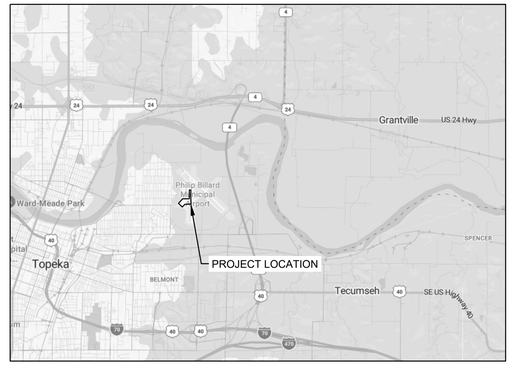
METROPOLITAN TOPEKA AIRPORT AUTHORITY
TOPEKA, KANSAS

MTAA
METROPOLITAN TOPEKA AIRPORT AUTHORITY
TOPEKA REGIONAL AIRPORT & BUSINESS CENTER | BILLARD AIRPORT



PHILIP BILLARD MUNICIPAL AIRPORT
TERMINAL APRON REHABILITATION

PROJECT DRAWINGS FOR

FEDERAL AVIATION ADMINISTRATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028
FEBRUARY 14, 2025

WSP USA INC.
PROJECT NO. US0040451.4453

APPROVED: METROPOLITAN TOPEKA AIRPORT AUTHORITY

ERIC M. JOHNSON
PRESIDENT AND DIRECTOR OF AIRPORTS

DATE: FEBRUARY 14, 2025

WSP USA INC.
KANSAS
LICENSE NO. E-447
300 WYANDOTTE STREET, SUITE 200
KANSAS CITY, MO 64105
T 816-702-4300 I www.wsp.com

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METROPOLITAN TOPEKA AIRPORT AUTHORITY

PHILIP BILLARD MUNICIPAL AIRPORT
TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE
COVER SHEET

DATE	**FEBRUARY 14, 2025**
SCALE	**NTS**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**
WSP PROJECT NUMBER	**US0040451.4453**
SHEET NUMBER	**G0.00**

SHEET **1** OF 22

FILE NAME: US0040451.4453-G0.00.DWG
PLOT DATE: Feb 14 , 2025 - 6:46AM

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

PAGE NUMBER	SHEET NUMBER	SHEET TITLE	ENGINEER OF RECORD INITIALS
1	G0.00	COVER SHEET	SFS
2	G0.01	INDEX, LEGEND OF SYMBOLS, ABBREVIATIONS & QUANTITIES	SFS
3	GI1.01	LOCATION MAP AND ALIGNMENT CONTROL	SFS
4-5	GC0.01 - GC0.02	CONSTRUCTION SAFETY & PHASING PLAN - OVERALL	SFS
6-7	GC0.03 - GC0.04	CONSTRUCTION SAFETY & PHASING PLAN NOTES	SFS
8	GC5.01	CONSTRUCTION SAFETY & PHASING PLAN DETAILS	SFS
9-10	VF1.01 - VF1.02	EXISTING CONDITIONS	SFS
11-13	CD1.01 - CD1.03	DEMOLITION PLAN	SFS
14-15	CA1.01 - CA1.02	PAVING PLAN	SFS
16	CA5.01	TYPICAL PAVEMENT SECTIONS	SFS
17-18	CG1.01 - CG1.02	GRADING PLAN	SFS
19	CE5.01	EROSION CONTROL DETAILS	SFS
20-21	CM1.01 - CM1.02	PAVEMENT MARKING PLAN	SFS
22	CM5.01	PAVEMENT MARKING DETAILS	SFS

BID SCHEDULE - TERMINAL APRON REHABILITATION

ITEM NO.	SPEC NO.	ITEM DESCRIPTION	QUANTITY	UNIT
1	C-102-5.1	TEMPORARY EROSION CONTROL	1	LS
2	C-105-6.1	MOBILIZATION	1	LS
3	C-106-4.1	TRAFFIC CONTROL	1	LS
4	P-101-5.1	JOINT AND CRACK REPAIR	23240	LF
5	P-101-5.2	COLD MILLING (0"-3")	11885	SY
6	P-101-5.3	TIE-DOWN ABANDONEMENT TYPE 1	5	EA
7	P-101-5.4	TIE-DOWN ABANDONMENT TYPE 2	32	EA
8	P-101-5.5	PAVEMENT PATCHING	580	SY
9	P-152-4.1	UNCLASSIFIED EXCAVATION	200	CY
10	P-401-8.1	ASPHALT MIX PAVEMENT- OVERLAY	1300	TON
11	P-603-5.1	EMULSIFIED ASPHALT TACK COAT	840	GAL
12	P-615-5.1	AIRCRAFT TIE DOWN	6	EA
13	P-620-5.1	PAVEMENT MARKING REMOVAL	170	SF
14	P-620-5.2	TEMPORARY PAVEMENT MARKING (YELLOW)	850	SF
15	P-620-5.3	REFLECTORIZED PAVEMENT MARKING (YELLOW)	1190	SF
16	P-620-5.4	NON-REFLECTORIZED PAVEMENT MARKING (BLACK)	1685	SF
17	P-629-8.1	THERMOPLASTIC COAL TAR EMULSION SAND SLURRY SEAL	11405	SY
18	T-901-5.1	PERMANENT SEEDING & MULCHING	400	SY

LEGEND OF SYMBOLS

EXISTING CONDITION	DESCRIPTION	PROPOSED CONDITION
•	CONTROL POINT	
REIL	RUNWAY END INDICATOR LIGHT	
RWL R98	RUNWAY LIGHT	R121 W W Y W R121
REL T7	RUNWAY THRESHOLD/END LIGHT	R G
TWL	TAXIWAY LIGHT	B
VASI	VISUAL APPROACH SLOPE INDICATOR LIGHT	
BH 26	BOREHOLE	
	CONCRETE BOX	
	CLEAN OUT	
	ELECTRICAL BOX	
	ELECTRICAL MANHOLE	
	HAND HOLE	
	MANHOLE	
	AIRFIELD GUIDANCE SIGN	
UGE	UNDERGROUND POWER	
FO	UNDERGROUND FIBER OPTIC	
	STORM SEWER	
RSA	RUNWAY SAFETY AREA	RSA
ROFA	RUNWAY OBJECT FREE AREA	ROFA
TSA	TAXIWAY SAFETY AREA	TSA
TOFA	TAXIWAY OBJECT FREE AREA	TOFA

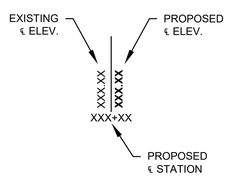
XX / X.XX SECTION DETAIL TITLE
SCALE: 1" = ##

XX / X.XX — IDENTIFIES DETAIL #
IDENTIFIES SHEET CAN BE FOUND ON

XX / X.XX DETAIL TITLE
SCALE: 1" = ##

XX / X.XX SECTION

PROFILE LABELING



ABBREVIATIONS

ABC	AGGREGATE BASE COURSE
AC	ASPHALT CONCRETE
ADD ALT	ADDITIVE ALTERNATE
ADG	AIRCRAFT DESIGN GROUP
AFG	ABOVE FINISHED GRADE
AGU	ABOVEGROUND UTILITY
AOA	AIRCRAFT OPERATIONS AREA
AL	APPROACH LIGHT
ALC	APPROACH LIGHT CAN
ALUM	ALUMINUM
APP	APPROACH
APPROX	APPROXIMATE
ASP	ASPHALT
ATCT	AIR TRAFFIC CONTROL TOWER
ATG	ADJUST TO GRADE
AVE	AVENUE
AVG	AVERAGE
BH	BOREHOLE
BIT	BITUMINOUS
BLDG	BUILDING
BLVD	BOULEVARD
BM	BENCHMARK
CB	CONCRETE BOX
CO	CLEANOUT
CJ	CONTROL/CONTRACTION JOINT
℄	CENTER LINE OR CLASS
CLR	CLEAR
CONC	CONCRETE
CONN	CONNECTION
CONST	CONSTRUCTION
CONT	CONTINUOUS
CORP	CORPORATION
CMP	CORROGATED METAL PIPE
CP	CONTROL POINT
DEMO	DEMOLITION OR DEMOLISH
DIA	DIAMETER
DWG	DRAWING
E	EAST/EASTING
EA	EACH
EJ	EXPANSION JOINT
EL, ELEV	ELEVATION
ELEC	ELECTRICAL
EMER	EMERGENCY
EMH	ELECTRICAL MANHOLE
EP	EDGE OF PAVEMENT
EQ	EQUAL
EQUIP	EQUIPMENT
EW	EACH WAY
EX, EXIST	EXISTING
EXP	EXPANSION
FES	FLARED END SECTION
FF	FINISHED FLOOR
FIN	FINISHED
FM	FORCE MAIN
FH	FIRE HYDRANT
℄	FLOWLINE
FOD	FOREIGN OBJECT DEBRIS
GALV	GALVANIZED
H	HEIGHT OR HORIZON
HAZMAT	HAZARDOUS MATERIALS
HDPE	HIGH-DENSITY POLYETHYLENE
HH	HANDHOLE
HORIZ	HORIZONTAL
HYDR	HYDRANT
HZ	HERTZ
INV	INVERT ELEVATION
JUNC	JUNCTION BOX
JT	JOINT
KANG	KANSAS AIR NATIONAL GUARD
L	LENGTH
LOS	LINE OF SIGHT
LP	LIGHT POLE
LPD	LOW POINT DRAIN
LT	LEFT
MAX	MAXIMUM
MECH	MECHANICAL
MH	MANHOLE
MIN	MINIMUM
MPH	MILES PER HOUR
MSL	MEAN SEA LEVEL
MTAA	METROPOLITAN TOPEKA AIRPORT AUTHORITY
NIC	NOT IN CONTRACT
N	NORTH/NORTHING
NAVAID	NAVIGATIONAL AID
NOTAM	NOTICE TO AIR MISSIONS
NTS	NOT TO SCALE
N/S	NAIL SET
OC	ON CENTER
OPS	OPERATIONS
OD	OUTSIDE DIAMETER
OFA	OBJECT FREE AREA
OFZ	OBSTACLE FREE ZONE
OWS	OIL WATER SEPARATOR
PAPI	PRECISION APPROACH PATH INDICATOR
PC	POINT OF CURVATURE
PCC	PORTLAND CEMENT CONCRETE
PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
PCTB	PERMEABLE CEMENT TREATED BASE
PI	POINT OF INTERSECTION
PIP	PROTECT IN PLACE
PT	POINT OF TANGENT
PVC	POLYVINYL CHLORINE/POINT OF VERTICAL CURVE
PVI	POINT VERTICAL INTERSECTION
PVMT	PAVEMENT
PVT	POINT OF VERTICAL TANGENCY
PW	POTABLE WATER
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RED	REDUCER
REIL	RUNWAY END IDENTIFIER LIGHT
REINF	REINFORCING
REQD	REQUIRED
ROFA	RUNWAY OBJECT FREE AREA
RSA	RUNWAY SAFETY AREA
RT	RIGHT
RWL	RUNWAY LIGHT
RWY	RUNWAY
SAN	SANITARY
SCH	SCHEDULE
SFM	SANITARY FORCE MAIN
SHT	SHEET
S	SOUTH
SALS	SHORT APPROACH LIGHTING SYSTEM
SD	STORM DRAIN
SE	SOUTHEAST
SIDA	SECURITY IDENTIFICATION DISPLAY AREA
SP	SPACES
SS	STAINLESS STEEL
ST	STORM OR STREET
STA	STATION
STD	STANDARD
STR	STRUCTURE
SW	SOUTHWEST
SWPPP	STORMWATER POLLUTION PREVENTION PLAN
TBM	TEMPORARY BENCH MARK
TBRBO	TO BE RELOCATED BY OTHERS
TELE	TELEPHONE
TEMP	TEMPORARY
TOFA	TAXIWAY OBJECT FREE AREA
TP	TRAVERSE POINT
TSA	TAXIWAY SAFETY AREA
TWL	TAXIWAY LIGHT
TWY	TAXIWAY
TYP	TYPICAL
UG	UNDERGROUND
UIP	USE IN PLACE
UNK	UNKNOWN UTILITY
UON	UNLESS OTHERWISE NOTED
UT	UNDERGROUND TELEPHONE
UP	UNDERGROUND POWER
VAR	VARIES
VASI	VISUAL APPROACH SLOPE INDICATOR
VERT	VERTICAL
VC	VERTICAL CURVE
W/L	WATER LINE
W	WEST, WATER OR WIDTH
W/	WITH
W/O	WITHOUT
WTR	WATER
WWF	WELDED WIRE FABRIC
WWM	WELDED WIRE MESH
WS	WINDSOCK
@	AT
Ø	DIAMETER/PHASE
#	NUMBER
%	PERCENT
±	PLUS/MINUS (APPROXIMATE)

SAMUEL FRIDOLIN STOLLENWERK — LICENSED — 26293 — KANSAS — REGISTERED ENGINEER
02-18-2025

PROFESSIONAL SEAL
FOR SHEETS NOTED
SFS IN TABLE ABOVE
KS#26293

WSP USA INC.
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BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

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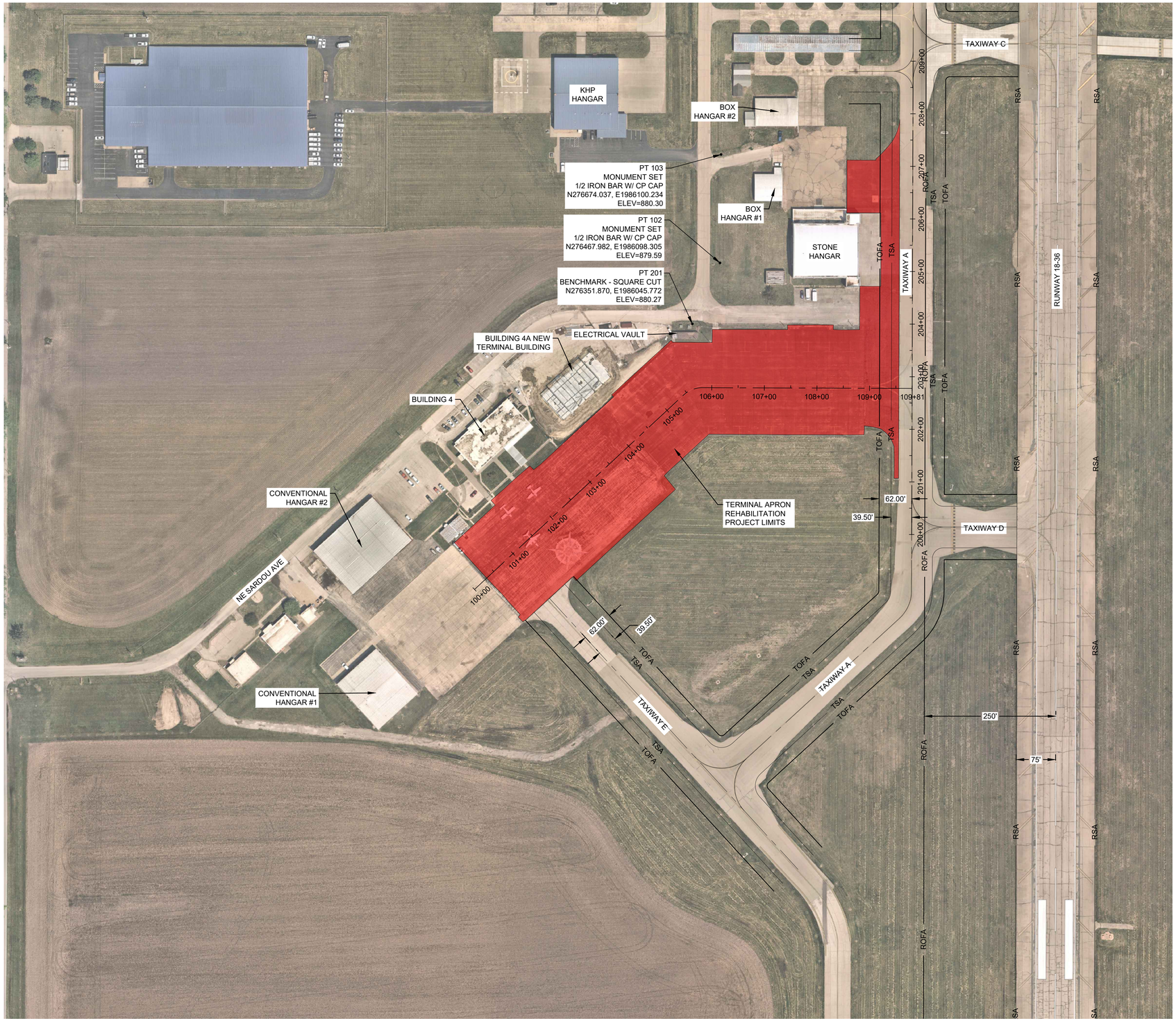
SHEET TITLE
INDEX, LEGEND OF SYMBOLS, ABBREVIATIONS & QUANTITIES

DATE	**FEBRUARY 14, 2025**
SCALE	**NTS**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**
WSP PROJECT NUMBER	**US0040451.4453**
SHEET NUMBER	**G0.01**

SHEET **2** OF 22

FILE NAME: US0040451.4453-G0.01.DWG
PLOT DATE: Feb 14, 2025 - 2:25PM

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.



LEGEND

- PROJECT LIMITS
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

PROJECT COORDINATE SYSTEM				
ALIGNMENT	POINT	STATION	NORTHING	EASTING
APRON	BOP	100+00.00	275847.0834	1985631.7065
	1	115+61.90	276230.7355	1986044.1735
	EOP	119+80.00	276229.4090	1986463.6809
ALPHA	BOP	200+00.00	275951.5733	1986462.8024
	EOP	219+00.00	276851.5641	1986465.6483

PROJECT BENCHMARKS				
NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
TOP B	278533.070	1985769.060	879.30	PRIMARY AIRPORT CONTROL POINT
TOP A 2004	277208.250	1987279.390	879.10	SECONDARY AIRPORT CONTROL POINT
AP STA B	275494.220	1989751.820	872.95	SECONDARY AIRPORT CONTROL POINT
PT 102	276467.982	1986098.305	879.59	1/2 IRON BAR W/ CP CAP
PT 103	276674.037	1986100.234	880.30	1/2 IRON BAR W/ CP CAP
PT 201	276351.870	1986045.772	880.27	SQUARE CUT

GENERAL NOTES:

1. GRID COORDINATE SYSTEM: NAD83, KANSAS STATE PLANES, NORTH ZONE, US FOOT. VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), US FOOT.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY CONTROL POINT INFORMATION PRIOR TO CONSTRUCTION. THE CONTRACTOR MUST REPORT TO MTAA ANY DISCREPANCIES FOUND DURING SURVEY VERIFICATIONS.
3. CONTRACTOR SHALL PRESERVE AND PROTECT EXISTING CONTROL POINTS SHOWN ON PLAN. IF DAMAGED DURING CONSTRUCTION, CONTRACTOR SHALL RESTORE CONTROL POINTS.

N

0 50' 100' 200'
HORIZONTAL SCALE 1"=100'

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SHEET TITLE

LOCATION MAP AND ALIGNMENT CONTROL

DATE	**FEBRUARY 14, 2025**
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DRAWN BY	**BF**
CHECKED BY	**LDS**
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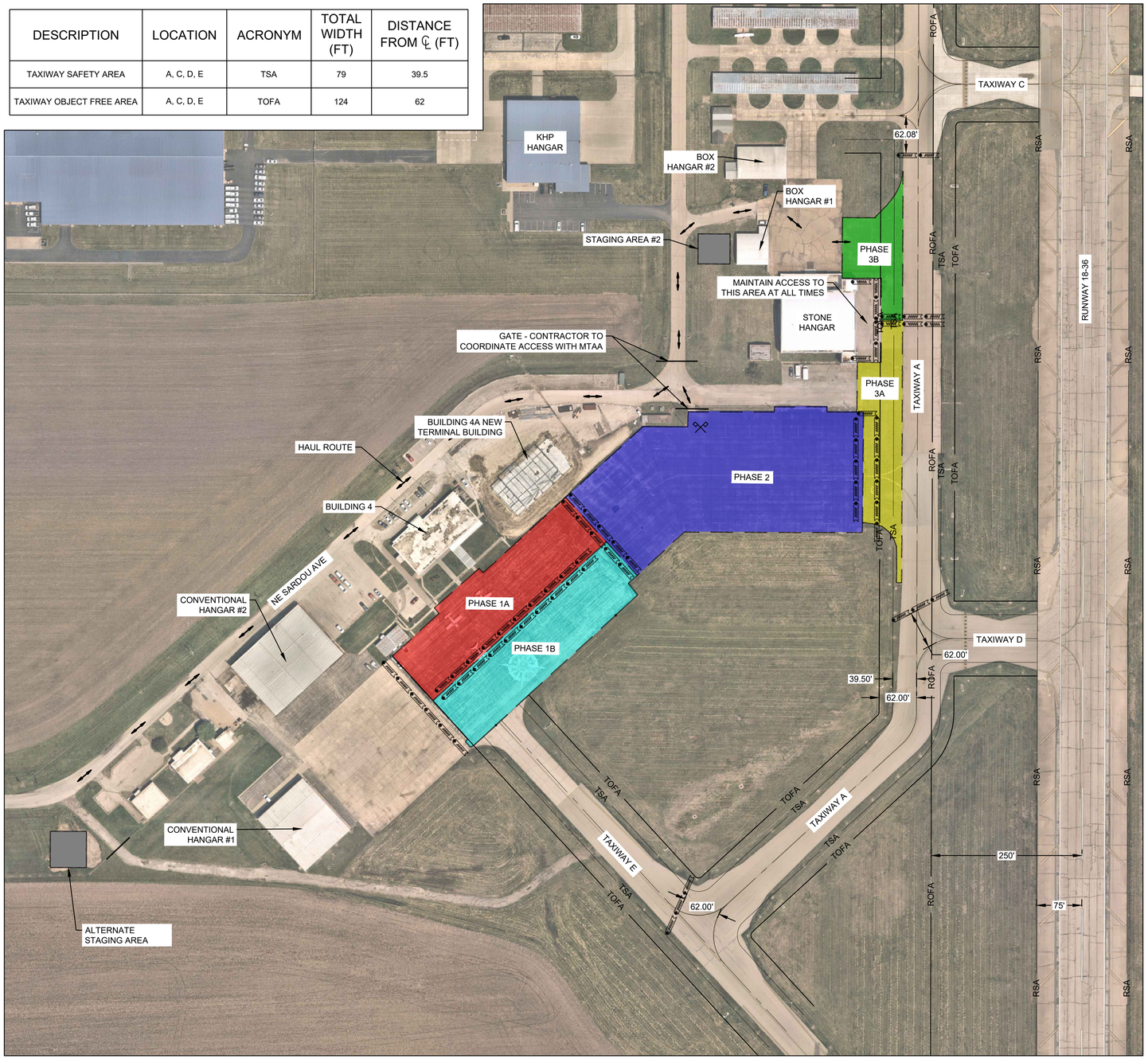
WSP PROJECT NUMBER	**US0040451.4453**
SHEET NUMBER	**GI1.01**
SHEET	**3** OF 22

FILE NAME: US0040451.4453-GI1.01.DWG
PLOT DATE: Feb 12, 2025 - 2:55PM

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

DESCRIPTION	LOCATION	ACRONYM	TOTAL WIDTH (FT)	DISTANCE FROM ℄ (FT)
TAXIWAY SAFETY AREA	A, C, D, E	TSA	79	39.5
TAXIWAY OBJECT FREE AREA	A, C, D, E	TOFA	124	62



LEGEND

- PHASE 1A
- PHASE 1B
- PHASE 2
- PHASE 3A
- PHASE 3B
- CONTRACTOR STAGING AREA
- FLAGPERSON
- ACCESS/HAUL ROUTE
- LOW PROFILE BARRICADE, SEE SHEET GC5.02
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

GENERAL CONTRACT NOTES:

1. THE CONTRACTOR SHALL PROVIDE A PROJECT SUPERINTENDENT WHO SHALL BE ON THE PROJECT SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED TO SUPERVISE AND DIRECT THE CONSTRUCTION. THE PROJECT SUPERINTENDENT SHALL SERVE AS THE ON-PROJECT SAFETY COORDINATOR FOR THE CONTRACTOR AND BE EQUIPPED WITH A RADIO CAPABLE OF COMMUNICATING WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) FOR THE PURPOSES OF RECEIVING INSTRUCTIONS AND OBTAINING CLEARANCES AS NEEDED. THIS RADIO IS FOR THE PROJECT SUPERINTENDENT'S EXCLUSIVE USE ONLY AND SHALL BE ON HIS PERSON AT ALL TIMES. THE SUPERINTENDENT SHALL BE THE 24 HOUR ON-CALL REPRESENTATIVE FOR EMERGENCY SITUATIONS. THE PROJECT SUPERINTENDENT SHALL BE RESPONSIBLE FOR SECURING PERMISSION FROM THE ATCT FOR CONSTRUCTION VEHICLES TO ENTER INTO AIRCRAFT MOVEMENT AREAS, WHEN NECESSARY, AND TO COMMUNICATE WITH THE ATCT DURING THE CONSTRUCTION FOR THE PROJECT. CONTRACTOR SHALL NOT ACCESS AIRCRAFT MOVEMENT AREA WITHOUT TOWER PERMISSION. GROUND CONTROL RADIO FREQUENCY IS 121.9 MHZ. TOWER CONTROL RADIO FREQUENCY IS 118.7 MHZ. GROUND FREQUENCY TO BE USED FOR A MAJORITY OF THE OPERATIONS. TOWER CONTROL FREQUENCY TO BE USED WHEN OCCUPYING A RUNWAY OPEN TO AIR TRAFFIC.
2. CONTRACTOR SUPERINTENDENT SHALL BE RESPONSIBLE FOR COMMUNICATING WITH THE ATCT IN THE EVENT THAT ACCESS TO AIRCRAFT MOVEMENT AREAS BECOME NECESSARY AND TO RECEIVE SPECIAL INSTRUCTIONS FROM THE ATCT IN THE CASE OF AN EMERGENCY.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING MOVEMENT OF WORKERS WITHIN THE AIRCRAFT OPERATIONS AREA, THE DELIVERY OF MATERIALS TO THE PROJECT SITE AND THE ESCORTS FOR THOSE VEHICLES ONTO AND FROM THE PROJECT SITE THROUGH THE AIRCRAFT OPERATIONS AREA. ESCORT VEHICLES SHALL BE REQUIRED TO HAVE RADIO COMMUNICATION WITH THE TOWER AT ALL TIMES (SUPERINTENDENT'S RADIO IS NOT TO BE USED BY ESCORT VEHICLES). ALL WORK ASSOCIATED WITH PROJECT WILL BE PERFORMED AS BID AND TO THE LIMITS INDICATED BELOW.
4. ACCESS ROUTES FROM AND THROUGH THE APRON AREA SHALL BE ADEQUATELY DELINEATED WITH CONES AND/OR BARRICADES TO MARK TRAVEL ROUTES FOR DELIVERY VEHICLES AND TO PREVENT VEHICLES FROM STRAYING FROM DESIGNATED TRAVEL ROUTES.
5. TRAFFIC CONTROL DEVICES SHALL BE ERECTED TO CONTROL CONSTRUCTION TRAFFIC TO ONE AREA OF THE RAMP TO BE UTILIZED AS ACCESS ROADWAYS. MAXIMUM PATHWAY WIDTH IS 30'.
6. SPEED LIMIT ON HAUL ROUTES, ACTIVE APRONS AND TAXIWAYS AND RUNWAYS IS 20 MPH UNLESS OTHERWISE POSTED.
7. CONTRACTOR TO COORDINATE WITH MTAA GATE ACCESS TO STAGING AREA 2.
8. CONTRACTOR'S PERSONNEL WILL BE ALLOWED TO PARK PERSONAL VEHICLES IN STAGING AREA #1 & #2 DURING ALL PHASES
9. CONTRACTOR SHALL MAINTAIN CONTROL OF EQUIPMENT AND PERSONNEL AND PREVENT THE MOVEMENT OF THE SAME OUTSIDE OF THE PROJECT LIMITS AND/OR THROUGH ACTIVE AIRCRAFT OPERATION AREAS. ACTIVE AIRCRAFT OPERATION AREAS INCLUDE TAXIWAYS AND RUNWAYS NOT CLOSED DUE TO THE PROJECT REQUIREMENTS. FOR EXAMPLE, WHILE AIRCRAFT MAY BE MOVING ALONG OPEN TAXIWAYS, CONTRACTOR'S PERSONNEL WILL NOT BE PERMITTED TO ACCESS THESE OPEN TAXIWAYS WITHOUT SECURING PERMISSION FROM THE ATCT. CONTRACTOR EQUIPMENT, VEHICLES, AND PERSONNEL SHALL YIELD TO ALL AIRCRAFT MOVEMENT AND EMERGENCY EQUIPMENT. CONTRACTOR'S EQUIPMENT SHALL BE REMOVED FROM ROFA WHEN NOT IN USE.
10. THE NORMAL WORKDAY WILL OCCUR BETWEEN THE HOURS OF 7:00 AM AND 6:00 PM.

PHASING NOTES:

1. THE PROJECT MUST BE COMPLETED WITHIN 90 CALENDAR DAYS AFTER THE NOTICE TO PROCEED (NTP).

TRAFFIC CONTROL QUANTITIES

PHASE	DESCRIPTION	LOCATION	UNITS	QUANTITY
1A	BARRICADES W/ LIGHTS	PCC APRON @ PHASE 1A SOUTH LIMIT	EACH	9
		PHASE 1A AND PHASE 2 LIMIT	EACH	8
		EDGE OF PHASE 1A & 1B LIMIT	EACH	33
1B	BARRICADES W/ LIGHTS	PCC APRON @ PHASE 1B SOUTH LIMIT	EACH	9
		PHASE 1B AND PHASE 2 LIMIT	EACH	6
		EDGE OF PHASE 1A & 1B LIMIT	EACH	33
		TXY ECHO @ TXY ALPHA TOFA	EACH	7
2	BARRICADES W/ LIGHTS	PHASE 2 SOUTH LIMIT	EACH	14
		PHASE 3 WORK LIMIT @ TXY ALPHA TOFA	EACH	15
3A	BARRICADES W/ LIGHTS	PHASE 2 EAST WORK LIMIT	EACH	18
		TXY ALPHA @ TXY DELTA TOFA	EACH	7
		TXY ALPHA @ MIDPOINT OF CONVENTIONAL HANGAR	EACH	17
3B	BARRICADES W/ LIGHTS	TXY ALPHA@ TXY CHARLIE TOFA	EACH	4
		TXY ALPHA @ MIDPOINT OF CONVENTIONAL HANGAR	EACH	17

N

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NO.	DATE	BY	DESCRIPTION

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SHEET TITLE
CONSTRUCTION SAFETY & PHASING PLAN - OVERALL SHEET 1 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 100'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**
WSP PROJECT NUMBER	**US0040451.4453**
SHEET NUMBER	**GC0.01**

SHEET **4** OF 22

FILE NAME: US0040451.4453-GC0.01.DWG
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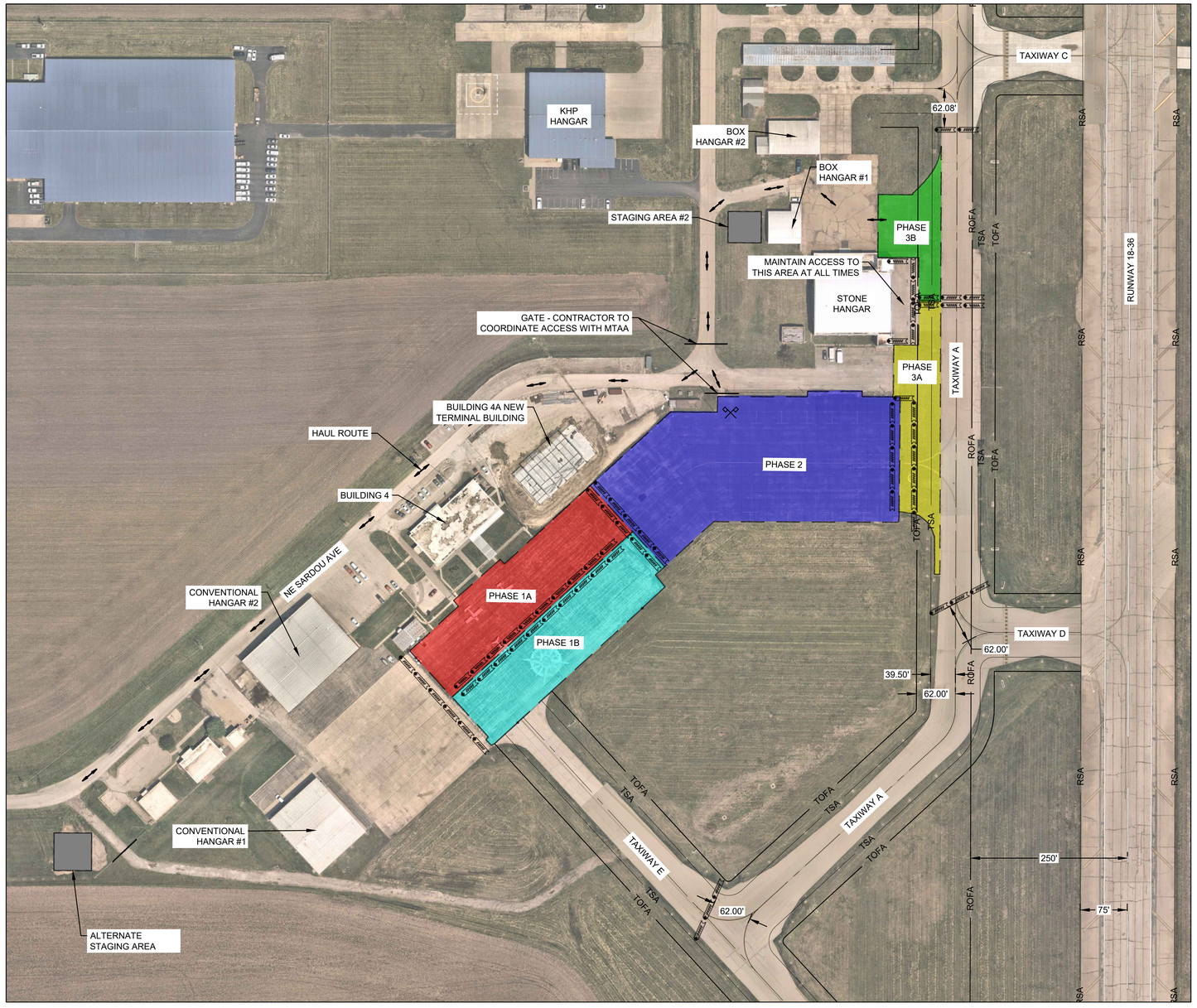

LEGEND

- PHASE 1A
- PHASE 1B
- PHASE 2
- PHASE 3A
- PHASE 3B
- CONTRACTOR STAGING AREA
- FLAGPERSON
- ACCESS/HAUL ROUTE
- LOW PROFILE BARRICADE, SEE SHEET GC5.02
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

PHASE 1A NOTES:

1. PHASE 1A (4,450 SY) WILL CONSIST OF:
   - 1.1. ISSUE NOTAMS FOR APRON CLOSURES
   - 1.2. SET UP OF LOW PROFILE BARRICADES
   - 1.3. SAWCUT PAVING LIMITS
   - 1.4. COMPLETE TIE-DOWN ABANDONMENT - TYPE 1
   - 1.5. MILL EXISTING ASPHALT PAVEMENT
   - 1.6. COMPLETE PCC JOINT AND CRACK REPAIRS
   - 1.7. COMPLETE CONCRETE REPAIRS
   - 1.8. COMPLETE ASPHALT PAVING
   - 1.9. TEMPORARY PAVEMENT MARKING APPLICATION
   - 1.10. COMPLETE SITE RESTORATION (TOPSOIL, SEEDING, ETC.)
   - 1.11. CLEAN PAVEMENT FOR AIRPORT/ENGINEER APPROVAL TO OPEN PHASE 1A AREA.
   - 1.12. REMOVE LOW PROFILE BARRICADES AND TAXIWAY EDGE LIGHT COVERS
2. TERMINAL APRON WITHIN WORK AREA 1A WILL BE CLOSED FOR THE DURATION OF PHASE 1A.
3. A FLAGPERSON MUST BE PROVIDED TRAFFIC CONTROL AT ENTRANCE GATES FOR THE DURATION OF WORK WITHING WORK AREA 1A
4. PHASE 1A MUST BE COMPLETED WITHIN 15 CALENDAR DAYS.

PHASE 1B NOTES:

1. PHASE 1B (4,300 SY) WILL CONSIST OF:
   - 1.1. ISSUE NOTAMS FOR APRON AND TAXIWAY CLOSURES
   - 1.2. SET UP OF LOW PROFILE BARRICADES
   - 1.3. COVER TAXIWAY EDGE LIGHTING WITHIN CLOSED TAXIWAY SECTIONS
   - 1.4. SAWCUT PAVING LIMITS
   - 1.5. COMPLETE TIE-DOWN ABANDONMENT - TYPE 1
   - 1.6. MILL EXISTING ASPHALT PAVEMENT
   - 1.7. COMPLETE PCC JOINT AND CRACK REPAIRS
   - 1.8. COMPLETE ASPHALT PAVING
   - 1.9. TEMPORARY PAVEMENT MARKING APPLICATION
   - 1.10. COMPLETE SITE RESTORATION (TOPSOIL, SEEDING, ETC.)
   - 1.11. CLEAN PAVEMENT FOR AIRPORT/ENGINEER APPROVAL TO OPEN PHASE 1B AREA.
   - 1.12. REMOVE LOW PROFILE BARRICADES AND TAXIWAY EDGE LIGHT COVERS
2. TAXIWAY ECHO WEST OF TAXIWAY ALPHA SHALL BE CLOSED FOR THE DURATION OF WORK WITHINT PHASE 1B
3. A FLAGPERSON MUST BE PROVIDED TRAFFIC CONTROL AT ENTRANCE GATES FOR THE DURATION OF WORK WITHING WORK AREA 1B
4. PHASE 1B MUST BE COMPLETED WITHIN 15 CALENDAR DAYS.

PHASE 2 NOTES:

1. PHASE 2 (10,050 SY) WILL CONSIST OF:
   - 1.1. ISSUE NOTAMS FOR APRON CLOSURES
   - 1.2. SET UP OF LOW PROFILE BARRICADES
   - 1.3. COMPLETE PCC JOINT AND CRACK REPAIRS
   - 1.4. COMPLETE TIE-DOWN ABANDONMENT - TYPE 2
   - 1.5. APPLY THERMOPLASTIC COAL TAR EMULSION
   - 1.6. TEMPORARY PAVEMENT MARKING APPLICATION
   - 1.7. COMPLETE SITE RESTORATION (TOPSOIL, SEEDING, ETC.)
   - 1.8. CLEAN PAVEMENT FOR AIRPORT/ENGINEER APPROVAL TO OPEN PHASE 2 AREA
   - 1.9. REMOVE LOW PROFILE BARRICADES
2. NO TAXIWAY CLOSURES ARE REQUIRED FOR THE DURATION OF WORK WITHIN THIS PHASE
3. PHASE 2 MUST BE COMPLETED WITHIN 15 CALENDAR DAYS.

PHASE 3A NOTES:

1. PHASE 3A (2,430 SY) WILL CONSIST OF:
   - 1.1. ISSUE NOTAMS FOR APRON AND TAXIWAY CLOSURES
   - 1.2. SET UP OF LOW PROFILE BARRICADES
   - 1.3. COVER TAXIWAY EDGE LIGHTING WITHIN CLOSED TAXIWAY SECTIONS
   - 1.4. SAWCUT PAVING LIMITS
   - 1.5. MILL EXISTING ASPHALT PAVEMENT
   - 1.6. COMPLETE ASPHALT PAVING
   - 1.7. TEMPORARY PAVEMENT MARKING APPLICATION
   - 1.8. CLEAN PAVEMENT FOR AIRPORT/ENGINEER APPROVAL TOP OPEN PHASE 3A AREA
   - 1.9. REMOVE LOW PROFILE BARRICADES AND TAXIWAY EDGE LIGHT COVERS
2. TAXIWAY ALPHA WILL BE CLOSED BETWEEN TAXIWAY D AND MIDPOINT OF ADJACENT STONE HANGAR. ADDITIONALLY, ACCESS TO THE APRON OFF OF TAXIWAY A WILL BE CLOSED FOR THE DURATION OF WORK WITH PHASE 3A
3. PHASE 3A MUST BE COMPLETED WITHIN 7 CALENDAR DAYS.

PHASE 3B NOTES:

1. PHASE 3B (1,540 SY) WILL CONSIST OF:
   - 1.1. ISSUE NOTAMS FOR APRON AND TAXIWAY CLOSURES
   - 1.2. SET UP OF LOW PROFILE BARRICADES
   - 1.3. COVER TAXIWAY EDGE LIGHTING WITHIN CLOSED TAXIWAY SECTIONS
   - 1.4. SAWCUT PAVING LIMITS
   - 1.5. MILL EXISTING ASPHALT PAVEMENT (490 SY)
   - 1.6. COMPLETE ASPHALT PAVING
   - 1.7. COMPLETE PCC JOINT AND CRACK REPAIR
   - 1.8. APPLY THERMOPLASTIC COAL TA EMULSION (1,050 SY)
   - 1.9. TEMPORARY PAVEMENT MARKING APPLICATION
   - 1.10. CLEAN PAVEMENT FOR AIRPORT/ENGINEER APPROVAL TOP OPEN PHASE 3B AREA
   - 1.11. REMOVE LOW PROFILE BARRICADES AND TAXIWAY EDGE LIGHT COVERS
2. TAXIWAY ALPHA WILL BE CLOSED BETWEEN TAXIWAY C AND MIDPOINT OF ADJACENT STONE HANGAR FOR THE DURATION OF WORK WITH PHASE 3B
3. PHASE 3A MUST BE COMPLETED WITHIN 7 CALENDAR DAYS.

N

0 50' 100' 200'
HORIZONTAL SCALE 1"=100'

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MTAA
METROPOLITAN TOPEKA AIRPORT AUTHORITY
TOPEKA REGIONAL AIRPORT & BUSINESS CENTER | BILLARD AIRPORT

METROPOLITAN TOPEKA AIRPORT AUTHORITY

PHILIP BILLARD MUNICIPAL AIRPORT
TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE
CONSTRUCTION SAFETY & PHASING PLAN - OVERALL SHEET 2 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 100'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**
WSP PROJECT NUMBER	**US0040451.4453**
SHEET NUMBER	**GC0.02**

SHEET **5** OF 22

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

FILE NAME: US0040451.4453-GC0.01.DWG
PLOT DATE: Feb 14 , 2025 - 6:48AM

1. COORDINATION

- A PRE-CONSTRUCTION CONFERENCE WILL BE HELD PRIOR TO THE START OF WORK ON THE PROJECT AT LEAST TWO WEEKS PRIOR TO THE START OF WORK. DURING THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR'S SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) AND HIS ADHERENCE TO HIS SAFETY PLAN WILL BE DISCUSSED. REVIEWS OF ADHERENCE TO THE SAFETY PLAN WILL TAKE PLACE DURING CONSTRUCTION PROGRESS MEETINGS.
- PROJECT PROGRESS MEETINGS WILL BE HELD DURING THE COURSE OF CONSTRUCTION. THOSE REQUIRED TO ATTEND THE MEETING WILL INCLUDE THE MTAA, THE OWNER'S REPRESENTATIVE, THE AIR TRAFFIC CONTROL TOWER CHIEF, THE CONTRACTOR (MINIMUM OF THE PROJECT SUPERINTENDENT) AND SUBCONTRACTORS WHO WILL BE PROVIDING WORK DURING THE PERIOD OF TIME BETWEEN THE CURRENT MEETING AND THE NEXT PROJECT PROGRESS MEETING. FAA FACILITIES PERSONNEL, SAFETY PERSONNEL, AND FIXED BASE OPERATORS (FBO) WILL HAVE A STANDING INVITATION TO THESE MEETINGS AND WILL ATTEND AS REQUIRED, OR IF THEY FEEL THEY HAVE A NEED TO BE PRESENT. THE MEETING WILL GENERALLY BE HELD ON AS NEEDED BASIS, DEPENDING ON THE CRITICAL ITEMS OF WORK AND MUTUAL AGREEMENT BETWEEN THE MTAA, THE OWNER'S REPRESENTATIVE, AND THE CONTRACTOR. MEETING DATES AND TIMES WILL BE ESTABLISHED AT THE PRE-CONSTRUCTION CONFERENCE. MEETING LOCATIONS WILL BE AT THE MTAA MAINTENANCE BUILDING OR OTHER DESIGNATED LOCATIONS AT PHILIP BILLARD MUNICIPAL AIRPORT, TOPEKA, KANSAS.
- SURVEY CREWS AND OTHER PROJECT ENTITIES MAY BE REQUIRED TO BE ON THE TERMINAL APRON, CONVENTIONAL HANGAR APRONS AND TAXIWAY A FOR PURPOSES OF CONSTRUCTING THE PROJECT. DURING THESE WORK ACTIVITIES, APRON AND TAXIWAY CLOSURES MAY BE OF RELATIVELY SHORT DURATION AND OF SUCH A NATURE THAT WORK CREWS WILL VACATE THE APRON OR TAXIWAY FOR THE TIME PERIOD NEEDED FOR AIRCRAFT OPERATIONS UPON NOTIFICATION FROM THE AIR TRAFFIC CONTROL TOWER (ATCT). CREWS SHALL HAVE AN AVIATION RADIO AND MONITOR ATCT FREQUENCIES FOR THE PURPOSE OF RECEIVING PERMISSIONS TO ENTER RESTRICTED AREAS AND TO VACATE THESE AREAS WHEN DIRECTED TO DO SO.

2. PHASING

- SEE SHEETS GC0.01-GC0.02 FOR PHASING OF THIS PROJECT.
- OWNER'S REPRESENTATIVE AND AIRPORT MANAGER WILL APPROVE A PROPOSED SCHEDULE FOR CONSTRUCTION OF EACH PHASE PRIOR TO ANY CONSTRUCTION.
- CONTRACTOR MUST NOTIFY OWNER'S REPRESENTATIVE AND AIRPORT MANAGER IF A CHANGE IN SCHEDULE IS NEEDED.
- FOR CLOSED APRON OR TAXIWAYS, LOW PROFILE BARRICADES SHALL BE PLACED AS DESIGNATED IN THE PLANS OR AS APPROVED BY THE ENGINEER.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS AND SAFETY PRECAUTIONS PRESENTED IN FEDERAL AVIATION ADMINISTRATION ADVISORY CIRCULAR 150/5370-2G, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION." A COPY OF THE DOCUMENT CAN BE FOUND IN THE PROJECT MANUAL FOR REFERENCE AND USE, OR AT THE FEDERAL AVIATION ADMINISTRATION INTERNET WEBSITE.

  (HTTPS://WWW.FAA.GOV/AIRPORTS/RESOURCES/ADVISORY_CIRCULARS/INDEX.CFM/GO/DOCUMENT.CURRENT/DOCUMENTNUMBER/150_5370-2).

OPERATIONAL REQUIREMENTS	NORMAL	PHASE 1A	PHASE 1B	PHASE 2	PHASE 2A	PHASE 2B
RUNWAY 13-31	5,099' X 100'	OPEN	OPEN	OPEN	OPEN	OPEN
RUNWAY 18-36	4,331' X 75'	OPEN	OPEN	OPEN	OPEN	OPEN
RUNWAY 13 NAVAIDS 1	ILS, GLIDE SLOPE, LOCALIZER, GPS (LPV)	ILS, GLIDE SLOPE, LOCALIZER, GPS (LPV)	ILS, GLIDE SLOPE, LOCALIZER, GPS (LPV)	ILS, GLIDE SLOPE, LOCALIZER, GPS (LPV)	ILS, GLIDE SLOPE, LOCALIZER, GPS (LPV)	ILS, GLIDE SLOPE, LOCALIZER, GPS (LPV)
RUNWAY 31 NAVAIDS 1	GPS (LP),LOC BC, VASI, REIL	GPS (LP),LOC BC, VASI, REIL	GPS (LP),LOC BC, VASI, REIL	GPS (LP),LOC BC, VASI, REIL	GPS (LP),LOC BC, VASI, REIL	GPS (LP),LOC BC, VASI, REIL
RUNWAY 18 NAVAIDS 1	GPS(LNAV), VASI, REIL	GPS(LNAV), VASI, REIL	GPS(LNAV), VASI, REIL	GPS(LNAV), VASI, REIL	GPS(LNAV), VASI, REIL	GPS(LNAV), VASI, REIL
RUNWAY 36 NAVAIDS 1	GPS(LNAV), VASI	GPS(LNAV), VASI	GPS(LNAV), VASI	GPS(LNAV), VASI	GPS(LNAV), VASI	GPS(LNAV), VASI
OTHER AIRFIELD NAVAIDS 1	ASOS, ATCT, ROTATING BEACON	ASOS, ATCT, ROTATING BEACON	ASOS, ATCT, ROTATING BEACON	ASOS, ATCT, ROTATING BEACON	ASOS, ATCT, ROTATING BEACON	ASOS, ATCT, ROTATING BEACON
TAXIWAY ALPHA - MID POINT OF STONE HANGAR TWY BRAVO TOFA	OPEN	OPEN	OPEN	OPEN	CLOSED	OPEN
TAXIWAY ALPHA - MID POINT OF STONE HANGAR TO TWY CHARLIE TOFA	OPEN	OPEN	OPEN	OPEN	OPEN	CLOSED
TAXIWAY ALPHA - NORTH OF TWY CHARLIE [2]	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY ALPHA - TWY DELTA TO TWY ECHO	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY BRAVO [2]	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY CHARLIE - TWY ALPHA TO RWY 18-36 [2]	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY CHARLIE - RWY 18-36 TO TWY CHARLIE [2]	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY CHARLIE - TWY CHARLIE-1 TO RWY 13-3 [2]	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY DELTA [2]	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN
TAXIWAY ECHO - TERMINAL APRON TO TXY ALPHA	OPEN	OPEN	OPEN	CLOSED	OPEN	OPEN
TAXIWAY ECHO - TWY ALPHA TO RWY 18-36 [2]	OPEN	OPEN	OPEN	OPEN	OPEN	OPEN

NOTE 1: ALL NAVIGATIONAL AIDS WILL REMAIN ACTIVE FOR THE DURATION OF THE PROJECT.
NOTE 2: ALL TAXIWAYS ARE OPEN DURING THE DURATION OF THE PROJECT.

*CONTRACTOR SHALL NOT DISTURB ANY NAVAID CRITICAL AREAS UNLESS SHOWN ON THE PLANS

4. PROTECTION OF NAVIGATIONAL AIDS (NAVAIDS)

- PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALL WALK THE PROJECT LIMITS WITH THE OWNER, FAA AIRWAYS FACILITIES AND AIRPORT OPERATIONS TO IDENTIFY ANY AFFECTED NAVAIDS.

5. CONTRACTOR ACCESS

- ACCESS TO PHASE 1 AND CONTRACTOR STAGING AREA #1 WILL BE MADE BY MEANS OF NE SARDOU AVENUE (AIRPORT ACCESS ROAD). CONSTRUCTION TRAFFIC WILL TRAVEL EASTERLY ALONG THE GRAVEL SERVICE ROAD TO TAXIWAY ECHO AND PROCEED TO THE APRON. CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE HAUL ROAD DURING THE PROJECT.
- ACCESS TO THE PHASE 2A, PHASE 2B AND PHASE 3 WORK AREA AND CONTRACTOR STAGING AREA #2 & #3 WILL BE MADE BY MEANS OF NE SARDOU AVENUE (AIRPORT ACCESS ROAD). CONSTRUCTION TRAFFIC WILL TRAVEL NORTH ALONG THE (STONE) CONVENTIONAL HANGAR TO ACCESS THE CONTRACTOR STAGING AREA. CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE HAUL ROAD (AIRPORT ACCESS ROAD AND THE DRIVEWAY IN-BETWEEN THE TWO BOX HANGARS DURING THE PROJECT.
- IF CONTRACTOR PERSONNEL MUST MOVE ON/IN AIRCRAFT MOVEMENT AREAS (APRON, RUNWAYS, AND TAXIWAYS), CONTRACTOR SHALL PROVIDE AN APPROVED GUARD AT ACCESS POINTS TO CONTROL THE ACCESS OF CONTRACTOR-ONLY PERSONNEL ONTO THE PROJECT SITE DURING THE PROJECT WORK. ACCESS GUARDS SHALL HAVE A RADIO OR CELLULAR TELEPHONE CAPABLE OF COMMUNICATING WITH THE PROJECT SUPERINTENDENT AND SHALL NOTIFY THE PROJECT SUPERINTENDENT IMMEDIATELY OF UNUSUAL CIRCUMSTANCES OR UNAUTHORIZED ENTRIES THROUGH THE GATE. CONSTRUCTION TRAFFIC SHALL BE LIMITED TO THE PATHWAYS INDICATED AS THEY HAVE BEEN DEEMED TO FORM THE MOST DIRECT ROUTE FROM THE ACCESS POINT TO THE PROJECT SITE. CONTRACTOR TO PROVIDE BACKGROUND INFORMATION AND EXPERIENCE LEVEL OF ACCESS GUARDS USED ON THE PROJECT FOR REVIEW AND APPROVAL BY THE AIRPORT OPERATIONS STAFF.
- CONTRACTOR SHALL COORDINATE SECURITY ARRANGEMENTS WITH THE MTAA DURING THE COURSE OF THE PROJECT. CONTRACTOR SHALL BE REQUIRED TO PROVIDE PERSONNEL AT ACCESS POINTS, AS NEEDED, TO CONTROL TRAFFIC ENTERING AND LEAVING THE PROJECT SITE. CONTRACTOR SHALL MEET THE SECURITY REQUIREMENTS ESTABLISHED BY THE APPROPRIATE CONTROLLING BODY AND SHALL BE RESPONSIBLE FOR ENSURING THAT CONTRACTOR'S PERSONNEL AND SUBCONTRACTOR'S PERSONNEL ADHERE TO SUCH REQUIREMENTS.
- CONTRACTOR SHALL MAINTAIN ALL ACCESS ROADS AND SHALL RESTORE TO EXISTING CONDITIONS OR BETTER.
- ALL HIGH PROFILE EQUIPMENT SHALL BE LOWERED WHEN NOT IN USE.
- SEE SPECIAL PROVISIONS AND SAFETY PLAN REGARDING ACCESS AND SECURITY ISSUES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE OF ELECTRICAL CABLING ALONG HAUL ROUTES, IN AND AROUND WORK AREAS, AND IN AND AROUND CONTRACTOR STAGING AREAS.

6. WILDLIFE MANAGEMENT

- ALTHOUGH THE RESPONSIBILITY OF WILDLIFE MANAGEMENT AND ANY NECESSARY REMOVAL FOR THE AIRPORT RESIDES WITH METROPOLITAN TOPEKA AIRPORT AUTHORITY, THE CONTRACTOR SHALL CONTACT AIRPORT OPERATIONS IMMEDIATELY IN THE EVENT THAT WILDLIFE IS OBSERVED.
- TRASH
  - THE CONTRACTOR SHALL OBSERVE STRICT ADHERENCE TO SITE CLEANLINESS. DAILY END OF DAY AS WELL AS PERIODIC THROUGHOUT THE DAY VISUAL INSPECTIONS SHALL BE PERFORMED BY THE CONTRACTOR AND AIRPORT TO ENSURE SITE TRASH IS PICKED UP TO PREVENT FROM BEING BLOWN AROUND THE AIRFIELD. TRASH IS CONSIDERED A HAZARD IN THAT IT MAY BECOME WINDBLOWN AND BECOME FOREIGN OBJECT DEBRIS (FOD); OR IT MAY ATTRACT UNWANTED WILDLIFE WHICH MAY PRESENT SERIOUS HAZARDS TO AIRCRAFT IN THE AOA. CONTRACTOR SHALL BE RESPONSIBLE FOR PICKING UP ALL OBSERVED FOD REGARDLESS OF THE SOURCE OF THE FOD.
- STANDING WATER
  - THE CONTRACTOR WILL BE REQUIRED TO USE TEMPORARY PUMPS, AS NEEDED, TO PROVIDE DRAINAGE TO ANY EXCAVATION AREAS IN ORDER TO PROTECT EXPOSED BASE OR SUBGRADE MATERIALS FROM OVER-SATURATION AND WEAKENING. THE CONTRACTOR WILL BE REQUIRED TO SPRAY WORK AREAS FREQUENTLY THROUGHOUT THE PROJECT TO KEEP DOWN DUST AND WINDBLOWN IRRITANTS FROM THE WORK SITE ONTO THE AIRFIELD, OUT OF THE AOA, OR OFF AIRPORT-PROPERTY. WATER SPRAYED FOR DUST CONTROL MAY ACCUMULATE AND MUST BE MANAGED. THE CONTRACTOR MAY EMPLOY THE USE OF TEMPORARY DITCHES IN EXCAVATION AREAS TO ALLOW POSITIVE DRAINAGE AND MINIMIZE STANDING WATER. STANDING WATER IS CONSIDERED A HAZARD IN THAT IT MAY ATTRACT UNWANTED WILDLIFE WHICH MAY PRESENT SERIOUS HAZARDS TO AIRCRAFT IN THE AOA.
- TALL GRASS AND SEEDS
  - THE AIRPORT IS REGULARLY MAINTAINED FOR VEGETATION (MOWING, WEED REMOVAL, ETC.). THESE MAINTENANCE ITEMS ARE REGULARLY SCHEDULED AND THE AIRPORT WILL CONTINUE THEM INDEFINITELY. PROJECT WILL DISTURB SOME AREAS USUALLY MOWED BY THE AIRPORT. CONTRACTOR SHALL MOW ALL AREAS IMMEDIATELY ADJACENT TO THE WORK ZONES AT A WIDTH OF 30 FEET FROM DISTURBED AREA. NO DIRECT PAYMENT SHALL BE MADE FOR THIS MOWING AND THIS WORK SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "MOBILIZATION".
- POORLY MAINTAINED FENCING AND GATES
  - THE CONTRACTOR SHALL MAINTAIN, IN GOOD WORKING ORDER, ANY GATE HE USES FOR SITE ACCESS. ADDITIONALLY, THE CONTRACTOR WILL BE REQUIRED TO STRICTLY FOLLOW AIRPORT SECURITY PROTOCOLS FOR KEEPING THE AIRFIELD SECURE AT ALL TIMES AS WELL AS FOR ENTERING/EXITING THE AOA.
- DISRUPTION OF EXISTING WILDLIFE HABITAT.
  - BECAUSE THE PROJECT AREA IS AN ACTIVE AREA OF THE AOA, NO KNOWN HABITAT DISRUPTION SHOULD OCCUR AND NO KNOWN ISSUES ARE ANTICIPATED.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- A MINIMUM OF ONE SWEEPER SHALL BE ON-SITE AND OPERATIONAL AT ALL TIMES. THE BROOM SHALL NOT BE COMPRISED OF STEEL BRISTLES. CONTRACTOR SHALL MAINTAIN EFFECTIVE CONTROL OF FOD AT ALL TIMES AND PRIOR TO OPENING APRONS AND TAXIWAYS TO AIRCRAFT. CONTRACTOR SHALL HAVE A MECHANIZED BROOM DEDICATED FOR THE EXCLUSIVE USE OF CLEANING AND REMOVING FOD FROM THE APRONS AND TAXIWAYS. THE ACCESS ROUTES (AND ANY USED TAXIWAYS AND APRON) SHALL BE SWEPT DAILY OR AS NEEDED TO PICK UP FOD, LOOSE DEBRIS, MUD, DIRT OR OTHER OBJECTS FROM THE ACCESS ROUTE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMMEDIATELY CLEANING UP ANY FOD GENERATED FROM CONSTRUCTION ACTIVITIES FROM ALL ACTIVE TAXIWAYS, AIRCRAFT MOVEMENT AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING UP ANY FOD GENERATED FROM CONSTRUCTION ACTIVITIES FROM ALL CLOSED TAXIWAYS PRIOR TO THESE APRONS AND TAXIWAYS BEING REOPENED TO TRAFFIC.
- PILES OF RUBBLE AND/OR SUPPLIES ARE NOT PERMITTED ALONG ANY AREAS OPEN TO AIRCRAFT. ANY PILE GENERATED IN THESE AREAS SHALL BE CLEANED UP AND HAULED AWAY BEFORE THE END OF THE WORK DAY. ANY OPEN TRENCHES OR EXCAVATION ALONG AREAS OPEN TO AIRCRAFT SHALL BE BACKFILLED OR SECURELY COVERED AS SOON AS POSSIBLE AND NOT LEFT OPEN DURING NON-WORK HOURS. AIRCRAFT OPERATIONS WILL NOT BE ALLOWED ON A RUNWAY WHERE OPEN TRENCHES OR EXCAVATIONS OCCUR WITHIN THE ROFA.
- THE CONTRACTOR SHALL CONTROL DUST AND DEBRIS THAT RESULTS FROM HIS OPERATIONS. WASTE AND LOOSE MATERIALS SHALL NOT BE PLACED IN ACTIVE MOVEMENT AREAS. MATERIALS TRACKED ONTO THESE AREAS MUST BE REMOVED CONTINUALLY DURING THE COURSE OF THE PROJECT.
- CONTRACTOR SHALL CONTROL DUST CREATED BY THE DEMOLITION OF BUILDING AND ADJOINING GROUNDS. CONTRACTOR SHALL HAVE A WATER TRUCK ON SITE TO MOISTEN DEMOLITION DEBRIS DURING DEMOLITION AND DEBRIS REMOVAL PROCESSES TO ELIMINATE THE CREATION OF DUST.

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PHILIP BILLARD MUNICIPAL AIRPORT
TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE
CONSTRUCTION SAFETY & PHASING PLAN NOTES SHEET 1 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**NTS**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

WSP PROJECT NUMBER **US0040451.4453**

SHEET NUMBER **GC0.03**

SHEET **6** OF 22

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

FILE NAME: US0040451.4453-GC0.03.DWG
PLOT DATE: Feb 14 , 2025 - 6:50AM

8. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- APPROPRIATE NOTICES TO AIRMEN (NOTAMS) MUST BE ISSUED PRIOR TO COMMENCING WORK ACTIVITIES IN THE VICINITY OF AIRCRAFT OPERATION AREAS. CONTRACTOR SHALL COORDINATE WORK ACTIVITIES AND PROJECT SCHEDULE WITH THE METROPOLITAN TOPEKA AIRPORT AUTHORITY (MTAA) AT LEAST 72 HOURS PRIOR TO EACH CHANGE IN CONSTRUCTION PHASING. MTAA SHALL COORDINATE ISSUANCE OF NOTAMS BASED UPON INFORMATION SUPPLIED BY THE CONTRACTOR. MTAA SHALL ISSUE NOTAMS AND CONFIRM THAT NOTAMS HAVE BEEN PUBLISHED. PRIOR TO MOVING INTO AIRCRAFT MOVEMENT AREAS TO ERECT TRAFFIC CONTROL, CONFIRMATION OF ISSUANCE OF NOTAMS WITH AIR TRAFFIC CONTROL TOWER SHALL BE MADE WHILE SECURING PERMISSION TO ENTER AIRCRAFT MOVEMENT AREAS.

EMERGENCY NOTIFICATION PROCEDURES

IDENTIFICATION AND QUALIFICATIONS OF A DEDICATED SECURITY AND SAFETY POINT OF CONTACT - THE CONTRACTOR PROJECT SUPERINTENDENT SHALL BE THE 24 HOUR ON-CALL REPRESENTATIVE.

FOR EMERGENCY SITUATIONS.

24 HOUR EMERGENCY CONTACTS FOR POLICE, FIRE, MEDICAL RESPONSE, AND KEY PROJECT PERSONNEL - THE CONTRACTOR SHALL PRODUCE AN EMERGENCY CONTACT LIST WITHIN 7 DAYS FOLLOWING THE PRE-CONSTRUCTION MEETING. AT A MINIMUM, THE FOLLOWING EMERGENCY CONTACTS SHALL BE INCLUDED ON THE CONTACT LIST:

CALL 911 FOR EMERGENCIES - FIRE / MEDICAL ASSISTANCE
CALL 785-862-1130 FOR SECURITY RELATED ISSUES

AGENCY	NAME	TITLE	PHONE	
METROPOLITAN TOPEKA AIRPORT AUTHORITY	SAFETY DEPARTMENT	EMERGENCY CALLS ONLY - POLICE & FIRE	(785) 862-1130	W
METROPOLITAN TOPEKA AIRPORT AUTHORITY	ERIC M. JOHNSON	PRESIDENT & DIRECTOR OF AIRPORTS	(785) 862-2362	W
METROPOLITAN TOPEKA AIRPORT AUTHORITY	COL. JOHN ROSS	CHIEF OF POLICE AND FIRE DEPARTMENT	(785) 862-2362	W
METROPOLITAN TOPEKA AIRPORT AUTHORITY	RITA EGGENBERGER	OPERATIONS OFFICER	(785) 862-0711	W
METROPOLITAN TOPEKA AIRPORT AUTHORITY	TERRY POLEY	DIRECTOR OF MAINTENANCE	(785) 862-0711	W
			(785) 633-9957	C
METROPOLITAN TOPEKA AIRPORT AUTHORITY	MATT ANSTAETT	DEPUTY DIRECTOR OF MAINTENANCE	(785) 862-0711	W
			(785) 633-0759	C
MIDWEST AIR TRAFFIC CONTROL SERVICES	COTE WERNER	AIR TRAFFIC CONTROL TOWER MANAGER	(785) 232-6015	W
WSP USA INC	SAM STALLBAUMER, PE	OWNER'S REPRESENTATIVE	(816) 702-4244	W
			(210) 867-6532	C

9. INSPECTION REQUIREMENTS

- DAILY INSPECTIONS
  - THE CONTRACTOR IS RESPONSIBLE FOR QUALITY CONTROL INSPECTION OF HIS/HER OWN WORK, AS WELL AS FOR ALL SAFETY REQUIREMENTS FOR THE PROJECT. THE CONTRACTOR IS REQUIRED TO ADHERE TO THE CONTRACT DOCUMENTS, WHICH INCLUDE ALL SAFETY REQUIREMENTS OF THIS SAFETY AND PHASING PLAN. INSPECTIONS OF THE WORK ZONE CONES/BARRICADES, STOCKPILE AREAS, EQUIPMENT, EROSION/SEDIMENT CONTROL DEVICES AND ADJACENT SURFACES SHALL OCCUR ON A DAILY BASIS TO ENSURE ALL CONDITIONS MEET THE REQUIREMENTS SPECIFIED WITHIN THIS SAFETY & PHASING PLAN AND THE CONTRACT DOCUMENTS. THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR ANY INSPECTIONS OF MOVEMENT AREAS PRIOR TO THE AREA BEING OPENED FOR ANY AIRCRAFT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ADDRESS CONSTRUCTION SAFETY ISSUES ADJACENT OR INCIDENTAL TO THE PROJECT, EVEN IF THEY ARE NOT DIRECTLY RELATED TO THIS PROJECT.
- FINAL INSPECTIONS
  - ANY DAMAGE ALONG THE HAUL ROUTES SHALL BE REPAIRED BY THE CONTRACTOR PRIOR TO THE COMPLETION OF THE PHASE FOR WHICH THE ROUTE IS USED. ALL HAUL ROUTES AND WORK AREAS SHALL BE INSPECTED BY CONTRACTOR/OWNER'S REPRESENTATIVE/MTAA PRIOR TO ANY PAVEMENT SECTION BEING RE-OPENED TO AIRCRAFT OR THE TRAVELING PUBLIC. THE CONTRACTOR SHALL PERFORM A FINAL INSPECTION OF ALL HAUL ROUTES NEAR THE COMPLETION OF PHASE 2 WITH ANY DEFECTS BEING REPAIRED AS BEING A CONDITION FOR SUBSTANTIAL COMPLETION FOR THE PROJECT.

10. UNDERGROUND UTILITIES

- PROCEDURE FOR LOCATING AND PROTECTING EXISTING UNDERGROUND UTILITIES, CABLES, AND WIRES:
  - PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL WALK THE JOB SITE WITH THE OWNER, AIRPORT OPERATIONS AND FAA TECHNICAL SERVICES TO IDENTIFY ANY EXISTING UNDERGROUND UTILITIES, CABLES, AND WIRES.
  - THE CONTRACTOR SHALL VERIFY, IDENTIFY, LOCATE, MARK OUT, AND PROTECT THE ACTUAL LOCATIONS OF UTILITIES PRIOR TO ANY EXCAVATION. WHEN AT ALL FEASIBLE, THE CONTRACTOR WILL MARK EXISTING UTILITIES IN THE MOVEMENT AREA.
  - THE CONTRACTOR SHALL COORDINATE WITH ALL APPROPRIATE AGENCIES.
  - THE CONTRACTOR SHALL HAND-DIG WHEN WITHIN 3 FEET OF ANY KNOWN OR SUSPECTED UTILITY.
  - THE CONTRACTOR SHALL PROTECT ALL UNDERGROUND UTILITIES DURING THE DURATION OF THE PROJECT.

11. PENALTIES

- IN THE EVENT AN EMPLOYEE OF THE CONTRACTOR VIOLATES A SAFETY PROVISION, THEY SHALL BE PROHIBITED FROM RETURNING TO WORK ON THE AOA WITHOUT REMEDIAL SAFETY TRAINING AND THE APPROVAL OF THE AIRPORT. VIOLATIONS MAY BE DEEMED AS JUST AND SUFFICIENT CAUSE TO REQUIRE THE EMPLOYEE BE PERMANENTLY REMOVED FROM THE JOB SITE AT THE DISCRETION OF THE AIRPORT. SHOULD VIOLATIONS BY CONTRACTOR PERSONNEL BE SUBJECT TO FINES AS ASSESSED BY THE FEDERAL AVIATION ADMINISTRATION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PAYMENT OF SAID FINES AND THE REMOVAL OF THE EMPLOYEE RESPONSIBLE FOR THE VIOLATION TO BE REMOVED FROM THE PROJECT SITE PERMANENTLY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COSTS AND DELAYS CAUSED BY A SAFETY VIOLATION(S). CONSTRUCTION PERSONNEL DRIVING ERRATICALLY ON THE AIRPORT, EXCEEDING THE 20 MPH SPEED LIMIT, OR VIOLATING ANY OTHER AIRPORT DRIVING RULE OR SAFETY REGULATION, AT A MINIMUM, SHALL BE REMOVED FROM THE PROJECT PERMANENTLY. AIRPORT OPERATIONS CAN REMOVE ANY CONTRACTOR PERSONNEL, AT ANY TIME, FOR ANY DURATION, DUE TO A SAFETY VIOLATION. AIRPORT OPERATIONS SHALL REPORT ANY OCCURRENCES TO THE CONTRACTOR AND THE OWNER.

12. SPECIAL CONDITIONS

- ALL CONTRACTOR'S SUPERVISORY PERSONNEL (PROJECT MANAGERS, SUPERINTENDENTS, FOREMEN, AND LEAD WORKERS) WHO WILL BE DIRECTING THE PROJECT WORK, WHO WILL BE DRIVING EQUIPMENT ON THE AIRFIELD, OR ESCORTING OTHERS ON THE AIRFIELD SHALL BE REQUIRED TO TAKE AND PASS THE MTAA PEDESTRIAN/FLIGHT LINE DRIVING COURSE OF INSTRUCTION. TRUCK DRIVERS AND EQUIPMENT OPERATORS WHO WILL BE DRIVING STRICTLY WITHIN THE CONFINES OF THE HAUL ROUTES AND THE PROJECT AREA WILL NOT BE REQUIRED TO TAKE THIS TRAINING COURSE. THOSE DRIVERS OR OPERATORS WHO WILL BE DRIVING OUTSIDE OF THE HAUL ROUTES OR PROJECT LIMITS WILL BE REQUIRED TO TAKE AND PASS THE TRAINING COURSE. THIS COURSE OF INSTRUCTION LASTS APPROXIMATELY 1-2 HOURS AND WILL BE PROVIDED BY THE MTAA TO CONTRACTOR'S PERSONNEL AT NO COST TO THE CONTRACTOR. CONTRACTOR WILL ATTEMPT TO PROVIDE PERSONNEL FOR TRAINING IN GROUPS SO AS TO MINIMIZE THE NUMBER OF TRAINING SESSIONS. TRAINING SESSIONS SHALL BE COORDINATED WITH RITA EGGENBERGER, OPERATIONS OFFICER, 785-862-0399.
- CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ESCORT VEHICLES/PERSONNEL TO PROVIDE ESCORT FOR ASPHALT DELIVERY TRUCKS, CONCRETE READY-MIX TRUCKS OR OTHER VEHICLES THAT WILL DELIVER FRESH MATERIALS TO OR REMOVE MATERIALS FROM THE WORK SITE WITHIN THE AOA OR HAULING AWAY MATERIALS FROM THE AOA TO BE DISPOSED AT OFFSITE LOCATIONS. MTAA SAFETY PERSONNEL SHALL PROVIDE TRAINING FOR CONTRACTOR'S PERSONNEL AT THE ONSET OF THE PROJECT TO PROVIDE ESCORT AND AIRFIELD MOVEMENT TRAINING.

13. APRON, RUNWAY AND TAXIWAY VISUAL AIDS

- GENERAL
  - CLOSURES SHALL BE NOTED WITH THE USE OF LOW PROFILE BARRICADES AT APRON AND TAXIWAY CROSSINGS. BARRICADES SHALL BE SECURED TO PREVENT MOVEMENT FROM JET BLAST. THE AIRPORT WILL PROVIDE NOTAMS FOR CLOSURES AND THE CONTRACTOR WILL BE REQUIRED TO PROVIDE, PLACE AND MAINTAIN TEMPORARY BARRICADES AT CLEARLY VISIBLE LOCATIONS TO KEEP PILOTS FROM ERRANTLY TAXIING DOWN A CLOSED APRON OR CLOSED TAXIWAY. LOW PROFILE BARRICADES ARE TO BE PLACED AT THE RSA BOUNDARY.
- LIGHTING AND VISUAL NAVAIDS
  - IF CLOSURES ARE REQUIRED, CLOSED TAXIWAY EDGE LIGHTS AND GUIDANCE SIGNAGE SHALL BE COVERED TO FURTHER ELIMINATE THE POSSIBILITY OF CONFUSING A PILOT. LIGHTING ACTIVITIES SHALL COMPLY WITH CURRENT FAA ADVISORY CIRCULAR 150/5340-30H "DESIGN AND INSTALLATION DETAILS FOR AIRPORT VISUAL AIDS", AC 150/5345-50B "SPECIFICATION FOR PORTABLE RUNWAY AND TAXIWAY LIGHTS" AND AC 150/5345-53D "AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM".
- SIGNS
  - GUIDANCE SIGNAGE SHALL BE COVERED TO FURTHER ELIMINATE THE POSSIBILITY OF CONFUSING A PILOT. SIGNS MUST BE IN CONFORMANCE WITH CURRENT FAA ADVISORY CIRCULAR 150/5345-44K "SPECIFICATION FOR RUNWAY AND TAXIWAY SIGNS", AC 150-5340-18F "STANDARDS FOR AIRPORT SIGN SYSTEMS" AND AC 150/5345-53D "AIRPORT LIGHTING EQUIPMENT CERTIFICATION PROGRAM".
  - DO NOT COVER TAXIWAY DIRECTIONAL SIGNS THAT LEAD TO CLOSED TAXIWAYS.

14. MARKING AND SIGNS FOR ACCESS ROUTES

- THE ACCESS ROADS USED FOR HAULING AND DELIVERY OF MATERIALS TO THE SITE SHALL BE MARKED WITH TEMPORARY GUIDANCE SIGNS (STAKE MOUNTED OR SAW-HORSE, WEIGHTED DOWN WITH SAND BAGS) CONFORMING TO CURRENT FAA ADVISORY CIRCULAR 150/5345-44K, AC 150/5340-18F, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) OR STATE HIGHWAY DEPARTMENT REQUIREMENTS. AT ALL ENTRANCES TO THE AOA, SPEED LIMIT SIGNS (20 MPH) SHALL BE PLACED. STOP SIGNS AND DIRECTION ARROW SIGNS SHALL BE PLACED AT KEY POINTS ALONG THE ACCESS ROAD TO ENSURE THE CONTRACTOR VEHICLES DRIVING THE ROUTE ADHERE TO YIELDING ALL AIRCRAFT THE RIGHT-OF-WAY AT ALL TIMES AND MINIMIZING POTENTIAL FOR ACCIDENTS OR ERRANTLY DRIVING OFF THE ROUTE.

15. HAZARD MARKING AND LIGHTING

- CONTRACTOR SHALL BE RESPONSIBLE FOR THE TRAFFIC CONTROL USED DURING THE COURSE OF THE PROJECT. CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND DISMANTLE ALL TRAFFIC CONTROL ITEMS USED DURING COURSE OF THE PROJECT. BARRICADES AROUND AIRCRAFT MOVEMENT AREAS MUST BE LOW PROFILE, LOW MASS BARRICADES SIMILAR TO THAT SHOWN ON SHEET C1.1.3.
- ALL VEHICLES AND EQUIPMENT THAT WILL BE CROSSING OR OPERATING IN THE AIR OPERATIONS AREAS OR ON ANY ACTIVE APRON OR TAXIWAY, AIRCRAFT MOVEMENT AREAS AND RUNWAY SAFETY AREAS SHALL BE MARKED WITH EITHER A FLAG OR A FLASHING BEACON. THE FLAGS (DAYTIME USE) SHALL BE ON A STAFF ATTACHED TO THE VEHICLE, 3-FOOT SQUARE WITH ORANGE AND WHITE CHECKERED PATTERN. BEACONS SHALL BE OF ADEQUATE SIZE AND STRENGTH AS TO BE VISIBLE FROM THE AIR AND MOUNTED ON THE UPPERMOST PART OF THE VEHICLE. ALL VEHICLES OPERATING DURING NIGHTTIME OPERATIONS SHALL BE EQUIPPED WITH A FLASHING AMBER BEACON.

16. PROTECTION

- NO WORK SHALL OCCUR WITHIN A TOFA OF AN OPEN TAXIWAY.
- ACTIVITIES SHOULD BE CONFINED TO AN AREA OR WORK ZONE SUCH THAT TRENCHES, OPEN EXCAVATIONS, AND CLEANING OPERATIONS CAN BE PERFORMED IN A RELATIVELY SHORT PERIOD OF TIME PRIOR TO THE END OF THE WORK DAY.
- ALL CONTRACTOR'S AND SUBCONTRACTORS' VEHICLES, PERSONNEL AND EQUIPMENT SHALL BE CONFINED TO THE LIMITS OF THE CONSTRUCTION PHASES, OCCUPYING ONLY THE PHASE WHERE WORK IS IN PROGRESS.

17. OTHER LIMITATIONS ON CONSTRUCTION

- FLARE POTS AND BLASTING ARE PROHIBITED FROM USE ON THIS PROJECT.
- OPEN FLAME WELDING, WITH ADEQUATE FIRE SAFETY PRECAUTIONS, WILL BE ALLOWED.
- BLASTING IN NOT ANTICIPATED FOR THE PROJECT AND WILL NOT BE ALLOWED.

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PHILIP BILLARD MUNICIPAL AIRPORT
TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE
CONSTRUCTION SAFETY & PHASING PLAN NOTES SHEET 2 OF 2

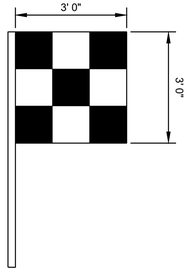
DATE	**FEBRUARY 14, 2025**
SCALE	**NTS**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

WSP PROJECT NUMBER **US0040451.4453**

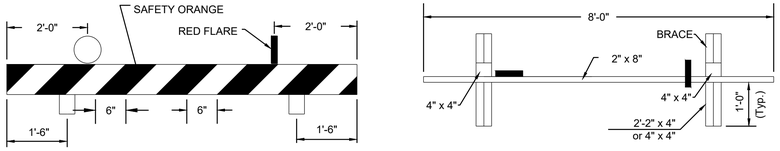
SHEET NUMBER **GC0.04**

SHEET **7** OF 22

FILE NAME: US0040451.4453-GC0.03.DWG
PLOT DATE: Feb 14 , 2025 - 6:51AM



1 GC5.01 CONSTRUCTION SAFETY FLAG
SCALE: NTS

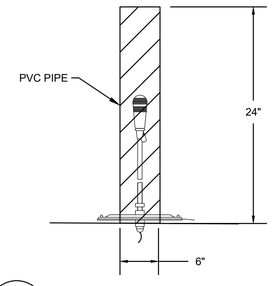


SIDE VIEW *TOP VIEW*

2 GC5.01 LOW-PROFILE BARRICADE DETAIL
SCALE: NTS

NOTES:

1. FLARES TO BE FLASHING AND BATTERY OPERATED. LENS TO BE RED AND ABLE TO ROTATE 90 DEGREES (AMBER LENS WILL NOT BE ACCEPTABLE).
2. ALTERNATING FLARE LENS ARE ROTATED 90 DEGREES TO ADJACENT LENS. 360 DEGREE LENSES WILL BE ACCEPTABLE.
3. SUPPORT BRACES TO BE SECURELY ATTACHED TO 2" X 8".
4. SAND BAGS OR OTHER ADEQUATE WEIGHT TO BE PLACED ON EACH SUPPORT BRACE OR FILLED WITH WATER.
5. FACING OF 2" X 8" TO BE COVERED WITH REFLECTIVE TAPE OR PAINT.
6. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM.
7. PLACE AT 12' CENTER TO CENTER INTERVALS (4' GAP).
8. BARRICADES SHALL BE LOCATED IN A LINE PARALLEL WITH THE RUNWAY OR THE TAXIWAY CENTERLINE OR AS SHOWN ON THE PLANS.
9. IN THE PRESENCE OF FOOT TRAFFIC, AND WHERE AGREED UPON BY MTAA, BARRICADES MUST BE INTERLOCKING AND HAVE NO SPACES BETWEEN THEM. GAPS BETWEEN BARRICADES MUST BE NO MORE THAN 4 FEET.
10. ALL BARRICADES MUST BE MOVED AT LEAST ONCE A WEEK AND THE CONTRACTOR MUST SWEEP ANY DEBRIS THAT HAS ACCUMULATED AND REMOVE THIS DEBRIS FROM SITE. THE BARRICADES MUST THEN BE REPLACED AT THE APPROPRIATE LOCATION.
11. BARRICADES MUST BE PLACED AT LOCATIONS SHOWN ON PLANS OR AS DIRECTED BY MTAA.
12. CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING BARRICADES (INCLUDING LIGHTS) IN WORKING CONDITION AT ALL TIMES.
13. LOW PROFILE BARRICADES MUST BE PROVIDED BY THE CONTRACTOR. THE CONTRACTOR MUST SUPPLY A SUFFICIENT NUMBER OF BARRICADES FOR THE DURATION OF THE PROJECT. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE THE NUMBER OF BARRICADES FOR THE WORK AREAS AS IT RELATES TO THE CONTRACTOR'S WORK PLAN. THE COST FOR FURNISHING THE BARRICADES AS WELL AS MAINTENANCE, PLACEMENT AND SECURING (SEE NOTES 1-13), WILL BE CONSIDERED INCIDENTAL TO SAFETY AND SECURITY. CONTRACTOR TO ASSUME AT LEAST 1,700 LF OF BARRICADES FOR BIDDING PURPOSES.



3 GC5.01 CLOSED TAXIWAY LIGHT COVER
SCALE: NTS

SIDE VIEW

NOTES:

1. COVER SHALL BE BLACK, SCHEDULE 40 PVC PIPE

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TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE
CONSTRUCTION SAFETY & PHASING PLAN DETAILS

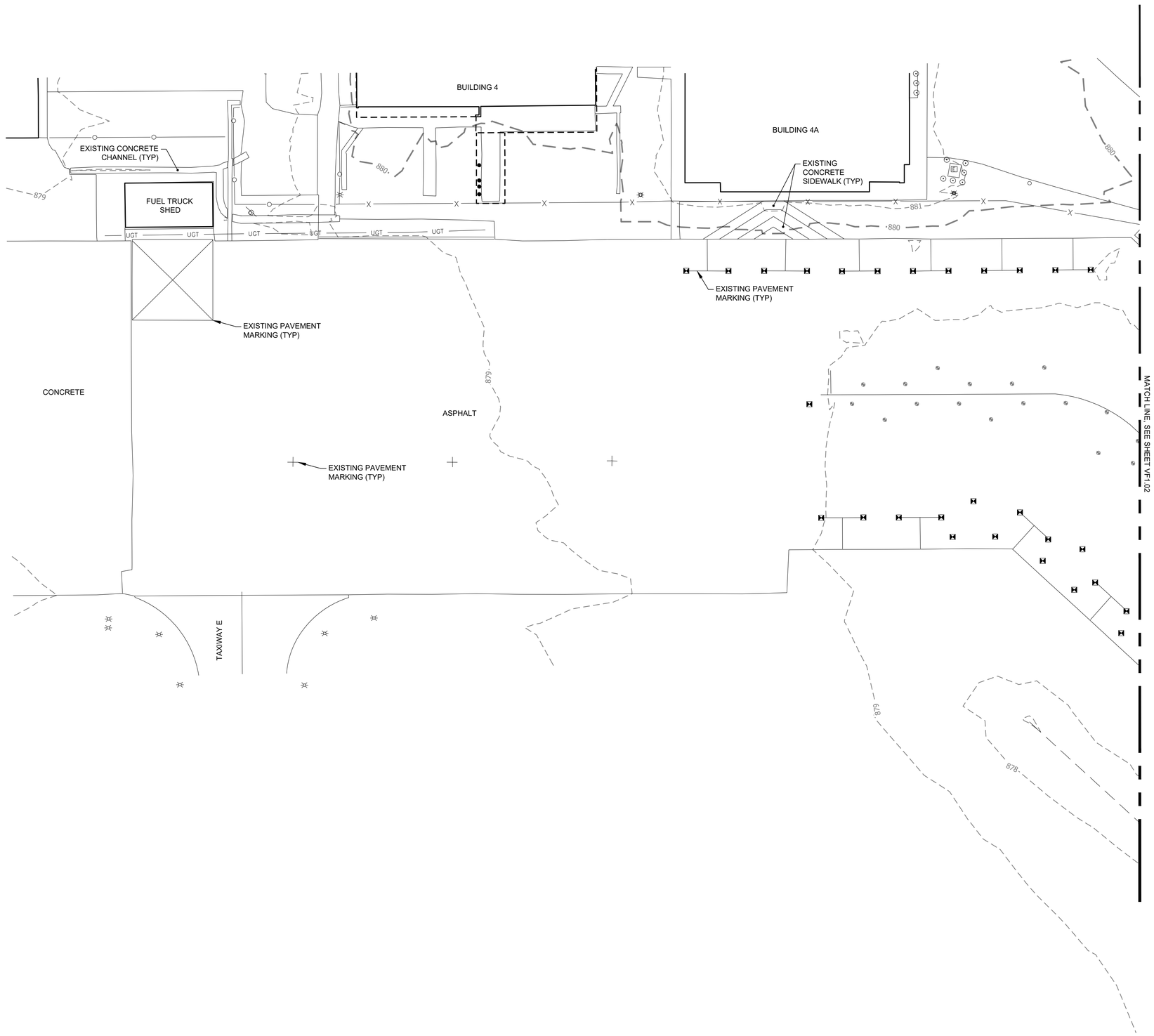
DATE	**FEBRUARY 14, 2025**
SCALE	**NTS**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

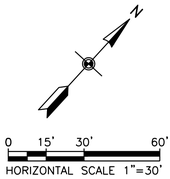
WSP PROJECT NUMBER **US0040451.4453**

SHEET NUMBER **GC5.01**

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

PLOT DATE: Feb 12, 2025 - 12:57PM
FILE NAME: US0040451.4453-GC5.01.DWG





LEGEND

- X — EXISTING PERIMETER FENCE
- EXISTING TIEDOWN ANCHOR
- PREVIOUSLY ABANDONED IN PLACE TIEDOWN ANHOR
- EXISTING EDGE OF PAVEMENT

NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY WITH SURVEY THE EXISTING CONDITIONS WHICH INCLUDE BUT ARE NOT LIMITED TO THE UTILITIES, STORM DRAINS, SANITARY SEWER SYSTEM, COMMUNICATION LINES AND DUCTS, POWER LINES AND DUCTS, ETC. THIS SHOULD BE DONE PRIOR TO START OF CONSTRUCTION AND NOTIFY MTAA AND ENGINEER OF ANY DISCREPANCIES.

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AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE
EXISTING CONDITIONS SHEET 1 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

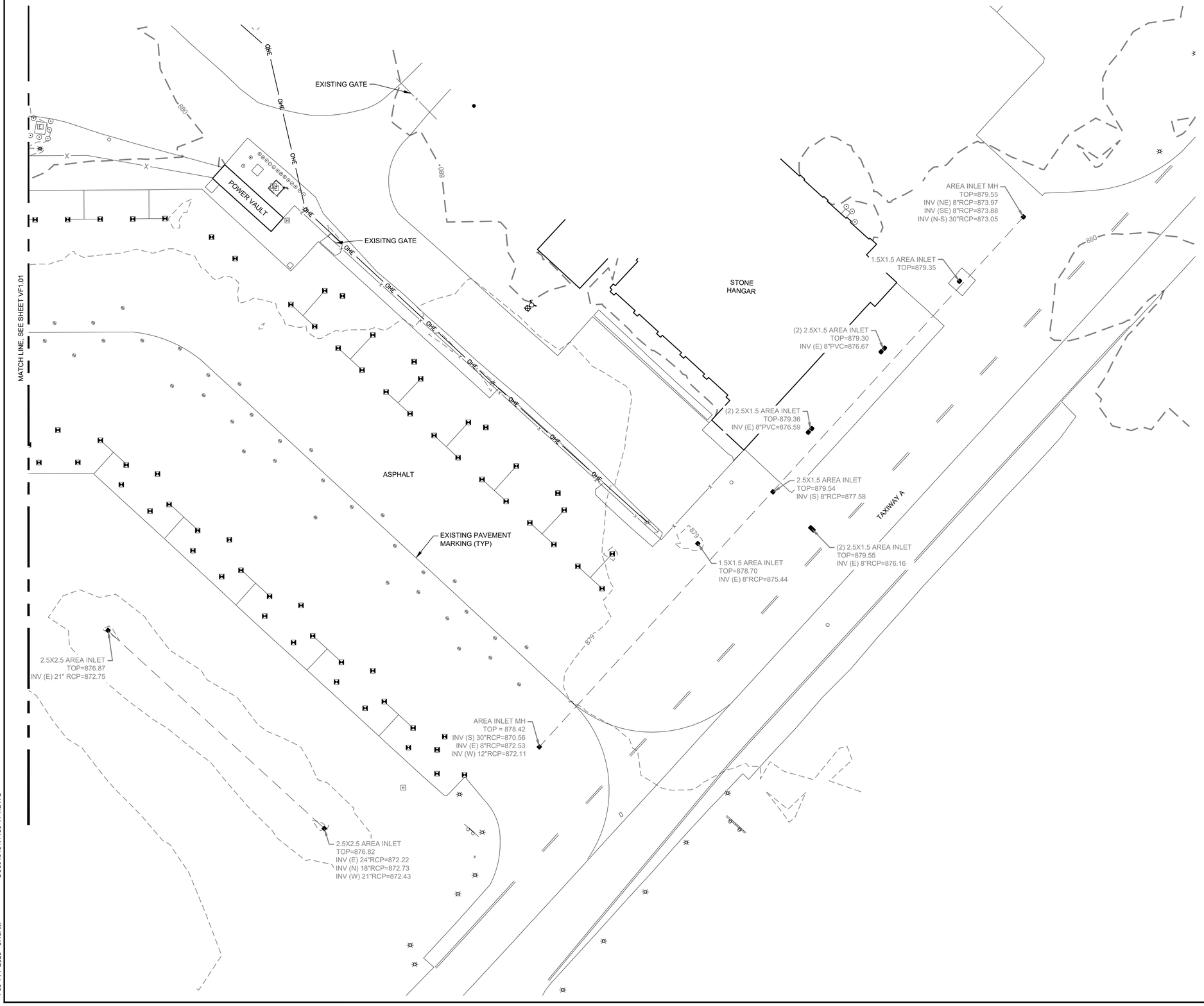
WSP PROJECT NUMBER **US0040451.4453**

SHEET NUMBER **VF1.01**

SHEET **9** OF 22

PLOT DATE: Feb 14 , 2025 - 7:45AM
FILE NAME: US0040451.4453-VF1.DWG

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.



LEGEND

- X — EXISTING PERIMETER FENCE
- EXISTING TIEDOWN ANCHOR
- PREVIOUSLY ABANDONED IN PLACE TIEDOWN ANHOR
- EXISTING EDGE OF PAVEMENT

NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY WITH SURVEY THE EXISTING CONDITIONS WHICH INCLUDE BUT ARE NOT LIMITED TO THE UTILITIES, STORM DRAINS, SANITARY SEWER SYSTEM, COMMUNICATION LINES AND DUCTS, POWER LINES AND DUCTS, ETC. THIS SHOULD BE DONE PRIOR TO START OF CONSTRUCTION AND NOTIFY MTAA AND ENGINEER OF ANY DISCREPANCIES.

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AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE

EXISTING CONDITIONS SHEET 2 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

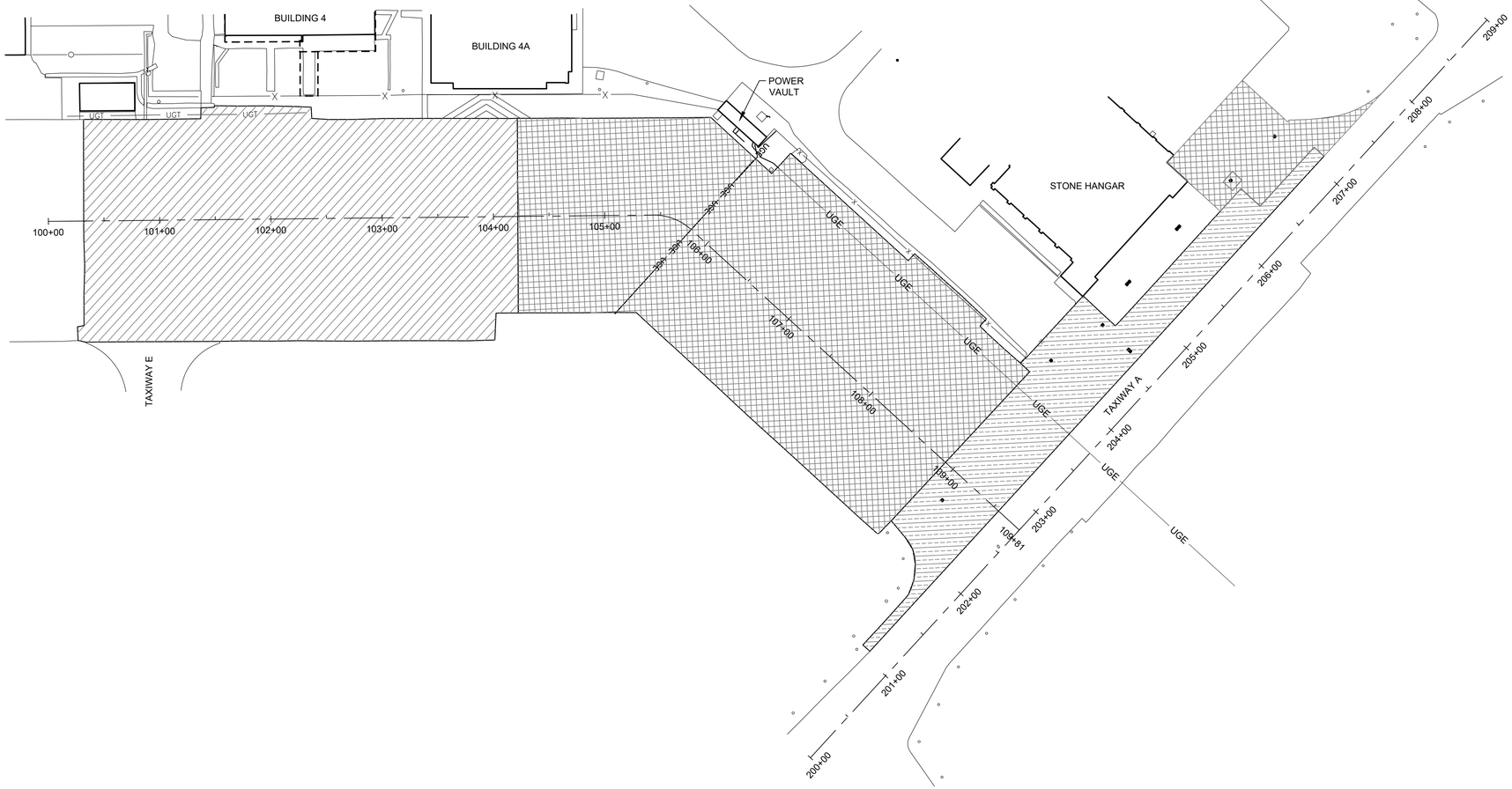
WSP PROJECT NUMBER **US0040451.4453**

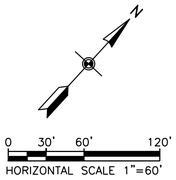
SHEET NUMBER **VF1.02**

SHEET **10** OF 22

FILE NAME: US0040451.4453-VF1.DWG
PLOT DATE: Feb 14 , 2025 - 9:16AM

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.





LEGEND

- 1.5" DEPTH MILL BITUMINOUS APSHALT (ITEM P-101-5.2). JOINT AND CRACK REPAIR OF EXISTING CONCRETE (ITEM P-101-5.1)
- 3" DEPTH MILL BITUMINOUS APSHALT (ITEM P-101-5.2). JOINT AND CRACK REPAIR OF EXISTING CONCRETE (ITEM P-101-5.1)
- THERMOPLASTIC COAL TAR EMULSION SURFACE PREPARATION (ITEM P-629-8.1). JOINT AND CRACK REPAIR OF EXISTING CONCRETE (ITEM P-101-5.1)
- X — EXISTING PERIMETER FENCE
- EXISTING EDGE OF PAVEMENT

NOTES:

1. SAWCUT ALONG THE PERIMETER OF MILLED AREA. SAWCUT DEPTH TO EQUAL MILLED DEPTH.

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AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE

DEMOLITION PLAN
SHEET 1 OF 3

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 60'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

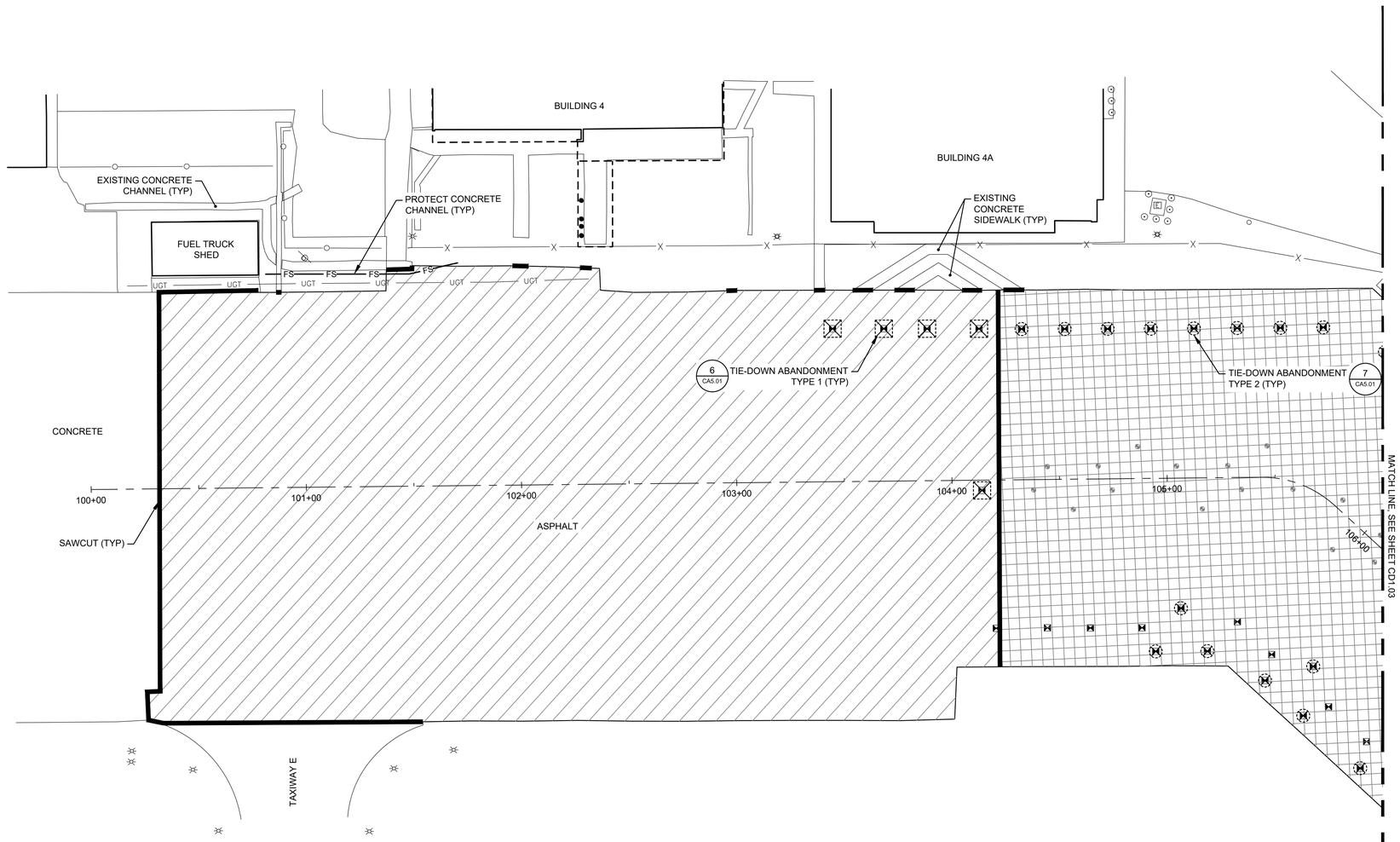
WSP PROJECT NUMBER **US0040451.4453**

SHEET NUMBER **CD1.01**

SHEET **11** OF 22

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

PLOT DATE: Feb 14 , 2025 - 7:41AM
FILE NAME: US0040451.4453-CD1.DWG



0 15' 30' 60'

HORIZONTAL SCALE 1"=30'

LEGEND

- 1.5" DEPTH MILL BITUMINOUS APSHALT (ITEM P-101-5.2). JOINT AND CRACK REPAIR OF EXISTING CONCRETE (ITEM P-101-5.1)
- THERMOPLASTIC COAL TAR EMULSION SURFACE PREPARATION (ITEM P-629-8.1). JOINT AND CRACK REPAIR OF EXISTING CONCRETE (ITEM P-101-5.1)
- SAWCUT (INCIDENTAL TO ITEM P-101-5.2)
- TIE-DOWN ABANDONMENT TYPE 1 (ITEM P-101-5.3)
- TIE-DOWN ABANDONMENT TYPE 2 (ITEM P-101-5.4)
- PROPOSED INLET PROTECTION (INCIDENTAL TO ITEM C-102-5.1)
- FS — PROPOSED FILTER SOCK (INCIDENTAL TO ITEM C-102-5.1)
- X — EXISTING PERIMETER FENCE
- EXISTING EDGE OF PAVEMENT
- EXISTING TIEDOWN ANCHOR

NOTES:

1. SAWCUT ALONG THE PERIMETER OF MILLED AREA. SAWCUT DEPTH TO EQUAL MILLED DEPTH.

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AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE

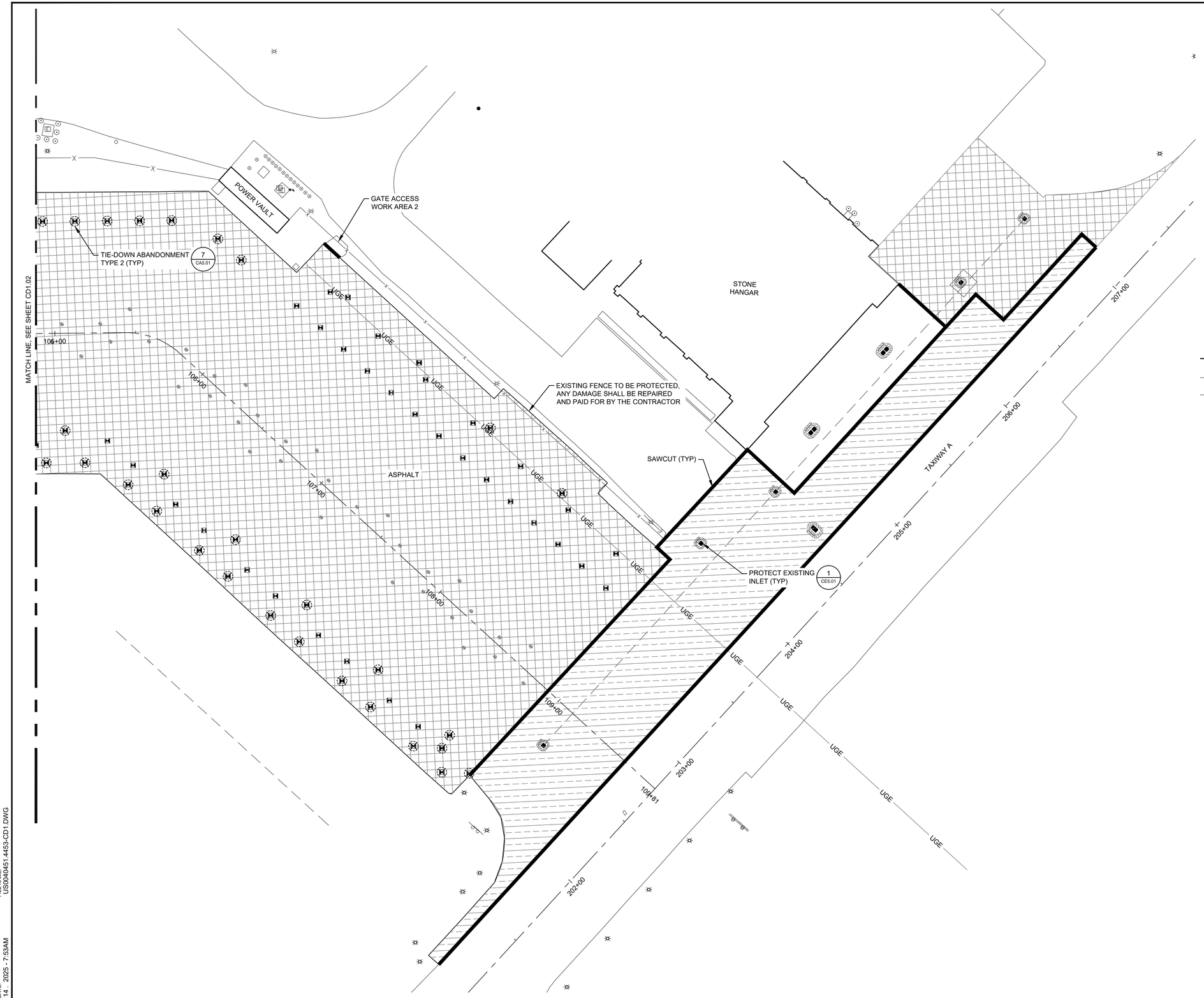
DEMOLITION PLAN
SHEET 2 OF 3

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**
WSP PROJECT NUMBER	**US0040451.4453**
SHEET NUMBER	**CD1.02**

SHEET **12** OF 22

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

FILE NAME: US0040451.4453-CD1.DWG
PLOT DATE: Feb 14 . 2025 - 7:51AM



0 15' 30' 60'

HORIZONTAL SCALE 1"=30'

LEGEND

- 3" DEPTH MILL BITUMINOUS APSHALT (ITEM P-101-5.2). JOINT AND CRACK REPAIR OF EXISTING CONCRETE (ITEM P-101-5.1)
- THERMOPLASTIC COAL TAR EMULSION SURFACE PREPARATION (ITEM P-629-8.1). JOINT AND CRACK REPAIR OF EXISTING CONCRETE (ITEM P-101-5.1)
- SAWCUT (INCIDENTAL TO ITEM P-101-5.2)
- TIE-DOWN ABANDONMENT TYPE 1 (ITEM P-101-5.3)
- TIE-DOWN ABANDONMENT TYPE 2 (ITEM P-101-5.4)
- PROPOSED INLET PROTECTION (COST INCLUDED IN ITEM C-102-5.1)
- FS — PROPOSED FILTER SOCK (COST INCLUDED IN ITEM C-102-5.1)
- X — EXISTING PERIMETER FENCE
- EXISTING EDGE OF PAVEMENT
- EXISTING TIEDOWN ANCHOR

NOTES:

1. SAWCUT ALONG THE PERIMETER OF MILLED AREA. SAWCUT DEPTH TO EQUAL MILLED DEPTH.

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PHILIP BILLARD MUNICIPAL AIRPORT
TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE

DEMOLITION PLAN
SHEET 3 OF 3

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

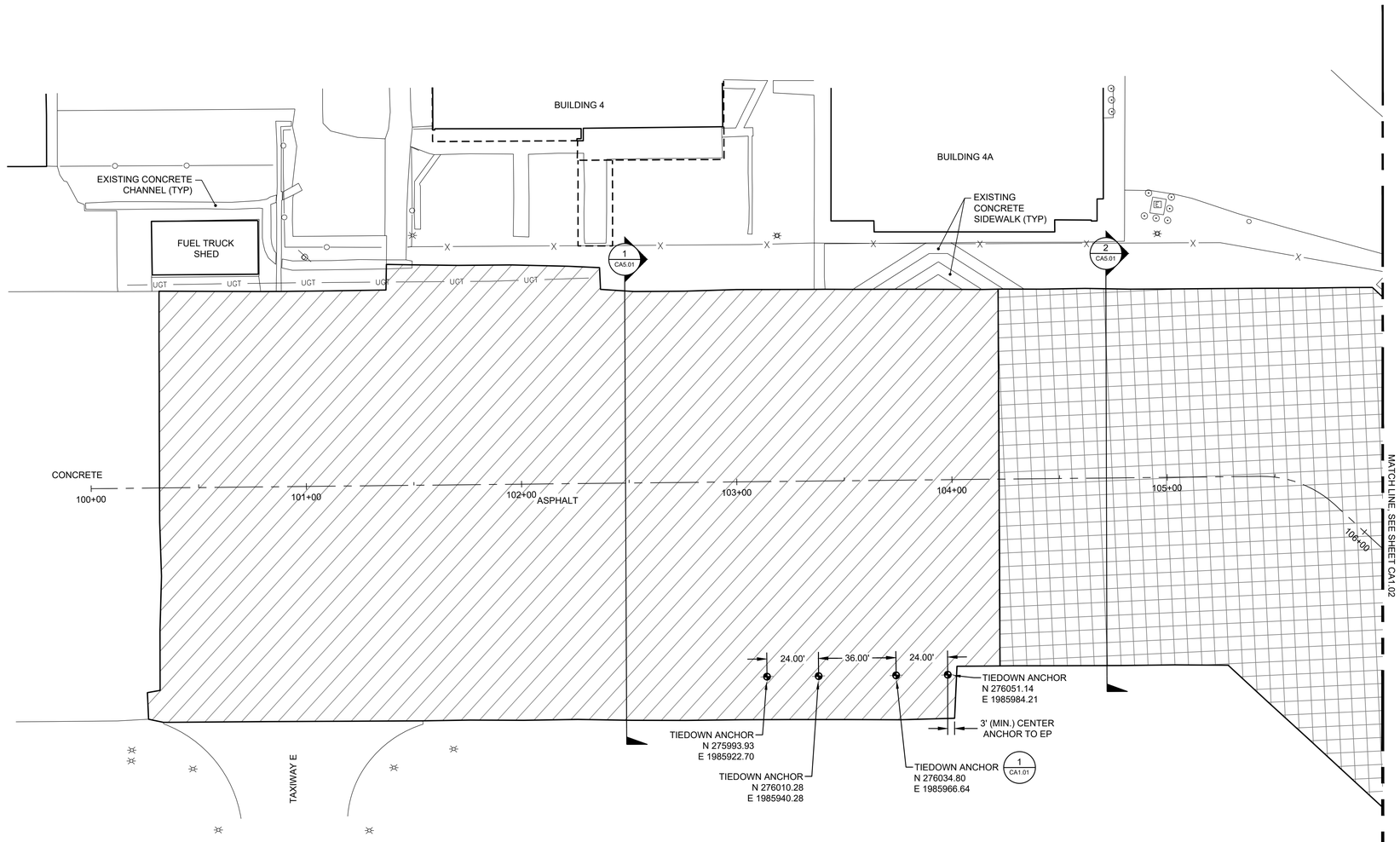
WSP PROJECT NUMBER **US0040451.4453**

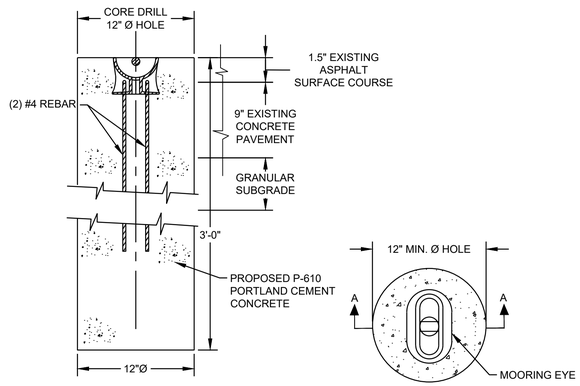
SHEET NUMBER **CD1.03**

SHEET **13** OF 22

FILE NAME: US0040451.4453-CD1.DWG
PLOT DATE: Feb 14 - 2025 - 7:53AM

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.





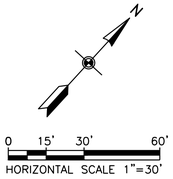
SECTION A-A

PLAN

NOTES:
1. P-610 CONCRETE IS INCIDENTAL TO BID ITEM P-615-5.1 AIRCRAFT TIEDOWN
2. NEENAH R-3490-A MOORING EYE OR EQUAL INSTALL PER MANUFACTURERS RECOMMENDATION. INCLUDE (2) #4 REBAR IN RIB.

1 / CA1.01 TIEDOWN ANCHOR DETAIL

SCALE: NTS



LEGEND

- 1.5" ASPHALT OVERLAY (ITEM P-401-8.2)
- THERMOPLASTIC COAL TAR EMULSION APPLICATION (ITEM P-629-8.1)
- PROPOSED TIE DOWN ANCHOR INSTALLATION (ITEM P-615-5.1)

GENERAL NOTES:

1. SEE DETAIL SHEET CA5.01 FOR PROPOSED TYPICAL PAVEMENT SECTIONS.
2. THE CONTRACTOR MUST FIELD VERIFY EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF CONSTRUCITON.

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TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE
PAVING PLAN
SHEET 1 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

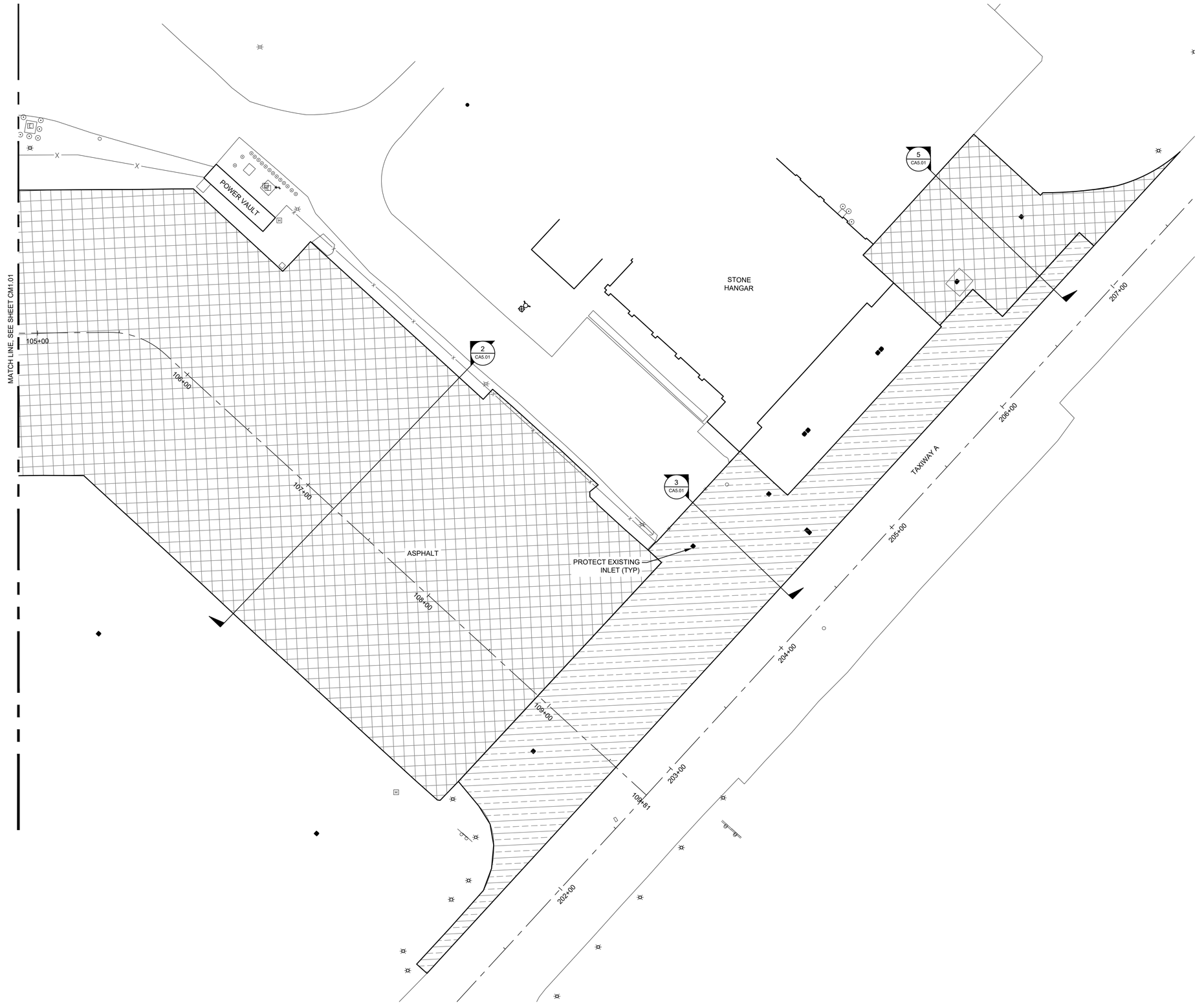
WSP PROJECT NUMBER **US0040451.4453**

SHEET NUMBER **CA1.01**

SHEET **14** OF 22

FILE NAME: US0040451.4453-CA1.DWG
PLOT DATE: Feb 14 , 2025 - 3:12PM

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.



0 15' 30' 60'

HORIZONTAL SCALE 1"=30'

LEGEND

- 3" ASPHALT OVERLAY (2.25" 1ST LIFT, 0.75" 2ND LIFT) (ITEM P-401-8.2)
- THERMOPLASTIC COAL TAR EMULSION APPLICATION (ITEM P-629-8.1)

GENERAL NOTES:

1. SEE DETAIL SHEET CA5.01 FOR PROPOSED TYPICAL PAVEMENT SECTIONS.
2. THE CONTRACTOR MUST FIELD VERIFY EXISTING CONDITIONS PRIOR TO COMMENCEMENT OF CONSTRUCITON.

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AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE
PAVING PLAN
SHEET 2 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

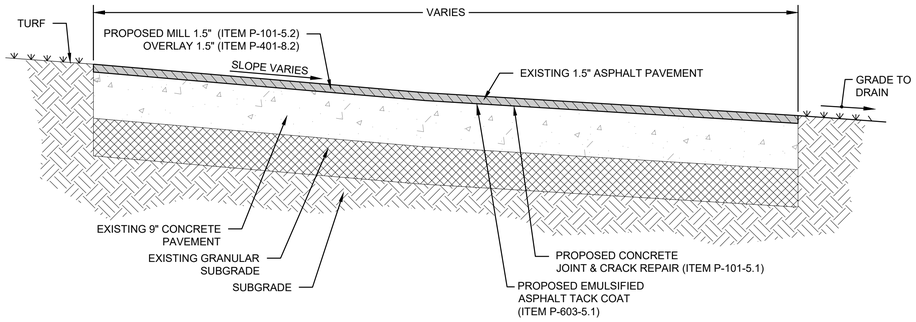
WSP PROJECT NUMBER **US0040451.4453**

SHEET NUMBER **CA1.02**

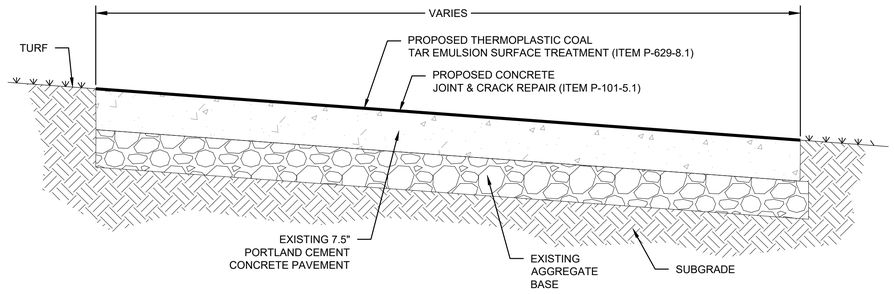
SHEET **15** OF 22

FILE NAME: US0040451.4453-CA1.DWG
PLOT DATE: Feb 14 , 2025 - 3:11PM

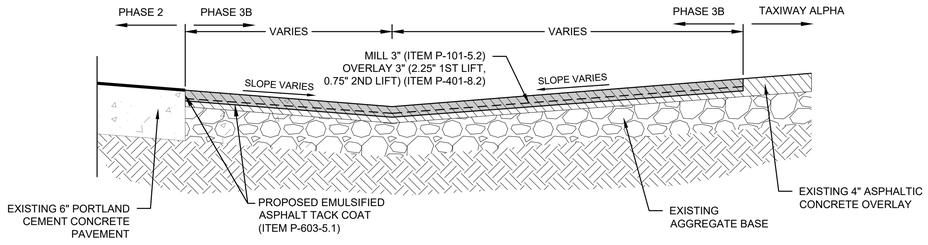
SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.



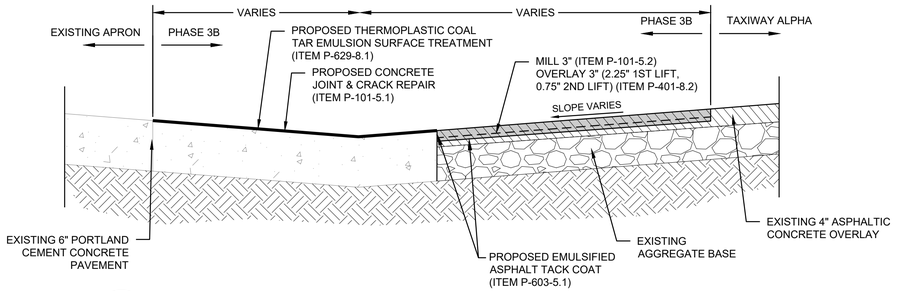
1 CA5.01 TYPICAL SECTION - TERMINAL APRON REHABILITATION
SCALE: NTS — STA 100+31.78 TO STA 104+21.89



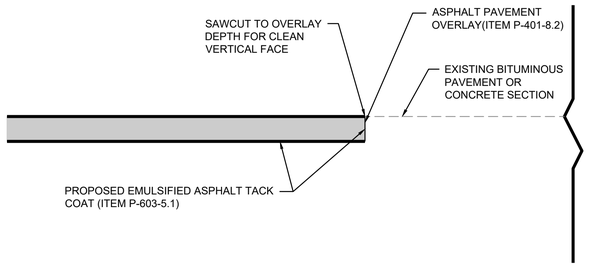
2 CA5.01 TYPICAL SECTION - SURFACE TREATMENT - APRON
SCALE: NTS — STA 104+21.89 TO STA 108+90.92



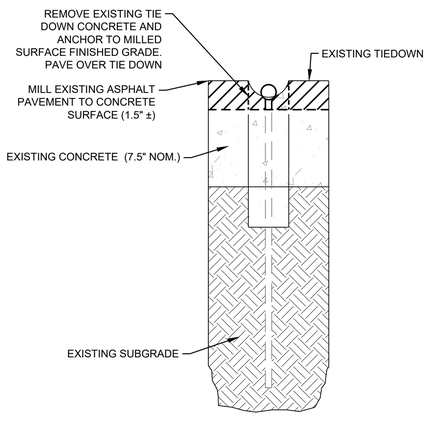
3 CA5.01 TYPICAL SECTION - PAVEMENT REHABILITATION - ADJACENT TO TWY ALPHA
SCALE: NTS — STA 202+06.25 TO 204+71.63



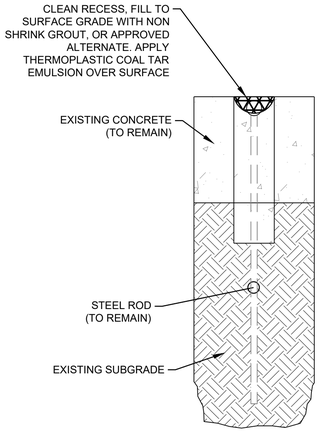
4 CA5.01 TYPICAL SECTION - PAVEMENT REHABILITATION - ADJACENT TO TWY ALPHA
SCALE: NTS — STA 204+71.63 TO STA 207+10.68



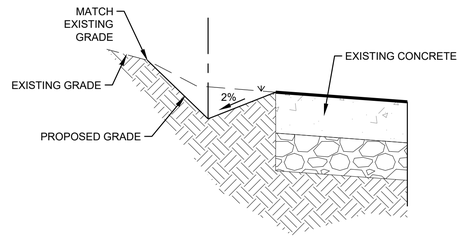
5 CA5.01 BITUMINOUS OVERLAY TO EXISTING BITUMINOUS PAVEMENT DETAIL
SCALE: NTS



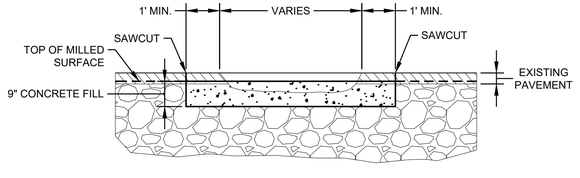
6 CA5.01 TIE-DOWN ABANDONMENT - TYPE 1 DETAIL
SCALE: NTS



7 CA5.01 TIE-DOWN ABANDONMENT - TYPE 2 DETAIL
SCALE: NTS



8 CA5.01 TYPICAL SECTION DITCH LINE
SCALE: NTS



NOTE:
CONSTRUCT ASPHALT PATCH TO MILLED SURFACE TO ALLOW FOR UNIFORM OVERLAY SECTION ABOVE PATCH. THE BID ITEM ASPHALT PAVEMENT PATCHING INCLUDES SAWCUT, EXCAVATION, 9" PCCP FLOWABLE FILL AND ALL INCIDENTALS.

9 CA5.01 ASPHALT PAVEMENT PATCHING
SCALE: NTS

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PHILIP BILLARD MUNICIPAL AIRPORT
TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

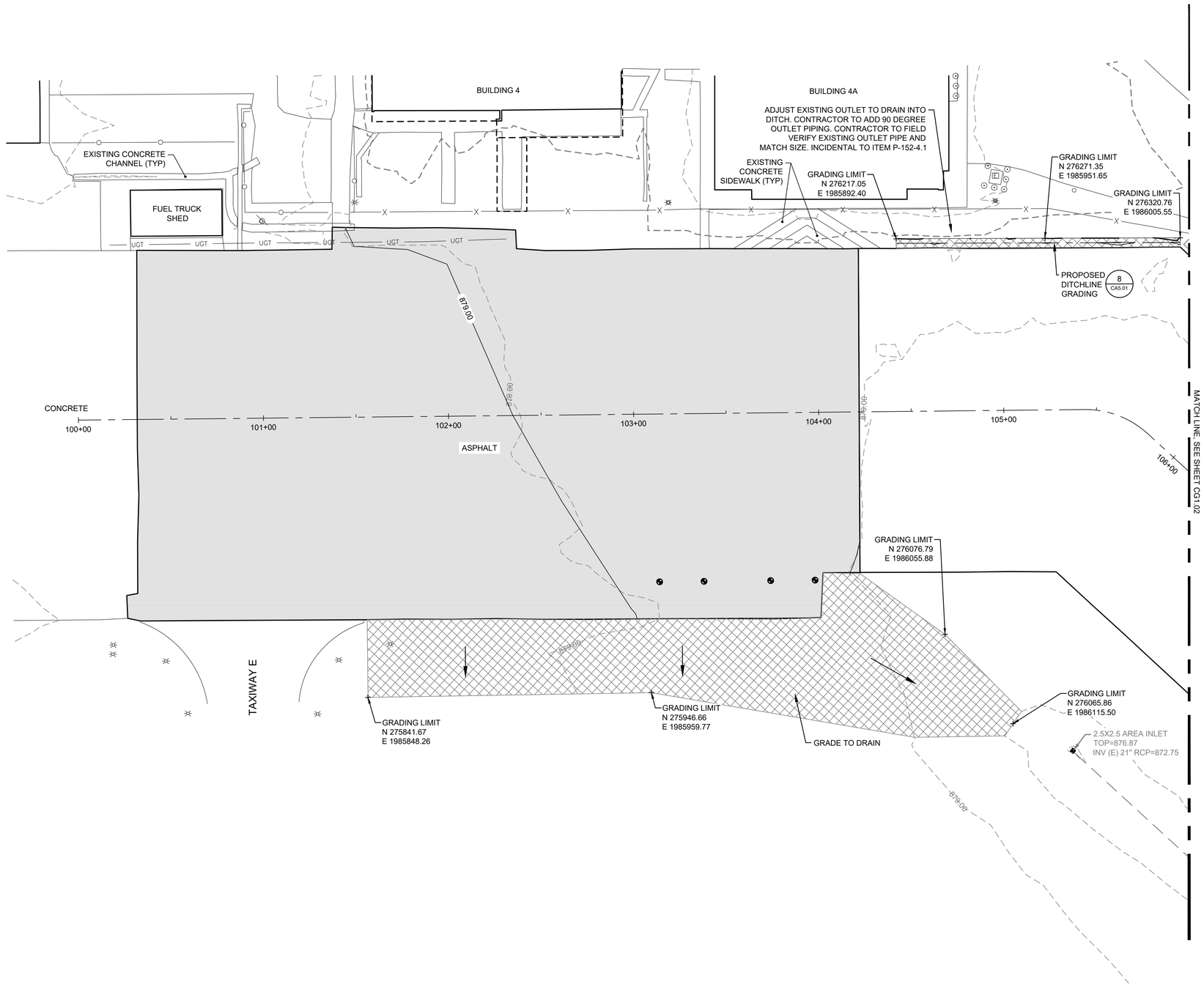
SHEET TITLE
TYPICAL PAVEMENT SECTION

DATE	**FEBRUARY 14, 2025**
SCALE	**NTS**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**
WSP PROJECT NUMBER	**US0040451.4453**
SHEET NUMBER	**CA5.01**

SHEET **16** OF 22

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

FILE NAME: US0040451.4453-CA5.01.DWG
PLOT DATE: Feb 14 , 2025 - 2:59PM



0 15' 30' 60'

HORIZONTAL SCALE 1"=30'

LEGEND

- DRAINAGE IMPROVEMENTS (ITEM P-152-4.1)
- ASPHALT OVERLAY (ITEM P-401-8.2)
- EXISTING MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- APPROXIMATE LIMITS OF DISTURBANCE

GENERAL NOTES:

1. CONTRACTOR TO FIELD VERIFY THE AS-BUILT ELEVATIONS OF THE RIM PRIOR TO COMMENCING PROCUREMENT AND SHOP DRAWING PRODUCTION OF DRAINAGE STRUCTURE ADJUSTMENT. THE CONTRACTOR MUST PROVIDE ANY DISCREPANCIES BETWEEN THE DESIGN ELEVATIONS SHOWN AND THE AS-BUILT ELEVATIONS TO MTAA.
2. CONTRACTOR TO VERIFY LOCATION OF EXISTING DRAINAGE INLET PRIOR TO PREPARATION OF SHOP DRAWINGS. THIS INFORMATION MUST BE PROVIDED TO MTAA UPON FIELD VERIFICATION.

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TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE

GRADING PLAN
SHEET 1 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

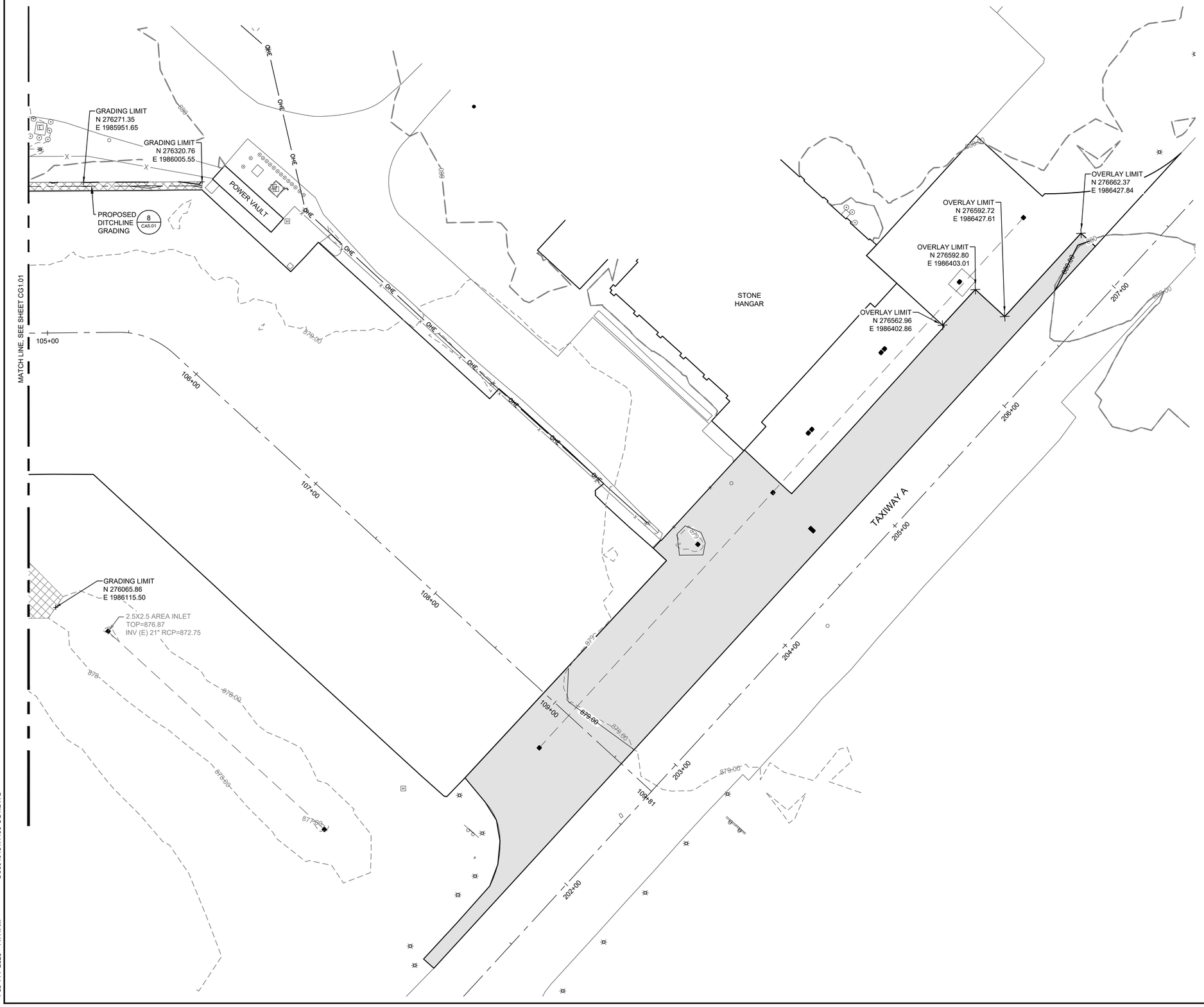
WSP PROJECT NUMBER **US0040451.4453**

SHEET NUMBER **CG1.01**

SHEET **17** OF 22

FILE NAME: US0040451.4453-CG1.DWG
PLOT DATE: Feb 14, 2025 - 11:44AM

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.



0 15' 30' 60'

HORIZONTAL SCALE 1"=30'

LEGEND

- DRAINAGE IMPROVEMENTS (ITEM P-152-4.1)
- ASPHALT OVERLAY (ITEM P-401-8.2)
- EXISTING MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED MAJOR CONTOUR
- APPROXIMATE LIMITS OF DISTURBANCE

GENERAL NOTES:

1. CONTRACTOR TO FIELD VERIFY THE AS-BUILT ELEVATIONS OF THE RIM PRIOR TO COMMENCING PROCUREMENT AND SHOP DRAWING PRODUCTION OF DRAINAGE STRUCTURE ADJUSTMENT. THE CONTRACTOR MUST PROVIDE ANY DISCREPANCIES BETWEEN THE DESIGN ELEVATIONS SHOWN AND THE AS-BUILT ELEVATIONS TO MTAA.
2. CONTRACTOR TO VERIFY LOCATION OF EXISTING DRAINAGE INLET PRIOR TO PREPARATION OF SHOP DRAWINGS. THIS INFORMATION MUST BE PROVIDED TO MTAA UPON FIELD VERIFICATION.

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TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

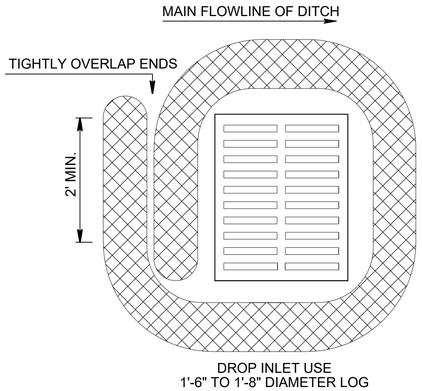
SHEET TITLE
GRADING PLAN
SHEET 2 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**
WSP PROJECT NUMBER	**US0040451.4453**
SHEET NUMBER	**CG1.02**

SHEET **18** OF 22

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

FILE NAME: US0040451.4453-CG1.DWG
PLOT DATE: Feb 14 , 2025 - 11:41AM



DROP INLET USE
1'-6" TO 1'-8" DIAMETER LOG

NOTE: 25% OF LOG SHALL BE KEYED INTO GROUND DURING INSTALLATION.

STAKE EVERY 4'

MATERIAL REQUIREMENTS
USE 100% SHREDDED MULCH OR OTHER NON-COMPOST BIODEGRADABLE MATERIAL AS FILL FOR LOGS.
NO COMPOST OR FINES.
NO HAY OR STRAW.
DO NOT USE MATERIAL WHICH PROHIBITS WATER INFILTRATION.
LOG MESH: USE MESH WITH 1/4" OPENINGS OR LARGER. MESH MUST ALLOW WATER INFILTRATION BUT ALSO HOLD FILL MATERAL IN PLACE.

1 / CE5.01 BIODEGRADABLE LOG/FILTER SOCK DROP INLET PROTECTION

SCALE: 1" = 20'

GENERAL NOTES

THE ENTIRE DISTURBED AREA, EXCEPTING THE PAVED OR SURFACED AREAS, STEEP ROCKY SLOPES AND AREAS OF UNDISTURBED NATIVE SOD OR OTHER DESIRABLE VEGETATION SHALL BE FERTILIZED (LIMED WHEN REQUIRED), SEEDED, AND MULCHED. SOIL PREPARATION SHALL CONFORM TO THE STANDARD SPECIFICATIONS.

PERMANENT SEEDING SHALL BE DONE DURING THE NORMAL SEEDING SEASON.

MULCHING: MULCH SHALL BE SPREAD UNIFORMLY OVER ALL DISTURBED AREAS AND PUNCHED IN THE SOIL, UNLESS OTHERWISE NOTED ON THE PLANS. THE RATE OF APPLICATION PER ACRE, THICKNESS IN PLACE, FOR THE MULCHING MATERIALS IS AS FOLLOWS:

$1\frac{3}{4}$ - $2\frac{1}{4}$ TONS PER ACRE = $1\frac{1}{2}$ LOOSE DEPTH SPREAD UNIFORMLY OVER ACRE.

AGRICULTURAL PRODUCTS, SUCH AS NATIVE PRAIRIE HAY, USED FOR MULCHING AND EROSION CONTROL PRACTICES, EXCLUDING WOOD BASED MULCH, SHALL MEET THE NORTH AMERICAN WEED FREE FORAGE STANDARDS.

OTHER VEGETATIVE MULCHES ARE ACCEPTABLE ONLY WITH THE ENGINEER'S CONCURRENCE.

THE ABOVE RATE IS A GUIDE. IT WILL BE AT THE DISCRETION OF THE ENGINEER TO DETERMINE WHAT RATE IS SUFFICIENT FOR ADEQUATE PROTECTION OF NEWLY SEEDED AREAS.

THE AMOUNT OF MULCH AND MULCH TACKING SLURRY IN THE BID QUANTITIES IS ESTIMATED. THE TOTAL MULCH AND MULCH TACKING SLURRY REQUIRED SHALL BE DETERMINED IN THE FIELD. THE BID ITEM FOR MULCHING AND MULCH TACKING SLURRY SHALL BE PAID FOR ACCORDING TO THE STANDARD SPECIFICATIONS.

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TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE

EROSION CONTROL DETAILS

DATE	**FEBRUARY 20, 2025**
SCALE	**NTS**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

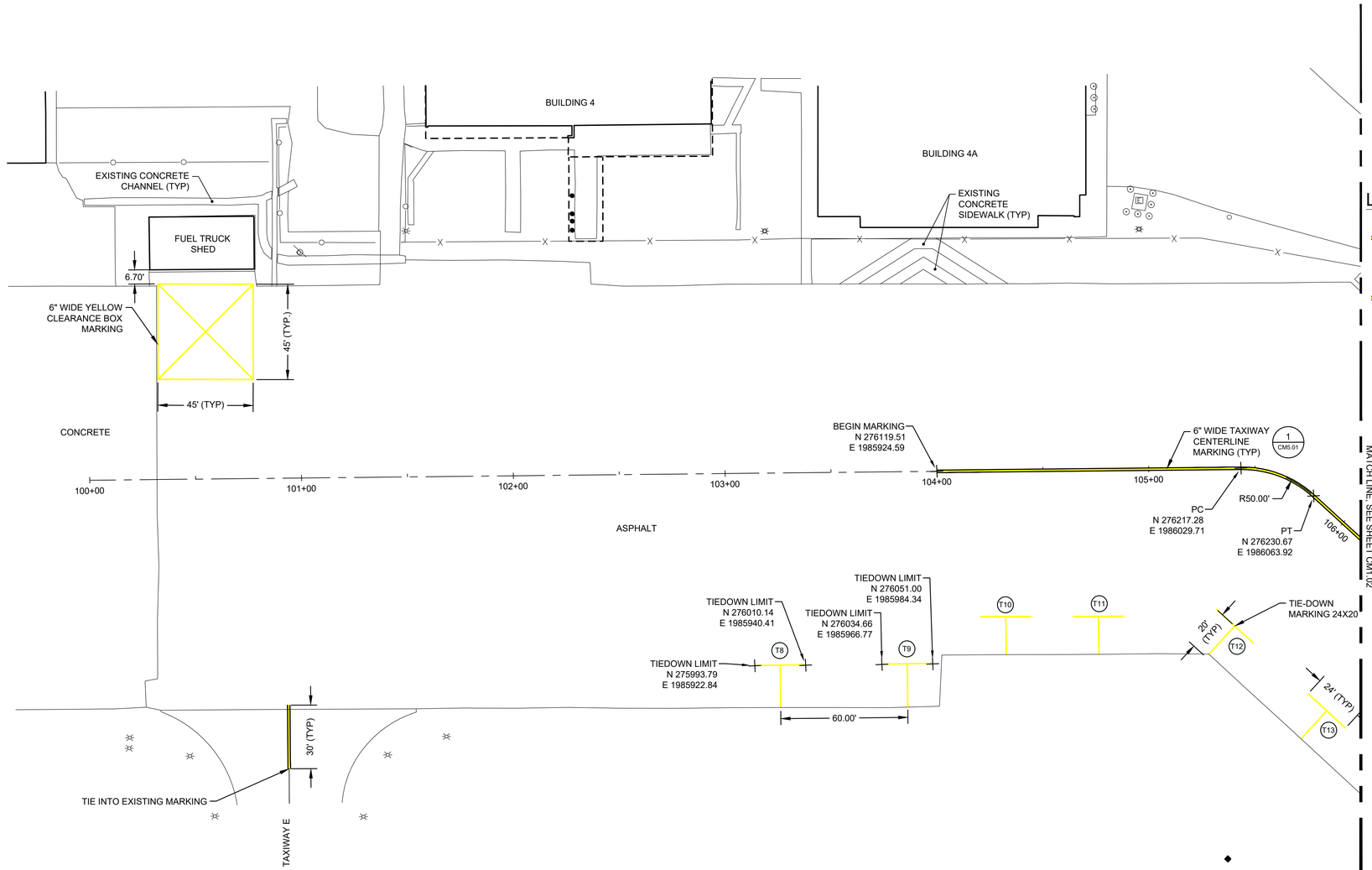
WSP PROJECT NUMBER **US0040451.4453**

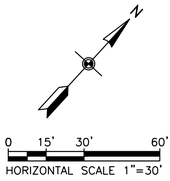
SHEET NUMBER **CE5.01**

SHEET **19** OF 22

PLOT DATE: Feb 12, 2025 - 10:53AM
FILE NAME: US0040451.4453-CE5.01.DWG

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.





LEGEND

- TAXIWAY CENTERLINE MARKING
- TAXIWAY EDGE MARKINGS
- (TXX) TIEDOWN IDENTIFICATION NUMBER

NOTES:

1. TAXIWAY CENTERLINE, DASHED AND CONTINUOUS TAXIWAY EDGE MARKINGS SHALL RECIEVE 6" BLACK BORDER (ITEM P-620-5.4). SEE SHEET CM5.01 FOR DETAILS.
2. CLEARANCE BOX, CENTERLINE, DASHED AND CONTINUOUS TAXIWAY EDGE MARKINGS SHALL RECIEVE TEMPORARY PAINT APPLICATION (ITEM P-620-5.3).
3. YELLOW PERMANENT PAVEMENT MARKINGS SHALL RECEIVED GLASS BEADS (ITEM P-620-5.3)
4. ALL MARKINGS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1 (LATEST VERSION).
5. TIEDOWN MARKINGS "T1" THROUGH "T7" AND "T10" THROUGH "T16" TO MATCH EXISTING TIE-DOWN ANCHOR LAYOUT
6. TIE DOWN MARKING "T8" AND "T9" ARE TO BE INSTALLED AT NEW TIEDOWN LOCATIONS SEE SHEET CA1.01.

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TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE

PAVEMENT MARKING PLAN SHEET 1 OF 2

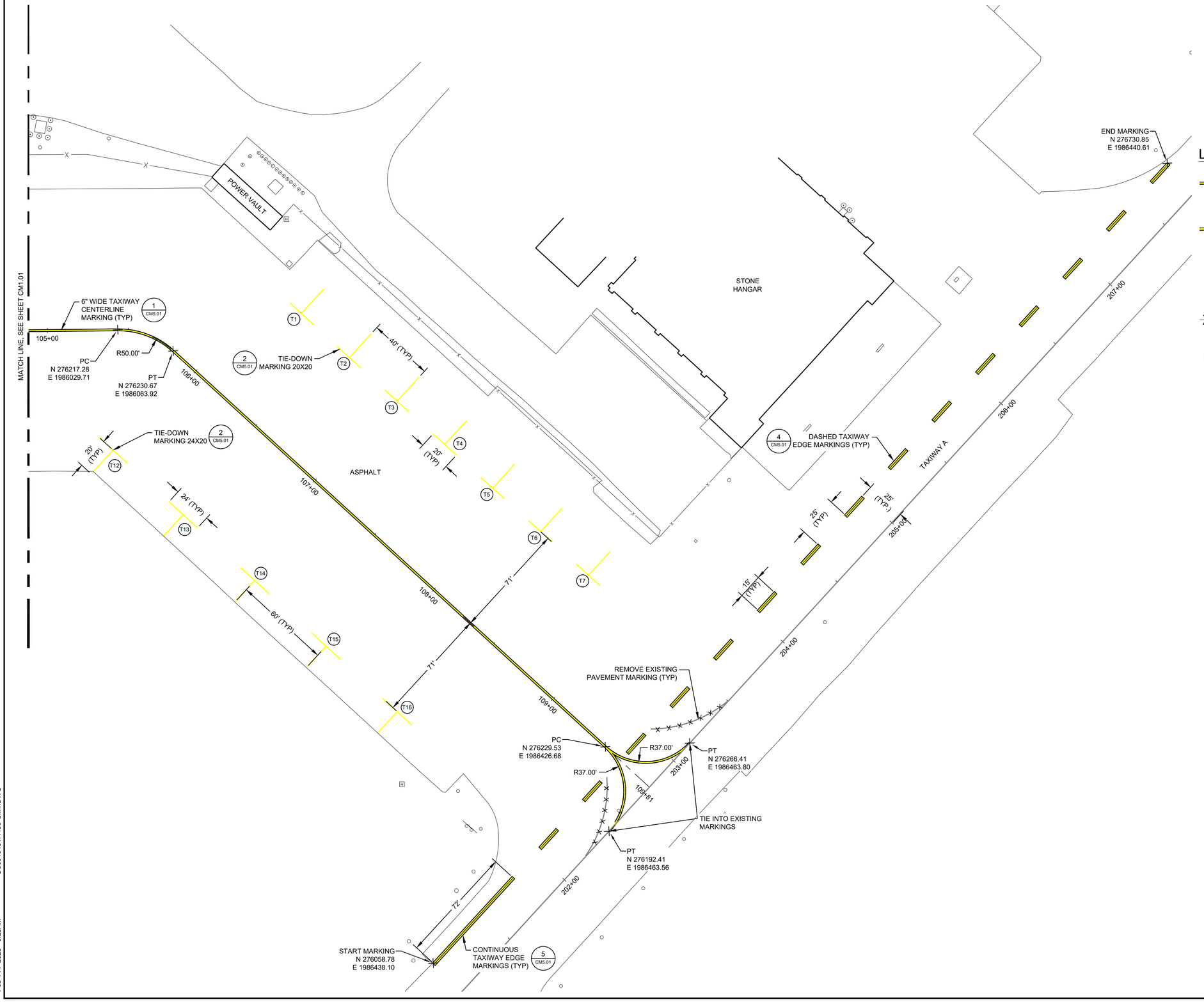
DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

WSP PROJECT NUMBER **US0040451.4453**

SHEET NUMBER **CM1.01**

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.

FILE NAME: US0040451.4453-CM1.DWG
PLOT DATE: Feb 14 , 2025 - 9:22AM



LEGEND

- TAXIWAY CENTERLINE MARKING
- TAXIWAY EDGE MARKINGS
- (TXX) TIEDOWN IDENTIFICATION NUMBER
- PAVEMENT MARKING REMOVAL

NOTES:

1. TAXIWAY CENTERLINE, DASHED AND CONTINUOUS TAXIWAY EDGE MARKINGS SHALL RECIEVE 6" BLACK BORDER (ITEM P-620-5.4). SEE SHEET CM5.01 FOR DETAILS.
2. CLEARANCE BOX, CENTERLINE, DASHED AND CONTINUOUS TAXIWAY EDGE MARKINGS SHALL RECIEVE TEMPORARY PAINT APPLICATION (ITEM P-620-5.3).
3. YELLW PERMANENT PAVEMENT MARKINGS SHALL RECEIVED GLASS BEADS (ITEM P-620-5.3)
4. ALL MARKINGS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1 (LATEST VERSION).
5. TIEDOWN MARKINGS "T1" THROUGH "T7" AND "T10" THROUGH "T16" TO MATCH EXISTING TIE-DOWN ANCHOR LAYOUT
6. TIE DOWN MARKING "T8" AND "T9" ARE TO BE INSTALLED AT NEW TIEDOWN LOCATIONS SEE SHEET CA1.01.

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PHILIP BILLARD MUNICIPAL AIRPORT
TERMINAL APRON REHABILITATION

AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE

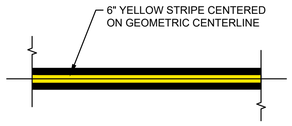
PAVEMENT MARKING PLAN SHEET 2 OF 2

DATE	**FEBRUARY 14, 2025**
SCALE	**1" = 30'**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**
WSP PROJECT NUMBER	**US0040451.4453**
SHEET NUMBER	**CM1.02**

SHEET **21** OF 22

FILE NAME: US0040451.4453-CM1.DWG
PLOT DATE: Feb 14 , 2025 - 9:23AM

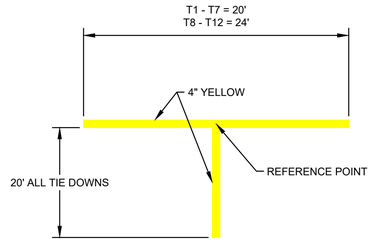
SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.



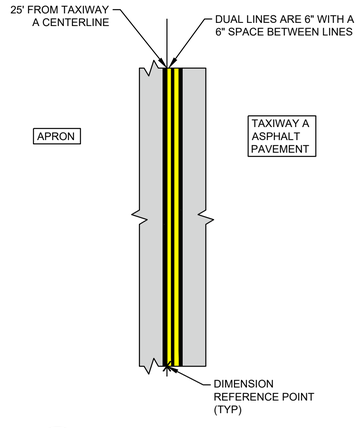
1 CM5.01 TAXIWAY CENTERLINE MARKING
SCALE: NTS

NOTES:

1. ALL MARKINGS MUST CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1M.
2. ALL MARKINGS SHALL BE OUTLINED WITH BLACK. SPACES BETWEEN PAINT LINES ARE PAINTED IN BLACK. PAINT EXTENDS AT LEAST 6" BEYOND THE OUTSIDE EDGE OF THE MARKINGS.



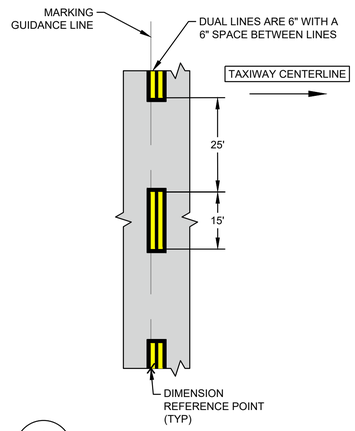
2 CM5.01 AIRCRAFT PARKING TEE MARKING
SCALE: NTS



3 CM5.01 CONTINUOUS TAXIWAY EDGE MARKING
SCALE: NTS

NOTES:

1. ALL MARKINGS MUST CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1M.
2. ALL PAVEMENT MARKINGS ON P.C.C. AND ASPHALTIC CONCRETE PAVEMENT MUST BE OUTLINED WITH A 6" WIDE BLACK BORDER.



4 CM5.01 DASHED TAXIWAY EDGE MARKING
SCALE: NTS

NOTES:

1. USE ONLY AS DIRECTED ON THE PLANS.
2. ALL MARKINGS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1M.
3. ALL PAVEMENT MARKINGS P.C.C AND ASPHALTIC CONCRETE PAVEMENT SHALL BE OUTLINES WITH A 6" WIDE BLACK BORDER.

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AIP CONSTRUCTION GRANT NO. 3-20-0082-027
BIL-AIG CONSTRUCTION GRANT NO. 3-20-0082-028

NO.	DATE	BY	DESCRIPTION

ISSUED FOR BID

SHEET TITLE
PAVEMENT MARKING DETAILS

DATE	**FEBRUARY 14, 2025**
SCALE	**NTS**
DRAWN BY	**BF**
CHECKED BY	**LDS**
APPROVED BY	**SFS**

WSP PROJECT NUMBER **US0040451.4453**

SHEET NUMBER **CM5.01**

SHEET **22** OF 22

PLOT DATE: Feb 13 , 2025 - 10:04AM
FILE NAME: US0040451.4453-CM5.01.DWG

SCALE (S) AS NOTED ON THIS SHEET ARE BASED ON A FULL SIZE 22 X 34 SHEET.