OGDEN-HINCKLEY AIRPORT

CONSTRUCT SOUTH APRON

3909 AIRPORT RD

OGDEN, UT 84405

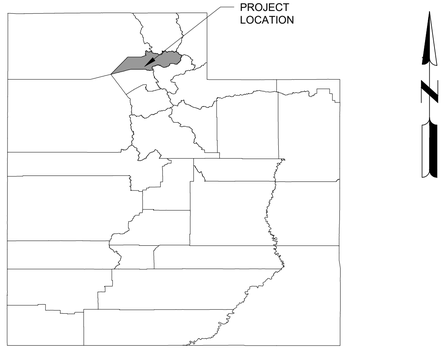
100% ISSUED FOR BID SUBMITTAL

JUNE 16, 2025

AIP NO.: 3-49-0024-069-2025

LOCATION MAP

VICINITY MAP



WEBER COUNTY, UTAH

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DATE: 06/16/2025

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COVER SHEET

SHEET NO.
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G-001

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GENERAL NOTES

1. IF DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE A SITUATION THAT IS NOT IDENTIFIED IN THE PLANS OR SPECIFICATIONS, THE CONTRACTOR SHALL CONTACT THE RESIDENT PROJECT REPRESENTATIVE IMMEDIATELY.
2. ALL REFERENCES TO ANY PUBLISHED STANDARDS SHALL REFER TO THE LATEST REVISION OF SAID STANDARDS, UNLESS SPECIFICALLY STATED OTHERWISE.
3. WHENEVER, IN THE CONTRACT DOCUMENTS, THE WORDS "PROVIDE", "FURNISH", "INSTALL", "FURNISH AND INSTALL", OR SIMILAR WORDS ARE USED, IT SHALL BE UNDERSTOOD THAT THE INTENT OF THE CONTRACT DOCUMENTS IS TO PROVIDE FOR THE CONSTRUCTION AND COMPLETION IN EVERY DETAIL 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.
4. CONTRACTOR SHALL KEEP A SET OF AS-BUILT DRAWINGS ON-SITE AND MAKE AVAILABLE TO THE RPR AT ALL TIMES. AS-BUILT SET SHALL BE SUBMITTED TO THE RPR AT THE COMPLETION OF THE JOB. CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING ALL AS-BUILT INFORMATION DURING THE PROJECT. THE CONTRACTOR SHALL NOTE, AND BRING TO THE RPR'S ATTENTION, ANY DISCREPANCIES BETWEEN THE CONTRACT DOCUMENTS AND ACTUAL FIELD CONDITIONS.
5. ALL DAMAGE TO UTILITIES, PAVEMENT, EQUIPMENT, OR STRUCTURES FROM CONSTRUCTION ACTIVITIES SHALL BE IMMEDIATELY REPORTED TO THE RPR. THE RPR SHALL DETERMINE WHETHER REPAIR OR REPLACEMENT IS NECESSARY. ALL REPAIR METHODS SHALL BE SUBMITTED TO THE RPR FOR REVIEW AND APPROVAL PRIOR TO INITIATING THE WORK. REPAIRS SHALL BE MADE TO THE APPROVAL OF THE RPR AND AT NO ADDITIONAL COST TO THE SPONSOR.
6. THE CONTRACTOR SHALL PROVIDE WORKMANSHIP AND MATERIALS THAT ARE OF GOOD QUALITY AND COMPLY WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
7. THE CONTRACTOR SHALL PROVIDE WORK, EQUIPMENT AND MATERIALS THAT COMPLY WITH FAA REQUIREMENTS, NATIONAL ELECTRICAL CODE, NATIONAL ELECTRICAL SAFETY CODE, AND ALL LOCAL CODES.
8. CONTRACTOR SHALL PROVIDE THE NECESSARY NUMBER OF RADIOS FOR HIS/HER WORKFORCE. RADIOS SHALL BE INSPECTED DAILY AND REMAIN CHARGED AND IN GOOD WORKING CONDITION AT ALL TIMES.
9. THIRTY (30) DAYS PRIOR TO THE BEGINNING OF WORK, THE CONTRACTOR SHALL SUBMIT A WORK SCHEDULE CONSISTENT WITH THE PHASING PLAN STATED IN THE DESIGN.
10. THE CONTRACTOR SHALL HAVE A MINIMUM OF ONE (1) CURRENT COPY OF THE APPROVED PLANS (INCLUDING ANY CHANGE ORDERS, SUPPLEMENTAL AGREEMENTS, FIELD DIRECTIVES, ETC.), ONE (1) CURRENT COPY OF THE APPROPRIATE STANDARDS AND SPECIFICATIONS, AND A COPY OF ANY PERMITS AND EXTENSION AGREEMENTS NEEDED FOR THE JOB, ON SITE AT ALL TIMES.
11. DIMENSIONING FOR LAYOUTS AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWINGS. IF PERTINENT DIMENSIONS ARE NOT SHOWN, CONTACT THE RPR FOR CLARIFICATION.

UTILITIES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES, EXISTING DUCT BANKS, CIRCUITING, AND STRUCTURES AS SHOWN ON THESE PLANS, IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, BASED ON AVAILABLE INFORMATION OR MEASUREMENTS TAKEN IN THE FIELD.THE INFORMATION IS NOT TO BE RELIED UPON AS BEING EXACT OR COMPLETE, NOR IS IT WARRANTED THAT ALL ITEMS ARE SHOWN. THE EXISTING UTILITY LOCATIONS SHOWN ON THE PLANS SHALL NOT BE SCALED FOR EXACT LOCATIONS.

SUBMITTALS

1. THE CONTRACTOR SHALL SUBMIT A DETAILED LISTING OF ALL SUBMITTALS (E.G., MIX DESIGNS, MATERIAL CERTIFICATION, AND PRODUCT INFORMATION) AND SHOP DRAWINGS REQUIRED BY THE TECHNICAL SPECIFICATIONS.
2. THE CONTRACTOR SHALL REVIEW THE CONTRACT DOCUMENTS SECTION 100-05 FOR SUBMITTAL SCHEDULE REQUIREMENTS.
3. THE CONTRACTOR SHALL PROVIDE MATERIAL SUBMITTALS FOR THE RPR'S APPROVAL AT LEAST TEN (10) DAYS PRIOR TO ORDERING.

SITE ACCESS

1. DURING CONSTRUCTION, THE CONTRACTOR SHALL MINIMIZE DISTURBANCES TO ALL CONSTRUCTION AREAS AND ACCESS ROUTES. THIS INCLUDES EQUIPMENT AND VEHICULAR RUTS CREATED IN ANY PAVEMENTS, ANY HAUL/ACCESS ROADS, OR ANY INFIELD/SAFETY AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING FACILITIES OR ROADS. REPAIRS SHALL BE MADE AT NO ADDITIONAL COST TO THE SPONSOR AND TO THE SATISFACTION OF THE RPR.
2. CONTRACTOR SHALL EXAMINE THE EXISTING PAVEMENTS THAT WILL BE USED FOR HAULING OF MATERIAL AND EQUIPMENT AND DETERMINE THE PAVEMENT'S ABILITY TO WITHSTAND CONTRACTOR OPERATIONS WITHOUT CAUSING DAMAGE TO THE PAVEMENT. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR TO THE APPROVAL OF THE RPR AND AT NO ADDITIONAL COST TO THE SPONSOR.
3. AT NO TIME SHALL LIGHT PLANTS BE LEFT RUNNING WHEN CONSTRUCTION OPERATIONS ARE NOT IN PROCESS.
4. ALL CONTRACTOR EMPLOYEES SHALL BE REQUIRED TO PARK IN THE CONTRACTOR'S DESIGNATED STAGING AREA ONLY AND SHALL BE DRIVEN TO THE PROJECT SITE BY DESIGNATED CONSTRUCTION VEHICLES. ALL DRIVERS SHALL COMPLETE THE REQUIRED AIRFIELD DRIVING TRAINING BEFORE BEING ALLOWED TO DRIVE ON THE AIRPORT.
5. THE CONTRACTOR SHALL BE AWARE THAT OTHER CONSTRUCTION MAY BE ACTIVE DURING THIS PROJECT. COORDINATION WILL BE REQUIRED WITH AIRPORT STAFF AND VARIOUS CONTRACTORS THROUGH THE RPR.
6. CONTRACTOR SHALL PROVIDE TEMPORARY FENCING WITH AT LEAST TWO GATES AROUND THE CONSTRUCTION YARD.

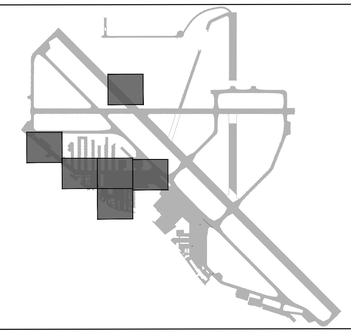
SAFETY

1. DURING CONSTRUCTION, THE CONTRACTOR SHALL COMPLY WITH FAA ADVISORY CIRCULAR (AC) 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
2. THE CONTRACTOR SHALL REVIEW THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) CONTAINED IN THE CONTRACT DOCUMENTS. ADVISORY CIRCULAR (AC) 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" REQUESTS THE CONTRACTOR TO PREPARE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) PRIOR TO NTP FOR APPROVAL BY THE RPR.
3. ALL VEHICLES AND EQUIPMENT WORKING REGULARLY ON THE PROJECT SITE SHALL BE REQUIRED TO BE EQUIPPED WITH STANDARD FAA MARKINGS PER FAA ADVISORY CIRCULAR 150/5210-5 OR BE ESCORTED BY A PROPERLY MARKED VEHICLE. A FLASHING BEACON MAY BE USED AT ANY TIME. FAILURE TO PROVIDE SUCH MARKINGS OR ESCORT FOR ANY EQUIPMENT INSIDE THE AIRPORT PERIMETER FENCE WILL PRECLUDE THAT EQUIPMENT FROM OPERATING ON THE PROJECT. DELAYS CAUSED DUE TO LACK OF CONFORMANCE SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. BACKUP ALARMS SHALL BE ADJUSTED FOR SURROUNDING NOISE LEVELS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL ASPECTS OF SAFETY INCLUDING, BUT NOT LIMITED TO, EXCAVATION, TRENCHING, SHORING, TRAFFIC CONTROL, AND SECURITY.

PERMITTING

1. THE CONTRACTOR SHALL SUBMIT A COPY OF ALL PERMITS REQUIRED FOR THE PROJECT TO THE RPR, FOR HIS REVIEW.

KEY MAP



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SHEET CONTENTS

SHEET INDEX AND GENERAL NOTES

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G-002

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GENERAL ABBREVIATIONS

AC	ASPHALT CONCRETE
ALT	ALTERNATE
AOA	AIR OPERATIONS AREA
APPROX	APPROXIMATE
ARFF	AIRCRAFT RESCUE AND FIRE FIGHTING
ATCT	AIR TRAFFIC CONTROL TOWER
ATO	AIR TRAFFIC ORGANIZATION
BLDG	BUILDING
CP	CONTROL POINT
CSPP	CONSTRUCTION SAFETY AND PHASING PLAN
DEG	DEGREE
DIA	DIAMETER
DIM	DIMENSION
E	EASTING
(E)	EXISTING
EG	FUTURE GRADE
ELEV	ELEVATION
(F)	FUTURE
FG	FUTURE GRADE
FAA	FEDERAL AVIATION ADMINISTRATION
FL	FLOW LINE
FS	FINISH SURFACE
FT	FEET
GB	GRADE BREAK
GSCA	GLIDE SLOPE CRITICAL AREA
HMA	HOT MIX ASPHALT
H.P.	HIGH POINT
IN	INCHES
L	LENGTH
LCA	LOCALIZER CRITICAL AREA
LF	LINEAL FEET
MIN	MINIMUM
MALSR	MEDIUM APPROACH LIGHTING SYSTEM WITH RAIL
NO. OR #	NUMBER
NOTAM	NOTICE TO AIR MISSIONS
N	NORTHING
NAVD	NORTH AMERICAN DATUM
NGS	NATIONAL GEODETIC SURVEY
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
OFF	OFFSET
OFZ	OBJECT FREE ZONE
(P)	PROPOSED
PAPI	PRECISION APPROACH PATH INDICATOR
PACS	PRIMARY AIRPORT CONTROL STATION
PCC	PORTLAND CEMENT CONCRETE
PT	POINT OF TANGENCY
QTY	QUANTITY
R	RADIUS
RD	ROAD
REQ	REQUIRED
ROFA	RUNWAY OBJECT FREE AREA
RPR	RESIDENT PROJECT REPRESENTATIVE
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
RTR	REMOTE TRANSMITTER/RECEIVER
RVZ	RUNWAY VISIBILITY ZONE
RW OR RWY	RUNWAY
SF	SQUARE FOOT
SIDA	SECURITY IDENTIFICATION DISPLAY AREA
SMH	SANITARY SEWER MAN HOLE
SPCD	SAFETY PLAN COMPLIANCE DOCUMENT
STA	STATION
STD	STANDARD
TW OR TWY	TAXIWAY
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
TYP	TYPICAL
W/	WITH
W/O	WITHOUT

REMOVAL

LEGEND:

\\A//	ABANDON
CON\\A//	ABANDON CONDUIT
E\\A//	ABANDON ELECTRIC, UNDERGROUND
G\\A//	ABANDON GAS, UNDERGROUND
SS\\A//	ABANDON SANITARY SEWER
SD\\A//	ABANDON STORM SEWER
W\\A//	ABANDON WATER
X	REMOVE
/-/-/-/-/-/-/-/-/-/-/-/-/-/-	REMOVE
//CON//	REMOVE CONDUIT
//E//	REMOVE ELECTRIC, UNDERGROUND
//OHE//	REMOVE ELECTRIC, OVERHEAD
//FNC//	REMOVE FENCE
//FOC//	REMOVE FIBER OPTIC CABLE
//G//	REMOVE GAS LINE
//SS//	REMOVE SANITARY SEWER
//SD//	REMOVE STORM SEWER
//T//	REMOVE TELEPHONE
//W//	REMOVE WATER LINE

LINES

LEGEND:

ACA	ASOS CRITICAL AREA
APL	AIRCRAFT PARKING LIMIT
AOA	AIRPORT OPERATION AREA
ACA	ASOS CRITICAL AREA
AS	APPROACH SURFACE
BRL	BUILDING RESTRICTION LINE
DRPZ	DEPARTURE RUNWAY PROTECTION ZONE
DS	DEPARTURE SURFACE
FAA	FAA
GSCA	GLIDESLOPE CRITICAL AREA
GCA	GROUND CONTROL APPROACH
GND	GROUNDING WIRE
OFA	OBJECT FREE AREA
OFZ	OBJECT FREE ZONE
RGL	RUNWAY GUARD LIGHTS
ROFA	RUNWAY OBJECT FREE AREA
RPZ	RUNWAY PROTECTION ZONE
RRA	RUNWAY RESTRICTED AREA
RSA	RUNWAY SAFETY AREA
RWA	RUNWAY WORK AREA
SIDA	SECURITY IDENTIFICATION DISPLAY AREA
TOFA	TAXIWAY OBJECT FREE AREA
TSA	TAXIWAY SAFETY AREA
xxx(.xx)	EXISTING CONTOUR LINES
xxx(.xx)	PROPOSED CONTOUR LINES
SSSSSSSSSSSSSSS	SEDIMENT LOG
	SILT FENCE
CON	CONDUIT, GENERIC
G	GAS
OHE	ELECTRIC, OVERHEAD
E	ELECTRIC, UNDERGROUND
x	FENCE - PERMANENT AOA
FOC	FIBER OPTIC CABLE
FM	FORCE MAIN
SS	SANITARY SEWER
S	SIGNAL CABLE, UNDERGROUND
SD	STORM SEWER / CULVERT
OHT	TELEPHONE, OVERHEAD
T	TELEPHONE, UNDERGROUND
TV	TV CABLE
UD	UNDERDRAIN
W	WATER
	EASEMENT
	GRADE BREAK
	GRADING LIMITS
	PROPERTY LINE
	SWALE
DL	DISTURBANCE LIMITS
	GRADING LIMITS

SYMBOLS

LEGEND:

	FIRE HYDRANT
G	GAS MANHOLE
GM	GAS METER
GV	GAS VALVE
HH	HANDHOLE, GENERIC
C	MARKER, CABLE
D	MARKER, DUCT
PZ	PIEZOMETER
STV	SANITARY SEPTIC TANK VALVE
LS	SANITARY SEWER LIFT STATION
S	SANITARY SEWER MANHOLE
SV	SANITARY SEWER VALVE
CB	STORM INLET, ROUND
CB	(E) STORM INLET, SQUARE
CB	STORM INLET, SQUARE
	STORM FLARED END SECTION
S	STORM SEWER MANHOLE
WQ	STORM WATER QUALITY MANHOLE
WV	VALVE MANHOLE
W	WATER MANHOLE
WM	WATER METER
WV	WATER PRESSURE VALVE
	WATER REDUCER
WV	WATER VALVE
	DRAINAGE FLOW DIRECTION
	INLET PROTECTION
	BENCHMARK
###	CONTROL POINT
734.97'	EXISTING SPOT ELEVATION
738.76	FINISHED / PROPOSED SPOT ELEVATION
3:1	FINISHED / PROPOSED SLOPE
2%	
	GATE
	HAUL ROUTE
	LIGHTPOLES
	TAXIWAY EDGE LIGHTS
	RUNWAY EDGE LIGHTS
	FLAG MAN
	DIRECTION ARROWS
	INTERLOCKED LOW-PROFILE BARRICADES
	10' SPACED BARRICADES
	RUNWAY CLOSURE CROSS
	CONSTRUCTION SIGN
STOP	TEMPORARY STOP SIGN
	SITE ACCESS GATE

NOTE: PRINT IN COLOR

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SHEET CONTENTS

LEGEND AND ABBREVIATIONS

SHEET NO.

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G-003

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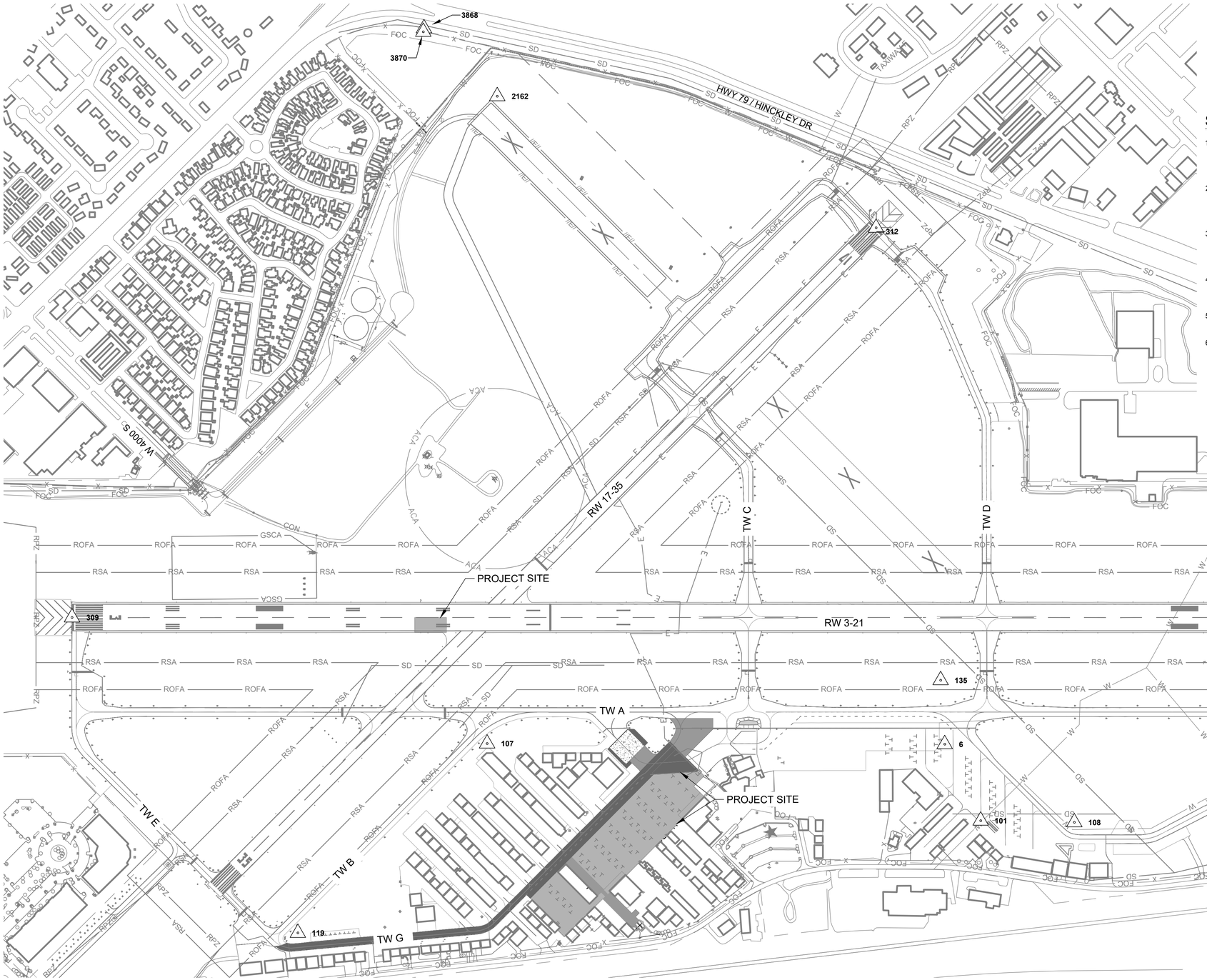
LEGEND

△### CONTROL POINT

POINT TABLE				
POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
6	3595570.12	1500995.36	N/A	FND MAG CP-11
101	3595410.11	1501435.63	4432.93	FND MAGNAIL
107	3593784.31	1499193.78	N/A	FND RBARCAP
108	3595769.73	1501810.40	4428.56	FND RBARCAP
119	3592300.40	1499189.75	4453.27	FND RBARCAP
135	3595805.55	1500729.50	4432.61	FND RBAR DIST
309	3592657.52	1497069.07	4472.21	CL RUN 3-21 NAIL
310	3598371.23	1502816.73	4408.78	CL RUN 3-21 NAIL
312	3597331.76	1498707.63	4436.15	CL RUN 17-35 MON
2162	3596368.16	1496704.41	4446.25	US COAST GRD
3868	3596348.95	1496150.76	4443.91	ROW MARKER
3870	3596332.41	1496161.72	4444.48	ROW MARKER

SITE SURVEY PLAN NOTES:

1. PRIVATE SUBSURFACE UTILITY LOCATIONS SHOWN HEREON ARE BASED UPON GROUND MARKINGS PLACED BY CLIENT REPRESENTATIVE. MARKINGS MAY NOT BE BY BENEFIT OF SUBSURFACE DETECTING INSTRUMENTS AS SOME WERE MARKED PER PERSONNEL BEST RECOLLECTION.
2. SANITARY SEWER AND STORM SEWER LOCATIONS HAVE BEEN DETERMINED BY OBSERVABLE SURFACE STRUCTURES AND RESPECTIVE FEATURES. INTERMEDIATE PIPE LOCATIONS ARE APPROXIMATE AS ACCURATE LOCATIONS WERE NOT AVAILABLE AT TIME OF SURVEY.
3. CONTROL POINTS AND BENCHMARKS SHOWN HEREON ARE FOR REFERENCE PURPOSES ONLY. PRIOR TO STAKING, THE CONTROL MUST BE INDEPENDENTLY VERIFIED AS UNDISTURBED. NO WARRANTY IS MADE WITH RESPECT TO THE ACCURACY OF CONTROL SHOWN HEREON AS THEY ARE SUBJECT TO POTENTIAL DISTURBANCE.
4. THE BASIS OF LATITUDE AND LONGITUDES FOR THIS PROJECT ARE BASED ON NAD 83 STATE PLANE UTAH NORTH ZONE. SECTION LINES AND CORNERS WERE CALCULATED AS PUBLISHED BY THE WEBER COUNTY SURVEYORS OFFICE.
5. THE DATUM ELEVATION FOR THIS PROJECT WAS DERIVED FROM THE NAVD 88 (COMPUTED USING GEOID 12B).
6. THIS PROJECT IS ON A GRID SYSTEM NOT A GROUND SYSTEM TO MATCH THE UTAH STATE PLANES; NAD83 DATUM, NORTH ZONE, US FOOT.



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SURVEY CONTROL

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G-041

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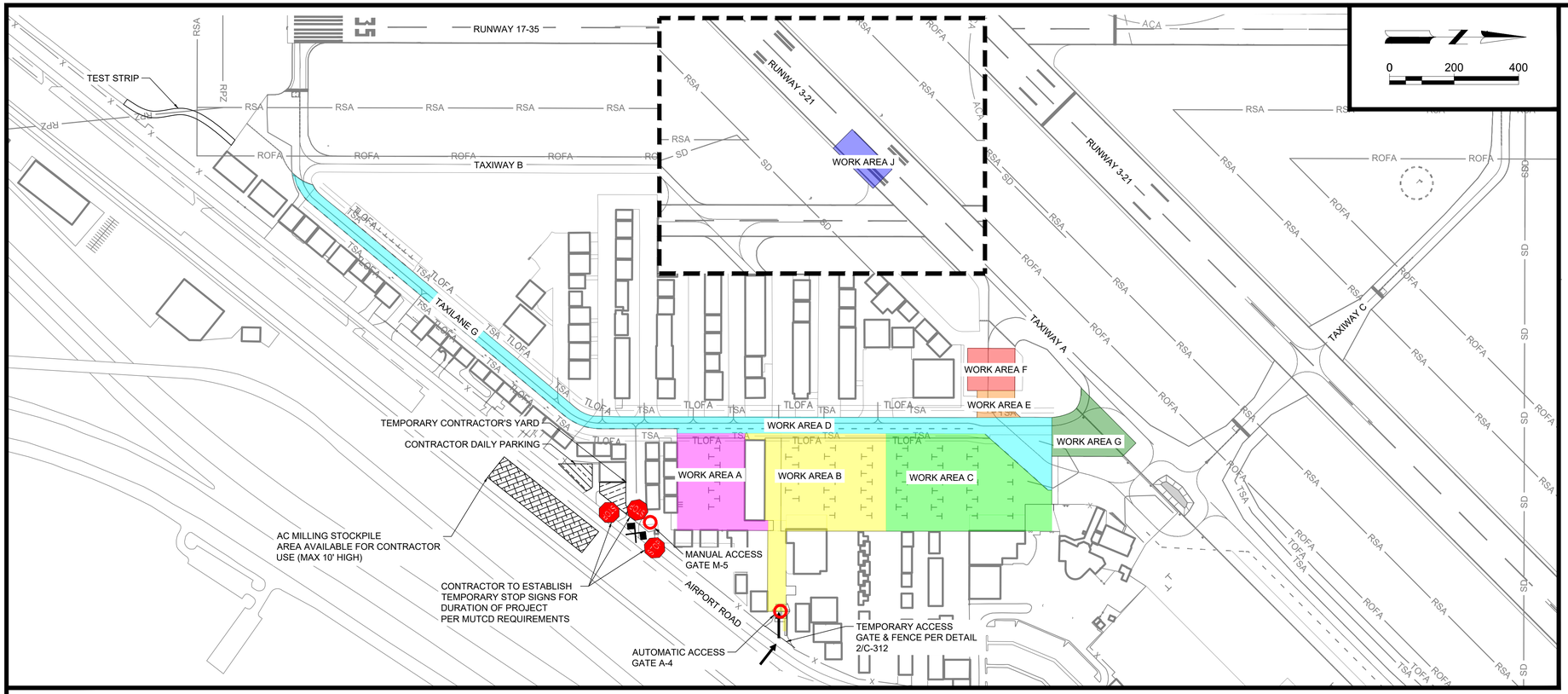

CSPP LEGEND

- TEMPORARY CONTRACTOR'S YARD
- CONTRACTOR DAILY PARKING
- AC MILLING STOCKPILE
- HAUL ROUTE
- ARFF ROUTE
- TAXI ROUTE
- INTERLOCKED LOW-PROFILE BARRICADES
- 10' SPACED BARRICADES
- FLAG MAN
- SITE ACCESS GATE
- RUNWAY CLOSURE CROSS
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- CONSTRUCTION SIGN
- TEMPORARY STOP SIGN

WORK AREA	WORK HOURS	WORK	PAVEMENT CLOSURES DUE TO THE WORK	OPERATIONAL THRU TRAFFIC DUE TO THE WORK	CALENDAR DAYS	CONCURRENT CLOSURE ALLOWABLES	WORK AREA NOTES
MOB	0630-1830	• ESTABLISH CONTRACTOR'S YARD • PROVIDE SUBMITTALS	• NONE		30 DAYS	NONE	DO NOT IMPEDE ARFF ACCESS, ALL PHASES.
A	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA A	• AIRFIELD ACCESS FOR HANGARS: 855, 857, 861, 865, 869, 873, 949, 951, 959, 963, 969, AND 971. • REMOVE TIEDOWNS: S-105 TO S-119.	TAXILANE G	21 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
B	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA B • CONSTRUCT ACCESS GATE	• AIRFIELD ACCESS FOR HANGARS: 829, 833, 847, 853, 859, 863, 867, 871, 875, 877, 755, 727, 631 , 625, 619, 557, 547, 537, 527, 523, AND 515. • REMOVE TIEDOWNS: S-061 TO S-103.	TAXILANE G	28 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
C	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA C	• AIRFIELD ACCESS FOR HANGARS: 151, 209, 311, 315, 317, 323, 219A, 219B, 339, 345, AND 353. • REMOVE TIEWDOWNS: S-001 TO S-059.	TAXILANE G	28 DAYS	AREA F,E	REDUCED TAXILANE G OPERATIONAL WIDTH.
D	1800-0700	• TAXILANE G CRACK SEAL, SLURRY SEAL, REMARK	• TAXILANE G FROM TAXIWAY B TO TAXIWAY A	TAXIWAY B TO TAXWAY A - NO TAXIWAY G ACCESS	2 NIGHTS	NONE	CRACK SEAL FIRST NIGHT. SLURRY SEAL AND MARK SECOND NIGHT. ARFF ACCESS MAY BE IMPACTED ON TAXILANE G DUE TO WET SEAL COAT. TAXILANE G CLOSED TO ALL AIRCRAFT.
E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAY	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
G	0700-1800	• HMA MILL AND OVERLAY	• TAXILANE G FROM DEICE PAD TO TAXIWAY A	TAXIWAY G SOUTH OF DEICE PAD	2 NIGHTS	NONE	NO WORK ALLOWED ON MONDAY, WEDNESDAY, OR FRIDAY. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
J	0700-1800	• HMA MILL AND OVERLAY	• RW 3-21, RW 17-35	ALL LANDING SURFACES CLOSED	1 NIGHT	NONE	RUNWAY CLOSURE LIQUIDATED DAMAGES APPLY. CONTRACTOR TO DISABLE ALL AIRFIELD RUNWAY AND TAXIWAY LIGHTING DURING RUNWAY CLOSURE. FAA SCC TO BE NOTIFIED BY CONTRACTOR TO DISABLE ILS DURING CLOSURE.
X	VARIES ACCORDINGLY TO AFFECTED WORK AREA	• SECOND COAT OF PAINT • GROOVING AND MARKING OF THE RUNWAY	• LOCAL CLOSURE UNDER ESCORT • RW 3-21, RW 17-35	• NO IMPACT • ALL LANDING SURFACES CLOSED	1 NIGHT, 3 DAYS	NONE	COMPLETE ALL WORK IN A SINGLE WORK AREA BEFORE PROCEEDING TO THE NEXT. DAYTIME WORK UNDER LOCAL CLOSURE.

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SHEET CONTENTS
OVERALL CONSTRUCTION SAFETY & PHASING PLAN

SHEET NO.
5 of 57
G-080

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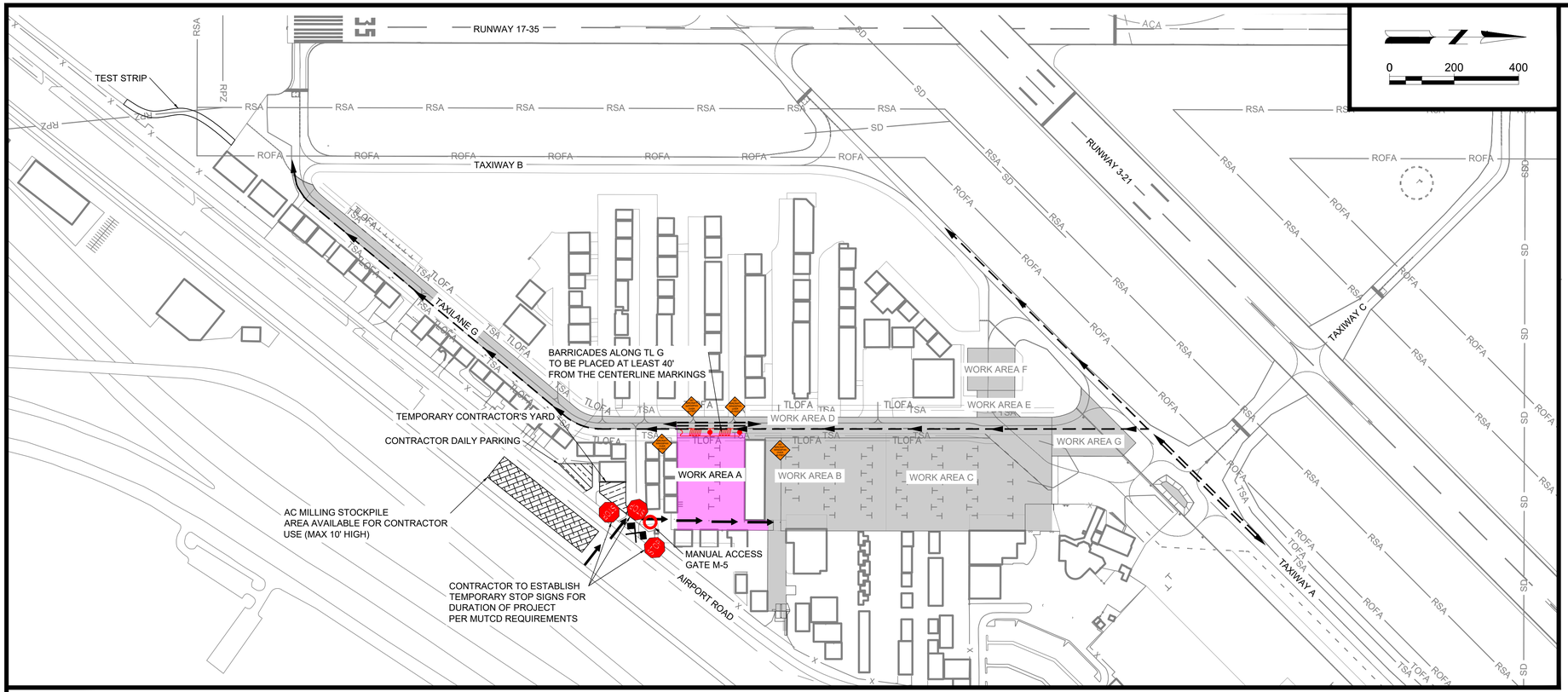

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A	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA A	• AIRFIELD ACCESS FOR HANGARS: 855, 857, 861, 865, 869, 873, 949, 951, 959, 963, 969, AND 971. • REMOVE TIEDOWNS: S-105 TO S-119.	TAXILANE G	21 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
B	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA B • CONSTRUCT ACCESS GATE	• AIRFIELD ACCESS FOR HANGARS: 829, 833, 847, 853, 859, 863, 867, 871, 875, 877, 755, 727, 631 , 625, 619, 557, 547, 537, 527, 523, AND 515. • REMOVE TIEDOWNS: S-061 TO S-103.	TAXILANE G	28 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
C	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA C	• AIRFIELD ACCESS FOR HANGARS: 151, 209, 311, 315, 317, 323, 219A, 219B, 339, 345, AND 353. • REMOVE TIEWDOWNS: S-001 TO S-059.	TAXILANE G	28 DAYS	AREA F,E	REDUCED TAXILANE G OPERATIONAL WIDTH.
D	1800-0700	• TAXILANE G CRACK SEAL, SLURRY SEAL, REMARK	• TAXILANE G FROM TAXIWAY B TO TAXIWAY A	TAXIWAY B TO TAXWAY A - NO TAXIWAY G ACCESS	2 NIGHTS	NONE	CRACK SEAL FIRST NIGHT. SLURRY SEAL AND MARK SECOND NIGHT. ARFF ACCESS MAY BE IMPACTED ON TAXILANE G DUE TO WET SEAL COAT. TAXILANE G CLOSED TO ALL AIRCRAFT.
E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAY	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
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SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - WORK AREA A

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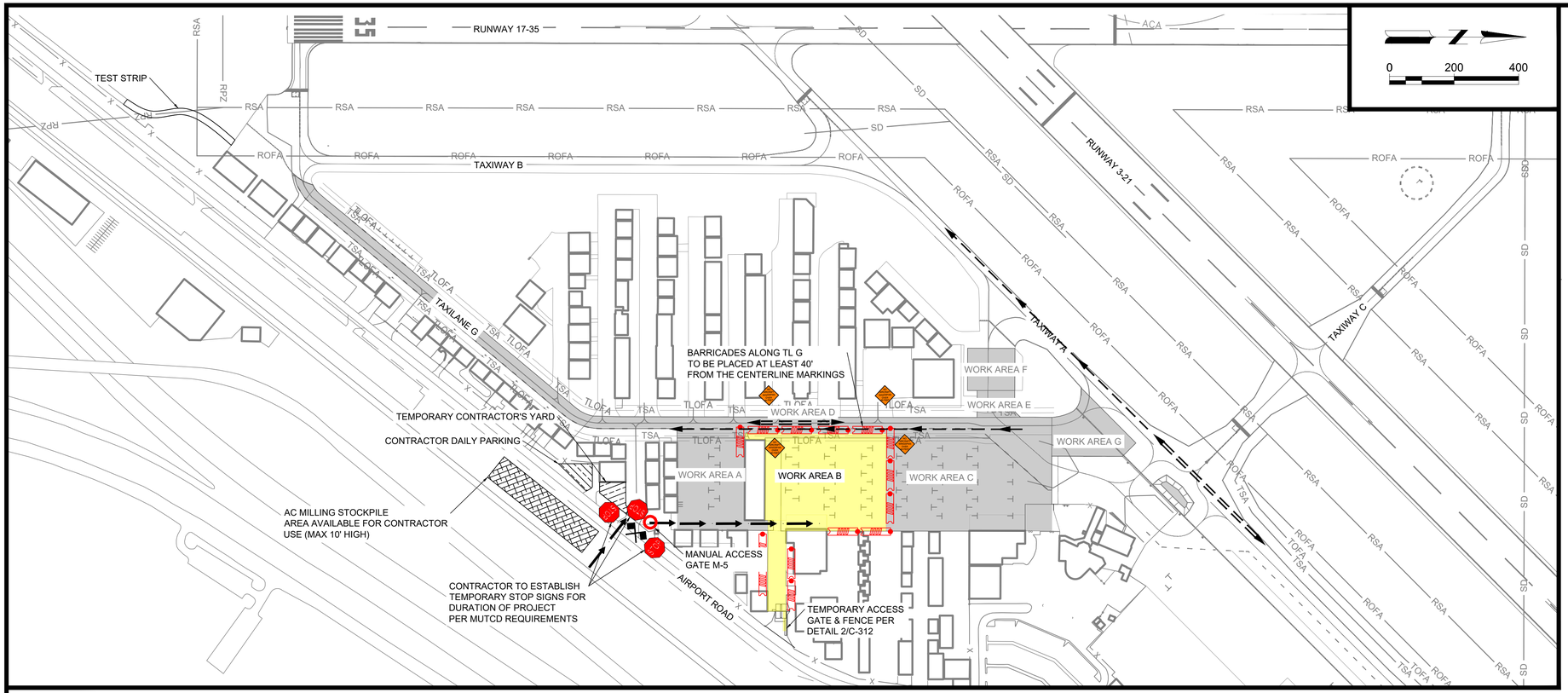

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SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - WORK AREA B

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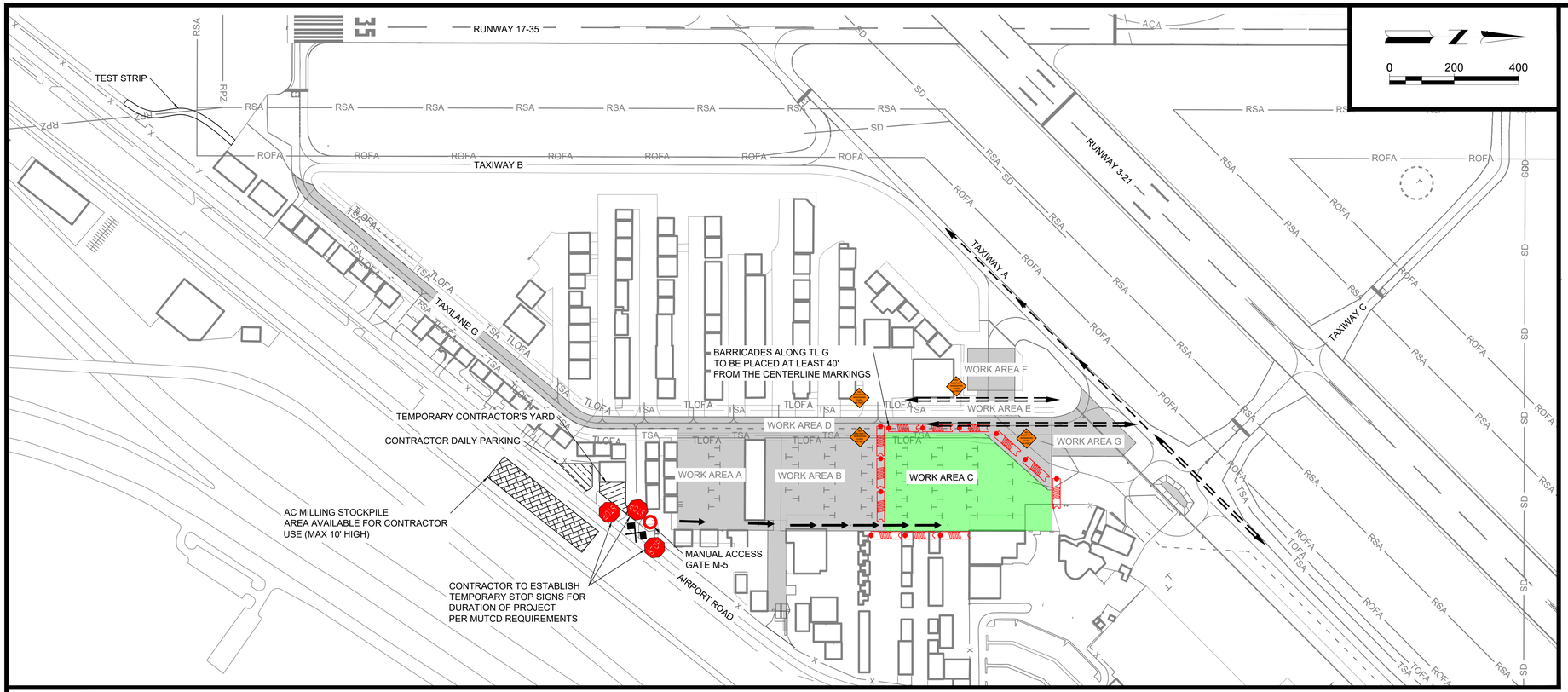

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SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - WORK AREA C

SHEET NO.
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G-083

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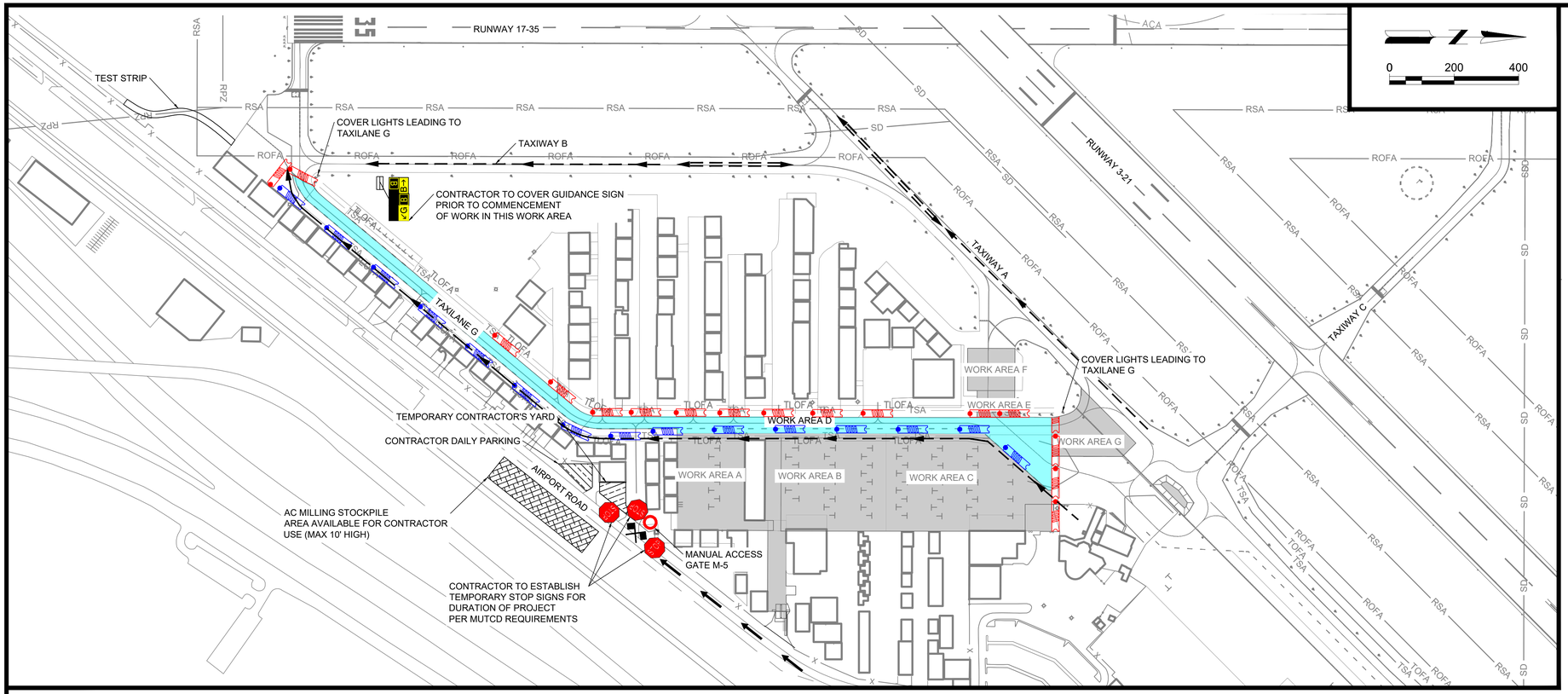

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- CONSTRUCTION SIGN
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WORK AREA	WORK HOURS	WORK	PAVEMENT CLOSURES DUE TO THE WORK	OPERATIONAL THRU TRAFFIC DUE TO THE WORK	CALENDAR DAYS	CONCURRENT CLOSURE ALLOWABLES	WORK AREA NOTES
MOB	0630-1830	• ESTABLISH CONTRACTOR'S YARD • PROVIDE SUBMITTALS	• NONE		30 DAYS	NONE	DO NOT IMPEDE ARFF ACCESS, ALL PHASES.
A	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA A	• AIRFIELD ACCESS FOR HANGARS: 855, 857, 861, 865, 869, 873, 949, 951, 959, 963, 969, AND 971. • REMOVE TIEDOWNS: S-105 TO S-119.	TAXILANE G	21 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
B	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA B • CONSTRUCT ACCESS GATE	• AIRFIELD ACCESS FOR HANGARS: 829, 833, 847, 853, 859, 863, 867, 871, 875, 877, 755, 727, 631 , 625, 619, 557, 547, 537, 527, 523, AND 515. • REMOVE TIEDOWNS: S-061 TO S-103.	TAXILANE G	28 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
C	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA C	• AIRFIELD ACCESS FOR HANGARS: 151, 209, 311, 315, 317, 323, 219A, 219B, 339, 345, AND 353. • REMOVE TIEWDOWNS: S-001 TO S-059.	TAXILANE G	28 DAYS	AREA F,E	REDUCED TAXILANE G OPERATIONAL WIDTH.
D	1800-0700	• TAXILANE G CRACK SEAL, SLURRY SEAL, REMARK	• TAXILANE G FROM TAXIWAY B TO TAXIWAY A	TAXIWAY B TO TAXWAY A - NO TAXIWAY G ACCESS	2 NIGHTS	NONE	CRACK SEAL FIRST NIGHT. SLURRY SEAL AND MARK SECOND NIGHT. ARFF ACCESS MAY BE IMPACTED ON TAXILANE G DUE TO WET SEAL COAT. TAXILANE G CLOSED TO ALL AIRCRAFT.
E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAY	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
G	0700-1800	• HMA MILL AND OVERLAY	• TAXILANE G FROM DEICE PAD TO TAXIWAY A	TAXIWAY G SOUTH OF DEICE PAD	2 NIGHTS	NONE	NO WORK ALLOWED ON MONDAY, WEDNESDAY, OR FRIDAY. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
J	0700-1800	• HMA MILL AND OVERLAY	• RW 3-21, RW 17-35	ALL LANDING SURFACES CLOSED	1 NIGHT	NONE	RUNWAY CLOSURE LIQUIDATED DAMAGES APPLY. CONTRACTOR TO DISABLE ALL AIRFIELD RUNWAY AND TAXIWAY LIGHTING DURING RUNWAY CLOSURE. FAA SCC TO BE NOTIFIED BY CONTRACTOR TO DISABLE ILS DURING CLOSURE.
X	VARIES ACCORDINGLY TO AFFECTED WORK AREA	• SECOND COAT OF PAINT • GROOVING AND MARKING OF THE RUNWAY	• LOCAL CLOSURE UNDER ESCORT • RW 3-21, RW 17-35	• NO IMPACT • ALL LANDING SURFACES CLOSED	1 NIGHT, 3 DAYS	NONE	COMPLETE ALL WORK IN A SINGLE WORK AREA BEFORE PROCEEDING TO THE NEXT. DAYTIME WORK UNDER LOCAL CLOSURE.

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SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - WORK AREA D

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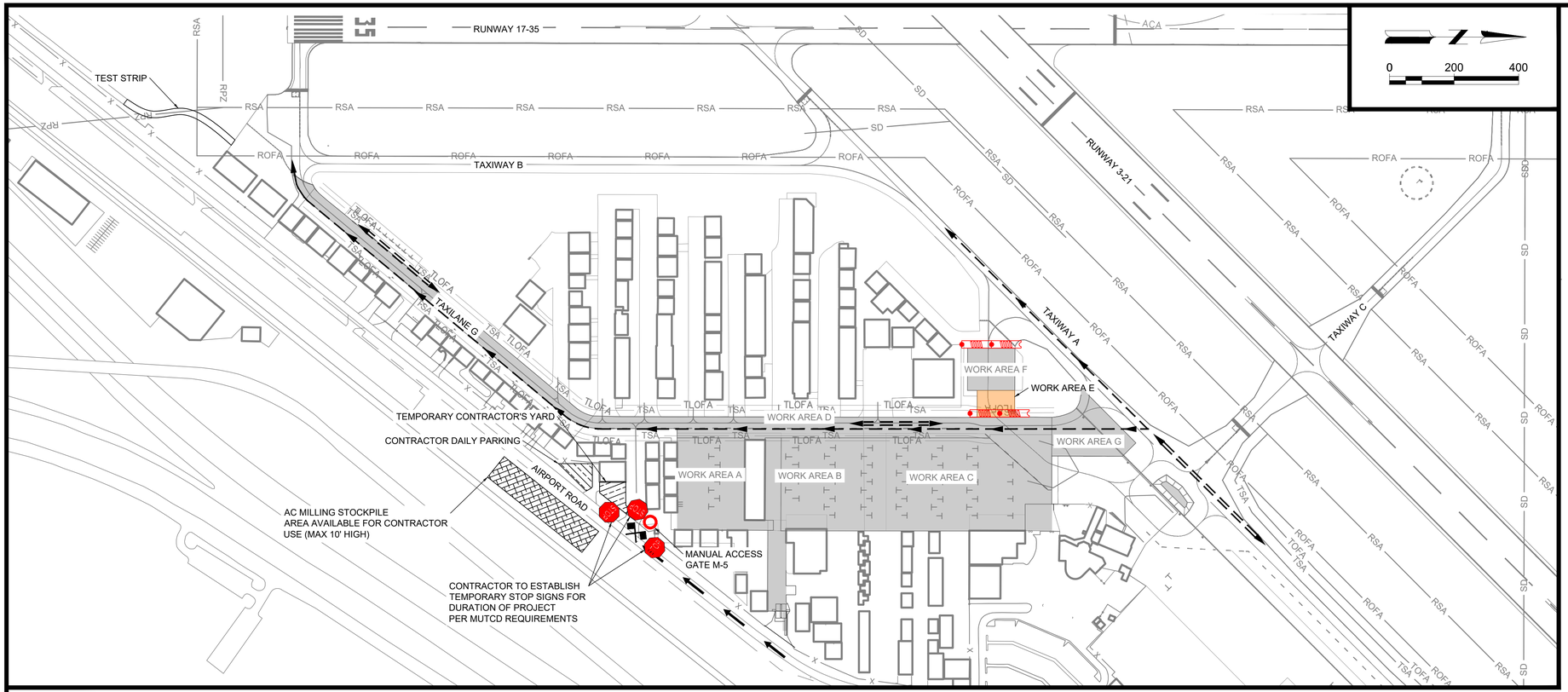

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CONSTRUCTION SAFETY & PHASING PLAN - WORK AREA E

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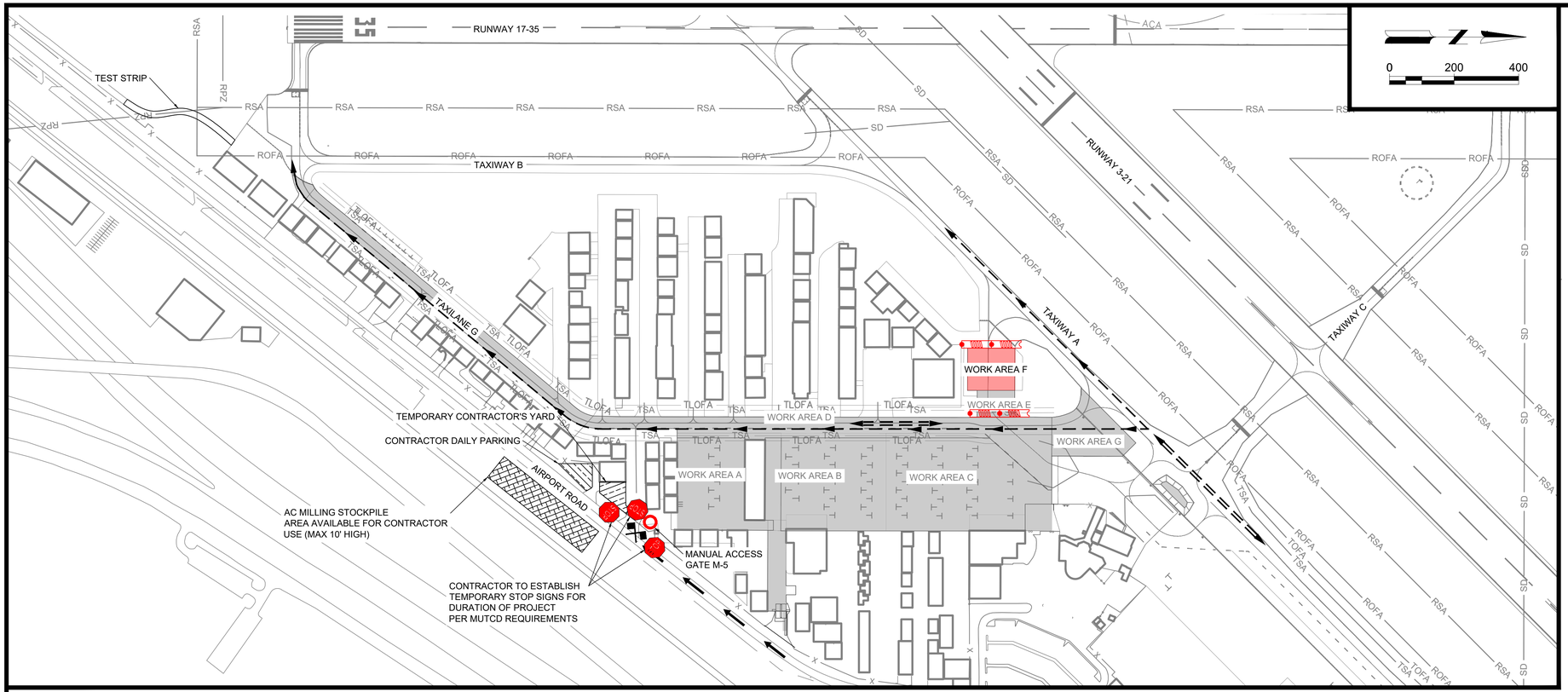

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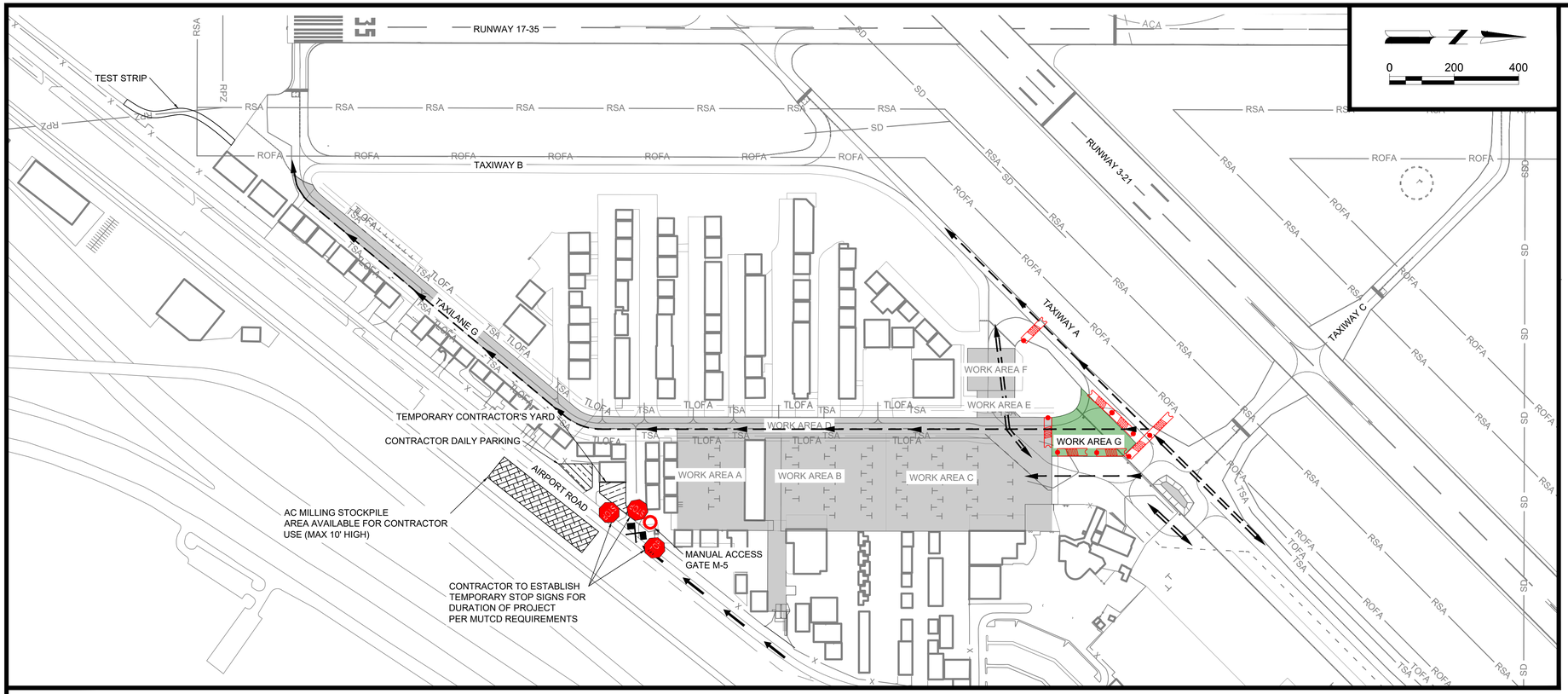

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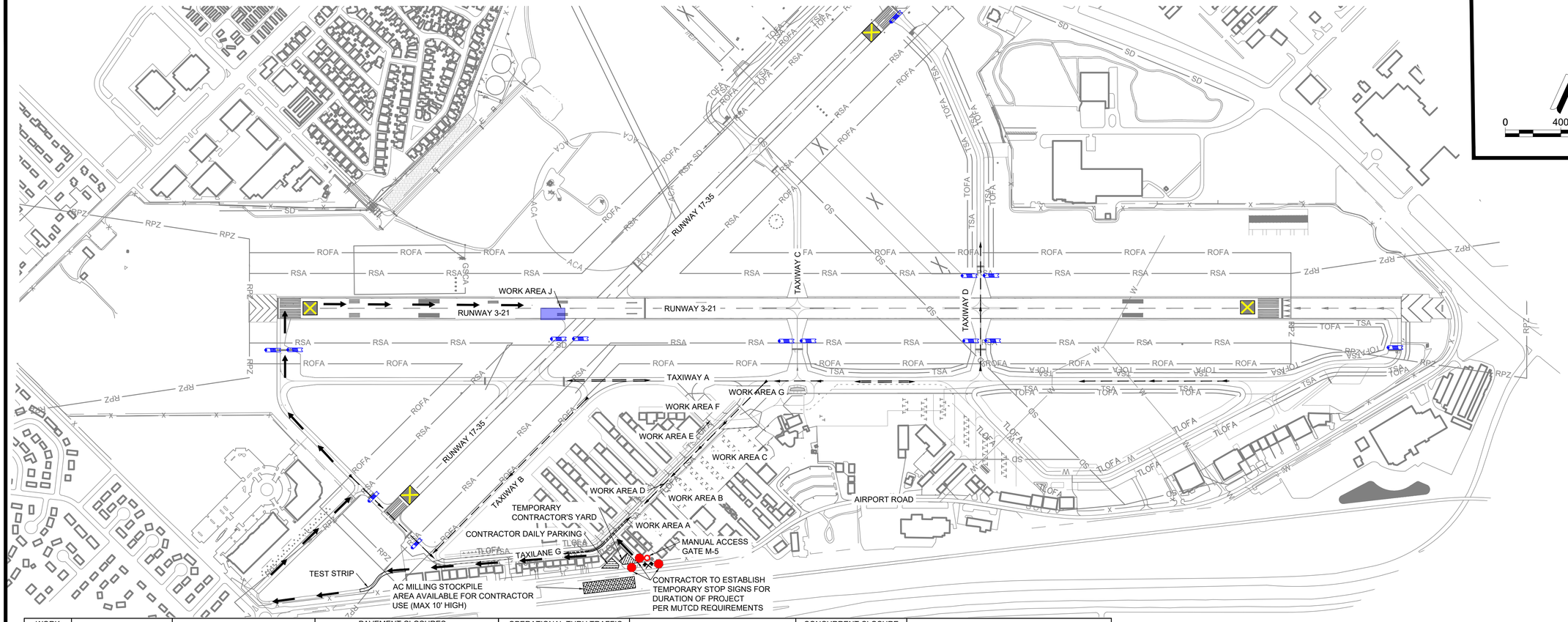

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D	1800-0700	• TAXILANE G CRACK SEAL, SLURRY SEAL, REMARK	• TAXILANE G FROM TAXIWAY B TO TAXIWAY A	TAXIWAY B TO TAXWAY A - NO TAXIWAY G ACCESS	2 NIGHTS	NONE	CRACK SEAL FIRST NIGHT. SLURRY SEAL AND MARK SECOND NIGHT. ARFF ACCESS MAY BE IMPACTED ON TAXILANE G DUE TO WET SEAL COAT. TAXILANE G CLOSED TO ALL AIRCRAFT.
E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAY	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
G	0700-1800	• HMA MILL AND OVERLAY	• TAXILANE G FROM DEICE PAD TO TAXIWAY A	TAXIWAY G SOUTH OF DEICE PAD	2 NIGHTS	NONE	NO WORK ALLOWED ON MONDAY, WEDNESDAY, OR FRIDAY. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
J	0700-1800	• HMA MILL AND OVERLAY	• RW 3-21, RW 17-35	ALL LANDING SURFACES CLOSED	1 NIGHT	NONE	RUNWAY CLOSURE LIQUIDATED DAMAGES APPLY. CONTRACTOR TO DISABLE ALL AIRFIELD RUNWAY AND TAXIWAY LIGHTING DURING RUNWAY CLOSURE. FAA SCC TO BE NOTIFIED BY CONTRACTOR TO DISABLE ILS DURING CLOSURE.
X	VARIES ACCORDINGLY TO AFFECTED WORK AREA	• SECOND COAT OF PAINT • GROOVING AND MARKING OF THE RUNWAY	• LOCAL CLOSURE UNDER ESCORT • RW 3-21, RW 17-35	• NO IMPACT • ALL LANDING SURFACES CLOSED	1 NIGHT, 3 DAYS	NONE	COMPLETE ALL WORK IN A SINGLE WORK AREA BEFORE PROCEEDING TO THE NEXT. DAYTIME WORK UNDER LOCAL CLOSURE.

NOTE: PRINT IN COLOR

CSPP LEGEND

- TEMPORARY CONTRACTOR'S YARD
- CONTRACTOR DAILY PARKING
- AC MILLING STOCKPILE
- HAUL ROUTE
- ARFF ROUTE
- TAXI ROUTE
- INTERLOCKED LOW-PROFILE BARRICADES
- 10' SPACED BARRICADES
- FLAG MAN
- SITE ACCESS GATE
- RUNWAY CLOSURE CROSS
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- CONSTRUCTION SIGN
- TEMPORARY STOP SIGN

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DATE: 06/16/2025

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DATE: JUNE 16, 2025
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SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - WORK AREA J

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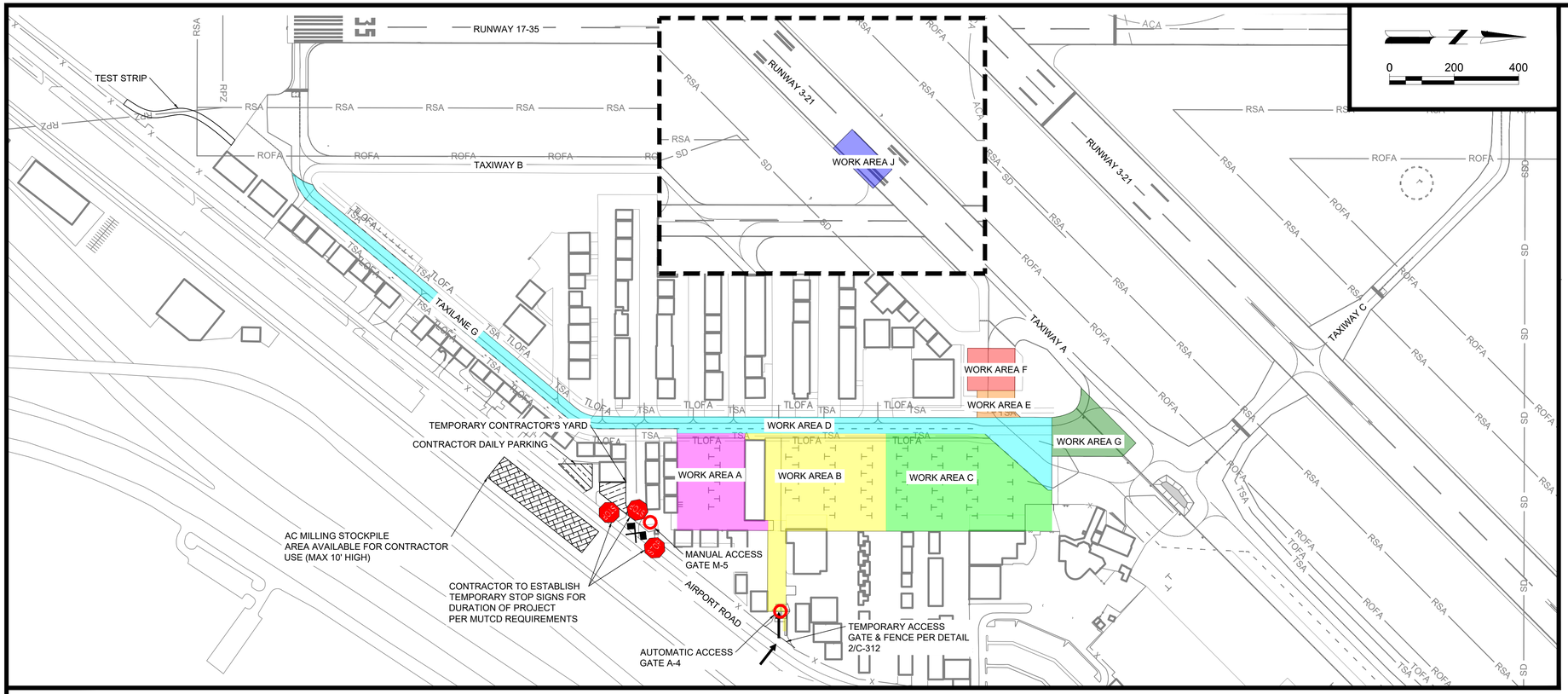

CSPP LEGEND

- TEMPORARY CONTRACTOR'S YARD
- CONTRACTOR DAILY PARKING
- AC MILLING STOCKPILE
- HAUL ROUTE
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- TOFA — TAXIWAY OBJECT FREE AREA
- TLOFA — TAXILANE OBJECT FREE AREA
- CONSTRUCTION SIGN
- TEMPORARY STOP SIGN

WORK AREA	WORK HOURS	WORK	PAVEMENT CLOSURES DUE TO THE WORK	OPERATIONAL THRU TRAFFIC DUE TO THE WORK	CALENDAR DAYS	CONCURRENT CLOSURE ALLOWABLES	WORK AREA NOTES
MOB	0630-1830	• ESTABLISH CONTRACTOR'S YARD • PROVIDE SUBMITTALS	• NONE		30 DAYS	NONE	DO NOT IMPEDE ARFF ACCESS, ALL PHASES.
A	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA A	• AIRFIELD ACCESS FOR HANGARS: 855, 857, 861, 865, 869, 873, 949, 951, 959, 963, 969, AND 971. • REMOVE TIEDOWNS: S-105 TO S-119.	TAXILANE G	21 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
B	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA B • CONSTRUCT ACCESS GATE	• AIRFIELD ACCESS FOR HANGARS: 829, 833, 847, 853, 859, 863, 867, 871, 875, 877, 755, 727, 631 , 625, 619, 557, 547, 537, 527, 523, AND 515. • REMOVE TIEDOWNS: S-061 TO S-103.	TAXILANE G	28 DAYS	AREA F	REDUCED TAXILANE G OPERATIONAL WIDTH.
C	0700-1800	• SOUTH APRON HMA RECONSTRUCTION - AREA C	• AIRFIELD ACCESS FOR HANGARS: 151, 209, 311, 315, 317, 323, 219A, 219B, 339, 345, AND 353. • REMOVE TIEWDOWNS: S-001 TO S-059.	TAXILANE G	28 DAYS	AREA F,E	REDUCED TAXILANE G OPERATIONAL WIDTH.
D	1800-0700	• TAXILANE G CRACK SEAL, SLURRY SEAL, REMARK	• TAXILANE G FROM TAXIWAY B TO TAXIWAY A	TAXIWAY B TO TAXWAY A - NO TAXIWAY G ACCESS	2 NIGHTS	NONE	CRACK SEAL FIRST NIGHT. SLURRY SEAL AND MARK SECOND NIGHT. ARFF ACCESS MAY BE IMPACTED ON TAXILANE G DUE TO WET SEAL COAT. TAXILANE G CLOSED TO ALL AIRCRAFT.
E	0700-1800	• HMA MILL AND OVERLAY	• CONNECTOR TAXILANE FROM TAXILANE G TO DEICE PAD	TAXIWAY A AND TAXILANE G	2 DAYS	AREA C, F	CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
F	0700-1800	• PCC PANEL REPLACEMENT • JOINT SEAL REPLACEMENT • PCC SAW AND CRACK SEAL	• DEICE PAD	TAXIWAY A AND TAXILANE G	40 DAY	AREA A, B, C, E	REMAIN CLEAR OF TAXIWAY A OBJECT FREE AREA. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
G	0700-1800	• HMA MILL AND OVERLAY	• TAXILANE G FROM DEICE PAD TO TAXIWAY A	TAXIWAY G SOUTH OF DEICE PAD	2 NIGHTS	NONE	NO WORK ALLOWED ON MONDAY, WEDNESDAY, OR FRIDAY. CONTRACTOR TO COVER EDGE LIGHTS LEADING TO THIS WORK AREA.
J	0700-1800	• HMA MILL AND OVERLAY	• RW 3-21, RW 17-35	ALL LANDING SURFACES CLOSED	1 NIGHT	NONE	RUNWAY CLOSURE LIQUIDATED DAMAGES APPLY. CONTRACTOR TO DISABLE ALL AIRFIELD RUNWAY AND TAXIWAY LIGHTING DURING RUNWAY CLOSURE. FAA SCC TO BE NOTIFIED BY CONTRACTOR TO DISABLE ILS DURING CLOSURE.
X	VARIES ACCORDINGLY TO AFFECTED WORK AREA	• SECOND COAT OF PAINT • GROOVING AND MARKING OF THE RUNWAY	• LOCAL CLOSURE UNDER ESCORT • RW 3-21, RW 17-35	• NO IMPACT • ALL LANDING SURFACES CLOSED	1 NIGHT, 3 DAYS	NONE	COMPLETE ALL WORK IN A SINGLE WORK AREA BEFORE PROCEEDING TO THE NEXT. DAYTIME WORK UNDER LOCAL CLOSURE.

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SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN - WORK AREA X

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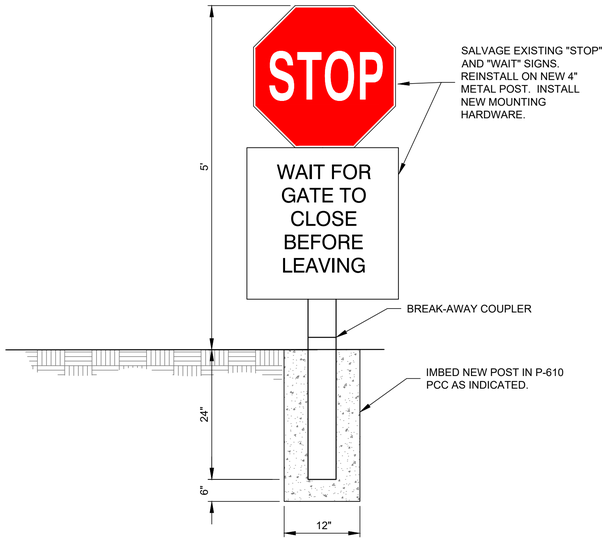
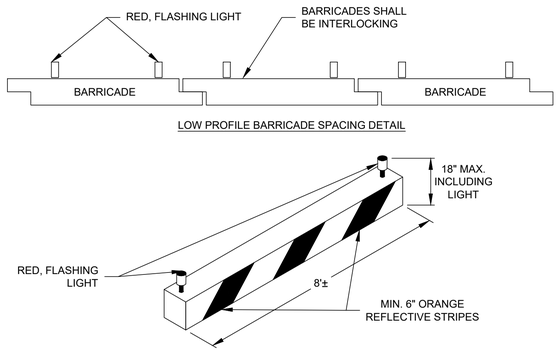


5 STOP SIGN SALVAGE AND REINSTALL
NOT TO SCALE

NOTES:

1. BLACK TEXT ON ORANGE BACKGROUND NON-REFLECTIVE.
2. SIGN TO BE LOCATED OUTSIDE OF REDUCED OBJECT FREE AREA.
3. SIGN TO BE ON WEIGHTED FLEXIBLE STAND.
4. SIGN TO BE A FLEXIBLE FABRIC.

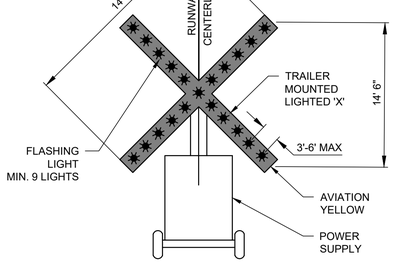
3 CONSTRUCTION SIGN
NOT TO SCALE



NOTES:

1. BARRICADE FLASHERS MUST BE FUNCTIONAL AND DAMAGED BARRICADES SHALL NOT BE USED.
2. BARRICADE TO BE FILLED WITH WATER AND CONSTANTLY MONITORED.
3. LOW PROFILE BARRICADE TO MEET CURRENT EDITION OF FAA AC 150/5370-2 < 18" HEIGHT.
4. UV RESISTANT POLYETHYLENE WATER FILLED, < 8' LENGTH, ORANGE AND WHITE, WITH FLASHING SOLAR AND BATTERY POWERED LIGHTS.

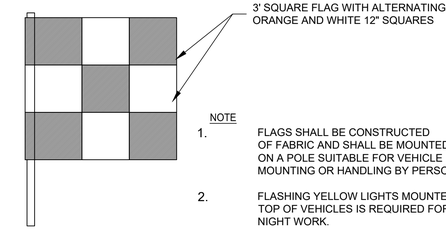
1 LOW-PROFILE BARRICADE
NOT TO SCALE



NOTES:

1. THE CONTRACTOR SHALL PROVIDE FOUR (4) PORTABLE LIGHTED RUNWAY CLOSURE CROSSES (RCC'S).
2. THE CONTRACTOR IS RESPONSIBLE FOR PLACEMENT AND REMOVAL OF THE RCC'S DURING CONSTRUCTION, AS WELL AS TRANSPORTATION OF THE RCC'S TO AND FROM THE STORAGE AREA WHEN NOT IN USE.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MAINTENANCE OF CLOSURE MARKERS FOR THE DURATION OF THE PROJECT. THIS SHALL INCLUDE BUT IS NOT LIMITED TO FUEL, OIL, GREASE, BULB REPLACEMENT, SERVICE AND REPAIR.
4. RUNWAY CLOSURE CROSS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5345-55, CURRENT EDITION.
5. THIS ITEM SHALL BE INCIDENTAL TO THE TRAFFIC CONTROL PAY ITEMS AND SHALL INCLUDE FURNISHING, INSTALLING, RELOCATING, MAINTAINING AND REMOVING THE MARKERS AND FOR ALL INCIDENTAL ITEMS TO SUPPLY, OPERATE, AND MAINTAIN THE CROSSES.
6. CROSSES SHALL BE ADEQUATELY SECURED SO AS TO NOT BE AFFECTED BY WIND.

4 LIGHTED RUNWAY CLOSURE CROSS
NOT TO SCALE



2 CONSTRUCTION VEHICLE CHECKERED FLAG DISPLAY
NOT TO SCALE

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SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN DETAILS

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GENERAL:

A. THE CONTRACTOR IS ADVISED THAT ALL EMPLOYEES INSIDE THE AOA FENCE MUST CONFORM WITH ALL AIRFIELD SECURITY REQUIREMENTS. THE CONTRACTOR SHALL CONTACT THE AIRPORT FOR ALL REQUIREMENTS. ANY CONTRACTOR EMPLOYEE NOT CONFORMING TO AIRFIELD OR FAA REQUIREMENTS WILL BE ASKED TO LEAVE THE PROJECT AND NOT RETURN FOR THE REMAINDER OF THE PROJECT.

SAFETY PLAN COMPLIANCE DOCUMENT

A. THE CONTRACTOR SHALL PREPARE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) DESCRIBING HOW THE REQUIREMENTS OF THE CONSTRUCTION SAFETY AND PHASING PLAN WILL BE MET. THE SPCD SHALL INCLUDE A CERTIFICATION STATEMENT BY THE CONTRACTOR THAT:
   1. INDICATES FULL UNDERSTANDING OF THE OPERATIONAL SAFETY REQUIREMENTS OF THE CONSTRUCTION SAFETY AND PHASING PLAN AND;
   2. ASSERTS NO DEVIATIONS SHALL BE MADE FROM THE APPROVED SAFETY PHASING PLAN AND SPCD UNLESS WRITTEN APPROVAL IS GRANTED BY THE AIRPORT. THE SPCD SHALL FOLLOW THE FORMAT OF THE MOST CURRENT EDITION OF FAA AC 150/5370-2 AND SHALL ADDRESS ITEMS (1)-(18) PER THE REQUIREMENTS OF THE AC.

B. THE CONTRACTOR SHALL SUBMIT THE SPCD TO THE RESIDENT PROJECT REPRESENTATIVE FOR REVIEW AND APPROVAL A MIN. OF TEN (10) DAYS PRIOR TO THE ANTICIPATED ISSUE OF THE NOTICE TO PROCEED. COPIES OF THE APPROVED CONSTRUCTION SAFETY PHASING PLAN AND SAFETY PLAN COMPLIANCE DOCUMENT SHALL BE MAINTAINED AT THE PROJECT SITE.

C. DAILY INSPECTIONS BY THE CONTRACTOR AND AIRPORT OPERATOR TO ENSURE COMPLIANCE WITH THE CONSTRUCTION SAFETY PHASING PLANS SHALL BE PERFORMED.

D. THE CONTRACTOR MUST IMMEDIATELY NOTIFY AIRPORT PERSONNEL OF ANY CONDITIONS ADVERSELY AFFECTING THE SAFE OPERATION ON THE AIRFIELD. CONTACT INFORMATION WILL BE PROVIDED AT THE PRE-CONSTRUCTION MEETING.

RESTRICTED AREAS / SAFETY AREAS

A. ALL CONSTRUCTION ACTIVITY SHALL BE COORDINATED THROUGH THE RESIDENT PROJECT REPRESENTATIVE OR ENGINEER AND AIRPORT. CONSTRUCTION ACTIVITY WILL BE AUTHORIZED AFTER NOTAMS HAVE BEEN ISSUED BY THE AIRPORT, AFTER BARRICADES AND LIGHTING PROVISIONS HAVE BEEN IMPLEMENTED BY THE CONTRACTOR, AND AFTER IT HAS BEEN DETERMINED THAT THE HEIGHT OF EQUIPMENT AND MATERIALS ARE BEYOND THE REACH OF THE AIRCRAFT. CONTRACTOR IS RESPONSIBLE TO SUBMIT TO THE FAA A SEPARATE 7460 FOR CONSTRUCTION EQUIPMENT OVER 35 FEET HIGH. CONTRACTOR SHALL SUBMIT ADDITIONAL 7460S A MINIMUM OF 45 WORKING DAYS PRIOR TO START OF CONSTRUCTION.

B. STOCKPILED MATERIALS AND EQUIPMENT STORAGE IS NOT PERMITTED WITHIN THE SAFETY AREA OR OBJECT FREE AREA OF AN OPERATIONAL RUNWAY OR TAXIWAY. IF THE CONTRACTOR WISHES TO STOCKPILE MATERIALS OR EQUIPMENT ADJACENT TO A RUNWAY/TAXIWAY OBJECT FREE AREA, HE MUST FIRST COORDINATE WITH THE AIRPORT OPERATOR TO ENSURE THAT
   1. APPROPRIATE LIGHTING AND BARRICADES ARE IN PLACE, AND
   2. THE STOCKPILED MATERIALS DO NOT CREATE A WILDLIFE ATTRACTANT OR FOREIGN OBJECT DEBRIS (FOD) HAZARD. EXCAVATION AND RESULTANT STOCKPILES ADJACENT TO OTHER PAVED SURFACES MUST BE APPROPRIATELY MARKED WITH BARRICADES, AS DIRECTED BY THE AIRPORT. DEBRIS SHALL NOT BE DEPOSITED ON ANY PORTION OF AN OPERATIONAL RUNWAY, TAXIWAY OR APRON. SHOULD ANY DEBRIS BE DEPOSITED ON ACTIVE OPERATIONAL AREAS, EITHER INTENTIONALLY OR ACCIDENTALLY, IT SHALL BE REMOVED IMMEDIATELY TO THE SATISFACTION OF THE RPR AND THE AIRPORT.

C. CLOSING OF RUNWAYS OR TAXIWAYS:
WHEN IT BECOMES NECESSARY TO CLOSE OR CHANGE THE STANDARD OPERATIONS OF A RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL, THROUGH THE RPR, NOTIFY THE AIRPORT IN WRITING ONE WEEK IN ADVANCE OF THE PROPOSED CHANGE IN OPERATIONS. SHOULD A RUNWAY OR TAXIWAY BE TEMPORARILY CLOSED, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT OPERATIONS. WHEN CLOSING THE RUNWAY, THE CONTRACTOR SHALL PROVIDE FOUR (4) PORTABLE LIGHTED RUNWAY CLOSURE CROSSES (RCC'S). THE CONTRACTOR IS RESPONSIBLE FOR PLACEMENT AND REMOVAL OF THE RCC'S DURING CONSTRUCTION, AS WELL AS TRANSPORTATION OF THE RCC'S TO AND FROM THE STORAGE AREA WHEN NOT IN USE. ALL OF THESE SAFETY CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL AIRPORT OPENS AFFECTED RUNWAY OR TAXIWAY TO AIRCRAFT OPERATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE SAFETY CONTROL DEVICES THROUGHOUT THE DURATION OF THE CLOSURE.

D. OPEN-FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AS APPROVED BY THE AIRPORT. USE OF ELECTRICAL BLASTING CAPS IS PROHIBITED ON OR WITHIN 1,000 FEET OF THE AIRPORT PROPERTY. FLARE POTS ARE PROHIBITED WITHIN THE AIR OPERATIONS AREA (AOA).

E. THE CONTRACTOR'S EQUIPMENT IS STRICTLY LIMITED TO THE CONSTRUCTION AREAS DURING CONSTRUCTION AND TO THE CONTRACTOR STAGING/STORAGE AREA DURING NON-CONSTRUCTION PERIODS, EXCEPT AS PROVIDED ON THE PLANS, IN THE CONTRACT SPECIAL PROVISIONS, OR AS MAY BE AUTHORIZED BY THE AIRPORT IN WRITING. MATERIALS SHALL BE STORED IN THE STAGING AREA.

MARKING, LIGHTING, AND BARRICADES

A. NO CONSTRUCTION SHALL BEGIN UNTIL ALL BARRICADES, CLOSURE CROSSES, AND SAFETY MEASURES HAVE BEEN PLACED AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEETS AND APPROVED BY THE RPR AND/OR THE AIRPORT PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PLACING PORTABLE BARRICADES AND CLOSURE MARKERS AS SHOWN TO KEEP VEHICLES FROM ENTERING ACTIVE AREAS AND TO KEEP AIRCRAFT FROM TAXIING INTO AREAS UNDER CONSTRUCTION.

B. ALL CONSTRUCTION EQUIPMENT MUST BE MARKED WITH A 3 FEET BY 3 FEET ORANGE AND WHITE CHECKERED FLAG AND/OR AMBER BEACON. FOR NIGHT CONSTRUCTION, ALL EQUIPMENT MUST BE EQUIPPED WITH AN AMBER BEACON.

C. BARRICADES SHALL BE LOW PROFILE BARRICADES. BARRICADES SHALL BE ADEQUATELY WEIGHTED SO AS TO WITHSTAND WIND, PROPELLER, AND JET BLAST.

D. CONTRACTOR MUST PROVIDE AN EMERGENCY CONTACT AVAILABLE 24 HOURS A DAY, 7 DAYS A WEEK FOR MAINTENANCE OF CONSTRUCTION LIGHTING AND BARRICADING, OR ANY OTHER ISSUES THAT INTERFERE WITH THE OPERATIONS AT THE AIRPORT. CONTRACTOR SHALL, ON A DAILY BASIS, COORDINATE WITH RPR OR AIRPORT TO ENSURE ALL REQUIRED AIRFIELD LIGHTING IS FUNCTIONAL, LIGHTED BARRICADES ARE OPERATIONAL, AND TO REVIEW NOTAMS.

E. TRUCK HAULING SIGNS SHALL BE REMOVED OR COVERED IF TRUCKS ARE NOT HAULING FOR GREATER THAN 24 HOURS AND SHALL BE REINSTALLED OR UNCOVERED ONCE HAULING OPERATIONS RESUME. ALL TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE IN COMPLIANCE WITH MUTCD STANDARDS AND READ AS SHOWN IN THIS PLAN.

FUEL SUPPORT

A. ANY TYPE OF FUELING SUPPORT FACILITY OR DEVICE USED TO REFUEL CONSTRUCTION EQUIPMENT IS SUBJECT TO LOCAL FIRE INSPECTION. LOCAL FIRE CODES AND SAFETY STANDARDS SHALL BE MET PRIOR TO COMMENCEMENT OF WORK.

B. FUELING OF CONSTRUCTION EQUIPMENT SHALL BE COMPLETED ON PAVED SURFACES.

SWEEPING / CLEAN-UP

A. THE CONTRACTOR SHALL HAVE SWEEPING AND VACUUMING CAPABILITIES ON-SITE AT ALL TIMES IN ORDER TO REMOVE DEBRIS FROM ACTIVE OPERATIONAL AREAS (RUNWAYS, TAXIWAYS, APRONS, ENTRANCE ROADS, PARKING LOTS, ETC). SWEEPER BRISTLES SHALL BE NYLON BRUSH. MATERIAL TRACKED ONTO THESE AREAS MUST BE CONTINUOUSLY REMOVED DURING THE CONSTRUCTION PROJECT. THE CONTRACTOR MUST CONTINUOUSLY VACUUM OR SWEEP JOINT SEAL MATERIAL AND ASPHALT PIECES AS REMOVAL OCCURS.

B. PRIOR TO OPENING AIRCRAFT MOVEMENT AREAS CLOSED FOR THIS PROJECT, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE, INCLUDING ADJACENT PAVEMENTS AND HAUL ROUTES, IS CLEAR OF ANY FOREIGN OBJECT DEBRIS (FOD) TO THE SATISFACTION OF THE RPR AND/OR AIRPORT.

C. UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE, INCLUDING ADJACENT PAVEMENTS AND HAUL ROUTES, IS RETURNED TO ORIGINAL CONDITION TO THE SATISFACTION OF THE AIRPORT AND RPR.

D. THE AIRPORT AND RPR SHALL INSPECT ALL AREAS FOR COMPLIANCE AND SHALL HAVE THE DISCRETION TO ASK FOR CLEANING IF NEEDED, TO THE SATISFACTION OF THE AIRPORT AND RPR.

HAUL ROUTES, PLANT SITES AND STAGING AREAS

A. HAUL ROUTES AND ACCESS TO THE CONSTRUCTION SITE(S) WILL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN.

B. ALL VEHICLES ARE TO BE PARKED AND SERVICED IN THE CONTRACTOR STAGING/STORAGE AREA. ACCESS TO THE PROJECT SITE SHALL ONLY BE AT DESIGNATED HAUL ROUTE LOCATIONS.

C. CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL HAUL ROADS, PLANT SITES AND STAGING AREAS TO ORIGINAL CONDITION. THIS WILL INCLUDE BUT NOT BE LIMITED TO GRADING (FILLING IF NECESSARY) AND SEEDING ALL TURF AREAS. ANY PAVEMENT AREAS USED BY THE CONTRACTOR AS A HAUL ROUTE WHICH ARE DAMAGED WILL BE REPAVED AND/OR REMARKED AS APPROVED BY THE RPR AT THE CONTRACTOR'S EXPENSE.

D. THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING ALL HAUL ROUTES PRIOR TO THE START OF CONSTRUCTION. THE CONDITION OF EXISTING HAUL ROUTES SHALL BE DOCUMENTED EITHER WITH PICTURES OR VIDEO AND PROVIDED TO THE ENGINEER PRIOR TO ANY HAULING ACTIVITIES. ANTICIPATED COSTS ASSOCIATED WITH DOCUMENTING EXISTING HAUL ROUTE CONDITION, OR RECONSTRUCTING OR RESTORING HAUL ROUTES AND STAGING AREAS SHALL BE INCIDENTAL TO THE PROJECT.

ACCESS GATE REQUIREMENTS:

A. THE CONTRACTOR SHALL USE THE GATES SHOWN AND SHALL ADHERE TO ALL SECURITY REQUIREMENTS. ALL CONTRACTOR VEHICLES, INCLUDING DELIVERIES, EMPLOYEES, MATERIALS, INSPECTORS, ETC. WILL ENTER AND EXIT THROUGH THE GATE SHOWN. ALL CONTRACTOR AND SUBCONTRACTOR STAFF SHALL BE BADGED OR ESCORTED PER AIRPORT SECURITY REQUIREMENTS.

B. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE ACCESS ROAD TO THE SITE. UPON COMPLETION OF THE WORK, ANY ACCESS ROADS WILL BE RESTORED TO THE ORIGINAL CONDITION.

UNDERGROUND ELECTRICAL CIRCUITS & UTILITIES

A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF EXISTING AIRFIELD UTILITIES, AND ELECTRICAL CIRCUITS, WHETHER OWNED BY THE AIRPORT OR OTHER AGENCIES OPERATING AT THE AIRPORT. LOCATIONS OF EXISTING UTILITIES SHOWN IN THE PLANS ARE BASED ON AVAILABLE AS-BUILT DATA AND ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL COORDINATE THE LOCATION OF ANY CROSSING OF UNDERGROUND ELECTRICAL CIRCUITS AND UTILITIES WITH THE AIRPORT, AND FAA FACILITIES PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES. PRIOR TO CONSTRUCTION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT ALL UTILITIES ARE LOCATED. FOR UTAH 811, CALL 1-801-208-2100 OR 811.

WILDLIFE MANAGEMENT

A. CONTRACTOR MUST AVOID CREATING WILDLIFE HAZARDS ON THE AIRPORT SUCH AS TRASH, STANDING WATER, TALL GRASS AND SEEDS. SEEDING SHALL COMPLY WITH THE SPECIFICATIONS.

MEETINGS AND CORRESPONDENCE

A. THE AIRPORT SHALL ISSUE ALL NOTAMS. THE CONTRACTOR MUST NOTIFY THE RPR OR AIRPORT A MINIMUM OF 48 HOURS PRIOR TO NOTAM TAKING EFFECT.

B. CONTRACTOR IS REQUIRED TO ATTEND A PRE-CONSTRUCTION MEETING ALONG WITH WEEKLY COORDINATION MEETINGS AT WHICH SAFETY ISSUES AND PROJECT PROGRESS WILL BE DISCUSSED.

AIRPORT OPERATIONS

A. THE AIRPORT WILL MAINTAIN NORMAL HOURS OF OPERATIONS FOR THE DURATION OF THIS PROJECT. TENANT ACCESS TO HANGAR FACILITIES SHALL NOT BE IMPEDED AT ANY TIME.

ENFORCEMENT

A. VIOLATIONS TO THE AIRPORT OPERATIONS OR THESE RULES AND REGULATIONS, DEPENDING UPON THE SEVERITY OF THE VIOLATION, MAY RESULT IN ONE OR MORE OF THE FOLLOWING:
   1. A VERBAL AND/OR WRITTEN WARNING
   2. THE CONTRACT WORK BEING STOPPED UNTIL CORRECTIVE MEASURES ARE TAKEN TO PRECLUDE A RECURRENCE OF THE VIOLATIONS. NO TIME EXTENSION WILL BE ISSUED DUE TO A VIOLATION.
   3. REMOVAL FROM THE PROJECT.
   4. FINES ISSUED BY THE AIRPORT OR BY TSA.

OPERATIONS AND PHASING

A. EXACT LIMITS OF CONSTRUCTION WILL BE ESTABLISHED BY THE CONTRACTOR AND VERIFIED BY THE RPR PRIOR TO THE CONTRACTOR BEGINNING WORK IN ANY AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INFORMING ALL EMPLOYEES OF THESE LIMITS.

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DATE: JUNE 16, 2025
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SHEET CONTENTS
CONSTRUCTION SAFETY & PHASING PLAN DETAIL NOTES

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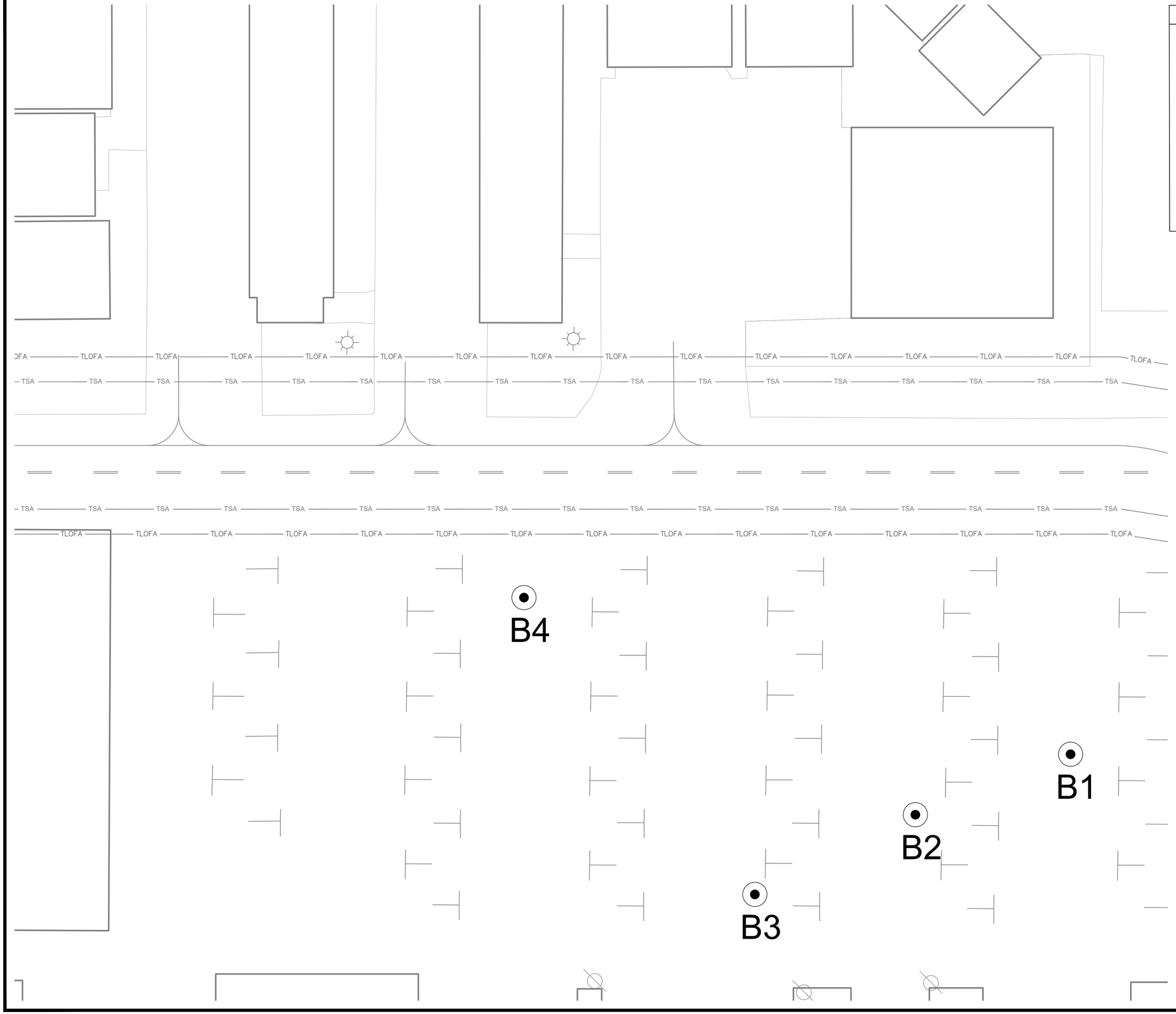

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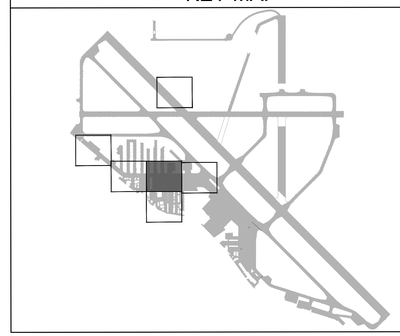

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SHEET CONTENTS

PLAN AND LOG OF SOIL BORINGS

SHEET NO.

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B-051

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Ogden Airport 2021 GA Redevelopment Bore Hole Log B-1

3909 Airport Road, Ogden, Utah 84405

Total Depth: 11.5' | Water Depth: (see Remarks) | Date: 2/14/22 | Job #: 17900

Depth (ft)	Soil Description	Sample Type	Sample #	Blows (N)	Moisture (%)	Dry Density(pcf)	Gradation: Gravel %	Sand %	Fines %	Atterberg: LL	PL	PI
0	6" Asphalt											
	Dark Brown Silty SAND (SM) with some clay and gravel, moist, loose											
		◢	1	4 4 6	10	7.9	27	59	14			
4	grades brown, slightly moist	◢	2	10 6 4	10							
8	grades sand with some silt (SP-SM)	◢	3	4 2 4	6	7.5			6.8			
		◢	4	5 7 8	15							
12	END AT 11.5'											
16												
20												
24												
28												

Remarks: Groundwater not encountered during drilling.

Coordinates: °, °
Surface Elev. (approx): Not Given

Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"
Excavated By: Direct Push
Logged By: Christine Underdown
Page: 1 of 1

CMT ENGINEERING LABORATORIES

Figure: 2

Ogden Airport 2021 GA Redevelopment Bore Hole Log B-2

3909 Airport Road, Ogden, Utah 84405

Total Depth: 11.5' | Water Depth: (see Remarks) | Date: 2/14/22 | Job #: 17900

Depth (ft)	Soil Description	Sample Type	Sample #	Blows (N)	Moisture (%)	Dry Density(pcf)	Gradation: Gravel %	Sand %	Fines %	Atterberg: LL	PL	PI
0	6" Asphalt											
	Dark Brown Silty SAND (SM) with some clay and gravel, moist, medium dense	◢	5	4 6 8	14	8.6	20	56	23.4			
4	Brown Sandy GRAVEL (GP-GM) with some silt, moist, loose	◢	6	15 15 14	29	3.2	60	34	5.9			
8	Brown SAND (SP-SM) with some silt, slightly moist, loose	◢	7	6 3 3	6	7.9			10.1			
		◢	8	7 5 5	10							
12	END AT 11.5'											
16												
20												
24												
28												

Remarks: Groundwater not encountered during drilling.

Coordinates: °, °
Surface Elev. (approx): Not Given

Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"
Excavated By: Direct Push
Logged By: Christine Underdown
Page: 1 of 1

CMT ENGINEERING LABORATORIES

Figure: 3

Ogden Airport 2021 GA Redevelopment Bore Hole Log B-3

3909 Airport Road, Ogden, Utah 84405

Total Depth: 11.5' | Water Depth: (see Remarks) | Date: 2/14/22 | Job #: 17900

Depth (ft)	Soil Description	Sample Type	Sample #	Blows (N)	Moisture (%)	Dry Density(pcf)	Gradation: Gravel %	Sand %	Fines %	Atterberg: LL	PL	PI
0	9" Asphalt											
	Brown Silty SAND (SM) with gravel and some clay, slightly moist, medium dense	◢	9	10 17 15	32	6.7	42	46	12.4			
4	Brown Sandy GRAVEL (GP-GM) with some silt, slightly moist to moist, medium dense	◢	10	10 11 8	19	5.3	55	39	8.5			
8		◢	11	5 10 9	19							
		◢	12	4 3 4	7							
12	END AT 11.5'											
16												
20												
24												
28												

Remarks: Groundwater not encountered during drilling.

Coordinates: °, °
Surface Elev. (approx): Not Given

Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"
Excavated By: Direct Push
Logged By: Christine Underdown
Page: 1 of 1

CMT ENGINEERING LABORATORIES

Figure: 4

Ogden Airport 2021 GA Redevelopment Bore Hole Log B-4

3909 Airport Road, Ogden, Utah 84405

Total Depth: 11.5' | Water Depth: (see Remarks) | Date: 2/14/22 | Job #: 17900

Depth (ft)	Soil Description	Sample Type	Sample #	Blows (N)	Moisture (%)	Dry Density(pcf)	Gradation: Gravel %	Sand %	Fines %	Atterberg: LL	PL	PI
0	8" Asphalt											
	Brown Sandy GRAVEL (GP) with trace silt, slightly moist, medium dense											
		◢	13	10 8 6	14	3.6	55	41	4.1			
4												
		◢	14	8 12 17	29	3.3			3.5			
8		◢	15	10 11 10	21							
		◢	16	7 11 16	27							
12	END AT 11.5'											
16												
20												
24												
28												

Remarks: Groundwater not encountered during drilling.

Coordinates: °, °
Surface Elev. (approx): Not Given

Equipment: Hollow-Stem Auger
Automatic Hammer, Wt=140 lbs, Drop=30"
Excavated By: Direct Push
Logged By: Christine Underdown
Page: 1 of 1

CMT ENGINEERING LABORATORIES

Figure: 5

Ogden Airport 2021 GA Redevelopment Key to Symbols

3909 Airport Road, Ogden, Utah 84405

Date: 2/14/22
Job #: 17900

① Depth (ft)	② GRAPHIC LOG	③ Soil Description	④ Sample Type	⑤ Sample #	⑥ Blows(N) Total	⑦ Moisture (%)	⑧ Dry Density(pcf)	⑨ Gradation: Gravel %	Sand %	Fines %	Atterberg: LL	PL	PI

COLUMN DESCRIPTIONS

Depth (ft.): Depth (feet) below the ground surface (including groundwater depth - see water symbol below).

Graphic Log: Graphic depicting type of soil encountered (see below).

Soil Description: Description of soils encountered, including Unified Soil Classification Symbol (see below).

Sample Type: Type of soil sample collected at depth interval shown; sampler symbols are explained below-right.

Sample #: Consecutive numbering of soil samples collected during field exploration.

Blows: Number of blows to advance sampler in 6" increments, using a 140-lb hammer with 30" drop.

Total Blows: Number of blows to advance sampler the 2nd and 3rd 6" increments.

Moisture (%): Water content of soil sample measured in laboratory (percentage of dry weight of sample).

Dry Density (pcf): The dry density of a soil measured in laboratory (pounds per cubic foot).

Gradation: Percentages of Gravel, Sand and Fines (Silt/Clay), obtained from lab test results of soil passing the No. 4 and No. 200 sieves.

Atterberg: Individual descriptions of Atterberg Tests are as follows:

LL = Liquid Limit (%): Water content at which a soil changes from plastic to liquid behavior.

PL = Plastic Limit (%): Water content at which a soil changes from liquid to plastic behavior.

PI = Plasticity Index (%): Range of water content at which a soil exhibits plastic properties (= Liquid Limit - Plastic Limit).

STRATIFICATION	
Description	**Thickness**
Seam	Up to ½ inch
Lense	Up to 12 inches
Layer	Greater than 12 in.
Occasional	1 or less per foot
Frequent	More than 1 per foot

MODIFIERS
Trace <5%
Some 5-12%
With > 12%

MOISTURE CONTENT
Dry: Absence of moisture, dusty, dry to the touch.
Moist: Damp / moist to the touch, but no visible water.
Saturated: Visible water, usually soil below groundwater.

UNIFIED SOIL CLASSIFICATION SYSTEM (USCS)			USCS SYMBOLS	TYPICAL DESCRIPTIONS
COARSE-GRAINED SOILS: More than 50% of material is larger than No. 200 sieve size.	GRAVELS: The coarse fraction retained on No. 4 sieve.	CLEAN GRAVELS (< 5% fines)	GW	Well-Graded Gravels, Gravel-Sand Mixtures, Little or No Fines
			GP	Poorly-Graded Gravels, Gravel-Sand Mixtures, Little or No Fines
		GRAVELS WITH FINES (≥ 12% fines)	GM	Silty Gravels, Gravel-Sand-Silt Mixtures
			GC	Clayey Gravels, Gravel-Sand-Clay Mixtures
	SANDS: The coarse fraction passing through No. 4 sieve.	CLEAN SANDS (< 5% fines)	SW	Well-Graded Sands, Gravelly Sands, Little or No Fines
			SP	Poorly-Graded Sands, Gravelly Sands, Little or No Fines
		SANDS WITH FINES (≥ 12% fines)	SM	Silty Sands, Sand-Silt Mixtures
			SC	Clayey Sands, Sand-Clay Mixtures
FINE-GRAINED SOILS: More than 50% of material is smaller than No. 200 sieve size.	SILTS AND CLAYS: Liquid Limit less than 50%		ML	Inorganic Silts and Very Fine Sands, Silty or Clayey Fine Sands or Clayey Silts with Slight
			CL	Inorganic Clays of Low to Medium Plasticity, Gravelly Clays, Sandy Clays, Silty Clays, Lean
			OL	Organic Silts and Organic Silty Clays o f Low Plasticity
	SILTS AND CLAYS: Liquid Limit greater than 50%		MH	Inorganic Silts, Micacious or Diatomacious Fine Sand or Silty Soils with Plasticity (Elastic Silts)
			CH	Inorganic Clays of High Plasticity, Fat Clays
			OH	Organic Silts and Organic Clays of Medium to High Plasticity
HIGHLY ORGANIC SOILS			PT	Peat, Humus, Swamp Soils with High Organic Contents

Note: Dual Symbols are used to indicate borderline soil classifications (i.e. GP-GM, SC-SM, etc.).

SAMPLER SYMBOLS

- Block Sample
- Bulk/Bag Sample
- Modified California Sampler 3.5" OD, 2.42" ID D&M Sampler
- Rock Core
- Standard Penetration Split Spoon Sampler
- Thin Wall (Shelby Tube)

WATER SYMBOL

- Encountered Water Level
- Measured Water Level (see Remarks on Logs)

1. The results of laboratory tests on the samples collected are shown on the logs at the respective sample depths.
2. The subsurface conditions represented on the logs are for the locations specified. Caution should be exercised if interpolating between or extrapolating beyond the exploration locations.
3. The information presented on each log is subject to the limitations, conclusions, and recommendations presented in this report.

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Figure: 10

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SHEET CONTENTS

PLAN AND LOG OF SOIL BORINGS

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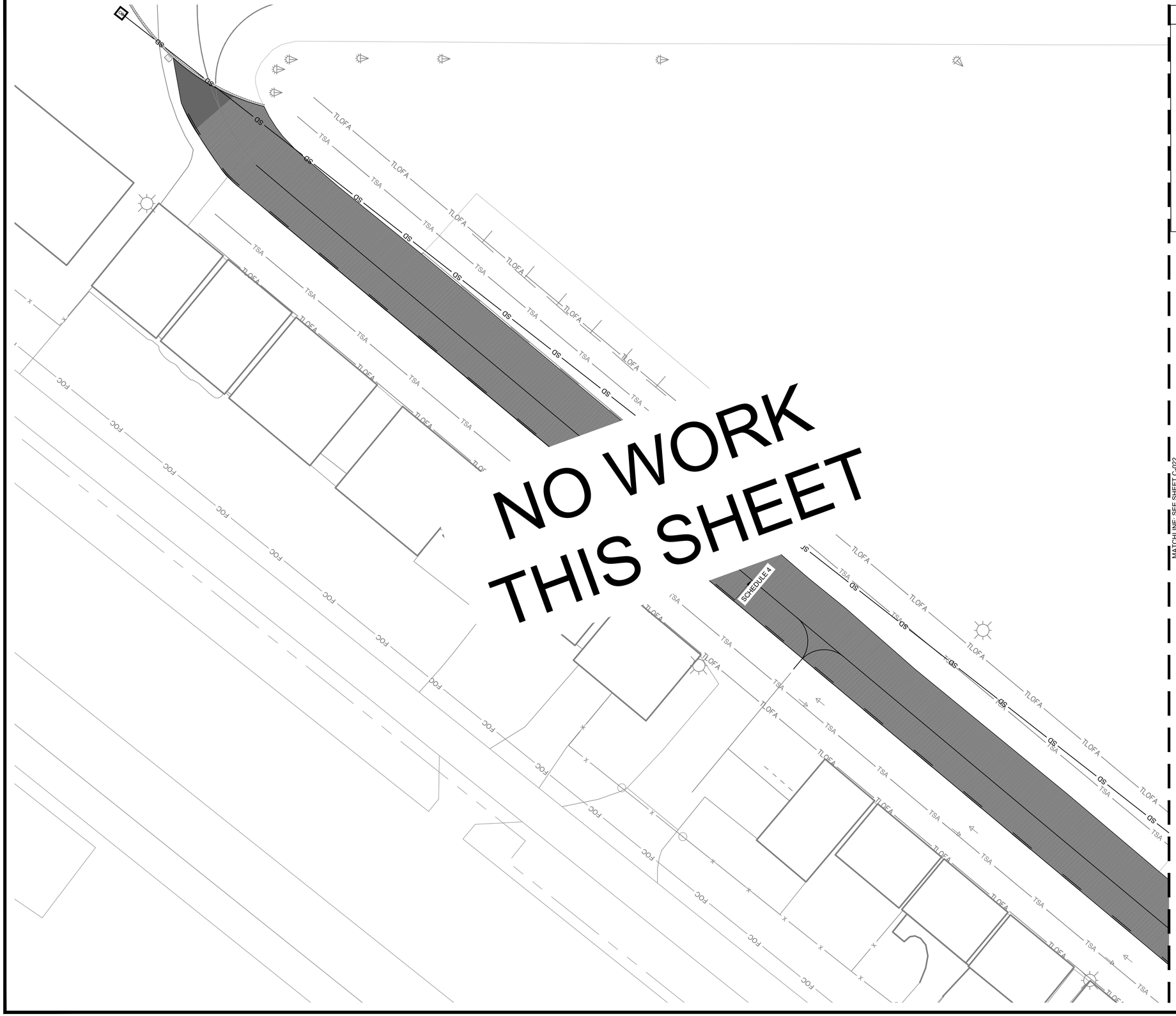

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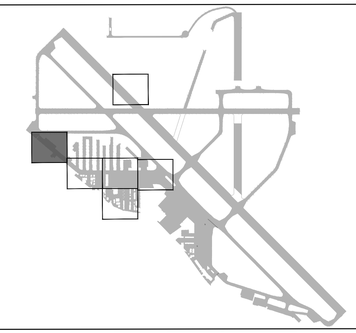

EROSION CONTROL KEY NOTES

1. CONSTRUCT INLET PROTECTION PER DETAIL 2/C-031
2. CONSTRUCT SEDIMENT CONTROL LOGS PER DETAIL 1/C-031
3. CONSTRUCT VEHICLE TRACKING CONTROL PER DETAIL 3/C-031

LEGEND

- PROPOSED PCC
- PROPOSED EMULSIFIED ASPHALT SEAL COAT
- PROPOSED FULL-DEPTH RECONSTRUCTION
- PROPOSED AC MILL AND OVERLAY
- TEMPORARY CONTRACTOR'S STAGING AREA
- CONTRACTOR DAILY PARKING
- TEMPORARY STOCKPILE AREA
- VEHICLE TRACKING CONTROL AREA
- SEDIMENT LOG

0 30 60

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EROSION CONTROL PLAN

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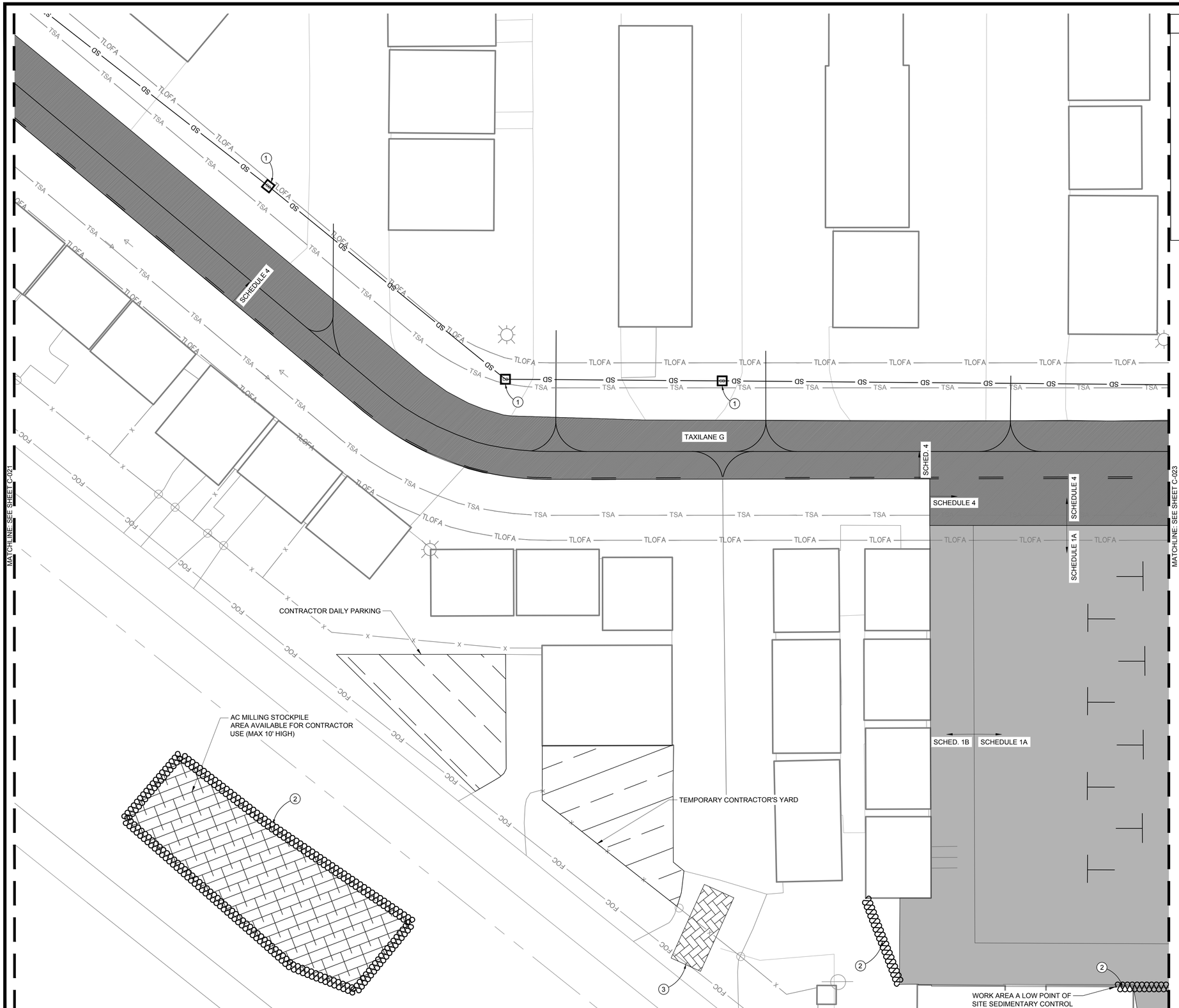

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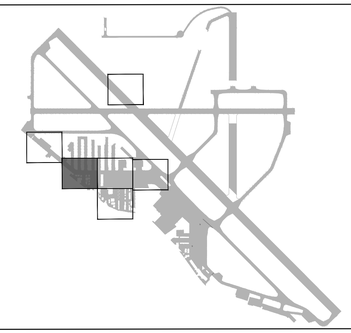

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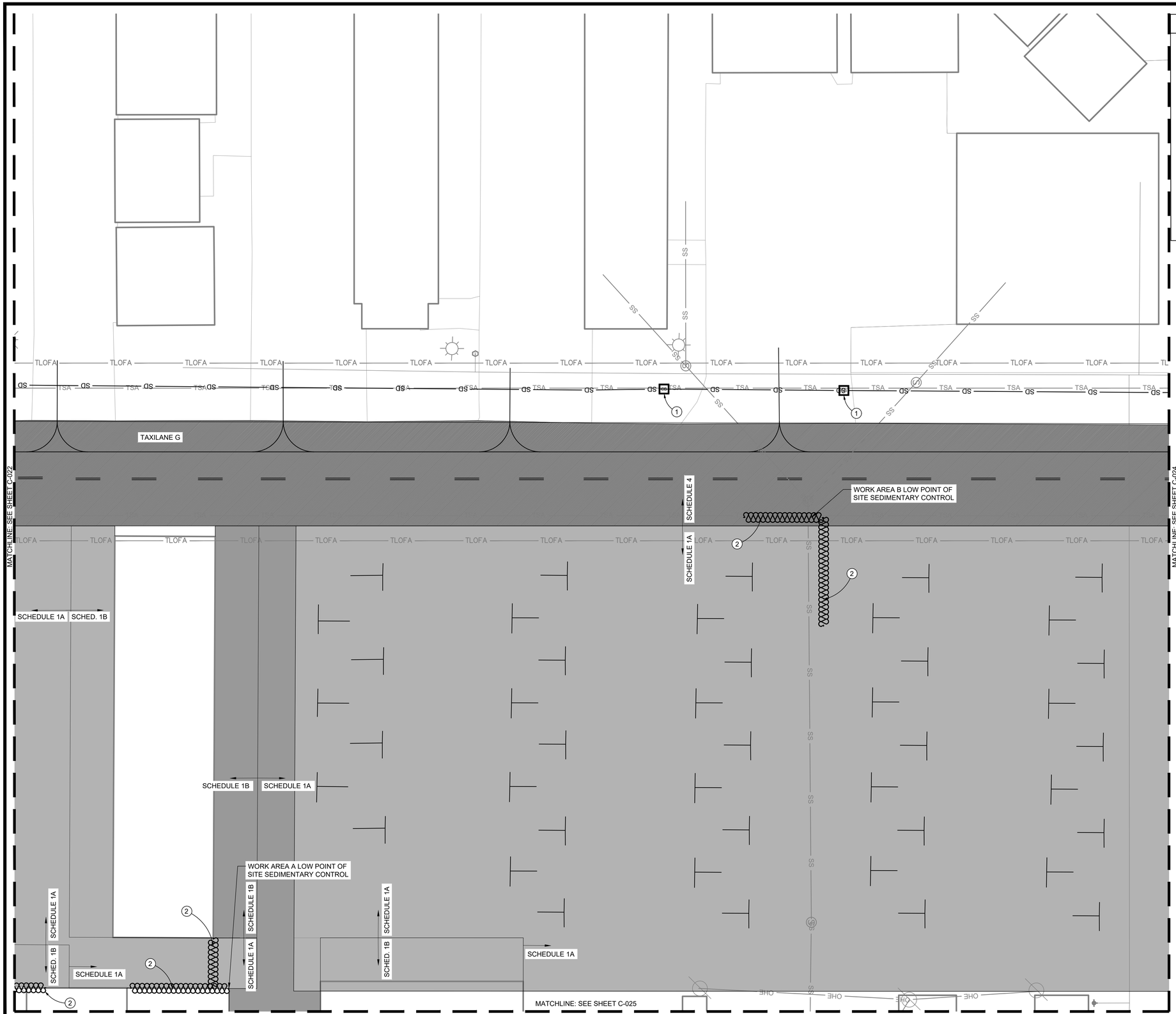

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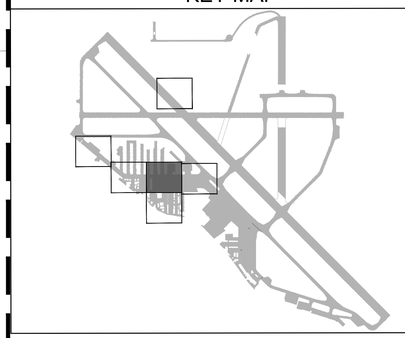

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SHEET CONTENTS

EROSION CONTROL PLAN

SHEET NO.

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C-023

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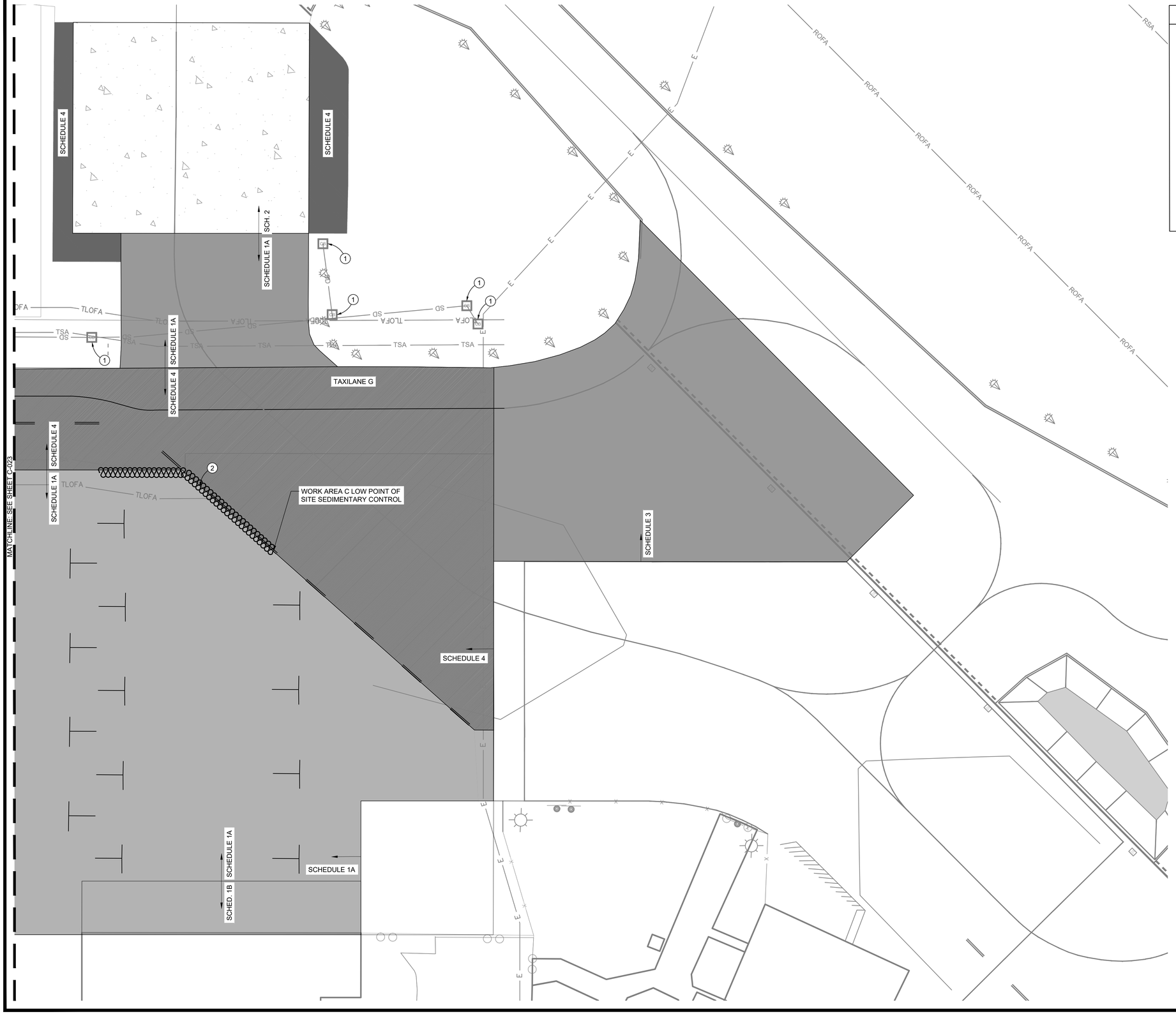

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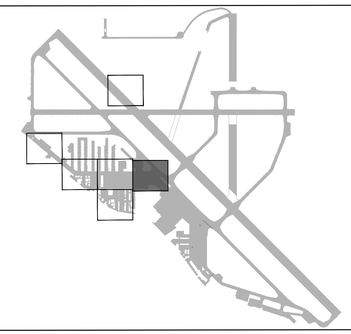

EROSION CONTROL KEY NOTES

1. CONSTRUCT INLET PROTECTION PER DETAIL 2/C-031
2. CONSTRUCT SEDIMENT CONTROL LOGS PER DETAIL 1/C-031
3. CONSTRUCT VEHICLE TRACKING CONTROL PER DETAIL 3/C-031

LEGEND

- PROPOSED PCC
- PROPOSED EMULSIFIED ASPHALT SEAL COAT
- PROPOSED FULL-DEPTH RECONSTRUCTION
- PROPOSED AC MILL AND OVERLAY
- TEMPORARY CONTRACTOR'S STAGING AREA
- CONTRACTOR DAILY PARKING
- TEMPORARY STOCKPILE AREA
- VEHICLE TRACKING CONTROL AREA
- SEDIMENT LOG

0 30 60

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EROSION CONTROL PLAN

SHEET NO.

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C-024

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MATCHLINE: SEE SHEET C-023

SCHEDULE 1A

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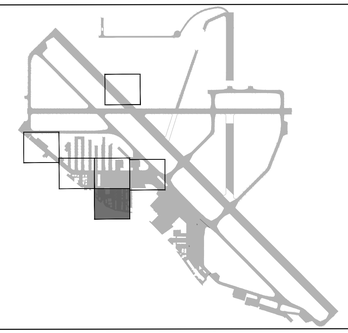

EROSION CONTROL KEY NOTES

1. CONSTRUCT INLET PROTECTION PER DETAIL 2/C-031
2. CONSTRUCT SEDIMENT CONTROL LOGS PER DETAIL 1/C-031
3. CONSTRUCT VEHICLE TRACKING CONTROL PER DETAIL 3/C-031

LEGEND

- PROPOSED PCC
- PROPOSED EMULSIFIED ASPHALT SEAL COAT
- PROPOSED FULL-DEPTH RECONSTRUCTION
- PROPOSED AC MILL AND OVERLAY
- TEMPORARY CONTRACTOR'S STAGING AREA
- CONTRACTOR DAILY PARKING
- TEMPORARY STOCKPILE AREA
- VEHICLE TRACKING CONTROL AREA
- SEDIMENT LOG

0 30 60

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SHEET CONTENTS

EROSION CONTROL PLAN

SHEET NO.

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C-025

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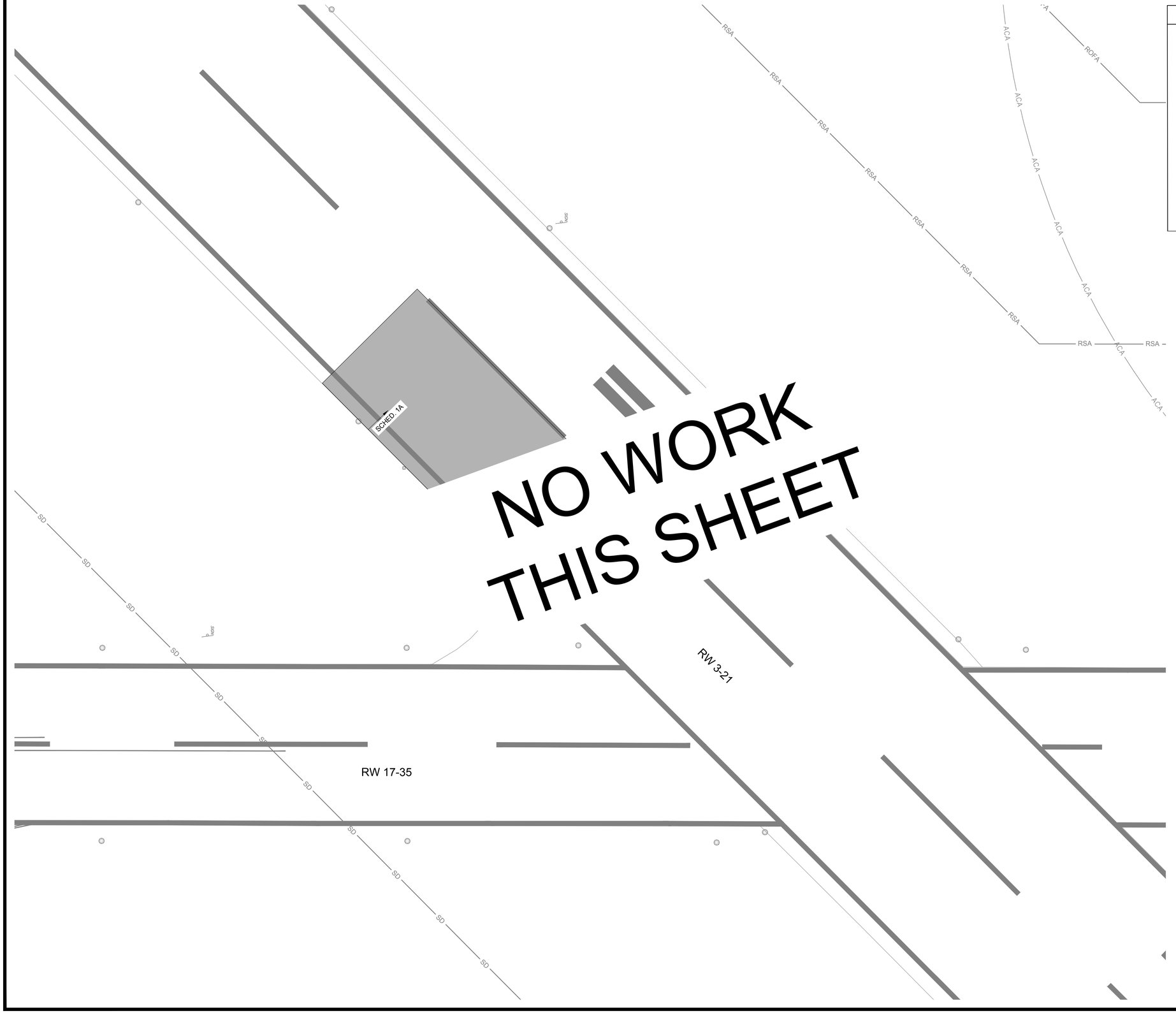

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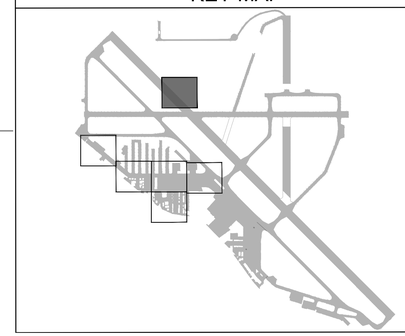

EROSION CONTROL KEY NOTES

1. CONSTRUCT INLET PROTECTION PER DETAIL 2/C-031
2. CONSTRUCT SEDIMENT CONTROL LOGS PER DETAIL 1/C-031
3. CONSTRUCT VEHICLE TRACKING CONTROL PER DETAIL 3/C-031

LEGEND

- PROPOSED PCC
- PROPOSED EMULSIFIED ASPHALT SEAL COAT
- PROPOSED FULL-DEPTH RECONSTRUCTION
- PROPOSED AC MILL AND OVERLAY
- TEMPORARY CONTRACTOR'S STAGING AREA
- CONTRACTOR DAILY PARKING
- TEMPORARY STOCKPILE AREA
- VEHICLE TRACKING CONTROL AREA
- SEDIMENT LOG

0 30 60

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EROSION CONTROL PLAN

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C-026

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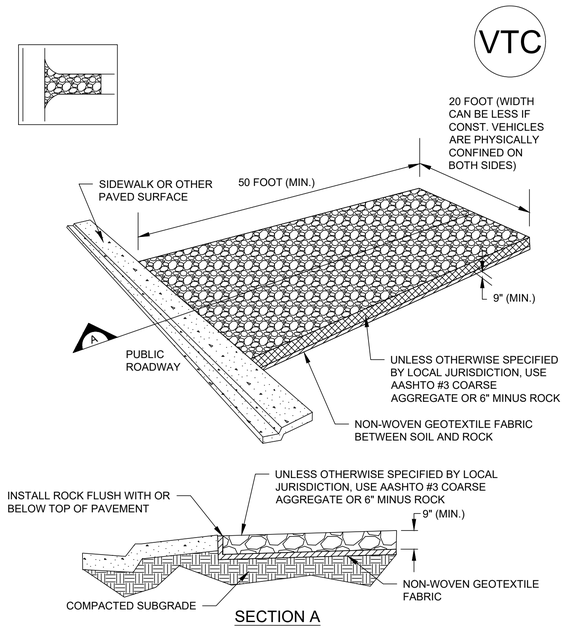
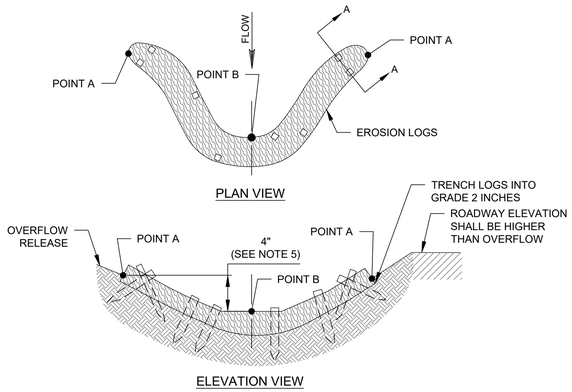


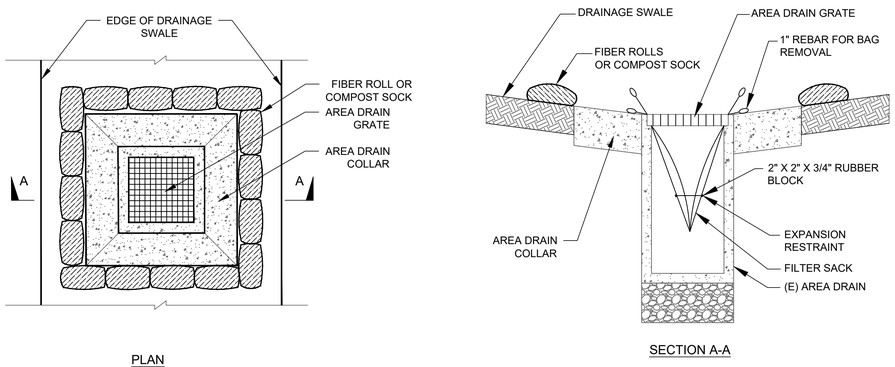
3 VEHICLE TRACKING CONTROL
NOT TO SCALE



NOTES:

1. EROSION LOGS SHALL BE EMBEDDED 2 INCHES INTO THE SOIL.
2. EROSION LOGS SHALL BE TIGHTLY ABUTTED WITH NO GAPS.
3. V-SHAPED TEMPORARY DITCHES SHALL NOT BE USED. DITCHES SHALL BE GRADED IN THE A PARABOLIC OR TRAPEZOIDAL SHAPE.
4. THE TOP OF ALL STAKES SHALL NOT EXTEND MORE THAN 2 INCHES ABOVE THE TOPS OF EROSION LOGS.
5. POINTS "A" SHALL BE A MINIMUM 4 INCHES HIGHER THAN POINT "B".

1 SEDIMENT CONTROL LOG
NOT TO SCALE



2 INLET PROTECTION
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SHEET CONTENTS

EROSION CONTROL DETAILS

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C-027

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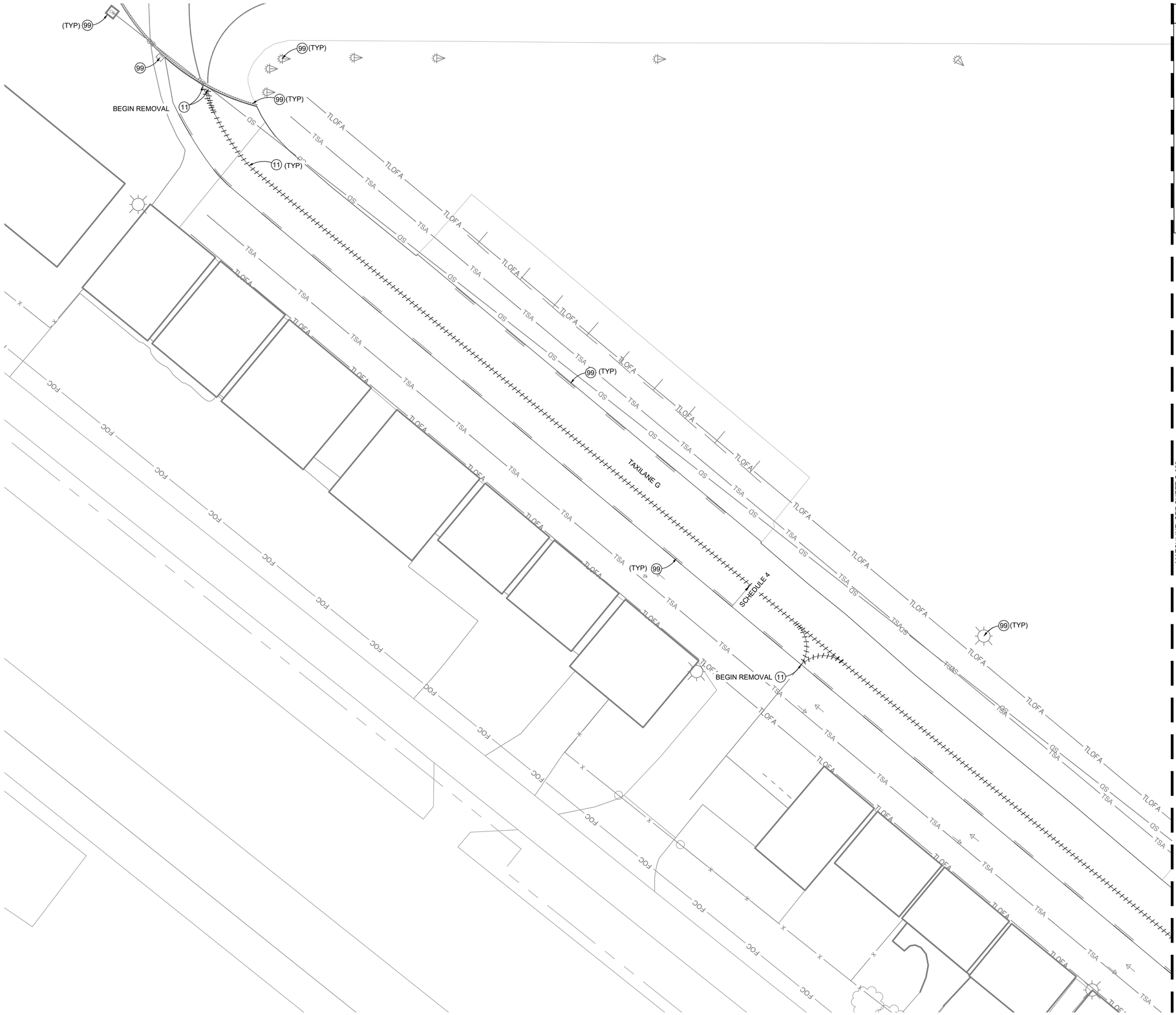

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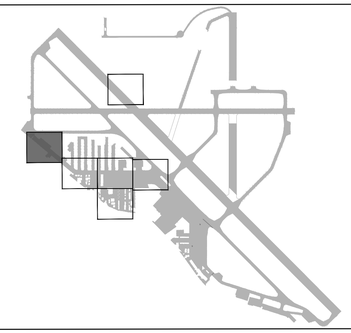

MATCHLINE: SEE SHEET C-052

DEMOLITION KEY NOTES

1. FULL DEPTH AC REMOVAL PER DETAIL 1/C-061
2. DEMOLISH EXISTING GROUP OF THREE TIE-DOWN ANCHORS
3. DEMOLISH EXISTING PCC PANELS PER DETAIL 2/C-061
4. SAW CUT
5. PARTIAL DEPTH AC MILL PER DETAIL 4/C-061
6. REMOVE EXISTING PCC JOINT SEAL
7. DEMOLISH EXISTING GATE
8. DEMOLISH EXISTING FENCE
9. DEMOLISH EXISTING STORM DRAIN INLET/HEADWALL
10. DEMOLISH EXISTING STORM DRAIN PIPE
11. DEMOLISH EXISTING TAXIWAY CENTERLINE MARKINGS
12. DEMOLISH EXISTING TAXIWAY EDGE MARKING
13. DEMOLISH EXISTING MOVEMENT LINE MARKINGS
14. DEMOLISH EXISTING SIDA LINE MARKINGS
15. VARIABLE DEPTH MILL EXISTING ASPHALT PER DETAIL 5/C-061
16. REMOVE AND SALVAGE EXISTING "STOP" AND "WAIT" SIGNS
99. PROTECT ITEM IN PLACE

LEGEND

- FULL DEPTH AC REMOVAL
- PARTIAL DEPTH AC REMOVAL
- EX PCC PAVEMENT
- DEMOLISH PCC PANEL

0 30 60

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DEMOLITION PLAN

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C-051

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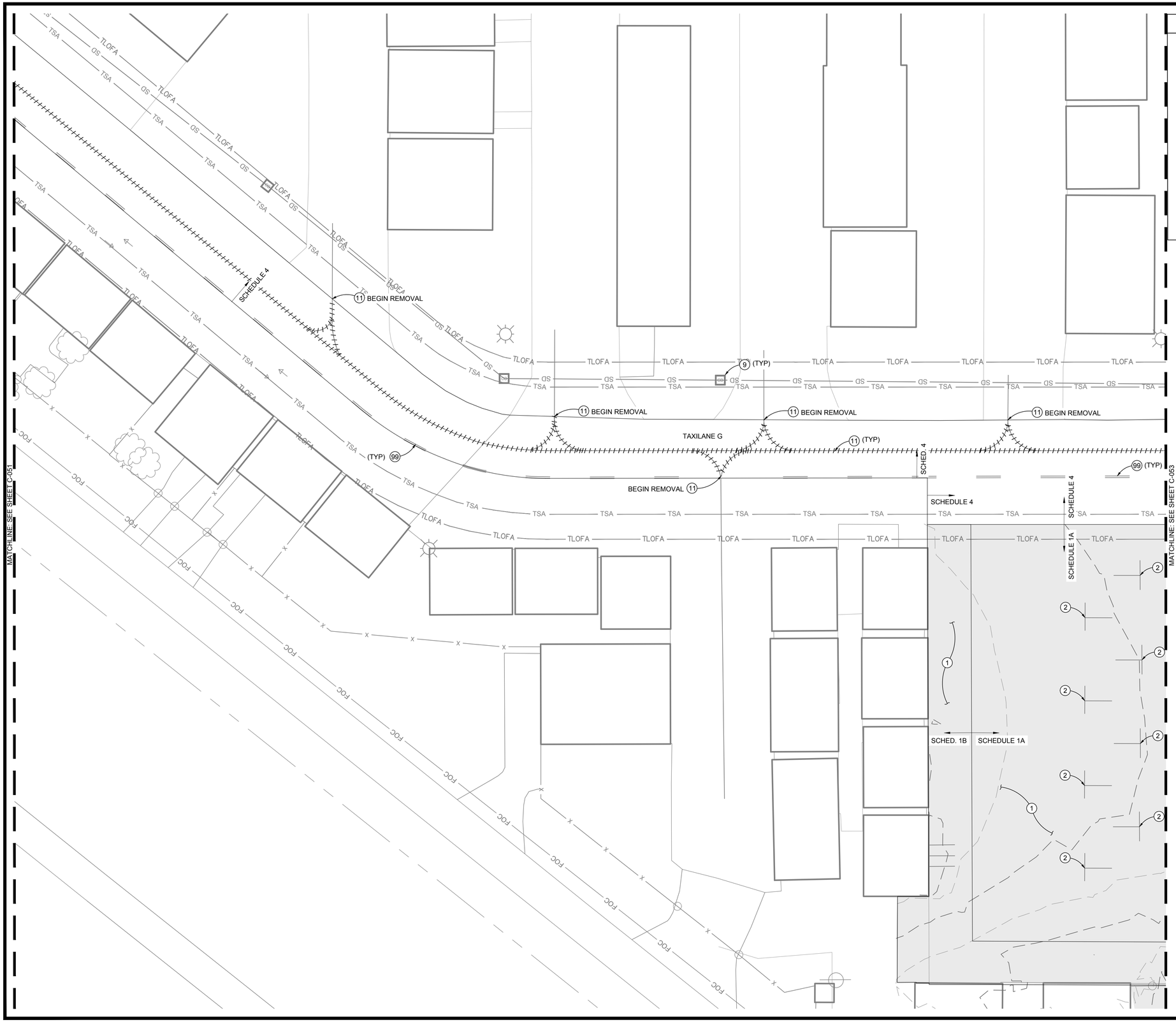

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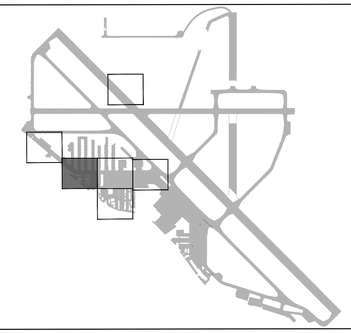

DEMOLITION KEY NOTES

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2. DEMOLISH EXISTING GROUP OF THREE TIE-DOWN ANCHORS
3. DEMOLISH EXISTING PCC PANELS PER DETAIL 2/C-061
4. SAW CUT
5. PARTIAL DEPTH AC MILL PER DETAIL 4/C-061
6. REMOVE EXISTING PCC JOINT SEAL
7. DEMOLISH EXISTING GATE
8. DEMOLISH EXISTING FENCE
9. DEMOLISH EXISTING STORM DRAIN INLET/HEADWALL
10. DEMOLISH EXISTING STORM DRAIN PIPE
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12. DEMOLISH EXISTING TAXIWAY EDGE MARKING
13. DEMOLISH EXISTING MOVEMENT LINE MARKINGS
14. DEMOLISH EXISTING SIDA LINE MARKINGS
15. VARIABLE DEPTH MILL EXISTING ASPHALT PER DETAIL 5/C-061
16. REMOVE AND SALVAGE EXISTING "STOP" AND "WAIT" SIGNS
99. PROTECT ITEM IN PLACE

LEGEND

- FULL DEPTH AC REMOVAL
- PARTIAL DEPTH AC REMOVAL
- EX PCC PAVEMENT
- DEMOLISH PCC PANEL

0 30 60

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SHEET CONTENTS
DEMOLITION PLAN

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C-052

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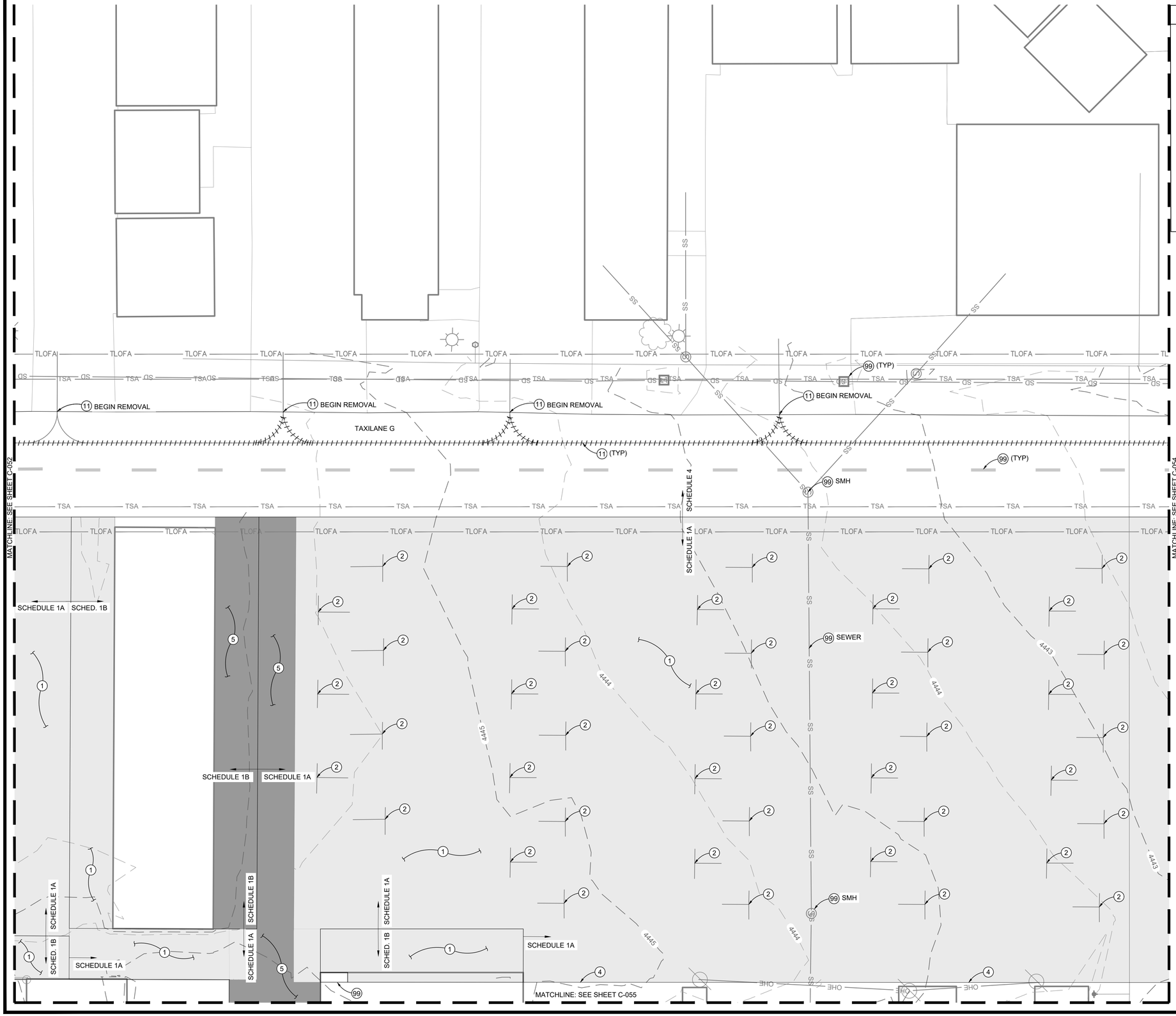

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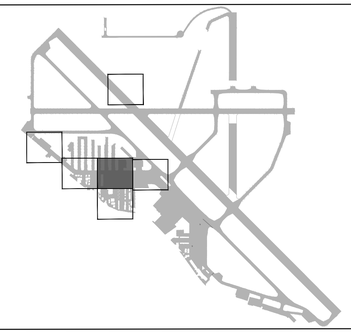

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14. DEMOLISH EXISTING SIDA LINE MARKINGS
15. VARIABLE DEPTH MILL EXISTING ASPHALT PER DETAIL 5/C-061
16. REMOVE AND SALVAGE EXISTING "STOP" AND "WAIT" SIGNS
99. PROTECT ITEM IN PLACE

LEGEND

- FULL DEPTH AC REMOVAL
- PARTIAL DEPTH AC REMOVAL
- EX PCC PAVEMENT
- DEMOLISH PCC PANEL

0 30 60

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DEMOLITION PLAN

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C-053

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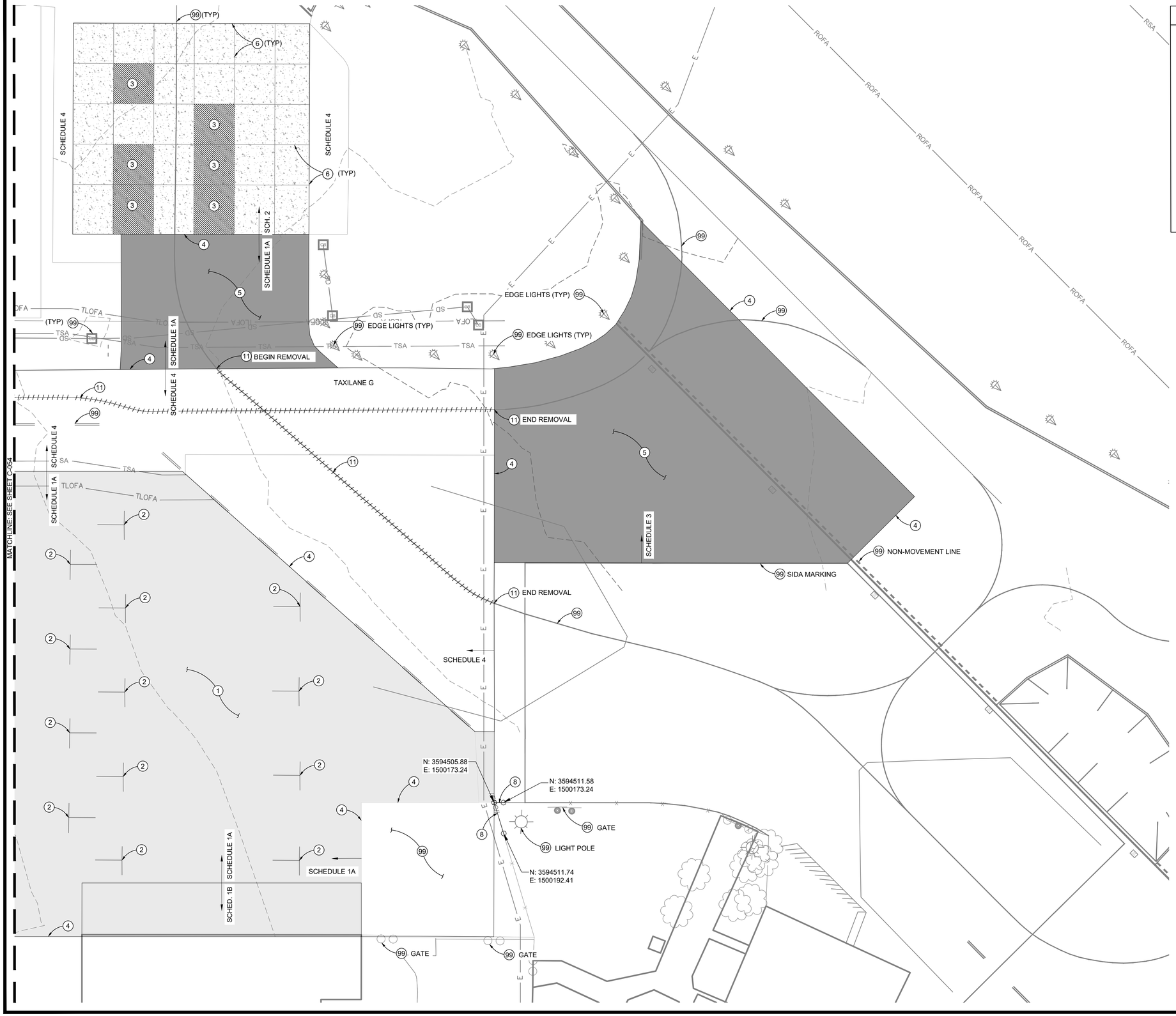

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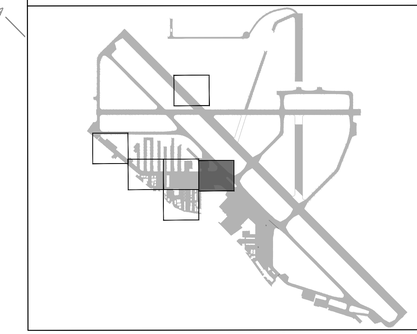

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99. PROTECT ITEM IN PLACE

LEGEND

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- PARTIAL DEPTH AC REMOVAL
- EX PCC PAVEMENT
- DEMOLISH PCC PANEL

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DEMOLITION PLAN

SHEET NO.

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C-054

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MATCHLINE: SEE SHEET C-053

SCHEDULE 1A

STOP SIGN

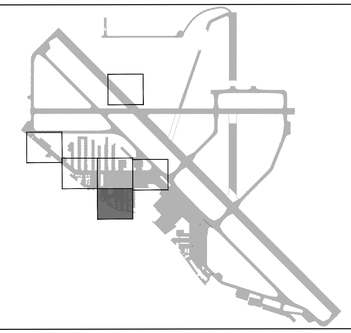
BEGIN FENCE DEMO

ELECTRICAL POLE

STOP SIGN

BEGIN FENCE DEMO

KEY MAP



DEMOLITION KEY NOTES

1. FULL DEPTH AC REMOVAL PER DETAIL 1/C-061
2. DEMOLISH EXISTING GROUP OF THREE TIE-DOWN ANCHORS
3. DEMOLISH EXISTING PCC PANELS PER DETAIL 2/C-061
4. SAW CUT
5. PARTIAL DEPTH AC MILL PER DETAIL 4/C-061
6. REMOVE EXISTING PCC JOINT SEAL
7. DEMOLISH EXISTING GATE
8. DEMOLISH EXISTING FENCE
9. DEMOLISH EXISTING STORM DRAIN INLET/HEADWALL
10. DEMOLISH EXISTING STORM DRAIN PIPE
11. DEMOLISH EXISTING TAXIWAY CENTERLINE MARKINGS
12. DEMOLISH EXISTING TAXIWAY EDGE MARKING
13. DEMOLISH EXISTING MOVEMENT LINE MARKINGS
14. DEMOLISH EXISTING SIDA LINE MARKINGS
15. VARIABLE DEPTH MILL EXISTING ASPHALT PER DETAIL 5/C-061
16. REMOVE AND SALVAGE EXISTING "STOP" AND "WAIT" SIGNS
99. PROTECT ITEM IN PLACE

LEGEND

- FULL DEPTH AC REMOVAL
- PARTIAL DEPTH AC REMOVAL
- EX PCC PAVEMENT
- DEMOLISH PCC PANEL

0 30 60

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DATE: JUNE 16, 2025
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DRAWN BY: JAL
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SHEET CONTENTS
DEMOLITION PLAN

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C-055

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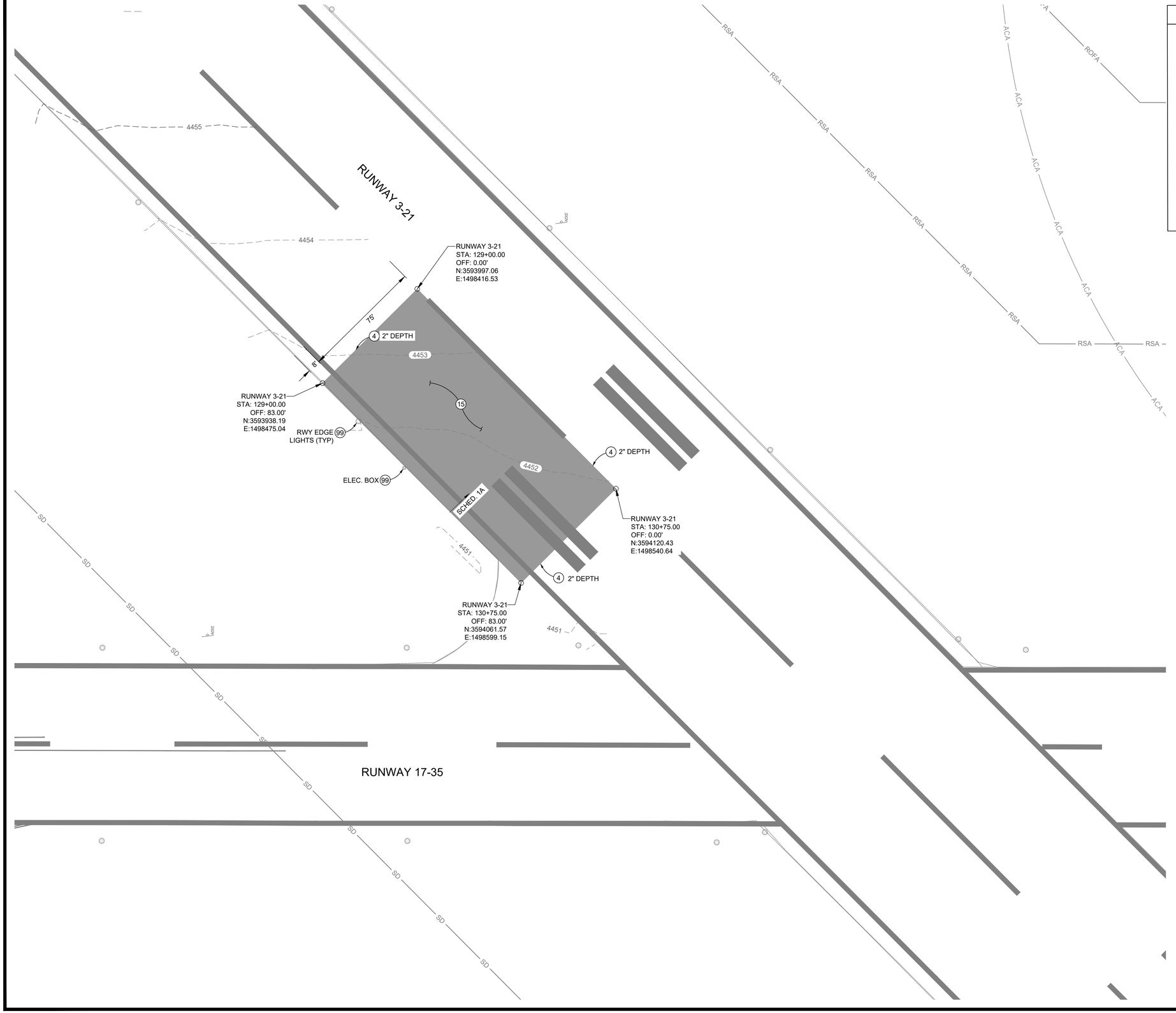

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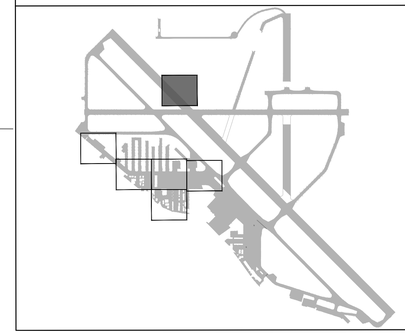

DEMOLITION KEY NOTES

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2. DEMOLISH EXISTING GROUP OF THREE TIE-DOWN ANCHORS
3. DEMOLISH EXISTING PCC PANELS PER DETAIL 2/C-061
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8. DEMOLISH EXISTING FENCE
9. DEMOLISH EXISTING STORM DRAIN INLET/HEADWALL
10. DEMOLISH EXISTING STORM DRAIN PIPE
11. DEMOLISH EXISTING TAXIWAY CENTERLINE MARKINGS
12. DEMOLISH EXISTING TAXIWAY EDGE MARKING
13. DEMOLISH EXISTING MOVEMENT LINE MARKINGS
14. DEMOLISH EXISTING SIDA LINE MARKINGS
15. VARIABLE DEPTH MILL EXISTING ASPHALT PER DETAIL 5/C-061
16. REMOVE AND SALVAGE EXISTING "STOP" AND "WAIT" SIGNS
99. PROTECT ITEM IN PLACE

LEGEND

- FULL DEPTH AC REMOVAL
- PARTIAL DEPTH AC REMOVAL
- EX PCC PAVEMENT
- DEMOLISH PCC PANEL

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SHEET CONTENTS
DEMOLITION PLAN

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C-056

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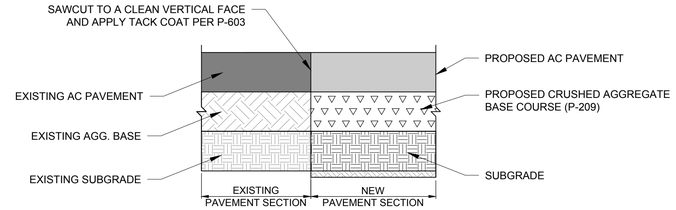

3 TRANSVERSE / LONGITUDINAL PAVEMENT TRANSITION
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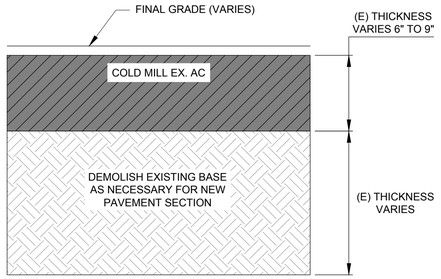

1 FULL DEPTH AC REMOVAL
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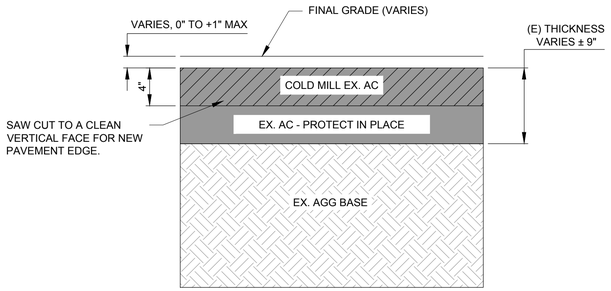

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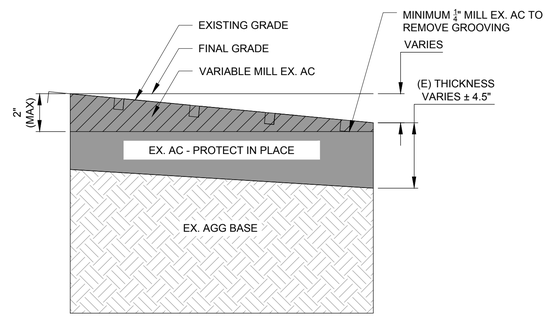
2 PCC PAVEMENT DEMOLITION
NOT TO SCALE



5 VARIBLE DEPTH AC MILL REMOVAL
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SHEET CONTENTS
DEMOLITION DETAILS

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C-061

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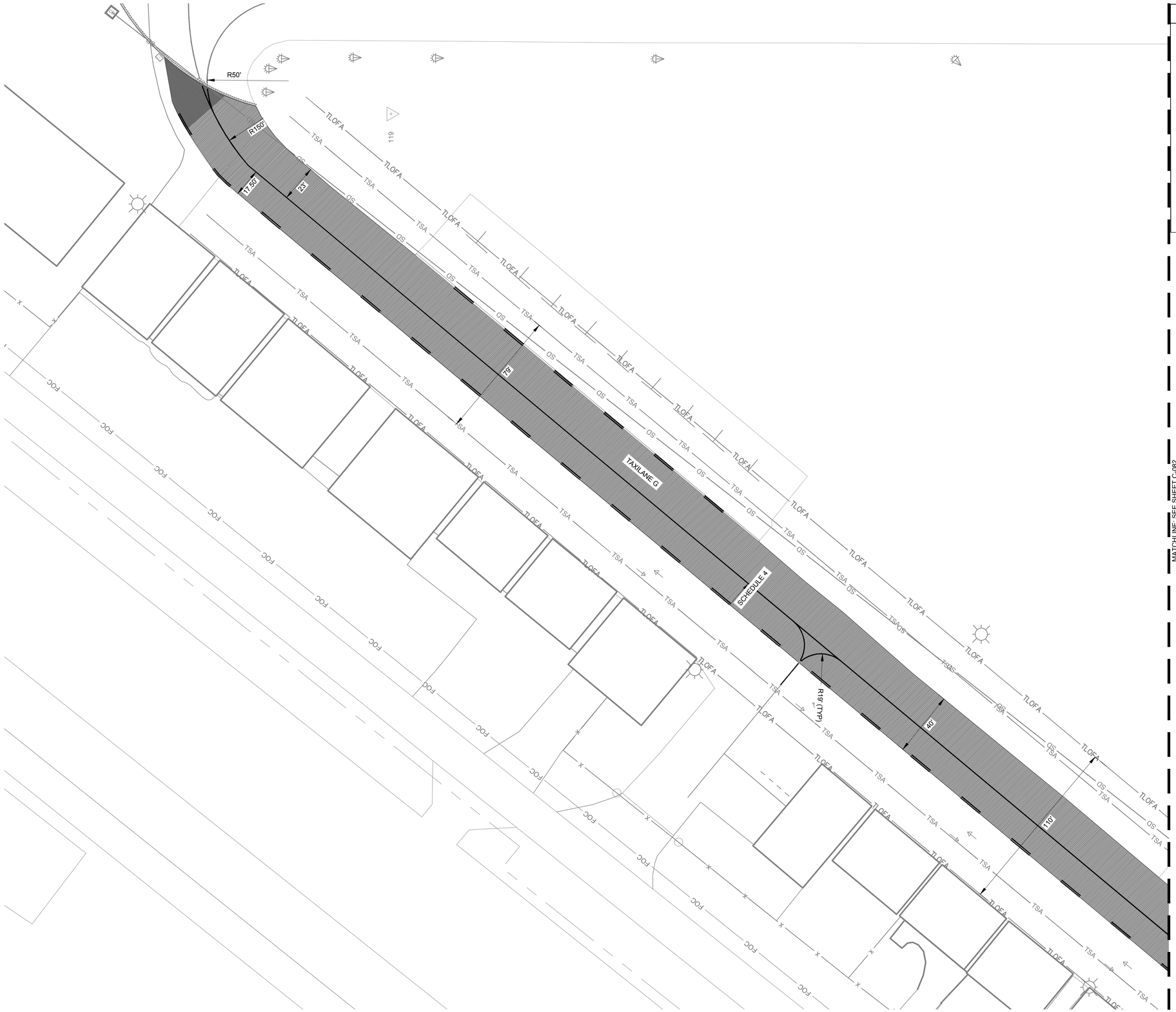

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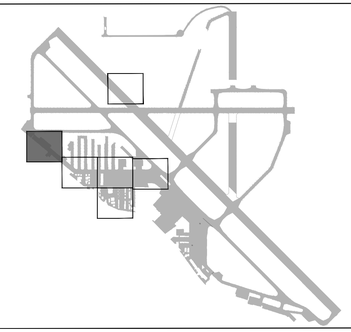

LEGEND

- CONSTRUCT AC MILL AND OVERLAY
- CONSTRUCT EMULSIFIED ASPHALT SEAL COAT
- CONSTRUCT FULL DEPTH AC
- PCC PAVEMENT
- CONSTRUCT PCC PANEL
- CONSTRUCTION JOINT
- DOWELED CONTRACTION JOINT

0 30 60

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PROJECT
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C-081

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MATCHLINE: SEE SHEET C-081

MATCHLINE: SEE SHEET C-083

TAXILANE G

R19' (TYP)

SCHEDULE 4

SCHEDULE 1A

SCHED. 1B

SCHED. 4

MAX WINGSPAN 36' THIS ROW

100'

110'

79'

65'

58'

54'

19.5'

17.5'

27'

92'

50'

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E: 1499967.98

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E: 1499987.83

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C-1 C-2 C-3 C-4 C-5 C-6 C-7 C-8

TLOFA TSA SD FOC

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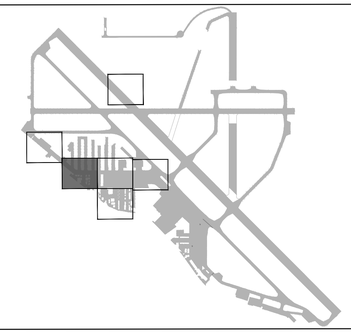

LEGEND

- CONSTRUCT AC MILL AND OVERLAY
- CONSTRUCT EMULSIFIED ASPHALT SEAL COAT
- CONSTRUCT FULL DEPTH AC
- PCC PAVEMENT
- CONSTRUCT PCC PANEL
- CONSTRUCTION JOINT
- DOWELED CONTRACTION JOINT

0 30 60

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SHEET CONTENTS

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C-082

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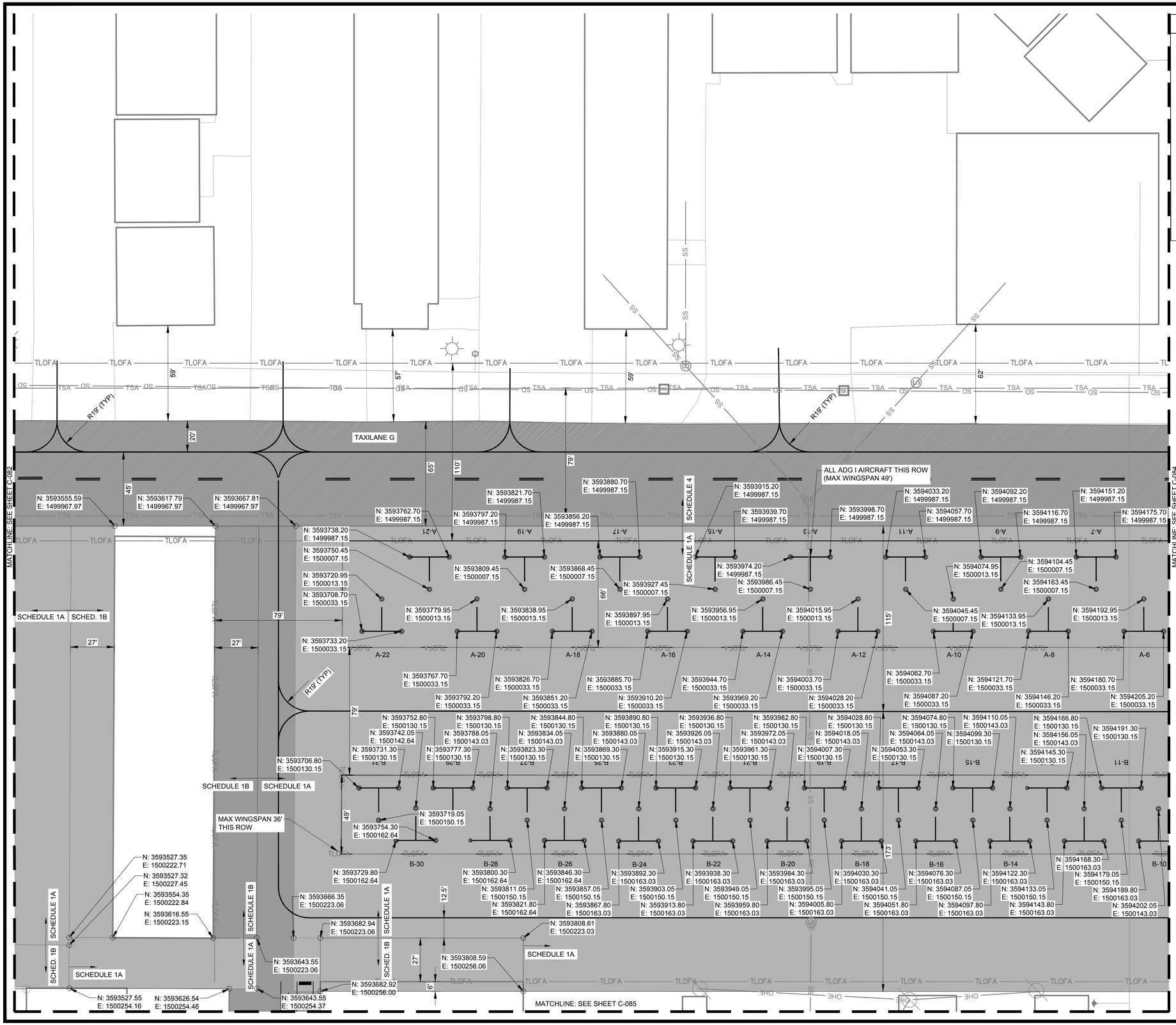

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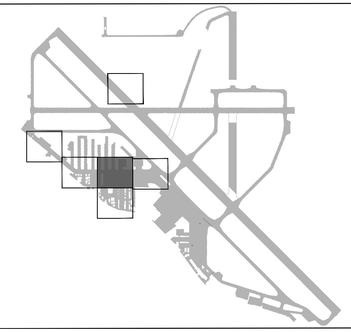

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GEOMETRICS PLAN

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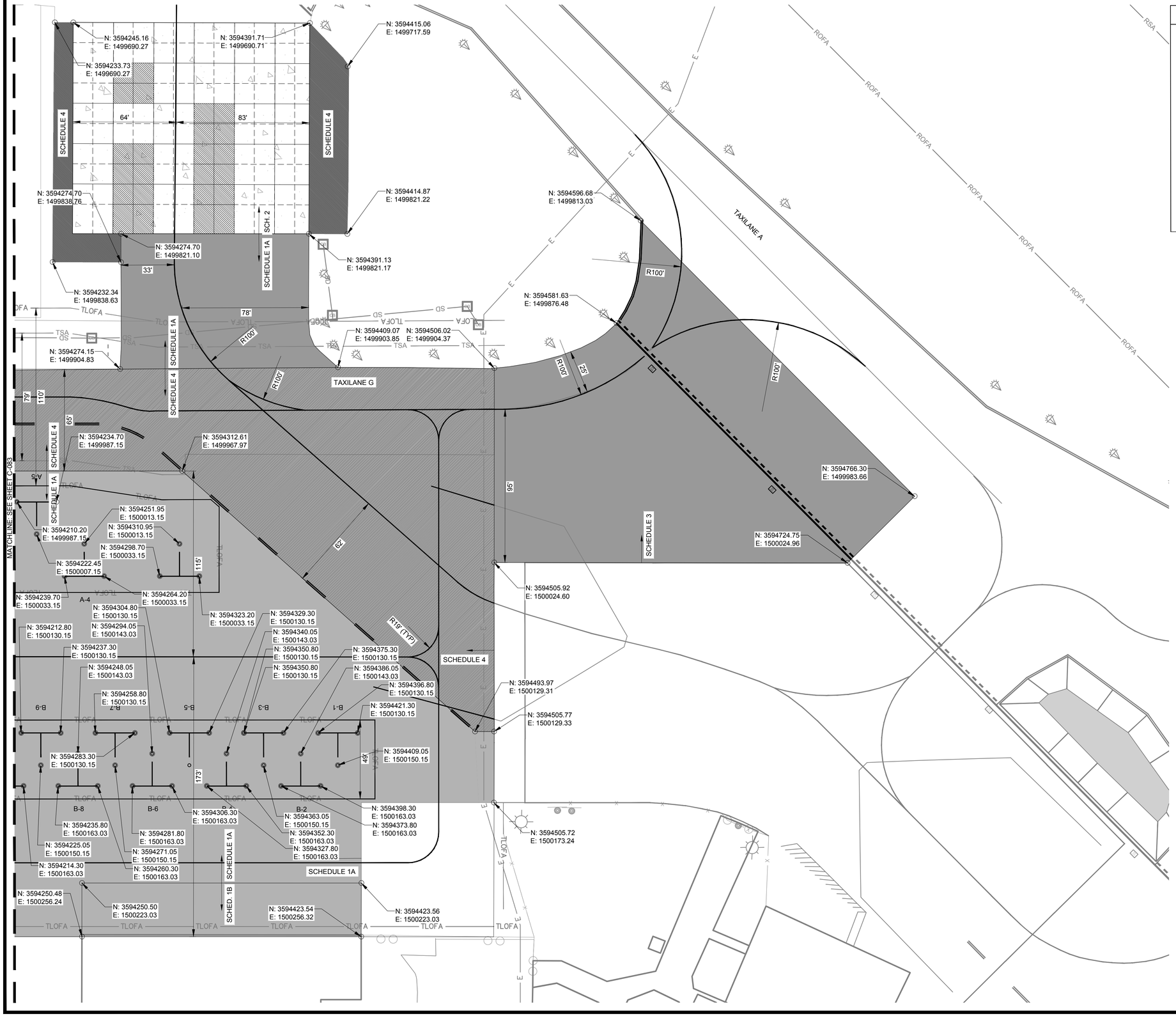

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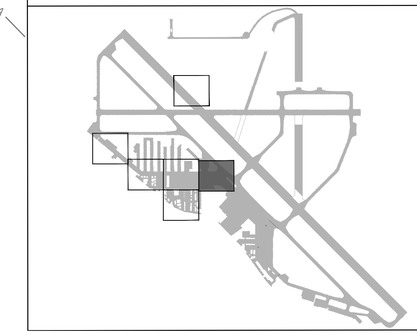

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- CONSTRUCT EMULSIFIED ASPHALT SEAL COAT
- CONSTRUCT FULL DEPTH AC
- PCC PAVEMENT
- CONSTRUCT PCC PANEL
- CONSTRUCTION JOINT
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C-084

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3'

10'

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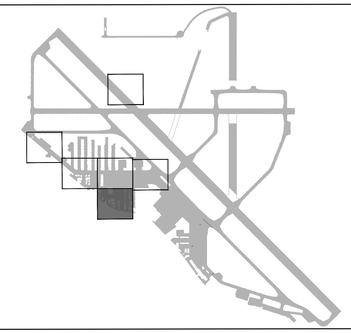

LEGEND

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- CONSTRUCT EMULSIFIED ASPHALT SEAL COAT
- CONSTRUCT FULL DEPTH AC
- PCC PAVEMENT
- CONSTRUCT PCC PANEL
- CONSTRUCTION JOINT
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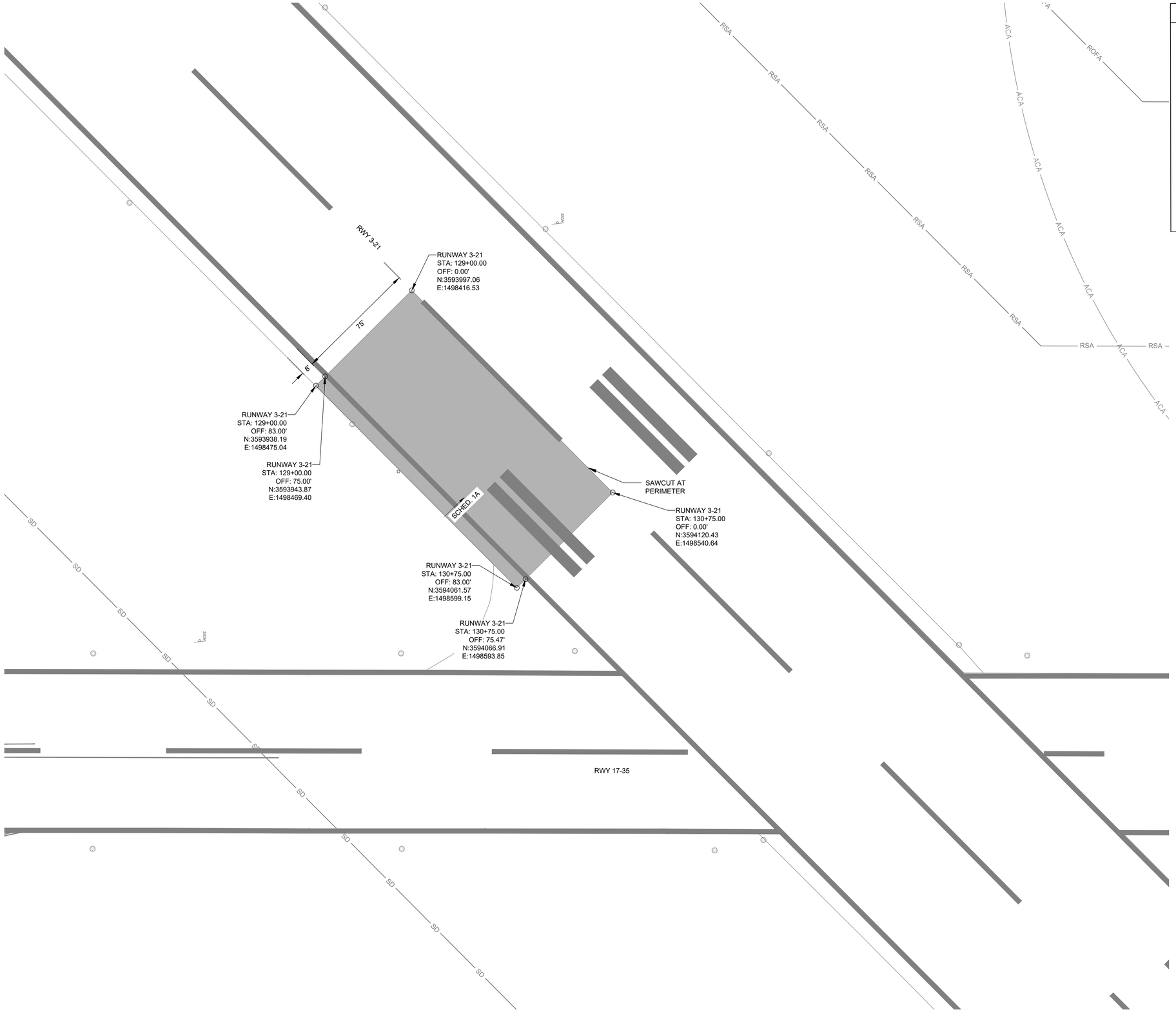

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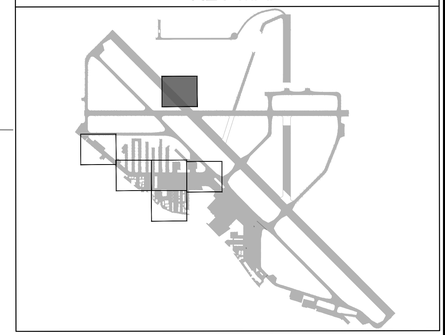

LEGEND

- CONSTRUCT AC MILL AND OVERLAY
- CONSTRUCT EMULSIFIED ASPHALT SEAL COAT
- CONSTRUCT FULL DEPTH AC
- PCC PAVEMENT
- CONSTRUCT PCC PANEL
- CONSTRUCTION JOINT
- DOWELED CONTRACTION JOINT

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PROJECT GEOMETRICS PLAN

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C-086

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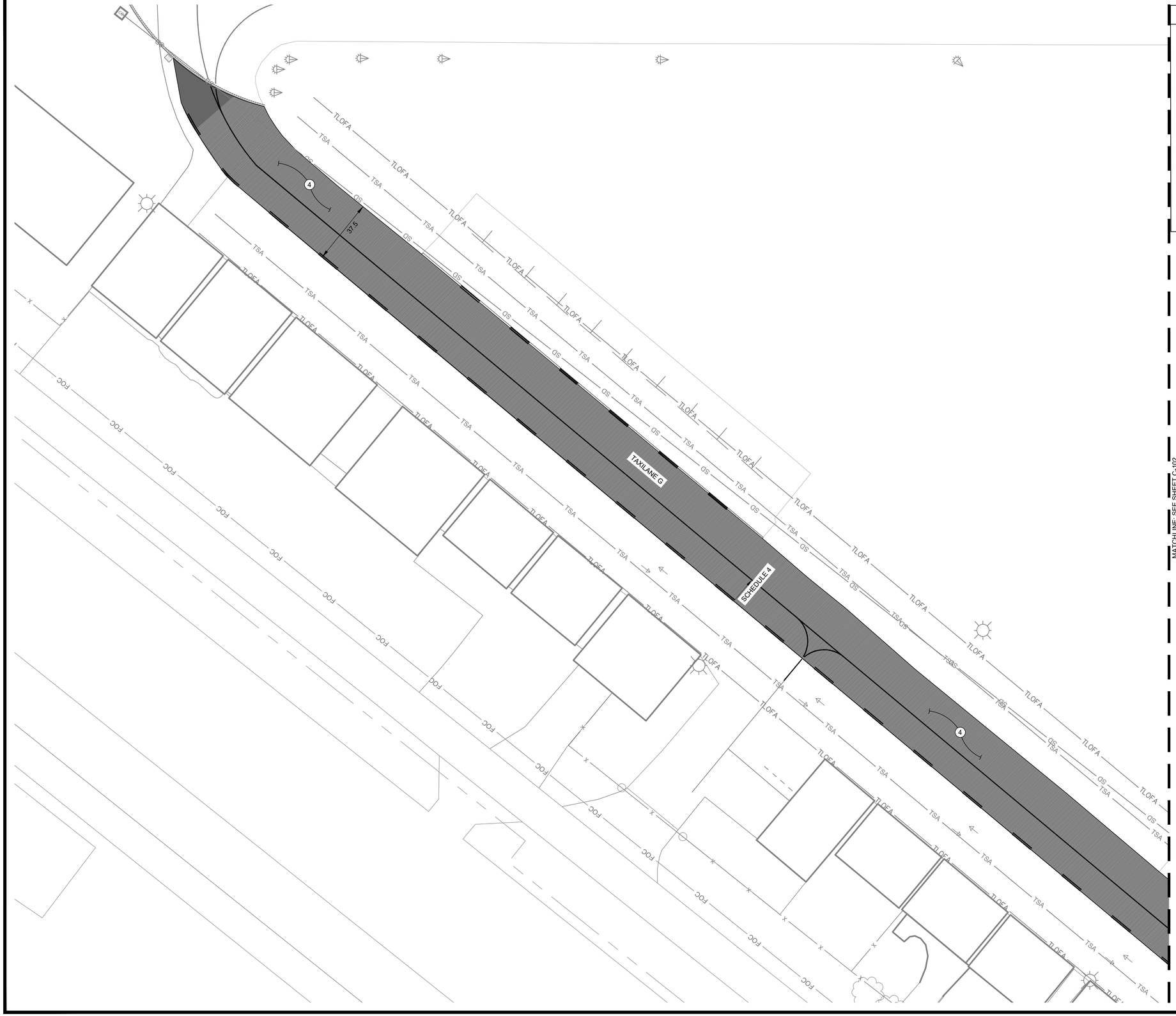

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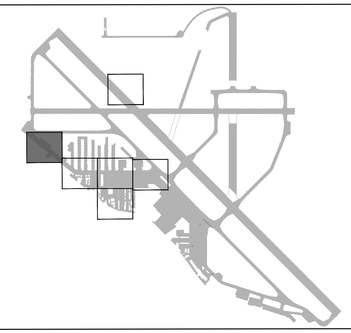

MATCHLINE: SEE SHEET C-102

CONSTRUCTION KEY NOTES

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CONSTRUCTION PLAN

SHEET NO.

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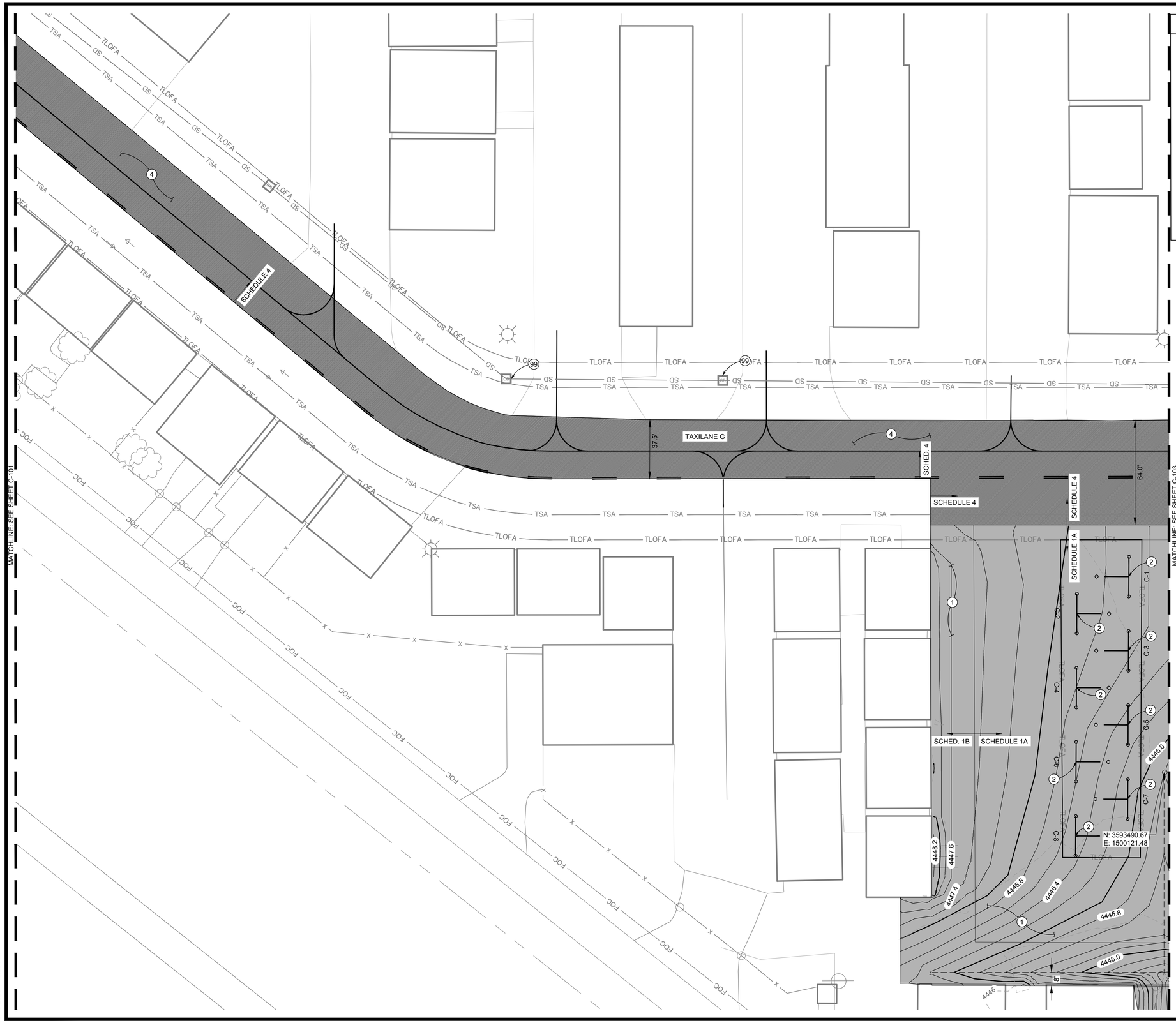

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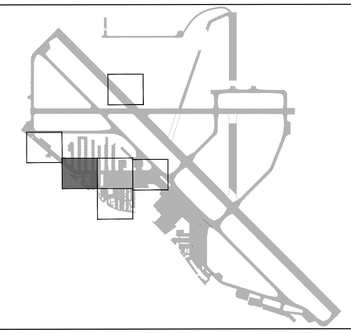

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CONSTRUCTION PLAN

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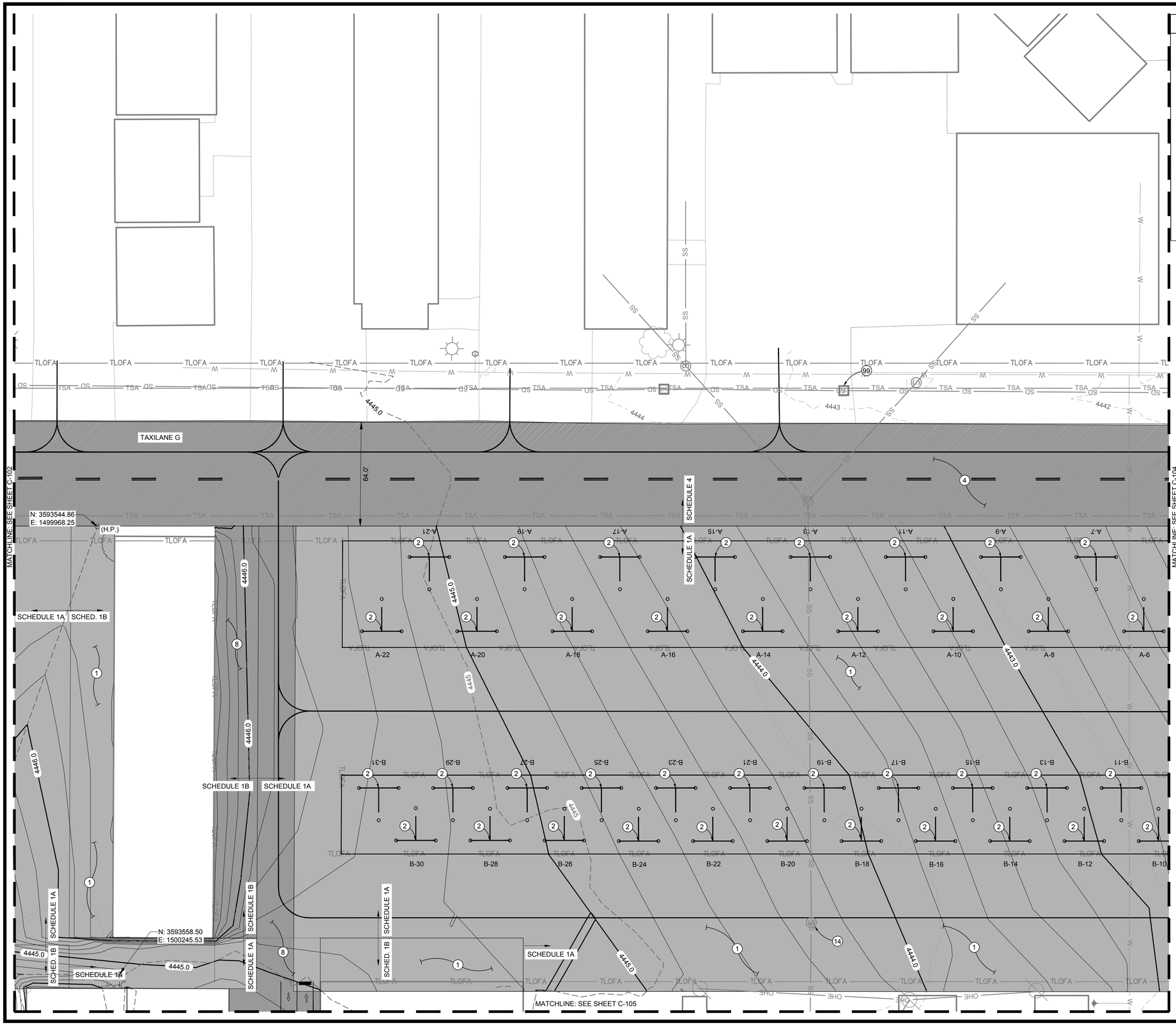

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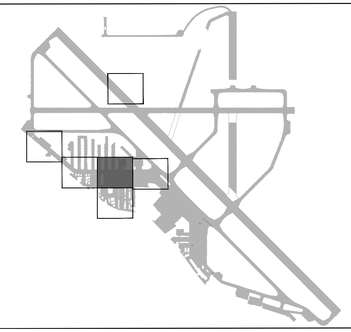

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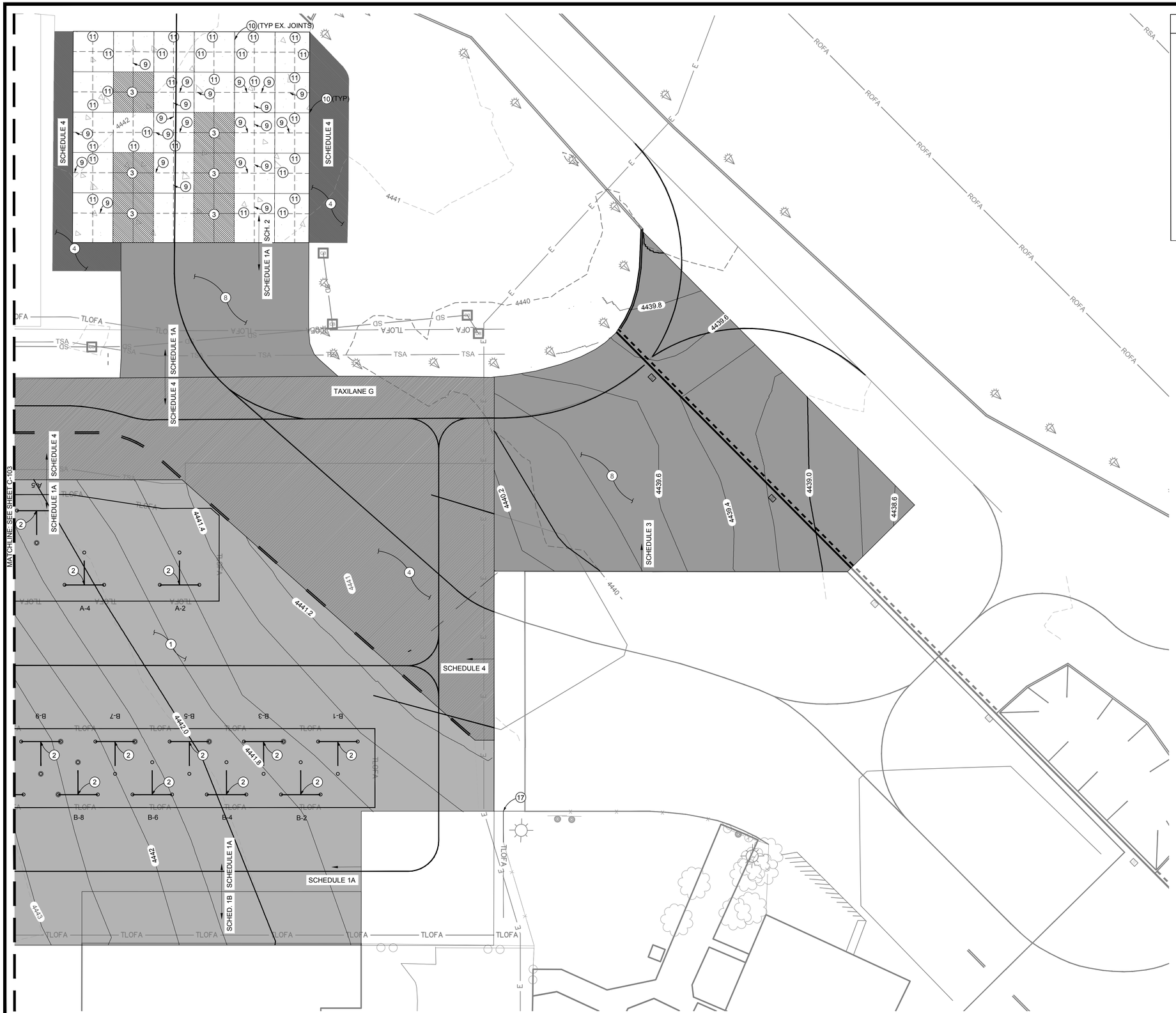

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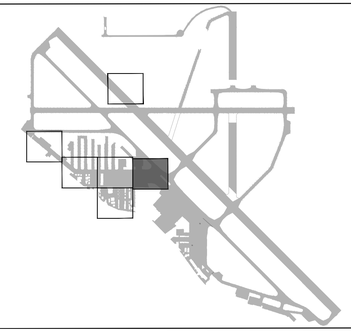

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SHEET CONTENTS
CONSTRUCTION PLAN

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C-104

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MATCHLINE: SEE SHEET C-103

SCHEDULE 1A

EX. FIBER OPTIC VAULT

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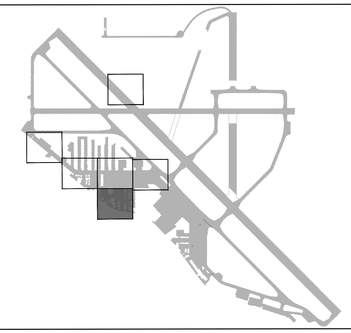

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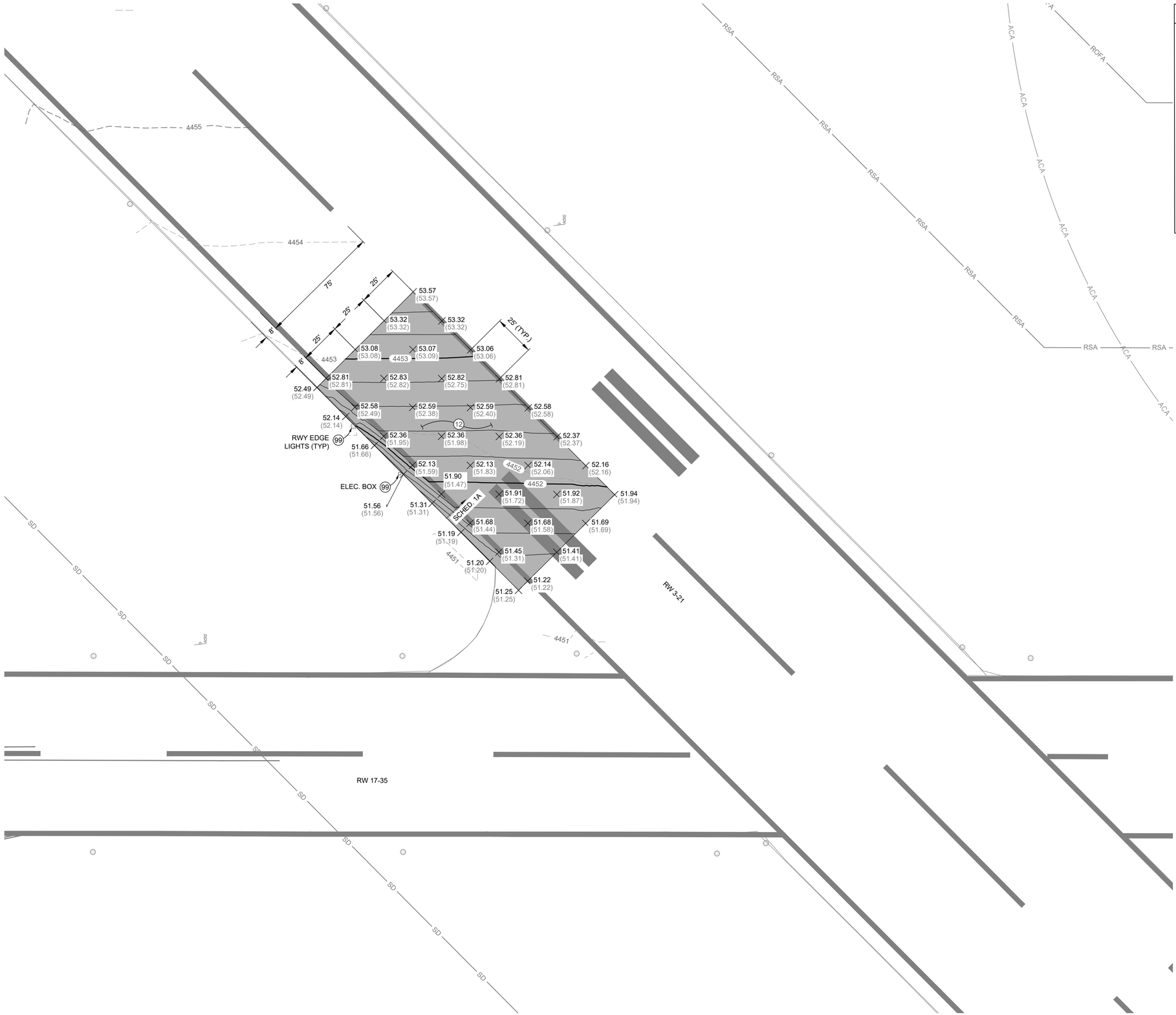

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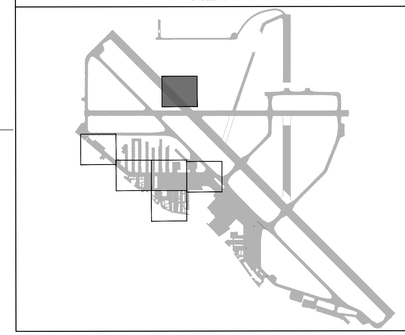

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4. CONSTRUCT P-608 SEAL COAT & MINOR CRACK REPAIR PER DETAIL 4/C-311
5. CONSTRUCT AC RUNWAY PAVEMENT PER DETAIL 3/C-312
6. CONSTRUCT AC HEAVY DUTY PAVEMENT PER DETAIL 2/C-311
7. CONSTRUCT AUTOMATIC GATE PER DETAIL 7/C-313
8. CONSTRUCT 4" MILL AND OVERLAY EX. AC PAVEMENT
9. ROUTE EX. PCC CRACK AND CONSTRUCT CRACK SEAL PER DETAIL 5/C-314
10. REMOVE AND REPLACE EXISTING PCC JOINT SEAL PER DETAIL 5/C-314
11. CONSTRUCT PCC CONTROL JOINT PER DETAIL 5/C-314
12. CONSTRUCT VARIABLE DEPTH RUNWAY OVERLAY PER DETAIL 3/C-312
13. CONSTRUCT SAWCUT GROOVE PER DETAIL 5/C-311
14. ADJUST EXISTING SEWER MANHOLE TO GRADE PER CITY OF OGDEN DETAIL SS-5. PROVIDE NEW LID AND FRAME.
15. CONSTRUCT 24' DOUBLE-SWING GATE PER DETAIL 1/C-312
16. CONSTRUCT TEMPORARY PERIMETER FENCE 2/C-312
17. CONSTRUCT CHAIN LINK FENCE PER DETAIL 4/C-312
18. CONSTRUCT 8" PVC STORM DRAIN PER DETAIL 8/C-311
19. CONSTRUCT 4X4 STORM DRAIN INLET PER DETAIL 8/C-313
20. CONSTRUCT SALVAGED COMBINATION SIGN PER DETAIL 5/G-090
21. CONSTRUCT 2" SCH. 40 PVC WITH FIBER OPTIC LINE. CONNECT CONTROLS TO AIRPORT FIBER OPTIC LOOP

99. PROTECT IN PLACE

ELEVATIONS SHOWN IN THE AREA ARE PENDING COMPLETION OF SURVEY

LEGEND

- CONSTRUCT AC LIGHT DUTY PAVEMENT
- CONSTRUCT EMULSIFIED ASPHALT SEAL COAT
- CONSTRUCT AC MILL AND OVERLAY
- EX PCC PAVEMENT
- CONSTRUCT PCC PANEL PER DETAIL 3/C-311
- SAWN CRACK/DUMMY CONTRACTION JOINT PER DETAIL 5/C-314
- DOWELED CONSTRUCTION/CONTRACTION JOINT PER DETAILS 3&4/C-314

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DATE: 06/16/2025

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DRAWN BY:	JAL
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CONSTRUCTION PLAN

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C-106

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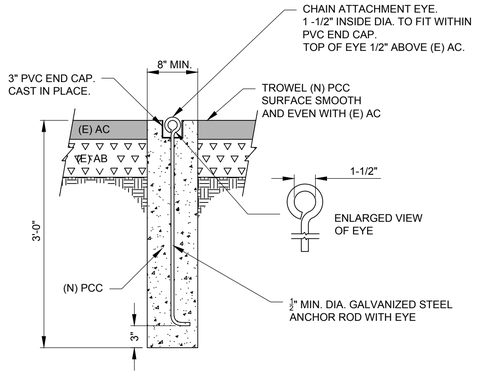
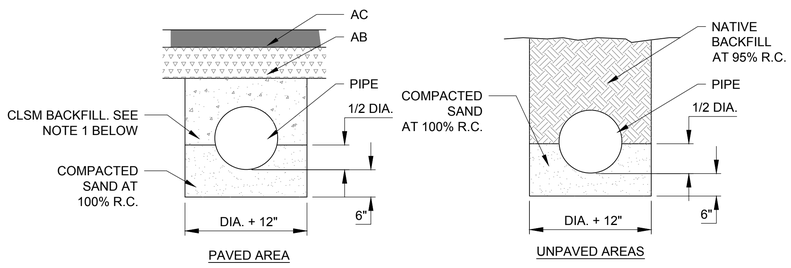


NOTE:

1. THERE ARE 3 ANCHORS PER TIE-DOWN. SEE DETAIL 4/C-672 FOR ANCHOR AND MARKING LAYOUT.

6 TIE-DOWN ANCHORS
NOT TO SCALE

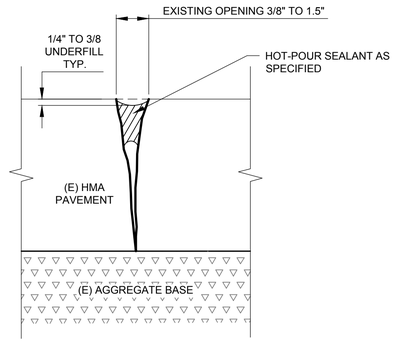
7 NOT USED
NOT TO SCALE



NOTES:

1. STORM DRAIN SHALL BE INSTALLED BEFORE NEW PAVEMENT IS PLACED.

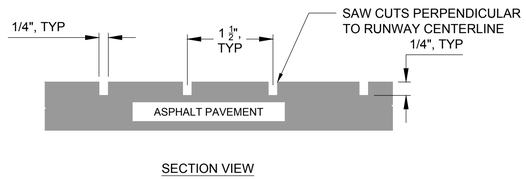
8 STORM DRAIN PIPE TRENCH
NOT TO SCALE



NOTES:

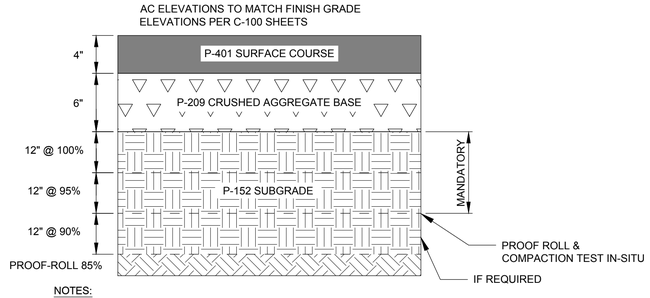
1. CLEAN CRACK AND REMOVE LOOSE, NON-COMPRESSIBLE MATERIAL. REMOVE EXISTING CRACK SEAL WITH WIRE BRUSH.
2. USE HOT LANCE TO ENHANCE ADHESION TO THE EXISTING BITUMINOUS MATERIAL PRIOR TO SEALING.
3. SEAL CRACK WITH HOT-POUR SEALANT, PER ASTM D6690, TYPE II..
4. DO NOT OVER-POUR SEALANT. SQUEEGEE TOP OF CRACK TO REMOVE EXCESS JOINT SEALANT ON THE SURFACE.
5. CONTRACTOR WILL BE REQUIRED TO TOP OFF ANY SEALANT THAT SETTLED TO COMPLY WITH THE UNDERFILL REQUIREMENTS. NO EXTRA PAYMENT WILL BE MADE FOR THIS RESEALING AS DESCRIBED HEREIN.
6. THIS ITEM WILL BE PAID FOR UNDER MINOR CRACK REPAIR IDENTIFIED IN THE BID FORM.

4 MINOR AC CRACK REPAIR (CRACK OPENING FROM 3/8" TO 1.5")
NOT TO SCALE



SECTION VIEW

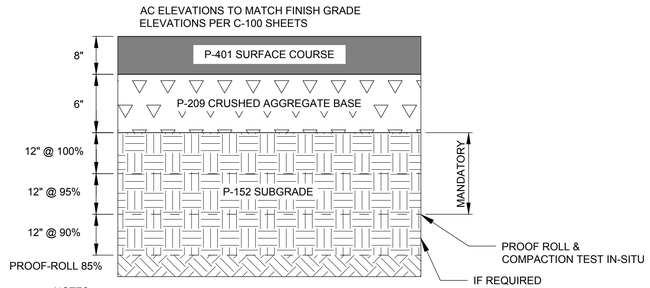
5 TYPICAL RUNWAY GROOVING
NOT TO SCALE



NOTES:

1. P-603 TACK COAT REQUIRED BETWEEN ALL ASPHALT LIFTS.
2. CONTRACTOR SHALL REBUILD THE 100% ZONE AND 95% ZONE. IF IN-SITU SOILS EXCEED 90% ZONE, THAT VOLUME MAY BE LEFT IN PLACE AND UNPAID AT THE DIRECTION OF THE R.P.R.

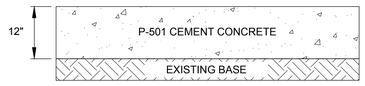
1 AC LIGHT DUTY PAVEMENT SECTION
NOT TO SCALE



NOTES:

1. P-603 TACK COAT REQUIRED BETWEEN ALL ASPHALT LIFTS.
2. CONTRACTOR SHALL REBUILD THE 100% ZONE AND 95% ZONE. IF IN-SITU SOILS EXCEED 90% ZONE, THAT VOLUME MAY BE LEFT IN PLACE AND UNPAID AT THE DIRECTION OF THE R.P.R.

2 AC HEAVY DUTY PAVEMENT SECTION
NOT TO SCALE



NOTES:

1. ALL NEW JOINTS TO BE DOWELED PER DETAILS 2&3&4/C-314.
2. ALL EX/PROPOSED JOITNS TO BE DOWELED PER DETAILS 2&5/C-314

3 CONCRETE PAVEMENT SECTION
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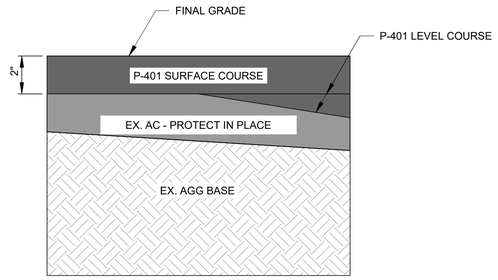
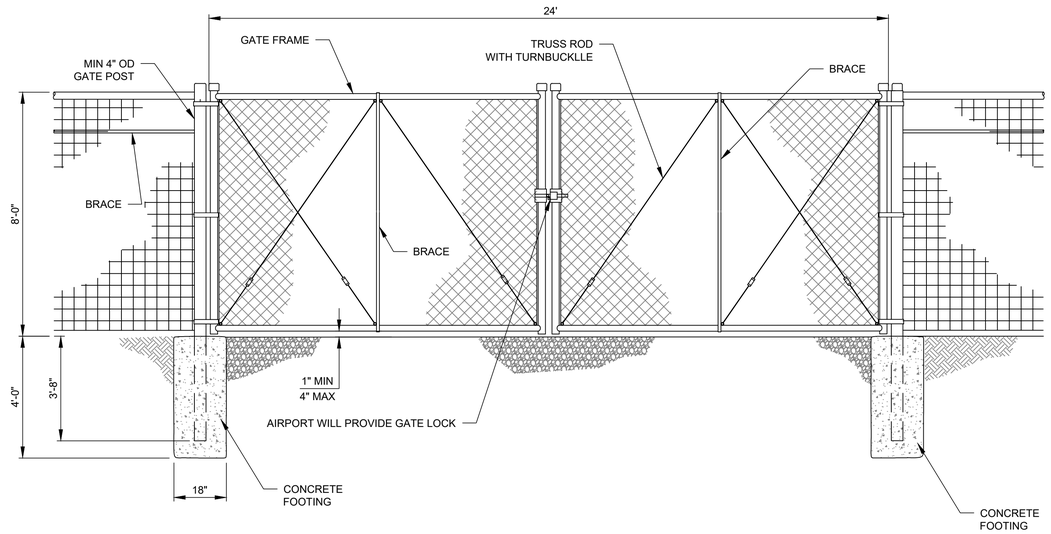


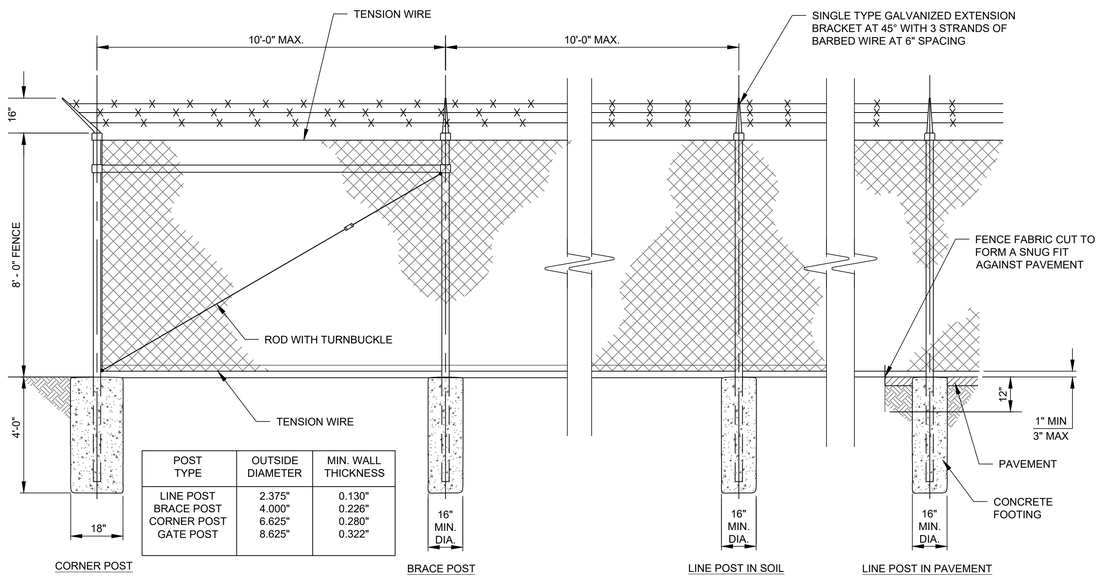
NOTES:
1. P-603 TACK COAT REQUIRED BETWEEN ALL ASPHALT LIFTS AND AT INTERFACE BETWEEN EXISTING AND NEW ASPHALT.

3 VARIABLE DEPTH OVERLAY
NOT TO SCALE



NOTES:
1. TEMPORARY GATE WILL UTILIZE AIRPORT-PROVIDED MANUAL LOCK.
2. CHAIN LINK DOUBLE SWING GATE SHALL INCLUDE BRACE PANEL ON BOTH SIDES OF THE GATE.
3. ALL MATERIAL DIMENSIONS AND WEIGHTS ON THIS STANDARD ARE NOMINAL UNLESS OTHERWISE INDICATED.
4. FENCE WIRE SHALL BE ENDED, DOUBLE WRAPPED AND TIED OFF AT END POSTS, ANGLE POSTS AND LINE BRACE POSTS. FENCE TO BE CONTINUED SHALL THEN BE RESTARTED IN THE SAME MANNER.
5. FENCE WIRE SHALL BE PLACED ON EITHER ROAD OR FIELD SIDE OF POSTS, DEPENDING ON LOCAL CONDITIONS, i.e. ON CURVES, THE WIRE SHALL BE PLACED ON THE SIDE OF THE POST WHICH WILL RESULT IN THE LEAST TENSION ON FENCE TIES. THIS WILL ALSO APPLY WHERE WIND DRIFT, TUMBLE WEEDS, OR OTHER CONDITIONS WOULD EXERT UNUSUAL PRESSURE AGAINST THE WIRE.

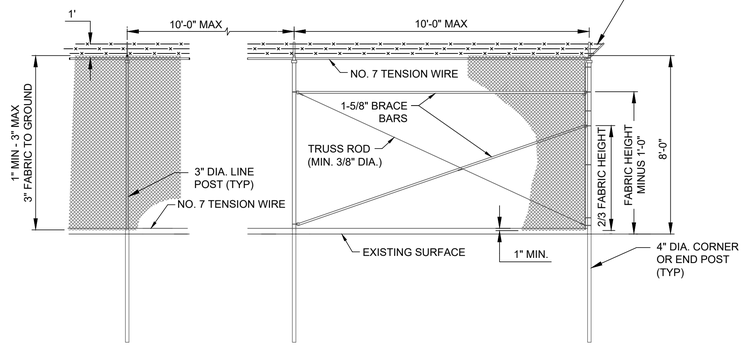
1 TEMPORARY 24' DOUBLE-SWING CHAIN-LINK GATE
NOT TO SCALE



POST TYPE	OUTSIDE DIAMETER	MIN. WALL THICKNESS
LINE POST	2.375"	0.130"
BRACE POST	4.000"	0.226"
CORNER POST	6.625"	0.280"
GATE POST	8.625"	0.322"

NOTE:
1. FABRIC TOP SHALL BE TWIST (BARB) AND BOTTOM SHALL BE KNUCKLE.

4 CHAIN LINK FENCE
NOT TO SCALE



LINE POST (INTERMEDIATE) | BRACE POST | BRACE SECTION | TERMINAL POST (END, CORNER, OR PULL)

NOTES:
1. ALL FABRIC SHALL BE INSTALLED ON LAND SIDE OF FENCE LINE.
2. SPACING FOR POSTS SHALL NOT EXCEED 10' O.C. MAXIMUM.
3. SECTIONS NEXT TO LATCH, HINGE, CORNER, OR TERMINAL, POSTS SHALL BE SUPPLIED WITH STANDARD 1 1/4" BRACING AT THE MIDPOINT AND A TRUSS ROD ASSEMBLY.
4. BARBED WIRE SUPPORT ARMS SHALL BE OF SUFFICIENT STRENGTH TO WITHSTAND A WEIGHT OF 200 POUNDS APPLIED AT THE OTHER STAND OF BARBED WIRE.
5. REMOVE TEMPORARY FENCE AND PATCH HOLES IN PAVEMENT WITH NON-SHRINK GROUT AT PROJECT CONCLUSION.

2 TEMPORARY PERIMETER FENCE
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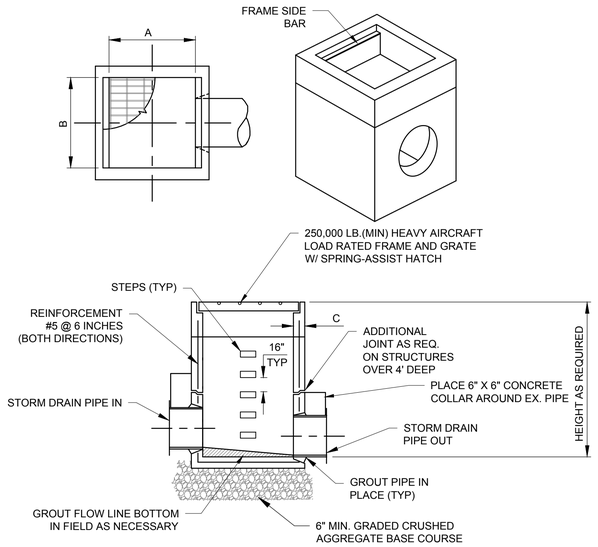
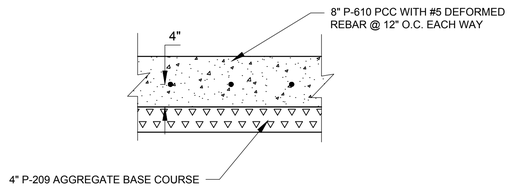


NOTES:
1. DESIGN LOAD: 250,000 LB. HEAVY AIRCRAFT WHEEL.
2. STEPS SHALL BE INSTALLED PRIOR TO PLACING CONCRETE AND TO AN EMBEDMENT OF AT LEAST 3 INCHES.
3. CONTRACTOR SHALL PROVIDE PRECAST MANUFACTURER'S LOAD CALCULATIONS.

TYPE	A	B	C
IV	48"	48"	12"

*PER MANUFACTURER RECOMMENDATION

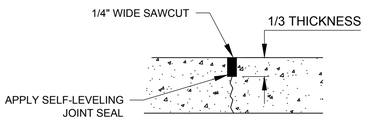
3 CATCH BASIN-48-INCH DETAIL
NOT TO SCALE



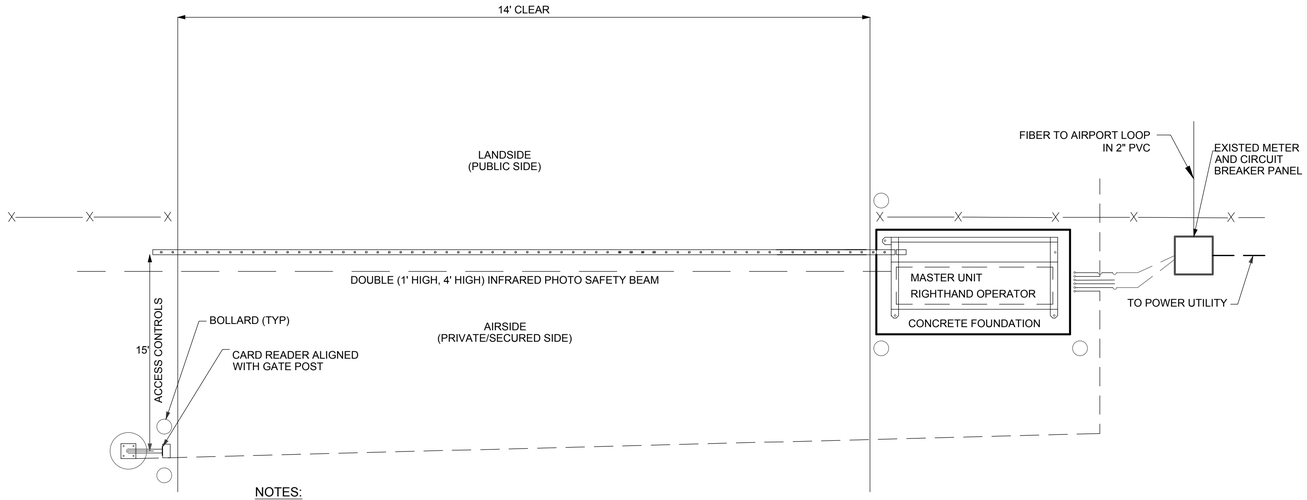
NOTES:

1. CONTRACTOR TO SUBMIT DETAILED PCC JOINT SPACING LAYOUT TO ENGINEER.
2. GRADING BEYOND THE PCC SLAB MAY BE REQUIRED TO PROVIDE A SMOOTH TRANSITION FROM EXISTING GROUND SURFACE. THIS GRADING SHALL BE INCIDENTAL TO THE GATE INSTALLATION.

4 PCC SLAB SECTION (TYP.)
NOT TO SCALE



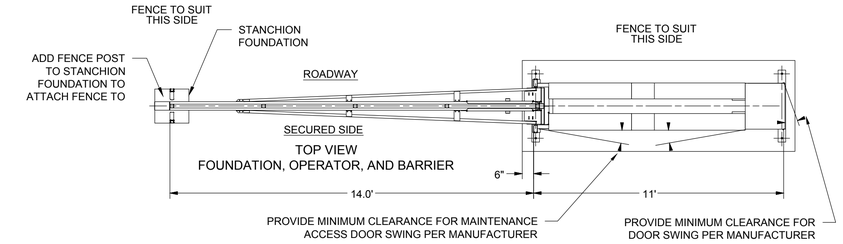
5 PCC CONTROL JOINT DETAIL
NOT TO SCALE



NOTES:

1. CONCRETE FOUNDATIONS TO BE SIZED PER MANUFACTURER RECOMMENDATION, BUT MAY NOT BE LESS THAN 36" DEEP. EACH FOUNDATION SHALL BE ONE CONTINUOUS POUR. CONDUITS TO OPERATOR SHALL BE INSTALLED DURING POUR.

1 TYPICAL AUTOMATIC VERTICAL PIVOT GATE SITE LAYOUT
NOT TO SCALE



VIEW FROM SECURED SIDE LOOKING OUT

AUTOMATIC GATE NOTES:

1. LOOP DETECTORS AND ALL OTHER ELECTRICAL LINES SHALL BE INSTALLED IN PVC CONDUIT THAT IS POURED MONOLITHICALLY IN THE PCC SLAB.
2. SEE SPECIFICATIONS FOR ENTRY CONTROLLER EQUIPMENT.
3. GATE OPERATOR PADS SHALL BE CONSTRUCTED 6" ABOVE GRADE. THE OPERATORS SHALL BE LOCATED INSIDE THE FENCE WITH LOCKABLE CABINET, SEE PLAN.
4. ALL WORK NECESSARY FOR AUTOMATIC GATE INSTALLATION AS SHOWN WILL BE INCLUDED IN THE UNIT PRICE FOR THE AUTOMATIC GATE.
5. USE MANUFACTURER'S RECOMMENDATION FOR LOCATION AND SIZE OF LOOP DETECTORS AND LOCATION AND HEIGHT OF PHOTO EYES AND REFLECTORS.
6. SEE SPECIFICATIONS FOR ELECTRICAL REQUIREMENTS OF GATE OPERATOR.
7. BOLLARDS SHALL BE INSTALLED AROUND GATE OPERATOR AND CARD READER. SEE DETAIL 7/C-314.
8. FOR GATE SIGNAGE, SEE DETAIL C-315.

2 TYPICAL AUTOMATIC VERTICAL PIVOT GATE DETAIL
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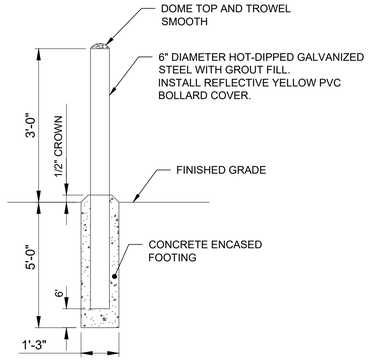
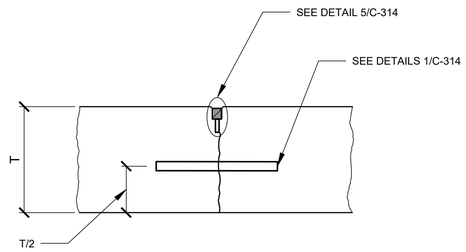


7 TYPICAL BOLLARD DETAIL
NOT TO SCALE



4 DOWELED CONTRACTION JOINT
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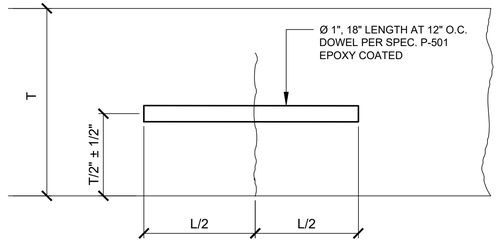
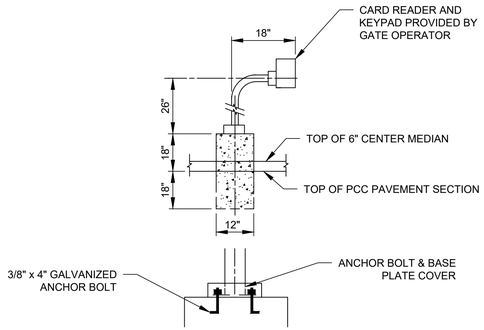
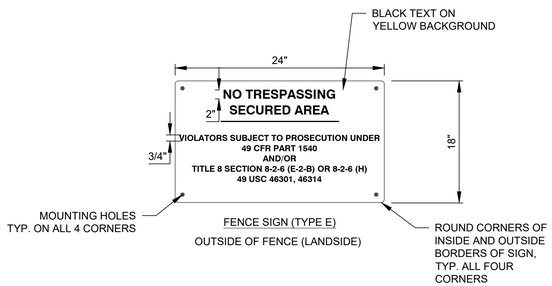


1 SLAB THICKNESS AND BAR DIAMETER
NOT TO SCALE



ANCHOR BOLT DETAIL

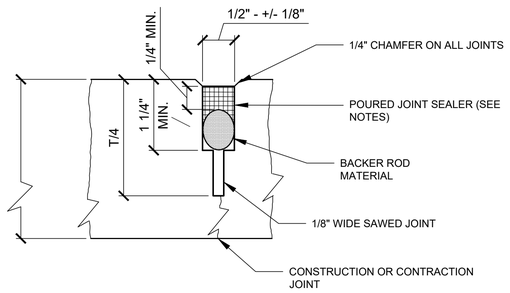
8 CARD READER PEDESTAL
NOT TO SCALE



NO TRESPASSING SIGN NOTES:

1. MOUNT SIGN AT ANGLE AS SHOWN ABOVE AND AT EVERY 200' OF AOA FENCE, AS DIRECTED BY THE RPR.
2. SIGN SHALL BE 0.080 SHEET ALUMINUM.
3. ALL SIGN MATERIAL AND CONSTRUCTION PER MUTCD.

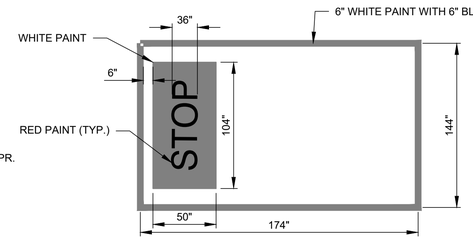
9 NO TRESPASSING SIGN (AOA FENCE)
NOT TO SCALE



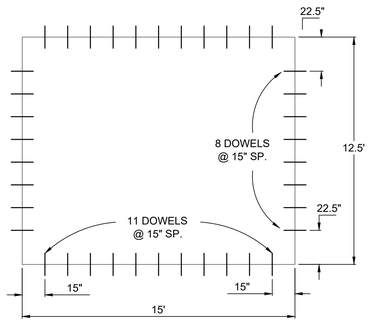
NOTES:

1. SEALANT RESERVOIR SIZED TO PROVIDE PROPER SHAPE FACTOR (WIDTH/DEPTH). DIFFERENT FIELD POURED SEALANTS REQUIRE DIFFERENT SHAPE FACTORS FOR OPTIMUM PERFORMANCE. USE MANUFACTURER'S RECOMMENDED SHAPE FACTOR.
2. ROD BACK-UP MATERIAL MUST BE COMPATIBLE WITH THE TYPE OF POURED SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE FACTOR.
3. EXISTING JOINTS SHALL BE THOROUGHLY CLEANED PER SPECIFICATIONS PRIOR TO APPLICATION OF JOINT SEAL.

5 CONSTRUCTION/CONTRACTION DETAIL
NOT TO SCALE



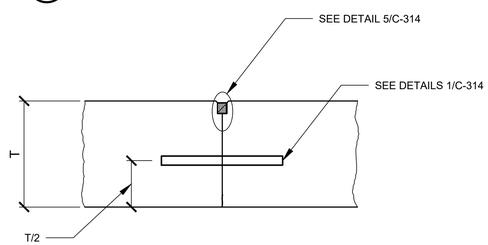
6 GATE STOP OUTLINE PAVEMENT MARKING DETAIL
NOT TO SCALE



NOTES:

1. DETAIL SHOWS TYPICAL DOWEL LAYOUT ON ALL SIDES OF PANEL.
2. FOR IRREGULAR SHAPE PANELS, DOWELS SHALL BE INCLUDED ALONG CONSTRUCTION AND CONTRACTION JOINTS AT 15" SPACING, MAINTAINING 10" CLEAR SPACE AT EDGE. EXACT CONFIGURATION TO BE DETERMINED IN-FIELD.
3. OFFSET NEW DOWEL INTO EXISTING CONCRETE AT THE MIDPOINT OF THE EXISTING DOWELS.
4. DO NOT PLACE DOWELS IN BETWEEN ADJACENT PANEL CRACKING AND NEW SAW JOINTS.

2 TYPICAL DOWEL SPACING FOR RECTANGULAR SLABS
NOT TO SCALE



3 DOWELED CONSTRUCTION JOINT
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CONSTRUCTION DETAILS

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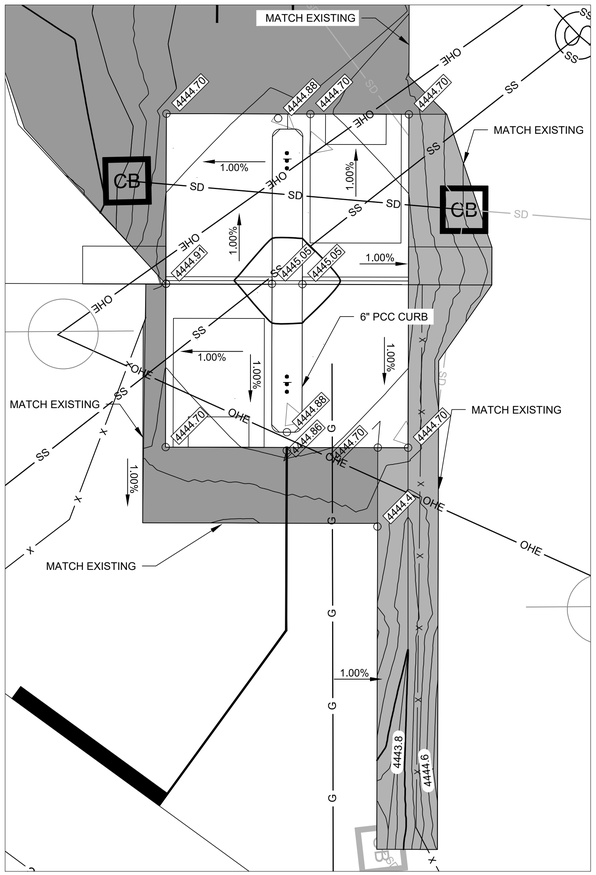
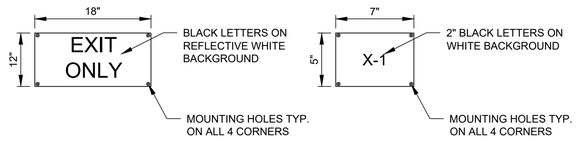


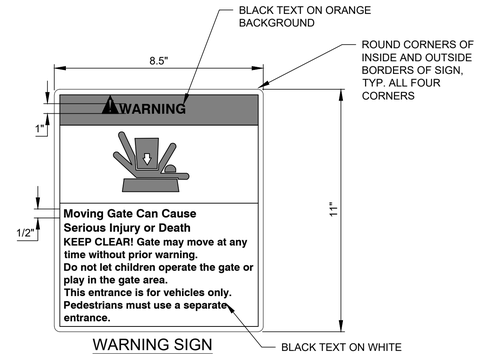
3 **ACCESS GATE ENTRANCE PRECISE GRADING**
1" = 10'



EXIT ONLY SIGN
OUTSIDE OF GATE (LANDSIDE)

SALVAGED GATE NUMBER SIGN
OUTSIDE OF GATE (LANDSIDE)

SALVAGED WELCOME SIGN
OUTSIDE OF GATE (LANDSIDE)

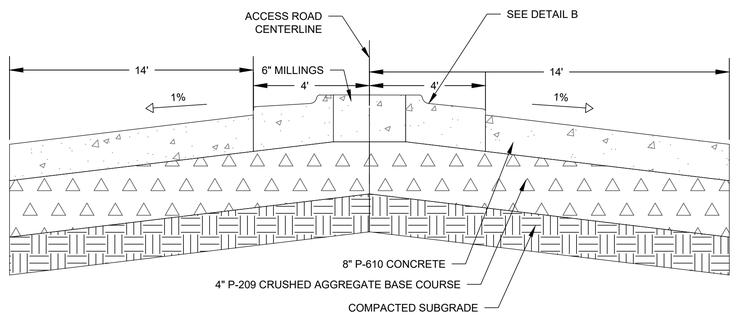


WARNING SIGN
BOTH SIDES OF GATE

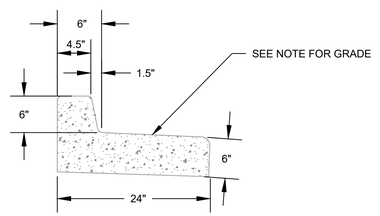
GATE SIGN NOTES:

1. ALL SIGNS MATERIAL AND CONSTRUCTION PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL SIGNS SHALL BE 0.080 SHEET ALUMINUM.

1 **GATE SIGNS (POWERED GATE)**
NOT TO SCALE



DETAIL A
ACCESS GATE CROSS SECTION



SPILL CURB

NOTE:

1. GUTTER SLOPE SHALL BE 1/2 IN./FT. WHEN DRAINING AWAY FROM CURB AND 1 IN./FT. WHEN DRAINING TOWARDS CURB.

DETAIL B
SPILL CURB AND GUTTER

2 **ACCESS GATE ENTRANCE CROSS SECTION**
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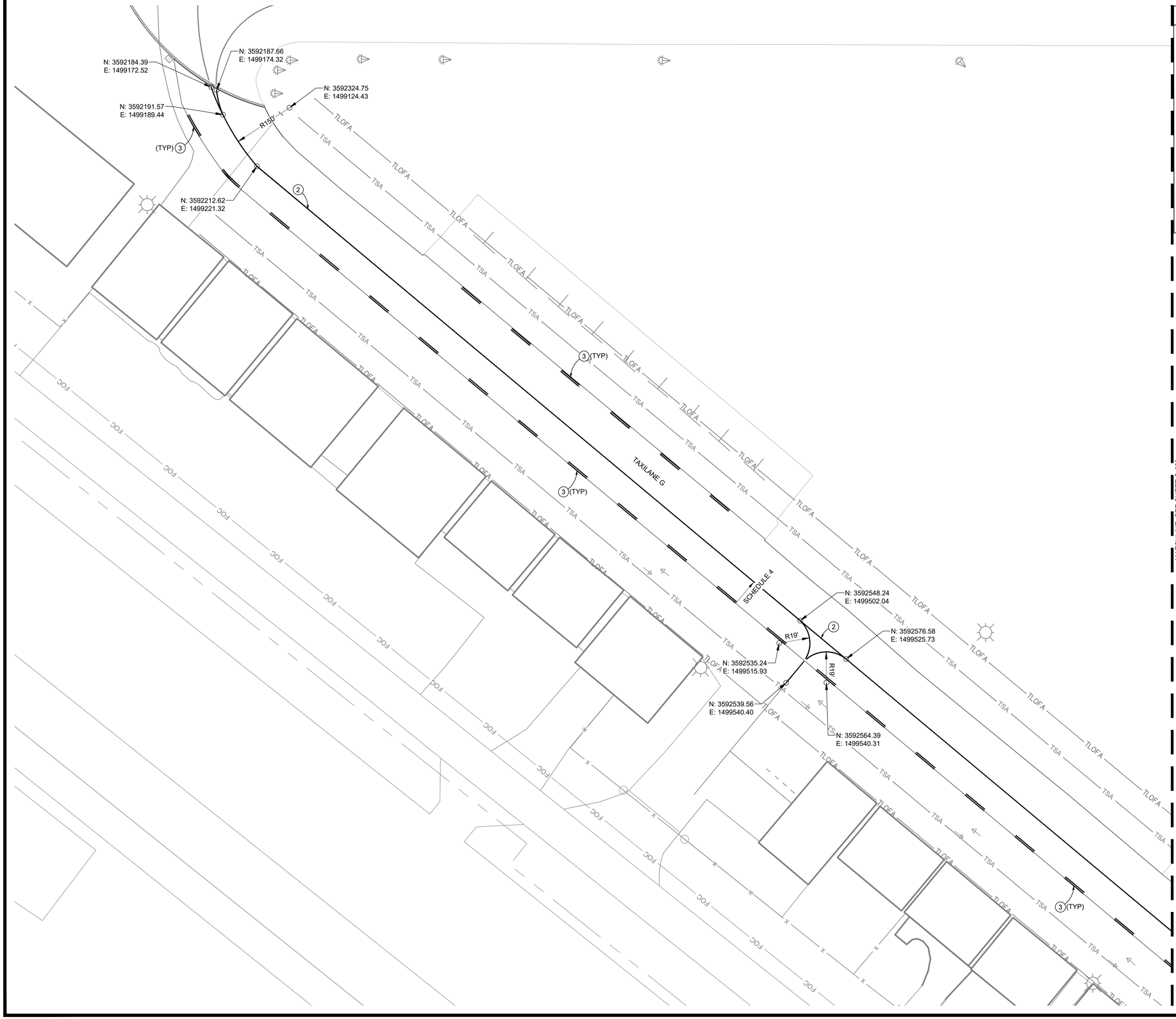

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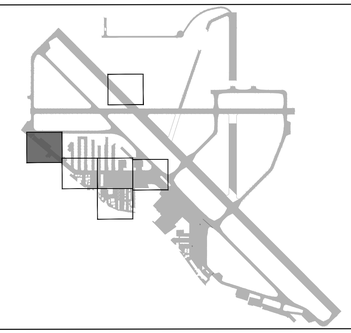

PAVEMENT MARKINGS KEY NOTES

1. PAINT TIE-DOWN MARKING PER DETAIL 4/C-672
2. PAINT TAXIWAY CENTERLINE MARKING PER DETAIL 2/C-671
3. PAINT DASHED TAXIWAY EDGE STRIPE MARKING PER DETAIL 3/C-671
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10. PAINT DRIVE-AISLE TRAFFIC ARROW PER DETAIL 6/C-671
11. PAINT TRAFFIC STOP BOX AT AUTOMATIC GATE PER DETAIL 6/C-314
12. PAINT TOUCHDOWN ZONE MARKING PER DETAIL 4/C-671
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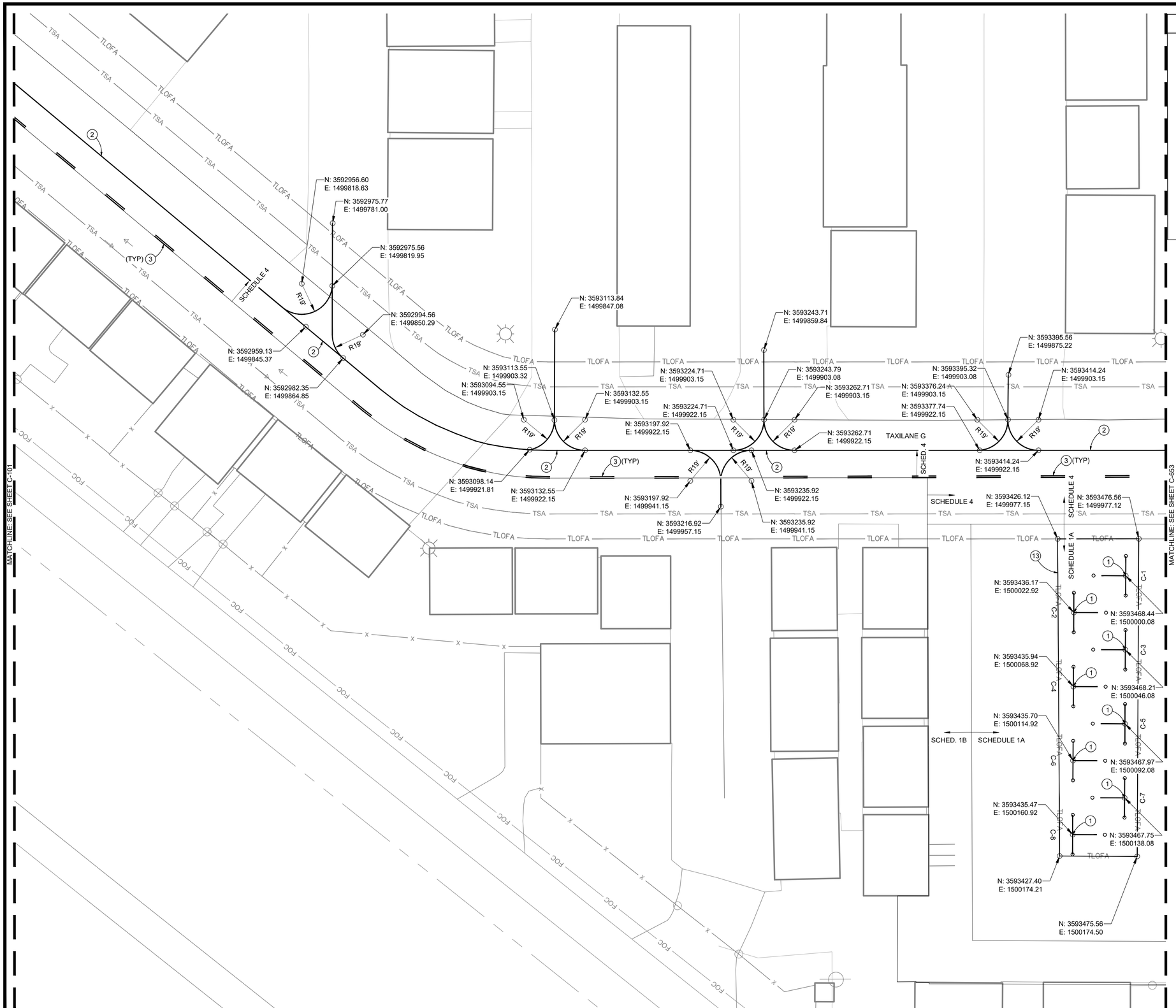

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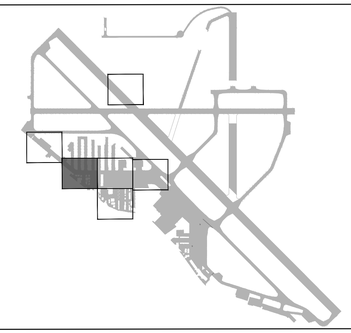

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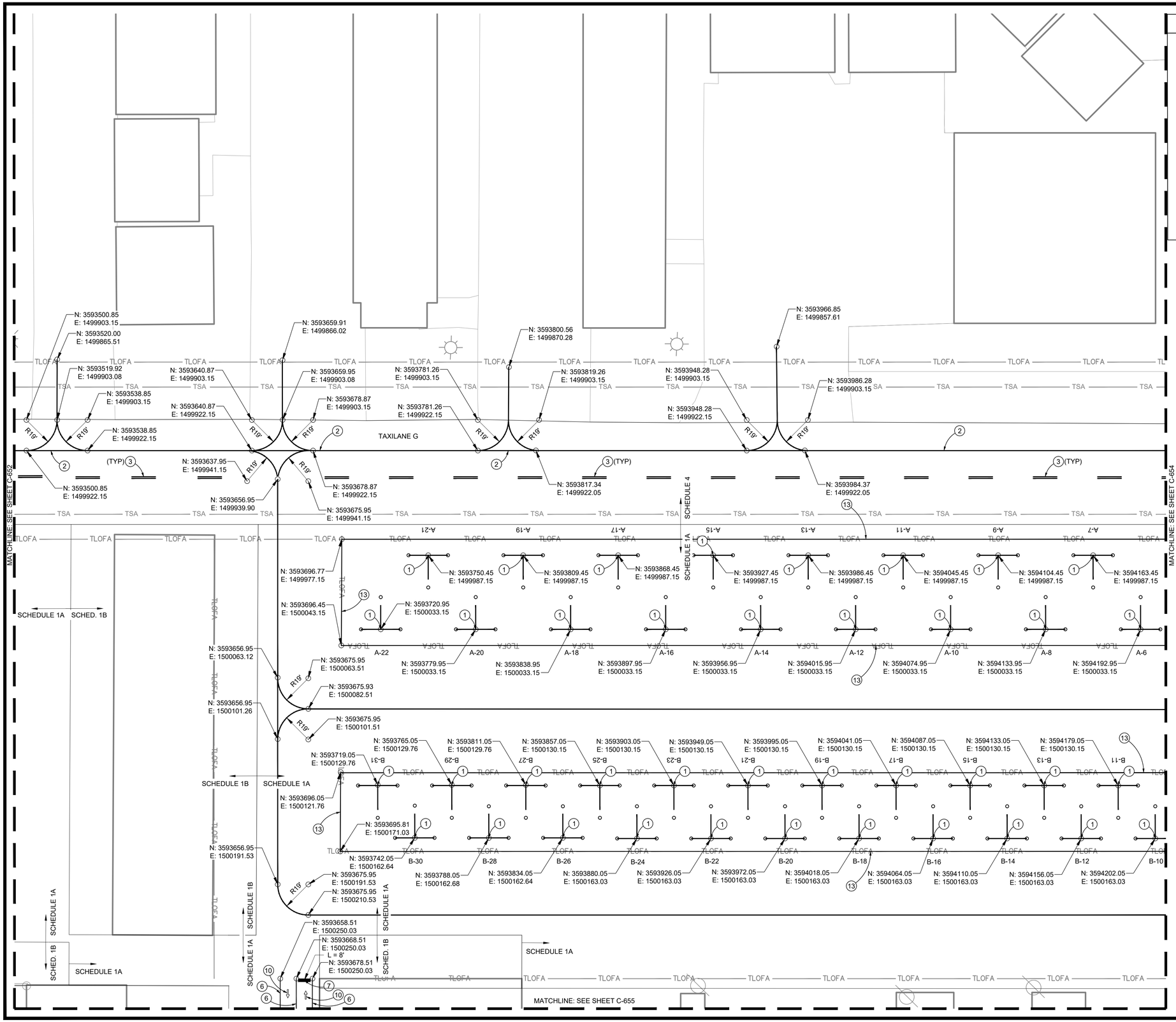

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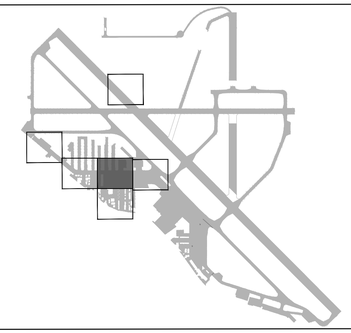

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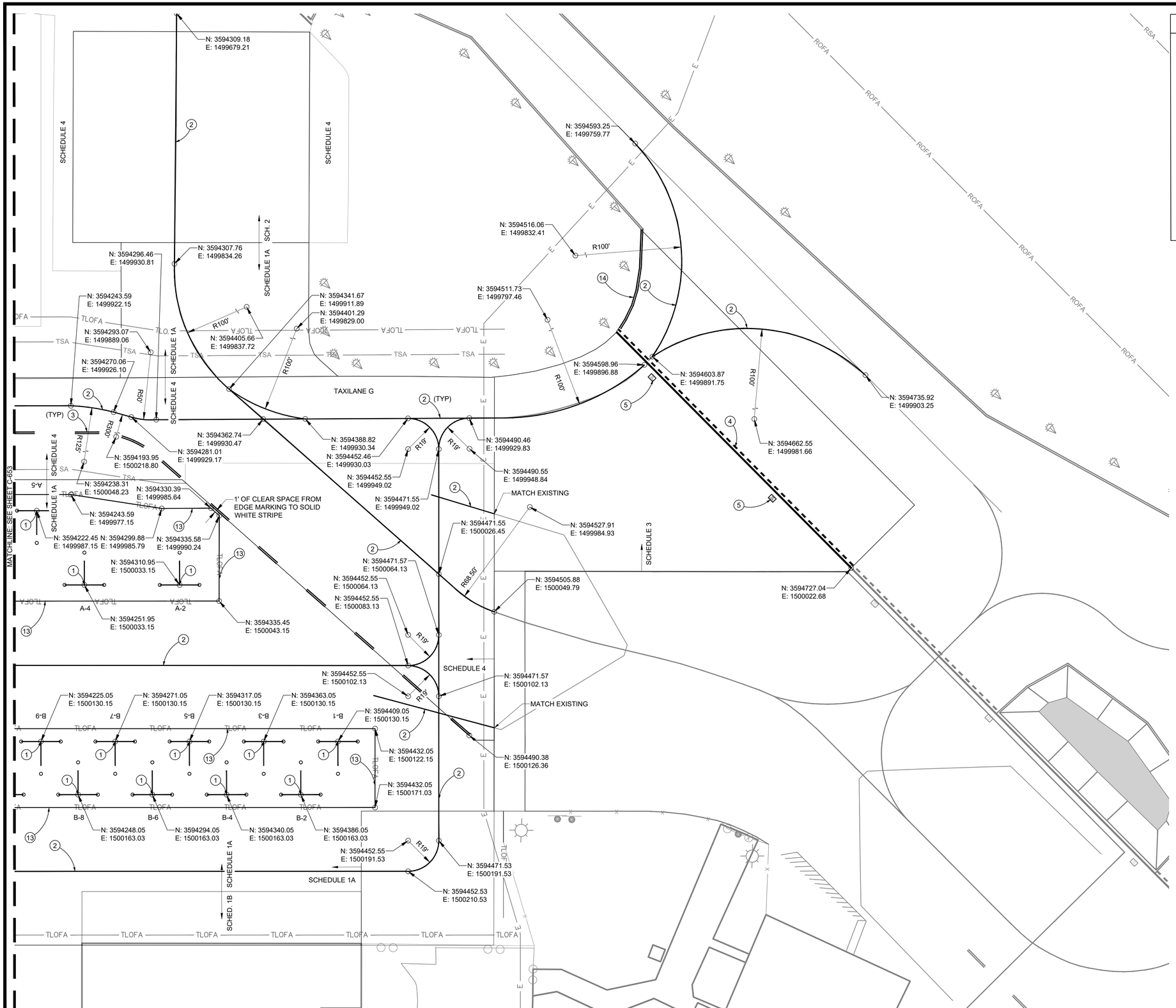

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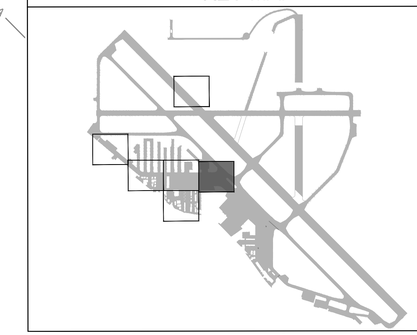

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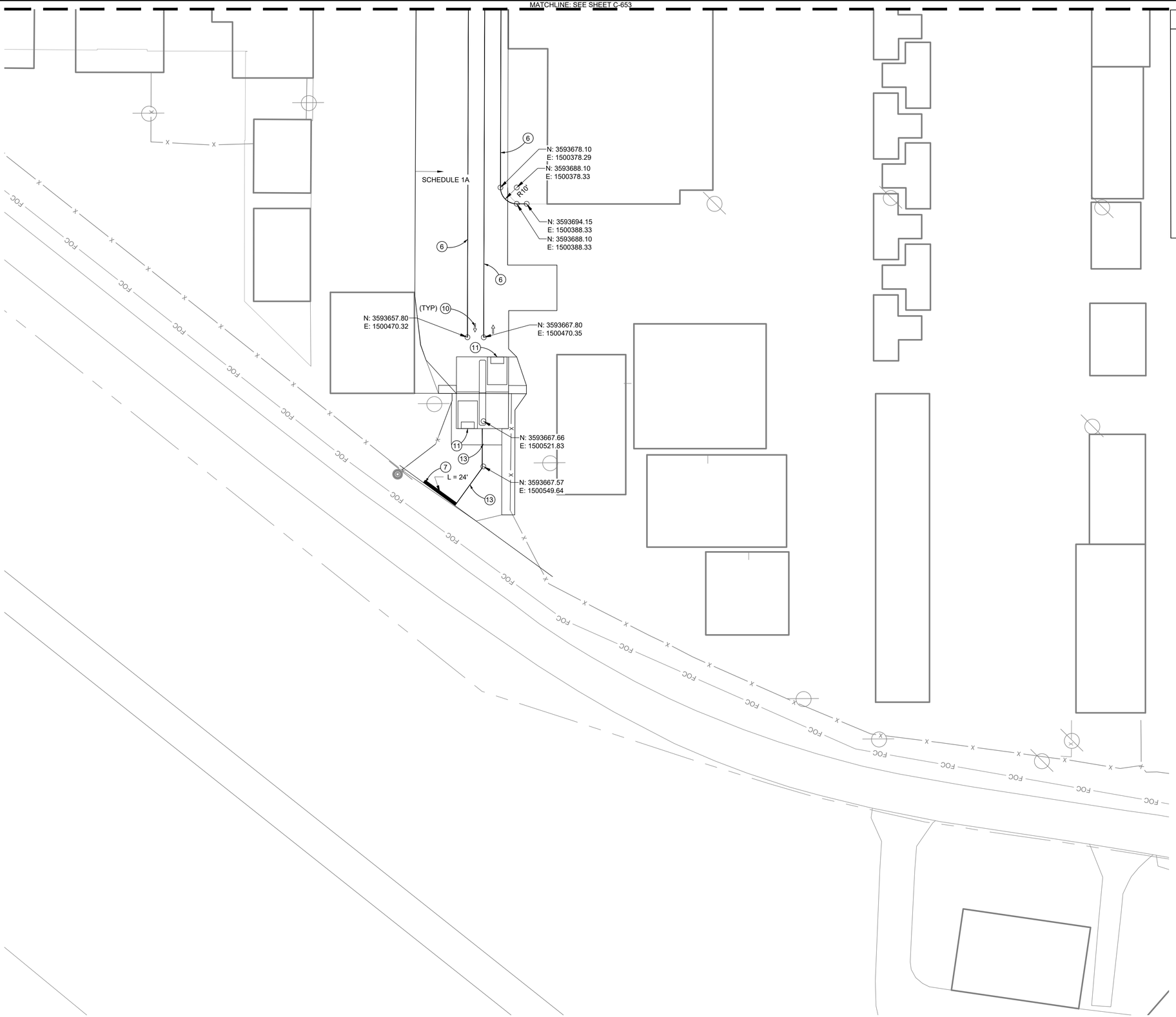

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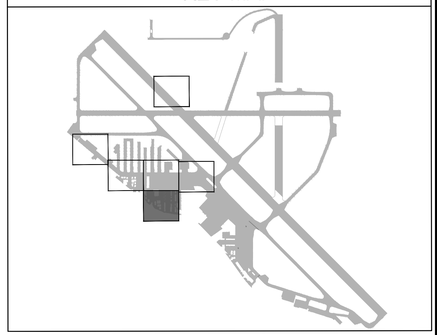

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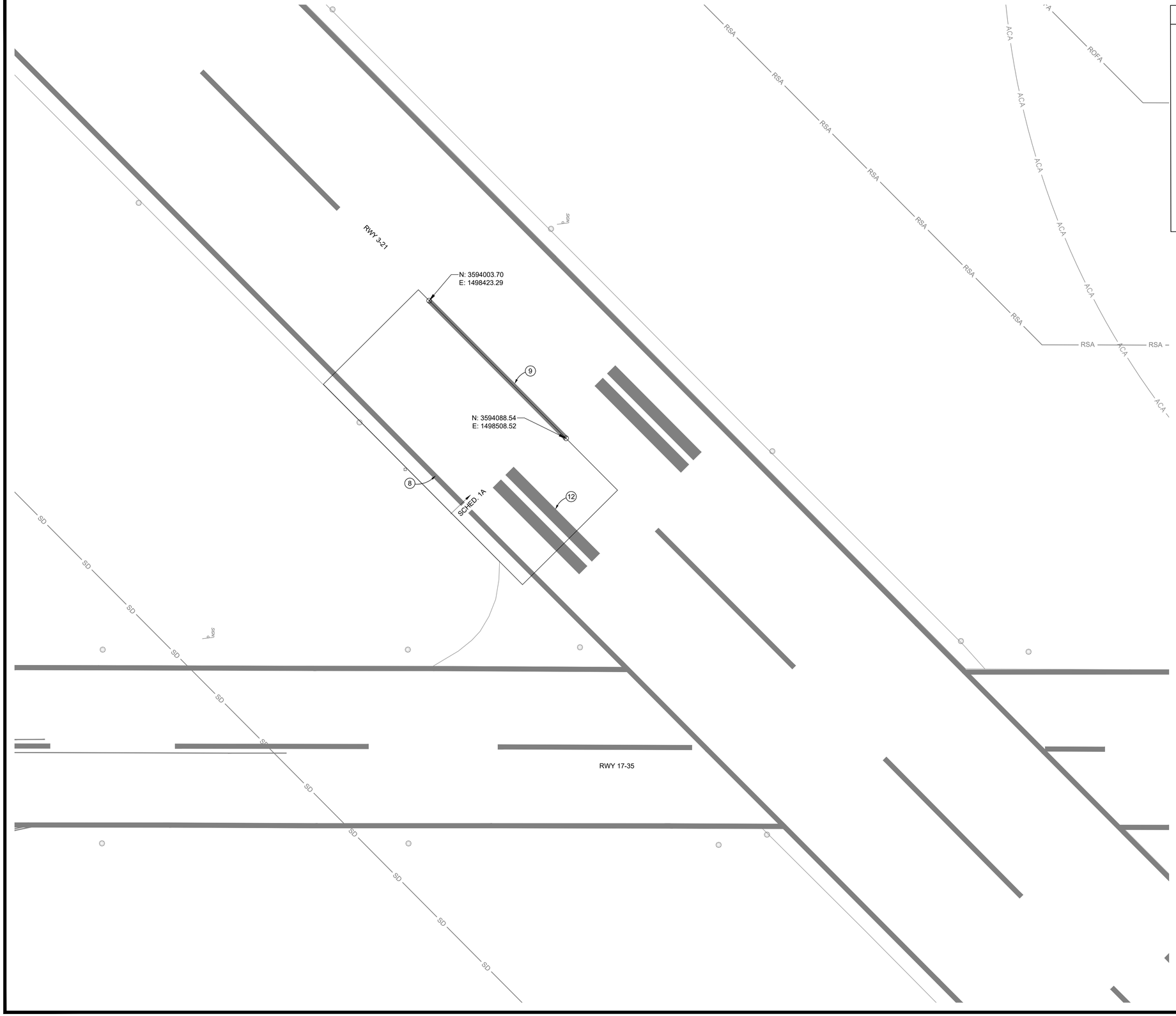

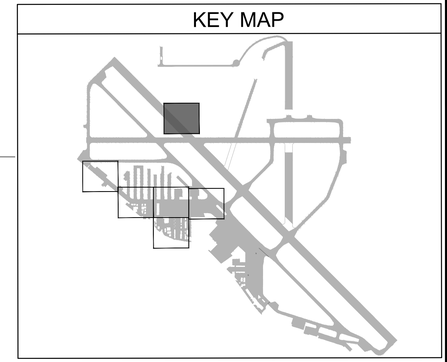

PAVEMENT MARKINGS KEY NOTES

1. PAINT TIE-DOWN MARKING PER DETAIL 4/C-672
2. PAINT TAXIWAY CENTERLINE MARKING PER DETAIL 2/C-671
3. PAINT DASHED TAXIWAY EDGE STRIPE MARKING PER DETAIL 3/C-671
4. PAINT NON-MOVEMENT AREA BOUNDARY MARKING PER DETAIL 2/C-672
5. PAINT NON-REFLECTIVE TOWER CLEARANCE STOP MARKING PER DETAIL 5/C-671
6. PAINT DRIVE-AISLE EDGE MARKING PER DETAIL 3/C-672
7. PAINT STOP BAR MARKING PER DETAIL 1/C-672
8. PAINT RUNWAY 3-21 EDGE MARKING PER DETAIL 1/C-671
9. PAINT RUNWAY 3-21 CENTERLINE MARKING PER DETAIL 1/C-671
10. PAINT DRIVE-AISLE TRAFFIC ARROW PER DETAIL 6/C-671
11. PAINT TRAFFIC STOP BOX AT AUTOMATIC GATE PER DETAIL 6/C-314
12. PAINT TOUCHDOWN ZONE MARKING PER DETAIL 4/C-671
13. PAINT 4" WIDE, NON-REFLECTIVE, SOLID WHITE STRIPE
14. PAINT CONTINUOUS TAXIWAY EDGE STRIPE MARKING PER DETAIL 3/C-671

GENERAL PAVEMENT MARKING NOTES:

1. ALL MARKINGS, EXCLUDING BLACK PAINT, SHALL RECEIVE GLASS BEADS UNLESS OTHERWISE INDICATED ON THE PLANS. BLACK OUTLINE SHALL NOT HAVE BEADS.
2. ALL LAYOUT PAINT TRACKS SHALL BE LOCATED SO THAT THE NEW MARKING WILL FULLY COVER LAYOUT LINES.
3. MARKINGS ON NEW PAVEMENT OR NEW SEAL COAT SHALL RECEIVE 2 COATS.

0 30 60

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DATE: 06/16/2025

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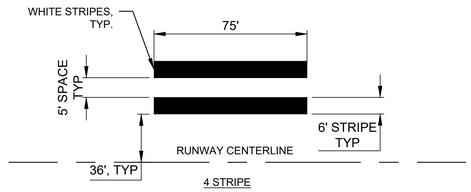
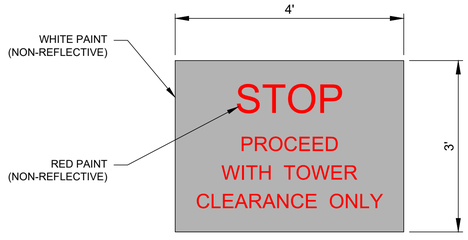
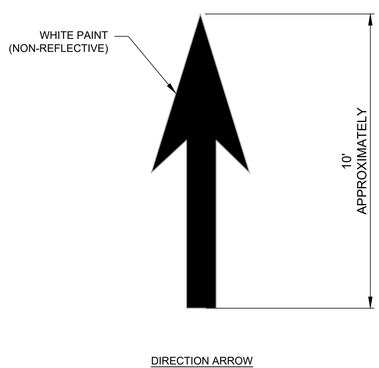


NOTES:
1. ALL TOUCHDOWN ZONE MARKINGS ARE WHITE W/ 6" BLACK OUTLINE. DIMENSIONS SHOWN EXCLUDE THE OUTLINE.

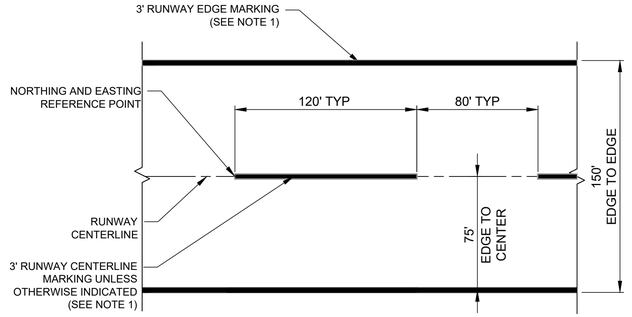
4 TOUCHDOWN ZONE MARKING
NOT TO SCALE



5 NON-REFLECTIVE TOWER CLEARANCE STOP MARKING
NOT TO SCALE



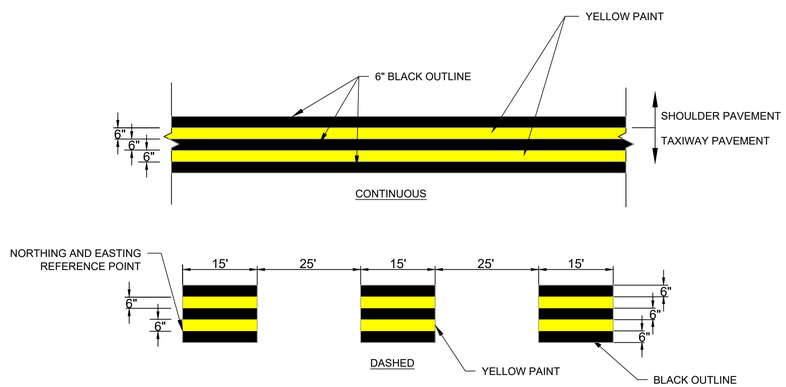
6 DRIVE AISLE MARKING
NOT TO SCALE



NOTES:
1. RUNWAY CENTERLINE AND EDGE MARKINGS ARE WHITE WITH 6" BLACK OUTLINE. DIMENSIONS SHOWN EXCLUDE THE OUTLINE.

1 RUNWAY CENTERLINE AND EDGE MARKING
NOT TO SCALE

2 TAXIWAY CENTERLINE MARKING
NOT TO SCALE



3 TAXIWAY EDGE MARKING
NOT TO SCALE

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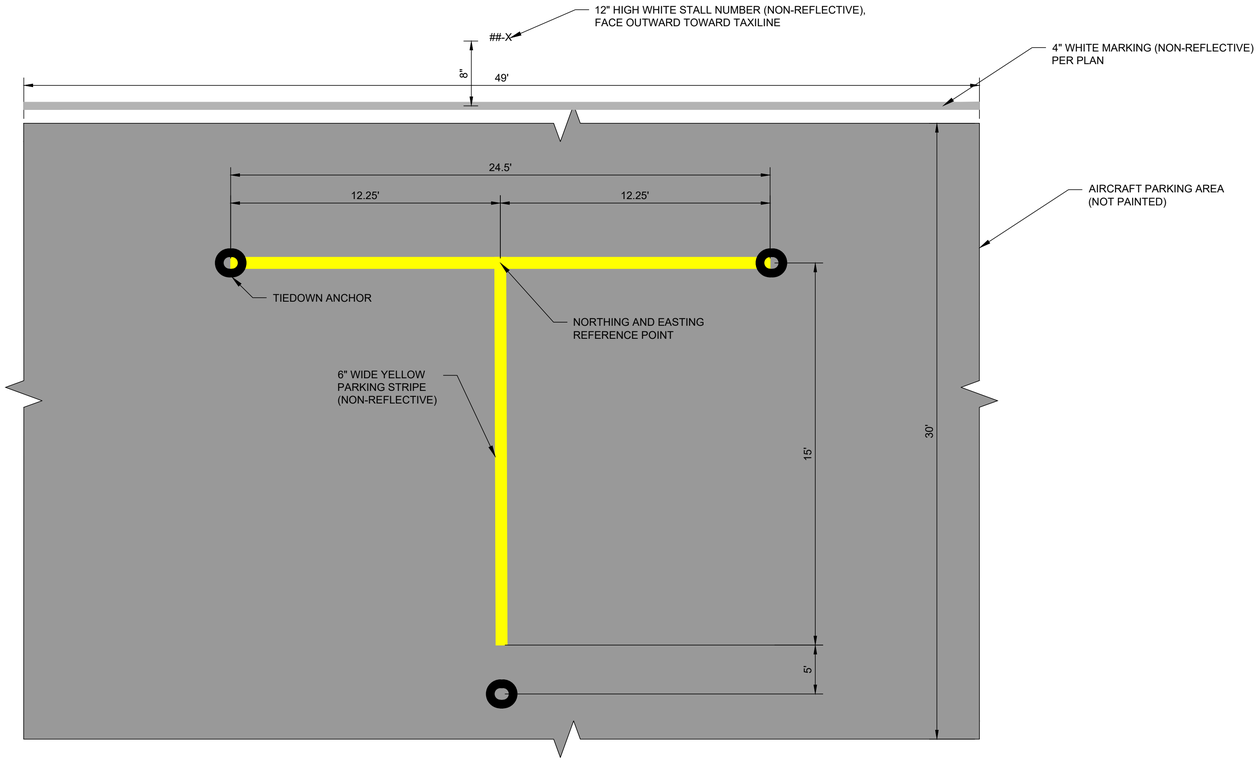
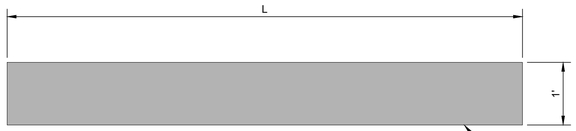
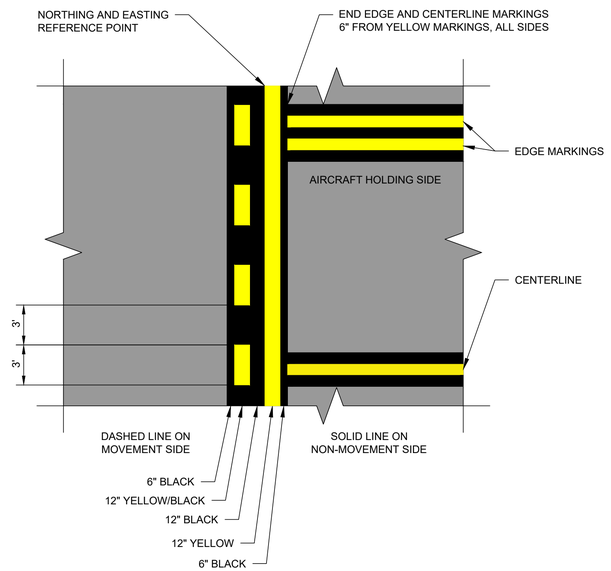


NOTES:
1. PARKING DIMENSIONS SHOWN CORRESPOND TO ADG I AIRCRAFT WITH AN OVERALL AIRCRAFT LENGTH OF 30 FEET AND A WINGSPAN OF 49 FEET, PER AC 150/5300-13B, APPENDIX E, SECTION E.2.3.
2. WINGTIP CLEARANCE BETWEEN PARKING AREAS IS 10 FEET, PER THE AC.
3. NO BEADS IN TIE-DOWN PAINT

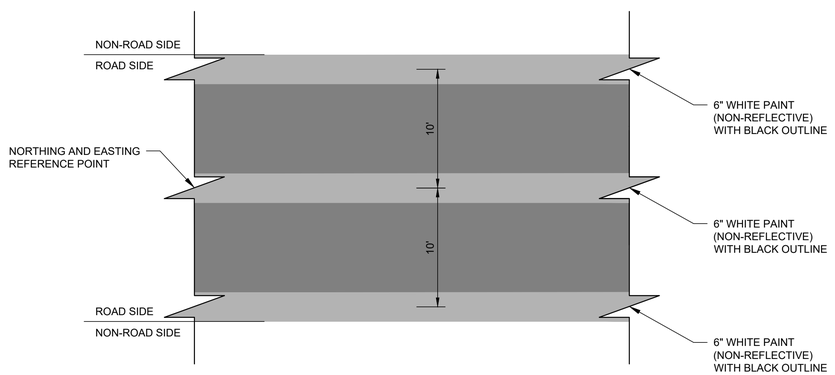
4 **TIE-DOWN MARKING WITH ANCHORS**
NOT TO SCALE



1 **STOP BAR MARKING**
NOT TO SCALE



2 **NON-MOVEMENT AREA BOUNDARY MARKING**
NOT TO SCALE



3 **DRIVE AISLE CENTERLINE AND EDGE MARKING**
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