

**TOWN OF MACHIAS
MACHIAS VALLEY AIRPORT
CONSTRUCT TAXILANE – PHASE I (170' x 25')**

AIP No. 3-23-0029-##-2024

ADDENDUM No. 1

Date: April 16, 2024

The following is provided to clarify, add or delete information in the Contract Documents, Specifications and Plans for the above project. This information is required for bidding and construction, and the Bidder's acknowledgement of receipt of this Addendum is required on page P-2 of the BID PROPOSAL.

As a point of clarification, it should be understood that the Contract Documents govern all aspects of the project. Informal discussions held during the Pre-Bid Conference or over the telephone are informational only. All official changes to the Contract Documents are made only by addenda. The following changes and additional information are hereby made a part of the Contract Documents.

CLARIFICATIONS

1. Are the bids due this Friday?

No, bids are due by Thursday, April 18, 2024 at 4:00 pm local time, where all bids will be publicly opened, read aloud and will be broadcast publicly via Zoom and posted to the Purchasing website under Audio Recording.

2. Is a mulch/dirt erosion control fence acceptable instead of the silt fence shown on the plans?

No.

3. Are there provisions in place for the Contractor to clean the terminal building since there will be no field office?

Construction Note 44 has been added to Plan Sheet G1.2 to indicate that the Contractor shall clean the Terminal Building to a condition at least equal to that in which it was found immediately prior to the beginning of construction operations.

4. The SOV has bid items for both P-401-8.1 Binder Course and P-401-8.2 Wearing Course, the typical section detail on sheet C2.1 shows one 3" lift of P-403. Please clarify.

One 3" lift of P-403-8.1 Asphalt Mixture – Surface Course will be required. See revised Bid Proposal Schedule of Prices.

5. The qty's for the paving items appear to be incorrect based on the 3" section and the area to be paved. Please review and clarify.

Item P-403-8.1 has replaced items P-401-8.1 and P-401-8.2 on the Bid Proposal Schedule of Prices and plan sheet G1.4, with a total quantity of 125 tons.

6. Is blasting permitted under P-152-4.2 Rock Excavation? If so, what are the specific requirements?

Per Technical Specification Section 152-2.1-a, blasting will be permitted. Refer to this technical specification, the Construction Safety & Phasing Plan in Appendix A, and sheets G1.2 (General Notes) and S1.1 (Safety & Phasing Plan) of the Bid Plans for specific requirements.

SPECIFICATIONS

1. Information for Bidders:

Replace Page 4 with the attached version, which has been updated to indicate a total contract performance period consisting of 60 calendar days.

2. Bid Form:

Replace the existing bid forms with the attached bid forms. This clarifies the units for Item No. C-102-5.1 as LF, updates Item No. M-005-5.1 to 9” Stone Rip Rap, updates Item No. D-701-5.1 to 12-Inch Reinforced Concrete Pipe, updates Item No. D-752-5.2 to 12” RCP Flared End Section, and replaces Items P-401-8.1 and P-401-8.2 with Item No. P-403-8.1.

3. Contract Special Provisions:

Replace Page II-52 with the attached version. This page has been updated to indicate a 60 consecutive calendar day performance period prescribed for substantial completion of the project.

4. Technical Specifications:

Replace Page P-620-2 with the attached version. This page has been updated to indicate a 24-day period between placement of surface course or seal coat and application of the permanent paint markings.

Replace Page D-752-2 with the attached version. This page has been updated to indicate a 12” RCP Flared End Section.

DRAWINGS.

- G1.2** Construction Notes 43 and 44, and Permit Condition 1 have been added. Demolition Note 10 has been updated.
- G1.4** Sheet has been revised to replace Items P-401-8.1 and P-401-8.2 with Item No. P-403-8.1.
- S1.1** RCP pipes have been updated to 12” Class III RCP pipes, and catch basin CB-1 inverts have been updated.
- S1.2** Temporary Runway Closure Detail has been added. Temporary Runway Closure Markers are incidental to the project. There is no separate pay item.
- C3.1** Proposed drainage network has been updated with 12” RCP Class III pipes.

**MACHIAS VALLEY AIRPORT
CONSTRUCT TAXILANE – PHASE I (170' x 25')
ADDENDUM No. 1**

- C4.1** Catch Basin Detail and Grate & Frame Detail have been updated to indicate a 6- $\frac{1}{4}$ " overall frame & grate height, with no riser bricks. Flared End Section Detail, Concrete Headwall Detail, and Preformed Scour Pool Detail have been updated for a 12" pipe diameter.
- C5.1** General Erosion and Sedimentation Control Note 1 has been updated to include a reference to the Maine Erosion and Sediment Control Practices Field Guide for Contractors, and Note 7 has been revised to indicate that slopes steeper than two horizontal to one vertical (2:1) shall be stabilized with riprap.

INFORMATION FOR BIDDERS

Bids will be received by the Town of Machias, Maine, until **Thursday, April 18, 2024 at 4:00 p.m.** local time and then at said office publicly opened and read aloud.

Each sealed envelope containing a bid must be plainly marked on the outside as bid for:

Airport Improvements to Include:

**Construct Taxilane – Phase I
(170' x 25')
AIP Project No. 3-23-0029-XX-2024**

An **on-site walk-through** will be held at the Machias Valley Airport on **Wednesday, April 10, 2024 at 10:00 a.m. local time.** A **virtual pre-bid meeting** will be held on **April 10, 2024 at 2:00 p.m. local time,** via Zoom meeting. Plans, Specifications and Proposal Forms may be viewed and PDF sets of the Contract Documents and Bid Forms will be available beginning **Wednesday, April 3, 2024** and can be viewed at <https://www.dubois-king.com/projects-bidding-active//>

Zoom Virtual Bid Opening Information:

Find your local number to dial in: <https://us02web.zoom.us/j/88621979707?pwd=TW1Kd0VIRWJkU0tBMEJlOXkyYXRPRz09>

Meeting ID: 886 2197 9707

Join Zoom Meeting:

<https://us02web.zoom.us/j/88621979707?pwd=TW1Kd0VIRWJkU0tBMEJlOXkyYXRPRz09>

Zoom Virtual Pre-Bid Meeting Information:

Find your local number to dial in: <https://us02web.zoom.us/j/87377841206?pwd=QjFvMG94R292QXR5QnJBNjE4Q0ZlQT09>

Meeting ID: 873 7784 1206

Join Zoom Meeting:

<https://us02web.zoom.us/j/87377841206?pwd=QjFvMG94R292QXR5QnJBNjE4Q0ZlQT09>

The contractor shall commence work within five (5) days of the date specified in the "Notice to Proceed" and shall fully complete the work within the total contract performance period consisting of **60 calendar days.** The Contractor agrees by execution of this contract that construction shall commence in the same calendar year, unless both the [Town of Machias](#) and the Contractor agree that conditions at the time of execution warrant delay until the following construction season. If the Notice to Proceed is granted during the successive calendar year, construction will commence at the earliest possible date, but no later than June 1st of the successive year. The executed contract will not be affected by delays.

Each bid must be submitted on the prescribed proposal form and must be accompanied by CERTIFICATIONS OF BIDDER REQUIRED BY FAA, included herein, immediately following the proposal.

Each bid must be prepared in strict accordance with the requirements of Section 20 of the General Provisions of these specifications.

The bidder is specifically advised that any person, firm, or other party to whom it proposes to award a subcontract under this Contract:

SCHEDULE OF PRICES
Construct Taxilane – Phase I
(170' x 25')
Addendum No. 1
Machias Valley Airport
Machias, Maine
AIP Project No. 3-23-0029-XX-2024

Item No.	Brief Description - Unit or Lump Sum Price (in both words and numerals)	Estimated Quantity	Total Bid Price (in numerals)
M-005-5.1	<u>9" Stone Rip Rap</u> , per CY		
	_____ Dollars and	50 CY	
	_____ Cents (\$_____)		\$_____
C-102-5.1	<u>Install Silt Fence</u> , per LF		
	_____ Dollars and	600 LF	
	_____ Cents (\$_____)		\$_____
C-102-5.2	<u>Catch Basin Inlet Protection</u> , per EA		
	_____ Dollars and	1 EA	
	_____ Cents (\$_____)		\$_____
C-102-5.3	<u>Erosion Control Matting</u> , per SY		
	_____ Dollars and	1,200 SY	
	_____ Cents (\$_____)		\$_____
C-102-5.4	<u>Temporary Seed</u> , per AC		
	_____ Dollars and	1 AC	
	_____ Cents (\$_____)		\$_____
C-102-5.5	<u>Stabilized Construction Entrance</u> , per EA		
	_____ Dollars and	1 EA	
	_____ Cents (\$_____)		\$_____
C-102-5.6	<u>Compost Filter Tube</u> , per LF		
	_____ Dollars and	400 LF	
	_____ Cents (\$_____)		\$_____

Item No.	Brief Description - Unit or Lump Sum Price (in both words and numerals)	Estimated Quantity	Total Bid Price (in numerals)
P-101-4.1	<u>Pavement Removal</u> , per SY _____ Dollars and _____ Cents (\$_____)	20 SY	\$_____
P-152-4.1	<u>Unclassified Excavation</u> , per CY _____ Dollars and _____ Cents (\$_____)	5,000 CY	\$_____
P-152-4.2	<u>Rock Excavation</u> per CY _____ Dollars and _____ Cents (\$_____)	450 CY	\$_____
P-154-5.1	<u>Subbase Course</u> , per CY _____ Dollars and _____ Cents (\$_____)	650 CY	\$_____
P-154-5.2	<u>Separation Geotextile</u> , per SY _____ Dollars and _____ Cents (\$_____)	850 SY	\$_____
P-208-5.1	<u>Aggregate Base Course</u> , per CY _____ Dollars and _____ Cents (\$_____)	110 CY	\$_____
P-403-8.1	<u>Asphalt Mixture – Surface Course</u> , per TON _____ Dollars and _____ Cents (\$_____)	125 TON	\$_____
P-603-5.1	<u>Emulsified Asphalt Tack Coat</u> per GAL _____ Dollars and _____ Cents (\$_____)	30 GAL	\$_____

Item	Brief Description - Unit or Lump Sum	Estimated	Total Bid Price
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No.	Price (in both words and numerals)	Quantity	(in numerals)
P-605-5.1	<u>Sawcut Existing Pavement</u> , per LF		
	_____ Dollars and	50 LF	
	_____ Cents (\$_____)		\$_____
P-620-5.1	<u>Yellow Paint</u> , per SF		
	_____ Dollars and	100 SF	
	_____ Cents (\$_____)		\$_____
P-620-5.2	<u>Black Paint</u> , per SF		
	_____ Dollars and	200 SF	
	_____ Cents (\$_____)		\$_____
T-901-5.1	<u>General Seeding</u> , per AC		
	_____ Dollars and	1 AC	
	_____ Cents (\$_____)		\$_____
T-905-5.1	<u>Topsoiling</u> , per CY		
	_____ Dollars and	400 CY	
	_____ Cents (\$_____)		\$_____
T-908-5.1	<u>Mulching</u> per AC		
	_____ Dollars and	1 AC	
	_____ Cents (\$_____)		\$_____
L-110-5.1	<u>Concrete Encased Electrical Duct Bank</u> per LF		
	_____ Dollars and	70 LF	
	_____ Cents (\$_____)		\$_____
L-110-5.2	<u>Concrete Duct or Splice Marker</u> per EA		
	_____ Dollars and	2 EA	
	_____ Cents (\$_____)		\$_____

Item	Brief Description - Unit or Lump Sum	Estimated	Total Bid Price
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No.	Price (in both words and numerals)	Quantity	(in numerals)
L-125-5.1	<u>Retroflective Markers</u> , per EA	6 EA	
	_____ Dollars and		
	_____ Cents (\$_____)		\$_____
D-701-5.1	<u>12-Inch Reinforced Concrete Pipe</u> , per LF	160 LF	
	_____ Dollars and		
	_____ Cents (\$_____)		\$_____
D-705-5.1	<u>6-Inch HDPE Perforated Underground Pipe</u> per LF	400 LF	
	_____ Dollars and		
	_____ Cents (\$_____)		\$_____
D-705-5.2	<u>6-Inch HDPE Non-Perforated Underdrain Pipe</u> per LF	80 LF	
	_____ Dollars and		
	_____ Cents (\$_____)		\$_____
D-751-5.1	<u>Deep Sump Catch Basin, Frame and Grate</u> per EA	1 EA	
	_____ Dollars and		
	_____ Cents (\$_____)		\$_____
D-752-5.1	<u>Headwall</u> per EA	1 EA	
	_____ Dollars and		
	_____ Cents (\$_____)		\$_____
D-752-5.2	<u>12" RCP Flared End Section</u> per EA	1 EA	
	_____ Dollars and		
	_____ Cents (\$_____)		\$_____
GRAND TOTAL			\$_____

NOTE: In the event of a bidder's mathematical error in tabulating any bid prices, the written unit price shall govern. Selection of the lowest bidder will be based on the calculated total of all items as written in words.

CONTRACT SPECIAL PROVISIONS

Construct Taxilane - Phase I (170' x 25') Machias Valley Airport Machias, Maine AIP Project No. 3-23-0029-XX-2024

CONSTRUCTION SCHEDULING

1. GENERAL:

A. Scheduling of work activities shall be the responsibility of the Contractor and a condition of the contract. Work schedules shall be updated as necessary by the Contractor. The Contractor shall submit the initial, tentative schedule of construction activities for approval at the preconstruction conference. This schedule will be formally reviewed between the Contractor, Engineer, and Owner at construction progress meetings, normally held on a weekly basis or as often as deemed necessary by the Engineer.

B. Safety requirements are included as an integral part of project activity scheduling. The Contractor shall carefully schedule all necessary safety activities when preparing and revising construction schedules.

2. PERFORMANCE PERIOD:

A. The performance period prescribed for substantial completion of the project shall be 60 consecutive calendar days. The Contractor agrees by execution of this contract that construction shall commence in the same calendar year, unless both the Town of Machias and the Contractor agree that conditions at the time of execution warrant delay until the following construction season. If the Notice to Proceed is granted during the successive calendar year, construction will commence at the earliest possible date, but no later than June 1st of the successive year. The executed contract will not be affected by delays.

B. Work shall commence within five (5) days of the issuance of the Notice to Proceed. The clock will begin on the date stated within the Notice to Proceed, regardless of when work begins on the project site.

3. LIQUIDATED DAMAGES:

Liquidated damages will be assessed in the amount of \$1,000.00 per day to the Contractor for each calendar day in excess of the performance period in which all contract work is not substantially complete.

WORK PHASING GUIDANCE

A. Work phasing guidance is provided to allow the Owner to maintain continuity of airport operations to the extent possible during the construction period. The Contractor shall schedule specific work activities in a manner that is consistent with this guidance and minimizes the disruption to normal airport operations at the Machias Valley Airport throughout the construction period.

B. Work phasing guidance is subject to revision at any time prior to and during construction as necessary to best accommodate changing operational needs of the Owner and airport users.

CONSTRUCTION METHODS

620-3.1 Weather limitations. Painting shall only be performed when the surface is dry, and the ambient temperature and the pavement surface temperature meet the manufacturer's recommendations in accordance with paragraph 620-2.1. Painting operations shall be discontinued when the ambient or surface temperatures does not meet the manufacturer's recommendations. Markings shall not be applied when the wind speed exceeds 10 mph unless windscreens are used to shroud the material guns. Markings shall not be applied when weather conditions are forecasts to not be within the manufacturers' recommendations for application and dry time.

620-3.2 Equipment. Equipment shall include the apparatus necessary to properly clean the existing surface, a mechanical marking machine, a bead dispensing machine, and such auxiliary hand-painting equipment as may be necessary to satisfactorily complete the job.

The mechanical marker shall be an atomizing spray-type or airless type marking machine with automatic glass bead dispensers suitable for application of traffic paint. It shall produce an even and uniform film thickness and appearance of both paint and glass beads at the required coverage and shall apply markings of uniform cross-sections and clear-cut edges without running or spattering and without over spray. The marking equipment for both paint and beads shall be calibrated daily.

620-3.3 Preparation of surfaces. Immediately before application of the paint, the surface shall be dry and free from dirt, grease, oil, laitance, or other contaminants that would reduce the bond between the paint and the pavement. Use of any chemicals or impact abrasives during surface preparation shall be approved in advance by the RPR. After the cleaning operations, sweeping, blowing, or rinsing with pressurized water shall be performed to ensure the surface is clean and free of grit or other debris left from the cleaning process.

a. Preparation of new pavement surfaces. The area to be painted shall be cleaned by broom, blower, water blasting, or by other methods approved by the RPR to remove all contaminants, including PCC curing compounds, minimizing damage to the pavement surface.

b. Preparation of pavement to remove existing markings. Existing pavement markings shall be removed by rotary grinding, water blasting, or by other methods approved by the RPR minimizing damage to the pavement surface. The removal area may need to be larger than the area of the markings to eliminate ghost markings. After removal of markings on asphalt pavements, apply a fog seal or seal coat to 'block out' the removal area to eliminate 'ghost' markings.

c. Preparation of pavement markings prior to remarking. Prior to remarking existing markings, loose existing markings must be removed minimizing damage to the pavement surface, with a method approved by the RPR. After removal, the surface shall be cleaned of all residue or debris.

Prior to the application of markings, the Contractor shall certify in writing that the surface is dry and free from dirt, grease, oil, laitance, or other foreign material that would prevent the bond of the paint to the pavement or existing markings. This certification along with a copy of the paint manufactures application and surface preparation requirements must be submitted to the RPR prior to the initial application of markings.

620-3.4 Layout of markings. The proposed markings shall be laid out by the Contractor in advance of the paint application. Prior to paint application, the Contractor shall receive written acceptance of the proposed marking locations from the RPR. The locations of markings to receive glass beads shall be shown on the plans.

620-3.5 Application. A period of 24 days shall elapse between placement of surface course or seal coat and application of the permanent paint markings. Paint shall be applied at the locations and to the

752-3.2 Backfilling.

a. After a structure has been completed, backfilling with approved material shall be accomplished by applying the fill in horizontal layers not to exceed 8 inches in loose depth, and compacted. The field density of the compacted material shall be at least 90 percent of the maximum density for cohesive soils and 95 percent of the maximum density for noncohesive soils. The maximum density shall be determined in accordance with ASTM D698. The field density shall be determined in accordance with ASTM D1556.

b. No backfilling shall be placed against any structure until permission is given by the RPR. In the case of concrete, such permission shall not be given until the concrete has been in place seven days, or until tests made by the laboratory under the supervision of the RPR establish that the concrete has attained sufficient strength to provide a factor of safety against damage or strain in withstanding any pressure created by the backfill or the placement methods.

c. Fill placed around concrete culverts shall be deposited on both sides at the same time and to approximately the same elevation. Care shall be taken to prevent any wedging action against the structure, and all slopes bounding or within the areas to be backfilled shall be stepped or serrated to prevent wedge action.

d. Backfill will not be measured for direct payment. Performance of this work under the contract is not payable directly but shall be considered as a subsidiary obligation of the Contractor, covered under the contract unit price for the respective items in this section.

752-3.3 Weep holes. Not used.

752-3.4 Cleaning and restoration of site. After the backfill is completed, the Contractor shall dispose of all surplus material, dirt, and rubbish from the site. Surplus dirt may be deposited in embankment, shoulders, or as ordered by the RPR. The Contractor shall restore all disturbed areas to their original condition. The Contractor shall remove all tools and equipment, leaving the entire site free, clear, and in good condition.

METHOD OF MEASUREMENT

752-4.1 The quantity of headwall structures will be measured by the completed and installed unit, and accepted by the RPR.

BASIS OF PAYMENT

752-5.1 The accepted quantities of miscellaneous drainage structures will be paid for at the contract unit price per each, complete and in place. This price shall be full compensation for furnishing all materials and for all preparation, excavation, backfilling and placing of the materials; furnishing and installation of connections to pipes and other structures as may be required to complete the item as shown on the plans; and for all labor equipment, tools and incidentals necessary to complete the structure.

Payment will be made under:

Item D-752-5.1 Headwall – per each

Item D-752-5.2 12” RCP Flared End Section – per each

PROJECT NOTES:

GENERAL:

- 1. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING ALL WORK IN STRICT ACCORDANCE WITH ALL MUNICIPAL, STATE, & FEDERAL ORDINANCES, CODES, RULES, AND LAWS HAVING JURISDICTION. THE CONTRACTOR SHALL NOT PROCEED WITH ANY WORK WHICH MAY NOT COMPLY COMPLETELY WITH ALL MUNICIPAL, STATE, & FEDERAL ORDINANCES, CODES, RULES, AND LAWS HAVING JURISDICTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS, LICENSES, ETC. REQUIRED BY LOCAL, STATE, AND FEDERAL AGENCIES PRIOR TO CONSTRUCTION (NO SEPARATE PAY ITEM). IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BE FAMILIAR WITH THE APPLICABLE PROVISIONS OF EACH PERMIT AS THEY APPLY TO THE WORK AND ABIDE BY THOSE PROVISIONS DURING CONSTRUCTION.
3. ANY LISTED MANUFACTURER'S EQUIPMENT SHALL MEAN THAT LISTED ITEM OR AN APPROVED EQUIVALENT.
4. BORING LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. BORING INFORMATION WAS PROVIDED BY:
S.W. COLE ENGINEERING, INC.
37 LIBERTY DRIVE
BANGOR, ME 04401
5. FIELD SURVEY INFORMATION WAS PROVIDED BY:
DUBOIS & KING, INC.
MR. RANDALL OTIS
15 CONSTITUTION DRIVE, SUITE 1L
BEDFORD, NEW HAMPSHIRE 03110 PHONE: (603) 637-1043
6. THE APPROXIMATE LOCATION OF THE CONTRACTOR'S STAGING AREA HAS BEEN SHOWN ON THE PLANS.
7. CONTRACTOR EMPLOYEE(S) ARE PROHIBITED FROM RESIDING AT THE PROJECT SITE, ON AIRPORT PROPERTY, IN THE STAGING AREA, OR ANY OTHER TEMPORARY FACILITY.

SURVEY:

- 8. THE PURPOSE OF THIS SURVEY IS TO DEPICT THE GENERAL EXISTING CONDITIONS AT THE MACHIAS VALLEY AIRPORT IN MACHIAS, ME.
9. CONDITIONS DEPICTED REPRESENT THE CONDITIONS OBSERVED AS THEY EXISTED ON THE DATE OF THE SURVEY (JUNE 14, 2022).
10. THE HORIZONTAL AND VERTICAL POSITIONS WERE CALCULATED USING MEASUREMENTS OBSERVED USING A TRIMBLE R12I REAL TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) MULTI-FREQUENCY RECEIVER. ALL POSITIONS WERE RECORDED USING RTK MODE AND WERE CORRECTED TO THE MAINE DEPARTMENT OF TRANSPORTATION (MDOT) REFERENCE NETWORK AND THE NATIONAL GEODETIC SURVEY (NGS) GEOID MODEL 18.
11. TERRESTRIAL MEASUREMENTS WERE MADE USING A TRIMBLE SX12 TOTAL STATION LASER SCANNER. THESE MEASURED DATA WERE OBSERVED AND PROCESSED WITH TRIMBLE FIELD AND OFFICE SURVEY SOFTWARE AND IMPORTED INTO AUTODESK SOFTWARE FOR PLATTING PURPOSES.
12. NON-BREAKLINE GROUND SHOTS AND SOME PLANIMETRIC FEATURES WERE LOCATED UTILIZING MEASUREMENTS EXTRACTED FROM TERRESTRIAL LASER SCANNED POINT CLOUD DATA.
13. A SURVEY NETWORK ADJUSTMENT WAS MADE ON JUNE 30, 2022 USING TRIMBLE BUSINESS CENTER 5.70 TO CALIBRATE TERRESTRIAL AND LASER SCAN MEASUREMENTS TO GNSS OBSERVATIONS.
14. MEASUREMENTS WERE MADE IN ACCORDANCE WITH THE UNITED STATES STANDARD FOOT.
15. NO ATTEMPT WAS MADE TO LOCATE THE DEPTH OF UNDERGROUND UTILITIES. THE LOCATION AND EXTENT OF UNDERGROUND UTILITIES SHOWN ON THE SITE DRAWINGS ARE BASED ON AVAILABLE INFORMATION. DUBOIS & KING, INC. INCLUDES INFORMATION WITHOUT WARRANTING ITS ACCURACY IN ANY WAY.
16. THIS SURVEY DOES NOT REFLECT, DETERMINE, OR GUARANTEE OWNERSHIP NOR HAVE ANY BOUNDARIES BEEN ASSESSED.
17. DATA, BEARINGS, AND COORDINATES SHOWN HEREON ARE PROJECTED TO MAINE STATE PLANE COORDINATES, EAST ZONE, LAMBERT CONFORMAL CONIC AND REFERENCE THE NORTH AMERICAN DATUM OF 1983, 2011 REALIZATION. ALL ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
18. DUBOIS & KING, INC. HAS NOT CONDUCTED A BOUNDARY SURVEY AS OF THE LATEST PUBLICATION DATE ON THIS PLAN.

SECURITY:

- 19. THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH SECTION 80-04.1 "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION" OF THE SPECIFICATIONS. ANY MODIFICATIONS TO THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) MUST BE APPROVED BY THE FAA.
20. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL OF ITS EMPLOYEES AND SUBCONTRACTOR EMPLOYEES ONLY USE AUTHORIZED ACCESS POINT(S). EMPLOYEES SHALL VERIFY THAT THE ACCESS POINT(S) IS SECURE IMMEDIATELY AFTER USE. GATES THAT FAIL TO SECURE MUST BE IMMEDIATELY REPORTED TO THE ENGINEER OR OWNER.
21. ALL TEMPORARY OPENINGS AND CONSTRUCTION GATES SHALL BE SECURED AND LOCKED AT THE COMPLETION OF WORK EACH DAY.
22. ALL CONTRACTOR VEHICLES OPERATING INSIDE THE SECURITY FENCE SHALL BE CLEARLY LABELED WITH THE CONTRACTOR'S COMPANY NAME VISIBLE FROM 200 FEET.
23. THE CONTRACTOR SHALL MARK AND LIGHT AREAS UNDER CONSTRUCTION IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS. AIRCRAFT AND PUBLIC SAFETY SHALL NOT BE COMPROMISED AND PROPER SEPARATION SHALL BE MAINTAINED AT ALL TIMES. REFERENCE IS DIRECTED TO SECTION 80-04.1 "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION" OF THE SPECIFICATIONS. EQUIPMENT AND VEHICLES SHALL BE MARKED WITH 3' X 3' ORANGE AND WHITE CHECKER FLAGS (DAY ONLY) OR YELLOW FLASHING DOME TYPE LIGHT (DAY OR NIGHT).
24. THE CONTRACTOR SHALL BE REQUIRED TO RELOCATE THE CLOSED MARKERS AND AVIATION BARRICADES DURING THE PROJECT. MULTIPLE RELOCATION OF THE CLOSED MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. THE BARRICADES SHALL BE PLACED AT THE LOCATIONS DEPICTED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
25. PRIOR TO ENTERING ANY AIR OPERATIONS AREA (AOA) OR SAFETY AREA (AS SHOWN ON THE PLANS AND IDENTIFIED IN THE SPECIFICATIONS), THE CONTRACTOR SHALL COORDINATE WITH THE OWNER, ENGINEER, OR OFFICIAL DESIGNATED REPRESENTATIVE. TWO-WAY AVIATION BAND RADIO COMMUNICATIONS SHALL BE REQUIRED AT ALL TIMES. NO EQUIPMENT OR PERSONNEL SHALL ENTER AN OPEN RUNWAY OR TAXIWAY SAFETY AREA UNLESS PROPERLY COORDINATED. THE CONTRACTOR SHALL HAVE A TWO-WAY AVIATION BAND RADIO AT THE JOBSITE AT ALL TIMES WORK IS IN PROGRESS. THE CONTRACTOR SHALL MONITOR THE COMMON TRAFFIC ADVISORY FREQUENCY (122.8 MHZ) AT ALL TIMES.

HAUL ROUTE:

- 26. THE CONTRACTOR SHALL INSTALL TEMPORARY CONSTRUCTION ENTRANCES AT ALL LOCATIONS WHERE HAUL ROUTES CROSS PAVEMENT. SEE THE EROSION AND SEDIMENT CONTROL SHEET FOR DETAILS AND GENERAL PROJECT LAYOUT SHEET FOR ANTICIPATED LOCATIONS. THE CONTRACTOR SHALL MAINTAIN THESE TEMPORARY CONSTRUCTION ENTRANCES SUCH THAT MUD AND DEBRIS ARE NOT TRACKED ONTO OPEN AREAS OF THE AIRCRAFT APRON OR VEHICLE ROADWAYS.
27. THE CONTRACTOR SHALL LINE THE HAUL ROUTE, ON THE DOWN SLOPE SIDE WITH SILT FENCE. THE CONTRACTOR SHALL MAINTAIN THE FENCE DURING CONSTRUCTION AND MAKE IMMEDIATE REPAIRS TO ALL DAMAGED FENCE.
28. ALL CONTRACTOR AND SUBCONTRACTOR PERSONNEL AND EQUIPMENT SHALL USE ONLY THE DESIGNATED HAUL ROUTES FOR INGRESS AND EGRESS TO THE CONSTRUCTION AREA AND FOR HAULING MATERIALS TO THE APPROVED WASTE AREA (AS APPLICABLE).
29. NO CONTRACTOR TRAFFIC SHALL USE ANY PORTION OF RUNWAY(S), TAXIWAY(S) OR APRON(S) THAT ARE NOT ON THE HAUL ROUTE OR WITHIN THE ACTIVE PROJECT AREA.
30. ANY CONSTRUCTION OR MAINTENANCE NECESSARY, INCLUDING ASSOCIATED LABOR AND MATERIALS, TO PRESERVE THE HAUL ROUTE FOR THE CONTRACTOR'S USE SHALL BE CONSIDERED INCIDENTAL PROJECT COSTS AND SHALL NOT BE A SEPARATE PAY ITEM.
31. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR SHALL REPAIR ANY PAVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR PAVEMENT REPAIR NECESSARY DUE TO CONTRACTOR'S HAULING OPERATIONS.
32. THE CONTRACTOR'S ATTENTION IS ALSO DIRECTED TO THE GENERAL PLAN FOR ADDITIONAL INFORMATION.
33. THE CONTRACTOR SHALL MAINTAIN ON SITE A VACUUM TRUCK TO REMOVE F.O.D. FROM ACTIVE AIRFIELD PAVEMENT AREAS IMPACTED BY CONSTRUCTION OPERATIONS.

CONSTRUCTION:

- 34. THE CONTRACTOR SHALL LOCATE AND PROTECT EXISTING UTILITIES AND FACILITIES (I.E., AIRPORT LIGHTING, NAVAIDS, ETC.) FROM DAMAGING BY EQUIPMENT OR PERSONNEL. THE CONTRACTOR SHALL CONTACT ALL UTILITY AND FACILITY AGENCIES FOR FIELD MARKING PRIOR TO BEGINNING CONSTRUCTION. THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. ALL UTILITIES AND FACILITIES ARE NOT NECESSARILY SHOWN. THE CONTRACTOR SHALL ADVISE THE ENGINEER, IN WRITING, OF ANY EXISTING DAMAGED UTILITIES PRIOR TO BEGINNING CONSTRUCTION.
35. ANY UTILITIES OR FACILITIES DAMAGED DURING THE PROJECT BY THE CONTRACTOR'S MEN OR EQUIPMENT SHALL BE PROMPTLY REPAIRED AT THE CONTRACTOR'S EXPENSE TO A CONDITION AT LEAST EQUAL TO THAT IN WHICH THEY WERE FOUND IMMEDIATELY PRIOR TO THE BEGINNING OF CONSTRUCTION. THE CONTRACTOR SHALL HAND DIG WHEN WITHIN THREE (3) FEET OF ANY KNOWN OR SUSPECTED UNDERGROUND UTILITY.
36. THE CONTRACTOR SHALL FIELD STAKE ALL FIXTURES PRIOR TO INSTALLATION. ANY DISCREPANCIES IN THE ALIGNMENT LOCATION SHALL BE RESOLVED WITH THE ENGINEER PRIOR TO INSTALLATION.
37. ALL DISTURBED AREAS, INCLUDING THE CONTRACTORS STAGING AREA, HAUL ROUTES, GRADING LIMITS, ETC. SHALL BE RESTORED TO A SMOOTH LINE AND GRADE WITH POSITIVE DRAINAGE. THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS. THERE WILL BE NO MEASUREMENT FOR PAYMENT OF SEEDING AND MULCHING REQUIRED OUTSIDE THE GRADING LIMITS, APPROVED STOCKPILE LIMITS, OR APPROVED HAUL LIMITS.
38. ALL BROKEN CONCRETE, ASPHALT, ETC. SHALL BE DISPOSED OF OFFSITE BY THE CONTRACTOR IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL GUIDELINES.
39. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE FOR THE COMPLETE DURATION OF THE PROJECT. THE DRAINAGE SHALL BE OF EQUAL OR GREATER CAPACITY OF THE EXISTING DRAINAGE CONVEYANCES. THIS MAY REQUIRE TEMPORARY DITCHES, STRUCTURES OR PIPES, WHICH SHALL BE INCIDENTAL TO THE PROJECT.
40. THE CONTRACTOR IS ADVISED THAT AIRCRAFT OPERATIONS ARE CONDUCTED ADJACENT TO THE PROJECT. SPECIAL ATTENTION TO DUST CONTROL WILL BE REQUIRED DURING THE DURATION OF THE PROJECT. THE USE OF WATER OR A DUST REDUCING AGENT SHALL BE ANTICIPATED. THE RPR RESERVES THE RIGHT TO HALT WORK OR HAULING IN NON-CONFORMING AREAS, IF DUST CONTROL ACTIONS ARE NOT PROMPTLY TAKEN BY THE CONTRACTOR.
41. NO DEBRIS OF ANY NATURE SHALL BE ALLOWED IN ACTIVE AIRCRAFT OPERATIONS AREAS. ALL LOOSE MATERIALS (DIRT, STONE, PAVEMENT, FORMING, ETC.) MUST BE KEPT WITHIN THE LIMITS OF CONSTRUCTION. WHEN THE CONSTRUCTION BARRIERS ARE MOVED DURING CONSTRUCTION, THE CLEANUP OF THE AREAS OUTSIDE THE BARRIERS SHALL OCCUR IMMEDIATELY. IN ADDITION, NO LOOSE MATERIALS THAT COULD BLOW INTO AIRCRAFT OPERATIONS AREAS SHALL BE ALLOWED IN THE CONSTRUCTION AREA.
42. TOPSOIL SHALL BE STOCKPILED ONLY IN THE AREA SHOWN ON THE PLANS UNLESS OTHERWISE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. THE STOCKPILE SHALL BE GRADED TO PROVIDE ADEQUATE DRAINAGE AND PROTECTED BY SILT FENCE OR OTHER SEDIMENT TRAPPING DEVICE AS ORDERED BY THE ENGINEER. THE STOCKPILE SHALL BE REMOVED AND THE AREA RESTORED TO A SMOOTH LINE AND GRADED, SEEDED, AND MULCHED. SILT FENCE, SEEDING, AND MULCHING ARE PAY ITEMS.

- 43. ALL RESIDUAL MATERIAL FROM UNCLASSIFIED EXCAVATION AND ROCK EXCAVATION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM AIRPORT PROPERTY. ALL DISPOSALS SHALL BE COMPLETED BY THE CONTRACTOR IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS. ALL HAULING AND DISPOSAL IS TO BE INCIDENTAL TO ITEMS P-152-4.1 AND P-152-4.2.
44. THE CONTRACTOR SHALL ENSURE DAILY THAT THE TERMINAL BUILDING IS NOT LEFT IN A STATE OF DISARRAY OR MESS DUE TO THEIR CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL CLEAN THE TERMINAL BUILDING TO A CONDITION AT LEAST EQUAL TO THAT IN WHICH IT WAS FOUND IMMEDIATELY PRIOR TO CONSTRUCTION OPERATIONS UPON COMPLETION OF THE WORK.

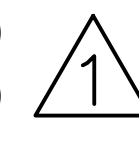
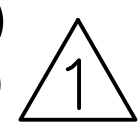
DRAINAGE:

- 45. ALL MANHOLE AND DROP INLET LOCATIONS AND TOP ELEVATIONS ARE GIVEN TO THE CENTER OF THE STRUCTURE UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL FIELD VERIFY THE INVERTS OF ALL CONNECTIONS TO EXISTING PIPES PRIOR TO FABRICATION OF PROPOSED STRUCTURES.
46. ALL MANHOLES, DROP INLETS, AND STRUCTURES WITHIN THE RUNWAY / TAXIWAY / SAFETY AREAS SHALL BE DESIGNED FOR HS-20 LOADING.
47. LENGTHS OF DRAINAGE PIPES ON THE PLANS ARE GIVEN FROM CENTER OF MANHOLE TO CENTER OF MANHOLE OR FROM OUTSIDE EDGE OF ENDWALL TO OUTSIDE EDGE OF ENDWALL. PIPE WILL BE MEASURED FROM THE INTERIOR FACE OF THE DOWNSTREAM STRUCTURE TO THE INTERIOR FACE OF THE UPSTREAM STRUCTURE.
48. THE CONTRACTOR SHALL FIELD VERIFY EXISTING LOCATION, SIZE, INVERT AND TOP ELEVATION FOR EACH EXISTING PIPE AND/OR STRUCTURE WHICH IS BEING TIED-INTO WITH PROPOSED PIPE(S) AND/OR STRUCTURE. VERIFICATIONS SHALL BE COMPLETED AND SUBMITTED IN WRITING TO THE ENGINEER PRIOR TO STRUCTURE FABRICATION AND/OR DRAINAGE PIPE INSTALLATION (NO SEPARATE PAY ITEM).
49. WELLPOINTING AND/OR OTHER DEWATERING METHODS REQUIRED FOR THE INSTALLATION OF MANHOLES, DROP INLETS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
50. THE CONTRACTOR SHALL CLEAN THE STORM SEWER SYSTEM OF ALL SEDIMENT UPON STABILIZATION OF THE UPSTREAM AREAS. NO SEPARATE PAY ITEM.

DEMOLITION NOTES:

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY DRAINAGE DURING DEMOLITION AND CONSTRUCTION OPERATIONS FOR THE DURATION OF THE PROJECT. TEMPORARY DRAINAGE PROVISIONS SHALL HAVE THE SAME OR HIGHER CAPACITY THAN THAT OF THE EXISTING DRAINAGE SYSTEM. ALL WORK SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
2. ANY INTERRUPTION TO SERVICE TO ACTIVE LIGHTING CIRCUITS SHALL BE IMMEDIATELY REPAIRED BY THE CONTRACTOR. ANY DAMAGE TO EXISTING AIRPORT CIRCUITS CAUSED BY THE CONTRACTOR'S EQUIPMENT OR PERSONNEL SHALL BE PROMPTLY REPAIRED AT THE CONTRACTOR'S EXPENSE. ALL ACTIVE LIGHTING SYSTEMS FOR OPEN AIRCRAFT OPERATIONAL AREAS SHALL BE OPERABLE FROM DUSK TO DAWN. THE USE OF TEMPORARY CABLES SHALL BE ANTICIPATED IN ORDER TO ACCOMMODATE CONSTRUCTION PHASING (NO PAY ITEM).
3. RESIDUAL MATERIALS FROM THE DEMOLITION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM AIRPORT PROPERTY UNLESS OTHERWISE NOTED. ALL DISPOSALS SHALL BE COMPLETED BY THE CONTRACTOR IN ACCORDANCE WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS.
4. THE CONTRACTOR SHALL PROTECT AND RETAIN ALL ELECTRICAL DEMOLITION ITEMS WHICH THE OWNER CHOOSES TO MAINTAIN POSSESSION OF. THESE ITEMS INCLUDE, BUT ARE NOT LIMITED TO, REGULATORS, TRANSFORMERS, SIGNS, AND SIGN PANELS. THE CONTRACTOR SHALL DELIVER THE APPLICABLE ITEMS TO A DESIGNATED STORAGE LOCATION ON THE AIRPORT AS ORDERED BY THE OWNER.
5. ALL PAVEMENTS TO BE REMOVED SHALL BE NEATLY SAWCUT.
6. ALL PAVEMENT MARKINGS TO BE REMOVED SHALL BE REMOVED BY GRINDING. PAINTING OVER WITH BLACK PAINT IS NOT ALLOWED.
7. THE CONTRACTOR SHALL LAYOUT AND VERIFY WITH THE ENGINEER THE LIMITS OF PAVEMENT REMOVAL IN THE FIELD PRIOR TO BEGINNING WORK.
8. ALL DEMOLISHED, SURPLUS, OR WASTE MATERIALS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY BY THE CONTRACTOR IN ACCORDANCE WITH FEDERAL, STATE, OR LOCAL REQUIREMENTS.
9. THE LOCATION OF EXISTING DUCTS SHOWN ON PLANS IS APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR.

10. THE CONTRACTOR SHALL ENSURE THAT ANY BLASTING VIBRATIONS ARE LOW ENOUGH NOT TO DAMAGE ANY NEARBY AIRPORT INFRASTRUCTURE, INCLUDING THE EXISTING FUEL FARM AND ITS ELECTRICAL EQUIPMENT PEDESTAL. SEE CONSTRUCTION SAFETY & PHASING PLAN FOR ADDITIONAL BLASTING REQUIREMENTS.
PERMIT CONDITIONS:
1. THE PROJECT IS SUBJECT TO A NATURAL RESOURCES PROTECTION ACT FRESHWATER WETLAND ALTERATION PERMIT. PLEASE REFER TO THE SPECIFICATIONS FOR A COPY OF THE PERMIT AND ORDER OF CONDITIONS.



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PROFESSIONAL SEAL
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Table with columns for GJO, MCG, BY, CKD, NO., DATE, and DESCRIPTION. Includes entry for ADDENDUM 1 - REVISION dated 4/15/2024.

MACHIAS VALLEY AIRPORT
MACHIAS, MAINE

CONSTRUCT TAXILANE PHASE I (170' x 25')
AIP NO.
3-23-0029-XX-2024

DRAWING DESCRIPTION

GENERAL NOTES

Table with columns for DRAWN BY, DATE, CHECKED BY, D&K PROJECT #, PROJ. ENG., D&K ARCHIVE #.

DRAWING NO.

G1.2

SHEET 2 OF 16



PROFESSIONAL SEAL

BID SET

NOT FOR CONSTRUCTION

NO.	DATE	REVISION	DESCRIPTION
1	4/15/2024	ADDENDUM 1	

MACHIAS VALLEY AIRPORT
MACHIAS, MAINE

CONSTRUCT TAXILANE PHASE I (170' x 25')
AIP NO. 3-23-0029-XX-2024

DRAWING DESCRIPTION

SAFETY & PHASING PLAN

DRAWN BY DSP	DATE APR. 2024
CHECKED BY GJO	D&K PROJECT # 328573
PROJ. ENG. MCG	D&K ARCHIVE #

DRAWING NO.

S1.1

SHEET 5 OF 16

LEGEND

- WORK AREA INDICATOR
- RUNWAY CLOSURE MARKER
- LOW PROFILE LIGHTED BARRICADE
- HAUL ROUTE
- TLOFA TAXILANE OBJECT FREE AREA
- TSA TAXILANE SAFETY AREA
- EXISTING PAVEMENT
- PROPOSED PAVEMENT
- WORK AREA LIMITS
- PROPOSED SNO FENCE
- SF PROPOSED SILT FENCE
- CONTRACTOR PARKING AND STAGING AREA
- EXISTING UNDERGROUND ELECTRIC
- EXISTING WETLAND AREA 2011
- EXISTING WETLAND AREA 2023

WORK AREA 1

MAJOR WORK ITEMS

1. INSTALL EPSC MEASURES.
2. EXCAVATE SOIL AND REMOVE LEDGE.
3. INSTALL DRAINAGE STRUCTURES.
4. INSTALL CONCRETE ENCASED ELECTRICAL DUCT BANK AROUND EXISTING UNDERGROUND ELECTRICAL SERVICES
5. INSTALL PAVEMENT, BASE, AND SUBBASE MATERIALS.
6. INSTALL EDGE REFLECTORS AND PAVEMENT MARKINGS.
7. INSTALL LOAM AND SEED.

CONSTRUCTION SAFETY GENERAL NOTES:

1. CONTRACTOR SHALL INSTALL LIGHTED BARRICADES AS INDICATED IN THE SAFETY PLAN. BARRICADES SHALL BE LAID END TO END. SEE CSPP FOR BARRICADE DETAILS.
2. CONTRACTOR SHALL SEPARATE CONSTRUCTION AREAS FROM ACTIVE AIRPORT OPERATIONS AREAS WITH BARRICADES, AS IDENTIFIED ON SAFETY AND PHASING PLAN.
3. NO SNOFENCE OR DEMARCATION FENCE MAY BE PLACED WITHIN THE RUNWAY SAFETY AREA OR TAXILANE OBJECT FREE AREA UNLESS THOSE PAVEMENTS ARE CLOSED TO AIRCRAFT.
4. CONSTRUCTION ACTIVITIES MAY REQUIRE VEHICLES TO CROSS AIRPORT PAVEMENTS. CONTRACTOR SHALL MAINTAIN A VACUUM TRUCK ON SITE FOR REMOVING FOREIGN OBJECT DEBRIS (FOD).
5. CONTRACTOR SHALL PROVIDE AIRPORT MANAGER 48-HOUR NOTICE AHEAD OF BLASTING OPERATIONS.
6. THE AIRPORT MANAGER SHALL FILE NOTAMS FOR THE CLOSURE OF RW 18-36 DURING BLASTING OPERATIONS. ALL RUNWAY 18-36 LIGHTS SHALL BE DISABLED.

WORK AREA 1 RESTRICTIONS ON CONSTRUCTION

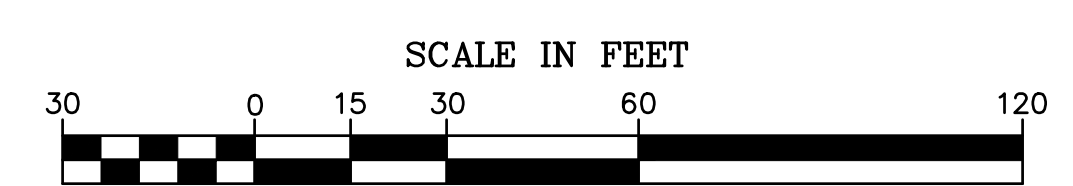
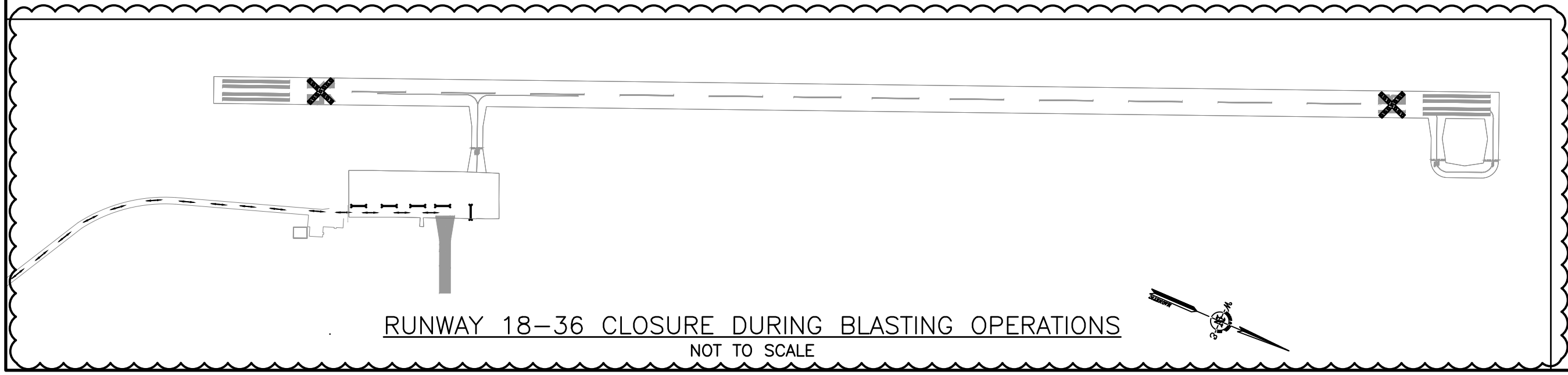
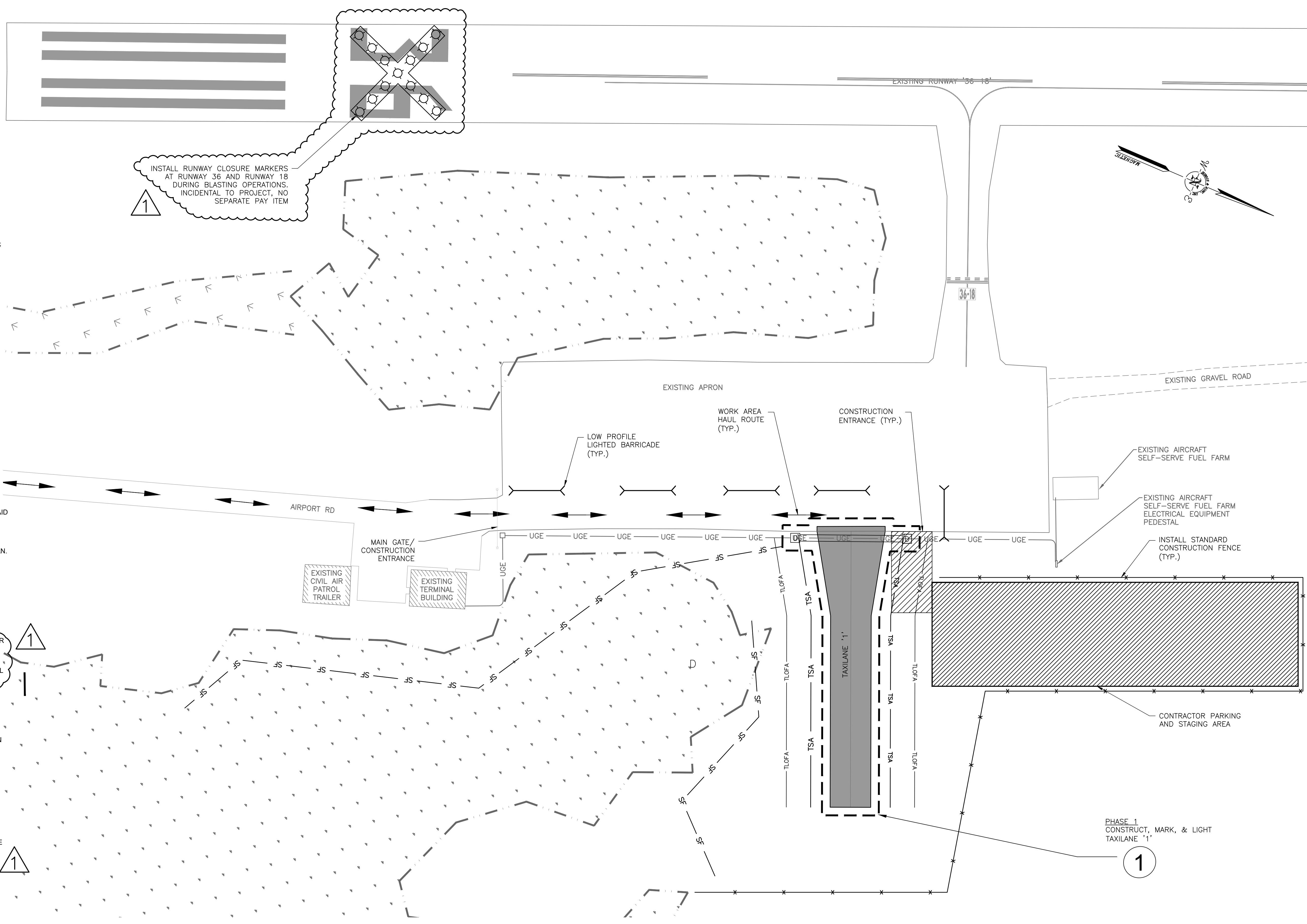
1. CONSTRUCTION OF WORK AREA 1 INCLUDES:
 - CONSTRUCTION OF TAXILANE '1'.
2. CONSTRUCTION ACTIVITIES ARE RESTRICTED TO BETWEEN 7:00 AM AND 7:00 PM MONDAY THROUGH SATURDAY. NO CONSTRUCTION MAY BE PERFORMED ON SUNDAY.

WORK AREA 1 NOTES:

LOCATION: TAXILANE '1' NORTH-EAST OF EXISTING APRON.
DURATION: 60 DAYS

AIRPORT AREAS IMPACTED:

1. PORTIONS OF EXISTING APRON SHALL BE CLOSED FOR THE DURATION OF THE PROJECT.
2. RUNWAY 18-36 SHALL BE CLOSED DURING BLASTING OPERATIONS.
3. BARRICADES SHALL BE PLACED AS NOTED ON PLANS.



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NO.	DATE	DESCRIPTION	BY	CHK'D
1	4/15/2024	ADDENDUM 1 - REVISION	GJO	MCG

**MACHIAS VALLEY AIRPORT
MACHIAS, MAINE**

CONSTRUCT TAXILANE
PHASE I (170' x 25')
AIP NO.
3-23-0029-XX-2024

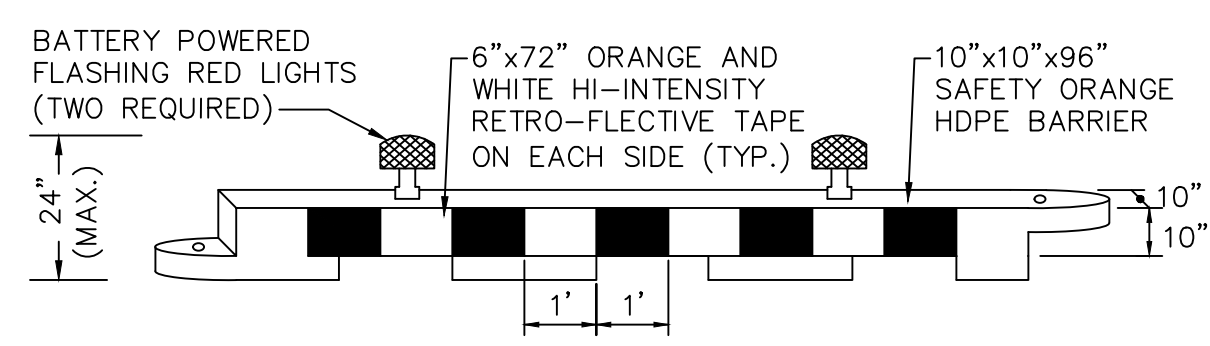
DRAWING DESCRIPTION

**SAFETY AREA
DETAILS**

DRAWN BY DSP	DATE APR. 2024
CHECKED BY GJO	D&K PROJECT # 328573
PROJ. ENG. MCG	D&K ARCHIVE #

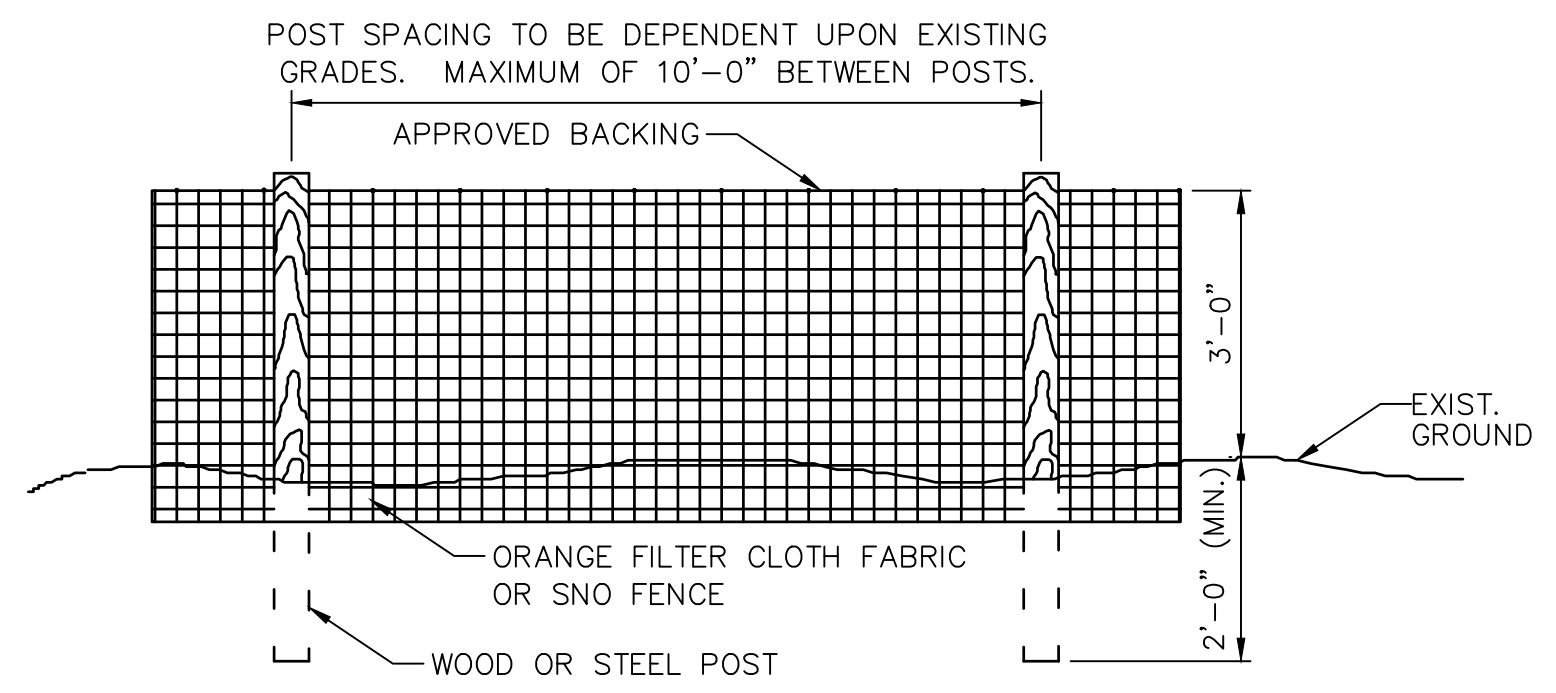
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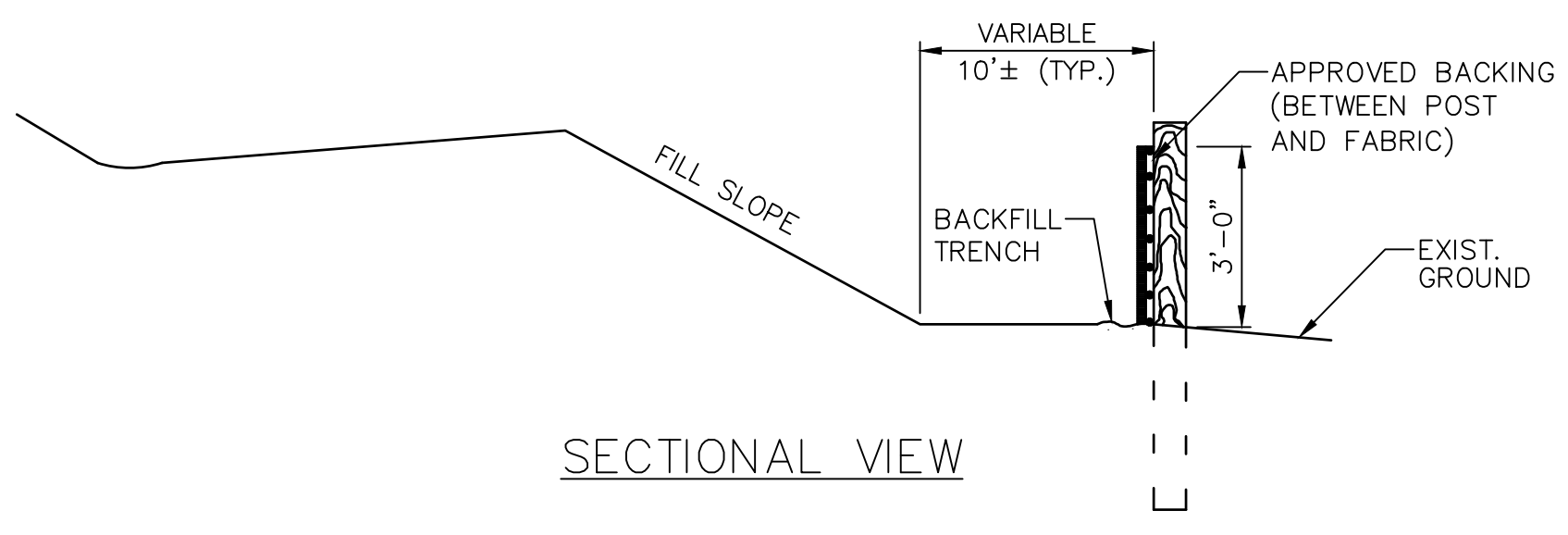


- NOTES:**
- BARRICADES SHALL BE PLACED END TO END. BARRICADES SHALL BE FILLED WITH WATER.
 - MAXIMUM SPACING BETWEEN BARRICADES IS 4'.

**LOW PROFILE
LIGHTED BARRICADE DETAIL**
NOT TO SCALE

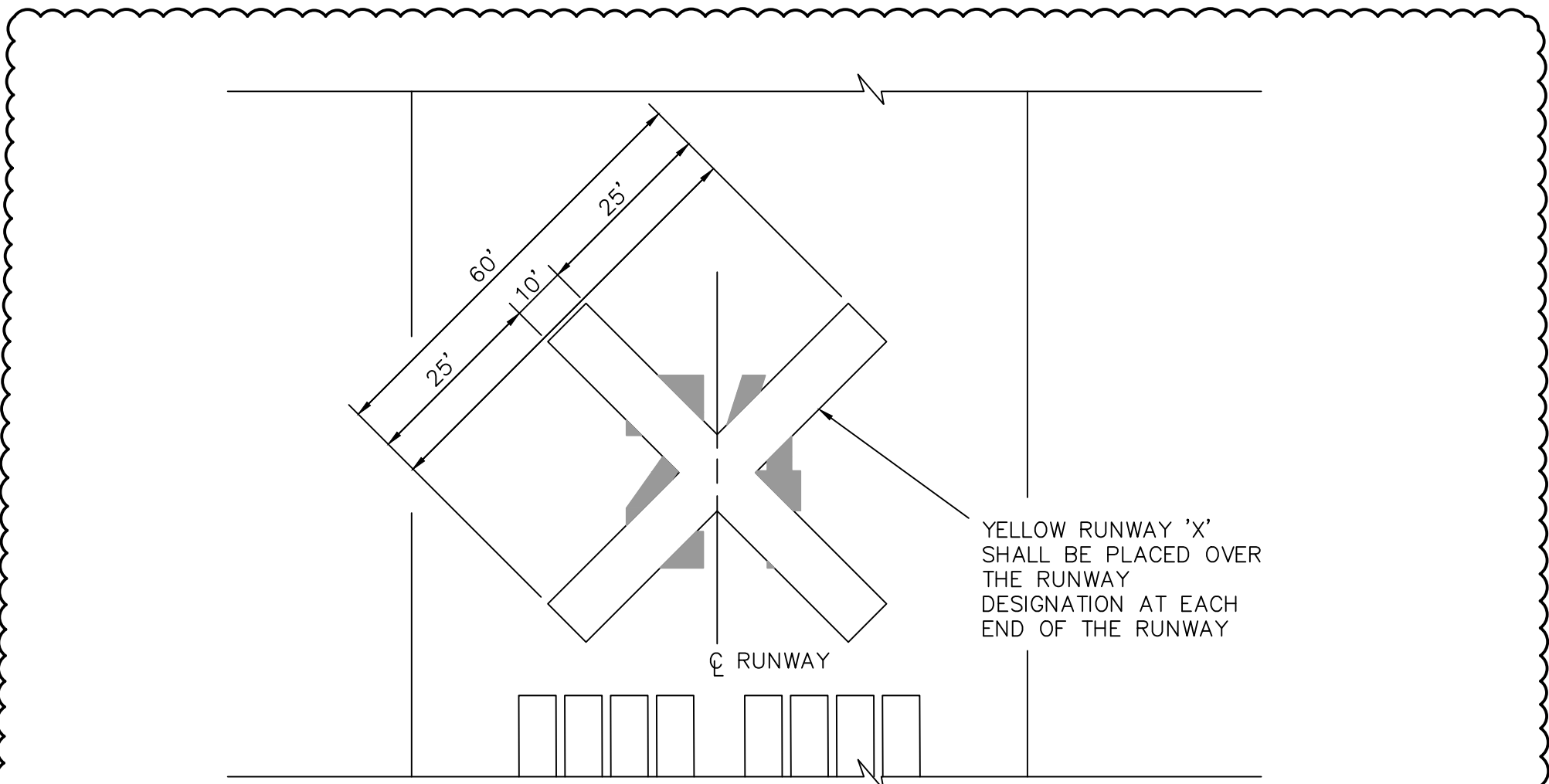


ELEVATION



SECTIONAL VIEW

STANDARD CONSTRUCTION FENCE
NOT TO SCALE



- NOTES:**
- NO BLASTING SHALL BE ALLOWED UNTIL THE TEMPORARY RUNWAY CLOSURE MARKINGS HAVE BEEN INSTALLED, ALL RUNWAY LIGHTING AND NAVIGATIONAL POWER IS TURNED OFF AND ALL MEASURES ARE ACCEPTED BY THE ENGINEER.
 - RUNWAY X'S SHALL BE CONSTRUCTED OF YELLOW VINYL-COATED MESH OR OTHER APPROVED MATERIAL.
 - RUNWAY X'S SHALL BE SECURED IN PLACE WITH SAND BAGS.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE TEMPORARY RUNWAY CLOSURE MARKINGS FOR THE DURATION OF HIS WORK.

TEMPORARY RUNWAY CLOSURE DETAIL
N.T.S.

TEMPORARY RUNWAY CLOSURE MARKER NOTE:

- TEMPORARY RUNWAY CLOSURE MARKERS ARE INCIDENTAL TO THE PROJECT. THERE IS NO SEPARATE PAY ITEM.





PROFESSIONAL SEAL
BID SET
NOT FOR CONSTRUCTION

NO.	DATE	REVISION	BY	CHK'D
1	4/15/2024	ADDENDUM 1 -	GJO	MCG

MACHIAS VALLEY AIRPORT
MACHIAS, MAINE

CONSTRUCT TAXILANE
PHASE I (170' x 25')
AIP NO.
3-23-0029-XX-2024

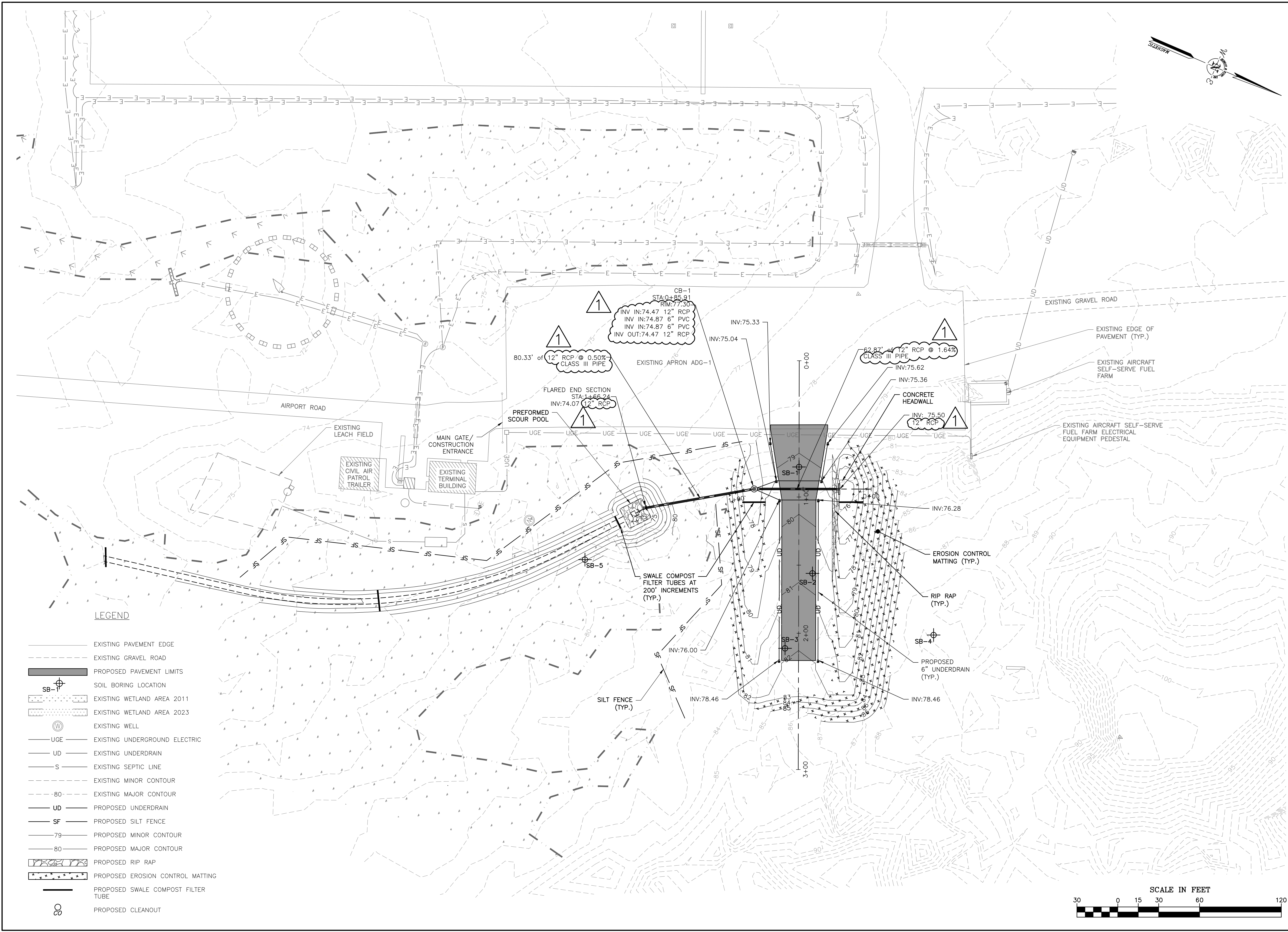
DRAWING DESCRIPTION

TAXILANE 1
GRADING & DRAINAGE PLAN

DRAWN BY	DATE
BEG	APR. 2024
CHECKED BY	D&K PROJECT #
GJO	328573
PROJ. ENG.	D&K ARCHIVE #
MCG	

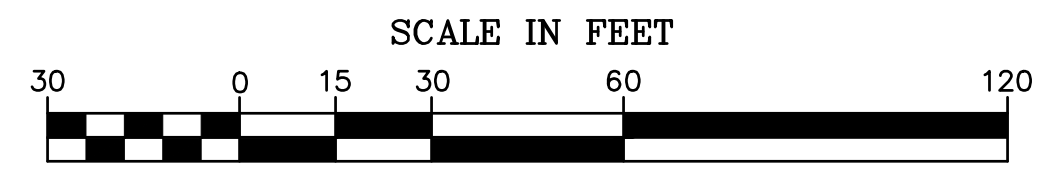
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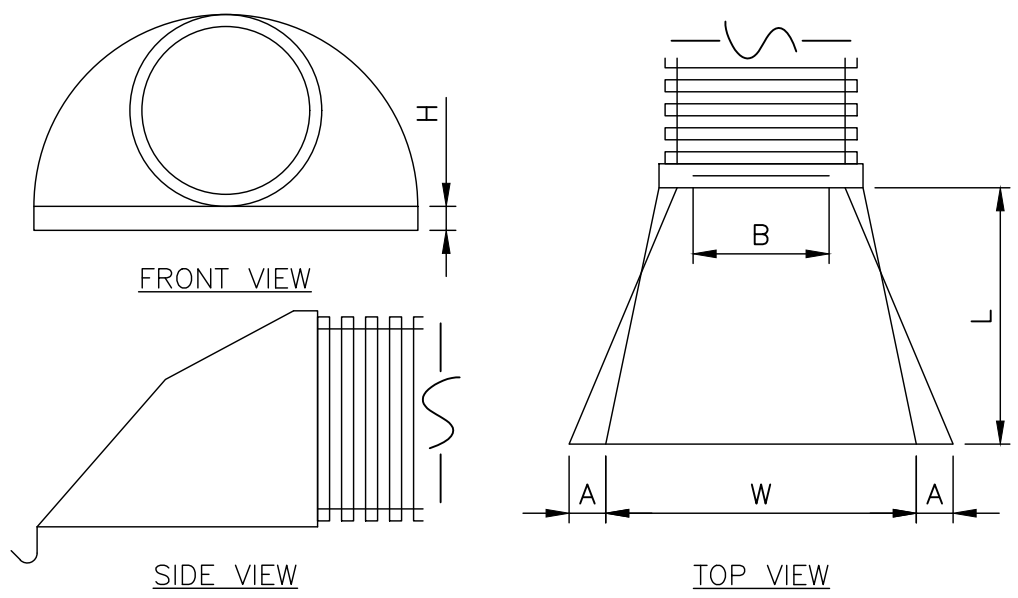
LEGEND

- EXISTING PAVEMENT EDGE
- - - EXISTING GRAVEL ROAD
- ▬ PROPOSED PAVEMENT LIMITS
- ⊕ SB-1 SOIL BORING LOCATION
- ▨ EXISTING WETLAND AREA 2011
- ▨ EXISTING WETLAND AREA 2023
- ⊕ EXISTING WELL
- UGE EXISTING UNDERGROUND ELECTRIC
- UD EXISTING UNDERDRAIN
- S EXISTING SEPTIC LINE
- - - EXISTING MINOR CONTOUR
- - - 80 EXISTING MAJOR CONTOUR
- UD PROPOSED UNDERDRAIN
- SF PROPOSED SILT FENCE
- - - 79 PROPOSED MINOR CONTOUR
- - - 80 PROPOSED MAJOR CONTOUR
- ▨ PROPOSED RIP RAP
- ▨ PROPOSED EROSION CONTROL MATTING
- PROPOSED SWALE COMPOST FILTER TUBE
- ⊕ PROPOSED CLEANOUT



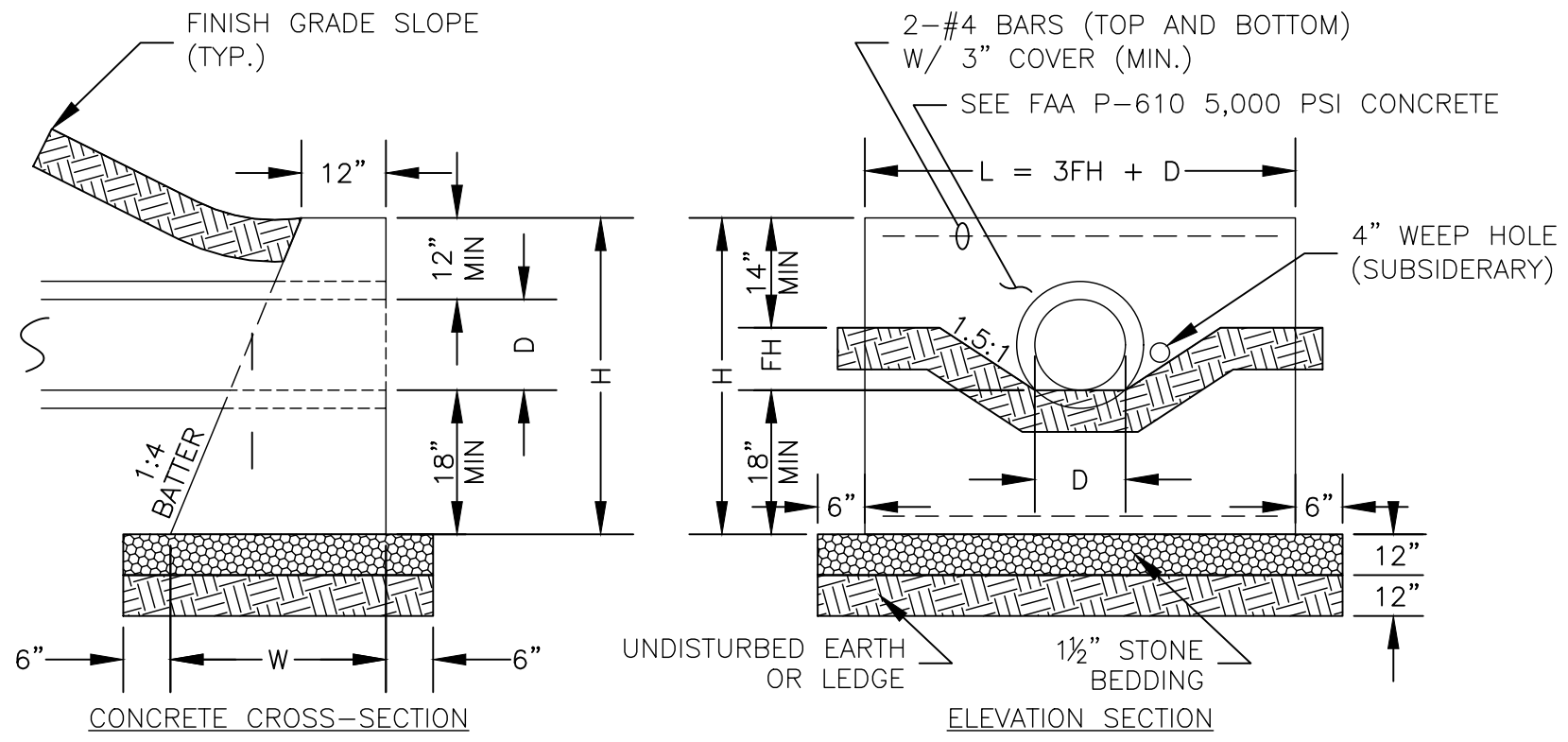
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FLARED END SECTION SCHEDULE					
PIPE DIA. (D)	A	THREADED ROAD (MAX.) (B)	END LENGTH (L)	END WIDTH (W)	END HEIGHT (H)
12"	6.5"	10"	25"	29"	6.5"



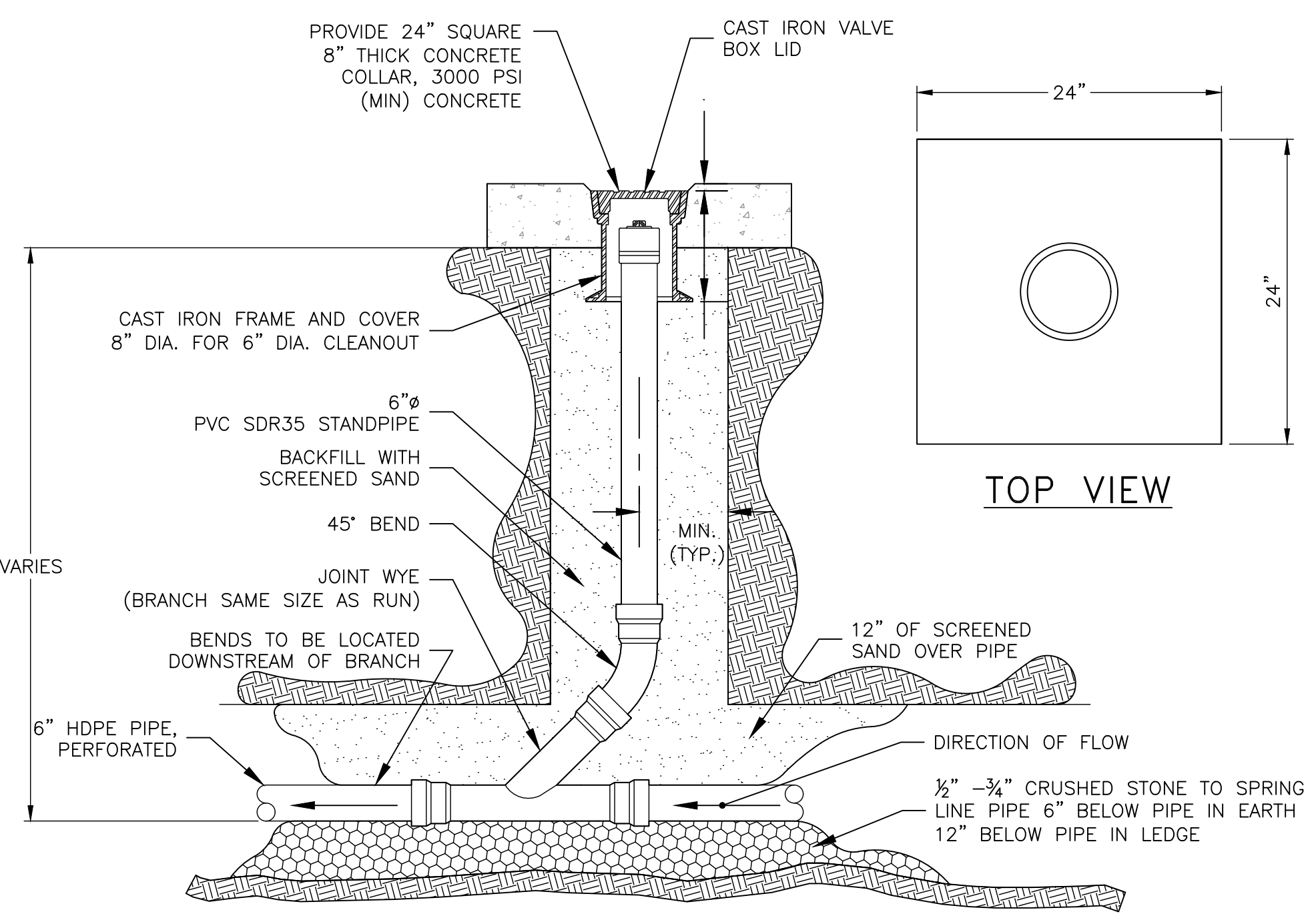
NOTES:
1. THREADED ROD WITH WING NUTS PROVIDED FOR END SECTIONS 12" THROUGH 24". END SECTIONS 30" AND 36" SHALL BE WELDED TO PIPE PER MANUFACTURER'S RECOMMENDATION

FLARED END SECTION DETAIL
NOT TO SCALE



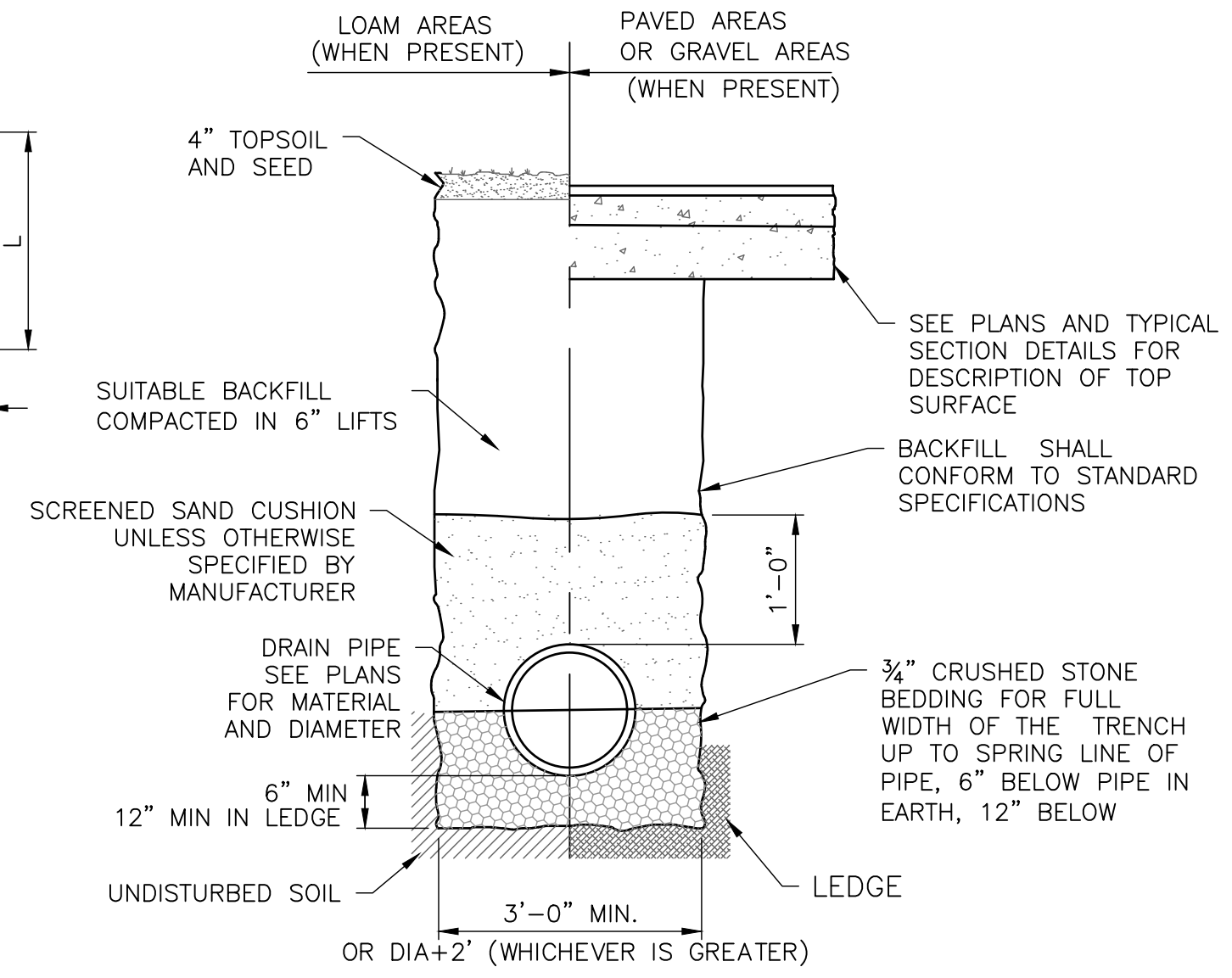
HEADWALL DIMENSION SCHEDULE				
PIPE DIA. (D)	HEADER LENGTH (L)	HEADER HEIGHT (H)	WIDTH AT BOTTOM OF HEADER (W)	FILL HEIGHT (FH)
12"	3'-6"	3'-6"	0'-10"	0'-10"

CONCRETE HEADWALL DETAIL
NOT TO SCALE

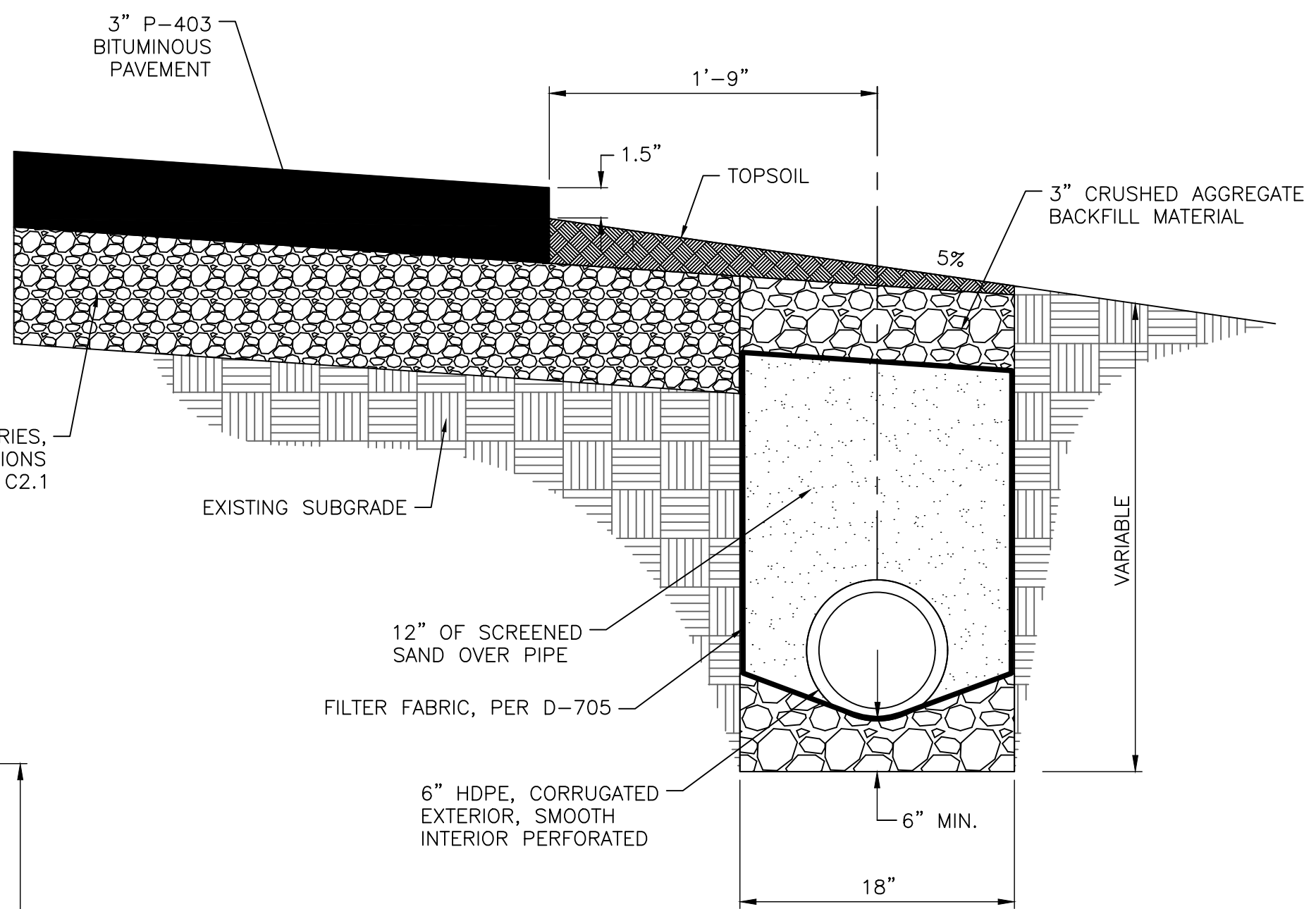


UNDERDRAIN CLEANOUT DETAIL
NOT TO SCALE

NOTES:
1. CLEANOUTS TO BE ON 200' MAX SPACING OR AS SHOWN ON THE PLANS.
2. THE COST OF THE CLEANOUTS IS TO BE INCLUDED IN THE LINEAR FOOT PRICE FOR THE UNDERDRAIN.

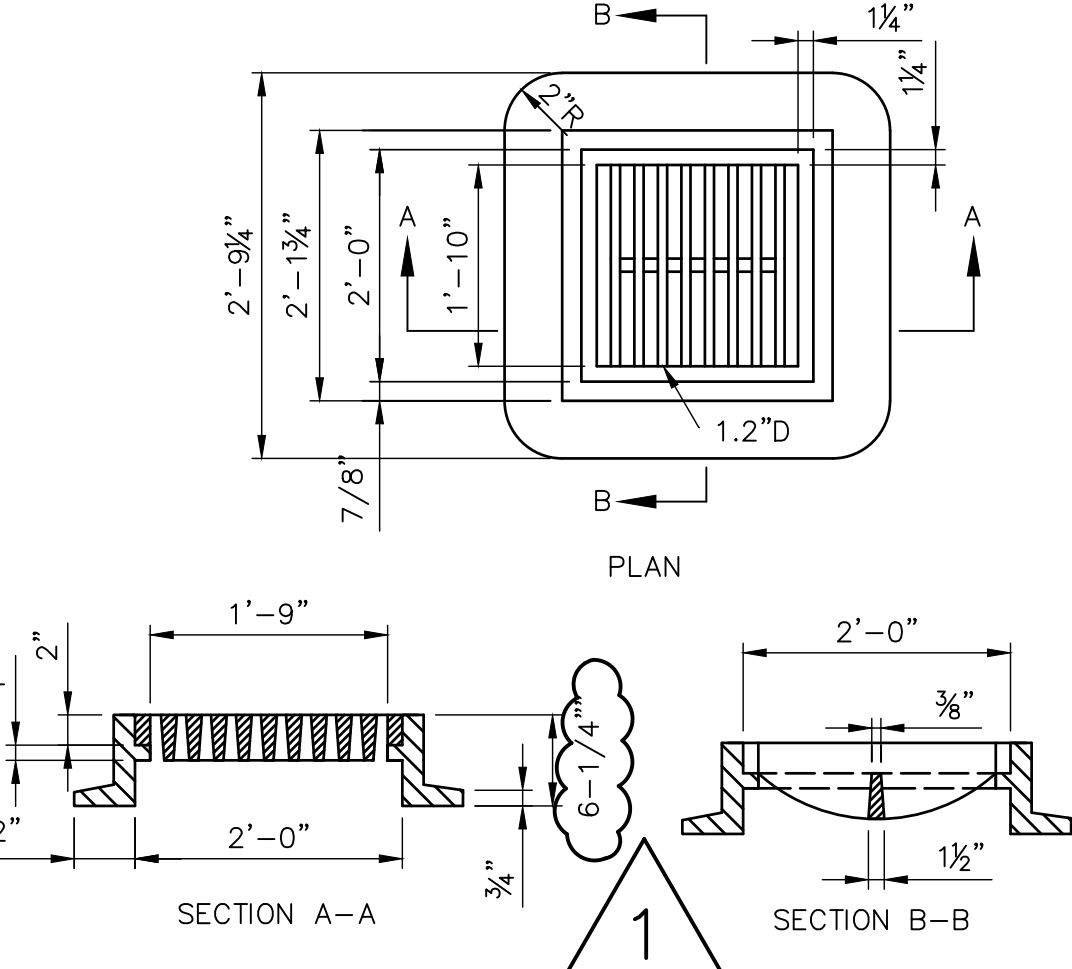


TYPICAL DRAIN TRENCH DETAIL
NOT TO SCALE



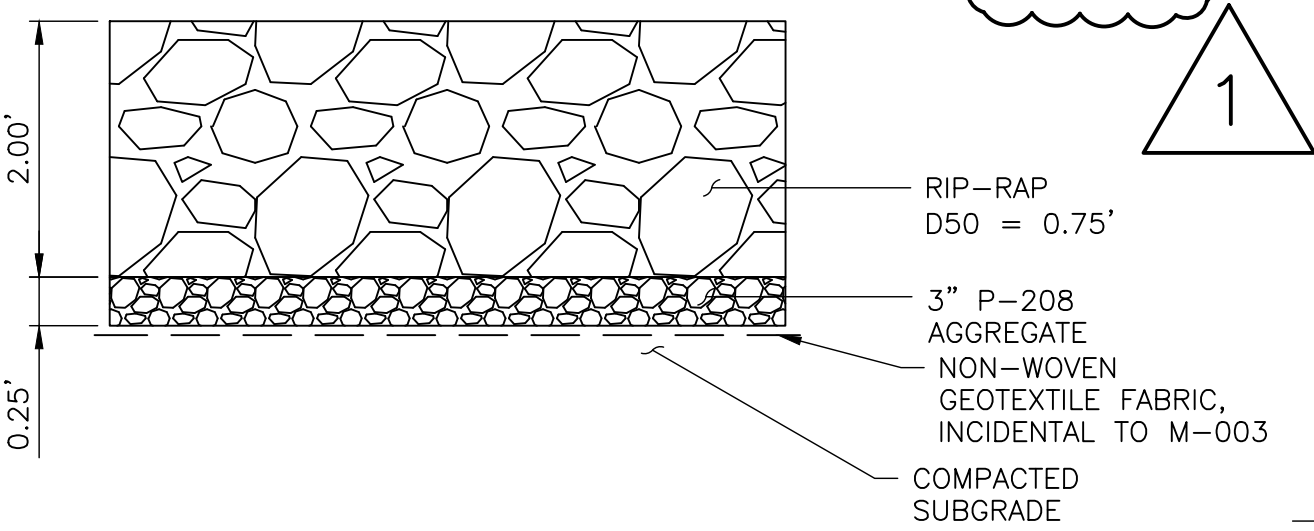
UNDERDRAIN TYPICAL SECTION
NOT TO SCALE

NOTES:
1. EDGE DRAIN SHALL HAVE MINIMUM SLOPE OF 0.5%.
2. THE CRUSHED AGGREGATE BACKFILL SHALL BE COVERED WITH 4 INCHES OF TOPSOIL AND SHALL BE INCIDENTAL TO THE COST OF ITEM D-705.
3. THE NO. 57 STONE AND CRUSHED AGGREGATE BACKFILL COVER MATERIAL SHALL BE INCIDENTAL TO THE COST OF ITEM D-705.
4. PERFORATIONS SHALL BE 3 SLOTS AT 120°, ROTATED EVERY VALLEY. SLOT WIDTH=0.125" MAX. SLOT LENGTH = 0.875" MAX.

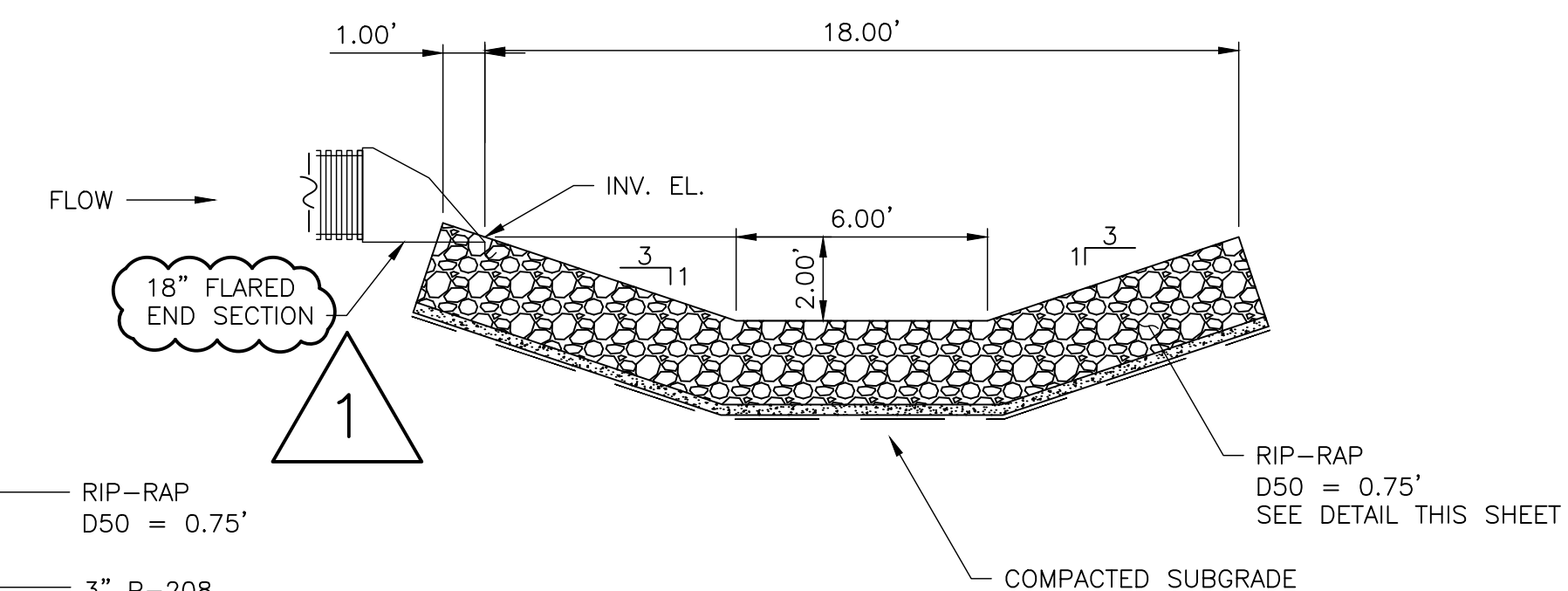


GRATE & FRAME DETAIL
NOT TO SCALE

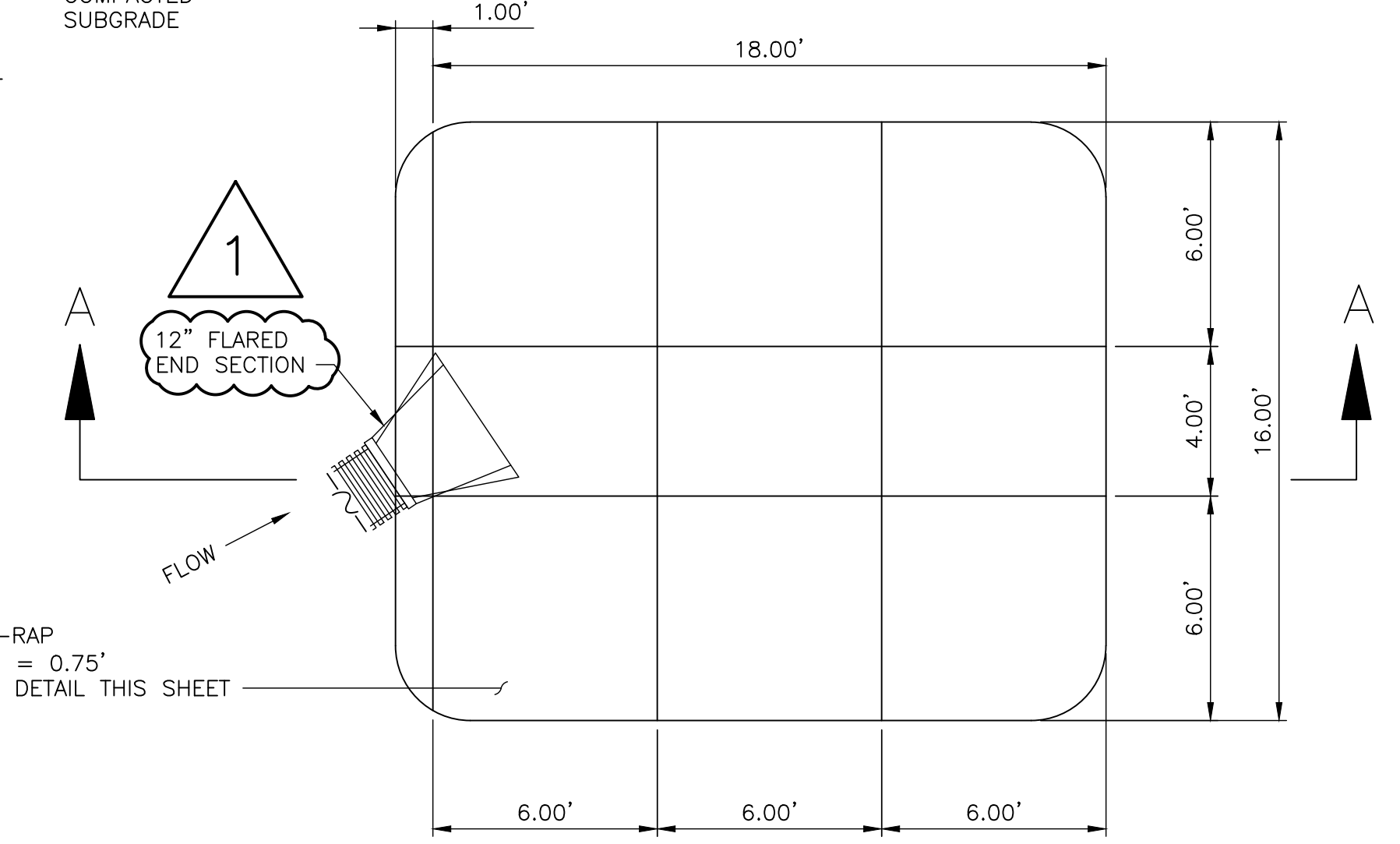
NOTE:
1. ALL CASTINGS SHALL BE FURNISHED WITH GRATES FASTENED TO FRAMES PER FAA A/C 150/5370-10.
2. CASTINGS SHALL BE FURNISHED UNPAINTED.
3. CASTINGS SHALL BE AUTEMPERED DUCTILE IRON AND MEET THE REQUIREMENTS OF ASTM A 897.
4. SUPPLIER SHALL CERTIFY THAT THE GRATE/FRAE ARE CAPABLE OF SUPPORTING H2O LOADS.



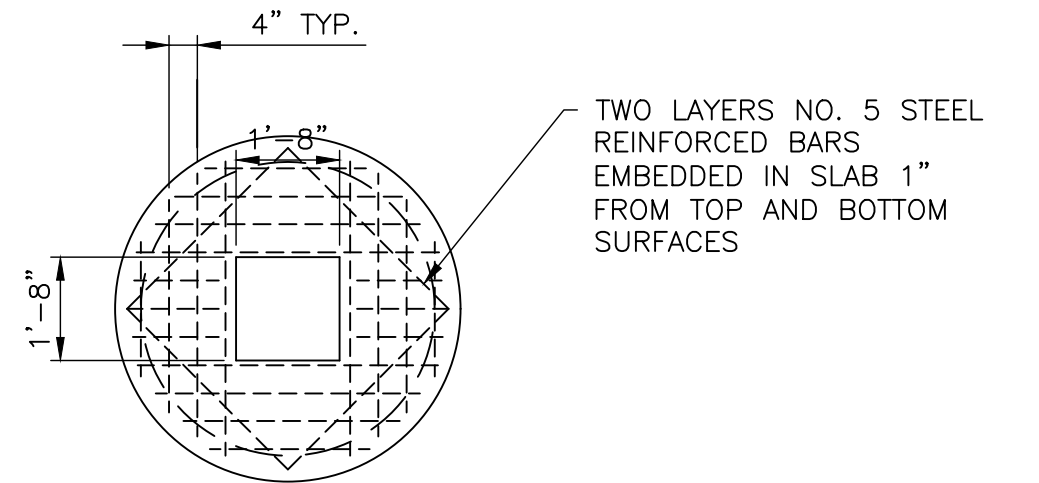
RIP-RAP TYPICAL SECTION
NOT TO SCALE



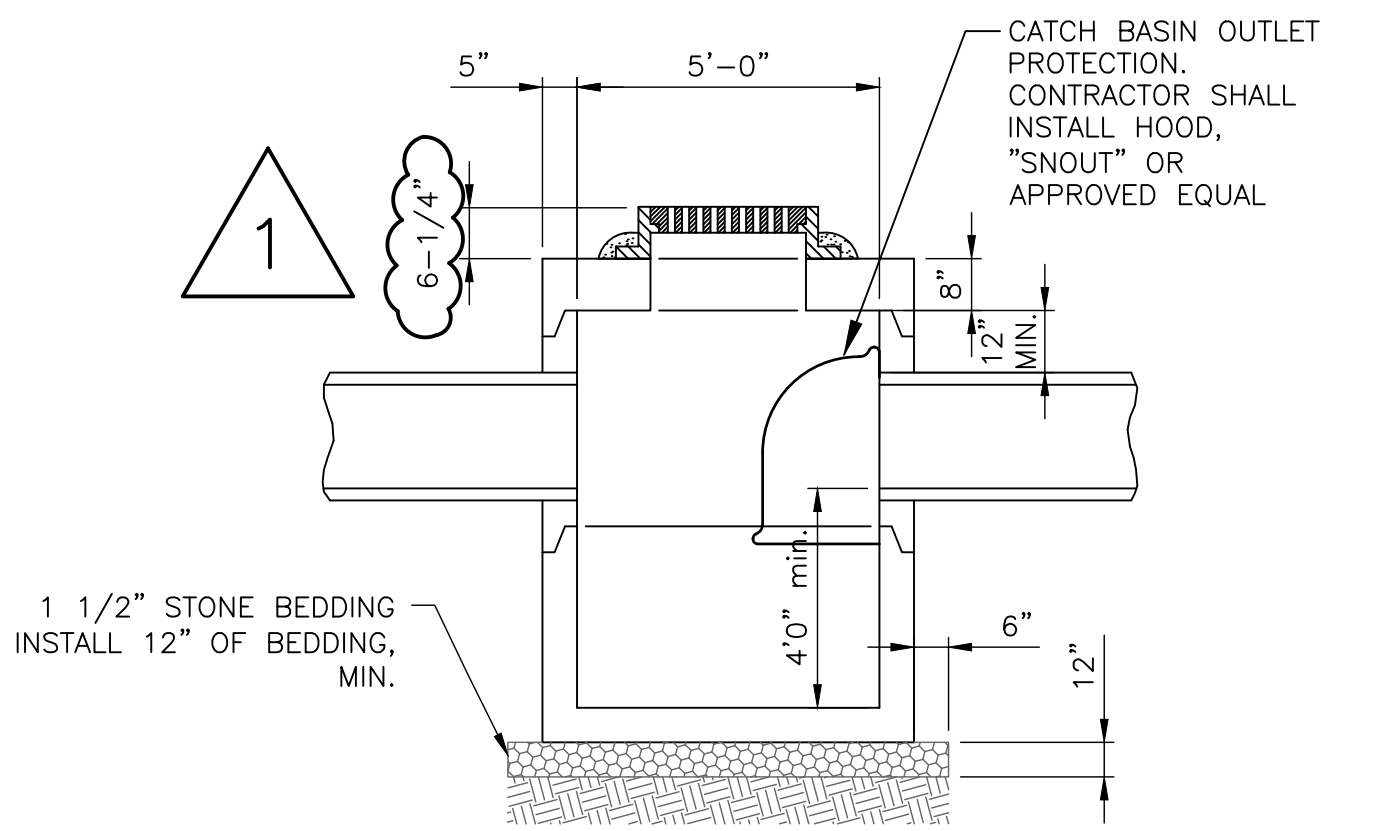
SECTION A-A



PREFORMED SCOUR POOL
NOT TO SCALE



TOP SLAB REINFORCEMENT DOUBLE GRATE
(5' DIAMETER C.B.)
NOT TO SCALE



CATCH BASIN DETAIL
NOT TO SCALE

NOTES:
1. PRECAST WALLS AND BASES REINFORCED WITH MINIMUM AREA STEEL AS FOLLOWS: 5' DIA. 5" WALL; 0.12 SQ. IN. / LF.
2. PRECAST REINFORCED CONCRETE SECTIONS SHALL BE MIN. OF 4000 PSI
3. FOR FRAMES AND GRATES SEE DETAILS
4. SEE PLANS FOR PIPE INVERTS.

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PROFESSIONAL SEAL
BID SET
NOT FOR CONSTRUCTION

NO.	DATE	REVISION	DESCRIPTION
1	4/15/2024	ADDENDUM 1	REVISION

MACHIAS VALLEY AIRPORT
MACHIAS, MAINE

CONSTRUCT TAXILANE PHASE I (170' x 25')
AIP NO. 3-23-0029-XX-2024

DRAWING DESCRIPTION

DRAINAGE DETAILS

DRAWN BY	DATE
BEG	APR. 2024
CHECKED BY	D&K PROJECT #
GJO	328573
PROJ. ENG.	D&K ARCHIVE #
MCG	

DRAWING NO.

C4.1

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PROFESSIONAL SEAL
BID SET
NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	CHKD
1	4/15/2024	ADDENDUM 1 - REVISION	GJO	MCG

MACHIAS VALLEY AIRPORT MACHIAS, MAINE

CONSTRUCT TAXILANE PHASE I (170' x 25') AIP NO. 3-23-0029-XX-2024

DRAWING DESCRIPTION

EROSION & SEDIMENT CONTROL NOTES & DETAILS

DRAWN BY BEG	DATE APR. 2024
CHECKED BY GJO	D&K PROJECT # 328573
PROJ. ENG. MCG	D&K ARCHIVE #

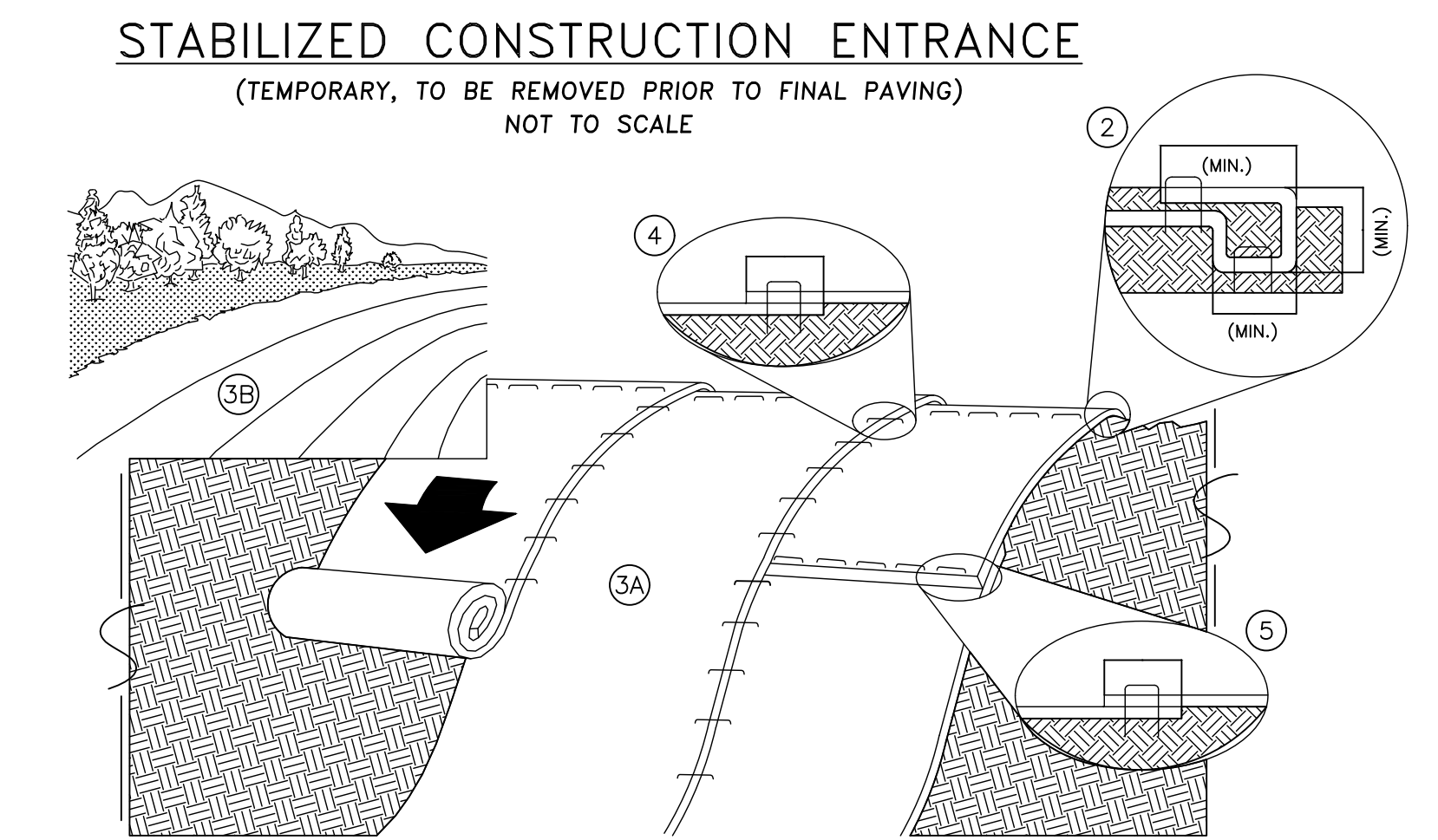
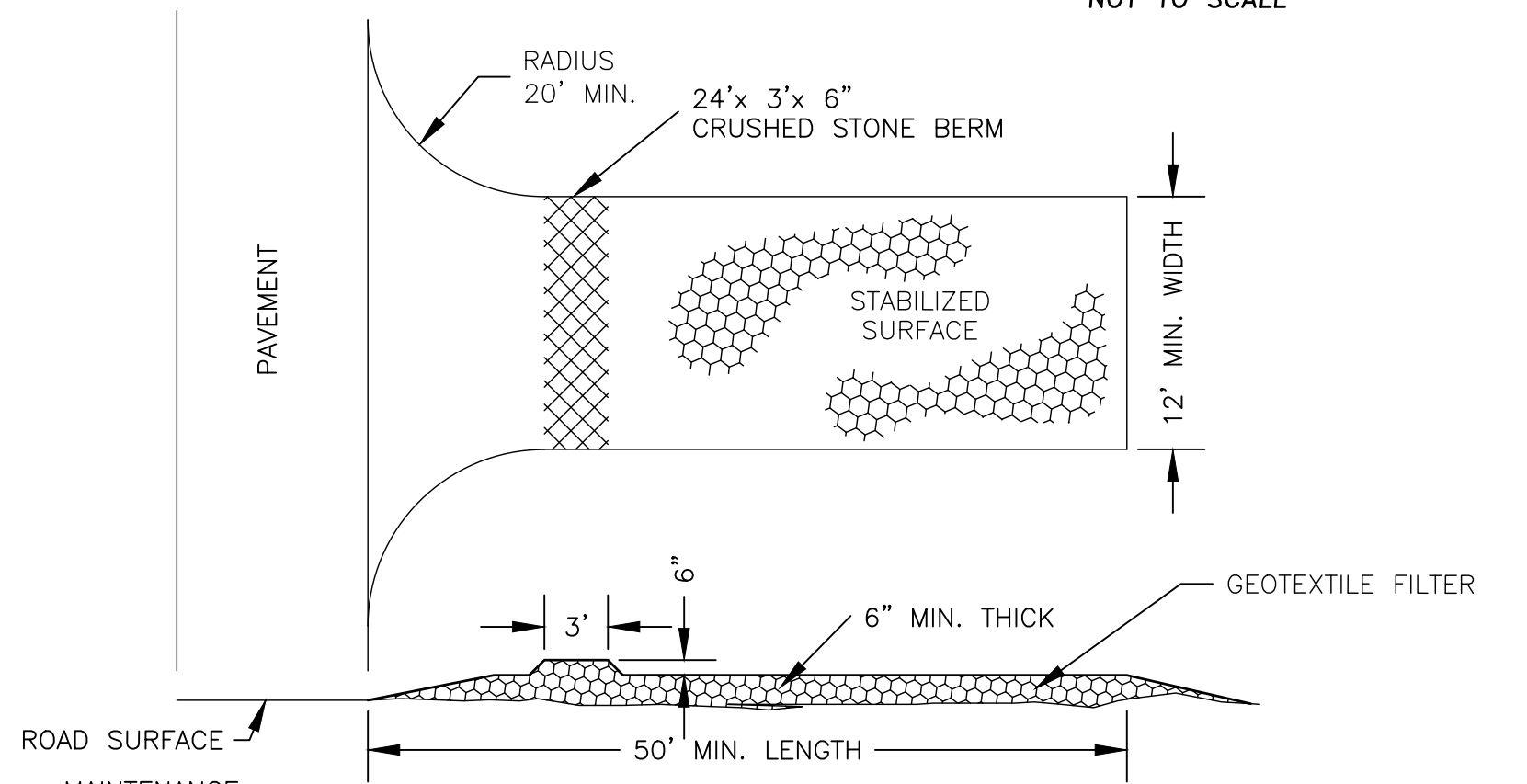
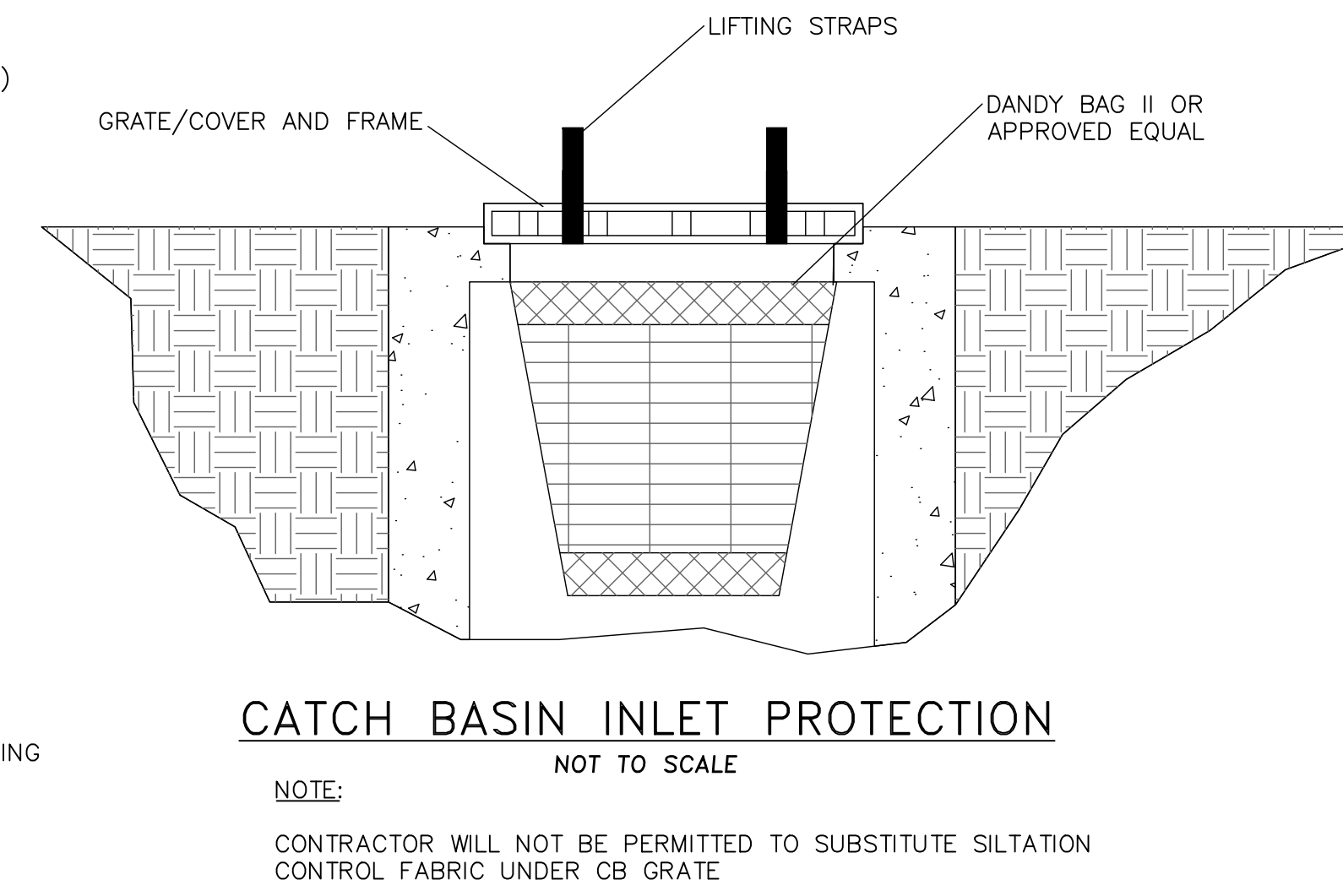
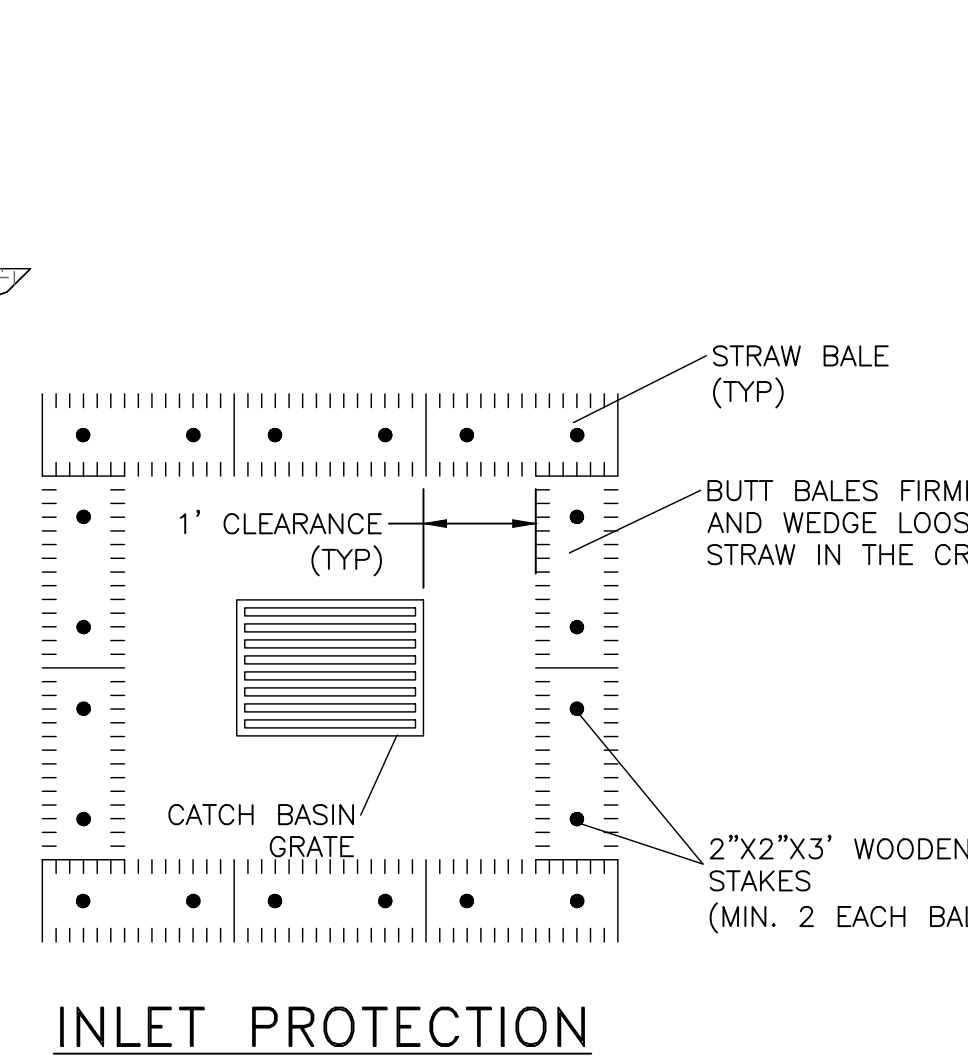
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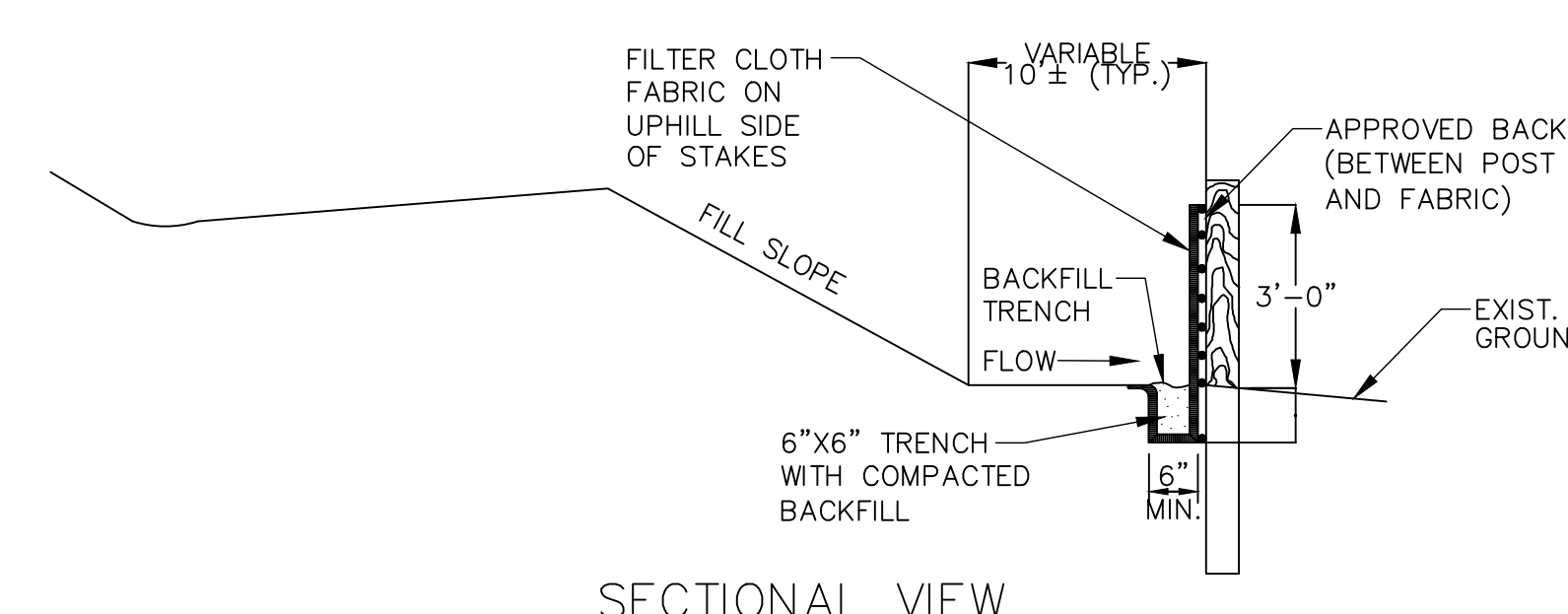
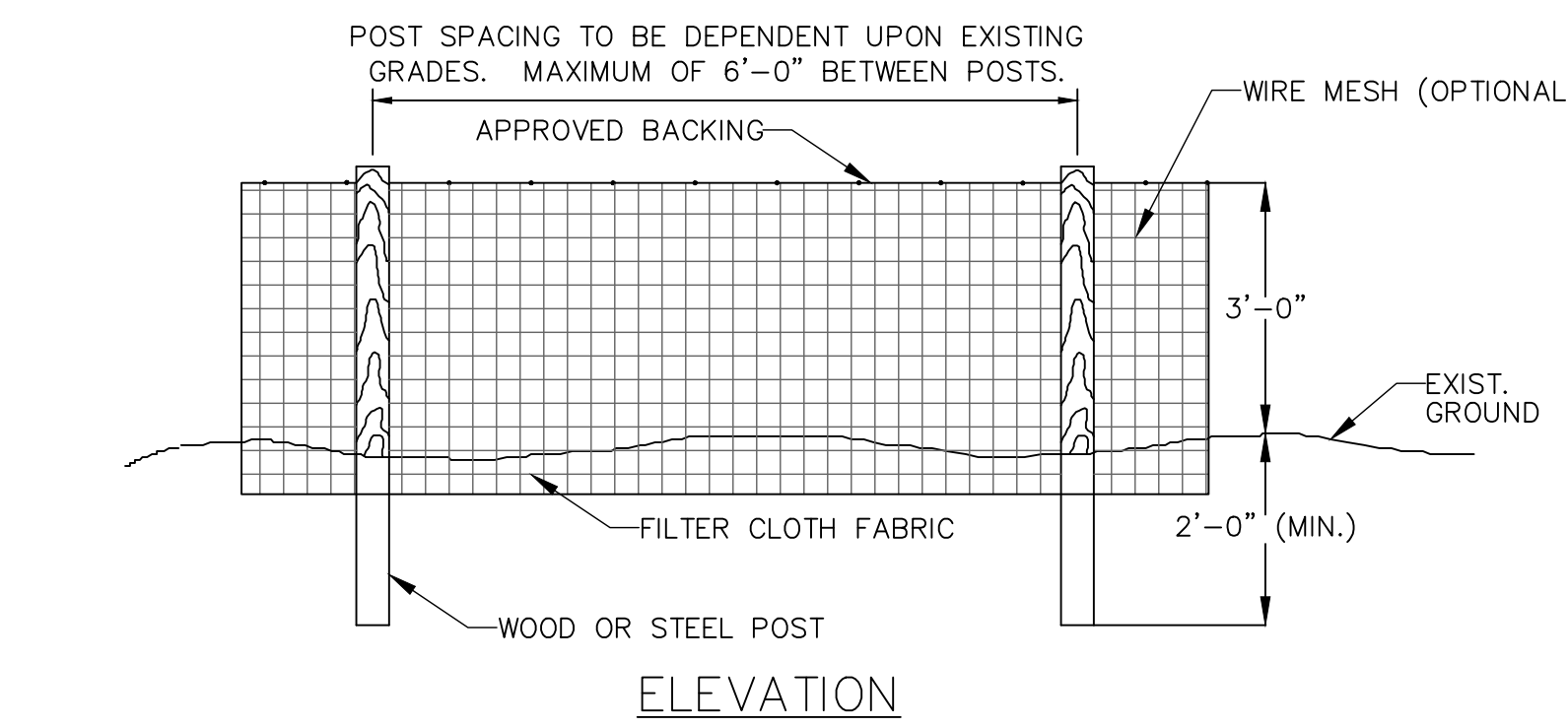
GENERAL EROSION AND SEDIMENTATION CONTROL NOTES:

THIS PLAN HAS BEEN DEVELOPED AS A STRATEGY TO CONTROL SOIL EROSION AND SEDIMENTATION DURING AND AFTER CONSTRUCTION. THIS PLAN IS BASED ON THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION STORMWATER BEST MANAGEMENT PRACTICES MANUAL. THE PROPOSED LOCATIONS OF EROSION CONTROL BEST MANAGEMENT PRACTICES (TO BE INSTALLED AT A MINIMUM) ARE SHOWN ON THE PLAN SET HEREIN.

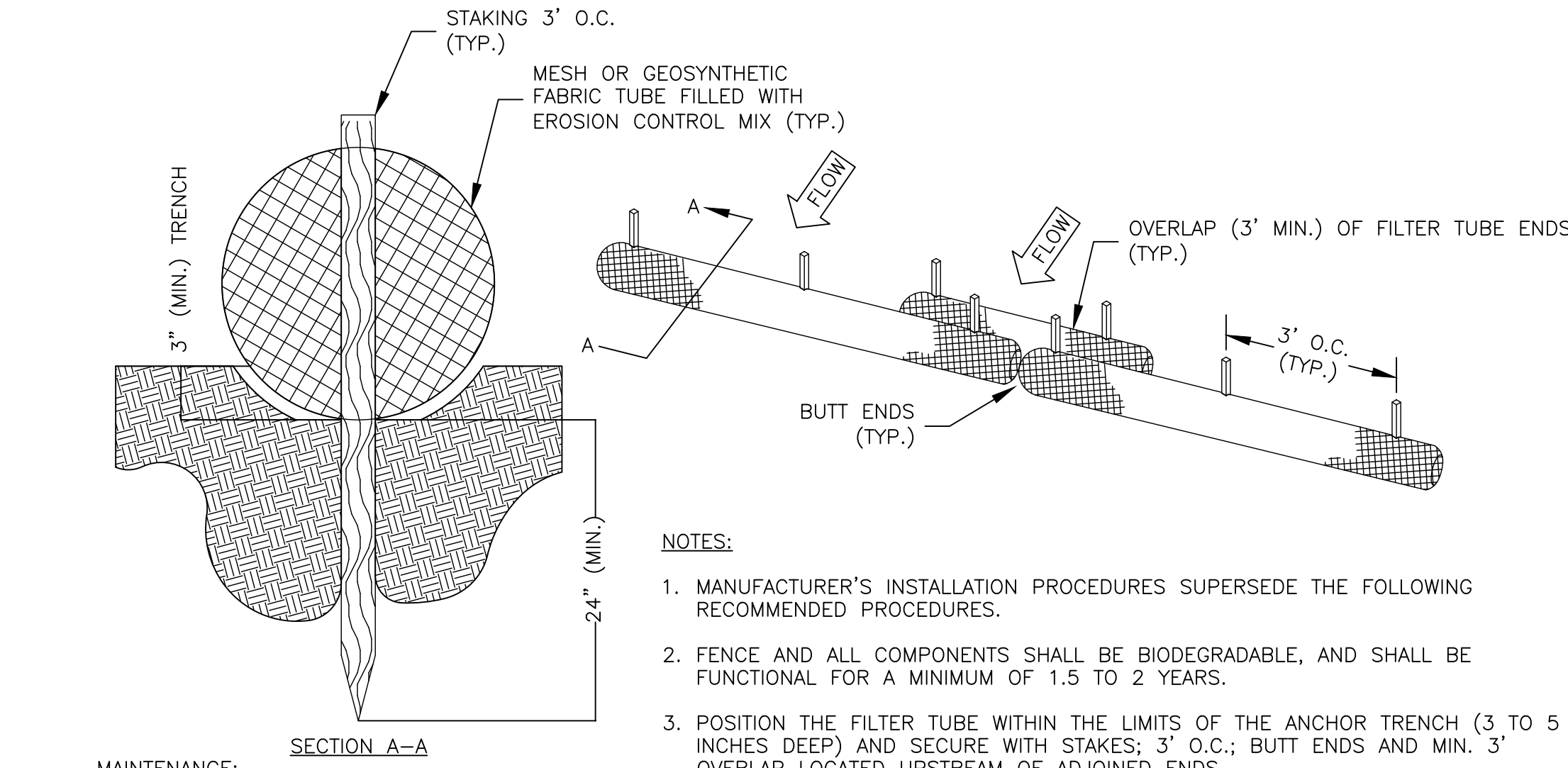
- ALL SEDIMENT AND EROSION CONTROL MEASURES SHALL BE DONE IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT CONTROL PRACTICES FIELD GUIDE FOR CONTRACTORS", DATED 2014 (OR CURRENT EDITION) AND THE "MAINE STORMWATER BEST PRACTICES MANUAL", PUBLISHED BY THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION; DATED 2016 (OR CURRENT EDITION).
- THOSE AREAS UNDERGOING ACTUAL CONSTRUCTION SHALL BE MAINTAINED IN AN UNTREATED OR UNVEGETATED CONDITION FOR THE MINIMUM TIME REQUIRED. IN GENERAL, ALL DISTURBED AREAS SHALL NOT BE LEFT BARE FOR MORE THAN 30 DAYS, SHALL BE STABILIZED IN A MANNER TO MITIGATE EROSION OR SEDIMENTATION FROM EXITING THE LIMIT OF WORK AND SHALL BE RESTORED IN-KIND UPON COMPLETION OF THE PROJECT. THE MAXIMUM AREA ALLOWED TO BE DISTURBED AND LEFT UNSTABILIZED IS TWO (2) ACRES AT ANY ONE TIME.
- IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSPECT, MONITOR AND MAINTAIN ALL EROSION CONTROL STRUCTURES.
- SEDIMENT BARRIERS (SILT FENCE, STONE CHECK DAMS, STABILIZED CONSTRUCTION ENTRANCES, ETC.) SHALL BE INSTALLED PRIOR TO ANY SOIL DISTURBANCE OF UP-GRADIENT DRAINAGE AREAS.
- ALL EXISTING STORM DRAINAGE INLETS SHALL BE PROTECTED BY STRAW BALE FILTERS AND CATCH BASIN FILTER BASKETS TO PREVENT ENTRY OF SEDIMENT FROM RUNOFF WATERS INTO THE STORM DRAIN SYSTEM.
- NO TREES ARE TO BE REMOVED FROM AREAS OUTSIDE THE LIMITS OF PROPOSED CLEARING. IF TREES DESIGNATED TO BE SAVED ARE DAMAGED, CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING THEM AT NO COST TO THE OWNER OR OWNER'S REPRESENTATIVE.
- SLOPES, EITHER PERMANENT OR TEMPORARY, BETWEEN SLOPES 3 HORIZONTAL TO ONE VERTICAL (3:1) TO TWO HORIZONTAL TO ONE VERTICAL (2:1) SHALL BE STABILIZED WITH EROSION CONTROL BLANKETS AND ANCHORED MULCH NETTING (100% BIODEGRADABLE - PLASTIC NETTING WILL NOT BE ALLOWED - AND BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS). SLOPES STEEPER THAN TWO HORIZONTAL TO ONE VERTICAL (2:1) SHALL BE STABILIZED WITH RIPRAP.
- CUT AND FILL AREAS ARE TO BE PERMANENTLY STABILIZED AS SOON AS PRACTICABLE BUT NO LATER THAN 72 HOURS FOLLOWING FINAL GRADING.
- ALL AREAS OF EXPOSED OR DISTURBED SOIL TO BE STABILIZED AS SOON AS PRACTICABLE BUT NO LATER THAN 45 DAYS FROM THE TIME OF INITIAL DISTURBANCE, UNLESS A SHORTER TIME IS SPECIFIED BY LOCAL AUTHORITIES, THE CONSTRUCTION SEQUENCE APPROVED AS PART OF THE ISSUED PERMIT, OR AN INDEPENDENT MONITOR.
- PERMANENT OR TEMPORARY COVER MUST BE IN PLACE BEFORE THE GROWING SEASON ENDS. WHEN SEEDED AREAS ARE MULCHED, PLANTINGS MAY BE MADE FROM EARLY SPRING TO EARLY OCTOBER. WHEN SEEDED AREAS ARE NOT MULCHED, SEED SHOULD BE PLACED FROM EARLY SPRING TO MAY 20 OR FROM AUGUST 15 TO SEPTEMBER 15. NO DISTURBED AREA SHALL BE LEFT EXPOSED DURING WINTER MONTHS (NOVEMBER THROUGH MARCH). SEE WINTER CONSTRUCTION NOTES. PLANT ANNUAL RYE GRASS PRIOR TO OCTOBER 15TH.
- AFTER OCTOBER 15TH: WHERE MULCH IS USED, IT SHALL BE APPLIED AT TWICE THE RATE AS DURING REGULAR CONSTRUCTION SEASON TO PROVIDE ADDITIONAL PROTECTION. SNOW AND ICE SHALL BE REMOVED TO A THICKNESS LESS THAN ONE INCH BEFORE APPLYING MULCH (IF APPLICABLE) TO DISTURBED SOILS. WHERE FINISHED GRADE IS ACHIEVED, OR BEFORE FORECASTED THAW OR SPRING MELT, MULCH MUST BE SECURED WITH EROSION CONTROL NETTING, TRACKING, OR OTHER METHOD. DIVERSION SWALES OR DITCHES WITHOUT STABILIZED VEGETATION BY OCTOBER 15TH SHALL BE STABILIZED WITH STONE FILL OR EROSION CONTROL NETTING AS APPROVED BY OWNER OR OWNER'S DESIGNATED REPRESENTATIVE.
- ONCE DISTURBED AREAS HAVE BEEN STABILIZED AND VEGETATION IS ESTABLISHED, ALL TEMPORARY EROSION CONTROL MEASURES SUCH AS SILT FENCE SHALL BE REMOVED. AREAS DISTURBED BY REMOVAL OF THESE MEASURES SHALL BE IMMEDIATELY SEEDED ACCORDING TO SEEDING SPECIFICATIONS ON THESE DRAWINGS.
- SPECIES CONSIDERED LOCALLY INVASIVE OR NOXIOUS MAY NOT BE USED.
- USE ONLY NON-PHOSPHATE FERTILIZERS WITHIN 20' OF SURFACE WATERS.
- DURING THE CONSTRUCTION PHASE, INTERCEPTED SEDIMENT WILL BE RETURNED TO THE SITE AND RE-GRADED ONTO OPEN AREAS. POST SEEDING SEDIMENT, IF ANY, WILL BE DISPOSED OF IN AN ACCEPTABLE MANNER.
- RE-VEGETATION MEASURES WILL COMMENCE UPON COMPLETION OF CONSTRUCTION EXCEPT AS NOTED ABOVE. ALL DISTURBED AREAS NOT OTHERWISE STABILIZED WILL BE GRADED, SMOOTHED, AND RE-VEGETATED AS FOLLOWS:
 - A MINIMUM OF FOUR (4) INCHES OF LOAM WILL BE SPREAD OVER DISTURBED AREAS AND SMOOTHED TO A UNIFORM SURFACE.
 - APPLY LIMESTONE AND FERTILIZER ACCORDING TO SOIL TEST. IF SOIL TESTING IS NOT DEEMED FEASIBLE ON SMALL OR VARIABLE SITES, OR WHERE TIMING IS CRITICAL, FERTILIZER MAY BE APPLIED AT THE RATE OF 800 POUNDS PER ACRE OR 18.4 POUNDS PER 1,000 SQUARE FEET USING 10-20-20 (N-P205-K20) OR EQUIVALENT. APPLY GROUND LIMESTONE (EQUIVALENT TO 50% CALCIUM PLUS MAGNESIUM OXIDE) AT A RATE OF 3 TONS PER ACRE (138 LB PER 1,000 SQ. FT.).
 - FOLLOWING SEED BED PREPARATION, DITCHES AND BACK SLOPES WILL BE SEEDED WITH A MIXTURE OF 47% CREEPING RED FESCUE, 5% REDTOP, AND 48% TALL FESCUE. THE LAWN AREAS WILL BE SEEDED WITH A PREMIUM TURF MIXTURE OF 44% KENTUCKY BLUEGRASS, 44% CREEPING RED FESCUE, AND 12% PERENNIAL RYE GRASS. SEEDING RATE IS 1.03 LBS PER 1000 SQ. FT. LAWN QUALITY SOD MAY BE SUBSTITUTED FOR SEED.
 - HAY MULCH AT THE RATE OF 70-90 LBS PER 1000 SQUARE FEET FOR OVER 75% COVERAGE OR A HYDRO- APPLICATION OF CELLULOSE FIBER AT THE RATE OF 40 LBS PER 1,000 SQ. FT. SHALL BE APPLIED FOLLOWING SEEDING. A SUITABLE BINDER WILL BE USED ON HAY MULCH FOR WIND CONTROL.
- ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED ONCE THE SITE IS STABILIZED.
- AN AREA IS CONSIDERED "STABLE" IF ONE OF THE FOLLOWING HAS OCCURRED: BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED; A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED; A MINIMUM OF 3" OF NON-EROSIVE MATERIAL (SUCH AS STONE RIP RAP OR A CERTIFIED COMPOST BLANKET) HAS BEEN INSTALLED; OR EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
- WETLANDS (EXCEPT THOSE WHICH ARE TO BE FILLED IN ACCORDANCE WITH STATE AND FEDERAL REGULATIONS) WILL BE PROTECTED WITH SILT FENCE INSTALLED AT THE EDGE OF THE WETLAND OR THE BOUNDARY OF WETLAND DISTURBANCE.
- IN GENERAL, AREAS WITHIN 100 FEET OF DELINEATED WETLANDS OR STREAMS SHALL HAVE A MAXIMUM PERIOD OF EXPOSURE OF NOT MORE THAN 15 DAYS.
- FOLLOW APPROPRIATE EROSION CONTROL MEASURES PRIOR TO EACH STORM IN ALL AREAS WITHIN 100 FEET OF DELINEATED WETLANDS OR STREAMS.



- NOTES:
- MANUFACTURER'S INSTALLATION PROCEDURES SUPERSEDE THE FOLLOWING RECOMMENDED PROCEDURES.
 - PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCTS (RECP). THE SOIL SURFACE SHOULD BE FINELY GRADED AND SMOOTH FOR THE BLANKET TO HAVE DIRECT CONTACT WITH THE SOIL AND TO PREVENT UNDERMINING.
 - SEED SHOULD BE SOWN BEFORE INSTALLING THE RECP.
 - BEGIN INSTALLATION OF MATTING AT THE TOP OF THE SLOPE BY ANCHORING THE RECP IN A 6" DEEP X 6" WIDE TRENCH WITH 12" (APPROX.) OF RECP EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE RECP WITH A ROW OF STAPLES/STAKES 12" (APPROX.) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF RECP'S BACK OVER SEED AND COMPACTED SOIL. SECURE RECP OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED 12" (APPROX.) APART ACROSS THE WIDTH OF THE RECP.
 - ALWAYS UNROLL THE BLANKET DOWNHILL WITHOUT STRETCHING. ALL RECP MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS
 - OVERLAP SHINGLE STYLE A MINIMUM OF 12 INCHES AT THE TOP OF EACH ROW AND 4 INCHES AT THE EDGES OF PARALLEL ROWS. ANCHOR ALONG THE OVERLAP WITH A MAXIMUM SPACING OF 3 FEET OR AS REQUIRED BY THE MANUFACTURER.
 - IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE RECP.



- SILT FENCE NOTES:**
- PREASSEMBLED SILT FENCING AS MANUFACTURED FOR THIS PURPOSE IS ACCEPTABLE IN LIEU OF A FIELD CONSTRUCTED SILT FENCE UPON APPROVAL BY THE ENGINEER.
 - FILTER CLOTH SHALL HAVE APPROVED BACKING OR A BUILT-IN REINFORCED STRUCTURE, AS RECOMMENDED BY THE MANUFACTURER TO SUPPORT THE FILTER CLOTH.
 - SILT FENCE SHALL BE CONSTRUCTED AT LOCATIONS AS SHOWN ON PLANS OR WHERE DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL MAINTAIN THE SILT FENCES DURING THE LIFE OF THE CONTRACT. SILT ACCUMULATIONS SHALL BE REMOVED AND THE FENCES SHALL REMAIN IN PLACE.
 - THE CONTRACTOR SHALL BE REQUIRED TO PREVENT SOIL EROSION FROM LEAVING THE CONSTRUCTION AREA.
 - AFTER AN ACCEPTABLE STAND OF TURF HAS BEEN ESTABLISHED, THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE SILT FENCE TO AN ACCEPTABLE LEGAL LOCATION OFF OF AIRPORT PROPERTY.
 - WITHIN 50' OF WETLANDS A DOUBLE ROW OF SILT FENCE IS TO BE USED, INSTALLED OUTSIDE OF PERIMETER SILT FENCE BOUNDARY.
 - THE FENCE SHOULD BE STRETCHED TIGHTLY BETWEEN STAKES TO PREVENT SAGGING.
 - WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHOULD BE SPLICED BY WRAPPING END STAKES TOGETHER.
 - IN AREAS WHERE THE FLAP CANNOT BE KEYED PROPERLY (DUE TO FROZEN GROUND, BEDROCK, STONY SOIL, ROOTS, NEAR A PROTECTED NATURAL RESOURCE, ETC.), THE SILT FENCE SHOULD BE ANCHORED WITH AGGREGATE, CRUSHED STONE, EROSION CONTROL MIX, OR OTHER MATERIAL.



- MAINTENANCE:
- FILTER TUBE SHALL BE INSPECTED IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL EVENTS. ALL REPAIRS, INCLUDING EVIDENCE OF FABRIC DECOMPOSITION OR INEFFECTIVENESS DURING THE EXPECTED LIFE OF THE FILTER TUBE, SHALL BE MADE IMMEDIATELY.
 - SEDIMENT DEPOSITS LOCATED ALONG THE UP-HILL SIDE SHALL BE REMOVED AFTER EACH STORM EVENT OR WHEN DEPOSITS REACH APPROXIMATELY ONE HALF THE HEIGHT OF THE UP-HILL ORIGINAL INSTALLED BARRIER'S REVEAL. SEDIMENT CONTROL DEVICES SHALL REMAIN IN PLACE AND BE MAINTAINED BY THE CONTRACTOR UNTIL AREAS UPSLOPE ARE PERMANENTLY STABILIZED.
 - SEDIMENT DEPOSITS THAT ARE REMOVED SHALL BE GRADED TO CONFORM WITH THE EXISTING TOPOGRAPHY AND VEGETATED.