AUGUSTA REGIONAL AIRPORT

TAXIWAY F RECONSTRUCTION

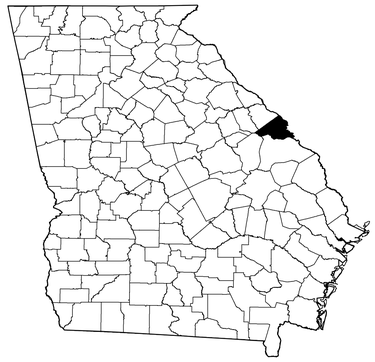
1501 AVIATION WAY

AUGUSTA, GA 30906-9620

0119700-221767.01

APRIL 12, 2024

ISSUED FOR BID



RICHMOND COUNTY

VICINITY MAP

LOCATION MAP

GEORGIA811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
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AGS AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
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DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

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G-002

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LEGEND AND ABBREVIATIONS

ABBREVIATIONS:

A	ABANDON
AB	AGGREGATE BASE
A/C	AIRCRAFT
ABAND	ABANDON
AC	ASPHALT CONCRETE
ALCMS	AIRFIELD LIGHTING CONTROL AND MONITORING SYSTEM
ALT	ALTERNATE
AMSL	ABOVE MEAN SEA LEVEL
AOA	AIRCRAFT OPERATIONS AREA
APCH	APPROACH
APPROX	APPROXIMATE
ASB	AGGREGATE SUB-BASE
AR	ACCESS ROAD
ARFF	AIRCRAFT RESCUE AND FIRE FIGHTING
ATCT	AIR TRAFFIC CONTROL TOWER
AWG	AMERICAN WIRE GAUGE
BC	BEGINNING OF CURVE
BIT	BITUMINOUS
BLDG	BUILDING
BM	BENCHMARK
BOT	BOTTOM
BVC	BEGINNING OF VERTICAL CURVE
CA TEAM	CONSTRUCTION ADMINISTRATION TEAM
C-C	CENTER TO CENTER
CB	CATCH BASIN
CIPCP	CAST IN-PLACE CONCRETE PIPE
CJ	CONSTRUCTION JOINT
CFS	CUBIC FEET PER SECOND
CL	CENTERLINE
CLF	CHAINLINK FENCE
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CE	CONCRETE ENCASED
CONT	CONTINUOUS
CP	CONTROL POINT
CTB	CEMENT TREATED BASE
CKT	CIRCUIT
CSPP	CONSTRUCTION SAFETY PHASING PLAN
DB	DIRECT BURIAL
DEG	DEGREE
DI	DROP INLET
DEMO	DEMOLISH
DIA	DIAMETER
DIM	DIMENSION
DIP	DUCTILE IRON PIPE
DP	DEPTH
(E)	EXISTING
E	ELECTRICAL LINE
EC	END OF CURVE
EG	EXISTING GRADE
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
EQ	EQUAL
EVC	END OF VERTICAL CURVE
ETR	EXISTING TO REMAIN
FAA	FEDERAL AVIATION ADMINISTRATION
FBO	FIXED BASE OPERATOR
FES	FLARED END SECTION
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FOD	FOREIGN OBJECT DEBRIS
FPS	FEET PER SECOND
FT	FEET
G	GAS LINE
GAL	GALLON
GALV	GALVANIZED
GA MUTCD	GEORGIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
GB	GRADE BREAK
GND	GROUND
GPM	GALLONS PER MINUTE
GPSP	GENERAL PERRY SMITH PARKWAY
GS	GLIDE SLOPE
HH	HANDHOLE
H	HEIGHT
HDPE	HIGH DENSITY POLYETHYLENE
HIRL	HIGH INTENSITY RUNWAY LIGHT
HIR;THL	HIGH INTENSITY THRESHOLD LIGHT
HORIZ	HORIZONTAL
HMA	HOT MIX ASPHALT
HP	HIGH POINT
HW	HEADWALL
HWL	HIGH WATER LEVEL
HWY	HIGHWAY
IE	INVERT ELEVATION
IFR	INSTRUMENT FLIGHT RULES
ILS	INSTRUMENT LANDING SYSTEM
IN	INCHES
IP	IN-PAVEMENT
L	LENGTH
LBS	POUNDS
LF	LINEAL FEET
LOC	LOCALIZER
LWL	LOW WATER LEVEL
MH	MANHOLE
MALS	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
MALSF	MALS W/ SEQUENCED FLASHERS
MALSR	MALS W/ RUNWAY ALIGNMENT INDICATOR LIGHTS
MAX	MAXIMUM
ME	MATCH EXISTING
MID	MID POINT
MIN	MINIMUM
MIRL	MEDIUM INTENSITY RUNWAY LIGHT
MITL	MEDIUM INTENSITY TAXIWAY LIGHT
MPH	MILES PER HOUR
N	NO
(N)	NEW
NIC	NOT IN CONTRACT
NO. OR #	NUMBER
NOTAM	NOTICE TO AIRMAN
NTS	NOT TO SCALE
OFF	OFFSET
OFZ	OBJECT FREE ZONE
O/S	OFFSET
OC	ON CENTER
OH	OVERHEAD
OWS	OIL WATER SEPARATOR
PAPI	PRECISION APPROACH PATH INDICATOR
PR	PAIR
PB	PULL BOX
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PCF	POUNDS PER CUBIC FOOT
PERF	PERFORATED
PI	POINT OF INTERSECTION
POB	POINT OF BEGINNING
POC	POINT OF CURVE
POE	POINT OF ENDING
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
RPZ	RUNWAY PROTECTION ZONE
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
STD	STANDARD
STL	STEEL
T	TELEPHONE LINE
TC	TOP OF CURB
TG	TOP OF GRATE
T/L	TAXILINE
TOE	TOE OF BANK
TOP	TOP OF BANK
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

LEGEND:

- ANTENNA
- BENCHMARK
- BOLLARD
- CONTROL POINT
- CHISELED X
- CLEANOUT, SANITARY OR STORM
- DOWNSPOUT
- ELECTRICAL METER
- ELECTRICAL / COMMUNICATIONS PEDESTAL
- ELECTRICAL TRANSFORMER BOX
- ELECTRICAL SERVICE PANEL
- ELECTRICAL HANDHOLE/PULLBOX
- FIRE HYDRANT
- FLAGPOLE
- GAS METER
- GAS VALVE
- GATE
- GUY WIRE
- HANDHOLE, GENERIC
- INLET, CURB
- INLET, ROUND
- INLET, SQUARE
- IRON PIN
- LIGHT POLE (SINGLE)
- LIGHT POLE (DOUBLE)
- MAILBOX
- MANHOLE, ELECTRIC
- MANHOLE, FIBER OPTIC
- MANHOLE, SANITARY SEWER
- MANHOLE, STORM SEWER
- MANHOLE, TELECOMMUNICATIONS
- MANHOLE, VALVE
- MARKER, CABLE
- MARKER, DUCT
- PK or MAG NAIL
- POWER POLE
- POWER POLE, DOUBLE
- POWER POLE WITH LIGHT
- PVC PIPE
- REBAR
- SANITARY VALVE
- SATELLITE DISH
- SEPTIC TANK VENT
- SIGN (SINGLE POST)
- SIGN (DOUBLE POST)
- SOIL BORING
- SHRUB
- STORM FLARED END SECTION
- STUMP
- TREE, DECIDUOUS
- TREE, CONIFEROUS
- CTV PEDESTAL BOX
- WATER CURB STOP
- WATER VALVE
- WATER SHUT OFF
- WATER METER
- WATER SURFACE
- WELL
- G — GAS
- OHE — ELECTRIC, OVERHEAD
- E — ELECTRIC, UNDERGROUND
- EXISTING CONTOUR LINES
- x — FENCE
- FOC — FIBER OPTIC CABLE
- o — HANDRAIL
- PROPERTY LINE
- SS — SANITARY SEWER
- STONE RETAINING WALL
- SD — STORM SEWER / CULVERT
- SWALE
- T — TELEPHONE
- TV — TV CABLE
- W — WATER
- WB — WETLAND BOUNDARY
- VEGETATION
- RIPRAP
- STANDING WATER
- WETLAND
- EXISTING CONCRETE RUNWAY/TAXIWAY
- 132.75 / 131.55 — PROPOSED ELEVATION / EXISTING ELEVATION
- PROPOSED ASPHALT PAVEMENT
- PROPOSED ASPHALT SHOULDER SLURRY SEAL
- ASPHALT PAVEMENT MILLING
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING RUNWAY EDGE LIGHT
- ABANDONED RUNWAY EDGE LIGHT CAN WITH BLANK PLATE
- EXISTING JUNCTION CAN
- EXISTING GUIDANCE SIGN
- E — EXISTING WIRE AND CONDUIT TO REMAIN
- EXISTING DUCT BANK
- EXISTING RUNWAY/TAXIWAY LIGHT TO BE REMOVED
- EXISTING TAXIWAY EDGE LIGHT/GUIDANCE SIGN TO BE RELOCATED
- EXISTING TAXIWAY EDGE LIGHT
- RUNWAY/TAXIWAY MARKING REMOVAL
- //E// — DIRECT-BURIED CABLE TO BE ABANDONED IN-PLACE
- A-101 — ELECTRICAL FIXTURE TAG
- NEW DIRECTIONAL BORED DUCT
- E — NEW ELECTRICAL PULLBOX
- NEW TAXIWAY EDGE LIGHT
- NEW RUNWAY EDGE LIGHT
- NEW GUIDANCE SIGN
- E — NEW 5kV WIRE, L-824C IN NEW 2" SCH 40 PVC CONDUIT (SLASH INIDCATES NUMBER OF CABLES)
- NEW DUCT BANK FOR RELOCATED TAXIWAY EDGE LIGHTS
- LA — NEW L-867 J-CAN WITH 3/8" BLANK COVER (LA) INDICATES IN-LINE LIGHTNING ARRESTOR
- NEW COUNTERPOISE AND GROUNDING RODS
- FAA — FAA CABLE
- UD — UNDER DRAIN

LINETYPE LEGEND

	EXISTING	PROPOSED
EDGE OF PAVEMENT		
RUNWAY SAFETY AREA	RSA	RSA
RUNWAY OBJECT FREE AREA	ROFA	ROFA
TAXIWAY SAFETY AREA	TSA	TSA
TAXIWAY OBJECT FREE AREA	TOFA	TOFA
MAJOR CONTOUR	100	100
MINOR CONTOUR	101	101
DITCH		

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LEGENDS & ABBREVIATIONS

G-003

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BID SCHEDULE LEGEND

BASE BID: RECONSTRUCT TAXIWAY F

ADDITIVE ALTERNATE: CONSTRUCT NEW AIRCRAFT HOLDING APRON

RUNWAY 35 GLIDESLOPE

RUNWAY 17-35

35

RUNWAY 35 PAPI

TAXIWAY E

RUNWAY 8-26

8

TAXIWAY A

PROPOSED TAXIWAY F

BASE BID

ADDITIVE ALTERNATIVE

PROPOSED HOLD APRON

AIRPORT PERIMETER ROAD

DOUG BARNARD PARKWAY

0 100 200

BID SCHEDULE NOTES

1. THE BASE BID OF THE PROJECT IS THE RECONSTRUCTION OF TAXIWAY F. IN ORDER TO MAXIMIZE PROJECT FUNDING, SEVERAL BID OPTIONS HAVE BEEN DEVELOPED TO ACCOMPANY THE BASE BID. THE BASE BID SCHEDULE INCLUDES ALL WORK RELATED TO THE RECONSTRUCTION OF TAXIWAY F EXCEPT THE PAVEMENT ITSELF. THE CONSTRUCTION OF THE NEW TAXIWAY AND SHOULDER PAVEMENT FOR THE BASE BID SHALL BE EXECUTED THROUGH BID OPTIONS WHICH VARY IN PAVEMENT MATERIAL. BID OPTION ONE (1) SHALL BE AWARDED FOR THE FULL STRENGTH TAXIWAY PAVEMENT AND SHALL BE AWARDED AS ONE OF THE FOLLOWING OPTIONS:

   A. BID OPTION 1A - NEW FULL STRENGTH CONCRETE TAXIWAY PAVEMENT
   B. BID OPTION 1B - NEW FULL STRENGTH ASPHALT TAXIWAY PAVEMENT

2. THE OWNER SHALL ALSO AWARD ONE OF THE FOLLOWING BID OPTIONS FOR THE PROPOSED NEW SHOULDER PAVEMENT:

   A. BID OPTION 2A - NEW ASPHALT SHOULDER PAVEMENT
   B. BID OPTION 2B - NEW CONCRETE SHOULDER PAVEMENT

3. THE PROJECT & PLANS ALSO INCLUDE THE DESIGN OF ADDITIVE ALTERNATE BID SCHEDULES FOR THE CONSTRUCTION OF A NEW HOLD APRON, SEPARATED INTO TWO SEPARATE OPTIONS. THE OWNER MAY OR MAY NOT ELECT TO AWARD EITHER OF THESE BID SCHEDULES. THESE INCLUDE:

   A. ADDITIVE ALTERNATE 3A - NEW CONCRETE PAVEMENT HOLD APRON
   B. ADDITIVE ALTERNATE 3B - NEW ASPHALT PAVEMENT HOLD APRON.

4. THESE BASE BID OPTIONS AND ADDITIVE ALTERNATES HAVE BEEN DEVELOPED TO ALLOW THE OWNER FLEXIBILITY TO AWARD A PROJECT WHICH MEETS THE ESTIMATED BUDGET. ONLY CERTAIN COMBINATIONS OF THE BID OPTIONS WILL BE CONSIDERED BY THE OWNER FOR AWARD, THESE INCLUDE:

   A. BID SCENARIO 1 - BASE BID + BID OPTION 1A (CONCRETE) + BID OPTION 2B (CONCRETE)
   B. BID SCENARIO 2 - BASE BID + BID OPTION 1A (CONCRETE) + BID OPTION 2A (ASPHALT)
   C. BID SCENARIO 3 - BASE BID + BID OPTION 1B (ASPHALT) + BID OPTION 2A (ASPHALT)

5. ADDITIVE ALTERNATE 3A WILL ONLY BE AWARDED IF BID OPTION 1A IS AWARDED. ADDITIVE ALTERNATE 3B WILL ONLY BE AWARDED IF BID OPTION 1B IS AWARDED.

6. DRAWING SERIES SHOWING THE BASE BID HAVE BEEN PROVIDED AS WELL AS ADDITIONAL SHEETS THAT SHOW THE ADDITIVE ALTERNATE.

7. THE OWNER RESERVES THE RIGHT TO AWARD THE BASE BID OPTIONS AND ADDITIVE ALTERNATIVE AS DEEMED FIT.

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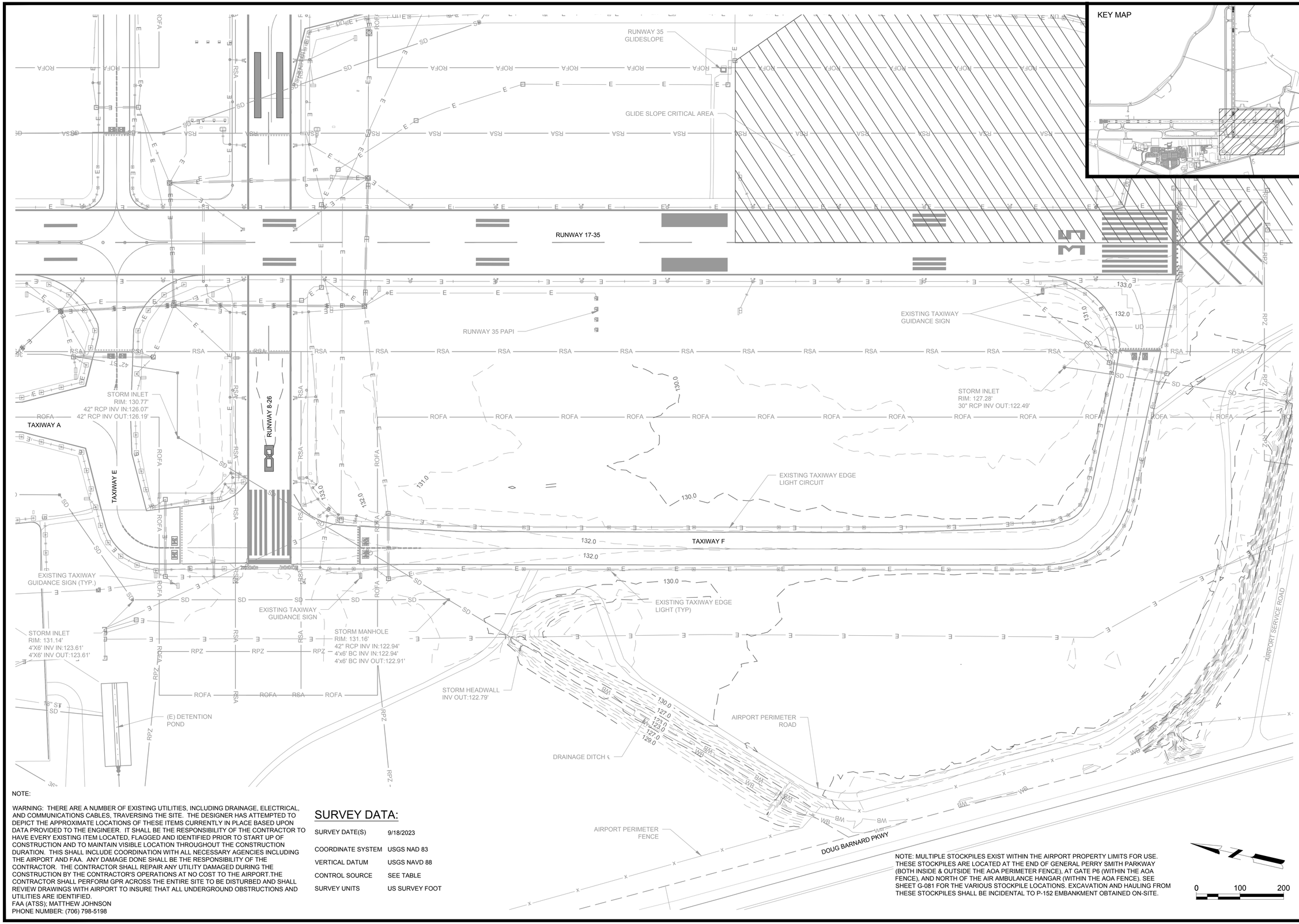

NOTE:

WARNING: THERE ARE A NUMBER OF EXISTING UTILITIES, INCLUDING DRAINAGE, ELECTRICAL, AND COMMUNICATIONS CABLES, TRAVERSING THE SITE. THE DESIGNER HAS ATTEMPTED TO DEPICT THE APPROXIMATE LOCATIONS OF THESE ITEMS CURRENTLY IN PLACE BASED UPON DATA PROVIDED TO THE ENGINEER. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY EXISTING ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START UP OF CONSTRUCTION AND TO MAINTAIN VISIBLE LOCATION THROUGHOUT THE CONSTRUCTION DURATION. THIS SHALL INCLUDE COORDINATION WITH ALL NECESSARY AGENCIES INCLUDING THE AIRPORT AND FAA. ANY DAMAGE DONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY UTILITY DAMAGED DURING THE CONSTRUCTION BY THE CONTRACTOR'S OPERATIONS AT NO COST TO THE AIRPORT.THE CONTRACTOR SHALL PERFORM GPR ACROSS THE ENTIRE SITE TO BE DISTURBED AND SHALL REVIEW DRAWINGS WITH AIRPORT TO INSURE THAT ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES ARE IDENTIFIED.
FAA (ATSS); MATTHEW JOHNSON
PHONE NUMBER: (706) 798-5198

SURVEY DATA:

SURVEY DATE(S)	9/18/2023
COORDINATE SYSTEM	USGS NAD 83
VERTICAL DATUM	USGS NAVD 88
CONTROL SOURCE	SEE TABLE
SURVEY UNITS	US SURVEY FOOT

NOTE: MULTIPLE STOCKPILES EXIST WITHIN THE AIRPORT PROPERTY LIMITS FOR USE. THESE STOCKPILES ARE LOCATED AT THE END OF GENERAL PERRY SMITH PARKWAY (BOTH INSIDE & OUTSIDE THE AOA PERIMETER FENCE), AT GATE P6 (WITHIN THE AOA FENCE), AND NORTH OF THE AIR AMBULANCE HANGAR (WITHIN THE AOA FENCE). SEE SHEET G-081 FOR THE VARIOUS STOCKPILE LOCATIONS. EXCAVATION AND HAULING FROM THESE STOCKPILES SHALL BE INCIDENTAL TO P-152 EMBANKMENT OBTAINED ON-SITE.

Mead & Hunt
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AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
EXISTING CONDITIONS

G-031

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LEGEND:

- BENCHMARK
- IRON PIN
- PK or MAG NAIL
- REBAR
- SECTION
- SECTION QUARTER CORNER
- SECTION CORNER HALF

SURVEY DATA:

SURVEY DATE(S)	9/18/2023
COORDINATE SYSTEM	USGS NAD 83
VERTICAL DATUM	USGS NAVD 88
CONTROL SOURCE	SEE TABLE
SURVEY UNITS	US SURVEY FOOT

ALIGNMENT LINE DATA

LINE #	LENGTH	BEARING
L1	317.88	S11° 54' 25.64"E
L2	274.02	S9° 30' 33.96"E
L3	1443.95	S11° 53' 46.75"E
L4	619.65	N78° 06' 13.25"E

PRIMARY SURVEY CONTROL TABLE

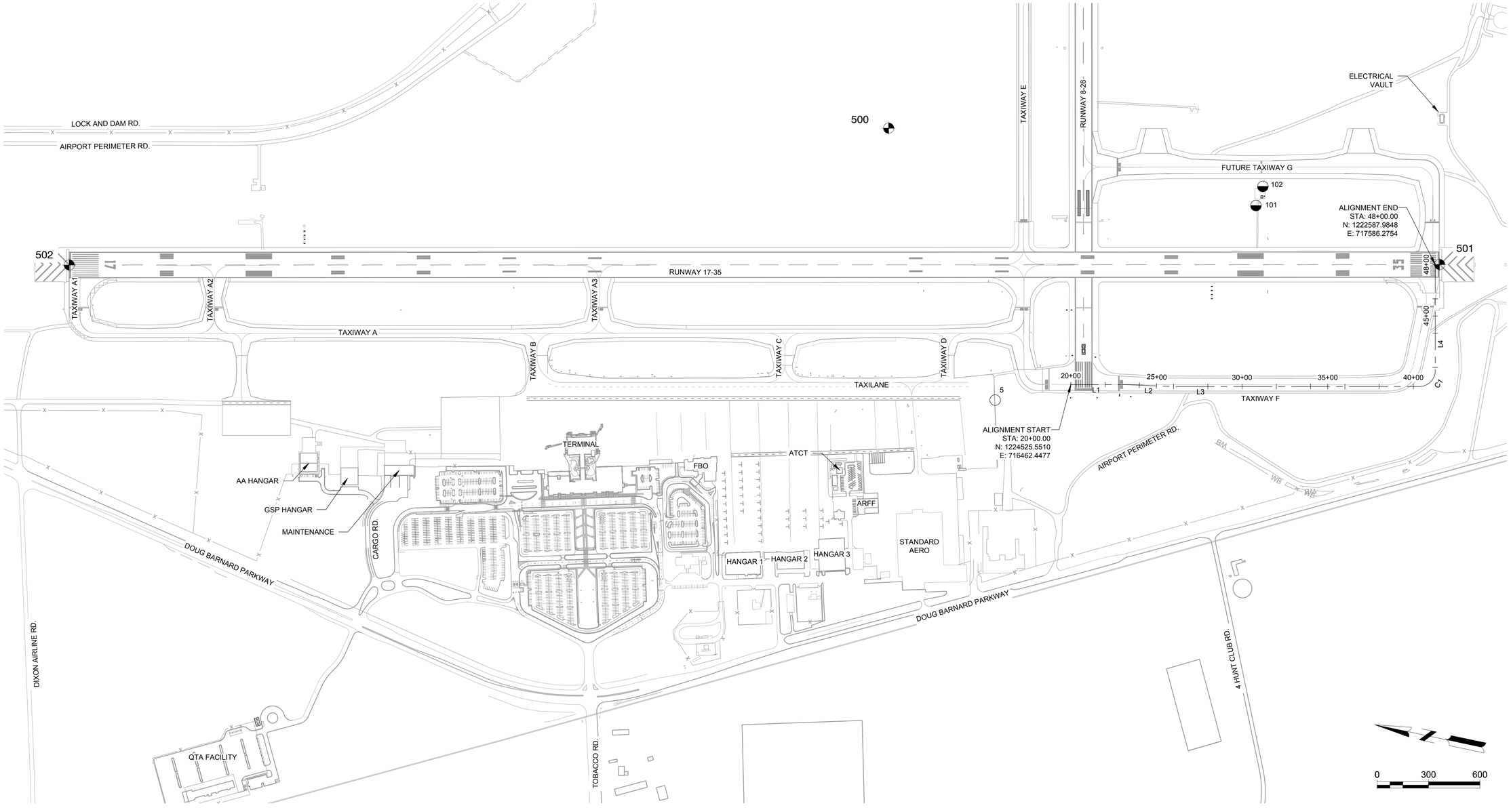
LOCAL PROJECTION			NAVD88 ELEVATION	DESCRIPTION
POINT	NORTHING	EASTING		
5	1224939.4200	716282.6200	133.170	CP REBAR
101	1223683.4400	717708.0349	132.730	CP PK
102	1223667.0660	717825.9478	132.850	CP NAIL
500	1225860.2100	717712.1000	134.352	SACS (FAA AGS ARP 2)
501	1222563.6266	717591.4629	134.256	RUNWAY 35 END COORDINATE
502	1230392.1048	715942.1833	145.354	RUNWAY 17 END COORDINATE

ALIGNMENT CURVE DATA

#	RADIUS	△	TANGENT	LENGTH	CENTER POINT NORTHING	CENTER POINT EASTING	PC NORTHING	PC EASTING	PT NORTHING	PT EASTING	#
C1	92.00'	90° 00' 00"	92.00	144.51'	1222550.278	716960.989	1222531.313	716870.964	1222460.253	716979.954	

SITE SURVEY PLAN NOTES:

1. PRIVATE SUBSURFACE UTILITY LOCATIONS SHOWN HEREON ARE BASED UPON GROUND MARKINGS PLACED BY CLIENT REPRESENTATIVE. MARKINGS MAY NOT BE BY BENEFIT OF SUBSURFACE DETECTING INSTRUMENTS AS SOME WERE MARKED PER PERSONNEL BEST RECOLLECTION.
2. PUBLIC SUBSURFACE UTILITY LOCATIONS SHOWN HEREON ARE BASED UPON GROUND MARKINGS PLACED BY GEORGIA 811. GEORGIA 811 DOES NOT GUARANTEE THE PRECISION OF THEIR MARKINGS. IN ACCORDANCE WITH GEORGIA LAW, SUBSURFACE UTILITIES MUST BE EXPOSED VIA HAND DIGGING BEFORE MACHINE DIGGING IS PERMISSABLE. UTILITY LOCATION MARKINGS ARE VALID FOR ONLY 10 DAYS. CONTRACTOR MUST ORDER NEW UTILITY LOCATE PRIOR TO ANY EXCAVATION.
3. SANITARY SEWER AND STORM SEWER LOCATIONS HAVE BEEN DETERMINED BY OBSERVABLE SURFACE STRUCTURES AND RESPECTIVE FEATURES. INTERMEDIATE PIPE LOCATIONS ARE APPROXIMATE AS ACCURATE LOCATIONS WERE NOT AVAILABLE AT TIME OF SURVEY.
4. CONTROL POINTS AND BENCHMARKS SHOWN HEREON ARE FOR REFERENCE PURPOSES ONLY. PRIOR TO STAKING, THE CONTROL MUST BE INDEPENDENTLY VERIFIED AS UNDISTURBED. NO WARRANTY IS MADE WITH RESPECT TO THE ACCURACY OF CONTROL SHOWN HEREON AS THEY ARE SUBJECT TO POTENTIAL DISTURBANCE.



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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
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DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

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SHEET CONTENTS
SURVEY CONTROL

G-041

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SUMMARY OF QUANTITIES			
SPEC.	ITEM	UNIT	QUANTITY
AGS TAXIWAY F RECONSTRUCTION - BASE BID			
C-100.1	Contractor Quality Control Program	LS	1
C-102.1a	Installation, Maintenance, and Removal of Silt Fence Type A	LF	2060
C-102.1b	Installation, Maintenance, and Removal of Silt Fence Type C	LF	3300
C-102.1c	Construct, Maintain, and Remove Inlet Sediment Trap - Filter Fabric	EA	1
C-102.1e	Construct and Remove Temporary Sediment Trap - Rock Outlet	EA	1
C-102.1f	Construct and Remove Rock Filter Dams	EA	1
C-102.1i	Construct, Maintain, and Remove Construction Exit	EA	1
C-102.1j	Rip Rap, Type 3, 18" Depth	SY	62
C-102.1k	Water Quality Monitoring and Sampling	EA	2
C-102.1l	Water Quality Inspections	EA	9
C-102.1m	Erosion Control Mobilization	LS	1
C-102.1n	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	19590
P-101.2	Asphaltic Concrete Pavement Removal, Full Depth Shoulder, Off Site	SY	6110
P-101.3	PCC Concrete Pavement Removal, Full Depth, Off Site	SY	2170
P-101.4	Miscellaneous Pavement Removal, Full Depth, Off Site	SY	200
P-152.1	Unclassified Excavation	CY	2900
P-152.2	Unsuitable/Over Excavation	CY	10000
P-152.3	Embankment in place obtained on-site	CY	4000
P-152.4	Embankment in place obtained off-site	CY	1000
P-152.5	Subgrade Preparation	SY	28440
D-705.1	6-Inch Perforated Polyethylene Underdrain Pipe, Schedule 40, Complete	LF	3980
D-705.2	6-Inch Solid Polyethylene Underdrain Pipe, Schedule 40, Complete	LF	100
D-705.3	Underdrain Clean-out Type I	EA	11
D-705.4	Underdrain Clean-out Type II	EA	2
D-705.5	Underdrain Clean-out Type III	EA	1
T-901.1	Temporary Seeding	AC	2
T-901.2	Permanent Seeding	AC	2
T-901.3	Seeding, Staging Area	AC	5
T-904.1	Sodding	SY	2270
T-905.1	Topsoiling (Obtain on Site)	CY	1340
T-905.2	Topsoiling, Staging Area	CY	2470
T-908.1	Mulching	SY	53840
L-108.1	No. 8 AWG, 5kV, L-824 Type C Cable	LF	6100
L-108.2	No. 6 AWG Counterpoise, Including Grounding Rods, Installed	LF	5220
L-108.3	Temporary #8 AWG, 5kV Jumper Cable	LF	210
L-110.1	Concrete Encased Type II Electrical Duct Bank, 8-Way 2-inch C	LF	130
L-110.2	Flowable Fill Encased, Electrical Conduit, 1-Way 2-inch C	LF	4630
L-110.3	Non-Encased, Electrical Conduit, 1-Way 2-inch C	LF	590
L-110.4	Demo Concrete Encased Electrical Duct Bank	LF	130
L-115.1	Salvage & Reinstall Precast Electrical Manhole	EA	2
L-125.1	Salvage Taxiway Edge Light & Remove Base Can	EA	46
L-125.2	Remove PCC Sign Foundation	EA	1
L-125.3	L-861 Taxiway Edge Light Base Can w/ Salvaged Light	EA	29
L-125.4	L-861 Taxiway Edge Light Base Can w/Drainage w/ Salvaged Light	EA	13
L-125.7	Salvage (E) Guidance Sign & Remove PCC Foundation	EA	2
L-125.8	Install Salvaged Guidance Sign on New PCC Foundation	EA	2
L-125.9	Taxiway Guidance Sign, 2 Module, Size 2, Style 3, Mode 2 on New PCC Foundation	EA	1
L-125.10	Remove Existing Conduit & Cable	LF	4770

SUMMARY OF QUANTITIES			
SPEC.	ITEM	UNIT	QUANTITY
AGS TAXIWAY F RECONSTRUCTION - BID OPTION 1A CONCRETE TAXIWAY			
P-209.1	Crushed Aggregate Base Course	CY	4390
P-304.1	Cement Treated Base Course (6")	SY	17060
P-501.2	Portland Cement Concrete Pavement (13")	SY	15460
X-501.1	Portland Cement Concrete Curing Facility	LS	1
P-605.1	Joint Sealing Filler	LF	29950
P-620.1	Surface Preparation (Marking Removal)	SF	2630
P-620.2	Permanent Pavement Markings	SF	19230
P-620.3	Reflective Media	LBS	730
P-620.4	Temporary Pavement Markings	SF	19230
P-620.5	Thermoplastic Preformed Surface Sign	EA	4

SUMMARY OF QUANTITIES			
SPEC.	ITEM	UNIT	QUANTITY
AGS TAXIWAY F RECONSTRUCTION - BID OPTION 1B ASPHALT TAXIWAY			
P-209.1	Crushed Aggregate Base Course	CY	10970
P-401.1	Asphalt Surface Course	TON	3480
P-403.1	Asphalt Pavement Base/Surface Course	TON	4800
P-602.1	Emulsified Asphalt Prime Coat	Gal	1550
P-603.1	Emulsified Asphalt Tack Coat	Gal	770
P-620.1	Surface Preparation (Marking Removal)	SF	2630
P-620.2	Permanent Pavement Markings	SF	8450
P-620.3	Reflective Media	LBS	730
P-620.4	Temporary Pavement Markings	SF	8450
P-620.5	Thermoplastic Preformed Surface Sign	EA	4

SUMMARY OF QUANTITIES			
SPEC.	ITEM	UNIT	QUANTITY
AGS TAXIWAY F RECONSTRUCTION - BID OPTION 2A ASPHALT SHOULDERS			
P-220.1	Recycled Asphalt Millings Base Course	CY	7250
P-403.1	Asphalt Pavement Base/Surface Course	TON	2390
P-602.1	Emulsified Asphalt Prime Coat	Gal	1060
P-603.1	Emulsified Asphalt Tack Coat	Gal	530

SUMMARY OF QUANTITIES			
SPEC.	ITEM	UNIT	QUANTITY
AGS TAXIWAY F RECONSTRUCTION - BID OPTION 2B CONCRETE SHOULDER			
P-209.1	Crushed Aggregate Base Course	CY	1810
P-501.1	Portland Cement Concrete Pavement (12")	SY	10620
P-605.1	Joint Sealing Filler	LF	8970

NOTE: SUMMARY OF QUANTITIES TABLE IS DESIGNED TO BE USED AS REFERENCE IN THE FIELD. VALUES OUTLINED IN THE BID FORM TAKE PRECEDENT OVER ANY VALUES SHOWN IN THE QUANTITY TABLE.

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AUGUSTA REGIONAL AIRPORT

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TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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M&H NO.: 0119700-221767.01
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DESIGNED BY: NJH
DRAWN BY: BT
CHECKED BY: EJS
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SHEET CONTENTS
PROJECT QUANTITY TABLES

G-061

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SUMMARY OF QUANTITIES			
SPEC.	ITEM	UNIT	QUANTITY
AGS TAXIWAY F RECONSTRUCTION - ADD ALT 3A CONCRETE APRON			
C-100.1	Contractor Quality Control Program	LS	1
C-102.1b	Installation, Maintenance, and Removal of Silt Fence Type C	LF	2160
C-102.1d	Construct, Maintain, and Remove Inlet Sediment Trap - Excavated	EA	2
C-102.1e	Construct and Remove Temporary Sediment Trap - Rock Outlet	EA	1
C-102.1g	Construct, Maintain, and Remove Retrofit Perforated Half-Round Pipe w/ Stone Filter	EA	1
C-102.1h	Construct, Maintain, and Remove Stone Filter Ring	EA	1
C-102.1i	Construct, Maintain, and Remove Construction Exit	EA	1
C-102.1j	Rip Rap, Type 3, 18" Depth	SY	790
C-102.1k	Water Quality Monitoring and Sampling	EA	2
C-102.1l	Water Quality Inspections	EA	9
C-102.1m	Erosion Control Mobilization	LS	1
C-102.1n	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-152.1	Unclassified Excavation	CY	3000
P-152.2	Unsuitable/Over Excavation	CY	5000
P-152.3	Embankment in place obtained on-site	CY	8000
P-152.4	Embankment in place obtained off-site	CY	2000
P-152.5	Subgrade Preparation	SY	27360
P-209.1	Crushed Aggregate Base Course	CY	6840
P-304.1	Cement Treated Base Course (6")	SY	27200
P-501.2	Portland Cement Concrete Pavement (13")	SY	26700
X-501.1	Portland Cement Concrete Curing Facility	LS	1
P-605.1	Joint Sealing Filler	LF	35290
P-620.1	Surface Preparation (Marking Removal)	SF	2630
P-620.2	Permanent Pavement Markings	SF	5270
P-620.3	Reflective Media	LBS	280
P-620.4	Temporary Pavement Markings	SF	5270
D-701.1	Concrete Sewer Pipe, 36 inch, Class V	LF	520
D-701.2	Concrete Sewer Pipe 36 inch, Class III	LF	160
D-705.1	6-Inch Perforated Polyethylene Underdrain Pipe, Schedule 40, Complete	LF	1160
D-705.2	6-Inch Solid Polyethylene Underdrain Pipe, Schedule 40, Complete	LF	60
D-705.3	Underdrain Clean-out Type I	EA	4
D-705.5	Underdrain Clean-out Type III	EA	1
D-751.1	Airfield Inlet with Airfield Rated Grate	EA	2
D-752.1	36" Concrete Headwall/MES	EA	2
D-752.2	Outlet Control Structure	EA	1
T-901.1	Temporary Seeding	AC	2
T-901.2	Permanent Seeding	AC	2
T-901.3	Seeding, Staging Area	AC	5
T-904.1	Sodding	SY	820
T-905.1	Topsoiling (Obtain on Site)	CY	900
T-905.2	Topsoiling, Staging Area	CY	2470
T-908.1	Mulching	SY	38390
L-108.1	No. 8 AWG, 5kV, L-824 Type C Cable	LF	6510
L-108.2	No. 6 AWG Counterpoise, Including Grounding Rods, Installed	LF	5630
L-110.2	Flowable Fill Encased, Electrical Conduit, 1-Way 2-inch C	LF	3590
L-110.3	Non-Encased, Electrical Conduit, 1-Way 2-inch C	LF	2040
L-125.3	L-861 Taxiway Edge Light Base Can w/ Salvaged Light	EA	43
L-125.4	L-861 Taxiway Edge Light Base Can w/Drainage w/ Salvaged Light	EA	3
L-125.6	Base Mounted, LED Medium Intensity Taxiway Edge Light W/ Drainage	EA	16

SUMMARY OF QUANTITIES			
SPEC.	ITEM	UNIT	QUANTITY
AGS TAXIWAY F RECONSTRUCTION - ADD ALT 3B ASPHALT APRON			
C-100.1	Contractor Quality Control Program	LS	1
C-102.1b	Installation, Maintenance, and Removal of Silt Fence Type C	LF	2160
C-102.1d	Construct, Maintain, and Remove Inlet Sediment Trap - Excavated	EA	2
C-102.1e	Construct and Remove Temporary Sediment Trap - Rock Outlet	EA	1
C-102.1g	Construct, Maintain, and Remove Retrofit Perforated Half-Round Pipe w/ Stone Filter	EA	1
C-102.1h	Construct, Maintain, and Remove Stone Filter Ring	EA	1
C-102.1i	Construct, Maintain, and Remove Construction Exit	EA	1
C-102.1j	Rip Rap, Type 3, 18" Depth	SY	790
C-102.1k	Water Quality Monitoring and Sampling	EA	2
C-102.1l	Water Quality Inspections	EA	9
C-102.1m	Erosion Control Mobilization	LS	1
C-102.1n	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-152.1	Unclassified Excavation	CY	3000
P-152.2	Unsuitable/Over Excavation	CY	5000
P-152.3	Embankment in place obtained on-site	CY	14300
P-152.4	Embankment in place obtained off-site	CY	3600
P-152.5	Subgrade Preparation	SY	27360
P-209.1	Crushed Aggregate Base Course	CY	6040
P-401.1	Asphalt Surface Course	TON	6010
P-403.1	Asphalt Pavement Base/Surface Course	TON	7650
P-602.1	Emulsified Asphalt Prime Coat	Gal	2670
P-603.1	Emulsified Asphalt Tack Coat	Gal	1340
P-620.1	Surface Preparation (Marking Removal)	SF	2630
P-620.2	Permanent Pavement Markings	SF	3230
P-620.3	Reflective Media	LBS	280
P-620.4	Temporary Pavement Markings	SF	3230
D-701.1	Concrete Sewer Pipe, 36 inch, Class V	LF	520
D-701.2	Concrete Sewer Pipe 36 inch, Class III	LF	160
D-705.1	6-Inch Perforated Polyethylene Underdrain Pipe, Schedule 40, Complete	LF	1160
D-705.2	6-Inch Solid Polyethylene Underdrain Pipe, Schedule 40, Complete	LF	60
D-705.3	Underdrain Clean-out Type I	EA	4
D-705.5	Underdrain Clean-out Type III	EA	1
D-751.1	Airfield Inlet with Airfield Rated Grate	EA	2
D-752.1	36" Concrete Headwall/MES	EA	2
D-752.2	Outlet Control Structure	EA	1
T-901.1	Temporary Seeding	AC	2
T-901.2	Permanent Seeding	AC	2
T-901.3	Seeding, Staging Area	AC	5
T-904.1	Sodding	SY	820
T-905.1	Topsoiling (Obtain on Site)	CY	900
T-905.2	Topsoiling, Staging Area	CY	2470
T-908.1	Mulching	SY	38390
L-108.1	No. 8 AWG, 5kV, L-824 Type C Cable	LF	6510
L-108.2	No. 6 AWG Counterpoise, Including Grounding Rods, Installed	LF	5630
L-110.2	Flowable Fill Encased, Electrical Conduit, 1-Way 2-inch C	LF	3590
L-110.3	Non-Encased, Electrical Conduit, 1-Way 2-inch C	LF	2040
L-125.3	L-861 Taxiway Edge Light Base Can w/ Salvaged Light	EA	43
L-125.4	L-861 Taxiway Edge Light Base Can w/Drainage w/ Salvaged Light	EA	3
L-125.6	Base Mounted, LED Medium Intensity Taxiway Edge Light W/ Drainage	EA	16

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SHEET CONTENTS
PROJECT QUANTITY TABLES

G-062

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COORDINATION

1. PRECONSTRUCTION CONFERENCE.
   - A. A PRECONSTRUCTION CONFERENCE WILL BE CONVENED AND CONDUCTED BY THE AIRPORT AUTHORITY 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, 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 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, FAA AIR TRAFFIC CONTROL, CONTRACTOR, AND SUBCONTRACTORS.

ARFF VEHICLE ACCESS ROUTE

1. CROSS AIRPORT ACCESS FOR ARFF VEHICLES SHALL NOT BE IMPACTED DURING THIS PROJECT.

PROTECTION OF NAVIGATION AIDS (NAVAIDS)

1. THERE ARE VARIOUS FAA AND AIRPORT OWNED NAVIGATIONAL AIDS LOCATED WITHIN OR NEAR 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 ABOVE GROUND EQUIPMENT AND BELOW GROUND CABLING, AND BARRICADING AROUND EQUIPMENT AS NECESSARY TO MAINTAIN SEPARATION BETWEEN CONTRACTORS' EQUIPMENT AND NAVAID EQUIPMENT. ANY DAMAGE TO NAVAIDS 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

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. 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.

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 INSTALL A MINIMUM 3" THICK GRADED AND COMPACTED GRAVEL BED OR RECYCLED ASPHALT PAVEMENT TO THE LIMITS OF THE CONTRACTOR STAGING AREA THAT IS NOT IMPERVIOUS. 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 EROSION CONTROL MOBILIZATION.
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 MOBILIZATION.
9. ALL STAGING AREAS SHALL BE INSPECTED AND APPROVED BY AIRPORT FIRE MARSHALL. THE CONTRACTOR SHALL SUPPLY ANY AND ALL FIRE FIGHTING EQUIPMENT, PROTECTION AND SAFETY EQUIPMENT/SUPPLIES AS REQUESTED BY THE AIRPORT AUTHORITY'S FIRE MARSHALL WITHIN 24 HOURS AFTER REQUESTED.
   - ARFF CHIEF: MAIN LINE: (706) 798-3236 DIRECT: (706) 798-2696 CELL: (762) 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 SHALL NOT ALLOW DUMPSTERS TO OVERFLOW.
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 C-105 MOBILIZATION , CLEANUP, AND DEMOBILIZATION.

CONTRACTOR EMPLOYEE AND EQUIPMENT PARKING

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 IN THE APPROPRIATE AREA WHEN NOT IN USE.

VEHICLE CONDITION

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. 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 CA TEAM. DIRT OR GRAVEL AREAS WILL REQUIRE REMOVAL, LEGAL DISPOSAL AND REPLACEMENT OF THE AREA WITH SIMILAR APPROVED MATERIALS.

LOCATION OF STOCKPILED 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 AREAS.
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 TEAM.

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 AMOUNT OF CONSTRUCTION TRAFFIC WILL REQUIRE THE CONTRACTOR TO USE A GUARD AT ACCESS GATES AND A FLAG PERSON TO CONTROL TRAFFIC CROSSING TAXIWAYS AND OTHER AIRCRAFT MOVEMENT AREAS. 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 AIRPORT.
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 EQUIPPED.
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, AMBER COLOR, 360-DEGREE OMNI-DIRECTION LIGHT, MOUNTED ON THE VEHICLE SUCH THAT IT IS CONSPICUOUS FROM ANY DIRECTION.

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.

TRAINING REQUIREMENTS FOR VEHICLE DRIVERS

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 OPERATIONS.
   - OPERATIONS MANAGER : MAIN LINE: (706) 798-3236 DIRECT: (706) 796-4004

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. THE FAA FINE 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.
2. FOR SCHEDULING CONTACT AIRFIELD OPERATIONS TRAINING AT (706) 796-4004.
3. CONTRACTOR SHALL PROVIDE RADIOS CAPABLE OF MONITORING AIRPORT FREQUENCY 121.90 MHz.

MAINTENANCE OF THE SECURED AREA OF THE AIRPORT

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

WILDLIFE MANAGEMENT

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 THE AIRPORT.
2. CONTRACTOR SHALL PROPERLY SEAL ALL TRASH CONTAINERS AT WORK SITES SUCH THAT WILDLIFE CANNOT GAIN ACCESS TO CONTAINERS DURING NON-CONSTRUCTION PERIODS.
3. CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS STAFF IF LARGE NUMBERS OF BIRDS ARE OBSERVED AT WORK SITES. CONTRACTOR SHALL IMMEDIATELY NOTIFY OPERATIONS STAFF IF DEER ARE SIGHTED WITHIN THE AIRFIELD FENCE.

FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

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. PAYMENT FOR VACUUM AND WATER TRUCKS OR FOR PAVEMENT CLEANING SHALL BE INCIDENTAL TO PAY ITEM C-105 AIRFIELD SAFETY AND TRAFFIC CONTROL.
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, HAUL ROADS, OR EXPOSED AREAS TO LIMIT DUST.

NOTIFICATION OF CONSTRUCTION ACTIVITIES

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 THE CONSTRUCTION SAFETY PHASING PLAN.
2. CONTRACTOR SHALL INFORM THE CA TEAM ON A DAILY BASIS OF THE DAILY CONSTRUCTION ACTIVITIES.
3. NOTAMS
   - A. IN ORDER FOR THE CONTRACTOR TO OPERATE WITHIN AIRPORT PROPERTY, APPROPRIATE NOTICES TO AIRMEN (NOTAM) MUST BE ISSUED BY THE AIRPORT 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 COORDINATED WITH THE DESIGNER FOR NOTAM ISSUANCE.
4. EMERGENCY NOTIFICATION PROCEDURES
   - 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, (706) 799-5372.
   - C. WITHIN 24 HOURS, THE CONTRACTOR SHALL PROVIDE A WRITTEN REPORT OF ALL ACCIDENTS TO AIRPORT OPERATIONS AND CA TEAM.
5. COORDINATION WITH ARFF
   - 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 THE OVERALL CONSTRUCTION SCHEDULE WILL BE PRESENTED.
   - 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.
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.

     IF CONTRACTOR REQUIRES EQUIPMENT IN EXCESS OF MAXIMUM ALLOWABLE HEIGHT, THEN SUBMIT A 7460-1 45 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: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.
     - SET CRANE LIMITERS DURING ALL CONSTRUCTION.

Mead & Hunt

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AGS
AUGUSTA
REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.: 3-13-0011-055-2023
M&H NO.: 0119700-221767.01
DATE: APRIL 12, 2024
DESIGNED BY: NJH
DRAWN BY: BT
CHECKED BY: EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
CONSTRUCTION SAFETY AND PHASING NOTES

G-071

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. COORDINATION WITH THE FAA AIRPORT CERTIFICATION SAFETY INSPECTOR WILL DETERMINE IF A FINAL INSPECTION WILL BE NECESSARY.

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 29046

   PHONE: (843) 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 PERFORM GPR ACROSS THE ENTIRE SITE TO BE DISTURBED AND 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, 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.
9. IF A UTILITY OR ANY UNDERGROUND OBSTRUCTION IS FOUND IT SHALL BE REPORTED IMMEDIATELY TO THE DESIGNER OR THE AIRPORT PROJECT SUPERVISOR.
10. CONTRACTOR EMPLOYEES IN AN EXCAVATION SHALL BE PROTECTED FROM CAVE-INS BY AN ADEQUATE PROTECTIVE SYSTEM UNLESS THE EXCAVATION IS:
    A. MADE ENTIRELY OF STABLE ROCK, OR
    B. LESS THAN 5 FEET DEEP AND DETERMINATION HAS BEEN MADE THAT THERE IS NO POTENTIAL FOR A CAVE-IN.
11. EXCAVATION SHALL BE PROTECTED USING PROPER BARRICADING MATERIALS WHICH SHALL BE INSTALLED A MINIMUM OF 6 FEET BACK FROM EXCAVATION (UNLESS IN CONFLICT WITH AIRFIELD REQUIREMENTS). BARRICADE MATERIAL CAN BE WOOD, STEEL CABLES, OR CHAIN SUPPORTED AT INTERVALS SO THAT THE BARRICADE DOES NOT SAG OR DROOP BELOW THE REQUIRED HEIGHT. CAUTION TAPE IS NOT AN APPROVED BARRICADE MATERIAL. GUARDRAIL/JERSEY BARRIERS MAY BE REQUIRED AND SHALL PROVIDE A TOP RAIL, MID RAIL, AND TOE BOARD AT PROPER ELEVATIONS AND BE ABLE TO WITHSTAND A MINIMUM 200 POUND FORCE WITHOUT COLLAPSING. THE CONTRACTOR IS RESPONSIBLE FOR PREPARING ANY TRENCHING PLANS IN ACCORDANCE WITH OSHA REGULATIONS.
12. THE CONTRACTOR IS RESPONSIBLE FOR DOCUMENTING UTILITY INFORMATION FOR USE DURING CONSTRUCTION AND PREPARATION OF AS-BUILTS.

PENALTIES

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.

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, 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, STANDARDS FOR AIRPORT SIGN SYSTEMS, AND AC 150/5345-53, AIRPORT LIGHTING CERTIFICATION 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 TAXIING 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.
3. 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.

MARKING AND SIGNS FOR ACCESS ROUTES

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

HAZARD MARKING AND LIGHTING

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.

MARKING AND LIGHTING

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.

EQUIPMENT

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 5 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 PROJECT.
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 IN DETAILS ON 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 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.
8. RED STEADY BURN LIGHTS SHALL BE PLACED AT THE ENDS AND AT CORNERS OF EACH LINE OF BARRICADES; ALL OTHER LIGHTS ON BARRICADES SHALL BE RED FLASHING..
9. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PROPER POSITIONING OF ALL BARRICADES.
10. SANDBAGS, WATER AND/OR ANCHORS MAY BE REQUIRED TO HOLD THE BARRICADES IN PLACE WHERE EXPOSED TO JET BLAST.
11. ALL COSTS ASSOCIATED WITH FURNISHING, PLACEMENT, MAINTENANCE AND SUBSEQUENT RELOCATION OF THE LOW PROFILE BARRICADES ARE INCIDENTAL TO ITEM C-105, AIRFIELD SAFETY AND TRAFFIC CONTROL.

DELINEATING WORK AREAS

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 HAZARD TO ONSITE SAFETY. IN NO INSTANCE SHALL THE USE OF SAFETY FENCE BE ALLOWED WITHIN AN ACTIVE TAXIWAY OBJECT FREE AREA OR WITHIN AN ACTIVE RUNWAYS SAFETY AREA.
2. SAFETY BARRICADES SHALL BE AS SPECIFIED IN SECTION 70-08 OF THE GENERAL PROVISIONS.

CLOSED TAXIWAY MARKER

1. TAXIWAY ENDING MARKER SHALL BE FURNISHED AND INSTALLED AT THE LOCATIONS AS INDICATED ON THE CONTRACT DOCUMENTS AND/OR DIRECTED BY THE CA TEAM. TAXIWAY ENDING MARKER SHALL MEET THE REQUIREMENTS OF FAA ADVISORY CIRCULAR 150/5345-44K, TYPE L-858C, OR CURRENT EDITION AS OF BID DATE.
2. TAXIWAY ENDING MARKER SHALL BE PLACED AT THE ENTRANCE OF EACH TAXIWAY THAT IS CLOSED TO AIRCRAFT OPERATIONS.

PROTECTION

1. AT NO TIME SHALL PERSONNEL, VEHICLES OR EQUIPMENT BE LOCATED OR ENTER ANY OF THE FOLLOWING AREAS UNLESS AUTHORIZED BY AIRPORT OPERATION OR CA TEAM.
   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 BE LEFT UNATTENDED.
   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 AIRCRAFT WITH OUT PROPER APPROVAL.
   E. ACTIVE NAVAID CRITICAL AREAS.
   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 EQUIPMENT SHALL BE REMOVED TO APPROVED STAGING AREAS.
2. TRENCHES AND/OR EXCAVATIONS SHALL NOT BE ALLOWED IN THE FOLLOWING AREAS WITHOUT CLOSURE OR RESTRICTION 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 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.
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 RUNWAY OR TAXIWAY OPENING.

OTHER LIMITATIONS ON CONSTRUCTION

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

PROJECT SURVEY AND LAYOUT

1. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THEIR OWN PROJECT SURVEY AND CONSTRUCTION LAYOUT IN ACCORDANCE WITH SECTION 50-07 OF THE GENERAL PROVISIONS.

CONTRACTOR RESPONSIBILITIES

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. 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 RE-COORDINATION WITH THE AIRPORT OPERATOR AND THE FAA IN ADVANCE.
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 AIRPORT.
4. THE CONTRACTOR SHALL IDENTIFY IN THE SPCD THE CONTRACTOR'S ON-SITE EMPLOYEES RESPONSIBLE FOR MONITORING COMPLIANCE WITH THE CSPP AND SPCD DURING CONSTRUCTION.
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.
6. THE CONTRACTOR SHALL SUBMIT APPLICABLE 7460-1 FORMS.

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.

Mead & Hunt

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North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
CONSTRUCTION SAFETY AND PHASING NOTES

G-072

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LEGEND

RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
⟷ ⟷	TEMPORARY HAUL ROUTE
XXXXXXXXXXXX	LOW-PROFILE BARRICADES
● ● ● ● ● ● ● ●	ORANGE PAINTED LATHE

	CONTRACTOR STAGING AREA
	NON-CURRENT WORKING AREA
	RADIO PERSONNEL/FLAGGER
	AIRCRAFT ACCESS
	CLOSED TAXIWAY MARKER
	RUNWAY CLOSURE CROSS

WORK SCHEDULE PHASING

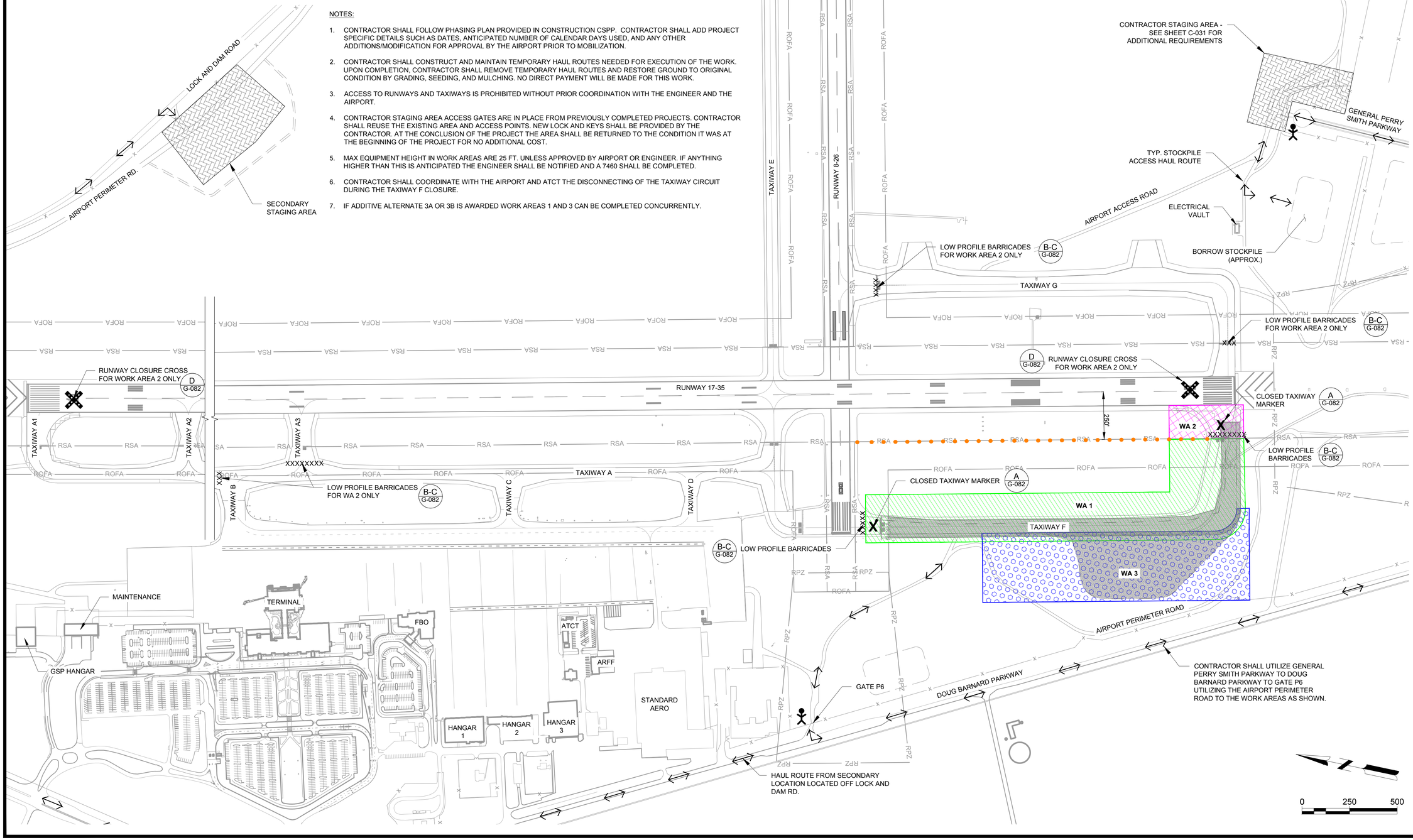
MOBILIZATION PHASE: 60 CALENDAR DAYS

WA 1	WORK AREA 1 (150 CALENDAR DAYS)
WA 2	WORK AREA 2 (45 CALENDAR DAYS)
WA 3	WORK AREA 3 (90 CALENDAR DAYS)

NOTES:

1. CONTRACTOR SHALL FOLLOW PHASING PLAN PROVIDED IN CONSTRUCTION CSPP. CONTRACTOR SHALL ADD PROJECT SPECIFIC DETAILS SUCH AS DATES, ANTICIPATED NUMBER OF CALENDAR DAYS USED, AND ANY OTHER ADDITIONS/MODIFICATION FOR APPROVAL BY THE AIRPORT PRIOR TO MOBILIZATION.
2. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN TEMPORARY HAUL ROUTES NEEDED FOR EXECUTION OF THE WORK. UPON COMPLETION, CONTRACTOR SHALL REMOVE TEMPORARY HAUL ROUTES AND RESTORE GROUND TO ORIGINAL CONDITION BY GRADING, SEEDING, AND MULCHING. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.
3. ACCESS TO RUNWAYS AND TAXIWAYS IS PROHIBITED WITHOUT PRIOR COORDINATION WITH THE ENGINEER AND THE AIRPORT.
4. CONTRACTOR STAGING AREA ACCESS GATES ARE IN PLACE FROM PREVIOUSLY COMPLETED PROJECTS. CONTRACTOR SHALL REUSE THE EXISTING AREA AND ACCESS POINTS. NEW LOCK AND KEYS SHALL BE PROVIDED BY THE CONTRACTOR. AT THE CONCLUSION OF THE PROJECT THE AREA SHALL BE RETURNED TO THE CONDITION IT WAS AT THE BEGINNING OF THE PROJECT FOR NO ADDITIONAL COST.
5. MAX EQUIPMENT HEIGHT IN WORK AREAS ARE 25 FT. UNLESS APPROVED BY AIRPORT OR ENGINEER. IF ANYTHING HIGHER THAN THIS IS ANTICIPATED THE ENGINEER SHALL BE NOTIFIED AND A 7460 SHALL BE COMPLETED.
6. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AND ATCT THE DISCONNECTING OF THE TAXIWAY CIRCUIT DURING THE TAXIWAY F CLOSURE.
7. IF ADDITIVE ALTERNATE 3A OR 3B IS AWARDED WORK AREAS 1 AND 3 CAN BE COMPLETED CONCURRENTLY.

RUNWAY 17-35		RUNWAY 8-26	
AIRPLANE DESIGN GROUP (ADG)	ADG D-III	AIRPLANE DESIGN GROUP (ADG)	ADG B-II
CRITICAL AIRCRAFT	BOEING 717-200	CRITICAL AIRCRAFT	CESSNA CITATION C56X
RUNWAY 17 END COORDINATES	LAT 33° 22' 56.6025" N LONG 81° 58' 15.018" W	RUNWAY 8 END COORDINATES	LAT 33° 21' 57.7319" N LONG 81° 58' 09.2491" W
RUNWAY 35 END COORDINATES	LAT 33° 21' 39.1144" N LONG 81° 57' 55.7463" W	RUNWAY 26 END COORDINATES	LAT 33° 22' 9.867" N LONG 81° 56' 59.9799" W



Mead & Hunt

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AUGUSTA REGIONAL AIRPORT
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SHEET CONTENTS

CONSTRUCTION SAFETY AND PHASING PLANS - KEY PLAN

G-081

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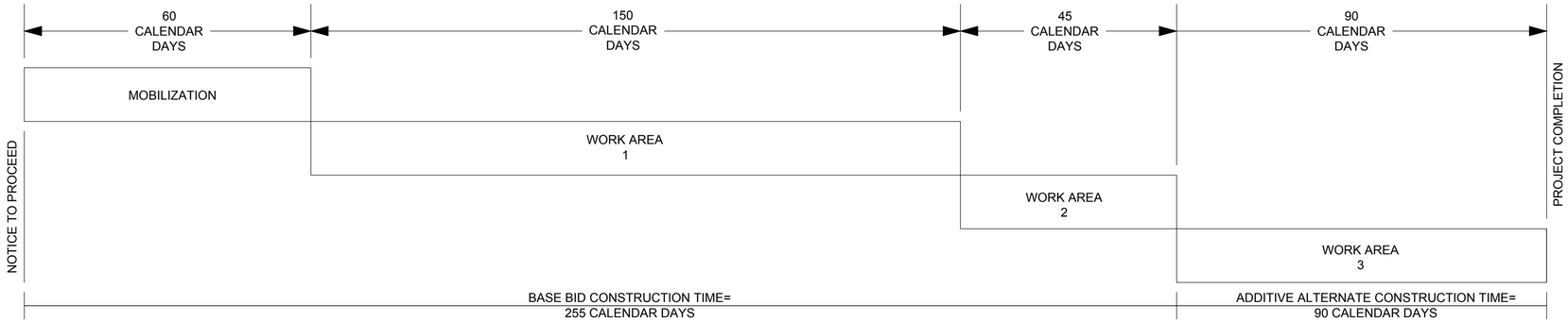


TOTAL CONSTRUCTION TIME=
345 CALENDAR DAYS *

* IF ADDITIVE ALTERNATE 3A OR 3B IS NOT AWARDED,THE TOTAL CONSTRUCTION TIME WILL BE REDUCED TO 255 CALENDAR DAYS. IF ADDITIVE ALTERNATE 3A OR 3B IS AWARDED, WORK AREAS 1 AND 3 CAN BE COMPLETED CONCURRENTLY.

CONSTRUCTION PHASING DIAGRAM
N.T.S.

PHASING NOTES:

1. THE CONTRACTOR SHALL DESIGNATE A PERSON ON CALL 24 HOURS A DAY, 7 DAYS A WEEK, FOR EMERGENCY MAINTENANCE OF AIRPORT HAZARD LIGHTING AND BARRICADES. THIS CONTACT INFORMATION MUST BE ON FILE WITH THE AIRPORT OPERATOR.
2. ALL HAZARD LIGHTING, BARRICADES AND EQUIPMENT SHALL BE CHECKED A MINIMUM OF ONCE PER DAY TO ENSURE PROPER OPERATION, PREFERABLY AT DUSK.

MOBILIZATION PHASE (60 CALENDAR DAYS)

THE MOBILIZATION PHASE SHALL BEGIN IMMEDIATELY AFTER THE MOBILIZATION NOTICE TO PROCEED IS ISSUED BY THE AIRPORT. DURING THIS PHASE OF THE PROJECT, NO WORK SHALL BE CONDUCTED THAT RESTRICTS AIRPORT OPERATIONS UNLESS AUTHORIZED BY THE AIRPORT. NOTICE TO PROCEED WITH SUBSEQUENT SCHEDULES MAY BE GIVEN DURING MOBILIZATION AT THE AIRPORTS DISCRETION.

MOBILIZATION WORK SHALL INCLUDE, BUT IS NOT LIMITED TO THE FOLLOWING:

1. SUBMITTALS.
   A. PROCESSING OF REQUIRED MATERIALS/EQUIPMENT SUBMITTALS AND THE CONTRACTOR'S PROPOSED WORK SCHEDULE, INCLUDING REQUESTED PAVEMENT CLOSURE DATES.
   B. ALL PRE-QUALIFICATION TESTING, REVIEW, AND APPROVALS.
   C. MATERIAL DELIVERY SCHEDULE, INCLUDING MATERIAL DELIVERY DATE TO JOB SITE OR TO THE CONTRACTOR'S YARD.
2. DURING MOBILIZATION, THE CONTRACTOR SHALL BE ALLOWED TO PERFORM LAYOUT, STAKING, AND OTHER PREP WORK AS APPROVED BY THE AIRPORT.
3. IT IS THE AIRPORT'S INTENT THAT ALL PRELIMINARY WORK BE COMPLETED DURING THE MOBILIZATION PHASE TO ENSURE CONSTRUCTION CAN BE PURSUED DILIGENTLY AND WITHOUT UNNECESSARY DELAY. (THE AIRPORT RESERVES THE RIGHT TO WAIVE CERTAIN ELEMENTS OF MOBILIZATION AND ISSUE A NOTICE TO PROCEED WITH CONSTRUCTION AT ITS DISCRETION OR UPON THE CONTRACTOR'S REQUEST.) SCHEDULE DATE SHALL NOT BE CHANGED, ONCE ESTABLISHED, UNLESS COORDINATION WITH THE CA TEAM AND FINAL APPROVAL OF THE AIRPORT.

GENERAL NOTES:

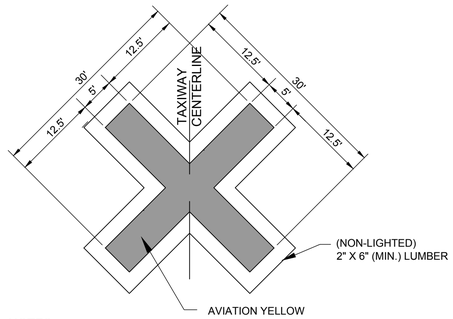
1. NIGHT WORK IS GENERALLY DEFINED AS WORK DONE FROM 11:00 PM TO 7:00 AM. IN WORK AREAS SUBJECTED TO COMMERCIAL FLIGHT RESTRICTIONS, NIGHT WORK MUST BE COMPLETED THIRTY (30) MINUTES PRIOR TO THE FIRST DEPARTING COMMERCIAL FLIGHT.
2. HOURS OF AIR TRAFFIC CONTROL TOWER OPERATIONS ARE FROM 6:45AM TO 11:00PM LOCAL TIME.
3. SEE SPECIAL PROVISIONS FOR DETAILS ON CONSTRUCTION LIMITATIONS. CLOSURE OF EXISTING AIRFIELD PAVEMENTS WILL BE ALLOWED ONLY ONCE THE FOLLOWING CONDITIONS ARE MET:
   A. 48-HOUR ADVANCE NOTIFICATION, VERIFYING THAT A PREVIOUSLY APPROVED CLOSURE PERIOD WILL BE AS SCHEDULED.
   B. A CLOSURE SCHEDULE FOR EACH AREA OF CONSTRUCTION HAS BEEN SUBMITTED TO THE ENGINEER FOR REVIEW AND HAS BEEN APPROVED. THESE SCHEDULES SHALL DETAIL TEMPORARY ACCESS ROUTES (IF APPLICABLE), SAFETY MEASURES, AND TIME LIMITS OF CLOSURE FOR EACH AREA. FAILURE TO OPEN AIRFIELD PAVEMENTS WITHIN THE APPROVED TIME LIMITS MAY RESULT IN LIQUIDATED DAMAGES.
4. THE AUGUSTA AIRPORT EXPERIENCES HIGH TRAFFIC VOLUMES DURING THE MASTERS WEEK THAT OCCURS THE FIRST OR SECOND WEEK OF APRIL EVERY YEAR. THE BIDDER IS ADVISED THAT A TEMPORARY SUSPENSION OF WORK WILL OCCUR DURING THIS PERIOD OF TIME. (APRIL 4TH THROUGH APRIL 15TH, 2025)
6. ANY ADDITIONAL LOW-PROFILE BARRICADES (INCLUDING SUPPLEMENTARY LIGHTS) NEEDED FOR PROPER EXECUTION OF THE WORK SHALL BE PROVIDED BY THE CONTRACTOR.
7. CONTRACTOR SHALL MAINTAIN ALL LIGHTS IN WORKING ORDER FOR THE DURATION OF THE PROJECT.

AUGUSTA RICHMOND COUNTY GENERAL NOTES:

1. ALL DRAINAGE EASEMENTS AND DISTURBED AREAS MUST BE GRASSED AND/OR RIP-RAPPED AS REQUIRED TO CONTROL EROSION.
2. ALL CONSTRUCTION WITHIN AUGUSTA RIGHTS-OF WAY SHALL CONFORM TO AUGUSTA, GEORGIA STANDARDS AND SPECIFICATIONS.
3. ALL SILT BARRIERS MUST BE PLACED IMMEDIATELY FOLLOWING CLEARING. NO GRADING SHALL BE DONE UNTIL SILT BARRIER INSTALLATION IS COMPLETED.
4. CONTRACTOR SHALL CONTACT THE INSPECTION DIVISION OF THE PUBLIC WORKS DEPARTMENT AT LEAST 48 HOURS PRIOR TO STARTING WORK ON THE PROJECT. THE PHONE NUMBER FOR THIS OFFICE IS (706) 821-1706.
5. THE COST OF INSPECTION BY THE CITY OF AUGUSTA-RICHMOND COUNTY'S DEPARTMENT OF PUBLIC WORKS AND ENGINEERING, BEFORE OR AFTER REGULAR WORKING HOURS, ON SATURDAYS, SUNDAYS, OR LEGAL HOLIDAYS, SHALL BE PAID FOR BY THE INDIVIDUAL REQUESTING THE INSPECTION AT A RATE OF 1 ½ TIMES THE REGULAR SALARY PER HOUR OF THE INSPECTOR PLUS 7.65% FROM THE EMPLOYER'S FICA/MEDICARE MATCH. APPROVAL FOR THE INSPECTION OUTSIDE OF NORMAL WORKING HOURS SHALL BE OBTAINED FROM THE CITY ENGINEER 48-HOURS IN ADVANCE. PRIOR TO THE COMMENCEMENT OF WORK REQUIRING INSPECTION OUTSIDE OF NORMAL WORKING HOURS, THE INDIVIDUAL REQUESTING THE INSPECTION SHALL SIGN A FORM WHICH IS FURNISHED BY THE DEPARTMENT OF PUBLIC WORK AND ENGINEERING AGREEING TO PAY THE OVERTIME. THE INDIVIDUAL REQUESTING THE INSPECTION SHALL SIGN A FORM WHICH IS FURNISHED BY THE DEPARTMENT OF PUBLIC WORK AND ENGINEERING AGREEING TO PAY THE OVERTIME. THE INDIVIDUAL REQUESTING THE INSPECTION WILL BE BILLED BY THE DEPARTMENT OF PUBLIC WORKS AND ENGINEERING FOR PAYMENT.
6. A PRECONSTRUCTION CONFERENCE SHALL BE HELD WITH THE CITY ENGINEER OR HIS DESIGNATED REPRESENTATIVE PRIOR TO BEGINNING CONSTRUCTION. THIS MEETING SHALL BE SCHEDULED WITH THE DEPARTMENT OF PUBLIC WORKS AT THE TIME THE NOTIFICATION OF WORK COMMENCEMENT IS GIVEN.

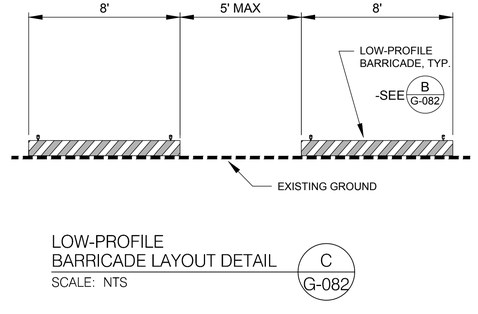
REQUIREMENTS FOR AIRPORT SECURITY, SAFETY AND CONTRACTOR OPERATIONS:

1. ALL CONSTRUCTION SHALL BE IN COMPLIANCE WITH THE SPECIFICATION GENERAL PROVISIONS, SAFETY, AIRPORT SECURITY, AND OPERATING REGULATIONS AND THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
2. RUNWAY 17-35 AND RUNWAY 8-26, ASSOCIATED TAXIWAYS, AND THEIR SAFETY AREAS SHALL REMAIN OPERATIONAL AT ALL TIMES UNLESS APPROVED BY THE AIRPORT.
3. CONTRACTOR SHALL NOT ENTER ANY ACTIVE SAFETY AREAS OR OBJECT FREE AREAS WITHOUT AUTHORIZATION FROM THE AIRPORT.
4. A RUNWAY SAFETY AREA (RSA) AND OBSTACLE FREE ZONE (OFZ) EXISTS AROUND EACH RUNWAY WHICH LIMITS CONSTRUCTION ACTIVITIES ADJACENT TO OPERATIONAL RUNWAYS. CONSTRUCTION PERSONNEL AND EQUIPMENT SHALL NOT CROSS RSAs OR OFZs WITHOUT AIRPORT AUTHORIZATION.
5. THE RUNWAY 17-35 SAFETY AREA (RSA) IS 250-FEET EACH SIDE OF THE RUNWAY CENTERLINE AND 1000 FEET BEYOND THE RUNWAY ENDS. THE RUNWAY 8-26 SAFETY AREA (RSA) IS 75-FEET EACH SIDE OF THE RUNWAY CENTERLINE.IT SHALL REMAIN CLEAR OF PERSONNEL, MATERIAL AND EQUIPMENT AT ALL TIMES.
6. THE RUNWAY 17-35 OBSTACLE FREE ZONE (OFZ) IS 400-FEET EACH SIDE OF CENTERLINE AND 1000-FEET BEYOND THE RUNWAY ENDS. THE RUNWAY 8-26 OBSTACLE FREE ZONE (OFZ) IS 250-FEET EACH SIDE OF CENTERLINE AND 300-FEET BEYOND THE RUNWAY ENDS. IT SHALL REMAIN CLEAR OF PERSONNEL, MATERIALS, AND EQUIPMENT AT ALL TIMES.
7. IN TRANSITIONS FROM PAVED TO UNPAVED AREAS, A TEMPORARY 3 INCH MAXIMUM VERTICAL DROP IS ALLOWED.
8. DAILY SAFETY INSPECTIONS SHALL BE PERFORMED AS REQUIRED IN THE CSPP.

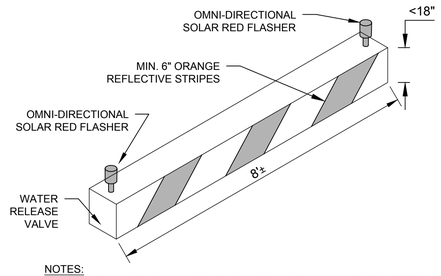


NOTES:
1. TAXIWAY CLOSURE MARKERS SHALL BE PLACED AS DESIGNATED ON THE CONSTRUCTION SAFETY AND PHASING PLANS.
2. TAXIWAY CLOSURE MARKERS WILL BE SUPPLIED AND MAINTAINED BY THE CONTRACTOR.
3. CLOSURE MARKERS SHALL BE ADEQUATELY SECURED SO AS TO NOT BE AFFECTED BY WIND OR AIRCRAFT MOVEMENT.
4. CONTRACTOR IS RESPONSIBLE FOR PLACING AND MAINTAINING TAXIWAY CLOSURE MARKERS FOR THE DURATION OF THE PROJECT AND REMOVING THE CROSSES UPON COMPLETION OF THE PROJECT OR OPENING OF THE ASSOCIATED TAXIWAY.

PORTABLE VINYL
CLOSED TAXIWAY MARKER — A / G-082
SCALE: NTS

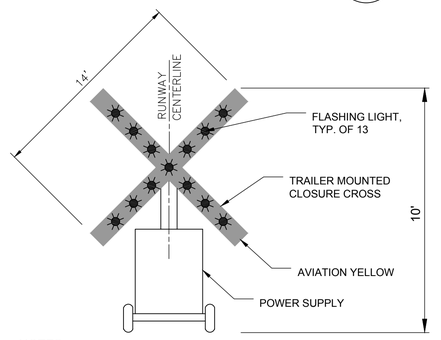


LOW-PROFILE
BARRICADE LAYOUT DETAIL — C / G-082
SCALE: NTS



NOTES:
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.

LOW-PROFILE
BARRICADE DETAIL — B / G-082
SCALE: NTS



NOTES:
1. TWO (2) LIGHTED, GENERATOR POWERED RUNWAY CLOSURE CROSSES SHALL BE SUPPLIED BY THE CONTRACTOR. THE RUNWAY CLOSURE CROSSES SHALL BE INSTALLED AND REMOVED BY THE CONTRACTOR DURING CONSTRUCTION PER THE SCHEDULE APPROVED BY THE ENGINEER. THE EQUIPMENT SHALL BE FUELED, OILED AND MAINTAINED BY THE CONTRACTOR THROUGHOUT THE PROJECT.

PORTABLE LIGHTED
RUNWAY CLOSURE CROSS — D / G-082
SCALE: NTS

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North Charleston, SC 29406
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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

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SHEET CONTENTS
CONSTRUCTION
SAFETY AND PHASING
- WA MATRIX

G-082

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WORK SCHEDULE PHASING

MOBILIZATION PHASE: 60 CALENDAR DAYS

WA 1 — WORK AREA 1 (150 CALENDAR DAYS)

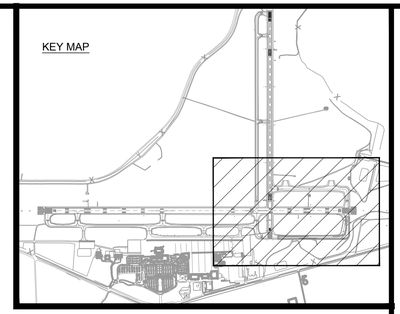
LEGEND

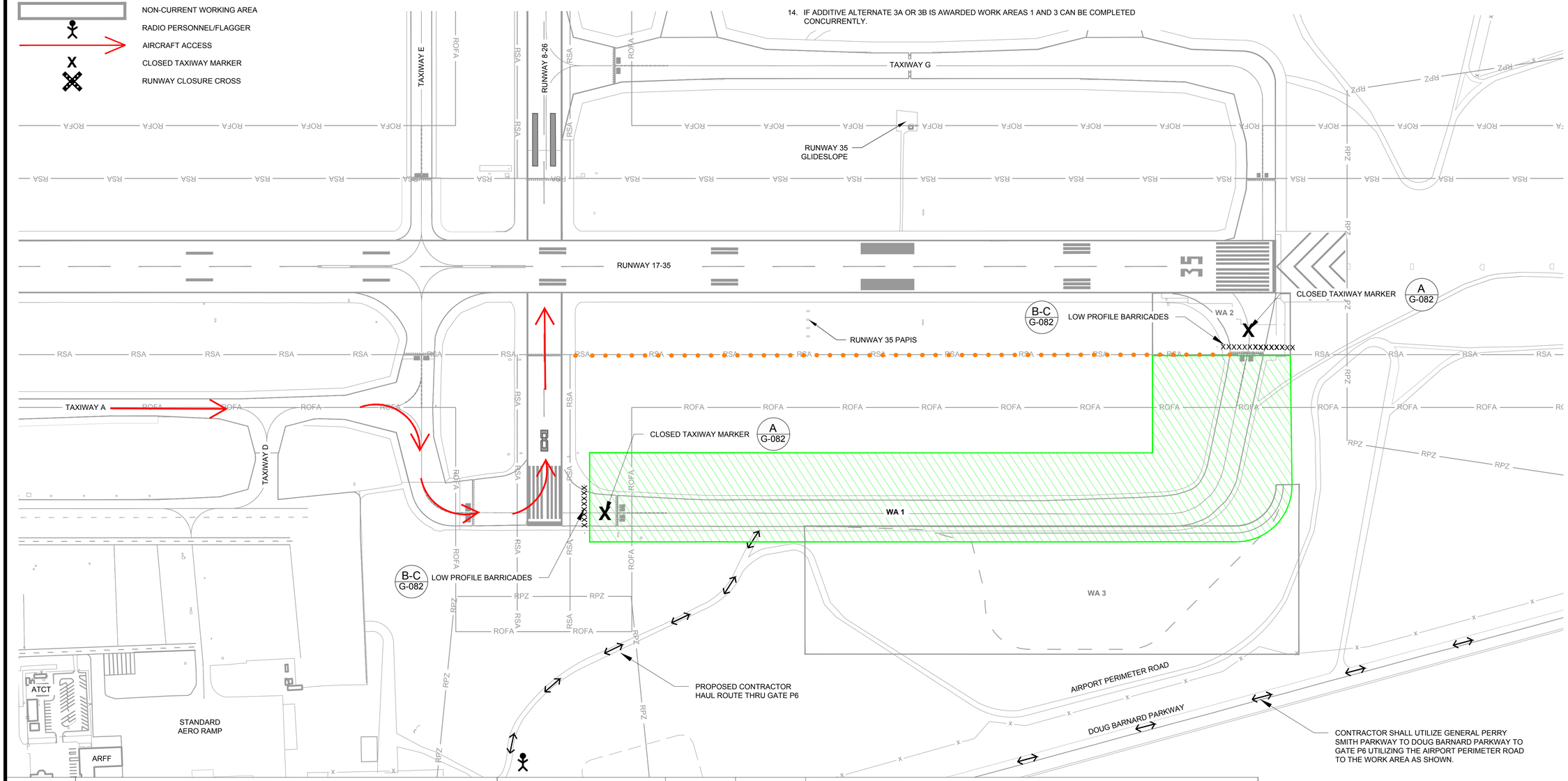
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TEMPORARY HAUL ROUTE
- XXXXXXXXXXXX — LOW-PROFILE BARRICADES
- ORANGE PAINTED LATHE
- NON-CURRENT WORKING AREA
- RADIO PERSONNEL/FLAGGER
- AIRCRAFT ACCESS
- CLOSED TAXIWAY MARKER
- RUNWAY CLOSURE CROSS

NOTES:

1. CONTRACTOR SHALL FOLLOW PHASING PLAN PROVIDED IN CSPP. CONTRACTOR SHALL ADD PROJECT SPECIFIC DETAILS SUCH AS DATES, ANTICIPATED NUMBER OF CALENDAR DAYS USED, AND ANY OTHER ADDITIONS/MODIFICATION FOR APPROVAL BY THE AIRPORT PRIOR TO MOBILIZATION.
2. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN TEMPORARY HAUL ROUTES NEEDED FOR EXECUTION OF THE WORK. UPON COMPLETION, CONTRACTOR SHALL REMOVE TEMPORARY HAUL ROUTES AND RESTORE GROUND TO ORIGINAL CONDITION BY GRADING, SEEDING, AND MULCHING. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.
3. ACCESS TO RUNWAYS AND TAXIWAYS IS PROHIBITED WITHOUT PRIOR COORDINATION WITH THE ENGINEER AND THE AIRPORT.
4. CONTRACTOR STAGING AREA ACCESS GATES ARE IN PLACE FROM PREVIOUSLY COMPLETED PROJECTS. CONTRACTOR SHALL REUSE THE EXISTING AREA AND ACCESS POINTS. NEW LOCK AND KEYS SHALL BE PROVIDED BY THE CONTRACTOR. AT THE CONCLUSION OF THE PROJECT THE AREA SHALL BE RETURNED TO THE CONDITION IT WAS AT THE BEGINNING OF THE PROJECT FOR NO ADDITIONAL COST.
5. MAX EQUIPMENT HEIGHT IN WORK AREAS ARE 25 FT. UNLESS APPROVED BY AIRPORT OR ENGINEER. IF ANYTHING HIGHER THAN THIS IS ANTICIPATED THE ENGINEER SHALL BE NOTIFIED AND A 7460 SHALL BE COMPLETED.
6. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AND ATCT THE DISCONNECTING OF THE TAXIWAY CIRCUIT DURING THE TAXIWAY F CLOSURE.
7. CONSTRUCTION WITHIN WORK AREA 1 SHALL BE SEQUENCED AND PHASED AS NECESSARY TO COMPLY WITH PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS. WORK IN AREA AREA 1 SHALL NOT BEGIN UNTIL THE AIRPORT HAS ISSUED A CONSTRUCTION NOTICE TO PROCEED AND COMPLETION OF THE MOBILIZATION PHASE.
8. CONSTRUCTION STAGING AND EQUIPMENT PARKING SHALL BE IN THE DESIGNATED AREAS ONLY OR AS OTHERWISE APPROVED BY THE AIRPORT AND CA TEAM
9. PRIOR TO THE OPENING OF EACH WORK AREA, THE AREA SHALL BE SWEPT CLEAN OF ALL FOD (FOREIGN OBJECT DEBRIS - ROCKS, DEBRIS, EQUIPMENT, ETC.). THE AIRPORT SHALL PERFORM AN INSPECTION AND APPROVE THE WORK AREA BEFORE THE LOW-PROFILE BARRICADES ARE REMOVED.
10. WHILE WORKING IN WORK AREA 1 CONTRACTOR SHALL PROVIDE RADIO PERSONNEL/FLAGGERS AT THE LOCATIONS SHOWN ON THIS PLAN. SEE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) FOR FURTHER INFORMATION ON THE REQUIRED TRAINING OF CONTRACTOR PERSONNEL WORKING INSIDE THE AIRPORT OPERATIONS AREA.
11. CONTRACTOR TO ACCESS WORK AREA 1 IN ACCORDANCE WITH HAUL ROUTES SHOWN ON SHEET G-081
12. THE CONTRACTOR SHALL INCLUDE THE COST TO REPLACE TEMPORARY REMOVED MARKINGS IN THE COST OF TEMPORARY STRIPING OR MARKING
13. DURING NIGHT WORK CONTRACTOR TO PLACE AND AIM WORK LIGHTS SO THAT THEY FACE AWAY FROM ATCT.
14. IF ADDITIVE ALTERNATE 3A OR 3B IS AWARDED WORK AREAS 1 AND 3 CAN BE COMPLETED CONCURRENTLY.

KEY MAP





WORK AREA	GENERAL WORK SCOPE	AFFECTED AOA	WORK HOURS	CALENDAR DAYS	SAFETY AND SECURITY
WA 1	THE DEMOLITION OF APPROXIMATELY 24,082 SY (E) ASPHALT TAXIWAY, AND THE CONSTRUCTION OF APPROXIMATELY 23,900 SY OF (N) ASPHALT/CONCRETE TAXIWAY.	TAXIWAY F	24 HOURS	150	1. THE CONTRACTOR SHALL INSTALL LOW-PROFILE BARRICADES AS SHOWN. 2. THE CONTRACTOR SHALL NOTIFY THE AIRPORT AT LEAST 5 DAYS IN ADVANCE OF WORK FOR NOTAM OF CONSTRUCTION ACTIVITY TO BE POSTED. 3. THE CONTRACTOR WILL BE RESPONSIBLE TO PROVIDE ESCORTING OF ALL SUBCONTRACTORS FOR WORK DURING THIS PHASE. ESCORTS MUST PASS THE AIRFIELD DRIVERS TRAINING CLASS AND MUST HAVE AN ACTIVE AIRPORT BADGE WITH ESCORTING PRIVILEGES.

0 150 300

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

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SHEET CONTENTS

CONSTRUCTION SAFETY AND PHASING PLANS - WA 1

G-083

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WORK SCHEDULE PHASING

WA 2 — WORK AREA 2 (45 CALENDAR DAYS)

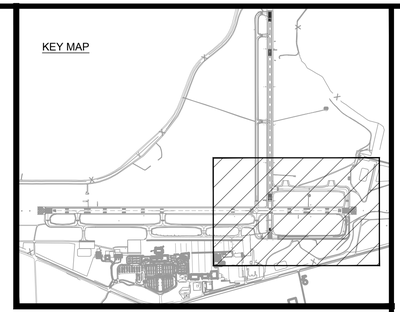
LEGEND

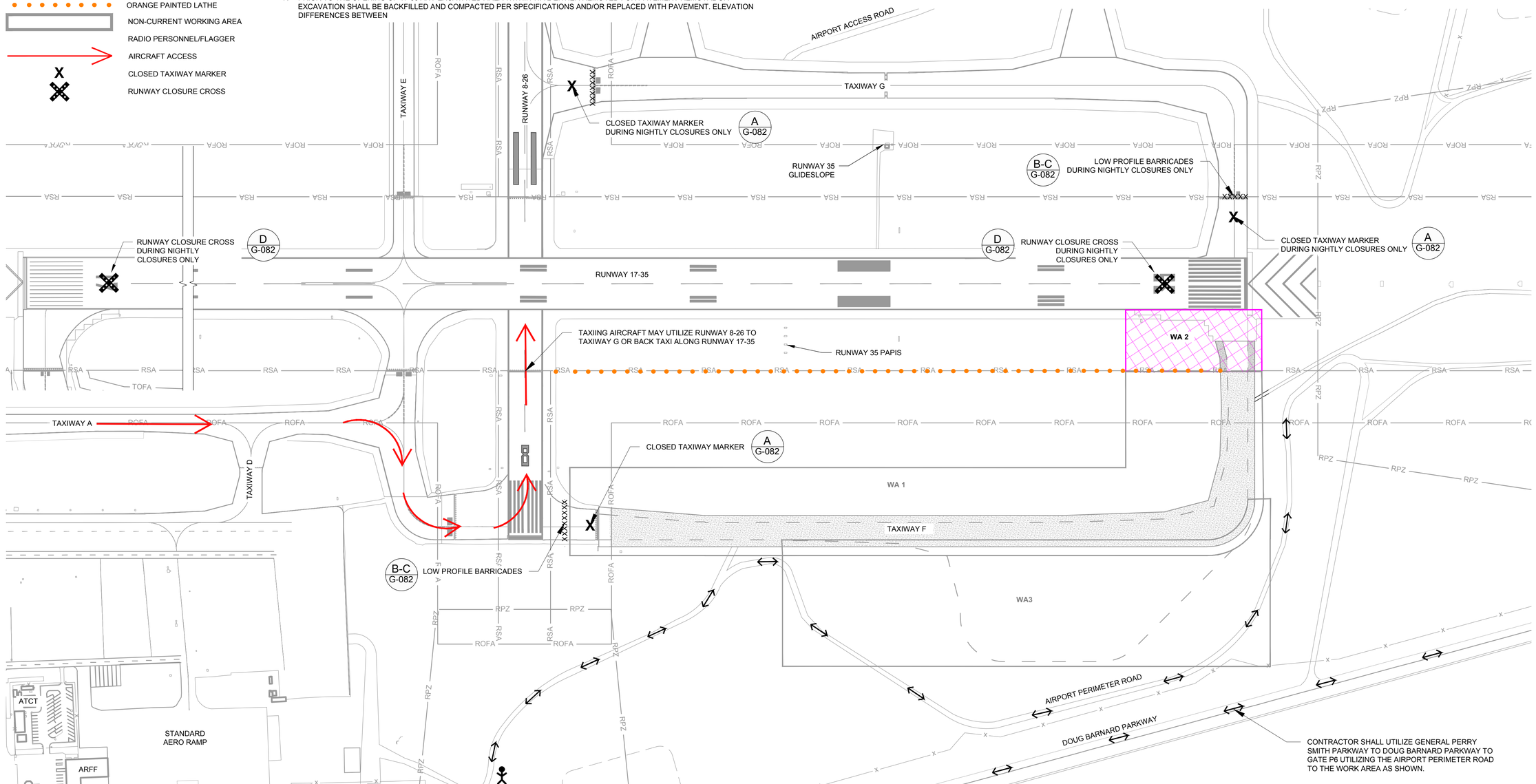
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TEMPORARY HAUL ROUTE
- XXXXXXXXXXXX — LOW-PROFILE BARRICADES
- ORANGE PAINTED LATHE
- NON-CURRENT WORKING AREA
- RADIO PERSONNEL/FLAGGER
- AIRCRAFT ACCESS
- CLOSED TAXIWAY MARKER
- RUNWAY CLOSURE CROSS

NOTES:

1. CONTRACTOR SHALL FOLLOW PHASING PLAN PROVIDED IN CSPP. CONTRACTOR SHALL ADD PROJECT SPECIFIC DETAILS SUCH AS DATES, ANTICIPATED NUMBER OF CALENDAR DAYS USED, AND ANY OTHER ADDITIONS/MODIFICATION FOR APPROVAL BY THE AIRPORT PRIOR TO MOBILIZATION.
2. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN TEMPORARY HAUL ROUTES NEEDED FOR EXECUTION OF THE WORK. UPON COMPLETION, CONTRACTOR SHALL REMOVE TEMPORARY HAUL ROUTES AND RESTORE GROUND TO ORIGINAL CONDITION BY GRADING, SEEDING, AND MULCHING. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.
3. ACCESS TO RUNWAYS AND TAXIWAYS IS PROHIBITED WITHOUT PRIOR COORDINATION WITH THE ENGINEER AND THE AIRPORT.
4. CONTRACTOR STAGING AREA ACCESS GATES ARE IN PLACE FROM PREVIOUSLY COMPLETED PROJECTS. CONTRACTOR SHALL REUSE THE EXISTING AREA AND ACCESS POINTS. NEW LOCK AND KEYS SHALL BE PROVIDED BY THE CONTRACTOR. AT THE CONCLUSION OF THE PROJECT THE AREA SHALL BE RETURNED TO THE CONDITION IT WAS AT THE BEGINNING OF THE PROJECT FOR NO ADDITIONAL COST.
5. MAX EQUIPMENT HEIGHT IN WORK AREAS ARE 25 FT. UNLESS APPROVED BY AIRPORT OR ENGINEER. IF ANYTHING HIGHER THAN THIS IS ANTICIPATED THE ENGINEER SHALL BE NOTIFIED AND A 7460 SHALL BE COMPLETED.
6. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AND ATCT THE DISCONNECTING OF THE TAXIWAY CIRCUIT DURING THE TAXIWAY F CLOSURE.
7. PRIOR TO THE OPENING OF 17-35 ANY EXCAVATED AREA WITHIN WA 2 EITHER REMOVED FOR PAVEMENT REMOVAL OR EXCAVATION SHALL BE BACKFILLED AND COMPACTED PER SPECIFICATIONS AND/OR REPLACED WITH PAVEMENT. ELEVATION DIFFERENCES BETWEEN
8. CONSTRUCTION WITHIN WORK AREA 2 SHALL BE SEQUENCED AND PHASED AS NECESSARY TO COMPLY WITH PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS. WORK IN AREA AREA 2 SHALL NOT BEGIN UNTIL THE COMPLETION OF WORK AREA 1.
9. CONSTRUCTION STAGING AND EQUIPMENT PARKING SHALL BE IN THE DESIGNATED AREAS ONLY OR AS OTHERWISE APPROVED BY THE AIRPORT AND CA TEAM
10. PRIOR TO THE OPENING OF EACH WORK AREA, THE AREA SHALL BE SWEPT CLEAN OF ALL FOD. THE AIRPORT SHALL PERFORM AN INSPECTION AND APPROVE THE WORK AREA BEFORE THE LOW-PROFILE BARRICADES ARE REMOVED
11. WHILE WORKING IN WORK AREA 2 CONTRACTOR SHALL PROVIDE RADIO PERSONNEL/FLAGGERS AT THE LOCATIONS SHOWN ON THIS PLAN. SEE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) FOR FUTHER INFORMATION ON THE REQUIRED TRAINING OF CONTRACTOR PERSONNEL WORKING INSIDE THE AIRPORT OPERATIONS AREA.
12. CONTRACTOR TO ACCESS WORK AREA 2 IN ACCORDANCE WITH HAUL ROUTES SHOWN ON SHEET G-081
13. THE CONTRACTOR SHALL INCLUDE THE COST TO REPLACE TEMPORARY REMOVED MARKINGS IN THE COST OF TEMPORARY STRIPING OR MARKING
14. DURING NIGHT WORK CONTRACTOR TO PLACE AND AIM WORK LIGHTS SO THAT THEY FACE AWAY FROM ATCT.

KEY MAP





WORK AREA	GENERAL WORK SCOPE	AFFECTED AOA	WORK HOURS	CALENDAR DAYS	SAFETY AND SECURITY
WA 2	THE DEMOLITION OF APPROXIMATELY 2,085 SY (E) CONNECTOR TAXIWAY CONCRETE PAVEMENT OUTSIDE OF THE NEW TAXIWAY GEOMETRY LIMITS, NECESSARY EARTHWORK AND GRADING REQUIRED TO MAINTAIN POSITIVE DRAINAGE, ELECTRICAL IMPROVEMENTS AND ADJUSTMENTS TO THE EXISTING RUNWAY/TAXIWAY CIRCUITS/LIGHTING/GUIDANCE SIGNS, AND THE REMARKING OF THE CONNECTOR TAXIWAY IN ORDER TO COMPLY WITH THE ADVISORY CIRCULAR(S)	TAXIWAY F & RUNWAY 17-35 RSA	11:00PM TO 07:00AM	45	1. THE CONTRACTOR SHALL INSTALL LOW-PROFILE BARRICADES AS SHOWN. 2. THE CONTRACTOR SHALL NOTIFY THE AIRPORT AT LEAST 5 DAYS IN ADVANCE OF WORK FOR NOTAM OF CONSTRUCTION ACTIVITY TO BE POSTED. 3. THE CONTRACTOR WILL BE RESPONSIBLE TO PROVIDE ESCORTING OF ALL SUBCONTRACTORS FOR WORK DURING THIS PHASE. ESCORTS MUST PASS THE AIRFIELD DRIVERS TRAINING CLASS AND MUST HAVE AN ACTIVE AIRPORT BADGE WITH ESCORTING PRIVILEGES.

Mead & Hunt

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5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT
AGS AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

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SHEET CONTENTS
CONSTRUCTION SAFETY AND PHASING PLANS - WA 2

G-084

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WORK SCHEDULE PHASING

WA 3 — WORK AREA 3 (90 CALENDAR DAYS)

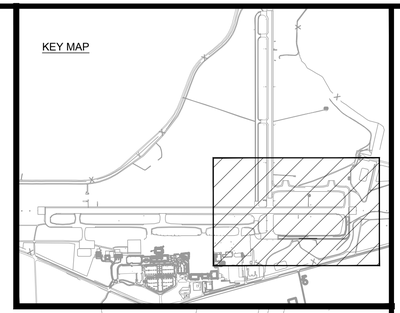
LEGEND

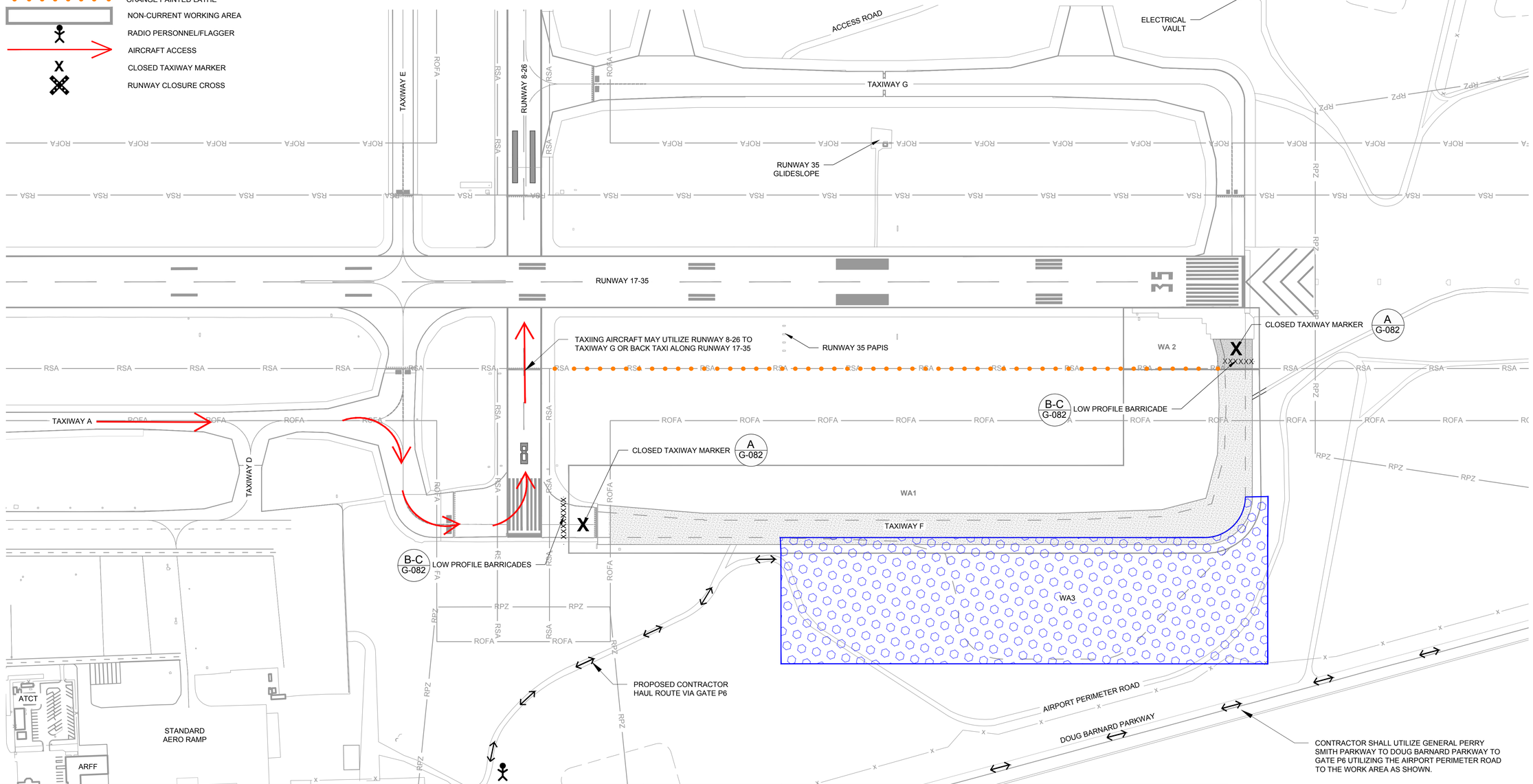
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TEMPORARY HAUL ROUTE
- XXXXXXXXXXX — LOW-PROFILE BARRICADES
- ORANGE PAINTED LATHE
- NON-CURRENT WORKING AREA
- RADIO PERSONNEL/FLAGGER
- AIRCRAFT ACCESS
- CLOSED TAXIWAY MARKER
- RUNWAY CLOSURE CROSS

NOTES:

1. CONTRACTOR SHALL FOLLOW PHASING PLAN PROVIDED IN CSPP. CONTRACTOR SHALL ADD PROJECT SPECIFIC DETAILS SUCH AS DATES, ANTICIPATED NUMBER OF CALENDAR DAYS USED, AND ANY OTHER ADDITIONS/MODIFICATION FOR APPROVAL BY THE AIRPORT PRIOR TO MOBILIZATION.
2. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN TEMPORARY HAUL ROUTES NEEDED FOR EXECUTION OF THE WORK. UPON COMPLETION, CONTRACTOR SHALL REMOVE TEMPORARY HAUL ROUTES AND RESTORE GROUND TO ORIGINAL CONDITION BY GRADING, SEEDING, AND MULCHING. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK.
3. ACCESS TO RUNWAYS AND TAXIWAYS IS PROHIBITED WITHOUT PRIOR COORDINATION WITH THE ENGINEER AND THE AIRPORT.
4. CONTRACTOR STAGING AREA ACCESS GATES ARE IN PLACE FROM PREVIOUSLY COMPLETED PROJECTS. CONTRACTOR SHALL REUSE THE EXISTING AREA AND ACCESS POINTS. NEW LOCK AND KEYS SHALL BE PROVIDED BY THE CONTRACTOR. AT THE CONCLUSION OF THE PROJECT THE AREA SHALL BE RETURNED TO THE CONDITION IT WAS AT THE BEGINNING OF THE PROJECT FOR NO ADDITIONAL COST.
5. MAX EQUIPMENT HEIGHT IN WORK AREAS ARE 25 FT. UNLESS APPROVED BY AIRPORT OR ENGINEER. IF ANYTHING HIGHER THAN THIS IS ANTICIPATED THE ENGINEER SHALL BE NOTIFIED AND A 7460 SHALL BE COMPLETED.
6. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT AND ATCT THE DISCONNECTING OF THE TAXIWAY CIRCUIT DURING THE TAXIWAY F CLOSURE.
7. CONSTRUCTION WITHIN WORK AREA 3 SHALL BE SEQUENCED AND PHASED AS NECESSARY TO COMPLY WITH PROVISIONS CONTAINED IN THE CONTRACT DOCUMENTS. WORK IN AREA AREA 3 SHALL NOT BEGIN UNTIL COMPLETION OF WORK AREA 2.
8. CONSTRUCTION STAGING AND EQUIPMENT PARKING SHALL BE IN THE DESIGNATED AREAS ONLY OR AS OTHERWISE APPROVED BY THE AIRPORT AND CA TEAM
9. PRIOR TO THE OPENING OF EACH WORK AREA, THE AREA SHALL BE SWEPT CLEAN OF ALL FOD. THE AIRPORT SHALL PERFORM AN INSPECTION AND APPROVE THE WORK AREA BEFORE THE LOW-PROFILE BARRICADES ARE REMOVED
10. WHILE WORKING IN WORK AREA X CONTRACTOR SHALL PROVIDE RADIO PERSONNEL/FLAGGERS AT THE LOCATIONS SHOWN ON THIS PLAN. SEE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) FOR FURTHER INFORMATION ON THE REQUIRED TRAINING OF CONTRACTOR PERSONNEL WORKING INSIDE THE AIRPORT OPERATIONS AREA.
11. CONTRACTOR TO ACCESS WORK AREA X IN ACCORDANCE WITH HAUL ROUTES SHOWN ON SHEET G-081
12. THE CONTRACTOR SHALL INCLUDE THE COST TO REPLACE TEMPORARY REMOVED MARKINGS IN THE COST OF TEMPORARY STRIPING OR MARKING
13. DURING NIGHT WORK CONTRACTOR TO PLACE AND AIM WORK LIGHTS SO THAT THEY FACE AWAY FROM ATCT.
14. IF ADDITIVE ALTERNATE 3A OR 3B IS AWARDED WORK AREAS 1 AND 3 CAN BE COMPLETED CONCURRENTLY.

KEY MAP





WORK AREA	GENERAL WORK SCOPE	AFFECTED AOA	WORK HOURS	CALENDAR DAYS	SAFETY AND SECURITY
WA 3	THE CONSTRUCTION OF APPROXIMATELY 25,611 SY OF NEW HOLDING APRON, ASSOCIATED DRAINAGE IMPROVEMENTS, EDGE LIGHTING AND PAVEMENT MARKING IMPROVEMENTS.	TAXIWAY F	24 HOURS	90	1. THE CONTRACTOR SHALL INSTALL LOW-PROFILE BARRICADES AS SHOWN. 2. THE CONTRACTOR SHALL NOTIFY THE AIRPORT AT LEAST 5 DAYS IN ADVANCE OF WORK FOR NOTAM OF CONSTRUCTION ACTIVITY TO BE POSTED. 3. THE CONTRACTOR WILL BE RESPONSIBLE TO PROVIDE ESCORTING OF ALL SUBCONTRACTORS FOR WORK DURING THIS PHASE. ESCORTS MUST PASS THE AIRFIELD DRIVERS TRAINING CLASS AND MUST HAVE AN ACTIVE AIRPORT BADGE WITH ESCORTING PRIVILEGES.

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT
AGS AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	ACC
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - WA 3

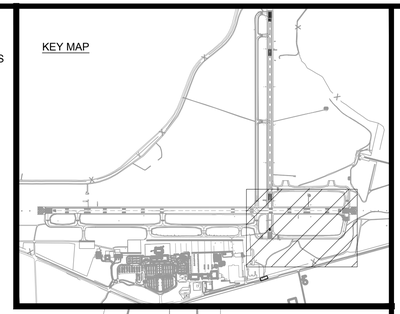
G-085

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\G-081 CONSTRUCTION SAFETY AND PHASING PLANS.DWG
4/9/2024 3:50:25 PM

NOTES:

1. SEE SHEET B-052 THROUGH B-054 FOR BORING LOGS
2. REFER TO GEOTECHNICAL REPORT IN PROJECT BOOK FOR ADDITIONAL INFORMATION.
3. RESULTS SHOWN REPRESENT ONLY THE LOCATIONS BORED. CONTRACTOR MAY ENCOUNTER VARYING CONDITIONS DURING CONSTRUCTION.

KEY MAP



TAXIWAY G

TAXIWAY E

RUNWAY 8-26

RUNWAY 35 GLIDESLOPE

RUNWAY 17-35

35

RUNWAY 35 PAPI

TAXIWAY A

CB-18
N: 1222642.56
E: 717282.61

CB-17
N: 1222597.64
E: 717082.78

CB-11
N: 1222815.42
E: 716818.63

CB-13
N: 1222732.63
E: 716838.50

CB-15
N: 1222593.15
E: 716864.29

B-16
N: 1222460.17
E: 716886.42

CB-1
N: 1224767.37
E: 716453.02

CB-2
N: 1224189.38
E: 716574.14

CB-3
N: 1223984.87
E: 716572.34

CB-4
N: 1223780.86
E: 716570.76

CB-5
N: 1223575.55
E: 716614.89

CB-6
N: 1223390.12
E: 716651.73

CB-7
N: 1223095.37
E: 716757.13

CB-8
N: 1223081.02
E: 716681.70

CB-9
N: 1222994.32
E: 716822.90

B-12
N: 1222793.83
E: 716734.29

B-10
N: 1222869.33
E: 716615.20

B-14
N: 1222678.56
E: 716657.79

TAXIWAY F

AIRPORT PERIMETER ROAD

DOUG BARNARD PKWY

0 100 200

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS

SOIL BORING & CORING PLAN

B-051

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\B-051 SOIL BORING & CORING PLAN.DWG
4/9/2024 3:50:41 PM

NOVA

TEST BORING RECORD CB-1

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.366867 N, -81.9692 W — ELEVATION: 138 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/18/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 7

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0		ASPHALT: 12 inches				
	135	FILL: Dense orange red clayey medium to fine SAND				33
5		COASTAL PLAIN SOIL: Medium dense gray orange clayey medium to fine SAND				11
	130					11
10						14
	125	Boring Terminated at 10 ft.				
15						
	120					
20						
	115					
25						
	110					
30						
	105					
35						

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the same day of drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

NOVA

TEST BORING RECORD CB-2

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.364556 N, -81.9689 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/18/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	ASPHALT: 8 inches				
		GRADED AGGREGATE BASE (GAB):8.5 inches				13
		FILL: Medium dense red brown clayey medium to fine SAND				9
5	130	COASTAL PLAIN SOILS: Loose to medium dense gray clayey medium to fine SAND				10
						11
10	125	Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the same day of drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

NOVA

TEST BORING RECORD CB-3

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.363794 N, -81.9688 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/18/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	ASPHALT: 10.25 inches				
		GRADED AGGREGATE BASE (GAB): 10 inches				27
		FILL: Medium dense red orange clayey medium to fine SAND				13
5	130	COASTAL PLAIN SOIL: Medium dense brown white clayey medium to fine SAND				18
		Medium dense brown white slightly micaceous clayey medium to fine SAND				13
10	125	Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling

Page 1 of 1

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NOVA

TEST BORING RECORD CB-4

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362974 N, -81.9688 — ELEVATION: 136 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/18/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 7

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0		ASPHALT: 7.5 inches				
	135	FILL: Medium dense orange brown clayey medium to fine SAND				13
		COASTAL PLAIN SOIL: Medium dense orange brown gray clayey medium to fine SAND				13
5	130	Loose orange brown gray slightly micaceous clayey medium to fine SAND				9
		Medium dense gray clayey medium to fine SAND				11
10	125	Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35						

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled day of drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

NOVA

TEST BORING RECORD CB-5

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.363203 N, -81.9682 — ELEVATION: 134 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/18/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0		ASPHALT: 8 inches				
	130	FILL: Firm gray medium to fine sandy CLAY				8
		COASTAL PLAIN SOIL: Firm brown gray medium to fine sandy CLAY				8
5	125					7
10		Boring Terminated at 10 ft.				5
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

NOVA

TEST BORING RECORD CB-6

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.36375 N, -81.9685 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	ASPHALT: 8.375 inches				
		FILL: Medium dense orange dark red clayey medium to fine SAND				11
		COASTAL PLAIN SOIL: Loose orange tan slightly micaceous clayey medium to fine SAND				8
5	130	Medium dense to loose gray tan clayey medium to fine SAND				12
						10
10	125	Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

Mead & Hunt

Mead and Hunt, Inc.
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North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.: 3-13-0011-055-2023
M&H NO.: 0119700-221767.01
DATE: APRIL 12, 2024
DESIGNED BY: XXX
DRAWN BY: NJH
CHECKED BY: XXX
DO NOT SCALE DRAWINGS

SHEET CONTENTS
SOIL BORING & CORING LOGS

B-052

FOR REFERENCE ONLY

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4/9/2024 3:50:44 PM

TEST BORING RECORD CB-7

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362961 N, -81.9682 W — ELEVATION: 136 ft-MSL
DRILLER: Betts Enivronmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	ASPHALT: 11.25 inches GRADED AGGREGATE BASE (GAB): 10.25 inches FILL: Medium dense brown orange clayey medium to fine SAND				22
5	130	COASTAL PLAIN SOILS: Medium dense red-orange and gray clayey medium to fine SAND				14
		Medium dense brown clayey medium to fine SAND				11
10	125	Medium dense tan clayey medium to fine SAND				12
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35						

Graphic Depiction: BLOW COUNT, NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled same say of drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

TEST BORING RECORD B-8

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: — ELEVATION: 133 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	130	TOPSOIL: 3 inches FILL: Loose gray clayey medium to fine SAND				9
5	125	COASTAL PLAIN SOIL: Loose tan slightly micaceous clayey medium to fine SAND				7
		Loose orange tan clayey medium to fine SAND				6
10	120					10
		Boring Terminated at 10 ft.				
15	115					
20	110					
25	105					
30	100					
35						

Graphic Depiction: BLOW COUNT, NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

TEST BORING RECORD CB-9

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362931 N, -81.9681 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 7

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	ASPHALT: 7.25 inches FILL: Medium dense dark brown clayey medium to fine SAND				14
5	130	COASTAL PLAIN SOIL: Medium dense brown gray slightly micaceous clayey medium to fine SAND				13
		Medium dense brown gray slightly micaceous clayey medium to fine SAND				12
10	125	Loose orange tan slightly micaceous clayey medium to fine SAND				9
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT, NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the same day as drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

TEST BORING RECORD B-10

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.361017 N, -81.9685 W — ELEVATION: 132 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	130	TOPSOIL: 5 inches FILL: Soft brown gray silty CLAY				4
5	125	COASTAL PLAIN SOIL: Stiff gray orange medium to fine sandy CLAY				10
		Loose brown gray clayey medium to fine SAND				8
10	120	Loose gray clayey medium to fine SAND				5
		Boring Terminated at 10 ft.				
15	115					
20	110					
25	105					
30	100					
35						

Graphic Depiction: BLOW COUNT, NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Boring were backfilled the day of drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

TEST BORING RECORD CB-11

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: — ELEVATION: 134 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 7

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	130	ASPHALT: 10.25 inches GRADED AGGREGATE BASE(GAB): 10 inches FILL: Medium dense orange brown clayey medium to fine SAND				19
5	125	COASTAL PLAIN SOIL: Medium dense orange gray slightly micaceous clayey medium to fine SAND				13
		Dense to medium dense brown gray slightly micaceous clayey medium to fine SAND				46
10	120					21
		Boring Terminated at 10 ft.				
15	115					
20	110					
25	105					
30	100					
35						

Graphic Depiction: BLOW COUNT, NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the same day as drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

TEST BORING RECORD B-12

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.361017 N, -81.9685 W — ELEVATION: 133 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8.5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	130	TOPSOIL: 6 inches FILL: Firm gray orange medium to fine sandy CLAY				8
5	125	COASTAL PLAIN SOIL: Firm brown gray medium to fine sandy CLAY				9
		Loose gray clayey medium to fine SAND				9
10	120	Loose tan clayey medium to fine SAND				9
		Boring Terminated at 10 ft.				
15	115					
20	110					
25	105					
30	100					
35						

Graphic Depiction: BLOW COUNT, NATURAL MOISTURE; PLASTIC LIMIT — LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

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FOR REFERENCE ONLY

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.: 3-13-0011-055-2023
M&H NO.: 0119700-221767.01
DATE: APRIL 12, 2024
DESIGNED BY: XXX
DRAWN BY: NJH
CHECKED BY: XXX
DO NOT SCALE DRAWINGS

SHEET CONTENTS
SOIL BORING & CORING LOGS

B-053

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\B-051 SOIL BORING & CORING PLAN.DWG
4/9/2024 3:50:48 PM

NOVA

TEST BORING RECORD CB-13

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.361017 N, -81.9685 W — ELEVATION: 134 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0		ASPHALT: 8.875 inches				
		GRADED AGGREGATE BASE (GAB): 10 inches				
		FILL: Medium dense gray brown clayey medium to fine SAND				15
5	130	COASTAL PLAIN SOIL: Medium dense gray brown clayey medium to fine SAND				13
						13
10	125					12
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT; LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

NOVA

TEST BORING RECORD B-14

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.361017 N, -81.9685 W — ELEVATION: 132 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0		TOPSOIL: 4 inches				
	130	FILL: Very soft orange gray medium to fine sandy CLAY				2
5		COASTAL PLAIN SOIL: Firm orange gray medium to fine sandy CLAY				8
	125	Stiff gray orange medium to fine sandy CLAY				10
10		Stiff orange medium to fine sandy CLAY				13
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT; LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

NOVA

TEST BORING RECORD CB-15

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.360175 N, -81.9673 W — ELEVATION: 133 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8.5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0		Asphalt: 8.625 inches				
		FILL: Loose dark gray clayey medium to fine SAND				5
	130	COASTAL PLAIN SOIL: Medium dense orange red slightly micaceous clayey medium to fine SAND				9
5						12
	125	Medium dense brown orange gray slightly micaceous clayey medium to fine SAND				11
10		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT; LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

NOVA

TEST BORING RECORD B-16

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.360175 N, -81.9673 W — ELEVATION: 132 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0		TOPSOIL: 4 inches				
	130	FILL: Stiff orange dark brown slightly micaceous clayey medium to fine SAND				6
5		COASTAL PLAIN SOIL: Firm gray brown orange slightly micaceous fine sandy CLAY				10
	125	Firm to stiff brown orange gray slightly micaceous fine sandy CLAY				5
10						9
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT; LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

NOVA

TEST BORING RECORD CB-17

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.360175 N, -81.9673 — ELEVATION: 132 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 7

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0		ASPHALT: 10.75 inches				
		GRADED AGGREGATE BASE (GAB): 11.5 inches				33
	130	FILL: Dense red orange clayey medium to fine SAND				31
5		COASTAL PLAIN SOIL: Dense tan gray clayey medium to fine SAND				21
	125	Medium dense tan white slightly micaceous clayey medium to fine SAND				19
10		Medium dense orange slightly micaceous clayey medium to fine SAND				
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT; LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

NOVA

TEST BORING RECORD CB-18

PROJECT: AGS Taxiway F Rehabilitation — PROJECT NO.: 10103-2023039
CLIENT: Mead & Hunt, Inc.
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.360175 N, -81.9673 W — ELEVATION: 132 ft-MSL
DRILLER: Betts Environmental — LOGGED BY: AP
DRILLING METHOD: Geoprobe — DATE: 7/17/2023
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NM — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0		ASPHALT: 7 inches				
		FILL: Medium dense brown red clayey medium to fine SAND				15
	130	COASTAL PLAIN SOIL: Medium dense brown white gray clayey medium to fine SAND				12
5						12
	125					11
10		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

Graphic Depiction: BLOW COUNT; NATURAL MOISTURE; PLASTIC LIMIT; LIQUID LIMIT; 10 20 30 40 60 100

Borings were backfilled the day of drilling.

Page 1 of 1

This information pertains only to this boring and should not be interpreted as being indicative of the site.

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.: 3-13-0011-055-2023
M&H NO.: 0119700-221767.01
DATE: APRIL 12, 2024
DESIGNED BY: XXX
DRAWN BY: NJH
CHECKED BY: XXX
DO NOT SCALE DRAWINGS

SHEET CONTENTS
SOIL BORING & CORING LOGS

B-054

FOR REFERENCE ONLY

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\B-051 SOIL BORING & CORING PLAN.DWG
4/9/2024 3:50:51 PM

EROSION, SEDIMENTATION & POLLUTION CONTROL PLAN CHECKLIST
INFRASTRUCTURE CONSTRUCTION PROJECTS
SWCD: Brier Creek Region 3

Project Name: AGS Twy F Reconstruct **Address: 1501 Aviation Way, August, GA**
Local Issuing Authority: Augusta/Richmond **Date on Plans: April 2024**
Name & email of person filling out checklist: C'lee Bishop, cbishop@aulickengineering.com

TO BE SHOWN ON ES&PC PLAN

Plan Page #	Included Y/N		
C-021	Y	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. (The completed Checklist must be submitted with the ES&PC Plan or the Plan will not be reviewed)
PLANS	Y	2	Level II certification number issued by the Commission, signature and seal of the certified design professional. (Signature, seal and Level II number must be on each sheet pertaining to ES&PC Plan or the Plan will not be reviewed)
C-022	Y	3	The name and phone number of the 24-hour contact responsible for erosion, sedimentation and pollution controls.
C-022	Y	4	Provide the name, address, email address, and phone number of primary permittee.
C-022	Y	5	Note total and disturbed acreages of the project or phase under construction.
C-022	Y	6	Provide the GPS locations of the beginning and end of the Infrastructure project. Give the Latitude and Longitude in decimal degrees.
C-022	Y	7	Initial date of the Plan and the dates of any revisions made to the Plan including the entity who requested the revisions.
C-022	Y	8	Descriptions of the nature of construction activity and existing site conditions.
C-022	Y	9	Provide vicinity map showing site's relation to surrounding areas. Include designation of specific phase, if necessary.
C-022	Y	10	Identify the project receiving waters and describe all sensitive adjacent areas including streams, lakes, residential areas, wetlands, marshlands, etc. which may be affected.
C-022	Y	11	Design professional's certification statement and signature that the site was visited prior to development of the ES&PC Plan as stated on **Part IV page 21** of the permit.
C-022	Y	12	Design professional's certification statement and signature that the permittee's ES&PC Plan provides for an appropriate and comprehensive system of BMPs and sampling to meet permit requirements as stated on **Part IV page 20** of the permit. *
C-022	Y	13	Design professional certification statement and signature that the permittee's ES&PC Plan provides for representative sampling as stated on **Part IV.D.6.c.(3) page 37** of the permit as applicable. *
C-022	Y	14	Clearly note the statement that "The design professional who prepared the ES&PC Plan is to inspect the installation of the initial sediment storage requirements, perimeter control BMPs, and sediment basins within 7 days after installation." in accordance with **Part IV.A.5 page 26** of the permit. *
C-022	Y	15	Clearly note the statement that "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 acquiring the necessary variances and permits."
C-022	Y	16	Provide a description of any buffer encroachments and indicate whether a buffer variance is required.
C-022	Y	17	Clearly note the statement that "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." *
C-022	Y	18	Clearly note the statement that "Waste materials shall not be discharged to waters of the State, except as authorized by a Section 404 permit." *
C-022	Y	19	Clearly note statement that "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."
C-022	Y	20	Clearly note statement that "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."
C-022	Y	21	Clearly note the statement "Any disturbed area left exposed for a period greater than 14 days shall be stabilized with mulch or temporary seeding."
C-022	Y	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 a 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 to the Impaired Stream Segment. *
C-022	Y	23	If a TMDL Implementation Plan for sediment has been finalized for the Impaired Stream Segment (identified in item 22 above) at least six months prior to submittal of NOI, the ES&PC Plan must address any site-specific conditions or requirements included in the TMDL Implementation Plan. *
C-022	Y	24	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. *
C-022	Y	25	Provide BMPs for the remediation of all petroleum spills and leaks.
C-023	Y	26	Description of the measures that will be installed during the construction process to control pollutants in storm water that will occur after construction operations have been completed. *
C-023	Y	27	Description of practices to provide cover for building materials and building products on site. *
C-023	Y	28	Description of the practices that will be used to reduce the pollutants in storm water discharges. *
C-023	Y	29	Description and chart or timeline of the intended sequence of major activities which disturb soils for the major portions of the site (i.e., initial perimeter and sediment storage BMPs, clearing and grubbing activities, excavation activities, utility activities, temporary and final stabilization).
C-023	Y	30	Provide complete requirements of Inspections and record keeping by the primary permittee. *
C-023	Y	31	Provide complete requirements of Sampling Frequency and Reporting of sampling results. *
C-023	Y	32	Provide complete details for Retention of Records as per Part IV.F. of the permit. *
C-024	Y	33	Description of analytical methods to be used to collect and analyze the samples from each location. *
C-024	Y	34	Appendix B rationale for NTU values at all outfall sampling points where applicable. *
C-024	Y	35	Delineate all sampling locations, perennial and intermittent streams and other water bodies into which storm water is discharged also provide a summary chart of the justification and analysis for the representative sampling as applicable. *
C-024	Y	36	A description of appropriate controls and measures that will be implemented at the construction site including: (1) initial sediment storage requirements and perimeter control BMPs, (2) intermediate grading and drainage BMPs, and (3) final BMPs. For construction sites where there will be no mass grading and the initial perimeter control BMPs, intermediate grading and drainage BMPs, and final BMPs are the same, the Plan may combine all of the BMPs into a single phase. *
PLANS	Y	37	Graphic scale and North arrow.
PLANS	Y	38	Existing and proposed contour lines with contour lines drawn at an interval in accordance with the following:
C-024	Y	39	Use of alternative BMPs whose performance has been documented to be equivalent to or superior to conventional BMPs as certified by a Design Professional (unless disapproved by GAEPD or the Georgia Soil and Water Conservation Commission). Please refer to the Alternative BMP Guidance Document found at www.gaswcc.georgia.gov.
C-024	Y	40	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 2016 Edition. *
PLANS	Y	41	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. Clearly note and delineate all areas of impact.
PLANS	Y	42	Delineation of on-site wetlands and all State waters located on and within 200 feet of the project site.
MAPS	Y	43	Delineation and acreage of contributing drainage basins on the project site.
MAPS	Y	44	Delineate on-site drainage and off-site watersheds using USGS 1" :2000' topographical sheets.
MAPS	Y	45	An estimate of the runoff coefficient or peak discharge flow of the site prior to and after construction activities are completed.
C-025	Y	46	Storm-drain pipe and weir velocities with appropriate outlet protection to accommodate discharges without erosion. Identify/Delineate all storm water discharge points.
C-025	Y	47	Soil series for the project site and their delineation.
PLANS	Y	48	The limits of disturbance for each phase of construction.
C-025	Y	49	Provide a minimum of 67 cubic yards of sediment storage per acre drained using a temporary sediment basin, retrofitted detention pond, and/or excavated inlet sediment traps for each common drainage location. Sediment storage volume must be in place prior to and during all land disturbance activities until final stabilization of the site has been achieved. A written justification explaining the decision to use equivalent controls when a sediment basin is not attainable must be included in the Plan for each common drainage location in which a sediment basin is not provided. A written justification as to why 67 cubic yards of storage is not attainable must also be given. Worksheets from the Manual must be included for structural BMPs and all calculations used by the design professional to obtain the required sediment storage when using equivalent controls. When discharging from sediment basins and impoundments, permittees are required to utilize outlet structures that withdraw water from the surface, unless infeasible. If outlet structures that withdraw water from the surface are not feasible, a written justification explaining this decision must be included in the Plan.
PLANS	Y	50	Location of Best Management Practices that are consistent with and no less stringent than the Manual for Erosion and Sediment Control in Georgia. Use uniform coding symbols from the Manual, Chapter 6, with legend.
DETAILS	Y	51	Provide detailed drawings for all structural practices. Specifications must, at a minimum, meet the guidelines set forth in the Manual for Erosion and Sediment Control in Georgia.
DETAILS	Y	52	Provide vegetative plan, noting all temporary and permanent vegetative practices. Include species, planting dates and seeding, fertilizer, lime and mulching rates. Vegetative plan shall be site specific for appropriate time of year that seeding will take place and for the appropriate geographic region of Georgia.

Existing Contours	USGS 1": 2000' Topographical Sheets
Proposed Contours	1" : 400' Centerline Profile

* If using this checklist for a project that is less than 1 acre and not part of a common development but within 200 ft of a perennial stream, the * checklist items would be N/A.

Effective January 1, 2024

NOTES: C-021 - C-025
PLANS: C-026 - C-041
DETAILS: C-042 - C-045
MAPS: C-046 - C-048

Mead & Hunt
Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT
AULICK ENGINEERING LLC
STORMWATER | HYDRAULICS | EROSION CONTROL
AIRFIELD & CIVIL SITE | CONSTRUCTION SERVICES

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER 4/10/24 WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - CHECKLIST

C-021

ITEM 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. SEE SHEET C-021.

ITEM 2:

GSWCC
GEORGIA SOIL AND WATER CONSERVATION COMMISSION
WILLIAM M. MCNAMARA, PE
Level II Certified Design Professional
CERTIFICATION NUMBER 0000098122
EXP. 04/26/2025

WILLIAM M. MCNAMARA, PE

4/10/24
DATE

ITEM 3 & 4:

24-HR EROSION CONTROL CONTACT:
NAME: ELIZABETH GILES
ADDRESS: 1501 AVIATION WAY
AUGUSTA, GA 30906
PHONE NUMBER: (706) 796-4010

PRIMARY PERMITTEE:
NAME: TIM WEEGAR
ADDRESS: 1501 AVIATION WAY
AUGUSTA, GA 30906
PHONE NUMBER: (706) 796-4009
EMAIL ADDRESS: TWEEGAR@AUGUSTA.GOV

ITEM 5:

TOTAL AREA PHASE 1 (INITIAL): 18.5 AC
TOTAL DISTURBED AREA PHASE 1 (INITIAL): 18.5 AC

TOTAL AREA PHASE 2 (INTERMEDIATE): 18.5 AC
TOTAL DISTURBED AREA PHASE 2 (INTERMEDIATE): 18.5 AC

TOTAL AREA PHASE 3 (FINAL): 0.0 AC
TOTAL DISTURBED AREA PHASE 3 (FINAL): 0.0 AC

ITEM 6:

THE GPS LOCATION OF THE CONSTRUCTION EXIT IS: N33.364486, - W81.969321

ITEM 7:

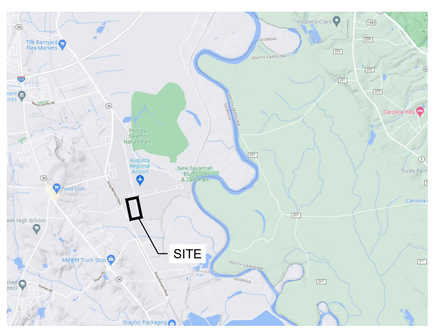
INITIAL DATE AND REVISION DATES OF THE PLAN ARE DEPICTED ON ALL SHEETS.

ITEM 8:

EXISTING SITE CONDITIONS:
THE SITE IS THE EXISTING TAXIWAY F AT AUGUSTA REGIONAL AIRPORT.

NATURE OF CONSTRUCTION ACTIVITY:
THIS PROJECT INVOLVES A BASE BID WHICH INCLUDES BOTH TAXIWAY F PAVING RECONSTRUCTION AND GRADING AND A BID ALT #1 WHICH INCLUDES BOTH PROPOSED HOLDING APRON/BAY PAVING AND GRADING. THE GRADING PHASE GENERALLY CONSISTS OF CLEARING AND GRUBBING, GRADING, DRAINAGE, EROSION CONTROL, GRASSING AND CONSTRUCTING STORMWATER MANAGEMENT FACILITIES. BID ALT #1 INCLUDES THE CONSTRUCTION OF A DRAINAGE NETWORK THAT OUTFALLS INTO A WATER QUALITY POND.

ITEM 9:



VICINITY MAP
NTS

ITEM 10:
THE RUNOFF LEAVES THE SITE INTO TWIGGS DEAD RIVER AND EVENTUALLY SAVANNAH RIVER.

OTHER ADJACENT SITE DATA & SENSITIVE AREAS:
STREAMS - THE DRAINAGE FROM THE SITE FLOWS INTO THE EXISTING PIPE SYSTEM. FROM THERE RUNOFF FLOWS INTO A DRAINAGE CHANNEL WHICH CONNECTS TO TWIGGS DEAD RIVER AND EVENTUALLY SAVANNAH RIVER.
LAKES - THERE ARE NO LAKES NEAR THIS PROJECT AT THE PROJECT.
RESIDENTIAL AREAS - THERE ARE ONLY RESIDENTIAL AREAS TO THE WEST OF THE AIRPORT OFF MIKE PADGETT HIGHWAY.
WETLANDS - THERE ARE WETLANDS NEARBY THE PROJECT BUT THEY WILL NOT BE AFFECTED BY THIS PROJECT.
MARSHLANDS - THERE ARE NO MARSHLANDS IN THIS PROJECT LIMITS.
SENSITIVE AREAS - THERE ARE NO STREAM BUFFERS OR OTHER SENSITIVE AREAS LOCATED IN THIS PROJECT LIMITS.

ITEM 11, 12 & 13:
DESIGN PROFESSIONAL'S CERTIFICATION:
1) 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 AND SEDIMENT CONTROL IN GEORGIA" (MANUAL), PUBLISHED BY THE GEORGIA 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 STORMWATER OUTFALLS AND THAT THE DESIGNED SYSTEM OF BEST MANAGEMENT PRACTICES AND SAMPLING METHODS IS EXPECTED TO MEET THE REQUIREMENTS CONTAINED IN THE GENERAL NPDES PERMIT NO. GAR100002.

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.

3) I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT CERTIFIED PERSONNEL PROPERLY GATHER AND EVALUATE THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

4) I CERTIFY THAT THE PERMITTEE'S EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN PROVIDES FOR THE MONITORING OF: (A) ALL PERENNIAL AND INTERMITTENT STREAMS AND OTHER WATER BODIES SHOWN ON THE USGS TOPOGRAPHIC MAP AND ALL OTHER FIELD VERIFIED PERENNIAL AND INTERMITTENT STEAMS AND OTHER WATER BODIES, OR (B) WHERE ANY SUCH SPECIFIC IDENTIFIED PERENNIAL OR INTERMITTENT STREAM AND OTHER WATER BODY IS NOT PROPOSED TO BE SAMPLED, I HAVE DETERMINED IN MY PROFESSIONAL JUDGMENT, UTILIZING THE FACTORS REQUIRED IN THE GENERAL NPDES PERMIT NO. GAR100002, THAT THE INCREASE IN THE TURBIDITY OF EACH SPECIFIC IDENTIFIED SAMPLED RECEIVING WATER WILL BE REPRESENTATIVE OF THE INCREASE IN THE TURBIDITY OF A SPECIFIC IDENTIFIED UN-SAMPLED RECEIVING WATER."

WILLIAM M. MCNAMARA, PE
LEVEL II CERTIFIED DESIGN PROFESSIONAL
GSWCC CERTIFICATION NO.: 0000098122

DESIGN PROFESSIONAL 7-DAY SITE CERTIFICATION

DATE OF INSPECTION _____

I CERTIFY THE SITE WAS IN COMPLIANCE WITH THE ES&PC PLAN ON THE DATE OF INSPECTION.

_____
GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION #

INSPECTION REVEALED THE FOLLOWING DISCREPANCIES FROM THE ES&PC PLAN:

_____

_____

THE DEFICIENCIES MUST BE ADDRESSED AND A RE-INSPECTION SCHEDULED. WORK SHALL NOT PROCEED ON THE SITE UNTIL DESIGN PROFESSIONAL CERTIFICATION IS OBTAINED.

ITEM 14:
"THE DESIGN PROFESSIONAL WHO PREPARED THE ES&PC PLAN IS TO INSPECT THE INSTALLATION OF THE INITIAL SEDIMENT STORAGE REQUIREMENTS, PERIMETER CONTROL BMP'S AND SEDIMENT BASINS WITHIN 7 DAYS AFTER INSTALLATION."
THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE DESIGN ENGINEER ONE WEEK PRIOR TO THE ANTICIPATED PERIMETER CONTROL AND SEDIMENT BASIN INSTALLATION. CALL AULICK ENGINEERING AT 678-825-8196; THE ENGINEER'S NAME IS LISTED UNDER ITEMS #2 AND #12 ON THIS SHEET. FAILURE TO NOTIFY THE DESIGN PROFESSIONAL RELEASES AULICK ENGINEERING FROM ANY RELATED FINES OR LIABILITY.

ITEM 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 ACQUIRING THE NECESSARY VARIANCES AND PERMITS.

ITEM 16:
THERE ARE NO BUFFER ENCROACHMENTS OR BUFFER VARIANCES REQUIRED.

ITEM 17:
"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."

ITEM 18:
"WASTE MATERIALS SHALL NOT BE DISCHARGED TO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT."

ITEM 19:
"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."

ITEM 20:

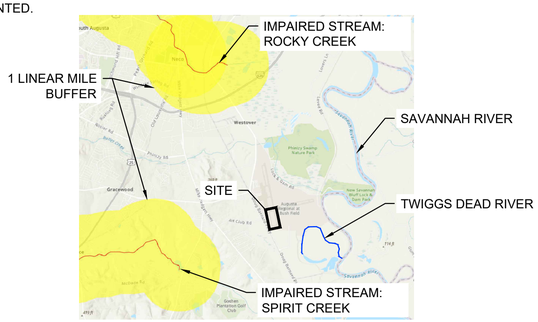
"EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE."

ITEM 21:

"ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 14 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING."

ITEM 22:

THIS PROJECT DOES NOT DISCHARGE STORMWATER DIRECTLY INTO AN IMPAIRED STREAM, NOR IS LOCATED WITHIN ONE LINEAR MILE OF AN IMPAIRED STREAM, AND THEREFORE A TMDL PLAN HAS NOT BEEN IMPLEMENTED.



ITEM 23:

THERE IS NO IMPAIRED STREAM SEGMENT WITHIN 1 LINEAR MILE OF THIS PROJECT. THEREFORE, A TMDL PLAN FOR SEDIMENT HAS NOT BEEN FINALIZED AT LEAST 6 MONTHS PRIOR TO NOI.

ITEM 24:

CONCRETE WASHDOWN OF TOOLS, CONCRETE MIXER CHUTES, HOPPERS AND THE REAR OF THE VEHICLES ON THE PROJECT SITE IS ALLOWED ONLY IN DESIGNATED AREAS AND PER DETAIL IN THIS PLAN SET. WASHOUT OF THE DRUM AT THE CONSTRUCTION SITE IS PROHIBITED.

ITEM 25:

SPILL PREVENTION:

ANY LEAKS OR SPILLS OF PETROLEUM PRODUCTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTAIN, CONTROL, AND REMEDIATE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL GUIDELINES, ORDINANCES, AND LAWS.

CONTROL OF POLLUTANTS: POLLUTANTS OF POTENTIALLY HAZARDOUS MATERIALS, SUCH AS FUELS, LUBRICANTS, LEAD PAINT, CHEMICALS OR BATTERIES, SHALL BE TRANSPORTED, STORED AND UTILIZED IN A MANNER TO PREVENT LEAKAGE OR SPILLAGE INTO THE ENVIRONMENT. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR PROPER AND LEGAL DISPOSAL OF ALL SUCH MATERIALS. EQUIPMENT, ESPECIALLY CONCRETE OR ASPHALT TRUCKS, SHALL NOT BE WASHED OR CLEANED OUT ON THE PROJECT EXCEPT IN AREAS WHERE UNUSED PRODUCT CONTAMINANTS CAN BE PREVENTED FROM ENTERING WATERWAYS.

AN SPCC PLAN WILL BE DEVELOPED AND APPROVED PRIOR TO INSTALLATION OF FUEL TANKS. THIS PLAN WILL REQUIRE THE FOLLOWING:

1. ALL BARE SOIL AROUND FUELING AREA LINED TO PREVENT SEEPAGE INTO SOIL. IN ADDITION, A SPILL KIT WILL BE KEPT ON SITE IN CASE OF LEAKS.
2. TERTIARY CONTAINMENT WILL BE PROVIDED IN THE MOBILE TRUCK AREA.
3. SECONDARY CONTAINMENT WILL BE PROVIDED IN THE FORM OF A CONTAINMENT PAD WITH A VALVE SIZED (OR APPROVED EQUAL) FOR THE APPROPRIATE REFUELING TRUCK.

THE CONTRACTOR SHALL PREPARE AN SPCC PLAN FOR FUEL STORAGE AREAS DURING CONSTRUCTION.

MATERIALS AND EQUIPMENT NECESSARY FOR PETROLEUM SPILL CLEANUP MUST BE KEPT ONSITE AND IN STORAGE AREAS. THESE MAY INCLUDE BROOMS, DUSTPANS, MOPS, RAGS, GLOVES, GOGGLES, CAT LITTER, SAND, SAWDUST AND PROPERLY LABELED PLASTIC AND METAL WASTE CONTAINERS. SPILL PREVENTION PRACTICES AND PROCEDURES MUST BE REVIEWED AFTER A SPILL AND ADJUSTED AS NECESSARY TO PREVENT FUTURE SPILLS. ALL SPILLS WILL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY. ALL SPILLS MUST BE REPORTED AS REQUIRED BY LOCAL, STATE AND FEDERAL REGULATIONS. FOR SPILLS THAT IMPACT SURFACE WATER (LEAVE A SHEEN ON SURFACE WATER), THE NATIONAL RESPONSE CENTER (NRC) MUST BE CONTACTED WITHIN 24 HOURS AT 1-800-424-8802.

FOR SPILLS GREATER THAN 25 GALLONS AND NO SURFACE WATER IMPACTS, THE GEORGIA EPD MUST BE CONTACTED WITHIN 24 HOURS. FOR SPILLS LESS THAN 25 GALLONS AND NO SURFACE WATER IMPACTS, THE SPILL WILL BE CLEANED UP AND LOCAL AGENCIES MUST BE CONTACTED AS REQUIRED. THE CONTRACTOR SHALL NOTIFY THE LICENSED PROFESSIONAL WHO PREPARED THIS PLANS IF MORE THAN 1320 GALLONS OF PETROLEUM IS STORED ONSITE (THIS INCLUDES CAPACITY EQUIPMENT) OR IF ANY ONE PIECE OF EQUIPMENT HAS A CAPACITY GREATER THAN 660 GALLONS. THE CONTRACTOR WILL NEED A SPILL PREVENTION CONTAINMENT AND COUNTERMEASURES PLAN PREPARED BY THAT LICENSED PROFESSIONAL.

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AULICK ENGINEERING LLC
STORMWATER | HYDRAULICS | EROSION CONTROL
AIRFIELD & CIVIL SITE | CONSTRUCTION SERVICES

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GEORGIA
REGISTERED
No. PE049285
PROFESSIONAL
ENGINEER
WILLIAM M. MCNAMARA
4/10/24

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

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SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - NOTES

C-022

ITEM 26:

THE MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL POLLUTANTS IN STORMWATER THAT WILL OCCUR AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED:

- SODDING
- PERMANENT GRASSING

THESE BMPS WERE SELECTED BASED ON EXISTING CONDITIONS AND TOPOGRAPHY CONSIDERATIONS.

ITEM 27:

THE CONTRACTOR MUST USE MEASURES SUCH AS PLASTIC SHEETING OR TEMPORARY ROOFS TO COVER BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE, AND OTHER MATERIALS IN ORDER TO MINIMIZE EXPOSURE TO PRECIPITATION AND STORMWATER.

ITEM 28:

THE PRACTICES THAT WILL BE USED TO REDUCE THE POLLUTANTS IN STORMWATER DISCHARGE ARE:

- SILT FENCE
- TEMPORARY SEDIMENT TRAPS
- DUST CONTROL
- TEMPORARY GRASSING
- BLOCK AND GRAVEL INLET PROTECTION
- BLOCK AND GRAVEL INLET PROTECTION EXCAVATED FOR SEDIMENT STORAGE

THESE BMPS REMOVE POLLUTANTS THROUGH SETTLING, FILTRATION, PONDING AND OTHER METHODS AS ILLUSTRATED IN THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA.

PRODUCT SPECIFIC PRACTICES

PETROLEUM BASED PRODUCTS - CONTAINERS FOR PRODUCTS SUCH AS FUELS, LUBRICANTS, AND TARS WILL BE INSPECTED DAILY FOR LEAKS AND SPILLS. THIS INCLUDES ONSITE VEHICLES AND MACHINERY DAILY INSPECTIONS AND REGULAR PREVENTATIVE MAINTENANCE OF SUCH EQUIPMENT. EQUIPMENT MAINTENANCE AREAS WILL BE LOCATED AWAY FROM STATE WATERS, NATURAL DRAINS, AND STORM WATER DRAINAGE INLETS. IN ADDITION, TEMPORARY FUELING TANKS SHALL HAVE A SECONDARY CONTAINMENT LINER TO PREVENT/MINIMIZE SITE CONTAMINATION. DISCHARGE OF OILS, FUELS, AND LUBRICANTS IS PROHIBITED. PROPER DISPOSAL METHODS WILL INCLUDE COLLECTION IN A SUITABLE CONTAINER AND DISPOSAL AS REQUIRED BY LOCAL AND STATE REGULATIONS.

PAINTS/FINISHES/SOLVENTS - AIL PRODUCTS WILL BE STORED IN TIGHTLY SEALED ORIGINAL CONTAINERS WHEN NOT IN USE. EXCESS PRODUCT WILL NOT BE DISCHARGED TO THE STORM WATER COLLECTION SYSTEM. EXCESS PRODUCT, MATERIALS USED WITH THESE PRODUCTS, AND PRODUCT CONTAINERS WILL BE DISPOSED OF ACCORDING TO MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

CONCRETE TRUCK WASHING - CONCRETE TRUCKS WILL BE ALLOWED TO WASH OUT.

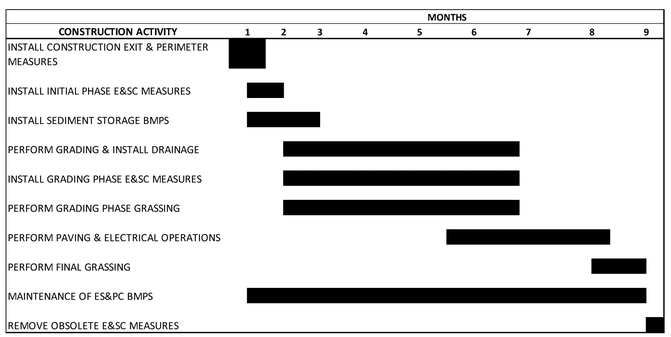
FERTILIZER/HERBICIDES - THESE PRODUCTS WILL BE APPLIED AT RATES THAT DO NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS OR ABOVE THE GUIDELINES SET FORTH IN THE CROP ESTABLISHMENT OR IN THE GSWCC MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA. ANY STORAGE OF THESE MATERIALS WILL BE UNDER ROOF IN SEALED CONTAINERS.

BUILDING MATERIALS - NO BUILDING OR CONSTRUCTION MATERIALS WILL BE BURIED OR DISPOSED OF ONSITE. ALL SUCH MATERIAL WILL BE DISPOSED OF IN PROPER WASTE DISPOSAL PROCEDURES.

ITEM 29:

CONSTRUCTION SCHEDULE

START DATE: OCTOBER 2024
END DATE: JUNE 2025



SCHEDULE SHOWN IS APPROXIMATE. CONTRACTOR SHALL PROVIDE AN UPDATED AND ACCURATE CONSTRUCTION AND BMP INSTALLATION AND MAINTENANCE SCHEDULE AS NEEDED AND WILL HAVE A SCHEDULE AVAILABLE ON-SITE.

ITEM 30:

INSPECTION REQUIREMENTS

(1). EACH DAY WHEN ANY TYPE OF CONSTRUCTION ACTIVITY HAS TAKEN PLACE AT A PRIMARY PERMITTEE'S SITE, CERTIFIED PERSONNEL PROVIDED BY THE PRIMARY PERMITTEE SHALL INSPECT: (A) ALL AREAS AT THE PRIMARY PERMITTEE'S SITE WHERE PETROLEUM PRODUCTS ARE STORED, USED, OR HANDLED FOR SPILLS AND LEAKS FROM VEHICLES AND EQUIPMENT AND (B) ALL LOCATIONS AT THE PRIMARY PERMITTEE'S SITE WHERE VEHICLES ENTER OR EXIT THE SITE FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING. THESE INSPECTIONS MUST BE CONDUCTED UNTIL A NOTICE OF TERMINATION IS SUBMITTED.
(2). MEASURE AND RECORD RAINFALL WITHIN DISTURBED AREAS OF THE SITE THAT HAVE NOT MET FINAL STABILIZATION ONCE EVERY 24 HOURS EXCEPT ANY NON-WORKING SATURDAY, NON-WORKING SUNDAY AND NON-WORKING FEDERAL HOLIDAY. THE DATA COLLECTED FOR THE PURPOSE OF COMPLIANCE WITH THIS PERMIT SHALL BE REPRESENTATIVE OF THE MONITORED ACTIVITY. MEASUREMENT OF RAINFALL MAY BE SUSPENDED IF ALL AREAS OF THE SITE HAVE UNDERGONE FINAL STABILIZATION OR ESTABLISHED A CROP OF ANNUAL VEGETATION AND A SEEDING OF TARGET PERENNIALS APPROPRIATE FOR THE REGION.
(3). CERTIFIED PERSONNEL (PROVIDED BY THE PRIMARY PERMITTEE) SHALL INSPECT THE FOLLOWING AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES RAINFALL OR GREATER (UNLESS SUCH STORM ENDS AFTER 5:00 PM ON ANY FRIDAY OR ON ANY NON-WORKING SATURDAY, NON-WORKING SUNDAY OR ANY NON-WORKING FEDERAL HOLIDAY IN WHICH CASE THE INSPECTION SHALL BE COMPLETED BY THE END OF THE NEXT BUSINESS DAY AND/OR WORKING DAY, WHICHEVER OCCURS FIRST):
(a) DISTURBED AREAS OF THE PRIMARY PERMITTEE'S CONSTRUCTION SITE; (B) AREAS USED BY THE PRIMARY PERMITTEE FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION; AND (C) STRUCTURAL CONTROL MEASURES. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN APPLICABLE TO THE PRIMARY PERMITTEE'S SITE SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATER(S). FOR AREAS OF A SITE THAT HAVE UNDERGONE FINAL STABILIZATION OR ESTABLISHED A CROP OF ANNUAL VEGETATION AND A SEEDING OF TARGET PERENNIALS APPROPRIATE FOR THE REGION, THE PERMITTEE MUST COMPLY WITH PART IV.D.4.A.(4). THESE INSPECTIONS MUST BE CONDUCTED UNTIL A NOTICE OF TERMINATION IS SUBMITTED.
(4). CERTIFIED PERSONNEL (PROVIDED BY THE PRIMARY PERMITTEE) SHALL INSPECT AT LEAST ONCE PER MONTH DURING THE TERM OF THIS PERMIT (I.E., UNTIL A NOTICE OF TERMINATION HAS BEEN SUBMITTED) THE AREAS OF THE SITE THAT HAVE UNDERGONE FINAL STABILIZATION OR ESTABLISHED A CROP OF ANNUAL VEGETATION AND A SEEDING OF TARGET PERENNIALS APPROPRIATE FOR THE REGION. THESE AREAS SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM AND THE RECEIVING WATER(S). EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATER(S).
(5). BASED ON THE RESULTS OF EACH INSPECTION, THE SITE DESCRIPTION AND THE POLLUTION PREVENTION AND CONTROL MEASURES IDENTIFIED IN THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN, THE PLAN SHALL BE REVISED AS APPROPRIATE NOT LATER THAN SEVEN (7) CALENDAR DAYS FOLLOWING EACH INSPECTION. IMPLEMENTATION OF SUCH CHANGES SHALL BE MADE AS SOON AS PRACTICAL BUT IN NO CASE LATER THAN SEVEN (7) CALENDAR DAYS FOLLOWING EACH INSPECTION.
(6). A REPORT OF EACH INSPECTION THAT INCLUDES THE NAME(S) OF CERTIFIED PERSONNEL MAKING EACH INSPECTION, THE DATE(S) OF EACH INSPECTION, CONSTRUCTION PHASE (I.E., INITIAL, INTERMEDIATE OR FINAL), MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH PART IV.D.4.A.(5). OF THE PERMIT SHALL BE MADE AND RETAINED AT THE SITE OR BE READILY AVAILABLE AT A DESIGNATED ALTERNATE LOCATION UNTIL THE ENTIRE SITE OR THAT PORTION OF A CONSTRUCTION SITE THAT HAS BEEN PHASED HAS UNDERGONE FINAL STABILIZATION AND A NOTICE OF TERMINATION IS SUBMITTED TO EPD. SUCH REPORTS SHALL BE READILY AVAILABLE BY END OF THE SECOND BUSINESS DAY AND/OR WORKING DAY AND SHALL IDENTIFY ALL INCIDENTS OF BEST MANAGEMENT PRACTICES THAT HAVE NOT BEEN PROPERLY INSTALLED AND/OR MAINTAINED AS DESCRIBED IN THE PLAN. WHERE THE REPORT DOES NOT IDENTIFY ANY INCIDENTS, THE INSPECTION REPORT SHALL CONTAIN A CERTIFICATION THAT THE BEST MANAGEMENT PRACTICES ARE IN COMPLIANCE WITH THE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART V.G.2. OF THIS PERMIT.

ITEM 31:

THERE ARE TWO SAMPLING LOCATIONS FOR THE AGS TWY F REHABILITATION PROJECT. THE OUTFALL SAMPLING LOCATION WILL BE AT THE PROJECT OUTFALLS SHOWN ON SHEET C-026.

SAMPLING METHODS AND DEVICES TO BE USED SHALL BE DETERMINED BY THE CONTRACTOR, PROVIDED AS A PART OF THE NOI SUBMITTAL, AND MAINTAINED WITH THE ES&PCP. THESE DEVICES SHALL, AT A MINIMUM, MEET THE REQUIREMENTS OF NPDES PERMIT GAR100002.

THE NEPHELOMETRIC TURBIDITY UNIT (NTU) VALUE AT THE SAMPLING LOCATIONS SHALL BE NO HIGHER THAN A 25 UNIT DIFFERENCE BETWEEN THE UPSTREAM AND DOWNSTREAM NTU VALUES OBSERVED.

SAMPLING FREQUENCY:
NPDES PERMIT GAR100002 REQUIRES THAT A MINIMUM OF TWO SAMPLING EVENTS OCCUR OVER THE COURSE OF THE PROJECT AS FOLLOWS:

(1). THE PRIMARY PERMITTEE MUST SAMPLE IN ACCORDANCE WITH THE PLAN AT LEAST ONCE FOR EACH RAINFALL EVENT DESCRIBED BELOW. FOR A QUALIFYING EVENT, THE PERMITTEE SHALL SAMPLE AT THE BEGINNING OF ANY STORM WATER DISCHARGE TO A MONITORED RECEIVING WATER AND/OR FROM A MONITORED OUTFALL LOCATION WITHIN IN FORTY-FIVE (45) MINUTES OR AS SOON AS POSSIBLE.

(2). HOWEVER, WHERE MANUAL AND AUTOMATIC SAMPLING ARE IMPOSSIBLE (AS DEFINED IN THIS PERMIT), OR ARE BEYOND THE PERMITTEE'S CONTROL, THE PERMITTEE SHALL TAKE SAMPLES AS SOON AS POSSIBLE, BUT IN NO CASE MORE THAN TWELVE (12) HOURS AFTER THE BEGINNING OF THE STORM WATER DISCHARGE.

(3). SAMPLING BY THE PERMITTEE SHALL OCCUR FOR THE FOLLOWING QUALIFYING EVENTS:

(A). FOR EACH AREA OF THE SITE THAT DISCHARGES TO A RECEIVING WATER OR FROM AN OUTFALL, THE FIRST RAIN EVENT THAT REACHES OR EXCEEDS 0.5 INCH WITH A STORM WATER DISCHARGE THAT OCCURS DURING NORMAL BUSINESS HOURS AS DEFINED IN THIS PERMIT AFTER ALL CLEARING AND GRUBBING OPERATIONS HAVE BEEN COMPLETED, BUT PRIOR TO COMPLETION OF MASS GRADING OPERATIONS, IN THE DRAINAGE AREA OF THE LOCATION SELECTED AS THE SAMPLING LOCATION;

ITEM 31 (CONT'D):

(B). IN ADDITION TO (A) ABOVE, FOR EACH AREA OF THE SITE THAT DISCHARGES TO A RECEIVING WATER OR FROM AN OUTFALL, THE FIRST RAIN EVENT THAT REACHES OR EXCEEDS 0.5 INCH WITH A STORM WATER DISCHARGE THAT OCCURS DURING NORMAL BUSINESS HOURS AS DEFINED IN THIS PERMIT EITHER 90 DAYS AFTER THE FIRST SAMPLING EVENT OR AFTER ALL MASS GRADING OPERATIONS HAVE BEEN COMPLETED, BUT PRIOR TO SUBMITTAL OF A NOT, IN THE DRAINAGE AREA OF THE LOCATION SELECTED AS THE SAMPLING LOCATION, WHICHEVER COMES FIRST;

(C). AT THE TIME OF SAMPLING PERFORMED PURSUANT TO (A) AND (B) ABOVE, IF BMPS IN ANY AREA OF THE SITE THAT DISCHARGES TO A RECEIVING WATER OR FROM AN OUTFALL 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 OR EXCEEDS 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;

(D). WHERE SAMPLING PURSUANT TO (A), (B) OR (C) ABOVE IS REQUIRED BUT NOT POSSIBLE (OR NOT REQUIRED BECAUSE THERE WAS NO DISCHARGE), THE PERMITTEE, IN ACCORDANCE WITH PART IV.D.4.a.(6), MUST INCLUDE A WRITTEN JUSTIFICATION IN THE INSPECTION REPORT OF WHY SAMPLING WAS NOT PERFORMED. PROVIDING THIS JUSTIFICATION DOES NOT RELIEVE THE PERMITTEE OF ANY SUBSEQUENT SAMPLING OBLIGATIONS UNDER (A), (B) OR (C) ABOVE; AND

(E). EXISTING CONSTRUCTION ACTIVITIES, I.E., THOSE THAT ARE OCCURRING ON OR BEFORE THE EFFECTIVE DATE OF THIS PERMIT, THAT HAVE MET THE SAMPLING REQUIRED BY (A) ABOVE SHALL SAMPLE IN ACCORDANCE WITH (B). THOSE EXISTING CONSTRUCTION ACTIVITIES THAT HAVE MET THE SAMPLING REQUIRED BY (B) ABOVE SHALL NOT BE REQUIRED TO CONDUCT ADDITIONAL SAMPLING OTHER THAN AS REQUIRED BY (C) ABOVE.

*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 SAMPLING AT ANY TIME OF THE DAY OR WEEK.

REPORTING

1. THE APPLICABLE PERMITTEES ARE REQUIRED TO SUBMIT THE SAMPLING 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 STORMWATER 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.
2. ALL SAMPLING REPORTS SHALL INCLUDE THE FOLLOWING INFORMATION:
   a. THE RAINFALL AMOUNT, DATE, EXACT PLACE AND TIME OF SAMPLING OR MEASUREMENTS;
   b. THE NAME(S) OF THE CERTIFIED PERSONNEL 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 CERTIFIED PERSONNEL WHO PERFORMED THE ANALYSES;
   f. REFERENCES AND WRITTEN PROCEDURES, WHEN AVAILABLE, FOR THE ANALYTICAL TECHNIQUES OR METHODS USED;
   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 1000 NTU SHALL BE REPORTED AS "EXCEEDS 1000 NTU;" AND
   i. CERTIFICATION STATEMENT THAT SAMPLING WAS CONDUCTED AS PER THE PLAN.
3. 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.

ITEM 32:

RETENTION OF RECORDS:

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 SAMPLING 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.(2). OF THIS PERMIT.
2. COPIES OF ALL NOTICES OF INTENT, NOTICES OF TERMINATION, INSPECTION REPORTS, SAMPLING REPORTS (INCLUDING ALL CALIBRATION AND MAINTENANCE RECORDS AND ALL ORIGINAL STRIP CHART RECORDINGS FOR CONTINUOUS MONITORING INSTRUMENTATION) OR OTHER REPORTS REQUESTED BY THE EPD, EROSION, SEDIMENTATION AND POLLUTION CONTROL PLANS, RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THIS 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.

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GEORGIA
REGISTERED
No. PE049285
PROFESSIONAL
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WILLIAM M. MCNAMARA
4/10/24

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SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - NOTES

C-023

ITEM 33:

SAMPLING REQUIREMENTS.
THIS PERMIT REQUIRES THE MONITORING OF NEPHELOMETRIC TURBIDITY IN RECEIVING WATER(S) OR OUTFALLS IN ACCORDANCE WITH THIS PERMIT. THIS SECTION IS PPLICABLE TO PRIMARY PERMITTEES WITH A TOTAL PLANNED DISTURBANCE EQUAL TO OR GREATER THAN ONE (1) ACRE THE FOLLOWING PROCEDURES CONSTITUTE EPD'S GUIDELINES FOR SAMPLING TURBIDITY.

(A). SAMPLING REQUIREMENTS SHALL INCLUDE THE FOLLOWING:

(1). A USGS TOPOGRAPHIC MAP, A TOPOGRAPHIC MAP OR A DRAWING (REFERRED TO AS A TOPOGRAPHIC MAP) THAT IS A SCALE EQUAL TO OR MORE DETAILED THAN A 1:24000 MAP SHOWING THE LOCATION OF THE SITE OR THE COMMON DEVELOPMENT; (A) THE LOCATION OF ALL PERENNIAL AND INTERMITTENT STREAMS AND OTHER WATER BODIES AS SHOWN ON A USGS TOPOGRAPHIC MAP, AND ALL OTHER PERENNIAL AND INTERMITTENT STREAMS AND OTHER WATER BODIES LOCATED DURING MANDATORY FIELD VERIFICATION, INTO WHICH THE STORMWATER IS DISCHARGED AND (B) THE RECEIVING WATER AND/OR OUTFALL SAMPLING LOCATIONS. WHEN THE PERMITTEE HAS CHOSEN TO USE A USGS TOPOGRAPHIC MAP AND THE RECEIVING WATER(S) IS NOT SHOWN ON THE USGS TOPOGRAPHIC MAP, THE LOCATION OF THE RECEIVING WATER(S) MUST BE HAND-DRAWN ON THE USGS TOPOGRAPHIC MAP FROM WHERE THE STORMWATER(S) ENTERS THE RECEIVING WATER(S) TO THE POINT WHERE THE RECEIVING WATER(S) COMBINES WITH THE FIRST BLUE LINE STREAM SHOWN ON THE USGS TOPOGRAPHIC MAP;

(2). THE ANALYTICAL METHOD USED TO COLLECT AND ANALYZE THE SAMPLES INCLUDING QUALITY CONTROL/QUALITY ASSURANCE PROCEDURES. THIS NARRATIVE MUST INCLUDE PRECISE SAMPLING METHODOLOGY FOR EACH SAMPLING LOCATION;

(3). WHEN THE PERMITTEE HAS DETERMINED THAT SOME OR ALL OUTFALLS WILL BE SAMPLED, A RATIONALE MUST BE INCLUDED ON THE PLAN 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); AND

(4). ANY ADDITIONAL INFORMATION EPD DETERMINES NECESSARY TO BE PART OF THE PLAN. EPD WILL PROVIDE WRITTEN NOTICE TO THE PERMITTEE OF THE INFORMATION NECESSARY AND THE TIME LINE FOR SUBMITTAL.

SAMPLING TYPE
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.

(1). SAMPLE CONTAINERS SHOULD BE LABELED PRIOR TO COLLECTING THE SAMPLES.

(2). SAMPLES SHOULD BE WELL MIXED BEFORE TRANSFERRING TO A SECONDARY CONTAINER.

(3). LARGE MOUTH, WELL CLEANED AND RINSED GLASS OR PLASTIC JARS SHOULD BE USED FOR COLLECTING SAMPLES. THE JARS SHOULD BE CLEANED THOROUGHLY TO AVOID CONTAMINATION.

(4). MANUAL, AUTOMATIC OR RISING STAGE SAMPLING MAY BE UTILIZED. SAMPLES REQUIRED BY THIS PERMIT SHOULD BE ANALYZED IMMEDIATELY, BUT IN NO CASE LATER THAN 48 HOURS AFTER COLLECTION. HOWEVER, SAMPLES FROM AUTOMATIC SAMPLERS MUST BE COLLECTED NO LATER THAN THE NEXT BUSINESS DAY AFTER THEIR ACCUMULATION, UNLESS FLOW THROUGH AUTOMATED ANALYSIS IS UTILIZED. IF AUTOMATIC SAMPLING IS UTILIZED AND THE AUTOMATIC SAMPLER IS NOT ACTIVATED DURING THE QUALIFYING EVENT, THE PERMITTEE MUST UTILIZE MANUAL SAMPLING OR RISING STAGE SAMPLING DURING THE NEXT QUALIFYING EVENT. DILUTION OF SAMPLES IS NOT REQUIRED. SAMPLES MAY BE ANALYZED DIRECTLY WITH A PROPERLY CALIBRATED TURBIDIMETER. SAMPLES ARE NOT REQUIRED TO BE COOLED.

(5). SAMPLING AND ANALYSIS OF THE RECEIVING WATER(S) OR OUTFALLS BEYOND THE MINIMUM FREQUENCY STATED IN THIS PERMIT MUST BE REPORTED TO EPD AS SPECIFIED IN PART IV.E.

SAMPLING POINTS

(1). 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). SAMPLING POINTS SHALL BE LOCATED ON APPLICABLE PAGES OF THE INITIAL, INTERMEDIATE, AND FINAL PHASE OF THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLANS. 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 FOLLOWING MINIMUM GUIDELINES:

(A). THE UPSTREAM SAMPLE FOR EACH RECEIVING WATER(S) MUST BE TAKEN IMMEDIATELY UPSTREAM OF THE CONFLUENCE OF THE FIRST STORM WATER DISCHARGE FROM THE PERMITTED ACTIVITY (I.E., THE DISCHARGE FARTHEST UPSTREAM AT THE SITE) BUT DOWNSTREAM OF ANY OTHER STORM WATER DISCHARGES NOT ASSOCIATED WITH THE PERMITTED ACTIVITY. WHERE APPROPRIATE, SEVERAL UPSTREAM SAMPLES FROM ACROSS THE RECEIVING WATER(S) MAY NEED TO BE TAKEN AND THE ARITHMETIC AVERAGE OF THE TURBIDITY OF THESE SAMPLES USED FOR THE UPSTREAM TURBIDITY VALUE.

(B). THE DOWNSTREAM SAMPLE FOR EACH RECEIVING WATER(S) MUST BE TAKEN DOWNSTREAM OF THE CONFLUENCE OF THE LAST STORM WATER DISCHARGE FROM THE PERMITTED ACTIVITY (I.E., THE DISCHARGE FARTHEST DOWNSTREAM AT THE SITE) BUT UPSTREAM OF ANY OTHER STORM WATER DISCHARGE NOT ASSOCIATED WITH THE PERMITTED ACTIVITY. WHERE APPROPRIATE, SEVERAL DOWNSTREAM SAMPLES FROM ACROSS THE RECEIVING WATER(S) MAY NEED TO BE TAKEN AND THE ARITHMETIC AVERAGE OF THE TURBIDITY OF THESE SAMPLES USED FOR THE DOWNSTREAM TURBIDITY VALUE.

(C). IDEALLY THE SAMPLES SHOULD BE TAKEN FROM THE HORIZONTAL AND VERTICAL CENTER OF THE RECEIVING WATER(S) OR THE STORM WATER OUTFALL CHANNEL(S).

(D). CARE SHOULD BE TAKEN TO AVOID STIRRING THE BOTTOM SEDIMENTS IN THE RECEIVING WATER(S) OR IN THE OUTFALL STORM WATER CHANNEL.

(E). THE SAMPLING CONTAINER SHOULD BE HELD SO THAT THE OPENING FACES UPSTREAM.

(F). THE SAMPLES SHOULD BE KEPT FREE FROM FLOATING DEBRIS.

(G). PERMITTEES DO NOT HAVE TO SAMPLE SHEETFLOW THAT FLOWS ONTO UNDISTURBED NATURAL AREAS OR AREAS STABILIZED BY THE PROJECT. FOR PURPOSES OF THIS SECTION, STABILIZED SHALL MEAN, FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES AND AREAS LOCATED OUTSIDE THE WASTE DISPOSAL LIMITS OF A LANDFILL CELL THAT HAS BEEN CERTIFIED BY EPD FOR WASTE DISPOSAL, 100% OF THE SOIL SURFACE IS UNIFORMLY COVERED IN PERMANENT VEGETATION WITH A DENSITY OF 70% OR GREATER, OR LANDSCAPED ACCORDING TO THE PLAN (UNIFORMLY COVERED WITH LANDSCAPING MATERIALS IN PLANNED LANDSCAPED AREAS), OR EQUIVALENT PERMANENT STABILIZATION MEASURES AS DEFINED IN THE MANUAL (EXCLUDING A CROP OF ANNUAL VEGETATION AND A SEEDING OF TARGET CROP PERENNIALS APPROPRIATE FOR THE REGION).

(H). ALL SAMPLING PURSUANT TO THIS PERMIT MUST BE DONE IN SUCH A WAY (INCLUDING GENERALLY ACCEPTED SAMPLING METHODS, LOCATIONS, TIMING, AND FREQUENCY) AS TO ACCURATELY REFLECT WHETHER STORM WATER RUNOFF FROM THE CONSTRUCTION SITE IS IN COMPLIANCE WITH THE STANDARD SET FORTH IN PARTS III.D.4. OR III.D.5, WHICHEVER IS APPLICABLE.

ITEM 34:

UPSTREAM AND DOWNSTREAM SAMPLING IS PROPOSED. A MAXIMUM NTU DIFFERENCE OF 25 UNITS BETWEEN THE UPSTREAM AND DOWNSTREAM SAMPLE IS REQUIRED. APPENDIX B NTU TABLE IS INVALID FOR THIS METHOD.

ITEM 35:

THE SAMPLING LOCATIONS, PERENNIAL AND INTERMITTENT STREAMS AND OTHER WATER BODIES INTO WHICH STORM WATER IS DISCHARGED ARE SHOWN ON DRAINAGE AREA MAPS, C-046 AND C-047.

ITEM 36:

INITIAL PHASE EROSION

A COPY OF THE APPROVED LAND DISTURBANCE PLAN AND PERMIT, AND NPDES PERMIT SHALL BE PRESENT ON THE SITE AT ALL TIMES.

THE FOLLOWING INITIAL EROSION CONTROL MEASURES SHALL BE IMPLEMENTED PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY:

- PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED 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.
- THE CONSTRUCTION EXIT IS TO BE INSTALLED AND MAINTAINED AS SHOWN IN DETAILS.
- IMMEDIATELY AFTER THE ESTABLISHMENT OF CONSTRUCTION ENTRANCE/EXITS, ALL PERIMETER EROSION CONTROL AND STORM WATER MANAGEMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE INITIAL PHASE EROSION CONTROL PLAN.
- ALL OTHER SITE SPECIFIC EROSION CONTROL BMP'S PER THE PLANS SHEETS IN THIS SET.

INTERMEDIATE (GRADING) EROSION CONTROL NOTES:

DURING CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN CAREFUL SCHEDULING AND PERFORMANCE TO ENSURE THAT LAND STRIPPED OF ITS NATURAL GROUND COVER IS LIMITED.

EROSION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION ACTIVITIES. 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 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 DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE DESIGN PROFESSIONAL IMMEDIATELY.

AT THE END OF EACH WORK DAY ALL SLOPES 3:1 OR STEEPER AND SLOPES HIGHER THAN 5 FEET SHALL RECEIVE SURFACE ROUGHENING, EROSION CONTROL MATTING, AND SEEDING AS SHOWN ON THE EROSION CONTROL PLAN.

SILT FENCE SHALL BE PLACED AT THE TOE OF ALL DIRT STOCK PILE AREAS AS LOCATED BY CONTRACTOR. COST OF SILT FENCE AND TEMPORARY GRASSING ASSOCIATED WITH STOCK PILE AREAS SHALL BE INCIDENTAL TO MOBILIZATION.

TEMPORARY GRASSING SHALL BE APPLIED TO ALL EXPOSED AREAS WITHIN 14 DAYS OF LAND DISTURBANCE.

CONTRACTOR SHALL INSPECT EROSION CONTROL MEASURES AT THE END OF EACH WORKING DAY TO ENSURE MEASURES ARE FUNCTIONING PROPERLY. IN ADDITION, SEDIMENT AND EROSION CONTROL MEASURES SHOULD BE CHECKED AFTER EACH RAIN EVENT AND MAINTAINED OR REPLACED. ADDITIONAL DEVICES MUST BE INSTALLED IF NEW CHANNELS HAVE DEVELOPED AT CONTRACTOR'S EXPENSE.

EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF SEDIMENT ACCUMULATION HAS REACHED ONE HALF THE CAPACITY OF THE DEVICE. ADDITIONAL DEVICES MUST BE INSTALLED IF NEW CHANNELS HAVE DEVELOPED.

CONTRACTOR SHALL INSTALL TEMPORARY DOWNDRAINS WITH INLET FILTER RINGS AND STORM DRAIN OUTLET PROTECTION AS NEEDED TO CONTROL RUNOFF AND EROSION CONTROL DURING GRADING OPERATIONS THE COST OF THESE MEASURES SHALL BE CONSIDERED INCIDENTAL TO GRADING.

FAILURE TO INSTALL, OPERATE, OR MAINTAIN ALL EROSION CONTROL MEASURES WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE PROJECT UNTIL SUCH MEASURES ARE CORRECTED AS SHOWN ON THE APPROVED EROSION CONTROL PLANS.

ALL EROSION CONTROL DEVICES SHALL MEET THE REQUIREMENTS SET FORTH IN THE “MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA”, LATEST EDITION, GEORGIA SOIL AND WATER CONSERVATION COMMISSION AND THE “FIELD MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA”, LATEST EDITION.

ITEM 36 (CONT'D):

FINAL PHASE EROSION CONTROL NOTES:

CONTRACTOR SHALL INSPECT EROSION CONTROL MEASURES AT THE END OF EACH WORKING DAY TO ENSURE MEASURES ARE FUNCTIONING PROPERLY. IN ADDITION, SEDIMENT AND EROSION CONTROL MEASURES SHOULD BE CHECKED AFTER EACH RAIN EVENT AND MAINTAINED OR REPLACED. ADDITIONAL DEVICES MUST BE INSTALLED IF NEW CHANNELS HAVE DEVELOPED.

EACH DEVICE IS TO BE MAINTAINED OR REPLACED IF SEDIMENT ACCUMULATION HAS REACHED ONE HALF THE CAPACITY OF THE DEVICE. ADDITIONAL DEVICES MUST BE INSTALLED IF NEW CHANNELS HAVE DEVELOPED.

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

EROSION CONTROL MEASURES WILL BE MAINTAINED UNTIL FINAL STABILIZATION WHERE 100% OF THE SOIL SURFACE IS UNIFORMLY COVERED IN PERMANENT VEGETATION WITH A DENSITY OF 70% OR GREATER. TEMPORARY EROSION CONTROL DEVICES MAY BE REMOVED AND DISPOSED OF AFTER APPROVAL OF THE ENGINEER.

FAILURE TO INSTALL, OPERATE, OR MAINTAIN ALL EROSION CONTROL MEASURES UNTIL STABILIZATION WILL RESULT IN ALL CONSTRUCTION BEING STOPPED ON THE PROJECT UNTIL SUCH MEASURES ARE CORRECTED BACK TO THE APPROVED EROSION CONTROL PLANS.

ALL EROSION CONTROL DEVICES SHALL MEET THE REQUIREMENTS SET FORTH IN THE “MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA”, LATEST EDITION, GEORGIA SOIL AND WATER CONSERVATION COMMISSION.

ITEM 37:

GRAPHIC SCALE AND NORTH ARROW ARE ON ALL PLAN SHEETS.

ITEM 38:

EXISTING AND PROPOSED CONTOUR LINES WITH CONTOUR LINES DRAWN AT AN INTERVAL IN ACCORDANCE WITH THE FOLLOWING CAN BE FOUND ON ALL SHEETS WITH CONTOURS.

Map Scale	Ground Slope	Contour Intervals, ft.
1 inch = 100ft or larger scale	Flat 0 - 2%	0.5 or 1
	Rolling 2 - 8%	1 or 2
	Steep 8% +	2,5 or 10

ITEM 39:

ALTERNATIVE BMPS:

ALTERNATIVE EROSION CONTROL BMP DESIGNS WHOSE PERFORMANCE HAS BEEN DOCUMENTED TO BE EQUIVALENT TO OR SUPERIOR TO CONVENTIONAL BMPS AS CERTIFIED BY A DESIGN PROFESSIONAL (UNLESS DISAPPROVED BY EPD OR THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION) MUST BE SUBMITTED TO THE DESIGN ENGINEER PRIOR TO THE INSTALLATION.

ALTERNATIVE BMPS USED ON THIS PROJECT: NONE

ITEM 40:

THERE ARE NO ALTERNATE BMP FOR APPLICATION TO THE EQUIVALENT BMP LIST

ITEM 41:

THERE ARE NO BUFFERS WITHIN 200FT OF PROJECT LIMITS.

ITEM 42:

THERE ARE WETLANDS WITHIN 200FT OF PROJECT LIMITS. PROPER EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE MAINTAINED AT ALL TIMES TO PREVENT NEGATIVE IMPACTS TO THE SURROUNDING WETLANDS.

ITEM 43:

DRAINAGE BASIN DELINEATION SHOWN ON DRAINAGE AREA MAPS, C-046 AND C-047.

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AUGUSTA REGIONAL AIRPORT

ULICK ENGINEERING LLC
STORMWATER | HYDRAULICS | EROSION CONTROL
AIRFIELD & CIVIL SITE | CONSTRUCTION SERVICES

ISSUED
ISSUED FOR BID

GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER WILLIAM M. MCNAMARA 4/10/24

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - NOTES

C-024

ITEM 44:

HYDROLOGY STUDY AND MAPS OF DRAINAGE BASINS FOR BOTH PRE- AND POST-DEVELOPMENT CONDITIONS SHOWN ON THE DRAINAGE MAPS, C-046 AND C-047.

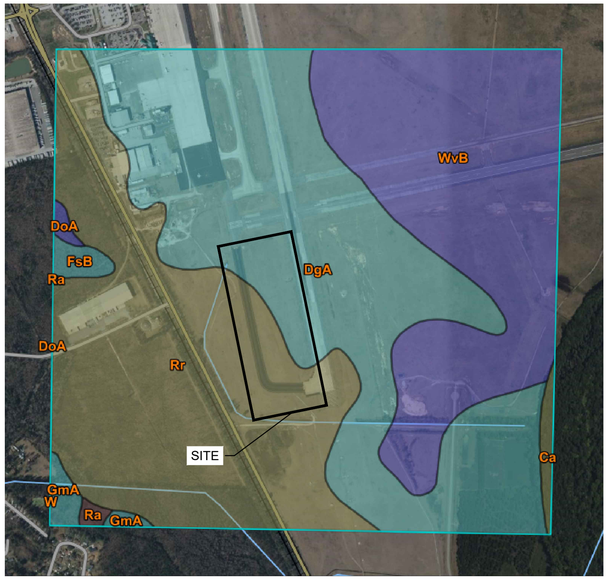
ITEM 45:

THE PRE-PROJECT AND POST-PROJECT CURVE NUMBERS AND PEAK FLOW RATES CAN BE FOUND ON THE DRAINAGE AREA MAPS, C-046 AND C-047.

ITEM 46:

STORM-DRAIN PIPE AND WEIR VELOCITIES WITH APPROPRIATE OUTLET PROTECTION ARE SHOWN ON THE PIPE PROFILES, C-405.

ITEM 47:



SOILS MAP
NTS

MAP UNIT SYMBOL	MAP UNIT NAME
Dga	DOGUE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES
Rr	ROANOKE LOAM

ITEM 48:

LIMITS OF DISTURBANCE FOR EACH PHASE OF CONSTRUCTION SHOWN ARE SHOWN ON THE EROSION CONTROL PLAN SHEETS, C-026 - C-041. THE TOTAL DISTURBED AREAS ARE LISTED UNDER ITEM 5.

ITEM 49:

SEDIMENT STORAGE:

FOR COMMON DRAINAGE LOCATIONS A TEMPORARY (OR PERMANENT) SEDIMENT BASIN PROVIDING AT LEAST 1809 CUBIC FEET (67 CUBIC YARDS) OF STORAGE PER ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. THE 1809 CUBIC FEET (67 CUBIC YARDS) OF STORAGE AREA PER ACRE DRAINED DOES NOT APPLY TO FLOWS FROM OFF-SITE AREAS AND FLOWS FROM ON-SITE AREAS THAT ARE EITHER UNDISTURBED OR HAVE UNDERGONE FINAL STABILIZATION WHERE SUCH FLOWS ARE DIVERTED AROUND BOTH THE DISTURBED AREA AND THE SEDIMENT BASIN. FOR DRAINAGE LOCATIONS WHERE A TEMPORARY SEDIMENT BASIN PROVIDING AT LEAST 1809 CUBIC FEET (67 CUBIC YARDS) OF STORAGE PER ACRE DRAINED, OR EQUIVALENT CONTROLS IS NOT ATTAINABLE, SEDIMENT TRAPS, SILT FENCES, WOOD MULCH BERMS OR EQUIVALENT SEDIMENT CONTROLS ARE REQUIRED FOR ALL SIDE SLOPE AND DOWN SLOPE BOUNDARIES OF THE CONSTRUCTION AREA. WHEN THE SEDIMENT FILLS TO A VOLUME AT MOST OF 22 CUBIC YARDS PER ACRE FOR EACH ACRE OF DRAINAGE AREA, THE SEDIMENT SHALL BE REMOVED TO RESTORE THE ORIGINAL DESIGN VOLUME. THIS SEDIMENT MUST BE PROPERLY DISPOSED.

PER THE FOLLOWING TABLE, SILT FENCE, TEMPORARY SEDIMENT TRAPS, EXCAVATED INLET SEDIMENT TRAPS, ROCK DAMS, AND A POND RETROFIT ARE USED TO PROVIDE 1809 CF OF STORAGE PER DRAINAGE ACRE.

WHEN DISCHARGING FROM SEDIMENT BASINS AND IMPOUNDMENTS, PERMITTEES ARE REQUIRED TO UTILIZE OUTLET STRUCTURES THAT WITHDRAW WATER FROM THE SURFACE, UNLESS INFEASIBLE. OUTLET STRUCTURES THAT WITHDRAW WATER FROM THE SURFACE ARE TEMPORARY BMPS AND MUST BE REMOVED PRIOR TO SUBMITTING A NOTICE OF TERMINATION. NEITHER A TEMPORARY SEDIMENT BASIN NOR DETENTION FACILITY IS PROPOSED ON THIS SITE AS PART OF THE SEDIMENT STORAGE DESIGN; THEREFORE, WATER WITHDRAWAL FROM THE SURFACE OF THOSE BMPS IS NOT FEASIBLE AND NO SKIMMER ARE PROPOSED.

Phase	Location	Drainage Area (ac)	Disturbed Area (ac)	Sediment Storage Required (cf)	Sediment Storage Provided (cf)	Sediment Storage BMPs
Initial	Sheet Flow Page North C-027 - C-029	3.2	3.2	5,861	9,050	Sd1-NS
	Sheet Flow Page South C-027 - C-028	2.1	2.1	3,853	5,105	Sd1-S
	Rt-P C-029	8.6	6.4	15,557	83,810	Rt-P
	Sd4-#1A C-030	1.8	1.6	3,256	5,121	Sd4-C #1A
	Rd #1A C-030	3.4	0.1	6,187	5,058	Rd #1A (Supplemental Storage Provided by Sd1 S)
	Sheet Flow Page South C-030	2.0	2.0	3,564	1,950	Sd1 S (Supplemental Storage Provided by Rd #1A)
	Sd4-#2A C-031	5.0	3.1	9,045	9,762	Sd4-C #2A
	TOTAL	**N/A**	**18.5**	**33,539**	**119,856**	**TOTAL**
Grading	Sheet Flow Page North C-032 - C-034	4.0	4.0	7,164	9,050	Sd1 NS
	Sheet Flow Page South C-032 - C-033	2.0	2.0	3,528	5,105	Sd1 S
	DI A1 C-033	2.5	2.5	4,523	5,465	Sd2-Exc. #1
	DI A2 C-034	2.2	2.2	4,016	5,131	Sd2-Exc. #2
	Rt-P C-034	4.4	2.2	7,869	83,810	Rt-P
	Sd4-#1B C-035	2.8	2.7	5,065	5,121	Sd4-C #1B
	Rd #1B C-035	2.7	0.1	4,884	5,058	Rd #1B
	Sheet Flow Page South C-035	0.7	0.7	1,339	1,950	Sd1 S
	Sd4-#2B C-036	4.2	2.2	7,598	9,762	Sd4-C #2B
	TOTAL	**N/A**	**18.5**	**33,503**	**130,452**	**TOTAL**
Final			No disturbance in Final Phase - only permanent stabilization			

ITEM 50:

LOCATION OF BEST MANAGEMENT PRACTICES ARE SHOWN ON EROSION CONTROL SHEETS, C-027 - C-041.

ITEM 51:

DETAILED DRAWINGS FOR ALL STRUCTURAL PRACTICES ARE SHOWN ON EROSION CONTROL DETAIL SHEETS, C-042 - C-045.

ITEM 52:

VEGETATIVE PLAN IS SHOWN ON SHEET C-045.

PROJECT PERMITTING NOTES:

1. THE COST OF LAND DISTURBANCE PERMITTING WITH THE CITY, COUNTY AND THE STATE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS ALSO RESPONSIBLE FOR FILING ALL OTHER FEDERAL, STATE, AND LOCAL PERMITS AND FEES REQUIRED FOR CONSTRUCTING THE PROJECT, INCLUDING, BUT NOT LIMITED TO, DRIVEWAY PERMITS, LOCAL LAND DISTURBANCE PERMITS, NOIs, BUILDING PERMITS, ETC. THE CONTRACTOR IS ALSO RESPONSIBLE FOR PAYING ALL COSTS AND FEES ASSOCIATED WITH ANY REQUIRED PLAN PREPARATION, PAPERWORK, TESTING, INSPECTION, OR ANY OTHER ITEMS NECESSARY TO MEET PERMIT REQUIREMENTS. ANY FINES FOR IMPROPER INSTALLATION AND MAINTENANCE SHALL BE PAID FOR AT THE CONTRACTOR'S EXPENSE.
3. THE BMPS SHOWN ON THESE PLANS REPRESENT THE MINIMUM REQUIRED BMPS. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING ADDITIONAL BMPS AT NO ADDITIONAL COST TO THE PROJECT FOR PHASING OF CONSTRUCTION OR TO CONTROL THE ESCAPE OF SEDIMENT FROM THE SITE.

GENERAL EROSION CONTROL NOTES:

1. CONTRACTOR TO FIELD VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION ACTIVITY.
2. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS OR UNTIL REQUIRED FOR REMOVAL.
3. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES IN THE LAYOUT AND SHALL NOT PROCEED UNTIL CLARIFICATION IS PROVIDED.
4. STAGING AREA MAY BE FIELD ADJUSTED IF APPROVED BY ENGINEER AND/OR RPR.
5. COST OF MAINTENANCE FOR EROSION CONTROL ITEMS SHALL BE INCIDENTAL TO THE COST OF THAT ITEM.
6. ALL COSTS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND REMOVAL OF THE STAGING AREA SHALL BE INCIDENTAL TO THE COST OF MOBILIZATION FOR THE PROJECT.
7. ANY REMOVAL OF EXISTING SEDIMENT AND VEGETATION THAT IS REQUIRED TO CONSTRUCT A BMP SHALL BE INCIDENTAL TO THE CONSTRUCTION OF SAID BMP.

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GEORGIA
REGISTERED
No. PE049285
PROFESSIONAL
4/10/24
ENGINEER
WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

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SHEET CONTENTS

EROSION, SEDIMENT & POLLUTION CONTROL PLAN - NOTES

C-025

RUNWAY 17-35

RUNWAY 8-26

TAXIWAY F

BASE BID

ADDITIVE ALT

BASE BID

ADDITIVE ALT

AIRPORT PERIMETER ROAD

DOUG BARNARD PKWY

C-028
C-033
C-038

C-030
C-035
C-040

C-027
C-032
C-037

C-029
C-034
C-039

C-031
C-036
C-041

NPDES MONITORING POINT 1A (UPSTREAM)

NPDES MONITORING POINT 1B (DOWNSTREAM)

LOD

Co

0' 50' 100' 200' 300'

1" = 100'

GEORGIA811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

LEGEND

LIMITS OF DISTURBANCE — LOD — LOD

Co CONSTRUCTION ENTRANCE

CONSTRUCTION HAUL ROUTE

NPDES MONITORING POINT

DEMOLITION

DEMOLISHED AND REPLACED

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

WETLAND AREA

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ISSUED
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GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER 5/10/24 WILLIAM M. MCNAMARA

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DESIGNED BY:	WMM
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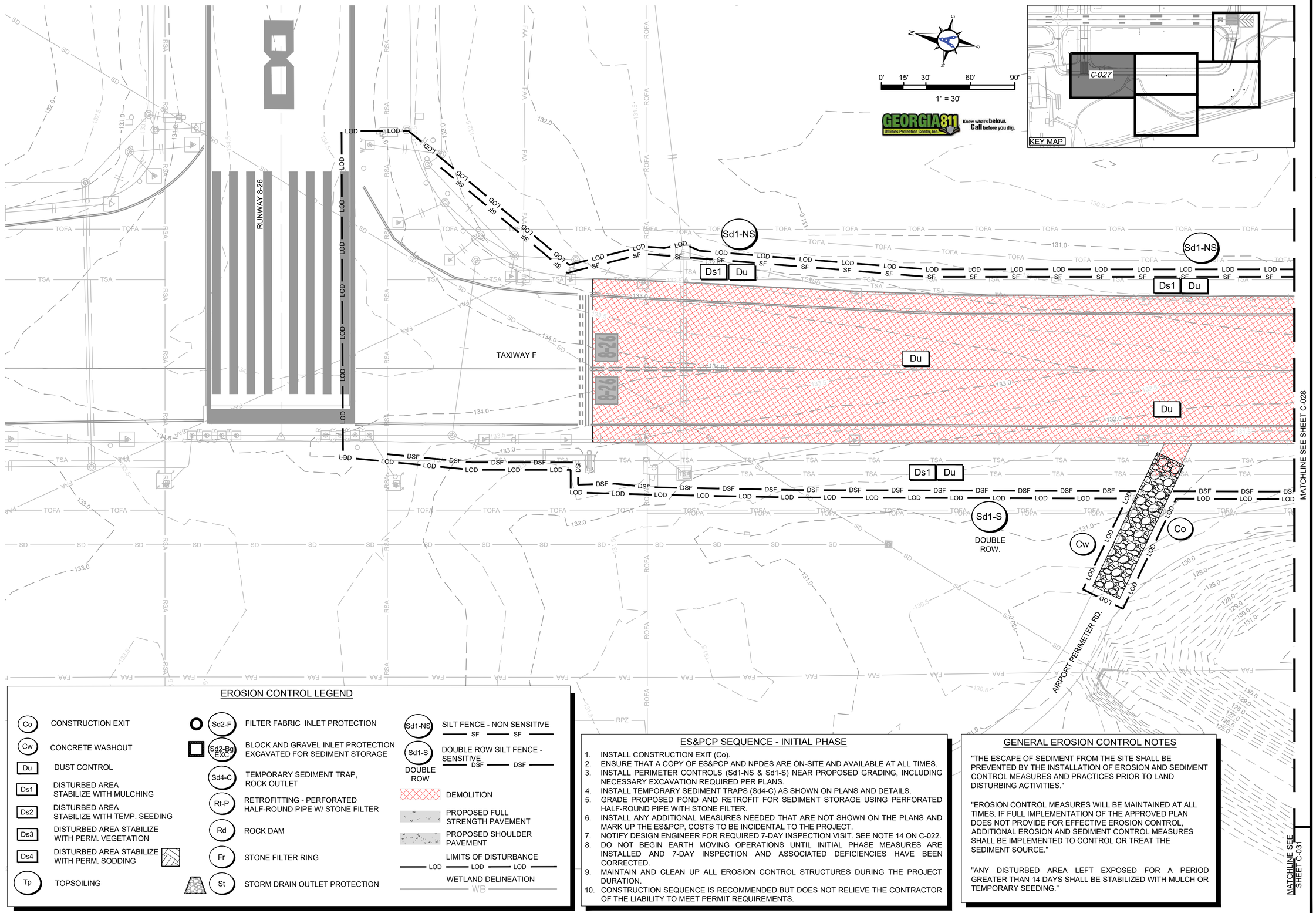
SHEET CONTENTS

EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- OVERALL LAYOUT

C-026



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EROSION CONTROL LEGEND

- Co — CONSTRUCTION EXIT
- Cw — CONCRETE WASHOUT
- Du — DUST CONTROL
- Ds1 — DISTURBED AREA STABILIZE WITH MULCHING
- Ds2 — DISTURBED AREA STABILIZE WITH TEMP. SEEDING
- Ds3 — DISTURBED AREA STABILIZE WITH PERM. VEGETATION
- Ds4 — DISTURBED AREA STABILIZE WITH PERM. SODDING
- Tp — TOPSOILING
- Sd2-F — FILTER FABRIC INLET PROTECTION
- Sd2-Bg EXC — BLOCK AND GRAVEL INLET PROTECTION EXCAVATED FOR SEDIMENT STORAGE
- Sd4-C — TEMPORARY SEDIMENT TRAP, ROCK OUTLET
- Rt-P — RETROFITTING - PERFORATED HALF-ROUND PIPE W/ STONE FILTER
- Rd — ROCK DAM
- Fr — STONE FILTER RING
- St — STORM DRAIN OUTLET PROTECTION
- Sd1-NS — SILT FENCE - NON SENSITIVE (SF)
- Sd1-S — DOUBLE ROW SILT FENCE - SENSITIVE (DSF), DOUBLE ROW
- DEMOLITION
- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT
- LIMITS OF DISTURBANCE (LOD)
- WETLAND DELINEATION (WB)

ES&PCP SEQUENCE - INITIAL PHASE

1. INSTALL CONSTRUCTION EXIT (Co).
2. ENSURE THAT A COPY OF ES&PCP AND NPDES ARE ON-SITE AND AVAILABLE AT ALL TIMES.
3. INSTALL PERIMETER CONTROLS (Sd1-NS & Sd1-S) NEAR PROPOSED GRADING, INCLUDING NECESSARY EXCAVATION REQUIRED PER PLANS.
4. INSTALL TEMPORARY SEDIMENT TRAPS (Sd4-C) AS SHOWN ON PLANS AND DETAILS.
5. GRADE PROPOSED POND AND RETROFIT FOR SEDIMENT STORAGE USING PERFORATED HALF-ROUND PIPE WITH STONE FILTER.
6. INSTALL ANY ADDITIONAL MEASURES NEEDED THAT ARE NOT SHOWN ON THE PLANS AND MARK UP THE ES&PCP, COSTS TO BE INCIDENTAL TO THE PROJECT.
7. NOTIFY DESIGN ENGINEER FOR REQUIRED 7-DAY INSPECTION VISIT. SEE NOTE 14 ON C-022.
8. DO NOT BEGIN EARTH MOVING OPERATIONS UNTIL INITIAL PHASE MEASURES ARE INSTALLED AND 7-DAY INSPECTION AND ASSOCIATED DEFICIENCIES HAVE BEEN CORRECTED.
9. MAINTAIN AND CLEAN UP ALL EROSION CONTROL STRUCTURES DURING THE PROJECT DURATION.
10. CONSTRUCTION SEQUENCE IS RECOMMENDED BUT DOES NOT RELIEVE THE CONTRACTOR OF THE LIABILITY TO MEET PERMIT REQUIREMENTS.

GENERAL EROSION CONTROL NOTES

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"ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 14 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING."

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AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER 4/10/24 WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- INITIAL PHASE

C-027

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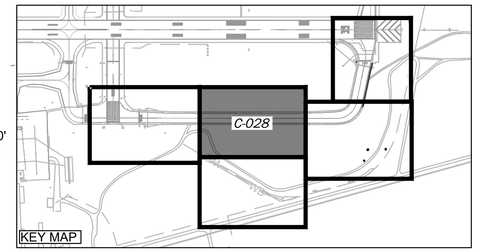
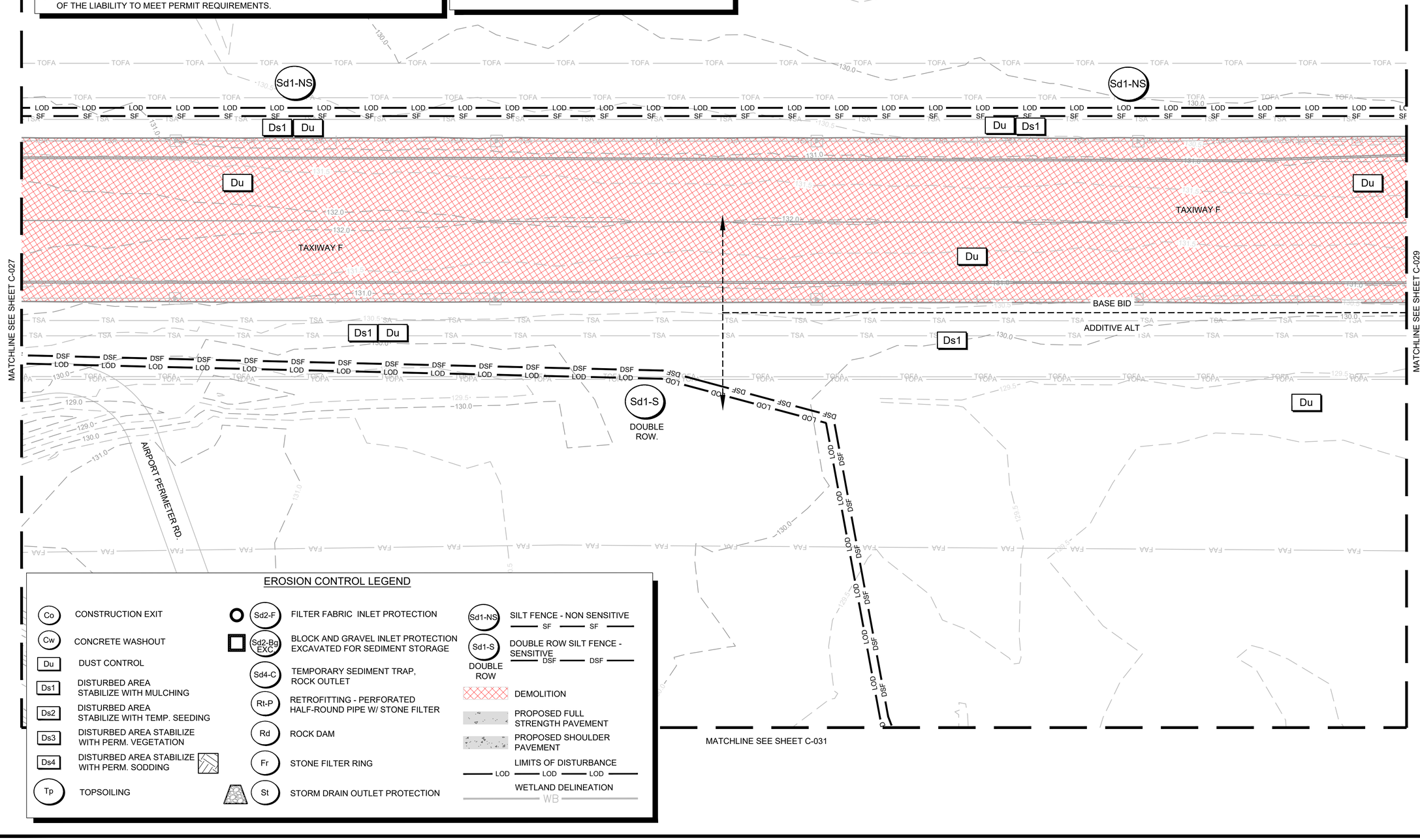
N W E S

0' 15' 30' 60' 90'

1" = 30'

GEORGIA811 Utilities Protection Center, Inc. Know what's below. Call before you dig.





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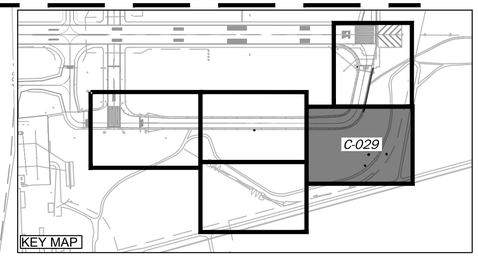
SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- INITIAL PHASE

C-028

MATCHLINE SEE SHEET C-030

MATCHLINE SEE SHEET C-028

MATCHLINE SEE SHEET C-031



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WOODEN BAFFLE
APPROX. 50' LONG

OCS (rec) B1
RIM: 128.00
TWY F Ramp
STA: 30+24.76
OFFSET: 143.094

36" CLASS III RCP

HW B0
RIM: 125.33
TWY F Ramp
STA: 31+26.53
OFFSET: 240.432

TAXIWAY F

BASE BID

ADDITIVE ALT

DOUBLE ROW.

AIRPORT PERIMETER RD

0' 15' 30' 60' 90'
1" = 30'

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EROSION CONTROL LEGEND

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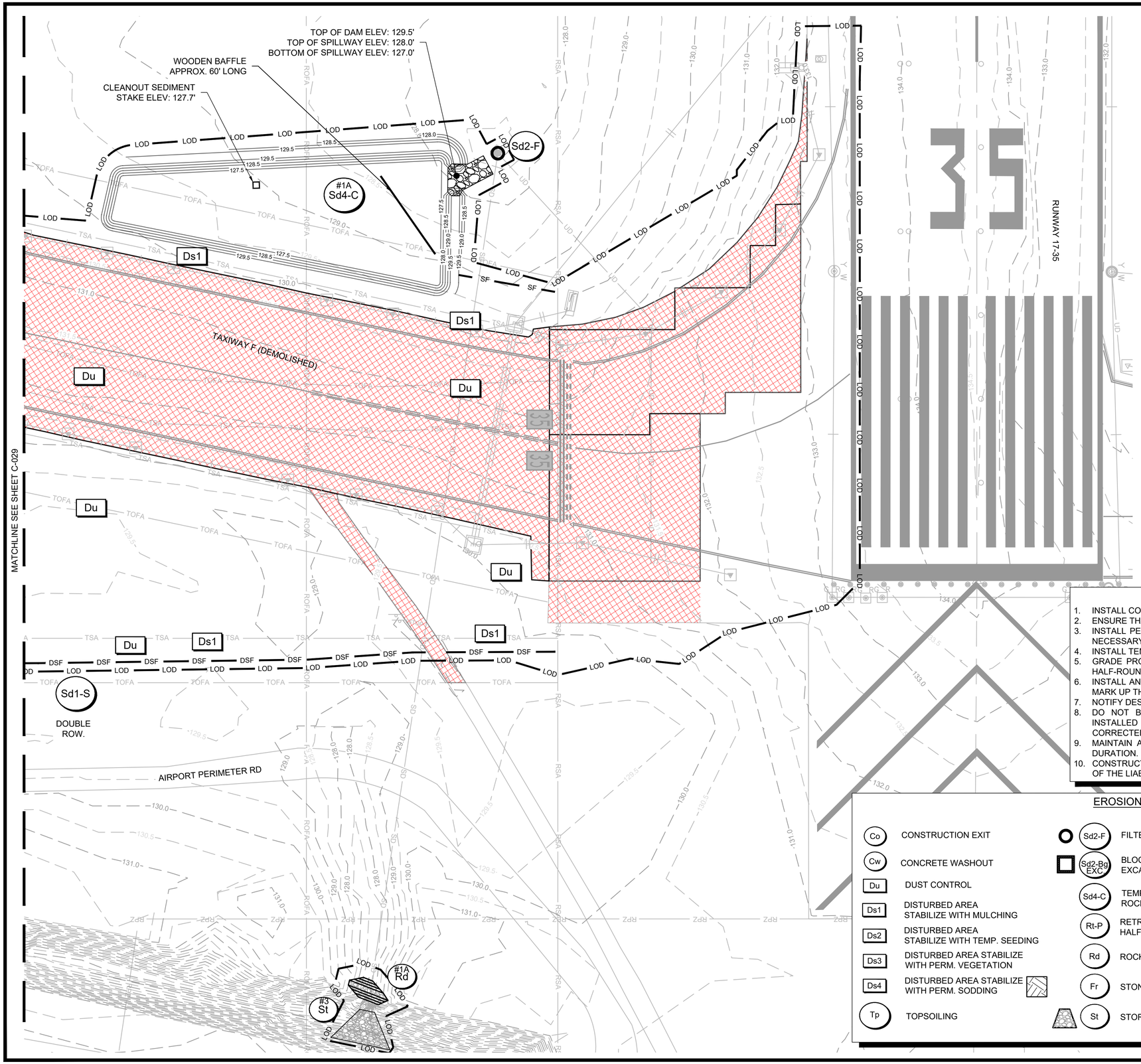
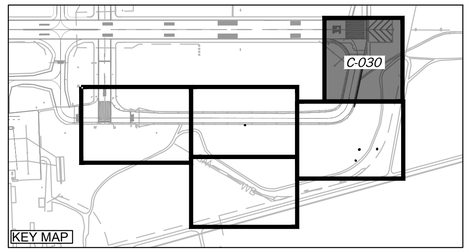
SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- INITIAL PHASE

C-029





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GENERAL EROSION CONTROL NOTES

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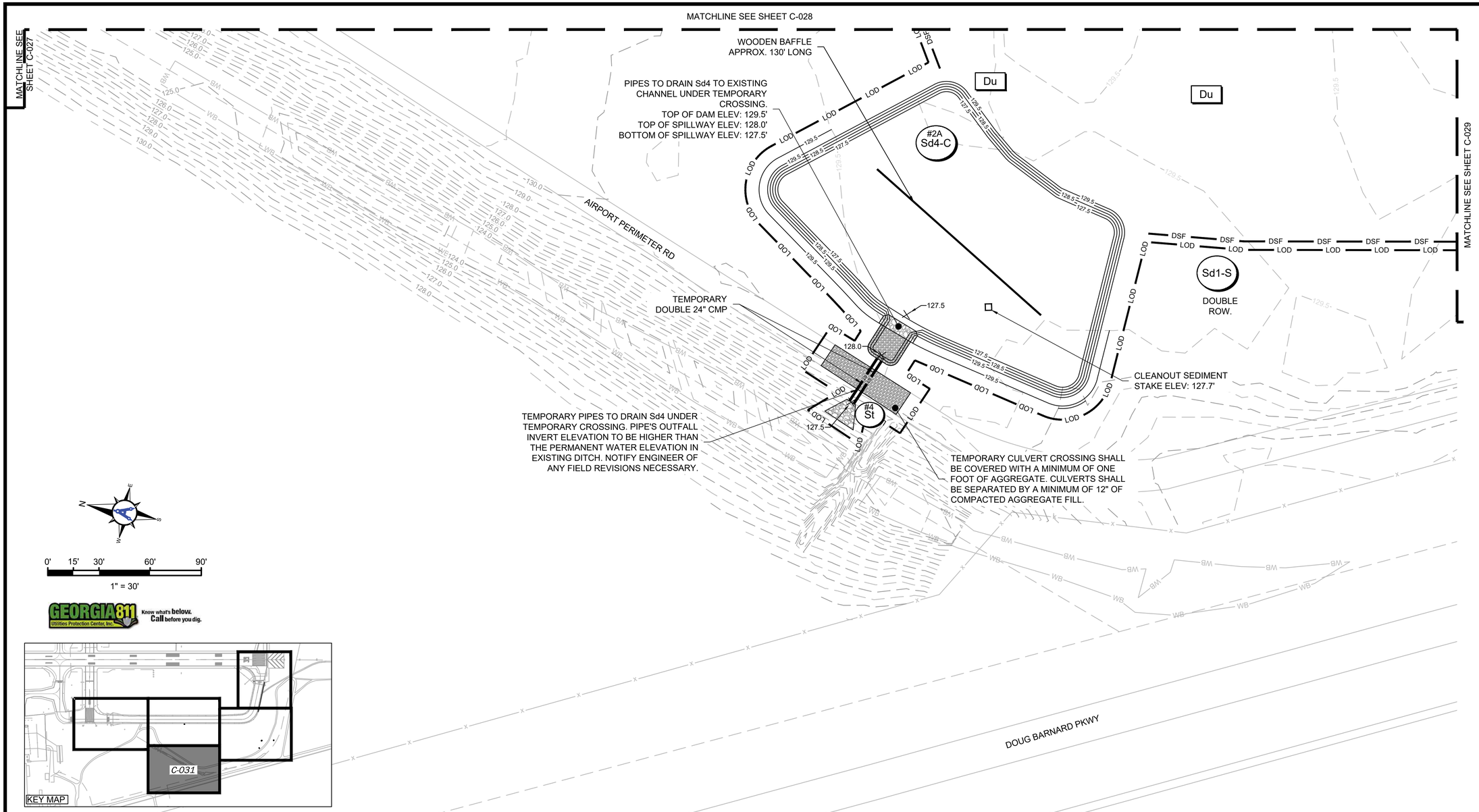
C-030



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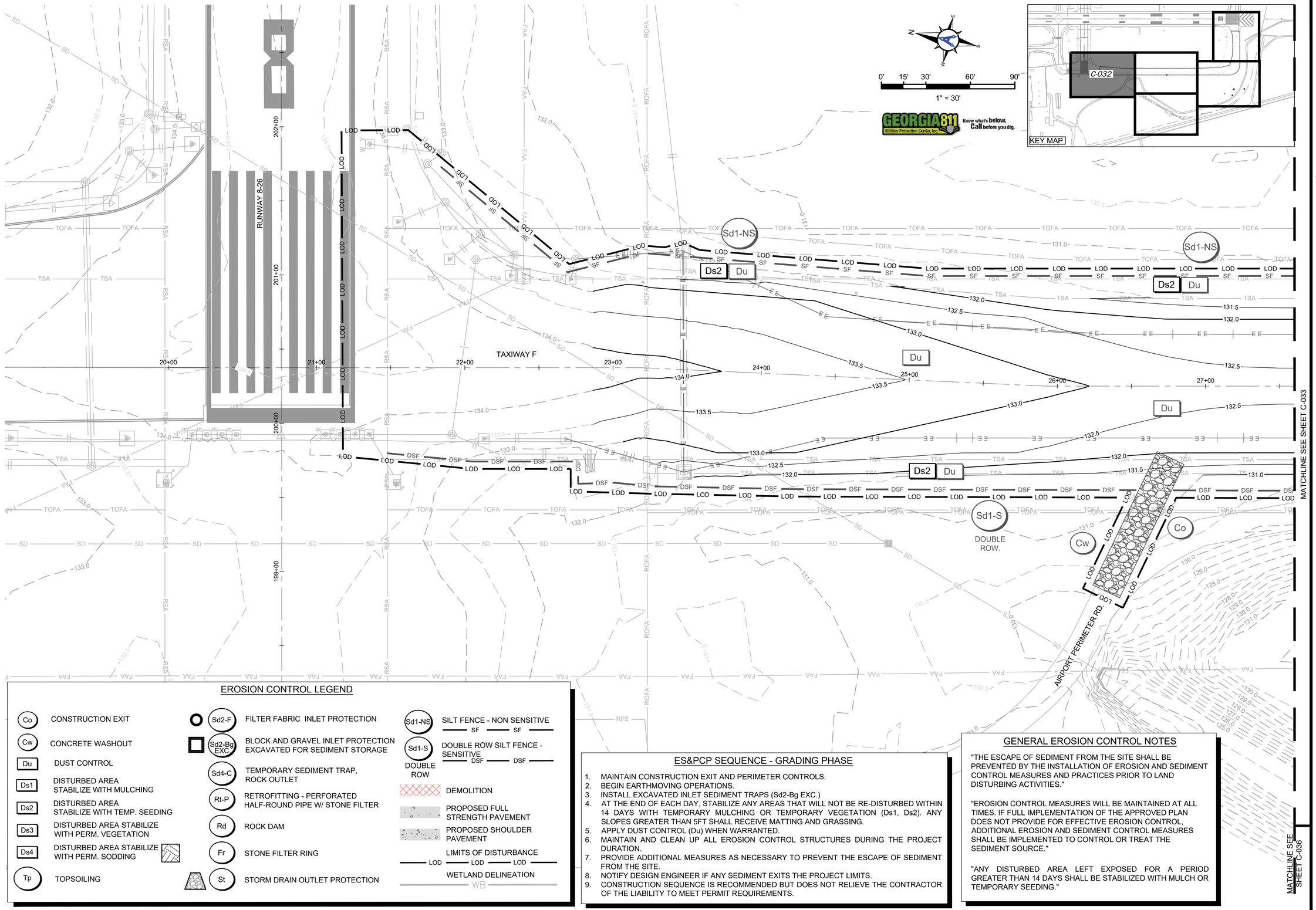
C-031



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ES&PCP SEQUENCE - GRADING PHASE

1. MAINTAIN CONSTRUCTION EXIT AND PERIMETER CONTROLS.
2. BEGIN EARTHMOVING OPERATIONS.
3. INSTALL EXCAVATED INLET SEDIMENT TRAPS (Sd2-Bg EXC.)
4. AT THE END OF EACH DAY, STABILIZE ANY AREAS THAT WILL NOT BE RE-DISTURBED WITHIN 14 DAYS WITH TEMPORARY MULCHING OR TEMPORARY VEGETATION (Ds1, Ds2). ANY SLOPES GREATER THAN 5FT SHALL RECEIVE MATTING AND GRASSING.
5. APPLY DUST CONTROL (Du) WHEN WARRANTED.
6. MAINTAIN AND CLEAN UP ALL EROSION CONTROL STRUCTURES DURING THE PROJECT DURATION.
7. PROVIDE ADDITIONAL MEASURES AS NECESSARY TO PREVENT THE ESCAPE OF SEDIMENT FROM THE SITE.
8. NOTIFY DESIGN ENGINEER IF ANY SEDIMENT EXITS THE PROJECT LIMITS.
9. CONSTRUCTION SEQUENCE IS RECOMMENDED BUT DOES NOT RELIEVE THE CONTRACTOR OF THE LIABILITY TO MEET PERMIT REQUIREMENTS.

GENERAL EROSION CONTROL NOTES

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"ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 14 DAYS SHALL BE STABILIZED WITH MULCH OR TEMPORARY SEEDING."

Mead & Hunt
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AIRFIELD & CIVIL SITE | CONSTRUCTION SERVICES

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER 9/10/24 WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- GRADING PHASE

C-032

ES&PCP SEQUENCE - GRADING PHASE

1. MAINTAIN CONSTRUCTION EXIT AND PERIMETER CONTROLS.
2. BEGIN EARTHMOVING OPERATIONS.
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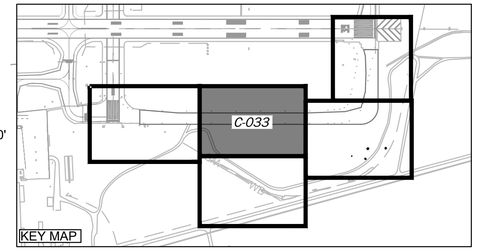

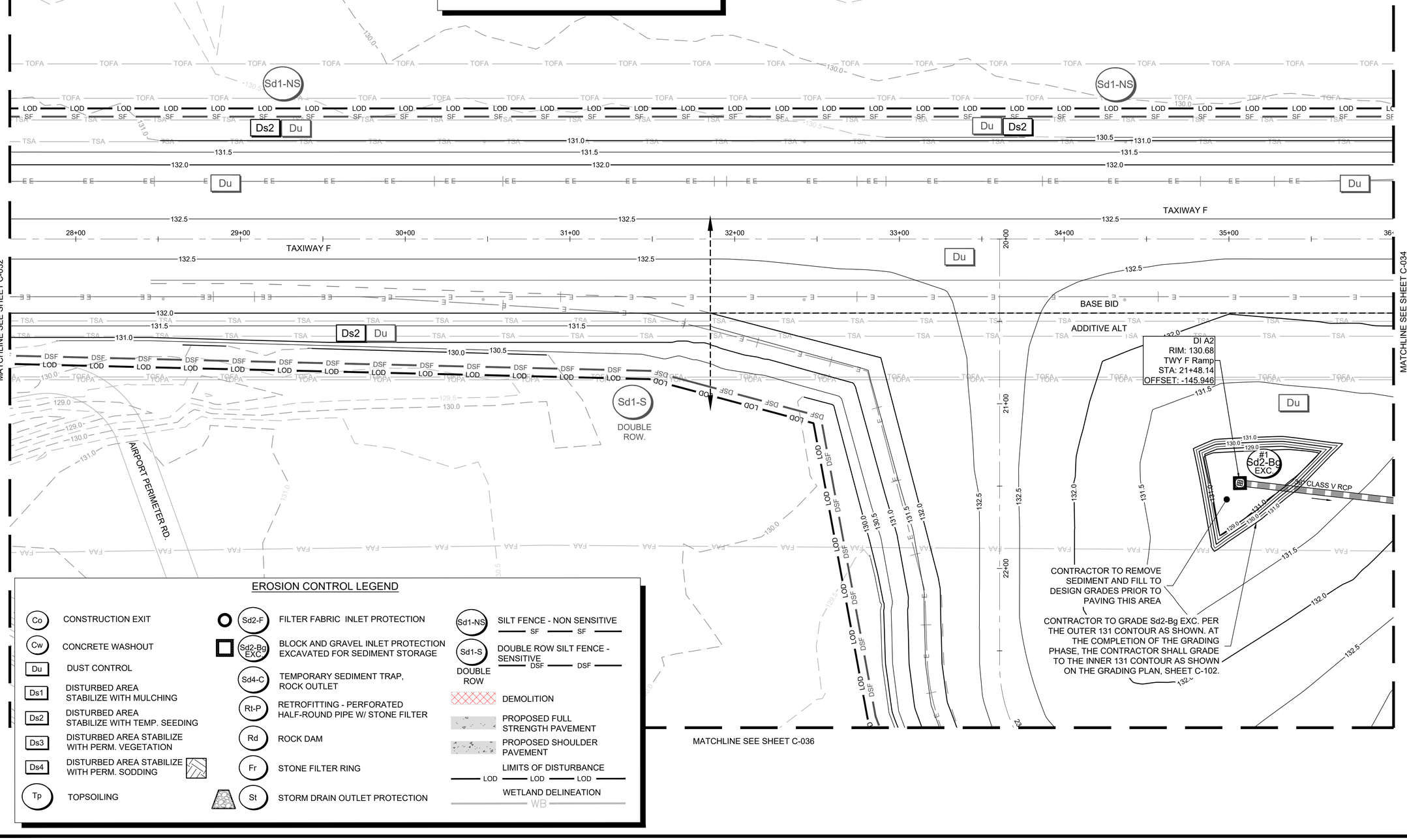

EROSION CONTROL LEGEND

- Co — CONSTRUCTION EXIT
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SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- GRADING PHASE

C-033

MATCHLINE SEE SHEET C-035

MATCHLINE SEE SHEET C-033

MATCHLINE SEE SHEET C-036

TAXIWAY F

BASE BID

ADDITIVE ALT

AIRPORT PERIMETER RD

36" CLASS V RCP

36" CLASS III RCP

DI A1
RIM: 131.62
TWY F Ramp
STA: 28+59.89
OFFSET: -100.522

CONTRACTOR TO REMOVE SEDIMENT AND FILL TO DESIGN GRADES PRIOR TO PAVING THIS AREA

OCS (rec) B1
RIM: 128.00
TWY F Ramp
STA: 30+24.76
OFFSET: 143.094

HW A0
RIM: 126.83
TWY F Ramp
STA: 28+93.50
OFFSET: 94.408

HW B0
RIM: 125.33
TWY F Ramp
STA: 31+26.53
OFFSET: 240.432

WOODEN BAFFLE
APPROX. 50' LONG

DOUBLE ROW.

KEY MAP

C-034

ES&PCP SEQUENCE - GRADING PHASE

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- DEMOLITION
- PROPOSED FULL STRENGTH PAVEMENT
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- LIMITS OF DISTURBANCE
- WETLAND DELINEATION

0' 15' 30' 60' 90'

1" = 30'

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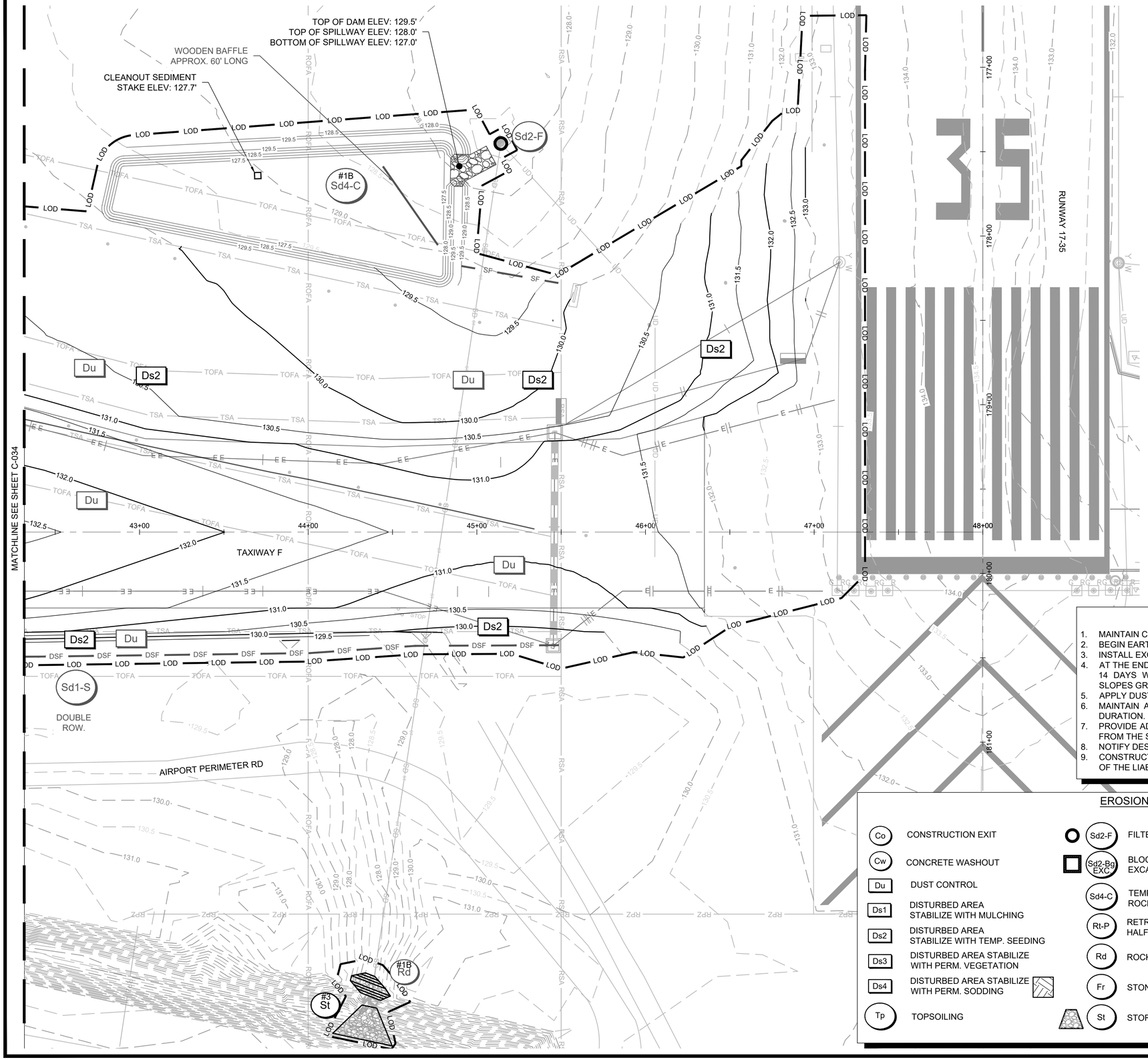
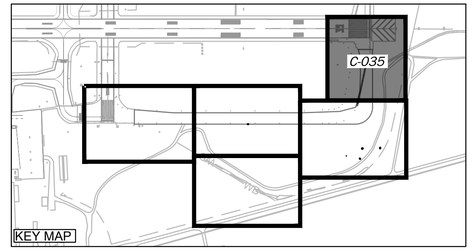
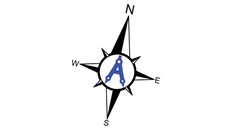
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN-GRADING PHASE

C-034







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- PROPOSED FULL STRENGTH PAVEMENT
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- LIMITS OF DISTURBANCE (LOD — LOD — LOD)
- WETLAND DELINEATION (WB)

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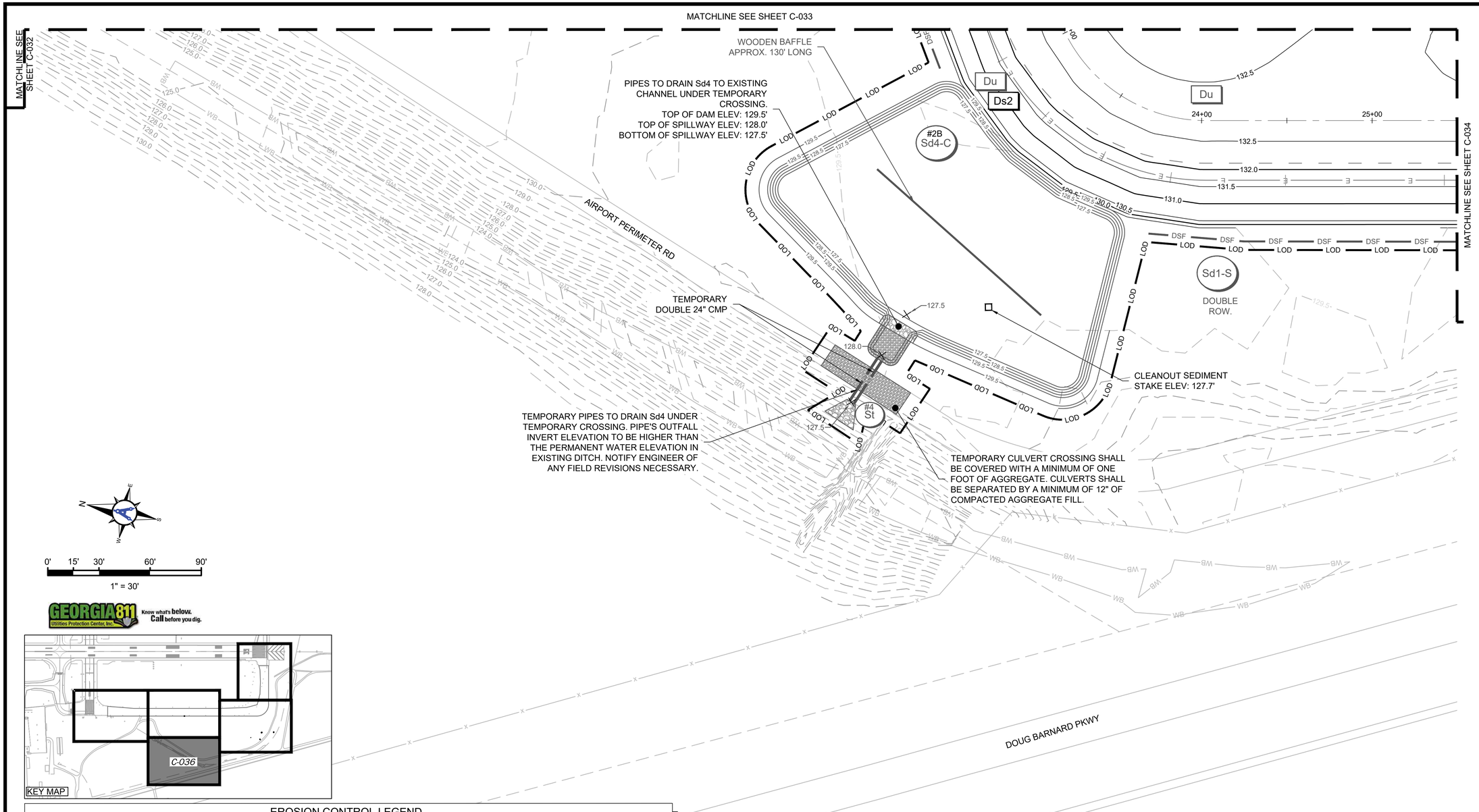
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- GRADING PHASE

C-035



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EROSION CONTROL LEGEND

Co	CONSTRUCTION EXIT	Sd2-F	FILTER FABRIC INLET PROTECTION
Cw	CONCRETE WASHOUT	Sd2-Bg EXC	BLOCK AND GRAVEL INLET PROTECTION EXCAVATED FOR SEDIMENT STORAGE
Du	DUST CONTROL	Sd4-C	TEMPORARY SEDIMENT TRAP, ROCK OUTLET
Ds1	DISTURBED AREA STABILIZE WITH MULCHING	Rt-P	RETROFITTING - PERFORATED HALF-ROUND PIPE W/ STONE FILTER
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Ds3	DISTURBED AREA STABILIZE WITH PERM. VEGETATION	Fr	STONE FILTER RING
Ds4	DISTURBED AREA STABILIZE WITH PERM. SODDING	St	STORM DRAIN OUTLET PROTECTION
Tp	TOPSOILING		

Sd1-NS	SILT FENCE - NON SENSITIVE (SF SF)
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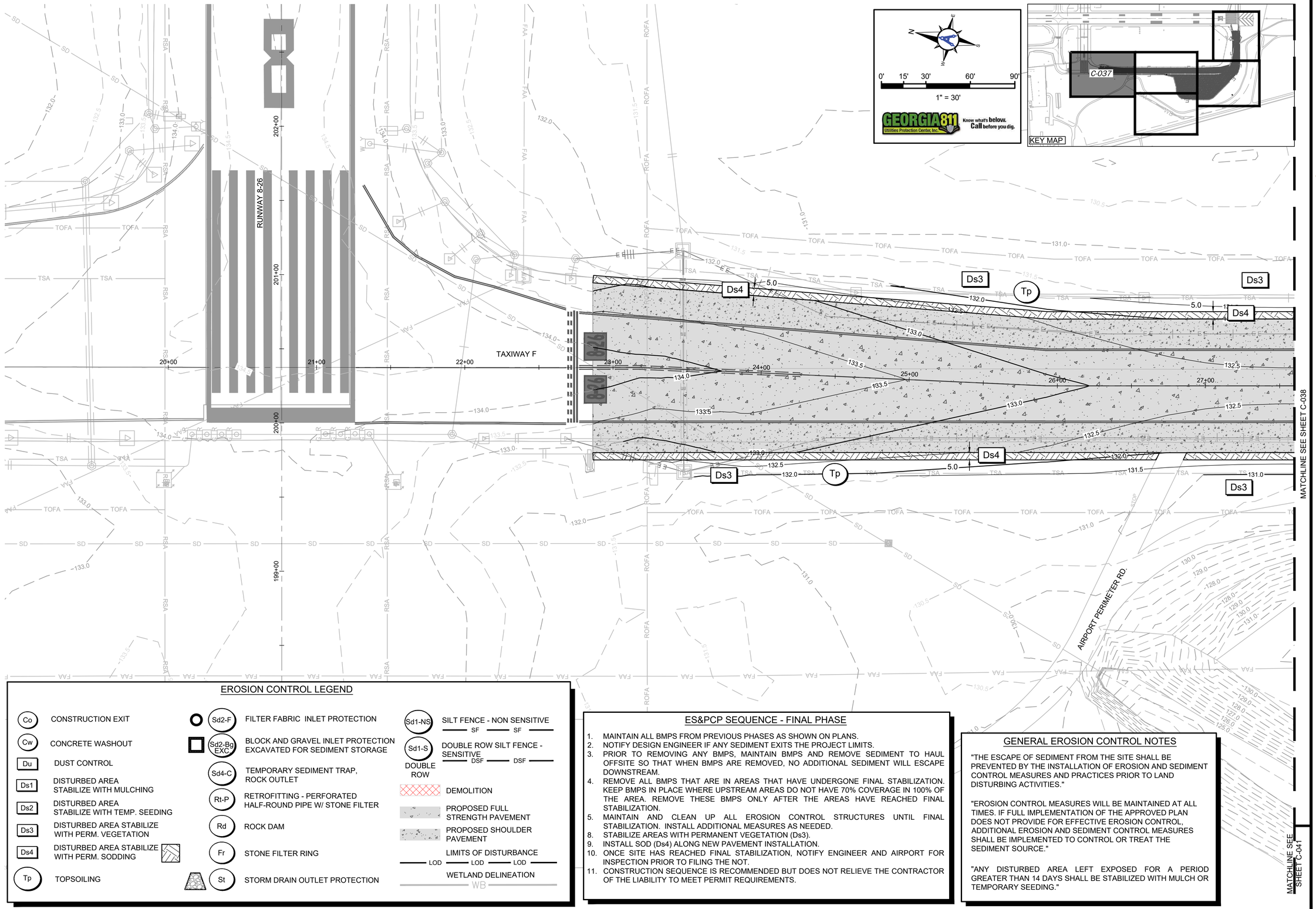
C-036



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- WETLAND DELINEATION (WB)

ES&PCP SEQUENCE - FINAL PHASE

1. MAINTAIN ALL BMPS FROM PREVIOUS PHASES AS SHOWN ON PLANS.
2. NOTIFY DESIGN ENGINEER IF ANY SEDIMENT EXITS THE PROJECT LIMITS.
3. PRIOR TO REMOVING ANY BMPS, MAINTAIN BMPS AND REMOVE SEDIMENT TO HAUL OFFSITE SO THAT WHEN BMPS ARE REMOVED, NO ADDITIONAL SEDIMENT WILL ESCAPE DOWNSTREAM.
4. REMOVE ALL BMPS THAT ARE IN AREAS THAT HAVE UNDERGONE FINAL STABILIZATION. KEEP BMPS IN PLACE WHERE UPSTREAM AREAS DO NOT HAVE 70% COVERAGE IN 100% OF THE AREA. REMOVE THESE BMPS ONLY AFTER THE AREAS HAVE REACHED FINAL STABILIZATION.
5. MAINTAIN AND CLEAN UP ALL EROSION CONTROL STRUCTURES UNTIL FINAL STABILIZATION. INSTALL ADDITIONAL MEASURES AS NEEDED.
8. STABILIZE AREAS WITH PERMANENT VEGETATION (Ds3).
9. INSTALL SOD (Ds4) ALONG NEW PAVEMENT INSTALLATION.
10. ONCE SITE HAS REACHED FINAL STABILIZATION, NOTIFY ENGINEER AND AIRPORT FOR INSPECTION PRIOR TO FILING THE NOT.
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C-037

ES&PCP SEQUENCE - FINAL PHASE

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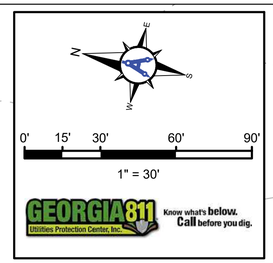

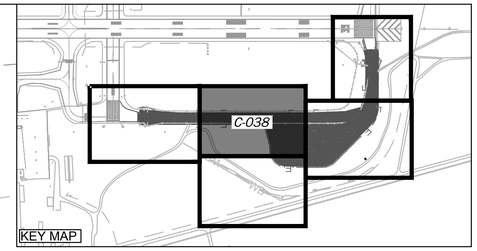

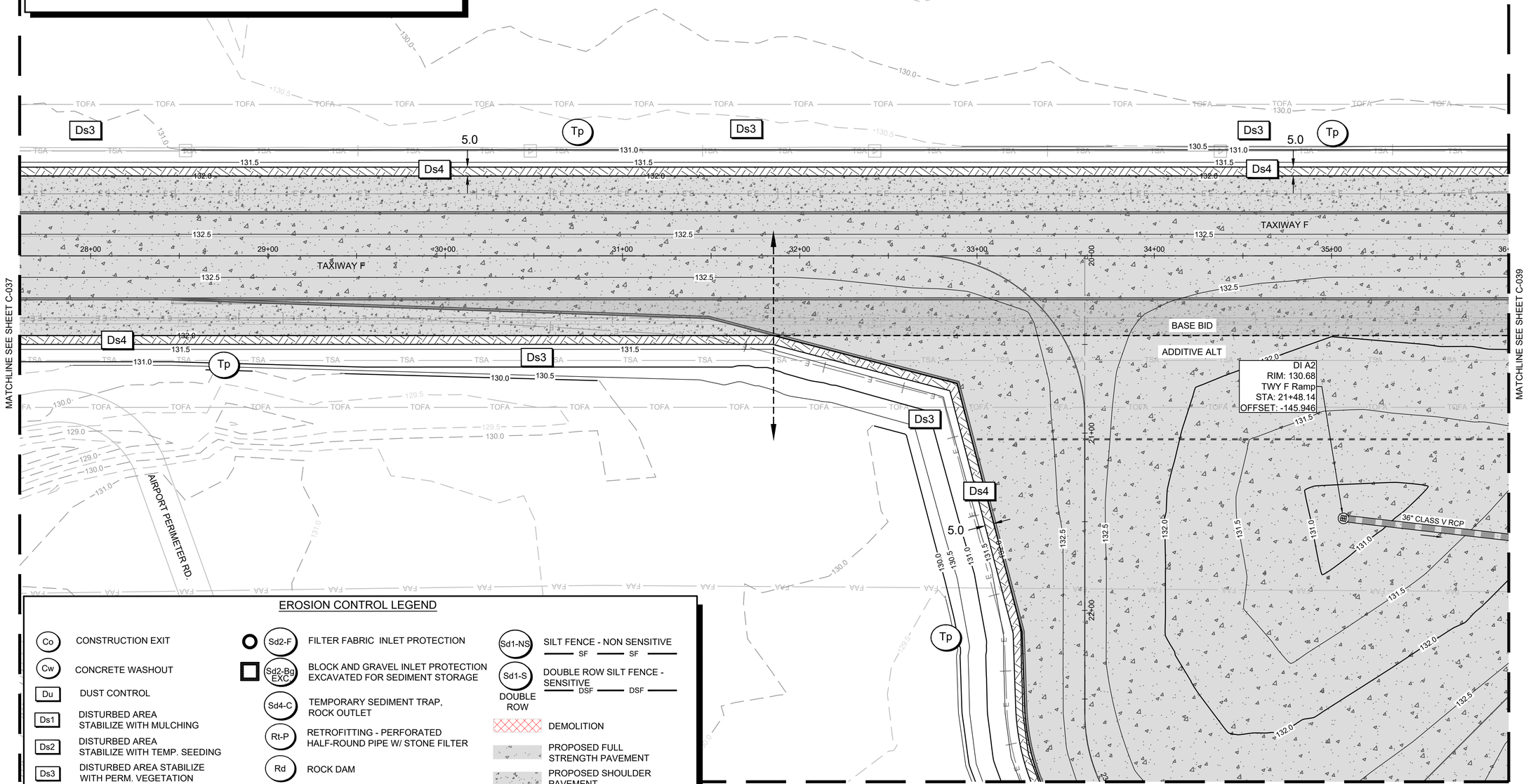

EROSION CONTROL LEGEND

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- St — STORM DRAIN OUTLET PROTECTION
- Sd1-NS — SILT FENCE - NON SENSITIVE (SF — SF)
- Sd1-S DOUBLE ROW — DOUBLE ROW SILT FENCE - SENSITIVE (DSF — DSF)
- DEMOLITION
- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT
- LIMITS OF DISTURBANCE (LOD — LOD — LOD)
- WETLAND DELINEATION (WB)

Mead & Hunt

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ULICK ENGINEERING LLC
STORMWATER | HYDRAULICS | EROSION CONTROL
AIRFIELD & CIVIL SITE | CONSTRUCTION SERVICES

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER 4/10/24 WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- FINAL PHASE

C-038

MATCHLINE SEE SHEET C-040

MATCHLINE SEE SHEET C-038

MATCHLINE SEE SHEET C-041

TAXIWAY F

BASE BID

ADDITIVE ALT

AIRPORT PERIMETER RD

DI A1
RIM: 131.62
TWY F Ramp
STA: 28+59.89
OFFSET: -100.522

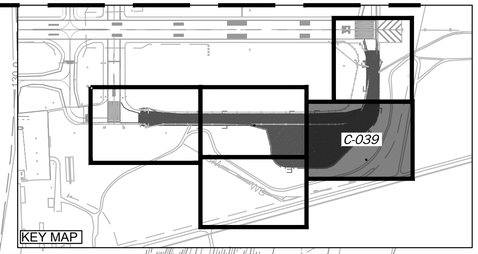
36" CLASS V RCP

36" CLASS III RCP

OCS (rec) B1
RIM: 128.00
TWY F Ramp
STA: 30+24.76
OFFSET: 143.094

HW A0
RIM: 126.83
TWY F Ramp
STA: 28+93.50
OFFSET: 94.408

HW B0
RIM: 125.33
TWY F Ramp
STA: 31+26.53
OFFSET: 240.432



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- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT
- LIMITS OF DISTURBANCE (LOD)
- WETLAND DELINEATION (WB)

0' 15' 30' 60' 90'
1" = 30'

GEORGIA811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

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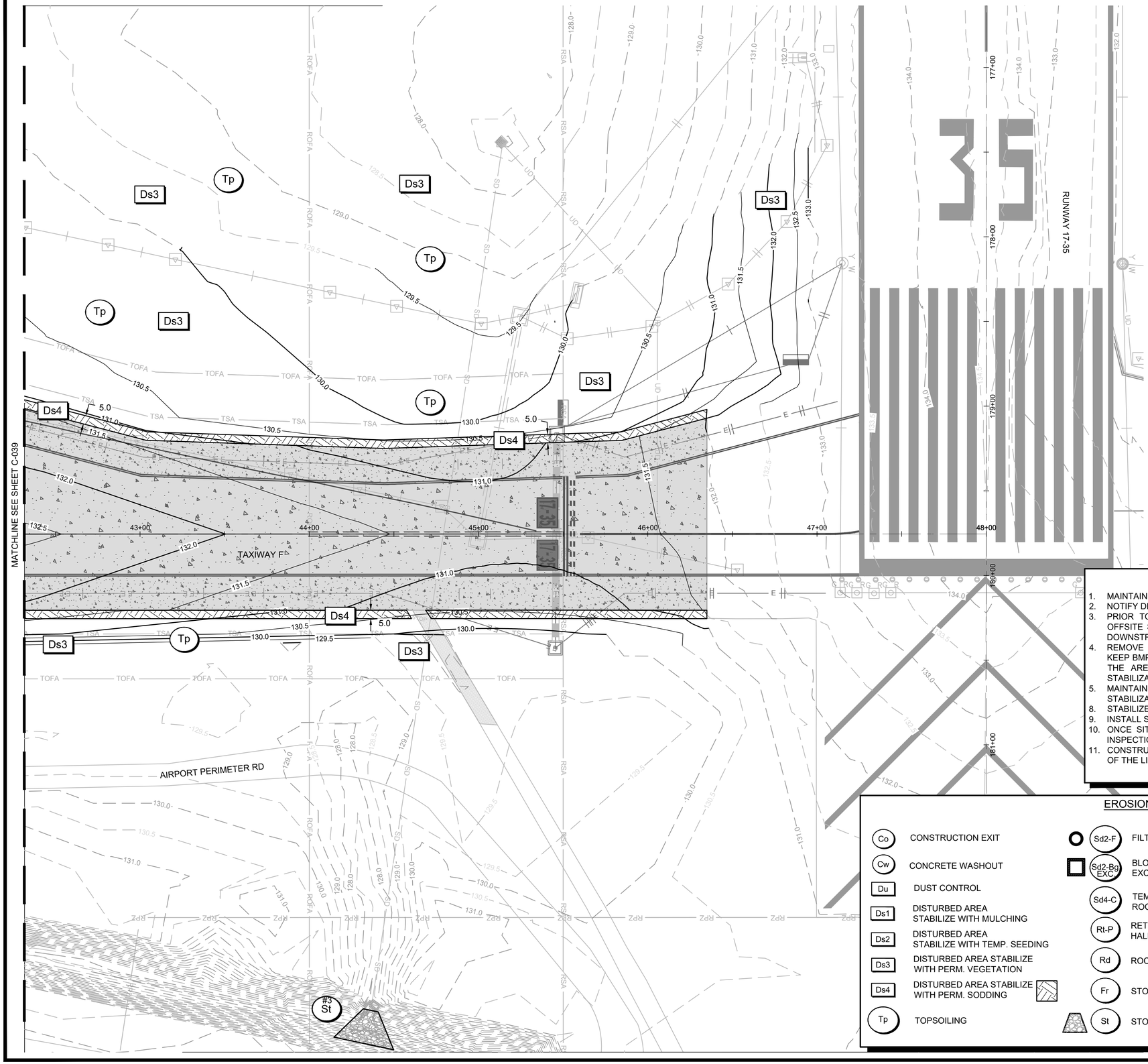
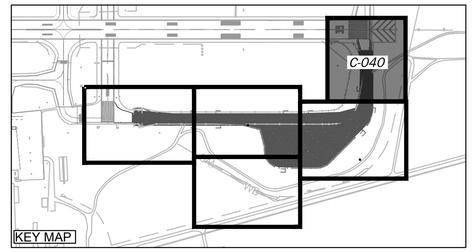
SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- FINAL PHASE

C-039





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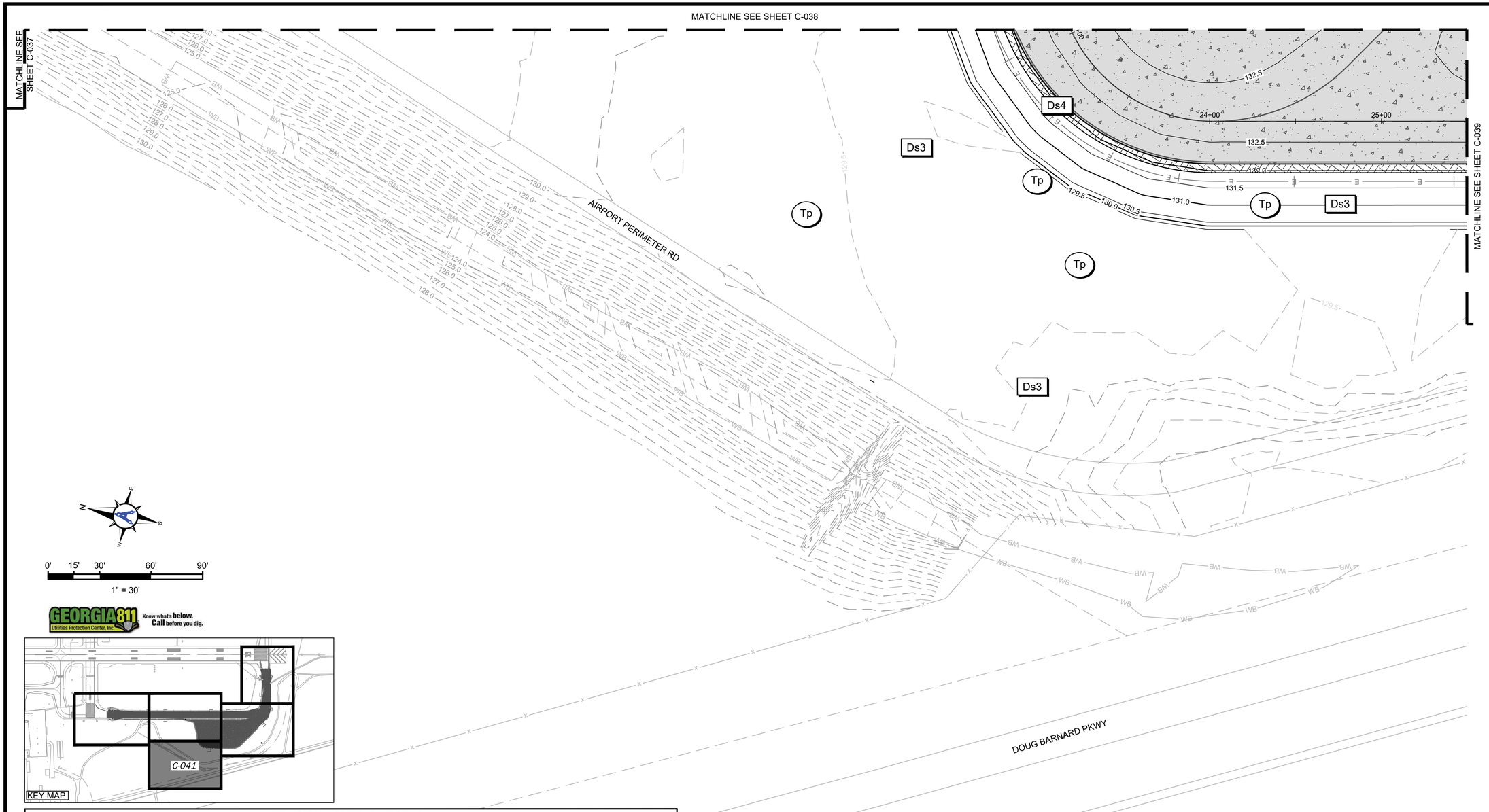

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SHEET CONTENTS
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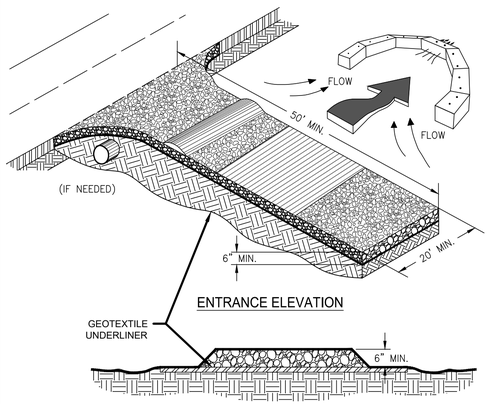
C-041

Co CRUSHED STONE CONSTRUCTION EXIT

Figure 6-14.1

EXIT DIAGRAM



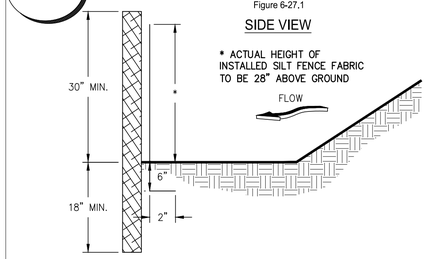
ENTRANCE ELEVATION

NOTES:
1. AVOID LOCATING ON STEEP SLOPES OR AT CURVES ON PUBLIC ROADS.
2. REMOVE ALL VEGETATION AND OTHER UNSUITABLE MATERIAL FROM THE FOUNDATION AREA, GRADE, AND CROWN FOR POSITIVE DRAINAGE.
3. AGGREGATE SIZE SHALL BE IN ACCORDANCE WITH NATIONAL STONE ASSOCIATION R-2 (1.5"-3.5" STONE).
4. GRAVEL PAD SHALL HAVE A MINIMUM THICKNESS OF 6".
5. PAD WIDTH SHALL BE EQUAL FULL WIDTH AT ALL POINTS OF VEHICULAR EGRESS, BUT NO LESS THAN 20'.
6. A DIVERSION RIDGE SHOULD BE CONSTRUCTED WHEN GRADE TOWARD PAVED AREA IS GREATER THAN 2%.
7. INSTALL PIPE UNDER THE ENTRANCE IF NEEDED TO MAINTAIN DRAINAGE DITCHES.
8. WHEN WASHING IS REQUIRED, IT SHOULD BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN (DIVERT ALL SURFACE RUNOFF AND DRAINAGE FROM THE ENTRANCE TO A SEDIMENT CONTROL DEVICE).
9. WASHRACKS AND/OR TIRE WASHERS MAY BE REQUIRED DEPENDING ON SCALE AND CIRCUMSTANCE. IF NECESSARY, WASHRACK DESIGN MAY CONSIST OF ANY MATERIAL SUITABLE FOR TRUCK TRAFFIC THAT REMOVE MUD AND DIRT.
10. MAINTAIN AREA IN A WAY THAT PREVENTS TRACKING AND/OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAYS. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.

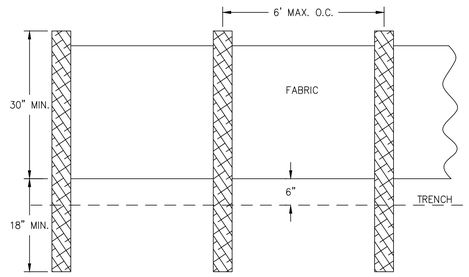
Sd1-NS SILT FENCE - TYPE NON-SENSITIVE

Figure 6-27.1

SIDE VIEW



FRONT VIEW

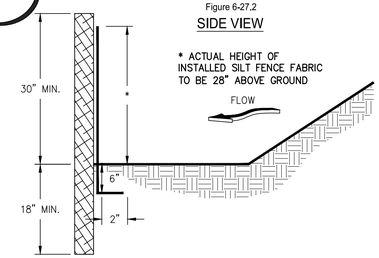


NOTES:
1. SILT FENCE POSTS ARE TO MADE OF STEEL.
2. HEIGHT (*) IS TO BE 28"

Sd1-S SILT FENCE - TYPE SENSITIVE

Figure 6-27.2

SIDE VIEW



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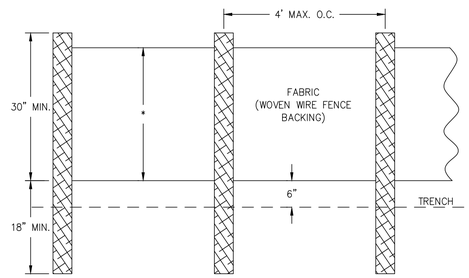

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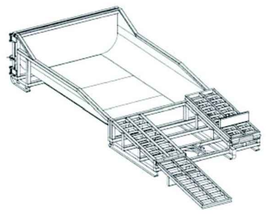
PORTABLE CONCRETE WASHOUT CONTAINER



CONCRETE WASHOUT SYSTEMS
PO Box 2604
Carmichael, CA. 95609
Phone: 1.877.292.7468
Fax: 1.916.244.0403
info@concretewashout.com
www.concretewashout.com
Patent Pending

DESCRIPTION
A portable, self-contained and watertight container affixed with ramps that controls, captures and contains caustic concrete wastewater and washout material.

PURPOSE & OBJECTIVE
Allows trade personnel to easily washout concrete trucks, pumps and other equipment associated with cement on site and allows easy off site recycling of the same concrete materials and wastewater.

APPLICATION
Construction projects where concrete, stucco, mortar, grout and cement are used as a construction material or where cementitious wastewater is created.

MAINTENANCE
Inspect and clean out when ¾ full, not allowing the container to overflow.
Inspect wastewater level and request a vacuum if needed.
Inspect subcontractors to ensure that proper housekeeping measures are employed when washing out equipment.

SPECIFICATIONS
The container must be portable and temporary, watertight, equipped with ramps and have a holding capacity to accept washout from approximately 350 yards of poured concrete. A vacuum service must accompany washout container and be used by site superintendent as needed. A rampless container may be used in conjunction with a ramped container or by itself if a concrete pump is not needed. The washwater must be disposed of or treated and recycled in an evironmentally safe maainner and in accordance with federal, state or local regulatory guidelines.

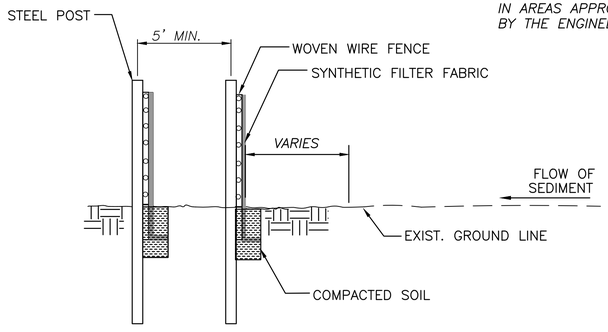
TARGETED POLLUTANTS
Caustic wastewater (high pH level near 12 units)
Suspended solids
Assorted Metals; Chromium VI, Nickel, Sulfate, Potassium, Magnesium and Calcium Compounds

CONCRETE WASHOUT

N.T.S.

CONCRETE WASHOUT SHALL BE "CONCRETE WASHOUT SYSTEMS, INC." OR APPROVED EQUAL FOR ALL ONSITE CONCRETE TRUCK WASHOUTS. COST OF WASHOUT AND MAINTENANCE SHALL BE INCIDENTAL TO PROJECT BID ITEMS.

** FILTREXX 24" SOXX OR APPROVED EQUAL MAY BE USED IN AREAS APPROVED BY THE ENGINEER.*



SECTION VIEW

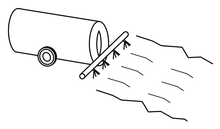
NOTE:
1. MAINTAIN THROUGHOUT THE LIFE OF THE PROJECT.

2. THE COST OF DOUBLE ROW SILT FENCE,FILTER FABRIC, WIRE FENCE, AND STEEL POST SHALL BE INCLUDED IN THE COST OF TEMPORARY FENCE.

3. REFER TO Sd1-S OR Sd1-NS SILT FENCE DETAIL FOR HEIGHTS AND EMBEDDING DIMENSIONS.

DOUBLE ROW SILT FENCE

N.T.S.



DEFINITION:
CONTROLLING SURFACE AND AIR MOVEMENT OF DUST ON CONSTRUCTION SITES, ROADS, AND DEMOLITION SITES.

PURPOSE:
TO PREVENT SURFACE AND AIR MOVEMENT OF DUST FROM EXPOSED SOIL SURFACES TO REDUCE THE PRESENCE OF AIRBORNE SUBSTANCES WHICH MAY BE HARMFUL OR INJURIOUS TO HUMAN HEALTH, WELFARE, OR SAFETY, OR TO ANIMALS OR PLANT LIFE.

METHODS AND MATERIALS:
A.) TEMPORARY METHODS-MAY INCLUDE MULCHES (Ds1), (Ds2), SPRAY ON ADHESIVES, TACKIFIERS, IRRIGATION, BARRIERS, CALCIUM CHLORIDE.
B.) PERMANENT METHODS-MAY INCLUDE PERMANENT VEGETATION(Ds3), TOP SOILING, STONE, CONSTRUCTION ROAD STABILIZATION.

NOTE:
DUST CONTROL SHALL BE PERFORMED AS NEEDED AND AS DIRECTED BY THE ENGINEER OR OWNER. DUST CONTROL SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

Du DUST CONTROL ON DISTURBED AREAS

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT
AULICK ENGINEERING LLC
STORMWATER | HYDRAULICS | EROSION CONTROL
AIRFIELD & CIVIL SITE | CONSTRUCTION SERVICES

AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

GEORGIA REGISTERED No. PE043285 PROFESSIONAL ENGINEER 9/10/24 WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

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EROSION, SEDIMENT & POLLUTION CONTROL PLAN - DETAILS

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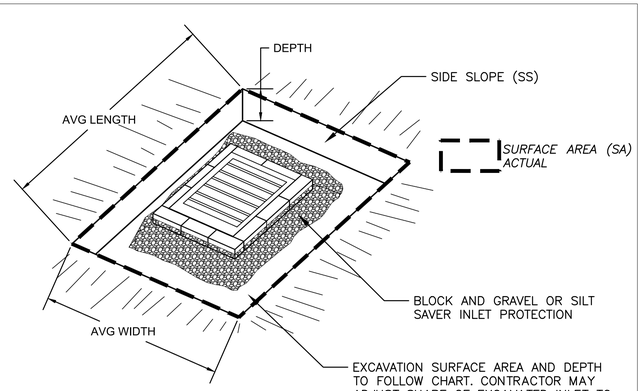


NOTES:
1. AN EXCAVATION MAY BE CREATED AROUND THE INLET SEDIMENT TRAP TO PROVIDE ADDITIONAL SEDIMENT STORAGE. THE TRAP SHALL BE SIZED TO PROVIDE A MINIMUM STORAGE CAPACITY CALCULATED AT THE RATE OF 67 CUBIC YARDS PER ACRE OF DRAINAGE AREA. A MINIMUM DEPTH OF 1.5 FEET FOR SEDIMENT STORAGE SHOULD BE PROVIDED. SIDE SLOPES SHALL NOT BE STEEPER THAN 2:1.

2. SEDIMENT TRAPS MAY BE CONSTRUCTED ON NATURAL GROUND SURFACE, ON AN EXCAVATED SURFACE, OR ON MACHINE COMPACTED FILL, PROVIDED THEY HAVE A NON–ERODIBLE OUTLET.

Sd2-Bg

INLET SEDIMENT TRAP - EXCAVATED

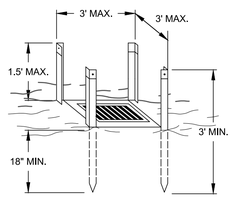
EXCAV.

Sd2-F

FABRIC AND SUPPORTING FRAME FOR INLET PROTECTION

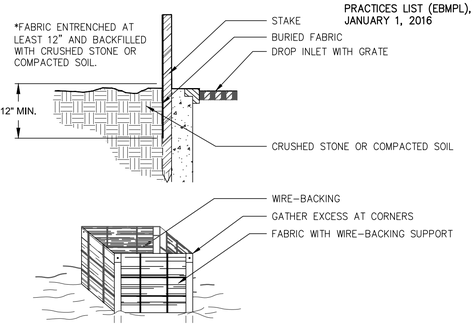
Figure 6-28.1

STEEL FRAME AND SILT FENCE INSTALLATION



NOTES:
1. DESIGN IS FOR SLOPES NO GREATER THAN 5% (NOT DESIGNED FOR CONCENTRATED FLOWS).
2. THE STEEL POSTS SUPPORTING THE SILT FENCE MATERIAL SHOULD BE SPACED EVENLY AROUND THE PERIMETER OF THE INLET (MAXIMUM OF 3' APART).
3. THE STEEL POSTS SHOULD BE SECURELY DRIVEN AT LEAST 18" DEEP.
4. THE FABRIC SHOULD BE ENTRENCHED AT LEAST 12" AND THEN BACKFILLED WITH CRUSHED STONE OR COMPACTED SOIL.

***SILT–SAVER IS AN APPROVED EQUAL Sd2–P PER THE GSWCC EQUIVALENT BEST MANAGEMENT PRACTICES LIST (EBMPL), DATED JANUARY 1, 2016**

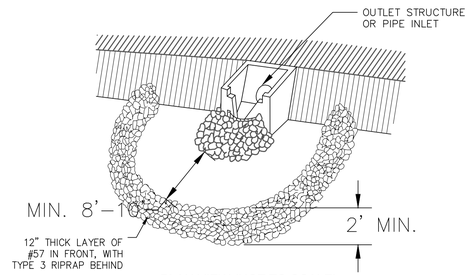


Fr

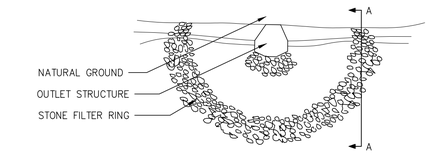
STONE FILTER RING

Figure 6-20.1

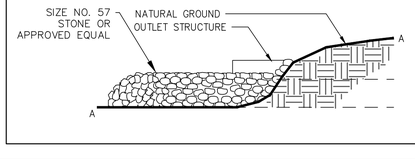
PERSPECTIVE VIEW



PLAN VIEW (NOT TO SCALE)



CROSS SECTION (NOT TO SCALE)



EXCAVATED SEDIMENT TRAP #1 (Sd2) CALCULATIONS

If the **EXCAVATED INLET SEDIMENT TRAP** is used, show the following information:

1. **Drainage area** = **2.50** ac
2. Required sediment storage = 67cy/ac * drainage area
   Required sediment storage = 67 cy/ac * **2.50** ac
   Required sediment storage = **167.5** cy = **4,523** cf
3. Assume excavation **depth** (minimum of 1.5 ft.) = **2** ft
4. Assumed **slope of sides** (shall not be steeper that 2:1) = **3** **:1**
5. Determine required surface area
   SA min = Required sediment storage / excavation depth
   SA min = **4,523** cf / **2** ft
   SA min = **2,261** sf
   SA Design= **3,453** sf
   Provided sediment storage = **202.4** cy = **5,465** cf
6. Assumed shape of excavation and determine dimensions.
   (A rectangle shape with 2:1 length to width ratio is recommended.)
   Shape: **Irregular Shape**
   Dimensions: l = **See Plans** ft w= **See Plans** ft diameter *(if applicabl* **N/A** ft

Provide a detail showing the depth, length and width, or diameter *(if applicable)* , and side slope of the excavation. **See plans for details**

EXCAVATED SEDIMENT TRAP #2 (Sd2) CALCULATIONS

If the **EXCAVATED INLET SEDIMENT TRAP** is used, show the following information:

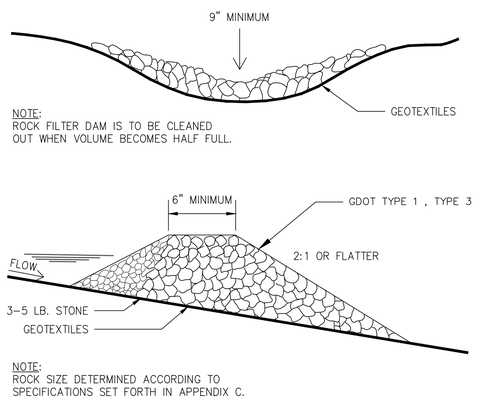
1. **Drainage area** = **2.22** ac
2. Required sediment storage = 67cy/ac * drainage area
   Required sediment storage = 67 cy/ac * **2.22** ac
   Required sediment storage = **148.7** cy = **4,016** cf
3. Assume excavation **depth** (minimum of 1.5 ft.) = **2** ft
4. Assumed **slope of sides** (shall not be steeper that 2:1) = **3** **:1**
5. Determine required surface area
   SA min = Required sediment storage / excavation depth
   SA min = **4,016** cf / **2** ft
   SA min = **2,008** sf
   SA Design= **3,308** sf
   Provided sediment storage = **190.0** cy = **5,131** cf
6. Assumed shape of excavation and determine dimensions.
   (A rectangle shape with 2:1 length to width ratio is recommended.)
   Shape: **Irregular Shape**
   Dimensions: l = **See Plans** ft w= **See Plans** ft diameter *(if applicabl* **N/A** ft

Provide a detail showing the depth, length and width, or diameter *(if applicable)* , and side slope of the excavation. **See plans for details**

Rd

ROCK FILTER DAM

Figure 6-24.1



NOTE:
ROCK FILTER DAM IS TO BE CLEANED OUT WHEN VOLUME BECOMES HALF FULL.

NOTE:
ROCK SIZE DETERMINED ACCORDING TO SPECIFICATIONS SET FORTH IN APPENDIX C.

Rd #	BOTTOM ELEV.	TOP ELEV.	DRAINAGE AREA (ac)	DISTURBED AREA (ac)	SEDIMENT STORAGE REQUIRED (cf)	SEDIMENT STORAGE PROVIDED (cf)
1A	127.5	129.0	3.4	1.5	6,187	5,058
1B	127.5	129.0	2.7	1.5	4,884	5,058

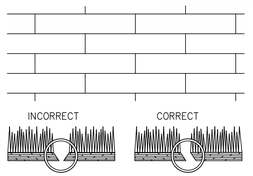
*Note: Rock dam (Rd) to back up water into channel and provide sediment storage. Sediment Storage Provided is the volume of the channel between the provided elevations.

Ds4

SOD MAINTENANCE AND INSTALLATION

Figure 6-6.2

SOD LAYOUT AND PREPARATION



LAY SOD IN A STAGGERED PATTERN. BUTT THE STRIPS TIGHTLY AGAINST EACH OTHER. DO NOT LEAVE SPACES AND DO NOT OVERLAP. A SHARPENED MASON'S TROWEL IS A HANDY TOOL FOR TUCKING DOWN THE ENDS AND TRIMMING PIECES.

BUTTING: ANGLED ENDS CAUSED BY THE AUTOMATIC SOD CUTTER MUST BE MATCHED CORRECTLY.

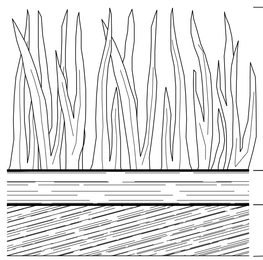
DIRECTIONS FOR INITIAL MAINTENANCE

Step 1. ROLL SOD IMMEDIATELY TO ACHIEVE FIRM CONTACT WITH THE SOIL

Step 2. WATER TO A DEPTH OF 4" AS NEEDED. WATER WELL AS SOON AS THE SOD IS LAID.

Step 3. MOW WHEN THE SOD IS ESTABLISHED –– IN 2–3 WEEKS. SET THE MOWER HIGH (2"–3").

APPEARANCE OF GOOD SOD



SHOOTS OR GRASS BLADES: GRASS SHOULD BE GREEN AND HEALTHY, MOWED AT A 2"–3" CUTTING HEIGHT.

THATCH: GRASS CLIPPINGS AND DEAD LEAVES (UP TO 1/2" THICK).

ROOT ZONE: SOIL AND ROOTS. SHOULD BE 1/2"–3/4" THICK WITH DENSE ROOT MAT FOR STRENGTH.

Mead & Hunt

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5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

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TAXIWAY F RECONSTRUCTION

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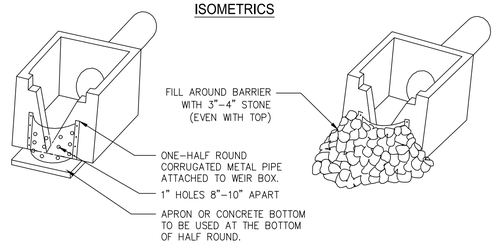
Rt-P

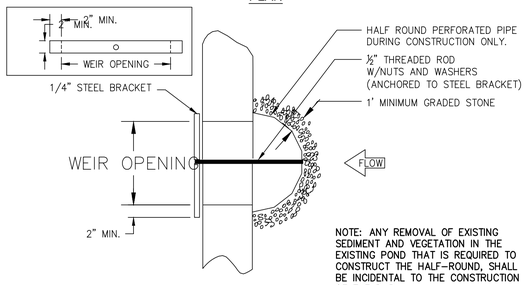
PERFORATED HALF-ROUND PIPE WITH STONE FILTER

Figure 6-26.1

ISOMETRICS



PLAN



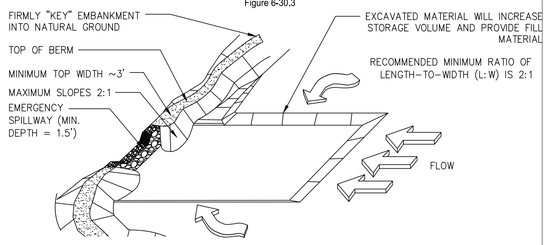
NOTE: ANY REMOVAL OF EXISTING SEDIMENT AND VEGETATION IN THE EXISTING POND THAT IS REQUIRED TO CONSTRUCT THE HALF–ROUND, SHALL BE INCIDENTAL TO THE CONSTRUCTION OF THE BMP

Sd4-C

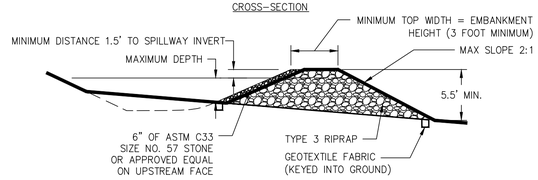
TEMPORARY SEDIMENT TRAP

ROCK OUTLET

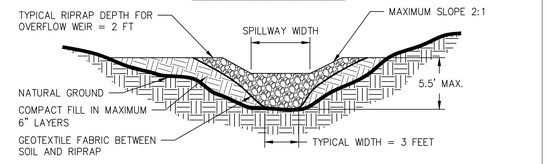
Figure 6-30.3



CROSS–SECTION



PROFILE THROUGH EMBANKMENT



Sd4 ID	DRAINAGE AREA (AC)	DISTURBED AREA (AC)	SEDIMENT STORAGE REQUIRED (CF)	SEDIMENT STORAGE PROVIDED (@ SPILLWAY) (CF)	TOTAL STORAGE VOLUME (CF)	STONE & TRAP BOTTOM ELEVATION	TOP OF STONE SPILLWAY ELEVATION	TOP OF EARTHEN DAM ELEVATION	SEDIMENT CLEANOUT VOLUME	CLEANOUT STAKE ELEVATION
1A	1.8	1.6	3,256	5,121	22,763	127.0	128.0	129.5	1,707	127.7
1B	2.8	2.7	5,065	5,121	22,763	127.0	128.0	129.5	1,707	127.7
2A	5.0	3.0	9,045	9,762	42,034	127.0	128.0	129.5	3,254	127.7
2B	4.2	2.0	7,598	9,762	42,034	127.0	128.0	129.5	3,254	127.7

RETROFITTING (Rt) CALCULATIONS

Storage Calculations

1. Required stormwater storage = 705 cy
   (as determined by local ordinance)
2. Required sediment storage = 107 cy
   Required sediment storage = 67 cy/ac * 1.6 ac disturbed area
3. Total required storage = (1) + (2) = (3) cy 812 cy
4. Available storage = (4) cy 3,104 cy
5. Is the available storage (4) greater than the total required storage (3)?
   X yes _____ no
6. If "no", the sediment storage capacity of the pond must be increased. Choose the method to be used:
   _____ Raise the invert of the outlet structure _____ inches
   _____ Undercut the pond _____ feet
   _____ Other _____
7. Clean-out elevation = 123.4 ft
   (Elevation corresponding to 22 cy/ac * 1.6 ac disturbed area)
8. Is the length-width ration 2:1 or greater?
   _____ yes X no
9. If "no", the length of the flow must be increased. Choose the method to be used:
   X Baffles (Type of baffle:) Wooden
   _____ Other _____

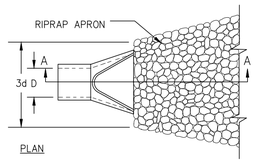
Note the CMP diameter and height if a half-round CMP retrofit is to be used.
Diameter 54 inches Height = 3 feet
Diameter = 1.5*outlet pipe Height = 1/2 riser height

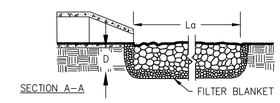
St

RIPRAP OUTLET PROTECTION

Figure 6-34.3

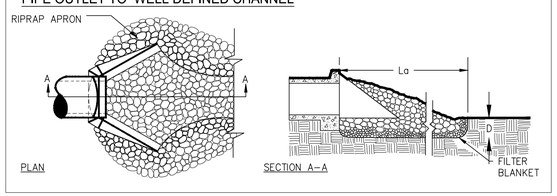
PIPE OUTLET TO FLAT AREA -- NO WELL DEFINED CHANNEL





NOTES:
1. La IS THE LENGTH OF THE RIPRAP APRON.
2. D = 1.5 TIMES THE MAXIMUM STONE DIAMETER BUT NOT LESS THAN 6".
3. IN A WELL–DEFINED CHANNEL, EXTEND THE APRON UP THE CHANNEL BANKS TO AN ELEVATION OF 6" ABOVE THE MAXIMUM TAILWATER DEPTH OR TO THE TOP OF THE BANK (WHICHEVER IS LESS).
4. A FILTER BLANKET OR FILTER FABRIC SHOULD BE INSTALLED BETWEEN THE RIPRAP AND THE SOIL FOUNDATION.

PIPE OUTLET TO WELL DEFINED CHANNEL



Rip Rap Calculations

St ID	Structure ID	Sheet No.	D_0 (IN)	Q_{25} (CFS)	V_{25} (FPS)	L_a (FT.)	W_1 (FT.)	W_2 (FT.)	d_{50} (IN.)	D (IN.)	Min. Area (sy)	Prov. Area (sy)	Min/Max Tailwater
1	HW B0	C-029, C-034, C-039	36	9.7	3.1	20.0	9.0	23.0	8	18.0	35.6	68.0	Min
2	HW A0	C-029, C-034, C-039	36	35.4	7.3	20.0	9.0	23.0	8	18.0	35.6	640.0	Min
3	EX HW	C-030, C-035, C-040	36	50.3	7.1	20.0	9.0	23.0	8	18.0	35.6	50.0	Min
4	Sd4-C #2	C-031, C-036	24 (2)	46.4	8.1	13.0	6.0	15.0	6	13.5	15.2	18.8	Min

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EROSION, SEDIMENT & POLLUTION CONTROL PLAN - DETAILS

C-044

GRASSING NOTES:

TEMPORARY GRASSING Ds1 Ds2

1. APPLY TEMPORARY GRASSING TO DISTURBED AREAS WITHIN 14 DAYS OF LAND DISTURBING ACTIVITIES IF PERMANENT GRASSING IS NOT REQUIRED. APPLY TEMPORARY GRASSING TO SOIL STOCKPILES.
2. ALL AREAS RECEIVING TEMPORARY GRASS MIXTURE SHALL RECEIVE AN APPLICATION OF FERTILIZER AND BE PROTECTED WITH MULCH.
3. APPLY SEED MIXTURE AT SPECIFIED APPLICATION RATE EVENLY. DO NOT SEED AN AREA IN EXCESS OF THAT WHICH CAN BE MULCHED ON THE SAME DAY. DO NOT SOW IMMEDIATELY FOLLOWING A RAIN, WHEN GROUND IS TOO DRY, OR DURING WINDY PERIODS.
4. MULCH SHALL BE APPLIED IMMEDIATELY AFTER GRASSING. ALL MULCH SHALL RECEIVE AN APPLICATION OF TACKIFIER.
5. TACKIFIER IS TO BE APPLIED AS PER MANUFACTURERS RECOMMENDATIONS.
6. TEMPORARY MIXTURES ACCEPTABLE FOR THIS PROJECT ARE LISTED IN THE SPECIFICATIONS. SEED MIXTURES GROW RAPIDLY AND ARE LOW-MAINTENANCE.

PERMANENT GRASSING Ds3

1. APPLY PERMANENT GRASSING WHENEVER GRADING OPERATIONS ARE COMPLETE AND ALL ADDITIONAL CONSTRUCTION OPERATIONS WILL NOT IMPACT THE DISTURBED AREA. APPLY PERMANENT GRASSING TO ALL NON-CONSTRUCTION AREAS WHICH SHOW SIGNS OF EXCESSIVE EROSION.
2. ALL AREAS RECEIVING PERMANENT GRASS MIXTURE SHALL RECEIVE AN APPLICATION OF FERTILIZER AND BE PROTECTED WITH MULCH AND/OR EROSION CONTROL MATTING. APPLY LIME AT A RATE BASED ON PH OF SOIL (SEE LIME REQUIRED FOR GRASSING BASED ON THE MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA). FOR DRY GRASSING, UNIFORMILY INCORPORATE INTO SOIL FOR A DEPTH OF 1 INCH AND LIGHTLY WATER TO AID THE DISSIPATION OF FERTILIZER.
3. APPLY SEED MIXTURE AT SPECIFIED RATES EVENLY IN TWO INTERSECTING DIRECTIONS BY THE USE OF A MECHANICAL SPREADER OR HYDROSEEDER. DO NOT SEED AN AREA IN EXCESS OF THAT WHICH CAN BE MULCHED ON THE SAME DAY. DO NOT SOW IMMEDIATELY FOLLOWING A RAIN, WHEN GROUND IS TOO DRY, OR DURING WINDY PERIODS.
4. COMBINED HYDRAULIC APPLICATION OF SEED, FERTILIZER, AND MULCH MAY BE PERFORMED. TACKIFIER APPLICATION MAY BE WITHIN THE COMBINED MIXTURE IF ALLOWED BY MANUFACTURER'S RECOMMENDATIONS. HYDRAULIC SPRAYING EQUIPMENT AND MIXTURE SHALL BE DESIGNED SUCH THAT WHEN THE GRASS MIXTURE IS SPRAYED OVER THE AREA, THE MIXTURE COMPONENTS SHALL BE EQUAL IN QUANTITY TO THE SPECIFIED RATES.
5. WOOD FIBER MULCH SHALL BE APPLIED AS INDICATED IN THE PROJECT SPECIFICATIONS. STRAW MULCH SHALL BE UTILIZED TO PROVIDE A UNIFORM LOOSE DEPTH BETWEEN 1-1/2 TO 3 INCHES. ALL MULCH SHALL RECEIVE AN APPLICATION OF TACKIFIER.
6. PERMANENT MIXTURES ACCEPTABLE FOR THIS PROJECT ARE LISTED BELOW AND IN THE SPECIFICATIONS. THESE MIXTURES ARE GROW RAPIDLY AND ARE LOW-MAINTENANCE.

HYDROSEEDING

1. HYDROSEEDING IS THE WET HYDRAULIC SPRAYING OF SEED, FERTILIZER, TACKIFIER, AND USUALLY MULCH IN A ONE-STEP PROCESS. MATERIALS ARE MIXED WITH WATER IN A SLURRY TANK TO FORM A HOMOGENEOUS SLURRY, WHICH IS THEN SPRAYED ON THE SOIL SURFACE BY A HYDRAULIC SEEDER.
2. ORDINARY MULCH IS NOT SUITABLE FOR HYDROSEEDING. MULCH FOR HYDROSEEDING IS GENERALLY VIRGIN WOOD FIBER MULCH, MANUFACTURED TO BE UNIFORMILY SUSPENDED AS A SLURRY. STRAW MULCH SHALL BE APPLIED AFTER HYDROSEEDING.

FERTILIZING

1. CONTRACTOR IS RESPONSIBLE FOR FERTILIZING AS NEEDED THROUGHOUT THE PROJECT. COST SHALL BE INCIDENTAL TO THE COST OF GRASSING.
2. CONTRACTOR SHALL FERTILIZE GRASSING THROUGH THE ONE YEAR WARRANTY AFTER SUBSTANTIAL COMPLETION AT NO ADDITIONAL COST.
3. CONTRACTOR TO PROVIDE A FERTILIZING PLAN SPECIFIC TO PROJECT SITE TO OWNER AS PART OF PROJECT CLOSEOUT

***CONTRACTOR SHALL CONDUCT SOIL TESTS TO IDENTIFY AND TO IMPLEMENT SITE-SPECIFIC FERTILIZER NEEDS. THIS WILL SATISFY SECTION P OF APPENDIX 1 IN THE EROSION CONTROL CHECKLIST, PER THE IMPAIRED STREAMS.

MAINTENANCE

1. INSPECT FREQUENTLY WITHIN THE FIRST SIX WEEKS OF PLANTING TO SEE IF GRASS STANDS ARE UNIFORM AND DENSE, AND TO ASSURE THAT APPROPRIATE MOISTURE LEVELS ARE MAINTAINED. MAKE PROVISIONS TO WATER AS NEEDED.
2. CONTRACTOR TO REVISE AND MULCH AS NECESSARY UNTIL THE GRASS IS SATISFACTORY TO THE OWNER.
3. CHECK FOR DAMAGE CAUSED BY EQUIPMENT OR HEAVY RAINS. DAMAGED AREAS SHOULD BE REPAIRED, FERTILIZED, SEEDED, AND MULCHED. TACK OR TIE DOWN MULCH AS NECESSARY TO PREVENT BLOWING.
4. ADDITIONAL VEGETATION WILL BE EMPLOYED WHERE DETERMINED NECESSARY BY ACTUAL SITE CONDITIONS AT CONTRACTOR EXPENSE.
5. GRASS THAT ATTRACTS WILDLIFE SHALL NOT BE USED.
6. AT THE TIME THAT A SATISFACTORY VEGETATION HAS BEEN ESTABLISHED, ALL TEMPORARY EROSION CONTROL BMPS SHALL BE REMOVED FROM THE SITE, AND ALL RETROFITTED DETENTION PONDS WILL BE CLEANED AND GRADED TO THE DETENTION POND DESIGN.
7. ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICE MAINTENANCE, REMOVAL, REPAIR, REGRASSING AND RECONSTRUCTION COSTS WILL BE INCIDENTAL TO THE COST OF THE PROJECT.
8. CONTRACTOR IS RESPONSIBLE FOR MOWING UNTIL PROJECT CLOSEOUT PAPERWORK IS COMPLETE. HEIGHT SHALL BE MAINTAINED TO NO GREATER THAN 4"-6" THROUGHOUT THE PROJECT AND AS DIRECTED BY THE ENGINEER.

GRASSING SCHEDULE:

TEMPORARY GRASSING SCHEDULE Ds1 Ds2

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
ANNUAL RYE GRASS (50#/AC)												
FERTILIZER 10-10-10 (400#/AC)												

PERMANENT GRASSING SCHEDULE

SEED APPLICATION FOR AREAS WITH SLOPES FLATTER THAN 3:1** Ds3

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
COMMON BERMUDA (HULLED-50#/AC)												
COMMON BERMUDA (UNHULLED-50#/AC)												

* - TO BE APPLIED TO GRASS BETWEEN 2" AND 4" IN HEIGHT (TOPDRESSED)
** - TEMPORARY GRASSING ONLY FROM OCTOBER 16TH TO MARCH 31ST

SEED APPLICATION FOR AREAS WITH SLOPES 3:1 OR GREATER** Ds3

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
COMMON BERMUDA (HULLED-50#/AC)												
COMMON BERMUDA (UNHULLED-50#/AC)												

* - TO BE APPLIED TO GRASS BETWEEN 2" AND 4" IN HEIGHT (TOPDRESSED)
** - TEMPORARY GRASSING ONLY FROM OCTOBER 16TH TO MARCH 31ST

FERTILIZER AND MULCH

	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
FERTILIZER 10-10-10 (1000#/AC)***												
AGRICULTURAL LIME (3000#/AC)												
AMMONIUM NITRATE 34-0-0 (50#/AC) - *												
MULCHING (5000#/AC)												

* - TO BE APPLIED TO GRASS BETWEEN 2" AND 4" IN HEIGHT (TOPDRESSED)
***- FERTILIZER APPLICATION SHOULD BE SPLIT 50/50 WITH 500# AT TIME OF SEEDING AND 500# 45-60 AFTER INITIAL SEEDING

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AUGUSTA REGIONAL AIRPORT
AULICK ENGINEERING LLC
STORMWATER | HYDRAULICS | EROSION CONTROL
AIRFIELD & CIVIL SITE | CONSTRUCTION SERVICES

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

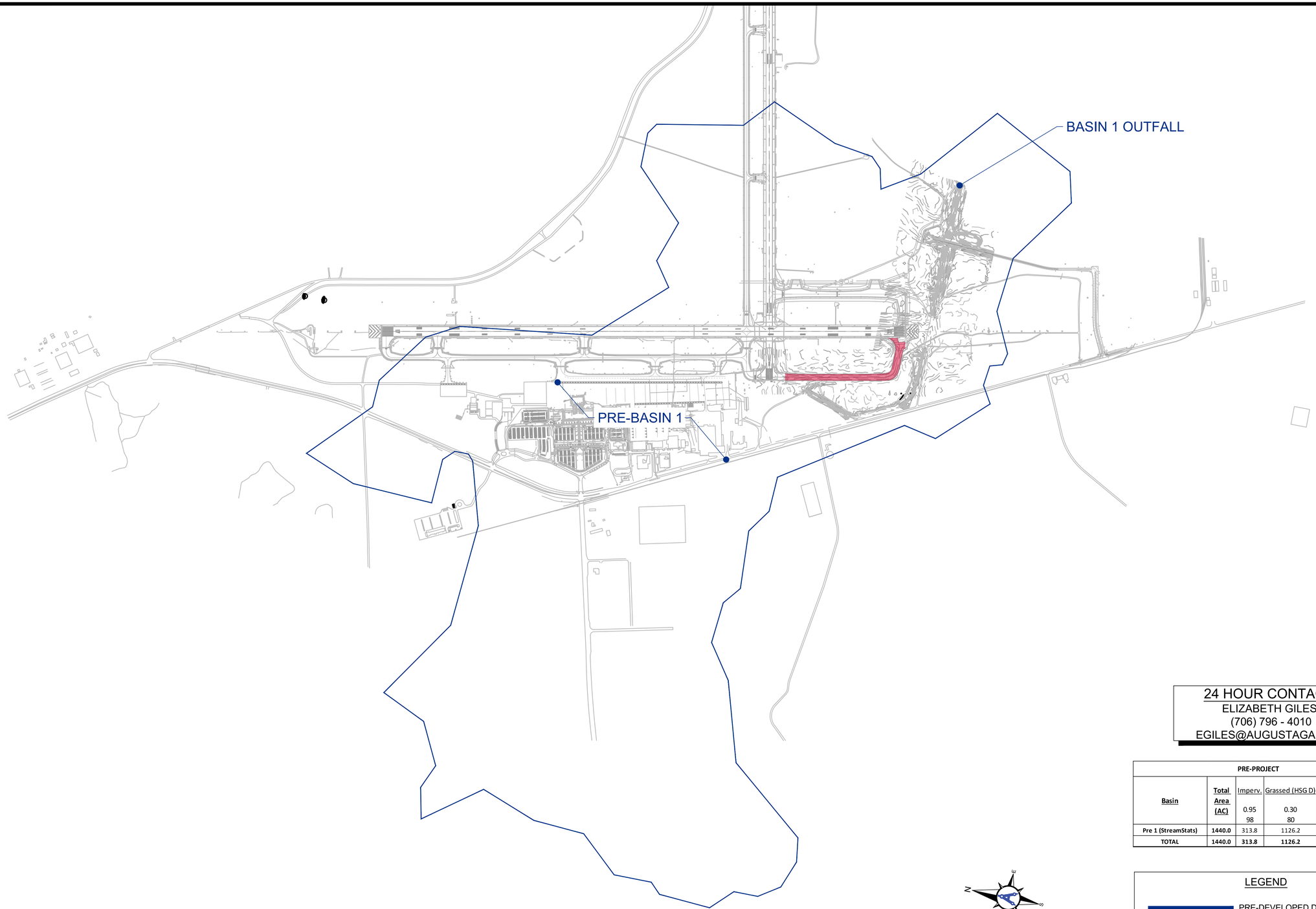
GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER 4/10/24 WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - DETAILS

C-045



24 HOUR CONTACT:
ELIZABETH GILES
(706) 796 - 4010
EGILES@AUGUSTAGA.GOV

PRE-PROJECT						
Basin	Total Area (AC)	Imperv. 0.95 98	Grassed (HSG D) 0.30 80	C	CN	Tc (min)
Pre 1 (StreamStats)	1440.0	313.8	1126.2	0.44	84	5
TOTAL	1440.0	313.8	1126.2	0.44	84	

0' 375' 750' 1,500' 2,250'

1" = 750'

LEGEND

PRE-DEVELOPED DRAINAGE AREA

EXISTING ON SITE IMPERVIOUS

FLOW DIRECTION

GEORGIA811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

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CHECKED BY: DAS
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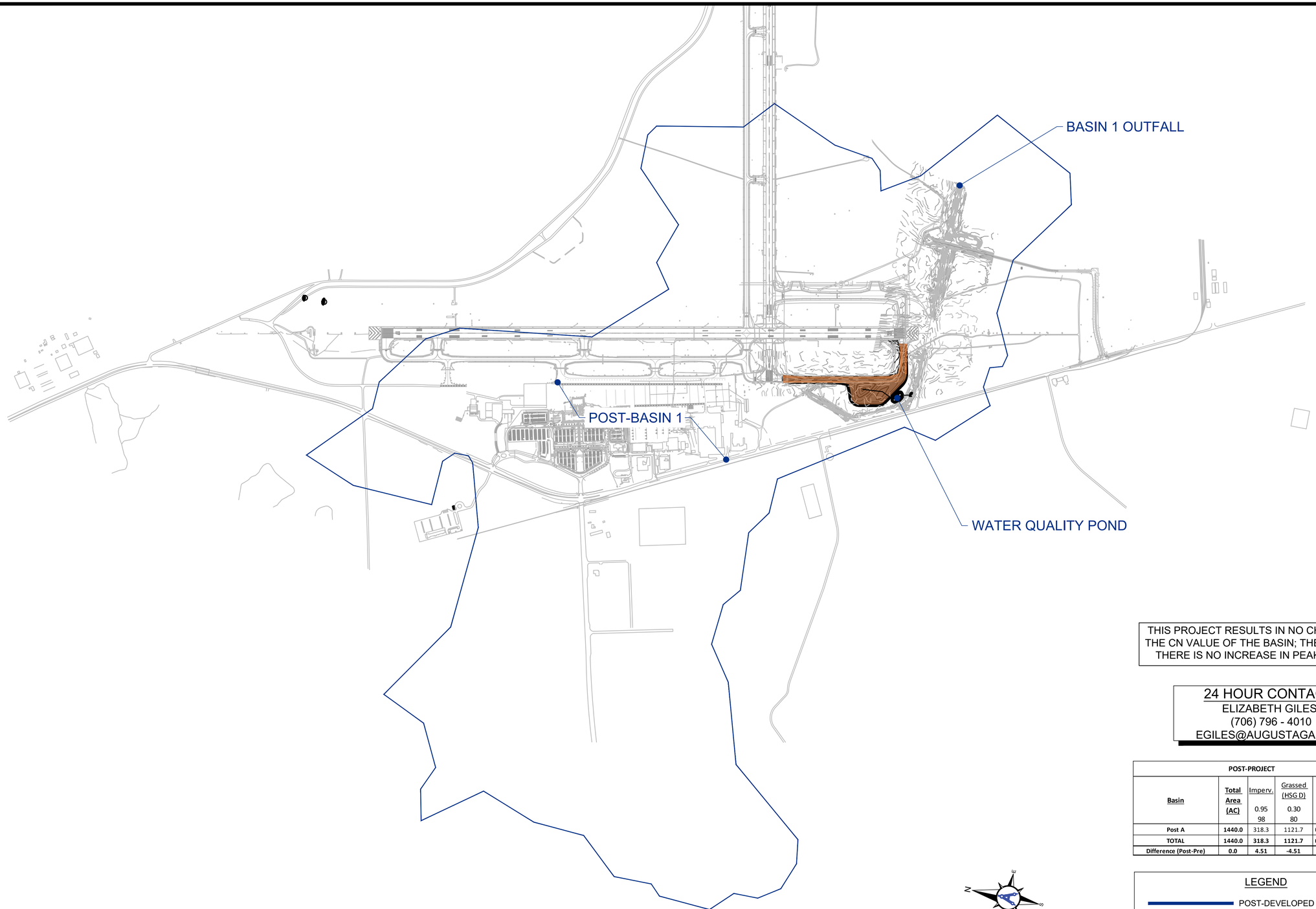
SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- PRE-DEVELOPMENT DRAINAGE AREA MAP

C-046



THIS PROJECT RESULTS IN NO CHANGE IN THE CN VALUE OF THE BASIN; THEREFORE, THERE IS NO INCREASE IN PEAK FLOW.

24 HOUR CONTACT:
ELIZABETH GILES
(706) 796 - 4010
EGILES@AUGUSTAGA.GOV

POST-PROJECT						
Basin	**Total Area (AC)**	Imperv. 0.95 98	Grassed (HSG D) 0.30 80	C	**CN**	Tc (min)
Post A	**1440.0**	318.3	1121.7	0.44	**84**	5
TOTAL	**1440.0**	**318.3**	**1121.7**	**0.44**	**84**	
Difference (Post-Pre)	**0.0**	**4.51**	**-4.51**			

N E S W

0' 375' 750' 1,500' 2,250'

1" = 750'

GEORGIA811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

LEGEND

- POST-DEVELOPED DRAINAGE AREA
- PROPOSED ON SITE IMPERVIOUS
- FLOW DIRECTION

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AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

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AUGUSTA, GA 30906-9620

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GEORGIA REGISTERED No. PE043285 PROFESSIONAL ENGINEER 4/10/24 WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- POST-DEVELOPMENT DRAINAGE AREA MAP

C-047

Georgia Stormwater Management Manual
Stormwater Quality Site Development Review Tool
Version 2.2

General Information

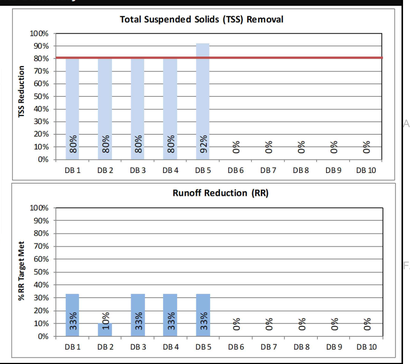
Name of Developer:	Airport	**Date Submitted:**	TBD
Development Name:	AGS Twy F	**Permit Number:**	TBD
Site Location / Address:	August Regional Airport	**Developer Contact:**	Aulick Engineering
		Phone Number:	
		Name of Engineer(s):	Dave Skurky
Development Type:	Transportation/Communications/Utilitie	**Maintenance Responsibility:**	Owner

Site Summary

Total Pre-Development Area (ac):	12.05
Total Post-Development Area (ac):	12.05
Total Treated Area (ac):	12.05
Total Untreated Area (ac):	0.00

		I (ac)	P (ac)	CA (ac)
DB-1 (South Sheet Flow)	**DB 1**	1.80	0.00	0.00
DB-2 (Apron to Pond)	**DB 2**	4.60	0.00	0.00
DB-3 (North Sheet Flow)	**DB 3**	3.10	1.40	0.00
DB-4 (East)	**DB 4**	1.00	0.00	0.00
DB-5 (Apron Sheet Flow)	**DB 5**	0.15	0.00	0.00
Drainage Basin 6	**DB 6**	0.00	0.00	0.00
Drainage Basin 7	**DB 7**	0.00	0.00	0.00
Drainage Basin 8	**DB 8**	0.00	0.00	0.00
Drainage Basin 9	**DB 9**	0.00	0.00	0.00
Drainage Basin 10	**DB 10**	0.00	0.00	0.00
TOTAL		**10.65**	**1.40**	**0.00**

I = Impervious Area, P = Pervious Area, CA = Conservation Area



Target Runoff Reduction Volume Achieved?	No
Target TSS Removal Achieved?	Yes
Total Target Runoff Reduction Volume (cf)	36,981
Runoff Reduction Volume Achieved (cf)	8,450
Total Target Water Quality Volume (cf)	44,377
% TSS Removal Achieved	80%

VEGETATED FILTER STRIP
PROPOSED IMPERVIOUS SURFACE
VEGETATED FILTER STRIP
IMP ID #5
DB 3
DB 1
IMP ID #1
VEGETATED FILTER STRIP
DB 2
DB 4
IMP ID #6
IMP ID #7
IMP ID #8
IMP ID #4
GRASSED CHANNEL
DB 5
IMP ID #9
IMP ID #11
IMP ID #3 & #10
DRY POND
IMP ID #2
PROPOSED IMPERVIOUS SURFACE
VEGETATED FILTER STRIP
GRASSED CHANNEL
GRASSED CHANNEL

ID#	Structure # / Location	Type of Feature	Manufacturer / Model #	Sheet #	Design Flow (cfs)	Max Flow (cfs)
1	DB1	Vegetated Filter Strip	N/A	C-048	1.6	4.45 (max 5ac of flow)
2		Grass Channel	N/A	C-048	1.6	4.45 (max 5ac of flow)
3	DB2	Dry Pond	N/A	C-048	19.36 (1yr)	N/A
4		Grass Channel	N/A	C-048	0.6 (1yr detained)	4.45 (max 5ac of flow)
5	DB3	Vegetated Filter Strip	N/A	C-048	2.83	4.45 (max 5ac of flow)
6		Grass Channel	N/A	C-048	2.83	4.45 (max 5ac of flow)
7	DB4	Vegetated Filter Strip	N/A	C-048	0.89	4.45 (max 5ac of flow)
8		Grass Channel	N/A	C-048	0.89	4.45 (max 5ac of flow)
9	DB5	Vegetated Filter Strip	N/A	C-048	0.13	4.45 (max 5ac of flow)
10		Dry Pond	N/A	C-048	19.36 (1yr)	N/A
11		Grass Channel	N/A	C-048	0.6 (1yr detained)	4.45 (max 5ac of flow)

0' 40' 80' 160' 240'
1" = 80'

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AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION
1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

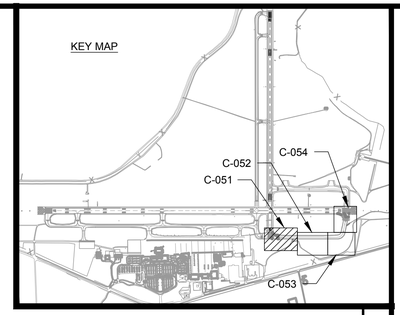
SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN-WATER QUALITY MAP

C-048

LEGEND

- DEMOLITION SECTION 1
- DEMOLITION SECTION 2
- DEMOLITION SECTION 5
- MARKING REMOVAL

KEY MAP



RUNWAY 8-26

TAXIWAY F
STA: 22+86.38
OFF: -60.69'

TAXIWAY F
STA: 22+84.94
OFF: -49.95'

CONTRACTOR TO PROTECT
EXISTING STORM DRAINAGE
AT ALL TIMES

TAXIWAY F
STA: 22+85.06
OFF: 38.55'

TAXIWAY F
STA: 22+86.38
OFF: 49.87'

REMOVE EXISTING PCC CONCRETE

CONTRACTOR TO
USE EXTREME
CAUTION WHEN
WORKING AROUND
FAA CABLE

CONTRACTOR TO PROTECT
EXISTING ELECTRICAL DUCT BANK
(TO REMAIN) AT ALL TIMES

TAXIWAY F
STA: 25+30.40
OFF: -59.47'

TAXIWAY F
STA: 25+31.45
OFF: -47.05'

DEMOLITION
SECTION 2
2 / C-061

DEMOLITION
SECTION 1
1 / C-061

SERVICE ROAD REMOVAL
STA: 26+72.33
OFF: 38.07'

SERVICE ROAD REMOVAL
STA: 26+78.17
OFF: 59.90'

SERVICE ROAD REMOVAL
STA: 26+90.68
OFF: 38.07'

SERVICE ROAD REMOVAL
STA: 26+80.14
OFF: 59.89'

DEMOLITION
SECTION 5
5 / C-061

TAXIWAY F

AIRPORT PERIMETER ROAD

MATCHLINE STA: 28+00 SEE SHEET C-052

NOTES:

1. REFER TO SHEET C-061 FOR TYPICAL DEMOLITION SECTIONS.
2. SEE ELECTRICAL DEMOLITION SHEETS FOR FURTHER ELECTRICAL DEMOLITION DETAILS.
3. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS.
4. CONTRACTOR SHALL NOTIFY THE CA TEAM IMMEDIATELY OF ANY DISCREPANCIES IN THE LAYOUT AND SHALL NOT PROCEED UNTIL CLARIFICATION IS PROVIDED.
5. CAUTION! THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN OPERATING TRUCKS OR OTHER CONSTRUCTION EQUIPMENT ON EXISTING PAVEMENTS. EXISTING PAVEMENTS MAY NOT SUPPORT CONSTRUCTION TRAFFIC. ANY DAMAGE TO EXISTING PAVEMENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
6. WARNING: THERE ARE A NUMBER OF EXISTING UTILITIES, INCLUDING DRAINAGE, ELECTRICAL, AND COMMUNICATIONS CABLES, TRAVERSING THE SITE. THE DESIGNER HAS ATTEMPTED TO DEPICT THE APPROXIMATE LOCATIONS OF THESE ITEMS CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY EXISTING ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START UP OF CONSTRUCTION AND TO MAINTAIN VISIBLE LOCATION THROUGHOUT THE CONSTRUCTION DURATION. THIS SHALL INCLUDE COORDINATION WITH ALL NECESSARY AGENCIES INCLUDING THE AIRPORT. ANY DAMAGE DONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY UTILITY DAMAGED DURING THE CONSTRUCTION BY THE CONTRACTOR'S OPERATIONS AT NO COST TO THE AIRPORT.

0 30 60

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AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
DEMOLITION PLAN
STA 20+00 - 28+00

C-051

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-051 DEMOLITION PLAN.DWG
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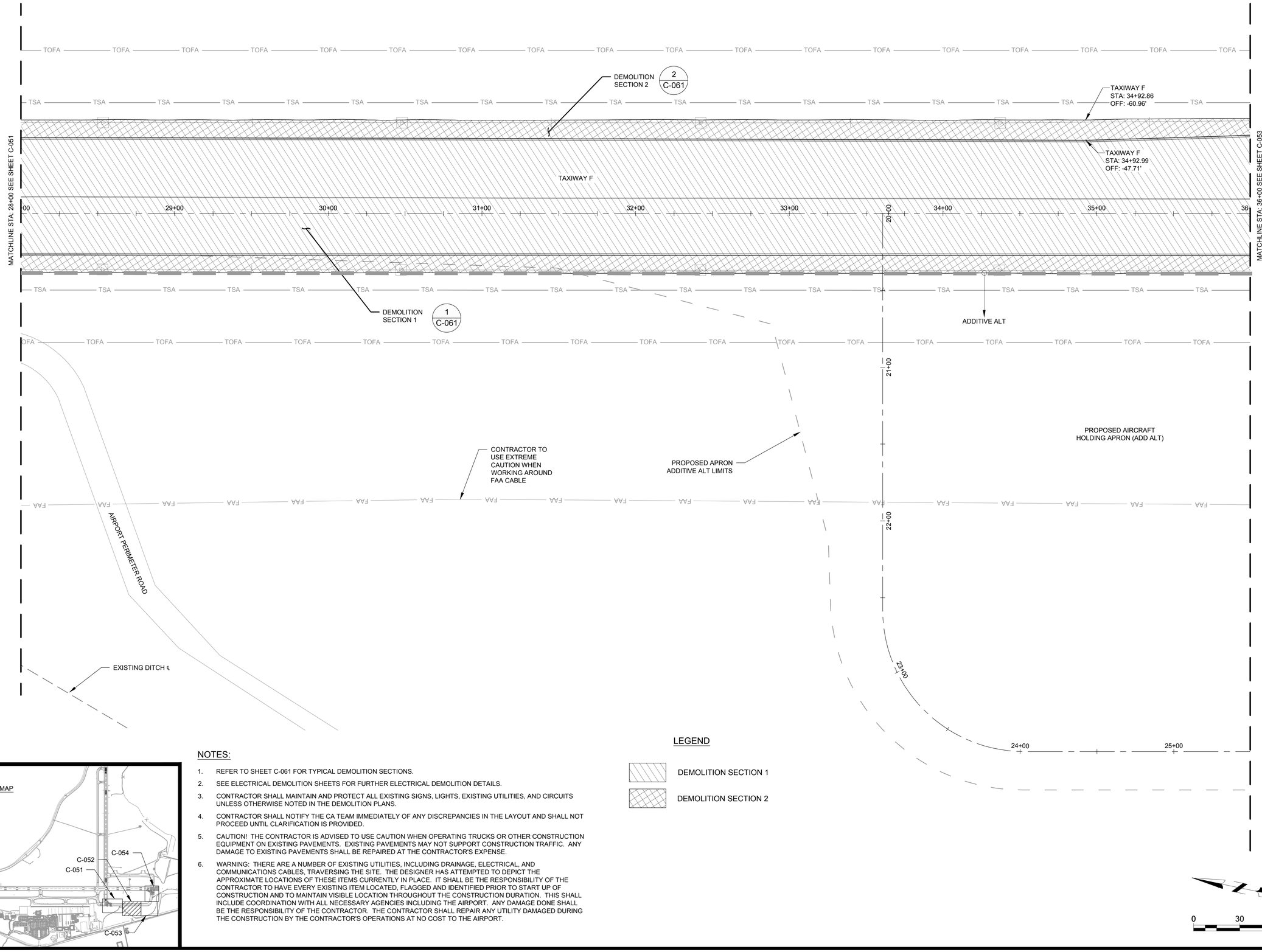
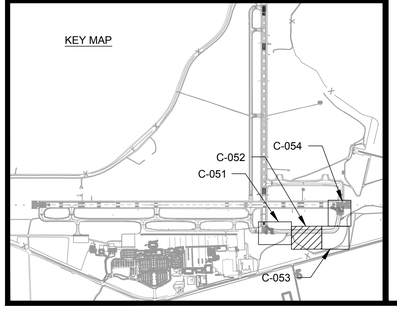


KEY MAP



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LEGEND

- DEMOLITION SECTION 1
- DEMOLITION SECTION 2

0 30 60

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AUGUSTA REGIONAL AIRPORT

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TAXIWAY F RECONSTRUCTION

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DRAWN BY:	BT
CHECKED BY:	EJS

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SHEET CONTENTS
DEMOLITION PLAN
STA 28+00 - 36+00

C-052

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-051 DEMOLITION PLAN.DWG
4/9/2024 3:51:22 PM

MATCHLINE STA: 42+25 SEE SHEET C-054

MATCHLINE STA: 36+00 SEE SHEET C-052

TAXIWAY F
STA: 36+02.34
OFF: -61.94'

DEMOLITION SECTION 2 (2 / C-061)

TAXIWAY F
STA: 38+38.82
OFF: -72.19'

TAXIWAY F
STA: 38+40.40
OFF: -61.35'

TAXIWAY F
STA: 42+16.28
OFF: -81.81'

TAXIWAY F
STA: 42+13.45
OFF: -70.75'

TAXIWAY F

TAXIWAY F
STA: 38+27.09
OFF: 27.81'

DEMOLITION SECTION 1 (1 / C-061)

TAXIWAY F
STA: 38+27.11
OFF: 39.21'

ADDITIVE ALT

PROPOSED AIRCRAFT HOLDING APRON (ADD ALT)

CONTRACTOR TO USE EXTREME CAUTION WHEN WORKING AROUND FAA CABLE

PROPOSED APRON ADDITIVE ALT LIMITS

EXISTING DITCH ℄

AIRPORT PERIMETER ROAD

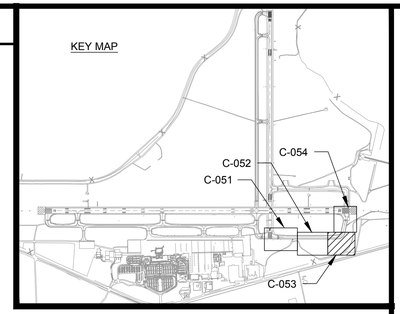
AIRPORT PERIMETER FENCE

TOFA TSA FAA

26+00 27+00 28+00 29+00 30+00 31+00 32+00 33+05.22 41+00 42+00

36+00 37+00 38+00 39+00 40+00

KEY MAP



LEGEND

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- DEMOLITION SECTION 2

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6. WARNING: THERE ARE A NUMBER OF EXISTING UTILITIES, INCLUDING DRAINAGE, ELECTRICAL, AND COMMUNICATIONS CABLES, TRAVERSING THE SITE. THE DESIGNER HAS ATTEMPTED TO DEPICT THE APPROXIMATE LOCATIONS OF THESE ITEMS CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY EXISTING ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START UP OF CONSTRUCTION AND TO MAINTAIN VISIBLE LOCATION THROUGHOUT THE CONSTRUCTION DURATION. THIS SHALL INCLUDE COORDINATION WITH ALL NECESSARY AGENCIES INCLUDING THE AIRPORT. ANY DAMAGE DONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY UTILITY DAMAGED DURING THE CONSTRUCTION BY THE CONTRACTOR'S OPERATIONS AT NO COST TO THE AIRPORT.

Mead & Hunt

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AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
DEMOLITION PLAN
STA 36+00 - 42+25

C-053

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-051 DEMOLITION PLAN.DWG
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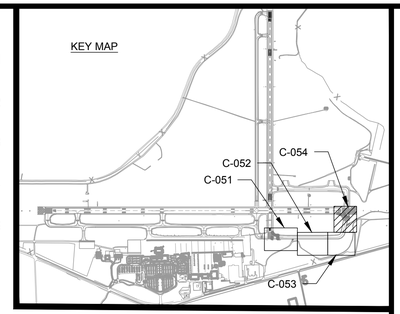
LEGEND

- DEMOLITION SECTION 1
- DEMOLITION SECTION 2
- DEMOLITION SECTION 3
- DEMOLITION SECTION 4
- DEMOLITION SECTION 5
- MARKING REMOVAL

KEY MAP



0 30 60

MATCHLINE STA: 42+25 SEE SHEET C-053

TAXIWAY F STA: 39+46.39 OFF: -149.01'

TAXIWAY F STA: 39+56.97 OFF: -146.55'

DEMOLITION SECTION 1 — 1 / C-061

CONTRACTOR TO PROTECT EXISTING STORM DRAINAGE AT ALL TIMES

TAXIWAY F STA: 45+34.75 OFF: -122.15'

TAXIWAY F STA: 45+32.51 OFF: -120.68'

TAXIWAY F STA: 45+35.45 OFF: -125.40'

TAXIWAY F STA: 45+44.94 OFF: -126.66'

TAXIWAY F STA: 46+93.57 OFF: -237.32'

TAXIWAY F STA: 46+94.81 OFF: -225.37'

TAXIWAY F STA: 46+94.87 OFF: -200.04'

RUNWAY 17-35

DEMOLITION SECTION 3 — 3 / C-061

CONTRACTOR TO PROTECT EXISTING ELECTRICAL DUCT BANK AND MANHOLE (TO REMAIN) AT ALL TIMES

TAXIWAY F STA: 45+45.04 OFF: -107.36'

TAXIWAY F STA: 46+04.86 OFF: -62.37'

TAXIWAY F STA: 46+49.94 OFF: -87.57'

TAXIWAY F STA: 46+95.00 OFF: -87.61'

TAXIWAY F STA: 46+34.96 OFF: -74.89'

TAXIWAY F STA: 46+49.92 OFF: -74.97'

SERVICE ROAD REMOVAL STA: 44+00.91 OFF: -31.07'

SERVICE ROAD REMOVAL STA: 44+18.22 OFF: -27.09'

TAXIWAY F STA: 45+45.04 OFF: -62.46'

DEMOLITION SECTION 4 — 4 / C-061

TAXIWAY F STA: 45+44.85 OFF: -11.73'

DEMOLITION SECTION 2 — 2 / C-061

TAXIWAY G

43+00 44+00 45+00 46+00 47+00 48+00

TAXIWAY F STA: 45+33.89 OFF: -1.87'

TAXIWAY F STA: 45+34.43 OFF: 24.14'

TAXIWAY F STA: 45+44.64 OFF: 24.85'

TAXIWAY F STA: 45+44.05 OFF: 49.84'

TAXIWAY F STA: 46+34.93 OFF: 24.99'

TAXIWAY F STA: 46+34.93 OFF: 49.81'

DEMOLITION SECTION 5 — 5 / C-061

REMOVE AND SALVAGE EXISTING ELECTRICAL MANHOLE - SEE SHEET E-204 FOR PROPOSED LOCATION

SERVICE ROAD REMOVAL STA: 44+56.77 OFF: 45.00'

SERVICE ROAD REMOVAL STA: 44+68.83 OFF: 45.00'

AIRPORT PERIMETER ROAD

177+00 178+00 179+00 180+00 181+00 182+00

NOTES:

1. REFER TO SHEET C-061 FOR TYPICAL DEMOLITION SECTIONS.
2. SEE ELECTRICAL DEMOLITION SHEETS FOR FURTHER ELECTRICAL DEMOLITION DETAILS.
3. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS.
4. CONTRACTOR SHALL NOTIFY THE CA TEAM IMMEDIATELY OF ANY DISCREPANCIES IN THE LAYOUT AND SHALL NOT PROCEED UNTIL CLARIFICATION IS PROVIDED.
5. CAUTION! THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN OPERATING TRUCKS OR OTHER CONSTRUCTION EQUIPMENT ON EXISTING PAVEMENTS. EXISTING PAVEMENTS MAY NOT SUPPORT CONSTRUCTION TRAFFIC. ANY DAMAGE TO EXISTING PAVEMENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
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SHEET CONTENTS

DEMOLITION PLAN
STA 42+25 - 48+00

C-054

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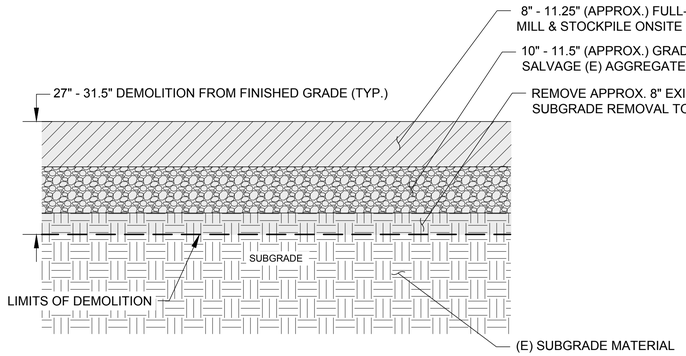
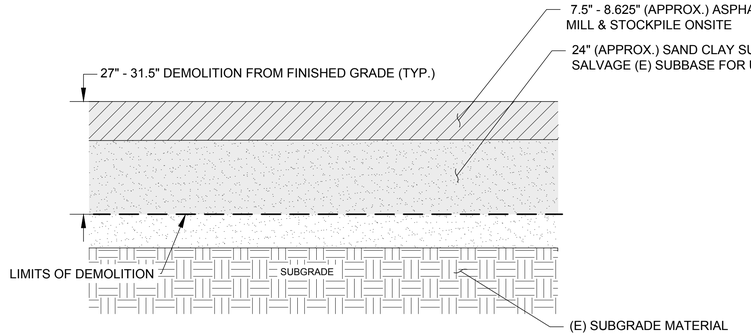


1 DEMOLITION SECTION: FULL - DEPTH ASHPALT CONCRETE REMOVAL

NOT TO SCALE



2 DEMOLITION SECTION: SHOULDER PAVEMENT REMOVAL

NOT TO SCALE

3 DEMOLITION SECTION: FULL - DEPTH CONCRETE REMOVAL

NOT TO SCALE

4 DEMOLITION SECTION: FULL - DEPTH CONCRETE REMOVAL

NOT TO SCALE

5 DEMOLITION SECTION: FULL - DEPTH ASHPALT / MILLINGS ROAD REMOVAL

NOT TO SCALE

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SHEET CONTENTS
DEMOLITION DETAILS

C-061

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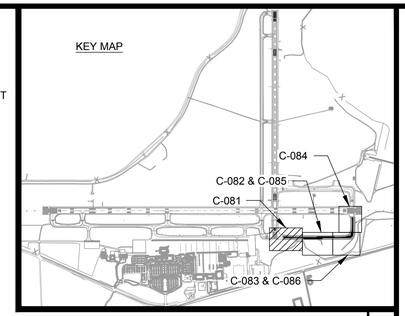
LEGEND

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

NOTES:
1. PAVEMENT SECTIONS WILL VARY DEPENDING UPON AWARDED OPTION. SEE C-301 THRU C-303 TYPICAL SECTIONS FOR THOSE OPTIONS.
2. SEE ELECTRICAL SHEETS FOR ELECTRICAL LAYOUT.
3. SEE STORM DRAIN SHEETS FOR STORM LAYOUT.

KEY MAP



RUNWAY 8-26

TAXIWAY F SHOULDER PAVEMENT EDGE STA:22+86.38 OFF:-57.05

TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:22+86.38 OFF:-36.99

TAXIWAY F STA: 20+76.48 = RUNWAY 8-26 STA: 200+37.42

TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:22+86.38 OFF:37.37

TAXIWAY F SHOULDER PAVEMENT EDGE STA:22+86.38 OFF:57.37

TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:25+91.22 OFF:-27.00

TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:25+66.19 OFF:-25.86

TAXIWAY F SHOULDER PAVEMENT EDGE STA:25+93.25 OFF:-45.00

TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:25+91.31 OFF:-25.00

2 C-301

1 C-301

37.0'

37.4'

2.0'

25.0'

25.0'

20.0'

TAXIWAY F

MATCHLINE STA: 28+00 SEE SHEET C-082

EXISTING DITCH ℄

AIRPORT PERIMETER ROAD

0 30 60

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SHEET CONTENTS

PROJECT GEOMETRICS STA 20+00 - 28+00

C-081

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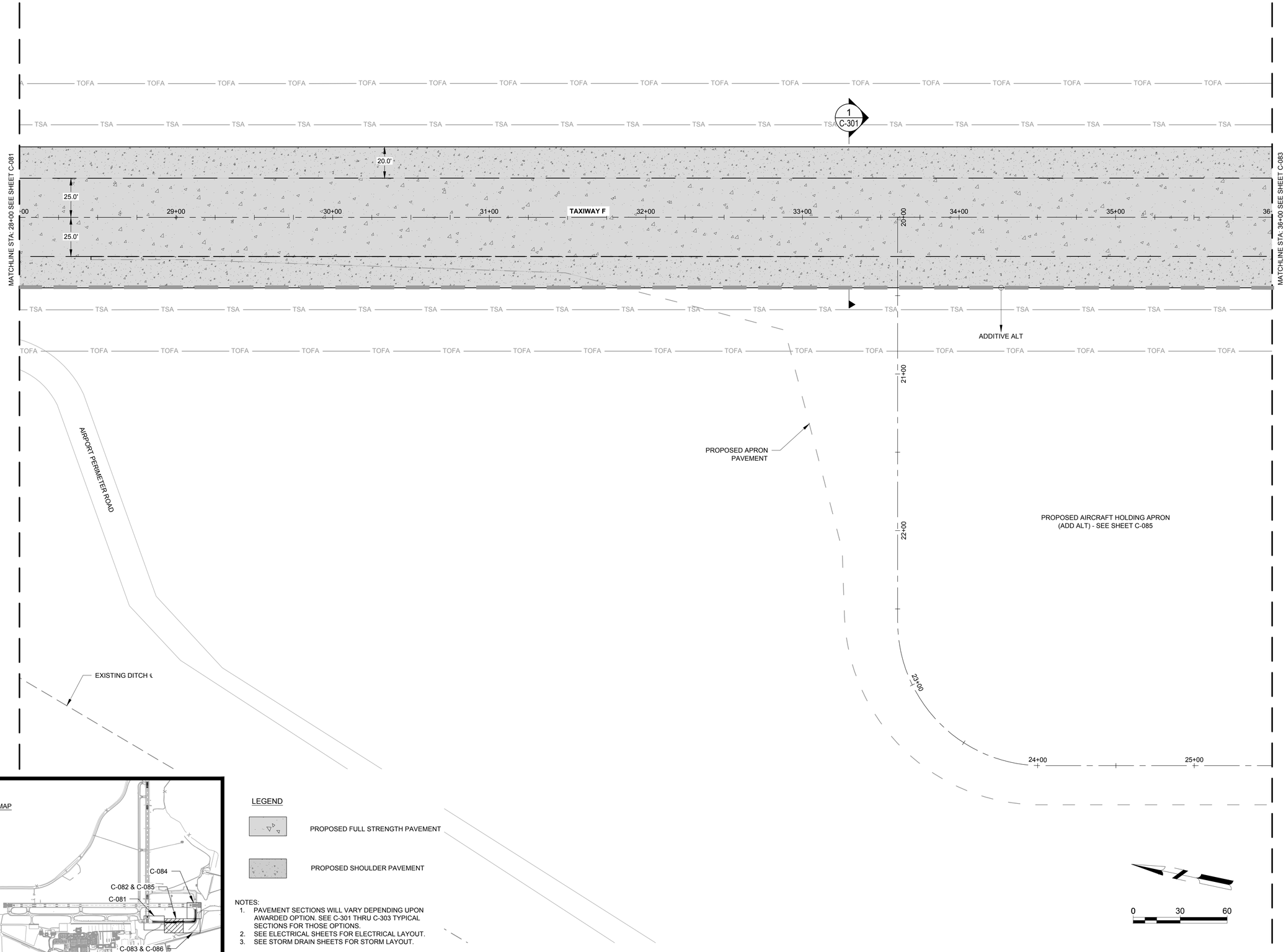

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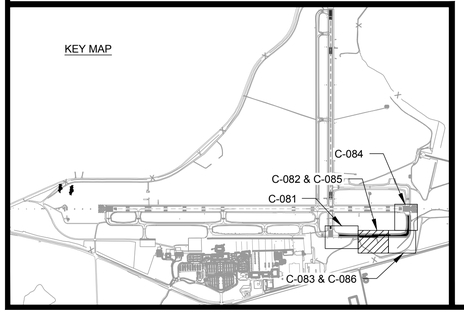

LEGEND

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

NOTES:
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SHEET CONTENTS
PROJECT GEOMETRICS STA 28+00 - 36+00

C-082

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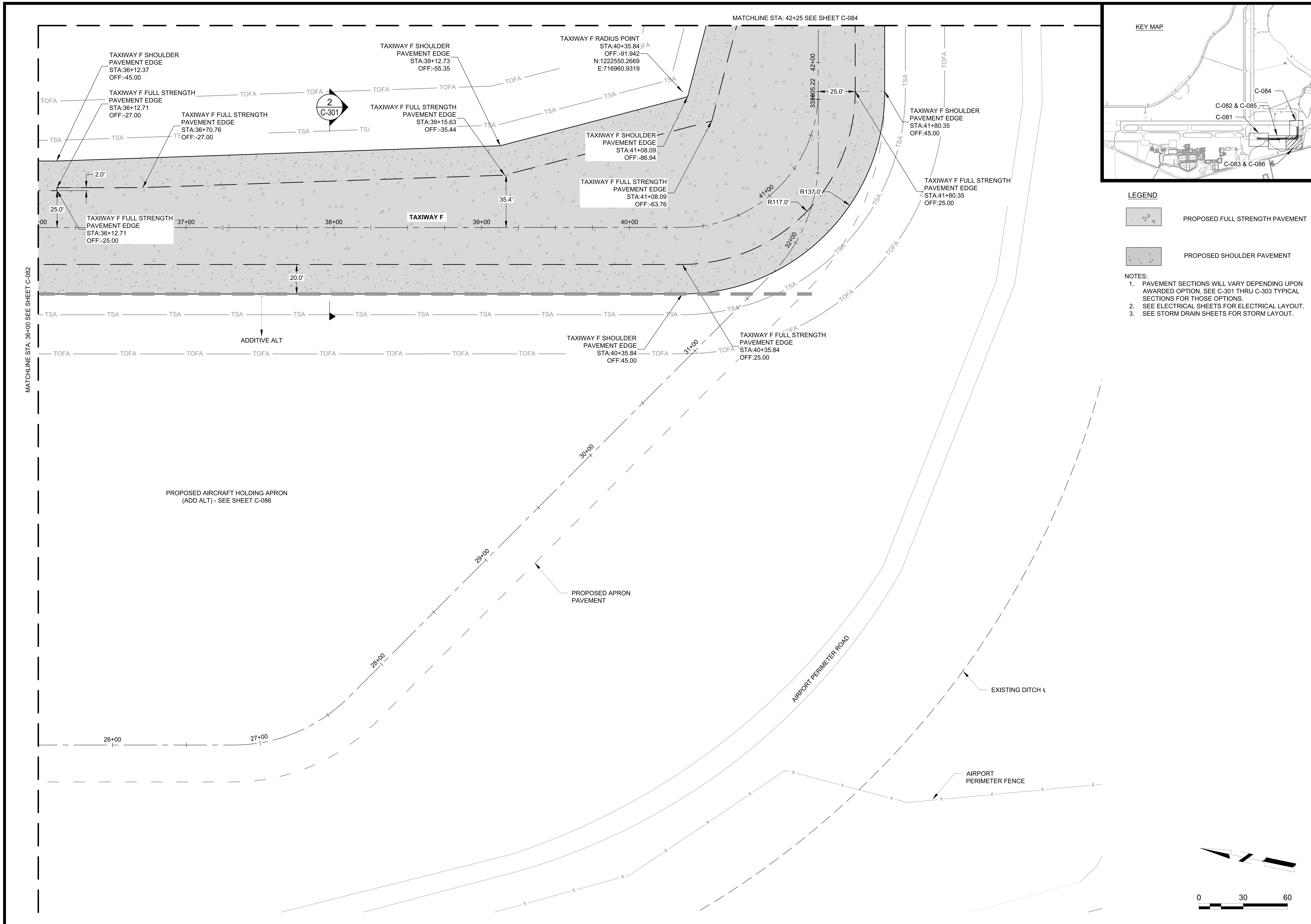

MATCHLINE STA: 42+25 SEE SHEET C-084
MATCHLINE STA: 36+00 SEE SHEET C-082
TAXIWAY F SHOULDER PAVEMENT EDGE STA:36+12.37 OFF:-45.00
TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:36+12.71 OFF:-27.00
TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:36+70.76 OFF:-27.00
TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:36+12.71 OFF:-25.00
TAXIWAY F SHOULDER PAVEMENT EDGE STA:39+12.73 OFF:-55.35
TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:39+15.63 OFF:-35.44
TAXIWAY F RADIUS POINT STA:40+35.84 OFF:-91.942 N:1222550.2669 E:716960.9319
TAXIWAY F SHOULDER PAVEMENT EDGE STA:41+08.09 OFF:-86.94
TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:41+08.09 OFF:-63.76
TAXIWAY F SHOULDER PAVEMENT EDGE STA:41+80.35 OFF:45.00
TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:41+80.35 OFF:25.00
TAXIWAY F SHOULDER PAVEMENT EDGE STA:40+35.84 OFF:45.00
TAXIWAY F FULL STRENGTH PAVEMENT EDGE STA:40+35.84 OFF:25.00
TAXIWAY F
2 C-301
ADDITIVE ALT
PROPOSED AIRCRAFT HOLDING APRON (ADD ALT) - SEE SHEET C-086
PROPOSED APRON PAVEMENT
AIRPORT PERIMETER ROAD
EXISTING DITCH
AIRPORT PERIMETER FENCE
KEY MAP
C-084
C-082 & C-085
C-081
C-083 & C-086
0 30 60

LEGEND

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

NOTES:
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AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

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SHEET CONTENTS
PROJECT GEOMETRICS STA 36+00 - 42+25

C-083

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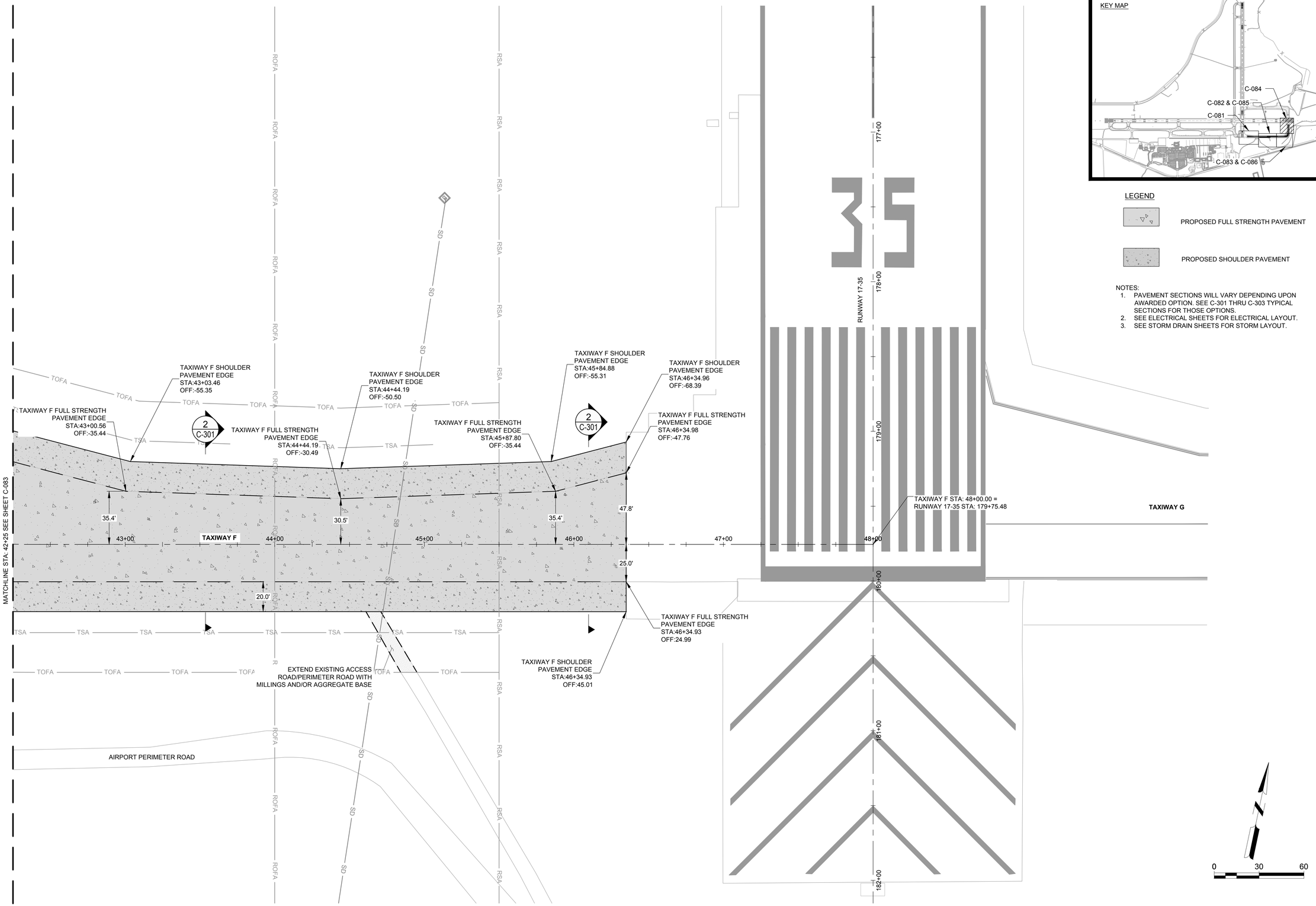

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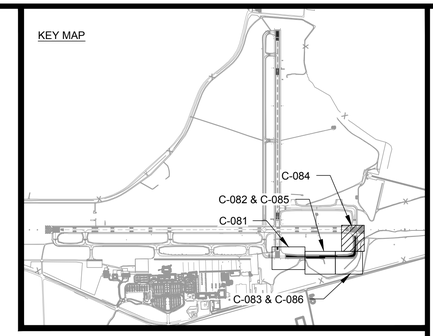

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PROPOSED SHOULDER PAVEMENT

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SHEET CONTENTS

PROJECT GEOMETRICS STA 42+25 - 48+00

C-084

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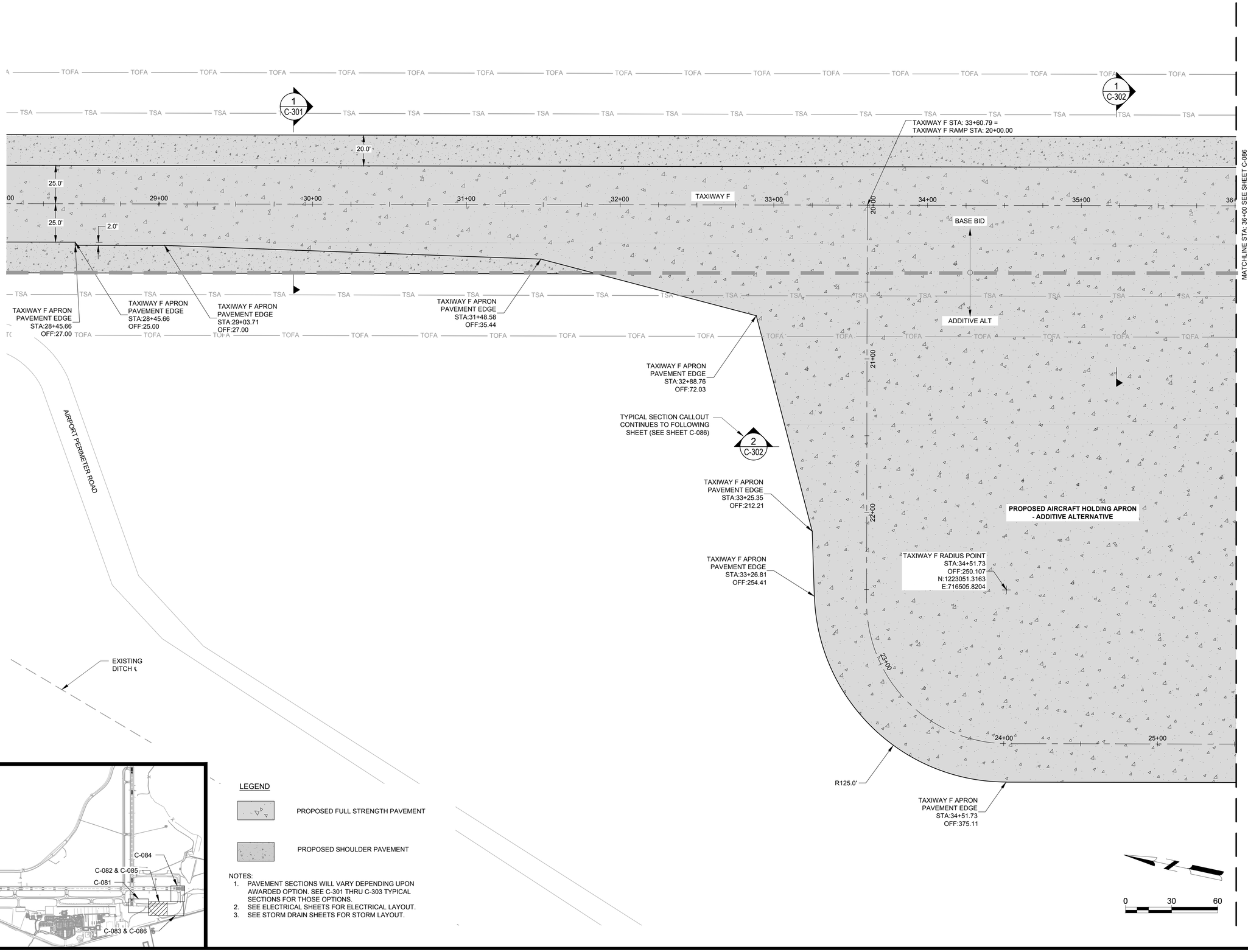

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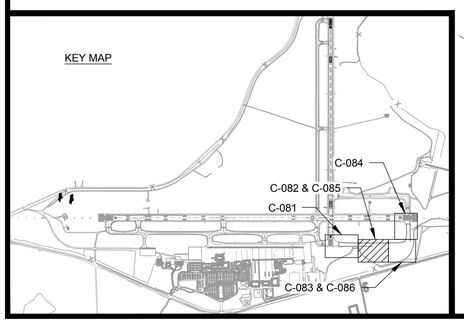

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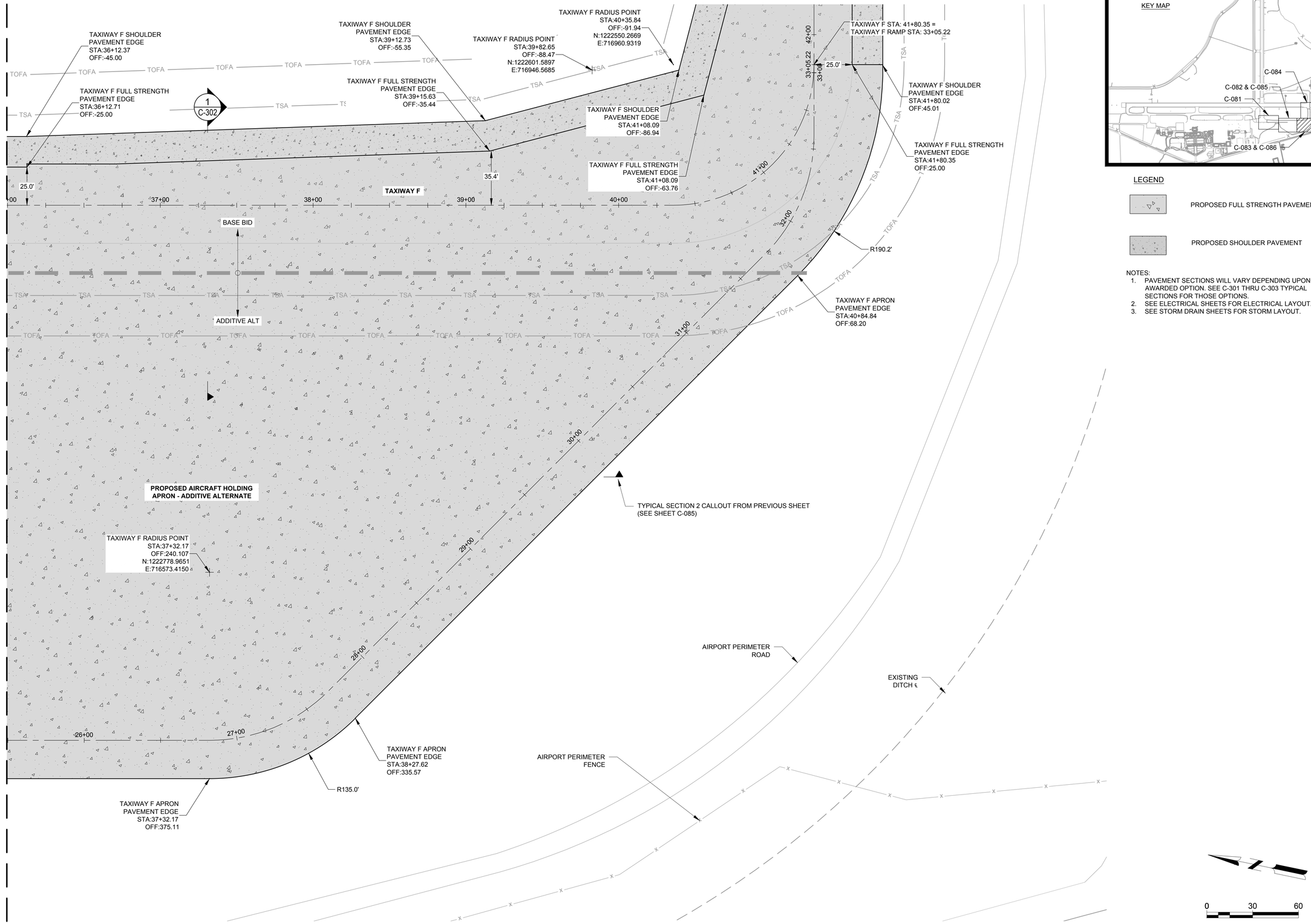

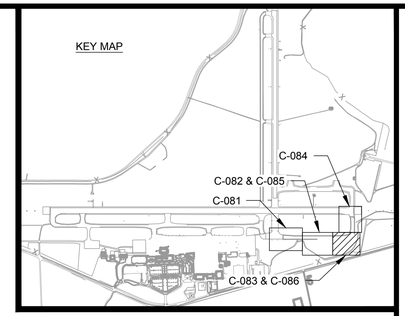

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C-086

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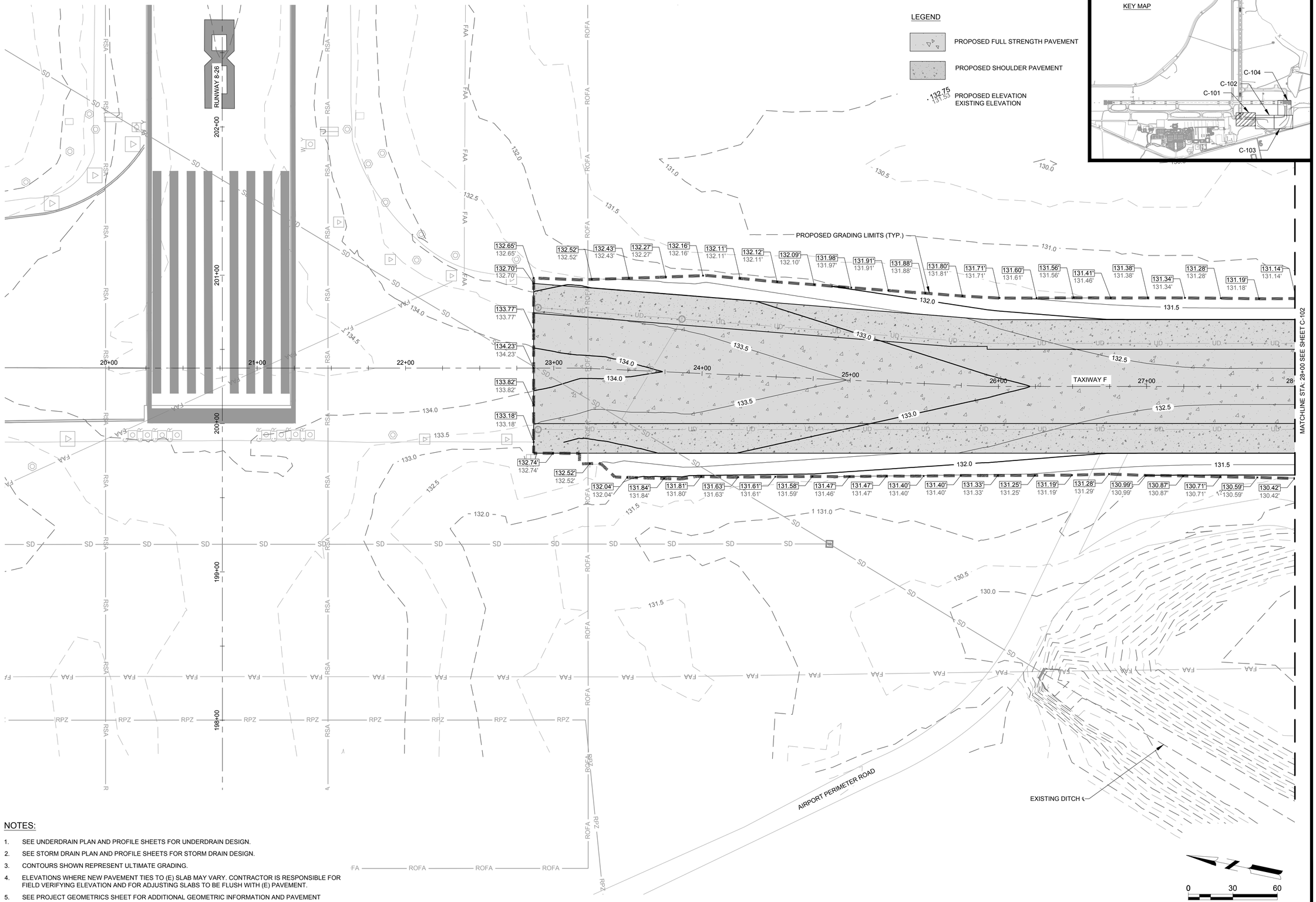

NOTES:

1. SEE UNDERDRAIN PLAN AND PROFILE SHEETS FOR UNDERDRAIN DESIGN.
2. SEE STORM DRAIN PLAN AND PROFILE SHEETS FOR STORM DRAIN DESIGN.
3. CONTOURS SHOWN REPRESENT ULTIMATE GRADING.
4. ELEVATIONS WHERE NEW PAVEMENT TIES TO (E) SLAB MAY VARY. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ELEVATION AND FOR ADJUSTING SLABS TO BE FLUSH WITH (E) PAVEMENT.
5. SEE PROJECT GEOMETRICS SHEET FOR ADDITIONAL GEOMETRIC INFORMATION AND PAVEMENT SECTIONS.

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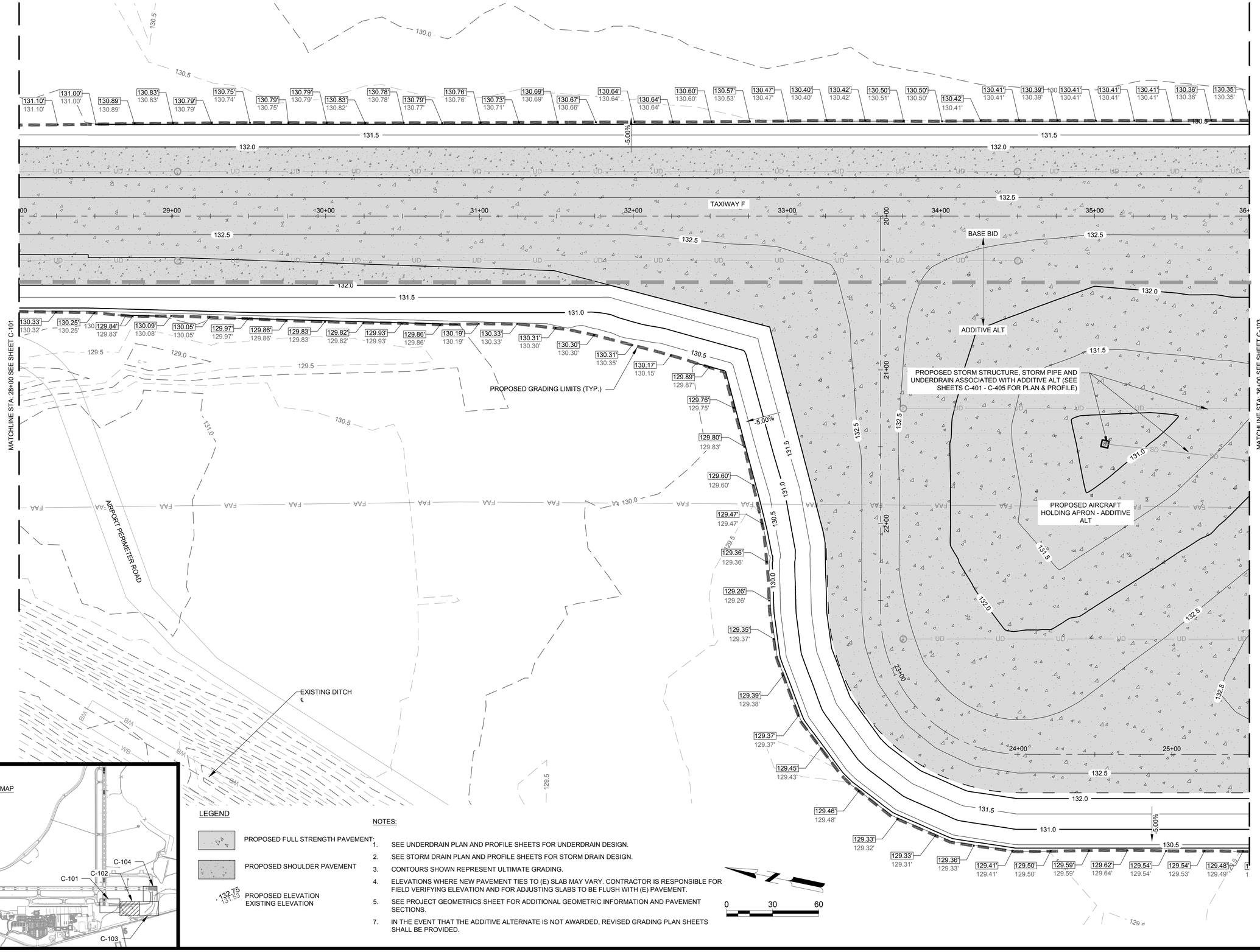
DRAWN BY:	BT
CHECKED BY:	EJS

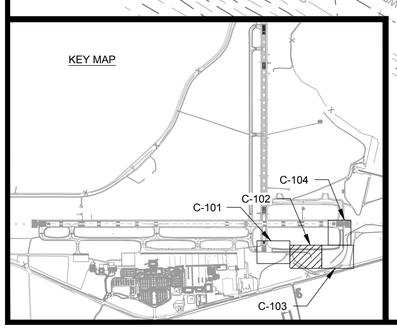
DO NOT SCALE DRAWINGS

SHEET CONTENTS
GRADING PLAN STA 20+00 - 28+00

C-101



KEY MAP



LEGEND

- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT
- 132.75 / 131.53 — PROPOSED ELEVATION / EXISTING ELEVATION

NOTES:

1. SEE UNDERDRAIN PLAN AND PROFILE SHEETS FOR UNDERDRAIN DESIGN.
2. SEE STORM DRAIN PLAN AND PROFILE SHEETS FOR STORM DRAIN DESIGN.
3. CONTOURS SHOWN REPRESENT ULTIMATE GRADING.
4. ELEVATIONS WHERE NEW PAVEMENT TIES TO (E) SLAB MAY VARY. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ELEVATION AND FOR ADJUSTING SLABS TO BE FLUSH WITH (E) PAVEMENT.
5. SEE PROJECT GEOMETRICS SHEET FOR ADDITIONAL GEOMETRIC INFORMATION AND PAVEMENT SECTIONS.
7. IN THE EVENT THAT THE ADDITIVE ALTERNATE IS NOT AWARDED, REVISED GRADING PLAN SHEETS SHALL BE PROVIDED.

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
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SHEET CONTENTS
GRADING PLAN STA
28+00 - 36+00

C-102

MATCHLINE STA: 42+25 SEE SHEET C-104

MATCHLINE STA: 36+00 SEE SHEET C-102

TAXIWAY F

BASE BID

ADDITIVE ALT

PROPOSED STORM STRUCTURE, STORM PIPE AND UNDERDRAIN ASSOCIATED WITH ADDITIVE ALT (SEE SHEETS C-401 - C-405 FOR PLAN & PROFILE)

PROPOSED AIRCRAFT HOLDING APRON - ADDITIVE ALT

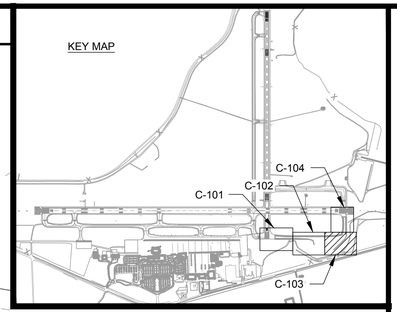
PROPOSED GRADING LIMITS (TYP.)

EXISTING DITCH CL

AIRPORT PERIMETER FENCE

AIRPORT PERIMETER ROAD

KEY MAP



LEGEND

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

132.75 PROPOSED ELEVATION
131.53 EXISTING ELEVATION

NOTES:

1. SEE JOINTING PLAN FOR JOINT SPACING AND ELEVATIONS. ALL OTHER SPOT ELEVATIONS ARE ON 25X25 GRID BASE ON THE BASELINE FOR TAXIWAY OR AS OTHERWISE SHOWN. SEE SURVEY CONTROL SHEET FOR TAXIWAY ALIGNMENT INFORMATION.
2. SEE UNDERDRAIN PLAN AND PROFILE SHEETS FOR UNDERDRAIN DESIGN.
3. SEE STORM DRAIN PLAN AND PROFILE SHEETS FOR STORM DRAIN DESIGN.
4. CONTOURS SHOWN REPRESENT ULTIMATE GRADING.
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6. SEE PROJECT GEOMETRICS SHEET FOR ADDITIONAL GEOMETRIC INFORMATION AND PAVEMENT SECTIONS.
7. IN THE EVENT THAT THE ADDITIVE ALTERNATE IS NOT AWARDED, REVISED GRADING PLAN SHEETS SHALL BE PROVIDED.

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SHEET CONTENTS
GRADING PLAN STA 36+00 - 42+25

C-103

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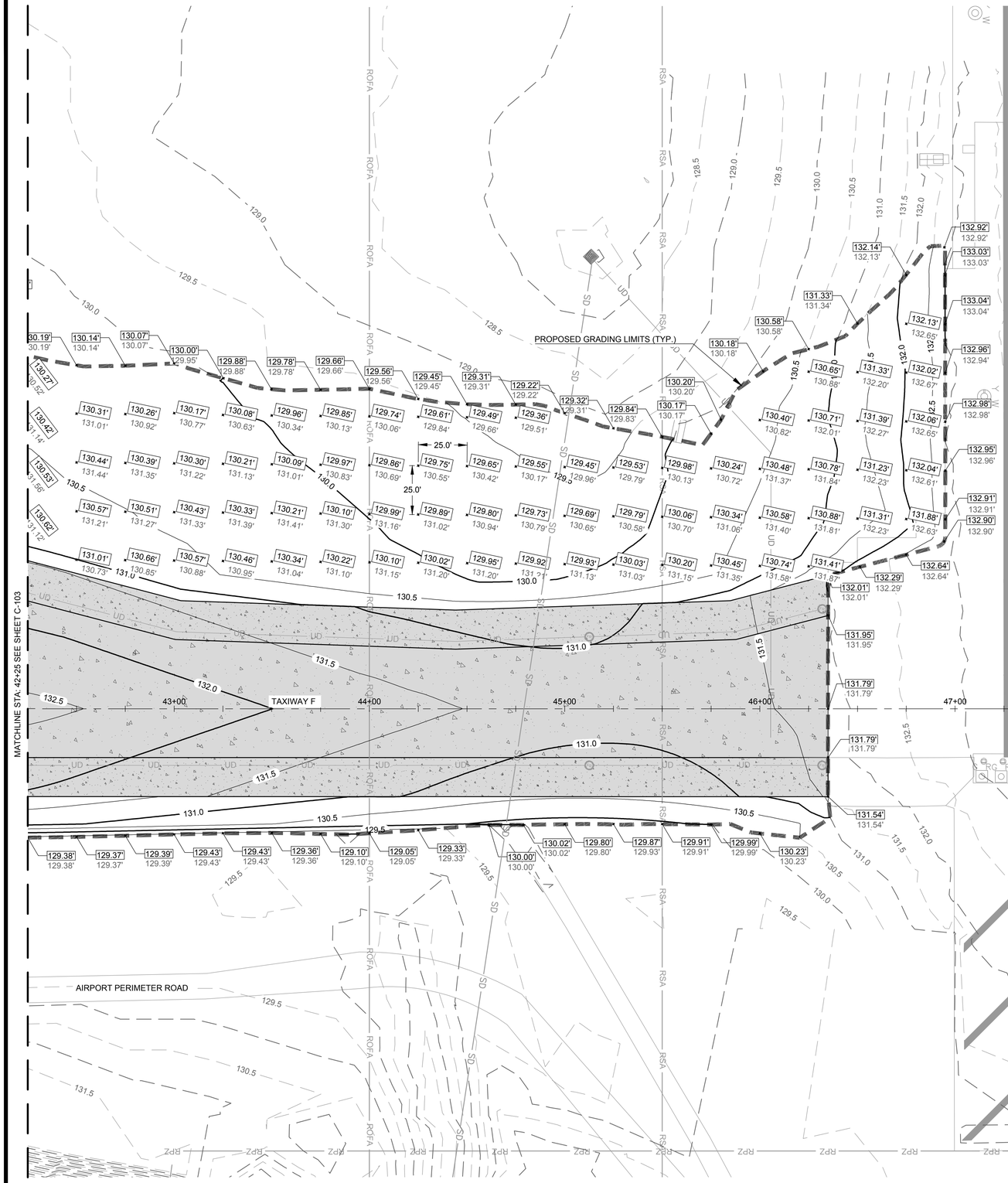

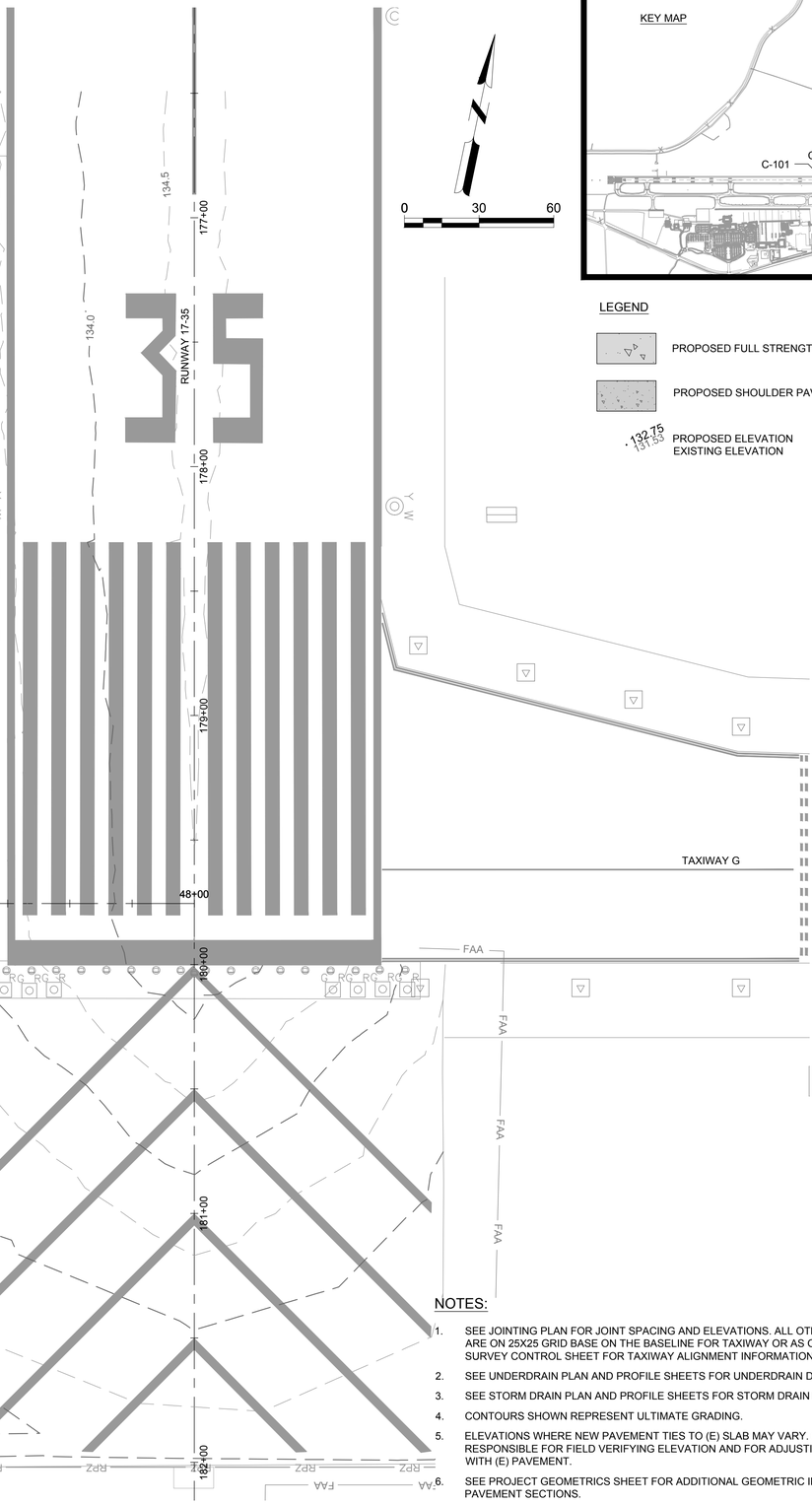

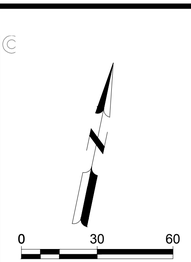

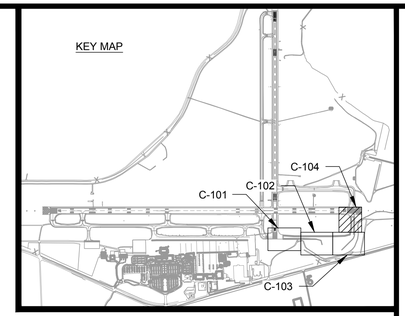

LEGEND

- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT
- 132.75 / 131.33 — PROPOSED ELEVATION / EXISTING ELEVATION

NOTES:

1. SEE JOINTING PLAN FOR JOINT SPACING AND ELEVATIONS. ALL OTHER SPOT ELEVATIONS ARE ON 25X25 GRID BASE ON THE BASELINE FOR TAXIWAY OR AS OTHERWISE SHOWN. SEE SURVEY CONTROL SHEET FOR TAXIWAY ALIGNMENT INFORMATION.
2. SEE UNDERDRAIN PLAN AND PROFILE SHEETS FOR UNDERDRAIN DESIGN.
3. SEE STORM DRAIN PLAN AND PROFILE SHEETS FOR STORM DRAIN DESIGN.
4. CONTOURS SHOWN REPRESENT ULTIMATE GRADING.
5. ELEVATIONS WHERE NEW PAVEMENT TIES TO (E) SLAB MAY VARY. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ELEVATION AND FOR ADJUSTING SLABS TO BE FLUSH WITH (E) PAVEMENT.
6. SEE PROJECT GEOMETRICS SHEET FOR ADDITIONAL GEOMETRIC INFORMATION AND PAVEMENT SECTIONS.

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TAXIWAY F RECONSTRUCTION

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SHEET CONTENTS
GRADING PLAN STA
42+25 - 48+00

C-104

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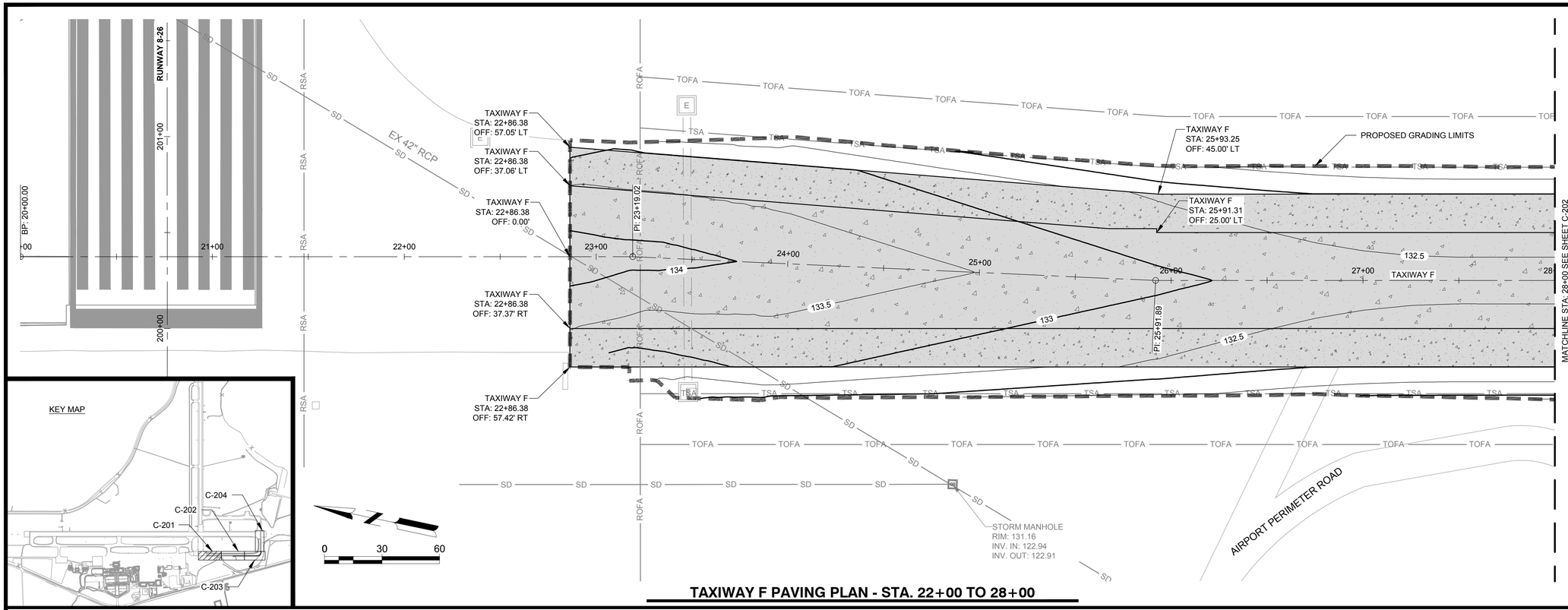
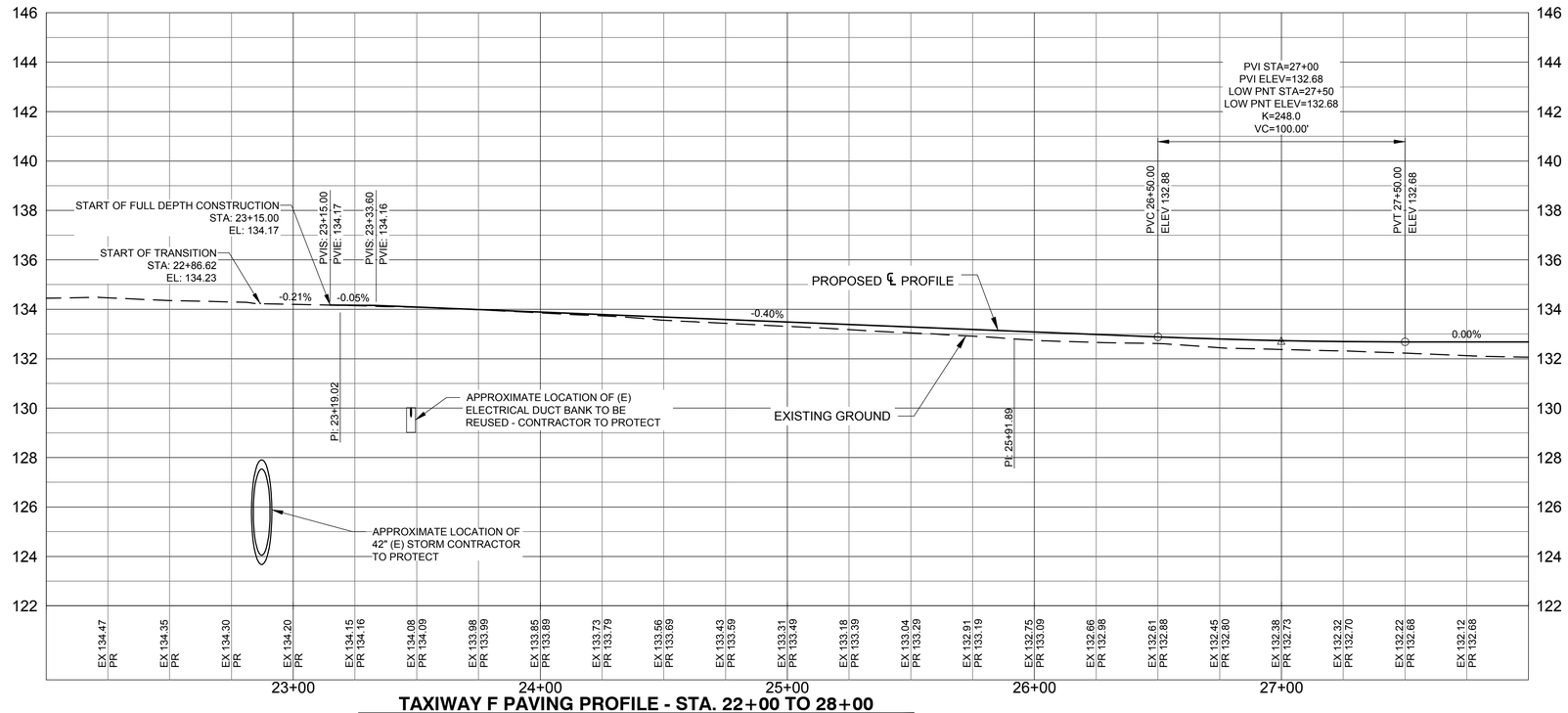


TAXIWAY F PAVING PLAN - STA. 22+00 TO 28+00



TAXIWAY F PAVING PROFILE - STA. 22+00 TO 28+00

VERTICAL SCALE: 1" = 30'

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SHEET CONTENTS
PAVING PLAN & PROFILE STA 20+00 - 28+00

C-201

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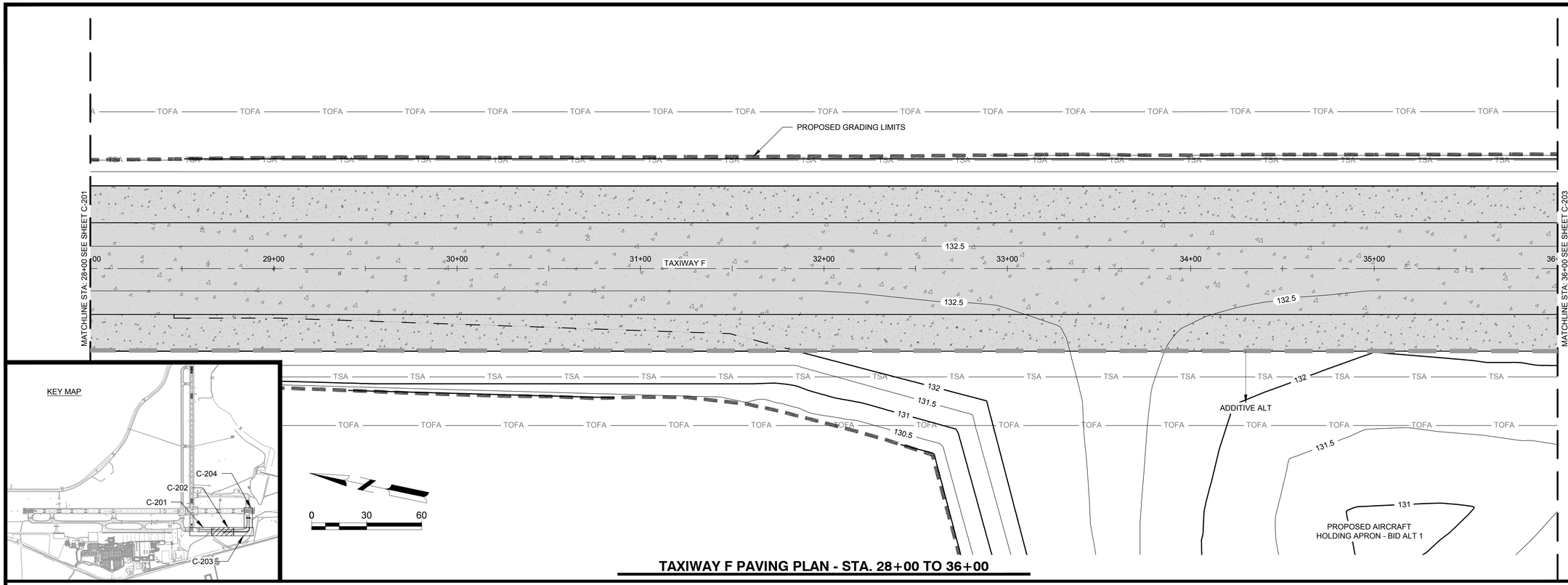
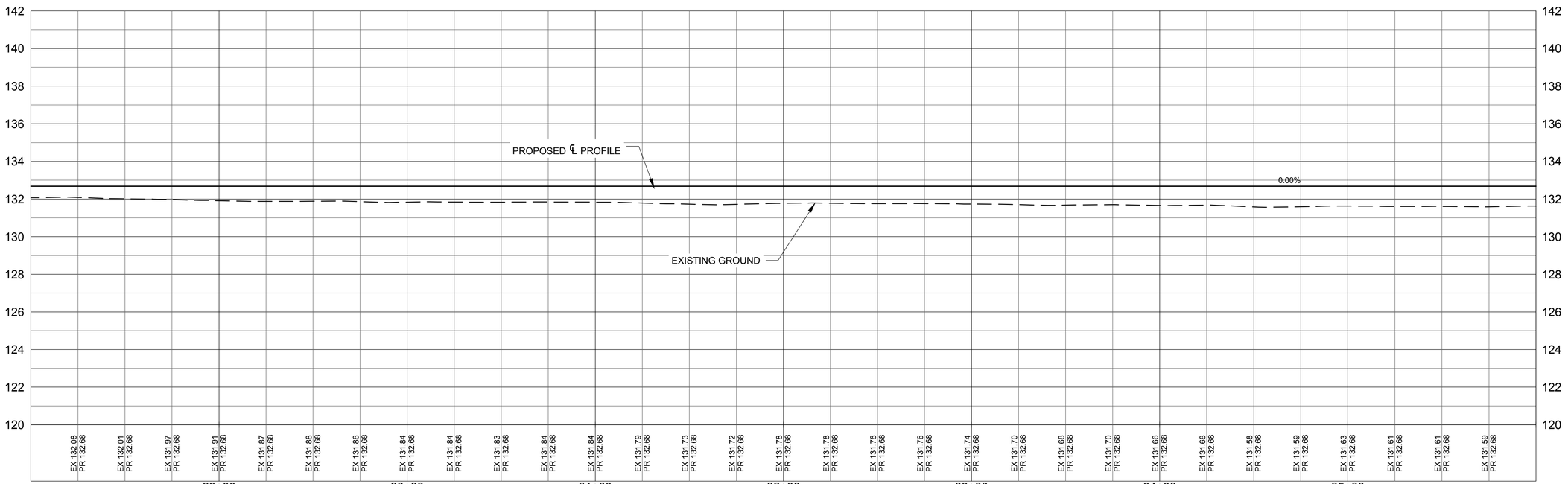


TAXIWAY F PAVING PLAN - STA. 28+00 TO 36+00



TAXIWAY F PAVING PROFILE - STA. 28+00 TO 36+00

VERTICAL SCALE: 1" = 30'

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AUGUSTA REGIONAL AIRPORT

TAXIWAY F RECONSTRUCTION

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SHEET CONTENTS
PAVING PLAN & PROFILE STA 28+00 - 36+00

C-202

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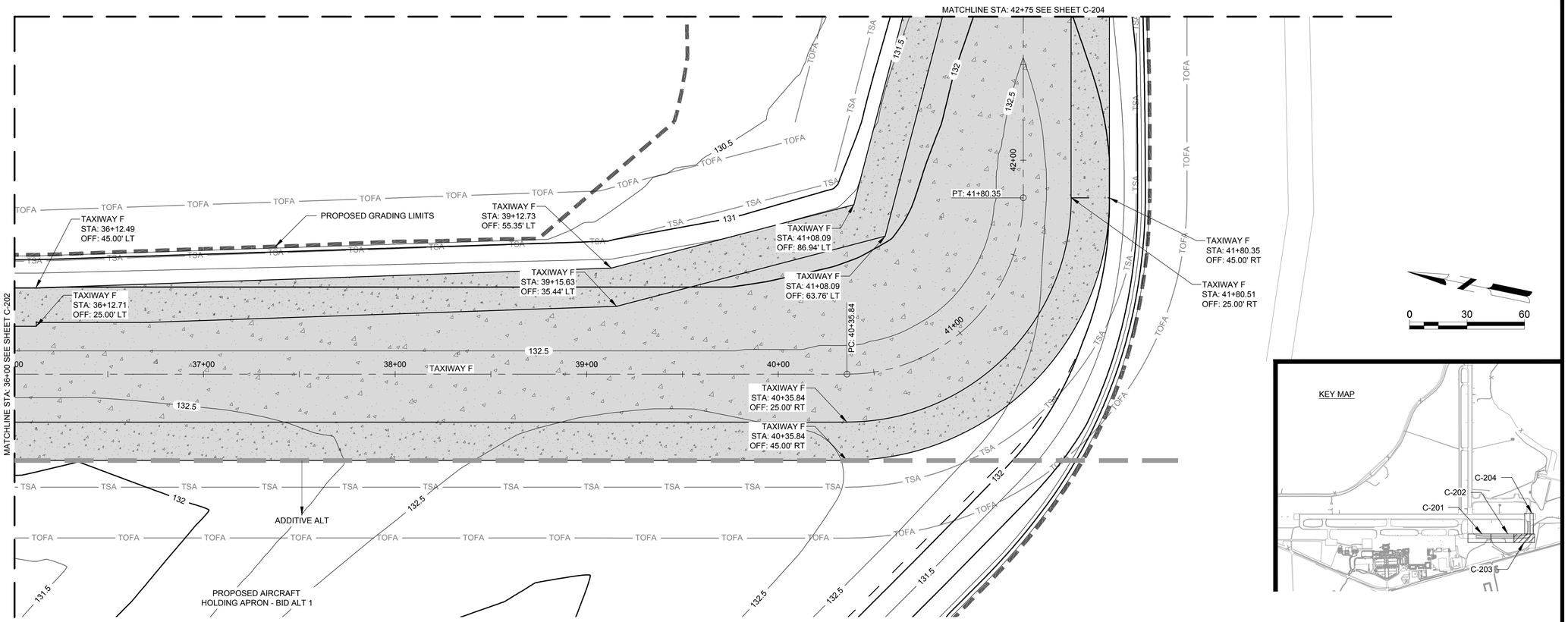
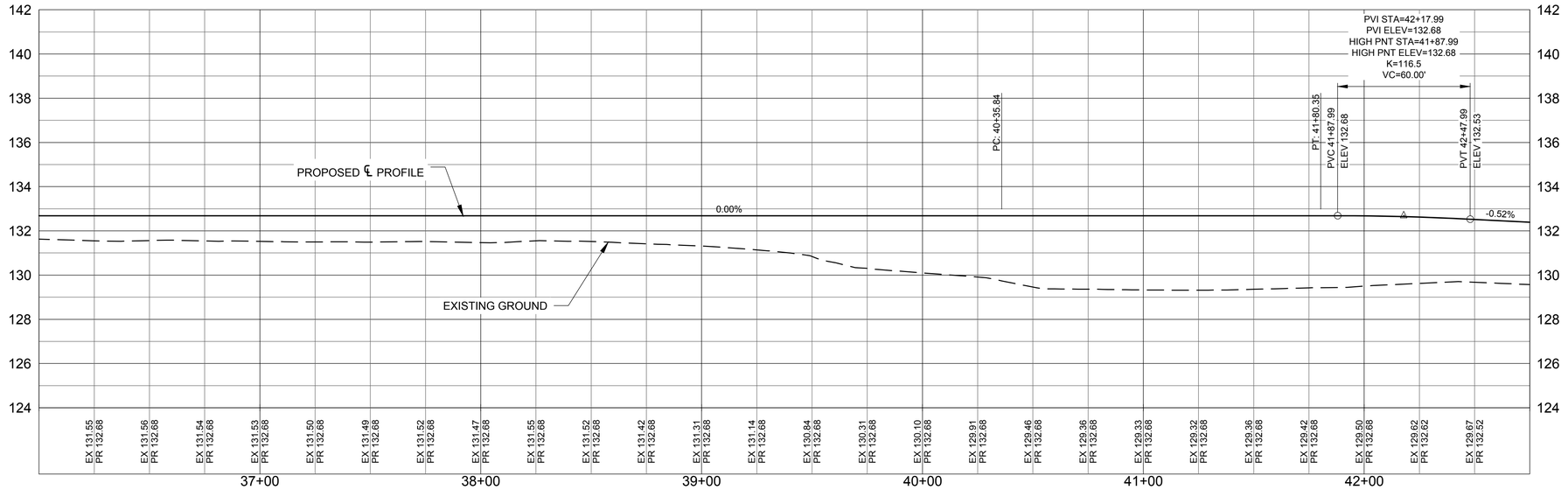


TAXIWAY F PAVING PLAN - STA. 36+00 TO 42+75



TAXIWAY F PAVING PROFILE - STA. 36+00 TO 42+75

VERTICAL SCALE: 1" = 30'

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SHEET CONTENTS

PAVING PLAN & PROFILE STA 36+00 - 41+75

C-203

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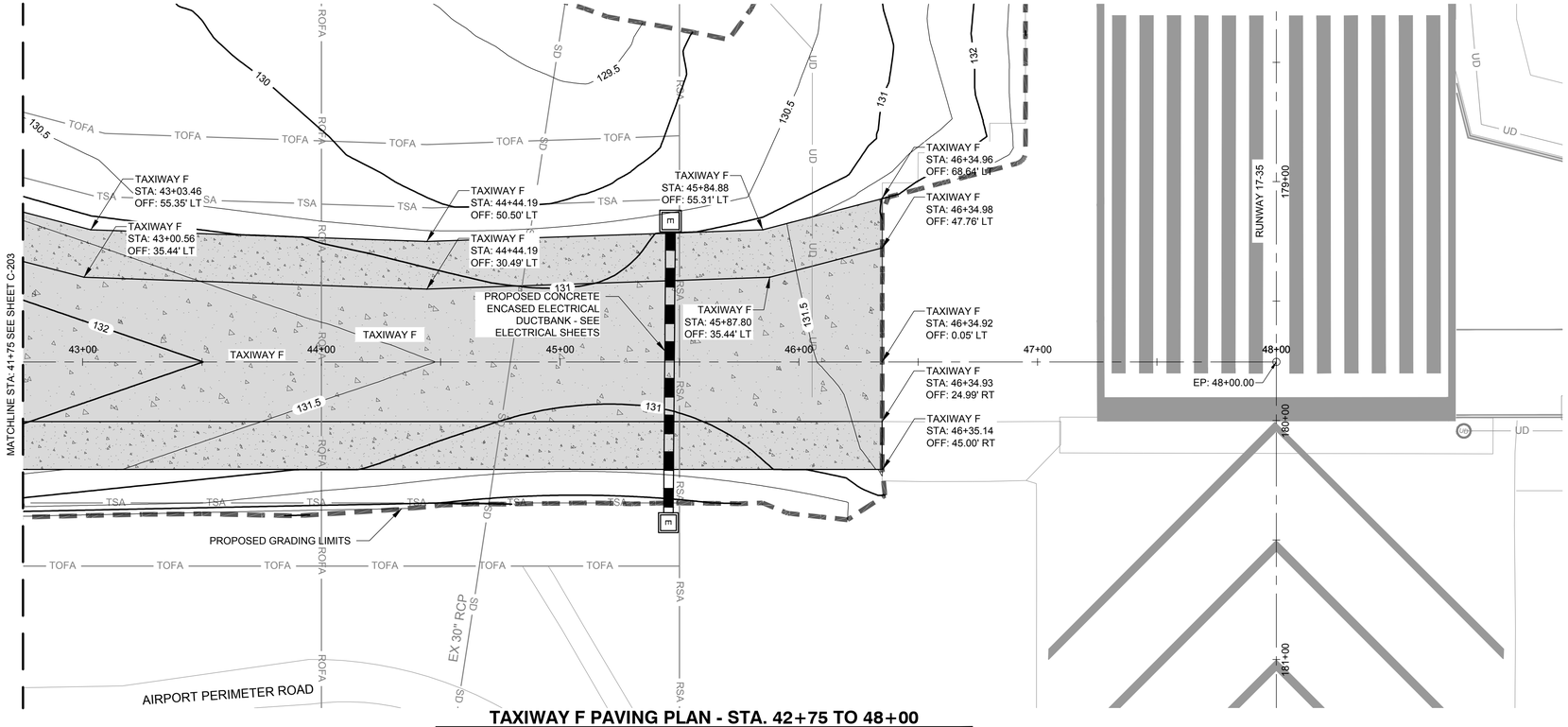
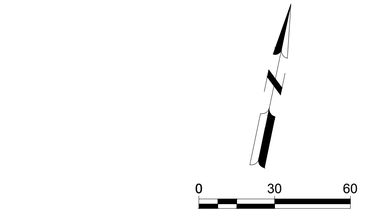
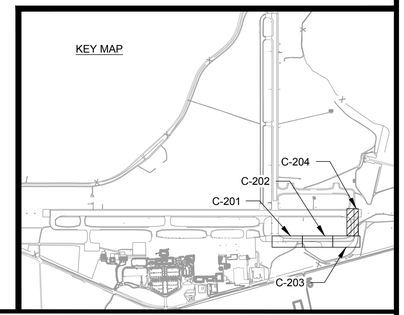
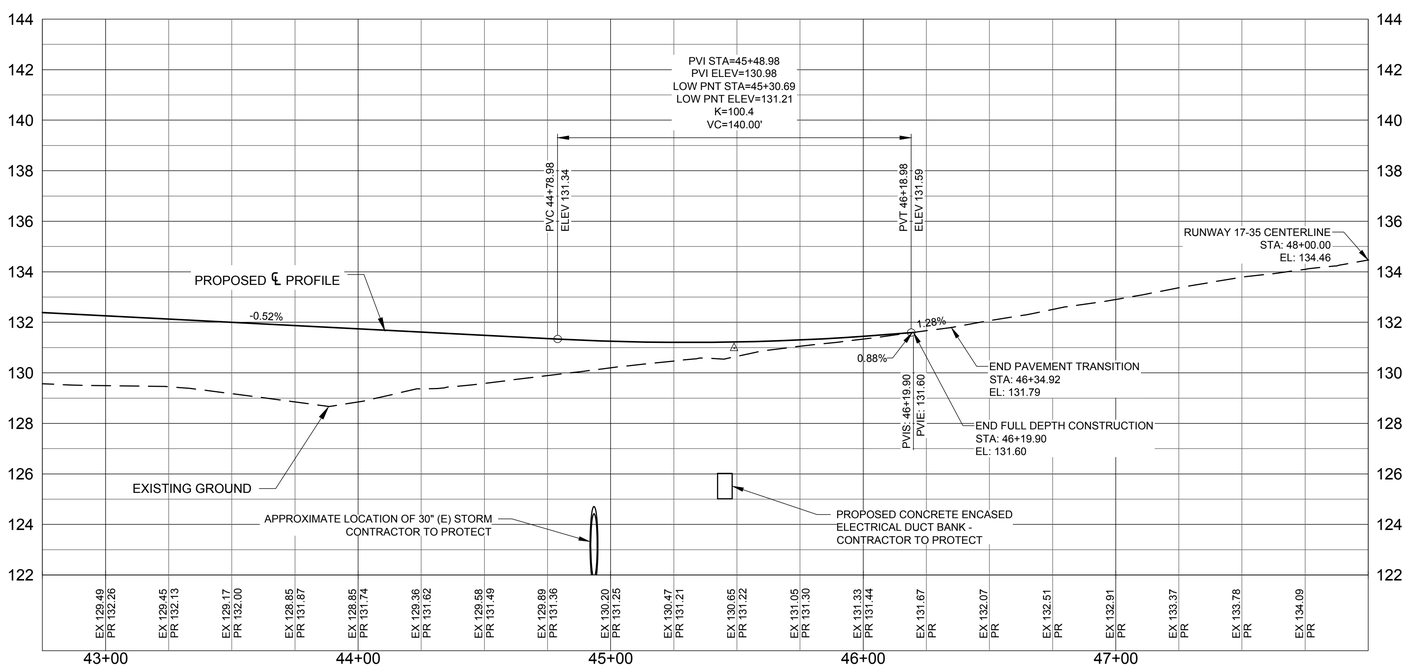


TAXIWAY F PAVING PLAN - STA. 42+75 TO 48+00







TAXIWAY F PAVING PROFILE - STA. 42+75 TO 48+00

VERTICAL SCALE: 1" = 3'

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AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

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SHEET CONTENTS
PAVING PLAN & PROFILE STA 41+75 - 48+00

C-204

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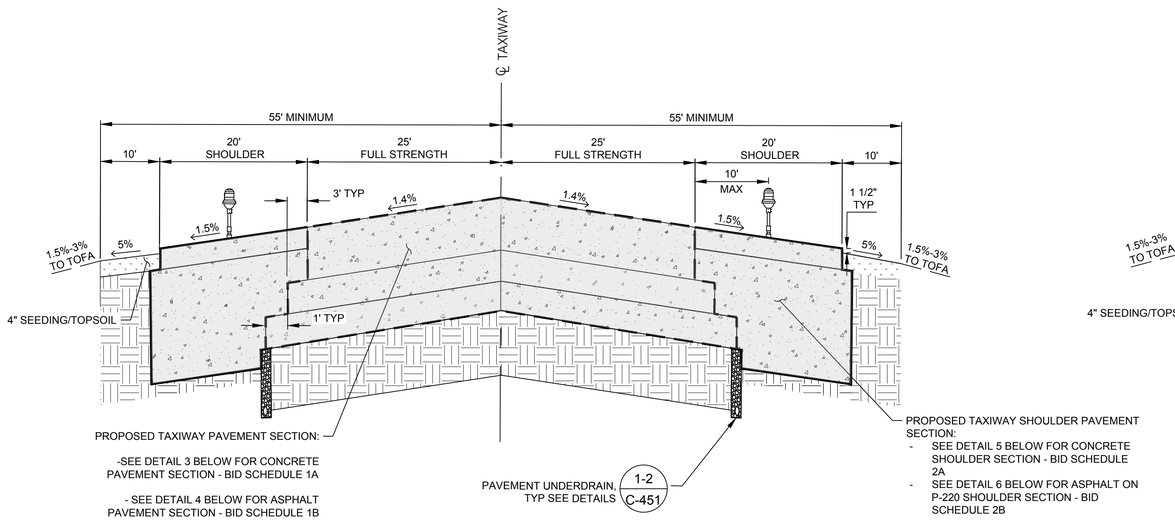
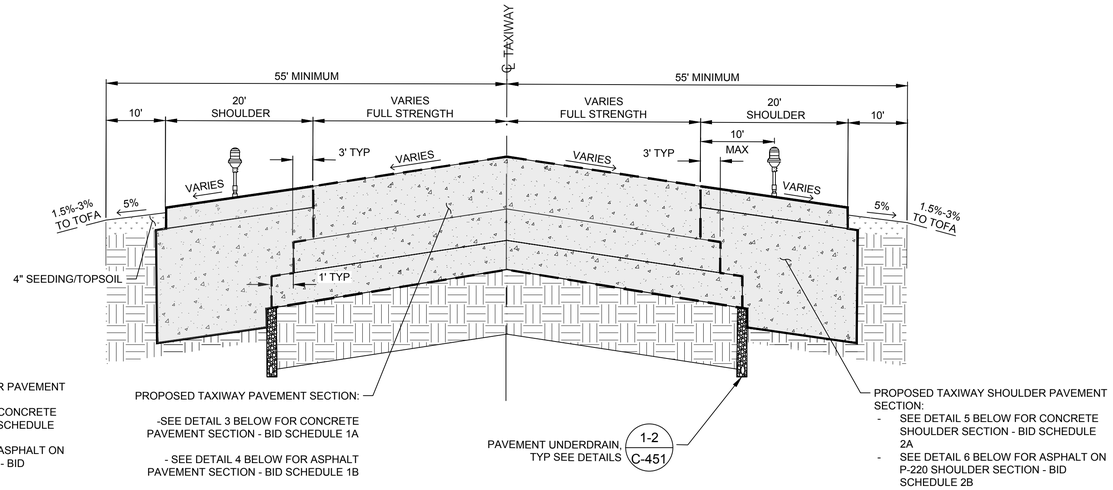


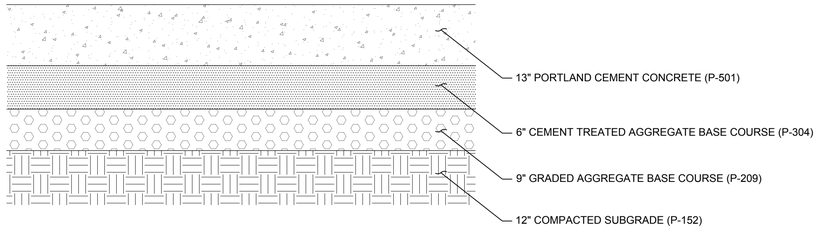
TYPICAL TAXIWAY PAVING SECTION 1 C-301
SCALE: NTS



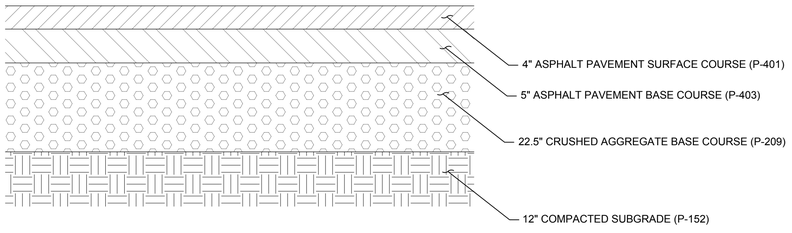
TYPICAL TAXIWAY VARIABLE WIDTH PAVING SECTION 2 C-301
SCALE: NTS

NOTES:

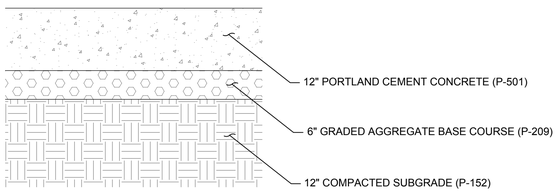
1. THE BASE BID CONSISTS OF ALL WORK NOT ASSOCIATED WITH THE PAVING OF THE TAXIWAY OR SHOULDERS.
2. THERE ARE TWO PAVING OPTIONS FOR THE NEW TAXIWAY. BID SCHEDULE 1A IS A CONCRETE TAXIWAY OPTION AND BID SCHEDULE 1B IS AN ASPHALT TAXIWAY OPTION. THE AIRPORT SHALL AWARD ONE OF THESE TWO BID SCHEDULES.
3. THERE ARE TWO PAVING OPTIONS FOR THE NEW TAXIWAY SHOULDERS. BID SCHEDULE 2A IS FOR CONCRETE SHOULDERS, BID SCHEDULE 2B IS FOR ASPHALT SHOULDERS ON TOP OF P-154, AND BID SCHEDULE 2C IS FOR ASPHALT SHOULDERS ON TOP OF P-209. THE AIRPORT SHALL AWARD ONE OF THESE THREE BID SCHEDULES.
4. TWO ASPHALT SHOULDER PAVEMENT OPTIONS HAVE BEEN PROVIDED BECAUSE THE BASE COURSE UTILIZED WILL BE DEPENDENT ON THE TAXIWAY BID SCHEDULE (1A OR 1B) THAT IS AWARDED.
5. SEE SHEET C-302 FOR PROPOSED ADDITIVE ALTERNATIVE APRON PAVEMENT SECTIONS AND DETAILS (BID SCHEDULES 3A AND 3B).



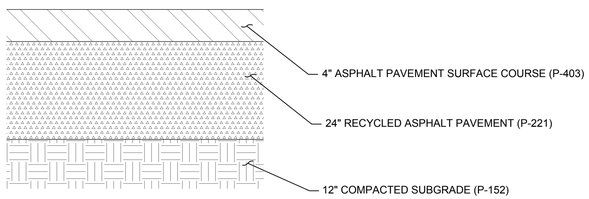
BID SCHEDULE 1A - PCC FULL STRENGTH TAXIWAY PAVEMENT SECTION 3 C-301
SCALE: NTS



BID SCHEDULE 1B - HMA FULL STRENGTH TAXIWAY PAVEMENT SECTION 4 C-301
SCALE: NTS



BID SCHEDULE 2A - PCC SHOULDER PAVEMENT SECTION 5 C-301
SCALE: NTS



BID SCHEDULE 2B - HMA SHOULDER PAVEMENT SECTION ON P-220 6 C-301
SCALE: NTS

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AUGUSTA REGIONAL AIRPORT
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SHEET CONTENTS
TYPICAL SECTIONS

C-301

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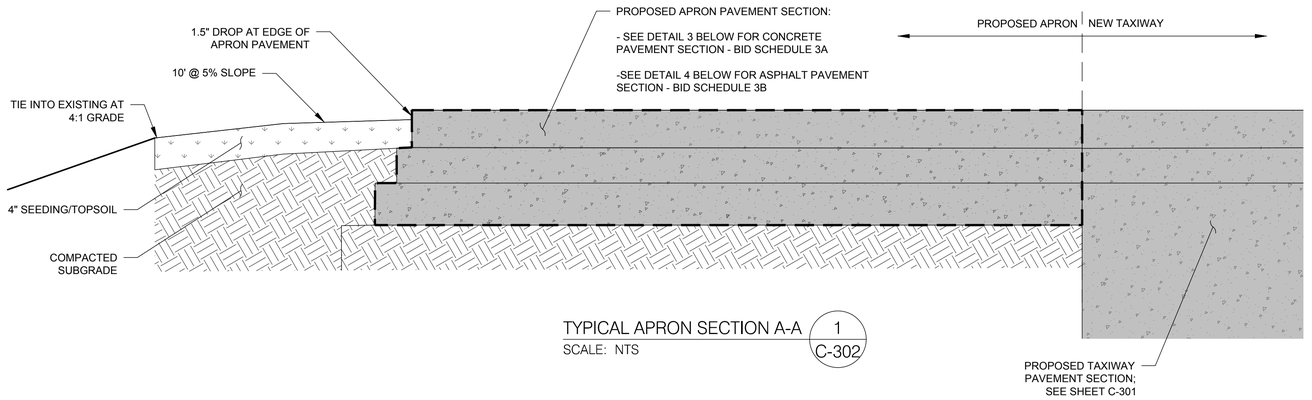

TYPICAL APRON SECTION A-A (1 / C-302)
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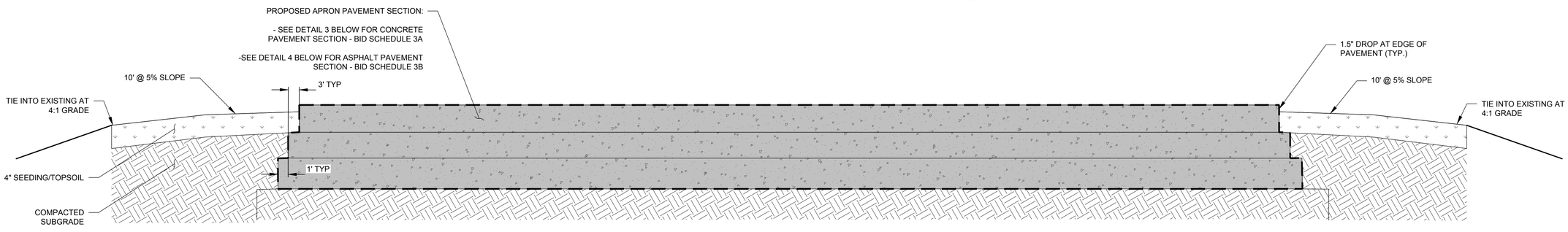
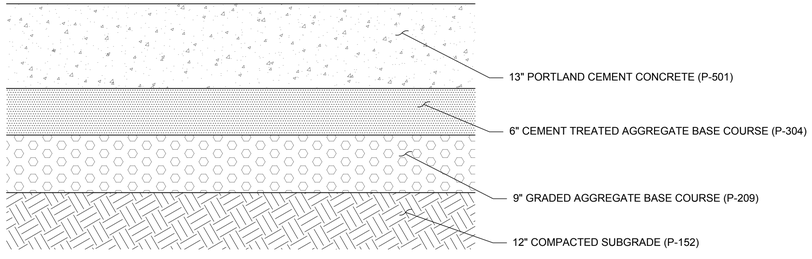


TYPICAL APRON SECTION B-B (2 / C-302)
SCALE: NTS



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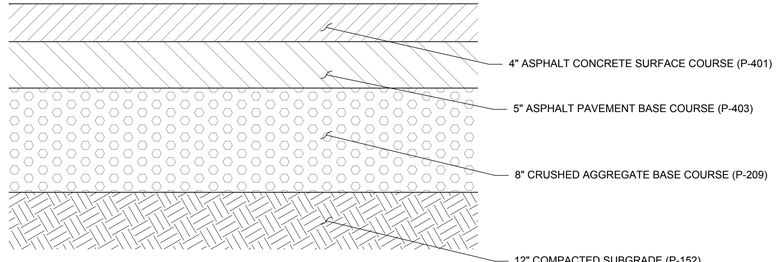

BID SCHEDULE 3B - HMA APRON PAVEMENT SECTION (4 / C-302)
SCALE: NTS

NOTES:

1. THERE ARE TWO PAVING OPTIONS FOR THE NEW APRON. BID SCHEDULE 3A IS A CONCRETE APRON OPTION AND BID SCHEDULE 3B IS AN ASPHALT APRON OPTION. THE AIRPORT MAY ELECT TO AWARD ONE OF THESE TWO BID SCHEDULES.
2. SEE SHEET C-301 FOR NEW TAXIWAY PAVEMENT SECTIONS AND DETAILS (BID SCHEDULES 1A, 1B, 2A, 2B, & 2C).

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SHEET CONTENTS
TYPICAL SECTIONS - ADD ALT

C-302

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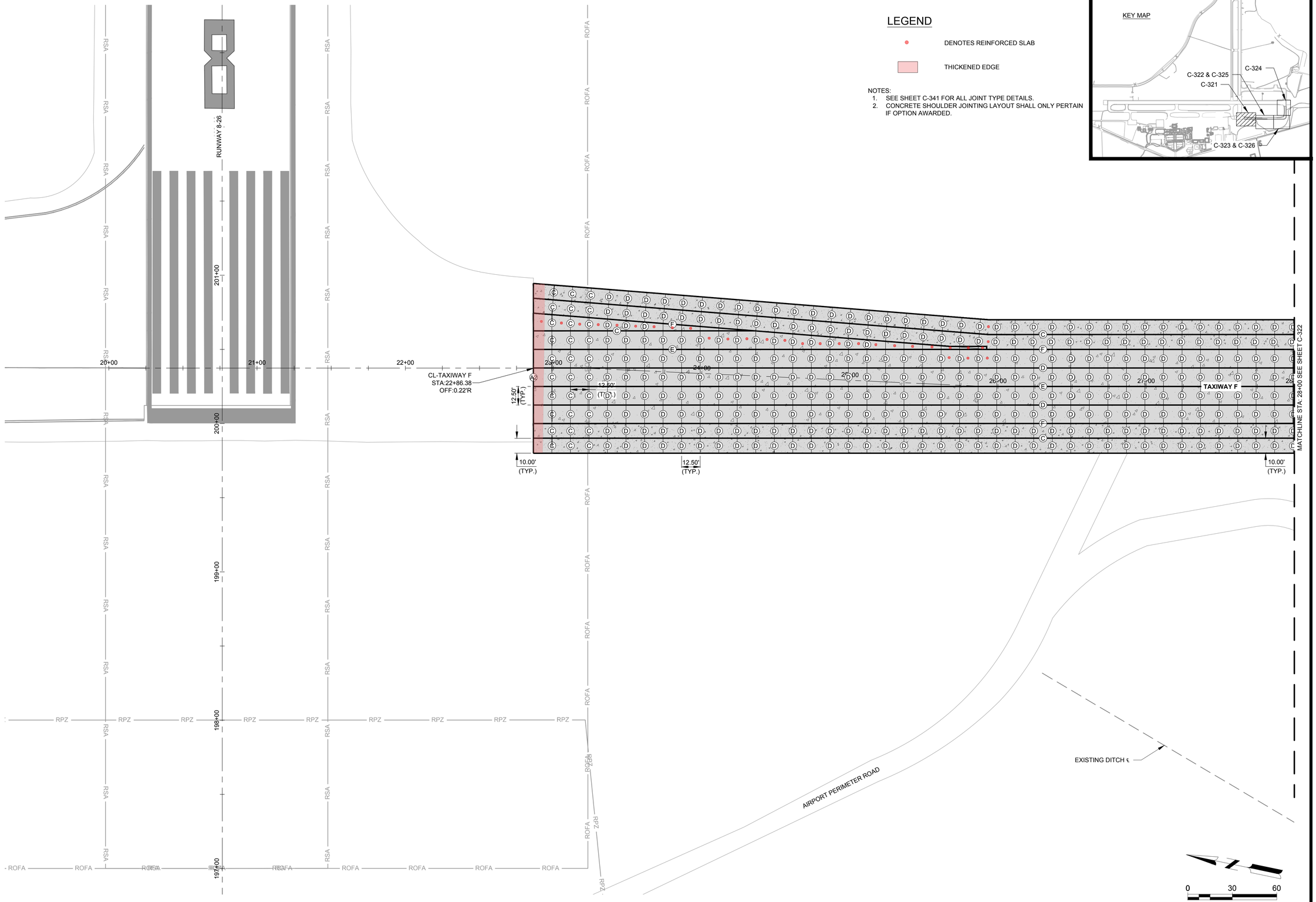

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
JOINTING PLAN STA 20+00 - 28+00

C-321

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-321 JOINTING PLAN.DWG
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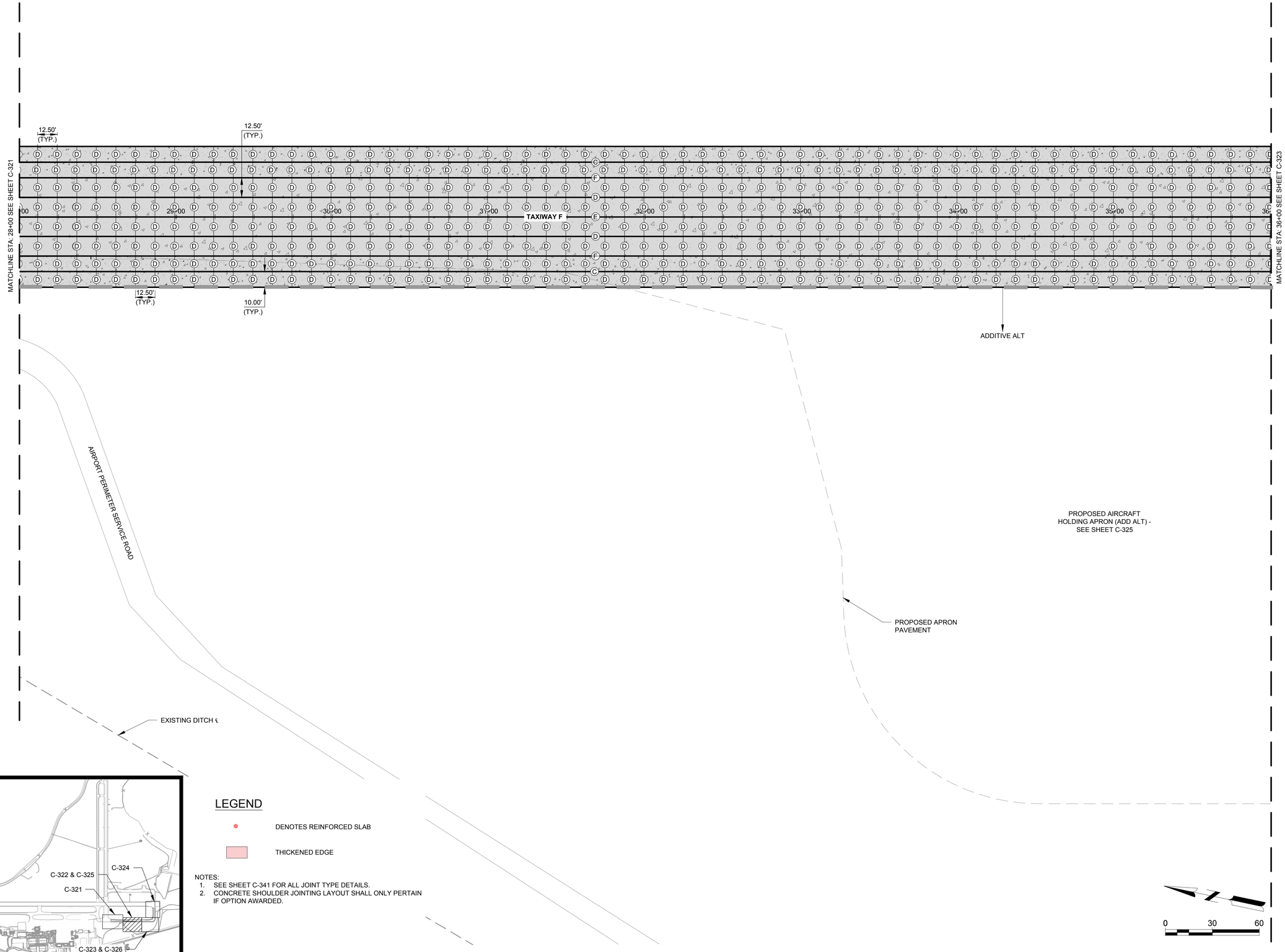

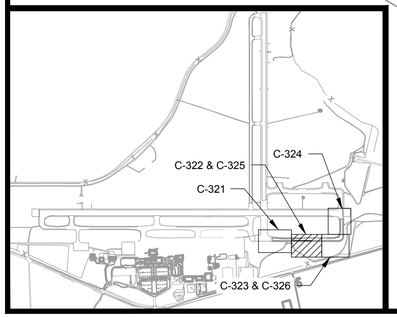

LEGEND

- DENOTES REINFORCED SLAB
- THICKENED EDGE

NOTES:
1. SEE SHEET C-341 FOR ALL JOINT TYPE DETAILS.
2. CONCRETE SHOULDER JOINTING LAYOUT SHALL ONLY PERTAIN IF OPTION AWARDED.

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TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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SHEET CONTENTS
JOINTING PLAN STA 28+00 - 36+00

C-322

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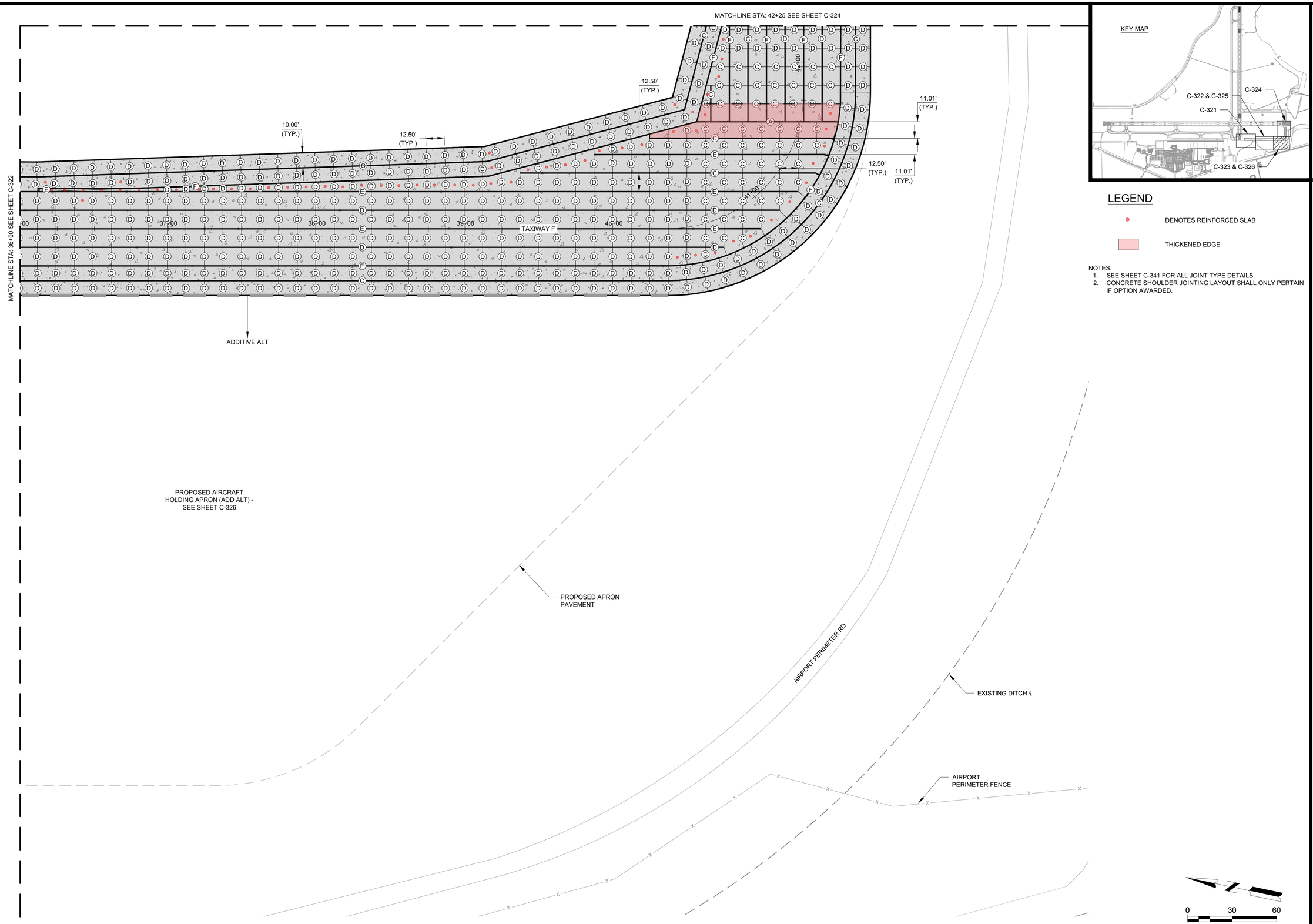

LEGEND

- DENOTES REINFORCED SLAB
- THICKENED EDGE

NOTES:
1. SEE SHEET C-341 FOR ALL JOINT TYPE DETAILS.
2. CONCRETE SHOULDER JOINTING LAYOUT SHALL ONLY PERTAIN IF OPTION AWARDED.

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AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
JOINTING PLAN STA 36+00 - 42+25

C-323

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-321 JOINTING PLAN.DWG
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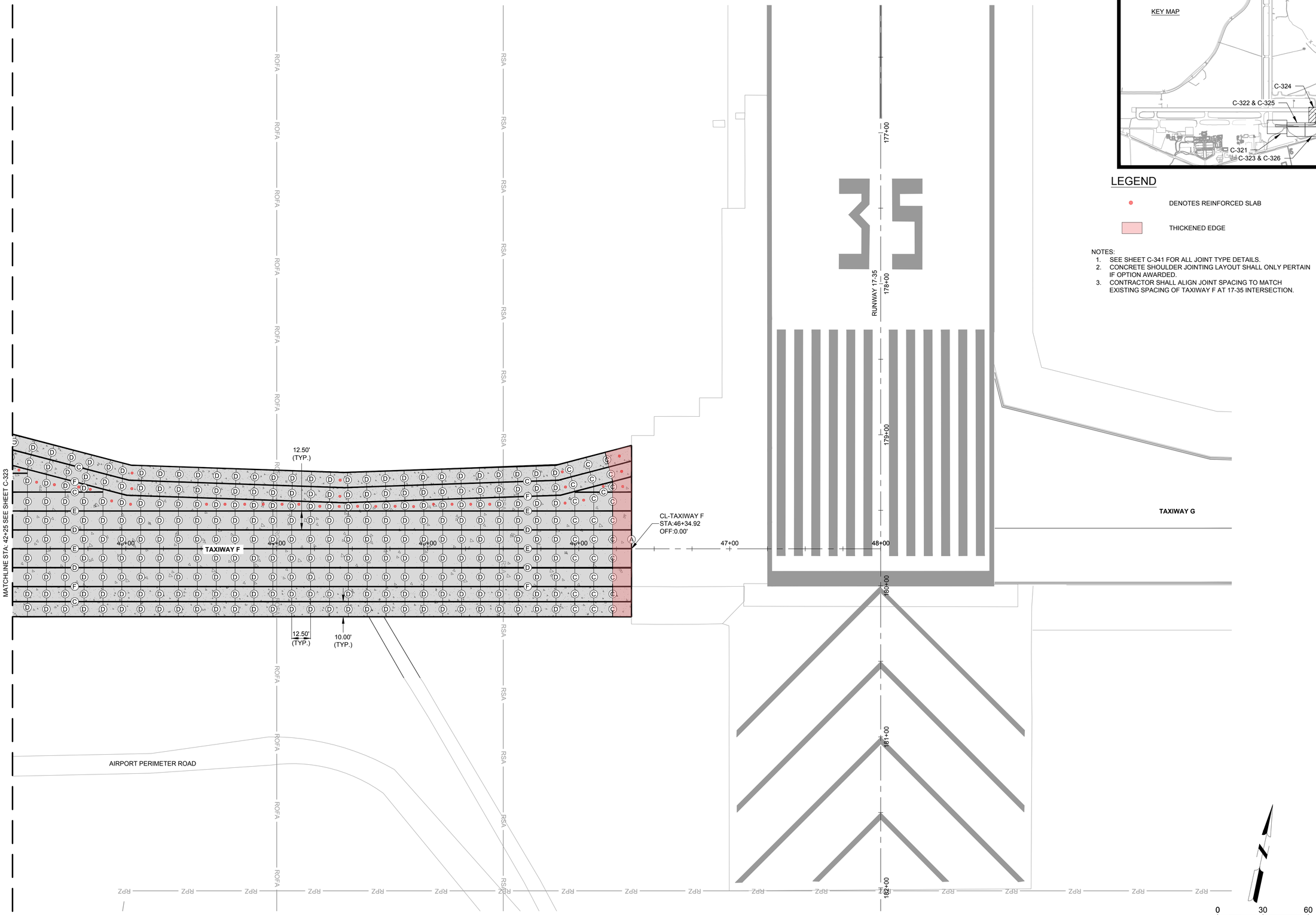

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AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

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AUGUSTA, GA 30906-9620

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DO NOT SCALE DRAWINGS

SHEET CONTENTS
JOINTING PLAN STA 42+25 - 48+00

C-324

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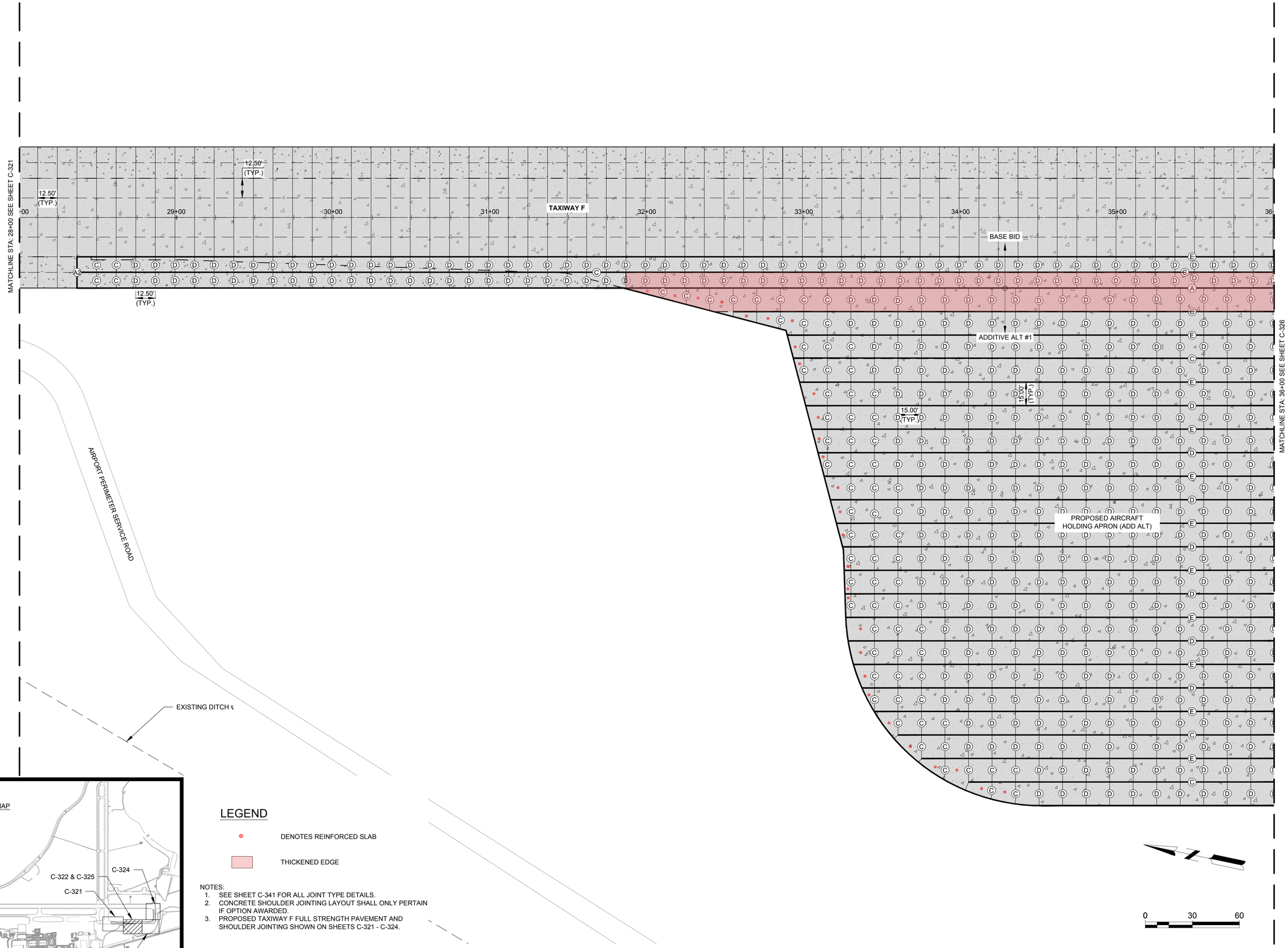

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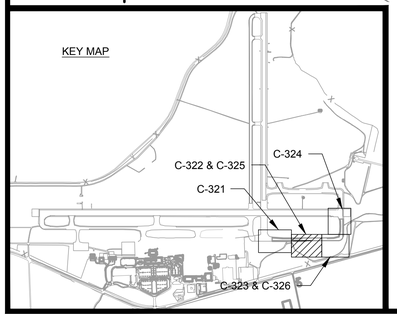

LEGEND

DENOTES REINFORCED SLAB

THICKENED EDGE

NOTES:
1. SEE SHEET C-341 FOR ALL JOINT TYPE DETAILS.
2. CONCRETE SHOULDER JOINTING LAYOUT SHALL ONLY PERTAIN IF OPTION AWARDED.
3. PROPOSED TAXIWAY F FULL STRENGTH PAVEMENT AND SHOULDER JOINTING SHOWN ON SHEETS C-321 - C-324.

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TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
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DO NOT SCALE DRAWINGS

SHEET CONTENTS
JOINTING PLAN - ADD ALT

C-325

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-325 JOINTING PLAN - ADD ALT.DWG
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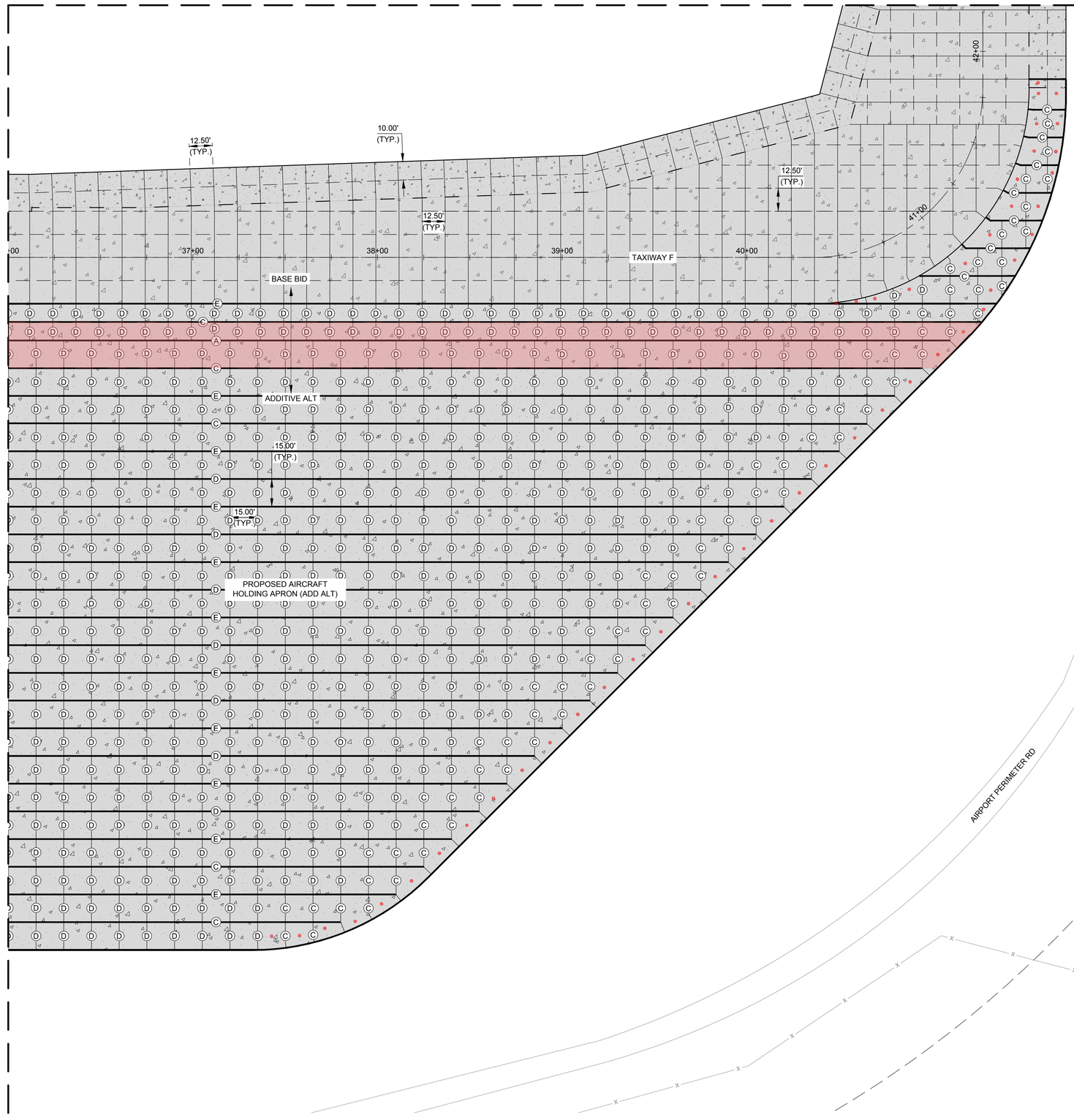
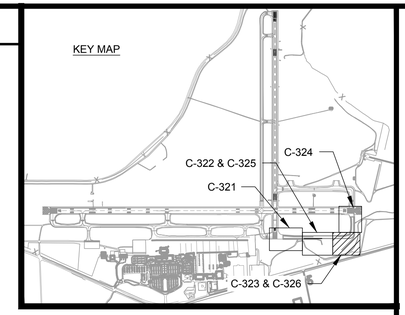
MATCHLINE STA: 42+25 SEE SHEET C-324

MATCHLINE STA: 36+00 SEE SHEET C-325





LEGEND

- DENOTES REINFORCED SLAB
- THICKENED EDGE

NOTES:
1. SEE SHEET C-341 FOR ALL JOINT TYPE DETAILS.
2. CONCRETE SHOULDER JOINTING LAYOUT SHALL ONLY PERTAIN IF OPTION AWARDED.
3. PROPOSED TAXIWAY F FULL STRENGTH PAVEMENT AND SHOULDER JOINTING SHOWN ON SHEETS C-321 - C-324.

AIRPORT PERIMETER RD

EXISTING DITCH ℄

AIRPORT PERIMETER FENCE

0 30 60

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AUGUSTA REGIONAL AIRPORT

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TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
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SHEET CONTENTS
JOINTING PLAN - ADD ALT

C-326

X:\0119700\221767.011\TECH\CAD\DRAWINGS\SHEETS\C-325 JOINTING PLAN - ADD ALT.DWG
4/9/2024 3:56:54 PM

LEGEND

PROPOSED FULL STRENGTH PAVEMENT

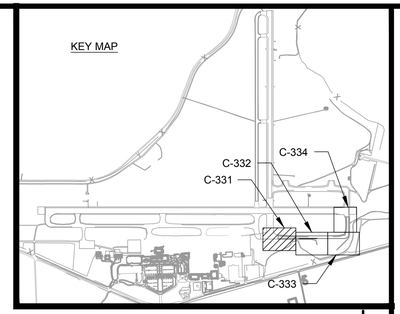
PROPOSED SHOULDER PAVEMENT

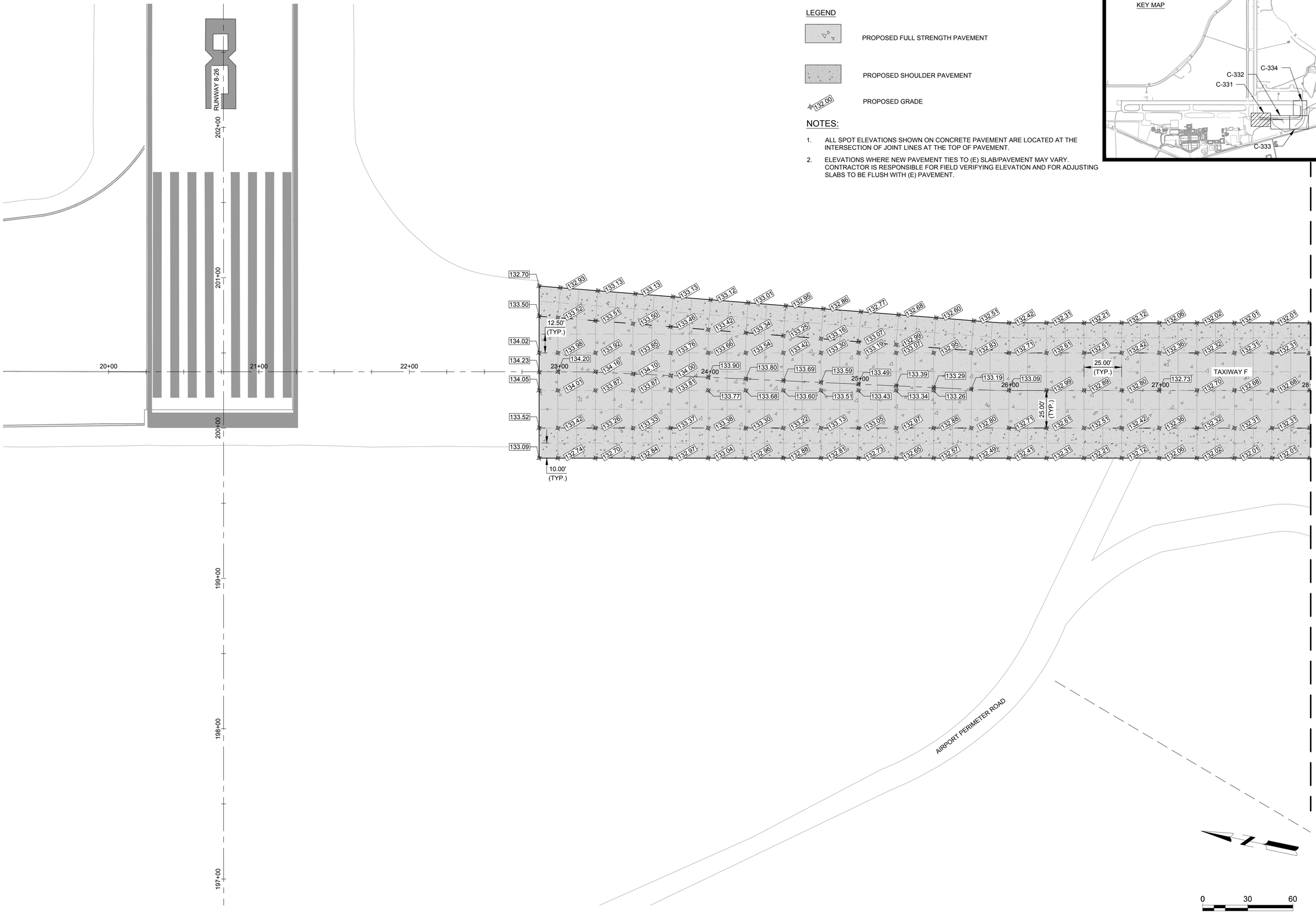
132.00 PROPOSED GRADE

NOTES:

1. ALL SPOT ELEVATIONS SHOWN ON CONCRETE PAVEMENT ARE LOCATED AT THE INTERSECTION OF JOINT LINES AT THE TOP OF PAVEMENT.
2. ELEVATIONS WHERE NEW PAVEMENT TIES TO (E) SLAB/PAVEMENT MAY VARY. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ELEVATION AND FOR ADJUSTING SLABS TO BE FLUSH WITH (E) PAVEMENT.

KEY MAP





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AUGUSTA REGIONAL AIRPORT

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SHEET CONTENTS
TAXIWAY F - SPOT ELEVATIONS STA 20+00 - 28+00

C-331

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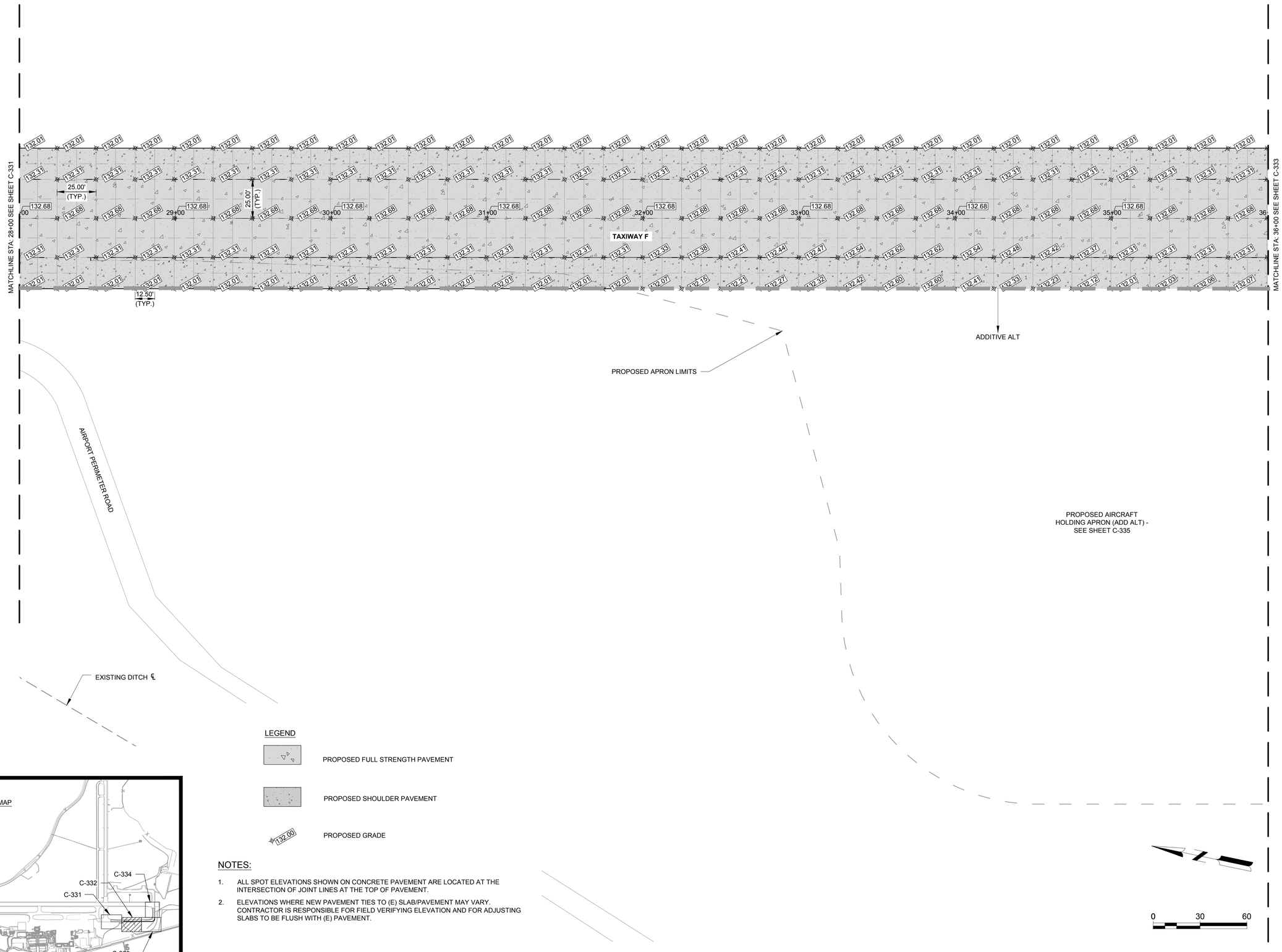

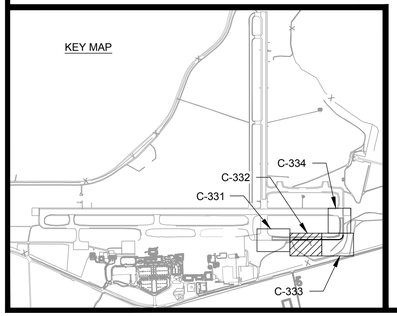

LEGEND

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

132.00 PROPOSED GRADE

NOTES:

1. ALL SPOT ELEVATIONS SHOWN ON CONCRETE PAVEMENT ARE LOCATED AT THE INTERSECTION OF JOINT LINES AT THE TOP OF PAVEMENT.
2. ELEVATIONS WHERE NEW PAVEMENT TIES TO (E) SLAB/PAVEMENT MAY VARY. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ELEVATION AND FOR ADJUSTING SLABS TO BE FLUSH WITH (E) PAVEMENT.

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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DO NOT SCALE DRAWINGS

SHEET CONTENTS
TAXIWAY F - SPOT ELEVATIONS STA 28+00 - 36+00

C-332

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-331 JOINTING PLAN - SPOT ELEVATIONS.DWG
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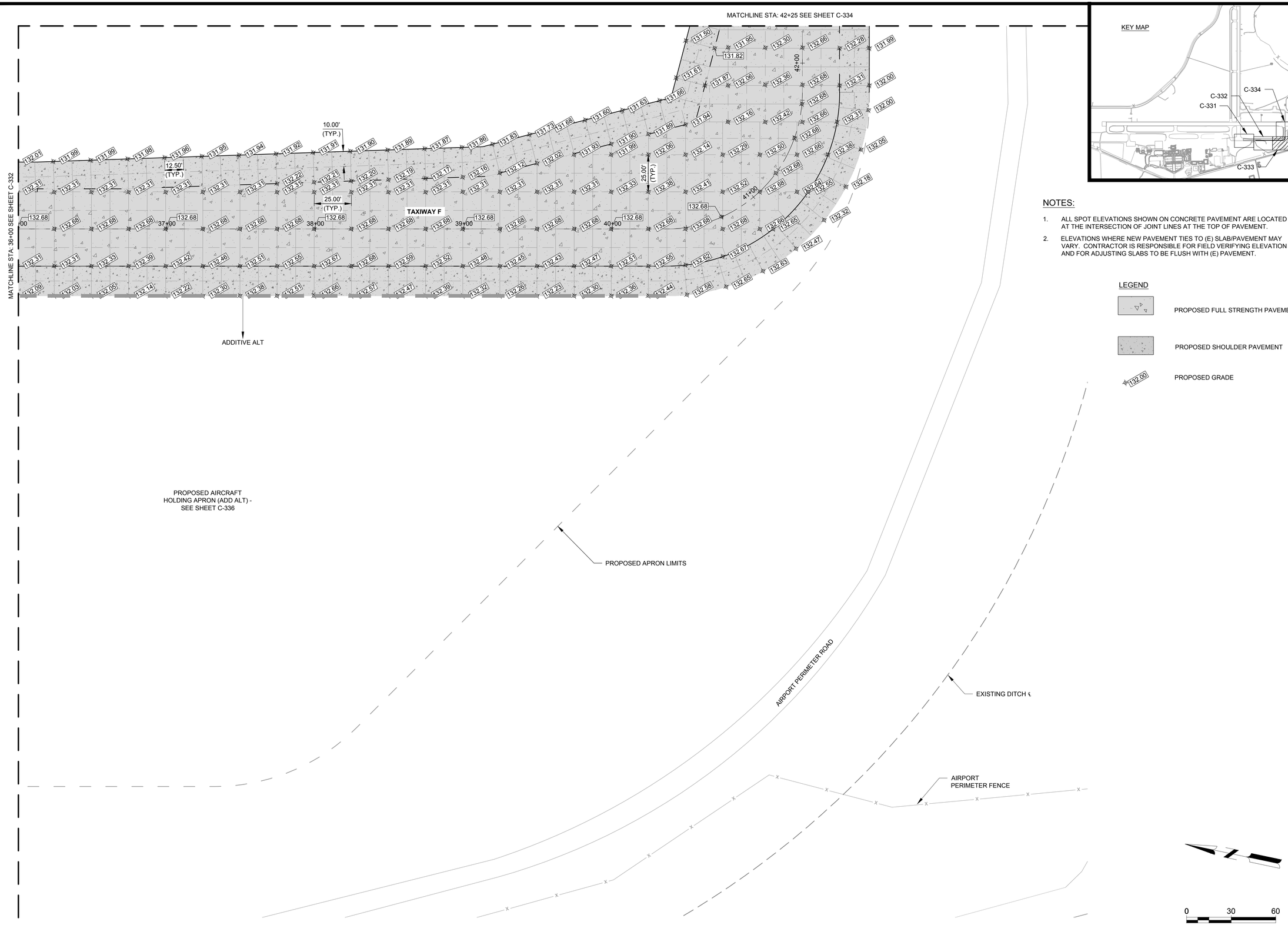

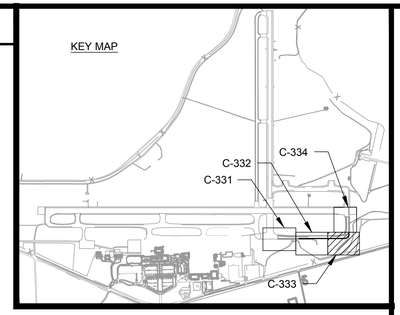

NOTES:

1. ALL SPOT ELEVATIONS SHOWN ON CONCRETE PAVEMENT ARE LOCATED AT THE INTERSECTION OF JOINT LINES AT THE TOP OF PAVEMENT.
2. ELEVATIONS WHERE NEW PAVEMENT TIES TO (E) SLAB/PAVEMENT MAY VARY. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ELEVATION AND FOR ADJUSTING SLABS TO BE FLUSH WITH (E) PAVEMENT.

LEGEND

- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT
- 132.00 PROPOSED GRADE

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AUGUSTA REGIONAL AIRPORT

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TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
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SHEET CONTENTS

TAXIWAY F - SPOT ELEVATIONS STA 36+00 - 42+25

C-333

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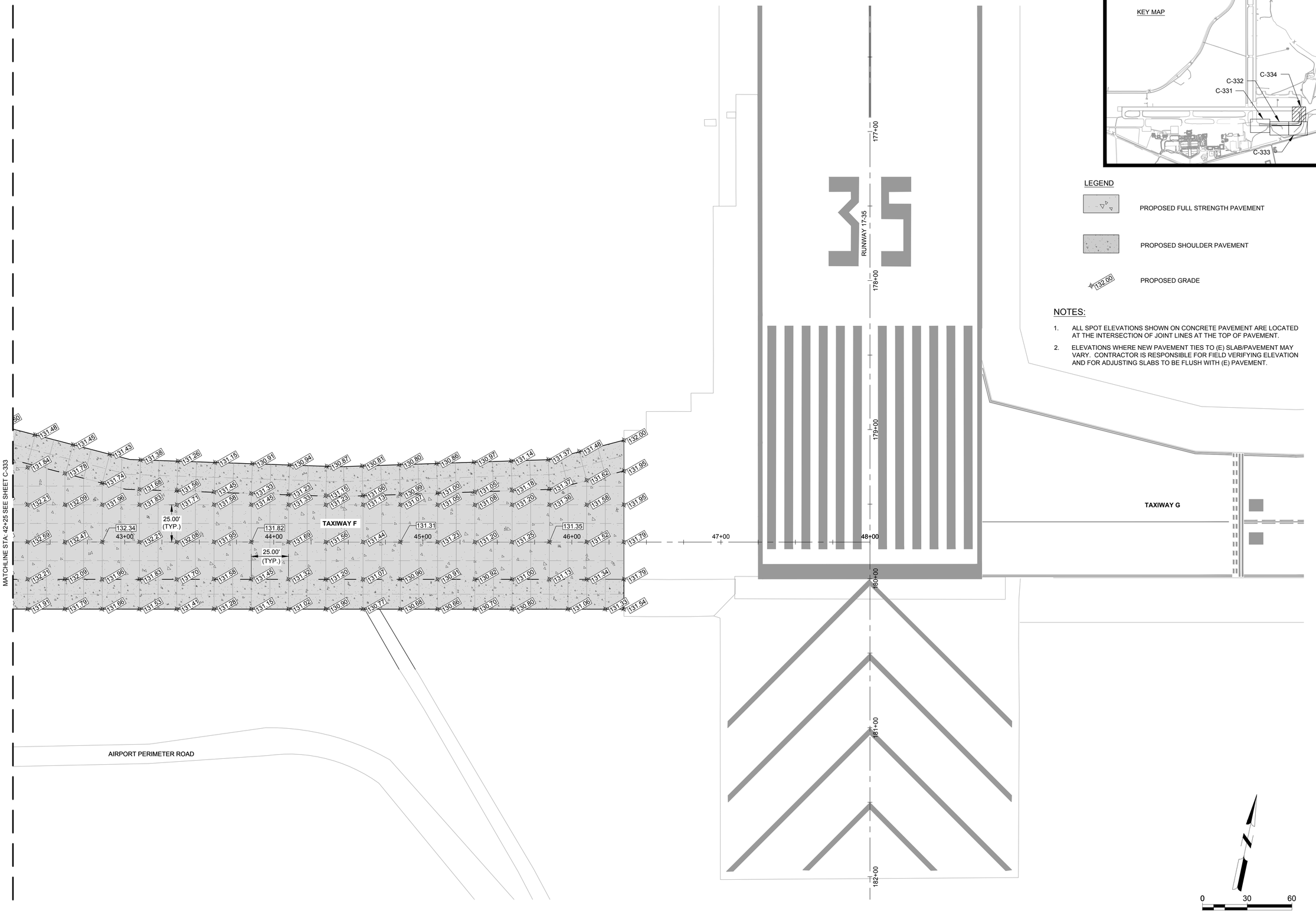
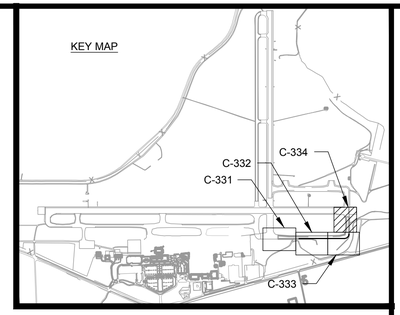


KEY MAP



LEGEND

- PROPOSED FULL STRENGTH PAVEMENT
- PROPOSED SHOULDER PAVEMENT
- 132.00 PROPOSED GRADE

NOTES:

1. ALL SPOT ELEVATIONS SHOWN ON CONCRETE PAVEMENT ARE LOCATED AT THE INTERSECTION OF JOINT LINES AT THE TOP OF PAVEMENT.
2. ELEVATIONS WHERE NEW PAVEMENT TIES TO (E) SLAB/PAVEMENT MAY VARY. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ELEVATION AND FOR ADJUSTING SLABS TO BE FLUSH WITH (E) PAVEMENT.

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AUGUSTA REGIONAL AIRPORT

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TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
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SHEET CONTENTS

TAXIWAY F - SPOT ELEVATIONS STA 42+25 -48+00

C-334

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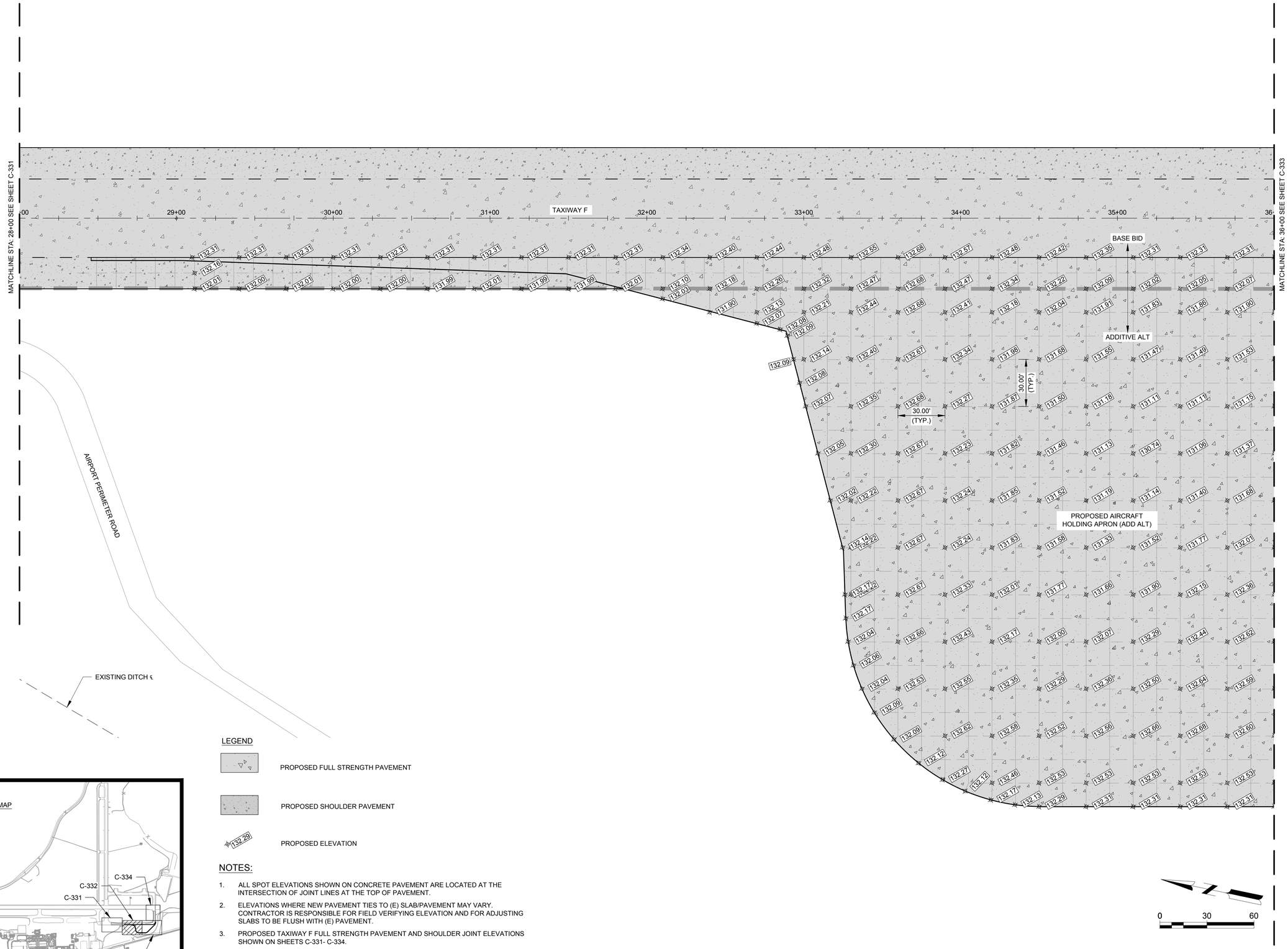

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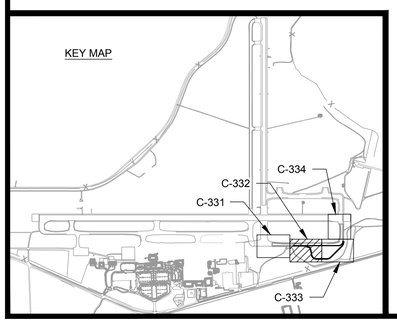

LEGEND

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

132.29 PROPOSED ELEVATION

NOTES:

1. ALL SPOT ELEVATIONS SHOWN ON CONCRETE PAVEMENT ARE LOCATED AT THE INTERSECTION OF JOINT LINES AT THE TOP OF PAVEMENT.
2. ELEVATIONS WHERE NEW PAVEMENT TIES TO (E) SLAB/PAVEMENT MAY VARY. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ELEVATION AND FOR ADJUSTING SLABS TO BE FLUSH WITH (E) PAVEMENT.
3. PROPOSED TAXIWAY F FULL STRENGTH PAVEMENT AND SHOULDER JOINT ELEVATIONS SHOWN ON SHEETS C-331- C-334.

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4/9/2024 3:58:14 PM

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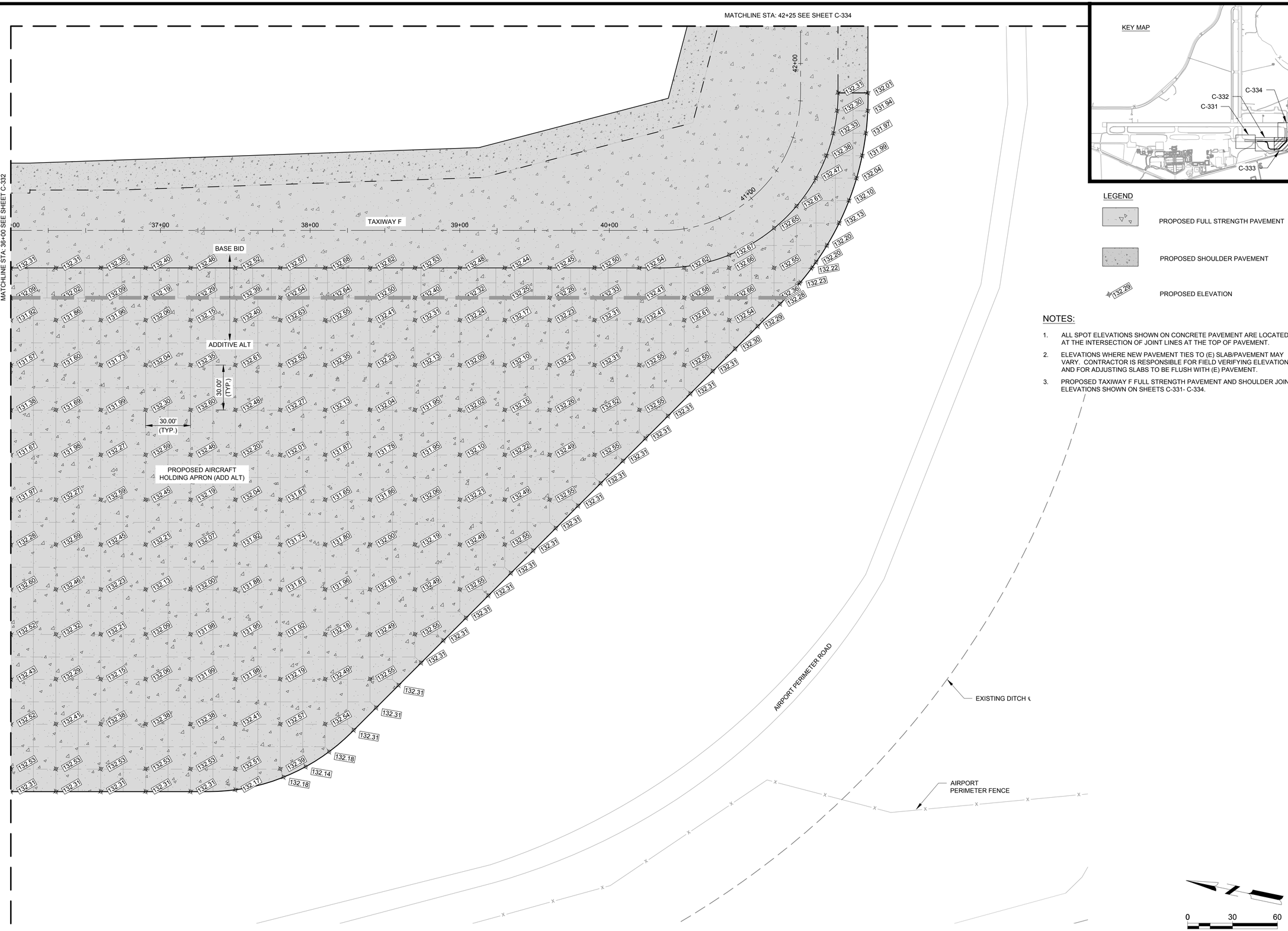
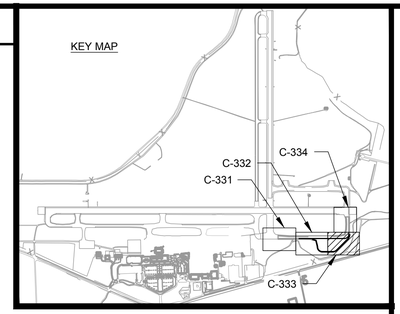
SHEET CONTENTS

TAXIWAY F SPOT ELEVATIONS - ADD ALT

C-335





LEGEND

PROPOSED FULL STRENGTH PAVEMENT

PROPOSED SHOULDER PAVEMENT

132.29 PROPOSED ELEVATION

NOTES:

1. ALL SPOT ELEVATIONS SHOWN ON CONCRETE PAVEMENT ARE LOCATED AT THE INTERSECTION OF JOINT LINES AT THE TOP OF PAVEMENT.
2. ELEVATIONS WHERE NEW PAVEMENT TIES TO (E) SLAB/PAVEMENT MAY VARY. CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ELEVATION AND FOR ADJUSTING SLABS TO BE FLUSH WITH (E) PAVEMENT.
3. PROPOSED TAXIWAY F FULL STRENGTH PAVEMENT AND SHOULDER JOINT ELEVATIONS SHOWN ON SHEETS C-331- C-334.

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AUGUSTA REGIONAL AIRPORT

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SHEET CONTENTS
TAXIWAY F SPOT ELEVATIONS - ADD ALT

C-336

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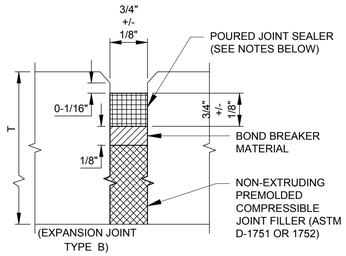

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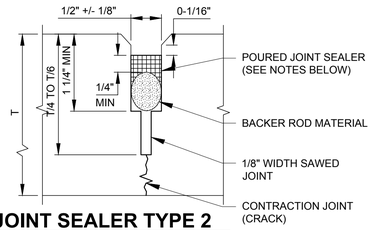

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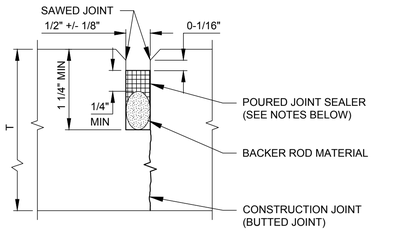

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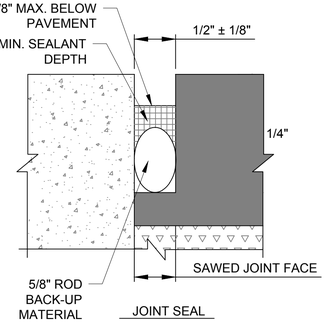
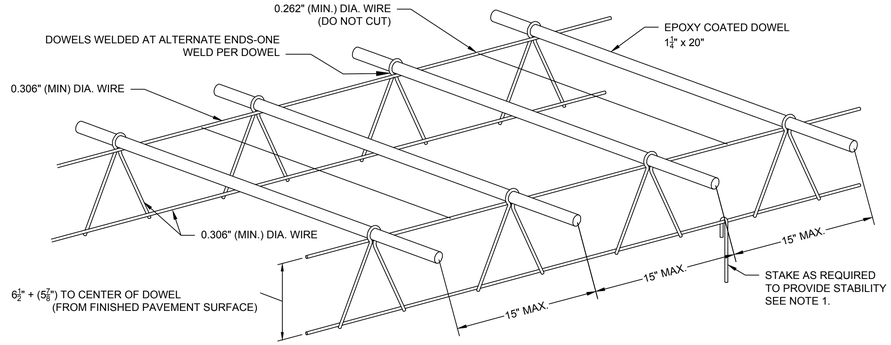
NOT TO SCALE



4 PCC/AC/JOINT SEAL
NOT TO SCALE



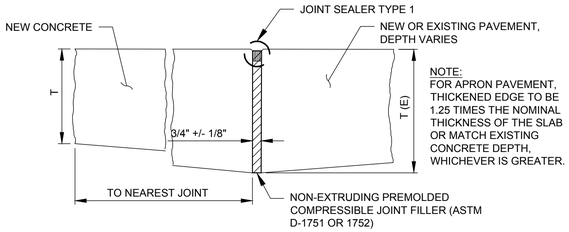
5 DOWEL BASKET ASSEMBLY
NOT TO SCALE

DOWEL NOTES:

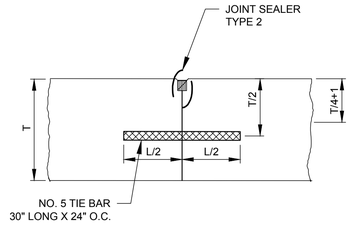
1. THE DOWEL BASKET ASSEMBLY SHOWN IS THE MINIMUM REQUIRED. THE REQUIREMENTS FOR THE DOWEL BASKETS ARE A PERFORMANCE SPECIFICATION AND IT WILL BE REQUIRED THAT THE CONTRACTOR PROVIDE SUFFICIENT SUPPORT, BRACING AND ANCHORAGE SO THAT THE AS CONSTRUCTED DOWELS WILL MEET THE TOLERANCE SPECIFICATIONS.
2. DOWELS TO MEET ASTM A615-GR-60 ALL MATERIALS TO BE PROVIDED SHALL BE SMELTED AND MANUFACTURED IN THE UNITED STATES.
3. DOWELS TO BE EPOXY COATED TO MEET AASHTO M-254-B 7 MIL MIN.
4. ENDS OF DOWELS TO BE EPOXY COATED.
5. DOWELS TO BE LUBRICATED IN THE THE FIELD .
6. DOWEL ASSEMBLY LENGTH AS REQUIRED.
7. DOWEL BASKET MAX SPACING, DOWEL SIZING, AND DOWEL HEIGHTS ARE DEPENDENT UPON P-501 THICKNESS. SEE JOINT NOTES BELOW

SEALANT NOTES:

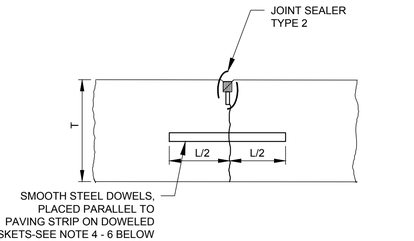
1. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR, (WIDTH/DEPTH). DIFFERENT FIELD POURED SEALANTS REQUIRE DIFFERENT SHAPE FACTORS FOR OPTIMUM PERFORMANCE. USE MANUFACTURER'S RECOMMENDED SHAPE FACTOR.
2. ROD BACK-UP MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF POURED SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
3. SEE SPECIFICATION P-605 FOR SEALANT INFORMATION.
4. TOP OF SEALANT SHALL BE **1/4"** TO **3/8"** BELOW TOP OF PAVEMENT.
5. ALL JOINTS SHALL BE 1/4" - 45° BEVELED.
6. ALL SEALANTS USED SHALL BE JET FUEL RESISTANT.
7. THE INITIAL T/4 DEPTH OF SAWCUT SHOWN MAY BE INCREASED BY 25% IF EACH SUCCESSIVE WEAKENED PLANE DOES NOT CRACK, CAUSING EXCESSIVE OPENING AT CRACKS THAT DO DEVELOP. APPROVAL TO DO SO WILL BE REQUIRED FROM THE CONTRACTING OFFICER.



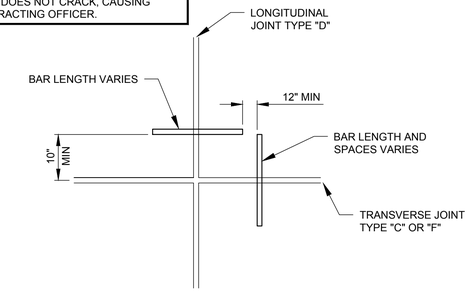
A THICKENED EDGE ISOLATION JOINT - TYPE "A"
NOT TO SCALE



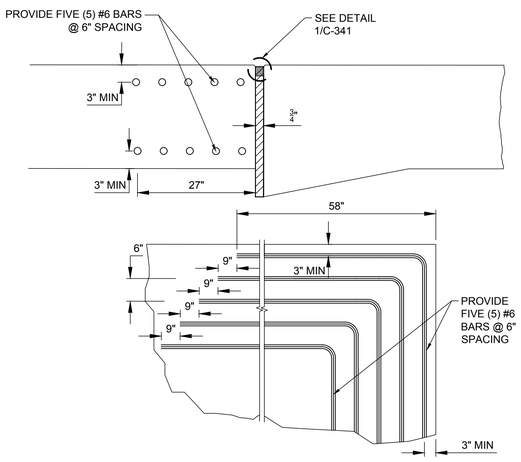
B HINGED CONTRACTION JOINT - TYPE "B"
NOT TO SCALE



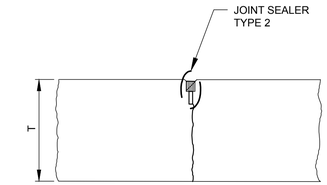
C DOWELED CONTRACTION JOINT - TYPE "C"
NOT TO SCALE



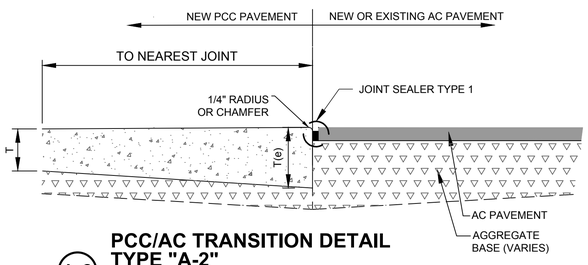
D POSITION OF DOWELS AT EDGE JOINT (TYPE C OR D)
NOT TO SCALE



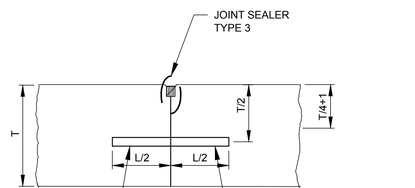
A-1 REINFORCED ISOLATION JOINT - TYPE "A-1"
NOT TO SCALE



D DUMMY CONTRACTION JOINT - JOINT - TYPE "D"
NOT TO SCALE

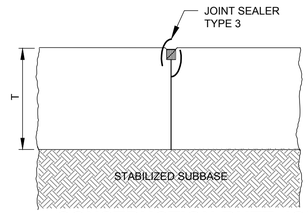


A-2 PCC/AC TRANSITION DETAIL TYPE "A-2"
NOT TO SCALE



E DOWELED CONSTRUCTION JOINT - TYPE "E"
NOT TO SCALE

(ALSO USE WHERE PAVING OPERATIONS STOP)



F CONSTRUCTION BUTT JOINT JOINT - TYPE "F"
NOT TO SCALE
(ALSO USE WHERE PAVING OPERATIONS STOP)

JOINT NOTES:

1. "T" = SLAB THICKNESS, "L" = DOWEL LENGTH
2. "T" = 13" FOR BID OPTION 1A, "T" = 13" FOR ADD ALTERNATIVE 1A, "T" = 12" FOR BID OPTION 2B.
3. FOR 13" P.C.C. USE 1 1/4" DIA. x 20" EPOXY COATED DOWELS @ 15" C-C SPACING. (OIL PRIOR TO PLACING CONC.)
4. FOR 12" P.C.C. USE 1" DIA. x 18" EPOXY COATED DOWELS @ 12" C-C SPACING. (OIL PRIOR TO PLACING CONC.)
5. NO CHANGES IN THE JOINTING PATTERN SHALL BE MADE WITHOUT THE WRITTEN APPROVAL OF THE DESIGN ENGINEER.

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AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

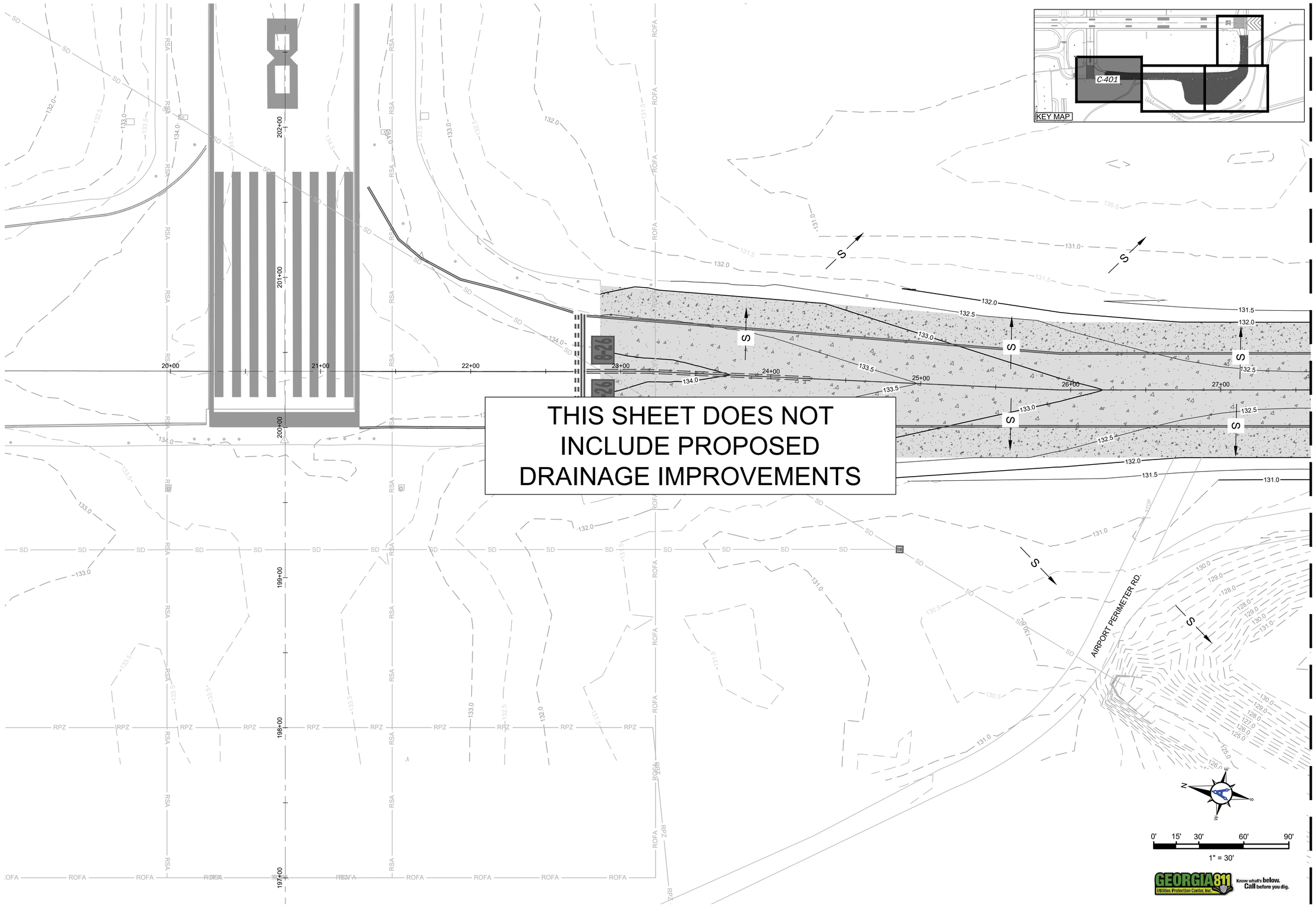
AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
JOINTING DETAILS

C-341

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-341 JOINTING DETAILS.DWG
4/9/2024 3:58:32 PM



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TAXIWAY F RECONSTRUCTION

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GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER WILLIAM M. MCNAMARA 4/10/24

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
STORM DRAINAGE PLAN

C-401

GEORGIA811 Utilities Protection Center, Inc. Know what's below. Call before you dig.

MATCHLINE SEE SHEET C-401

MATCHLINE SEE SHEET C-403

AIRPORT PERIMETER RD.

BASE BID

ADDITIVE ALTERNATE

DI A2
RIM: 130.68
TWY F Ramp
STA: 21+48.14
OFFSET: -145.946

36" CLASS V RCP

0+00

1+00

20+00

21+00

22+00

23+00

24+00

25+00

28+00

29+00

30+00

31+00

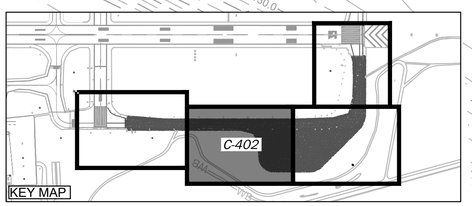
32+00

33+00

34+00

35+00

36



0' 15' 30' 60' 90'

1" = 30'

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CHECKED BY:	DAS

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SHEET CONTENTS
STORM DRAINAGE PLAN

C-402

MATCHLINE SEE SHEET C-404

MATCHLINE SEE SHEET C-402

DI A1
RIM: 131.62
TWY F Ramp
STA: 28+59.89
OFFSET: -100.522

BASE BID

ADDITIVE ALTERNATE

36" CLASS V RCP

36" CLASS III RCP

OCS (rec) B1
RIM: 128.00
TWY F Ramp
STA: 30+24.76
OFFSET: 143.094

HW B0
RIM: 125.33
TWY F Ramp
STA: 31+26.53
OFFSET: 240.432

HW A0
RIM: 126.83
TWY F Ramp
STA: 28+93.50
OFFSET: 94.408

FOREBAY

PERMANENT WATER QUALITY POND, SEE DETAIL ON C-413

KEY MAP

C-403

0' 15' 30' 60' 90'

1" = 30'

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AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

GEORGIA
REGISTERED
No. PE049285
PROFESSIONAL
4/10/24
ENGINEER
WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

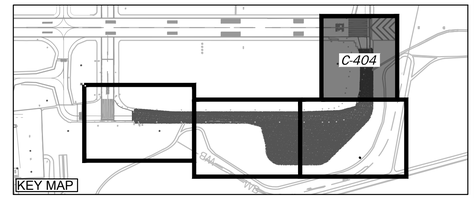
SHEET CONTENTS
STORM DRAINAGE PLAN

C-403

MATCHLINE SEE SHEET C-403

MATCHLINE SEE SHEET C-405

THIS SHEET DOES NOT INCLUDE PROPOSED DRAINAGE IMPROVEMENTS



N

W E

S

0' 15' 30' 60' 90'

1" = 30'

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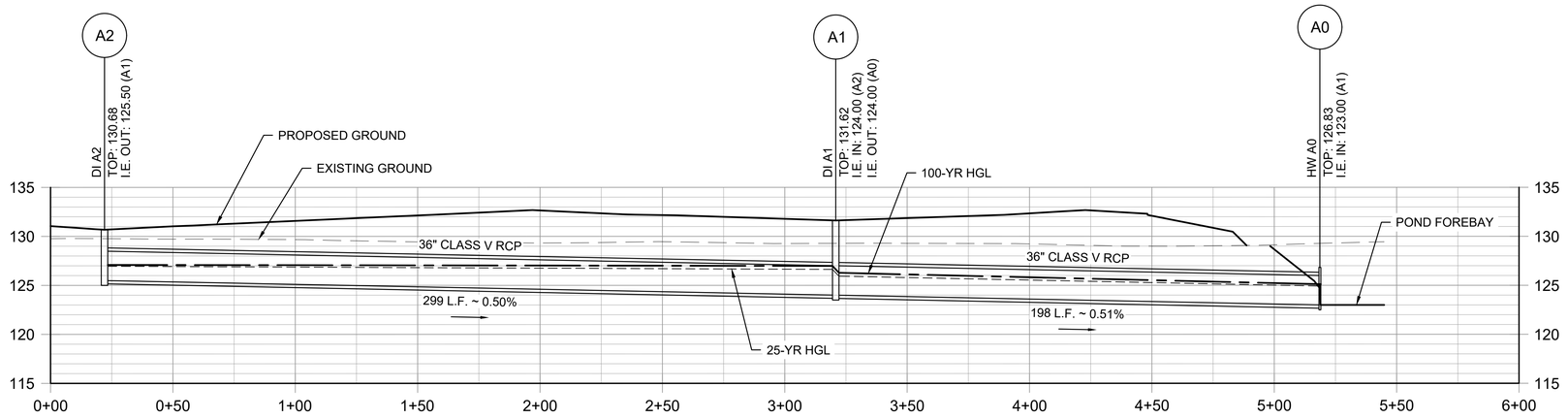
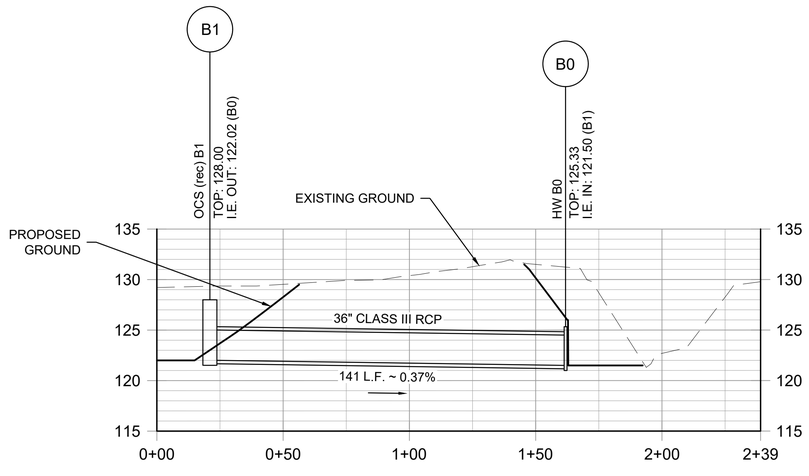
SHEET CONTENTS
STORM DRAINAGE PLAN

C-404



STORM A - ADDITIVE ALT
HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 8'



Pond Outfall - ADDITIVE ALT
HORIZONTAL SCALE 1" = 30'
VERTICAL SCALE 1" = 8'

ID	DESCRIPTION	DETAIL	SHEET
DI	AIRCRAFT RATED DROP INLET (DI) WITH GRATE	1	C-411
HW	CONCRETE HEADWALL	1	C-412
OCS	OUTLET CONTROL STRUCTURE - DRY	1	C-414

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M&H NO.: 0119700-221767.01
DATE: APRIL 12, 2024
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SHEET CONTENTS
STORM DRAINAGE PROFILES - ADDITIVE ALTERNATE

C-405

GENERAL NOTES

CATCH BASINS SHALL BE PRECAST. CONTRACTOR TO HAVE ENGINEER'S APPROVAL TO USE CAST IN PLACE ALTERNATIVE. IF CAST IN PLACE, P-610 CONCRETE SHALL BE USED. FOR PRECAST CONSTRUCTION, A MIN. OF CLASS 4000PSI CONCRETE SHALL BE USED.

CONCRETE WALLS SHALL HAVE A MIN. REINFORCING STEEL ASTM A184 AREA OF 0.20 SQ. IN. PER FT. UNLESS NOTED.

REINFORCING STEEL SHALL BE ASTM A-706, LOW-ALLOY STEEL DEFORMED BARS FOR CONCRETE REINFORCEMENT, GRADE 60.

LOCATION AND SIZE OF PIPES ARE SITE SPECIFIC, (SEE DRAINAGE PLANS).

THE BOTTOM OF THE CATCH BASIN IS TO BE GROUTED TO THE LOWEST FLOW LINE ELEVATION OF ALL PIPES. IF BOTTOM SLAB IS CAST IN PLACE WITH PIPES INSTALLED, BOTTOM SLAB THICKNESS MUST BE ACHIEVED BEYOND PIPE OUTSIDE DIAMETER.

ALL PRECAST STRUCTURE SHOP DRAWINGS SHALL BE STAMPED BY A REGISTERED GEORGIA STRUCTURAL ENGINEER AND SUBMITTED TO THE PROJECT ENGINEER FOR APPROVAL. PRECAST MANHOLE RINGS AND CATCH BASIN STRUCTURES SHALL CONFORM TO ASTM C-478 AND BE DESIGNED TO SUPPORT 30,000 POUND WHEEL LOADS AT 250 POUNDS PER SQUARE INCH TIRE PRESSURE. ALLOWABLE SOIL PRESSURE IS 2,000 POUNDS PER SQUARE FEET.

CATCH BASIN DIMENSIONS ARE TYPICAL. ACTUAL DIMENSIONS SHALL BE SUITABLE TO WITHSTAND THE ANTICIPATED LOADS FOR THE GIVEN CATCH BASIN CONFIGURATIONS AND PIPE PENETRATIONS.

MANHOLE COVER AND CATCH BASIN COVER SHALL CONFORM TO ONE OF THE REQUIREMENTS WITHIN THE SPECIFICATIONS.

- FRAMES SHALL BE CAST INTO THE CONCRETE OR BOLTED TO THE CONCRETE STRUCTURE.
- CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF THE SELECTED COVERS FOR ENGINEER APPROVAL.

CONTRACTOR SHALL SUBMIT, FOR EACH STRUCTURE, SHOP DRAWINGS, DETAILS, AND CALCULATIONS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF GEORGIA. THE STRUCTURE SHALL BE DESIGNATED AS AIRCRAFT RATED AND DESIGNED TO SUPPORT A MINIMUM LOAD OF 100,000 LBS.

DESIGN LOAD: 100,000 LB DUAL TANDEM WHEEL LOADING.

CONSTRUCTION

ALL JOINTS SHALL BE PREPARED BY SAWING OR FLAME CUTTING WITH DIMENSIONAL VARIATIONS OF 1/8" MAX.

WELDING SHALL BE OF GOOD WORKMANSHIP AND IN ACCORDANCE WITH WELD SIZE REQUIREMENTS.

JIGS SHALL BE USED DURING THE WELDING PROCESS TO ASSURE SQUARENESS AND FLATNESS OF THE UNITS.

CORNERS MAY BE CUT AS SHOWN OR CUT SQUARE AND BUTT WELDED. WELDS THAT ARE PART OF THE METAL BEARING SURFACES SHALL BE GROUND FLUSH.

ENDS OF TUBES SHALL BE BEVELED IN ANGLE CORNER TO ASSURE CONTACT BETWEEN TUBE AND ANGLE LEG.

FLAT BAR 4" X 1/2" PLATES SHALL BE SQUARE BUTTED AND WELDED BOTH SIDES AT END JOINTS. EDGE SHALL BE WELDED CONTINUOUSLY ON OUTSIDE OF FRAME WITH 1/4" FILLET WELD.

BEFORE PAINTING ALL MILL SCALE, LOOSE RUST, AND OTHER CONTAMINATES SHALL BE REMOVED BY MEANS OF SANDBLASTING OR OTHER MEANS OF POWER CLEANING TO ESTABLISH A CLEAN SURFACE.

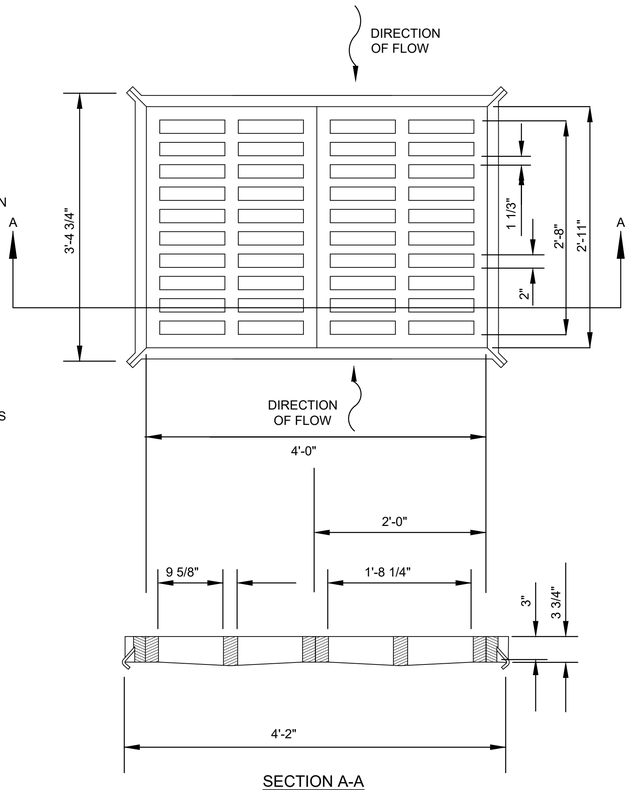
IF BOX DEPTH EXCEEDS 4'-6" METAL STEPS ARE TO BE PLACED ON WALL - SEE STEP DETAIL.

MATERIALS

EXTRA STRONG STEEL PIPE SHALL CONFORM TO ASTM A 53, NPS - 3, SCHEDULE 80. SCHEDULE 80 IS WALL THICKNESS = 0.300". A CERTIFICATION SHALL BE OBTAINED FOR EACH SHIPMENT AND THE PIPE SHALL BE MARKED "ASTM A 53". GRATE SHALL BE DESIGNED FOR H-20 LOADING.

STRUCTURAL STEEL FOR ANGLES AND BARS SHALL CONFORM TO ASTM A 36. A CERTIFICATION SHALL BE OBTAINED FOR EACH SHIPMENT.

PAINT SHALL CONSIST OF TWO COATS OF PRIMER AND ONE COAT OF FINISH BLACK. THE PRIMER SHALL BE BASIC LEAD SILICA CHROMATE OR ZINC-IRON OXIDE BASE. THE FINISH COAT SHALL BE BLACK ALKYD GLOSS ENAMEL. ALL PRODUCTS SHALL BE HIGH QUALITY COMMERCIAL PAINTS.



SECTION A-A

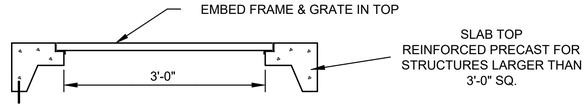
GRATE AND FRAME DETAIL

N.T.S.

H	REINFORCEMENT SPACING
<10'	#4 @ 12" ON CENTER VERTICAL #4 @ 12" ON CENTER HORIZONTAL
10'-12'	#5 @ 12" ON CENTER VERTICAL #5 @ 12" ON CENTER HORIZONTAL
≥12'	#5 @ 8" ON CENTER VERTICAL #5 @ 8" ON CENTER HORIZONTAL

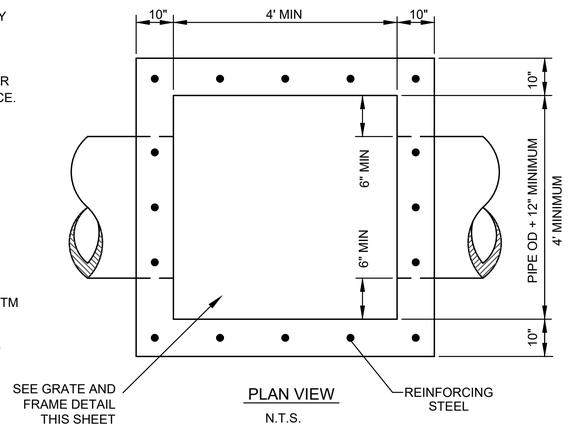
NOTES:

1. THESE DIMENSIONS APPLY TO SQUARE STRUCTURES. CONTRACTOR MAY SUBMIT ROUND STRUCTURE FOR APPROVAL IN LIEU OF THIS SQUARE STRUCTURE.
2. THESE DIMENSIONS REPRESENT MINIMUM REQUIREMENTS. CONTRACTOR SHALL PROVIDE DETAILED SHOP DRAWINGS FOR APPROVAL PRIOR TO CONSTRUCTION.



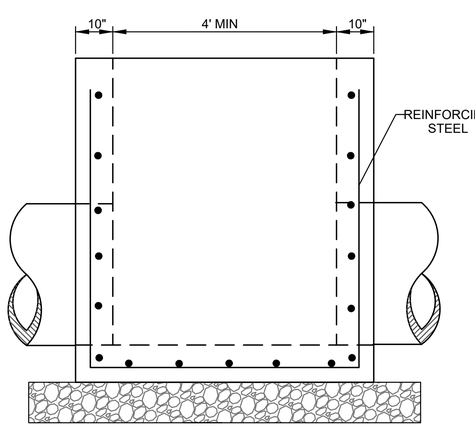
NOTES:

1. PRIOR TO INSTALLATION OF APRON, AREA AROUND INLET SHALL BE BROUGHT TO FINAL APRON GRADE/INLET RIM ELEVATION AND COMPACTED PER GDOT REQUIREMENTS. AREA FOR APRON SHALL THEN BE CUT OUT FROM THE STRUCTURAL FILL TO FORM APRON. THIS EXCAVATION FOR APRON SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO INSTALLING CONCRETE APRONS.
2. APRON SHALL BE REINFORCED WITH WWF 6X6 - WI.4XWI.4
3. GRATES AND FRAME TO BE NEEHAH R-3475 OR APPROVED EQUIVALENT.



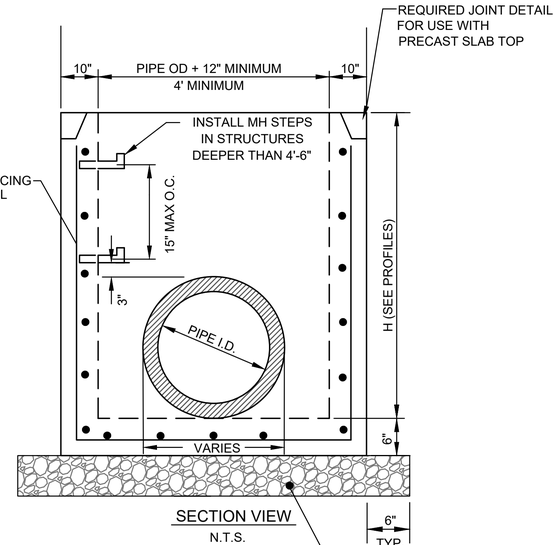
PLAN VIEW

N.T.S.



ELEVATION VIEW

N.T.S.



SECTION VIEW

N.T.S.

AIRCRAFT RATED DROP INLET (DI) WITH GRATE

N.T.S.

1
C-411

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ISSUED
ISSUED FOR BID

GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER 4/10/24 WILLIAM M. MCNAMARA

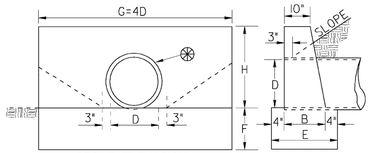
AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
STORM DRAINAGE DETAILS

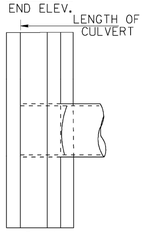
C-411

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



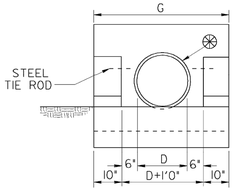
FRONT ELEVATION

END ELEV.



STRAIGHT WALL

PLAN



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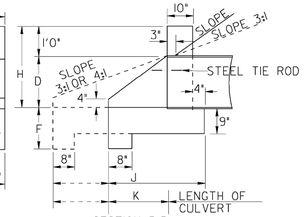
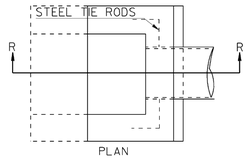
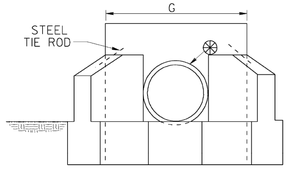


SECTION R.R.



U TYPE WING

PLAN



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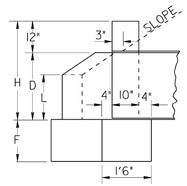
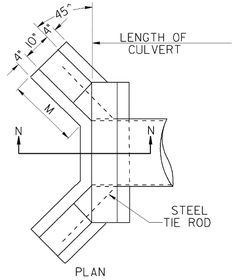


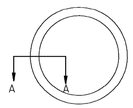
SECTION N.N.



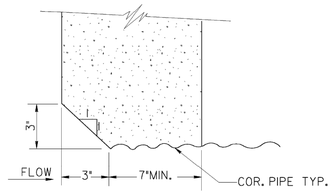
45° WINGS

PLAN

INLET BEVEL DETAIL



FRONT VIEW



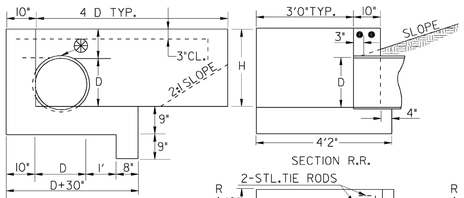
SECTION 'A-A'

DIMENSIONS							QUANTITIES ONE STRAIGHT ENDWALL				
OPENING		WALL			FOOTING		CLASS "B" CONCRETE				
D	AREA SQ. FT.	G	H	B	E	F	CUBIC FEET WALL	CUBIC FEET FOOT	TOTAL CU. FT.	TOTAL CU.YD.	CONC. IN WALL & FOOT FOR 24" ADDL. PIPE LINE CU.YD.
12"	0.8	4'0"	2'0"	1'2"	1'10"	1'0"	7.2	7.3	14.5	0.54	0.25
15"	1.2	5'0"	2'3"	1'2"	1'10"	1'2"	9.9	10.7	20.6	0.76	0.36
18"	1.8	6'0"	2'6"	1'3"	1'11"	1'3"	13.6	14.4	28.0	1.04	0.48
24"	3.1	8'0"	3'0"	1'4"	2'0"	1'4"	22.3	21.3	43.6	1.62	0.74
30"	4.9	10'0"	3'6"	1'6"	2'2"	1'6"	34.7	32.5	67.2	2.49	1.13
36"	7.1	12'0"	4'0"	1'8"	2'4"	1'8"	50.5	46.7	97.2	3.60	1.62
42"	9.6	14'0"	4'6"	1'10"	2'6"	2'0"	70.3	70.0	140.3	5.20	2.13
48"	12.6	16'0"	5'0"	2'1"	2'9"	2'0"	96.9	88.0	184.9	6.85	2.58
54"	16.0	18'0"	5'6"	2'4"	3'0"	2'0"	129.4	108.0	237.4	8.79	3.07
60"	19.6	20'0"	6'0"	2'6"	3'2"	2'0"	164.6	126.7	291.3	10.79	3.53

FOR EACH ADDITIONAL PIPE LINE, ADD TO G: OD+(D OR 3 FEET, WHICHEVER IS SMALLER)

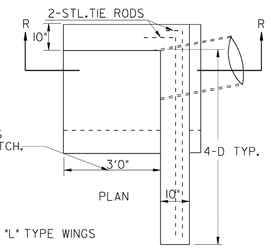
DIMENSIONS								QUANTITIES ONE "U" ENDWALL				
OPENING		WALL			FOOTING			CLASS "B" CONCRETE				STEEL TIE RODS
D	AREA SQ.FT	G	H	K	F	J		CUBIC FEET WALL	CUBIC FEET FOOT	TOTAL CU.FT.	TOTAL CU.YD.	
						2:1 FILL SLOPES						
12"	0.8	3'8"	2'0"	1'0"	1'3"	2'2"		6.6	7.3	13.9	0.52	NONE
15"	1.2	3'11"	2'3"	1'5"	1'3"	2'7"		8.3	9.1	17.4	0.64	NONE
18"	1.8	4'2"	2'6"	1'9"	1'3"	2'11"		9.9	10.7	20.6	0.76	NONE
24"	3.1	4'8"	3'0"	2'6"	1'6"	3'8"		13.9	15.5	29.4	1.09	2-¾"DIA.x2'0"
30"	4.9	5'2"	3'6"	3'3"	1'6"	4'5"		18.7	20.0	38.7	1.43	2-¾"DIA.x2'0"
36"	7.1	5'8"	4'0"	4'0"	1'9"	5'2"		21.2	26.2	50.4	1.87	2-¾"DIA.x2'0"
42"	9.6	6'2"	4'6"	4'9"	2'0"	5'11"		30.3	33.2	63.5	2.35	2-¾"DIA.x2'6"
48"	12.6	6'8"	5'0"	5'6"	2'0"	6'8"		37.3	39.6	76.9	2.85	2-¾"DIA.x3'0"
54"	16.0	7'2"	5'6"	6'3"	2'0"	7'5"		44.2	45.9	90.1	3.33	2-¾"DIA.x3'6"
60"	19.6	7'8"	6'0"	7'0"	2'0"	8'2"		51.1	49.1	100.2	3.71	2-¾"DIA.x4'0"
						3:1 FILL SLOPES						
12"	0.8	3'8"	2'0"	2'0"	1'3"	3'2"		7.7	9.9	17.6	0.65	NONE
15"	1.2	3'11"	2'3"	2'9"	1'3"	3'11"		10.0	12.8	22.8	0.84	NONE
18"	1.8	4'2"	2'6"	3'6"	1'3"	4'8"		12.5	16.0	28.5	1.06	NONE
24"	3.1	4'8"	3'0"	5'0"	1'6"	6'2"		18.8	24.0	42.8	1.58	2-¾"DIA.x2'0"
30"	4.9	5'2"	3'6"	6'6"	1'6"	7'8"		26.3	32.3	58.6	2.17	2-¾"DIA.x2'0"
36"	7.1	5'8"	4'0"	8'0"	1'9"	9'2"		35.1	42.8	77.9	2.89	2-¾"DIA.x2'0"
42"	9.6	6'2"	4'6"	9'6"	2'0"	10'8"		45.4	54.5	99.9	3.70	2-¾"DIA.x2'6"
48"	12.6	6'8"	5'0"	11'0"	2'0"	12'2"		56.9	66.5	123.4	4.57	2-¾"DIA.x3'0"
54"	16.0	7'2"	5'6"	12'6"	2'0"	13'8"		66.7	79.5	146.2	5.41	2-¾"DIA.x3'6"
60"	19.6	7'8"	6'0"	13'4"	2'0"	17'2"		81.0	87.9	168.9	6.25	2-¾"DIA.x4'0"
						4:1 FILL SLOPES						
12"	0.8	3'8"	2'0"	2'8"	1'3"	3'10"		8.4	11.8	20.2	0.75	NONE
15"	1.2	3'11"	2'3"	3'8"	1'3"	4'10"		11.2	15.5	26.6	0.98	NONE
18"	1.8	4'2"	2'6"	4'8"	1'3"	5'10"		14.3	19.6	33.9	1.26	NONE
24"	3.1	4'8"	3'0"	6'8"	1'6"	7'10"		22.0	29.8	51.8	1.92	2-¾"DIA.x2'0"
30"	4.9	5'2"	3'6"	8'8"	1'6"	9'10"		31.3	40.7	72.0	2.67	2-¾"DIA.x2'0"
36"	7.1	5'8"	4'0"	10'8"	1'9"	11'10"		42.5	54.1	96.6	3.58	2-¾"DIA.x2'0"
42"	9.6	6'2"	4'6"	12'8"	2'0"	13'10"		55.4	69.2	124.6	4.61	2-¾"DIA.x2'6"
48"	12.6	6'8"	5'0"	14'8"	2'0"	15'10"		70.0	84.8	154.8	5.73	2-¾"DIA.x3'0"
54"	16.0	7'2"	5'6"	16'8"	2'0"	17'10"		86.4	101.9	188.3	6.97	2-¾"DIA.x3'6"
60"	19.6	7'8"	6'0"	18'8"	2'0"	19'10"		104.7	120.5	225.2	8.34	2-¾"DIA.x4'0"

DIMENSIONS							QUANTITIES ONE ENDWALL WITH 45° WING WALLS				
OPENING		WALL			FOOTING		CLASS "B" CONCRETE				STEEL TIE RODS
D	AREA SQ. FT.	H	G	L	M	F	CUBIC FEET WALL	CUBIC FEET FOOT	TOTAL CU.FT.	TOTAL CU.YD.	
						2:1 SLOPES					
18"	1.8	2'6"	3'10"	1'2"	1'7"	1'3"	9.3	10.7	20.0	0.74	NONE
24"	3.1	3'0"	4'4"	1'5"	2'1"	1'4"	13.1	14.4	27.5	1.02	2-¾"DIA.x2'0"
30"	4.9	3'6"	4'10"	1'9"	2'5"	1'6"	17.4	18.8	36.7	1.34	2-¾"DIA.x2'0"
36"	7.1	4'0"	5'4"	2'0"	2'11"	1'8"	22.6	24.6	47.2	1.75	2-¾"DIA.x3'0"
42"	9.6	4'6"	5'10"	2'3"	3'6"	2'0"	29.1	34.6	63.7	2.36	2-¾"DIA.x3'0"
48"	12.6	5'0"	6'4"	2'6"	4'0"	2'0"	35.9	39.1	75.0	2.78	2-¾"DIA.x3'0"
54"	16.0	5'6"	6'10"	2'9"	4'6¼"	2'0"	42.9	46.6	89.5	3.31	2-¾"DIA.x3'0"
60"	19.6	6'0"	7'4"	3'0"	5'0½"	2'0"	51.8	51.1	102.9	3.81	2-¾"DIA.x3'0"
						3:1 SLOPES					
18"	1.8	2'6"	3'10"	1'2"	1'9"	1'3"	10.7	14.5	25.2	0.93	NONE
24"	3.1	3'0"	4'4"	1'5"	2'10"	1'4"	16.6	17.8	34.4	1.27	2-¾"DIA.x2'0"
30"	4.9	3'6"	4'10"	1'9"	3'6"	1'6"	22.9	24.4	47.3	1.71	2-¾"DIA.x2'0"
36"	7.1	4'0"	5'4"	2'1"	4'3"	1'8"	30.2	32.0	62.2	2.30	2-¾"DIA.x3'0"
42"	9.6	4'6"	5'10"	2'5"	4'11"	2'0"	38.8	44.0	82.8	3.07	2-¾"DIA.x3'0"
48"	12.6	5'0"	6'4"	2'8"	5'6"	2'0"	47.5	48.6	96.1	3.56	2-¾"DIA.x3'0"
54"	16.0	5'6"	6'10"	3'2"	6'1"	2'0"	57.0	53.4	110.4	4.09	2-¾"DIA.x3'0"
60"	19.6	6'0"	7'4"	3'6"	6'9"	2'0"	68.5	59.1	127.6	4.73	2-¾"DIA.x3'0"



SECTION R.R.

FRONT ELEVATION



PLAN

CONCRETE ENDWALLS WITH "L" TYPE WINGS

NOTE: THE 3'-0" DIMENSION IS BASED ON DITCH SECTION 1' DEEP. VARY ACCORDING TO DITCH SECTION SO AS TO KEY 1'0" INTO BACK SLOPE OF DITCH.

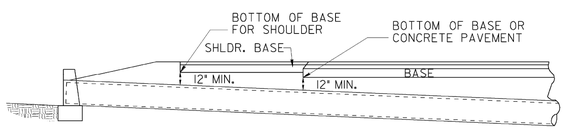
NOTE: THESE QUANTITIES WILL VARY ACCORDING TO DITCH SECTION AND ARE TO BE USED FOR ESTIMATING PURPOSES ONLY. PAYMENT TO BE MADE ACCORDING TO QUANTITIES MEASURED AS ACTUALLY PLACED.

DIMENSIONS					QUANTITIES ONE "L" ENDWALL	
D	AREA SQ.FT.	H MIN.	4D TYP.	D+30 TYP.	CU. YD. CONC.	STEEL TIE RODS
15"	1.2	2'3"	5'0"	3'9"	1.08	2-¾"DIA.x5'0"
18"	1.8	2'6"	6'0"	4'0"	1.24	2-¾"DIA.x6'0"
24"	3.1	3'0"	8'0"	4'6"	1.59	2-¾"DIA.x8'0"
30"	4.9	3'6"	10'0"	5'0"	2.00	2-¾"DIA.x10'0"
36"	7.1	4'0"	12'0"	5'6"	2.46	2-¾"DIA.x12'0"
42"	9.6	4'6"	14'0"	6'0"	2.98	2-¾"DIA.x14'0"
48"	12.6	5'0"	16'0"	6'6"	3.53	2-¾"DIA.x16'0"
54"	16.0	5'6"	18'0"	7'0"	4.13	2-¾"DIA.x18'0"
60"	19.6	6'0"	20'0"	7'6"	4.85	2-¾"DIA.x20'0"

3:1 FILL SLOPES

NOTE:
QUANTITIES OF CONCRETE ARE BASED ON INSIDE DIAMETER OF PIPE. NO DEDUCTIONS SHALL BE MADE FOR SHELL THICKNESS OR SKEW OF PIPE IN COMPUTING PAY QUANTITIES.

SECTION SHOWING MINIMUM COVER OVER CULVERTS



NOTE: GRADE GENERALLY TO FOLLOW SLOPE OF STREAM.

⊛ IF PIPE HAS NEITHER A GROOVE NOR A SPIGOT AT ITS INLET, AN INLET BEVEL WILL BE REQ'D.

METHOD OF EXTENDING PIPE AND RETAINING EXISTING HEADWALL

CONCRETE WITHIN THE HATCHED AREA TO BE REMOVED BY CHIPPING OR IN A MANNER APPROVED BY THE ENGINEER, FORMING A RECESS NO LESS THAN I" LARGER THAN THE OUTSIDE DIMENSION OF THE PIPE.

NOTE TO DESIGNER

THIS STANDARD IS LIMITED FOR USE ONLY AT SPECIAL CONDITIONS, OTHERWISE, SEE CURRENT STANDARDS 1120 & 1125.

HEADWALLS ARE NOT TO BE PLACED INSIDE THE CLEAR ZONE.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
PIPE CULVERT
CONCRETE HEADWALL

NO SCALE

REV. & REDR. AUG. 1999

DESIGNED
TRACED
CHECKED

(SUBMITTED) STATE ROAD & AIRPORT DESIGN ENGINEER

(APPROVED) CHIEF ENGINEER

NUMBER 1001-B

DATE | REVISION | BY

CONCRETE HEADWALL

N.T.S.

1
C-412

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

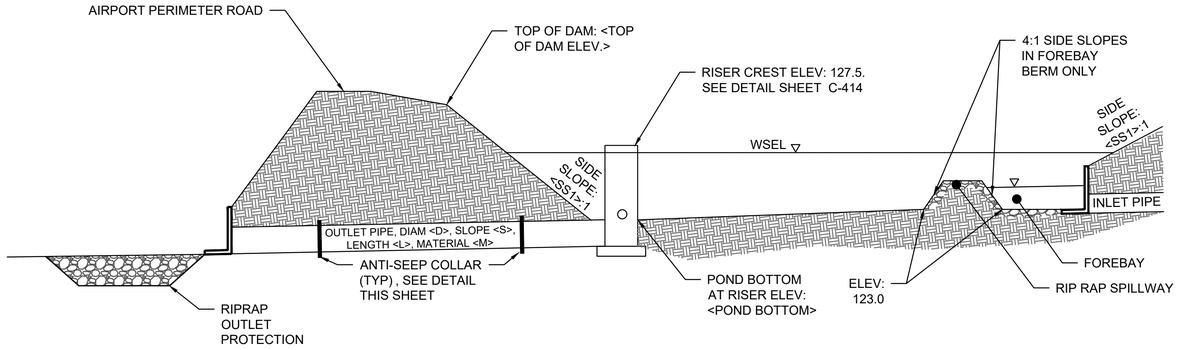
GEORGIA REGISTERED NO. PE049285 PROFESSIONAL 4/10/24 ENGINEER WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
STORM DRAINAGE DETAILS

C-412



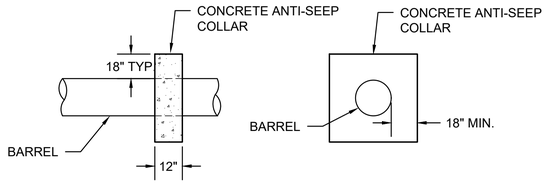
Pond ID	POND BOTTOM	SPILLWAY ELEV.	TOP OF DAM ELEV.	T (FT)	SS1	SS2	D (IN)	S	L (FT)	M	FOREBAY HEIGHT (FT)	FOREBAY WIDTH (FT)	PERM. POOL ELEV	25-YR WSEL	100-YR WSEL	25-YR FB (ft)	100-YR FB (ft)	REQUIRED FOREBAY WQv (CF)	PROVIDED FOREBAY WQv (CF)
WQ Pond	122.0	N/A	129.0	N/A	5	N/A	36	0.5	161	RCP	3.0	70.0	N/A - DRY POND	127.1	127.6	1.9	1.4	1,580	9,600

TYPICAL EARTHEN STORMWATER MANAGEMENT FACILITY DETAIL FOR DRY POND — 1 / C-413

N.T.S.

DRY / DRY-EXTENDED STORMWATER POND NOTES

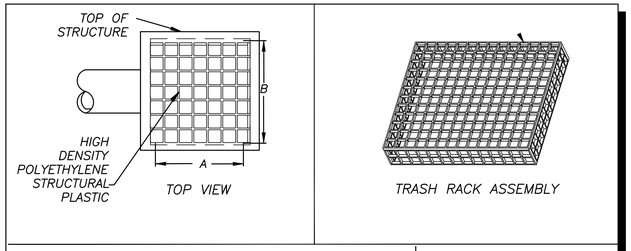
1. CONTRACTOR SHALL CLEAN OUT POND TO FINAL GRADES AND GRASS AFTER ALL UPSTREAM DISTURBANCE IS STABILIZED.
2. CONTRACTOR SHALL PROVIDE NATIVE LANDSCAPING IN THE POND ABOVE THE PERMANENT POOL ELEVATION TO THE TOP OF POND BANK. LANDSCAPING SHALL INCLUDE SHRUBS AND NATIVE GRASSES.
3. CONTRACTOR SHALL USE PERMANENT GRASSING OR WETLAND MIX TO STABILIZE POND BOTTOM DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER.

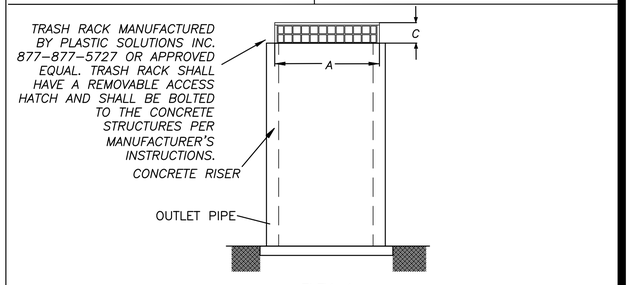


1. AFTER FILL HAS BEEN PLACED A MIN. 18" OVER BARREL, CONTRACTOR TO EXCAVATE ANTI-SEEP COLLAR TO MIN. DIMENSIONS SHOWN AND BACKFILL WITH CLASS A CONCRETE.
2. COST OF PIPE COLLARS SHALL BE INCIDENTAL TO THE COST OF RCP ITEM.
3. PERIMETERS OF CONCRETE COLLARS DO NOT HAVE TO BE SMOOTH LINES. COLLARS MAY BE FORMED AGAINST COMPACTED OR UNDISTURBED SOIL. DIMENSIONS AND SHAPE CAN VARY AS LONG AS MINIMUM DIMENSIONS SHOWN IN DETAIL ARE MAINTAINED.

ANTI-SEEP COLLAR — 2 / C-413

N.T.S.





POND	A	B	C
WQ POND	65 1/8"	65 1/8"	7 1/2"

TOP VIEW

TRASH RACK - TOP — 3 / C-413

N.T.S.

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ISSUED FOR BID

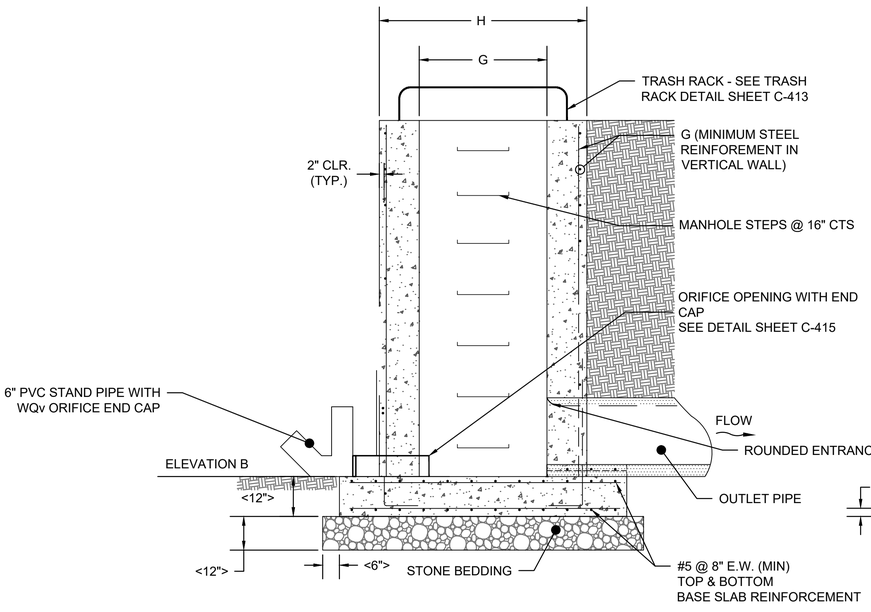
GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER 4/10/24 WILLIAM M. MCNAMARA

AIP NO.:	3-13-011-55-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	WMM
DRAWN BY:	CAB
CHECKED BY:	DAS

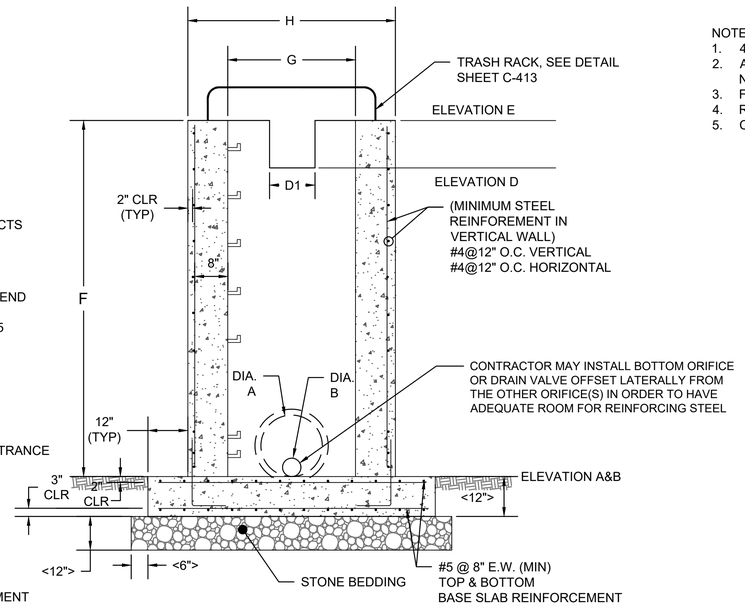
DO NOT SCALE DRAWINGS

SHEET CONTENTS
STORM DRAINAGE DETAILS

C-413



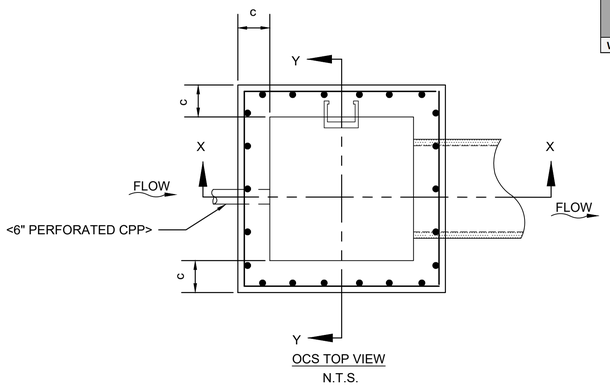
SECTION X-X
N.T.S.



SECTION Y-Y
N.T.S.

NOTES:
1. 4000 PSI CONCRETE TO BE USED THROUGHOUT.
2. ALL REINFORCING STEEL WHERE JOINED SHALL HAVE 18" MIN. OVERLAP UNLESS NOTED OTHERWISE.
3. FORMS ARE TO BE USED FOR THE CONSTRUCTION OF THE BOTTOM SLAB.
4. RISERS SHALL BE PROVIDED WITH STEPS PER <DETAIL 3 ON SHEET C-415>
5. CONCRETE AND REINFORCING STEEL SHALL BE INSTALLED PER GDOT SECTION 411

Pond ID	ELEVATION A (OUTLET PIPE)	DIAMETER A* (OUTLET PIPE) (IN)	ELEVATION B (POND BOTTOM)	ELEVATION B1 (ORIFICE)	DIAMETER B1* (PVC STAND PIPE) (in.)	DIAMETER B2 (DRAWDOWN ORIF.) (in.)	ELEVATION C (ORIFICE)	DIAMETER C1* (in.)	DIAMETER C2 (DRAWDOWN ORIF.) (in.)	ELEVATION D (WEIR)	WIDTH D (WEIR) (in.)	ELEVATION E (TOP OF RISER)	DIMENSION F (HEIGHT OF RISER) (FT)	DIMENSION G (IN)	DIMENSION H (IN)
WQ and CP Pond	122.0	36	122.0	122.0	6.0	3.5	N/A	N/A	N/A	126.5	30.0	128.0	6.0	48.0	64.0



OCS TOP VIEW
N.T.S.

OUTLET CONTROL STRUCTURE - DRY

N.T.S.

1
C-414

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TAXIWAY F RECONSTRUCTION
1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
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GEORGIA REGISTERED No. PE049285 PROFESSIONAL ENGINEER WILLIAM M. MCNAMARA 4/10/24

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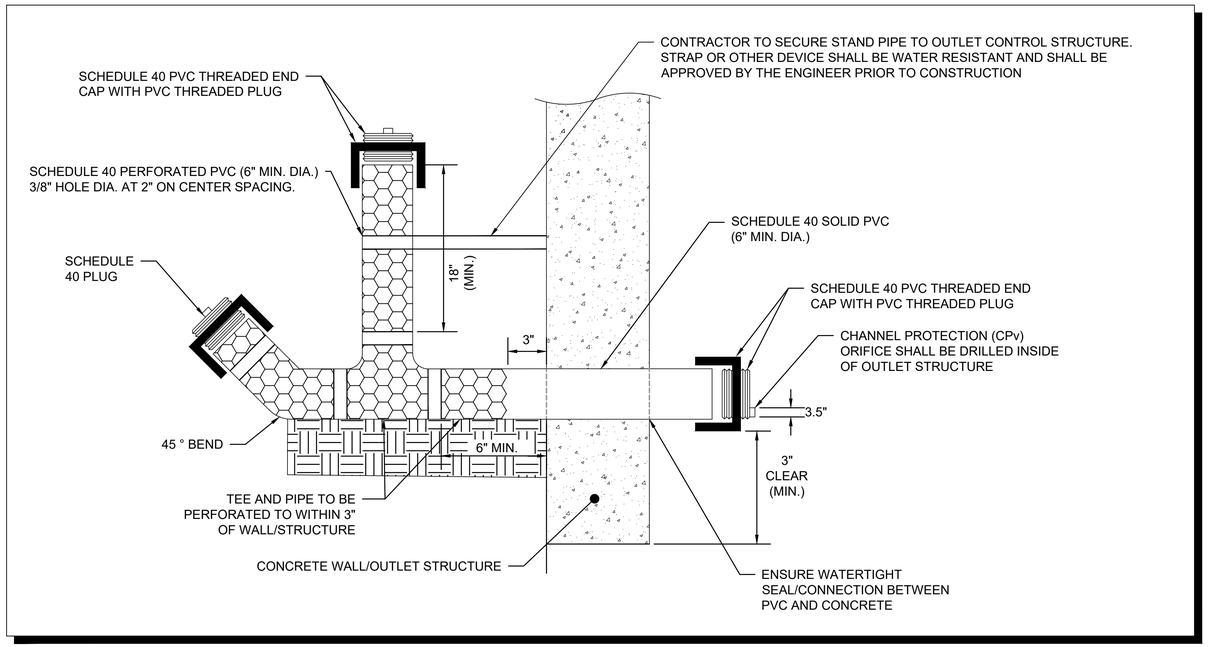
SHEET CONTENTS
STORM DRAINAGE DETAILS

C-414



ORIFICE STAND PIPE — 1 / C-415

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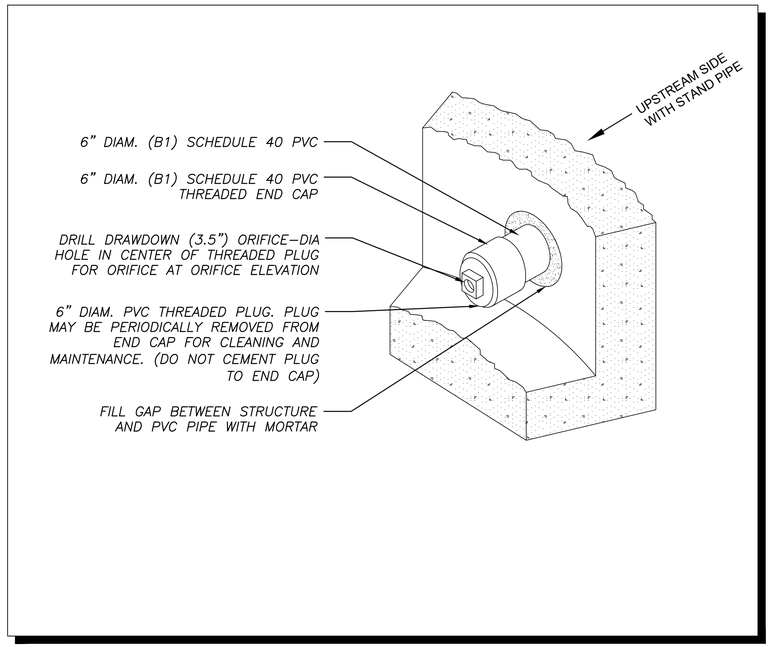
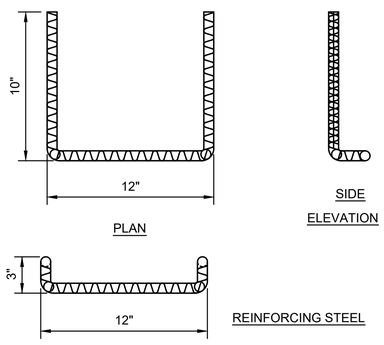


ORIFICE END CAP — 2 / C-415

N.T.S.

NOTE: STEPS DIFFERING IN DIMENSIONS, CONFIGURATION, OR MATERIALS FROM THOSE SHOWN MAY ALSO BE USED PROVIDED THE CONTRACTOR FURNISHES THE ENGINEER WITH DETAILS OF THE PROPOSED STEPS AND HAS RECEIVED WRITTEN APPROVAL FROM THE ENGINEER FOR THE USE OF SUCH STEPS. ALL STEPS SHALL PROTRUDE 4" FROM INSIDE FACE OF STRUCTURE WALL. COST OF STEPS SHALL BE INCIDENTAL TO THE COST OF THE OUTLET CONTROL STRUCTURE ITEM.



STEPS — 3 / C-415

N.T.S.

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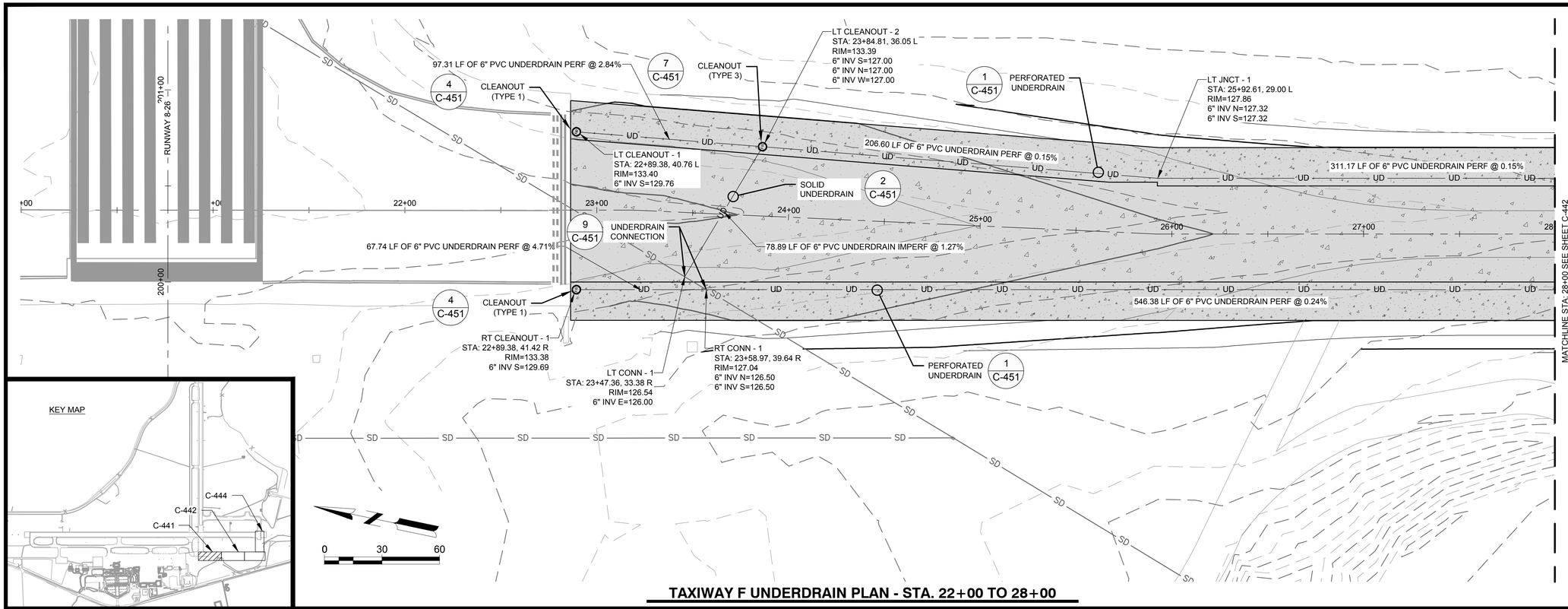
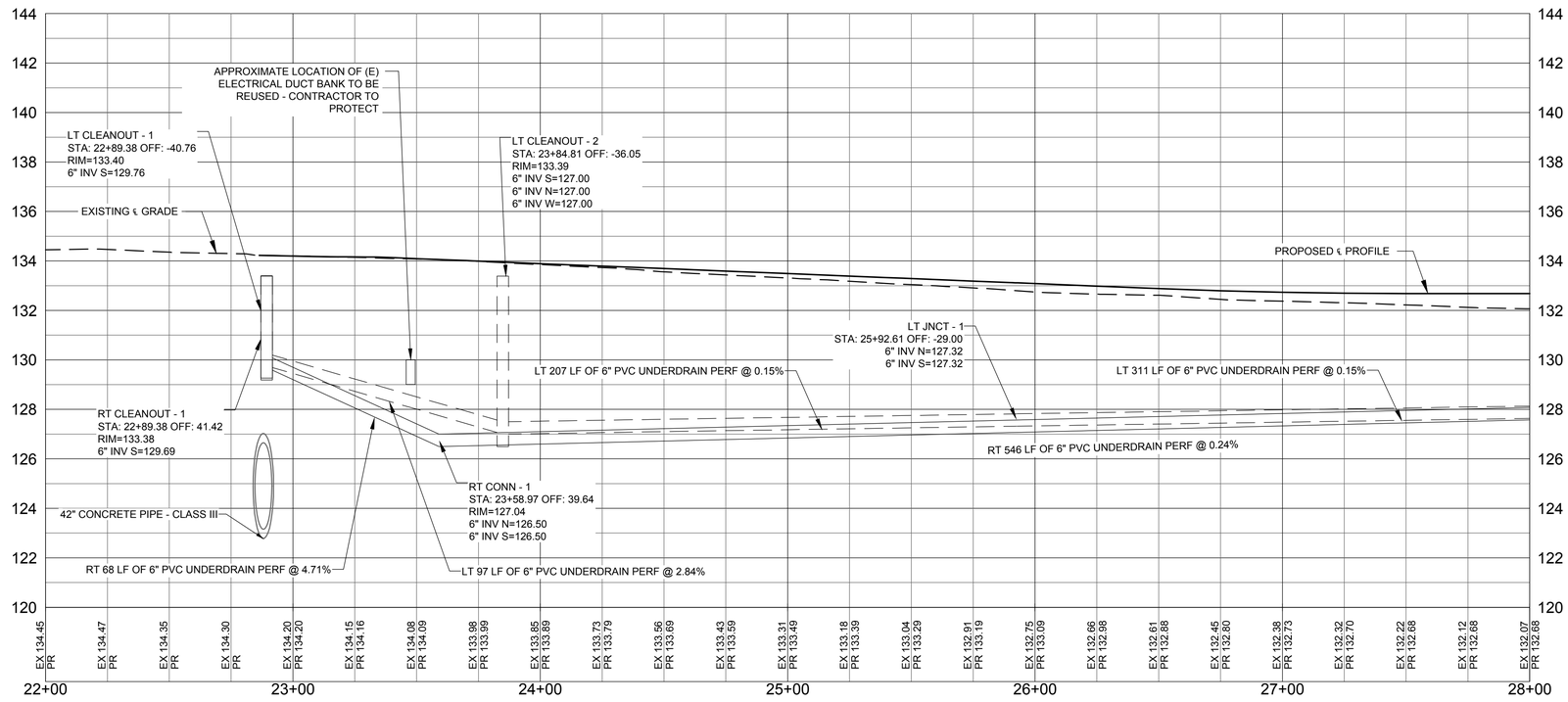
SHEET CONTENTS
STORM DRAINAGE DETAILS

C-415



TAXIWAY F UNDERDRAIN PLAN - STA. 22+00 TO 28+00



TAXIWAY F UNDERDRAIN PROFILE - STA. 22+00 TO 28+00

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CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
UNDERDRAIN PLAN & PROFILE STA 20+00 - 28+00

C-441

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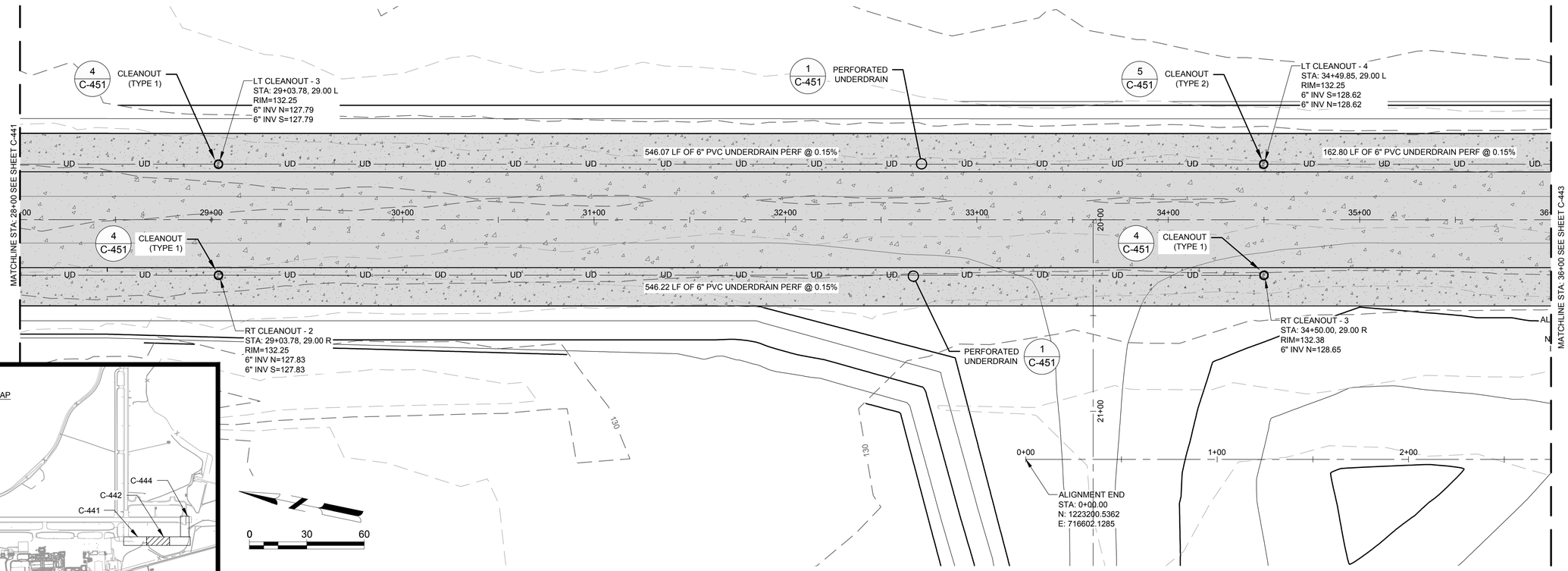

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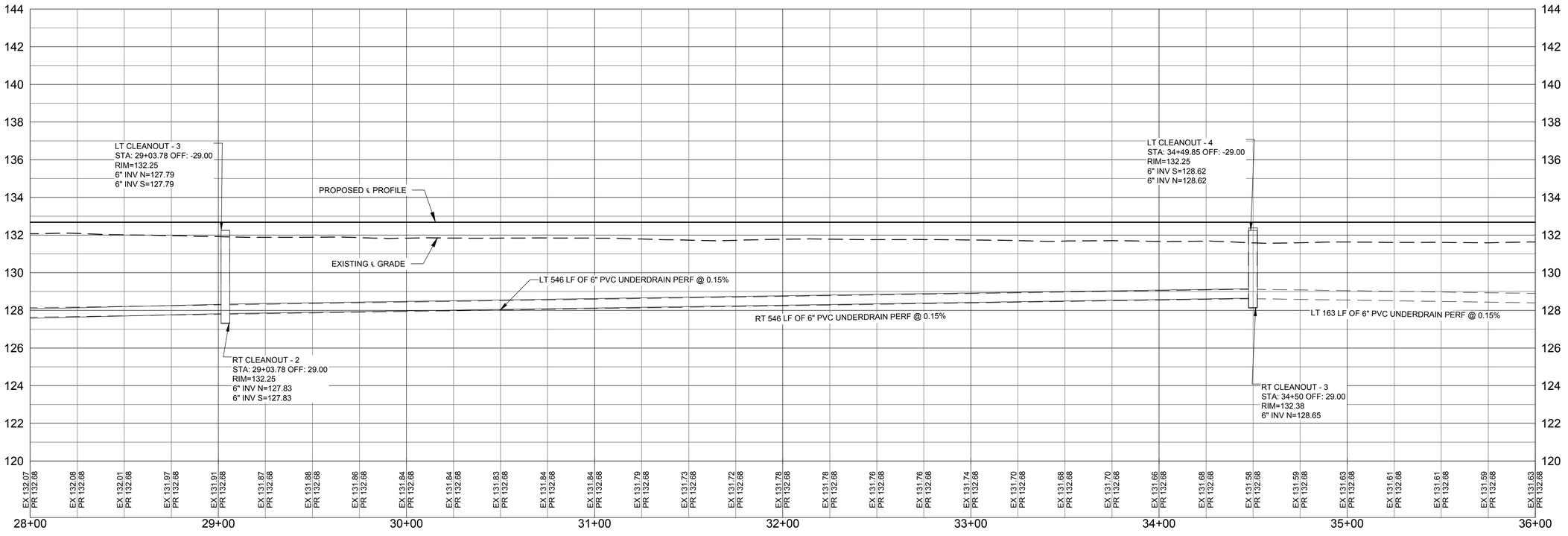

TAXIWAY F UNDERDRAIN PROFILE - STA. 28+00 TO 36+00

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SHEET CONTENTS
UNDERDRAIN PLAN & PROFILE STA 28+00 - 36+00

C-442

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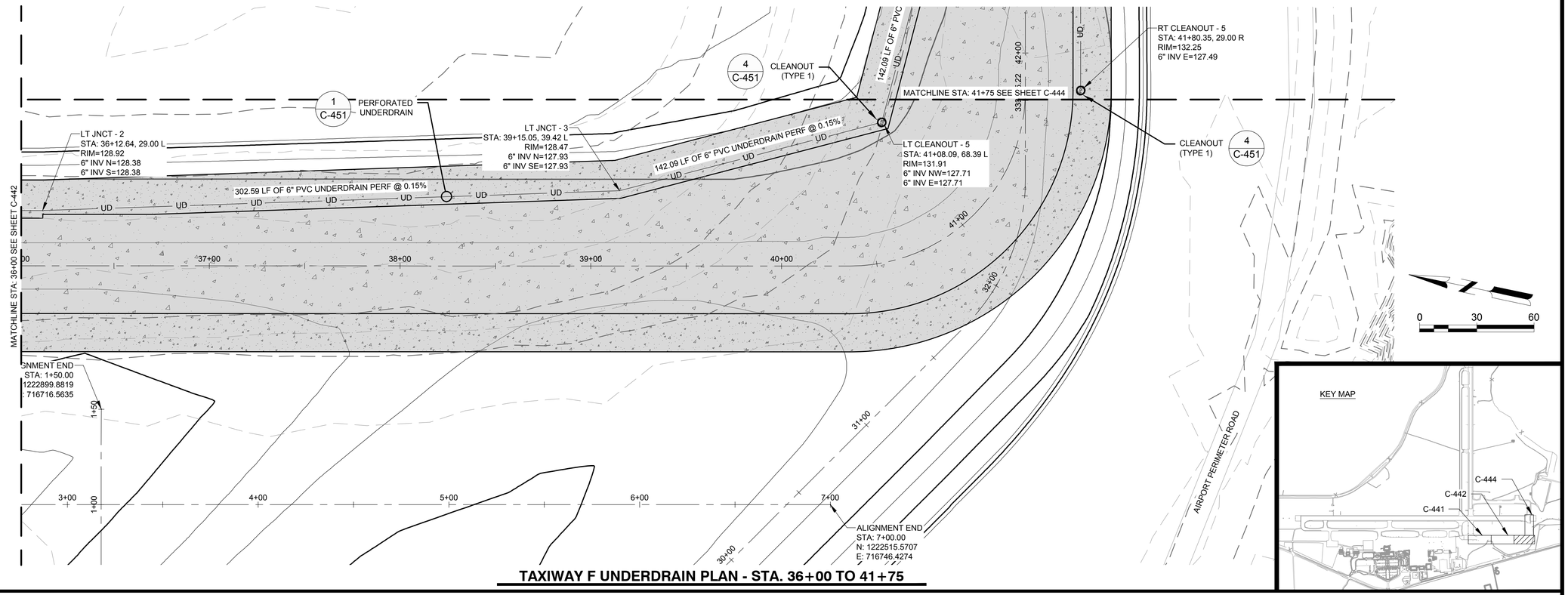

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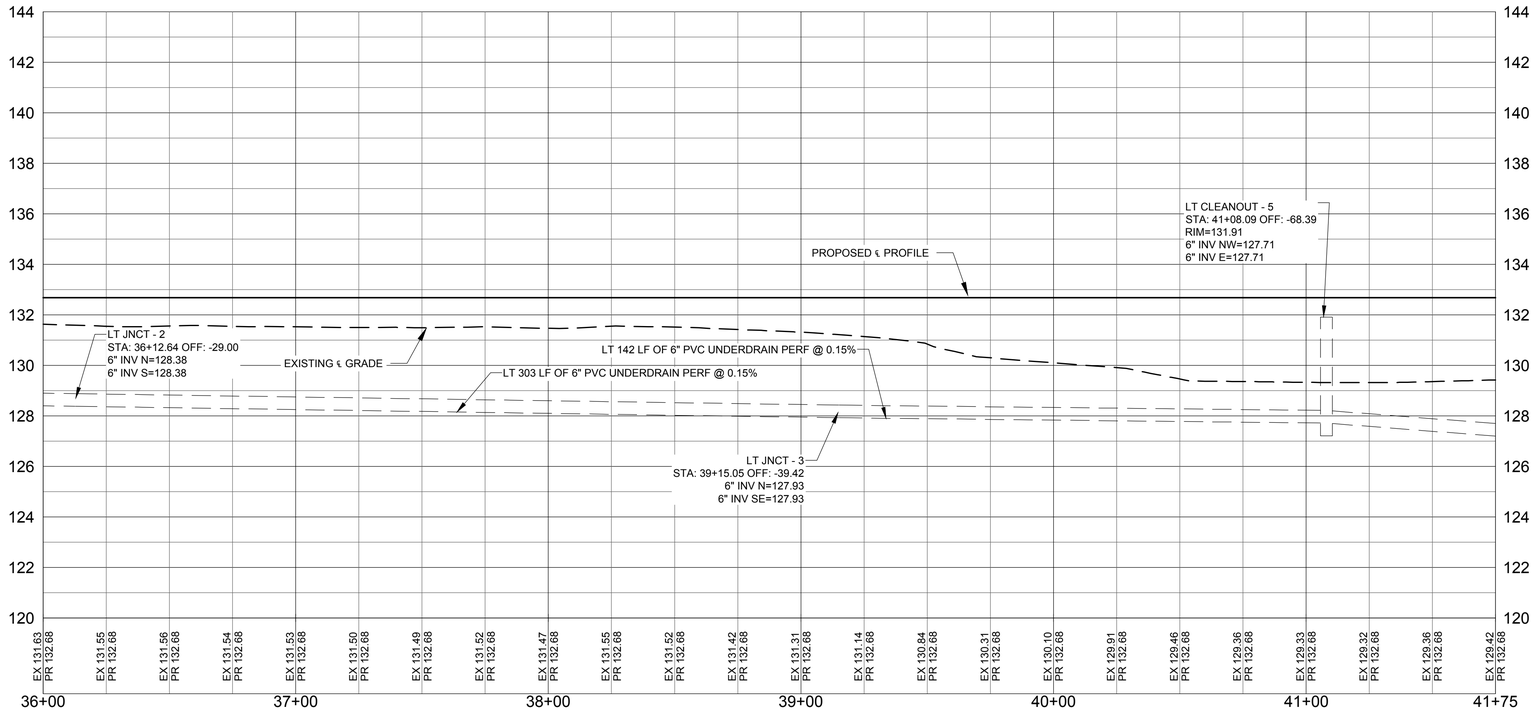

TAXIWAY F UNDERDRAIN PROFILE - STA. 36+00 TO 41+75

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SHEET CONTENTS
UNDERDRAIN PLAN & PROFILE STA 36+00 - 41+75

C-443

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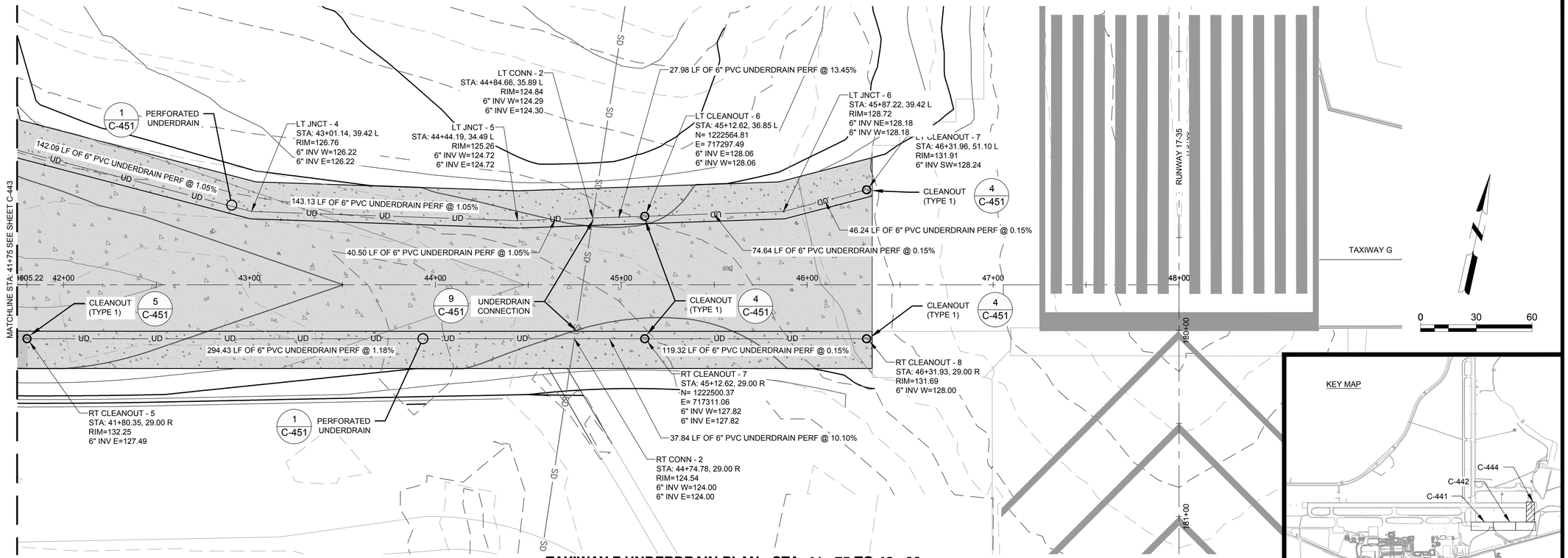

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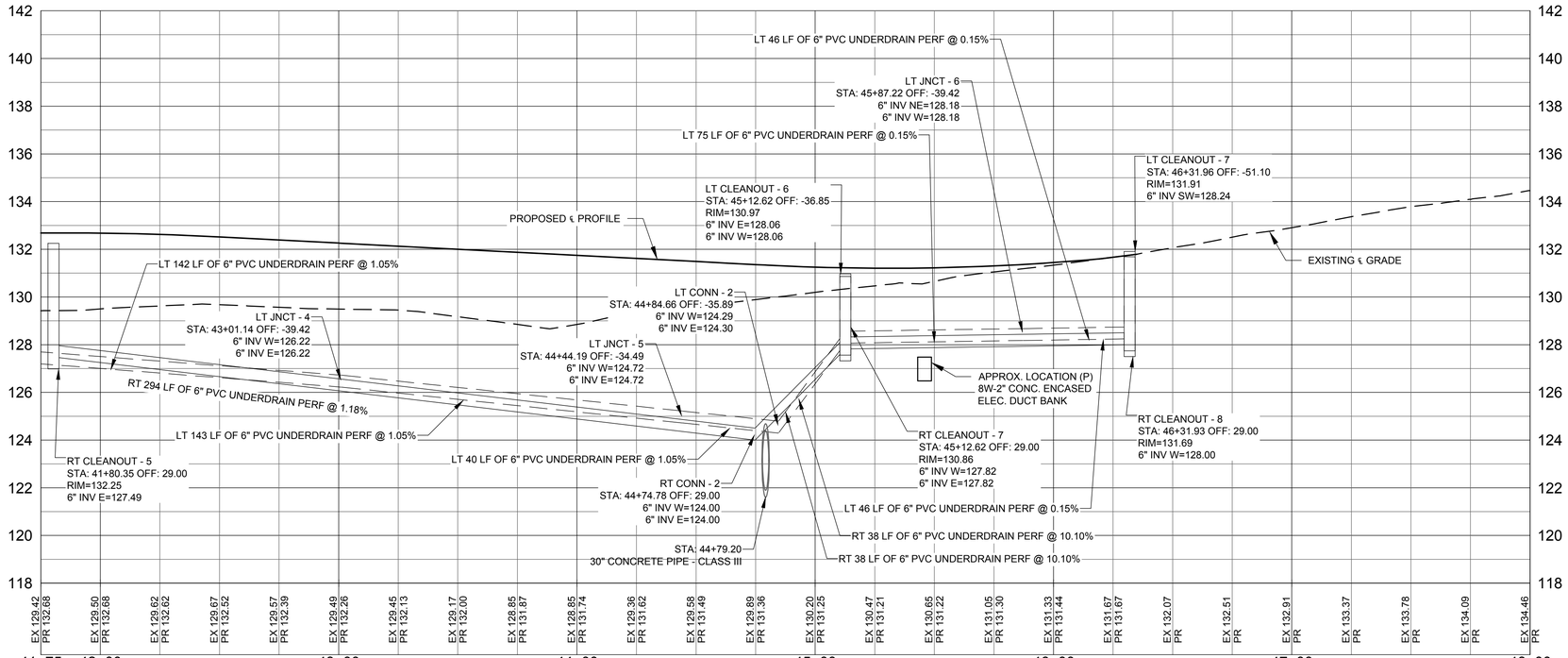

TAXIWAY F UNDERDRAIN PROFILE - STA. 41+75 TO 48+00

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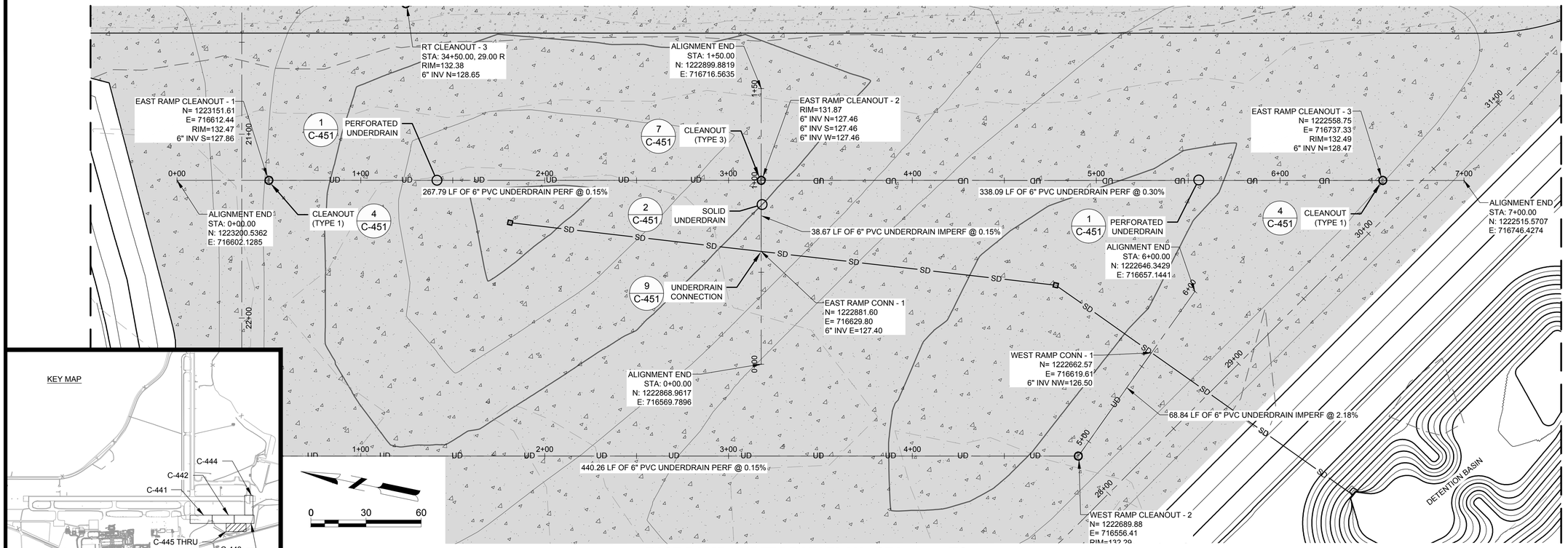
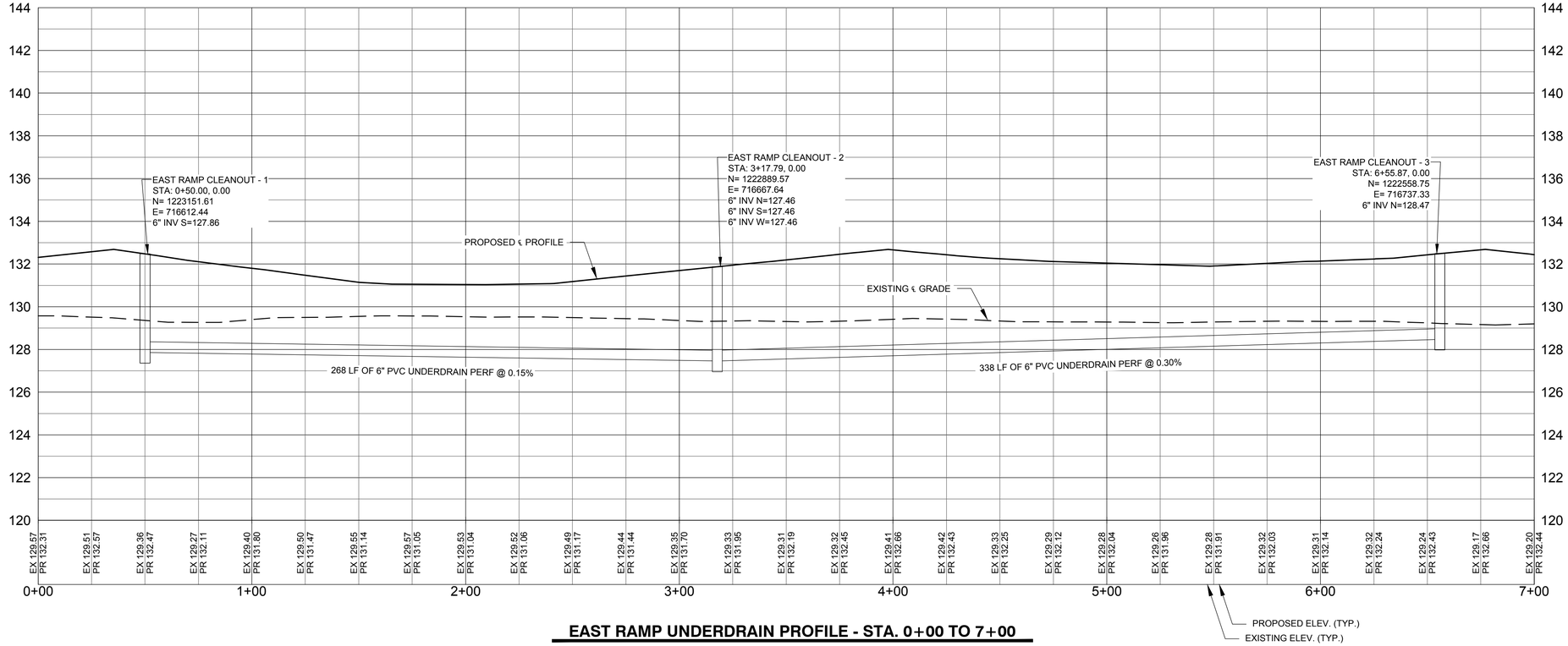
SHEET CONTENTS
UNDERDRAIN PLAN & PROFILE STA 41+75 - 48+00

C-444



EAST RAMP UNDERDRAIN PLAN - STA. 0+00 TO 7+00



EAST RAMP UNDERDRAIN PROFILE - STA. 0+00 TO 7+00

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AUGUSTA REGIONAL AIRPORT
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SHEET CONTENTS
UNDERDRAIN PLAN & PROFILE - ADD ALT EAST

C-445

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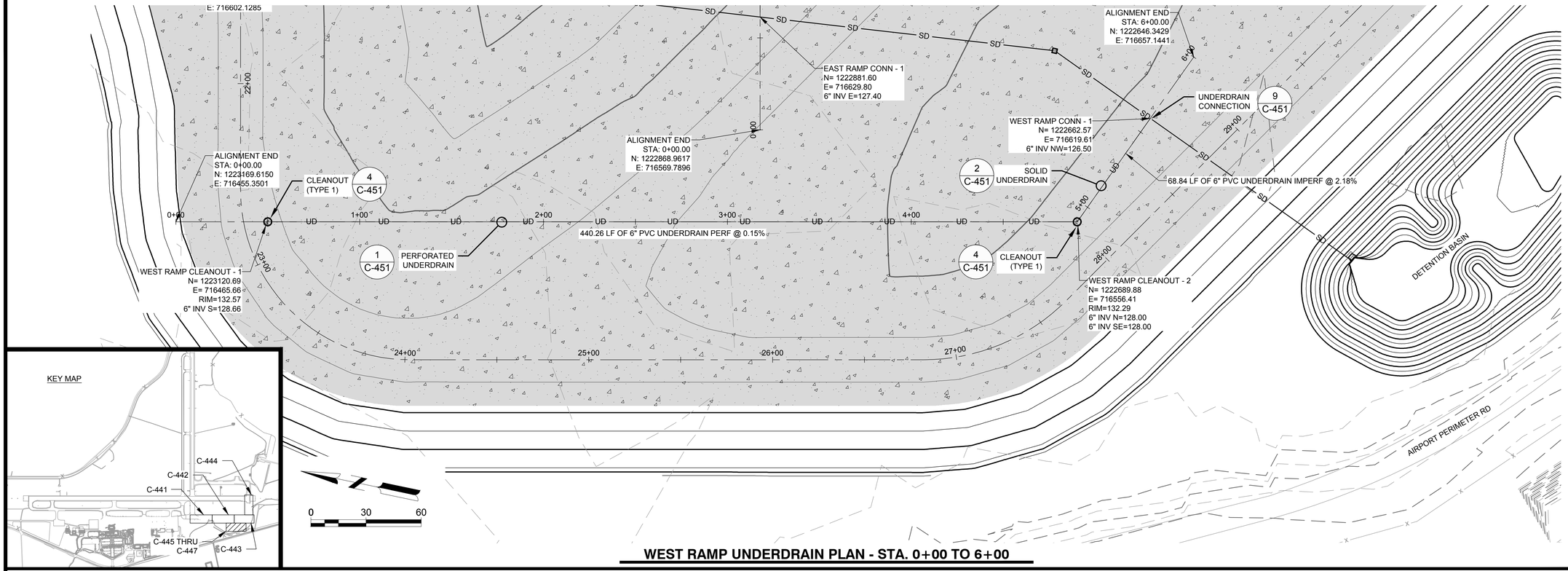
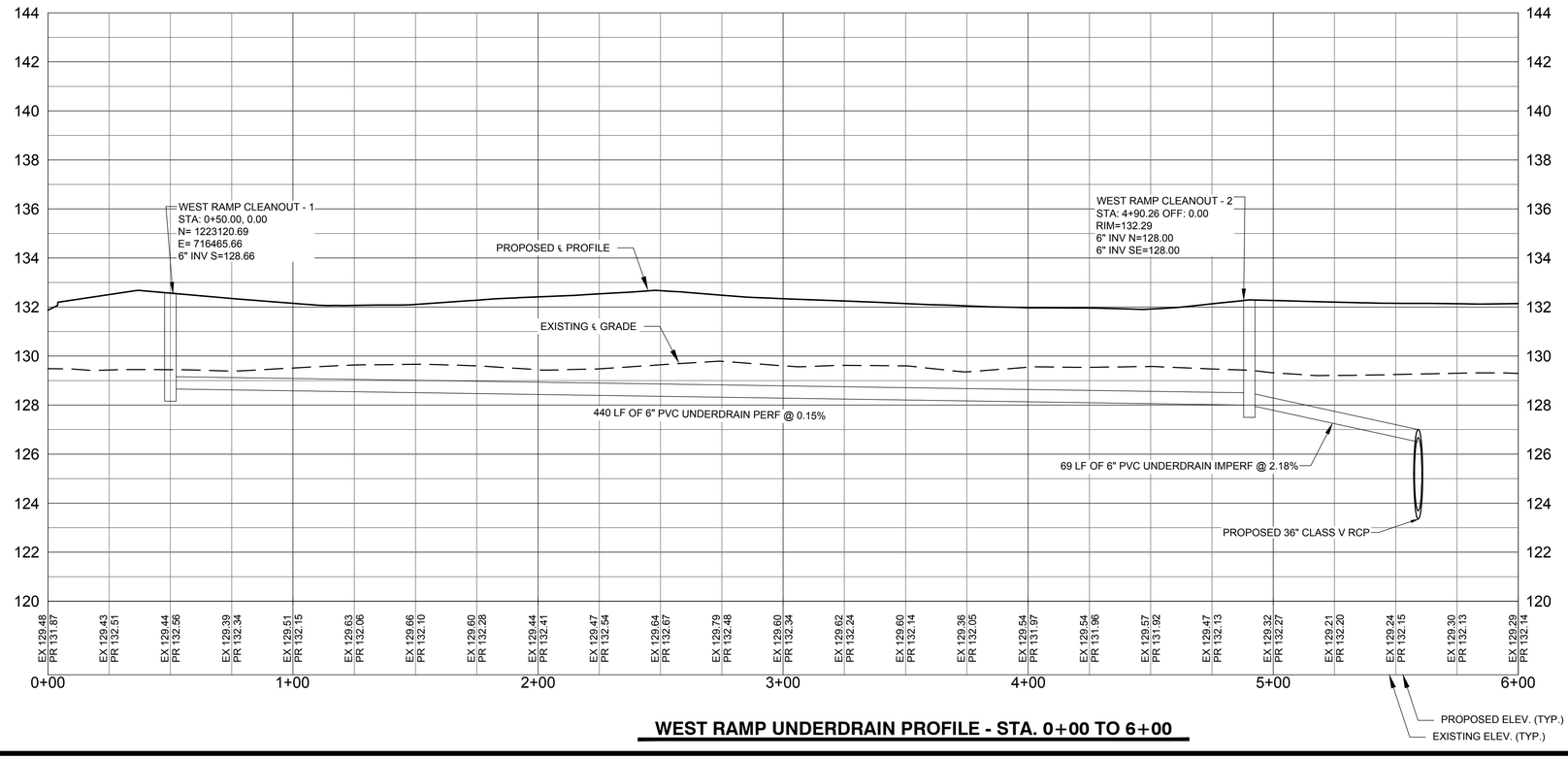


WEST RAMP UNDERDRAIN PLAN - STA. 0+00 TO 6+00



WEST RAMP UNDERDRAIN PROFILE - STA. 0+00 TO 6+00

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SHEET CONTENTS
UNDERDRAIN PLAN & PROFILE - ADD ALT WEST

C-446

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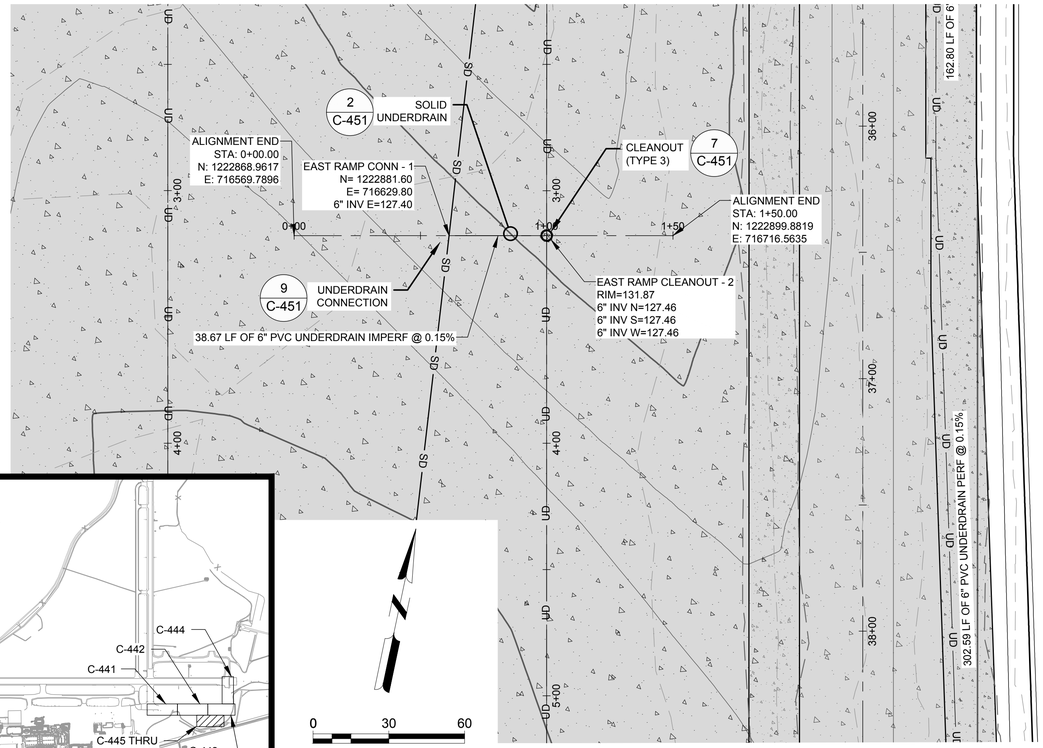
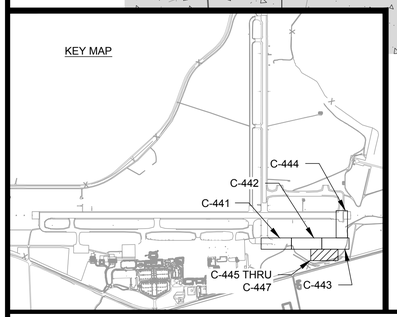
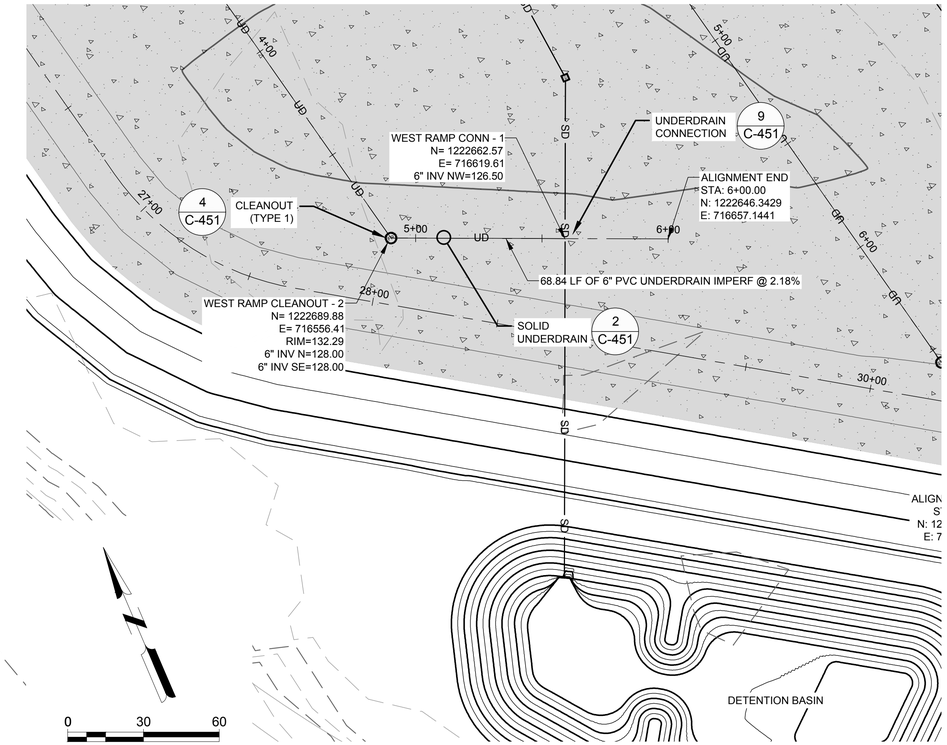


EAST RAMP UNDERDRAIN PLAN - STA. 0+00 TO 1+50





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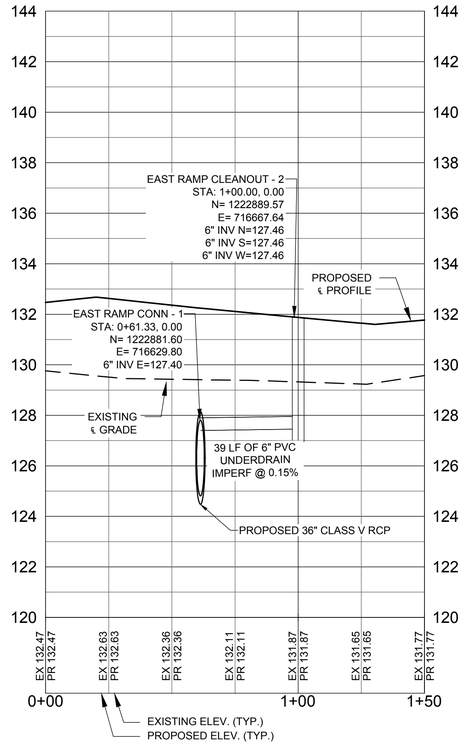

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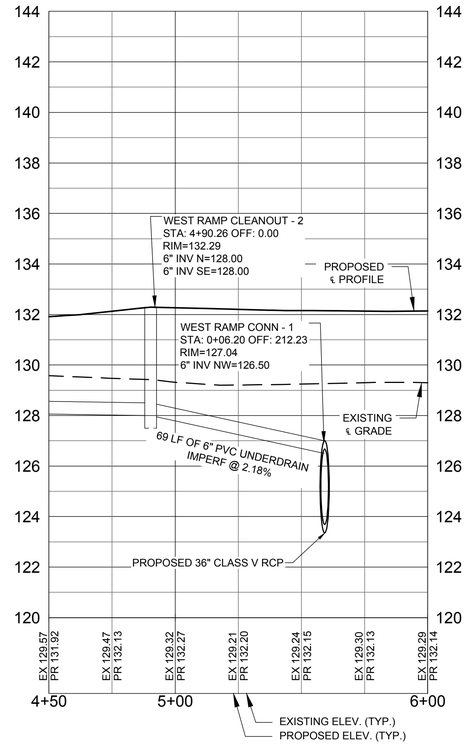

WEST RAMP UNDERDRAIN PROFILE - STA. 4+50 TO 6+00

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1501 AVIATION WAY
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SHEET CONTENTS
UNDERDRAIN PLAN & PROFILE - ADD ALT CONN

C-447

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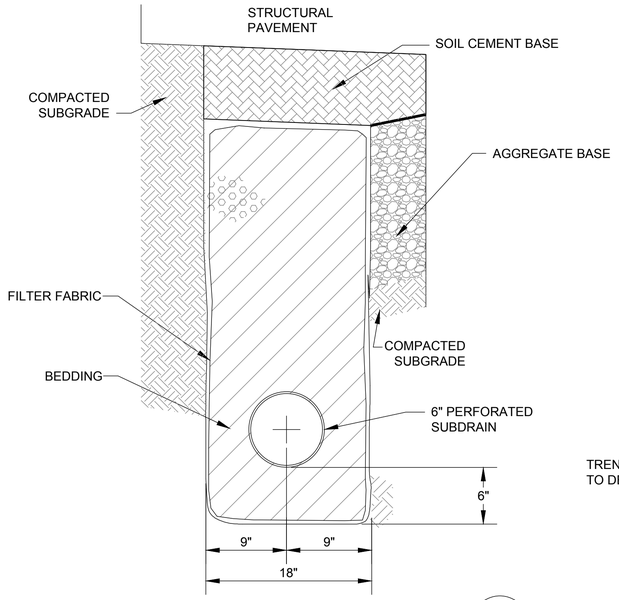
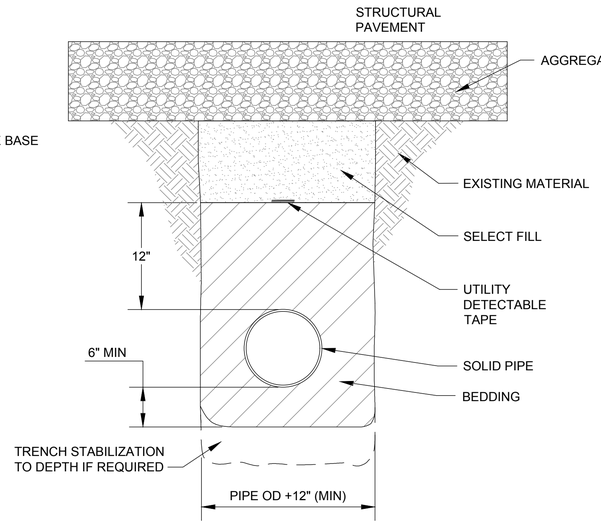


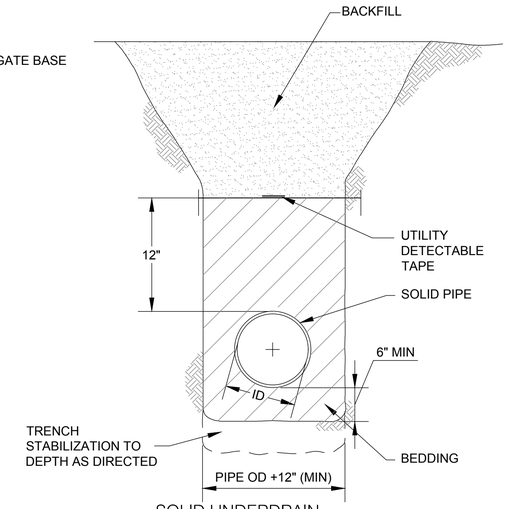
PERFORATED UNDERDRAIN TRENCH — 1 / C-451

SCALE: NTS



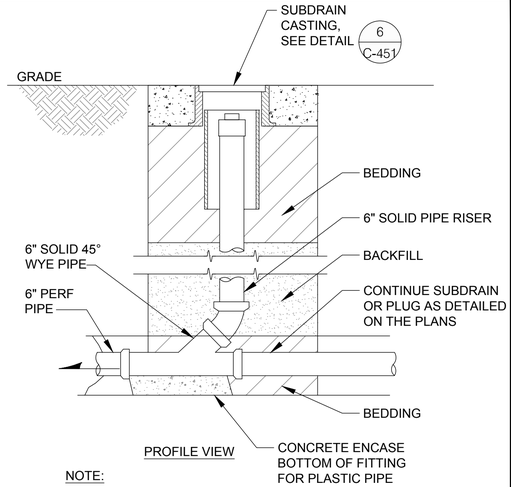
SOLID UNDERDRAIN TRENCH (PAVED AREAS) — 2 / C-451

SCALE: NTS



SOLID UNDERDRAIN TRENCH (NON-PAVED AREAS) — 3 / C-451

SCALE: NTS



NOTE:

1. PROVIDE TEE CONNECTION ON RISER SECTION AS REQUIRED FOR SUBDRAIN CONNECTION.

CLEANOUT (TYPE 1) — 4 / C-451

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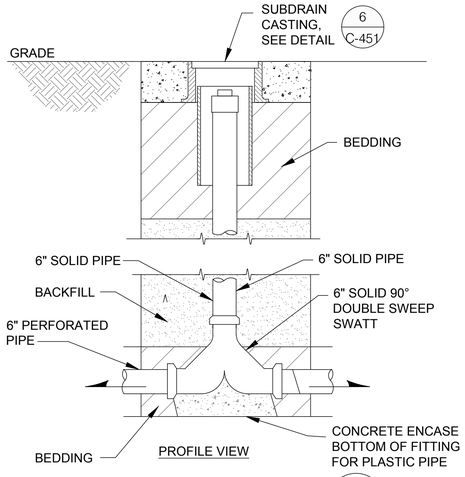

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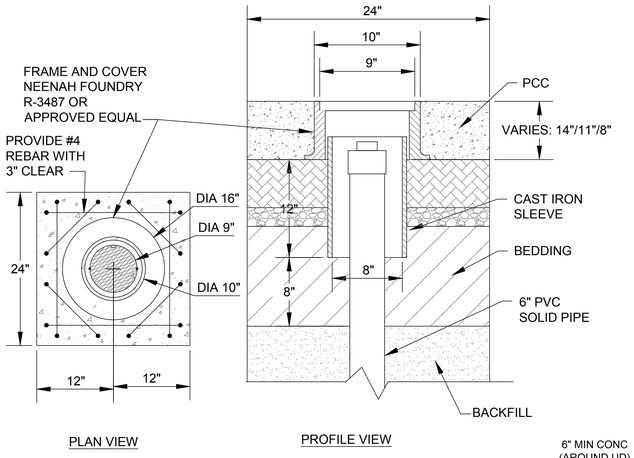
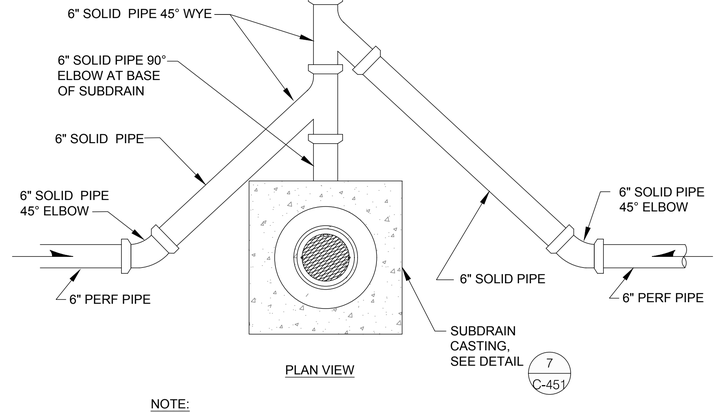


UNDERDRAIN CASTING — 6 / C-451

SCALE: NTS



NOTE:

1. CONCRETE ENCASE BOTTOM OF FITTINGS FOR PLASTIC PIPE.

CLEANOUT (TYPE 3) — 7 / C-451

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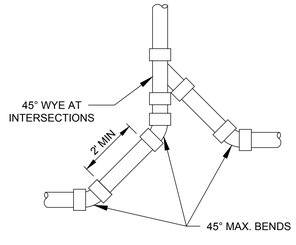
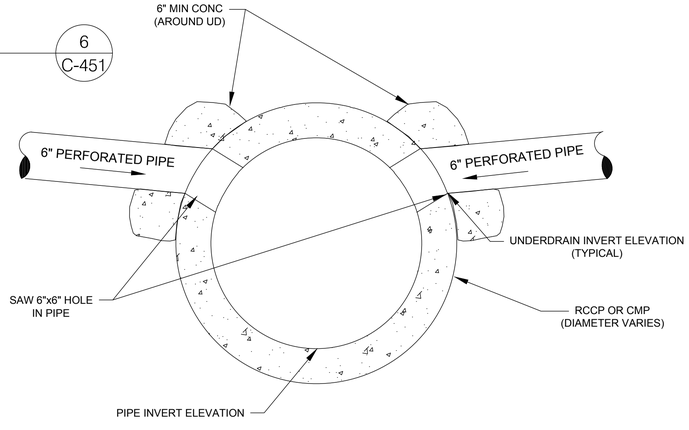


UNDERDRAIN TURN DETAIL — 8 / C-451

SCALE: NTS



UNDERDRAIN CONNECTION — 9 / C-451

SCALE: NTS

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TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	NJH
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
UNDERDRAIN DETAILS

C-451

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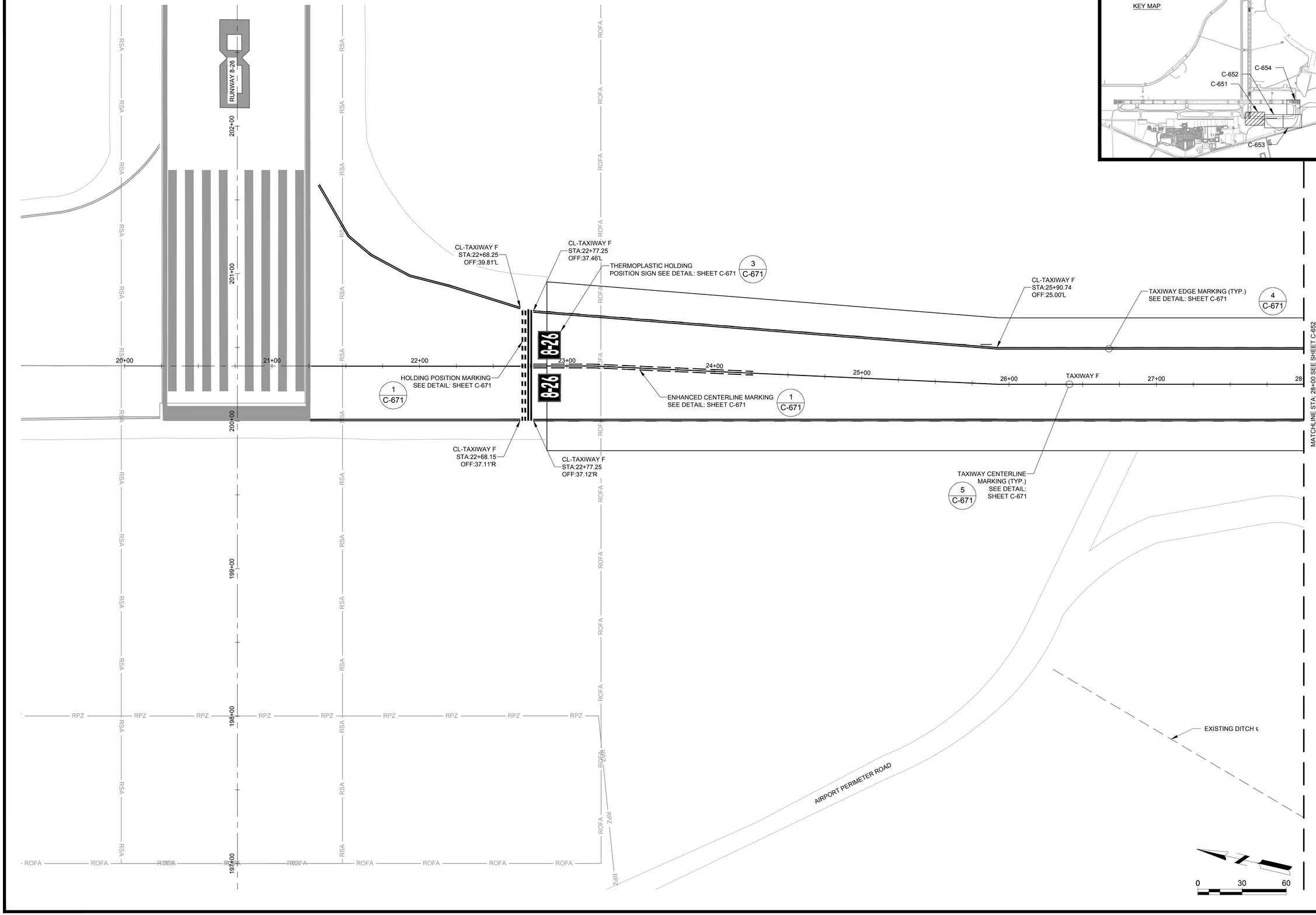

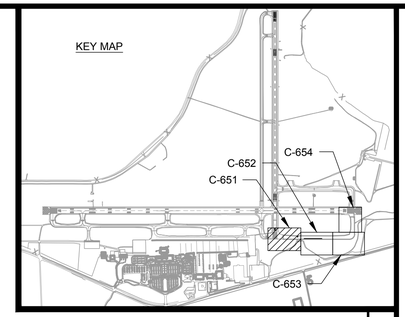

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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SHEET CONTENTS
MARKING PLAN STA
20+00 - 28+00

C-651

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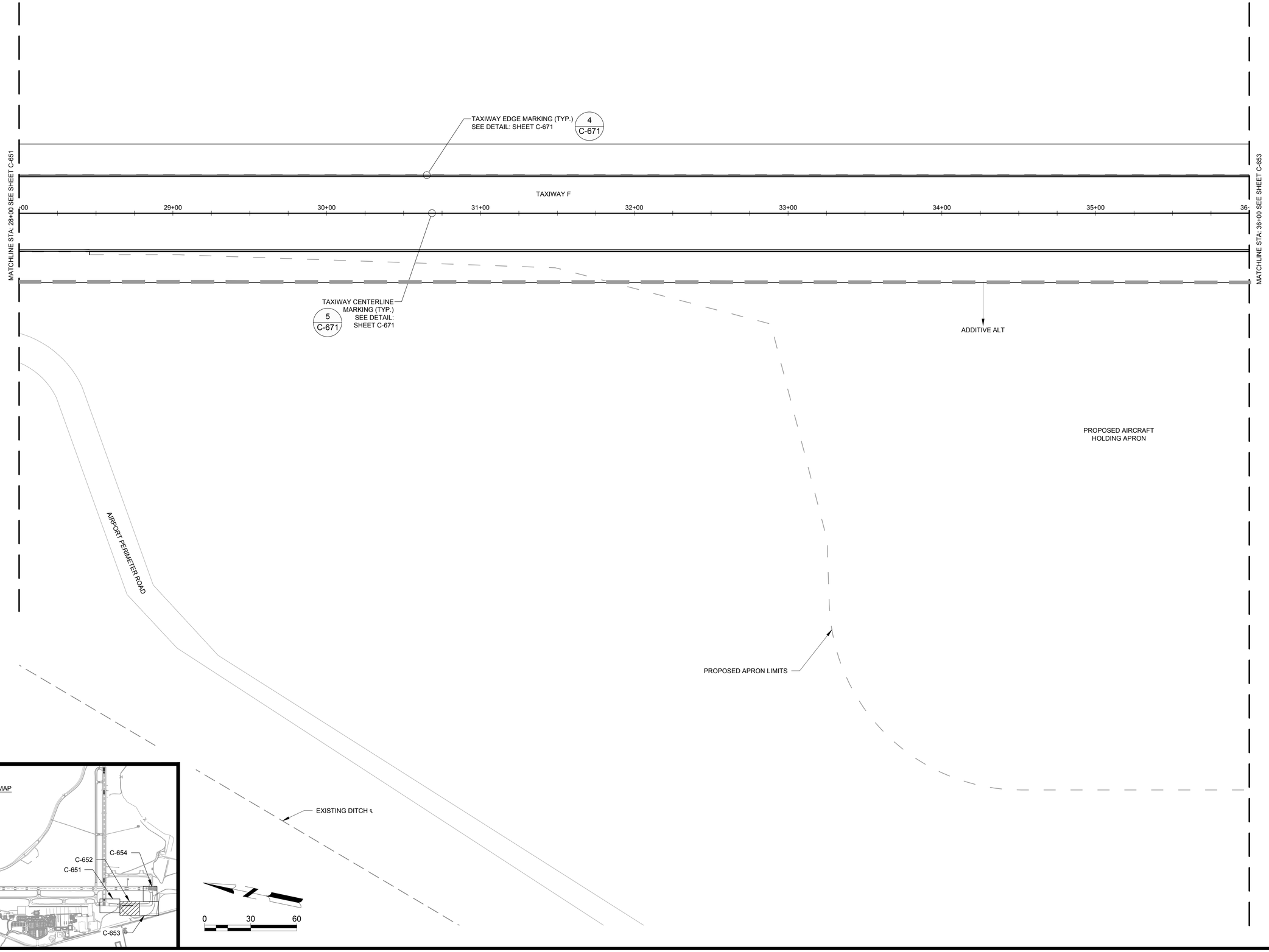

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SHEET CONTENTS
MARKING PLAN STA
28+00 - 36+00

C-652

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-651 MARKING PLAN.DWG
4/9/2024 4:01:25 PM

MATCHLINE STA: 42+25 SEE SHEET C-654

TAXIWAY CENTERLINE
& TAXIWAY EDGE MARKING RADIUS CENTER
CL-TAXIWAY F
STA:40+35.84
OFF:92.00'L

CL-TAXIWAY F
STA:41+08.09
OFF:63.47'L

CL-TAXIWAY F
STA:39+15.67
OFF:35.19'L

CL-TAXIWAY F
STA:36+12.71
OFF:25.00'L

4
C-671
TAXIWAY EDGE MARKING (TYP.)
SEE DETAIL: SHEET C-671

TAXIWAY CENTERLINE
MARKING (TYP.)
SEE DETAIL:
SHEET C-671

5
C-671

42+00

41+00

CL-TAXIWAY F
STA:41+80.35
OFF:25.00'R

R92.0'

R117.0'

00

37+00

38+00

39+00

TAXIWAY F

40+00

CL-TAXIWAY F
STA:40+30.68
OFF:25.00'R

ADDITIVE ALT

MATCHLINE STA: 36+00 SEE SHEET C-652

**PROPOSED AIRCRAFT
HOLDING APRON**

PROPOSED APRON LIMITS

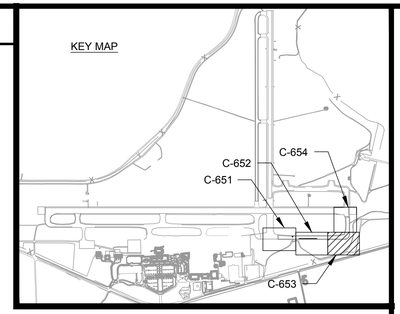
AIRPORT PERIMETER ROAD

EXISTING DITCH ℄

AIRPORT PERIMETER FENCE

0 30 60

KEY MAP



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SHEET CONTENTS

MARKING PLAN STA
36+00 - 42+25

C-653

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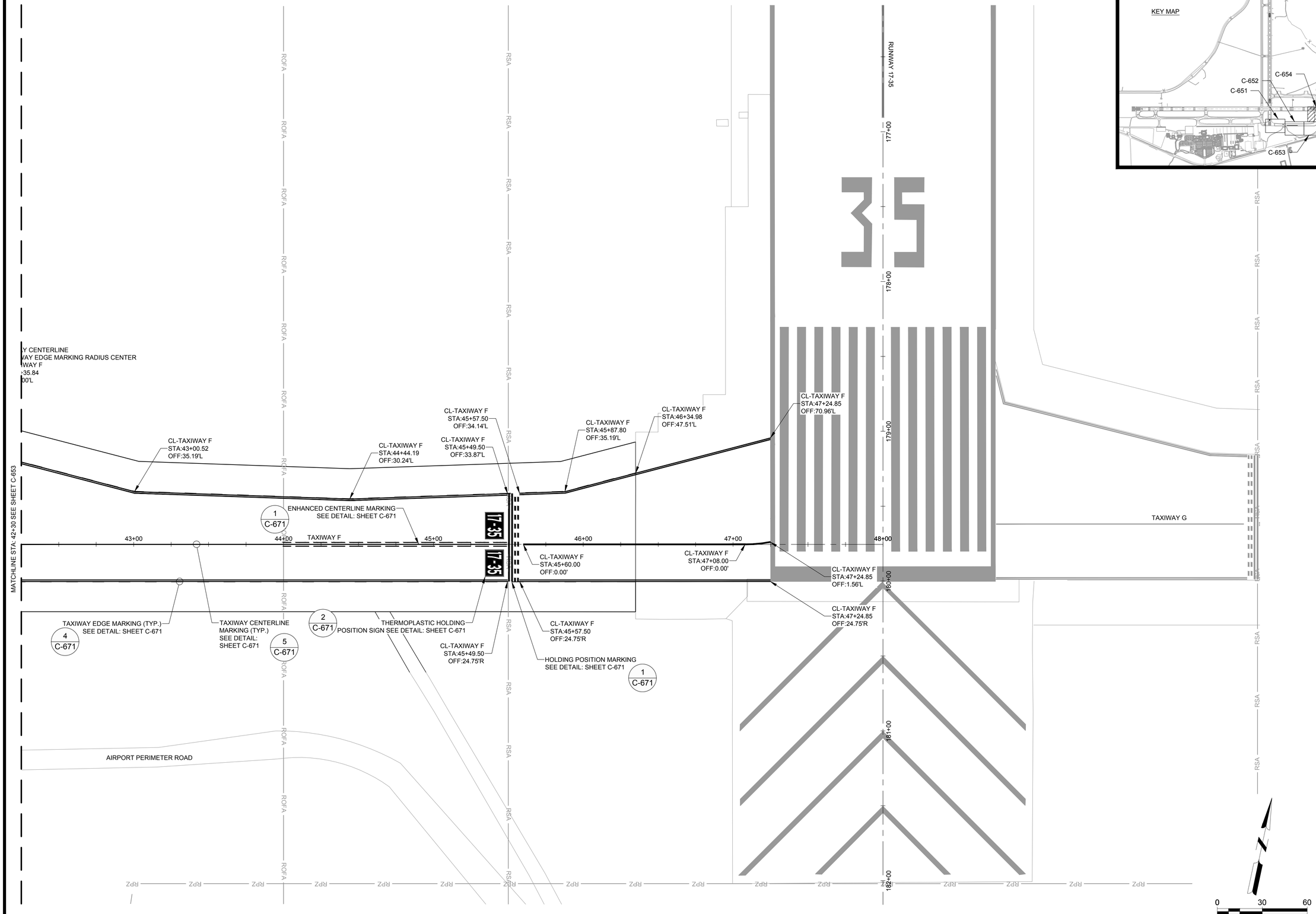

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TAXIWAY F RECONSTRUCTION

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SHEET CONTENTS
MARKING PLAN STA
42+25 - 48+00

C-654

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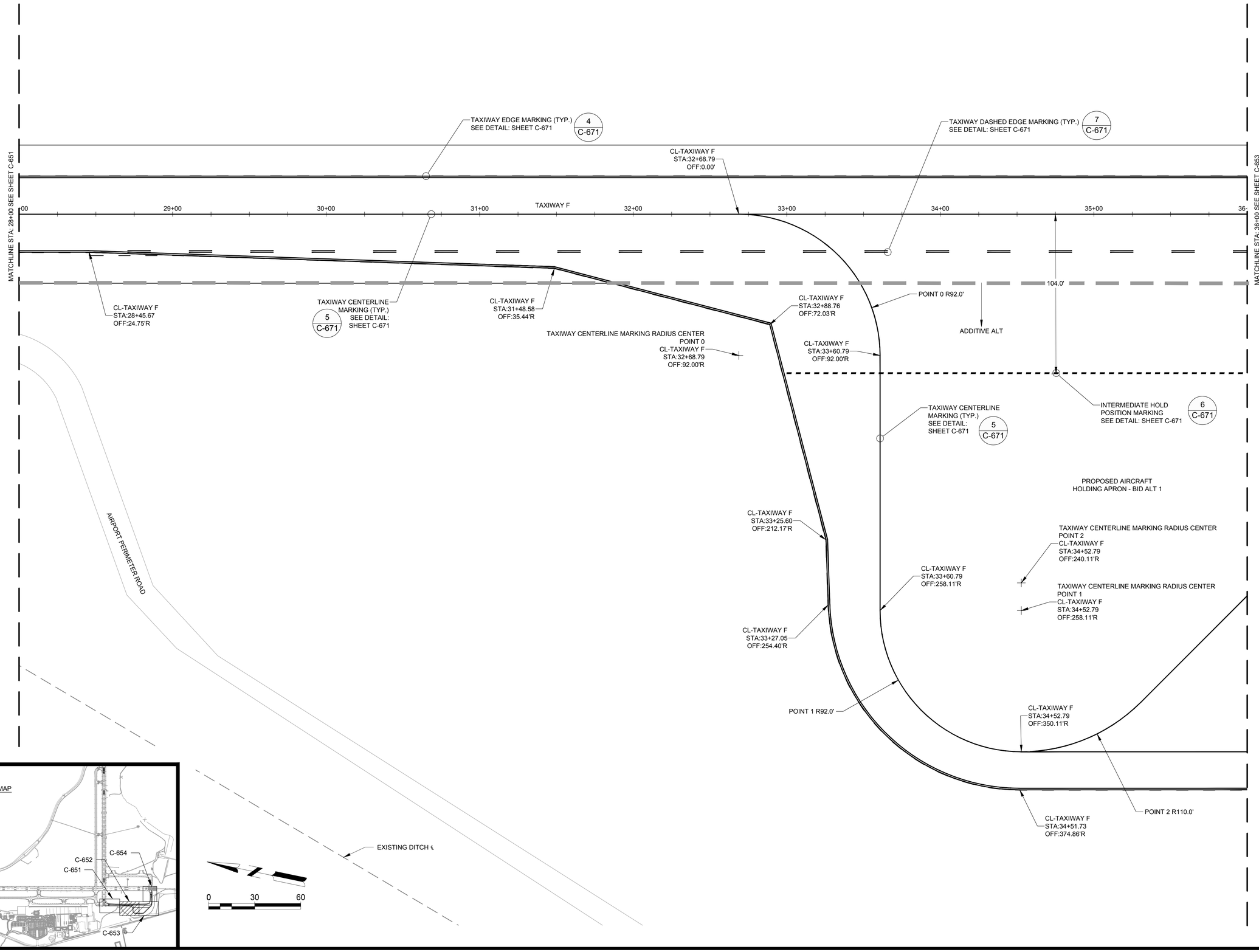

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DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
MARKING PLAN - ADD ALT

C-655

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\C-655 MARKING PLAN - ADD ALT .DWG
4/9/2024 4:01:57 PM

MATCHLINE STA: 42+25 SEE SHEET C-654

MATCHLINE STA: 36+00 SEE SHEET C-652

TAXIWAY CENTERLINE & DASHAED EDGE MARKING RADIUS CENTER POINT 6
CL-TAXIWAY F
STA:40+35.84
OFF:92.00'L

CL-TAXIWAY F
STA:41+08.09
OFF:63.47'L

CL-TAXIWAY F
STA:41+80.35
OFF:0.00'

CL-TAXIWAY F
STA:41+80.35
OFF:24.75'R

TAXIWAY CENTERLINE MARKING (TYP.)
SEE DETAIL:
5 / C-671
SHEET C-671

4 / C-671 TAXIWAY EDGE MARKING (TYP.)
SEE DETAIL: SHEET C-671

CL-TAXIWAY F
STA:39+15.67
OFF:35.19'L

TAXIWAY CENTERLINE MARKING RADIUS CENTER POINT 5
CL-TAXIWAY F
STA:40+17.84
OFF:45.56'L

CL-TAXIWAY F
STA:41+45.52
OFF:33.65'R

CL-TAXIWAY F
STA:36+12.72
OFF:24.75'L

POINT 6 R117.0'

POINT 6 R92.0'

POINT 4 R110.0'

TAXIWAY F

POINT 5 R110.0'

CL-TAXIWAY F
STA:40+77.10
OFF:45.86'R

CL-TAXIWAY F
STA:40+81.77
OFF:69.42'R

TAXIWAY DASHED EDGE MARKING (TYP.)
SEE DETAIL: SHEET C-671

7 / C-671

CL-TAXIWAY F
STA:40+35.84
OFF:24.75'R

103.5'

ADDITIVE ALT

TAXIWAY EDGE MARKING (TYP.)
SEE DETAIL: SHEET C-671
4 / C-671

6 / C-671 INTERMEDIATE HOLD POSITION MARKING
SEE DETAIL: SHEET C-671

TAXIWAY CENTERLINE MARKING RADIUS CENTER POINT 4
CL-TAXIWAY F
STA:38+94.09
OFF:110.00'R

PROPOSED AIRCRAFT HOLDING APRON - BID ALT 1

TAXIWAY CENTERLINE MARKING RADIUS CENTER POINT 3
CL-TAXIWAY F
STA:37+32.17
OFF:240.11'R

TAXIWAY CENTERLINE MARKING (TYP.)
SEE DETAIL:
SHEET C-671

CL-TAXIWAY F
STA:38+09.95
OFF:317.89'R

CL-TAXIWAY F
STA:38+27.45
OFF:335.39'R

POINT 3 R110.0'

CL-TAXIWAY F
STA:37+32.17
OFF:350.11'R

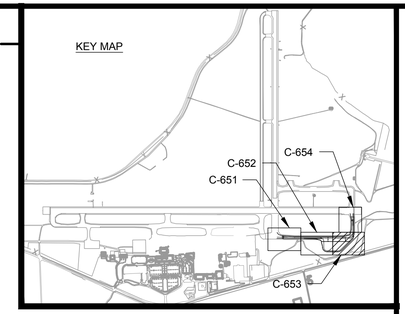
CL-TAXIWAY F
STA:37+32.17
OFF:374.86'R

AIRPORT PERIMETER ROAD

EXISTING DITCH

AIRPORT PERIMETER FENCE

KEY MAP



0 30 60

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AUGUSTA REGIONAL AIRPORT

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SHEET CONTENTS
MARKING PLAN - ADD ALT

C-656

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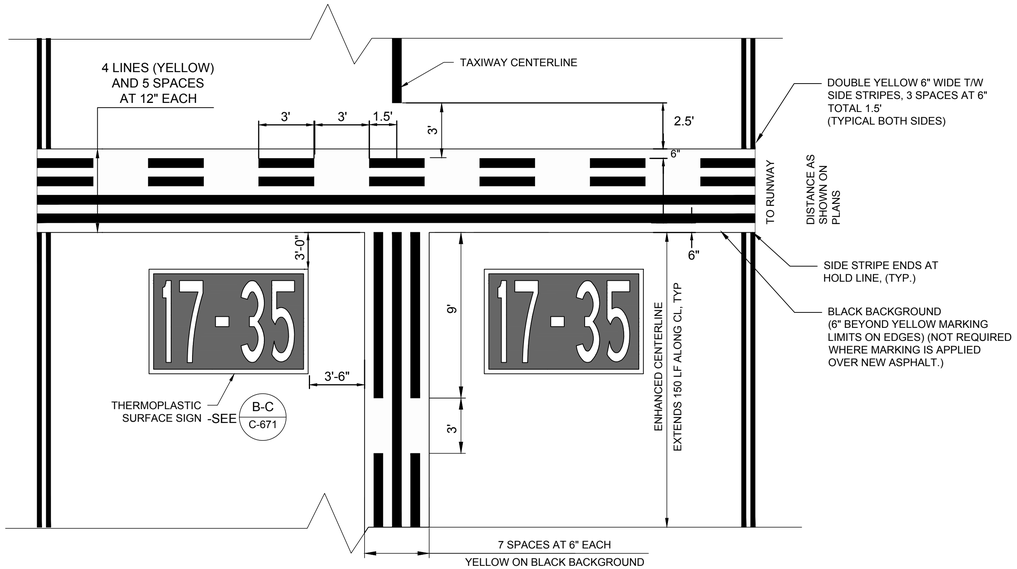

1 ENHANCED TWY CENTERLINE MARKING AND THERMOPLASTIC HOLD LINE
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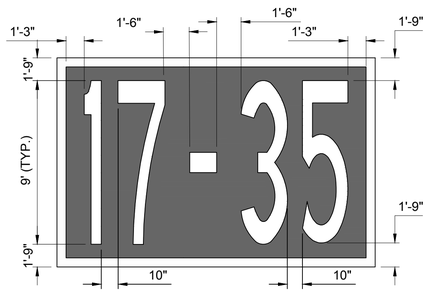

2 THERMOPLASTIC 17-35 HOLDING POSITION SIGNS
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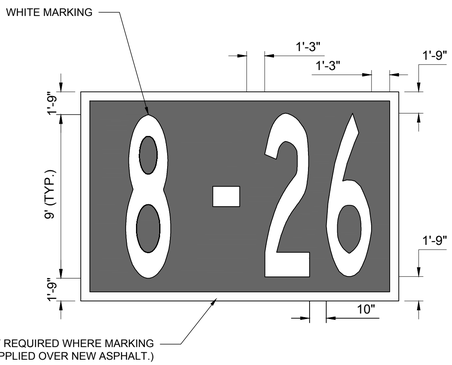
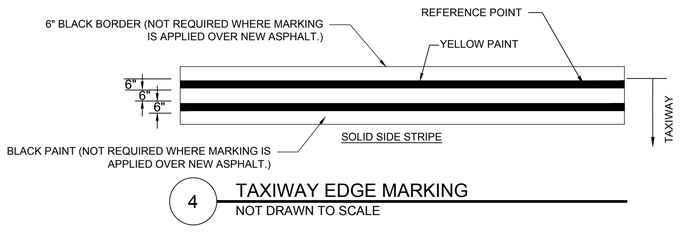


3 THERMOPLASTIC 8-26 HOLDING POSITION SIGNS
NOT DRAWN TO SCALE



4 TAXIWAY EDGE MARKING
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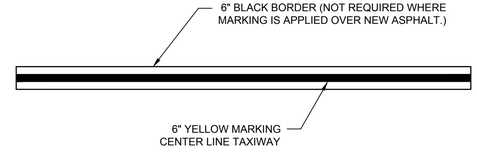

5 TAXIWAY CENTERLINE AND LEAD-IN MARKING
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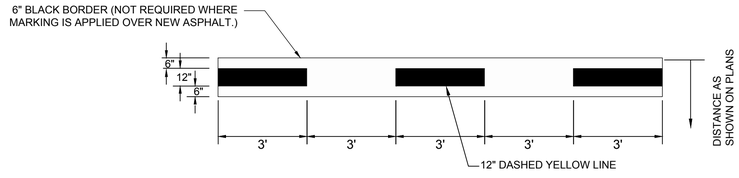

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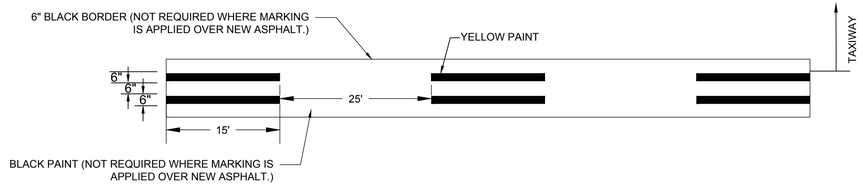

7 TAXIWAY DASHED EDGE MARKING
NOT DRAWN TO SCALE

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AUGUSTA REGIONAL AIRPORT
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1501 AVIATION WAY
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SHEET CONTENTS
MARKING DETAILS

C-671

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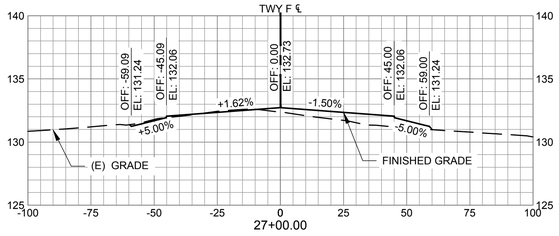

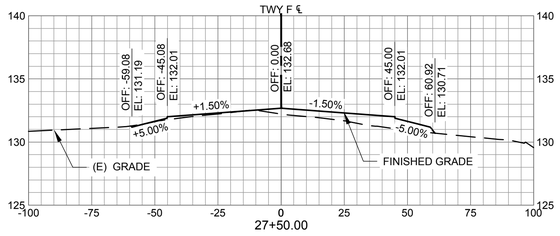

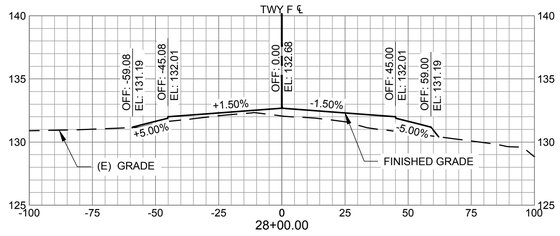

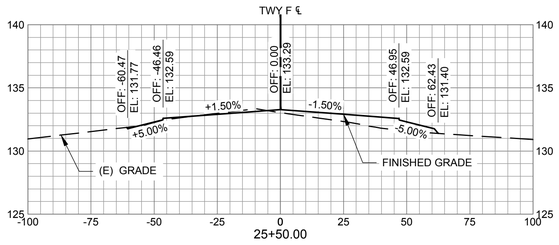

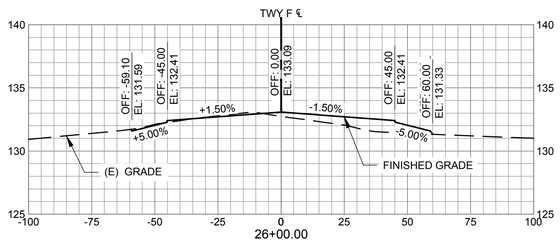

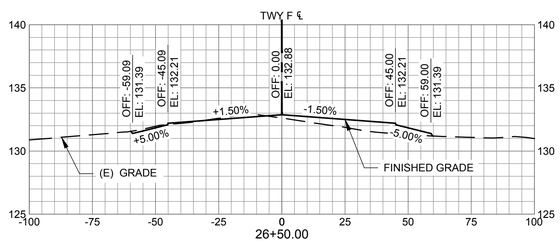

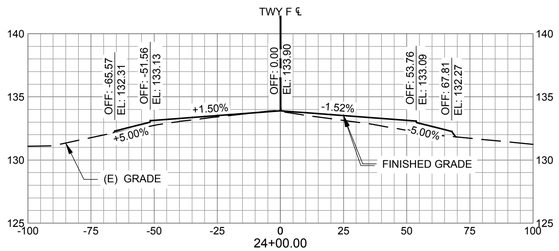

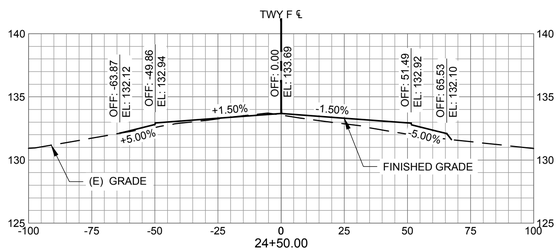

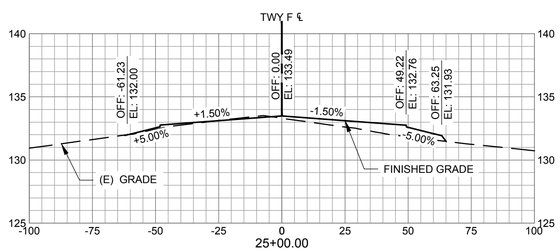

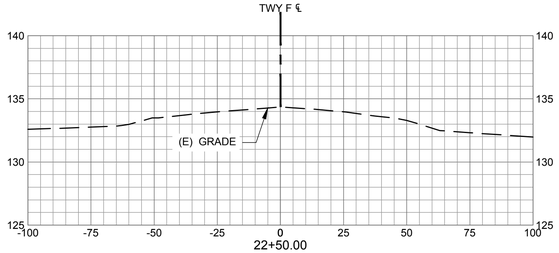

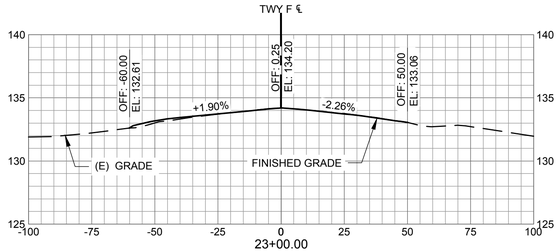

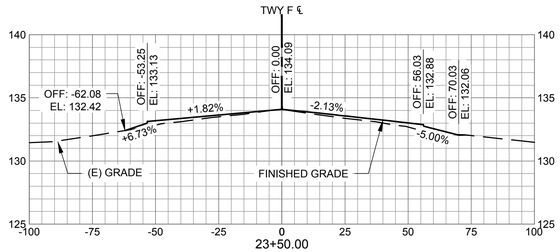

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SHEET CONTENTS
CROSS SECTIONS
STA 22+50 - 28+00

C-901

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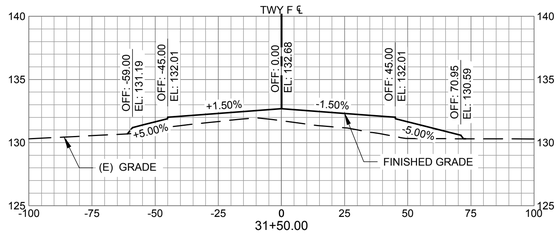

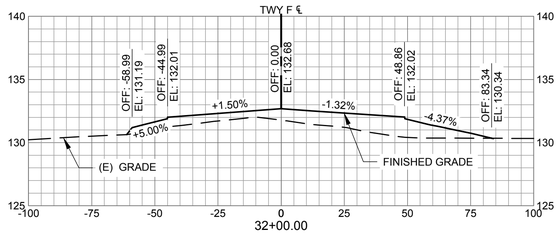

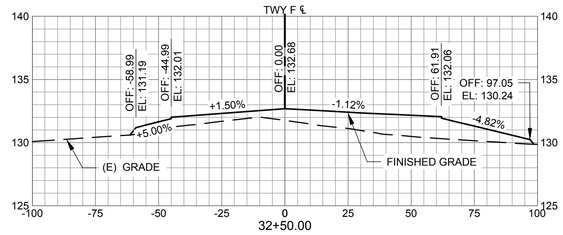

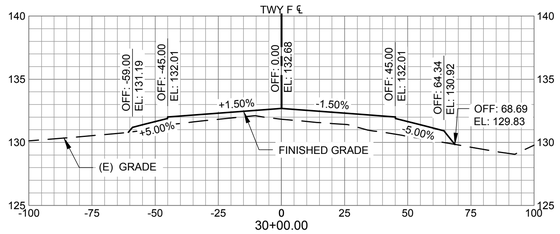

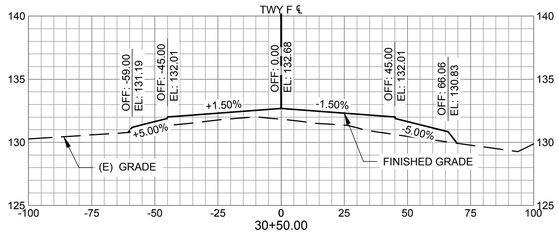

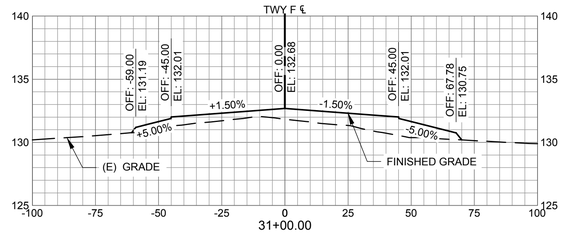

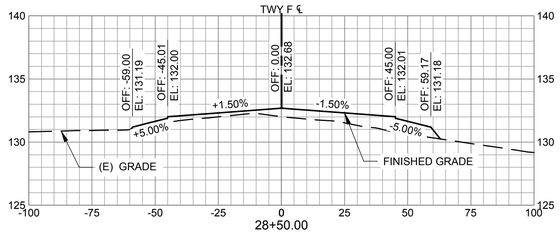

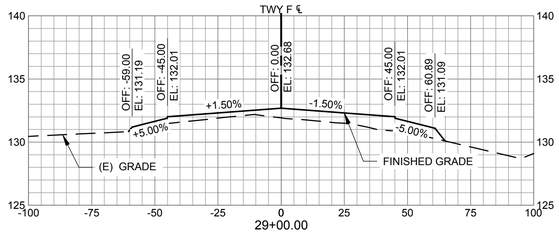

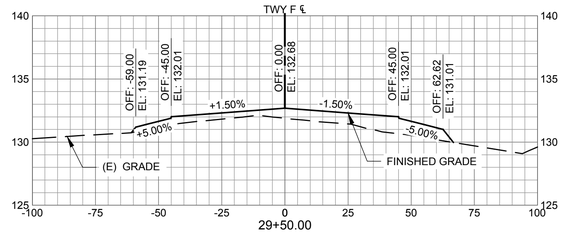

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
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NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
CROSS SECTIONS
STA 28+50 - 32+50

C-902

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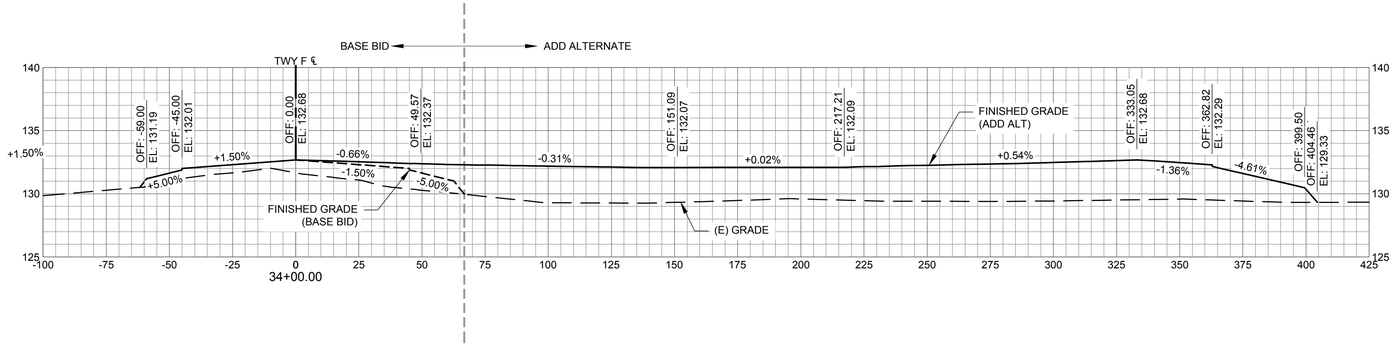

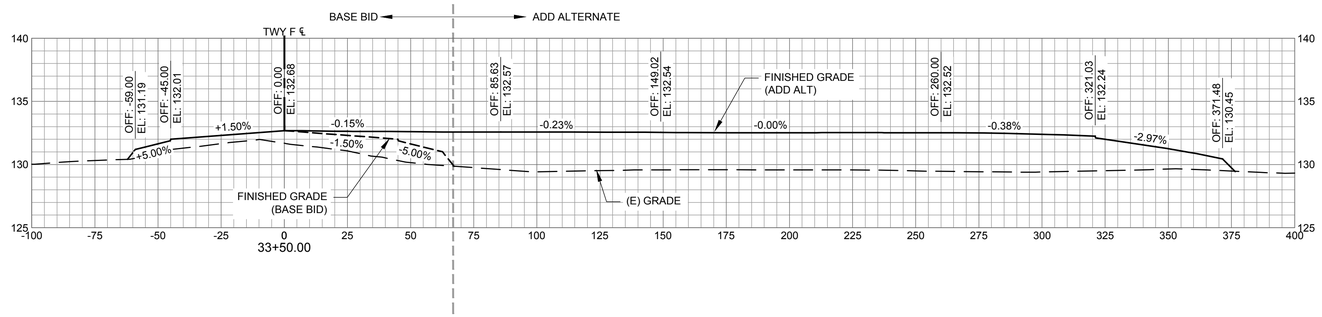

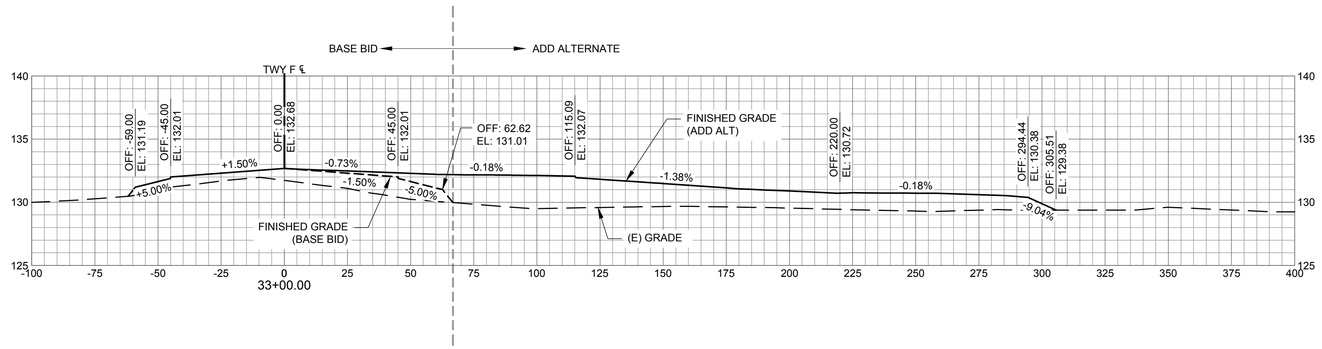

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SHEET CONTENTS

CROSS SECTIONS
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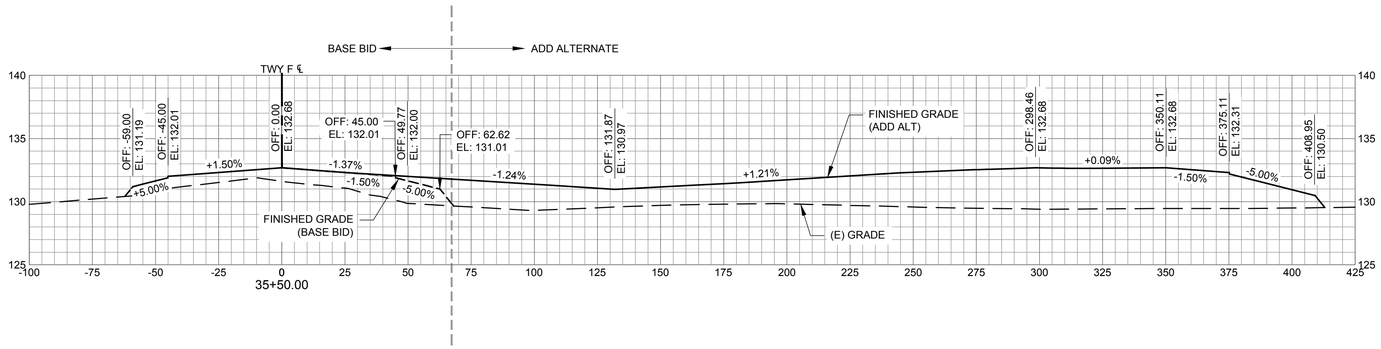

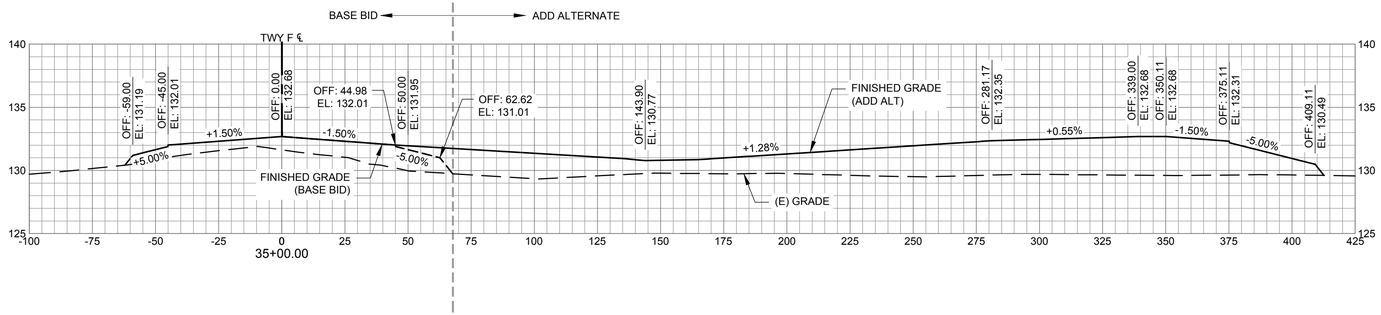

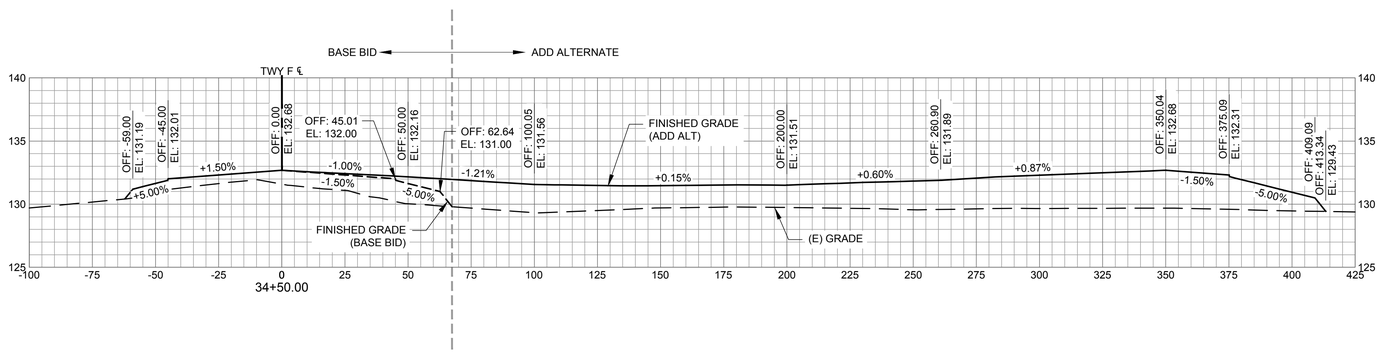

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SHEET CONTENTS
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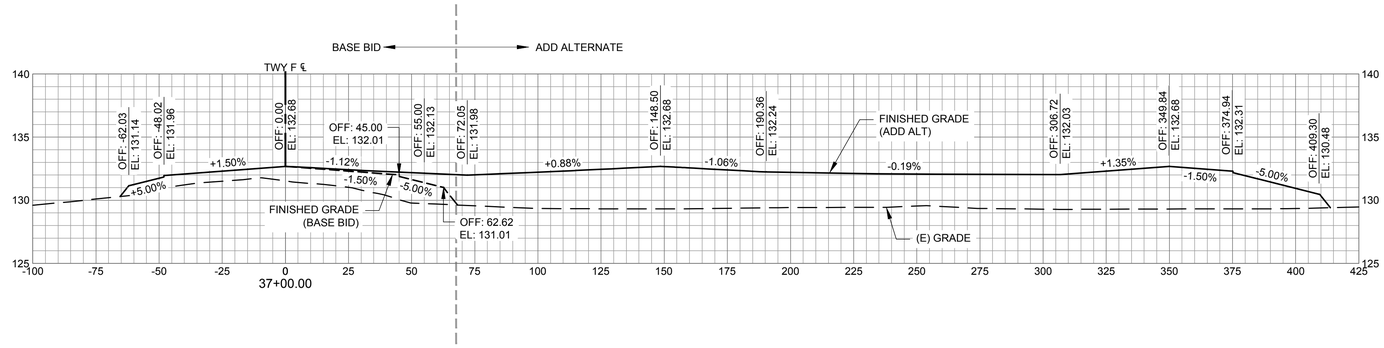

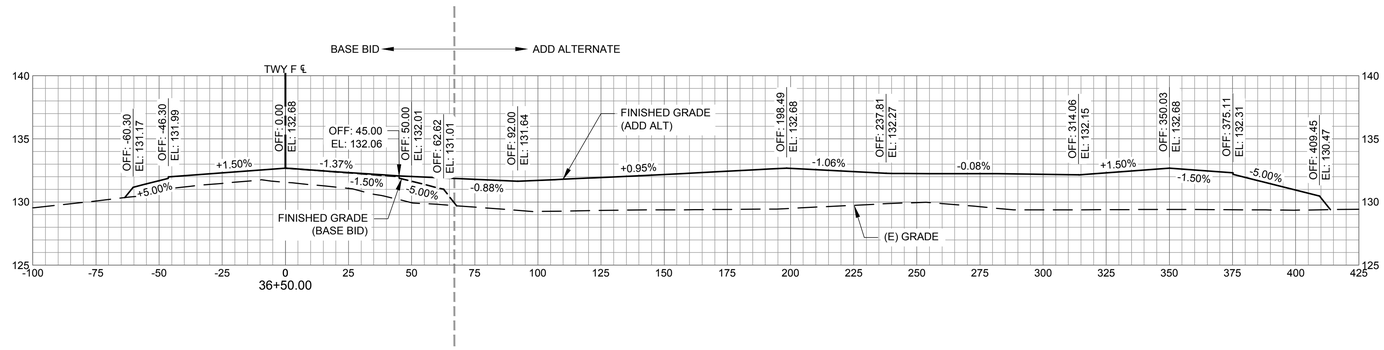

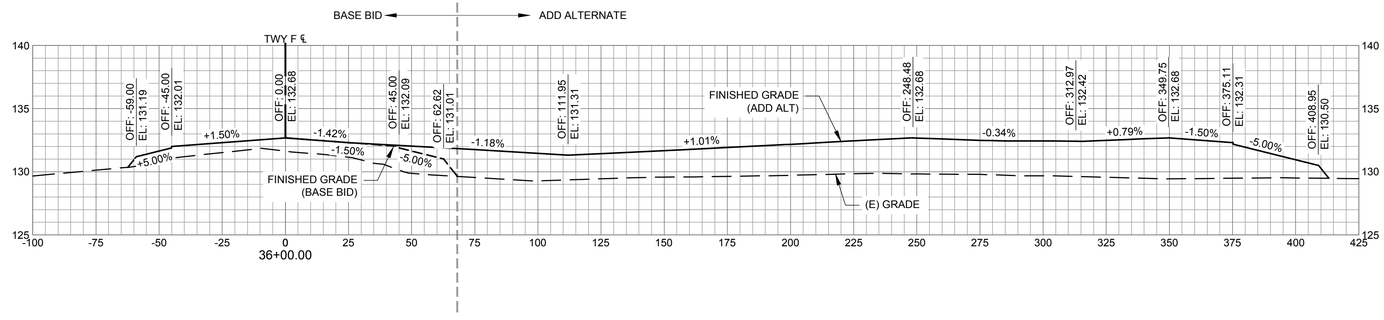

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SHEET CONTENTS

CROSS SECTIONS
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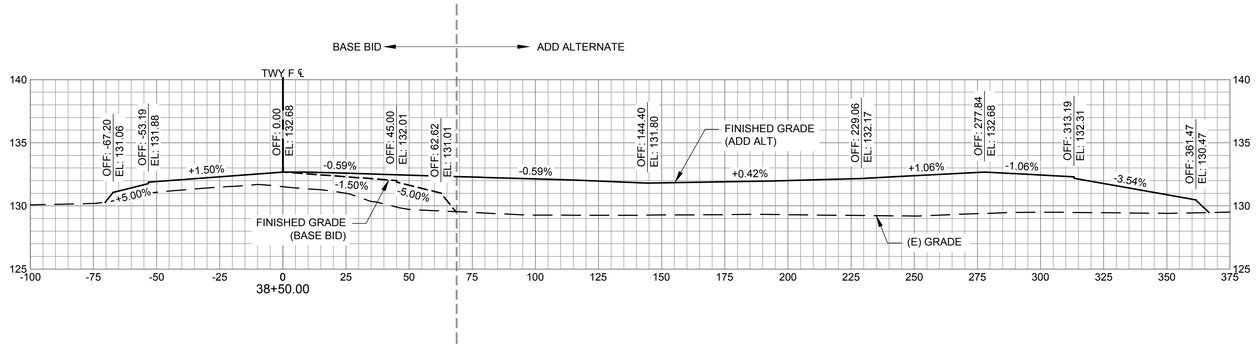

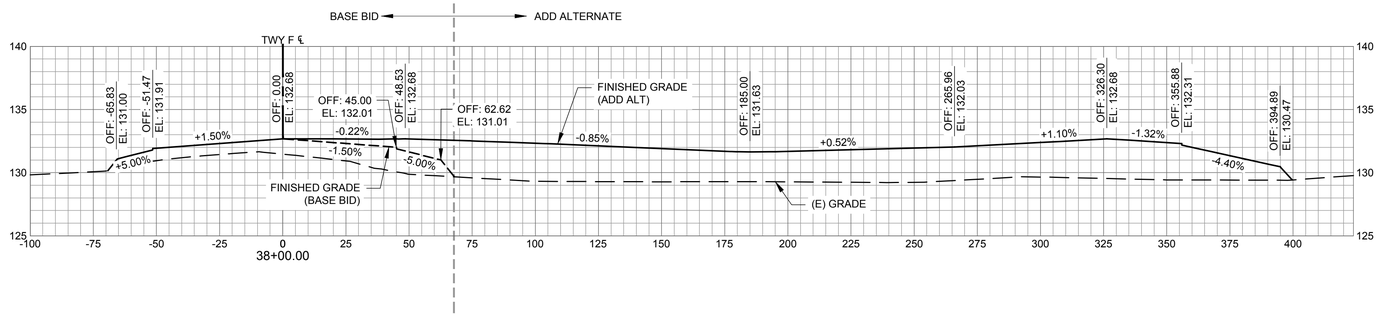

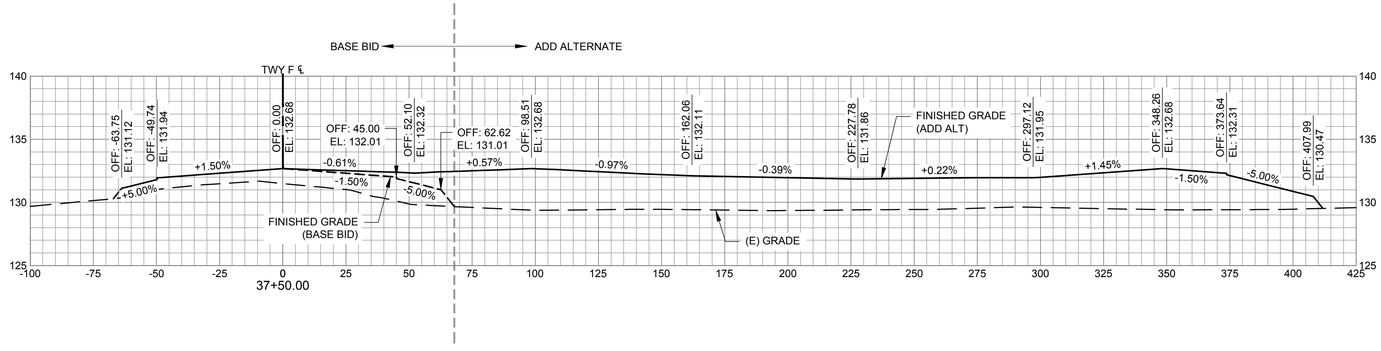

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SHEET CONTENTS
CROSS SECTIONS
STA 37+50 - 38+50

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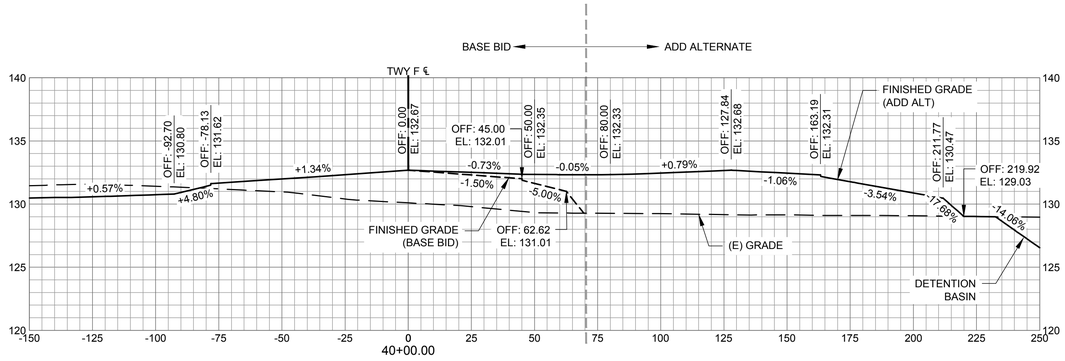

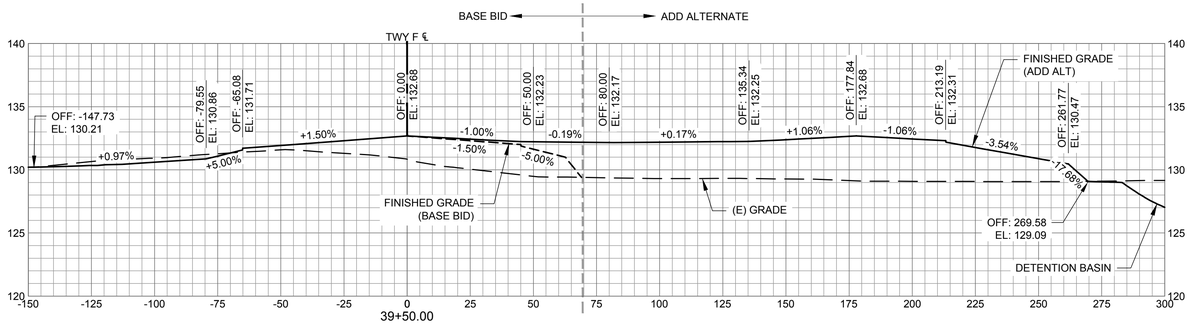

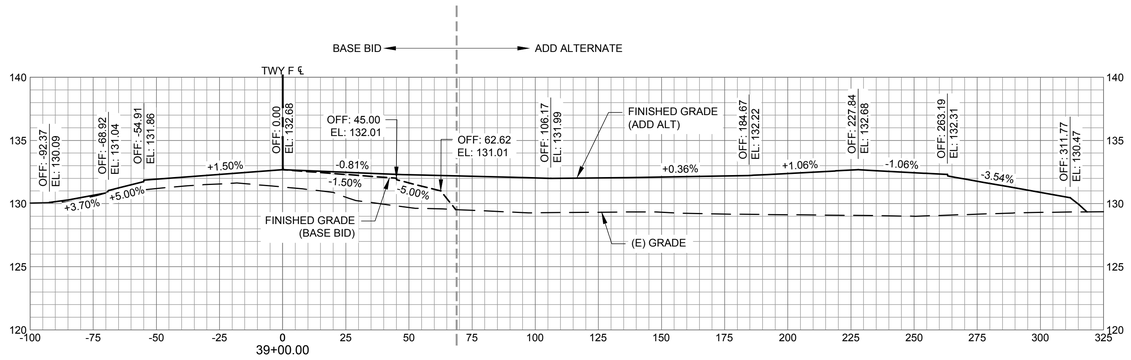

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SHEET CONTENTS
CROSS SECTIONS
STA 39+00 - 40+00

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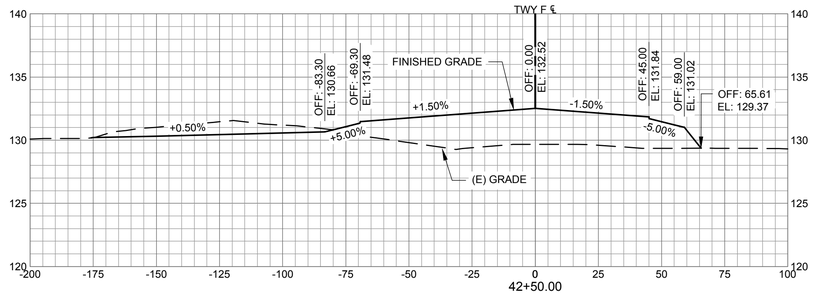

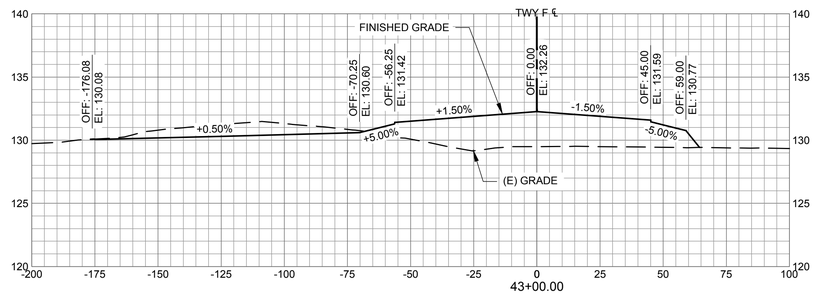

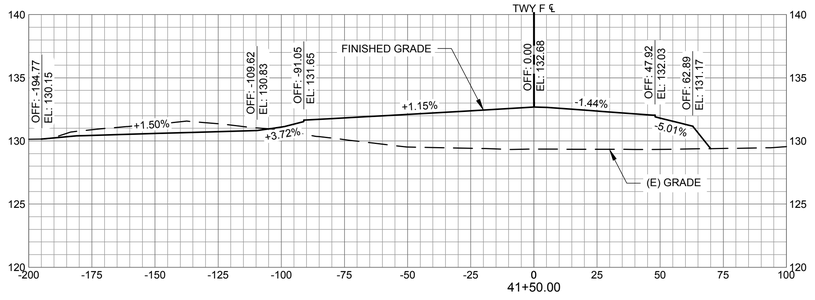

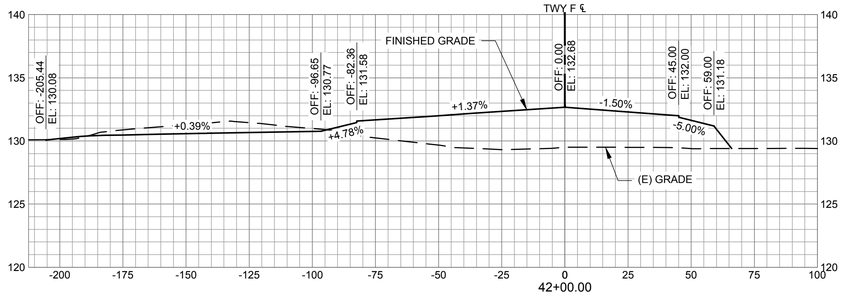

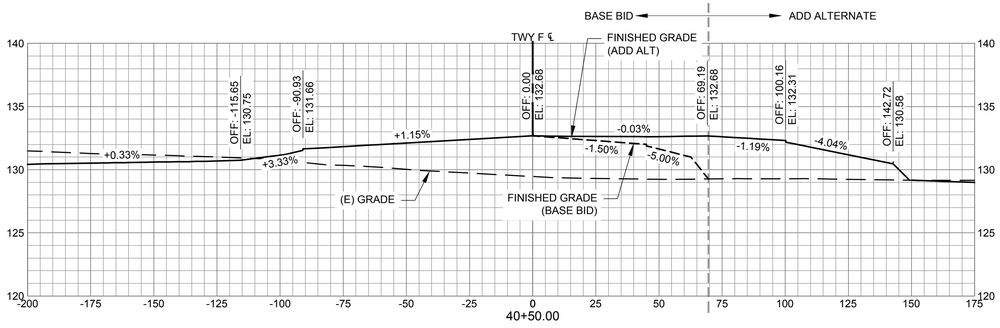

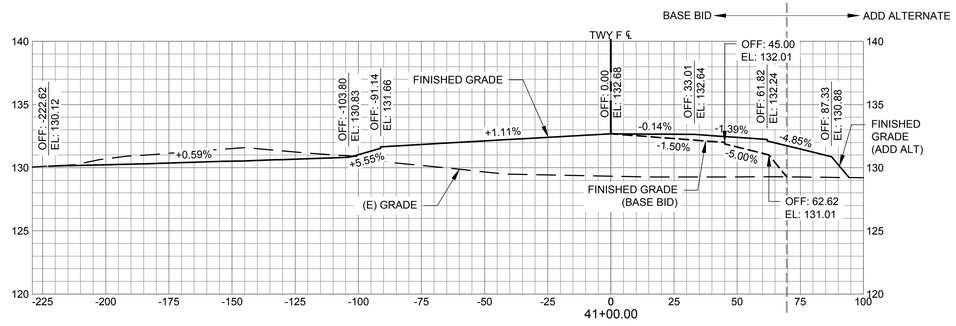

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AUGUSTA REGIONAL AIRPORT

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TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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SHEET CONTENTS
CROSS SECTIONS
STA 40+50 - 43+00

C-908

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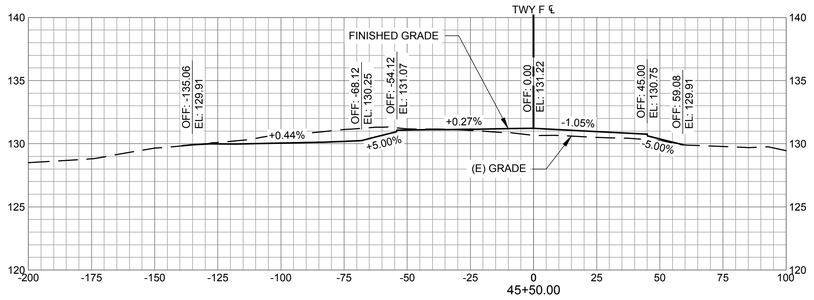

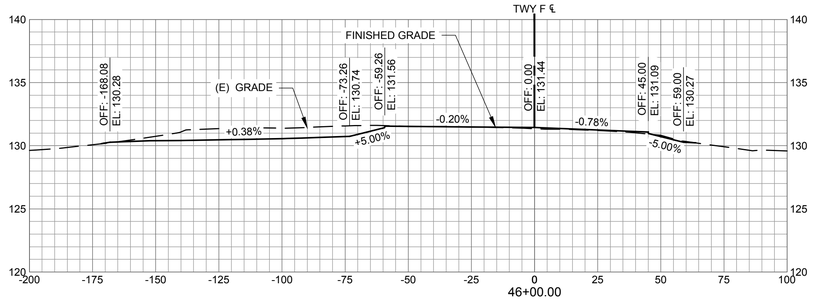

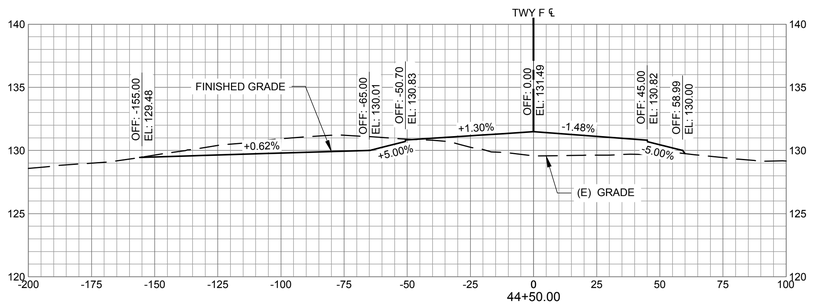

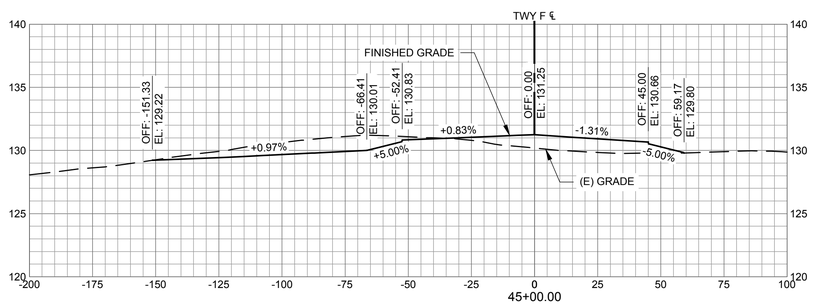

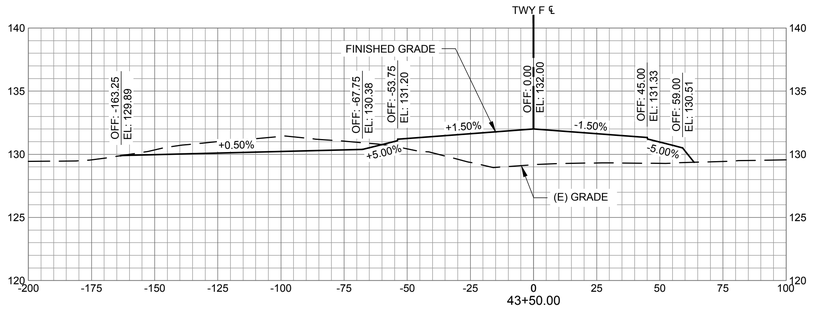

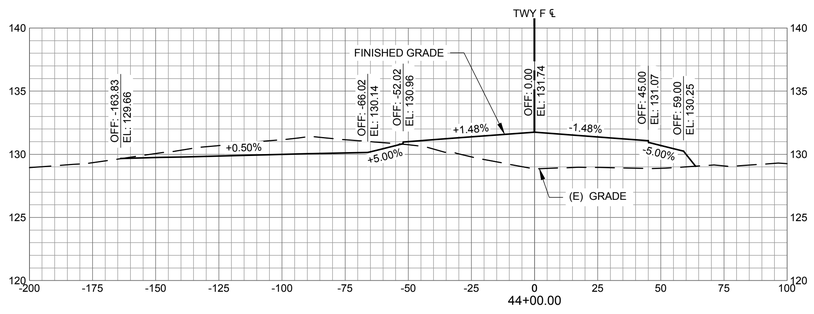

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SHEET CONTENTS
CROSS SECTIONS
STA 43+00 - 46+00

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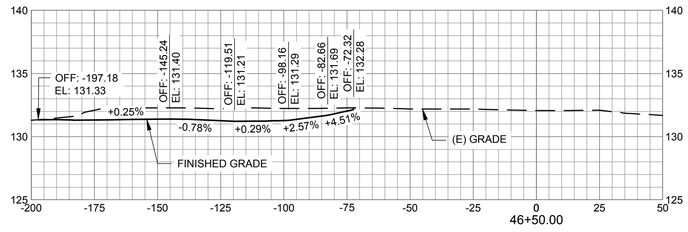

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SHEET CONTENTS
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C-910

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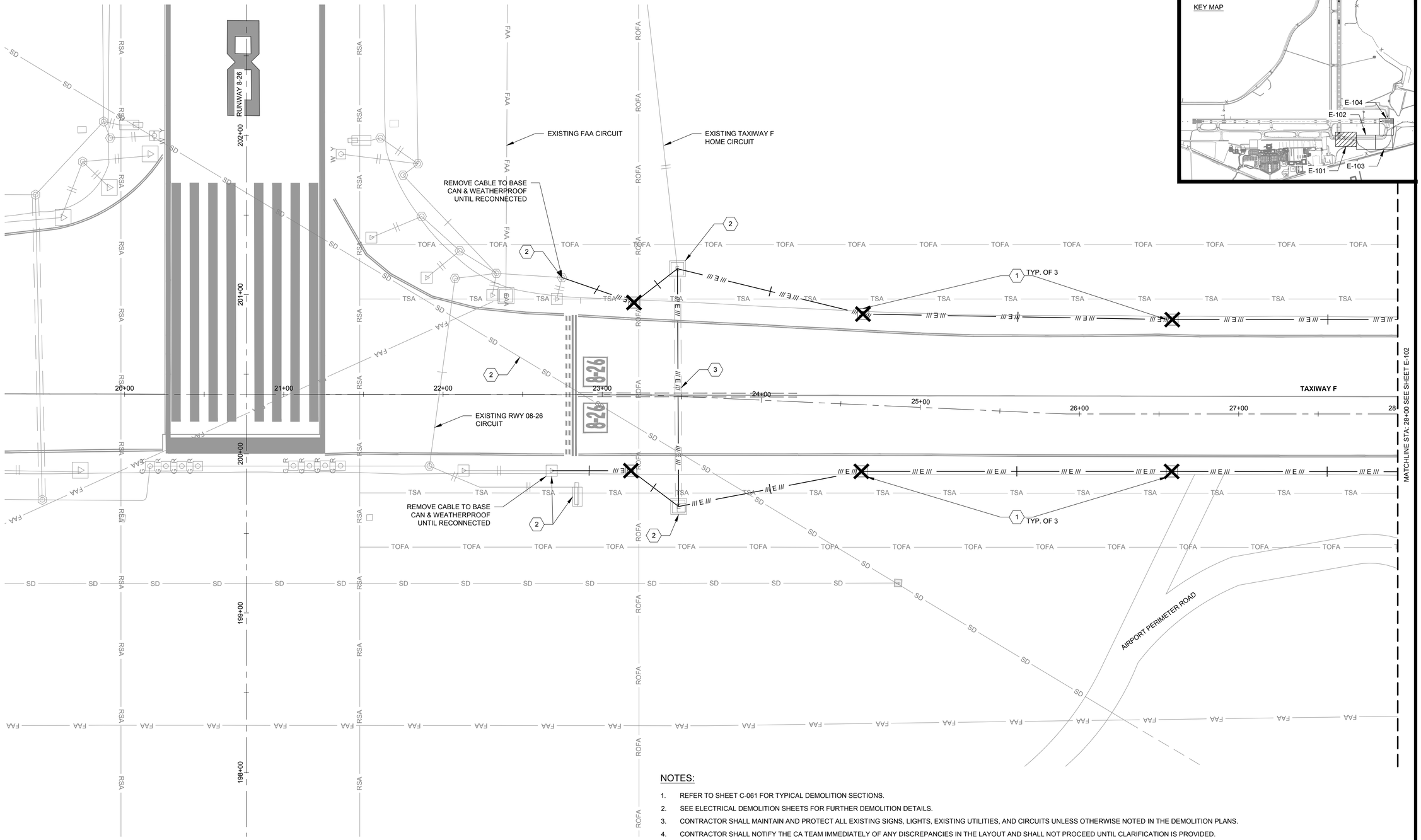

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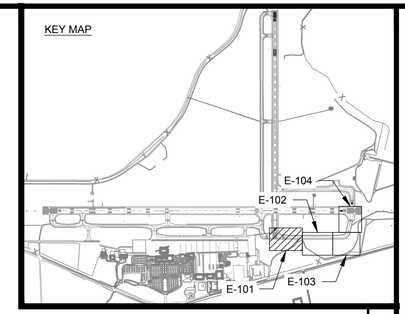

ELECTRICAL LEGEND

- TAXIWAY EDGE LIGHT REMOVAL
- GUIDANCE SIGN REMOVAL
- EXISTING ELECTRICAL CONDUIT
- FAA FACILITIES
- EXISTING RUNWAY EDGE LIGHT
- EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE
- EXISTING GUIDANCE SIGN
- EXISTING AIRFIELD DUCT
- /// E /// — CABLE REMOVAL

ELECTRICAL KEYED NOTES

1. REMOVE EXISTING TAXIWAY EDGE LIGHT FIXTURE AND BASE CAN. SALVAGE FIXTURE FOR INSTALLATION IN NEW LOCATION.
2. CONTRACTOR TO PROTECT AT ALL TIMES DURING THE PROJECT.
3. CLEAN EXISTING CONDUIT PRIOR RE-USING
4. REMOVE (E) TAXIWAY GUIDANCE SIGN AND BASE CAN. SALVAGE FOR INSTALLATION IN NEW LOCATION.

NOTES:

1. REFER TO SHEET C-061 FOR TYPICAL DEMOLITION SECTIONS.
2. SEE ELECTRICAL DEMOLITION SHEETS FOR FURTHER DEMOLITION DETAILS.
3. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS.
4. CONTRACTOR SHALL NOTIFY THE CA TEAM IMMEDIATELY OF ANY DISCREPANCIES IN THE LAYOUT AND SHALL NOT PROCEED UNTIL CLARIFICATION IS PROVIDED.
5. CAUTION! THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN OPERATING TRUCKS OR OTHER CONSTRUCTION EQUIPMENT ON EXISTING PAVEMENTS. EXISTING PAVEMENTS MAY NOT SUPPORT CONSTRUCTION TRAFFIC. ANY DAMAGE TO EXISTING PAVEMENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
6. WARNING: THERE ARE A NUMBER OF EXISTING UTILITIES, INCLUDING DRAINAGE, ELECTRICAL, AND COMMUNICATIONS CABLES, TRAVERSING THE SITE. THE DESIGNER HAS ATTEMPTED TO DEPICT THE APPROXIMATE LOCATIONS OF THESE ITEMS CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY EXISTING ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START UP OF CONSTRUCTION AND TO MAINTAIN VISIBLE LOCATION THROUGHOUT THE CONSTRUCTION DURATION. THIS SHALL INCLUDE COORDINATION WITH ALL NECESSARY AGENCIES INCLUDING THE AIRPORT. ANY DAMAGE DONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY UTILITY DAMAGED DURING THE CONSTRUCTION BY THE CONTRACTOR'S OPERATIONS AT NO COST TO THE AIRPORT.
7. THE CONTRACTOR WILL BE REQUIRED TO MEGGER TEST ALL EXISTING CIRCUITS BEFORE AND AFTER CONSTRUCTION TO ENSURE PROPER INSULATION AFTER INSTALLATION. MEGGER TEST MUST BE WITNESSED BY ENGINEER, AND WRITTEN TEST RESULTS MUST ALSO BE SUBMITTED TO ENGINEER.
8. ANY LIGHTING EQUIPMENT, CIRCUITS, COUNTERPOISE, OR AIRPORT FACILITY DAMAGED AS A RESULT OF THIS PROJECT SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
9. REMOVED ITEMS SHALL BE STOCKPILED IN A LOCATION AGREED BY THE AIRPORT. THE AIRPORT AND FAA WILL HAVE 5 BUSINESS DAYS TO SALVAGE ANY EQUIPMENT. AFTER THE 5 BUSINESS DAYS ALL REMAINING ITEMS BECOME PROPERTY OF THE CONTRACTOR TO DISPOSE OF OFF SITE. THE CONTRACTOR SHALL RESTORE THE AREA TO PREVIOUS CONDITIONS. THIS IS INCIDENTAL TO THE REMOVAL BID ITEM.
10. THE EXISTING TAXIWAY ELECTRICAL CABLE WILL BE REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE NEW TAXIWAY CABLE INSTALLATION.

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SHEET CONTENTS
ELECTRICAL DEMO PLAN STA 20+00 - 28+00

E-101

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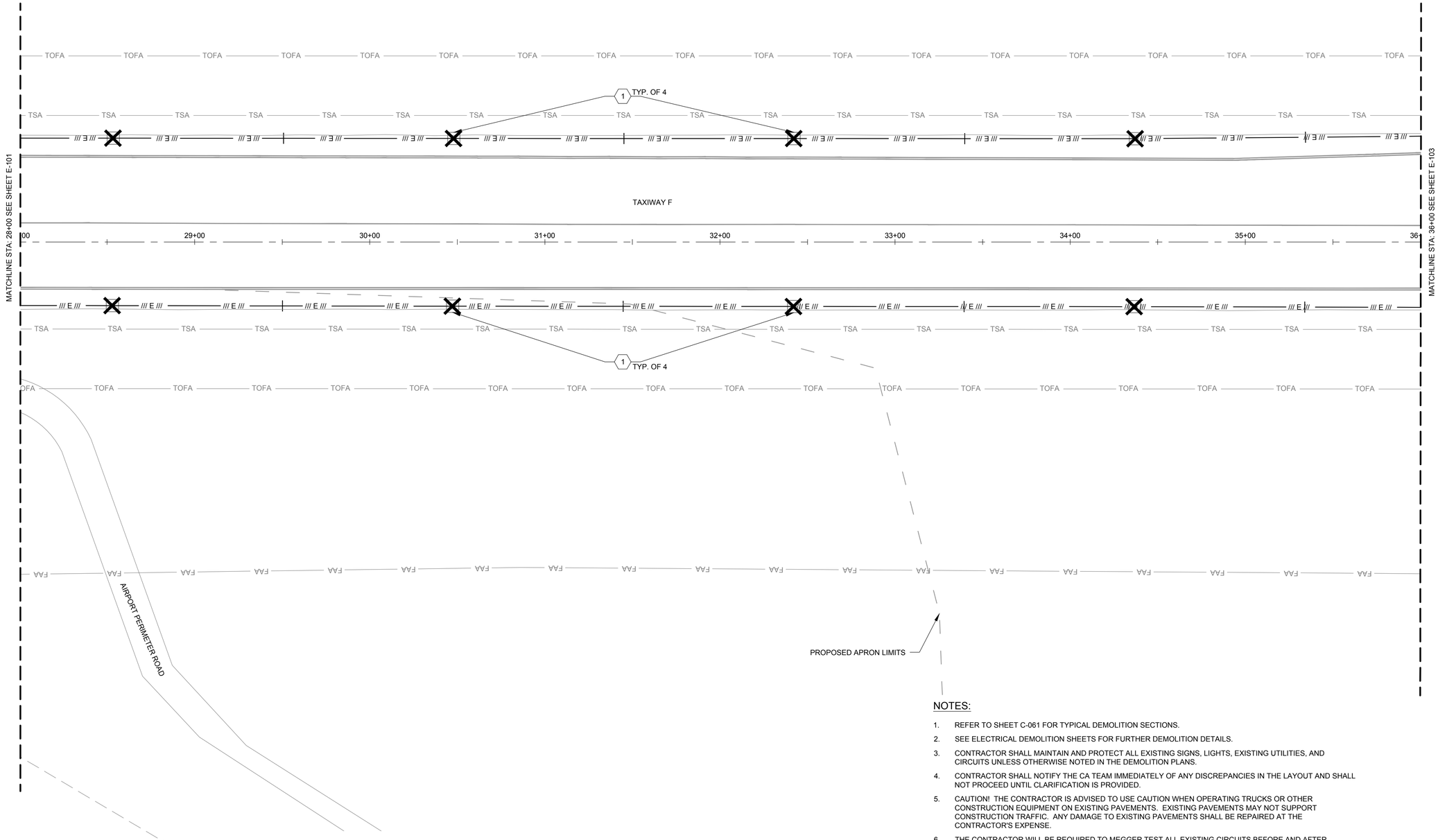

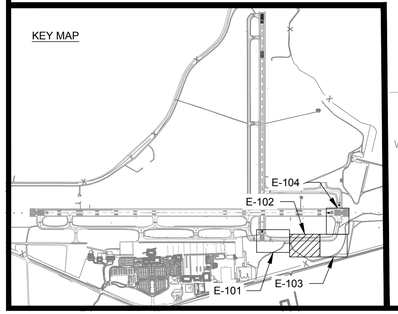

ELECTRICAL LEGEND

- TAXIWAY EDGE LIGHT REMOVAL
- GUIDANCE SIGN REMOVAL
- EXISTING ELECTRICAL CONDUIT
- FAA FACILITIES
- EXISTING RUNWAY EDGE LIGHT
- EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE
- EXISTING GUIDANCE SIGN
- EXISTING AIRFIELD DUCT
- CABLE REMOVAL

ELECTRICAL KEYED NOTES

1. REMOVE EXISTING TAXIWAY EDGE LIGHT FIXTURE AND BASE CAN. SALVAGE FIXTURE FOR INSTALLATION IN NEW LOCATION.
2. CONTRACTOR TO PROTECT AT ALL TIMES DURING THE PROJECT.
3. CLEAN EXISTING CONDUIT PRIOR RE-USING
4. REMOVE (E) TAXIWAY GUIDANCE SIGN AND BASE CAN. SALVAGE FOR INSTALLATION IN NEW LOCATION.

NOTES:

1. REFER TO SHEET C-061 FOR TYPICAL DEMOLITION SECTIONS.
2. SEE ELECTRICAL DEMOLITION SHEETS FOR FURTHER DEMOLITION DETAILS.
3. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS.
4. CONTRACTOR SHALL NOTIFY THE CA TEAM IMMEDIATELY OF ANY DISCREPANCIES IN THE LAYOUT AND SHALL NOT PROCEED UNTIL CLARIFICATION IS PROVIDED.
5. CAUTION! THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN OPERATING TRUCKS OR OTHER CONSTRUCTION EQUIPMENT ON EXISTING PAVEMENTS. EXISTING PAVEMENTS MAY NOT SUPPORT CONSTRUCTION TRAFFIC. ANY DAMAGE TO EXISTING PAVEMENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
6. THE CONTRACTOR WILL BE REQUIRED TO MEGGER TEST ALL EXISTING CIRCUITS BEFORE AND AFTER CONSTRUCTION TO ENSURE PROPER INSULATION AFTER INSTALLATION. MEGGER TEST MUST BE WITNESSED BY ENGINEER, AND WRITTEN TEST RESULTS MUST ALSO BE SUBMITTED TO ENGINEER.
7. ANY LIGHTING EQUIPMENT, CIRCUITS, COUNTERPOISE, OR AIRPORT FACILITY DAMAGED AS A RESULT OF THIS PROJECT SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
8. REMOVED ITEMS SHALL BE STOCKPILED IN A LOCATION AGREED BY THE AIRPORT. THE AIRPORT AND FAA WILL HAVE 5 BUSINESS DAYS TO SALVAGE ANY EQUIPMENT. AFTER THE 5 BUSINESS DAYS ALL REMAINING ITEMS BECOME PROPERTY OF THE CONTRACTOR TO DISPOSE OF OFF SITE. THE CONTRACTOR SHALL RESTORE THE AREA TO PREVIOUS CONDITIONS. THIS IS INCIDENTAL TO THE REMOVAL BID ITEM.
9. THE EXISTING TAXIWAY ELECTRICAL CABLE WILL BE REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE NEW TAXIWAY CABLE INSTALLATION.
10. WARNING: THERE ARE A NUMBER OF EXISTING UTILITIES, INCLUDING DRAINAGE, ELECTRICAL, AND COMMUNICATIONS CABLES, TRAVERSING THE SITE. THE DESIGNER HAS ATTEMPTED TO DEPICT THE APPROXIMATE LOCATIONS OF THESE ITEMS CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY EXISTING ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START UP OF CONSTRUCTION AND TO MAINTAIN VISIBLE LOCATION THROUGHOUT THE CONSTRUCTION DURATION. THIS SHALL INCLUDE COORDINATION WITH ALL NECESSARY AGENCIES INCLUDING THE AIRPORT. ANY DAMAGE DONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY UTILITY DAMAGED DURING THE CONSTRUCTION BY THE CONTRACTOR'S OPERATIONS AT NO COST TO THE AIRPORT.

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL DEMO PLAN STA 28+00 - 36+00

E-102

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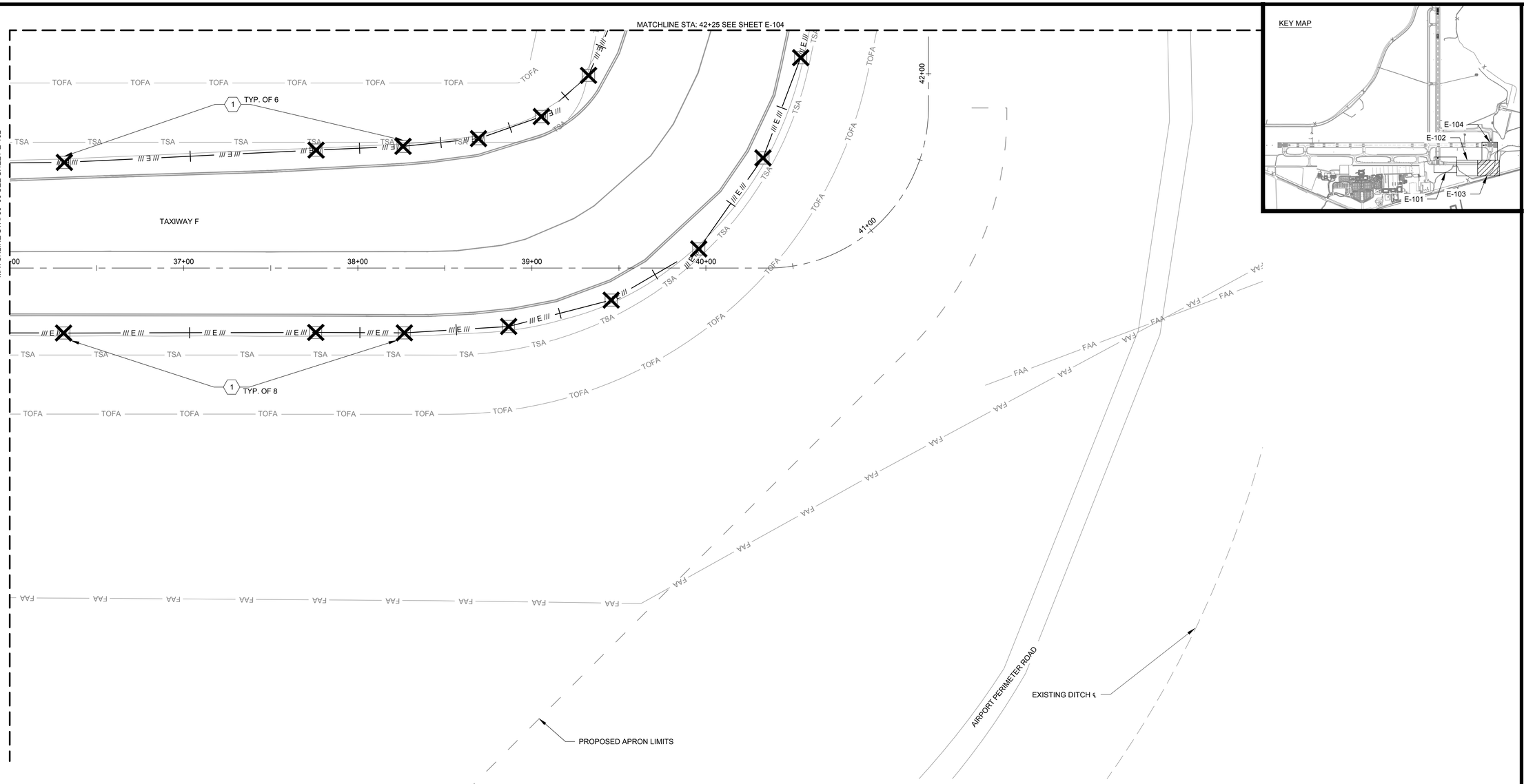

KEY MAP

ELECTRICAL LEGEND

- TAXIWAY EDGE LIGHT REMOVAL
- GUIDANCE SIGN REMOVAL
- EXISTING ELECTRICAL CONDUIT
- FAA FACILITIES
- EXISTING RUNWAY EDGE LIGHT
- EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE
- EXISTING GUIDANCE SIGN
- EXISTING AIRFIELD DUCT
- CABLE REMOVAL

ELECTRICAL KEYED NOTES

1. REMOVE EXISTING TAXIWAY EDGE LIGHT FIXTURE AND BASE CAN. SALVAGE FIXTURE FOR INSTALLATION IN NEW LOCATION.
2. CONTRACTOR TO PROTECT AT ALL TIMES DURING THE PROJECT.
3. CLEAN EXISTING CONDUIT PRIOR RE-USING
4. REMOVE (E) TAXIWAY GUIDANCE SIGN AND BASE CAN. SALVAGE FOR INSTALLATION IN NEW LOCATION.

NOTES:

1. REFER TO SHEET C-061 FOR TYPICAL DEMOLITION SECTIONS.
2. SEE ELECTRICAL DEMOLITION SHEETS FOR FURTHER DEMOLITION DETAILS.
3. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS.
4. CONTRACTOR SHALL NOTIFY THE CA TEAM IMMEDIATELY OF ANY DISCREPANCIES IN THE LAYOUT AND SHALL NOT PROCEED UNTIL CLARIFICATION IS PROVIDED.
5. CAUTION! THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN OPERATING TRUCKS OR OTHER CONSTRUCTION EQUIPMENT ON EXISTING PAVEMENTS. EXISTING PAVEMENTS MAY NOT SUPPORT CONSTRUCTION TRAFFIC. ANY DAMAGE TO EXISTING PAVEMENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
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7. THE CONTRACTOR WILL BE REQUIRED TO MEGGER TEST ALL EXISTING CIRCUITS BEFORE AND AFTER CONSTRUCTION TO ENSURE PROPER INSULATION AFTER INSTALLATION. MEGGER TEST MUST BE WITNESSED BY ENGINEER, AND WRITTEN TEST RESULTS MUST ALSO BE SUBMITTED TO ENGINEER.
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10. THE EXISTING TAXIWAY ELECTRICAL CABLE WILL BE REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE NEW TAXIWAY CABLE INSTALLATION.

0 30 60

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL DEMO PLAN STA 36+00 - 42+25

E-103

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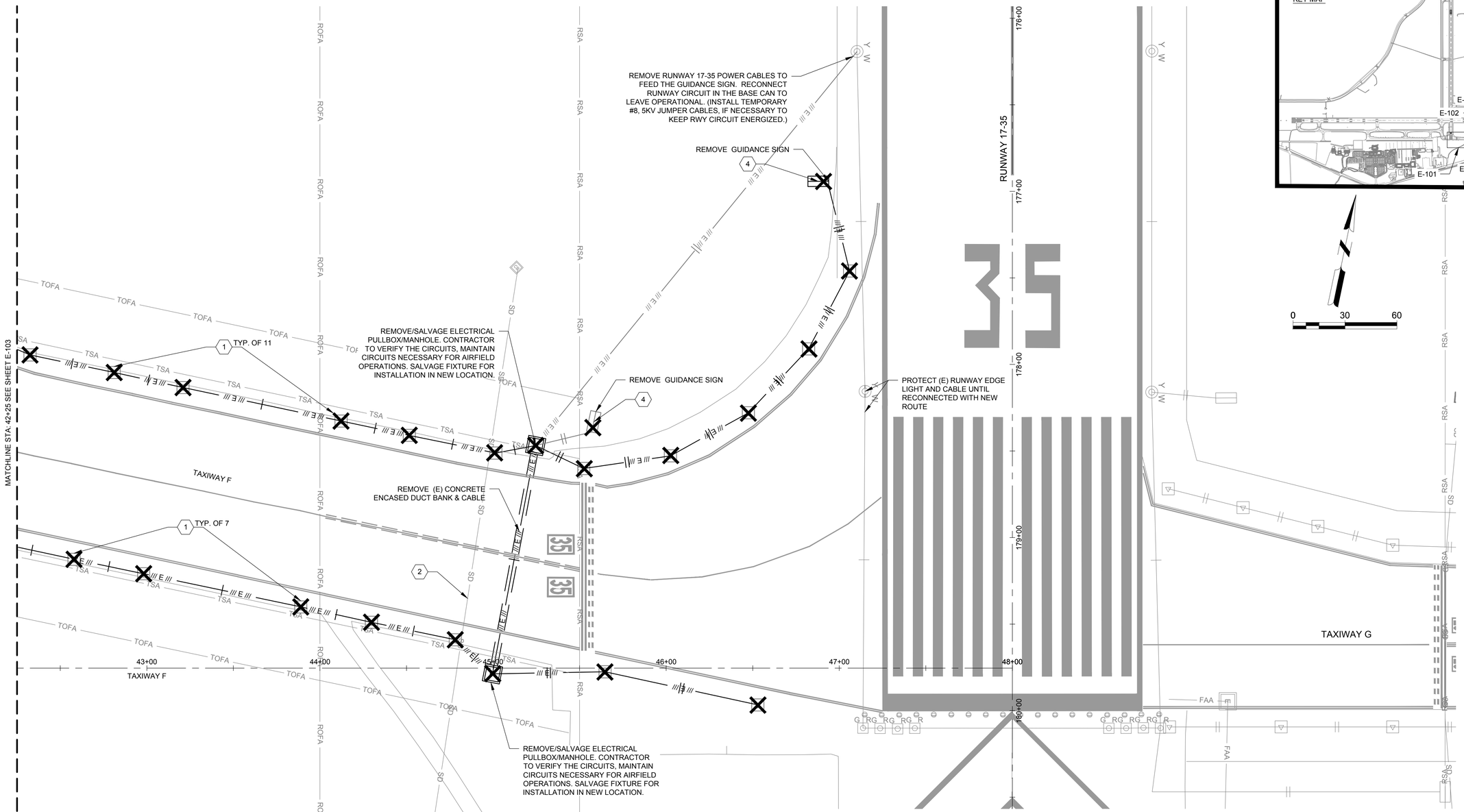

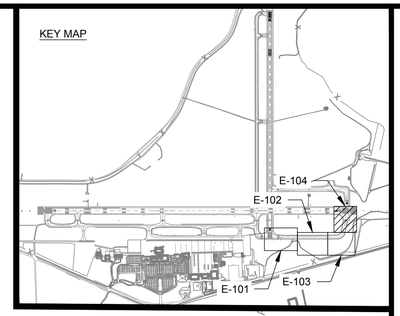

ELECTRICAL LEGEND

- TAXIWAY EDGE LIGHT REMOVAL
- GUIDANCE SIGN REMOVAL
- EXISTING ELECTRICAL CONDUIT
- FAA FACILITIES
- EXISTING RUNWAY EDGE LIGHT
- EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE
- EXISTING GUIDANCE SIGN
- EXISTING AIRFIELD DUCT
- CABLE REMOVAL
- ELECTRICAL PULLBOX REMOVAL/SALVAGE

ELECTRICAL KEYED NOTES

1. REMOVE EXISTING TAXIWAY EDGE LIGHT FIXTURE AND BASE CAN. SALVAGE FIXTURE FOR INSTALLATION IN NEW LOCATION.
2. CONTRACTOR TO PROTECT AT ALL TIMES DURING THE PROJECT.
3. CLEAN EXISTING CONDUIT PRIOR RE-USING
4. REMOVE (E) TAXIWAY GUIDANCE SIGN AND BASE CAN. SALVAGE FOR INSTALLATION IN NEW LOCATION.

NOTES:

1. REFER TO SHEET C-061 FOR TYPICAL DEMOLITION SECTIONS.
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3. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS.
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5. CAUTION! THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN OPERATING TRUCKS OR OTHER CONSTRUCTION EQUIPMENT ON EXISTING PAVEMENTS. EXISTING PAVEMENTS MAY NOT SUPPORT CONSTRUCTION TRAFFIC. ANY DAMAGE TO EXISTING PAVEMENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
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7. COST OF CONNECTING EXISTING DUCT BANK IS INCIDENTAL TO THE INSTALLATION OF PROPOSED DUCT BANK.
7. THE CONTRACTOR WILL BE REQUIRED TO MEGGER TEST ALL EXISTING CIRCUITS BEFORE AND AFTER CONSTRUCTION TO ENSURE PROPER INSULATION AFTER INSTALLATION. MEGGER TEST MUST BE WITNESSED BY ENGINEER, AND WRITTEN TEST RESULTS MUST ALSO BE SUBMITTED TO ENGINEER.
8. ANY LIGHTING EQUIPMENT, CIRCUITS, COUNTERPOISE, OR AIRPORT FACILITY DAMAGED AS A RESULT OF THIS PROJECT SHALL BE REPAIRED OR REPLACED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE ENGINEER.
9. REMOVED ITEMS SHALL BE STOCKPILED IN A LOCATION AGREED BY THE AIRPORT. THE AIRPORT AND FAA WILL HAVE 5 BUSINESS DAYS TO SALVAGE ANY EQUIPMENT. AFTER THE 5 BUSINESS DAYS ALL REMAINING ITEMS BECOME PROPERTY OF THE CONTRACTOR TO DISPOSE OF OFF SITE. THE CONTRACTOR SHALL RESTORE THE AREA TO PREVIOUS CONDITIONS. THIS IS INCIDENTAL TO THE REMOVAL BID ITEM.
10. THE EXISTING TAXIWAY ELECTRICAL CABLE WILL BE REMOVED AND SHALL BE CONSIDERED INCIDENTAL TO THE NEW TAXIWAY CABLE INSTALLATION.

Mead & Hunt

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meadhunt.com

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL DEMO PLAN STA 42+25 - 48+00

E-104

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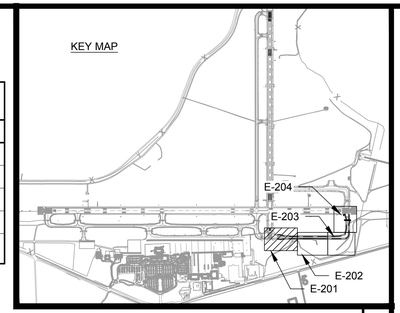
PROPOSED CONDUIT CHART	
LETTER	CONDUIT
A	1W-2" SCH 40 PVC
B	1W-2" SCH 40 PVC FLOW -FILL ENCASED
C	8W-2" SCH 40 PVC, CONCRETE ENCASED
E	EXISTING CONDUIT

PROPOSED CIRCUIT CHART		
NUMBER	CABLE	CIRCUIT
1	(1) #8, 5kV CABLE	TWY F
2	(2) #8, 5kV CABLE	TWY F
3	(1) #8, 5kV CABLE	RWY 17-35
4	(2) #8, 5kV CABLE	RWY 17-35
5	(1) #6 BARE COPPER	COUNTERPOISE

KEY MAP



CONNECT TO EXISTING TAXIWAY F CIRCUIT, SEE DETAIL 6 SHEET E-602

CONNECT TO EXISTING TAXIWAY F HOME RUN CIRCUIT

CONNECT TO EXISTING TAXIWAY F CIRCUIT, SEE DETAIL 6 SHEET E-602

(E) TAXIWAY GUIDANCE SIGN

PROTECT AND CLEAN EXISTING DUCT.

1 SP @ 183.19'

1 SP @ 182.84'

MATCHLINE STA: 28+00 SEE SHEET E-202

AIRPORT PERIMETER ROAD

RUNWAY 8-26

ELECTRICAL LEGEND

- PROPOSED L-861T LED MITL, ON L867 BASE CAN
- RELOCATED L-861T LED MITL, ON L867 BASE CAN
- PROPOSED L-858 GUIDANCE SIGN ON PCC BASE
- PROPOSED 1/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED 2/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED ELECTRICAL MANHOLE/PULLBOX
- PROPOSED CONCRETE ENCASE DUCT
- PROPOSED #6 SOLID BARE COPPER COUNTERPOISE
- EXISTING ELECTRICAL CONDUIT
- FAA FACILITIES
- EXISTING RUNWAY EDGE LIGHT
- EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE
- EXISTING GUIDANCE SIGN
- EXISTING AIRFIELD DUCT

ELECTRICAL KEYED NOTES

1. RELOCATED L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
2. INSTALL (N) L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
3. INSTALL (N) ELECTRICAL PULLBOX, SEE DETAIL SHEET E-604
4. RELOCATED L-861T LED MITL, ON L-867 BASE CAN WITH DRAINAGE, SEE DETAIL SHEET E-601

NOTES:

1. ALL WORK, POWER OUTAGES, AND/OR SHUTDOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER OR CA TEAM. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
2. CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS, CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO DISCONNECTING THE RESPECTIVE AIRFIELD LIGHTING.
3. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS.
4. CONTRACTOR SHALL NOTIFY THE CA TEAM IMMEDIATELY OF ANY DISCREPANCIES IN THE LAYOUT AND SHALL NOT PROCEED UNTIL CLARIFICATION IS PROVIDED.
5. WARNING: THERE ARE A NUMBER OF EXISTING UTILITIES, INCLUDING DRAINAGE, ELECTRICAL, AND COMMUNICATIONS CABLES, TRAVERSING THE SITE. THE DESIGNER HAS ATTEMPTED TO DEPICT THE APPROXIMATE LOCATIONS OF THESE ITEMS CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY EXISTING ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START UP OF CONSTRUCTION AND TO MAINTAIN VISIBLE LOCATION THROUGHOUT THE CONSTRUCTION DURATION. THIS SHALL INCLUDE COORDINATION WITH ALL NECESSARY AGENCIES INCLUDING THE AIRPORT. ANY DAMAGE DONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY UTILITY DAMAGED DURING THE CONSTRUCTION BY THE CONTRACTOR'S OPERATIONS AT NO COST TO THE AIRPORT.
6. THE CONTRACTOR WILL BE REQUIRED TO MEGGER TEST ALL EXISTING CIRCUITS BEFORE AND AFTER CONSTRUCTION TO ENSURE PROPER INSULATION AFTER INSTALLATION. MEGGER TESTS MUST BE WITNESSED BY ENGINEER, AND WRITTEN TEST RESULTS MUST ALSO BE SUBMITTED TO THE ENGINEER.
7. COUNTERPOISE TO BE INSTALLED PER DETAIL ON SHEET E-601. GROUND RODS SHOWN FOR REFERENCE AND SHALL BE INSTALLED AT LOCATIONS STATED IN FAA ITEM L-108 SPECIFICATION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING ALL L-823 SPLICES AT EXISTING LIGHTS, SIGNS, AND CIRCUIT "TIE-INS". THE L-823 SPLICES ARE INCIDENTAL TO THE CABLE INSTALLATION. SEE "DETAIL C" ON SHEET E-604.

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Mead & Hunt

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phone: 843-486-8330
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AUGUSTA REGIONAL AIRPORT

THESE PLANS ISSUED BY:
HORNER, NORTH DAKOTA
REGISTRATION NUMBER PE-5949
ON MARCH 24, 2023 AND THE ORIGINAL DOCUMENTS ARE STORED AT MEAD & HUNT 2025 N UNIVERSITY DRIVE FARGO, ND. 58102

AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL LAYOUT
STA 20+00 - 28+00

E-201

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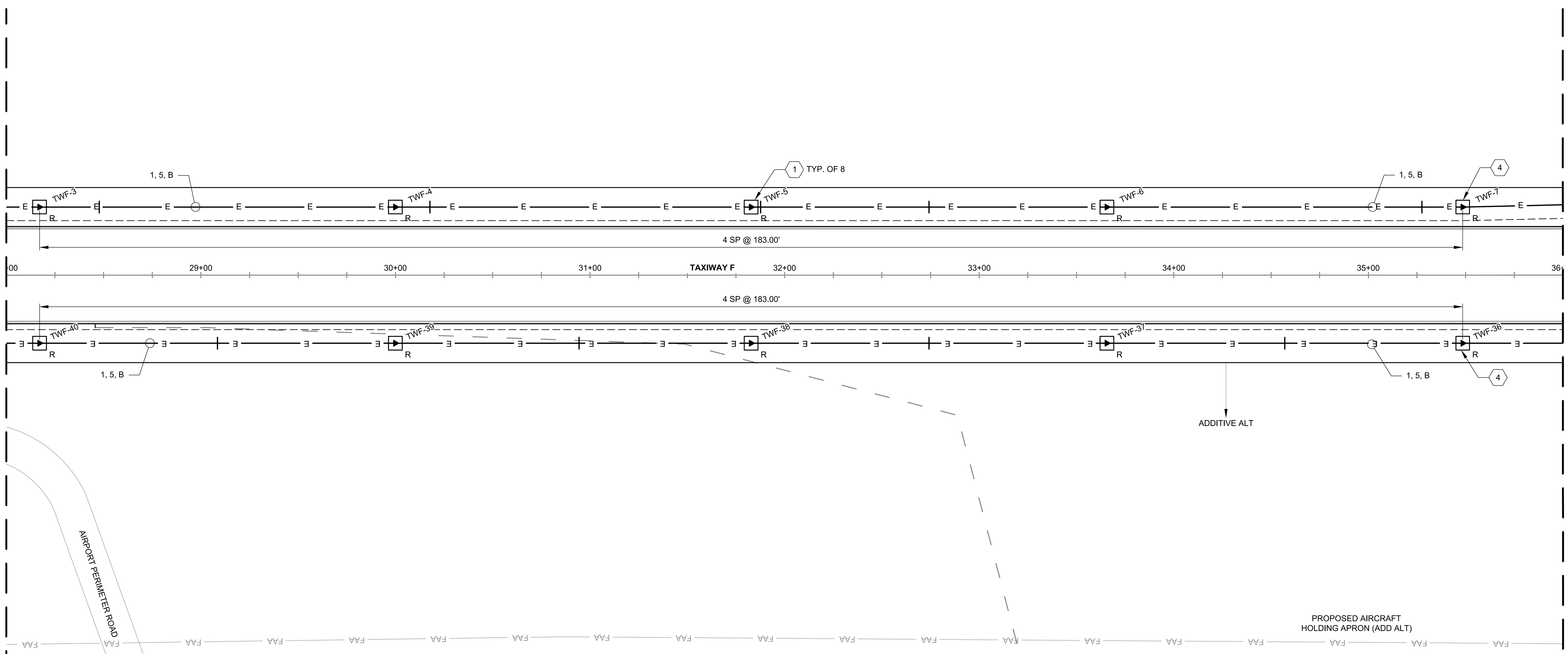


PROPOSED CONDUIT CHART

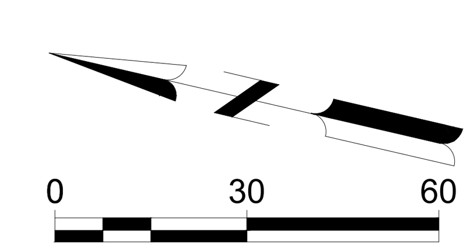
LETTER	CONDUIT
A	1W-2" SCH 40 PVC
B	1W-2" SCH 40 PVC FLOW -FILL ENCASED
C	8W-2" SCH 40 PVC, CONCRETE ENCASED
E	EXISTING CONDUIT

ELECTRICAL KEYED NOTES

1. RELOCATED L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
2. INSTALL (N) L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
3. INSTALL (N) ELECTRICAL PULLBOX, SEE DETAIL SHEET E-604
4. RELOCATED L-861T LED MITL, ON L-867 BASE CAN WITH DRAINAGE, SEE DETAIL SHEET E-601

PROPOSED CIRCUIT CHART

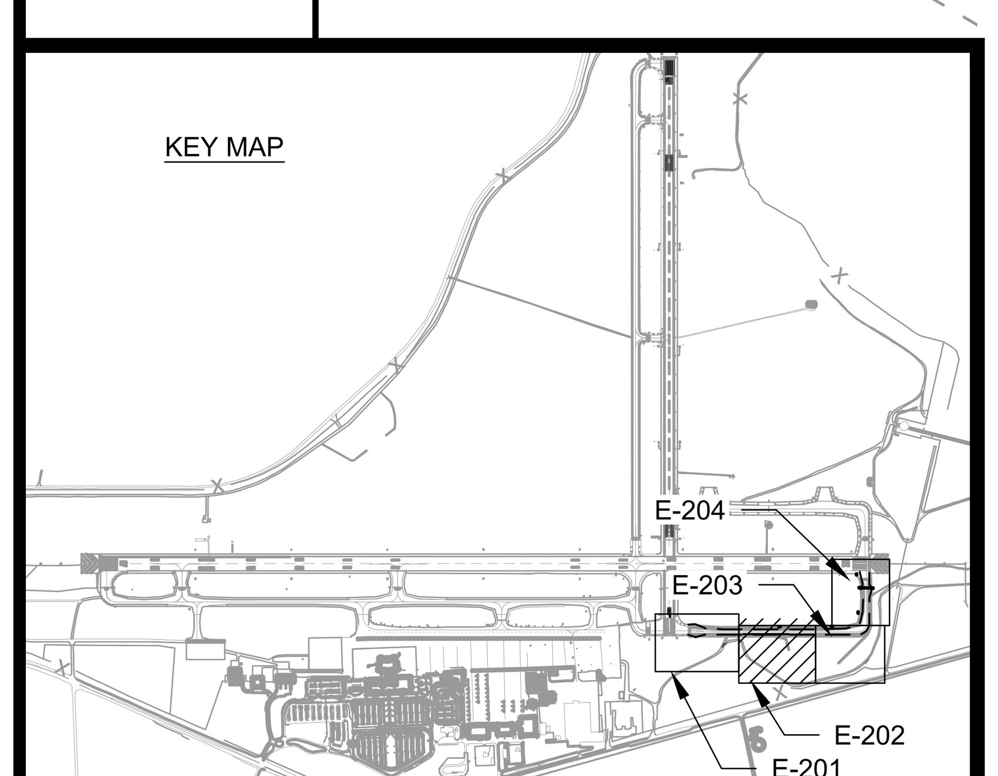
NUMBER	CABLE	CIRCUIT
1	(1) #8, 5kV CABLE	TWY F
2	(2) #8, 5kV CABLE	TWY F
3	(1) #8, 5kV CABLE	RWY 17-35
4	(2) #8, 5kV CABLE	RWY 17-35
5	(1) #6 BARE COPPER	COUNTERPOISE



ELECTRICAL LEGEND

PROPOSED L-861T LED MITL, ON L867 BASE CAN	EXISTING ELECTRICAL CONDUIT
RELOCATED L-861T LED MITL, ON L867 BASE CAN	FAA FACILITIES
PROPOSED L-858 GUIDANCE SIGN ON PCC BASE	EXISTING RUNWAY EDGE LIGHT
PROPOSED 1/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC	EXISTING RUNWAY THRESHOLD LIGHT
PROPOSED 2/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC	EXISTING TAXIWAY EDGE LIGHT
PROPOSED ELECTRICAL MANHOLE/PULLBOX	EXISTING ELECTRICAL BASE CAN
PROPOSED CONCRETE ENCASE DUCT	EXISTING ELECTRICAL STRUCTURE
PROPOSED #6 SOLID BARE COPPER COUNTERPOISE	EXISTING GUIDANCE SIGN
	EXISTING AIRFIELD DUCT

KEY MAP



NOTES:

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7. COUNTERPOISE TO BE INSTALLED PER DETAIL ON SHEET E-601. GROUND RODS SHOWN FOR REFERENCE AND SHALL BE INSTALLED AT LOCATIONS STATED IN FAA ITEM L-108 SPECIFICATION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING ALL L-823 SPLICES AT EXISTING LIGHTS, SIGNS, AND CIRCUIT "TIE-INS". THE L-823 SPLICES ARE INCIDENTAL TO THE CABLE INSTALLATION. SEE "DETAIL C" ON SHEET E-604.

Mead & Hunt
Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AGS AUGUSTA REGIONAL AIRPORT

THIS ... ISSU... HORNER, NORTH DAKOTA REGISTRATION NUMBER PE-5949 ON MARCH 24, 2023 AND THE ORIGINAL DOCUMENTS ARE STORED AT MEAD & HUNT 2025 N UNIVERSITY DRIVE FARGO, ND. 58102

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

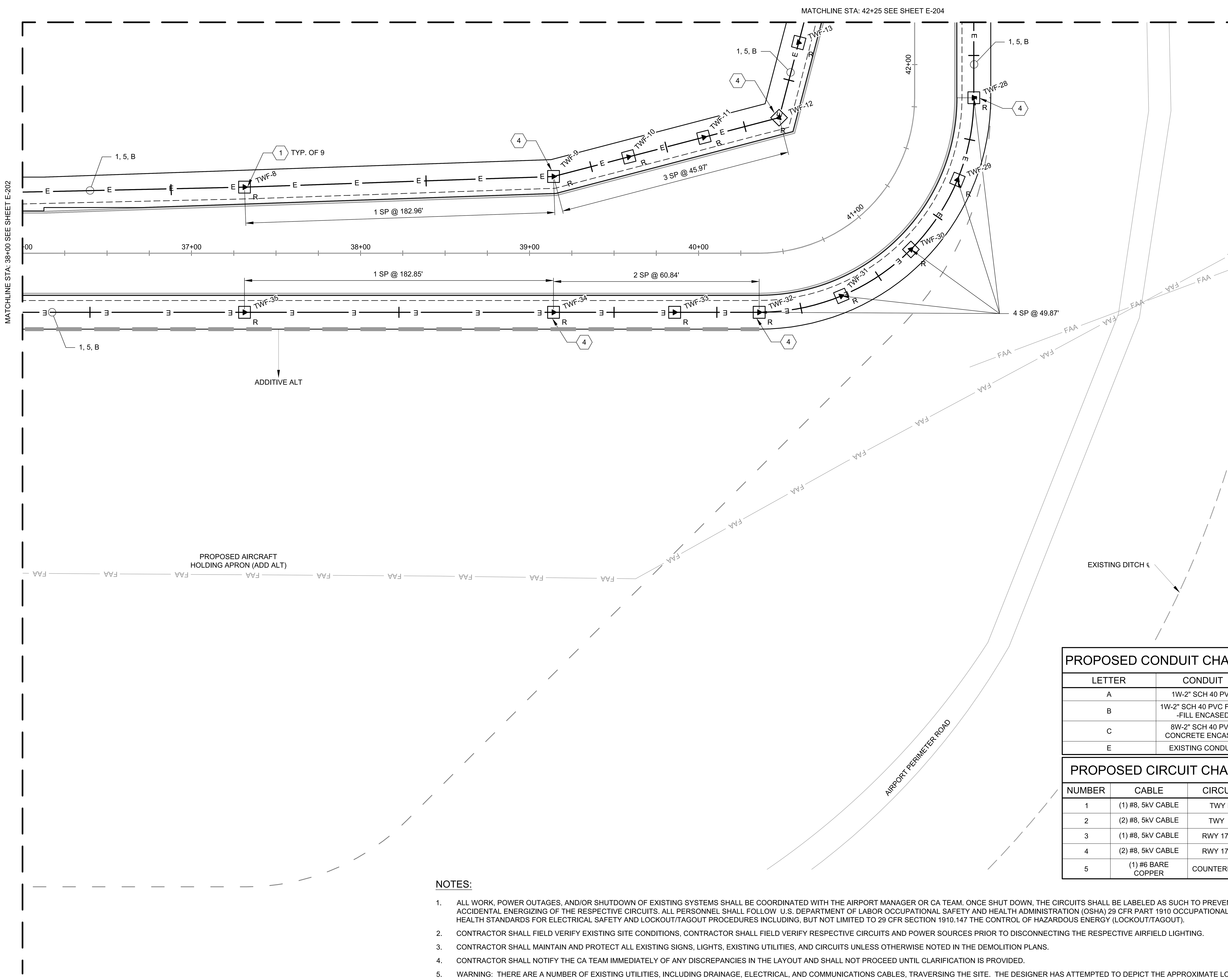
NOT FOR CONSTRUCTION

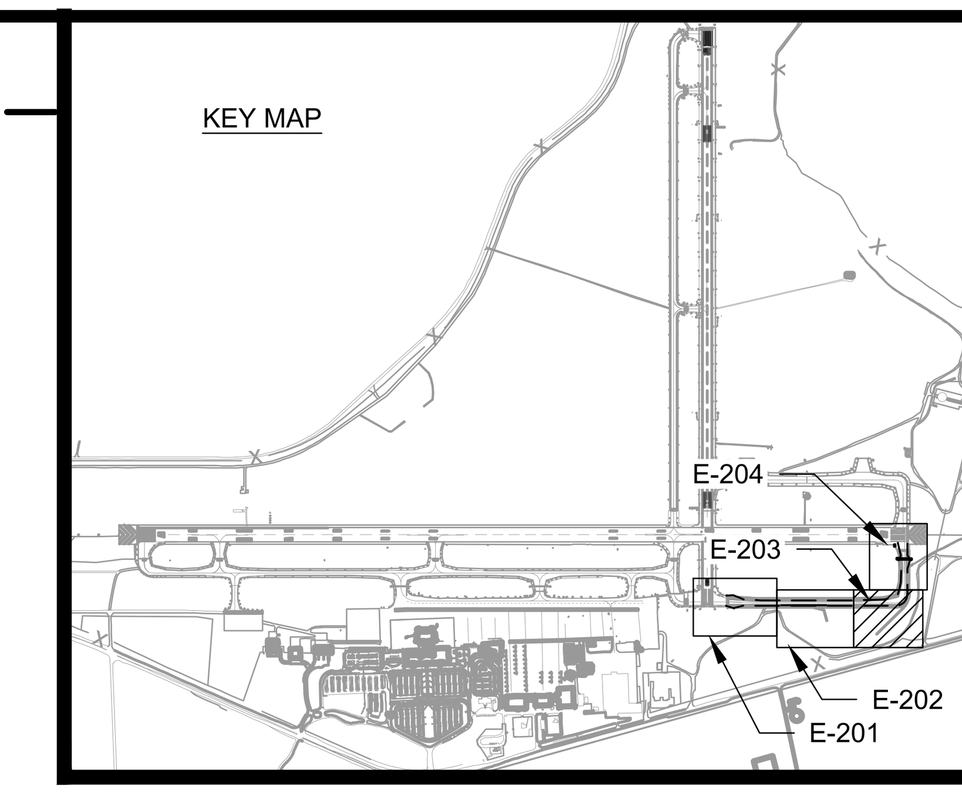
AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL LAYOUT
STA 28+00 - 36+00

E-202





ELECTRICAL KEYED NOTES

1. RELOCATED L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
2. INSTALL (N) L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
3. INSTALL (N) ELECTRICAL PULLBOX, SEE DETAIL SHEET E-604
4. RELOCATED L-861T LED MITL, ON L-867 BASE CAN WITH DRAINAGE, SEE DETAIL SHEET E-601

ELECTRICAL LEGEND

- PROPOSED L-861T LED MITL, ON L867 BASE CAN
- RELOCATED L-861T LED MITL, ON L867 BASE CAN
- PROPOSED L-858 GUIDANCE SIGN ON PCC BASE
- PROPOSED 1/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED 2/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED ELECTRICAL MANHOLE/PULLBOX
- PROPOSED CONCRETE ENCASE DUCT
- PROPOSED #6 SOLID BARE COPPER COUNTERPOISE
- EXISTING ELECTRICAL CONDUIT
- FAA FACILITIES
- EXISTING RUNWAY EDGE LIGHT
- EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE
- EXISTING GUIDANCE SIGN
- EXISTING AIRFIELD DUCT

PROPOSED CONDUIT CHART

LETTER	CONDUIT
A	1W-2" SCH 40 PVC
B	1W-2" SCH 40 PVC FLOW -FILL ENCASED
C	8W-2" SCH 40 PVC, CONCRETE ENCASED
E	EXISTING CONDUIT

PROPOSED CIRCUIT CHART

NUMBER	CABLE	CIRCUIT
1	(1) #8, 5kV CABLE	TWY F
2	(2) #8, 5kV CABLE	TWY F
3	(1) #8, 5kV CABLE	RWY 17-35
4	(2) #8, 5kV CABLE	RWY 17-35
5	(1) #6 BARE COPPER	COUNTERPOISE

NOTES:

1. ALL WORK, POWER OUTAGES, AND/OR SHUTDOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER OR CA TEAM. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
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0 30 60

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AGS AUGUSTA REGIONAL AIRPORT

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AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL LAYOUT
STA 36+00 - 42+25

E-203

X:\01119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\E-201 ELECTRICAL LAYOUT.DWG
4/12/2024 11:16:18 AM

ELECTRICAL LEGEND

- PROPOSED L-861T LED MITL, ON L867 BASE CAN
- RELOCATED L-861T LED MITL, ON L867 BASE CAN
- PROPOSED L-858 GUIDANCE SIGN ON PCC BASE
- PROPOSED 1/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED 2/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED ELECTRICAL MANHOLE/PULLBOX
- PROPOSED CONCRETE ENCASE DUCT
- PROPOSED #6 SOLID BARE COPPER COUNTERPOISE
- EXISTING ELECTRICAL CONDUIT
- FAA FACILITIES
- EXISTING RUNWAY EDGE LIGHT
- EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE
- EXISTING GUIDANCE SIGN
- EXISTING AIRFIELD DUCT

ELECTRICAL KEYED NOTES

1. RELOCATED L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
2. INSTALL (N) L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
3. INSTALL (N) ELECTRICAL PULLBOX, SEE DETAIL SHEET E-604
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PROPOSED CONDUIT CHART

LETTER	CONDUIT
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B	1W-2" SCH 40 PVC FLOW -FILL ENCASED
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PROPOSED CIRCUIT CHART

NUMBER	CABLE	CIRCUIT
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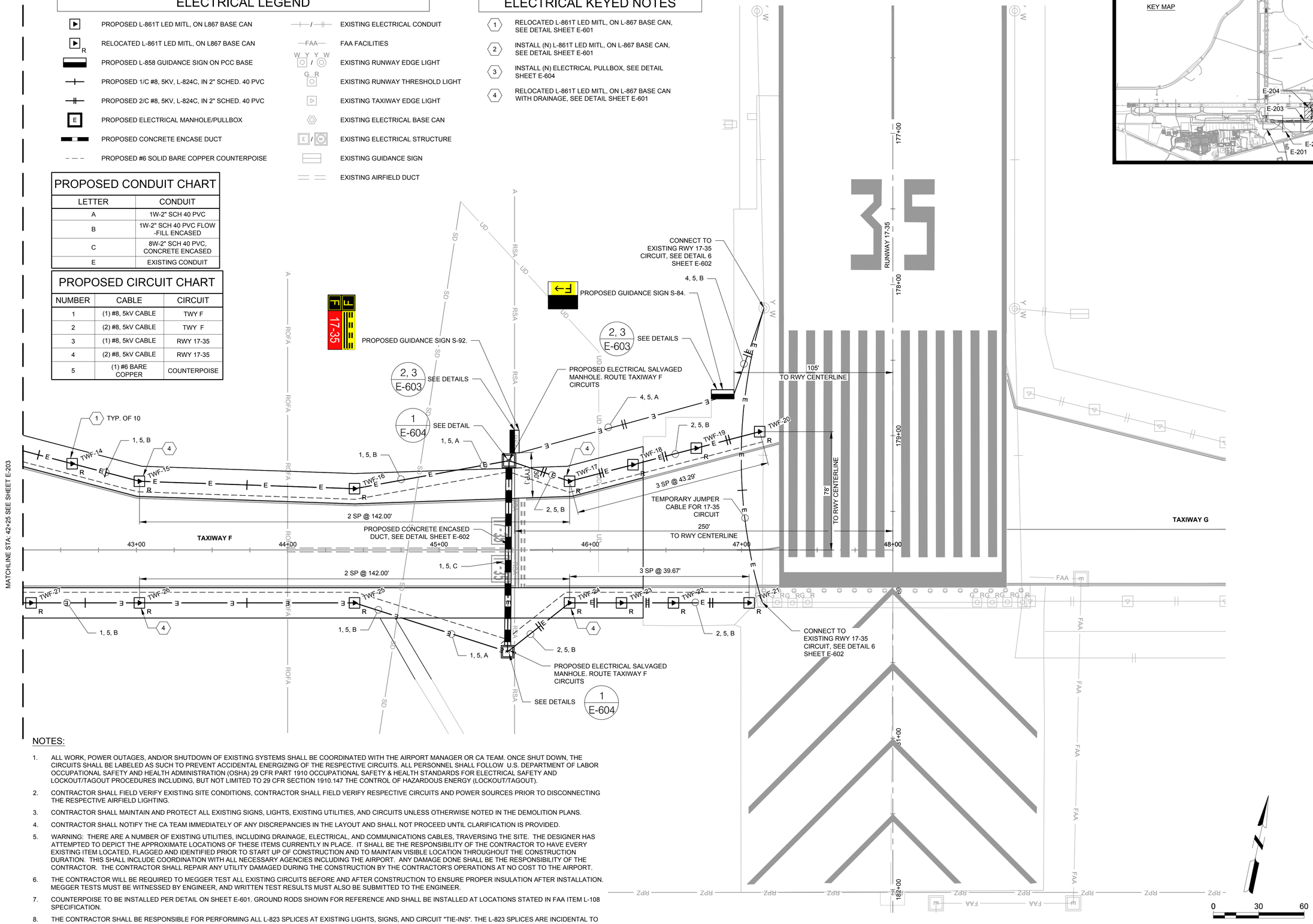

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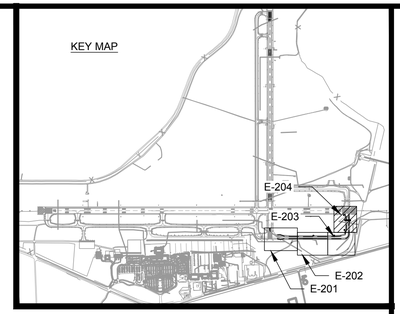
KEY MAP



Mead & Hunt

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5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL LAYOUT
STA 42+25 - 48+00

E-204

THIS ISSUE AUGUSTA REGIONAL AIRPORT
HORNER, NORTH DAKOTA
REGISTRATION NUMBER PE-5949
ON MARCH 24, 2023 AND THE ORIGINAL DOCUMENTS ARE STORED AT MEAD & HUNT 2025 N UNIVERSITY DRIVE FARGO, ND. 58102

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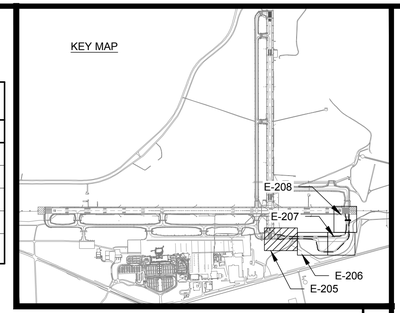
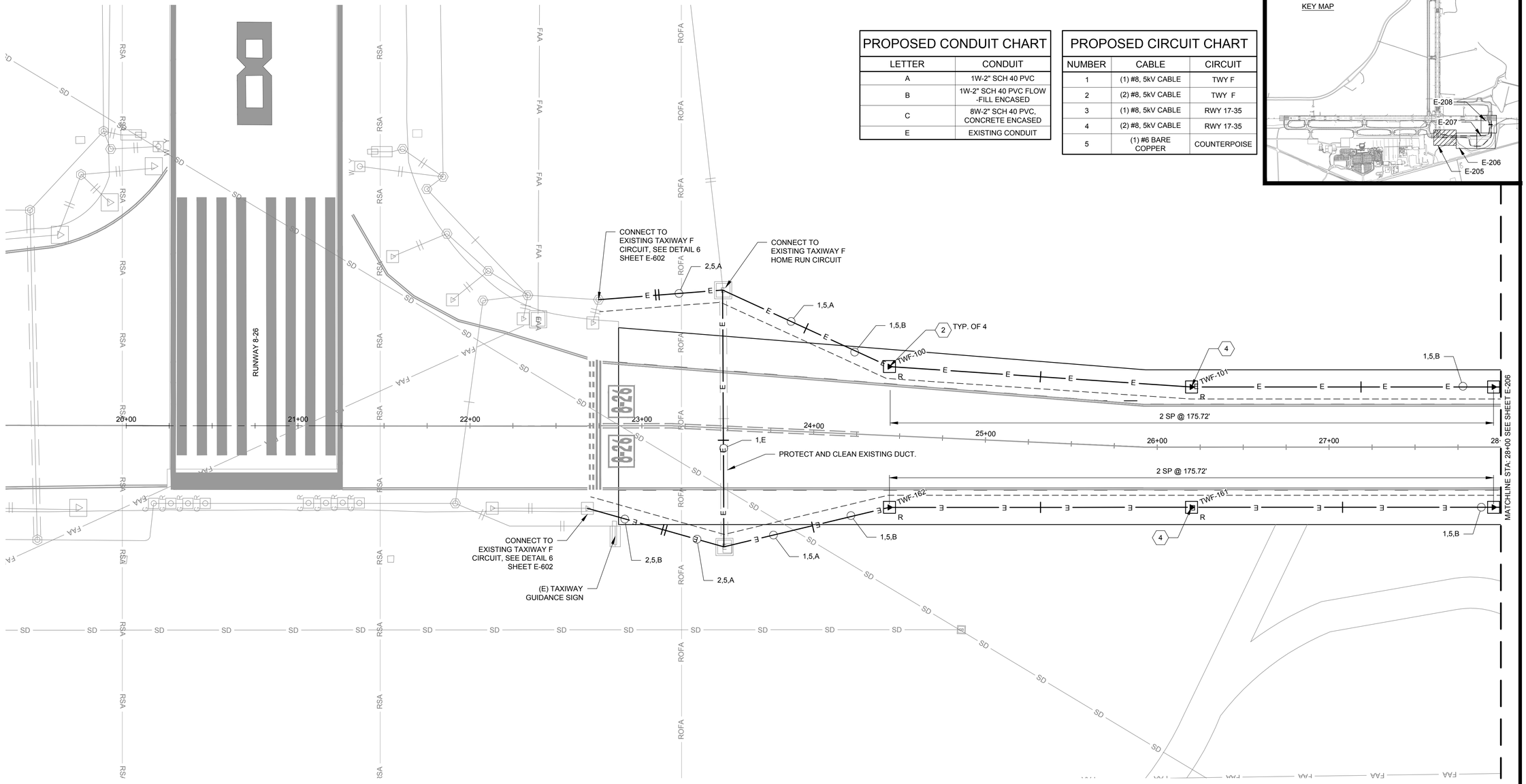
4/12/2024 11:16:28 AM

PROPOSED CONDUIT CHART	
LETTER	CONDUIT
A	1W-2" SCH 40 PVC
B	1W-2" SCH 40 PVC FLOW -FILL ENCASED
C	8W-2" SCH 40 PVC, CONCRETE ENCASED
E	EXISTING CONDUIT

PROPOSED CIRCUIT CHART		
NUMBER	CABLE	CIRCUIT
1	(1) #8, 5kV CABLE	TWY F
2	(2) #8, 5kV CABLE	TWY F
3	(1) #8, 5kV CABLE	RWY 17-35
4	(2) #8, 5kV CABLE	RWY 17-35
5	(1) #6 BARE COPPER	COUNTERPOISE

KEY MAP





ELECTRICAL LEGEND

- PROPOSED L-861T LED MITL, ON L867 BASE CAN
- PROPOSED L-858 GUIDANCE SIGN ON PCC BASE
- PROPOSED 1/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED 2/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED ELECTRICAL MANHOLE/PULLBOX
- PROPOSED CONCRETE ENCASE DUCT
- PROPOSED #6 SOLID BARE COPPER COUNTERPOISE
- EXISTING ELECTRICAL CONDUIT
- FAA FACILITIES
- W Y Y W / G R — EXISTING RUNWAY EDGE LIGHT / EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- E / M — EXISTING ELECTRICAL STRUCTURE
- EXISTING GUIDANCE SIGN
- EXISTING AIRFIELD DUCT

ELECTRICAL KEYED NOTES

1. RELOCATED L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
2. INSTALL (N) L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
3. INSTALL (N) ELECTRICAL PULLBOX, SEE DETAIL SHEET E-604
4. INSTALL (N) L-861T LED MITL, ON L-867 BASE CAN WITH DRAINAGE, SEE DETAIL SHEET E-601

NOTES:

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0 30 60

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL LAYOUT STA 20+00 - 28+00 - ADD ALT

E-205

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\E-205 ELECTRICAL LAYOUT - ADD ALT.DWG
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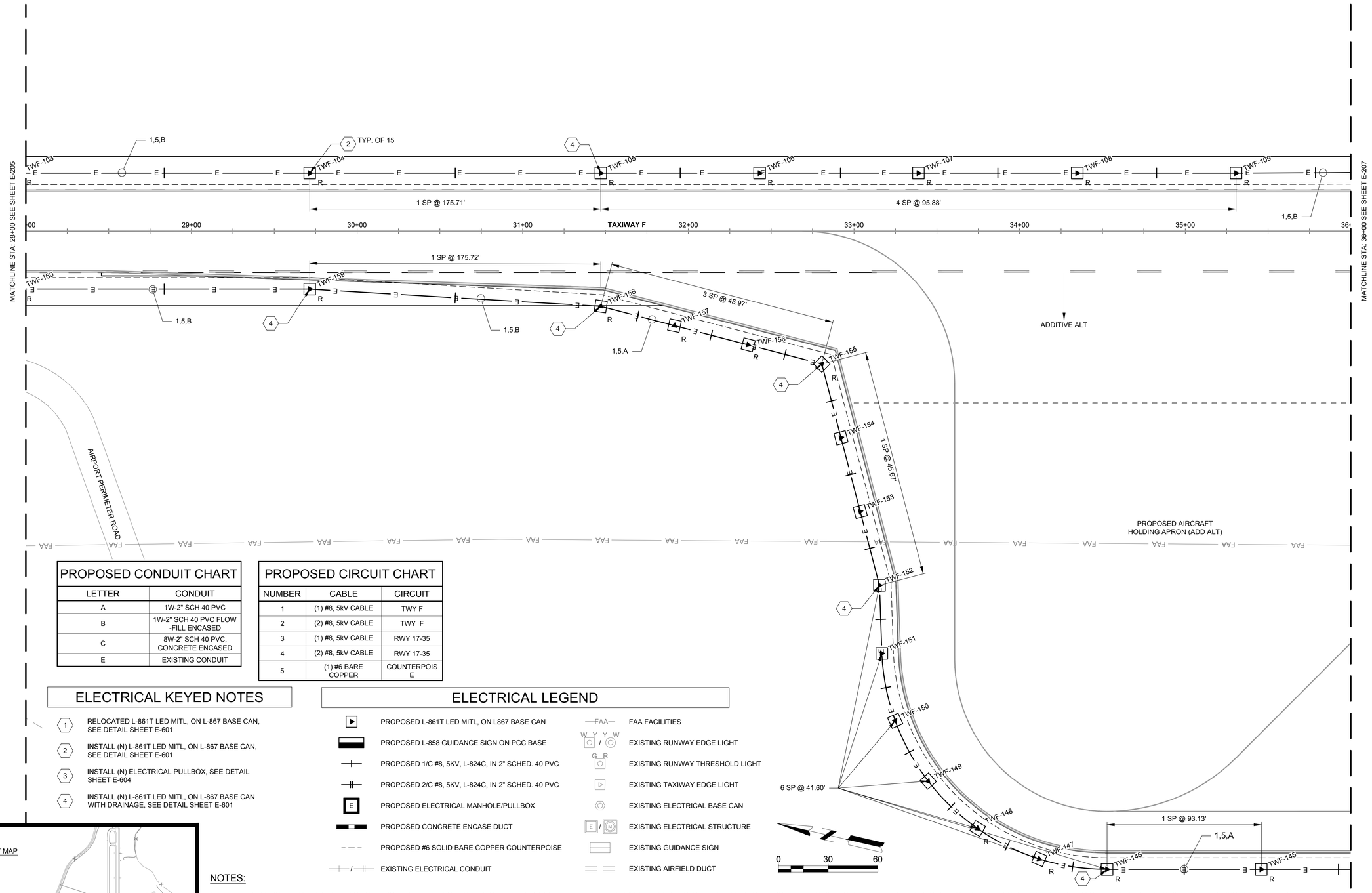

PROPOSED CONDUIT CHART	
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NUMBER	CABLE	CIRCUIT
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- EXISTING ELECTRICAL CONDUIT
- FAA FACILITIES
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- EXISTING TAXIWAY EDGE LIGHT
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- EXISTING ELECTRICAL STRUCTURE
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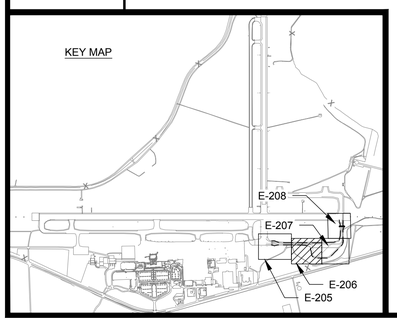

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5. WARNING: THERE ARE A NUMBER OF EXISTING UTILITIES, INCLUDING DRAINAGE, ELECTRICAL, AND COMMUNICATIONS CABLES, TRAVERSING THE SITE. THE DESIGNER HAS ATTEMPTED TO DEPICT THE APPROXIMATE LOCATIONS OF THESE ITEMS CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY EXISTING ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START UP OF CONSTRUCTION AND TO MAINTAIN VISIBLE LOCATION THROUGHOUT THE CONSTRUCTION DURATION. THIS SHALL INCLUDE COORDINATION WITH ALL NECESSARY AGENCIES INCLUDING THE AIRPORT. ANY DAMAGE DONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY UTILITY DAMAGED DURING THE CONSTRUCTION BY THE CONTRACTOR'S OPERATIONS AT NO COST TO THE AIRPORT.
6. THE CONTRACTOR WILL BE REQUIRED TO MEGGER TEST ALL EXISTING CIRCUITS BEFORE AND AFTER CONSTRUCTION TO ENSURE PROPER INSULATION AFTER INSTALLATION. MEGGER TESTS MUST BE WITNESSED BY ENGINEER, AND WRITTEN TEST RESULTS MUST ALSO BE SUBMITTED TO THE ENGINEER.
7. COUNTERPOISE TO BE INSTALLED PER DETAIL ON SHEET E-601. GROUND RODS SHOWN FOR REFERENCE AND SHALL BE INSTALLED AT LOCATIONS STATED IN FAA ITEM L-108 SPECIFICATION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING ALL L-823 SPLICES AT EXISTING LIGHTS, SIGNS, AND CIRCUIT "TIE-INS". THE L-823 SPLICES ARE INCIDENTAL TO THE CABLE INSTALLATION. SEE "DETAIL C" ON SHEET E-604.

Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
ELECTRICAL LAYOUT
STA 28+00 - 36+00 -
ADD ALT

E-206

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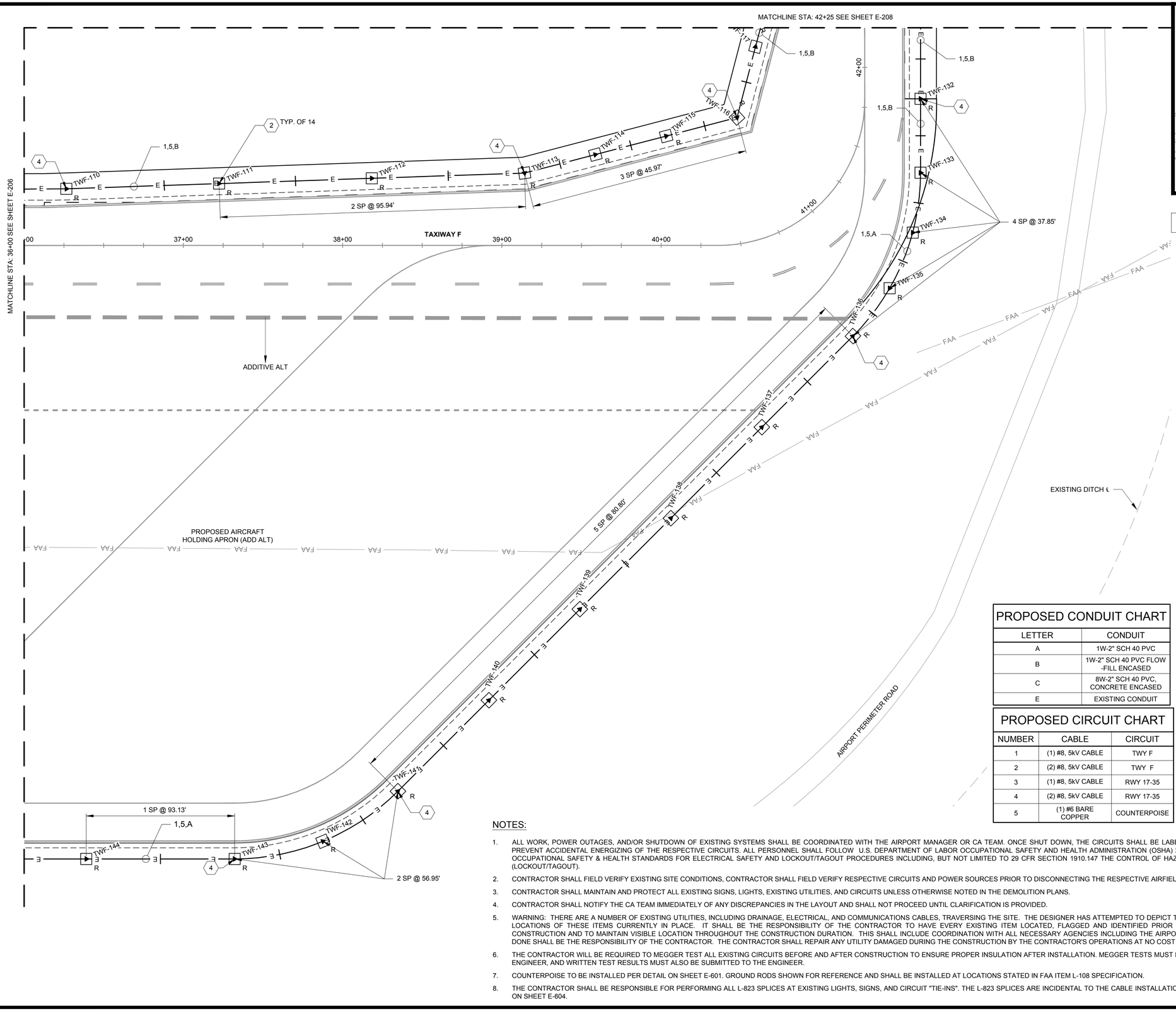
4/12/2024 11:17:00 AM



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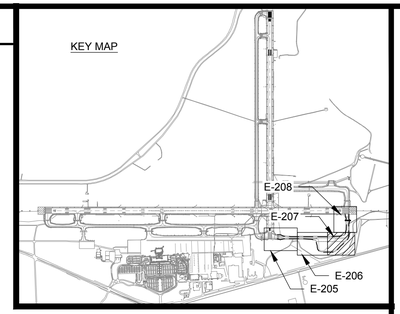

ELECTRICAL KEYED NOTES

1. RELOCATED L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
2. INSTALL (N) L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
3. INSTALL (N) ELECTRICAL PULLBOX, SEE DETAIL SHEET E-604
4. INSTALL (N) L-861T LED MITL, ON L-867 BASE CAN WITH DRAINAGE, SEE DETAIL SHEET E-601

ELECTRICAL LEGEND

- PROPOSED L-861T LED MITL, ON L867 BASE CAN
- RELOCATED L-861T LED MITL, ON L867 BASE CAN
- PROPOSED L-858 GUIDANCE SIGN ON PCC BASE
- PROPOSED 1/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED 2/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- PROPOSED ELECTRICAL MANHOLE/PULLBOX
- PROPOSED CONCRETE ENCASE DUCT
- PROPOSED #6 SOLID BARE COPPER COUNTERPOISE
- EXISTING ELECTRICAL CONDUIT
- EXISTING RUNWAY EDGE LIGHT
- EXISTING RUNWAY THRESHOLD LIGHT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE
- EXISTING GUIDANCE SIGN
- EXISTING AIRFIELD DUCT

PROPOSED CONDUIT CHART

LETTER	CONDUIT
A	1W-2" SCH 40 PVC
B	1W-2" SCH 40 PVC FLOW -FILL ENCASED
C	8W-2" SCH 40 PVC, CONCRETE ENCASED
E	EXISTING CONDUIT

PROPOSED CIRCUIT CHART

NUMBER	CABLE	CIRCUIT
1	(1) #8, 5kV CABLE	TWY F
2	(2) #8, 5kV CABLE	TWY F
3	(1) #8, 5kV CABLE	RWY 17-35
4	(2) #8, 5kV CABLE	RWY 17-35
5	(1) #6 BARE COPPER	COUNTERPOISE

NOTES:

1. ALL WORK, POWER OUTAGES, AND/OR SHUTDOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER OR CA TEAM. ONCE SHUT DOWN, THE CIRCUITS SHALL BE LABELED AS SUCH TO PREVENT ACCIDENTAL ENERGIZING OF THE RESPECTIVE CIRCUITS. ALL PERSONNEL SHALL FOLLOW U.S. DEPARTMENT OF LABOR OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) 29 CFR PART 1910 OCCUPATIONAL SAFETY & HEALTH STANDARDS FOR ELECTRICAL SAFETY AND LOCKOUT/TAGOUT PROCEDURES INCLUDING, BUT NOT LIMITED TO 29 CFR SECTION 1910.147 THE CONTROL OF HAZARDOUS ENERGY (LOCKOUT/TAGOUT).
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0 30 60

Mead & Hunt

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North Charleston, SC 29406
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meadhunt.com

AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
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E-207

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\E-205 ELECTRICAL LAYOUT - ADD ALT.DWG
4/12/2024 11:26:53 AM

ELECTRICAL LEGEND

PROPOSED L-861T LED MITL, ON L867 BASE CAN	EXISTING ELECTRICAL CONDUIT
RELOCATED L-861T LED MITL, ON L867 BASE CAN	FAA FACILITIES
PROPOSED L-858 GUIDANCE SIGN ON PCC BASE	EXISTING RUNWAY EDGE LIGHT
PROPOSED 1/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC	EXISTING RUNWAY THRESHOLD LIGHT
PROPOSED 2/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC	EXISTING TAXIWAY EDGE LIGHT
PROPOSED ELECTRICAL MANHOLE/PULLBOX	EXISTING ELECTRICAL BASE CAN
PROPOSED CONCRETE ENCASE DUCT	EXISTING ELECTRICAL STRUCTURE
PROPOSED #6 SOLID BARE COPPER COUNTERPOISE	EXISTING GUIDANCE SIGN
	EXISTING AIRFIELD DUCT

PROPOSED CONDUIT CHART

LETTER	CONDUIT
A	1W-2" SCH 40 PVC
B	1W-2" SCH 40 PVC FLOW -FILL ENCASED
C	8W-2" SCH 40 PVC, CONCRETE ENCASED
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NUMBER	CABLE	CIRCUIT
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ELECTRICAL KEYED NOTES

1. RELOCATED L-861T LED MITL, ON L-867 BASE CAN, SEE DETAIL SHEET E-601
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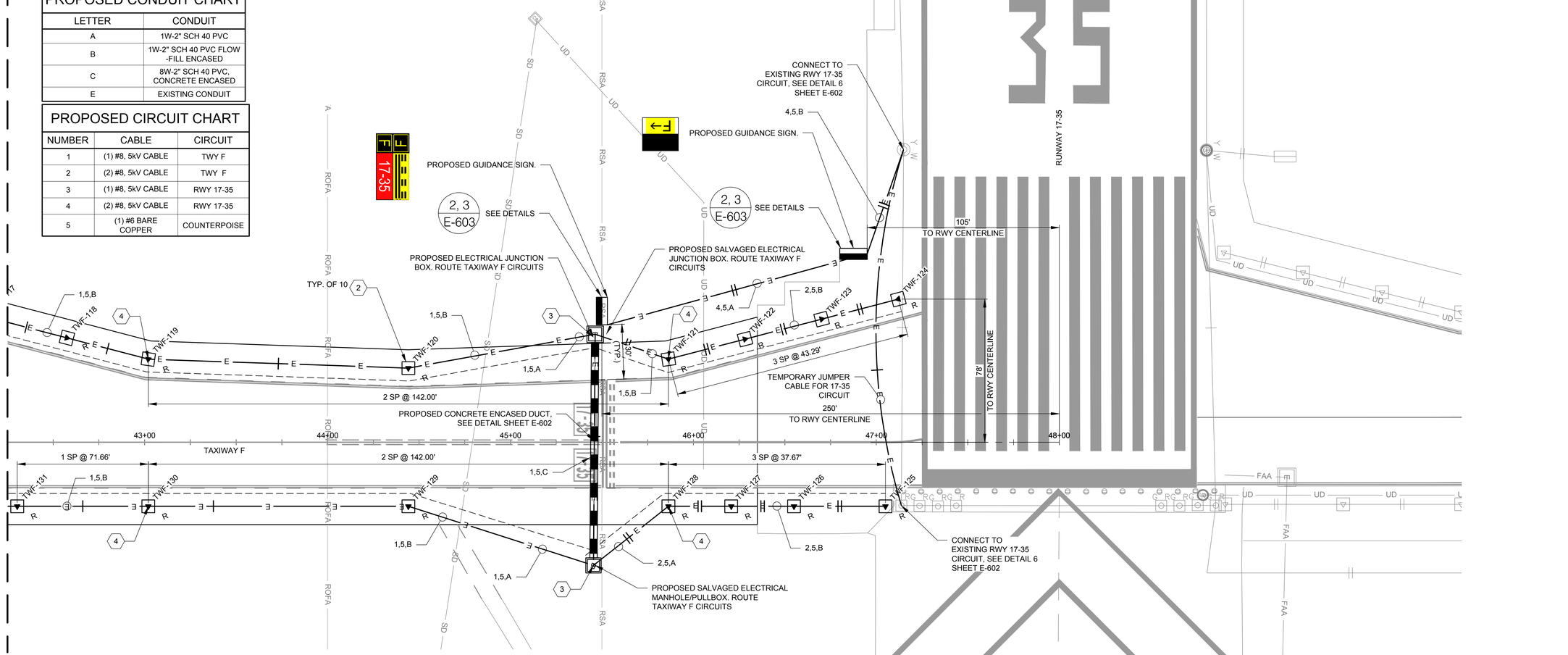
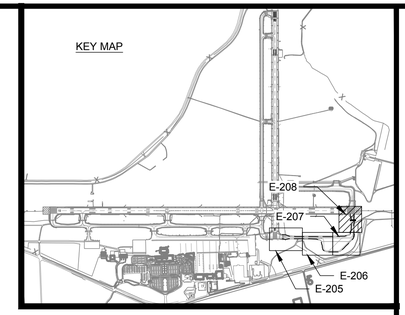
3. INSTALL (N) ELECTRICAL PULLBOX, SEE DETAIL SHEET E-604
4. INSTALL (N) L-861T LED MITL, ON L-867 BASE CAN WITH DRAINAGE, SEE DETAIL SHEET E-601





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Mead & Hunt

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North Charleston, SC 29406
phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT
AGS
REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
TAXIWAY F RECONSTRUCTION

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	3-13-0011-055-2023
M&H NO.:	0119700-221767.01
DATE:	APRIL 12, 2024
DESIGNED BY:	NJH
DRAWN BY:	BT
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS

ELECTRICAL LAYOUT
STA 42+25 - 48+00 -
ADD ALT

E-208

0 30 60

X:\0119700\221767.01\TECH\CAD\DRAWINGS\SHEETS\E-205 ELECTRICAL LAYOUT - ADD ALT.DWG
4/12/2024 11:17:23 AM

TAXIWAY F LIGHITNG SCHEDULE			
POINT #	NORTHING	EASTING	DESCRIPTION
1	1224091.255	716589.642	L-861 LED MITL
2	1223910.009	716616.287	L-861 LED MITL
3	1223731.089	716653.981	L-861 LED MITL
4	1223552.170	716691.671	L-861 LED MITL
5	1223373.248	716729.355	L-861 LED MITL
6	1223194.328	716767.041	L-861 LED MITL
7	1223015.411	716804.745	L-861 LED MITL
8	1222837.336	716846.447	L-861 LED MITL
9	1222659.715	716890.304	L-861 LED MITL
10	1222618.586	716910.834	L-861 LED MITL
11	1222577.457	716931.364	L-861 LED MITL
12	1222536.328	716951.894	L-861 LED MITL
13	1222534.136	716997.810	L-861 LED MITL
14	1222531.943	717043.725	L-861 LED MITL
15	1222529.751	717089.641	L-861 LED MITL
16	1222554.266	717229.775	L-861 LED MITL
17	1222588.364	717367.872	L-861 LED MITL
18	1222607.697	717406.604	L-861 LED MITL
19	1222627.030	717445.339	L-861 LED MITL
20	1222646.363	717484.074	L-861 LED MITL
21	1222534.157	717500.551	L-861 LED MITL
22	1222523.850	717451.624	L-861 LED MITL
23	1222516.774	717418.033	L-861 LED MITL

TAXIWAY F LIGHITNG SCHEDULE			
POINT #	NORTHING	EASTING	DESCRIPTION
24	1222509.696	717384.438	L-861 LED MITL
25	1222480.392	717245.335	L-861 LED MITL
26	1222451.084	717106.215	L-861 LED MITL
27	1222436.312	717036.095	L-861 LED MITL
28	1222426.005	716987.167	L-861 LED MITL
29	1222425.446	716937.620	L-861 LED MITL
30	1222443.890	716891.630	L-861 LED MITL
31	1222478.530	716856.198	L-861 LED MITL
32	1222524.091	716836.718	L-861 LED MITL
33	1222573.024	716826.410	L-861 LED MITL
34	1222643.143	716811.637	L-861 LED MITL
35	1222822.062	716773.945	L-861 LED MITL
36	1223000.982	716736.253	L-861 LED MITL
37	1223179.901	716698.561	L-861 LED MITL
38	1223358.821	716660.868	L-861 LED MITL
39	1223537.740	716623.176	L-861 LED MITL
40	1223716.660	716585.484	L-861 LED MITL
41	1223895.579	716547.792	L-861 LED MITL
42	1224074.498	716510.100	L-861 LED MITL

TAXIWAY GUIDANCE SIGN SCHEDULE

SIGN NUMBER	LEGEND	SIZE	STYLE	MODE	MODULE	NORTHING	EASTING
S-84	F→	2	3	2	2	1222667.239436	717462.381272
S-92	J / F 17-35	2	3	2	4	1222599.211344	717328.443778

BASE BID - TAXIWAY EDGE LIGHTING SCHEDULE

TAXIWAY F LIGHITNG SCHEDULE			
POINT #	NORTHING	EASTING	DESCRIPTION
100	1224098.352	716588.729	L-861 LED MITL
101	1223923.967	716613.346	L-861 LED MITL
103	1223752.027	716649.568	L-861 LED MITL
104	1223580.087	716685.790	L-861 LED MITL
105	1223408.147	716722.013	L-861 LED MITL
106	1223314.319	716741.771	L-861 LED MITL
107	1223220.498	716761.536	L-861 LED MITL
108	1223126.678	716781.297	L-861 LED MITL
109	1223032.855	716801.066	L-861 LED MITL
110	1222939.135	716821.311	L-861 LED MITL
111	1222845.995	716844.309	L-861 LED MITL
112	1222752.855	716867.306	L-861 LED MITL
113	1222659.715	716890.304	L-861 LED MITL
114	1222618.586	716910.834	L-861 LED MITL
115	1222577.457	716931.364	L-861 LED MITL
116	1222536.328	716951.894	L-861 LED MITL
117	1222534.136	716997.810	L-861 LED MITL
118	1222531.943	717043.725	L-861 LED MITL
119	1222529.751	717089.641	L-861 LED MITL
120	1222554.266	717229.775	L-861 LED MITL
121	1222588.364	717367.869	L-861 LED MITL
122	1222607.697	717406.604	L-861 LED MITL
123	1222627.030	717445.339	L-861 LED MITL
124	1222646.363	717484.074	L-861 LED MITL
125	1222534.157	717500.551	L-861 LED MITL

TAXIWAY F LIGHITNG SCHEDULE			
POINT #	NORTHING	EASTING	DESCRIPTION
126	1222523.850	717451.624	L-861 LED MITL
127	1222516.774	717418.033	L-861 LED MITL
128	1222509.696	717384.438	L-861 LED MITL
129	1222480.392	717245.335	L-861 LED MITL
130	1222451.084	717106.215	L-861 LED MITL
131	1222436.312	717036.095	L-861 LED MITL
132	1222426.005	716987.167	L-861 LED MITL
133	1222416.433	716941.729	L-861 LED MITL
134	1222413.531	716903.988	L-861 LED MITL
135	1222420.497	716866.782	L-861 LED MITL
136	1222436.854	716832.646	L-861 LED MITL
137	1222480.984	716764.961	L-861 LED MITL
138	1222525.113	716697.276	L-861 LED MITL
139	1222569.243	716629.591	L-861 LED MITL
140	1222613.373	716561.906	L-861 LED MITL
141	1222657.502	716494.221	L-861 LED MITL
142	1222697.051	716453.769	L-861 LED MITL
143	1222749.075	716431.529	L-861 LED MITL
144	1222840.198	716412.333	L-861 LED MITL
145	1222931.326	716393.135	L-861 LED MITL
146	1223022.454	716373.937	L-861 LED MITL
147	1223063.829	716371.668	L-861 LED MITL
148	1223103.968	716381.953	L-861 LED MITL
149	1223139.153	716403.841	L-861 LED MITL
150	1223166.120	716435.302	L-861 LED MITL

TAXIWAY F LIGHITNG SCHEDULE			
POINT #	NORTHING	EASTING	DESCRIPTION
151	1223182.370	716473.419	L-861 LED MITL
152	1223192.238	716513.382	L-861 LED MITL
153	1223212.768	716554.511	L-861 LED MITL
154	1223233.298	716595.640	L-861 LED MITL
155	1223253.827	716636.769	L-861 LED MITL
156	1223299.743	716638.962	L-861 LED MITL
157	1223345.659	716641.154	L-861 LED MITL
158	1223391.575	716643.347	L-861 LED MITL
159	1223565.658	716617.295	L-861 LED MITL
160	1223737.598	716581.073	L-861 LED MITL
161	1223909.538	716544.851	L-861 LED MITL
162	1224081.473	716508.606	L-861 LED MITL

ADDITIVE ALTERNATE - TAXIWAY EDGE LIGHTING SCHEDULE

Mead & Hunt

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AUGUSTA REGIONAL AIRPORT

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TAXIWAY F RECONSTRUCTION

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M&H NO.: 0119700-221767.01
DATE: APRIL 12, 2024
DESIGNED BY: NJH
DRAWN BY: BT
CHECKED BY: EJS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
TAXIWAY LIGHT FIXTURE SCHEDULE

E-211

X:\0119700221767.011\TECH\CAD\DRAWINGS\SHEETS\E-211 TAXIWAY LIGHT FIXTURE SCHEDULE.DWG
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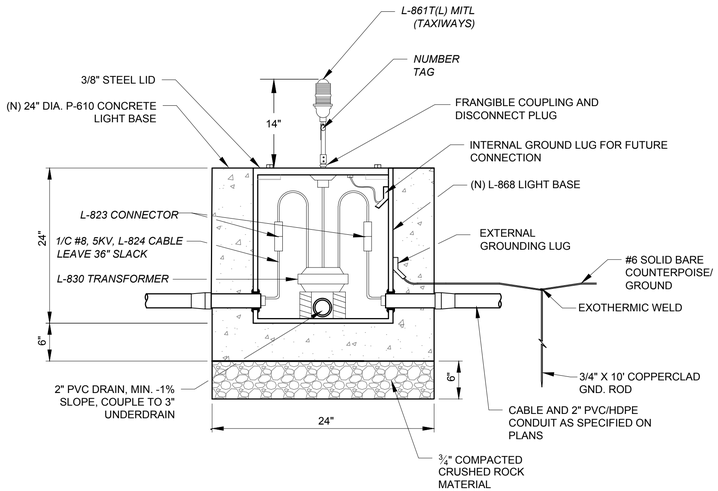

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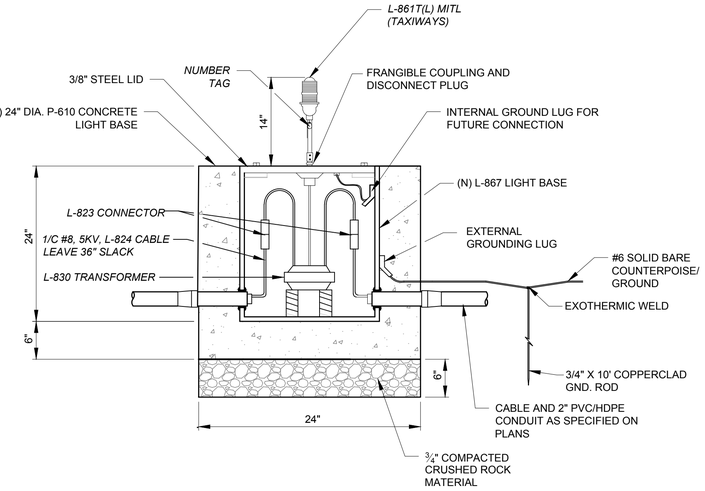
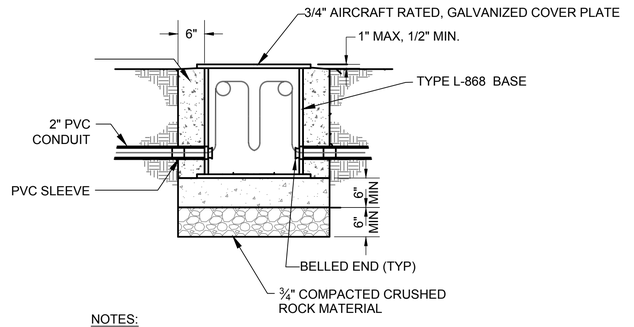
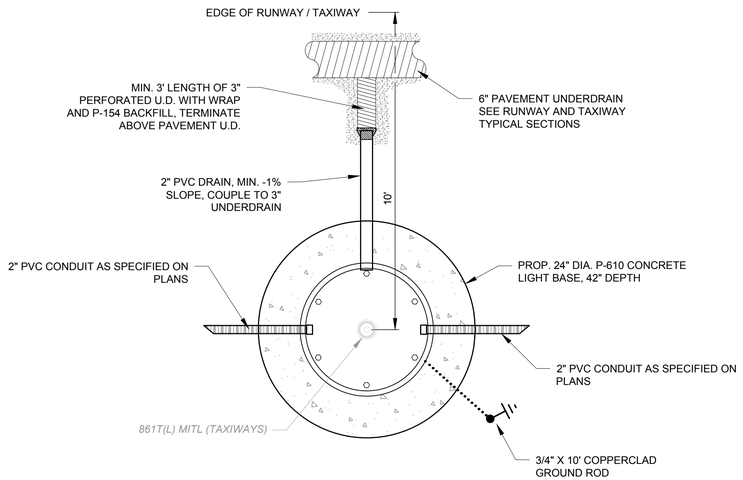


ELEVATION

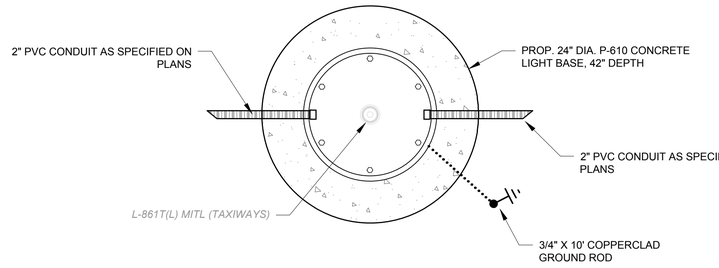


NOTES:
1. INSTALL GROUND ROD AND GROUND WIRE SIMILAR TO ELEVATED TAXIWAY EDGE LIGHT DETAIL

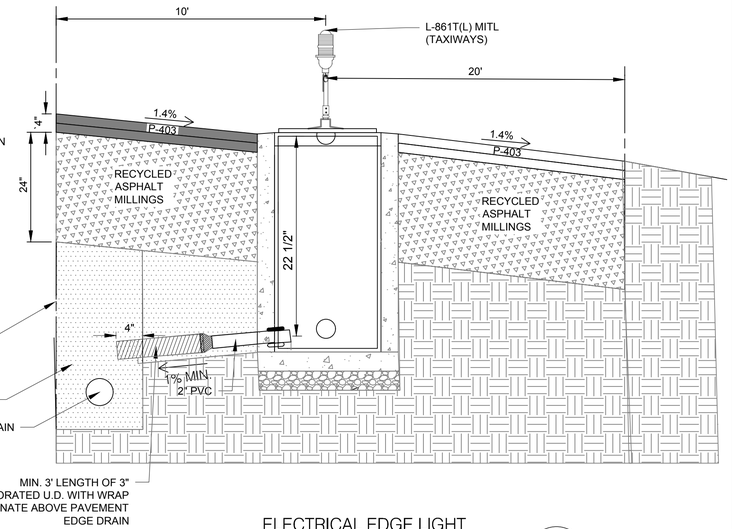
JUNCTION CAN DETAIL — 1 / E-601
SCALE: NTS



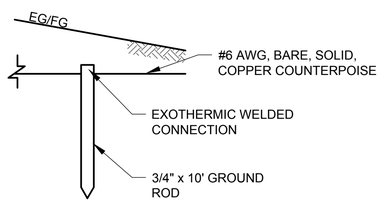
L861T (L)TAXIWAY EDGE LIGHT INSTALLATION DETAIL WITH DRAINAGE — 5 / E-601
SCALE: NTS



L861T (L), L861, L862 EDGE LIGHT INSTALLATION DETAIL — 3 / E-601
SCALE: NTS



ELECTRICAL EDGE LIGHT DRAIN DETAIL — 2 / E-601
SCALE: NTS



GROUND ROD INSTALLATION DETAIL — 4 / E-601
SCALE: NTS

1-1/2" MIN. FOR MAX. 3 NUMBER/LETTER COMBINATIONS. 1" MIN. FOR MORE THAN 3 NUMBER/LETTER COMBINATIONS, OR IF 2 LINES ARE REQUIRED. COLORED TAGS MAY BE USED TO REDUCE NUMBER/LETTER COMBINATIONS.

NOTE:
AFFIX NON-CORROSIVE NUMBERING TAG TO FIXTURE FACING RUNWAY WITH SET SCREW, WIRE TIE, OR METAL BAND, NUMBERS SHALL BE ENGRAVED FOR PERMANENT READABILITY.

TAG NUMBERING DETAIL — 6 / E-601
SCALE: NTS

TYPICAL NOTES:

1. SEE LAYOUT SHEETS E-201 THROUGH E-208 FOR EDGE LIGHT CAN LOCATIONS WITH DRAINAGE.
2. ALL BOLTS SHALL BE STAINLESS STEEL.
3. APPLY ANTI-SEIZE COMPOUND TO ALL MALE THREADS.
4. PROVIDE FORMS AS NECESSARY FOR CONCRETE PLACEMENT. COST INCIDENTAL TO THE INSTALLATION.
5. ALL NEW BASE CANS SHALL HAVE INTERNAL AND EXTERNAL GROUND LUGS.
6. NON-METALLIC COMPONENTS IN THE LIGHT FIXTURE STEMS AND BREAKABLE COUPLINGS ARE NOT PERMITTED. L-867 PLASTIC CANS ARE NOT ACCEPTABLE
7. LIGHT AND BASES SHALL BE SET PLUMB.
8. UNDER PAVEMENT, INSTALL COUNTERPOISE USING THE EQUIPOTENTIAL METHOD, 12" ABOVE CABLE/DUCT, CONNECTED TO OUTSIDE OF LIGHT BASE. IN GREEN SPACES, INSTALL COUNTERPOISE 12" ABOVE DUCT AND INSTALL GROUND RODS AT THE END OF RUNS AND AT 500' INTERVALS.
9. ALL CONNECTIONS TO GROUND RODS SHALL BE MADE USING EXOTHERMIC WELDS.

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AUGUSTA REGIONAL AIRPORT TAXIWAY F RECONSTRUCTION

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DRAWN BY:	BT
CHECKED BY:	EJS

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SHEET CONTENTS
ELECTRICAL DETAILS

E-601

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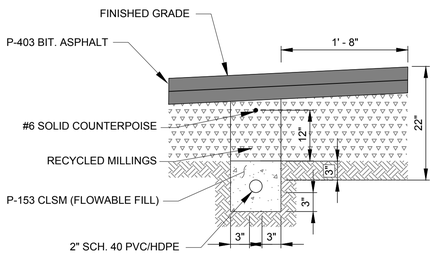
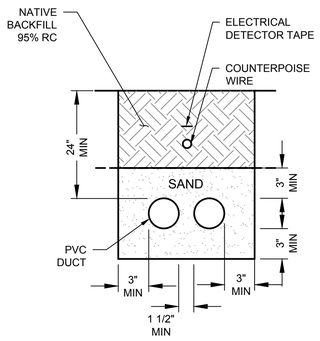


SHOULDER AREAS

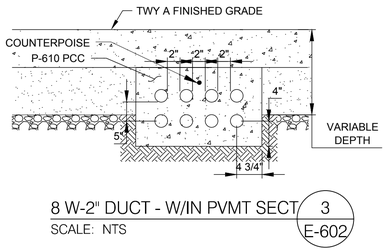
1 W-2" DUCT — 1 / E-602

SCALE: NTS



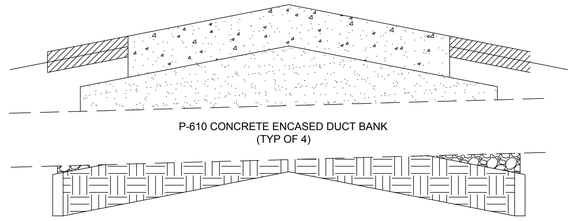
DUCT INSTALLATION UNPAVED AREAS — 2 / E-602

SCALE: NTS



8 W-2" DUCT - W/IN PVMT SECT — 3 / E-602

SCALE: NTS



TAXIWAY F
DUCTBANK CROSSING — 4 / E-602

SCALE: NTS

TYPICAL. TEXT AND ARROW DISPLAY TO BE ADJUSTED TO ACTUAL FIELD CONDITION.

NOTES:

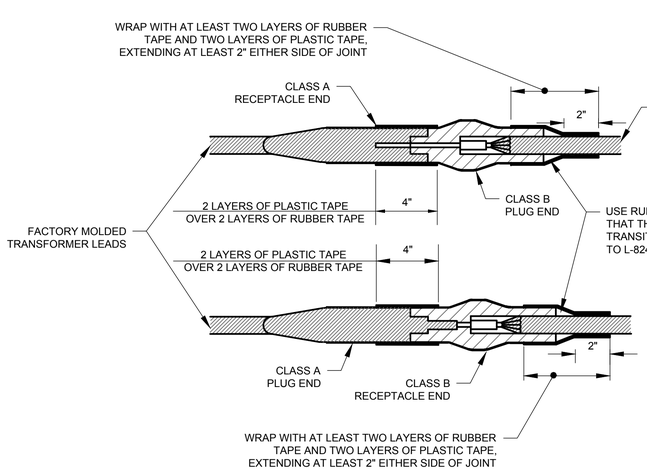
1. MARKERS SHALL BE 24 INCHES SQUARE BY 4 INCHES THICK PLACED IN LOCATIONS WHERE CHANGE IN DIRECTION OCCURS AND IN ACCORDANCE WITH THE SPECIFICATIONS.
2. COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
3. LETTER AND NUMBER HEIGHT SHALL BE 4 INCHES DEPRESSED 1/4" INTO THE CONCRETE.

DUCT, CABLE, AND SPLICE MARKER DETAIL — 5 / E-602

SCALE: NTS

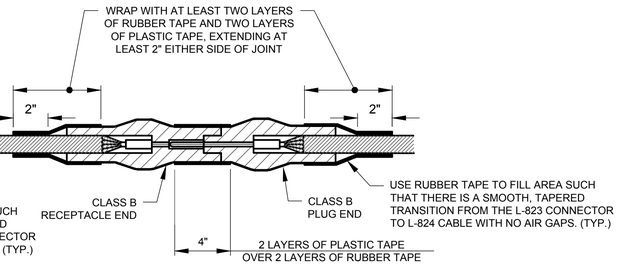
DUCT BANK NOTES:

1. SLOPE DUCT BANK TO FOLLOW GRADE. MAINTAIN 1-FOOT COVER WHEN JOINING AN EXISTING & PROPOSED DUCT BANK TOGETHER. THE EXISTING CONCRETE ENCASEMENT SHALL BE REMOVED TO PERMIT A TIGHT, SEAMLESS FIT.
2. ALL CONNECTIONS SHALL BE APPROVED BY THE PROJECT ENGINEER.
3. SEE TRENCHING PAY ITEM DETAILS FOR BACKFILL BENEATH ROADWAYS. SPOIL BACKFILL IN OPEN FIELD LOCATIONS SHALL BE COMPACTED TO SPECIFIED DENSITY IN 6-INCH LIFTS.
4. ALL EXISTING MANHOLE CONNECTIONS SHALL BE MADE BY CORING THROUGH THE MANHOLE (JACK HAMMERING OF MANHOLES IS PROHIBITED).
5. FOR #6 COUNTERPOISE, REQUIRED GROUND RODS SHALL BE SPACED NO MORE THAN 500 FEET APART, PLUS AT BEGINNING AND END OF RUNS.



FOR L-823 CONNECTORS USED AT L-830 ISOLATION TRANSFORMER JUNCTION WITH 5KV LOOP CIRCUIT

FIGURE A



FOR L-823 CONNECTORS USED AT 5KV CABLE SPLICES

FIGURE B

SPLICING NOTES:

1. ALL SPLICES IN MANHOLES, IF ALLOWED, SHALL BE PER FIGURE B.
2. CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURER'S INSTRUCTIONS.
3. L-823 SPLICE KITS SHALL BE EITHER AMERACE 54 SUPER KIT, OR INTEGRO COMPLETE KIT.
4. RUBBER TAPE SHALL BE 3M SCOTCH 130C-RUBBER SPLICING, LINERLESS TAPE, 1-1/2"W OR APPROVED EQUAL.
5. PLASTIC TAPE SHALL BE 3M SUPER 88 SCOTCH VINYL TAPE, 1-1/2"W OR APPROVED EQUAL.

CABLE SPLICE WATER PROOFING DETAIL — 6 / E-602

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E-602

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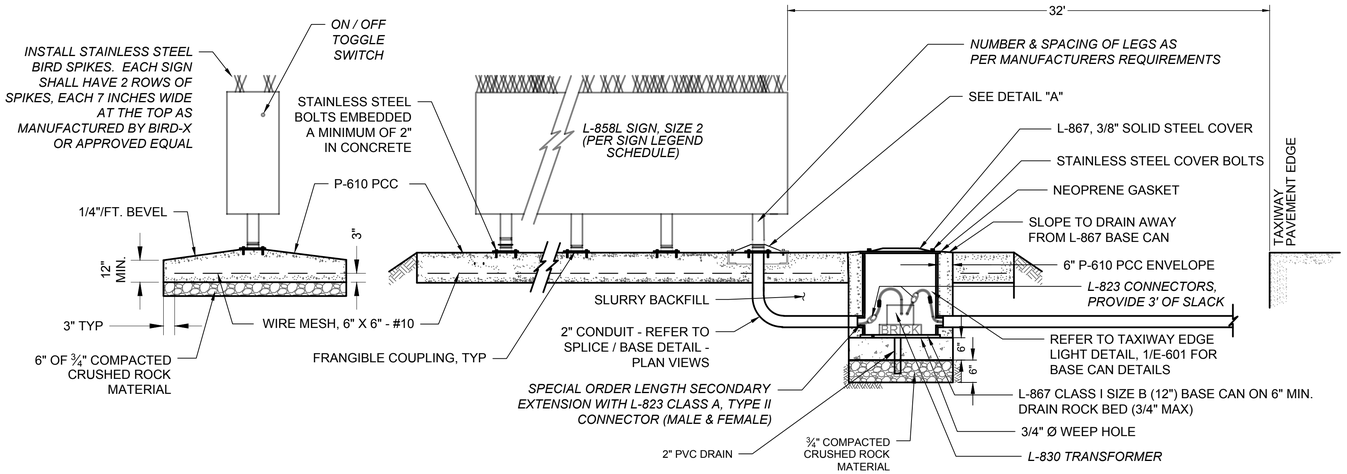
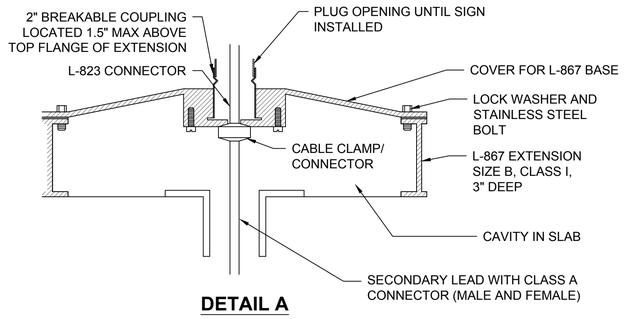


TYPICAL LIGHTED AIRFIELD GUIDANCE AND HOLD SIGN — 3 / E-603

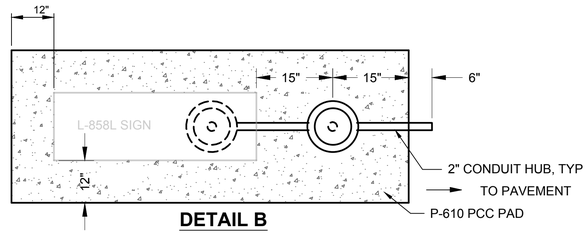
SCALE: NTS

GENERAL SIGN NOTES:

1. ALL GUIDANCE SIGNS AND ASSOCIATING CABLING TO BE INSTALLED AT A LATER DATE AND ARE NOT INCLUDED IN THIS PROJECT.
2. COUPLING WEEP HOLES SHALL NOT DRAIN TO THE OUTSIDE OF THE L-867 BASE CAN OR LID.
3. PROVIDE ONE TETHER ON EACH END OF SIGN.
4. INSTALL GROUND WIRE AND GROUND ROD TO EXTERIOR LUG ON L-867 BASE CAN.
5. BOND SIGN METAL SURFACES TO LIGHT BASE GROUNDING LUG, USING #6 BARE COPPER WIRE
6. DIMENSION SIGN PAD PER DETAIL "A"
7. PLUG ALL OPENINGS FOR FUTURE SIGN INSTALLATION.



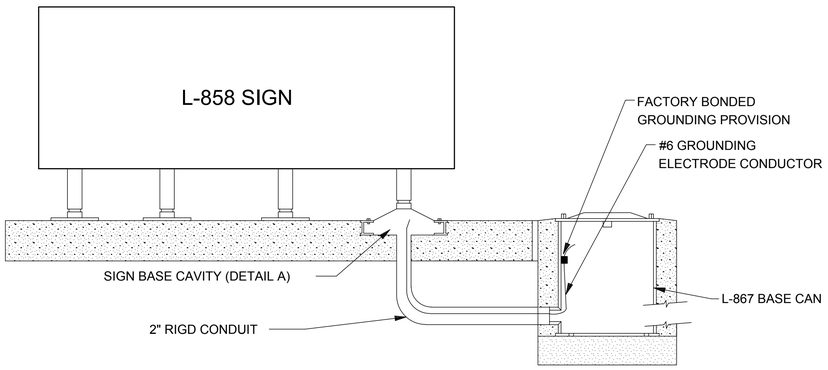
DETAIL A



DETAIL B

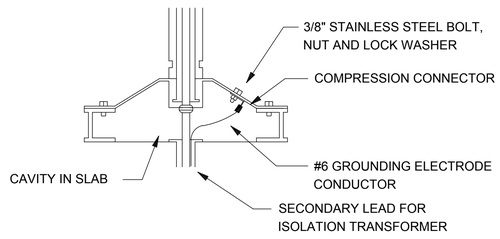
SIGN BASE DETAILS-PLAN VIEWS — 2 / E-603

SCALE: NTS



MULTIPLE SIGN PEDESTAL GROUNDING DETAIL

NOT TO SCALE



SIGN BASE CAVITY GROUNDING DETAIL

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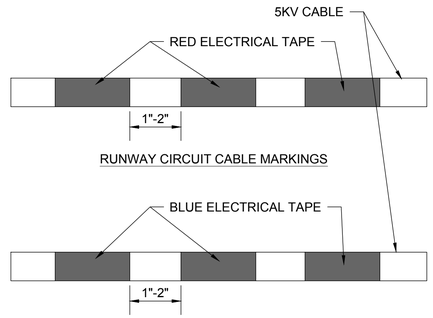

NOTE: APPLY ELECTRICAL TAPE MARKINGS ON EITHER SIDE OF A SPLICE WITHIN A JUNCTION STRUCTURE AND AT A MINIMUM OF 2 LOCATIONS WITHIN A JUNCTION STRUCTURE (PULLCAN AND PULL BOXES).

CABLE MARKING AND IDENTIFICATION DETAIL — 1 / E-603

SCALE: NTS

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GUIDANCE SIGN DETAILS

E-603

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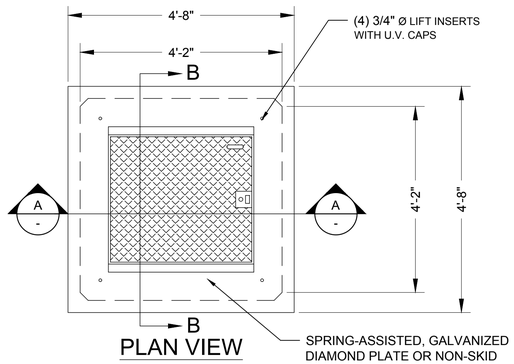
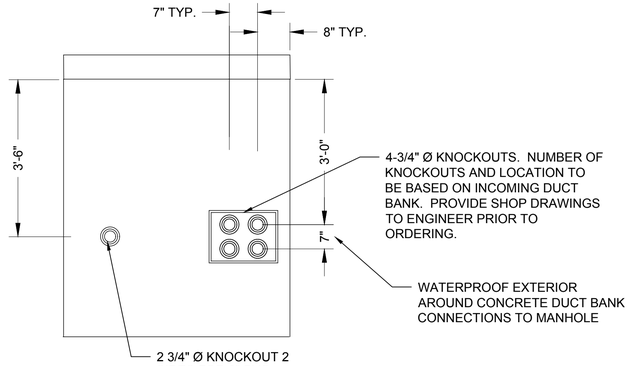
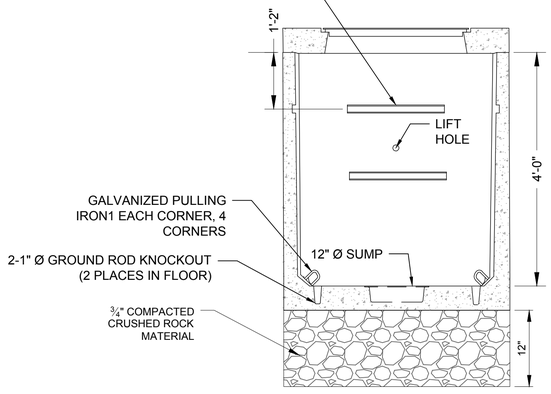


PLAN VIEW



SECTION B-B



SECTION A-A

NOTES:

1. PULL BOXES SHALL BE RATED FOR FAA DESIGNATED 150,000-POUND, DUAL WHEEL AIRCRAFT LOADING.
2. PULL BOXES SHALL BE SET 1" ABOVE ADJACENT GRADE SHAPE GRADE AT PULL BOXES AS NECESSARY TO DRAIN AWAY.
3. THE HEAVY DUTY ELECTRICAL PULL BOX COVERS SHALL BE SPRING LOADED.
4. PULL BOXES SHALL BE GROUNDED IN ACCORDANCE WITH THE SPECIFICATIONS.
5. PROVIDE GALVANIZED OR NONMETALLIC CABLE RACKS INSIDE ELECTRICAL PULL BOXES
6. GROUND MANHOLE PER L-115 SPECIFICATION.

ELECTRICAL PULLBOX
SCALE: NTS

1
E-604

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PULL-BOX DETAILS

E-604

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