SHALL NOT BE ALLOWED IN THE FOLLOWING AREAS WITHOUT CLOSURE OR RESTRICTION

4. SOIL EROSION MUST BE CONTROLLED TO MAINTAIN RSA/TSA STANDARDS. ANY HOLES OR MOUNDS, BUMPS, OR OTHER FEATURES WITH A GRADE CHANGE GREATER THAN 3 INCHES WITHIN THE RSA OR TSA SHALL BE REPAIRED PRIOR TO

A. OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AND HAVE BEEN APPROVED FOR USE BY THE CA TEAM AND A BURN PERMIT HAS BEEN OBTAINED FROM THE ARFF. FLARE POTS SHALL NOT BE USED NEAR AIRCRAFT TURNING AREAS. ELECTRICAL BLASTING

1. THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) TO THE AIRPORT OPERATOR DESCRIBING HOW IT WILL COMPLY WITH THE REQUIREMENTS OF THE CSPP. THE SPCD MUST INCLUDE A CERTIFICATION STATEMENT BY THE CONTRACTOR THAT INDICATES IT UNDERSTANDS THE OPERATIONAL SAFETY REQUIREMENTS OF THE CSPP AND THEY WILL NOT DEVIATE FROM THE APPROVED CSPP AND SPCD UNLESS WRITTEN APPROVAL IS GRANTED BY THE AIRPORT OPERATOR. ANY CONSTRUCTION PRACTICE PROPOSED BY THE CONTRACTOR THAT DOES NOT CONFORM TO THE CSPP AND SPCD MAY IMPACT THE AIRPORT'S OPERATIONAL SAFETY AND WILL REQUIRE A REVISION TO THE CSPP AND SPCD AND

2. THE CONTRACTOR SHALL HAVE AVAILABLE AT ALL TIMES COPIES OF THE CSPP AND SPCD FOR REFERENCE BY THE AIRPORT OPERATOR AND ITS REPRESENTATIVES, AND BY SUBCONTRACTORS AND CONTRACTOR EMPLOYEES.

3. THE CONTRACTOR SHALL ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SAFETY PROCEDURES AND REGULATIONS ON THE THE AIRPORT. 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

4. THE CONTRACTOR SHALL IDENTIFY IN THE SPCD THE CONTRACTOR'S ON-SITE EMPLOYEES RESPONSIBLE FOR MONITORING

5. THE CONTRACTOR SHALL CONDUCT INSPECTIONS TO ENSURE CONSTRUCTION PERSONNEL COMPLY WITH THE CSPP AND SPCD AND THAT THERE ARE NO ALTERED CONSTRUCTION ACTIVITIES THAT COULD CREATE POTENTIAL SAFETY HAZARDS.



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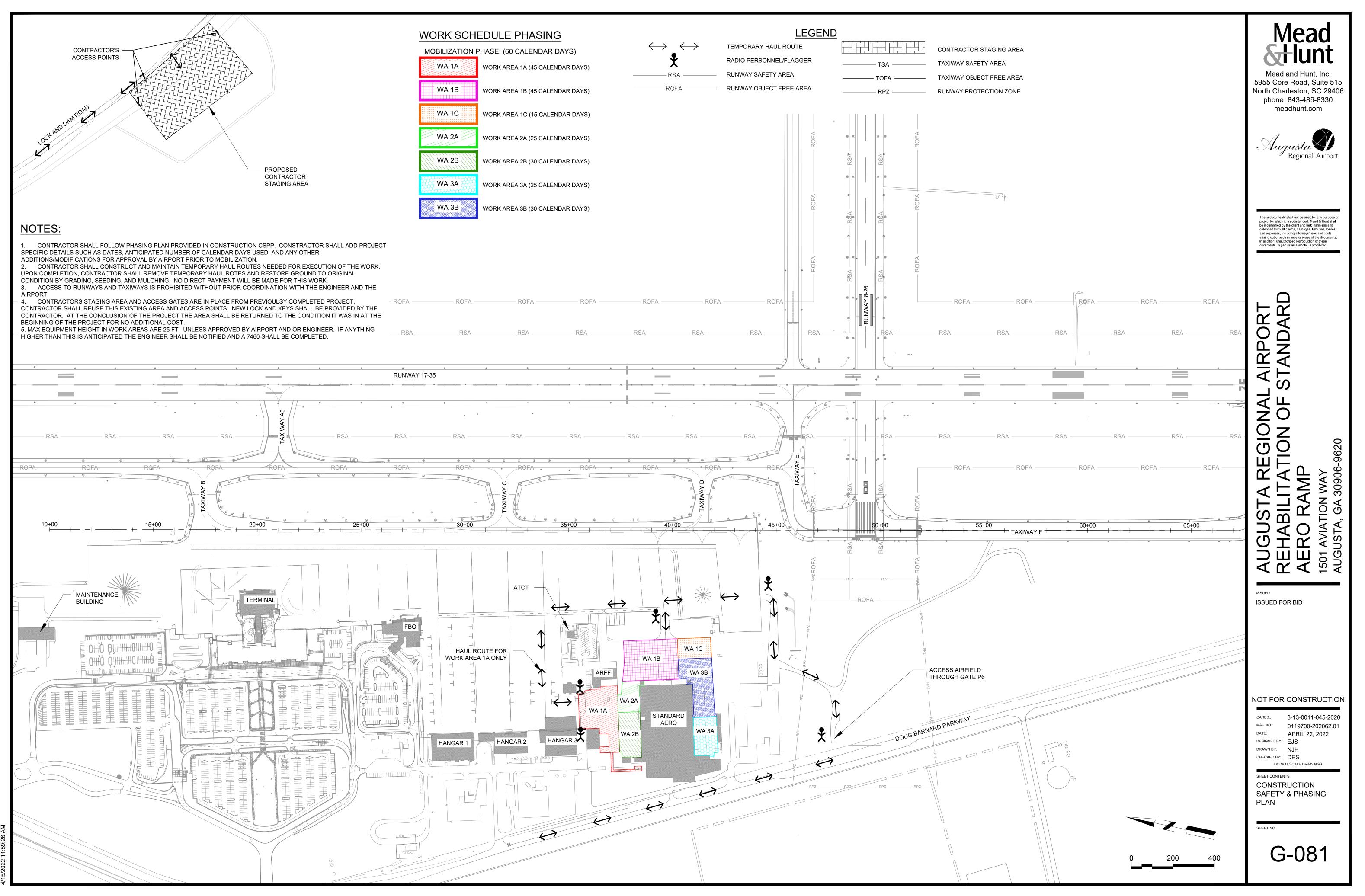
NOT FOR CONSTRUCTION

CARES.:	3-13-0011-045-2020			
M&H NO.:	0119700-202062.01			
DATE:	APRIL 22, 2022			
DESIGNED BY:	EJS			
DRAWN BY:	NJH			
CHECKED BY:	DES			
DO NOT SCALE DRAWINGS				

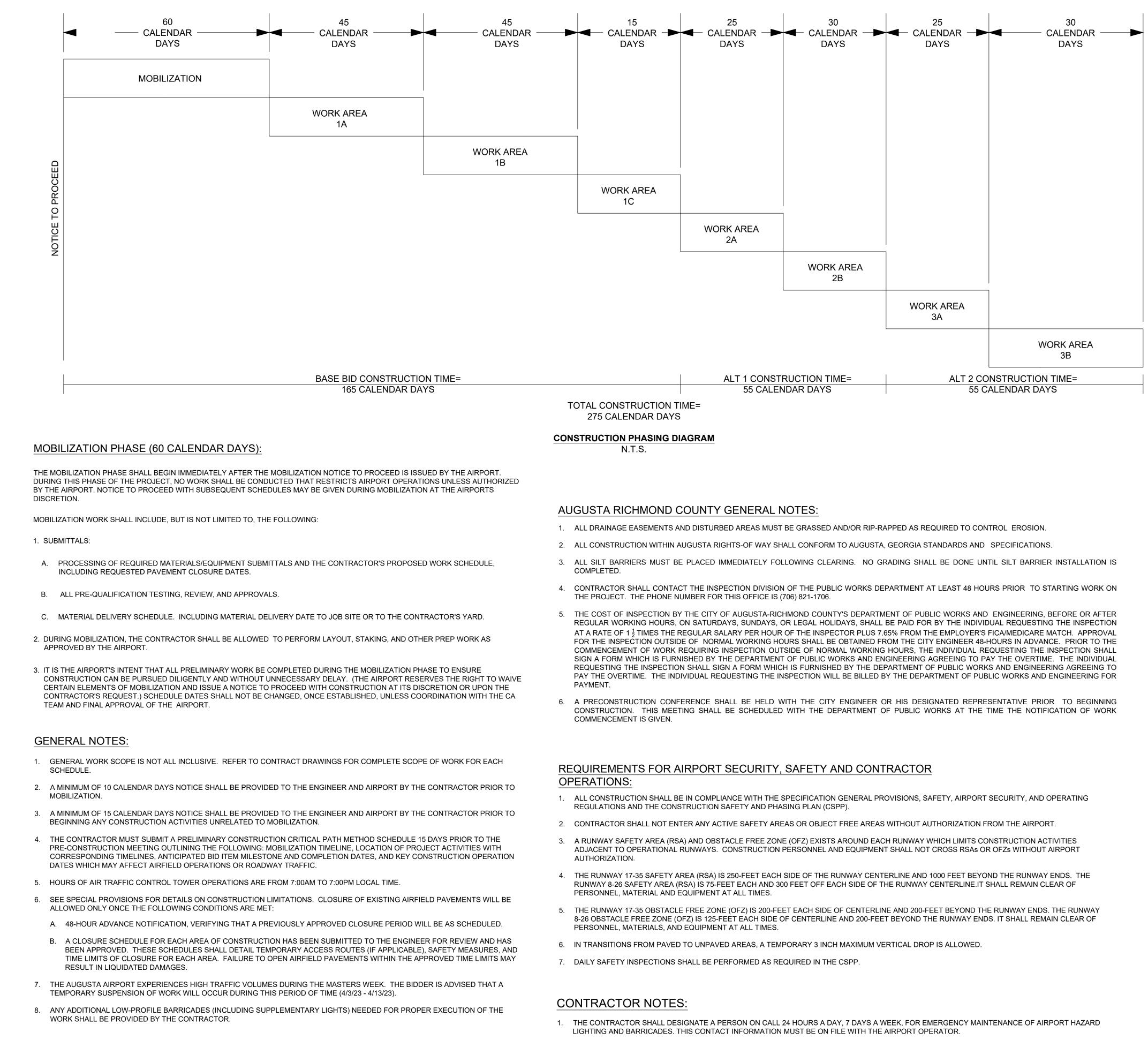
SHEET CONTENTS CONSTRUCTION SAFETY & PHASING NOTES

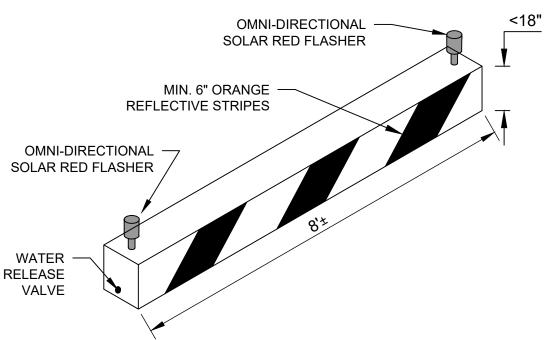
SHEET NO.

G-072

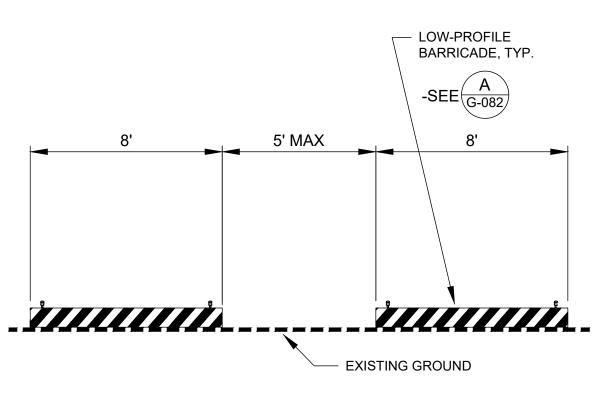


0119700/202062.01/TECH\CAD\DRAWINGS\G-081 CONSTRUCTION SAFETY & PHASING PLAN.DV









LOW-PROFILE SCALE: NTS

PHASING NOTES:

- 1. SEE PROJECT LAYOUT PLAN FOR LIMITS OF WORK IN EACH BID SCHEDULE. THE BASE BID CONSIST OF ALL WORK IN WORK AREAS 1A, 1B, & 1C. ADDITIVE ALTERNATE 1 CONSIST OF ALL WORK IN WORK AREAS 2A & 2B. BID ALTERNATE 2 CONSIST OF ALL WORK IN WORK AREAS 3A & 3B.
- 2. TOTAL CONTRACT TIME SHALL BE ADJUSTED BASED ON IF BID ALTERNATE 1 AND/OR 2 ARE AWARDED.

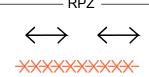
1. MAINTENANCE OF LOW-PROFILE BARRICADES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR FOR THE DURATION OF THE PROJECT.

2. GAPS IN BARRICADES SHALL NOT EXCEED 5-FEET.

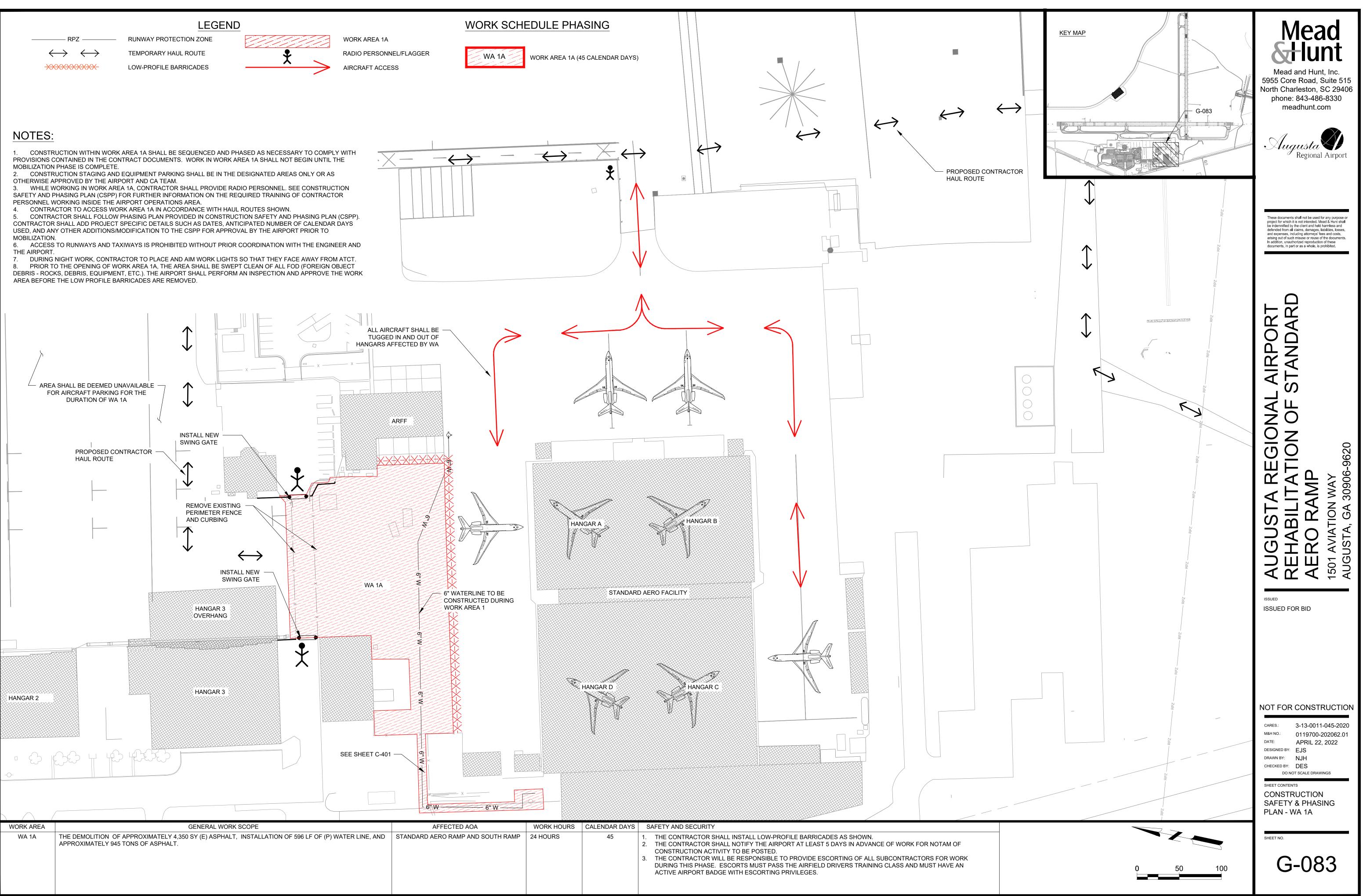


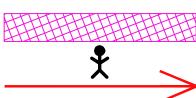




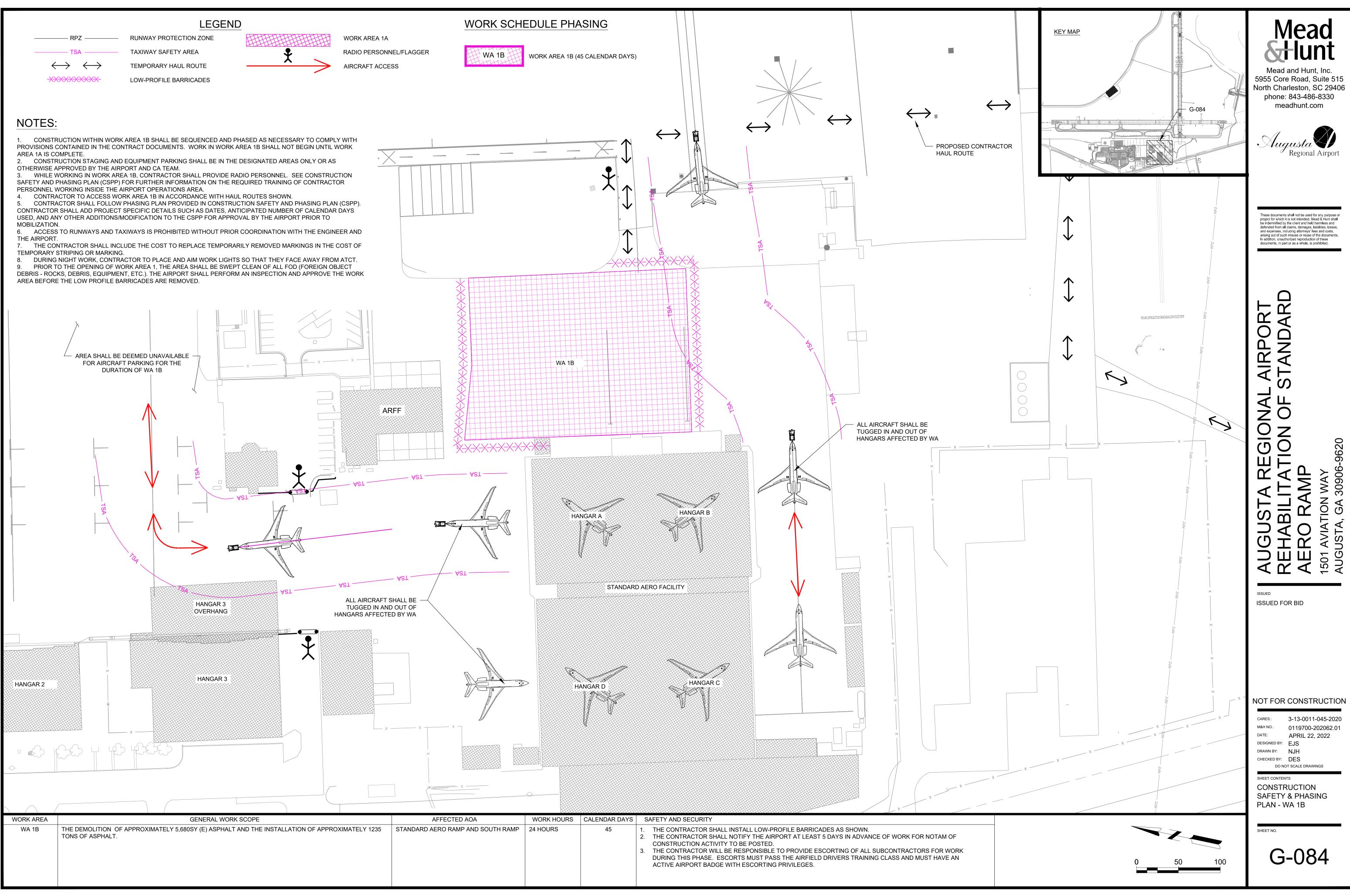


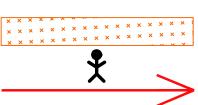




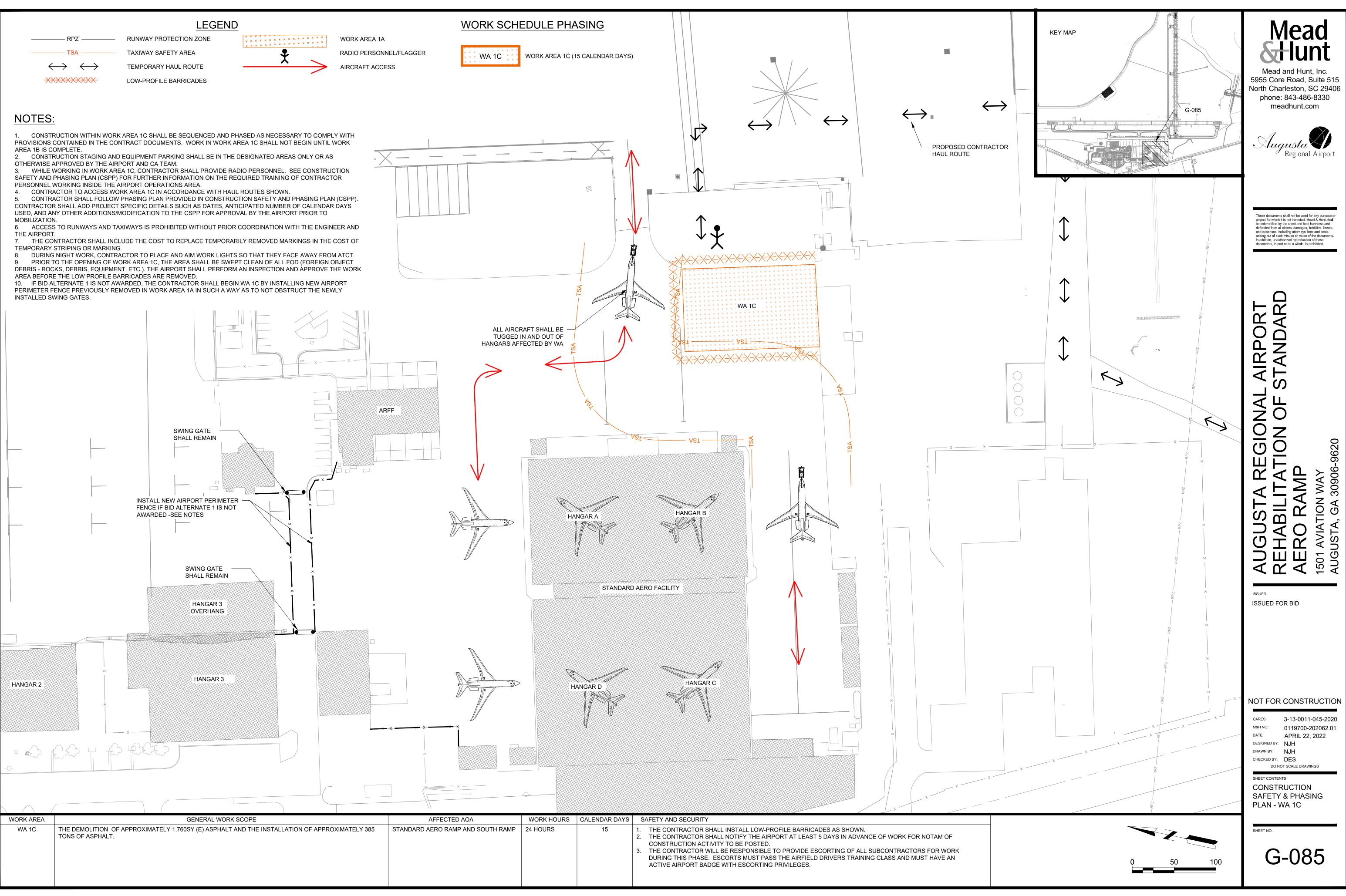


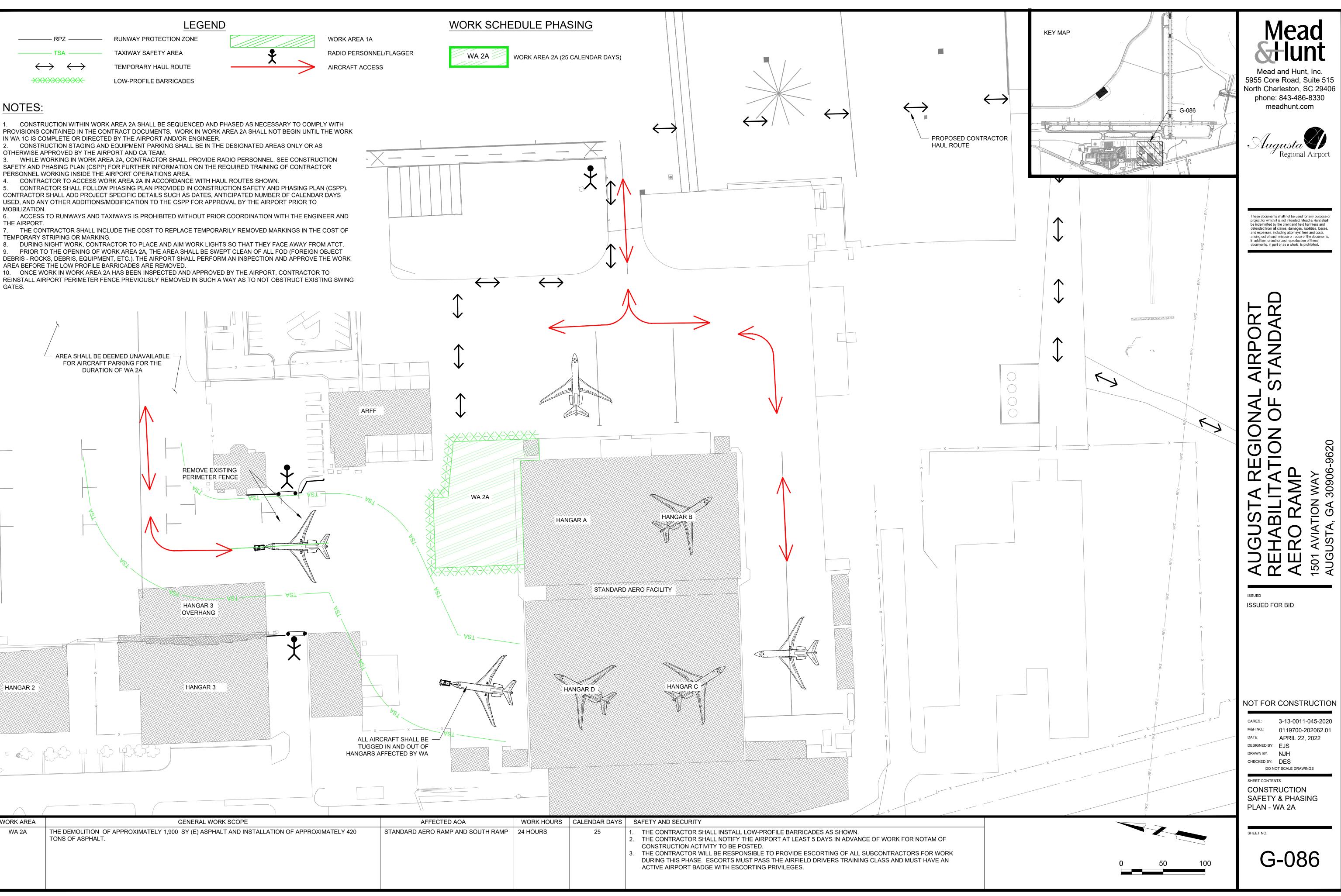
CONTRACTOR SHALL FOLLOW PHASING PLAN PROVIDED IN CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).

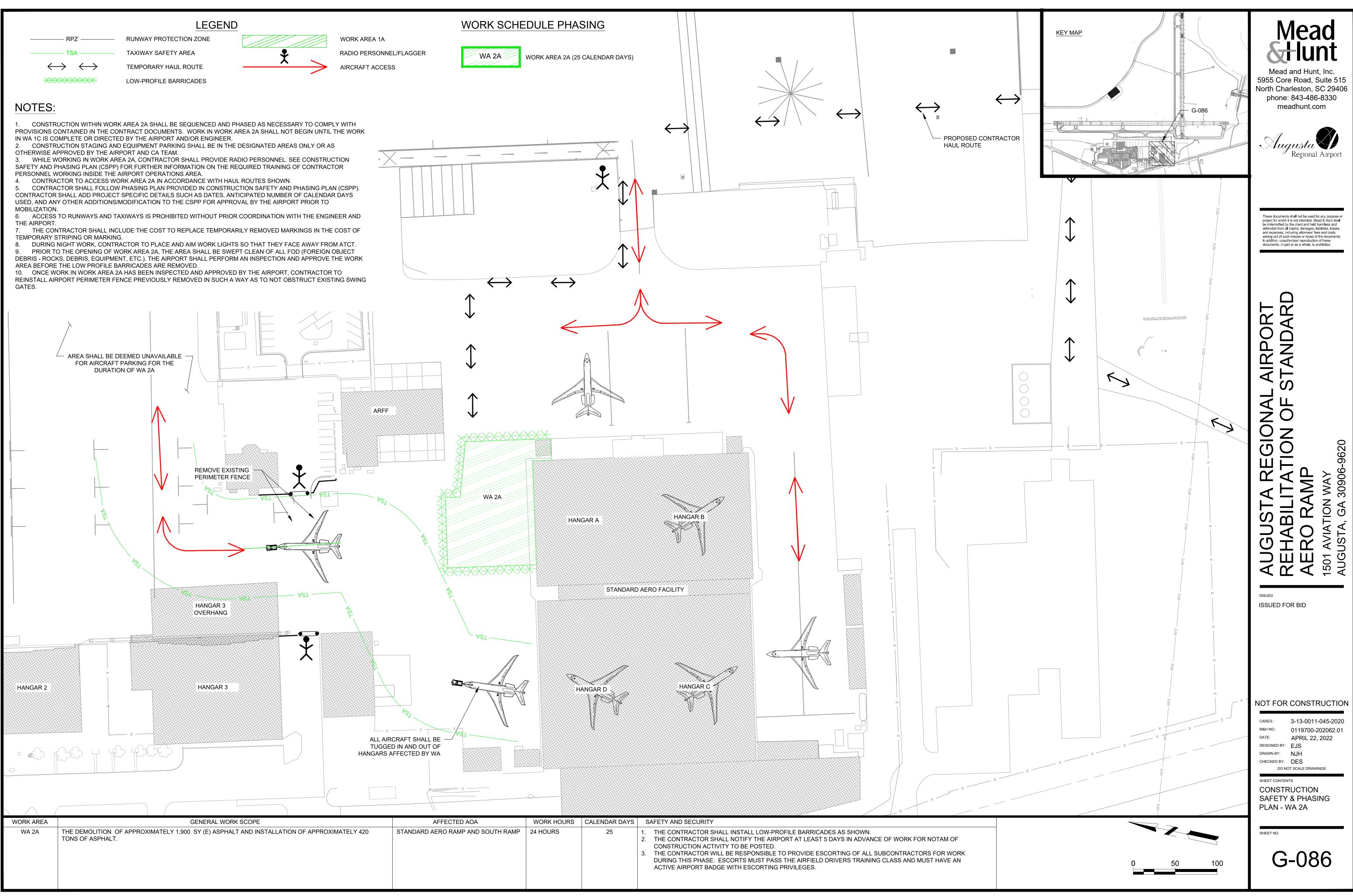


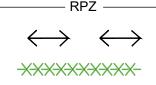


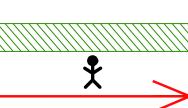
CONSTRUCTION WITHIN WORK AREA 1C SHALL BE SEQUENCED AND PHASED AS NECESSARY TO COMPLY WITH



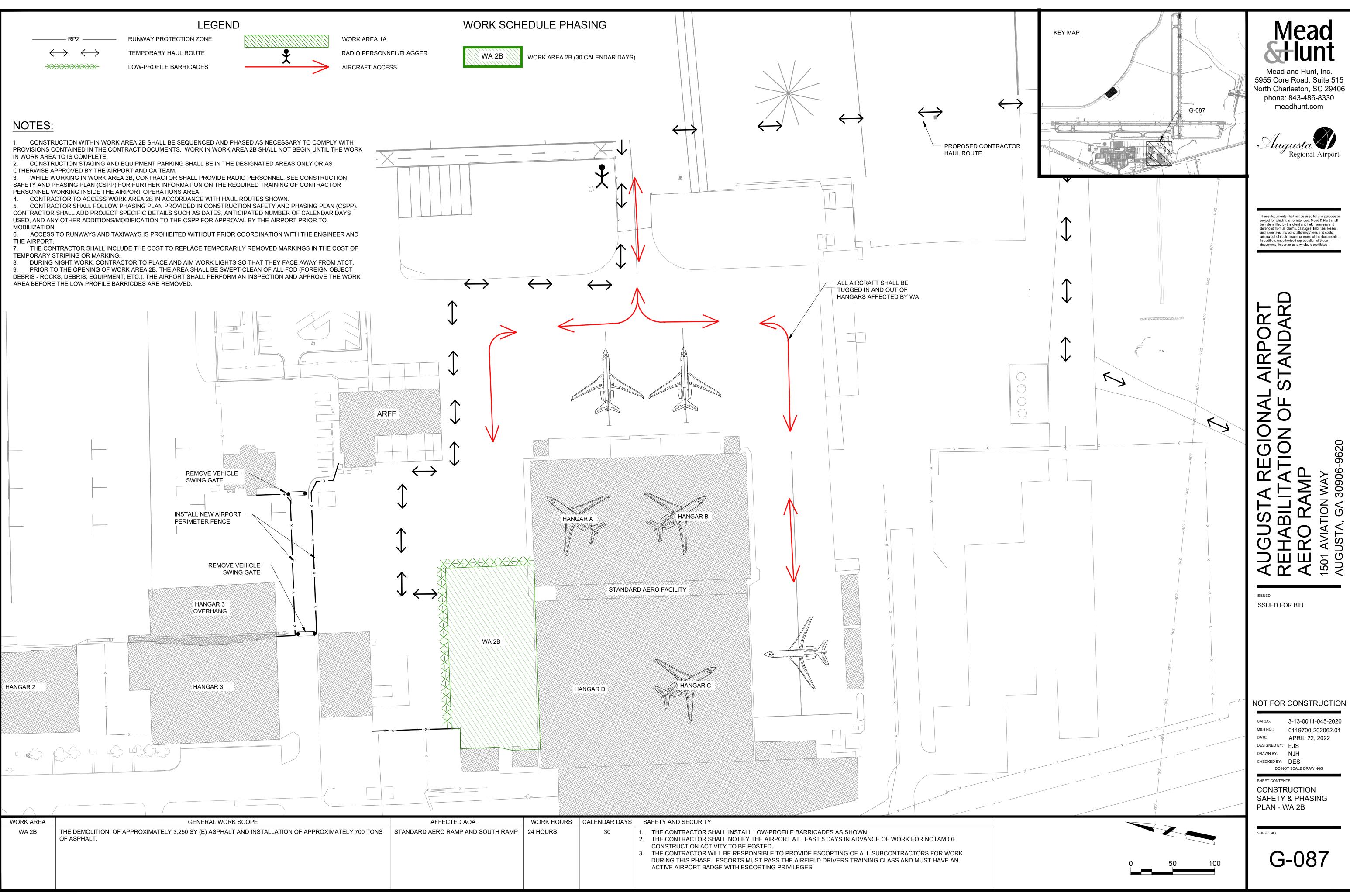


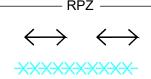


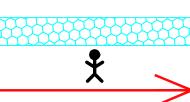


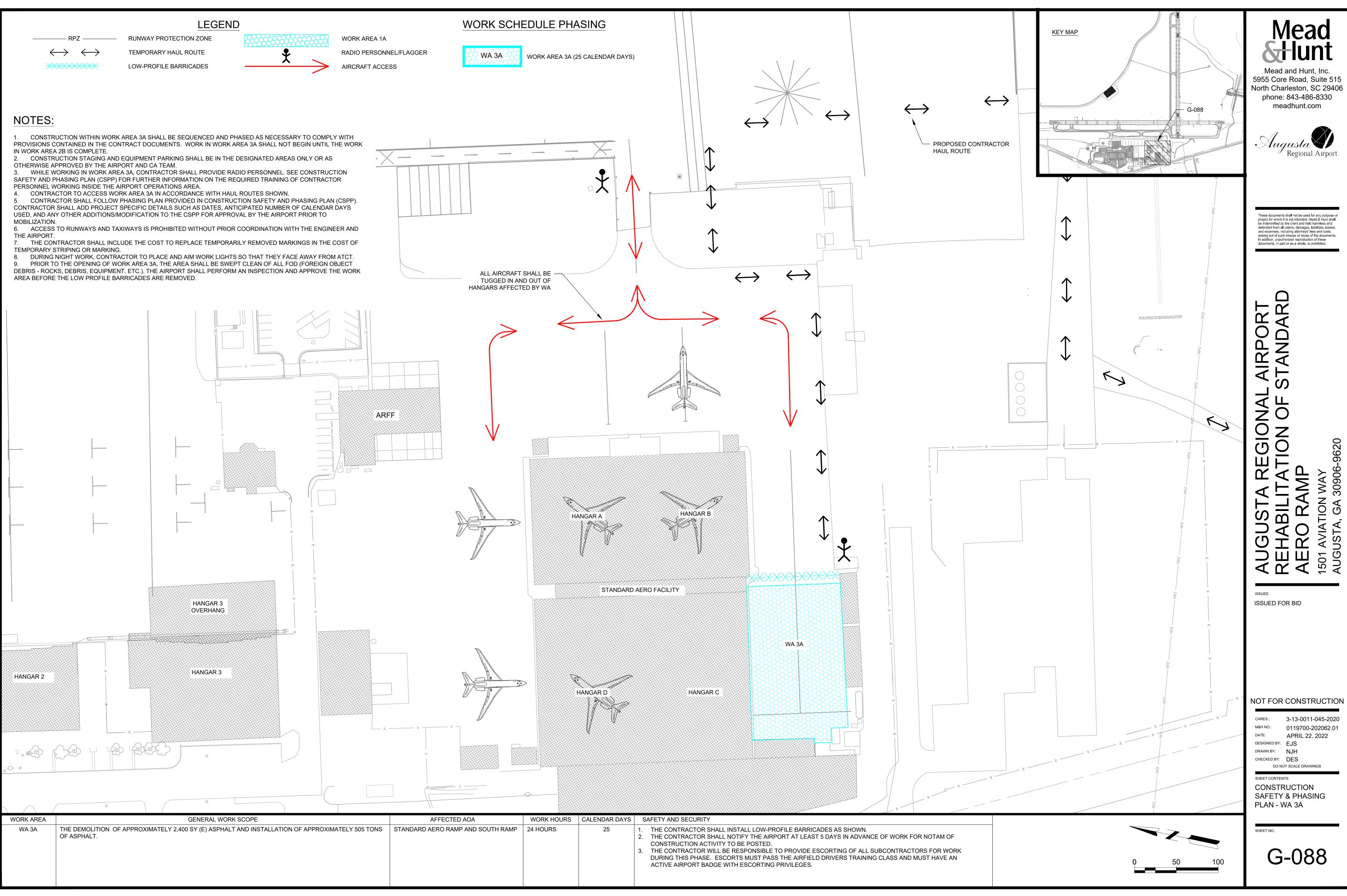


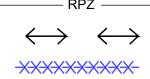
PERSONNEL WORKING INSIDE THE AIRPORT OPERATIONS AREA.

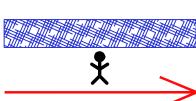


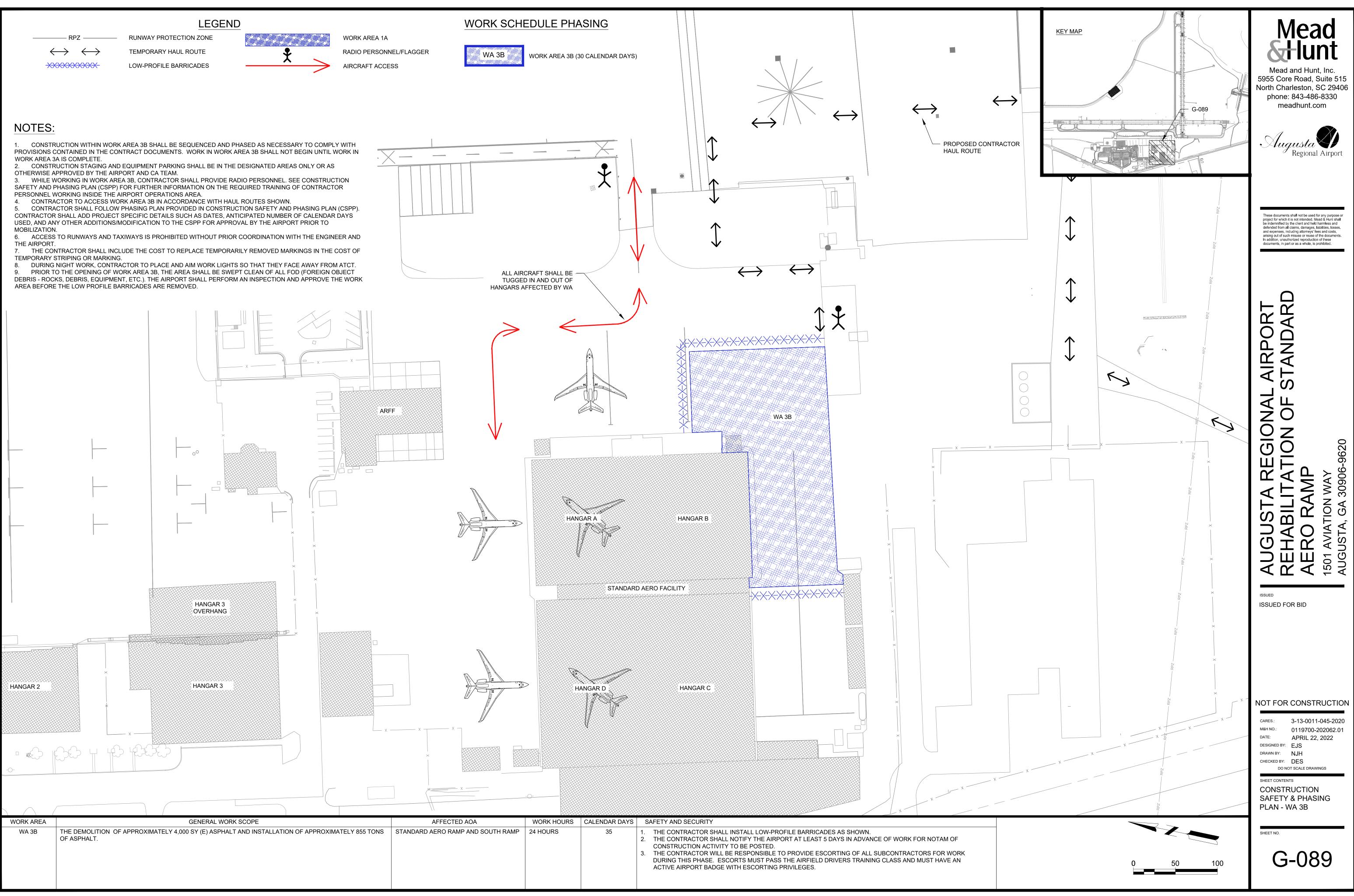














0119700/202062.01\TECH\CAD\DRAWINGS\B-051 BORING PLAN. 5/2022 12:01:54 PM



CSM2 TESTING & ENGINEERING CO., INC.

2005 Emmett Street, Suite A, Augusta, Georgia 30904 • (706) 733-6960 • Fax (706) 737-0629

	AGS Rehab of Standard Aero Ramp			
LOCATI	ON Augusta Regional Airport, Augusta, Georgia		November 6	<u>, 2020</u>
DEPTH FEET		PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCENT MOISTURE
	Very Firm, Reddish-Tan Clayey Sand (Fill)	28 @ 1'	sc	
	Very Firm, Dark Gray Silty Sand		SM	11.1%
	Firm, Gray and Tan Sandy Clayey Silt (Wet)	8 @ 3.5'	ML	
5'		26 @ 6'		
	Very Stiff, Gray and Red Sandy Silty Clay		ML	
	Very Firm, Reddish-Tan Silty Sand	28 @ 8.5'	SM	
10'	Very Stiff, Gray and Tan Sandy Clayey Silt		ML	- 2859- C
	Boring Terminated at 10 feet. ²⁷ Upper 13" is Asphalt (6") and Graded Aggregate Base (7").	الر 60 م		
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



CSF2 TESTING & ENGINEERING CO., INC. 1005 Emmett Street, Suite A, Augusta, Georgia 30904 • (706) 733-6960 • Fax (706) 737-0629

PROJECT AGS Rehab of Standard Aero Ramp BORING NO. B-4

DEPTH FEET			PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCENT
[., _,	Firm, Brownish-Tan and Brown Silty Sand	ſ	11@1	SM	
	Stiff, Tan and Red Sandy Clayey Silt			ML	16.3%
<u> </u>			29 @ 3.5'		
5'		1			
	Very Stiff to Hard, Tan, Gray, and Red Sandy Clayey Silt		39@6'	ML	
	R.				
Ren d	New Off Deddick Ten Centre Off		26 @ 8.5'	ML	
10'	Very Stiff, Reddish-Tan Sandy Silt		5 H		- 2853-
	Boring Terminated at 10 feet.				
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



CSF2 TESTING & ENGINEERING CO., INC.

PROJE	CT AGS Rehab of Standard Aero Ramp	BORING NO.	B-2	
LOCATI	ON <u>Augusta Regional Airport, Augusta, Georgia</u>	DATE	November 6	, 2020
DEPTH FEET		PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCENT MOISTURE
	Loose, Brown and Tan Silty Sand	5 @ 1'	SM ML	· - <u>- 三陸</u> 19.0%王
	Loose, Tan Silty Sand	7 @ 3.5'	SM	· · · · · · · · · · · · · · · · · · ·
5'	Very Stiff, Tan, Red, and Gray Sandy Clayey Silt	23 @ 6'		
	nuu	26 @ 8.5'	2 2 1 1	
10'	Boring Terminated at 10 feet. ³ Upper 2.25" is Asphalt.	2 12 ×		
15 '	U[
	R.			
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



PROJECT AGS Rehab of Standard Aero Ramp BORING NO. B-5 _____

DEPTH FEET		PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCEN
	Loose, Reddish-Tan Clayey Silty Sand (Fill)	ت ــــــــــــــــــــــــــــــــــــ	SC	
	Loose, Brown and Tan Silty Sand		SM	17.6%
	Soft, Reddish-Tan and Gray Sandy Clayey Silt	3 @ 3.5'	ML	
5' ·	Hard, Gray and Red Sandy Clayey Silt	38 @ 6'	ML	
10'	Very Firm, Reddish-Tan Silty Sand	25 @ 8.5'	SM	
	Boring Terminated at 10 feet. Upper 11" is Asphalt (5.25") and Graded Aggregate Base (5.75").			
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



DCATI	ION Augusta Regional Airport, Augusta, Georgia	DATE	1	November 6	, 2020
epth Feet	VISUAL SOIL DESCRIPTION	PEN	ETRATION	VISUAL UNIFIED CLASS.	PERCENT MOISTURI
, }	Very Firm, Reddish-Tan Clayey Sand (Fill)	۳ <u> </u>	3@1'	SC	
i i	Very Firm, Brownish-Tan and Gray Silty Sand		ال ^م بر	SM	9.9%
5'	Very Stiff, Tan, Gray, and Red Sandy Clayey Silt (Moist)		6 @ 3.5'	ML	
3		24	4@6'		
2 1 2023	Very Stiff, Tan, Red, and Gray Sandy Clayey Silt	2	5 @ 8.5'	ML	
10'	ु र	-			- 286.193 - 286.193
	Boring Terminated at 10 feet. ⁽³⁾ Upper 10.5" is Asphalt (4") and Graded Aggregate Base (6.5").	50 o			
					- M#
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2001 ²⁴		21	3 5 		
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PROJECT AGS Rehab of Standard Aero Ramp BORING

LOCATION Augusta Regional Airport, Augusta, Georgia				
DEPTH FEET	で、 VISUAL SOIL DESCRIPTION	PEN VA		
	Firm, Reddish-Tan Clayey Sand (Fill)	18 18		
	Firm, Brownish-Tan Silty Sand	18		
5'	Very Stiff, Tan, Gray, and Red Sandy Clayey Silt	l ^u l)		
	Very Stiff, Gray and Tan Sandy Clayey Silt	22		
10'		20		
10'	Boring Terminated at 10 feet. Upper 8" is Asphalt (6") and Graded Aggregate Base (2").	- - 		
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING

NG NO	B-6	
	November 4,	2020
NETRATION	VISUAL UNIFIED CLASS.	PERCENT MOISTURE
8@1'	SC SM	12.4%
8 @ 3.5'	ML []	
2@6'	, with a	
20 @ 8.5'	ML	
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NO WATER TABLE AT TIME OF BORING



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NOT FOR CONSTRUCTION

CARES.:	3-13-0011-045-2020	
M&H NO.:	0119700-202062.01	
DATE:	APRIL 22, 2022	
DESIGNED BY:	XXX	
DRAWN BY:	NJH	
CHECKED BY:	XXX	
DO NOT SCALE DRAWINGS		

SHEET CONTENTS **BORING LOGS**

SHEET NO.

B-052



CSI2 TESTING & ENGINEERING CO., INC. 1005 Emmett Street, Suite A, Augusta, Georgia 30904 • (706) 733-6960 • Fax (706) 737-0629

PROJEC	AGS Rehab of Standard Aero Ramp	BORING NO.	B-7	
LOCATI	ON <u>Augusta Regional Airport, Augusta, Georgia</u>	DATE	November 4	I, 2020
DEPTH FEET		PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCENT MOISTURE
	Firm, Reddish-Tan, Gray, and Brown Silty Sand with Gravel (Fill)	18 @ 1'	SM	12.4%
	Dark Brown and Black Silty Sand	29 @ 3.5'	SM	
5'	Very Firm, Grayish-Tan Silty Sand	20 @ 0.0	SM	
		27 @ 6'		
	Very Stiff, Tan and Gray Sandy Clayey Silt		ML	
	Dense, Tan and Red Silty Sand	40 @ 8.5'	SM	
— 10'	Boring Terminated at 10 feet.			- 2877-10 - 2877-10
	¹⁰ Upper 13" is Asphalt (5.5") and Graded Aggregate Base (7.5").			
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



CSF2 TESTING & ENGINEERING CO., INC. 1005 Emmett Street, Suite A, Augusta, Georgia 30904 • (706) 733-6960 • Fax (706) 737-0629

PROJECT AGS Rehab of Standard Aero Ramp BORING NO. B-10

DEPTH FEET			PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCENT
	Very Firm, Reddish-Tan Silty Sand (Fill)	6 11	28 @ 1'	SM	· · · · · · · · · · · · · · · · · · ·
	Very Firm, Brownish-Tan Clayey Silty Sand	1	25 @ 3.5'	SC	
5'	Hard, Tan and Gray Sandy Clayey Silt	01]	36 @ 6'	ML	
10'	Very Stiff, Gray Sandy Clayey Silt	le:	25 @ 8.5'	ML	
15'	Boring Terminated at 10 feet. Upper 7" is Asphalt (3") and Graded Aggregate Base (4").		n Theorem (1990) - Theo		
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



CSM2 TESTING & ENGINEERING CO., INC.

1005 Emmett Street, Suite A, Augusta, Georgia 30904 • (706) 733-6960 • Fax (706) 737-0629

PROJEC	CT AGS Rehab of Standard Aero Ramp	BORING NO.	B-8	
LOCATI	ON <u>Augusta Regional Airport, Augusta, Georgia</u>		November 4	, 2020
DEPTH FEET	VISUAL SOIL DESCRIPTION	PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCENT MOISTURE
<u>L</u> , _]	Firm, Reddish-Tan Silty Sand (Fill)	27 @ 1'	SM	
	Very Firm, Grayish-Tan Clayey Sand		SC	11.1%
5'	Very Stiff, Tan and Red Sandy Clayey Silt	23 @ 3.5'	ML	
3		39 @ 6'		
	Hard, Tan and Gray Sandy Clayey Silt	<u>ب</u>	ML	
200 200 200 200 200 200 200 200 200 200	Very Firm, Tan, Red, and Gray Silty Sand	23 @ 8.5'	SM	
10'	Boring Terminated at 10 feet.			- Zitter C
	Upper 12" is Asphalt (8") and Graded Aggregate Base (4").	11 10 60 1		
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

51085-2015	CSIA TESTING & ENGINEERING CO., INC.
CCP Brass	1005 Emmett Street, Suite A, Augusta, Georgia 30904 • (706) 733-6960 • Fax (706) 737-0629

PROJECT_	AGS Rehab of Standard Aero Ramp	BORING NO.	B-11
	Augusta Regional Airport, Augusta, Georgia	DATE	November 4, 2020

DEPTH FEET		PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCEN
	Very Firm, Reddish-Tan Silty Sand (Fill)	22 @ 1'	SM	9.9%
	Brownish-Tan Silty Sand	28 @ 3.5'	SM	R *28#
5'	Very Stiff, Tan, Red, and Gray Sandy Clayey Silt	29 @ 6'	ML	
	Firm, Reddish-Tan Silty Sand with Gray ML Layers	18 @ 8.5'	SM	
10'	Boring Terminated at 10 feet. ³ Upper 12" is Asphalt (6.5") and Graded Aggregate Base (5.5").			
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



OCATI	ON Augusta Regional Airport, Augusta, Georgia		November 4	, 2020
DEPTH FEET	VISUAL SOIL DESCRIPTION	PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCEN
[]	Loose, Reddish-Tan Silty Sand (Fill)	24 @ 1'	SM	
	Very Firm, Dark Brown Silty Sand		SM	11.1%
	Dense, Brownish-Tan Silty Sand	32 @ 3.5'	SM	
5'	Firm, Dark Brown and Black Silty Sand	18 @ 6'	SM	
10'	Very Stiff, Reddish-Tan and Gray Sandy Clayey Silt	22 @ 8.5'	ML	
	Boring Terminated at 10 feet. Upper 8" is Asphalt (5") and Graded Aggregate Base (3").	ไข้จะ		
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.



PROJECT AGS Rehab of Standard Aero Ramp BORING

LOCATI	ON Augusta Regional Airport, Augusta, Georgia	_ DATE_
DEPTH. FEET		PENE
	Very Firm, Reddish-Tan Silty Sand (Fill)	29 1
	Firm, Grayish-Tan Silty Sand	11
5'	Very Stiff, Gray and Red Sandy Clayey Silt	30
10'	Very Stiff, Gray and Tan Sandy Silt	27 و
	Boring Terminated at 10 feet. Upper 12" is Asphalt (5") and Graded Aggregate Base (7").	-10 60 o
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING

RING NO	B-12	
TE	November 4,	2020
PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCENT MOISTURE
29 @ 1'	SM	8.7%
11 @ 3.5'	SM	
30 @ 6'	, ML	
27 @ 8.5'	ML	
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NO WATER TABLE AT TIME OF BORING



AUGUSTA REGIONAL AIRPORT	5955 North ph
REHABILITATION OF STANDARD	ead ar Core F Charle one: 84 mead
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1501 AVIATION WAY	or any purp and & Hunt harmless a abilities, los
AUGUSTA, GA 30906-9620	ose or shall nd sises, s,

NOT FOR CONSTRUCTION

CARES.:	3-13-0011-045-2020	
M&H NO.:	0119700-202062.01	
DATE:	APRIL 22, 2022	
DESIGNED BY:	XXX	
DRAWN BY:	NJH	
CHECKED BY:	XXX	
DO NOT SCALE DRAWINGS		

SHEET CONTENTS BORING LOGS

SHEET NO.

B-053

NO WATER TABLE AT TIME OF BORING



ROJE	CT AGS Rehab of Standard Aero Ramp	BORING NO.	B-13		
OCATI	ON Augusta Regional Airport, Augusta, Georgia	DATE	November 5	5, 2020	
DEPTH FEET		PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCEN	
	Firm, Reddish-Tan Clayey Silty Sand (Fill)	16 @ 1'	SC		
5'	Firm, Brownish-Tan and Gray Slightly Clayey Silty Sand	15 @ 3.5'	SM	11.1%	
10'	Very Stiff, Gray and Red Sandy Clayey Silt	19 @ 6' 22 @ 8.5'	ML		
	Boring Terminated at 10 feet. [®] Upper 10" is Asphalt (6.5") and Graded Aggregate Base (3.5").	20 ×	na <u>Shine</u> n sa mi		
15	L RE				
20'	11				
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<u>3</u> 5'		9 69			
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40'					

N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.



PROJE	CT AGS Rehab of Standard Aero Ramp	BORING NO.	B-15	
LOCATI	ON <u>Augusta Regional Airport, Augusta, Georgia</u>		November 5,	2020
DEPTH		PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCENT MOISTURE
	Firm, Brownish-Tan Silty Sand	14 @ 1'	SM	12.4%
	Firm to Loose, Grayish-Tan Clayey Sand	8 @ 3.5'	SC	
5'	Very Loose, Tan, Red, and Gray Very Clayey Sand (Moist)	4 @ 6'	SC	
	Very Loose, Dark Brown Silty Sand with Gravel		SM	
10'	Very Stiff, Gray and Tan Sandy Clayey Silt	28 @ 8.5'	ML	
	Boring Terminated at 10 feet. Upper 12.25" is Asphalt (3.75") and Graded Aggregate Base (8.5").	มี กับจ		
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20'				
1	11			
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40'				

N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



CSI'2 TESTING & ENGINEERING CO., INC.

Wears 1005 Emmett Street, Suite A, Augusta, Georgia 30904 • (706) 733-6960 • Fax (706) 737-0629

PROJE	CTAGS Rehab of Standard Aero Ramp	BORING NO.	B-14	
LOCATI	ON Augusta Regional Airport, Augusta, Georgia		November 5	5 <u>, 2020</u>
DEPTH		PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	
	Firm, Reddish-Tan Slightly Clayey Silty Sand (Fill)	18 @ 1'	SM	· <u>- 376</u> · 11 9.9%
5'	Firm, Tan Silty Sand	13 @ 3.5'	SM	
5'	Stiff to Very Stiff, Tan, Red, and Gray Sandy Clayey Silt	14 @ 6'	i المعر سرام	
		19 @ 8.5'		
10'	Boring Terminated at 10 feet.		Ca	- 2850 C F 36706 8
	¹ Upper 12" is Asphalt (6") and Graded Aggregate Base (6").	ай.	η η η η	(종 <u>왕</u>) 후 김 <u>도</u> 중
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Value i	s number of blows of 140 pound hammer			en art

N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



PROJECT_	AGS Rehab of Standard Aero Ramp	BORING NO.	B-16
LOCATION_	Augusta Regional Airport, Augusta, Georgia	DATE	November 5, 2020

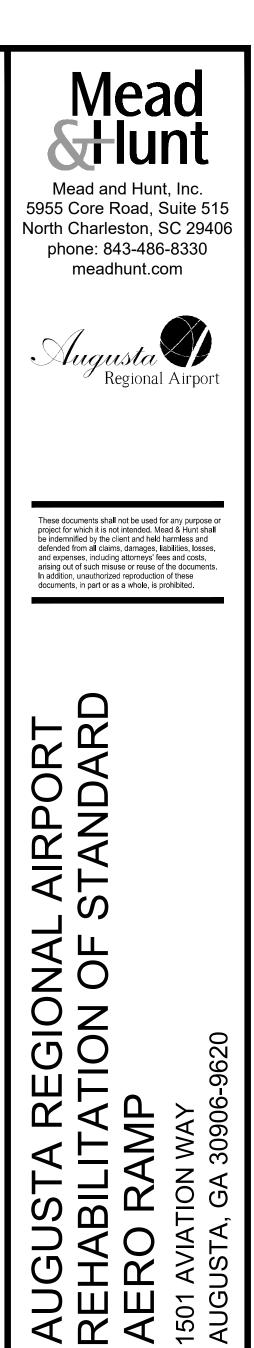
DEPTH FEET		PENETRATION VALUE (N)	VISUAL UNIFIED CLASS.	PERCEN
	Very Firm, Dark Brown Silty Sand	27@1'	SM	13.6%-
5'	Very Firm, Grayish-Tan and Red Very Clayey Sand	24 @ 3.5'	SC	
	Hard, Reddish-Tan and Gray Silty Clayey Silt	33 @ 6'	ML	
10'	Dense, Reddish-Tan Silty Sand	33 @ 8.5'	SM	
	Boring Terminated at 10 feet. Upper 12" is Asphalt (6") and Graded Aggregate Base (6").	11. 2010 2010		
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N Value is number of blows of 140 pound hammer required to drive 2" split-tube sampler one foot after seated.

NO WATER TABLE AT TIME OF BORING



NO WATER TABLE AT TIME OF BORING



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NOT FOR CONSTRUCTION

CARES.: 3-13-0011-045-2020 M&H NO.: 0119700-202062.01 DATE: APRIL 22, 2022 DESIGNED BY: XXX DRAWN BY: NJH CHECKED BY: XXX DO NOT SCALE DRAWINGS

SHEET CONTENTS **BORING LOGS**

SHEET NO.

B-054

	DJECT NAME: AUGUSTA REGIONAL AIRPORT REHIBILITATION OF STANDARD AERORAMP DRESS: 1501 AVIATION WAY Y/COUNTY: AUGUSTA/RICHMOND COUNTY ZIP CODE 30906 TE ON PLANS: APRIL 22, 2022	FOR SPILLS GREATER THAN 25 GAL PROTECTION DIVISION (EPD) WILL BE (800)–241–4113 AND THE NATIONA
[GAR 100001 GAR 100002 GAR 100003 COMMON DEVELOPMENTS	FOR SPILLS LESS THAN 25 GALLON
1.	THE APPLICABLE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN CHECKLIST ESTABLISHED BY THE COMMISSION AS OF JANUARY 1 OF THE YEAR IN WHICH THE LAND-DISTURBING ACTIVITY WAS PERMITTED.	AND LOCAL AGENCIES WILL BE CON THE CONTRACTOR SHALL NOTIFY TH 1,320 GALLONS OF PETROLEUM IS S
	LEVEL II CERTIFICATION: NAME: MITCHELL B. MURCHISON NO#. 46296 EXP. DATE: 11/01/2022	ONE PIECE OF EQUIPMENT HAS A C CONTRACTOR WILL NEED A SPILL PF A LICENSED PROFESSIONAL.
	LIMITS OF DISTURBANCE IS LESS THAN 50 ACRES. 24 HOUR CONTACT: TIM WEEGAR 706-796-4009	26. DESCRIPTION OF MEASURES THAT W POLLUTANTS IN STORM WATER THA COMPLETED:
5.	TWEEGAR@AUGUSTAGA.GOV PRIMARY PERMITTEE: AUGUSTA REGIONAL AIRPORT 1550 HANGAR ROAD AUGUSTA, GA 30906	MEASURES INCLUDE A COMBINATION ATTENUATION, LANDSCAPED AND TU SEDIMENT RUNOFF. THESE MEASURE CHARACTERISTICS AND FUNCTIONS (
	706–798–3236 TWEGGAR@AUGUSTAGA.GOV	27. PRACTICES TO PROVIDE COVER FOR
5.	TOTAL DISTURBED ACREAGE OF THIS PROJECT:4.82 ACRESTOTAL PROJECT ACREAGE:4.82 ACRES	PETROLEUM BASED PRODUCTS CONTAINERS FOR PRODUCTS SUCH
	CONSTRUCTION EXIT: N33.367133 W81.973215	LEAKS AND SPILLS. THIS INCLUDES PREVENTATIVE MAINTENANCE OF SU AWAY FROM STATE WATER, NATURA TEMPORARY FUELING TANKS SHALL
	THE INITIAL DATE ON PLANS IS APRIL 22, 2022, REVISIONS ARE TO BE RESUBMITTED TO THE LOCAL ISSUING AUTHORITY, THE ENTITY REQUESTING THE REVISIONS, THE DATE THE CHANGE WAS MADE, AND THE NATURE OF THE CHANGE WILL BE DENOTED IN THE DESIGNATED AREA ON THE PLAN SHEET.	CONTAMINATION. DISCHARGE OF OIL WILL INCLUDE COLLECTION IN A SUI REGULATIONS.
	NATURE OF CONSTRUCTION ACTIVITY: MILL AND OVERLAY OF EXISTING ASPHALT. VICINITY MAP IS PROVIDED ON SHEET C-022.	<u>PAINTS / FINISHES / SOLVENTS</u> ALL PRODUCTS WILL BE STORED IN PRODUCT WILL NOT BE DISCHARGED
	PROJECT RECEIVING WATERS: RECEIVING TWIGGS DEAD RIVER ULTIMATE: SAVANNAH RIVER	MATERIALS USED WITH THESE PROD MANUFACTURER'S SPECIFICATIONS A
2.	"I CERTIFY UNDER PENALTY OF LAW THAT THIS PLAN WAS PREPARED AFTER A SITE VISIT TO THE LOCATIONS DESCRIBED HEREIN BY MYSELF OR MY AUTHORIZED AGENT, UNDER MY SUPERVISION."	FERTILIZER / HERBICIDES THESE PRODUCTS WILL BE APPLIED OR ABOVE THE GUIDELINES SET FOF EROSION AND SEDIMENT CONTROL IN IN SEALED CONTAINERS.
	LEVEL II CERTIFICATION: NAME: MITCHELL B. MURCHISON NO#. 46296 EXP. DATE: 11/01/2022	BUILDING MATERIALS NO BUILDING OR CONSTRUCTION MA
13.	"I CERTIFY THAT THE PERMITTEE'S EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN PROVIDES FOR AN APPROPRIATE AND COMPREHENSIVE SYSTEM OF BEST MANAGEMENT PRACTICES REQUIRED BY THE GEORGIA WATER QUALITY CONTROL ACT AND THE DOCUMENT "MANUAL FOR EROSION AN SEDIMENT	MATERIALS WILL BE DISPOSED OF IN BUILDING MATERIALS, PRODUCTS, CO
	CONTROL IN GEORGIA" (MANUAL) PUBLISHED BY THE STATE SOIL AND WATER CONSERVATION COMMISSION AS OF JANUARY 1 OF THE YEAR IN WHICH THE LAND-DISTURBING ACTIVITY WAS PERMITTED, PROVIDES FOR THE SAMPLING OF THE RECEIVING WATER(S) OR THE SAMPLING OF THE STORM WATER OUTFALLS AND THAT THE DESIGNED SYSTEM OF BEST MANAGEMENT PRACTICES AND SAMPLING METHODS IS EXPECTED TO MEET	PESTICIDES, HERBICIDES, DETERGENT PLASTIC GREEN SHEETING OR TEMPO TO STORMWATER.
	THE REQUIREMENTS CONTAINED IN THE GENERAL NPDES PERMIT NO. 100001."	28. DESCRIPTION OF PRACTICES THAT W DISCHARGES:
	LEVEL II CERTIFICATION: NAME: MITCHELL B. MURCHISON NO#. 46296 EXP. DATE: 11/01/2022	ADHERENCE TO ALL MEASURES SET STORMWATER DISCHARGES.
14.	THE DESIGN PROFESSIONAL WHO PREPARED THE ES&PC PLAN IS TO INSPECT THE INSTALLATION OF THE INITIAL SEDIMENT STORAGE REQUIREMENTS AND PERIMETER CONTROL BMPs WITHIN 7 DAYS AFTER INSTALLATION. THE PRIMARY PERMITTEE MUST RETAIN THE DESIGN PROFESSIONAL WHO PREPARED THE	29. SEE SHEET C-022 FOR DETAILED TI
	PLAN, EXCEPT WHEN THE PRIMARY PERMITTEE HAS REQUESTED IN WRITING AND EPD HAS AGREED TO AN ALTERNATE DESIGN PROFESSIONAL, TO INSPECT THE INSTALLATION OF THE INITIAL SEDIMENT STORAGE	30. <u>DETAILS ON COMPLETE REQUIREMEN</u> INSPECTIONS (NPDES GENERAL PERI
	REQUIREMENTS AND PERIMETER CONTROL BMP3 WHICH THE DESIGN PROFESSIONAL DESIGNED WITHIN SEVEN (7) DAYS AFTER INSTALLATION. THE DESIGN PROFESSIONAL SHALL DETERMINE IF THESE BMP3 HAVE BEEN INSTALLED AND ARE BEING MAINTAINED AS DESIGNED. THE DESIGN PROFESSIONAL SHALL REPORT THE	(1) EACH DAY WHEN ANY TYPE OF
	RESULTS OF THE INSPECTION TO THE PRIMARY PERMITTEE WITHIN SEVEN (7) DAYS AND THE PERMITTEE MUST CORRECT ALL DEFICIENCIES WITHIN TWO (2) BUSINESS DAYS OF RECEIPT OF THE INSPECTION REPORT FROM THE DESIGN PROFESSIONAL UNLESS WEATHER RELATED SITE CONDITIONS ARE SUCH THAT ADDITIONAL TIME IS REQUIRED.	SITE, CERTIFIED PERSONNEL, PR THE PRIMARY PERMITTEE'S SITE SPILLS AND LEAKS FROM VEHICI SITE WHERE VEHICLES ENTER OF THESE INSPECTIONS MUST BE C
15.	NON-EXEMPT ACTIVITIES SHALL NOT BE CONDUCTED WITHIN THE 25 OR 50-FOOT UNDISTURBED STREAM BUFFERS AS MEASURED FROM THE POINT OF WRESTED VEGETATION OR WITHIN 25-FEET OF THE COASTAL MARSHLAND BUFFER AS MEASURED FROM THE JURISDICTIONAL DETERMINATION LINE WITHOUT FIRST	(2). MEASURE AND RECORD RAINFAL FINAL STABILIZATION ONCE EVER
6.	ACQUIRING THE NECESSARY VARIANCES AND PERMITS. <u>THERE ARE NO BUFFER ENCROACHMENTS ON THIS PROJECT.</u> IF YES, REFER TO SHEET(S) N/A FOR BUFFER DESCRIPTIONS.	SUNDAY AND NON-WORKING FEI COMPLIANCE WITH THIS PERMIT OF RAINFALL MAY BE SUSPENDE OR ESTABLISHED A CROP OF AN
	AMENDMENTS/REVISIONS TO THE ES&PC PLAN WHICH HAVE A SIGNIFICANT EFFECT ON BMPs WITH A HYDRAULIC COMPONENT MUST BE CERTIFIED BY THE DESIGN PROFESSIONAL.	APPROPRIATE FOR THE REGION. (3). CERTIFIED PERSONNEL (PROVIDEI
8.	WASTE MATERIALS SHALL NOT BE DISCHARGED TO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.	LEAST ONCE EVERY (7) CALEND INCHES RAINFALL OR GREATER ANY NON-WORKING SATURDAY, WHICH CASE THE INSPECTION SH
9.	THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO LAND DISTURBING ACTIVITIES.	WORKING DAY, WHICHEVER OCCU CONSTRUCTION SITE; (b) AREAS
20.	EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE.	ARE EXPOSED TO PRECIPITATION CONTROL MEASURES IDENTIFIED OBSERVED TO ENSURE THAT TH POINTS ARE ACCESSIBLE, THEY
21.	ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 14-DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING.	METHODS ARE EFFECTIVE IN PRE A SITE THAT HAVE UNDERGONE AND A SEEDING OF TARGET PER
22.	ANY CONSTRUCTION ACTIVITY WHICH DISCHARGES STORM WATER INTO AN IMPAIRED STREAM SEGMENT, OR WITHIN 1 LINEAR MILE UPSTREAM OF AND WITHIN THE SAME WATERSHED AS, ANY PORTION OF AN BIOTA IMPAIRED STREAM SEGMENT MUST COMPLY WITH PART III. C. OF THE PERMIT. INCLUDE THE COMPLETED APPENDIX 1 LISTING ALL THE BMPS THAT WILL BE USED FOR THOSE AREAS OF THE SITE WHICH DISCHARGE	WITH PART IV.D.4.a.(4). THESE I SUBMITTED. (4). CERTIFIED PERSONNEL (PROVIDEI
23	TO THE IMPAIRED STREAM SEGMENT. THIS DOES NOT APPLY TO THIS PROJECT. A TMDL IMPLEMENTATION PLAN FOR SEDIMENT IS NOT IMPLEMENTED.	MONTH DURING THE TERM OF TH SUBMITTED) THE AREAS OF THE CROP OF ANNUAL VEGETATION A
	BMPs FOR CONCRETE WASHDOWN OF TOOLS, CONCRETE MIXER CHUTES, HOPPERS AND THE REAR OF THE VEHICLES. WASHOUT OF THE DRUM AT THE CONSTRUCTION SITE IS PROHIBITED.	THESE AREAS SHALL BE INSPEC
	TOOLS BMPs FOR CONCRETE WASHDOWN OF THE FOLLOWING:	WHERE DISCHARGE LOCATIONS O WHETHER EROSION CONTROL ME RECEIVING WATER(S).
	ALL CONCRETE WASH WATER THAT RESULTS FROM THE WASHDOWN OF TOOLS USED FOR CONCRETE WORK SHALL BE CONTAINED IN A DESIGNATED CONCRETE WASHDOWN AREA. DETAIL ON SHEET C-026. CONCRETE MIXER CHUTES	(5). BASED ON THE RESULTS OF EA AND CONTROL MEASURES IDENT
	ALL CONCRETE WASH WATER THAT RESULTS FROM THE RINSING OUT OF CONCRETE MIXER CHUTES SHALL BE CONTAINED IN A DESIGNATED CONCRETE WASHOUT AREA. HOPPERS	FOLLOWING EACH INSPECTION. IN PRACTICAL BUT IN NO CASE LA
	ALL CONCRETE WASH WATER THAT RESULTS FROM RINSING OUT OF CONCRETE HOPPERS SHALL BE CONTAINED IN A DESIGNATED CONCRETE WASHOUT AREA.	(6). A REPORT OF EACH INSPECTION INSPECTION, THE DATE(S) OF EA FINAL), MAJOR OBSERVATIONS R AND POLLUTION CONTROL PLAN,
	ALL CONCRETE WASH WATER THAT RESULTS FROM RINSING OUT OF CONCRETE TRUCKS SHALL BE CONTAINED IN A DESIGNATED CONCRETE WASHOUT AREA.	PERMIT SHALL BE MADE AND RE ALTERNATE LOCATION UNTIL THE BEEN PHASED HAS UNDERGONE EPD. SUCH REPORTS SHALL BE
25.	BMPS FOR THE REMEDIATION OF ALL PETROLEUM SPILLS AND LEAKS: LOCAL, STATE, AND MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE CLEARLY POSTED AND PROCEDURES WILL BE MADE AVAILABLE TO ALL ON-SITE PERSONNEL.	AND/OR WORKING DAY AND SHA HAVE NOT BEEN PROPERLY INST REPORT DOES NOT IDENTIFY AN CERTIFICATION THAT THE BEST I
	MATERIAL AND EQUIPMENT NECESSARY FOR SPILL CLEANUP WILL BE KEPT IN THE MATERIAL STORAGE AREAS. TYPICAL MATERIALS AND EQUIPMENT INCLUDE, BUT IS NOT LIMITED TO: BROOMS, DUSTPANS, MOPS, RAGS, GLOVES, GOGGLES, CAT LITTER, SAND, SAWDUST, AND PROPERLY LABELED PLASTIC AND METAL WASTE CONTAINERS.	SEDIMENTATION & POLLUTION CO PART V.G.2. OF THIS PERMIT. 31. <u>DETAILS ON COMPLETE REQUIREMEN</u>
	SPILL PREVENTION PRACTICES AND PROCEDURES WILL BE REVIEWED AFTER A SPILL AND ADJUSTED AS NECESSARY TO PREVENT FUTURE SPILLS.	SAMPLING FREQUENCY (NPDES GENE
	ALL SPILLS WILL BE CLEANED UP IMMEDIATELY UPON DISCOVERY. ALL SPILLS WILL BE REPORTED AS REQUIRED BY LOCAL STATE, AND FEDERAL REGULATIONS.	(1). THE PRIMARY PERMITTEE MU RAINFALL EVENT DESCRIBED THE BEGINNING OF ANY STO
	FOR SPILLS THAT IMPACT SURFACE WATER (I.E. LEAVE A SHEEN ON SURFACE WATER), THE NATIONAL RESPONSE CENTER (NRC) WILL BE CONTACTED WITHIN 24-HOURS AT 1-(800)-426-2675.	A MONITORED OUTFALL LOC/ (2).HOWEVER, WHERE MANUAL A PERMIT), OR ARE BEYOND T
	FOR SPILLS OF AN UNKNOWN AMOUNT, THE NATIONAL RESPONSE CENTER (NRC) WILL BE CONTACTED	SOON AS POSSIBLE, BUT IN

ONS AND NO SURFACE WATER IMPACTS, THE GEORGIA ENVIRONMENTAL CONTACTED WITHIN 24-HOURS. GA. EPD (404)-656-4863 OR RESPONSE CENTER AT (800)-424-8802

AND NO SURFACE WATER IMPACTS, THE SPILL WILL BE CLEANED UP ACTED AS REQUIRED.

E LICENSED PROFESSIONAL WHO PREPARED THIS PLAN IF MORE THAN TORED ON-SITE (THIS INCLUDES CAPACITIES OF EQUIPMENT) OR IF ANY APACITY GREATER THAN 660 GALLONS. IN SUCH A CASE, THE REVENTION, CONTAINMENT, AND COUNTERMEASURES PLAN PREPARED BY

MILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL WILL OCCUR AFTER CONSTRUCTION OPERATIONS HAVE BEEN

OF VEGETATED SWALES AND NATURAL DEPRESSIONS FOR FLOW RF AREAS, AND IMPERVIOUS SURFACES THAT WILL REDUCE SOIL AND S WILL ENSURE THAT THE NATURAL, PHYSICAL, AND BIOLOGICAL OF THE WATER COURSE ARE MAINTAINED AND PROTECTED

BUILDING MATERIALS AND BUILDING PRODUCTS ON SITE:

AS FUELS, LUBRICANTS, AND TARS WILL BE INSPECTED DAILY FOR ON-SITE VEHICLE AND MACHINERY DAILY INSPECTIONS AND REGULAR CH EQUIPMENT. EQUIPMENT MAINTENANCE AREAS WILL BE LOCATED DRAINS, AND STORM WATER DRAINAGE INLETS. IN ADDITION, HAVE A SECONDARY CONTAINMENT LINER TO PREVENT/ MINIMIZE SITE 5, FUELS, AND LUBRICANTS IS PROHIBITED. PROPER DISPOSAL METHODS ABLE CONTAINER AND DISPOSAL AS REQUIRED BY LOCAL AND STATE

TIGHTLY SEALED ORIGINAL CONTAINERS WHEN NOT IN USE. EXCESS TO THE STORM WATER COLLECTION SYSTEM. EXCESS PRODUCT, UCTS, AND PRODUCT CONTAINERS WILL BE DISPOSED OF ACCORDING TO ND RECOMMENDATIONS.

AT RATES THAT DO NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS TH IN THE CROP ESTABLISHMENT OR IN THE GSWCC MANUAL FOR GEORGIA. ANY STORAGE OF THESE MATERIALS WILL BE UNDER ROOF

TERIALS WILL BE BURIED OR DISPOSED OF ON-SITE. ALL SUCH ACCORDANCE WITH PROPER WASTE DISPOSAL PROCEDURES.

INSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, S, SANITARY WASTE AND OTHER MATERIALS SHALL BE COVERED WITH DRARY ROOFS IN ORDER TO MINIMIZE EXPOSURE TO PRECIPITATION AND

WILL BE USED TO REDUCE THE POLLUTANTS IN STORM WATER

FORTH IN NOTE 26 & NOTE 36 WILL REDUCE POLLUTANTS IN

MELINE OF MAJOR CONSTRUCTION ACTIVITIES.

TS OF INSPECTIONS AND RECORD KEEPING BY PRIMARY PERMITTEE:

<u>/IT NO. 100001, SEC. IV.D.4.)</u>

CONSTRUCTION ACTIVITY HAS TAKEN PLACE AT A PRIMARY PERMITTEE'S OVIDED BY THE PRIMARY PERMITTEE, SHALL INSPECT: (a.) ALL AREAS AT WHERE PETROLEUM PRODUCTS ARE STORED, USED, OR HANDLED FOR LES AND EQUIPMENT; (b.) ALL LOCATIONS AT THE PRIMARY PERMITTEE'S EXIT THE SITE FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING. ONDUCTED UNTIL A NOTICE OF TERMINATION IS SUBMITTED.

WITHIN THE DISTURBED AREAS OF THE SITE THAT HAVE NOT MET Y 24 HOURS EXCEPT ON ANY NON-WORKING SATURDAY, NON-WORKING DERAL HOLIDAY. THE DATA COLLECTED FOR THE PURPOSE OF SHALL BE REPRESENTATIVE OF THE MONITORED ACTIVITY. MEASUREMENT ED IN AREAS OF THE SITE THAT HAVE UNDERGONE FINAL STABILIZATION INUAL VEGETATION AND A SEEDING OF TARGET PERENNIALS

ED BY THE PRIMARY PERMITTEE) SHALL INSPECT THE FOLLOWING AT AR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 UNLESS SUCH STORM ENDS AFTER 5:00 PM ON ANY FRIDAY OR ON NON-WORKING SUNDAY. OR ANY NON-WORKING FEDERAL HOLIDAY IN HALL BE COMPLETED BY THE END OF THE NEXT BUSINESS DAY AND/OR URS FIRST): (a) DISTURBED AREAS OF THE PRIMARY PERMITTEE'S USED BY THE PRIMARY PERMITTEE FOR STORAGE OF MATERIALS THAT ; AND (c) STRUCTURAL CONTROL MEASURES. EROSION AND SEDIMENT IN THE PLAN APPLICABLE TO THE PRIMARY PERMITTEE'S SITE SHALL BE EY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL EVENTING SIGNIFICANT IMPACTS TO RECEIVING WATER(S). FOR AREAS OF FINAL STABILIZATION OR ESTABLISHED A CROP OF ANNUAL VEGETATION RENNIALS APPROPRIATE FOR THE REGION, THE PERMITTEE MUST COMPLY INSPECTIONS MUST BE CONDUCTED UNTIL A NOTICE OF TERMINATION IS

ED BY THE PRIMARY PERMITTEE) SHALL INSPECT AT LEAST ONCE PER THIS PERMIT (I.E., UNTIL A NOTICE OF TERMINATION HAS BEEN SITE THAT HAVE UNDERGONE FINAL STABILIZATION OR ESTABLISHED A AND A SEEDING OF TARGET PERENNIALS APPROPRIATE FOR THE REGION. TED FOR EVIDENCE OF. OR THE POTENTIAL FOR. POLLUTANTS ENTERING RECEIVING WATER(S). EROSION AND SEDIMENT CONTROL MEASURES BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. DR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN ASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO

ACH INSPECTION, THE SITE DESCRIPTION AND THE POLLUTION PREVENTION FIED IN THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN, AS APPROPRIATE NOT LATER THAN SEVEN (7) CALENDAR DAYS IPLEMENTATION OF SUCH CHANGES SHALL BE MADE AS SOON AS TER THAN SEVEN (7) CALENDAR DAYS FOLLOWING EACH INSPECTION.

THAT INCLUDES THE NAME(S) OF CERTIFIED PERSONNEL MAKING EACH ACH INSPECTION, CONSTRUCTION PHASE (I.E., INITIAL, INTERMEDIATE, OR RELATING TO THE IMPLEMENTATION OF THE EROSION, SEDIMENTATION, AND ACTIONS TAKEN IN ACCORDANCE WITH PART IV.D.4.a.(5) OF THE TAINED AT THE SITE OR BE READILY AVAILABLE AT A DESIGNATED ENTIRE SITE OR THAT PORTION OF A CONSTRUCTION SITE THAT HAS FINAL STABILIZATION AND A NOTICE OF TERMINATION IS SUBMITTED TO READILY AVAILABLE BY THE END OF THE SECOND BUSINESS DAY ALL IDENTIFY ALL INCIDENTS OF BEST MANAGEMENT PRACTICES THAT ALLED AND/OR MAINTAINED AS DESCRIBED IN THE PLAN. WHERE THE INCIDENTS, THE INSPECTION REPORTS SHALL CONTAIN A MANAGEMENT PRACTICES ARE IN COMPLIANCE WITH THE EROSION, ONTROL PLAN. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH

TS OF SAMPLING FREQUENCY AND REPORTING OF SAMPLING RESULTS: ERAL PERMIT NO.100001, SEC. IV.D.6.d.)

JST SAMPLE IN ACCORDANCE WITH THE PLAN AT LEAST ONCE FOR EACH BELOW. FOR A QUALIFYING EVENT, THE PERMITTEE SHALL SAMPLE AT RMWATER DISCHARGE TO A MONITORED RECEIVING WATER AND/OR FROM ATION WITHIN FORTY-FIVE (45) MINUTES OR AS SOON AS POSSIBLE. ND AUTOMATIC SAMPLING ARE IMPOSSIBLE (AS DEFINED IN THIS HE PERMITTEE'S CONTROL, THE PERMITTEE SHALL TAKE SAMPLES AS NO CASE MORE THAN TWELVE (12) HOURS AFTER THE BEGINNING OF

(3). SAMPLING BY THE PERMITTEE SHALL OCCUR FOR THE FOLLOWING EVENTS: (a). FOR EACH AREA OF THE SITE THAT DISCHARGES TO A RECEIVING STREAM. THE FIRST RAIN EVENT THAT REACHES OR EXCEEDS 0.5 INCH AND ALLOWS FOR MONITORING DURING NORMAL BUSINESS HOURS * (MONDAY THROUGH FRIDAY, 8:00 A.M. TO 5:00 P.M., AND SATURDAY, 8:00 A.M. TO 5:00 P.M., EXCLUDING ALL NON- WORKING FEDERAL HOLIDAYS, WHEN CONSTRUCTION ACTIVITY IS BEING CONDUCTED BY THE PRIMARY PERMITTEE) THAT OCCURS AFTER ALL CLEARING AND GRUBBING OPERATIONS HAVE BEEN COMPLETED IN THE DRAINAGE AREA OF THE LOCATION SELECTED AS THE REPRESENTATIVE SAMPLING LOCATION; (b). IN ADDITION TO (a) ABOVE, FOR EACH AREA OF THE SITE THAT DISCHARGES TO A RECEIVING STREAM, THE FIRST RAIN EVENT THAT REACHES OR EXCEEDS 0.5 INCH AND ALLOWS FOR MONITORING DURING NORMAL BUSINESS HOURS * THAT OCCURS EITHER 90-DAYS AFTER THE FIRST SAMPLING EVENT OR AFTER ALL MASS GRADING OPERATIONS HAVE BEEN COMPLETED IN THE DRAINAGE AREA OF THE LOCATION SELECTED AS THE REPRESENTATIVE SAMPLING LOCATION, WHICHEVER COMES FIRST; (c). AT THE TIME OF SAMPLING PERFORMED PURSUANT TO (a) AND (b) ABOVE, IF BMPs ARE FOUND TO BE PROPERLY DESIGNED, INSTALLED AND MAINTAINED, NO FURTHER ACTION IS REQUIRED. IF BMPs IN ANY AREA OF THE SITE THAT DISCHARGES TO A RECEIVING STREAM ARE NOT PROPERLY DESIGNED, INSTALLED AND MAINTAINED, CORRECTIVE ACTION SHALL BE DEFINED AND IMPLEMENTED WITHIN TWO (2) BUSINESS DAYS, AND TURBIDITY SAMPLES SHALL BE TAKEN FROM DISCHARGES FROM THAT AREA OF THE SITE FOR EACH SUBSEQUENT RAIN EVENT THAT REACHES 0.5 INCH DURING NORMAL BUSINESS HOURS * UNTIL THE SELECTED TURBIDITY STANDARD IS ATTAINED, OR UNTIL POST-STORM EVENT INSPECTIONS DETERMINE THAT BMPs ARE PROPERLY DESIGNED, INSTALLED AND MAINTAINED. *NOTE THAT THE PERMITTEE MAY CHOOSE TO MEET THE REQUIREMENTS OF (a) AND (b) ABOVE BY COLLECTING TURBIDITY SAMPLES FROM ANY RAIN EVENT THAT REACHES OR EXCEEDS 0.5 INCH AND ALLOWS FOR MONITORING AT ANY TIME OF THE DAY OR WEEK.

REPORTING (NPDES GENERAL PERMIT NO.100001, SEC. IV.E.)

THE APPLICABLE PERMITTEE'S ARE REQUIRED TO SUBMIT A SUMMARY OF THE MONITORING RESULTS TO THE EPD AT THE ADDRESS SHOWN IN PART II.C. BY THE FIFTEENTH DAY OF THE MONTH FOLLOWING THE REPORTING PERIOD. REPORTING PERIODS ARE MONTHS DURING WHICH SAMPLES ARE TAKEN IN ACCORDANCE WITH THIS PERMIT. SAMPLING RESULTS SHALL BE IN A CLEARLY LEGIBLE FORMAT. UPON WRITTEN NOTIFICATION, EPD MAY REQUIRE THE APPLICABLE PERMITTEE TO SUBMIT THE SAMPLING RESULTS ON A MORE FREQUENT BASIS. SAMPLING AND ANALYSIS OF ANY STORM WATER DISCHARGE(S) OR THE RECEIVING WATER(S) BEYOND THE MINIMUM FREQUENCY STATED IN THIS PERMIT MUST BE REPORTED IN A SIMILAR MANNER TO THE EPD. THE SAMPLING REPORTS MUST BE SIGNED IN ACCORDANCE WITH PART V.G.2. SAMPLING REPORTS MUST BE SUBMITTED TO EPD USING THE ELECTRONIC SUBMITTAL SERVICE PROVIDED BY EPD. SAMPLING REPORTS MUST BE SUBMITTED TO EPD UNTIL SUCH TIME AS A NOT IS SUBMITTED IN ACCORDANCE WITH PART VI.

- (1). ALL WRITTEN CORRESPONDENCE REQUIRED BY THIS PERMIT SHALL BE SUBMITTED BY RETURN RECEIPT CERTIFIED MAIL (OR SIMILAR SERVICE) TO THE APPROPRIATE DISTRICT OFFICE OF THE EPD ACCORDING TO THE SCHEDULE IN APPENDIX A OF THIS PERMIT. THE PERMITTEE SHALL RETAIN A COPY OF THE PROOF OF SUBMITTAL AT THE CONSTRUCTION SITE OR THE PROOF OF SUBMITTAL SHALL BE READILY AVAILABLE AT A DESIGNATED LOCATION FROM COMMENCEMENT OF CONSTRUCTION UNTIL SUCH TIME AS A NOT IS SUBMITTED IN ACCORDANCE WITH PART VI.
- (2). ALL MONITORING RESULTS SHALL INCLUDE THE FOLLOWING INFORMATION: (a). THE DATE, EXACT PLACE, AND TIME OF SAMPLING OR MEASUREMENTS; (b). THE NAME(S) OF THE INDIVIDUAL(S) WHO PERFORMED THE SAMPLING AND MEASUREMENTS; (c). THE DATE(S) ANALYSES WERE PERFORMED; (d). THE TIME(S) ANALYSES WERE INITIATED; (e). THE NAME(S) OF THE INDIVIDUAL(S) WHO PERFORMED THE ANALYSES; (f). REFERENCES AND WRITTEN PROCEDURES, WHEN AVAILABLE, FOR THE ANALYTICAL TECHNIQUES OR METHODS USED; AND, (g). THE RESULTS OF SUCH ANALYSES, INCLUDING THE BENCH SHEETS, INSTRUMENT READOUTS, COMPUTER DISKS OR TAPES, ETC., USED TO DETERMINE THESE RESULTS. (h). RESULTS WHICH EXCEED 1,000 NTU SHALL BE REPORTED AS "EXCEEDS 1.000 NTU."

32. DETAILS ON COMPLETE REQUIREMENTS OF RETENTION OF RECORDS BY PRIMARY PERMITTEE:

RETENTION OF RECORDS (NPDES GENERAL PERMIT NO.100001, SEC. IV.F.)

- (1). THE PRIMARY PERMITTEE SHALL RETAIN THE FOLLOWING RECORDS AT THE CONSTRUCTION SITE OR THE RECORDS SHALL BE READILY AVAILABLE AT A DESIGNATED ALTERNATE LOCATION FROM COMMENCEMENT OF CONSTRUCTION UNTIL SUCH TIME AS A NOT IS SUBMITTED IN ACCORDANCE WITH PART VI: (a). A COPY OF ALL NOTICES OF INTENT SUBMITTED TO EPD; (b). A COPY OF THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN REQUIRED BY THIS PERMIT; (c). THE DESIGN PROFESSIONAL'S REPORT OF THE RESULTS OF THE INSPECTION CONDUCTED IN ACCORDANCE WITH PART IV.A.5. OF THIS PERMIT; (d). A COPY OF ALL MONITORING INFORMATION, RESULTS, AND REPORTS REQUIRED BY THIS PERMIT; (e). A COPY OF ALL INSPECTION REPORTS GENERATED IN ACCORDANCE WITH PART IV.D.4.a. OF THIS PERMIT; (f). A COPY OF ALL VIOLATION SUMMARIES AND VIOLATION SUMMARY REPORTS GENERATED IN ACCORDANCE WITH PART III.D.2. OF THIS PERMIT; AND, (g). DAILY RAINFALL INFORMATION COLLECTED IN ACCORDANCE WITH PART IV.D.4.a.(1)(c) OF THIS PERMIT.
- (2). COPIES OF ALL NOTICES OF INTENT, NOTICES OF TERMINATION, REPORTS, PLANS, MONITORING REPORTS. MONITORING INFORMATION. INCLUDING ALL CALIBRATION AND MAINTENANCE RECORDS AND ALL ORIGINAL STRIP CHART RECORDINGS FOR CONTINUOUS MONITORING INSTRUMENTATION, EROSION, SEDIMENTATION AND POLLUTION CONTROL PLANS, RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THE NPDES PERMIT AND ALL OTHER RECORDS REQUIRED BY THIS PERMIT SHALL BE RETAINED BY THE PERMITTEE WHO EITHER PRODUCED OR USED IT FOR A PERIOD OF AT LEAST THREE YEARS FROM THE DATE THAT THE NOT IS SUBMITTED IN ACCORDANCE WITH PART VI OF THIS PERMIT. THESE RECORDS MUST BE MAINTAINED AT THE PERMITTEE'S PRIMARY PLACE OF BUSINESS OR AT A DESIGNATED ALTERNATIVE LOCATION ONCE THE CONSTRUCTION ACTIVITY HAS CEASED AT THE PERMITTED SITE. THIS PERIOD MAY BE EXTENDED BY REQUEST OF THE EPD AT ANY TIME UPON WRITTEN NOTIFICATION TO THE PERMITTEE.

33. DETAILS ON COMPLETE REQUIREMENTS OF SAMPLING ANALYTICAL METHODS BY PRIMARY PERMITTEE:

SAMPLE TYPE (NPDES GENERAL PERMIT NO.100001, SEC. IV.D.6.b.)

ALL SAMPLING SHALL BE COLLECTED BY "GRAB SAMPLES" AND THE ANALYSIS OF THESE SAMPLES MUST BE CONDUCTED IN ACCORDANCE WITH METHODOLOGY AND TEST PROCEDURES ESTABLISHED BY 40 CFR PART 136 (UNLESS OTHER TEST PROCEDURES HAVE BEEN APPROVED); THE GUIDANCE DOCUMENT TITLED "NPDES STORM WATER SAMPLING GUIDANCE DOCUMENT, EPA 833-B-92-001"; AND, GUIDANCE DOCUMENTS THAT MAY BE PREPARED BY THE EPD. ANALYTICAL METHODS USED FOR THE COLLECTION AND ANALYSIS OF SAMPLES FOR THE PURPOSE OF COMPLIANCE WITH THIS PERMIT SHALL USE, AT A MINIMUM, THE GUIDELINES SET FORTH IN PART IV.D.6.a. AND PART IV.D.6.b. OF THIS PERMIT.

SAMPLE TYPE (NPDES GENERAL PERMIT NO.100001, SEC. IV.D.6.c.)

FOR CONSTRUCTION ACTIVITIES, THE PRIMARY PERMITTEE MUST SAMPLE ALL RECEIVING WATER(S), OR ALL OUTFALL(S). OR A COMBINATION OF RECEIVING WATER(S) AND OUTFALL(S). HOWEVER, PROVIDED FOR IN AND IN ACCORDANCE WITH PART IV.D.6.c.(2) OF THIS PERMIT, PRIMARY PERMITTEES ON AN INFRASTRUCTURE CONSTRUCTION PROJECT MAY SAMPLE THE REPRESENTATIVE RECEIVING WATER(S) OR OUTFALLS, OR A COMBINATION THEREOF, SAMPLES TAKEN FOR THE PURPOSE OF COMPLIANCE WITH THIS PERMIT SHALL BE REPRESENTATIVE OF THE MONITORED ACTIVITY AND REPRESENTATIVE OF THE WATER QUALITY OF THE RECEIVING WATER(S) AND/OR THE STORM WATER OUTFALLS USING THE MINIMUM GUIDELINES SET FORTH IN PART IV.D.6.c.(1). OF THIS PERMIT. RECEIVING WATER(S) MUST HAVE AN UPSTREAM AND A DOWNSTREAM SAMPLE LOCATION.

34. "APPENDIX B" RATIONALE FOR OUTFALL SAMPLING POINTS:

SAMPLING REQUIREMENTS (NPDES GENERAL PERMIT NO.100001, SEC. IV.D.6.a.(3).)

WHEN THE PERMITTEE HAS DETERMINED THAT SOME OR ALL OF THE OUTFALLS WILL BE MONITORED, A RATIONALE MUST BE INCLUDED FOR THE NTU LIMIT(S) SELECTED FROM APPENDIX B. THIS RATIONALE MUST INCLUDE THE SIZE OF THE CONSTRUCTION SITE, THE CALCULATION OF THE SIZE OF THE SURFACE WATER DRAINAGE AREA, AND THE TYPE OF RECEIVING WATER(S) (I.E., TROUT STREAM OR SUPPORTING WARM WATER FISHERIES).

STORM WATER IS TO BE SAMPLED FOR NEPHELOMETRIC TURBIDITY UNITS (NTU) AT THE OUTFALL LOCATION(S). A DISCHARGE OF STORM WATER RUNOFF FROM DISTURBED AREAS WHERE BEST MANAGEMENT PRACTICES (BMPs) HAVE NOT BEEN PROPERLY DESIGNED, INSTALLED, AND MAINTAINED SHALL CONSTITUTE A SEPARATE VIOLATION FOR EACH DAY ON WHICH SUCH CONDITION RESULTS IN THE TURBIDITY OF THE DISCHARGE EXCEEDING THE VALUE THAT WAS SELECTED FROM "APPENDIX B" IN THE NPDES GENERAL PERMIT NO. 100001.

THE SELECTED NTU VALUE OF 75 IS BASED UPON THE CONSTRUCTION SITE ACREAGE OF 4.82 ACRES FOR THE PROJECT SITE, THE SURFACE WATER DRAINAGE AREA APPROXIMATELY 0.20 SQUARE MILES.

35. SAMPLING LOCATIONS, PERENNIAL STREAMS, INTERMITTENT STREAMS, AND OTHER BODIES OF WATER INTO WHICH STORM WATER IS DISCHARGED CAN BE FOUND ON SHEET C-022.

DESCRIPTION OF THE APPROPRIATE CONTROLS AND MEASURES THAT WILL BE IMPLEMENTED AT THE CONSTRUCTION SITE FOR EACH PHASE OF EROSION AND SEDIMENT CONTROL:

INITIAL PHASE INSTALLATION OF PERIMETER CONTROL BMPS (SILT FENCE (SD1-NS) AT THE LIMITS OF DISTURBANCE); CONSTRUCTION EXITS (CO) TO PREVENT THE TRACKING OR FLOW OF MUD ONTO ADJACENT ROADS AND DRIVES: CHECK DAM HAY BALE (Cd-Hb) TO REDUCE VELOCITY: EXCAVATED SEDIMENT TRAP (Sd2-E) TO PREVENT SEDIMENT FROM ENTERING A STORM DRAINAGE SYSTEM; DUST CONTROL ON DISTURBED AREAS (DU); DISTURBED AREA STABILIZATION WITH MULCHING ONLY (DS1).

1.2. ALL DISTURBED AREAS SHALL HAVE EROSION CONTROL PROVIDED IN ACCORDANCE WITH THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA, CURRENT EDITION.

1.3. ALL EROSION CONTROL MEASURES SHALL COMPLY WITH THE STATE OF GEORGIA SOIL AND WATER CONSERVATION COMMISSION MANUAL FOR EROSION AND SEDIMENT CONTROL IN THE STATE OF GEORGIA, CURRENT EDITION.

1.4. FULL COORDINATION SHALL BE MAINTAINED BETWEEN THE CONTRACTOR, DESIGN PROFESSIONAL, AND HE REGULATORY INSPECTOR REGARDING PROJECT SEQUENCE.

1.5. THE NOTATION AS SHOWN ON THE EROSION CONTROL PLAN SHEET(S) AND ON THE EROSION CONTROL DETAIL SHEET FOR THE EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES, REFERS TO THE GEORGIA UNIFORM CODING SYSTEM AS DETAILED IN THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA, CURRENT EDITION.

1.10. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IF DETERMINED NECESSARY BY ON-SITE INSPECTION.

1.12. THE CONTRACTOR IS RESPONSIBLE FOR MONITORING DOWNSTREAM CONDITIONS THROUGHOUT THE CONSTRUCTION PERIOD AND FOR CLEARING ANY DEBRIS AND SEDIMENT THAT IS CAUSED BY CONSTRUCTION ACTIVITIES.

1.14. WHEN HAND PLANTING, MULCH (HAY OR STRAW) SHOULD BE UNIFORMLY SPREAD OVER SEEDED AREA WITHIN 24-HOURS OF SEEDING. 1.15. DURING UNSUITABLE GROWING SEASONS, MULCH WILL BE USED AS A TEMPORARY COVER (Ds1). ON

SLOPES 4:1 OR STEEPER, MULCH WILL BE ANCHORED. 1.16. SILT FENCE SHALL MEET THE MINIMUM REQUIREMENTS OF SECTION 171 OF THE STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, CURRENT EDITION, AND/OR GEORGIA EPD "GREEN BOOK" AS AMENDED.

ETC...)

1.18. ALL SEDIMENT STORAGE DEVICES ARE TO BE CONSTRUCTED COMPLETELY AND FULLY OPERATIONAL PRIOR TO ANY OTHER CONSTRUCTION OR GRADING.

1.19. CONCENTRATED FLOW AREAS AND ALL SLOPES STEEPER THAN 2.5:1 WITH A HEIGHT OF TEN FEET OR GREATER SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL MATTING AND BLANKETS.

1.20. ALL PERMANENT GRADED EARTH SLOPES, EXCAVATION OR EMBANKMENT (CUT AND FILL), SHALL BE GRADED TO A MAXIMUM FINISHED SLOPE OF TWO (2) FEET HORIZONTAL TO ONE (1) FOOT VERTICAL (MAXIMUM SLOPE 2H:1V).

- GRASSING.

36. FOR PHASED EROSION AND SEDIMENTATION CONTROL PLANS (I.E. INITIAL PHASE, INTERMEDIATE PHASE, AND FINAL PHASE) SHOWING THE LOCATION OF BEST MANAGEMENT PRACTICES (BMPs) THAT ARE CONSISTENT WITH AND NO LESS STRINGENT THAN THE MANUAL FOR EROSION AND SEDIMENTATION CONTROL IN GEORGIA, CURRENT EDITION, USING UNIFORM CODING SYMBOLS FROM THE MANUAL, CHAPTER 6, WITH LEGEND, REFER TO SHEET(S) C-023,C-024 ,C-025, & C-026-C-028.

INTERMEDIATE PHASE MAINTAIN PERIMETER CONTROL BMPS (SILT FENCE (SD1-NS) AT THE LIMITS OF DISTURBANCE); CONSTRUCTION EXITS (CO) TO PREVENT THE TRACKING OR FLOW OF MUD ONTO ADJACENT ROADS AND DRIVES; CHECK DAM HAY BALE (Cd-Hb) TO REDUCE VELOCITY; EXCAVATED SEDIMENT TRAP (Sd2-E) TO PREVENT SEDIMENT FROM ENTERING A STORM DRAINAGE SYSTEM; DUST CONTROL ON DISTURBED AREAS (DU); DISTURBED AREA STABILIZATION WITH MULCHING ONLY (DS1).

REMOVAL OF ALL BMP DEVICES ONCE THE SITE IS FULLY STABILIZED.

36.1. <u>GENERAL IMPLEMENTATION</u>:

1.6. GENERAL STATEMENT OF DESIGNED EROSION CONTROL SYSTEM:

(a). NO SURFACE WATER FLOWS FROM DISTURBED AREA TO BE ALLOWED INTO THE STORM SEWER SYSTEM WITHOUT FIRST BEING FILTERED BY AN EFFECTIVE SEDIMENT ENTRAPMENT DEVICE. (b). SEDIMENT ENTRAPMENT DEVICES ARE TO BE MAINTAINED AT ALL POINTS WHERE SURFACE FLOWS FROM DISTURBED AREAS CAN LEAVE THE SITE. FLOWS ARE TO BE DIRECTED TO ENTRAPMENT DEVICES THROUGHOUT CONSTRUCTION ACTIVITIES.

1.7. EROSION CONTROL MEASURES ARE TO BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES ON-SITE AND MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED. EROSION CONTROL MEASURES SHALL BE INSPECTED AT THE END OF EACH WORKING DAY AND AFTER EACH STORM EVENT TO ENSURE THAT ALL MEASURES ARE FUNCTIONING PROPERLY. ANY REPAIRS SHALL BE MADE BY THE CONTRACTOR.

1.8. IN ADDITION TO THE NOTE ABOVE, EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AT LEAST WEEKLY, AFTER EACH RAIN EVENT, AND REPAIRED AS NECESSARY THESE INSPECTIONS SHAL BE DOCUMENTED WITH COPIES SENT TO THE OWNER.

1.9. EROSION AND SEDIMENT CONTROL DEVICES MUST BE INSTALLED AND INSPECTED PRIOR TO ANY LAND DISTURBANCE ON SITE. SILT BARRIER TO BE PLACED AS SHOWN AND/OR AS DIRECTED BY THE PROJECT ENGINEER AND/OR OWNER: CLIENT.

1.11. THE CONTRACTOR SHALL COMPLETELY REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (I.E. SILT FENCE, SEDIMENT TRAPS, ETC ...) AND TREE PROTECTION FENCING ONCE PERMANENT VEGETATION IS ESTABLISHED.

1.13. ALL DISTURBED AREAS SHALL BEST BE STABILIZED AS REQUIRED BY THESE PLANS BY THE SITEWORK CONTRACTOR AS SOON AS CONSTRUCTION PHASES PERMIT.

1.17. SEDIMENT STORAGE MAINTENANCE INDICATORS MUST BE INSTALLED IN SEDIMENT STORAGE STRUCTURES INDICATING THE 1/3 FULL VOLUME FOR RETROFITS AND TEMPORARY SEDIMENT BASINS, AND THE 1/2 FULL VOLUME FOR ALL OTHER SEDIMENT STORAGE STRUCTURES (I.E. CHECK DAMS, SILT FENCE,

1.21. ALL DISTURBED AREAS LEFT MULCHED AFTER 30-DAYS SHALL BE STABILIZED WITH TEMPORARY

1.22. SEDIMENT SHALL NOT BE WASHED INTO INLETS. IT SHALL BE REMOVED FROM THE SEDIMENT TRAPS AND DISPOSED OF AND STABILIZED SO THAT IT WILL NOT ENTER THE INLETS.

1.23. FAILURE TO INSTALL, OPERATE, OR MAINTAIN ALL EROSION CONTROL MEASURES WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE JOB UNTIL SUCH MEASURES ARE CORRECTED BACK TO THE APPROVED EROSION CONTROL PLANS, I.E., MANDATORY STOP WORK ORDER.

1.24. THE CONSTRUCTION EXIT SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH 1-3" STONE, AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEAN-OUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM A VEHICLE OR FROM THE SITE ONTO PUBLIC ROADWAY OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.



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Mead & Hunt, Inc. 878 South Lake Drive Lexington, SC 29072 phone: 803-996-2900 meadhunt.com



WA-Active Joke/2003/2009-0349_AG2 -STANDARD ACHD ANNP REWAOLITATEDHVAA - Drawings/X-Refs/Janges/AG3Logo

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SHEET CONTENTS **EROSION CONTROL** NOTES

C-02

SHEET NO .:

INITIAL PHASE;

- 1. ALL STAGING AREAS, MATERIAL STORAGE AREAS, CONCRETE WASH-OUT AREAS, SHALL BE LOCATED AT SETBACK DISTANCES FROM DESIGNATED TREE PROTECTION AREAS AND/OR STREAM BUFFERS AS REQUIRED BY LOCAL AND STATE REGULATIONS.
- 2. A COPY OF THE APPROVED LAND DISTURBANCE PLAN AND PERMIT SHALL BE PRESENT ON THE SITE AT ALL TIMES. POST ON DAY ONE.
- 3. PRIOR TO COMMENCING LAND DISTURBING ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DELINEATED WITH STAKES, RIBBONS, OR OTHER APPROPRIATE MEANS. THE LOCATION AND EXTENT OF ALL AUTHORIZED LAND DISTURBANCE ACTIVITY SHALL BE DEMARCATED FOR THE DURATION OF THE CONSTRUCTION ACTIVITY. NO LAND DISTURBANCE SHALL OCCUR OUTSIDE THE APPROVED LIMITS INDICATED ON THE APPROVED PLANS.
- PRIOR TO ANY OTHER CONSTRUCTION, A STABILIZED CONSTRUCTION EXIT (Co) SHALL BE CONSTRUCTED AT EACH POINT OF ENTRY TO OR EXIT FROM THE SITE OR ONTO ANY PUBLIC ROADWAY AS SHOWN ON THE PLANS.
- 5. IMMEDIATELY AFTER THE ESTABLISHMENT OF CONSTRUCTION ENTRANCE/EXITS, ALL PERIMETER EROSION CONTROL AND STORMWATER MANAGEMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE INITIAL PHASE OF THE EROSION CONTROL PLAN.
- 6. SILT FENCE OR APPROVED EQUAL SHALL BE INSTALLED AT THE PERIMETER OF THE DISTURBED AREA OR AS SHOWN ON THE PLAN. SILT SHOULD BE REMOVED WHEN ACCUMULATION REACHES HALF THE HEIGHT OF THE BARRIER. THE PERIMETER SILT FENCE SHOULD BE INSPECTED DAILY FOR ANY FAILURES. ANY FAILURES OF SAID FENCING SHOULD BE REPAIRED IMMEDIATELY.
- INLET SEDIMENT PROTECTION MEASURES SHALL BE INSTALLED ON ALL EXISTING STORM STRUCTURES AS SHOWN ON THE PLAN.
- 8. TREE PROTECTION FENCING AND STREAM BUFFER LIMITS SHOULD BE INSTALLED PRIOR TO THE START OF ANY LAND DISTURBING ACTIVITY AND MAINTAINED UNTIL FINAL LANDSCAPE IS INSTALLED. THE TREE PROTECTION FENCING SHOULD BE INSPECTED DAILY. ANY FAILURES OF SAID FENCING SHOULD BE REPAIRED IMMEDIATELY.
- 9. AFTER INSTALLATION OF INITIAL EROSION CONTROL MEASURES, THE SITE CONTRACTOR SHALL SCHEDULE AN INSPECTION BY THE PROJECT DESIGN PROFESSIONAL WITHIN 7 DAYS AFTER INSTALLATION. NO OTHER CONSTRUCTION ACTIVITIES SHALL OCCUR UNTIL THE PROJECT PROFESSIONAL APPROVES THE INSTALLATION OF SAID EROSION MEASURES. IF UNFORESEEN CONDITIONS EXIST IN THE FIELD THAT WARRANT ADDITIONAL EROSION CONTROL MEASURES, THE CONTRACTOR MUST CONSTRUCT ANY ADDITIONAL EROSION CONTROL DEVICES DEEMED NECESSARY BY THE SITE INSPECTION WITH CONSULTATION WITH THE DESIGN PROFESSIONAL.
- 10. AFTER APPROVAL OF THE INITIAL EROSION CONTROL INSTALLATION, THE CONTRACTOR MAY PROCEED WITH CLEARING AND GRUBBING ACTIVITIES. AS CLEARING PERMITS, THE CONTRACTOR SHALL CONSTRUCT TEMPORARY SEDIMENT STORAGE DEVICES AS SHOWN ON THE INITIAL PHASE PLAN TO CONTROL EROSION AND STORMWATER RUNOFF.
- 11. INITIAL PHASE BMPs UTILIZED IN THIS PLAN(S) ARE AS FOLLOWS: CO, CD-HB, SD1-NS, SD2-E, SD2-F, SD2-P, DU, DS1

INTERMEDIATE PHASE:

- 1. MAINTAIN PREVIOUSLY INSTALLED BMPs.
- 2. SCHEDULING AND PERFORMANCE TO ENSURE THAT LAND STRIPPED OF ITS NATURAL GROUND COVER IS EXPOSED ONLY IN SMALL QUANTITIES, AND THEREFORE LIMITED DURATIONS, BEFORE PERMANENT EROSION PROTECTION IS ESTABLISHED.
- GROUND DISTURBANCE OCCURS. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE APPROVED PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE FINAL PROPOSED DRAINAGE PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION AND SEDIMENTATION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE DESIGN PROFESSIONAL IMMEDIATELY.
- THE SILT FENCE SHALL BE MAINTAINED UNTIL PERMANENT GROUND COVER IS ESTABLISHED. SILT SHALL BE REMOVED WHEN ACCUMULATION REACHES HALF OF THE HEIGHT OF THE BARRIER.
- 5. SILT FENCE SHALL BE PLACED AT THE TOE OF ALL DIRT STOCK PILE AREAS.
- 6. AFTER PRELIMINARY CLEARING AND GRADING ACTIVITIES, THE CONTRACTOR SHALL CONSTRUCT ALL SEDIMENT ENTRAPMENT DEVICES AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAINTAIN THE DEVICES UNTIL PERMANENT GROUND COVER IS ESTABLISHED. SEDIMENT SHALL BE CLEANED OUT WHEN IT REACHES THE CLEAN-OUT ELEVATION SHOWN ON THE PLANS.
- SEDIMENT AND EROSION CONTROL MEASURES MUST BE CHECKED WEEKLY AND AFTER EACH RAIN EVENT. EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF SEDIMENT ACCUMULATION HAS REACHED ONE HALF OF THE CAPACITY OF THE DEVICE. ADDITIONAL DEVICES MUST BE INSTALLED IF NEW CHANNELS HAVE DEVELOPED.
- 8. INTERMEDIATE PHASE BMPs UTILIZED ON THIS PLAN(S) ARE AS FOLLOWS: DU, DS1

FINAL PHASE:

- 1. THE CONTRACTOR SHALL MAINTAIN ALL SEDIMENT DEVICES AND EROSION CONTROL MEASURES UNTIL PERMANENT GROUND COVER IS ESTABLISHED. SEDIMENT SHALL BE CLEANED OUT OF EACH DEVICE WHEN IT REACHES THE REQUIRED CLEAN-OUT ELEVATION SHOWN ON THE PLANS.
- AFTER CURBING AND PAVEMENT HAS BEEN INSTALLED, ALL INLET SEDIMENT TRAPS ON THE EXISTING INLETS SHALL BE REMOVED AND REPLACED WITH CURB FILTER INLET PROTECTION.
- 3. FINAL STABILIZATION OF PERMANENT GRASS MUST MEET 100% COVERAGE, 70% DENSITY RULE.
- 4. FINAL PHASE BMPs UTILIZED ON THIS PLAN(S) ARE AS FOLLOWS:
- 37. GRAPHIC SCALE AND NORTH ARROW PROVIDED ON PLAN SHEETS C-023,C-024 & C-025.
- 38. THE CONTOUR INTERVAL ON PLAN SHEETS C-023,C-024 & C-025 IS 1'.
- 39. ARE ALTERNATE BMPs TO BE USED ON THIS PROJECT: NO
- 40. IF ALTERNATE BMP'S ARE USED. THE USE OF ALTERNATIVE BMP FOR APPLICATION TO THE EQUIVALENT BMP LIST. PLEASE REFER TO APPENDIX A-2 OF THE MANUAL FOR EROSION & SEDIMENT CONTROL IN GEORGIA LATEST EDITION. SEE CALC SHEET N/A
- 41. THE DELINEATION OF THE APPLICABLE 25-FOOT OR 50-FOOT UNDISTURBED BUFFERS ADJACENT TO STATE WATERS AND ANY ADDITIONAL BUFFERS REQUIRED BY THE LOCAL ISSUING AUTHORITY CAN BE FOUND ON PLAN SHEET(S) N/A.
- 42. THE DELINEATION OF ALL ON-SITE WETLANDS AND ALL STATE WATERS LOCATED WITHIN 200 FEET OF THE PROJECT SITE, IF APPLICABLE, CAN BE FOUND ON PLAN SHEET(S) N/A.
- 43. DELINEATION AND ACREAGE OF CONTRIBUTING DRAINAGE BASINS ON THE PROJECT SITE CAN BE FOUND ON THE PLAN SHEET(S) C-029,C-030.
- 44. HYDROLOGY STUDY AND MAPS OF DRAINAGE BASINS FOR BOTH THE PRE-DEVELOPED AND POST-DEVELOPED CONDITIONS ARE PROVIDED ON SHEET C-029 & C-030.
- 45. ESTIMATE OF RUNOFF COEFFICIENT OF THE SITE PRIOR TO AND AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED: PRE: 0.94 POST: 0.94
- 46. STORM DRAIN PIPE AND WEIR VELOCITIES WITH APPROPRIATE OUTLET PROTECTION: STORM DRAIN PIPE Q, V, L, W, D, AND SIZE PROVIDED ON SHEET N/A.
- 47. SOIL SERIES FOR THE PROJECT SITE AND THEIR DELINEATION IS PROVIDED ON SHEET C-022.
- 48. THE LIMITS OF DISTURBANCE FOR EACH PHASE OF CONSTRUCTION IS PROVIDED ON PLAN SHEETS C-023,C-024 & C-025.
- 49. SEE CALCULATIONS PROVIDED ON THIS SHEET FOR SEDIMENT STORAGE REQUIREMENTS.
- 50. THE LOCATION OF BEST MANAGEMENT PRACTICES ARE CONSISTENT WITH AND NO LESS STRINGENT THAN THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA. UNIFORM CODING SYMBOLS FROM THE MANUAL, CHAPTER 6, WITH LEGEND ARE PROVIDED ON SHEETS C-023,C-024,C-025.
- 51. DETAILED DRAWINGS FOR ALL STRUCTURAL PRACTICES ARE PROVIDED ON SHEET(S) C-026-C-028.

52. <u>VEGETATIVE PRACTICES</u>:

- GRASS SEED 28 LBS./ACRE APPLIED SIMULTANEOUSLY.
- OCTOBER 1 MARCH 1, UNHULLED COMMON BERMUDA 10 LBS./ACRE. APRIL 1 - JUNE 1, HULLED COMMON BERMUDA 10 LBS./ACRE. FERTILIZER GRADE WILL BE A COMMERCIAL 6-12-12 INCORPORATED INTO THE SOIL AT 1500 LBS./ACRE,
- ALSO 1500 LBS. DOLOMITIC LIME.
- TEMPORARILY STABILIZED USING POLYACRYLAMIDE.
- PRESERVED AND THAT ALL DISTURBED PORTIONS OF THE SITE ARE STABILIZED.
- STABILIZED.

STORMWATER CALCULATIONS:

REQUIRED SEDIMENT STORAGE 1.

SEDIMENT STORAGE REQUIRED: SEDIMENT STORAGE PROVIDED:

- 2. REQUIRED SEDIMENT STORAGE = 323 CY (67 CY/ACRE x 4.82 ACRES DISTURBED AREA)
- 3. TOTAL REQUIRED STORAGE = 322 CY
- 4. AVAILABLE STORAGE = 365 CY
- 5. IS THE AVAILABLE STORAGE (365 CY) GREATER THAN STORAGE REQUIRED (323 CY)? YES NO

			SEDIMEN	T STORAGE	TABLE				
OUTFALL	TOTAL DRAINAGE AREA (AC)	DISTURBED AREA (AC)	REQUIRED SEDIMENT STORAGE (YD ³)	TOTAL STORAGE PROVIDED BY Sd2- E (YD ³)	TOTAL STORAGE PROVIDED BY Sd2 (YD ³)	TOTAL STORAGE PROVIDED BY Cd- Hb (YD ³)	SILT FE (0.16YE LENGTH OF SILT FENCE	-	TOTAL SEDIMENT STORAGE PROVIDED (YD ³)
А	7.5	4.82	323	100	66	127.5	450	72	365.5

GT 1022

TO BE SHOWN ON THE EROSION AND SEDIMENT CONTROL PLAN If the EXCAVATED INLET SEDIMENT TRAP is used, show the following information: 2. Required sediment storage = 67 cy/ac * drainage area Required sediment storage = 67 cy/ac * 0.83 ac Required sediment storage = 55.61 cy = 1502 Assume excavation depth (minimum of 1.5 ft.) = 3 ft Assume slope of sides (shall not be steeper than $2:1) = \frac{2}{2}:1$ $\begin{array}{l} \mathsf{SA}_{\mathsf{rein}} = \mathsf{Required \ sediment \ storage \ / \ excavation \ depth} \\ \mathsf{SA}_{\mathsf{rein}} = \underbrace{\mathsf{SSGl}}_{\mathsf{SO}} \ \mathsf{cy \ / \ \mathbf{3}}_{\mathsf{ft}} \ \mathsf{ft} \end{array} \\ \mathsf{SA}_{\mathsf{min}} = \underbrace{\underbrace{\mathsf{SO}}}_{\mathsf{SO}} \ \mathsf{sf} \end{array}$ 6. Assume shape of excavation and determine dimensions. (A rectangular shape with 2:1 length to width ratio is recommended.) Shape: Rectangular **Dimensions:** I = 30 ft w = 30 ft diameter (*if applicable*) = _____ ft STORAGE DROUDDED = 100 LY Provide a detail showing the depth, length and width, or diameter (if applicable), and side slopes of the

- 1. Drainage area = 0.83 ac
- 5. Determine required surface area

excavation.

APPROXIMATE START DATE: DECEMBER 1, 2021 APPROXIMATE FINISH DATE: JUNE 1, 2022

INSTALL INITIAL SEDIMENT CONTROL STRUCTURES
CLEARING & GRUBBING
MULCHING & TEMPORARY GRASSING (IF LESS UNDISTURBED FOR MORE THAN 14 DAYS)
INSTALL INTERMEDIATE SEDIMENT CONTROL STRUCTURES
GRADING
PAVING
REMOVAL OF SEDIMENT CONTROL STRUCTURES

AIRPORT



MONITORING PLAN & SOILS MAP 1"=300'

MONITORING POINTS MONITORING POINT LOCATIONS ARE SHOWN ABOVE: NTU VALUE:

DOWNSTREAM 24" FES DISCHARGING INTO DITCH ALONG DOUG BARNARD PARKWAY

SITE SIZE: DRAINAGE AREA:

AND DOWNSTREAM WATER STREAMS 4.82 ACRES 0.20 SQUARE MILES

1. SEPTEMBER 15 - FEBRUARY 15, A MIXTURE OF UNHULLED COMMON BERMUDA 6 LBS./ACRE AND RYE

5. NOT LESS THAN 30 DAYS AFTER SEEDING, APPLY AMMONIUM NITRATE (NOT LESS THAN 20% NITRATE) AT A RATE EQUAL TO 60 LBS. OF AVAILABLE NITROGEN /ACRE. APPLICATION BETWEEN JUNE THRU AUGUST. ALL SEEDED AREAS WILL BE MULCHED WITH STRAW OR HAY MULCH AT A RATE OF 2.5 TONS/ACRE. FOR ALL DATES NOT COVERED UNDER THE GRASSING SCHEDULE THE DISTURBED SOIL SHALL BE

CONTRACTOR TO ENSURE THAT EXISTING ON SITE VEGETATION OUTSIDE THE LIMITS OF CONSTRUCTION IS ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS

> TOTAL AREA: 7.50 AC DISTURBED AREA : 4.82 AC 67 CY * 4.82 AC = 323 CY 365 CY

MONTHS OF CONSTRUCTIONS ACTIVITIES INTERMEDIATE FINAL

1. ALL DISTURBED AREAS NOT INTENDED FOR PAVING SHALL BE STABILIZED USING TEMPORARY MEASURES Ds2 AND PERMANENT MEASURES Ds3.

75 (THIS IS FOR UPSTREAM MONITORING IN WARM

SOILS

DGA-DOGUE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES RR-ROANOKE LOAM



Mitchell B Murchison Level II Certified Design Professional

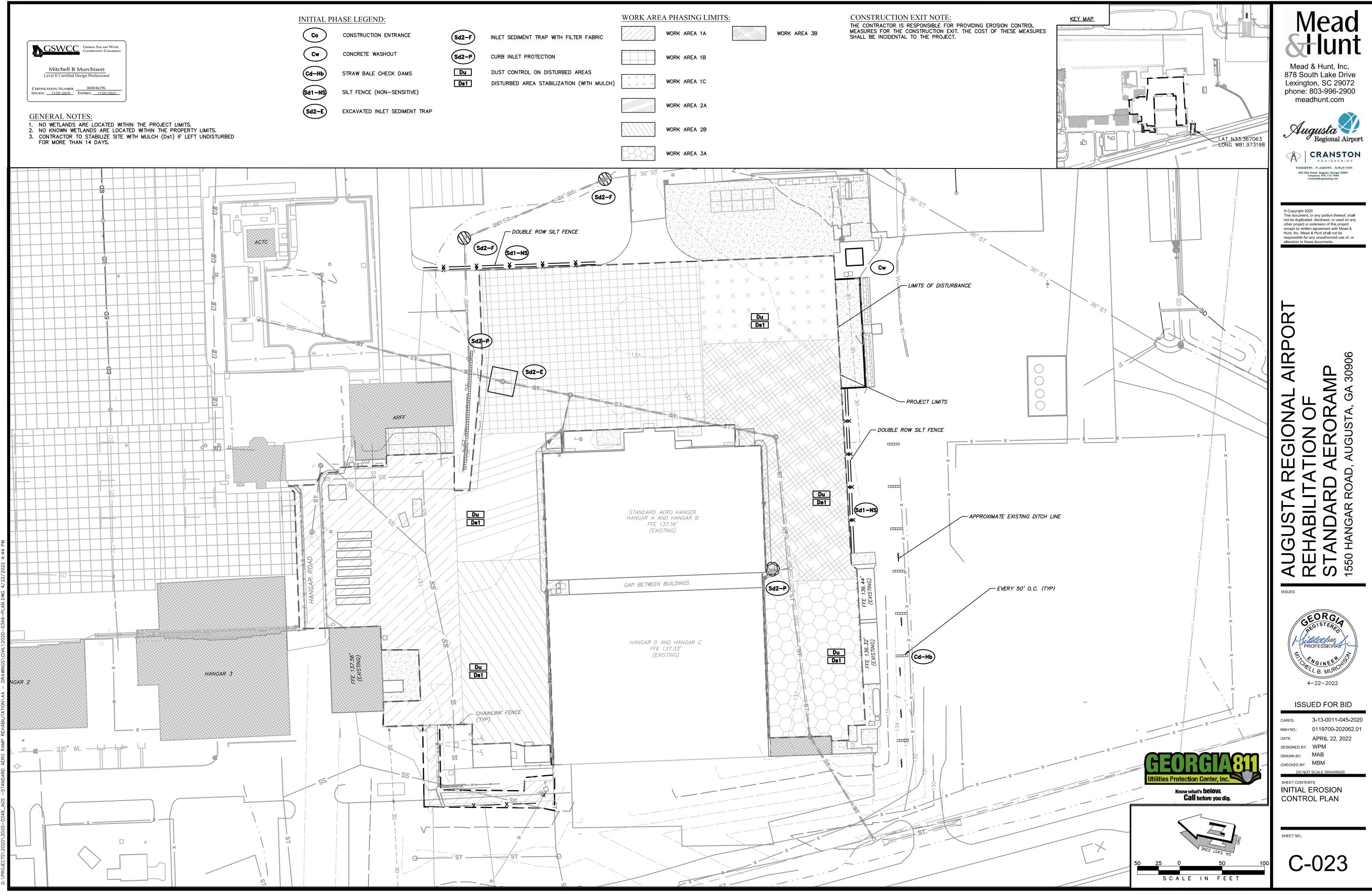
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 ISSUED:
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 Expires:
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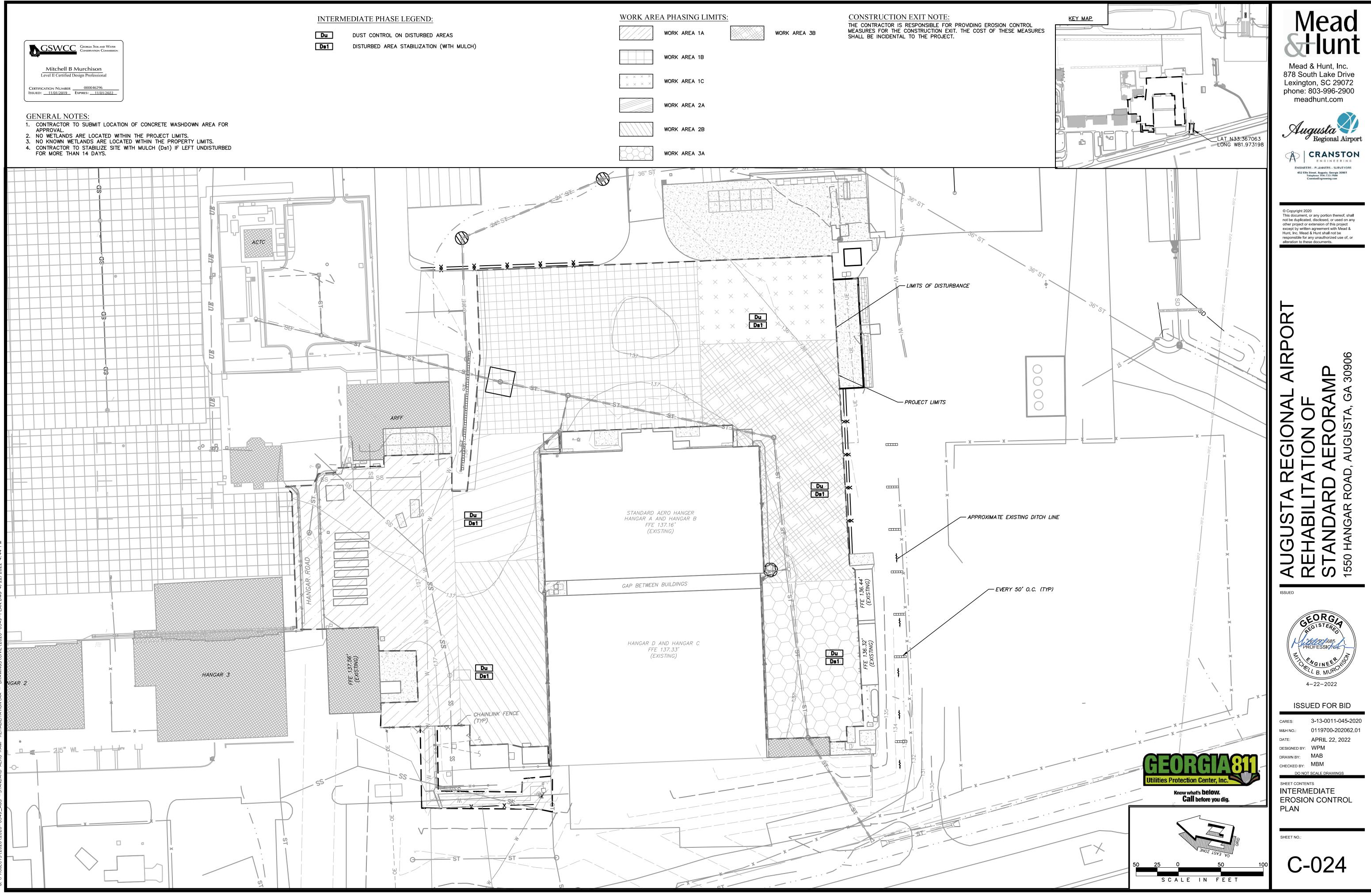


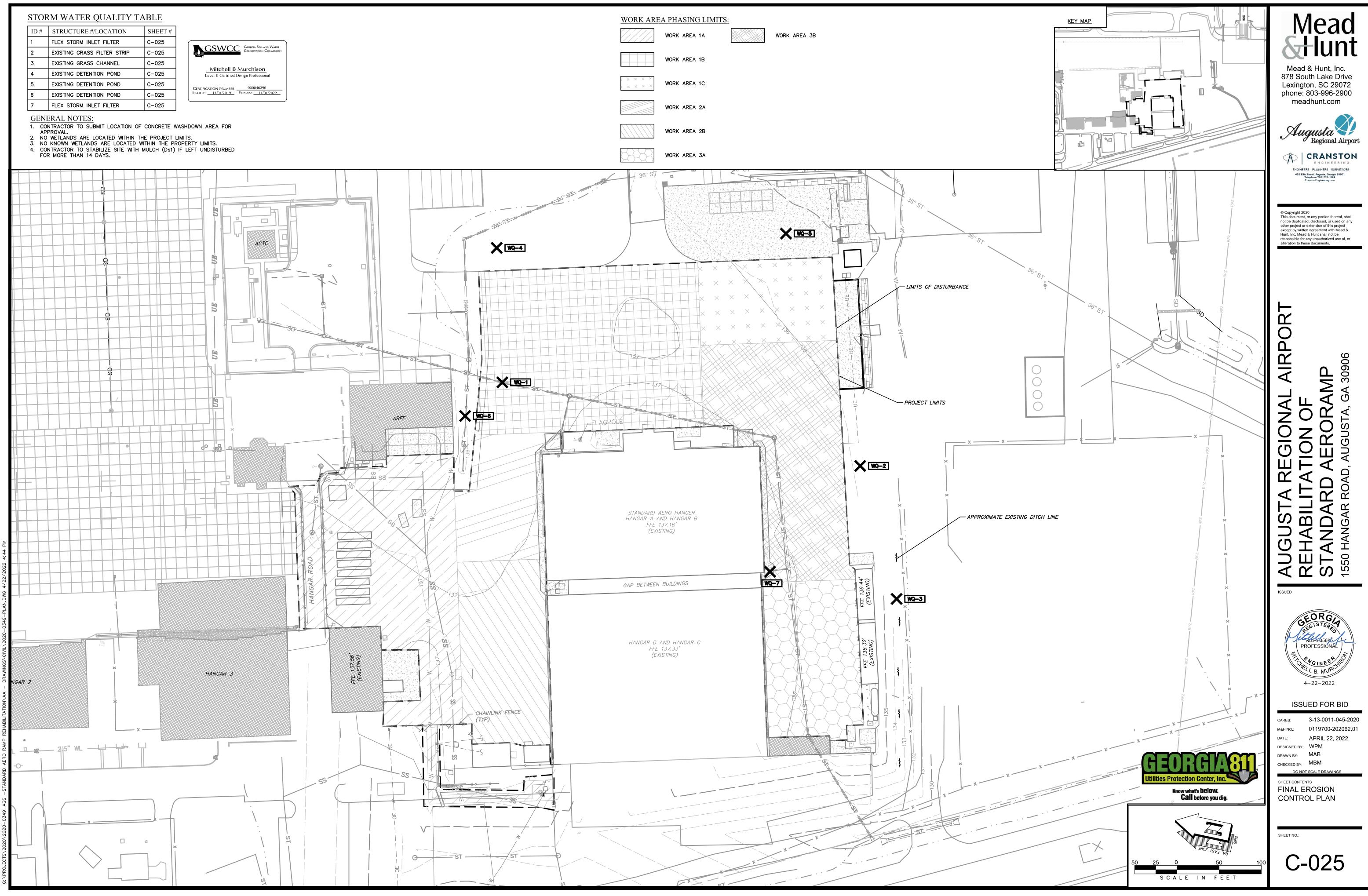
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AUGUSTA REGIONAL AIRPORT REHABILITATION OF STANDARD AERORAMP 1550 HANGAR ROAD, AUGUSTA, GA 30906
ISSUED ISSUED FOR BID
CARES:3-13-0011-045-2020M&H NO.:0119700-202062.01DATE:APRIL 22, 2022DESIGNED BY:WPMDRAWN BY:MABCHECKED BY:MBMDO NOT SCALE DRAWINGSSHEET CONTENTSEROSION CONTROLNOTES

Call before you dig.

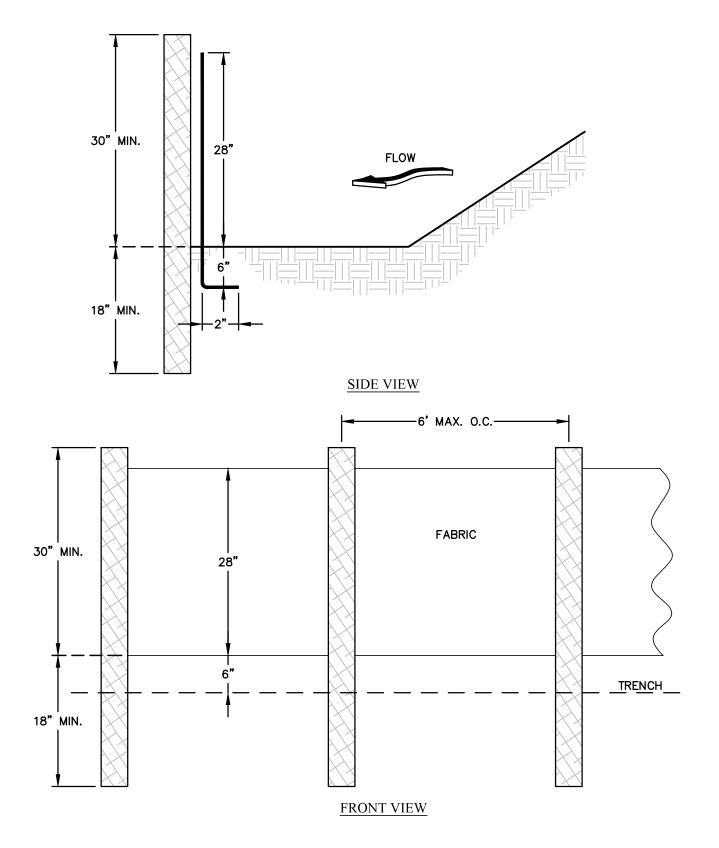


DUST CONTROL ON DISTURBED AREAS



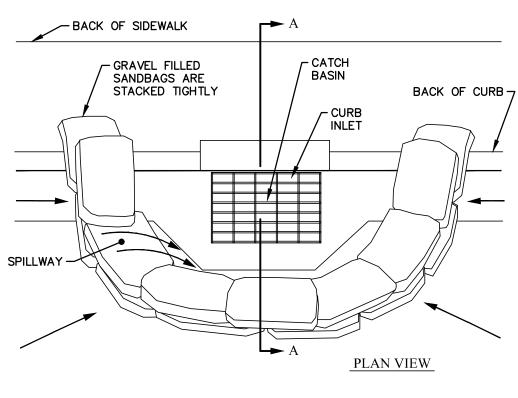


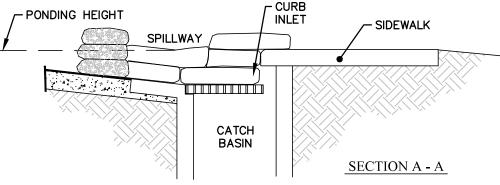




NOTES: 1. STEEL OR DOT APPROVED WOOD POSTS.

SILT FENCE - TYPE (Sd1–NS N.T.S.





NOTES: 1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET 1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET 1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET SEGMENTS WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE

- FROM RUNOFF.
- 2. GRAVEL BAGS, OF EITHER BURLAP OR WOVEN GEOTEXTILE FABRIC, ARE FILLED WITH #57 STONE, LAYERED AND PACKED TIGHTLY.
 3. LEAVE ONE SANDBAG GAP IN THE TOP ROW TO PROVIDE A SPILLWAY FOR

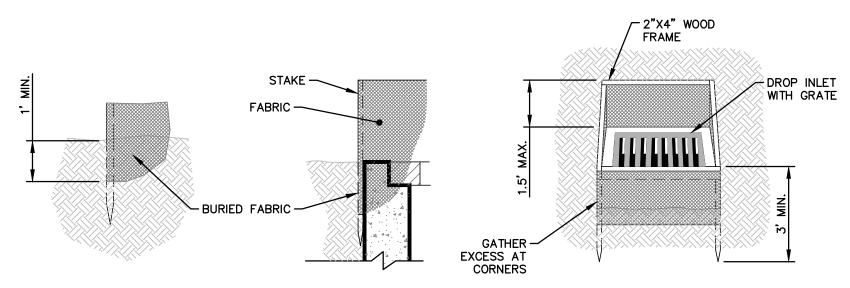
(Sd2-P

OVERFLOW. 4. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

CURB INLET

SEDIMENT BARRIER (GRAVEL BAGS)

N.T.S.

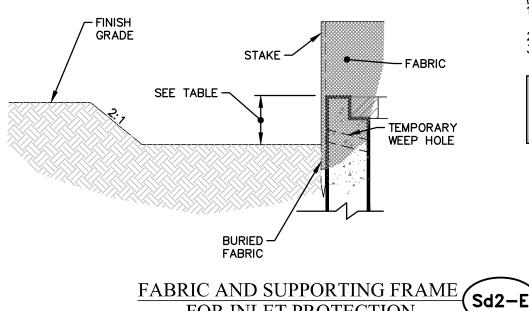




1.5' MAX.

18" MIN.

12" MIN.

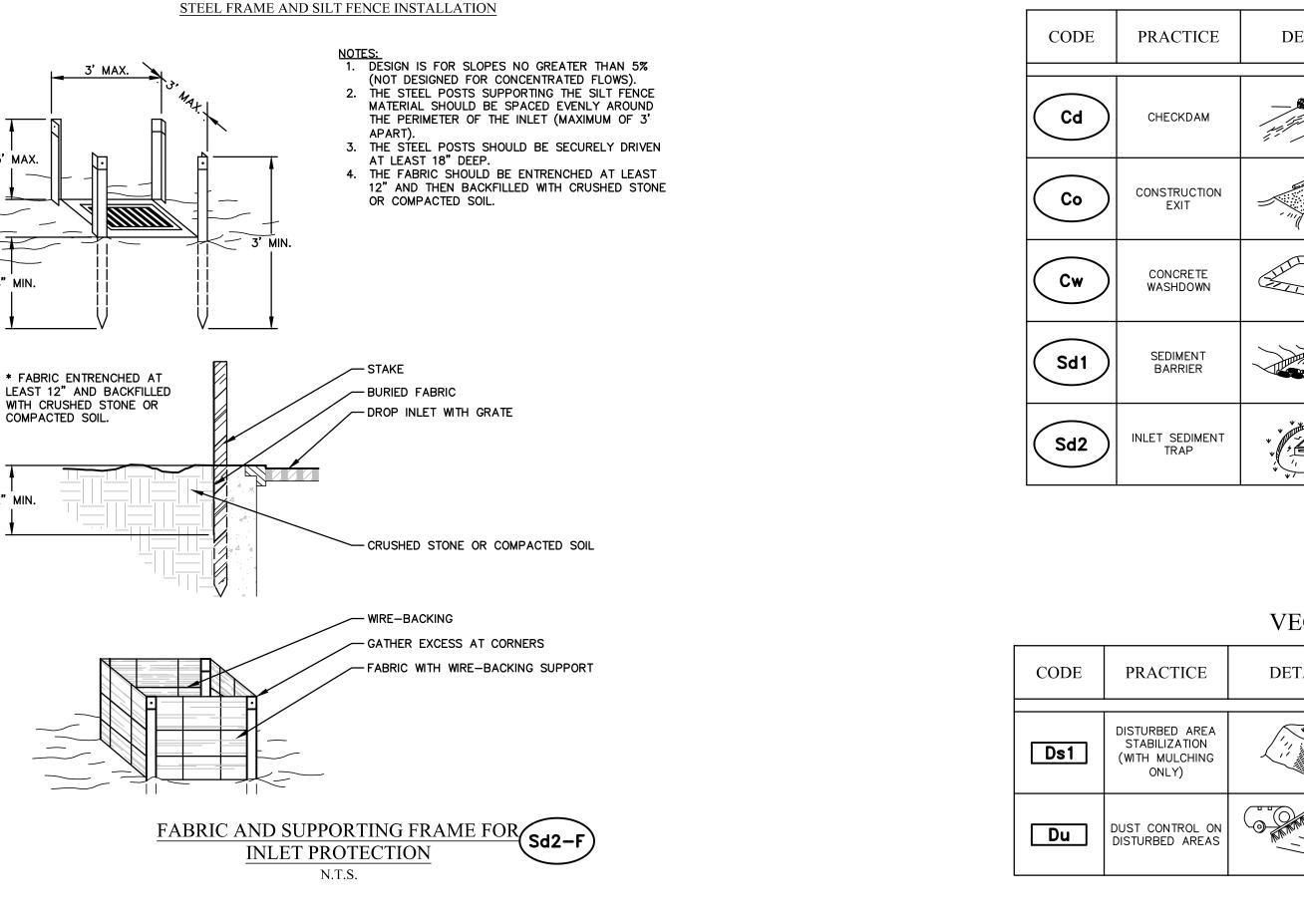


N.T.S.

FOR INLET PROTECTION



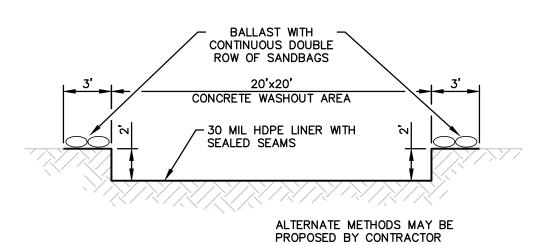


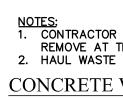


FABRIC AND SUPPORTING FRAME (Sd2–F FOR INLET PROTECTION N.T.S.

FOR STAKES USE 2"X4" WOOD (PREFERRED) OR EQUIVALENT METAL WITH A MINIMUM LENGTH OF THREE FEET.
 SPACE STAKES EVENLY AROUND THE PERIMETER OF THE

- INLET A MAXIMUM OF THREE FEET APART, AND DRIVE THEM SECURELY INTO THE GROUND, APPROXIMATELY 18" DEEP.
- 3. TO PROVIDE NEEDED STABILITY TO THE INSTALLATION, FRAME WITH 2"X4" WOOD STRIPS AROUND THE CREST OF THE OVERFLOW AREA AT A MAXIMUM OF 1.5' ABOVE THE DROP INLET CREST.
- 4. PLACE THE BOTTOM 12" OF THE FABRIC IN A TRENCH AND BACK FILL THE TRENCH WITH AT LEAST 4" OF CRUSHED STONE, OR 12" OF COMPACTED SOIL.
- 5. FASTEN FABRIC SECURELY TO THE STAKES AND FRAME. JOINTS MUST BE OVERLAPPED TO THE NEXT STAKE. 6. THE TOP OF THE FRAME AND FABRIC MUST BE WELL BELOW THE GROUND ELEVATION DOWN SLOPE FROM THE DROP INLET
- TO KEEP RUNOFF FROM BYPASSING THE INLET. IT MAY BE NECESSARY TO BUILD A TEMPORARY DIKE ON THE DOWN SLOPE SIDE OF THE STRUCTURE TO PREVENT BYPASS FLOW. 7. EXCAVATION FOR SEDIMENT TRAP SHALL HAVE SIDE SLOPES OF 2:1.





NOTES: 1. OTHER AREAS ULTIMATELY DRAIN TO THE SILT FENCE AND CHECK DAMS WHICH PROVIDES 230 CY OF ADDITIONAL SEDIMENT STORAGE. TO REPORT OF ADDITIONAL SEDIMENT STORAGE. 3. TOTAL STORAGE REQUIRED = 359 CY TOTAL STORAGE PROVIDED = 365 CY

INLET	STORAGE	EXCAVATION
STRUCTURE	PROVIDED	PARAMETERS
GT 1022	100 C.Y.	RECTANGULAR, 30'X30'X3'

STRUCTURAL PRACTICES

ETAIL	MAP SYMBOL	DESCRIPTION
	J	A SMALL TEMPORARY BARRIER OR DAM CONSTRUCTED ACROSS A SWALE, DRAINAGE DITCH OR AREA OF CONCENTRATED FLOW.
	(LABEL)	A CRUSHED STONE PAD LOCATED AT THE CONSTRUCTION SITE EXIT TO PROVIDE A PLACE FOR REMOVING MUD FROM TIRES THEREBY PROTECTING PUBLIC STREETS.
	<u>ହ</u>	EXCAVATED AREA MARKED WITH ORANGE FENCING USED FOR CONCRETE WASHDOWN OF TOOLS & CHUTES.
	TYPE (NDICATE TYPE)	A BARRIER TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION SITE. IT MAY BE SANDBAGS, BALES OF STRAW OR HAY, BRUSH ,LOGS AND POLES, GRAVEL OR A SILT FENCE.
		A TEMPORARY PROTECTIVE DEVICE FORMED AT OR AROUND AN INLET TO A STORM DRAIN TO TRAP SEDIMENT

VEGETATIVE PRACTICES

_	
MAP SYMBOL	DESCRIPTION
Ds1	ESTABLISHING TEMPORARY PROTECTION FOR DISTURBED AREAS WHERE SEEDLINGS MAY NOT HAVE A SUITABLE GROWING SEASON TO PRODUCE EROSION RETARDING COVER.
Du	CONTROLLING SURFACE AND AIR MOVEMENT OF DUST ON CONSTRUCTION SITE, ROADWAYS AND SIMILAR SITES.
	SYMBOL

TO MAINTAIN DURING CONSTRUCTION AND HE END OF THE PROJECT. MATERIAL TO AN APPROVED DISPOSAL SITE.	
WASHOUT AREA DETAIL	> >

GEORGIA SOIL AND WATER CONSERVATION COMMISSION

Mitchell B Murchison

Level II Certified Design Professional

 Certification Number
 000046296

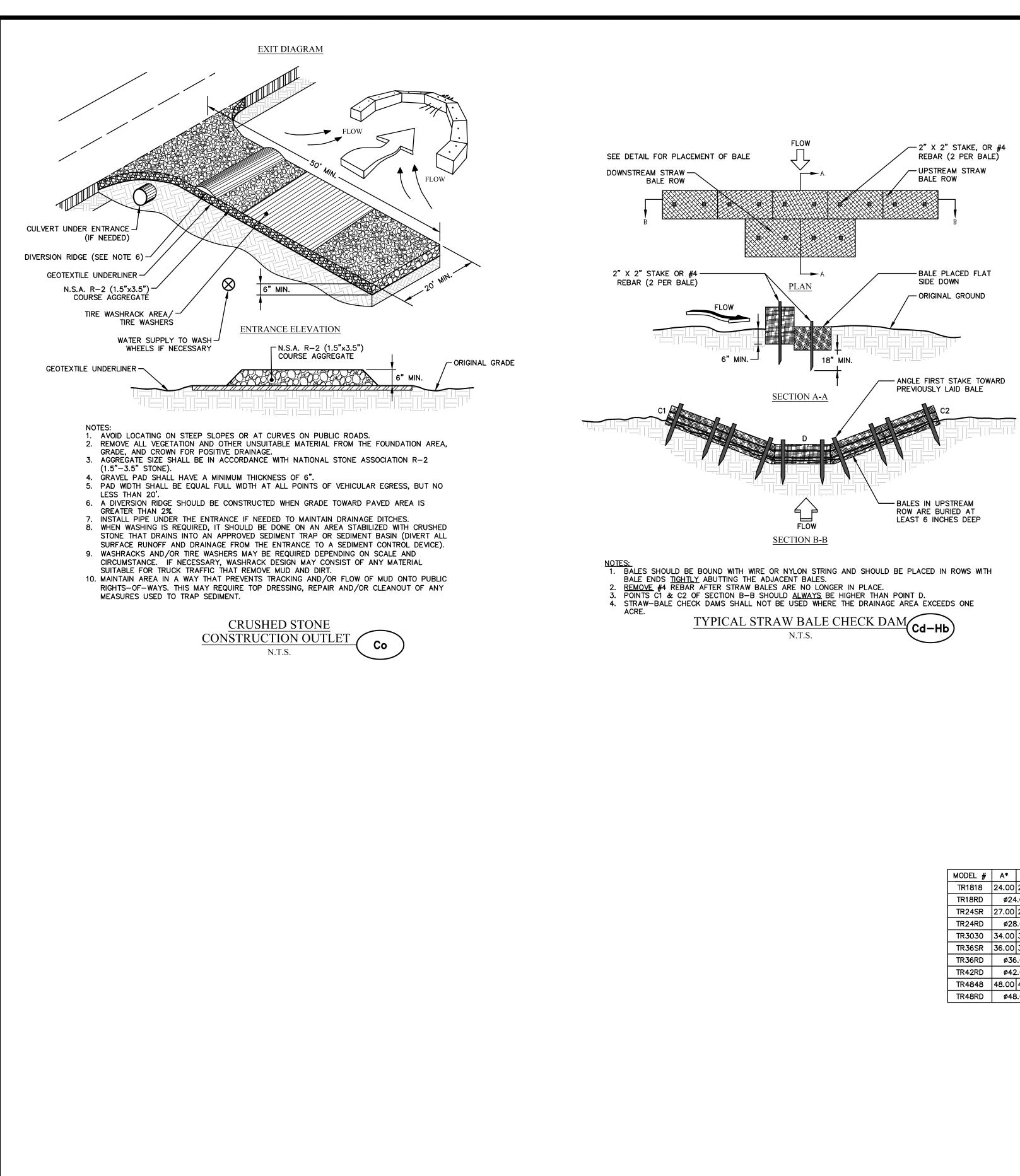
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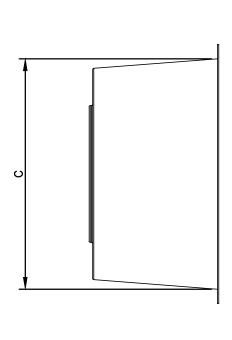


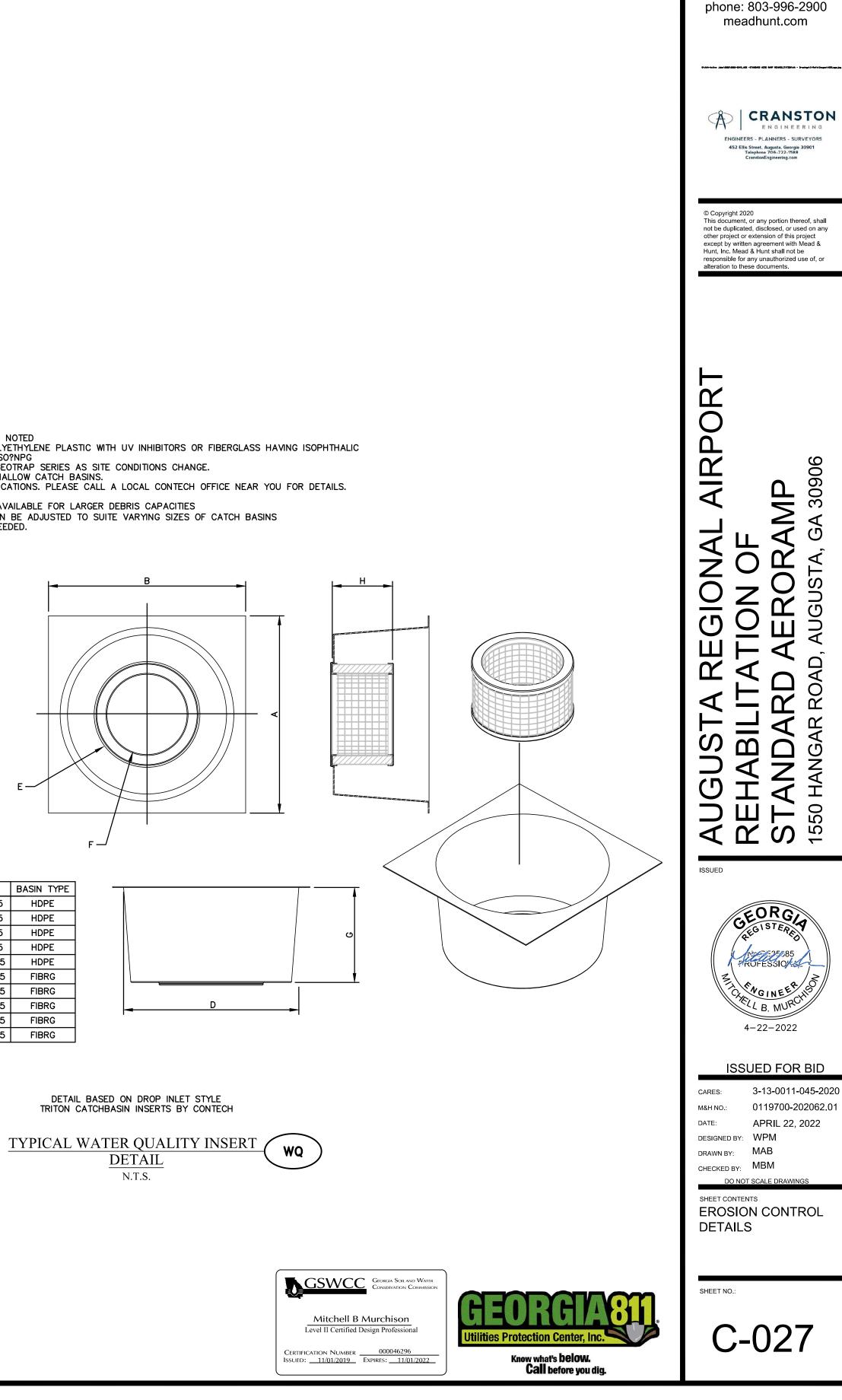
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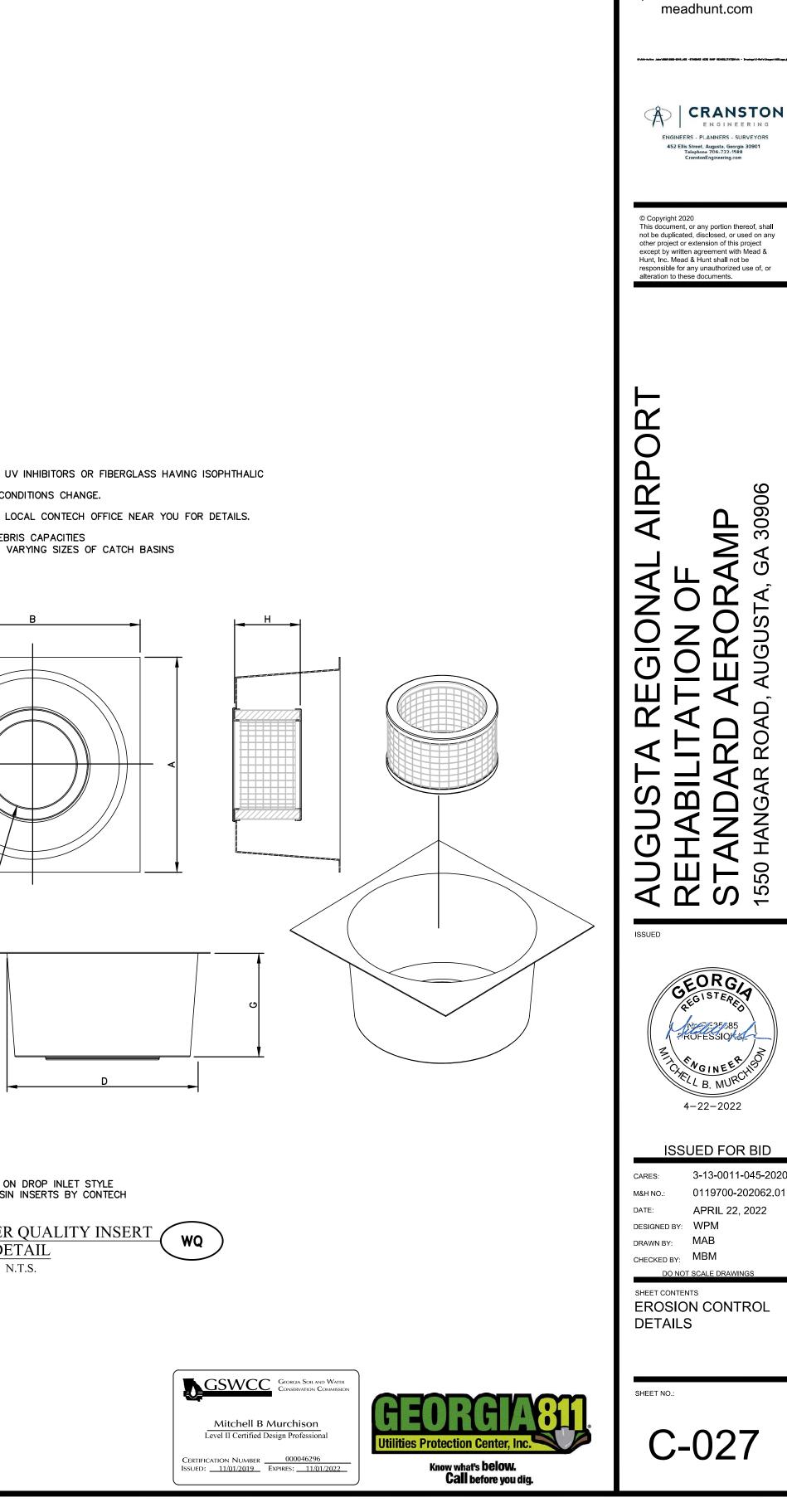


- NOTES: 1. ALL DIMENSION ARE IN INCHES UNLESS OTHERWISE NOTED 2. UNITS ARE CONSTRUCTED FROM HIGH DENSITY POLYETHYLENE PLASTIC WITH UV INHIBITORS OR FIBERGLASS HAVING ISOPHTHALIC POLYESTER RESINS THAT ARE GEL COATED WITH ISO?NPG
- . MEDIA CARTRIDGES CAN BE INTERCHANGED WITH GEOTRAP SERIES AS SITE CONDITIONS CHANGE. . LOW PROFILE FILTER ARE ALSO AVAILABLE FOR SHALLOW CATCH BASINS. . CUSTOM SIZES ARE AVAILABLE TO FIT MOST APPLICATIONS. PLEASE CALL A LOCAL CONTECH OFFICE NEAR YOU FOR DETAILS. OPTIONAL TRASH GUARD AVAILABLE.
- 7. DUAL STAGE AND DUAL CAPACITY FILTERS ALSO AVAILABLE FOR LARGER DEBRIS CAPACITIES 8. * DIMENSIONS "A" AND "B" SUPPORT FLANGES CAN BE ADJUSTED TO SUITE VARYING SIZES OF CATCH BASINS 9. CUSTOM INSTALL BRACKETS ARE AVAILABLE AS NEEDED.





MODEL #	A*	B*	С	D	Е	F	G	# CARTRIDGES	Н	BASIN TYPE
TR1818	24.00	24.00	18.00	18.00	10.0	6.25	10.5	1 STD	8.5	HDPE
TR18RD	ø24	.00	ø16	.50	6.75	3.50	10.5	1 STD	8.5	HDPE
TR24SR	27.00	27.00	23.50	23.50	14.0	10.0	13.0	1 STD	8.5	HDPE
TR24RD	ø28	3.00	ø21	.00	14.0	10.0	13.0	1 STD	8.5	HDPE
TR3030	34.00	34.00	22.00	29.00	14.0	10.0	21.0	1 TALL	16.5	HDPE
TR36SR	36.00	36.00	33.00	33.00	14.0	10.0	22.0	1 TALL	16.5	FIBRG
TR36RD	ø36	.00	ø33	5.00	14.0	10.0	22.0	1 TALL	16.5	FIBRG
TR42RD	ø42	2.00	ø33	5.00	14.0	10.0	22.0	1 TALL	16.5	FIBRG
TR4848	48.00	48.00	42.00	42.00	24.0	19.75	22.0	1 TALL	16.5	FIBRG
TR48RD	ø48	.00	ø33	5.00	14.0	10.0	22.0	1 TALL	16.5	FIBRG



Mead & Hunt, Inc. 878 South Lake Drive Lexington, SC 29072

INSTALLATION

GERMINATION OF THE SEED.

- APPLY MULCH OR TEMPORARY GRASSING TO ALL EXPOSED AREAS WITHIN 14 DAYS OF DISTURBANCE.
 APPLICABLE TO ROUGH GRADED THAT WILL BE EXPOSED FOR LESS THAN 6 MONTHS.
 COORDINATE WITH PERMANENT MEASURES TO ENSURE ECONOMICAL AND EFFECTIVE STABILIZATION.
 TAKE NOTE OF WHICH SPECIES ARE NOT APPROPRIATE FOR COMPANION CROP PLANTINGS.
- WHEN THE SOIL HAS BEEN SEALED BY RAINFALL OR CONSISTS OF SMOOTH CUT SLOPES, SCARIFY THE SOIL IN ORDER PROVIDE A PLACE FOR THE SEED TO LODGE AND GERMINATE. • APPLY AGRICULTURAL LIME AT THE RATE DETERMINED BY THE SOIL PH TEST.
- APPLY LIME BEFORE LAND PREPARATION AND INCORPORATE WITH A DISK, RIPPER, OR CHISEL.
 ON STEEP SLOPES, APPLY FERTILIZER HYDRAULICALLY.
- SELECT GRASS, OR GRASS-LEGUME MIXTURES BASED ON THE AREA AND SEASON OF THE YEAR.
 APPLY SEED UNIFORMLY BY HAND, CYCLONE SEEDER DRILL, CULTI-PACKER-SEEDER, OR HYDRAULIC SEEDER.
 THE APPROPRIATE DEPTH OF PLANTING IS 10X THE SEED PLANTER • APPLY IRRIGATION AT A RATE THAT WILL NOT CAUSE RUNOFF AND EROSION. THOROUGHLY WET THE SOIL TO INSURE

TEMP	ORARY PLANT SPECIES,	SEEDING RATES &	2 PLANTING I	DATES		
	RATES PER 1000 SQ. FT.	RATES PER ACRE	PLANTING DATES BY REGION			
SPECIES			M-L	Р	С	
BARLEY, ALONE BARLEY, IN MIXTURES	3.30 LBS 0.60 LBS	0 BU 0.5 BU	9/1–10/31	9/15–11/15	10/1–12/31	
LESPEDEZA, ANNUAL LESPEDEZA, IN MIXTURES	0.90 LBS 0.20 LBS	40 LBS 10 LBS	3/1-3/31	3/1-3/31	2/1-2/28	
LOVEGRASS, ALONE LOVEGRASS, IN MIXTURES	0.10 LBS 0.05 LBS	4 LBS 2 LBS	4/1-5/31	4/1-5/31	3/1-5/31	
SUDANGRASS	1.40 LBS	60 LBS	5/1-7/31	5/1-7/31	4/1-7/31	
TRITICALE, ALONE TRITICALE, IN MIXTURES	3.30 LBS 0.60 LBS	3 BU 0.5 BU	N/A	N/A	10/15–11/30	

UNUSUAL SITE CONDITIONS MAY REQUIRE HEAVIER SEEDING RATES.
 SEEDING DATES MAY NEED TO BE ALTERED TO FIT TEMPERATURE VARIATIONS AND LOCAL CONDITIONS.

3. SEEDING RATES ARE BASED ON PURE LIVE SEED (PLS).

FERTILIZER REQUIREMENTS FOR TEMPORARY VEGETATION

TYPES OF SPECIES	PLANTING YEAR	FERTILIZER (N-P-K)	RATE (LBS/ACRE)	N TOP DRESSING RATES (LBS/ACRE)
	FIRST	6-12-12	1500	50–100
COOL SEASON GRASSES	SECOND	6-12-12	1000	
	MAINTENANCE	10–10–10	400	30
COOL SEASON GRASSES & LEGUMES	FIRST	6-12-12	1500	50–100
	SECOND	10–10–10	1000	
	MAINTENANCE	10–10–10	400	
TEMPORARY COVER CROPS SEEDED ALONE	FIRST	10–10–10	500	30
WARM SEASON GRASSES	FIRST	6-12-12	1500	50–100
	SECOND	6-12-12	800	50–100
	MAINTENANCE	10–10–10	400	30

MAINTENANCE:

RESEED AREAS WHERE AN ADEQUATE STAND OF TEMPORARY VEGETATION FAILS TO EMERGE.
IF OPTIMUM CONDITIONS FOR TEMPORARY VEGETATION IS LACKING, MULCH CAN BE USED AS A

SINGULAR EROSION CONTROL DEVICE.

DISTURBED AREA STABILIZATION (WITH TEMPORARY SEEDING) Ds2

VEGETATIVE COVER (SEE Ds2)

SPRAY-ON ADHESIVES

TILLAGE

IRRIGATION

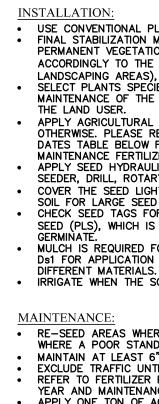
BARRIERS

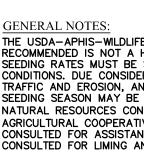
CALCIUM CHLORIDE

PERMANENT METHODS: PERMANENT VEGETATION

STONE

TOP SOILING





FERTILIZER REQUIREMENTS FOR TEMPORARY VEGETATION

TYPES OF SPECIES	PLANTING YEAR	FERTILIZER (N-P-K)	RATE (LBS/ACRE)	N TOP DRESSING RATES (LBS/ACRE)
	FIRST	6-12-12	1500	50-100
COOL SEASON GRASSES	SECOND	6-12-12	1000	
	MAINTENANCE	10-10-10	400	30
COOL SEASON GRASSES & LEGUMES	FIRST	6-12-12	1500	0–50
	SECOND	0-10-10	1000	
	MAINTENANCE	0-10-10	400	
WARM SEASON GRASSES	FIRST	6-12-12	1500	50-100
	SECOND	6-12-12	800	50-100
	MAINTENANCE	10-10-10	400	30
	FIRST	6-12-12	1500	50
WARM SEASON GRASSES & LEGUMES	SECOND	0-10-10	1000	
	MAINTENANCE	0-10-10	400	

SEE Ds1 - DISTURBED AREA STABILIZATION (MULCHING ONLY). REFER TO SPECIFICATION Tac - TACKIFIERS FOR THE USE OF SYNTHETIC RESIN TO BIND MULCH MATERIAL.

SEE Ds2 - DISTURBED AREA STABILIZATION (WITH TEMPORARY SEEDING). FOR USE ON MINERAL SOILS NOT MUCK SOILS. REFER TO SPECIFICATION Tac - TACKIFIERS.

DESIGNED TO ROUGHEN AND BRING CLODS TO THE SOIL SURFACE. BEGIN PLOWING ON WINDWARD SIDE OF SITE. USE CHISEL-TYPE PLOWS TO ACHIEVE DESIRED EFFECT. THIS IS AN EMERGENCY MEASURE

TO BE USED BEFORE WIND EROSION STARTS. SPRINKLE THE SITE WITH WATER UNTIL THE SURFACE IS WET. REPEAT AS NEEDED.

USE SOLID BOARD FENCE, SNOW FENCE, BURLAP FENCE, CRATE WALLS, BALES OF HAY OR SIMILAR MATERIAL TO CONTROL AIR CURRENTS AND SOIL BLOWING. PLACE BARRIERS AT RIGHT ANGLES AT INTERVALS OF 15X THEIR HEIGHT TO CONTROL WIND

EROSION APPLY AT A RATE TO KEEP THE SURFACE MOIST.

SEE Ds3 - DISTURBED AREA STABILIZATION (WITH PERMANENT SEEDING). EXISTING TREES AND LARGE SHRUBS MAY AFFORD VALUABLE PROTECTION IF LEFT IN PLACE

COVER SURFACE WITH CRUSHED STONE OR COARSE GRAVEL. SEE SPECIFICATION Cr -CONSTRUCTION ROAD STABILIZATION. SEE SPECIFICATION Tp - TOP SOILING

MAINTENANCE PROHIBIT TRAFFIC ON SURFACE AFTER SPRAYING. SUPPLEMENT SURFACE COVERING AS NEEDED.

DUST CONTROL ON DISTURBED AREAS

 USE CONVENTIONAL PLANTING METHODS WHERE POSSIBLE.
 FINAL STABILIZATION MEANS THAT 100% OF THE SOIL SURFACE IS UNIFORMLY COVERED IN PERMANENT VEGETATION AND WITH A DENSITY OF 70% OR GREATER, OR LANDSCAPED ACCORDINGLY TO THE PLAN (UNIFORMLY COVERED LANDSCAPING MATERIAL IN PLANNED LANDSCAPING AREAS), OR THE EQUIVALENT PERMANENT STABILIZATION METHODS. • SELECT PLANTS SPECIES BASED ON SITE AND SOIL CONDITIONS, PLANNED USE, MAINTENANCE OF THE AREA, TIME OF YEAR, METHOD OF PLANTING, AND THE NEEDS OF THE LAND USER

 APPLY AGRICULTURAL LIME AT A RATE OF 1-2 TONS/ACRE UNLESS SOIL TEST INDICATE OTHERWISE. PLEASE REFER TO PERMANENT PLANT SPECIES, SEEDING RATES & PLANTING DATES TABLE BELOW FOR INITIAL FERTILIZATION, NITROGEN, TOPDRESSING, AND MAINTENANCE FERTILIZER REQUIREMENT FOR EACH SPECIES. • APPLY SEED HYDRAULICALLY, IF USING CONVENTIONAL METHODS, USE A CULTI-PACKER SEEDER, DRILL, ROTARY SEEDER, OR BY HAND.

• COVER THE SEED LIGHTLY WITH 1/8"-1/4" OF SOIL FOR SMALL SEED AND 1 1/2"-1" OF SOIL FOR LARGE SEED WHEN USING A CULTI-PACKER. CHECK SEED TAGS FOR % GERMINATION & % PURITY IN ORDER TO CALCULATE PURE LIVE SEED (PLS), WHICH IS THE PERCENTAGE OF THE SEEDS THAT ARE PURE AND WILL

• MULCH IS REQUIRED FOR ALL PERMANENT VEGETATION APPLICATIONS. PLEASE REFER TO Ds1 FOR APPLICATION RATES AND ANCHORING METHODS FOR DIFFERENT MATERIALS FOR • IRRIGATE WHEN THE SOIL IS DRY AND AT A RATE THAT WILL NOT CAUSE RUNOFF.

• RE-SEED AREAS WHERE AN ADEQUATE STAND OF VEGETATION FAILS TO EMERGE OR WHERE A POOR STAND EXISTS.

MAINTAIN AT LEAST 6" OF TOP GROWTH UNDER ANY USE AND MANAGEMENT.

REFER TO FERTILIZER REQUIREMENTS FOR PERMANENT VEGETATION TABLE FOR SECOND YEAR AND MAINTENANCE FERTILIZER RATES. • APPLY ONE TON OF AGRICULTURAL LIME EVERY 4-6 YEARS AS INDICATED BY SOIL TESTS. MOW BERMUDA GRASS, BAHAI GRASS, AND TALL FESCUE AS DESIRED. • MOW SERICIA LESPEDEZA ONLY AFTER FROST INSURES THAT THE SEEDS ARE MATURE.

THE USDA-APHIS-WILDLIFE SERVICE STAFF SHOULD BR CONSULTED TO ENSURE SEED RECOMMENDED IS NOT A HAZARDOUS WILDLIFE ATTRACTANT. SEEDING DATES, SPECIES AND SEEDING RATES MUST BE SPECIFIED THAT ARE COMPATIBLE WITH LOCAL CLIMATE AND SOIL CONDITIONS. DUE CONSIDERATION MUST BE GIVEN TO LONGEVITY OF PLANTS, RESISTANCE TO TRAFFIC AND EROSION, AND ATTRACTION OF BIRDS OR LARGE ANIMAL. MORE THAN ONE SEEDING SEASON MAY BE SPECIFIED, IF APPROPRIATE. LOCAL OFFICES OF THE USDA NATURAL RESOURCES CONSERVATION SERVICE (NRCS) AND/OR STATE UNIVERSITY AGRICULTURAL COOPERATIVE EXTENSION OFFICE (COUNTY AGENT OR EQUIVALENT) SHOULD BE

CONSULTED FOR ASSISTANCE AND RECOMMENDATION, THESE AGENCIES SHOULD ALSO BE CONSULTED FOR LIMING AND FERTILIZER RECOMMENDATIONS.

 APPLY MULCH OR TEMPORARY GRASSING TO ALL EXPOSED AREAS WITHIN 14 DAYS OF DISTURBANCE.
 APPLICABLE TO GRADED OR CLEARED AREAS WHERE SEEDINGS MAY NOT HAVE A SUITABLE GROWING SEASON TO PRODUCE AN EROSION RETARDANT COVER. • MULCH CAN BE USED AS A SINGULAR EROSION CONTROL DEVICE FOR UP TO 6 MONTHS.APPLY AT THE APPROPRIATE DEPTH. REFER TO TABLE 1 FOR SPECIFIC MATERIALS. GRADE TO PERMIT THE USE OF EQUIPMENT FOR APPLYING AND ANCHORING MULCH SITE PREPARATION INSTALL NEEDED EROSION CONTROL MEASURES SUCH AS DIKES, BERMS, AND SEDIMENT BARRIFRS

OF 3".

EQUIPMENT.

SIZE NETTING

MULCHING APPLICATION REQUIREMENTS:

LOOSEN COMPACTED SOIL TO A MINIMUM DEPTH

APPLY DRY STRAW OR HAY AND WOOD CHIPS

APPLY 20-30 LBS OF NITROGEN/ACRE IF THE AREA WILL EVENTUALLY BE COVERED WITH PERENNIAL VEGETATION.

APPLY POLYETHYLENE FILM ON EXPOSED AREAS.

PRESS STRAW OR HAY INTO THE SOIL WITH A

APPLICATION. TACKIFIERS MAY BE USED WHEN SPREADING MULCH WITH BLOWER-TYPE

ANCHOR WOOD WASTE USING THE APPROPRIATE

TRENCH POLYETHYLENE AT THE TOP AS WELL AS

DEPTH

2" TO 4"

2" TO 3"

DISK HARROW IMMEDIATELY AFTER

INCREMENTALLY AS NECESSARY.

RATE

SECURE WITH SOIL,

MAINTENANCE THE APPROPRIATE DEPTH AND 90% COVER SHALL BE MAINTAINED AT ALL TIMES.

ANCHORS, WEIGHTS

SEE MANUFACTURER'S RECOMENDATIONS

DIST<u>URBED AREA STABILIZATION (WITH MULCHING ONLY)</u>
Ds1

UNIFORMLY BY HAND OR BY MECHANICAL EQUIPMENT.

INSTALLATION:

APPLYING MULCH

ANCHORING MULCH

MATERIAL

WOOD WASTE, CHIPS, SAWDUST, BARK

POLYETHYLENE FILM

WOOD WASTE, CHIPS, SAWDUST, BARK

STRAW OR HAY

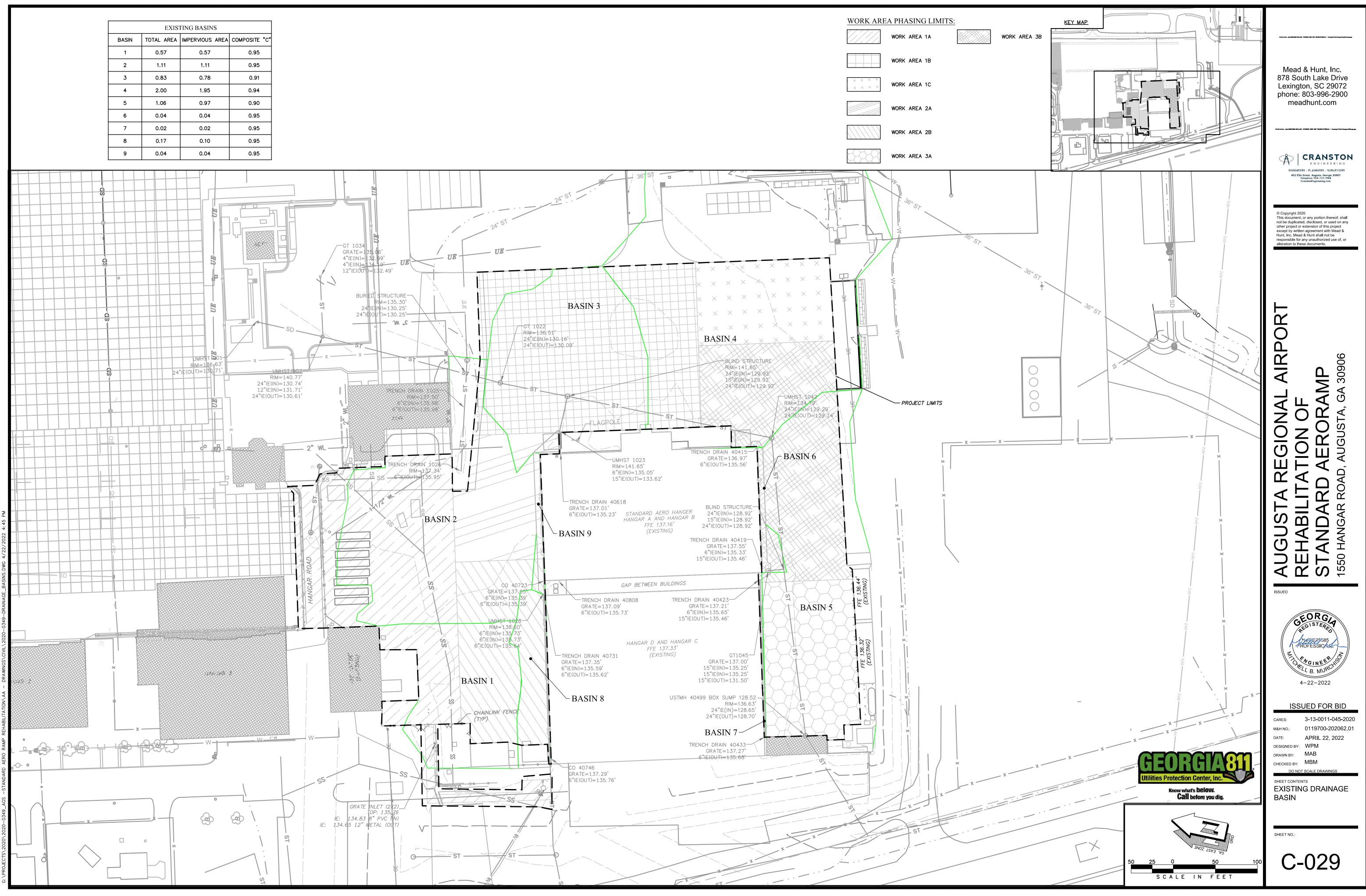


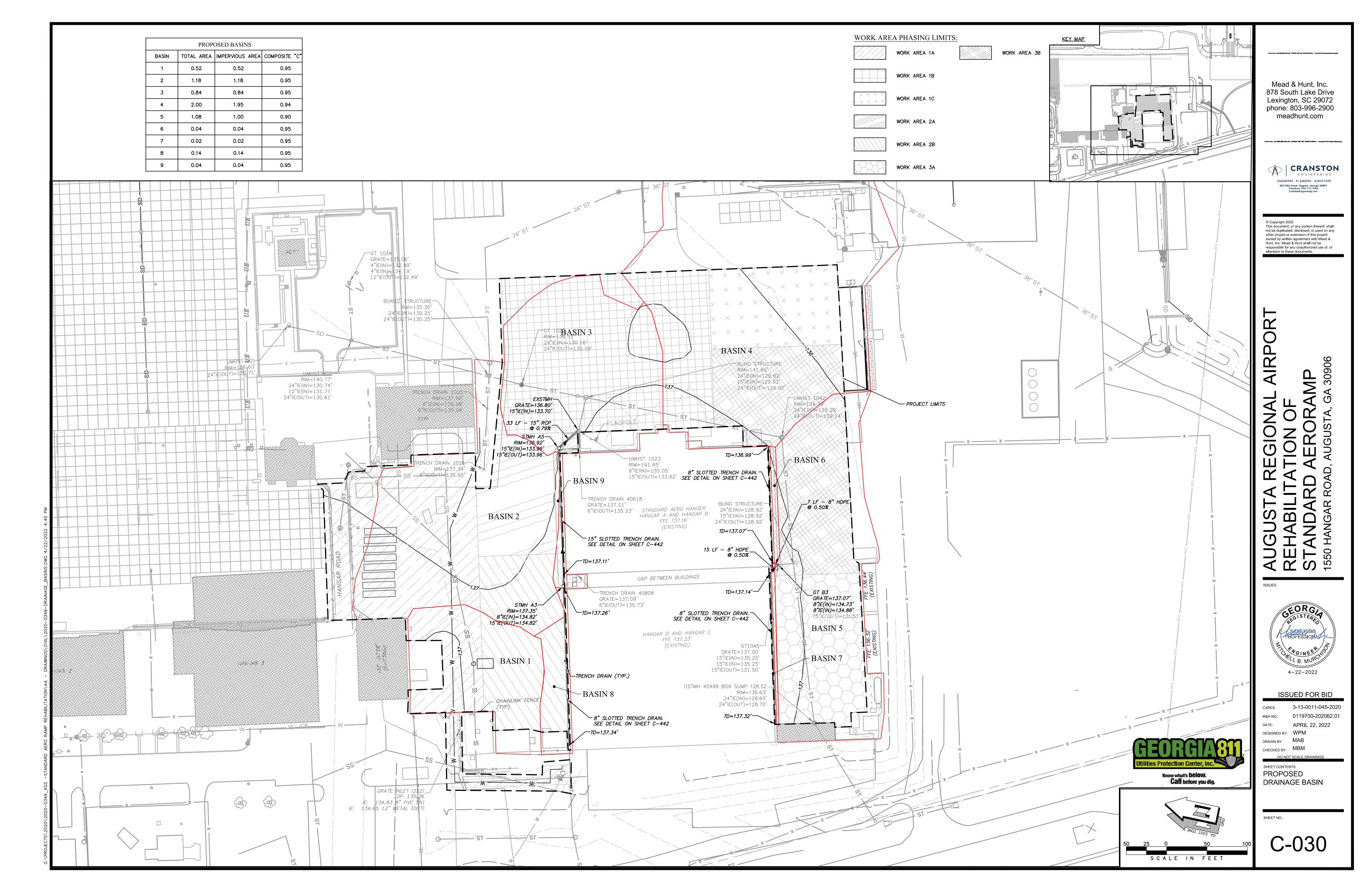


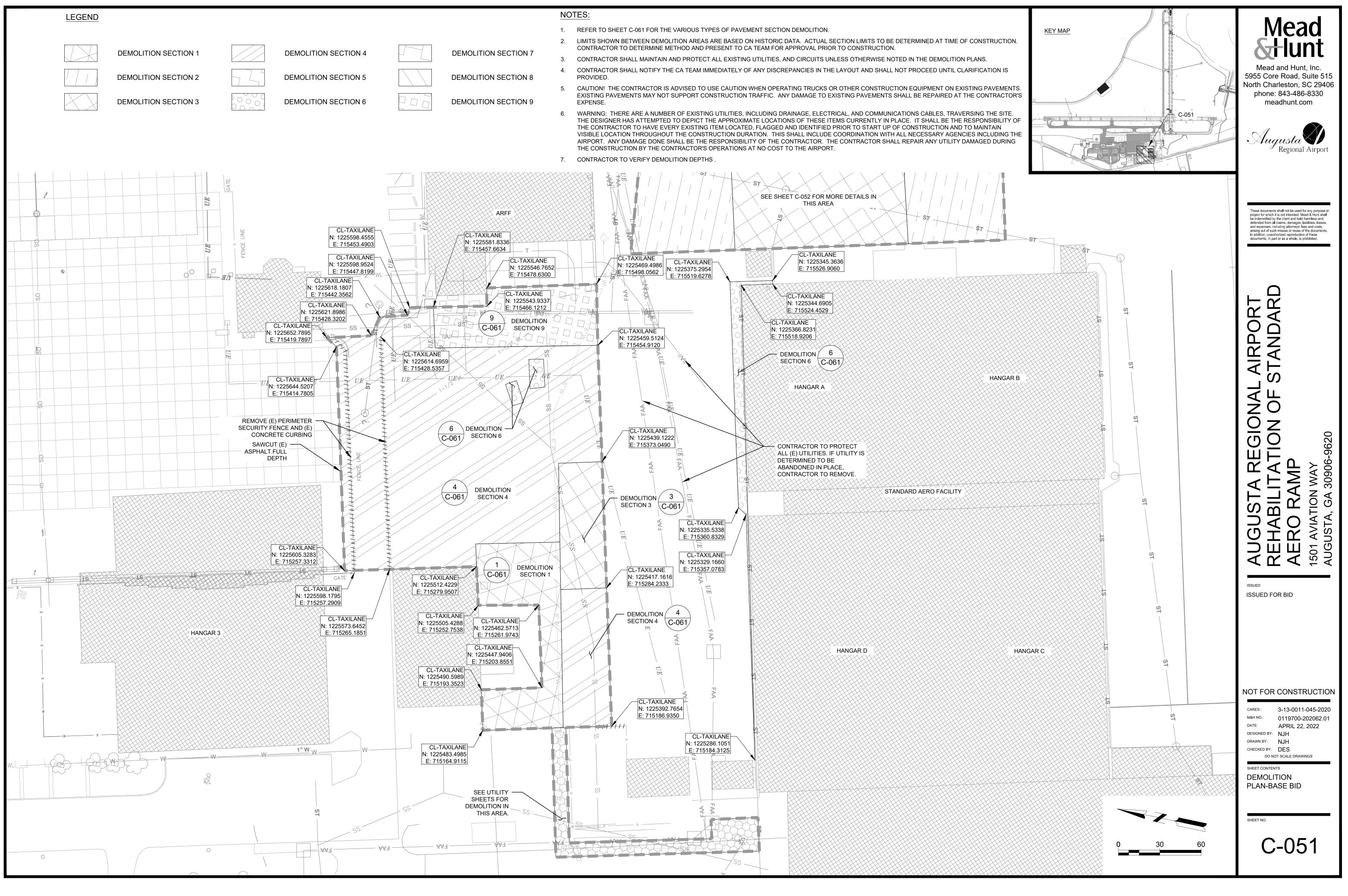
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 Issued:
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 Expires:
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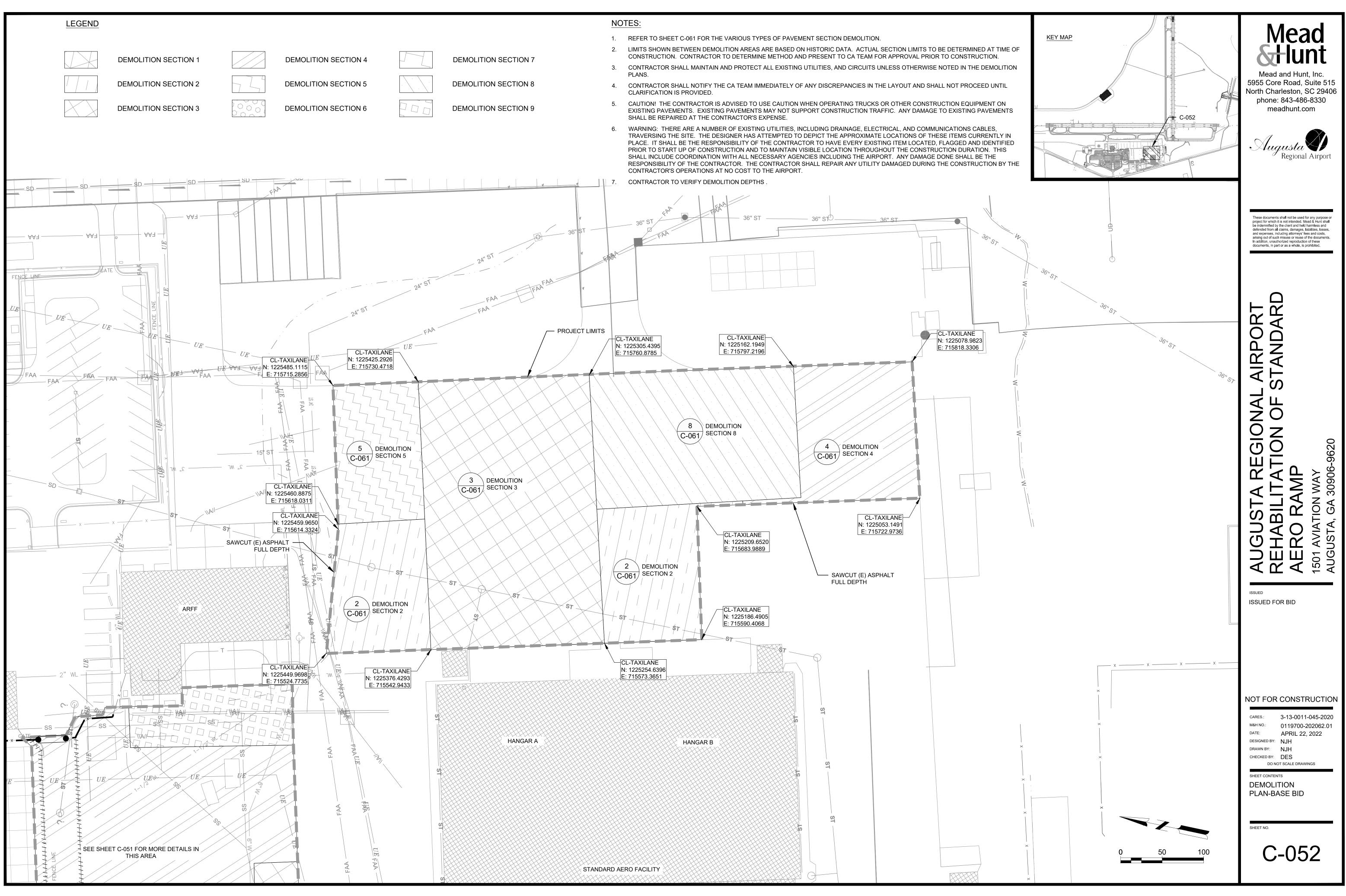




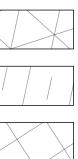


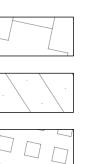


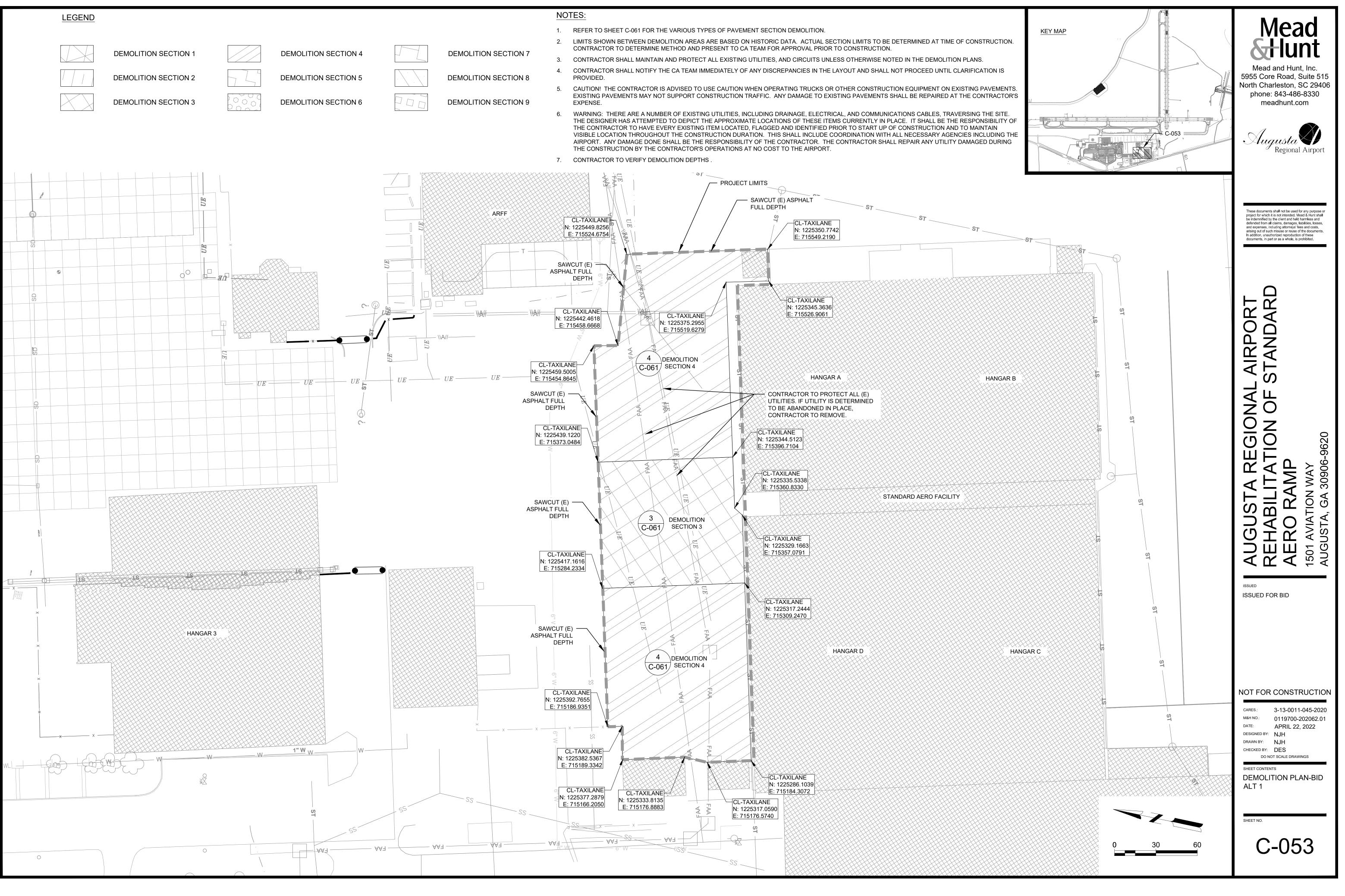
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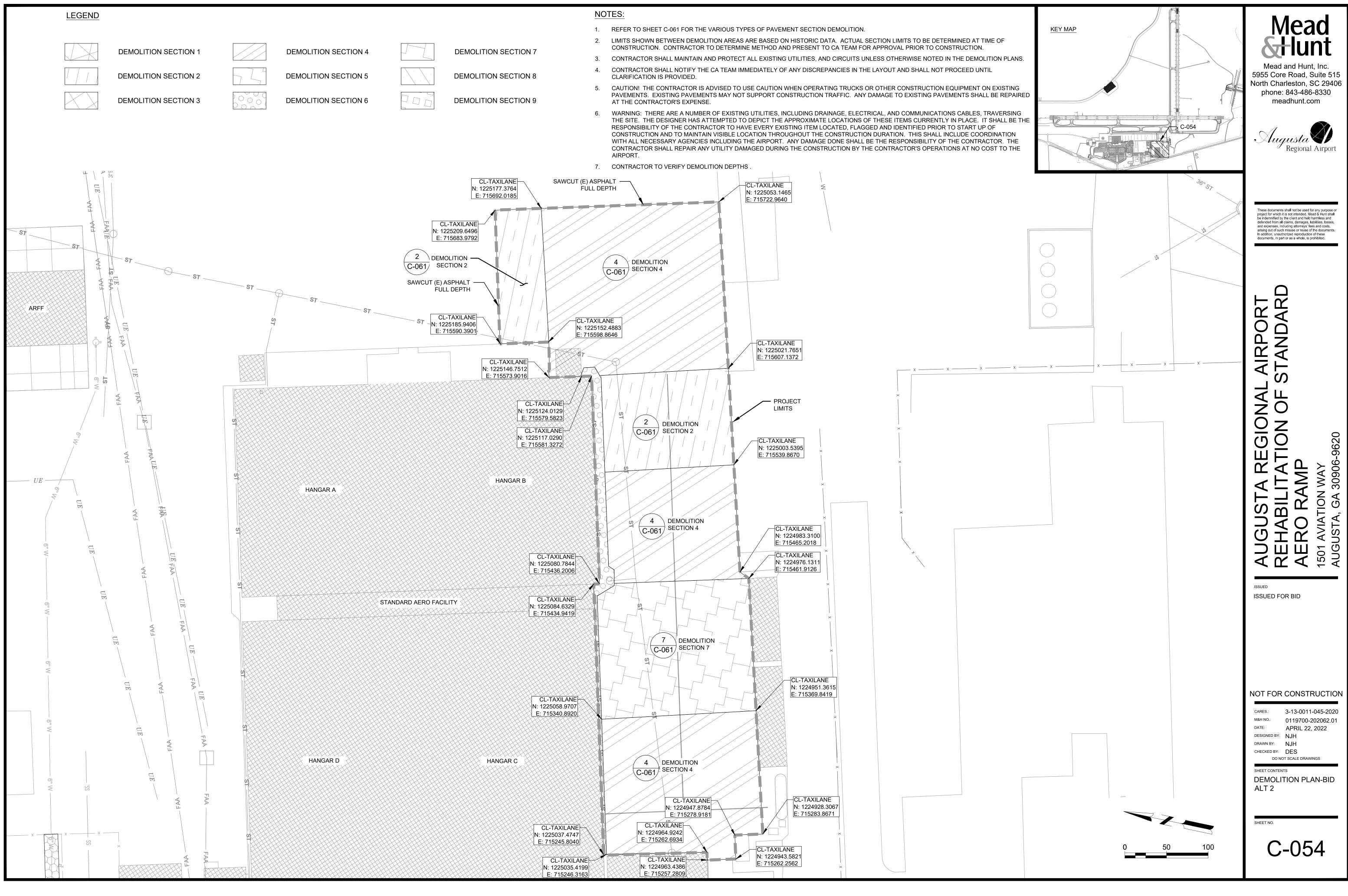




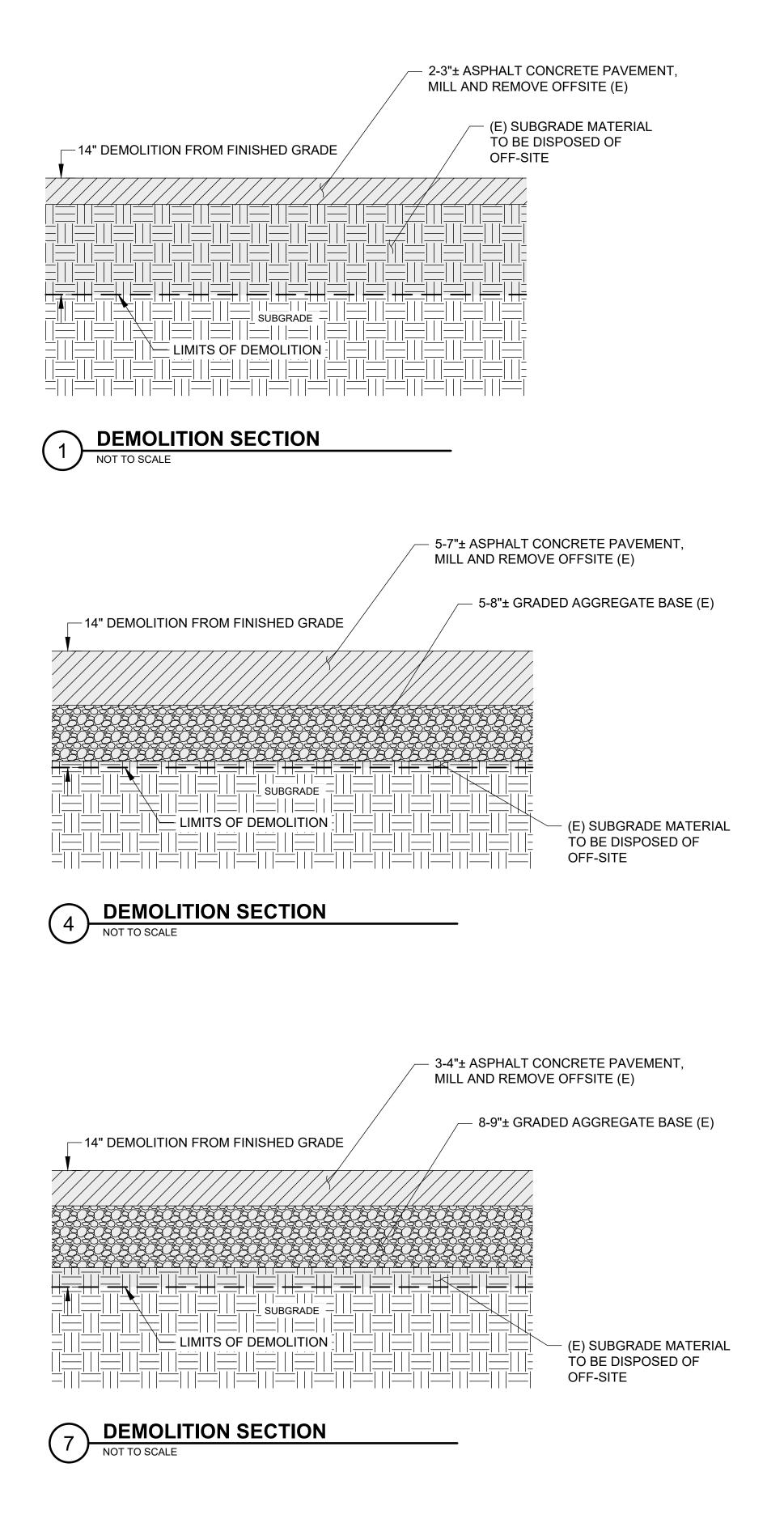


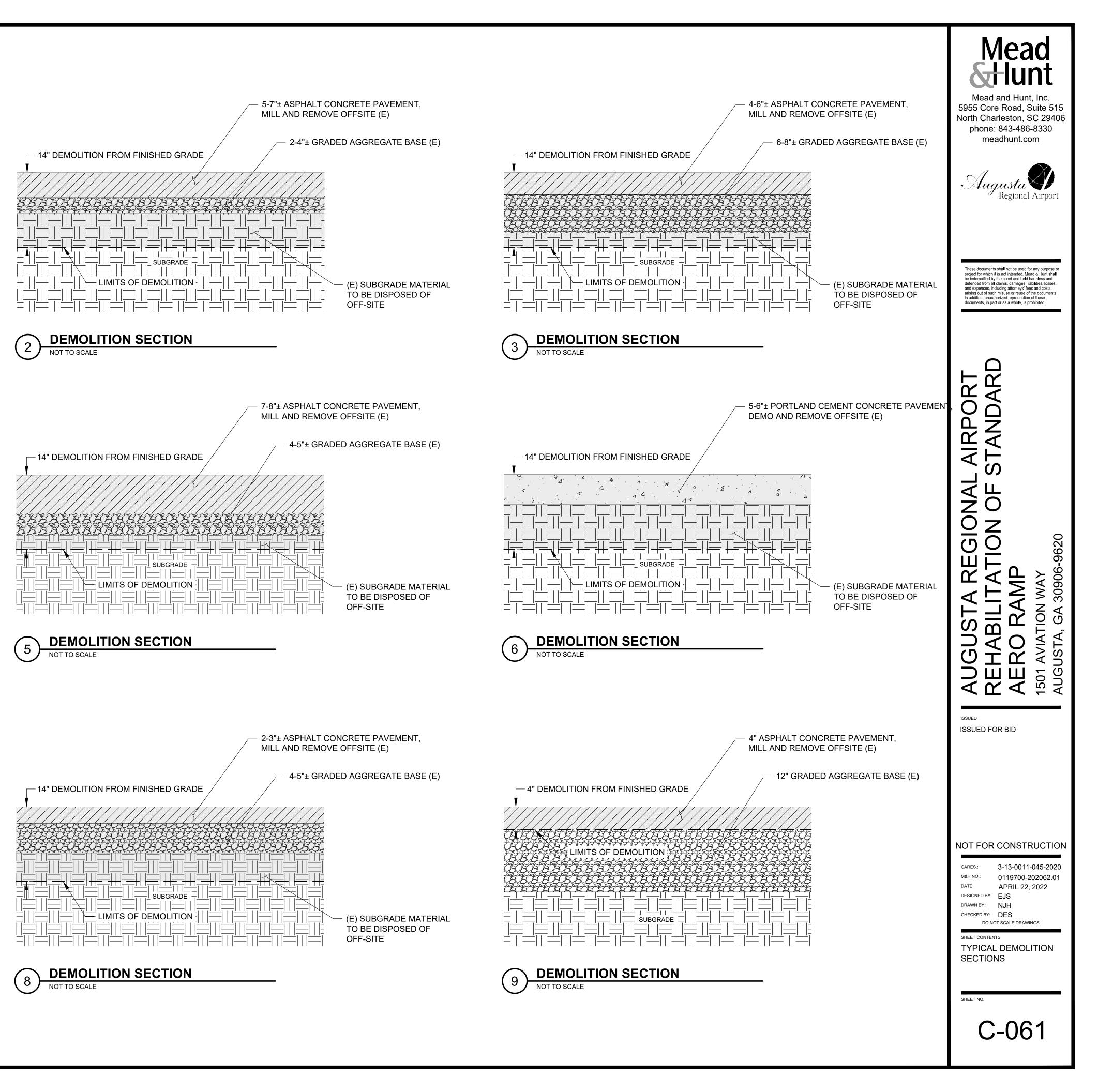


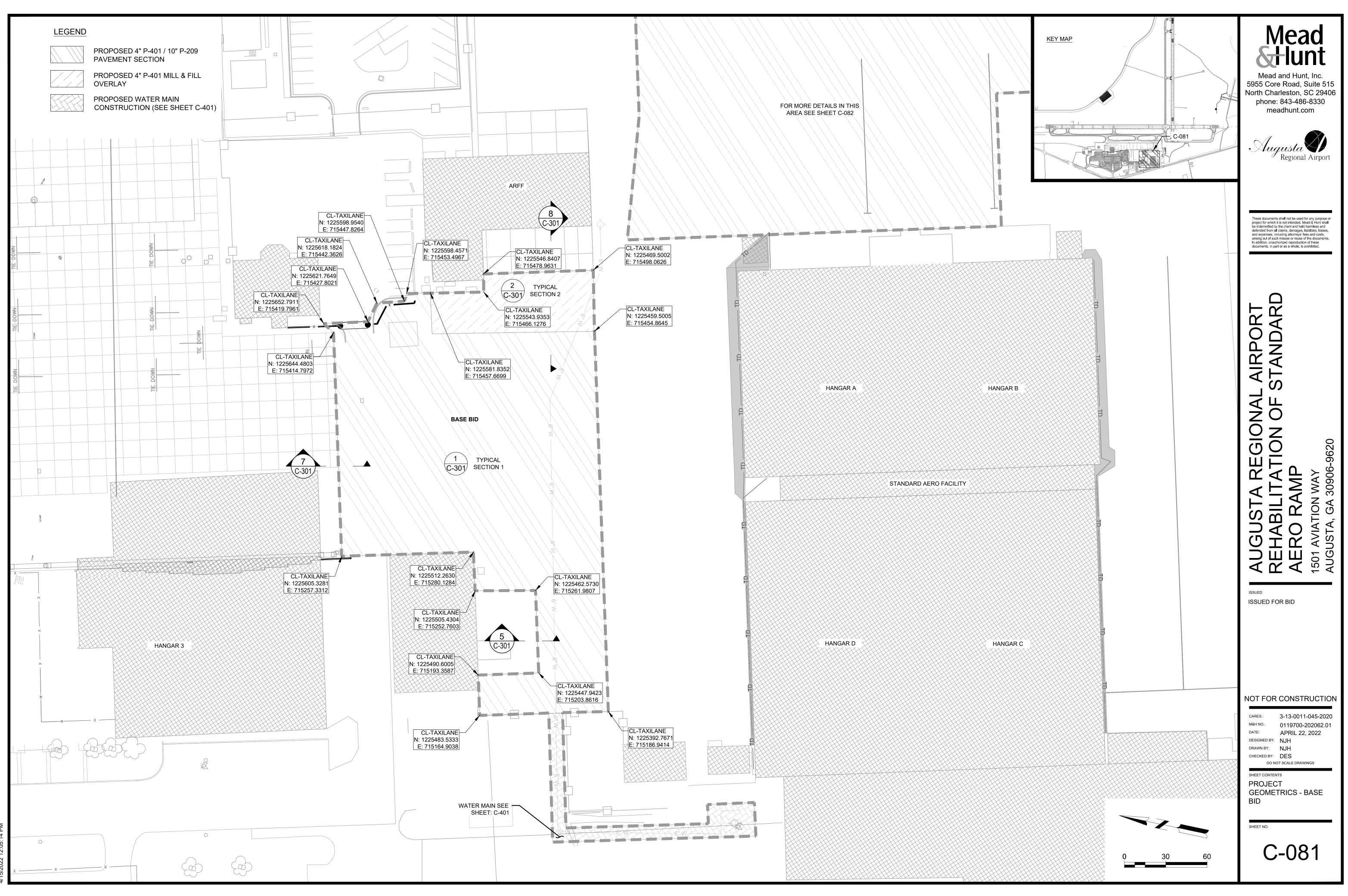


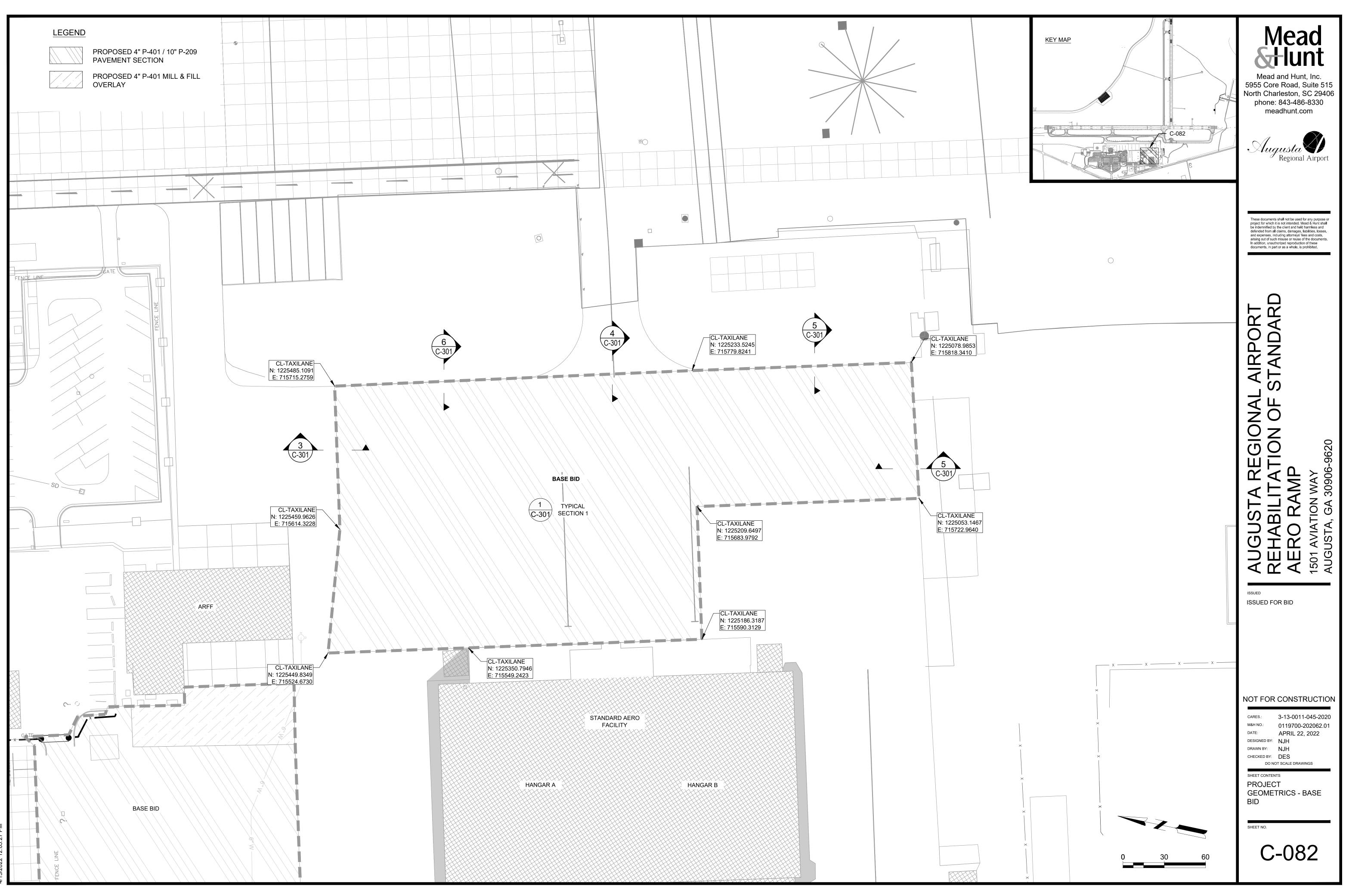




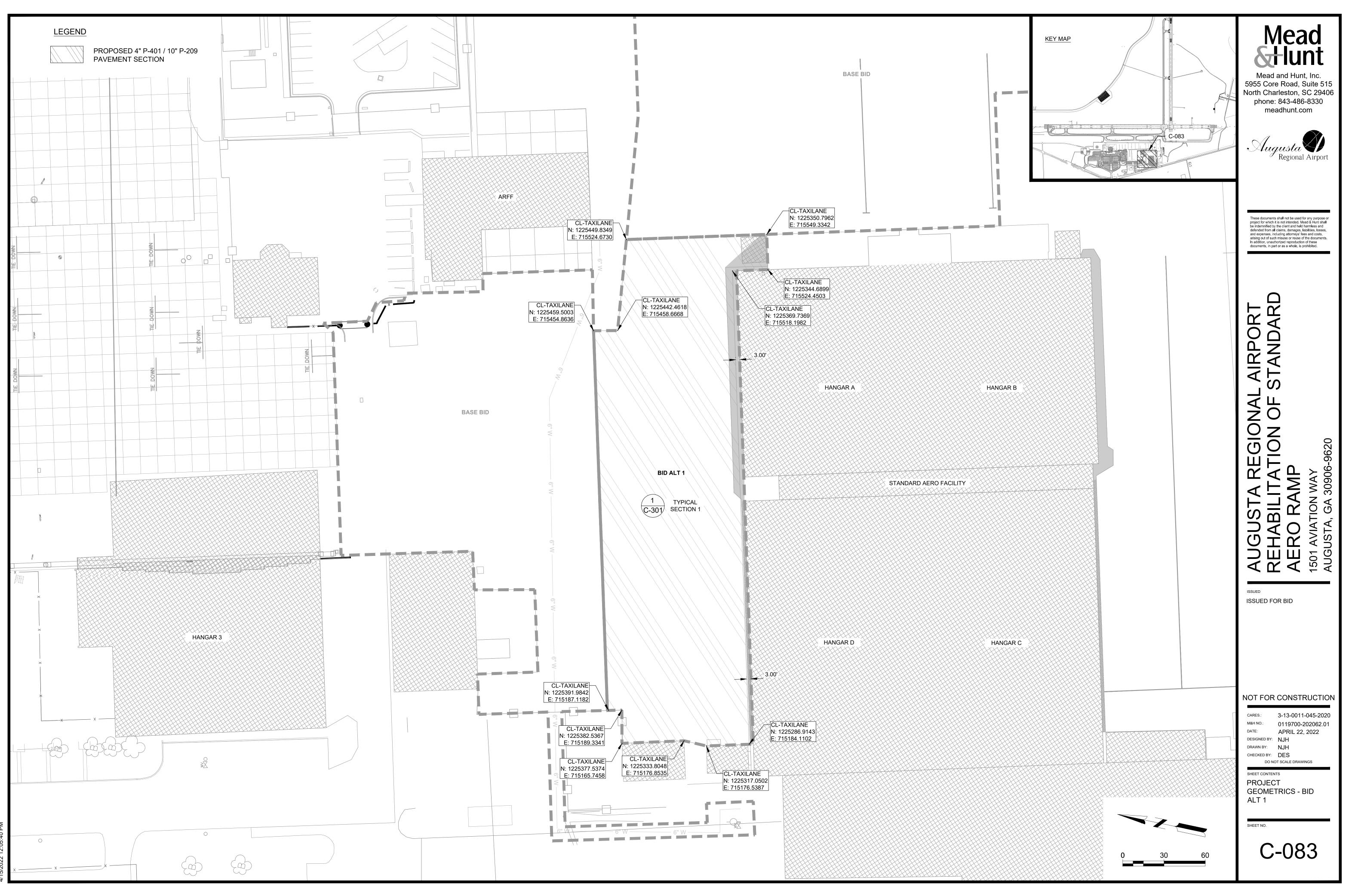


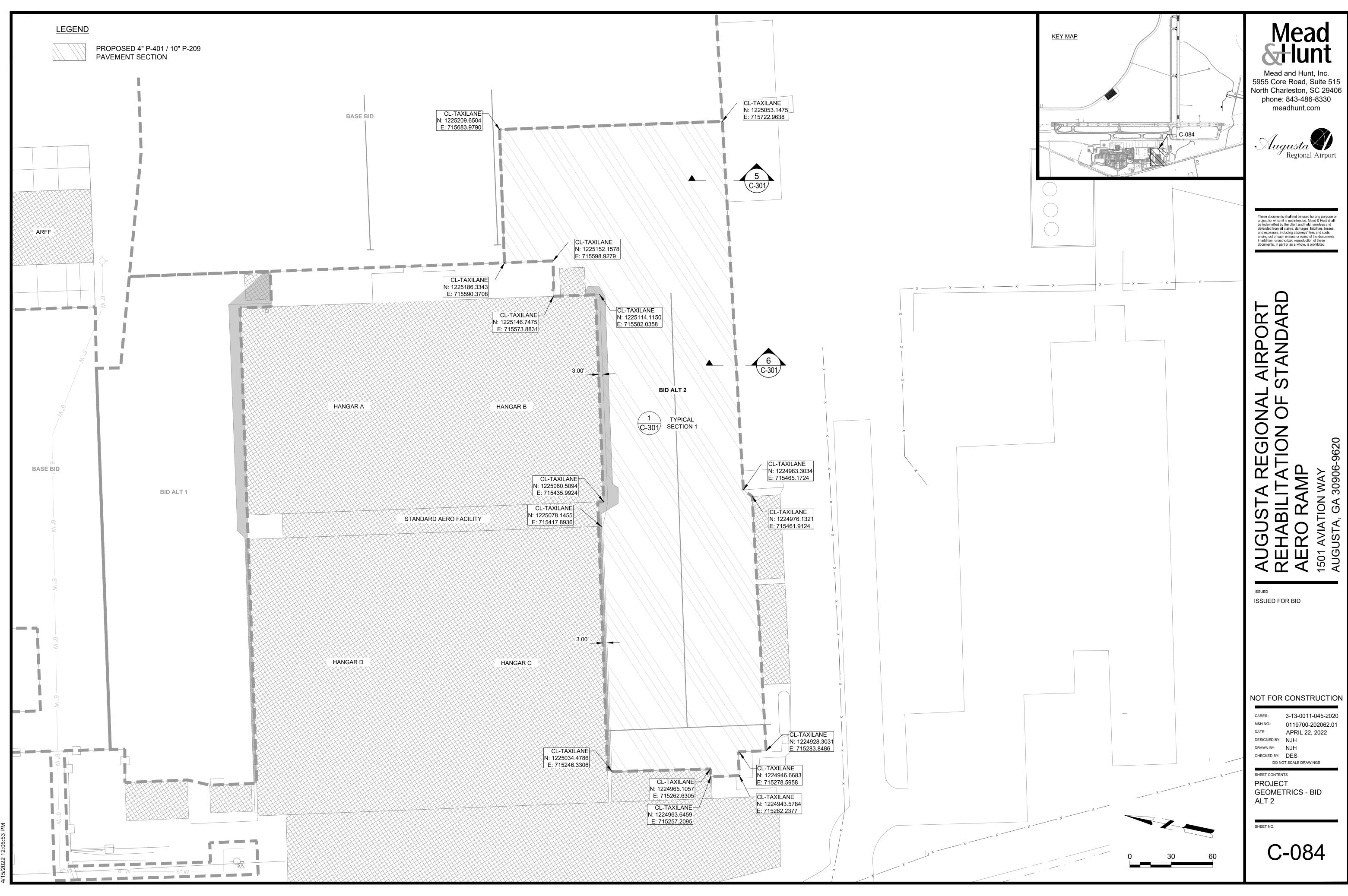




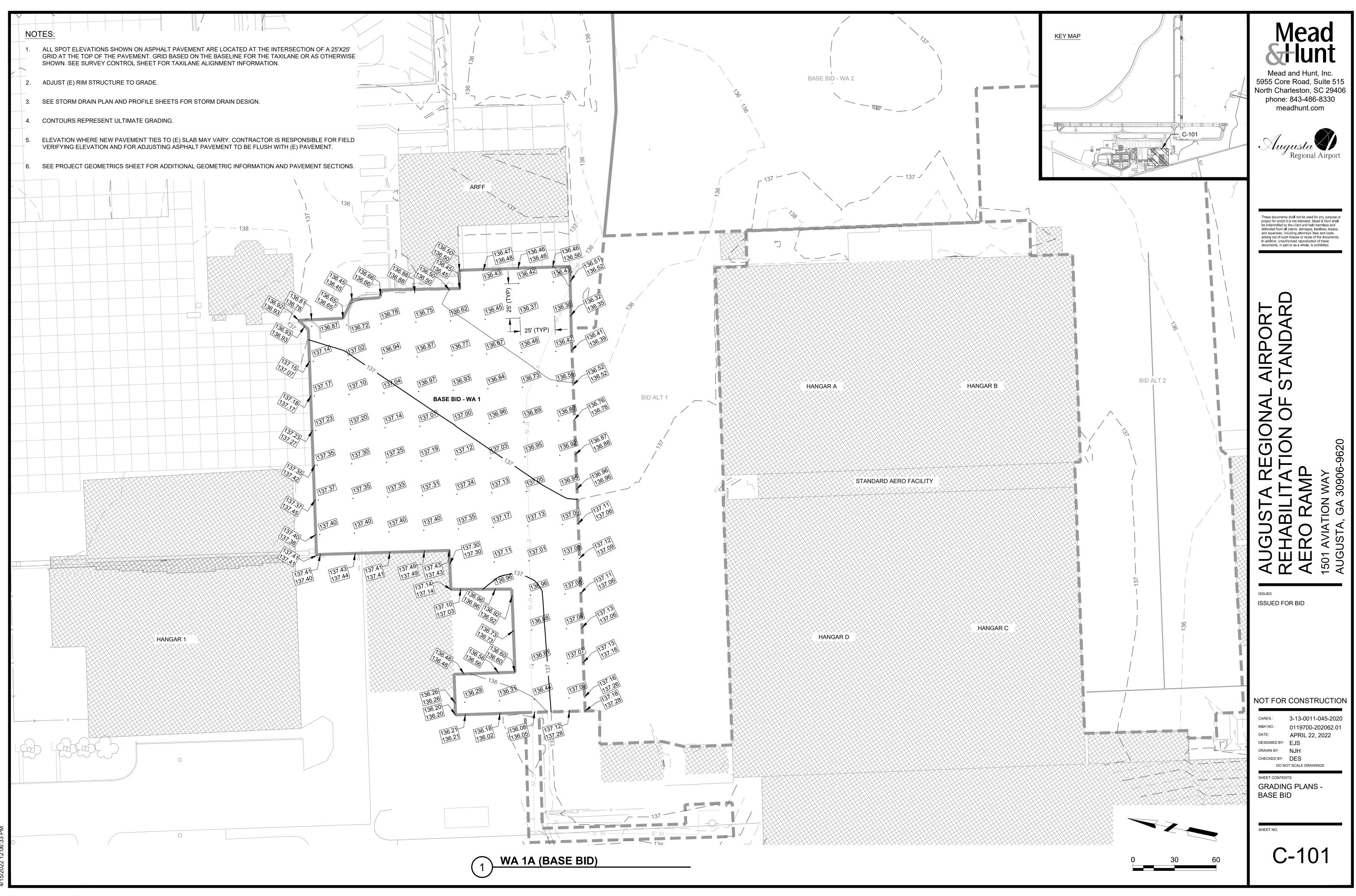


19700\202062.01\TECH\CAD\DRAWINGS\C-081 PROJECT GEOMETRIC





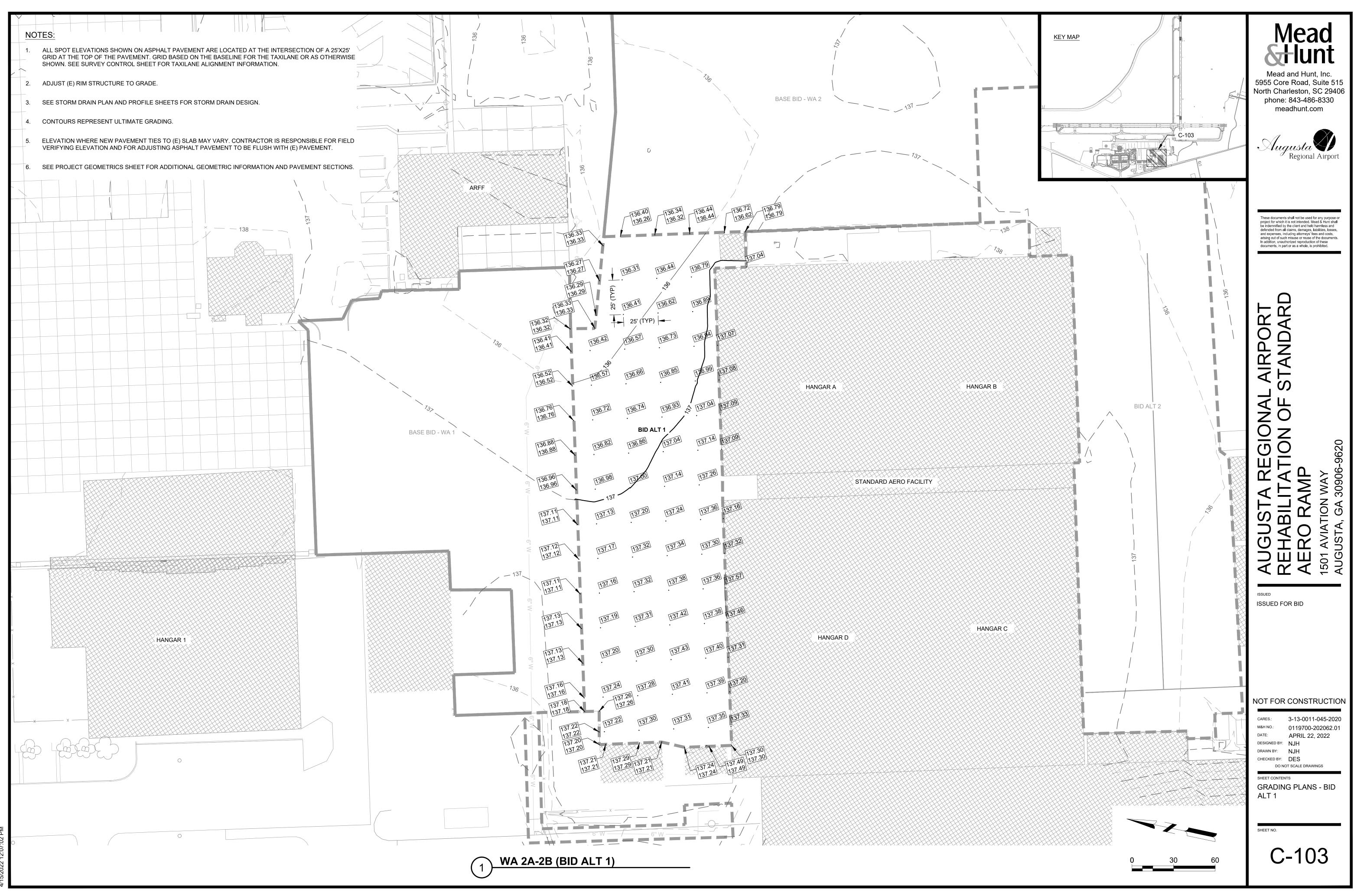
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119700/202062.01/TECH/CAD\DRAWINGS\C-101 GRADING PLANS - BASE BID. /2022 12:06:33 PM

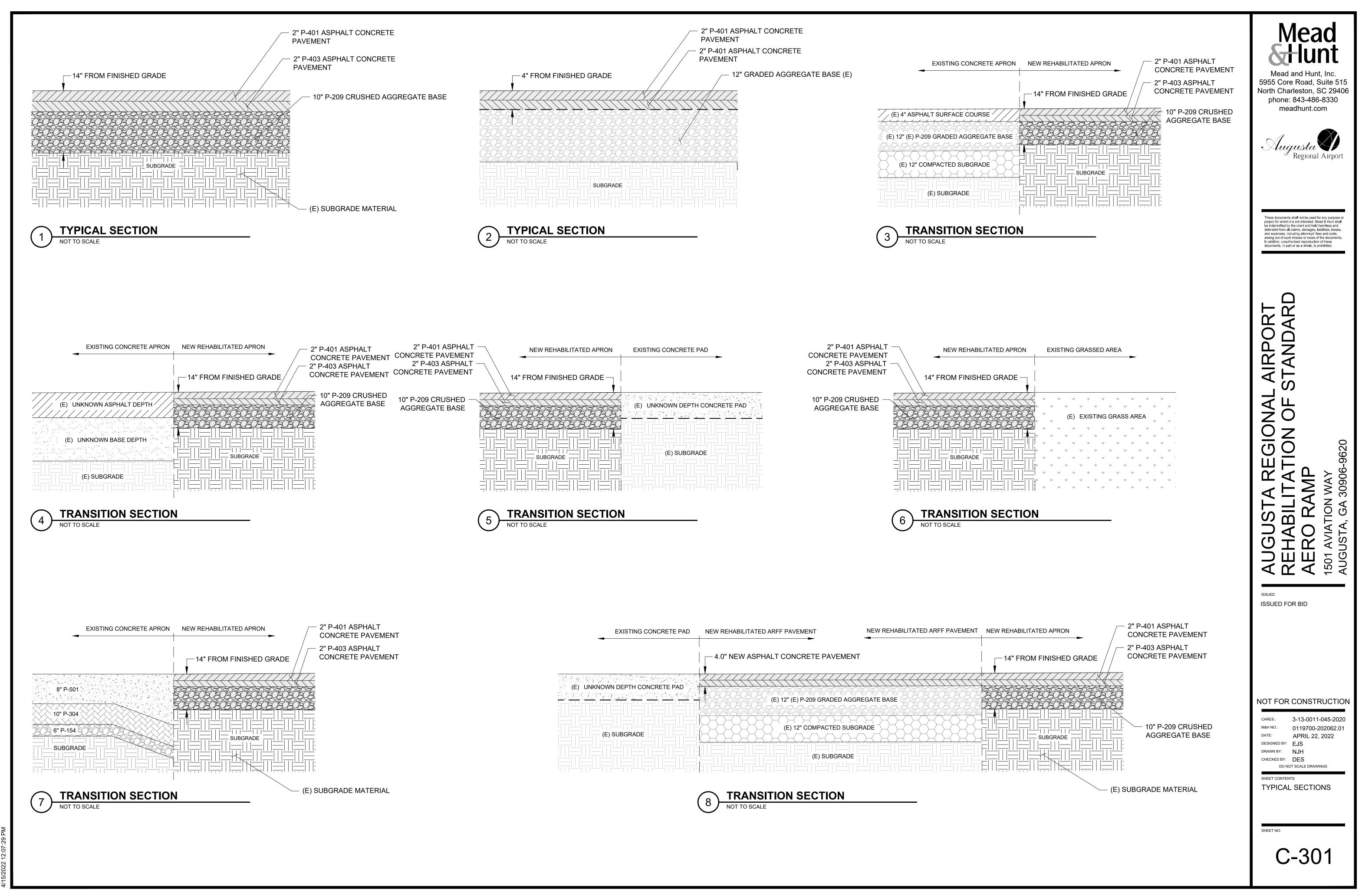




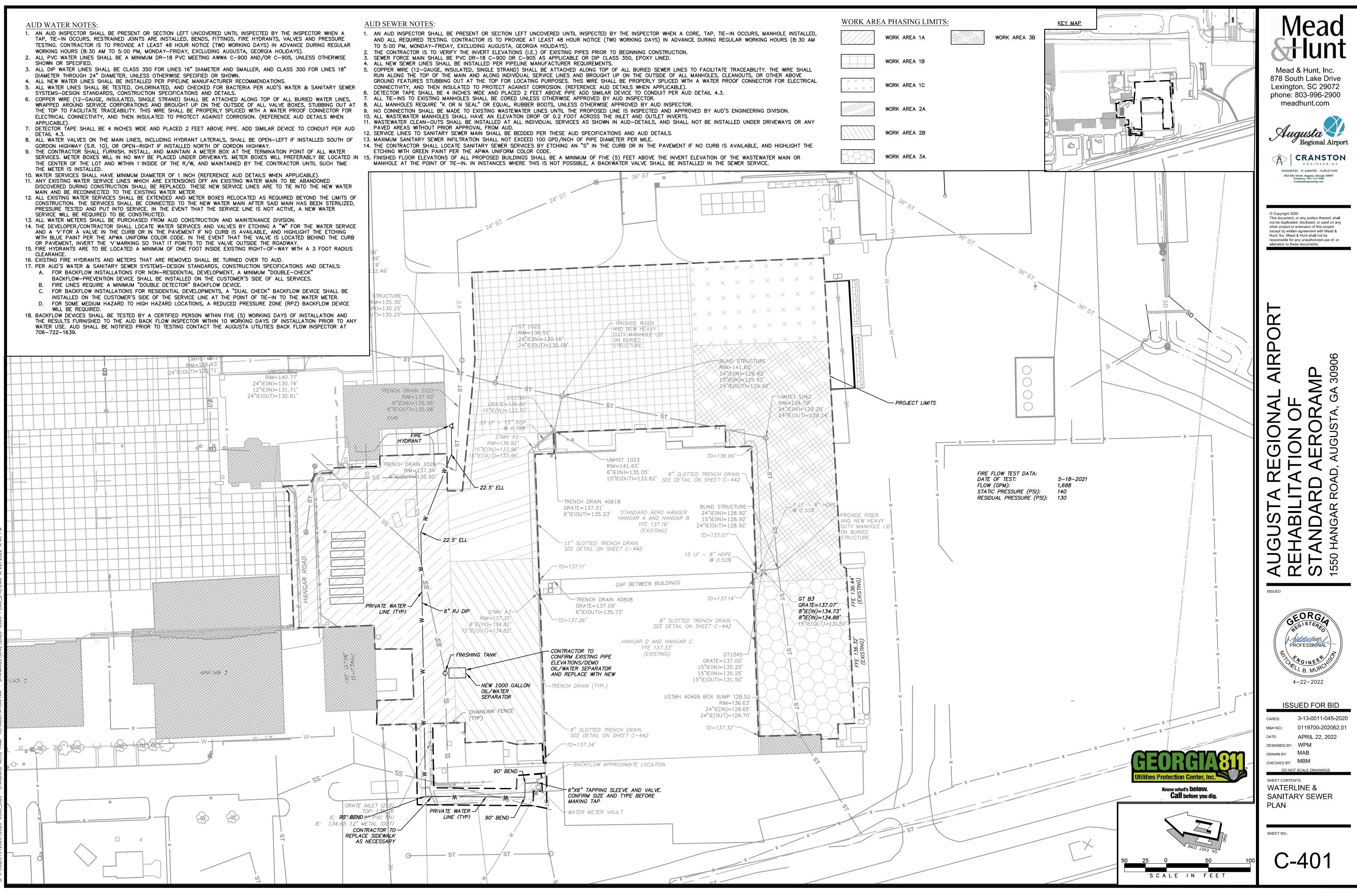


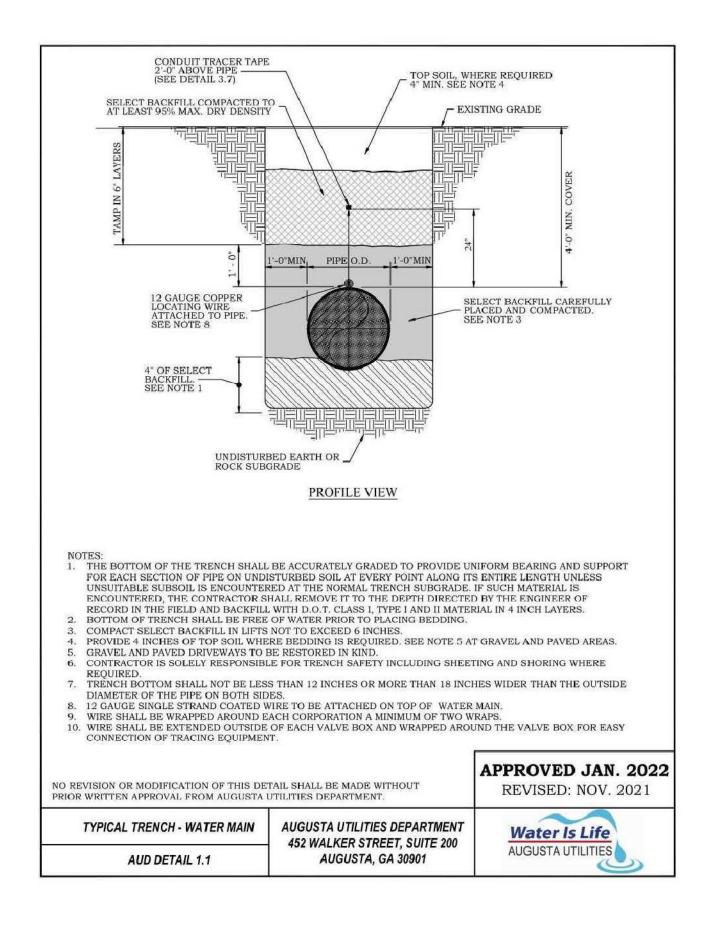
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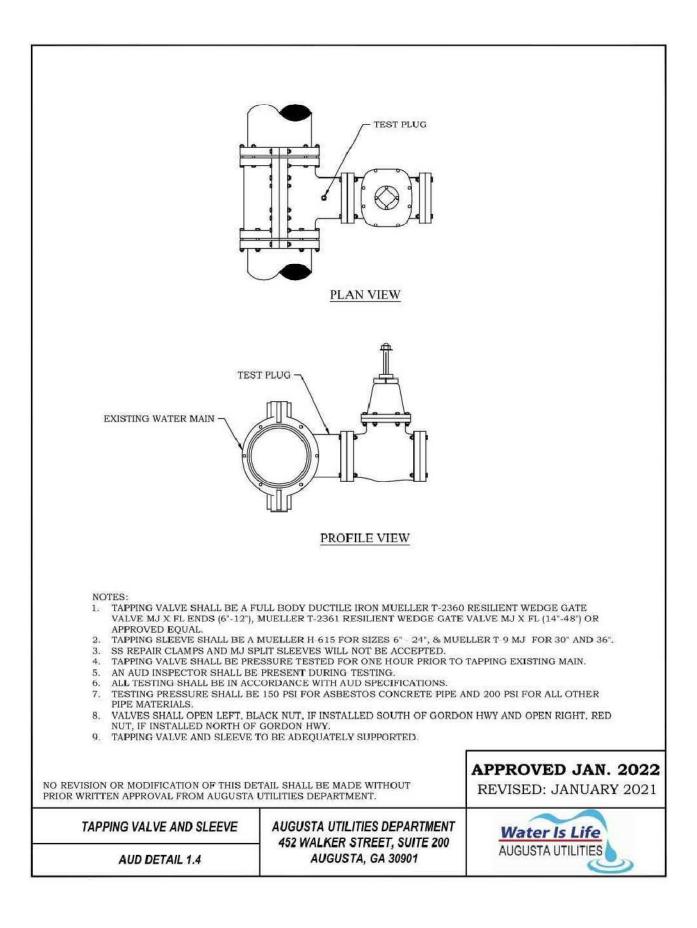


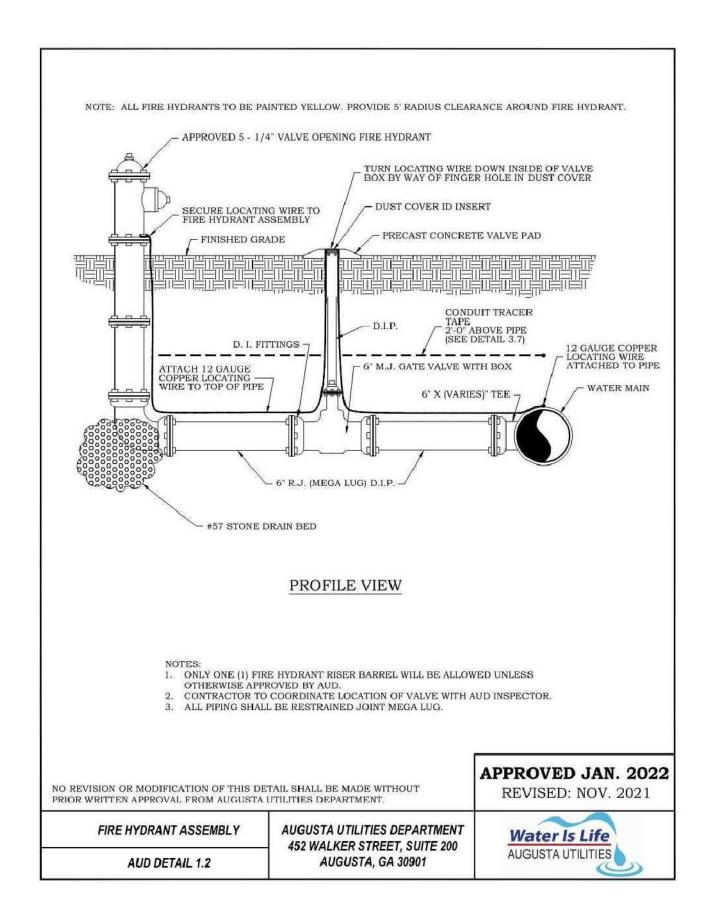


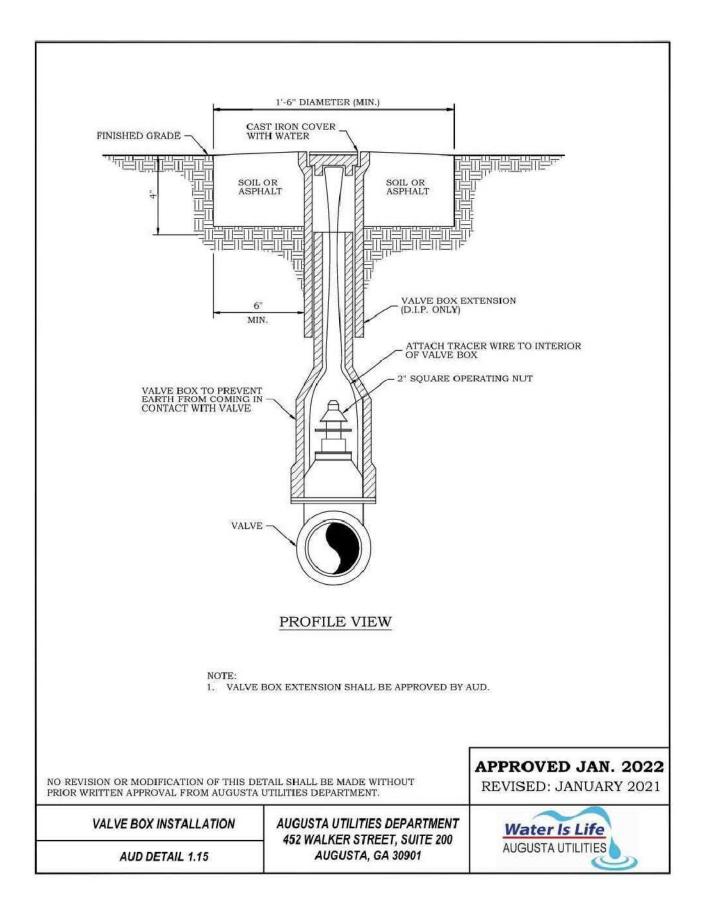
- TAP, TIE-IN OCCURS, RESTRAINED JOINTS ARE INSTALLED, BENDS, FITTINGS, FIRE HYDRANTS, VALVES AND PRESSURE WORKING HOURS (8:30 AM TO 5:00 PM, MONDAY-FRIDAY, EXCLUDING AUGUSTA, GEORGIA HOLIDAYS).
- SHOWN OR SPECIFIED.
- DIAMETER THROUGH 24" DIAMETER, UNLESS OTHERWISE SPECIFIED OR SHOWN.
- SYSTEMS-DESIGN STANDARDS, CONSTRUCTION SPECIFICATIONS AND DETAILS.
- COPPER WIRE (12-GAUGE, INSULATED, SINGLE STRAND) SHALL BE ATTACHED ALONG TOP OF ALL BURIED WATER LINES. ELECTRICAL CONNECTIVITY, AND THEN INSULATED TO PROTECT AGAINST CORROSION. (REFERENCE AUD DETAILS WHEN APPLICABLE).
- DETAIL 4.3.
- GORDON HIGHWAY (S.R. 10), OR OPEN-RIGHT IF INSTALLED NORTH OF GORDON HIGHWAY. THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN A METER BOX AT THE TERMINATION POINT OF ALL WATER
- THE CENTER OF THE LOT AND WITHIN 1'INSIDE OF THE R/W, AND MAINTAINED BY THE CONTRACTOR UNTIL SUCH TIME THE METER IS INSTALLED
- MAIN AND BE RECONNECTED TO THE EXISTING WATER METER.
- CONSTRUCTION. THE SERVICES SHALL BE CONNECTED TO THE NEW WATER MAIN AFTER SAID MAIN HAS BEEN STERILIZED, PRESSURE TESTED AND PUT INTO SERVICE. IN THE EVENT THAT THE SERVICE LINE IS NOT ACTIVE, A NEW WATER SERVICE WILL BE REQUIRED TO BE CONSTRUCTED.
- AND A 'V"FOR A VALVE IN THE CURB OR IN THE PAVEMENT IF NO CURB IS AVAILABLE. AND HIGHLIGHT THE ETCHING WITH BLUE PAINT PER THE APWA UNIFORM COLOR CODE. IN THE EVENT THAT THE VALVE IS LOCATED BEHIND THE CURB OR PAVEMENT, INVERT THE "V" MARKING SO THAT IT POINTS TO THE VALVE OUTSIDE THE ROADWAY. CLEARANCE.
- A. FOR BACKFLOW INSTALLATIONS FOR NON-RESIDENTIAL DEVELOPMENT, A MINIMUM "DOUBLE-CHECK"
- C. FOR BACKFLOW INSTALLATIONS FOR RESIDENTIAL DEVELOPMENTS, A "DUAL CHECK" BACKFLOW DEVICE SHALL BE INSTALLED ON THE CUSTOMER'S SIDE OF THE SERVICE LINE AT THE POINT OF TIE-IN TO THE WATER METER. D. FOR SOME MEDIUM HAZARD TO HIGH HAZARD LOCATIONS, A REDUCED PRESSURE ZONE (RPZ) BACKFLOW DEVICE
- THE RESULTS FURNISHED TO THE AUD BACK FLOW INSPECTOR WITHIN 10 WORKING DAYS OF INSTALLATION PRIOR TO ANY WATER USE. AUD SHALL BE NOTIFIED PRIOR TO TESTING CONTACT THE AUGUSTA UTILITIES BACK FLOW INSPECTOR AT 706-722-1639.



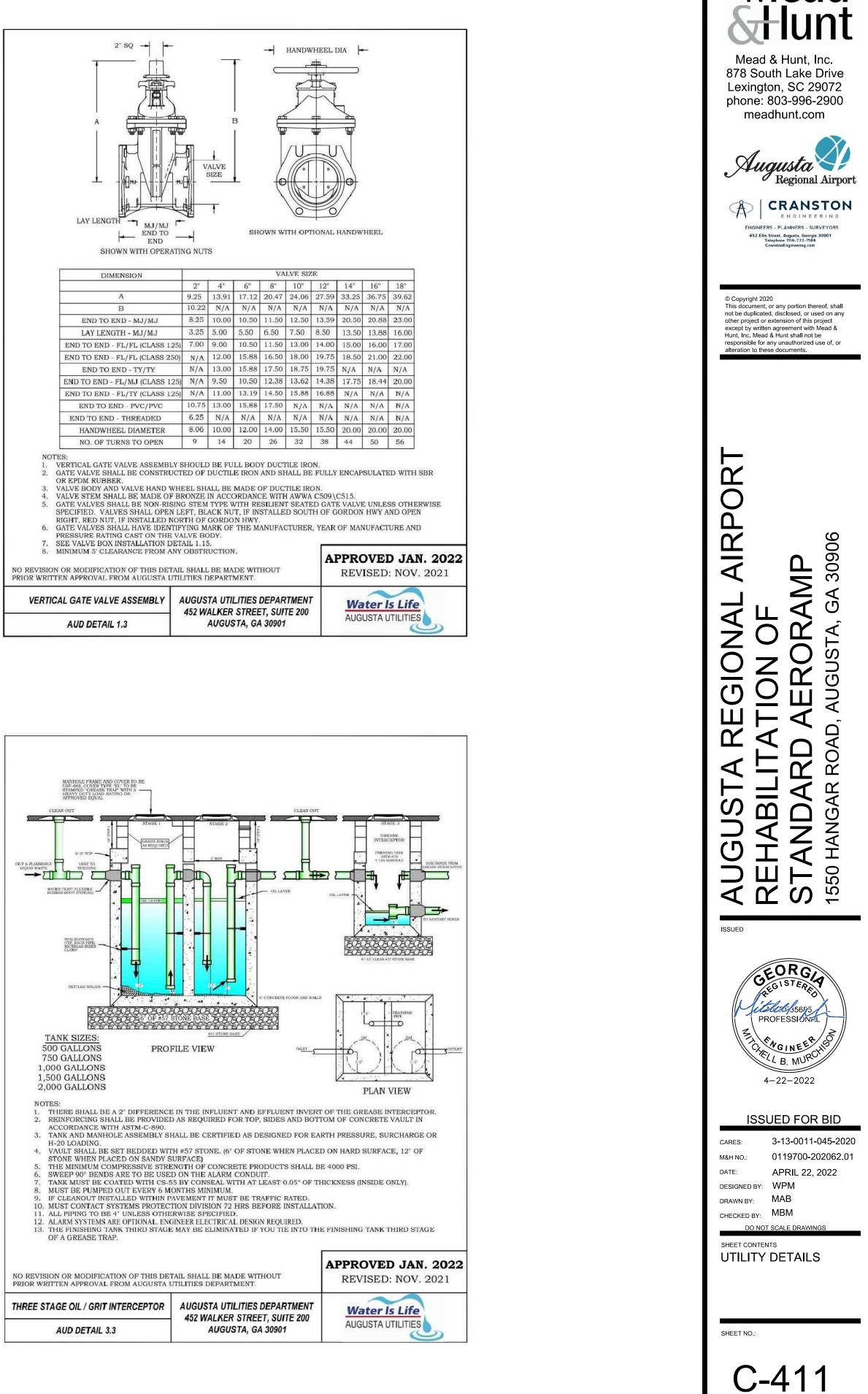








2" SQ				
		ALVE	 B 	
LAY LENGTH MJ/MJ MJ/MJ MJ/MJ MJ/MJ END TO END SHOWN WITH OPERATI	NG NUT	• s	SH	OWN W
DIMENSION	1			VA
	2"	4"	6"	8"
A	9.25	13.91	17.12	20.47
В	10.22	N/A	N/A	N/A
END TO END - MJ/MJ	8.25	10.00	10.50	11.50
LAY LENGTH - MJ/MJ	3.25	5.00	5.50	6.50
END TO END - FL/FL (CLASS 125	7.00	9.00	10.50	11.50
END TO END - FL/FL (CLASS 250)	- ALT	12.00	15.88	16.50
END TO END - TY/TY	N/A	13.00	15.88	17.50
END TO END - FL/MJ (CLASS 125	-	9.50	10.50	12.38
END TO END - FL/TY (CLASS 125	-	11.00	13.19	14.50
END TO END - PVC/PVC	10.75	13.00	15.88	17.50
END TO END - THREADED	6.25	N/A	N/A	N/A
HANDWHEEL DIAMETER	8.06	10.00	12.00	14.00
NO. OF TURNS TO OPEN	9	14	20	26
 NOTES: VERTICAL GATE VALVE ASSEMBLY GATE VALVE SHALL BE CONSTRUC' OR EPDM RUBBER. VALVE BODY AND VALVE HAND WH VALVE STEM SHALL BE MADE OF B GATE VALVES SHALL BE NON-RISIN SPECIFIED. VALVES SHALL DEPEN L RIGHT, RED NUT, IF INSTALLED NO GATE VALVES SHALL HAVE IDENTII PRESSURE RATING CAST ON THE V. SEE VALVE BOX INSTALLATION DET MINIMUM 5' CLEARANCE FROM ANY 	TED OF EEL SH RONZE G STEM EFT, BL RTH OF YING M ALVE BC TAIL 1.15	DUCTIL ALL BE IN ACCO TYPE V ACK NU GORDO ARK OF DDY. 5.	E IRON MADE (ORDANG VITH RE T, IF IN N HWY. THE M	AND SI OF DUC CE WITH SILIEN STALLE
NO REVISION OR MODIFICATION OF THIS DETAI PRIOR WRITTEN APPROVAL FROM AUGUSTA UTI				HOUT
VERTICAL GATE VALVE ASSEMBLY	AUGUS 452 W		LITIES	
AUD DETAIL 1.3			STA, GA	

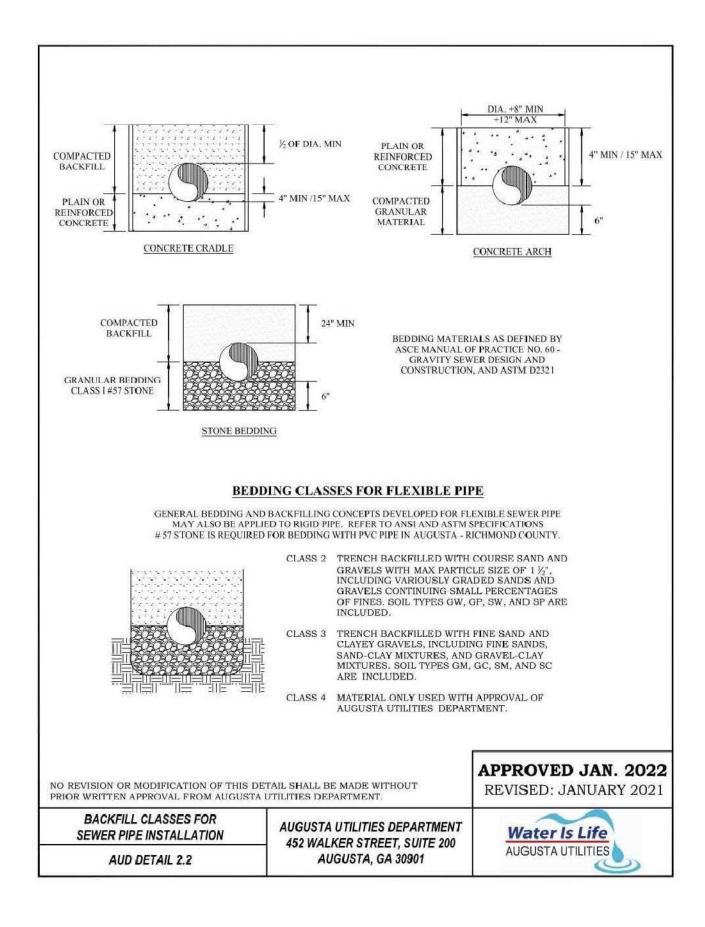


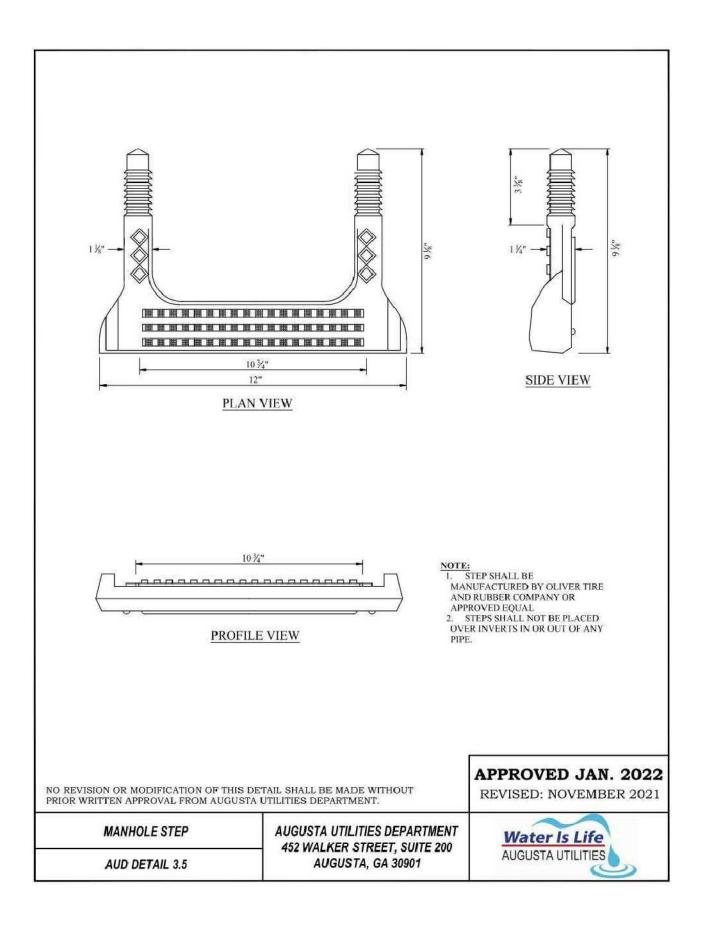
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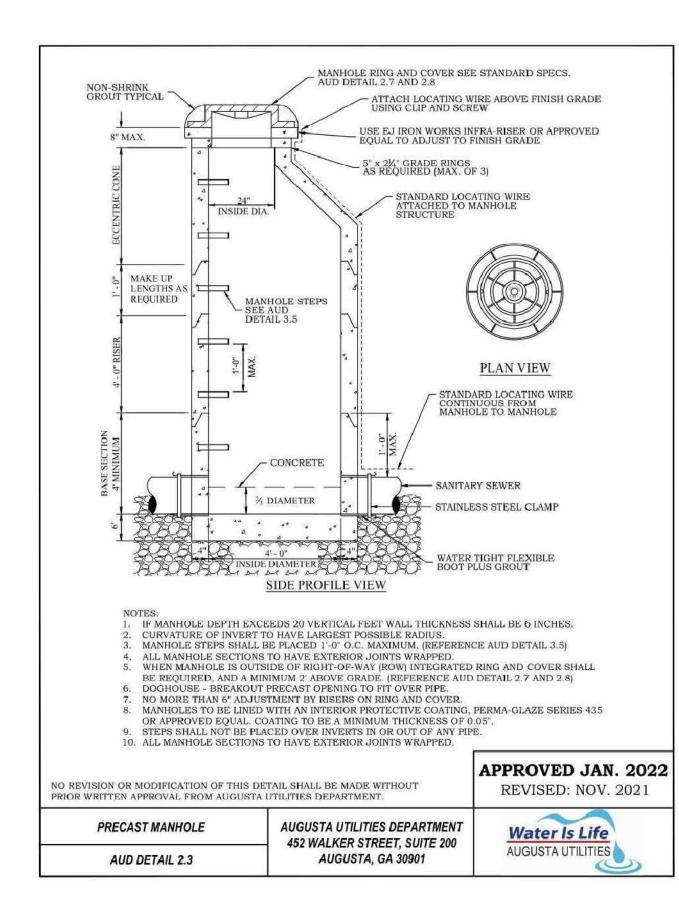
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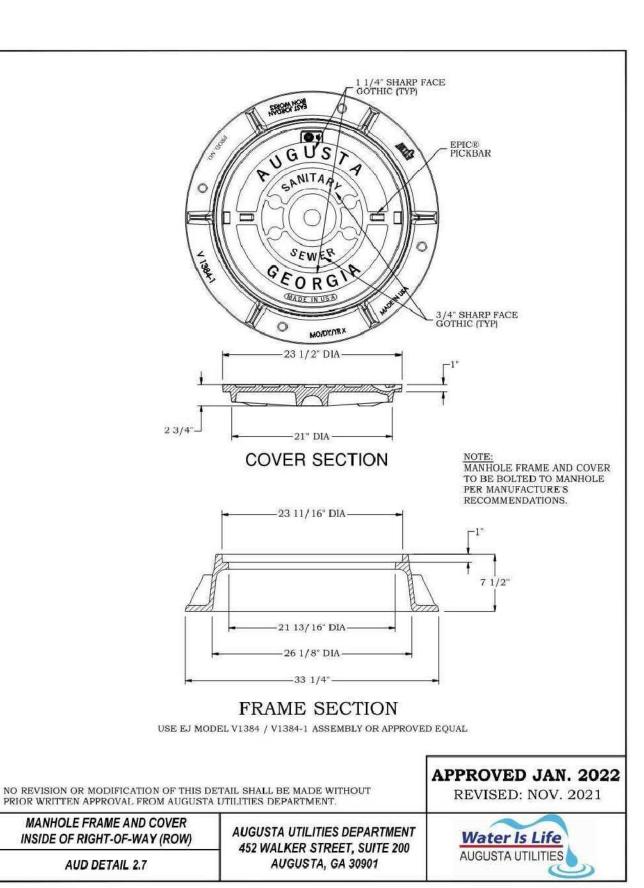
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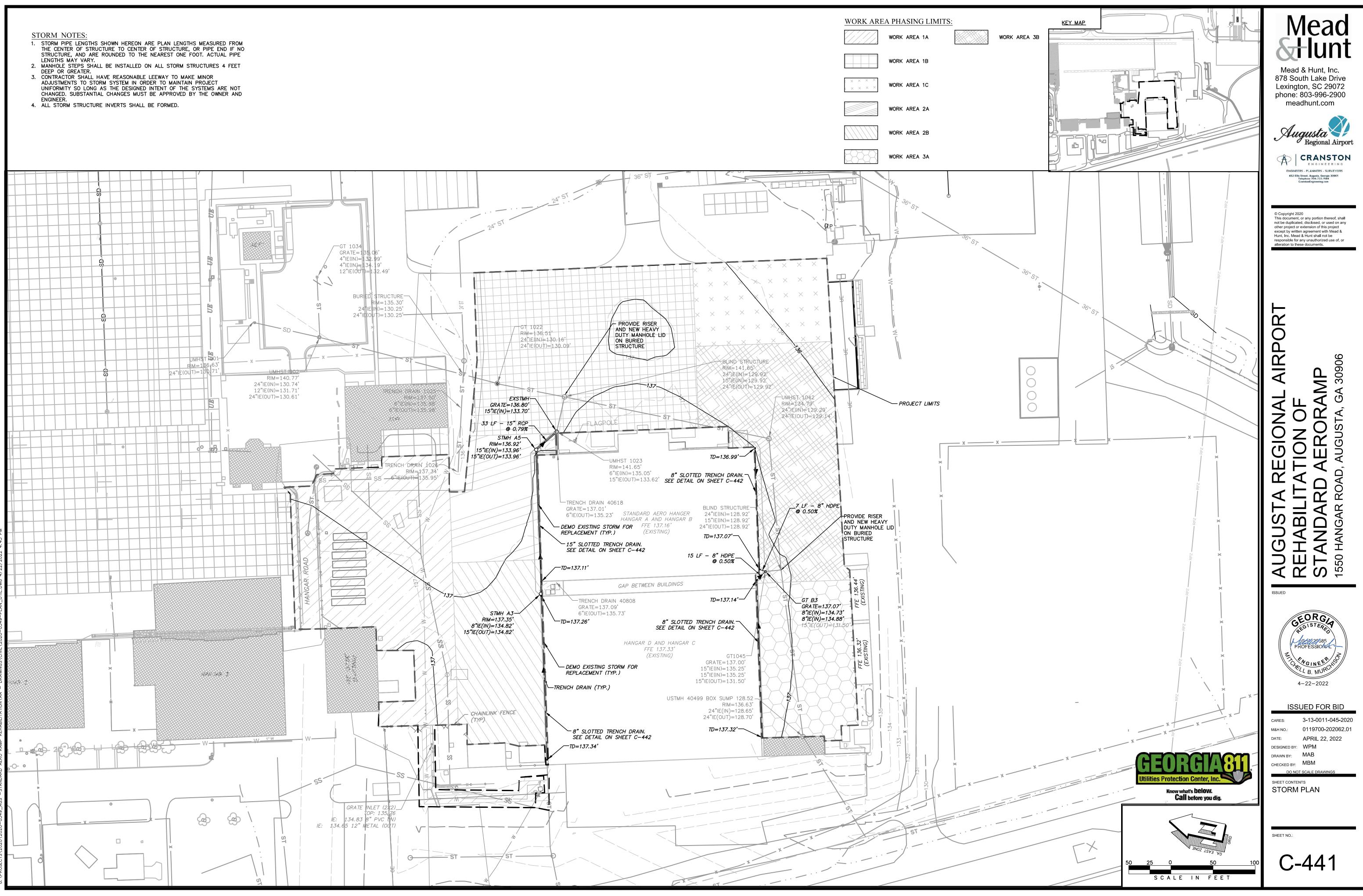


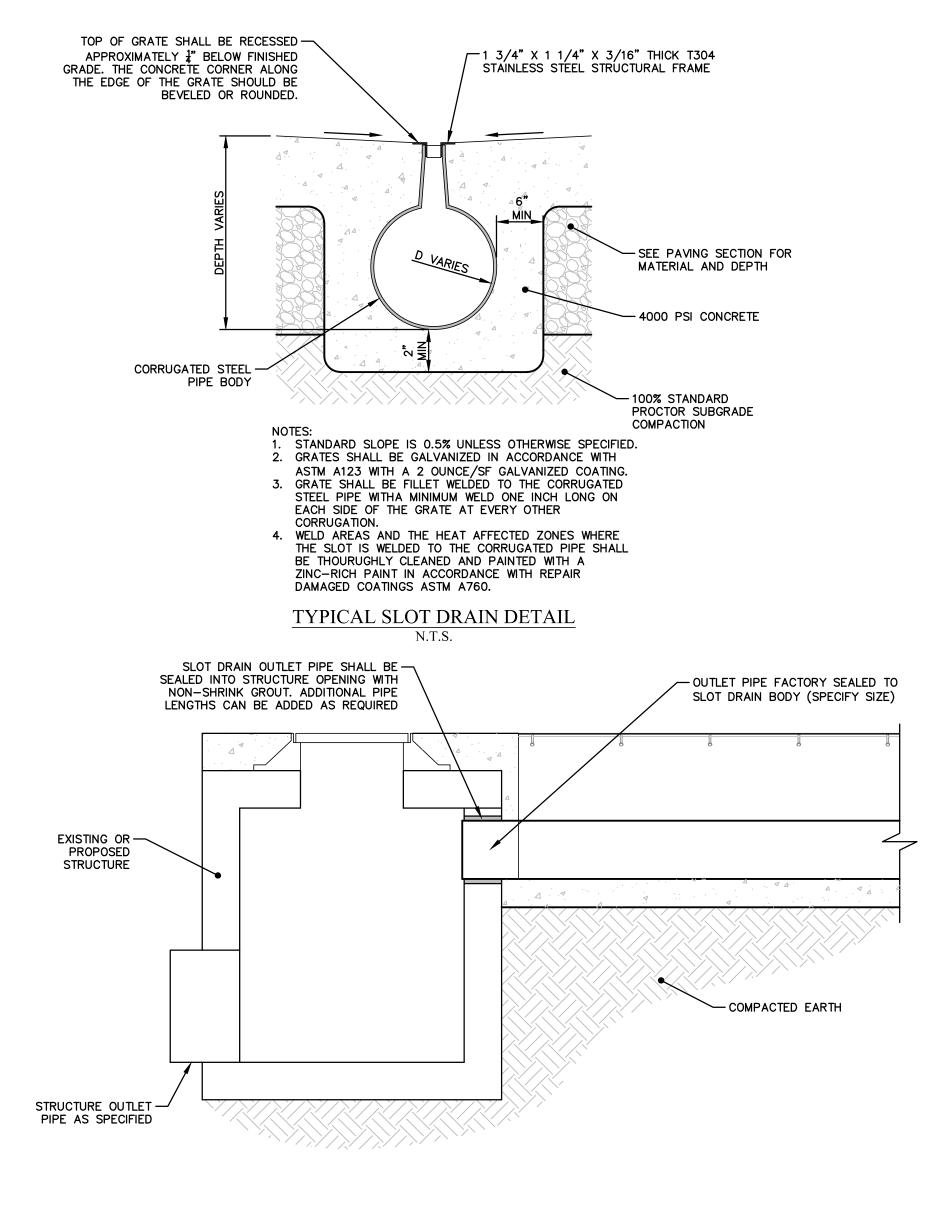
UTILITY DETAIL NOTES:

1. MANHOLE SHALL BE AIRFIELD RATED TO CARRY 100,000 LBS. DUEAL WHEEL LOAD WITH A TIRE PRESSURE OF 250 PSI. PRECAST MANHOLE SUPPLIER SHALL HAVE AN ENGINEER PERFORM NECESSARY CALCULATIONS TO ENSURE THAT THE STRUCTURE CAN CARRY THE AIRCRAFT LOADING, ADJUSTING THE STEEL AND WALL THICKNESS REQUIREMENTS AS NEEDED. SIGNED DRAWINGS SHALL BE INCLUDED WITH THE PROJECT SUBMITTALS. ANY ADDITIONAL CONCRETE OR STEEL REQUIRED SHALL BE AT THE CONTRACTOR'S EXPENSE.

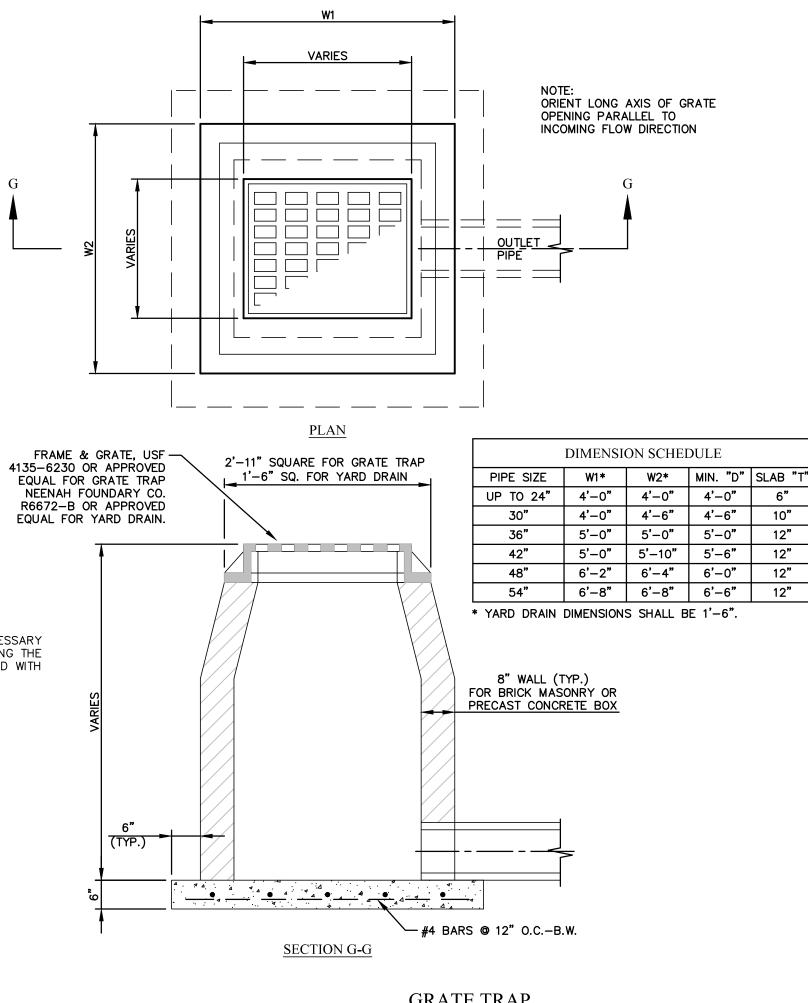
Meac Mead & Hunt, Inc. 878 South Lake Drive Lexington, SC 29072 phone: 803-996-2900 meadhunt.com Augusta 🖘 🕫 Regional Airport CRANSTON ENGINEERING ENGINEERS - PLANNERS - SURVEYORS 452 Ellis Street, Augusta, Georgia 30901 Telephone 706-722-1588 CranstonEngineering.com © Copyright 2020 This document, or any portion thereof, shall not be duplicated, disclosed, or used on any other project or extension of this project except by written agreement with Mead & Hunt, Inc. Mead & Hunt shall not be responsible for any unauthorized use of, or alteration to these documents. AIRPOR 30906 ЧP 4 NAL <u>G</u>IO Ŷ 4 IGUS HABII ANDA $\overline{\triangleleft}$ STAND 1550 HANG/ AUR Шŀ ISSUED PROFESSI 4-22-2022 **ISSUED FOR BID** 3-13-0011-045-2020 CARES: 0119700-202062.01 M&H NO.: DATE: APRIL 22, 2022 DESIGNED BY: WPM DRAWN BY: MAB CHECKED BY: MBM DO NOT SCALE DRAWING SHEET CONTENTS UTILITY DETAILS SHEET NO .: C-412

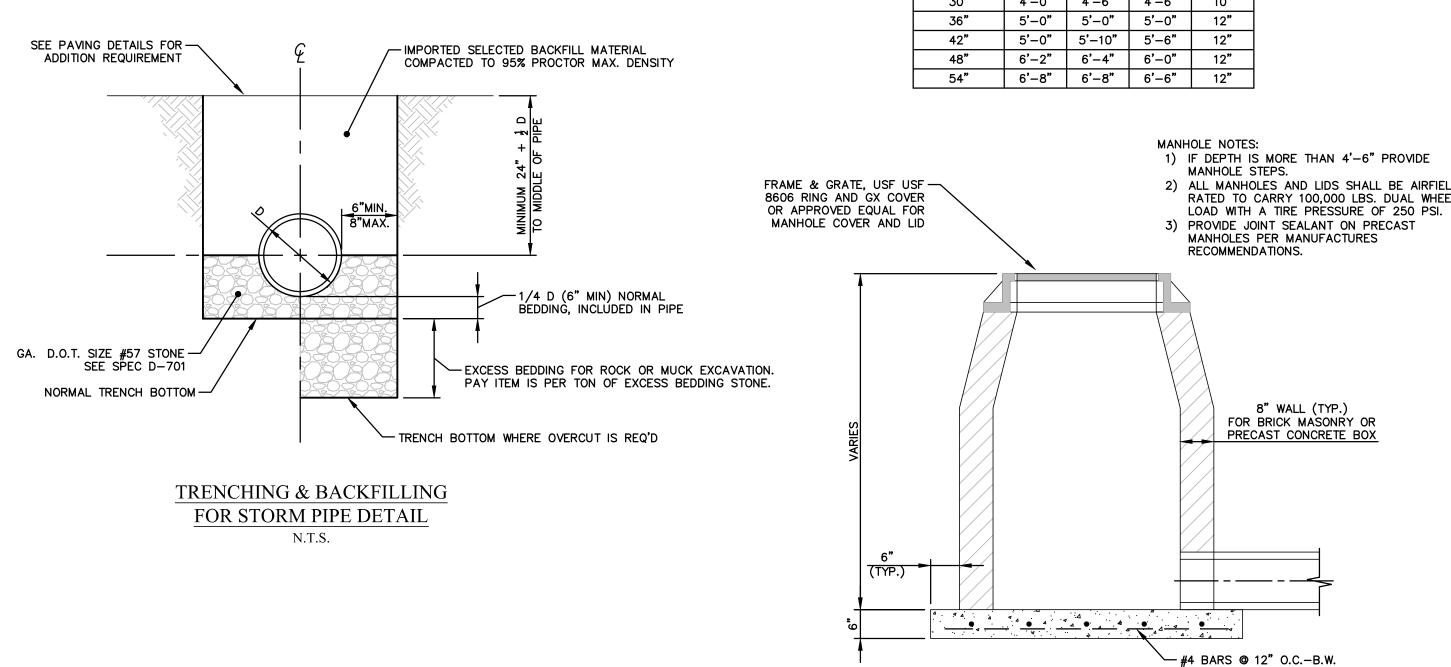
- STORM PIPE LENGTHS SHOWN HEREON ARE PLAN LENGTHS MEASURED FROM STRUCTURE, AND ARE ROUNDED TO THE NEAREST ONE FOOT. ACTUAL PIPE
- ADJUSTMENTS TO STORM SYSTEM IN ORDER TO MAINTAIN PROJECT
- CHANGED. SUBSTANTIAL CHANGES MUST BE APPROVED BY THE OWNER AND





SLOT DRAIN OUTLET CONNECTION DETAIL N.T.S.





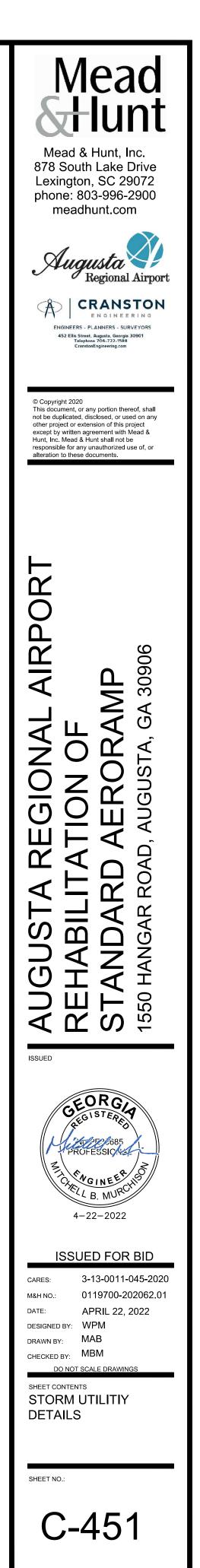
UTILITY DETAIL NOTES: 1. MANHOLE SHALL BE AIRFIELD RATED TO CARRY 100,000 LBS. DUEAL WHEEL LOAD WITH A TIRE PRESSURE OF 250 PSI. PRECAST MANHOLE SUPPLIER SHALL HAVE AN ENGINEER PERFORM NECESSARY CALCULATIONS TO ENSURE THAT THE STRUCTURE CAN CARRY THE AIRCRAFT LOADING, ADJUSTING THE STEEL AND WALL THICKNESS REQUIREMENTS AS NEEDED. SIGNED DRAWINGS SHALL BE INCLUDED WITH THE PROJECT SUBMITTALS. ANY ADDITIONAL CONCRETE OR STEEL REQUIRED SHALL BE AT THE CONTRACTOR'S EXPENSE.

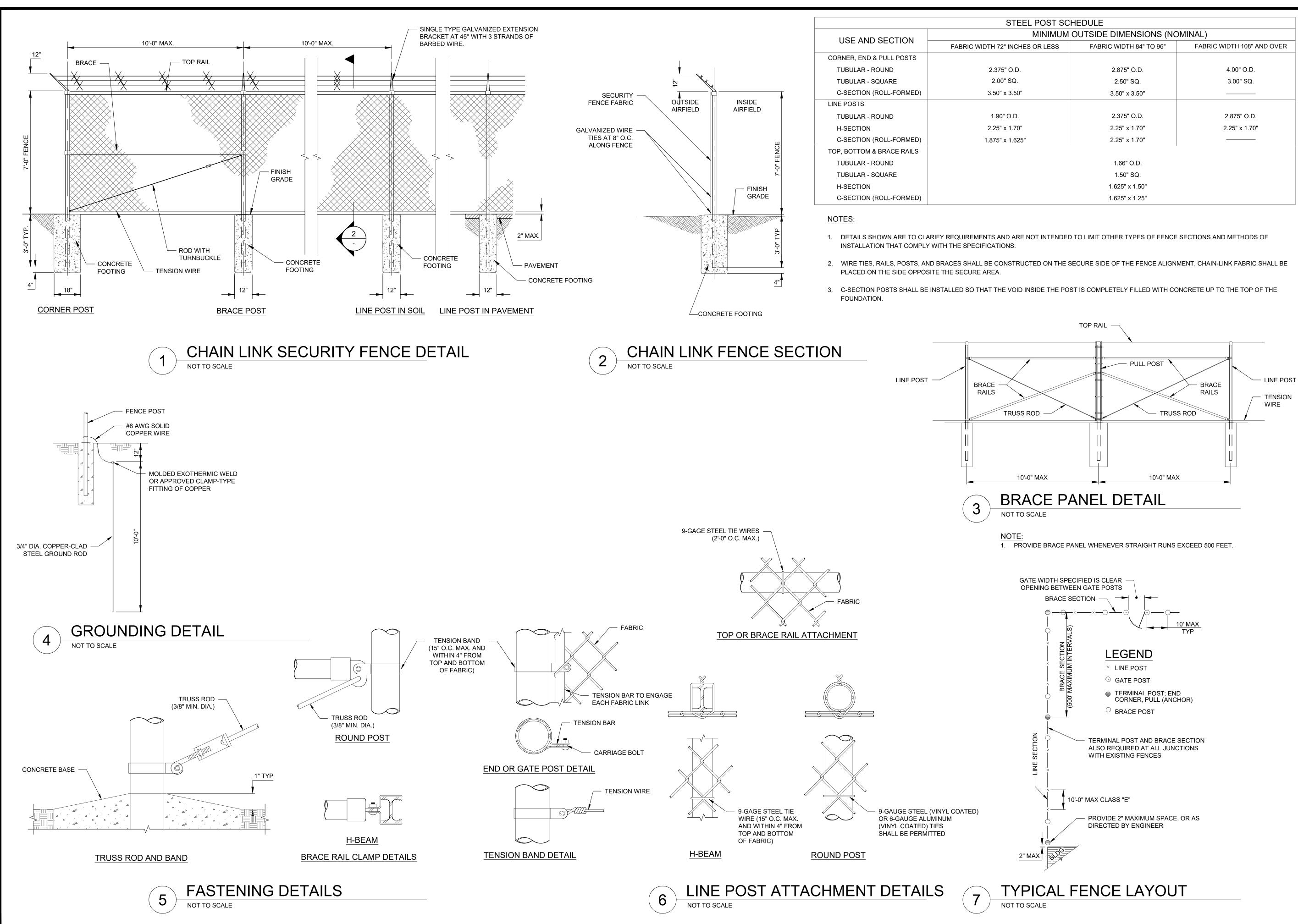
GRATE TRAP N.T.S.

DIMENSION SCHEDULE				
PIPE SIZE	W1*	W2*	MIN. "D"	SLAB "T"
JP TO 24"	4'-0"	4'-0"	4'-0"	6"
30"	4'-0"	4'-6"	4'-6"	10"
36"	5'-0"	5'-0"	5'-0"	12"
42"	5'-0"	5'–10"	5'-6"	12"
48"	6'-2"	6'-4"	6'-0"	12"
54 "	6'-8"	6'-8"	6'-6"	12"

- 2) ALL MANHOLES AND LIDS SHALL BE AIRFIELD RATED TO CARRY 100,000 LBS. DUAL WHEEL
- 3) PROVIDE JOINT SEALANT ON PRECAST

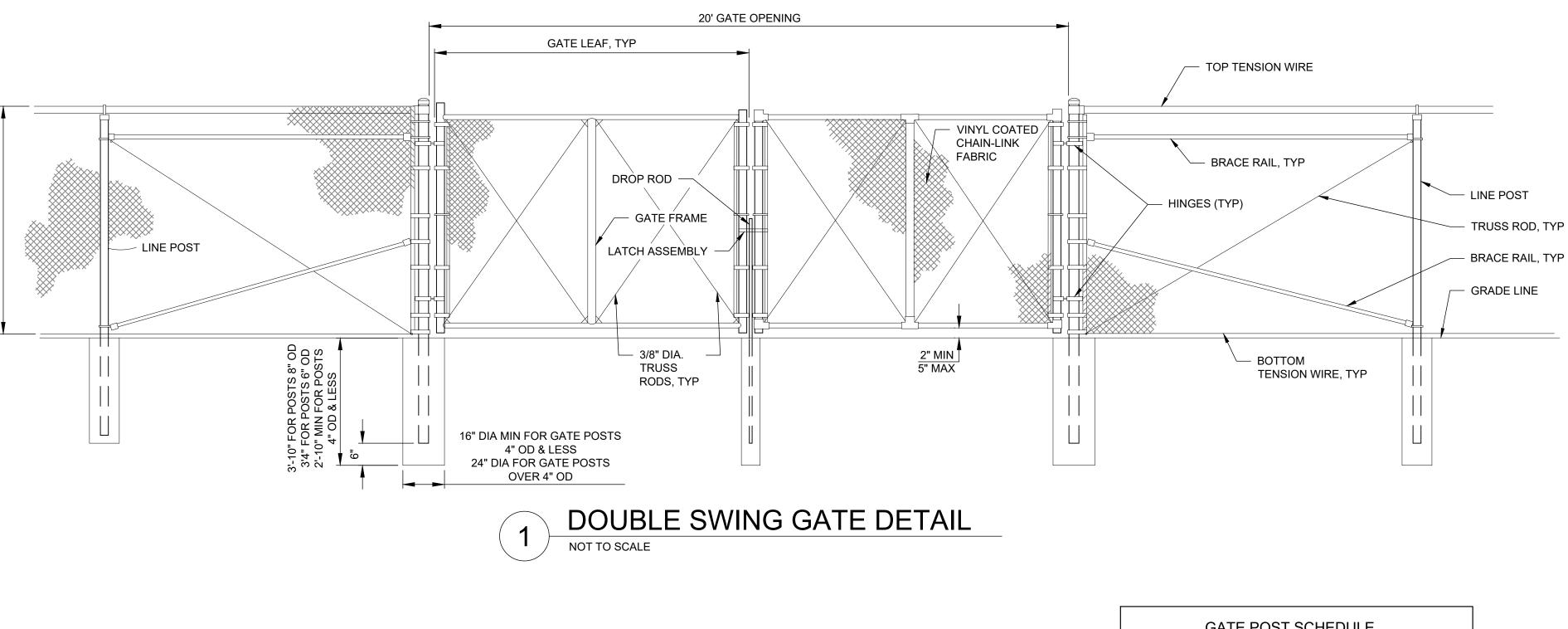
MANHOLE DETAIL N.T.S.

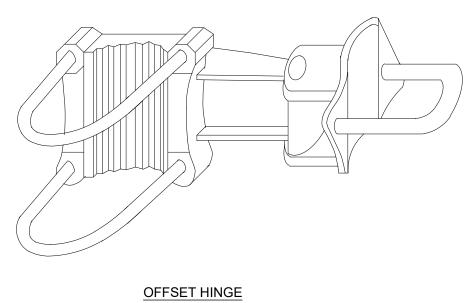


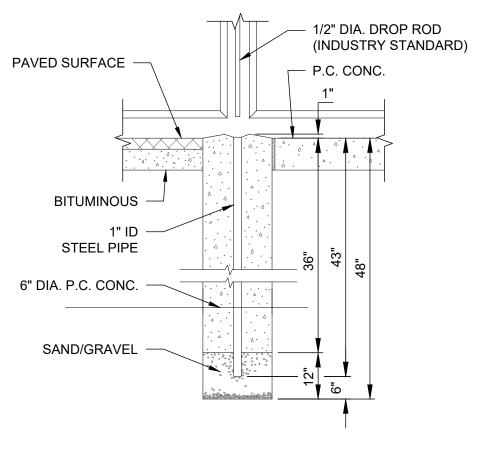


	STEEL POST SCH	IEDULE		
USE AND SECTION	MINIMUM OUTSIDE DIMENSIONS (NOMINAL)			
USE AND SECTION	FABRIC WIDTH 72" INCHES OR LESS	FABRIC WIDTH 84" TO 96"	FABRIC WIDTH 108" AND OVER	
CORNER, END & PULL POSTS				
TUBULAR - ROUND	2.375" O.D.	2.875" O.D.	4.00" O.D.	
TUBULAR - SQUARE	2.00" SQ.	2.50" SQ.	3.00" SQ.	
C-SECTION (ROLL-FORMED)	3.50" x 3.50"	3.50" x 3.50"		
LINE POSTS				
TUBULAR - ROUND	1.90" O.D.	2.375" O.D.	2.875" O.D.	
H-SECTION	2.25" x 1.70"	2.25" x 1.70"	2.25" x 1.70"	
C-SECTION (ROLL-FORMED)	1.875" x 1.625"	2.25" x 1.70"		
TOP, BOTTOM & BRACE RAILS				
TUBULAR - ROUND	1.66" O.D.			
TUBULAR - SQUARE	1.50" SQ.			
H-SECTION	1.625" x 1.50"			
C-SECTION (ROLL-FORMED)	1.625" x 1.25"			

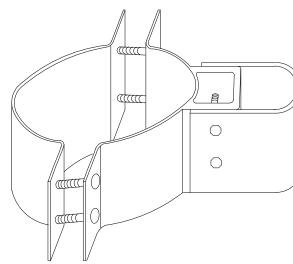






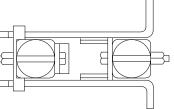


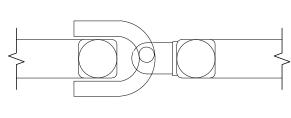
DROP ROD FOUNDATION



GATE POST SCHEDULE		
GATE LEAF WIDTH (NOMINAL)	OUTSIDE DIMENSION (NOMINAL)	
6' OR LESS	2.875" OD 2.5" SQ	
MORE THAN 6' TO 13'	4.0" OD	
MORE THAN 13' TO 18'	6.625" OD	
MORE THAN 18'	8.625" OD	

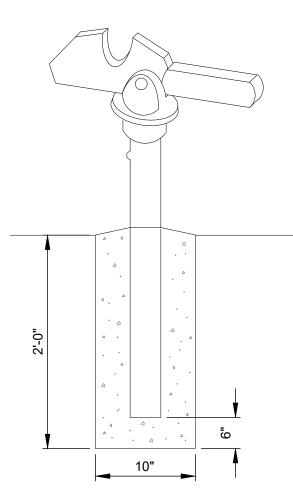
STANDARD HINGE

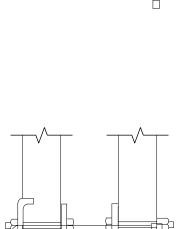


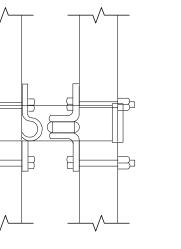


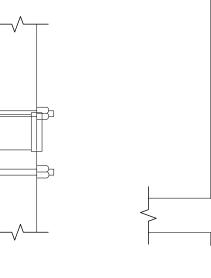


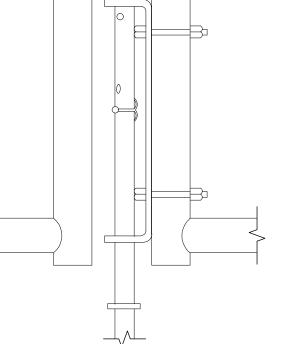
- SUPPLIED.











GATE KEEPER



LATCH ASSEMBLY

DROP ROD ASSEMBLY



1. DETAILS SHOWN ARE TO CLARIFY REQUIREMENTS AND ARE NOT INTENDED TO LIMIT OTHER TYPE OF FENCE SECTIONS AND METHODS OF INSTALLATION THAT COMPLY WITH THE SPECIFICATIONS.

2. SWING GATES SHALL BE CONSTRUCTED WITH DROP RODS, PADLOCKS, LATCH ASSEMBLY AND GATE KEEPERS EXCEPT AS NOTED.

3. ALL GATE FRAMES SHALL BE A MINIMUM 1.90" NOMINAL (ROUND) OR 2.00' NOMINAL (SQUARE). GATE FRAMES SHALL BE OF WELDED CONSTRUCTION ONLY. AT CONTRACTOR'S OPTION A WELDED HORIZONTAL BRACE MAY BE USED IN LIEU OF TRUSS RODS TO BRACE ALL-WELDED GATE FRAMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER RIGID CONSTRUCTION OF ALL GATES



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//&H NO.:	0119700-202062.01		
DATE:	APRIL 22, 2022		
DESIGNED BY:	EJS		
DRAWN BY:	NJH		
CHECKED BY:	DES		
DO NOT SCALE DRAWINGS			

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SHEET CONTENTS GATE DETAILS

SHEET NO.



19700/202062.01/TECH\CAD\DRAWINGS\C-651 MARKING PLAN & DETAILS