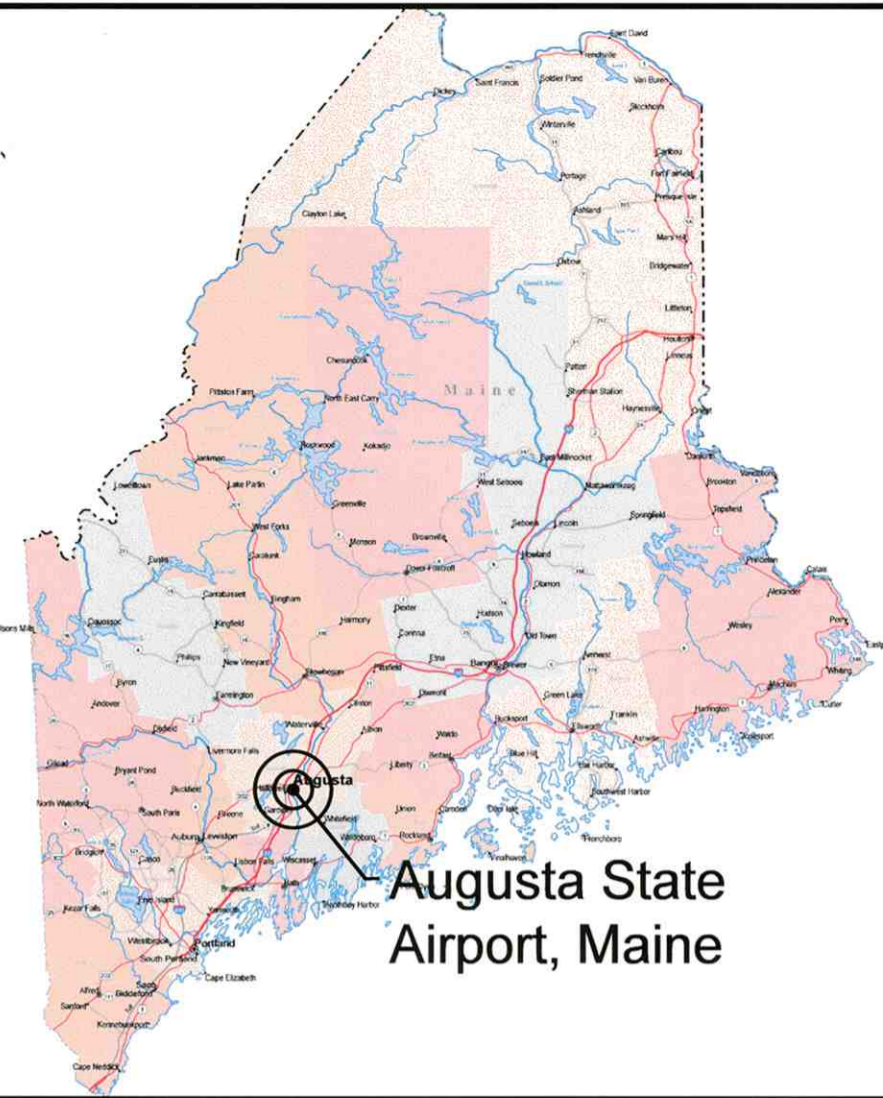
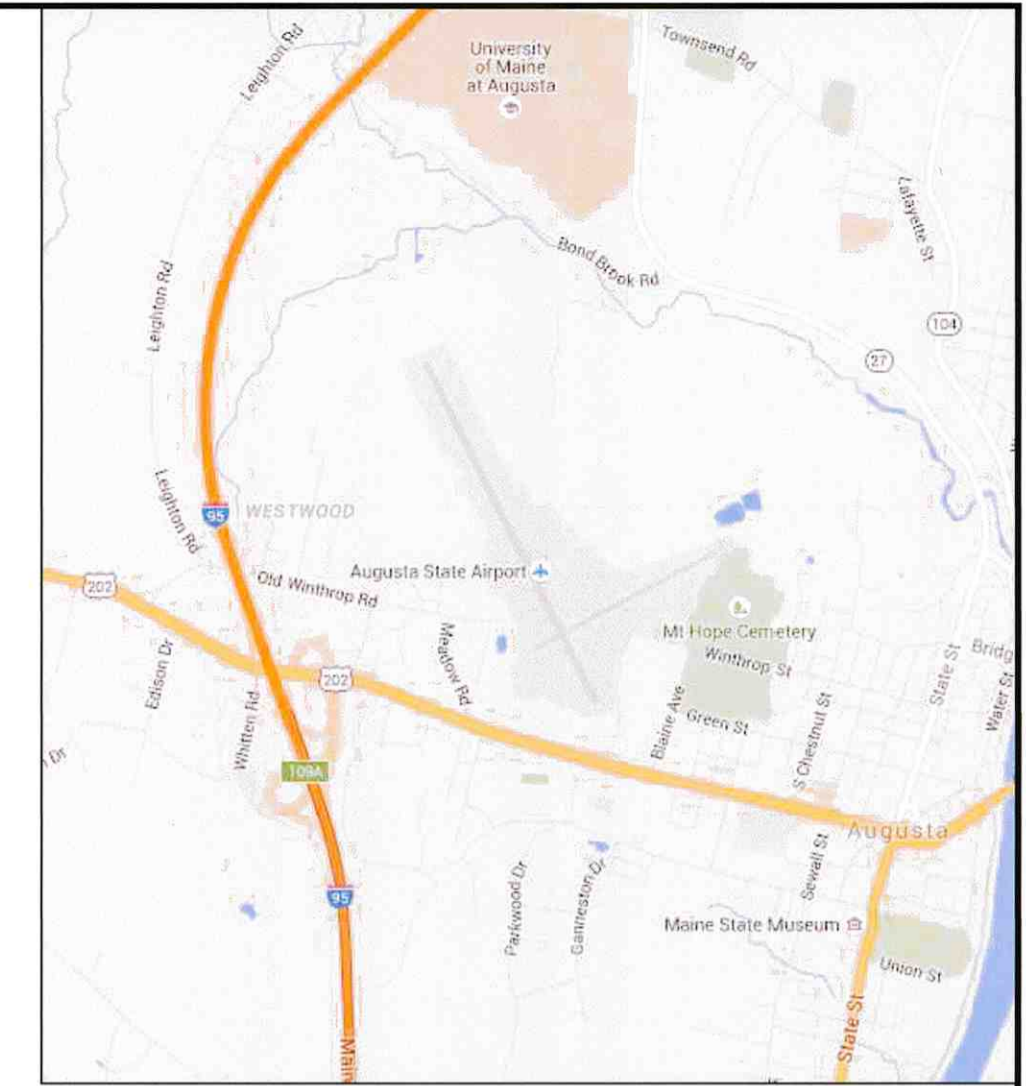


# AUGUSTA STATE AIRPORT AUGUSTA, MAINE



**LOCATION MAP**  
NOT TO SCALE



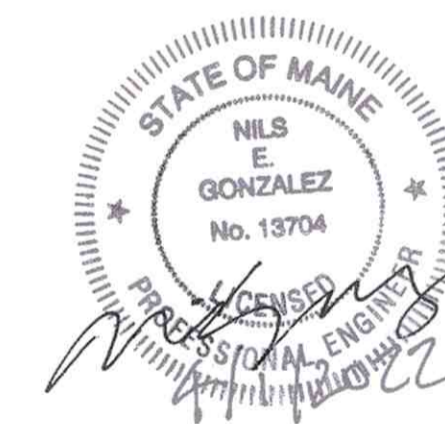
**VICINITY MAP**  
NOT TO SCALE



## RECONSTRUCT TERMINAL APRON

**AIP PROJECT NO. 3-23-0003-XXX-2022**

**MARCH 2022**



### MAJOR ITEM QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY
P-401-1	ASPHALT MIX PAVEMENT	1,300 TON

### BID DOCUMENTS

AUGUSTA STATE AIRPORT SUBMITTED BY: _____ TOWN MANAGER DATE: _____		MAINE DEPARTMENT OF TRANSPORTATION APPROVED: <u>Nils E. Gonzalez</u> DATE: <u>4-5-2022</u> CHIEF ENGINEER		DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION NEW ENGLAND REGION APPROVED: _____ DATE: _____ APPROVAL SUBJECT TO COMMENTS AND RECOMMENDATIONS IN LETTERS DATED _____		SPONSOR'S STATEMENT REGARDING COMPLIANCE These plans and specifications have been prepared to the best of my knowledge and belief, in accordance with the list of current FAA Advisory Circulars for AIP and PFC projects 1/31/22. Known both deviations from FAA standards were approved by FAA letters dated <u>NONE</u> and are discussed in the project engineering report and/or other official project documents. BY: <u>Nils E. Gonzalez</u> DATE: <u>4/1/2022</u>		AUGUSTA STATE AIRPORT AUGUSTA, MAINE TITLE SHEET			
REV. _____ DESCRIPTION _____		DES. BY: JAK DR. BY: JAK CHKD. BY: NEG		DATE: 4/1/22		SCALE: AS SHOWN DATE: MARCH 2022		PROJECT NO. 302908.01 SHEET OF 1 9		DRAWING NO. <b>G1.1</b>	
HOYLE TANNER 150 Dow Street Manchester, NH 03101-1227 Tel 603-669-5555 Fax 603-669-4168 Web Page: www.foyletanner.com											

Drawing name: H:\2022\03\01\_maint\dst\_australia\_terminal\_0301\03-23-0003-XXX-2022.dwg  
 Date: 4/1/22 11:29am

**GENERAL NOTES**

1. AIRPORT OPERATIONS COORDINATOR

THE AIRPORT MANAGER SHALL HAVE THE AUTHORITY TO OPEN AND CLOSE FACILITIES, ISSUE AND CANCEL NOTAMS, AND TO COORDINATE WITH AIRPORT USERS.

2. AIRPORT SECURITY

THE CONTRACTOR SHALL COMPLY WITH ALL AIRPORT SECURITY REQUIREMENTS AS SET FORTH IN THE FAA APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING ACCESS TO THE WORK AREA AND ENSURING THAT AIRPORT SECURITY IS MAINTAINED AT ALL TIMES. THE FAA CAN IMPOSE FINES OF \$10,000.00 OR MORE FOR SECURITY VIOLATIONS AND INCURSIONS INTO ACTIVE AIRCRAFT OPERATION AREAS. THE CONTRACTOR SHALL PAY ALL FINES ASSESSED AGAINST THE AIRPORT DUE TO VIOLATIONS CAUSED BY THE CONTRACTOR AND HIS/HER PERSONNEL, SUBCONTRACTORS AND VENDORS.

CONTRACTOR SHALL INSTRUCT SUPPLIERS ON ACCESS PROCEDURES TO BE FOLLOWED.

ALL SECURITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE OWNER AND THE FAA. SEE CSPP.

3. OPEN TRENCHES OR EXCAVATIONS

THE CONTRACTOR WILL NOT BE PERMITTED TO LEAVE ANY TRENCHES OR OTHER EXCAVATIONS OPEN AT NIGHT, ON WEEKENDS OR AT OTHER TIMES WHEN THE CONTRACTOR IS NOT ON THE WORK SITE. IN ADDITION, NO EXCAVATIONS EXCEEDING 3 INCHES IN DEPTH SHALL BE LEFT OPEN WITHIN AIRCRAFT OPERATION AREAS, AS DESCRIBED IN THE CSPP, WHILE THE RUNWAYS, TAXIWAYS, AND APRONS ARE IN USE.

4. DISPOSAL OF SURPLUS AND UNSUITABLE MATERIALS

ALL UNSUITABLE EXCAVATION MATERIAL, ALL DRAINAGE STRUCTURES AND PIPES, ALL BITUMINOUS CONCRETE PAVEMENT, AND ALL PORTLAND CEMENT CONCRETE PAVEMENT SHALL BE LEGALLY DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY UNLESS SPECIFIC INSTRUCTIONS TO THE CONTRARY ARE INCLUDED IN THE SPECIFICATIONS.

THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND PAY ALL FEES REQUIRED FOR THE DISPOSAL OF MATERIALS OFF AIRPORT PROPERTY. AT THE OWNER'S OR ENGINEER'S REQUEST, WEIGHT SLIPS FOR OFF-SITE DISPOSAL MAY BE REQUESTED.

NO SEPARATE MEASUREMENT AND PAYMENT WILL BE MADE FOR THE DISPOSAL, BUT RATHER THE DISPOSAL SHALL BE INCIDENTAL TO THE ITEM THAT GENERATES THE MATERIAL.

OWNER RESERVES FIRST RIGHT OF REFUSAL FOR ALL MATERIALS REMOVED FROM SITE. CONTRACTOR SHALL DELIVER AT THE DIRECTION OF THE ENGINEER.

5. UNDERGROUND UTILITIES AND CABLES

THE APPROXIMATE LOCATIONS OF KNOWN UTILITIES AND UNDERGROUND CABLES ARE SHOWN ON THE CONTRACT DRAWINGS. PRIOR TO COMMENCEMENT OF ANY EXCAVATION, THE CONTRACTOR SHALL COORDINATE ALL WORK ON AND IN THE VICINITY OF THE UNDERGROUND UTILITIES AND CABLES WITH THE FOLLOWING AGENCIES AS APPROPRIATE.

- THE FEDERAL AVIATION ADMINISTRATION
- AUGUSTA STATE AIRPORT
- THE FEDERAL AVIATION ADMINISTRATION-AIRWAY FACILITIES BRANCH
- THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION-NATIONAL WEATHER BUREAU
- FAIRPOINT COMMUNICATIONS
- CITY OF AUGUSTA
- CENTRAL MAINE POWER COMPANY
- UNITIL
- TIME WARNER CABLE
- AUGUSTA AIRPORT OPERATIONS
- DIG SAFE

LOCATIONS OF ALL EXISTING UTILITIES ARE APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.

THE CONTRACTOR SHALL REPAIR, AT HIS/HER OWN EXPENSE, ANY UNDERGROUND OR OVERHEAD CABLES OR UTILITIES DAMAGED BY HIS/HER OPERATIONS AT NO ADDITIONAL COST TO THE OWNER INCLUDING ANY DAMAGE DONE BY DRIVING HIS/HER EQUIPMENT OVER EXISTING UNDERGROUND CABLES OR UTILITIES. THE REPAIR OF FAA CABLES SHALL BE INSPECTED AND APPROVED BY THE FAA.

ANY DAMAGE TO EXISTING DRAINAGE AND ELECTRICAL ITEMS THAT ARE TO REMAIN SHALL BE REPLACED OR REPAIRED AT NO ADDITIONAL COST TO THE OWNER IF SHOWN ON PLANS OR NOT.

CONTRACTOR SHALL VERIFY EXISTING CIRCUITRY.

REMOVAL OF ELECTRICAL CABLES SHALL BE MEASURED BY THE LINEAR FEET OF DISTANCE BETWEEN CABLE RUNS, REGARDLESS OF THE LENGTH OF NUMBER OF CABLES.

6. CONTRACTOR'S STAGING AREAS AND HAUL ROUTE

THE CONTRACTOR SHALL USE THE AREAS SHOWN ON THE PLANS FOR HIS/HER STAGING AREA. THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL IMPROVEMENTS AND RESTORATION OF THE DESIGNATED AREA, SUCH AS GRUBBING, GRADING, AND CONSTRUCTION OF GRAVEL ACCESS ROADS, THAT ARE NECESSARY FOR THE UTILIZATION OF THE AREA AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR IS RESPONSIBLE FOR ALL TRASH PICK-UP GENERATED BY THE PROJECT. RESTROOM FACILITIES WILL BE PROVIDED AND MAINTAINED IN THE STAGING AREA BY THE CONTRACTOR. THE STAGING AREA WILL BE RESTORED BY THE CONTRACTOR, TO A CONDITION APPROVED BY THE OWNER. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ANY TEMPORARY ACCESS PERMITS AND ASSOCIATED FEES FOR ACCESS TO THE ADJACENT ROAD NETWORK. THERE WILL BE NO SEPARATE PAYMENT FOR THIS WORK. ALL WORK NECESSARY TO USE THE STAGING AREA AND HAUL ROUTES SHALL BE DEEMED INCIDENTAL TO THE OVERALL PROJECT. STATE AND LOCAL HIGHWAY LOAD LIMITS APPLY ON ALL HAUL ROUTES. ALL HAUL ROUTES SHALL BE RESTORED TO THE ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.

HAUL ROUTES SHOWN ON THE PLANS HAVE BEEN APPROVED BY THE FAA. ANY DEVIATION MUST BE APPROVED BY FAA PRIOR TO UTILIZATION BY THE CONTRACTOR. IT SHOULD BE NOTED THAT DEVIATIONS IN THE HAUL ROUTE MIGHT NOT BE APPROVED BY THE FAA.

7. WETLANDS

DISTURBANCE OF WETLANDS IS A POTENTIAL VIOLATION OF FEDERAL, STATE AND LOCAL REGULATIONS. NO DISTURBANCE OF WETLANDS IS INTENDED AS PART OF THIS PROJECT. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID ANY UNAUTHORIZED DISTURBANCE OF WETLANDS AS PART OF HIS WORK. THE CONTRACTOR SHALL PAY ALL FINES ASSESSED AGAINST THE AIRPORT AND RELATED EXPENSES DUE TO VIOLATIONS CAUSED BY THE CONTRACTOR AND HIS/HER PERSONNEL, SUBCONTRACTORS, AND VENDORS. THE CONTRACTOR SHALL COMPLY WITH CONDITIONS SET FORTH IN THE WETLAND PERMITS OBTAINED FOR THE PROJECT.

8. AIRPORT OPERATIONS AND SAFETY REQUIREMENTS

NORMAL AIRPORT OPERATIONS WILL BE CONDUCTED DURING CONSTRUCTION. THE CONTRACTOR'S WORK SHALL BE CARRIED ON IN SUCH A MANNER AS NOT TO INTERFERE WITH AIRPORT OPERATIONS. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE SAFETY OF OPERATING AIRCRAFT AS WELL AS HIS/HER OWN EQUIPMENT AND PERSONNEL. THE CONTRACTOR SHALL COMPLY WITH ALL THE REQUIREMENTS SET FORTH IN THE FAA APPROVED CONSTRUCTION SAFETY AND PHASING PLAN.

ALL CONTRACTOR'S VEHICLES SHALL HAVE A FLASHING BEACON AND THE COMPANY IDENTIFICATION PLAINLY VISIBLE ON BOTH SIDES OF THE VEHICLE IN ORDER TO IDENTIFY THE VEHICLE.

THE CONTRACTOR SHALL HAVE A POWER VACUUM SWEEPER ON THE SITE AT ALL TIMES TO SWEEP PAVEMENTS IN WORK AREAS AND HAUL ROUTES AS DIRECTED BY THE ENGINEER.

NO.	SUBMISSIONS	DATE
1	90% DESIGN SUBMISSION	3/25/22
2	BID DOCUMENTS	4/1/2022

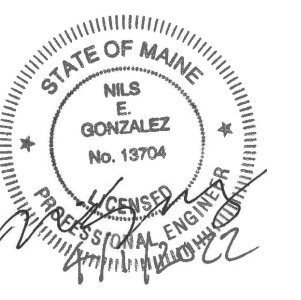
**INDEX OF DRAWINGS**

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**LEGEND**

	EXISTING VEHICLE SIGN		SAWCUT
	EXISTING AIRFIELD SIGN		SILT FENCE
	EXISTING ELECTRICAL CABLE		RUNWAY SAFETY AREA
	EXIST. CONC. ENC. DUCT		RUNWAY SAFETY AREA
	EXISTING CATCH BASIN		RUNWAY OBJECT FREE AREA
	EXISTING DRAINAGE		RUNWAY OBJECT FREE AREA
	PROPOSED DRAINAGE		LOCALIZER CRITICAL AREA
	EXIST. CONTOURS		LIMITS OF WORK
	PROPOSED CONTOURS		LIMITS OF GRADING
	CONSTRUCTION SAFETY AND PHASING AREA		PROPOSED INLET PROTECTION
	REMOVE EXISTING BITUMINOUS CONCRETE PAVEMENT		BARRICADE
			HAUL ROUTE

ENGINEER'S SEAL



150 Dow Street  
Manchester, NH 03101-1227  
(603) 669-5555  
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PROJECT DESIGNER

AUGUSTA STATE AIRPORT  
RECONSTRUCT TERMINAL APRON

GENERAL NOTES

REV.	NO.	DATE	DESCRIPTION	BY

BID DOCUMENTS DO NOT SCALE DRAWING

DATE: 4/1/2022

SCALE: AS SHOWN

DATE: MARCH 2022

PROJ. No.: 302908.01

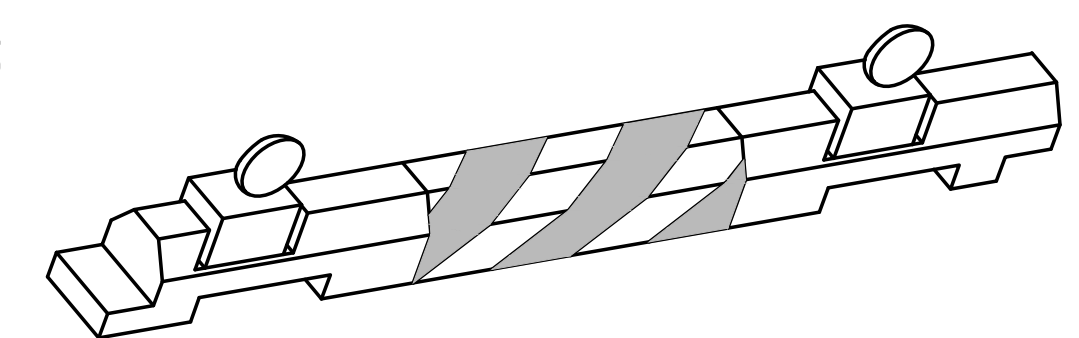
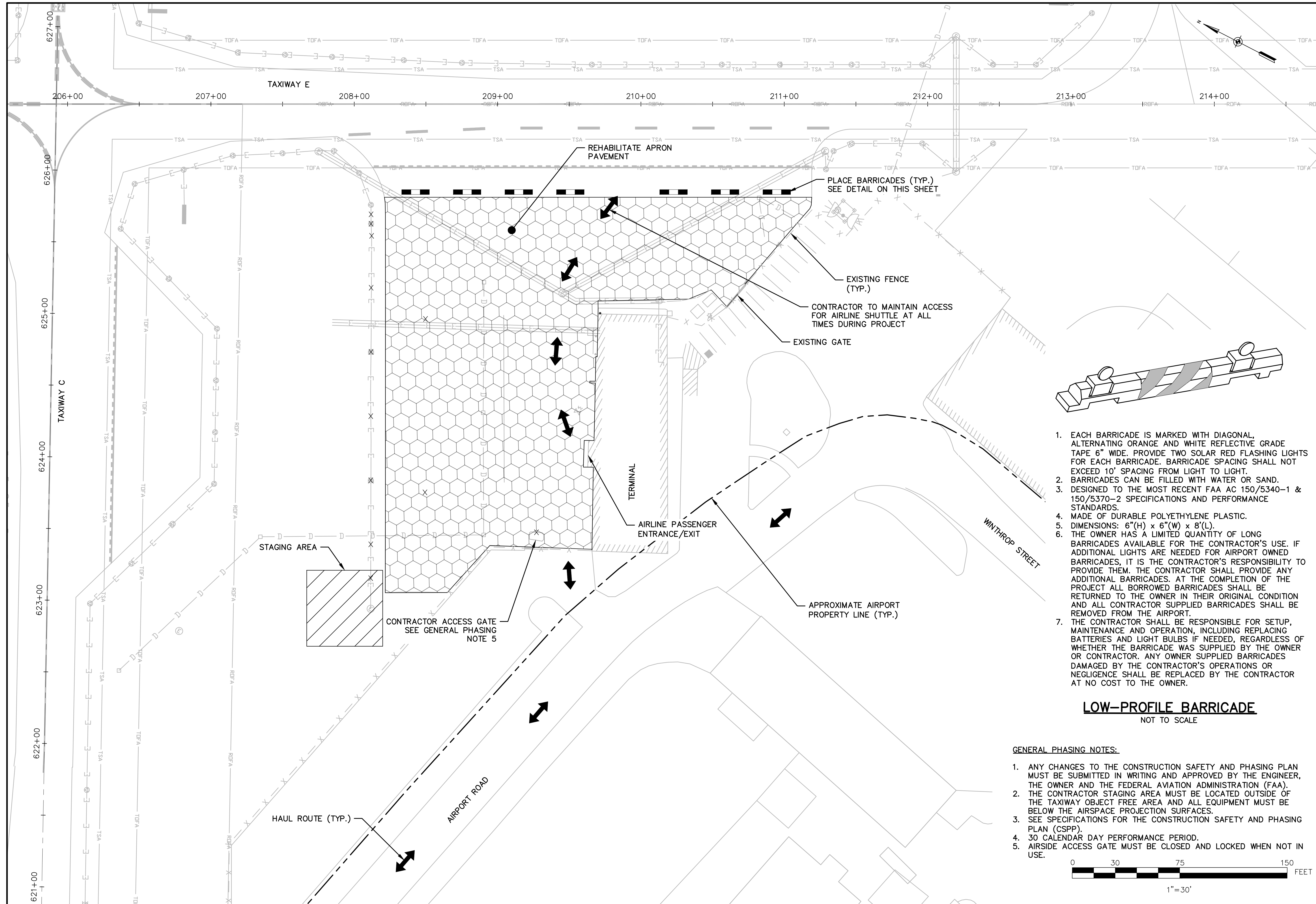
AIP: 3-23-0003-XXX-2022

DRAWING NO.

**G1.2**

SHEET 2 OF 9



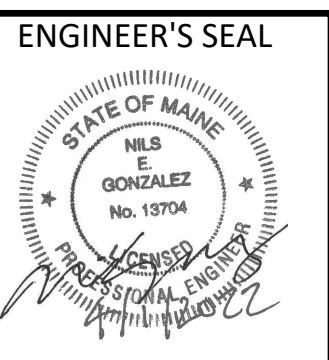
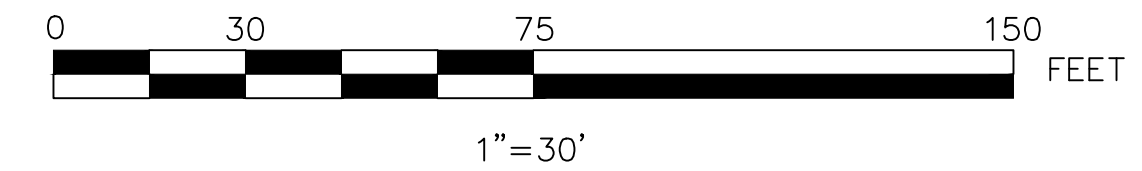


1. EACH BARRICADE IS MARKED WITH DIAGONAL, ALTERNATING ORANGE AND WHITE REFLECTIVE GRADE TAPE 6" WIDE. PROVIDE TWO SOLAR RED FLASHING LIGHTS FOR EACH BARRICADE. BARRICADE SPACING SHALL NOT EXCEED 10' SPACING FROM LIGHT TO LIGHT.
2. BARRICADES CAN BE FILLED WITH WATER OR SAND.
3. DESIGNED TO THE MOST RECENT FAA AC 150/5340-1 & 150/5370-2 SPECIFICATIONS AND PERFORMANCE STANDARDS.
4. MADE OF DURABLE POLYETHYLENE PLASTIC.
5. DIMENSIONS: 6"(H) x 6"(W) x 8"(L).
6. THE OWNER HAS A LIMITED QUANTITY OF LONG BARRICADES AVAILABLE FOR THE CONTRACTOR'S USE. IF ADDITIONAL LIGHTS ARE NEEDED FOR AIRPORT OWNED BARRICADES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THEM. THE CONTRACTOR SHALL PROVIDE ANY ADDITIONAL BARRICADES. AT THE COMPLETION OF THE PROJECT ALL BORROWED BARRICADES SHALL BE RETURNED TO THE OWNER IN THEIR ORIGINAL CONDITION AND ALL CONTRACTOR SUPPLIED BARRICADES SHALL BE REMOVED FROM THE AIRPORT.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SETUP, MAINTENANCE AND OPERATION, INCLUDING REPLACING BATTERIES AND LIGHT BULBS IF NEEDED, REGARDLESS OF WHETHER THE BARRICADE WAS SUPPLIED BY THE OWNER OR CONTRACTOR. ANY OWNER SUPPLIED BARRICADES DAMAGED BY THE CONTRACTOR'S OPERATIONS OR NEGLIGENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE OWNER.

**LOW-PROFILE BARRICADE**  
NOT TO SCALE

GENERAL PHASING NOTES:

1. ANY CHANGES TO THE CONSTRUCTION SAFETY AND PHASING PLAN MUST BE SUBMITTED IN WRITING AND APPROVED BY THE ENGINEER, THE OWNER AND THE FEDERAL AVIATION ADMINISTRATION (FAA).
2. THE CONTRACTOR STAGING AREA MUST BE LOCATED OUTSIDE OF THE TAXIWAY OBJECT FREE AREA AND ALL EQUIPMENT MUST BE BELOW THE AIRSPACE PROJECTION SURFACES.
3. SEE SPECIFICATIONS FOR THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP).
4. 30 CALENDAR DAY PERFORMANCE PERIOD.
5. AIRSIDE ACCESS GATE MUST BE CLOSED AND LOCKED WHEN NOT IN USE.



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PROJECT DESIGNER

AUGUSTA STATE AIRPORT  
RECONSTRUCT TERMINAL APRON

**CONSTRUCTION SAFETY AND  
PHASING PLAN**

REV. NO.	DATE	DESCRIPTION	BY

PROJ. No.: 302908.01  
AIP: 3-23-0003-XXX-2022

DRAWING NO.

**G1.4**

## EROSION CONTROL NOTES

- ALL EARTHWORK SHALL BE CONFINED TO THE LIMITS OF WORK AS SHOWN ON CONTRACT DRAWINGS.
- SILT FENCES OR OTHER SEDIMENT BARRIERS SHALL BE INSTALLED WHERE SHOWN ON THE PLANS, ON THE DOWNHILL SIDE OF STOCKPILES OF TOPSOIL AND OTHER SOIL MATERIALS AND IN OTHER LOCATIONS AS REQUIRED, TO PREVENT SILT AND SEDIMENTATION FROM ENTERING EXISTING DRAINAGE CHANNELS.
- ALL TURF AREAS SHALL BE PERMANENTLY STABILIZED WITHIN 15 DAYS OF FINAL GRADING OR TEMPORARILY STABILIZED WITHIN 30 DAYS OF INITIAL DISTURBANCE OF SOIL.
- DUST CONTROL: ALL VEHICLE TRAFFIC AREAS AND EXPOSED SURFACES SHALL BE MOISTENED PERIODICALLY WITH ADEQUATE WATER TO CONTROL DUST.
- SLOPE STABILITY: ALL SLOPES SHALL BE INSPECTED FREQUENTLY FOR SIGNS OF FAILURE, SLIPPING, AND/OR EROSION. ANY DAMAGE SHALL BE REPAIRED IMMEDIATELY.
- CONTRACTOR'S EROSION CONTROL MEASURES ARE NOT LIMITED TO THOSE SHOWN ON THE PLANS. THE CONTRACTOR SHALL PERFORM ANY AND ALL ADDITIONAL MEASURES TO CONTROL EROSION.

## TOPSOIL AND SEEDING

### 1. TOPSOIL:

SUITABLE TOPSOIL STRIPPED FROM THE SITE, FROM THE AIRPORT STOCKPILE OR FROM OFF-SITE SHALL MEET THE REQUIREMENTS OF SPECIFICATION SECTION T-905, TOPSOILING.

### 2. SEEDING:

USE PERMANENT SEED MIXES AND RATES BETWEEN 5/15 AND 9/30. USE TEMPORARY SEED MIXES FOR PERIODS LESS THAN 12 MONTHS. IF USING TEMPORARY SEED MIXES BETWEEN 10/01 AND 5/15, RE-SEED WITH PERMANENT SEED MIX AFTER 5/15

### 3. REGULAR SEED MIX SEEDS SHALL BE APPLIED AS FOLLOWS:

IN UPLAND AREAS THE FOLLOWING SEED SHALL BE APPLIED: TALL FESCUE (FESTUCA ARUNDINACEA) 325 LB/AC PURE LIVE SEED, USE A MINIMUM OF 3 VARIETIES OF TALL FESCUE. EACH VARIETY SHOULD CONTAIN A MINIMUM OF 70% VIABLE, ENDOPHYTES. VARIETIES COME FROM THE FOLLOWING LISTS: 2ND MILLENNIUM, BONSAI, CAYENNE, COCHISE III, CONSTITUTION, CONVEANT, COYOTE II, CROSSFIRE II, DAKOTA, DYNASTY II, ESCALADE, MUSTANG 3, RENDITION, SRF8600, TOAS, TITAN LTD., TITANIUM OR TOMBSTONE OR AS APPROVED BY THE ENGINEER

### 4. TEMPORARY SEED:

KIND OF SEED	LBS PER ACRE	SEEDING DEPTH	RECOMMENDED SEEDING DATES	REMARKS
WINTER RYE	112	1-1.5 IN	8/15-10/1	GOOD FOR FALL SEEDING. SELECT A HARDY SPECIES, SUCH AS AROOSTOOK RYE.
OATS	80	1-1.5 IN	4/1-7/1 8/15-9/15	EARLY FALL SEEDING WILL DIE WHEN WINTER WEATHER MOVES IN, BUT MULCH WILL PROVIDE PROTECTION.
ANNUAL RYEGRASS	40	.25 IN	4/1-7/1	GROWS QUICKLY BUT IS OF SHORT DURATION. USE WHERE APPEARANCE IS IMPORTANT. WITH MULCH, SEEDING MAY BE DONE THROUGHOUT GROWING SEASON.
SUDANGRASS	40	.5-1 IN	5/15-8/15	GOOD GROWTH DURING HOT SUMMER PERIODS.
PERENNIAL	40	.25 IN	8/15-9/15	GOOD COVER, LONGER LASTING THAN ANNUAL RYEGRASS. MULCHING WILL ALLOW SEEDING THROUGHOUT GROWING SEASON.

### 5. LIME AND FERTILIZER:

APPLY LIME AND FERTILIZER AT THE RATES RECOMMENDED BY TESTING RESULTS OF A SOIL SAMPLE SENT TO UMAINE COOP. EXT.

### 6. MULCH:

MULCH AND EROSION CONTROL MATTING SHALL BE AS SPECIFIED IN SECTION P-156 TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL.

STRAW OR HAY (ANCHORED)	70 - 90 LBS	PROTECTED AREAS
STRAW OR HAY (ANCHORED)	185 - 275 LBS	WINDY AREAS
SHREDDED OR CHOPPED	185 - 275 LBS	MODERATE TO HIGH VELOCITY
EROSION CONTROL BLANKET	AS REQUIRED	AREAS AND SLOPES STEEPER THAN 3:1

## EROSION CONTROL MIX BERMS SEDIMENT BARRIER

EROSION CONTROL MIX CAN BE MANUFACTURED OFF THE PROJECT SITE. IT MUST CONSIST PRIMARILY OF ORGANIC MATERIAL, SEPARATED AT THE POINT OF GENERATION, AND MAY INCLUDE: SHREDDED BARK, STUMP GRINDINGS, COMPOSTED BARK, OR ACCEPTABLE MANUFACTURED PRODUCTS. WOOD AND BARK CHIPS, GROUND CONSTRUCTION DEBRIS OR REPROCESSED WOOD PRODUCTS WILL NOT BE ACCEPTABLE AS THE ORGANIC COMPONENT OF THE MIX.

## EROSION CONTROL MIX BERMS SEDIMENT BARRIER (CONT.)

### COMPOSITION

EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH. THE MIX COMPOSITION SHALL MEET THE FOLLOWING STANDARDS:

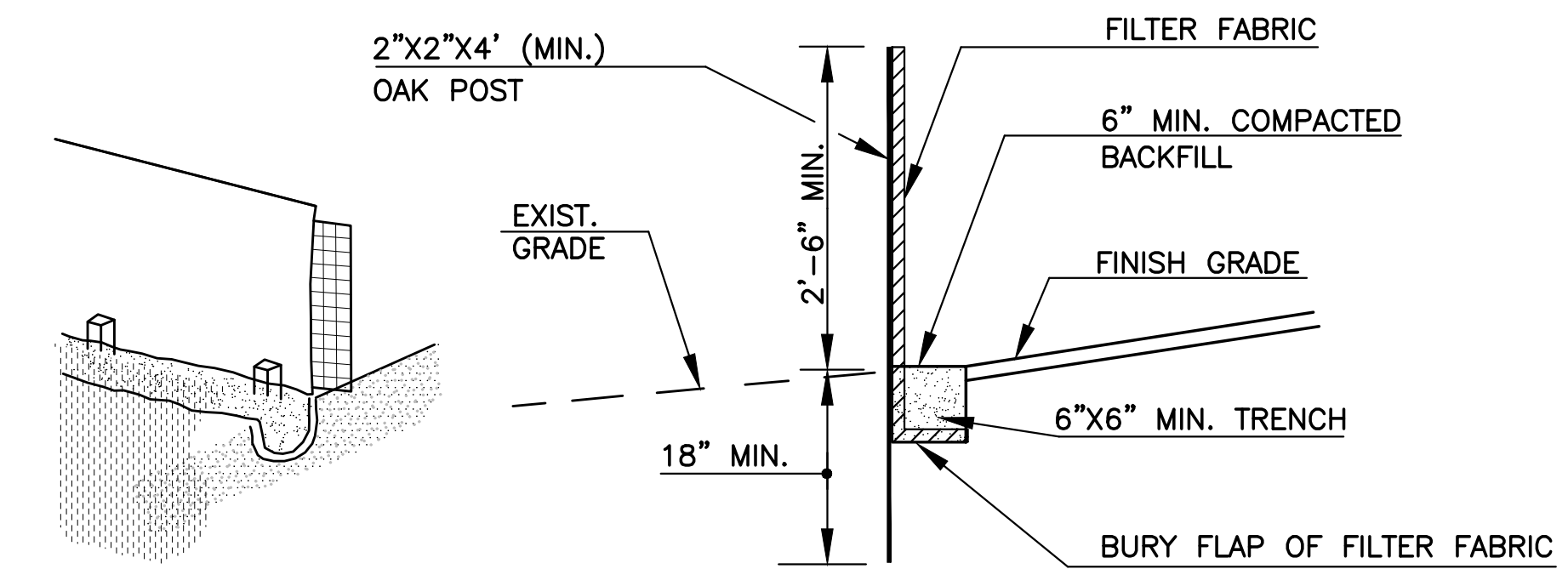
- THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 80 AND 100%, DRY WEIGHT BASIS.
- PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MINIMUM OF 70%, MAXIMUM OF 85%, PASSING A 0.75" SCREEN.
- THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED.
- LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
- SOLUBLE SALTS CONTENT SHALL BE < 4.0 MMHOS/CM.
- THE PH SHOULD FALL BETWEEN 5.0 AND 8.0.

### INSTALLATION

THE BARRIER MUST BE PLACED ALONG A RELATIVELY LEVEL CONTOUR. IT MAY BE NECESSARY TO CUT TALL GRASSES OR WOODY VEGETATION TO AVOID CREATING VOIDS AND BRIDGES THAT WOULD ENABLE FINES TO WASH UNDER THE BARRIER THROUGH THE GRASS BLADES OR PLANT STEMS.

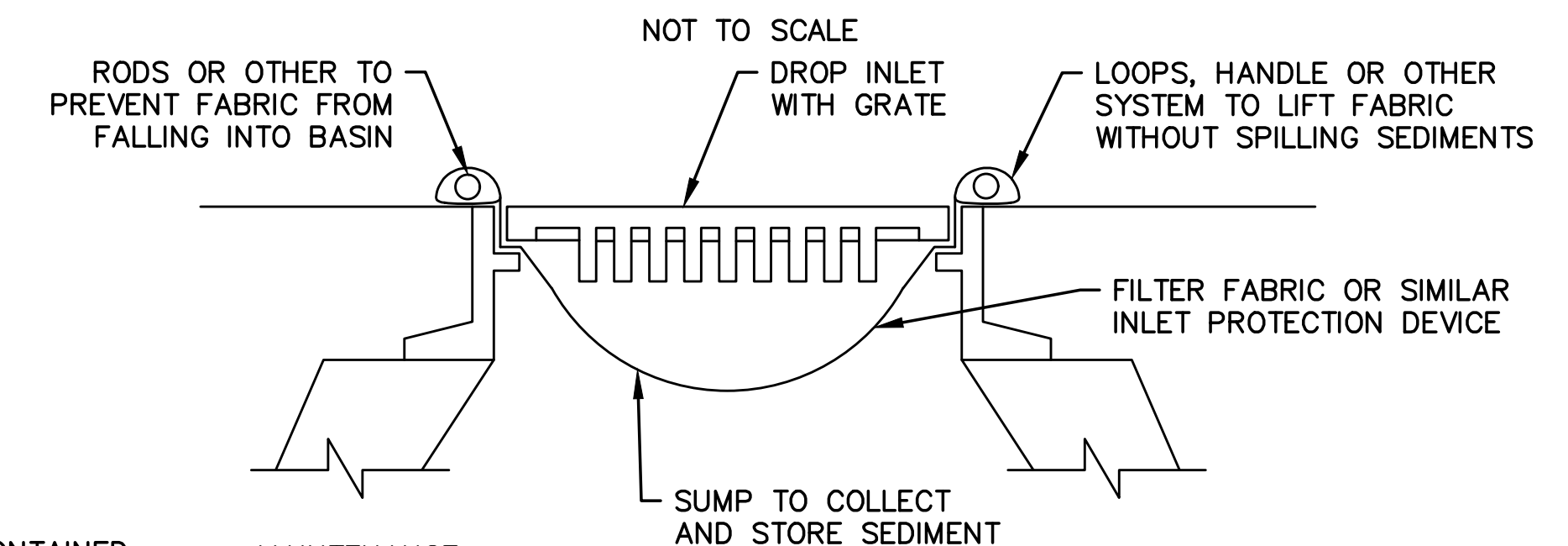
ON SLOPES LESS THAN 5% OR AT THE BOTTOM OF STEEPER SLOPES (2:1) UP TO 20 FEET LONG, THE BARRIER MUST BE A MINIMUM OF 12" HIGH, AS MEASURED ON THE UPHILL SIDE OF THE BARRIER, AND A MINIMUM OF TWO FEET WIDE. ON LONGER OR STEEPER SLOPES, THE BARRIER SHOULD BE WIDER TO ACCOMMODATE THE ADDITIONAL RUNOFF.

FROZEN GROUND, OUTCROPS OF BEDROCK AND VERY ROOTED FORESTED AREAS ARE LOCATIONS WHERE BERMS OF EROSION CONTROL MIX ARE MOST PRACTICAL AND EFFECTIVE. OTHER BMPS SHOULD BE USED AT LOW POINTS OF CONCENTRATED RUNOFF, BELOW CULVERT OUTLET APRONS, AROUND CATCH BASINS AND CLOSED STORM SYSTEMS, AND AT THE BOTTOM OF STEEP PERIMETER SLOPES THAT ARE MORE THAN 50 FEET FROM TOP TO BOTTOM (I.E., A LARGE UP GRADIENT CONTRIBUTING WATERSHED).



- NOTE:
- SPACING OF WOOD FENCE POST NOT TO EXCEED 6'-0".
  - SILT FENCE SHALL BE INSTALLED BEFORE ANY EARTH REMOVAL OR EXCAVATION TAKES PLACE.
  - SILT FENCE SHALL BE INSPECTED WEEKLY OR AFTER RAIN. ANY SEDIMENT ACCUMULATED HIGHER THAN 1 FOOT ABOVE EXISTING GRADE SHALL BE REMOVED, ANY DAMAGED SECTIONS SHALL BE REPAIRED OR REPLACED.

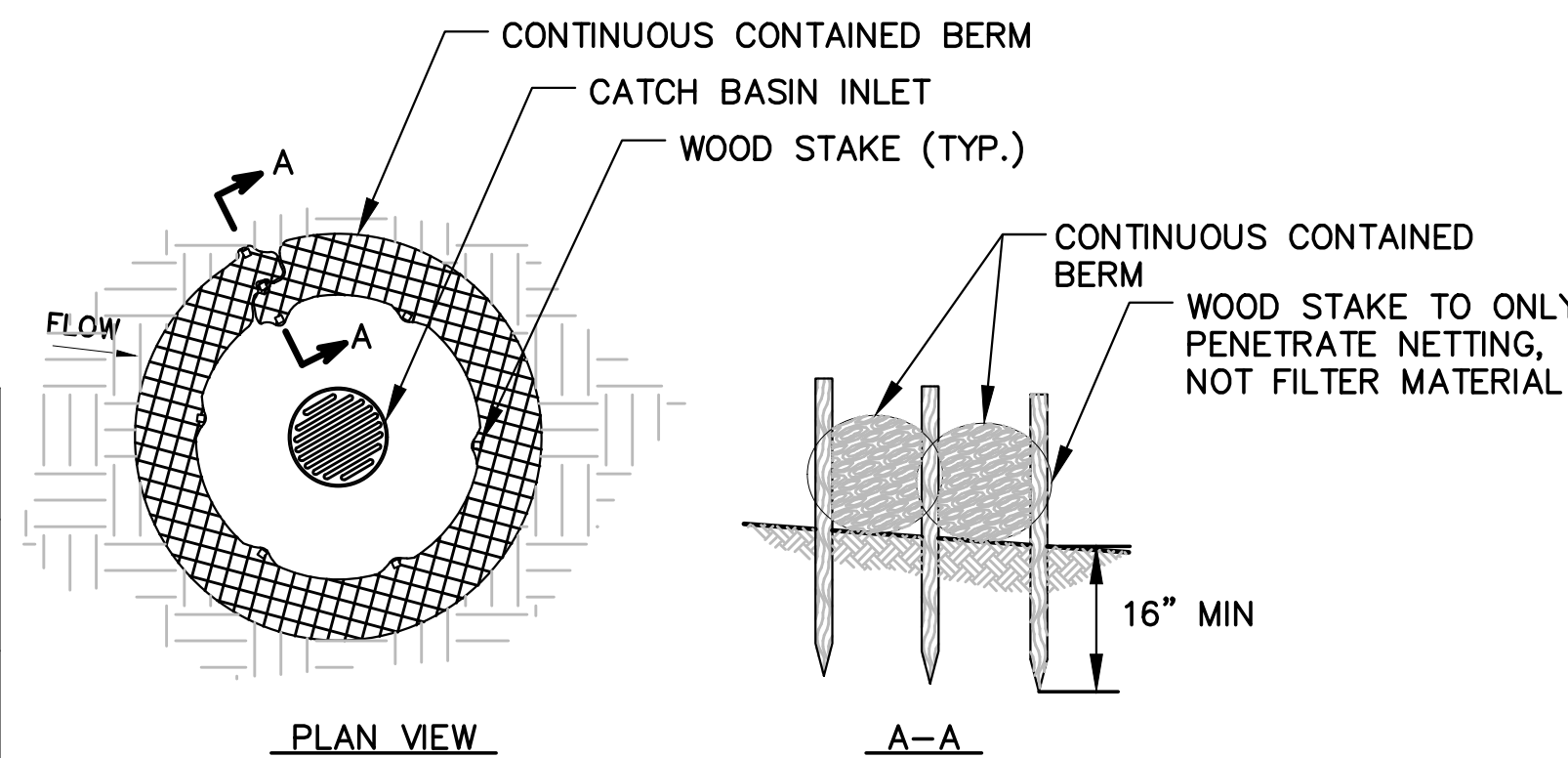
## SILT FENCE SEDIMENT BARRIER DETAIL



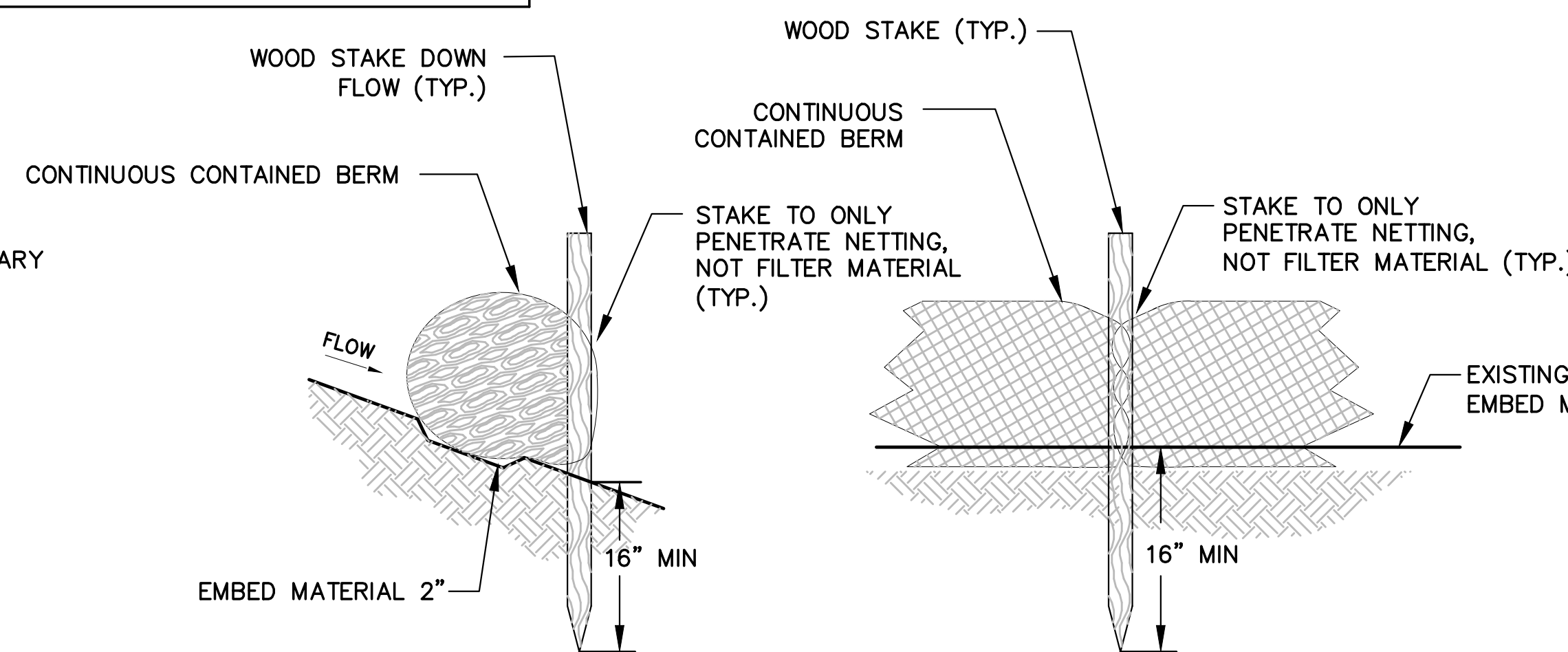
**MAINTENANCE:**  
CONTRACTOR TO CLEAN AFTER EVERY STORM. IF THE BARRIER BECOMES CLOGGED WITH SEDIMENT SO THAT IT NO LONGER ADEQUATELY PASSES FILTERED WATER, THE SEDIMENT SHALL BE REMOVED AND THE BARRIER SHALL BE REPLACED. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.

THE DEVICE SHALL BE REMOVED WHEN THE DRAINAGE AREA HAS BEEN ADEQUATELY STABILIZED.

## FILTER FABRIC INLET PROTECTION AT CATCH BASIN



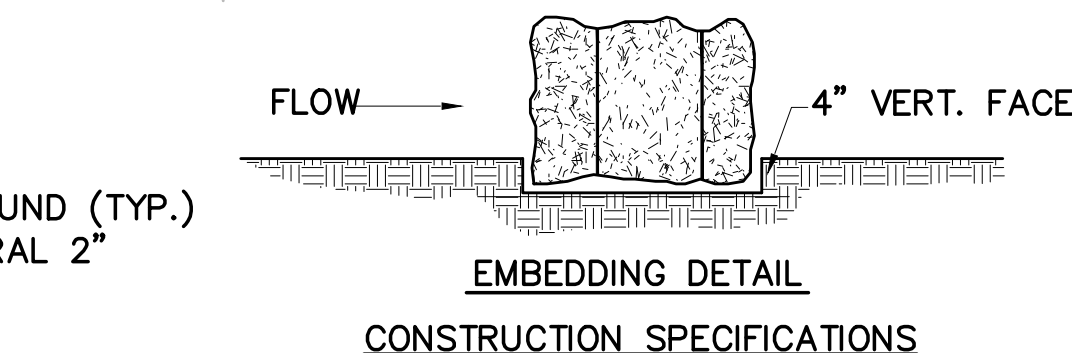
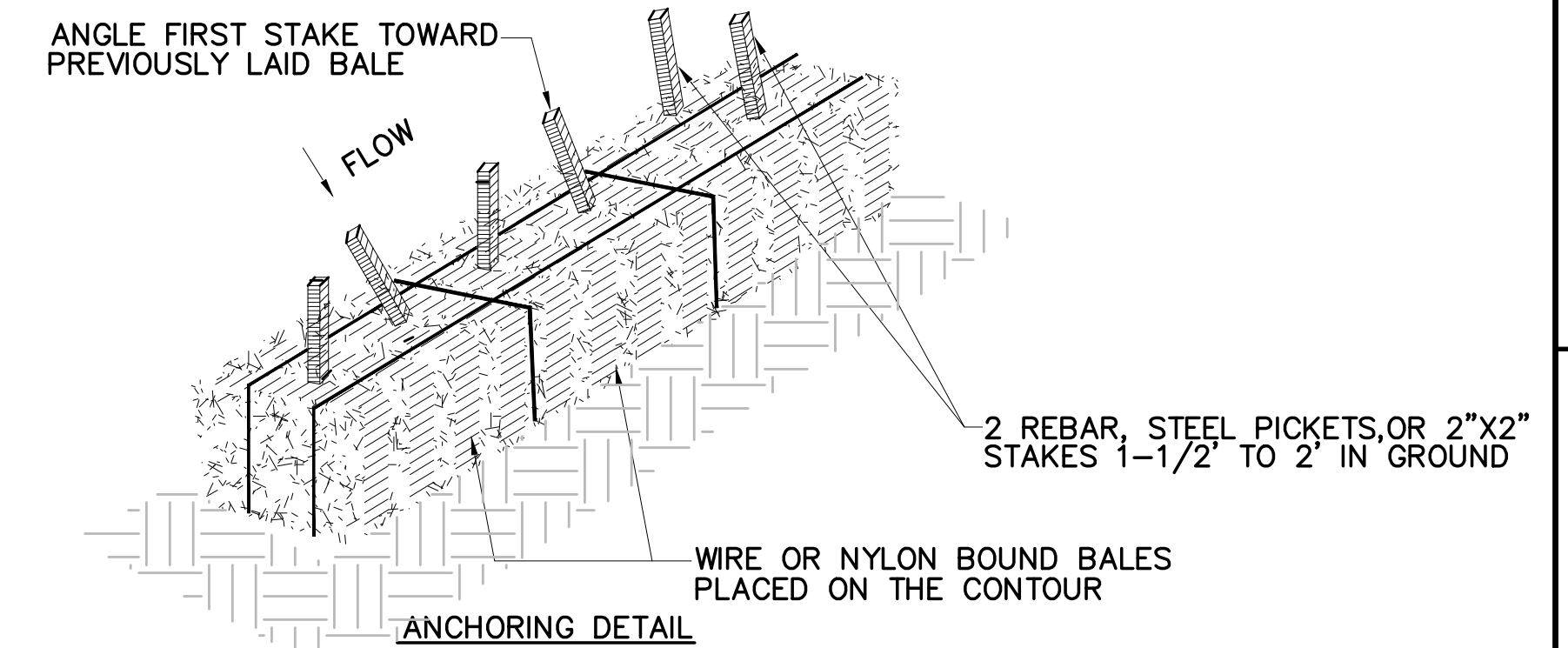
## CONTINUOUS CONTAINED BERM INLET PROTECTION AT CATCH BASIN



NOTE:  
CONTINUOUS CONTAINED BERMS CONSIST OF A SYNTHETIC TUBULAR NETTING FILLED WITH EROSION CONTROL MIX OR OTHER FILTER MATERIAL AND SHALL BE INSTALLED PER MANUFACTURERS INSTRUCTION.

## CONTINUOUS CONTAINED BERM SEDIMENT BARRIER DETAIL

NOT TO SCALE

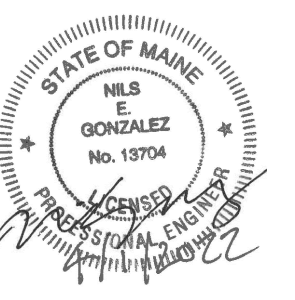


- BALES SHALL BE PLACED IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
- EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4".
- BALES SHALL BE SECURELY ANCHORED IN PLACE BY STAKES OR REBARS DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARDS PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER.
- INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

## HAY BALE SEDIMENT BARRIER DETAIL

NOT TO SCALE

ENGINEER'S SEAL



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DESIGNED BY JAK

CHECKED BY JAK

PROJECT DESIGNER  
**HOYLE TANNER**

AUGUSTA STATE AIRPORT  
RECONSTRUCT TERMINAL APRON  
EROSION CONTROL DETAILS

DATE: MARCH 2022

SCALE: AS SHOWN

REV.	DATE	DESCRIPTION	BY

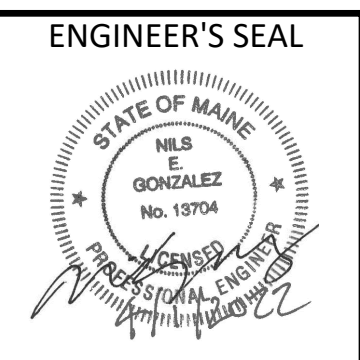
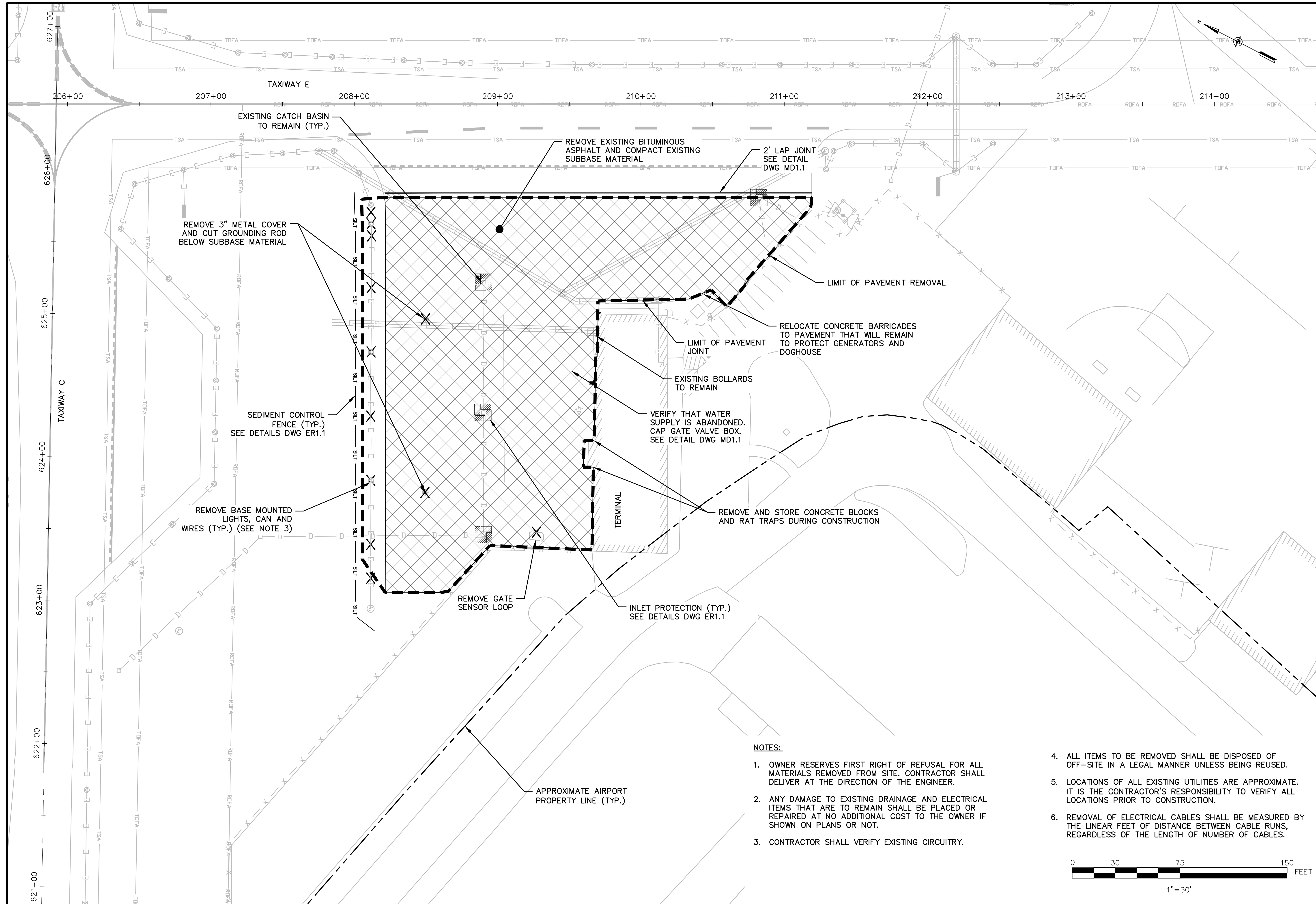
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AIP: 3-23-0003-XXX-2022

DRAWING NO.

**ER1.1**

SHEET 5 OF 9



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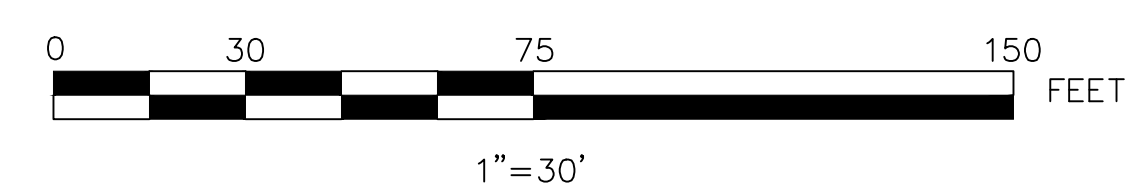
PROJECT DESIGNER  
 AUGUSTA STATE AIRPORT  
 RECONSTRUCT TERMINAL APRON  
**DEMO PLAN**

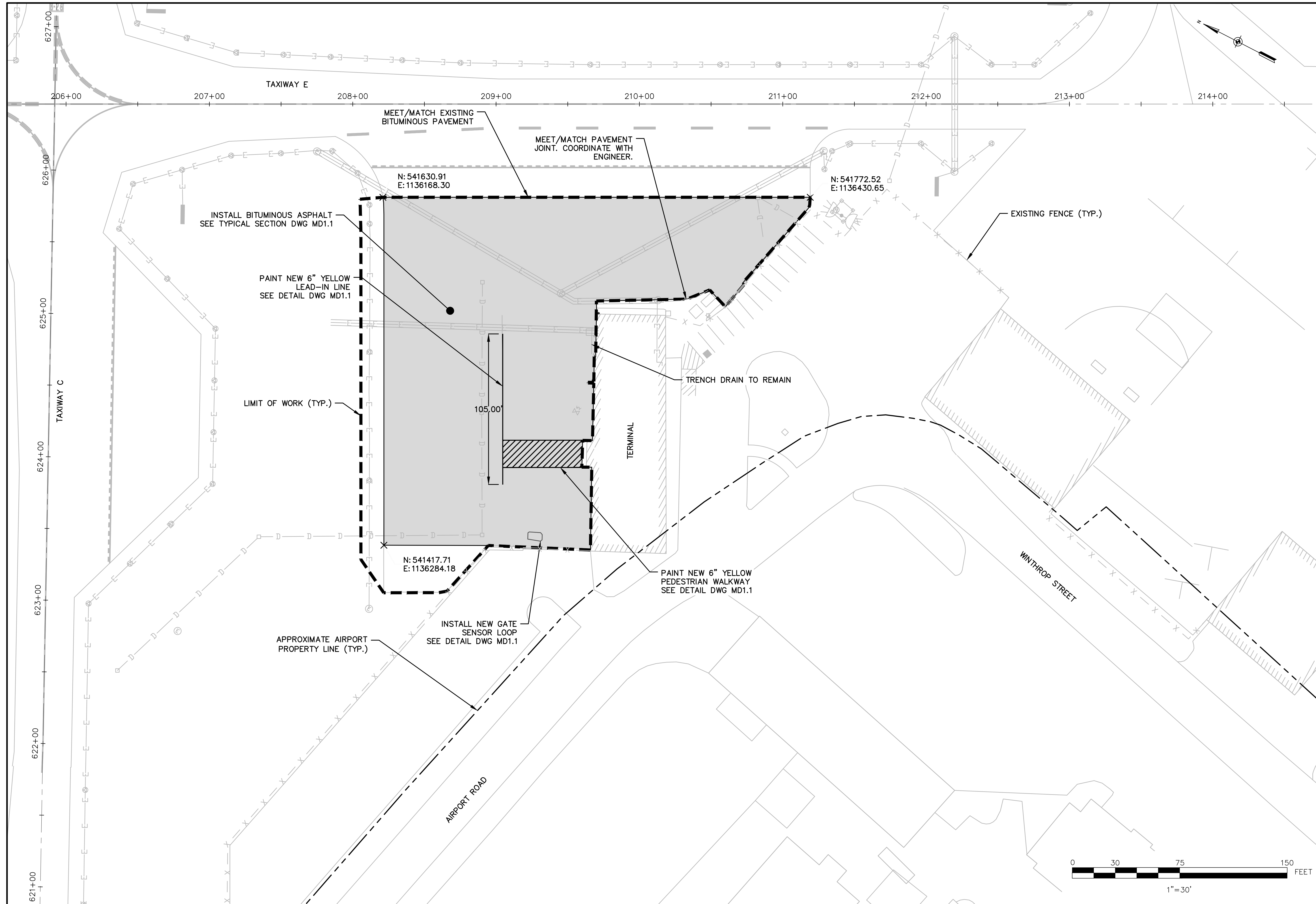
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PROJ. No.: 302908.01  
 AIP: 3-23-0003-XXX-2022  
 DRAWING NO. **DE1.1**  
 SHEET 6 OF 9

**NOTES:**

- OWNER RESERVES FIRST RIGHT OF REFUSAL FOR ALL MATERIALS REMOVED FROM SITE. CONTRACTOR SHALL DELIVER AT THE DIRECTION OF THE ENGINEER.
- ANY DAMAGE TO EXISTING DRAINAGE AND ELECTRICAL ITEMS THAT ARE TO REMAIN SHALL BE PLACED OR REPAIRED AT NO ADDITIONAL COST TO THE OWNER IF SHOWN ON PLANS OR NOT.
- CONTRACTOR SHALL VERIFY EXISTING CIRCUITRY.
- ALL ITEMS TO BE REMOVED SHALL BE DISPOSED OF OFF-SITE IN A LEGAL MANNER UNLESS BEING REUSED.
- LOCATIONS OF ALL EXISTING UTILITIES ARE APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL LOCATIONS PRIOR TO CONSTRUCTION.
- REMOVAL OF ELECTRICAL CABLES SHALL BE MEASURED BY THE LINEAR FEET OF DISTANCE BETWEEN CABLE RUNS, REGARDLESS OF THE LENGTH OF NUMBER OF CABLES.





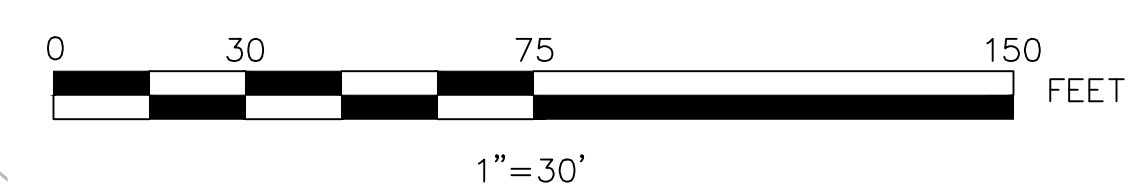
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 STATE OF MAINE  
 NILS GONZALEZ  
 No. 13704  
 PROFESSIONAL ENGINEER  
 LICENSED IN THE STATE OF MAINE

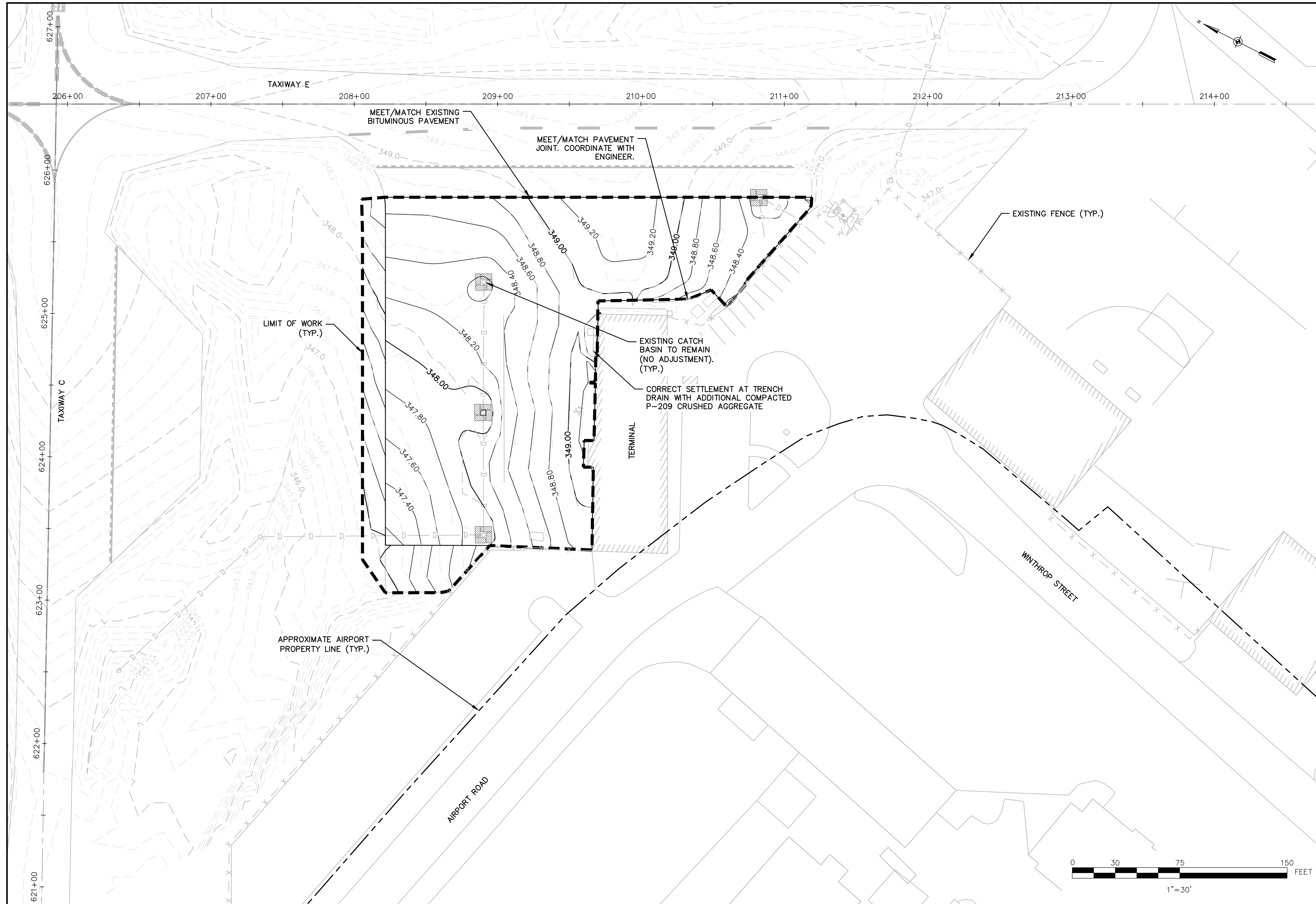
PROJECT DESIGNER  
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 CHECKED BY: NEG

AUGUSTA STATE AIRPORT  
 RECONSTRUCT TERMINAL APRON  
**GEOMETRY PLAN**  
 SCALE: AS SHOWN  
 DATE: MARCH 2022

REV. NO.	DATE	DESCRIPTION	BY

PROJ. No.: 302908.01  
 AIP: 3-23-0003-XXX-2022  
 DRAWING NO.  
**GE1.1**  
 SHEET 7 OF 9





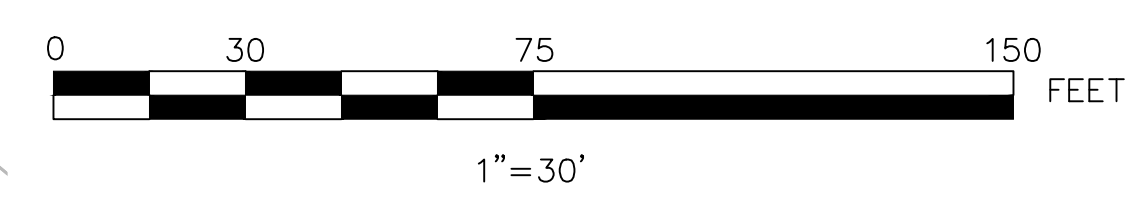
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 No. 13704  
 PROFESSIONAL ENGINEER  
 CIVIL

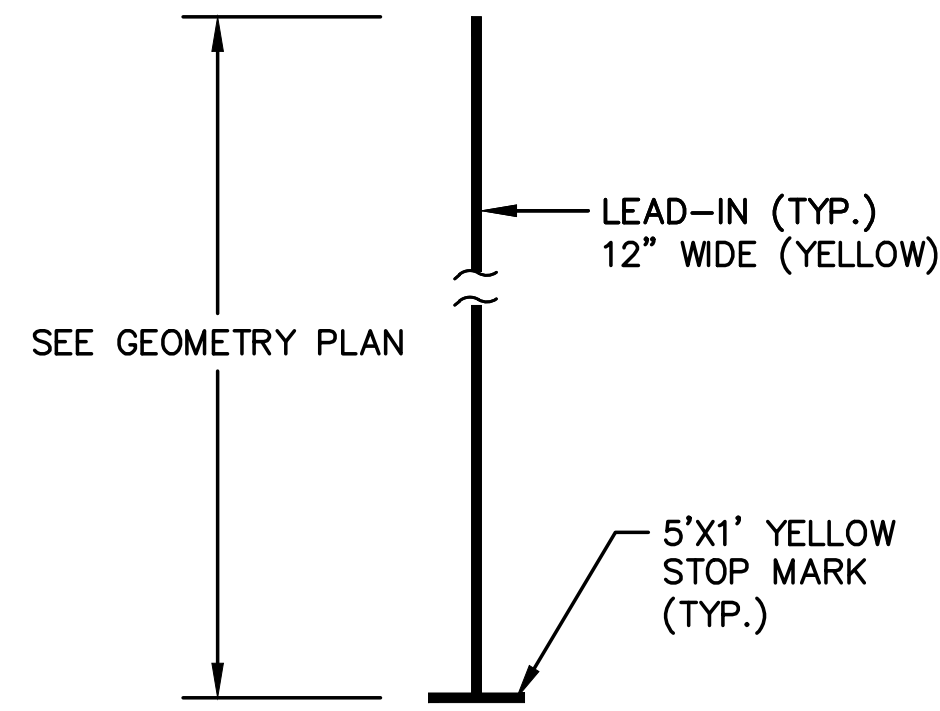
PROJECT DESIGNER  
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AUGUSTA STATE AIRPORT  
 RECONSTRUCT TERMINAL APRON  
**GRADING PLAN**  
 SCALE: AS SHOWN  
 DATE: MARCH 2022

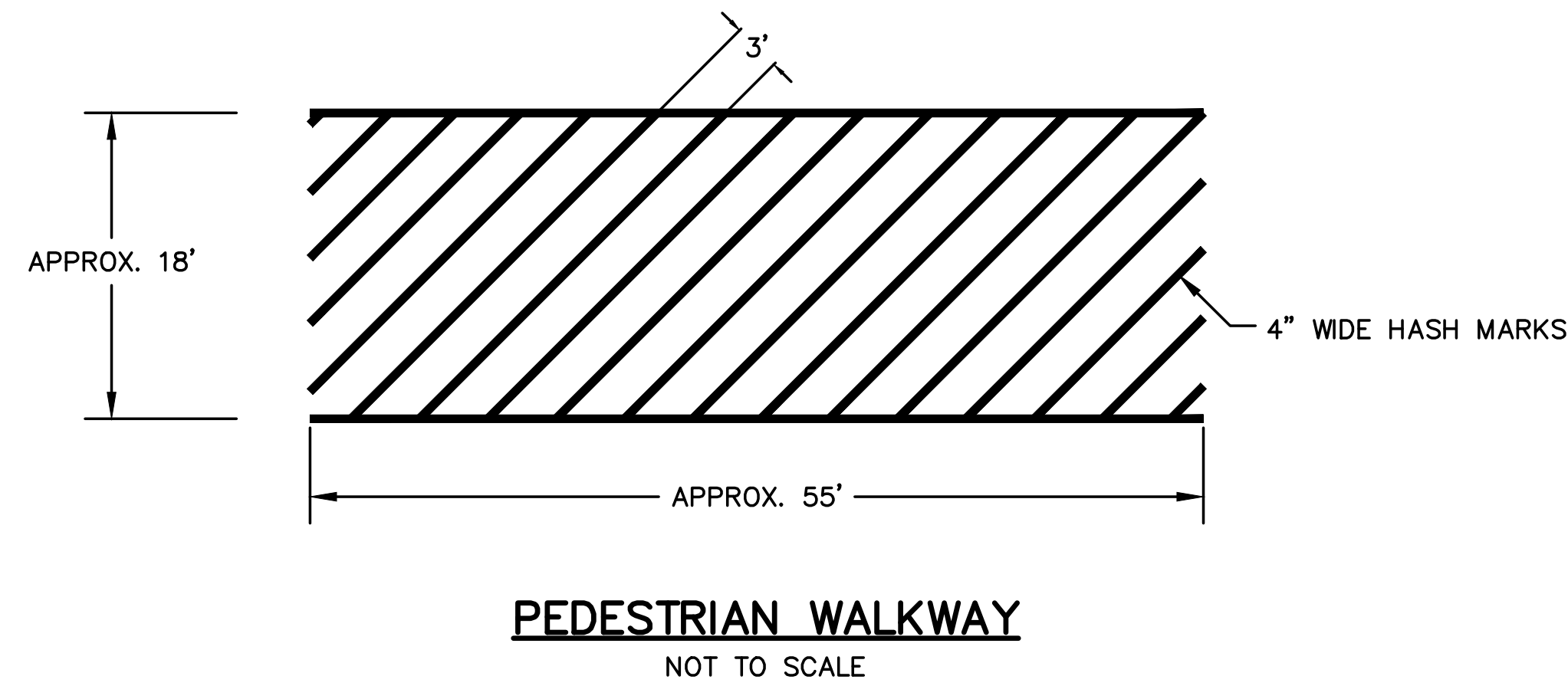
REV. NO.	DATE	DESCRIPTION	BY

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 SHEET 8 OF 9

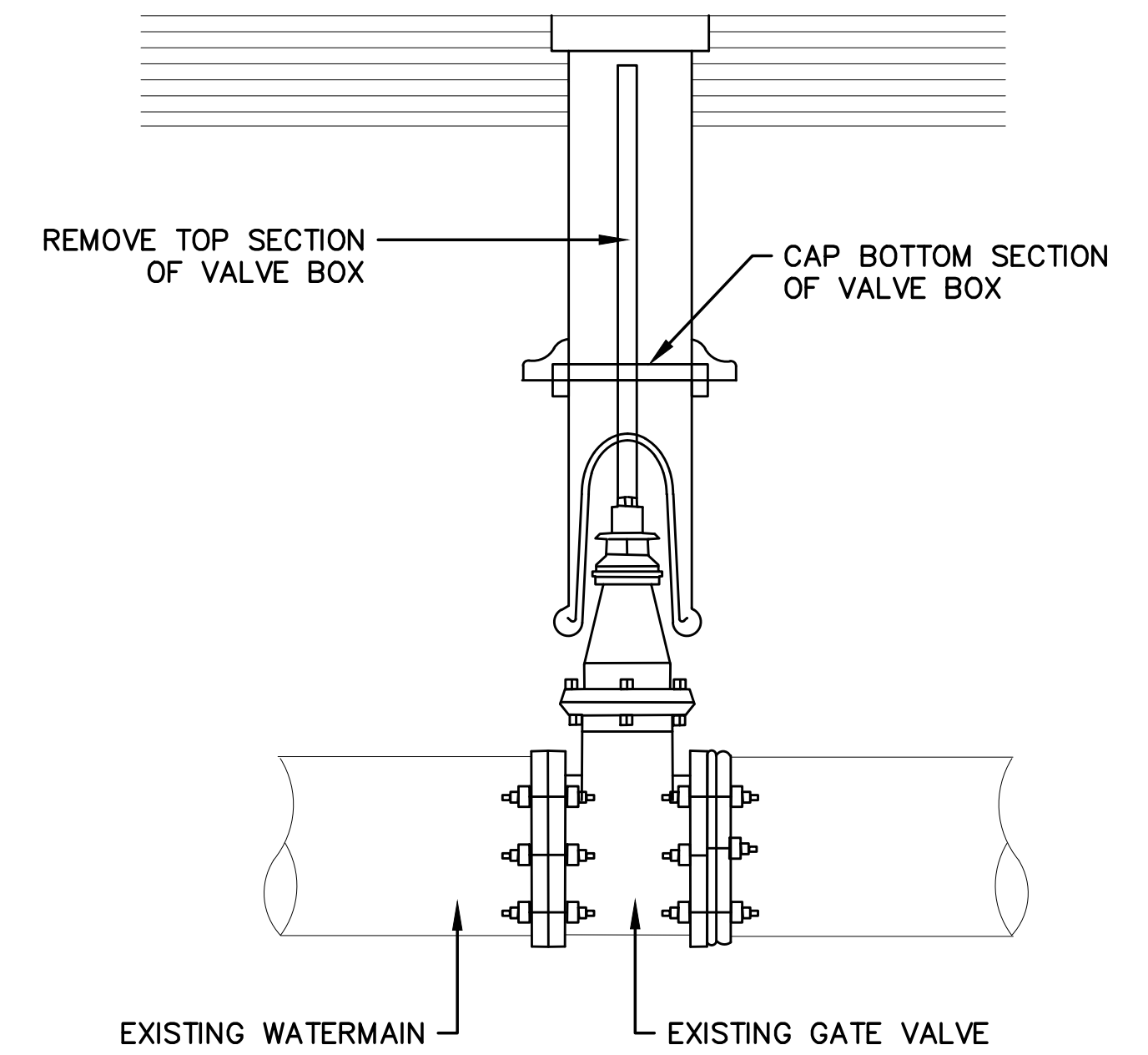




**GATE MARKING LAYOUT**  
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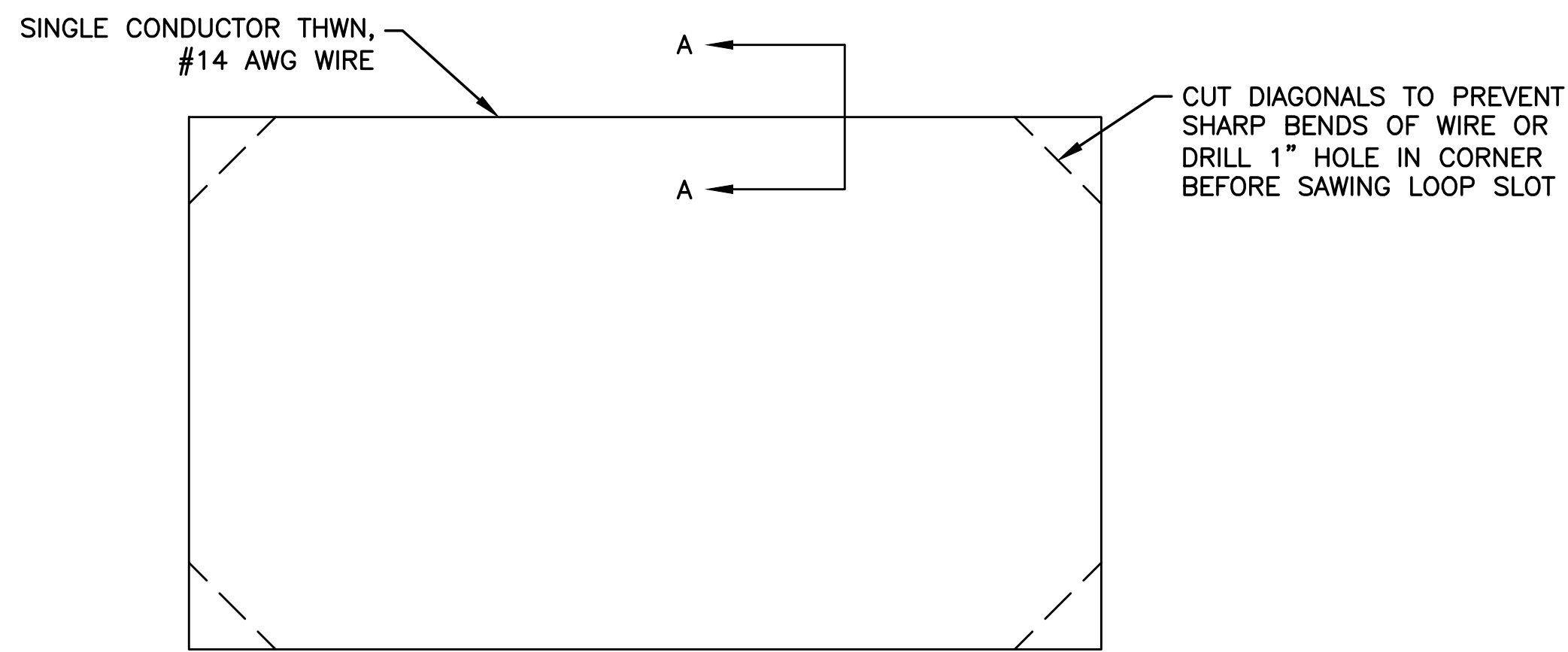


**PEDESTRIAN WALKWAY**  
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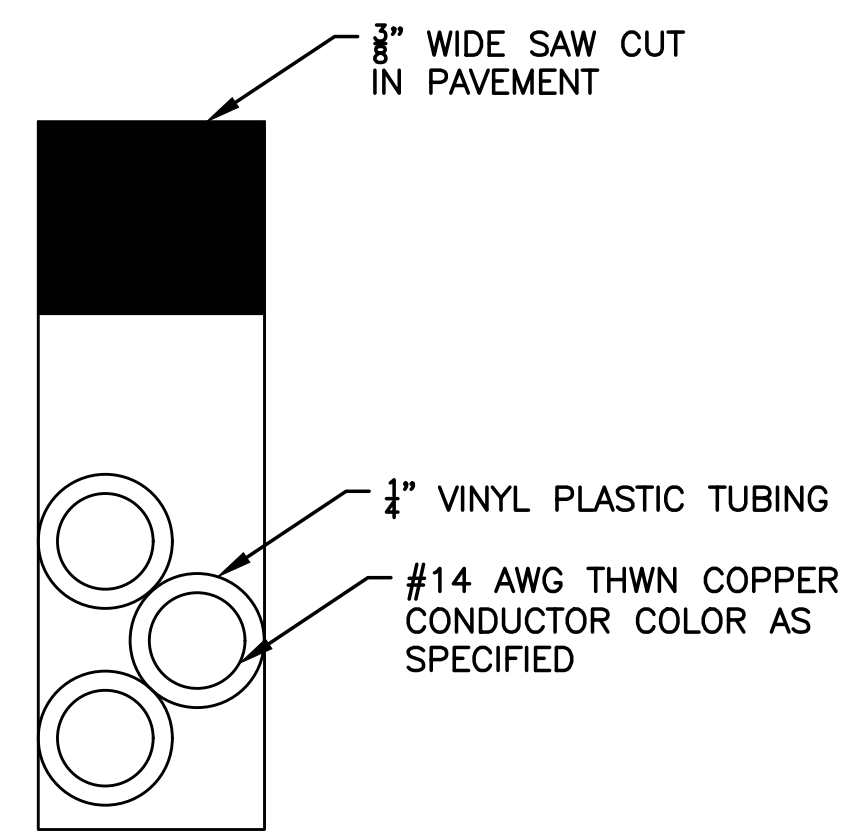


**NOTE:**  
CONTRACTOR TO VERIFY WATER LINE IS ABANDONED PRIOR TO CAPPING VALVE BOX

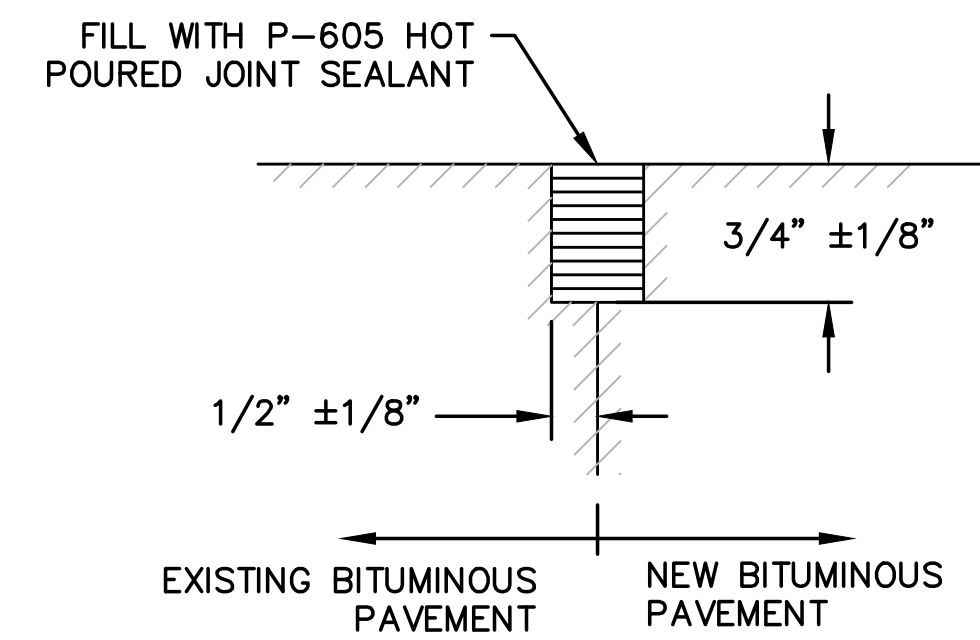
**CAP GATE VALVE DETAIL**  
NOT TO SCALE



**MOTORIZED GATE LOOP SENSOR**  
NOT TO SCALE

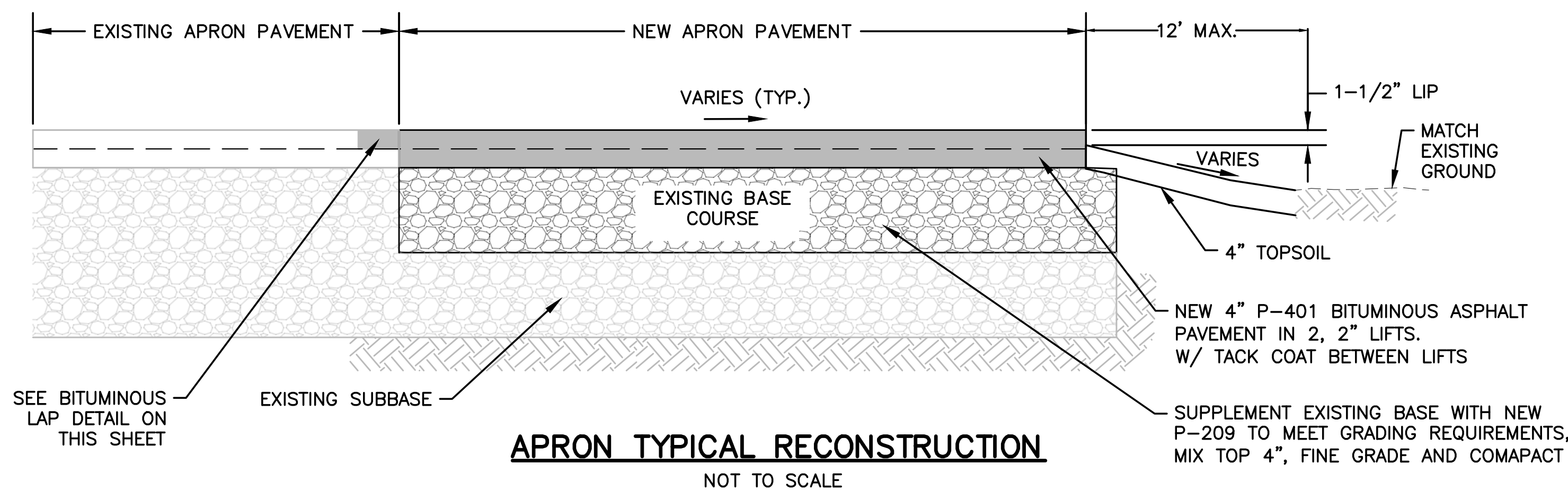


**SECTION A-A**  
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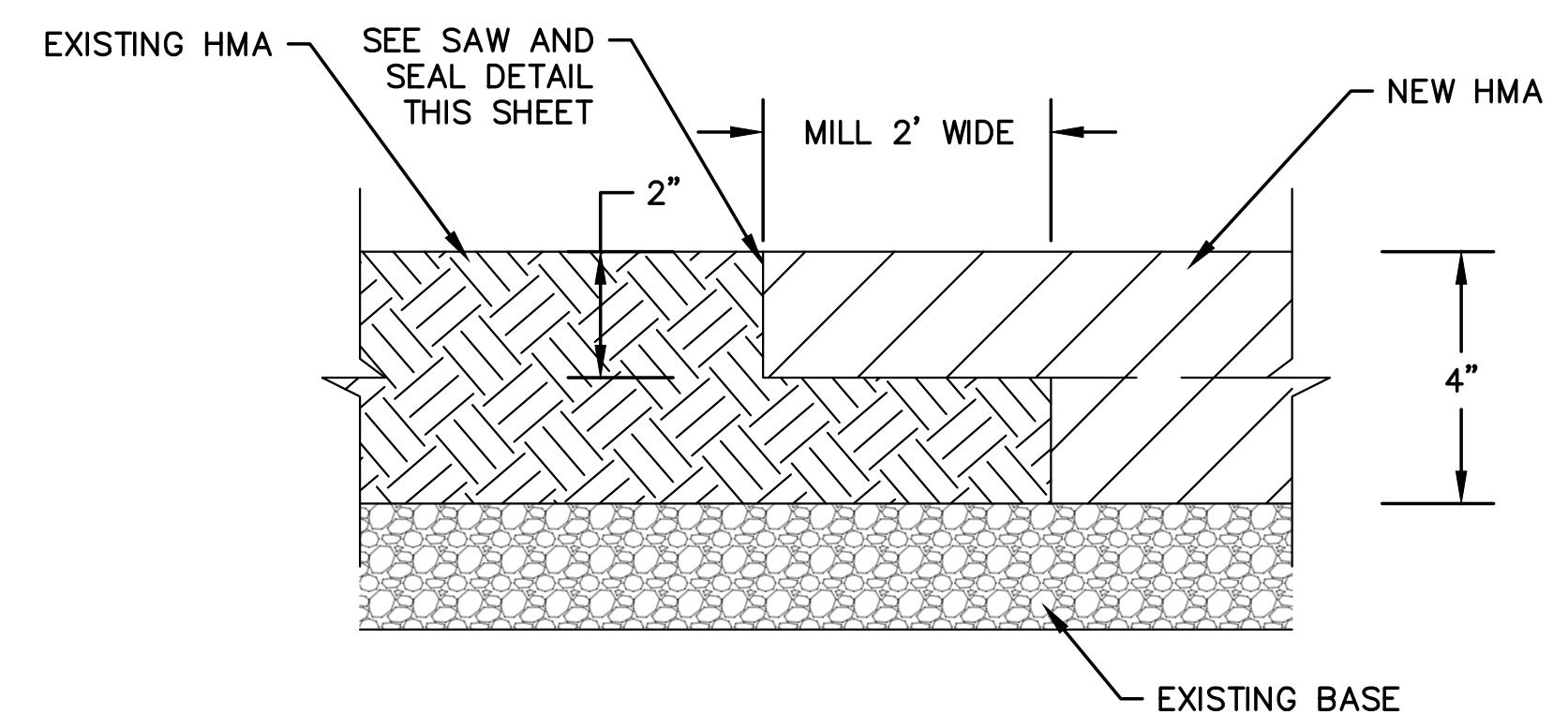


**NOTES:**  
1. SAW AND SEAL SHALL BE INSTALLED AT JOINTS IN PAVEMENT BETWEEN ALL PHASES, BETWEEN DIFFERENT PAVING DAYS, AND AT PROJECT LIMITS. SEE TECHNICAL SPECIFICATION SECTION P-101 FOR PAYMENT INFORMATION.

**SAW AND SEAL DETAIL FOR BITUMINOUS PAVEMENTS**  
NOT TO SCALE

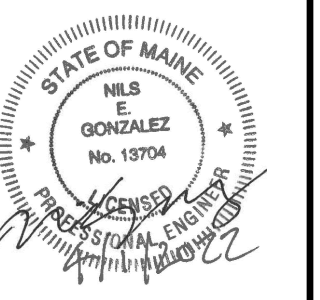


**APRON TYPICAL RECONSTRUCTION**  
NOT TO SCALE



**BITUMINOUS LAP DETAIL**  
NOT TO SCALE

ENGINEER'S SEAL



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PROJECT DESIGNER  
AUGUSTA STATE AIRPORT  
RECONSTRUCT TERMINAL APRON  
MISCELLANEOUS DETAILS  
DATE: MARCH 2022  
SCALE: AS SHOWN

REV. NO.	DATE	DESCRIPTION	BY	JAK

PROJ. No.: 302908.01  
AIP: 3-23-0003-XXX-2022  
DRAWING NO.  
**MD1.1**