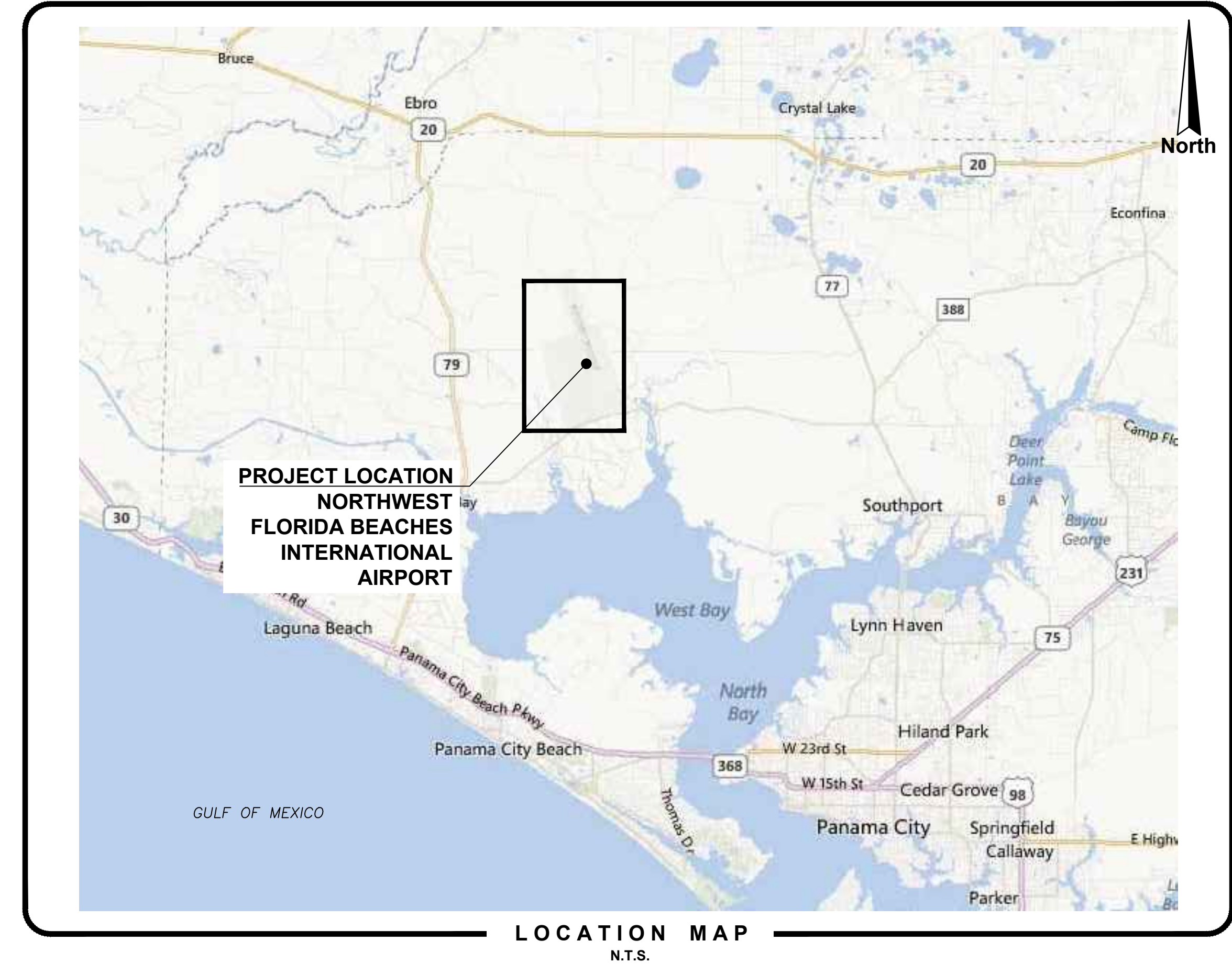
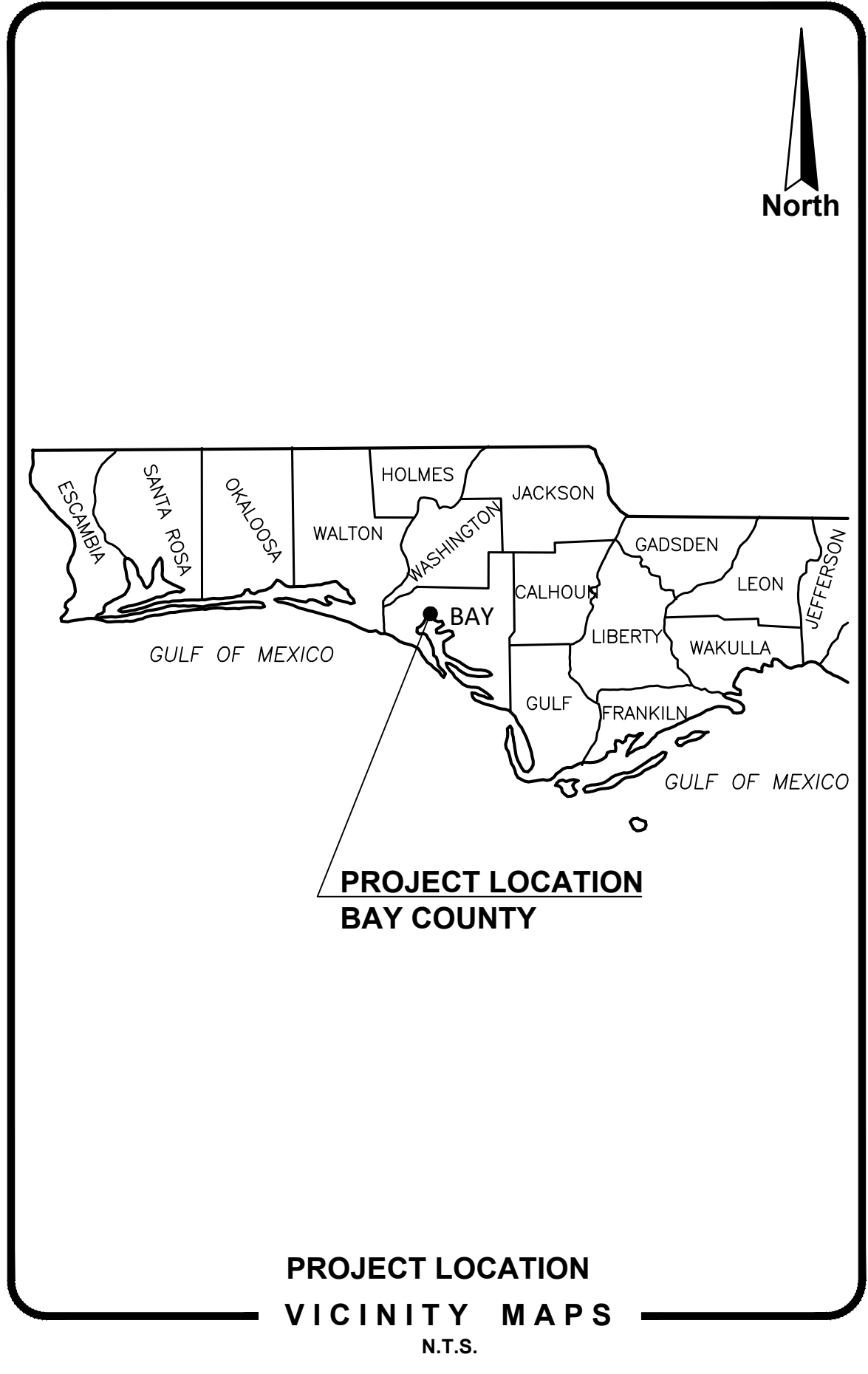


DESIGN DRAWINGS FOR: TRANSIENT APRON EXPANSION, PHASE 1

NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT PANAMA CITY, FLORIDA



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CLIENT:

**NORTHWEST FLORIDA
BEACHES INTERNATIONAL AIRPORT**

NORTHWEST FLORIDA BEACHES
INTERNATIONAL AIRPORT

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AUTHORIZATION NO. 5057

NO.	DATE	REVISION	BY

COVER SHEET

BID DOCUMENTS

TRANSIENT APRON
EXPANSION- PHASE I

PREPARED FOR
NORTHWEST FLORIDA BEACHES
INTERNATIONAL AIRPORT

DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO: 2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER
G-1

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ITEM NUMBER	BID ITEM	ITEM DESCRIPTION	UNIT	QUANTITY
Phase #1- 225' x 210'				
1	C-102-1	EROSION & POLLUTION CONTROL	LS	1
2	C-102-2	10'X10' RIP RAP	EA	1
3	C-105-1	MOBILIZATION	LS	1
4	C-105-2	MAINTENANCE OF TRAFFIC	LS	1
5	P-151-1	STRIPPING & STOCKPILING, 6"	AC	3.0
6	P-152-1	EXCAVATION & EMBANKMENT - FILL	CY	3,000
7	P-152-3	SUBGRADE PREPARATION	SY	6,825
8	P-154-1	STABILIZED SUBBASE COURSE (6")	SY	6,300
9	P-403-1	5" BITUMINOUS BASE COURSE	TN	1,590
10	P-501-1	14" PORTLAND CEMENT CONCRETE	SY	5,250
11	D-701-1	30" x 19" ERCP, CLASS V	LF	155
12	D-701-2	24" ADS, N-12	LF	64
13	D-751-1	TYPE F DBI, AIRCRAFT RATED (50,000 LB POINT LOAD)	EA	1
14	D-751-2	TYPE G DBI, AIRCRAFT RATED (50,000 LB POINT LOAD)	EA	1
15	D-751-3	TYPE C DBI	EA	1
16	F-162-1	AOA FENCE INSTALLATION (OWNER TO PROVIDE FABRIC)	LF	435
17	F-162-2	AOA FENCE REMOVAL	LF	335
18	F-162-3	GATE RELOCATION	EA	1
19	L-110-1	1 WAY 2" SCHEDULE 40 PVC DIRECT EARTH BURIED DUCT	LF	250
20	L-125-1	TAXIWAY EDGE LIGHT (CAN ONLY w/ CAPS)	EA	3
21	T-904-1	SODDING, BAHIA ARGENTINA	SY	6,000
22	SY-1	PYRAMAT W/ SOD	SY	1,900



TONIA D. NATION
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 AUTHORIZATION NO. 5057

NO.	DATE	REVISION	BY

SUMMARY OF QUANTITIES
BID DOCUMENTS

TRANSIENT APRON EXPANSION- PHASE I
 PREPARED FOR
 NORTHWEST FLORIDA BEACHES
 INTERNATIONAL AIRPORT

DESIGNED BY: T.N./B.H.
 DRAWN BY: M.A.B.
 CHECKED BY: T.N.
 APPROVED BY: V.L.
 PROJECT NO:2020.0073.02
 DATE: NOVEMBER 2020

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GENERAL NOTES

- 1. UNLESS OTHERWISE SPECIFIED, ALL WORK SHALL BE PERFORMED CONSISTENT WITH THE FOLLOWING SPECIFICATIONS: BAY COUNTY, FAA, AND FDOT.
2. THIS DESIGN HAS BEEN BASED UPON FIELD SURVEY PREPARED BY SCR & ASSOCIATES ENGINEERING-SURVEYING, DATED JANUARY 16, 2018. GEOTECHNICAL TESTING PREPARED BY NOVA GEOTECHNICAL AND ENVIRONMENTAL. AVCON INC. MAKES NO ASSURANCES REGARDING THE ACCURACY OF SUCH SURVEY OR GEOTECHNICAL EVALUATION.
3. ALL QUALITY CONTROL TESTING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR PER THE SPECIFICATIONS.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL QUALITY ACCEPTANCE TESTING REQUIRED IN THE CONTRACT SPECIFICATIONS. THE ENGINEER RESERVES THE RIGHT TO CONDUCT QUALITY ACCEPTANCE TESTING TO CHECK THE CONTRACTOR'S TEST RESULTS.
5. THE CONTRACTOR SHALL PREPARE A WRITTEN QUALITY CONTROL / QUALITY ACCEPTANCE PLAN THAT DESCRIBES THE CONTRACTOR QUALITY CONTROL PROGRAM AND THE CONTRACTOR'S QUALITY ACCEPTANCE TESTING REQUIREMENTS. THIS WRITTEN PLAN MUST BE SUBMITTED PRIOR TO ISSUANCE OF THE NOTICE-TO-PROCEED.
6. THE PROJECT PAY ITEMS ARE PROVIDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL WORK NOT IDENTIFIED UNDER A SPECIFIC PAY ITEM SHALL BE CONSIDERED REQUIRED AND IS INCIDENTAL TO THE COST OF THE PROJECT PAY ITEMS PROVIDED.
7. CONTRACTOR SHALL PROTECT ALL EXISTING LANDSCAPING, SIDEWALKS, PAVEMENTS, CURBS, SEEDING, AND SOD NOT SPECIFIED FOR REMOVAL IN THESE PLANS. ANY DAMAGE TO THE EXISTING IMPROVEMENTS SHALL BE RESTORED BY THE CONTRACTOR AT NO COST TO THE OWNER, UNLESS OTHERWISE SPECIFIED HEREIN.
8. CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE SITE, INCLUDING ALL SURFACE AND SUB-SURFACE CONDITIONS, THE WORK REQUIRED AND ALL OTHER CONDITIONS THAT MAY AFFECT THE SUCCESSFUL COMPLETION OF THE JOB PRIOR TO COMMENCEMENT OF WORK.
9. THE CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND PERMIT CONDITIONS BEARING ON THE CONDUCT OF THE WORK, AS DRAWN AND SPECIFIED. IF THE CONTRACTOR OBSERVES THAT THE DRAWINGS AND SPECIFICATIONS ARE AT VARIANCE THEREWITH, HE SHALL PROMPTLY NOTIFY THE ENGINEER, IN WRITING, AND ANY NECESSARY CHANGES SHALL BE ADJUSTED, AS PROVIDED IN THE AGREEMENT FOR CHANGES IN THE WORK.
10. THE CONTRACTOR SHALL BE RESPONSIBLE TO THE OWNER AND THE ENGINEER FOR THE ACTS AND OMISSIONS OF CONTRACTOR'S EMPLOYEES AND ALL HIS SUBCONTRACTORS AND THEIR AGENTS AND EMPLOYEES AND OTHER PERSONS PERFORMING ANY OF THE WORK UNDER A CONTRACT WITH THE CONTRACTOR.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING ALL NECESSARY ARRANGEMENTS WITH GOVERNMENTAL DEPARTMENTS, PUBLIC UTILITIES, PUBLIC CARRIERS, SERVICE COMPANIES, AND CORPORATIONS OWNING OR CONTROLLING ROADWAYS, WATER, SEWER, GAS, ELECTRICAL, AND TELEPHONE FACILITIES SUCH AS PAVEMENTS, PIPING, WIRES, CABLES, CONDUITS, POLES, GUYS, OR OTHER SIMILAR FACILITIES, INCLUDING INCIDENTAL STRUCTURES CONNECTED THEREWITH THAT ARE ENCOUNTERED IN THE WORK IN ORDER THAT SUCH ITEMS MAY BE PROPERLY SUPPORTED, PROTECTED OR LOCATED.
12. UNLESS OTHERWISE SPECIFIED IN THE GENERAL CONDITIONS, ALL CONSTRUCTION IS TO BE GOVERNED BY THE PLANS, APPLICABLE PERMITS, AND SPECIFICATIONS HEREIN, AND ALL APPLICABLE FEDERAL, STATE AND LOCAL BUILDING AND SAFETY CODES, SPECIFICATIONS, LAWS AND ORDINANCES. TO INCLUDE BUT NOT LIMITED TO THE FAA, THE FDOT, THE FLORIDA BUILDING CODE, AND THE BAY COUNTY CODES.
13. PRIOR TO PERFORMING ANY WORK WITHIN ANY PUBLIC RIGHT-OF-WAY, CONTRACTOR SHALL DEVELOP AND IMPLEMENT A TRAFFIC CONTROL PLAN CONSISTENT WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.
14. PRIOR TO PERFORMING ANY WORK WITHIN ANY UTILITY RIGHT-OF-WAY, CONTRACTOR SHALL OBTAIN AUTHORIZATION AND PERMIT FROM JURISDICTION RESPONSIBLE FOR SUCH RIGHT-OF-WAY.
15. IN THE EVENT THE CONTRACTOR DISCOVERS ANY ERRORS OR OMISSIONS IN THE PLANS, HE SHALL IMMEDIATELY NOTIFY THE ENGINEER.
16. CONTRACTOR SHALL PRESERVE AND PROTECT ALL PERMANENT REFERENCE MONUMENTS, PERMANENT CONTROL POINTS, PERMANENT BENCH MARKS AND PROPERTY CORNERS. IN THE EVENT THE MONUMENTS, POINTS OR MARKERS ARE DISTURBED THE CONTRACTOR SHALL EMPLOY A FLORIDA REGISTERED LAND SURVEYOR TO RESET OR REPLACE THEM. CERTIFICATION OF THE RESET OR REPLACEMENT SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
17. THE OWNER, OWNER'S AGENT AND INSPECTORS OF APPLICABLE GOVERNMENT JURISDICTIONS, SHALL AT ALL TIMES HAVE ACCESS TO THE WORK WHEREVER AND WHENEVER IT IS IN PREPARATION OR PROGRESS; AND THE CONTRACTOR SHALL PROVIDE PROPER FACILITIES FOR SUCH ACCESS AND FOR THE INSPECTION.
18. IT IS THE CONTRACTOR'S RESPONSIBILITY TO TAKE ALL REASONABLE AND PRUDENT PRECAUTIONS TO INSURE THAT ALL COMPLETED WORK, MATERIALS AND EQUIPMENT STORED ON SITE ARE SAFE AND SECURED FROM UNAUTHORIZED ACCESS OR USE UNTIL SUCH TIME THAT THE OWNER TAKES WRITTEN OWNERSHIP OF THE COMPLETED PROJECT. SUCH PRECAUTIONS MAY INCLUDE INSTALLATION OF SIGNS, FENCES, OR POSTING OF SECURITY GUARDS.
19. CONTRACTOR SHALL, AT ALL TIMES, UTILIZE ALL NORMALLY ACCEPTED AND REASONABLY EXPECTED SAFETY PRACTICES AND COMPLY WITH ALL FEDERAL, STATE AND LOCAL REGULATIONS, ORDINANCES AND GUIDELINES PERTAINING TO SAFE UTILIZATION OF EQUIPMENT OR MATERIALS AS PUBLISHED BY THE MANUFACTURER.
20. PRIOR TO INITIATING ANY EXCAVATION (INCLUDING BUT NOT LIMITED TO TUNNELS, DITCHES, STORMWATER PONDS, CANALS) CONTRACTOR SHALL INSTALL FENCES AND TAKE ALL OTHER REASONABLE AND PRUDENT STEPS TO ENSURE THAT ACCESS TO EXCAVATION BY UNAUTHORIZED PERSONNEL IS PREVENTED.
21. THE CONTRACTOR SHALL TAKE ALL REASONABLE PRECAUTIONS FOR THE SAFETY OF, AND SHALL PROVIDE ALL REASONABLE PROTECTION TO PREVENT DAMAGE, INJURY OR LOSS TO:
21.1. ALL EMPLOYEES ON THE WORK SITE AND ALL OTHER PERSONS WHO MAY BE AFFECTED THEREBY;
21.2. ALL WORK AND ALL MATERIALS AND EQUIPMENT TO BE INCORPORATED THEREIN, WHETHER IN STORAGE ON OR OFF THE SITE, UNDER THE CARE, CUSTODY OR CONTROL OF THE CONTRACTOR OR ANY OF ITS SUBCONTRACTORS;
21.3. ANY OTHER PROPERTY AT THE SITE OR ADJACENT THERETO, INCLUDING TREES, SHRUBS, LAWNS, WALKS, PAVEMENTS, ROADWAY, STRUCTURES AND UTILITIES NOT DESIGNATED FOR DEMOLITION IN THE COURSE OF CONSTRUCTION.
22. CONTRACTOR SHALL MAINTAIN PUBLIC ACCESS ON MAIN AIRPORT ENTRANCE ACCESS ROAD, ON GENERAL AVIATION ACCESS ROAD, AND ON THE AIRSIDE AIRPORT ACCESS ROAD AT ALL TIMES.

- 23. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE SAFETY CODES AND WITH ALL APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC, QUASI-PUBLIC OR OTHER AUTHORITY HAVING JURISDICTION FOR THE SAFETY OF PERSONS OR PROPERTY OR FOR THEIR PROTECTION AGAINST DAMAGE, INJURY OR LOSS, OR DESIGNED TO PROTECT THE ENVIRONMENT. THE CONTRACTOR SHALL ERECT AND MAINTAIN, AS REQUIRED BY EXISTING CONDITIONS AND PROGRESS OF THE WORK, ALL REASONABLE SAFEGUARDS FOR SAFETY AND PROTECTION, INCLUDING POSTING DANGER SIGNS AND OTHER WARNINGS AGAINST HAZARDS, PROMULGATING SAFETY REGULATIONS AND NOTIFYING OWNERS AND USERS OF ADJACENT UTILITIES OF THE EXISTENCE OF HAZARDS AND OF THE SAFETY REGULATIONS.
24. ALL DAMAGE OR LOSS TO ANY PROPERTY REFERRED TO IN NOTES 21.2 AND 21.3 CAUSED IN WHOLE OR IN PART BY THE CONTRACTOR, A SUBCONTRACTOR, OR BY ANYONE FOR WHOSE ACTS ANY OF THEM MAY BE LIABLE, SHALL BE REMEDIED BY THE CONTRACTOR, EXCEPT DAMAGE OR LOSS PROPERLY ATTRIBUTABLE SOLELY TO THE ACTS OR OMISSIONS OF THE OWNER, OR THE ENGINEER OR ANYONE EMPLOYED BY THEM, OR FOR WHOSE ACTS ANY OF THEM MAY BE LIABLE, AND NOT PROPERLY ATTRIBUTABLE IN WHOLE OR IN PART, TO THE FAULT OR NEGLIGENCE OF THE CONTRACTOR.
25. UNTIL FINAL ACCEPTANCE OF THE WORK BY OWNER, THE CONTRACTOR SHALL HAVE THE CHARGE AND CARE OF AND SHALL BEAR THE RISK OF INJURY OR DAMAGE, LOSS OR EXPENSE TO ANY PART THEREOF, OR TO ANY MATERIALS STORED ON SITE, BY THE ACTION OF THE ELEMENTS OR FROM ANY OTHER CAUSE WHETHER ARISING FROM THE EXECUTION OR NON-EXECUTION OF THE WORK. THE CONTRACTOR SHALL REBUILD, REPAIR, RESTORE AND MAKE GOOD ALL INJURIES OR DAMAGES TO ANY PORTION OF THE WORK OCCASIONED BY ANY OF THE ABOVE CAUSES BEFORE FINAL ACCEPTANCE AND SHALL BEAR THE EXPENSES THEREOF.
26. THOSE PARTS OF WORK IN PLACE WHICH ARE SUBJECT TO DAMAGE BECAUSE OF OPERATIONS BEING CARRIED ON ADJACENT THERETO SHALL BE COVERED, BOARDED UP OR SUBSTANTIALLY ENCLOSED WITH ADEQUATE PROTECTION BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE.
27. ADEQUATE TRAFFIC CONTROL, BARRICADES AND FLAGMAN SERVICES SHALL BE FURNISHED AND MAINTAINED BY THE CONTRACTOR AT ALL POINTS WHERE CONVEYING EQUIPMENT ENGAGED ON THE WORK REGULARLY ENTERS ONTO OR CROSSES TRAFFIC-CARRYING ROADS.
28. THE CONTRACTOR SHALL COMPLY IN EVERY RESPECT WITH THE FEDERAL OCCUPATIONAL HEALTH AND SAFETY ACT OF 1970 AND ALL RULES AND REGULATIONS NOW OR HEREAFTER IN EFFECT UNDER SAID ACT, AND THE CONTRACTOR FURTHER AGREES TO COMPLY WITH ANY AND ALL APPLICABLE STATE LAWS AND REGULATIONS PERTAINING TO JOB SAFETY AND HEALTH.
29. THE CONTRACTOR SHALL PROTECT AND KEEP OWNER (INCLUDING THEIR AGENTS AND EMPLOYEES) FREE AND HARMLESS FROM ANY AND ALL LIABILITY, PUBLIC OR PRIVATE, PENALTIES, CONTRACTUAL OR OTHERWISE, LOSSES, DAMAGES, COSTS, ATTORNEY'S FEES, EXPENSES, CAUSES OF ACTION, CLAIMS OR JUDGMENTS RESULTING FROM THE FEDERAL OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970 AS AMENDED OR ANY RULE OR REGULATION PROMULGATED THEREUNDER OR OF ANY STATE LAWS OR REGULATIONS PERTAINING TO JOB SAFETY AND HEALTH ARISING OUT OF OR IN ANY WAY CONNECTED WITH THE PERFORMANCE OF WORK OR WORK TO BE PERFORMED UNDER THIS CONTRACT, AND CONTRACTOR SHALL INDEMNIFY OWNER FROM ANY SUCH CLAIMS, PENALTIES, SUITS OR ACTIONS, PUBLIC OR PRIVATE, ADMINISTRATIVE OR JUDICIAL, INCLUDING ATTORNEY'S FEES PAID OR INCURRED BY OR ON BEHALF OF OWNER, JOINTLY OR SEVERALLY, AND/OR THEIR AGENTS AND EMPLOYEES. THE CONTRACTOR FURTHER AGREES, IN THE EVENT OF A CLAIMED VIOLATION OF ANY FEDERAL OR STATE SAFETY AND HEALTH LAW OR REGULATION ARISING OUT OF OR IN ANY WAY CONNECTED WITH THE PERFORMANCE OF WORK OR WORK TO BE PERFORMED UNDER THIS CONTRACT, OWNER MAY IMMEDIATELY TAKE WHATEVER ACTION IS DEEMED NECESSARY BY OWNER TO REMEDY THE CLAIMED VIOLATION. ANY AND ALL COSTS OR EXPENSES PAID OR INCURRED BY OWNER IN TAKING SUCH ACTION SHALL BE BORNE BY CONTRACTOR, AND CONTRACTOR AGREES TO PROTECT, HOLD HARMLESS AND INDEMNIFY OWNER AGAINST ANY AND ALL SUCH COSTS OR EXPENSES.
30. ALL WORK PERFORMED UNDER THE CONTRACT, AND ALL EQUIPMENT, APPLIANCES, TOOLS AND LIKE ITEMS USED IN THE WORK SHALL CONFORM TO APPLICABLE SAFETY CODES AND REGULATIONS OF ANY PUBLIC OR OTHER AUTHORITY HAVING JURISDICTION. IN THE EVENT OF CONFLICTING REQUIREMENTS, THE MORE STRINGENT INTERPRETATION OR REGULATION SHALL GOVERN.
31. THE CONTRACTOR SHALL DEVELOP AND IMPLEMENT AN EROSION CONTROL PLAN TO MINIMIZE EROSION AND ENSURE FUNCTIONING OF STORMWATER MANAGEMENT SYSTEM UPON COMPLETION OF CONSTRUCTION. EROSION CONTROL PLAN SHALL INCLUDE PROVISIONS TO STABILIZE DISTURBED AREAS WITHIN 14 CALENDAR DAYS OF THE DISTURBANCE WITH A WRITTEN LOG OF THE EVENTS. CONTRACTOR SHALL SUBMIT EROSION CONTROL PLAN TO ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
32. CONTRACTOR AND ITS SUBCONTRACTORS SHALL USE, HANDLE, TRANSPORT, AND DISPOSE OF ALL HAZARDOUS MATERIALS (AS DEFINED PARAGRAPH 40.) IN COMPLIANCE WITH ALL PRESENT FEDERAL, STATE AND LOCAL ENVIRONMENTAL, HEALTH OR SAFETY LAW, INCLUDING, BUT NOT LIMITED TO, ALL SUCH STATUTES, REGULATIONS, RULES, ORDINANCES, CODES, AND RULES OF COMMON LAW.
33. CONTRACTOR FURTHER AGREES THAT CONTRACTOR AND ITS SUBCONTRACTORS SHALL NOT CAUSE THE DISCHARGE, RELEASE OR DISPOSAL OF ANY HAZARDOUS MATERIAL CREATED BY ITS WORK ON OR ABOUT THE JOB SITE. IN THE EVENT OF ANY SPILL, RELEASE OR ANY OTHER REPORTABLE OCCURRENCE, CONTRACTOR SHALL NOTIFY THE APPROPRIATE GOVERNMENTAL AGENCY AND SHALL TAKE SUCH ACTION AS MAY BE NECESSARY TO MINIMIZE THE DELETERIOUS EFFECT OF SUCH SPILL ON PERSONS OR PROPERTY.
34. CONTRACTOR AND ITS SUBCONTRACTORS SHALL, UPON COMPLETION OF PERFORMANCE OF ALL DUTIES UNDER THIS CONTRACT, REMOVE ALL SUPPLIES, MATERIALS, AND WASTE CONTAINING AND HAZARDOUS MATERIAL FROM THE JOB SITE. CONTRACTOR SHALL BEAR FULL FINANCIAL RESPONSIBILITY, AS BETWEEN THE PARTIES OF THIS CONTRACT, FOR THE COMPLIANCE OF CONTRACTOR AND ITS SUBCONTRACTORS WITH THE PROVISIONS OF THIS PARAGRAPH.
35. CONTRACTOR AGREES TO INDEMNIFY, DEFEND, PROTECT AND HOLD THE OWNER HARMLESS FROM AND AGAINST ANY CLAIMS INCLUDING, WITHOUT LIMITATION, ACTUAL ATTORNEY'S FEES AND ANY COSTS OF INVESTIGATION, SOILS TESTING, GOVERNMENTAL APPROVALS, REMEDIATION AND CLEAN-UP ARISING OUT OF OR IN ANY WAY CONNECTED WITH THE FAILURE OF CONTRACTOR OR ITS SUBCONTRACTORS, OR THEIR AGENTS, EMPLOYEES, OFFICERS, OR REPRESENTATIVES, TO COMPLY WITH THE TERMS OF THIS ARTICLE.
36. SHOULD CONTRACTOR OR ITS SUBCONTRACTORS DISCHARGE, RELEASE OR DISPOSE OF ANY HAZARDOUS MATERIAL ON OR ABOUT THE JOB SITE IN VIOLATION OF REGULATIONS, CONTRACTOR SHALL IMMEDIATELY SO INFORM OWNER IN WRITING.
37. IN THE EVENT OF ANY SPILL, RELEASE OR ANY OTHER REPORTABLE OCCURRENCE, CONTRACTOR SHALL NOTIFY THE APPROPRIATE GOVERNMENTAL AGENCY AND SHALL TAKE SUCH ACTION AS MAY BE NECESSARY TO MINIMIZE THE DELETERIOUS EFFECT OF SUCH SPILL ON PERSONS OR PROPERTY. IN THE EVENT CONTRACTOR OR ITS SUBCONTRACTORS ENCOUNTER ON THE PREMISES ANY PIPELINE, UNDERGROUND STORAGE TANK OR OTHER CONTAINER, OF ANY KIND, THAT MAY CONTAIN A HAZARDOUS MATERIAL, OR ENCOUNTER MATERIAL REASONABLY BELIEVED TO BE A HAZARDOUS MATERIAL, CONTRACTOR SHALL IMMEDIATELY STOP WORK IN THE AREA AFFECTED AND REPORT THE CONDITION TO OWNER IN WRITING.
38. IF CONTRACTOR OR ITS SUBCONTRACTORS DO NOT COMPLY WITH FEDERAL AND STATE REQUIREMENTS, OWNER MAY, BUT IS NOT OBLIGATED TO, GIVE WRITTEN NOTICE OF VIOLATION TO CONTRACTOR. SHOULD CONTRACTOR OR ITS SUBCONTRACTORS FAIL TO COMPLY WITH THE REQUIREMENTS WITHIN TWENTY-FOUR (24) HOURS FROM THE TIME OWNER ISSUES SUCH WRITTEN NOTICE OF NONCOMPLIANCE OR WITHIN THE TIME OF AN ABATEMENT PERIOD SPECIFIED BY ANY GOVERNMENTAL AGENCY, WHICHEVER PERIOD IS SHORTER, CONTRACTOR SHALL BE IN MATERIAL DEFAULT OF THIS CONTRACT.

- 39. "HAZARDOUS MATERIAL" MEANS ANY SUBSTANCE: (A) THE PRESENCE OF WHICH REQUIRES INVESTIGATION OR REMEDIATION UNDER ANY PRESENT FEDERAL, STATE OR LOCAL STATUTE, REGULATION, ORDINANCE, RULE, CODE, ORDER, ACTION, POLICY OR COMMON LAW, OR (B) WHICH IS OR BECOMES DEFINED AS A "HAZARDOUS WASTE," "HAZARDOUS SUBSTANCE," POLLUTANT OR CONTAMINANT UNDER ANY PRESENT FEDERAL, STATE OR LOCAL STATUTE, REGULATION, RULE OR ORDINANCE OR AMENDMENTS THERETO INCLUDING, WITHOUT LIMITATION, THE COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY ACT (42 U.S.C. SECTIONS 9601 ET SEQ.) AND/OR THE RESOURCE CONSERVATION AND RECOVERY ACT (42 U.S.C. SECTIONS 6901 ET SEQ.), OR (C) WHICH IS TOXIC, EXPLOSIVE, CORROSIVE, FLAMMABLE, INFECTIOUS, RADIOACTIVE, CARCINOGENIC, MUTAGENIC, OR OTHERWISE HAZARDOUS AND IS REGULATED BY ANY GOVERNMENTAL AUTHORITY, AGENCY, DEPARTMENT, COMMISSION, BOARD, AGENCY OR INSTRUMENTALITY OF THE UNITED STATES, THE STATE IN WHICH THE PREMISES ARE LOCATED OR ANY POLITICAL SUBDIVISION THEREOF, OR (D) THE PRESENCE OF WHICH ON THE PREMISES CAUSES OR THREATENS TO CAUSE A NUISANCE UPON THE PREMISES OR TO ADJACENT PROPERTIES OR POSES OR THREATENS TO POSE A HAZARD TO THE HEALTH OR SAFETY OF PERSONS ON OR ABOUT THE PREMISES, OR (E) WHICH CONTAINS GASOLINE, DIESEL FUEL OR OTHER PETROLEUM HYDROCARBONS, OR (F) WHICH CONTAINS POLYCHLORINATED BIPHENYLS (PCBS), ASBESTOS, LEAD OR UREA FORMALDEHYDE FOAM INSULATION.
40. THE EXISTING UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD LOCATE ALL EXISTING UTILITIES AS TO SIZE, LOCATION, AND ELEVATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY AND ALL CONFLICTS PRIOR TO BEGINNING CONSTRUCTION.
41. IF ANY TESTING, INSPECTION OR APPROVAL REVEAL DEFECTIVE WORK, CONTRACTOR SHALL NOT BE ENTITLED TO RECEIVE ANY ASSOCIATED COSTS AND THE OWNER SHALL BE ENTITLED TO DEDUCT FROM THE CONTRACT PRICE, BY ISSUING A CHANGE ORDER, OWNER'S COSTS ARISING OUT OF THE DEFECTIVE WORK, INCLUDING COSTS OF REPEATED PROCEDURES, COMPENSATION FOR OWNER AUTHORIZED REPRESENTATIVE, DESIGN ENGINEER'S SERVICES, FIELD REPRESENTATIVE SERVICES, AND OTHER RELATED COSTS.
42. ENGINEER SHALL REVIEW RED LINE (AS-BUILT) DRAWINGS MONTHLY AT ALTERNATE BI-WEEKLY JOB COORDINATION MEETINGS. THE DRAWINGS CAN BE PROVIDED BY THE OWNER'S AUTHORIZED REPRESENTATIVE OR THE CONTRACTOR. NO PERIODIC PAY REQUESTS WILL BE PROCESSED UNTIL THIS PROVISION IS MET.
43. TYPE AND HEIGHT (NOT-TO-EXCEED) OF CONSTRUCTION EQUIPMENT:
TRUCKS (DUMP, FLATBED, PANEL, PICKUP, CONCRETE) - 35 FEET
FRONT END LOADERS - 35 FEET
DOZERS - 35 FEET
CRANE - 50 FEET*
ROLLERS AND COMPACTORS - 35 FEET
*NOTE - CONSTRUCTION EQUIPMENT LOCATIONS SHALL NOT VIOLATE RUNWAY 7 TO 1 TRANSITIONAL SURFACES AND RUNWAY APPROACH ZONE HEIGHT LIMITATIONS PER SAFETY DURING CONSTRUCTION PLAN EXCEPT UNDER SPECIAL WAIVER CONDITIONS. APPROPRIATE WAIVERS MUST BE OBTAINED BY THE OWNER FROM FAA.
44. THE FOLLOWING FAA ADVISORY CIRCULARS (OR CURRENT EDITION) SHALL APPLY TO THIS PROJECT:
AC 150/5300-13A-CHANGE 1 STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS
AC 150/5340-18F STANDARDS FOR AIRPORT SIGN SYSTEMS
AC 150/5340-30J DESIGN AND INSTALLATION DETAILS FOR VISUAL AIDS
AC 150/5370-10H STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS
AC 150/5345-44K SPECIFICATION FOR RUNWAY AND TAXIWAY SIGNS
AC 150/5340-1L STANDARD FOR AIRPORT MARKINGS
AC 150/5345-46E SPECIFICATION FOR RUNWAY AND TAXIWAY LIGHT FIXTURES
45. CONTRACTOR SHALL ABIDE BY FEDERAL BUY AMERICAN REQUIREMENTS.

PERMITS:

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND PAYING FOR ALL NECESSARY PERMITS. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS IN REGARD TO NOISE CONTROL, EROSION CONTROL, DUST CONTROL, WATERSHED, EMISSIONS, AND OPEN-AIR BURNING DURING CONSTRUCTION WHICH PERTAIN TO CONSTRUCTION ACTIVITIES. COPIES OF ALL PERMITS SHALL BE SUBMITTED TO THE ENGINEER FOR THEIR RECORDS.
2. AS REQUIRED UNDER ACT OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES), THE CONTRACTOR SHALL PREPARE AND SUBMIT A NOTICE OF INTENT (NOI) AND A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION. A COPY OF THE NOI AND SWPPP SHALL BE SUBMITTED TO THE ENGINEER FOR THEIR RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE SWPPP CURRENT UNTIL PROJECT COMPLETION AND FINAL ACCEPTANCE OF THE WORK.

ABBREVIATIONS

BFP = BACKFLOW PREVENTER	IR = IRON ROD	PP = POWER POLE
BM = BENCH MARK	IP = IRON PIPE	PRM = PERMANENT REFERENCE MONUMENT
C/O = SEWER CLEAN OUT	LP = LIGHT POLE	RCP = REINFORCED CONCRETE PIPE
CM = CONCRETE MONUMENT	MES = MITERED END SECTION	RSO = RECLAIM WATER STUB OUT
CMP = CORRUGATED METAL PIPE	MH = MANHOLE	RV = RECLAIM WATER VALVE
CPP = CORRUGATED PLASTIC PIPE	MHD = MANHOLE-DRAINAGE	SAN = SANITARY SEWER
ELEC = ELECTRIC	MHS = MANHOLE-SANITARY	SSO = SANITARY SEWER STUB OUT
ELEV = ELEVATION	MHT = MANHOLE-TELEPHONE	SV = SEWER VALVE
ES = ELECTRIC SERVICE	NAD = NORTH AMERICAN DATUM	TEL = TELEPHONE
ETP = ELECTRIC TRANSFORMER PAD	NAVD = NORTH AMERICAN VERTICAL DATUM, ADJUSTMENT OF 1988	USGS = U.S. GEODETIC SURVEY
FDOT = FLORIDA DEPT OF TRANSPORTATION	NGS = NATIONAL GEODETIC SURVEY	WM = WATER METER
FFE = FINISHED FLOOR ELEVATION	NGVD = NATIONAL GEODETIC VERTICAL DATUM, ADJUSTMENT OF 1929	WSO = WATER STUB OUT
FO = FIBER OPTICS	PCP = PERMANENT CONTROL POINT	WV = WATER VALVE
HYD = FIRE HYDRANT	PK = PARKER-KALON BRAND OR MAG-NAIL (CASE HARD)	x0.0 = INDICATES SPOT ELEVATION
GPS = GLOBAL POSITIONING SYSTEM		
ID = IDENTIFICATION		
INV = INVERT		



TONIA D. NATION
FL LICENSE NO.: 64631
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NO.	DATE	REVISION	BY

GENERAL NOTES

TRANSIENT APRON EXPANSION-PHASE I

DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO:2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER G-3

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SAFETY NOTES (ACTIVE AIRFIELD):

- SAFETY GUIDELINES – IN THE INTEREST OF SAFETY, THE CONTRACTOR IS ALSO DIRECTED TO ACQUAINT HIS/HER EMPLOYEES WITH THE PROVISIONS OF THE FOLLOWING FEDERAL AVIATION ADMINISTRATION ADVISORY CIRCULARS:
 - AC 150/5370-2F – OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
 - AC 150/5210-5D – PAINTING, MARKING AND LIGHTING OF VEHICLES USED ON AN AIRPORT
 - AC 150/5200-18C – AIRPORT SAFETY SELF-INSPECTION
 - AC 150/5340-1K – STANDARDS FOR AIRPORT MARKINGS
- AFTER COMPLETION OF WORK, THE CONTRACTOR SHALL RE-STRIPE ALL/ANY EXISTING RUNWAY, TAXIWAY, OR TAXILANE CENTERLINE MARKINGS WHICH WERE TEMPORARILY REMOVED FOR CONSTRUCTION OR DAMAGED DURING CONSTRUCTION, MATCHING ORIGINAL CONDITION TO THE SATISFACTION OF THE OWNER OR OWNER'S REPRESENTATIVE.
- CONTRACTOR SHALL RELOCATE AND RESTORE AFTER COMPLETION OF CONSTRUCTION, ANY TAXIWAY CENTER LIGHTS, EDGE LIGHTS, OR GUIDANCE SIGNS THAT MAY EXIST WITHIN THE CONSTRUCTION AREA, IF REMOVED OR RELOCATED. CONTRACTOR SHALL PROVIDE "JUMPER CABLES" TO KEEP ELECTRICAL CIRCUITS IN OPERATION. AIRPORT OPERATIONS – THE CONTRACTOR SHALL APPOINT SAFETY OFFICERS IN ACCORDANCE WITH THE PROJECT MANUAL. THE CONTRACTOR SHALL ALSO ACQUAINT ALL SUPERVISORS AND EMPLOYEES WITH THE ACTIVITIES OF THE NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT AND OPERATIONS THAT ARE INHERENT AT THIS ACTIVE AIRPORT AND SHALL CONDUCT CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES ON SAFETY SPECIFIED IN THE PROJECT MANUAL AND AS SPECIFIED BY THE FIELD REPRESENTATIVE AND THE FAA.
- VEHICLE IDENTIFICATION – ALL CONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT SHALL DISPLAY IN FULL VIEW ABOVE THE VEHICLE A 3' X 3' OR LARGER ORANGE AND WHITE CHECKERED FLAG, EACH CHECK BEING 1' SQUARE. COMPANY DECALS WITH NOT LESS THAN 6" LETTERS MAY BE SUBSTITUTED FOR FLAGS ON SUPERVISORY VEHICLES AND LIGHT TRUCKS. ALL VEHICLES OPERATING IN THE ACTIVE AIRPORT OPERATIONS AREA (AOA) DURING THE HOURS OF DARKNESS SHALL BE EQUIPPED WITH A FLASHING YELLOW DOME – TYPE LIGHT MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES.
- GROUND CONTROL – NO CONTRACTOR VEHICLES OR EQUIPMENT SHALL ACCESS OR CROSS ACTIVE RUNWAYS, TAXIWAYS, OBJECT FREE AREAS AND APPROACH CLEAR ZONES. ACCESS ONTO THE WORK AREA SHALL BE LIMITED TO THE JOHNNY REAVER ROAD GATE.
- WORK REQUIRING PAVEMENT CLOSURE SHALL BE PERFORMED IN ACCORDANCE WITH THE SAFETY PLANS AND THE PROJECT MANUAL. NO RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY SHALL BE CLOSED WITHOUT APPROVAL OF AIRPORT MANAGEMENT. TO ENABLE NECESSARY NOTICES TO AIRMEN (NOTAMS) OR ADVISORIES TO AIRPORT SERVICES OR TENANTS, A MINIMUM OF SEVENTY-TWO (72) HOURS WRITTEN NOTICE OF REQUESTED CLOSING SHALL BE DIRECTED TO THE ENGINEER, WHO WILL COORDINATE THE REQUEST WITH AIRPORT OPERATIONS.
- OPEN TRENCHES – ANY CONSTRUCTION ABOVE 3" OR OPEN TRENCHES IN EXCESS OF 3" WITHIN 150' OF AN ACTIVE RUNWAY CENTERLINE OR WITHIN 48' FROM AN ACTIVE TAXIWAY CENTERLINE WILL REQUIRE CLOSURE OF THE AFFECTED RUNWAY OR TAXIWAY, UNLESS OTHERWISE APPROVED BY THE OWNER. (SEE NOTE 4 ABOVE). ALL TRENCHING MUST BE CONSTRUCTED TO MEET ALL FEDERAL, STATE (FLORIDA TRENCH SAFETY ACT) AND LOCAL LAWS (INCLUDES OSHA STANDARDS).
- TRENCH MARKING – OPEN TRENCHES AND EXCAVATIONS LOCATED WITHIN 200' FROM AN ACTIVE TAXIWAY CENTERLINE SHALL BE PROMINENTLY MARKED WITH FLAGS AND LIGHTED BY APPROVED LIGHT UNITS (FLARE POTS NOT ALLOWED) DURING HOURS OF RESTRICTED VISIBILITY AND DARKNESS. THE CONTRACTOR WILL ENSURE THAT AN EMPLOYEE REMAINS ON-CALL TWENTY-FOUR (24) HOURS PER DAY FOR EMERGENCY MAINTENANCE OF HAZARD LIGHTING AND BARRICADES. NO OPEN TRENCHES ARE PERMITTED ADJACENT TO ACTIVE AOA, UNLESS APPROVED BY AIRSIDE OPERATIONS. THESE TRENCHES SHALL BE BACKFILLED WHEN THE CONTRACTOR IS NOT PERFORMING CONSTRUCTION IN THESE TRENCHES. DITCHES OR EXCAVATIONS PERMITTED TO REMAIN OPEN SHALL BE COMPLETELY ENCLOSED WITHIN AIRPORT-TYPE BARRICADES AND PROPERLY LIGHTED. INDIVIDUAL FLAGS AND/OR LIGHTS WILL NOT BE PERMITTED AROUND OPEN TRENCHES/EXCAVATIONS DURING NIGHTTIME HOURS.
- OPEN FLAME – OPEN FLAME, WELDING OR TORCH-CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS HAVE BEEN TAKEN AND THE PROCEDURE APPROVED BY AIRPORT OPERATIONS.
- STOCKPILE EROSION AND DUST CONTROL – STOCKPILED MATERIAL AND OPEN EXCAVATIONS SHALL BE TREATED IN SUCH A MANNER AS TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT BLAST OR WIND CONDITIONS IN EXCESS OF 10 KNOTS. STOCKPILED MATERIALS SHALL NOT BE PERMITTED WITHIN 250' OF AN ACTIVE RUNWAY CENTERLINE OR 65.5' FROM AN ACTIVE TAXIWAY CENTERLINE.
- DEBRIS CONTROL – DEBRIS, WASTE AND LOOSE MATERIAL SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT MOVEMENT AREAS OR APRONS. IF OBSERVED TO BE ON ACTIVE AIRCRAFT MOVEMENT AREAS OR APRONS, THE MATERIAL WILL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE FIELD REPRESENTATIVE MAY DIRECT THAT DEBRIS PROBLEMS DURING CONSTRUCTION NOT CORRECTED BY THE CONTRACTOR BE CORRECTED BY OTHERS AT THE EXPENSE OF CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE TO KEEP THE PAVEMENTS ADJACENT TO THE WORK AREA CLEAR OF DEBRIS AND FOD AT ALL TIMES.
- INSPECTION BY OPERATIONS – PRIOR TO OPENING FOR AIRCRAFT USE AND THE DEPARTURE OF THE CONTRACTOR'S WORK CREWS, THE FIELD REPRESENTATIVE WILL ARRANGE FOR INSPECTION BY AIRPORT OPERATIONS OF ANY RUNWAY, TAXIWAY SAFETY AREA, OR APRON THAT HAS BEEN CLOSED FOR WORK, OR THAT HAS BEEN USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR. THESE AREAS MUST COMPLY WITH THE SAFETY REQUIREMENTS DEFINED BY FEDERAL AVIATION REGULATIONS PART 139 AND INSPECTED BY THE DESIGNATED OPERATION'S INSPECTOR BEFORE PERMISSION FOR THE CONTRACTOR'S WORK CREWS TO DEPART WILL BE GRANTED.
- NO SMOKING SHALL BE ALLOWED WITHIN THE AOA.
- DESIGNATED AIRPORT REPRESENTATIVE SHALL HAVE THE AUTHORITY TO DISCONTINUE CONSTRUCTION OPERATIONS AT ANY TIME, FOR ANY REASON. THE AIRPORT REPRESENTATIVE CAN REQUIRE THE CONTRACTOR TO LEAVE THE AIRSIDE AOA AND/OR AIRPORT PROPERTY AND EVACUATE THE WORK AREA WITHIN THIRTY (30) MINUTES AFTER RECEIVING NOTICE.
- ALL BARRICADE LIGHTING, TEMPORARY SIGNAGE AND COVERS SHALL BE VERIFIED BY THE CONTRACTOR FOR PROPER OPERATION AT THE END OF EACH DAY BEFORE THE CONTRACTOR CEASES OPERATION. THE INTENSITY OF THE LIGHTS AND THE SPACING FOR BARRICADES, SHALL BE ADEQUATE TO DELINEATE THE HAZARDOUS AREA WITHOUT AMBIGUITY. NO MORE THAN 10% OF THE LIGHTS FOR BARRICADES SHALL BE INOPERABLE AT ANY TIME, AND AT NO TIME SHALL TWO (2) CONSECUTIVE LIGHTS BE INOPERABLE. THE CONTRACTOR SHALL IMMEDIATELY REPLACE ANY BARRICADES, LIGHTS OR FLAGS WHICH IN THE OPINION OF THE FIELD REPRESENTATIVE OR AIRPORT OPERATIONS ARE NOT ADEQUATE.
- THE CONTRACTOR SHALL AT ALL TIMES MAINTAIN VEHICLES, EQUIPMENT AND MATERIALS OUTSIDE THE AIRCRAFT CONTAINMENT LINE DURING CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO WORK 24 HOURS EACH DAY IN DESIGNATED AREAS IN ORDER TO MINIMIZE THE SHUT DOWN TIME. NO ADDITIONAL CONTRACT COST SHALL BE ALLOWED FOR WORK TO BE ACCOMPLISHED "AROUND THE CLOCK" (24 HOURS PER DAY).
- CONTRACTOR SHALL REMOVE ALL EQUIPMENT FROM OBJECT FREE AREAS DURING HOURS OF AIRCRAFT OPERATIONS.
- THE FINAL LIFT OF ASPHALT SHALL BE CONSTRUCTED DURING DAYLIGHT HOURS, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL COORDINATE WITH THE OWNER AND DESIGNATED AIRPORT REPRESENTATIVES FOR THE ISSUANCE OF NOTAMS BEFORE CONSTRUCTION BEGINS; HEIGHT RESTRICTIONS IN ANY AREAS OF CONSTRUCTION THAT WILL NECESSITATE THE CLOSURE OF A RUNWAY OR TAXIWAY WILL REQUIRE THAT WORK BE PERFORMED DURING NIGHTTIME ONLY (10:00PM-7:00AM). PRIOR TO THE END OF THE WORK SHIFT, THE CONTRACTOR SHALL REMOVE ALL EQUIPMENT, MATERIALS AND STOCK PILES FROM THE CONSTRUCTION AREA, AND SHALL SWEEP THE AREA FOR ALL LOOSE PARTICLES THAT MAY BE INGESTED BY JET ENGINES.
- ALL EQUIPMENT, MATERIAL AND CONSTRUCTION PERSONNEL SHALL BE KEPT AT LEAST 250' FROM CENTERLINE OF ACTIVE RUNWAY, 65.5' FROM AN ACTIVE TAXIWAY AT ALL TIMES.
- CONTRACTOR IS REQUIRED TO MONITOR RADIO COMMUNICATIONS AT ALL TIMES. GROUND CONTROL FREQUENCY: 121.65 AND CTAF 118.95.
- EQUIPMENT OR MATERIALS SHALL NOT EXCEED A HEIGHT OF 35 FT WITHOUT PRIOR APPROVAL FROM ENGINEER.
- CONTRACTOR SHALL MAINTAIN CONSTANT CONTACT WITH ATCT BEFORE AND DURING ANY OPERATIONS IN THE AOA.

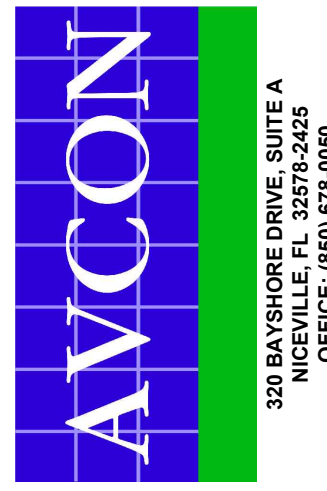
SECURITY NOTES (ACTIVE AIRFIELD):

- GENERAL – THE CONTRACTOR SHALL COMPLY WITH ALL SECURITY REQUIREMENTS SPECIFIED IN THE CONTRACT MANUAL. THE CONTRACTOR SHALL DESIGNATE IN WRITING TO THE FIELD REPRESENTATIVE, THE NAME OF THE "CONTRACTOR SECURITY OFFICER". THE CONTRACTOR SECURITY OFFICER SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS OF THE CONTRACT.
- CONSTRUCTION SECURITY COMMITTEE – A COMMITTEE SHALL BE ESTABLISHED CONCURRENT WITH THE LIFE OF THIS CONTRACT TO MONITOR AND COORDINATE SECURITY PROVISIONS, ADOPT NEW SECURITY PROVISIONS IF REQUIRED AND REVIEW AND APPROVE ALL MATTERS OF AIRPORT SECURITY RELATING TO THIS CONTRACT. MEETINGS SHALL BE SCHEDULED BY THE FIELD REPRESENTATIVE. COMMITTEE MEMBERSHIP SHALL INCLUDE THE CONTRACTOR SECURITY OFFICER, FIELD REPRESENTATIVE AND AIRPORT OPERATIONS.
- CONTRACTOR PERSONNEL SECURITY ORIENTATION – THE CONTRACTOR SECURITY OFFICER SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON THESE REQUIREMENTS AND, FROM TIME TO TIME, OTHER SECURITY PROVISIONS ADOPTED BY THE CONSTRUCTION SECURITY COMMITTEE. ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON THESE REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.
- ACCESS TO THE SITE – CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE FIELD REPRESENTATIVE. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED PERSONNEL OR TRAFFIC ON THE SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE VARIOUS CONSTRUCTION AREAS ON THE SITE. THE CONTRACTOR IS RESPONSIBLE FOR THE IMMEDIATE CLEANUP OF ANY DEBRIS DEPOSITED ALONG ANY ACCESS ROAD AS A RESULT OF THE CONSTRUCTION TRAFFIC. DIRECTIONAL SIGNING AT THE ACCESS GATE AND ALONG THE DELIVERY ROUTE TO THE STORAGE AREA OR WORK SITE SHALL NOT BE PERMITTED.
- MATERIALS DELIVERY TO THE SITE – ALL CONTRACTOR'S MATERIAL ORDERS FOR DELIVERY TO THE SITE WILL USE THE ACCESS POINT AT THE CONTRACTOR'S STAGING AREA AS A DELIVERY ADDRESS AT THE AIRPORT. ALL ASSOCIATED COSTS SHALL BE INCIDENTAL TO VARIOUS OTHER BID ITEMS.
- CONSTRUCTION AREA LIMITS – THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, EQUIPMENT STORAGE AREA, PARKING AREA AND OTHER AREAS REQUIRED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED BY THE CONTRACTOR AND APPROVED BY THE FIELD REPRESENTATIVE. THE CONTRACTOR SHALL ERECT AND MAINTAIN SUITABLE FENCING, SIGNAGE AND WARNING DEVICES VISIBLE FOR BOTH DAY/NIGHT USE TO DELINEATE THE PERIMETER OF ALL SUCH AREAS.
- VEHICLE IDENTIFICATION – THE CONTRACTOR, THROUGH THE CONTRACTOR SECURITY OFFICER, SHALL ESTABLISH AND MAINTAIN A LIST OF CONTRACTOR AND SUBCONTRACTOR VEHICLES AUTHORIZED TO OPERATE ON THE SITE. THE CONTRACTOR SECURITY OFFICER WILL REQUIRE EACH VEHICLE TO DISPLAY A LARGE COMPANY SIGN (WITH NOT LESS THAN 6" LETTERING) ON BOTH SIDES OF THE VEHICLE. THE CONTRACTOR SHALL PROVIDE A CURRENT LISTING OF VEHICLES AND COMPANIES AUTHORIZED TO ENTER AND CONDUCT WORK ON THE AIRPORT TO THE FIELD REPRESENTATIVE. CONTRACTOR'S EMPLOYEE PERSONAL VEHICLES SHALL BE RESTRICTED TO THE CONTRACTOR'S STAGING AREA OR CONTRACTOR'S EMPLOYEE PARKING AREA AND ARE NOT ALLOWED ON THE AIRFIELD AT ANY TIME.
- OPERATORS OF VEHICLES MUST POSSESS A VALID DRIVER'S LICENSE, FOR THE VEHICLE BEING OPERATED. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EMPLOYEES DRIVING WITHIN THE AOA, AND SHALL LIMIT EMPLOYEE ACCESS TO RUNWAY AND TAXIWAY OBJECT FREE AREAS TO THOSE WHOSE FUNCTIONS ARE ABSOLUTELY NECESSARY. DRIVERS SHALL MONITOR NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT GROUND CONTROL FREQUENCY AT ALL TIMES WHEN DRIVING WITHIN ANY RUNWAY OR TAXIWAY OBJECT FREE AREA, AND SHALL BE PREPARED TO LEAVE THE AREA IMMEDIATELY IF NECESSARY.
- ALL ACCESS GATES SHALL REMAIN LOCKED OR MONITORED AT ALL TIMES. THE COST OF PROVIDING FLAGGER AND SECURITY GUARDS, IF NEEDED, SHALL BE INCIDENTAL AND INCLUDED IN THE VARIOUS CONTRACT ITEMS.

NIGHTWORK REQUIREMENTS

- GENERAL NIGHTWORK NOTES
 - NIGHTWORK, IF NECESSARY WILL REQUIRE SPECIAL MANAGEMENT AND COOPERATION WITH THE AIRPORT. ANY DEVIATION TO THE PROJECT PHASING AS A RESULT OF NIGHTWORK WILL REQUIRE SPECIAL WRITTEN REQUEST FROM THE CONTRACTOR, AND APPROVAL BY THE AIRPORT.
 - THE CONTRACTOR SHALL WORK WITH AIRPORT REPRESENTATIVES IN CONCERT WITH (AND NOT IN CONFLICT WITH) ACHIEVING THE AIRPORT'S OPERATIONAL AND PHASING GOALS, SO AS TO MINIMIZE AS MUCH AS POSSIBLE ANY DISRUPTION TO AIRLINE SERVICE AND/OR AIRPORT BUSINESS/OPERATIONS.
 - SEE ALSO THE DEMOLITION PLANS, PHASING PLANS, TYPICAL SECTIONS, AND PAVING PLANS FOR ADDITIONAL DETAILED NOTES AND REQUIREMENTS.
- NIGHTWORK EQUIPMENT AND LIGHTING
 - CLEAN UP EQUIPMENT. SUFFICIENT TIME SHALL BE PROVIDED AT THE END OF EACH WORK PERIOD TO ALLOW FOR CLEANUP AND INSPECTION OF THE WORK AREA BEFORE IT IS OPENED TO AIRCRAFT OPERATIONS. FOR ALL PRACTICAL PURPOSES, THE CONTRACTOR SHOULD ANTICIPATE SUSPENDING OPERATIONS NOT LESS THAN ONE-HOUR PRIOR TO THE DESIGNATED RE-OPENING TIME TO ALLOW FOR PROPER CLEANING AND MISCELLANEOUS WORK. ALL CONSTRUCTION DEBRIS SHALL BE TOTALLY REMOVED FROM THE WORK AREA. VACUUMS OR SWEEPERS SHALL BE IN OPERATION DURING MOST OF THE WORK PERIOD TO MINIMIZE FINAL WORK AREA CLEANUP TIME. THE CONTRACTOR SHALL COMPLETE THE TEMPORARY TRANSITION RAMPS AND TEMPORARY MARKINGS BEFORE THE PAVEMENT IS REOPENED TO AIR TRAFFIC. ALL CONSTRUCTION MATERIALS THAT MUST BE LEFT ON-SITE SHALL BE LOCATED IN THE CONTRACTOR'S STAGING AND STORAGE AREA UNLESS OTHERWISE AUTHORIZED BY THE OWNER. THE CONTRACTOR'S SUPERINTENDENT SHALL ACCOMPANY THE OWNER AND THE FIELD REPRESENTATIVE ON AN INSPECTION OF THE WORK AREA BEFORE IT IS OPENED TO TRAFFIC. THE CONTRACTOR SHALL HAVE THE NECESSARY MANPOWER AND EQUIPMENT STANDING BY TO PERFORM ANY ADDITIONAL CLEANUP THAT MAY BE IDENTIFIED DURING THIS INSPECTION. THE CONTRACTOR SHALL SCHEDULE AND PLAN THE APPLICATION AND PLACEMENT OF BITUMINOUS TACK COAT BASED ON THE ANTICIPATED PRODUCTION RATE, INCLUDING CONSIDERATION OF INCLEMENT WEATHER AND POSSIBLE SUSPENSION OF THE WORK.
 - CONSTRUCTION LIGHTING. THE CONTRACTOR SHALL PROVIDE A COMPLETE ARRAY OF LIGHTING EQUIPMENT WHICH SHALL BE SUFFICIENT TO ILLUMINATE THE WORK AREA, IN ORDER TO ENSURE ADEQUATE VISIBILITY TO CONSTRUCT THE PROJECT DURING NIGHT-TIME HOURS. A MINIMUM OF 20-FOOT-CANDLES OF HORIZONTAL ILLUMINATION SHALL BE PROVIDED IN THE WORK AREA USING MANEUVERABLE LIGHT PLANTS WITH 1000-WATT METAL HALIDE FLOODLIGHTS MOUNTED AS HIGH AS POSSIBLE. THE LIGHTS SHALL BE POSITIONED TO PROVIDE THE MOST NATURAL COLOR ILLUMINATION AND CONTRAST WITH A MINIMUM OF SHADOWS. THE LIGHTING UNITS SHALL BE SPACED AS REQUIRED TO MEET THE MINIMUM ILLUMINATION LEVEL.
 - THE CONTRACTOR SHALL PROVIDE A PLAN DOCUMENTING THE PROPOSED LAYOUT OF THE LIGHTING EQUIPMENT FOR THE OFF-PEAK (NIGHT TIME) CONSTRUCTION PERIODS. NO SPECIFIC PAYMENT WILL BE MADE FOR CONSTRUCTION AREA LIGHTING. IT SHALL BE CONSIDERED INCIDENTAL TO VARIOUS ITEMS OF CONSTRUCTION.
 - NIGHTTIME CONSTRUCTION SHALL REQUIRE THE CONTRACTOR TO MAINTAIN THE MINIMUM ILLUMINATION LEVELS AND THEY SHALL BE MAINTAINED IN THE FOLLOWING AREAS:
 - AN AREA OF 30 FEET WIDE BY 30 FEET LONG IMMEDIATELY IN FRONT OF OR BEHIND THE PAVING MACHINE, READY MIX TRUCKS, OR OTHER PLANNED EQUIPMENT, EITHER THE FOREMOST OR REARMOST MACHINE IN THE TRAIN AS APPLICABLE. DURING THE OPERATIONS OF THE MACHINES.
 - AS PARTIAL FULFILLMENT OF THE ABOVE REQUIREMENTS, THE CONTRACTOR SHALL FURNISH AND USE COMPLETE ARTIFICIAL LIGHTING UNITS WITH A MINIMUM CAPACITY OF 3,000 WATT ELECTRIC BEAM LIGHTS, AFFIXED TO ALL EQUIPMENT IN SUCH A WAY TO DIRECT ILLUMINATION ON THE AREA UNDER CONSTRUCTION.
 - LIGHTING MAY BE ACCOMPLISHED BY THE USE OF PORTABLE FLOODLIGHTS, STANDARD EQUIPMENT LIGHTS, OR OTHER LIGHTING METHODS APPROVED BY THE ENGINEER.
 - THE CONTRACTOR SHALL SUBMIT A LIGHTING PLAN AT THE PRE-CONSTRUCTION CONFERENCE FOR REVIEW AND APPROVAL BY THE ENGINEER. SUBMIT THE PLAN ON STANDARD SIZE PLAN SHEETS (NOT LARGER THAN 24" BY 36"), AND ON A SCALE OF NOT LESS THAN 1" = 50'. NIGHT WORK SHALL NOT COMMENCE PRIOR TO THE ENGINEER'S APPROVAL OF THE LIGHTING PLAN.

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FL LICENSE NO.: 64631
FBPR CERTIFICATE OF
AUTHORIZATION NO. 5057

NO.	DATE	REVISION	BY

SAFETY AND SECURITY NOTES

TRANSIENT APRON EXPANSION-PHASE I

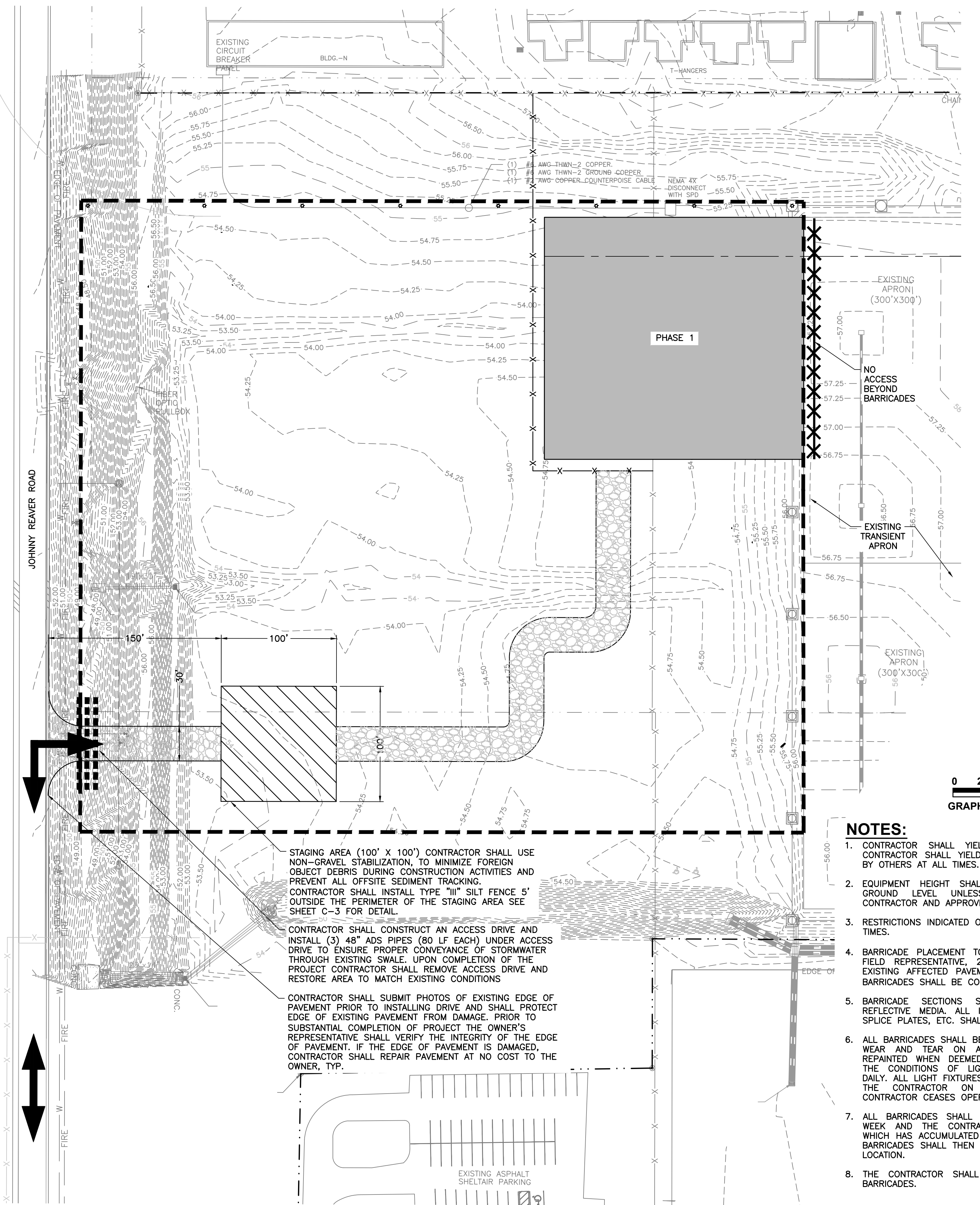
PREPARED FOR
NORTHWEST FLORIDA BEACHES
INTERNATIONAL AIRPORT

DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO:2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER

G-4

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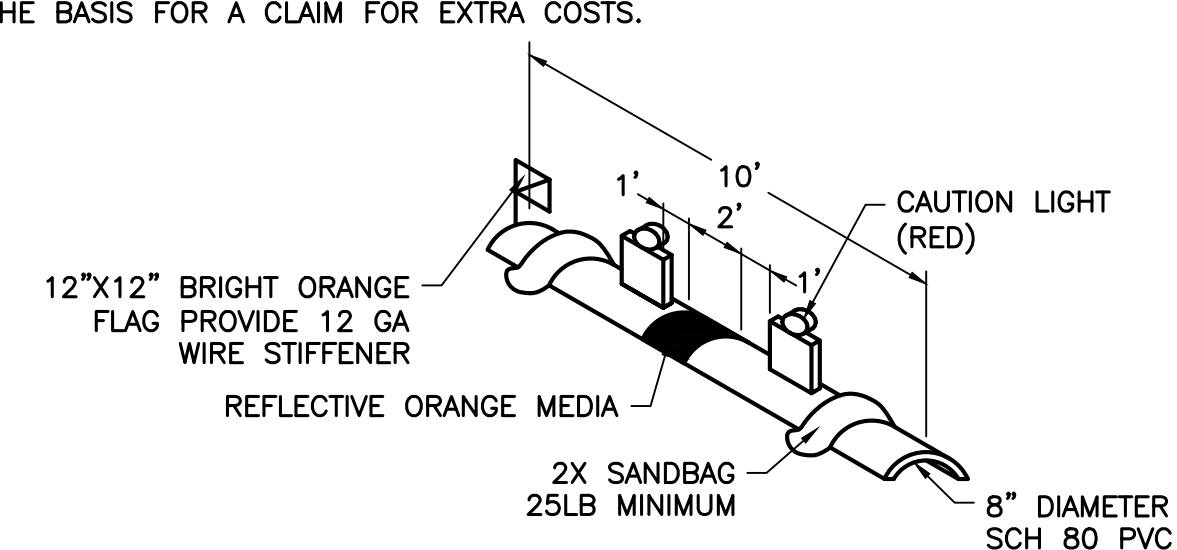


STAGING AREA (100' X 100') CONTRACTOR SHALL USE NON-GRAVEL STABILIZATION, TO MINIMIZE FOREIGN OBJECT DEBRIS DURING CONSTRUCTION ACTIVITIES AND PREVENT ALL OFFSITE SEDIMENT TRACKING. CONTRACTOR SHALL INSTALL TYPE "III" SILT FENCE 5' OUTSIDE THE PERIMETER OF THE STAGING AREA SEE SHEET C-3 FOR DETAIL.

CONTRACTOR SHALL CONSTRUCT AN ACCESS DRIVE AND INSTALL (3) 48" ADS PIPES (80 LF EACH) UNDER ACCESS DRIVE TO ENSURE PROPER CONVEYANCE OF STORMWATER THROUGH EXISTING SWALE. UPON COMPLETION OF THE PROJECT CONTRACTOR SHALL REMOVE ACCESS DRIVE AND RESTORE AREA TO MATCH EXISTING CONDITIONS

CONTRACTOR SHALL SUBMIT PHOTOS OF EXISTING EDGE OF PAVEMENT PRIOR TO INSTALLING DRIVE AND SHALL PROTECT EDGE OF EXISTING PAVEMENT FROM DAMAGE. PRIOR TO SUBSTANTIAL COMPLETION OF PROJECT THE OWNER'S REPRESENTATIVE SHALL VERIFY THE INTEGRITY OF THE EDGE OF PAVEMENT. IF THE EDGE OF PAVEMENT IS DAMAGED, CONTRACTOR SHALL REPAIR PAVEMENT AT NO COST TO THE OWNER, TYP.

- NOTES:**
- CONTRACTOR SHALL YIELD TO AIRCRAFT AT ALL TIMES. CONTRACTOR SHALL YIELD RIGHT-OF-WAY IN AREAS LEASED BY OTHERS AT ALL TIMES.
 - EQUIPMENT HEIGHT SHALL NOT EXCEED 35 FEET ABOVE GROUND LEVEL UNLESS SPECIFICALLY REQUESTED BY CONTRACTOR AND APPROVED BY THE AIRPORT.
 - RESTRICTIONS INDICATED ON THIS SHEET SHALL APPLY AT ALL TIMES.
 - BARRICADE PLACEMENT TO BE COORDINATED WITH OWNER'S FIELD REPRESENTATIVE, 2 FEET FROM THE EDGE OF ALL EXISTING AFFECTED PAVEMENTS, UNLESS OTHERWISE SHOWN. BARRICADES SHALL BE CONTINUOUS (NO SPACES).
 - BARRICADE SECTIONS SHALL BE WHITE WITH ORANGE REFLECTIVE MEDIA. ALL INCIDENTAL CONNECTORS, SPACERS, SPLICE PLATES, ETC. SHALL BE PAINTED WHITE.
 - ALL BARRICADES SHALL BE CHECKED VISUALLY FOR SIGNS OF WEAR AND TEAR ON A WEEKLY BASIS AND SHALL BE REPAINTED WHEN DEEMED APPROPRIATE BY THE ENGINEER. THE CONDITIONS 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.
 - ALL BARRICADES SHALL BE MOVED AT LEAST ONCE EACH WEEK AND THE CONTRACTOR SHALL SWEEP THE DEBRIS WHICH HAS ACCUMULATED AND REMOVE FROM THE SITE. THE BARRICADES SHALL THEN BE REPLACED AT THE APPROPRIATE LOCATION.
 - THE CONTRACTOR SHALL INSTALL, MAINTAIN, AND REMOVE BARRICADES.



CAUTION LIGHTS TO BE RED IN COLOR AND FLASHING DURING HOURS OF DARKNESS OR REDUCED VISIBILITY. UNITS TO BE PLACED ADJACENT TO EACH OTHER. ALTERNATE TYPES OF BARRICADES MAY BE APPROVED ON A CASE BY CASE BASIS. PAYMENT FOR BARRICADES SHALL BE INCIDENTAL TO PAY ITEM M-101-1.

CONSTRUCTION BARRICADE DETAIL
N.T.S.

LEGEND

— TOFA —	TAXIWAY/TAXILANE OBJECT FREE AREA	— — —	EQUIPMENT RESTRICTION LINE
— TSA —	TAXIWAY/TAXILANE SAFETY AREA	— — —	EXISTING PAVEMENT
- - - -	RUNWAY/TAXIWAY CENTERLINE	[Hatched Box]	CONTRACTOR STAGING AREA
←	CONTRACTORS HAUL ROUTE	[Stippled Box]	NON-GRAVEL STABILIZATION

NOTES:

STAGING/STORAGE AREAS:

- THE EXACT LIMITS OF THE CONTRACTOR'S STAGING AND STORAGE AREA SHALL BE ESTABLISHED BY THE CONTRACTOR WITH THE APPROVAL OF THE ENGINEER IN THE AREAS GENERALLY AS SHOWN ON THE PLANS. ANY AND ALL REQUIRED UTILITIES FOR THE CONTRACTOR'S OPERATIONS SHALL BE ARRANGED FOR AND PAID FOR BY THE CONTRACTOR DIRECTLY WITH THE APPROPRIATE UTILITY AGENCIES. UTILITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL PROVIDE PROPER AND SANITARY TOILET FACILITIES FOR HIS/HER EMPLOYEES.
- UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL RESTORE ALL GRASSED, GRAVELED AND PAVED AREAS USED FOR STAGING AND STORAGE TO A CLEAN AND NEAT CONDITION ACCEPTABLE TO THE OWNER. THE TERRAIN SHALL BE LEFT IN A SMOOTH, WELL GROOMED, AND GRADED-TO-DRAIN CONDITION INCLUDING THE REFILLING OF ANY RUTS, HOLES, OR OTHER DEPRESSIONS OR THE LEVELING OF BERMS OR OTHER SIMILAR EMBANKMENTS AS MAY BE APPLICABLE. UPON ACCEPTANCE OF THE RESTORED STAGING OR STORAGE AREAS, THE CONTRACTOR SHALL SOD THESE AREAS IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE FOR THE CONSTRUCTION, MAINTENANCE, RESTORATION, REPAIR, AND SODDING OF STAGING AND STORAGE AREAS.
- CONTRACTOR SHALL USE NON-GRAVEL STABILIZATION, TO MINIMIZE FOREIGN OBJECT DEBRIS DURING CONSTRUCTION ACTIVITIES AND PREVENT ALL OFFSITE SEDIMENT TRACKING. CONTRACTOR SHALL INSTALL TYPE "III" SILT FENCE 5' OUTSIDE THE PERIMETER OF THE STAGING AREA.

HAUL AND ACCESS ROADS:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONSTRUCTING AND MAINTAINING HAUL AND ACCESS ROADS WITHIN THE LIMITS OF CONSTRUCTION, STAGING AREAS, AND BETWEEN CONSTRUCTION AREAS, AND FOR THE DUST CONTROL OF THESE ROADS. ALL COSTS ASSOCIATED WITH CONSTRUCTING AND MAINTAINING HAUL ROADS SHALL BE CONSIDERED A SUBSIDIARY OBLIGATION OF THE PROJECT AND SHALL NOT BE PAID FOR SEPARATELY.
- ANY ADDITIONAL HAUL OR ACCESS ROADS REQUESTED BY THE CONTRACTOR FOR HIS OPERATIONS OUTSIDE THE LIMITS OF CONSTRUCTION SHALL BE CONSTRUCTED BY THE CONTRACTOR AT LOCATIONS WHERE AND IF APPROVED BY THE ENGINEER AT NO ADDITIONAL COMPENSATION.
- THE ENGINEER RESERVES THE RIGHT TO SHIFT THE LOCATION OF CONTRACTOR HAUL AND ACCESS ROUTES AS MAY BE DEEMED NECESSARY FOR THE ORDERLY PROGRESS OF THE OVERALL AIRPORT DEVELOPMENT PROJECT AT NO ADDITIONAL COMPENSATION.
- ANY DAMAGE TO EXISTING ROADWAYS USED AS A HAUL OR ACCESS ROUTE SHALL BE CONSIDERED THE RESPONSIBILITY OF THE CONTRACTOR AND HE SHALL PROMPTLY REPAIR ANY DAMAGED ROADWAYS TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE ENGINEER WITH NO ADDITIONAL COMPENSATION. PRIOR TO BEGINNING THE WORK, THE CONDITION OF APPLICABLE ROADWAYS SHALL BE JOINTLY INSPECTED AND AGREED UPON BY THE CONTRACTOR AND ENGINEER.
- UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL RESTORE ALL GRASSED, GRAVELED AND PAVED AREAS USED FOR HAUL ROADS TO A CLEAN AND NEAT CONDITION ACCEPTABLE TO THE OWNER. THE TERRAIN SHALL BE LEFT IN A SMOOTH, WELL GROOMED, AND GRADED-TO-DRAIN CONDITION INCLUDING THE REFILLING OF ANY HOLES OR DEPRESSIONS OR THE LEVELING OF ANY HOLES AS MAY BE APPLICABLE. THE REFILLED MATERIAL SHALL BE SUITABLE TO THE AREA BEING RESTORED (GRAVEL IF AN EXISTING GRAVEL ROAD IS BEING RESTORED, SOIL IF A TURF AREA IS BEING RESTORED, ETC.). UPON ACCEPTANCE OF A HAUL ROAD RESTORED WITHIN A PREEXISTING TURF AREA, THE CONTRACTOR SHALL SOD THESE AREAS IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE FOR THE CONSTRUCTION, MAINTENANCE, RESTORATION, REPAIR, GRAVELING, SODDING OF HAUL ROADS.
- WORK BY OTHERS: ADDITIONAL CONTRACTORS MAY BE WORKING WITHIN THE LIMITS OF CONSTRUCTION FOR THIS PROJECT. CLOSE COORDINATION OF WORK BETWEEN THE CONTRACTOR AND OTHER WORK IN THE AREA WILL BE REQUIRED. THE CONTRACTOR SHALL COOPERATE WITH THE ENGINEER IN COORDINATING SCHEDULES IN ORDER TO MINIMIZE CONFLICTS AND COMPLETE THE PROJECTS IN A TIMELY MANNER. THE CONTRACTOR SHALL COORDINATE HIS WORK SO AS NOT TO DISRUPT OR INTERFERE WITH WORK BEING ACCOMPLISHED BY OTHER CONTRACTORS. THE ENGINEER RESERVES THE RIGHT TO ADJUST PROJECT LIMITS AS MAY BE DEEMED NECESSARY TO ACCOMMODATE ADJACENT WORK BY OTHERS. ANY SUCH NECESSARY ADJUSTMENT WHICH IMPACTS THE SCHEDULE OF THE CONTRACTOR MAY BE THE BASIS FOR A REQUEST FOR EXTRA TIME. HOWEVER, IT SHALL NOT BE THE BASIS FOR A CLAIM FOR EXTRA COSTS.

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 TUCKER, GA 30084
 OFFICE: (650) 678-0650
 www.avconinc.com

TONIA D. NATION FL LICENSE NO.: 64631 FBPR CERTIFICATE OF AUTHORIZATION NO. 5057	BY NO. DATE REVISION
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SAFETY DURING CONSTRUCTION & PHASING PLAN

BID DOCUMENTS

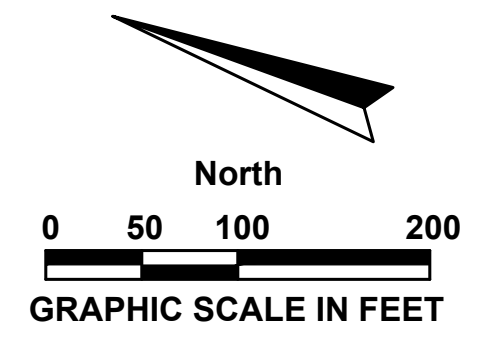
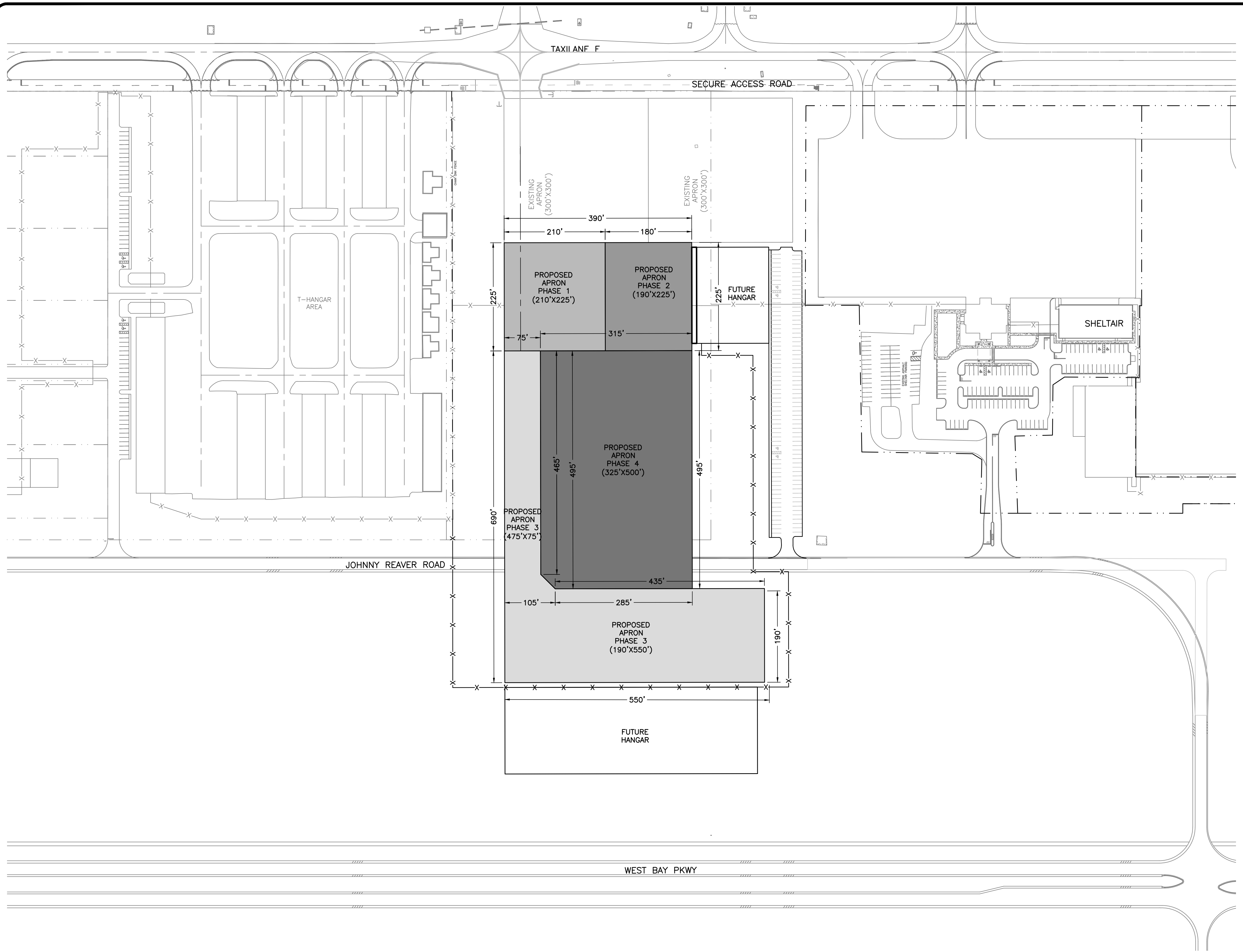
TRANSIENT APRON EXPANSION- PHASE I

PREPARED FOR
 NORTHWEST FLORIDA BEACHES
 INTERNATIONAL AIRPORT

DESIGNED BY: T.N./B.H.
 DRAWN BY: M.A.B.
 CHECKED BY: T.N.
 APPROVED BY: V.L.
 PROJECT NO: 2020.0073.02
 DATE: NOVEMBER 2020

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G-5



LEGEND	
	EXISTING CONDITIONS
	PCC APRON
	FUTURE AIRCRAFT HANGARS



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OVERALL MASTER SITE PLAN
BID DOCUMENTS

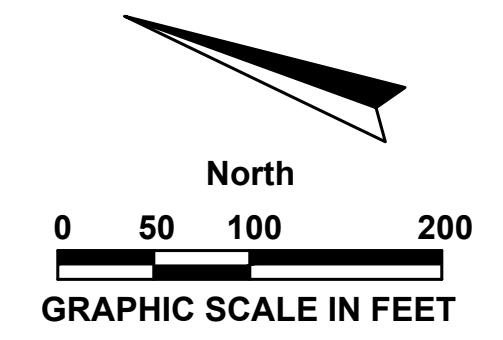
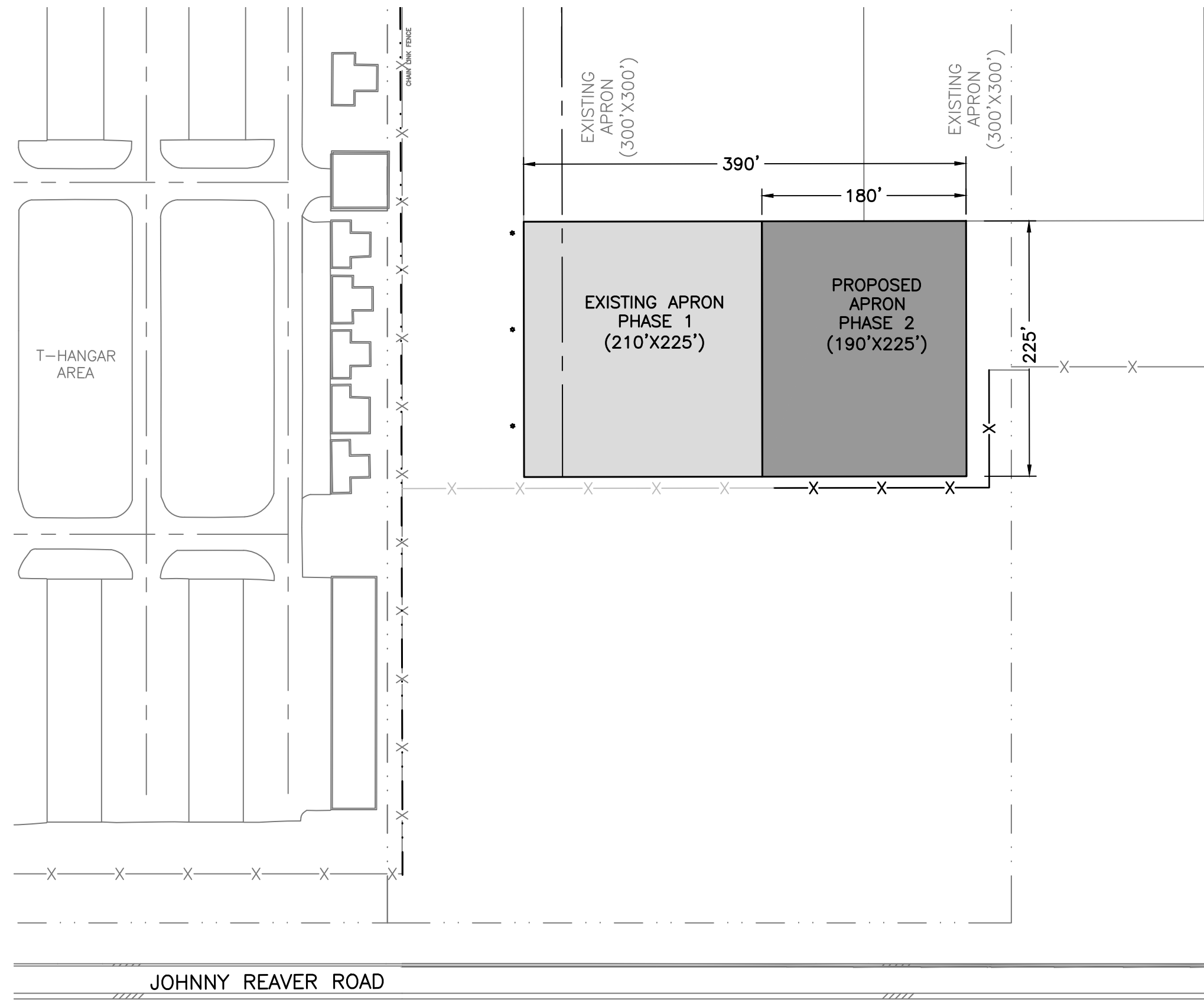
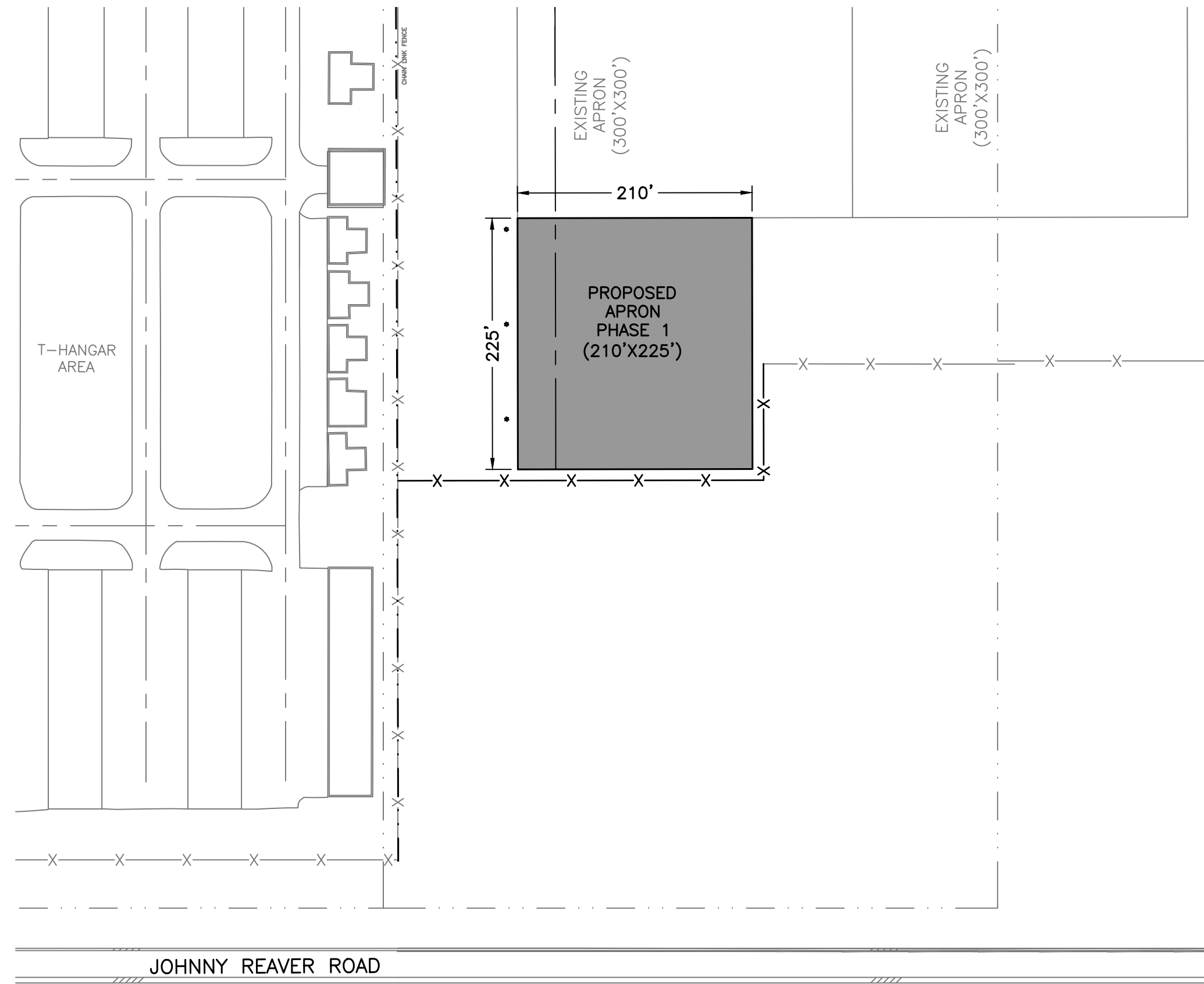
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PREPARED FOR
NORTHWEST FLORIDA BEACHES
INTERNATIONAL AIRPORT

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DRAWN BY: M.A.B.
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APPROVED BY: V.L.
PROJECT NO:2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER
C-1

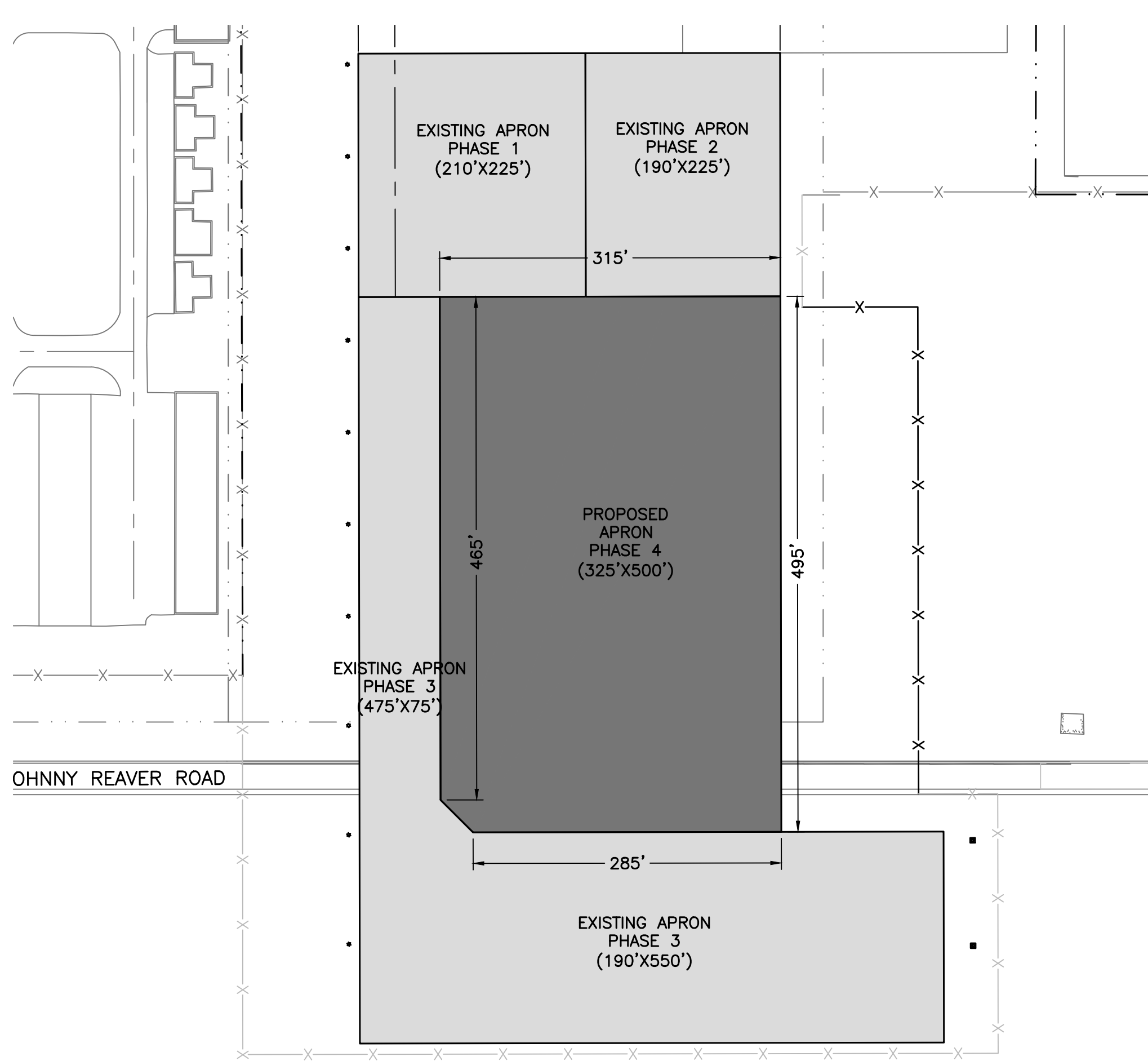
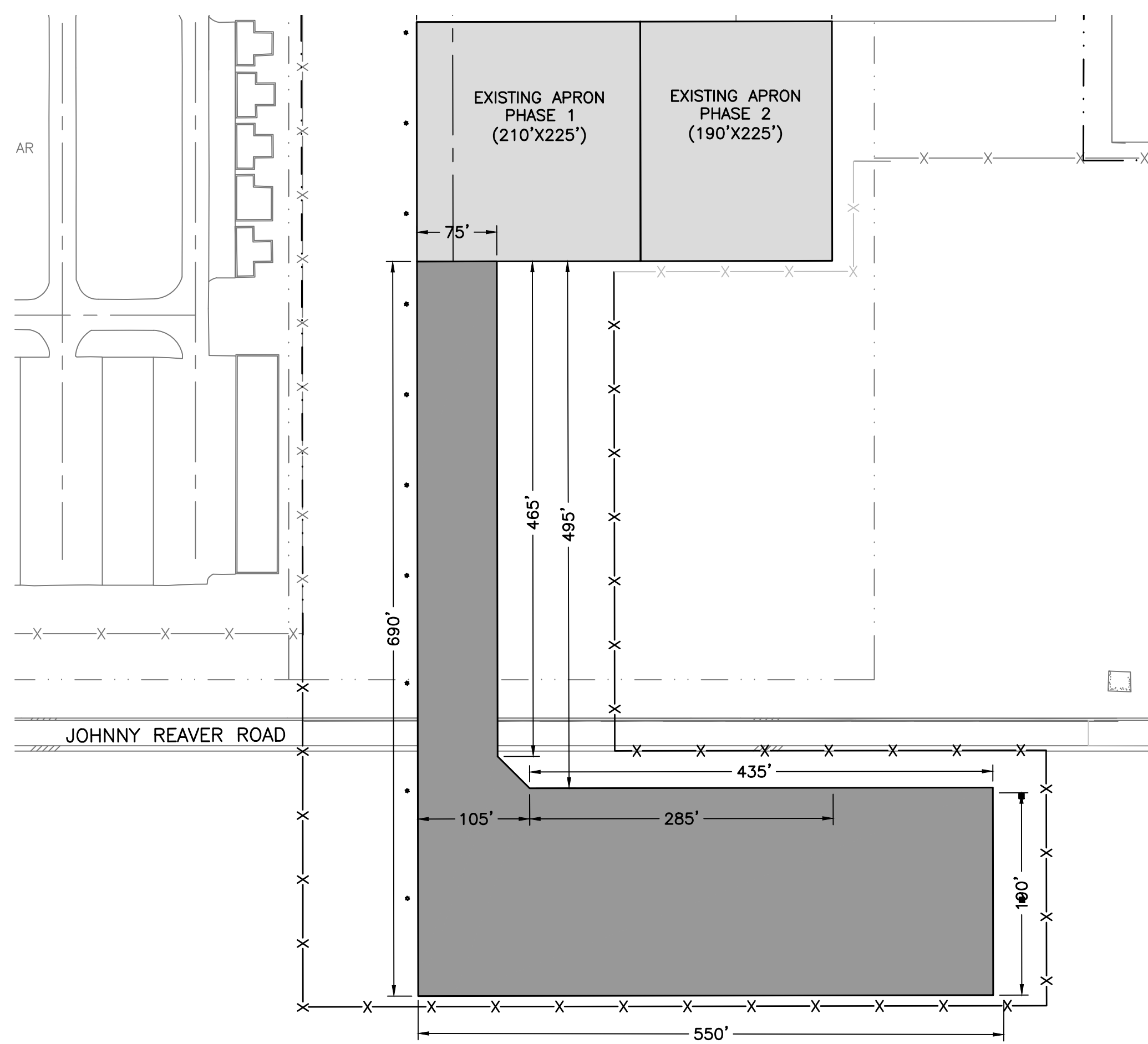
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PHASE 1

PHASE 2



PHASE 3

PHASE 4



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FENCE PHASING PLAN
BID DOCUMENTS

TRANSIENT APRON EXPANSION-PHASE I
PREPARED FOR
NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO: 2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER
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GENERAL NOTES:

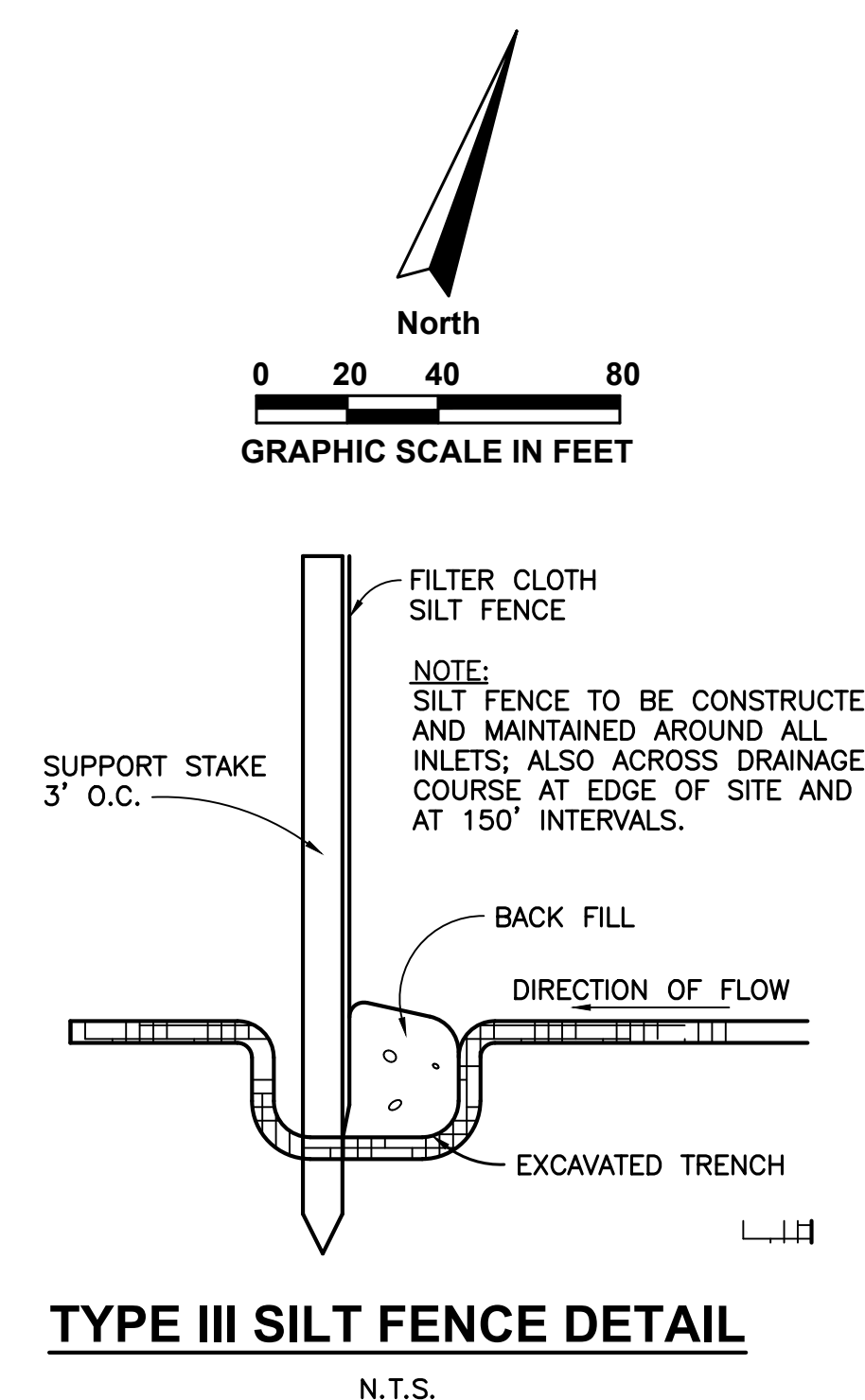
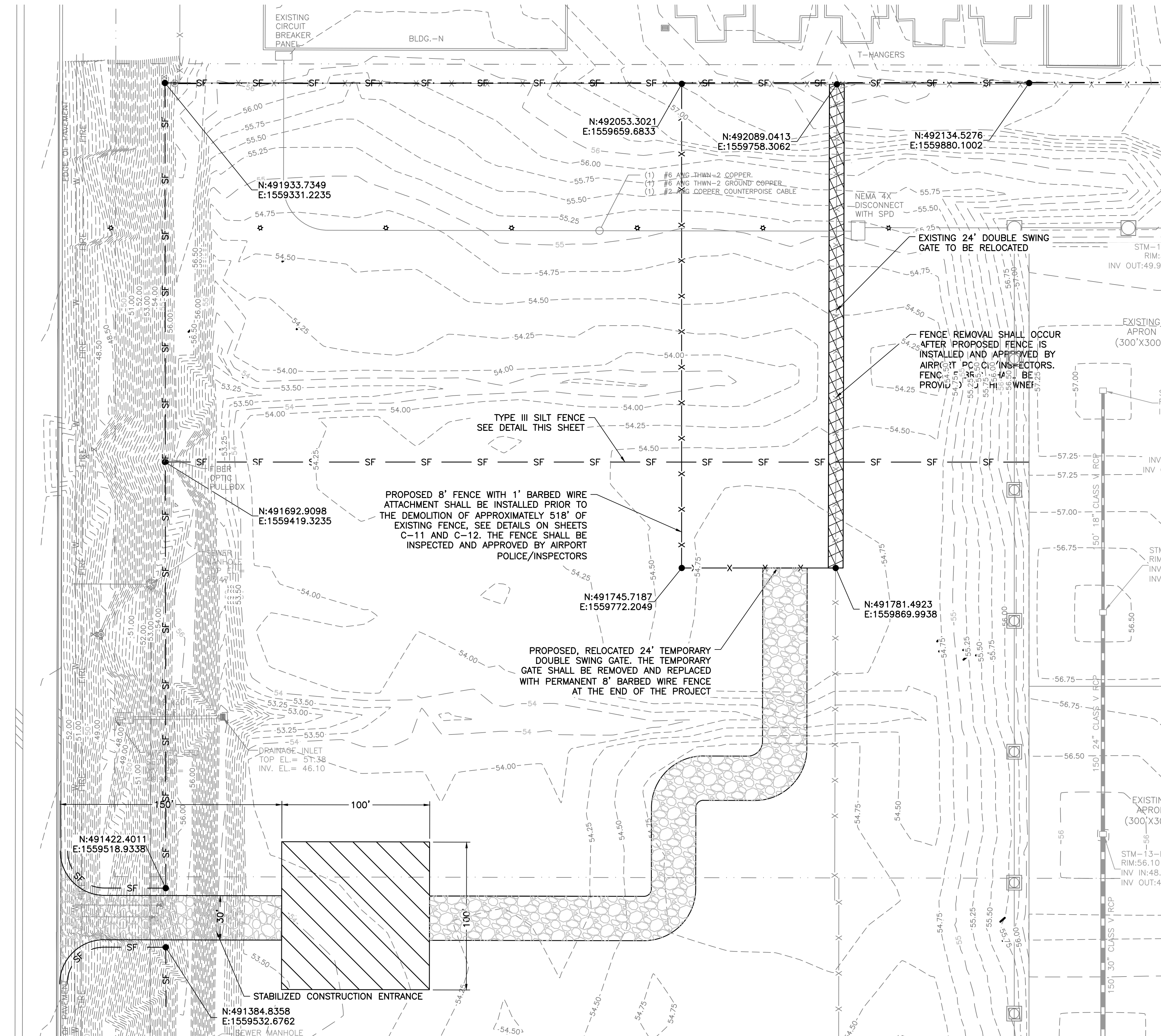
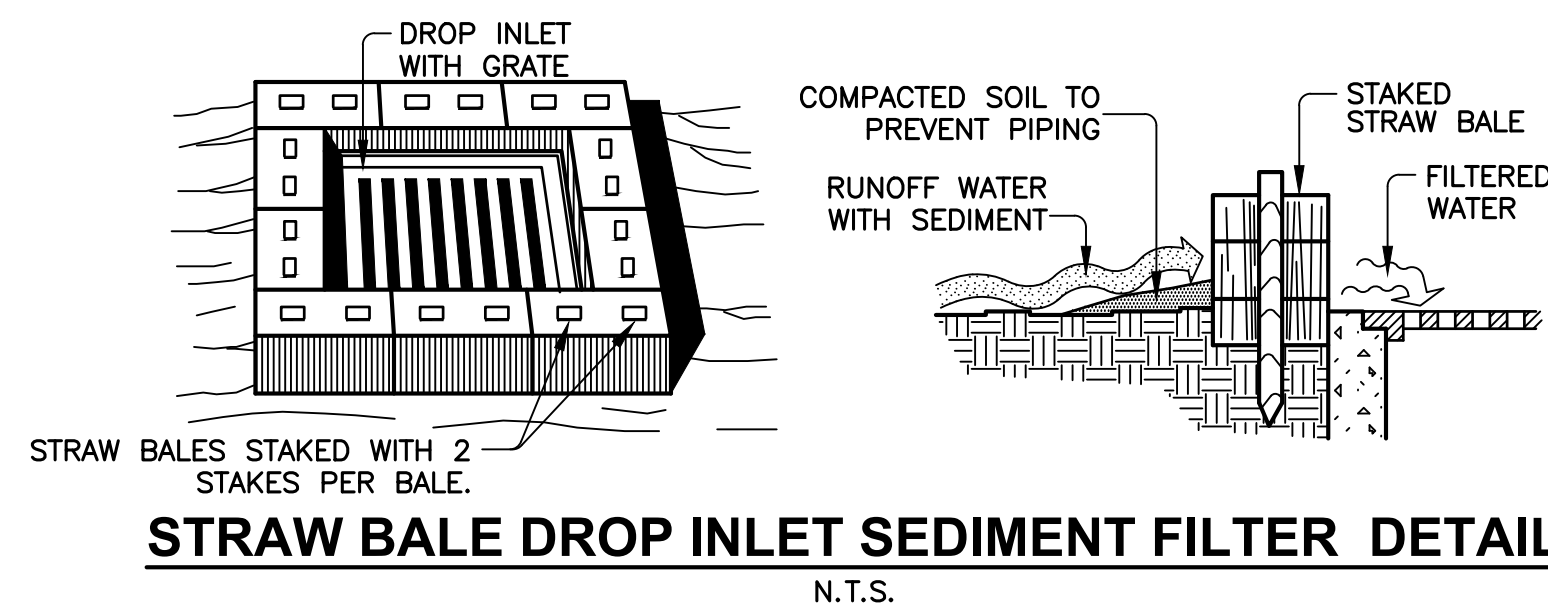
1. ALL SEDIMENT CONTROL MEASURES SHOWN OF THESE PLANS ARE TO BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND SHALL BE CONSTRUCTED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON THE BALANCE OF THE SITE.
2. PERIODIC INSPECTION AND MAINTENANCE OF ALL SEDIMENT CONTROL DEVICES MUST BE PROVIDED TO ENSURE INTENDED PURPOSE IS ACCOMPLISHED AT NO ADDITIONAL COST TO THE OWNER.
3. ALL TEMPORARY EARTH BERMS AND DIVERSIONS ARE TO BE MACHINE COMPACTED AND SODDED FOR TEMPORARY VEGETATIVE COVER WITHIN 10 DAYS AFTER GRADING.
4. AFTER ANY SIGNIFICANT RAINFALL, SEDIMENT CONTROL STRUCTURES WILL BE INSPECTED FOR INTEGRITY, ANY DAMAGED DEVICES SHALL BE CORRECTED IMMEDIATELY AT NO ADDITIONAL COST TO THE OWNER.
5. THE IN PLACE SEDIMENT CONTROL MEASURES WILL BE MAINTAINED ON A CONTINUING BASIS UNTIL THE SITE IS PERMANENTLY STABILIZED AND ALL PERMIT REQUIREMENTS ARE MET.
6. THE CONSTRUCTION OF SWALES SHALL BE PERFORMED PRIOR TO CONSTRUCTION OF IMPERVIOUS AREAS.
7. EXISTING AND PROPOSED INLET OPENINGS IN THE PROJECT SHALL BE COVERED WITH FILTER FABRIC AND SURROUNDED BY TYPE III SILT FENCE ALONG WITH HAY BALES.
8. THE CONTRACTOR SHALL MINIMIZE THE EXTENT OF EXPOSED EARTH AT ONE TIME DURING CONSTRUCTION AND UTILIZE WATERING TRUCKS TO WET THE EARTH DURING DRY MONTHS TO MINIMIZE EROSION DUE TO WIND.
9. UPON COMPLETION OF CONSTRUCTION ALL DISTURBED AREAS, AS A MINIMUM, SHALL BE SEEDED AND MULCHED AND COMPACTED EQUIVALENT TO THAT OF NATIVE SURROUNDING EARTH.
10. CONTRACTOR SHALL NOTIFY THE ENGINEER IF EROSION CONTROL ISSUES DEVELOP ONSITE.
11. SEE DETAILS THIS SHEET FOR EROSION CONTROL.
12. SAW-CUT CLEAN EDGES AND MATCH EXISTING GRADE FOR ALL DEMOLITION TIE-IN LOCATIONS. APPLY TACK COAT ON ALL EDGES PER FDOT 300. SEE SHEET C-9 FOR DOUBLE SAW CUT ASPHALT DEMOLITION DETAIL.
13. STRIPPINGS (6" DEPTH) INTENDED FOR USE AS TOPSOIL PER FDOT 987.
14. SAW CUT MIN 2 FOOT BACK OR PER FLEX BUTT JOINT DETAIL, TYPICAL PAVEMENT SECTION AND DETAILS SHEET(S), WHICHEVER IS GREATER. BUTT JOINT REQUIRES TACK AND CLEAN SAW CUT FOR THE FULL LENGTH OF THE TIE-IN.
15. CONTRACTOR SHALL PROTECT EXISTING SIGNS TO ENSURE THEY ARE NOT DAMAGED DURING CONSTRUCTION. IF SIGNS ARE DAMAGED THEY SHALL BE REPLACED BY CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
16. CONTRACTOR SHALL BE REQUIRED TO CLEAN EXISTING DRAINS AND PIPES. ALL PIPES AND DRAINS SHALL BE FREE FROM DIRT AND DEBRIS PRIOR TO OWNER ACCEPTING THE PROJECT.
17. THE DEMOLISHED AOA FENCE IS THE PROPERTY OF THE OWNER AND SHALL BE NEATLY ROLLED AND TIED PRIOR TO TURNING OVER TO THE AIRPORT. LOCATION OF DELIVERY ON PROPERTY TO BE DETERMINED BY THE OWNER.

GENERAL SURVEY NOTES

1. THIS IS NOT A BOUNDARY SURVEY.
2. STATE PLANE COORDINATES ARE RELATIVE TO THE NORTH AMERICAN DATUM, ADJUSTMENT OF 1983 (NAD'83)(2011)(EPOCH:2010.0000), AS DETERMINED BY STATIC GPS OBSERVATIONS POST-PROCESSED THROUGH NGS ONLINE POSITIONING USER SYSTEM (OPUS).
3. ALL DISTANCES ARE IN U.S. SURVEY FEET.
4. THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
5. BY LAW, ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
6. ALL ELEVATIONS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM, ADJUSTMENT OF 1988 (NAVD'88).
7. BASE BENCHMARK: FLORIDA DEPARTMENT OF NATURAL RESOURCES BENCHMARK # BAY 28, HAVING A PUBLISHED ELEVATION OF 20.94 (NAVD'88).

SPECIAL UTILITY NOTE:

THE CONTRACTOR SHALL COORDINATE UTILITY LOCATES WITH AIRPORT 2 WEEKS PRIOR TO DIGGING. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES WITHIN THE PROJECT LIMITS. PRIOR TO ANY EXCAVATION OR DEMOLITION, THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE (RETURN RECEIPT REQUESTED) TO EACH OF THE UTILITY COMPANIES AFFECTED BY THE PROJECT, ALONG WITH THE VARIOUS DEPARTMENTS OF FLORIDA SUNSHINE ONE CALL AS PRESCRIBED BY STATE LAW. THE CONTRACTOR SHALL PROVIDE THE OWNER AND THE OWNER'S REP WITH A COPY OF THE RECEIPT OF SAID WRITTEN NOTIFICATION TO EACH OF THE UTILITY COMPANIES OR BAY COUNTY DEPARTMENTS. THIS REQUIREMENT IS IN ADDITION TO ANY OTHER STATE LAWS REGARDING PUBLIC NOTIFICATION PRIOR TO EXCAVATION.



- EROSION NOTES:**
1. EROSION PROTECTION: SOIL EROSION SEDIMENTATION MUST BE CONTROLLED AND RETAINED ON SITE DURING CONSTRUCTION. THEREFORE, EROSION PROTECTION, SUCH AS STAKED BALED HAY AND SILT FENCE BARRIERS, MUST BE INSTALLED PRIOR TO START OF CONSTRUCTION.
 2. SILT FENCE BARRIER SHALL BE INSTALLED AS SHOWN ON PLANS, AND IN ALL AREAS SUBJECT TO SOIL EROSION SEDIMENTATION.
 3. STORMWATER DETENTION AREAS SHALL BE SODDED.
 4. GRADES AT CURBS ARE AT FLOWLINE.
 5. SEE SHEETS C-6, C-7, C-8 FOR SILT FENCE LOCATIONS.

CALL 2 WORKING DAYS BEFORE YOU DIG **811**
IT'S THE LAW! DIAL 811 Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

LEGEND

	DEMO
	STAGING AREA
	EXISTING PAVEMENT
	EXISTING FENCE TO REMAIN
	TYPE III SILT FENCE
	PROPOSED FENCE
	PROPOSED PROJECT LIMITS

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ZHA

AVCON

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TONIA D. NATION
FL LICENSE NO.: 64631
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EXISTING CONDITIONS
DEMOLITION &
EROSION CONTROL
PLAN

TRANSIENT APRON
EXPANSION-PHASE I

PREPARED FOR
NORTHWEST FLORIDA BEACHES
INTERNATIONAL AIRPORT

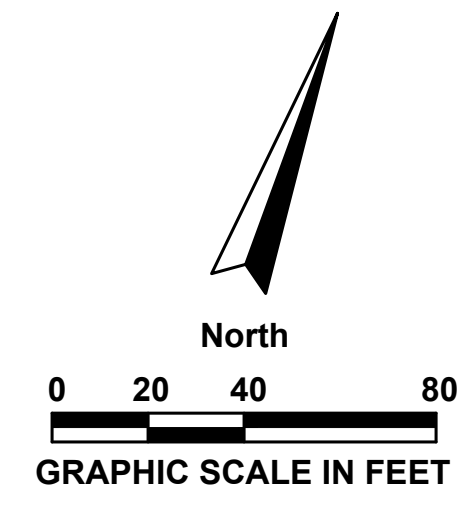
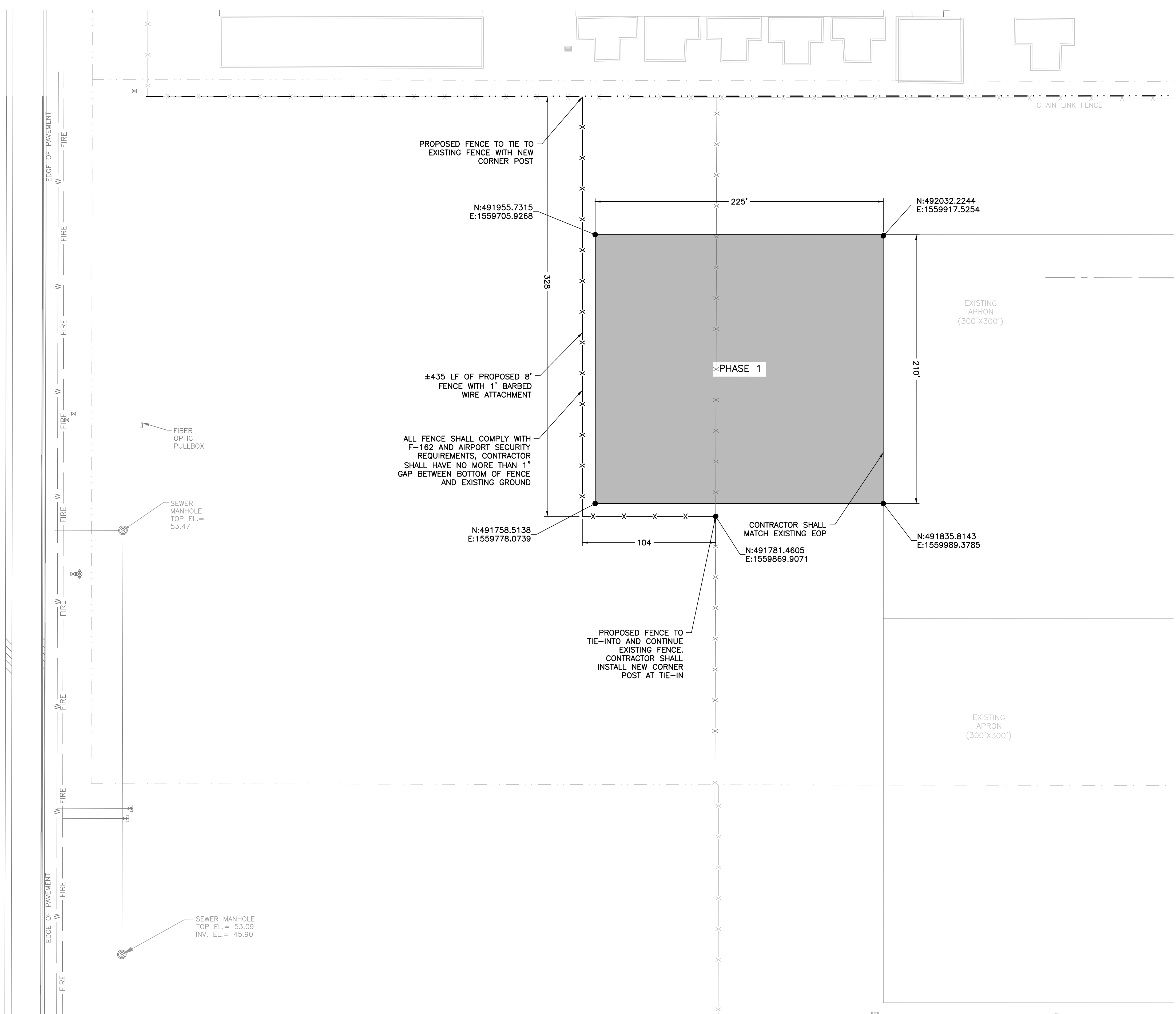
DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO: 2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER
C-3

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LEGEND	
	EXISTING CONDITIONS
	EXISTING FENCE LINE
	PROPOSED FENCE LINE
	PARCEL BOUNDARY
	TRANSIENT APRON PCC 14" P-501 PCC PAVEMENT 5" P-403 ASPHALT BASE 12" P-154 STABILIZED SUBBASE



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SITE & GEOMETRY PLAN
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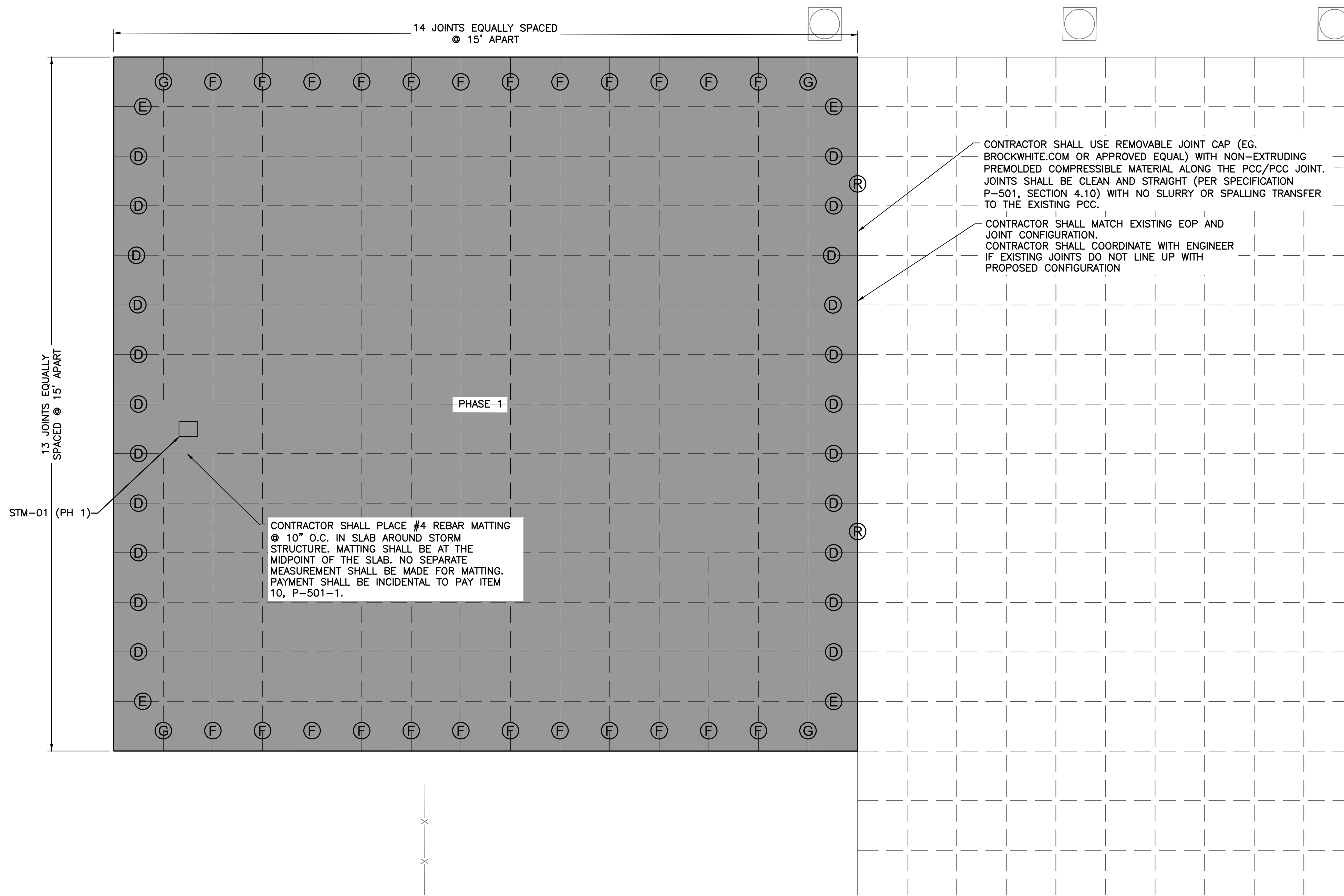
TRANSIENT APRON EXPANSION- PHASE I
PREPARED FOR
NORTHWEST FLORIDA BEACHES
INTERNATIONAL AIRPORT

DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO: 2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER
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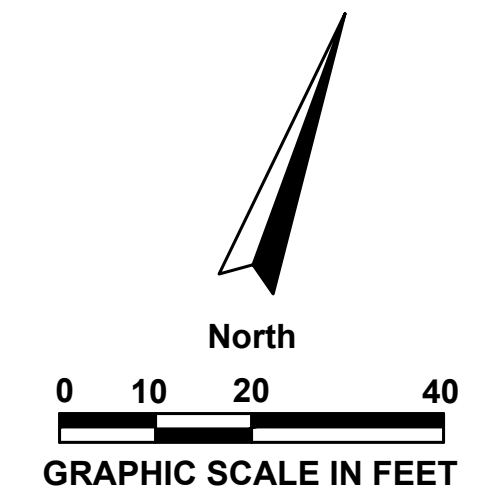
JOINT LAYOUT PLAN

JOINT NOTES:

- COLD APPLIED SEALANTS:** A BACKER ROD SHALL BE INSTALLED AS SHOWN ON THE PLANS AND THE PRIMER SHALL BE APPLIED IN THE CORRECT SEQUENCE IN ACCORDANCE WITH THE SEALANT MANUFACTURER'S INSTRUCTIONS PRIOR TO PLACEMENT OF THE JOINT SEALER. THE SEALANT SHALL BE APPLIED IN CONTINUOUS OPERATION WITH AN APPROVED MECHANICAL DRIVE THAT WILL FORCE THE SEALANT TO THE BOTTOM OF THE JOINT AND COMPLETELY FILL THE JOINT WITHOUT SPILLING THE MATERIAL ON THE SURFACE OF THE PAVEMENT AND SHALL ADHERE TO THE CONCRETE AND BE FREE OF VOIDS. THE SEALANT SHALL THEN BE TOOLED WITH AN APPROPRIATE TOOL TO PRODUCE A SLIGHTLY CONCAVE SURFACE APPROXIMATE 3/8" BELOW THE SURFACE. TOOLING SHALL BE ACCOMPLISHED BEFORE A SKIN FORMS ON THE SURFACE, USUALLY WITHIN TEN MINUTES OF APPLICATION. THE SEALANT SHALL BE TOOLED IN BOTH DIRECTIONS TO ENSURE A VOID-FREE INSTALLATION. SEALANT WHICH DOES NOT BOND TO THE SURFACE OF THE JOINT WALLS, CONTAINS VOIDS, OR FAILS TO SET TO A TACK-FREE CONDITION, WILL BE REJECTED AND REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST. BEFORE SEALING THE JOINTS THE CONTRACTOR SHALL DEMONSTRATE THAT THE EQUIPMENT AND PROCEDURES FOR PREPARING, MIXING, AND PLACING THE SEALANT WILL PRODUCE A SATISFACTORY JOINT SEAL. THIS SHALL INCLUDE THE PREPARATION OF TWO SMALL BATCHES AND THE APPLICATION OF THE RESULTING MATERIAL.
- A MANUFACTURER'S REPRESENTATIVE(S) IS TO CONDUCT THE DEMONSTRATION(S), TRAIN THE CONTRACTOR'S PERSONNEL, AND ENSURE THE INSTALLATION PROCEDURES ARE IN ACCORDANCE WITH THE MANUFACTURER'S DIRECTIONS PRIOR TO THE START OF THE SEALING OPERATIONS. THE REPRESENTATIVE(S) SHALL VISIT THE JOB-SITE AT LEAST ONE (1) TIME DURING THE SEALING OPERATION FOR EACH TYPE OF SEALANT, AND AFTER THE SEALING IS COMPLETE. THE REPRESENTATIVE IS TO CONDUCT A GENERAL INSPECTION OF THE WORK AND PERFORM MORE EXTENSIVE INSPECTIONS AND/OR TESTING ON A RANDOM BASIS TO REASONABLY ASSURE THAT THE CONSTRUCTION IS IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDED CONSTRUCTION METHODS AND PROCEDURES. A REPORT OUTLINING THE FINDINGS IS TO BE SUBMITTED AT THE COMPLETION OF THE INSPECTION.
- IN ORDER TO ENSURE THAT SUPERIOR WORKMANSHIP IS ACHIEVED THROUGHOUT THE CONTRACT, THE CONTRACTOR SHALL BE REQUIRED TO CONSTRUCT A TEST SECTION PER CREW ON A PORTION OF THE CONTRACT SITE PRIOR TO COMMENCING THE CONTRACT WORK IN ORDER TO EVALUATE WORKMANSHIP OF EACH OF THE CONTRACTOR'S CREWS. IF THE TEST SITES ARE COMPLETED TO THE SATISFACTION OF THE OAR, THE CONTRACTOR SHALL THEN RECEIVE NOTICE TO PROCEED WITH THE APPROVED CREWS FOR THE REMAINDER OF THE CONTRACT WORK. HOWEVER, TO MAINTAIN AN ACCEPTABLE LEVEL OF PRODUCTIVITY, THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN THE SAME CREW MEMBERS PER CREW WHO PERFORMED WORK IN THE TEST AREA TOGETHER THROUGHOUT THE DURATION OF THE CONTRACT. IF ANY PERSONNEL CHANGES ARE ANTICIPATED BY THE CONTRACTOR, EITHER REDUCING THE WORK FORCE OR CHANGING SPECIFIC INDIVIDUALS, THE OWNER'S AUTHORIZED REPRESENTATIVE IS TO BE NOTIFIED. IF, AT ANY POINT DURING THE CONSTRUCTION PERIOD AFTER A PERSONNEL CHANGE HAS BEEN MADE, THE OAR BELIEVES THE WORKMANSHIP HAS DIMINISHED, THE CREW SHALL BE ORDERED TO HALT ALL CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL THEN BE REQUIRED TO REINSTATE THE ORIGINAL WORK CREW OF SET-UP WITH THE PROJECT MANAGER TO PERFORM IN ANOTHER TEST AREA TO RE-QUALIFY THE NEW CREW. A NEW TEST AREA WILL THEN BE DEVELOPED BY THE OWNER'S AUTHORIZED REPRESENTATIVE. UPON A SUCCESSFUL EVALUATION OF THE NEW TEST AREA, THE EVALUATED CREW MAY PROCEED WITH THE CONTRACT CONSTRUCTION.

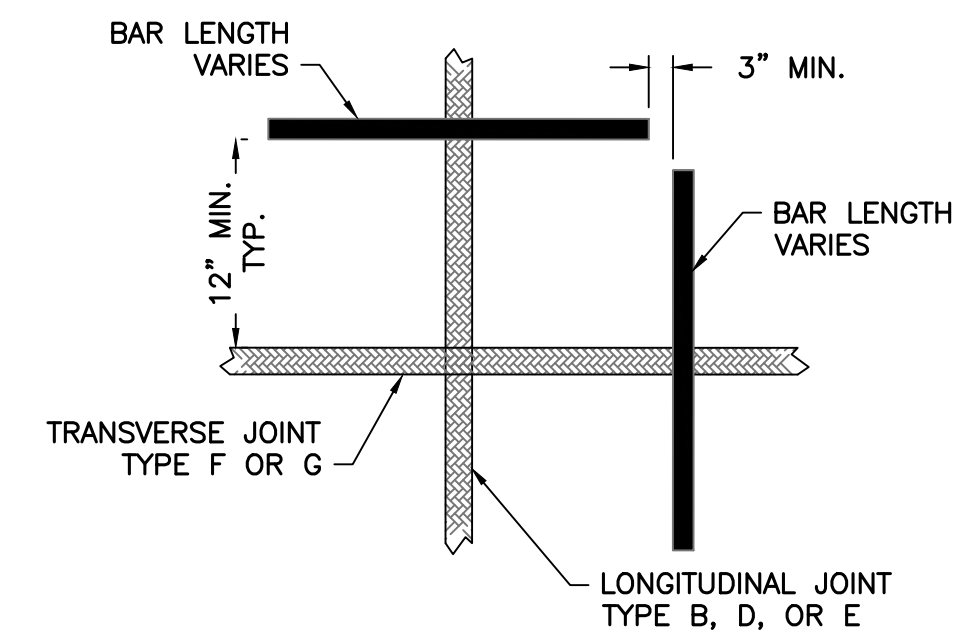
NOTE:

- CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD PRIOR TO PLACING CONCRETE TO INSPECT THE PCC/PROPOSED PCC JOINTS PRIOR TO PCC PLACEMENT.

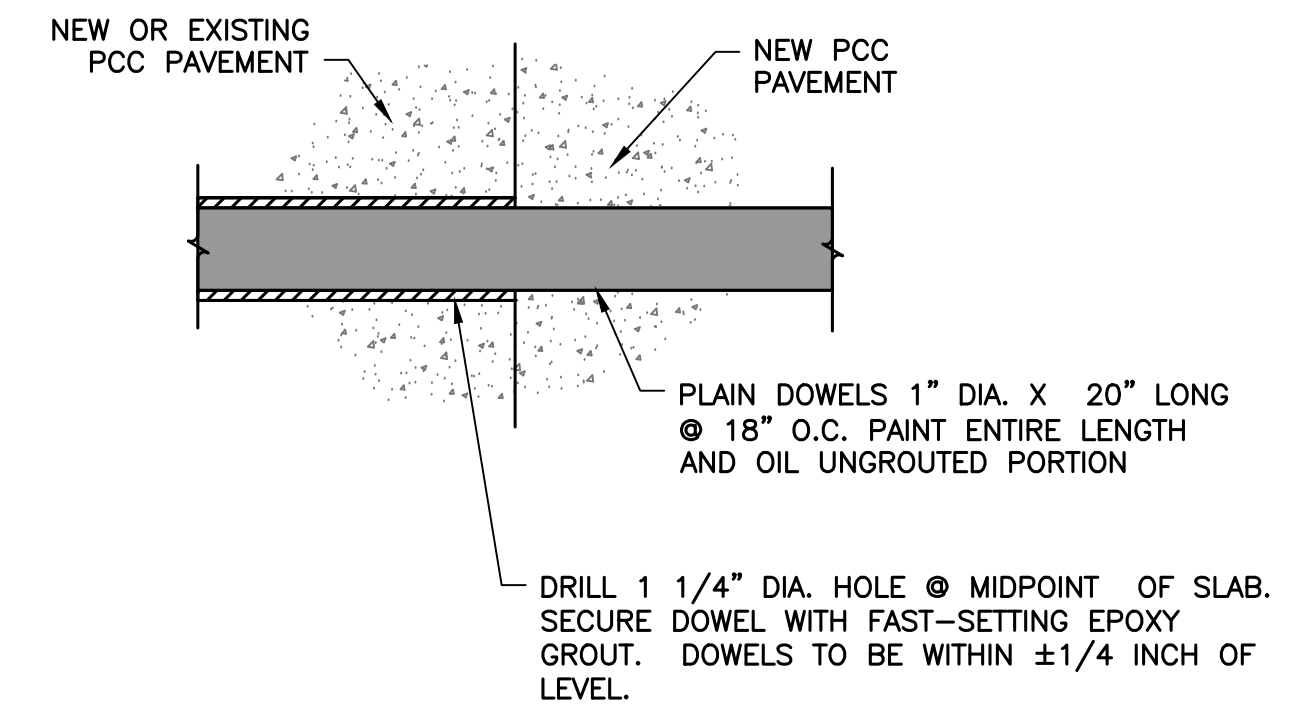


LEGEND

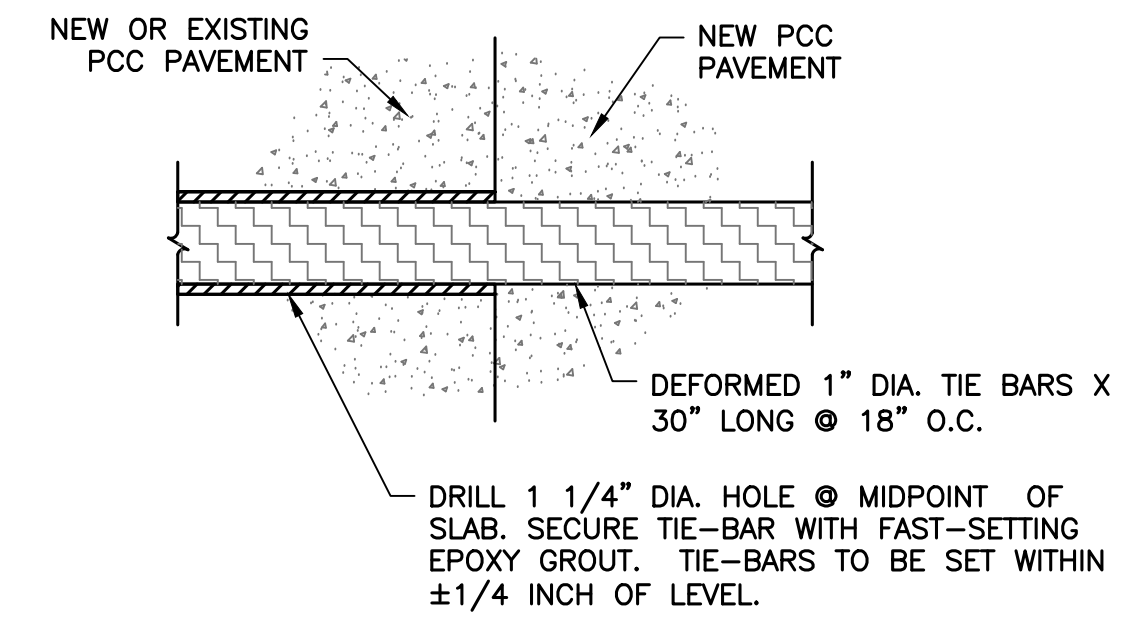
	EXISTING CONDITIONS
	TYPE D DOWELED OR TYPE E DEFORMED DOWELED LONGITUDINAL CONSTRUCTION JOINT
	TYPE F DOWELED OR TYPE G DEFORMED DOWELED TRANSVERSE CONTRACTION JOINT
	TYPE R PCC TO PCC JOINT
	14" P-501 PCC



POSITION OF DOWELS AT EDGE OF JOINT
N.T.S.



DOWEL DETAIL
N.T.S.



TIE-BAR DETAIL
N.T.S.



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JOINT LAYOUT PLAN

BID DOCUMENTS

TRANSIENT APRON EXPANSION-PHASE I

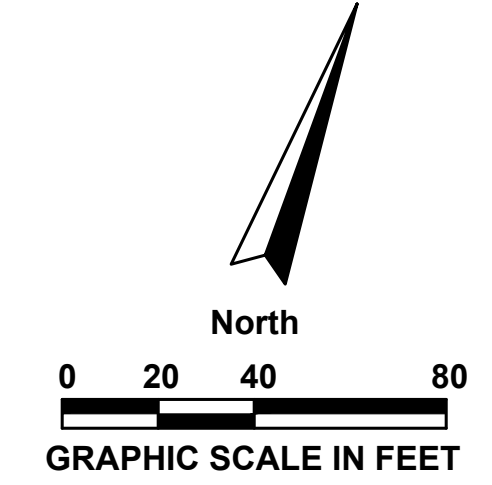
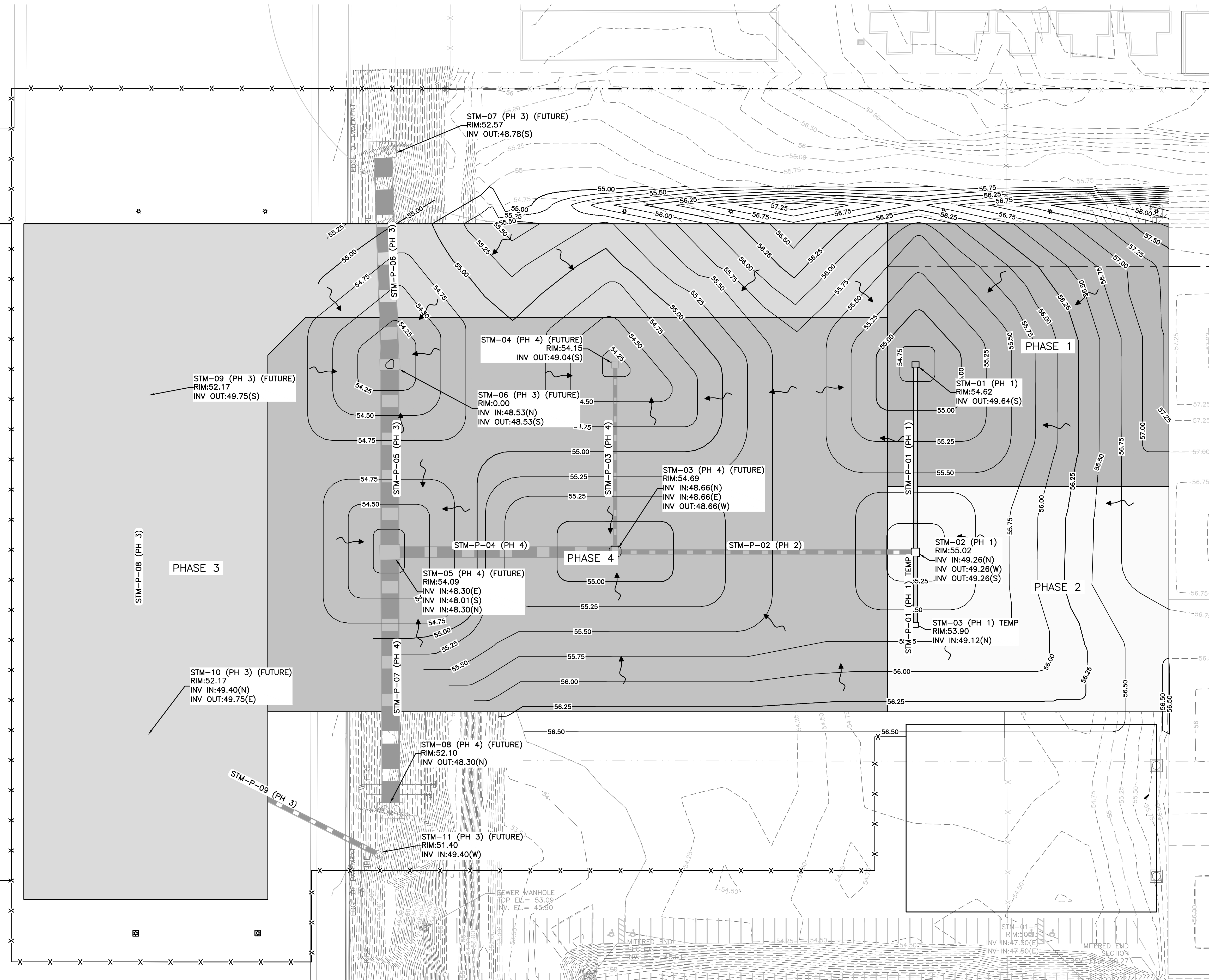
PREPARED FOR
NORTHWEST FLORIDA BEACHES INTERNATIONAL AIRPORT

DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO: 2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER
C-5

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GRADING AND DRAINAGE NOTES:

- SIDE SLOPES OF ALL SWALES AND PONDS SHALL BE NO STEEPER THAN 4:1. (MAX).
- CONTRACTOR SHALL INSTALL SILT FENCE PRIOR TO COMMENCING IN ANY CONSTRUCTION ACTIVITIES AND MAINTAIN SILT FENCE THROUGHOUT CONSTRUCTION.
- CONTRACTOR SHALL NOTIFY THE ENGINEER IF EROSION CONTROL ISSUES DEVELOP ONSITE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR EROSION CONTROL MEASURES ON SITE 24 HOURS A DAY THROUGHOUT CONSTRUCTION.
- CONTRACTOR SHALL PROVIDE AND MAINTAIN INLET PROTECTION THROUGHOUT CONSTRUCTION SEE SHEET C-8 FOR DETAIL.
- ALL DISTURBED AREAS (INCLUDING RE-GRADED AREA) SHALL BE RETURNED TO ORIGINAL CONDITION.
- ALL SUITABLE MATERIAL EXCAVATED SHALL BE USED IN THE FORMATION OF EMBANKMENTS OR PLACED IN STOCKPILES FOR FUTURE USE IN ACCORDANCE WITH THE PLANS AND AS DIRECTED BY THE ENGINEER. UNSUITABLE MATERIAL EXCAVATED SHALL BE DISPOSED OF BY THE CONTRACTOR AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- UNSUITABLE OR UNSTABLE MATERIALS ENCOUNTERED IN THE SUBGRADE PREPARATION SHALL BE UNDERCUT AND STABILIZED AS SPECIFIED IN THE PROJECT SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL ALWAYS OBTAIN ENGINEER AUTHORIZATION PRIOR TO BEGINNING ANY UNDERCUT EXCAVATION OPERATIONS. UPON COMPLETION OF THE UNDERCUT AND ACCEPTANCE OF THE RESULTING STABLE SUBGRADE BY THE ENGINEER, THE CONTRACTOR SHALL SURVEY THE BOTTOM OF THE UNDERCUT AREA FOR THE PURPOSES OF ESTABLISHING PAYMENT QUANTITIES.
- EXCAVATION LIKELY TO DISLOCATE, DAMAGE, OR IMPAIR THE STRENGTH OF OTHER STRUCTURES ALREADY IN PLACE SHALL BE DONE ONLY AFTER ADEQUATE PROTECTION HAS BEEN PROVIDED FOR THE IN-PLACE STRUCTURES.
- CONTRACTOR SHALL GRADE ALL AREAS AS INDICATED OR DIRECTED BY OWNER. FILL SHALL BE BROUGHT TO FINISH GRADES AS SHOWN AND SHALL BE GRADED TO DRAIN WATER AWAY FROM STRUCTURES.
- ALL LENGTHS OF PIPES SHOWN ARE SLOPED ONLY. DRAINAGE, ENDWALLS, AND PIPES SHALL BE CONSTRUCTED TO CONFORM WITH THE LOW POINTS AND OTHER PERTINENT FEATURES.
- CONTRACTOR SHALL PROMOTE POSITIVE DRAINAGE TOWARDS INLETS, NO "BIRD BATHS" OR PONDING SHALL BE ACCEPTED.
- UNPAVED AREAS SHALL BE GRADED TO PROMOTE POSITIVE DRAINAGE TO THE STORMWATER RETENTION AREA OR ASSOCIATED INLET.

LEGEND	
	PROPOSED CONTOURS
	EXISTING CONTOURS
	PROPOSED STORM PIPES
	PROPOSED STORM PIPES (FUTURE)
	DRAINAGE FLOW ARROW
	PROPOSED SPOT ELEVATION
	PROPOSED PAVEMENT
	TAXIWAY SAFETY AREA (TSA)



TONIA D. NATION
 FL LICENSE NO.: 64631
 FBPR CERTIFICATE OF
 AUTHORIZATION NO. 5057

NO.	DATE	REVISION	BY

**GRADING & DRAINAGE
 MASTER PLAN**

BID DOCUMENTS

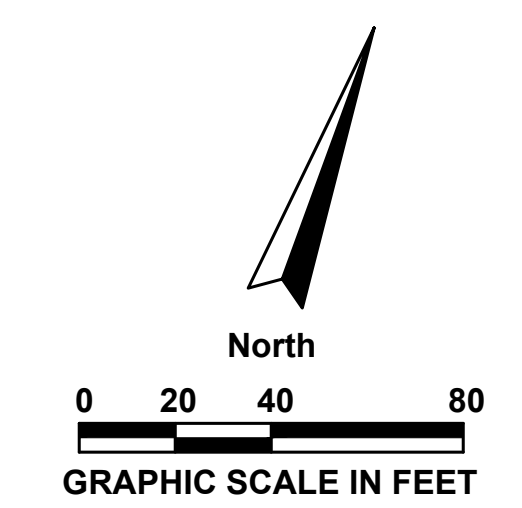
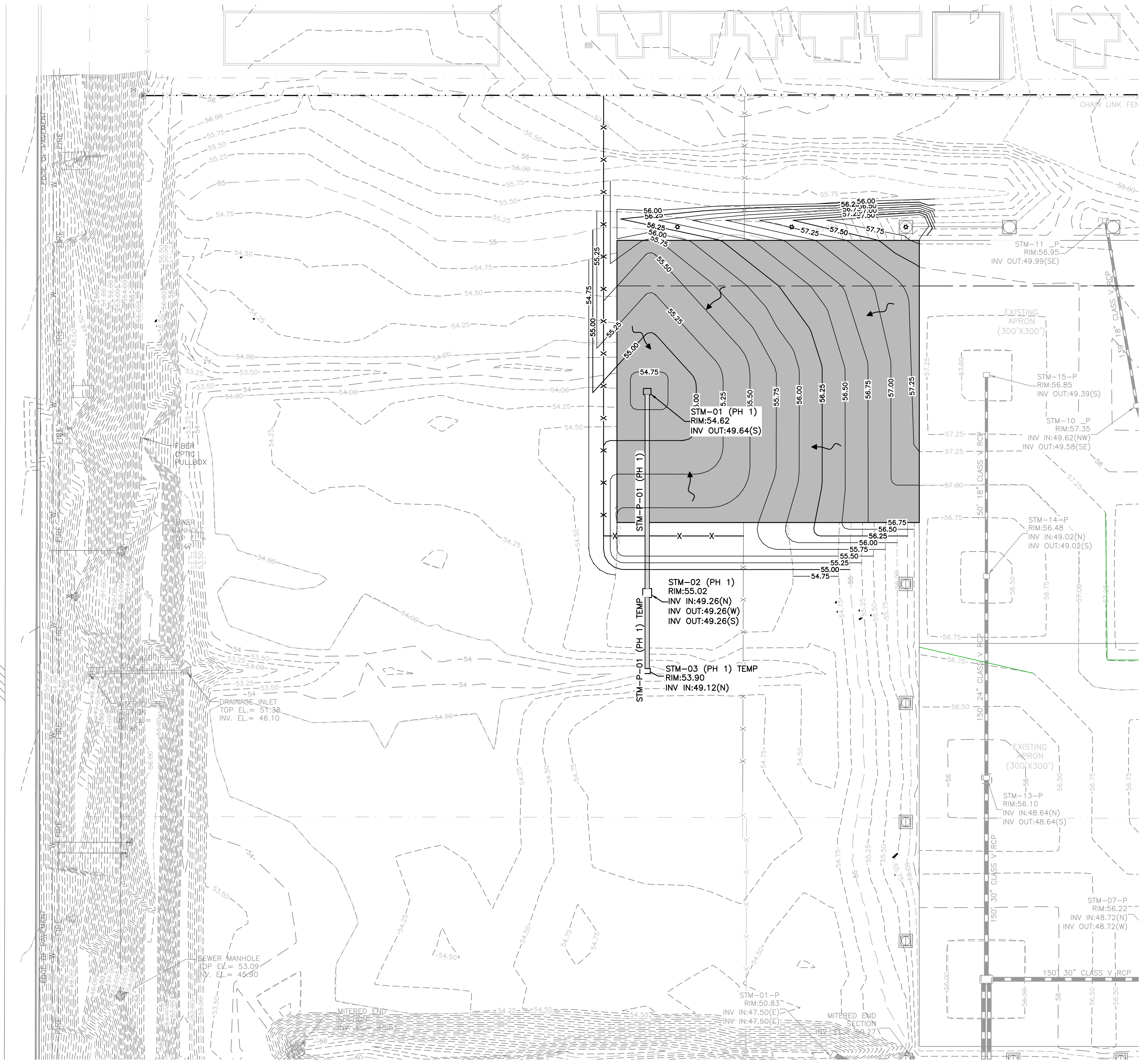
**TRANSIENT APRON
 EXPANSION-PHASE I**

PREPARED FOR
 NORTHWEST FLORIDA BEACHES
 INTERNATIONAL AIRPORT

DESIGNED BY: T.N./B.H.
 DRAWN BY: M.A.B.
 CHECKED BY: T.N.
 APPROVED BY: V.L.
 PROJECT NO: 2020.0073.02
 DATE: NOVEMBER 2020

SHEET NUMBER
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- CONTRACTOR SHALL PROVIDE AND MAINTAIN INLET PROTECTION THROUGHOUT CONSTRUCTION SEE SHEET C-2 FOR DETAIL.
- ALL DISTURBED AREAS (INCLUDING RE-GRADED AREA) SHALL BE RETURNED TO ORIGINAL CONDITION.
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- CONTRACTOR SHALL GRADE ALL AREAS AS INDICATED OR DIRECTED BY OWNER. FILL SHALL BE BROUGHT TO FINISH GRADES AS SHOWN AND SHALL BE GRADED TO DRAIN WATER AWAY FROM STRUCTURES.
- ALL LENGTHS OF PIPES SHOWN ARE SCALED ONLY. DRAINAGE, ENDWALLS, AND PIPES SHALL BE CONSTRUCTED TO CONFORM WITH THE LOW POINTS AND OTHER PERTINENT FEATURES.
- CONTRACTOR SHALL PROMOTE POSITIVE DRAINAGE TOWARDS INLETS, NO "BIRD BATHS" OR PONDING SHALL BE ACCEPTED.
- UNPAVED AREAS SHALL BE GRADED TO PROMOTE POSITIVE DRAINAGE TO THE STORMWATER RETENTION AREA OR ASSOCIATED INLET.

LEGEND	
	PROPOSED CONTOURS
	EXISTING CONTOURS
	PROPOSED STORM PIPES
	DRAINAGE FLOW ARROW
	PROPOSED SPOT ELEVATION
	PROPOSED PAVEMENT
	TSA
	TAXIWAY SAFETY AREA (TSA)

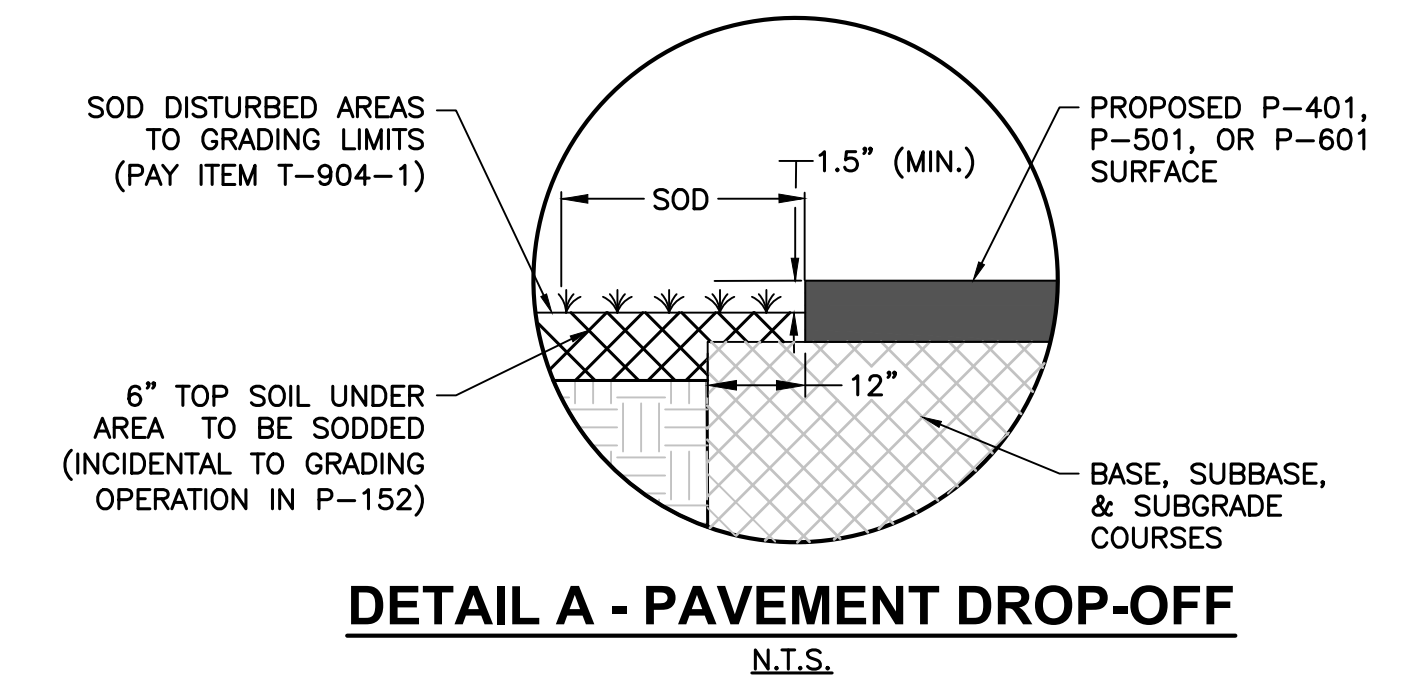
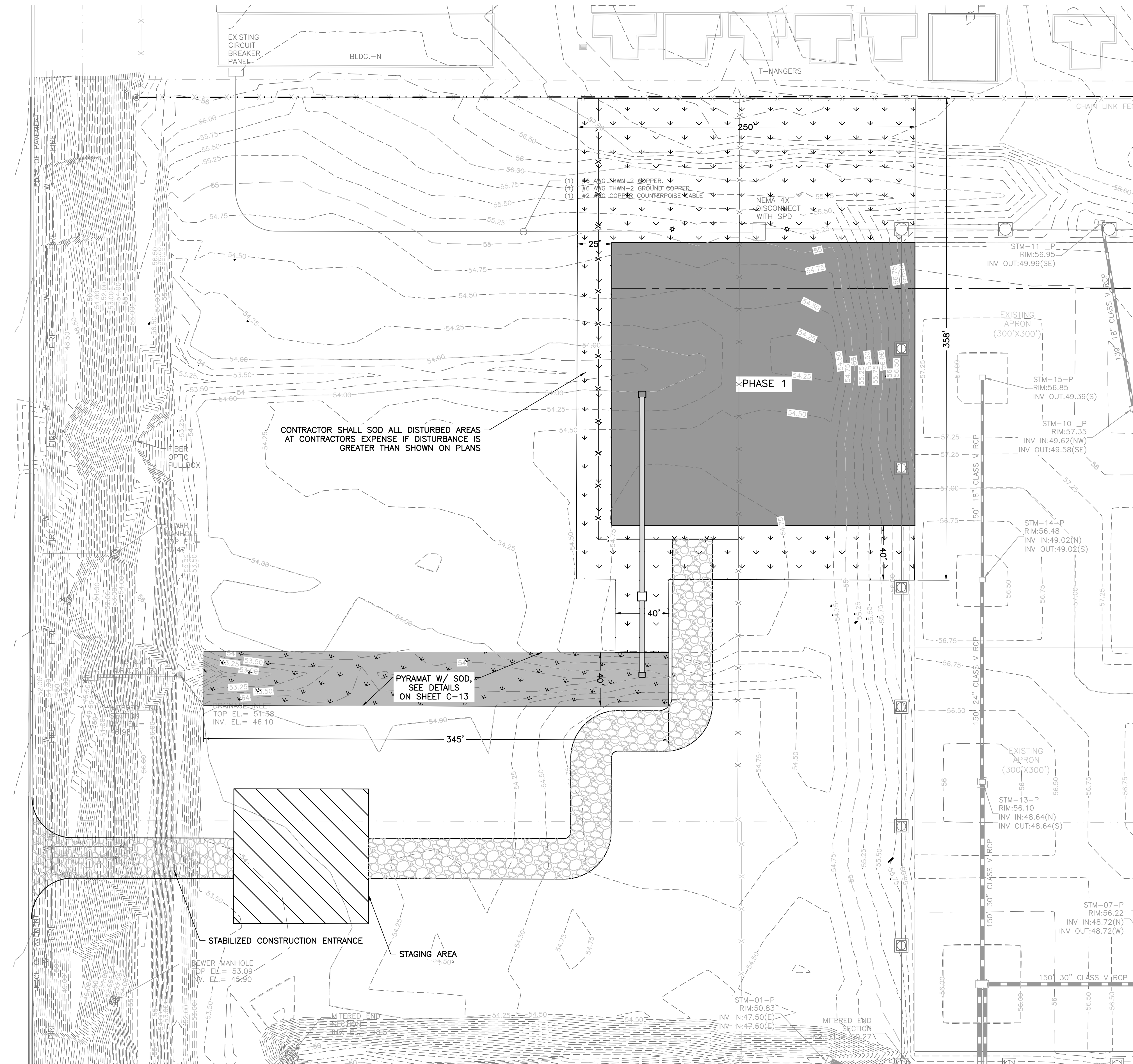
TONIA D. NATION
FL LICENSE NO.: 64631
FBPR CERTIFICATE OF
AUTHORIZATION NO. 5057

NO.	DATE	REVISION	BY

TRANSIENT APRON EXPANSION-PHASE I
BID DOCUMENTS

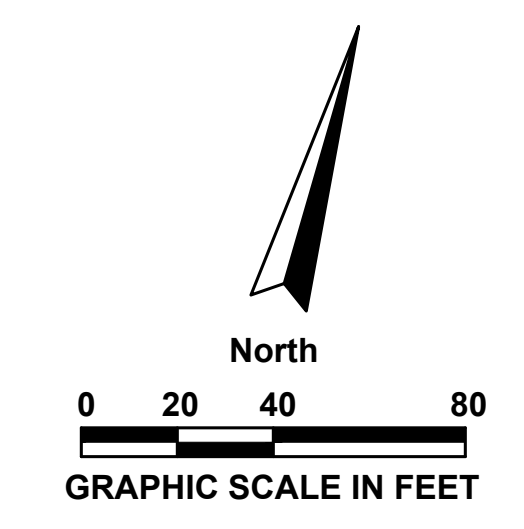
PREPARED FOR
NORTHWEST FLORIDA BEACHES
INTERNATIONAL AIRPORT
DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO: 2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER
C-7



GENERAL NOTES:

- SOD SHALL BE CERTIFIED TO BE FREE OF MILLET SEED AND NOXIOUS WEEDS BY THE FLORIDA DEPARTMENT OF AGRICULTURE, DIVISION OF PLANT INDUSTRY.
- ALL DISTURBED AREAS SHALL BE SODDED. IF AREAS TO BE SODDED ARE OUTSIDE OF THE LIMITS SHOWN ON THIS SHEET, THIS SODDING SHALL BE AT THE CONTRACTORS EXPENSE.
- SOD FOR RESTORATION PURPOSES TO BE OF SAME SPECIES AND TYPE.
- CONTRACTOR IS RESPONSIBLE FOR MINIMIZING AND REPAIRING EROSION DURING CONSTRUCTION AND SHALL BE RESPONSIBLE FOR PROTECTING NEW SOD FROM EROSION UNTIL THE SOD IS FULLY ESTABLISHED.
- CONTRACTOR SHALL WATER SOD REGULARLY TO ENSURE SOD BECOMES ESTABLISHED. PAYMENT FOR SOD SHALL NOT BE PROVIDED UNTIL A HEALTHY STAND OF SOD IS ESTABLISHED.



LEGEND	
	EXISTING CONDITIONS
	PROPOSED EDGE OF PAVEMENT
	SOD (PAY ITEM T-904)
	PYRAMAT



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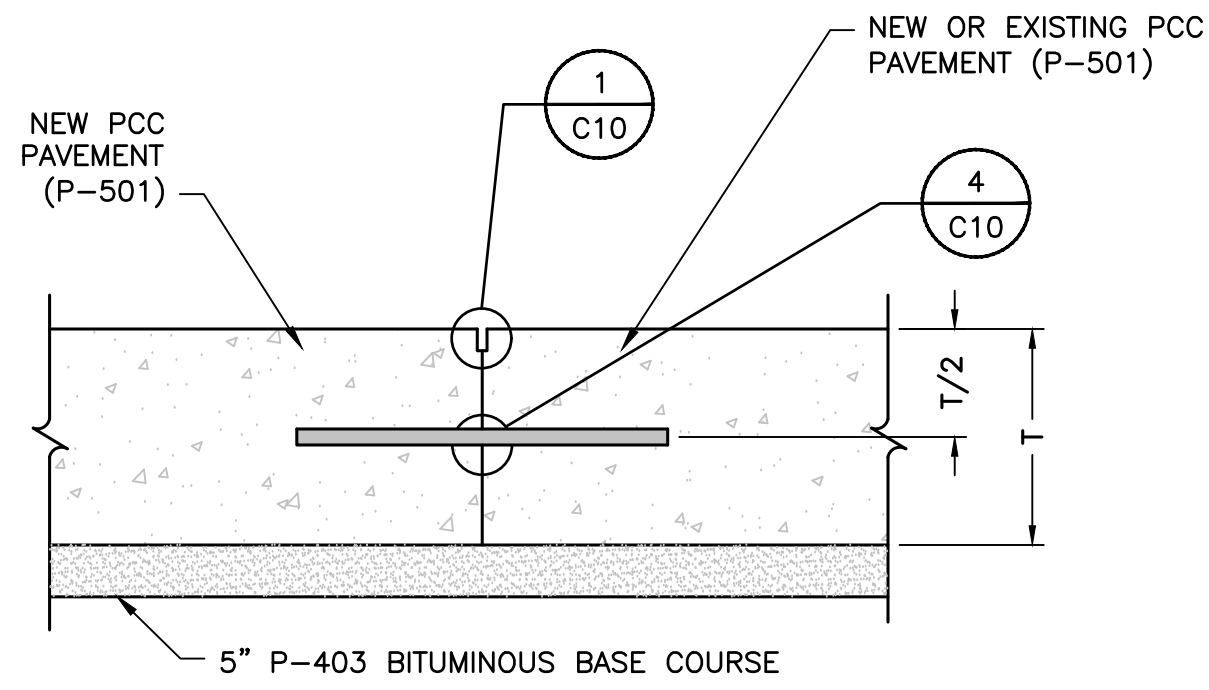
NO.	DATE	REVISION	BY

TRANSIENT APRON EXPANSION-PHASE I
SOD LOCATION PLAN

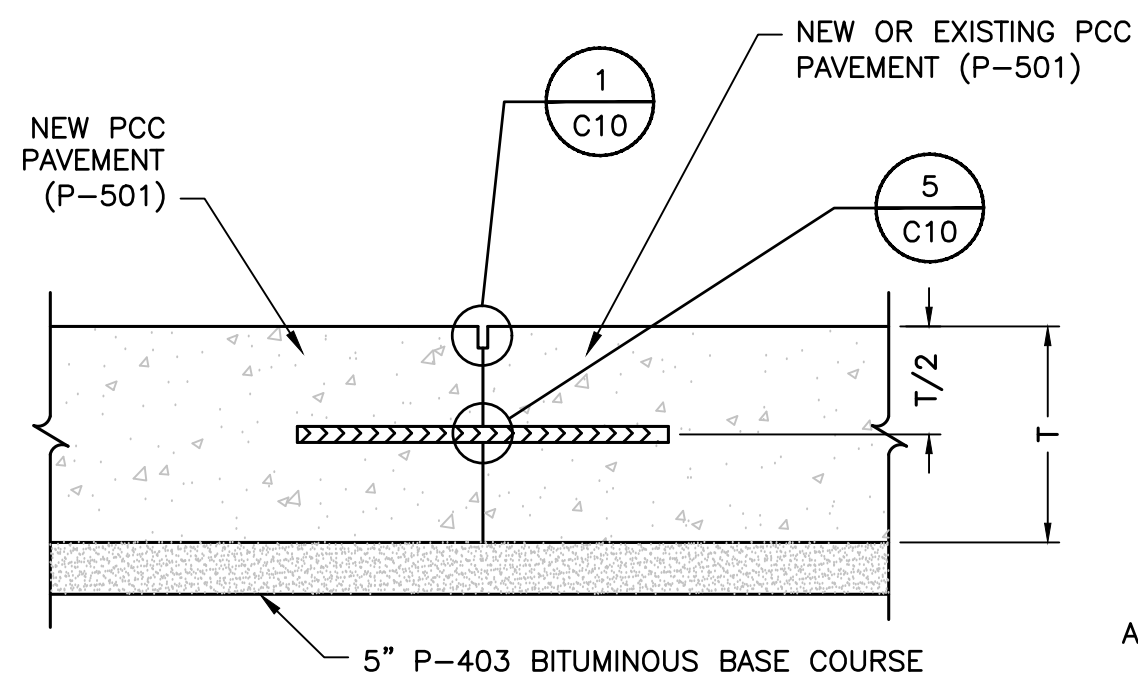
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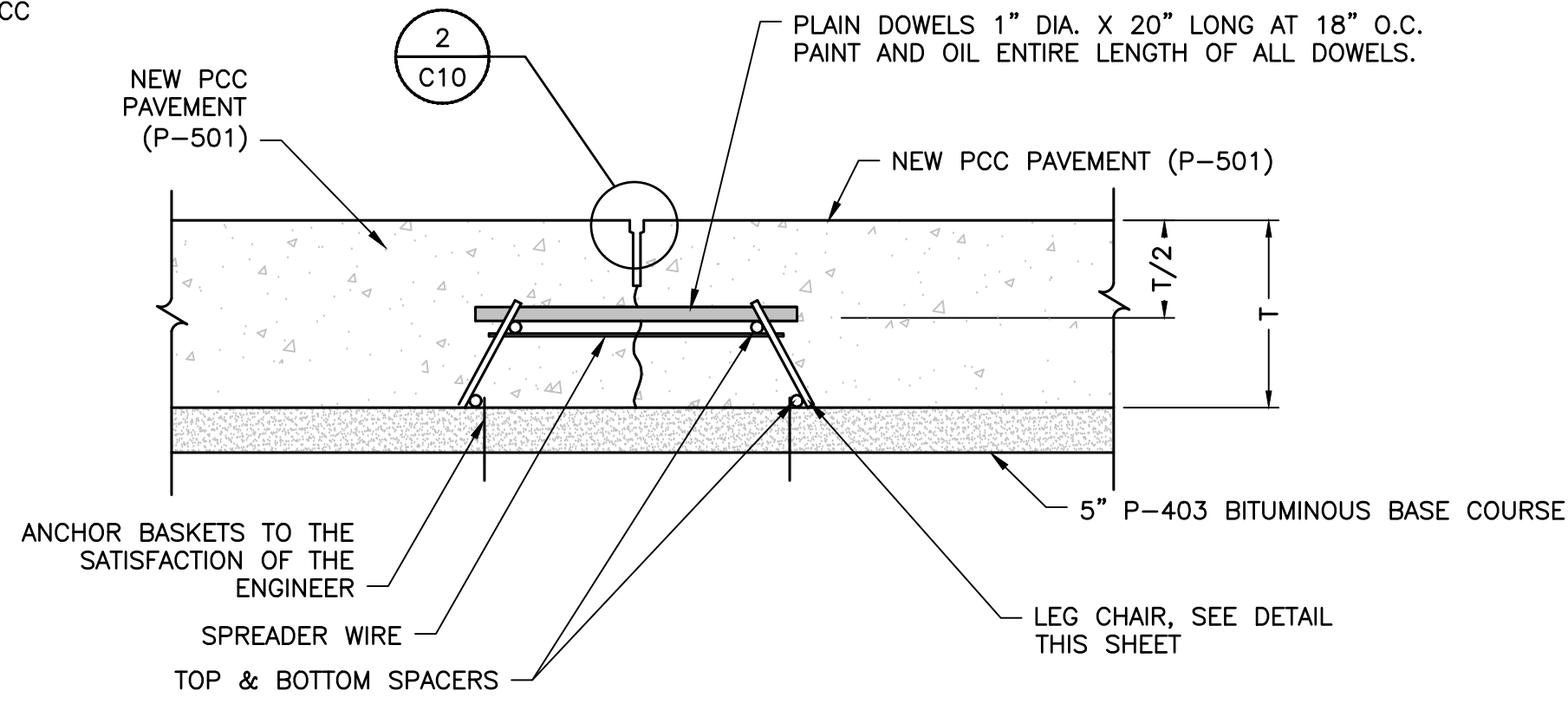
SHEET NUMBER
C-9



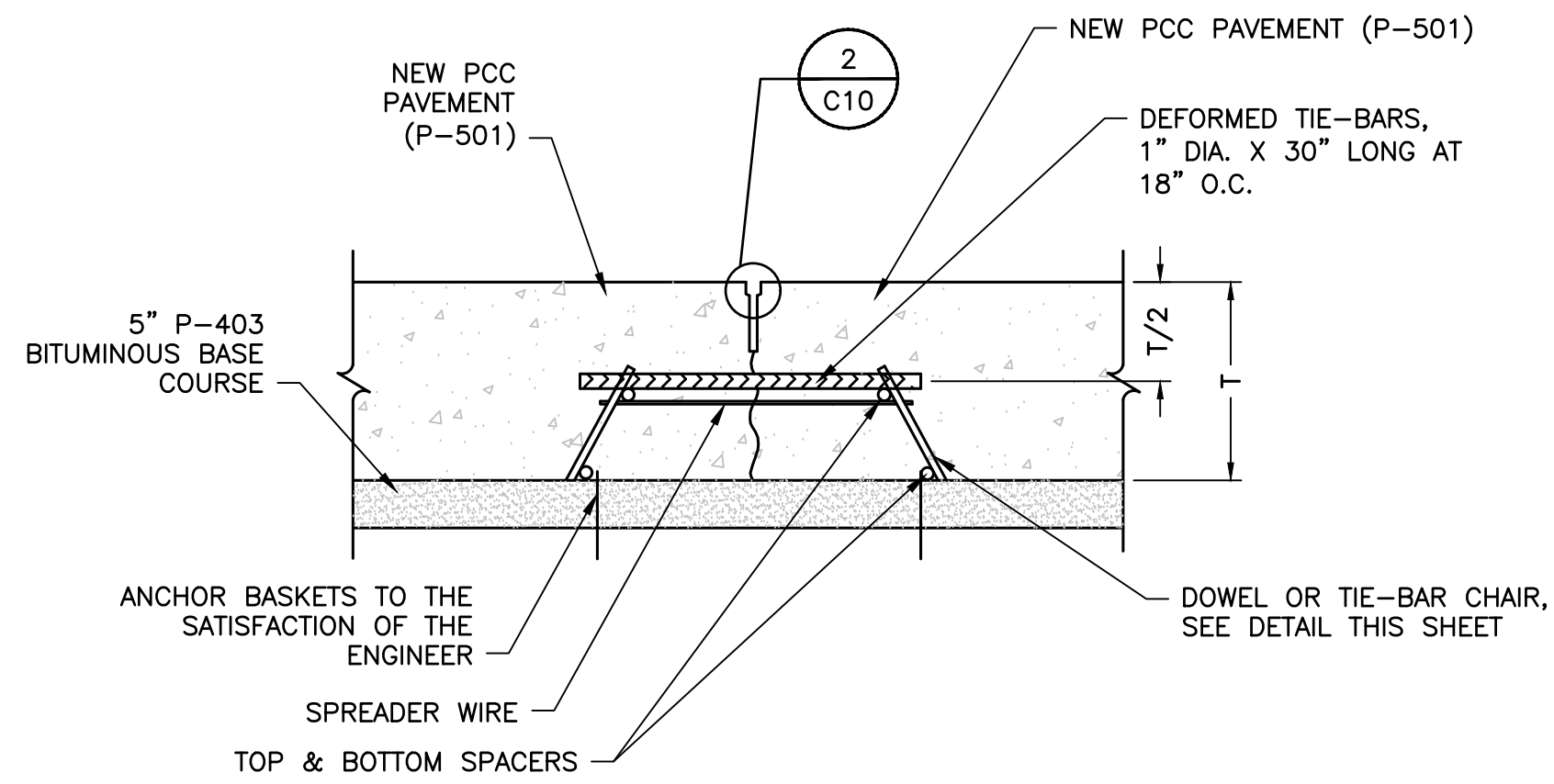
**TYPE D DOWELED
CONSTRUCTION JOINT DETAIL**
N.T.S.



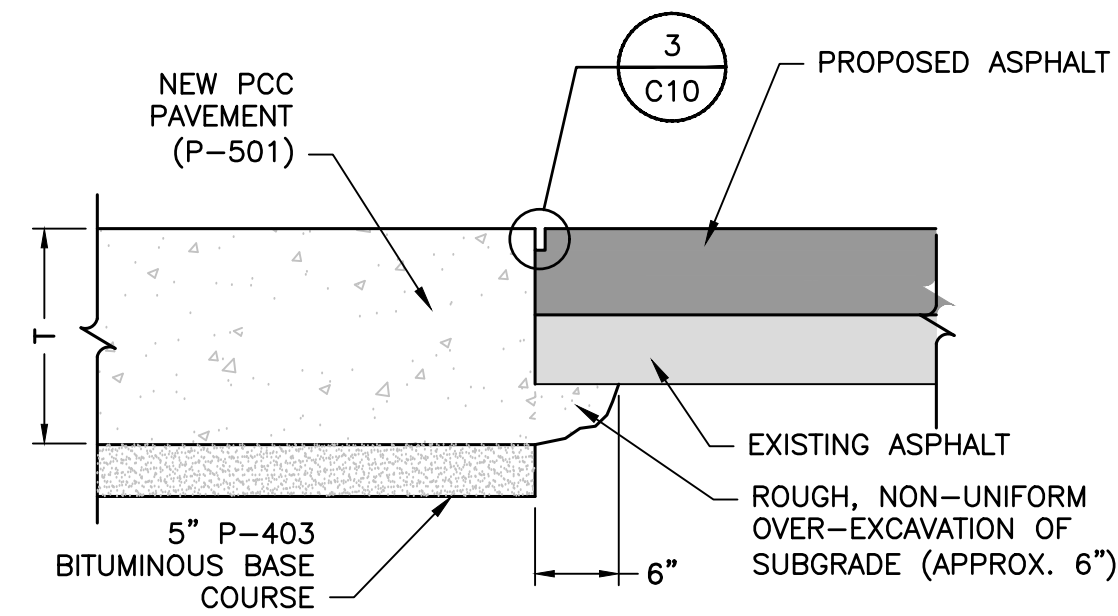
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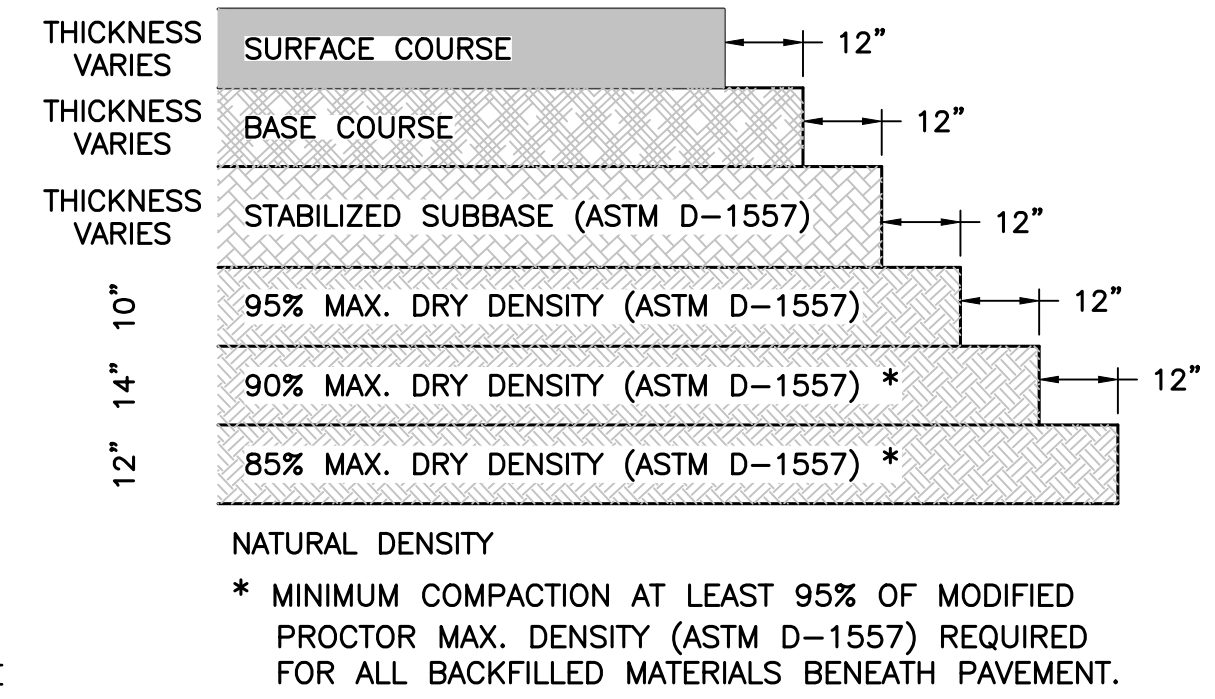
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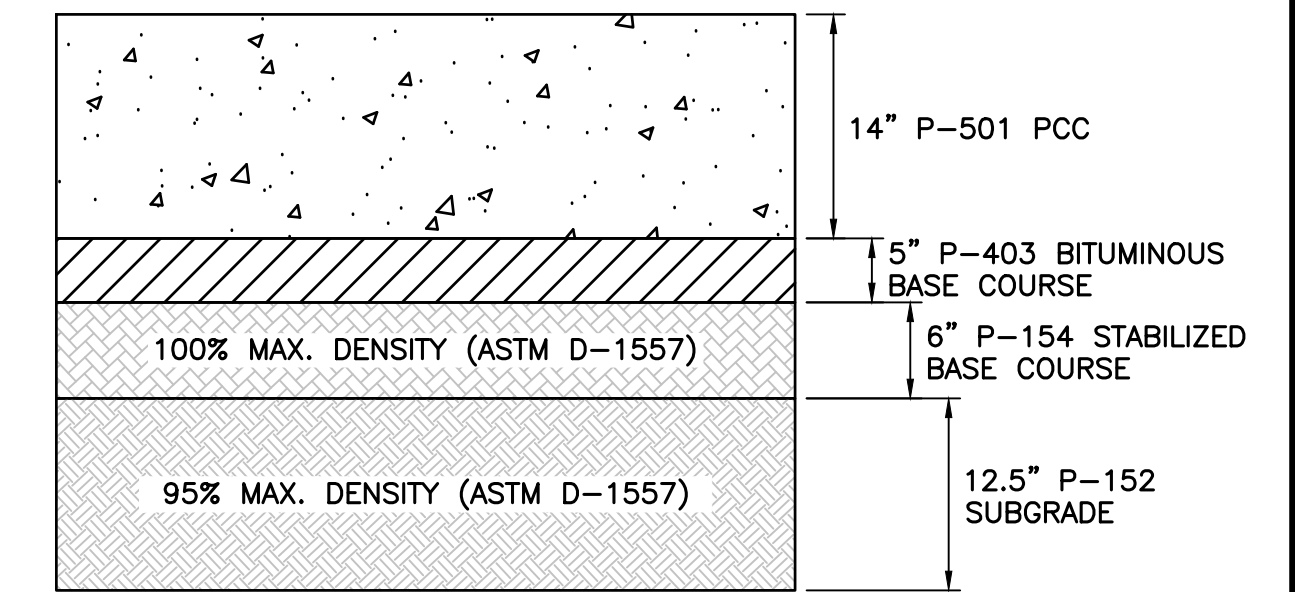
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CONSTRUCTION JOINT DETAIL**
N.T.S.



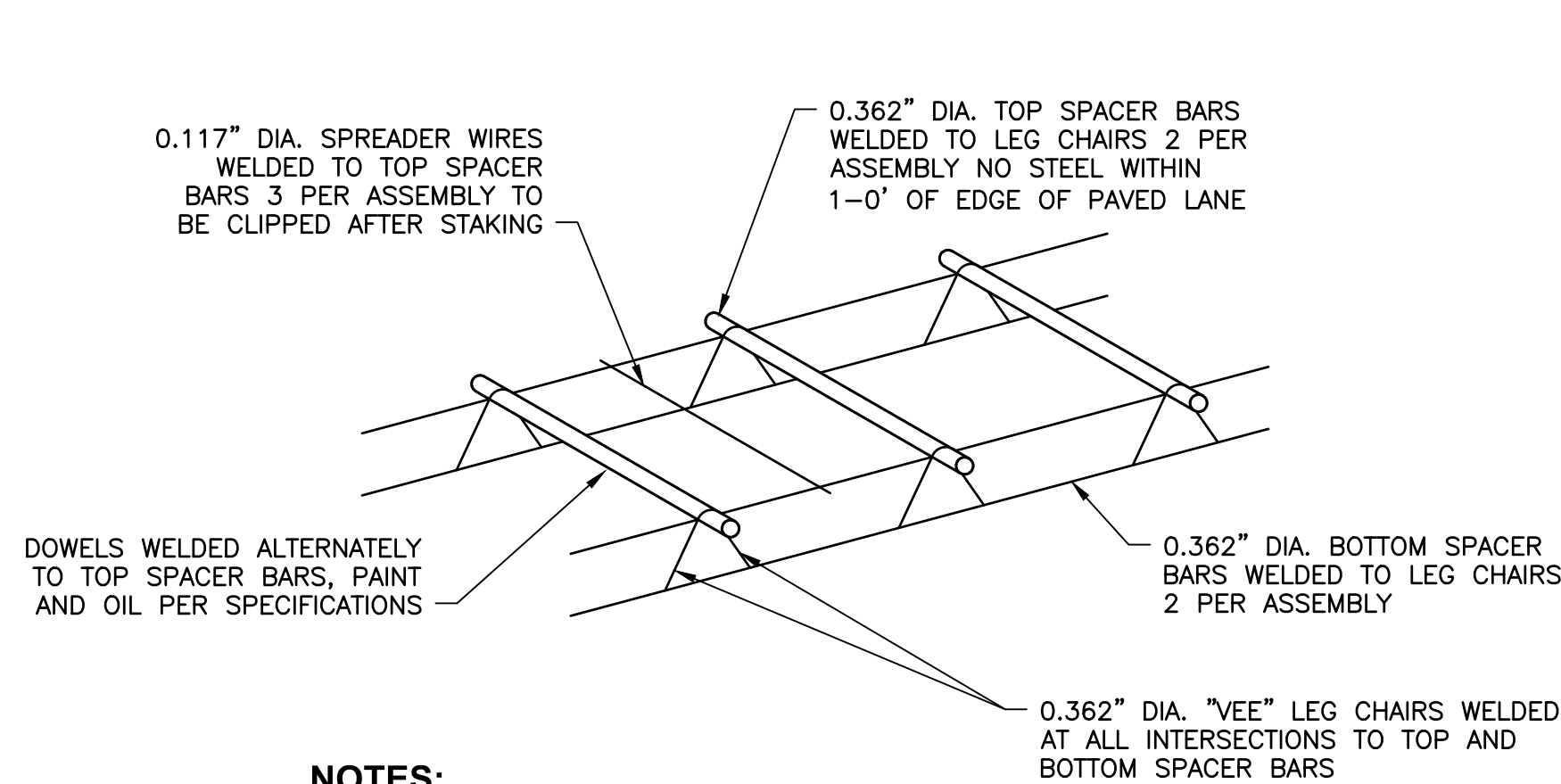
TYPE R PCC-AC JOINT DETAIL
N.T.S.



DETAIL B - SUBGRADE COMPACTION
N.T.S.



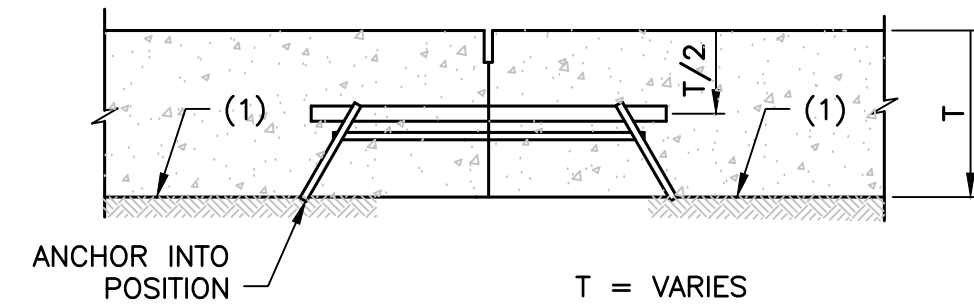
TYPICAL PCC APRON SECTION
N.T.S.



NOTES:

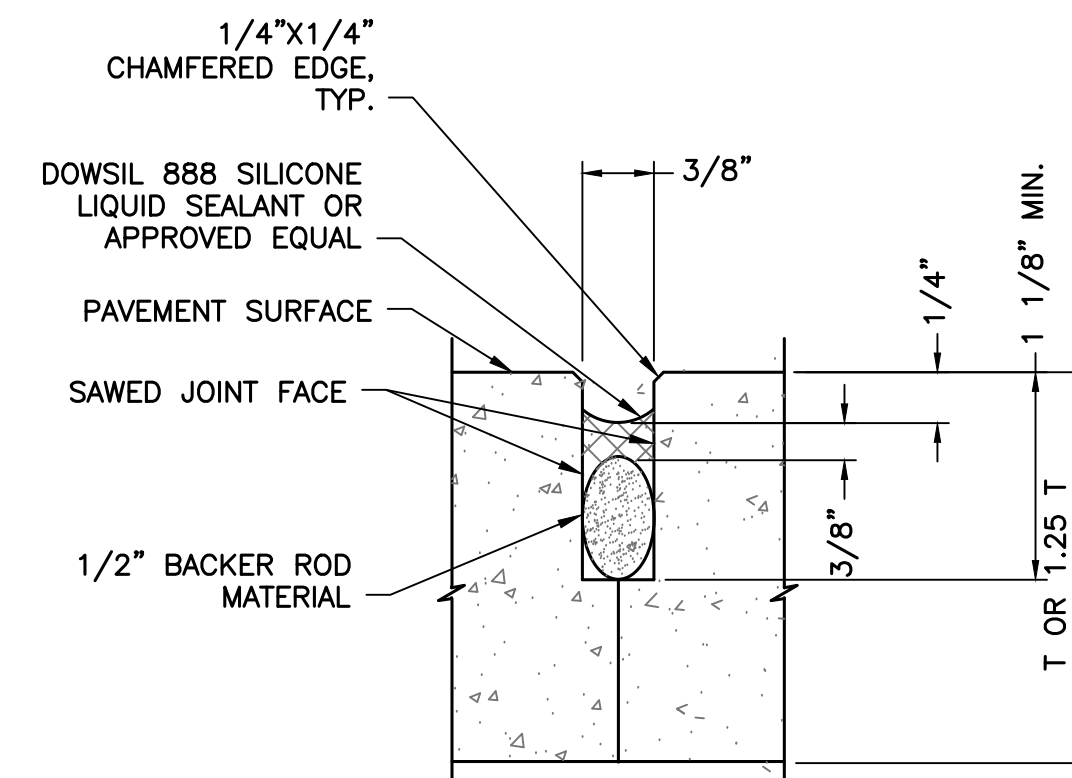
1. BASKET MUST BE FIRMLY ATTACHED TO EXISTING OR NEW BASE.
2. ALL WIRE SIZES SHOWN ARE MINIMUM SIZE.
3. DOWELS SHALL BE HELD FIRMLY IN THE ABOVE WELDED ASSEMBLY.

TYPICAL DOWELED AND TIE-BAR BASKET
N.T.S.

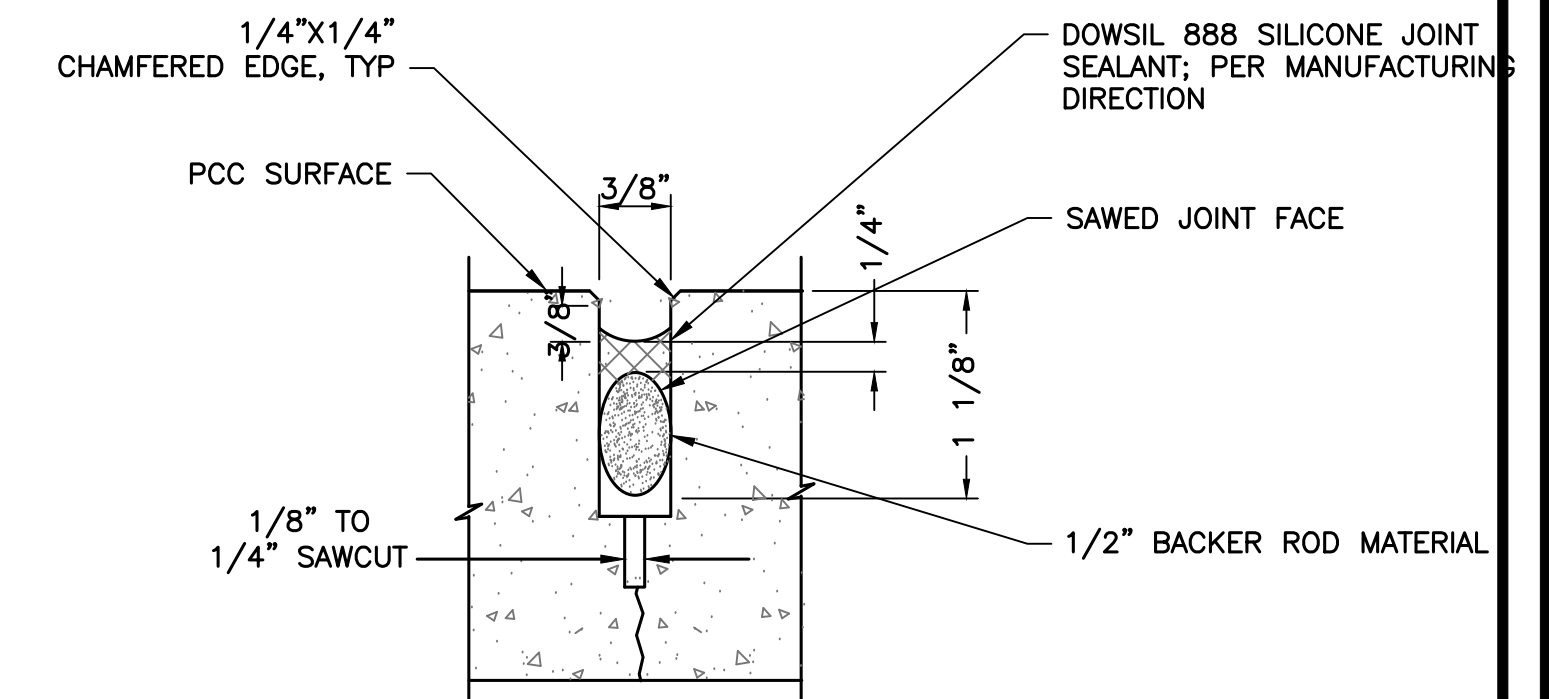


NOTE:

(1) PRIOR TO PLACEMENT OF DOWEL BASKET ON P-403 BITUMINOUS BASE COURSE, APPLY AND LET DRY A SECOND APPLICATION OF CONCRETE CURING COMPOUND.



PCC CONSTRUCTION JOINT
N.T.S.



PCC CONTRACTION JOINT DETAIL
N.T.S.



TONIA D. NATION
FL LICENSE NO.: 64631
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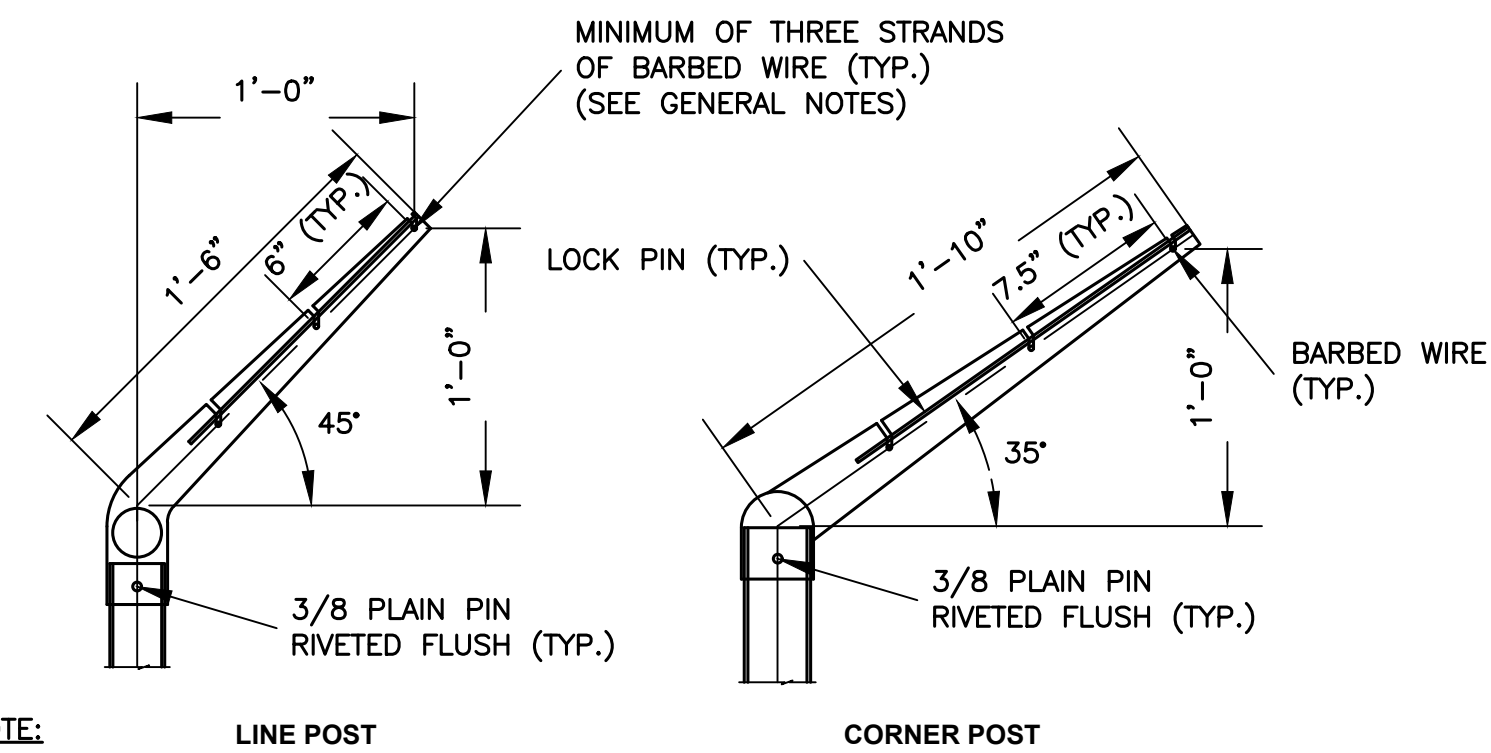
PAVEMENT DETAILS

**TRANSIENT APRON
EXPANSION-PHASE I**

DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO: 2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER
C-10

N:\NICEVILLE-PROJECTS\073-ZHA\2020.0073.02-TRANSIENT APRON EXTENSION\000_CAD\2007302_FENCE_PLAN.DWG 11/9/2020 1:37 PM



NOTE: LINE POST CORNER POST

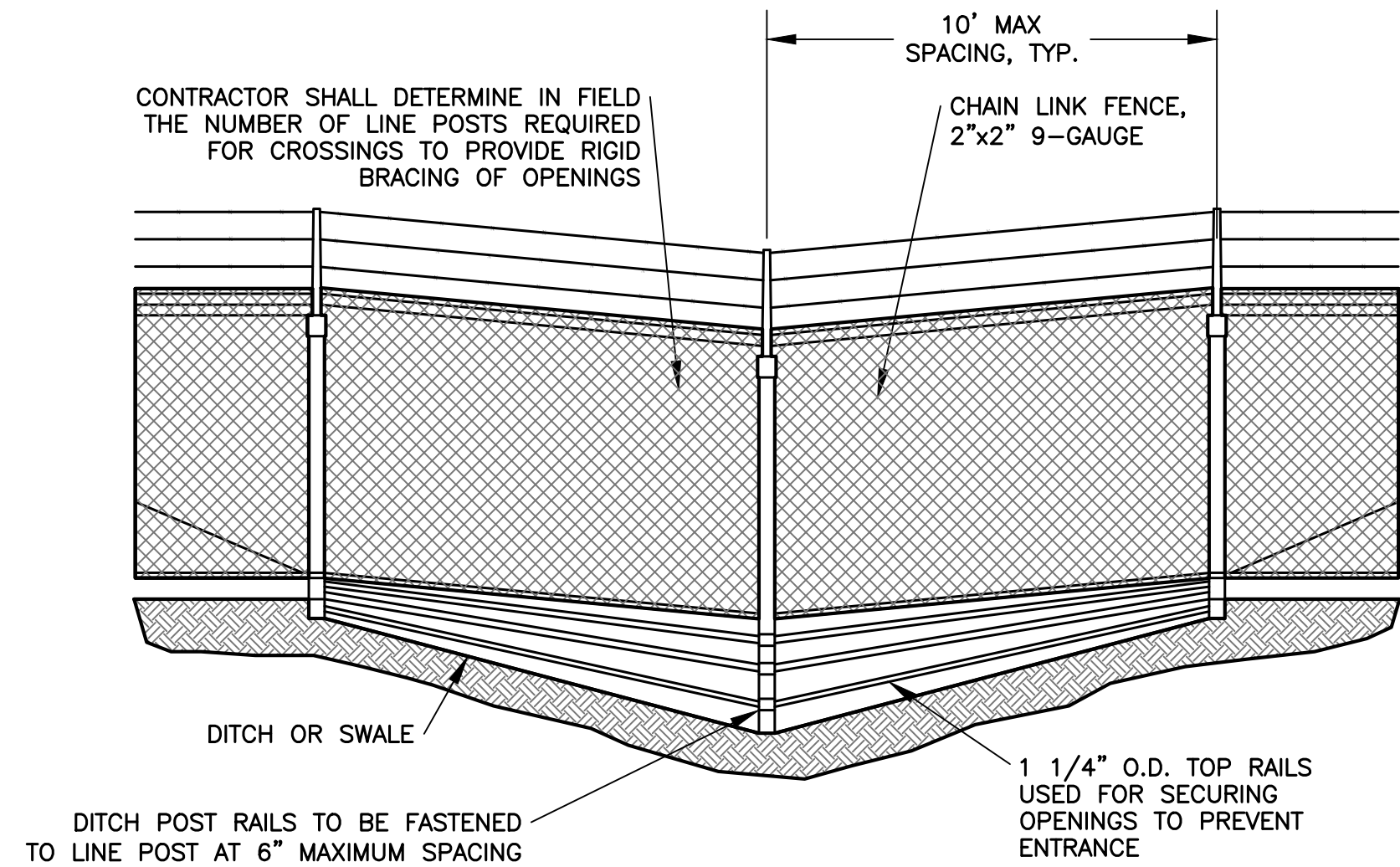
FENCE POST SHALL BE SET BACK SO BARBED WIRE DOES NOT EXTEND OVER PROPERTY LINES. BARBED WIRE ARMS SHALL BE INSTALLED ON SIDE AWAY FROM AIRPORT PROPERTY OR AIRCRAFT OPERATIONS AREA.

BARBED WIRE EXTENSION ARM DETAILS

N.T.S.

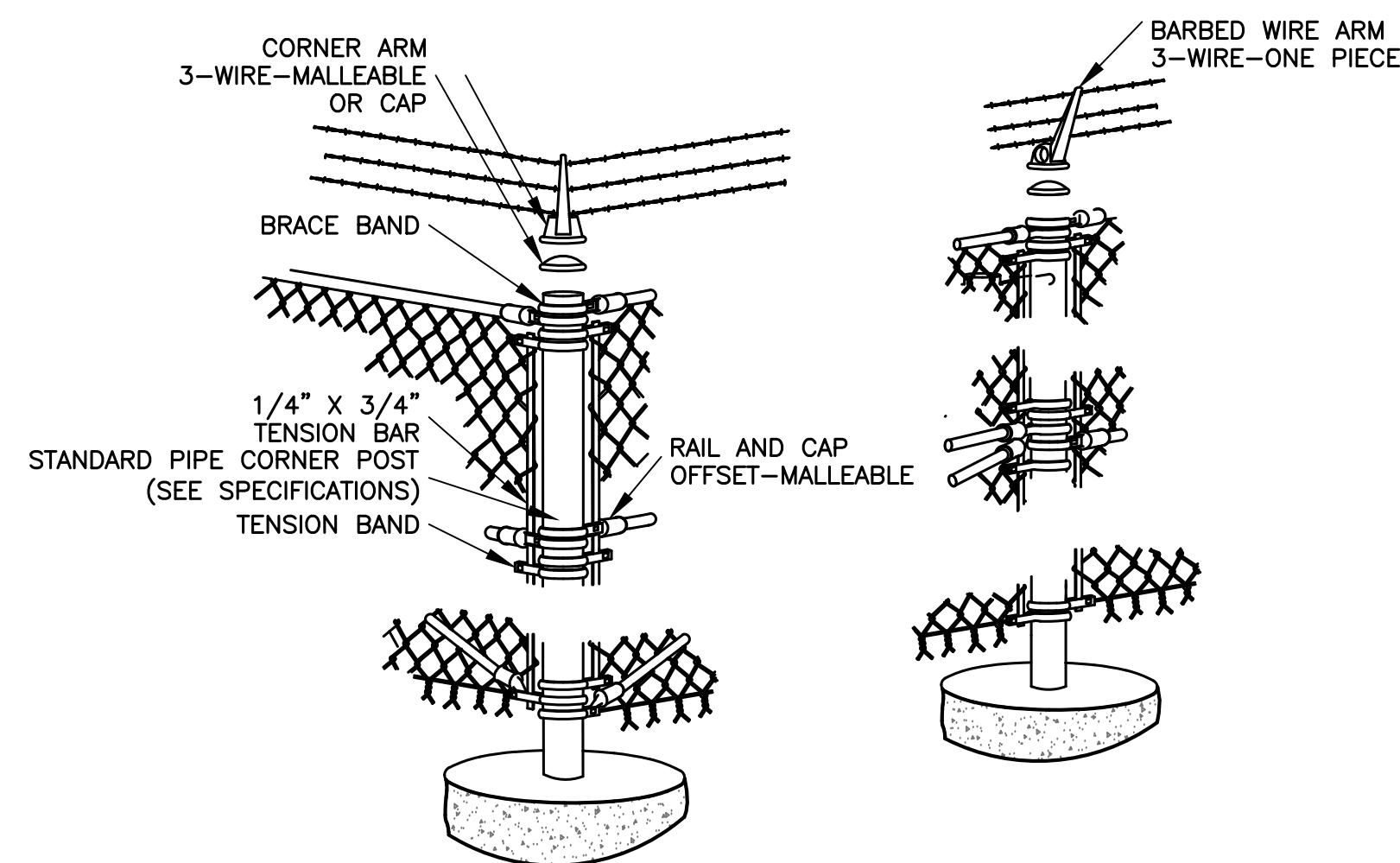
NOTE:

1. GALVANIZED STEEL LINE FENCE POST SHALL BE 2.25" IN DIAMETER.
2. GALVANIZED STEEL CORNER, PULL, AND END POSTS SHALL BE 3.5" IN DIAMETER. (PER FEDERAL SPEC. RR-F-191/3E)



DITCH SPAN

N.T.S.

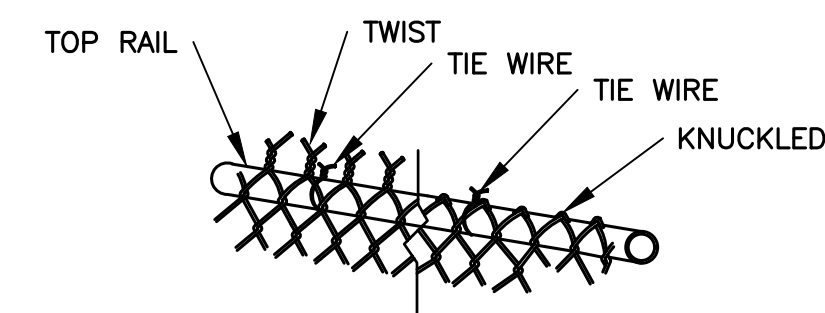


CHAIN LINK FENCE ASSEMBLY

N.T.S.

FENCE NOTES:

1. ALL PIPE FRAMEWORK AND OTHER FERROUS MATERIALS SHALL BE HOT GALVANIZED, UNLESS OTHERWISE NOTED.
2. BOTTOM TENSION WIRE SHALL BE STRETCHED TAUT FROM TERMINAL POST TO TERMINAL POST AND SECURELY FASTENED TO EACH INTERMEDIATE POST 6 INCHES ABOVE GROUND LINE AND TO THE FABRIC CHAIN LINK.
3. PULL POSTS SHALL BE INSTALLED AT 500 FOOT INTERVALS ON STRAIGHT RUNS.
4. GATE POST ASSEMBLIES SHALL CONSIST OF A BRACE POST AND CORNER, END, OR PULL POST WITH BRACE AND TRUSS ROD ON EACH SIDE OF THE GATE.
5. CONNECTIONS TO EXISTING FENCES OR BUILDINGS SHALL BE MADE BY SETTING A NEW ANCHOR POST WITH BRACE ASSEMBLY AT JUNCTION POINT.
6. ALL FENCE AND GATES TO BE GROUNDED IN ACCORDANCE WITH THE SPECIFICATIONS.
7. DIMENSIONS: ALL DIMENSIONS, SIZES, GAUGES, WEIGHTS OR THICKNESS' SHOWN ARE THE MINIMUM ACCEPTABLE, UNLESS OTHERWISE INDICATED.
8. SPECIFICATIONS: MATERIALS AND CONSTRUCTION METHODS NOT DETAILED HEREON SHALL BE IN ACCORDANCE WITH THE FAA SPECIFICATION F-162 UNLESS OTHERWISE NOTED ON THE CONTRACT PLANS. FAA SPECIFICATIONS SHOWN ARE FROM THE FEDERAL AVIATION ADMINISTRATION STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS. THE FEDERAL SPECIFICATION "F-162" SHALL BE INTERPRETED TO MEAN THE LATEST ISSUE OR AMENDMENT OF SUCH SPECIFICATION IN EFFECT ON THE DATE OF PLAN APPROVAL.
9. MEASUREMENTS: FENCES ARE MEASURED IN PLACE, FROM CENTER TO CENTER OF END, CORNER OR GATE POSTS. MEASUREMENT DOES NOT INCLUDE GATE OPENINGS. GATES ARE MEASURED IN UNITS FOR EACH TYPE AND SIZE INSTALLED.
10. FABRIC INSTALLATION: WIRE OR FABRIC ON BOUNDARY AND SECURITY FENCES AND GATES SHALL BE ON THE SIDE OF POSTS AWAY FROM AOA.
11. PVC COATING: (NOT APPLICABLE)
12. CONCRETE: CONCRETE SHALL BE OF A COMMERCIAL GRADE WITH A MINIMUM 28 DAY STRENGTH OF 2500 P.S.I. FOOTING TOPS SHALL BE 1-INCH MINIMUM ABOVE GROUND AT ALL THE POSTS, AND TROWEL FINISHED TO SLOPE AWAY FROM THE POST.
13. OPENINGS UNDER FENCE: ANY OPENING UNDER FENCES, WHEREIN THE BOTTOM FENCE WIRE IS MORE THAN 4 INCHES ABOVE GROUND AND THE TOTAL AREA OF OPENING IS 96 SQUARE INCHES OR MORE, SHALL BE CLOSED USING THE DETAIL FOR SPANNING DITCHES OR APPROVED EQUAL. OPENINGS LESS THAN 18 INCHES HIGH SHALL BE CLOSED BY INSTALLING ONE OR MORE ADDITIONAL LINE POSTS BETWEEN THE OPENING CENTER AND ADJACENT LINE POSTS AT A 6-INCH MAXIMUM VERTICAL SPACING. THIS WORK SHALL BE INCIDENTAL TO FENCE INSTALLATION COSTS.
14. GROUNDING AND LIGHTNING PROTECTION, CHAIN LINK FENCE ONLY: EACH GATE LEAF FRAME SHALL BE CONNECTED TO THE GATE POST BY A BRAIDED, FLEXIBLE COPPER STRAP. EACH GATE POST SHALL BE GROUNDED. GROUND RODS SHALL BE PER SECTION F-162. GROUND CABLE SHALL BE NO. 2 AWG COPPER MINIMUM BARE STRANDED COPPER WIRE. CONNECTIONS TO GATE, FENCE, ETC. ABOVE GROUND SHALL BE MADE WITH SUITABLE NON-CORROSIVE METAL CLAMPS, LUGS OR CONNECTORS. CONNECTIONS TO GROUND RODS SHALL BE MADE BY THE EXOTHERMIC PROCESS. EACH ELEMENT OF THE FENCE SHALL BE GROUNDED. INSTALL GROUND RODS AND BONDING CONDUCTORS IN ACCORDANCE WITH F-162.
15. FENCE LINE AND ALIGNMENT: FENCE LINES SHALL BE CLEARED OF ALL OBSTRUCTIONS AND SMOOTH GRADED TO THE GENERAL CONTOUR OF THE ADJACENT GROUND. STUMPS AND ROOTS NOT INTERFERING WITH FENCE CONSTRUCTION, MAY BE CHIPPED TO GROUND LEVEL. THE FENCE SHALL BE CONSTRUCTED PLUMB STRAIGHT AND TRUE TO LINE. THE LONGITUDINAL GRADIENT SHALL PARALLEL TO THE GENERAL SLOPE OF THE GROUND. CONTRACTOR SHALL LAY OUT THE FENCE ALIGNMENT AS SHOWN ON THE CONSTRUCTION PLANS. THE ENGINEER SHALL APPROVE THE ALIGNMENT, LINE AND GRADE OF THE FENCE AND THE GATE LOCATION(S) PRIOR TO CONSTRUCTION.
16. AIRPORT SECURITY FENCES AND GATES SHALL INCLUDE BARB WIRE ATTACHMENT. BARB WIRE ATTACHMENTS SHALL EXTEND IN THE DIRECTION AWAY FROM THE AIRFIELD.
17. THE CAP ARM SHALL BE DESIGNED TO PROVIDE A DRIVE FIT OVER THE TOP OF POSTS AND TO EXCLUDE MOISTURE IN POSTS WITH TUBULAR SECTIONS.
18. GATES SHALL BE INSTALLED PLUMB, LEVEL, AND SECURE, WITH FULL OPENING WITHOUT INTERFERENCE. GROUND-SET ITEMS SHALL BE INSTALLED IN CONCRETE FOR ANCHORAGE. HARDWARE SHALL BE ADJUSTED FOR SMOOTH OPERATION.
19. PERIMETER GATE FRAMES SHALL BE FABRICATED OF TUBULAR MEMBERS. ADDITIONAL HORIZONTAL AND VERTICAL MEMBERS SHALL BE PROVIDED AS REQUIRED TO ENSURE PROPER GATE OPERATION AND FOR ATTACHMENT OF FABRIC AND HARDWARE. SIZES OF FRAME MEMBERS LISTED ARE MINIMUM; LARGER SIZES SHALL BE PROVIDED AS REQUIRED.
20. GATE FRAME ASSEMBLY SHALL BE WELDED OR ASSEMBLED WITH SPECIAL MALLEABLE OR PRESSED STEEL FITTINGS AND RIVETS TO PROVIDE RIGID CONNECTIONS. FABRIC SHALL BE INSTALLED WITH STRETCHER BARS AT VERTICAL EDGES. STRETCHER BARS MAY ALSO BE USED AT THE TOP AND BOTTOM EDGES. STRETCHER BARS AND FABRIC SHALL BE ATTACHED TO GATE FRAMES ON ALL SIDES AT INTERVALS NOT EXCEEDING 15 INCHES. HARDWARE SHALL BE ATTACHED WITH RIVETS OR BY OTHER MEANS THAT WILL PROVIDE EQUAL SECURITY AGAINST BREAKAGE OR REMOVAL.
21. WHERE BARBED WIRE IS INDICATED ABOVE GATES, THE END MEMBERS OF GATE FRAMES SHALL BE EXTENDED APPROXIMATELY ONE (1) FOOT ABOVE THE TOP MEMBER WITH PROVISION FOR ATTACHING THE WIRE. VERTICAL SUPPORT ARMS SHALL BE PROVIDED AT INTERMEDIATE POINTS, WITH SPACING TO MATCH THE SPACING OF THE LINE POSTS.
22. DIAGONAL CROSS-BRACING SHALL BE PROVIDED, CONSISTING OF 3/8 INCH DIAMETER ADJUSTABLE LENGTH TRUSS RODS ON WELDED GATE FRAMES WHERE NECESSARY TO OBTAIN FRAME RIGIDITY WITHOUT SAG OR TWIST. NON-WELDED GATE FRAMES SHALL HAVE DIAGONAL BRACING.



FABRIC SELVAGE

N.T.S.

NOTE: CONTRACTOR SHALL USE THE KNUCKLED SYSTEM FOR FABRIC SELVAGE.



TONIA D. NATION
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NO.	DATE	REVISION	BY

**FENCE DETAILS
(SHEET 1 OF 2)**

**TRANSIENT APRON
EXPANSION-PHASE I**

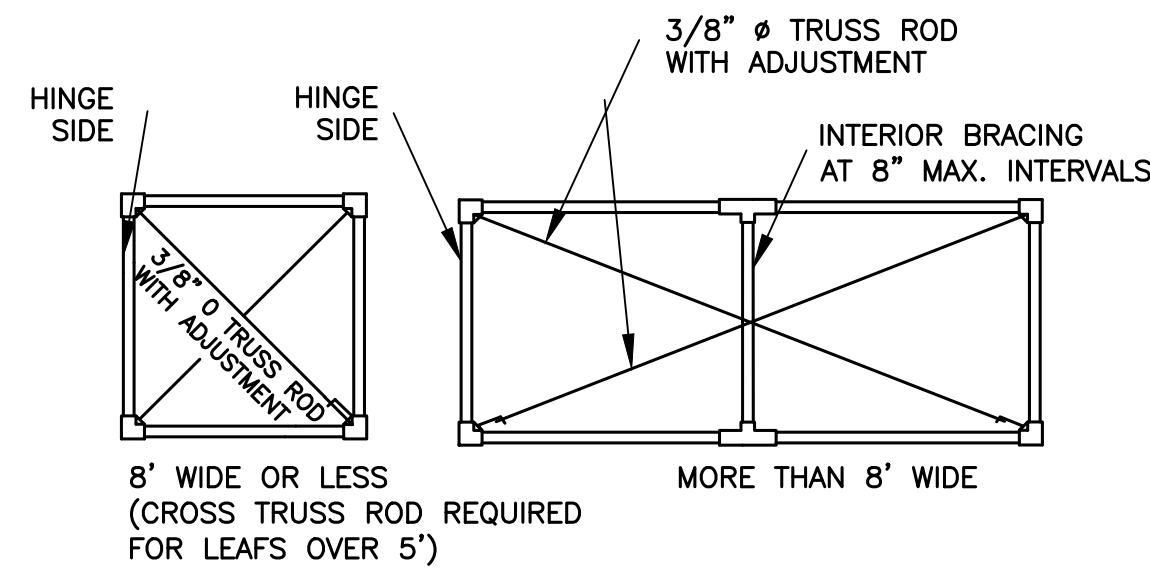
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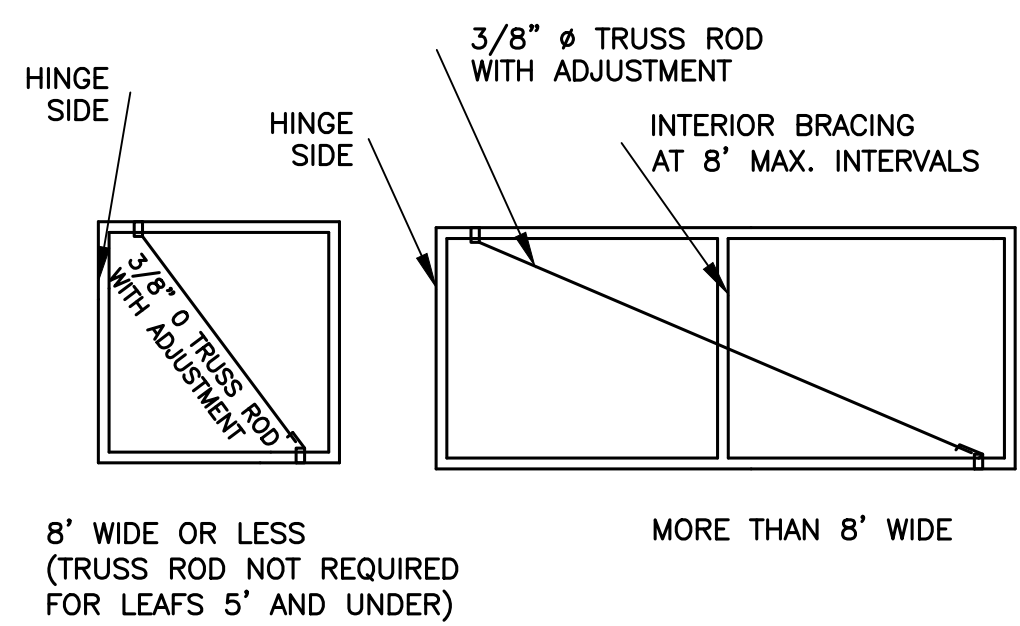
**SHEET NUMBER
C-11**

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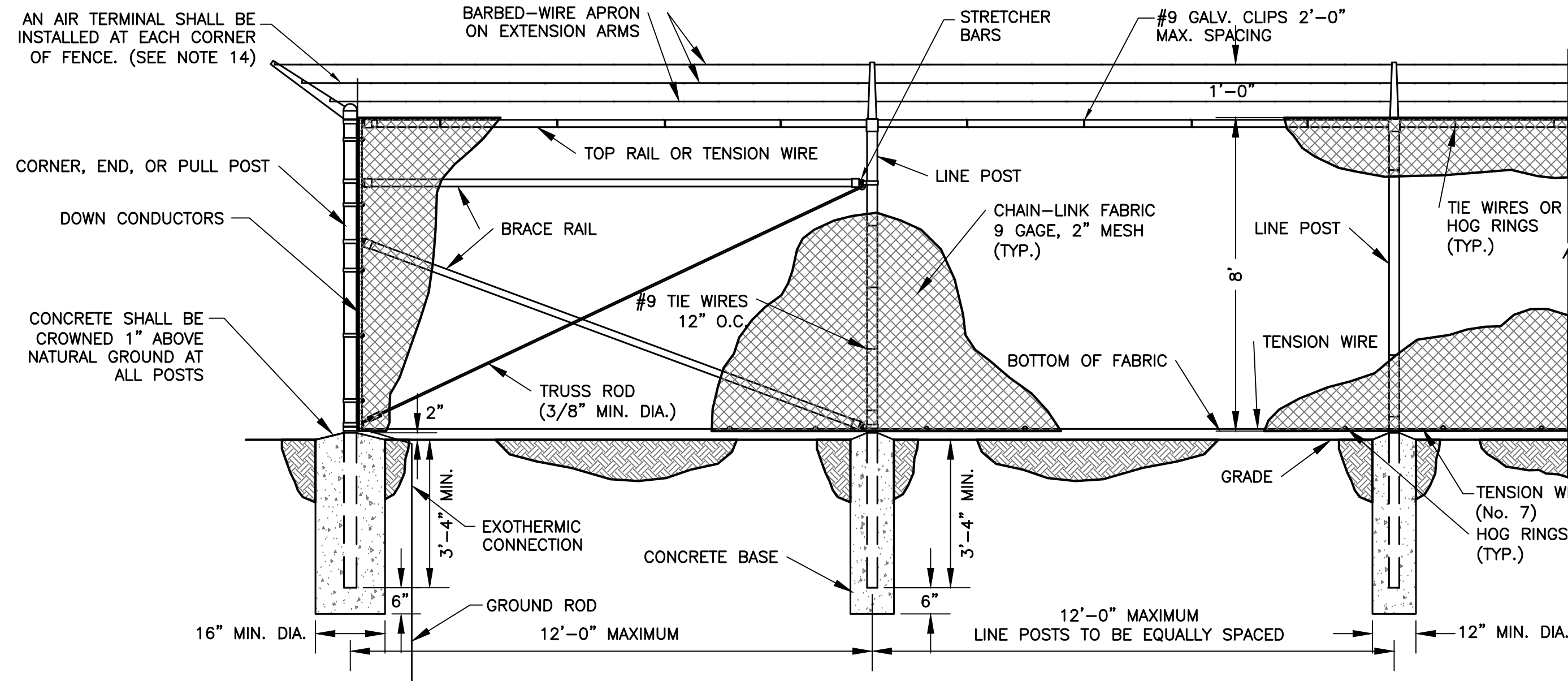
FITTED CONNECTIONS



WELDED CONNECTIONS

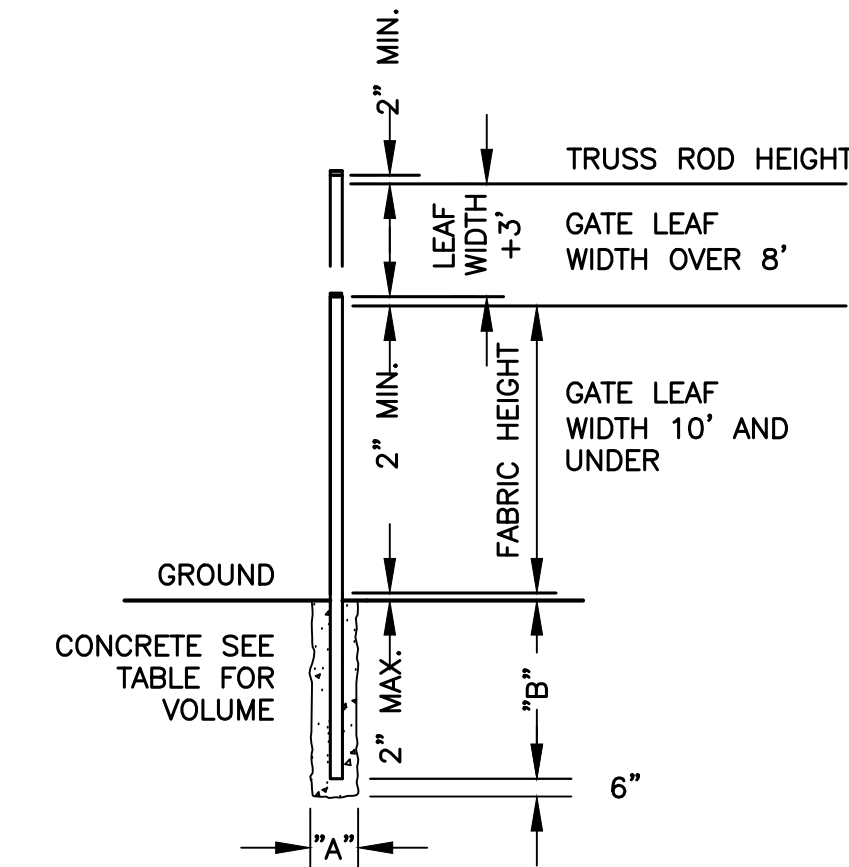
GATE FRAMES

N.T.S.



CHAIN LINK SECURITY FENCE

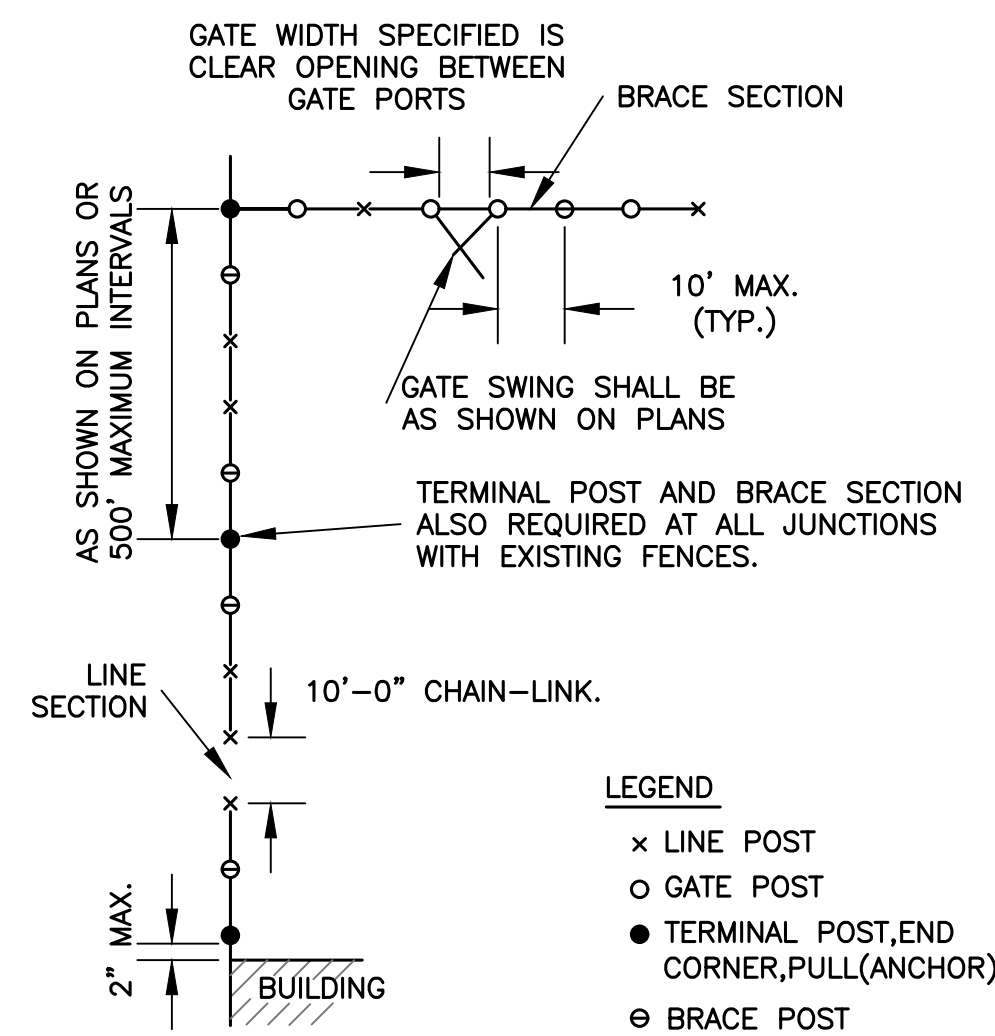
N.T.S.



DIMENSIONS	GATE WIDTH (ONE LEAF)			
	6' AND LESS	OVER 6' THROUGH 10'	OVER 10' THROUGH 15'	OVER 15' THROUGH 18'
A	12"	16"	20"	24"
B	48"	56"	62"	68"
C.Y. CONC.	0.13	0.26	0.45	0.70

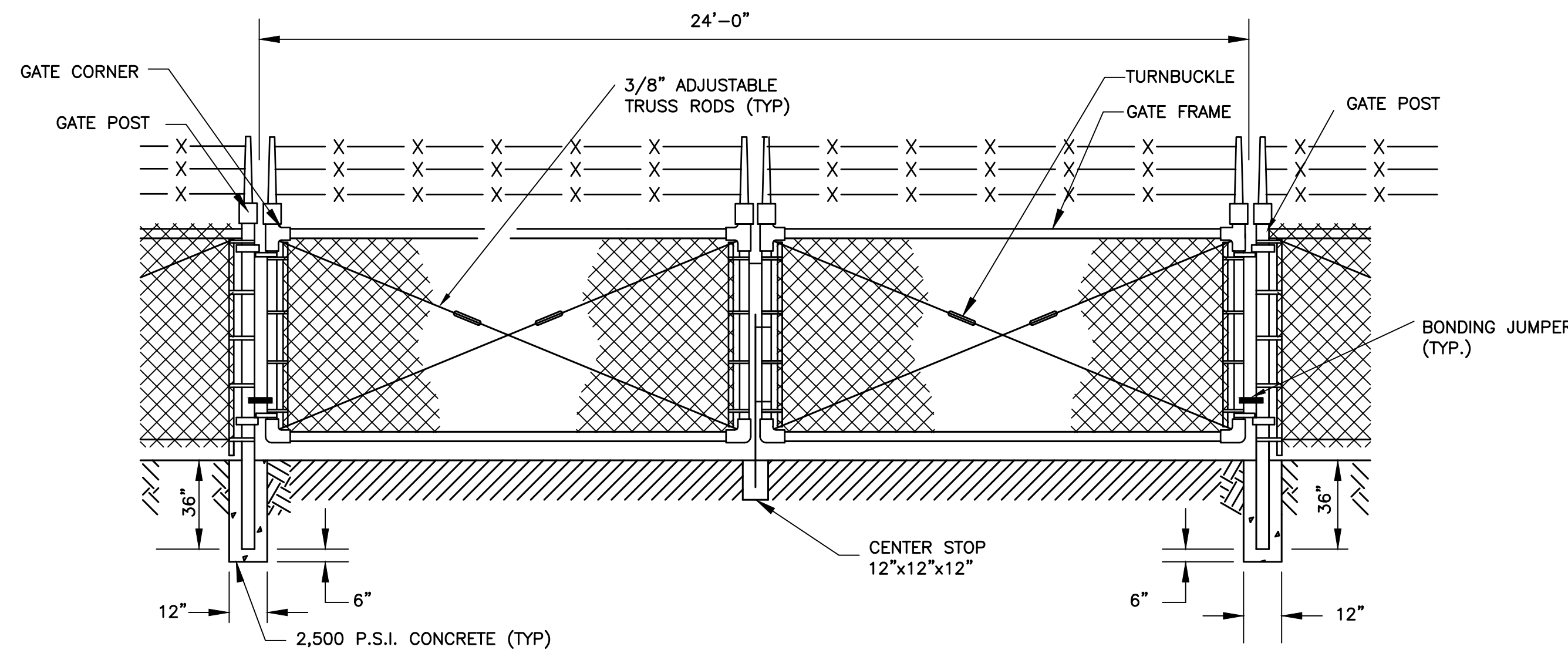
GATE POST DETAIL

N.T.S.



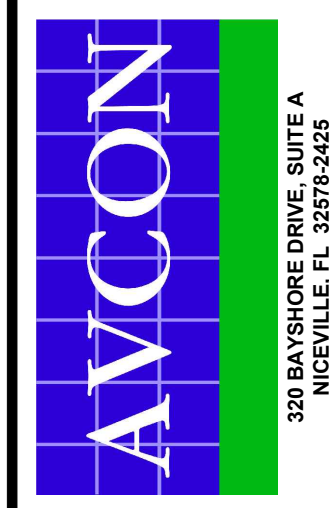
TYPICAL FENCE LAYOUT

N.T.S.



DOUBLE SWING GATE

N.T.S.



320 BAYSHORE DRIVE, SUITE A
 TAMPA, FL 33606
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 www.avconinc.com

TONIA D. NATION
 FL LICENSE NO.: 64631
 FBPR CERTIFICATE OF AUTHORIZATION NO. 5057

NO.	DATE	REVISION	BY

FENCE DETAILS (SHEET 2 OF 2)

TRANSIENT APRON EXPANSION-PHASE I

DESIGNED BY: T.N./B.H.
 DRAWN BY: M.A.B.
 CHECKED BY: T.N.
 APPROVED BY: V.L.
 PROJECT NO: 2020.0073.02
 DATE: NOVEMBER 2020

SHEET NUMBER
C-12

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BID DOCUMENTS

PREPARED FOR
 NORTHWEST FLORIDA BEACHES
 INTERNATIONAL AIRPORT

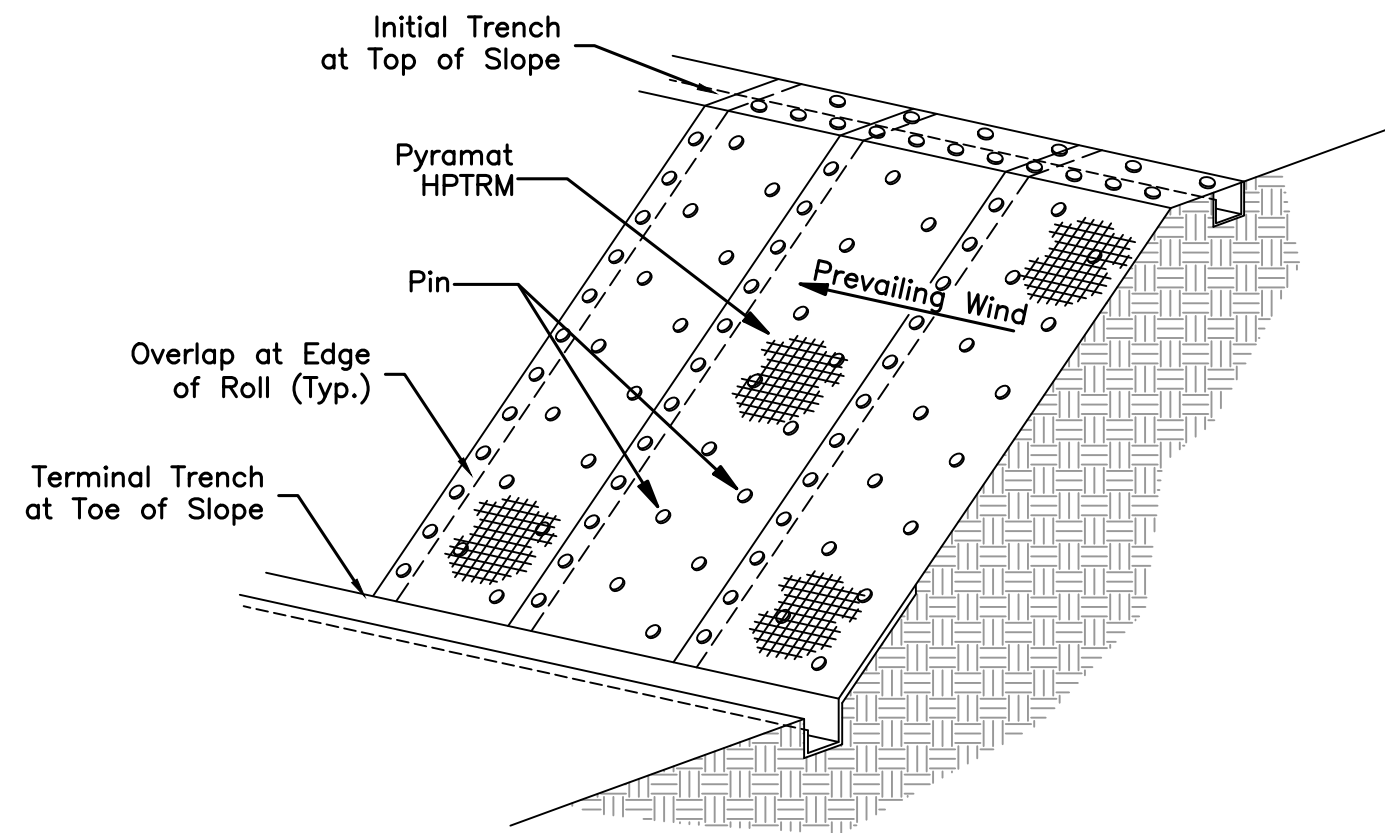


FIGURE 1: OVERVIEW OF PYRAMAT® HPTRM ON SLOPE

*Note: For Clarity, Perspective View does not show all pins

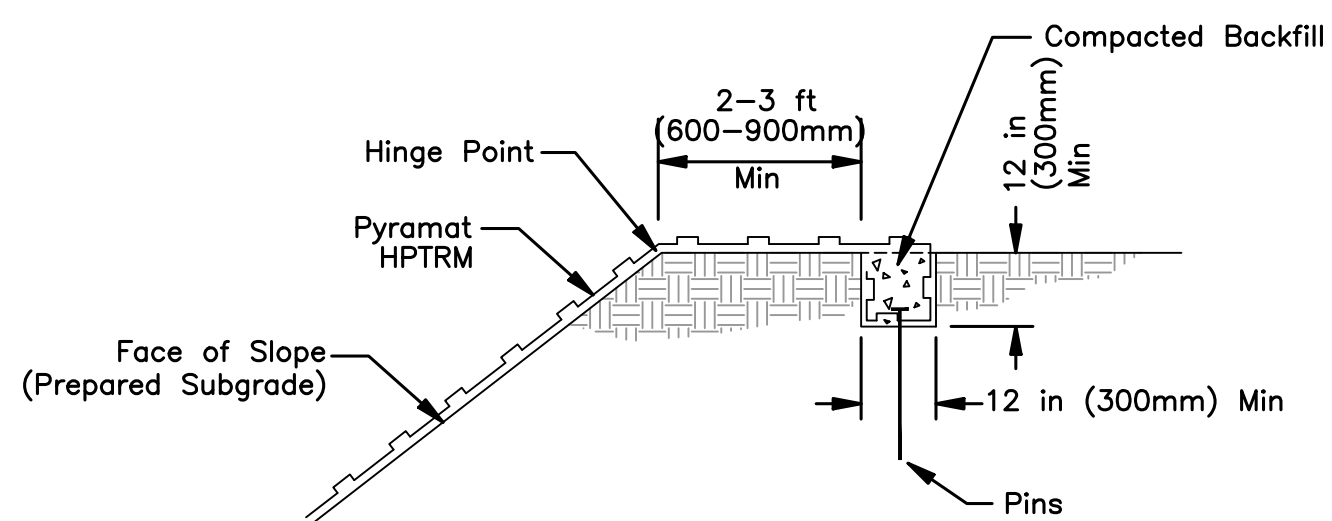


FIGURE 2: INITIAL TRENCH AT TOP OF SLOPE DETAIL

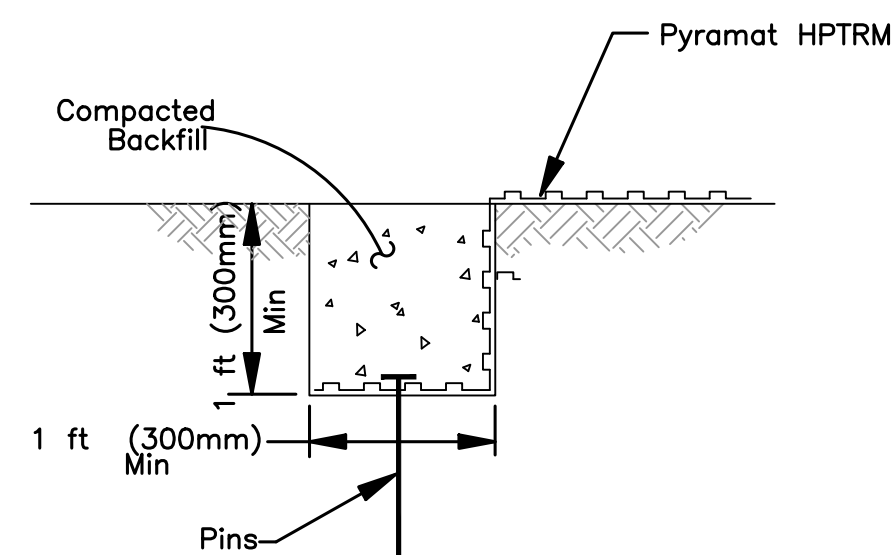


FIGURE 3: LONGITUDINAL EDGE TRENCH DETAIL

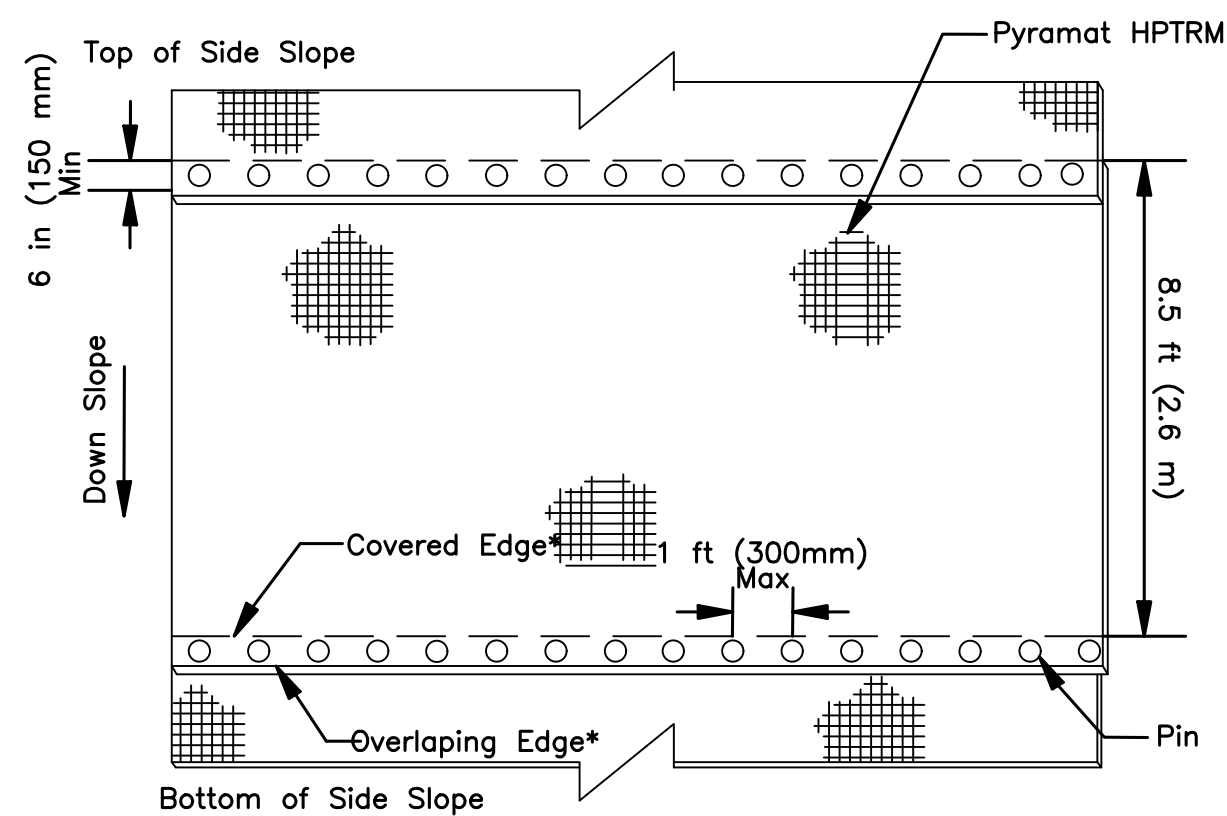


FIGURE 4: PYRAMAT® HPTRM OVERLAP AT ROLL EDGE DETAIL

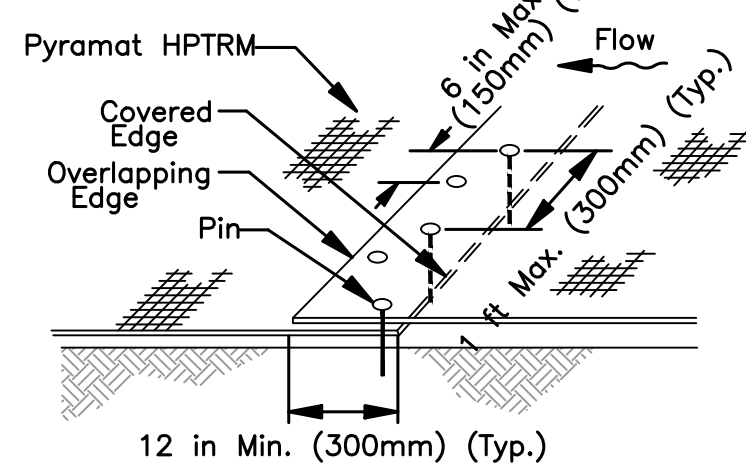


FIGURE 5: PYRAMAT® HPTRM OVERLAP AT ROLL END DETAIL

*Note: Pyramat HPTRM Edge Shingle/Overlap placement depends on down slope direction (i.e. Shingle in the direction of the down slope)

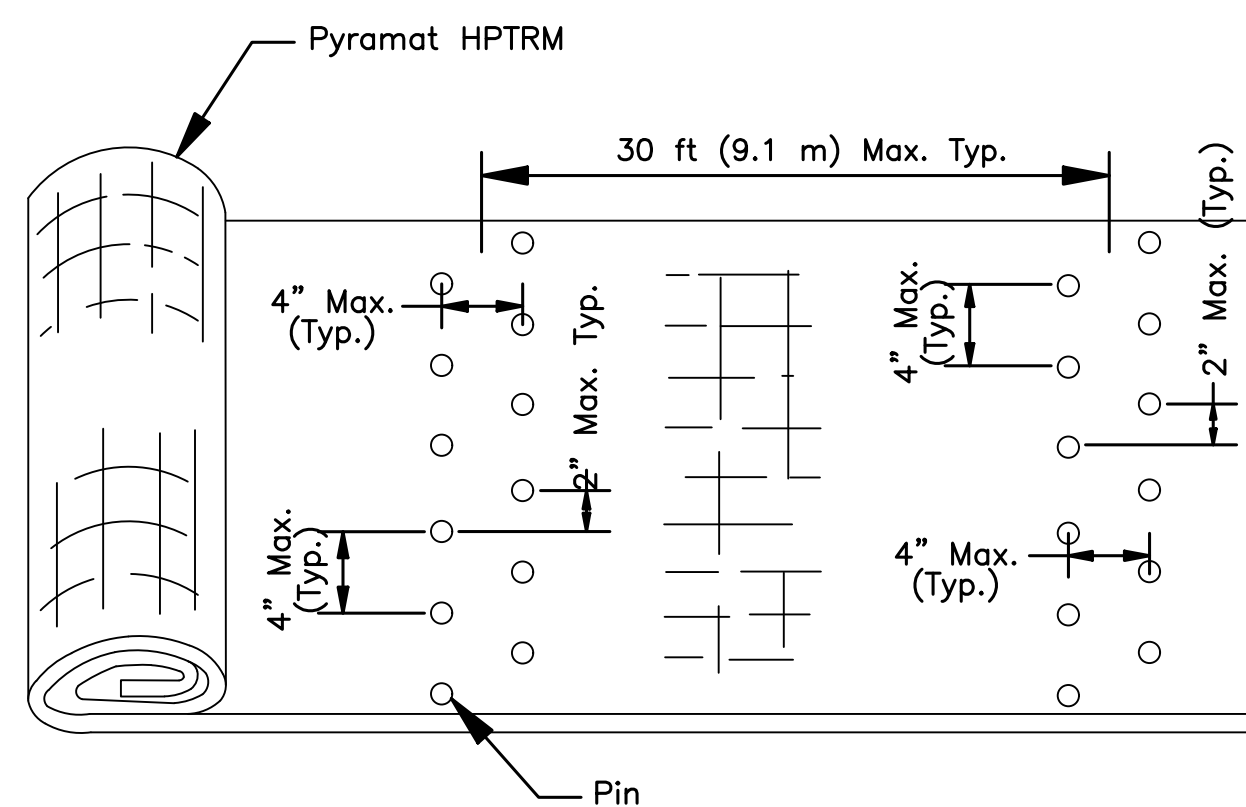


FIGURE 7: SIMULATED CHECK SLOT DETAIL

PYRAMAT® HPTRM ON A SLOPE

PRE-CONSTRUCTION

A pre-construction meeting should be held with the construction team and a representative from Propex. This meeting shall be scheduled by the contractor with at least two weeks notice. Also, Propex suggests that installation monitoring of the Pyramat→HPTRM be performed by a qualified independent third party.

SITE PREPARATION

- Grade and compact area of Pyramat→HPTRM installation as directed and approved by Engineer. Subgrade shall be uniform and smooth. Remove all rocks, clods, vegetation or other objects so the installed mat will have direct contact with soil surface.
- Prepare seedbed by loosening the top 2-3 in (50-75 mm) minimum of soil.
- Incorporate amendments such as lime and fertilizer and/or wet the soil, if needed.
- Do not mulch areas where mat is to be placed.

SEEDING

- Apply seed to soil surface before installing mat. Disturbed areas shall be reseeded.
- Consult project plans and/or specifications for seed types and application rates.

INSTALLATION ON A SLOPE

- Figure 1 shows general installation layout and details for Pyramat→HPTRM on a slope.
- Excavate initial trench 12 in wide x 12 in deep (300 mm x 300 mm) minimum 2-3 ft (600-900 mm) over crest of slope (see Figure 2).
- Excavate longitudinal edge trenches 12 in wide x 12 in deep (300 mm x 300 mm) minimum along both sides of the installation to bury edges of mat (see Figure 3). The longitudinal edge trenches shall be located along the first and last installed rolls.
- Beginning at the downstream end of prevailing winds, place roll end into the initial trench and secure with pinning devices on 12 in (300 mm) centers (see Figure 2). Position adjacent rolls and secure in trench in same manner. Backfill and compact soil into trench as directed and approved by Engineer.
- Unroll mat down the slope over the compacted initial trench.
- Secure longitudinal edge trench with pinning devices on 12 in (300 mm) centers (see Figure 3).
- Continue installation as described above, overlapping adjacent rolls as follows:
 - A. Roll edge overlap: 6 in (150 mm) minimum overlap with upstream mat on top. Secure with one row of ground pinning devices on 12 in (300 mm) centers (see Figure 4).
 - B. Roll end overlap: 12 in (300 mm) minimum overlap with upslope mat on top. Secure with two rows of ground pinning devices staggered 12 in (300 mm) apart on 12 in (300 mm) centers (see Figure 5).
- Secure mat using suggested ground pinning devices for appropriate frequency and pattern shown on the Pin Pattern Guide (see Figure 6).
- For slope heights greater than 45 ft (13.7 m), install simulated check slots per Figure 7. This method includes placing two staggered rows of pins on 4 in (100 mm) centers at 30 ft (9.1 m) intervals (see Figure 7) or across the midpoint of the slope height for slope heights less than 60 ft (18.2 m).
- Excavate terminal trench 12 in wide by 12 in deep (300 mm x 300 mm) minimum 12 in (300 mm) from the toe of slope (see Figure 8).
- Pin, backfill and compact end of mat in terminal trench (see Figure 8). Terminal trench pinning devices should be spaced on 12 in (300 mm) centers (see Figure 8).

GROUND PINNING DEVICES

- Metal pins should be at least 0.20 in (5 mm) diameter steel with a 1 1/2 in (38 mm) steel washer at the head of the pin (see Figure 9). Metal pins should be driven flush to the soil surface. Pins should be between 6-24 in (150-600 mm) long and have sufficient ground penetration to resist pullout. Longer pins may be required for looser soils. Heavier metal stakes may be required in rocky soils. Depending on soil pH and design life of the pin, galvanized or stainless steel pins may be required. Consult project plans and/or specifications for tie down device details.

SPECIAL TRANSITIONS

- For applications that require special transitions (i.e. connections to riprap, concrete, headwalls, etc.), refer to Page 6 of the Installation Guidelines for Landlok→TRMs and Pyramat→HPTRMs.

SOIL FILLING

- Installed Pyramat→HPTRM shall be re-seeded and soil-filled.
- After seeding, spread and lightly rake 1/2 - 3/4 in (12-19 mm) of fine site soil or topsoil into the mat and completely fill the voids using backside of rake or other flat tool.
- If equipment must operate on the mat, make sure it is of the rubber-tired type. No tracked equipment or sharp turns are allowed on the mat.
- Avoid any traffic over the mat if loose or wet soil conditions exist.
- Smooth soil-fill in order to just expose the top of Pyramat→HPTRM. Do not place excessive soil above the mat.
- Broadcast additional seed and install a Landlok→ECB above the soil-filled mat (if desired).
- Irrigate as necessary to establish/maintain vegetation. Do not over irrigate.

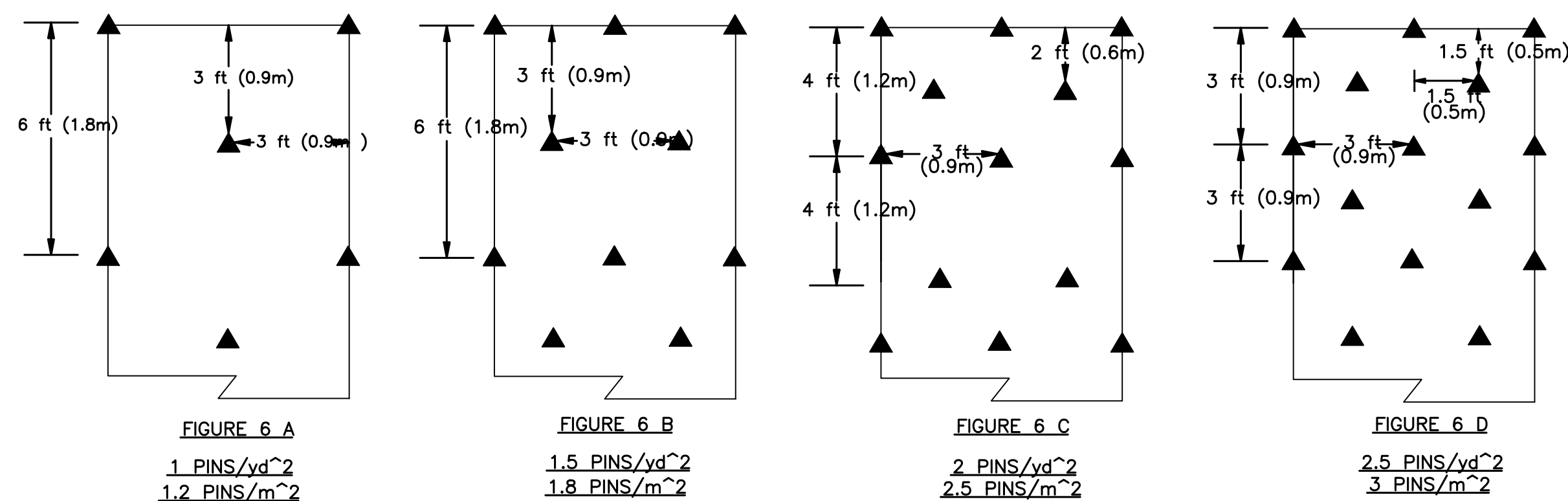


FIGURE 6: PIN PATTERN DETAIL

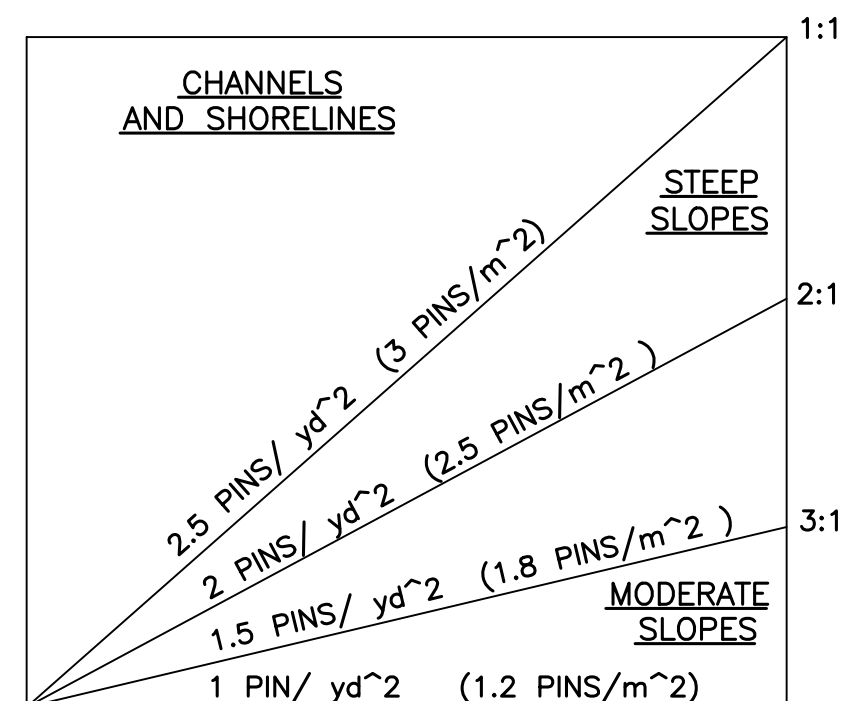


FIGURE 6 E: PIN PATTERN GUIDE

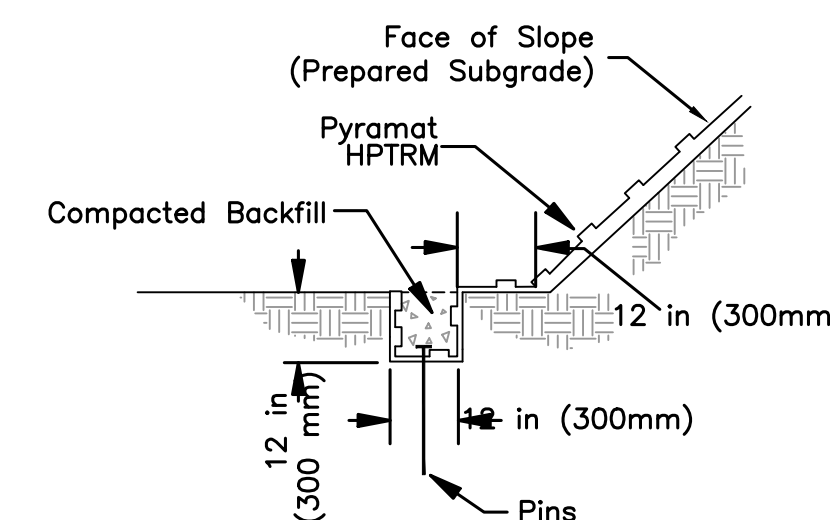


FIGURE 8: TERMINAL TRENCH AT TOE OF SLOPE DETAIL

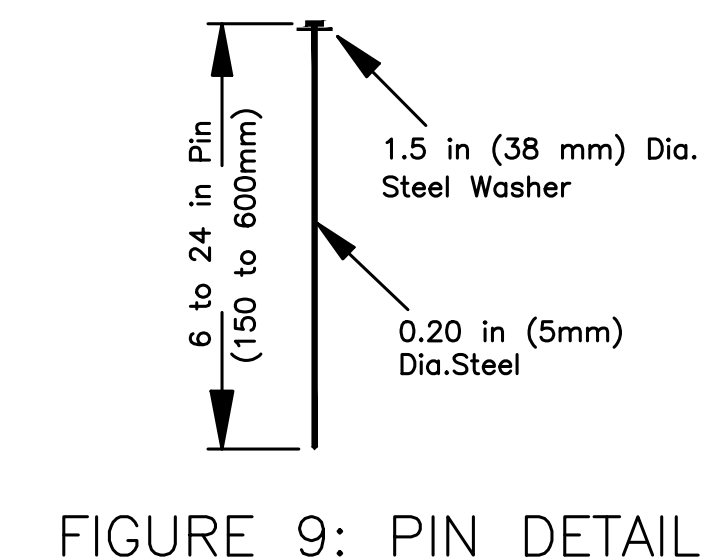


FIGURE 9: PIN DETAIL

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TONIA D. NATION
FL LICENSE NO.: 64631
FBPR CERTIFICATE OF
AUTHORIZATION NO. 5057

NO.	DATE	REVISION	BY

PYRAMAT DETAILS

TRANSIENT APRON EXPANSION-PHASE I

DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO: 2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER
C-13

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SYMBOL	NEW ITEM DESCRIPTION
	L-867B, 12" DIAMETER 24" DEEP BASE CAN WITH 1/2" GALVANIZED STEEL BLANK COVER AND GASKET, SECURED WITH STAINLESS STEEL BOLTS WITH 6" P-610 INSTALLED IN TURF OR PAVEMENT.
	2" SCHEDULE 40 PVC DIRECT BURIED CONDUIT. NUMBER OF HASH MARKS INDICATE THE NUMBER OF NEW L-824, TYPE C, 5KV, #8 AWG, CABLES INSTALLED IN DUCT. NO SAW CUTTING OF EXISTING PAVEMENT IS PERMITTED, EXCEPT AS SPECIFICALLY NOTED ON PLANS.
	3/4" DIAMETER COPPER-CLAD STEEL SECTIONAL GROUND ROD LENGTH AS DETERMINED BY EARTH RESISTANCE. THE GROUND ROD SHALL HAVE EARTH RESISTANCE OF 10 OHMS PRIOR TO CONNECTION OF THE COUNTERPOISE CONDUCTORS.


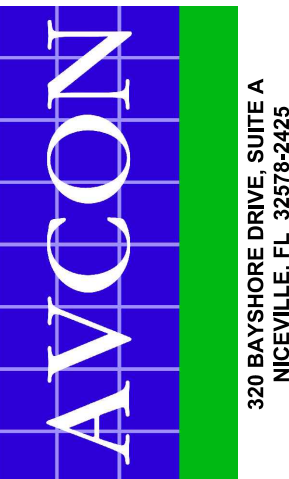
SYMBOL	EXISTING ITEM DESCRIPTION
	EXISTING 2" PVC CONDUIT. NUMBER OF HASH MARKS INDICATE THE NUMBER OF EXISTING L-824 5KV #8 AWG CABLES INSTALLED IN DUCT.
	EXISTING L-861 TAXIWAY EDGE LIGHT
	EXISTING DUCT BANK SECTION
	EXISTING LED FLOODLIGHTS

NOTES:

- PROJECT PAY ITEMS: THE PROJECT PAY ITEMS ARE PROVIDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THE CONTRACT DOCUMENTS. ALL WORK NOT IDENTIFIED WITH A SPECIFIC PAY ITEM IS TO BE CONSIDERED REQUIRED WORK TO COMPLETE THE PROJECT, AND IS TO BE SUBSIDIARY TO THE COST OF PROJECT PAY ITEMS PROVIDED.
- WHENEVER, IN THE CONTRACT DOCUMENTS, THE WORDS "PROVIDE", "FURNISH", "INSTALL", "FURNISH AND INSTALL", OR OTHER WORDS OF LIKE IMPORT ARE USED, IT SHALL BE UNDERSTOOD THAT THE INTENT OF THE CONTRACT DOCUMENTS IS TO PROVIDE FOR THE CONSTRUCTION AND COMPLETION IN EVERY DETAIL OF THE WORK DESCRIBED. IT IS FURTHER INTENDED THAT THE CONTRACTOR SHALL FURNISH ALL LABOR, SUPERVISION, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, SUPPLIES, TESTING AND INCIDENTALS REQUIRED TO COMPLETE THE WORK IN ACCORDANCE WITH THE DRAWINGS (PLANS), SPECIFICATIONS AND TERMS OF THE CONTRACT.
- THE CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS, LICENSES, ETC., PRIOR TO COMMENCEMENT OF WORK. THE COST OF PERMITS, LICENSES, ETC., SHALL BE INCIDENTAL TO AND INCLUDED IN THE BID PRICE FOR THE RESPECTIVE PAY ITEMS.
- ITEMS SHOWN IN SCREEN (HALFTONE) ARE EXISTING OR CIVIL ITEMS. ITEMS SHOWN IN SOLID (BOLD) ARE NEW TO BE INSTALLED UNDER THIS CONTRACT, UNLESS OTHERWISE NOTED.
- ALL EXCAVATION WITHIN 5 FEET OF AN UNDERGROUND UTILITY SHALL BE PERFORMED BY HAND EXCAVATION METHODS. ALL DAMAGE TO UTILITIES OR EXISTING STRUCTURES SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER. THE ENGINEER SHALL DETERMINE WHETHER REPAIR OR REPLACEMENT IS NECESSARY. ALL REPAIR METHODS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO INITIATING THE WORK. HAND DIGGING AND PROTECTION OF EXISTING SYSTEMS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM BEING INSTALLED.
- THE CONTRACTOR'S "LOCK/TAG/TRY" PROCEDURE AND NFPA 70E SHALL BE COMPLIED WITH BY THIS CONTRACTOR.
- THIS CONTRACTOR SHALL VERIFY EXISTING CONDITIONS PRIOR TO STARTING WORK.
- EXISTING CONDUIT, DUCT BANK, CIRCUITING AND UTILITY INFORMATION IS BASED ON "AS-BUILT" AND "RECORD" DRAWINGS, AND SITE VISITS BY THE UTILITIES AND THE ENGINEER. THE EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND SHALL NOT BE SCALED FOR EXACT LOCATIONS. IT SHALL BE THE RESPONSIBILITY OF THIS CONTRACTOR TO CONTACT THE APPROPRIATE UTILITY/AGENCY, PRIOR TO STARTING WORK, AND STAKE/MARK THE LOCATION OF ALL EXISTING UTILITIES. ANY INTERRUPTION OF AN EXISTING SYSTEM OR UTILITY SERVICE SHALL BE COORDINATED AND APPROVED BY THE OWNER, AGENCY OR UTILITY HAVING JURISDICTION, PRIOR TO STARTING WORK.
- ALL EXISTING SYSTEMS/UTILITIES TO REMAIN SHALL BE PROTECTED FROM DAMAGE. REPLACEMENT OF ANY DAMAGED EXISTING SYSTEMS/ UTILITIES TO REMAIN SHALL BE AT THE CONTRACTORS' EXPENSE.
- ALL EXISTING CONDITIONS DISPLAYED ARE BASED ON FIELD OBSERVATION OF THE ACTUAL EXISTING CONDITIONS AND ON EXISTING "AS-BUILT" DRAWINGS OF THE AREAS AFFECTED. THEY ARE THEREFORE CONSIDERED TO BE SCHEMATIC.
- IT SHALL BE THE CONTRACTORS' RESPONSIBILITY TO DETERMINE THAT ALL AIRFIELD LIGHTING CIRCUITS, EXCEPT THOSE THAT ARE SERVING CLOSED TAXIWAYS OR RUNWAYS, ARE COMPLETELY OPERATIONAL, USING TOWER CONTROLS, AT THE END OF EACH WORK SHIFT AND SHALL SO CERTIFY TO THE OWNER BEFORE THE END OF EACH SHIFT. THE CONTRACTOR SHALL NOT LEAVE THE WORK SITE UNTIL CIRCUIT OPERATION HAS BEEN CONFIRMED BY THE OWNER. TEMPORARY CABLE CONNECTIONS SHALL BE MADE IN AIRFIELD LIGHTING CIRCUITS WHEN PERMANENT WIRING CANNOT BE COMPLETED DURING DAYLIGHT HOURS. ALL TAXIWAY AREAS NOT CLOSED FOR CONSTRUCTION SHALL HAVE FULLY OPERABLE AIRFIELD LIGHTING DURING THE HOURS BETWEEN ONE HOUR BEFORE DUSK AND ONE HOUR AFTER DAWN. THE CONTRACTOR SHALL DISCUSS HIS/HER PROPOSED WIRING WITH THE ENGINEER AND OBTAIN APPROVAL PRIOR TO COMMENCING WORK IN THAT AREA. ALL ELECTRICAL WIRING SHALL BE COMPLETED AND TESTED BEFORE EACH DAYS END OF SHIFT.
- THIS CONTRACTOR SHALL COMPLETELY SURVEY AND STAKE OUT EACH AIRFIELD FIXTURE PRIOR TO STARTING ANY INSTALLATION. SHOULD ANY IRREGULARITIES OCCUR IN THE LAYOUT, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY. THE BID ITEM PRICE SHALL INCLUDE THE NECESSARY LAYOUT FOR EACH LIGHT, AND THE COST FOR ANY ADDITIONAL ADJUSTMENT OF THE LOCATION OF THE LIGHT, SIGNS, ETC. DUE TO THE EXISTING GEOMETRIC OR ANY OTHER CONDITIONS. THE NEW LIGHTING INSTALLATION SHALL BE COORDINATED WITH AND BLEND INTO THE EXISTING INSTALLATION.
- DEWATERING FOR THE INSTALLATION OF ELECTRICAL ITEMS IS INCIDENTAL TO THE RESPECTIVE PAY ITEM. THE CONTRACTOR SHALL BE RESPONSIBLE TO PAY FOR AND OBTAIN ANY AND ALL PERMITS REQUIRED FOR DEWATERING.
- WHEN POSSIBLE LOCATE AND UTILIZE EXISTING DUCTS WHERE SHOWN ON PLANS. SEE TYPICAL CIRCUITING PLANS. EXISTING DUCTS MAY BE BLOCKED, NOTIFY ENGINEER IMMEDIATELY IN WRITING IF BLOCKED DUCTS ARE FOUND AND NOTE ON ASBUILT DRAWINGS.
- INSTALL NEW CABLING IN EXISTING DUCTS WHERE SHOWN IN THE CONTRACT DOCUMENTS.
- THE IDENTITY OF ALL CABLES SHOWN ON THE PLANS SHALL BE VERIFIED IN THE FIELD. ANY DISCREPANCY SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND RECORDED IN THE DRAWINGS TO PROVIDE AN ACCURATE RECORD CONDITION. THE CONTRACTOR SHALL COORDINATE INFORMATION SHOWN ON THE PLAN SHEETS WITH EXISTING RECORD INFORMATION AVAILABLE THROUGH THE OWNER. THESE PLANS DO NOT PURPORT TO SHOW ALL EXISTING CABLES/CONCEALED UTILITIES WHICH WILL REQUIRE STAKE OUT PRIOR TO CONSTRUCTION.
- ALL LOOSE MATERIALS SHALL BE REMOVED FROM ALL EXCAVATIONS FOR ELECTRICAL EQUIPMENT, RACEWAYS, PADS, ETC. THE BOTTOM OF THE EXCAVATION SHALL BE COMPACTED TO 100% COMPACTION IN ACCORDANCE WITH ASTM D 1557 PRIOR TO THE INSTALLATION OF THE ELECTRICAL ITEM AND BACKFILL.
- IF A LIGHT CAN IS INSTALLED INCORRECTLY, THE DUCT/CONDUIT IS PLUGGED/BROKEN, OR THE LIGHT CAN IS DAMAGED BY THE CONSTRUCTION, THE ENTIRE CONCRETE ANCHOR AROUND THE LIGHT CAN, AND THE LIGHT, SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS' EXPENSE.

THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES WITHIN THE PROJECT LIMITS. ALSO, PRIOR TO INITIATION OF ANY CONSTRUCTION IN THE FIELD, THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE (RETURN RECEIPT REQUESTED) TO EACH OF THE UTILITY COMPANIES SERVING THE AIRPORT AND FLORIDA SUNSHINE ONE CALL AS PRESCRIBED BY STATE LAW. THE CONTRACTOR SHALL PROVIDE THE OWNER AND THE ENGINEER WITH A COPY OF THE RECEIPT OF SAID WRITTEN NOTIFICATION TO EACH OF THE UTILITY COMPANIES AND ONE CALL. THIS REQUIREMENT IS IN ADDITION TO ANY OTHER STATE LAWS REGARDING PUBLIC NOTIFICATION PRIOR TO EXCAVATION.

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FL LICENSE NO.: 36579
FBPR CERTIFICATE OF
AUTHORIZATION NO. 5057

NO.	DATE	REVISION	BY

**ELECTRICAL
LEGEND AND
NOTES**

BID DOCUMENTS

**TRANSIENT APRON
EXPANSION- PHASE I**

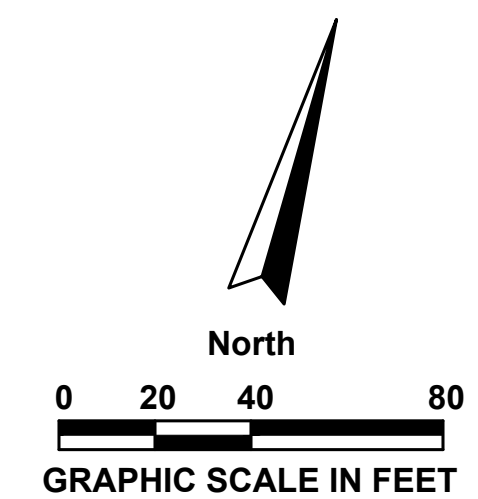
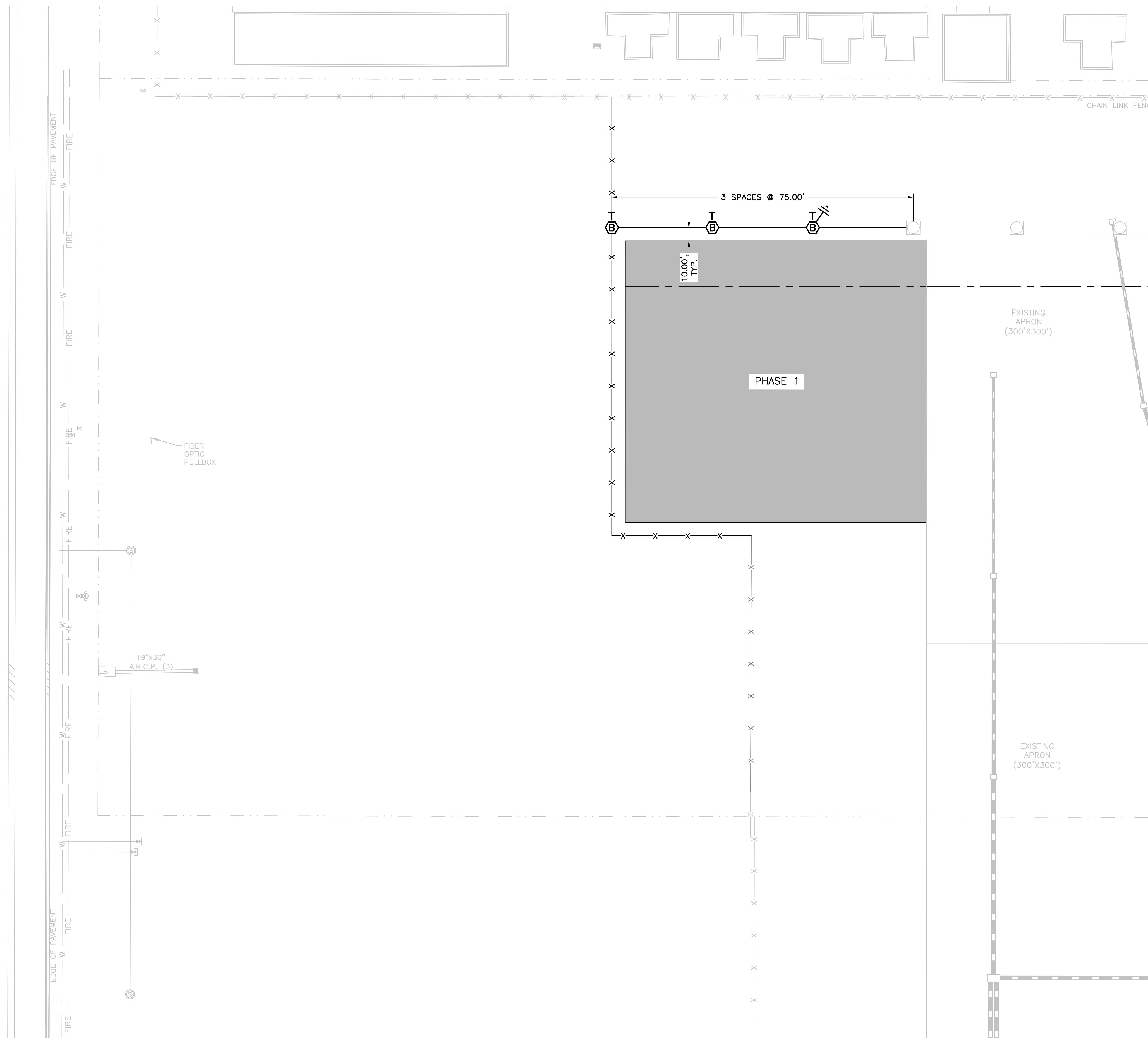
PREPARED FOR
NORTHWEST FLORIDA BEACHES
INTERNATIONAL AIRPORT

DESIGNED BY: T.N./B.H.
DRAWN BY: M.A.B.
CHECKED BY: T.N.
APPROVED BY: V.L.
PROJECT NO: 2020.0073.02
DATE: NOVEMBER 2020

SHEET NUMBER

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NOTES:

1. SEE SHEET E-1 FOR ELECTRICAL GENERAL NOTES AND ELECTRICAL SYMBOLS
2. SEE CONTRACT DETAILS AND CONTRACT SPECIFICATIONS SECTION L-125 AND L-110 FOR ADDITIONAL INFORMATION REGARDING INSTALLATION OF BASE CANS, SIGNS AND ASSOCIATED CONDUIT.
3. ALL BASE CANS, ETC., SHALL BE INSTALLED AS SHOWN ON THE CONTRACT DOCUMENTS OR ACCEPTED SHOP DRAWINGS AND IN ACCORDANCE WITH THE APPLICABLE FAA ADVISORY CIRCULARS AND MANUFACTURERS' RECOMMENDATIONS. SURVEY INSTRUMENTS SHALL BE USED TO POSITION ALL ITEMS TO INSURE PRECISE ORIENTATION. TOLERANCES GIVEN IN THE FAA ADVISORY CIRCULARS AND THE CONTRACT DOCUMENTS SHALL NOT BE EXCEEDED. WHERE NO TOLERANCE IS GIVEN, NO DEVIATION IS PERMITTED. ITEMS NOT INSTALLED IN ACCORDANCE WITH THE FAA ADVISORY CIRCULARS AND THE CONTRACT DOCUMENTS SHALL BE REPLACED BY AND AT THE EXPENSE OF THE CONTRACTOR.
4. POSITION ALL BASE CANS WITH SURVEY INSTRUMENTS AS INDICATED IN THE CONTRACT DOCUMENTS. STAKE LOCATION OF ALL BASE CANS PRIOR TO INSTALLATION TO DEMONSTRATE ACCURACY OF LAYOUT, SPACING INTERVALS, AND COORDINATION WITH SITE FEATURES. BRING CONFLICTS TO THE ATTENTION OF THE ENGINEER. ALLOW 5 CALENDAR DAYS FOR A RESOLUTION.
5. L-867B BASE CANS SHALL BE INSTALLED 10 FEET OFF THE STRIPED EDGE OF PAVEMENT (UNLESS SPECIFICALLY INDICATED OTHERWISE). ON STRAIGHT SECTIONS, THEY SHALL BE OPTICALLY IN LINE WHEN SIGHTED FROM EITHER END OF A STRAIGHT SECTION. BASE CANS FOR EDGE LIGHT UNITS SHALL BE INSTALLED AT THE DESIGNATED LOCATIONS WITH TOP FLANGES AT THE REQUIRED ELEVATION AND WITHIN 2 DEGREES OF LEVEL.

PROPOSED
ELECTRICAL
LAYOUT PLAN

