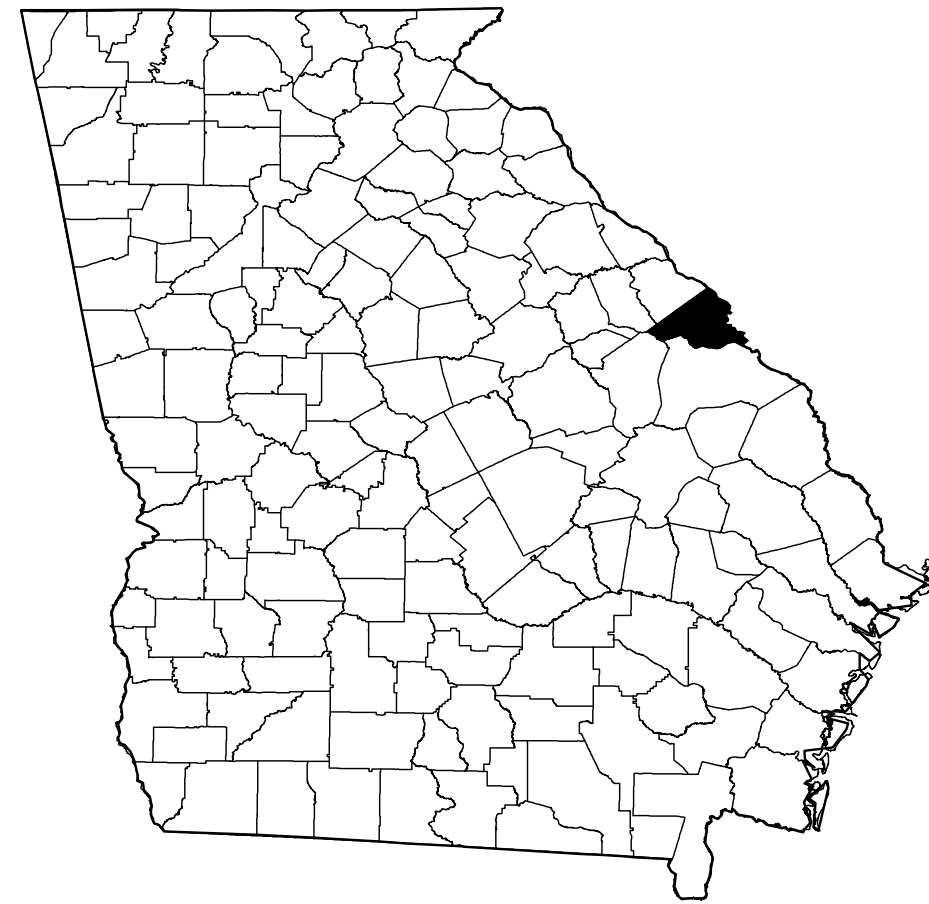


AUGUSTA REGIONAL AIRPORT

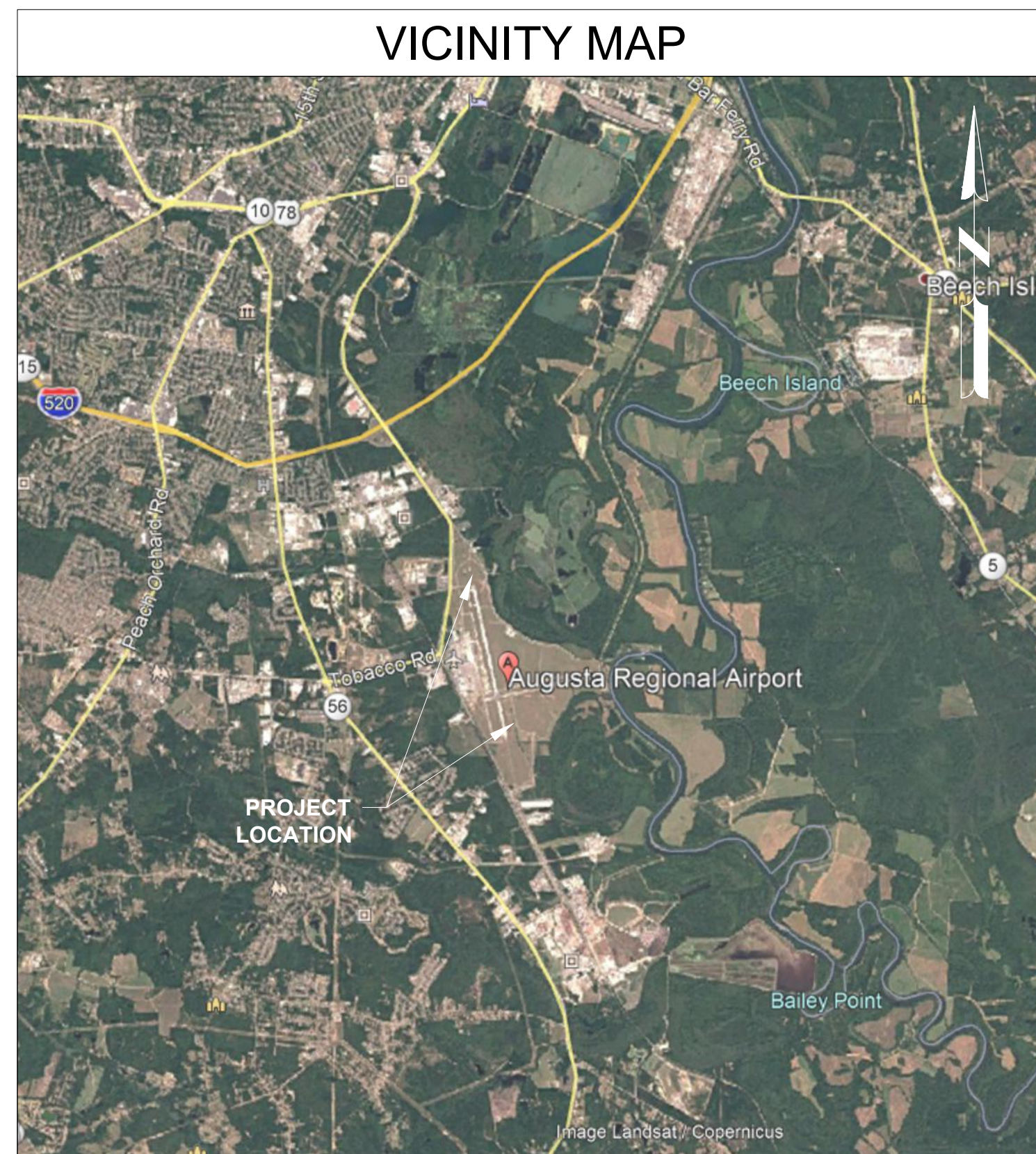
RUNWAY 17-35 APPROACH IMPROVEMENTS CAT II

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

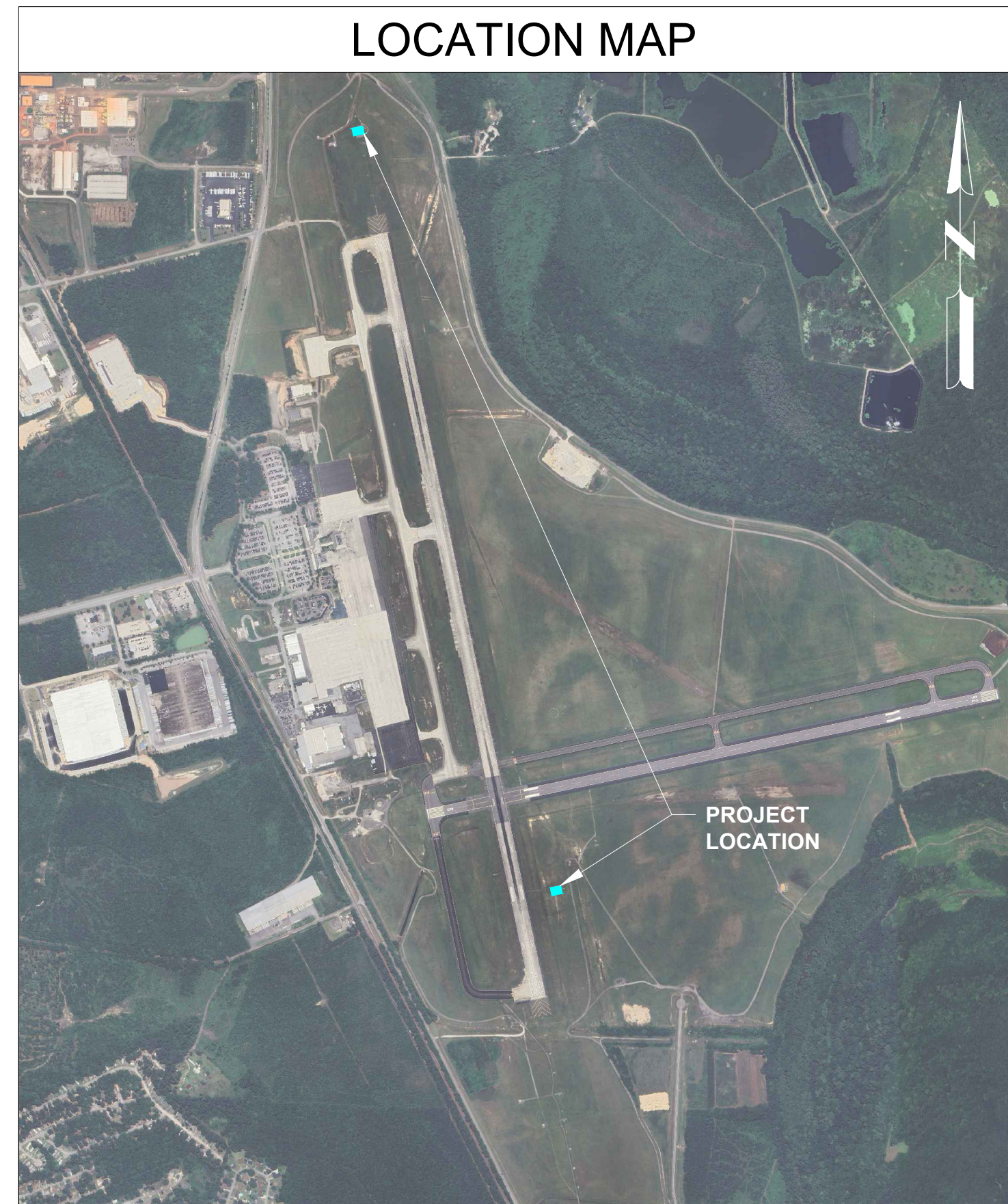
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RICHMOND COUNTY



VICINITY MAP



LOCATION MAP

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



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AUGUSTA REGIONAL AIRPORT
RUNWAY 17-35 APPROACH
IMPROVEMENTS CAT II
 1501 AVIATION WAY
 AUGUSTA, GA 30906-9620

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SHEET CONTENTS
COVER SHEET

SHEET NO.

G-001



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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

ABBREVIATIONS:

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

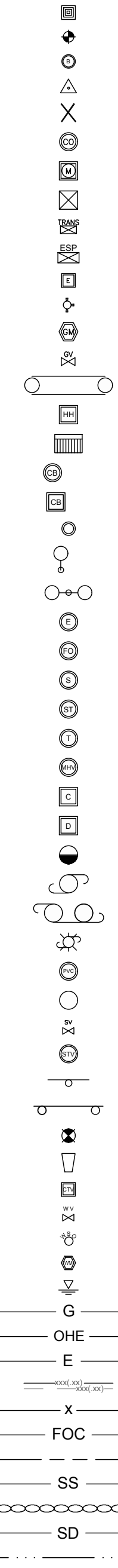
ABBREVIATIONS:

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
	ELECTRICAL METER
	ELECTRICAL / COMMUNICATIONS PEDESTAL
	ELECTRICAL TRANSFORMER BOX
	ELECTRICAL SERVICE PANEL
	ELECTRICAL HANDHOLE/PULLBOX
	FIRE HYDRANT
	GAS METER
	GAS VALVE
	GATE
	HANDHOLE, GENERIC
	INLET, CURB
	INLET, ROUND
	INLET, SQUARE
	IRON PIN
	LIGHT POLE (SINGLE)
	LIGHT POLE (DOUBLE)
	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
	SEPTIC TANK VENT
	SIGN (SINGLE POST)
	SIGN (DOUBLE POST)
	SOIL BORING
	STORM FLARED END SECTION
	CTV PEDESTAL BOX
	WATER VALVE
	WATER SHUT OFF
	WATER METER
	WATER SURFACE
	GAS
	ELECTRIC, OVERHEAD
	ELECTRIC, UNDERGROUND
	EXISTING CONTOUR LINES
	FENCE
	FIBER OPTIC CABLE
	PROPERTY LINE
	SANITARY SEWER
	STONE RETAINING WALL
	STORM SEWER / CULVERT
	SWALE

	TELEPHONE
	TV CABLE
	WATER
	WETLAND BOUNDARY
	WETLAND
	EXISTING RUNWAY EDGE LIGHT
	ABANDONED RUNWAY EDGE LIGHT CAN WITH BLANK PLATE
	EXISTING JUNCTION CAN
	EXISTING GUIDANCE SIGN
	EXISTING WIRE AND CONDUIT TO REMAIN
	EXISTING DUCT BANK
	EXISTING TAXIWAY EDGE LIGHT
	DIRECT-BURIED CABLE TO BE ABANDONED IN-PLACE
	FAA CABLE



LINETYPE LEGEND

	EXISTING	PROPOSED
EDGE OF PAVEMENT		
RUNWAY SAFETY AREA		
RUNWAY OBJECT FREE AREA		
TAXIWAY SAFETY AREA		
TAXIWAY OBJECT FREE AREA		
MAJOR CONTOUR		
MINOR CONTOUR		
DITCH		

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Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
phone: 843-486-8330
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AUGUSTA REGIONAL AIRPORT
RUNWAY 17-35 APPROACH
IMPROVEMENTS CAT II
 1501 AVIATION WAY
 AUGUSTA, GA 30906-9620

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SHEET CONTENTS
LEGEND &
ABBREVIATIONS

SHEET NO.

G-002

LEGEND:

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

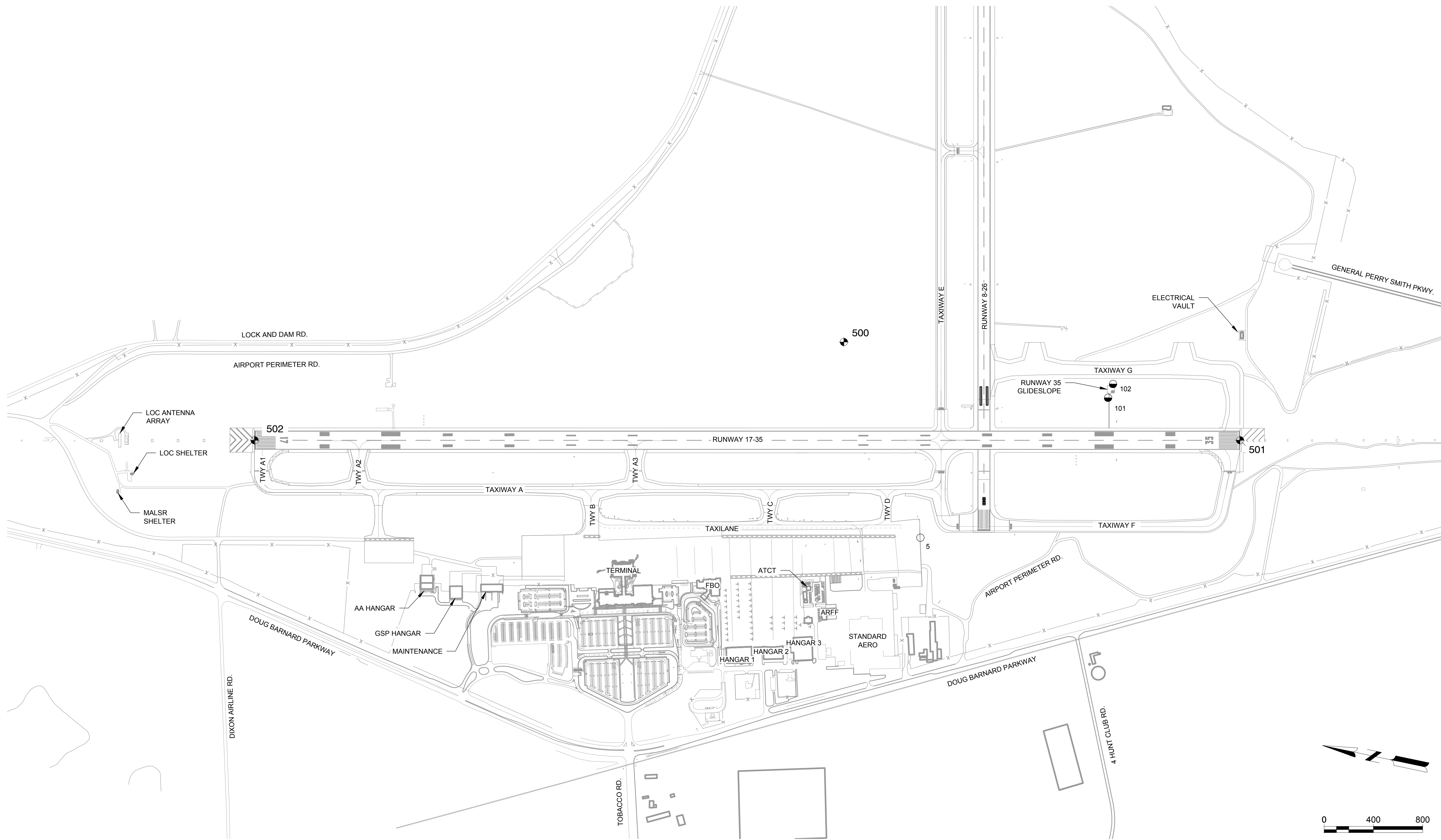
SURVEY DATA:

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

PRIMARY SURVEY CONTROL TABLE				
POINT	LOCAL PROJECTION		NAVD88 ELEVATION	DESCRIPTION
	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

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 PERMISSIBLE. 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.



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

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 RUNWAY 17-35 APPROACH
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 1501 AVIATION WAY
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SHEET CONTENTS
 SURVEY CONTROL
 PLAN

SHEET NO.

G-041

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AUGUSTA REGIONAL AIRPORT RUNWAY 17-35 APPROACH IMPROVEMENTS CAT II 1501 AVIATION WAY AUGUSTA, GA 30906-9620

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SHEET CONTENTS
CONSTRUCTION SAFETY PHASING PLAN

SHEET NO.

G-081

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' 59.981" W

NOTES:

- 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.
- 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.
- ACCESS TO RUNWAYS AND TAXIWAYS IS PROHIBITED WITHOUT PRIOR COORDINATION WITH THE ENGINEER AND THE AIRPORT.
- 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.
- 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. USE OF EQUIPMENT EXCEEDING 25' SHALL BE REDISTRICTED TO THE HOURS OF 12:00AM TO 5:30 AM AND SHALL REQUIRE RUNWAY CLOSURE CROSSES AS SHOWN.
- *CONSTRUCTION WITHIN WORK AREAS 1A AND 1B SHALL BE COMPLETED CONCURRENTLY.

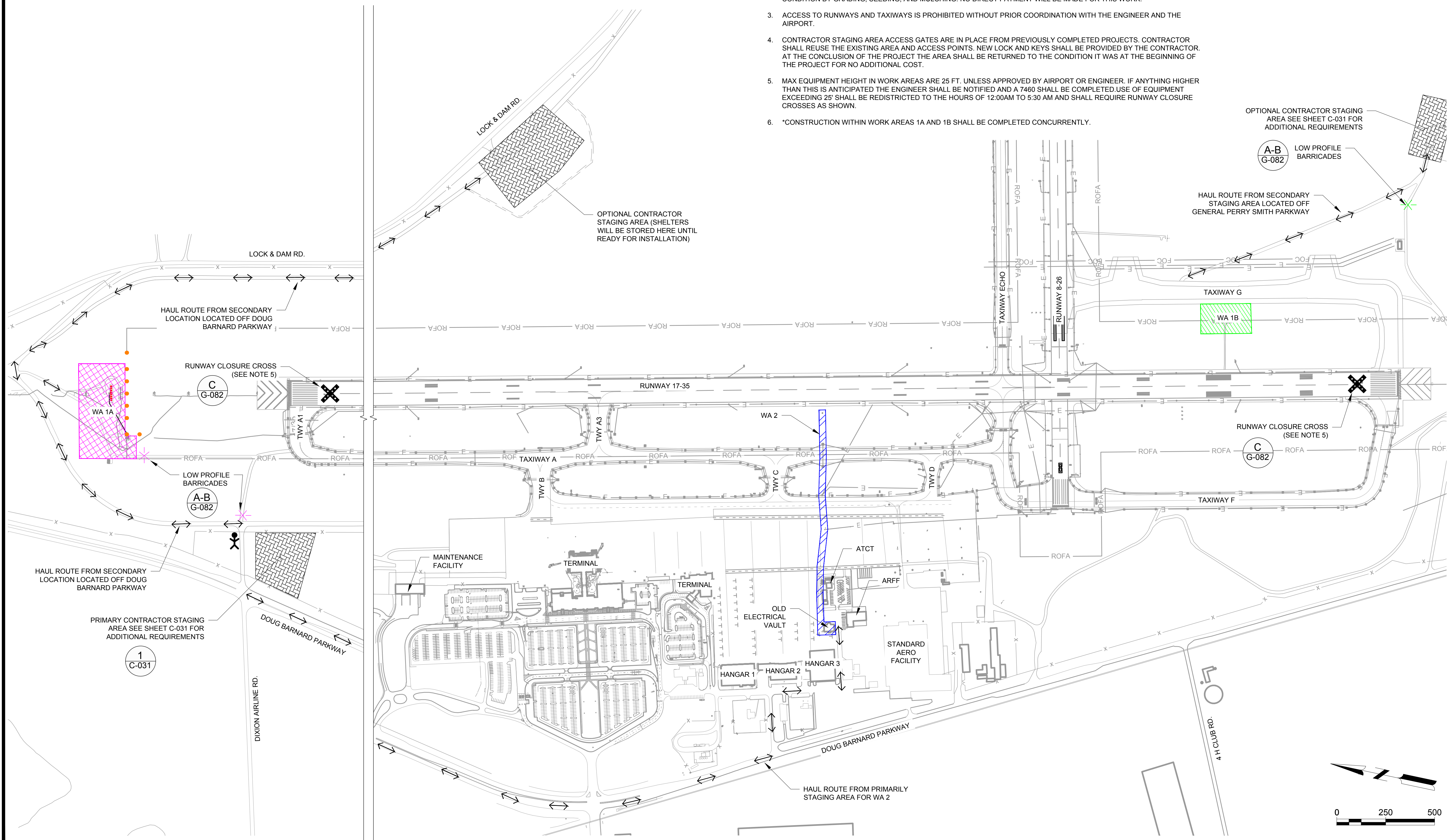
WORK SCHEDULE PHASING

MOBILIZATION PHASE: 60 CALENDAR DAYS

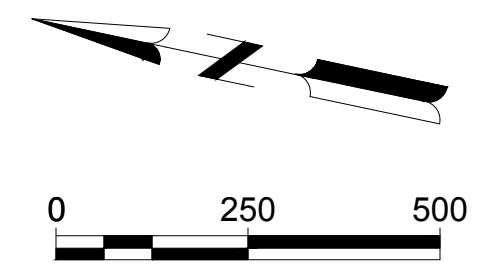
- WA 1A** WORK AREA 1A (34 CALENDAR DAYS)*
- WA 1B** WORK AREA 1B (34 CALENDAR DAYS)*
- WA 2** WORK AREA 2 (1 CALENDAR DAYS)

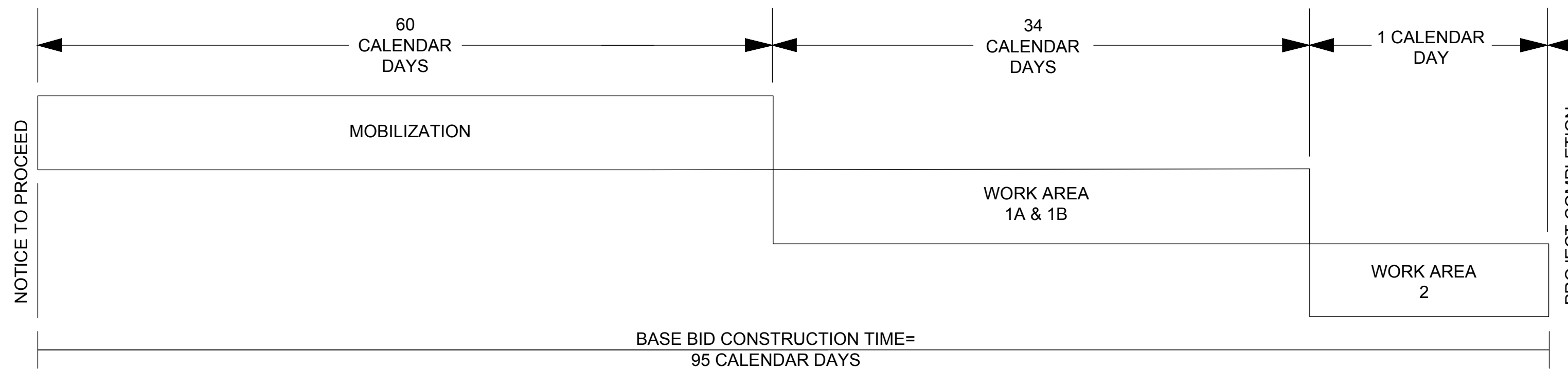
LEGEND

	RSA	RUNWAY SAFETY AREA		CONTRACTOR STAGING AREA
	ROFA	RUNWAY OBJECT FREE AREA		NON-CURRENT WORKING AREA
	TSA	TAXIWAY SAFETY AREA		RADIO PERSONNEL/FLAGGER
	TOFA	TAXIWAY OBJECT FREE AREA		TEMPORARY HAUL ROUTE
		32" WATER FILLED BARRICADE		LOW-PROFILE BARRICADES
		ORANGE PAINTED LATHE		RUNWAY CLOSURE CROSS



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CONSTRUCTION PHASING DIAGRAM
N.T.S.

CONTRACTOR 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:

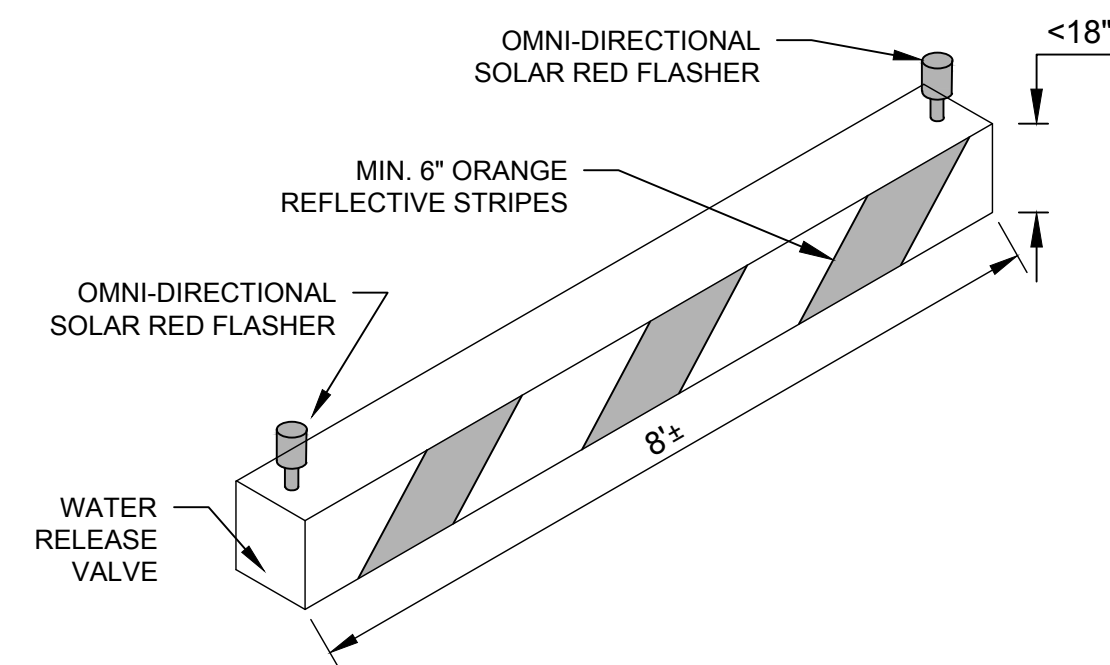
1. NIGHT WORK IS GENERALLY DEFINED AS WORK DONE FROM 12:00 AM TO 5:30 AM. IN WORK AREAS SUBJECT TO COMMERCIAL FLIGHT RESTRICTIONS, NIGHT WORK MUST BE COMPLETED THIRTY (30) MINUTES PRIOR TO THE FIRST DEPARTING COMMERCIAL FLIGHT.
2. HOURS OF AIR TRAFFIC CONTROL TOWER OPERATIONS ARE FROM 6:45AM TO 11:00PM 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)
5. ANY ADDITIONAL LOW-PROFILE BARRICADES (INCLUDING SUPPLEMENTARY LIGHTS) NEEDED FOR PROPER EXECUTION OF THE WORK SHALL BE PROVIDED BY THE CONTRACTOR.
6. 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 1/2 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.

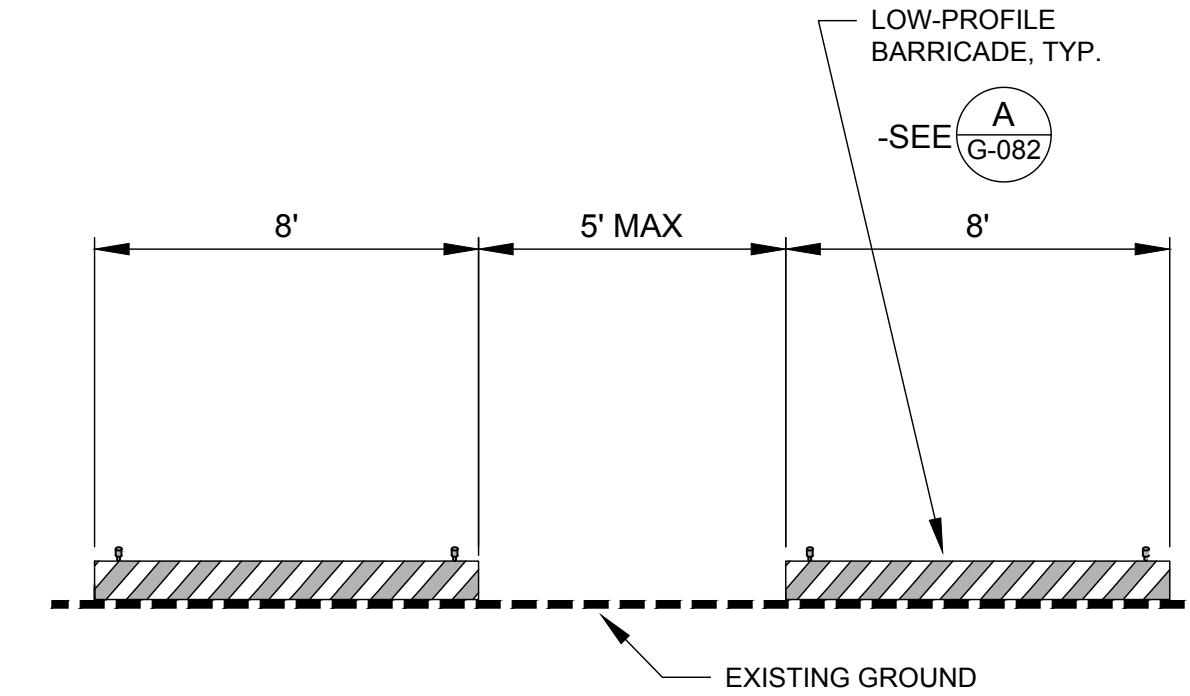
REQUIREMENTS FOR AIRPORT SECURITY, SAFETY AND CONTRACTOR OPERATIONS:

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 AND 300-FEET BEYOND THE RUNWAY ENDS. 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.

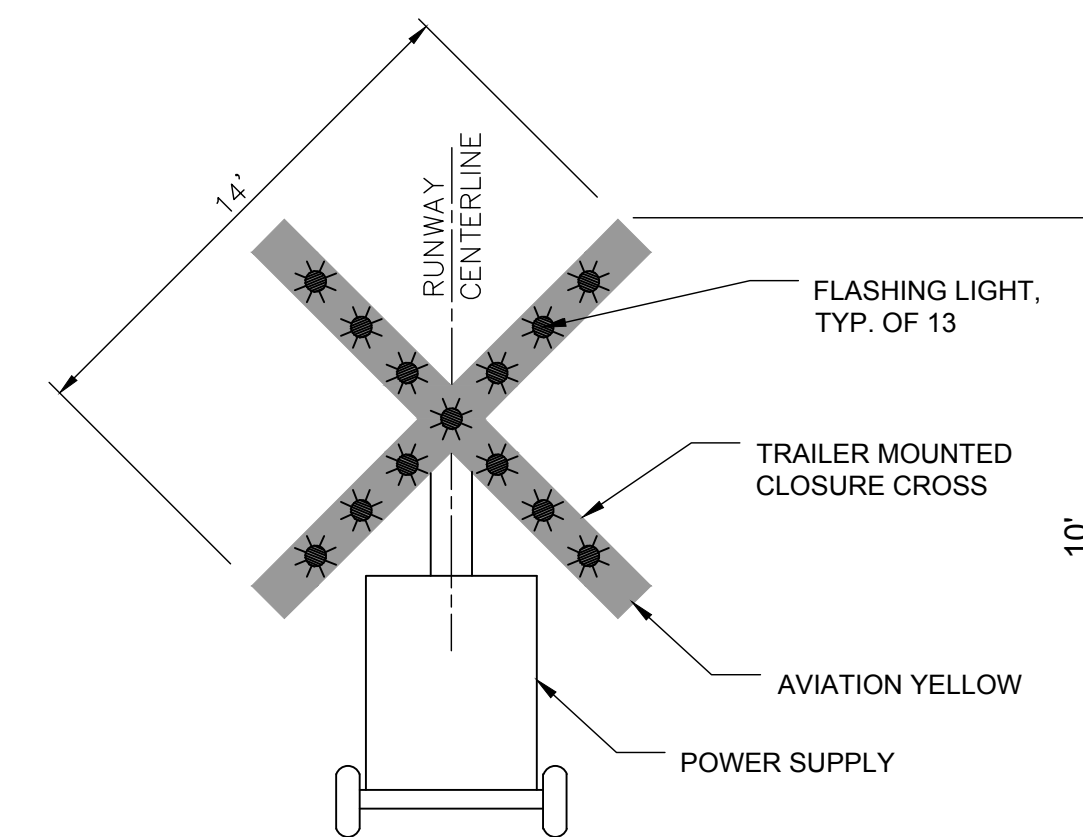


- NOTES:**
1. MAINTENANCE OF LOW-PROFILE BARRICADES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR FOR THE DURATION OF THE PROJECT.
 2. GAPS IN BARRICADES SHALL NOT EXCEED 5-FEET.

LOW-PROFILE BARRICADE DETAIL
SCALE: NTS
A
G-082



LOW-PROFILE BARRICADE LAYOUT DETAIL
SCALE: NTS
B
G-082



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
SCALE: NTS
C
G-082

AUGUSTA REGIONAL AIRPORT RUNWAY 17-35 APPROACH IMPROVEMENTS CAT II 1501 AVIATION WAY AUGUSTA, GA 30906-9620

ISSUED FOR BID

NOT FOR CONSTRUCTION

M&H NO: 0119700-221073.01
DATE: AUGUST 16, 2024
DESIGNED BY: NJH
DRAWN BY: NJH
CHECKED BY: EJS
DO NOT SCALE DRAWINGS

SHEET CONTENTS
CONSTRUCTION SAFETY PHASING PLAN - WA 1A & 1B

SHEET NO.

G-083

NOTES:

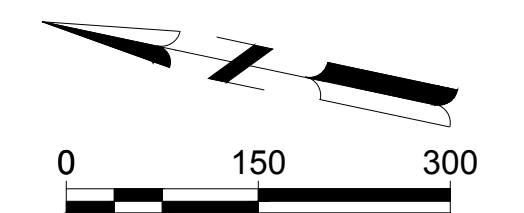
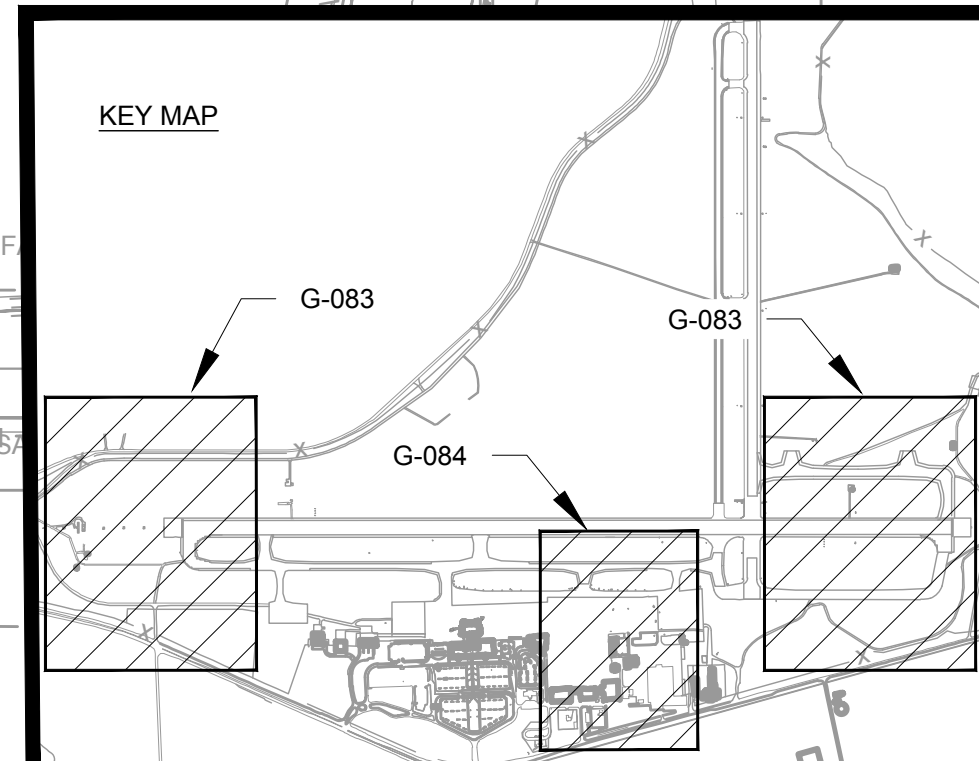
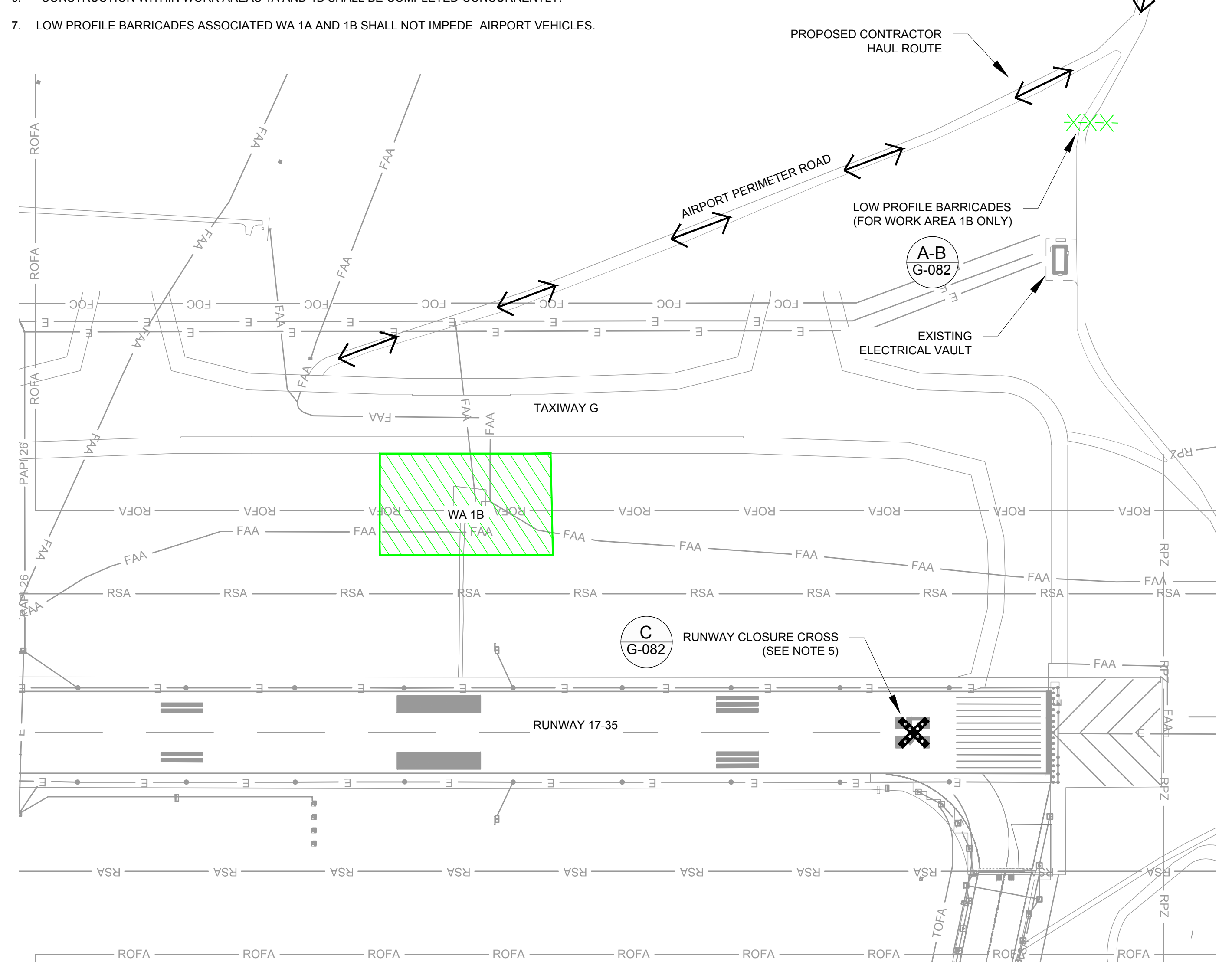
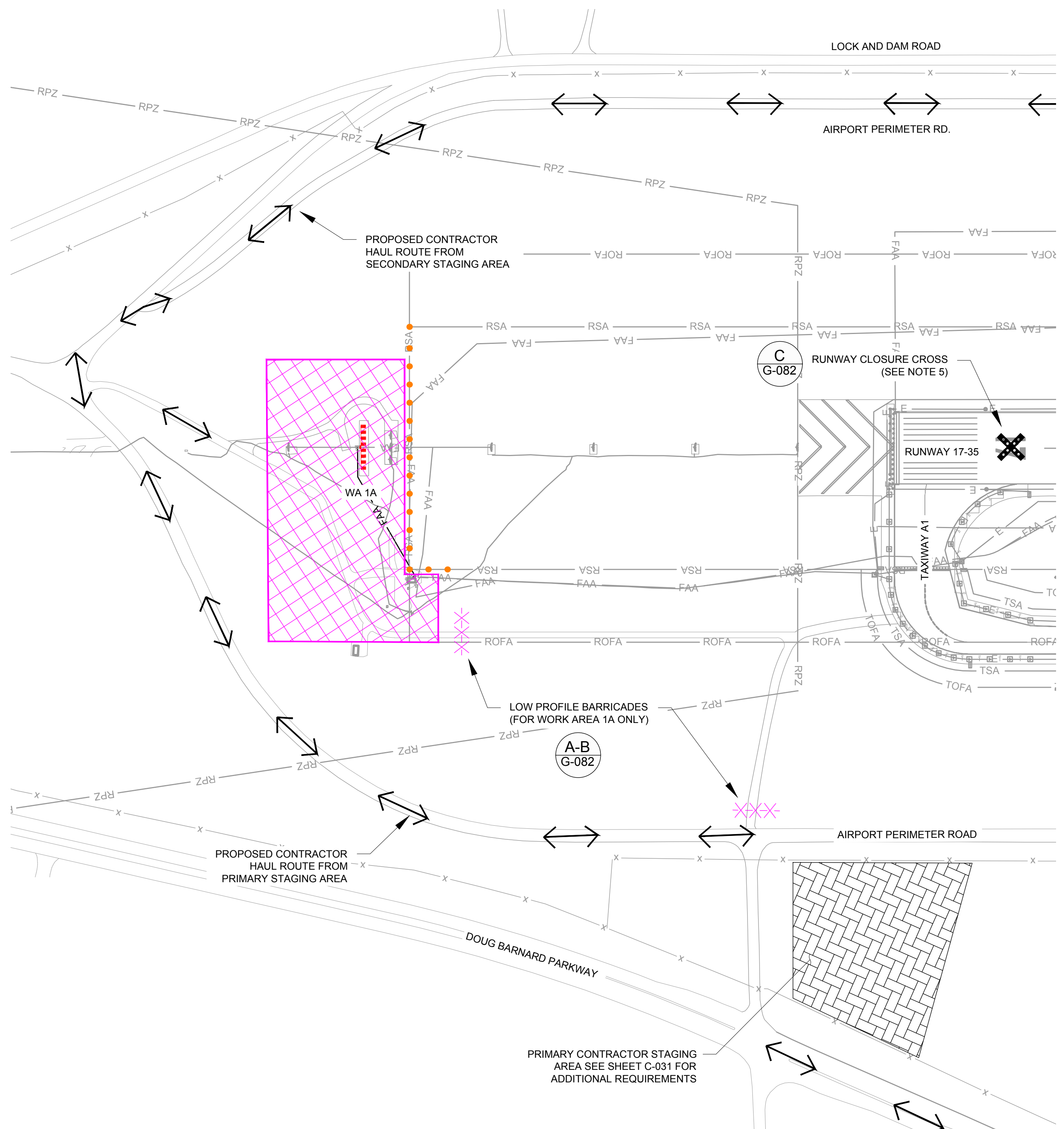
- CONTRACTOR SHALL FOLLOW PHASING PLAN PROVIDED IN CONSTRUCTION CSPP. CONTRACTOR SHALL ADD PROJECT SPECIFIC DETAILS SUCH AS DATES, ANTICIPATED NUMBER OF CALENDAR DAYS USED, AND ANY OTHER ADDITIONS/MODIFICATION FOR APPROVAL BY THE AIRPORT PRIOR TO MOBILIZATION.
- CONTRACTOR SHALL CONSTRUCT AND MAINTAIN 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.
- ACCESS TO RUNWAYS AND TAXIWAYS IS PROHIBITED WITHOUT PRIOR COORDINATION WITH THE ENGINEER AND THE AIRPORT.
- 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.
- 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. USE OF EQUIPMENT EXCEEDING 25' SHALL BE REDIRECTED TO THE HOURS OF 12:00AM TO 5:30 AM AND SHALL REQUIRE RUNWAY CLOSURE CROSSES AS SHOWN.
- *CONSTRUCTION WITHIN WORK AREAS 1A AND 1B SHALL BE COMPLETED CONCURRENTLY.
- LOW PROFILE BARRICADES ASSOCIATED WA 1A AND 1B SHALL NOT IMPEDE AIRPORT VEHICLES.

LEGEND

- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- 32" WATER FILLED BARRICADE
- ORANGE PAINTED LATHE
- CONTRACTOR STAGING AREA
- NON-CURRENT WORKING AREA
- RADIO PERSONNEL/FLAGGER
- TEMPORARY HAUL ROUTE
- LOW-PROFILE BARRICADES
- RUNWAY CLOSURE CROSS

WORK SCHEDULE PHASING

- MOBILIZATION PHASE: 60 CALENDAR DAYS
- WA 1A WORK AREA 1A (34 CALENDAR DAYS)*
 - WA 1B WORK AREA 1B (34 CALENDAR DAYS)*



WORK AREA	GENERAL WORK SCOPE	AFFECTED AOA	WORK HOURS	CALENDAR DAYS	SAFETY AND SECURITY
WA 1A	DISCONNECTION, REMOVAL, AND SALVAGE OF EXISTING LOC ANTENNA ARRAY AND ASSOCIATED EQUIPMENT/MATERIALS AS SHOWN ON SHEET E-101 AND INSTALLATION OF NEW LOC ANTENNA ARRAY AND ASSOCIATED MATERIALS/EQUIPMENT ON EXISTING FOUNDATION AS SHOWN ON SHEET E-201	RUNWAY 35 LOCALIZER, RUNWAY 17-35	11:00 PM - 5:30 AM (PREFERRED)	34	<ol style="list-style-type: none"> THE CONTRACTOR SHALL INSTALL LOW-PROFILE BARRICADES AS SHOWN. THE CONTRACTOR SHALL NOTIFY THE AIRPORT AT LEAST 5 DAYS IN ADVANCE OF WORK FOR NOTAM OF CONSTRUCTION ACTIVITY TO BE POSTED. 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. CALENDAR DAY COUNT SHOWN SHALL BE TOTAL DAY COUNT TOTAL FOR WORK AREAS 1A & 1B.
WA 1B	DISCONNECTION, REMOVAL, AND SALVAGE OF EXISTING GLIDESLOPE ANTENNA AND ASSOCIATED EQUIPMENT/MATERIALS AS SHOWN ON SHEET E-102 AND INSTALLATION OF NEW GLIDESLOPE ANTENNA AND ASSOCIATED MATERIALS/EQUIPMENT ON EXISTING FOUNDATION AS SHOWN ON SHEET E-202	RUNWAY 35 GLIDESLOPE, RUNWAY 17-35	WORK MAY BE PERFORMED OUTSIDE THESE HOURS PENDING APPROVAL OF THE AIRLINES, ATCT, & AGS		

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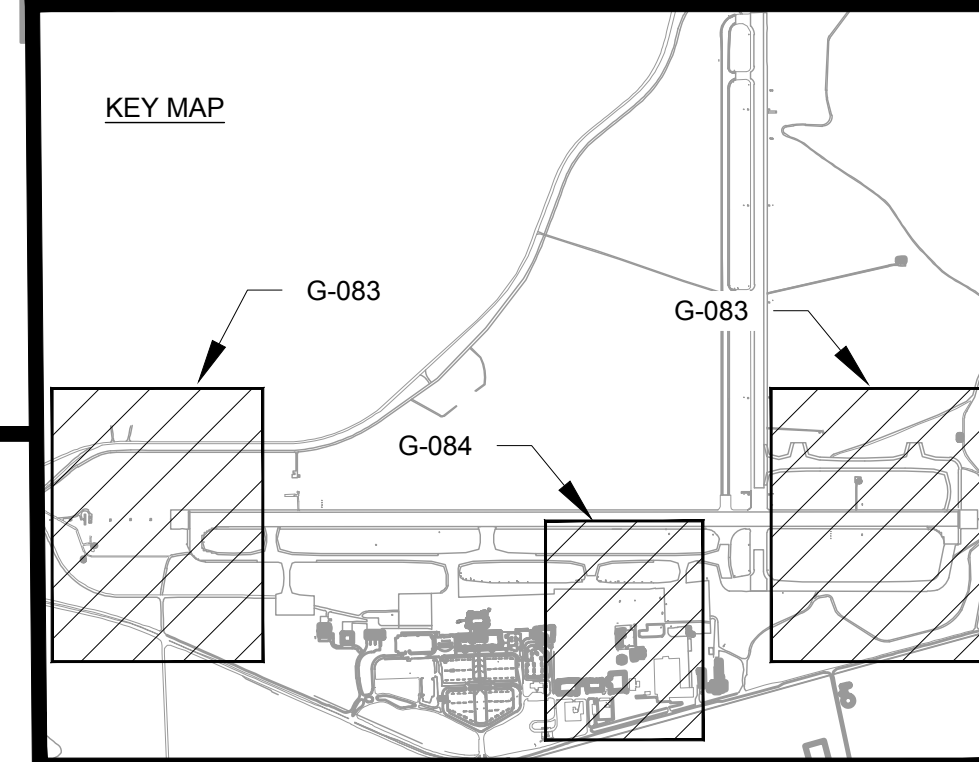
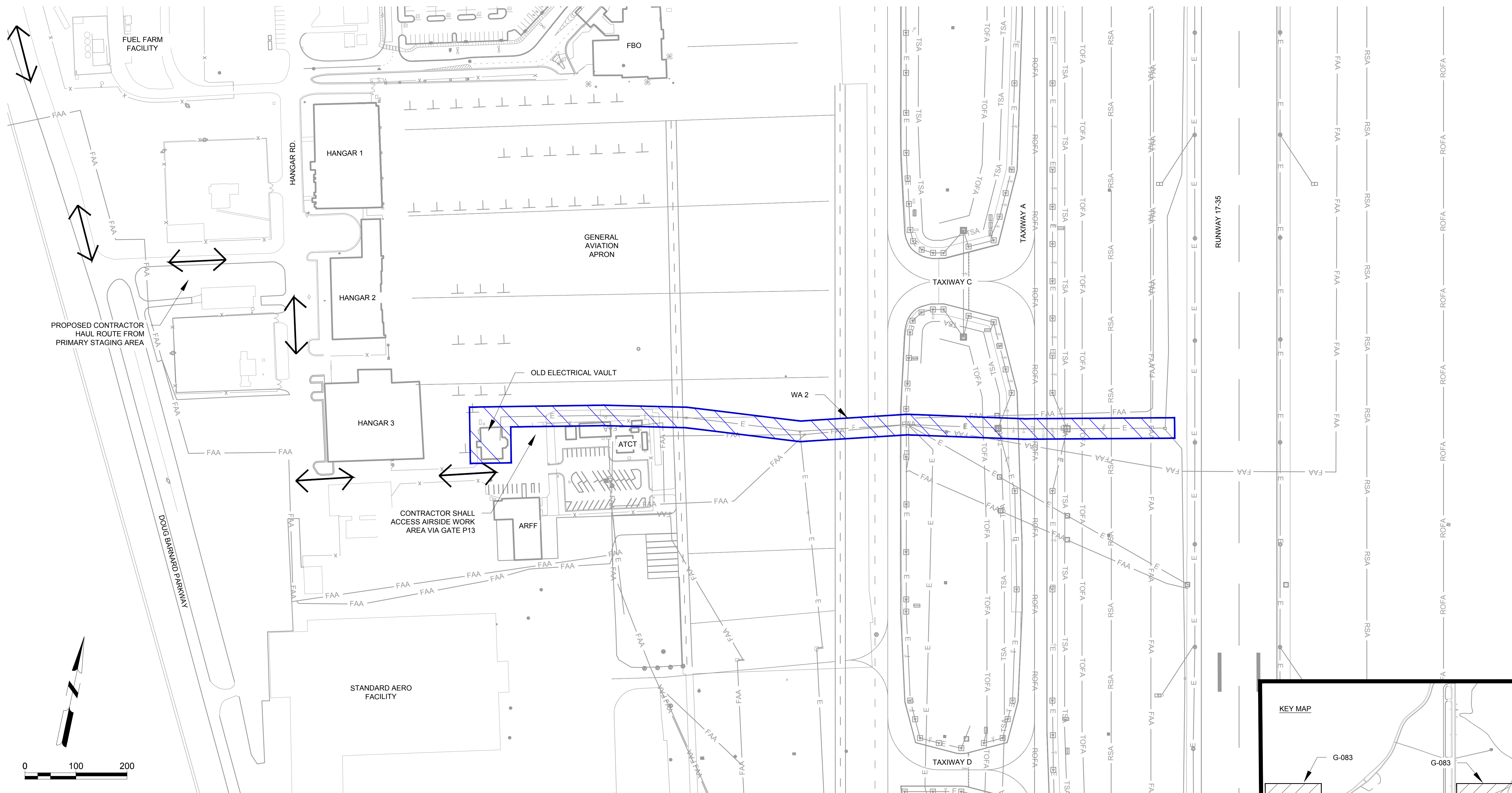
- CONTRACTOR SHALL FOLLOW PHASING PLAN PROVIDED IN CONSTRUCTION CSPP. CONTRACTOR SHALL ADD PROJECT SPECIFIC DETAILS SUCH AS DATES, ANTICIPATED NUMBER OF CALENDAR DAYS USED, AND ANY OTHER ADDITIONS/MODIFICATION FOR APPROVAL BY THE AIRPORT PRIOR TO MOBILIZATION.
- CONTRACTOR SHALL CONSTRUCT AND MAINTAIN 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.
- ACCESS TO RUNWAYS AND TAXIWAYS IS PROHIBITED WITHOUT PRIOR COORDINATION WITH THE ENGINEER AND THE AIRPORT.
- 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.
- 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.
- ALL WORK WITHIN THE SAFETY AREAS SHALL BE DONE ON A PULL BACK BASIS. CONTRACTOR SHALL MAINTAIN RADIO COMMUNICATION WITH AIR TRAFFIC CONTROL TOWER AT ALL TIMES.

WORK SCHEDULE PHASING

MOBILIZATION PHASE: 60 CALENDAR DAYS
WA 2 WORK AREA 2 (1 CALENDAR DAYS)

LEGEND

- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- 32" WATER FILLED BARRICADE
- ORANGE PAINTED LATHE
- CONTRACTOR STAGING AREA
- NON-CURRENT WORKING AREA
- RADIO PERSONNEL/FLAGGER
- TEMPORARY HAUL ROUTE
- LOW-PROFILE BARRICADES



WORK AREA	GENERAL WORK SCOPE	AFFECTED AOA	WORK HOURS	CALENDAR DAYS	SAFETY AND SECURITY
WA 2	SPlicing OF EXISTING RUNWAY 17-35 SERIES CIRCUIT AND REMOVAL OF EXISTING SERIES CIRCUIT LOOP CONDUCTORS. SEE SHEET E-103 FOR FURTHER DETAILS.	RUNWAY 17-35 RSA, TAXIWAY A, GENERAL AVIATION APRON	WORK SHALL BE COMPLETED WHEN RUNWAY CIRCUIT MAY REMAIN OFF (NIGHTWORK)	1	<ol style="list-style-type: none"> THE CONTRACTOR SHALL INSTALL LOW-PROFILE BARRICADES AS SHOWN. THE CONTRACTOR SHALL NOTIFY THE AIRPORT AT LEAST 5 DAYS IN ADVANCE OF WORK FOR NOTAM OF CONSTRUCTION ACTIVITY TO BE POSTED. 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.

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**AUGUSTA REGIONAL AIRPORT
RUNWAY 17-35 APPROACH
IMPROVEMENTS CAT II**
1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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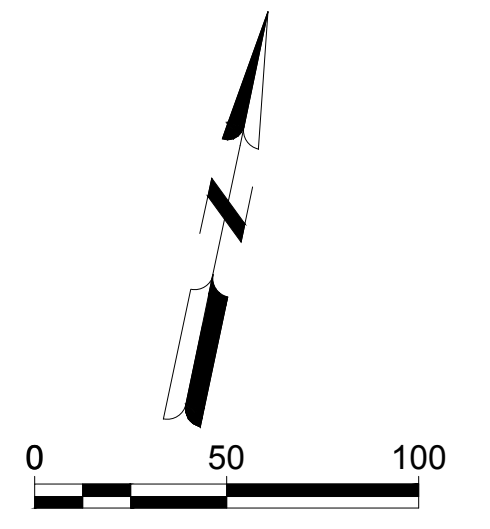
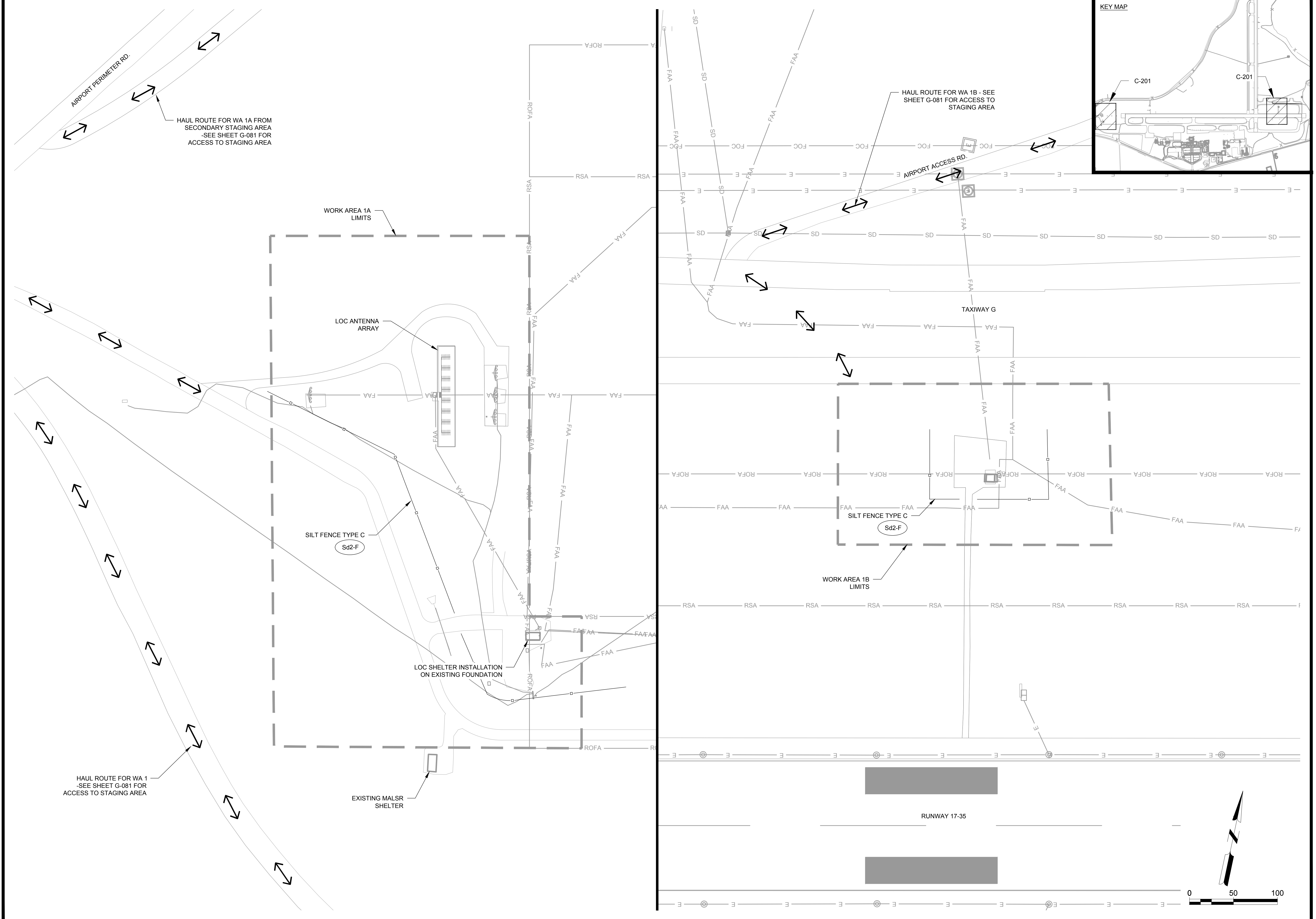
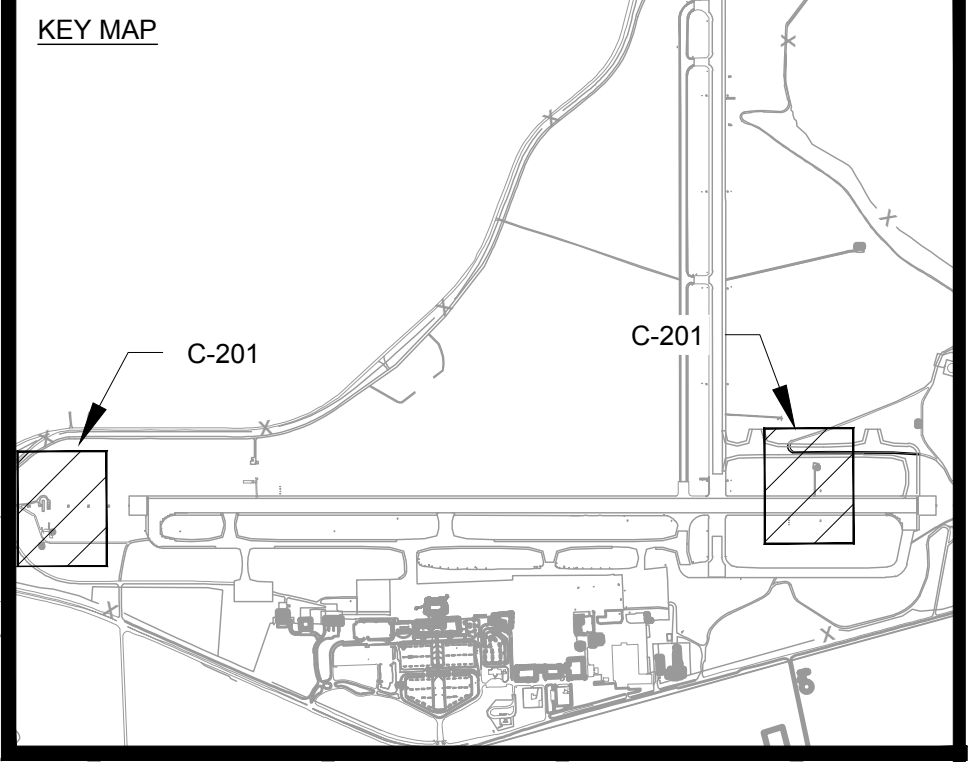
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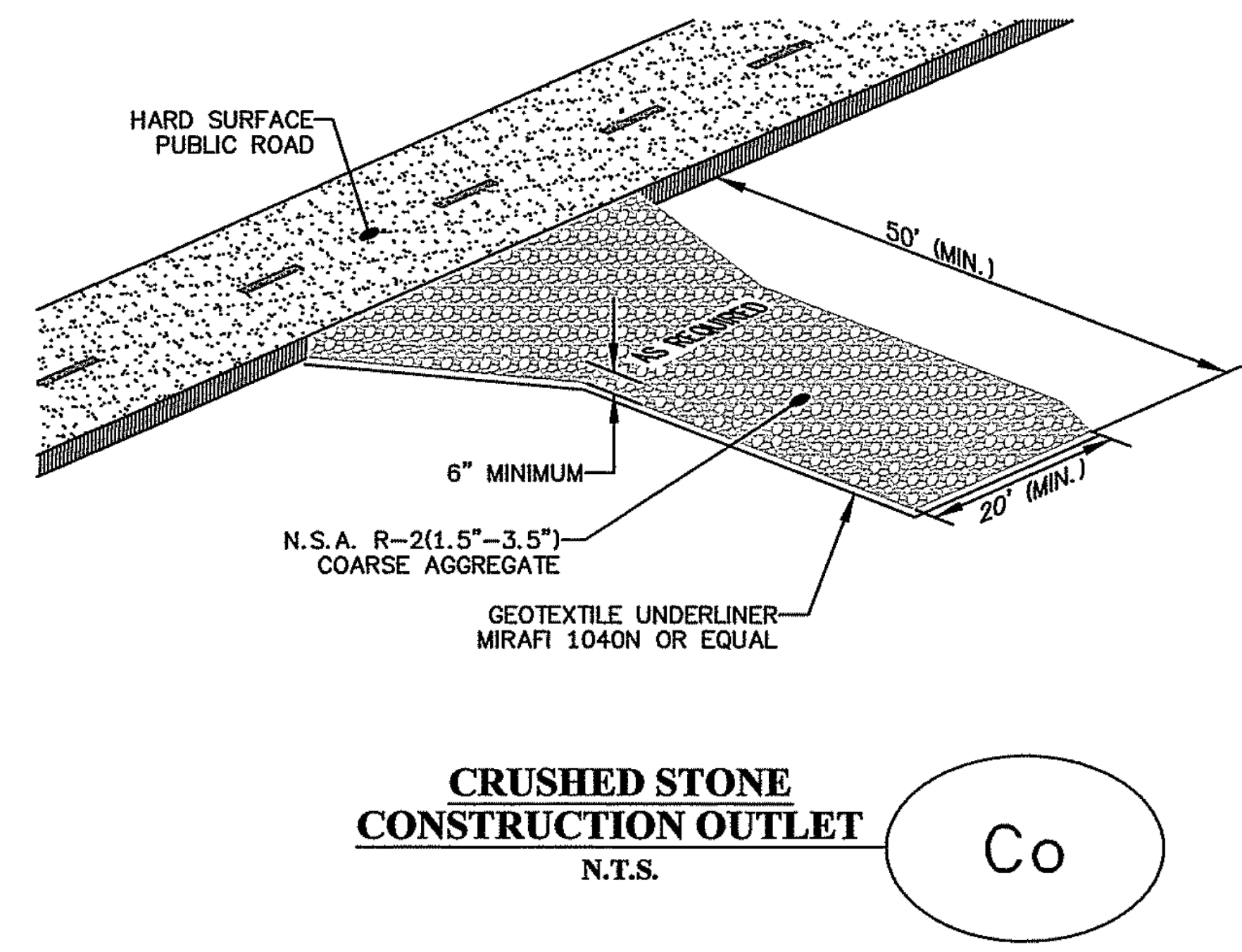
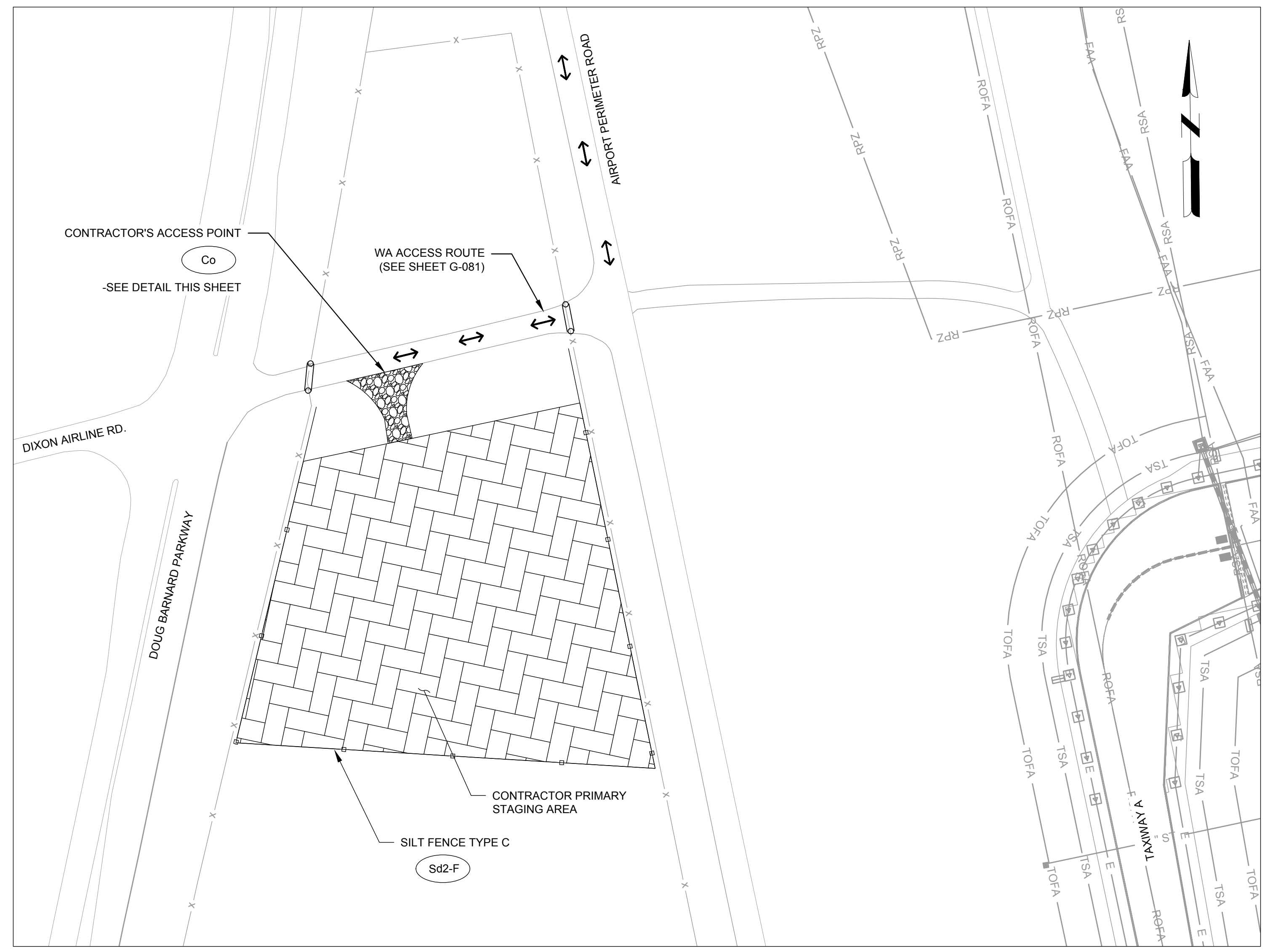
SHEET CONTENTS
EROSION CONTROL
PLAN

SHEET NO.

C-021



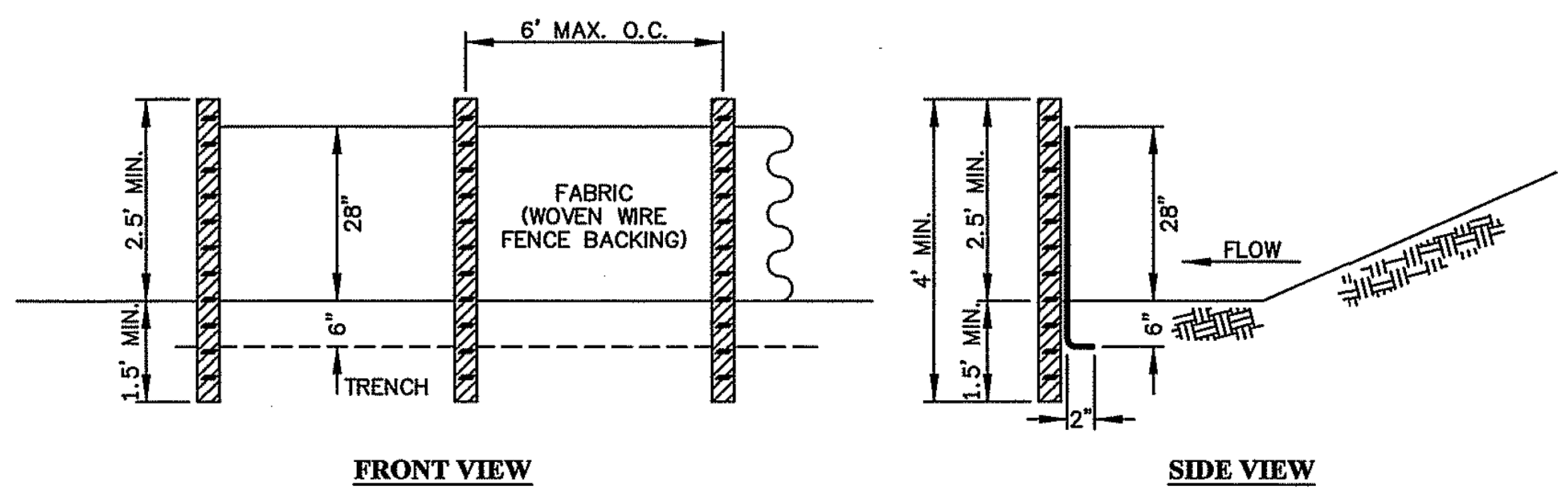
X:\0119700\221073.01\TECH\CAD\DRAWINGS\SHEETS\C-022 EROSION CONTROL PLAN.DWG
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CRUSHED STONE CONSTRUCTION OUTLET
N.T.S. Co

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

ENLARGED CONTRACTOR STAGING AREA PLAN
SCALE: 1" = 80'
1
C-031



- 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 3/4" WIDE AND 1/2" 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

AUGUSTA REGIONAL AIRPORT
RUNWAY 17-35 APPROACH
IMPROVEMENTS CAT II
1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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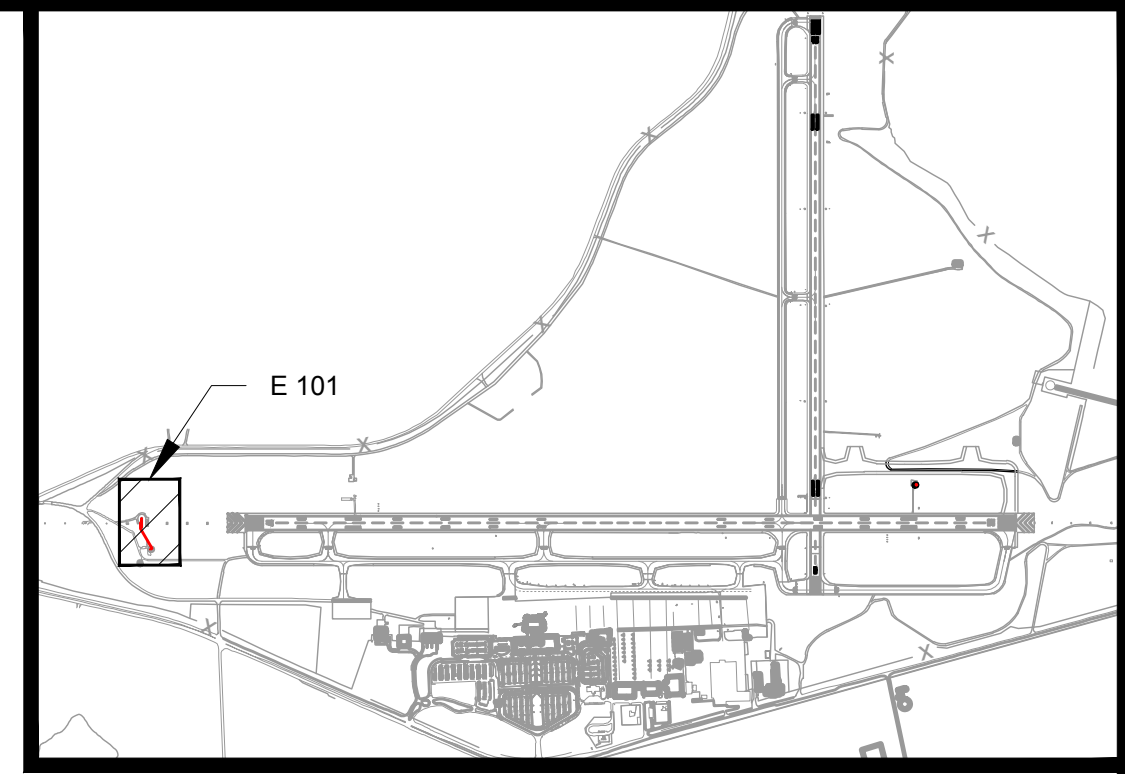
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SHEET CONTENTS
EROSION CONTROL
DETAILS

SHEET NO.

C-031



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AUGUSTA REGIONAL AIRPORT RUNWAY 17-35 APPROACH IMPROVEMENTS CAT II

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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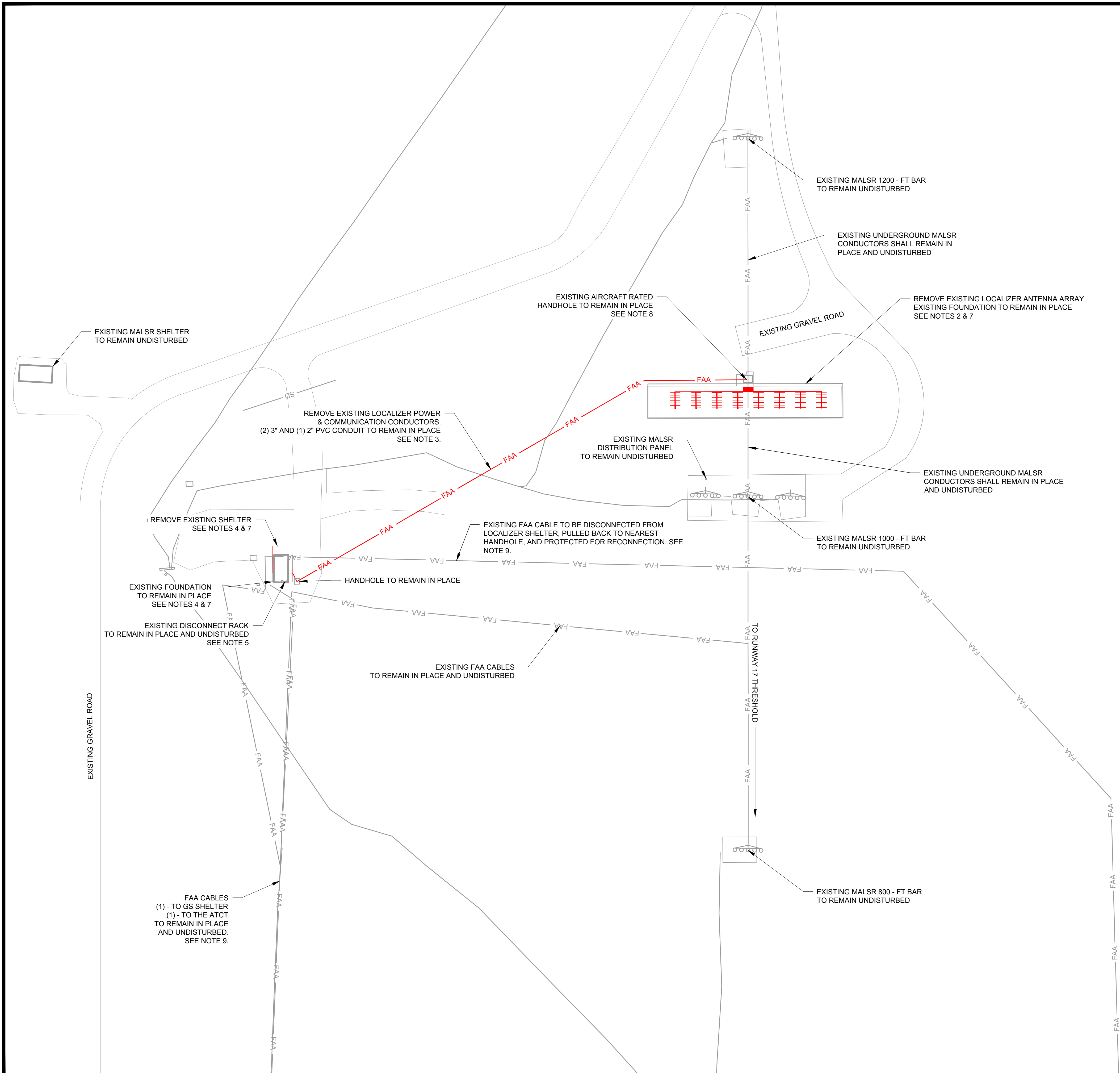
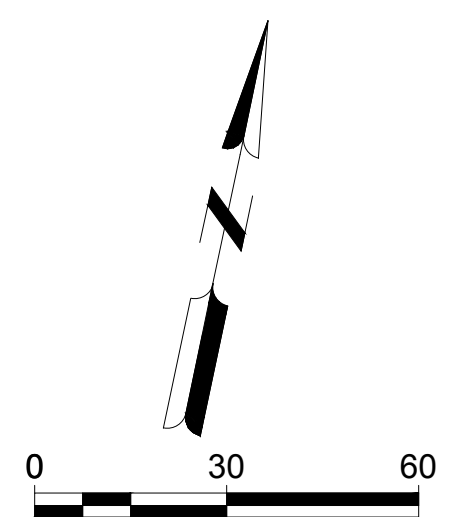
SHEET CONTENTS
ELECTRICAL
LOCALIZER
DEMOLITION PLAN

SHEET NO.

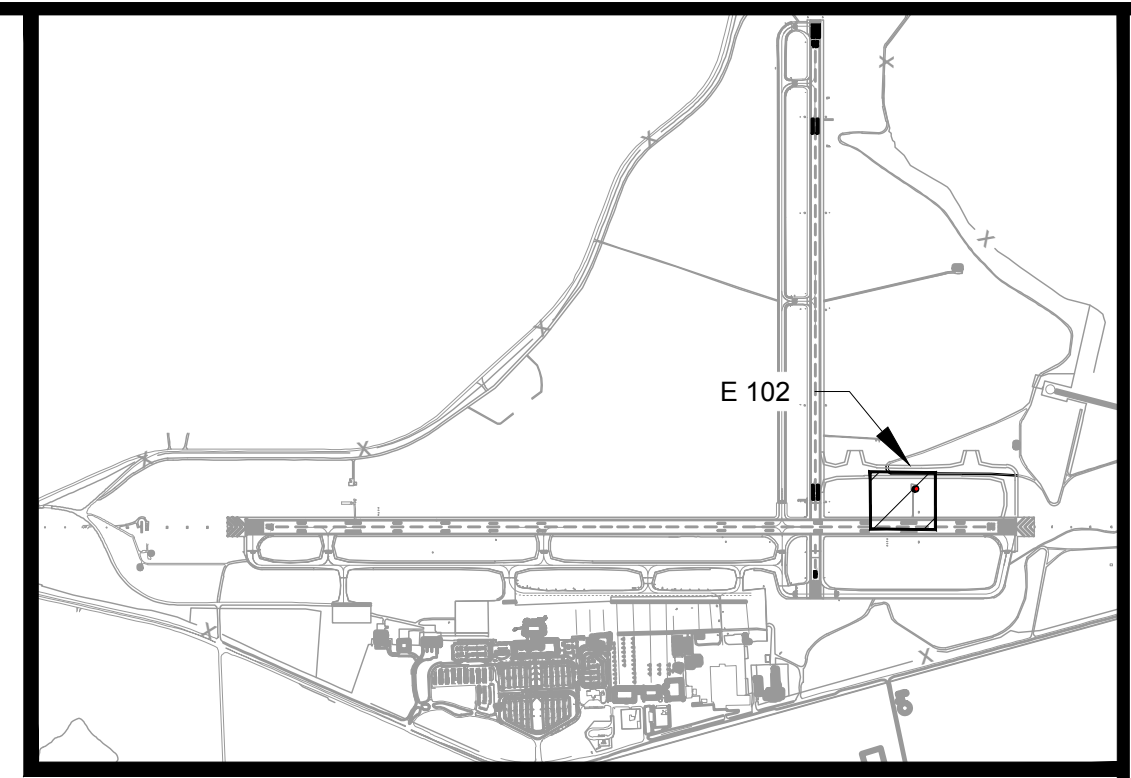
E-101

NOTES:

- CONTRACTOR TO COORDINATE CLOSELY WITH THE FAA RESIDENT ENGINEER (RE) ON THE DISCONNECTING, REMOVING, AND SALVAGING/DISPOSING OF ALL FAA OWNED EQUIPMENT.
- CONTRACTOR SHALL DISCONNECT, REMOVE, AND SALVAGE EXISTING 14 ELEMENT LOCALIZER ANTENNA ARRAY. CONTRACTOR SHALL UTILIZE EXISTING CRATES FROM NEW LOCALIZER ANTENNA TO PACKAGE UP AND TURN OVER TO THE FAA FOR SHIPMENT. FAA WILL BE RESPONSIBLE FOR SHIPPING OF EXISTING ARRAY. ANY EXISTING MATERIAL DEEMED NOT TO BE SALVAGEABLE BY THE FAA SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR. CONCRETE FOUNDATIONS TO REMAIN IN PLACE FOR RE-INSTALLATION OF NEW LOCALIZER SYSTEM.
- EXISTING LOCALIZER POWER AND COMMUNICATION CABLES TO BE DISCONNECTED AND REMOVED. EXISTING CONDUIT IS TO REMAIN IN PLACE AND TO BE REUSED FROM LOCALIZER SHELTER TO EXISTING ELECTRICAL HANDHOLE. DURING THE REMOVAL OF EXISTING CONDUCTORS, SECTIONS OF CONDUIT THAT IS DETERMINED TO BE DAMAGED SHALL BE REPORTED TO THE RE.
- DISCONNECT, REMOVE, AND SALVAGE EXISTING LOCALIZER SHELTER AND COMPONENTS. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA'S RE ON ITEMS TO BE DISCONNECTED AND SALVAGED. ALL SALVAGED ITEMS SHALL BE TURNED OVER TO THE FAA AT A LOCATION DETERMINED BY THE RE. ALL NON-SALVAGED ITEMS SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR. THE SHELTER FOUNDATION IS TO REMAIN IN PLACE FOR INSTALLATION OF NEW LOCALIZER SHELTER. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA RE ON NOT DAMAGING EXISTING MOUNTING PROVISIONS FOR THE NEW SHELTER.
- COORDINATE WITH LOCAL UTILITY ON DISABLING ELECTRICAL SERVICE TO EXISTING LOCALIZER SHELTER DURING CONSTRUCTION. ELECTRICAL SERVICE SHALL BE ENERGIZED UPON COMPLETION OF CONSTRUCTION. ELECTRICAL SERVICE TO THE EXISTING MALSR SHELTER IS TO REMAIN IN OPERATION AND NOT DISTURBED.
- CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES PRIOR TO STARTING CONSTRUCTION AND MAINTAIN LOCATES DURING THE ENTIRE DURATION OF THE PROJECT. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA ON LOCATING ALL FAA'S OWNED UNDERGROUND UTILITIES.
- ALL UNDERGROUND GROUNDING AND LIGHTNING PROTECTION SHALL REMAIN IN PLACE AND BE UTILIZED FOR RECONNECTION.
- CONCRETE PANEL SHALL BE REMOVED FROM THE EXISTING HANDHOLE TO THE DISTRIBUTION UNIT BOX (DOGHOUSE) LOCATED ON THE LOCALIZER ARRAY. CONDUITS SHALL BE EXPOSED FOR REALIGNMENT.
- CONTRACTOR SHALL COORDINATE WITH FAA RE ON DISCONNECTING AND PROTECTING OF EXISTING FAA LINES AS REQUIRED FOR THE REMOVAL OF THE LOCALIZER SHELTER. THE CONTRACTOR SHALL PULL BACK EXISTING CABLES AND PROTECT DURING CONSTRUCTION. UPON INSTALLATION OF THE SHELTER, THE CONTRACTOR PULL CABLES BACK THROUGH EXISTING CONDUIT TO THE INTERIOR OF THE SHELTER. FAA SHALL BE RESPONSIBLE FOR ALL TERMINATIONS. CONTRACTOR SHALL VERIFY NEAREST HANDHOLE FOR PULLING BACK EXISTING LINES.



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EXISTING 25PR #19 CONTROL CABLE TO ATCT TO REMAIN IN PLACE AND UNDISTURBED

EXISTING 3/C#8 5KV POWER CABLE (TO RUNWAY 35 LOC) TO REMAIN IN PLACE AND UNDISTURBED

INCOMING POWER, 4/C #8, 5KV FROM ASR (INSTALLED IN 2004) TO REMAIN IN PLACE AND UNDISTURBED.

EXISTING 4" DUCT TO REMAIN

EXISTING 4" DUCT TO REMAIN

EXISTING 3" DUCT TO REMAIN

EXISTING RVR TO REMAIN IN PLACE

EXISTING 6/C #8, 600V & 6PR #19 TO REMAIN SEE NOTE 4.

EXISTING CABLES TO REMAIN IN PLACE

EXISTING ELECTRICAL SERVICE AND ASOS EQUIPMENT TO REMAIN IN PLACE. SEE NOTES 5 & 6

EXISTING 15 KVA STEP-DOWN TRANSFORMER TO REMAIN IN PLACE

DISCONNECT AND REMOVE POWER CABLES FROM SERVICE DISCONNECT SWITCH TO PANEL LOCATED INSIDE GLIDESLOPE SHELTER. CONDUIT TO REMAIN IN PLACE. SEE NOTE 6

DISCONNECT THE FOLLOWING EXISTING CIRCUITS FROM THE SHELTER AND PRESERVE FOR RECONNECTION:
3/C #2 600V, DEB & 1-#6 BSDC (STEP-DOWN TRANSFORMER)
6/C #8, 600V AND 6PR #19 (TOUCHDOWN RVR)
SEE NOTE 4

EXISTING 25PR #19 CONTROL CABLE TO BE DISCONNECTED FROM GS SHELTER AND PRESERVED FOR RECONNECTION - SEE NOTE 4

EXISTING GLIDESLOPE SHELTER TO BE DISCONNECTED AND REMOVED. FOUNDATION TO REMAIN - SEE NOTES 3 & 8

EXISTING GLIDESLOPE ANTENNA TOWER TO BE DISCONNECTED AND REMOVED. FOUNDATION TO REMAIN - SEE NOTES 2 & 8

NOTES:

- CONTRACTOR TO COORDINATE CLOSELY WITH THE FAA RESIDENT ENGINEER (RE) ON THE DISCONNECTING, REMOVING, AND SALVAGING/DISPOSING OF ALL FAA OWNED EQUIPMENT.
- CONTRACTOR SHALL DISCONNECT, REMOVE, AND SALVAGE EXISTING GLIDESLOPE ANTENNA TOWER. CONTRACTOR SHALL UTILIZE EXISTING CRATES FROM NEW TOWER TO PACKAGE UP AND TURN OVER TO THE FAA FOR SHIPMENT. FAA WILL BE RESPONSIBLE FOR SHIPPING OF EXISTING TOWER. ANY EXISTING MATERIAL DEEMED NOT SALVAGEABLE BY THE FAA SHALL BE DISPOSED OFF OF-SITE BY THE CONTRACTOR. CONCRETE FOUNDATIONS TO REMAIN IN PLACE FOR RE-INSTALLATION OF THE NEW TOWER SYSTEM.
- DISCONNECT, REMOVE, AND SALVAGE EXISTING GLIDESLOPE SHELTER AND COMPONENTS. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA'S RE ON ITEMS TO BE DISCONNECTED AND SALVAGED. ALL SALVAGED ITEMS SHALL BE TURNED OVER TO THE FAA AT A LOCATION DETERMINED BY THE RE. ALL NON-SALVAGED ITEMS SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR. THE SHELTER FOUNDATION IS TO REMAIN IN PLACE FOR INSTALLATION OF NEW GLIDESLOPE SHELTER. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA RE ON NOT DAMAGING EXISTING MOUNTING PROVISIONS FOR THE NEW SHELTER.
- EXISTING POWER AND COMMUNICATIONS CABLING TO REMAIN IN PLACE AS SHOWN. CONTRACTOR SHALL COORDINATE WITH FAA RE ON DISCONNECTING AND PROTECTING ANY EXISTING FAA LINES AS REQUIRED BY THE REMOVAL OF THE GLIDESLOPE SHELTER. THE CONTRACTOR SHALL PULL BACK EXISTING CABLES AND PROTECT DURING CONSTRUCTION. UPON INSTALLATION OF SHELTER, THE CONTRACTOR SHALL PULL CABLES BACK THROUGH THE CONDUIT TO THE INTERIOR OF THE SHELTER. FAA SHALL BE RESPONSIBLE FOR ALL TERMINATIONS. CONTRACTOR SHALL VERIFY NEAREST HANDHOLE FOR PULLING BACK EXISTING LINES.
- COORDINATE WITH LOCAL UTILITY ON DISABLING ELECTRICAL SERVICE TO EXISTING GLIDESLOPE SHELTER DURING CONSTRUCTION. ELECTRICAL SERVICE SHALL BE ENERGIZED UPON COMPLETION OF CONSTRUCTION.
- EXISTING POWER CONDUCTORS FROM EXISTING GLIDESLOPE DISCONNECT SWITCH TO THE EXISTING SHELTER PANELBOARD SHALL BE DISCONNECTED AND REMOVED BY THE CONTRACTOR. CONTRACTOR SHALL VERIFY ACTUAL ROUTING AND REPORT TO THE RE IF ROUTING AND CONNECTIONS VARY FROM WHAT IS SHOWN. OTHER ELECTRICAL SERVICES AND CONDUCTORS ARE TO REMAIN IN PLACE UNLESS DIRECTED BY THE ENGINEER.
- CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES PRIOR TO STARTING CONSTRUCTION AND MAINTAIN LOCATES DURING THE DURATION OF THE PROJECT. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA ON LOCATING ALL FAA'S OWNED UNDERGROUND UTILITIES.
- ALL UNDERGROUND GROUNDING AND LIGHTNING PROTECTION SHALL BE DISCONNECTED AND REMOVED FOR THE GLIDESLOPE SHELTER AND GLIDESLOPE TOWER. CONTRACTOR TO PROVIDE NEW AS INDICATED IN THE PROPOSED LAYOUT AND DETAILS.

**AUGUSTA REGIONAL AIRPORT
RUNWAY 17-35 APPROACH
IMPROVEMENTS CAT II
1501 AVIATION WAY
AUGUSTA, GA 30906-9620**

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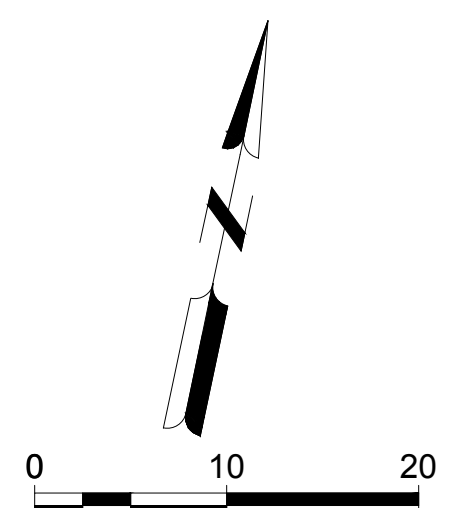
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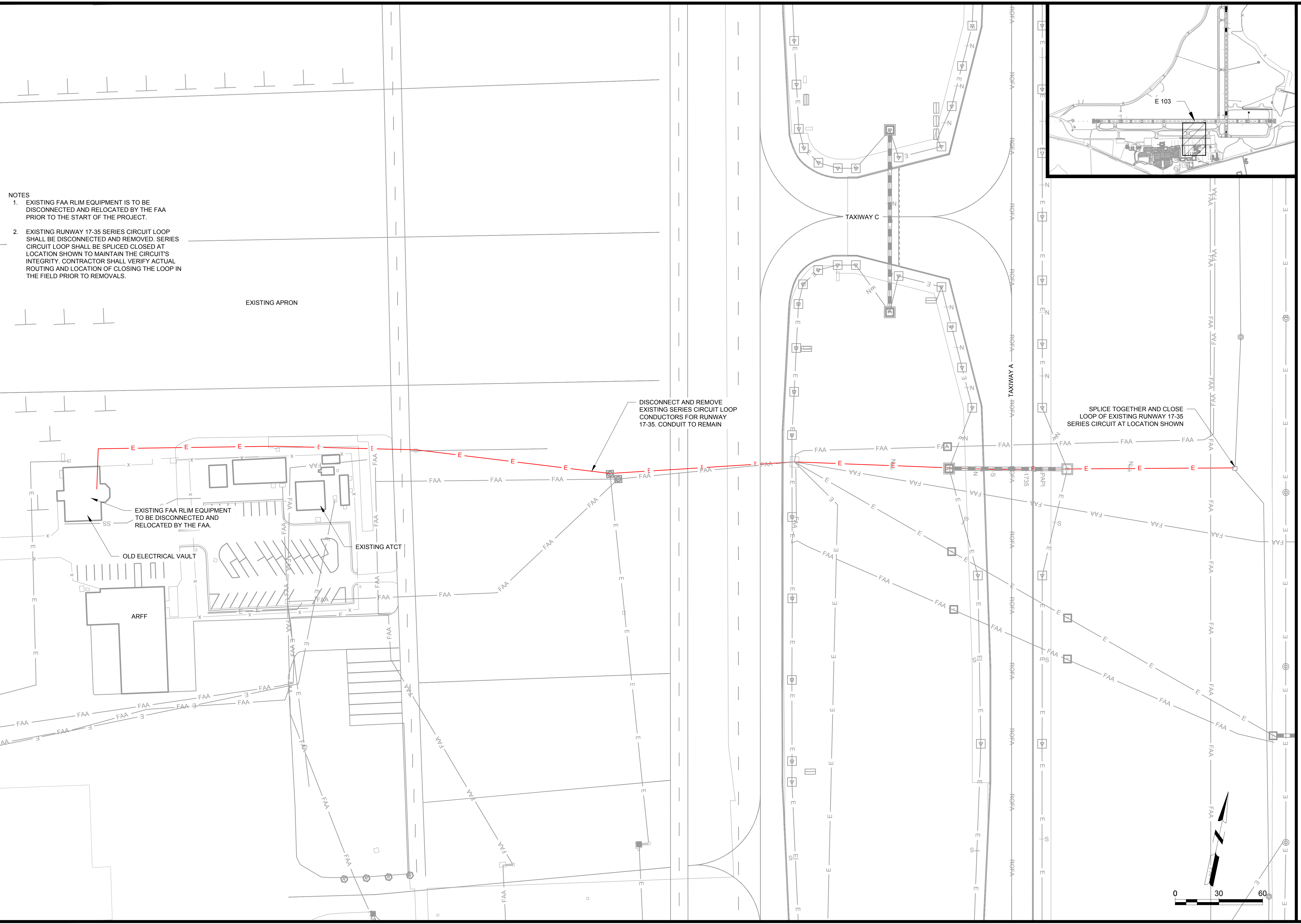
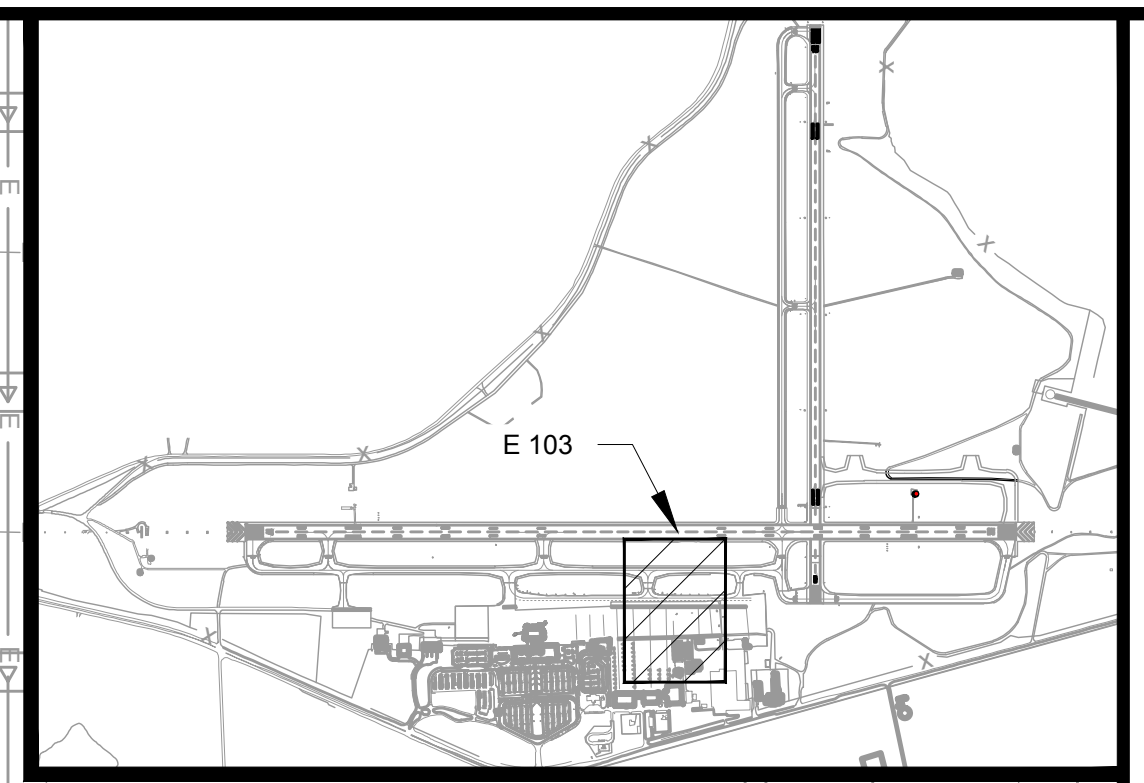
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DATE: AUGUST 16, 2024
DESIGNED BY: CGH
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SHEET CONTENTS
ELECTRICAL
GLIDESLOPE
DEMOLITION PLAN

SHEET NO.

E-102





- NOTES**
- EXISTING FAA RLIM EQUIPMENT IS TO BE DISCONNECTED AND RELOCATED BY THE FAA PRIOR TO THE START OF THE PROJECT.
 - EXISTING RUNWAY 17-35 SERIES CIRCUIT LOOP SHALL BE DISCONNECTED AND REMOVED. SERIES CIRCUIT LOOP SHALL BE SPliced CLOSED AT LOCATION SHOWN TO MAINTAIN THE CIRCUIT'S INTEGRITY. CONTRACTOR SHALL VERIFY ACTUAL ROUTING AND LOCATION OF CLOSING THE LOOP IN THE FIELD PRIOR TO REMOVALS.

AUGUSTA REGIONAL AIRPORT RUNWAY 17-35 APPROACH IMPROVEMENTS CAT II 1501 AVIATION WAY AUGUSTA, GA 30906-9620

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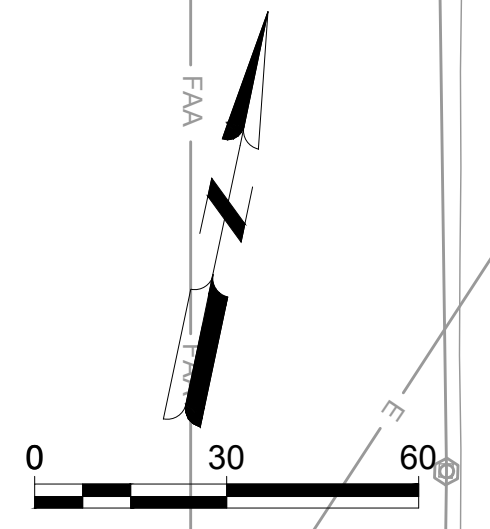
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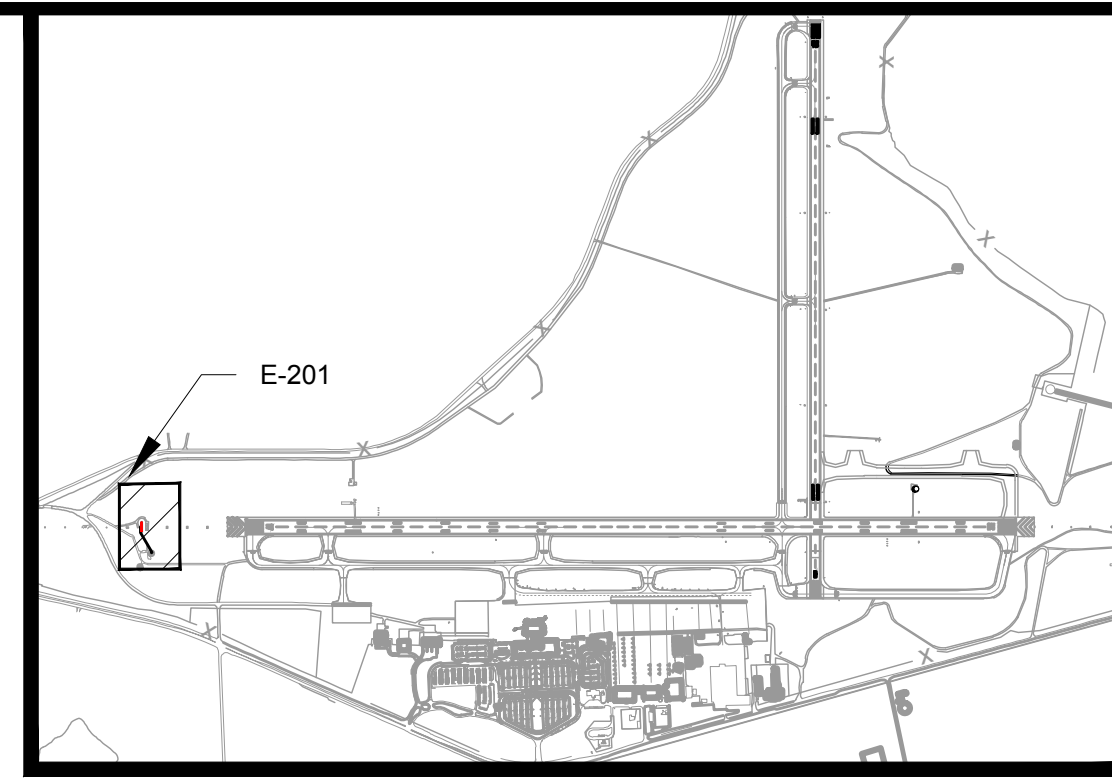
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SHEET CONTENTS
ELECTRICAL RLIM
DEMOLITION PLAN

SHEET NO.

E-103





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**AUGUSTA REGIONAL AIRPORT
RUNWAY 17-35 APPROACH
IMPROVEMENTS CAT II
1501 AVIATION WAY
AUGUSTA, GA 30906-9620**

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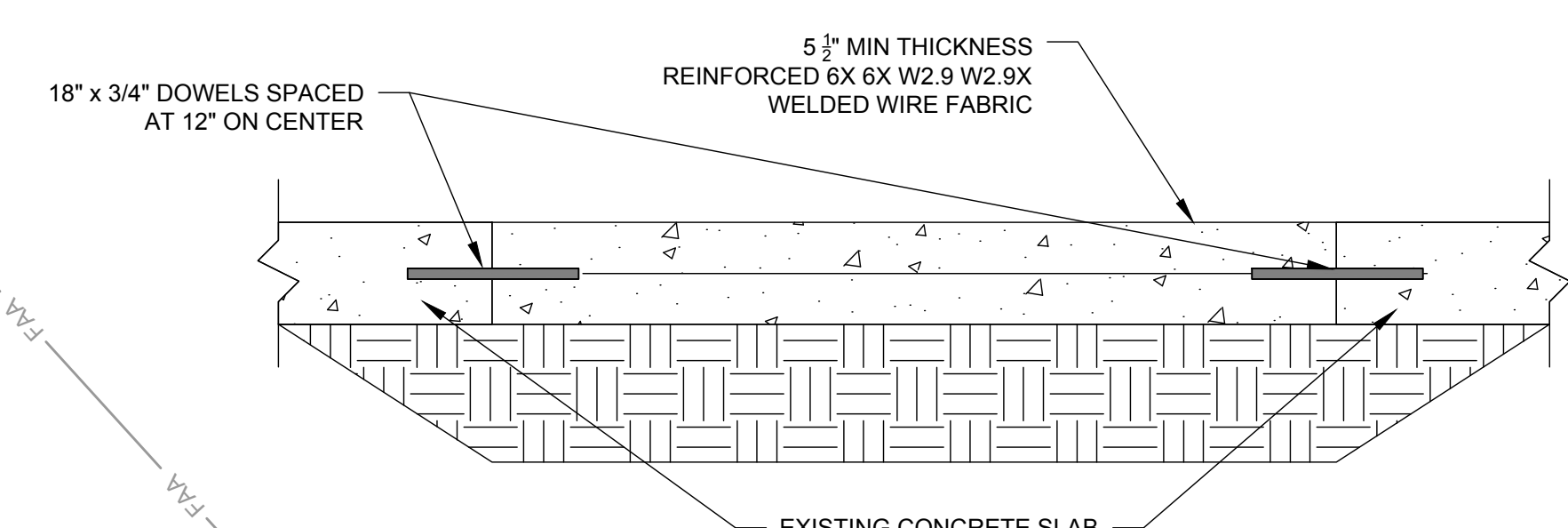
SHEET CONTENTS
ELECTRICAL
LOCALIZER LAYOUT
PLAN

SHEET NO.

E-201

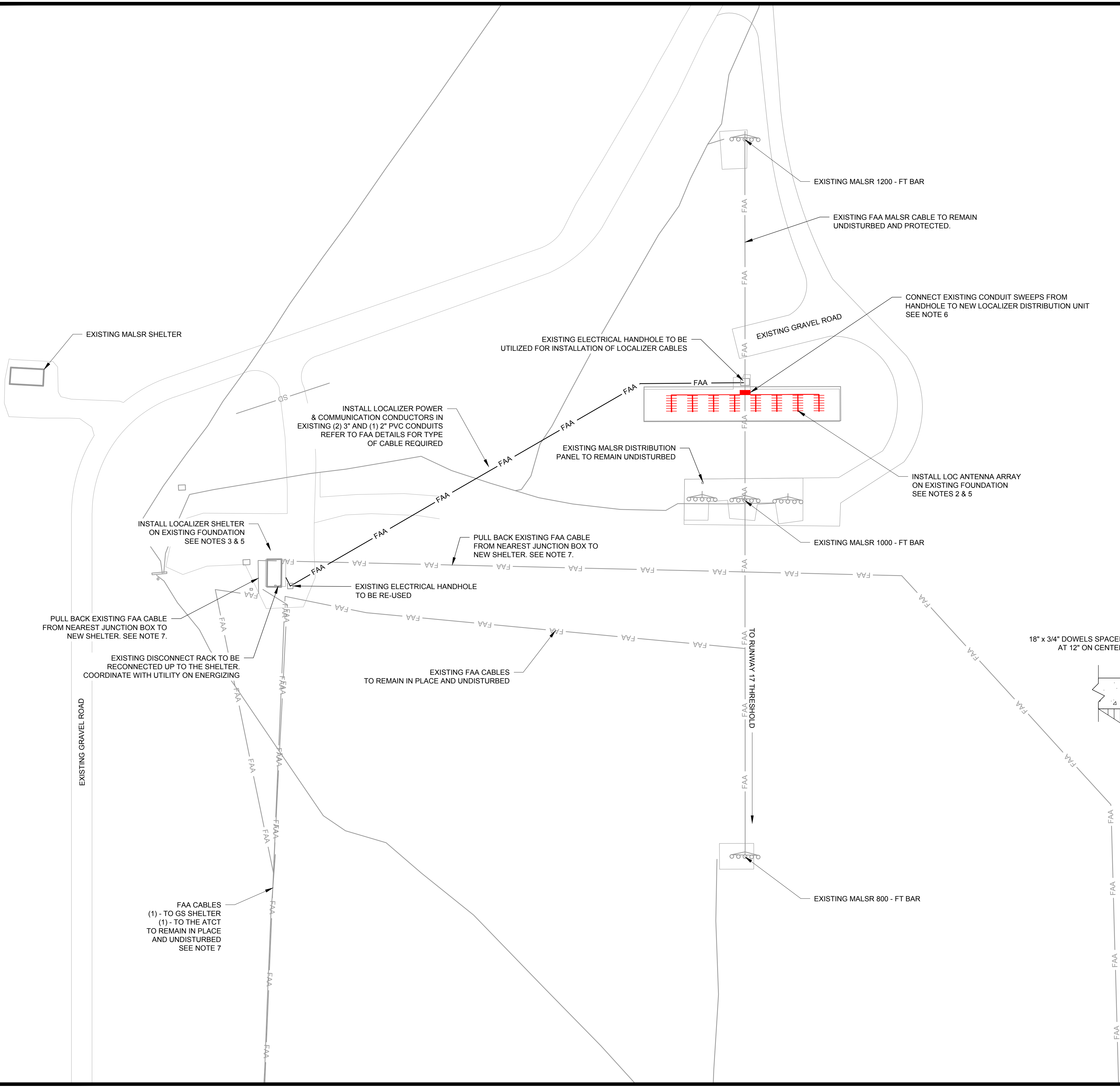
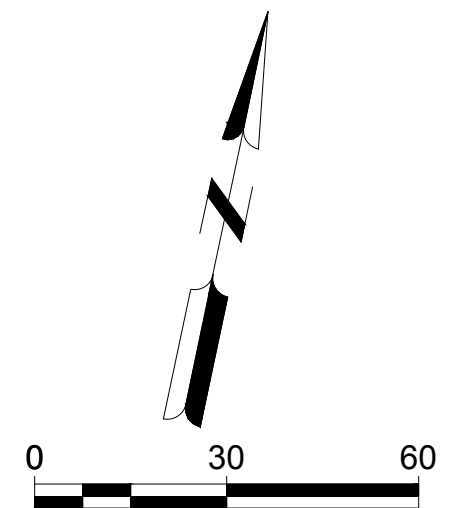
NOTES

1. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA RESIDENT ENGINEER (RE) DURING THE INSTALLATION AND RECONNECTION OF NEW FAA SYSTEM AND EXISTING FAA SYSTEMS.
2. CONTRACTOR TO INSTALL FAA PROVIDED LOCALIZER ANTENNA ARRAY ON EXISTING FOUNDATION. LOCALIZER ANTENNA ARRAY TO BE FULLY ASSEMBLED PER THE DETAIL. CONTRACTOR SHALL PROVIDE AND INSTALL ADDITIONAL COMPONENTS AS SHOWN IN THE DETAIL.
3. CONTRACTOR TO INSTALL FAA PROVIDED LOCALIZER SHELTER ON EXISTING FOUNDATION. CONTRACTOR SHALL PROVIDE AND INSTALL MISCELLANEOUS COMPONENTS AS INDICATED IN THE FAA DETAILS.
4. CONTRACTOR SHALL VERIFY EXACT MOUNTING REQUIREMENTS NEEDED UPON RECEIVING OF THE ANTENNA ARRAY AND SHELTER. ANY DEVIATIONS NEEDED TO COMPLETE THE INSTALL SHALL BE BROUGHT TO THE ATTENTION OF THE FAA'S RE.
5. EXISTING UNDERGROUND GROUNDING AND LIGHTNING PROTECTION TO BE RECONNECTED UP TO THE NEW LOCALIZER ANTENNA ARRAY AND LOCALIZER SHELTER. ALL ABOVE GROUND LIGHTNING PROTECTION IS TO BE PROVIDED BY THE FAA AND INSTALLED BY THE CONTRACTOR PER THE DETAIL. ALL CONNECTIONS ARE TO BE AS REQUIRED BY THE FAA STANDARD DETAILS AND SPECIFICATIONS.
6. CONTRACTOR SHALL UTILIZE EXISTING CONDUIT RUNS. CONDUITS TO BE EXPOSED AND REALIGNED TO FIT NEW DISTRIBUTION UNIT (DOGHOUSE) ENCLOSURE. AREA SHALL BE COMPACTED AND BACKFILLED PER SPECIFICATION. PROVIDE NEW CONCRETE PANEL UPON COMPLETION. REFER TO DETAIL A ON SHEET E-201 FOR ADDITIONAL REQUIREMENTS.
7. CONTRACTOR SHALL PULL BACK EXISTING CABLES THROUGH EXISTING CONDUIT TO WITHIN THE NEW LOCALIZER SHELTER. COORDINATE WITH FAA ON ROUTING WITHIN THE SHELTER. ALL CONNECTIONS/TERMINATIONS ARE TO BE DONE BY THE FAA.
8. CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES PRIOR TO STARTING CONSTRUCTION AND MAINTAIN LOCATES DURING THE ENTIRE DURATION OF THE PROJECT. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA ON LOCATING ALL FAA'S OWNED UNDERGROUND UTILITIES.

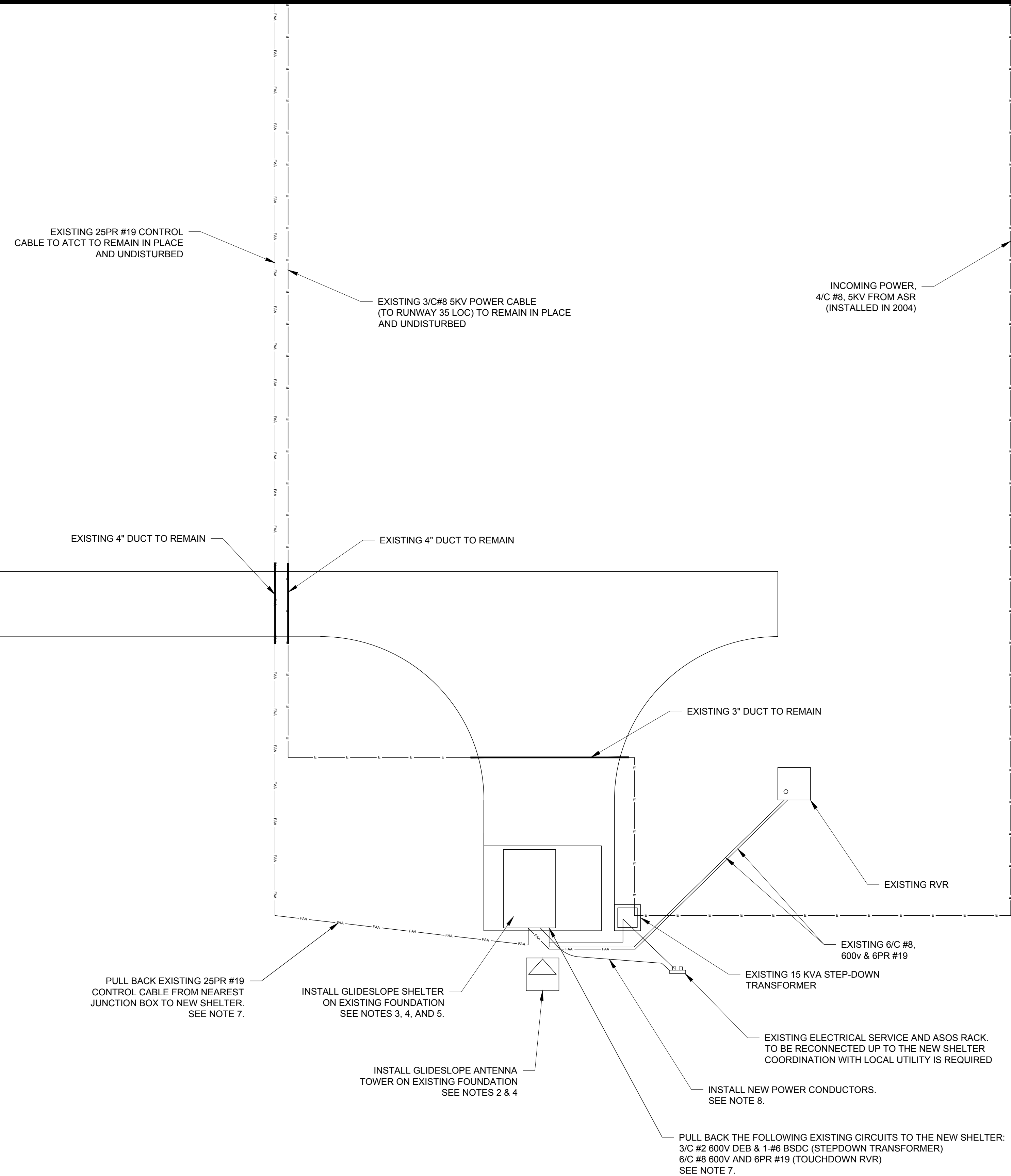
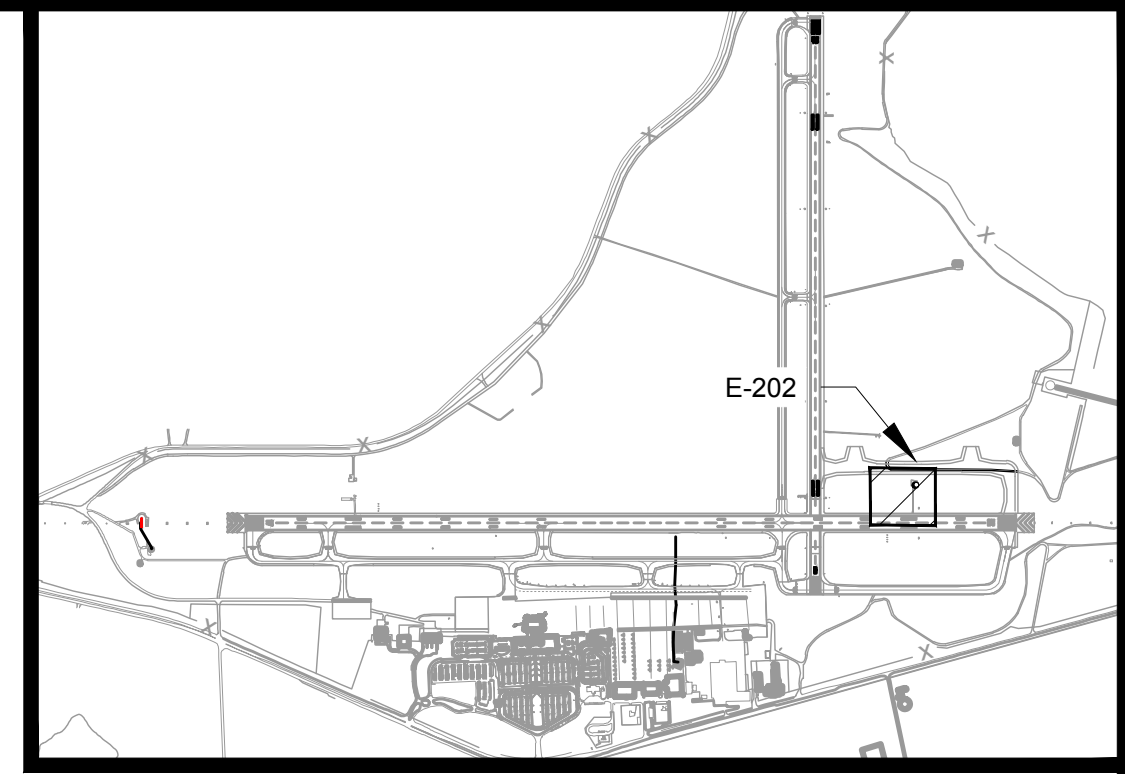


**REINFORCED CONCRETE
PANEL REPLACEMENT**
SCALE: NTS

A
E-201



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NOTES

1. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA RESIDENT ENGINEER (RE) DURING THE INSTALLATION AND RECONNECTION OF NEW FAA SYSTEM AND EXISTING FAA SYSTEMS.
2. CONTRACTOR TO INSTALL FAA PROVIDED GLIDESLOPE TOWER ON EXISTING FOUNDATION. CONTRACTOR SHALL VERIFY EXACT MOUNTING REQUIREMENTS NEEDED UPON RECEIVING OF THE TOWER. ANY DEVIATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE FAA'S RE. CONTRACTOR SHALL PROVIDE AND INSTALL MISCELLANEOUS COMPONENTS AS INDICATED IN THE FAA DETAILS.
3. CONTRACTOR TO INSTALL FAA PROVIDED GLIDESLOPE SHELTER ON EXISTING FOUNDATION. CONTRACTOR SHALL VERIFY EXACT MOUNTING REQUIREMENTS NEEDED UPON RECEIVING OF THE SHELTER. ANY DEVIATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE FAA'S RE. CONTRACTOR SHALL PROVIDE AND INSTALL MISCELLANEOUS COMPONENTS AS INDICATED IN THE FAA DETAILS.
4. ALL GROUNDING AND LIGHTNING PROTECTION SYSTEM FOR THE GLIDESLOPE SHELTER AND TOWER IS TO BE NEW AND INSTALLED BY THE CONTRACTOR. THE FAA IS TO PROVIDE THE ABOVE GROUND SHELTER LIGHTNING PROTECTION MATERIAL. THE CONTRACTOR SHALL PROVIDE ALL REMAINING MATERIAL AND EQUIPMENT FOR ALL UNDERGROUND LIGHTNING AND GROUNDING SYSTEM ALONG WITH THE GLIDESLOPE TOWER ABOVE GROUND SYSTEM. LIGHTNING AND GROUNDING SYSTEMS TO BE INSTALLED MEETING FAA DETAILS.
5. WHEN INSTALLING NEW SHELTER ON EXISTING FOUNDATION, CONDUITS SHALL BE REALIGNED AND ROUTED INTO THE INTERIOR INTERFACE BOX. EXPOSE EXISTING CONDUIT AS NEEDED TO ACHIEVE THE REALIGNMENT. ANY NEW CONDUIT SECTIONS, ELBOWS, CONNECTORS SHALL BE INCLUDED BY THE CONTRACTOR. COORDINATE WITH THE FAA RE TO DETERMINE WHAT ROUTING AND ALIGNMENT CHANGES THAT ARE NEEDED.
6. CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES PRIOR TO STARTING CONSTRUCTION AND MAINTAIN LOCATES DURING THE ENTIRE DURATION OF THE PROJECT. CONTRACTOR SHALL COORDINATE CLOSELY WITH THE FAA ON LOCATING ALL FAA'S OWNED UNDERGROUND UTILITIES.
7. CONTRACTOR SHALL PULL BACK EXISTING CABLES THROUGH EXISTING CONDUIT TO WITHIN THE NEW GLIDESLOPE SHELTER. COORDINATE WITH FAA ON ROUTING WITHIN THE SHELTER. ALL CONNECTIONS/TERMINATIONS ARE TO BE DONE BY THE FAA.
8. CONTRACTOR TO PROVIDE AND INSTALL NEW POWER CONDUCTORS FROM EXISTING DISCONNECT SWITCH LOCATED ON SERVICE RACK ADJACENT TO THE GLIDESLOPE SHELTER. CONDUCTORS SHALL CONSIST OF 3-#2 AND 1-#6 GROUND, MEETING FAA AND NEC REQUIREMENTS.

**AUGUSTA REGIONAL AIRPORT
RUNWAY 17-35 APPROACH
IMPROVEMENTS CAT II**

1501 AVIATION WAY
AUGUSTA, GA 30906-9620

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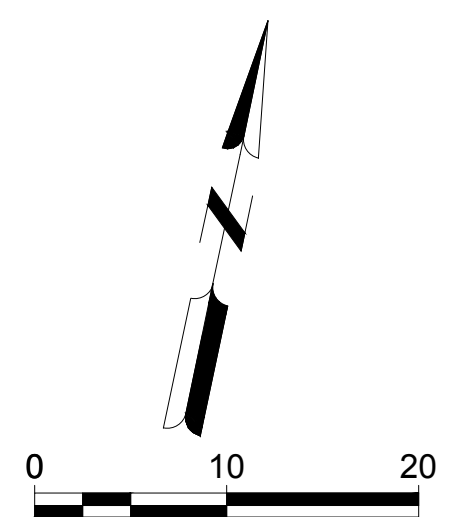
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SHEET CONTENTS
ELECTRICAL
GLIDESLOPE LAYOUT
PLAN

SHEET NO.

E-202

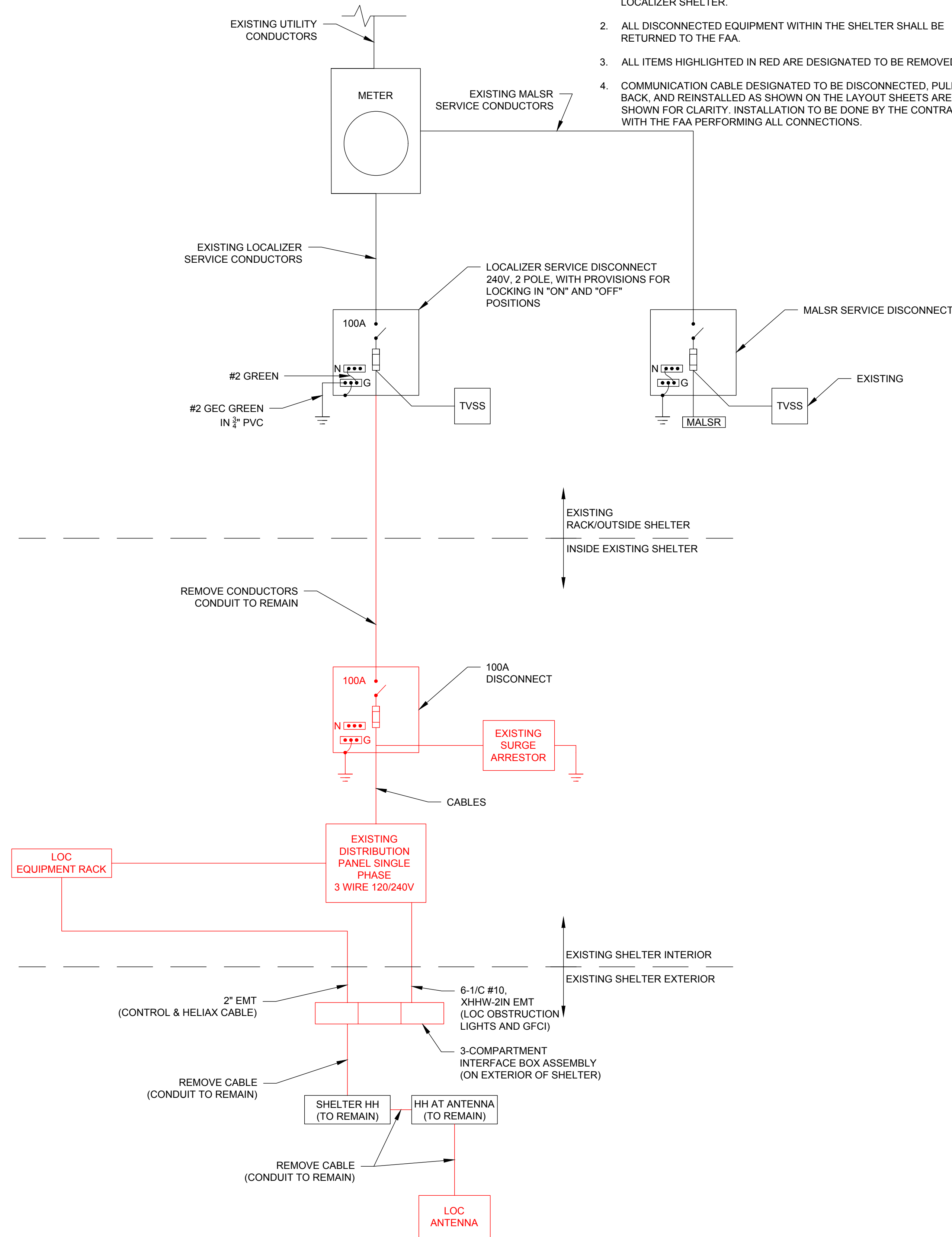


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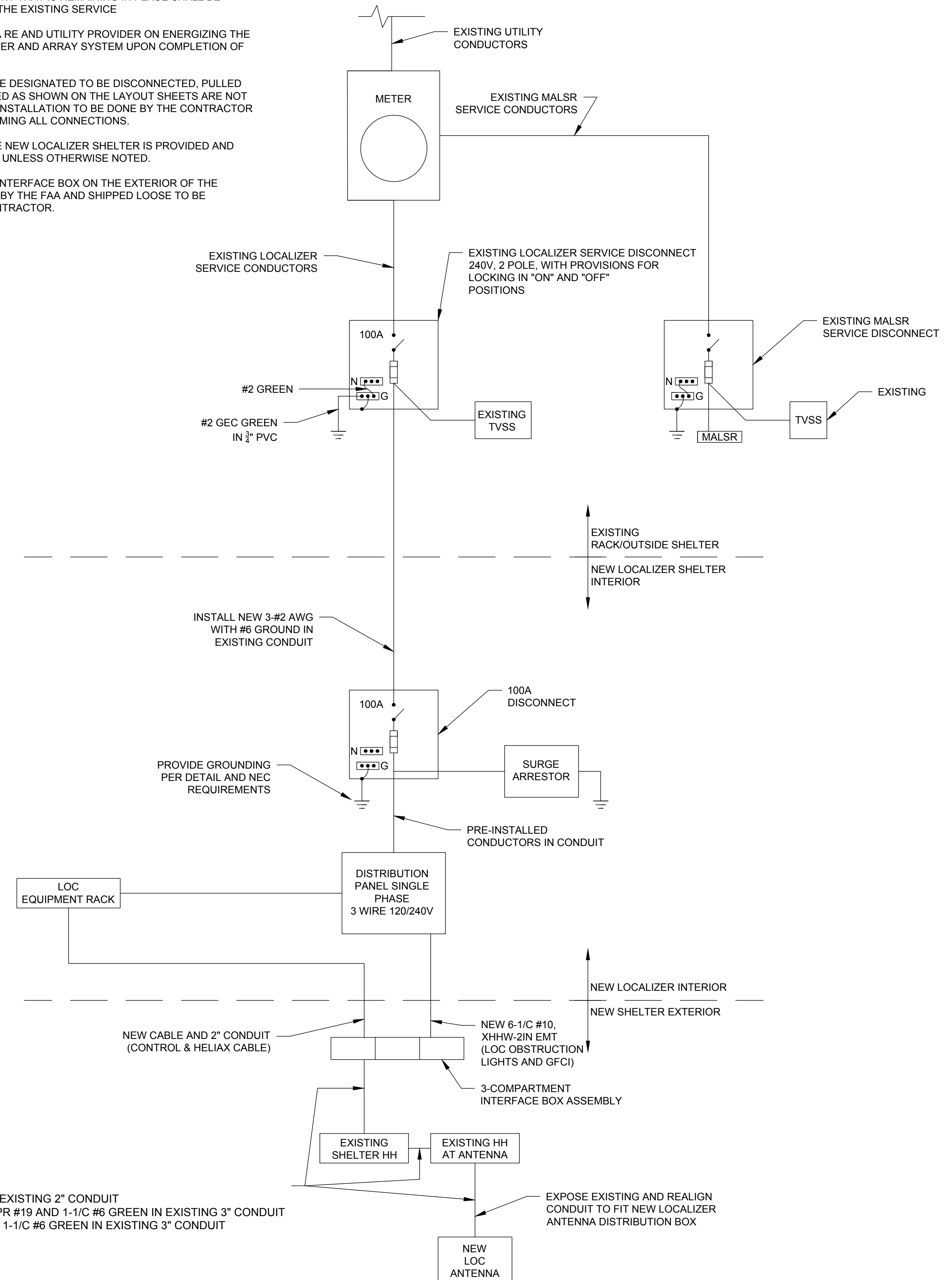
1. ALL EXISTING EQUIPMENT ON THE LOCALIZER RACK SHALL REMAIN IN PLACE AND BE UTILIZED UPON THE INSTALLATION OF THE NEW LOCALIZER SHELTER.
2. ALL DISCONNECTED EQUIPMENT WITHIN THE SHELTER SHALL BE RETURNED TO THE FAA.
3. ALL ITEMS HIGHLIGHTED IN RED ARE DESIGNATED TO BE REMOVED.
4. COMMUNICATION CABLE DESIGNATED TO BE DISCONNECTED, PULLED BACK, AND REINSTALLED AS SHOWN ON THE LAYOUT SHEETS ARE NOT SHOWN FOR CLARITY. INSTALLATION TO BE DONE BY THE CONTRACTOR WITH THE FAA PERFORMING ALL CONNECTIONS.

NOTES:

1. SEE PROPOSED LAYOUT SHEETS AND DETAILS FOR ADDITIONAL INFORMATION
2. ALL EXISTING EQUIPMENT THAT IS REMAINING IN PLACE SHALL BE RECONNECTED UP TO THE EXISTING SERVICE
3. COORDINATE WITH FAA RE AND UTILITY PROVIDER ON ENERGIZING THE NEW LOCALIZER SHELTER AND ARRAY SYSTEM UPON COMPLETION OF CONSTRUCTION.
4. COMMUNICATION CABLE DESIGNATED TO BE DISCONNECTED, PULLED BACK, AND REINSTALLED AS SHOWN ON THE LAYOUT SHEETS ARE NOT SHOWN FOR CLARITY. INSTALLATION TO BE DONE BY THE CONTRACTOR WITH THE FAA PERFORMING ALL CONNECTIONS.
5. EQUIPMENT INSIDE THE NEW LOCALIZER SHELTER IS PROVIDED AND INSTALLED BY THE FAA UNLESS OTHERWISE NOTED.
6. THE 3 COMPARTMENT INTERFACE BOX ON THE EXTERIOR OF THE SHELTER IS PROVIDED BY THE FAA AND SHIPPED LOOSE TO BE INSTALLED BY THE CONTRACTOR.



1 EXISTING LOCALIZER SINGLE LINE DIAGRAM
NO SCALE

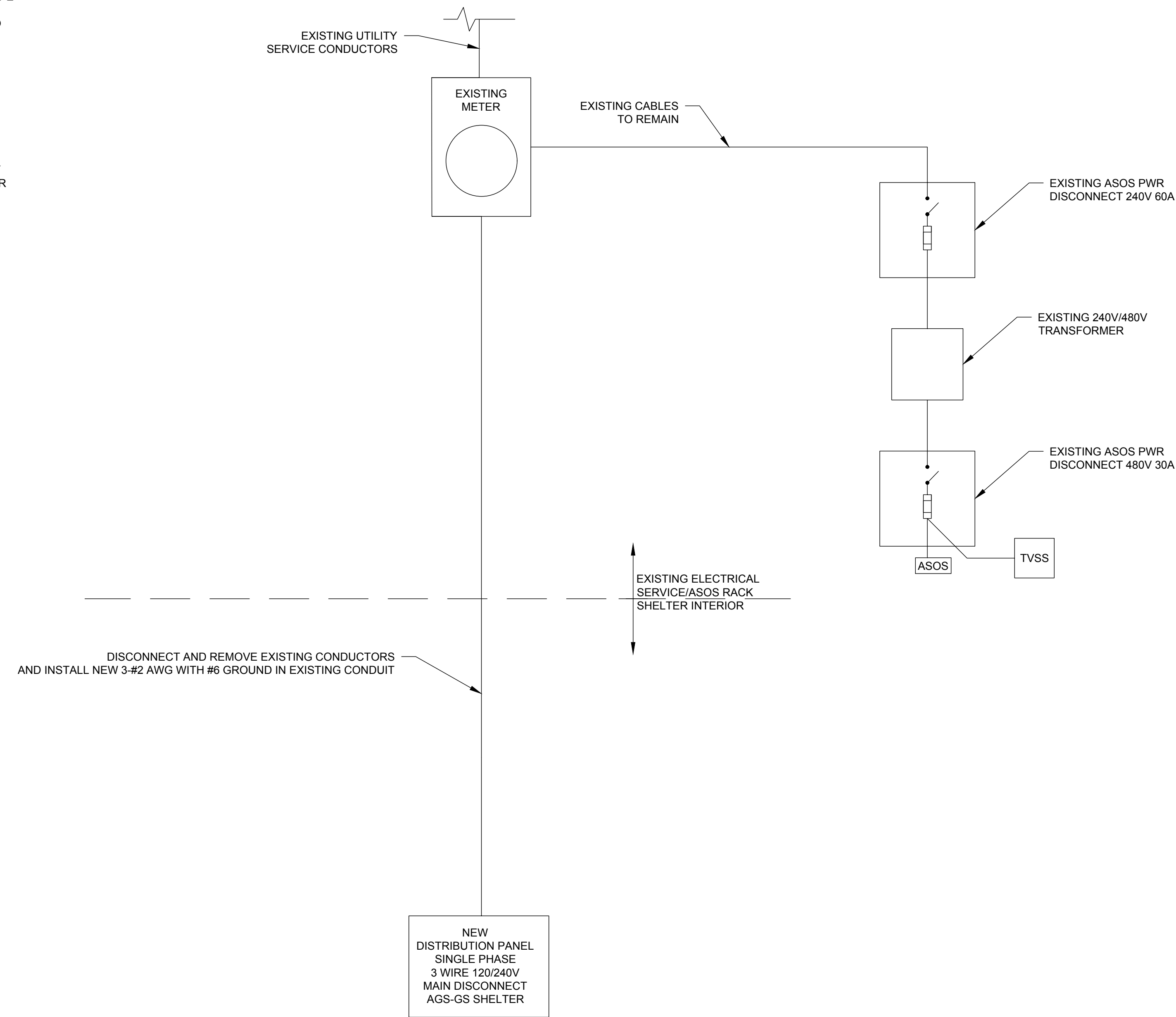


1 PROPOSED LOCALIZER SINGLE LINE DIAGRAM
NO SCALE

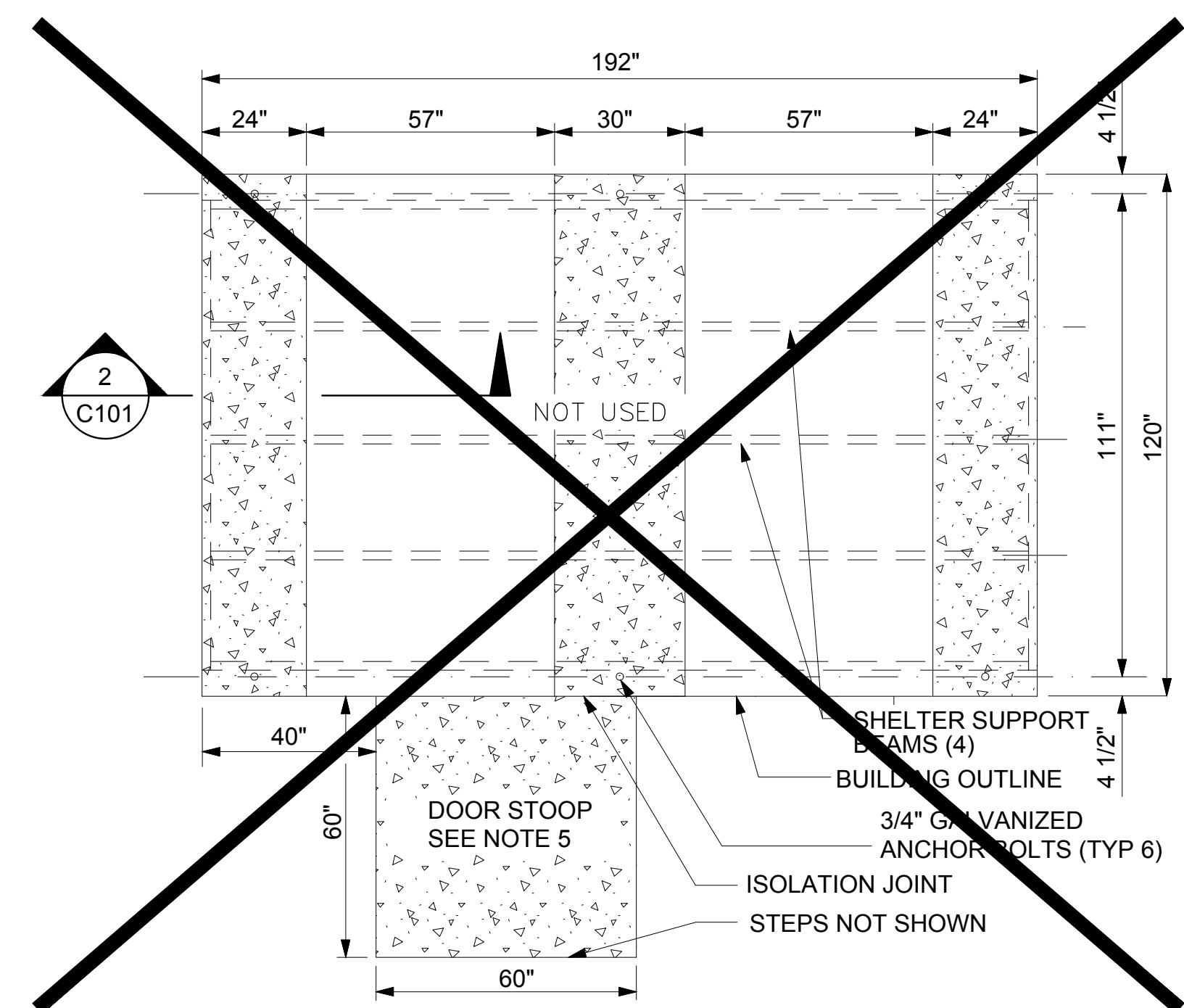
- INSTALL NEW
- 6-1/C #10, 600V IN EXISTING 2" CONDUIT
 - 7-1/4" HELIAX, 1-6PR #19 AND 1-1/C #6 GREEN IN EXISTING 3" CONDUIT
 - 7-1/2" HELIAX AND 1-1/C #6 GREEN IN EXISTING 3" CONDUIT

EXPOSE EXISTING AND REALIGN CONDUIT TO FIT NEW LOCALIZER ANTENNA DISTRIBUTION BOX

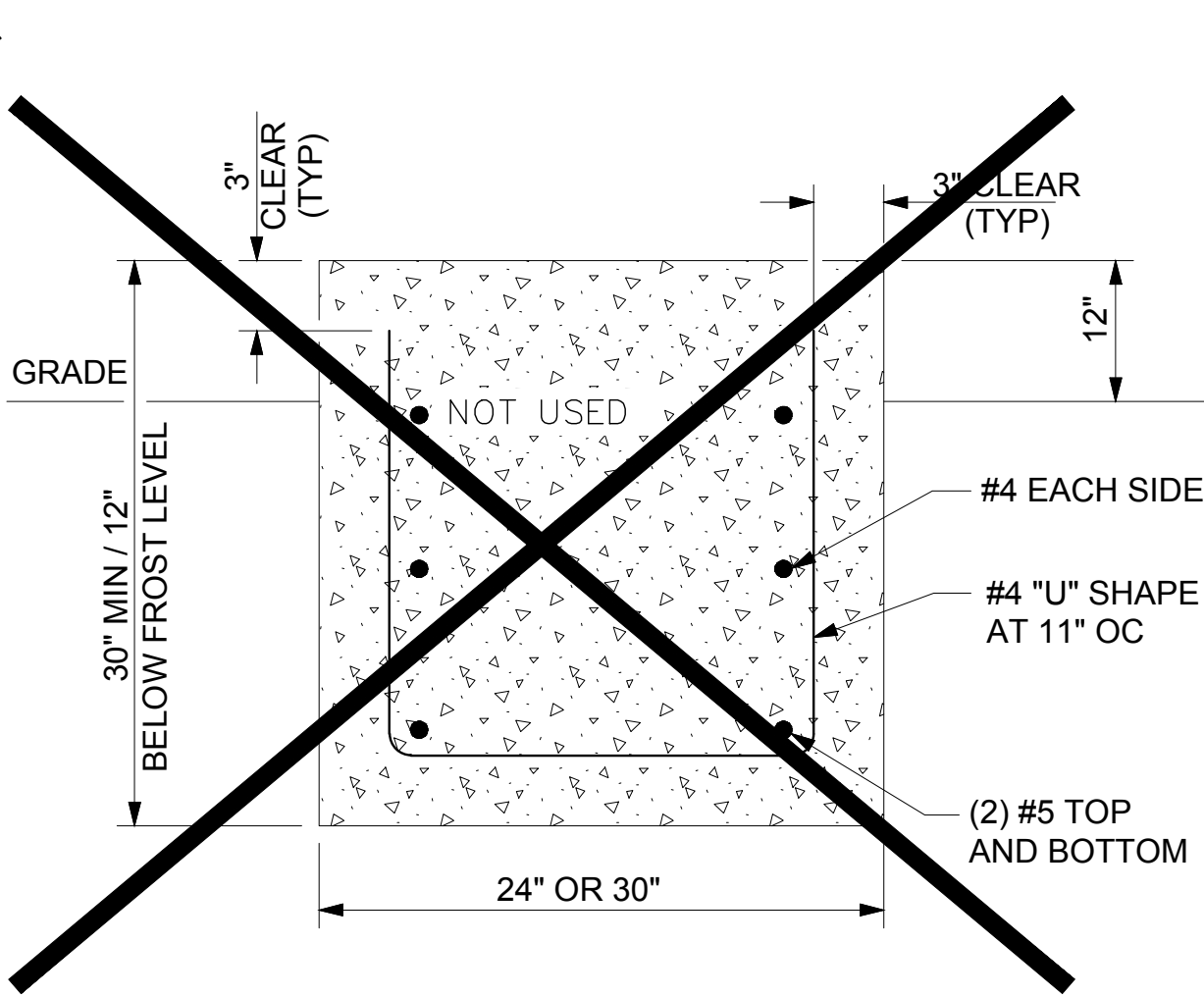
- NOTES:
- SEE PROPOSED LAYOUT SHEETS AND DETAILS FOR ADDITIONAL INFORMATION
 - ONE-LINE DIAGRAM IS BASED OFF EXISTING RECORD DRAWINGS. CONTRACTOR SHALL VERIFY SERVICE CONNECTION ON THE GLIDESLOPE SHELTER PRIOR TO DISCONNECTING. CONTRACTOR TO COORDINATE WITH THE FAA RE PRIOR TO DISCONNECTING TO MAINTAIN SERVICE TO ANY EQUIPMENT THAT IS REQUIRED TO REMAIN IN OPERATION.
 - ALL EXISTING EQUIPMENT THAT IS REMAINING IN PLACE SHALL BE RECONNECTED UP TO THE EXISTING SERVICE.
 - COORDINATE WITH THE FAA RE AND UTILITY PROVIDER ON DISCONNECTING THE ELECTRICAL SERVICE AND RE-ENERGIZING SERVICE TO THE NEW GLIDESLOPE SHELTER.
 - COMMUNICATION CABLE DESIGNATED TO BE DISCONNECTED, PULLED BACK, AND REINSTALLED AS SHOWN ON THE LAYOUT SHEETS ARE NOT SHOWN FOR CLARITY. INSTALLATION TO BE DONE BY THE CONTRACTOR WITH THE FAA PERFORMING ALL CONNECTIONS.



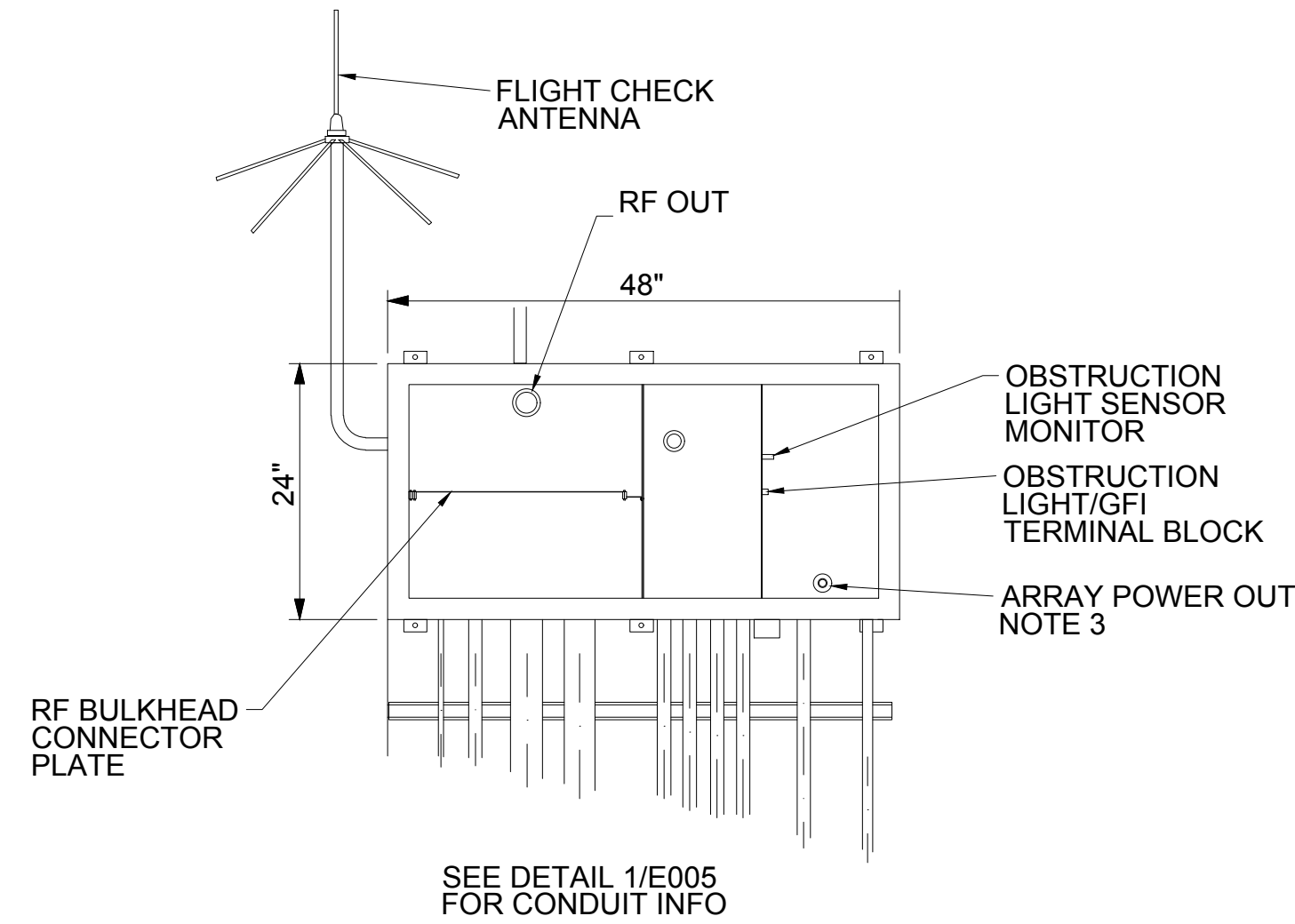
1 GLIDESLOPE SINGLE LINE DIAGRAM
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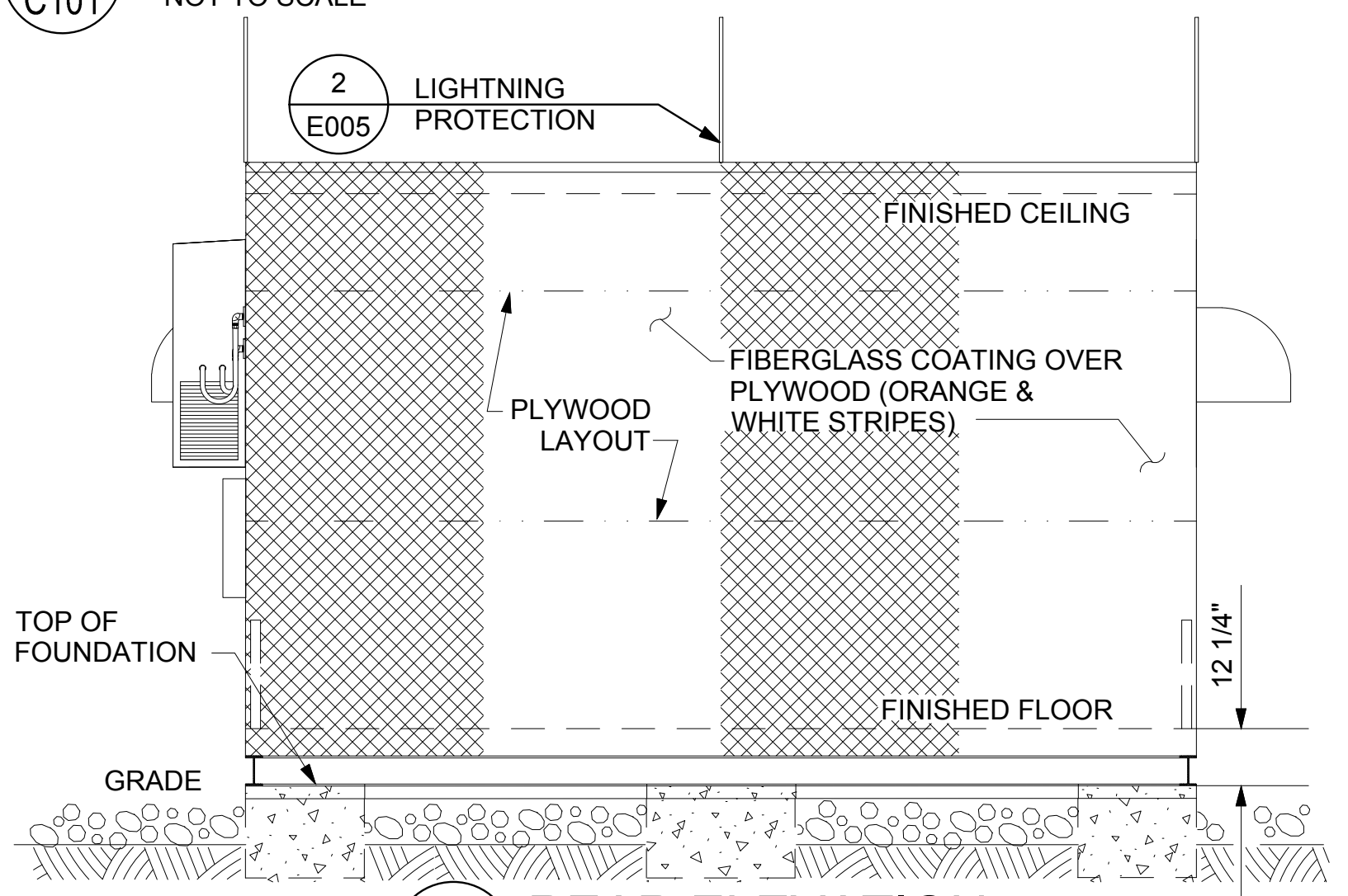
1 10 x 16 GRADE BEAM FOUNDATION PLAN
C101 NOT TO SCALE



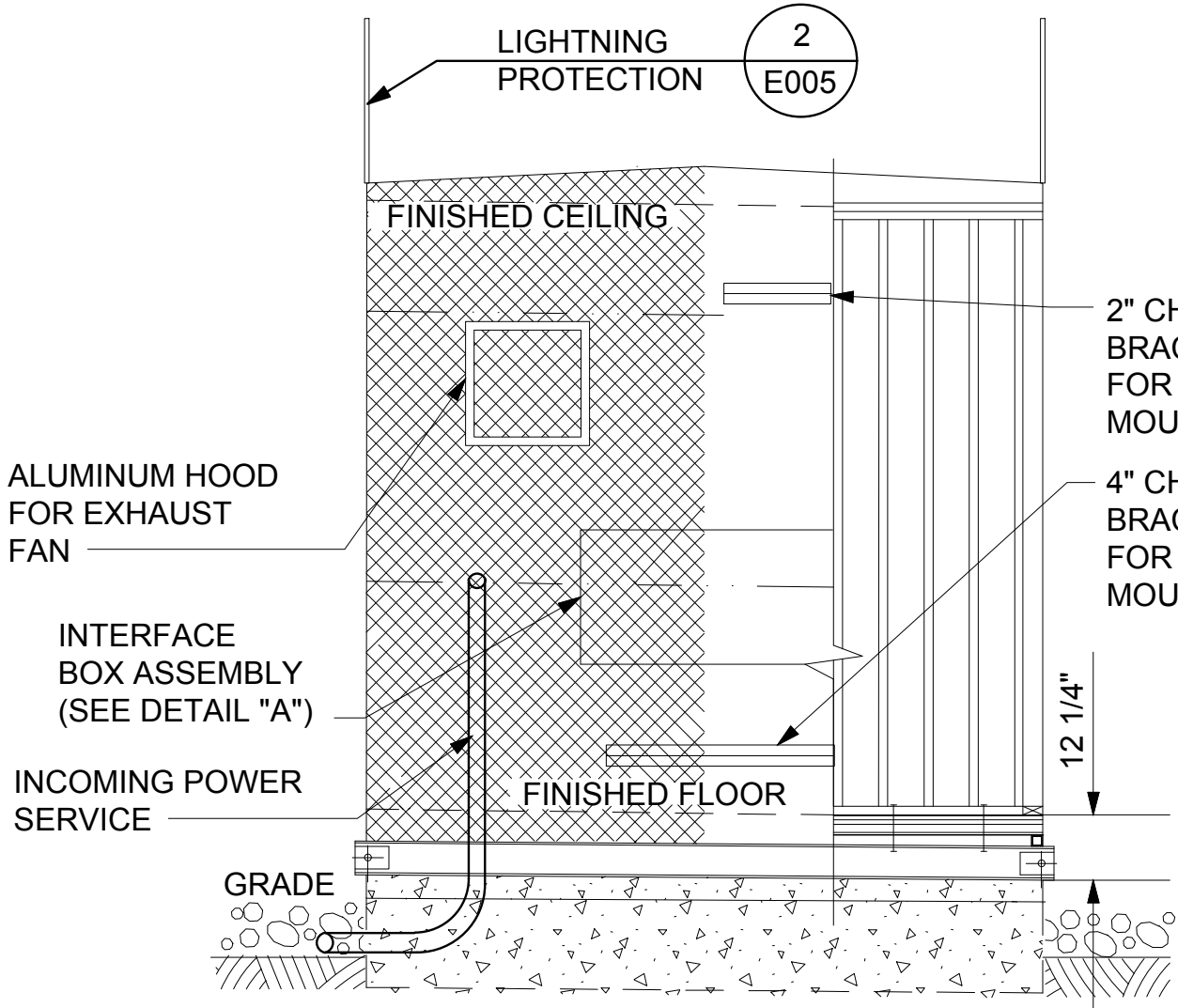
2 FOOTING DETAIL
C101 NOT TO SCALE



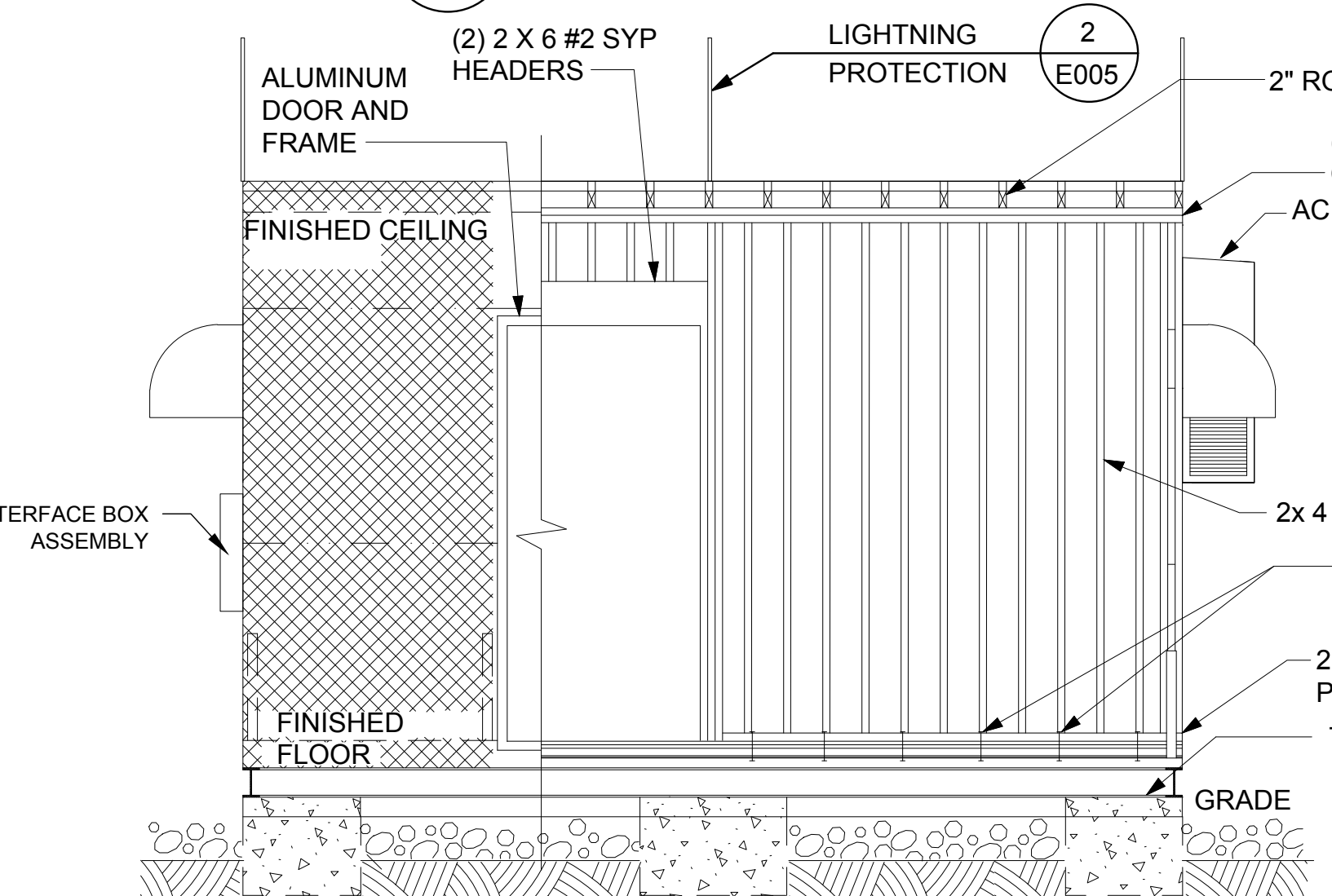
A INTERFACE BOX ASSEMBLY
C101 NOT TO SCALE



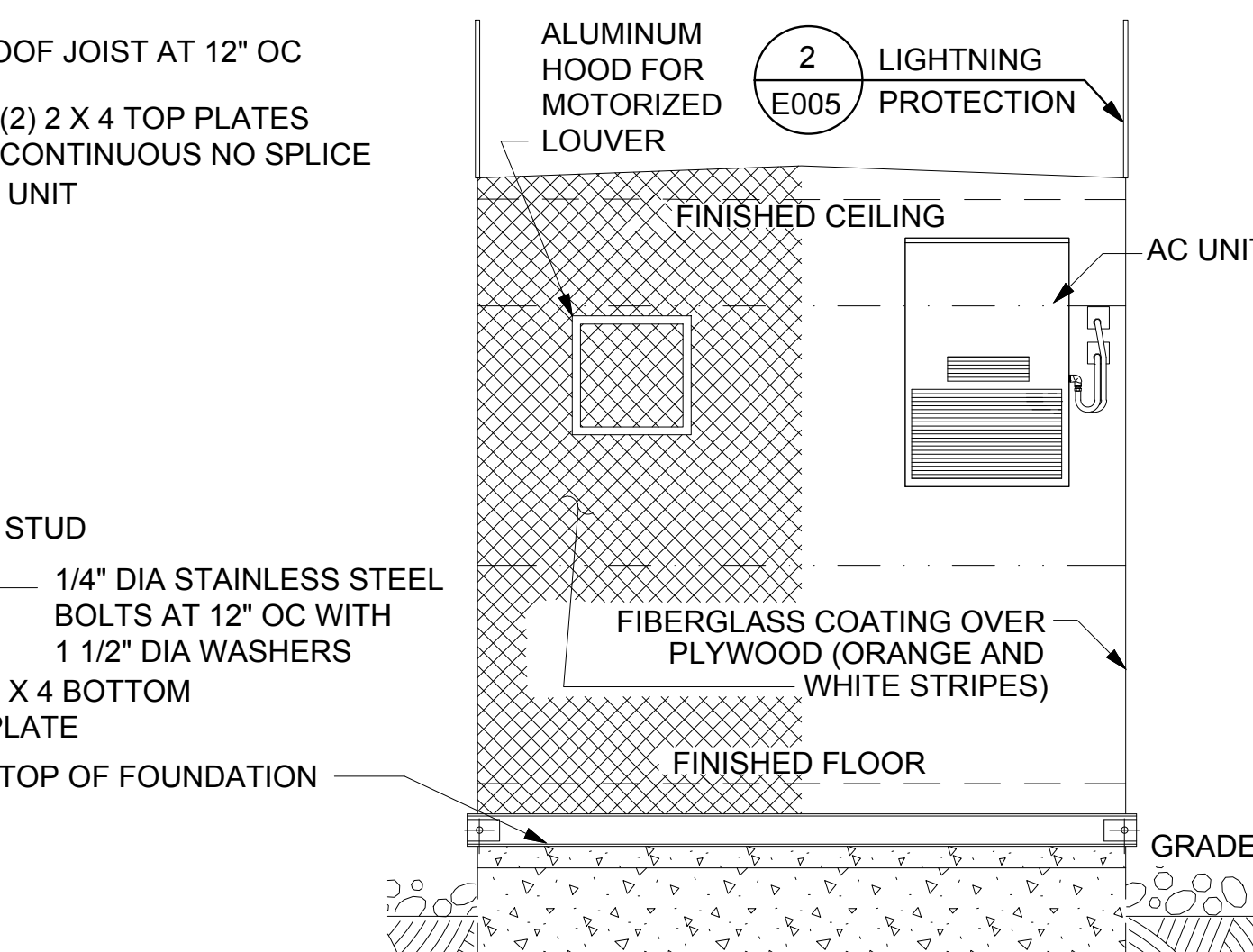
5 REAR ELEVATION
C101 NOT TO SCALE



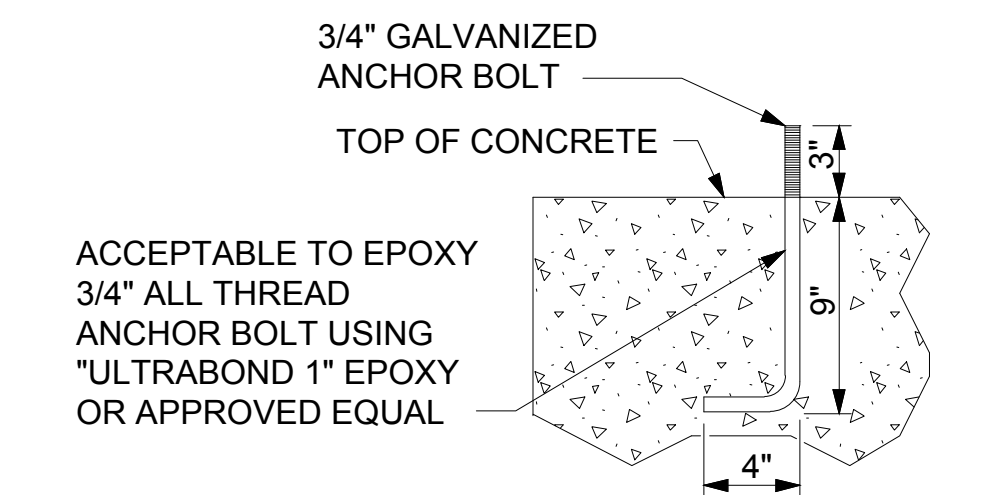
6 LEFT ELEVATION
C101 NOT TO SCALE



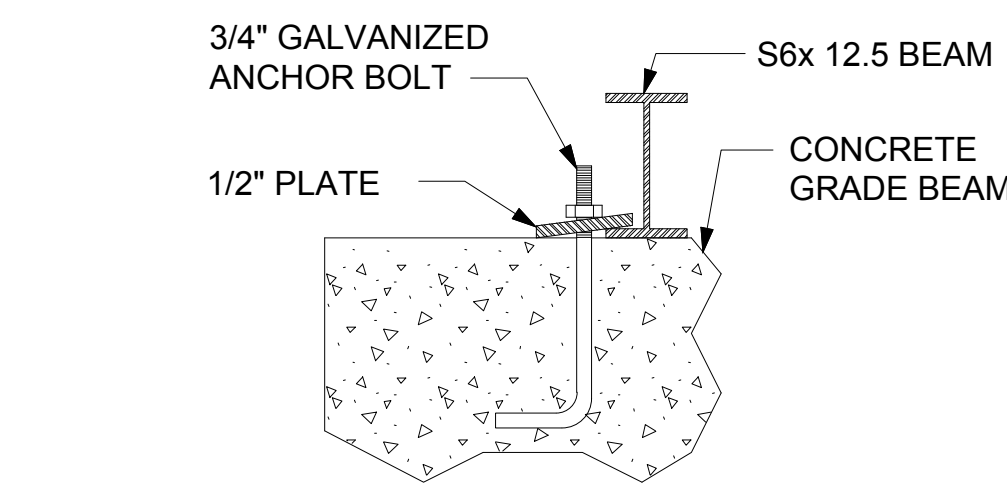
8 FRONT ELEVATION
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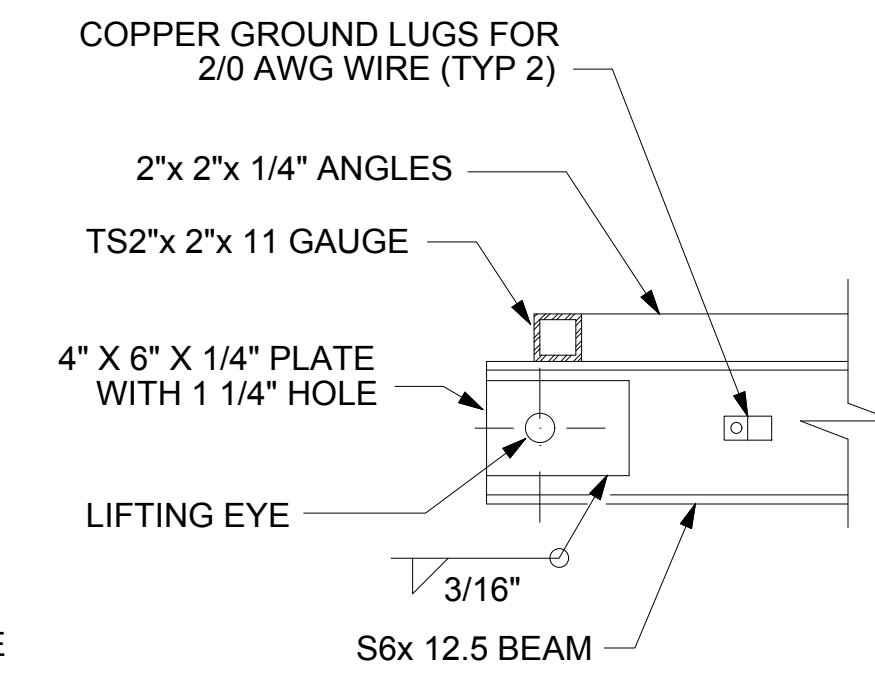
7 RIGHT ELEVATION
C101 NOT TO SCALE



3 ANCHOR BOLT DETAIL
C101 NOT TO SCALE



4 TIE-DOWN DETAIL
C101 NOT TO SCALE



9 LIFTING EYE
C103 NOT TO SCALE

NOTES

1. ALL CONCRETE SHALL DEVELOP 3000 PSI IN TWENTY EIGHT (28) DAYS WITH A MAXIMUM SLUMP OF 3 INCHES. MAXIMUM AGGREGATE SIZE SHALL BE 3/4 INCH. CONCRETE SHALL NOT BE LOADED FOR AT LEAST SEVEN (7) DAYS AFTER CONCRETE PLACEMENT.
2. IF FILL OR GRADING IS REQUIRED IT SHALL BE BUILT UP IN LAYERS NOT EXCEEDING 6 INCHES. EACH LAYER SHALL BE THOROUGHLY TAMPED AND COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM WATER CONTENT. GRADING OF ROCK AND SOIL SHALL BE SO THAT ALL DRAINAGE IS AWAY FROM FOUNDATION. MAINTAIN A DRAINAGE SLOPE OF 1/8" PER FOOT.
3. CONTRACTOR TO TERMINATE POWER OF ANTENNA ARRAY ON OBSTRUCTION LIGHT TERMINAL BLOCK IN THE INTERFACE BOX ASSEMBLY.
4. GRADE BEAM FOUNDATIONS SHALL BE HORIZONTALLY LEVEL WITH EACH OTHER WITHIN 1/4 INCH. INDIVIDUAL GRADE BEAM SURFACES SHALL BE LEVEL WITHIN 1/8 INCH. GRADE BEAM SURFACES SHALL BE TROWEL FINISHED.
5. THE TOP OF THE STOOP OR THE HIGHEST STEP SHALL BE LEVEL WITH THE FINISHED FLOOR INSIDE THE BUILDING. SLOPE THE STOOP 1 PERCENT AWAY FROM THE SHELTER. BROOM FINISH THE STOOP. CONCRETE STEPS 5" LONG BY 9" HIGH BY 11" WIDE SHALL BE INSTALLED WHERE THE TOP OF STOOP IS MORE THAN 11" ABOVE THE EXISTING GRADE.
6. THE ANCHOR BOLTS, NUTS AND WASHERS SHALL BE HOT DIPPED GALVANIZED STEEL PER ASTM A153 AND A325. EXPOSED THREADS SHALL BE CLEAN AND LUBRICATED. TIGHTEN THE NUT TO 45 FT-LBS MINIMUM. THE ANCHOR BOLTS, NUTS AND WASHERS SHALL BE CONTRACTOR FURNISHED.
7. THE EQUIPMENT SHELTER AND TIE-DOWN PLATES ARE GOVERNMENT FURNISHED MATERIAL. LIFTING RINGS ARE PROVIDED IN THE SHELTER SKID CHANNELS FOR CRANE LOADING AND OFF-LOADING. SPREADER BARS SHALL BE USED BETWEEN THE LIFTING CABLES. PROVIDE ADEQUATELY SIZED EQUIPMENT TO LIFT AND LOAD, TRANSPORT, AND LIFT AND OFF-LOAD THE SHELTER. THE USE OF A FORKLIFT FOR THIS PURPOSE WILL NOT BE PERMITTED. ALL FEES, PERMITS, RENTALS, ETC, FOR TRANSPORTATION SHALL BE INCLUDED IN THE BID. INSPECT THE SHELTER AND CONTENTS PRIOR TO BEGINNING THE PROCESS OF TRANSPORTING THE SHELTER. NOTIFY THE RE OF ANY DAMAGE TO SHELTER PRIOR TO BEGINNING THE PROCESS OF TRANSPORTING THE SHELTER. CONFIRM THAT ALL SHELTER CONTENTS ARE SECURED PRIOR TO BEGINNING THE PROCESS OF TRANSPORTING. ONCE THE PROCESS OF TRANSPORTING THE SHELTER HAS BEGUN, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR THE SHELTER AND ITS CONTENTS UNTIL FINAL ACCEPTANCE BY THE FAA.
8. AFTER ANCHORING THE SHELTER, CONTRACTOR SHALL INSTALL THE LED LIGHTS AND THE LIGHT FIXTURE COVERS. INSTALL THE AIR CONDITIONER IN THE WALL SLEEVE AND REMOVE THE PLYWOOD FROM THE AIR INTAKE LOUVER.
9. THE SHELTER SHALL BE ANCHORED WITH CONTRACTOR FURNISHED GALVANIZED NUTS AND WITH GOVERNMENT FURNISHED TIE-DOWN PLATES.
10. CONTRACTOR SHALL THOROUGHLY PRESSURE WASH AND WAX ENTIRE EXTERIOR OF NEW FIBERGLASS SHELTER AFTER INSTALLATION.
11. SHELTER AND INTERFACE BOX IS GFM. A/C IS GFM. SEE ABOVE NOTES FOR SPECIFIC ITEMS INCLUDED WITH SHELTER FOR SETTING SHELTER. ALL OTHER ITEMS INCLUDING CONDUIT IS FURNISHED BY THE CONTRACTOR.
12. CONTRACTOR TO INSTALL LIGHTNING PROTECTION SYSTEM AND CONNECT UP TO EXISTING UNDERGROUND LIGHTNING/GROUNDING SYSTEM. CONTRACTOR TO INSTALL INTERFACE BOX ALONG WITH CONDUIT CONNECTIONS FROM EXISTING CONDUIT INTO THE NEW SHELTER. COORDINATE WITH THE FAA'S RE ON CONDUIT ROUTING AND INSTALLATION OF LOOSE EQUIPMENT ON THE EXTERIOR OF THE SHELTER.
13. REFER TO THE APPENDIX FOR THE LOCALIZER SHELTER SUBMITTAL FOR WHAT WAS ORDERED AND BEING PROVIDED BY THE FAA. THE DRAWINGS IN THE APPENDIX SHOW ADDITIONAL DETAILS IN EQUIPMENT PLACEMENT AND LAYOUT OF THE INTERIOR ALONG WITH THE SHELTER EXTERIOR LAYOUT.

DESIGN LOADS
400 PSF - LIVE FLOOR
70 PSF - LIVE ROOF
150 MPH - WIND
ZONE 4 - SEISMIC

ATO - TECHNICAL OPERATIONS EASTERN SERVICE AREA

LOC
RUNWAY 35
DUPONT STANDARD SHELTER 10 X 16 (L SIDE)
FOUNDATION DETAILS AND ELEVATIONS

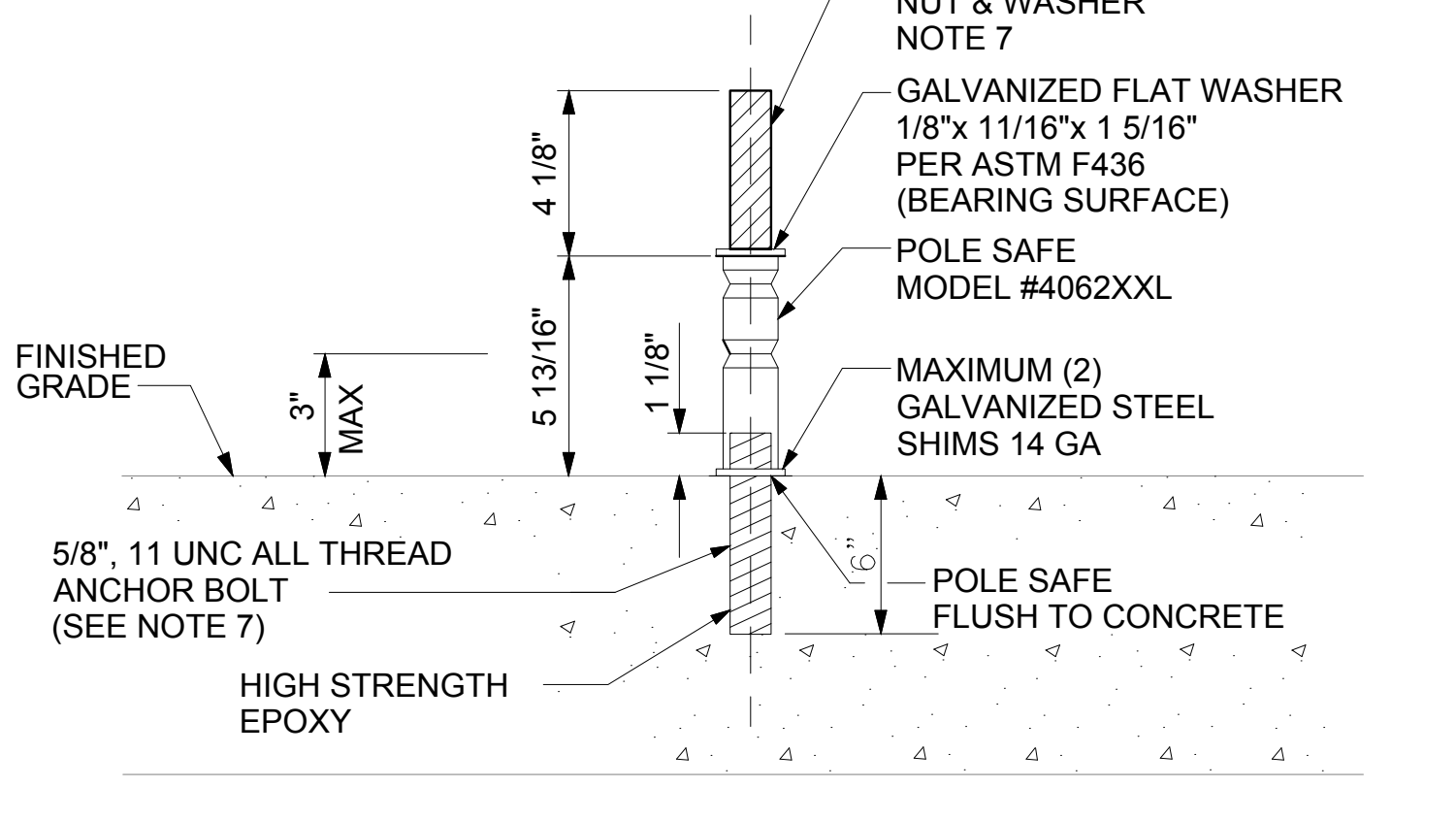
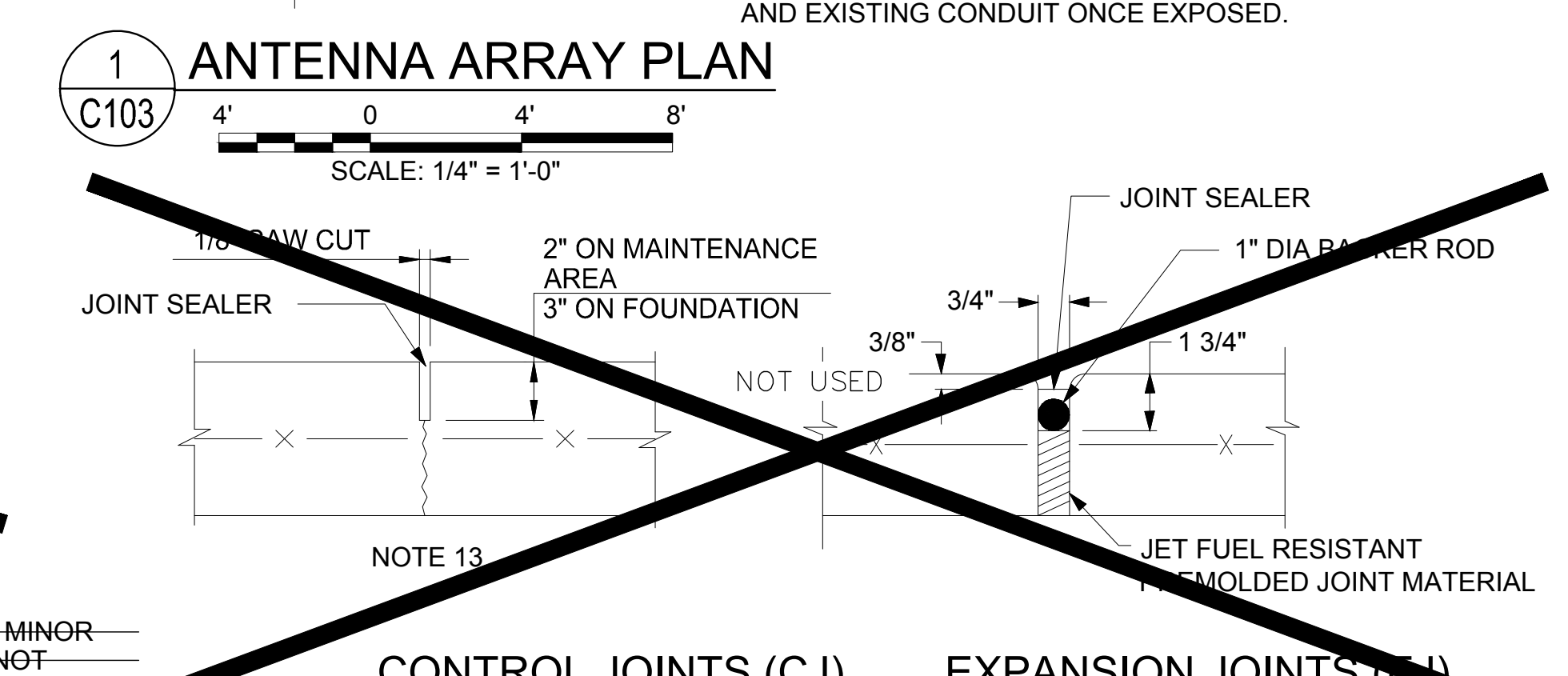
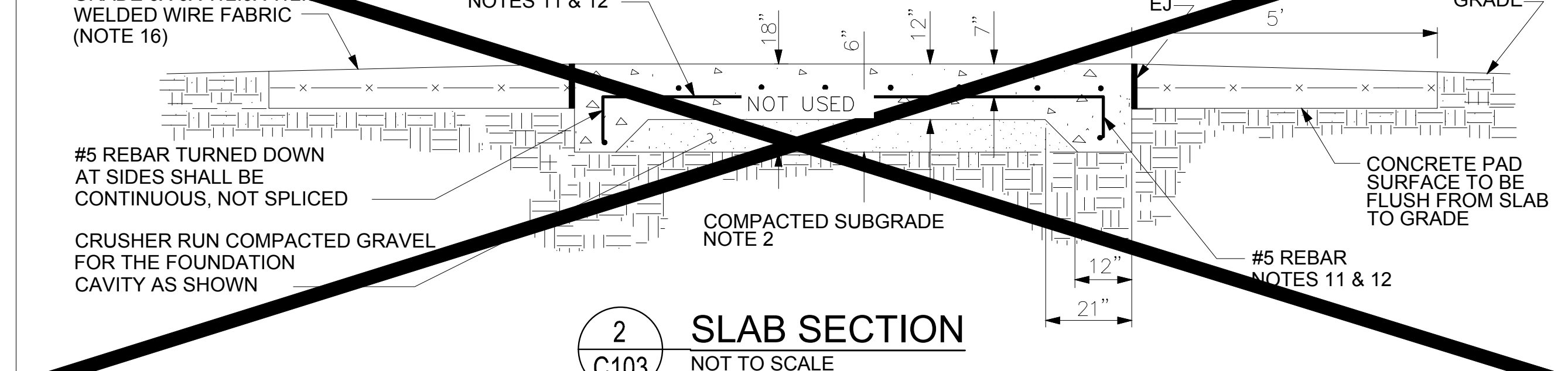
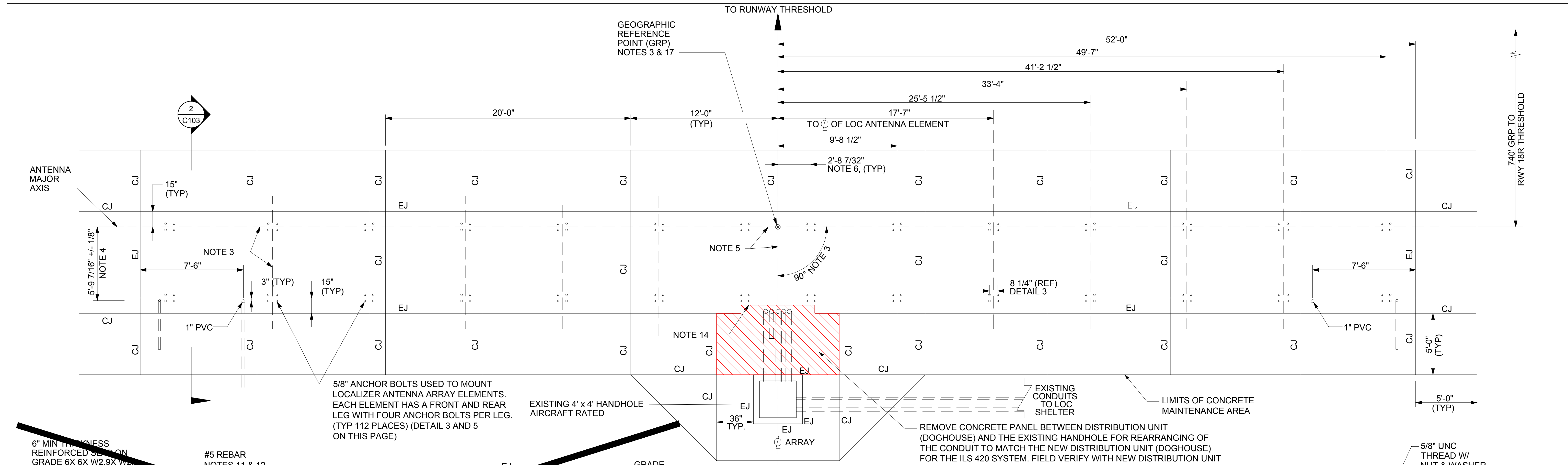
AUGUSTA AUGUSTA REGIONAL AIRPORT GA

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LER NAVAIDS

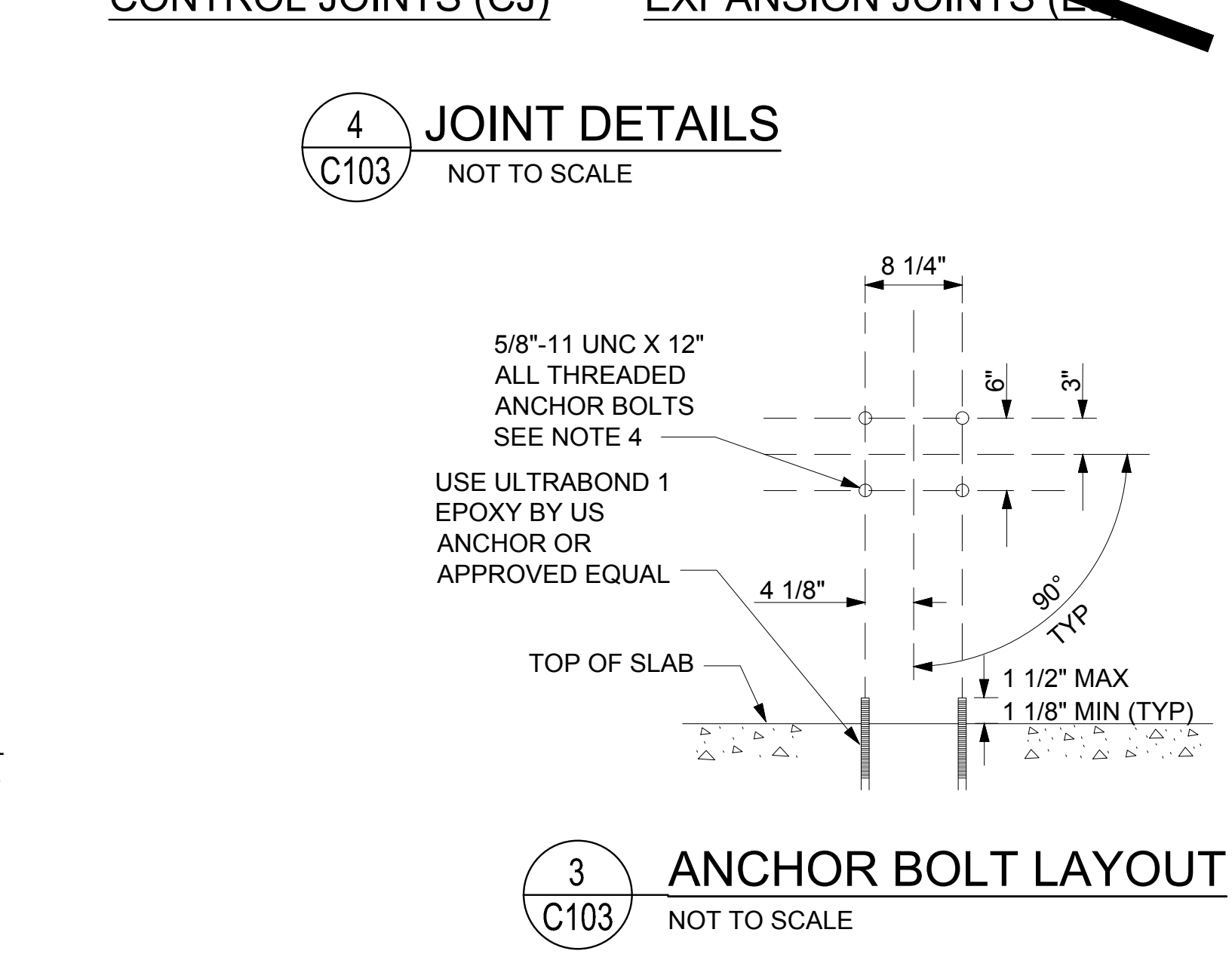
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ISSUED FOR: CONSTRUCTION



- NOTES**
- CONCRETE MUST DEVELOP 3000 PSI IN 28 DAYS, WITH A SLUMP OF 4" +/- 1". MAXIMUM AGGREGATE SIZE SHALL BE 3/4".
 - FILL UNDER AND AROUND FOUNDATION SHALL BE BUILT UP IN LAYERS NOT EXCEEDING 6" AND EACH LAYER SHALL BE THOROUGHLY TAMPED AND COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM WATER CONTENT. GRADING OF SOIL SHOULD BE SUCH THAT ALL DRAINAGE IS AWAY FROM FOUNDATION.
 - ALIGN MAJOR AXIS OF ANTENNA ARRAY PERPENDICULAR TO RUNWAY CENTERLINE WITHIN 0.05". ARRAY CENTER MUST BE WITHIN 3" OF EXTENDED RUNWAY CENTERLINE.
 - TOLERANCES - ALL ANCHOR BOLTS MUST BE LOCATED 1/8" OF DIMENSIONS GIVEN ON DETAIL 3.
 - REFERENCE LINES FOR ANCHOR POSITIONING ON SITE PLAN.
 - DIMENSIONS ARE SYMMETRICAL ABOUT ARRAY CENTERLINE.
 - THREADED RODS SHALL BE HOT DIPPED GALVANIZED STEEL PER ASTM-A153 AND ASTM-A325. NUTS, WASHERS SHALL BE HOT DIPPED GALVANIZED AS WELL.
 - ALL ITEMS ON THIS DRAWING ARE CONTRACTOR FURNISHED.
 - CONCRETE FOUNDATION BASED ON 3000 PSF VERTICAL SOIL PRESSURE AND 250 PSF LATERAL SOIL PRESSURE PER FOOT BELOW SURFACE. THE DEMONSTRATIONS SHOWN FOR THE DEPTH OF CONCRETE PLACED IN THE GROUND ARE MINIMUM DEPTHS IN ANY CASE THE BOTTOM OF CONCRETE FOUNDATIONS MUST BE AT LEAST 6" BELOW THE FROST LINE. SPECIAL SOILS AND TEMPERATURES MAY REQUIRE A DIFFERENT FOUNDATION DESIGN.
 - CONCRETE FOUNDATION SHALL BE LEVEL WITHIN 1" FROM THE LOWEST TO THE HIGHEST POINT.

- PROVIDE #5 REBAR SPACED 12" O.C. EACH WAY THROUGH SLAB. MINOR ADJUSTMENTS OF REBAR ARE PERMITTED TO ENSURE IT DOES NOT INTERFERE WITH ANCHOR BOLTS.
- ALL SPLICES IN THE LONGITUDINAL DIRECTION SHALL HAVE A MINIMUM OVERLAP DISTANCE OF TWENTY (20) TIMES THE BAR DIAMETER AND SHALL BE TIED IN SUCH A MANNER THAT THE ENDS ACHIEVE FULL CONTACT WITH EACH OTHER. TIES SHALL BE POSITIONED SO THAT ADJACENT SPLICES WILL ALTERNATE TOP AND BOTTOM POSITIONING.
- CONTROL JOINTS SHALL BE 2" DEEP ON MAINTENANCE AREA AND 3" ON FOUNDATION AT PLACES SHOWN IN PLAN VIEW. SAW JOINTS BEFORE DRYING SHRINKAGE STRESS BECOMES LARGE ENOUGH TO PRODUCE CRACKING (USUALLY 4-12 HOURS AFTER CONCRETE IS POURED). MAKE SURE CONCRETE HARDENS SUFFICIENTLY TO PREVENT AGGREGATES FROM BEING DISLODGED FROM SAW.
- INSTALL A 8"x 72" WIDE NOTCH THROUGH SLAB TO ALLOW INSTALLATION OF CONDUIT.
- THE AREA AROUND CONDUITS TO BE BACK FILLED LOOSELY TO ALLOW FOR ALIGNMENT OF CONDUIT WITH ANTENNA DISTRIBUTION UNIT INSTALLED BY SUBCONTRACTOR. SEE LOCALIZER ANTENNA ARRAY INSTALLATION DRAWING C108 FOR CONDUIT DETAILS AT DISTRIBUTION UNIT.
- AFTER LOCALIZER CONDUITS ARE INSTALLED, BACKFILLED AND COMPACTED, INSTALL CONCRETE PAD WITH 6x 6-W2.9x W2.9 WWF.
- A PROFESSIONAL SURVEYOR LICENSED IN THE STATE SHALL ACCOMPLISH SURVEY AND LAYOUT USING THE RUNWAY THRESHOLD AND CENTERLINE INTERSECTION AS THE BENCHMARK AND BASELINE FOR LAYOUT OF BOLT PATTERN. SURVEY SHALL PROVIDE AS-BUILT LOCATION DATA FOR THE ANTENNA GEOGRAPHICAL REFERENCE POINT (GRP).



5 POLE SAFE/ANCHOR BOLT
C103 NOT TO SCALE MODEL #4062XXL

ATO - TECHNICAL OPERATIONS EASTERN SERVICE AREA

LOC
RUNWAY 35
ANTENNA ARRAY (14 ELEMENT)
FOUNDATION PLAN AND DETAILS

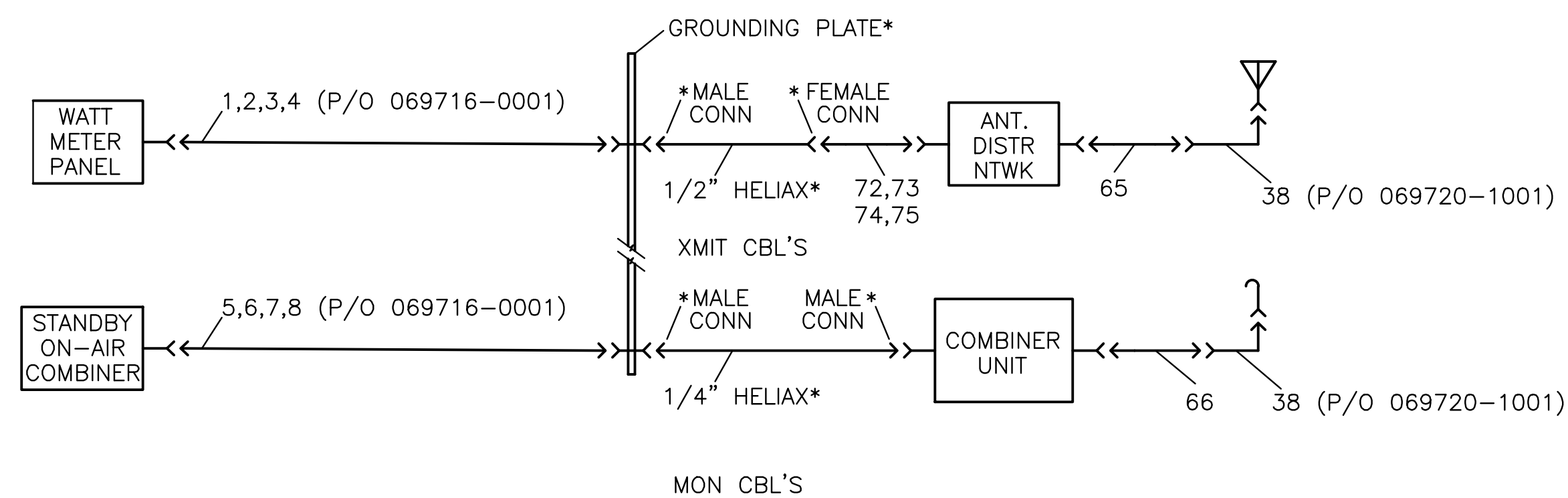
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PROJECT ENGINEER MGR: ENGINEERING - CENTER A

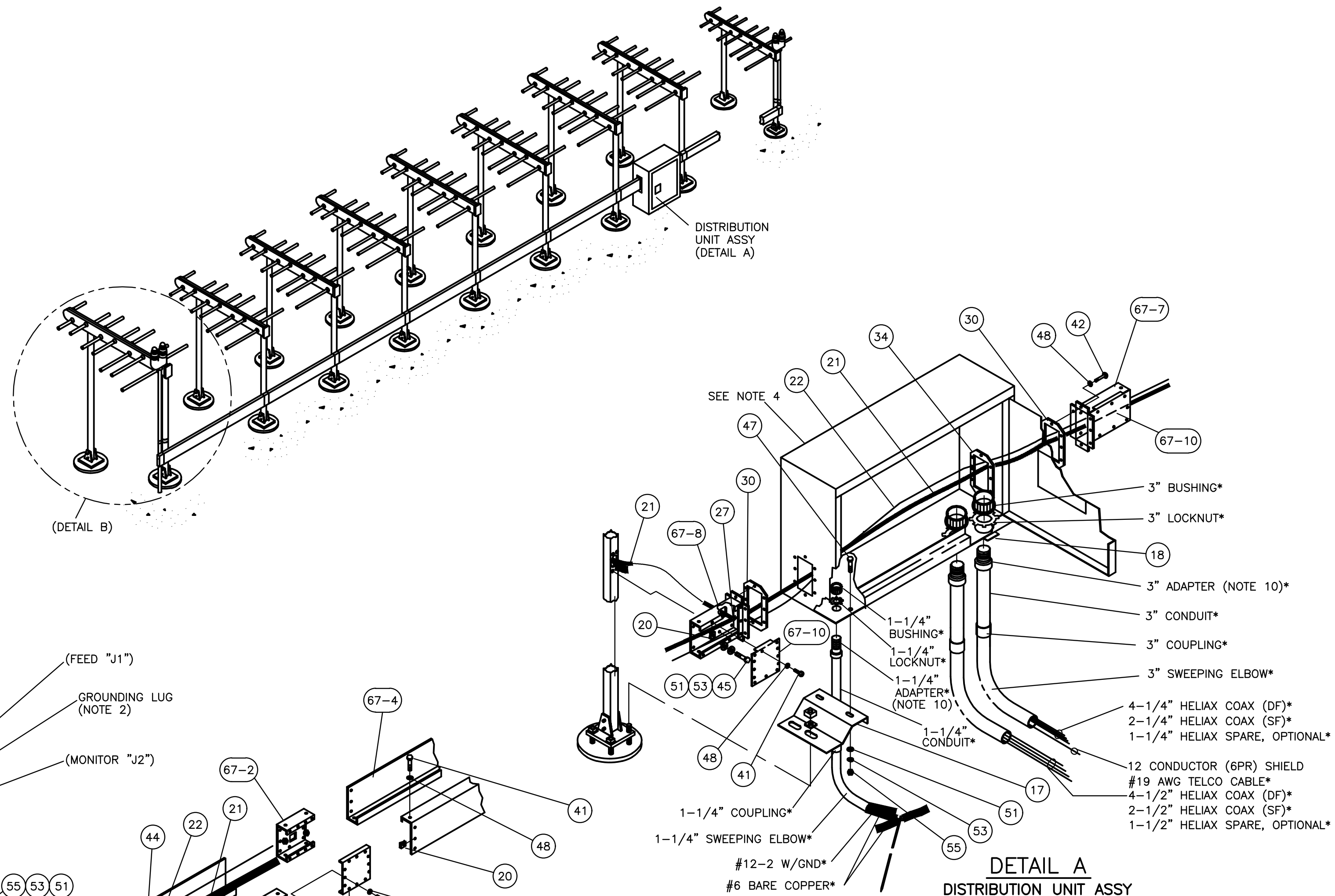
SF ENGINEERING SERVICES 02/19/2022 1604662
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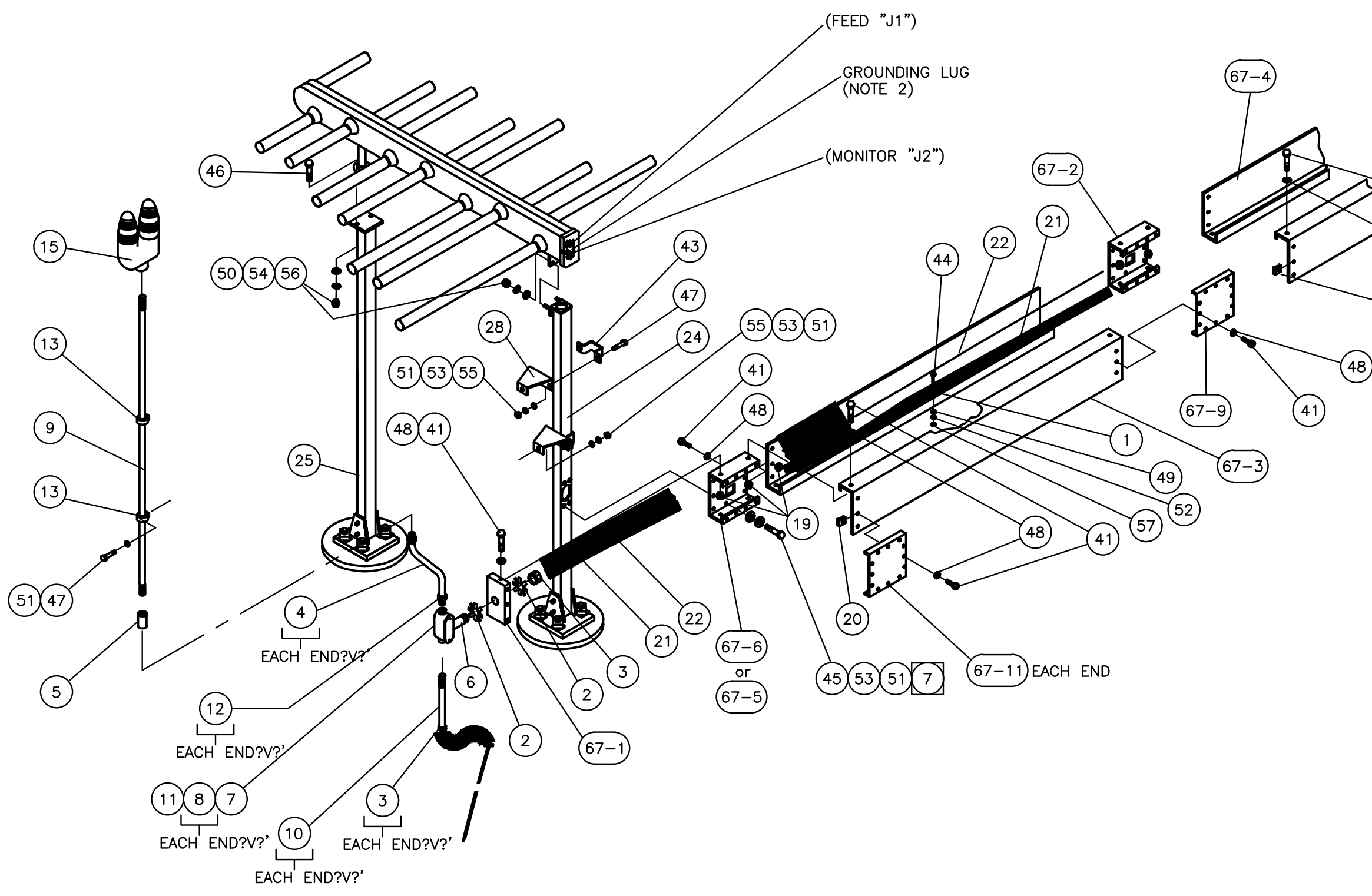


DETAIL D
ANTENNA CABLES



ITEM	QTY	DESCRIPTION	PN
PARTS LIST			

A/R		#12-2 W/ GND		
A/R		#6 BARE COPPER		
1		1/4" SWEEPING ELBOW, CND		
1		1/4" COUPLING, CND		
A/R		CND, 1/4"		
1		1/4" ADAPTER, CND		
1		1/4" LOCKNUT, CND		
1		1/4" BUSHING, CND		
1		3" SWEEPING ELBOW, CND		
1		3" COUPLING, CND		
A/R		CND, 3"		
1		3" ADAPTER, CND		
1		3" LOCKNUT, CND		
1		3" BUSHING, CND		
75	1	CABLE ASSY, RF	932616-0004	
74	1	CABLE ASSY, RF	932616-0003	
73	1	CABLE ASSY, RF	932616-0002	
72	1	CABLE ASSY, RF	932616-0001	
68	1	INSTL DWG, ANT INSTL, 14E, DF LOC	069720-0001-ID	
67	1	KIT, RACEWAY 14 ELEMENT	069552-0001	
66	1	HELIX CABLE SET, 14 EL LOC	069589-0101	
65	1	HELIX CABLE SET, 14 EL LOC	069589-0001	
57	26	NUT, HEX, #10-32	930001-0304	
56	60	NUT, HEX, 5/16"-18	930000-2314	
55	18	NUT, HEX, 1/4"-20	930000-2254	
54	60	WASHER, SPLIT, 5/16"	926001-0083	
53	86	WASHER, SPLIT, 1/4"	926001-0082	
52	26	WASHER, SPLIT, #10	926001-0081	
51	86	WASHER, FLAT, 1/4", 1/2" OD	925001-0007	
50	86	WASHER, FLAT, 5/16"	925000-0812	
49	26	WASHER, FLAT, #10	925000-0808	
48	350	WASHER, FLAT, #8	925000-0807	
47	18	BOLT, HEX, 1/4"-20 X 3/4"	919065-0005	
46	30	BOLT, HEX, 5/16"-18 X 1-1/2"	919063-0032	
45	60	SCREW, MACH, 1/4"-20 X 1", PHPHMS	915016-0083	
44	26	SCREW, MACH, 10-32 X 1/2", PHPHMS	916012-0272	
43	4	BRACKET, OBLIGHT, SUPPORT STRAP	290207-0001	
42	16	SCREW, MACH, 8-32 X 5/8", PHPHMS	915014-0046	
41	334	SCREW, MACH, 8-32 X 1/2", PHPHMS	915014-0045	
38	28	CONN, ADPTR, ELEC, N/F TO N/M, 90°	229C07-0012	
34	2	NUT, PLATE, RACEWAY ADAPTER	300697-0001	
30	2	GASKET, SILICONE RUBBER, 3/32"	265050-0001	
28	4	BRACKET, OB LIGHT, SUPPORT	290206-0001	
27	17	SPLICE, CNDCT, SPLIT BOLTS	229911-0004	
25	14	SUPPORT ASSY, FRONT, LPA	120574-0001	
24	14	ASSY, ANTENNA SUPPORT, REAR, LPD	120693-0001	
23	1'	INSUL SLVG, ELEC, 0.75" MIN	114C50-0004	
22	1	CABLE, ELEC, TYPE UF-B, 250'	111449-0002	
21	1	WIRE, ELEC, 200', #6, BARE COPPER	110041-2001	
20	238	SPEED NUT, U TYPE, #8-32	100999-0001	
19	146	NUT, SELF-LOCKING, HEX, #8-32	100482-0008	
18	1	BRACKET, MTG, DU/CU BOX	290217-0002	
17	1	BRACKET, MTG, DU/CU BOX	290217-0001	
15	2	OBSTRUCTION LIGHT, DUAL, W/ LED LAMPS, 120VAC	035C30-0001	
13	4	HANGER-PIPE/CONDUIT, 3/4 SIZE	033786-0002	
12	4	BOX, CONN, ELEC, NON-INSUL, 3/4	033661-0003	
11	2	GASKET, UNILET, 3/4 SIZE	033728-0003	
10	2	CONDUIT, 3/4 SIZE (2.5 FOOT)	033671-0004	
9	2	CONDUIT, 3/4 SIZE (4 FOOT)	033671-0001	
8	2	COV, CND OUTLET, 3/4" AL UNILET CVR	033590-0001	
7	2	CND OUTLET, 3/4" 3-HOLE, CAST AL	033588-0001	
6	2	NIPPLE, CONDUIT, 5.00L	033586-0006	
5	2	COUPLING, ELEC, CND, 3/4"	033735-0002	
4	2	FLEX, ELEC CND, 3/4" FLEX. LIQUID-TIGHT METALLIC, TYPE LA, 3"	033C03-0002	
3	4	BUSHING, 3/4"	033516-0000	
2	4	LOCK NUT, ELEC CONDUIT, 3/4" DIAM	033514-0000	
1	26	TERMINAL, LUG, 4-14 AWG	025986-0001	



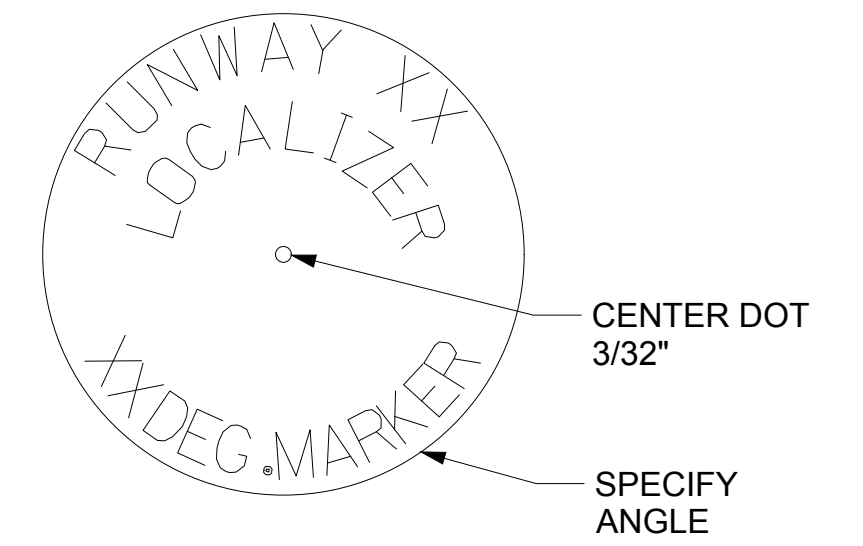
DETAIL B
ANTENNA ARRAY SUPPORT
& OBSTRUCTION LIGHT DETAIL
TYPICAL EACH END

- NOTES:
1. CONNECTION #6 BARE COPPER (ITEM 21) MADE WITH SPLIT BOLT CONNECTOR (ITEM 27) INSIDE CABLE RACEWAY.
 2. PART OF LOC. ANT. ELEMENT AND IS FACTORY ASSEMBLED.
 3. RF FEED & MONITOR CABLES TO ANT. THRU CABLE RACEWAY & VIA REAR ANT. SUPPORT.
 4. ITEMS MARKED WITH AN ASTERISK (*) ARE FURNISHED BY THE CONTRACTOR.
 5. GFM-GOVERNMENT FURNISHED MATERIAL.
 6. NOTED ITEMS ARE TO BE USED AS SPARE HARDWARE FOR THE ANTENNA RADOME ASSEMBLIES.
 7. LIFT/SUPPORT RACEWAY BEFORE TIGHTENING THIS HARDWARE..
 8. RACEWAY KIT (ITEM 67) ITEMS ARE DENOTED BY BALLOONS WITH 67-x (x=IS FIND NUMBER IN KIT).
 9. REFERENCE PLO69720-0001 FOR FN 17,18,24,25,28,34,43,65,66,67,68,72,73,74, & 75. REFERENCE PLO69720-1001, ELECTRICAL SUPPLY KIT, FOR ALL OTHER FIND NUMBERS.
 10. AFTER FINAL ADJUSTMENTS, GLUE CONDUIT ADAPTERS ON CONDUIT USING (LOCALLY ACQUIRED) PVC JOINTING ADHESIVE. SEAL EACH CABLE CONDUIT END WITH (LOCALLY ACQUIRED) EXPANDING FOAM.
 11. NEW 14 ELEMENT ANTENNA ARRAY IS TO BE ASSEMBLED AND INSTALLED BY THE CONTRACTOR ON EXISTING CONCRETE FOUNDATION.
 12. EXISTING CONDUIT SWEEPS ARE TO BE REUSED CONNECTING INTO THE BOTTOM OF THE DOGHOUSE. CONDUIT IS TO BE REARRANGED TO ALIGN UP TO NEW KNOCKOUTS.

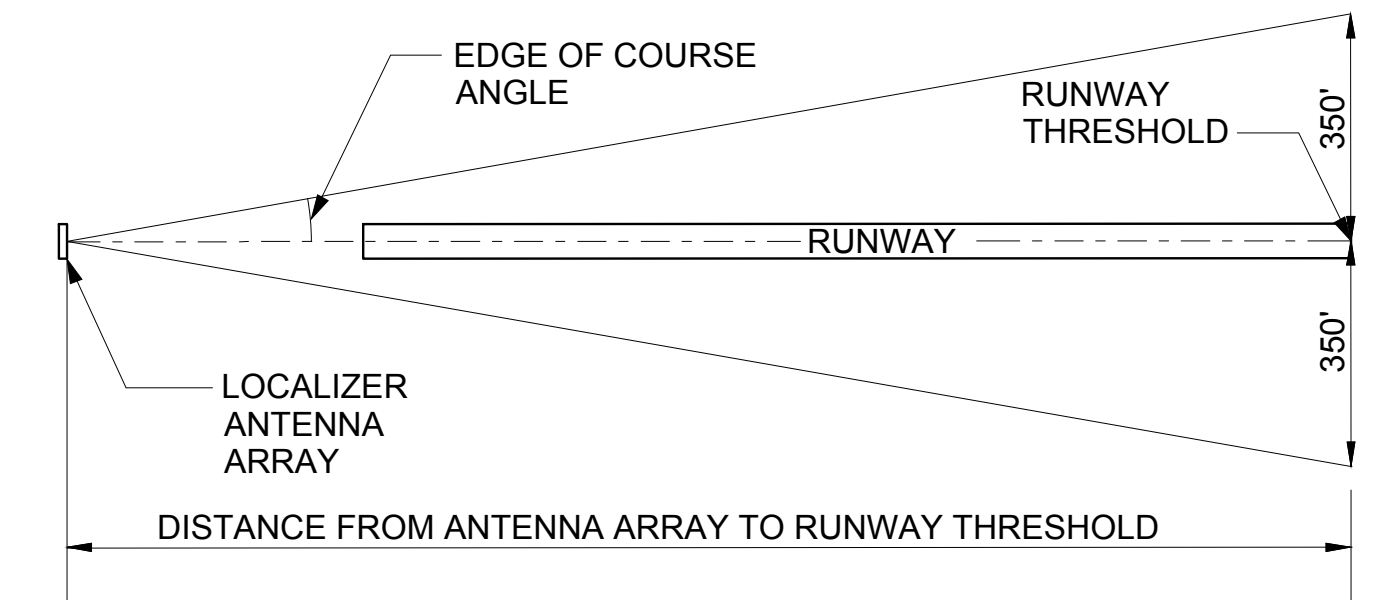
REV. LTR.	DATE	DESCRIPTION	CHECKED	APPROVED
DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION WASHINGTON, D.C. 20590				
INSTRUMENT LANDING SYSTEM CAPTURE EFFECT LOCALIZER 14 ELEMENT ANTENNA ARRAY INSTALLATION DETAILS TYPE NO. FA-34001				
REVIEWED BY	SUBMITTED BY		APPROVED BY	
DESIGNED BY	ISSUED BY		DATE- 07/02/2024	REV. LTR.
DRAWN BY ESH	AIRWAY FACILITIES SERVICE		DRAWING NO.	420-6288-18
CHECKED BY				

NOTES

- GROUND CHECK POINTS LOCATED ON AIRCRAFT WEIGHT RATED PAVEMENT SHALL BE MARKED WITH A 12" DIAMETER CIRCLE PAINTED AVIATION ORANGE WITH COMPATIBLE LATEX PAINT. GROUND CHECK POINTS LOCATED ON NON-AIRCRAFT WEIGHT RATED PAVEMENTS SHALL BE MARKED WITH A SURV-KAP M/M-B2 2" FLAT BRASS MONUMENT DRILLED AND EPOXIED INTO THE PAVEMENT PER MANUFACTURER'S RECOMMENDATIONS. PAINT AROUND THE MONUMENT AS INDICATED ABOVE.
- GROUND CHECK MONUMENTS SHALL BE ESTABLISHED PRIOR TO THE CONCLUSION OF THE CONSTRUCTION CONTRACT BY THE CONTRACTOR'S SURVEYOR. COORDINATE WITH LOCAL FAA TECHNICIANS THROUGH RE PRIOR TO PLACING MONUMENTS. PROVIDE AS-BUILT COORDINATES OF MARKERS AND LOCALIZER ANTENNA ARRAY GRP.
- GROUND CHECK POINTS NOT LOCATED ON PAVEMENT SHALL BE CONSTRUCTED PER DETAIL A. OFF PAVEMENT MARKER CONCRETE SHALL BE 3000 PSI COMPRESSIVE CONCRETE AT 28 DAYS.
- OFFSET DISTANCES SHOWN ARE BASED ON 2000' DISTANCE FROM LOCALIZER GRP. NOT ALL LOCATIONS MAY BE PRACTICAL AND WILL EITHER BE MOVED TO AN ALTERNATE LOCATION OR NOT INSTALLED, AS DIRECTED BY THE RE.
- PRIOR TO SETTING GROUND CHECK POINTS, COORDINATE WITH THE FAA SSC THROUGH THE RE. POINTS TO BE SET IN ACCORDANCE WITH FAA ORDER 6750.49A.

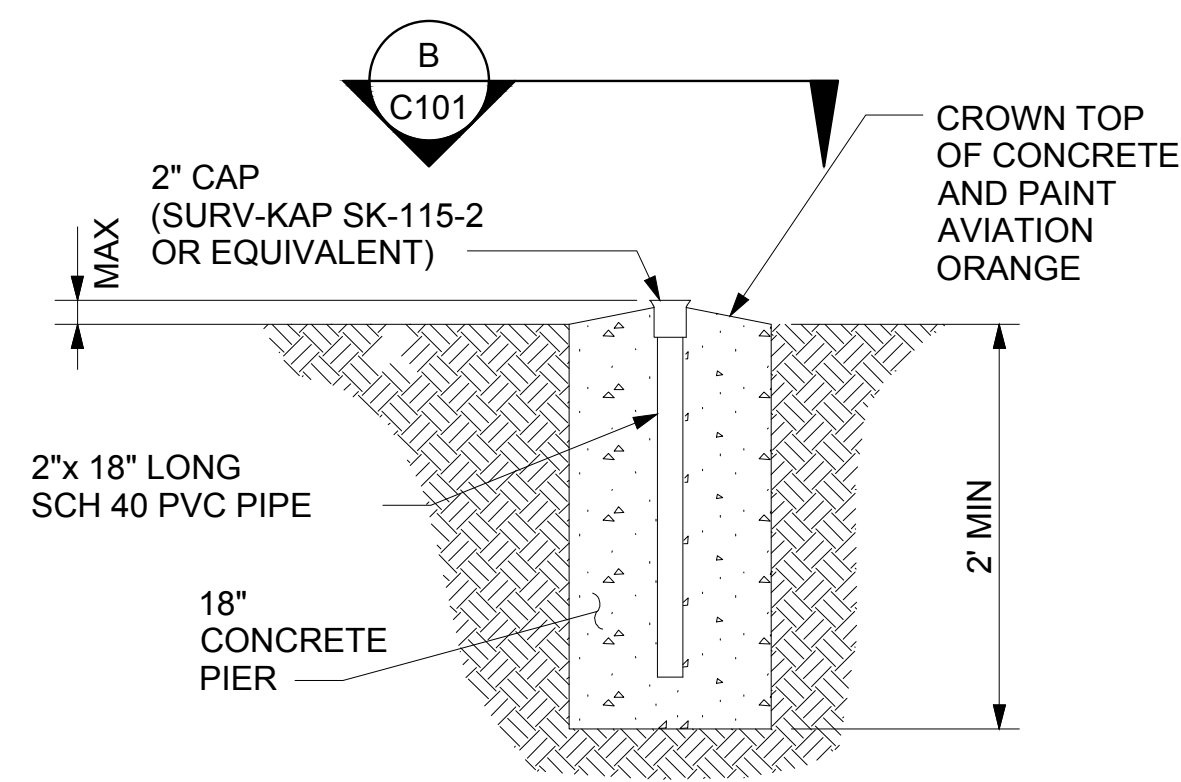


B VIEW
C101 NOT TO SCALE

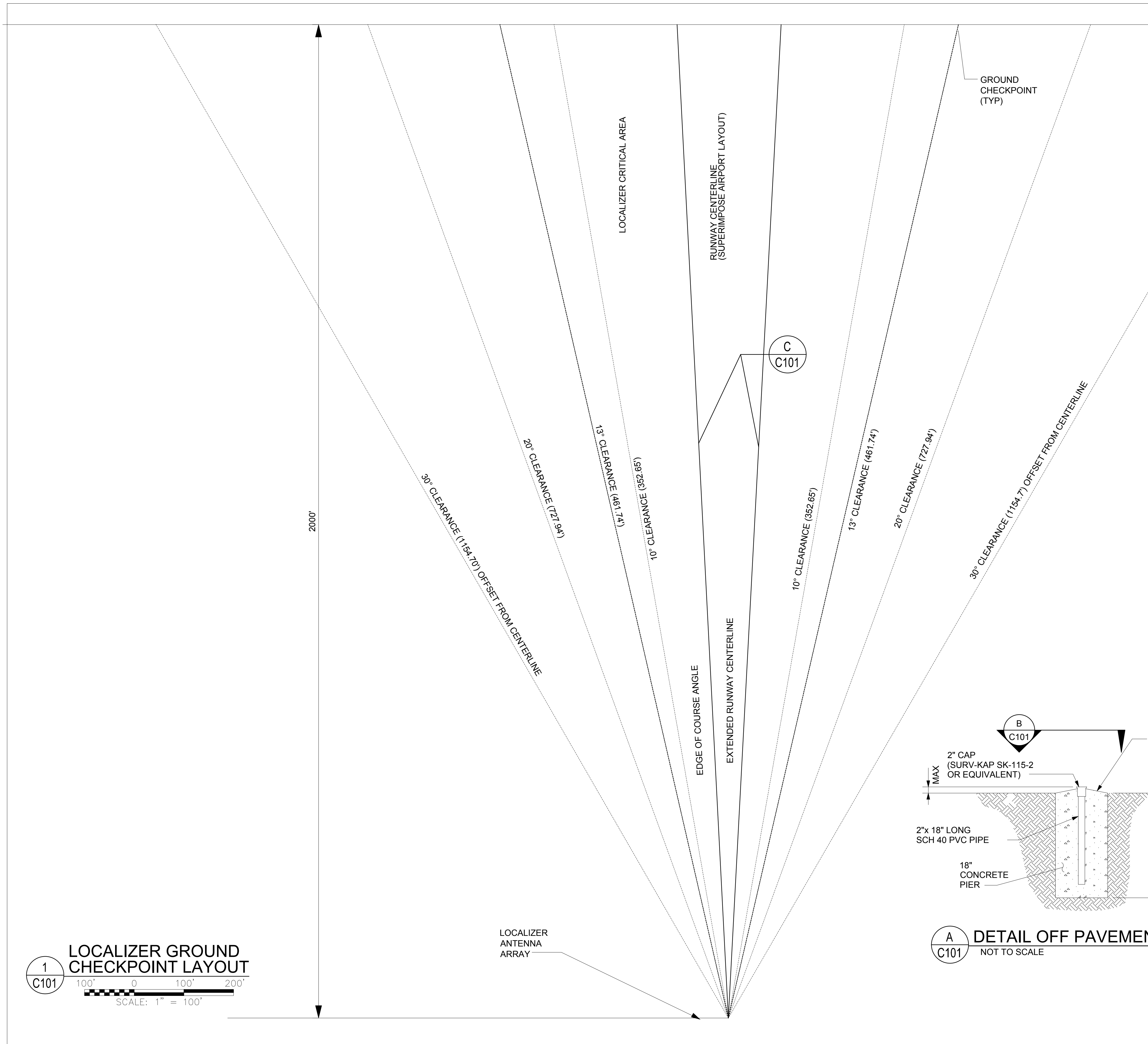
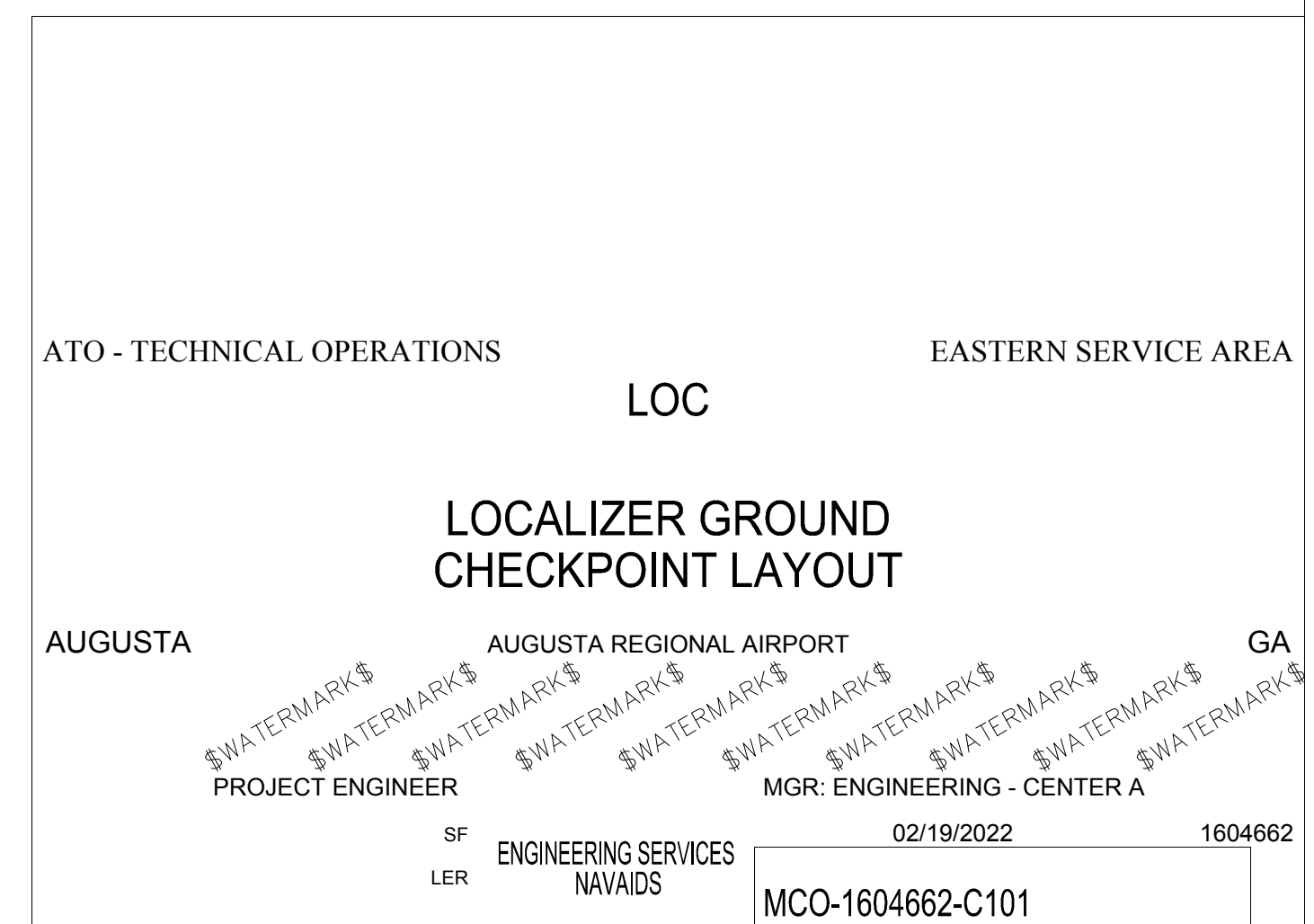


EDGE OF COURSE ANGLE = ARCTAN (350/DISTANCE FROM ANTENNA ARRAY TO RUNWAY THRESHOLD)
 EDGE OF COURSE ANGLE = ARCTAN (350/9603)=2.09°

C EDGE OF COURSE ANGLE
C101 NOT TO SCALE



A DETAIL OFF PAVEMENT
C101 NOT TO SCALE



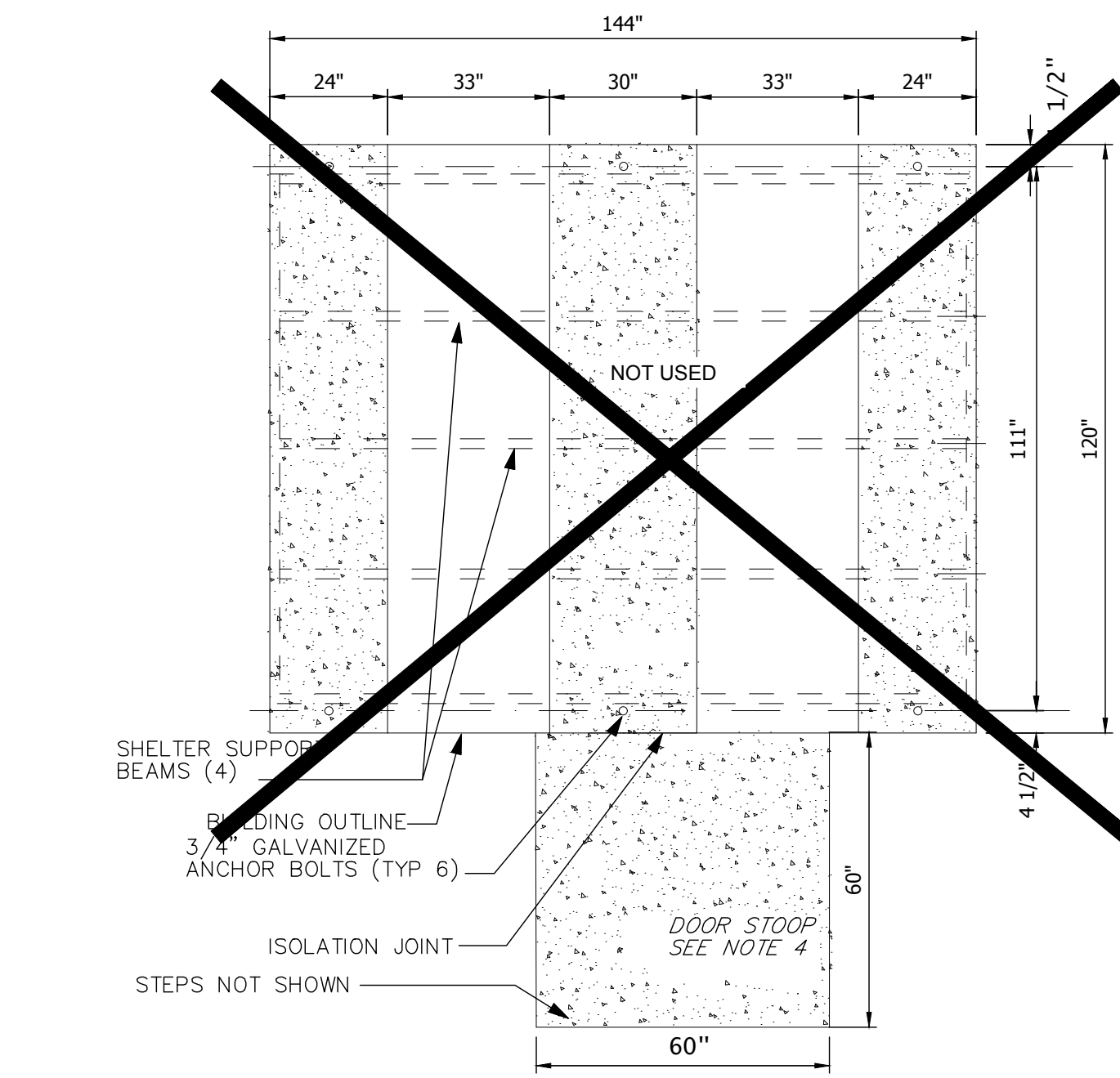
1 LOCALIZER GROUND CHECKPOINT LAYOUT
C101
SCALE: 1" = 100'

ISSUED FOR: CONSTRUCTION
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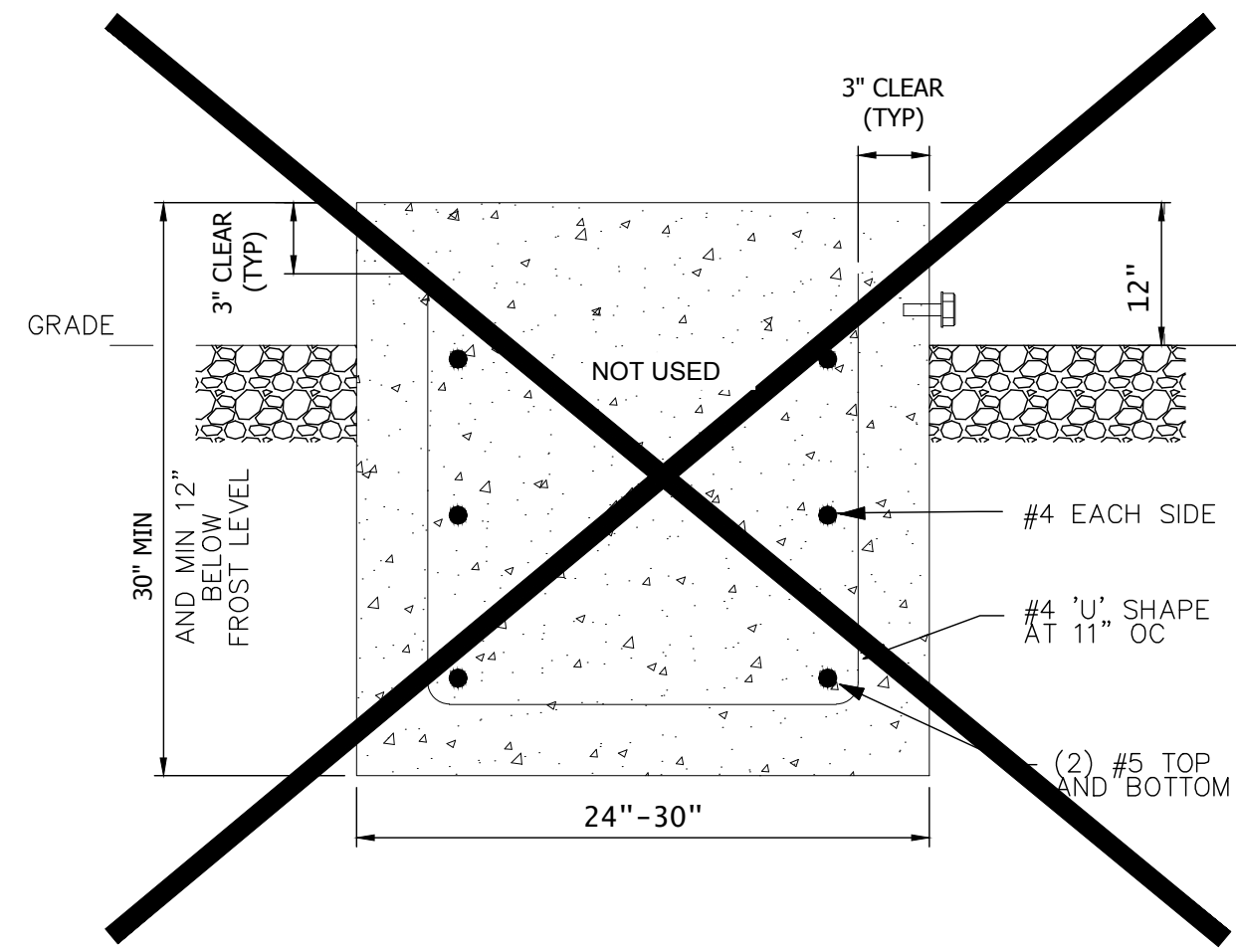
NOTES

- ALL CONCRETE SHALL DEVELOP 3000 PSI IN TWENTY EIGHT (28) DAYS WITH A MAXIMUM SLUMP OF 4 INCHES. MAXIMUM AGGREGATE SIZE SHALL BE 3/4 INCH. CONCRETE SHALL NOT BE LOADED FOR AT LEAST SEVEN (7) DAYS AFTER CONCRETE PLACEMENT.
- IF FILL OR GRADING IS REQUIRED IT SHALL BE BUILT UP IN LAYERS NOT EXCEEDING 6 INCHES. EACH LAYER SHALL BE THOROUGHLY TAMPED AND COMPACTED TO 95% OF MAXIMUM DENSITY AT OPTIMUM WATER CONTENT. GRADING OF ROCK AND SOIL SHALL BE SO THAT ALL DRAINAGE IS AWAY FROM FOUNDATION. MAINTAIN A DRAINAGE SLOPE OF 1/8" PER FOOT.
- GRADE BEAM FOUNDATIONS SHALL BE HORIZONTALLY LEVEL WITH EACH OTHER WITHIN 1/4 INCH. INDIVIDUAL GRADE BEAM SURFACES SHALL BE LEVEL WITHIN 1/8 INCH. GRADE BEAM SURFACES SHALL BE TROWEL FINISHED WITH TOOLED EDGES.
- DOOR STOOP TO BE CENTERED BELOW DOOR. THE TOP OF THE CONCRETE STOOP SHALL BE 3 INCHES BELOW THE BOTTOM OF SHELTER DOOR. SLOPE THE STOOP 1 PERCENT AWAY FROM THE SHELTER. BROOM FINISH THE STOOP. THE STEPS SHALL BE INSTALLED WHERE THE TOP OF STOOP IS MORE THAN 11" ABOVE THE EXISTING GRADE. THE TOP OF THE STOOP OR THE HIGHEST STEP SHALL BE LEVEL WITH THE FINISHED FLOOR INSIDE THE BUILDING. CENTER STOOP UNDER DOOR.
- THE ANCHOR BOLTS, NUTS AND WASHERS SHALL BE HOT DIPPED GALVANIZED STEEL PER ASTM A153 AND A325. EXPOSED THREADS SHALL BE CLEAN AND LUBRICATED. TIGHTEN THE NUT TO 45 FT-LBS MINIMUM. THE ANCHOR BOLTS, NUTS AND WASHERS SHALL BE CONTRACTOR FURNISHED.
- THE EQUIPMENT SHELTER AND TIE-DOWN PLATES ARE GOVERNMENT FURNISHED MATERIAL. LIFTING RINGS ARE PROVIDED IN THE SHELTER SKID CHANNELS FOR CRANE LOADING AND OFF-LOADING. SPREADER BARS SHALL BE USED BETWEEN THE LIFTING CABLES. PROVIDE ADEQUATELY SIZED EQUIPMENT TO LIFT AND LOAD, TRANSPORT, AND LIFT AND OFF-LOAD THE SHELTER. THE USE OF A FORKLIFT FOR THIS PURPOSE WILL NOT BE PERMITTED. ALL FEES, PERMITS, RENTALS, ETC. FOR TRANSPORTATION SHALL BE INCLUDED IN THE BID. INSPECT THE SHELTER AND CONTENTS PRIOR TO TRANSPORTING THE SHELTER. NOTIFY THE COR OF ANY DAMAGE TO SHELTER PRIOR TO BEGINNING TRANSPORTING THE SHELTER. CONFIRM THAT ALL SHELTER CONTENTS ARE SECURED PRIOR TO TRANSPORTING. ONCE THE PROCESS OF TRANSPORTING THE SHELTER HAS BEGUN, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR THE SHELTER AND ITS CONTENTS UNTIL FINAL ACCEPTANCE BY THE FAA.
- AFTER ANCHORING THE SHELTER, CONTRACTOR TO INSTALL THE LED LIGHTS AND THE LIGHT FIXTURE COVERS. INSTALL THE HVAC UNIT IN THE WALL SLEEVE AND REMOVE THE PLYWOOD FROM THE AIR INTAKE LOUVER.
- THE SHELTER SHALL BE ANCHORED WITH CONTRACTOR FURNISHED GALVANIZED NUTS AND WITH GOVERNMENT FURNISHED TIE-DOWN PLATES.
- CONTRACTOR SHALL THOROUGHLY PRESSURE WASH AND WAX ENTIRE EXTERIOR OF NEW FIBERGLASS SHELTER AFTER INSTALLATION.
- GRAVEL AROUND AND UNDER SHELTERS NOT SHOWN.
- SHELTER AND INTERFACE BOX IS GFM. A/C IS GFM. SEE ABOVE NOTES FOR SPECIFIC ITEMS INCLUDED WITH SHELTER FOR SETTING SHELTER. ALL OTHER ITEMS INCLUDING CONDUIT IS BY CONTRACTOR.
- FIELD LOCATE AND REROUTE EXISTING CONDUITS UP TO NEW INTERFACE BOX. COORDINATE WITH THE RE ON WHICH COMPARTMENT OF THE INTERFACE BOX TO LAND EACH CONDUIT SWEEP. PROVIDE NEW CONDUIT SWEEPS AND VERTICAL RGS CONDUIT AS NEEDED.
- CONTRACTOR TO INSTALL LIGHTNING PROTECTION SYSTEM. FAA TO PROVIDE ABOVE GROUND EXTERIOR KIT FOR LIGHTNING PROTECTION. THE CONTRACTOR TO PROVIDE ALL NEW UNDERGROUND LIGHTNING/GROUNDING PROTECTION PER DETAIL. CONTRACTOR TO INSTALL INTERFACE BOX ALONG WITH CONDUIT CONNECTIONS FROM EXISTING CONDUIT INTO THE NEW SHELTER. COORDINATE WITH THE FAA'S RE ON CONDUIT ROUTING AND INSTALLATION OF LOOSE EQUIPMENT ON THE EXTERIOR OF THE SHELTER.
- REFER TO THE APPENDIX FOR THE LOCALIZER SHELTER SUBMITTAL FOR WHAT WAS ORDERED AND BRING PROVIDED BY THE FAA. THE DRAWINGS IN THE APPENDIX SHOW ADDITIONAL DETAILS IN EQUIPMENT PLACEMENT AND LAYOUT OF THE INTERIOR ALONG WITH THE SHELTER EXTERIOR LAYOUT.

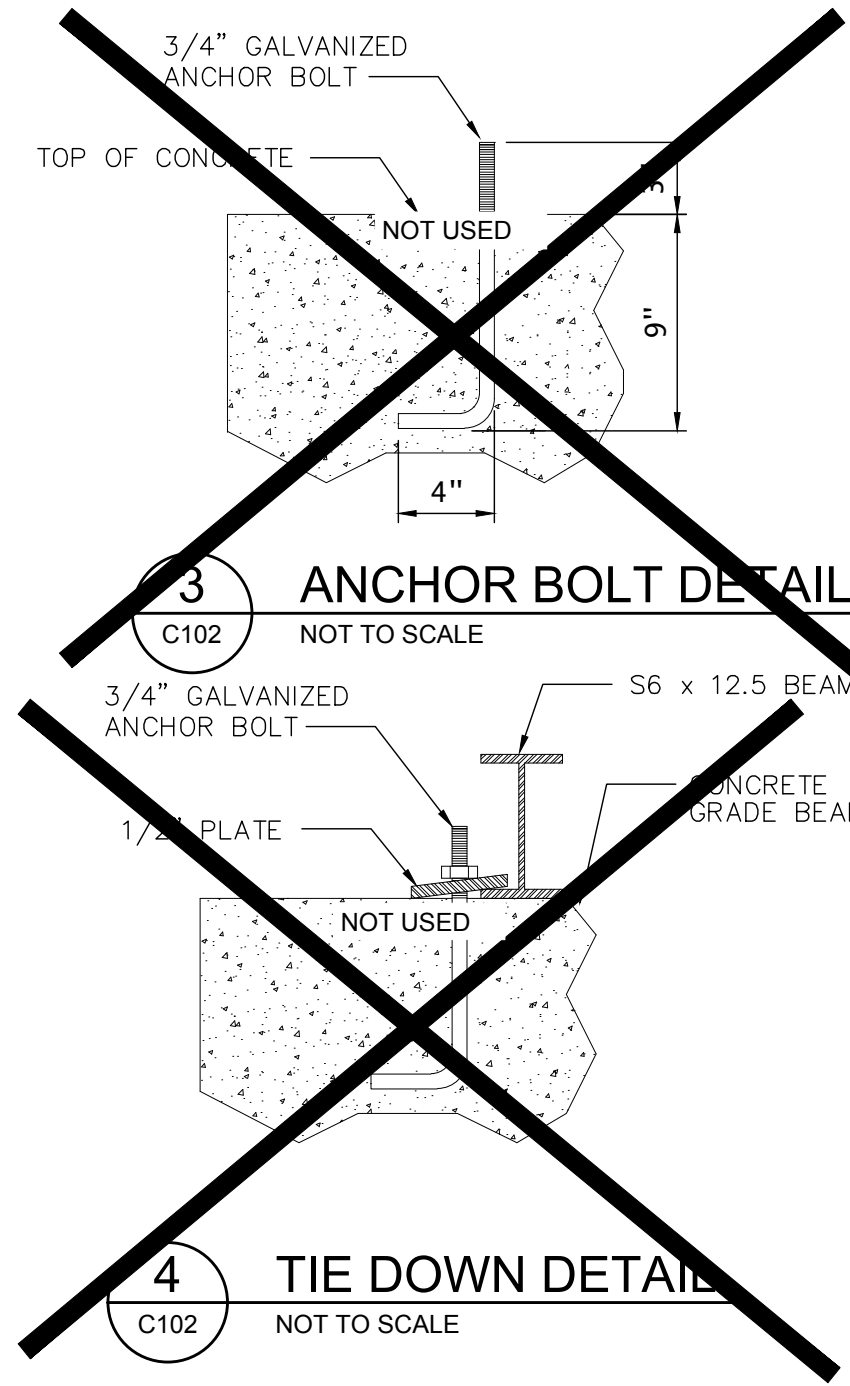
DESIGN LOADS
 400 PSF - LIVE FLOOR
 70 PSF - LIVE ROOF
 150 MPH - WIND
 ZONE 4 - SEISMIC



1 10' x 12' GRADE BEAM FOUNDATION PLAN
 C102 NOT TO SCALE

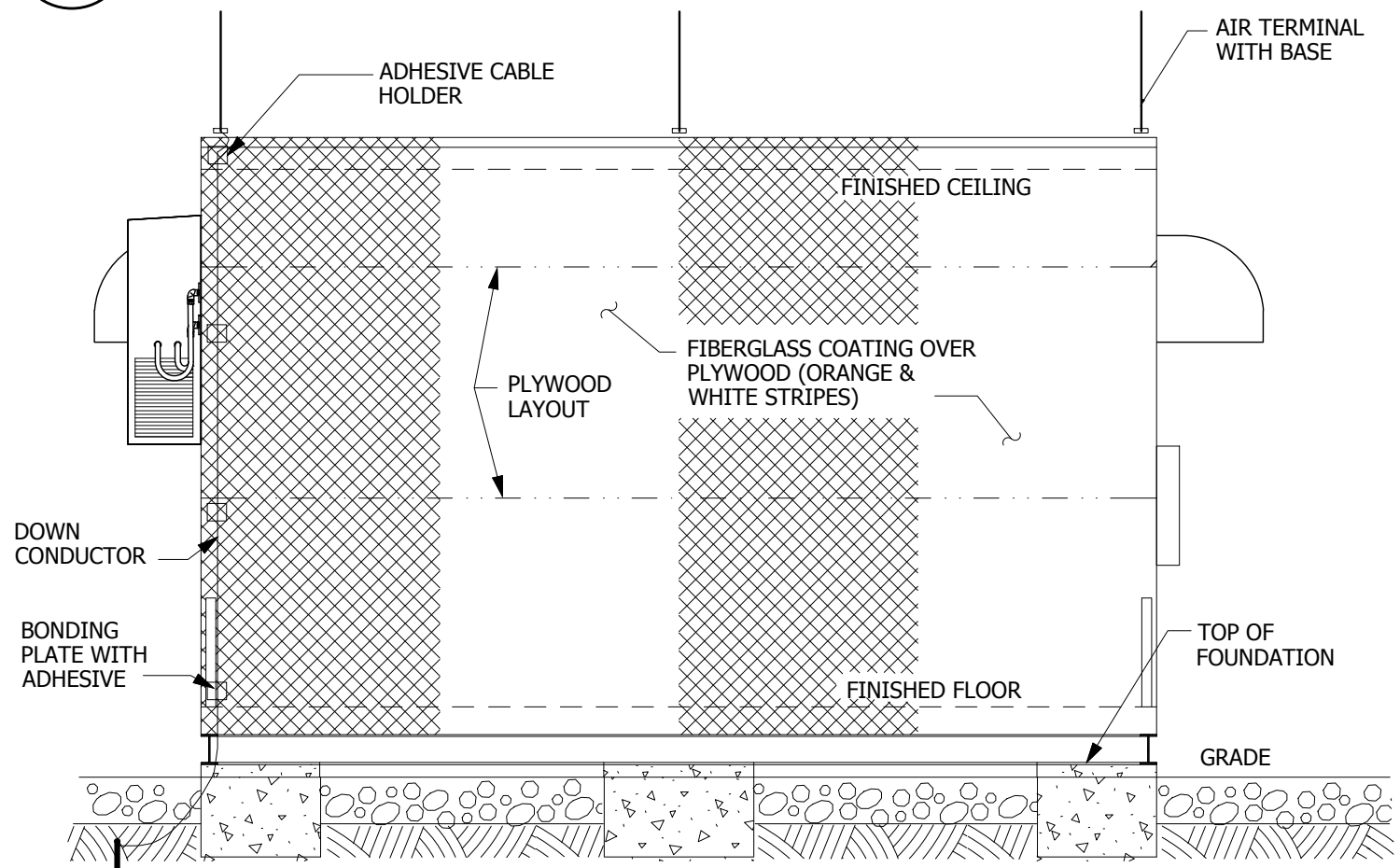


2 FOOTING DETAIL
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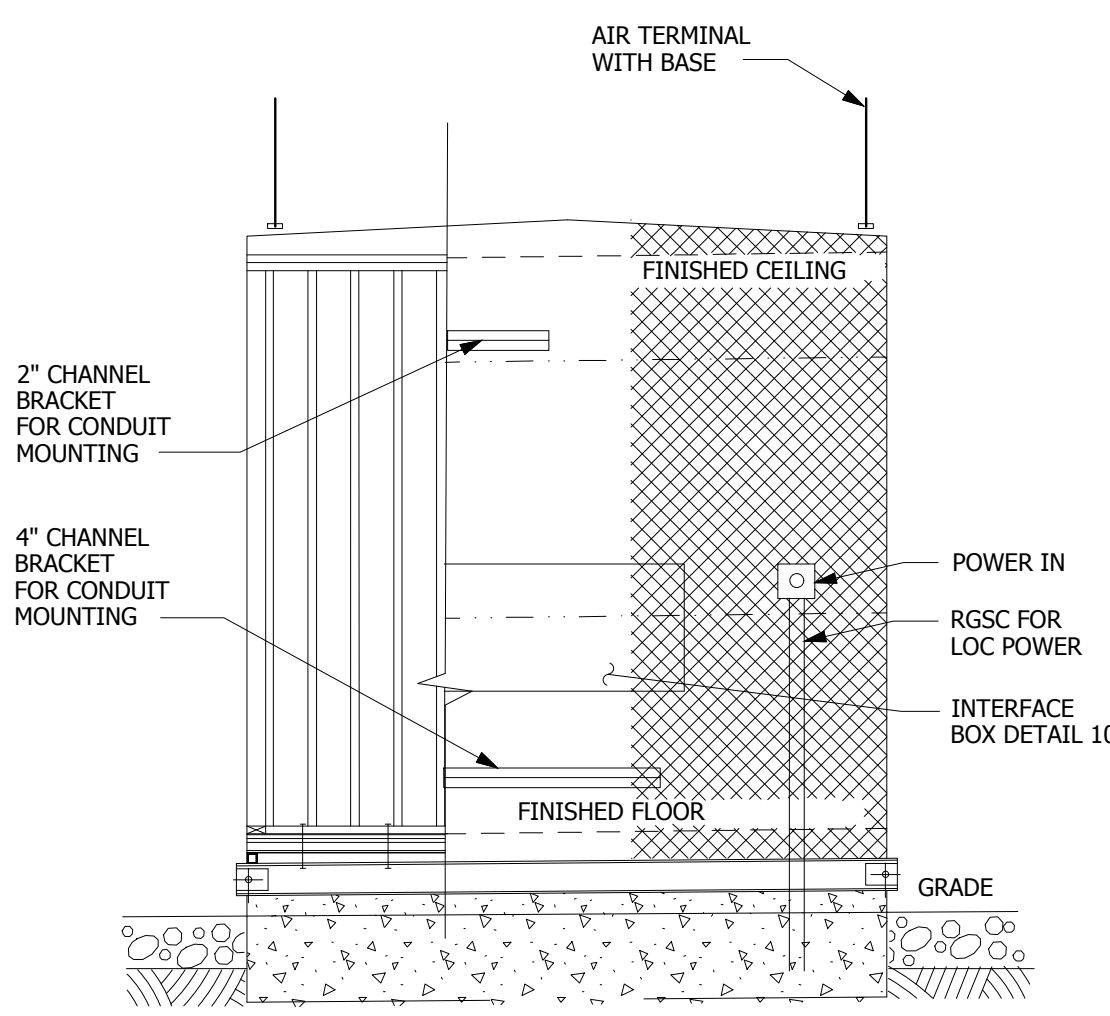


3 ANCHOR BOLT DETAIL
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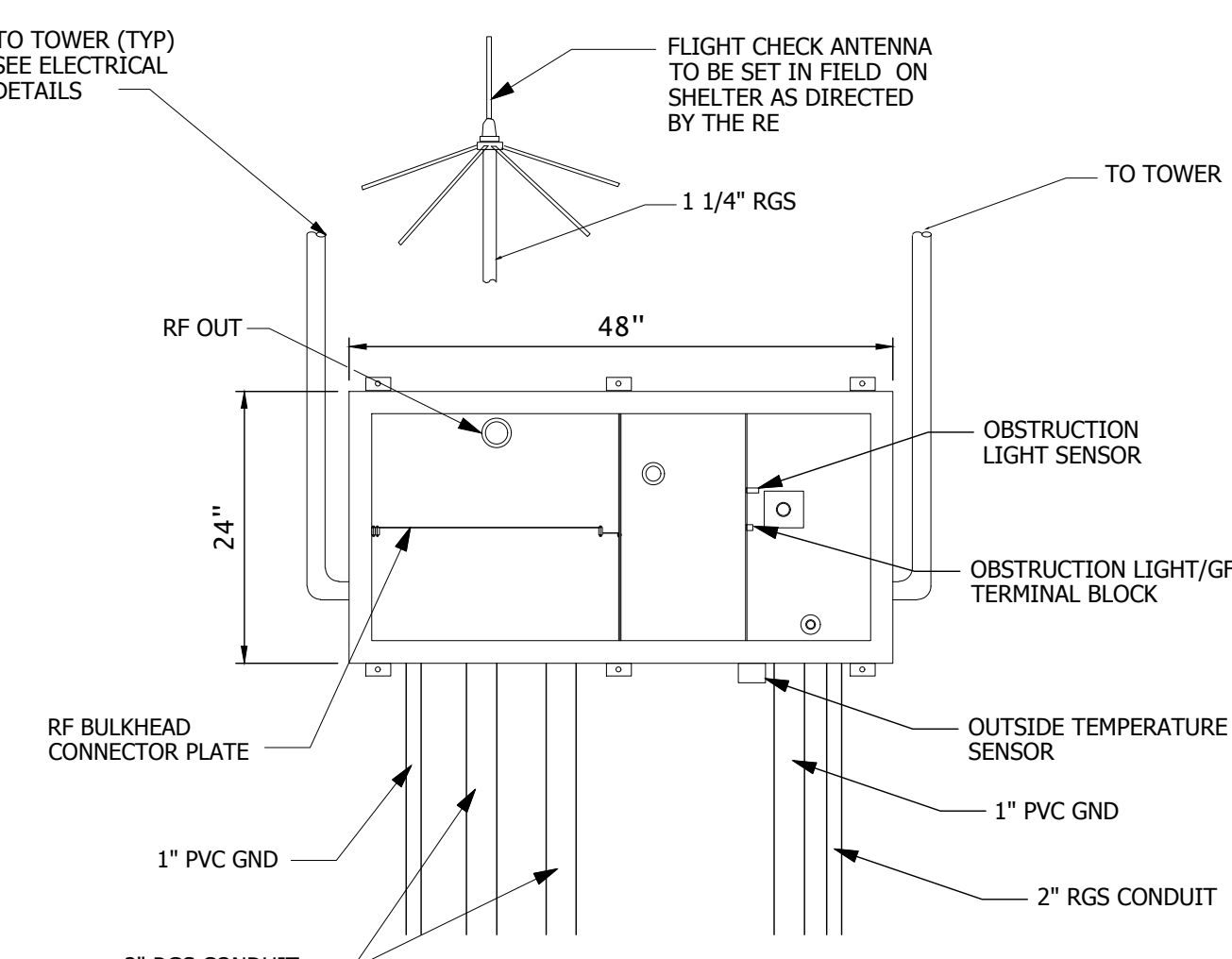
4 TIE DOWN DETAIL
 C102 NOT TO SCALE



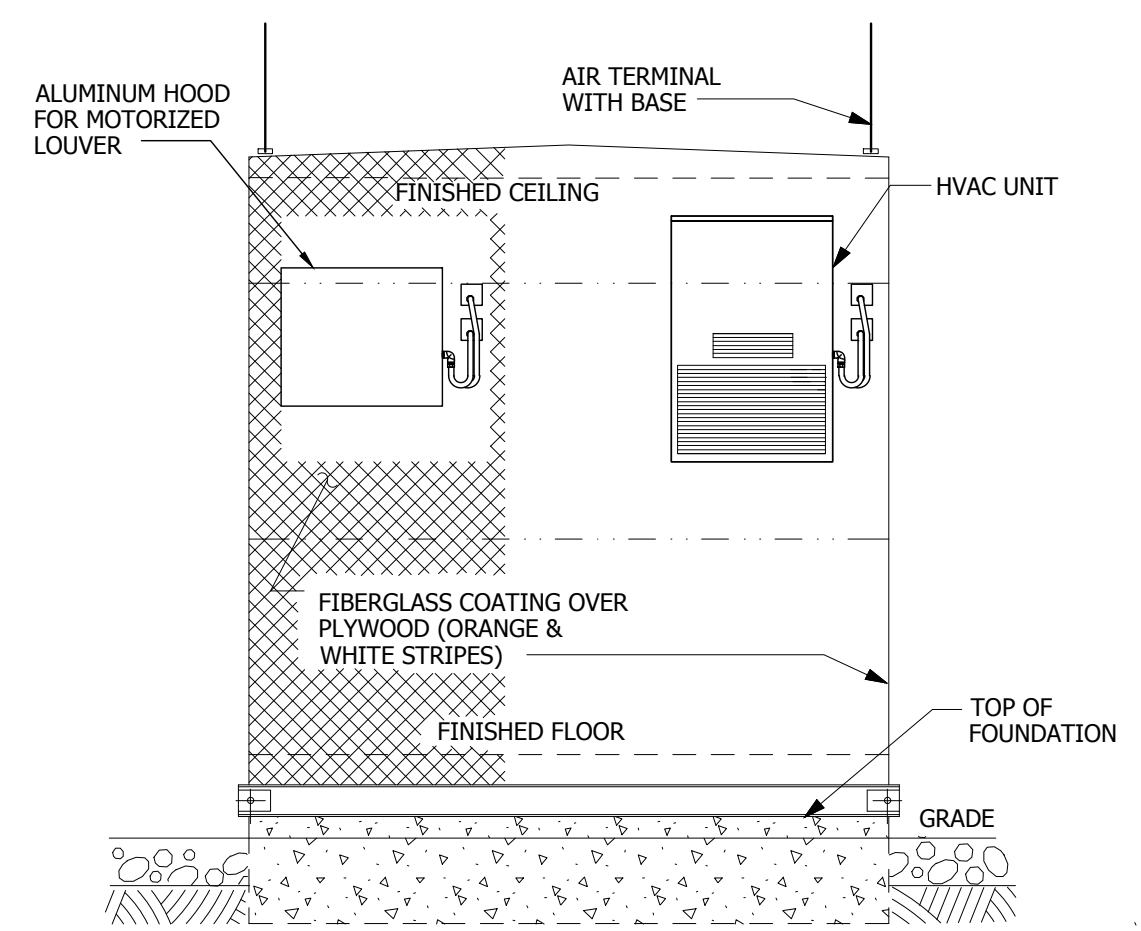
5 REAR ELEVATION
 C102 NOT TO SCALE



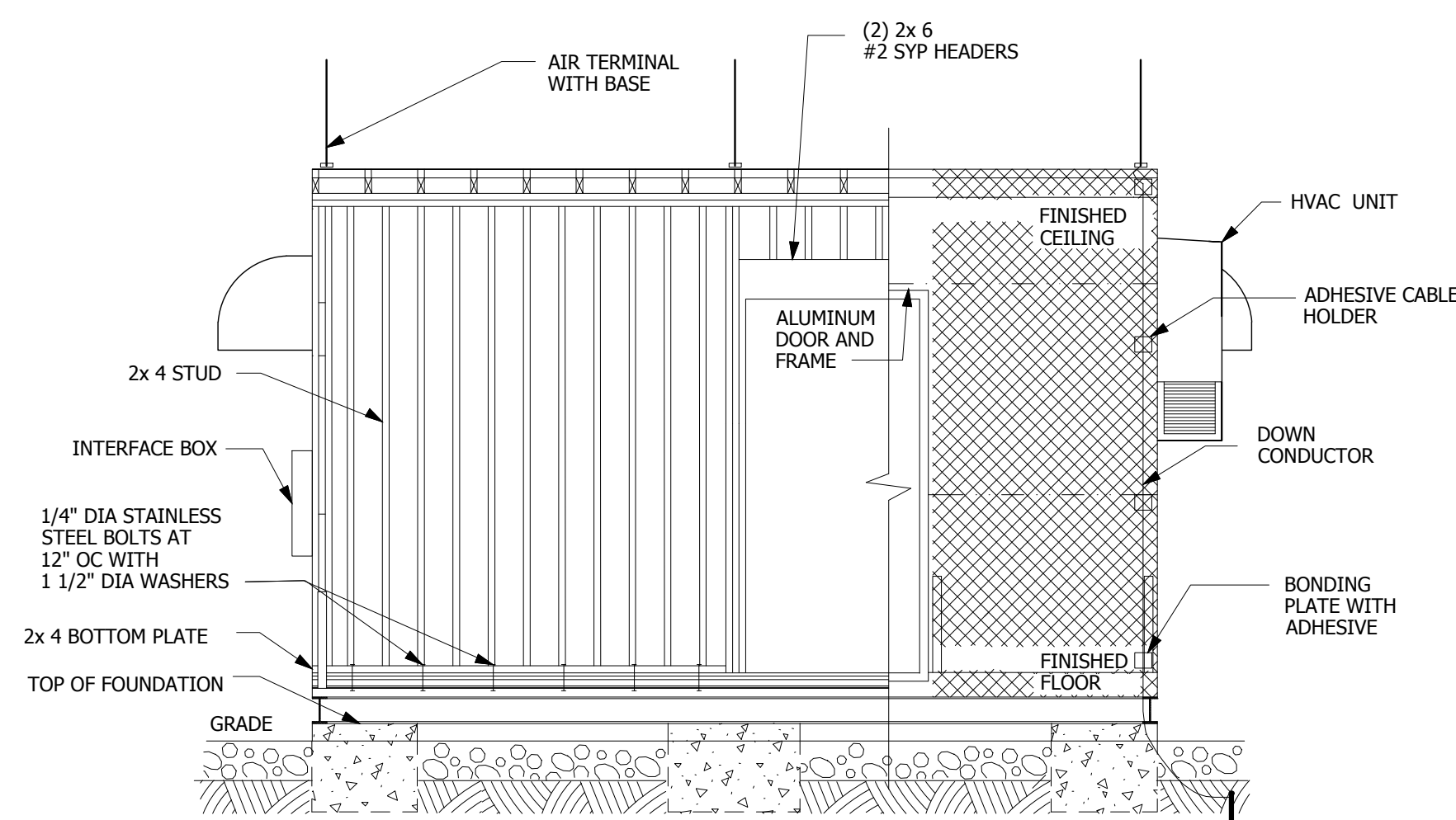
6 LEFT ELEVATION
 C102 NOT TO SCALE



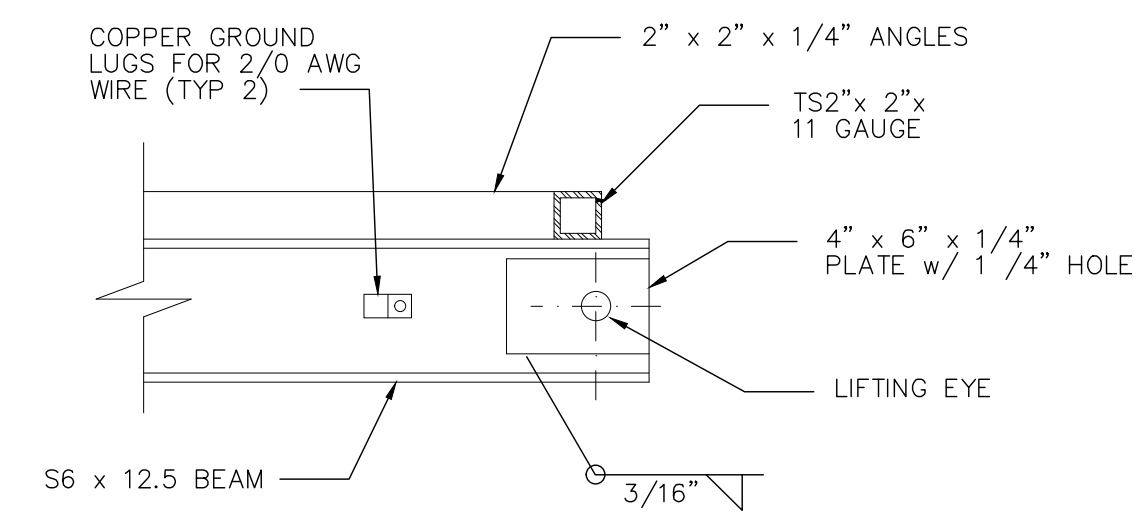
10 INTERFACE BOX
 C102 NOT TO SCALE



7 RIGHT ELEVATION
 C102 NOT TO SCALE



8 FRONT ELEVATION
 C102 NOT TO SCALE



9 LIFTING EYE
 C102 NOT TO SCALE

ATO - TECHNICAL OPERATIONS EASTERN SERVICE AREA

GS

**RUNWAY 35 REPLACE GLIDESLOPE
 DUPONT STANDARD RIGHT-HANDED SHELTER
 10' X 12' FOUNDATION DETAILS AND ELEVATIONS**

AUGUSTA AUGUSTA REGIONAL AIRPORT GA

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PROJECT ENGINEER SF MGR: ENGINEERING - CENTER A

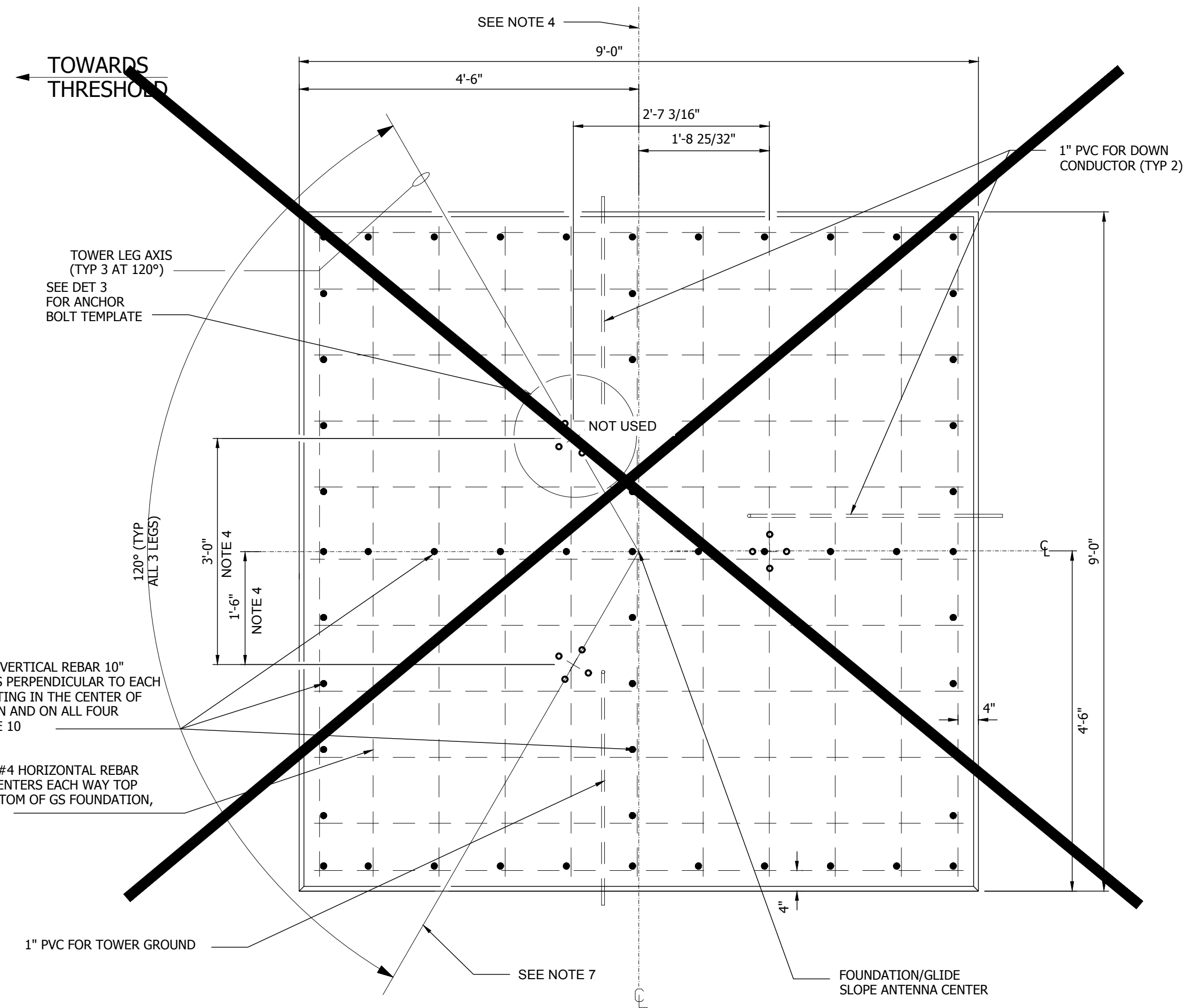
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MCO-1604570-C102

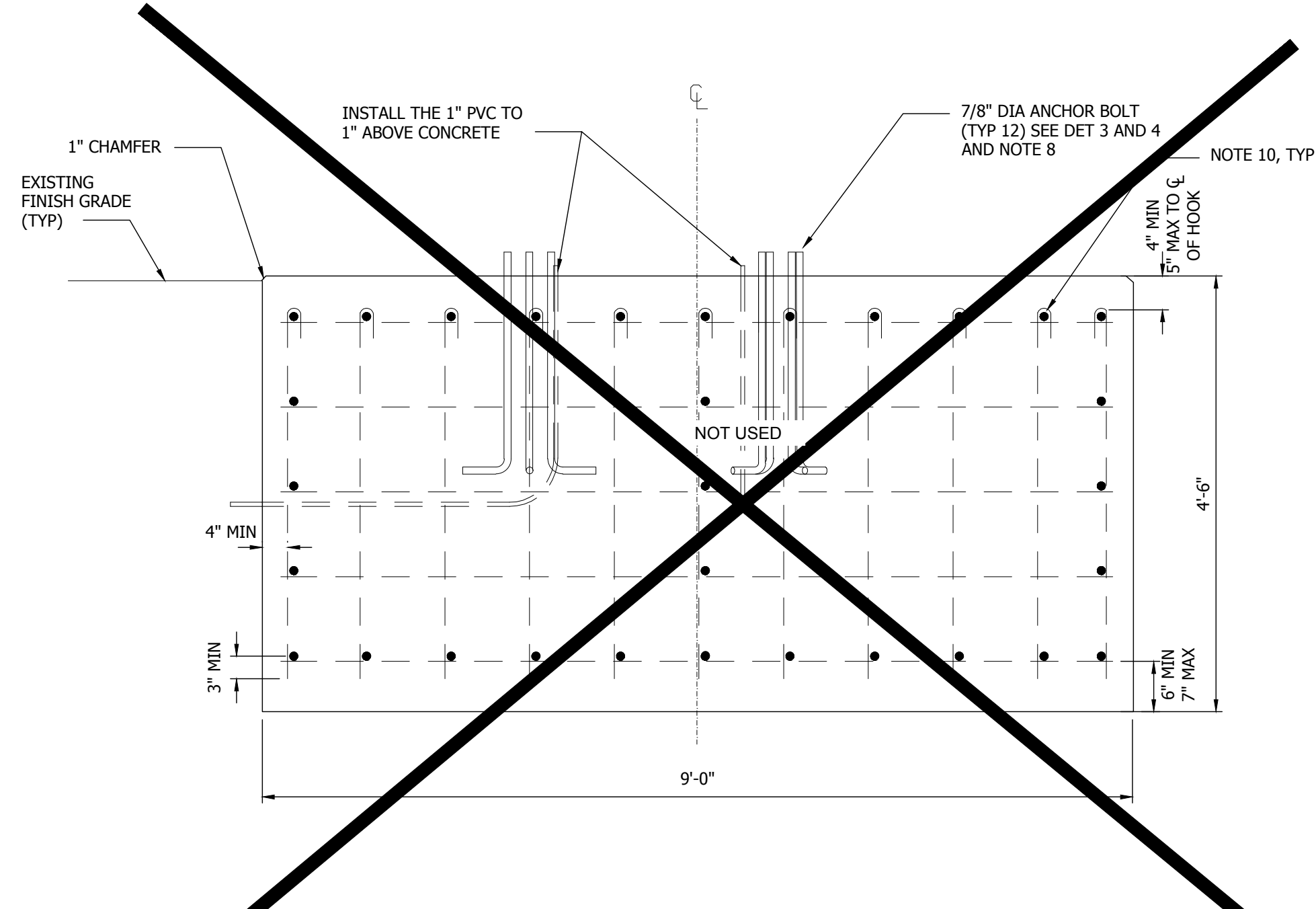
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NOTES

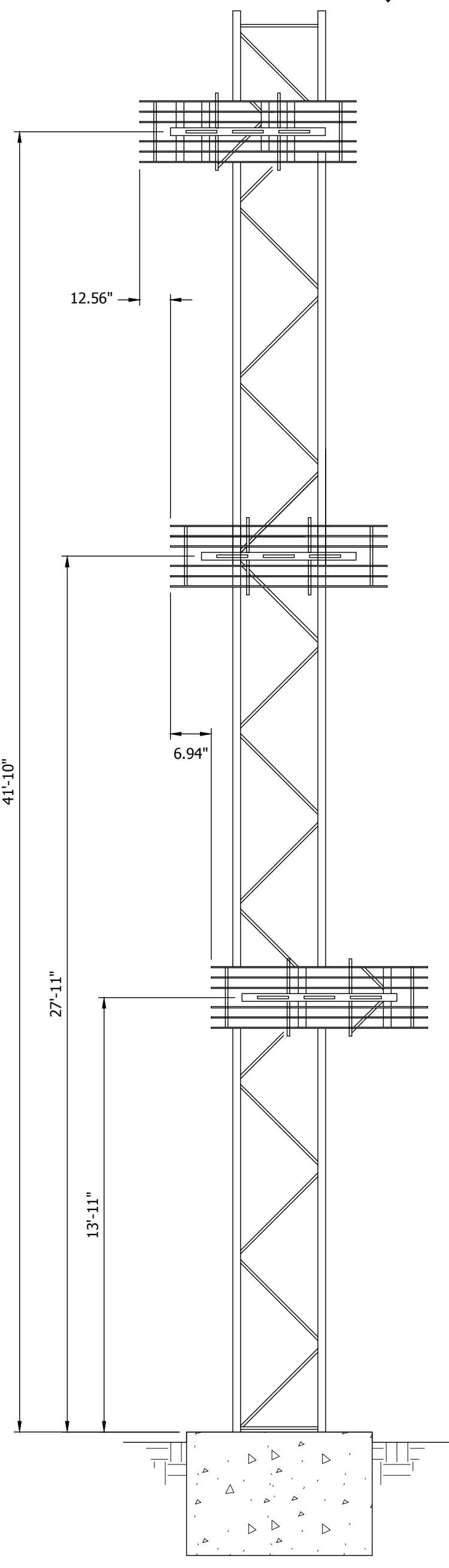
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- IF FILL OR GRADING IS REQUIRED IT SHALL BE BUILT UP IN LAYERS NOT EXCEEDING 6". EACH LAYER SHALL BE TAMPED COMPACTED TO 95% MODIFIED PROCTOR DENSITY. GRADING OF SOIL AND ROCK SHOULD BE SUCH THAT ALL DRAINAGE IS AWAY FROM FOUNDATION.
- TOLERANCES FOR GLIDE SLOPE TOWER ANCHOR BOLTS SHALL BE $\pm 1/16"$ OF DIMENSIONS GIVEN.
- REFERENCE LINES A & B ON 1/6101 FOR PROPER TOWER POSITION ON FOUNDATION.
- LOCATE REBAR SO THAT IT DOES NOT INTERFERE WITH ANCHOR BOLT LOCATIONS.
- FOUNDATION SURFACE SHALL BE LEVEL $\pm 1/8"$ AND BROOM FINISHED.
- THESE LINES ARE ONE AND THE SAME AND ARE TO BE USED FOR ANCHOR BOLT PATTERN LOCATIONS.
- ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE HOT-DIPPED GALVANIZED STEEL PER ASTM A153 AND A354.
- CONTRACTOR TO INSTALL ANTENNA ELEMENTS AT ELEVATIONS SHOWN IN DETAIL 5/C103. ELEVATIONS WERE INITIALLY DETERMINED BY THE FAA. ALL ADJUSTMENTS AND TUNING IS TO BE DONE BY THE FAA.
- WHERE VERTICAL AND HORIZONTAL REBAR MET, VERTICAL REBAR SHALL HAVE 180 DEGREE HOOK MIN 4" OVERLAPPING TOP HORIZONTAL MAT.
- EXISTING GLIDESLOPE ANTENNA FOUNDATION IS TO BE REUSED. CONTRACTOR TO VERIFY EXISTING FOUNDATION AND ANCHOR BOLT PATTERN.
- IF THE EXISTING BOLT PATTERN DOES NOT MATCH THE PATTERN OF THE NEW TOWER OR THE EXISTING BOLTS ARE DAMAGED, THE EXISTING BOLTS SHALL BE CUT FLUSH WITH THE EXISTING FOUNDATION. THE CONTRACTOR SHALL INSTALL NEW ANCHOR BOLTS PER DETAIL 6 ON THIS SHEET.
- ANCHOR BOLTS, NUTS, AND WASHERS SHALL BE HOT-DIPPED GALVANIZED STEEL PER ASTM A153 AND ASTM A325.
- ANCHOR BOLTS SHALL BE INSTALLED BY DRILLING HOLES AND USING SIMPSON STRONG-TIE, SET-XP EPOXY. HOLE MUST BE CLEANED OUT USING COMPRESSED AIR. INSTALL EPOXY IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION. VERIFY BOLTS ARE PLUMB.



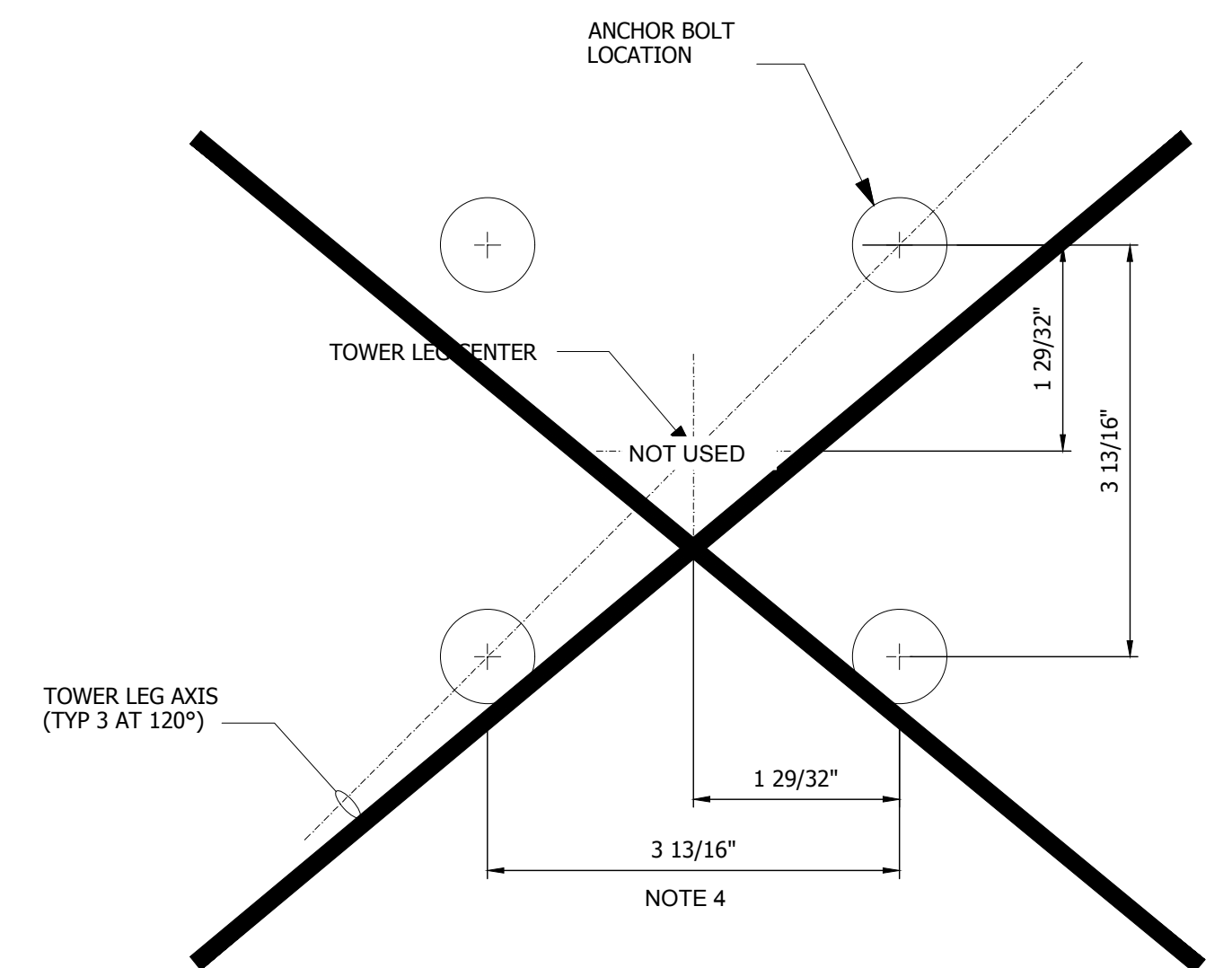
1 GS ANTENNA FOUNDATION - PLAN
C103 NOT TO SCALE



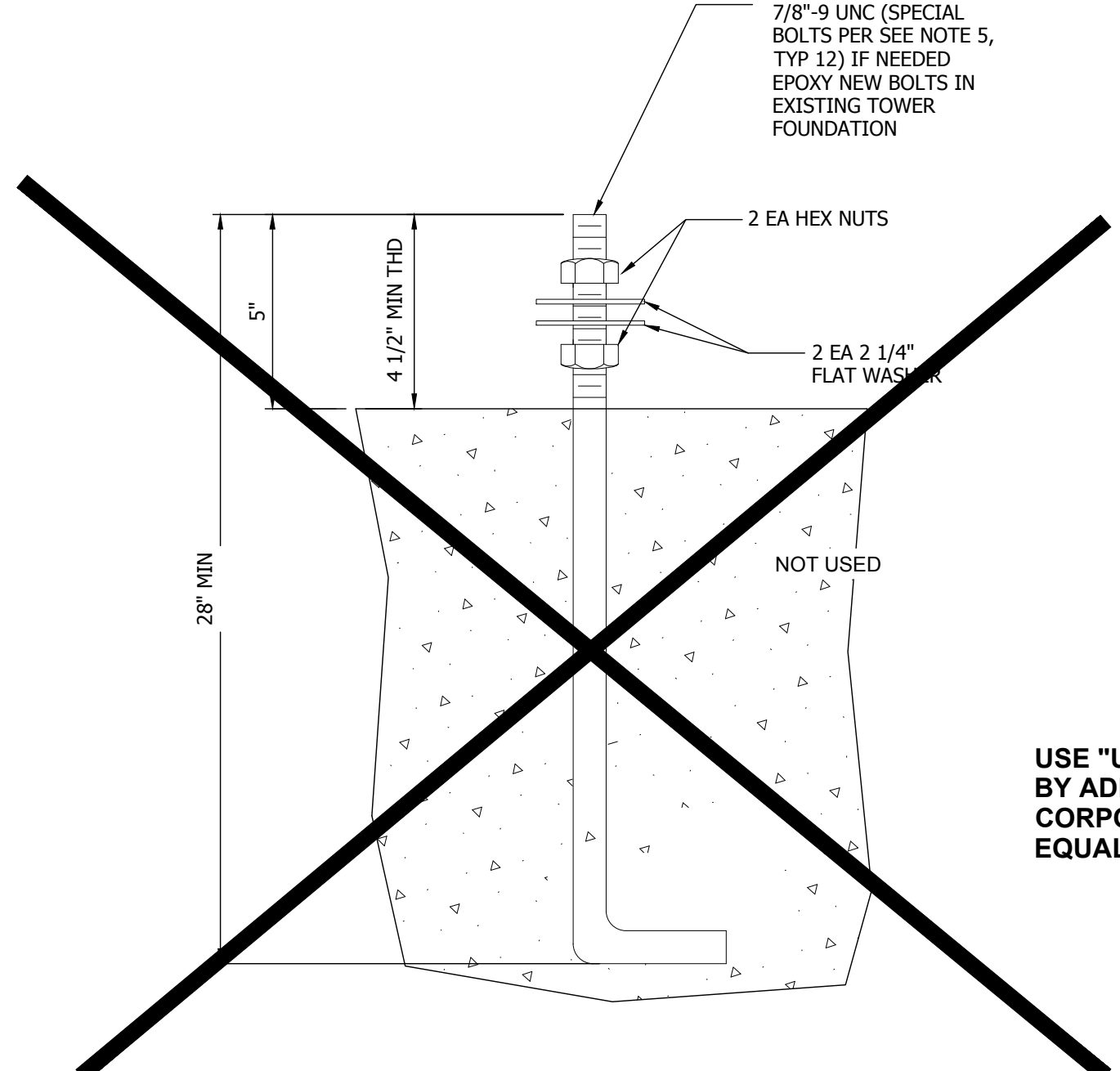
2 GS ANTENNA FOUNDATION - ELEVATION
C103 NOT TO SCALE



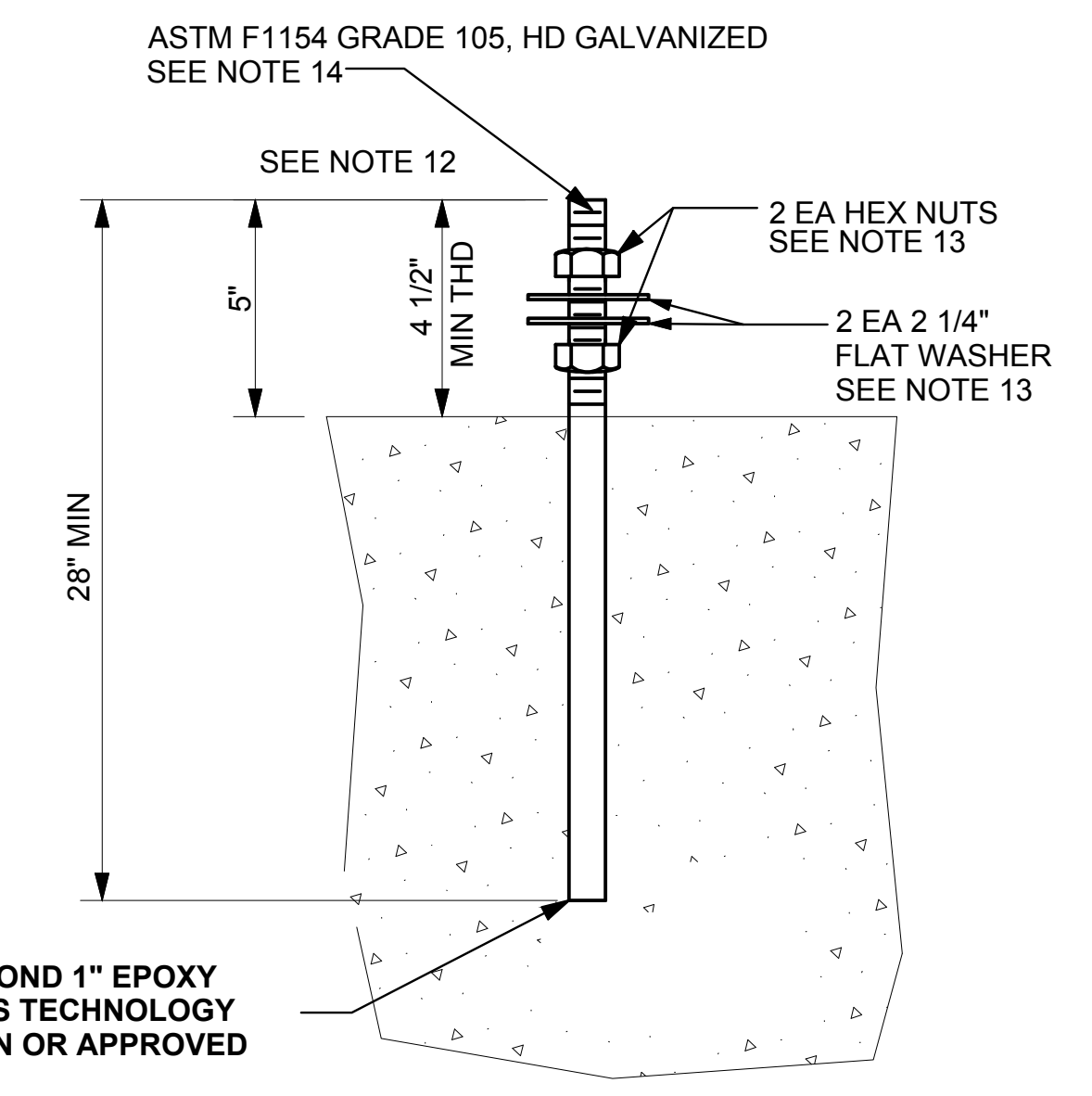
5 NEW CAPTURE EFFECT ANTENNA POSITIONING
C103 NOT TO SCALE



3 ANCHOR BOLT LOCATIONS
C103 NOT TO SCALE



4 ANCHOR BOLT DETAIL
C103 NOT TO SCALE



6 ANCHOR BOLT DETAIL
C103 NOT TO SCALE (IF REQUIRED, SEE NOTE 12)

- ANCHOR BOLT SHALL BE INSTALLED BY DRILLING HOLE AND USING SIMPSON STRONG-TIE, SET-XP EPOXY. HOLE MUST BE CLEANED OUT IN USING COMPRESSED AIR. INSTALL EPOXY IN ACCORDANCE WITH MANUFACTURER RECOMMENDATION. VERIFY BOLTS ARE PLUMB.
- ANCHOR BOLT DETAIL SHALL BE UTILIZED IN THE EVENT THAT THE EXISTING BOLT PATTERN DOES NOT ALIGN UP TO THE NEW TOWER. PROVIDE AND INSTALL ANCHOR BOLTS PER DETAIL.

SOUTHERN REGION ATLANTA, GA

GS

RUNWAY 35 REPLACE GLIDESLOPE GLIDE SLOPE TRANSMITTING TOWER FOUNDATION DETAILS

AUGUSTA AUGUSTA REGIONAL AIRPORT GA

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SF TJS PROGRAM ENGINEERING MAINTENANCE SERVICE

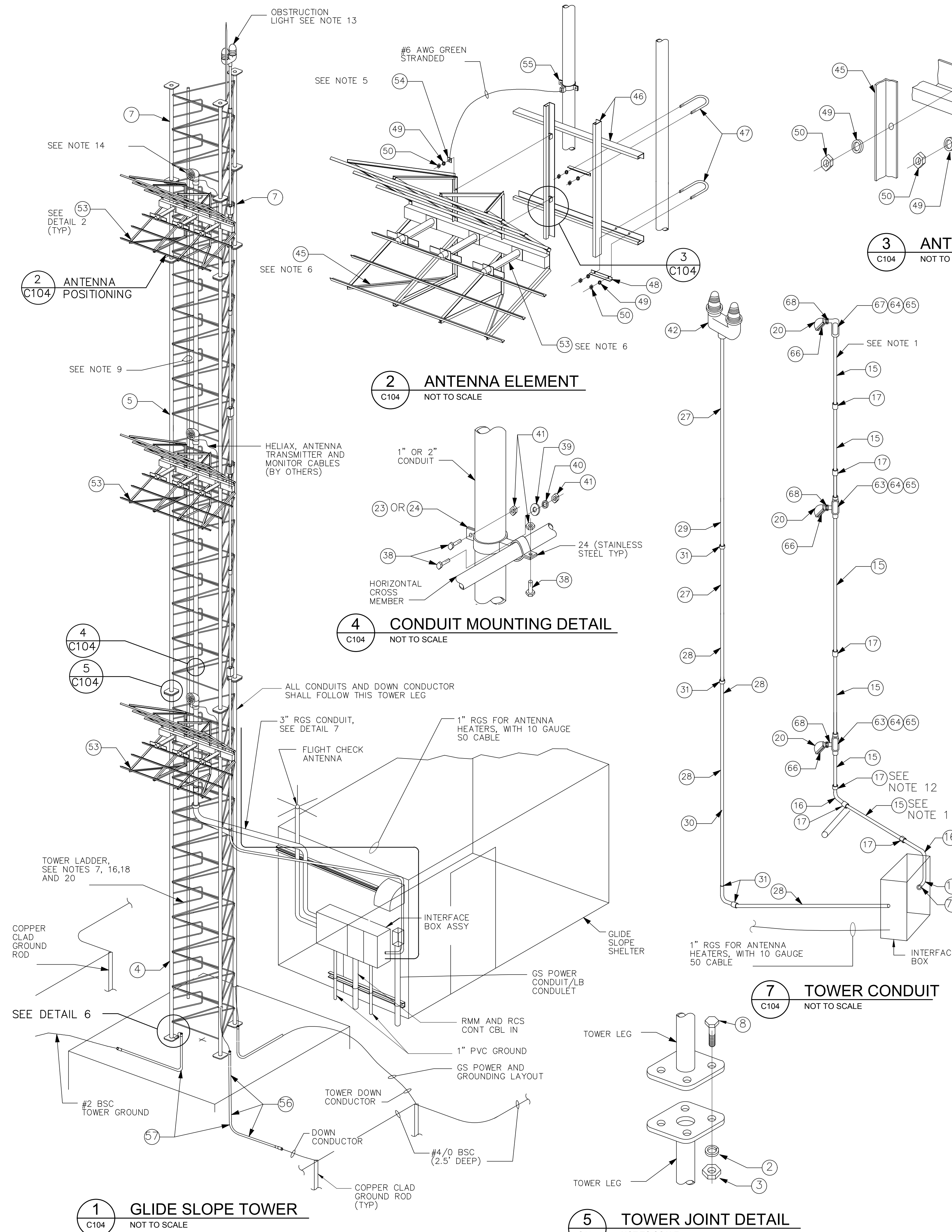
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MCO-1604570-C103

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EDM:mcg-1604570-C103.dwg

DRAWING PRODUCED ON ASD RO MICROSTATION SYSTEM



NOTES

- CUT CONDUIT TO REQUIRED LENGTH.
- ALL ITEMS MARKED WITH (*) SHALL BE FURNISHED BY THE CONTRACTOR, ALL OTHER ITEMS ARE FURNISHED BY OTHERS.
- ITEMS PART OF GLIDE SLOPE TOWER WPN 447820-0001, NO THALES PART NUMBER AVAILABLE.
- MANUFACTURER PROVIDES 48 EACH OF ITEMS 2 AND 3 AS PART OF TOWER ASSEMBLY OF TOWER SECTIONS.
- SEE GLIDE SLOPE LADDER DETAIL DRAWING FOR MORE INFORMATION. LADDER SYSTEM FROM EXISTING TOWER IS TO BE USED AND INSTALLED ON NEW TOWER.
- LUG MOUNTING HOLE FIELD DRILLED TO 3/8" DIA.
- ITEMS 45 AND 53 ARE FACTORY ASSEMBLED.
- REMOVE ALL PAINT BETWEEN TOWER SECTION FLANGES PRIOR TO BOLTING THE SECTIONS TOGETHER. REMOVE ALL PAINT BETWEEN THE COPPER TAB AND THE TOWER BASE.
- TOWER SECTIONS SHALL BE ARRANGED SO THAT THE BOTTOM IS ORANGE AND AT LEAST THE TOP 10 FT IS ORANGE.
- BOND END OF RIGID CONDUIT WHERE IT TRANSITIONS TO PVC.
- THE CONTRACTOR SHALL PROVIDE DUAL LED OBSTRUCTION LIGHT DIALIGHT PART NUMBER RTOCRO7002.
- UPPER ANTENNA WEATHERHEAD SHALL BE MOUNTED MAXIMUM OF 40 FT ABOVE GROUND.
- ALL UNUSED MAST 5' ABOVE THE TOP ANTENNA SHALL BE REMOVED AFTER FLIGHT CHECK BY CONTRACTOR.
- LADDER MOUNTS SHALL HAVE THE BOLT HANDS ON THE INSIDE OF THE TOWER.
- GROUNDING CLAMP "U" BOLTS FACE OUT.
- LADDER MOUNTS ON FACE OF TOWER FURTHEST AWAY FROM RUNWAY.
- ALL CONDUITS MOUNT ON LEG OF TOWER FURTHEST AWAY FROM ANTENNAS.
- LADDER MOUNTS AWAY FROM ANTENNAS.
- PROVIDE AND INSTALL AN ADDITIONAL 1" RGS FOR ANTENNA HEATER WITH 10 GAUGE SO CORD. PROVIDE(3) 1" WEATHER HEADS STUBED OUT AT EACH ANTENNA.
- FAA IS TO BE RESPONSIBLE FOR THE TUNING, TERMINATIONS, AND ANY FINAL ADJUSTMENTS OF THE ANTENNA ELEVATIONS.

ITEM	QTY	DESCRIPTION	WPN
77	1	CONNECTOR HUB (WATER TITE) 2"	*
76	50'	CABLE, POWER, #12 THW GREEN	*
75	50'	CABLE, POWER, #12 THW WHITE	*
74	50'	CABLE, POWER, #12 THW RED	*
73	100'	CABLE, POWER, #12 THW BLACK	*
72	N/A	COPPER CLAD GROUND ROD (3/4"x10' LONG)	*
71	N/A	N/A	*
70	N/A	N/A	*
69	N/A	N/A	*
68	3	NIPPLE, 2"x4" MIN, RGS	488767-0001
67	1	UNILET, CONDUIT "LB", 3" GALV. RIGID	*
66	1	ANTENNA CABLE (BY OTHERS)	*
65	3	GASKET, COVER	*
64	3	COVER, UNILET	*
63	2	UNILET, CONDUIT "T", RGS 3"	*
62	N/A	N/A	*
61	22	TIE WRAP	094675-0001
60	2	CONNECTOR, SPLIT BOLT	229911-0004
59	2	ASSEMBLY, TOWER GROUND	(SEE NOTE 3)
58	4	COUPLING, 1" PVC	*
57	2	ELL, SWEEP 1" PVC	*
56	AR	CONDUIT, 3/4" PVC	*
55	3	CLAMP, GROUND	094686-0003
54	3	FARGO LUG (SEE NOTE 5)	025459-0002
53	3	ELEMENT, ANTENNA	447791-0001
52	24	BOLT, HEX 3/8"-16x1-1/2"	088476-0008
51	24	LOCK, CHANNEL	088476-0009
50	48	NUT, HEX 3/8"-16	088476-0006
49	48	WASHER, LOCK 3/8"	088476-0007
48	12	ANGLE, SUPPORT	088476-0005
47	12	CLAMP, "U" 3" DIA.x3/8"-16	088476-0004
46	12	CHANNEL, MOUNTING	088476-0002
45	3	FRAME, ANTENNA MOUNTING	088476-0001
44	1	COUPLING, REDUCING 3/4" - 1"	035229-0002
43	2	NOT USED.	*
42	1	SEE NOTE 13	*
41	AR	NUT, HEX 1/4"-20 (NOTE 11)	*
40	AR	WASHER, FLAT 1/4" (NOTE 11)	*
39	AR	WASHER, FLAT 1/4" (NOTE 11)	*
38	AR	SCREWMACHINE 1/4"-20x1/2" (NOTE 11)	*
37	AR	HANGER, CONDUIT 1" (NOTE 11)	*
36	N/A	N/A	*
35	N/A	N/A	*
34	N/A	N/A	*
33	N/A	N/A	*
32	1	COUPLING, CONDUIT NO THREAD 1"	033769-0003
31	AR	COUPLING, CONDUIT GALV. RIGID 1"	033755-0003
30	2	ELBOW, 45° GALV. RIGID 1"	*
29	3	CONDUIT, GALV. RIGID 1"	*
28	1	CONDUIT, GALV. RIGID 1"	*
27	2	CONDUIT, GALV. RIGID 1"	*
26	N/A	N/A	*
25	N/A	N/A	*
24	AR	HANGER, CONDUIT 1" (NOTE 11 TYP)	*
23	AR	HANGER, CONDUIT 2" (NOTE 11 TYP)	*
22	-	NOT USED	*
21	1	CONDUIT, GALV. RIGID 2"	*
20	3	WEATHERHEAD, ENTRANCE 2" RGS	*
19	N/A	NOT USED	*
18	AR	COUPLING, CONDUIT 3" RIGID	*
17	3	ELBOW, 45° GALV. RIGID 3"	*
16	AR	CONDUIT, GALV. RIGID 3"	*
15	AR	CONDUIT, GALV. RIGID 3"	*
14	N/A	N/A	*
13	N/A	N/A	*
12	N/A	N/A	*
11	N/A	N/A	*
10	N/A	N/A	*
9	N/A	N/A	*
8	36	BOLT, HEX 7/8"-9x2-1/2"	(SEE NOTE 3)
7	2	SECTION, TOWER 5'	(SEE NOTE 3)
6	N/A	N/A	*
5	1	SECTION, TOWER 20'	(SEE NOTE 3)
4	1	SECTION, TOWER 20' (BASE)	(SEE NOTE 3)
3	60	NUT, HEX 7/8"-9"	(SEE NOTE 4)
2	48	WASHER, LOCK 7/8"	(SEE NOTE 4)
1	12	BOLT, ANCHOR 1/8"-9x28"	*

PARTS LIST

SOUTHERN REGION ATLANTA, GA

GS

RUNWAY 35 REPLACE GLIDESLOPE

GLIDE SLOPE ANTENNA TOWER INSTALLATION

DETAILS TYPE FAA-10584-10685

AUGUSTA AUGUSTA REGIONAL AIRPORT GA

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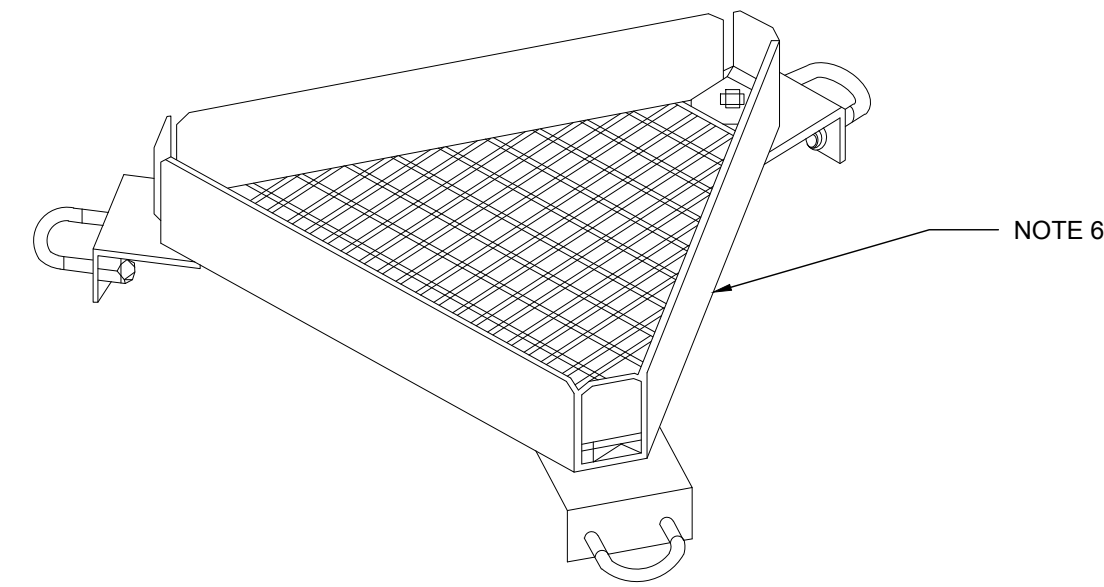
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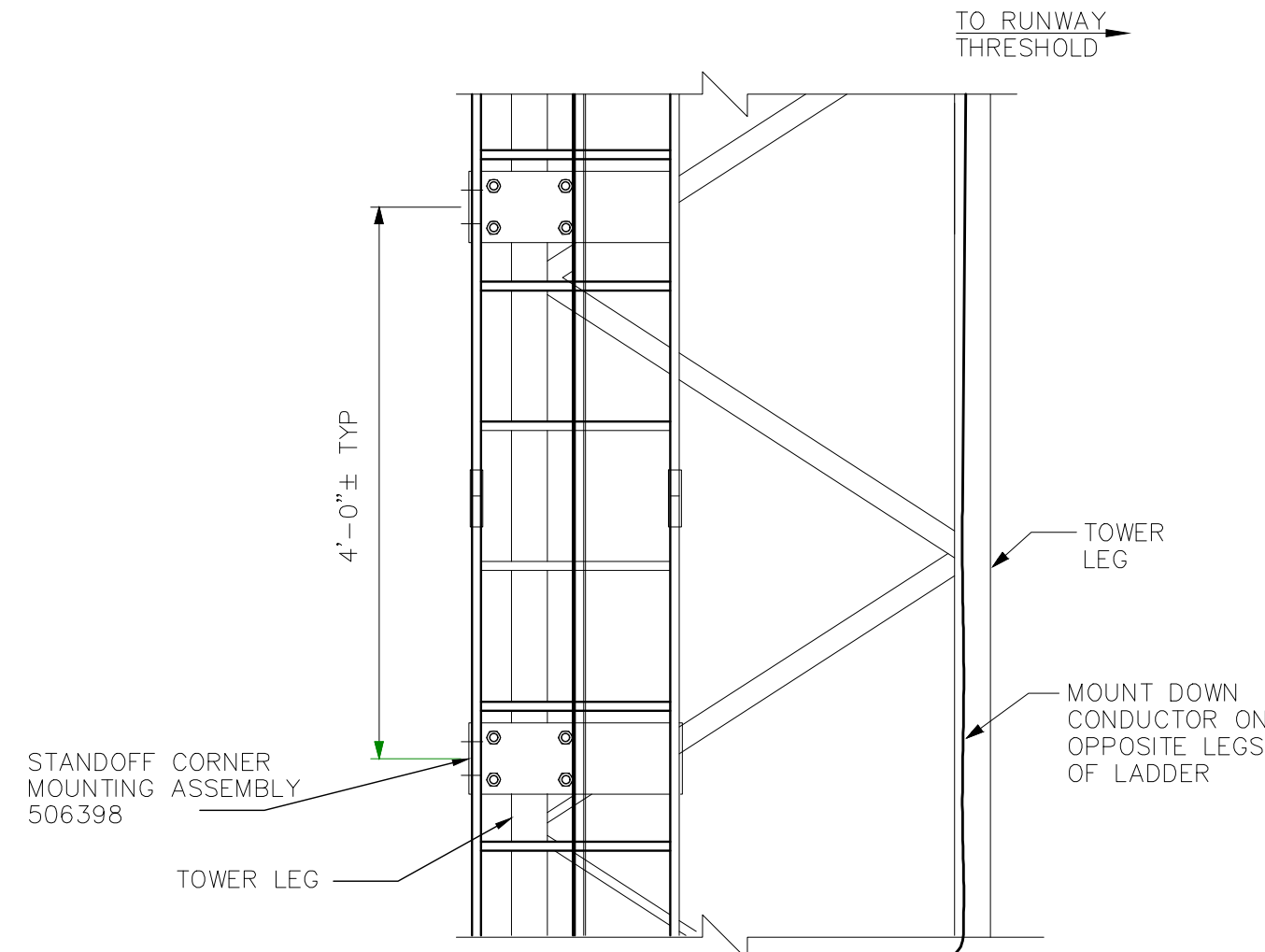
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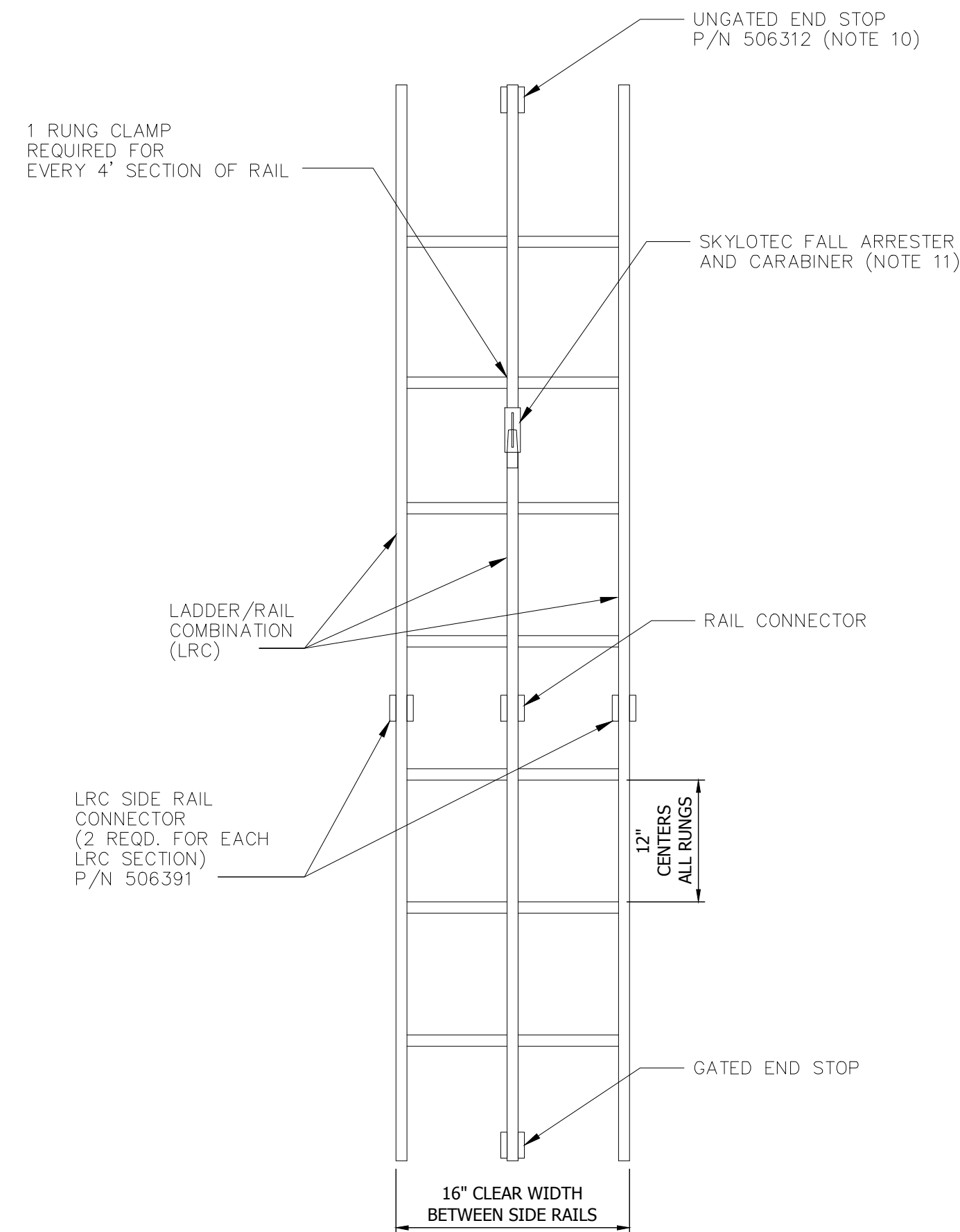
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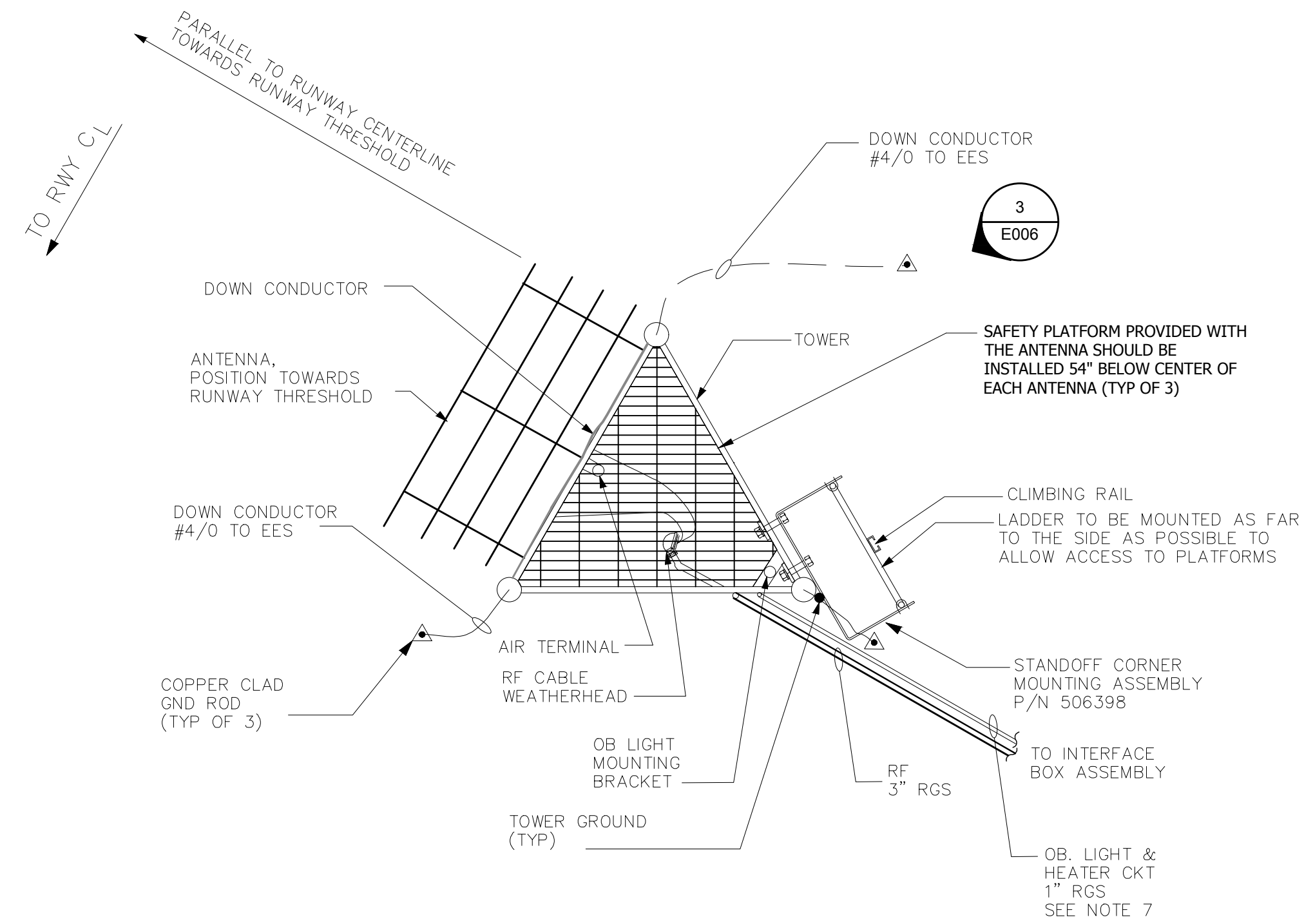
1 GLIDE SLOPE PLATFORM
C105 NOT TO SCALE



3 LADDER ELEVATION
C105 NOT TO SCALE



2 DYNA-GLIDE FALL ARRESTOR DETAIL
C105 NOT TO SCALE



4 GLIDE SLOPE TOWER SECTION
C105 NOT TO SCALE

NOTES

1. ROUND TUBE NOTCHED RAIL SYSTEMS ARE NOT ALLOWED. THE CLIMBING RAIL THAT IS FURNISHED WITH THE GS KIT SHALL BE SCRAPPED.
2. RUNGS MINIMUM 3/4" ROUND BAR.
3. TOWER SHOULD BE ORIENTED SO THAT BOLT ON LADDER COVERS THE INTEGRATED, (BUILT-IN) LADDER ON THE TOWER IF POSSIBLE AND MOUNTED ON THE SIDE FURTHEST FROM RUNWAY CENTERLINE.
4. THE SUPPORTS ARE TO BE PLACED AS CLOSE AS POSSIBLE TO PANEL POINTS AT APPROXIMATELY 4'-0" SPACING.
5. THE OBSTRUCTION LIGHT, HEATER CIRCUIT AND RF CONDUITS ARE TO BE INSTALLED ON OUTSIDE OF TOWER AND FURTHEST AWAY FROM THRESHOLD ON SAME VERTICAL LEG SO THAT THE PLATFORMS CAN BE INSTALLED ON THE INSIDE OF THE TOWER.
6. INSTALL THREE GALVANIZED, INTERNALLY-MOUNTED PLATFORMS ON THE GS TOWER 54" BELOW MID-POINT OF EACH ANTENNA. GLIDE SLOPE PLATFORMS FURNISHED BY FAA.
7. THOMPSON CABLE SHALL NOT BE INSTALLED UNDERGROUND. USE #4/0 TO MAKE CONNECTION TO THE UNDERGROUND EES MIN 18" ABOVE GRADE.
8. ADD IN PLATED BRAIDED GROUND STRAPS BETWEEN LADDER SECTIONS AT BOLTED CONNECTIONS.
9. EXISTING LADDER AND SAFETY CLIMBING SYSTEMS THAT WERE REMOVED FROM EXISTING TOWER IS TO BE REUSED ON THE NEW TOWER INSTALLATION. CONTRACTOR SHALL PROVIDE THE NECESSARY HARDWARE TO MOUNT EQUIPMENT.
10. ALL PART NUMBERS ARE DYNA-GLIDE/MSA ROSE.
11. ~~CONTRACTOR SHALL FURNISH AND INSTALL DYNA-GLIDE/MSA CLIMBING SYSTEM WITH SKYLOTEC RAIL AND TROLLEY.~~

SOUTHERN REGION ATLANTA, GA

GS
RUNWAY 35
REPLACE GLIDESLOPE
GLIDE SLOPE ANTENNA TOWER LADDER DETAILS

AUGUSTA AUGUSTA REGIONAL AIRPORT GA

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TJS PROGRAM ENGINEERING MAINTENANCE SERVICE

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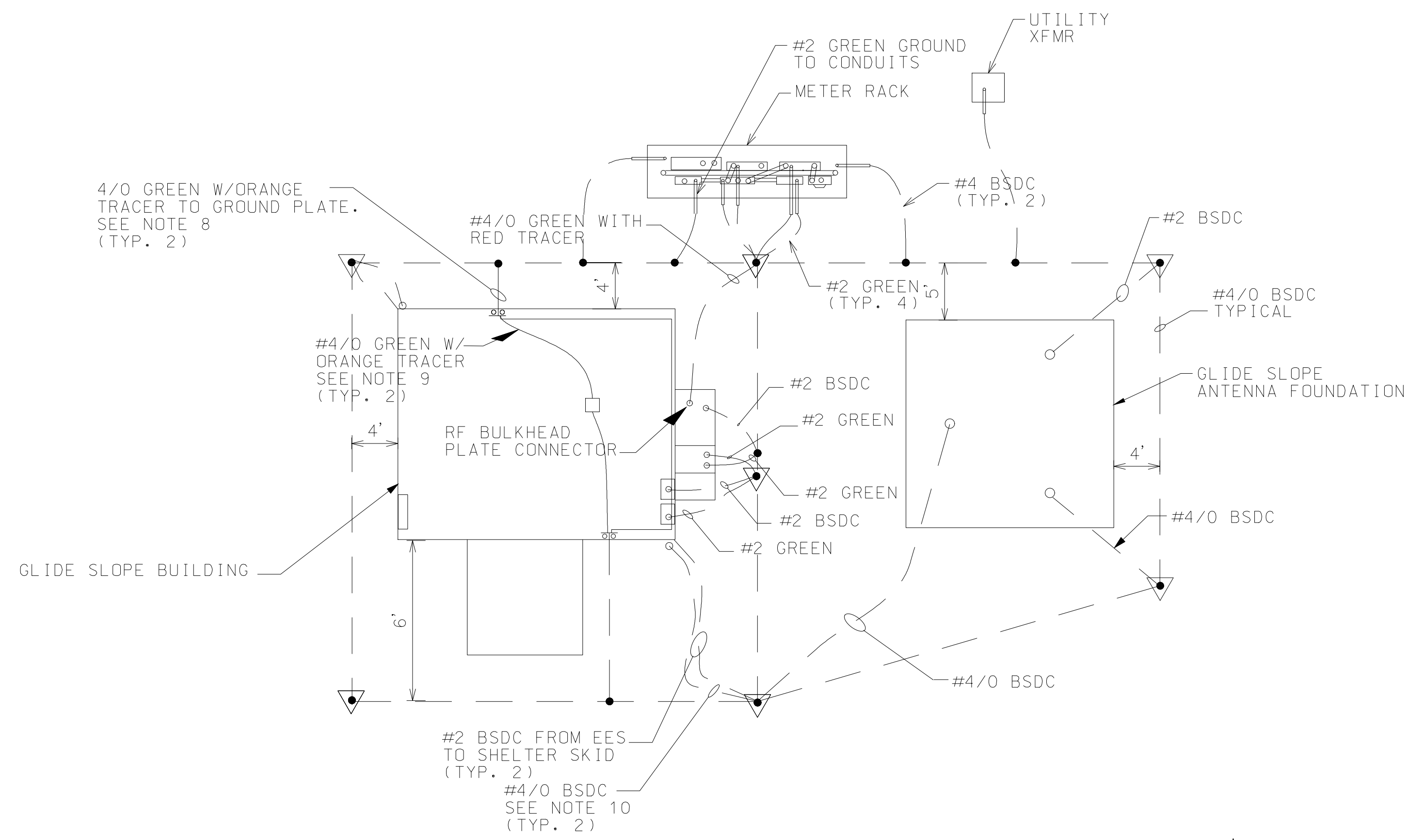
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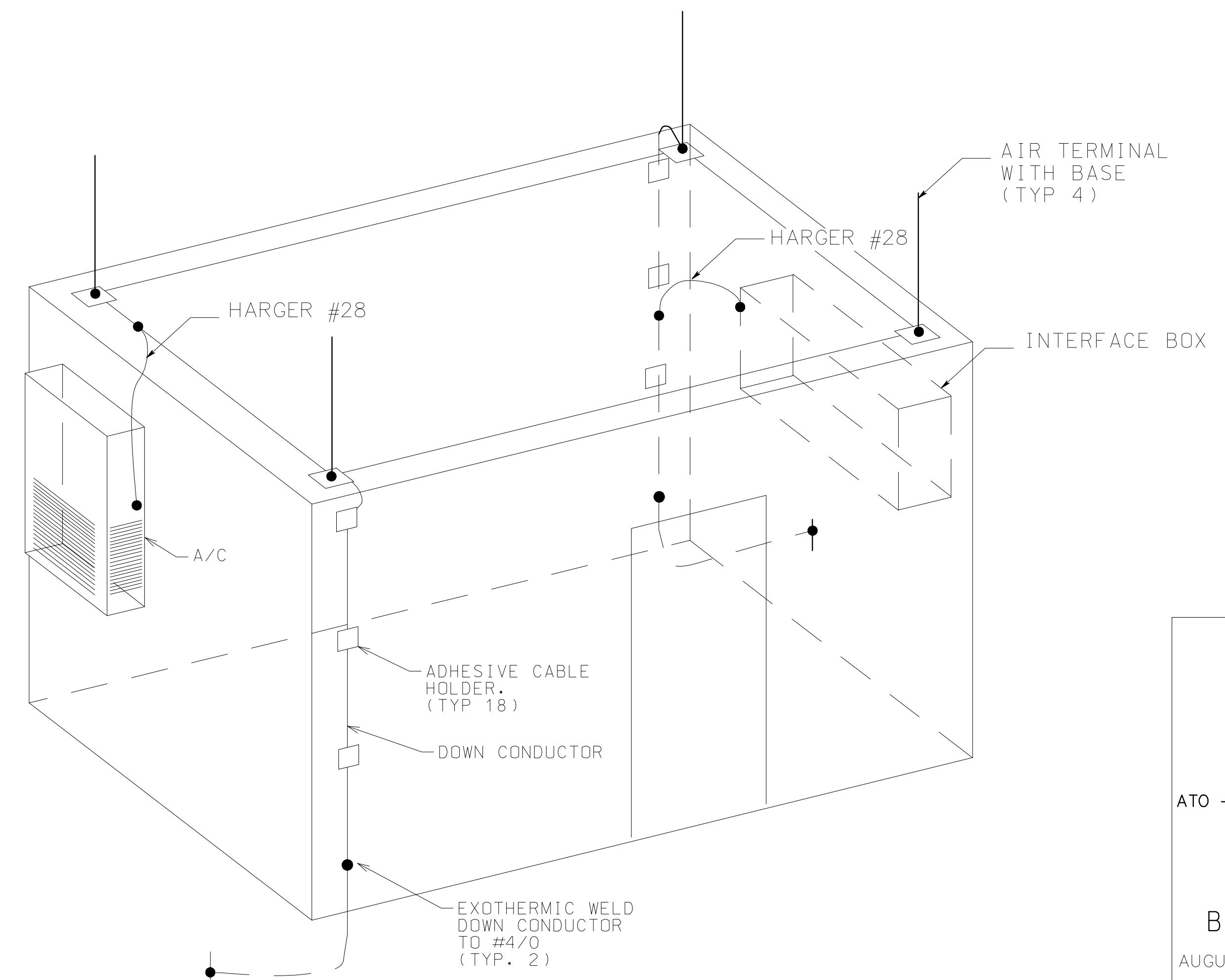
NOTES

1. CONTRACTOR IS TO PROVIDE NEW UNDERGROUND EARTH ELECTRODE SYSTEM. PROVIDE NEW GROUND RODS AND #4 CABLE AS NEEDED TO COMPLETE INSTALLATION AND MEET THE REQUIREMENTS AS SPECIFIED AND SHOWN.
2. EES SHALL BE 30" BELOW FINISHED GRADE.
3. TOP OF GROUND ROD SHALL BE 18" BELOW FINISHED GRADE.
4. THE CONTRACTOR TO INSTALL LIGHTNING PROTECTION AS SHOWN ON THIS DRAWING. SHELTER COMPONENTS COOME WITH THE SHELTER. THE CONTRACTOR IS RESPONSIBLE FOR THE INVETORY OF THIS MATERIAL.
5. CABLE AMERICAN WIRE GAUGE UNLESS OTHERWISE NOTED.
6. CONNECTION BELOW GRADE SHALL BE EXOTHERMICALLY WELDED.
7. CONNECTION FROM GROUND PLATE TO GROUND ROD LENGTH SHALL BE AS SHORT AS POSSIBLE BUT IN NO CASE SHALL IT BE GREATER THAN 50'.
8. THE 4/0 GREEN W/ORANGE TRACER IS CONTRACTOR TO PROVIDE. ONE END OF THE CABLE COMES WITH A LUG PRECRIMPED FOR ATTACHMENT TO THE PLATE.
9. CONTRACTOR PROVIDE #4/0 GREEN W/ORANGE TRACER.
10. USE ITEM 6 TO CONNECT DOWN CONDUCTOR TO #4/0 FROM EES GROUND ROD.
11. THE CONTRACTOR SHALL CONNECT ALL EXTERNAL METAL OBJECTS WITHIN 6' TO THE LIGHTNING PROTECTION WITH HARGER #28.

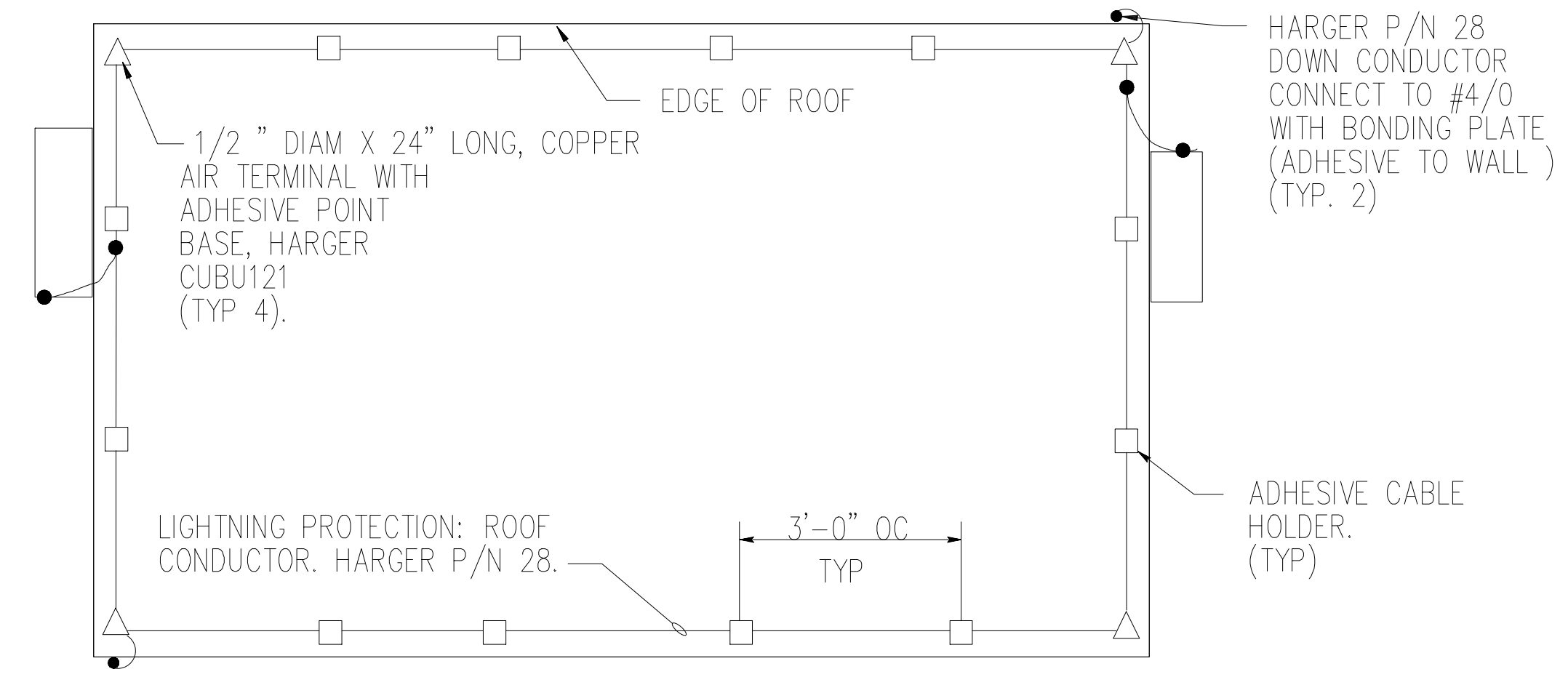


1 SHELTER AND ANTENNA EES
E005 NOT TO SCALE

ITEM NO.	DESCRIPTION	PART NUMBER
1	AIR TERMINAL	HARGER 3824CUAT
2	AIR TERMINAL BASE	HARGER CUBU121
3	ADHESIVE CABLE HOLDER	HARGER 261
4	DOWN CONDUCTOR CABLE	HARGER P/N 28
5	ADHESIVE	HARGER 264
6	BODING PLATE	HARGER P/N 220



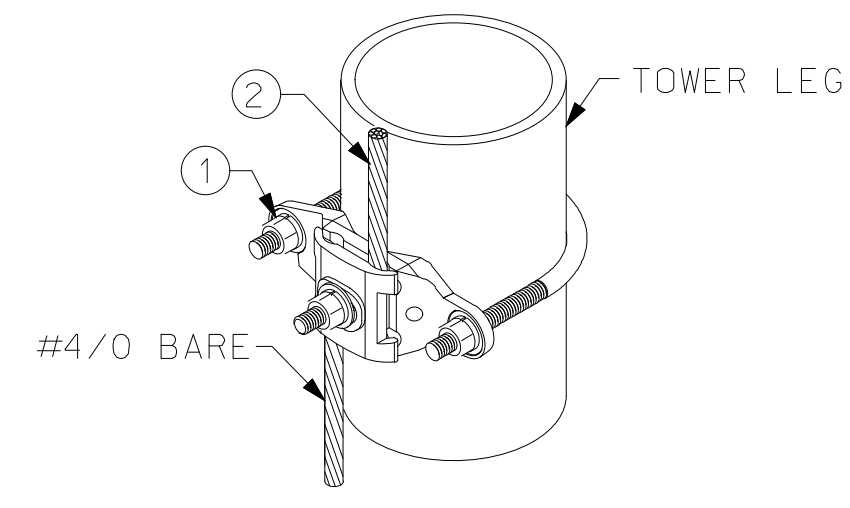
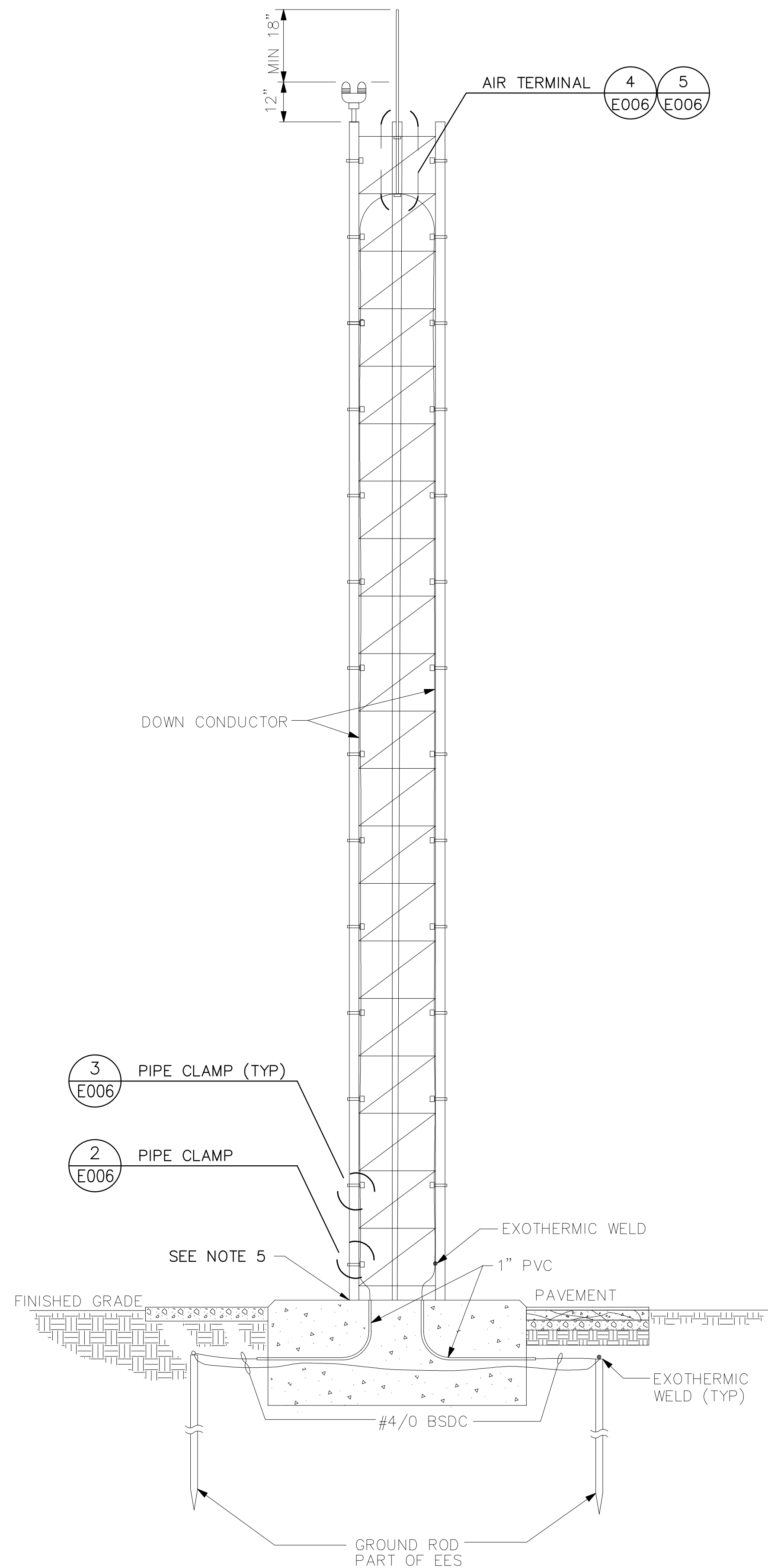
3 SHELTER LIGHTNING PROTECTION
E005 NOT TO SCALE



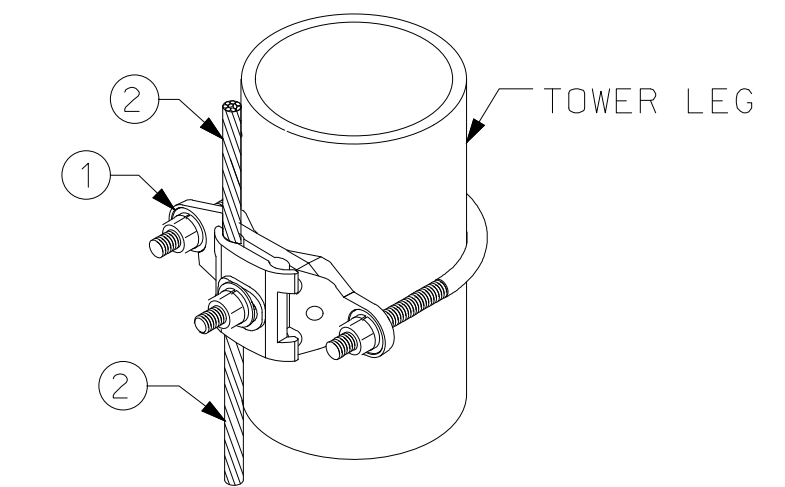
2 GS LIGHTNING PROTECTION ROOF PLAN
E005 NOT TO SCALE

ATO – TECHNICAL OPERATIONS EASTERN SERVICE AREA
GS
RUNWAY 35
EARTH ELECTRODE SYSTEM PLAN AND
BUILDING LIGHTNING PROTECTION DETAILS
AUGUSTA AUGUSTA REGIONAL AIRPORT
PROJECT ENGINEER ORIGINAL SIGNED BY: MGR: ENGINEERING – ATLANTA
ENGINEERING SERVICES NAVAIDS 03/02/2022 1604570
MCO-D-1604570-E005

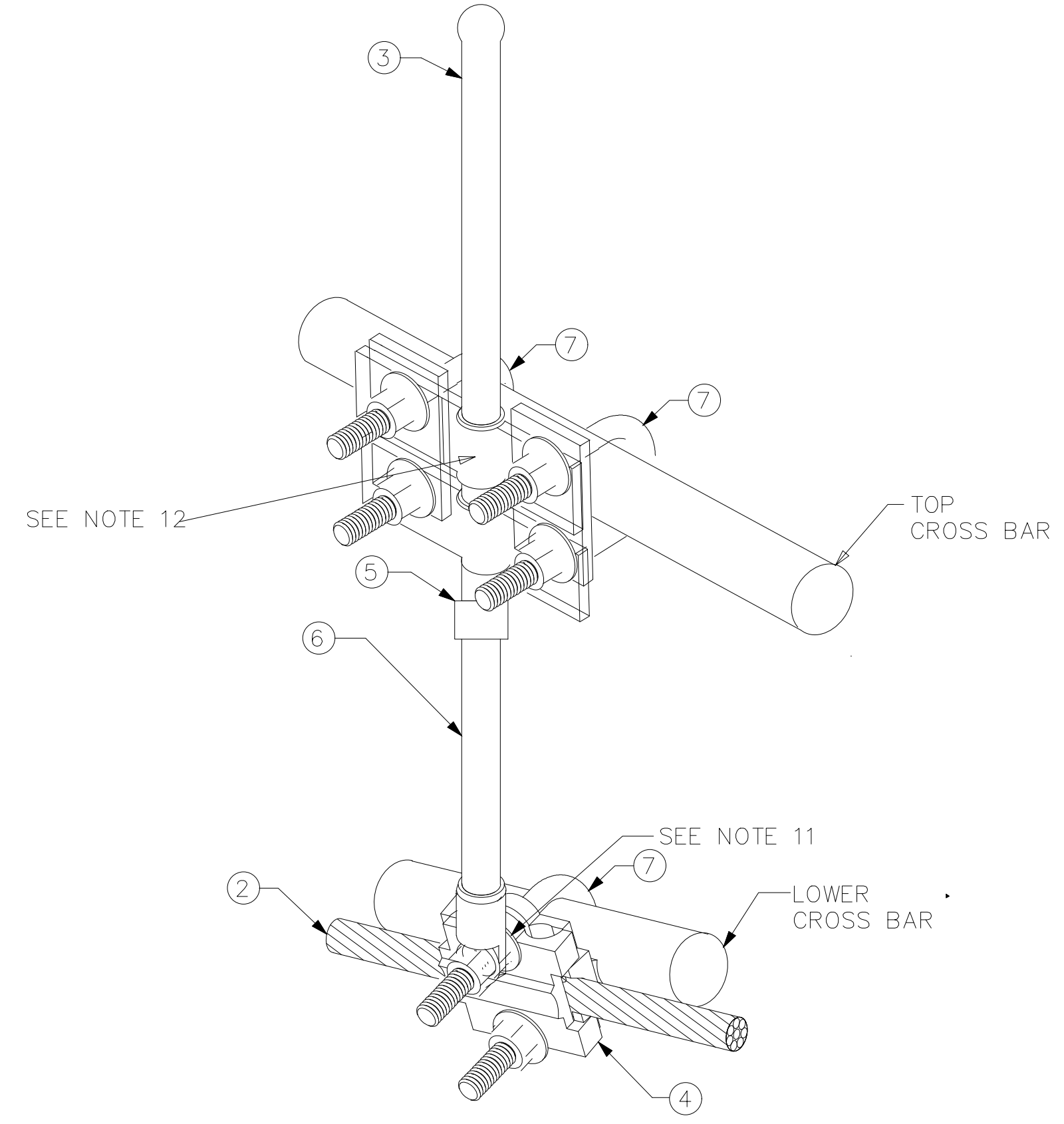
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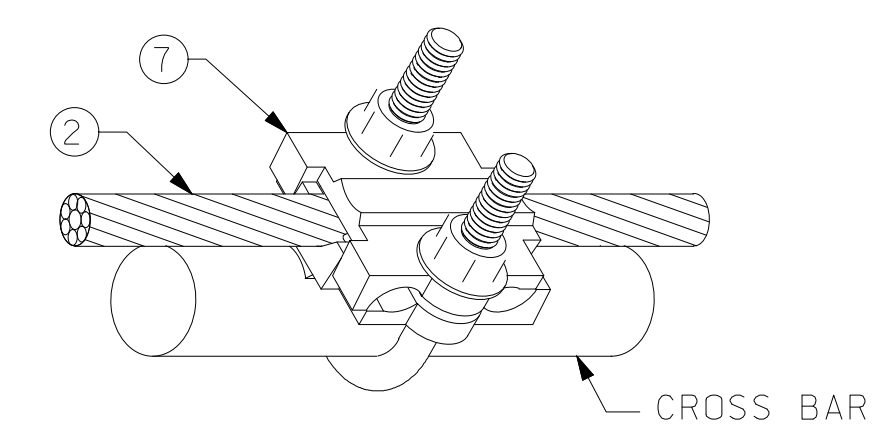
2 PIPE CLAMP
E006 NOT TO SCALE



3 PIPE CLAMP (TYP)
E006 NOT TO SCALE



4 AIR TERMINAL AND BASE
E006 NOT TO SCALE



5 PIPE CLAMP
E006 NOT TO SCALE TYPICAL 2 PLACES

NOTES

- DOWN CONDUCTOR BENDS SHALL NOT EXCEED 90 DEGREES.
- DOWN CONDUCTOR BEND RADIUS SHALL NOT EXCEED 8 IN.
- CLAMPS SHALL NOT EXCEED 3 FT IN SPACING.
- AIR TERMINAL SHALL BE LOCATED ON THE SAME SIDE OF THE TOWER AS THE OBSTRUCTION LIGHT.
- SPLICING OF #4/0 AND DOWN CONDUCTOR SHALL BE NO MORE THAN 18 IN. ABOVE GRADE. ONE SPLICE SHALL BE BY EXOTHERMIC WELD. ONE SPLICE SHALL BE DONE BY THE CLAMP.
- AIR TERMINAL MUST EXCEED THE HEIGHT OF TOWER AND OBSTRUCTION LIGHT BY 18 IN.
- ALL DOWN CONDUCTORS SHALL BE TERMINATED ON A GROUND ROD.
- ALL PARTS MUST BE FROM THE SAME MANUFACTURER.
- ALL PARTS MUST BE USED PER MANUFACTURER INSTRUCTIONS.
- ANY SUBSTITUTION MUST BE SUBMITTED AND APPROVED BY THE RESIDENT ENGINEER.
- THE AIR TERMINAL SHALL BE INSTALLED WITH JAMB NUTS TO PREVENT MOVEMENT OF THE AIR TERMINAL. THE AIR TERMINAL SHALL BE VERTICAL.
- THE CONTRACTOR SHALL PROVIDE TWO (2) STAINLESS STEEL TWO HOLE CONDUIT STRAP TO FASTEN THE TERMINAL AS SHOWN.
- GLIDESLOPE TOWER LIGHTNING PROTECTION SYSTEM IS TO BE PROVIDED AND INSTALLED BY THE CONTRACTOR.

PART NO.	DESCRIPTION	PART NUMBER
1	3"-3.5" CLAMP	HARGER P/N CPC 2.5/3
2	DOWN CONDUCTOR	HARGER P/N 28)
3	AIR TERMINAL	HARGER P/N 1224CSTAT
4	AIR TERMINAL BASE	HARGER P/N CPRB2.5/3AT12
5	EXTENSION ROD ADAPTER	HARGER P/N 148
6	AIR TERMINAL EXTENSION	HARGER 145-36
7	1/2"- 3/4" CLAMP	HARGER P/N CPC .5/.75

1 GLIDE SLOPE TOWER GROUNDING
E006 NOT TO SCALE

SOUTHERN REGION ATLANTA, GA

GS
RUNWAY 35
TOWER ANTENNA
LIGHTNING PROTECTION DETAILS

AUGUSTA AUGUSTA REGIONAL AIRPORT GA

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TJS PROGRAM ENGINEERING MAINTENANCE SERVICE **MCO-GS-E006**

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