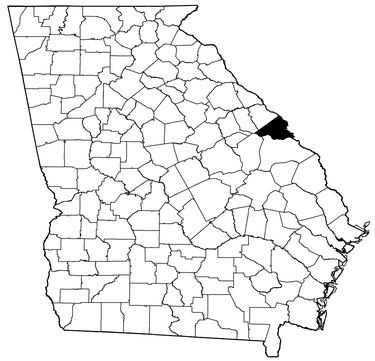
AUGUSTA REGIONAL AIRPORT

SOUTHEAST APRON PH I
1501 AVIATION WAY
AUGUSTA, GA 30906-9602
0119700-212113.01
APRIL 4, 2025
ISSUED FOR BID



RICHMOND COUNTY

GEORGIA 811 Utilities Protection Center, Inc. Know what's **below.** **Call** before you dig.

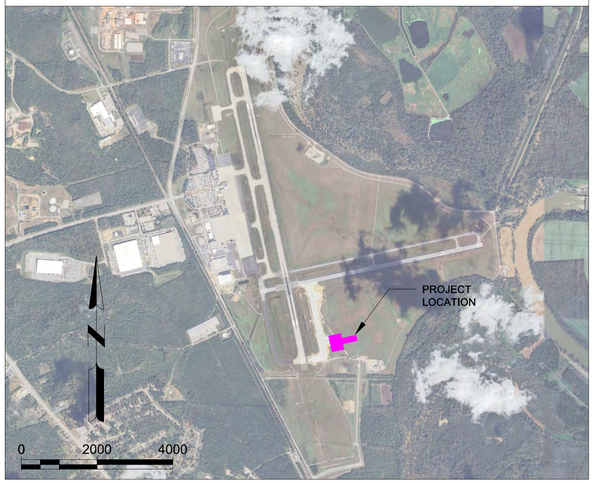
AUGUSTA - RICHMOND COUNTY PLANNING & DEVELOPMENT NOTES:

1. **TYPE OF BUSINESS:** PUBLIC NON-HUB COMMERCIAL SERVICE AIRPORT
2. **PROJECT DESCRIPTION:** SHALL INCLUDE BUT NOT BE LIMITED TO THE CONSTRUCTION OF APPROXIMATELY 22,000 SY OF NEW PCC PAVEMENT, ELECTRICAL REROUTING, AND DRAINAGE IMPROVEMENTS.
3. **OWNER NAME:** AUGUSTA-RICHMOND COUNTY; MR. HERBERT JUDON, AAE, IAP EXECUTIVE DIRECTOR
   - 3.1. ADDRESS:1501 AVIATION WAY, AUGUSTA GA, 30906
   - 3.2. PHONE #: 706-798-3236
4. **DEVELOPER NAME:** TBD
   - 4.1. ADDRESS: TBD
   - 4.2. PHONE #: TBD
5. **24-HOUR CONTACT NAME:** ELIZABETH GILES, SR. CONSTRUCTION PROJECT MANAGER
   - 5.1. ADDRESS: 1501 AVIATION WAY, AUGUSTA GA, 30906
   - 5.2. PHONE #: 706-796-4010

PROJECT DATA TABLE	
TOTAL SITE AREA	6.6 AC
TOTAL DISTURBED AREA	6.6 AC
EXISTING IMPERVIOUS AREA	N/A
PROPOSED IMPERVIOUS AREA	4.5 AC
TAX MAP 14 DIGIT PIN	159-0-002-00-0
CURRENT ZONING	INDUSTRIAL, GEN. BUSINESS
PROPOSED LAND USE	AIRPORT
REQUIRED SETBACKS	N/A

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

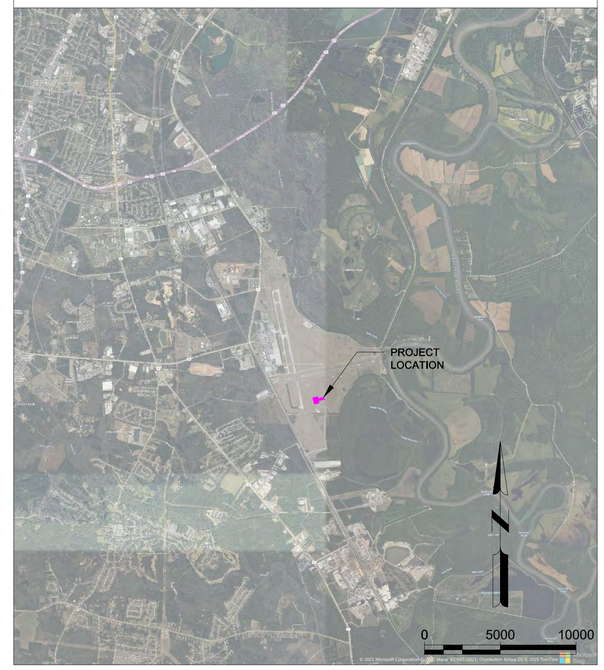
VICINITY MAP



Sheet Index

Sheet Index

LOCATION MAP



Mead & Hunt

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

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AIP NO.:	X-XX-XXXX-XX
M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	KEE
DRAWN BY:	KEE
CHECKED BY:	NJH

DO NOT SCALE DRAWINGS

SHEET CONTENTS
COVER SHEET

SHEET NO.
G-001

X:\0119700\212113.01\TECH\CAD\DRAWINGS\SHEETS\G-001 COVER SHEET.DWG
4/4/2025 9:33:56 AM

LEGEND AND ABBREVIATIONS

ABBREVIATIONS:

A	ABANDON
AB	AGGREGATE BASE
A/C	AIRCRAFT
ABAND	ABANDON
AC	ASPHALT CONCRETE
ALCMS	AIRFIELD LIGHTING CONTROL AND MONITORING SYSTEM
ALT	ALTERNATE
AMSL	ABOVE MEAN SEA LEVEL
AOA	AIRCRAFT OPERATIONS AREA
APCH	APPROACH
APPROX	APPROXIMATE
ASB	AGGREGATE SUB-BASE
AR	ACCESS ROAD
ARFF	AIRCRAFT RESCUE AND FIRE FIGHTING
ATCT	AIR TRAFFIC CONTROL TOWER
AWG	AMERICAN WIRE GAUGE
BC	BEGINNING OF CURVE
BIT	BITUMINOUS
BLDG	BUILDING
BM	BENCHMARK
BOT	BOTTOM
BVC	BEGINNING OF VERTICAL CURVE
CA TEAM	CONSTRUCTION ADMINISTRATION TEAM
C-C	CENTER TO CENTER
CB	CATCH BASIN
CIPCP	CAST IN-PLACE CONCRETE PIPE
CJ	CONSTRUCTION JOINT
CFS	CUBIC FEET PER SECOND
CL	CENTERLINE
CLF	CHAINLINK FENCE
CLR	CLEAR
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
CE	CONCRETE ENCASED
CONT	CONTINUOUS
CP	CONTROL POINT
CTB	CEMENT TREATED BASE
CKT	CIRCUIT
CSPP	CONSTRUCTION SAFETY PHASING PLAN
DB	DIRECT BURIAL
DEG	DEGREE
DI	DROP INLET
DEMO	DEMOLISH
DIA	DIAMETER
DIM	DIMENSION
DIP	DUCTILE IRON PIPE
DP	DEPTH
(E)	EXISTING
E	ELECTRICAL LINE
EC	END OF CURVE
EG	EXISTING GRADE
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
EQ	EQUAL
EVC	END OF VERTICAL CURVE
ETR	EXISTING TO REMAIN
FAA	FEDERAL AVIATION ADMINISTRATION
FBO	FIXED BASE OPERATOR
FES	FLARED END SECTION
FF	FINISHED FLOOR
FG	FINISHED GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FOD	FOREIGN OBJECT DEBRIS
FPS	FEET PER SECOND
FT	FEET
G	GAS LINE
GAL	GALLON
GALV	GALVANIZED
GA MUTCD	GEORGIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
GB	GRADE BREAK
GND	GROUND
GPM	GALLONS PER MINUTE
GPSP	GENERAL PERRY SMITH PARKWAY
GS	GLIDE SLOPE
HH	HANDHOLE
H	HEIGHT
HDPE	HIGH DENSITY POLYETHYLENE
HIRL	HIGH INTENSITY RUNWAY LIGHT
HIR;THL	HIGH INTENSITY THRESHOLD LIGHT
HORIZ	HORIZONTAL
HMA	HOT MIX ASPHALT
HP	HIGH POINT
HW	HEADWALL
HWL	HIGH WATER LEVEL
HWY	HIGHWAY
IE	INVERT ELEVATION
IFR	INSTRUMENT FLIGHT RULES
ILS	INSTRUMENT LANDING SYSTEM
IN	INCHES
IP	IN-PAVEMENT
L	LENGTH
LBS	POUNDS
LF	LINEAL FEET
LOC	LOCALIZER
LWL	LOW WATER LEVEL
MH	MANHOLE
MALS	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM
MALSF	MALS W/ SEQUENCED FLASHERS
MALSR	MALS W/ RUNWAY ALIGNMENT INDICATOR LIGHTS
MAX	MAXIMUM
ME	MATCH EXISTING
MID	MID POINT
MIN	MINIMUM
MIRL	MEDIUM INTENSITY RUNWAY LIGHT
MITL	MEDIUM INTENSITY TAXIWAY LIGHT
MPH	MILES PER HOUR
N	NO
(N)	NEW
NIC	NOT IN CONTRACT
NO. OR #	NUMBER
NOTAM	NOTICE TO AIRMAN
NTS	NOT TO SCALE
OFF	OFFSET
OFZ	OBJECT FREE ZONE
O/S	OFFSET
OC	ON CENTER
OH	OVERHEAD
OWS	OIL WATER SEPARATOR
PAPI	PRECISION APPROACH PATH INDICATOR
PR	PAIR
PB	PULL BOX
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PCF	POUNDS PER CUBIC FOOT
PERF	PERFORATED
PI	POINT OF INTERSECTION
POB	POINT OF BEGINNING
POC	POINT OF CURVE
POE	POINT OF ENDING
PSI	POUNDS PER SQUARE INCH
PSF	POUNDS PER SQUARE FOOT
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVE
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
Q	RATE OF FLOW
QTY	QUANTITY
R	RADIUS
(R)	REMOVE
R&R	REMOVE AND REPLACE
RC	RELATIVE COMPACTION
REL	RELOCATE EXISTING
RCP	REINFORCED CONCRETE PIPE
REQ	REQUIRED
ROFA	RUNWAY OBJECT FREE AREA
ROW	RIGHT OF WAY
RPZ	RUNWAY PROTECTION ZONE
RGL	RUNWAY GUARD LIGHT
RSA	RUNWAY SAFETY AREA
RWA	RUNWAY WORK RESTRICTED AREA
RWAPP	RUNWAY APPROACH LIGHT
RWY OR RW	RUNWAY
S	SANITARY LINE
SF	SQUARE FOOT
SG	STRAIGHT GRADE
SH	SHOULDER
SIDA	SECURITY IDENTIFICATION DISPLAY AREA
SMGS	SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM
SPCD	SAFETY PLAN COMPLIANCE DOCUMENT
SS	STAINLESS STEEL
ST	STORM LINE
STA	STATION
STD	STANDARD
STL	STEEL
T	TELEPHONE LINE
TC	TOP OF CURB
TG	TOP OF GRATE
T/L	TAXILINE
TOE	TOE OF BANK
TOP	TOP OF BANK
TDZ	TOUCHDOWN ZONE
TWY	TAXIWAY
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TYP	TYPICAL
UD	UNDERDRAIN
OFA	OBJECT FREE AREA
UFN	UNTIL FURTHER NOTICE
UG	UNDERGROUND
UON	UNLESS OTHERWISE NOTED
V	VELOCITY
VC	VERTICAL CURVE
VERT	VERTICAL
VFR	VISUAL FLIGHT RULES
VG	VALLEY GUTTER
VIF	VERIFY IN FIELD
VASI	VISUAL APPROACH SLOPE INDICATOR
W	WATER LINE
WA	WORK AREA
W/	WITH
W/O	WITHOUT
WSE	WATER SURFACE ELEVATION
WSP	WELDED STEEL PIPE
WV	WATER VALVE
WWM	WELDED WIRE MESH

LEGEND:

- ANTENNA
- BENCHMARK
- BOLLARD
- CONTROL POINT
- CHISELED X
- CLEANOUT, SANITARY OR STORM
- DOWNSPOUT
- ELECTRICAL METER
- ELECTRICAL / COMMUNICATIONS PEDESTAL
- ELECTRICAL TRANSFORMER BOX
- ELECTRICAL SERVICE PANEL
- ELECTRICAL HANDHOLE/PULLBOX
- FIRE HYDRANT
- FLAGPOLE
- GAS METER
- GAS VALVE
- GATE
- GUY WIRE
- HANDHOLE, GENERIC
- INLET, CURB
- INLET, ROUND
- INLET, SQUARE
- IRON PIN
- LIGHT POLE (SINGLE)
- LIGHT POLE (DOUBLE)
- MAILBOX
- MANHOLE, ELECTRIC
- MANHOLE, FIBER OPTIC
- MANHOLE, SANITARY SEWER
- MANHOLE, STORM SEWER
- MANHOLE, TELECOMMUNICATIONS
- MANHOLE, VALVE
- MARKER, CABLE
- MARKER, DUCT
- PK or MAG NAIL
- POWER POLE
- POWER POLE, DOUBLE
- POWER POLE WITH LIGHT
- PVC PIPE
- REBAR
- SANITARY VALVE
- SATELLITE DISH
- SEPTIC TANK VENT
- SIGN (SINGLE POST)
- SIGN (DOUBLE POST)
- SOIL BORING
- SHRUB
- STORM FLARED END SECTION
- STUMP
- TREE, DECIDUOUS
- TREE, CONIFEROUS
- CTV PEDESTAL BOX
- WATER CURB STOP
- WATER VALVE
- WATER SHUT OFF
- WATER METER
- WATER SURFACE
- WELL
- G — GAS
- OHE — ELECTRIC, OVERHEAD
- E — ELECTRIC, UNDERGROUND
- XXX.X — XXX.X — EXISTING CONTOUR LINES
- x — FENCE
- FOC — FIBER OPTIC CABLE
- o — HANDRAIL
- PROPERTY LINE
- SS — SANITARY SEWER
- STONE RETAINING WALL
- SD — STORM SEWER / CULVERT
- SWALE
- T — TELEPHONE
- TV — TV CABLE
- W — WATER
- WB — WETLAND BOUNDARY
- VEGETATION
- RIPRAP
- STANDING WATER
- WETLAND
- EXISTING CONCRETE RUNWAY/TAXIWAY
- 132.75 / 131.55 — PROPOSED ELEVATION / EXISTING ELEVATION
- PROPOSED ASPHALT PAVEMENT
- PROPOSED ASPHALT SHOULDER SLURRY SEAL
- ASPHALT PAVEMENT MILLING
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING RUNWAY EDGE LIGHT
- ABANDONED RUNWAY EDGE LIGHT CAN WITH BLANK PLATE
- EXISTING JUNCTION CAN
- EXISTING GUIDANCE SIGN
- E — EXISTING WIRE AND CONDUIT TO REMAIN
- EXISTING DUCT BANK
- EXISTING RUNWAY/TAXIWAY LIGHT TO BE REMOVED
- EXISTING TAXIWAY EDGE LIGHT/GUIDANCE SIGN TO BE RELOCATED
- EXISTING TAXIWAY EDGE LIGHT
- RUNWAY/TAXIWAY MARKING REMOVAL
- //E// — DIRECT-BURIED CABLE TO BE ABANDONED IN-PLACE
- A-101 — ELECTRICAL FIXTURE TAG
- NEW DIRECTIONAL BORED DUCT
- E — NEW ELECTRICAL PULLBOX
- NEW TAXIWAY EDGE LIGHT
- W-W — NEW RUNWAY EDGE LIGHT
- NEW GUIDANCE SIGN
- E — NEW 5kV WIRE, L-824C IN NEW 2" SCH 40 PVC CONDUIT (SLASH INIDCATES NUMBER OF CABLES)
- NEW DUCT BANK FOR RELOCATED TAXIWAY EDGE LIGHTS
- LA — NEW L-867 J-CAN WITH ⅜" BLANK COVER (LA) INDICATES IN-LINE LIGHTNING ARRESTOR
- NEW COUNTERPOISE AND GROUNDING RODS
- FAA — FAA CABLE
- UD — UNDER DRAIN

LINETYPE LEGEND

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

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DESIGNED BY: NJH
DRAWN BY: KEE
CHECKED BY: EJS
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SHEET CONTENTS
LEGEND & ABBREVIATIONS

SHEET NO.
G-002

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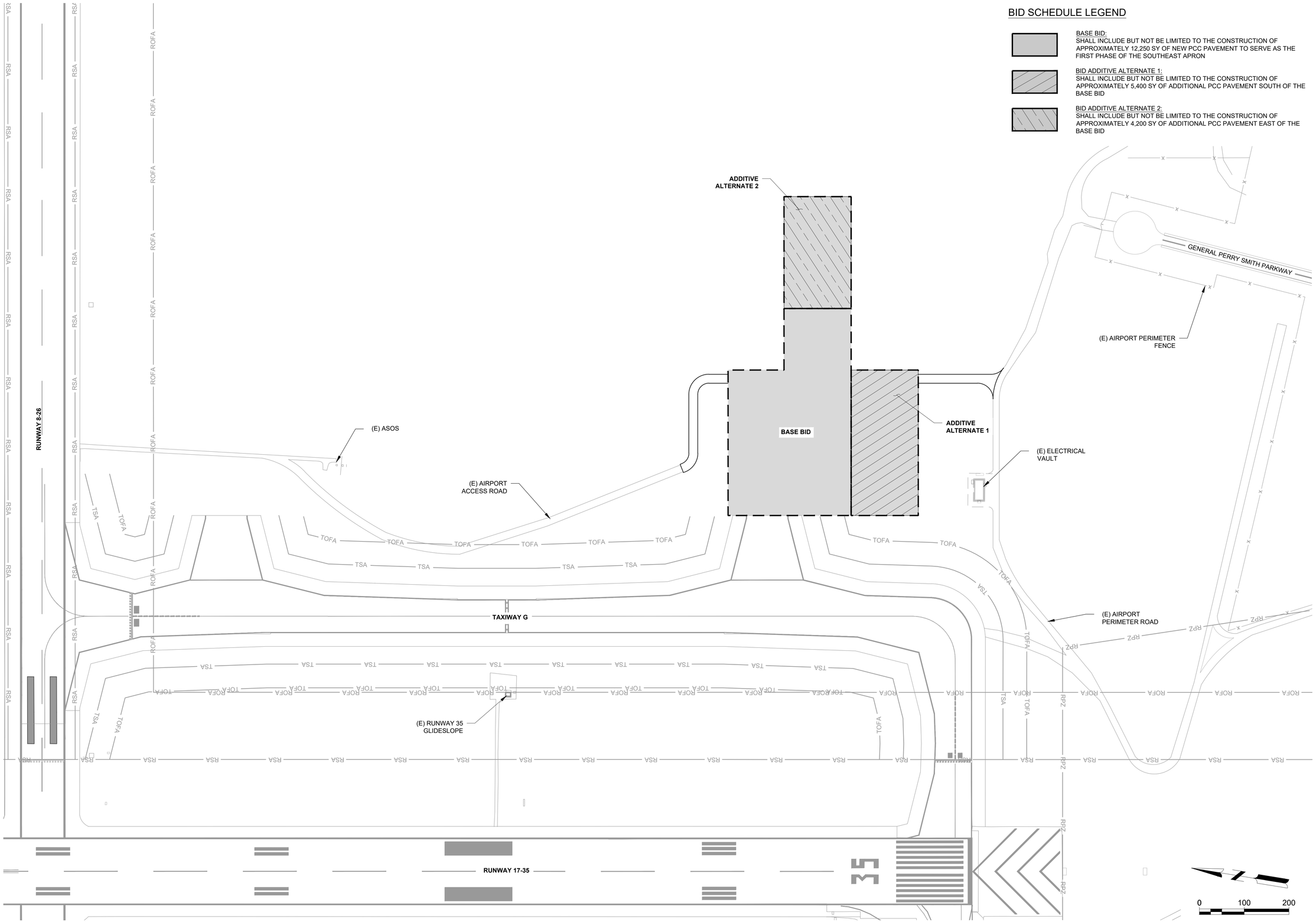
4/4/2025 9:34:09 AM

BID SCHEDULE LEGEND

BASE BID:
SHALL INCLUDE BUT NOT BE LIMITED TO THE CONSTRUCTION OF APPROXIMATELY 12,250 SY OF NEW PCC PAVEMENT TO SERVE AS THE FIRST PHASE OF THE SOUTHEAST APRON

BID ADDITIVE ALTERNATE 1:
SHALL INCLUDE BUT NOT BE LIMITED TO THE CONSTRUCTION OF APPROXIMATELY 5,400 SY OF ADDITIONAL PCC PAVEMENT SOUTH OF THE BASE BID

BID ADDITIVE ALTERNATE 2:
SHALL INCLUDE BUT NOT BE LIMITED TO THE CONSTRUCTION OF APPROXIMATELY 4,200 SY OF ADDITIONAL PCC PAVEMENT EAST OF THE BASE BID



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DRAWN BY:	KEE
CHECKED BY:	EJS

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SHEET CONTENTS
PROJECT LAYOUT PLAN

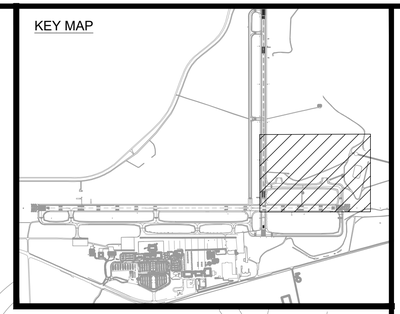
SHEET NO.
G-021

X:\0119700\212113.011\TECH\CAD\DRAWINGS\SHEETS\G-021 PROJECT LAYOUT PLAN.DWG
4/4/2025 9:34:27 AM

SURVEY DATA:

SURVEY DATE(S)	11/05/2024
COORDINATE SYSTEM	USGS NAD 83
VERTICAL DATUM	USGS NAVD 88
CONTROL SOURCE	SEE TABLE
SURVEY UNITS	US SURVEY FOOT

KEY MAP



RUNWAY 8-26

RUNWAY 17-35

TAXIWAY G

STORM INLET
RIM: 131.12'
36" RCP INV N: 125.66'
36" RCP INV S: 125.66'

STORM INLET
RIM: 131.12'
36" RCP INV E: 123.42'
36" RCP INV N: 123.42'

STORM INLET
RIM: 131.77'
18" RCP INV SW: 126.50'

STORM INLET
RIM: 132.13'
36" RCP INV E: 124.53'
48" RCP INV N: 119.72'
66" RCP INV S: 119.72'

JUNCTION BOX
RIM: 132.44'
18" RCP INV NE: 125.81'
48" RCP INV NW: 120.54'
48" RCP INV S: 120.54'

JUNCTION BOX
RIM: 132.09'
18" RCP INV E: 125.80'
72" RCP INV N: 118.97'
72" RCP INV S: 118.97'

STORM INLET
RIM: 130.76'
18" RCP INV SW: 126.25'

STORM INLET
RIM: 128.78'
72" RCP INV N:118.86'
72" RCP INV SW:118.86'

CONCRETE HEADWALL
RIM: 125.87'
72" RCP INV:118.79'

STORM INLET
RIM: 128.29'
30" RCP INV S: 123.75'

STORM INLET
RIM: 128.06'
30" RCP INV N: 121.37'
30" RCP INV S: 121.37'

PROPOSED
PAVEMENT LIMITS

RUNWAY 35
GLIDESLOPE
CRITICAL AREA
BOUNDARY

RUNWAY 35
GLIDESLOPE

GLIDESLOPE
CRITICAL
AREA

ELECTRICAL
VAULT

EXISTING STOCKPILE

EXISTING DITCH

AIRPORT PERIMETER
FENCE

GENERAL PERRY SMITH PARKWAY

AIRPORT PERIMETER
ROAD

ASOS

0 100 200

NOTES:
MULTIPLE STOCKPILES EXIST WITHIN THE AIRPORT PROPERTY LIMITS FOR USE. THESE STOCKPILES ARE LOCATED AT THE END OF GENERAL PERRY SMITH PARKWAY (BOTH INSIDE & OUTSIDE THE AOA PERIMETER FENCE). EXCAVATION AND HAULING FROM THESE STOCKPILES SHALL BE INCIDENTAL TO P-152. APPROXIMATE LOCATIONS OF THE STOCKPILES ARE SHOWN ON SHEET G-081.

WARNING: THERE ARE A NUMBER OF EXISTING UTILITIES, INCLUDING DRAINAGE, ELECTRICAL, AND COMMUNICATIONS CABLES, TRAVERSING THE SITE. THE DESIGNER HAS ATTEMPTED TO DEPICT THE APPROXIMATE LOCATIONS OF THESE ITEMS CURRENTLY IN PLACE BASED UPON DATA PROVIDED TO THE ENGINEER. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY EXISTING ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START UP OF CONSTRUCTION AND TO MAINTAIN VISIBLE LOCATION THROUGHOUT THE CONSTRUCTION DURATION. THIS SHALL INCLUDE COORDINATION WITH ALL NECESSARY AGENCIES INCLUDING THE AIRPORT AND FAA. ANY DAMAGE DONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY UTILITY DAMAGED DURING THE CONSTRUCTION BY THE CONTRACTOR'S OPERATIONS AT NO COST TO THE AIRPORT.THE CONTRACTOR SHALL PERFORM GPR ACROSS THE ENTIRE SITE TO BE DISTURBED AND SHALL REVIEW DRAWINGS WITH AIRPORT TO INSURE THAT ALL UNDERGROUND OBSTRUCTIONS AND UTILITIES ARE IDENTIFIED.
FAA (GSP SSC MANAGER): ANDREW LEYBA / JIMMY JACOBS
PHONE NUMBER: (706) 798-5198 EXT. 5122
CELL: (904) 614-9857

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SHEET CONTENTS
EXISTING CONDITIONS

SHEET NO.
G-031

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4/4/2025 9:34:48 AM

LEGEND:

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

SURVEY DATA:

SURVEY DATE(S)	11/05/2024
COORDINATE SYSTEM	USGS NAD 83
VERTICAL DATUM	USGS NAVD 88
CONTROL SOURCE	SEE TABLE
SURVEY UNITS	US SURVEY FOOT

CL- VSR ALIGNMENT DATA

NUMBER	LENGTH	RADIUS	LINE / CHORD DIRECTION
C1	41.665	35.000	SOUTH67° 47' 33.86"EAST
C2	54.968	35.000	SOUTH56° 54' 15.07"EAST
L2	160.759		S33° 41' 22.23"E
L3	131.182		N78° 06' 14.51"E
L4	761.426		S11° 54' 44.66"E

CL - TAXIWAY G2 ALIGNMENT DATA

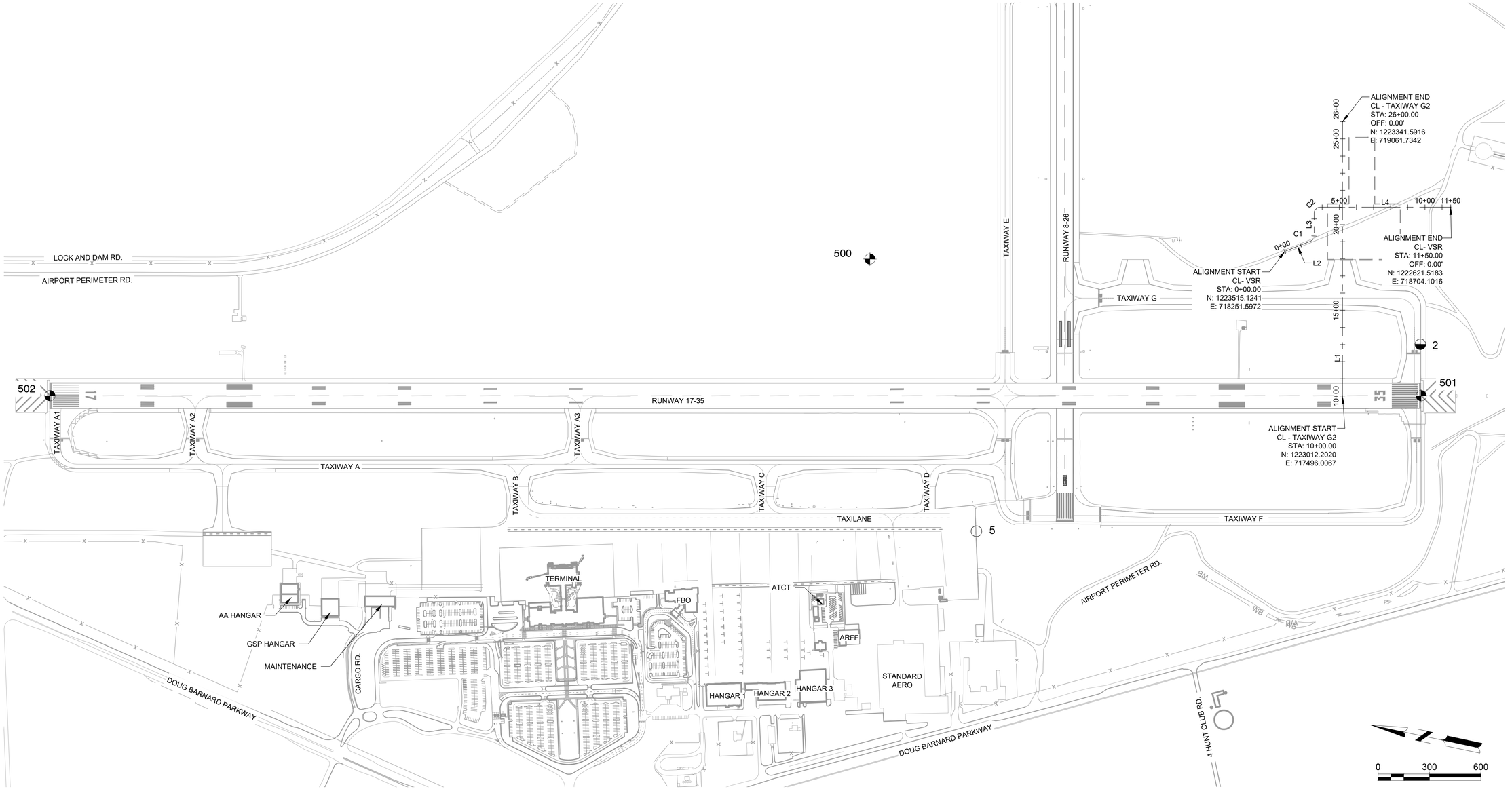
LINE #	LENGTH	BEARING
L1	1600.00	N78° 07' 10.75"E

PRIMARY SURVEY CONTROL TABLE

LOCAL PROJECTION			NAVD88 ELEVATION	DESCRIPTION
POINT	NORTHING	EASTING		
5	1224939.4160	716282.6190	133.167	CP REBAR
2	1222624.5500	717885.0100	129.990	GEO FAA STA B AP
500	1225860.2100	717712.1000	134.550	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 PERMISSABLE. UTILITY LOCATION MARKINGS ARE VALID FOR ONLY 10 DAYS. CONTRACTOR MUST ORDER NEW UTILITY LOCATE PRIOR TO ANY EXCAVATION.
3. SANITARY SEWER AND STORM SEWER LOCATIONS HAVE BEEN DETERMINED BY OBSERVABLE SURFACE STRUCTURES AND RESPECTIVE FEATURES. INTERMEDIATE PIPE LOCATIONS ARE APPROXIMATE AS ACCURATE LOCATIONS WERE NOT AVAILABLE AT TIME OF SURVEY.
4. CONTROL POINTS AND BENCHMARKS SHOWN HEREON ARE FOR REFERENCE PURPOSES ONLY. PRIOR TO STAKING, THE CONTROL MUST BE INDEPENDENTLY VERIFIED AS UNDISTURBED. NO WARRANTY IS MADE WITH RESPECT TO THE ACCURACY OF CONTROL SHOWN HEREON AS THEY ARE SUBJECT TO POTENTIAL DISTURBANCE.



Mead & Hunt

Mead and Hunt, Inc.
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AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PH I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	X-XX-XXXX-XX
M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	NJH
DRAWN BY:	KEE
CHECKED BY:	EJS

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SHEET CONTENTS

SURVEY CONTROL

SHEET NO.

G-041

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Summary of Quantities			
Spec	**Item**	**Unit**	**Quantity**
	AGS SE Apron - Base Bid		
C-100.1	Contractor Quality Control Program	LS	1
C-102.1a	Installation, Maintenance, and Removal of Silt Fence Type A	LF	2270
C-102.1b	Installation, Maintenance, and Removal of Silt Fence Type C	LF	2060
C-102.1c	Construct, Maintain, and Remove Inlet Sediment Trap - Excavated	EA	5
C-102.1d	Construct, Maintain, and Remove Construction Exit	EA	1
C-102.1e	Construct, Maintain, and Remove Perforated Half-Round Pipe w/ Stone Filter	EA	1
C-102.1f	Water Quality Monitoring and Sampling	EA	2
C-102.1g	Water Quality Inspections	EA	10
C-102.1h	Erosion Control Mobilization	LS	10
C-102.1i	Emergency Erosion Control Mobilization	LS	1
C-105.1	Mobilization, Cleanup, and Demobilization	LS	1
C-105.2	Airfield Safety and Traffic Control	LS	1
P-101.1	Miscellaneous Pavement Removal, Full Depth, Off Site	SY	710
P-152.1	Unclassified Excavation	CY	7600
P-152.2	Unclassified Excavation - Dispose off-site	CY	7000
P-152.3	Unsuitable/Over Excavation	CY	5000
P-152.4	Subgrade Preparation	SY	2160
P-209.1	Crushed Aggregate Base Course	CY	2470
P-304.1	Cement Treated Base Course (6")	SY	13150
P-501.1	Portland Cement Concrete Pavement (10")	SY	10425
X-501.1	Portland Cement Concrete Curing Facility	LS	1
P-605.1	Joint Sealing Filler	LF	17530
P-620.1	Surface Preparation (Marking Removal)	SF	270
P-620.2	Permanent Pavement Markings	SF	1970
P-620.3	Reflective Media	LBS	60
P-620.4	Temporary Pavement Markings	SF	1970
D-701.2	Concrete Sewer Pipe, 36 inch, Class V	LF	270
D-701.3	Concrete Sewer Pipe, 42 inch, Class V	LF	740
D-705.1	6-Inch Perforated Polyethylene Underdrain Pipe, Schedule 40, Complete	LF	850
D-705.2	Underdrain Clean-out Type I	EA	5
D-751.1	Airfield Inlet with Aircraft Rated Grate	EA	3
D-751.2	Airfield Manhole with Aircraft Rated Cover	EA	3
D-751.3	Connect Manhole to Existing Storm	EA	1
D-752.1	Water Quality Structure	EA	1
T-901.1	Temporary Seeding	AC	4
T-901.2	Permanent Seeding	AC	2
T-901.3	Seeding, Staging Area	AC	3
T-904.1	Sodding	SY	520
T-905.1	Topsoiling (Obtain on Site)	CY	1110
T-905.2	Topsoiling, Staging Area	CY	1610
T-908.1	Mulching	SY	19940
L-108.1	No. 8 AWG, 5kV, L-824 Type C Cable, Installed	LF	6200
L-108.2	No. 8 AWG, 600V, L-824, THWN-2 Cable, Installed	LF	2520
L-108.3	No. 6 AWG Counterpoise, Including Grounding Rods, Installed	LF	1,260
L-108.4	No. 6 Green Insulated Ground	LF	420
L-108.5	No. 4, 600V, XHHW Cable, Installed	LF	840
L-110.1	Flowable Fill Encased, Electrical Conduit, 1-Way 2-inch C	LF	30
L-110.2	Non-Encased, Electrical Conduit, 1-Way 2-inch C	LF	180
L-110.3	Non-Encased Electrical Duct Bank, 2-Way 2-inch C	LF	820
L-110.4	Non-Encased Electrical Duct Bank, 4-Way 4-inch C	LF	410
L-110.5	Demo Non-Encased Electrical Duct Bank (All Ducts)	LF	410
L-125.1	Salvage (E) Guidance Sign & Remove PCC Foundation	EA	2
L-125.2	Taxiway Retroreflective Marker	EA	20
L-125.3	Taxiway Guidance Sign, 3 Module, Size 2, Style 3, Mode 2 on New PCC Foundation	EA	3
L-125.4	Taxiway Guidance Sign, 4 Module, Size 2, Style 3, Mode 2 on New PCC Foundation	EA	2
L-125.5	Miscellaneous Lighting Equipment	LS	1
271323	12-Strand SM FOC, Furnish and Install	LF	420

Summary of Quantities			
Spec	**Item**	**Unit**	**Quantity**
	AGS SE Apron - Alt 1		
C-105.1	Mobilization, Cleanup, and Demobilization	LS	1
C-105.2	Airfield Safety and Traffic Control	LS	1
P-101.1	Miscellaneous Pavement Removal, Full Depth, Off Site	SY	300
P-152.1	Unclassified Excavation	CY	1330
P-152.2	Unclassified Excavation - Dispose off-site	CY	370
P-152.3	Unsuitable/Over Excavation	CY	2500
P-152.4	Subgrade Preparation	SY	5870
P-209.1	Crushed Aggregate Base Course	CY	1300
P-304.1	Cement Treated Base Course (6")	SY	5800
P-501.1	Portland Cement Concrete Pavement (10")	SY	5580
P-605.1	Joint Sealing Filler	LF	7880
P-620.2	Permanent Pavement Markings	SF	560
P-620.3	Reflective Media	LBS	30
P-620.4	Temporary Pavement Markings	SF	560
T-901.1	Temporary Seeding	AC	2
T-901.2	Permanent Seeding	AC	1
T-904.1	Sodding	SY	410
T-905.1	Topsoiling (Obtain on Site)	CY	720
T-908.1	Mulching	SY	1240
L-125.2	Taxiway Retroreflective Marker	EA	4

Summary of Quantities			
Spec	**Item**	**Unit**	**Quantity**
	AGS SE Apron - Alt 2		
C-105.1	Mobilization, Cleanup, and Demobilization	LS	1
C-105.2	Airfield Safety and Traffic Control	LS	1
P-101.1	Miscellaneous Pavement Removal, Full Depth, Off Site	SY	300
P-152.1	Unclassified Excavation	CY	960
P-152.2	Unclassified Excavation - Dispose off-site	CY	160
P-152.3	Unsuitable/Over Excavation	CY	2500
P-152.4	Subgrade Preparation	SY	4670
P-209.1	Crushed Aggregate Base Course	CY	1040
P-304.1	Cement Treated Base Course (6")	SY	4570
P-501.1	Portland Cement Concrete Pavement (10")	SY	4290
P-605.1	Joint Sealing Filler	LF	5920
D-701.1	Concrete Sewer Pipe, 24 inch, Class V	LF	206
D-751.1	Airfield Inlet with Aircraft Rated Grate	EA	1
T-901.1	Temporary Seeding	AC	2
T-901.2	Permanent Seeding	AC	1
T-904.1	Sodding	SY	410
T-905.1	Topsoiling (Obtain on Site)	CY	720
T-908.1	Mulching	SY	1240
L-125.2	Taxiway Retroreflective Marker	EA	6

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

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PROJECT QUANTITY TABLE

SHEET NO.
G-061

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A. COORDINATION

1. PRECONSTRUCTION CONFERENCE.

A. A PRECONSTRUCTION CONFERENCE WILL BE CONVENED AND CONDUCTED BY THE AIRPORT AND CONSTRUCTION ADMINISTRATION TEAM (CA TEAM). THIS CONFERENCE WILL BE USED TO DISCUSS OPERATIONAL SAFETY, TESTING, QUALITY CONTROL, QUALITY ACCEPTANCE, SECURITY, SAFETY, LABOR REQUIREMENTS, ENVIRONMENTAL FACTORS, AND OTHER FACTORS THAT WILL PERTAIN TO THIS CONSTRUCTION PROJECT.

B. THE PRECONSTRUCTION CONFERENCE WILL BE CONDUCTED AS SOON AS PRACTICABLE AFTER THE CONTRACT HAS BEEN AWARDED AND HELD BEFORE THE NOTICE TO PROCEED IS GIVEN TO THE CONTRACTOR.

C. PARTICIPANTS IN THE PRECONSTRUCTION CONFERENCE SHALL INCLUDE: AIRPORT STAFF, AIRPORT OPERATIONS, DESIGN TEAM, CONSTRUCTION ADMINISTRATION TEAM, FAA AIR TRAFFIC CONTROL, FAA TECH OPS, AIRPORT MAINTENANCE, FIRE CHIEF, CONTRACTOR, AND SUBCONTRACTORS.

D. THE INFORMATION COVERED IN THIS MEETING WILL FOLLOW THE GUIDELINES OUTLINED IN AC 150/5300-9B, “PREDESIGN, PREBID, AND PRECONSTRUCTION CONFERENCES FOR AIRPORT GRANT PROJECTS.”

2. CONTRACTOR PROGRESS MEETINGS

A. DURING THE DURATION OF THE PROJECT, WEEKLY CONTRACTOR PROGRESS MEETINGS WILL BE HELD AND CONDUCTED BY THE CONSTRUCTION ADMINISTRATION TEAM.

B. THE PROGRESS MEETINGS WILL COVER PROJECT SCHEDULE, CONSTRUCTION SAFETY, ISSUES, ETC.

3. FAA AIR TRAFFIC CONTROL ORGANIZATION COORDINATION

A. COMMUNICATION WITH THE FAA AIR TRAFFIC CONTROL TOWER WILL BE COORDINATED BY THE AIRPORT STAFF, CONSTRUCTION ADMINISTRATION TEAM AND/OR THE AIRPORT OPERATIONS DIVISION.

B. THE FAA AIR TRAFFIC CONTROL TOWER AND AIRPORT TECH OPS PERSONNEL WILL BE INVITED TO ATTEND THE PRECONSTRUCTION CONFERENCE AT WHICH TIME THE OVERALL CONSTRUCTION SCHEDULE WILL BE PRESENTED.

C. A MEETING WILL BE SCHEDULED WITH THE FAA AIR TRAFFIC CONTROL PERSONNEL PRIOR TO THE START OF EACH MAJOR CONSTRUCTION PHASE WHICH SIGNIFICANTLY IMPACTS/MODIFIES AIRFIELD CLOSURES THROUGHOUT THE DURATION OF THE CONSTRUCTION PROJECT. PARTICIPANTS IN THESE MEETINGS SHALL INCLUDE: AIRPORT STAFF, AIRPORT OPERATIONS, DESIGN TEAM, CONSTRUCTION ADMINISTRATION TEAM, GDOT PROJECT MANAGER, FAA AIR TRAFFIC CONTROL, CONTRACTOR, AND SUBCONTRACTORS.

B. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

CONTRACTOR WILL TAKE ALL PRECAUTIONS NECESSARY TO PROTECT EQUIPMENT, INCLUDING, BUT NOT LIMITED TO; COORDINATION WITH FAA TECH OPS PERSONNEL TO IDENTIFY BELOW GROUND CABLING, AND BARRICADING AROUND EQUIPMENT AS NECESSARY TO MAINTAIN SEPARATION BETWEEN CONTRACTORS' EQUIPMENT AND NAVAID EQUIPMENT. ANY DAMAGE WILL BE REPAIRED OR REPLACED AT CONTRACTORS' EXPENSE TO THE SATISFACTION OF THE OWNER. A NOTAM WILL BE ISSUED TO CLOSE RUNWAYS AFFECTED BY UNANTICIPATED POWER OUTAGES OR DAMAGING OF NAVAIDS, WITH THE CONTRACTOR IMMEDIATELY RESTORING POWER THROUGH COORDINATION OF THE OWNER.

CONTRACTOR ACCESS

C. CONSTRUCTION SITE ACCESS AND HAUL ROAD

1. HAUL ROADS TO BE USED ON THIS PROJECT ARE INDICATED ON THE DRAWINGS OR OTHERWISE SPECIFICALLY AUTHORIZED BY THE CA TEAM AND AIRPORT AUTHORITY. THE CONTRACTOR SHALL CONFINE ALL VEHICLES AND EQUIPMENT TO THE DESIGNATED CONSTRUCTION AREAS, STAGING AREAS AND HAUL ROUTES.

2. ACCESS POINTS TO THE PROJECT SITE ARE SHOWN ON THE DRAWINGS. THE SPECIFIED GATES SHALL BE MONITORED BY A CONTRACTOR SUPPLIED GUARD DURING ALL CONTRACTOR OPERATIONS WHILE THE GATE IS OPEN OR UNLOCKED.

3. THE CONTRACTOR SHALL RESTORE ALL TURFED AND PAVED AREAS USED FOR HAUL ROADS TO THEIR ORIGINAL CONDITION, INCLUDING ESTABLISHMENT OF NEW TURF. ALL COSTS FOR CONSTRUCTING, REMOVING, AND RESTORING OF HAUL ROADS REQUIRED FOR THE COMPLETION OF THE WORK SHALL BE BY THE CONTRACTOR UNDER MOBILIZATION.THE EXISTING CONDITION OF ALL ANTICIPATED HAUL ROUTES SHALL BE DOCUMENTED BY THE CONTRACTOR PRIOR TO HAULING.

4. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE PROJECT SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE PROJECT SITE. CONTRACTOR PROVIDED DIRECTIONAL SIGNAGE AT THE ACCESS GATES AND ALONG THE DELIVERY ROUTE TO THE STAGING AREA AND PROJECT SITE SHALL BE SUBMITTED AND REVIEWED BY THE DESIGNER AND AIRPORT OPERATIONS PRIOR TO INSTALLATION.

5. ALL CONTRACTOR MATERIAL ORDERS FOR DELIVERY TO THE SITE SHALL BE DIRECTED TO THE ACCESS POINT IDENTIFIED OR CONTRACTOR STAGING AREA.

6. THE CONTRACTOR, THROUGH AIRPORT OPERATIONS/SECURITY, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUB-CONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE PROJECT SITE. VEHICLE USE PERMITS SHALL BE OBTAINED BY THE CONTRACTOR IN ACCORDANCE WITH AIRPORT PROCEDURES.

7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE USE OF OFF-SITE ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE.

8. ALL VEHICLES USING HAUL ROUTES INCLUDING OFF-SITE ROUTES, SHALL BE COVERED TO PREVENT BLOWING AWAY OR SPILLAGE OF LOOSE MATERIAL. ALL SPILLAGES ON PUBLIC ROADWAYS AND SITE ROADS SHALL BE PROMPTLY CLEANED UP AND LEGALLY DISPOSED OF AT NO ADDITIONAL COST TO THE SPONSOR.

9. THE CONTRACTOR WILL NOT BE PERMITTED TO USE ANY ACCESS OR HAUL ROADS OTHER THAN THOSE DESIGNATED ON THE CONTRACT DRAWINGS. EMERGENCY ACCESS BY AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) RIGHT-OF-WAY ON ACCESS ROADS, HAUL ROADS, TAXIWAYS, AND RUNWAYS SHALL NOT BE IMPEDED AT ANY TIME.

10. CONTRACTOR TO PROVIDE HAUL ROUTE WITH TRAFFIC CONTROL PLAN FOR APPROVAL TO AUGUSTA-RICHMOND COUNTY ENGINEER'S OFFICE FOR USE OF PUBLIC ROADS BETWEEN 11PM AND 7 AM A MINIMUM OF 7 DAYS PRIOR TO USE.

D. CONTRACTOR STAGING AREA

1. THE LIMITS OF CONSTRUCTION, CONTRACTOR'S STAGING AREA AND STOCKPILING AREAS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION ARE SHOWN ON THE PLANS. ADDITIONAL AREAS MAY BE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE DESIGNER AND OWNER. THE CONTRACTOR SHALL PROVIDE DEVICES VISIBLE FOR BOTH DAY AND NIGHT USE TO DELINEATE THE PERIMETER OF ALL SUCH AREAS.

2. CONTRACTOR MAY UTILIZE THE EXISTING STAGING AREA THAT HAS BEEN ESTABLISHED IN PREVIOUS PROJECTS WHERE INDICATED ON THE PLANS. THE CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES AND DRAINAGE STRUCTURES FROM ANY DAMAGE CAUSED WHILE THE AREA IS BEING USED AS A CONSTRUCTION STAGING AREA. ALL DAMAGE SHALL BE REPAIRED TO THE SATISFACTION OF THE AIRPORT AUTHORITY AND AT NO ADDITIONAL COST TO THE AIRPORT AUTHORITY. A STAGING AREA LAYOUT PLAN SHALL BE SUBMITTED TO AIRPORT AND THE DESIGNER FOR REVIEW AND APPROVAL PRIOR TO CONSTRUCTION.

3. THE CONTRACTOR SHALL NOT PARK EQUIPMENT OR STORE MATERIALS WITHIN 10 FEET OF AOA FENCE AND/OR PERIMETER FENCE.

4. THE CONTRACTOR SHALL MAINTAIN EXISTING DRAINAGE PATTERNS AT THE STAGING AND STOCKPILE AREAS AND PROVIDE TEMPORARY ROUTING OF STORMWATER AROUND THE AREAS.

5. IN ORDER TO PREVENT SEDIMENT FROM LEAVING THE CONTRACTOR STAGING AREA, THE CONTRACTOR SHALL INSTALL TEMPORARY SILT FENCE AROUND THE STAGING AREA AND PROVIDE INLET PROTECTION DEVICES FOR ALL EXISTING DRAINAGE STRUCTURES IN ACCORDANCE WITH THE MANUAL FOR SEDIMENT AND EROSION CONTROL IN GEORGIA (LATEST EDITION) AND GDOT STANDARD DETAILS.

6. ALL EROSION CONTROL MEASURES WITHIN THE CONTRACTOR STAGING AREA SHALL BE INCIDENTAL TO SPECIFICATION ITEM C-102 TEMPORARY EROSION CONTROL.

7. CONTRACTOR SHALL INFORM THE CA TEAM ON A DAILY BASIS OF THE DAILY CONSTRUCTION ACTIVITIES, AS WELL AS, UPCOMING ACTIVITIES WITH THE INTENT TO LIMIT AIRPORT OPERATION CONFLICTS.

8. THE CONTRACTOR SHALL PROVIDE TEMPORARY UTILITIES TO THE SITE IF NEEDED. ALL COSTS ASSOCIATED WITH TEMPORARY UTILITIES SHALL BE INCIDENTAL TO C-105.

9. ALL STAGING AREAS SHALL BE INSPECTED AND APPROVED BY AIRPORT'S FIRE CHIEF. THE CONTRACTOR SHALL SUPPLY ANY AND ALL FIRE FIGHTING EQUIPMENT, PROTECTION AND SAFETY EQUIPMENT/SUPPLIES AS REQUESTED BY THE AIRPORT'S FIRE CHIEF WITHIN 24 HOURS AFTER REQUESTED.

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

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

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

E. CONTRACTOR EMPLOYEE AND EQUIPMENT PARKING

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

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

F. VEHICLE CONDITION

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

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

G. LOCATION OF STOCKPILED MATERIALS

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

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

H. VEHICLE AND PEDESTRIAN OPERATIONS

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

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

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

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

I. REQUIRED ESCORTS

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

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

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

J. TRAINING REQUIREMENTS FOR VEHICLE DRIVERS

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

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

K. TWO-WAY RADIO COMMUNICATIONS PROCEDURES

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

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

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

L. MAINTENANCE OF THE RESTRICTED AREA OF THE AIRPORT

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

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

M. WILDLIFE MANAGEMENT

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

2. CONTRACTOR SHALL PROPERLY SEAL ALL TRASH CONTAINERS AT WORK SITES SUCH THAT WILDLIFE CANNOT GAIN ACCESS TO CONTAINERS DURING NON-CONSTRUCTION PERIODS.

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

N. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

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

2. NO DEBRIS SHALL BE ALLOWED TO REMAIN ON THE ROADWAYS OR AIRPORT PAVED SURFACES. ACTIVE TAXIWAYS AND APRONS SHALL BE KEPT FREE OF DEBRIS AT ALL TIMES. USING POWER VACUUM SWEEPERS TO KEEP ALL ACCESS AND CONSTRUCTION AREAS CLEAR OF SOILS, CLODS, OR OTHER DEBRIS. PAYMENT FOR VACUUM SWEEPING AND CLEANING OF RUNWAY, TAXIWAYS AND/OR APRONS IS INCIDENTAL TO ITEM C-105.

3. THE CONTRACTOR SHALL HAVE AVAILABLE ON-SITE AT ALL TIMES A METHOD OF PERIODIC SPRAYING OF ANY STOCKPILE, HAUL ROADS, OR EXPOSED AREAS TO LIMIT DUST.

O. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

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

3. NOTAMS

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

4. EMERGENCY NOTIFICATION PROCEDURES

A. THE CONTRACTOR SHALL IMMEDIATELY CALL 911 IF AN ACCIDENT OCCURS WITH INJURIES ON AIRPORT PROPERTY ADVISING THE LOCATION IS ON AUGUSTA REGIONAL AIRPORT FOR THEM TO COORDINATE WITH THE AIRPORT AUTHORITY.

B. THE CONTRACTOR SHALL ALSO IMMEDIATELY NOTIFY AIRPORT OPERATIONS TO COORDINATE ALL EMERGENCY EFFORTS, (706) 799-5372.

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

5. COORDINATION WITH ARFF

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

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

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

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

6. NOTIFICATION TO THE FAA

A. THE CONTRACTOR'S USE OF CRANES, BOOM TRUCKS, CONCRETE PUMP TRUCKS, DRILL RIGS AND OTHER TALL OBJECTS WILL REQUIRE SUBMITTAL AND APPROVAL BY THE AIRPORT AND DESIGNER. IF ON AIRPORT PROPERTY, THE EQUIPMENT SHALL REQUIRE FAA AIRSPACE REVIEW AS SUBMITTAL ON FAA FORM 7460-1 NOTICE OF CONSTRUCTION.

B. IF CONTRACTOR REQUIRES EQUIPMENT IN EXCESS OF MAXIMUM ALLOWABLE HEIGHT, THEN SUBMIT A 7460-1 30 DAYS IN ADVANCE OF CRANE ERECTION. ALL CONSTRUCTION INVOLVING CRANES SHALL FURTHER BE COORDINATED AT LEAST 5 DAYS IN ADVANCE, EXCLUDING WEEKENDS, WITH THE AIRPORT OPERATIONS. THIS DOES NOT INCLUDE THE TIME REQUIRED FOR AIRSPACE REVIEW. THE FOLLOWING INFORMATION AND ACTIONS ARE REQUIRED:

INCLUDE:

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

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

AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PH I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
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NOT FOR CONSTRUCTION

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DATE: APRIL 4, 2025
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SHEET CONTENTS
CONSTRUCTION
SAFETY & PHASING
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P. INSPECTION REQUIREMENTS

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

Q. UNDERGROUND UTILITIES

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

   MEAD & HUNT, INC.
   5955 Core Road
   Suite 515
   NORTH CHARLESTON, SC 29406
   PHONE: (803) 520-2986

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

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

7. IF UNDERGROUND UTILITY IS ABANDONED, CONTRACTOR SHALL STILL STAKE, MARK, OR FLAG BUT WRITE DOWN “ABAND” BEFORE THE ABBREVIATED PREFIX INDICATED ABOVE.
8. THE INDIVIDUAL MARKING, STAKING, OR FLAGGING SHALL MARK THE UTILITIES IN A WAY THAT COINCIDES WITH THE DRAWINGS THAT ARE REFERENCED ON THE REQUEST FOR SWEEP FORM.
9. IF A UTILITY OR ANY UNDERGROUND OBSTRUCTION IS FOUND IT SHALL BE REPORTED IMMEDIATELY TO THE DESIGNER OR THE AIRPORT AUTHORITY PROJECT SUPERVISOR.
10. CONTRACTOR EMPLOYEES IN AN EXCAVATION SHALL BE PROTECTED FROM CAVE-INS BY AN ADEQUATE PROTECTIVE SYSTEM UNLESS THE EXCAVATION IS:
    A. MADE ENTIRELY OF STABLE ROCK, OR
    B. LESS THAN 5 FEET DEEP AND DETERMINATION HAS BEEN MADE THAT THERE IS NO POTENTIAL FOR A CAVE-IN.
11. EXCAVATION SHALL BE PROTECTED PER OSHA STANDARDS.

R. PENALTIES

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

S. RUNWAY AND TAXIWAY VISUAL AIDS

1. TAXIWAY VISUAL AIDS, INCLUDING ANY TEMPORARY TAXIWAY PAVEMENT MARKING WILL BE AS SHOWN ON THE PLANS AND PROVIDED BY THE CONTRACTOR. MARKINGS SHALL BE IN COMPLIANCE WITH AC 150/5340-1, STANDARDS FOR AIRPORT MARKINGS. LIGHTING SHALL CONFORM TO AC150/5340-30, DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS, AC 150/5345-50-B, SPECIFICATIONS FOR PORTABLE RUNWAY TAXIWAY LIGHTS, AND AC 150/5345-53 AIRPORT LIGHTING CERTIFICATION PROGRAM. SIGNS SHALL CONFORM TO AC 150/5345-44, SPECIFICATION FOR RUNWAY AND TAXIWAY SIGNS, AC 150/5340-18-G, STANDARDS FOR AIRPORT SIGN SYSTEMS, AND AC 150/5345-53, AIRPORT LIGHTING CERTIFICATION PROGRAM.
2. IF AIRCRAFT OPERATION AREAS MUST BE CLOSED, THE CONTRACTOR SHALL FURNISH AND PLACE PORTABLE BARRICADES ACROSS TAXIWAYS TO KEEP VEHICLES FROM ENTERING ACTIVE OPERATION AREAS AND TO KEEP AIRCRAFT FROM TAXIING INTO CONSTRUCTION AREAS. EXCAVATION AND OPEN TRENCHES MAY BE PERMITTED UP TO THE EDGE OF AN APRON PROVIDED THE DROP OFF IS APPROPRIATELY MARKED AND LIGHTED. BARRICADES SHALL BE MARKED WITH DIAGONAL, ALTERNATING ORANGE AND WHITE STRIPES AND SUPPLEMENTED WITH EITHER FLASHING LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. LIGHTS SHALL BE BARRICADE TYPE TYPICAL FOR CONSTRUCTION ZONES, AND RED IN COLOR. ALL LIGHTS MUST BE CHECKED NIGHTLY TO ENSURE THAT THEY ARE OPERATING. ANY LIGHTS NOT FUNCTIONING SHALL BE IMMEDIATELY REPLACED.
3. BARRICADES LOCATED WITHIN AIRCRAFT OPERATION AREAS SHALL BE LOW LEVEL AVIATION BARRICADES SPECIFICALLY MANUFACTURED AND DESIGNED FOR SUCH PURPOSE. THEY SHALL BE ALTERNATING ORANGE AND WHITE IN COLOR 10" HIGH AND 96" LONG, MADE OF UV-RESISTANT POLYETHYLENE AS MANUFACTURED BY MULTI-BARRIER (MODEL AR 10X96 HDPE) OR APPROVED EQUAL.

T. MARKING AND SIGNS FOR ACCESS ROUTES

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

U. HAZARD MARKING

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

V. MARKING AND LIGHTING

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

W.LOW PROFILE BARRICADES

1. THE CONTRACTOR SHALL PROVIDE LOW PROFILE BARRICADES AS DESCRIBED IN THE PLANS ALONG RUNWAY OR TAXIWAY EDGES WHEREVER OPEN EXCAVATIONS OR IRREGULAR GRADES ARE LEFT WITHIN THE SAFETY AREA OF AN ACTIVE RUNWAY OR TAXIWAY OR WHERE TEMPORARY PAVEMENT CLOSURES OR AIRCRAFT LIMITATIONS ARE REQUIRED. BARRICADES ALONG ACTIVE APRON OR TAXIWAY PAVEMENT SHALL BE PLACED APPROXIMATELY 10 FEET FROM THE EDGE OF THE FULL STRENGTH PAVEMENT, WHERE POSSIBLE, OR AS SHOWN ON THE OPERATIONAL AND PHASING PLANS OR AS DETERMINED BY THE DESIGNER AND AIRPORT OPERATIONS TO DELINEATE THE CONTRACTORS WORK AREAS. GAP BETWEEN BARRICADES SHALL BE NO MORE THAN 8 FEET END TO END. NO GAPS ARE ALLOWED BETWEEN BARRICADES LOCATED ADJACENT TO RUNWAY SAFETY AREAS.
2. THE CONTRACTOR SHALL MAINTAIN THE LIGHTS AND BARRICADES IN AN OPERABLE CONDITION FOR THE DURATION OF THE PROJECT.
3. ALL BARRICADES SHALL BE CHECKED VISUALLY FOR SIGNS OF WEAR AND TEAR ON A WEEKLY BASIS AND SHALL BE REPAINTED AND/OR REPLACED WHEN DEEMED APPROPRIATE BY THE CA TEAM. THE CONDITION OF LIGHTING UNITS SHALL BE CHECKED DAILY. ALL LIGHT FIXTURES SHALL BE VERIFIED OPERATING BY THE CONTRACTOR ON A DAILY BASIS BEFORE THE CONTRACTOR CEASES OPERATION FOR THE DAY. THE AREAS AROUND ALL BARRICADES SHALL BE CLEANED AT LEAST ONCE EACH WEEK AND THE CONTRACTOR SHALL SWEEP UP ACCUMULATED DEBRIS AND REMOVE IT FROM THE SITE. ALL ACTIVITIES CONDUCTED ADJACENT TO ACTIVE RUNWAYS OR TAXIWAYS SHALL BE COORDINATED WITH THE CA TEAM.
4. BARRICADES SHALL BE AS SHOWN ON DETAILS, G-082. ALL INCIDENTAL CONNECTORS, SPACERS, SPLICE PLATES, ETC., SHALL BE PAINTED WHITE.
5. ALTERNATE FORMS OF BARRICADES MAY BE PROPOSED BY THE CONTRACTOR WHICH MEET THESE FUNCTIONAL REQUIREMENTS. APPROVALS OF ANY SUCH SUBSTITUTION (IF GRANTED) SHALL BE BY THE AIRPORT AUTHORITY'S OPERATIONS AND THE CA TEAM.
6. THE FINAL LOCATION FOR THE BARRICADES SHALL BE ESTABLISHED IN THE FIELD WITH CONCURRENCE FROM THE CA TEAM AND AIRPORT OPERATIONS.
7. THE CONTRACTOR SHALL HAVE REPLACEMENT BARRICADES, LIGHTS AND BATTERIES ON SITE AND SHALL REPLACE BARRICADES, LIGHTS AND/OR BATTERIES WITHIN ONE HOUR OF NOTIFICATION BY THE CA TEAM OR AIRPORT PERSONNEL. CONTRACTOR SHALL PROVIDE THE NAME AND TELEPHONE NUMBER FOR AN ON-CALL REPRESENTATIVE 24 HOURS PER DAY, SEVEN DAYS PER WEEK TO REPLACE BARRICADES, BATTERIES AND INOPERATIVE LIGHTS.
8. RED STEADY BURN LIGHTS SHALL BE PLACED AT THE ENDS AND AT CORNERS OF EACH LINE OF BARRICADES; ALL OTHER LIGHTS ON BARRICADES SHALL BE RED FLASHING..
9. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PROPER POSITIONING OF ALL BARRICADES.
10. SANDBAGS, WATER AND/OR ANCHORS MAY BE REQUIRED TO HOLD THE BARRICADES IN PLACE WHERE EXPOSED TO JET BLAST.
11. ALL COSTS ASSOCIATED WITH FURNISHING, PLACEMENT, MAINTENANCE AND SUBSEQUENT RELOCATION OF THE LOW PROFILE BARRICADES ARE INCIDENTAL TO ITEM C-105, AIRFIELD SAFETY AND TRAFFIC CONTROL.

X. DELINEATING WORK AREAS

1. SAFETY BARRICADES SHALL BE FURNISHED AND INSTALLED AT THE LOCATIONS AS INDICATED ON THE CONTRACT DOCUMENTS AND/OR DIRECTED BY THE CA TEAM. GENERALLY, SAFETY FENCE WILL BE USED FOR DELINEATING CONTRACTOR STAGING/STORAGE AREAS, PHASE LIMITS AND EXCAVATIONS, TRENCHES, DROPOFFS, ETC. THAT MAY POSE A HAZARD TO ONSITE SAFETY.
2. SAFETY BARRICADES SHALL BE AS SPECIFIED IN SECTION 70-08 OF THE GENERAL PROVISIONS.

Y. PROJECT SURVEY AND LAYOUT

1. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THEIR OWN PROJECT SURVEY AND CONSTRUCTION LAYOUT IN ACCORDANCE WITH SPECIFICATION SP-10. CONTRACTOR SHALL BE COMPENSATED FOR PROJECT SURVEY AND LAYOUT UNDER C-105 MOBILIZATION.

Z. PROTECTION

1. AT NO TIME SHALL PERSONNEL, VEHICLES OR EQUIPMENT BE LOCATED OR ENTER ANY OF THE FOLLOWING AREAS UNLESS AUTHORIZED BY AIRPORT OPERATION OR CA TEAM.
   A. WITHIN 250 FEET PARALLEL TO AN ACTIVE RUNWAY CENTERLINE (TO BE INDICATED ON THE CSPP AND/OR SPCD).
   B. NO STOCKPILES WILL BE PLACED WITHIN 400 FEET PARALLEL TO AN ACTIVE RUNWAY CENTERLINE NOR WILL EQUIPMENT BE LEFT UNATTENDED.
   C. WITHIN 1,000 FEET OF THE END OF ACTIVE RUNWAYS (EACH END TO BE INDICATED IN THE CSPP AND/OR SPCD)
   D. WITHIN 93 FEET PARALLEL TO AN ACTIVE TAXIWAY CENTERLINE OPERATING WITH GROUP III AIRCRAFT WITH OUT PROPER APPROVAL.
   E. ACTIVE NAVAID CRITICAL AREAS.
   F. ON THE MOVEMENT AREA AND/OR ASSOCIATED SAFETY AREAS DURING TIMES OF INCLEMENT WEATHER OR UNUSUAL EVENTS AS DETERMINED BY THE AIRPORT OPERATION. DURING SUCH TIMES ALL WORK IS TO BE SUSPENDED. ALL EQUIPMENT SHALL BE REMOVED TO APPROVED STAGING AREAS.
2. TRENCHES AND/OR EXCAVATIONS SHALL NOT BE ALLOWED IN THE FOLLOWING AREAS WITHOUT CLOSURE OR RESTRICTION OF THE ADJACENT MOVEMENT AREA:
   A. WITHIN 250 FEET PARALLEL TO A RUNWAY CENTERLINE.
   B. WITHIN 93 FEET PARALLEL TO A TAXIWAY CENTERLINE OPERATING WITH GROUP III AIRCRAFT
   C. WITHIN 1,000 FEET OF THE END OF A RUNWAY.
   D. ACTIVE NAVAID CRITICAL AREAS.
3. EQUIPMENT WITHIN 400 FEET OF AN ACTIVE RUNWAY SHALL BE REMOVED WHEN NOT IN USE.
4. SOIL EROSION MUST BE CONTROLLED TO MAINTAIN RSA/TSA STANDARDS. ANY HOLES OR MOUNDS, BUMPS, OR OTHER FEATURES WITH A GRADE CHANGE GREATER THAN 3 INCHES WITHIN THE RSA OR TSA SHALL BE REPAIRED PRIOR TO RUNWAY OR TAXIWAY OPENING.

AA. OTHER LIMITATIONS ON CONSTRUCTION

1. PROHIBITIONS
   A. OPEN FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AND HAVE BEEN APPROVED FOR USE BY THE CA TEAM AND A BURN PERMIT HAS BEEN OBTAINED FROM THE ARFF. FLARE POTS SHALL NOT BE USED NEAR AIRCRAFT TURNING AREAS. ELECTRICAL BLASTING CAPS SHALL NOT BE USED WITHIN 1,000 FT OF THE AIRPORT PROPERTY.

BB. CONTRACTOR RESPONSIBILITIES

1. THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) TO THE AIRPORT OPERATOR DESCRIBING HOW IT WILL COMPLY WITH THE REQUIREMENTS OF THE CSPP. THE SPCD MUST INCLUDE A CERTIFICATION STATEMENT BY THE CONTRACTOR THAT INDICATES IT UNDERSTANDS THE OPERATIONAL SAFETY REQUIREMENTS OF THE CSPP AND THEY WILL NOT DEVIATE FROM THE APPROVED CSPP AND SPCD UNLESS WRITTEN APPROVAL IS GRANTED BY THE AIRPORT OPERATOR. ANY CONSTRUCTION PRACTICE PROPOSED BY THE CONTRACTOR THAT DOES NOT CONFORM TO THE CSPP AND SPCD MAY IMPACT THE AIRPORT'S OPERATIONAL SAFETY AND WILL REQUIRE A REVISION TO THE CSPP AND SPCD AND RE-COORDINATION WITH THE AIRPORT OPERATOR AND THE FAA IN ADVANCE.
2. THE CONTRACTOR SHALL HAVE AVAILABLE AT ALL TIMES COPIES OF THE CSPP AND SPCD FOR REFERENCE BY THE AIRPORT OPERATOR AND ITS REPRESENTATIVES, AND BY SUBCONTRACTORS AND CONTRACTOR EMPLOYEES.
3. THE CONTRACTOR SHALL ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SAFETY PROCEDURES AND REGULATIONS ON THE THE AIRPORT. PROVIDE A POINT OF CONTACT WHO WILL COORDINATE AN IMMEDIATE RESPONSE TO CORRECT ANY CONSTRUCTION-RELATED ACTIVITY THAT MAY ADVERSELY AFFECT THE OPERATIONAL SAFETY OF THE AIRPORT.
4. THE CONTRACTOR SHALL IDENTIFY IN THE SPCD THE CONTRACTOR'S ON-SITE EMPLOYEES RESPONSIBLE FOR MONITORING COMPLIANCE WITH THE CSPP AND SPCD DURING CONSTRUCTION.
5. THE CONTRACTOR SHALL CONDUCT INSPECTIONS TO ENSURE CONSTRUCTION PERSONNEL COMPLY WITH THE CSPP AND SPCD AND THAT THERE ARE NO ALTERED CONSTRUCTION ACTIVITIES THAT COULD CREATE POTENTIAL SAFETY HAZARDS.
6. THE CONTRACTOR'S SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) SHALL INCLUDE:

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

AUGUSTA-RICHMOND COUNTY GENERAL NOTES:

1. THERE ARE NO KNOWN GRAVE SITES OR CEMETERIES LOCATED ON THE PROPERTY. IF GRAVESITES OR CEMETERIES ARE DISCOVERED DURING CONSTRUCTION, INFORMATION MUST BE SUBMITTED TO THE AUGUSTA PLANNING & DEVELOPMENT DEPARTMENT IMMEDIATELY.
2. APPROVAL BY AUGUSTA, GEORGIA IS FOR THE IMPROVEMENTS SHOWN IN THE SITE PLAN. ANY VARIATION FROM THE APPROVED SITE PLAN MUST BE APPROVED BY THE CITY ENGINEER.
3. THE CONTRACTOR SHALL BE REQUIRED TO HAVE ON SITE A COPY OF THE GEORGIA DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS AND CONSTRUCTION STANDARD DETAILS, CURRENT EDITION FOR PROJECTS WHICH INCLUDE GDOT SPECIFICATIONS OR MATERIALS.
4. A PRECONSTRUCTION CONFERENCE SHALL BE HELD WITH THE CITY ENGINEER OR THEIR DESIGNATED REPRESENTATIVE PRIOR TO BEGINNING CONSTRUCTION. THIS MEETING SHALL BE SCHEDULED WITH THE ENGINEERING DEPARTMENT AT THE TIME THE NOTIFICATION OF WORK COMMENCEMENT IS GIVEN.
5. ALL DRAINAGE EASEMENTS AND DISTURBED AREAS MUST BE GRASSED AND/OR RIP/RAPPED AS REQUIRED TO CONTROL EROSION.
6. ALL CONSTRUCTION WITHIN AUGUSTA RIGHTS-OF-WAY SHALL CONFORM TO AUGUSTA, GEORGIA STANDARDS AND SPECIFICATIONS.
7. ALL SILT BARRIERS MUST BE PLACED IMMEDIATELY FOLLOWING CLEARING. NO GRADING SHALL BE DONE UNTIL SILT BARRIERS INSTALLATION IS COMPLETE.
8. THE CONTRACTOR SHALL CONTACT THE INSPECTION DIVISION OF THE PUBLIC WORKS DEPARTMENTS AT LEAST 48 HOURS PRIOR TO STARTING WORK ON THE PROJECT.THE COST OF INSPECTION BY THE CITY OF AUGUSTA GEORGIA'S ENGINEERING DEPARTMENT, BEFORE OR AFTER REGULAR WORKING HOURS, ON SATURDAYS, SUNDAYS, OR LEGAL HOLIDAYS, SHALL BE PAID FOR BY THE INDIVIDUAL REQUESTING THE INSPECTION AT A RATE OF 1 ½ TIMES THE REGULAR SALARY PER HOUR OF THE INSPECTOR PLUS 7.65% FROM THE EMPLOYER'S FICA/MEDICARE MATCH. APPROVAL FOR THE INSPECTION OUTSIDE OF NORMAL WORKING HOURS SHALL BE OBTAINED FROM THE CITY ENGINEER 48 HOURS IN ADVANCE. PRIOR TO THE COMMENCEMENT OF WORK REQUIRING INSPECTION OUTSIDE OF NORMAL WORKING HOURS, THE INDIVIDUAL REQUESTING THE INSPECTION SHALL SIGN A FORM WHICH IS FURNISHED BY THE ENGINEERING DEPARTMENT AGREEING TO PAY THE OVERTIME. THE INDIVIDUAL REQUESTING THE INSPECTION WILL BE BILLED BY THE ENGINEERING DEPARTMENT FOR PAYMENT.

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AUGUSTA REGIONAL AIRPORT
AUGUSTA REGIONAL
SOUTHEAST APRON PH I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	X-XX-XXXX-XX
M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	NJH
DRAWN BY:	KEE
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN NOTES

SHEET NO.
G-072

LEGEND

- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- ⟷ ⟷ — TEMPORARY HAUL ROUTE
- XXXXXXXXXXXX — LOW-PROFILE BARRICADES

- ORANGE PAINTED LATHE
- CONTRACTOR STAGING AREA
- RADIO PERSONNEL/FLAGGER
- CLOSED TAXIWAY MARKER

WORK SCHEDULE PHASING

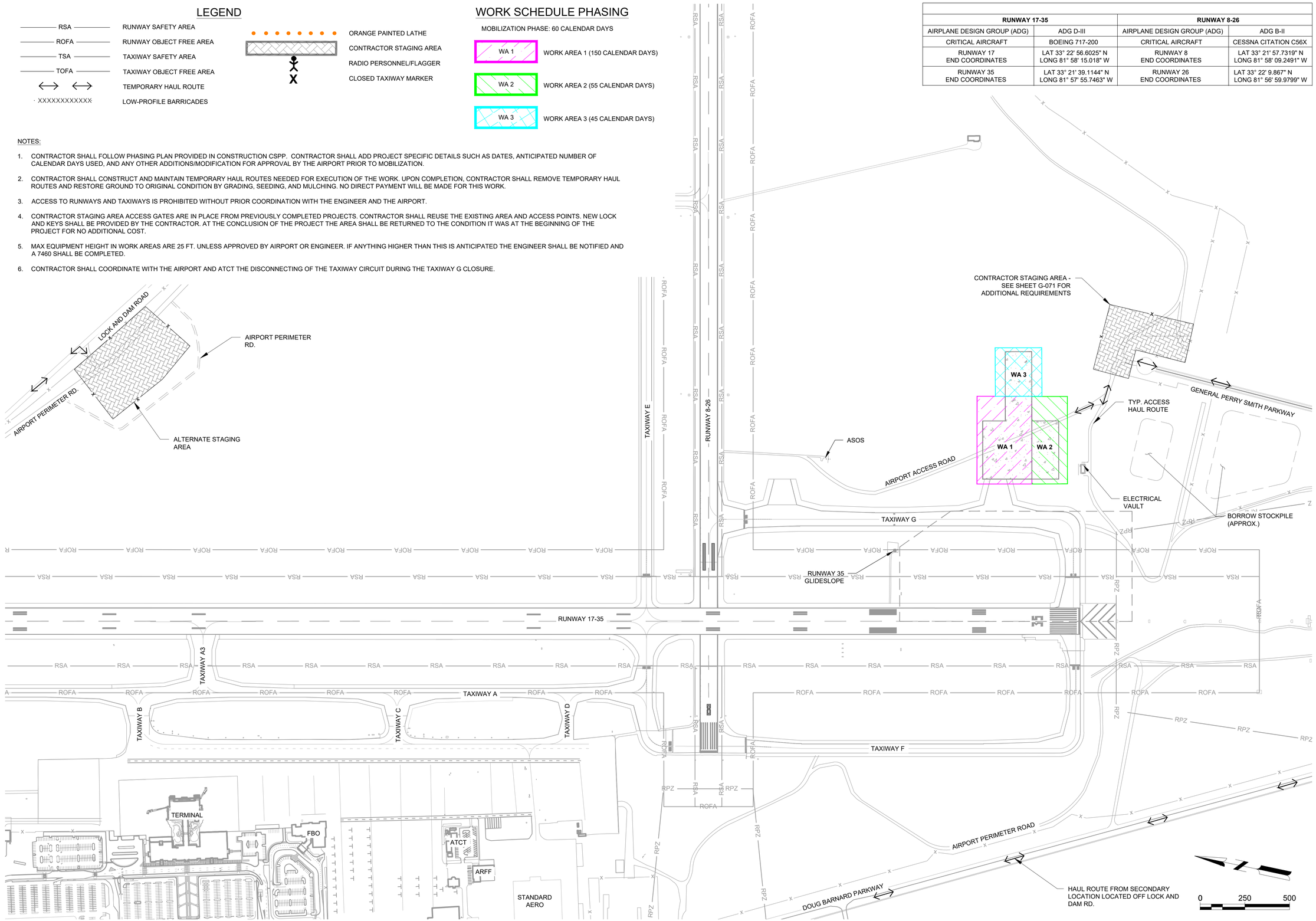
MOBILIZATION PHASE: 60 CALENDAR DAYS

- WA 1 — WORK AREA 1 (150 CALENDAR DAYS)
- WA 2 — WORK AREA 2 (55 CALENDAR DAYS)
- WA 3 — WORK AREA 3 (45 CALENDAR DAYS)

NOTES:

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

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



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CHECKED BY:	EJS

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SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN- KEY PLAN

SHEET NO.
G-081

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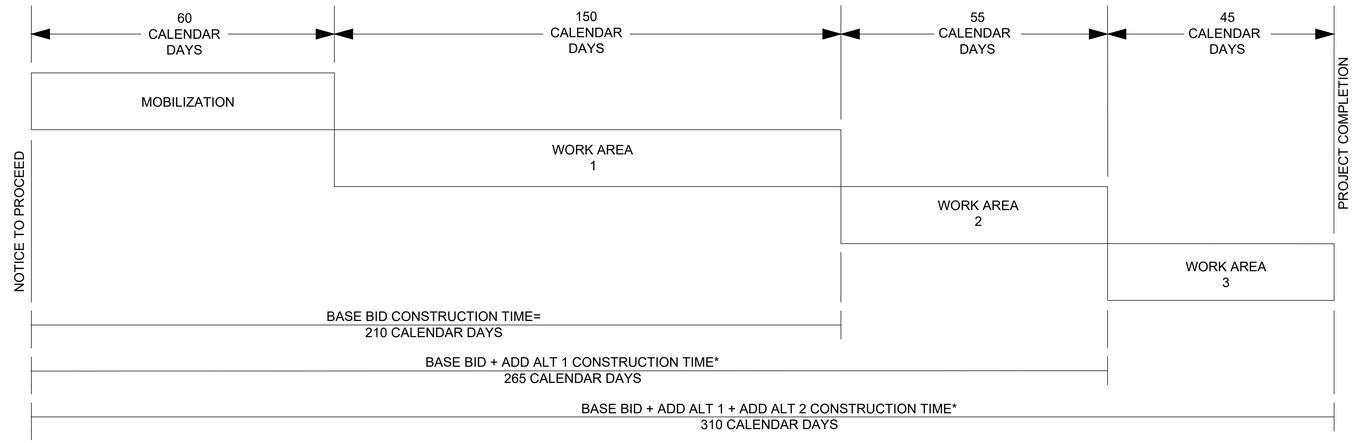


CONSTRUCTION PHASING DIAGRAM
N.T.S.

PHASING NOTES:

1. THE CONTRACTOR SHALL DESIGNATE A PERSON ON CALL 24 HOURS A DAY, 7 DAYS A WEEK, FOR EMERGENCY MAINTENANCE OF AIRPORT HAZARD LIGHTING AND BARRICADES. THIS CONTACT INFORMATION MUST BE ON FILE WITH THE AIRPORT OPERATOR.
2. ALL HAZARD LIGHTING, BARRICADES AND EQUIPMENT SHALL BE CHECKED A MINIMUM OF ONCE PER DAY TO ENSURE PROPER OPERATION, PREFERABLY AT DUSK.
3. *IF ONLY THE BASE BID AND ADDITIVE ALTERNATIVE 2 ARE AWARDED THE TOTAL CONSTRUCTION TIME SHALL BE 255 CALENDAR DAYS.

MOBILIZATION PHASE (60 CALENDAR DAYS)

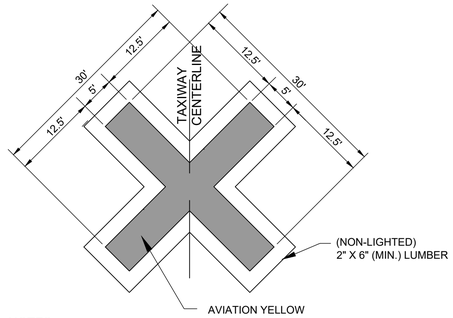
THE MOBILIZATION PHASE SHALL BEGIN IMMEDIATELY AFTER THE MOBILIZATION NOTICE TO PROCEED IS ISSUED BY THE AIRPORT. DURING THIS PHASE OF THE PROJECT, NO WORK SHALL BE CONDUCTED THAT RESTRICTS AIRPORT OPERATIONS UNLESS AUTHORIZED BY THE AIRPORT. NOTICE TO PROCEED WITH SUBSEQUENT SCHEDULES MAY BE GIVEN DURING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

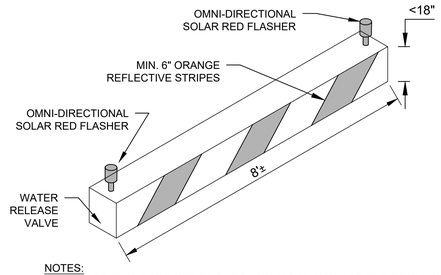
AUGUSTA RICHMOND COUNTY GENERAL NOTES:

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



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

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



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

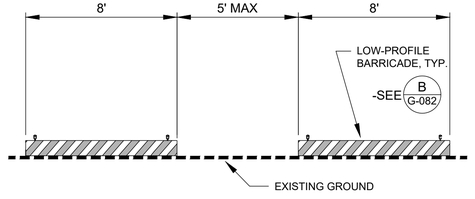
LOW-PROFILE
BARRICADE DETAIL — B / G-082
SCALE: NTS

GENERAL NOTES:

1. NIGHT WORK IS GENERALLY DEFINED AS WORK DONE FROM 11:00 PM TO 7:00 AM. IN WORK AREAS SUBJECTED TO COMMERCIAL FLIGHT RESTRICTIONS, NIGHT WORK MUST BE COMPLETED THIRTY (30) MINUTES PRIOR TO THE FIRST DEPARTING COMMERCIAL FLIGHT.
2. HOURS OF AIR TRAFFIC CONTROL TOWER OPERATIONS ARE FROM 6:45AM TO 11:00PM LOCAL TIME.
3. SEE SPECIAL PROVISIONS FOR DETAILS ON CONSTRUCTION LIMITATIONS. CLOSURE OF EXISTING AIRFIELD PAVEMENTS WILL BE ALLOWED ONLY ONCE THE FOLLOWING CONDITIONS ARE MET:
   A. 48-HOUR ADVANCE NOTIFICATION, VERIFYING THAT A PREVIOUSLY APPROVED CLOSURE PERIOD WILL BE AS SCHEDULED.
   B. A CLOSURE SCHEDULE FOR EACH AREA OF CONSTRUCTION HAS BEEN SUBMITTED TO THE ENGINEER FOR REVIEW AND HAS BEEN APPROVED. THESE SCHEDULES SHALL DETAIL TEMPORARY ACCESS ROUTES (IF APPLICABLE), SAFETY MEASURES, AND TIME LIMITS OF CLOSURE FOR EACH AREA. FAILURE TO OPEN AIRFIELD PAVEMENTS WITHIN THE APPROVED TIME LIMITS MAY RESULT IN LIQUIDATED DAMAGES.
4. THE AUGUSTA AIRPORT EXPERIENCES HIGH TRAFFIC VOLUMES DURING THE MASTERS WEEK THAT OCCURS THE FIRST OR SECOND WEEK OF APRIL EVERY YEAR. THE BIDDER IS ADVISED THAT A TEMPORARY SUSPENSION OF WORK WILL OCCUR DURING THIS PERIOD OF TIME. (APRIL 3RD THROUGH APRIL 14TH, 2026)
6. ANY ADDITIONAL LOW-PROFILE BARRICADES (INCLUDING SUPPLEMENTARY LIGHTS) NEEDED FOR PROPER EXECUTION OF THE WORK SHALL BE PROVIDED BY THE CONTRACTOR.
7. CONTRACTOR SHALL MAINTAIN ALL LIGHTS IN WORKING ORDER FOR THE DURATION OF THE PROJECT.

REQUIREMENTS FOR AIRPORT SECURITY, SAFETY AND CONTRACTOR OPERATIONS:

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



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

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AUGUSTA REGIONAL AIRPORT

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DESIGNED BY:	NJH
DRAWN BY:	KEE
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN- WA MATRIX

SHEET NO.
G-082

WORK SCHEDULE PHASING

MOBILIZATION PHASE: 60 CALENDAR DAYS

- WA 1 — WORK AREA 1 (150 CALENDAR DAYS)
- WA 2 — WORK AREA 2 (55 CALENDAR DAYS)
- WA 3 — WORK AREA 3 (45 CALENDAR DAYS)

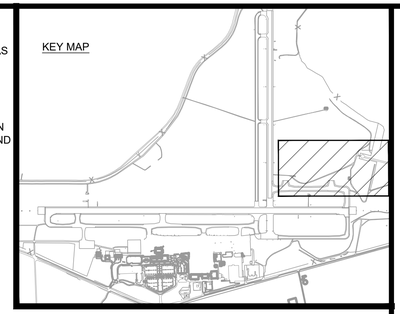
LEGEND

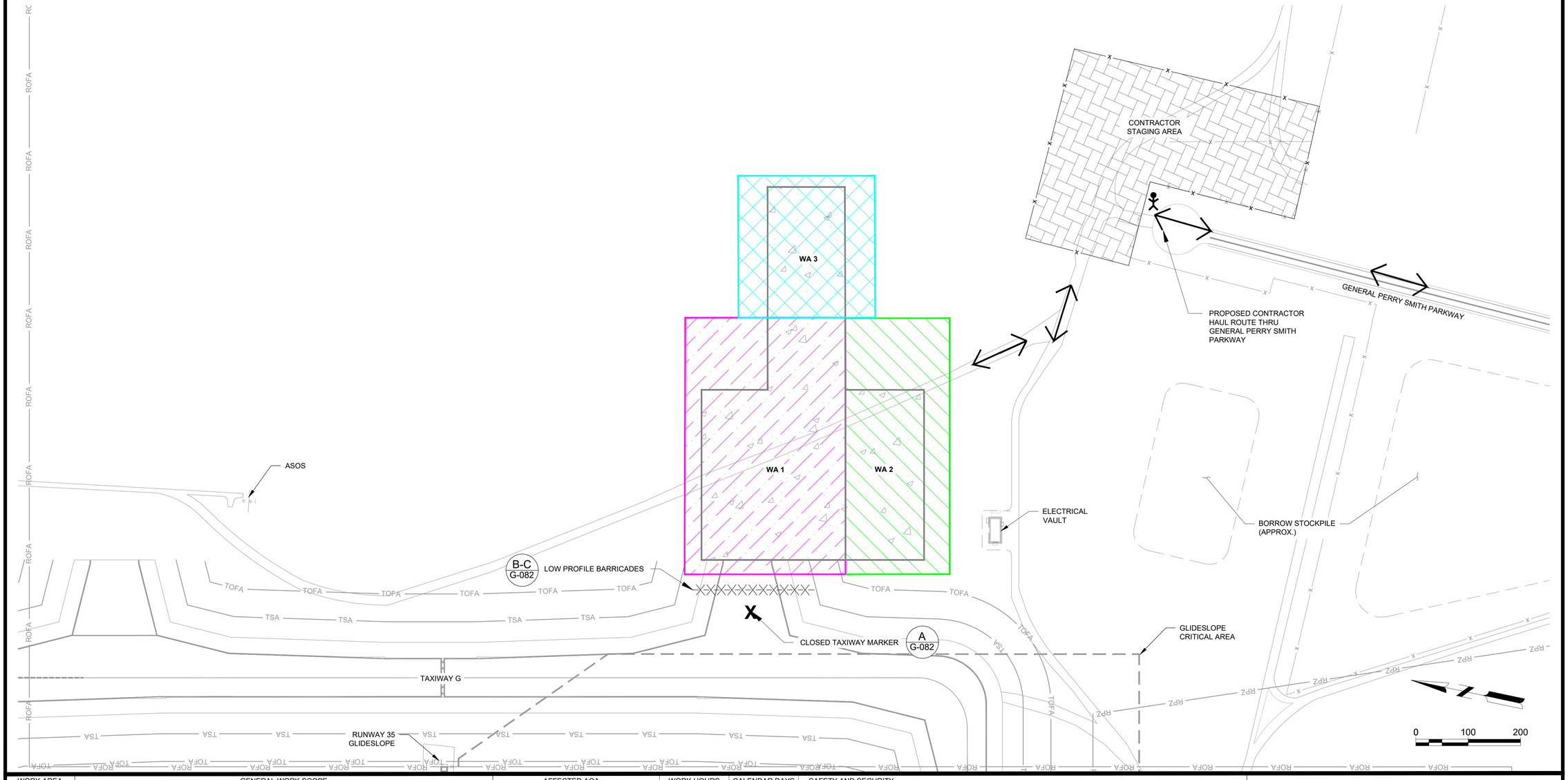
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
⟷ ⟷	TEMPORARY HAUL ROUTE
XXXXXXXXXXXX	LOW-PROFILE BARRICADES
● ● ● ● ● ● ● ●	ORANGE PAINTED LATHE
	GATE GUARD
X	CLOSED TAXIWAY MARKER

NOTES:

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

KEY MAP





WORK AREA	GENERAL WORK SCOPE	AFFECTED AOA	WORK HOURS	CALENDAR DAYS	SAFETY AND SECURITY
WA 1	THE CONSTRUCTION OF APPROXIMATELY 12,200 SY OF PAVEMENT, STORM DRAINAGE IMPROVEMENTS, ELECTRICAL IMPROVEMENTS, AND PAVEMENT MARKING	TAXIWAY G	24 HOURS	150	1. THE CONTRACTOR SHALL INSTALL LOW-PROFILE BARRICADES AS SHOWN. 2. THE CONTRACTOR SHALL NOTIFY THE AIRPORT AT LEAST 5 DAYS IN ADVANCE OF WORK FOR NOTAM OF CONSTRUCTION ACTIVITY TO BE POSTED. 3. THE CONTRACTOR WILL BE RESPONSIBLE TO PROVIDE ESCORTING OF ALL SUBCONTRACTORS FOR WORK DURING THIS PHASE. ESCORTS MUST PASS THE AIRFIELD DRIVERS TRAINING CLASS AND MUST HAVE AN ACTIVE AIRPORT BADGE WITH ESCORTING PRIVILEGES.
WA 2	THE CONSTRUCTION OF APPROXIMATELY 5,400 SY OF PAVEMENT, STORM DRAINAGE IMPROVEMENTS, ELECTRICAL IMPROVEMENTS, AND PAVEMENT MARKING	TAXIWAY G	24 HOURS	55	
WA 3	THE CONSTRUCTION OF APPROXIMATELY 4,200 SY OF PAVEMENT, STORM DRAINAGE IMPROVEMENTS, ELECTRICAL IMPROVEMENTS, AND PAVEMENT MARKING	TAXIWAY G	24 HOURS	45	

Mead & Hunt

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PH I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	X-XX-XXXX-XX
M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	NJH
DRAWN BY:	KEE
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS

CONSTRUCTION SAFETY & PHASING PLAN- WA 1, 2, & 3

SHEET NO.

G-083

X:\0119700\212113.01\TECH\CAD\DRAWINGS\SHEETS\G-081 CSPP.DWG
4/4/2025 9:36:13 AM

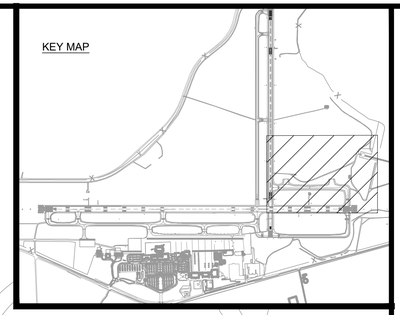
LEGEND

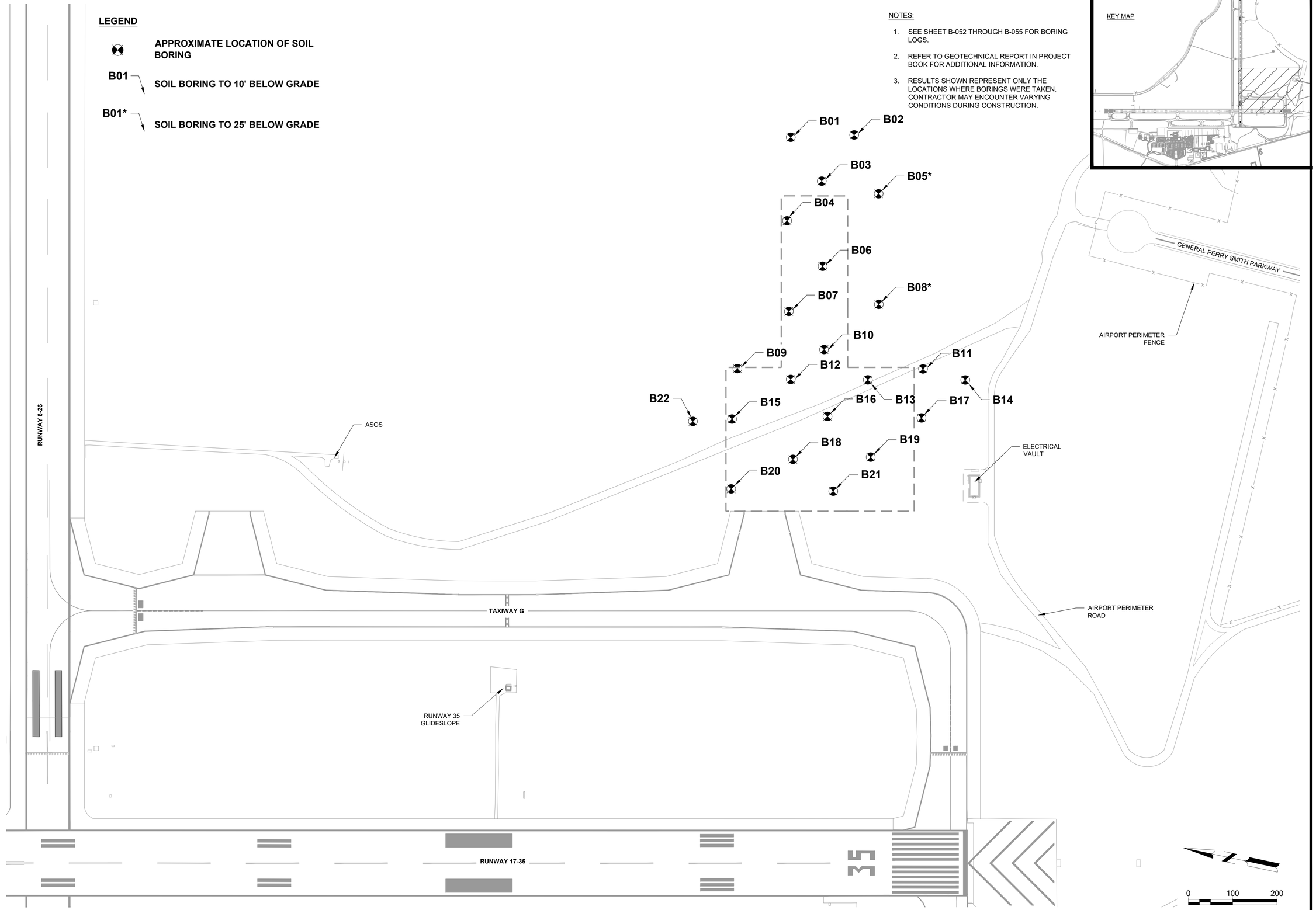
- APPROXIMATE LOCATION OF SOIL BORING
- B01 — SOIL BORING TO 10' BELOW GRADE
- B01* — SOIL BORING TO 25' BELOW GRADE

NOTES:

1. SEE SHEET B-052 THROUGH B-055 FOR BORING LOGS.
2. REFER TO GEOTECHNICAL REPORT IN PROJECT BOOK FOR ADDITIONAL INFORMATION.
3. RESULTS SHOWN REPRESENT ONLY THE LOCATIONS WHERE BORINGS WERE TAKEN. CONTRACTOR MAY ENCOUNTER VARYING CONDITIONS DURING CONSTRUCTION.

KEY MAP





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AIP NO.:	X-XX-XXXX-XX
M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	XXX
DRAWN BY:	KEE
CHECKED BY:	XXX

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SHEET CONTENTS
SOIL BORING PLAN

SHEET NO.
B-051

X:\0119700\212113.01\TECH\CAD\DRAWINGS\SHEETS\B-051 SOIL BORING & CORING PLAN.DWG
4/4/2025 9:36:38 AM

NOVA

TEST BORING RECORD B-1

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362883 N, -81.960489 W ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 5 inches				
		COASTAL PLAIN SOILS: Stiff brown fine to medium sandy CLAY				10
5	130	Medium dense brown gray clayey fine to medium SAND				20
						14
10	125	Boring Terminated at 10 ft.				18
15	120					
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

NOVA

TEST BORING RECORD B-2

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362492 N, -81.960394 W ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 6 inches				
		COASTAL PLAIN SOILS: Medium dense brown clayey fine to medium SAND				15
5	130	Dense to medium dense brown red and gray clayey fine to medium SAND				31
						13
10	125	Loose brown tan fine to medium SAND				9
15	120	Boring Terminated at 10 ft.				
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

NOVA

TEST BORING RECORD B-3

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362639 N, -81.960753 W ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 5.5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 5 inches				
		COASTAL PLAIN SOILS:Medium dense brown red and gray clayey fine to medium SAND				19
5	130	Medium dense tan gray fine to medium SAND with trace clay				28
						12
10	125	Medium dense brown clayey fine to medium SAND				13
15	120	Boring Terminated at 10 ft.				
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

NOVA

TEST BORING RECORD B-4

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362639 N, -81.960753 W ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 6

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 6 inches				
		COASTAL PLAIN SOILS: Medium dnese brown red clayey fine to medium SAND				19
5	130	Medium dense brown silty fine to medium SAND				29
						29
10	125	Medium dense brown red and gray claeyey fine to medium SAND				28
15	120	Medium dense brown fine to medium SAND				22
20	115	Boring Terminated at 15 ft.				
25	110					
30	105					
35	100					

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

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

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NOVA

TEST BORING RECORD B-5

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362269 N, -81.960931 W ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 16

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 4 inches				
		COASTAL PLAIN SOILS: Medium dense brown red and gray clayey fine to medium SAND				21
5	130	Medium dense tan fine to medium SAND with trace silt				27
						14
10	125	Very loose to medium dense tan brown fine to medium SAND				3
15	120					13
20	115					7
25	110	Stiff brown gray fine to medium sandy CLAY				11
30	105	Boring Terminated at 25 ft.				
35	100					

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

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

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NOVA

TEST BORING RECORD B-6

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362531 N, -81.961383 W ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/30/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 6

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 6 inches				
		FILL: Very loose black brown and red clayey fine to medium SAND				3
		COASTAL PLAIN SOILS: Medium dense brown red and gray clayey fine to medium SAND				13
5	130	Medium dense brown silty fine to medium SAND				14
10	125	Medium dense brown fine to medium SAND with trace silt				14
15	120	Boring Terminated at 10 ft.				
20	115					
25	110					
30	105					
35	100					

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

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AUGUSTA, GA 30906-9602

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AIP NO.: X-XX-XXXX-XX
M&H NO.: 0119700-212113.01
DATE: APRIL 4, 2025
DESIGNED BY: XXX
DRAWN BY: KEE
CHECKED BY: XXX
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SHEET CONTENTS
SOIL BORING LOGS

SHEET NO.
B-052

X:\0119700\212113.01\TECH\CAD\DRAWINGS\SHEETS\B-051 SOIL BORING & CORING PLAN.DWG
4/4/2025 9:36:45 AM

NOVA

TEST BORING RECORD B-7

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362656 N, 81.961761 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 6

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 6 inches				
		COASTAL PLAIN SOILS: Loose to medium dense brown red and gray clayey fine to medium SAND				12
5	130					31
		Medium dense gray tan clayey fine to medium SAND				20
10	125	Boring Terminated at 10 ft.				16
15	120					
20	115					
25	110					
30	105					
35	100					

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

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NOVA

TEST BORING RECORD B-8

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362158 N, 81.961363 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 15

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 8 inches				
		COASTAL PLAIN SOILS: Medium dense brown red and gray clayey fine to medium SAND with trace roots				11
5	130					21
		Medium dense to loose gray brown fine to medium SAND with some clay				13
10	125					12
15	120					8
20	115	Very loose gray fine to medium SAND				WOH
		Firm gray fine to medium sandy CLAY				
25	110	Boring Terminated at 25 ft.				7
30	105					
35	100					

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

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NOVA

TEST BORING RECORD B-9

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362914 N, 81.962256 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 6.5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 6 inches				
		COASTAL PLAIN SOILS: Medium dense brown red and gray clayey fine to medium SAND				13
5	130					25
		Medium dense brown silty fine to medium SAND				29
10	125	Boring Terminated at 10 ft.				23
15	120					
20	115					
25	110					
30	105					
35	100					

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

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NOVA

TEST BORING RECORD B-10

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362408 N, 81.961947 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 6.5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 4 inches				
		COASTAL PLAIN SOILS: Loose to medium dense brown red and gray clayey fine to medium SAND				10
5	130					21
		Medium dense brown gray clayey fine to medium SAND				16
		Medium dense brown gray fine to medium SAND with trace silt				13
10	125	Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

NOVA

TEST BORING RECORD B-11

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.361778 N, -81.961967 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 8

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	BASE COARSE: 1 inch				
		FILL: Very stiff brown red fine to medium sandy CLAY				18
		COASTAL PLAIN SOILS: Medium dense brown gray clayey fine to medium SAND				23
5	130	Medium dense brown fine to medium SAND with some silt				13
10	125	Boring Terminated at 10 ft.				12
15	120					
20	115					
25	110					
30	105					
35	100					

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

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Page 1 of 1

NOVA

TEST BORING RECORD B-12

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362572 N, 81.962247 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 6.5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 6 inches				
		COASTAL PLAIN SOILS: Loose to medium dense brown red clayey fine to medium SAND				8
5	130					23
		Medium dense gray medium to fine SAND with some clay				22
10	125	Boring Terminated at 10 ft.				16
15	120					
20	115					
25	110					
30	105					
35	100					

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

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1501 AVIATION WAY
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ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.: X-XX-XXXX-XX
M&H NO.: 0119700-212113.01
DATE: APRIL 4, 2025
DESIGNED BY: XXX
DRAWN BY: KEE
CHECKED BY: XXX
DO NOT SCALE DRAWINGS

SHEET CONTENTS
SOIL BORING LOGS

SHEET NO.
B-053

X:\0119700\212113.01\TECH\CAD\DRAWINGS\SHEETS\B-051 SOIL BORING & CORING PLAN.DWG
4/4/2025 9:36:50 AM

NOVA

TEST BORING RECORD B-13

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362097 N, -81.962136 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 4

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 6 inches				
		COASTAL PLAIN SOILS: Loose to medium dense brown red and gray clayey fine to medium SAND				9
5	130					22
		Medium dense to loose brown fine to medium SAND with some clay				11
10	125					9
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

NOVA

TEST BORING RECORD B-14

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.361514 N, -81.961994 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 6.5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 4 inches				
		COASTAL PLAIN SOILS: Loose to medium dense brown red and gray clayey fine to medium SAND				10
5	130					10
		Medium dense brown gray silty fine to medium SAND				12
10	125					13
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

NOVA

TEST BORING RECORD B-15

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362867 N, 81.962614 W — ELEVATION: 135 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 5.5

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 7 inches				
		COASTAL PLAIN SOILS: Medium dense brown red and gray clayey fine to medium SAND				11
5	130					18
		Medium dense brown fine to medium SAND				21
10	125					20
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

NOVA

TEST BORING RECORD B-16

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362288 N, -81.962469 W — ELEVATION: 134 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 3

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0						
		TOPSOIL: 4 inches				
		COASTAL PLAIN SOILS: Loose to medium dense brown gray clayey fine to medium SAND				8
5	130					28
		Medium dense tan gray clayey fine to medium SAND				14
10	125					18
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

NOVA

TEST BORING RECORD B-17

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.361703 N, -81.962325 W — ELEVATION: 134 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 2

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0						
		TOPSOIL: 6 inches				
		FILL: Loose black brown silty fine to medium SAND with rock fragments				9
		COASTAL PLAIN SOILS: Medium dense to loose brown gray clayey fine to medium SAND				13
5	130					25
10	125					6
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

NOVA

TEST BORING RECORD B-18

PROJECT: AGS Southeast Apron Development — PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362467 N, 81.962808 W — ELEVATION: 134 ft-MSL
DRILLER: Betts Environemntal — LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger — DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE — AFTER 24 HOURS: NE — CAVING> 3

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0						
		TOPSOIL: 5 inches				
		COASTAL PLAIN SOILS: Very stiff brown red fine to medium sandy CLAY				24
5	130	Medium dense brown red and gray clayey fine to medium SAND				24
						22
10	125	Loose brown tan silty fine to medium SAND				10
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

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

Page 1 of 1

FOR REFERENCE ONLY

Mead & Hunt

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

AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PH I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	X-XX-XXXX-XX
M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	XXX
DRAWN BY:	KEE
CHECKED BY:	XXX

DO NOT SCALE DRAWINGS

SHEET CONTENTS
SOIL BORING LOGS

SHEET NO.
B-054

X:\0119700\212113.01\TECH\CAD\DRAWINGS\SHEETS\B-051 SOIL BORING & CORING PLAN.DWG
4/4/2025 9:36:55 AM

NOVA

TEST BORING RECORD B-19

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.361994 N, -81.962686 W ELEVATION: 134 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 4

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

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 6 inches				
		FILL: Loose tan gray silty fine to medium SAND with trace roots				
		COASTAL PLAIN SOILS: Loose brown gray clayey fine to medium SAND				10
5	130	Dense to medium dense brown gray clayey fine to medium SAND				31
						23
10	125	Medium dense tan gray silty fine to medium SAND				20
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

Page 1 of 1

NOVA

TEST BORING RECORD B-20

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362761 N, -81.963156 W ELEVATION: 134 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 7

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

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	COASTAL PLAIN SOILS: Medium dense to dense brown red and gray clayey fine to medium SAND				17
5	130	Medium dense brown silty fine to medium SAND				33
						19
10	125	Boring Terminated at 10 ft.				18
15	120					
20	115					
25	110					
30	105					
35	100					

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

Page 1 of 1

NOVA

TEST BORING RECORD B-21

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.362194 N, 81.962997 W ELEVATION: 134 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/28/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 5

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

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 2 inches				
		COASTAL PLAIN SOILS: Very stiff brown red and gray fine to medium sandy CLAY				19
		Medium dense brown gray and pink clayey fine to medium SAND				30
5	130	Medium dense to loose tan silty fine to medium SAND				24
						10
10	125	Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

Page 1 of 1

NOVA

TEST BORING RECORD B-22

PROJECT: AGS Southeast Apron Development PROJECT NO.: 10103-2024054
CLIENT: Mead and Hunt
PROJECT LOCATION: Augusta, Georgia
LOCATION: 33.361619 N, -81.962861 W ELEVATION: 134 ft-MSL
DRILLER: Betts Environemntal LOGGED BY: KM
DRILLING METHOD: Hollow Stem Auger DATE: 10/29/2024
DEPTH TO - WATER> INITIAL: NE AFTER 24 HOURS: NE CAVING> 5.5

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

Depth (feet)	Elevation (ft-MSL)	Description	Graphic	Groundwater	Sample Type	N-Value
0	135	TOPSOIL: 5 inches				
		COASTAL PLAIN SOILS: Medium dense brown red and gray clayey fine to medium SAND				19
5	130					23
						20
10	125	Medium dense brown fine to medium SAND				10
		Boring Terminated at 10 ft.				
15	120					
20	115					
25	110					
30	105					
35	100					

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

Page 1 of 1

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phone: 843-486-8330
meadhunt.com

AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT SOUTHEAST APRON PH I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.: X-XX-XXXX-XX
M&H NO.: 0119700-212113.01
DATE: APRIL 4, 2025
DESIGNED BY: XXX
DRAWN BY: KEE
CHECKED BY: XXX
DO NOT SCALE DRAWINGS

SHEET CONTENTS
SOIL BORING LOGS

SHEET NO.
B-055

X:\0119700\212113.01\TECH\CAD\DRAWINGS\SHEETS\B-051 SOIL BORING & CORING PLAN.DWG
4/4/2025 9:36:59 AM

EROSION, SEDIMENTATION & POLLUTION CONTROL PLAN CHECKLIST
STAND ALONE CONSTRUCTION PROJECTS GAR100001
SWCD: Brier Creek Region 3

Project Name: AGS SE Apron Phase 1 **Address: 1501 Aviation Way, Augusta, GA**
Local Issuing Authority: Augusta/Richmond **Date on Plans: April 2025**
Name & email of person filling out checklist: C'lee Bishop, cbishop@aulickengineering.com

Plan Page #	Included Y/N		**TO BE SHOWN ON ES&PC PLAN**
C-021	Y	1	The applicable Erosion, Sedimentation and Pollution Control Plan Checklist established by the Commission as of January 1 of the year in which the land-disturbing activity was permitted. The completed Checklist must be submitted with the ES&PC Plan or the Plan will not be reviewed. **Permit IV.D.1. pg 27**
PLANS	Y	2	Level II certification number issued by the Commission, signature and seal of the certified design professional. Signature, seal and Level II number must be on each sheet pertaining to ES&PC Plan or the Plan will not be reviewed. The Level II certification must be issued to the Design Professional, **after completion of a GSWCC approved course**, and whose signature and seal are on the Plan.
C-022	Y	3	Limits of disturbance shall be **less than** 50 acres at any one time without prior written authorization from the GAEPD District Office. If GAEPD approves the request to disturb 50 acres or more at any one time, the Plan must include the GAEPD approval letter and completed Appendix 1 of this checklist with at least 4 of the chosen BMPs. * A copy of the written approval by GAEPD must be attached to the Plan for the Plan to be reviewed. **Permit IV.D.3. pg 28**
C-022	Y	4	The name and phone number of the 24-hour contact responsible for erosion, sedimentation and pollution controls.
C-022	Y	5	Provide the name, address, email address, and phone number of Primary Permittee.
C-022	Y	6	Note total and disturbed acreages of the project or phase under construction.
C-022	Y	7	Provide the GPS location of the construction exit for the site. Give the Latitude and Longitude in decimal degrees.
C-022	Y	8	Initial date of the Plan and the dates of any revisions made to the Plan including the entity who requested the revisions.
C-022	Y	9	Descriptions of the nature of construction activity and existing site conditions.
C-022	Y	10	Provide vicinity map showing site's relation to surrounding areas. Include designation of specific phase, if necessary.
C-022	Y	11	Identify the project receiving waters and describe all sensitive adjacent areas including streams, lakes, residential areas, wetlands, marshlands, etc. which may be affected.
C-022	Y	12	Design professional's certification statement and signature that the site was visited prior to development of the ES&PC Plan as stated on **Part IV page 20** of the permit.
C-022	Y	13	Design professional's certification statement and signature that the Permittee's ES&PC Plan provides for an appropriate and comprehensive system of BMPs and sampling to meet permit requirements as stated on **Part IV page 20** of the permit. *
C-022	Y	14	Clearly note the statement that "The design professional who prepared the ES&PC Plan is to inspect **and certify** the installation of the initial sediment storage requirements and perimeter control BMPs within 7 days after installation." *
C-022	Y	15	Clearly note the statement that "Non-exempt activities shall not be conducted within the 25 or 50-foot undisturbed stream buffers as measured from the point of wrested vegetation or within 25-feet of the coastal marshland buffer as measured from the Jurisdictional Determination Line without first acquiring the necessary variances and permits."
C-022	Y	16	Provide a description of any buffer encroachments and indicate whether a buffer variance is required.
C-022	Y	17	Clearly note the statement that "Amendments/revisions to the ES&PC Plan which have a significant effect on BMPs with a hydraulic component must be certified by the design professional." *
C-022	Y	18	Clearly note the statement that "Waste materials shall not be discharged to waters of the State, except as authorized by a Section 404 permit." *
C-022	Y	19	Clearly note statement that "The escape of sediment from the site shall be prevented by the installation of erosion and sediment control measures and practices prior to land disturbing activities."
C-022	Y	20	Clearly note statement that "Erosion control measures will be maintained at all times. If full implementation of the approved Plan does not provide for effective erosion control, additional erosion and sediment control measures shall be implemented to control or treat the sediment source."
C-022	Y	21	Clearly note the statement "Any disturbed area left exposed for a period greater than 14 days shall be stabilized with mulch or temporary seeding."
C-022	Y	22	Any construction activity which discharges storm water into a Biota Impaired Stream Segment, or within 1 linear mile upstream of and within the same watershed as any portion of a Biota Impaired Stream Segment, must comply with **Part III.C.** of the permit. Include the completed Appendix 1 of this checklist with at least 4 of the chosen BMPs that will be used for those areas of the site which discharge to the Impaired Stream Segment. *
C-022	Y	23	If a TMDL Implementation Plan for sediment has been finalized for the Biota Impaired Stream Segment (identified in Item 22 above) at least six months prior to submittal of NOI, the ES&PC Plan must address any site-specific conditions or requirements included in the TMDL Implementation Plan. *
C-022	Y	24	BMPs for concrete washdown of tools, concrete mixer chutes, hoppers and the rear of the vehicles. Include statement that washout of the drum at the construction site is prohibited. *
C-022	Y	25	Provide BMPs for the remediation of all petroleum spills and leaks.
C-023	Y	26	Description of the measures that will be installed during the construction process to control pollutants in storm water that will occur after construction operations have been completed. *
C-023	Y	27	Description of practices to provide cover for building materials and building products on site. *
C-023	Y	28	Description of the practices that will be used to reduce the pollutants in storm water discharges. *
C-023	Y	29	Description and chart or timeline of the intended sequence of major activities which disturb soils for the major portions of the site (i.e., initial perimeter and sediment storage BMPs, clearing and grubbing activities, excavation activities, utility activities, grading, infrastructure, temporary and final stabilization).
C-023	Y	30	Provide complete requirements of inspections and record keeping by the Primary Permittee. *
C-023	Y	31	Provide complete requirements of Sampling Frequency and Reporting of sampling results. *
C-023	Y	32	Provide complete details for Retention of Records as per **Part IV.F.** of the permit. *
C-024	Y	33	Description of analytical methods to be used to collect and analyze the samples from each location. *
C-024	Y	34	Appendix B rationale for NTU values at all outfall sampling points where applicable. *
C-024	Y	35	Delineate all sampling locations on **all phases of t**he Plan, and perennial and intermittent streams and other water bodies into which storm water is discharged. *
C-024	Y	36	A description of appropriate controls and measures that will be implemented at the construction site including: (1) initial sediment storage requirements and perimeter control BMPs, (2) intermediate grading and drainage BMPs, and (3) final BMPs. For construction sites where there will be no mass grading and the initial sediment storage requirements and initial perimeter control BMPs, intermediate grading and drainage BMPs, and final BMPs are the same, the Plan may combine all BMPs into a single phase plan. *
PLANS	Y	37	Graphic scale and North arrow.
PLANS	Y	38	Existing and proposed contour lines with contour lines drawn at an interval in accordance with the following:

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

C-024	Y	39	Use of Alternative BMPs whose performance has been documented to be equivalent to or superior to conventional BMPs as certified by a Design Professional (unless disapproved by GAEPD or the Georgia Soil and Water Conservation Commission). Refer to the Alternative BMP Guidance Document found at www.gaswcc.georgia.gov.
C-024	Y	40	Use of Alternative BMP for application to the Equivalent BMP List. Refer to Appendix A-2 of the Manual for Erosion & Sediment Control in Georgia 2016 Edition. *
PLANS	Y	41	Delineation of the applicable 25-foot or 50-foot undisturbed buffers adjacent to State Waters and any additional buffers as required by the Local Issuing Authority. Clearly note and delineate all areas of impact.
PLANS	Y	42	Delineation of all State Waters and wetlands located on or within 200 feet of the project site.
MAPS	Y	43	Delineation and acreage of contributing drainage basins on the project site.
MAPS	Y	44	Provide hydrology study and maps of drainage basins for both the pre- and post-developed conditions. *
MAPS	Y	45	Estimate of the runoff coefficient or peak discharge flow of the site prior to and after construction activities are completed. **For solar farm projects, post-construction impervious area shall be calculated as 70% of total solar panel square footage.**
C-025	Y	46	Storm-drain pipe and weir velocities with appropriate outlet protection to accommodate discharges without erosion. Identify/Delineate at all storm water discharge points.
C-025	Y	47	Soil series for the project site and their delineation.
PLANS	Y	48	The limits of disturbance for each phase of construction.
C-025	Y	49	Provide a minimum of 67 cubic yards of sediment storage per acre drained using a temporary sediment basin, retrofitted detention pond, and/or excavated inlet sediment traps for each common drainage location. Sediment storage volume must be in place prior to and during all land disturbance activities until final stabilization of the site has been achieved. A written justification explaining the decision to use equivalent controls when a sediment basin is not attainable must be included in the Plan for each common drainage location in which a sediment basin is not provided. A written justification as to why 67 cubic yards of storage is not attainable must also be given. Worksheets from the Manual must be included for structural BMPs and all calculations used by the design professional to obtain the required sediment storage when using equivalent controls. When discharging from sediment basins and impoundments, Permittees are required to utilize outlet structures that withdraw water from the surface, unless infeasible. If outlet structures that withdraw water from the surface are not feasible, a written justification explaining this decision must be included in the Plan.
PLANS	Y	50	Location of Best Management Practices that are consistent with, and no less stringent than, the Manual for Erosion and Sediment Control in Georgia. Use uniform coding symbols from the Manual Chapter 6, with legend.
DETAILS	Y	51	Provide detailed drawings for all structural practices. Specifications must, at a minimum, meet the guidelines set forth in the Manual for Erosion and Sediment Control in Georgia.
DETAILS	Y	52	Provide vegetative plan, noting all temporary and permanent vegetative practices. Include species, planting dates and seeding, fertilizer, lime and mulching rates. Vegetative plan shall be site specific for appropriate time of year that seeding will take place and for the appropriate geographic region of Georgia.

NOTES: C-021 - C-025
PLANS: C-026 - C-029
DETAILS: C-031 - C-033
MAPS: C-041 - C-043

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

Effective January 1, 2025

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

AUGUSTA REGIONAL AIRPORT

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

AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PHASE I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.: X-XX-XXXX-XX
M&H NO.: 0119700-212113.01
DATE: APRIL 4, 2025
DESIGNED BY: CAB
DRAWN BY: CAB
CHECKED BY: WMM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - CHECKLIST

SHEET NO.
C-021

ITEM 1:

THE APPLICABLE EROSION, SEDIMENTATION AND POLLUTION CONTROL PLAN CHECKLIST ESTABLISHED BY THE COMMISSION AS OF JANUARY 1 OF THE YEAR IN WHICH THE LAND-DISTURBING ACTIVITY WAS PERMITTED. SEE SHEET C-021.

ITEM 2:

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

WILLIAM M. MCNAMARA, PE

DATE

ITEM 3:

LIMITS OF DISTURBANCE SHALL BE LESS THAN 50 ACRES AT ANY ONE TIME WITHOUT PRIOR WRITTEN AUTHORIZATION FROM THE GAEPD DISTRICT OFFICE. IF GAEPD APPROVES THE REQUEST TO DISTURB 50 ACRES OR MORE AT ANY ONE TIME, THE PLAN MUST INCLUDE THE GAEPD APPROVAL LETTER AND COMPLETED APPENDIX 1 OF THIS CHECKLIST WITH AT LEAST 4 OF THE CHOSEN BMPS.

LIMITS OF DISTURBANCE: SEE ITEM #6 BELOW

ITEM 4 & 5:

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

PRIMARY PERMITTEE:
NAME: ELIZABETH GILES
ADDRESS: 1501 AVIATION WAY
AUGUSTA, GA 30906
PHONE NUMBER: (706) 796-4010
EMAIL ADDRESS: EGILES@AUGUSTAGA.GOV

ITEM 6:

TOTAL AREA PHASE 1 (INITIAL): 7.7 AC
TOTAL DISTURBED AREA PHASE 1 (INITIAL): 7.7 AC

TOTAL AREA PHASE 2 (INTERMEDIATE): 7.7 AC
TOTAL DISTURBED AREA PHASE 2 (INTERMEDIATE): 7.7 AC

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

ITEM 7:

THE GPS LOCATION OF THE CONSTRUCTION EXIT IS: N33.3616, - W81.9618

ITEM 8:

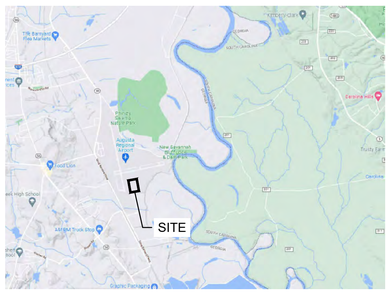
INITIAL DATE AND REVISION DATES OF THE PLAN ARE DEPICTED ON ALL SHEETS.

ITEM 9:

EXISTING SITE CONDITIONS:
THE SITE IS AN UNDEVELOPED AREA LOCATED OFF OF TAXIWAY G AT AUGUSTA REGIONAL AIRPORT.

NATURE OF CONSTRUCTION ACTIVITY:
THIS PROJECT IS AN APRON EXPANSION PROJECT INVOLVING THE CONSTRUCTION OF APPROXIMATELY 200,000 SF OF NEW PCC PAVEMENT, ELECTRICAL REROUTING, AND DRAINAGE IMPROVEMENTS. THE PROJECT IS BROKEN UP INTO A BASE BID WHICH INCLUDES 110,000 SF OF PAVEMENT, AN ADDITIVE ALTERNATE 1 WHICH INCLUDES 48,750 SF OF PAVEMENT, AND AN ADDITIVE ALTERNATE #2 WHICH INCLUDES 37,500 SF OF PAVEMENT. THE GRADING PHASE GENERALLY CONSISTS OF CLEARING, GRADING, DRAINAGE, EROSION CONTROL, AND GRASSING. IT SHOULD BE NOTED THAT THE PROPOSED DRAINAGE NETWORK IS SIZED TO HANDLE THE BASE BID, ADDITIVE ALTERNATE #1, ADDITIVE ALTERNATE #2, AND AN ADDITIONAL 3.7 ACRES OF FUTURE IMPERVIOUS AREA.

ITEM 10:



VICINITY MAP
NTS

ITEM 11:
THE RUNOFF LEAVES THE SITE INTO TWIGGS DEAD RIVER AND EVENTUALLY SAVANNAH RIVER.

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

ITEM 12 & 13:
DESIGN PROFESSIONAL'S CERTIFICATION:
1) I CERTIFY THAT THE PERMITTEE'S EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLAN PROVIDES FOR AN APPROPRIATE AND COMPREHENSIVE SYSTEM OF BEST MANAGEMENT PRACTICES REQUIRED BY THE GEORGIA WATER QUALITY CONTROL ACT AND THE DOCUMENT "MANUAL FOR EROSION AND SEDIMENT CONTROL IN GEORGIA" (MANUAL), PUBLISHED BY THE GEORGIA SOIL AND WATER CONSERVATION COMMISSION AS OF JANUARY 1 OF THE YEAR IN WHICH THE LAND-DISTURBING ACTIVITY WAS PERMITTED, PROVIDES FOR THE SAMPLING OF THE RECEIVING WATER(S) OR THE SAMPLING OF THE STORMWATER OUTFALLS AND THAT THE DESIGNED SYSTEM OF BEST MANAGEMENT PRACTICES AND SAMPLING METHODS IS EXPECTED TO MEET THE REQUIREMENTS CONTAINED IN THE GENERAL NPDES PERMIT NO. GAR100001.

2) I CERTIFY UNDER PENALTY OF LAW THAT THIS PLAN WAS PREPARED AFTER A SITE VISIT TO THE LOCATIONS DESCRIBED HEREIN BY MYSELF OR MY AUTHORIZED AGENT, UNDER MY SUPERVISION.

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

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

DESIGN PROFESSIONAL 7-DAY SITE CERTIFICATION

DATE OF INSPECTION _____

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

_____
GSWCC LEVEL II DESIGN PROFESSIONAL CERTIFICATION #

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

_____

_____

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

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

ITEM 15:
"NON-EXEMPT ACTIVITIES SHALL NOT BE CONDUCTED WITHIN THE 25 OR 50-FOOT UNDISTURBED STREAM BUFFERS AS MEASURED FROM THE POINT OF WRESTED VEGETATION OR WITHIN 25-FEET OF THE COASTAL MARSHLAND BUFFER AS MEASURED FROM THE JURISDICTIONAL DETERMINATION LINE WITHOUT FIRST ACQUIRING THE NECESSARY VARIANCES AND PERMITS.

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

ITEM 17:
"AMENDMENTS/REVISIONS TO THE ES&PC PLAN WHICH HAVE A SIGNIFICANT EFFECT ON BMPS WITH A HYDRAULIC COMPONENT MUST BE CERTIFIED BY THE DESIGN PROFESSIONAL."

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

ITEM 19:
"THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO LAND DISTURBING ACTIVITIES."

ITEM 20:

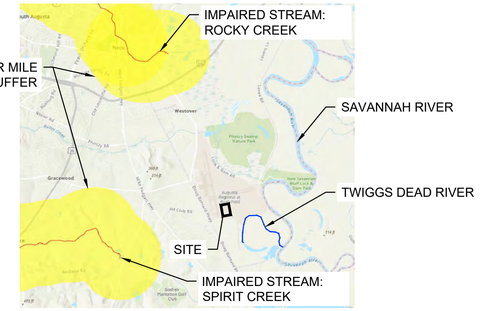
"EROSION CONTROL MEASURES WILL BE MAINTAINED AT ALL TIMES. IF FULL IMPLEMENTATION OF THE APPROVED PLAN DOES NOT PROVIDE FOR EFFECTIVE EROSION CONTROL, ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED TO CONTROL OR TREAT THE SEDIMENT SOURCE."

ITEM 21:

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

ITEM 22:

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



ITEM 23:

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

ITEM 24:

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

ITEM 25:

SPILL PREVENTION:

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

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

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

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

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

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

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

Mead & Hunt
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AUGUSTA REGIONAL AIRPORT

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

AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PHASE I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.: X-XX-XXXX-XX
M&H NO.: 0119700-212113.01
DATE: APRIL 4, 2025
DESIGNED BY: CAB
DRAWN BY: CAB
CHECKED BY: WMM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - NOTES

SHEET NO.
C-022

ITEM 26:

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

- SODDING
- PERMANENT GRASSING
- PROPRIETARY DEVICE

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

ITEM 27:

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

ITEM 28:

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

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

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

PRODUCT SPECIFIC PRACTICES

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

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

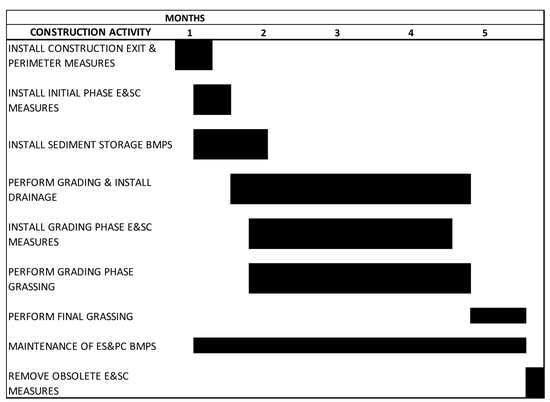
CONCRETE TRUCK WASHING - CONCRETE TRUCKS WILL BE ALLOWED TO WASH OUT.

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

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

ITEM 29:

CONSTRUCTION SCHEDULE



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

ITEM 30:

INSPECTION REQUIREMENTS

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

ITEM 31:

THERE ARE TWO SAMPLING LOCATIONS FOR THE AGS SE APRON EXPANSION PROJECT. THE OUTFALL SAMPLING LOCATIONS WILL BE UPSTREAM AND DOWNSTREAM OF THE PROJECT OUTFALL LOCATION AS SHOWN ON SHEET C-026.

SAMPLING METHODS AND DEVICES TO BE USED SHALL BE DETERMINED BY THE CONTRACTOR, PROVIDED AS A PART OF THE NOI SUBMITTAL, AND MAINTAINED WITH THE ES&PCP. THESE DEVICES SHALL, AT A MINIMUM, MEET THE REQUIREMENTS OF NPDES PERMIT GAR100001.

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

SAMPLING FREQUENCY:
NPDES PERMIT GAR100001 REQUIRES THAT A MINIMUM OF TWO SAMPLING EVENTS OCCUR OVER THE COURSE OF THE PROJECT AS FOLLOWS:

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

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

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

ITEM 31 (CONT'D):
(B). IN ADDITION TO (A) ABOVE, FOR EACH AREA OF THE SITE THAT DISCHARGES TO A RECEIVING WATER OR FROM AN OUTFALL, THE FIRST RAIN EVENT THAT REACHES OR EXCEEDS 0.5 INCH WITH A STORM WATER DISCHARGE THAT OCCURS DURING NORMAL BUSINESS HOURS EITHER 90 DAYS AFTER THE FIRST SAMPLING EVENT OR AFTER ALL MASS GRADING OPERATIONS HAVE BEEN COMPLETED, BUT PRIOR TO SUBMITTAL OF A NOT, IN THE DRAINAGE AREA OF THE LOCATION SELECTED AS THE SAMPLING LOCATION, WHICHEVER COMES FIRST;

(C). AT THE TIME OF SAMPLING PERFORMED PURSUANT TO (A) AND (B) ABOVE, IF BMPS IN ANY AREA OF THE SITE THAT DISCHARGES TO A RECEIVING WATER OR FROM AN OUTFALL ARE NOT PROPERLY DESIGNED, INSTALLED AND MAINTAINED, CORRECTIVE ACTION SHALL BE DEFINED AND IMPLEMENTED WITHIN TWO (2) BUSINESS DAYS, AND TURBIDITY SAMPLES SHALL BE TAKEN FROM DISCHARGES FROM THAT AREA OF THE SITE FOR EACH SUBSEQUENT RAIN EVENT THAT REACHES OR EXCEEDS 0.5 INCH DURING NORMAL BUSINESS HOURS* UNTIL THE SELECTED TURBIDITY STANDARD IS ATTAINED, OR UNTIL POST-RAIN EVENT INSPECTIONS DETERMINE THAT BMPS ARE PROPERLY DESIGNED, INSTALLED AND MAINTAINED;

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

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

*NOTE THAT THE PERMITTEE MAY CHOOSE TO MEET THE REQUIREMENTS OF (A) AND (B) ABOVE BY COLLECTING TURBIDITY SAMPLES FROM ANY RAIN EVENT THAT REACHES OR EXCEEDS 0.5 INCH AND ALLOWS FOR SAMPLING AT ANY TIME OF THE DAY OR WEEK.

REPORTING

1. THE APPLICABLE PERMITTEES ARE REQUIRED TO SUBMIT THE SAMPLING RESULTS TO THE EPD AT THE ADDRESS SHOWN IN PART II.C. BY THE FIFTEENTH DAY OF THE MONTH FOLLOWING THE REPORTING PERIOD. REPORTING PERIODS ARE MONTHS DURING WHICH SAMPLES ARE TAKEN IN ACCORDANCE WITH THIS PERMIT. SAMPLING RESULTS SHALL BE IN A CLEARLY LEGIBLE FORMAT. UPON WRITTEN NOTIFICATION, EPD MAY REQUIRE THE APPLICABLE PERMITTEE TO SUBMIT THE SAMPLING RESULTS ON A MORE FREQUENT BASIS. SAMPLING AND ANALYSIS OF ANY STORMWATER DISCHARGE(S) OR THE RECEIVING WATER(S) BEYOND THE MINIMUM FREQUENCY STATED IN THIS PERMIT MUST BE REPORTED IN A SIMILAR MANNER TO THE EPD. THE SAMPLING REPORTS MUST BE SIGNED IN ACCORDANCE WITH PART V.G.2. SAMPLING REPORTS MUST BE SUBMITTED TO EPD USING THE ELECTRONIC SUBMITTAL SERVICE PROVIDED BY EPD. SAMPLING REPORTS MUST BE SUBMITTED TO EPD UNTIL SUCH TIME AS A NOT IS SUBMITTED IN ACCORDANCE WITH PART VI.
2. ALL SAMPLING REPORTS SHALL INCLUDE THE FOLLOWING INFORMATION:
   a. THE RAINFALL AMOUNT, DATE, EXACT PLACE AND TIME OF SAMPLING OR MEASUREMENTS;
   b. THE NAME(S) OF THE CERTIFIED PERSONNEL WHO PERFORMED THE SAMPLING AND MEASUREMENTS;
   c. THE DATE(S) ANALYSES WERE PERFORMED;
   d. THE TIME(S) ANALYSES WERE INITIATED;
   e. THE NAME(S) OF THE CERTIFIED PERSONNEL WHO PERFORMED THE ANALYSES;
   f. REFERENCES AND WRITTEN PROCEDURES, WHEN AVAILABLE, FOR THE ANALYTICAL TECHNIQUES OR METHODS USED;
   g. THE RESULTS OF SUCH ANALYSES, INCLUDING THE BENCH SHEETS, INSTRUMENT READOUTS, COMPUTER DISKS OR TAPES, ETC., USED TO DETERMINE THESE RESULTS;
   h. RESULTS WHICH EXCEED 1000 NTU SHALL BE REPORTED AS "EXCEEDS 1000 NTU;" AND
   i. CERTIFICATION STATEMENT THAT SAMPLING WAS CONDUCTED AS PER THE PLAN.
3. ALL WRITTEN CORRESPONDENCE REQUIRED BY THIS PERMIT SHALL BE SUBMITTED BY RETURN RECEIPT CERTIFIED MAIL (OR SIMILAR SERVICE) TO THE APPROPRIATE DISTRICT OFFICE OF THE EPD ACCORDING TO THE SCHEDULE IN APPENDIX A OF THIS PERMIT. THE PERMITTEE SHALL RETAIN A COPY OF THE PROOF OF SUBMITTAL AT THE CONSTRUCTION SITE OR THE PROOF OF SUBMITTAL SHALL BE READILY AVAILABLE AT A DESIGNATED LOCATION FROM COMMENCEMENT OF CONSTRUCTION UNTIL SUCH TIME AS A NOT IS SUBMITTED IN ACCORDANCE WITH PART VI.

ITEM 32:

RETENTION OF RECORDS:

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

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

AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PHASE I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

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SHEET CONTENTS

EROSION, SEDIMENT & POLLUTION CONTROL PLAN - NOTES

SHEET NO.

C-023

ITEM 33:

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

(A). SAMPLING REQUIREMENTS SHALL INCLUDE THE FOLLOWING:

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

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

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

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

SAMPLING TYPE
ALL SAMPLING SHALL BE COLLECTED BY "GRAB SAMPLES" AND THE ANALYSIS OF THESE SAMPLES MUST BE CONDUCTED IN ACCORDANCE WITH METHODOLOGY AND TEST PROCEDURES ESTABLISHED BY 40 CFR PART 136 (UNLESS OTHER TEST PROCEDURES HAVE BEEN APPROVED); THE GUIDANCE DOCUMENT TITLED "NPDES STORM WATER SAMPLING GUIDANCE DOCUMENT, EPA 833-B-92-001" AND GUIDANCE DOCUMENTS THAT MAY BE PREPARED BY THE EPD.

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

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

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

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

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

SAMPLING POINTS

(1). FOR CONSTRUCTION ACTIVITIES THE PRIMARY PERMITTEE MUST SAMPLE ALL RECEIVING WATER(S), OR ALL OUTFALL(S), OR A COMBINATION OF RECEIVING WATER(S) AND OUTFALL(S). SAMPLING POINTS SHALL BE LOCATED ON APPLICABLE PAGES OF THE INITIAL, INTERMEDIATE, AND FINAL PHASE OF THE EROSION, SEDIMENTATION, AND POLLUTION CONTROL PLANS. SAMPLES TAKEN FOR THE PURPOSE OF COMPLIANCE WITH THIS PERMIT SHALL BE REPRESENTATIVE OF THE MONITORED ACTIVITY AND REPRESENTATIVE OF THE WATER QUALITY OF THE RECEIVING WATER(S) AND/OR THE STORM WATER OUTFALLS USING THE FOLLOWING MINIMUM GUIDELINES:

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

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

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

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

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

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

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

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

ITEM 34:

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

ITEM 35:

THE SAMPLING LOCATIONS, PERENNIAL AND INTERMITTENT STREAMS AND OTHER WATER BODIES INTO WHICH STORM WATER IS DISCHARGED ARE SHOWN ON DRAINAGE AREA MAPS, C-041 AND C-042.

ITEM 36:

INITIAL PHASE EROSION

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

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

- PRIOR TO COMMENCING LAND DISTURBANCE ACTIVITY, THE LIMITS OF LAND DISTURBANCE SHALL BE CLEARLY AND ACCURATELY DEMARCATED WITH STAKES, RIBBONS, OR OTHER APPROPRIATE MEANS. THE LOCATION AND EXTENT OF ALL AUTHORIZED LAND DISTURBANCE ACTIVITY SHALL BE DEMARCATED FOR THE DURATION OF THE CONSTRUCTION ACTIVITY. NO LAND DISTURBANCE SHALL OCCUR OUTSIDE THE APPROVED LIMITS INDICATED ON THE APPROVED PLANS.
- THE CONSTRUCTION EXIT IS TO BE INSTALLED AND MAINTAINED AS SHOWN IN DETAILS.
- IMMEDIATELY AFTER THE ESTABLISHMENT OF CONSTRUCTION ENTRANCE/EXITS, ALL PERIMETER EROSION CONTROL AND STORM WATER MANAGEMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE INITIAL PHASE EROSION CONTROL PLAN.
- ALL OTHER SITE SPECIFIC EROSION CONTROL BMP'S PER THE PLANS SHEETS IN THIS SET.

INTERMEDIATE (GRADING) EROSION CONTROL NOTES:

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

EROSION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO ANY OTHER CONSTRUCTION ACTIVITIES. THE LOCATION OF SOME OF THE EROSION CONTROL DEVICES MAY HAVE TO BE ALTERED FROM THAT SHOWN ON THE APPROVED PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION ARE DIFFERENT FROM THE PROPOSED DRAINAGE PATTERNS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR ALL DRAINAGE PATTERNS CREATED AT VARIOUS STAGES DURING CONSTRUCTION. ANY DIFFICULTY IN CONTROLLING EROSION DURING ANY PHASE OF CONSTRUCTION SHALL BE REPORTED TO THE DESIGN PROFESSIONAL IMMEDIATELY.

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

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

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

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

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

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

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

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

ITEM 36 (CONT'D):

FINAL PHASE EROSION CONTROL NOTES:

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

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

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

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

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

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

ITEM 37:

GRAPHIC SCALE AND NORTH ARROW ARE ON ALL PLAN SHEETS.

ITEM 38:

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

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

ITEM 39:

ALTERNATIVE BMPS:

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

ALTERNATIVE BMPS USED ON THIS PROJECT: NONE

ITEM 40:

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

ITEM 41:

THERE ARE NO BUFFERS WITHIN 200FT OF PROJECT LIMITS.

ITEM 42:

THERE ARE NO WETLANDS WITHIN 200FT OF PROJECT LIMITS.

ITEM 43:

DRAINAGE BASIN DELINEATION SHOWN ON DRAINAGE AREA MAPS, C-041 AND C-042.

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SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - NOTES

SHEET NO.
C-024

ITEM 44:

HYDROLOGY STUDY AND MAPS OF DRAINAGE BASINS FOR BOTH PRE- AND POST-DEVELOPMENT CONDITIONS SHOWN ON THE DRAINAGE MAPS, C-041 AND C-042.

ITEM 45:

THE PRE-PROJECT AND POST-PROJECT CURVE NUMBERS AND PEAK FLOW RATES CAN BE FOUND ON THE DRAINAGE AREA MAPS, C-041 AND C-042.

ITEM 46:

STORM-DRAIN PIPE AND WEIR VELOCITIES WITH APPROPRIATE OUTLET PROTECTION ARE SHOWN ON THE PIPE PROFILES, C-402.

ITEM 47:

SOILS MAP
NTS

MAP UNIT SYMBOL	MAP UNIT NAME
DgA	DOGUE FINE SANDY LOAM, 0 TO 3 PERCENT SLOPES
WvB	WICKHAM-URBAN LAND COMPLEX, 2 TO 6 PERCENT SLOPES

ITEM 48:

LIMITS OF DISTURBANCE FOR EACH PHASE OF CONSTRUCTION SHOWN ARE SHOWN ON THE EROSION CONTROL PLAN SHEETS, C-027 - C-029. THE TOTAL DISTURBED AREAS ARE LISTED UNDER ITEM 6.

ITEM 49:

SEDIMENT STORAGE:

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

PER THE FOLLOWING TABLE, SILT FENCE AND EXCAVATED INLET SEDIMENT TRAPS ARE USED TO PROVIDE 1809 CF OF STORAGE PER DRAINAGE ACRE.

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

Phase	Location	Drainage Area (ac)	Disturbed Area (ac)	Sediment Storage Required (cf)	Sediment Storage Provided (cf)	Sediment Storage BMPs
Initial	Sheet Flow West	1.0	1.0	1,722	2,400	Sd1-S
	Sheet Flow North West	2.0	2.0	3,557	4,500	Sd1-S
	Sheet Flow North East	0.6	0.6	1,166	2,680	Sd1-S
	Sheet Flow East	1.6	1.6	2,854	3,700	Sd1-S
	Sd2-Exc #1	2.1	2.1	3,819	4,907	Sd2-Exc #1A
	Electrical and Storm Trenches	0.4	0.4	738	5,240	Sd1-S
	TOTAL	**N/A**	**7.7**	**13,856**	**23,427**	
Grading	Sheet Flow West	1.1	1.1	1,969	4,490	Sd1-S
	Sheet Flow North	0.2	0.2	364	1,150	Sd1-S
	Sheet Flow East	1.0	1.0	1,782	8,280	Sd1-S
	Sd2-Exc #1B	1.3	1.3	2,327	3,252	Sd2-Exc #1B
	Sd2-Exc #2	1.6	1.6	2,818	6,526	Sd2-Exc #2
	Sd2-Exc #3	0.8	0.8	1,478	1,937	Sd2-Exc #3
	Sd2-Exc #4	0.5	0.5	821	1,974	Sd2-Exc #4
	Sd2-Exc #5	0.9	0.9	1,557	2,616	Sd2-Exc #5
	Electrical and Storm Trenches	0.4	0.4	738	5,240	Sd1-S
	TOTAL	**N/A**	**7.7**	**13,856**	**35,465**	
Final			No disturbance in Final Phase - only permanent stabilization			

NOTE:
- SILT FENCE IS ONLY USED FOR SHEET FLOW AND IN SHOULDER AREAS WHERE EXCAVATING OR CONSTRUCTION OF A SEDIMENT TRAP WOULD CAUSE MORE DISTURBANCE, DISRUPT EXISTING SLOPES, AND GENERALLY INCREASE DISTURBANCE AND, THEREFORE, MORE POTENTIAL FOR SEDIMENTATION EXITING THE SITE OR EROSION ON STABLE AREAS.

ITEM 50:

LOCATION OF BEST MANAGEMENT PRACTICES ARE SHOWN ON EROSION CONTROL SHEETS, C-027 - C-029.

ITEM 51:

DETAILED DRAWINGS FOR ALL STRUCTURAL PRACTICES ARE SHOWN ON EROSION CONTROL DETAIL SHEETS, C-031 - C-033.

ITEM 52:

VEGETATIVE PLAN IS SHOWN ON SHEET C-033.

PROJECT PERMITTING NOTES:

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

GENERAL EROSION CONTROL NOTES:

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

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SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - NOTES

SHEET NO.
C-025

LEGEND

LIMITS OF DISTURBANCE — LOD — LOD

Co — CONSTRUCTION ENTRANCE

CONSTRUCTION HAUL ROUTE

NPDES MONITORING POINT

PROPOSED FULL STRENGTH CONCRETE PAVEMENT

SALVAGED ASPHALT MILLING

WETLAND AREA

0' 100' 200' 400' 600'

1" = 200'

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

NPDES MONITORING POINT 1B (DOWNSTREAM)

C-027
C-028
C-029

ADDITIVE ALT #2
BASE BID

ADDITIVE ALT #1
BASE BID

Co

GENERAL PERRY SMITH PKWY

RUNWAY 8-26

TAXIWAY G

RUNWAY 17-35

TAXIWAY F

NPDES MONITORING POINT 1A (UPSTREAM)

AIRPORT PERIMETER RD

DOUG BARNARD PKWY

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

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

AUGUSTA REGIONAL AIRPORT SOUTHEAST APRON PHASE I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
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NOT FOR CONSTRUCTION

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SHEET CONTENTS

EROSION, SEDIMENT & POLLUTION CONTROL PLAN - OVERALL LAYOUT

SHEET NO.

C-026

EROSION CONTROL LEGEND

- Co — CONSTRUCTION EXIT
- Cw — CONCRETE WASHOUT
- Du — DUST CONTROL
- Ds1 — DISTURBED AREA STABILIZE WITH MULCHING
- Ds2 — DISTURBED AREA STABILIZE WITH TEMP. SEEDING
- Ds3 — DISTURBED AREA STABILIZE WITH PERM. VEGETATION
- Ds4 — DISTURBED AREA STABILIZE WITH PERM. SODDING
- Tp — TOPSOILING
- Sd2-Bg EXC — BLOCK AND GRAVEL INLET PROTECTION EXCAVATED FOR SEDIMENT STORAGE
- LIMITS OF DISTURBANCE — LOD — LOD — LOD
- PROPOSED FULL STRENGTH CONCRETE PAVEMENT
- SALVAGED ASPHALT MILLING
- Sd1-NS — SILT FENCE - NON SENSITIVE — SF — SF — SF
- Sd1-S DOUBLE ROW — DOUBLE ROW SILT FENCE - SENSITIVE — DSF — DSF — DSF

ES&PCP SEQUENCE - INITIAL PHASE

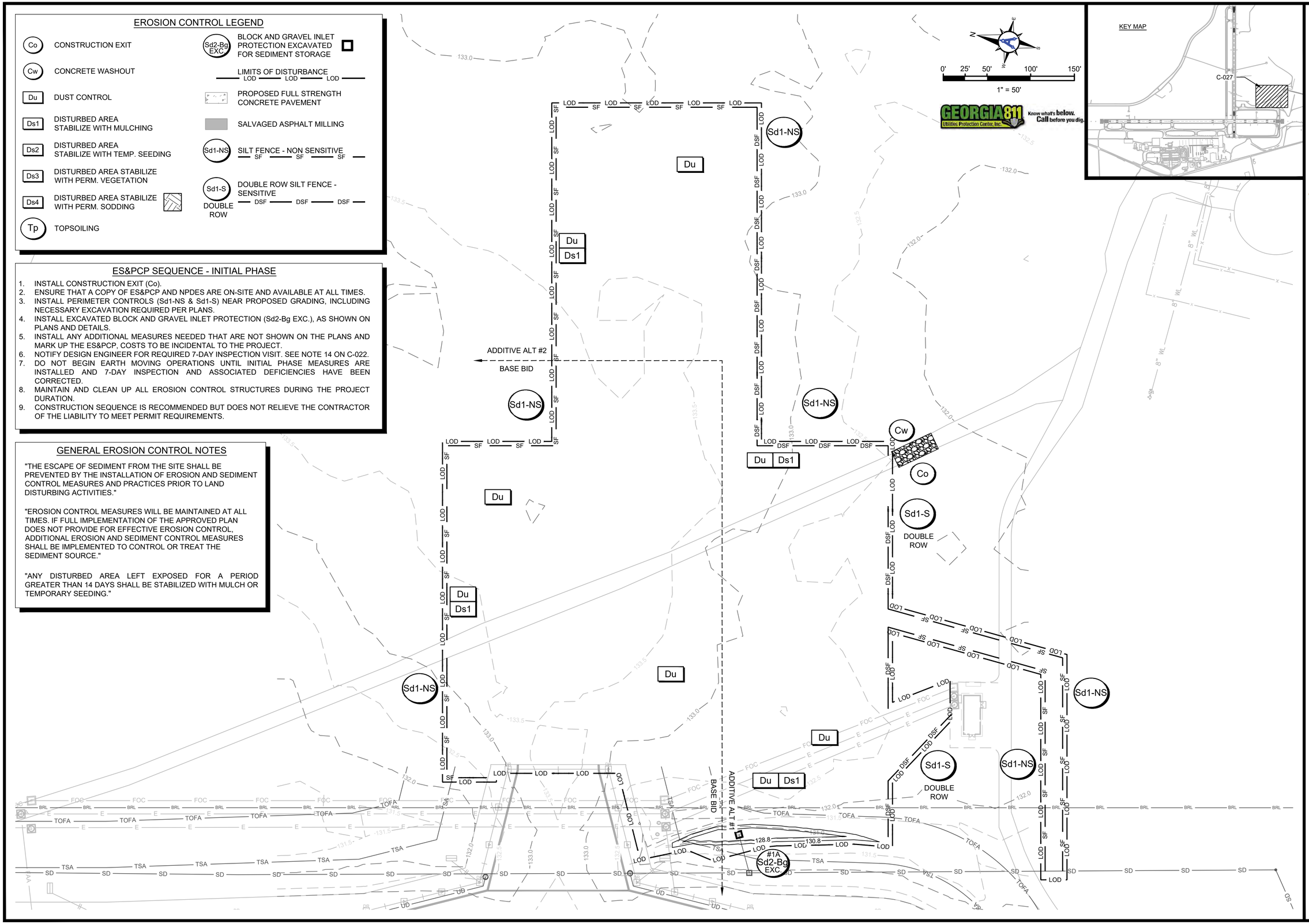
1. INSTALL CONSTRUCTION EXIT (Co).
2. ENSURE THAT A COPY OF ES&PCP AND NPDES ARE ON-SITE AND AVAILABLE AT ALL TIMES.
3. INSTALL PERIMETER CONTROLS (Sd1-NS & Sd1-S) NEAR PROPOSED GRADING, INCLUDING NECESSARY EXCAVATION REQUIRED PER PLANS.
4. INSTALL EXCAVATED BLOCK AND GRAVEL INLET PROTECTION (Sd2-Bg EXC.), AS SHOWN ON PLANS AND DETAILS.
5. INSTALL ANY ADDITIONAL MEASURES NEEDED THAT ARE NOT SHOWN ON THE PLANS AND MARK UP THE ES&PCP, COSTS TO BE INCIDENTAL TO THE PROJECT.
6. NOTIFY DESIGN ENGINEER FOR REQUIRED 7-DAY INSPECTION VISIT. SEE NOTE 14 ON C-022.
7. DO NOT BEGIN EARTH MOVING OPERATIONS UNTIL INITIAL PHASE MEASURES ARE INSTALLED AND 7-DAY INSPECTION AND ASSOCIATED DEFICIENCIES HAVE BEEN CORRECTED.
8. MAINTAIN AND CLEAN UP ALL EROSION CONTROL STRUCTURES DURING THE PROJECT DURATION.
9. CONSTRUCTION SEQUENCE IS RECOMMENDED BUT DOES NOT RELIEVE THE CONTRACTOR OF THE LIABILITY TO MEET PERMIT REQUIREMENTS.

GENERAL EROSION CONTROL NOTES

"THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO LAND DISTURBING ACTIVITIES."

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

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



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SHEET CONTENTS

EROSION, SEDIMENT & POLLUTION CONTROL PLAN - INITIAL PHASE

SHEET NO.

C-027

EROSION CONTROL LEGEND

- Co — CONSTRUCTION EXIT
- Cw — CONCRETE WASHOUT
- Du — DUST CONTROL
- Ds1 — DISTURBED AREA STABILIZE WITH MULCHING
- Ds2 — DISTURBED AREA STABILIZE WITH TEMP. SEEDING
- Ds3 — DISTURBED AREA STABILIZE WITH PERM. VEGETATION
- Ds4 — DISTURBED AREA STABILIZE WITH PERM. SODDING
- Tp — TOPSOILING
- Sd2-Bg EXC. — BLOCK AND GRAVEL INLET PROTECTION EXCAVATED FOR SEDIMENT STORAGE
- LIMITS OF DISTURBANCE (LOD)
- PROPOSED FULL STRENGTH CONCRETE PAVEMENT
- SALVAGED ASPHALT MILLING
- Sd1-NS — SILT FENCE - NON SENSITIVE (SF)
- Sd1-S DOUBLE ROW — DOUBLE ROW SILT FENCE - SENSITIVE (DSF)

ES&PCP SEQUENCE - GRADING PHASE

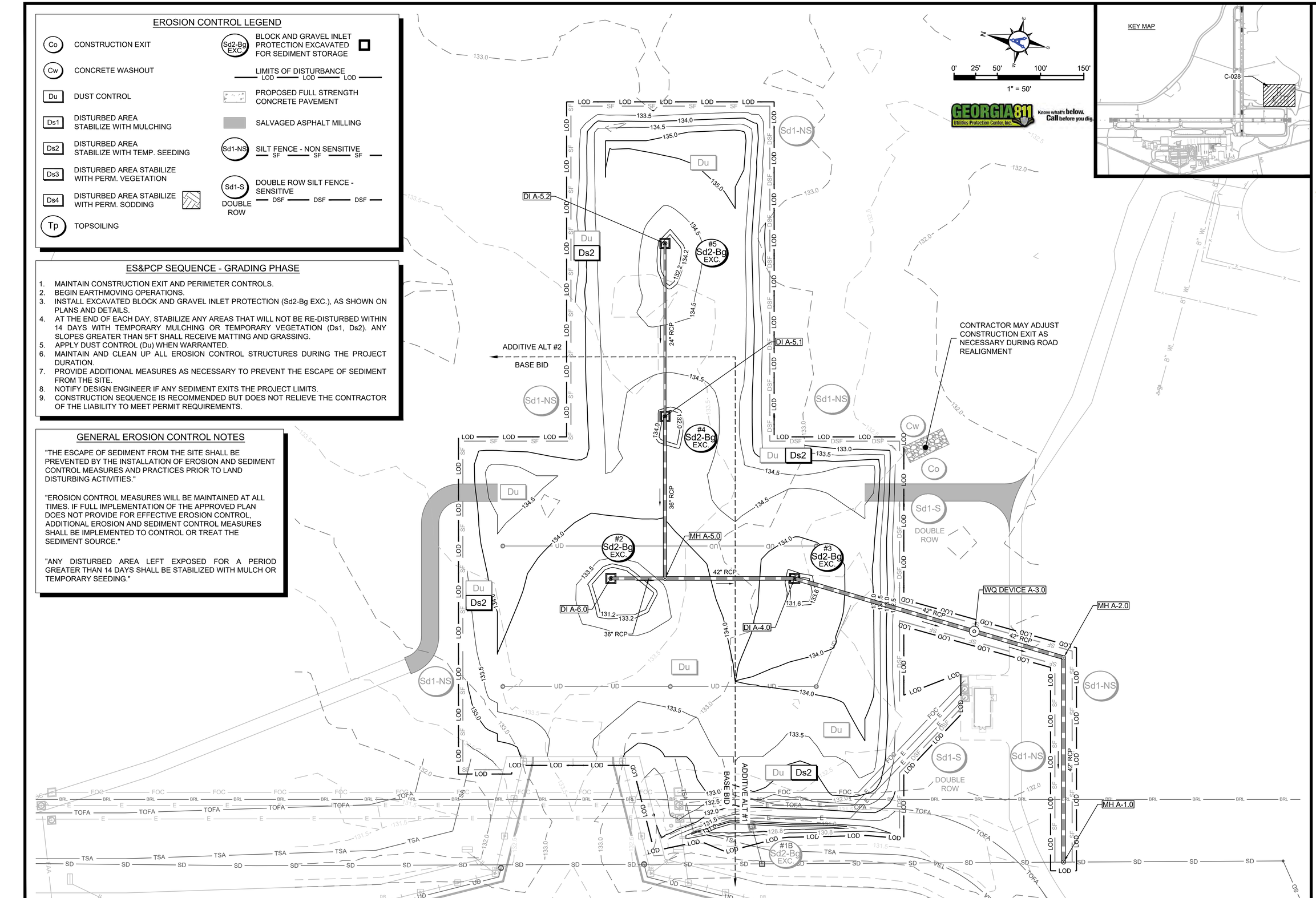
1. MAINTAIN CONSTRUCTION EXIT AND PERIMETER CONTROLS.
2. BEGIN EARTHMOVING OPERATIONS.
3. INSTALL EXCAVATED BLOCK AND GRAVEL INLET PROTECTION (Sd2-Bg EXC.), AS SHOWN ON PLANS AND DETAILS.
4. AT THE END OF EACH DAY, STABILIZE ANY AREAS THAT WILL NOT BE RE-DISTURBED WITHIN 14 DAYS WITH TEMPORARY MULCHING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

GENERAL EROSION CONTROL NOTES

"THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO LAND DISTURBING ACTIVITIES."

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

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



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SHEET CONTENTS

EROSION, SEDIMENT & POLLUTION CONTROL PLAN - GRADING PHASE

SHEET NO.

C-028

EROSION CONTROL LEGEND

Co — CONSTRUCTION EXIT	Sd2-Bg EXC — BLOCK AND GRAVEL INLET PROTECTION EXCAVATED FOR SEDIMENT STORAGE
Cw — CONCRETE WASHOUT	LIMITS OF DISTURBANCE (LOD — LOD — LOD)
Du — DUST CONTROL	PROPOSED FULL STRENGTH CONCRETE PAVEMENT
Ds1 — DISTURBED AREA STABILIZE WITH MULCHING	SALVAGED ASPHALT MILLING
Ds2 — DISTURBED AREA STABILIZE WITH TEMP. SEEDING	Sd1-NS — SILT FENCE - NON SENSITIVE (SF — SF — SF)
Ds3 — DISTURBED AREA STABILIZE WITH PERM. VEGETATION	
Ds4 — DISTURBED AREA STABILIZE WITH PERM. SODDING	Sd1-S DOUBLE ROW — DOUBLE ROW SILT FENCE - SENSITIVE (DSF — DSF — DSF)
Tp — TOPSOILING	

ES&PCP SEQUENCE - FINAL PHASE

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

GENERAL EROSION CONTROL NOTES

"THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR TO LAND DISTURBING ACTIVITIES."

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

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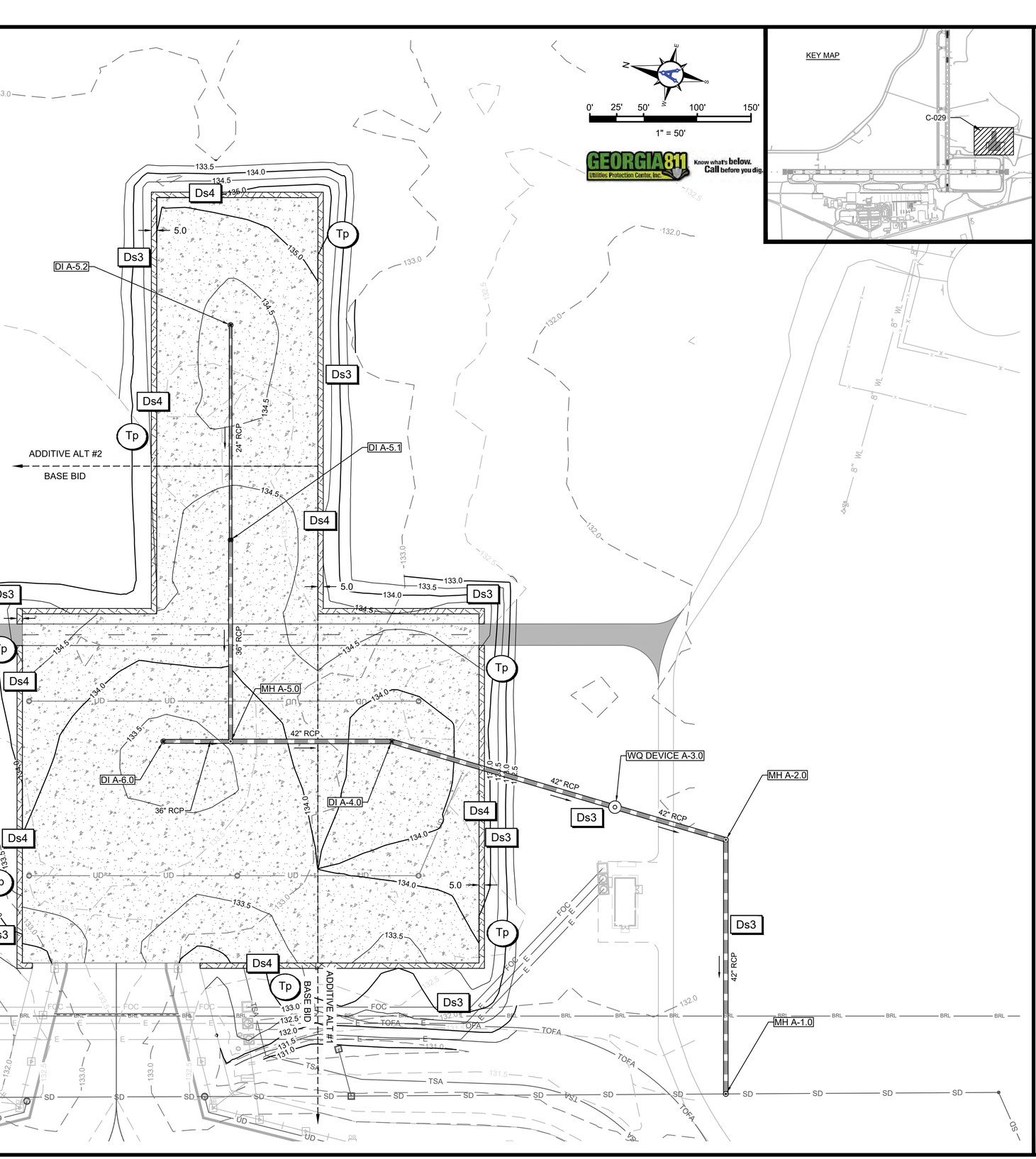

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SHEET CONTENTS

EROSION, SEDIMENT & POLLUTION CONTROL PLAN - FINAL PHASE

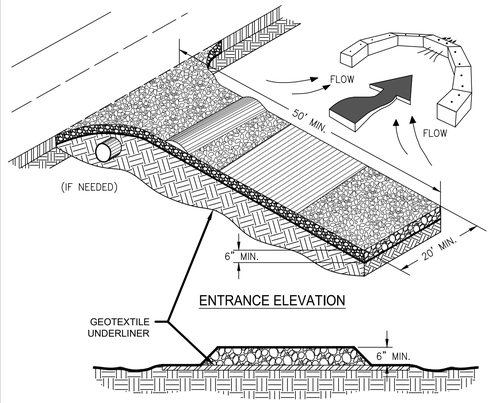
SHEET NO.

C-029

Co CRUSHED STONE CONSTRUCTION EXIT

Figure 6-14.1

EXIT DIAGRAM



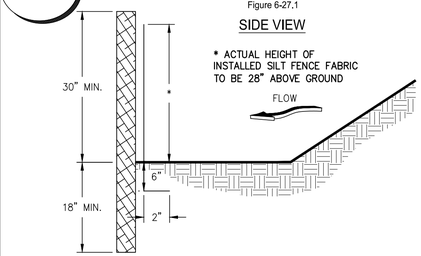
ENTRANCE ELEVATION

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

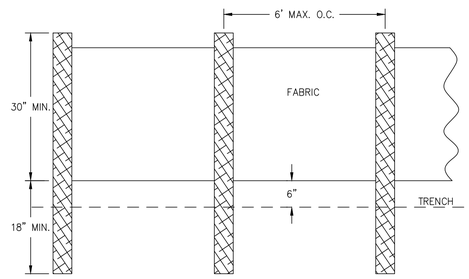
Sd1-NS SILT FENCE - TYPE NON-SENSITIVE

Figure 6-27.1

SIDE VIEW



FRONT VIEW

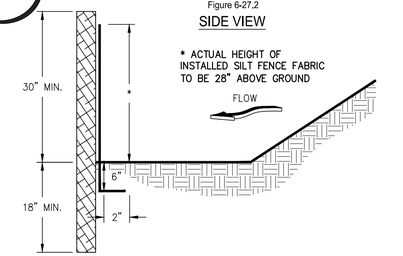


NOTES:
1. SILT FENCE POSTS ARE TO MADE OF STEEL.
2. HEIGHT (*) IS TO BE 28"

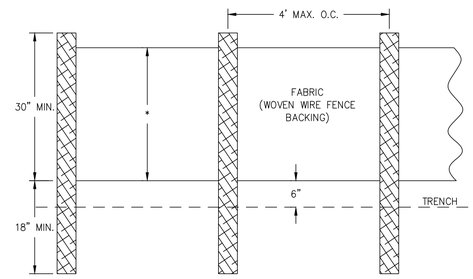
Sd1-S SILT FENCE - TYPE SENSITIVE

Figure 6-27.2

SIDE VIEW

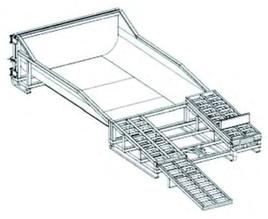


FRONT VIEW



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

PORTABLE CONCRETE WASHOUT CONTAINER



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

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

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

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

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

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

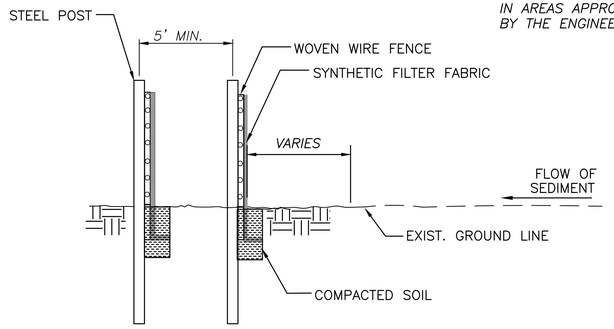
TARGETED POLLUTANTS
Caustic wastewater (high pH level near 12 units)
Suspended solids
Assorted Metals; Chromium VI, Nickel, Sulfate, Potassium, Magnesium and Calcium Compounds

CONCRETE WASHOUT

N.T.S.

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

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

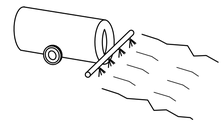


SECTION VIEW

NOTE:
1. MAINTAIN THROUGHOUT THE LIFE OF THE PROJECT.
2. THE COST OF DOUBLE ROW SILT FENCE,FILTER FABRIC, WIRE FENCE, AND STEEL POST SHALL BE INCLUDED IN THE COST OF TEMPORARY FENCE.
3. REFER TO Sd1-S OR Sd1-NS SILT FENCE DETAIL FOR HEIGHTS AND EMBEDDING DIMENSIONS.

DOUBLE ROW SILT FENCE

N.T.S.



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

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

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

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

Du DUST CONTROL ON DISTURBED AREAS

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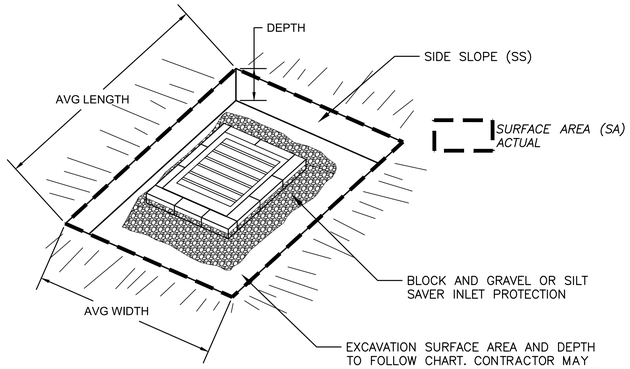
SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - DETAILS

SHEET NO.
C-031



NOTES:

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

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

Sd2-Bg
EXCAV.

INLET SEDIMENT TRAP - EXCAVATED

Excavated Sediment Trap (Sd2-Exc)											
Sd2 #	**DA (ac)**	**Req. Sed. Storage Area (ac)**	**Req. Sed. Storage (CY)**	**Req. Sed. Storage (CF)**	**Depth (ft)**	**SS (SS:1)**	**Required Min. SA (sf)**	**Provided SA (sf)**	**Shape**	**Dimensions (ft)**	**Prov. Sed. Storage (CY)**
1A	2.11	2.11	141	3,819	2	2	1,910	2,454	Irregular Shape	See Plans	182
1B	1.29	1.29	86	2,327	2	2	1,164	1,626	Irregular Shape	See Plans	120
2	1.56	1.56	104	2,818	2	2	1,409	3,263	Irregular Shape	See Plans	242
3	0.82	0.82	55	1,478	2	2	739	969	Irregular Shape	See Plans	72
4	0.45	0.45	30	821	2	2	411	987	Irregular Shape	See Plans	73
5	0.86	0.86	58	1,557	2	2	779	1,308	Irregular Shape	See Plans	97

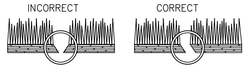
Ds4

SOD MAINTENANCE AND INSTALLATION

Figure 6-6.2

SOD LAYOUT AND PREPARATION

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



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

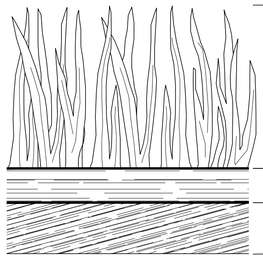
DIRECTIONS FOR INITIAL MAINTENANCE

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

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

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

APPEARANCE OF GOOD SOD



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

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

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

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SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - DETAILS

SHEET NO.
C-032

GRASSING NOTES:

TEMPORARY GRASSING Ds1 Ds2

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

PERMANENT GRASSING Ds3

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

HYDROSEEDING

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

FERTILIZING

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

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

MAINTENANCE

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

GRASSING SCHEDULE:

TEMPORARY GRASSING SCHEDULE Ds1 Ds2

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
ANNUAL RYE GRASS (50#/AC)												
FERTILIZER 10-10-10 (400#/AC)												

PERMANENT GRASSING SCHEDULE

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

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
COMMON BERMUDA (HULLED-50#/AC)												
COMMON BERMUDA (UNHULLED-50#AC)												

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

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

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
COMMON BERMUDA (HULLED-50#/AC)												
COMMON BERMUDA (UNHULLED-50#AC)												

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

FERTILIZER AND MULCH

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FERTILIZER 10-10-10 (1000#/AC)***												
AGRICULTURAL LIME (3000#/AC)												
AMMONIUM NITRATE 34-0-0 (50#/AC) - *												
MULCHING (5000#/AC)												

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

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SHEET CONTENTS
EROSION, SEDIMENT & POLLUTION CONTROL PLAN - DETAILS

SHEET NO.
C-033

PRE-PROJECT						
Basin	**Total Area (AC)**	Imperv. 0.95 98	Gravel (HSG C) 0.50 89	Grassed (HSG C) 0.30 74	C	**CN**
Pre 1	**1,440.0**	313.8	0.0	1,126.2	0.44	**79**

LEGEND

- PRE-DEVELOPED DRAINAGE AREA
- EXISTING GRAVEL
- EXISTING IMPERVIOUS TO REMAIN
- EXISTING IMPERVIOUS TO BE REMOVED

0' 125' 250' 500' 1,000'

1" = 250'

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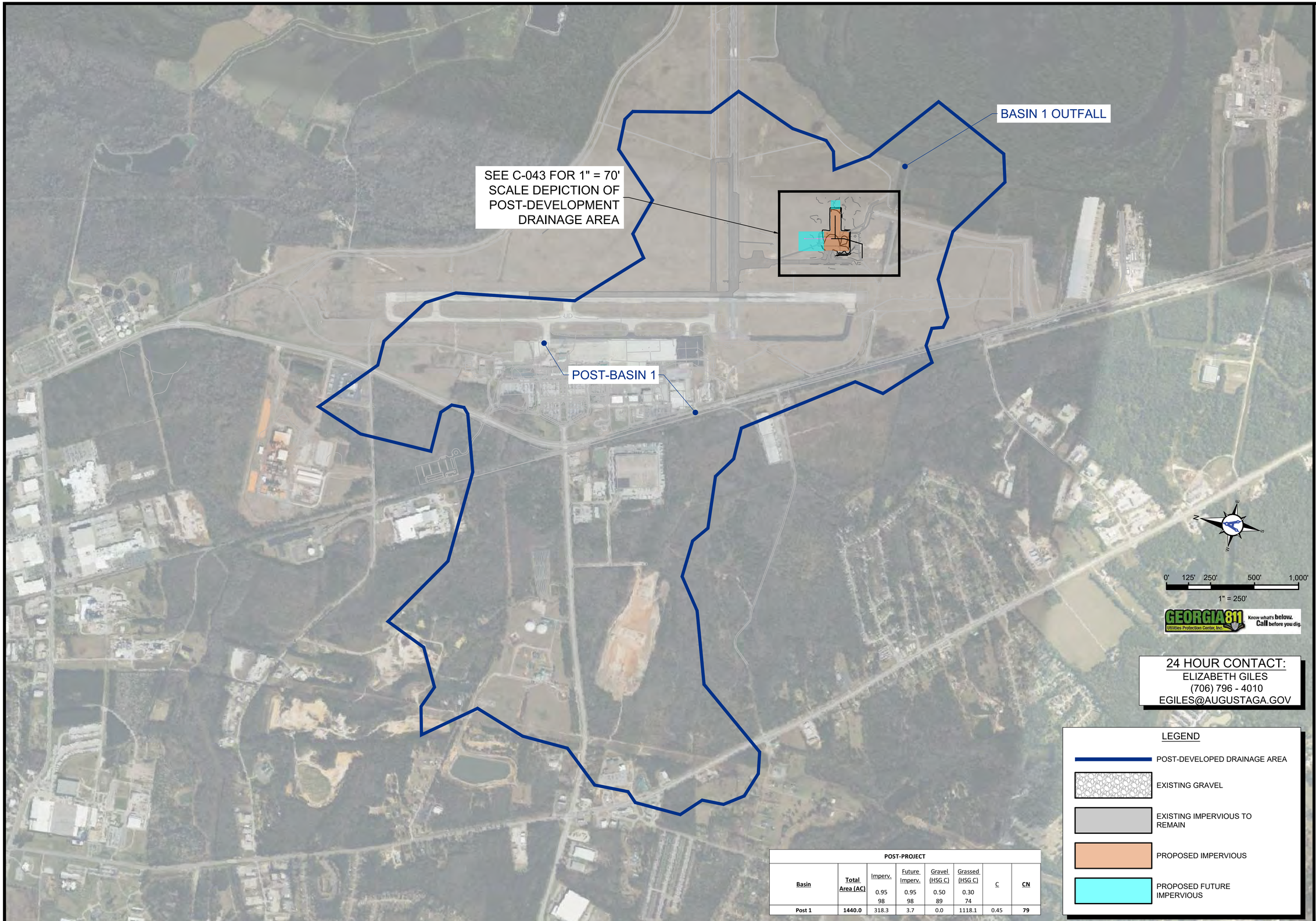
SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- PRE-DEVELOPMENT DRAINAGE AREA MAP

SHEET NO.
C-041



POST-PROJECT							
Basin	Total Area (AC)	Imperv.	Future Imperv.	Gravel (HSG C)	Grassed (HSG C)	C	CN
		0.95	0.95	0.50	0.30		
		98	98	89	74		
Post 1	1440.0	318.3	3.7	0.0	1118.1	0.45	79

LEGEND

- POST-DEVELOPED DRAINAGE AREA
- EXISTING GRAVEL
- EXISTING IMPERVIOUS TO REMAIN
- PROPOSED IMPERVIOUS
- PROPOSED FUTURE IMPERVIOUS

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

SHEET NO.
C-042

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

General Information

Name of Developer:	Airport	**Date Submitted:**	4/2/2025
Development Name:	AGS SE Apron Phase 1	**Permit Number:**	TBD
Site Location / Address:	Augusta Regional Airport	**Developer Contact:**	Aulick Engineering
	1501 Aviation Way	**Phone Number:**	919-208-4095
	Augusta, GA 30906	**Name of Engineer(s):**	William McNamara
Development Type:	Transportation/Communications/Utilities	**Maintenance Responsibility:**	Owner

Site Summary

Total Pre-Development Area (ac):	8.17
Total Post-Development Area (ac):	8.17
Total Treated Area (ac):	8.17
Total Untreated Area (ac):	0.00

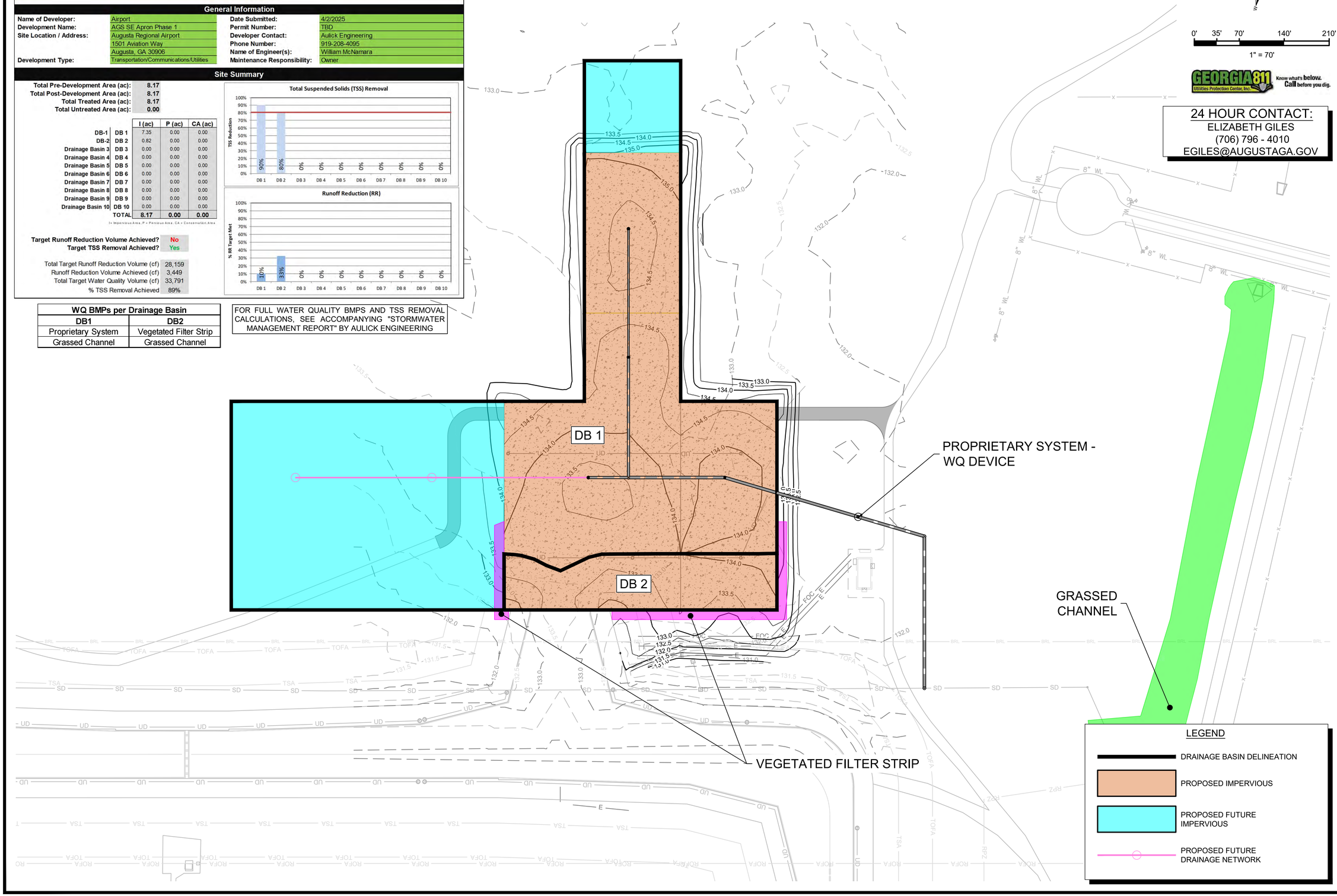
		I (ac)	P (ac)	CA (ac)
DB-1	DB 1	7.35	0.00	0.00
DB-2	DB 2	0.82	0.00	0.00
Drainage Basin 3	DB 3	0.00	0.00	0.00
Drainage Basin 4	DB 4	0.00	0.00	0.00
Drainage Basin 5	DB 5	0.00	0.00	0.00
Drainage Basin 6	DB 6	0.00	0.00	0.00
Drainage Basin 7	DB 7	0.00	0.00	0.00
Drainage Basin 8	DB 8	0.00	0.00	0.00
Drainage Basin 9	DB 9	0.00	0.00	0.00
Drainage Basin 10	DB 10	0.00	0.00	0.00
	TOTAL	8.17	0.00	0.00

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

Target Runoff Reduction Volume Achieved?	No
Target TSS Removal Achieved?	Yes
Total Target Runoff Reduction Volume (cf)	28,159
Runoff Reduction Volume Achieved (cf)	3,449
Total Target Water Quality Volume (cf)	33,791
% TSS Removal Achieved	89%

WQ BMPs per Drainage Basin	
DB1	**DB2**
Proprietary System	Vegetated Filter Strip
Grassed Channel	Grassed Channel

FOR FULL WATER QUALITY BMPS AND TSS REMOVAL CALCULATIONS, SEE ACCOMPANYING "STORMWATER MANAGEMENT REPORT" BY AULICK ENGINEERING



0' 35' 70' 140' 210'

1" = 70'

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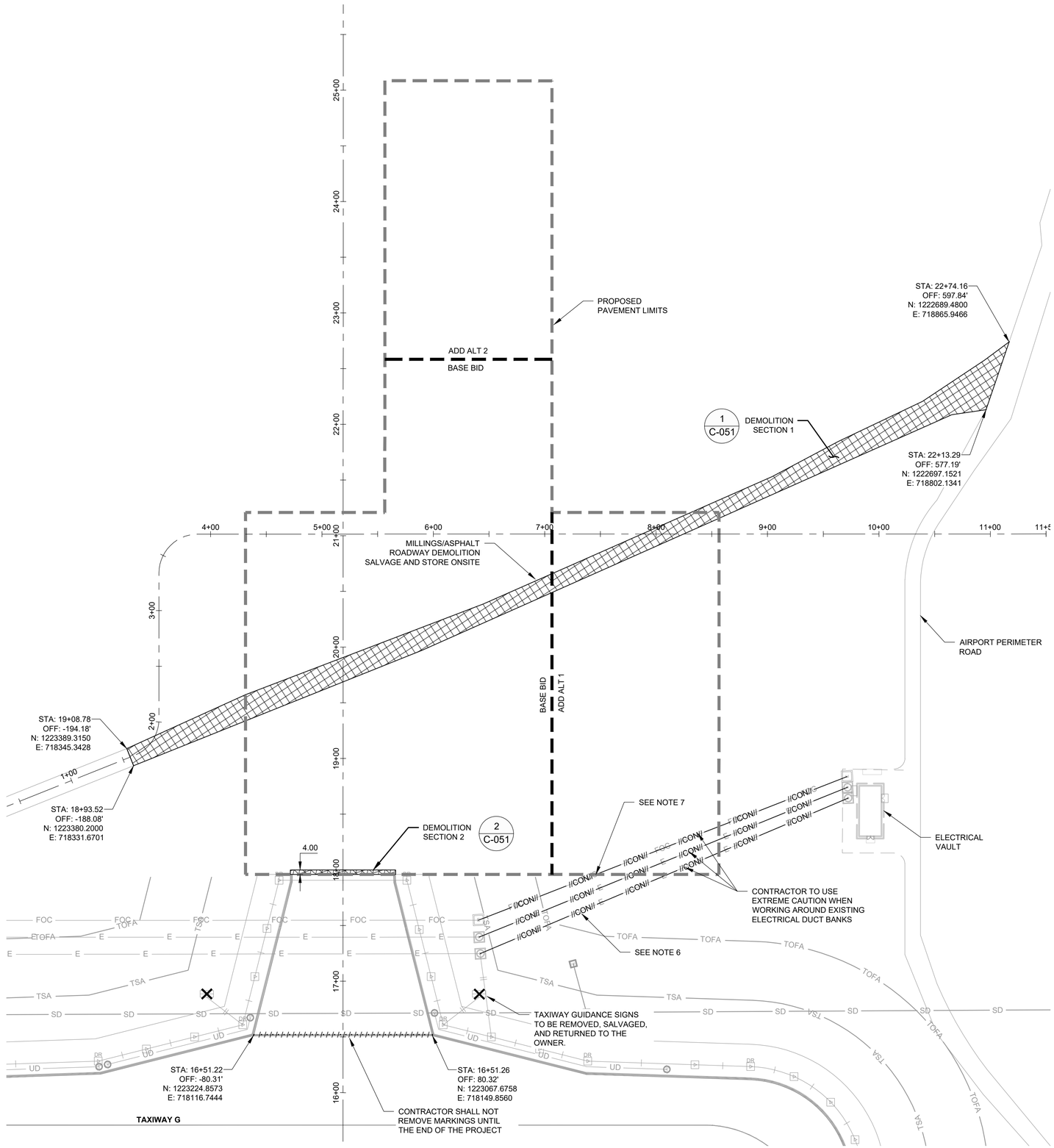
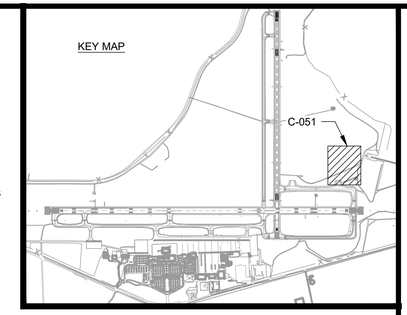
SHEET CONTENTS
EROSION, SEDIMENT, & POLLUTION CONTROL PLAN- WATER QUALITY MAP

SHEET NO.
C-043



LEGEND

- DEMOLITION SECTION 1
- DEMOLITION SECTION 2
- MARKING REMOVAL
- SALVAGE (E) GUIDANCE SIGN & REMOVE PCC FOUNDATION



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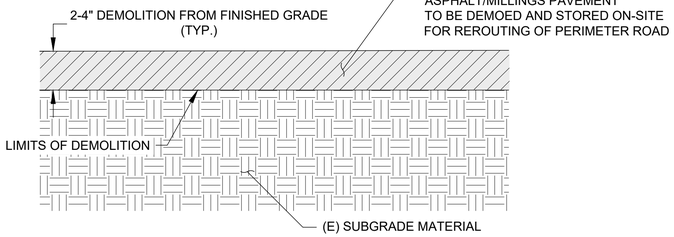
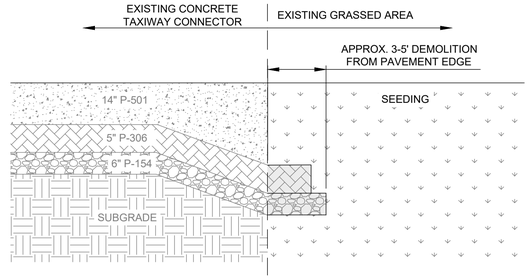


1 DEMOLITION SECTION 1: FULL - DEPTH ASHPALT / MILLINGS ROAD REMOVAL

NOT TO SCALE



2 DEMOLITION SECTION 2: FULL - DEPTH OVERBUILD REMOVAL

NOT TO SCALE

NOTES:

1. NO SEPARATE PAYMENT SHALL BE MADE FOR OVERBUILD DEMOTION.
2. CONTRACTOR SHALL MAINTAIN AND PROTECT ALL EXISTING SIGNS, LIGHTS, EXISTING UTILITIES, AND CIRCUITS UNLESS OTHERWISE NOTED IN THE DEMOLITION PLANS.
3. CONTRACTOR SHALL NOTIFY THE CA TEAM IMMEDIATELY OF ANY DISCREPANCIES IN THE LAYOUT AND SHALL NOT PROCEED UNTIL CLARIFICATION IS PROVIDED.
4. CAUTION! THE CONTRACTOR IS ADVISED TO USE CAUTION WHEN OPERATING TRUCKS OR OTHER CONSTRUCTION EQUIPMENT ON EXISTING PAVEMENTS. EXISTING PAVEMENTS MAY NOT SUPPORT CONSTRUCTION TRAFFIC. ANY DAMAGE TO EXISTING PAVEMENTS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
5. WARNING: THERE ARE A NUMBER OF EXISTING UTILITIES, INCLUDING DRAINAGE, ELECTRICAL, AND COMMUNICATIONS CABLES, TRAVERSING THE SITE. THE DESIGNER HAS ATTEMPTED TO DEPICT THE APPROXIMATE LOCATIONS OF THESE ITEMS CURRENTLY IN PLACE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE EVERY EXISTING ITEM LOCATED, FLAGGED AND IDENTIFIED PRIOR TO START UP OF CONSTRUCTION AND TO MAINTAIN VISIBLE LOCATION THROUGHOUT THE CONSTRUCTION DURATION. THIS SHALL INCLUDE COORDINATION WITH ALL NECESSARY AGENCIES INCLUDING THE AIRPORT. ANY DAMAGE DONE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY UTILITY DAMAGED DURING THE CONSTRUCTION BY THE CONTRACTOR'S OPERATIONS AT NO COST TO THE AIRPORT.
6. NEW CONDUIT SHALL BE INSTALLED PRIOR TO DEMOLITION OF EXISTING. CONTRACTOR SHALL COORDINATE TIMING WITH THE AIRPORT FOR WHEN THIS WORK CAN BE COMPLETED.
7. EXISTING COMMUNICATIONS SIGNAL HANDHOLE WITH 12 STRAND FIBER FEEDING ELECTRICAL VAULT. AFTER NEW CONDUIT PATH IS INSTALLED, FIBER TO BE PULLED BACK TO HANDHOLE AND SPLICED INTO NEW FIBER FEEDING ELECTRICAL VAULT. REFER TO E-201 FOR NEW PATHWAY AND ADDITIONAL INSTALLATON INFORMATION. COORDINATE DISCONNECT WITH AGS AIRPORT STAFF PRIOR TO BEGIN PULL BACK OF FIBER.

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SHEET CONTENTS
DEMOLITION PLAN

SHEET NO.
C-051

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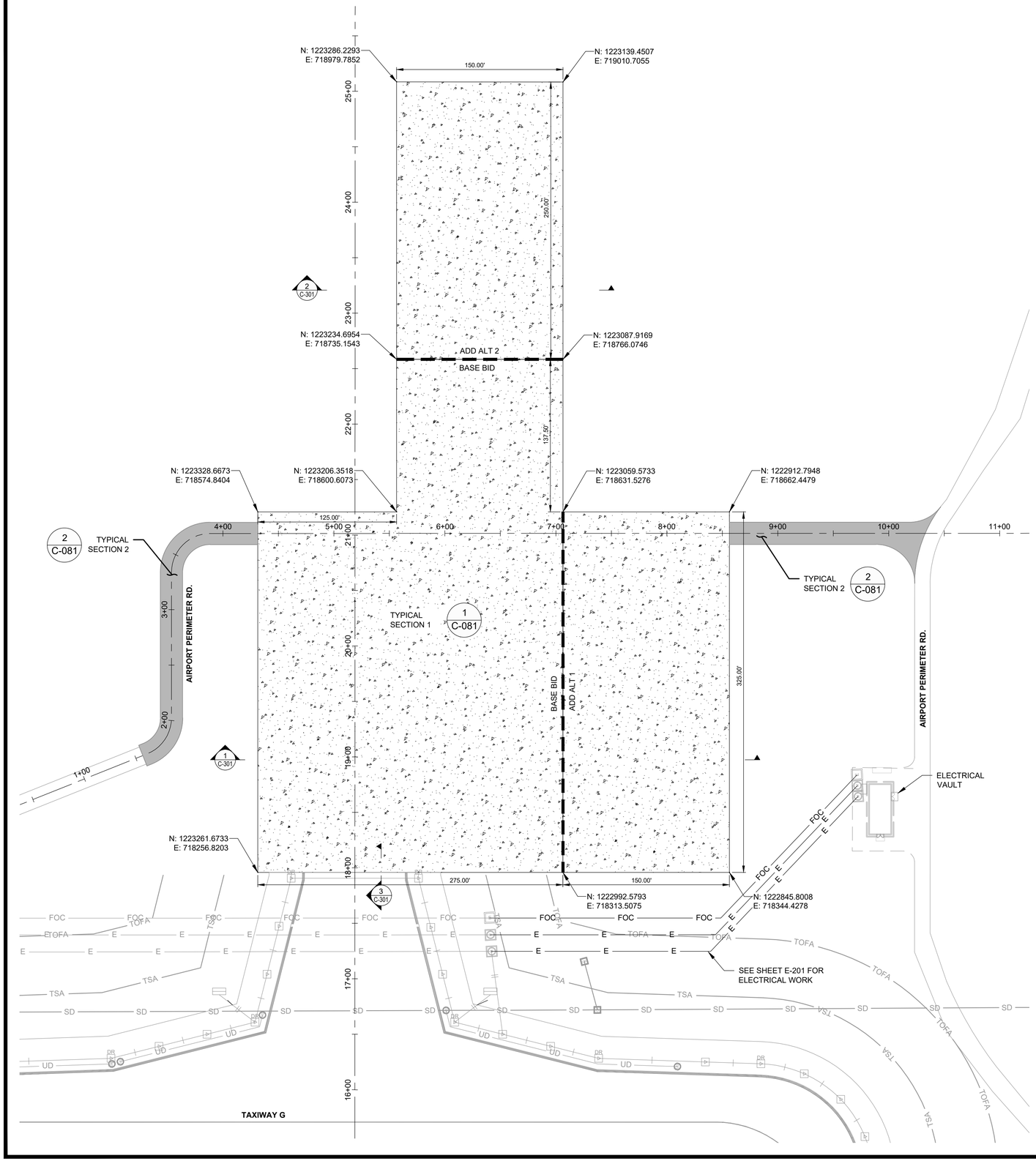


LEGEND

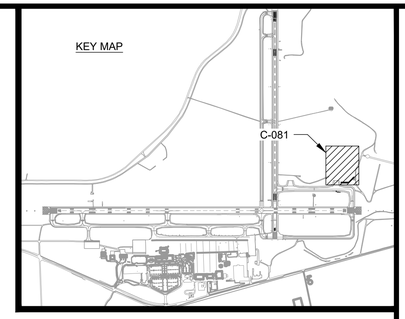
PROPOSED FULL STRENGTH CONCRETE PAVEMENT

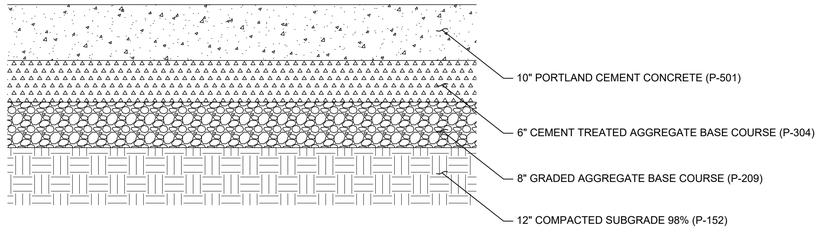
SALVAGED ASPHALT MILLING

NOTES:
1. SEE ELECTRICAL SHEETS FOR ELECTRICAL LAYOUT.
2. SEE STORM DRAIN SHEETS FOR STORM LAYOUT.

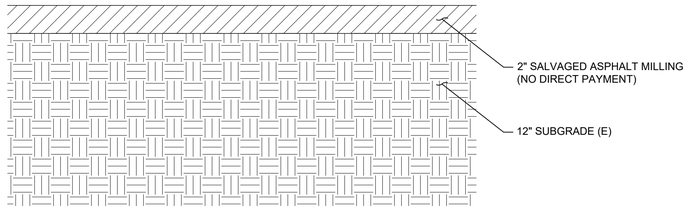
0 50 100

KEY MAP





1 **TYPICAL PCC SECTION**
NOT TO SCALE



2 **TYPICAL PERIMETER ROAD SECTION**
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SOUTHEAST APRON PH I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	X-XX-XXXX-XX
M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	NJH
DRAWN BY:	NJH
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
PROJECT GEOMETRICS

SHEET NO.
C-081

X:\0119700\212113.01\TECHCAD\DRAWINGS\SHEETS\C-081 PROJECT GEOMETRICS.DWG
4/4/2025 9:37:55 AM

LEGEND

PROPOSED FULL STRENGTH CONCRETE PAVEMENT

PROPOSED ASPHALT MILLINGS ROADWAY

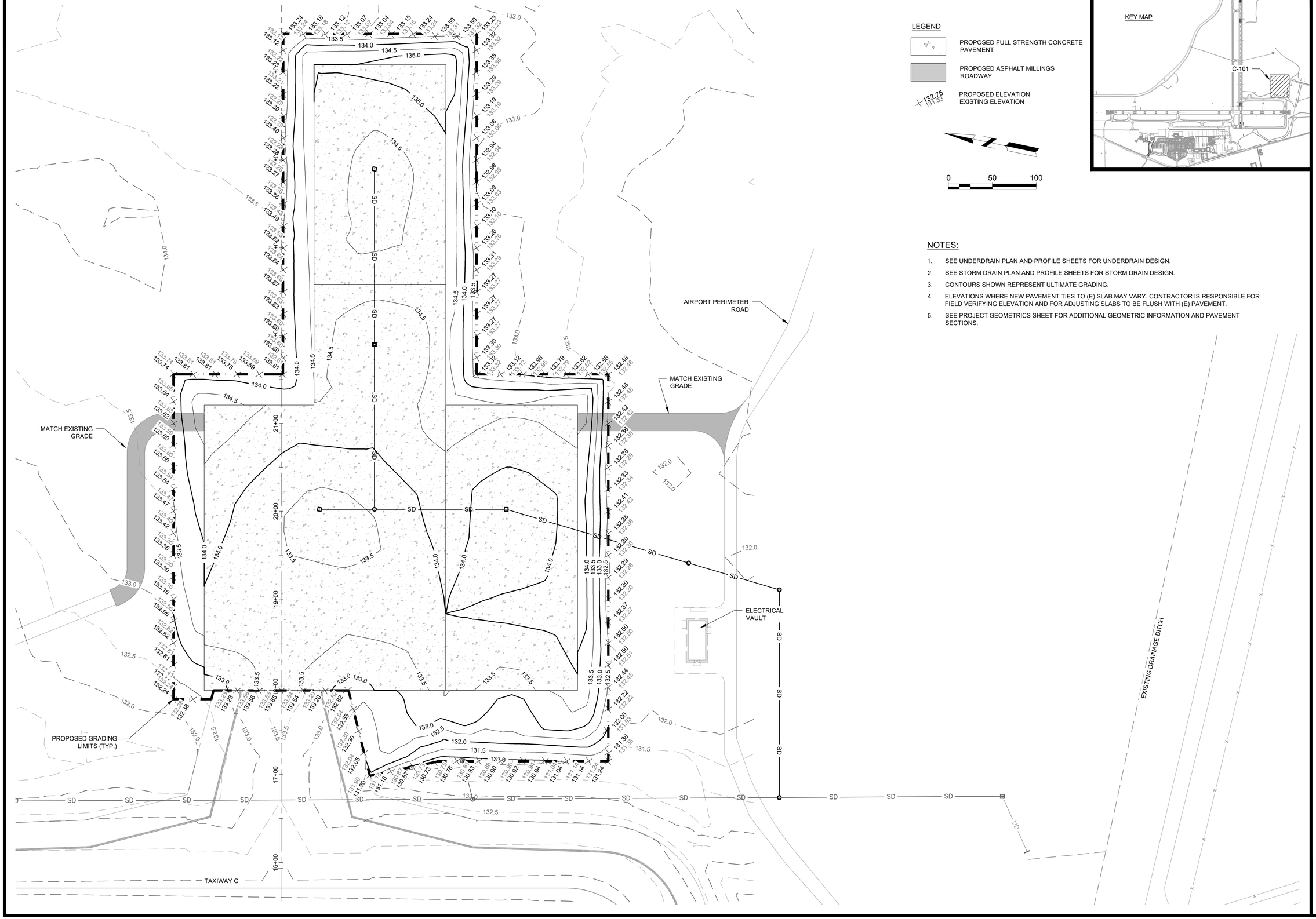
132.75 / 131.53 PROPOSED ELEVATION / EXISTING ELEVATION

0 50 100

KEY MAP

NOTES:

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



Mead & Hunt

Mead and Hunt, Inc.
5955 Core Road, Suite 515
North Charleston, SC 29406
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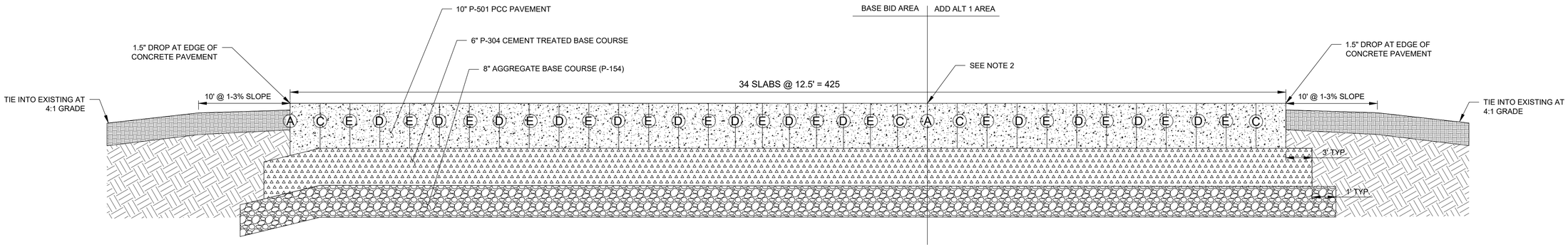
SHEET CONTENTS
GRADING PLANS

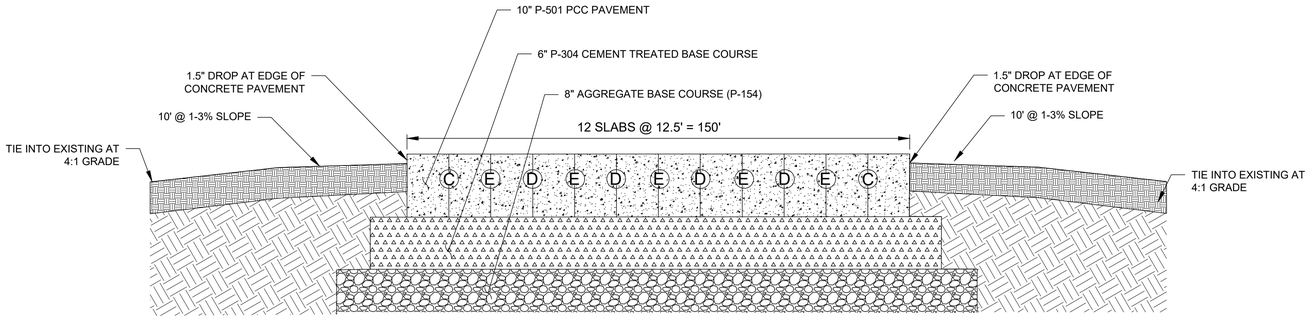
SHEET NO.
C-101

X:\0119700\212113.01\TECH\CAD\DRAWINGS\SHEETS\C-101 GRADING PLANS.DWG
4/4/2025 9:38:18 AM

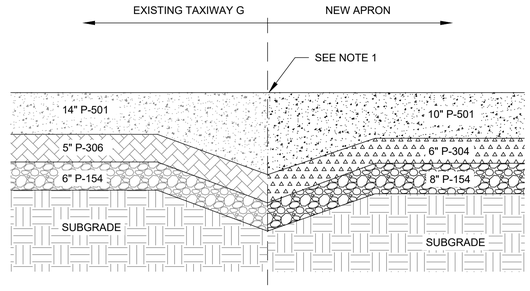
NOTES:
1. SEE SHEET C-341 FOR ALL JOINT TYPE DETAILS.
2. ISOLATION JOINT LOCATIONS SUBJECT TO CHANGE DEPENDENT UPON BID ALTERNATE COMBINATIONS AWARDED.



1 TYPICAL APRON SECTION
NOT TO SCALE



2 TYPICAL APRON SECTION
NOT TO SCALE



3 TRANSITION SECTION
NOT TO SCALE

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DO NOT SCALE DRAWINGS

SHEET CONTENTS
TYPICAL SECTIONS

SHEET NO.
C-301

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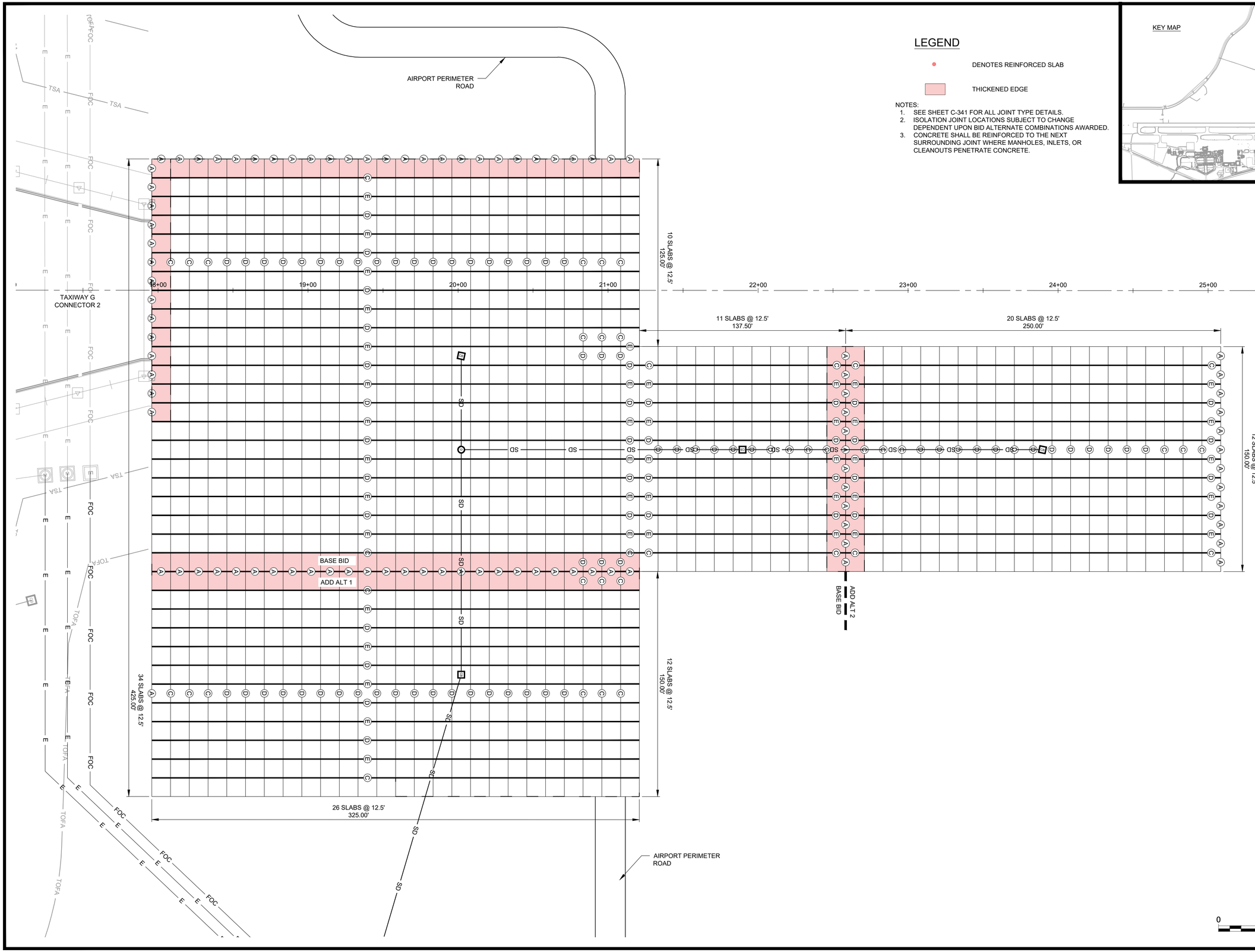
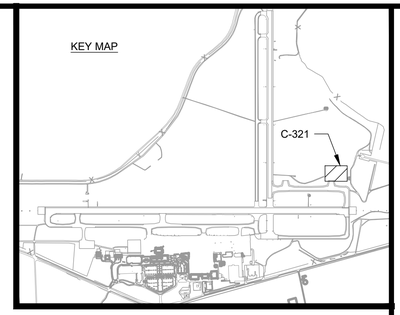


LEGEND

- DENOTES REINFORCED SLAB
- THICKENED EDGE

NOTES:
1. SEE SHEET C-341 FOR ALL JOINT TYPE DETAILS.
2. ISOLATION JOINT LOCATIONS SUBJECT TO CHANGE DEPENDENT UPON BID ALTERNATE COMBINATIONS AWARDED.
3. CONCRETE SHALL BE REINFORCED TO THE NEXT SURROUNDING JOINT WHERE MANHOLES, INLETS, OR CLEANOUTS PENETRATE CONCRETE.

KEY MAP



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CHECKED BY:	EJS

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SHEET CONTENTS
JOINTING PLAN

SHEET NO.
C-321

X:\0119700\212113.01\TECH\CAD\DRAWINGS\XREF\C-321 JOINTING PLAN.DWG
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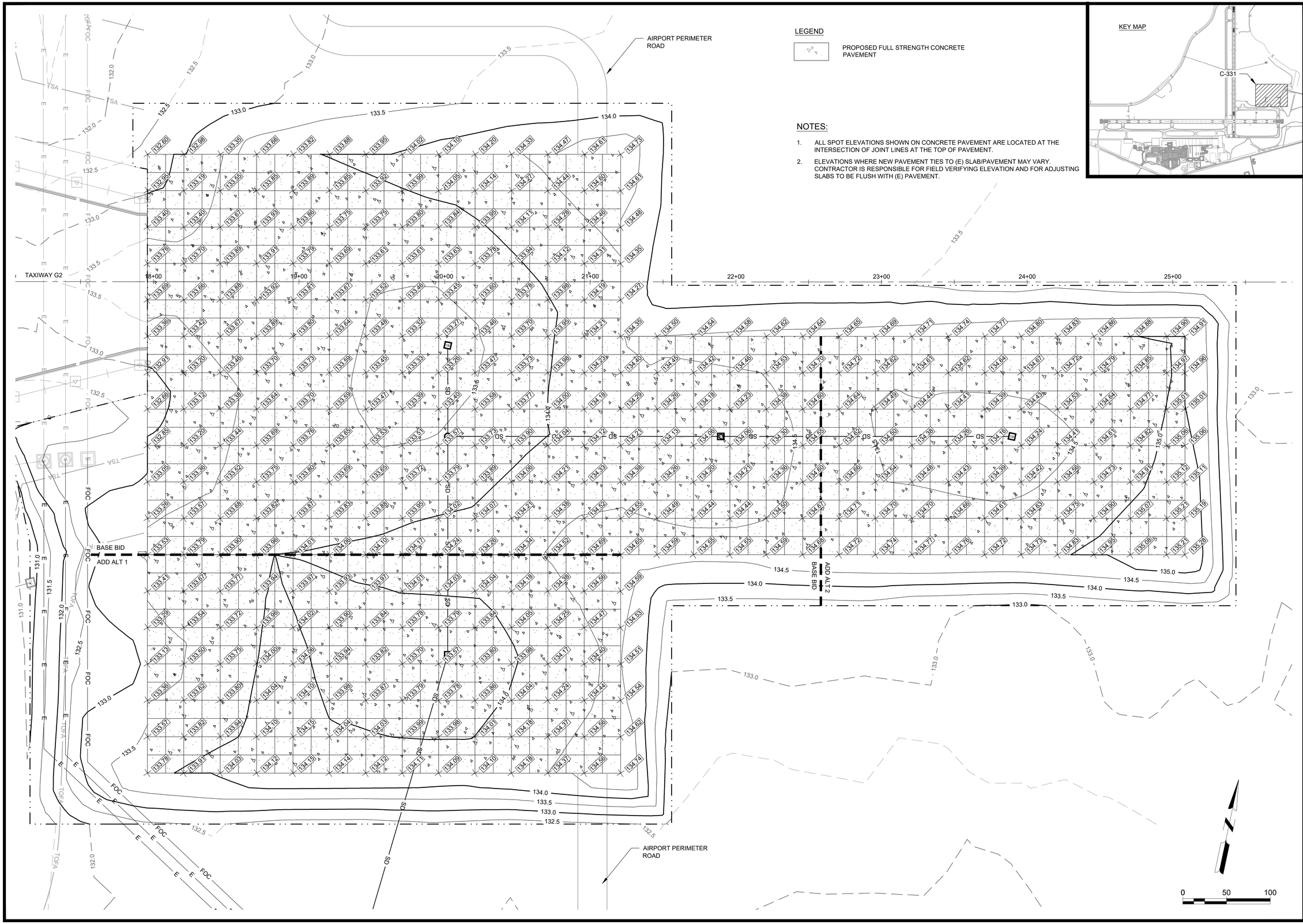

LEGEND

PROPOSED FULL STRENGTH CONCRETE PAVEMENT

NOTES:

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

KEY MAP

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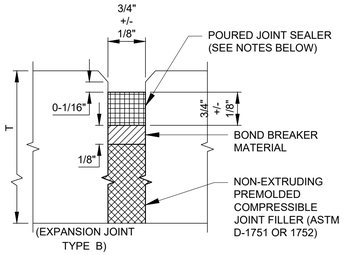
SHEET CONTENTS

JOINTING PLAN - SPOT ELEVATIONS

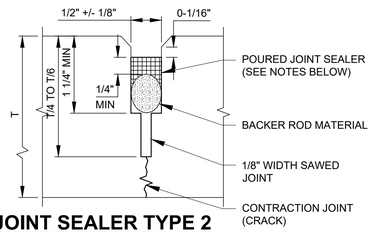
SHEET NO.

C-331

X:\0119700\212113.01\TECH\CAD\DRAWINGS\SHEETS\C-331 JOINTING PLAN - SPOT ELEVATIONS.DWG
4/4/2025 9:40:21 AM



1 JOINT SEALER TYPE 1
NOT TO SCALE



2 JOINT SEALER TYPE 2
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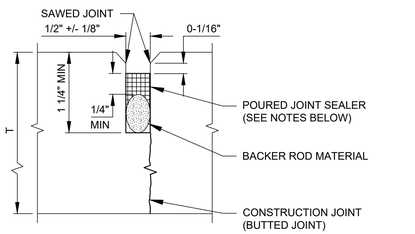
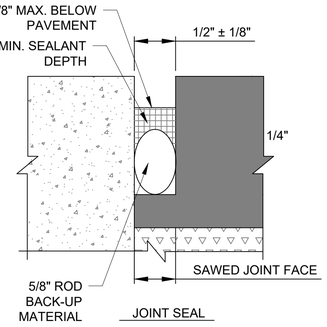
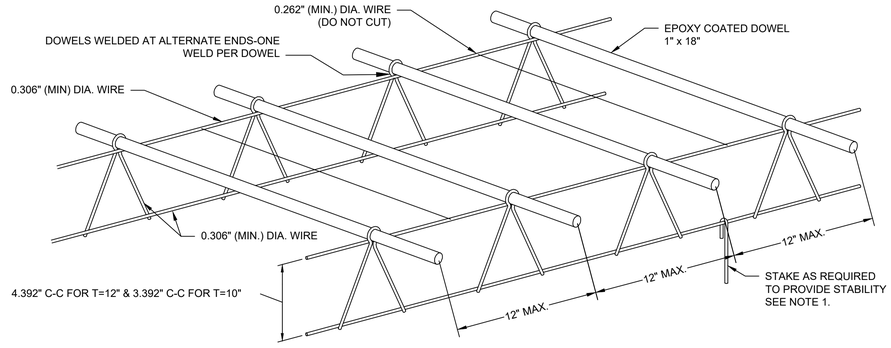


3 JOINT SEALER TYPE 3
NOT TO SCALE



4 PCC/AC/JOINT SEAL
NOT TO SCALE



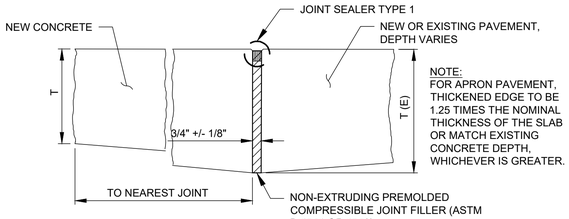
5 DOWEL BASKET ASSEMBLY
NOT TO SCALE

DOWEL NOTES:

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

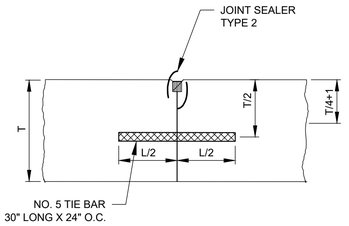
SEALANT NOTES:

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

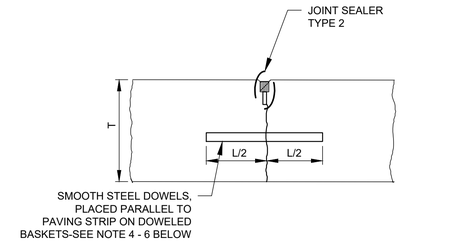


NOTE:
FOR APRON PAVEMENT, THICKENED EDGE TO BE 1.25 TIMES THE NOMINAL THICKNESS OF THE SLAB OR MATCH EXISTING CONCRETE DEPTH, WHICHEVER IS GREATER.

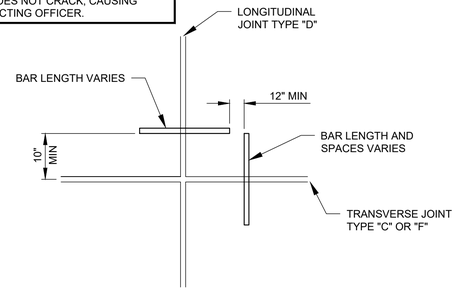
A THICKENED EDGE ISOLATION JOINT - TYPE "A"
NOT TO SCALE



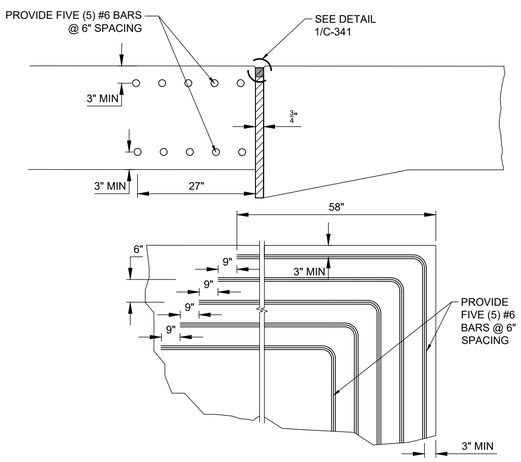
B HINGED CONTRACTION JOINT - TYPE "B"
NOT TO SCALE



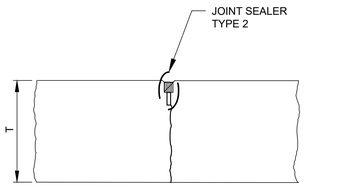
C DOWELED CONTRACTION JOINT - TYPE "C"
NOT TO SCALE



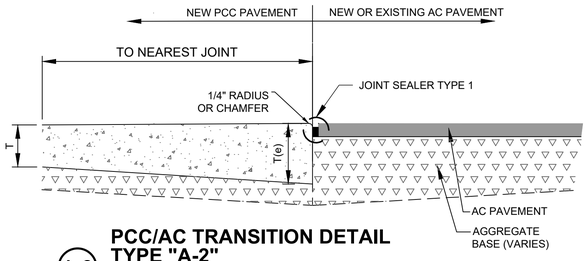
D POSITION OF DOWELS AT EDGE JOINT (TYPE C OR D)
NOT TO SCALE



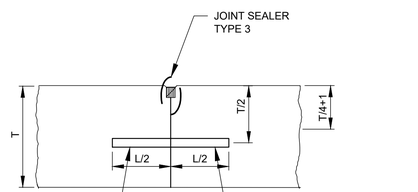
A-1 REINFORCED ISOLATION JOINT - TYPE "A-1"
NOT TO SCALE



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

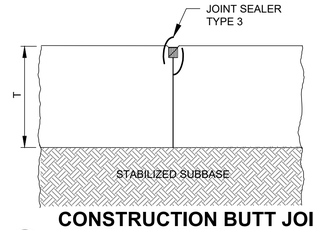


A-2 PCC/AC TRANSITION DETAIL TYPE "A-2"
NOT TO SCALE



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

(ALSO USE WHERE PAVING OPERATIONS STOP)



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

JOINT NOTES:

1. "T" = SLAB THICKNESS, "L" = DOWEL LENGTH
2. "T" = 12" FOR PAVEMENT SECTION 1
3. "T" = 10" FOR PAVEMENT SECTION 2
4. FOR 10" & 12" P.C.C. USE 1" DIA. x 18" EPOXY COATED DOWELS @ 12" C-C SPACING. (OIL PRIOR TO PLACING CONC.)
5. NO CHANGES IN THE JOINTING PATTERN SHALL BE MADE WITHOUT THE WRITTEN APPROVAL OF THE DESIGN ENGINEER.

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SHEET CONTENTS
JOINTING DETAILS

SHEET NO.
C-341

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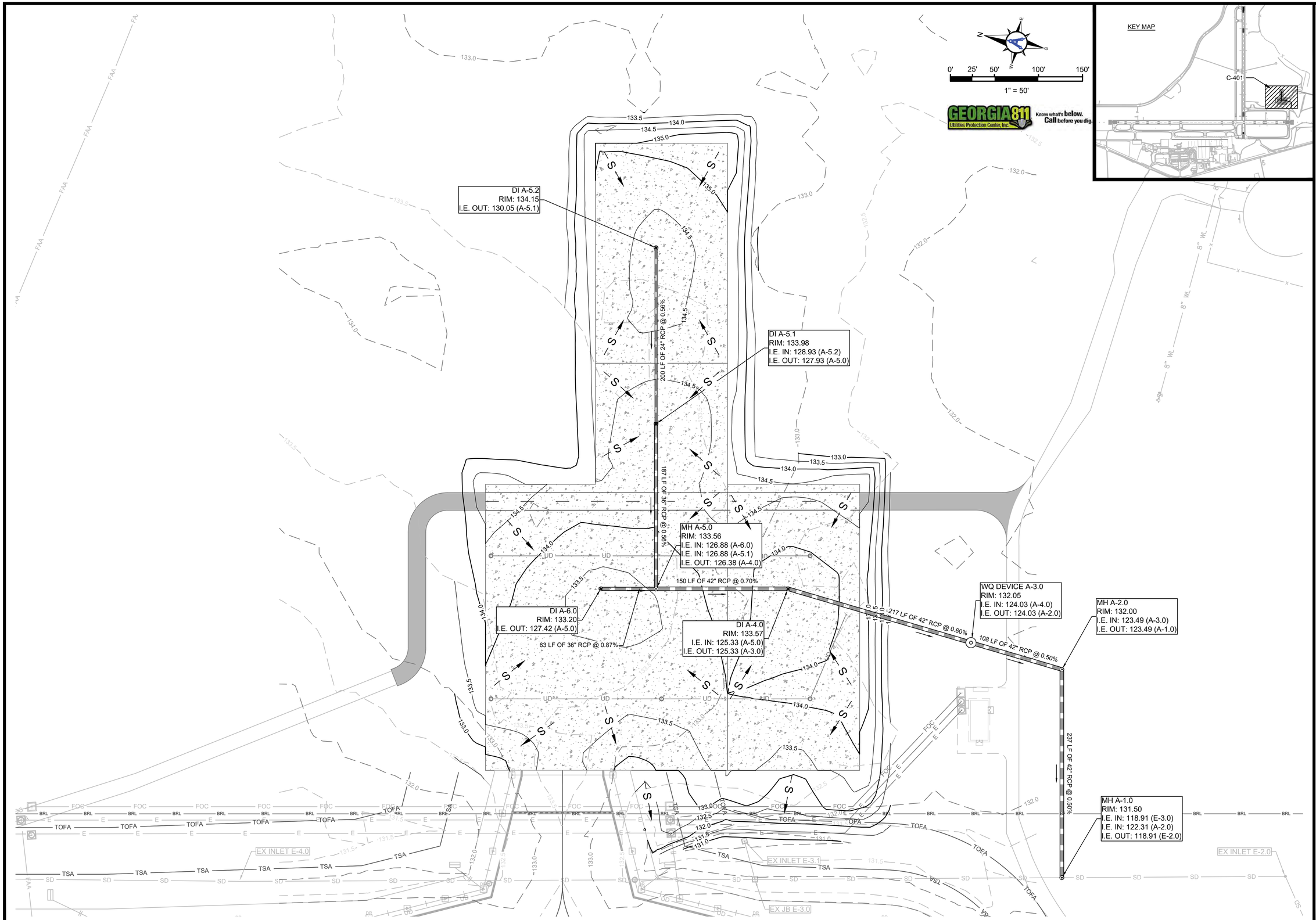
4/4/2025 9:40:33 AM



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AGS AUGUSTA REGIONAL AIRPORT

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

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DRAWN BY:	CAB
CHECKED BY:	WMM

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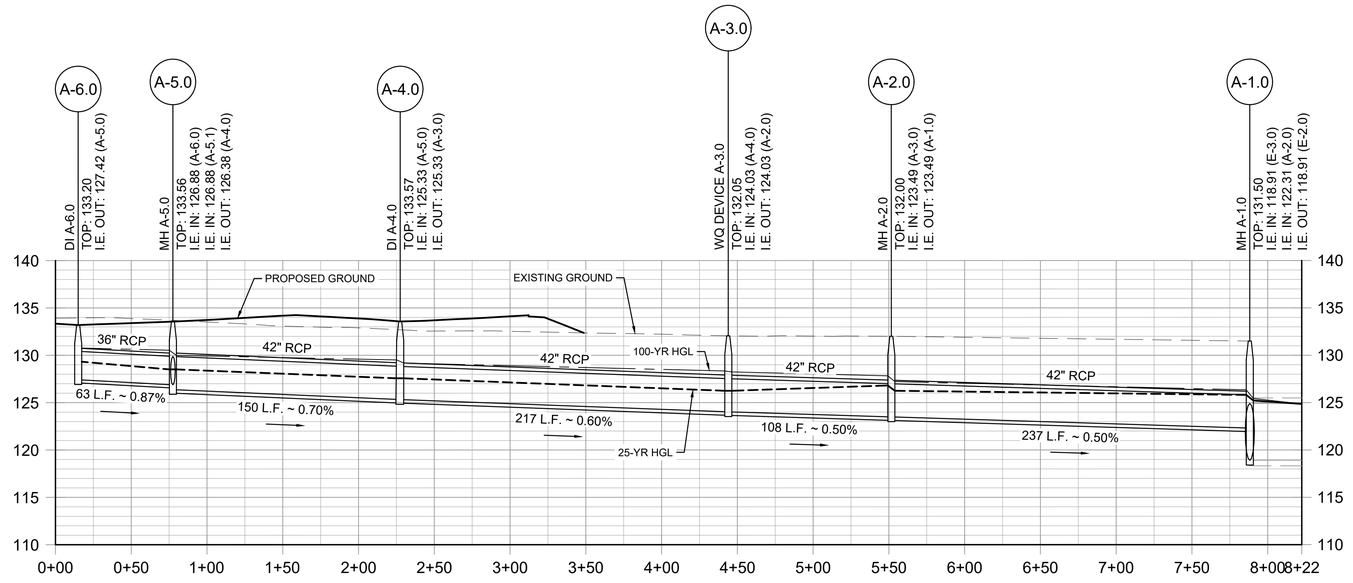
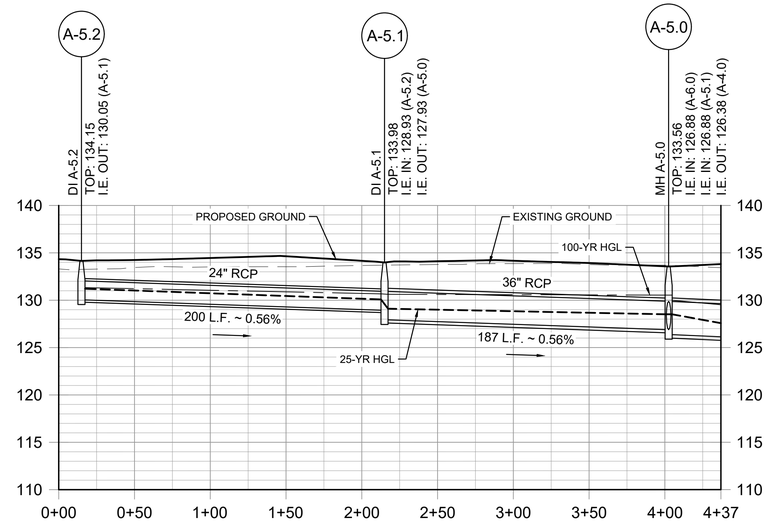
SHEET CONTENTS
STORM DRAINAGE PLAN

SHEET NO.
C-401



STORM A
HORIZONTAL SCALE 1" = 50'
VERTICAL SCALE 1" = 8'



STORM A-5.0
HORIZONTAL SCALE 1" = 50'
VERTICAL SCALE 1" = 8'

ID	DESCRIPTION	DETAIL	SHEET
DI	AIRCRAFT RATED DROP INLET (DI) WITH GRATE	1	C-451
MH	AIRCRAFT RATED MANHOLE	1	C-452
WQ DEVICE	WATER QUALITY DEVICE	1	C-453

Storm Sewer Tabulation

Page 1

Station Line	Station To Line	Len (ft)	Drng Area Incr (ac)	Drng Area Total (ac)	Rnoff coeff (C)	Area x C Incr	Area x C Total	Tc Inlet (min)	Tc Syst (min)	Rain (I) (in/hr)	Total flow (cfs)	Cap full (cfs)	Vel (ft/s)	Pipe Size (in)	Pipe Slope (%)	Invert Elev Dn (ft)	Invert Elev Up (ft)	HGL Elev Dn (ft)	HGL Elev Up (ft)	Grnd / Rim Elev Dn (ft)	Grnd / Rim Elev Up (ft)	Line ID
1	End	69.070	5.09	212.9	0.20	1.02	58.74	5.0	57.5	3.0	175.4	146.1	9.16	72	0.10	118.79	118.86	122.40	123.00	128.21	129.24	E-2.0 TO E-1.0
2	1	253.904	0.00	207.8	0.00	0.00	57.72	5.0	56.8	3.0	173.8	64.40	6.15	72	0.02	118.86	118.91	124.86	125.22	129.24	131.50	A-1.0 TO E-2.0
3	2	236.568	0.00	7.36	0.00	0.00	6.99	5.0	9.2	7.1	49.83	71.06	5.66	42	0.50	122.31	123.49	125.81	126.25	131.50	132.00	A-2.0 TO A-1.0
4	3	107.590	0.00	7.36	0.00	0.00	6.99	5.0	8.8	7.2	50.40	71.28	6.59	42	0.50	123.49	124.03	126.81	126.25	132.00	132.05	A-3.0 TO A-2.0
5	4	216.520	0.82	7.36	0.95	0.78	6.99	5.0	8.1	7.4	51.55	77.96	7.97	42	0.60	124.03	125.33	126.25	127.57	132.05	133.57	A-4.0 TO A-3.0
6	5	150.000	0.00	6.54	0.00	0.00	6.21	5.0	7.6	7.5	46.62	84.17	7.38	42	0.70	125.33	126.38	127.57	128.51	133.57	133.56	A-5.0 TO A-4.0
7	6	187.490	0.45	1.80	0.95	0.43	1.71	5.0	6.0	7.9	13.59	49.91	4.39	36	0.56	126.88	127.93	128.51	129.10	133.56	133.98	A-5.1 TO A-5.0
8	7	200.000	1.35	1.35	0.95	1.28	1.28	5.0	5.0	8.2	10.58	16.93	5.63	24	0.56	128.93	130.05	130.08	131.21	133.98	134.15	A-5.2 TO A-5.1
9	6	62.509	1.56	4.74	0.95	1.48	4.50	5.0	7.1	7.6	34.40	61.99	8.02	36	0.86	126.88	127.42	128.51	129.32	133.56	133.20	A-6.0 TO A-5.0
10	2	349.029	0.00	200.4	0.00	0.00	50.73	5.0	55.7	3.0	154.6	60.16	5.47	72	0.02	118.91	118.97	125.81	126.21	131.50	130.39	E-3.0 TO E-2.0
11	10	45.147	2.78	2.78	0.64	1.78	1.78	5.0	5.0	8.2	14.67	10.48	8.30	18	1.00	125.80	126.25	127.30	128.18	130.39	130.76	E-3.1 TO E-3.0
12	10	585.626	11.77	197.7	0.25	2.94	48.95	36.9	53.8	3.1	152.5	103.9	5.39	72	0.05	118.97	119.27	126.66	127.31	130.39	131.05	E-4.0 TO E-3.0
13	12	508.591	0.53	185.9	0.16	0.08	46.01	5.0	52.4	3.2	145.7	108.2	6.13	66	0.09	119.27	119.72	127.53	128.35	131.05	132.26	E-5.0 TO E-4.0
14	13	358.609	90.24	90.24	0.24	21.66	21.66	51.8	51.8	3.2	69.09	19.08	9.78	36	0.07	124.53	124.78	129.21	132.49	132.26	130.94	E-5.1 TO E-5.0
15	13	145.908	2.20	95.11	0.71	1.56	24.26	5.0	48.4	3.3	80.72	116.7	6.42	48	0.56	119.72	120.54	129.21	129.61	132.26	132.97	E-6.0 TO E-5.0
16	15	206.521	0.00	92.91	0.00	0.00	22.70	5.0	47.8	3.4	76.09	58.31	6.06	48	0.14	120.54	120.83	130.15	130.65	132.97	132.95	E-7.0 TO E-6.0
17	16	236.743	4.04	92.91	0.56	2.26	22.70	16.8	47.2	3.4	76.73	99.10	6.11	48	0.41	120.83	121.79	131.02	131.59	132.95	130.34	E-8.0 TO E-7.0
18	17	527.632	88.87	88.87	0.23	20.44	20.44	45.6	45.6	3.4	70.51	77.84	5.61	48	0.25	121.79	123.11	131.88	132.97	130.34	128.36	E-9.0 TO E-8.0
19	9	243.750	1.59	3.18	0.95	1.51	3.02	5.0	5.9	8.0	24.10	47.18	5.74	36	0.50	127.42	128.64	129.32	130.22	133.20	0.00	Future A-7.0 TO A
20	19	212.500	1.59	1.59	0.95	1.51	1.51	5.0	5.0	8.2	12.46	15.97	5.62	24	0.50	129.64	130.70	130.97	132.03	0.00	0.00	Future A-8.0 TO F

Project File: AGS SE Apron Storm Sewers 25.stm | Number of lines: 20 | Run Date: 3/27/2025

NOTES:Intensity = 102.61 / (Inlet time + 16.50) ^ 0.82; Return period =Yrs. 25 ; c = cir e = ellip b = box

Storm Sewers v2023.00

Inlet Report

Page 1

Line No	Inlet ID	Q = CIA (cfs)	Q carry (cfs)	Q capt (cfs)	Q Byp (cfs)	Junc Type	Curb Inlet Ht (in)	Curb Inlet L (ft)	Grate Inlet Area (sqft)	Grate Inlet L (ft)	Grate Inlet W (ft)	Gutter So (ft/ft)	Gutter W (ft)	Gutter Sw (ft/ft)	Gutter Sx (ft/ft)	Gutter n	Gutter Depth (ft)	Gutter Spread (ft)	Inlet Depth (ft)	Inlet Spread (ft)	Inlet Depr (in)	Byp Line No
1	E-2.0	8.40	0.00	0.00	8.40	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.013	0.00	0.00	0.00	0.00	0.0	Off
2	A-1.0	0.00	0.00	0.00	0.00	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.013	0.00	0.00	0.00	0.00	0.0	Off
3	A-2.0	0.00	0.00	0.00	0.00	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.013	0.00	0.00	0.00	0.00	0.0	Off
4	A-3.0	0.00	0.00	0.00	0.00	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.013	0.00	0.00	0.00	0.00	0.0	Off
5	A-4.0	6.42	0.00	6.42	0.00	Grate	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.010	0.010	0.013	0.36	35.57	0.36	35.57	0.0	Off
6	A-5.0	0.00	0.00	0.00	0.00	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.013	0.00	0.00	0.00	0.00	0.0	Off
7	A-5.1	3.53	0.00	3.53	0.00	Grate	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.010	0.010	0.013	0.24	24.50	0.24	24.50	0.0	Off
8	A-5.2	10.58	0.00	10.58	0.00	Grate	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.010	0.010	0.013	0.49	48.82	0.49	48.82	0.0	Off
9	A-6.0	12.22	0.00	12.22	0.00	Grate	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.010	0.010	0.013	0.54	53.56	0.54	53.56	0.0	Off
10	E-3.0	0.00	0.00	0.00	0.00	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.013	0.00	0.00	0.00	0.00	0.0	Off
11	E-3.1	14.67	0.00	14.67	0.00	DrGrt	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.020	0.020	0.013	0.50	53.59	0.50	53.59	0.0	Off
12	E-4.0	11.49	0.00	11.49	0.00	DrGrt	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.020	0.020	0.013	0.42	46.13	0.42	46.13	0.0	Off
13	E-5.0	0.70	0.00	0.70	0.00	DrGrt	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.020	0.020	0.013	0.07	10.51	0.07	10.51	0.0	Off
14	E-5.1	69.09	0.00	69.09	0.00	DrGrt	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.020	0.020	0.013	7.18	721.64	7.18	721.64	0.0	Off
15	E-6.0	12.88	0.00	0.00	12.88	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.013	0.00	0.00	0.00	0.00	0.0	Off
16	E-7.0	0.00	0.00	0.00	0.00	MH	0.0	0.00	0.00	0.00	0.00	Sag	0.00	0.000	0.000	0.013	0.00	0.00	0.00	0.00	0.0	Off
17	E-8.0	13.02	0.00	13.02	0.00	DrGrt	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.020	0.020	0.013	0.46	49.80	0.46	49.80	0.0	Off
18	E-9.0	70.51	0.00	70.51	0.00	DrGrt	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.020	0.020	0.013	7.47	751.43	7.47	751.43	0.0	Off
19	Future A-7.0	12.46	0.00	12.46	0.00	Grate	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.010	0.010	0.013	0.54	54.22	0.54	54.22	0.0	Off
20	Future A-8.0	12.46	0.00	12.46	0.00	Grate	0.0	0.00	4.80	3.00	4.00	Sag	2.00	0.010	0.010	0.013	0.54	54.22	0.54	54.22	0.0	Off

Project File: AGS SE Apron Storm Sewers 25.stm | Number of lines: 20 | Run Date: 3/27/2025

NOTES: Inlet N-Values = 0.016; Intensity = 102.61 / (Inlet time + 16.50) ^ 0.82; Return period = 25 Yrs. ; * Indicates Known Q added. All curb inlets are throat.

Storm Sewers v2023.00

NOTE: THE EXISTING UPSTREAM DRAINAGE SYSTEM WAS NOT ALTERED. STORM SEWERS RESULTS ARE SHOWN FOR REFERENCE ONLY BUT SHOULD NOT BE USED FOR EXISTING UPSTREAM INLETS.

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AUGUSTA REGIONAL AIRPORT

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

AUGUSTA REGIONAL AIRPORT SOUTHEAST APRON PHASE I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

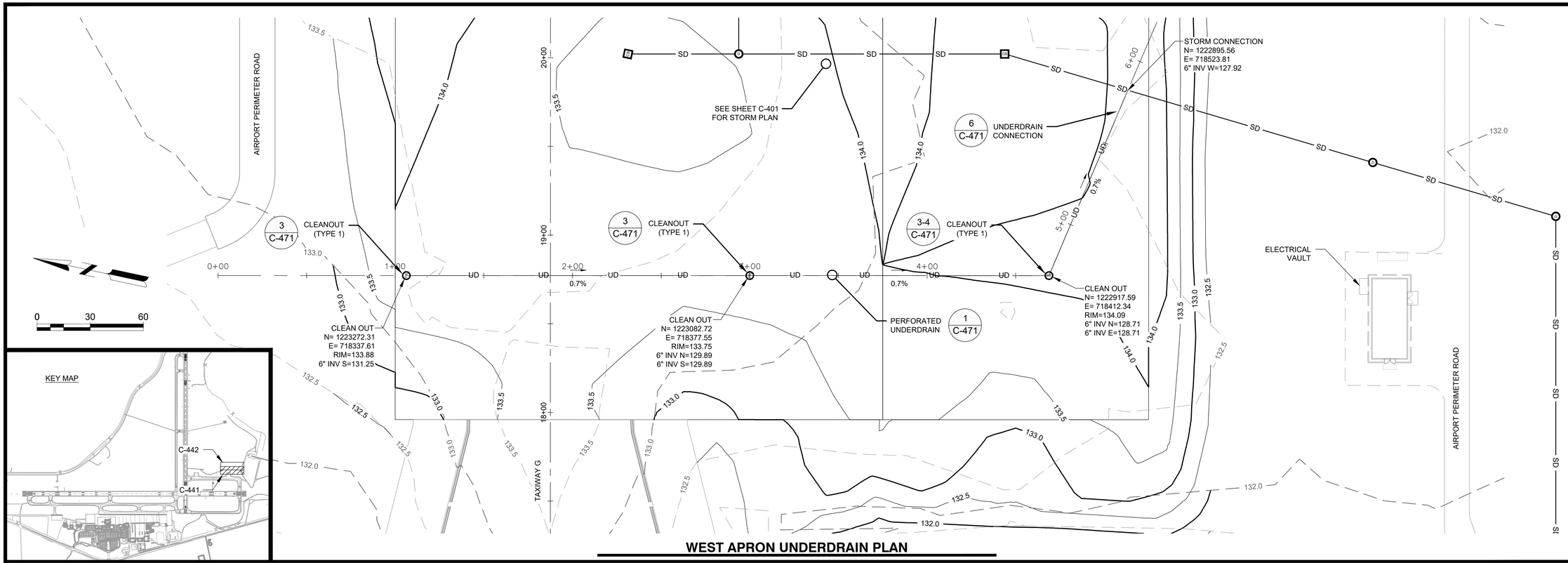
ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

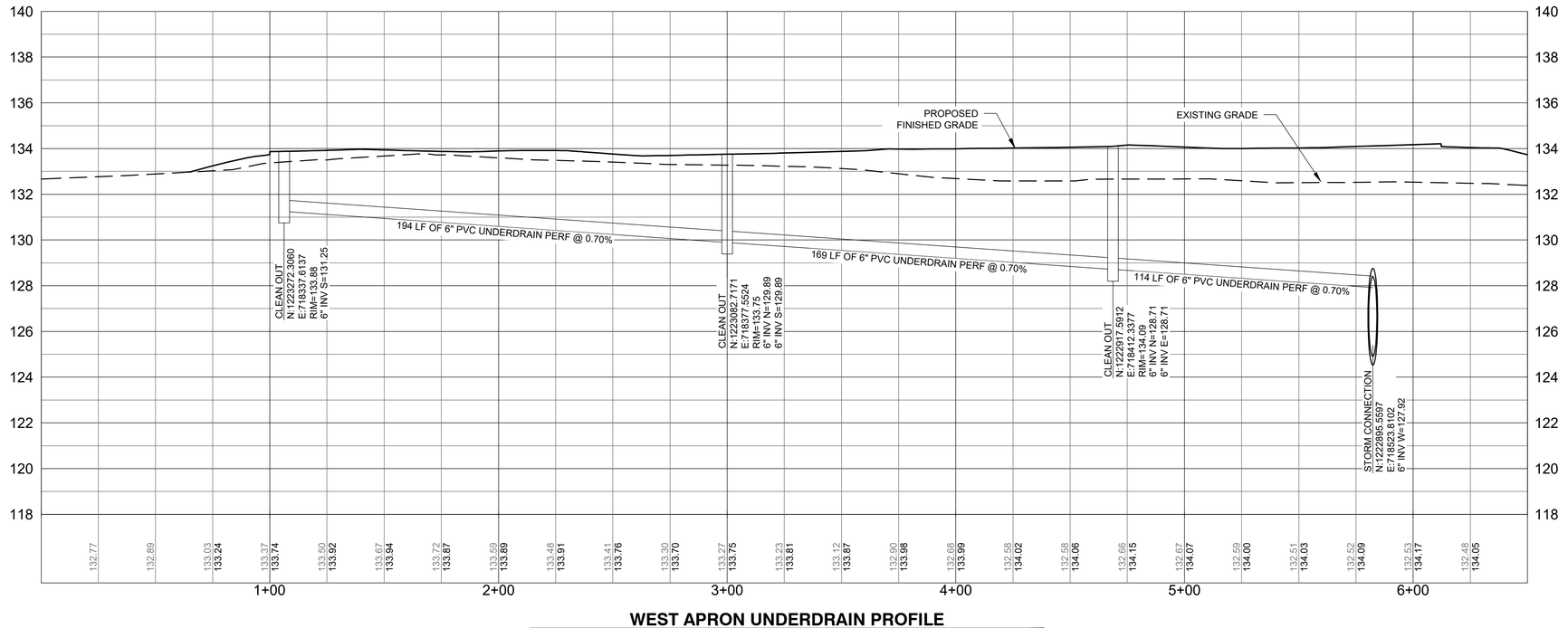
AIP NO.: X-XX-XXXX-XX
M&H NO.: 0119700-212113.01
DATE: APRIL 4, 2025
DESIGNED BY: CAB
DRAWN BY: CAB
CHECKED BY: WMM
DO NOT SCALE DRAWINGS

SHEET CONTENTS
STORM DRAINAGE PROFILES

SHEET NO.
C-402



WEST APRON UNDERDRAIN PLAN



WEST APRON UNDERDRAIN PROFILE

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PH I

1501 AVIATION WAY
AUGUSTA, GA 30906-9602

ISSUED
4/4/2025 ISSUED FOR BID

NOT FOR CONSTRUCTION

AIP NO.:	X-XX-XXXX-XX
M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	NJH
DRAWN BY:	KEE
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
UNDERDRAIN PLAN & PROFILE - WEST

SHEET NO.
C-441

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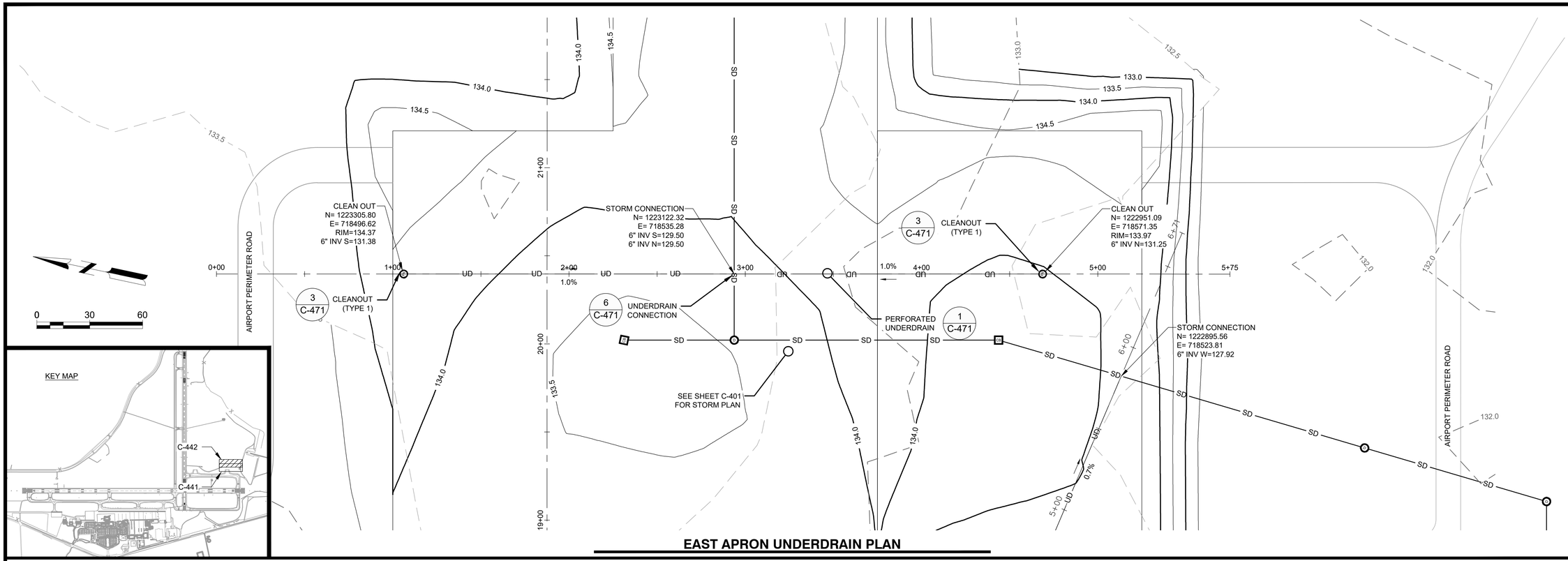
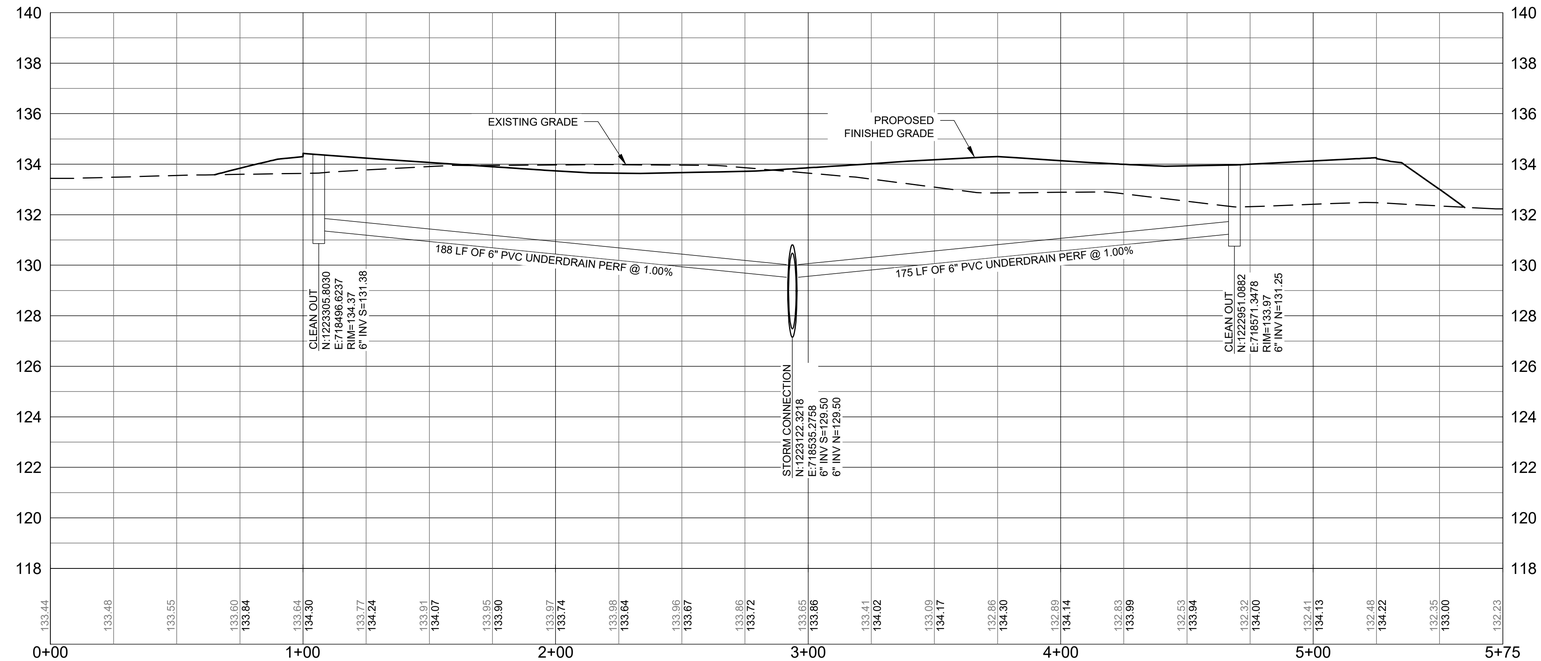


EAST APRON UNDERDRAIN PLAN



EAST APRON UNDERDRAIN PROFILE

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AUGUSTA REGIONAL AIRPORT

AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PH I

1501 AVIATION WAY
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AIP NO.:	X-XX-XXXX-XX
M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	KEE
DRAWN BY:	KEE
CHECKED BY:	EJS

DO NOT SCALE DRAWINGS

SHEET CONTENTS
UNDERDRAIN PLAN & PROFILE - EAST

SHEET NO.
C-442

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GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

CONSTRUCTION

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

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

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

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

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

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

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

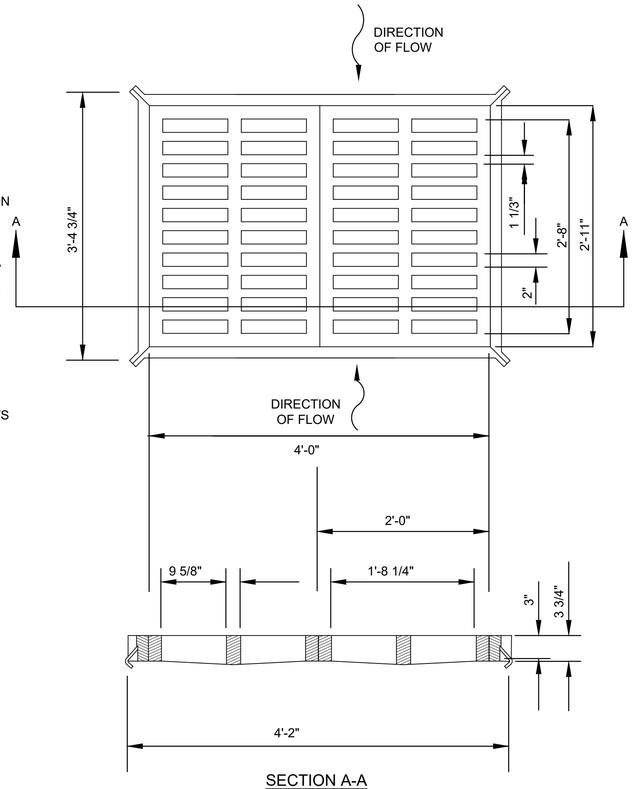
IF BOX DEPTH EXCEEDS 4'-6" METAL STEPS ARE TO BE PLACED ON WALL - SEE STEP DETAIL.

MATERIALS

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

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

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

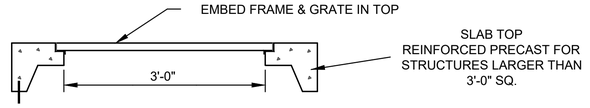


SECTION A-A

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

NOTES:

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

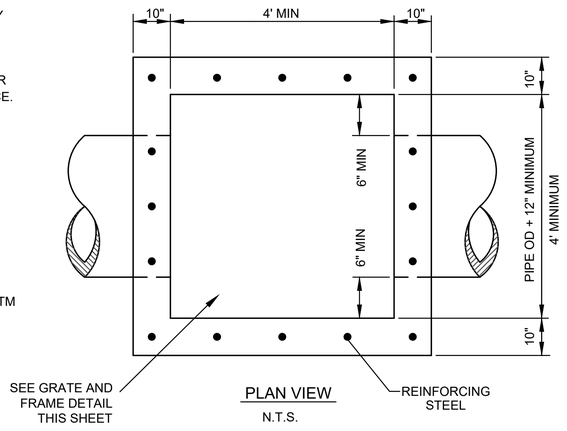


NOTES:

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

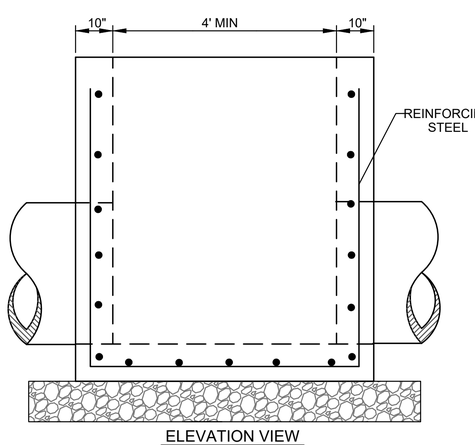
GRATE AND FRAME DETAIL

N.T.S.



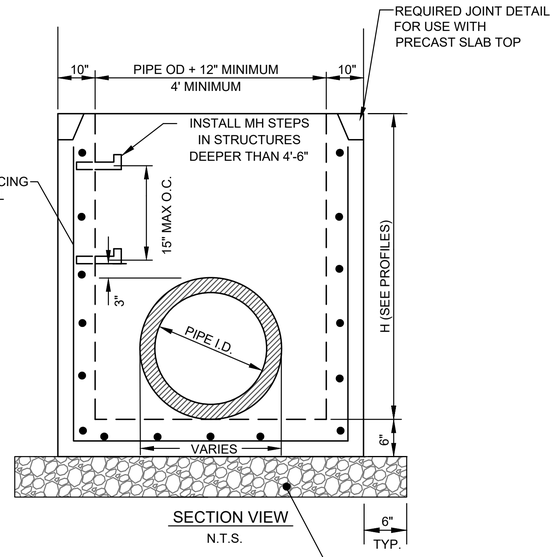
PLAN VIEW

N.T.S.



ELEVATION VIEW

N.T.S.



SECTION VIEW

N.T.S.

AIRCRAFT RATED DROP INLET (DI) WITH GRATE

N.T.S.

1
C-451

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M&H NO.:	0119700-212113.01
DATE:	APRIL 4, 2025
DESIGNED BY:	CAB
DRAWN BY:	CAB
CHECKED BY:	WMM

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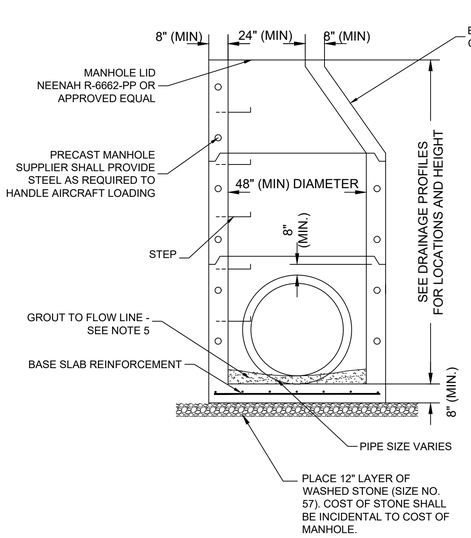
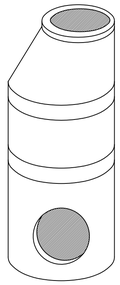
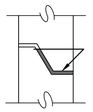
SHEET CONTENTS
STORM DRAINAGE DETAILS

SHEET NO.
C-451





ISOMETRIC VIEW
N.T.S.

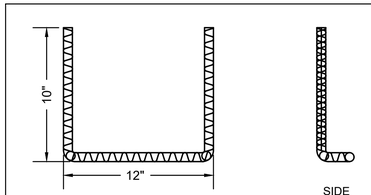


JOINT DETAIL
N.T.S.

MANHOLE NOTES:

1. MANHOLE STRUCTURE SHALL BE DESIGNED AS PRECAST OR CAST-IN-PLACE CONCRETE. PRECAST IS HIGHLY PREFERRED BUT CONTRACTOR HAS THE OPTION TO CAST IN PLACE. FOR PRECAST CONSTRUCTION, A MIN. OF CLASS 4000 PSI CONCRETE SHALL BE USED. IF CAST IN PLACE, P-610 CONCRETE SHALL BE USED.
2. MANHOLE SHALL BE AIRFIELD RATED TO CARRY 100,000 LB DUAL TANDEM WHEEL LOAD WITH A TIRE PRESSURE OF 250 PSI. CONCRETE THICKNESS AND REINFORCING SHOWN ARE MINIMUMS AND SHALL BE MODIFIED AS NEEDED TO MEET LOADING REQUIREMENTS BY THE MANHOLE SUPPLIER. MANHOLE SUPPLIER SHALL PROVIDE DRAWINGS AND CALCULATIONS PREPARED AND SIGNED BY A LICENSED ENGINEER INDICATING ACCEPTABILITY OF FINAL MANHOLE DESIGN. ANY ADDITIONAL CONCRETE OR REINFORCING STEEL REQUIRED BEYOND THE MINIMUMS SHOWN SHALL BE AT THE CONTRACTOR'S EXPENSE.
3. REINFORCING STEEL SHALL BE ASTM A-706, LOW-ALLOY STEEL DEFORMED BARS FOR CONCRETE REINFORCEMENT, GRADE 60.
4. FOOTING STRUCTURE AND STONE BASE ARE INCIDENTAL TO STRUCTURE INSTALLATION AND NO ADDITIONAL COMPENSATION SHALL BE MADE TO THESE WORK ITEMS.
5. ALL WORK SHALL CONFORM TO SPECIFICATION D-751. POURED CONCRETE SHALL CONFORM TO SPECIFICATION P-610.
6. IF STRUCTURE DEPTH EXCEEDS 3'-6" METAL STEPS SHALL BE PLACED ALONG THE WALL HEIGHT AT 16" MAX SPACING. SEE DETAIL 3 ON THIS SHEET.
7. MANHOLE COVER AND FRAME SHALL MEET THE REQUIREMENTS OF FEDERAL SPEC. RR-F-621, TYPE IV.
8. GROUT IN BOTTOM OF STRUCTURE TO FLOW AT MINIMUM 1% SLOPE TO PIPE INVERT.

AIRFIELD RATED MANHOLE — 1
N.T.S. — C-452



STEP DETAIL
N.T.S.

NOTE: STEPS DIFFERING IN DIMENSIONS, CONFIGURATION, OR MATERIALS FROM THOSE SHOWN MAY ALSO BE USED PROVIDED THE CONTRACTOR FURNISHES THE ENGINEER WITH DETAILS OF THE PROPOSED STEPS AND HAS RECEIVED WRITTEN APPROVAL FROM THE ENGINEER FOR THE USE OF SUCH STEPS. STEPS ARE REQUIRED ON ALL DRAINAGE STRUCTURES GREATER THAN 3'-6" TALL. ALL STEPS SHALL PROTRUDE 4" FROM INSIDE FACE OF STRUCTURE WALL AND SHALL BE SPACED AT 16" C'TS MAX. COST OF STEPS SHALL BE INCIDENTAL TO THE COST OF THE OUTLET CONTROL STRUCTURE ITEM.

MANHOLE STEPS — 2
N.T.S. — C-452

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CHECKED BY:	WMM

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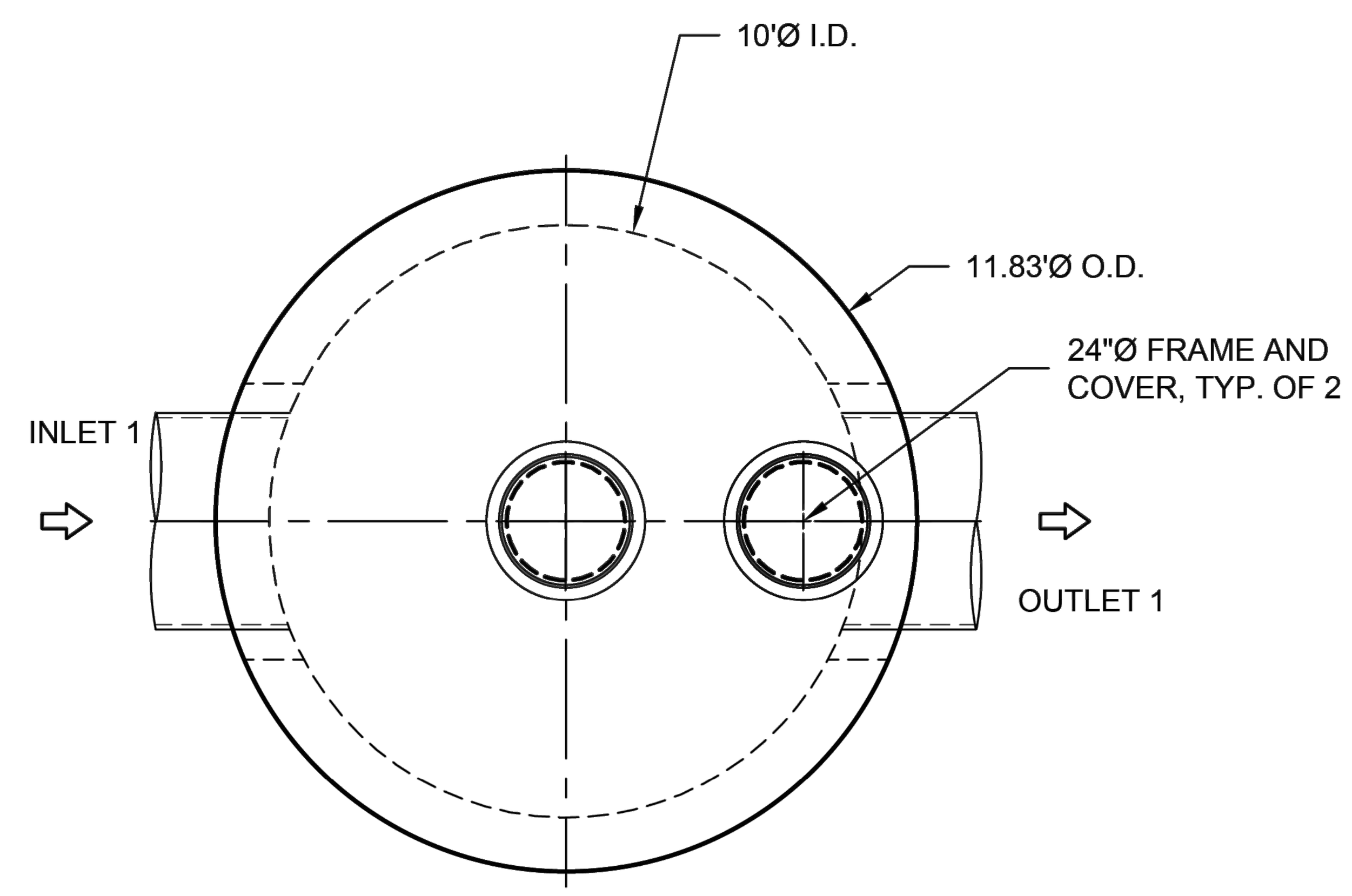
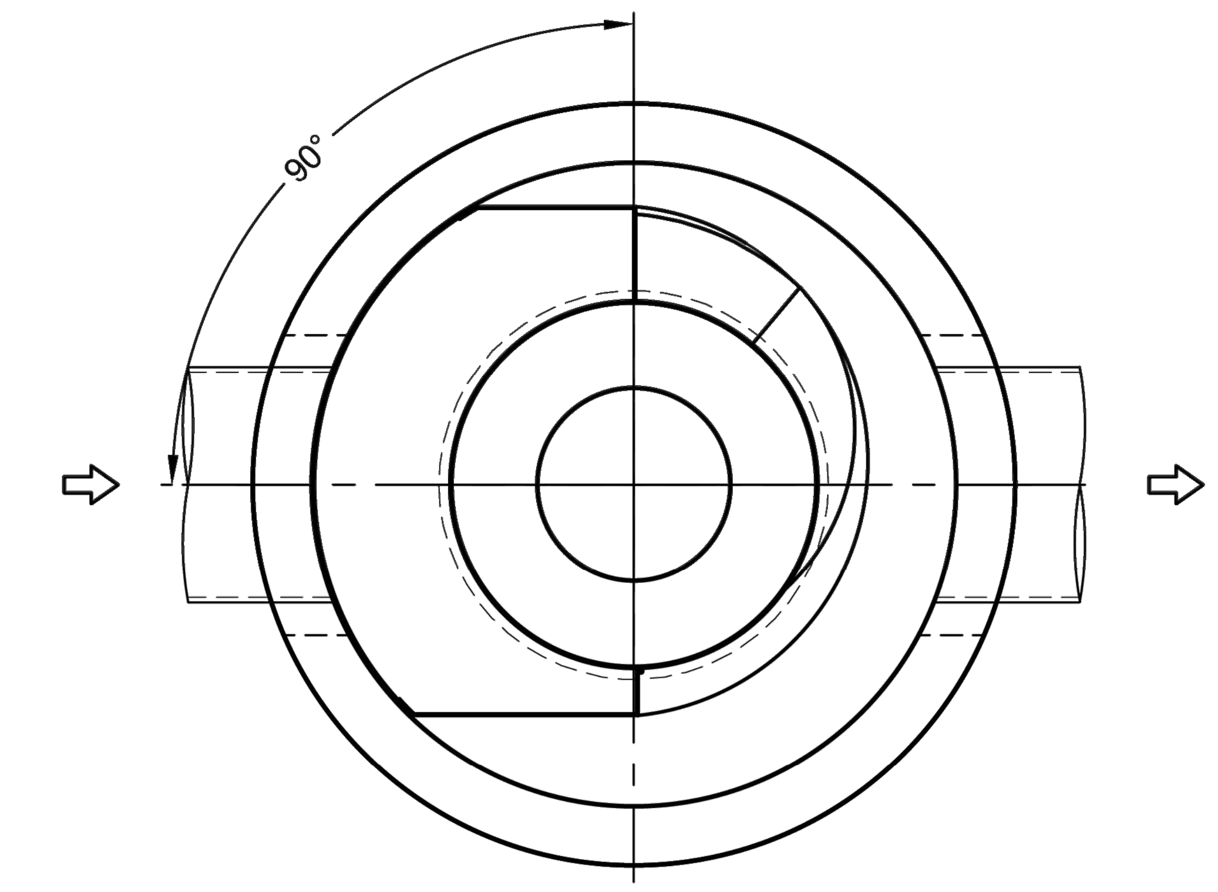
SHEET CONTENTS
STORM DRAINAGE DETAILS

SHEET NO.
C-452



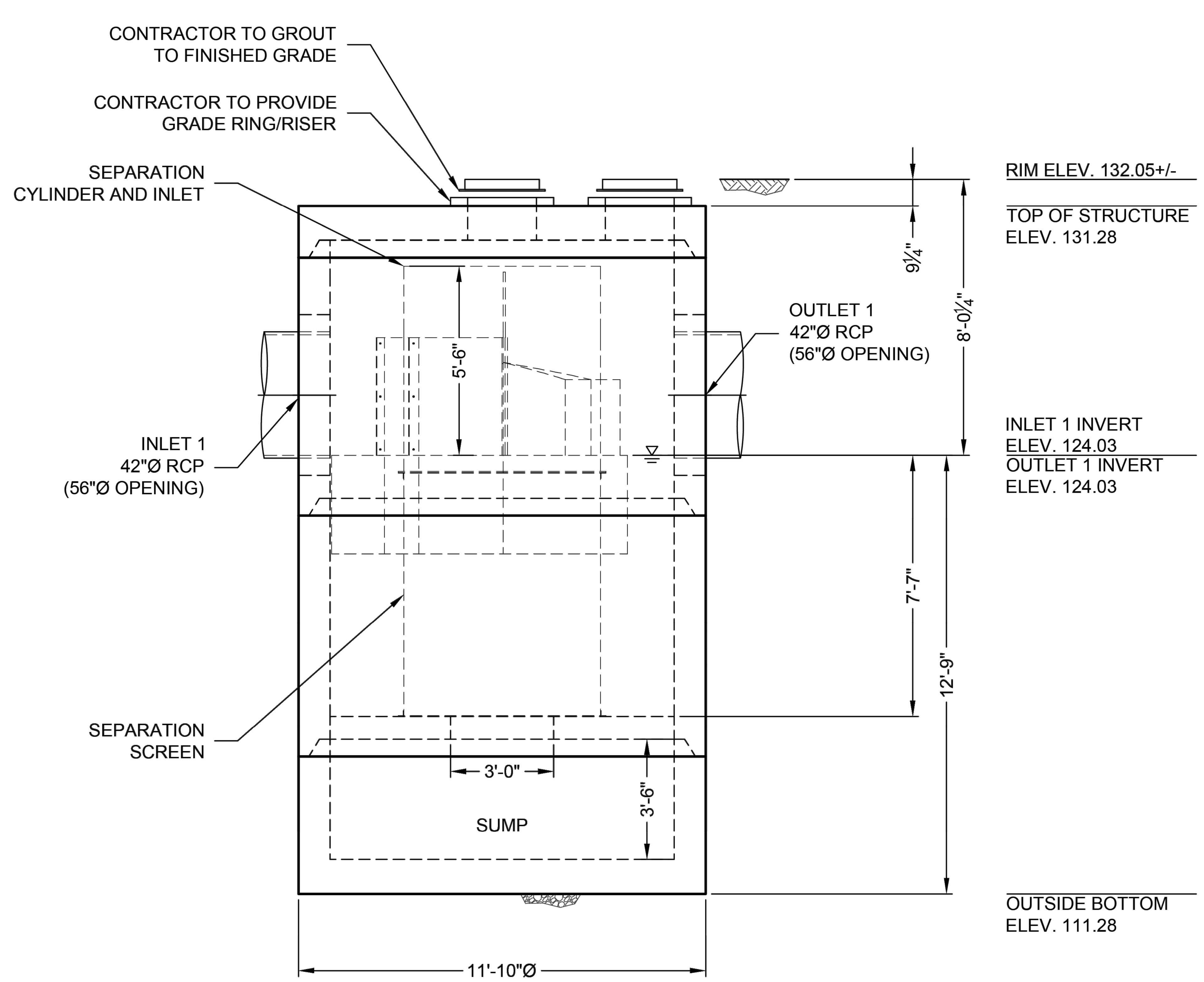
PLAN VIEW
INTERNALS NOT SHOWN



PLAN VIEW FOR PIPE ORIENTATION
TOP SLAB NOT SHOWN

MATERIAL LIST (PROVIDED BY CONTECH)

COUNT	DESCRIPTION	INSTALLED BY
1	5668-10 CONCENTRIC FIBERGLASS INSERT	CONTRACTOR
1	5668, 2400 micron, 5.71' O.D. x 7.08' SCREEN, GREEN FLANGE UP	CONTRACTOR
1	56 SERIES HARDWARE KIT	CONTRACTOR
1	SEALANT FOR JOINTS	CONTRACTOR
2	24"Ø X 4" FRAME AND COVER, EJ #41600389, OR EQUIV.	CONTRACTOR



ELEVATION VIEW

GENERAL NOTES
1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHT, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS LLC REPRESENTATIVE. www.ContechES.com
3. CDS WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
4. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0' - 2', AND GROUNDWATER ELEVATION AT, OR BELOW, THE OUTLET PIPE INVERT ELEVATION. ENGINEER OF RECORD TO CONFIRM ACTUAL GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M306 AND BE CAST WITH THE CONTECH LOGO.
5. IF REQUIRED, PVC HYDRAULIC SHEAR PLATE IS PLACED ON SHELF AT BOTTOM OF SCREEN CYLINDER. REMOVE AND REPLACE AS NECESSARY DURING MAINTENANCE CLEANING.
6. CDS STRUCTURE SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND AASHTO LOAD FACTOR DESIGN METHOD.

INSTALLATION NOTES
A. ANY SUB-BASE, BACKFILL DEPTH, AND/OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE CDS MANHOLE STRUCTURE.
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL STRUCTURE SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET AND OUTLET PIPE(S). MATCH PIPE INVERTS WITH ELEVATIONS SHOWN. ALL PIPE CENTERLINES TO MATCH PIPE OPENING CENTERLINES.
E. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO ASSURE UNIT IS WATER TIGHT, HOLDING WATER TO FLOWLINE INVERT MINIMUM. IT IS SUGGESTED THAT ALL JOINTS BELOW PIPE INVERTS ARE GROUTED.

STRUCTURE WEIGHT
APPROXIMATE HEAVIEST PICK = 43000 LBS.
STRUCTURE IS DELIVERED IN 4 PIECES

MAX FOOTPRINT = 11.83'Ø

CONTECH
PROPOSAL
DRAWING

BARG
LAYOUT 1A

MARK	DATE	REVISION DESCRIPTION	BY

CDS5668-10-C - 846510-010
AUGUSTA REGIONAL AIRPORT
SOUTHEAST APRON PHASE 1
AUGUSTA, GA
SITE DESIGNATION: WQU A-3.0

CONTECH ENGINEERED SOLUTIONS LLC
www.ContechES.com
CDS
FOR PATENT INFORMATION, GO TO www.ContechES.com/IP

DATE: 03/28/25
DESIGNED: JS | DRAWN: JS
CHECKED: JS | APPROVED: JS
PROJECT No.: 846510 | SEQUENCE No.: 010
SHEET: 1 OF 1

WATER QUALITY DEVICE (1 / C-453)
N.T.S.

NOTE:
1. CONTECH DEVICE IS SIZED FOR FUTURE 3.7 ACRES OF FUTURE DEVELOPMENT
2. WATER QUALITY STRUCTURE SHALL BE CONTECH MEETING THE REQUIREMENTS AS SHOWN OR AN APPROVED EQUAL

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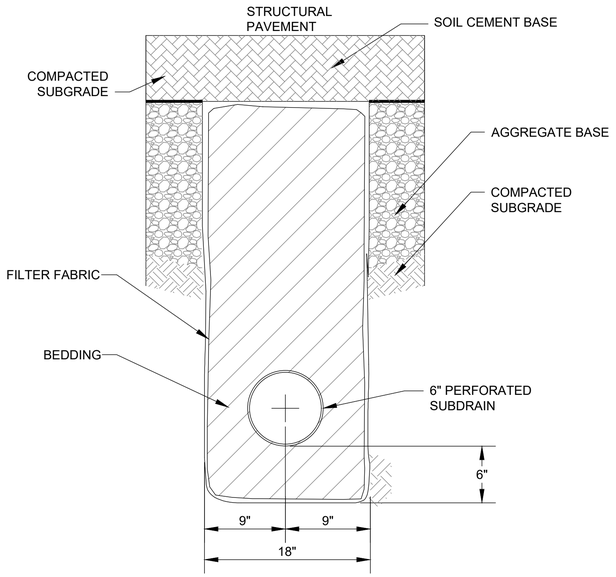
SHEET CONTENTS
STORM DRAINAGE DETAILS

SHEET NO.
C-453



1 PERFORATED UNDERDRAIN TRENCH
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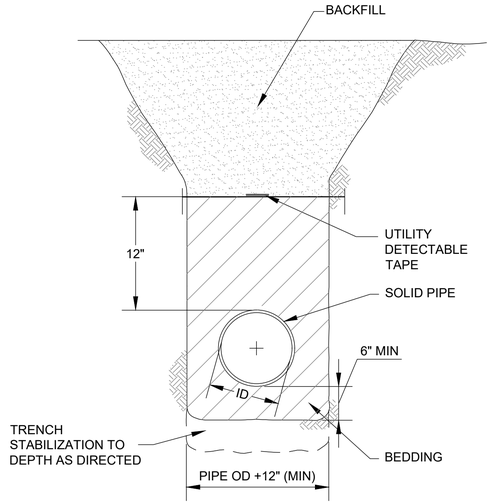

2 SOLID UNDERDRAIN TRENCH (NON-PAVED AREAS)
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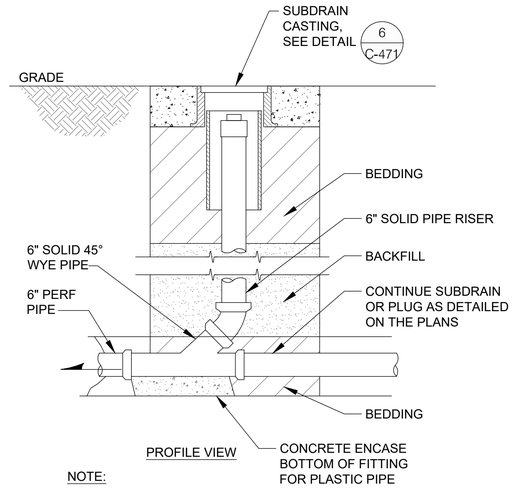

NOTE:

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

3 CLEANOUT (TYPE 1)
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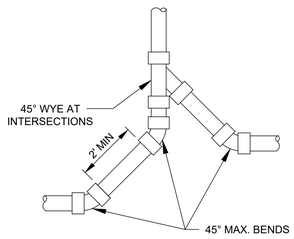

4 UNDERDRAIN TURN DETAIL
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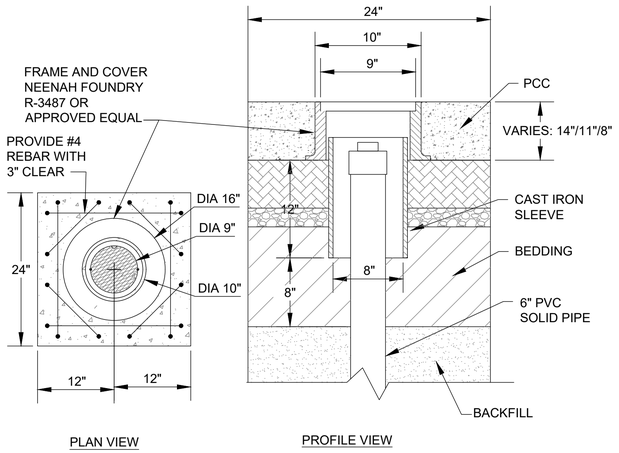

5 UNDERDRAIN CASTING
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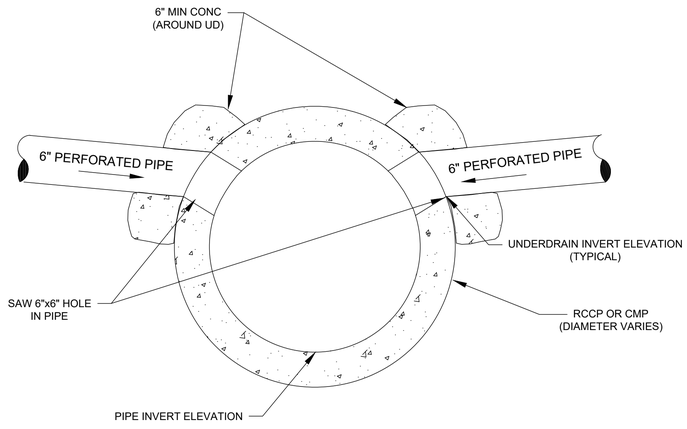

6 UNDERDRAIN CONNECTION
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SHEET CONTENTS
UNDERDRAIN DETAILS

SHEET NO.
C-471

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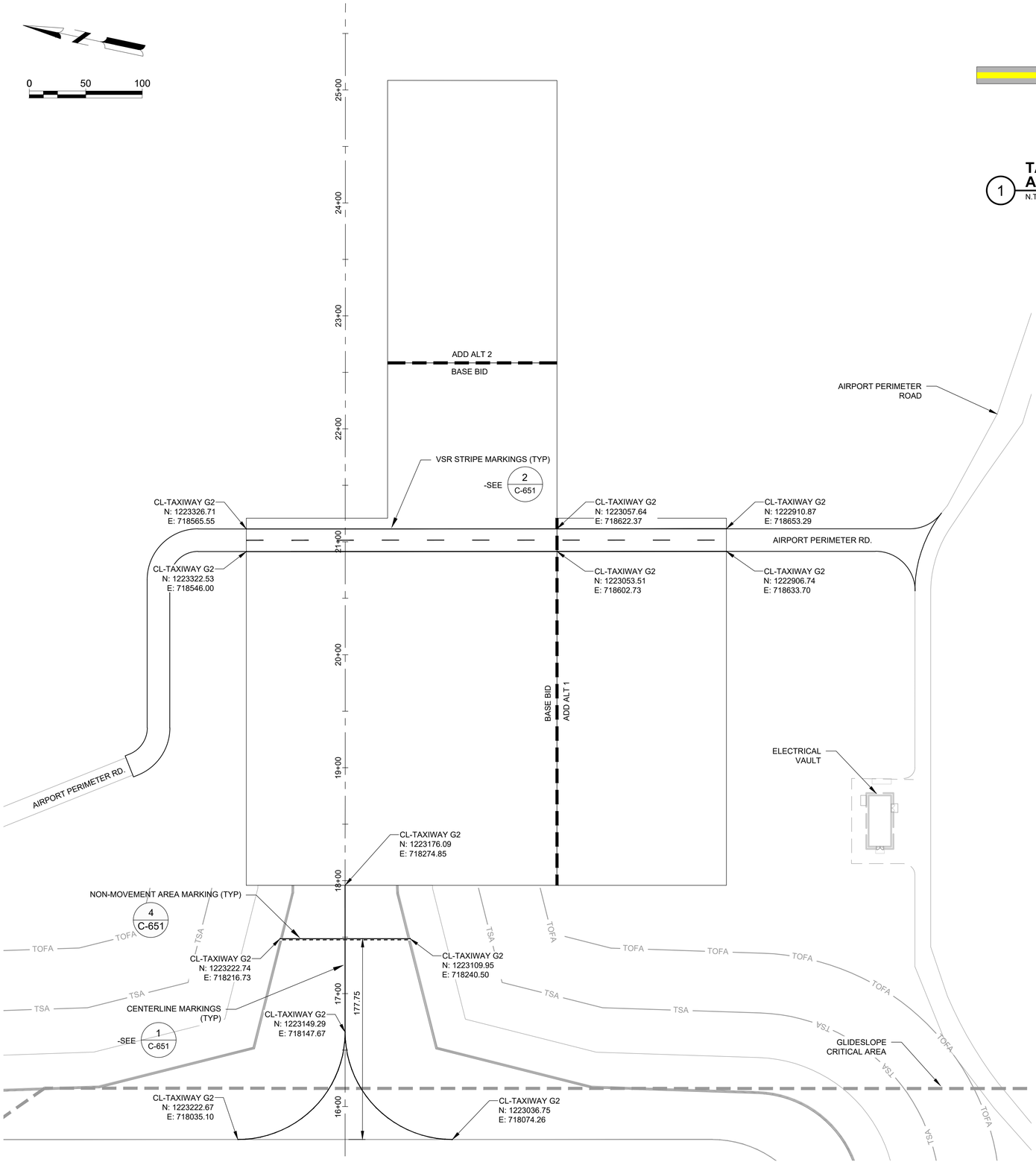

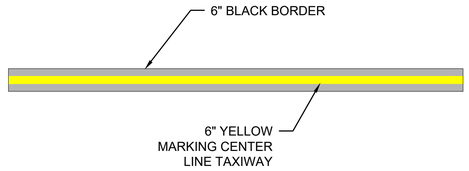

1 TAXIWAY / TAXILANE CENTERLINE AND LEAD-IN MARKING DETAIL

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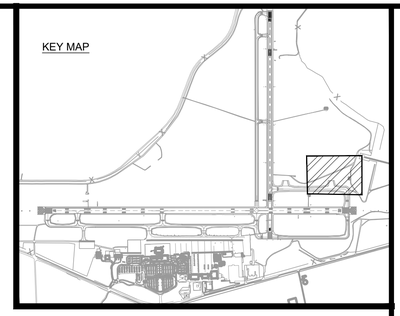

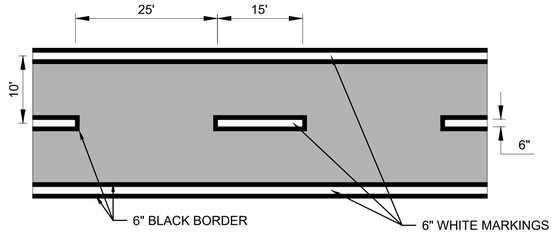

2 VSR STRIPE MARKING DETAIL

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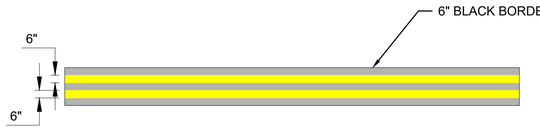

3 TAXIWAY EDGE MARKING DETAIL

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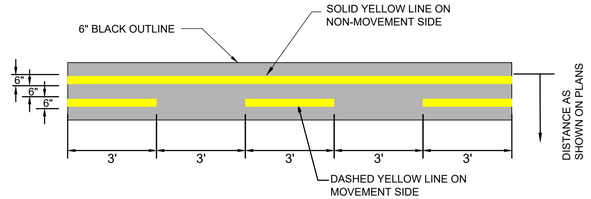

4 NON-MOVEMENT AREA MARKING DETAIL

N.T.S.

NOTES:

1. ALL WATERBORNE PAINT SHALL CONTAIN A MICROBICIDE THAT PROVIDES MICROBIAL EFFICACY FOR A PERIOD OF NO LESS THAN 3 YEARS. THE MICROBICIDE SHALL BE BLENDED HOMOGOENOUSLY WITH THE PAINT UNDER HIGH SPEED DISPERSION DURING THE PRODUCTION BY THE SUPPLIER/MANUFACTURER. THE FINALL HOMOGENOUS BLEND OF MICROBICIDE TREATED PAINT SHALL CONFORM TO THE SAME VISCOSITY STABILITY STANDARDS AS SPECIFIED IN TT-P-1925F. DOW (FORMERLY ROHM AND HASS) ROCIMA 63 MICROBICIDE (OR OTHER APPROVED EQUIVALENT) SHALL BE ADDED AT A RATE OF 10 POUNDS PER 100 GALLONS OF PAINT. OTHER PRODUCTS MAY BE AVAILABLE THAT MEET OR EXCEED THESE SPECIFICATIONS.
2. ALL FINAL MARKINGS SHALL BE REFLECTIVE AND HAVE GLASS BEADS.
3. HALF RATE MARKINGS (WITHOUT GLASS BEADS) SHALL BE INSTALLED UPON COMPLETION OF PAVING.

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SHEET CONTENTS
MARKING PLAN

SHEET NO.
C-651

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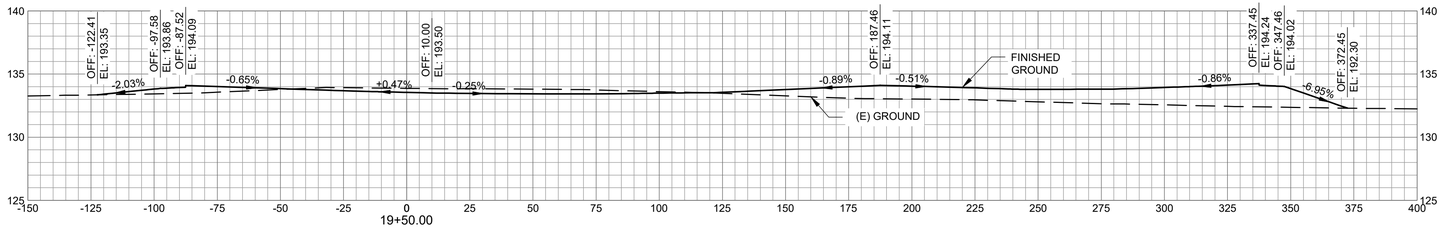

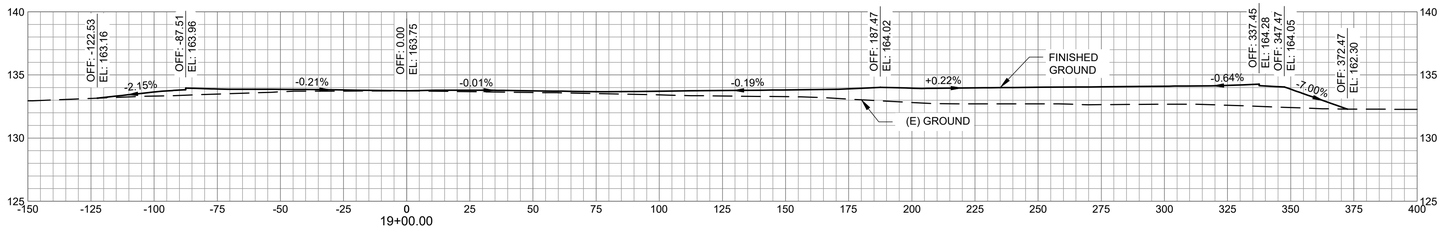

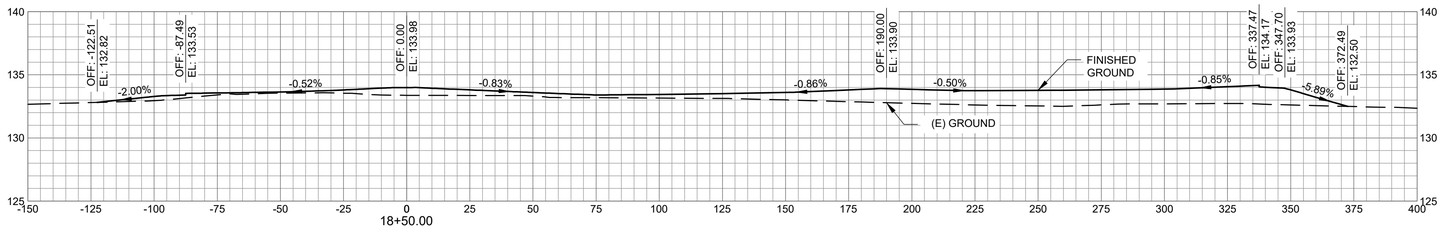

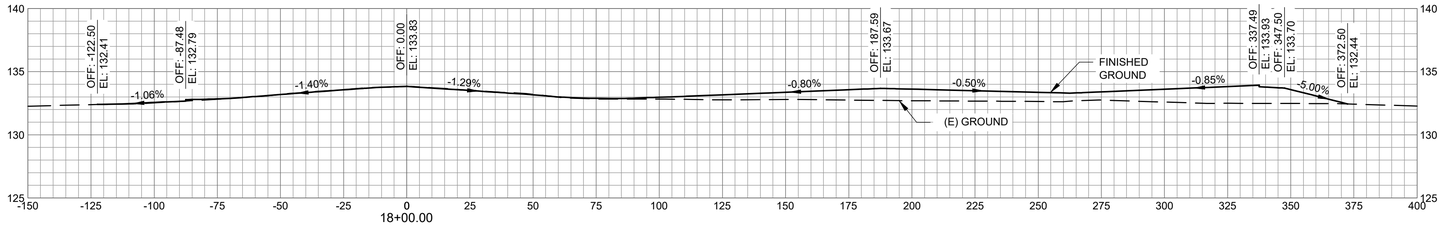

HORIZONTAL
0 30 60

VERTICAL
0 5 10

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SHEET CONTENTS
CROSS SECTIONS
STA 18+00 TO 19+50

SHEET NO.
C-901

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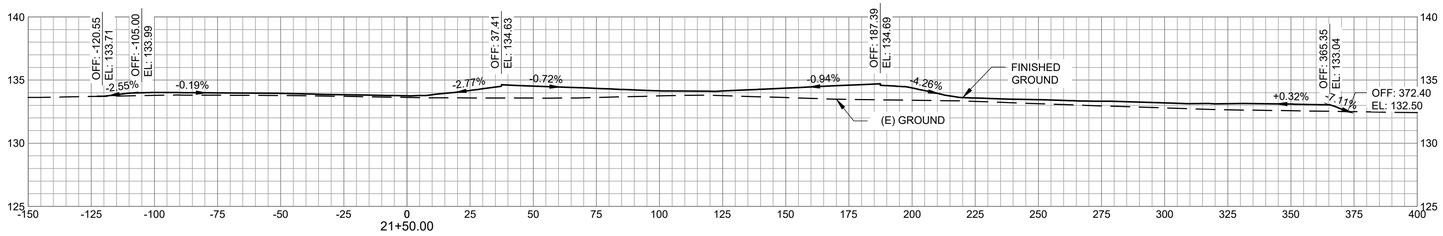

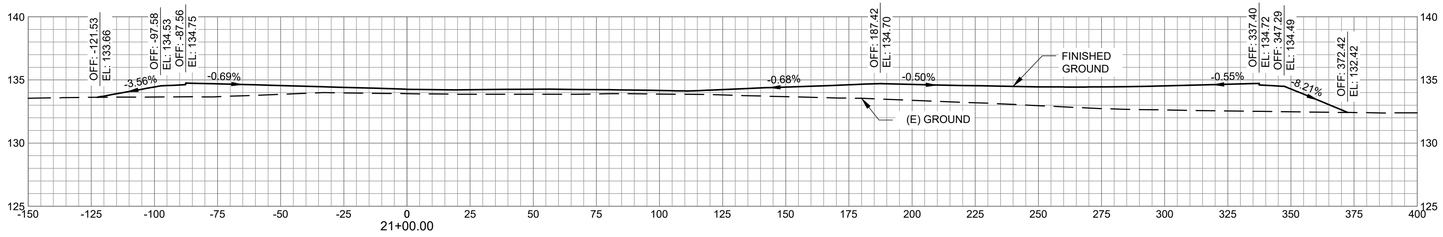

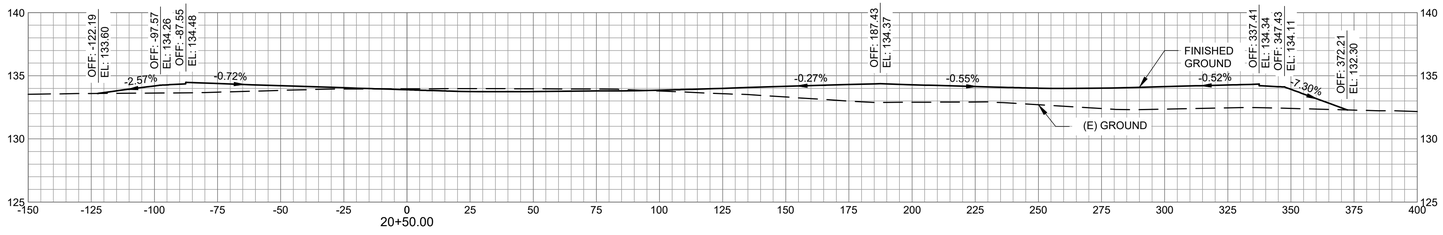

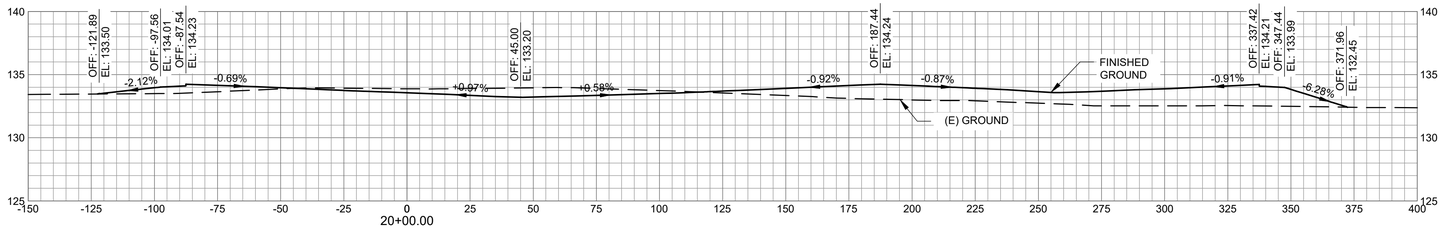

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VERTICAL 0 5 10

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SHEET CONTENTS
CROSS SECTIONS
STA 20+00 TO 21+50

SHEET NO.
C-902

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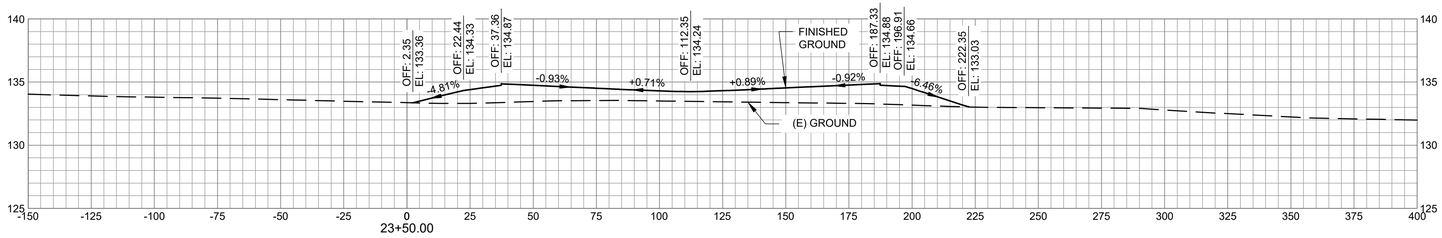

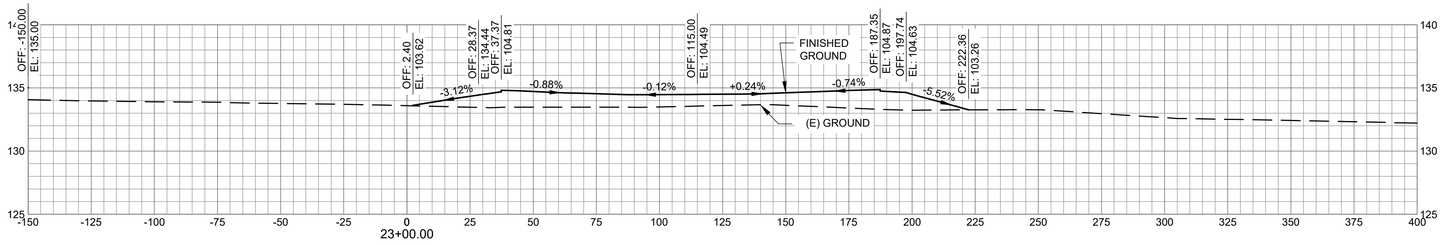

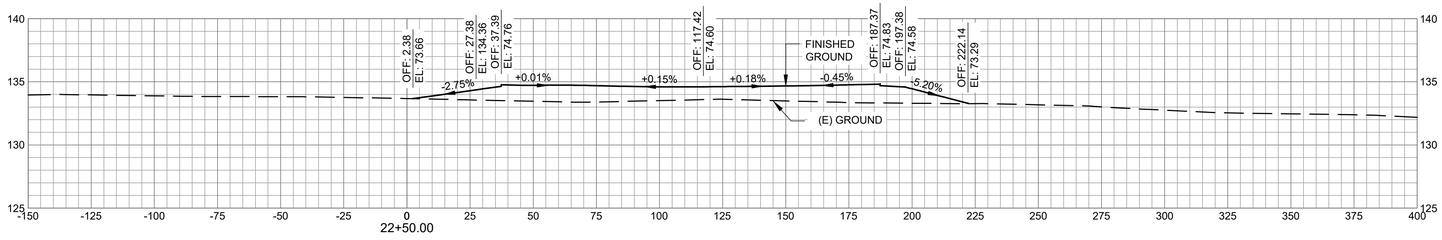

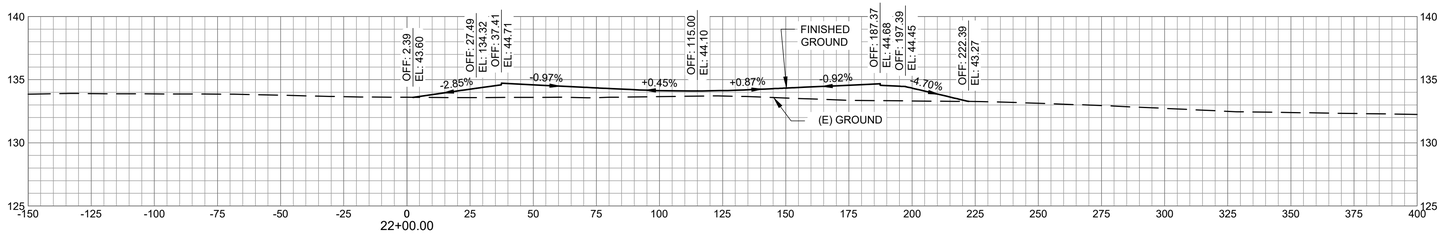

HORIZONTAL 0 30 60

VERTICAL 0 5 10

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SHEET CONTENTS
CROSS SECTIONS
STA 22+00 TO 23+50

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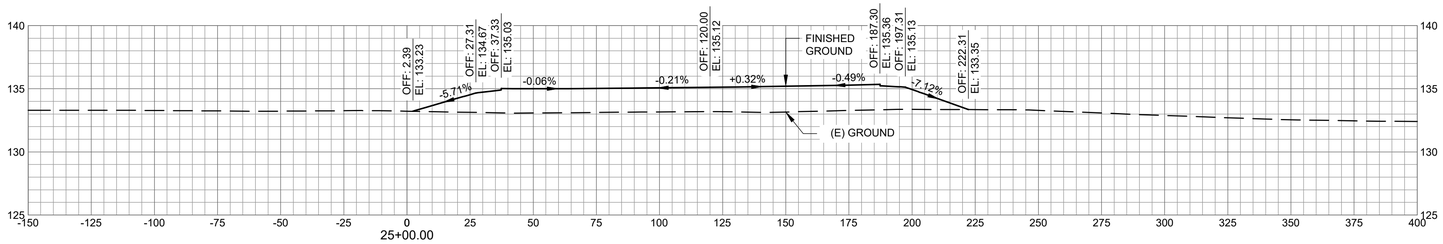

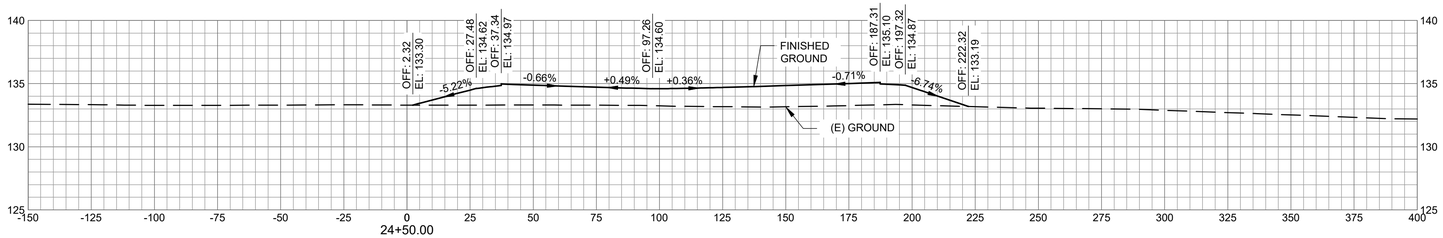

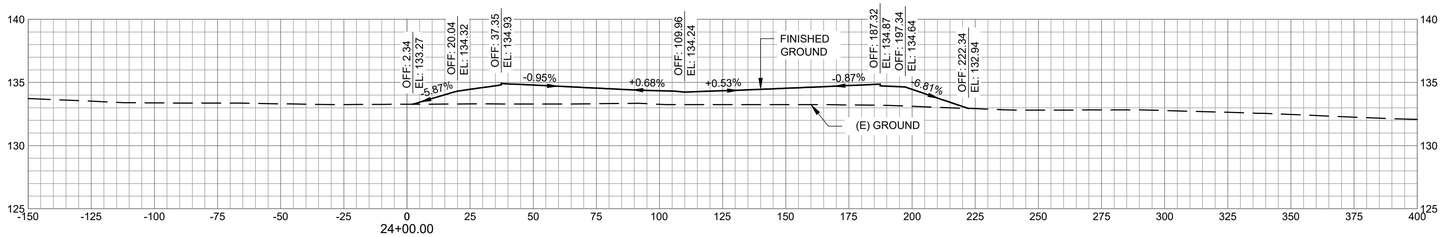

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VERTICAL
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DRAWN BY: KEE
CHECKED BY: EJS
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SHEET CONTENTS
CROSS SECTIONS
STA 24+00 TO 25+00

SHEET NO.
C-904

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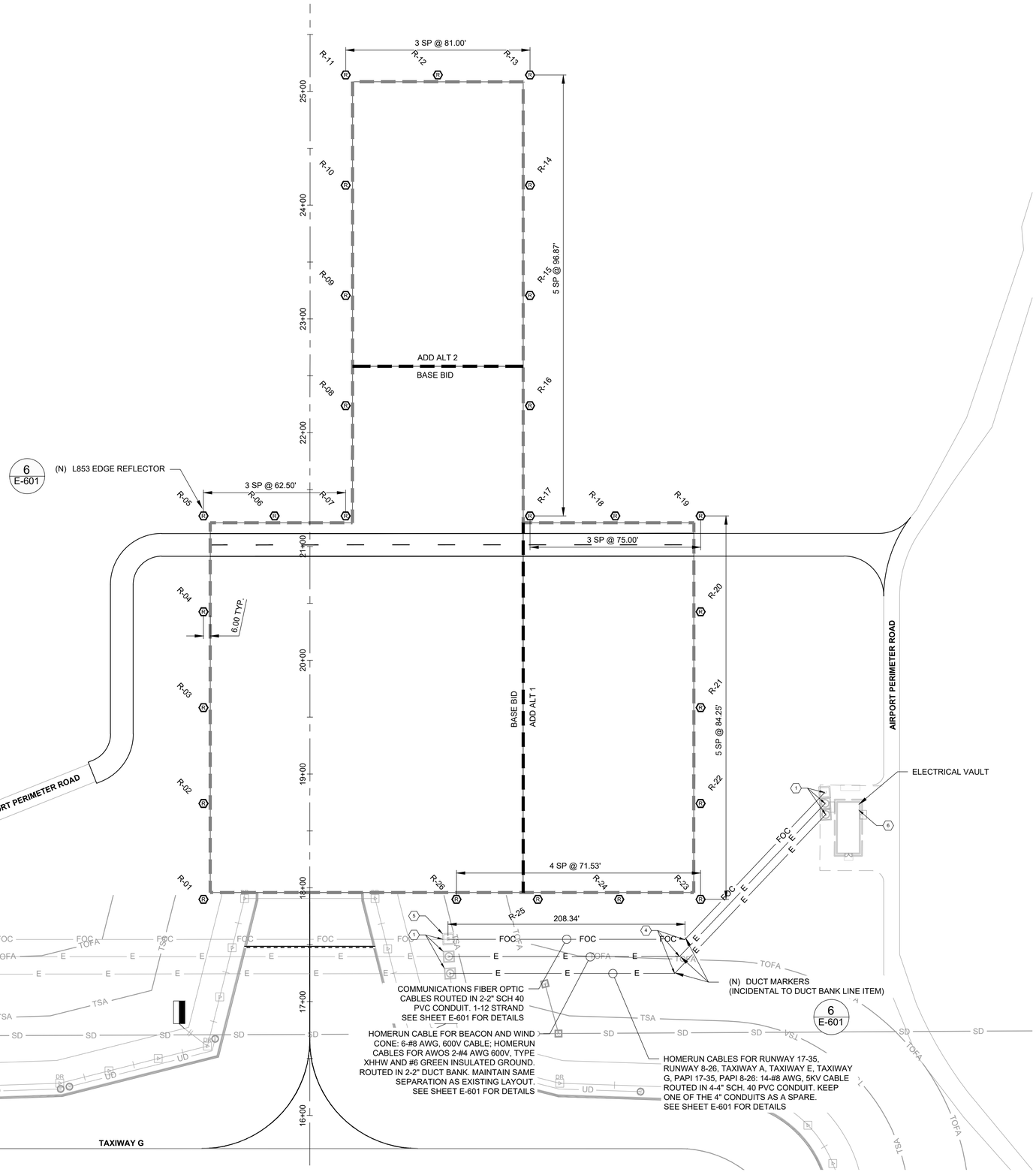

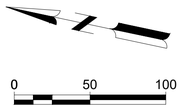

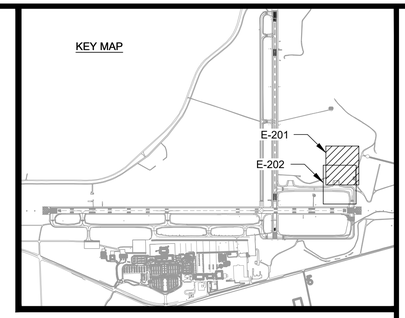

ELECTRICAL KEY NOTES

1. CONNECT (N) DUCT BANK TO (E) ELECTRICAL MANHOLES
2. INSTALL (N) 2W-2" DIRECT BURIED DUCT BANK, SCH. 40 PVC, NON-ENCASED (SEE SHEET E-601 FOR DETAIL)
3. INSTALL (N) 4W-4" DIRECT BURIED DUCT BANK, SCH. 40 PVC, NON-ENCASED (SEE SHEET E-601 FOR DETAIL)
4. INSTALL FACTORY BENT SCH. 40 PVC
5. EXISTING COMMUNICATIONS HANDHOLE WITH 12 STRAND SINGLE MODE FIBER FEEDING ELECTRICAL VAULT. INSTALL NEW 12 STRAND SINGLE MODE FIBER FROM HANDHOLE TO EXISTING WALL MOUNT FIBER ENCLOSURE LOCATED IN ELECTRICAL VAULT. PROVIDE SPLICE ENCLOSURE AND SPLICE NEW FIBER WITH EXISTING 12 STRAND FIBER CURRENTLY FEEDING ELECTRICAL VAULT. COORDINATE DISCONNECT AND ANY DOWNTIME WITH AGS AIRPORT STAFF PRIOR TO PULL BACK AND SPLICING OF FIBER.
6. WALL MOUNT FIBER ENCLOSURE LOCATION. TERMINATE FIBER WITH ST STYLE CONNECTORS AND PATCH INTO EXISTING EQUIPMENT USING EXISTING PATCH CORDS. COORDINATE FINAL CONNECTION WITH AIRPORT IT STAFF PRIOR TO CONNECTION.

ELECTRICAL LEGEND

- (E) WIRE AND CONDUIT (SEE DEMOLITION SHEETS FOR SCHEDULED REMOVAL)
- (N) #8 5KV, L-824C, IN (N) CONDUIT UNLESS OTHERWISE NOTED
- PROPOSED 2/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- (N) EDGE REFLECTOR
- L858 (L) RUNWAY GUIDANCE SIGN ON (N) PCC BASE.
- EXISTING ELECTRICAL CONDUIT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE

NOTES:

1. INSTALL TEMPORARY #8, 5kV JUMPER CABLES AS NECESSARY TO KEEP TWY CIRCUIT ENERGIZED. CONTRACTOR SHALL VERIFY ALL REQUIRED LIGHTING IS OPERATIONAL PRIOR TO LEAVING FOR THE DAY.
2. PROTECT (E) UTILITIES AT ALL TIMES DURING THE PROJECT.
3. IF CONFLICT BETWEEN THE ELECTRICAL DUCT RUN AND PAVEMENT EDGE DRAIN OR STORM LINE ARISES, CONTRACTOR SHALL ROUTE DUCT 6" (MIN) BELOW EDGE DRAIN OR STORM LINE INVERT.
4. INSTALL COUNTERPOISE USING THE EQUIPOTENTIAL METHOD WHERE THE COUNTERPOISE IS CENTERED OVER THE DUCT AND BONDED TO THE LIGHT BASE/GROUND ROD. ALL CONDUIT/DUCT RUNS REQUIRES COUNTERPOISE INSTALLATION.
5. INSTALL COUNTERPOISE WITH NEW CONDUIT. TERMINATE THE COUNTERPOISE TO THE MANHOLE THE CONDUIT CONNECTS TO.

REFLECTOR SCHEDULE

ID	NORTHING	EASTING
R-26	1223048.687	718295.556
R-25	1222978.689	718310.302
R-24	1222908.691	718325.048
R-23	1222838.693	718339.793
R-22	1222856.060	718422.234
R-21	1222873.427	718504.675
R-20	1222890.794	718587.115
R-19	1222908.160	718669.556
R-18	1222981.550	718654.096
R-17	1223054.939	718638.636
R-16	1223074.908	718733.430
R-15	1223094.878	718828.225
R-14	1223114.847	718923.019

REFLECTOR SCHEDULE

ID	NORTHING	EASTING
R-13	1223134.816	719017.813
R-12	1223214.077	719001.116
R-11	1223293.337	718984.420
R-10	1223273.368	718889.625
R-09	1223253.398	718794.831
R-08	1223233.429	718700.036
R-07	1223213.460	718605.242
R-06	1223274.617	718592.358
R-05	1223335.775	718579.475
R-04	1223318.408	718497.034
R-03	1223301.041	718414.594
R-02	1223283.675	718332.153
R-01	1223266.308	718249.712

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SHEET CONTENTS
ELECTRICAL LAYOUT

SHEET NO.
E-201

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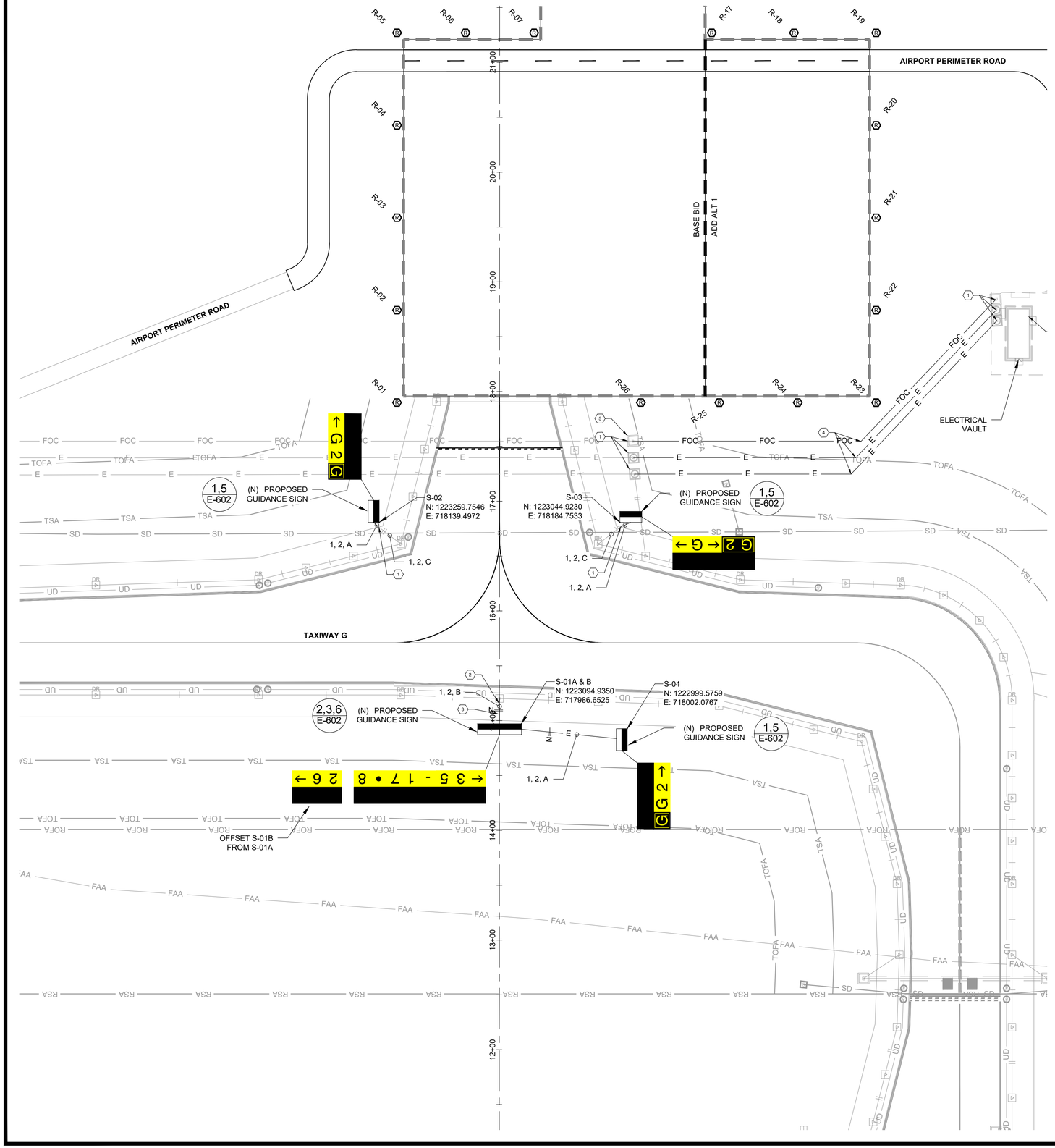

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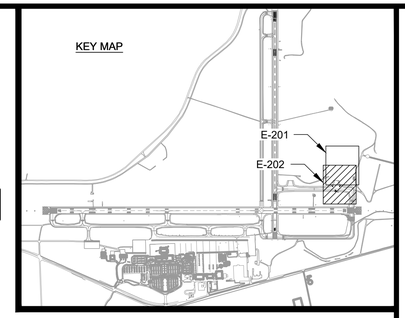

ELECTRICAL KEY NOTES

1. CONNECT (N) CONDUIT TO (E) CONDUIT
2. CONNECT TO (E) LIGHT BASE CAN
3. SAWCUT (E) 14" PCC SHOULDER (NO SEPARATE PAYMENT)

PROPOSED CONDUIT CHART

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

PROPOSED CIRCUIT CHART

NUMBER	CABLE	CIRCUIT
1	(2) #8, 5kV CABLE	TWY G
2	(1) #6 BARE COPPER	COUNTERPOISE

ELECTRICAL LEGEND

- E — (E) WIRE AND CONDUIT (SEE DEMOLITION SHEETS FOR SCHEDULED REMOVAL)
- E — (N) #8 5KV, L-824C, IN (N) CONDUIT UNLESS OTHERWISE NOTED
- PROPOSED 2/C #8, 5KV, L-824C, IN 2" SCHED. 40 PVC
- (N) EDGE REFLECTOR
- L858 (L) RUNWAY GUIDANCE SIGN ON (N) PCC BASE.
- EXISTING ELECTRICAL CONDUIT
- EXISTING TAXIWAY EDGE LIGHT
- EXISTING ELECTRICAL BASE CAN
- EXISTING ELECTRICAL STRUCTURE

NOTES:

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5. INSTALL COUNTERPOISE WITH NEW CONDUIT. TERMINATE THE COUNTERPOISE TO THE MANHOLE THE CONDUIT CONNECTS TO.

TAXIWAY GUIDANCE SIGN SCHEDULE

SIGN NUMBER	LEGEND	SIZE	STYLE	MODE	MODULE
S-01A	← 3 5 - 1 7 • 8	2	3	2	4
S-01B	2 6 →	2	3	2	3
S-02	← G 2 G	2	3	2	3
S-03	G 2 ← G →	2	3	2	4
S-04	G G 2 →	2	3	2	3

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SHEET CONTENTS
SIGNAGE LAYOUT

SHEET NO.
E-202

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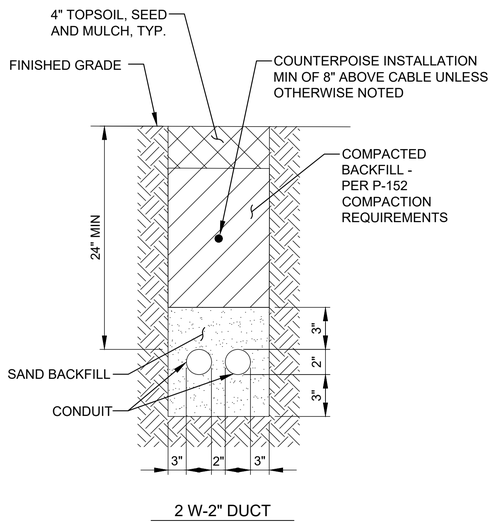
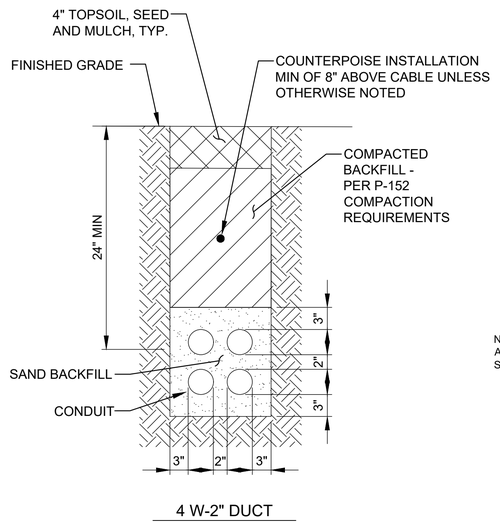


2 W-2" DUCT

1 2W-2" DUCT INSTALLATION UNPAVED AREAS

NOT TO SCALE



4 W-2" DUCT

2 4W-4" DUCT INSTALLATION UNPAVED AREAS

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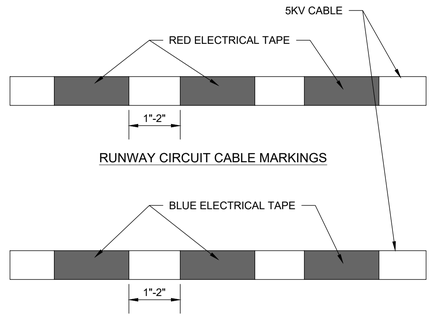


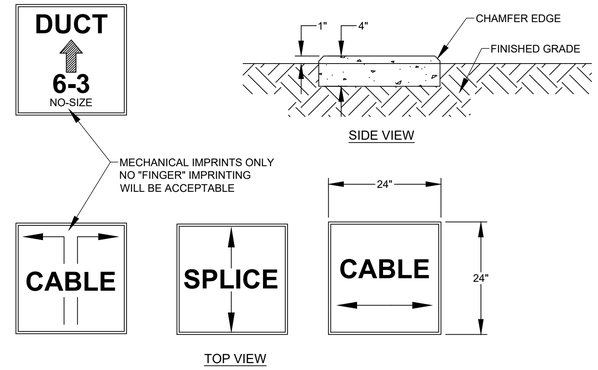
NOTE: APPLY ELECTRICAL TAPE MARKINGS ON EITHER SIDE OF A SPLICE WITHIN A JUNCTION STRUCTURE AND AT A MINIMUM OF 2 LOCATIONS WITHIN A JUNCTION STRUCTURE (PULLCAN AND PULL BOXES).

3 CABLE MARKING & IDENTIFICATION DETAIL

NOT TO SCALE

DUCT BANK NOTES:

1. ALL CONNECTIONS SHALL BE APPROVED BY THE PROJECT ENGINEER.
2. SPOIL BACKFILL IN OPEN FIELD LOCATIONS SHALL BE COMPACTED TO SPECIFIED DENSITY IN 6-INCH LIFTS.
3. EXISTING MANHOLE CONNECTIONS SHALL BE UTILIZED.
4. FOR #6 COUNTERPOISE, REQUIRED GROUND RODS SHALL BE SPACED NO MORE THAN 500 FEET APART, PLUS AT BEGINNING AND END OF RUNS.



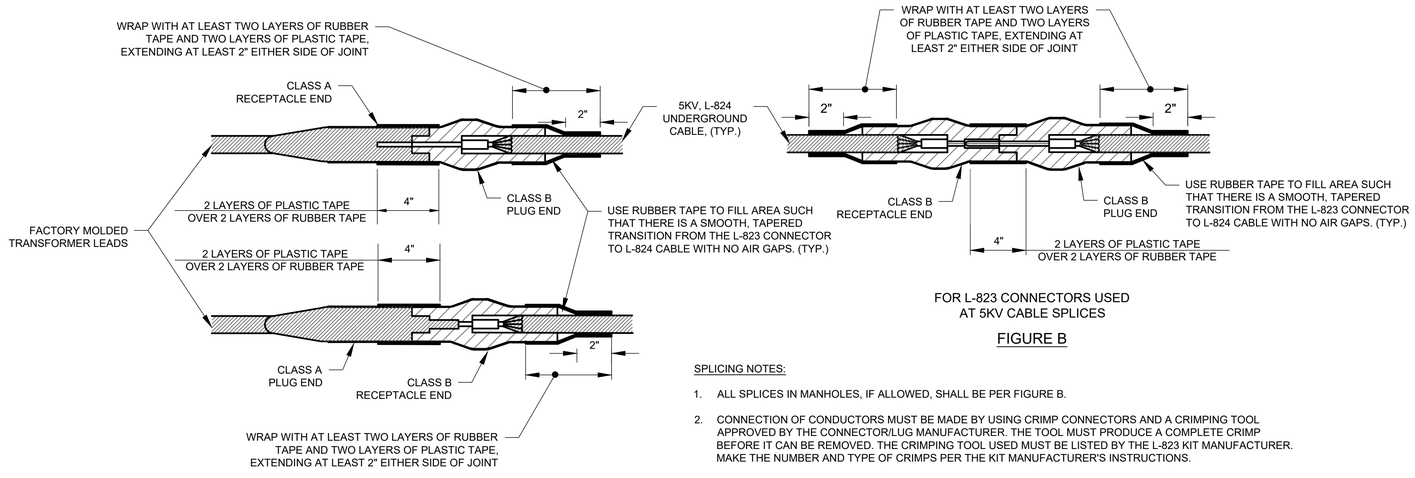
4 DUCT, SPLICE, & CABLE MARKER DETAIL

NOT TO SCALE

MARKER NOTES:

1. MARKERS SHALL BE PLACED WHERE SHOWN ON PLANS OR AS DESCRIBED IN THE ELECTRICAL INSTALLATION NOTES.
2. EDGE EXPOSED CONCRETE WITH A 1/4" RADIUS TOOL.
3. WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, SOME OF THE FOLLOWING METHODS SHALL BE EMPLOYED.

   A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
   B. INCREASE THE MARKER SIZE TO 30" X 30" MAX.
   C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.
4. MARKERS TO BE ORANGE IN COLOR AS PER STANDARD FAA SPECIFICATION L-108 AND L-110.

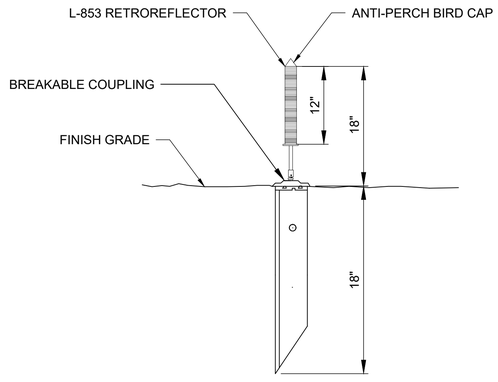


SPLICING NOTES:

1. ALL SPLICES IN MANHOLES, IF ALLOWED, SHALL BE PER FIGURE B.
2. CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURER'S INSTRUCTIONS.
3. L-823 SPLICE KITS SHALL BE EITHER AMERACE 54 SUPER KIT, OR INTEGRO COMPLETE KIT.
4. RUBBER TAPE SHALL BE 3M SCOTCH 130C-RUBBER SPLICING, LINERLESS TAPE, 1-1/2"W OR APPROVED EQUAL.
5. PLASTIC TAPE SHALL BE 3M SUPER 88 SCOTCH VINYL TAPE, 1-1/2"W OR APPROVED EQUAL.

5 CABLE SPLICE WATER PROOFING DETAIL

NOT TO SCALE



6 EDGE REFLECTOR

NOT TO SCALE

NOTES:
1. SOIL ANCHORS TO BE DRIVEN WITH PNEUMATIC HAMMER OR MANUALLY ACCORDING TO MANUFACTURER'S RECOMMENDATION.
2. SURFACE MOUNTED REFLECTORS SHALL BE INSTALLED USING EPOXY ADHESIVE PER MANUFACTURER'S RECOMMENDATIONS.

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SHEET CONTENTS
ELECTRICAL DETAILS

SHEET NO.
E-601

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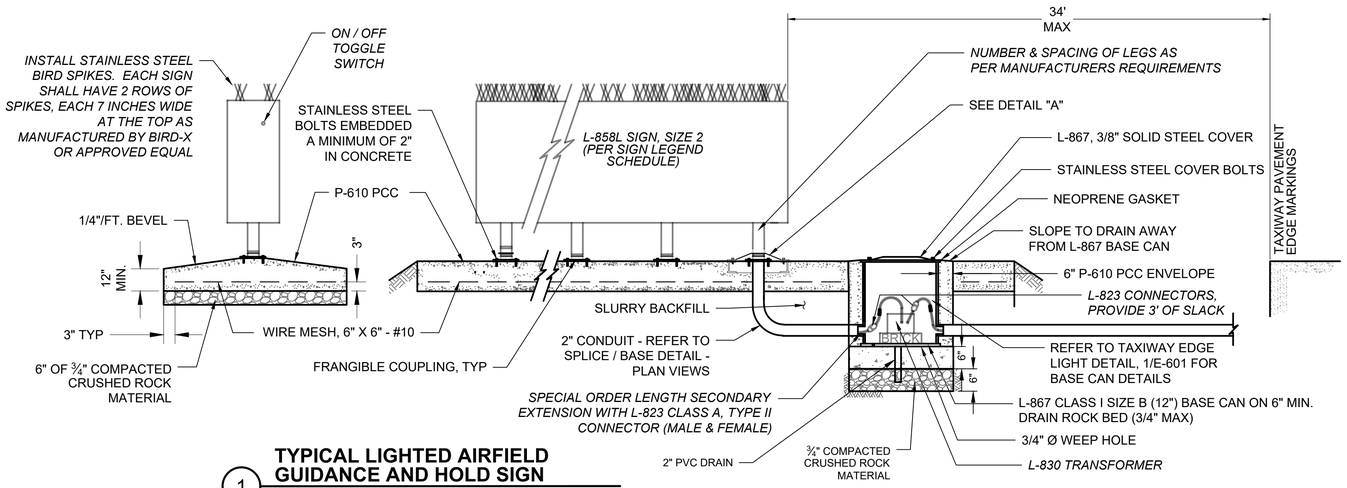
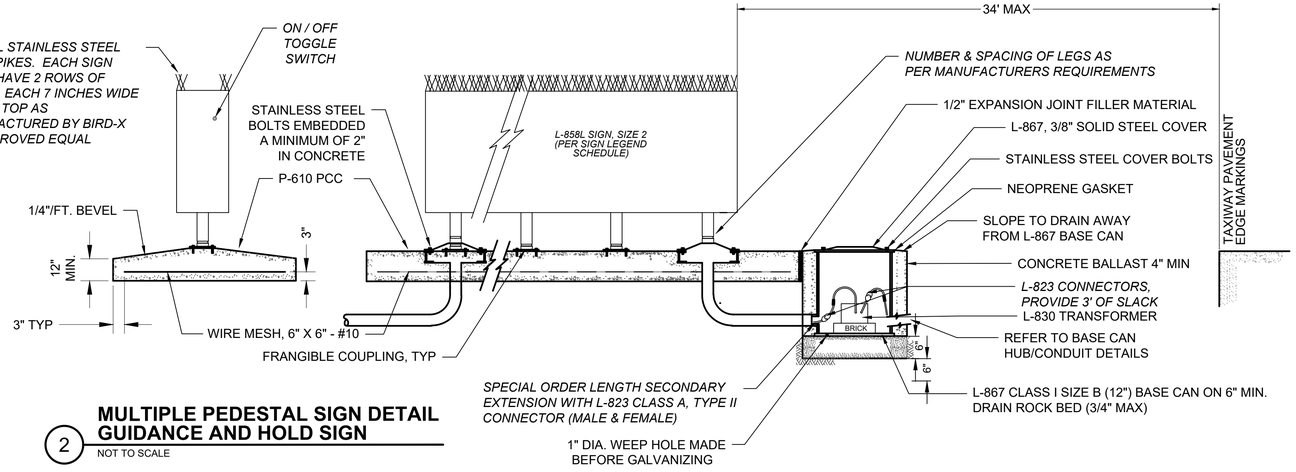


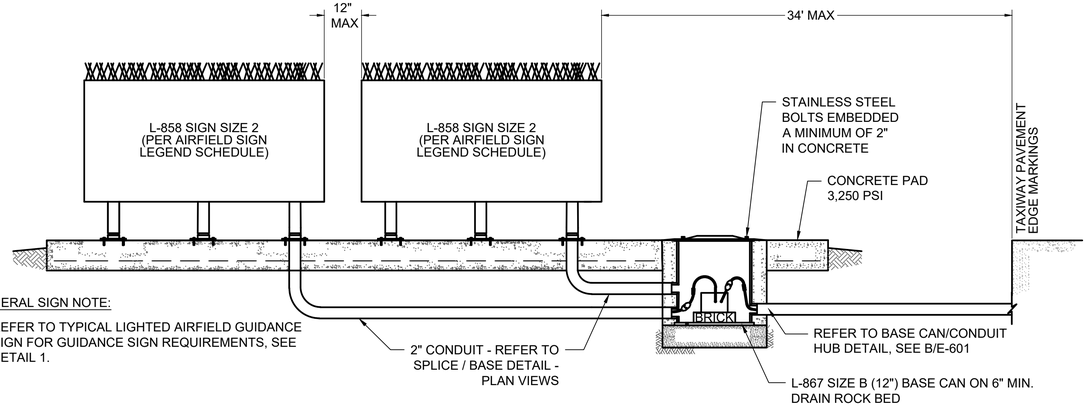
1 TYPICAL LIGHTED AIRFIELD GUIDANCE AND HOLD SIGN

NOT TO SCALE



2 MULTIPLE PEDESTAL SIGN DETAIL GUIDANCE AND HOLD SIGN

NOT TO SCALE

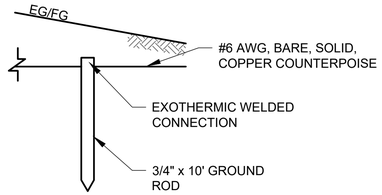


GENERAL SIGN NOTE:

1. REFER TO TYPICAL LIGHTED AIRFIELD GUIDANCE SIGN FOR GUIDANCE SIGN REQUIREMENTS, SEE DETAIL 1.

3 MULTIPLE PEDESTAL SIGN DETAIL GUIDANCE AND HOLD SIGN

NOT TO SCALE

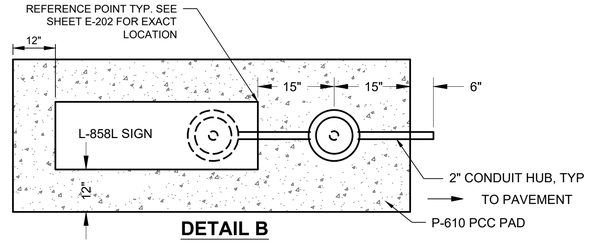


4 GROUND ROD INSTALLATION DETAIL

NOT TO SCALE

GENERAL SIGN NOTES:

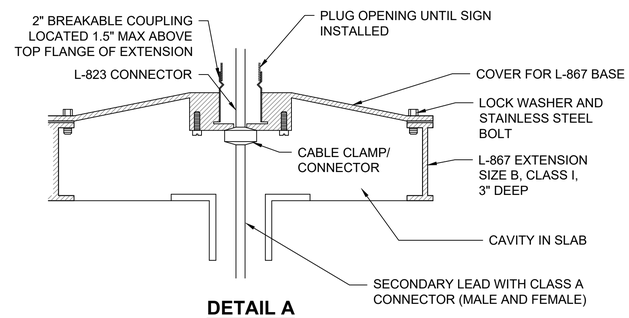
1. COUPLING WEEP HOLES SHALL NOT DRAIN TO THE OUTSIDE OF THE L-867 BASE CAN OR LID.
2. PROVIDE ONE TETHER ON EACH END OF SIGN.
3. INSTALL GROUND WIRE AND GROUND ROD TO EXTERIOR LUG ON L-867 BASE CAN.
4. BOND SIGN METAL SURFACES TO LIGHT BASE GROUNDING LUG, USING #6 BARE COPPER WIRE
5. DIMENSION SIGN PAD PER DETAIL "A"



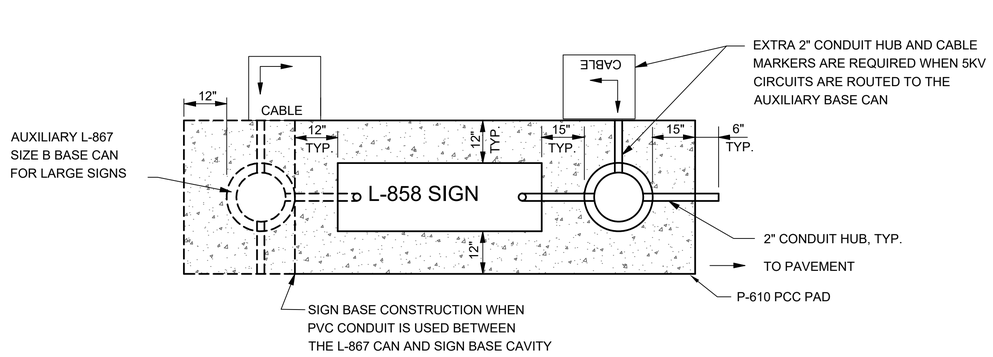
DETAIL B

5 SIGN BASE DETAILS-PLAN VIEW

NOT TO SCALE



DETAIL A



6 MULTIPLE SIGN BASE DETAILS-PLAN VIEW

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SHEET CONTENTS
ELECTRICAL DETAILS

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E-602