AUGUSTA REGIONAL AIRPORT

CARGO ROAD/RENTAL CAR ACCESS IMPROVEMENT PROJECT

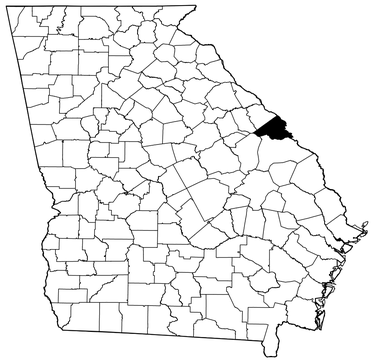
1501 AVIATION WAY

AUGUSTA, GA 30906-9602

0119700-232165.01

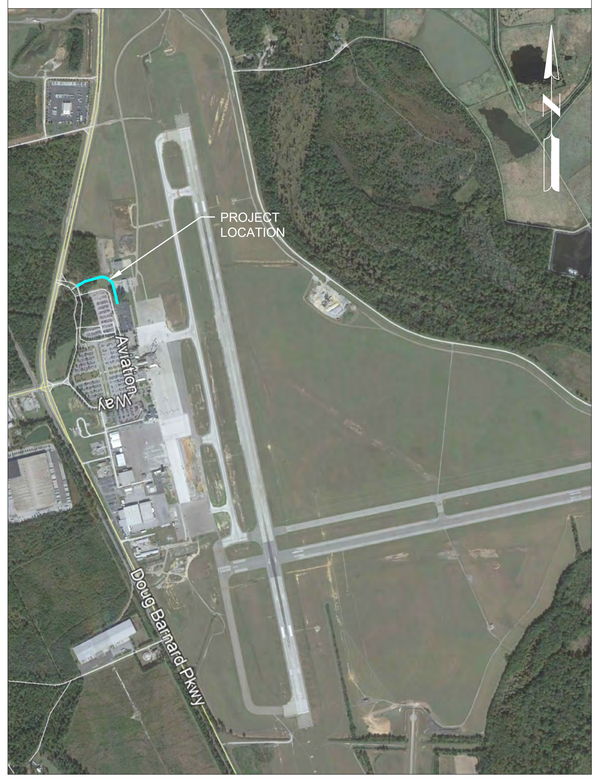
ISSUED FOR BID

OCTOBER 11, 2024

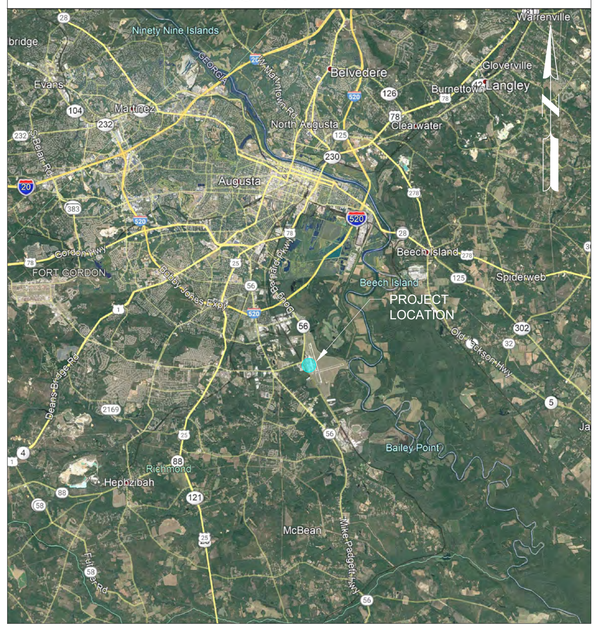


RICHMOND COUNTY

LOCATION MAP



VICINITY MAP



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AUGUSTA PERMITTING INFORMATION	
TOTAL DISTURBED AREA	0.66 AC
EXISTING IMPERVIOUS AREA	2,130 SY
PROPOSED IMPERVIOUS AREA	2,710 SY

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

NOTE:
ALL MATERIALS USED SHALL BE IN ACCORDANCE WITH GEORGIA DEPARTMENT OF TRANSPORTATION, STATE OF GEORGIA, STANDARD SPECIFICATIONS CONSTRUCTION OF TRANSPORTATION SYSTEMS, 2020 EDITION OR BY SPECIAL PROVISION, EXCEPT FOR ELECTRICAL ITEMS OF WORK WHICH SHALL BE IN ACCORDANCE WITH APPLICABLE FAA SPECIFICATIONS

Mead & Hunt
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SHEET CONTENTS
COVER SHEET

SHEET NO.
G-001

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LEGEND AND ABBREVIATIONS

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
- ST — 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 / 131.53 — 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
- 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 ⅜" BLANK COVER (LA) INDICATES IN-LINE LIGHTNING ARRESTOR
- NEW COUNTERPOISE AND GROUNDING RODS

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
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
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

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LEGEND AND ABBREVIATIONS

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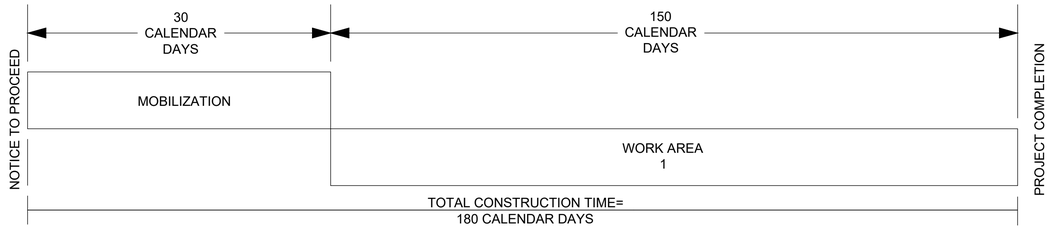
G-002



CONSTRUCTION PHASING DIAGRAM
N.T.S.

MOBILIZATION PHASE (30 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. 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 5TH THROUGH 14TH 2025)

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.

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SHEET CONTENTS
GENERAL NOTES & CONSTRUCTION SCHEDULE

SHEET NO.
G-003

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LEGEND:

IRON PIN

SURVEY DATA:

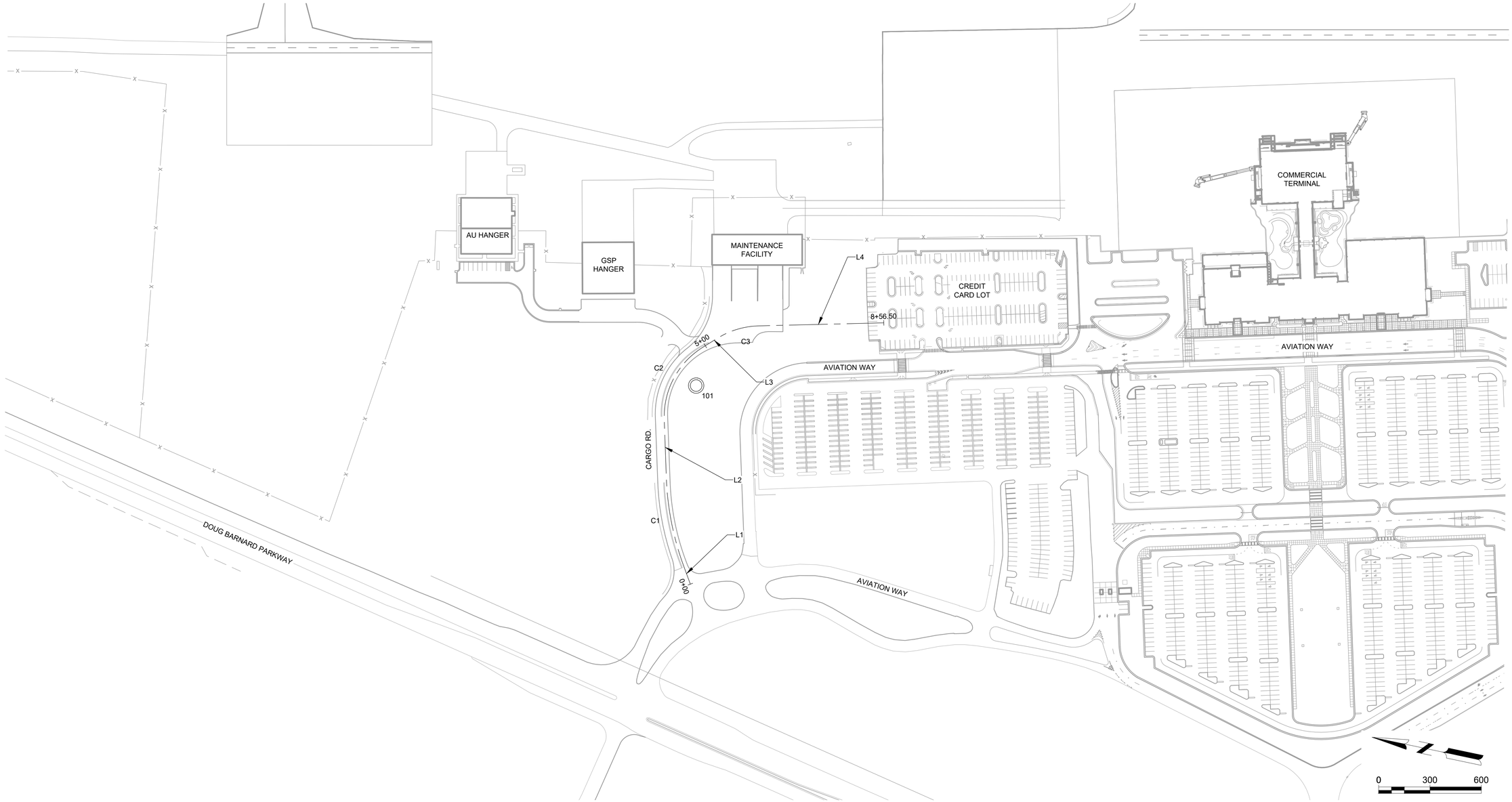
SURVEY DATE(S)	11/8/2023
COORDINATE SYSTEM	USGS NAD 83
VERTICAL DATUM	USGS NAVD 88
CONTROL SOURCE	SEE TABLE
SURVEY UNITS	US SURVEY FOOT

CL-CARG0			
SEGMENT	LENGTH	RADIUS	LINE / CHORD DIRECTION
C1	174.891	554.000	NORTH67° 00' 51.23"EAST
C2	167.413	159.000	SOUTH73° 46' 41.93"EAST
C3	84.146	159.000	SOUTH28° 27' 12.84"EAST
L1	38.685		N57° 58' 13.59"E
L2	113.497		N76° 03' 28.88"E
L3	34.047		S43° 36' 52.73"E
L4	243.821		S13° 17' 32.95"E

PRIMARY SURVEY CONTROL TABLE				
LOCAL PROJECTION			NAVD88 ELEVATION	DESCRIPTION
POINT	NORTHING	EASTING		
101	1228321.4170	714882.2547	148.276	CP NAIL

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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CHECKED BY:	EJS

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SHEET CONTENTS
SURVEY CONTROL PLAN

SHEET NO.
G-041

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SUMMARY OF QUANTITIES			
SPEC.	**ITEM**	**UNIT**	**QUANTITY**
AGS CARGO ROAD/RENTAL CAR ACCESS IMPROVEMENTS			
GDOT 151-1000	Mobilization	LS	1
GDOT 163-0301	Construct & Remove Construction Exit	EA	1
GDOT 163-0535	Construct & Remove Inlet Sediment Trap	EA	6
GDOT 163-0529	Construct & Remove Straw Bale Check Dam	EA	5
GDOT 171-0030	Construct & Remove Silt Fence Type C	LF	1530
GDOT 210-0100	Grading Complete	LS	1
GDOT 310-5080	Graded Aggregate Base	CY	290
GDOT 400-3101	Hot Mix Asphalic Concrete Construction, 12.5 mm Superpave	TON	620
GDOT 413-1000	Bituminous Tack Coat	Gal	330
GDOT 432-0208	Mill Asphaltic Concrete Pavement, 2in Depth	SY	1500
GDOT 550-5150	Storm Drain Pipe 15" RCP, Class III	LF	112
GDOT 550-4215	Concrete Flared-end Section 15"	EA	2
GDOT 603-1018	Rip Rap Type Class II, 18" Depth	SY	22
GDOT 636a	Highway Sign R1-1 30"x30" Type IX Mounted on Galvanized Steel Post, Complete	EA	3
GDOT 636b	Highway Sign R2-1 24"x30" Type IX Mounted on Galvanized Steel Post, Complete	EA	2
GDOT 652-2402	Solid Traffic Stripe 4" Yellow	LF	1600
GDOT 652-2401	Solid Traffic Stripe 4" White	LF	1750
GDOT 652-5701	Solid Traffic Stripe 24" White	EA	3
GDOT 680-3600	25' Light Pole Installation, Complete	EA	6
GDOT 682a	Cable, 3 No. 10	LF	1090
GDOT 682b	Conduit, 1W-1" PVC	LF	1720
GDOT 682-2130	Handhole Installation, Complete	EA	7
GDOT 682-9950	Directional Bore 2W-1"PVC	LF	740
GDOT 700-6910	Permanent Grassing	AC	0.40

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

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AUGUSTA REGIONAL

AUGUSTA REGIONAL AIRPORT CARGO ROAD/RENTAL CAR ACCESS IMPROVEMENT PROJECT

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

M&H NO.: 0119700-232165.01
DATE: OCTOBER 11, 2024
DESIGNED BY: NJH
DRAWN BY: NJH
CHECKED BY: EJS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
PROJECT QUANTITY TABLES

SHEET NO.
G-061

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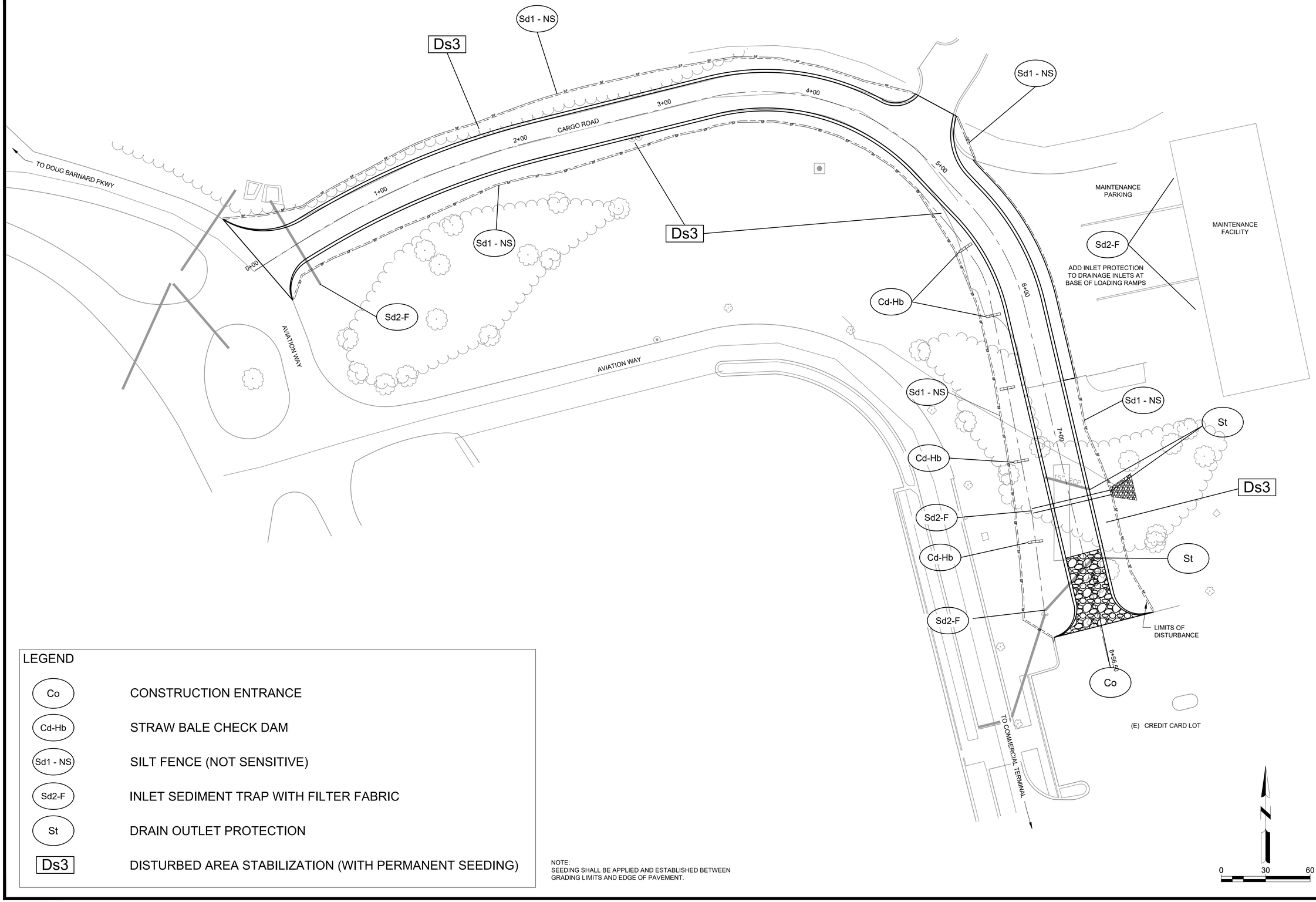

LEGEND

Co	CONSTRUCTION ENTRANCE
Cd-Hb	STRAW BALE CHECK DAM
Sd1 - NS	SILT FENCE (NOT SENSITIVE)
Sd2-F	INLET SEDIMENT TRAP WITH FILTER FABRIC
St	DRAIN OUTLET PROTECTION
Ds3	DISTURBED AREA STABILIZATION (WITH PERMANENT SEEDING)

NOTE:
SEEDING SHALL BE APPLIED AND ESTABLISHED BETWEEN GRADING LIMITS AND EDGE OF PAVEMENT.

Mead & Hunt
Mead and Hunt, Inc.
878 South Lake Drive
Lexington, SC 29072
phone: 803-785-2090
meadhunt.com

AUGUSTA REGIONAL AIRPORT

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SHEET CONTENTS
EROSION CONTROL PLAN

SHEET NO.
C-021

2018-0107

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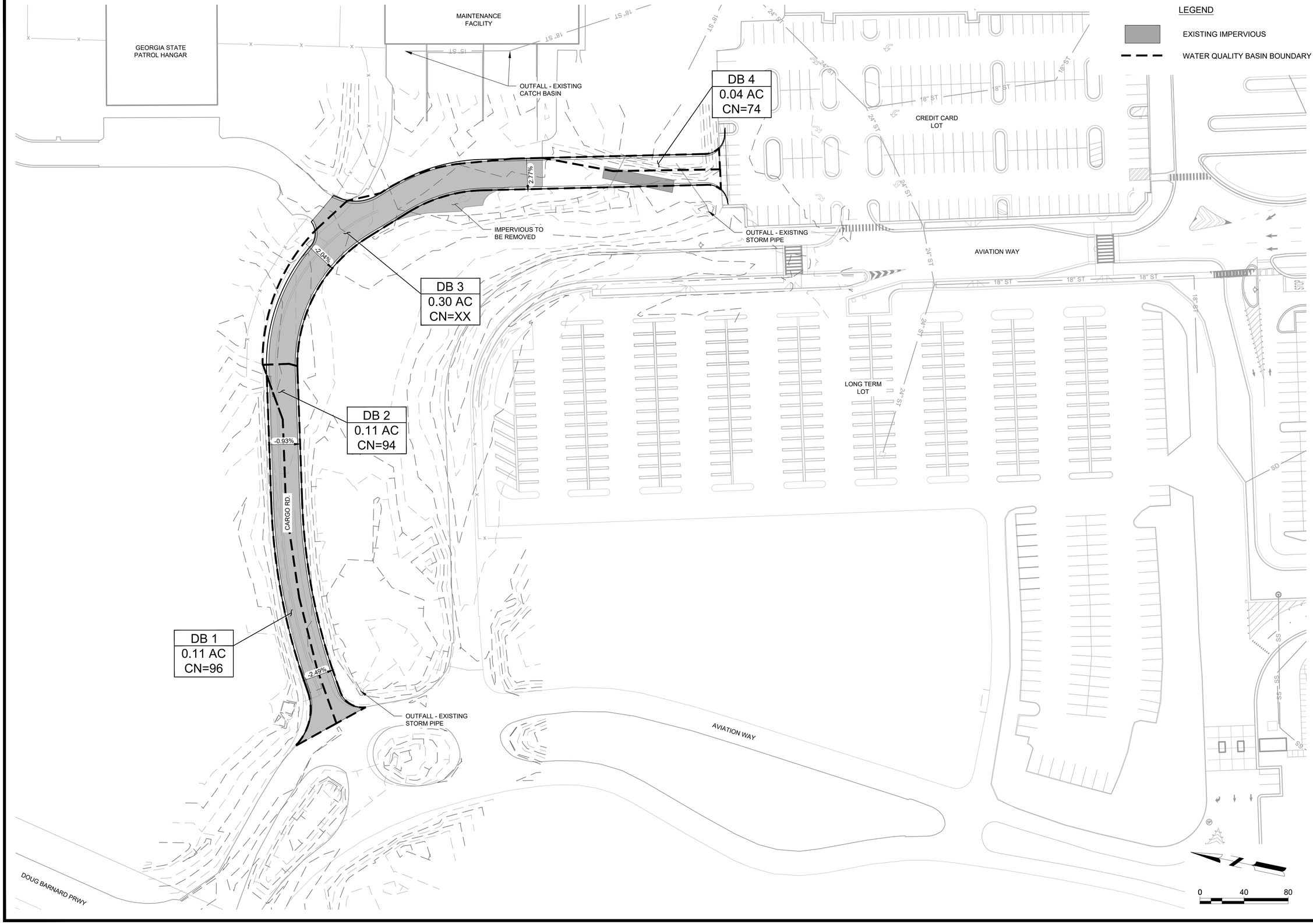

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CHECKED BY:	EJS

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SHEET CONTENTS
WATER QUALITY MAP - PRE DEVELOPMENT

SHEET NO.
C-022

X:\0119700\232165.01\TECH\CAD\DRAWINGS\SHEETS\DRAINAGE BASINS EXHIBITS.DWG
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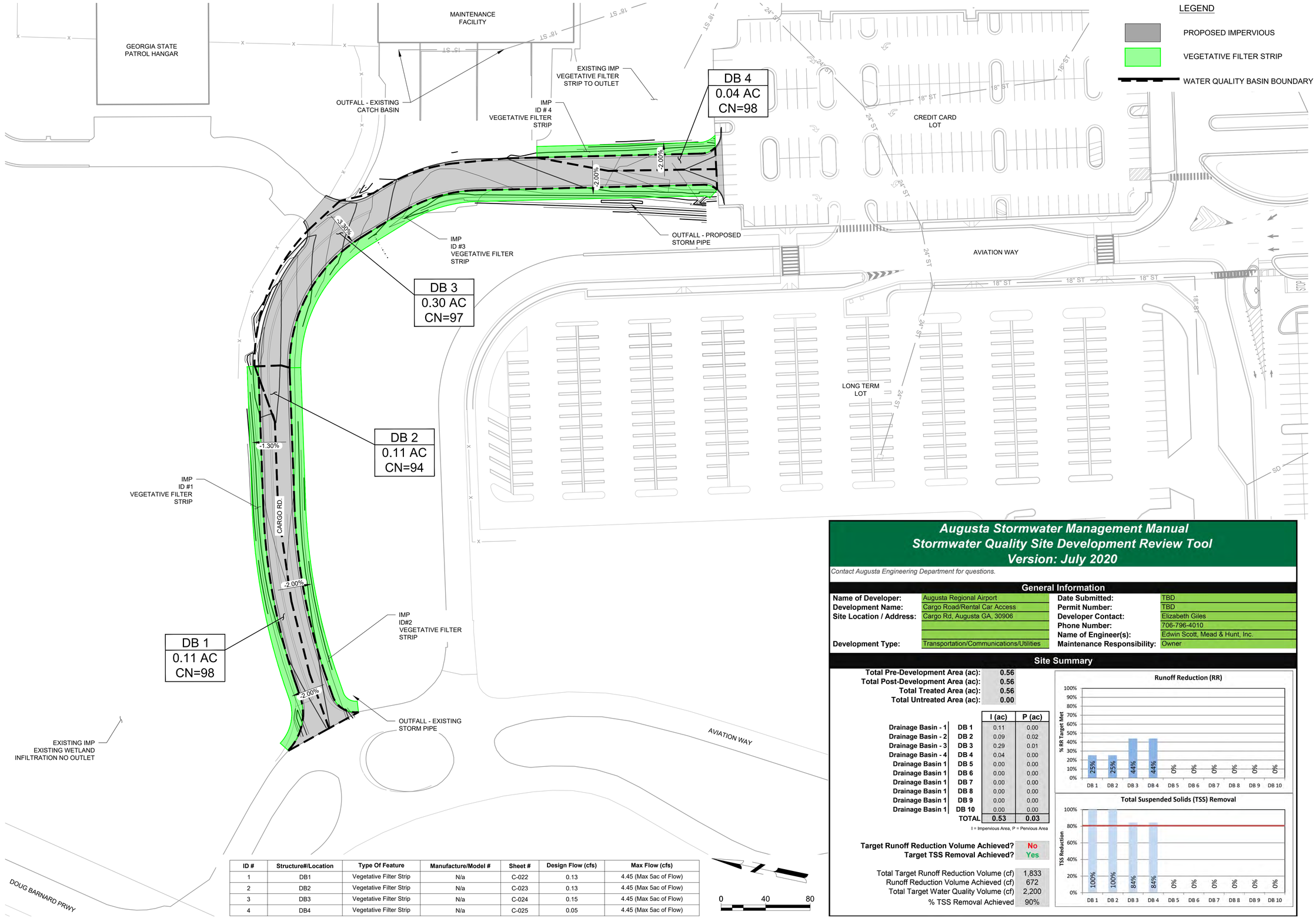

ID #	Structure#/Location	Type Of Feature	Manufacture/Model #	Sheet #	Design Flow (cfs)	Max Flow (cfs)
1	DB1	Vegetative Filter Strip	N/a	C-022	0.13	4.45 (Max 5ac of Flow)
2	DB2	Vegetative Filter Strip	N/a	C-023	0.13	4.45 (Max 5ac of Flow)
3	DB3	Vegetative Filter Strip	N/a	C-024	0.15	4.45 (Max 5ac of Flow)
4	DB4	Vegetative Filter Strip	N/a	C-025	0.05	4.45 (Max 5ac of Flow)

Augusta Stormwater Management Manual
Stormwater Quality Site Development Review Tool
Version: July 2020

Contact Augusta Engineering Department for questions.

General Information

Name of Developer:	Augusta Regional Airport	**Date Submitted:**	TBD
Development Name:	Cargo Road/Rental Car Access	**Permit Number:**	TBD
Site Location / Address:	Cargo Rd, Augusta GA, 30906	**Developer Contact:**	Elizabeth Giles
		Phone Number:	706-796-4010
		Name of Engineer(s):	Edwin Scott, Mead & Hunt, Inc.
Development Type:	Transportation/Communications/Utilities	**Maintenance Responsibility:**	Owner

Site Summary

Total Pre-Development Area (ac):	**0.56**
Total Post-Development Area (ac):	**0.56**
Total Treated Area (ac):	**0.56**
Total Untreated Area (ac):	**0.00**

		I (ac)	P (ac)
Drainage Basin - 1	**DB 1**	0.11	0.00
Drainage Basin - 2	**DB 2**	0.09	0.02
Drainage Basin - 3	**DB 3**	0.29	0.01
Drainage Basin - 4	**DB 4**	0.04	0.00
Drainage Basin 1	**DB 5**	0.00	0.00
Drainage Basin 1	**DB 6**	0.00	0.00
Drainage Basin 1	**DB 7**	0.00	0.00
Drainage Basin 1	**DB 8**	0.00	0.00
Drainage Basin 1	**DB 9**	0.00	0.00
Drainage Basin 1	**DB 10**	0.00	0.00
	TOTAL	**0.53**	**0.03**

I = Impervious Area, P = Pervious Area

Target Runoff Reduction Volume Achieved?	**No**
Target TSS Removal Achieved?	**Yes**
Total Target Runoff Reduction Volume (cf)	1,833
Runoff Reduction Volume Achieved (cf)	672
Total Target Water Quality Volume (cf)	2,200
% TSS Removal Achieved	90%

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SHEET CONTENTS
WATER QUALITY MAP - POST DEVELOPMENT

SHEET NO.
C-033

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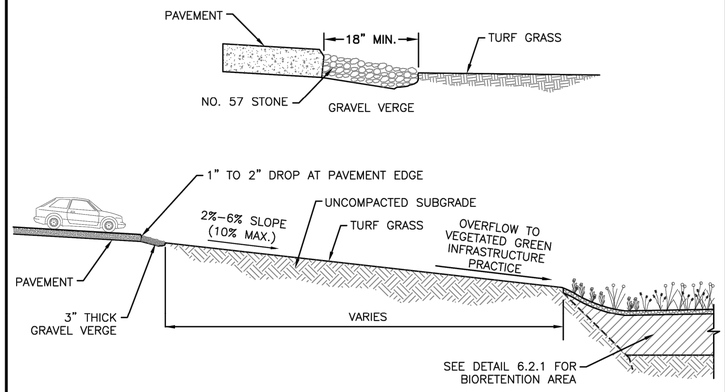


NOTES

VEGETATED FILTER STRIP INFORMATION IS PROVIDED IN CHAPTER 6.2.15 OF THE AUGUSTA STORMWATER MANAGEMENT MANUAL.

PLANNING/SITING

1. THE MAIN GOAL OF PRETREATMENT FILTERING IS TO CAPTURE FLOATABLES, DEBRIS, GREASE, OILS, SILT AND SEDIMENT WHERE THEY CAN BE EASILY CLEANED AT THE SURFACE OF THE GI PRACTICE THROUGH REGULAR MAINTENANCE, AND BEFORE THEY HAVE THE OPPORTUNITY TO CLOG THE PRACTICE.
2. FILTER STRIPS CAN BE USED EFFECTIVELY AS PRETREATMENT MEASURES AND CAN PROVIDE ENERGY DISSIPATION WITH THE ADDITION OF A LEVEL SPREADER, CHECK DAMS OR A GRAVEL VERGE.

DESIGN

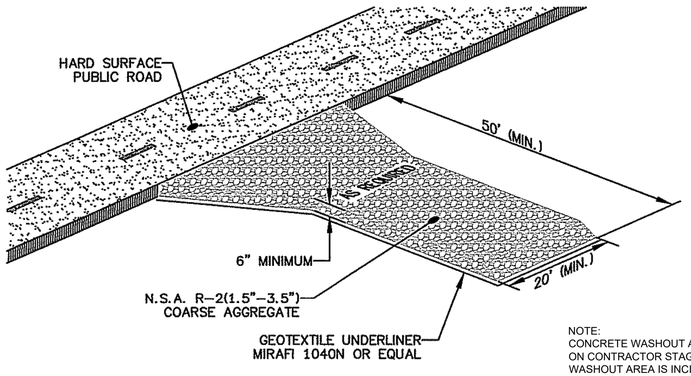
1. ENSURE THAT FLOWS IN EXCESS OF THE DESIGN FLOW CAN MOVE ACROSS AND AROUND THE FILTER STRIP WITHOUT DAMAGE.
2. THE SLOPE OF THE FILTER STRIP SHOULD BE BETWEEN 2% AND 6% FOR OPTIMUM PERFORMANCE.
3. THE SLOPE OF THE FILTER STRIP SHALL NOT EXCEED 10%.
4. THE WIDTH OF THE FILTER STRIP SHALL BE 10 FEET MINIMUM OR EQUAL TO THE WIDTH OF THE RECEIVING GI PRACTICE, WHICHEVER IS GREATER.
5. WIDTH OF GRASS FILTER STRIP VARIES; TO BE SPECIFIED BY PROJECT DESIGNER.
6. GRAVEL VERGE SHALL CONSIST OF NO. 57 STONE. WIDTH OF VERGE SHALL BE 18" MINIMUM AND DEPTH SHALL BE 3".

CONSTRUCTION INSPECTION, PROTECTION, AND MAINTENANCE

1. VEGETATED FILTER STRIP MUST BE CLEARLY MARKED ON DEVELOPMENT PLAN AND A NOTE TO PROTECT WITH TEMPORARY CONSTRUCTION FENCING.
2. DURING EXCAVATION, HEAVY MACHINERY SHALL NOT DRIVE OVER EXPOSED UNDERLYING SOILS.
3. EXCAVATE IN DRY CONDITIONS AS MUCH AS PRACTICABLE.
4. USE TRACKED VEHICLES OR LOW GROUND PRESSURE VEHICLES.
5. EXCAVATE FINAL 9"–12" WITH TEETH OF BUCKET (DO NOT SMEAR).
6. ALL DISTURBED AREAS SHALL BE IMMEDIATELY STABILIZED AFTER CONSTRUCTION TO MINIMIZE EROSION.
7. ADEQUATE SIGNAGE FOR THE VEGETATED FILTER STRIP SHALL BE PROVIDED.
8. A LEGALLY–BINDING INSPECTION, PROTECTION, AND MAINTENANCE AGREEMENT SHALL BE PROVIDED.
9. EXAMPLE CHECKLISTS ARE PROVIDED IN APPENDIX F IMP INSPECTION CHECKLISTS.

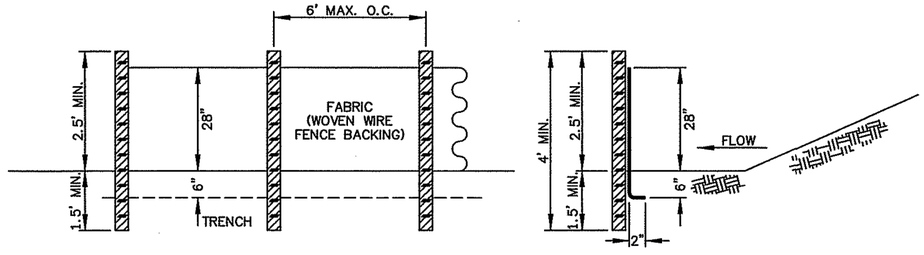
Augusta Georgia Stormwater Services	TYPICAL DETAILS VEGETATED FILTER STRIP (PAGE 1)	DATE: JULY 2020 REV. – REV. DATE: – SCALE: N.T.S. DETAIL NO. 6.2.15

Augusta Georgia Stormwater Services	TYPICAL DETAILS VEGETATED FILTER STRIP (PAGE 2)	DATE: JULY 2020 REV. – REV. DATE: – SCALE: N.T.S. DETAIL NO. 6.2.15



NOTE:
CONCRETE WASHOUT AREA SHALL BE ESTABLISHED ON CONTRACTOR STAGING AREA. COST OF THE WASHOUT AREA IS INCIDENTAL TO MOBILIZATION.

CRUSHED STONE CONSTRUCTION OUTLET
N.T.S.
Co



FRONT VIEW **SIDE VIEW**

NOTES:
1. USE 36" APPROVED FABRIC, WITH OAK OR STEEL POSTS.
2. P–FACTOR MUST BE LESS THAN 0.045 IAW MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA, 6TH EDITION.
3. FOR WOOD POSTS, CONNECT WITH A MINIMUM OF 5 EACH, 7 GAUGE STAPLES ¾" WIDE AND ½" LONG, OR OTHER APPROVED METHOD.
4. AT OVERLAPS, USE 18" MINIMUM OR WRAP ENDS TOGETHER AROUND A SINGLE POST TO FORM A CONTINUOUS BARRIER.

SILT FENCE - TYPE C
N.T.S.
Sd1–NS

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SHEET CONTENTS
EROSION CONTROL DETAILS

SHEET NO.
C-031

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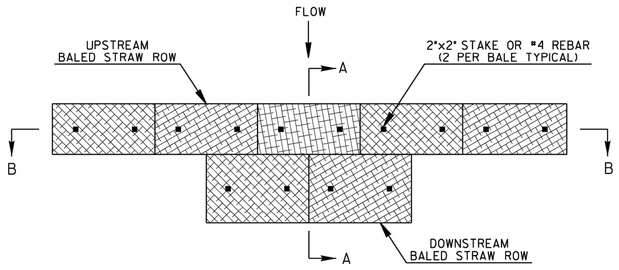
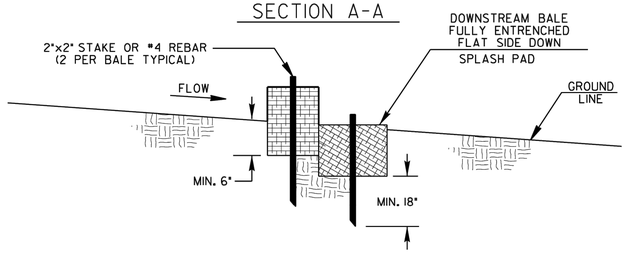
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

BALED STRAW CHECK DAM

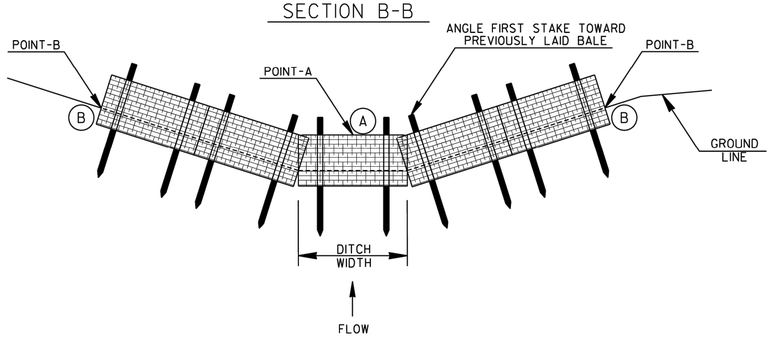
PLAN VIEW



SECTION A-A



SECTION B-B



BALED STRAW CHECK DAM GENERAL NOTES:

1. BALED STRAW DIMENSIONS MAY VARY. ASSUME APPROXIMATE DIMENSIONS OF 14"W×18"H×36"L FOR A TWO STRINGER AND 16"W×24"HX48"L FOR A THREE STRINGER. BALES SHOULD BE BOUND WITH WIRE OR NYLON INSTEAD OF TWINE.
2. BALES SHOULD BE PLACED IN ROWS WITH BALE ENDS TIGHTLY ABUTTING THE ADJACENT BALES. THE TOP OF THE UPSTREAM BALES IN THE CENTER OF CHANNEL SHOULD BE LEVEL AND SET AT THE SAME ELEVATION. THE DOWNSTREAM BALES SHOULD BE ENTRENCHED EVEN WITH THE CHANNEL BOTTOM.
3. THE GROUND LINE AT POINT-B SHALL ALWAYS BE AT MINIMUM OF 6 INCHES ABOVE POINT-A.
4. REMOVE SEDIMENT ONCE THE ACCUMULATED HEIGHT HAS REACHED HALF THE STORAGE HEIGHT.
5. INSTALLATION MAY BE ADJUSTED SLIGHTLY TO MEET FIELD CONDITIONS; HOWEVER, SPLASH PAD IS REQUIRED.

PAY ITEMS:

163-0529	CONSTRUCT & REMOVE TEMPORARY SEDIMENT BARRIER OR BALED STRAW CHECK DAM (LF)
165-0041	MAINTENANCE OF CHECK DAMS - ALL TYPES (LF)

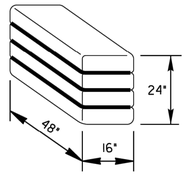
SPECIAL NOTES:

1. BALED STRAW AND COMPOST FILTER SOCK CHECK DAMS MAY BE USED FOR FLOWS UP TO 2.0 CFS OR DRAINAGE AREAS UP TO 1.0 ACRE. IF THESE ITEMS ARE USED IN DRAINAGE AREAS GREATER THAN 1.0 ACRE, FLOWS GREATER THAN 2.0 CFS, OR WITHOUT A SEDIMENT BASIN, A MINIMUM OF ONE ROCK FILTER DAM AT THE DOWNSTREAM DISCHARGE POINT SHALL BE USED IN CONJUNCTION WITH BALED STRAW OR COMPOST FILTER SOCK CHECK DAMS.
2. BALED STRAW AND COMPOST FILTER SOCK CHECK DAMS SHALL NOT BE PLACED WITHIN FLOWING STREAMS OR IN A TIDAL AREA BELOW HIGH TIDE.

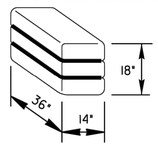
APPROXIMATE BALED STRAW DIMENSIONS

(SEE NOTE# 1)

THREE STRINGER BOUNDING

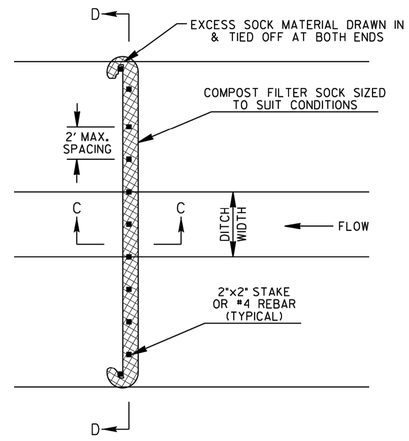


TWO STRINGER BOUNDING

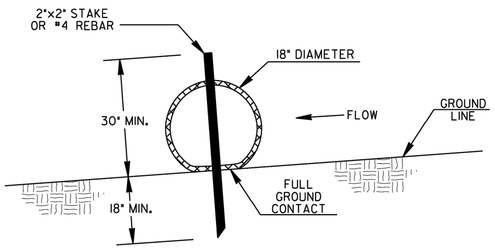


COMPOST FILTER SOCK CHECK DAM

PLAN VIEW

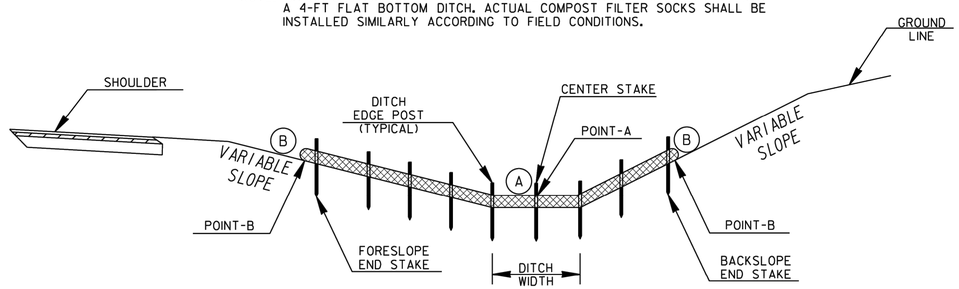


SECTION C-C



SECTION D-D

NOTE: CROSS-SECTION SHOWN IS AN EXAMPLE OF A TYPICAL CUT SECTION WITH A 4-FT FLAT BOTTOM DITCH. ACTUAL COMPOST FILTER SOCKS SHALL BE INSTALLED SIMILARLY ACCORDING TO FIELD CONDITIONS.



COMPOST FILTER SOCK CHECK DAM GENERAL NOTES:

1. THE CONTRACTOR MAY ELECT TO USE 18" DIAMETER COMPOST FILTER SOCK CHECK DAMS IN LIEU OF BALED STRAW CHECK DAMS. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE CONSTRUCTION, REMOVAL, OR MAINTENANCE OF COMPOST FILTER SOCK CHECK DAMS.
2. COMPOST FILTER MEDIA SHALL MEET THE SPECIFICATIONS IN THE LATEST EDITION OF THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA". THE CONTRACTOR SHALL PROVIDE VERIFICATION OF MEETING SPECIFICATIONS IF REQUESTED.
3. THE GROUND LINE AT POINT-B SHALL BE A MINIMUM OF 6 INCHES ABOVE POINT-A.
4. ENSURE COMPOST FILTER SOCK HAS FULL CONTACT WITH GROUND SURFACE. PLACE ONE STAKE AT THE CENTER OF CHANNEL, AT THE TOE OF FORESLOPE AND BACKSLOPE, AND AT THE ENDS OF DEVICE. STAKES SHALL HAVE A MAXIMUM SPACING OF 2 FEET.
5. REMOVE SEDIMENT ONCE THE ACCUMULATED HEIGHT HAS REACHED HALF THE STORAGE HEIGHT.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

CONSTRUCTION DETAILS

BALED STRAW & COMPOST FILTER SOCK CHECK DAMS FOR EROSION CONTROL

NO SCALE 4-22-2016

DESIGNED ____
DRAWN DLE
TRACED ____
CHECKED ____

NUMBER D-52

DATE / REVISION / BY

Mead & Hunt
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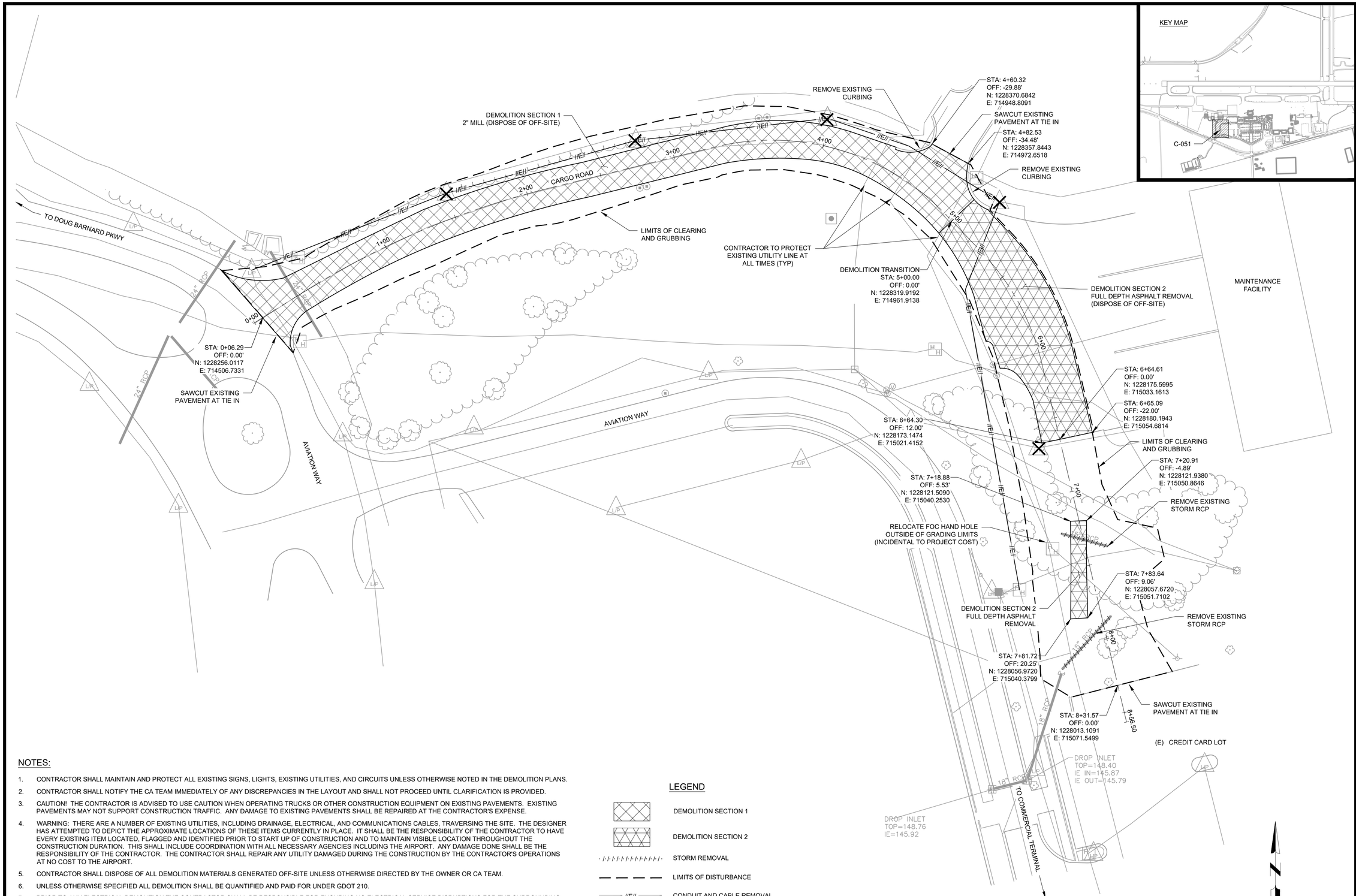
SHEET CONTENTS
EROSION CONTROL DETAILS

SHEET NO.
C-032



KEY MAP

NOTES:

1. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS.
2. CONTRACTOR SHALL NOTIFY THE CA TEAM IMMEDIATELY OF ANY DISCREPANCIES IN THE LAYOUT AND SHALL NOT PROCEED UNTIL CLARIFICATION IS PROVIDED.
3. 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.
4. 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.
5. CONTRACTOR SHALL DISPOSE OF ALL DEMOLITION MATERIALS GENERATED OFF-SITE UNLESS OTHERWISE DIRECTED BY THE OWNER OR CA TEAM.
6. UNLESS OTHERWISE SPECIFIED ALL DEMOLITION SHALL BE QUANTIFIED AND PAID FOR UNDER GDOT 210.
7. PRIOR TO ANY ELECTRICAL DEMOLITION THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING NO ELECTRICAL SERVICE DISRUPTIONS FOR THE SURROUNDING BUILDINGS, GATES, ETC. AS A RESULT OF THE DEMOLITION.
8. SAW CUTTING SHALL BE CONSIDERED INCIDENTAL TO GDOT-432.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATING EXISTING UTILITIES AS NEEDED. COST ASSOCIATED WITH THIS WORK SHALL BE INCIDENTAL TO OVERALL PROJECT COST.

LEGEND

- DEMOLITION SECTION 1
- DEMOLITION SECTION 2
- STORM REMOVAL
- LIMITS OF DISTURBANCE
- //E// CONDUIT AND CABLE REMOVAL
- POLE, FIXTURE, AND FOUNDATION REMOVAL

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SHEET CONTENTS
DEMOLITION PLAN

SHEET NO.
C-051

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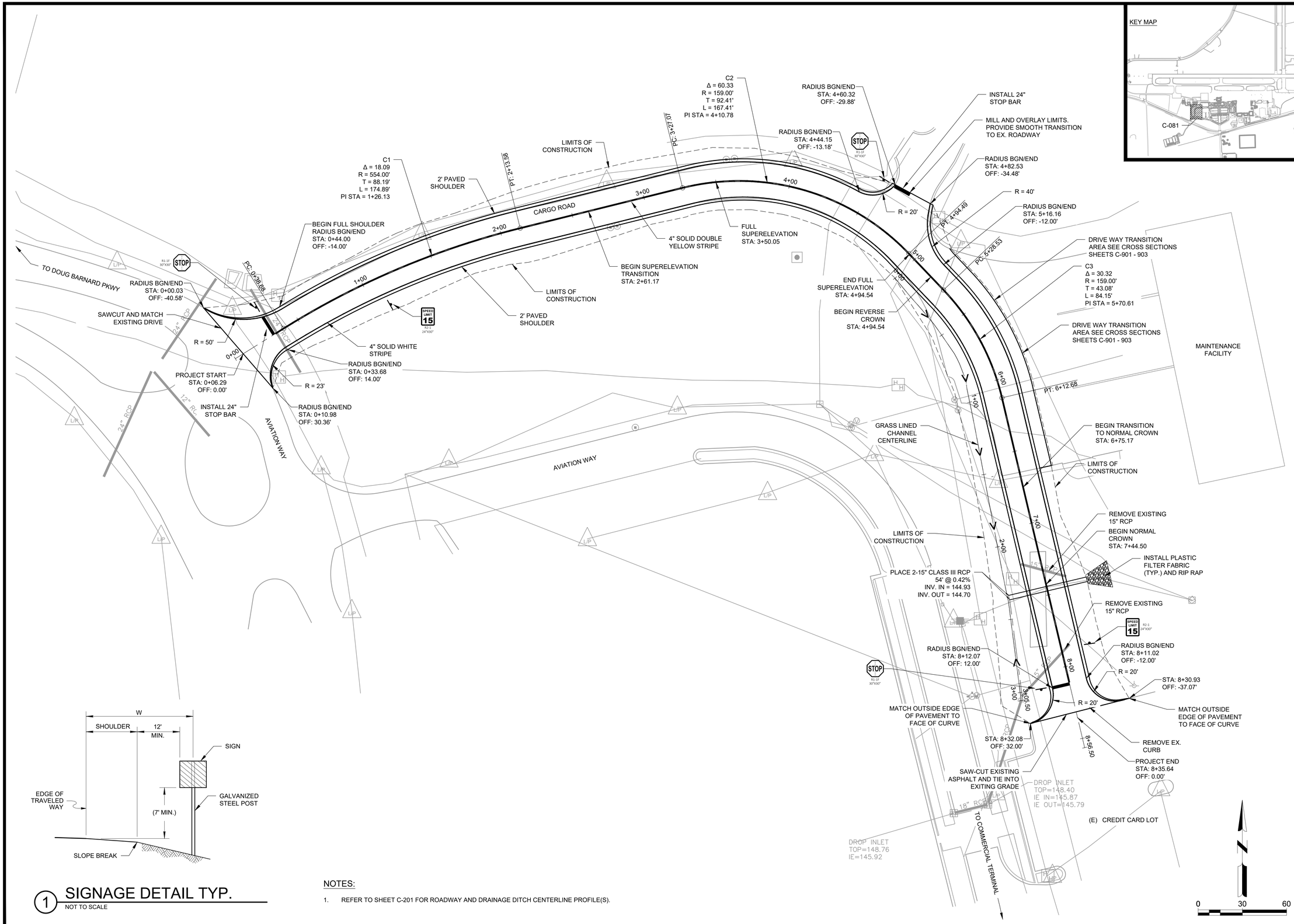

1 SIGNAGE DETAIL TYP.
NOT TO SCALE

NOTES:

1. REFER TO SHEET C-201 FOR ROADWAY AND DRAINAGE DITCH CENTERLINE PROFILE(S).

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SHEET CONTENTS
PROJECT GEOMETRICS

SHEET NO.
C-081

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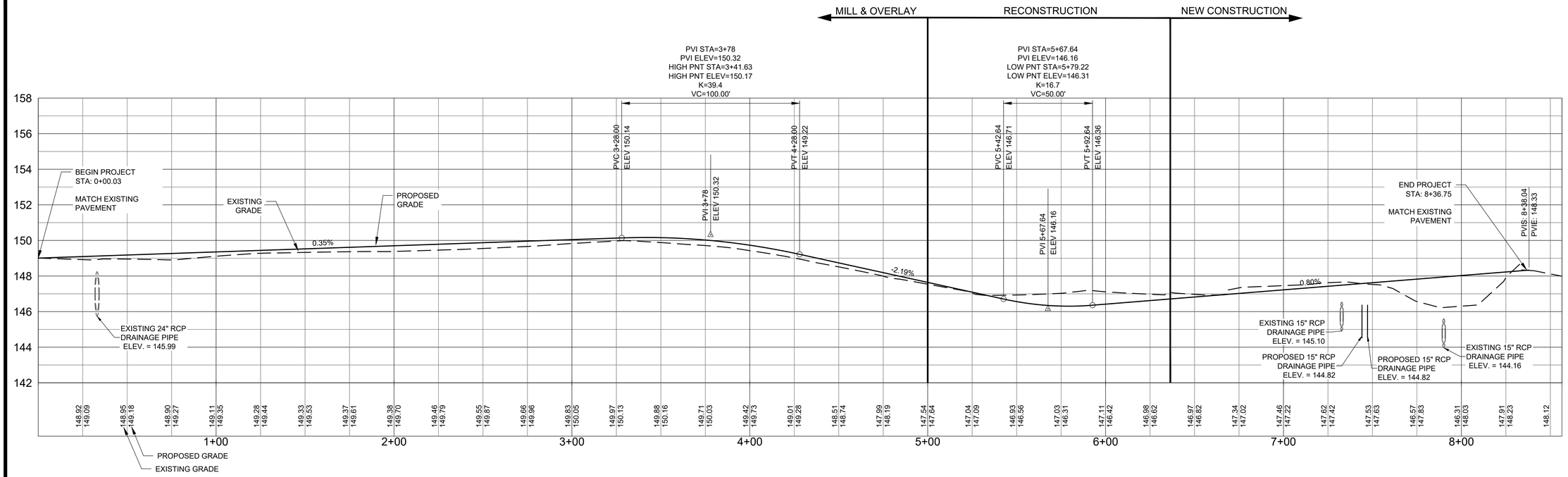
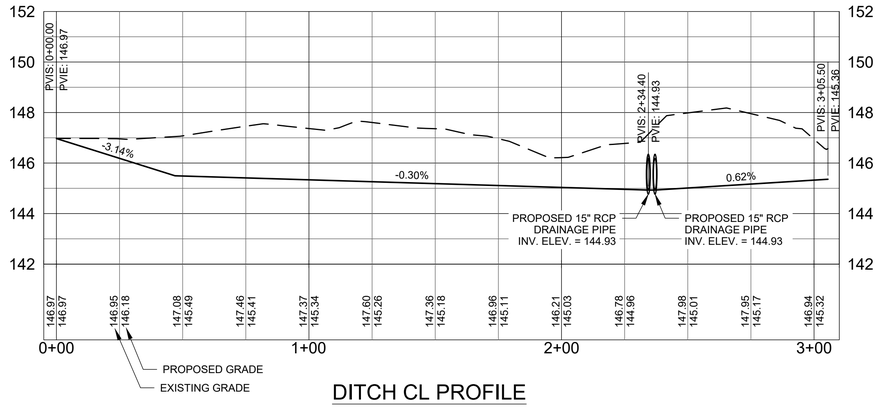


CARGO ROAD CL PROFILE



DITCH CL PROFILE

0 30 60

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Mead & Hunt

Mead and Hunt, Inc.
878 South Lake Drive
Lexington, SC 29072
phone: 803-785-2090
meadhunt.com

AUGUSTA REGIONAL AIRPORT

CARGO ROAD/RENTAL CAR ACCESS IMPROVEMENT PROJECT

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

M&H NO.: 0119700-232165.01
DATE: OCTOBER 11, 2024
DESIGNED BY: ATF
DRAWN BY: ATF
CHECKED BY: ZAV
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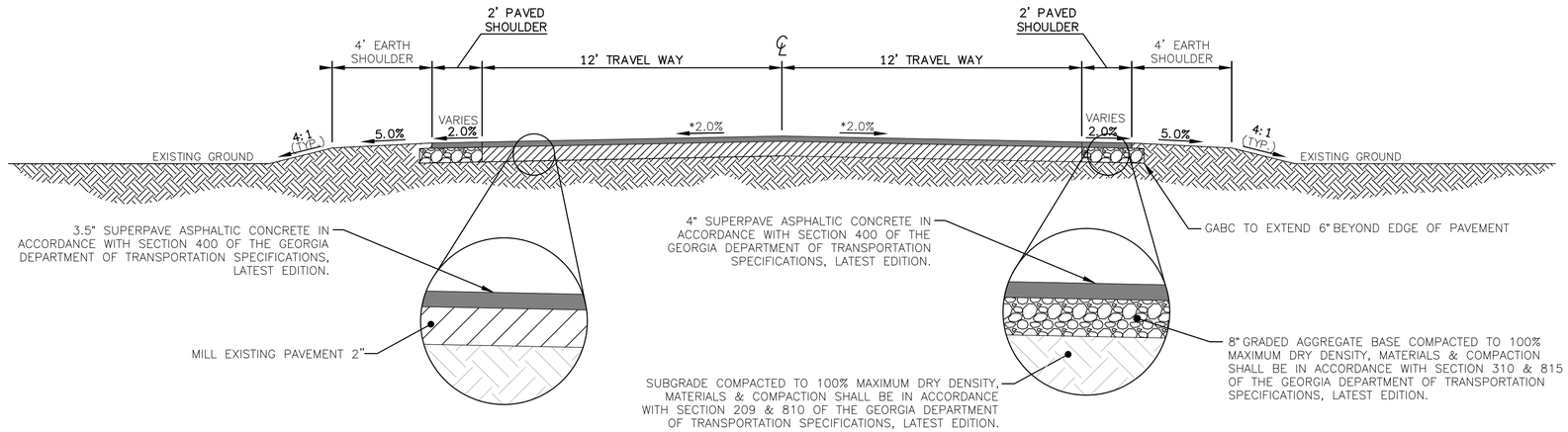
SHEET CONTENTS
ROADWAY & DITCH CL PROFILE

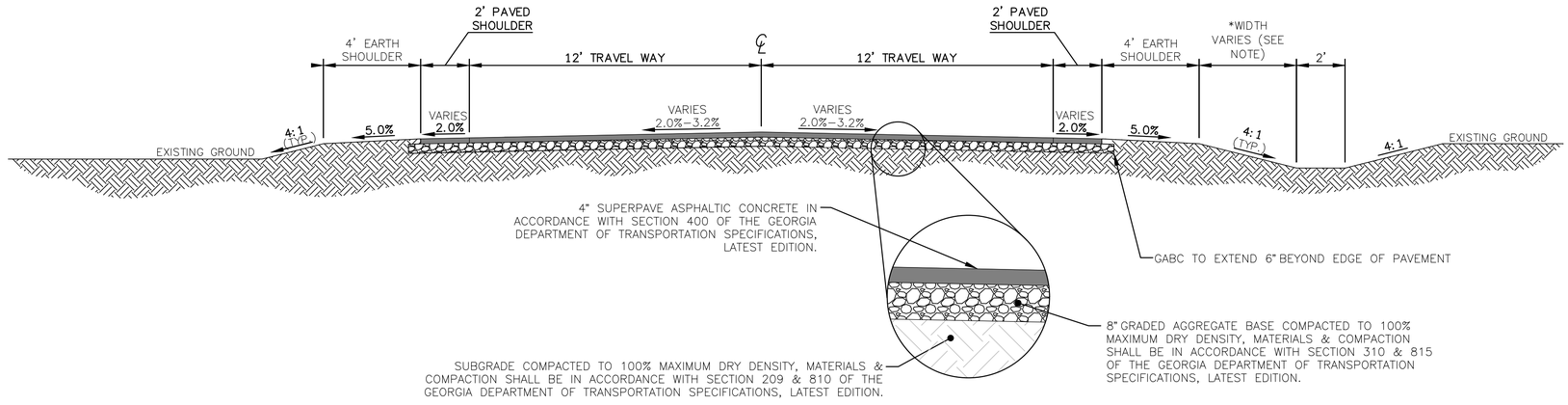
SHEET NO.
C-201



*NOTE: CROSS SLOPE VARIES, SEE CROSS SECTIONS FOR SUPERELEVATED SECTIONS

CARGO ROAD MILL AND OVERLAY TYPICAL SECTION (STATIONS 0+00 TO 5+00)

SCALE: 1" = 3'



*NOTE: FORESLOPE WIDTH TO VARY, SEE CROSS SECTIONS FOR DITCH SECTIONS

CARGO ROAD TYPICAL SECTION (STATIONS 5+00 TO 8+25.11)

SCALE: 1" = 3'

LEGEND

- 4" SUPERPAVE ASPHALTIC CONCRETE IN ACCORDANCE WITH SECTION 400 OF THE GEORGIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, LATEST EDITION.
- EXISTING PAVEMENT
- 8" GRADED AGGREGATE BASE COMPACTED TO 100% MAXIMUM DRY DENSITY, MATERIALS & COMPACTION SHALL BE IN ACCORDANCE WITH SECTION 310 & 815 OF THE GEORGIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, LATEST EDITION.
- SUBGRADE COMPACTED TO 100% MAXIMUM DRY DENSITY, MATERIALS & COMPACTION SHALL BE IN ACCORDANCE WITH SECTION 209 & 810 OF THE GEORGIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS, LATEST EDITION.

*NOTE: PAVEMENT DESIGN COMPLETED BY CSRA TESTING & ENGINEERING, INC. DECEMBER 18, 2023

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SHEET CONTENTS
TYPICAL SECTIONS

SHEET NO.
C-301

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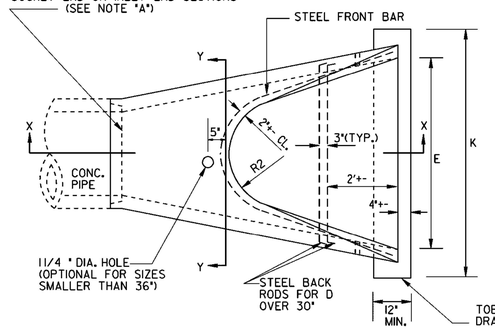
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

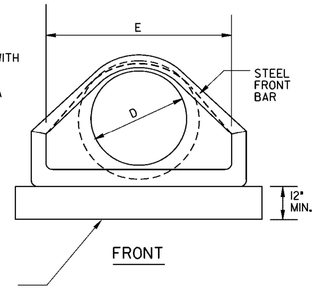
CONCRETE FLARED END SECTION

END SECTION TO PIPE JOINT SHOWN AS TYPICAL:
HUB END ON OUTLET END SECTIONS;
SOCKET END ON INLET END SECTIONS
(SEE NOTE "A")



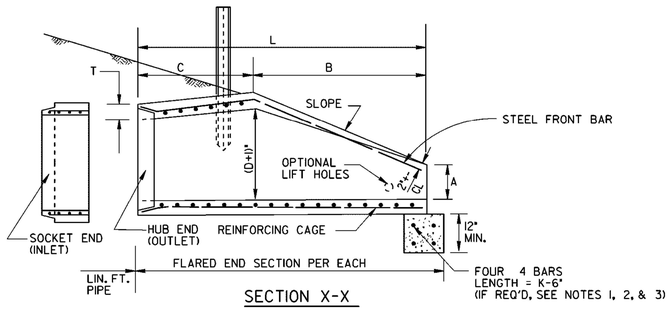
PLAN

INSTALLATION: (D OVER 30") CABLE, CHAIN, OR LIFTING PIN WILL EXTEND THRU 1 1/4 " HOLE WITH A PLATE OR REBAR CONNECTED INSIDE THE CONC. SECTION TO PROVIDE ADEQUATE BEARING AREA OR A LIFTING ASSEMBLY DEVICE MAY BE USED TO GIVE 3 LIFT POINTS. HOOKS CONNECTED DIRECTLY TO CONCRETE IS NOT PERMITTED. DAMAGE FROM IMPROPER HANDLING SHALL BE CAUSE FOR REJECTION.

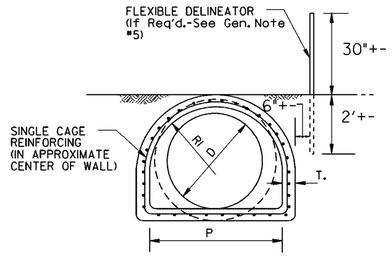


FRONT

NOTE: DO NOT CUT CONCRETE PIPE. USE FULL LENGTH SECTIONS ONLY. WARP SLOPE TO CONFORM WITH PIPE LENGTH AND END SECTION.



SECTION X-X



SECTION Y-Y

REINFORCING CAGE:

(1.) WIRE FABRIC HAVING EQUAL STEEL AREA AS INNER CAGE FOR CLASS II PIPE, AASHTO M-170.
(2.) ALTERNATE: # 3 BARS SPACED 12"± LONGITUDINALLY WITH # 2 BARS TRANVERSELY AT 6' O.C. MAX. SPACING, SPOT WELDED OR TIED TO FORM CAGE. (BACK RODS MAY BE OMITTED.)

NOTE "A":

CONTRACTOR WILL INFORM PRODUCER IF CONCRETE FLARED END SECTION IS FOR INLET OR FOR OUTLET END. SOCKET (TONGUE OR SPIGOT) END IS REQUIRED FOR INLETS. HUB (GROOVE OR BELL) END IS REQUIRED FOR OUTLETS. SOCKET TO SOCKET OR HUB TO HUB JOINT WILL NOT BE ACCEPTED UNLESS A REINFORCED CONCRETE COLLAR IS BUILT AROUND THE JOINT WITH NO PAYMENT BEING MADE FOR THE COLLAR.

FLARED END SECTIONS SHALL BE JOINTED TO PIPE WITH ALL SPACE IN THE JOINT FILLED WITH EITHER BITUMINOUS PLASTIC CEMENT OR PREFORMED PLASTIC GASKET (SEC. 848).

WALL THICKNESS (T) IS SHOWN AS NOMINAL AND MAY BE INCREASED AT PRODUCER'S OPTION FOR DESIRED JOINT DESIGN OR TO ALLOW A FLAT OUTSIDE BOTTOM ON THE FLARE, WITH INSIDE DIMENSIONS OF FLARE RETAINED AS SHOWN.

T = PIPE WALL THICKNESS (0.0833D + 1"+- TYPICAL)

DIMENSIONS AND REINFORCING FOR CONCRETE FLARED END SECTIONS (+- 1" TOLERANCE)

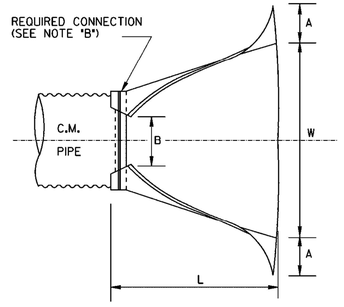
PIPE DIA	FRONT BAR	BACK RODS	SLOPE +-	A	B	C *	L *	E	P	R1	R2	OUTLET TOEWALL (IF REQ'D) K= E + 2'	OUTLET TOEWALL (IF REQ'D) CU.YDS. CONC.
12"	1-#3 x 5' 4"	NOT REQ'D.	2.2:1	4"	2'0"	4' 1"	6'1"	2'0"	1'8"	10"	9"	4'-0"	.148
15"	1-#3 x 6' 0"	NOT REQ'D.	2.2:1	6"	2'3"	3'10"	6'1"	2'6"	2'0"	1'0"	11"	4'-6"	.167
18"	1-#3 x 7' 2"	NOT REQ'D.	2.2:1	9"	2'3"	3'10"	6'1"	3'0"	2'5"	1'4"	1'0"	5'-0"	.185
24"	1-#3 x 9' 10"	NOT REQ'D.	2.4:1	10"	3'8"	2' 6"	6'2"	4'0"	2'9"	1'5"	1'2"	6'-0"	.222
30"	1-#4 x 11' 8"	NOT REQ'D.	2.4:1	12"	4'6"	1' 8"	6'2"	5'0"	3'1"	1'6"	1'3"	7'-0"	.259
36"	1-#4 x 13' 10"	2-#4 x 6'3"	2.4:1	15"	5'3"	2'11"	8'2"	6'0"	4'0"	2'0"	1'8"	8'-0"	.296
42"	1-#4 x 13' 10"	2-#4 x 7'4"	2.4:1	21"	5'3"	2'11"	8'2"	6'6"	4'6"	2'4"	1'10"	8'-6"	.315

NOTE: SPECIFIED REINFORCING IS MINIMAL AND MAY BE INCREASED AT PRODUCERS OPTION TO AID CASTING & HANDLING. ALTERNATE REINFORCEMENT PERMITTED IF APPROVED.

* NOTE: "C" AND "L" DIMENSION MAY BE MEASURED TO EITHER END OF JOINT CONNECTION AT PIPE.

METAL FLARED END SECTION

(USE ONLY WITH COR. METAL PIPE)



PLAN

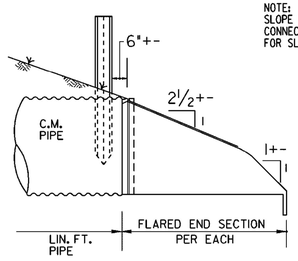
NOTE: GALVANIZED STEEL FLARED END SECTIONS ARE TO BE USED ONLY WITH CORRUGATED STEEL PIPE AND ALUMINUM FLARED END SECTIONS ARE TO BE USED ONLY WITH CORRUGATED ALUMINUM PIPE UNLESS OTHERWISE APPROVED BY D.O.T. OFFICE OF MATERIALS AND TESTS.

FLARED END SECTION DIMENSIONS

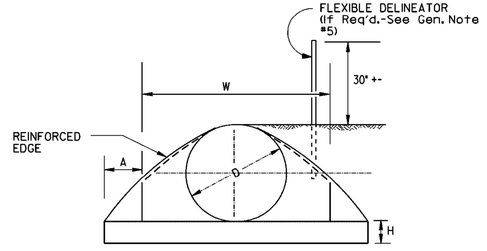
PIPE SIZE "D"	THICKNESS GALV. STEEL	THICKNESS ALUM.	A A= 0.4D +- 1"	B B=0.5 D +- 1"	H H=0.25D +- 1" (MIN.6")	L L=1.67D +- 1/2"	W W=2.0D +- 2"
12"	.064"	.060"	5"	6"	6"	1'8"	2'0"
15"	.064"	.060"	6"	7"	6"	2'3"	2'6"
18"	.064"	.060"	7"	9"	6"	2'6"	3'0"
24"	.064"	.060"	9"	1'0"	6"	3'4"	4'0"
30"	.079"	.105"	1'0"	1'3"	7"	4'2"	5'0"
36"	.079"	.105"	1'2"	1'6"	9"	5'0"	6'0"
42"	.109"	.164"	1'5"	1'9"	10"	5'10"	7'0"

NOTE: WHERE METAL FLARED END SECTIONS ARE USED WITH MULTIPLE PIPE LINES, THE STANDARD SPACING BETWEEN PIPES (S=D OR 3 FT.) MAY HAVE TO BE INCREASED (S=1.75 D TYPICAL). TO PREVENT OVERLAP OF END SECTION WINGTIPS. SEE ALSO STD. 1030D.

NOTE:
SLOPE DRAIN PIPES WILL REQUIRE AN ELBOW FOR CONNECTION TO THE FLARED END SECTION. PAYMENT FOR SLOPE DRAIN PIPE WILL INCLUDE THIS ELBOW.



SIDE



FRONT

NOTE "B":

THE CONNECTION BETWEEN METAL FLARED END SECTION AND C.M. PIPE WILL BE ONE OF THE FOLLOWING:

(a) A STRAP BAND OR THREADED ROD PROVIDED BY THE MANUFACTURER WILL LOCK END SECTION ONTO PIPE. A CORRUGATION AT THE PIPE AND WILL BE NON-SPIRALED (PERPENDICULAR TO CL OF PIPE)

(b) A DIMPLE BAND COLLAR WILL BE SHOP BOLTED TO END SECTION. PIPE WILL BE INSERTED INTO BAND COLLAR TO MEET THE END SECTION.

(c) A STUB PIPE WILL BE RIVITED TO THE END SECTION AND THE MAIN PIPE CONNECTED TO THE STUB WITH A NORMAL CONNECTING BAND.

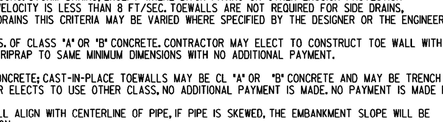
(d) OTHER TYPE CONNECTION IF RECOMMENDED BY MANUFACTURER AND APPROVED BY THE D.O.T.

SPECIAL NOTE:
FLARED END SECTIONS ARE NORMALLY LIMITED TO USE OUTSIDE THE CLEAR ZONE OR BEHIND BARRIER AND WHERE HYDRAULICS PERMIT. SEE OTHER STANDARDS OR DETAILS FOR TAPERED HEADWALLS, SAFETY SLOPE END SECTIONS OR OTHER PIPE END STRUCTURES.

GENERAL NOTES :

1. TOEWALLS ARE REQ'D. FOR OUTLETS OF CONC. STORM DRAINS, EXCEPT WHERE DITCH PAVING OR OTHER EROSION PROTECTION IS PROVIDED OR WHERE THE OUTLET VELOCITY IS LESS THAN 8 FT/SEC. TOEWALLS ARE NOT REQUIRED FOR SIDE DRAINS, SLOPE DRAINS OR INLETS OF STORM DRAINS THIS CRITERIA MAY BE VARIED WHERE SPECIFIED BY THE DESIGNER OR THE ENGINEER.
2. TOEWALLS WILL BE PAID FOR AS CU. YDS. OF CLASS "A" OR "B" CONCRETE. CONTRACTOR MAY ELECT TO CONSTRUCT TOE WALL WITH SAND CEMENT BAG RIPRAP OR STONE RIPRAP TO SAME MINIMUM DIMENSIONS WITH NO ADDITIONAL PAYMENT.
3. PRECAST TOEWALLS SHALL BE CL. "A" CONCRETE; CAST-IN-PLACE TOEWALLS MAY BE CL "A" OR "B" CONCRETE AND MAY BE TRENCH FORMED. WHERE PLANS ITEMIZE ONE CLASS OF CONCRETE AND CONTRACTOR ELECTS TO USE OTHER CLASS, NO ADDITIONAL PAYMENT IS MADE. NO PAYMENT IS MADE FOR STEEL IN TOEWALL.
4. CENTERLINE OF FLARED END SECTION WILL ALIGN WITH CENTERLINE OF PIPE, IF PIPE IS SKEWED, THE EMBANKMENT SLOPE WILL BE WARPED TO CONFORM WITH END SECTION.
5. FLEXIBLE DELINEATORS SHALL BE REQUIRED AT CROSS DRAIN FLARED END SECTIONS, BOTH INLET AND OUTLET. PAYMENT FOR FLARED END SECTION WILL INCLUDE DELINEATORS, SEE DETAIL AND NOTES BELOW. DELINEATORS NOT REQ'D. FOR SIDE DRAIN, SLOPE DRAIN, OR LONG PIPE.

1" X 12" LONG YELLOW REFLECTIVE SHEETING TYPE IX, ON EACH SIDE OF RIDGE.



DELINEATOR POST SECTION (TYP.)

NOTE:
DELINEATOR POST SHALL CONFORM TO SEC. 911 FOR FLEXIBLE DELINEATOR POST EXCEPT REFLECTIVE SHEETING IS NOT REQUIRED AND LENGTH IS 4'-6" FROM TOP TO BOTTOM POINT. ALTERNATES PERMITTED IF APPROVED BY D.O.T. LABORATORY.

SPECIAL NOTE :
PIPE SIZES (D) ARE "NOMINAL-MINIMUM" INSIDE DIAMETERS IN ACCORDANCE WITH GEORGIA STANDARD FOR PIPE CULVERTS. "D" DIMENSION FOR FLARED END SECTION SHALL EQUAL THE "D" DIMENSION FOR CONNECTING PIPE CULVERT.

							6-9-06	DATE
						REV. REFLECTIVE SHEETING		REVISION
						GLO		BY

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
FLARED END SECTIONS
FOR PIPES

NO SCALE — REV. & REDR. SEPT., 1999

DES. ____ (SUBMITTED) STATE ROAD & AIRPORT DESIGN ENGINEER
REV. ____
RETR. ____ (APPROVED) CHIEF ENGINEER
CHK. ____

NUMBER 1120

Mead & Hunt
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878 South Lake Drive
Lexington, SC 29072
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AUGUSTA REGIONAL AIRPORT

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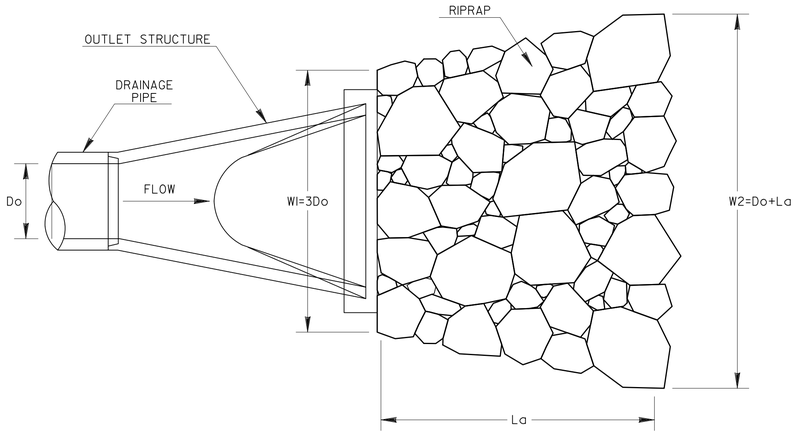
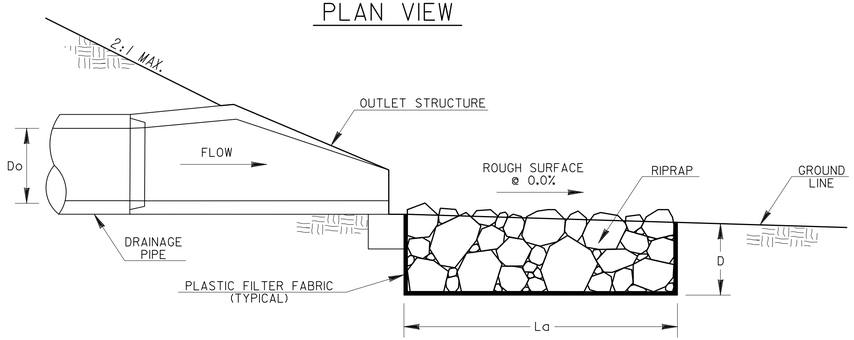
SHEET CONTENTS
DRAINAGE DETAILS

SHEET NO.
C-451

OUTLET TO FLAT AREA



PLAN VIEW



PROFILE VIEW

GENERAL NOTES:

1. RIPRAP OUTLET PROTECTION SHOULD BE USED TO REDUCE A DRAINAGE STRUCTURE'S DISCHARGE VELOCITY. RIPRAP OUTLET PROTECTION IS SHOWN FOR GEORGIA STANDARD 1120, BUT IS INSTALLED SIMILARLY FOR OTHER DRAINAGE OUTLET STRUCTURES.

2. RIPRAP OUTLET PROTECTION SHALL BE DESIGNED IN ACCORDANCE WITH THE "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA". THE DESIGNER SHALL PROVIDE THE FOLLOWING IN THE PLANS: PIPE DIAMETER (Do), FLOW RATE OF DESIGN STORM (Q), VELOCITY (V), TAILWATER CONDITION (Tw), APRON LENGTH (La), APRON WIDTH AT DRAINAGE STRUCTURE (WI), APRON WIDTH DOWNSTREAM (W2), AVERAGE STONE DIAMETER (d50), INSTALLATION DEPTH (D), AND TYPE OF RIPRAP WITH QUANTITY.

   THE MINIMUM DESIGN FOR RIPRAP OUTLET PROTECTION SHALL BE THE 25-YEAR STORM EVENT, BUT LARGER STORMS ARE RECOMMENDED.

3. THE APRON WIDTHS SHALL BE THE SAME WHEN THE DRAINAGE STRUCTURE DISCHARGES PERPENDICULAR INTO A WELL-DEFINED CHANNEL. THE LENGTH SHALL EXTEND ACROSS THE CHANNEL AND UP TO THE TOP OF THE CHANNEL BACKSLOPE OR 1-FOOT ABOVE THE NORMAL DEPTH OF THE CHANNEL'S DESIGN STORM (WHICHEVER IS LESS). THE DESIGNER SHALL PROVIDE THE DEPTH OF PROTECTION (Dp) IF THE APRON DOES NOT EXTEND TO THE TOP OF THE BACKSLOPE.

4. IF THE OUTLET HYDRAULICS REQUIRE A d50<=0.70 FEET, TYPE-3 RIPRAP MAY BE USED.
   IF THE OUTLET HYDRAULICS REQUIRE A d50<=1.20 FEET, TYPE-1 RIPRAP SHOULD BE USED.
   IF THE OUTLET HYDRAULICS REQUIRE A d50>1.20 FEET, THE DESIGNER SHALL DESIGN AND PROVIDE A SPECIAL DETAIL FOR APPROPRIATE OUTLET PROTECTION.

5. PLASTIC FILTER FABRIC IS REQUIRED UNDERNEATH RIPRAP APRON.

6. PAYMENT FOR RIPRAP SHALL BE MEASURED IN SQUARE YARDS FOR SPECIFIED INSTALLATION DEPTH. PAYMENT FOR PLASTIC FILTER FABRIC SHALL BE MEASURED IN SQUARE YARDS CONSISTENT WITH RIPRAP QUANTITY AND PAID FOR SEPARATELY.

Do	=	PIPE DIAMETER
Q	=	DESIGN STORM FLOW RATE
V	=	DESIGN STORM VELOCITY
Tw	=	TAILWATER CONDITION/DESIGN STORM NORMAL DEPTH
La	=	APRON LENGTH
WI	=	APRON WIDTH UPSTREAM
W2	=	APRON WIDTH DOWNSTREAM
d50	=	AVERAGE STONE DIAMETER
D	=	INSTALLATION DEPTH
Dp	=	DEPTH OF PROTECTION

RIPRAP TYPE	REQUIRED d50 (FT)	MIN. DEPTH "D" (IN)
1	≤1.20	36
3	≤0.67	18

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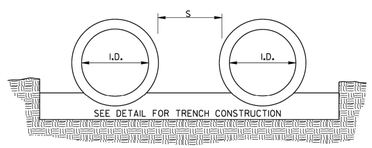
SHEET CONTENTS
DRAINAGE DETAILS

SHEET NO.
C-452

X:\0119700\232165.01\TECH\CAD\DRAWINGS\SHEETS\C-451 DRAINAGE DETAILS.DWG
10/11/2024 9:30:46 AM

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	CSSTP-0009-00 (405)	120	186

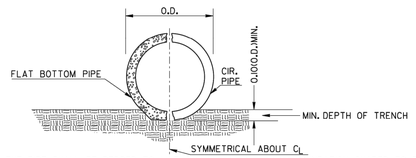
MULTIPLE PIPE CULVERT SPACING



S=ONE INSIDE DIAMETER OF PIPE, OR 3 FEET, WHICHEVER IS SMALLER.
FOR PIPE ARCH CULVERTS, SUBSTITUTE SPAN FOR INSIDE DIAMETER.

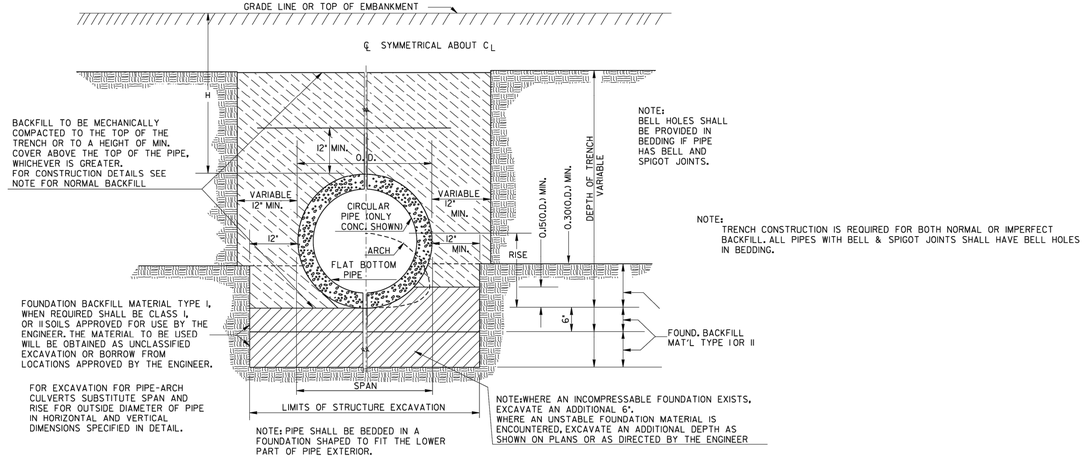
NOTE:
FOR MULTIPLE LINES OF C.M. PIPE WITH METAL FLARED END SECTIONS, S MAY BE INCREASED ENOUGH TO AVOID OVERLAP OF END SECTION WINGTIPS. LOCATION OF METAL END SECTION SHOULD BE DETERMINED BEFORE PLACEMENT OF PIPE.

TRENCH CONSTRUCTION FOR SIDE DRAIN

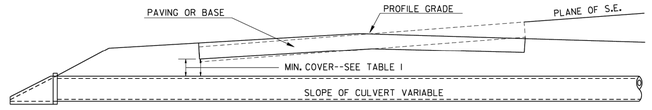


NOTE: THE PIPE SHALL BE BEDDED TO LINE AND GRADE IN A FIRM FOUNDATION SHAPED TO FIT THE LOWER PART OF THE PIPE EXTERIOR. WHERE ROCK EXISTS, EXCAVATE AND BACKFILL WITH COMPRESSABLE MATERIAL (UNCLASSIFIED EXCAVATION) A MINIMUM OF 6" BELOW THE PIPE.

TRENCH CONSTRUCTION FOR STORM DRAIN.



DETAIL SHOWING MINIMUM COVER FOR PIPE CULVERTS



NOTE:

1. FOR FILL HEIGHT TABLES SEE SHEET 2 OF 3 AND SHEET 3 OF 3.
2. ONLY ONE CLASS OR THICKNESS OF PIPE WILL BE SPECIFIED FOR EACH INDIVIDUAL LOCATION. THE CLASS OR THICKNESS WILL BE DETERMINED BY THE MAXIMUM HEIGHT OF FILL.
3. PIPE IS DESIGNED IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SEVENTH EDITION, 2014

DATE	REVISION	BY
9-14-15	REM. IMPERFECT BACKFILL	BJO

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
CONCRETE & METAL PIPE CULVERTS
SHEET 1 OF 3
(TRENCH CONSTRUCTION, BEDDING, BACKFILLING)

NO SCALE — REV. & REDR.: SEPT., 2001

DES. ____ DRW. ____ TRA. ____ CHK. ____

(SUBMITTED) _____ STATE DESIGN POLICY ENGR.

(APPROVED) Margaret B Pinkelo CHIEF ENGINEER

NUMBER 1030D

Mead & Hunt
Mead and Hunt, Inc.
878 South Lake Drive
Lexington, SC 29072
phone: 803-785-2090
meadhunt.com

AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT CARGO ROAD/RENTAL CAR ACCESS IMPROVEMENT PROJECT

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

ISSUED
ISSUED FOR BID

NOT FOR CONSTRUCTION

M&H NO.: 0119700-232165.01
DATE: OCTOBER 11, 2024
DESIGNED BY: XXX
DRAWN BY: XXX
CHECKED BY: XXX
DO NOT SCALE DRAWINGS

SHEET CONTENTS
DRAINAGE DETAILS

SHEET NO.
C-453

X:\0119700\232165.01\TECHCAD\DRAWINGS\SHEETS\C-451 DRAINAGE DETAILS.DWG
10/11/2024 9:30:50 AM

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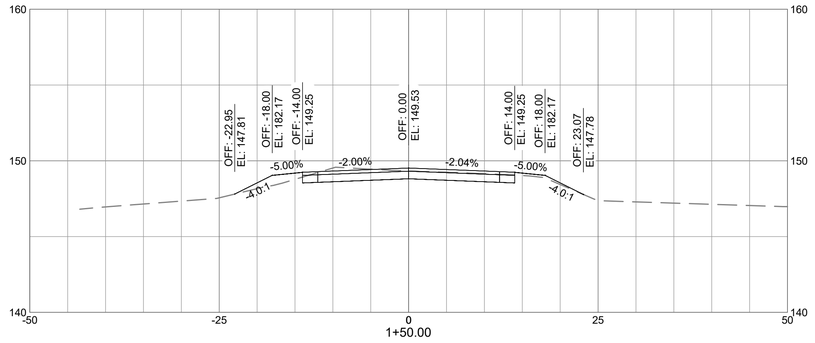
VERTICAL 0 5 10



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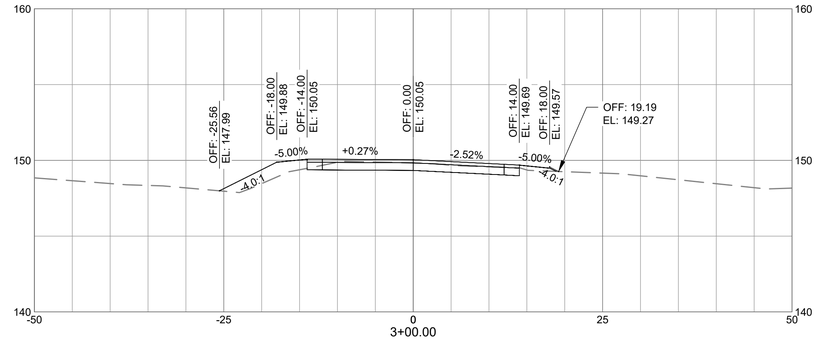

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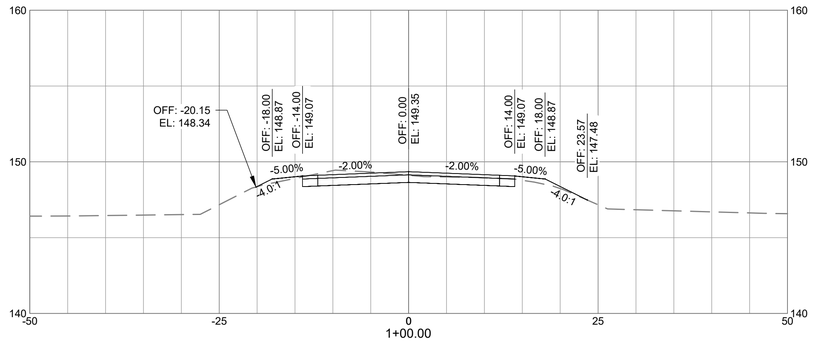
STA: 2+61.17



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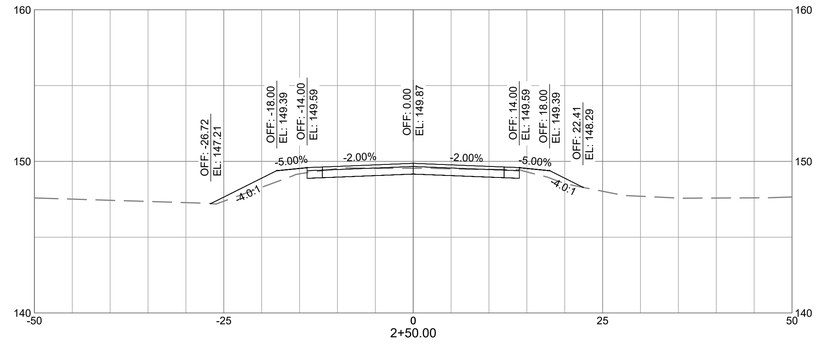

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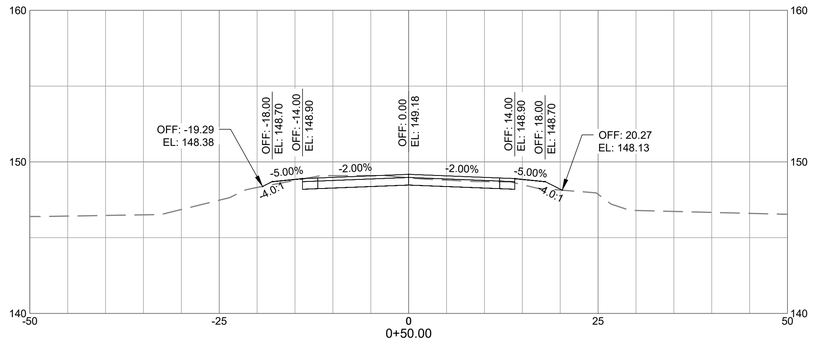

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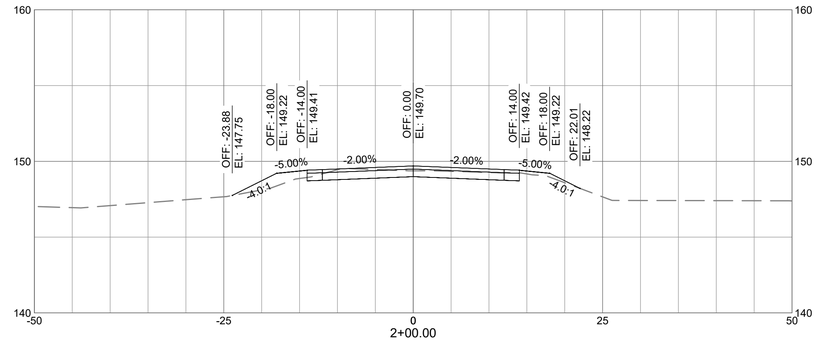

MILL & OVERLAY

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AUGUSTA REGIONAL AIRPORT

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1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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M&H NO.: 0119700-232165.01
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DESIGNED BY: ATF
DRAWN BY: ATF
CHECKED BY: ZAV
DO NOT SCALE DRAWINGS

SHEET CONTENTS
CROSS SECTIONS - STA 0+50 - 3+00

SHEET NO.
C-901

X:\0119700\232165.01\TECH\CAD\DRAWINGS\XREF\AGS_CARGO_CORR.DWG
10/11/2024 9:31:02 AM

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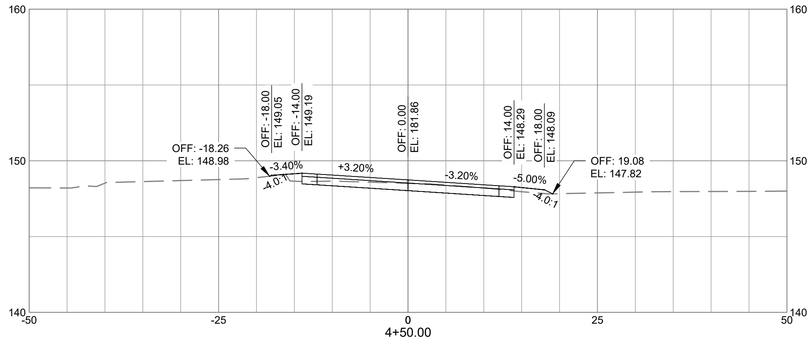
VERTICAL 0 10 20



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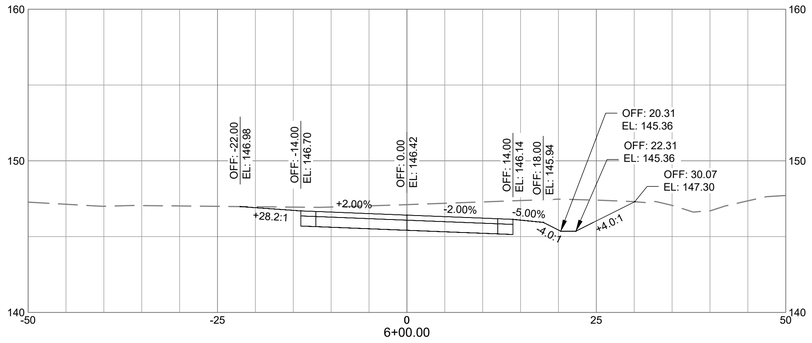

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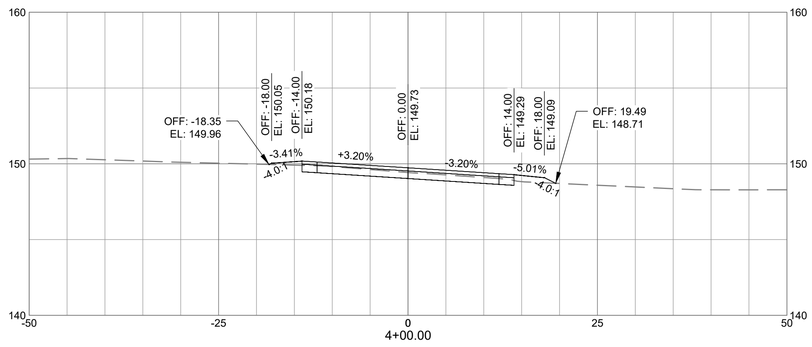
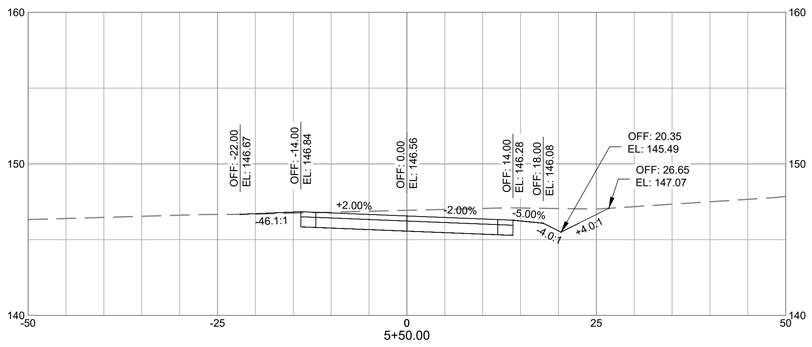
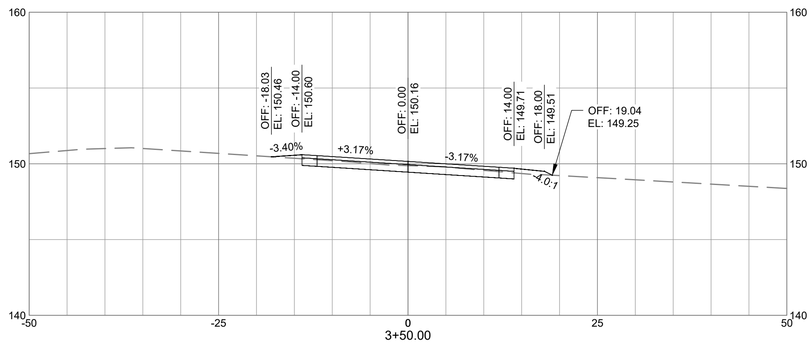


FULL SUPERELEVATION
STA: 3+50.05



BEGIN REVERSE CROWN
STA: 5+16.16



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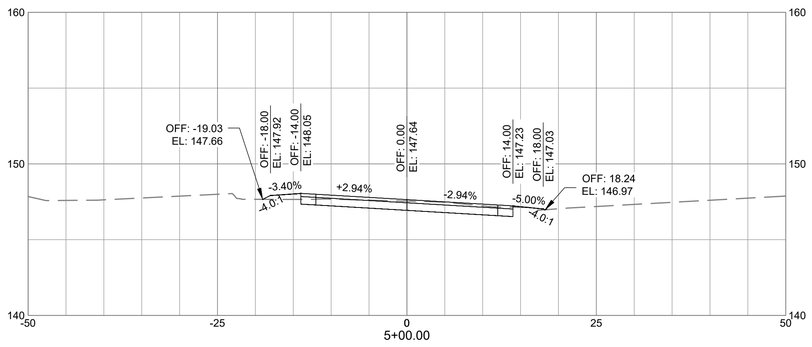

END FULL SUPERELEVATION BEGIN FULL DEPTH SECTION
STA: 4+94.54

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT CARGO ROAD/RENTAL CAR ACCESS IMPROVEMENT PROJECT

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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M&H NO.: 0119700-232165.01
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SHEET CONTENTS
CROSS SECTIONS - STA 3+50 - 6+00

SHEET NO.
C-902

X:\0119700\232165.011\TECHCAD\DRAWINGS\XREFAGS_CARGO_CORR.DWG
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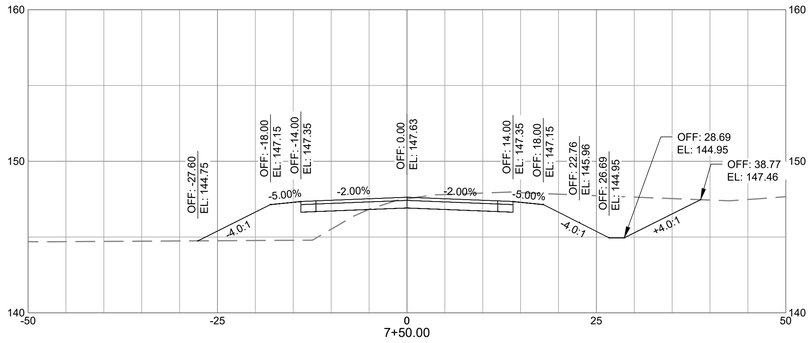
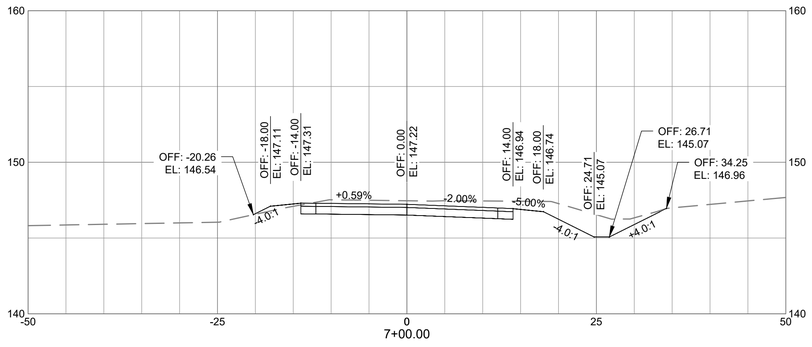
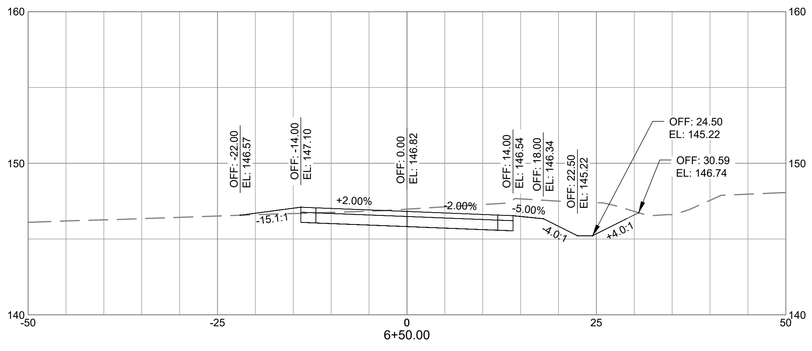
VERTICAL 0 5 10



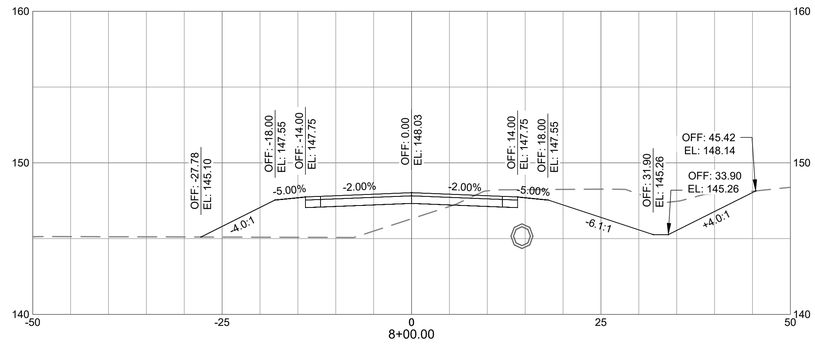
NORMAL CROWN
STA: 7+44.50



BEGIN TRANSITION TO NORMAL CROWN
STA: 6+75.17



FULL DEPTH SECTION



FULL DEPTH SECTION

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AUGUSTA REGIONAL AIRPORT

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1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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DATE:	OCTOBER 11, 2024
DESIGNED BY:	ATF
DRAWN BY:	ATF
CHECKED BY:	ZAV

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SHEET CONTENTS
CROSS SECTIONS - STA 6+50 - 8+00

SHEET NO.
C-903

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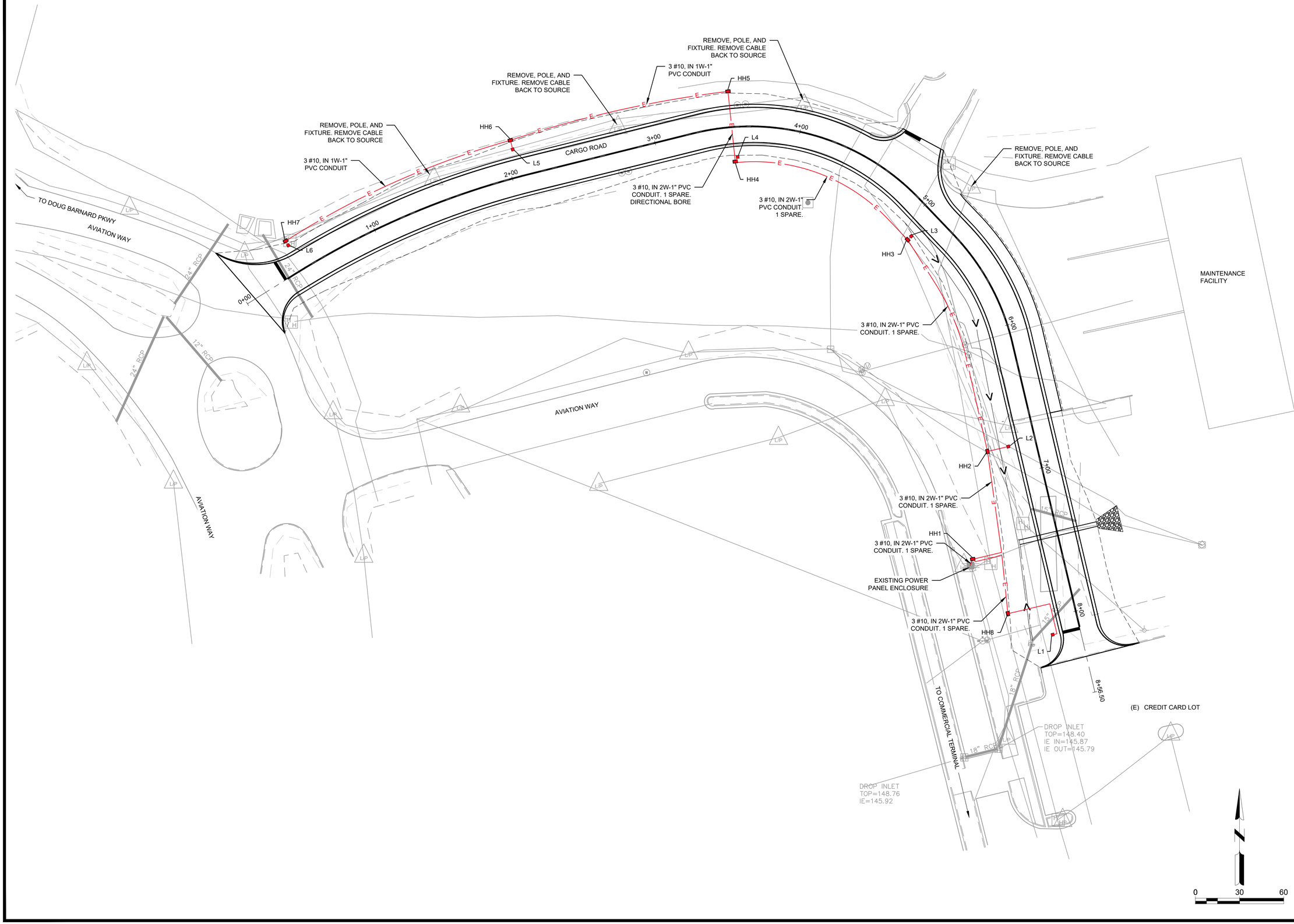

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AUGUSTA REGIONAL AIRPORT

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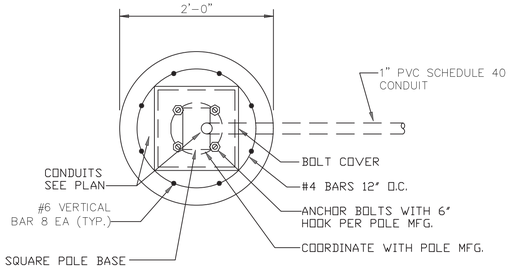
DESIGNED BY:	CMH
DRAWN BY:	ATF
CHECKED BY:	CMH

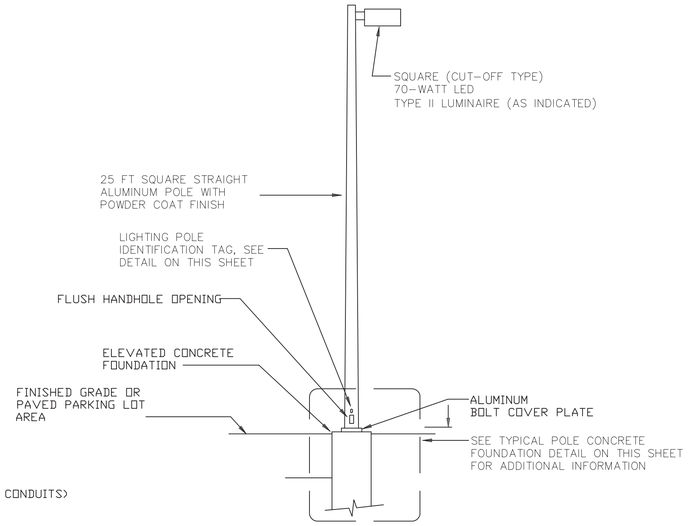
DO NOT SCALE DRAWINGS

SHEET CONTENTS
LIGHTING LAYOUT PLAN

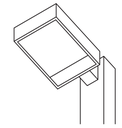
SHEET NO.
E-201



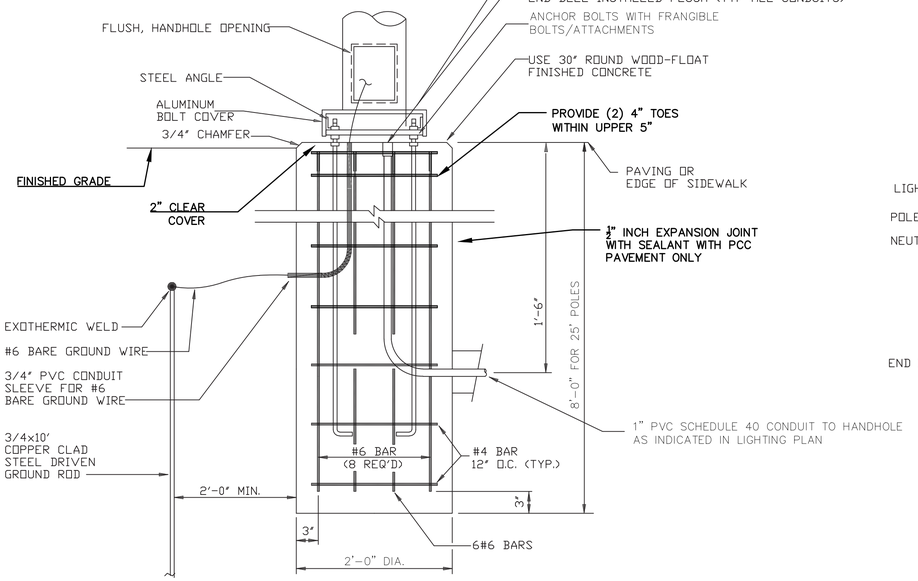
ANCHOR BOLT DETAIL – PLAN VIEW
NOT TO SCALE



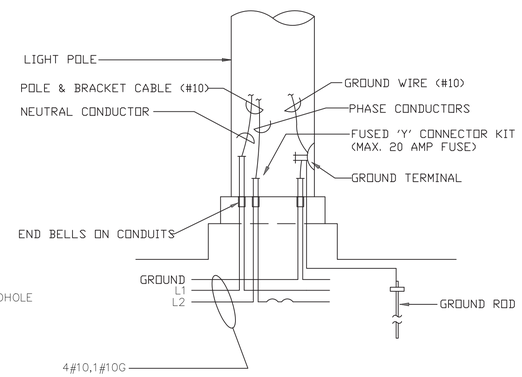
25' LIGHT POLE AND LUMINAIRE
NOT TO SCALE



ENCLOSED, INTEGRALLY BALLASTED, RECTANGULAR SHAPED, SIDE MOUNTED, LIGHT FIXTURE RATED FOR 70 WATT LED-TYPE LAMP, 240 VOLT



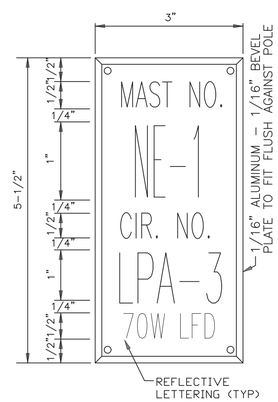
TYPICAL 25' POLE CONCRETE FOUNDATION DETAIL – ELEVATION
NOT TO SCALE



TYPICAL 30' POLE WIRING CONNECTION
NOT TO SCALE

GENERAL NOTES:

1. ALL LIGHT POLES SHALL BE GROUNDED AND HAVE ADJUSTING NUTS; MOUNTING BOLTS AND ADJUSTING NUTS SHALL HAVE TRIM COVER.
2. POLE MOUNTED LIGHTING FIXTURE'S WIRING SHALL BE PROTECTED BY IN-LINE FUSEHOLDERS LOCATED WITHIN THE POLE BASE.
3. PROVIDE NYLON WIRE TAGS LABELED WITH THE CIRCUIT NUMBER IN EACH HANDHOLE, MANHOLE, AND JUNCTION BOX.
4. ALL CONDUCTORS RUN BELOW GRADE FOR OUTDOOR LIGHTING SHALL BE TYPE XHHW ONLY. ALL OTHER CONDUCTOR INSULATION SHOULD BE RATED THWN OR XHHW.



MAST IDENTIFICATION PLATE
NOT TO SCALE

NOTE: AIRPORT TO VERIFY INFORMATION REQUIRED ON FACEPLATE

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AUGUSTA REGIONAL AIRPORT
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CARGO ROAD/RENTAL CAR
ACCESS IMPROVEMENT PROJECT
1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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SHEET CONTENTS
ELECTRICAL DETAILS

SHEET NO.
E-601

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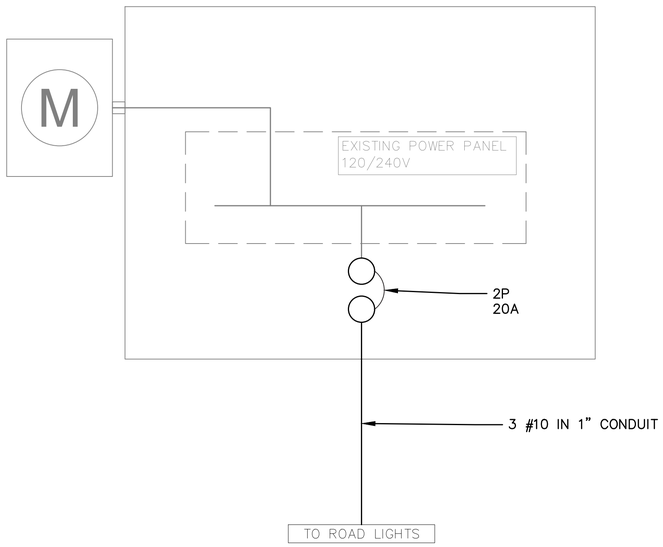
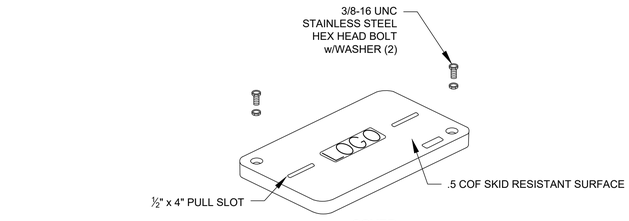
10/11/2024 9:31:17 AM



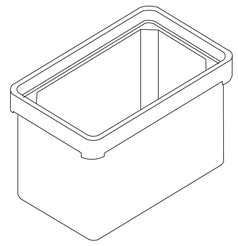
NOTES:

1. CONTRACTOR SHALL FIELD VERIFY EXISTING PANEL IN ENCLOSURE TO PROVIDE COMPATIBLE 2P20A BREAKER.
2. CONTRACTOR SHALL INSTALL NEW 2W-1" RGS CONDUIT TO PROVIDE PATH FROM EXISTING ENCLOSURE TO NEW HANDHOLE NEXT TO ENCLOSURE.

ROADWAY PARTIAL ONELINE DIAGRAM
NOT TO SCALE



COVER



PG BOX

HANDHOLE DETAIL
TIER 15 SOLID BOTTOM
(NOT TO SCALE)

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AUGUSTA REGIONAL AIRPORT

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SHEET CONTENTS
ELECTRICAL DETAILS

SHEET NO.
E-602

X:\0119700\232165.01\TECH\CAD\DRAWINGS\SHEETS\SIG-001 COVER SHEET.DWG
10/11/2024 9:31:19 AM