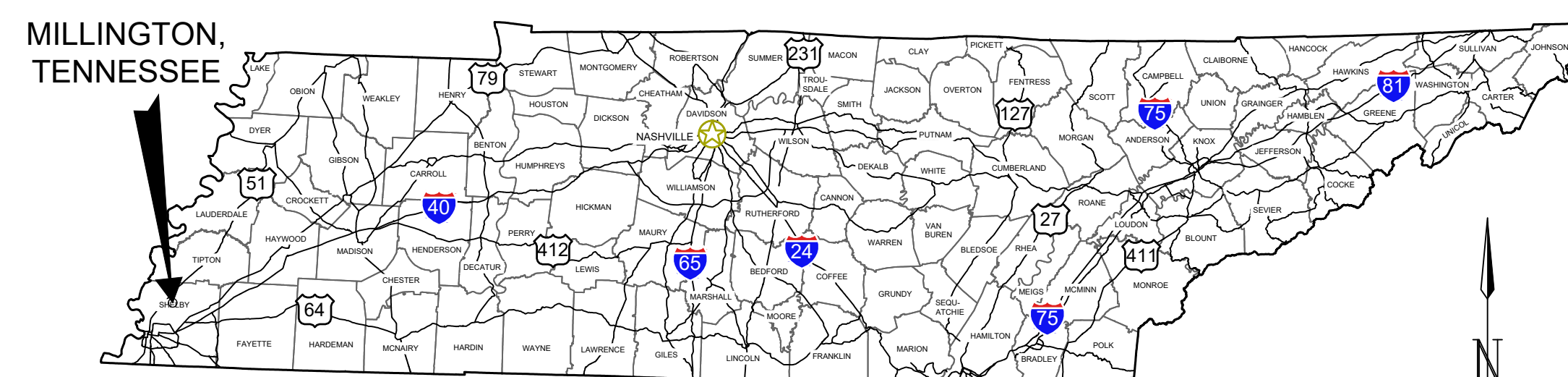


ISSUED FOR BID PLANS FOR CHARLES BAKER AIRPORT MILLINGTON, TN

OWNER / SPONSOR MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

M.S.C.A.A. PROJECT NO. 22-1458-00
ENGINEER'S FILE NO. 22A20280
FEBRUARY 2024

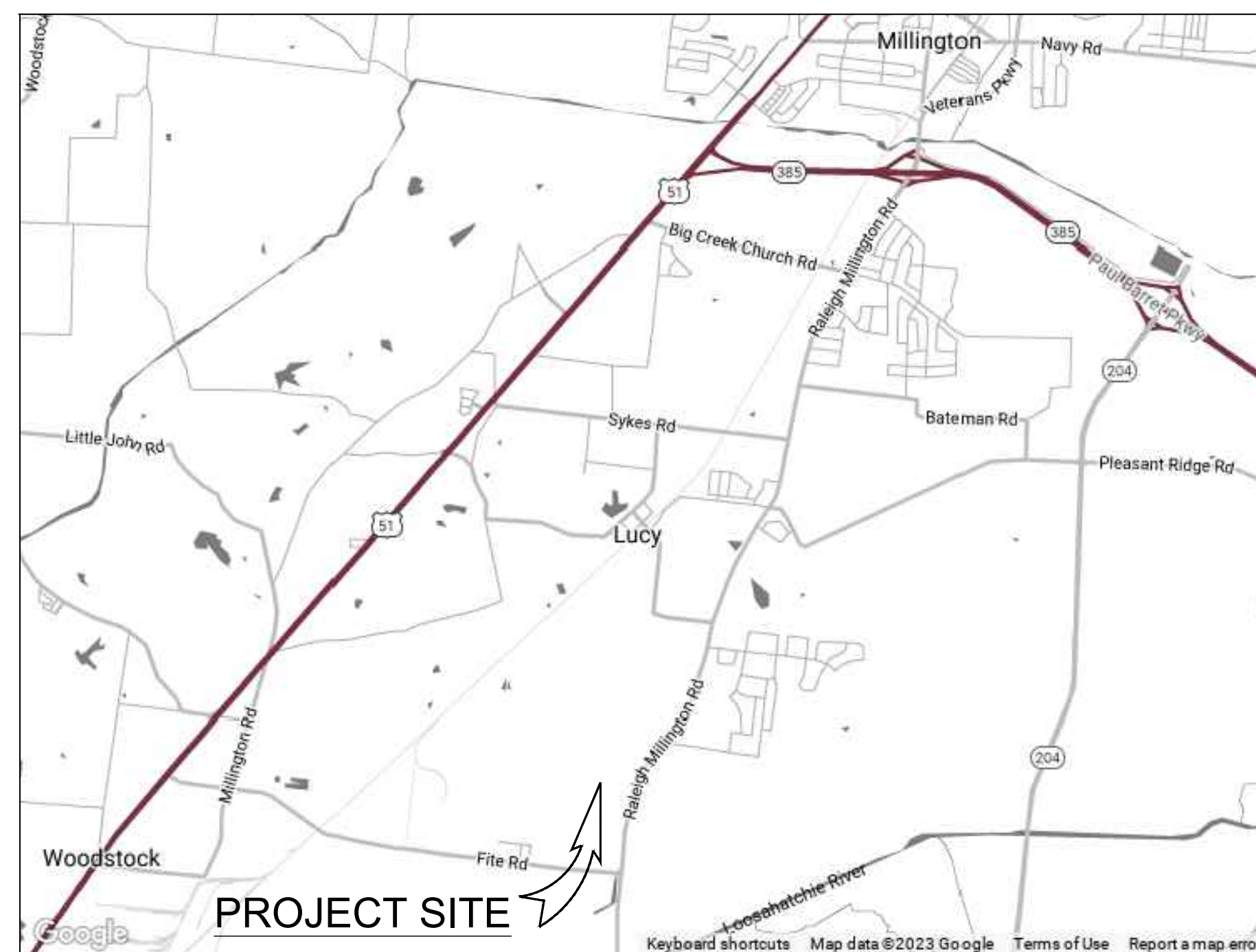


TENNESSEE

LOCATION MAP

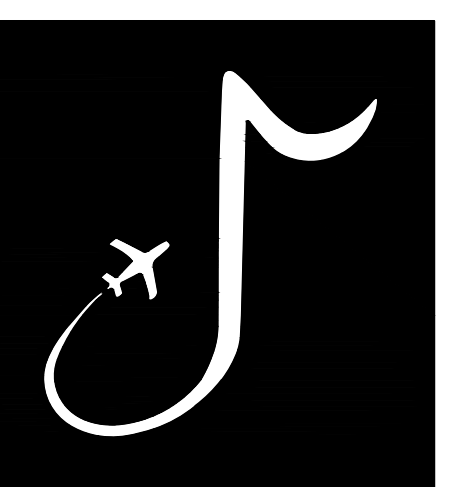


BASIS



VICINITY MAP

NO SCALE



MEMPHIS INTERNATIONAL AIRPORT
2491 WINCHESTER RD, SUITE 113
MEMPHIS, TENNESSEE
38116-3856

PROGRAM MANAGER / ENGINEER



GARVER, LLC
6831 CRUMPLER BLVD.
SUITE 101
OLIVE BRANCH, MS 38654
(662) 892-7592

JOB NO. 22A20280

DRAWN BY:

ACH

CHECKED BY:

SMC

APPROVED BY:

BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER
AIRPORT

ISSUED
FOR BID

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER
RUNWAY PAVEMENT
IMPROVEMENTS

SHEET TITLE:
COVER SHEET

DWG. FILE NAME
GI-001

DATE
02/12/2024

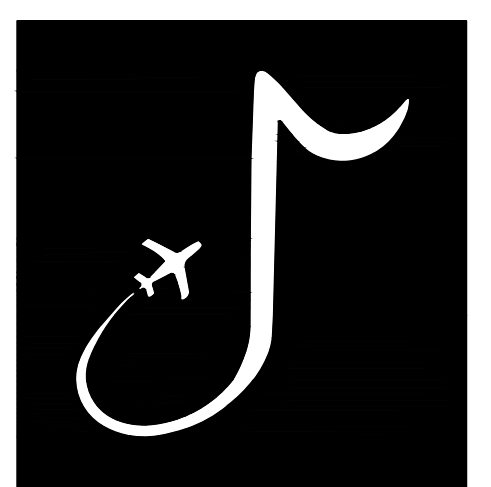
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SCALE
AS SHOWN

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77	CM-201	PERMANENT MARKING PLAN 1
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98	EL-106	LIGHTING INSTALLATION PLAN 6
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101	EL-203	LIGHTING INSTALLATION DETAILS 3
102	EL-204	LIGHTING INSTALLATION DETAILS 4
103	EL-205	LIGHTING INSTALLATION DETAILS 5
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105	EL-207	LIGHTING INSTALLATION DETAILS 7



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JOB NO. 22A20280

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CHECKED BY:	SMC
APPROVED BY:	BWR

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 INDEX OF DRAWINGS

DWG. FILE NAME	GI-002
DATE	02/12/2024
SCALE	AS SHOWN
SHEET NO.	2

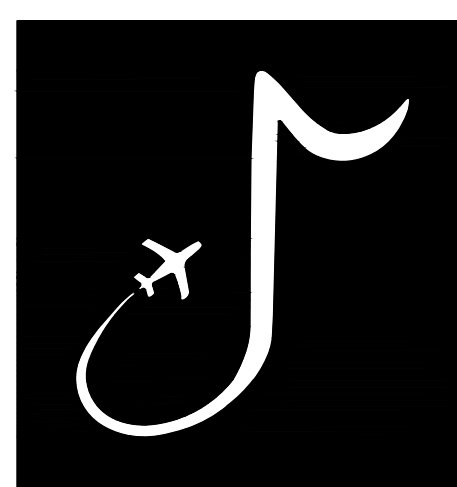
SUMMARY OF QUANTITIES
BASE BID - RUNWAY 18-36 MILL AND OVERLAY

NO.	PAY ITEM	DESCRIPTION	UNIT	QUANTITY	FINAL QUANTITY
1	SS-120-3.1	CONSTRUCTION SAFETY AND SECURITY	LS	1	
2	SS-300-5.1	LOCKOUT/TAGOUT AND CONSTANT CURRENT REGULATOR CALIBRATION PROCEDURES	LS	1	
3	SS-301-5.1	EXISTING BASE MOUNTED RUNWAY EDGE OR THRESHOLD LIGHT, REMOVED AND STORED, BASE DEMOLISHED	EA	9	
4	SS-301-5.2	EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT, REMOVED AND STORED, BASE DEMOLISHED	EA	6	
5	SS-301-5.4	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED, FOUNDATION DEMOLISHED	EA	2	
6	SS-301-5.5	EXISTING CONCRETE ENCASED, ELECTRICAL JUNCTION STRUCTURE, REMOVED	EA	1	
7	SS-403-5.1	12.5-MM MIXTURE, MT, ASPHALT PAVEMENT	TON	3,600	
8	SS-403-5.2	12.5-MM MIXTURE, MT, ASPHALT PAVEMENT, LEVELING	TON	1,500	
9	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	
10	C-102-5.1	TEMPORARY EROSION CONTROL	LS	1	
11	C-105-6.1	MOBILIZATION (MAXIMUM 10% OF TOTAL BID)	LS	1	
12	P-101-5.2a	CRACK REPAIR (LOW)	LF	12,000	
13	P-101-5.2b	CRACK REPAIR (MODERATE)	LF	5,500	
14	P-101-5.2c	CRACK REPAIR - FULL DEPTH (HIGH)	LF	300	
15	P-101-5.3	REMOVAL OF FOREIGN SUBSTANCES / CONTAMINATES	SY	23,250	
16	P-101-5.4	SURFACE PREPARATION / MARKING REMOVAL	SY	7,200	
17	P-101-5.5	TRANSITIONAL VARIABLE-DEPTH MILLING	SY	725	
18	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	2,400	
19	P-152-4.2	BORROW EXCAVATION	CY	300	
20	P-620-5.1	RUNWAY AND TAXIWAY MARKING (REFLECTIVE)	SF	37,800	
21	P-620-5.2	RUNWAY AND TAXIWAY MARKING (NON-REFLECTIVE)	SF	9,550	
22	P-620-5.3	TEMPORARY RUNWAY AND TAXIWAY MARKING	SF	34,375	
23	P-608R-5.1	RAPID CURE SEAL COAT	SY	31,200	
24	T-904-5.1	SODDING	SY	34,000	
25	L-108-5.1	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT	LF	4,000	
26	L-108-5.2	NO. 6 AWG, SOLID, BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS	LF	550	
27	L-108-5.3	TRENCHING FOR DIRECT-BURIED BARE COUNTERPOISE WIRE, 8" MINIMUM DEPTH	LF	300	
28	L-108-5.4	NO. 4 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT	LF	1,050	
29	L-108-5.5	NO. 6 AWG STRANDED, 600V RATED, TYPE XHHW, GREEN INSULATED EQUIPMENT GROUND, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT	LF	700	
30	L-110-5.1	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"C	LF	400	
31	L-110-5.2	NON-ENCASED ELECTRICAL DUCT BANK, 2W-2"C	LF	100	
32	L-115-5.1	ELECTRICAL JUNCTION STRUCTURE PLAZA, TWO L-867 CLASS 1, SIZE 16" DIAMETER BY 24" DEPTH JUNCTION CANS	EA	1	
33	L-125-5.1	NEW L-858(L) BASE MOUNTED, SIZE 1, 2-MODULE GUIDANCE SIGN, INSTALLED	EA	2	
34	L-125-5.2	EXISTING GUIDANCE SIGN, PANELS REPLACED	EA	2	
35	L-125-5.3	EXISTING STORED RUNWAY EDGE OR THRESHOLD LIGHT, INSTALLED ON NEW BASE	EA	9	
36	L-125-5.4	EXISTING STORED TAXIWAY EDGE LIGHT, INSTALLED ON NEW BASE	EA	6	

SUMMARY OF QUANTITIES
ADDITIVE ALTERNATE 1 - TAXIWAY A2 RELOCATION

NO.	PAY ITEM	DESCRIPTION	UNIT	QUANTITY	FINAL QUANTITY
1	SS-301-5.1	EXISTING BASE MOUNTED RUNWAY EDGE OR THRESHOLD LIGHT, REMOVED AND STORED, BASE DEMOLISHED	EA	1	
2	SS-301-5.2	EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT, REMOVED AND STORED, BASE DEMOLISHED	EA	17	
3	SS-301-5.3	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED AND STORED, FOUNDATION DEMOLISHED	EA	1	
4	SS-301-5.4	EXISTING BASE MOUNTED GUIDANCE SIGN, REMOVED, FOUNDATION DEMOLISHED	EA	2	
5	SS-301-5.5	EXISTING CONCRETE ENCASED, ELECTRICAL JUNCTION STRUCTURE, REMOVED	EA	3	
6	SS-310-5.1	TEMPORARY AIRFIELD LIGHTING, PHASE 2	LS	1	
7	SS-403-5.1	12.5-MM MIXTURE, MT, ASPHALT PAVEMENT	TON	400	
8	C-105-6.1	MOBILIZATION (MAXIMUM 10% OF TOTAL BID)	LS	1	
9	P-101-5.1	FULL DEPTH PAVEMENT REMOVAL	SY	900	
10	P-101-5.4	SURFACE PREPARATION / MARKING REMOVAL	SY	50	
11	P-101-5.5	TRANSITIONAL VARIABLE-DEPTH MILLING	SY	250	
12	P-152-4.1	UNCLASSIFIED EXCAVATION	CY	1,000	
13	P-152-4.2	BORROW EXCAVATION	CY	600	
14	P-154-5.1	6-INCH SUBBASE COURSE	SY	1,750	
15	P-209-5.1	6-INCH CRUSHED AGGREGATE BASE COURSE	SY	1,750	
16	P-620-5.1	RUNWAY AND TAXIWAY MARKING (REFLECTIVE)	SF	525	
17	P-620-5.2	RUNWAY AND TAXIWAY MARKING (NON-REFLECTIVE)	SF	650	
18	P-620-5.3	TEMPORARY RUNWAY AND TAXIWAY MARKING	SF	530	
19	P-608R-5.1	RAPID CURE SEAL COAT	SY	1,750	
20	D-701-5.1	30-INCH RCP, CLASS IV	LF	145	
21	D-705-5.1	6-INCH UNDERDRAIN	LF	743	
22	D-705-5.2	UNDERDRAIN CLEANOUT	EA	10	
23	D-752-5.1	30-INCH TNDOT TYPE 'U' CROSS DRAIN ENDWALL	EA	2	
24	T-904-5.1	SODDING	SY	6,100	
25	L-108-5.1	NO. 8 AWG, 5KV, L-824, TYPE C CABLE, INSTALLED IN TRENCH, DUCT BANK OR CONDUIT	LF	3,400	
26	L-108-5.2	NO. 6 AWG, SOLID, BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING CONNECTIONS/TERMINATIONS	LF	1,850	
27	L-108-5.3	TRENCHING FOR DIRECT-BURIED BARE COUNTERPOISE WIRE, 8" MINIMUM DEPTH	LF	12,300	
28	L-110-5.1	NON-ENCASED ELECTRICAL CONDUIT, 1W-2"C	LF	1,550	
29	L-110-5.2	NON-ENCASED ELECTRICAL DUCT BANK, 2W-2"C	LF	100	
30	L-110-5.3	CONCRETE ENCASED ELECTRICAL DUCT BANK, 2W-2"C	LF	100	
31	L-115-5.1	ELECTRICAL JUNCTION STRUCTURE PLAZA, TWO L-867 CLASS 1, SIZE 16" DIAMETER BY 24" DEPTH JUNCTION CANS	EA	3	
32	L-125-5.1	NEW L-858(L) BASE MOUNTED, SIZE 1, 2-MODULE GUIDANCE SIGN, INSTALLED	EA	2	
33	L-125-5.3	EXISTING STORED RUNWAY EDGE OR THRESHOLD LIGHT, INSTALLED ON NEW BASE	EA	1	
34	L-125-5.4	EXISTING STORED TAXIWAY EDGE LIGHT, INSTALLED ON NEW BASE	EA	17	
35	L-125-5.5	NEW L-861T(L) BASE MOUNTED, TAXIWAY EDGE LIGHT, INSTALLED ON NEW BASE	EA	9	
36	L-125-5.6	EXISTING STORED GUIDANCE SIGN, INSTALLED ON NEW FOUNDATION WITH PANEL REPLACEMENT	EA	1	

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MEMPHIS INTERNATIONAL AIRPORT
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JOB NO.

22A20280

DRAWN BY:

ACH

CHECKED BY:

SMC

APPROVED BY:

BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:

SUMMARY OF QUANTITIES

DWG. FILE NAME

GI-003

DATE

02/12/2024

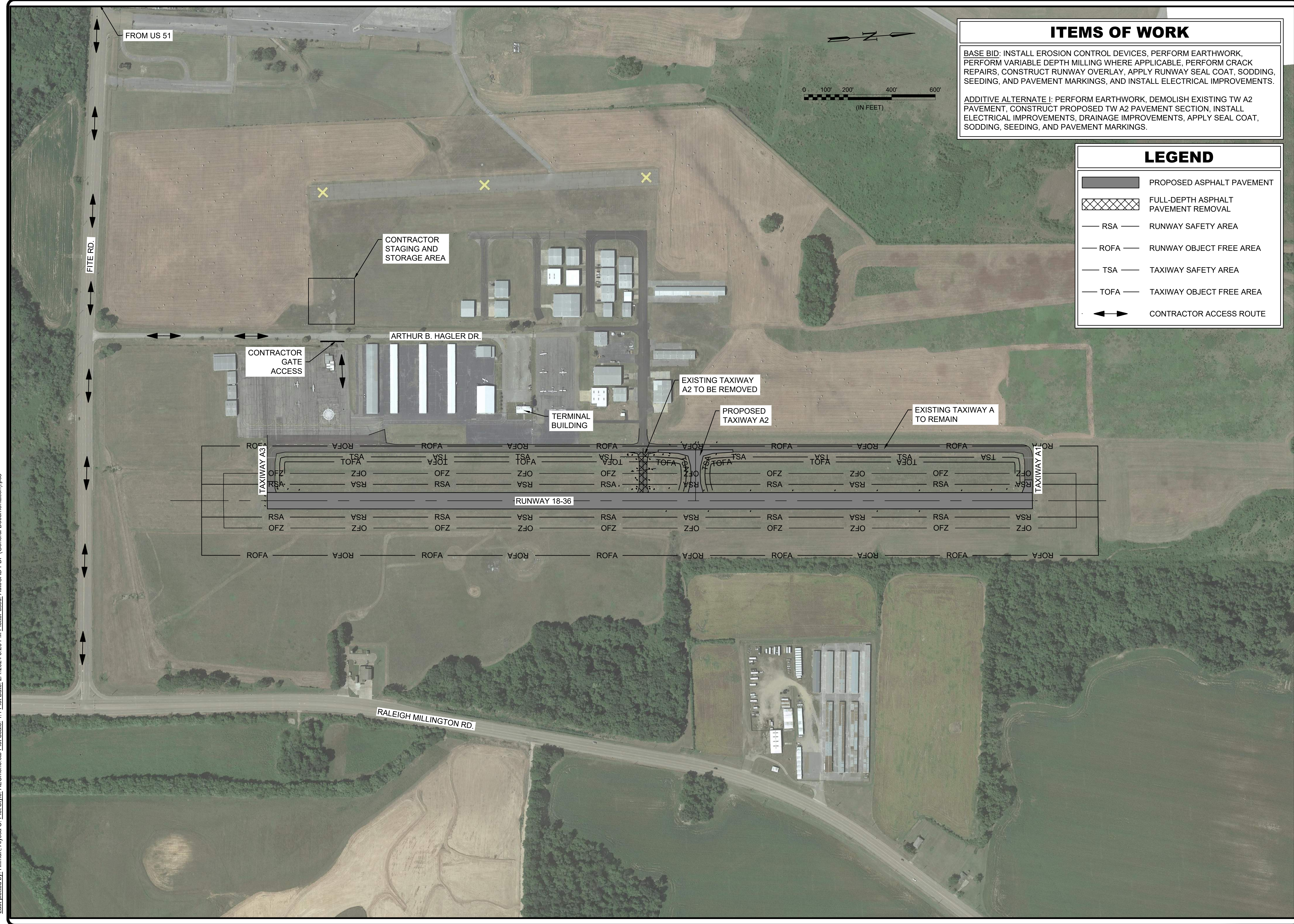
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SHEET NO.

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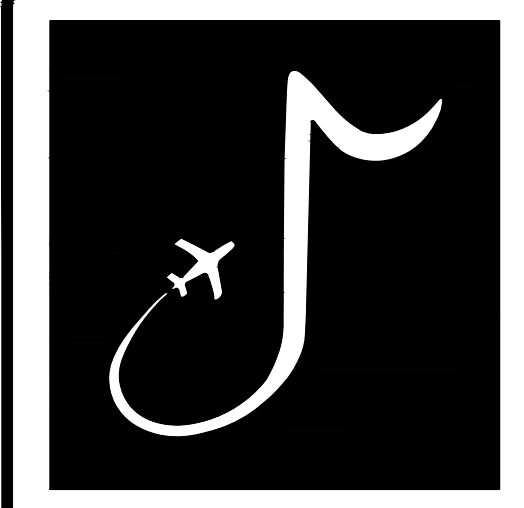
ITEMS OF WORK

BASE BID: INSTALL EROSION CONTROL DEVICES, PERFORM EARTHWORK, PERFORM VARIABLE DEPTH MILLING WHERE APPLICABLE, PERFORM CRACK REPAIRS, CONSTRUCT RUNWAY OVERLAY, APPLY RUNWAY SEAL COAT, SODDING, SEEDING, AND PAVEMENT MARKINGS, AND INSTALL ELECTRICAL IMPROVEMENTS.

ADDITIVE ALTERNATE I: PERFORM EARTHWORK, DEMOLISH EXISTING TW A2 PAVEMENT, CONSTRUCT PROPOSED TW A2 PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, DRAINAGE IMPROVEMENTS, APPLY SEAL COAT, SODDING, SEEDING, AND PAVEMENT MARKINGS.

LEGEND

	PROPOSED ASPHALT PAVEMENT
	FULL-DEPTH ASPHALT PAVEMENT REMOVAL
	RSA — RUNWAY SAFETY AREA
	ROFA — RUNWAY OBJECT FREE AREA
	TSA — TAXIWAY SAFETY AREA
	TOFA — TAXIWAY OBJECT FREE AREA
	CONTRACTOR ACCESS ROUTE



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JOB NO. 22A20280

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 CHECKED BY: SMC
 APPROVED BY: BWR
 Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS

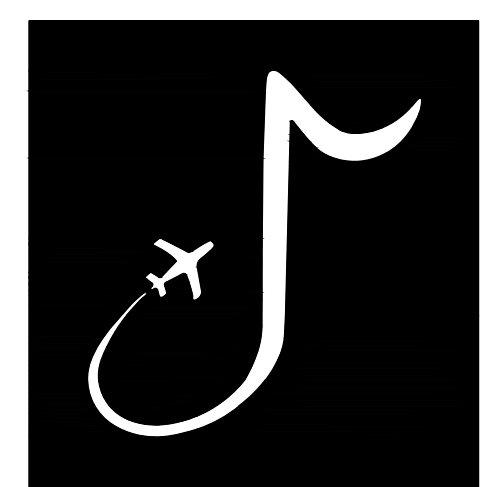
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MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: PROJECT LAYOUT PLAN

DWG. FILE NAME: **GI-101**
 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: **4**



MEMPHIS INTERNATIONAL AIRPORT
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APPROVED BY: BWR
Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: SURVEY CONTROL PLAN

DWG. FILE NAME: GI-201
DATE: 02/12/2024
SCALE: AS SHOWN
SHEET NO.: 5

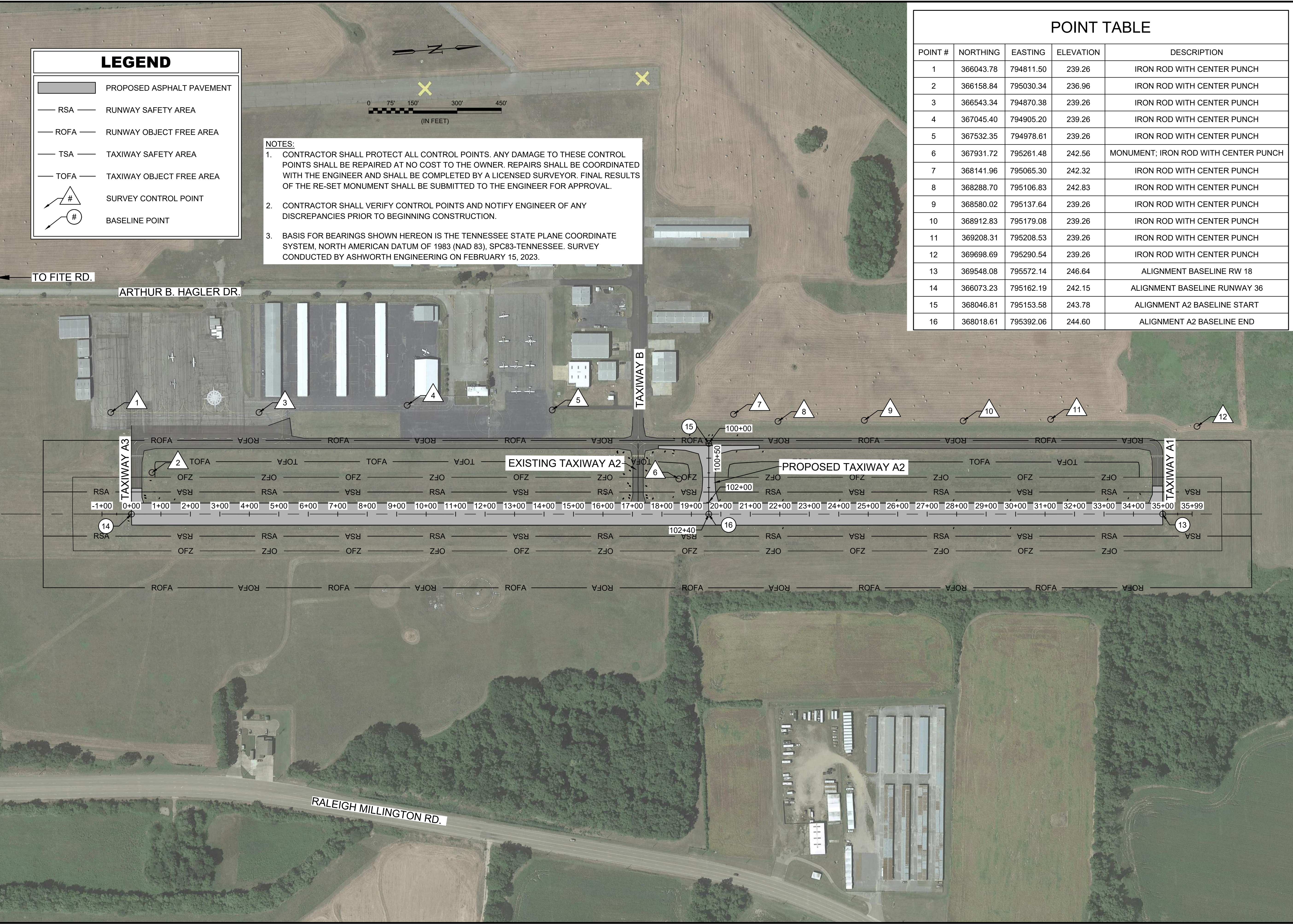
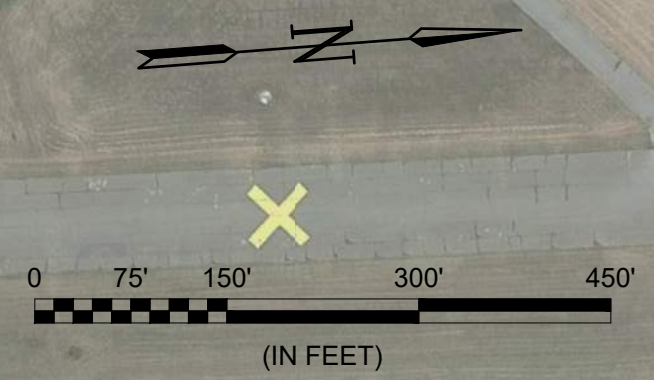
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POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	366043.78	794811.50	239.26	IRON ROD WITH CENTER PUNCH
2	366158.84	795030.34	236.96	IRON ROD WITH CENTER PUNCH
3	366543.34	794870.38	239.26	IRON ROD WITH CENTER PUNCH
4	367045.40	794905.20	239.26	IRON ROD WITH CENTER PUNCH
5	367532.35	794978.61	239.26	IRON ROD WITH CENTER PUNCH
6	367931.72	795261.48	242.56	MONUMENT; IRON ROD WITH CENTER PUNCH
7	368141.96	795065.30	242.32	IRON ROD WITH CENTER PUNCH
8	368288.70	795106.83	242.83	IRON ROD WITH CENTER PUNCH
9	368580.02	795137.64	239.26	IRON ROD WITH CENTER PUNCH
10	368912.83	795179.08	239.26	IRON ROD WITH CENTER PUNCH
11	369208.31	795208.53	239.26	IRON ROD WITH CENTER PUNCH
12	369698.69	795290.54	239.26	IRON ROD WITH CENTER PUNCH
13	369548.08	795572.14	246.64	ALIGNMENT BASELINE RW 18
14	366073.23	795162.19	242.15	ALIGNMENT BASELINE RUNWAY 36
15	368046.81	795153.58	243.78	ALIGNMENT A2 BASELINE START
16	368018.61	795392.06	244.60	ALIGNMENT A2 BASELINE END

LEGEND

- PROPOSED ASPHALT PAVEMENT
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- SURVEY CONTROL POINT
- BASELINE POINT

NOTES:

- CONTRACTOR SHALL PROTECT ALL CONTROL POINTS. ANY DAMAGE TO THESE CONTROL POINTS SHALL BE REPAIRED AT NO COST TO THE OWNER. REPAIRS SHALL BE COORDINATED WITH THE ENGINEER AND SHALL BE COMPLETED BY A LICENSED SURVEYOR. FINAL RESULTS OF THE RE-SET MONUMENT SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- CONTRACTOR SHALL VERIFY CONTROL POINTS AND NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO BEGINNING CONSTRUCTION.
- BASIS FOR BEARINGS SHOWN HEREON IS THE TENNESSEE STATE PLANE COORDINATE SYSTEM, NORTH AMERICAN DATUM OF 1983 (NAD 83), SPC83-TENNESSEE. SURVEY CONDUCTED BY ASHWORTH ENGINEERING ON FEBRUARY 15, 2023.



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**ALIGNMENT STATIONING REPORT
BASE BID
RUNWAY 18-36**

Station	Northing	Easting	Tangential Direction
-1+00.00	365,973.8080'	795,150.2304'	N6° 44' 41"E
-0+50.00	366,023.4620'	795,156.1027'	N6° 44' 41"E
0+00.00	366,073.1160'	795,161.9750'	N6° 44' 41"E
0+50.00	366,122.7699'	795,167.8473'	N6° 44' 41"E
1+00.00	366,172.4239'	795,173.7195'	N6° 44' 41"E
1+50.00	366,222.0779'	795,179.5918'	N6° 44' 41"E
2+00.00	366,271.7318'	795,185.4641'	N6° 44' 41"E
2+50.00	366,321.3858'	795,191.3364'	N6° 44' 41"E
3+00.00	366,371.0398'	795,197.2086'	N6° 44' 41"E
3+50.00	366,420.6937'	795,203.0809'	N6° 44' 41"E
4+00.00	366,470.3477'	795,208.9532'	N6° 44' 41"E
4+50.00	366,520.0017'	795,214.8255'	N6° 44' 41"E
5+00.00	366,569.6556'	795,220.6977'	N6° 44' 41"E
5+50.00	366,619.3096'	795,226.5700'	N6° 44' 41"E
6+00.00	366,668.9636'	795,232.4423'	N6° 44' 41"E
6+50.00	366,718.6175'	795,238.3145'	N6° 44' 41"E
7+00.00	366,768.2715'	795,244.1868'	N6° 44' 41"E
7+50.00	366,817.9255'	795,250.0591'	N6° 44' 41"E
8+00.00	366,867.5794'	795,255.9314'	N6° 44' 41"E
8+50.00	366,917.2334'	795,261.8036'	N6° 44' 41"E
9+00.00	366,966.8874'	795,267.6759'	N6° 44' 41"E
9+50.00	367,016.5413'	795,273.5482'	N6° 44' 41"E
10+00.00	367,066.1953'	795,279.4205'	N6° 44' 41"E
10+50.00	367,115.8493'	795,285.2927'	N6° 44' 41"E
11+00.00	367,165.5032'	795,291.1650'	N6° 44' 41"E
11+50.00	367,215.1572'	795,297.0373'	N6° 44' 41"E
12+00.00	367,264.8112'	795,302.9096'	N6° 44' 41"E
12+50.00	367,314.4651'	795,308.7818'	N6° 44' 41"E
13+00.00	367,364.1191'	795,314.6541'	N6° 44' 41"E
13+50.00	367,413.7731'	795,320.5264'	N6° 44' 41"E
14+00.00	367,463.4270'	795,326.3986'	N6° 44' 41"E
14+50.00	367,513.0810'	795,332.2709'	N6° 44' 41"E
15+00.00	367,562.7350'	795,338.1432'	N6° 44' 41"E
15+50.00	367,612.3889'	795,344.0155'	N6° 44' 41"E
16+00.00	367,662.0429'	795,349.8877'	N6° 44' 41"E
16+50.00	367,711.6969'	795,355.7600'	N6° 44' 41"E
17+00.00	367,761.3508'	795,361.6323'	N6° 44' 41"E
17+50.00	367,811.0048'	795,367.5046'	N6° 44' 41"E

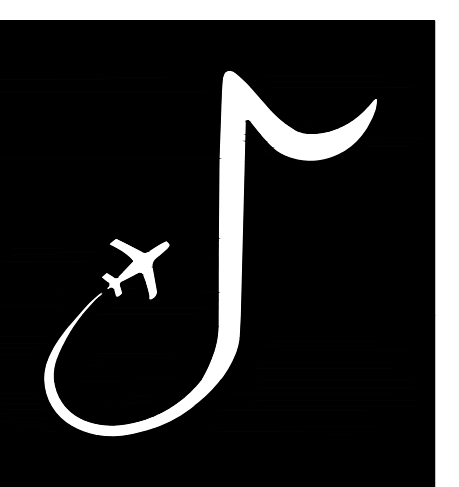
**ALIGNMENT STATIONING REPORT
BASE BID
RUNWAY 18-36**

Station	Northing	Easting	Tangential Direction
18+00.00	367,860.6588'	795,373.3768'	N6° 44' 41"E
18+50.00	367,910.3127'	795,379.2491'	N6° 44' 41"E
19+00.00	367,959.9667'	795,385.1214'	N6° 44' 41"E
19+50.00	368,009.6207'	795,390.9937'	N6° 44' 41"E
20+00.00	368,059.2771'	795,396.8454'	N6° 42' 55"E
20+50.00	368,108.9340'	795,402.6921'	N6° 42' 55"E
21+00.00	368,158.5910'	795,408.5388'	N6° 42' 55"E
21+50.00	368,208.2480'	795,414.3855'	N6° 42' 55"E
22+00.00	368,257.9050'	795,420.2322'	N6° 42' 55"E
22+50.00	368,307.5620'	795,426.0790'	N6° 42' 55"E
23+00.00	368,357.2189'	795,431.9257'	N6° 42' 55"E
23+50.00	368,406.8759'	795,437.7724'	N6° 42' 55"E
24+00.00	368,456.5329'	795,443.6191'	N6° 42' 55"E
24+50.00	368,506.1899'	795,449.4658'	N6° 42' 55"E
25+00.00	368,555.8469'	795,455.3125'	N6° 42' 55"E
25+50.00	368,605.5039'	795,461.1593'	N6° 42' 55"E
26+00.00	368,655.1608'	795,467.0060'	N6° 42' 55"E
26+50.00	368,704.8178'	795,472.8527'	N6° 42' 55"E
27+00.00	368,754.4748'	795,478.6994'	N6° 42' 55"E
27+50.00	368,804.1318'	795,484.5461'	N6° 42' 55"E
28+00.00	368,853.7888'	795,490.3928'	N6° 42' 55"E
28+50.00	368,903.4458'	795,496.2396'	N6° 42' 55"E
29+00.00	368,953.1027'	795,502.0863'	N6° 42' 55"E
29+50.00	369,002.7597'	795,507.9330'	N6° 42' 55"E
30+00.00	369,052.4167'	795,513.7797'	N6° 42' 55"E
30+50.00	369,102.0737'	795,519.6264'	N6° 42' 55"E
31+00.00	369,151.7307'	795,525.4731'	N6° 42' 55"E
31+50.00	369,201.3877'	795,531.3198'	N6° 42' 55"E
32+00.00	369,251.0446'	795,537.1666'	N6° 42' 55"E
32+50.00	369,300.7016'	795,543.0133'	N6° 42' 55"E
33+00.00	369,350.3586'	795,548.8600'	N6° 42' 55"E
33+50.00	369,400.0156'	795,554.7067'	N6° 42' 55"E
34+00.00	369,449.6726'	795,560.5534'	N6° 42' 55"E
34+50.00	369,499.3295'	795,566.4001'	N6° 42' 55"E
35+00.00	369,548.9865'	795,572.2469'	N6° 42' 55"E
35+50.00	369,598.6435'	795,578.0936'	N6° 42' 55"E
35+99.09	369,647.3930'	795,583.8334'	N6° 42' 55"E

**ALIGNMENT STATIONING REPORT
ADDITIVE ALTERNATE 1
PROPOSED TAXIWAY A2**

Station	Northing	Easting	Tangential Direction
100+00.00	368,046.8053'	795,153.5767'	S83° 15' 24"E
100+50.00	368,040.9342'	795,203.2308'	S83° 15' 24"E
101+00.00	368,035.0631'	795,252.8849'	S83° 15' 24"E
101+50.00	368,029.1920'	795,302.5390'	S83° 15' 24"E
102+00.00	368,023.3209'	795,352.1932'	S83° 15' 24"E
102+40.14	368,018.6076'	795,392.0555'	S83° 15' 24"E

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MEMPHIS INTERNATIONAL AIRPORT
2491 WINCHESTER RD, SUITE 113
MEMPHIS, TENNESSEE
38116-3856

PROGRAM MANAGER / ENGINEER



GARVER, LLC
6831 CRUMPLER BLVD.
SUITE 101
OLIVE BRANCH, MS 38654
(662) 892-7592

JOB NO. 22A20280

DRAWN BY: ACH

CHECKED BY: SMC

APPROVED BY: BWR

Digitally Signed: 2/2/2024

**CHARLES W. BAKER
AIRPORT**

**ISSUED
FOR BID**

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER
RUNWAY PAVEMENT
IMPROVEMENTS

SHEET TITLE:
SURVEY CONTROL
STATIONING REPORT

DWG. FILE NAME: GI-202

DATE: 02/12/2024

SCALE: AS SHOWN

SHEET NO. 6

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1. COORDINATION

A. CONTRACTOR PROGRESS MEETINGS - THE OWNER, ENGINEER AND CONTRACTOR WILL HOLD PROGRESS MEETINGS ON A COORDINATED SCHEDULE DURING CONSTRUCTION. OPERATIONAL SAFETY WILL BE A STANDING AGENDA ITEM IN SUCH MEETINGS.

B. SCOPE OR SCHEDULE CHANGES - THE OWNER AND/OR ENGINEER WILL CALL SUCH COORDINATION CONFERENCES AS MAY SEEM EXPEDIENT TO HIM FOR THE PURPOSE OF ASSURING COORDINATION OF THE WORK COVERED BY THIS CONTRACT AND/OR SCOPE OR SCHEDULE CHANGES. THE CONTRACTOR SHALL ATTEND ALL SUCH CONFERENCES.

2. PHASING

DURING PERFORMANCE OF THIS PROJECT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. THE PROJECT SHALL BE PHASED TO REDUCE OPERATIONAL IMPACTS AT THE AIRPORT.

A. CONSTRUCTION SAFETY DRAWINGS - SEE SHEET GC-004 THROUGH GC-201 FOR CONSTRUCTION SAFETY DRAWINGS.

3. AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

A. IDENTIFICATION OF AFFECTED AREAS - SEE "AIRFIELD AREAS OF OPERATION AFFECTED BY CONSTRUCTION" TABLE ON SHEET GC-002 AND CONSTRUCTION SAFETY DRAWINGS FOR AIRFIELD AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION.

B. MITIGATION EFFORTS - SEE TABLE ON PAGE 2 OF THE CSPP AND CONSTRUCTION SAFETY DRAWINGS FOR MITIGATION EFFORTS OF OPERATIONS AFFECTED BY CONSTRUCTION.

4. CONTRACTOR ACCESS

A. LOCATION OF STOCKPILED MATERIALS - THE CONTRACTOR SHALL INSTALL A TEMPORARY FENCE AROUND HIS CONSTRUCTION STAGING AREA TO SEPARATE HIS BATCH PLANT, MATERIAL STOCKPILE, EQUIPMENT STORAGE, AND PARKING AREAS FROM THE PUBLIC. NO PERSONAL VEHICLES OF CONTRACTOR'S EMPLOYEES WILL BE ALLOWED INSIDE THE SECURED AREA OF THE AIRPORT. ALL MATERIAL DELIVERIES SHALL BE RECEIVED IN THE STAGING AREA RESERVED BY THE CONTRACTOR. NO UN-ESCORTED DELIVERY TRUCKS WILL BE ALLOWED ACCESS TO A SECURED AREA OF THE AIRPORT BEYOND THIS STAGING AREA. STOCKPILED MATERIALS AND EQUIPMENT ARE NOT PERMITTED WITHIN THE ACTIVE RUNWAY SAFETY AREA AND OBSTACLE FREE ZONE. THE CONTRACTOR SHALL RECEIVE APPROVAL FROM THE ENGINEER AND FAA AIR SPACING OFFICE PRIOR TO LOCATING STOCKPILES OR EQUIPMENT WITHIN THE OBJECT FREE AREA, SAFETY AREA, OR OBSTACLE FREE ZONE. NO STOCKPILE SHALL BE GREATER THAN 15-FT IN HEIGHT.

B. VEHICLE AND PEDESTRIAN OPERATIONS - SEE THE CONSTRUCTION SAFETY DRAWINGS FOR CONSTRUCTION SITE PARKING, EQUIPMENT STORAGE AREAS, AND ACCESS AND HAUL ROUTES. VEHICULAR TRAFFIC SHALL ALWAYS YIELD TO AIRCRAFT TRAFFIC.

WHEN ANY VEHICLE, OTHER THAN ONE THAT HAS PRIOR APPROVAL FROM THE AIRPORT OPERATOR, MUST TRAVEL OVER ANY PORTION OF AN AIRCRAFT MOVEMENT AREA, IT WILL BE ESCORTED AND PROPERLY IDENTIFIED. TO OPERATE IN THOSE AREAS DURING DAYLIGHT HOURS, THE VEHICLE MUST HAVE A FLAG OR BEACON ATTACHED TO IT. ANY VEHICLE OPERATING ON THE MOVEMENT AREAS DURING HOURS OF DARKNESS OR REDUCED VISIBILITY MUST BE EQUIPPED WITH A FLASHING DOME-TYPE LIGHT, THE COLOR OF WHICH IS IN ACCORDANCE WITH LOCAL OR STATE CODES.

ALL CONSTRUCTION VEHICLES SHALL BE CLEARLY IDENTIFIED FOR CONTROL PURPOSES BY PROMINENTLY DISPLAYING THE COMPANY NAME ON EACH SIDE OF THE VEHICLE. THE IDENTIFICATION SYMBOLS SHOULD BE A MINIMUM 8-INCH BLOCK-TYPE CHARACTERS OF A CONTRASTING COLOR AND EASY TO READ. THEY MAY BE APPLIED EITHER BY USING TAPE OR A WATER-SOLUBLE PAINT TO FACILITATE REMOVAL. MAGNETIC SIGNS ARE ALSO ACCEPTABLE.

PERSONNEL ENTERING THE SECURED AREA MUST BE IN POSSESSION OF AND DISPLAY VALID CONTRACTOR COMPANY IDENTIFICATION AT ALL TIMES OR MUST BE ESCORTED BY A PERSON WITH VALID CONTRACTOR COMPANY IDENTIFICATION. ANY PERSON WHO IS ESCORTING INDIVIDUALS MUST BE IN DIRECT CONTROL OF THE ESCORTED INDIVIDUALS AT ALL TIMES. ANY FINE, INCLUDING ANY AND ALL ASSOCIATED COSTS, ASSESSED THE AIRPORT FOR FAILURE TO MAINTAIN SECURITY OF THE AIRPORT WHICH ARE A RESULT OF THE NEGLIGENCE OF THE PRIME CONTRACTOR, ANY OF HIS SUBCONTRACTORS, OR ANY SUPPLY/DELIVERY PERSONNEL, WILL BE ASSESSED TO THE PRIME CONTRACTOR AND SHALL BE DEDUCTED FROM ANY MONIES DUE HIM.

THE DRIVER, THROUGH PERSONAL OBSERVATION, SHOULD CONFIRM THAT NO AIRCRAFT IS APPROACHING THE VEHICLE POSITION. CONSTRUCTION PERSONNEL MAY OPERATE IN A MOVEMENT AREA WITHOUT TWO-WAY RADIO COMMUNICATION PROVIDED A NOTAM IS ISSUED CLOSING THE AREA AND THE AREA IS PROPERLY MARKED TO PREVENT INCURSIONS. TWO-WAY RADIO COMMUNICATIONS ARE REQUIRED BETWEEN CONTRACTORS AND THE AIRPORT AERONAUTICAL ADVISORY STATIONS UNICOM/CTAF FREQUENCY 122.8. RADIO CONTACT IS REQUIRED BETWEEN THE HOURS OF 07:00 AND 17:00. CONTINUOUS MONITORING IS REQUIRED ONLY WHEN EQUIPMENT MOVEMENT IS NECESSARY IN CERTAIN AREAS.

C. CONTROL OF GATES - THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SECURITY OF THE ACCESS GATES BY KEEPING THE ACCESS GATE LOCKED OR GUARDED AT ALL TIMES. SHOULD THE CONTRACTOR FAIL, AT ANY TIME, TO KEEP THE ACCESS GATE LOCKED OR GUARDED, THERE SHALL BE A FINE OF \$200.00 ASSESSED TO THE CONTRACTOR, FOR EACH OCCURRENCE THAT THE CONTRACTOR FAILS TO MAINTAIN THE SECURITY OF THE ACCESS GATE. ALL FINES ASSESSED TO THE CONTRACTOR SHALL BE DEDUCTED FROM ANY MONIES DUE TO HIM/HER.

6. WILDLIFE MANAGEMENT

IF APPLICABLE, THE CONTRACTOR SHALL REVIEW AND ADHERE TO THE CONTENTS OF THE AIRPORT OPERATOR'S WILDLIFE HAZARD MANAGEMENT PLAN. THE CONTRACTOR SHALL ALSO REVIEW AC 150/5200-33, HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS, AND CERTALERT 98-05, GRASSES ATTRACTIVE TO HAZARDOUS WILDLIFE (www.faa.gov). THE CONTRACTOR SHALL CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT MIGHT ATTRACT WILDLIFE. CONTRACTOR PERSONNEL MUST BE AWARE OF AND AVOID CONSTRUCTION ACTIVITIES THAT CAN CREATE WILDLIFE HAZARDS ON AIRPORTS. THE CONTRACTOR SHALL MITIGATE THE FOLLOWING ITEMS.

A. TRASH - THE CONTRACTOR SHALL PERFORM TRASH CLEAN-UP ON A DAILY BASIS.

B. STANDING WATER - THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE DURING CONSTRUCTION TO AVOID STANDING WATER.

C. TALL GRASS AND SEEDS - THE CONTRACTOR SHALL ADHERE TO THE REQUIREMENTS OF SECTION T-901, SEEDING OF THE CONTRACT DOCUMENTS AND SPECIFICATIONS.

D. POORLY MAINTAINED FENCING AND GATES - THE CONTRACTOR SHALL IMMEDIATELY REPORT ANY DAMAGE TO GATES OR FENCES. THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRS TO ANY GATES OR FENCES CAUSED BY NEGLIGENCE BY THE CONTRACTOR.

E. DISRUPTION OF EXISTING WILDLIFE HABITAT - THE CONTRACTOR SHALL NOTIFY THE AIRPORT IMMEDIATELY OF ANY WILDLIFE SIGHTINGS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

THE CONTRACTOR SHALL ENSURE THAT THE PAVEMENT SURFACES ARE KEPT CLEAN FROM DIRT, MUD, ASPHALT MILLING, ASPHALT DEBRIS FROM HAUL TRUCKS AND PAVING OPERATIONS, AND OTHER DEBRIS FROM THE CONTRACTOR'S EQUIPMENT. FREQUENT CLEAN UP IN THE VICINITY OF CONTRACTOR'S WORK AREAS IS REQUIRED. SEE AC 150/5210-24, FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT (www.faa.gov) FOR FURTHER INSTRUCTION.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

IF ANY CONSTRUCTION VEHICLE OR EQUIPMENT IS OPERATED WITHIN AIRPORT PROPERTY, THE CONTRACTOR MUST BE ADEQUATELY PREPARED TO EXPEDITIOUSLY CONTAIN AND CLEAN-UP SPILLS RESULTING FROM FUEL OR HYDRAULIC FLUID LEAKS. SPECIAL CARE MUST ALSO BE TAKEN WHEN HANDLING OR TRANSPORTING HAZARDOUS MATERIALS ON AIRPORT PROPERTY. SEE AC 150/5320-15, MANAGEMENT OF AIRPORT INDUSTRIAL WASTE (www.faa.gov), FOR FURTHER INSTRUCTION.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

A. LIST OF RESPONSIBLE REPRESENTATIVES - A POINT OF CONTACT LIST WILL BE COMPLETED AS PART OF THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) AND WILL BE DELIVERED TO ALL PARTIES PRIOR TO CONSTRUCTION.

B. NOTICES TO AIR MISSIONS (NOTAM) - BEFORE BEGINNING ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, GIVE NOTICE USING THE NOTAM SYSTEM OF PROPOSED LOCATION, TIME, AND DATE OF COMMENCEMENT OF CONSTRUCTION. UPON COMPLETION OF WORK AND RETURN OF ALL SUCH AREAS TO STANDARD CONDITIONS, THE CONTRACTOR MUST, THROUGH THE AIRPORT OPERATOR, VERIFY THE CANCELLATION OF ALL NOTICES ISSUED VIA THE NOTAM SYSTEM.

C. EMERGENCY NOTIFICATION PROCEDURES - IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911, THEN NOTIFY THE ENGINEER AND AIRPORT MANAGER.

D. NOTIFICATION TO THE FAA - THE CONTRACTOR SHALL ENSURE, THROUGH THE ENGINEER, THAT ALL CONSTRUCTION EQUIPMENT OVER 15 FT IN HEIGHT IS AIR SPACED THROUGH THE APPROPRIATE FAA REGIONAL OR DISTRICT OFFICE PRIOR TO USING SUCH EQUIPMENT ON SITE.

E. SHUTDOWN OF ANY NAVAID (AIRPORT OR FAA OWNED) SHALL BE COORDINATED WITH THE FAA ATO 45 DAYS PRIOR TO THE PROPOSED SHUTDOWN. THE CONTRACTOR SHALL PROVIDE AN ADDITIONAL SEVEN DAYS ADVANCE NOTICE TO THE AIRPORT TO COORDINATE WITH THE FAA ATO TECH OPS OFFICE RESPONSIBLE FOR THE FAA FACILITIES. SHUTDOWN OF AN AIRPORT OWNED AND FAA MAINTAINED NAVAID OF 24 HOURS OR GREATER, OR MORE THAN 4 HOURS DAILY ON CONSECUTIVE DAYS, SHALL BE COORDINATED WITH THE FAA ATO A MINIMUM OF 45 DAYS PRIOR TO THE SHUTDOWN.

10. INSPECTION REQUIREMENTS

A. DAILY INSPECTIONS - THE CONTRACTOR SHALL PERFORM DAILY SAFETY INSPECTIONS TO VERIFY ALL CONSTRUCTION OPERATIONS ARE IN CONFORMANCE WITH THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) SHOWN IN SS-120.

B. INTERIM INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.

C. FINAL INSPECTIONS - PRIOR TO OPENING ANY PORTION OF THE AIRPORT TO TRAFFIC, THE CONTRACTOR, ENGINEER, AND AIRPORT OPERATOR SHALL PERFORM A SAFETY INSPECTION OF THE AREA TO BE OPENED TO TRAFFIC TO VERIFY CONFORMANCE WITH THE CSPP AND FAA STANDARDS.

D. CONTRACTOR SHALL SUBMIT A UTILITY LOCATE REQUEST TO THE AIRPORT FOR ANY MSCAA AND FAA UTILITIES LOCATIONS.

11. UNDERGROUND UTILITIES

UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED, MSCAA, AND FAA AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

TENNESSEE STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ONE-CALL SYSTEM CENTER, TN811, BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-351-1111. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TENNESSEE ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

12. PENALTIES

FAILURE OF THE CONTRACTOR (INCLUDING EMPLOYEES) OR ANY OF HIS SUBCONTRACTORS (INCLUDING EMPLOYEES) TO COMPLY WITH THE AIRPORT SAFETY PLAN OR ANY OF THE OTHER REQUIREMENTS OF THE AIRPORT WHILE OPERATING ON AIRPORT PROPERTY, SHALL BE SUBJECT TO THE FOLLOWING:

A. FIRST OFFENSE - THE CONTRACTOR SHALL RECEIVE A FINE OF \$1,000.00, AND THE VEHICLE OPERATOR WILL RECEIVE A LOSS OF DRIVING PRIVILEGES ON THE AIRPORT. IN ADDITION, ANY FINES OR PENALTIES IMPOSED ON THE AIRPORT AS A RESULT OF THE INCIDENT WILL BE ASSESSED TO THE CONTRACTOR.

B. SECOND OFFENSE - THE CONTRACTOR SHALL RECEIVE A FINE OF \$5,000.00 TO BE DEDUCTED FROM ANY MONIES DUE HIM, AND THE VEHICLE OPERATOR WILL RECEIVE A LOSS OF DRIVING PRIVILEGES ON THE AIRPORT. IN ADDITION, ANY FINE OR PENALTIES IMPOSED ON THE AIRPORT AS A RESULT OF THE INCIDENT WILL BE ASSESSED TO THE CONTRACTOR.

C. THIRD OFFENSE - WORK WILL BE SUSPENDED. THE CONTRACTOR (INCLUDING EMPLOYEES) AND ANY OF HIS SUBCONTRACTORS (INCLUDING EMPLOYEES) WHO WILL OPERATE GROUND VEHICLES ON THE AIRPORT SHALL SUCCESSFULLY COMPLETE, FOR A SECOND TIME, FORMALIZED AIRPORT SAFETY TRAINING, TO BE CONDUCTED BY AIRPORT STAFF. WHEN THE CONTRACTOR'S EMPLOYEES HAVE COMPLETED AIRPORT SAFETY TRAINING TO THE SATISFACTION OF THE OWNER, WORK MAY CONTINUE AT THE DISCRETION OF THE OWNER.

13. RUNWAY AND TAXIWAY VISUAL AIDS

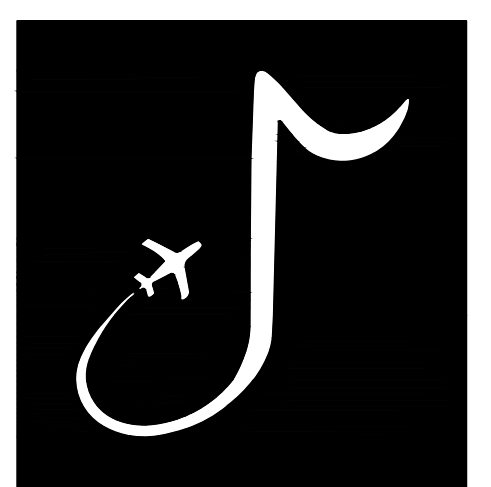
A. GENERAL - ALL AIRPORT MARKINGS, LIGHTING, SIGNS, AND VISUAL NAVAIDS THAT ARE IN OPERATION MUST BE CLEAR FROM ALL OBSTRUCTIONS. ALL TEMPORARY MARKINGS, SIGNS, LIGHTS, OR OTHER VISUAL AIDS MUST BE SECURED IN PLACE TO PREVENT DAMAGE OR DISPLACEMENT BY PROP WASH, JET BLAST, WING VORTICES, OR OTHER WIND CURRENTS.

B. MARKINGS - ALL TEMPORARY OR PERMANENT RUNWAY AND TAXIWAY VISUAL AIDS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF FAA AC 150/5340-1 (www.faa.gov). MARKINGS FOR THIS PROJECT INCLUDE THE FOLLOWING:

- TEMPORARILY CLOSED RUNWAYS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING RUNWAY CLOSURE MARKERS ON TOP OF THE RUNWAY DESIGNATION MARKERS. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR CLOSED RUNWAY MARKER DETAIL.
- TEMPORARILY CLOSED TAXIWAYS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING TAXIWAY CLOSURE MARKERS AT THE ENTRANCE TO THE CLOSED TAXIWAY FROM THE ADJACENT RUNWAY. THE TAXIWAY CLOSURE MARKERS SHALL BE INSTALLED INSIDE THE RUNWAY SAFETY AREA. THE CONTRACTOR SHALL ALSO FURNISH AND INSTALL LOW PROFILE BARRICADES AT THE ENTRANCE TO THE CLOSED TAXIWAY FROM AN ADJACENT TAXIWAY. BARRICADES SHALL BE INSTALLED OUTSIDE ALL ACTIVE TAXIWAY SAFETY AREAS. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR CLOSED TAXIWAY MARKER AND LOW-PROFILE AIRCRAFT BARRICADE DETAILS.

C. LIGHTING AND VISUAL NAVAIDS - ALL TEMPORARY LIGHTING FOR RUNWAY AND TAXIWAY SYSTEMS SHALL CONFORM TO THE REQUIREMENTS OF THE MOST RECENT EDITION OF FAA AC 150/5340-30 AND 150/5345-50 (www.faa.gov). THE CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTING ISOLATION TRANSFORMERS ASSOCIATED WITH ANY RUNWAY OR TAXIWAY LIGHT FIXTURES THAT ARE BEING DISCONNECTED.

D. SIGNS - THE CONTRACTOR SHALL INSTALL ALL SIGNS IN ACCORDANCE WITH THE MOST RECENT EDITION OF FAA AC 150/5345-44 AND 150/5340-18. ANY SIGN THAT IS NOT PERFORMING ITS NORMAL FUNCTION MUST BE COVERED OR REMOVED TO PREVENT MISLEADING PILOTS.



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PROGRAM MANAGER / ENGINEER



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JOB NO. 22A20280

DRAWN BY: ACH

CHECKED BY: SMC

APPROVED BY: BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER
AIRPORT

ISSUED
FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER
RUNWAY PAVEMENT
IMPROVEMENTS

SHEET TITLE: CONSTRUCTION
SAFETY AND PHASING
NOTES 1

DWG. FILE NAME: GC-001

DATE: 02/12/2024 SHEET NO. 7

SCALE: AS SHOWN

14. MARKING AND SIGNS FOR ACCESS ROUTES

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING AND INSTALLING ALL NECESSARY MARKINGS AND SIGNAGE FOR ALL ACCESS ROUTES TO AND FROM THE SITE TO BE USED BY CONTRACTOR PERSONNEL, SUBCONTRACTOR PERSONNEL, OR DELIVERY OPERATIONS. ALL SIGNAGE IN THE AIR OPERATIONS AREA SHALL BE FRANGIBLY MOUNTED.

15. HAZARD MARKING AND LIGHTING

- M. PURPOSE - HAZARD MARKING AND LIGHTING PREVENTS PILOTS FROM ENTERING AREAS CLOSED TO AIRCRAFT AND PREVENTS CONTRACTOR PERSONNEL FROM ENTERING AREAS OPEN TO AIRCRAFT.
- N. EQUIPMENT - THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN LOW-PROFILE BARRICADES IN HAZARDOUS AREAS INSIDE MOVEMENT AREAS. BARRICADES SHALL RESTRICT ACCESS AND MAKE HAZARDS OBVIOUS TO AIRCRAFT, PERSONNEL, AND VEHICLES. DURING PERIODS OF LOW VISIBILITY AND AT NIGHT, BARRICADES SHALL BE EQUIPPED WITH RED FLASHING OR STEADY BURNING LIGHTS. THE SPACING OF BARRICADES SHALL BE SUCH THAT A BREACH IS PHYSICALLY PREVENTED BARRING A DELIBERATE ACT. IF BARRICADES ARE INTENDED TO PREVENT PEDESTRIANS, THEN THEY SHALL BE LINKED. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS GC-003 FOR THE LOW-PROFILE AIRCRAFT BARRICADE DETAIL.

16. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

ALL WORK CONDUCTED AT NIGHT SHALL BE ACCOMPANIED BY ADEQUATE LIGHT FACILITIES TO COMPLETE THE WORK. ALL LIGHT FACILITIES SHALL BE AIMED OR SHIELDED AS NECESSARY TO AVOID IMPACTING AIRCRAFT. THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A LIGHTING PLAN SHOWING THE LOCATION AND AIMING DIRECTION OF ALL LIGHT FACILITIES PRIOR TO THE COMPLETION OF ANY NIGHT WORK.

17. PROTECTION OF SAFETY AREAS, OBJECT FREE AREAS, OBJECT FREE ZONES, AND APPROACH/DEPARTURE SURFACES.

- A. RUNWAY SAFETY AREAS (RSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE RUNWAY SAFETY AREA. IF REQUIRED, ADJUSTMENTS TO THE RSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL ENSURE ADEQUATE DISTANCE PROTECTION FOR BLAST PROJECTION, AS NEEDED. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE RSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE RUNWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE RSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE RSA.
- B. RUNWAY OBJECT FREE AREAS (ROFA) - NO MATERIAL SHALL BE STOCKPILED INSIDE THE LIMITS OF THE ACTIVE ROFA UNLESS APPROVED BY AIR SPACING THROUGH THE APPROPRIATE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.
- C. TAXIWAY SAFETY AREAS (TSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE TSA. IF REQUIRED, ADJUSTMENTS TO THE TAXIWAY TSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE TSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE TAXIWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE TSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE TSA.
- D. TAXIWAY OBJECT FREE AREAS (TOFA) - NO CONSTRUCTION SHALL BE PERMITTED INSIDE AN ACTIVE TOFA UNLESS THE TAXIWAY HAS BEEN RESTRICTED TO OPERATIONS REQUIRING A TOFA EQUAL TO THAT OF THE TOFA AVAILABLE. IF REQUIRED, CONSTRUCTION MAY BE PERMITTED INSIDE THE TOFA IF THE TAXIWAY CENTERLINE MARKINGS ARE OFFSET WITH CENTERLINE REFLECTORS OR LIGHTING, OR APPROPRIATE NOTAMS ARE ISSUED. CONSTRUCTION MAY ALSO BE PERMITTED INSIDE THE TOFA IF A FIVE FOOT WING TIP CLEARANCE IS MAINTAINED FOR ALL CONSTRUCTION EQUIPMENT AND VEHICLES. IN THIS SCENARIO, FLAGGERS AND WING WALKERS MUST BE USED TO DIRECT TRAFFIC THROUGH THE CONSTRUCTION SITE.
- E. OBSTACLE FREE ZONE (OFZ) - NO PERSONNEL, MATERIAL, OR EQUIPMENT SHALL PENETRATE THE OFZ WHILE THE RUNWAY IS OPEN TO OPERATIONS. THE DIMENSIONS OF THE OFZ ARE AS DEFINED IN FAA AC 150/5300-13 (www.faa.gov).
- F. APPROACH/DEPARTURE SURFACES - ALL CONTRACTOR PERSONNEL, MATERIALS, AND EQUIPMENT SHALL REMAIN CLEAR OF THE APPLICABLE THRESHOLD SITING SURFACES AS DEFINED IN CHAPTER 3 OF FAA AC 150/5300-13 (www.faa.gov). CONSTRUCTION ACTIVITIES THAT REQUIRE PENETRATION INTO THE THRESHOLD SITING SURFACE SHALL BE ACCOMPLISH THROUGH DISPLACING OR PARTIALLY CLOSING THE RUNWAY. SUCH CONSTRUCTION ACTIVITIES SHALL REQUIRE COORDINATION WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.

18. OTHER LIMITATIONS ON CONSTRUCTION

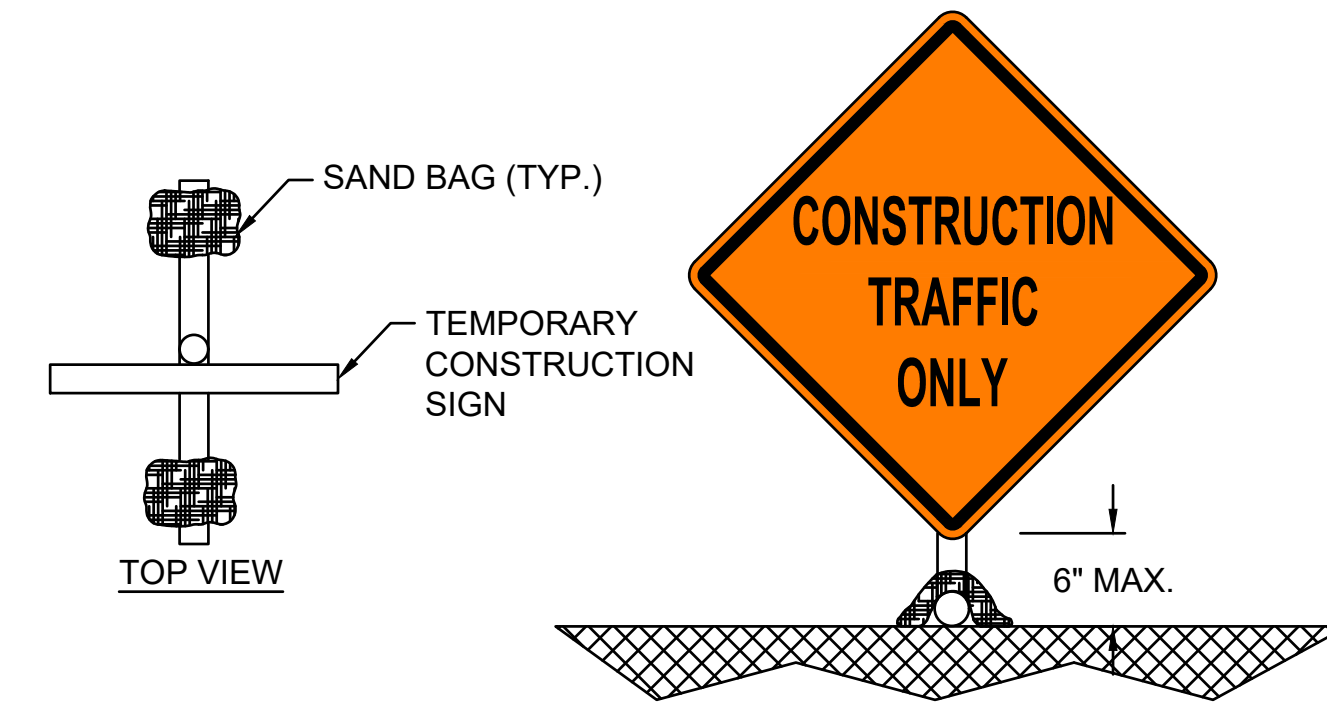
- A. PROHIBITIONS - THE USE OF TALL EQUIPMENT (I.E. CRANES, CONCRETE PUMPS) SHALL NOT BE PERMITTED UNLESS APPROVED BY THE ENGINEER.

OPEN FLAME WELDING AND TORCH CUTTING OPERATIONS ARE NOT PERMITTED UNLESS ADEQUATE FIRE SAFETY PRECAUTIONS ARE PROVIDED AND THESE OPERATIONS ARE AUTHORIZED BY THE AIRPORT OPERATOR AND THE ENGINEER.

ELECTRICAL BLASTING CAPS SHALL NOT BE PERMITTED WITHIN 1,000-FT OF THE AIRPORT PROPERTY. FLARE POTS ARE NOT PERMITTED WITHIN THE AIR OPERATIONS AREA.

RESTRICTIONS - NIGHT WORK IS ACCEPTABLE AND ENCOURAGED TO OPEN THE AIRPORT AS SOON AS POSSIBLE. NIGHT WORK HOURS ARE FROM 7PM TO 5AM.
- 19. ALL COSTS ASSOCIATED WITH CONSTRUCTION SAFETY, SECURITY, AND PHASING OF THE PROJECT SHALL BE SUBSIDIARY TO PAY ITEM SPECIFICATION SS-120 CONSTRUCTION SAFETY AND SECURITY.
- 20. ORANGE CONSTRUCTION FENCE SHALL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS AND WILL NOT BE PAID FOR SEPARATELY. THE GRADE AND WEIGHT OF THE ORANGE CONSTRUCTION FENCE SHOULD BE SUFFICIENT ENOUGH FOR THE FENCE TO FUNCTION THROUGHOUT THE DURATION OF THE PROJECT. FOUR FEET IS A STANDARD HEIGHT. FENCING SHALL BE PLACED ON WOOD FENCE POSTS, SPACED TO PROVIDE CONTINUOUS SUPPORT OF THE FENCE FOR THE DURATION OF THE PROJECT.

RUNWAY DATA	
RUNWAY END NUMBER	18-36
AIRPLANE DESIGN GROUP	II
AIRCRAFT APPROACH CATEGORY	B
MINIMUM SAFETY AREA PRIOR TO THE THRESHOLD	300-FT
MINIMUM UNOBSTRUCTED APPROACH SLOPE	20:1
RSA WIDTH	150 FT



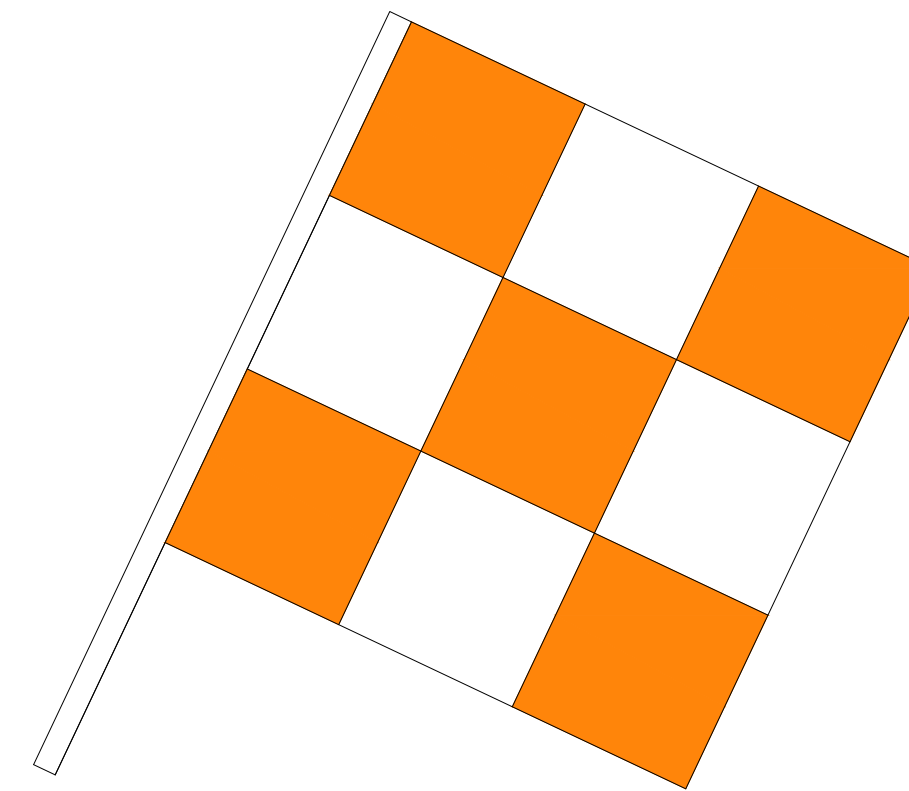
CONSTRUCTION TRAFFIC ONLY SIGN NOTES:

1. SIGNAGE DIMENSIONS SHALL COMPLY WITH THE MOST CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
2. ALL COSTS ASSOCIATED WITH SIGN INSTALLATION AND MAINTENANCE WILL NOT BE MEASURED FOR SEPARATE PAVEMENT BUT SHALL BE SUBSIDIARY TO ITEM SS-120 CONSTRUCTION SAFETY AND SECURITY.

1
GC-002

TEMPORARY CONSTRUCTION SIGNAGE

SCALE: NONE
PAY ITEM SPECIFICATION SS-120



NOTES:

1. ALL CONSTRUCTION EQUIPMENT AND VEHICLES SHALL HAVE A FLAG OR BEACON COMPLYING TO FAA SAFETY AND PHASING REGULATIONS.
2. FLAGS AND OR BEACONS WILL BE REQUIRED ON ALL CONSTRUCTION EQUIPMENT AND VEHICLES WITHIN THE AIR OPERATIONS AREA.
3. FOR CONSTRUCTION OPERATIONS FROM AN HOUR BEFORE DUSK TO AN HOUR AFTER DAWN, CONTRACTOR VEHICLES WILL ALSO BE REQUIRED TO HAVE A YELLOW FLASHING BEACON MOUNTED TO THE TOP/MOST PORTION OF THE VEHICLE SO THAT IS VISIBLE FROM ALL DIRECTIONS.
4. THE CONTRACTOR IS RESPONSIBLE FOR SUPPLYING FLAGS AND BEACONS. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR FLAGS OR BEACONS. THE FLAGS WILL REMAIN THE PROPERTY OF THE CONTRACTOR AT THE COMPLETION OF THE PROJECT.

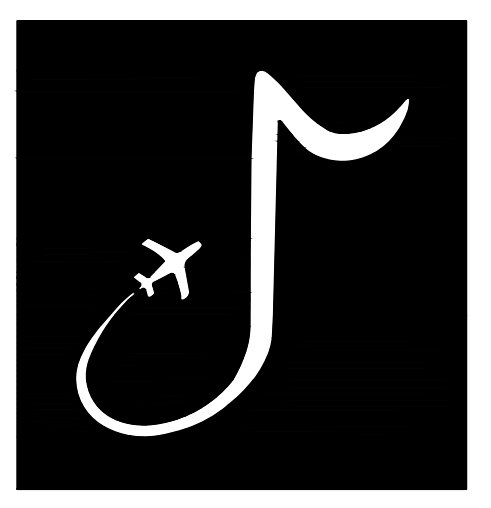
2
GC-002

VEHICLE FLAGS

SCALE: NONE
PAY ITEM SPECIFICATION SS-120

AIRFIELD AREAS AFFECTED BY CONSTRUCTION			
OPERATIONAL REQUIREMENTS	EXISTING (NORMAL)	PHASE 1	PHASE 2
RUNWAY 18-36 ARC	B-II	CLOSED	OPEN
RUNWAY 18 APPROACH MINIMUMS	1 MILE	CLOSED	OPEN
RUNWAY 36 APPROACH MINIMUMS	1 MILE	CLOSED	OPEN
RUNWAY 18 DECLARED DISTANCES	TORA: 3,499'	CLOSED	OPEN
	TODA: 3,499'	CLOSED	OPEN
	ASDA: 3,499'	CLOSED	OPEN
RUNWAY 36 DECLARED DISTANCES	LDA: 3,499'	CLOSED	OPEN
	TORA: 3,499'	CLOSED	OPEN
	TODA: 3,499'	CLOSED	OPEN
RUNWAY 18 APPROACH PROCEDURES	PAPI-2L, REIL	CLOSED	OPEN
RUNWAY 36 APPROACH PROCEDURES	PAPI-2L, REIL	CLOSED	OPEN
RUNWAY 18 NAVAIDS	GPS	CLOSED	OPEN
RUNWAY 36 NAVAIDS	GPS	CLOSED	OPEN
TAXIWAY A ADG	II	CLOSED	PARTIAL CLOSURE OF NORTH TW A TO JUST SOUTH OF EXISTING TW B
TAXIWAY A1 ADG	II	CLOSED	CLOSED
TAXIWAY A2 ADG	II	CLOSED	CLOSED
TAXIWAY A3 ADG	II	CLOSED	OPEN

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Last plotted by: Hillman, Alyssa C. Plot Date: 2/1/2024 1:18 PM Plotter used: AutoCAD PDF (General Documentation).pc3



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JOB NO. 22A20280

DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR
Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: CONSTRUCTION SAFETY AND PHASING NOTES 2

DWG. FILE NAME: GC-002
DATE: 02/12/2024
SCALE: AS SHOWN
SHEET NO.: 8

STAGING AREA NOTES

1. THE CONTRACTOR'S EMPLOYEES AND VISITORS VEHICLES SHALL PARK IN THE CONTRACTOR'S EMPLOYEE PARKING AREA. ONLY OWNER APPROVED PERSONNEL WILL BE ALLOWED TO ACCESS AND/OR PARK ON AIRPORT PROPERTY.
2. ALL DELIVERIES, MATERIAL OR OTHERWISE, SHALL BE MADE TO THE DELIVERY ADDRESS OF THE CONTRACTOR'S STAGING AREA. THE NAME "CHARLES BAKER AIRPORT" SHALL NOT BE USED IN THE DELIVERY ADDRESS.
3. THE LOCATION AND SIZE OF THE CONTRACTOR'S STAGING AREA IS SHOWN FOR REFERENCE ONLY. THE EXACT LIMITS OF THE CONTRACTOR'S PARKING AND STAGING AREA FOR MATERIAL STOCKPILING, OFFICE TRAILERS, AND DELIVERIES SHALL BE PROPOSED BY THE CONTRACTOR FOR THE APPROVAL OF THE ENGINEER. THE CONTRACTOR STAGING PLANS SHALL BE APPROVED BY THE OWNER PRIOR TO CONSTRUCTION.
4. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMIT(S) TO DEVELOP AND USE THE SITE FOR STAGING AND OTHER ACTIVITIES AS REQUIRED.
5. THE STAGING AREA SHALL BE PREPARED TO A STABLE AND DRAINABLE CONDITION. THE CONTRACTOR MAY HAVE THE OPTION OF ERECTING ADDITIONAL CHAIN-LINK SECURITY FENCING TO DELINEATE AND PROTECT THE AREA.
6. THE CONTRACTOR MAY DO SOME GRADING AND DRAINAGE WORK TO ADAPT THE AREA TO SPECIFIC NEEDS. UPON COMPLETION OF THE WORK, THE AREA WILL BE GRADED AND DRESSED TO THE SATISFACTION OF THE ENGINEER AND OWNER UPON COMPLETION OF THE CONTRACT WORK.
7. THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY CONNECTIONS TO THE STAGING AREA. ALL REQUIRED UTILITIES FOR THE CONTRACTOR'S STAGING AREA SHALL BE COORDINATED WITH THE APPROPRIATE UTILITY AGENCY BY THE CONTRACTOR. THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE METERS AND PERMITS. UTILITY ARRANGEMENTS SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
8. NO SEPARATE PAY ITEM SHALL BE MADE FOR ANY ITEM REQUIRED FOR THE CONTRACTOR TO ENCLOSE AND DEVELOP THEIR STAGING AREA.
9. THE OWNER SHALL NOT BE RESPONSIBLE FOR ANY LOST OR STOLEN PROPERTY.
10. NO EQUIPMENT OR VEHICLES SHALL BE PARKED WITHIN 10 FEET OF ANY AIRPORT OPERATIONS AREA (AOA) PERIMETER FENCE.

SECURITY

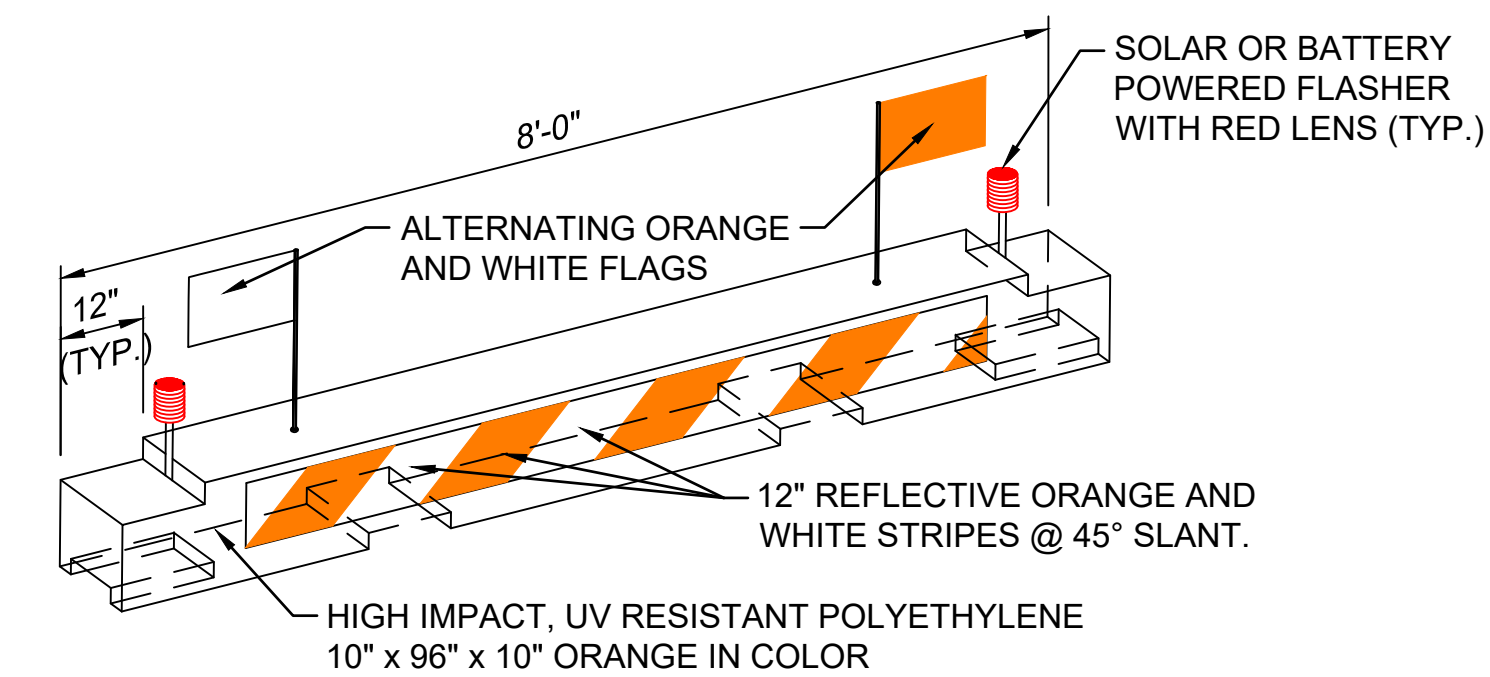
1. CONTRACTOR SHALL REVIEW AND FOLLOW MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY INFORMATION FOR POTENTIAL BIDDERS/CONTRACTORS REGARDING THE SECURITY AND OPERATIONS REQUIREMENTS FOR CONSTRUCTION PROJECTS AT CHARLES BAKER AIRPORT. THIS DOCUMENT IS INCLUDED IN THE SPECIAL PROVISIONS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR AIRPORT SECURITY AT ALL TIMES WHEN IN THE AIRPORT OPERATIONS AREA (AOA).
3. CONTRACTOR SHALL FOLLOW ALL AIRPORT SECURITY POLICIES, PROCEDURES, RULES, AND REGULATIONS WHILE OPERATING VEHICLES AND EQUIPMENT ON THE AOA. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ENSURING THAT ALL EMPLOYEES AND SUBCONTRACTORS MEET THE AIRPORT SECURITY REQUIREMENTS WHILE OPERATING VEHICLES AND EQUIPMENT ON THE AOA.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE SECURITY OF ACCESS GATES BY KEEPING THE GATES LOCKED OR GUARDED AT ALL TIMES.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FINES ASSESSED TO THE AIRPORT DUE TO THE FAILURE OF THE CONTRACTOR OR SUBCONTRACTORS TO FOLLOW AIRPORT SECURITY REQUIREMENTS. THE AIRPORT RESERVES THE RIGHT TO SUSPEND AND/OR REVOKE DRIVING PRIVILEGES FOR FAILURE TO COMPLY WITH THE AIRPORT SECURITY REQUIREMENTS.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE NECESSARY NUMBER OF CONTRACTOR IDENTIFICATION TO MEET ALL SECURITY REQUIREMENTS.

BARRICADE NOTES

1. CONTRACTOR IS TO PROVIDE BARRICADES AND ASSURE THEY ARE IN WORKING ORDER PRIOR TO BEGINNING AND DURING CONSTRUCTION.
2. CONTRACTOR IS TO MAINTAIN FLASHING LIGHTS AND BARRICADES ALONG TAXIWAY EDGES WHEREVER OPEN EXCAVATIONS OR IRREGULAR GRADES ARE LEFT WITHIN THE SAFETY AREA OF AN ACTIVE TAXIWAY OR WHERE TEMPORARY PAVEMENT CLOSURES OR AIRCRAFT LIMITATIONS ARE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE LIGHTS AND BARRICADES IN AN OPERABLE CONDITION FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL FURNISH A CONTACT NUMBER FOR 24-HOUR MAINTENANCE OF LIGHTS AND BARRICADES.
3. TYPES OF BARRICADES AND THE LOCATIONS SHOWN FOR PLACEMENT ON THE PLANS ARE SUBJECT TO CHANGE. LOCATIONS ARE TYPICAL AND MAY BE ALTERED TO FIT ANY PARTICULAR SEQUENCE OF CONSTRUCTION. THE CONTRACTOR SHALL COORDINATE THE PLACEMENT OF ALL AIRCRAFT BARRICADES WITH OWNER.
4. CONTRACTOR SHALL CHECK BARRICADES DAILY, PRIOR TO SUNSET AND SHALL SERVICE ALL BARRICADES EVERY DAY.

OTHER LIMITATIONS OF CONSTRUCTION

1. ANY DAMAGE TO EXISTING PAVEMENTS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR PROMPTLY AT NO ADDITIONAL COST TO THE OWNER. REPAIR METHODS SHALL BE APPROVED BY THE OWNER PRIOR TO ACTUAL REPAIR. CONTRACTOR SHALL PREPARE A PHOTOGRAPHIC AND VIDEO LOG OF THE PRE-EXISTING CONDITIONS OF THESE EXISTING PAVEMENTS TO REMAIN, PRIOR TO BEGINNING CONSTRUCTION. THIS LOG SHALL BE SUBMITTED TO THE ENGINEER WITHIN 1 WEEK OF THE START OF CONSTRUCTION. THE CONTRACTOR SHALL RESTORE ALL GRASSED AND PAVED AREAS USED FOR HAUL ROADS OR STAGING AREAS TO THEIR ORIGINAL CONDITION, INCLUDING THE ESTABLISHMENT OF TURF WHERE REQUIRED. NO DIRECT MEASUREMENT OR PAYMENT WILL BE MADE FOR THE CONSTRUCTION, MAINTENANCE, RESTORATION, OR REPAIR TO SAID AREA.
2. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL CLEAN AND RESTORE THE CONSTRUCTION WORK AREA. ALL RUBBISH AND OTHER MATERIAL SHALL BE DISPOSED OF OFF AIRPORT PROPERTY AT THE CONTRACTOR'S DISCRETION AND EXPENSE. THE CONTRACTOR SHALL RESTORE ALL GRASSED AND PAVED AREAS WHICH ARE DISTURBED BY CONSTRUCTION ACTIVITY TO THEIR PRE-CONSTRUCTION CONDITION AT NO COST TO THE OWNER.
3. ANY ITEMS REQUIRED TO COMPLETE THE PROJECT, WHICH ARE NOT INDICATED ON THE SUMMARY OF QUANTITIES WITH A SPECIFIC PAY ITEM, SHALL BE INCIDENTAL TO THE CONTRACT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AND PAYING FOR ANY REQUIRED PERMITS.
5. DAMAGE TO ANY EXISTING AIRPORT CABLING, WHICH SUPPORTS AVIATION OPERATIONS, CAUSED BY CONSTRUCTION OPERATIONS SHALL BE IMMEDIATELY NOTED TO THE OWNER AND REPAIRED AT THE CONTRACTOR'S EXPENSE. REPAIRS SHALL BE MADE IN ACCORDANCE WITH SPECIFICATIONS. SPLICES SHALL BE MADE IN THE NEAREST MANHOLE OR JUNCTION BOX.
6. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR LOCATING ALL UTILITIES AND PROTECTING THEM. CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES TO LOCATE UTILITIES AND SHALL BE RESPONSIBLE FOR REPAIRING ANY UTILITIES DAMAGED DURING CONSTRUCTION TO OWNER'S SATISFACTION AND AT NO COST TO THE UTILITY OWNER OR AIRPORT. USE OF UTILITY OWNER LOCATION INFORMATION SHALL IN NO WAY RELIEVE THE CONTRACTOR OF HIS SOLE RESPONSIBILITY TO LOCATE, PROTECT, AND REPAIR DAMAGE TO ANY UTILITIES DAMAGED BY HIS OPERATIONS.
7. WASTE MATERIAL PRODUCED AS A RESULT OF THE CONTRACTOR'S OPERATIONS SHALL BE PROPERLY DISPOSED OF OFF AIRPORT PROPERTY IN AN APPROVED DISPOSAL SITE AT CONTRACTOR'S EXPENSE



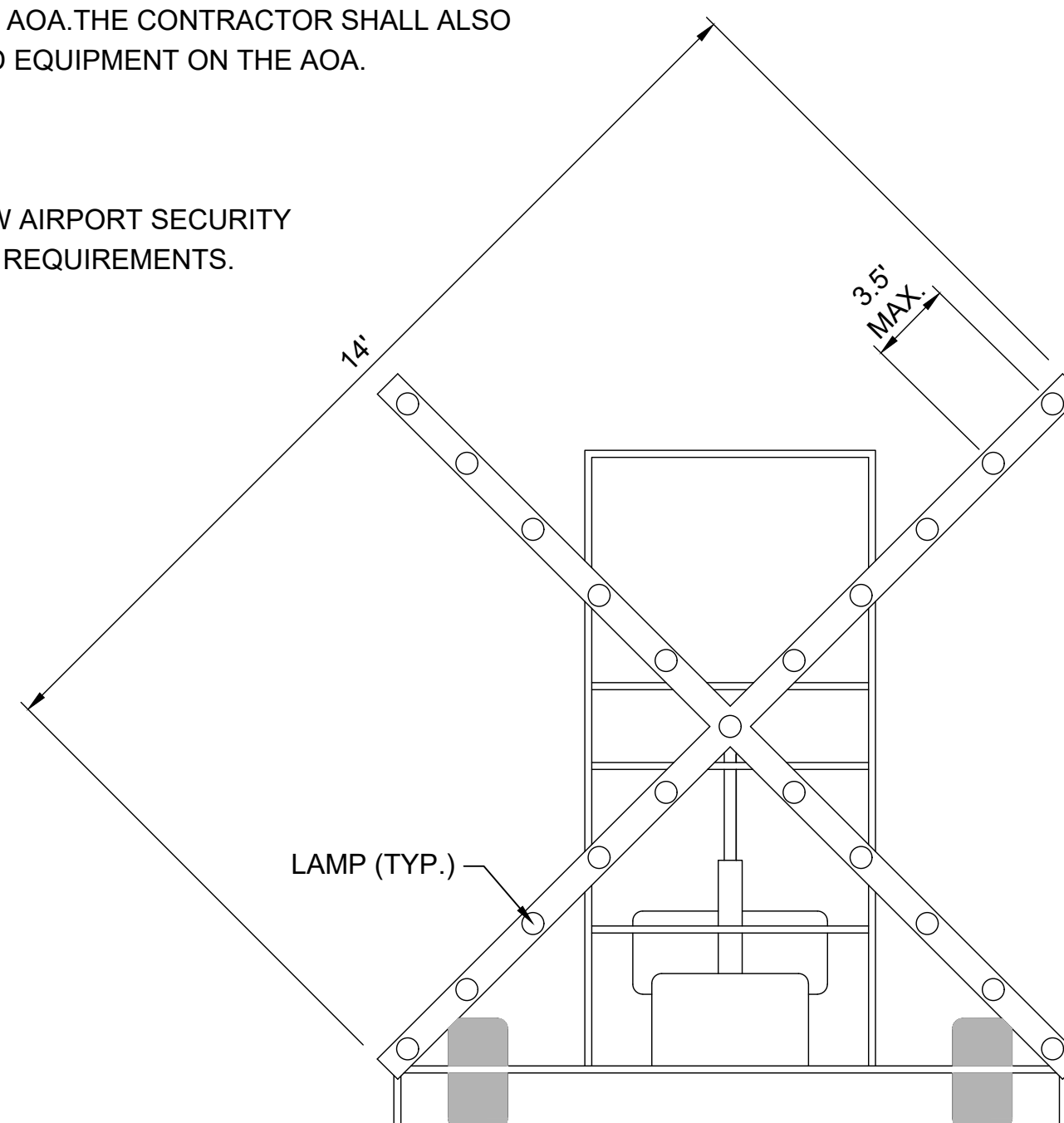
NOTES:

1. INTENDED USE FOR THE FOLLOWING:
 - MARKING/LIGHTING OF TEMPORARY HAZARDS WITHIN THE AOA
 - LONG TERM CLOSURE OF AIRCRAFT ROUTES.
2. INSTALL AT 12' C/C SPACING ALONG FULL WIDTH OF PAVEMENT.
3. BARRICADE SHALL BE EQUIPPED WITH ALTERNATING ORANGE AND WHITE 20"x20" FLAGS. IN ADDITION TO THE FLAGS, THE BARRICADES SHALL BE EQUIPPED WITH FLASHING RED CAUTION LIGHT.
4. BARRICADES SHALL BE WATER-FILLED AND MODULAR TO ASSEMBLE/DISASSEMBLE AND NEST FOR COMPACT STORAGE.
5. THE CONTRACTOR SHALL PROVIDE, INSTALL, AND MAINTAIN ALL BARRICADES DURING CONSTRUCTION. ALL BARRICADES SHALL REMAIN THE PROPERTY OF MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY AT THE COMPLETION OF CONSTRUCTION.

MULTI-BARRIER LOW PROFILE AIRCRAFT BARRICADE DETAIL

1
GC-003

SCALE: NONE
PAY ITEM SPECIFICATION SS-120



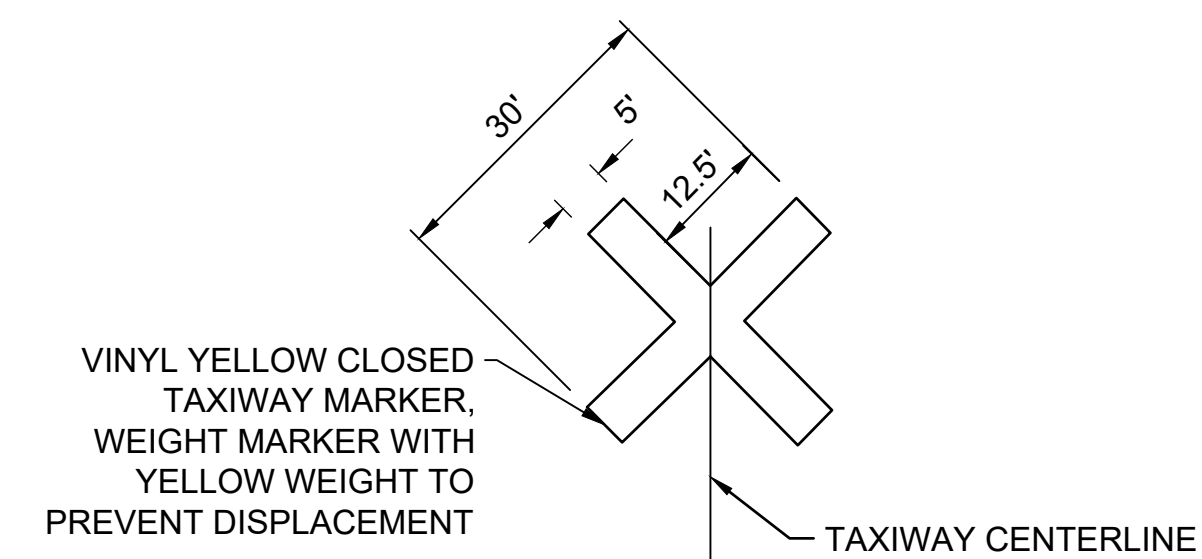
NOTES:

1. LIGHTED RUNWAY CLOSURE MARKER SHALL CONFORM TO THE REQUIREMENTS OF FAA AC 150/5345-55A SPECIFICATION FOR L-893, LIGHTED VISUAL AID TO INDICATE TEMPORARY RUNWAY CLOSURE. DETAIL SHOWS MINIMUM LIGHT SPACING REQUIREMENTS.
2. LIGHTED RUNWAY CLOSURE MARKER SHALL BE INSTALLED ON TOP OF RUNWAY NUMERAL DESIGNATOR OR AS DIRECTED BY THE ENGINEER WHEN WORK IS TAKING PLACE NEAR THE RUNWAY NUMERALS.
3. LIGHTED RUNWAY CLOSURE MARKINGS ARE TO BE FURNISHED, INSTALLED AND REMOVED, FUELED, AND MAINTAINED BY THE CONTRACTOR. THE AIRPORT DOES NOT HAVE LIGHTED RUNWAY CLOSURE MARKERS AVAILABLE FOR THE CONTRACTOR.

2
GC-003

PORTABLE LIGHTED RUNWAY CLOSURE MARKER (LIGHTED X)

SCALE: NONE
PAY ITEM SPECIFICATION SS-120

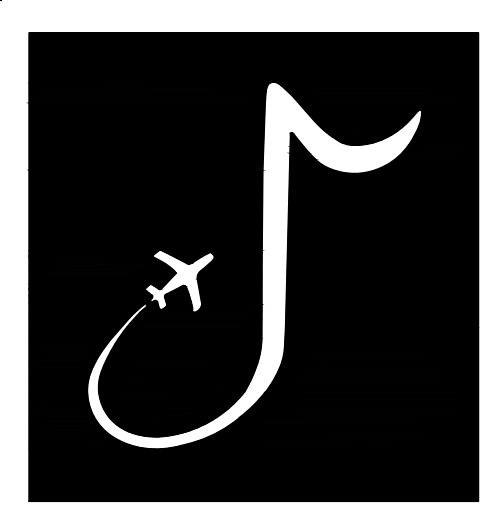


3
GC-003

TAXIWAY CLOSURE MARKER

SCALE: NONE
PAY ITEM SPECIFICATION SS-120

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JOB NO. 22A20280

DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
CONSTRUCTION SAFETY AND PHASING NOTES 3

DWG. FILE NAME: GC-003
DATE: 02/12/2024 SHEET NO. 9
SCALE: AS SHOWN

PROJECT PHASING

PHASE	SUMMARY OF SCOPE	DURATION	WORKING HOURS	LIQUIDATED DAMAGES	RUNWAY 18-36	NOTAM
PHASE 0	(NOTICE TO PROCURE)	MIN. 30 CONSECUTIVE CALENDAR DAYS / MAX. 45 CONSECUTIVE CALENDAR DAYS			OPEN	N/A
PHASE 1	(NOTICE TO PROCEED) SEE SEQUENCE OF CONSTRUCTION FOR PHASE 1	14 CONSECUTIVE CALENDAR DAYS	24 HOURS PER DAY / 7 DAYS PER WEEK	\$1,000 PER CALENDAR DAY	CLOSED	RUNWAY CLOSED
PHASE 2* (IF AWARDED)	SEE SEQUENCE OF CONSTRUCTION FOR PHASE 2; ANY WORK WITHIN RSA SHALL BE COMPLETED SIMULTANEOUSLY WITH PHASE 1	25 CONSECUTIVE CALENDAR DAYS	24 HOURS PER DAY / 7 DAYS PER WEEK	\$1,000 PER CALENDAR DAY	OPEN	NORTH PARALLEL TAXIWAY AND TW2 CLOSED. TW A CLOSED FROM SOUTH OF TW A2 TO TW A1
	ASPHALT CURING PERIOD	MIN. 30 CONSECUTIVE CALENDAR DAYS / MAX. 45 CONSECUTIVE CALENDAR DAYS		\$1,000 PER CALENDAR DAY AFTER DAY 45	OPEN	NON STANDARD MARKINGS ON RW
PHASE 3	P-608R SEAL COAT AND 2ND TEMPORARY MARKING APPLICATION, IF NEEDED	30 CONSECUTIVE CALENDAR DAYS	24 HOURS PER DAY / 7 DAYS PER WEEK	\$1,000 PER CALENDAR DAY	CLOSED	RUNWAY CLOSED
	SEAL COAT CURING PERIOD	MIN. 30 CONSECUTIVE CALENDAR DAYS / MAX. 45 CONSECUTIVE CALENDAR DAYS		\$1,000 PER CALENDAR DAY AFTER DAY 45	OPEN	N/A
PHASE 4	FINAL MARKINGS	2 CONSECUTIVE CALENDAR DAYS	24 HOURS PER DAY / 7 DAYS PER WEEK	\$1,000 PER CALENDAR DAY	CLOSED	RUNWAY CLOSED
	SUBSTANTIAL COMPLETION**	45 DAYS		\$1,000 PER CALENDAR DAY	OPEN	N/A

SEQUENCE OF CONSTRUCTION

PHASE 1 WORK LIMITS
 PHASE 2 WORK LIMITS
 — RSA — RUNWAY SAFETY AREA
 — ROFA — RUNWAY OBJECT FREE AREA
 — TSA — TAXIWAY SAFETY AREA
 — TOFA — TAXIWAY OBJECT FREE AREA
 CONTRACTOR ACCESS / HAUL ROUTE
ES CONTRACTOR EQUIPMENT STORAGE
EP CONTRACTOR EMPLOYEE PARKING
 PHASE 1 LIGHTED BARRICADES. SEE DETAILS, PREVIOUS SHEET.
 PHASE 2 LIGHTED BARRICADES. SEE DETAILS, PREVIOUS SHEET.
X PHASE 1 RUNWAY CLOSURE MARKER

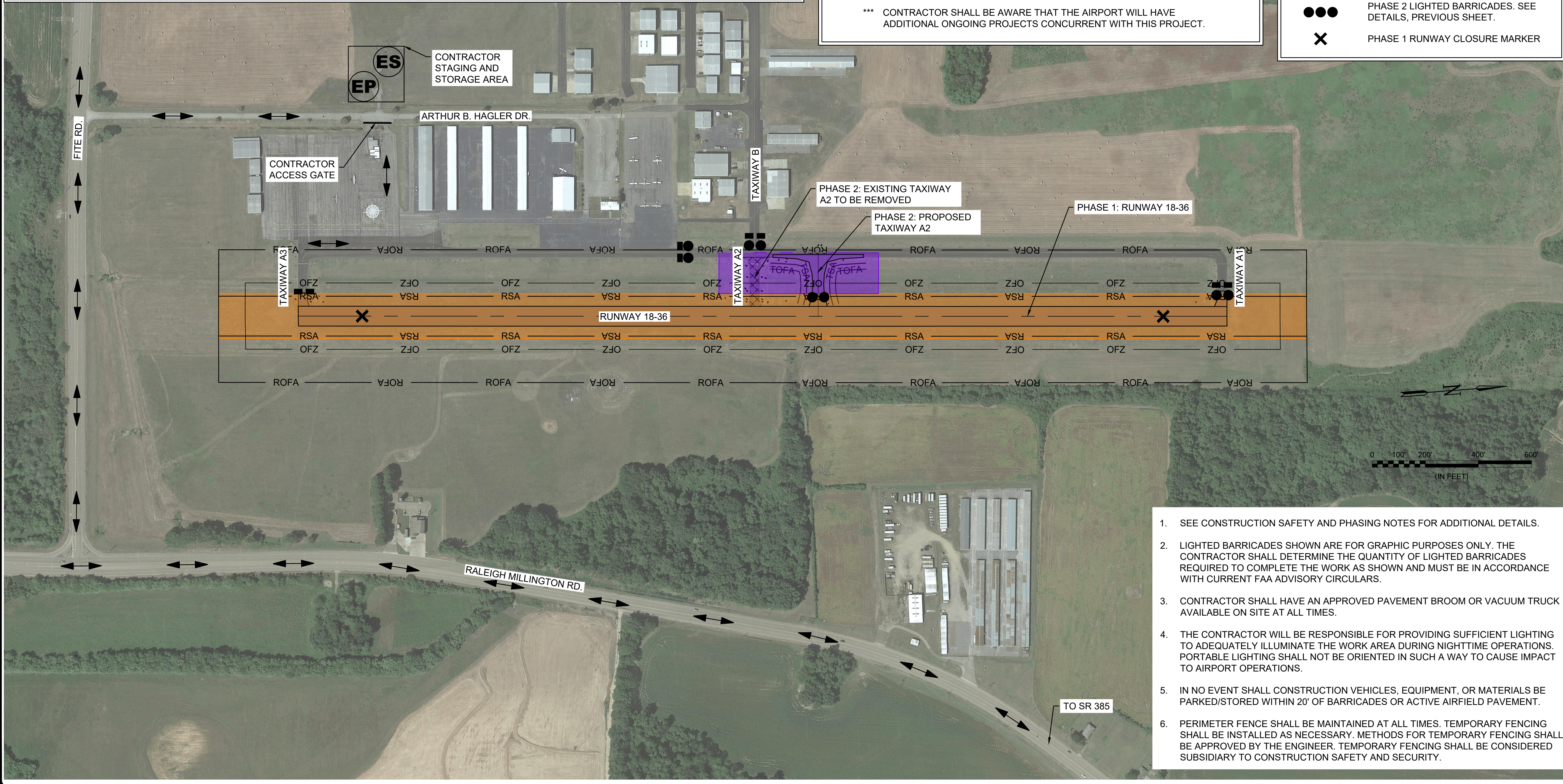
* SHOULD ADDITIVE ALTERNATE 1 BE AWARDED, PHASE 2 MAY BE PERFORMED SIMULTANEOUSLY WITH PHASE 1 UPON APPROVAL OF THE AIRPORT FOR THE CLOSURE OF THE RUNWAY DURING THE ENTIRETY OF THE PROJECT.

** SUBSTANTIAL COMPLETION IS REACHED UPON COMPLETION AND ACCEPTANCE OF PAVING, RESTORATION, SEAL COAT, AND FINAL MARKINGS. CONTRACTOR SHALL WAIT 30 DAYS UPON PAVING COMPLETION TO APPLY P-608R SEAL COAT AND ADDITIONAL TEMPORARY MARKINGS. CONTRACTOR SHALL WAIT AN ADDITIONAL 30 DAYS UPON COMPLETION OF SEAL COAT APPLICATION TO APPLY PERMANENT MARKINGS.

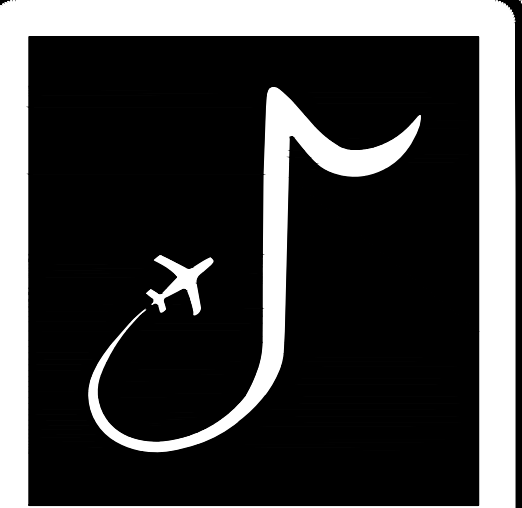
*** CONTRACTOR SHALL BE AWARE THAT THE AIRPORT WILL HAVE ADDITIONAL ONGOING PROJECTS CONCURRENT WITH THIS PROJECT.

LEGEND

PHASE 1 WORK LIMITS
 PHASE 2 WORK LIMITS
 — RSA — RUNWAY SAFETY AREA
 — ROFA — RUNWAY OBJECT FREE AREA
 — TSA — TAXIWAY SAFETY AREA
 — TOFA — TAXIWAY OBJECT FREE AREA
 CONTRACTOR ACCESS / HAUL ROUTE
ES CONTRACTOR EQUIPMENT STORAGE
EP CONTRACTOR EMPLOYEE PARKING
 PHASE 1 LIGHTED BARRICADES. SEE DETAILS, PREVIOUS SHEET.
 PHASE 2 LIGHTED BARRICADES. SEE DETAILS, PREVIOUS SHEET.
X PHASE 1 RUNWAY CLOSURE MARKER



- SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL DETAILS.
- LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR SHALL DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
- CONTRACTOR SHALL HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING SHALL NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS.
- IN NO EVENT SHALL CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 20' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
- PERIMETER FENCE SHALL BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING SHALL BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING SHALL BE APPROVED BY THE ENGINEER. TEMPORARY FENCING SHALL BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.



MEMPHIS INTERNATIONAL AIRPORT
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PROGRAM MANAGER / ENGINEER



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(662) 892-7592

JOB NO. 22A20280

DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR
Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

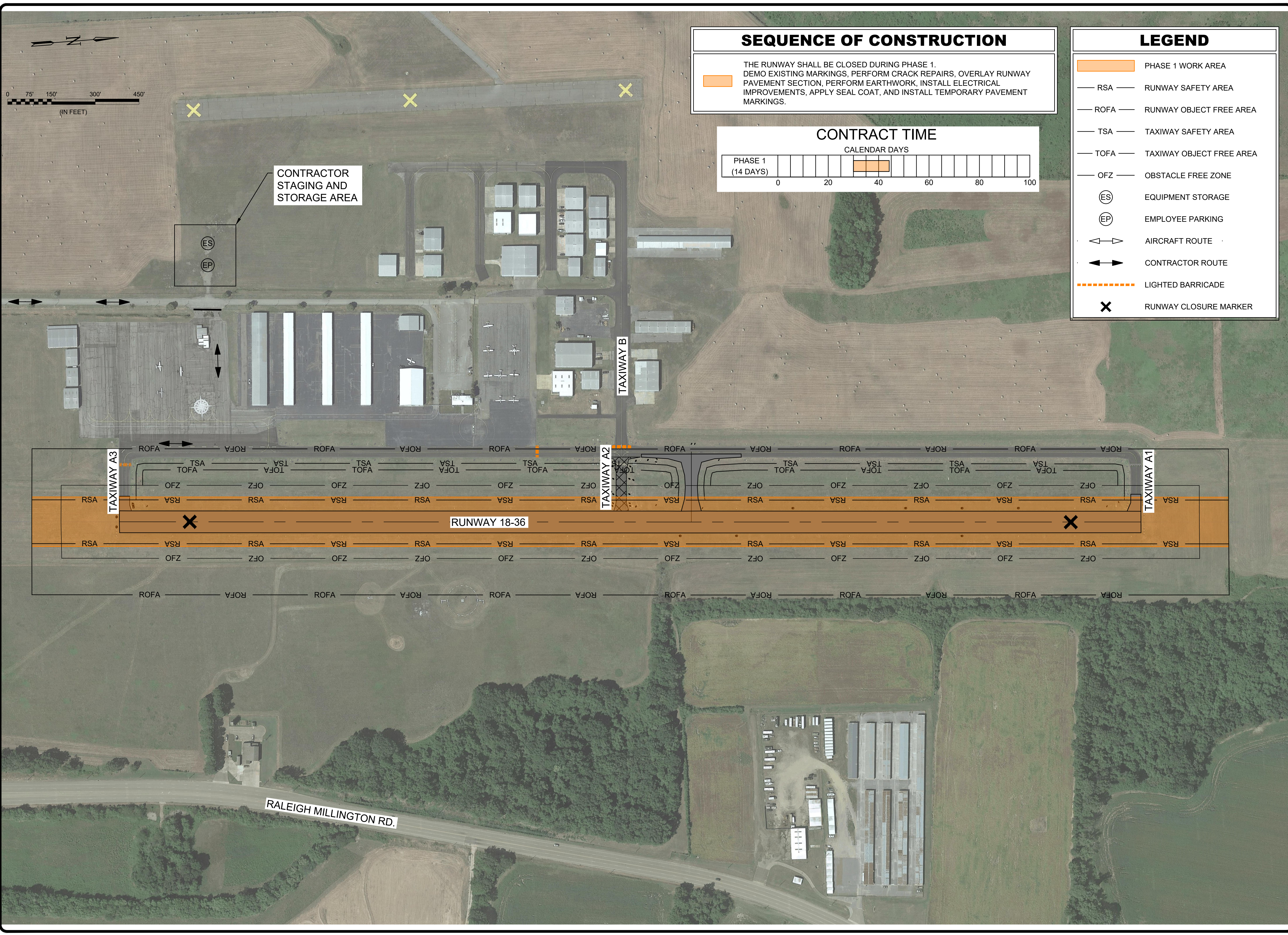
PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: **CONSTRUCTION SAFETY AND PHASING NOTES 4**

DWG. FILE NAME: **GC-004**
DATE: 02/12/2024
SCALE: AS SHOWN
SHEET NO. **10**

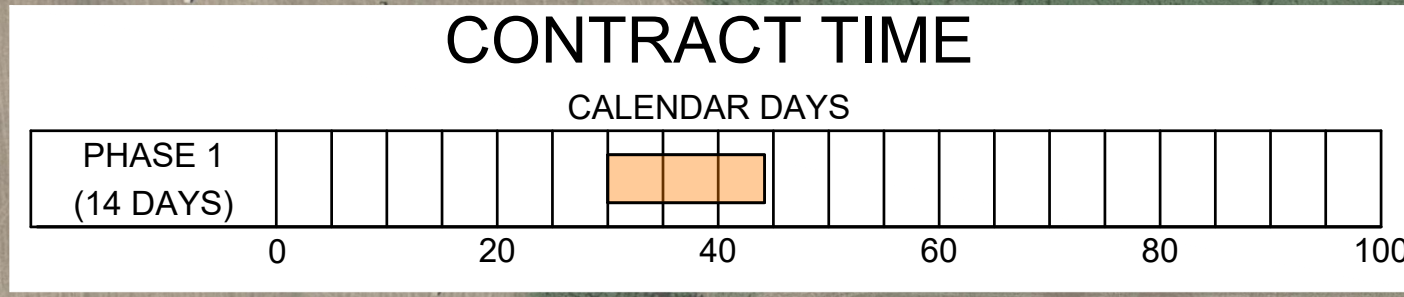
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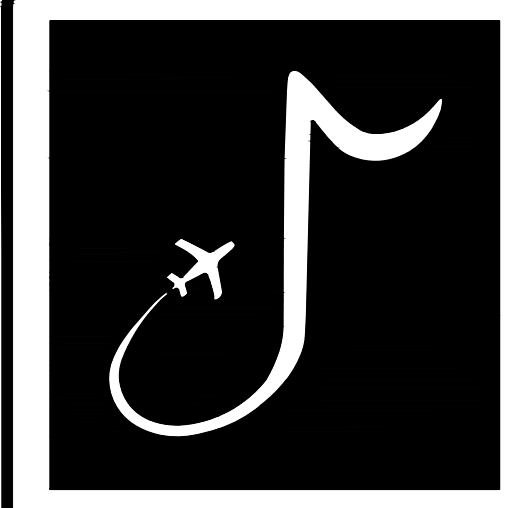
SEQUENCE OF CONSTRUCTION

THE RUNWAY SHALL BE CLOSED DURING PHASE 1.
 DEMO EXISTING MARKINGS, PERFORM CRACK REPAIRS, OVERLAY RUNWAY PAVEMENT SECTION, PERFORM EARTHWORK, INSTALL ELECTRICAL IMPROVEMENTS, APPLY SEAL COAT, AND INSTALL TEMPORARY PAVEMENT MARKINGS.



LEGEND

- PHASE 1 WORK AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- OFZ — OBSTACLE FREE ZONE
- (ES) EQUIPMENT STORAGE
- (EP) EMPLOYEE PARKING
- ↔ AIRCRAFT ROUTE
- ↔ CONTRACTOR ROUTE
- - - - - LIGHTED BARRICADE
- X RUNWAY CLOSURE MARKER



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CHARLES W. BAKER AIRPORT

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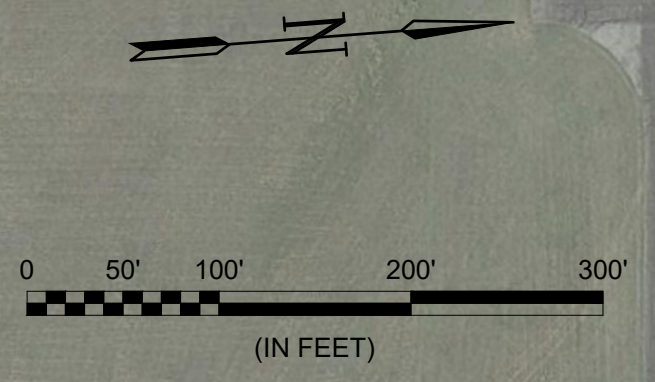
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. **22-1458-01**

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: **CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1**

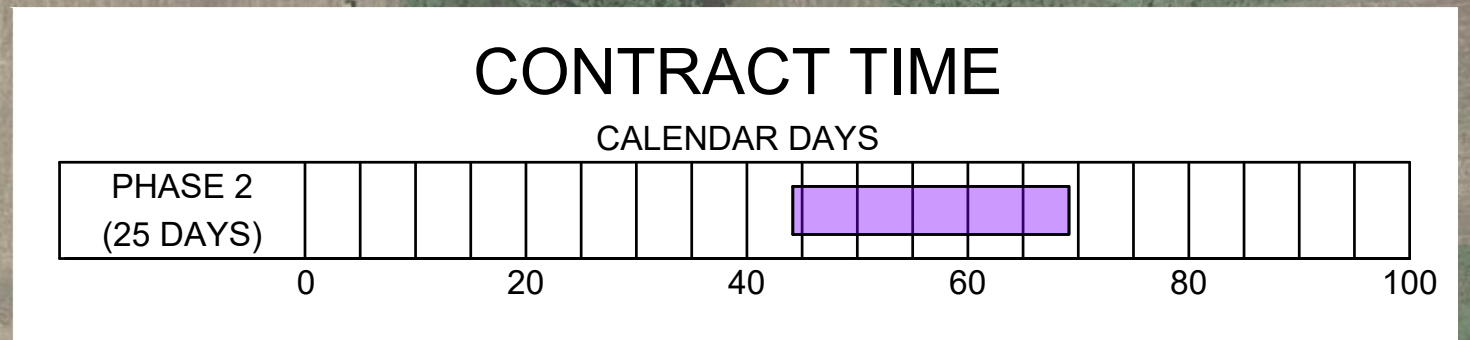
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 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: **11**



SEQUENCE OF CONSTRUCTION

SHOULD ADDITIVE ALTERNATE 1 BE AWARDED, PHASE 2 SHALL CONSIST OF ALL WORK OUTSIDE THE RSA. DEMO EXISTING TAXIWAY A2 PAVEMENT SECTION, DEMO ELECTRICAL COMPONENTS, DEMO DRAINAGE COMPONENTS, PERFORM EARTHWORK, CONSTRUCT PROPOSED TAXIWAY A2 PAVEMENT SECTION, INSTALL ELECTRICAL IMPROVEMENTS, APPLY SEAL COAT, INSTALL DRAINAGE IMPROVEMENTS, AND INSTALL TEMPORARY PAVEMENT MARKINGS.

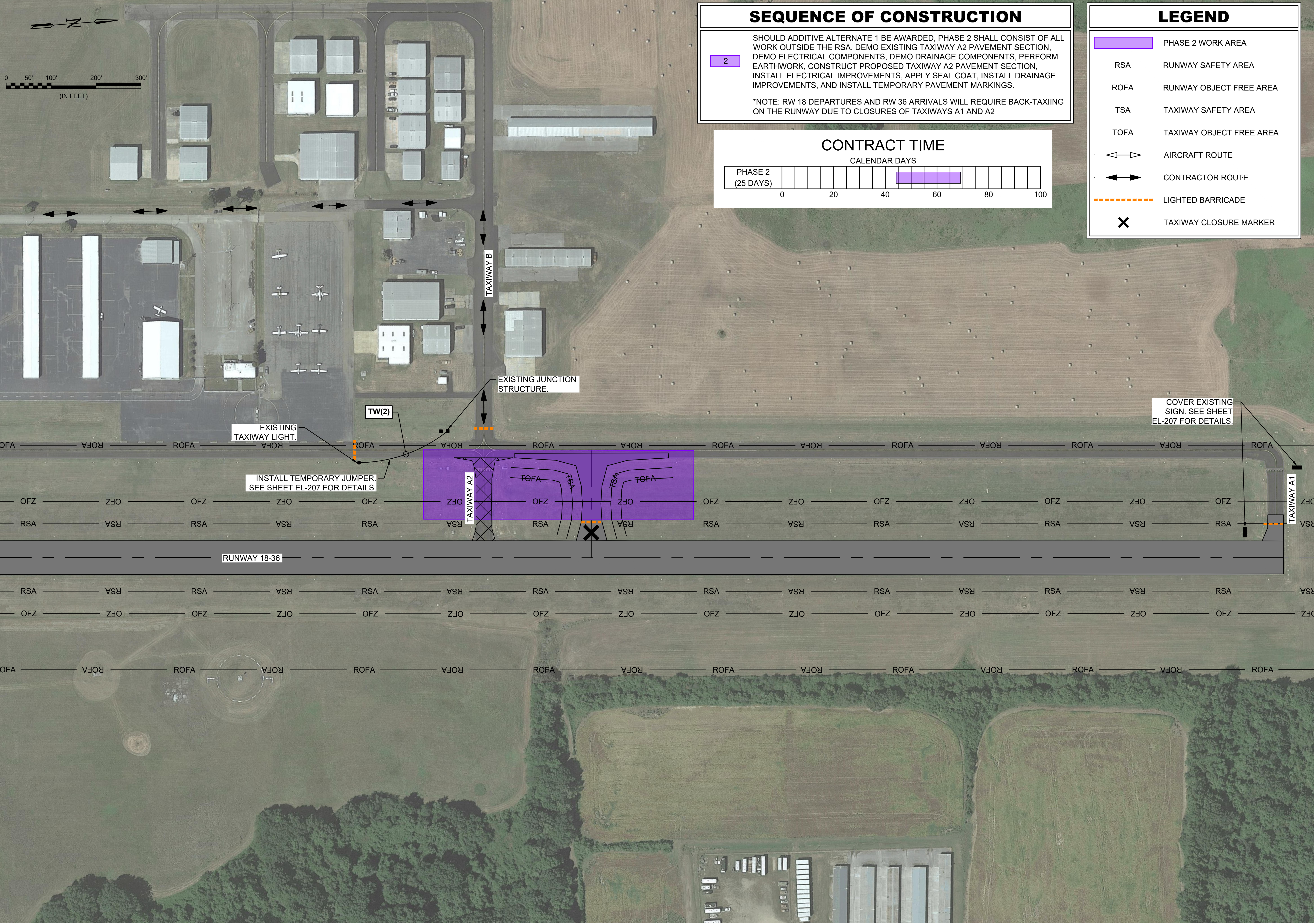
*NOTE: RW 18 DEPARTURES AND RW 36 ARRIVALS WILL REQUIRE BACK-TAXIING ON THE RUNWAY DUE TO CLOSURES OF TAXIWAYS A1 AND A2



LEGEND

- PHASE 2 WORK AREA
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- AIRCRAFT ROUTE
- CONTRACTOR ROUTE
- LIGHTED BARRICADE
- TAXIWAY CLOSURE MARKER

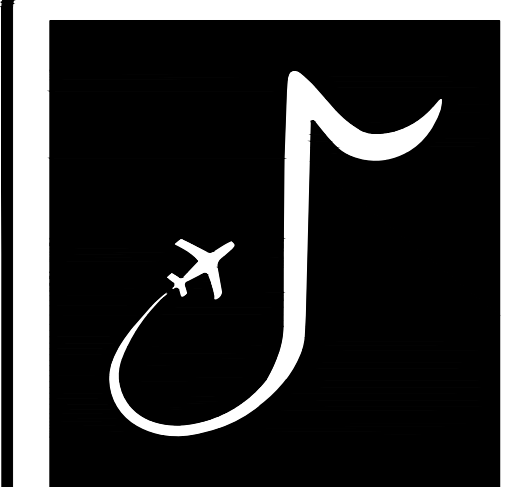
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COVER EXISTING SIGN. SEE SHEET EL-207 FOR DETAILS.

INSTALL TEMPORARY JUMPER. SEE SHEET EL-207 FOR DETAILS.

RUNWAY 18-36



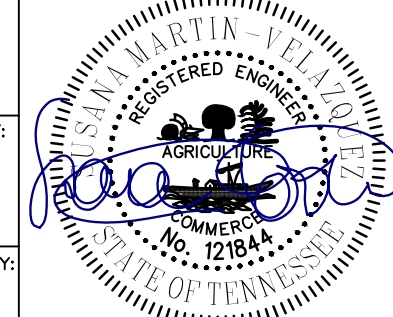
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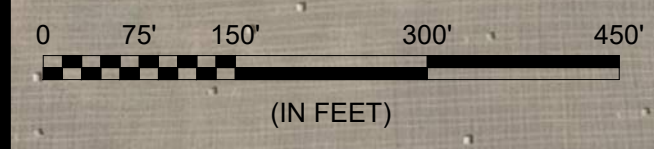
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01


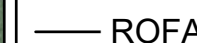

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2

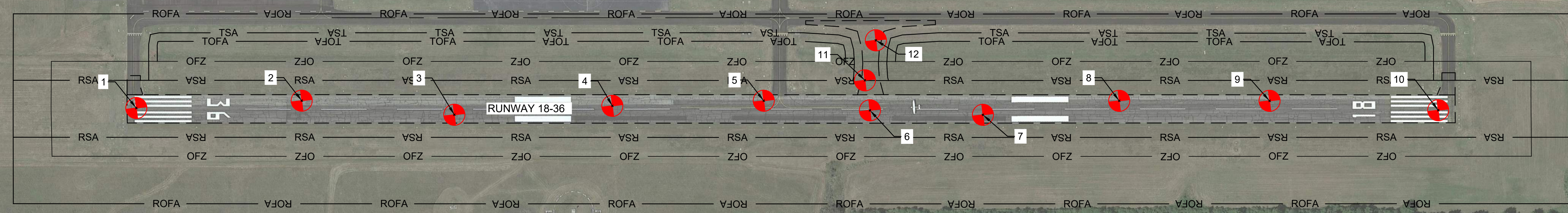
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 SHEET NO.: 12



LEGEND

-  BORING LOCATIONS
(10 PAVEMENT CORE/SPT BORINGS AND 2 SPT BORINGS)
-  ROFA — RUNWAY OBJECT FREE AREA
-  RSA — RUNWAY SAFETY AREA

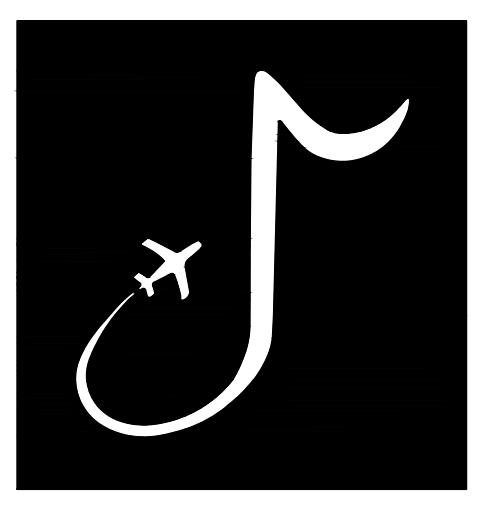
THE GEOTECHNICAL INVESTIGATION PERFORMED BY ATHENA ENGINEERING & ENVIRONMENTAL, LLC ON 04/03/2023. SEE THE PAVEMENT CORE AND BORING LOGS LOCATED IN THE GEOTECHNICAL REPORT.



POINT TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
1	366097.69	795162.83	PAVEMENT CORE; 10' SPT BORING
2	366532.79	795194.71	PAVEMENT CORE; 10' SPT BORING
3	366927.72	795278.62	PAVEMENT CORE; 10' SPT BORING
4	367343.91	795304.14	PAVEMENT CORE; 10' SPT BORING
5	367741.61	795337.58	PAVEMENT CORE; 10' SPT BORING
6	368016.53	795395.44	PAVEMENT CORE; 10' SPT BORING
7	368310.86	795442.09	PAVEMENT CORE; 10' SPT BORING
8	368671.68	795447.50	PAVEMENT CORE; 10' SPT BORING
9	369065.01	795493.99	PAVEMENT CORE; 10' SPT BORING
10	369503.42	795570.59	PAVEMENT CORE; 10' SPT BORING
11	368012.64	795315.32	10' SPT BORING
12	368053.62	795214.09	10' SPT BORING

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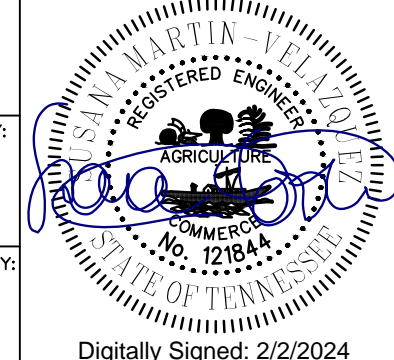
PROGRAM MANAGER / ENGINEER



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Digitally Signed: 2/2/2024

CHARLES W. BAKER
 AIRPORT

ISSUED
 FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS

SHEET TITLE:
 BORING LOCATION
 PLAN

DWG. FILE NAME: BL-101
 DATE: 02/12/2024 SHEET NO. 13
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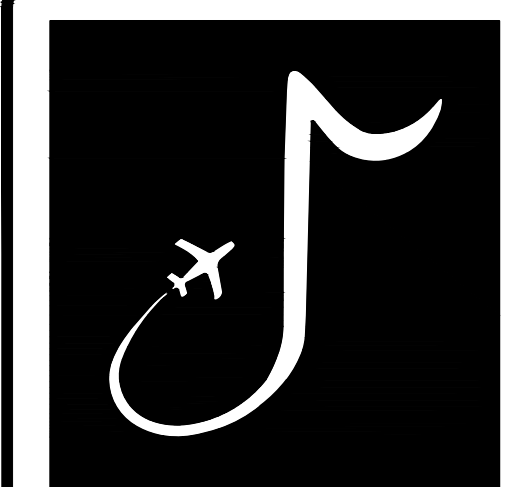
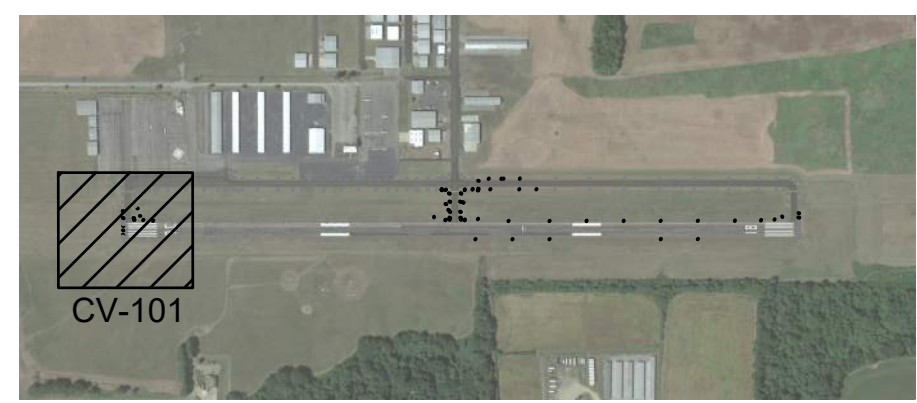


MATCHLINE SHEET CV-102, STATION 03+52.12



LEGEND	
— 240.00 —	EXISTING CONTOUR
— RSA —	RUNWAY SAFETY AREA
— ROFA —	RUNWAY OBJECT FREE AREA
— — — — —	EXISTING STORM DRAIN PIPE
	EXISTING DRAINAGE STRUCTURE
	EXISTING LIGHTING
	EXISTING CAN PLAZA
	EXISTING ELECTRICAL HAND HOLE
	EXISTING AIRFIELD SIGNAGE
— — — — —	EXISTING DUCT CONDUIT

- NOTES:
- EXISTING UTILITIES AND UNDERGROUND FACILITIES ARE LOCATED FROM AVAILABLE SURFACE INFORMATION OR RECORDS RESEARCH. THE LOCATION AND ELEVATIONS SHOWN ARE APPROXIMATED AND ARE BASED ON THE INFORMATION AVAILABLE AT THE TIME OF DESIGN. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING EXACT LOCATION, DEPTH, AND CONDITION OF ALL UTILITIES AND AIRPORT FACILITIES DURING THE CONSTRUCTION PERIOD. ANY CONFLICTING UTILITY INFORMATION SHALL BE REPORTED TO THE ENGINEER FOR ASSESSMENT PRIOR TO THE START OF DEMOLITION OPERATIONS.
 - ALL EXISTING INFRASTRUCTURE SHALL REMAIN UNLESS OTHERWISE NOTED ON CIVIL AND /OR ELECTRICAL DEMOLITION SHEETS.
 - FOR ADDITIONAL DETAIL ON ELECTRICAL ITEMS, SEE ED-100 SERIES FOR ELECTRICAL REMOVAL SHEETS.



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 APPROVED BY: BWR

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CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

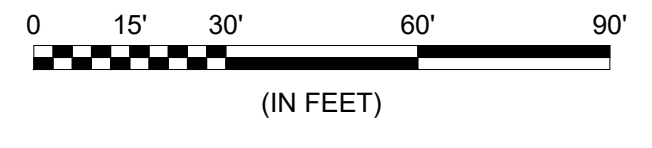
PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: EXISTING CONDITIONS PLAN 1

DWG. FILE NAME CV-101	
DATE 02/12/2024	SHEET NO. 14
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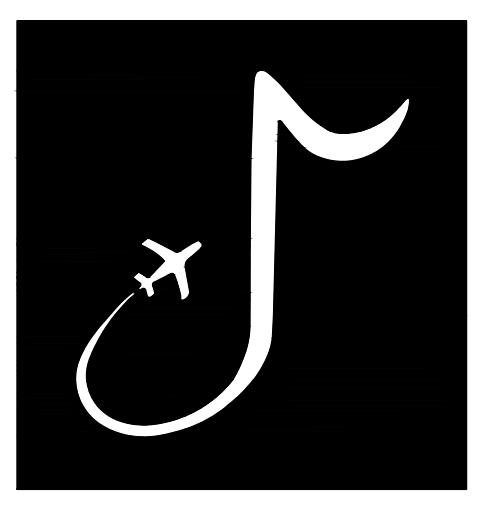
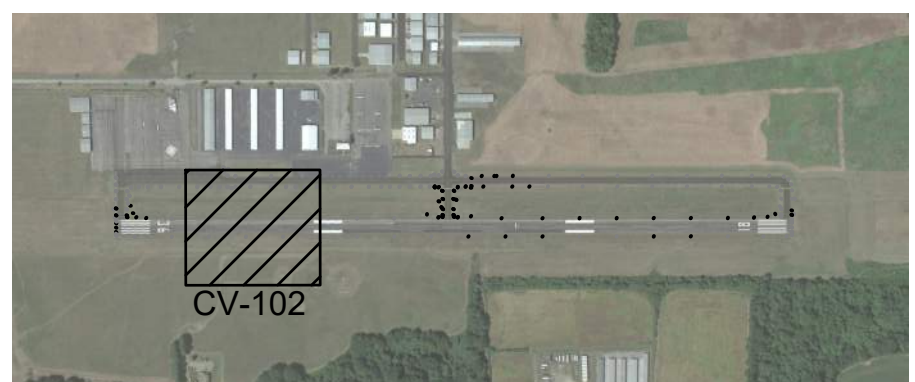
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MATCHLINE SHEET CV-101, STATION 03+52.12



LEGEND	
— 240.00 —	EXISTING CONTOUR
— RSA —	RUNWAY SAFETY AREA
— ROFA —	RUNWAY OBJECT FREE AREA
---	EXISTING STORM DRAIN PIPE
□ □	EXISTING DRAINAGE STRUCTURE
□ □	EXISTING LIGHTING
□ □	EXISTING CAN PLAZA
○	EXISTING ELECTRICAL HAND HOLE
■	EXISTING AIRFIELD SIGNAGE
---	EXISTING DUCT CONDUIT

NOTES:
 1. SEE SHEET CV-101 FOR EXISTING CONDITION NOTES.



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CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: EXISTING CONDITIONS PLAN 2

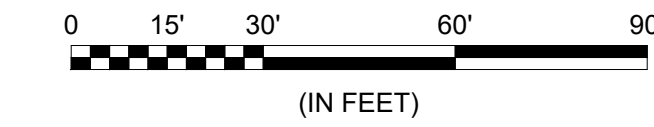
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MATCHLINE SHEET CV-102, STATION 10+52.12



MATCHLINE SHEET CV-104, STATION 17+52.12

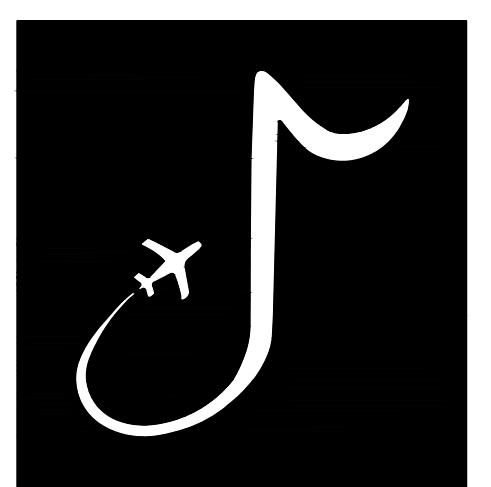
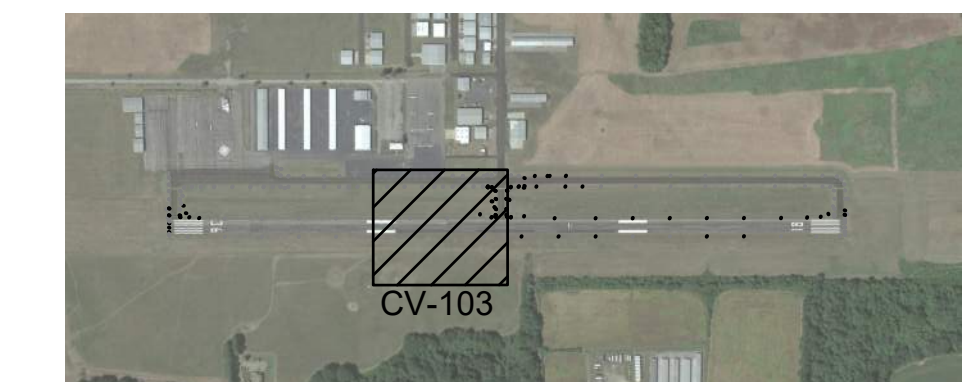


LEGEND

- 240.00 — EXISTING CONTOUR
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- - - - - EXISTING STORM DRAIN PIPE
- □ EXISTING DRAINAGE STRUCTURE
- □ EXISTING LIGHTING
- □ EXISTING CAN PLAZA
- ⊙ EXISTING ELECTRICAL HAND HOLE
- EXISTING AIRFIELD SIGNAGE
- - - - - EXISTING DUCT CONDUIT

NOTES:

1. SEE SHEET CV-101 FOR EXISTING CONDITION NOTES.



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CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

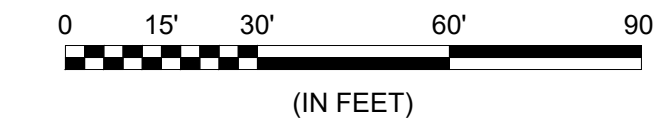
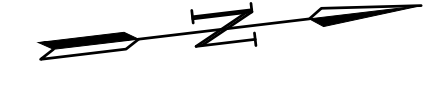
PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: EXISTING CONDITIONS PLAN 3

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 DATE: 02/12/2024 SHEET NO. **16**
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MATCHLINE SHEET CV-103, STATION 17+52.12 MATCHLINE SHEET CV-105, STATION 24+52.12

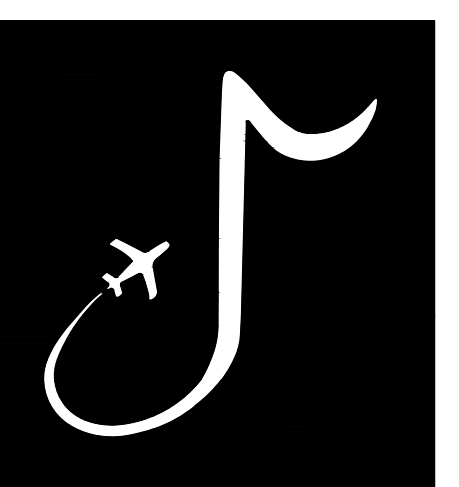
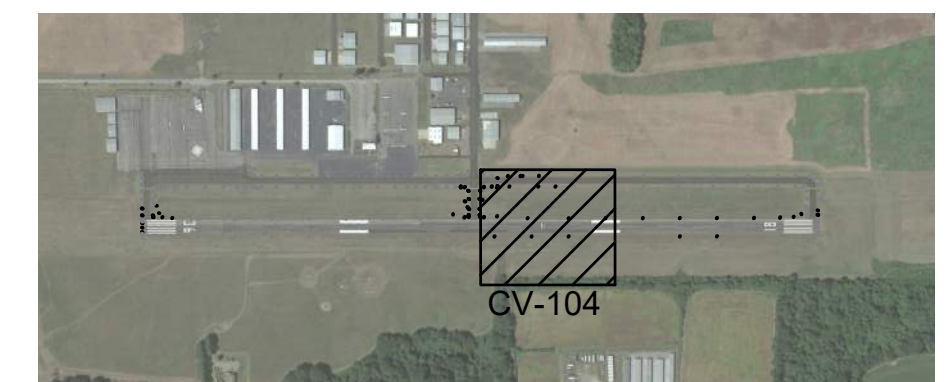


LEGEND

- 240.00 — EXISTING CONTOUR
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- EXISTING STORM DRAIN PIPE
- ◻ ◻ EXISTING DRAINAGE STRUCTURE
- ◻ ◻ EXISTING LIGHTING
- ◻ ◻ EXISTING CAN PLAZA
- ⊙ EXISTING ELECTRICAL HAND HOLE
- ◻ EXISTING AIRFIELD SIGNAGE
- - - EXISTING DUCT CONDUIT

NOTES:

1. SEE SHEET CV-101 FOR EXISTING CONDITION NOTES.



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 SUITE 101
 OLIVE BRANCH, MS 38654
 (662) 892-7592

JOB NO. 22A20280

DRAWN BY: ACH
 CHECKED BY: SMC
 APPROVED BY: BWR
 Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 EXISTING CONDITIONS PLAN 4

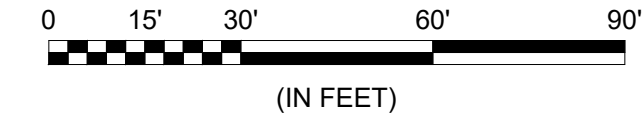
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MATCHLINE SHEET CV-104, STATION 24+52.12



MATCHLINE SHEET CV-106, STATION 31+52.12

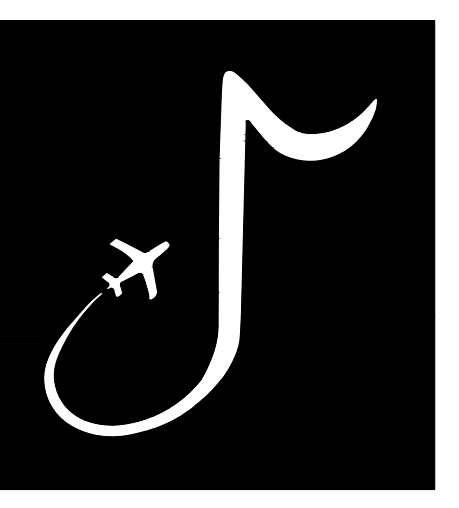
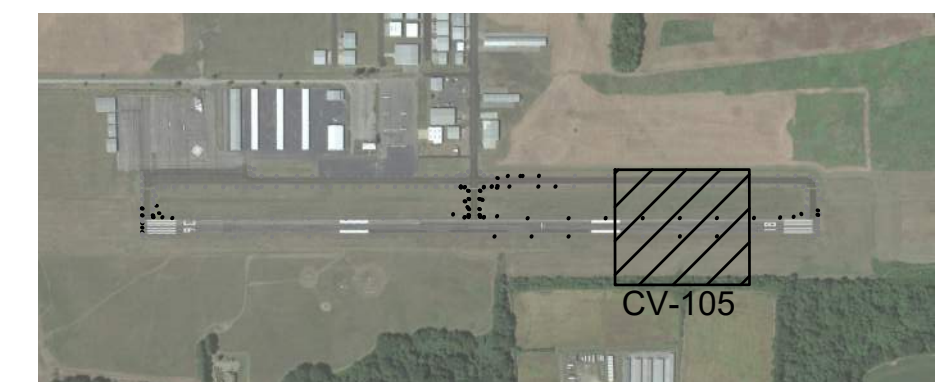


LEGEND

- 240.00 — EXISTING CONTOUR
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- EXISTING STORM DRAIN PIPE
- ○ EXISTING DRAINAGE STRUCTURE
- ○ EXISTING LIGHTING
- ○ EXISTING CAN PLAZA
- EXISTING ELECTRICAL HAND HOLE
- EXISTING AIRFIELD SIGNAGE
- EXISTING DUCT CONDUIT

NOTES:

1. SEE SHEET CV-101 FOR EXISTING CONDITION NOTES.



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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

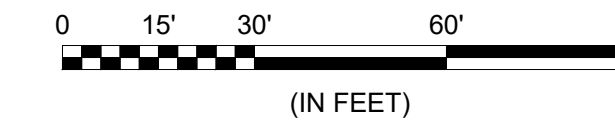
PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 EXISTING CONDITIONS PLAN 5

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MATCHLINE SHEET CV-105, STATION 31+52.12

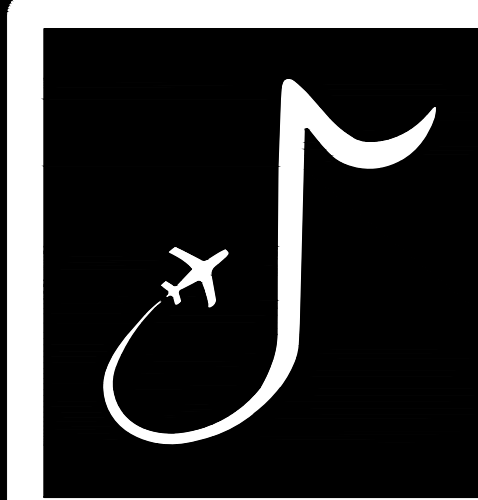


LEGEND

- 240.00 — EXISTING CONTOUR
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- - - - - EXISTING STORM DRAIN PIPE
- □ EXISTING DRAINAGE STRUCTURE
- ⊙ ⊙ EXISTING LIGHTING
- ⊞ ⊞ EXISTING CAN PLAZA
- Ⓢ EXISTING ELECTRICAL HAND HOLE
- EXISTING AIRFIELD SIGNAGE
- - - - - EXISTING DUCT CONDUIT

NOTES:

1. SEE SHEET CV-101 FOR EXISTING CONDITION NOTES.



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DRAWN BY:

ACH

CHECKED BY:

SMC

APPROVED BY:

BWR

Digitally Signed: 2/2/2024

**CHARLES W. BAKER
 AIRPORT**

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 FOR BID**

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
**CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS**

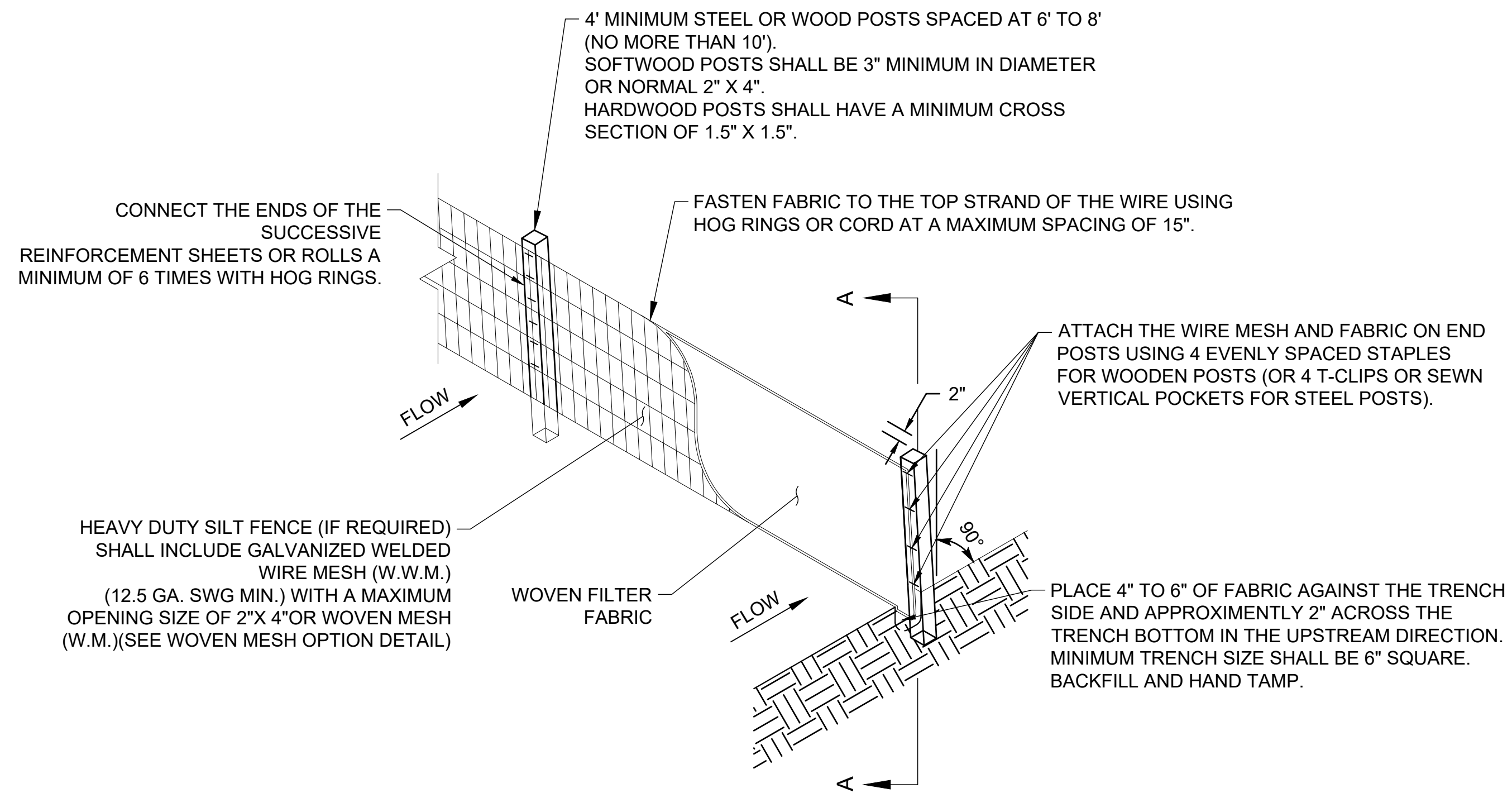
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 CONDITIONS PLAN 6

DWG. FILE NAME
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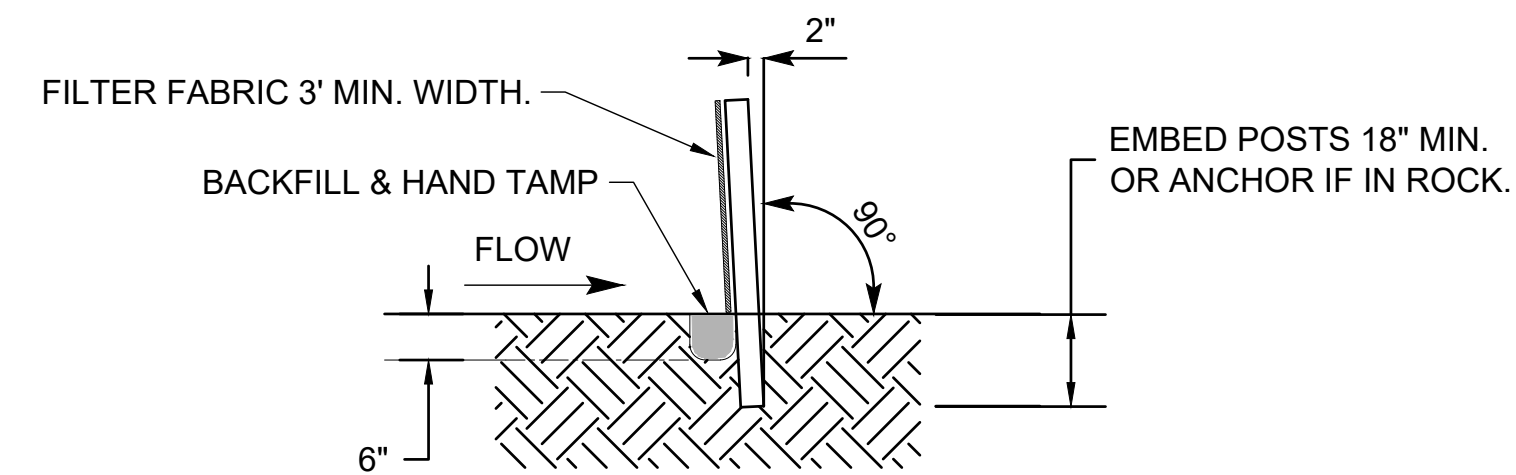
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EROSION CONTROL NOTES:

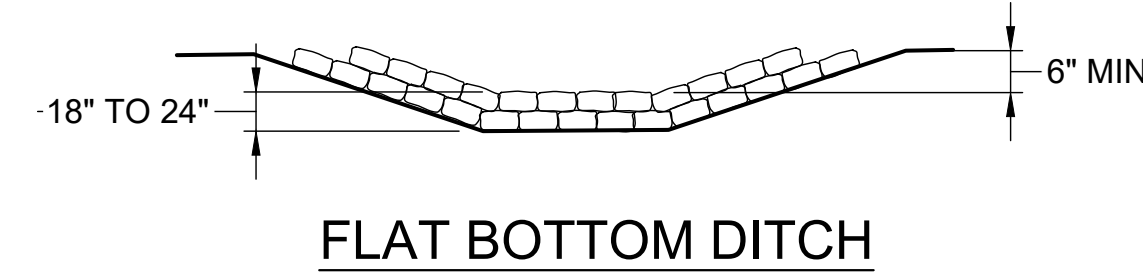
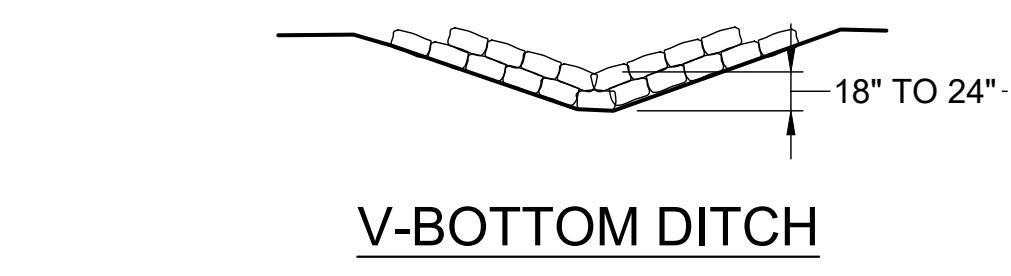
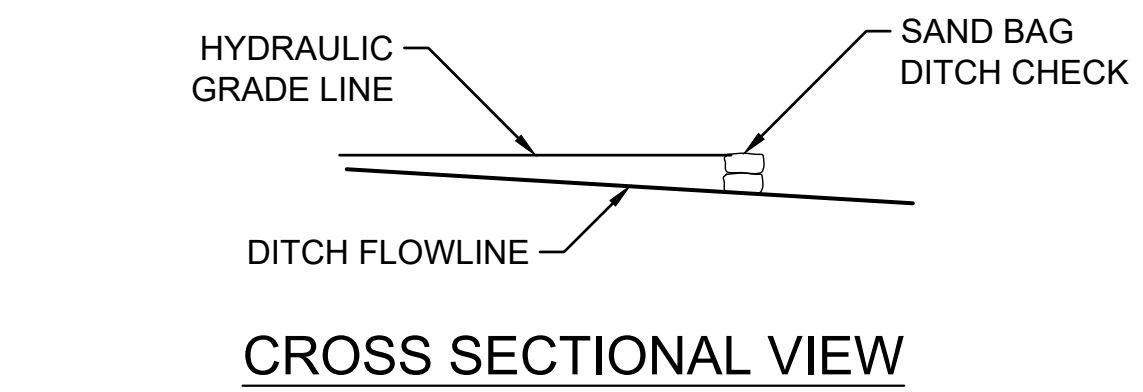
1. THE TEMPORARY EROSION CONTROL MEASURES SHOWN ON THE PLANS REPRESENT THE ENGINEER'S ESTIMATE OF THE MINIMUM EFFORT NEEDED TO MAINTAIN PROPER EROSION CONTROL DURING CONSTRUCTION. ADDITIONAL MEASURES MAY BE REQUIRED DURING CONSTRUCTION. INSTALLATION OF ADDITIONAL DEVICES SHALL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE SUBSIDIARY TO ITEM C-102.
2. THE SYMBOLS SHOWN IN THE EROSION CONTROL PLAN SHEETS, CE-101 - CE-106, REPRESENT EROSION CONTROL DEVICES FOUND IN THIS EROSION CONTROL DETAIL SHEET, CE-001. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED.
3. EROSION AND SEDIMENT CONTROL FEATURES SHALL BE PLACED PRIOR TO THE START OF EXCAVATION OPERATIONS.
4. CONTRACTOR IS RESPONSIBLE FOR EROSION CONTROL AND TEMPORARY SEEDING OF HAUL ROUTES. THIS WORK IS SUBSIDIARY TO ITEM C-102.



1
CE-001
HEAVY DUTY AND TEMPORARY SILT FENCE DETAILS
SCALE: NONE
PAY ITEM SPECIFICATION C-102



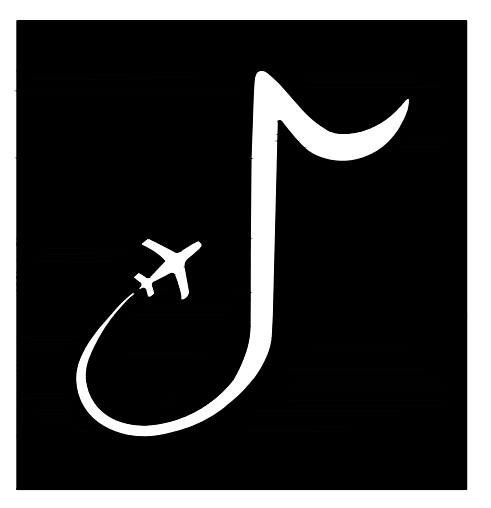
1A
CE-001
SECTION A-A
SCALE: NONE
PAY ITEM SPECIFICATION C-102



SAND BAG DITCH CHECK NOTES:

1. SAND BAGS MAY VARY IN SIZE AND SHAPE. QUANTITY OF BAGS REQUIRED MAY VARY DEPENDING ON SIZE AND SHAPE OF DITCH.
2. SAND BAGS SHOULD BE PLACED TIGHTLY TOGETHER WITH MINIMAL GAPS.

2
CE-001
SANDBAG DITCH CHECK
SCALE: NONE
PAY ITEM SPECIFICATION C-102



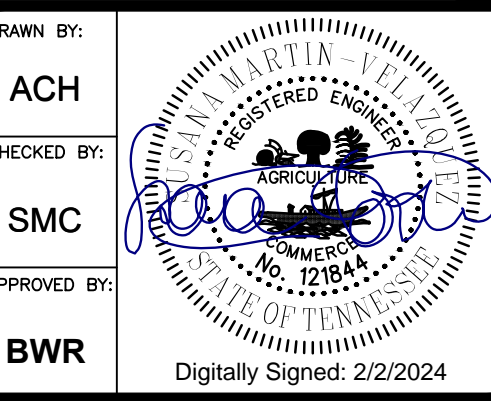
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MSCAA PROJ. NO. 22-1458-01

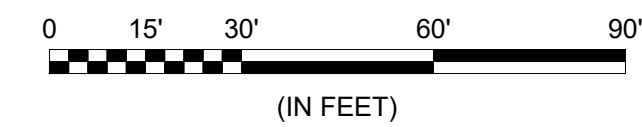
PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: **EROSION CONTROL NOTES AND DETAILS**

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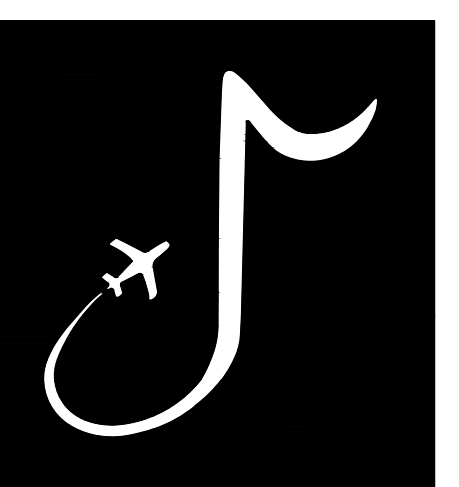
LEGEND

- PROPOSED PAVEMENT LIMITS
- 240.00 — EXISTING CONTOUR
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EXISTING DRAINAGE STRUCTURE
- — — EXISTING STORM DRAIN PIPE
- · - · - · ESTIMATED LIMITS OF DISTURBANCE
- ← STORMWATER FLOW DIRECTION
- ⊗ SANDBAG DITCH CHECK
- SF — SILT FENCE

NOTES:

1. SEE SHEET CE-001 FOR EROSION CONTROL NOTES.

MATCHLINE SHEET CE-102, STATION 03+52.12



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JOB NO. 22A20280

DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR

Digitally Signed: 2/2/2024

**CHARLES W. BAKER
AIRPORT**

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FOR BID**

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER
RUNWAY PAVEMENT
IMPROVEMENTS**

SHEET TITLE: **EROSION CONTROL
PLAN 1**

DWG. FILE NAME: **CE-101**

DATE: 02/12/2024 SHEET NO. **21**

SCALE: AS SHOWN

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MATCHLINE SHEET CE-101, STATION 03+52.12



MATCHLINE SHEET CE-103, STATION 10+52.12

LEGEND

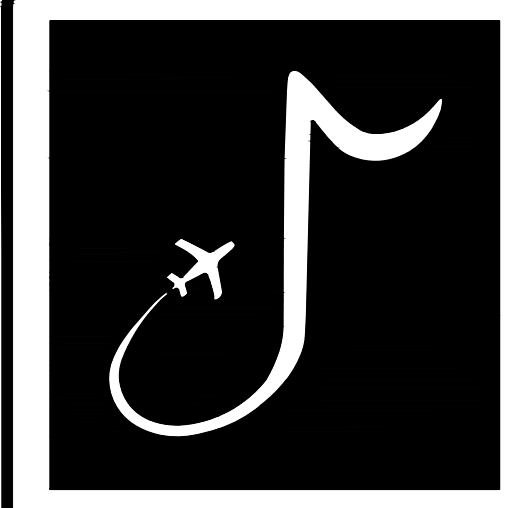
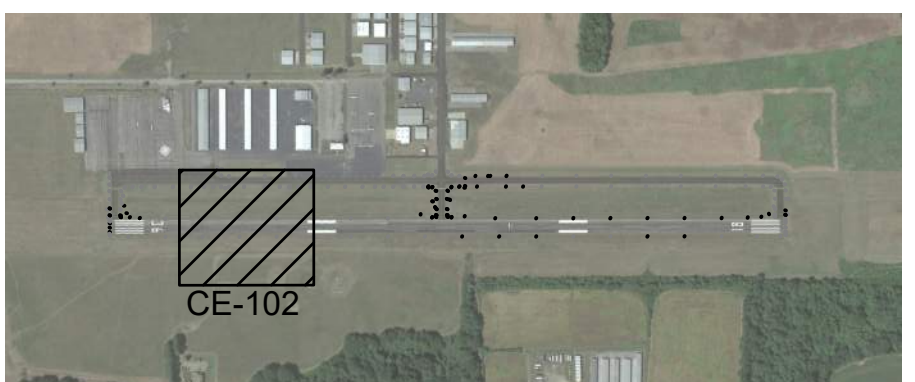
- PROPOSED PAVEMENT LIMITS
- 240.00 EXISTING CONTOUR
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- EXISTING DRAINAGE STRUCTURE
- EXISTING STORM DRAIN PIPE
- ESTIMATED LIMITS OF DISTURBANCE
- STORMWATER FLOW DIRECTION
- SANDBAG DITCH CHECK
- SF SILT FENCE

2
 CE-001

1
 CE-001

NOTES:

- SEE SHEET CE-001 FOR EROSION CONTROL NOTES.



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MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
EROSION CONTROL PLAN 2

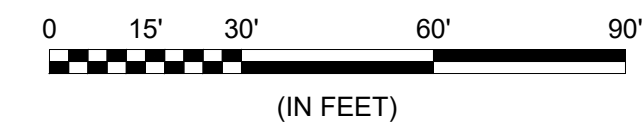
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MATCHLINE SHEET CE-102, STATION 10+52.12

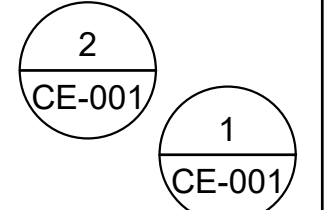


MATCHLINE SHEET CE-104, STATION 17+52.12



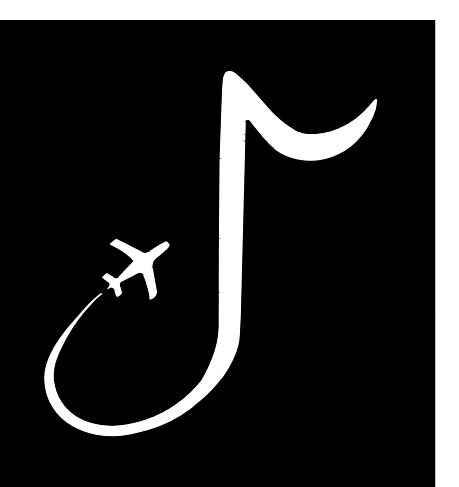
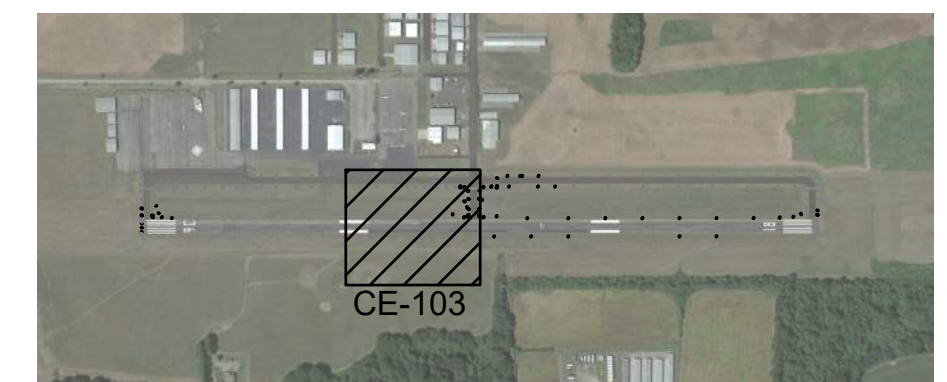
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- PROPOSED PAVEMENT LIMITS
- 240.00 — EXISTING CONTOUR
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EXISTING DRAINAGE STRUCTURE
- EXISTING STORM DRAIN PIPE
- · - · - · ESTIMATED LIMITS OF DISTURBANCE
- ← STORMWATER FLOW DIRECTION
- ⊗ SANDBAG DITCH CHECK
- SF — SILT FENCE



NOTES:

1. SEE SHEET CE-001 FOR EROSION CONTROL NOTES.



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JOB NO. 22A20280

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CHECKED BY: SMC

APPROVED BY: BWR

Digitally Signed: 2/2/2024

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER
RUNWAY PAVEMENT
IMPROVEMENTS

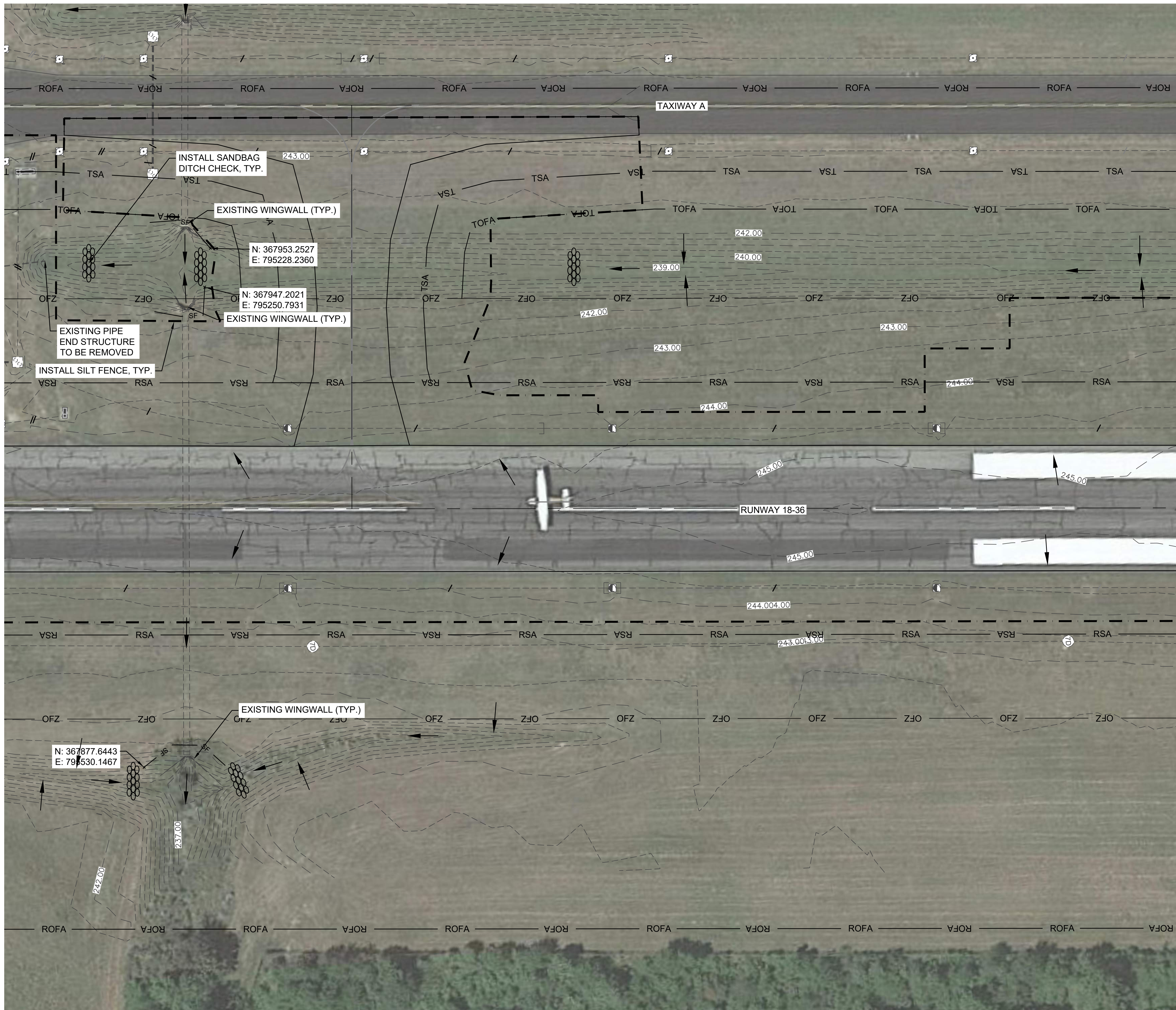
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EROSION CONTROL
PLAN 3

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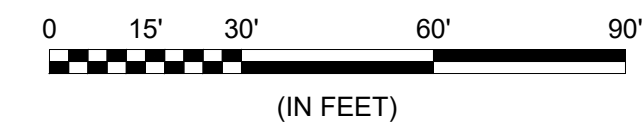
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MATCHLINE SHEET CE-103, STATION 17+52.12



MATCHLINE SHEET CE-105, STATION 24+52.12

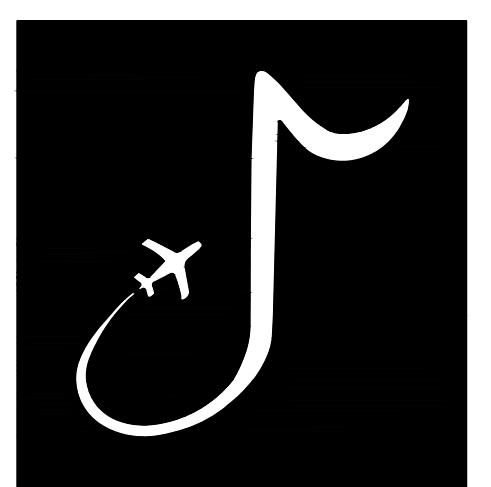
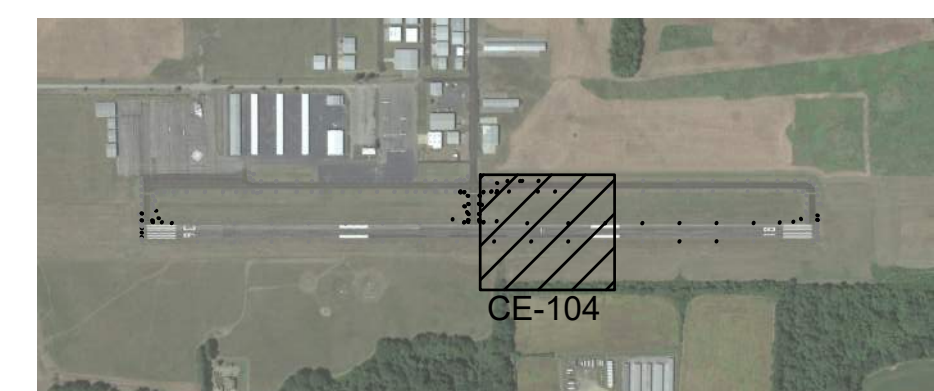


LEGEND

- PROPOSED PAVEMENT LIMITS
- 240.00 — EXISTING CONTOUR
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EXISTING DRAINAGE STRUCTURE
- EXISTING STORM DRAIN PIPE
- · - · - ESTIMATED LIMITS OF DISTURBANCE
- ← STORMWATER FLOW DIRECTION
- ⊖ SANDBAG DITCH CHECK
- SF — SILT FENCE

NOTES:

1. SEE SHEET CE-001 FOR EROSION CONTROL NOTES.



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JOB NO. 22A20280

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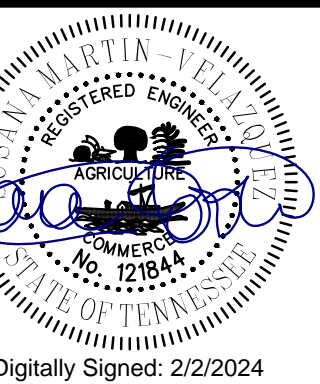
ACH

CHECKED BY:

SMC

APPROVED BY:

BWR



Digitally Signed: 2/2/2024

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AIRPORT

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FOR BID

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER
RUNWAY PAVEMENT
IMPROVEMENTS

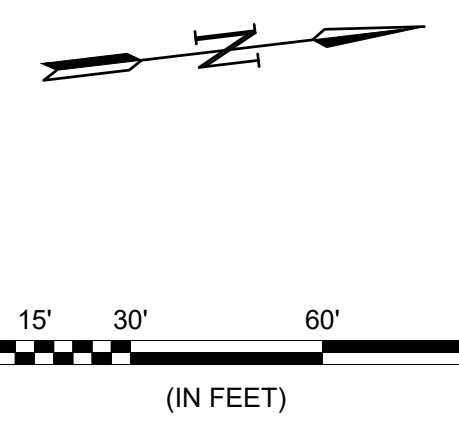
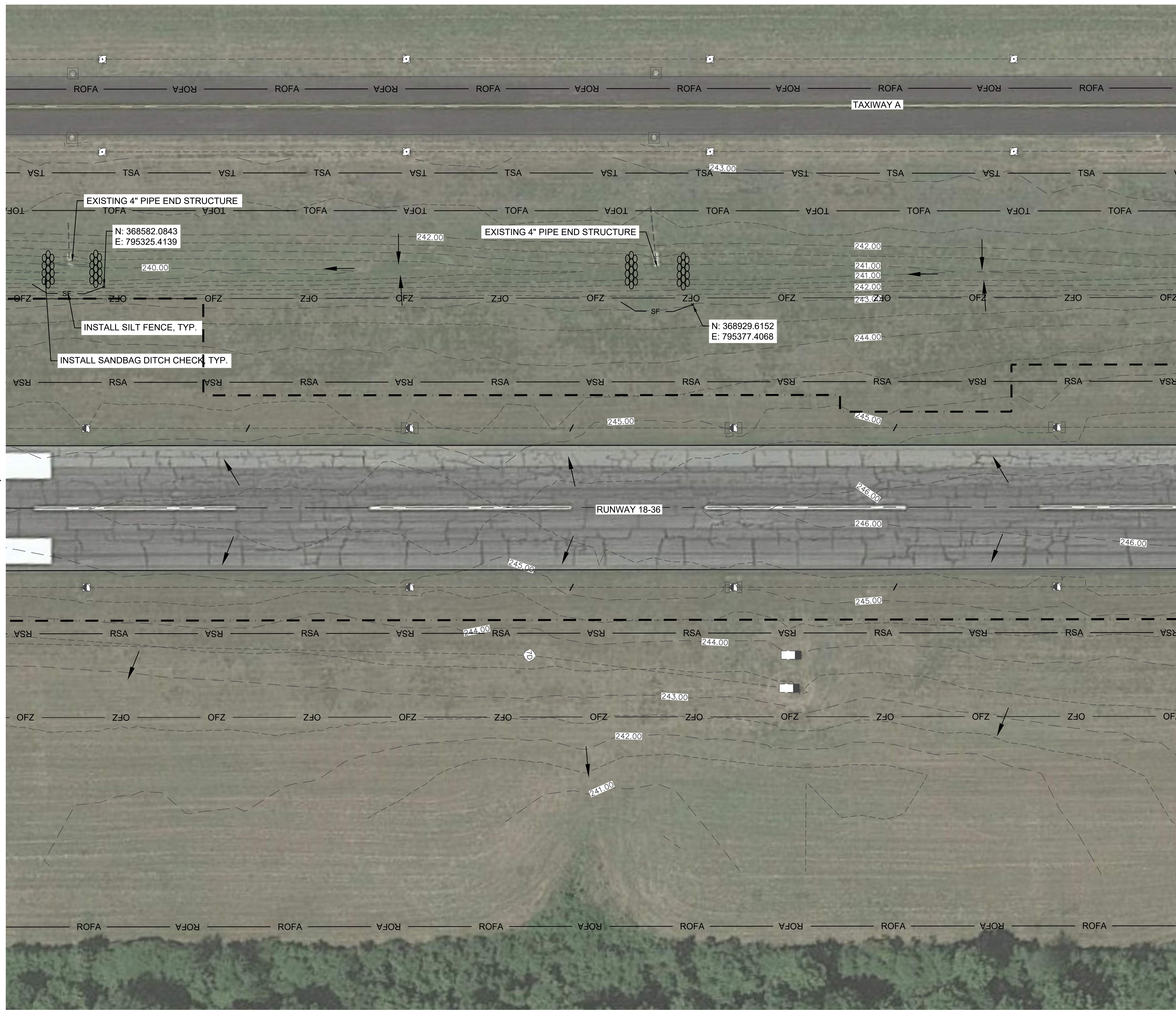
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EROSION CONTROL
PLAN 4

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MATCHLINE SHEET CE-104, STATION 24+52.12 MATCHLINE SHEET CE-106, STATION 31+52.12



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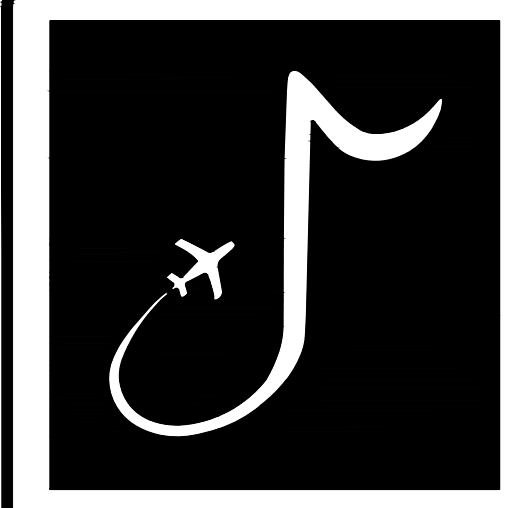
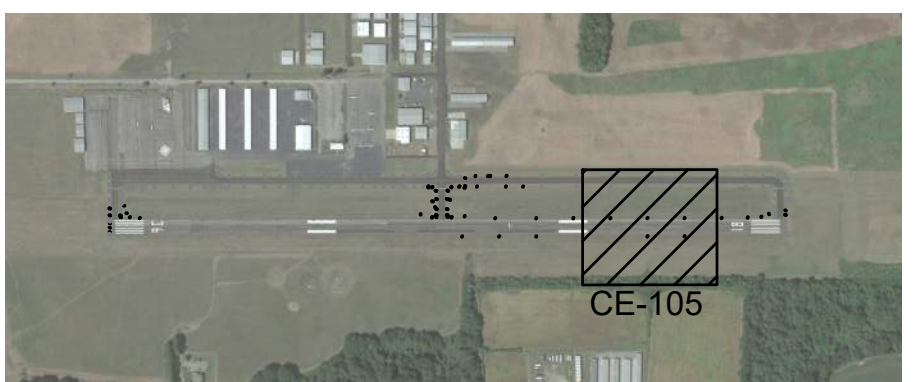
- PROPOSED PAVEMENT LIMITS
- 240.00 EXISTING CONTOUR
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- TSA TAXIWAY SAFETY AREA
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- EXISTING DRAINAGE STRUCTURE
- EXISTING STORM DRAIN PIPE
- ESTIMATED LIMITS OF DISTURBANCE
- STORMWATER FLOW DIRECTION
- SANDBAG DITCH CHECK
- SILT FENCE

2
 CE-001

1
 CE-001

NOTES:

- SEE SHEET CE-001 FOR EROSION CONTROL NOTES.



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PROGRAM MANAGER / ENGINEER



GARVER, LLC
 6831 CRUMPLER BLVD.
 SUITE 101
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 (662) 892-7592

JOB NO. 22A20280

DRAWN BY: ACH

CHECKED BY: SMC

APPROVED BY: BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. **22-1458-01**

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

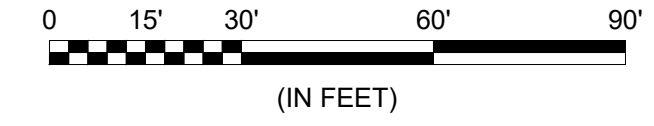
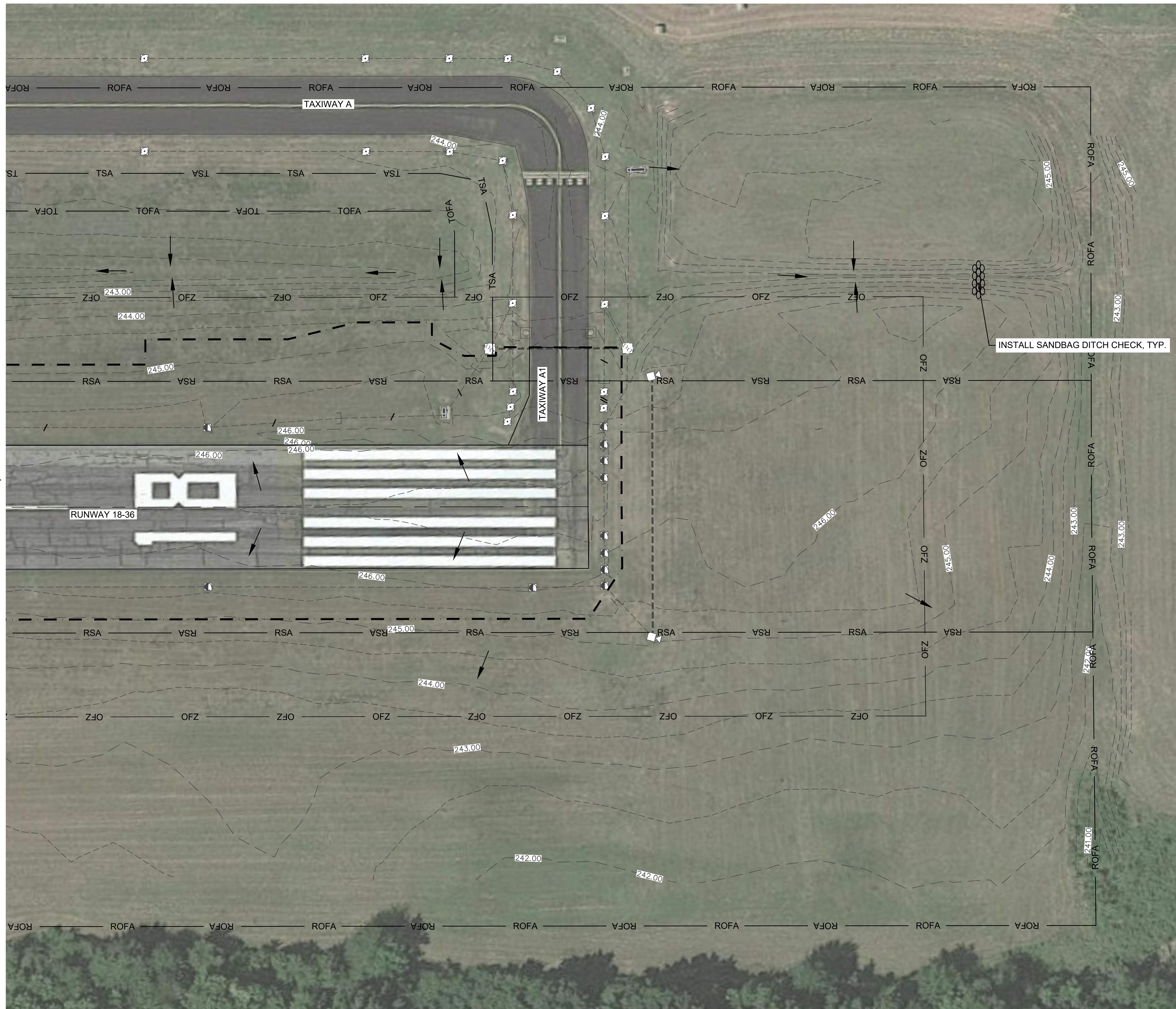
SHEET TITLE:
EROSION CONTROL PLAN 5

DWG. FILE NAME: **CE-105**

DATE: 02/12/2024	SHEET NO.:
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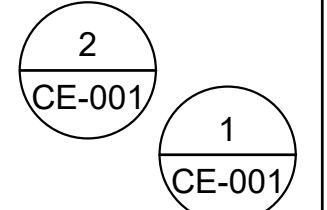
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MATCHLINE SHEET CE-105, STATION 31+52.12



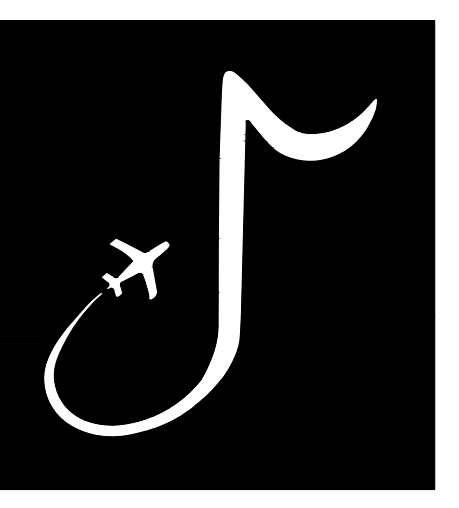
LEGEND

- PROPOSED PAVEMENT LIMITS
- 240.00 — EXISTING CONTOUR
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- □ EXISTING DRAINAGE STRUCTURE
- === EXISTING STORM DRAIN PIPE
- ESTIMATED LIMITS OF DISTURBANCE
- ← STORMWATER FLOW DIRECTION
- ⊖ SANDBAG DITCH CHECK
- SF — SILT FENCE



NOTES:

1. SEE SHEET CE-001 FOR EROSION CONTROL NOTES.



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CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: EROSION CONTROL PLAN 6

DWG. FILE NAME: CE-106
 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: 26

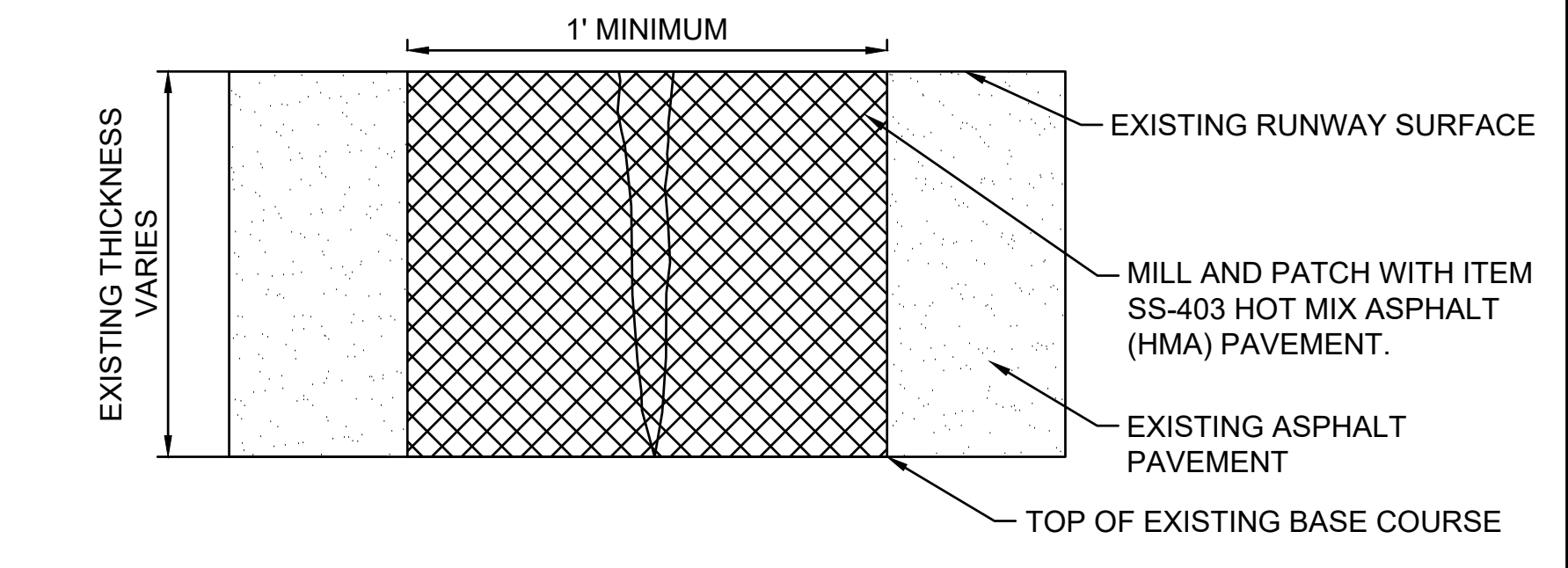
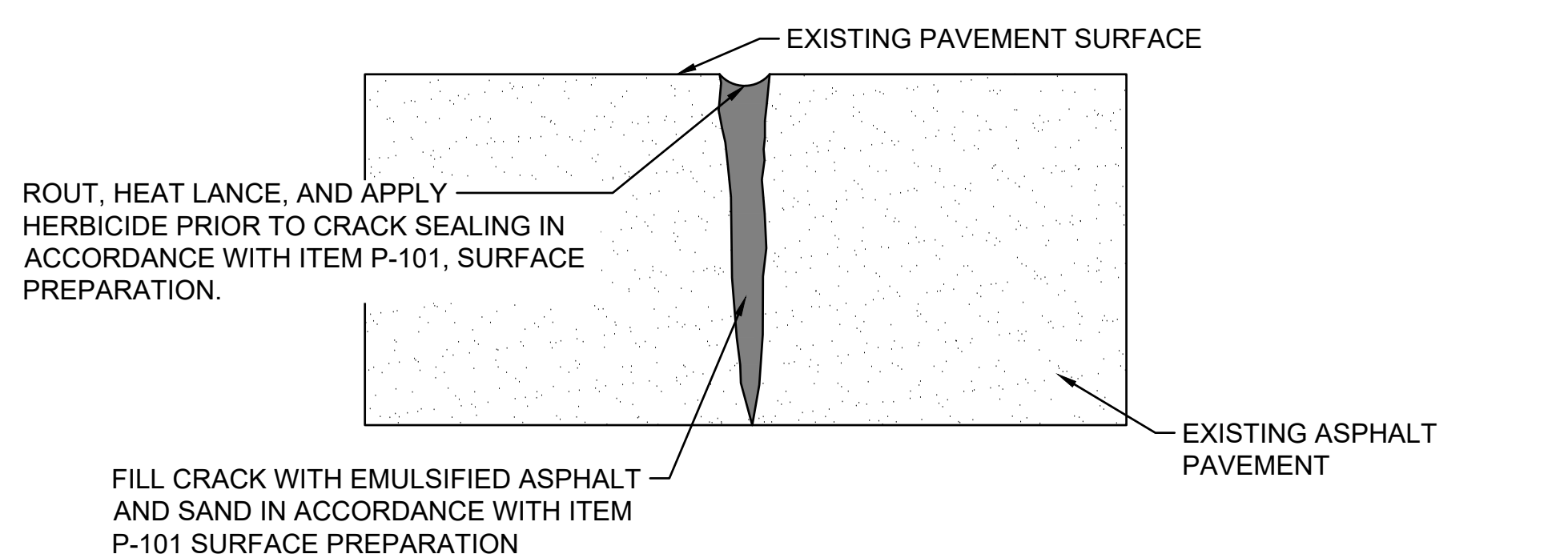
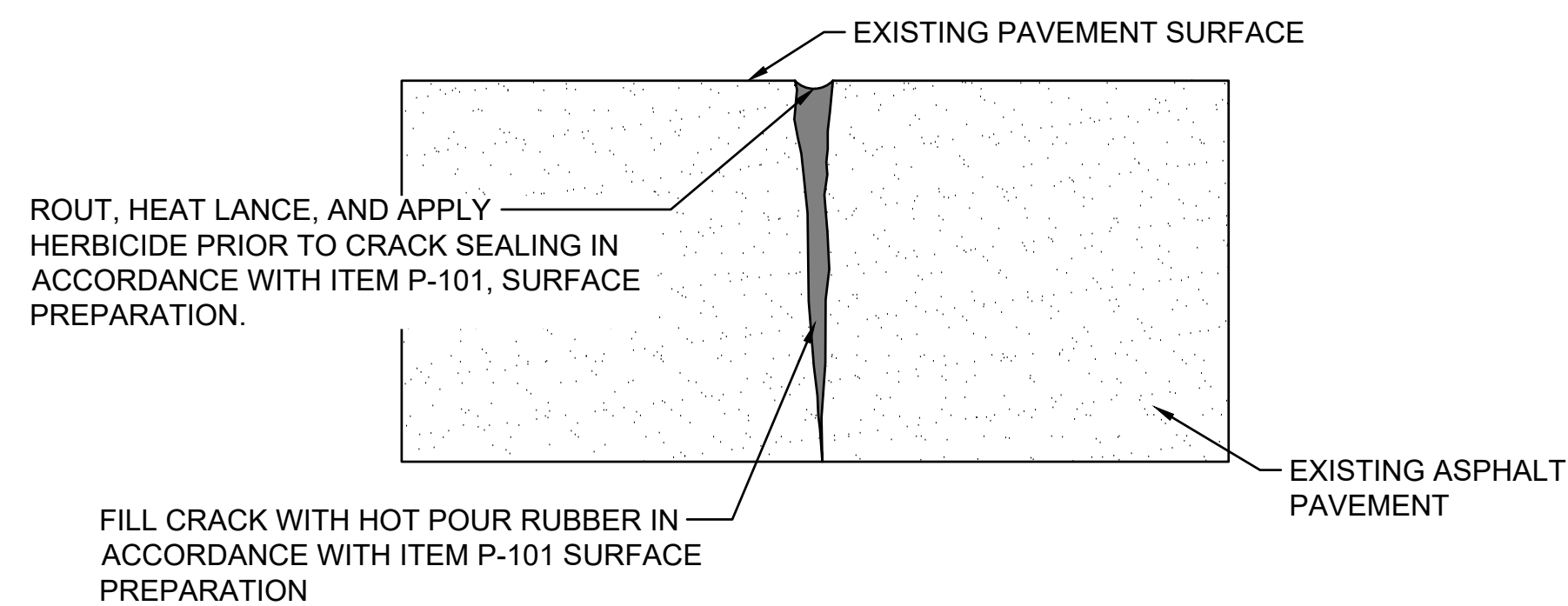
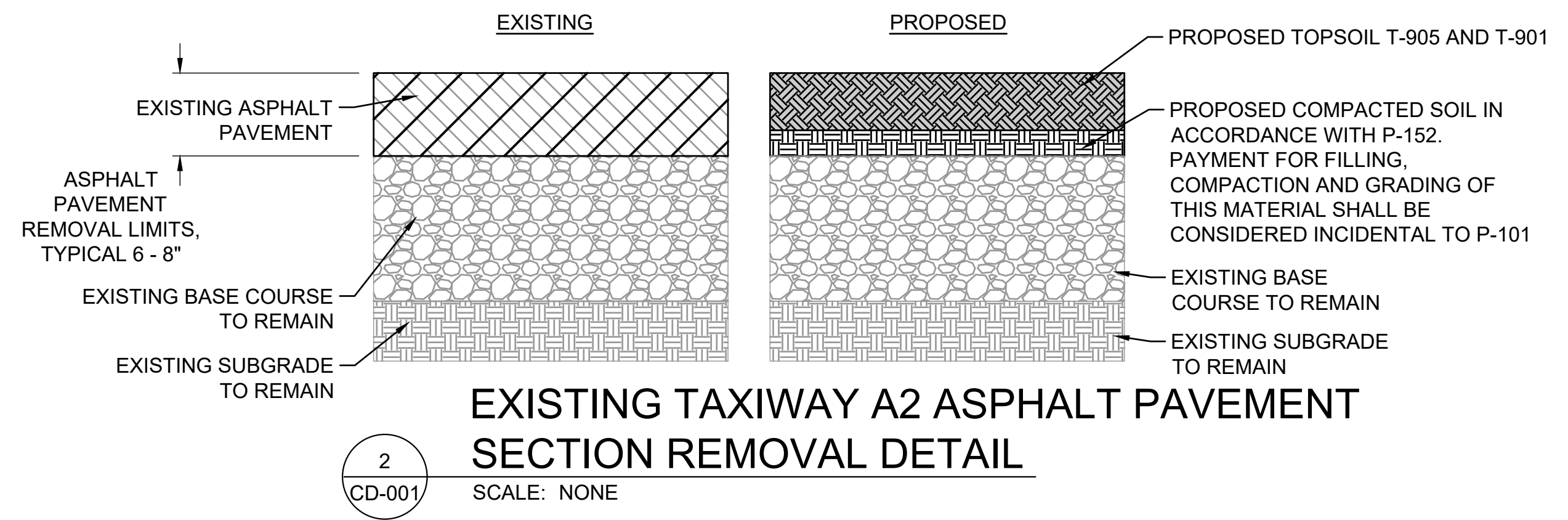
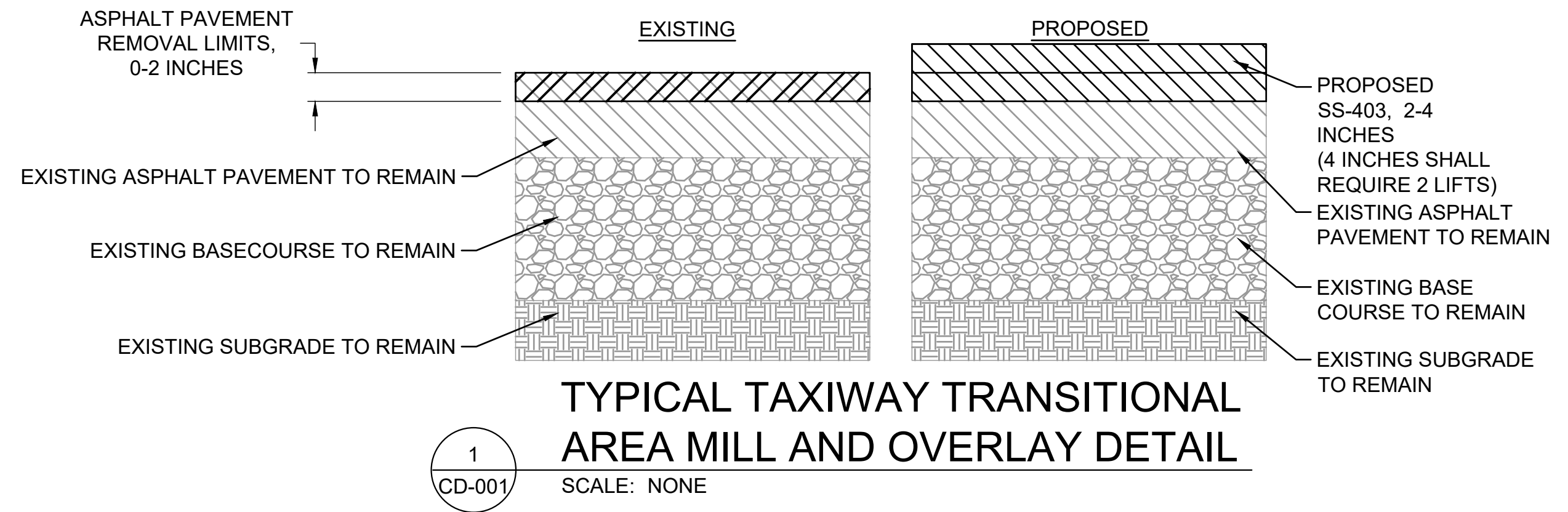
PAVEMENT DEMOLITION NOTES:

1. ADDITIVE ALTERNATE 1 (IF AWARDED) - CONTRACTOR WILL BE PAID FOR THE SQUARE YARD OF ASPHALT OR CONCRETE PAVEMENT REMOVED UNDER P-101 TO THE TOP OF EXISTING BASE MATERIAL.
2. THE REMOVAL OF ANY STEEL REINFORCEMENT ENCOUNTERED WITHIN THE EXISTING SECTION WILL NOT BE PAID FOR SEPARATELY, BUT CONSIDERED SUBSIDIARY TO P-101.
3. ALL DRAINAGE STRUCTURES AND MATERIAL DEMOLISHED SHALL BE REMOVED FROM THE SITE WITH PAYMENT CONSIDERED SUBSIDIARY TO P-101 AND C-105.
4. EXCAVATION OR FILL MATERIAL NEEDED BETWEEN THE REMOVED PAVEMENT SECTION MATERIAL AND THE TOP OF THE PROPOSED SUBGRADE SHALL BE PAID FOR UNDER P-152 UNCLASSIFIED EXCAVATION OR BORROW EXCAVATION AS SHOWN IN THE PAVEMENT DEMOLITION DETAILS. ON-SITE EXCAVATED MATERIAL MAY BE USED FOR THE COMPACTED SOIL.
5. THE CONTRACTOR SHALL ENSURE A CLEAN AND STRUCTURALLY SOUND JOINT FACE AT THE EDGE OF ALL REMOVED PAVEMENT. ALL WORK, MATERIAL AND EQUIPMENT (SAW CUT, JOINT SPALL REPAIR, ETC.) NECESSARY TO ACHIEVE THIS WILL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE CONSIDERED SUBSIDIARY TO P-101.
6. TYPES AND THICKNESS OF MATERIALS FOR CONCRETE AND ASPHALT SECTIONS ARE APPROXIMATE. VARIATIONS OF EXISTING PAVEMENT SECTIONS ON-SITE SHALL NOT BE A BASIS FOR ADDITIONAL PAYMENT. SEE BORING INFORMATION IN THE BL-001 SHEET SERIES FOR MORE INFORMATION.
7. PROPOSED SECTIONS SHALL BE CONSTRUCTED TO PROPOSED GRADES. SEE GRADING PLANS AND CROSS SECTIONS FOR GRADING INFORMATION.
8. ALL PAVEMENT REMOVED SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED AND PROPERLY DISPOSED OF OFF AIRPORT PROPERTY AT THE CONTRACTOR'S OWN EXPENSE.
9. CONTRACTOR SHALL PROTECT ALL UTILITIES, DRAINAGE FACILITIES, AND AIRPORT FACILITIES THAT ARE TO REMAIN DURING CONSTRUCTION. CONTRACTOR SHALL PERFORM THE WORK IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING UTILITIES. ANY DAMAGE TO THESE UTILITIES ARISING FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY AND AT NO COST TO THE OWNER.
10. DAMAGE TO EXISTING PAVEMENT TO REMAIN SHALL REQUIRE THE CONTRACTOR TO CUT A CLEAN VERTICAL EDGE BEYOND THE DAMAGE AND REMOVE AND REPLACE THE ADDITIONAL PAVEMENT AT NO COST TO THE OWNER. REMOVAL LIMITS SHALL BE APPROVED BY THE ENGINEER.
11. MISCELLANEOUS STRUCTURES EXISTING WITHIN PAVEMENT DEMOLITION EXTENTS, INCLUDING, BUT NOT LIMITED TO BOLLARDS AND AIRCRAFT TIE-DOWNS, ARE SUBSIDIARY TO PAVEMENT REMOVAL.

UNDERGROUND UTILITIES NOTE:

12. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS. HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED, MSCAA, AND FAA AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.

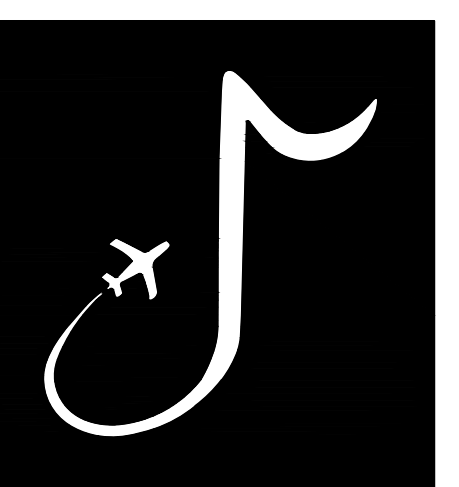
TENNESSEE STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-351-1111. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE TENNESSEE ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.



NOTES:

1. EXACT LOCATIONS OF CRACK CLEANING AND CRACK FILLING SHALL BE DETERMINED BY THE ENGINEER.
2. PRIOR TO ANY HIGH SEVERITY CRACK REPAIR, THE CONTRACTOR AND ENGINEER WILL MARK ALL AREAS EXPECTED TO RECEIVE THE HIGH SEVERITY CRACK REPAIR.

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JOB NO. 22A20280

DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

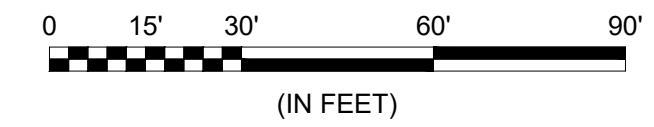
MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: **DEMOLITION NOTES AND DETAILS**

DWG. FILE NAME: **CD-001**
DATE: 02/12/2024
SCALE: AS SHOWN
SHEET NO.: **27**

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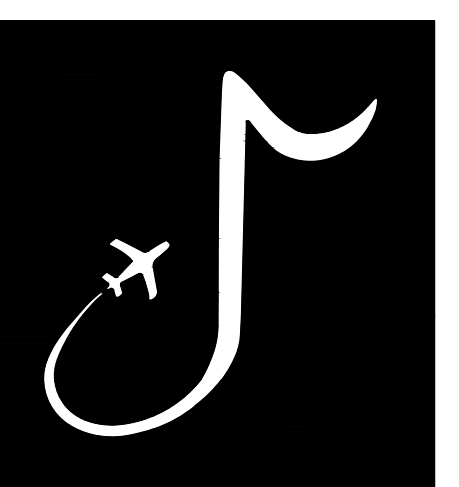
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— 240.00 —	EXISTING CONTOUR
	FULL-DEPTH PAVEMENT REMOVAL OF EXISTING TAXIWAY A2 (ADD. ALT. 1)
	TAXIWAY TRANSITIONAL AREA MILLING
— — — —	EXISTING STORM DRAIN PIPE
	EXISTING DRAINAGE STRUCTURE
	EXISTING TAXIWAY LIGHT
- - - -	PROPOSED PAVEMENT LIMITS
	RUNWAY MARKING REMOVAL
X X X X X X X X	TAXIWAY MARKING REMOVAL
	STORM PIPE REMOVAL
— — — —	CONSTRUCT SAWCUT BUTTJOINT
- - - -	PROPOSED GRADING LIMITS

MATCHLINE SHEET CD-102, STATION 03+52.12

NOTES:

- SEE SHEET CD-001 FOR DEMOLITION NOTES AND DETAILS.
- CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, HAND HOLES, AIRFIELD EQUIPMENT, DRAINAGE STRUCTURES, AND BUILDINGS NOT SHOWN FOR DEMOLITION. ANY DAMAGE AS A RESULT OF CONSTRUCTION ACTIVITIES SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
- SEE ED-100 SERIES FOR AIRFIELD ELECTRICAL DEMOLITION EXTENTS AND DETAILS.
- WHERE INDICATED IN THE PLANS, THE CONTRACTOR SHALL SAWCUT AT THE PROPOSED EDGE OF CONSTRUCTION, AND 6" INSIDE THE PROPOSED EDGE OF CONSTRUCTION TO PROVIDE A CLEAN VERTICAL EDGE OF EXISTING PAVEMENT. THE CONTRACTOR SHALL NOT REMOVE THE REMAINING 6" PORTION OF PAVEMENT UNTIL NECESSARY FOR CONSTRUCTION OF THE PROPOSED PAVEMENT SECTION.
- CONTRACTOR SHALL STRIP AND STOCKPILE THE TOP 4" OF SOD AND TOPSOIL PRIOR TO REGRADING OPERATIONS. MATERIAL SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR. ALL COSTS ASSOCIATED WITH THIS SHALL BE CONSIDERED INCIDENTAL TO OTHER RESPECTIVE PAY ITEMS.
- LOCATION OF AREAS FOR REMOVAL OF FOREIGN SUBSTANCES / CONTAMINATES SHALL BE LOCATED ON THE RUNWAY AND TAXIWAY CONNECTORS IN ALL AREAS WITHIN THE PAVING LIMITS AND OUTSIDE OF MARKING REMOVAL.



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JOB NO.

22A20280

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ACH

CHECKED BY:

SMC

APPROVED BY:

BWR

CHARLES W. BAKER
 AIRPORT

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 FOR BID

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS

SHEET TITLE:
 DEMOLITION PLAN 1

DWG. FILE NAME

CD-101

DATE

02/12/2024

SCALE

AS SHOWN

SHEET NO.

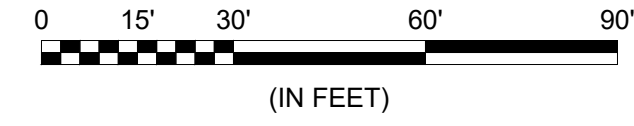
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MATCHLINE SHEET CD-101, STATION 03+52.12



MATCHLINE SHEET CD-103, STATION 10+52.12

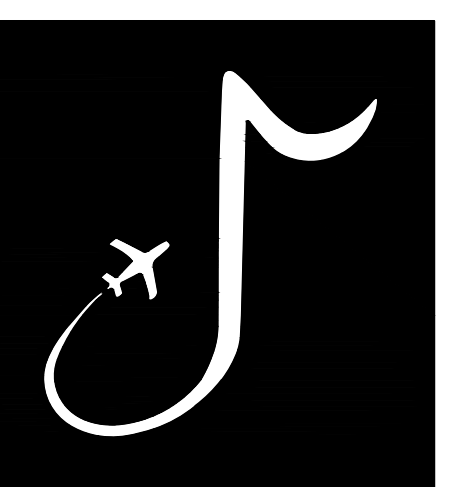


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- 240.00 — EXISTING CONTOUR
- FULL-DEPTH PAVEMENT REMOVAL OF EXISTING TAXIWAY A2 (ADD. ALT. 1)
- TAXIWAY TRANSITIONAL AREA MILLING
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- - - - - PROPOSED PAVEMENT LIMITS
- RUNWAY MARKING REMOVAL
- XXXXXXXXXX TAXIWAY MARKING REMOVAL
- ||||||| STORM PIPE REMOVAL
- — — — — CONSTRUCT SAWCUT BUTTJOINT
- - - - - PROPOSED GRADING LIMITS

NOTES:

1. SEE SHEET CD-001 AND CD-101 FOR DEMOLITION NOTES.



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CHARLES W. BAKER AIRPORT

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MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 DEMOLITION PLAN 2

DWG. FILE NAME
CD-102

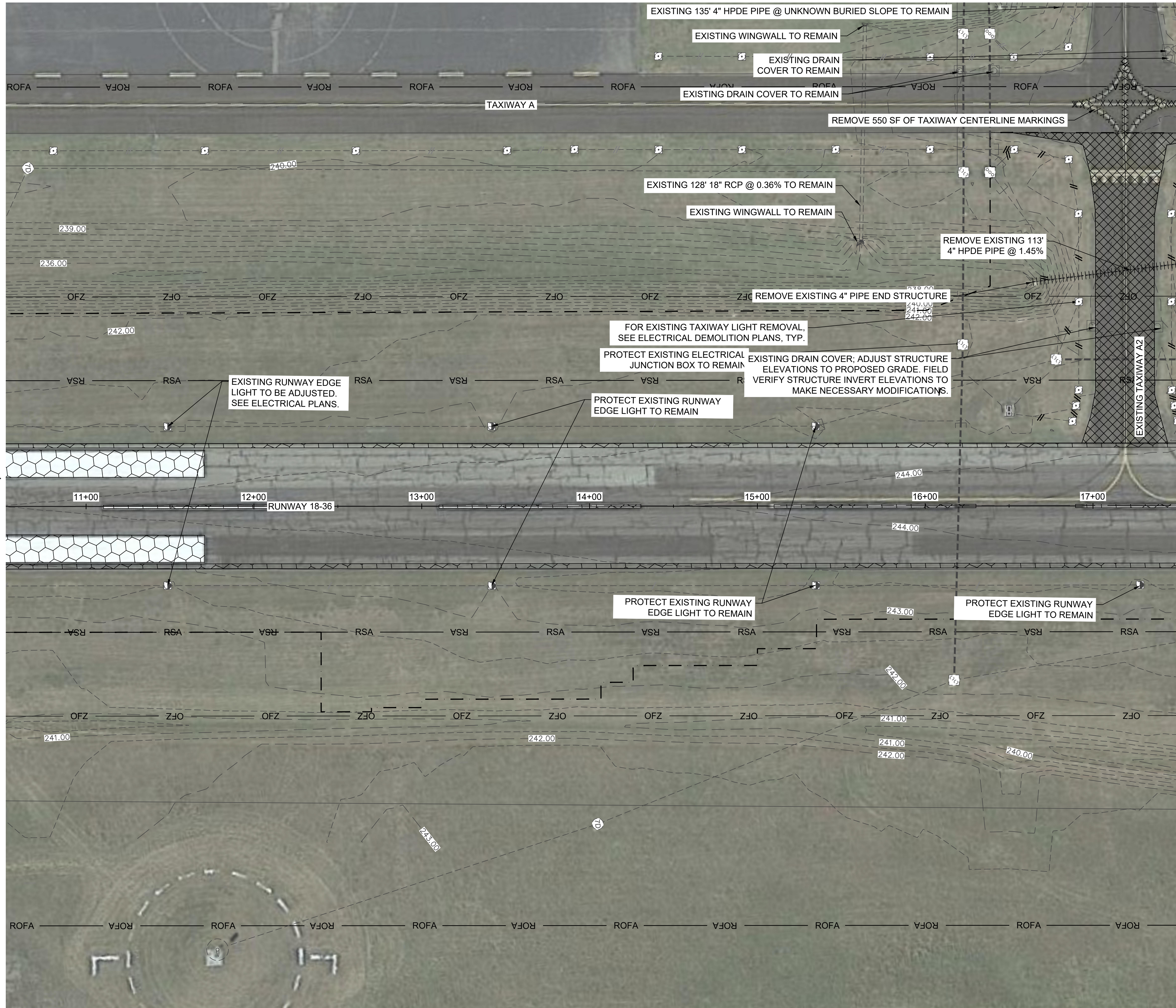
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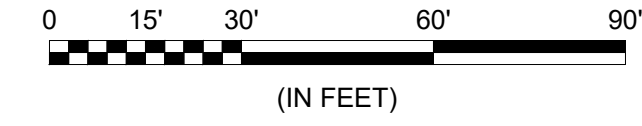
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MATCHLINE SHEET CD-102, STATION 10+52.12



MATCHLINE SHEET CD-104, STATION 17+52.12

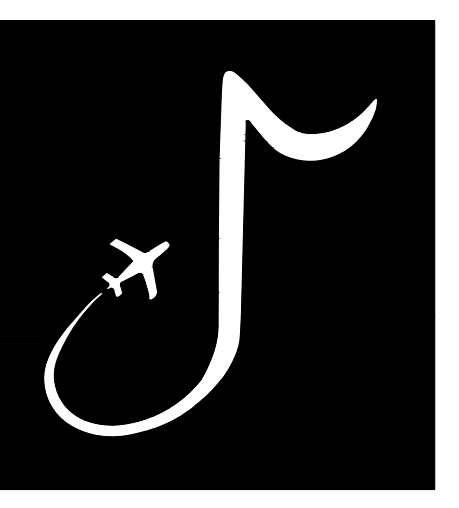
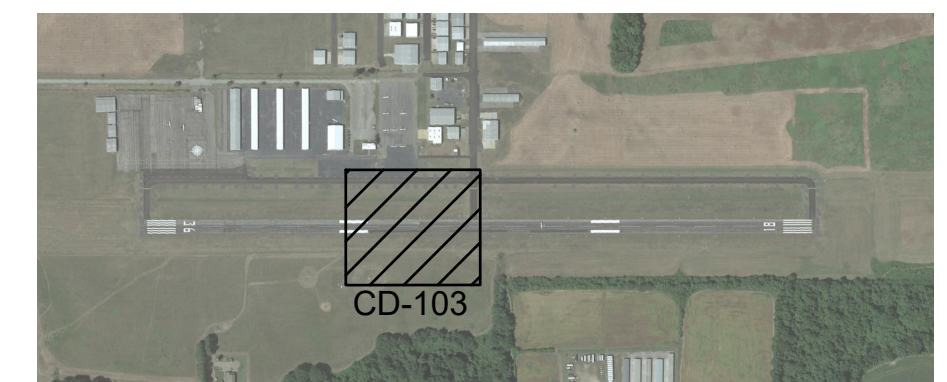


LEGEND

- 240.00 — EXISTING CONTOUR
- FULL-DEPTH PAVEMENT REMOVAL OF EXISTING TAXIWAY A2 (ADD. ALT. 1)
- TAXIWAY TRANSITIONAL AREA MILLING
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- - - - - PROPOSED PAVEMENT LIMITS
- RUNWAY MARKING REMOVAL
- XXXXXXXXXX TAXIWAY MARKING REMOVAL
- STORM PIPE REMOVAL
- CONSTRUCT SAWCUT BUTTJOINT
- - - - - PROPOSED GRADING LIMITS

NOTES:

1. SEE SHEET CD-001 AND CD-101 FOR DEMOLITION NOTES.



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REVISIONS		
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MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 DEMOLITION PLAN 3

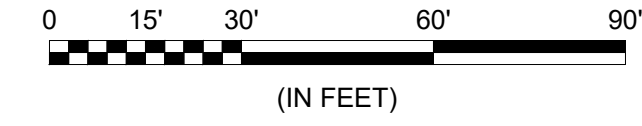
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MATCHLINE SHEET CD-103, STATION 17+52.12



MATCHLINE SHEET CD-105, STATION 24+52.12

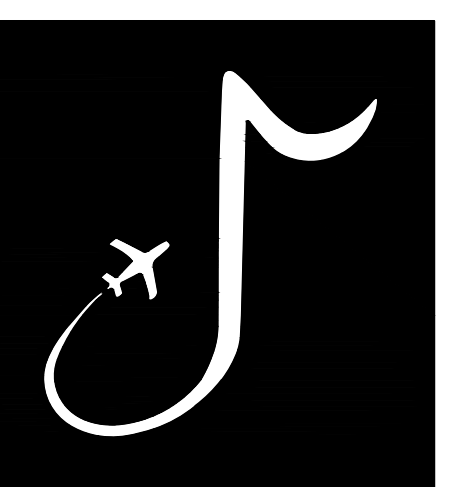


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- 240.00 — EXISTING CONTOUR
- FULL-DEPTH PAVEMENT REMOVAL OF EXISTING TAXIWAY A2 (ADD. ALT. 1)
- TAXIWAY TRANSITIONAL AREA MILLING
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- - - - - PROPOSED PAVEMENT LIMITS
- RUNWAY MARKING REMOVAL
- XXXXXXXXXX TAXIWAY MARKING REMOVAL
- ||||||| STORM PIPE REMOVAL
- CONSTRUCT SAWCUT BUTTJOINT
- - - - - PROPOSED GRADING LIMITS

NOTES:

1. SEE SHEET CD-001 AND CD-101 FOR DEMOLITION NOTES.



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MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 DEMOLITION PLAN 4

DWG. FILE NAME **CD-104**
 DATE 02/12/2024 SHEET NO. **31**

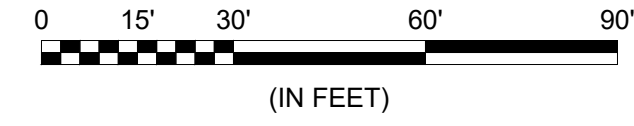
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MATCHLINE SHEET CD-104, STATION 24+52.12



MATCHLINE SHEET CD-106, STATION 31+52.12

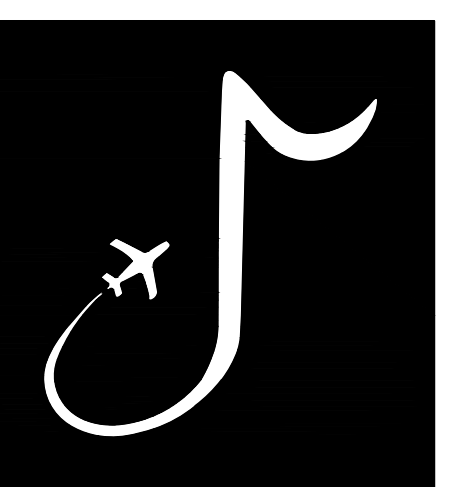
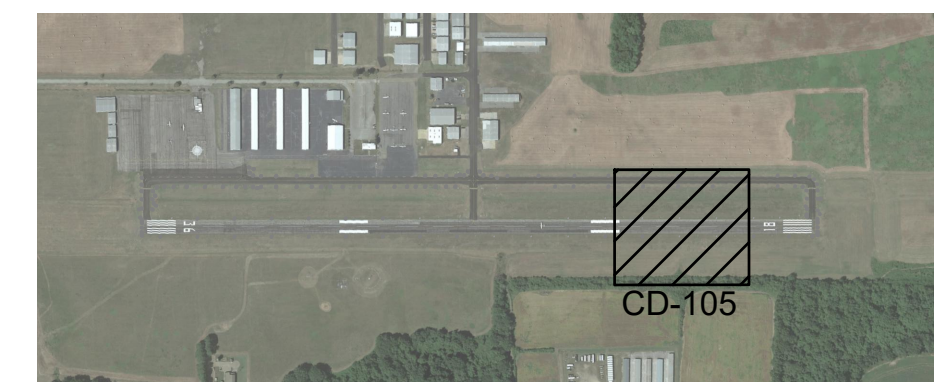


LEGEND

- 240.00 — EXISTING CONTOUR
- FULL-DEPTH PAVEMENT REMOVAL OF EXISTING TAXIWAY A2 (ADD. ALT. 1)
- TAXIWAY TRANSITIONAL AREA MILLING
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- EXISTING TAXIWAY LIGHT
- - - - - PROPOSED PAVEMENT LIMITS
- RUNWAY MARKING REMOVAL
- XXXXXXXXXX TAXIWAY MARKING REMOVAL
- STORM PIPE REMOVAL
- — — — — CONSTRUCT SAWCUT BUTTJOINT
- - - - - PROPOSED GRADING LIMITS

NOTES:

1. SEE SHEET CD-001 AND CD-101 FOR DEMOLITION NOTES.



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DRAWN BY:	ACH
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CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

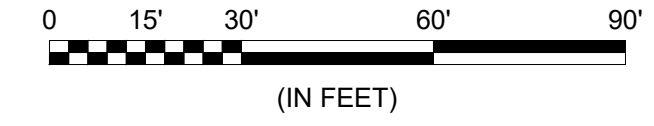
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 DEMOLITION PLAN 5

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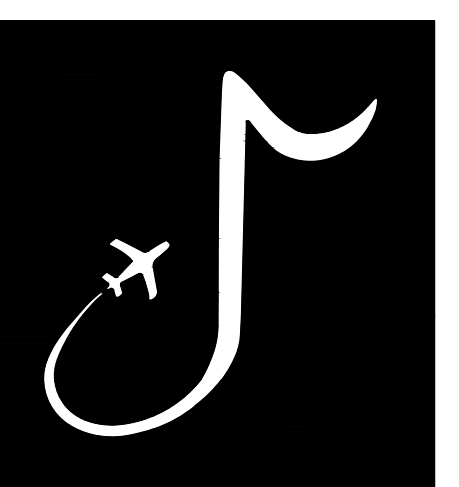


LEGEND

- 240.00 — EXISTING CONTOUR
- FULL-DEPTH PAVEMENT REMOVAL OF EXISTING TAXIWAY A2 (ADD. ALT. 1)
- TAXIWAY TRANSITIONAL AREA MILLING
- — — — — EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- - - - - EXISTING TAXIWAY LIGHT
- - - - - PROPOSED PAVEMENT LIMITS
- RUNWAY MARKING REMOVAL
- XXXXXXXXXX TAXIWAY MARKING REMOVAL
- ||||| STORM PIPE REMOVAL
- — — — — CONSTRUCT SAWCUT BUTTJOINT
- - - - - PROPOSED GRADING LIMITS

NOTES:

1. SEE SHEET CD-001 AND CD-101 FOR DEMOLITION NOTES.



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 38116-3856

PROGRAM MANAGER / ENGINEER



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 SUITE 101
 OLIVE BRANCH, MS 38654
 (662) 892-7592

JOB NO. 22A20280

DRAWN BY:

ACH

CHECKED BY:

SMC

APPROVED BY:

BWR

**CHARLES W. BAKER
 AIRPORT**

**ISSUED
 FOR BID**

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
**CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS**

SHEET TITLE:
DEMOLITION PLAN 6

DWG. FILE NAME
CD-106

DATE

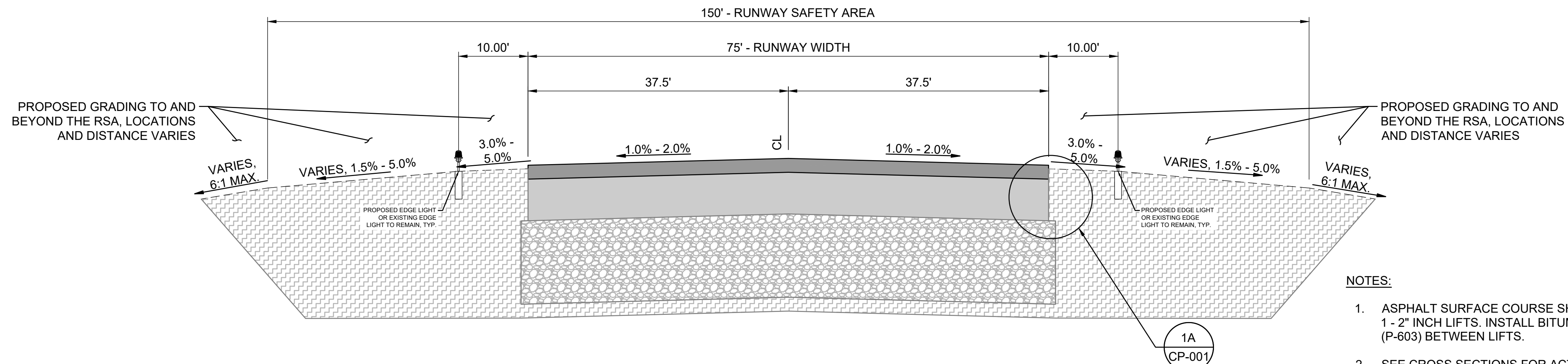
02/12/2024

SCALE

AS SHOWN

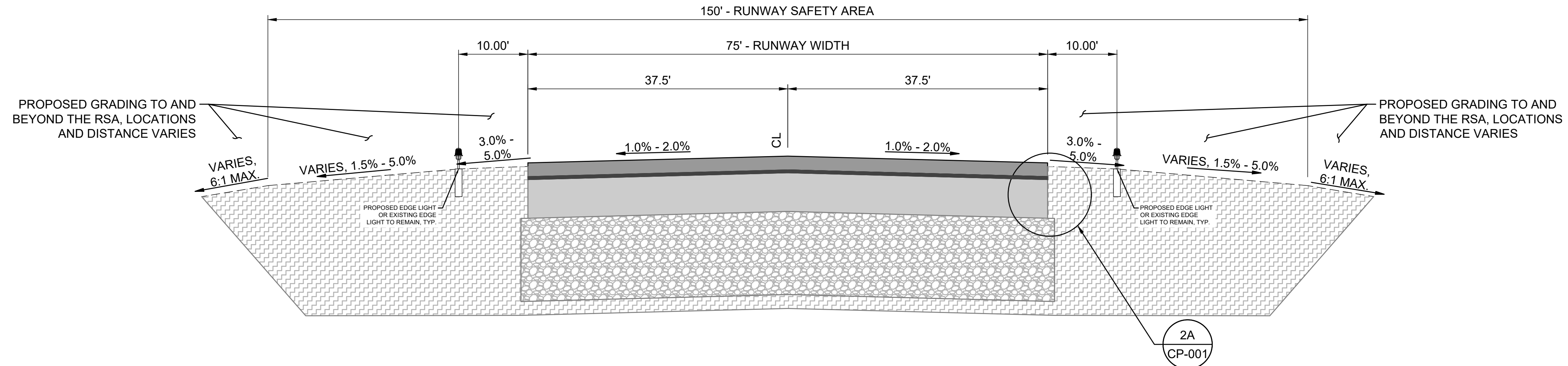
SHEET NO.

33

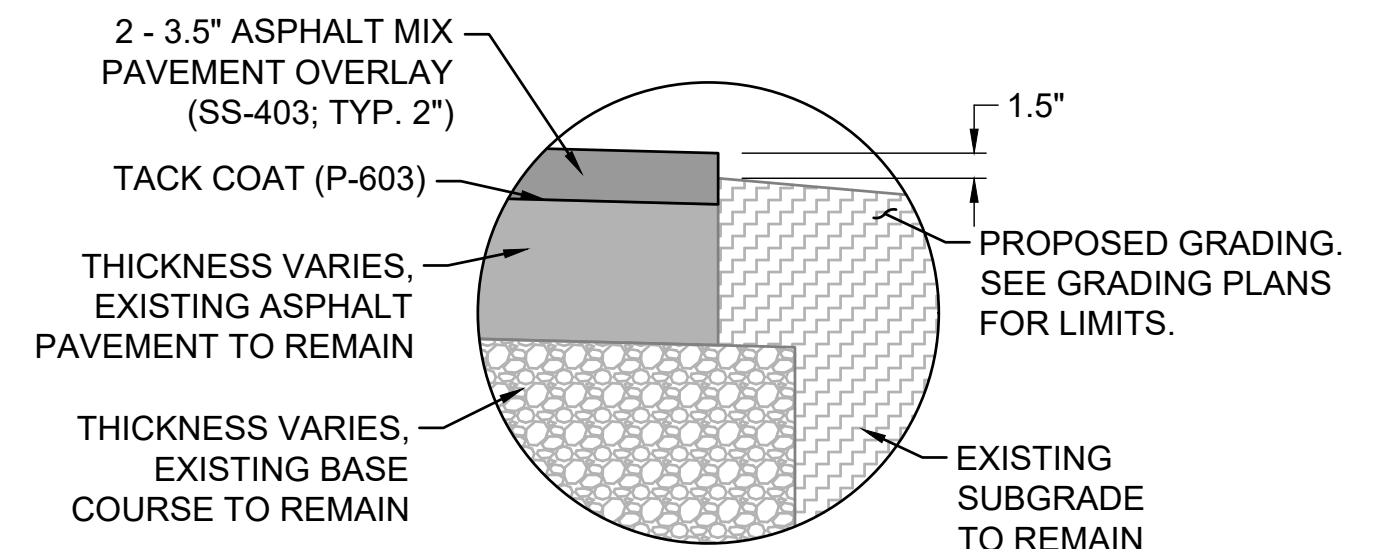


1 RUNWAY OVERLAY TYPICAL SECTION
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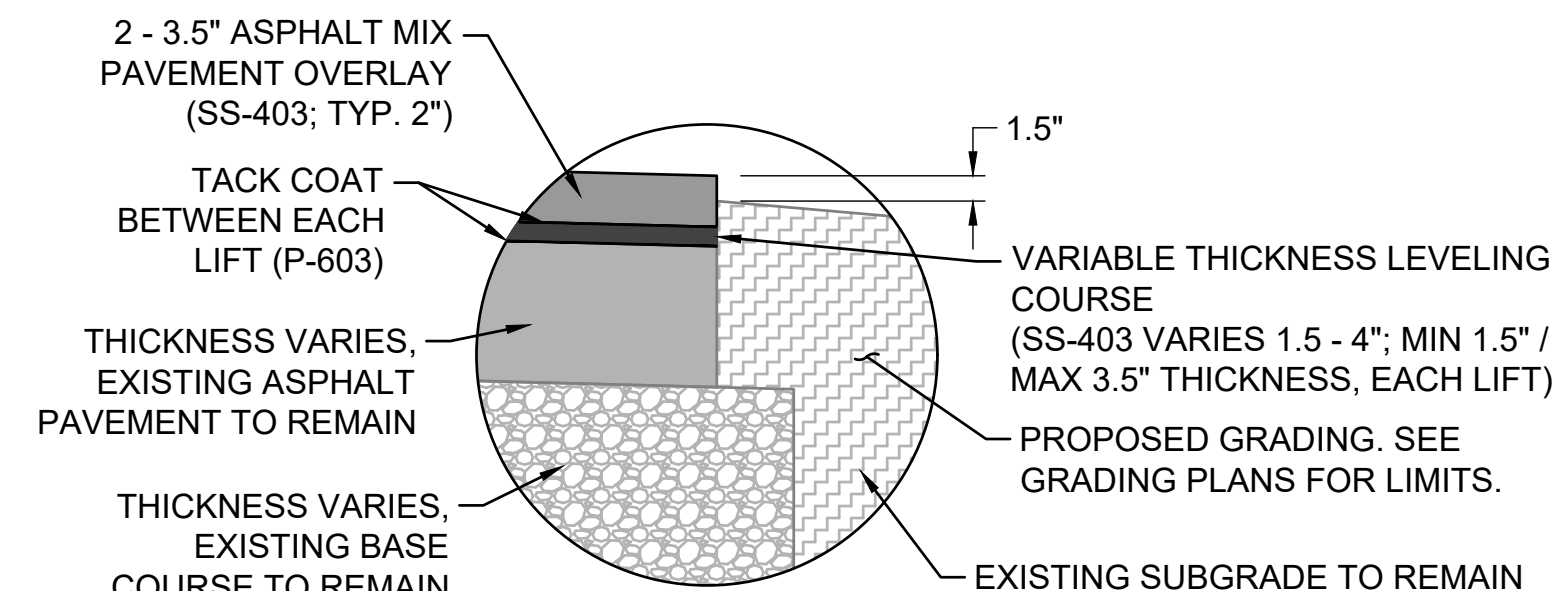
- NOTES:
1. ASPHALT SURFACE COURSE SHALL BE CONSTRUCTED IN 1 - 2" INCH LIFTS. INSTALL BITUMINOUS TACK COAT (P-603) BETWEEN LIFTS.
 2. SEE CROSS SECTIONS FOR ACTUAL CROSS SLOPE GRADES AND TRANSITION LOCATIONS.



2 RUNWAY OVERLAY WITH LEVELING TYPICAL SECTION
SCALE: NONE

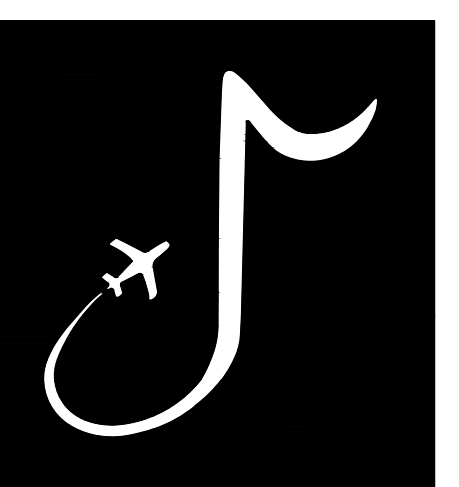


1A RUNWAY OVERLAY SECTION DETAIL
SCALE: NONE



2A RUNWAY OVERLAY WITH LEVELING SECTION DETAIL
SCALE: NONE

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CHECKED BY: SMC
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Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

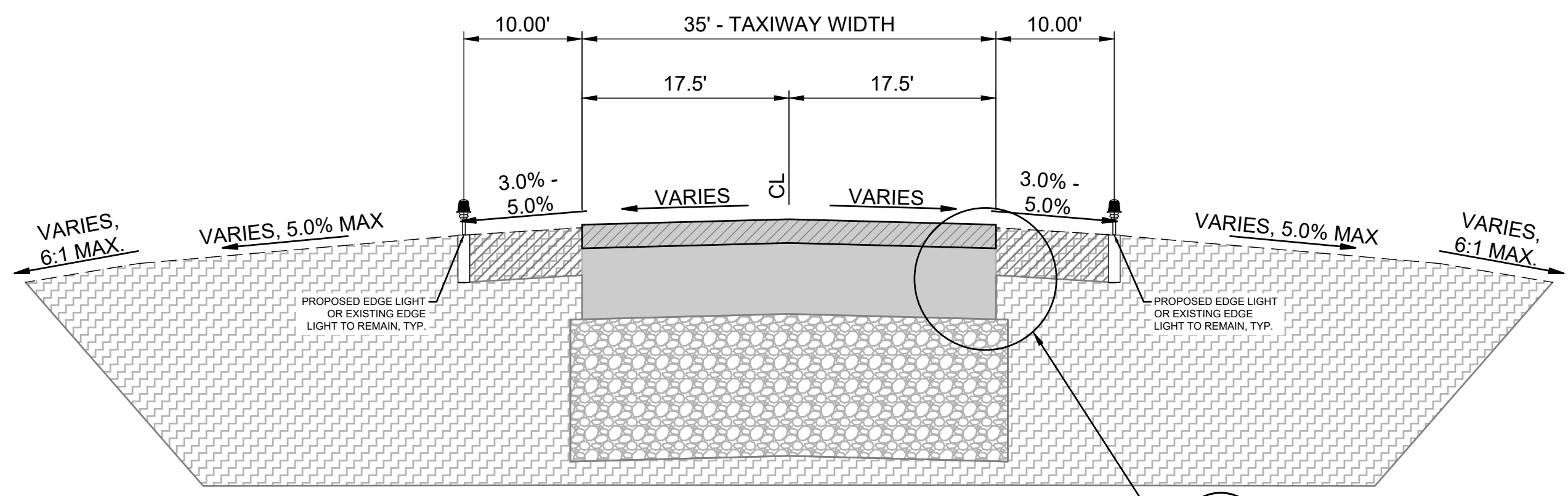
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: TYPICAL SECTIONS 1

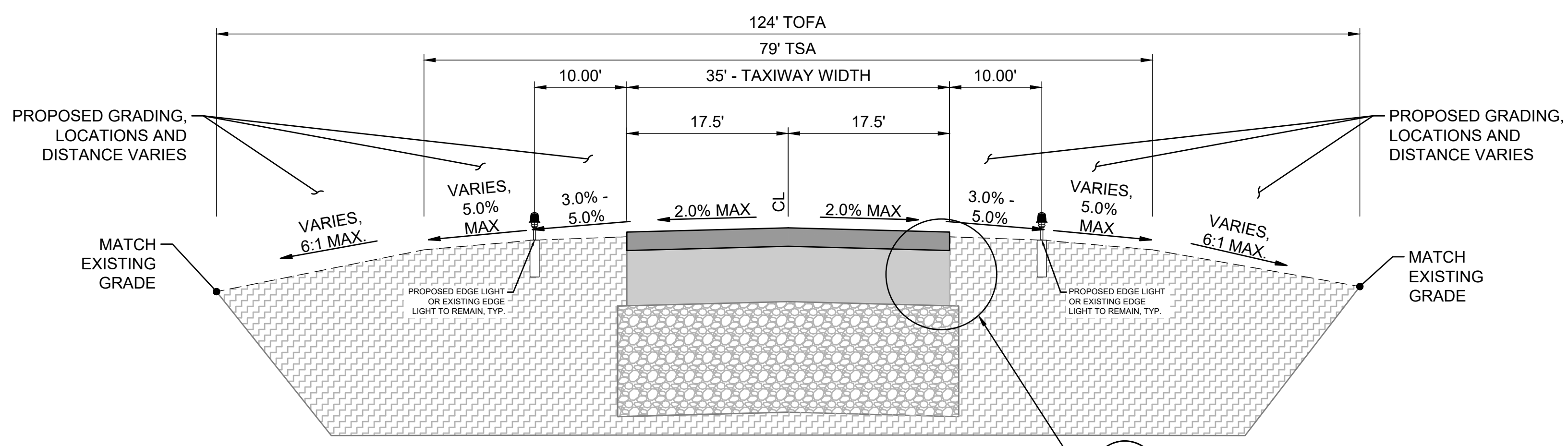
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DATE	02/12/2024
SCALE	AS SHOWN
SHEET NO.	34



TAXIWAY TRANSITION AREA MILLING TYPICAL SECTION

1A
CP-002

SCALE: NONE



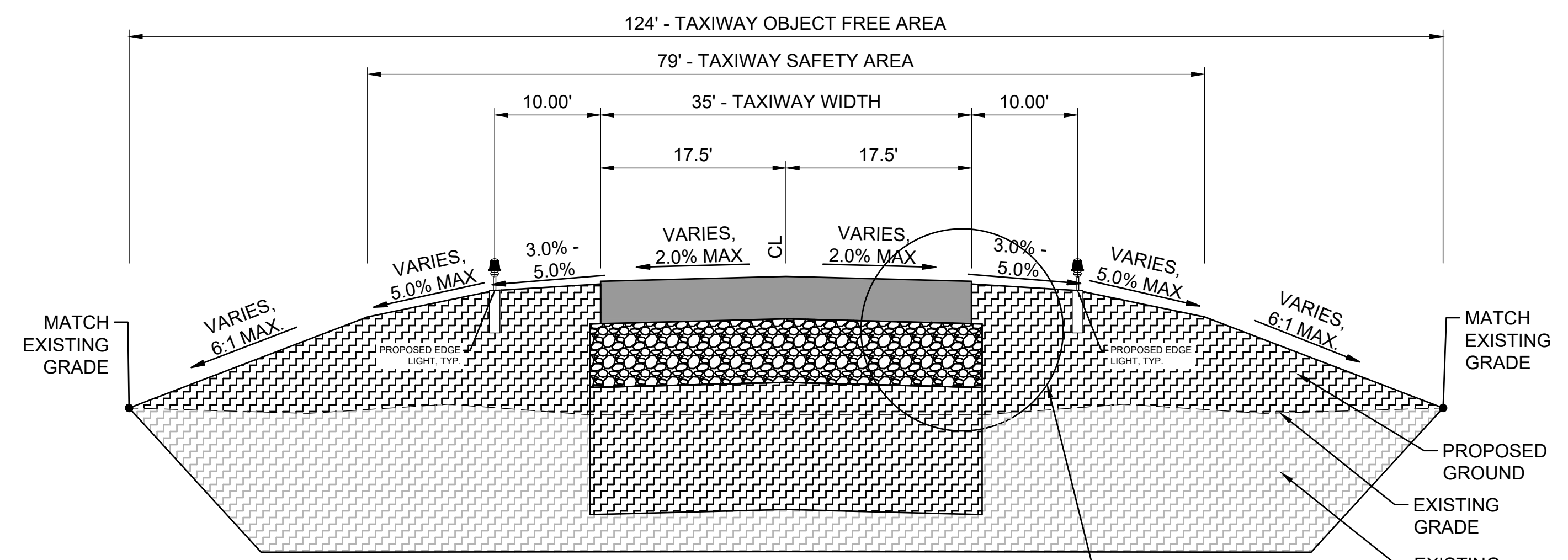
TAXIWAY TRANSITION AREA OVERLAY TYPICAL SECTION

1B
CP-002

SCALE: NONE

NOTES:

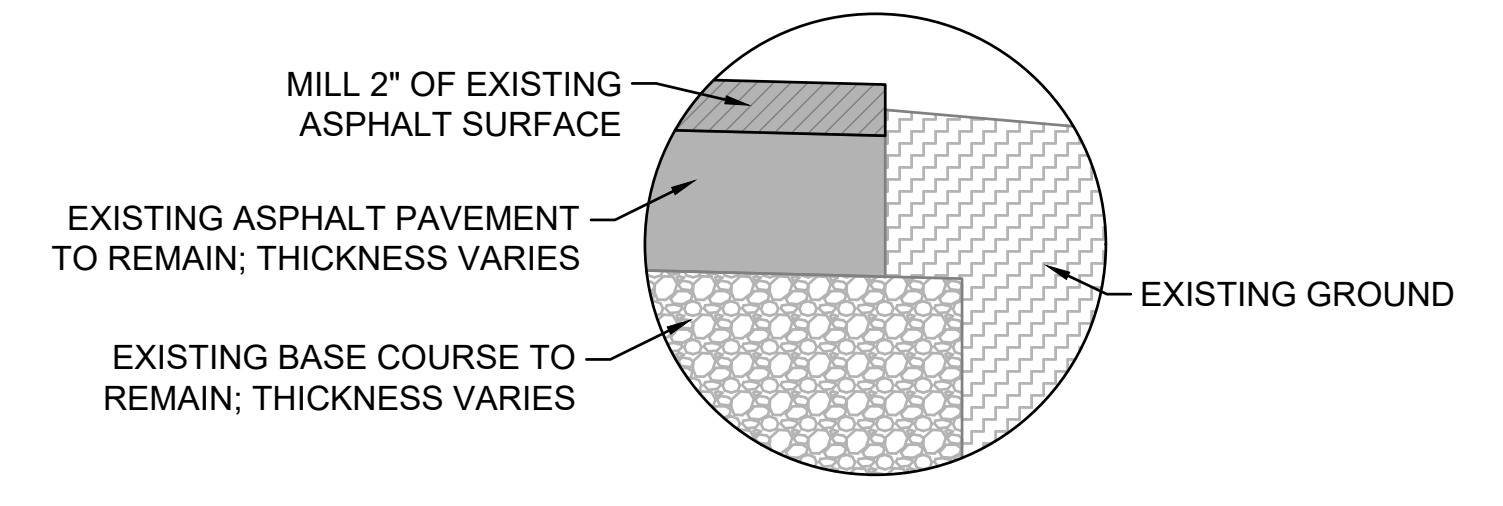
1. ASPHALT SURFACE COURSE SHALL BE CONSTRUCTED IN 1 - 2" INCH LIFTS. INSTALL BITUMINOUS TACK COAT (P-603) BETWEEN LIFTS.
2. SEE CROSS SECTIONS FOR ACTUAL CROSS SLOPE GRADES AND TRANSITION LOCATIONS.



PROPOSED TAXIWAY A2 NEW CONSTRUCTION

5
CP-002

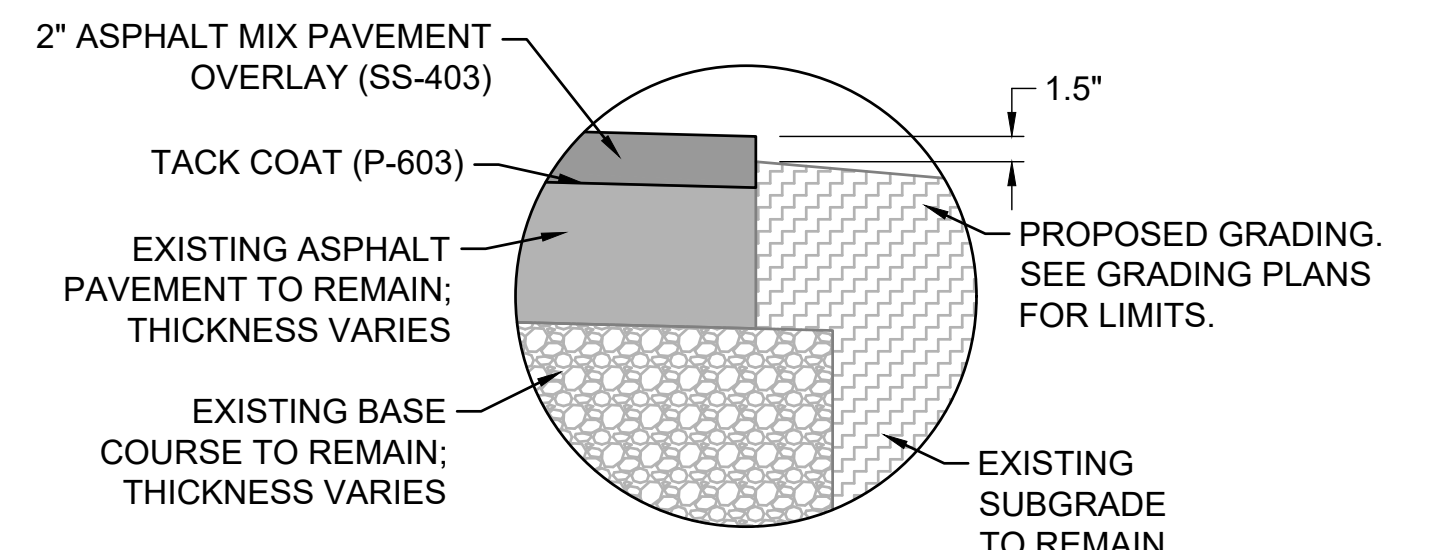
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TAXIWAY MILLING SECTION DETAIL

2
CP-002

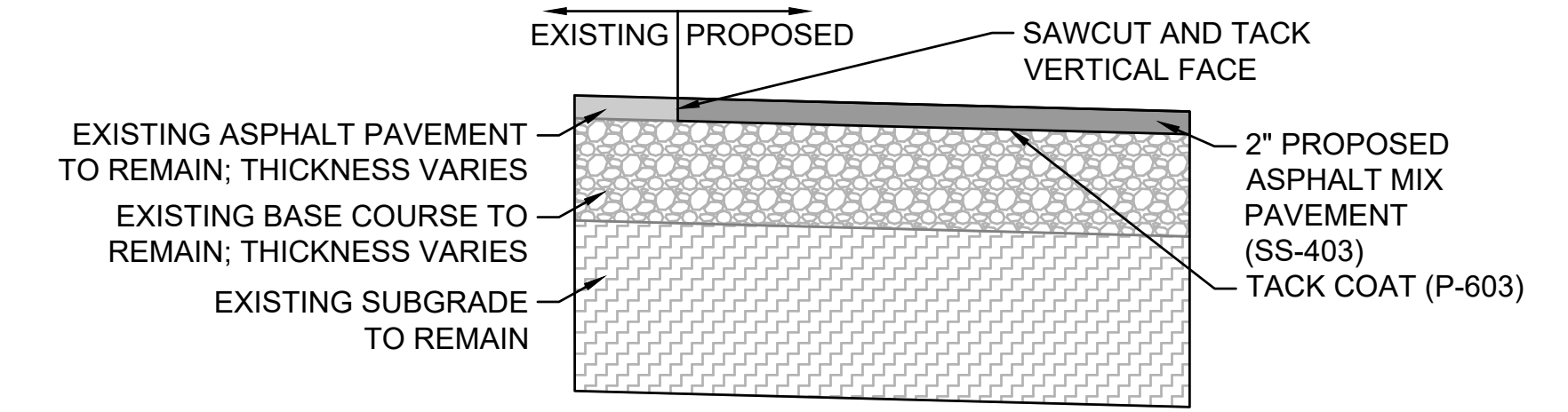
SCALE: NONE



TAXIWAY OVERLAY SECTION DETAIL

3
CP-002

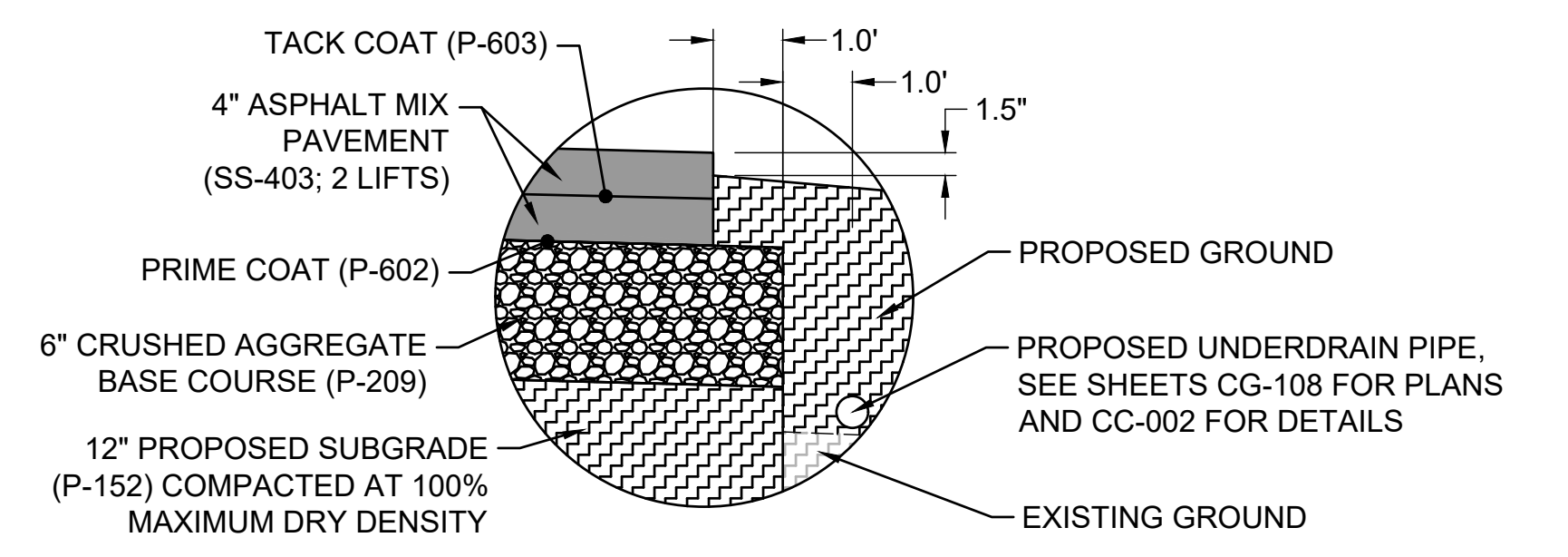
SCALE: NONE



EXISTING TO PROPOSED TAXIWAY PAVEMENT SECTION DETAIL

4
CP-002

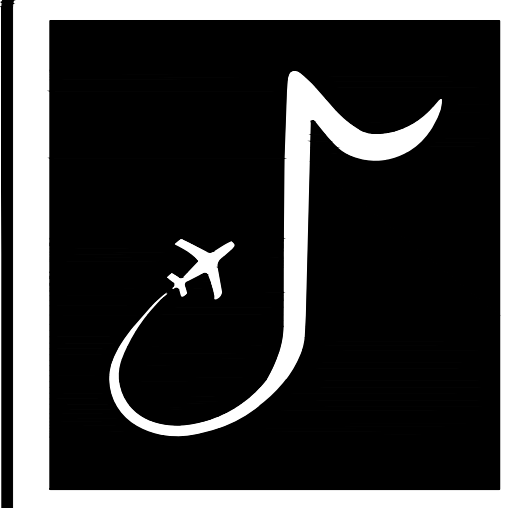
SCALE: NONE



PROPOSED TAXIWAY A2 NEW CONSTRUCTION SECTION DETAIL

6
CP-002

SCALE: NONE



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CHARLES W. BAKER AIRPORT

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REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: TYPICAL SECTIONS 2

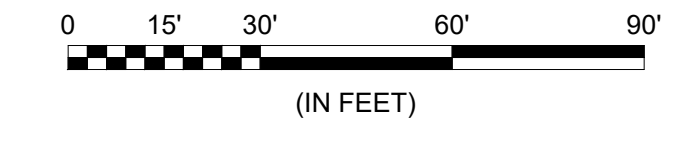
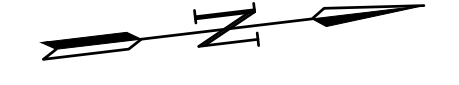
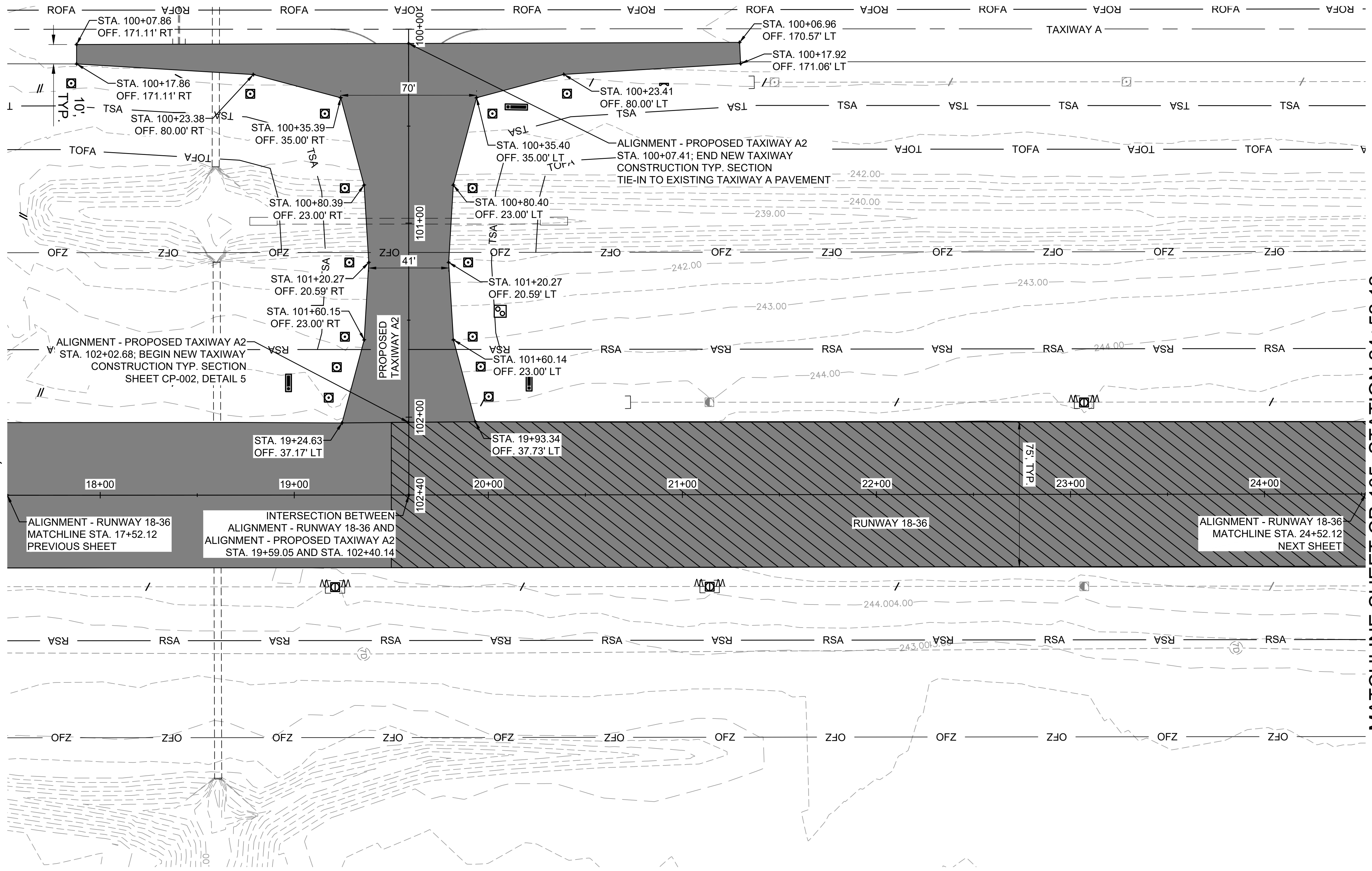
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MATCHLINE SHEET CP-103, STATION 17+52.12

MATCHLINE SHEET CP-105, STATION 24+52.12



LEGEND

- PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
- PROPOSED LEVELING STA 19+50 - 31+00
- RSA RUNWAY SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA

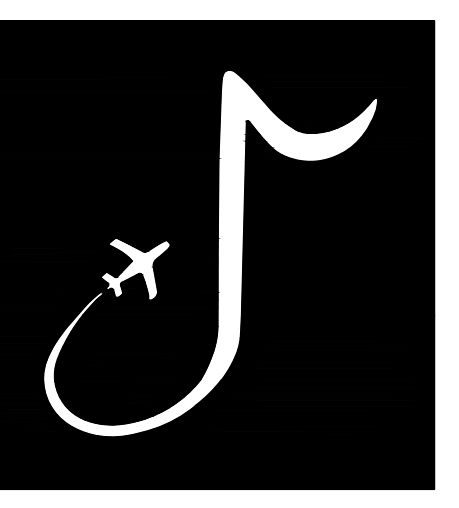
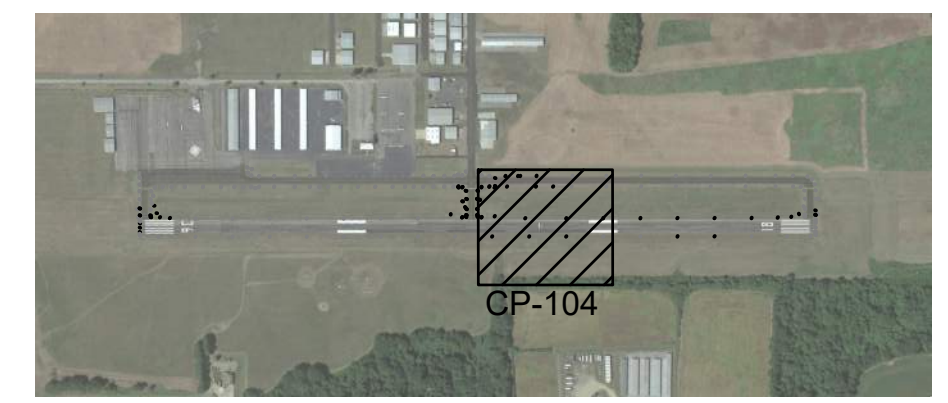
- NOTES:**
- SEE SHEET CP-101 FOR PAVING NOTES.

ALIGNMENT - RUNWAY 18-36
MATCHLINE STA. 17+52.12
PREVIOUS SHEET

INTERSECTION BETWEEN
ALIGNMENT - RUNWAY 18-36 AND
ALIGNMENT - PROPOSED TAXIWAY A2
STA. 19+59.05 AND STA. 102+40.14

RUNWAY 18-36

ALIGNMENT - RUNWAY 18-36
MATCHLINE STA. 24+52.12
NEXT SHEET



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CHARLES W. BAKER AIRPORT

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REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: PAVING PLAN 4

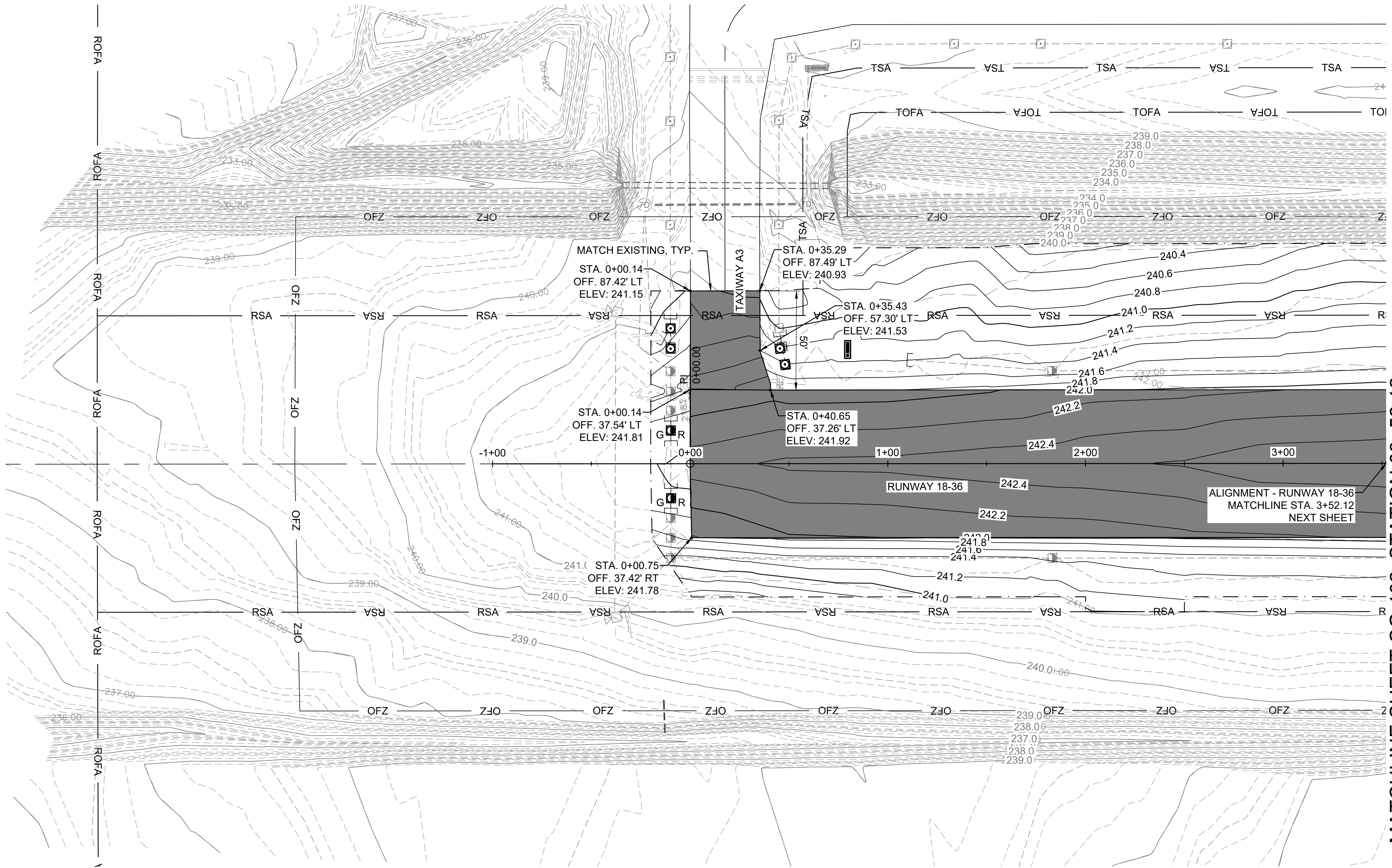
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DATE: 02/12/2024

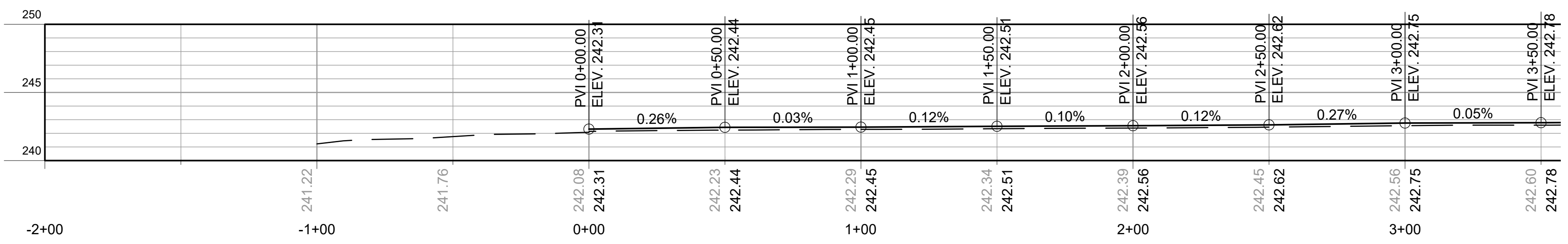
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SHEET NO. 39

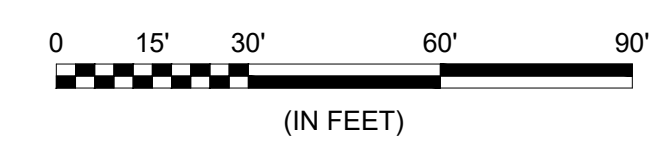
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MATCHLINE SHEET CG-102, STATION 03+52.12



ALIGNMENT - RUNWAY 18-36

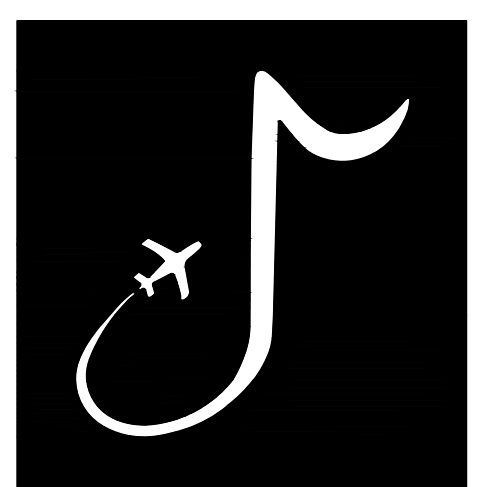


LEGEND

- PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
- RSA RUNWAY SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- 242.00' PROPOSED CONTOUR
- 240.00' EXISTING CONTOUR
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED LIGHTING
- EXISTING LIGHTING
- PROPOSED CAN PLAZA
- EXISTING CAN PLAZA
- PROPOSED ELECTRICAL HAND HOLE
- EXISTING ELECTRICAL HAND HOLE
- PROPOSED AIRFIELD SIGNAGE
- EXISTING AIRFIELD SIGNAGE
- EXISTING PROFILE
- PROPOSED PROFILE
- LIMITS OF GRADING AND SODDING
- GRADING PVI

NOTES:

- SEE SHEETS CC-001 AND CC-002 FOR DRAINAGE DETAILS.
- CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
- CONTRACTOR TO GRADE AROUND ANY LIGHTING THAT IS TO REMAIN IN PLACE AND IS NOT ADJUSTED.



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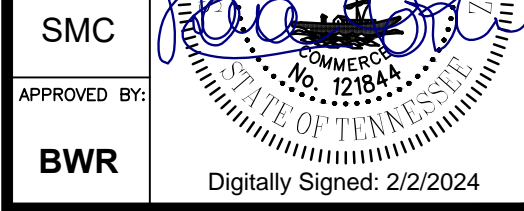
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CHARLES W. BAKER AIRPORT

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MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: GRADING PLAN AND PROFILE 1

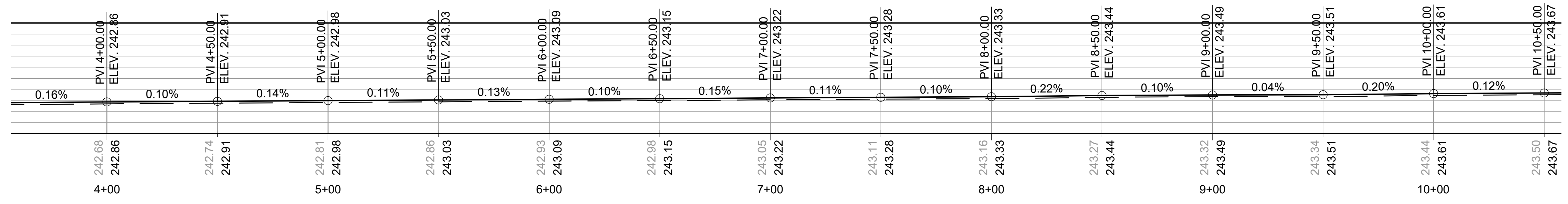
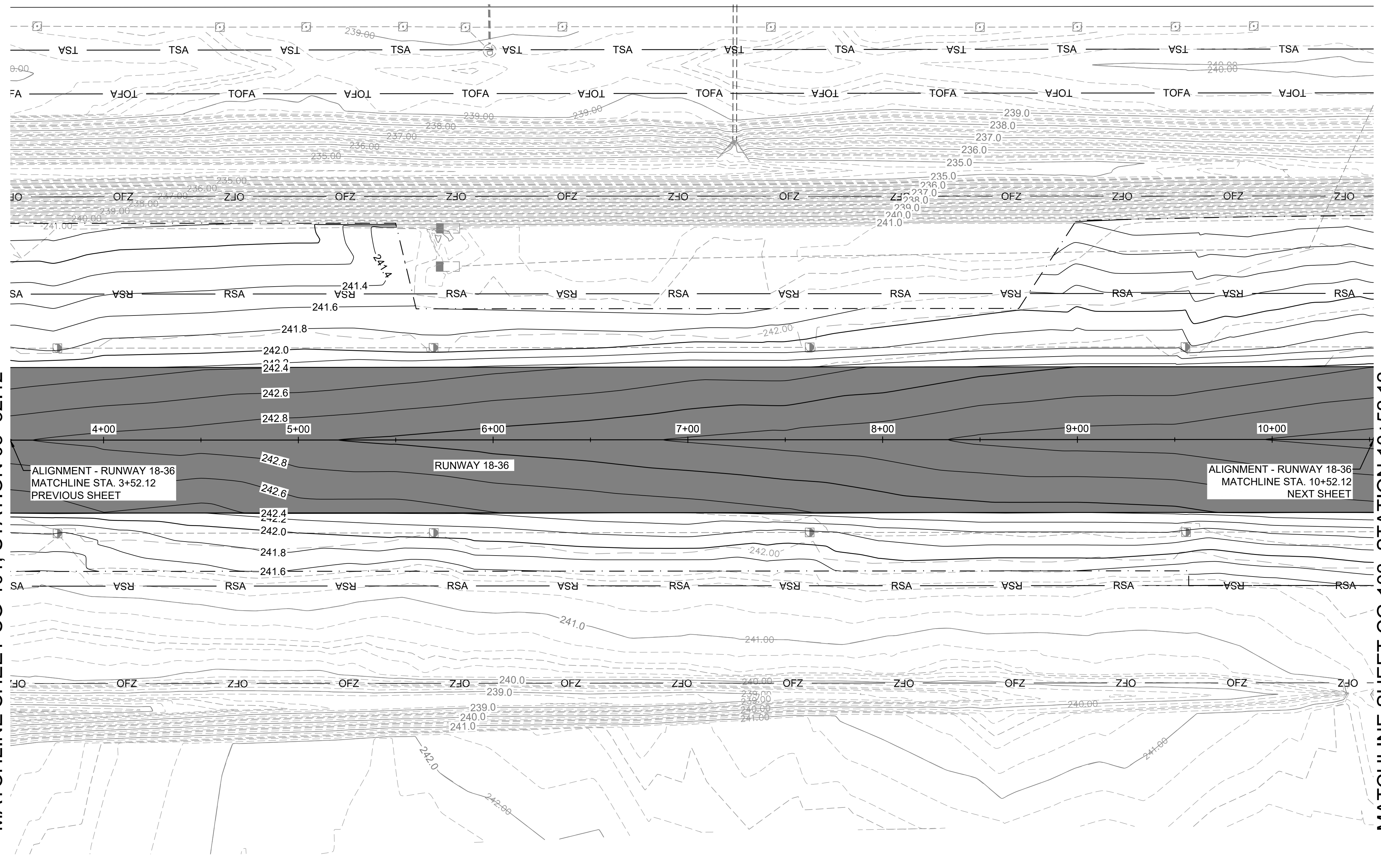
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DATE 02/12/2024 SHEET NO. 42

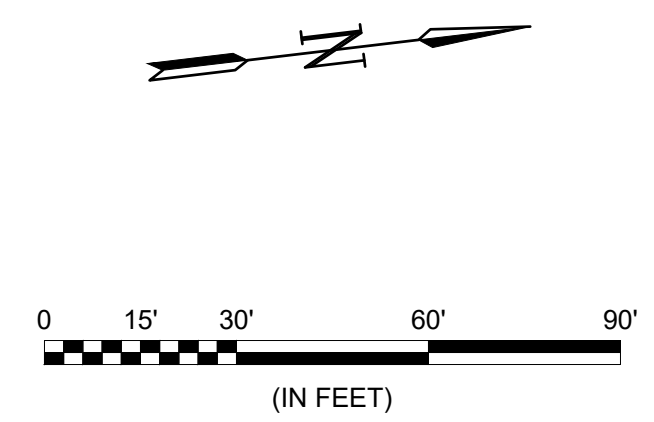
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MATCHLINE SHEET CG-101, STATION 03+52.12 MATCHLINE SHEET CG-103, STATION 10+52.12



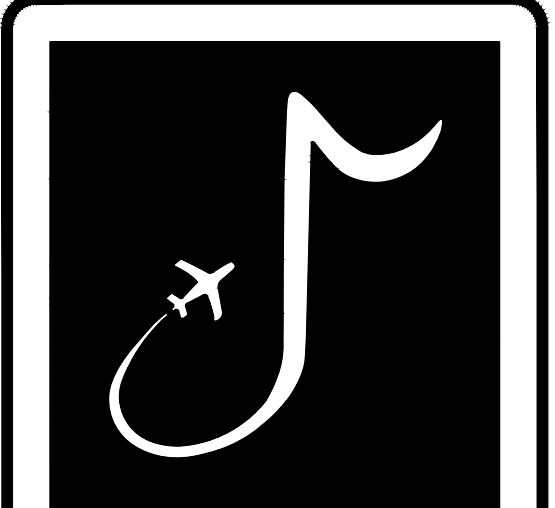
ALIGNMENT - RUNWAY 18-36



LEGEND

- PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
- RSA RUNWAY SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- 242.00' PROPOSED CONTOUR
- 240.00' EXISTING CONTOUR
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED LIGHTING
- EXISTING LIGHTING
- PROPOSED CAN PLAZA
- EXISTING CAN PLAZA
- PROPOSED ELECTRICAL HAND HOLE
- EXISTING ELECTRICAL HAND HOLE
- PROPOSED AIRFIELD SIGNAGE
- EXISTING AIRFIELD SIGNAGE
- EXISTING PROFILE
- PROPOSED PROFILE
- LIMITS OF GRADING AND SODDING
- STA: STATION
- OFF: OFFSET
- ELEV.: ELEVATION

NOTES:
 1. SEE SHEET CG-101 FOR GRADING NOTES.



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CHARLES W. BAKER AIRPORT

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MSCAA PROJ. NO. 22-1458-01

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: GRADING PLAN AND PROFILE 2

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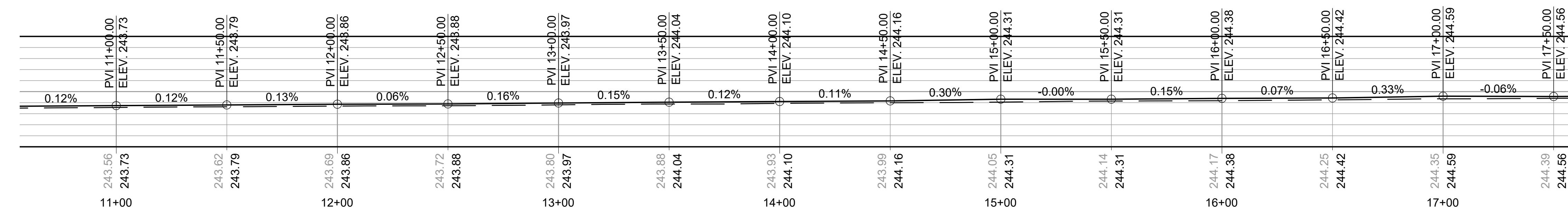
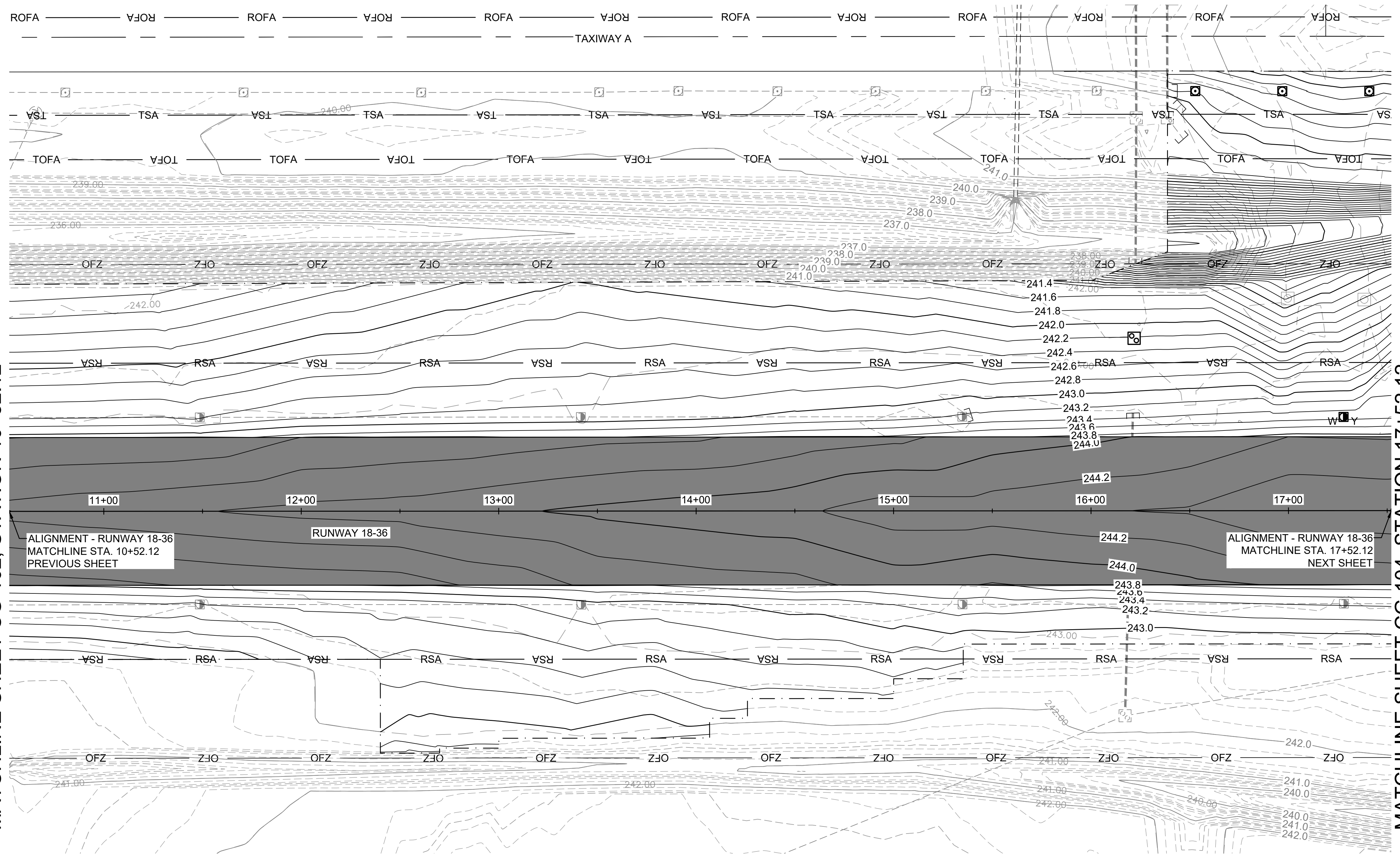
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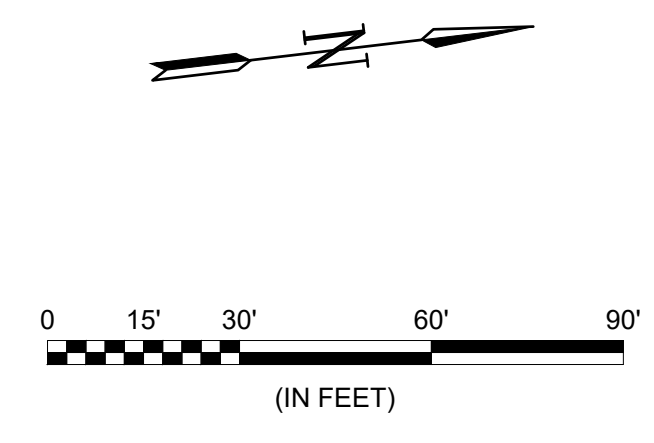
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MATCHLINE SHEET CG-102, STATION 10+52.12 MATCHLINE SHEET CG-104, STATION 17+52.12



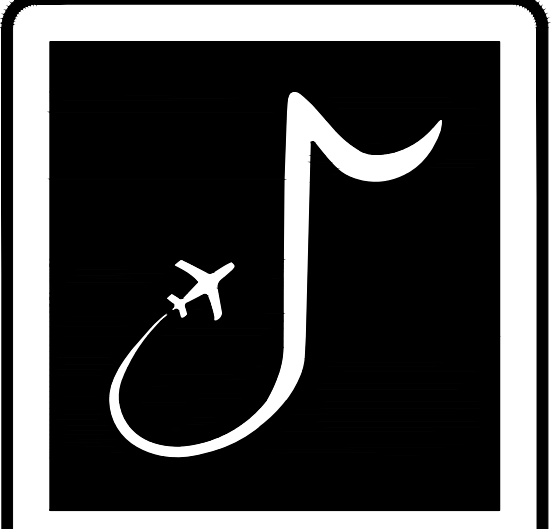
ALIGNMENT - RUNWAY 18-36



LEGEND

- PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
- RSA RUNWAY SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- 242.00' PROPOSED CONTOUR
- 240.00' EXISTING CONTOUR
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED LIGHTING
- EXISTING LIGHTING
- PROPOSED CAN PLAZA
- EXISTING CAN PLAZA
- PROPOSED ELECTRICAL HAND HOLE
- EXISTING ELECTRICAL HAND HOLE
- PROPOSED AIRFIELD SIGNAGE
- EXISTING AIRFIELD SIGNAGE
- EXISTING PROFILE
- PROPOSED PROFILE
- LIMITS OF GRADING AND SODDING
- STA: GRADING PVI
- OFF:
- ELEV:

NOTES:
 1. SEE SHEET CG-101 FOR GRADING NOTES.



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 CHECKED BY: SMC
 APPROVED BY: BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS		
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MSCAA PROJ. NO. 22-1458-01

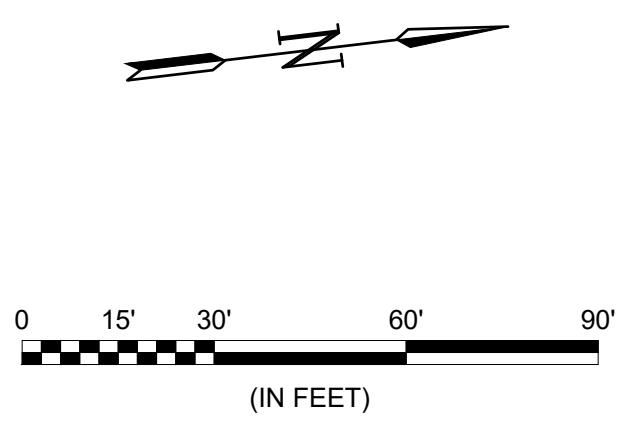
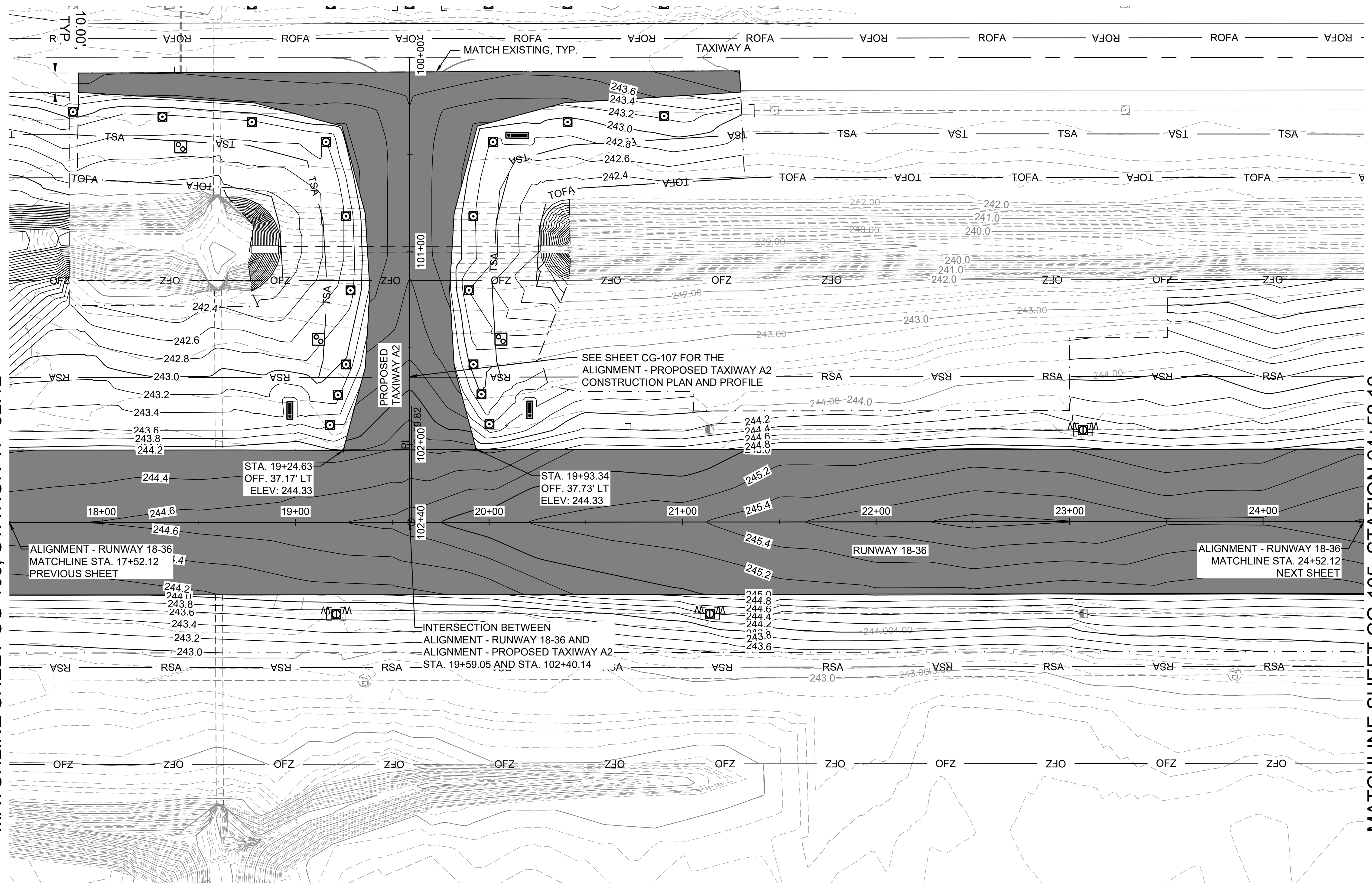
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: GRADING PLAN AND PROFILE 3

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MATCHLINE SHEET CG-103, STATION 17+52.12 MATCHLINE SHEET CG-105, STATION 24+52.12

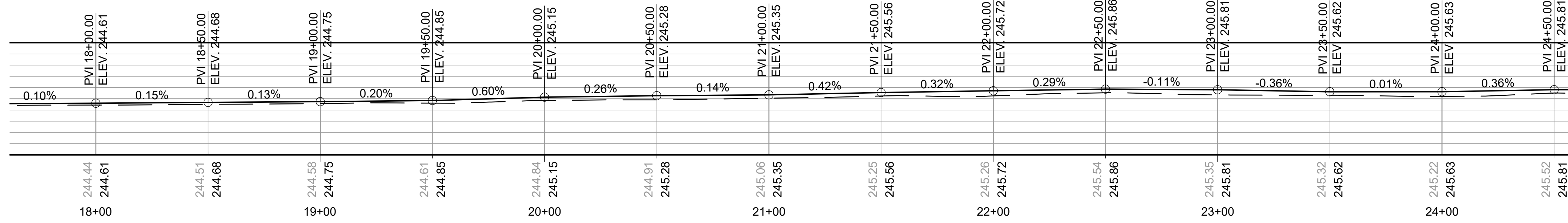


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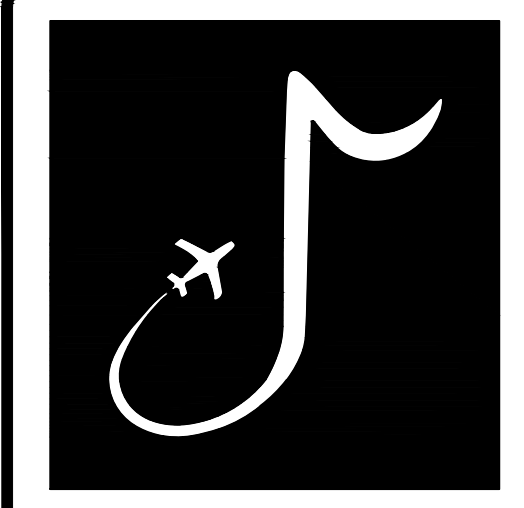
- PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- 242.00' — PROPOSED CONTOUR
- 240.00' — EXISTING CONTOUR
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED LIGHTING
- EXISTING LIGHTING
- PROPOSED CAN PLAZA
- EXISTING CAN PLAZA
- PROPOSED ELECTRICAL HAND HOLE
- EXISTING ELECTRICAL HAND HOLE
- PROPOSED AIRFIELD SIGNAGE
- EXISTING AIRFIELD SIGNAGE
- EXISTING PROFILE
- PROPOSED PROFILE
- LIMITS OF GRADING AND SODDING
- GRADING PVI

STA:
 OFF:
 ELEV:

NOTES:
 1. SEE SHEET CG-101 FOR GRADING NOTES.



ALIGNMENT - RUNWAY 18-36



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 SUITE 101
 OLIVE BRANCH, MS 38654
 (662) 892-7592

JOB NO. 22A20280

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 CHECKED BY: SMC
 APPROVED BY: BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

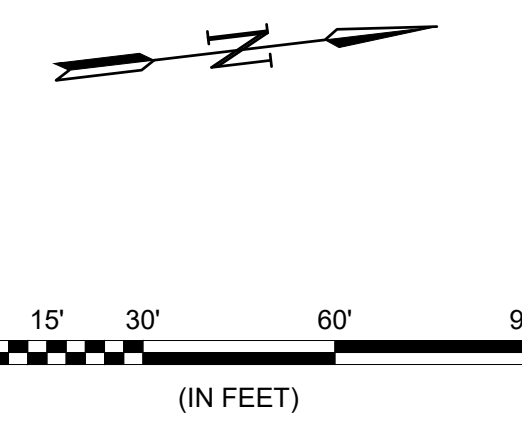
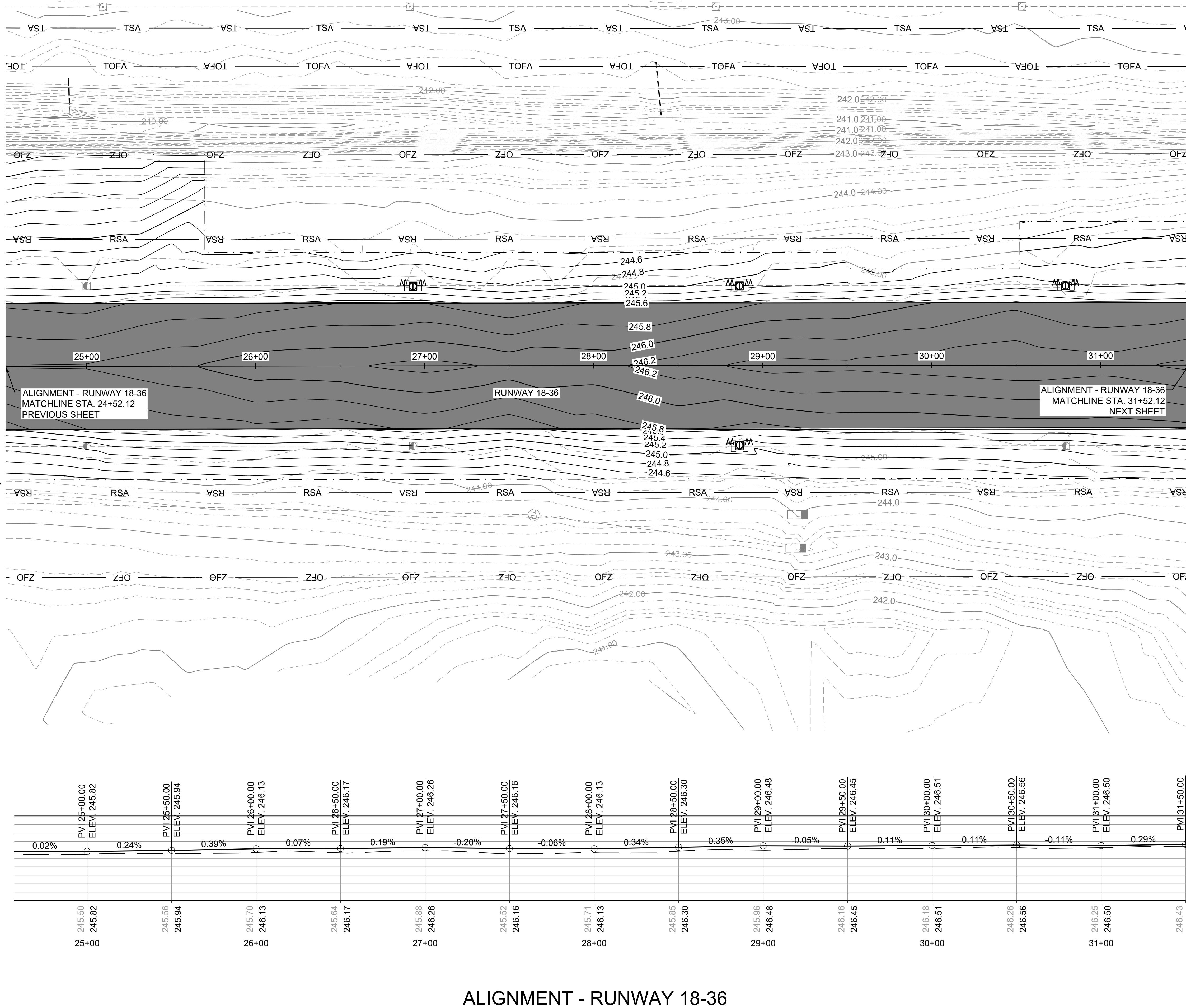
SHEET TITLE:
GRADING PLAN AND PROFILE 4

DWG. FILE NAME: **CG-104**
 DATE: 02/12/2024
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MATCHLINE SHEET CG-104, STATION 24+52.12

MATCHLINE SHEET CG-106, STATION 31+52.12



LEGEND

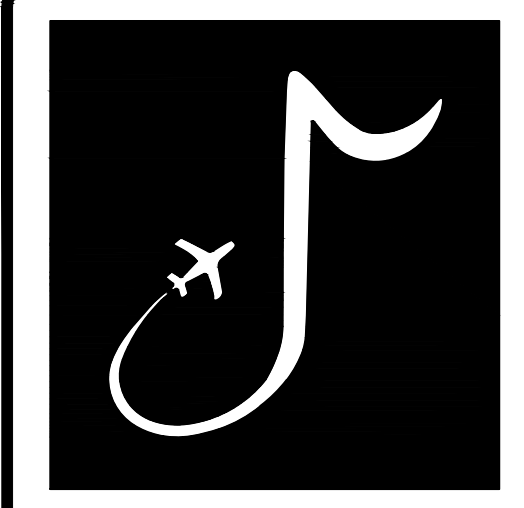
- PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
- RSA RUNWAY SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- 242.00' PROPOSED CONTOUR
- 240.00' EXISTING CONTOUR
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED LIGHTING
- EXISTING LIGHTING
- PROPOSED CAN PLAZA
- EXISTING CAN PLAZA
- PROPOSED ELECTRICAL HAND HOLE
- EXISTING ELECTRICAL HAND HOLE
- PROPOSED AIRFIELD SIGNAGE
- EXISTING AIRFIELD SIGNAGE
- EXISTING PROFILE
- PROPOSED PROFILE
- LIMITS OF GRADING AND SODDING
- GRADING PVI

STA:
 OFF:
 ELEV:

NOTES:
 1. SEE SHEET CG-101 FOR GRADING NOTES.



ALIGNMENT - RUNWAY 18-36



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 38116-3856

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CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: GRADING PLAN AND PROFILE 5

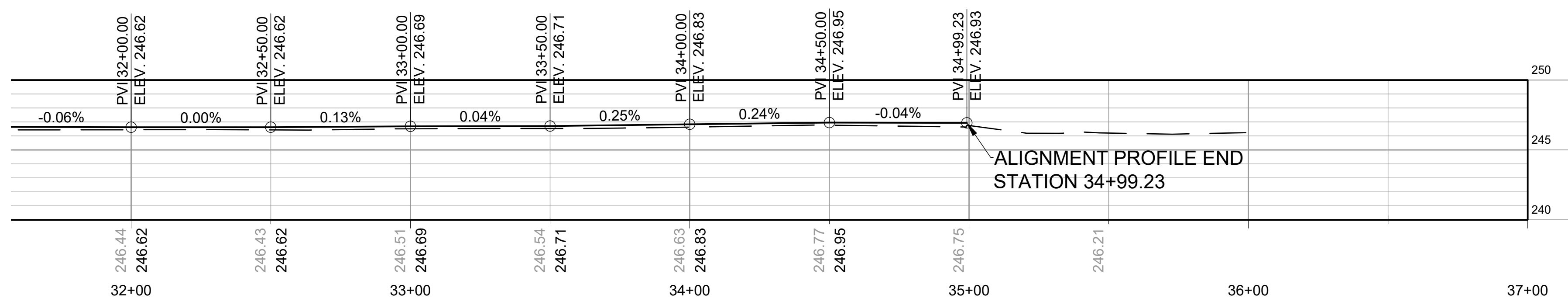
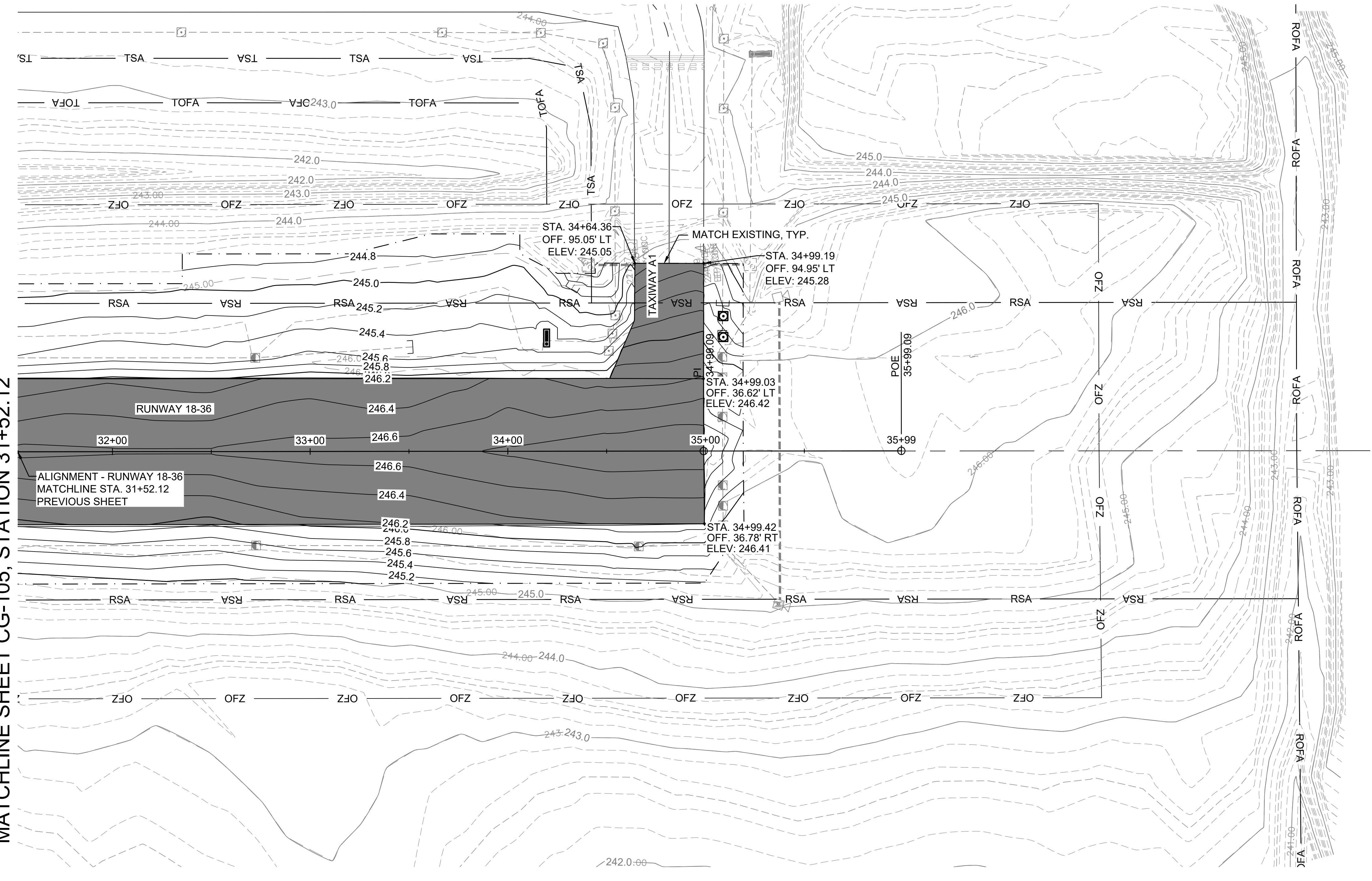
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DATE: 02/12/2024 SHEET NO. 46

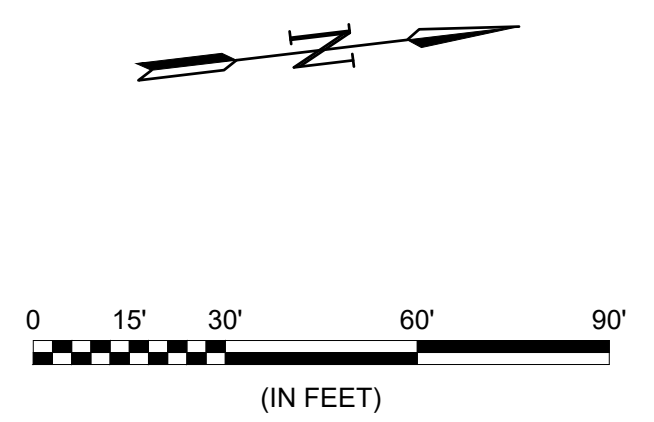
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MATCHLINE SHEET CG-105, STATION 31+52.12



ALIGNMENT - RUNWAY 18-36

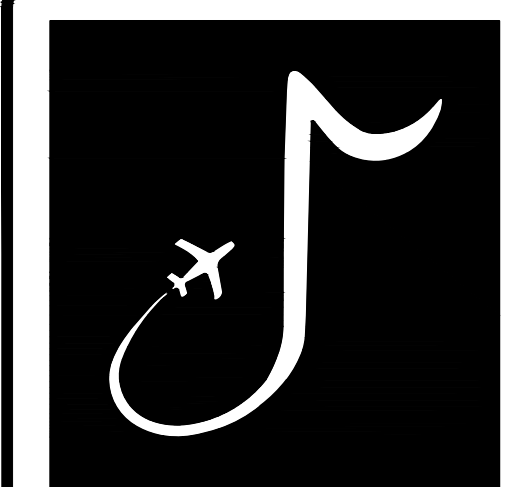


LEGEND

- PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
- RSA RUNWAY SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- 242.00' PROPOSED CONTOUR
- 240.00' EXISTING CONTOUR
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED LIGHTING
- EXISTING LIGHTING
- PROPOSED CAN PLAZA
- EXISTING CAN PLAZA
- PROPOSED ELECTRICAL HAND HOLE
- EXISTING ELECTRICAL HAND HOLE
- PROPOSED AIRFIELD SIGNAGE
- EXISTING AIRFIELD SIGNAGE
- EXISTING PROFILE
- PROPOSED PROFILE
- LIMITS OF GRADING AND SODDING
- GRADING PVI

STA:
 OFF:
 ELEV:

NOTES:
 1. SEE SHEET CG-101 FOR GRADING NOTES.



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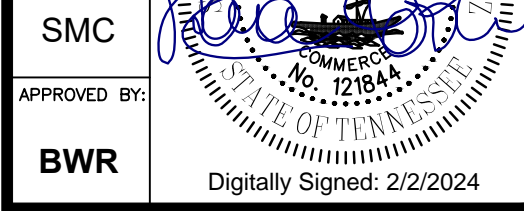
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CHARLES W. BAKER
 AIRPORT

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REVISIONS

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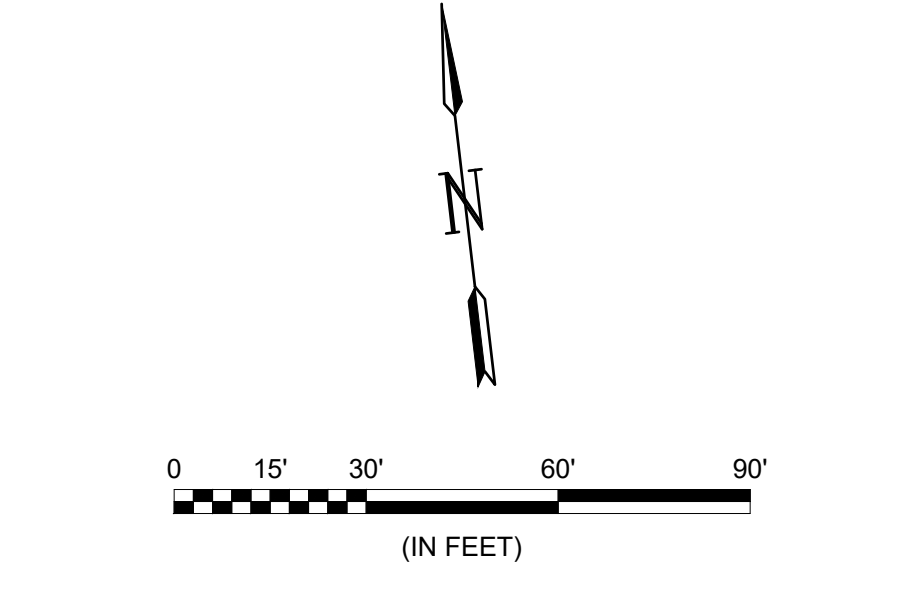
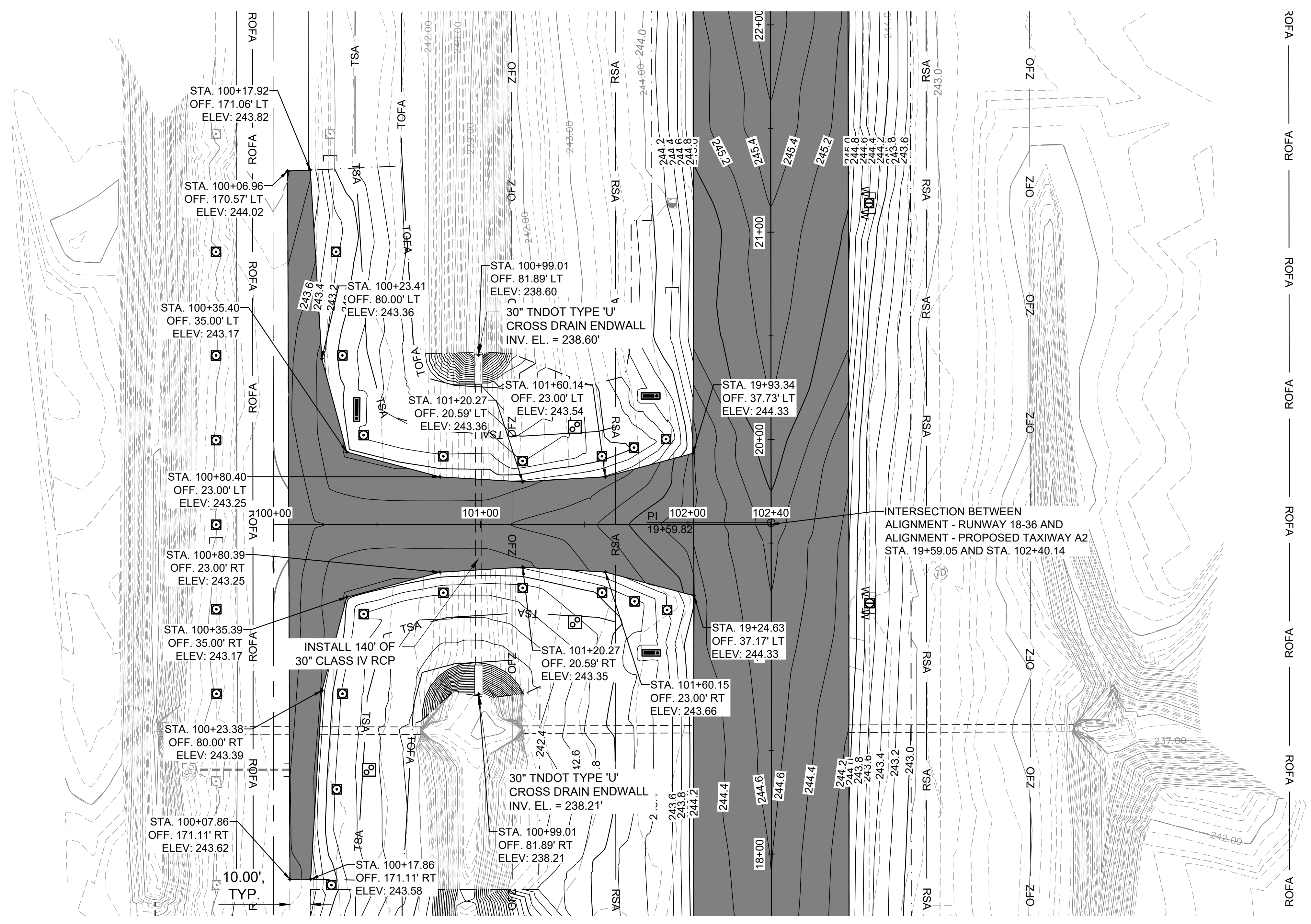
PROJECT: CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS

SHEET TITLE: GRADING PLAN AND
 PROFILE 6

DWG. FILE NAME: CG-106

DATE: 02/12/2024 SHEET NO. 47
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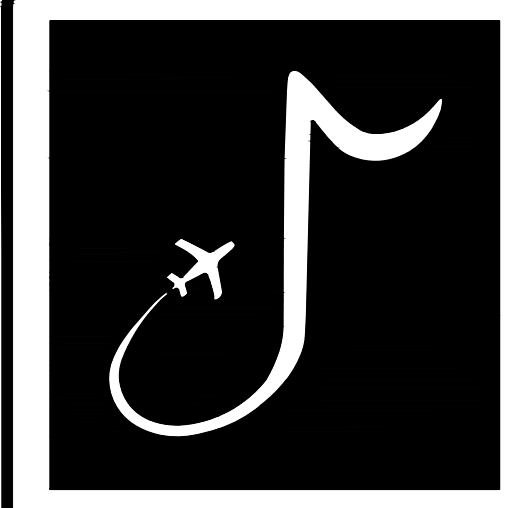
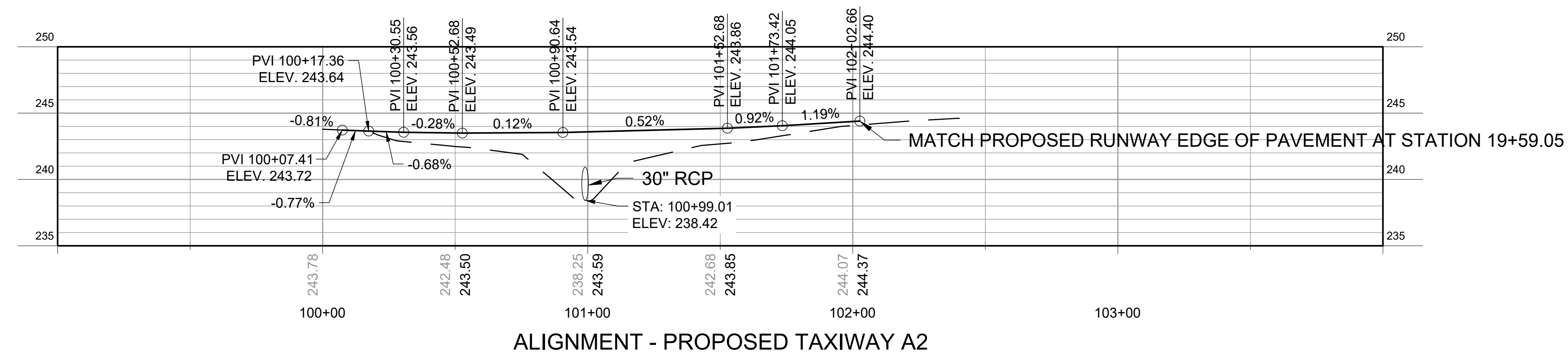
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LEGEND

- PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
- RSA RUNWAY SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- 242.00' PROPOSED CONTOUR
- 240.00' EXISTING CONTOUR
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE
- PROPOSED LIGHTING
- EXISTING LIGHTING
- PROPOSED CAN PLAZA
- EXISTING CAN PLAZA
- PROPOSED ELECTRICAL HAND HOLE
- EXISTING ELECTRICAL HAND HOLE
- PROPOSED AIRFIELD SIGNAGE
- EXISTING AIRFIELD SIGNAGE
- EXISTING PROFILE
- PROPOSED PROFILE
- LIMITS OF GRADING AND SODDING
- STA:
OFF:
ELEV:

NOTES:
 1. SEE SHEET CG-101 FOR GRADING NOTES.



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MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: GRADING PLAN AND PROFILE 7

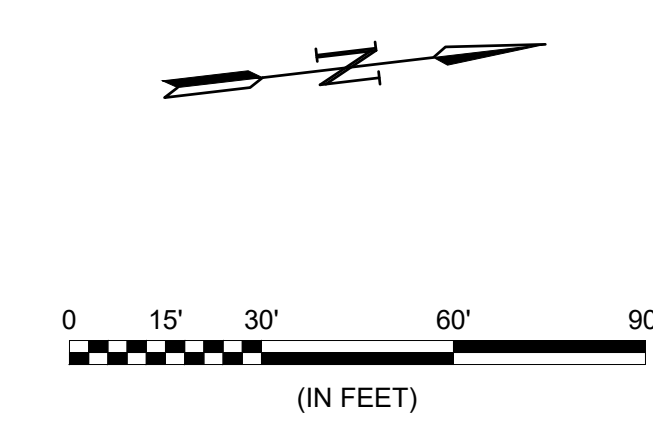
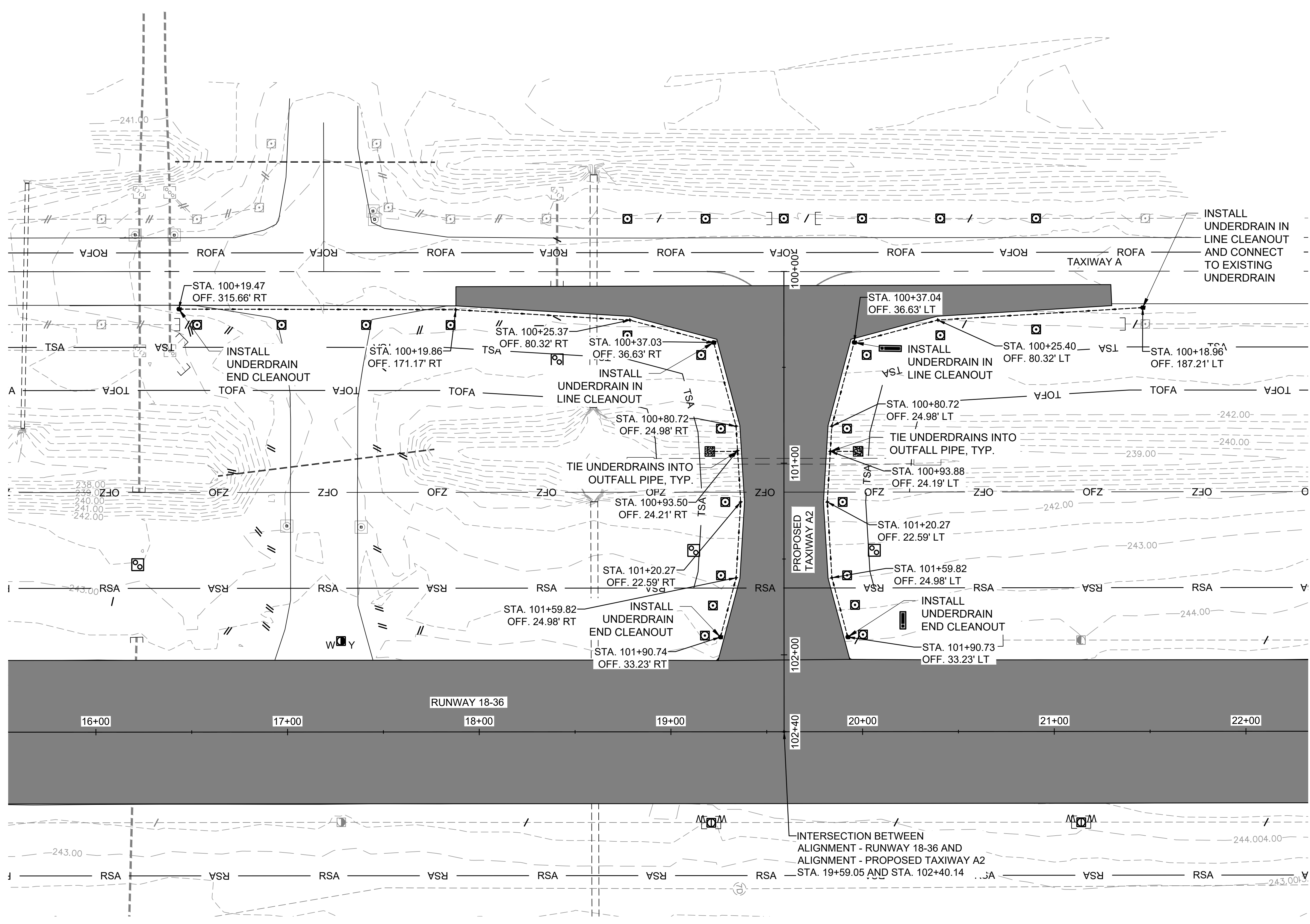
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DATE: 02/12/2024

SCALE: AS SHOWN

SHEET NO. 48

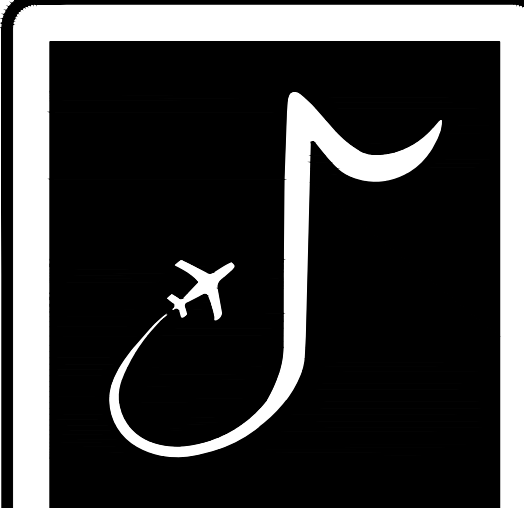
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LEGEND

	PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
	RSA - RUNWAY SAFETY AREA
	TSA - TAXIWAY SAFETY AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	242.00' - PROPOSED CONTOUR
	240.00' - EXISTING CONTOUR
	PROPOSED STORM DRAIN PIPE
	EXISTING STORM DRAIN PIPE
	PROPOSED UNDERDRAIN PIPE
	PROPOSED CLEANOUT

- NOTES:**
- SEE SHEET CG-101 FOR GRADING NOTES.
 - SEE SHEET CC-002 FOR UNDERDRAIN DETAILS.
 - MAINTAIN MINIMUM OF .25% SLOPE IN PERFORATED UNDERDRAIN PIPE.



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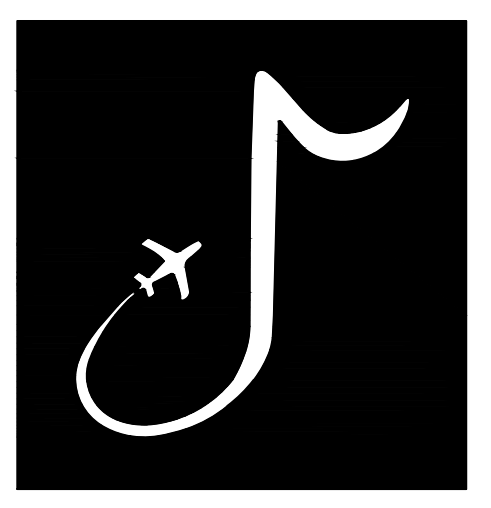
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. **22-1458-01**

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: **TAXIWAY A2 UNDERDRAIN PLAN**

DWG. FILE NAME: **CG-108**
 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: **49**



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MARK	DATE	DESCRIPTION

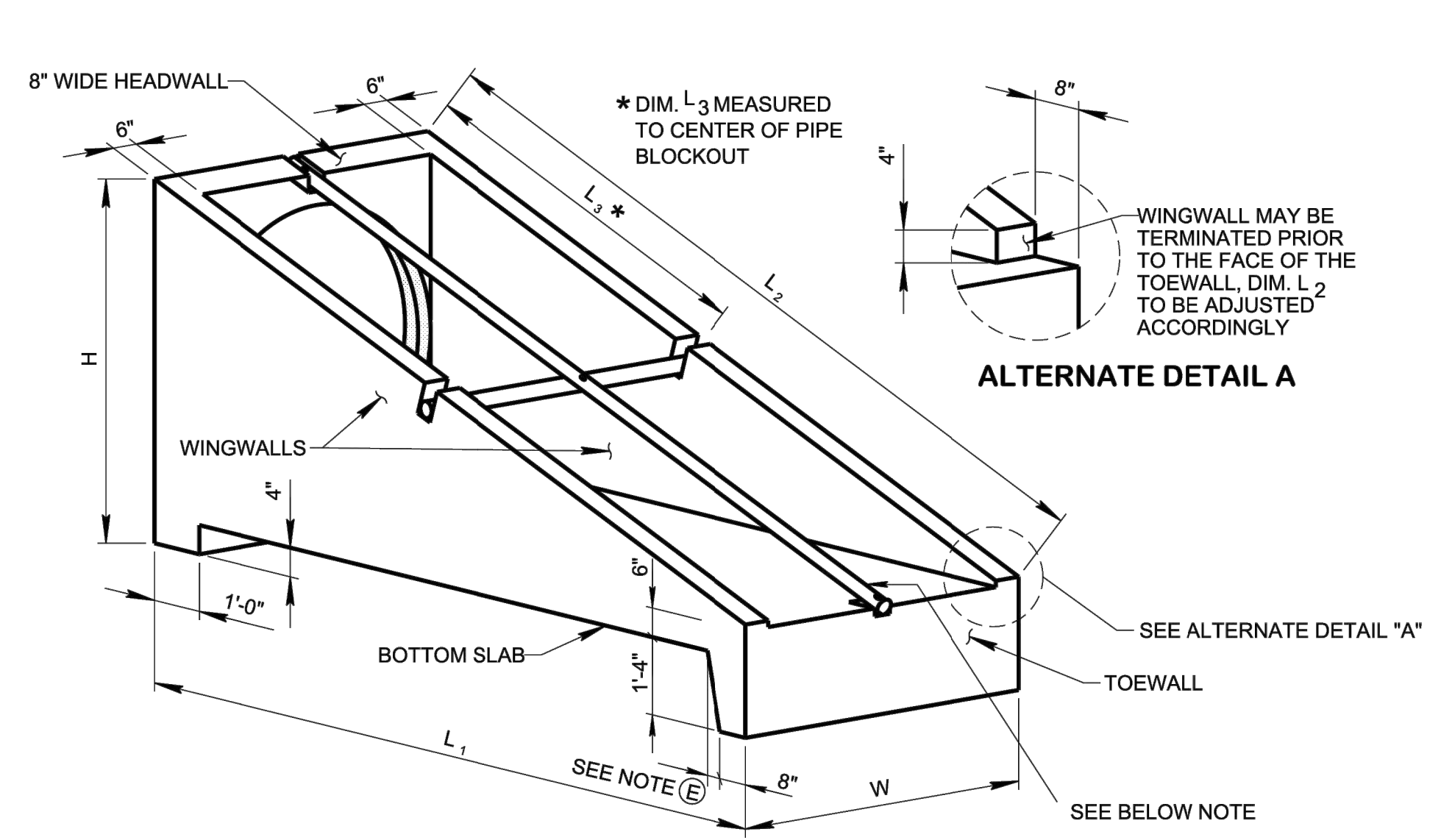
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PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: DRAINAGE NOTES AND DETAILS 1

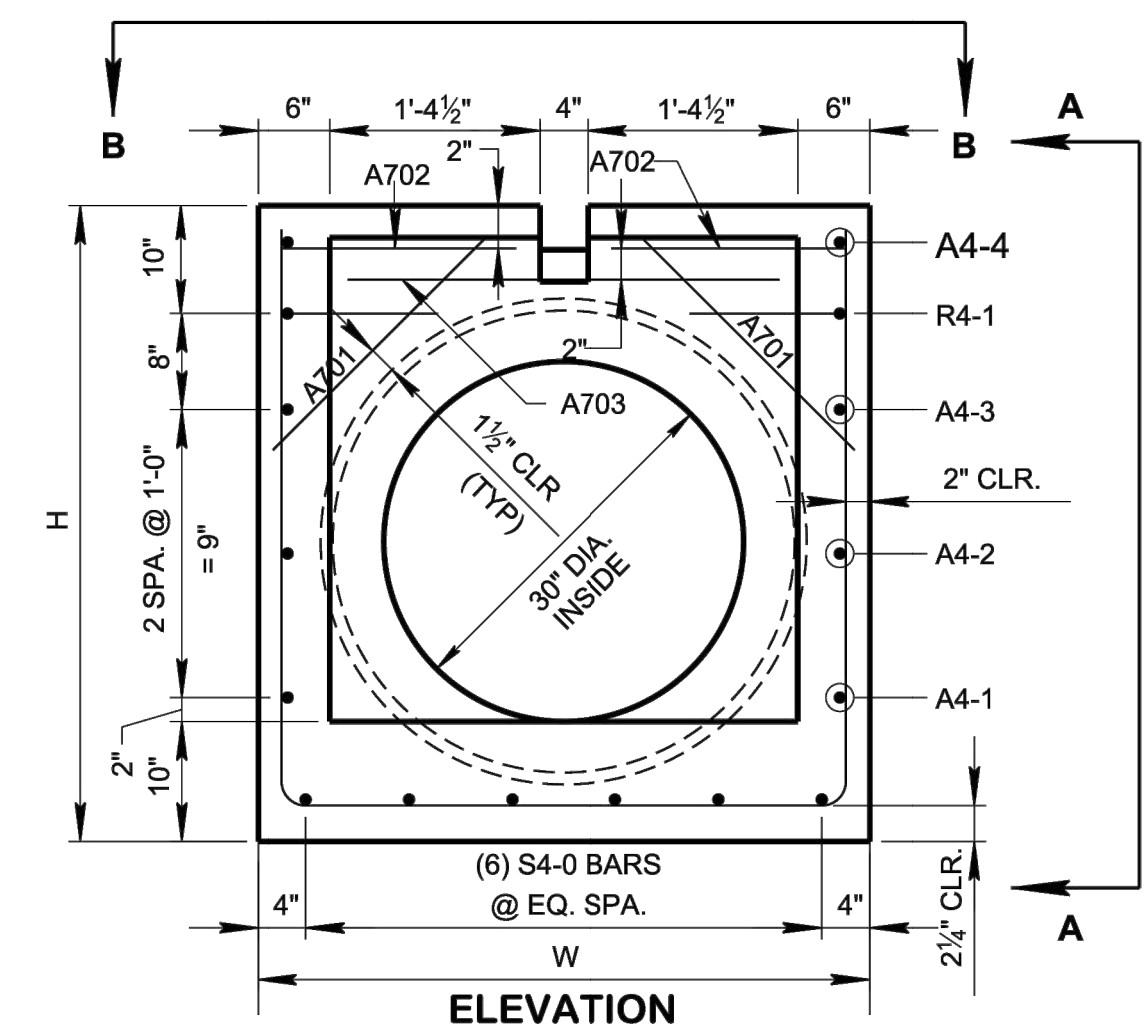
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DATE: 02/12/2024
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SHEET NO.: 50

- REV. 6-14-13: REVISED NOTE (C) ADDED NOTE (H) AND (I)
- REV. 1-6-15: REVISED HOLE OPENING SIZE. ADDED STEPPED HOLE DETAIL.
- REV. 1-21-16: REVISED GENERAL NOTE (B)
- REV. 10-10-16: REVISED GENERAL NOTE (A)
- REV. 06-28-19: ADJUSTED A-A, B-B AND ELEVATION VIEWS. RENAMED AND REDREW SHEET.

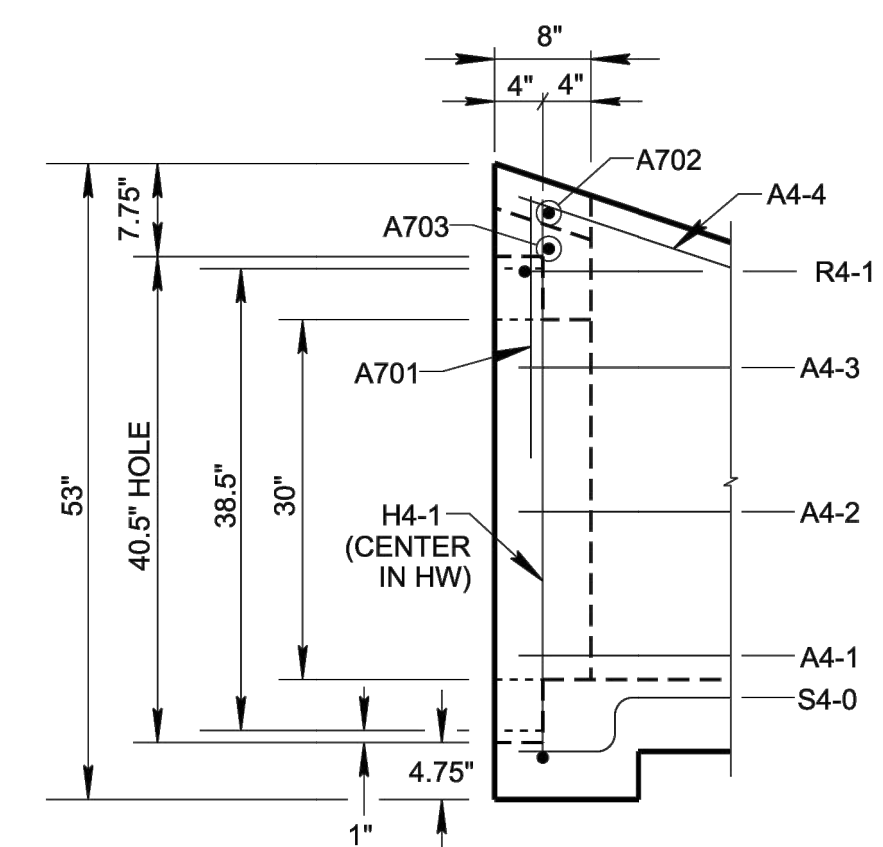


ISOMETRIC VIEW

NOTES: SEE D-PE-99 FOR STEEL PIPE GRATE DETAILS
3/4\"/>



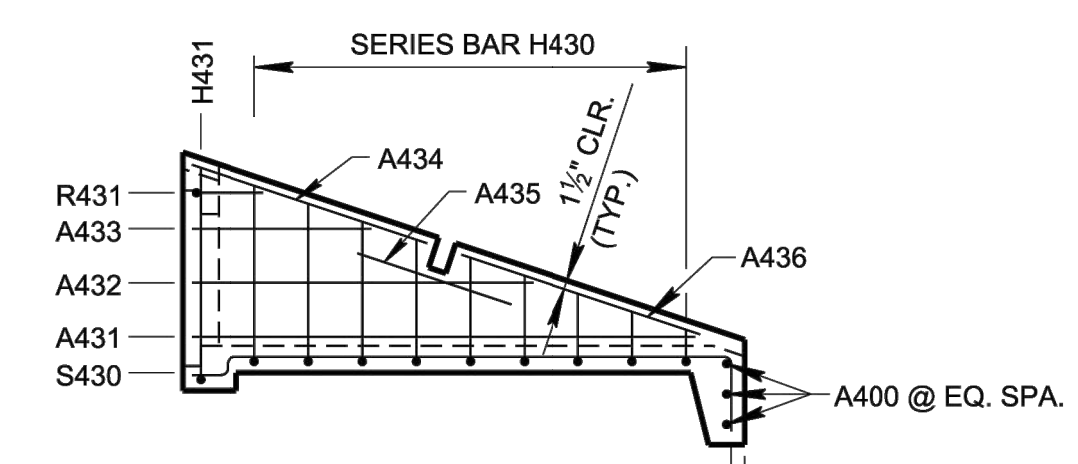
ELEVATION



PARTIAL VIEW A-A

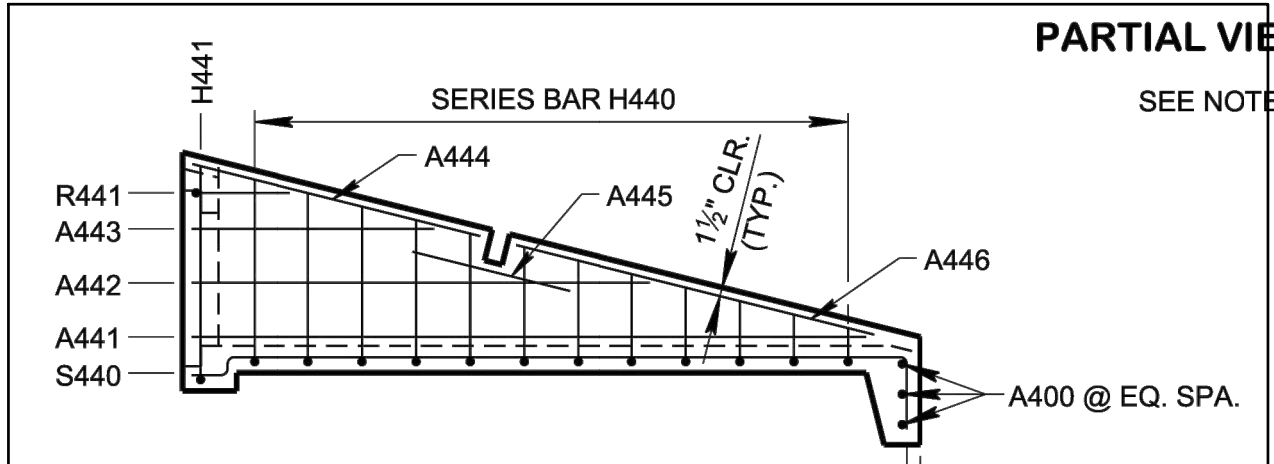
HEADWALL DETAILS

NOTES: INSTALL BARS A701 AT 45°
SEE GENERAL NOTES (C) & (F)



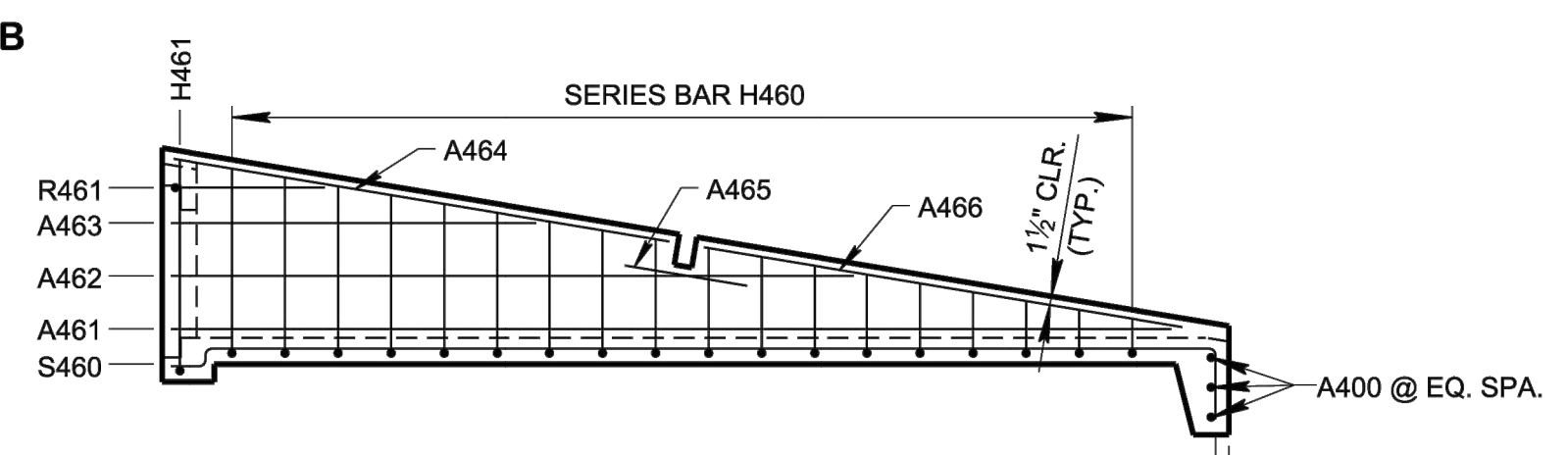
3:1 WINGWALL ELEVATION

NOTE: A-BARS IN HEADWALL NOT SHOWN FOR CLARITY.



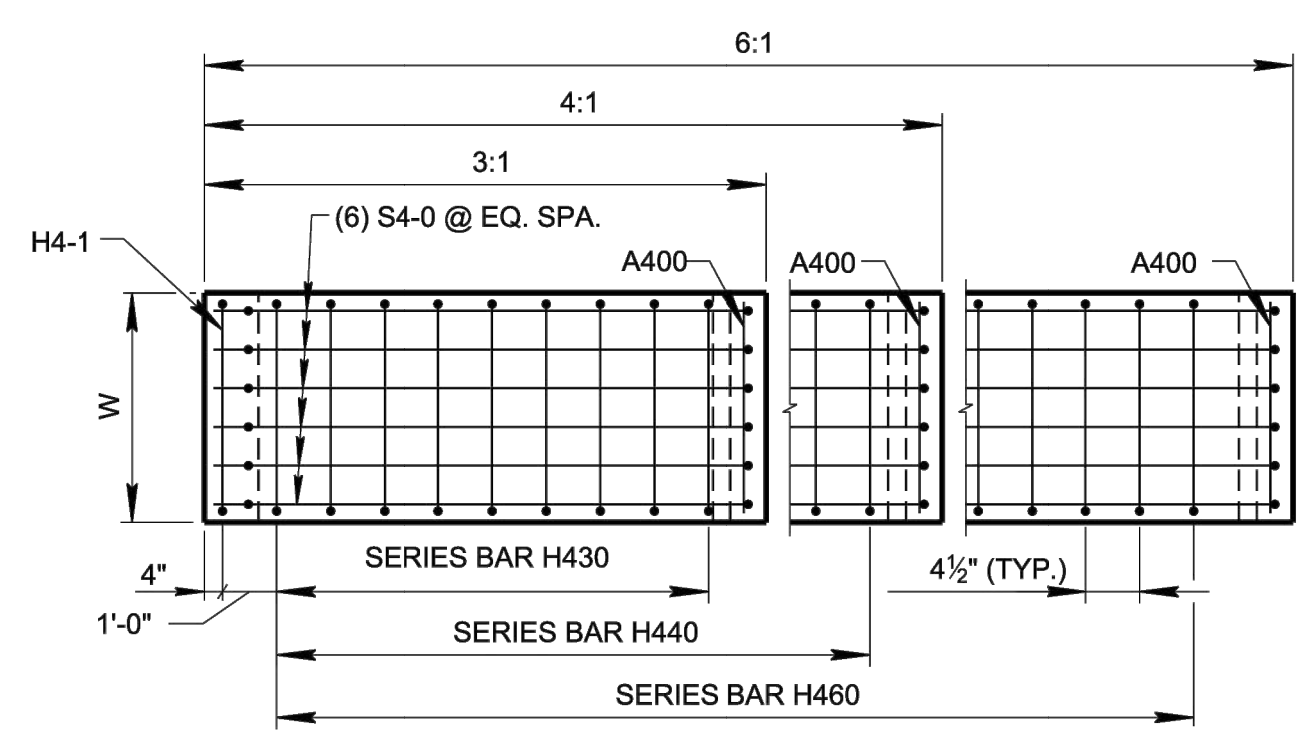
4:1 WINGWALL ELEVATION

NOTE: A-BARS IN HEADWALL NOT SHOWN FOR CLARITY.



6:1 WINGWALL ELEVATION

NOTE: A-BARS IN HEADWALL NOT SHOWN FOR CLARITY.



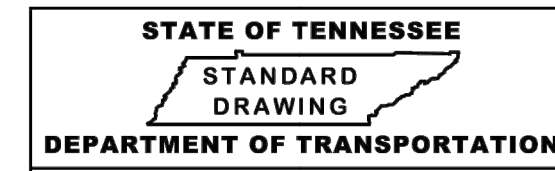
BOTTOM SLAB PLAN

SLOPE	DIMENSIONS AND QUANTITIES FOR ONE ENDWALL 30\"/>									
	CONCRETE ENDWALL DIMENSIONS					STRUCTURAL STEEL PIPE DIMENSIONS		ESTIMATED QUANTITIES		STRUCTURAL STEEL LB.
	H	L ₁	L ₂	L ₃	W	LG	WG	CLASS "A" CONC. CU. YD.	STEEL BAR REINF. LB.	
3:1	10' - 5"	10' - 11 3/4"	5' - 2"		10' - 10 3/4"			1.84	174	114
4:1	4' - 5"	13' - 8"	14' - 1"	6' - 1"	4' - 1"	14' - 0 3/4"	4' - 1"	2.32	216	137
6:1	20' - 2"	20' - 5 3/4"	10' - 1"		20' - 4 3/4"			3.29	303	186

NOTE: SEE D-PE-99 FOR STRUCTURAL STEEL PIPE DIMENSIONS LG & WG.

- GENERAL NOTES**
- (A) DRAWING TO BE USED FOR ALL CAST-IN-PLACE AND ALL PRECAST 30" CONCRETE ENDWALLS (TYPE "U") FOR CROSS DRAIN ONLY. "U" ENDWALL TO BE PLACED AT 90° SKEW TO CENTERLINE. SEE STD. DWG. D-PE-99 FOR SKEWED CONNECTION DETAIL WHEN CROSS DRAIN IS NOT PERPENDICULAR TO CENTERLINE. CAST-IN-PLACE CONCRETE ENDWALL SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD SPECIFICATIONS, SECTION 611 AND/OR SPECIAL PROVISIONS.
 - (B) SEE STD. DWG. D-PE-30B FOR BILL OF STEEL & PRECAST NOTES.
 - (C) "-" IN BAR DESIGNATION REPRESENTS 3, 4 OR 6 FOR 3:1, 4:1 OR 6:1 SLOPES, RESPECTIVELY.
 - (D) SPLICING OF REINFORCEMENT IS ACCEPTABLE PROVIDED THAT A MINIMUM 21" SPLICE LENGTH IS USED.
 - (E) TOEWALL BACK SLOPE MAY BE CONSTRUCTED VARIABLE FROM VERTICAL UP TO 15°.
 - (F) 90° STEPS ARE SHOWN ON THE STEPPED HOLE DETAIL, HOWEVER MINOR VARIATIONS OF THE TAPER ARE ACCEPTABLE.
 - (G) OPTIONAL STEPPED HOLE OR HOLE FORMERS ARE ALLOWED PROVIDED THE AMOUNT OF COVER BETWEEN THE PIPE OPENING AND BARS A701 AND A702 IS THE SAME OR GREATER THAN SHOWN ON THIS DRAWING.
 - (H) PAYMENT WILL BE MADE UNDER:
 611-07.60 30" ENDWALL (CROSS DRAIN) 3:1 EACH
 611-07.61 30" ENDWALL (CROSS DRAIN) 4:1 EACH
 611-07.62 30" ENDWALL (CROSS DRAIN) 6:1 EACH
 - (I) THE CONTRACTOR MAY BE ELECT TO SUBSTITUTE AN APPROVED ALTERNATIVE DESIGN.
 - (J) DIMENSIONAL AND REINFORCING TOLERANCES WILL BE AS SHOWN IN STANDARD OPERATING PROCEDURE (SOP) 5-3.

■ MINOR REVISION -- FHWA APPROVAL NOT REQUIRED

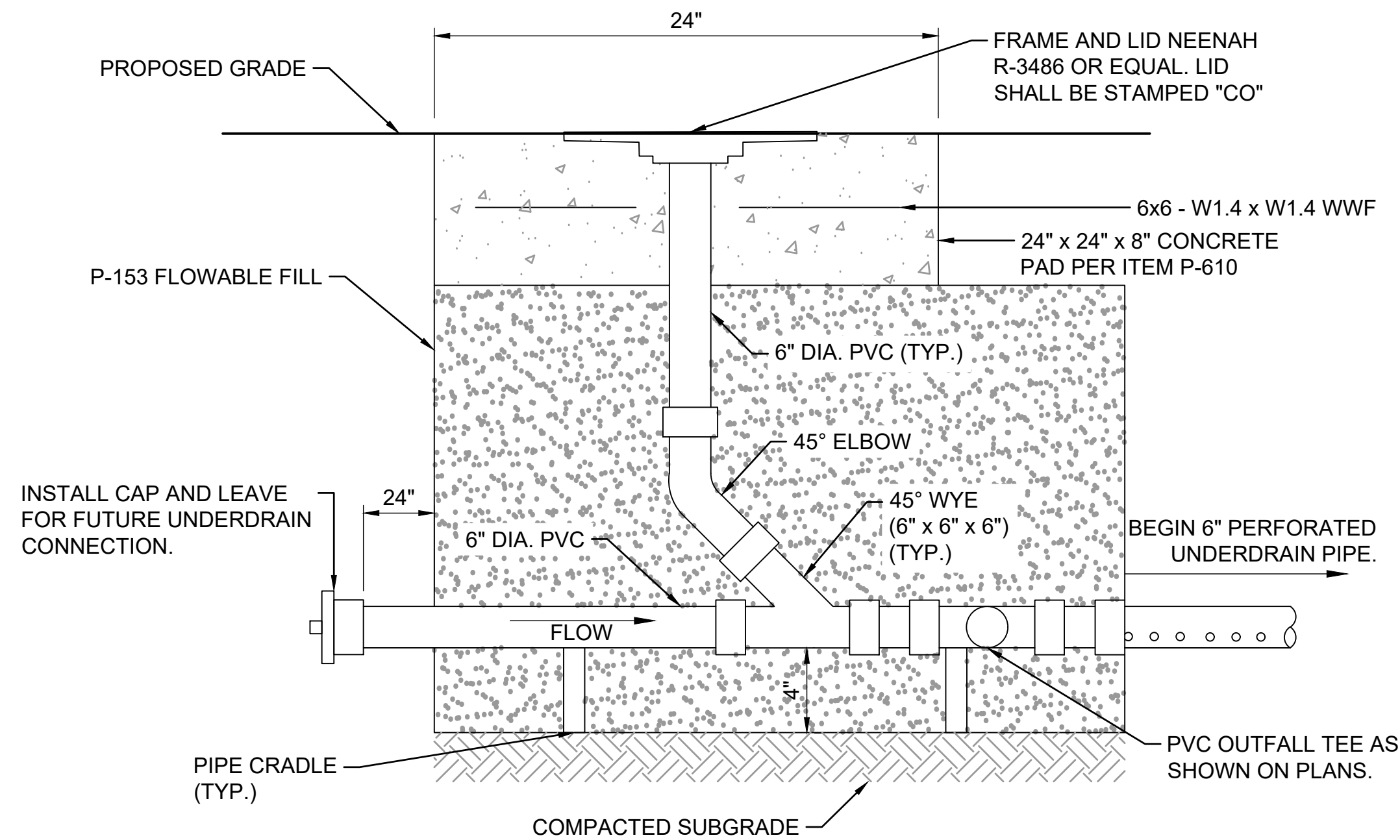


TYPE "U"
CROSS DRAIN ENDWALL
FOR 30" PIPE
WITH STEEL PIPE GRATE
(FOR 3:1, 4:1 & 6:1 SLOPES)

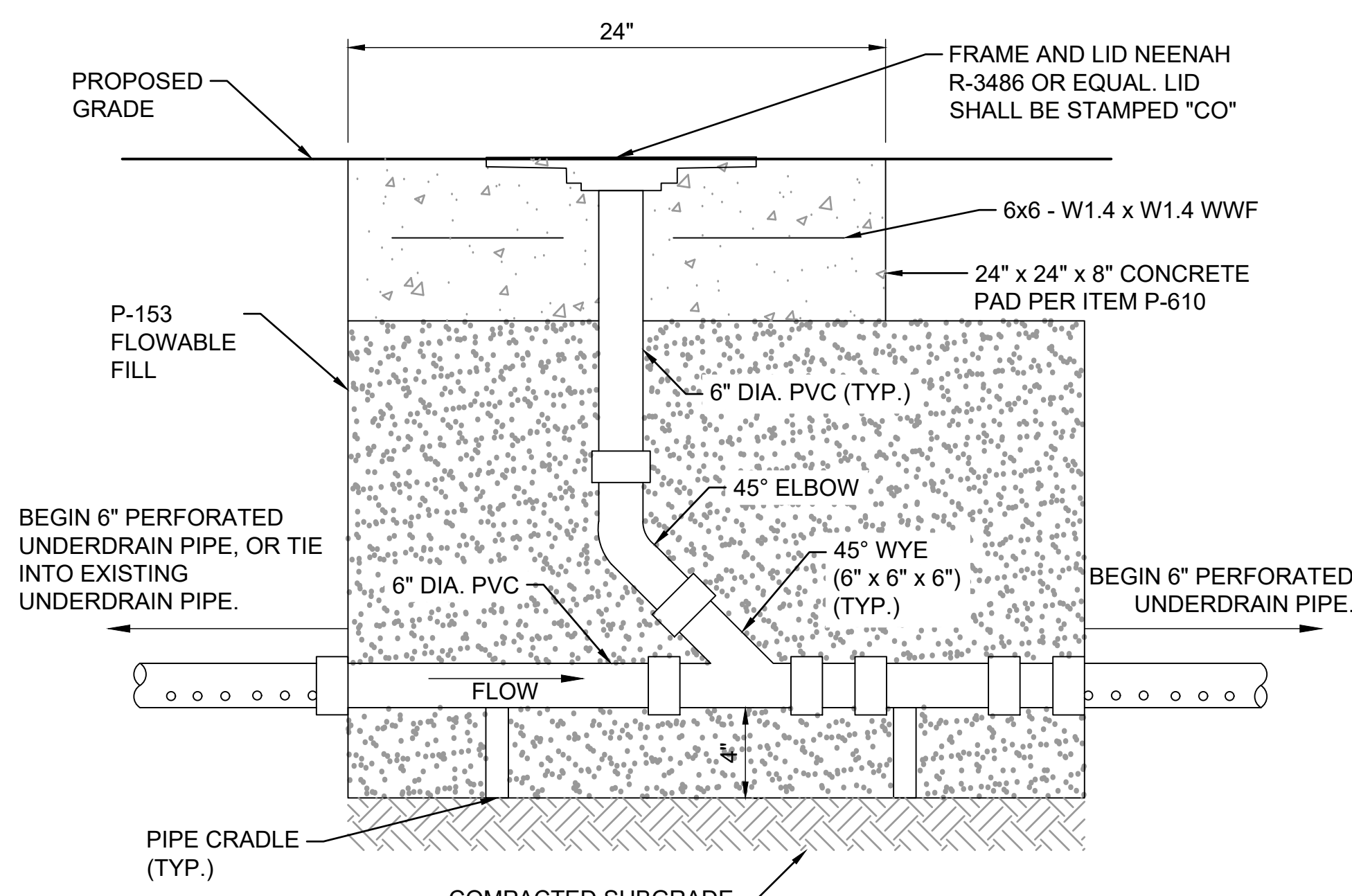
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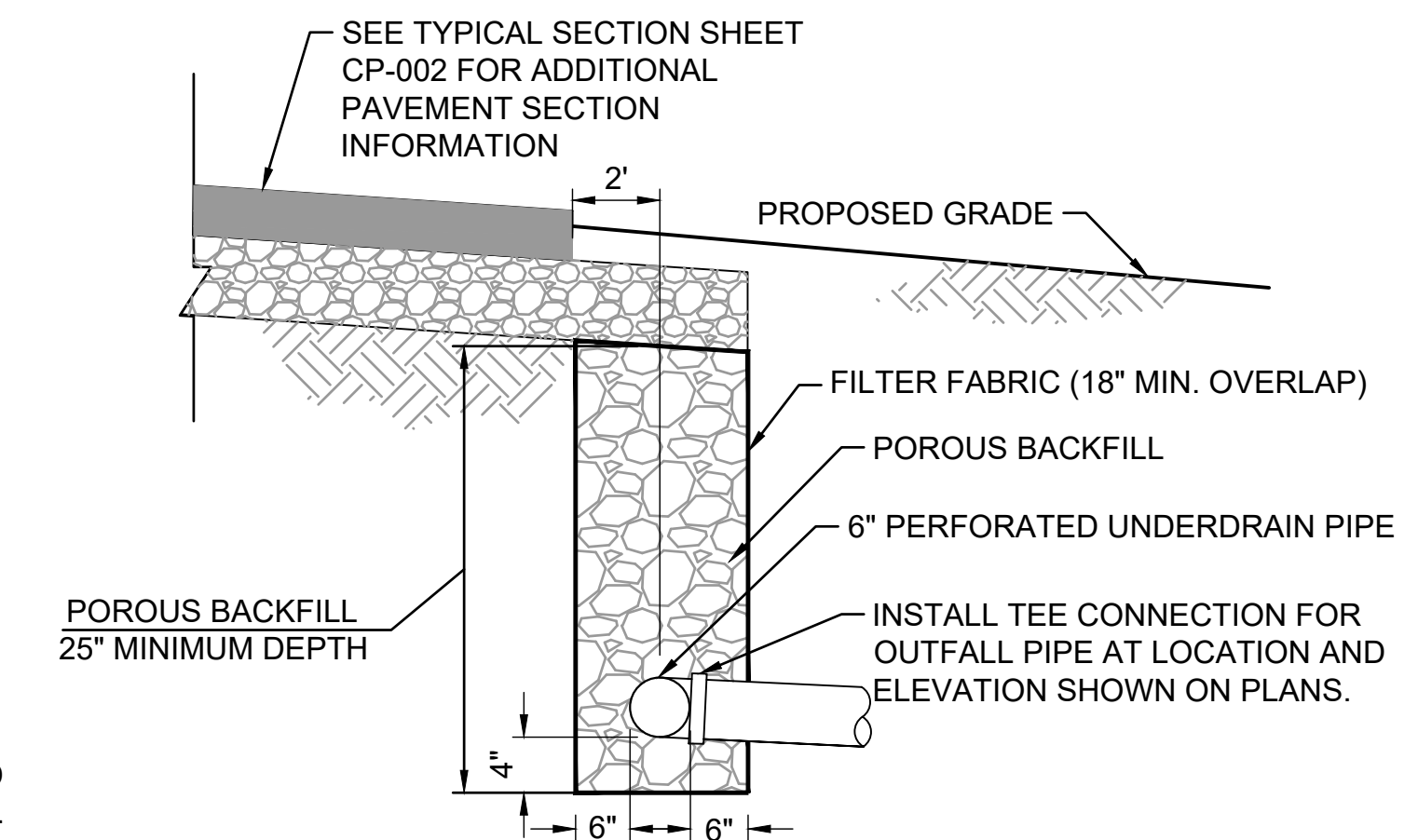
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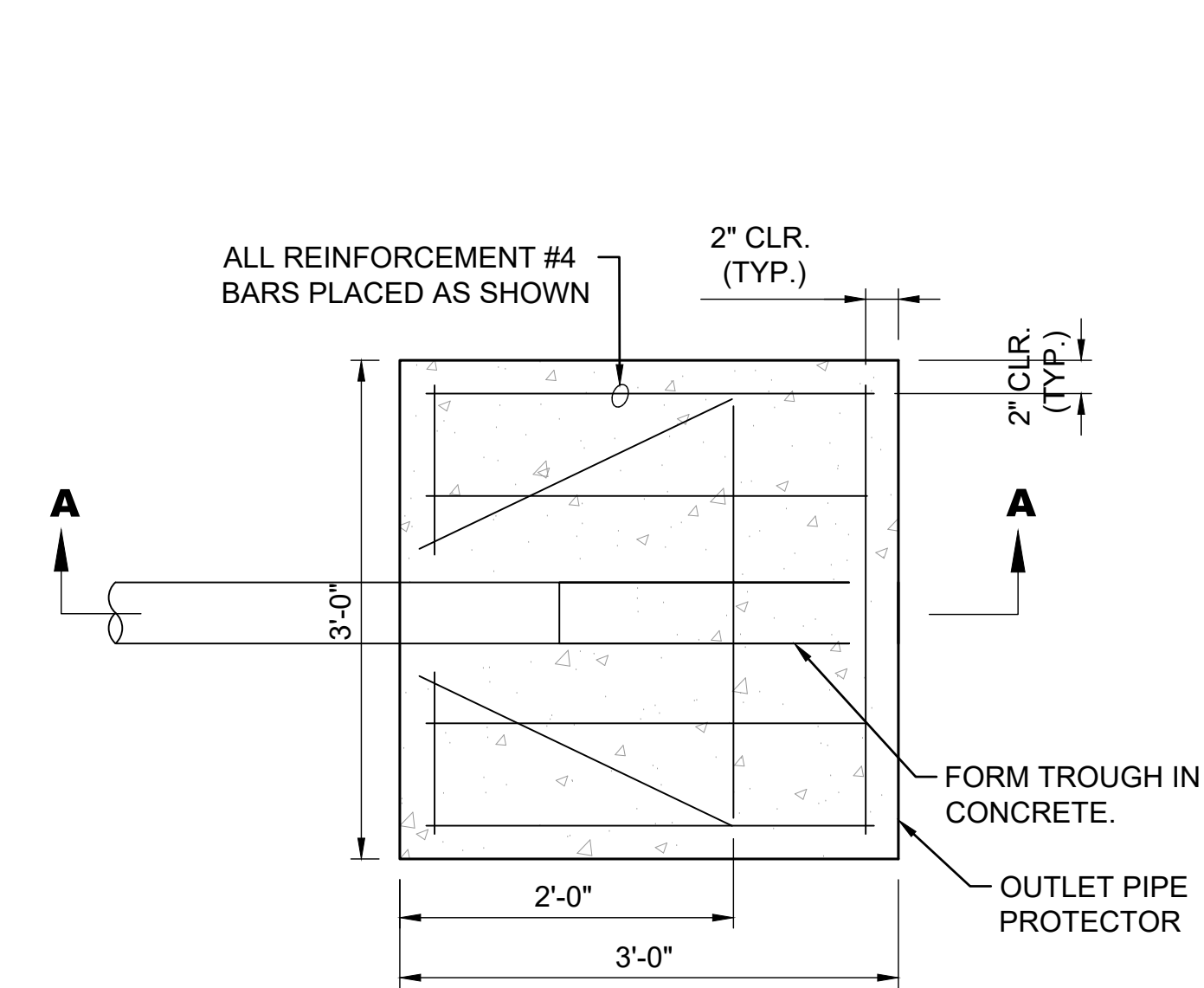
1 UNDERDRAIN END CLEANOUT
 SCALE: NONE
 PAY ITEM SPECIFICATION D-705.



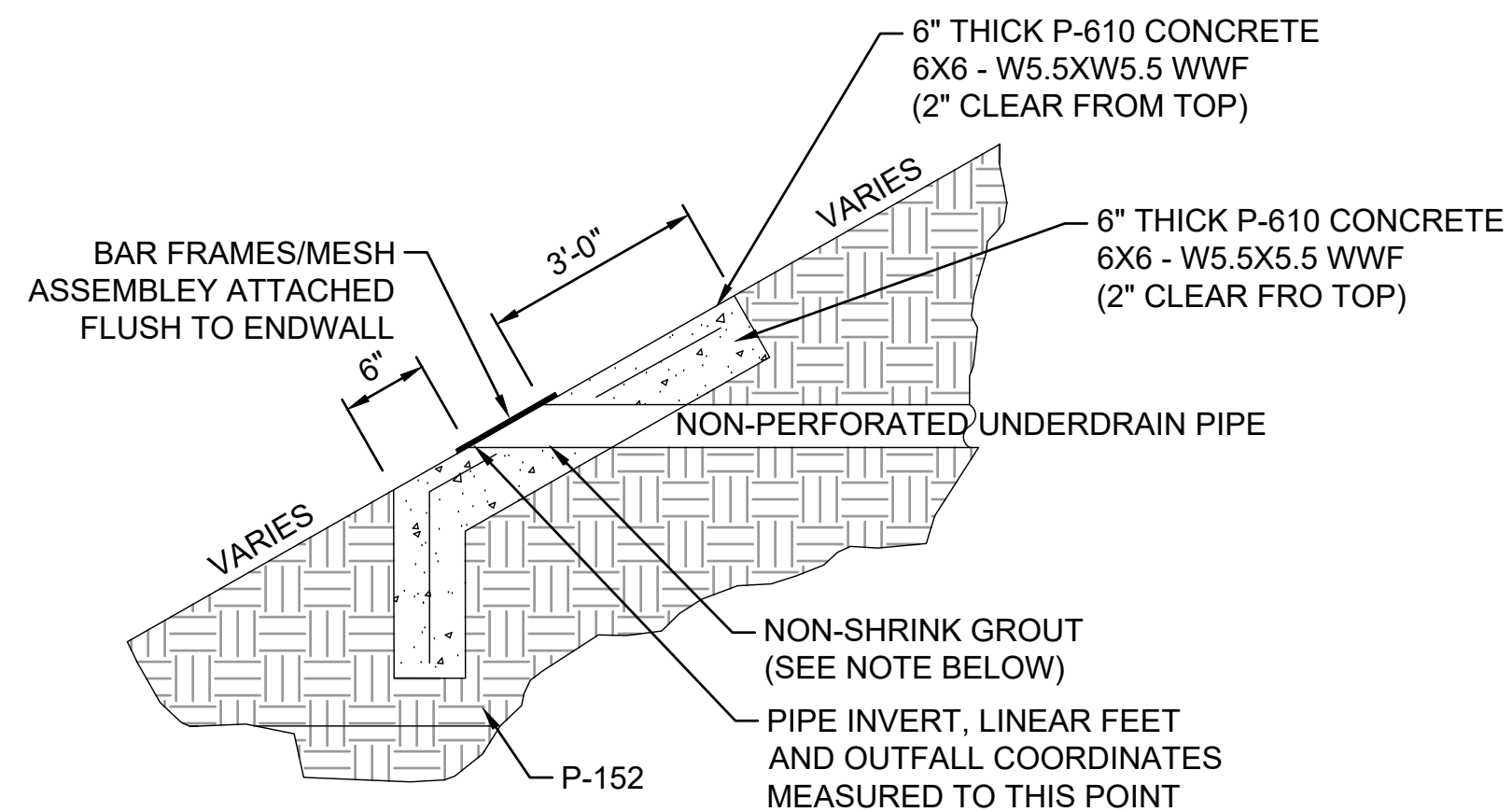
2 UNDERDRAIN IN LINE CLEANOUT
 SCALE: NONE
 PAY ITEM SPECIFICATION D-705.



3 UNDERDRAIN TYPICAL SECTION
 SCALE: NONE
 PAY ITEM SPECIFICATION D-705.

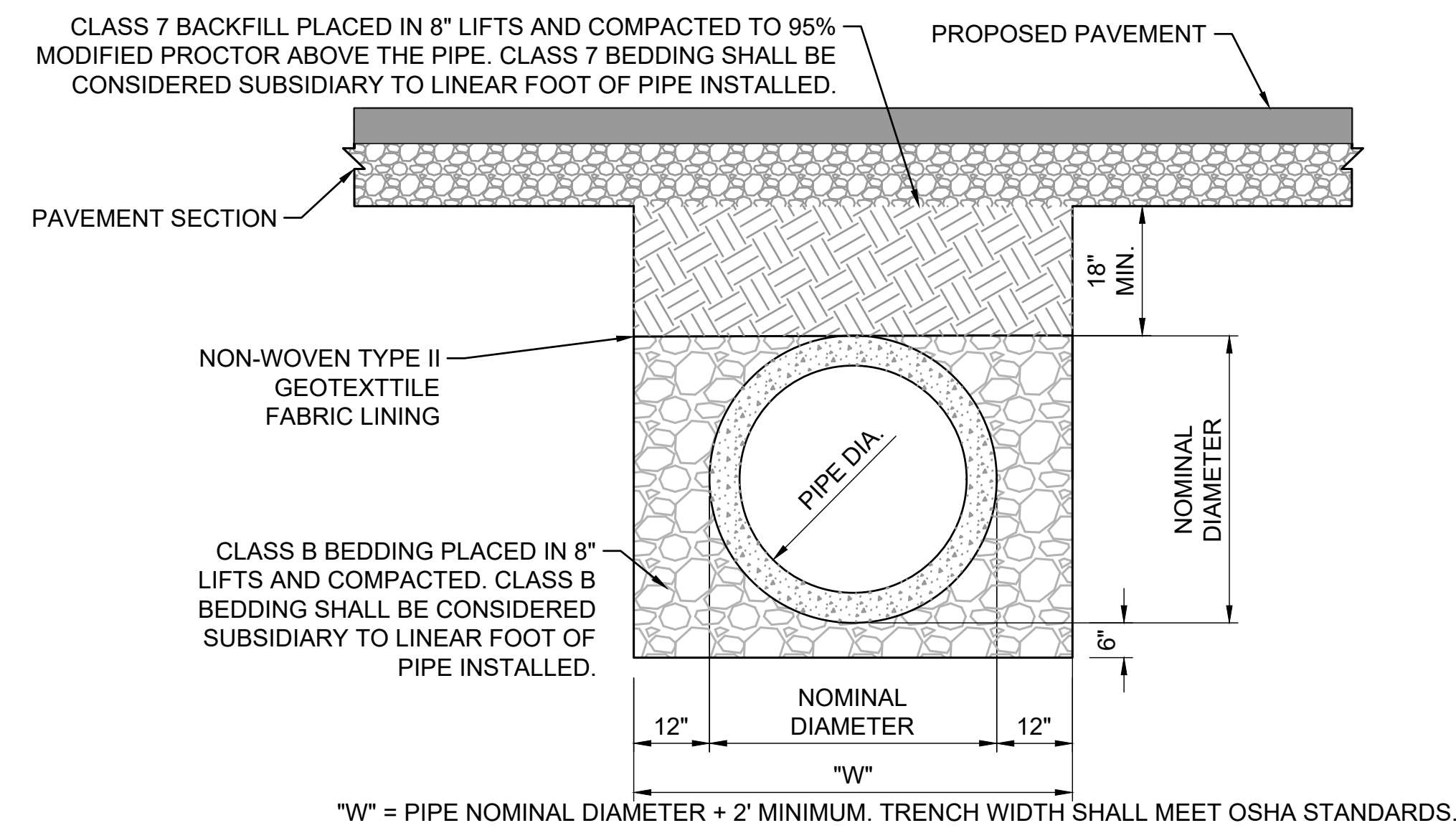


4A PLAN
 SCALE: NONE



4B OUTFALL END SECTION
 SCALE: NONE

4 OUTLET PROTECTOR
 SCALE: NONE
 PAY ITEM SPECIFICATION D-705.

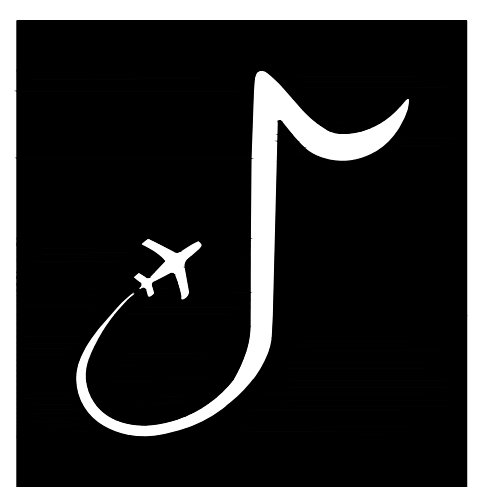


5 PIPE BACK FILLING UNDER PAVEMENT
 SCALE: NONE
 PAY ITEM SPECIFICATION D-705.

CONSTRUCTION SEQUENCE:

- EXCAVATE A TRENCH AT A WIDTH OF "W". THE DITCH SHALL COMPLY WITH OSHA REGULATIONS AT ALL TIMES AND MAY REQUIRE A TRENCH SAFETY SYSTEM. THIS INFORMATION MAY BE INCLUDED WITHIN THE MSCAA SAFETY MANUAL.
- LINE TRENCH WITH NON-WOVEN TYPE II GEOTEXTILE FABRIC AND FOLD EXCESS MATERIAL OVER EDGES OF TRENCH AND SECURE IN PLACE WITH SMALL PILES OF CLASS B BEDDING.
- PLACE 6" OF CLASS B BEDDING IN BOTTOM OF TRENCH FOR BEDDING MATERIAL. ENSURE SLOPE ON SURFACE OF CLASS B BEDDING COMPLIES WITH PLANS AND SPECIFICATION D-701.
- PLACE STORM PIPE IN TRENCH USING STANDARD CONSTRUCTION PRACTICE WITH CARE TAKEN NOT TO DAMAGE PIPE.
- BACKFILL TO 1/2 NOMINAL DIAMETER OF PIPE WITH CLASS B BEDDING PLACED IN 8" LIFTS AND COMPACTED.
- FOLD THE TYPE II GEOTEXTILE FABRIC OVER THE BACKFILLED MATERIAL SO THAT THE FABRIC MEETS THE EDGE OF THE STORM PIPE WITH NO GAPS PRESENT.
- PLACE ENGINEERED FILL ON TOP OF TYPE II GEOTEXTILE FABRIC PER SPECIFICATION P-152.

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JOB NO.

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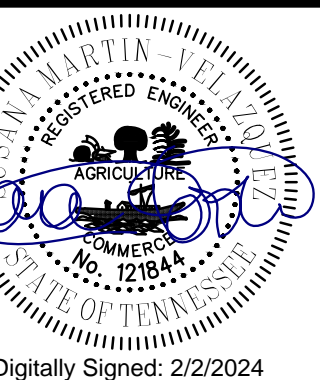
BSH

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SMC

APPROVED BY:

BWR



Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 DRAINAGE NOTES
 AND DETAILS 2

DWG. FILE NAME

CC-002

DATE

02/12/2024

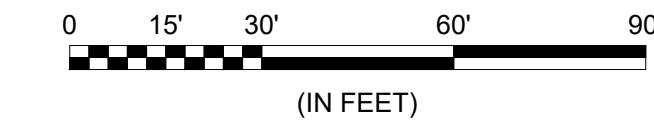
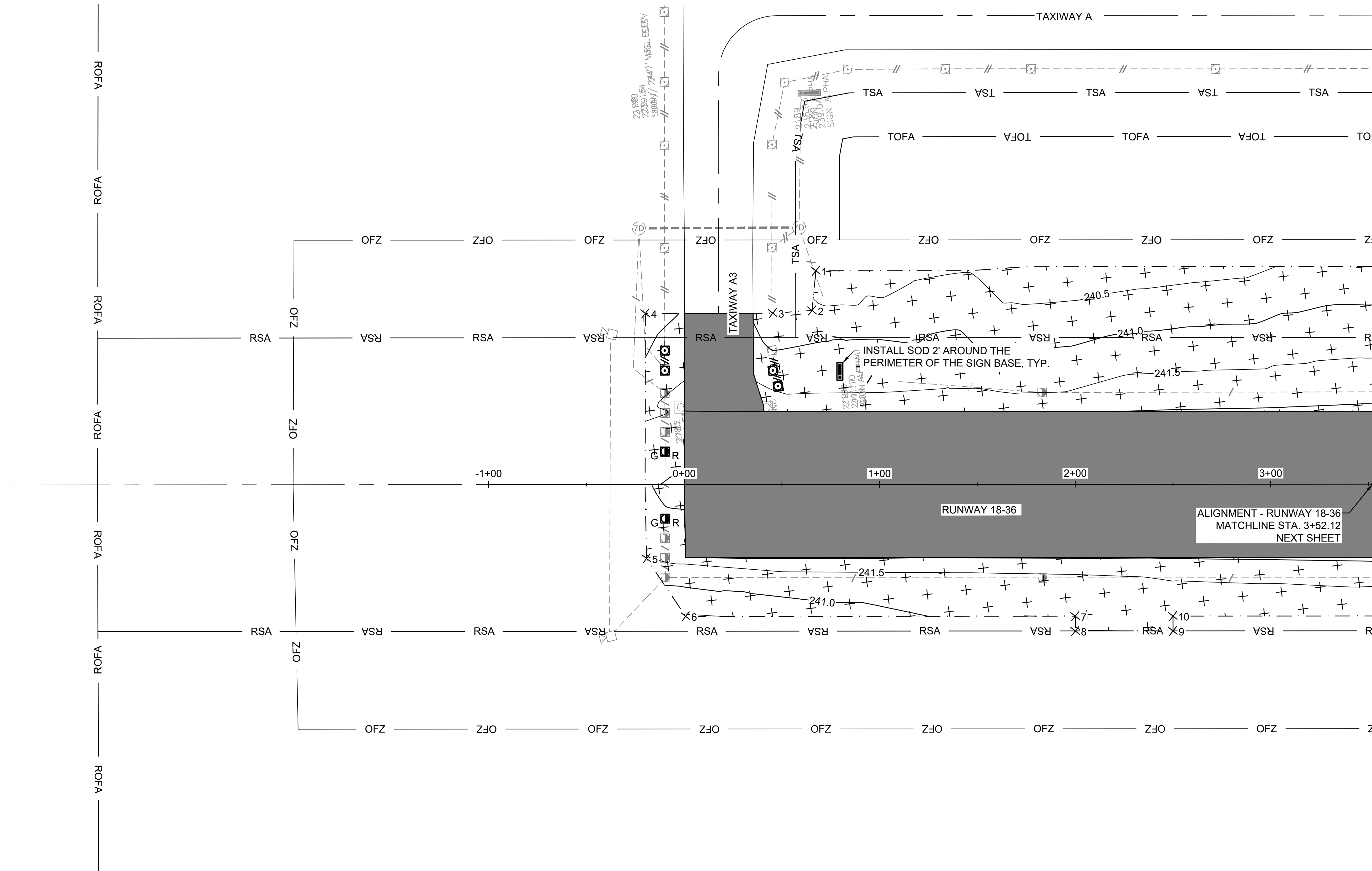
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AS SHOWN

SHEET NO.

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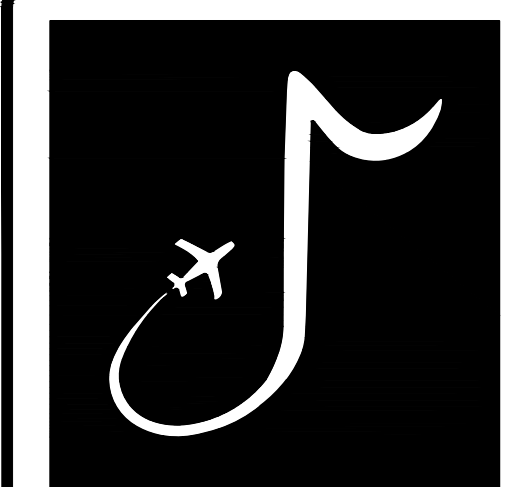


LEGEND	
	PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
	RSA - RUNWAY SAFETY AREA
	TSA - TAXIWAY SAFETY AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	PROPOSED SODDING LIMITS

NOTES:

- UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL SOD 10' ADJACENT TO ALL REMOVED AND PROPOSED PAVEMENT AREAS AND 10' ADJACENT TO ALL PROPOSED DRAINAGE STRUCTURES. ADDITIONALLY, CONTRACTOR WILL ADD SOD WHENEVER PROPOSED GRADE IS 1:6 OR STEEPER.
- UNLESS OTHERWISE NOTED, THE CONTRACTOR SHALL SOD TO THE LIMITS SHOWN IN THE PLANS. THESE LIMITS ARE BASED UPON THE PROPOSED GRADING LIMITS AND HAVE PROVIDED A MARGIN BEYOND THE LIMITS OF GRADING FOR THE CONTRACTOR'S MEANS AND METHODS OF SITE GRADING. PAYMENT FOR RESTORATION OUTSIDE OF THE LIMITS SHOWN WILL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- 4" OF TOPSOIL WILL BE REQUIRED PRIOR TO ALL SODDING INSTALLATION. TOPSOIL STRIPPED AND STOCKPILED BY THE CONTRACTOR PRIOR TO EARTHWORK SHALL BE REUSED AS TOPSOIL. ANY EXCESS STOCKPILED TOPSOIL AT THE COMPLETION OF THE PROJECT SHALL BE REMOVED BY THE CONTRACTOR AT THEIR EXPENSE.
- UNLESS OTHERWISE NOTED, ALL RESTORATION ASSOCIATED WITH ELECTRICAL IMPROVEMENTS IS SUBSIDIARY TO THE ELECTRICAL WORK ELEMENTS, AS OUTLINED IN THE ELECTRICAL SPECIFICATIONS. REFER TO ELECTRICAL SPECIFICATIONS FOR ADDITIONAL INFORMATION.

MATCHLINE SHEET CG-202, STATION 03+52.12



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 38116-3856

PROGRAM MANAGER / ENGINEER



GARVER, LLC
 6831 CRUMPLER BLVD.
 SUITE 101
 OLIVE BRANCH, MS 38654
 (662) 892-7592

JOB NO. 22A20280

DRAWN BY: ACH
 CHECKED BY: SMC
 APPROVED BY: BWR
 Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

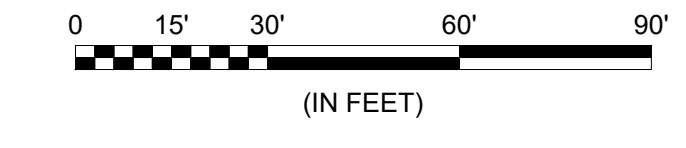
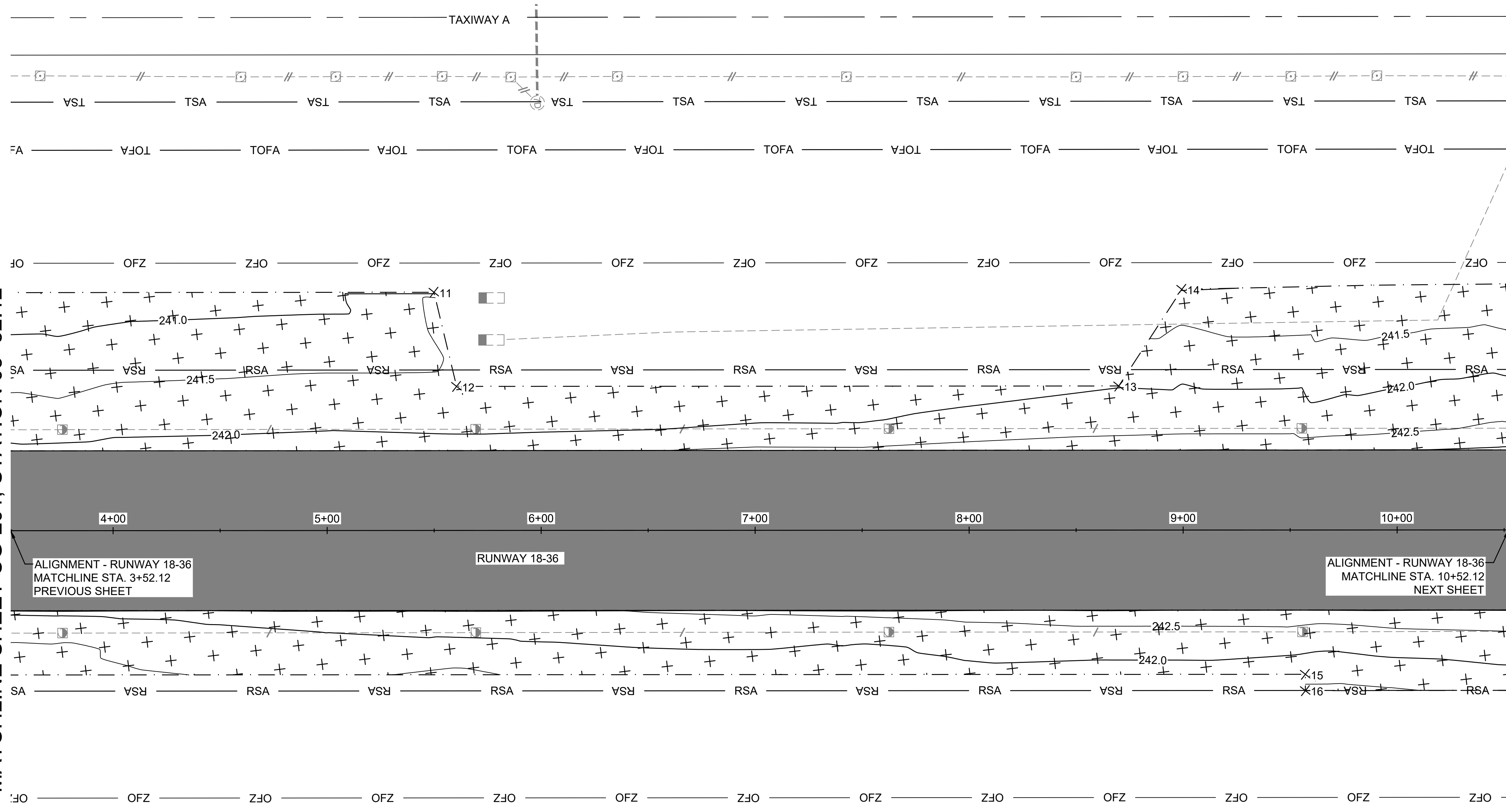
SHEET TITLE: RESTORATION PLAN 1

DWG. FILE NAME: CG-201
 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: 52

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MATCHLINE SHEET CG-201, STATION 03+52.12

MATCHLINE SHEET CG-203, STATION 10+52.12



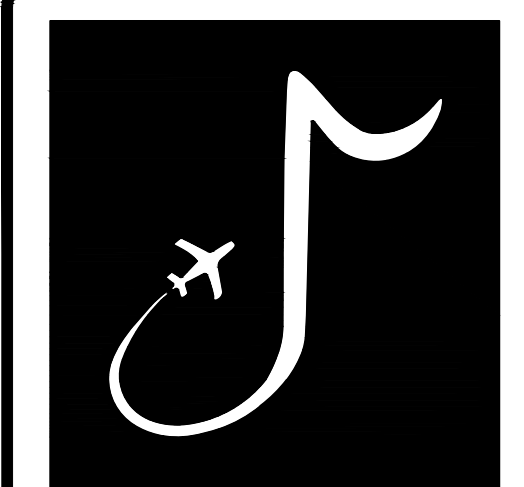
LEGEND	
	PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
	RSA - RUNWAY SAFETY AREA
	TSA - TAXIWAY SAFETY AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	PROPOSED SODDING LIMITS

NOTES:

- SEE SHEET CG-201 FOR RESTORATION NOTES.

ALIGNMENT - RUNWAY 18-36
 MATCHLINE STA. 3+52.12
 PREVIOUS SHEET

ALIGNMENT - RUNWAY 18-36
 MATCHLINE STA. 10+52.12
 NEXT SHEET



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 (662) 892-7592

JOB NO. 22A20280

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 CHECKED BY: SMC
 APPROVED BY: BWR
 Digitally Signed: 2/2/2024

CHARLES W. BAKER
 AIRPORT

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MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS

SHEET TITLE: RESTORATION PLAN 2

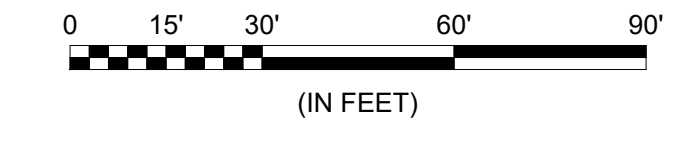
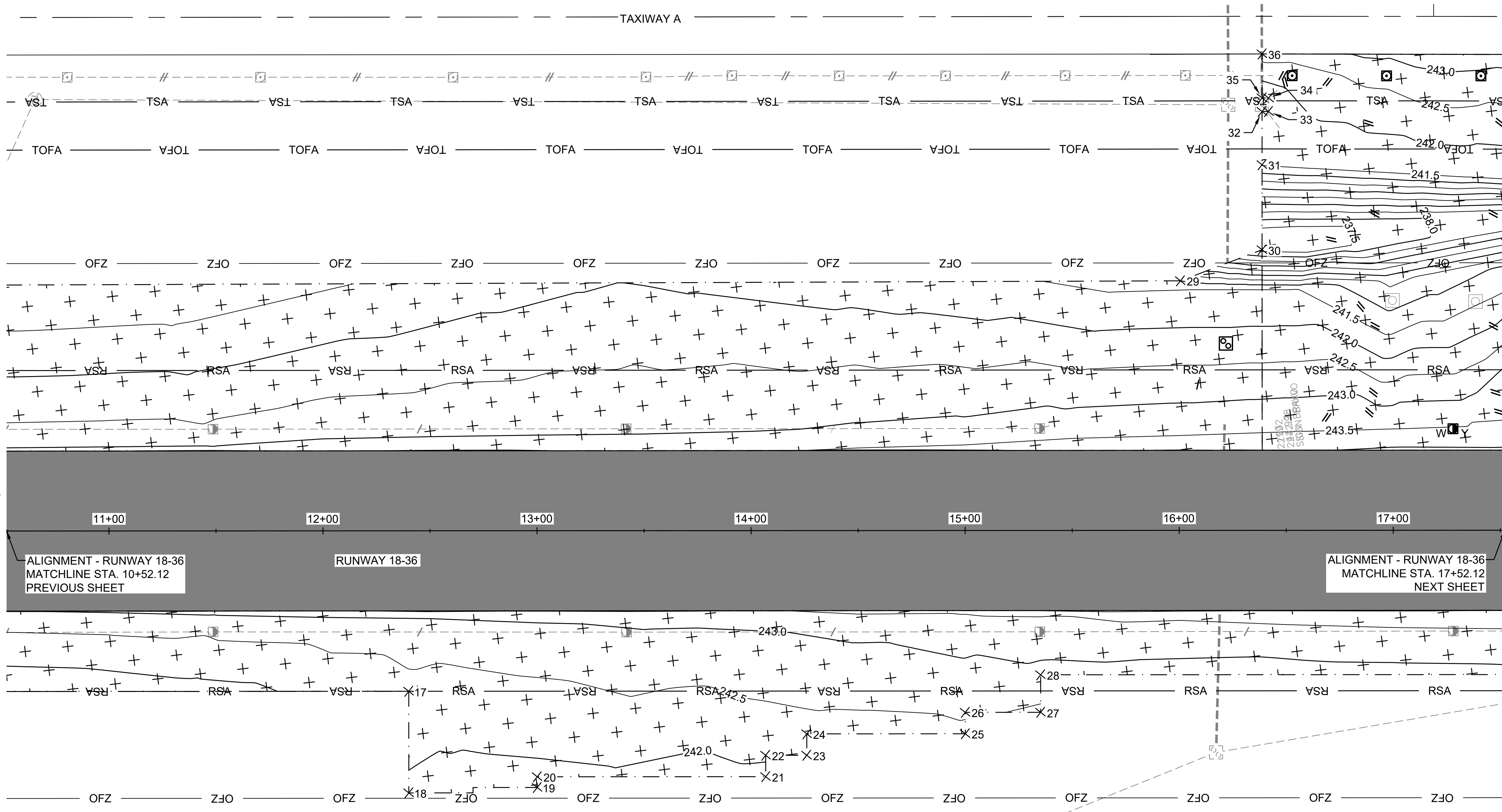
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 SHEET NO.: 53



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MATCHLINE SHEET CG-202, STATION 10+52.12

MATCHLINE SHEET CG-204, STATION 17+52.12



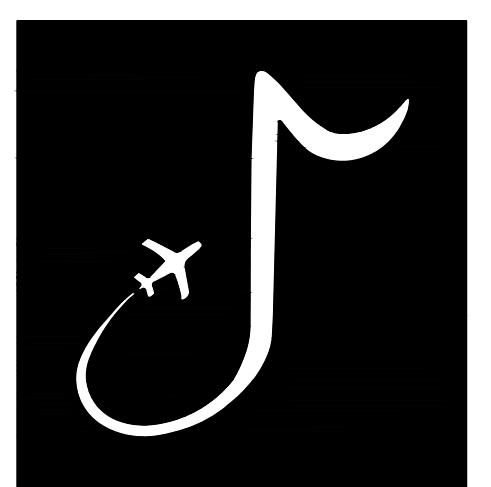
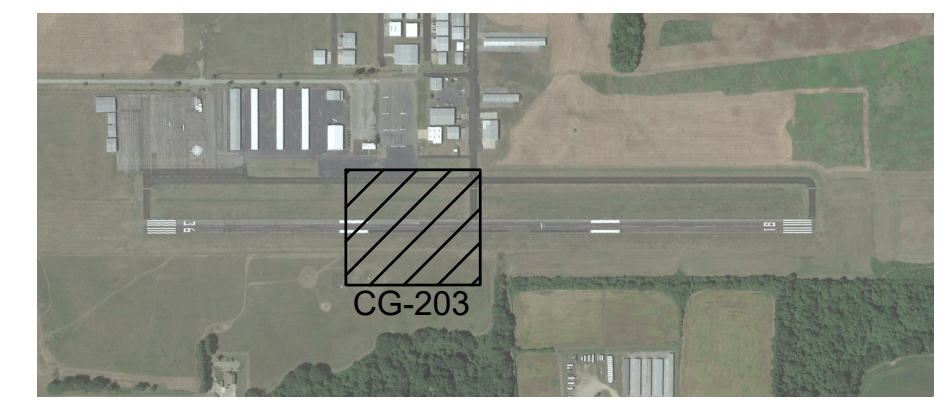
LEGEND

- PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- PROPOSED SODDING LIMITS

- NOTES:**
- SEE SHEET CG-201 FOR RESTORATION NOTES.

ALIGNMENT - RUNWAY 18-36
 MATCHLINE STA. 10+52.12
 PREVIOUS SHEET

ALIGNMENT - RUNWAY 18-36
 MATCHLINE STA. 17+52.12
 NEXT SHEET



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CHARLES W. BAKER AIRPORT

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REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

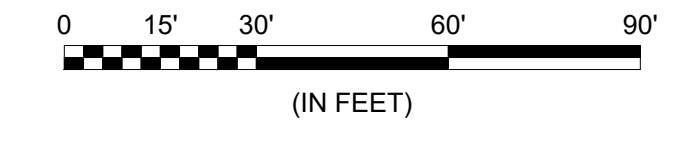
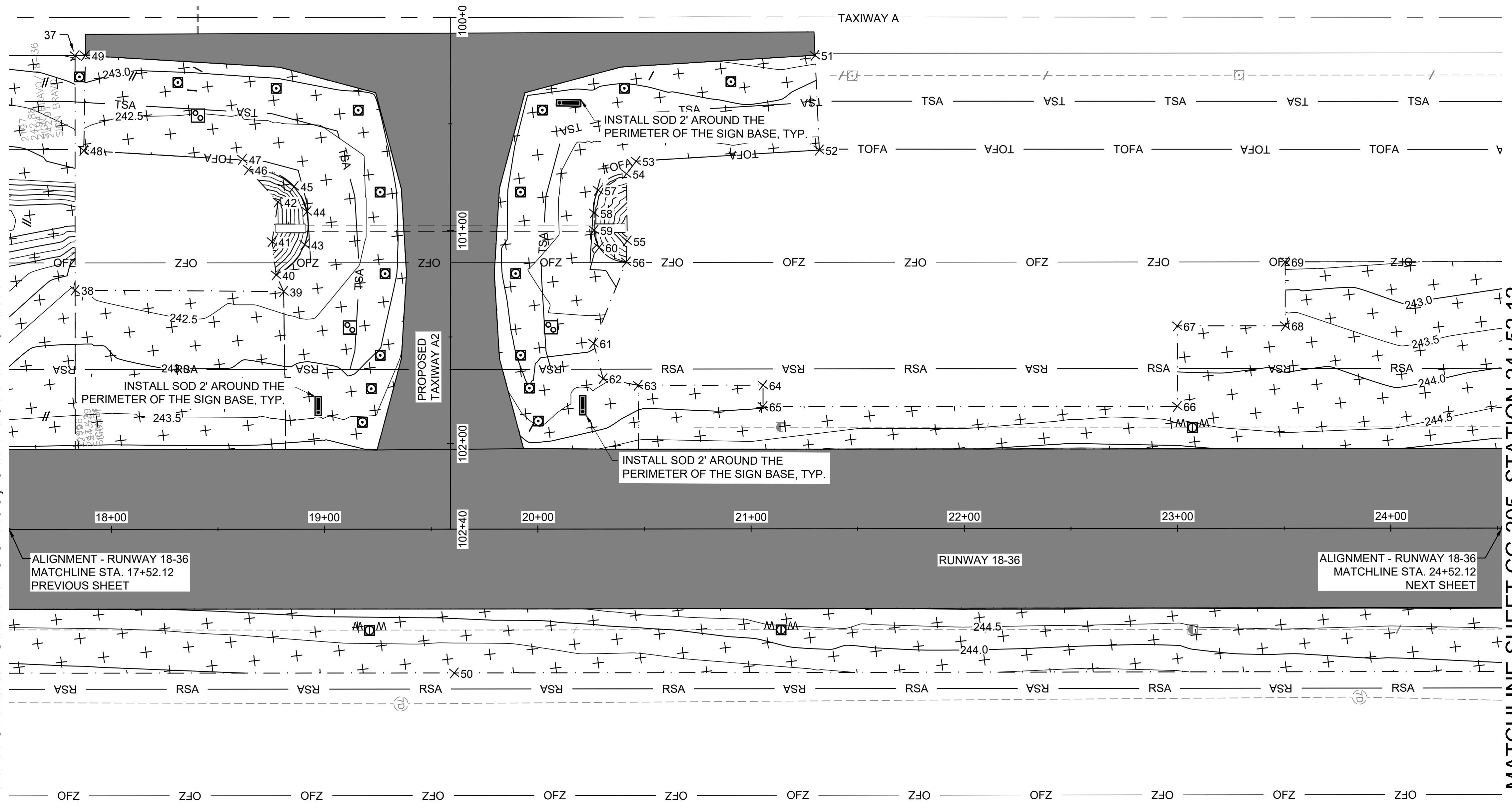
SHEET TITLE: RESTORATION PLAN 3

DWG. FILE NAME: CG-203
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 SCALE: AS SHOWN
 SHEET NO. 54

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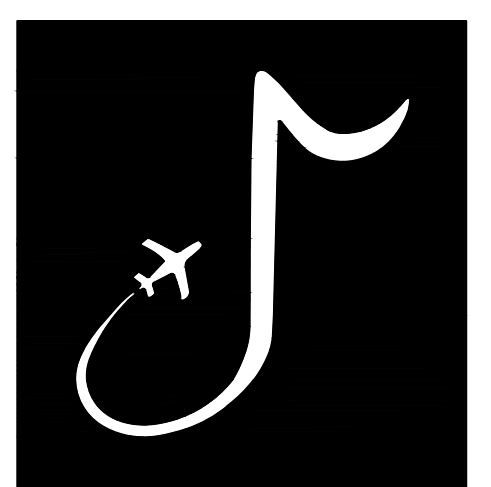
MATCHLINE SHEET CG-203, STATION 17+52.12

MATCHLINE SHEET CG-205, STATION 24+52.12



LEGEND	
	PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
	PROPOSED SODDING LIMITS
	RSA - RUNWAY SAFETY AREA
	TSA - TAXIWAY SAFETY AREA
	TOFA - TAXIWAY OBJECT FREE AREA

- NOTES:
- SEE SHEET CG-201 FOR RESTORATION NOTES.



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MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: RESTORATION PLAN 4

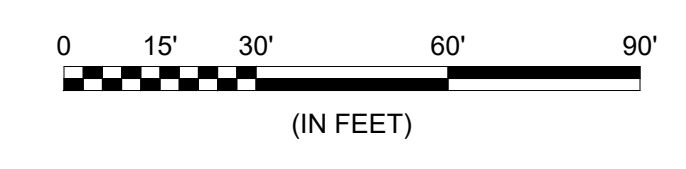
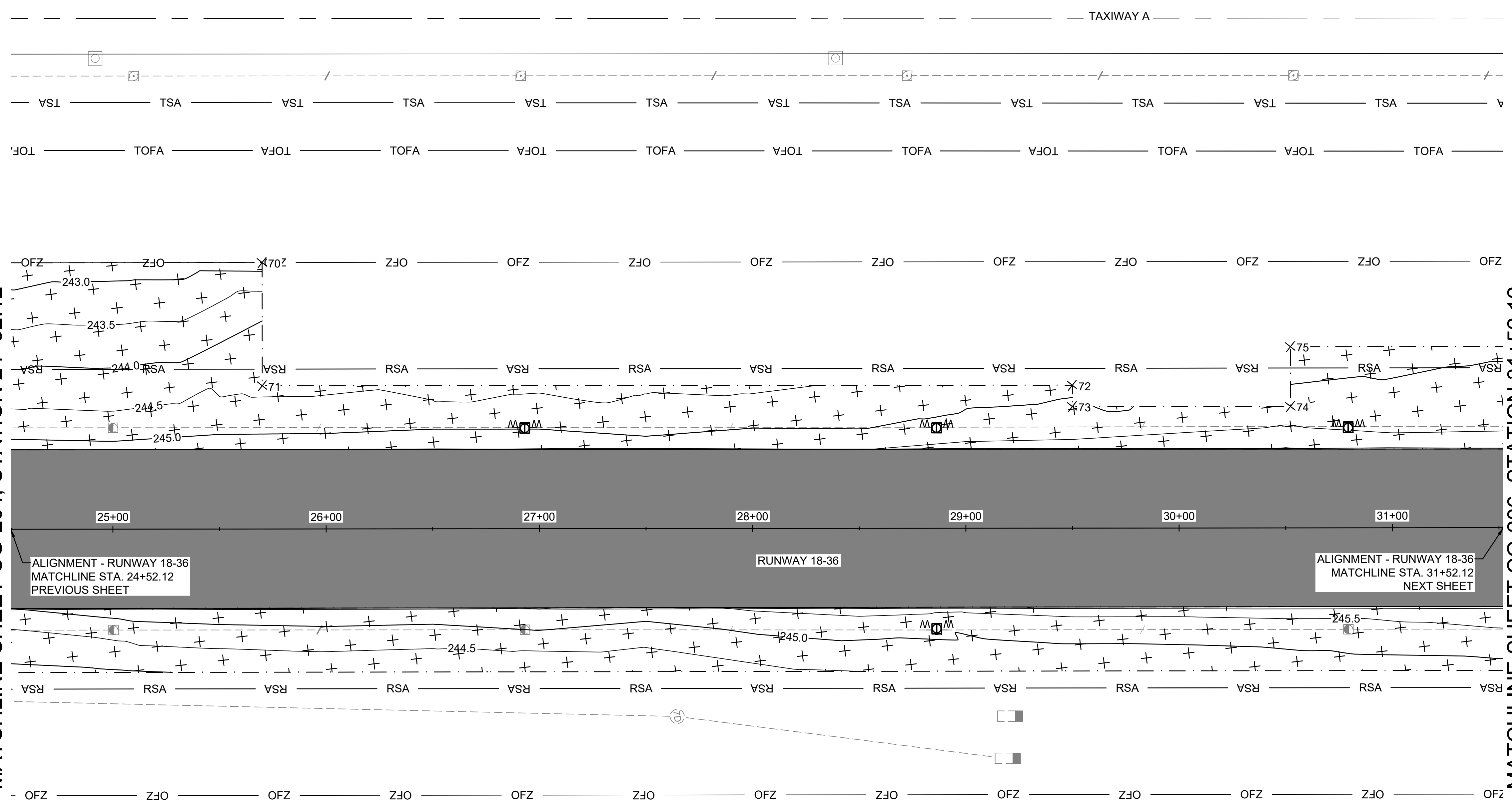
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MATCHLINE SHEET CG-204, STATION 24+52.12

MATCHLINE SHEET CG-206, STATION 31+52.12

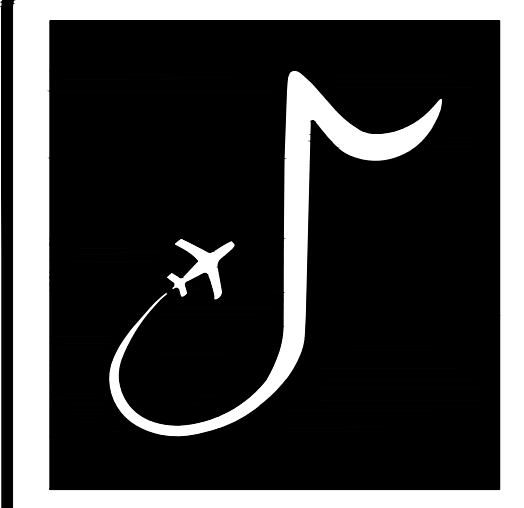
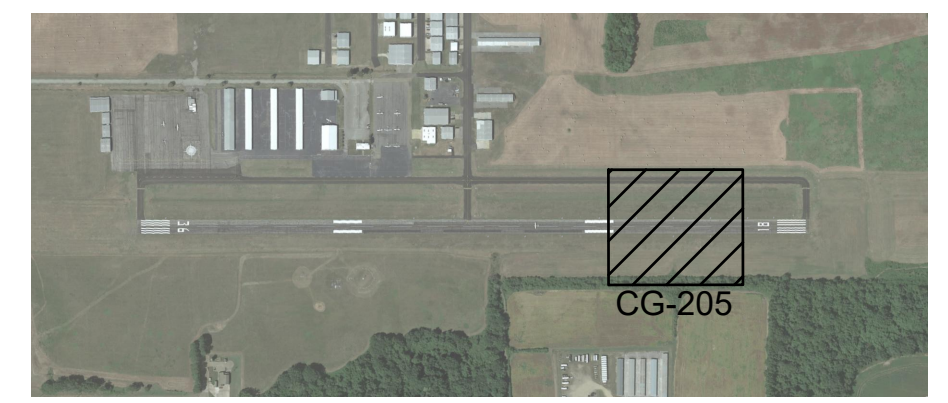


LEGEND	
	PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
	RSA - RUNWAY SAFETY AREA
	TSA - TAXIWAY SAFETY AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	PROPOSED SODDING LIMITS

- NOTES:
- SEE SHEET CG-201 FOR RESTORATION NOTES.

ALIGNMENT - RUNWAY 18-36
 MATCHLINE STA. 24+52.12
 PREVIOUS SHEET

ALIGNMENT - RUNWAY 18-36
 MATCHLINE STA. 31+52.12
 NEXT SHEET



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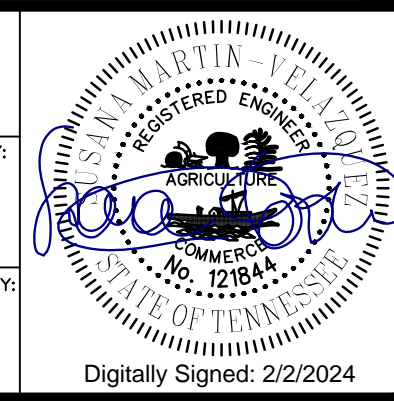
PROGRAM MANAGER / ENGINEER



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CHARLES W. BAKER
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MSCAA PROJ. NO. 22-1458-01

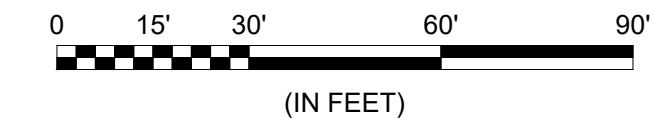
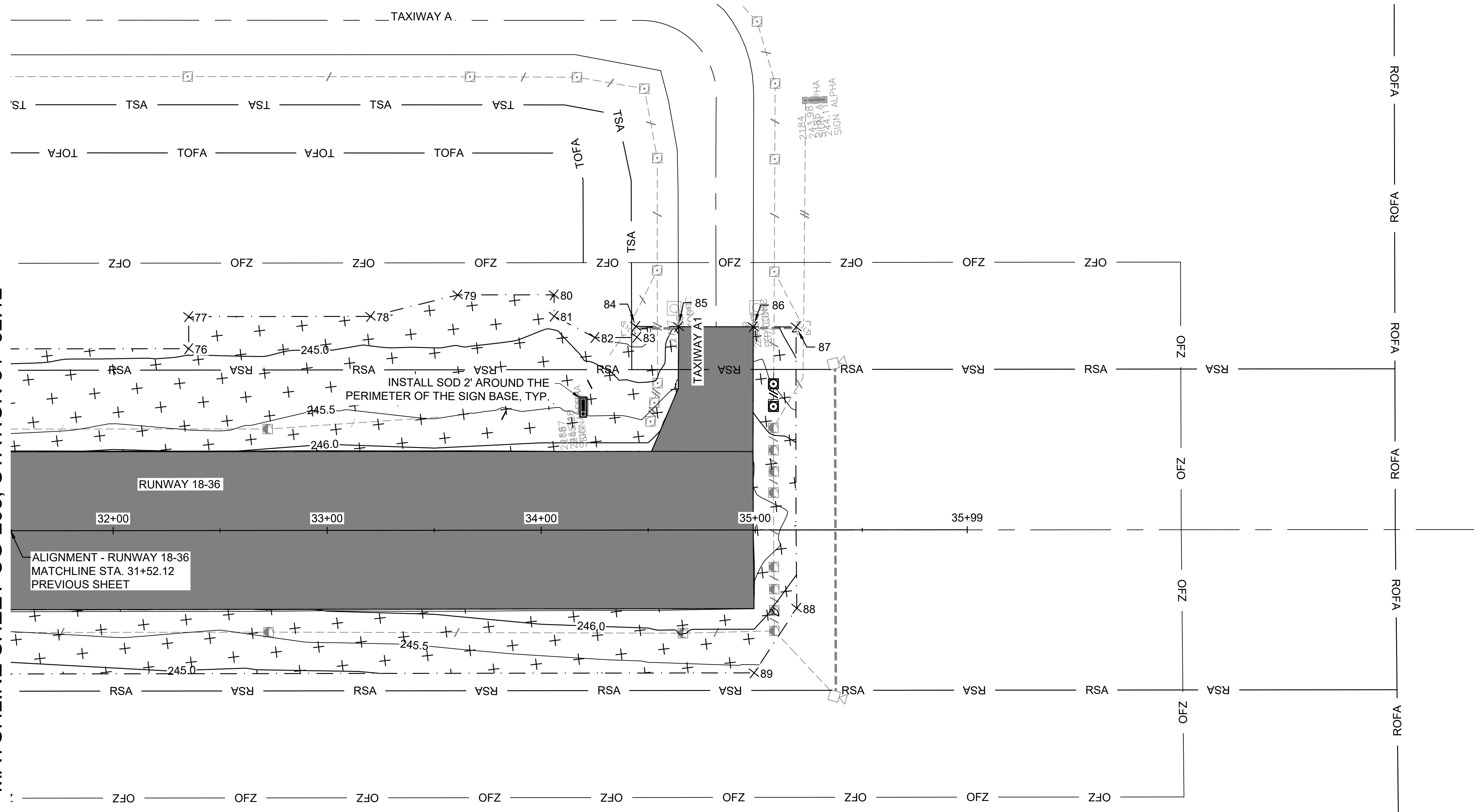
PROJECT: CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS

SHEET TITLE: RESTORATION PLAN 5

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DATE	02/12/2024
SCALE	AS SHOWN
SHEET NO.	56

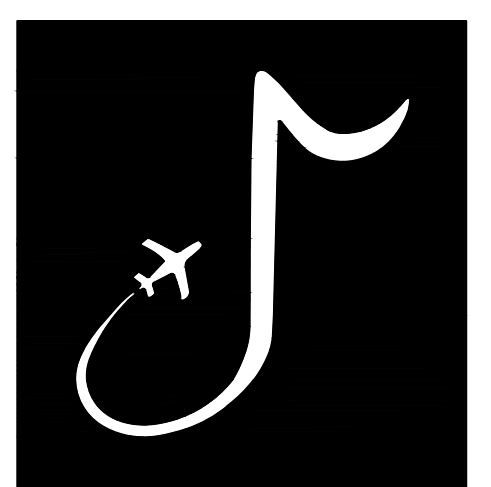
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MATCHLINE SHEET CG-205, STATION 31+52.12



LEGEND	
	PROPOSED RUNWAY AND TAXIWAY ASPHALT PAVEMENT
	RSA - RUNWAY SAFETY AREA
	TSA - TAXIWAY SAFETY AREA
	TOFA - TAXIWAY OBJECT FREE AREA
	PROPOSED SODDING LIMITS

- NOTES:
- SEE SHEET CG-201 FOR RESTORATION NOTES.



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PROGRAM MANAGER / ENGINEER	22A20280
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CHARLES W. BAKER AIRPORT

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MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: RESTORATION PLAN 6

DWG. FILE NAME	CG-206
DATE	02/12/2024
SCALE	AS SHOWN
SHEET NO.	57

RESTORATION POINT TABLE		
POINT #	NORTHING	EASTING
1	366152.92	795061.43
2	366148.57	795081.34
3	366128.47	795080.37
4	366063.71	795072.77
5	366049.55	795197.27
6	366065.94	795229.03
7	366263.81	795252.43
8	366262.92	795259.95
9	366312.58	795265.82
10	366313.47	795258.30
11	366632.38	795116.01
12	366637.68	795160.95
13	366944.99	795197.26
14	366979.56	795155.89
15	367015.66	795341.36
16	367014.77	795348.96
17	367295.73	795382.09
18	367290.15	795429.26
19	367350.03	795433.82
20	367350.61	795428.86

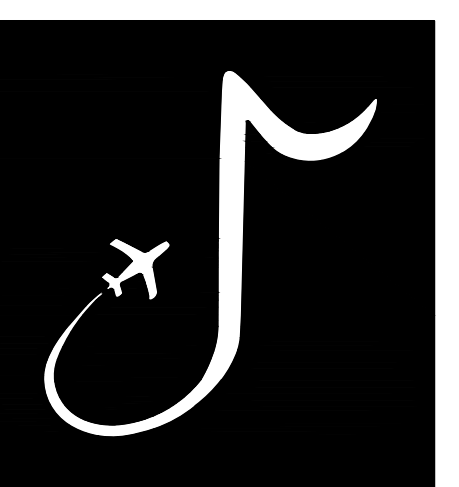
RESTORATION POINT TABLE		
POINT #	NORTHING	EASTING
21	367456.61	795441.39
22	367457.79	795431.46
23	367476.85	795433.72
24	367478.03	795423.79
25	367551.58	795432.49
26	367552.75	795422.55
27	367587.73	795426.69
28	367589.79	795409.27
29	367676.38	795234.12
30	367715.95	795224.21
31	367720.64	795184.74
32	367723.58	795160.01
33	367726.55	795160.40
34	367727.33	795154.12
35	367724.32	795153.73
36	367726.75	795133.31
37	367869.98	795150.70
38	367857.00	795259.93
39	367954.05	795272.11
40	367951.46	795263.96

RESTORATION POINT TABLE		
POINT #	NORTHING	EASTING
41	367951.41	795248.22
42	367956.42	795230.11
43	367966.51	795251.42
44	367969.36	795236.10
45	367964.77	795223.77
46	367944.47	795213.36
47	367942.22	795208.25
48	367868.80	795195.36
49	367874.78	795151.23
50	368012.41	795459.26
51	368214.58	795191.47
52	368211.34	795235.85
53	368125.41	795230.90
54	368120.23	795236.23
55	368116.84	795267.56
56	368115.28	795277.33
57	368106.18	795242.35
58	368102.96	795252.68
59	368102.05	795260.68
60	368103.46	795269.00

RESTORATION POINT TABLE		
POINT #	NORTHING	EASTING
61	368095.53	795313.39
62	368097.97	795330.40
63	368113.96	795335.40
64	368172.10	795342.27
65	368170.93	795352.20
66	368363.92	795375.01
67	368368.33	795337.58
68	368418.56	795343.49
69	368422.07	795313.70
70	368640.08	795339.37
71	368633.32	795396.78
72	369010.60	795441.37
73	369009.43	795451.30
74	369111.01	795463.31
75	369114.28	795435.48
76	369296.15	795456.89
77	369297.91	795441.99
78	369382.32	795451.93
79	369423.98	795446.77
80	369468.67	795452.03

RESTORATION POINT TABLE		
POINT #	NORTHING	EASTING
81	369467.50	795461.96
82	369485.25	795474.12
83	369504.71	795476.29
84	369504.85	795471.18
85	369524.70	795473.68
86	369559.30	795477.85
87	369579.18	795480.27
88	369564.00	795610.87
89	369540.61	795638.52

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 (662) 892-7592

JOB NO. 22A20280

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CHECKED BY:	SMC
APPROVED BY:	BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

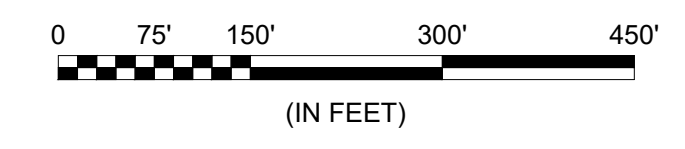
MSCAA PROJ. NO. **22-1458-01**

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 RESTORATION PLAN DATA

DWG. FILE NAME: **CG-207**
 DATE: 02/12/2024
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 SHEET NO.: **58**

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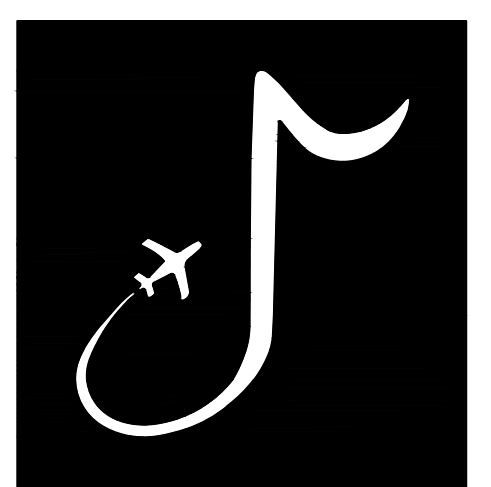


LEGEND

- PROPOSED ASPHALT PAVEMENT
- 0+XX - 34+XX RUNWAY 18-36 CROSS SECTIONS
- 100+XX - 102+XX TAXIWAY A2 CROSS SECTIONS

NOTES:

1. SHEET SHOULD BE PRINTED IN COLOR.
2. LINES ASSOCIATED WITH EACH CROSS SECTION STATION INDICATE THE ALIGNMENT OF EACH SECTION CUT. FOR CROSS SECTION CUTS NOT FULLY PERPENDICULAR TO THE ALIGNMENT, OFFSETS SHOWN IN THE CROSS SECTIONS REPRESENT THE DISTANCE, ALONG THE LINE, FROM THE PAVEMENT CENTERLINE.



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JOB NO.

22A20280

DRAWN BY:

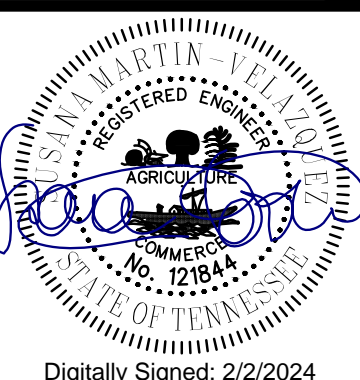
ACH

CHECKED BY:

SMC

APPROVED BY:

BWR



Digitally Signed: 2/2/2024

CHARLES W. BAKER
AIRPORT

ISSUED
FOR BID

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER
RUNWAY PAVEMENT
IMPROVEMENTS

SHEET TITLE:

CROSS SECTION
 OVERVIEW

DWG. FILE NAME

XS-001

DATE

02/12/2024

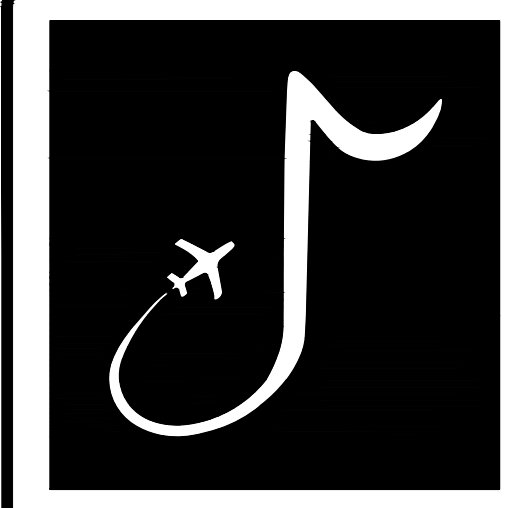
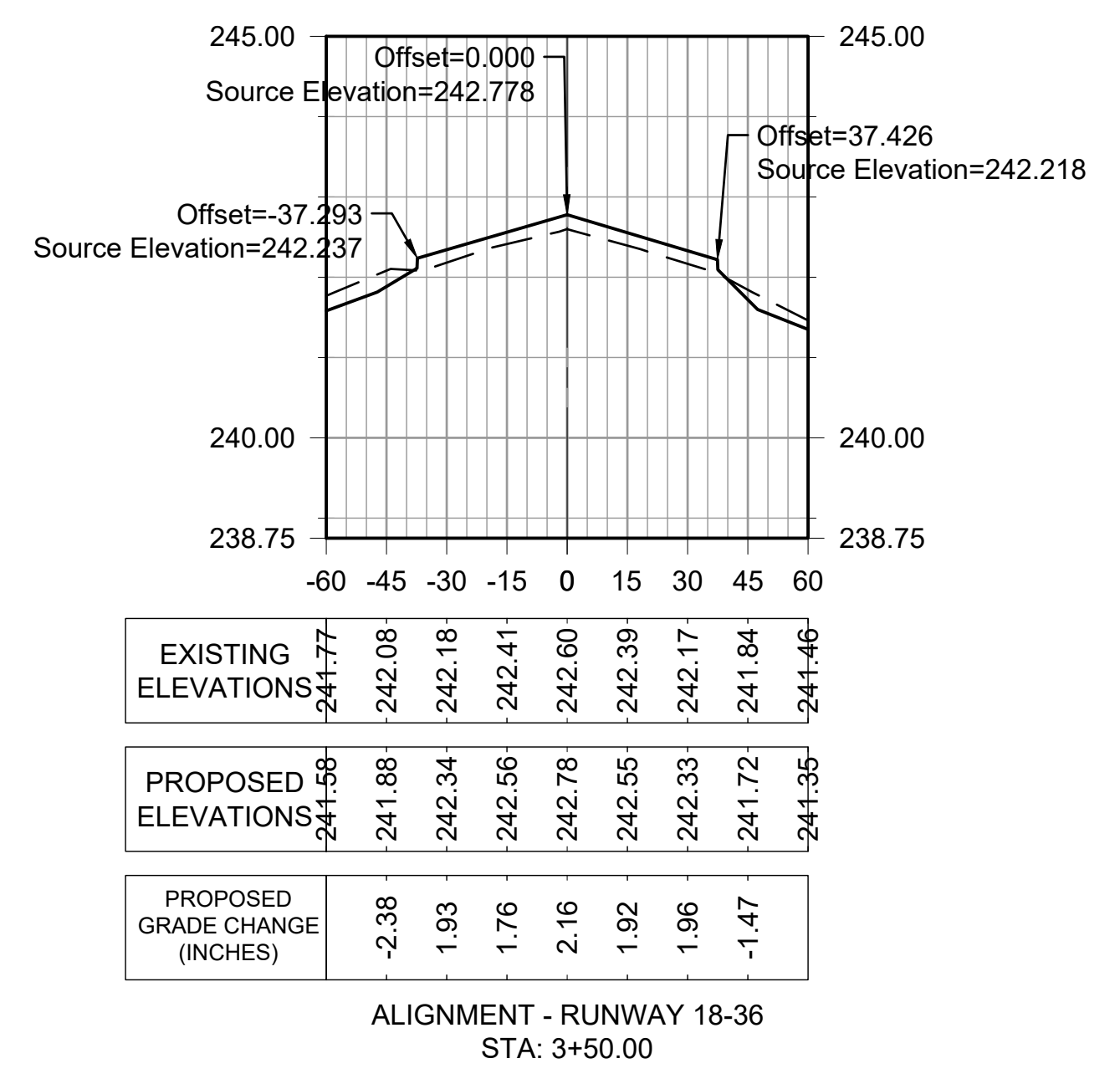
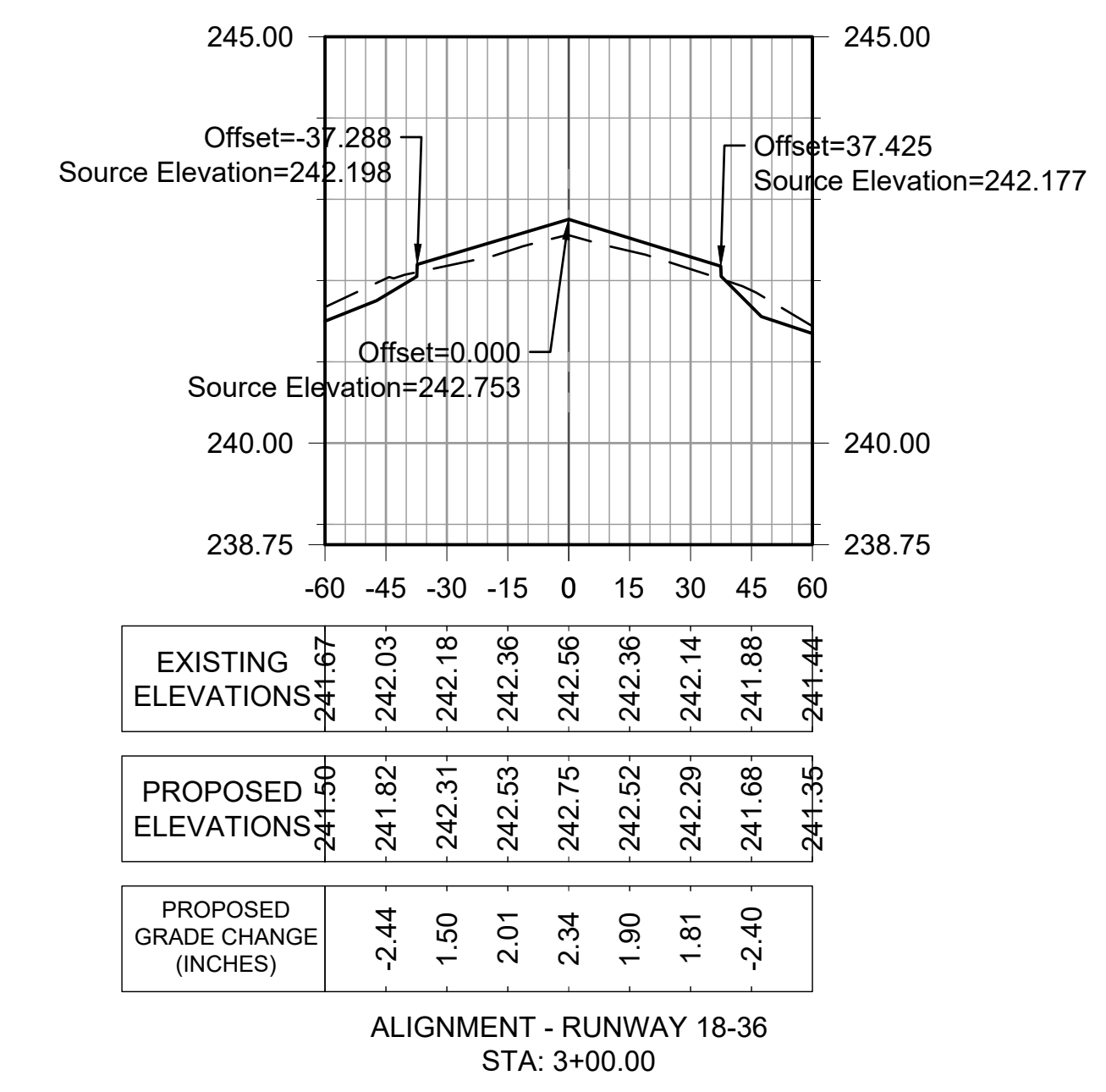
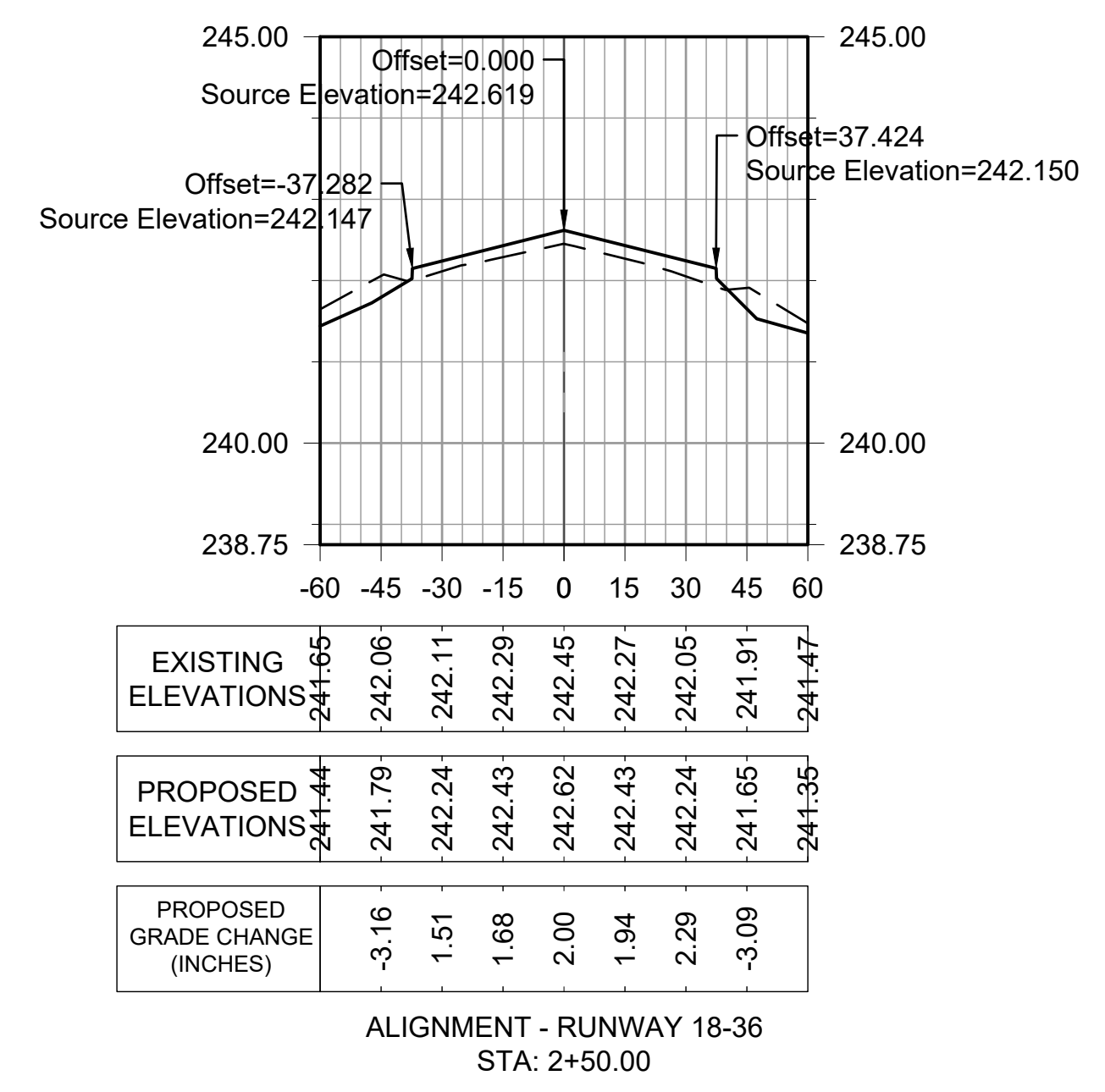
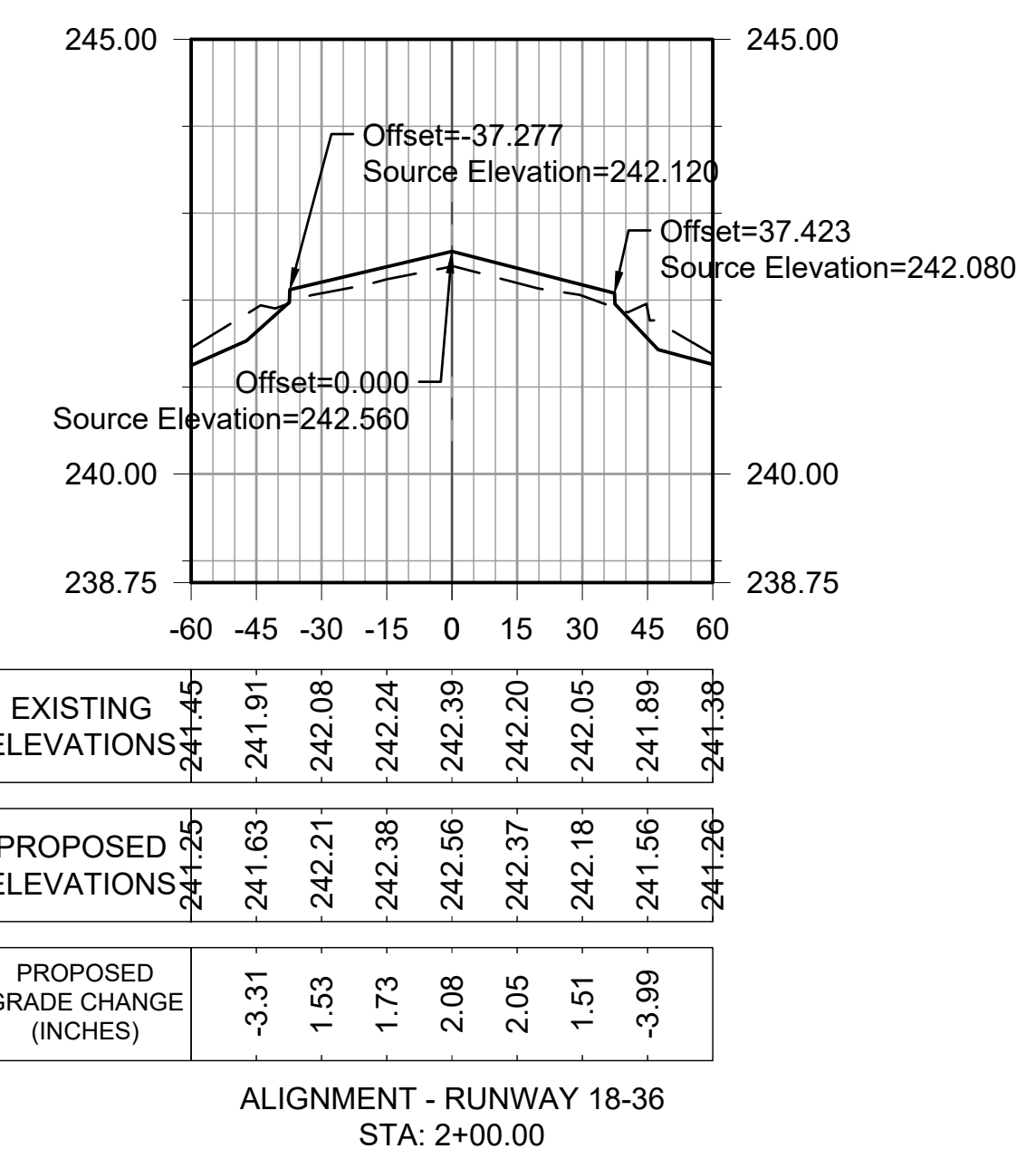
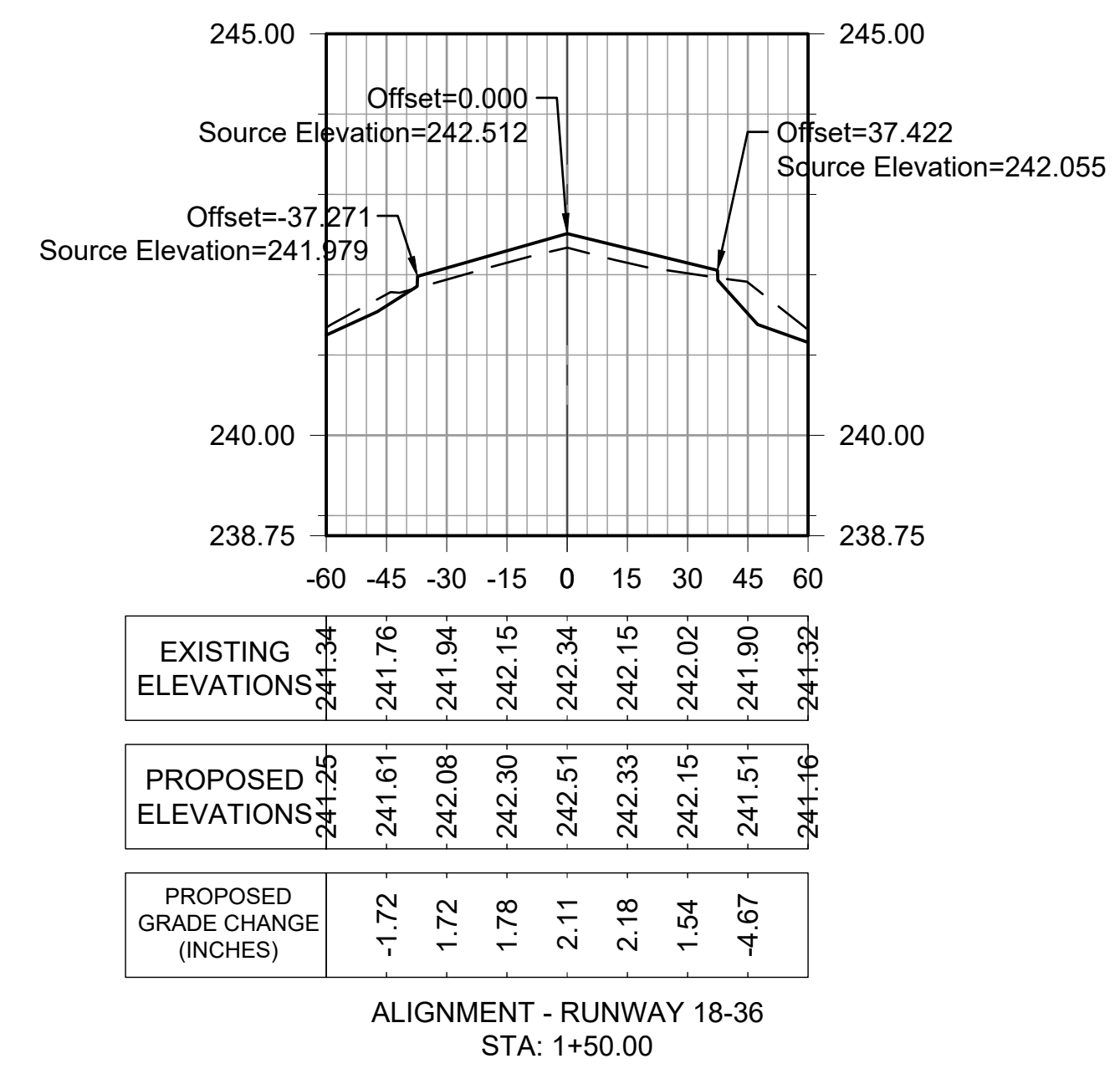
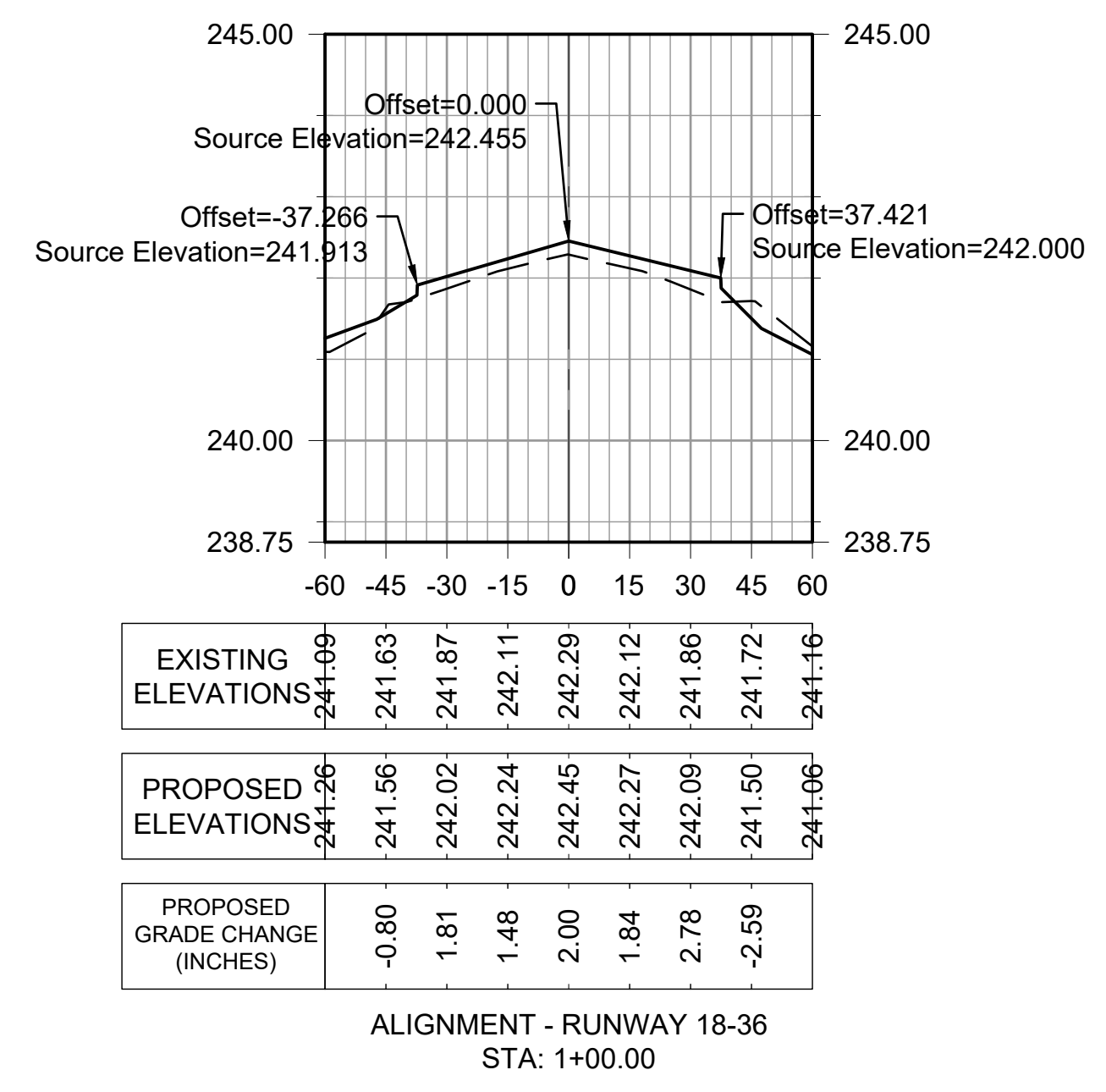
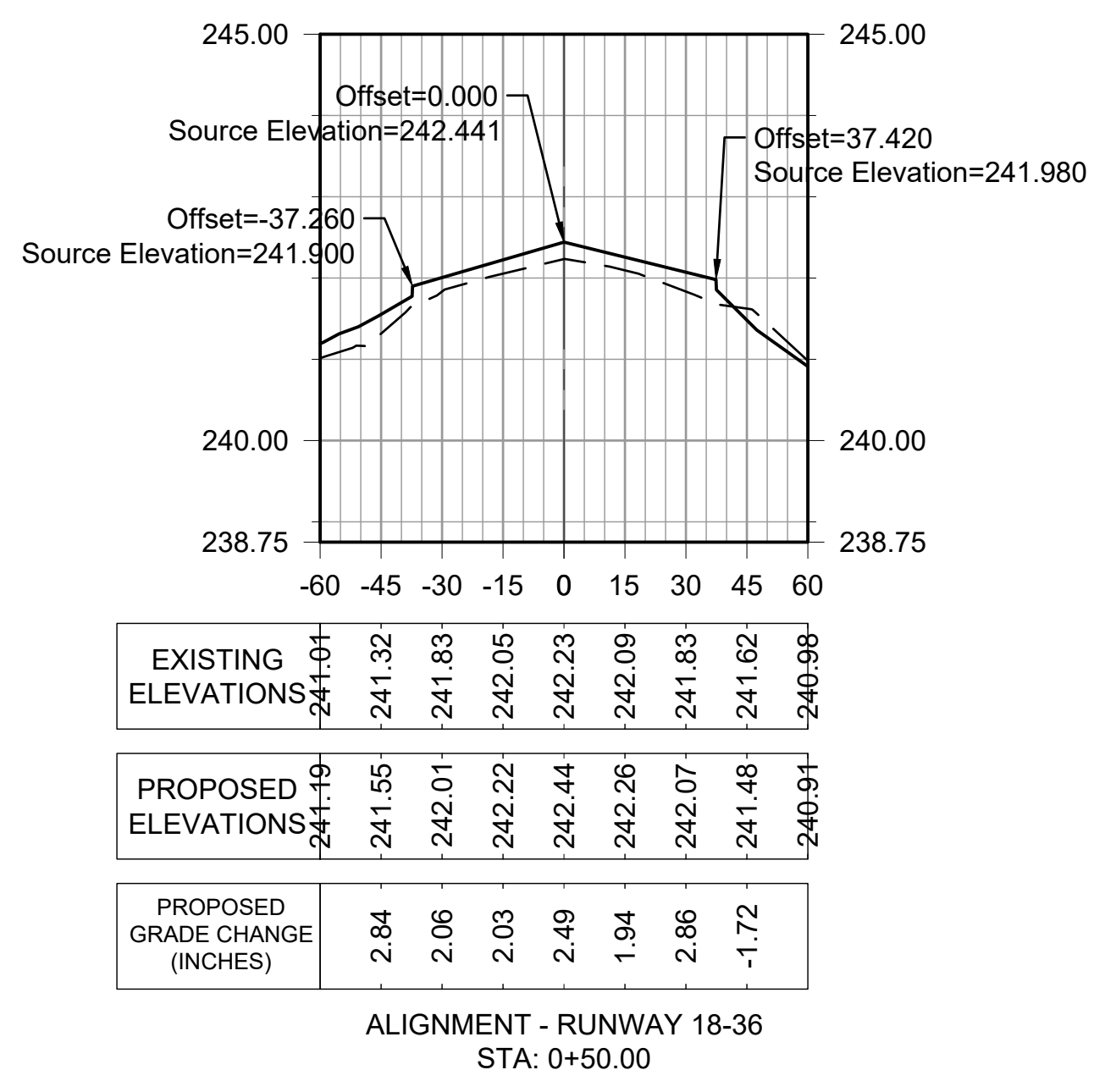
SCALE

AS SHOWN

SHEET NO.

59

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MEMPHIS INTERNATIONAL AIRPORT
 2491 WINCHESTER RD, SUITE 113
 MEMPHIS, TENNESSEE
 38116-3856

PROGRAM MANAGER / ENGINEER



GARVER, LLC
 6831 CRUMPLER BLVD.
 SUITE 101
 OLIVE BRANCH, MS 38654
 (662) 892-7592

JOB NO. 22A20280

DRAWN BY: ACH
 CHECKED BY: SMC
 APPROVED BY: BWR
 Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

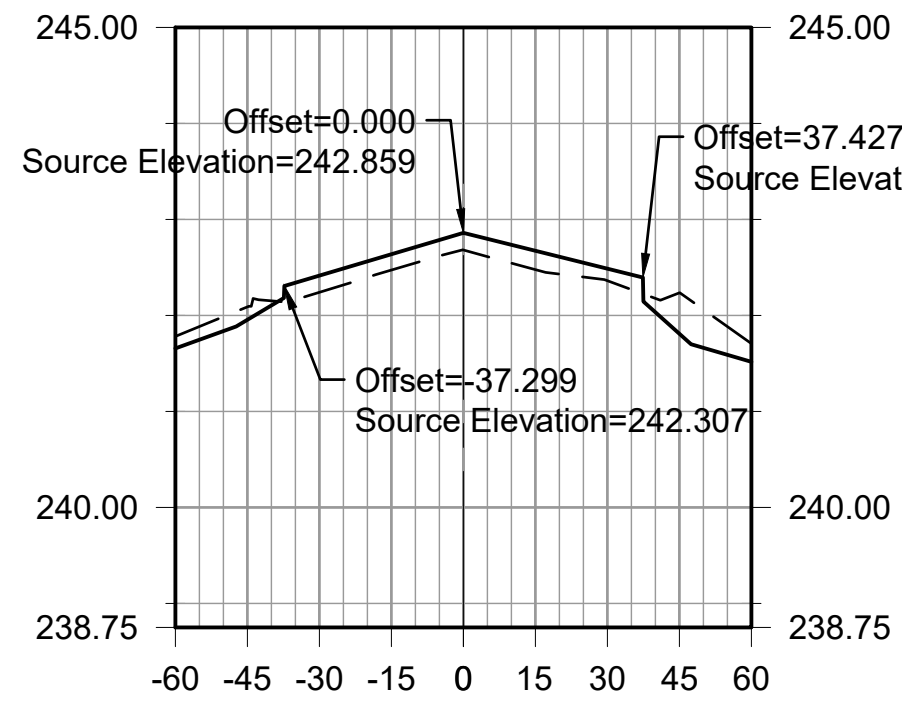
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
**CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS**

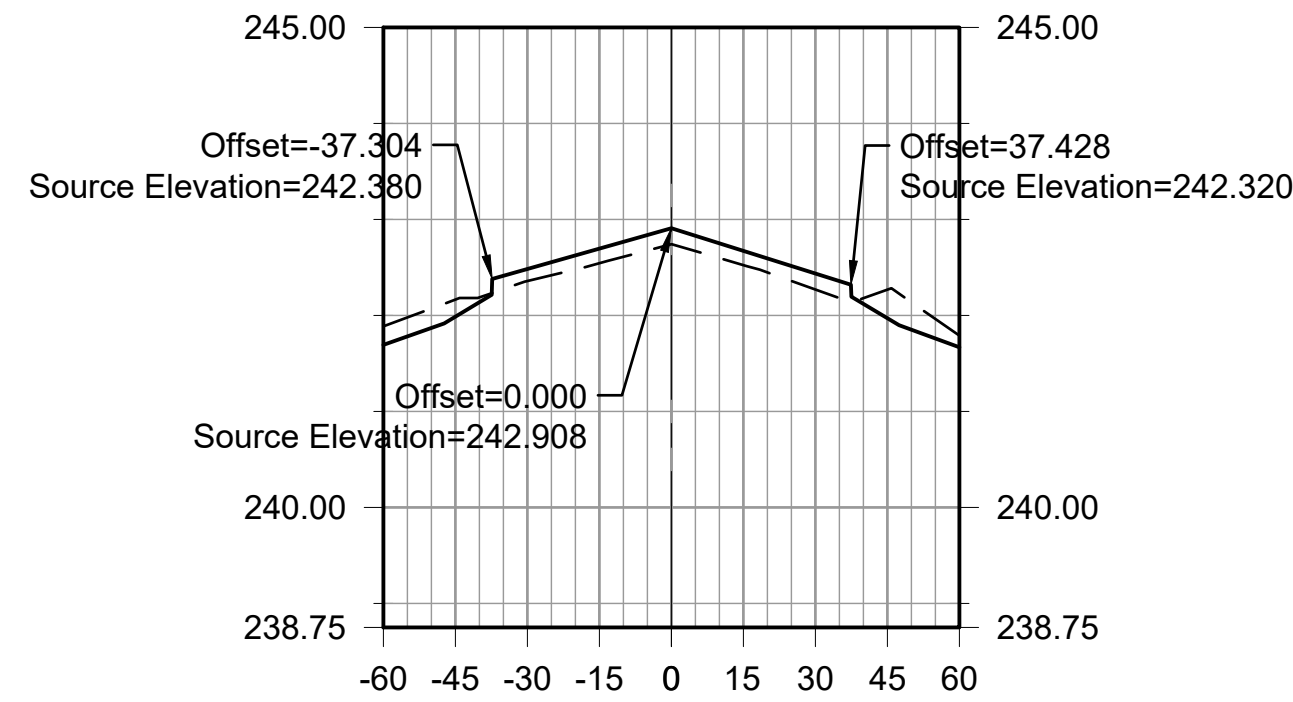
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 CROSS SECTIONS -
 RUNWAY 18-36 SHEET 1

DWG. FILE NAME: **XS-101**
 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: **60**



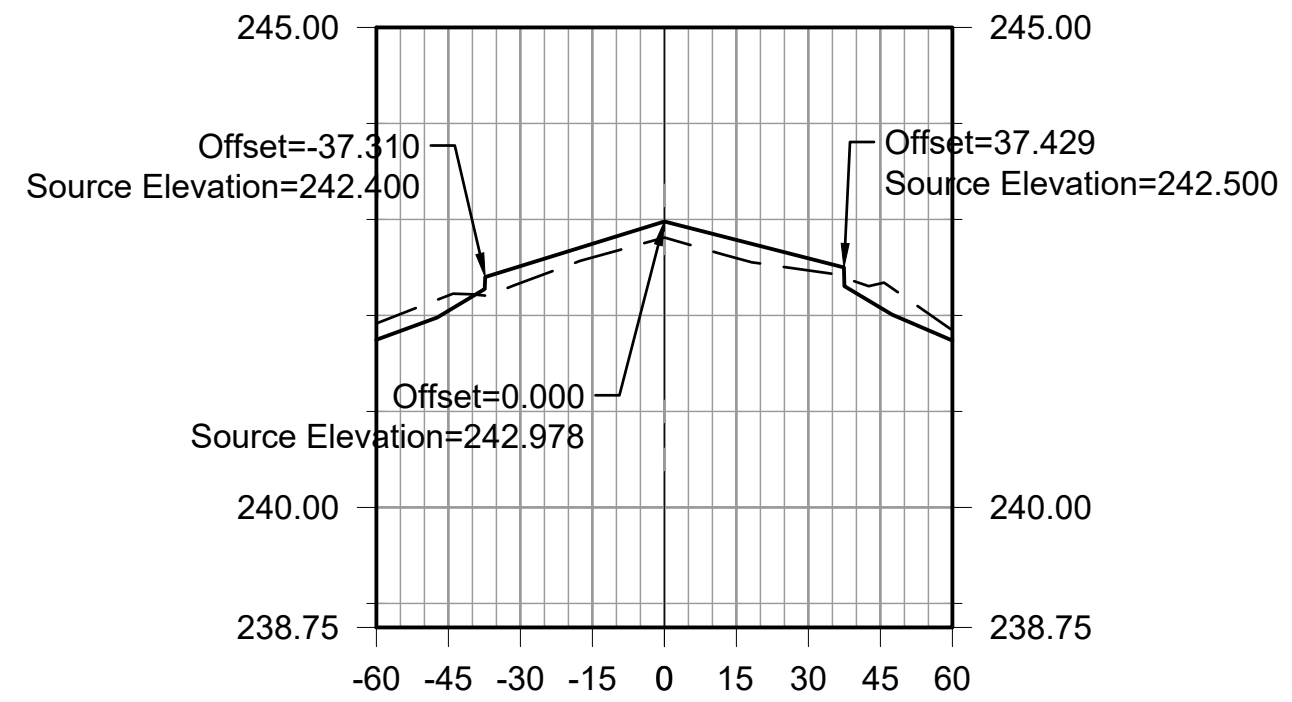
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PROPOSED ELEVATIONS	241.66	241.95	242.42	242.64	242.86	242.67	242.49	241.81	241.52
PROPOSED GRADE CHANGE (INCHES)		-1.61	2.09	1.97	2.14	2.35	1.50	-5.10	

ALIGNMENT - RUNWAY 18-36
STA: 4+00.00



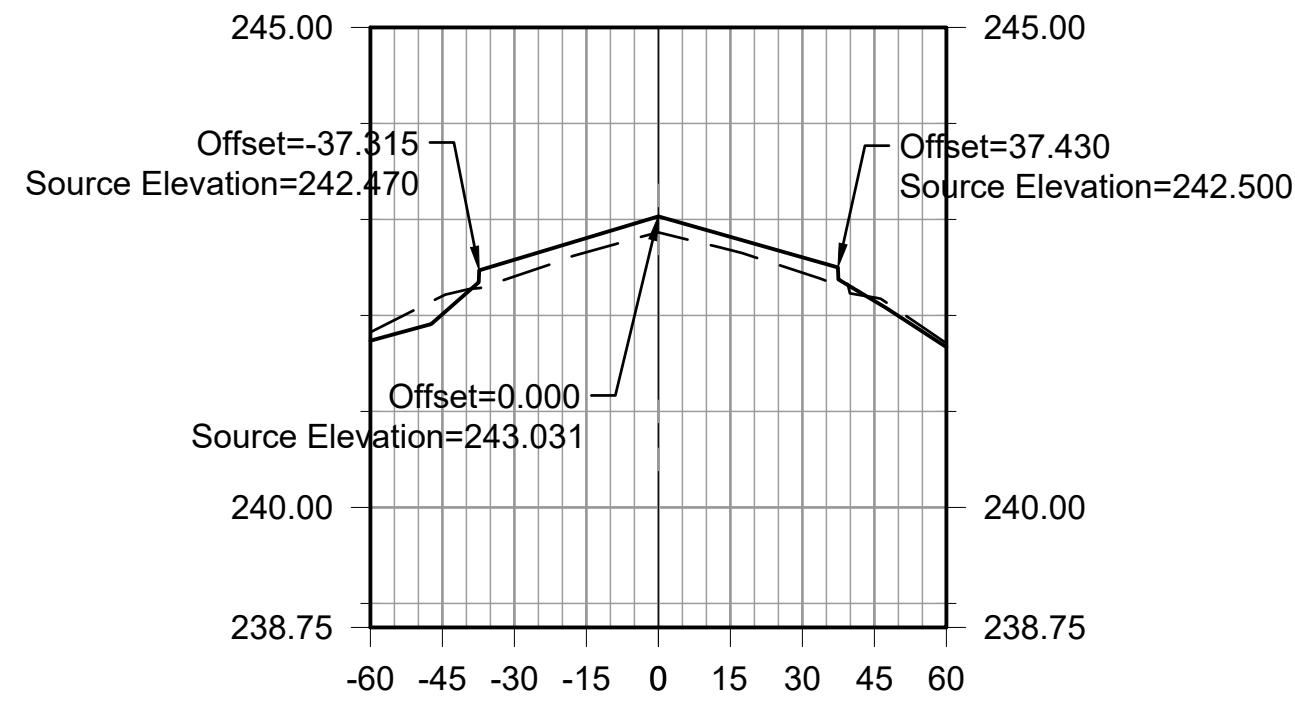
EXISTING ELEVATIONS	244.89	242.16	242.36	242.54	242.74	242.52	242.27	242.27	241.79
PROPOSED ELEVATIONS	241.69	241.99	242.48	242.70	242.91	242.67	242.44	241.97	241.67
PROPOSED GRADE CHANGE (INCHES)		-2.13	1.50	1.83	2.01	1.78	1.99	-3.58	

ALIGNMENT - RUNWAY 18-36
STA: 4+50.00



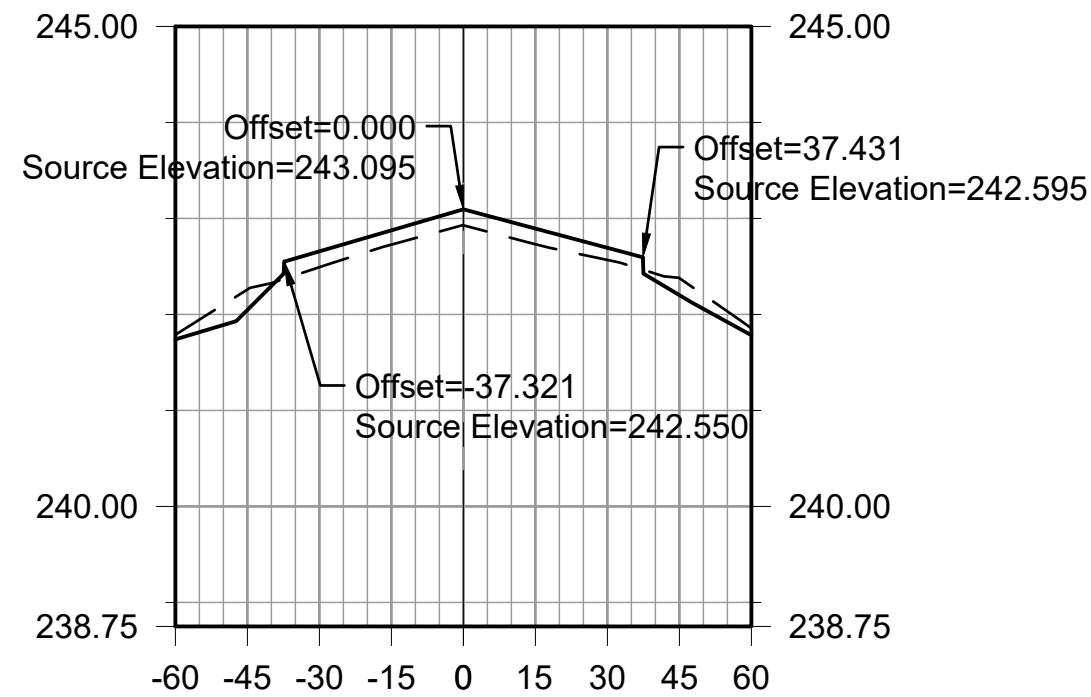
EXISTING ELEVATIONS	244.92	242.21	242.34	242.60	242.81	242.60	242.47	242.33	241.85
PROPOSED ELEVATIONS	241.75	242.05	242.51	242.75	242.98	242.79	242.59	242.08	241.74
PROPOSED GRADE CHANGE (INCHES)		-1.92	2.11	1.70	2.00	2.27	1.50	-3.03	

ALIGNMENT - RUNWAY 18-36
STA: 5+00.00



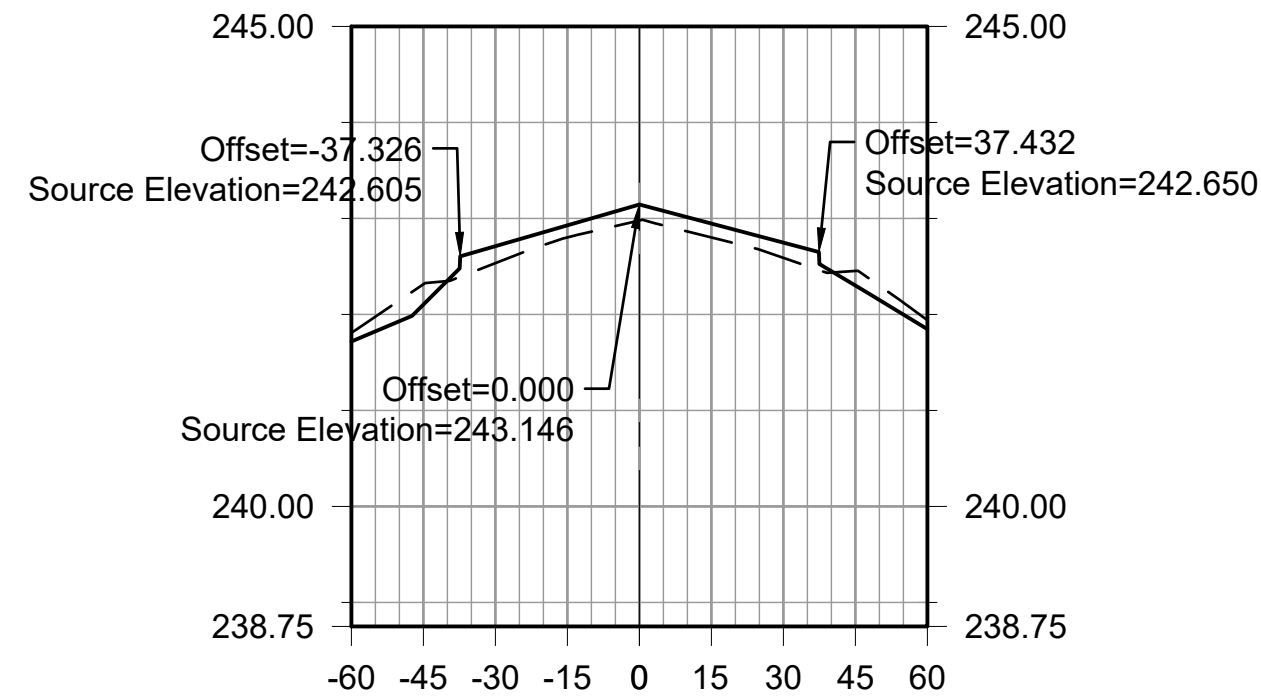
EXISTING ELEVATIONS	244.89	242.20	242.41	242.66	242.86	242.68	242.44	242.19	241.71
PROPOSED ELEVATIONS	241.74	242.01	242.58	242.81	243.03	242.82	242.61	242.15	241.67
PROPOSED GRADE CHANGE (INCHES)		-2.28	2.10	1.77	2.00	1.64	1.93	-0.44	

ALIGNMENT - RUNWAY 18-36
STA: 5+50.00



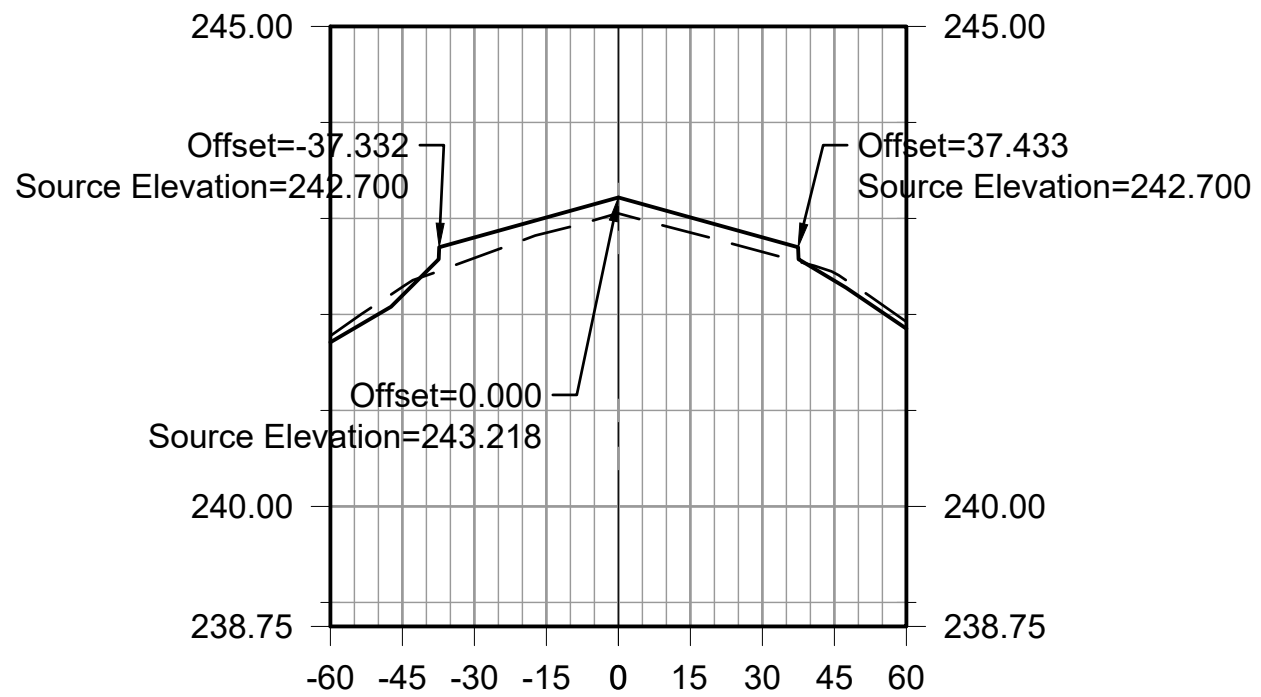
EXISTING ELEVATIONS	244.79	242.26	242.49	242.73	242.93	242.73	242.57	242.38	241.86
PROPOSED ELEVATIONS	241.74	242.05	242.66	242.88	243.09	242.89	242.69	242.20	241.78
PROPOSED GRADE CHANGE (INCHES)		-2.55	1.98	1.79	2.00	1.95	1.51	-2.13	

ALIGNMENT - RUNWAY 18-36
STA: 6+00.00



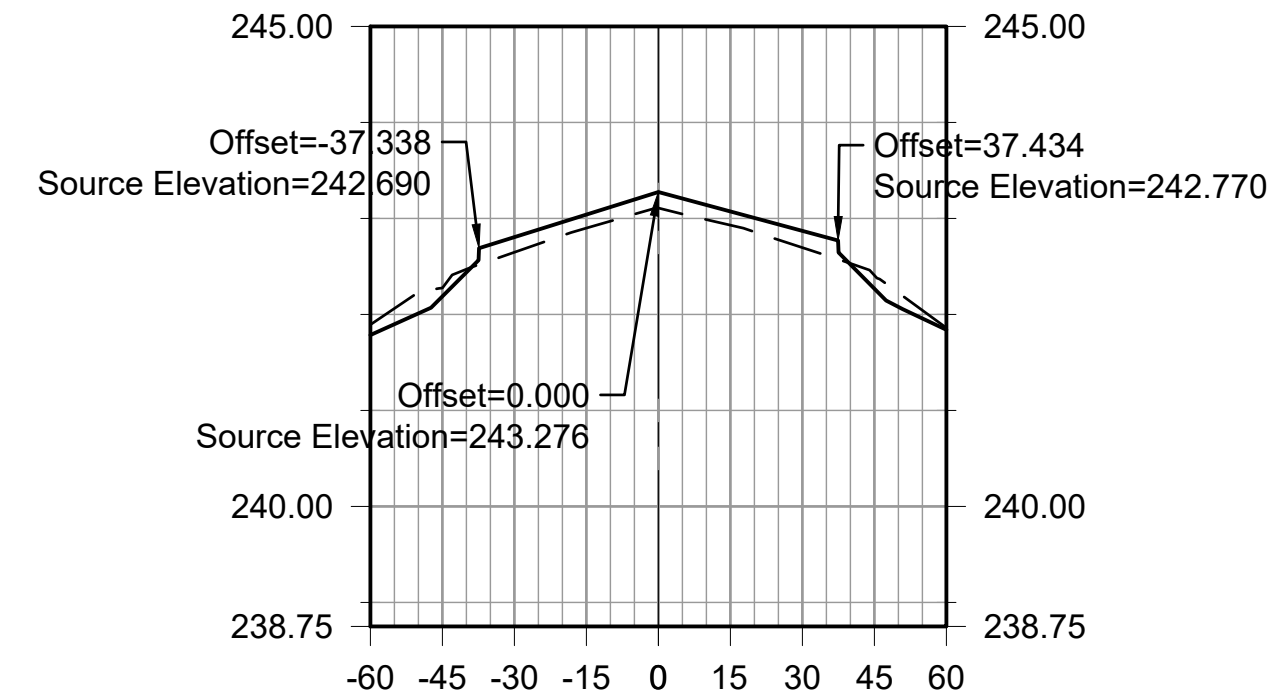
EXISTING ELEVATIONS	244.84	242.31	242.53	242.80	242.98	242.80	242.59	242.45	241.94
PROPOSED ELEVATIONS	241.72	242.10	242.71	242.93	243.15	242.95	242.75	242.30	241.85
PROPOSED GRADE CHANGE (INCHES)		-2.55	2.13	1.52	2.00	1.74	1.90	-1.83	

ALIGNMENT - RUNWAY 18-36
STA: 6+50.00



EXISTING ELEVATIONS	244.78	242.29	242.59	242.85	243.05	242.85	242.65	242.43	241.92
PROPOSED ELEVATIONS	241.71	242.20	242.80	243.01	243.22	243.01	242.80	242.35	241.85
PROPOSED GRADE CHANGE (INCHES)		-1.06	2.58	1.92	2.00	1.90	1.81	-0.97	

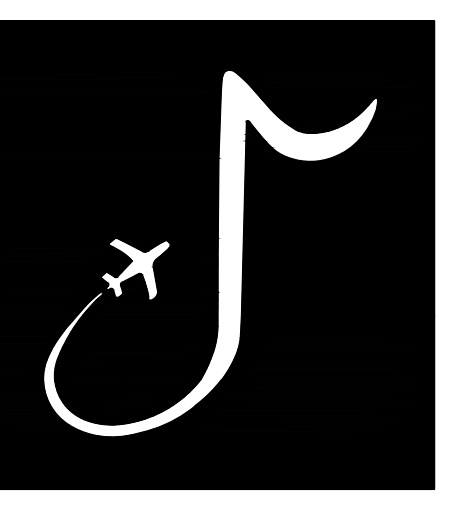
ALIGNMENT - RUNWAY 18-36
STA: 7+00.00



EXISTING ELEVATIONS	244.89	242.27	242.65	242.90	243.11	242.93	242.70	242.41	241.86
PROPOSED ELEVATIONS	241.78	242.19	242.81	243.04	243.28	243.07	242.87	242.27	241.84
PROPOSED GRADE CHANGE (INCHES)		-1.05	1.89	1.69	2.00	1.72	2.09	-1.67	

ALIGNMENT - RUNWAY 18-36
STA: 7+50.00

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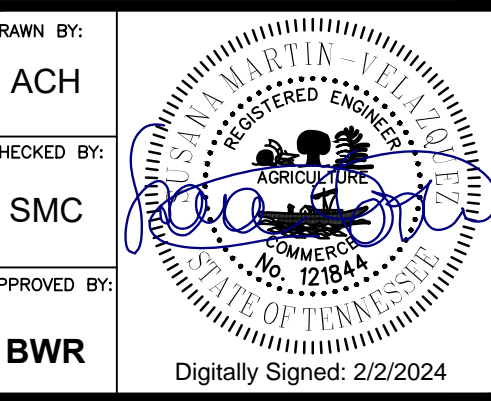
MEMPHIS INTERNATIONAL AIRPORT
2491 WINCHESTER RD, SUITE 113
MEMPHIS, TENNESSEE
38116-3856

PROGRAM MANAGER / ENGINEER



GARVER, LLC
6831 CRUMPLER BLVD.
SUITE 101
OLIVE BRANCH, MS 38654
(662) 892-7592

JOB NO. 22A20280



DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR
Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

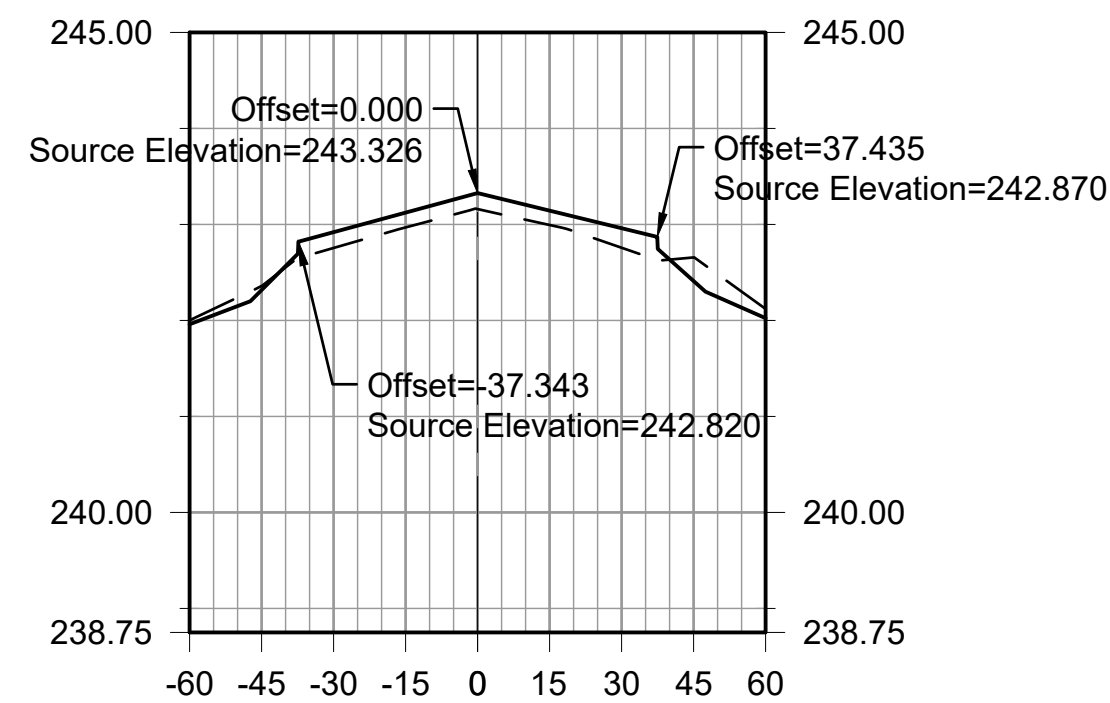
MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: CROSS SECTIONS - RUNWAY 18-36 SHEET 2

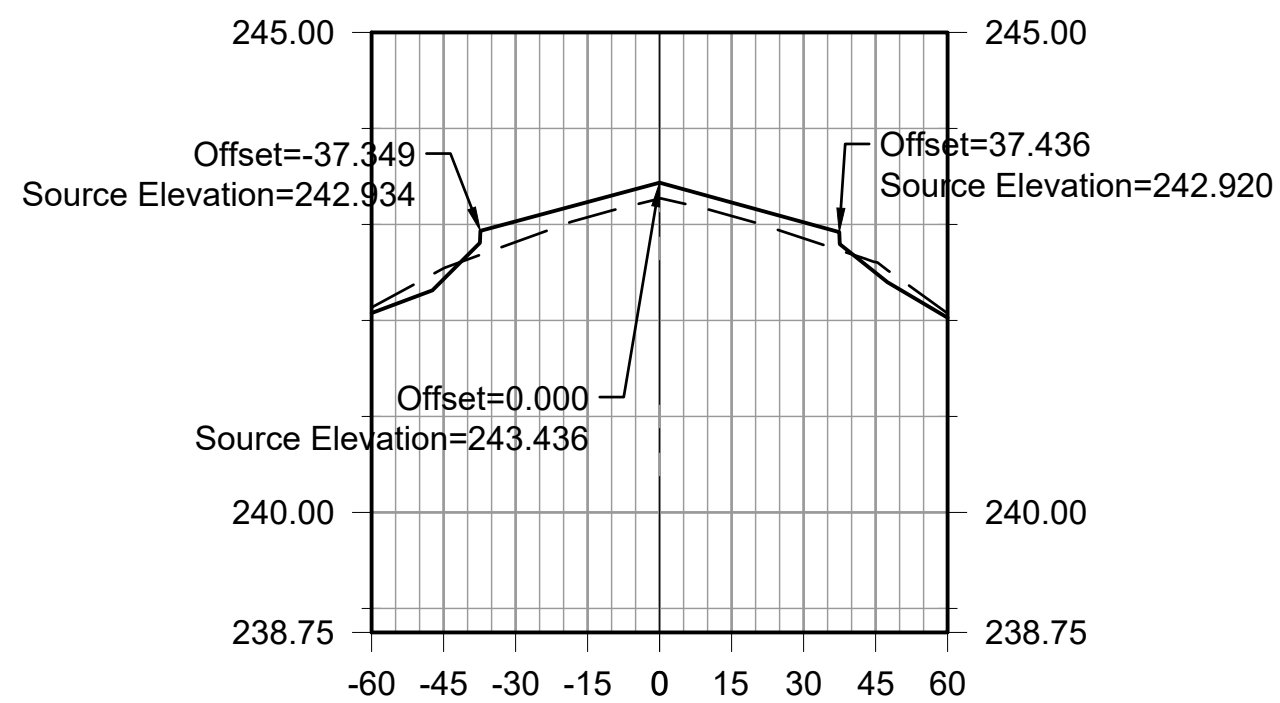
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EXISTING ELEVATIONS	242.00	242.36	242.76	242.97	243.16	242.99	242.76	242.66	242.12
PROPOSED ELEVATIONS	241.96	242.32	242.92	243.12	243.33	243.14	242.96	242.41	242.02
PROPOSED GRADE CHANGE (INCHES)	-0.50	1.97	1.84	2.00	1.79	2.44	-2.95		

ALIGNMENT - RUNWAY 18-36
STA: 8+00.00



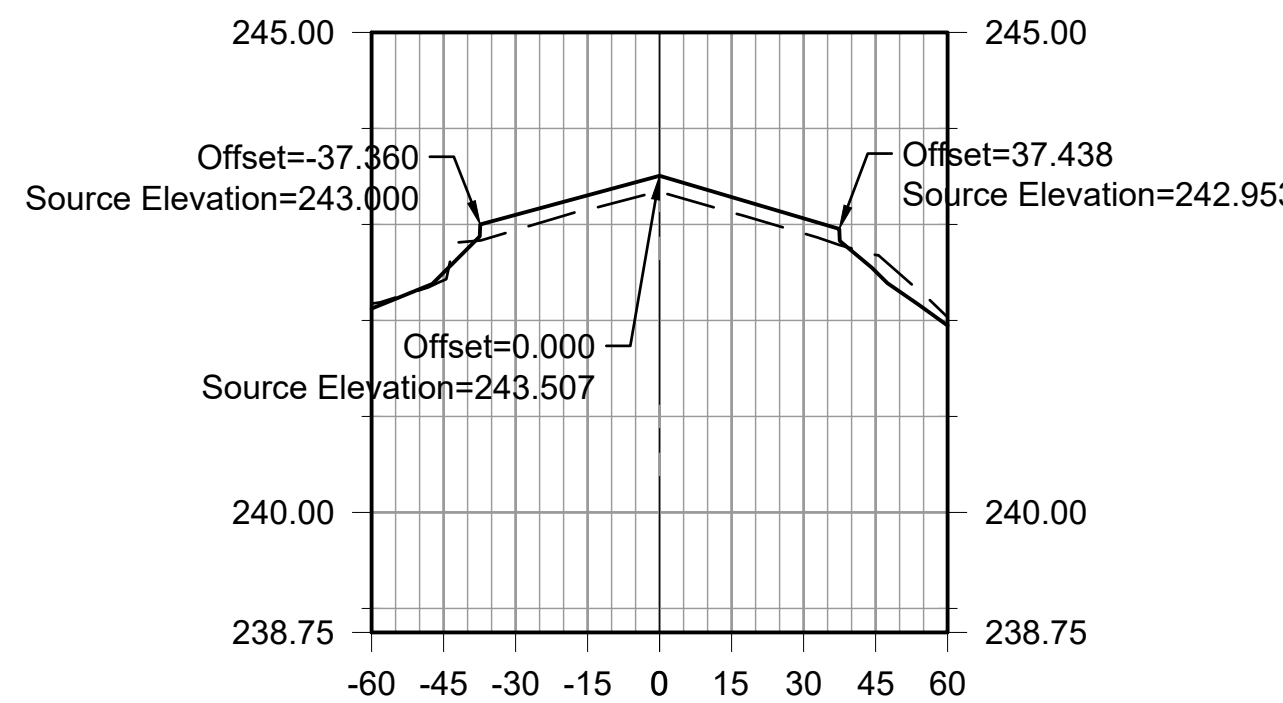
EXISTING ELEVATIONS	242.14	242.54	242.82	243.08	243.27	243.09	242.85	242.61	242.07
PROPOSED ELEVATIONS	242.08	242.43	243.03	243.23	243.44	243.23	243.02	242.50	242.03
PROPOSED GRADE CHANGE (INCHES)	-1.35	2.59	1.91	2.00	1.69	2.01	-1.33		

ALIGNMENT - RUNWAY 18-36
STA: 8+50.00



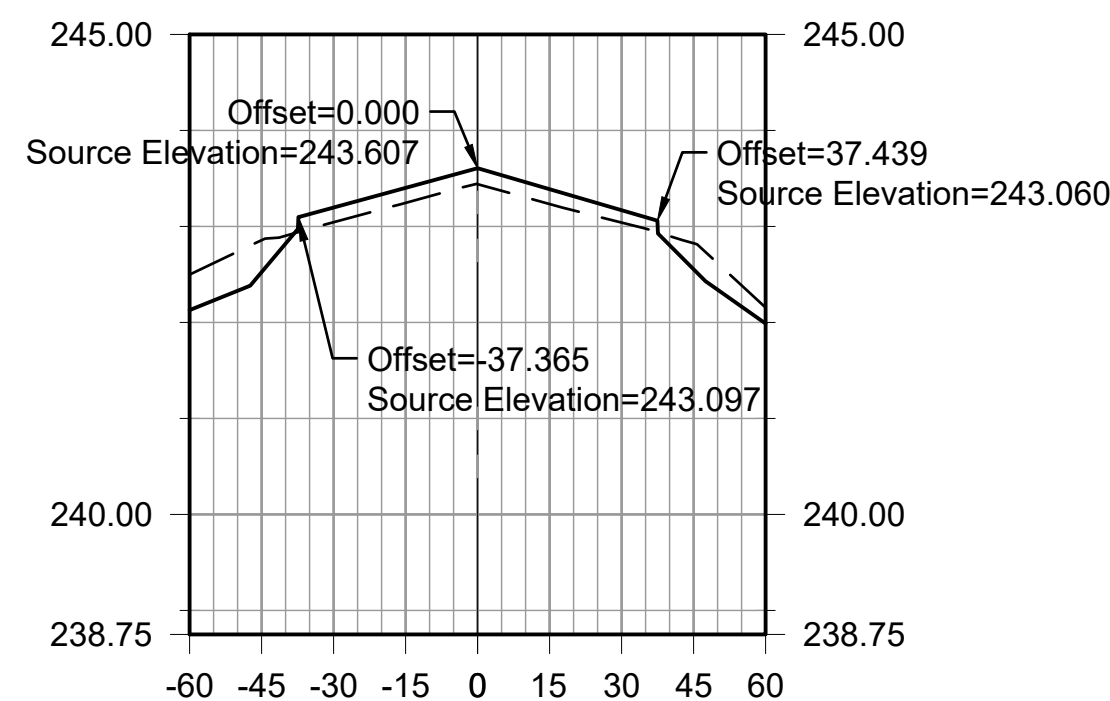
EXISTING ELEVATIONS	242.24	242.63	242.92	243.16	243.32	243.12	242.88	242.61	242.07
PROPOSED ELEVATIONS	242.15	242.50	243.10	243.29	243.49	243.26	243.03	242.50	242.02
PROPOSED GRADE CHANGE (INCHES)	-1.56	2.12	1.61	2.00	1.73	1.86	-1.41		

ALIGNMENT - RUNWAY 18-36
STA: 9+00.00



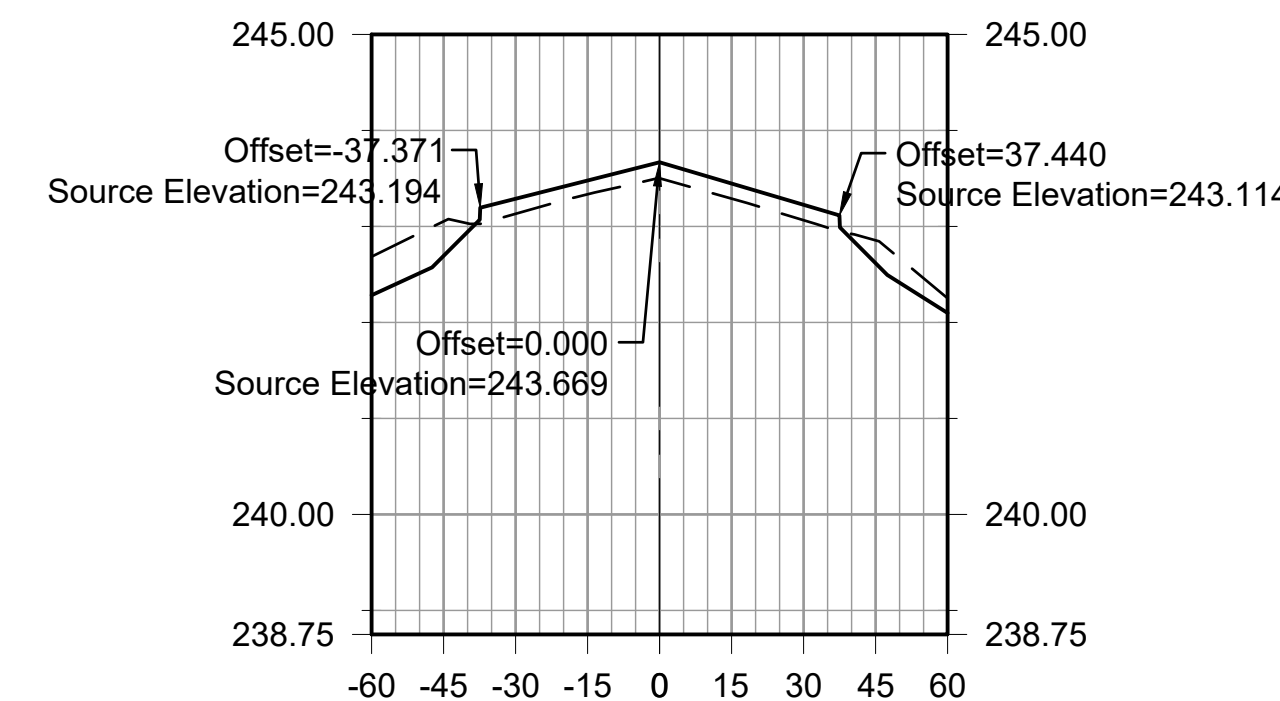
EXISTING ELEVATIONS	242.18	242.42	242.94	243.15	243.34	243.13	242.91	242.68	242.03
PROPOSED ELEVATIONS	242.12	242.50	243.10	243.30	243.51	243.28	243.06	242.51	241.95
PROPOSED GRADE CHANGE (INCHES)	0.96	1.90	1.79	2.00	1.91	1.88	-2.07		

ALIGNMENT - RUNWAY 18-36
STA: 9+50.00



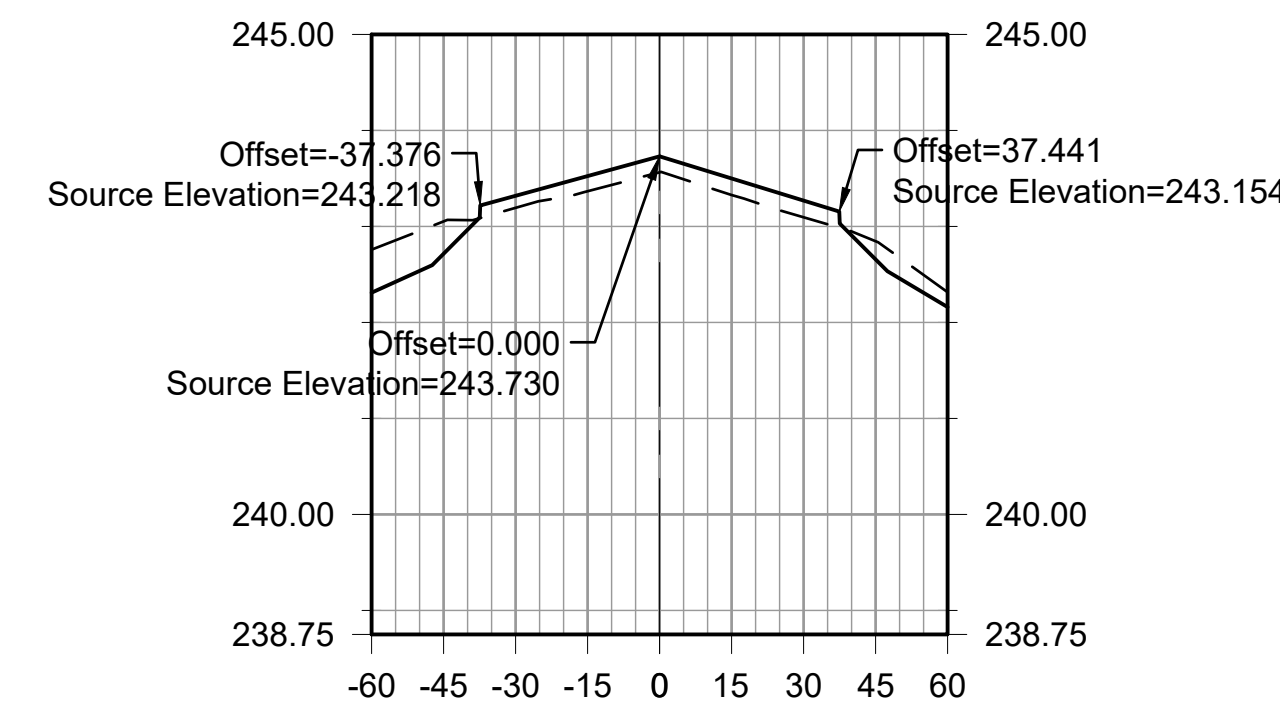
EXISTING ELEVATIONS	242.50	242.86	243.04	243.25	243.44	243.23	243.04	242.82	242.15
PROPOSED ELEVATIONS	242.13	242.52	243.20	243.40	243.61	243.39	243.17	242.55	241.99
PROPOSED GRADE CHANGE (INCHES)	-3.99	1.84	1.88	2.00	1.86	1.54	-3.25		

ALIGNMENT - RUNWAY 18-36
STA: 10+00.00



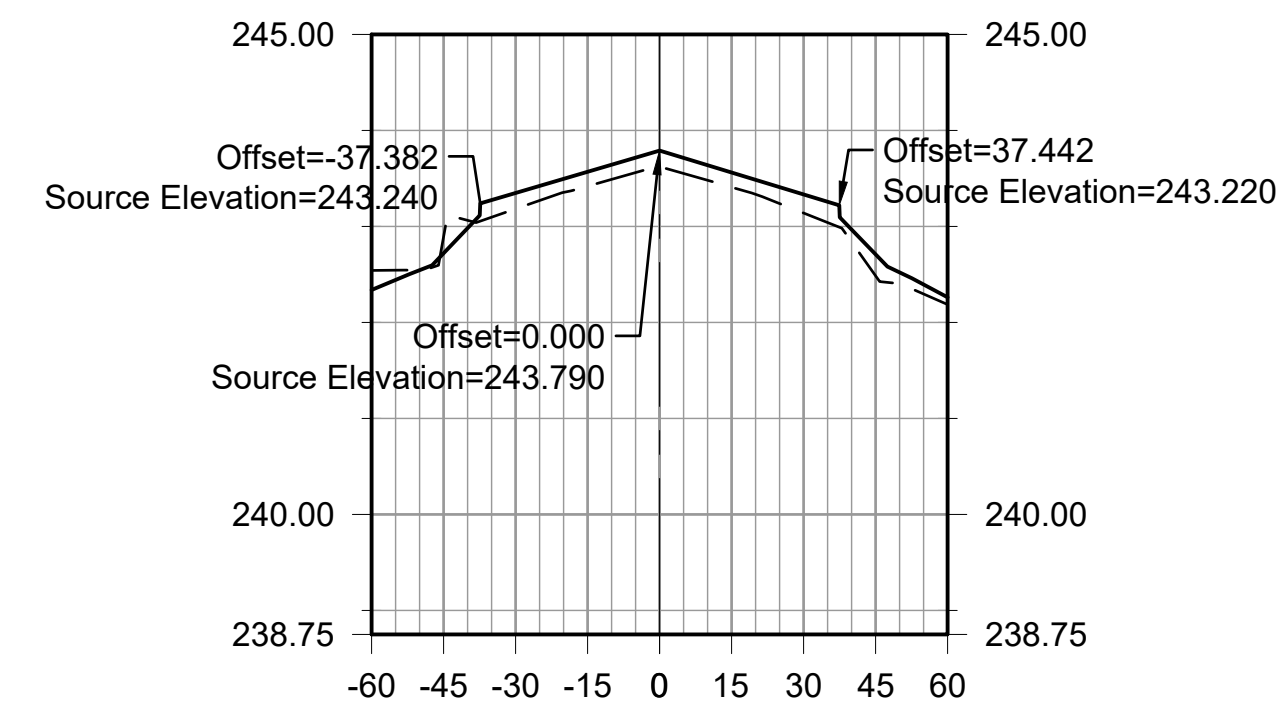
EXISTING ELEVATIONS	242.68	243.05	243.13	243.33	243.50	243.29	243.06	242.85	242.25
PROPOSED ELEVATIONS	242.28	242.69	243.29	243.48	243.67	243.45	243.22	242.62	242.10
PROPOSED GRADE CHANGE (INCHES)	-4.32	1.89	1.72	2.00	1.89	1.92	-2.86		

ALIGNMENT - RUNWAY 18-36
STA: 10+50.00



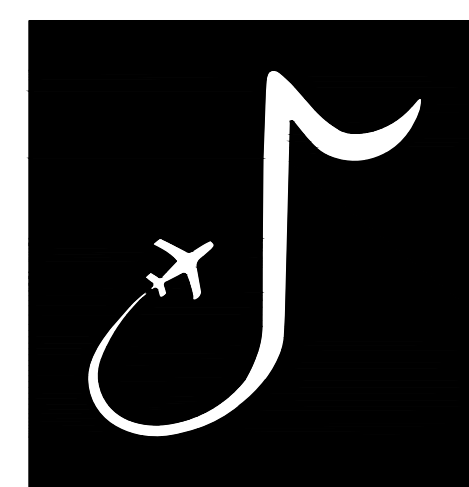
EXISTING ELEVATIONS	242.76	243.05	243.19	243.37	243.56	243.33	243.09	242.85	242.32
PROPOSED ELEVATIONS	242.31	242.72	243.32	243.52	243.73	243.50	243.27	242.66	242.16
PROPOSED GRADE CHANGE (INCHES)	-4.03	1.50	1.89	2.00	2.08	2.09	-2.28		

ALIGNMENT - RUNWAY 18-36
STA: 11+00.00



EXISTING ELEVATIONS	242.54	242.90	243.18	243.42	243.62	243.41	243.14	242.49	242.19
PROPOSED ELEVATIONS	242.34	242.72	243.35	243.57	243.79	243.56	243.33	242.71	242.26
PROPOSED GRADE CHANGE (INCHES)	-2.11	1.98	1.80	2.00	1.84	2.33	2.67		

ALIGNMENT - RUNWAY 18-36
STA: 11+50.00



MEMPHIS INTERNATIONAL AIRPORT
2491 WINCHESTER RD, SUITE 113
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PROGRAM MANAGER / ENGINEER



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(662) 892-7592

JOB NO. 22A20280

DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR
Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

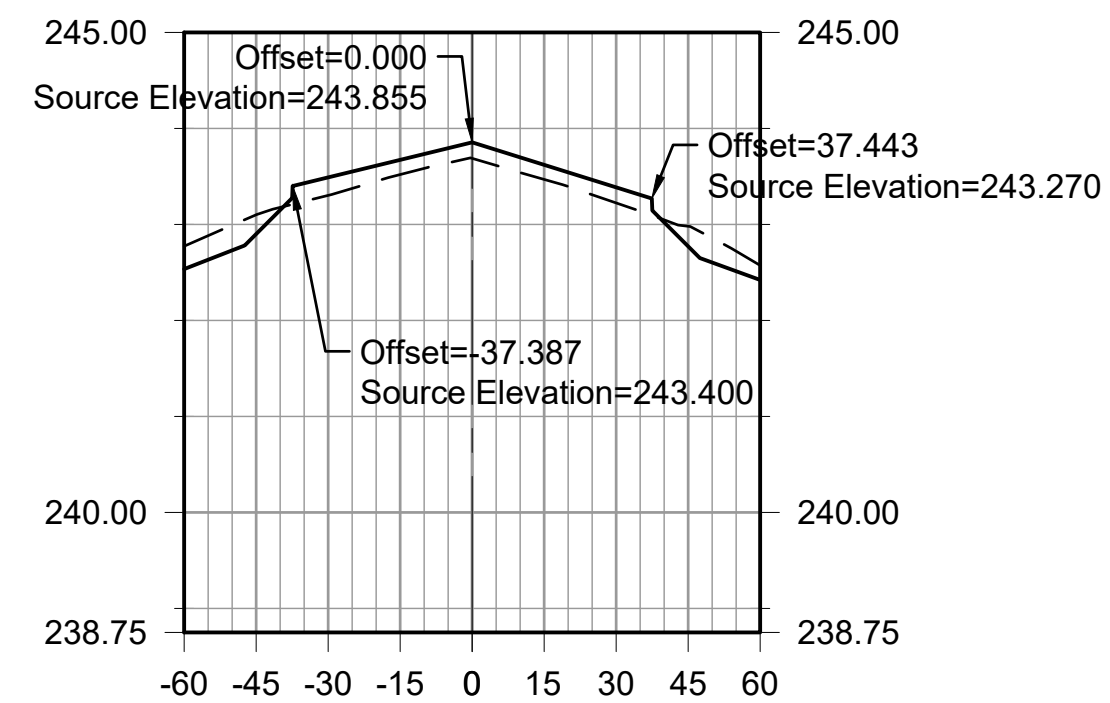
MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: CROSS SECTIONS - RUNWAY 18-36 SHEET 3

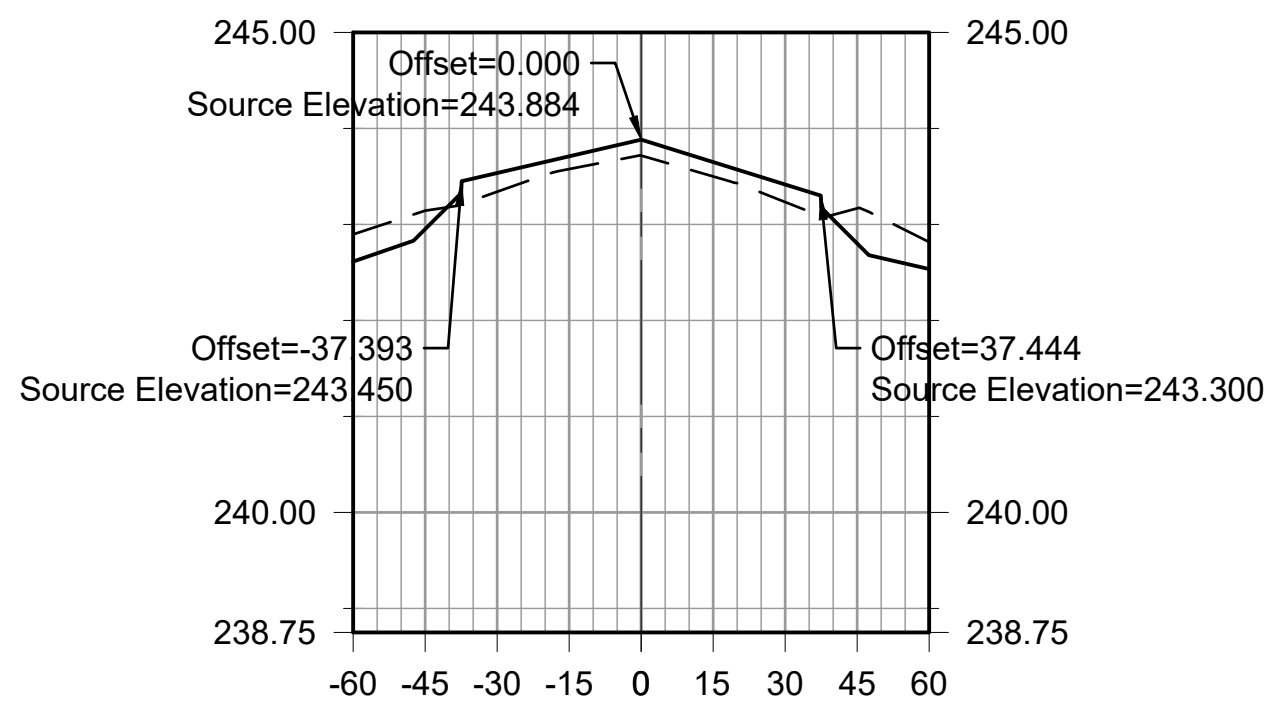
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EXISTING ELEVATIONS	242.77	243.10	243.30	243.52	243.69	243.47	243.22	242.98	242.57
PROPOSED ELEVATIONS	242.54	242.90	243.49	243.67	243.86	243.62	243.39	242.77	242.42
PROPOSED GRADE CHANGE (INCHES)	-2.42	2.25	1.84	2.00	1.81	1.94	-2.51		

ALIGNMENT - RUNWAY 18-36
STA: 12+00.00



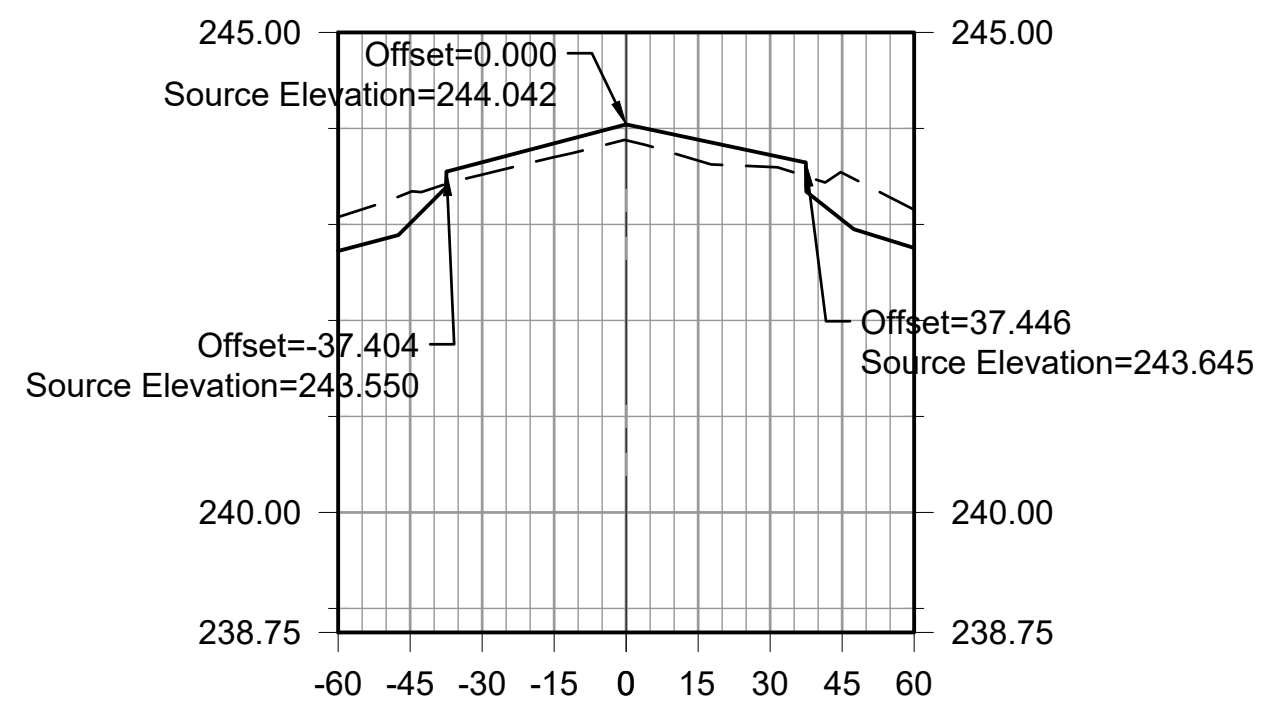
EXISTING ELEVATIONS	242.90	243.14	243.34	243.58	243.72	243.50	243.23	243.17	242.82
PROPOSED ELEVATIONS	242.61	242.95	243.54	243.71	243.88	243.65	243.42	242.80	242.54
PROPOSED GRADE CHANGE (INCHES)	-2.32	2.34	1.59	2.00	1.80	2.19	-4.38		

ALIGNMENT - RUNWAY 18-36
STA: 12+50.00



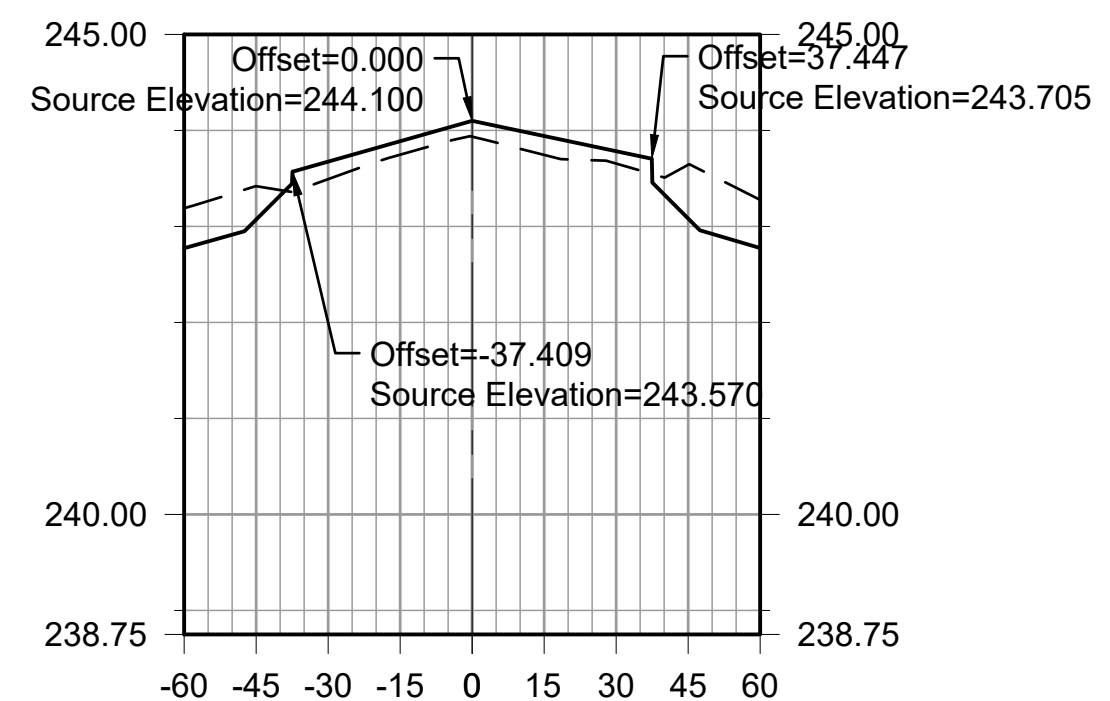
EXISTING ELEVATIONS	242.92	243.20	243.42	243.63	243.80	243.57	243.44	243.31	242.96
PROPOSED ELEVATIONS	242.66	242.98	243.58	243.77	243.97	243.77	243.56	242.90	242.61
PROPOSED GRADE CHANGE (INCHES)	-2.80	1.95	1.72	2.02	2.30	1.50	-4.84		

ALIGNMENT - RUNWAY 18-36
STA: 13+00.00



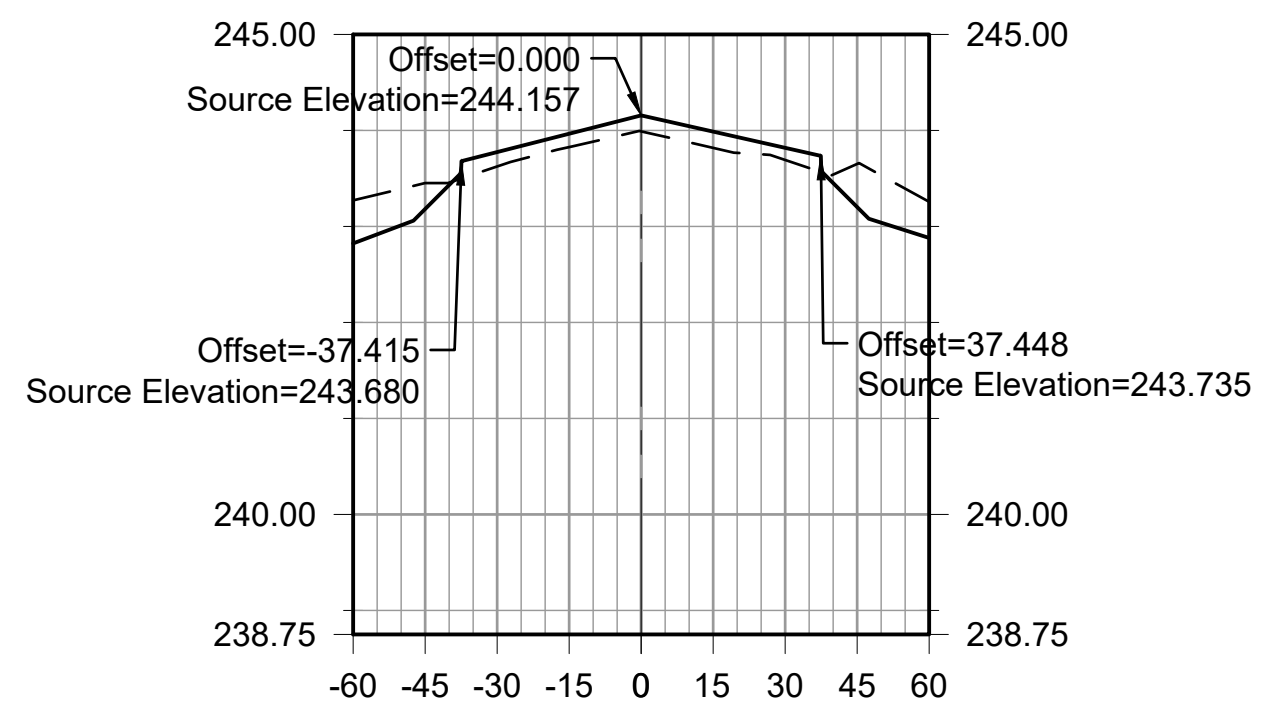
EXISTING ELEVATIONS	243.08	243.34	243.52	243.70	243.88	243.67	243.60	243.54	243.15
PROPOSED ELEVATIONS	242.72	243.01	243.65	243.84	244.04	243.88	243.72	243.05	242.75
PROPOSED GRADE CHANGE (INCHES)	-3.93	1.54	1.73	1.99	2.60	1.50	-5.89		

ALIGNMENT - RUNWAY 18-36
STA: 13+50.00



EXISTING ELEVATIONS	243.19	243.42	243.49	243.75	243.93	243.74	243.66	243.64	243.28
PROPOSED ELEVATIONS	242.77	243.07	243.68	243.89	244.10	243.94	243.78	243.08	242.78
PROPOSED GRADE CHANGE (INCHES)	-4.18	2.20	1.69	2.00	2.36	1.54	-6.70		

ALIGNMENT - RUNWAY 18-36
STA: 14+00.00



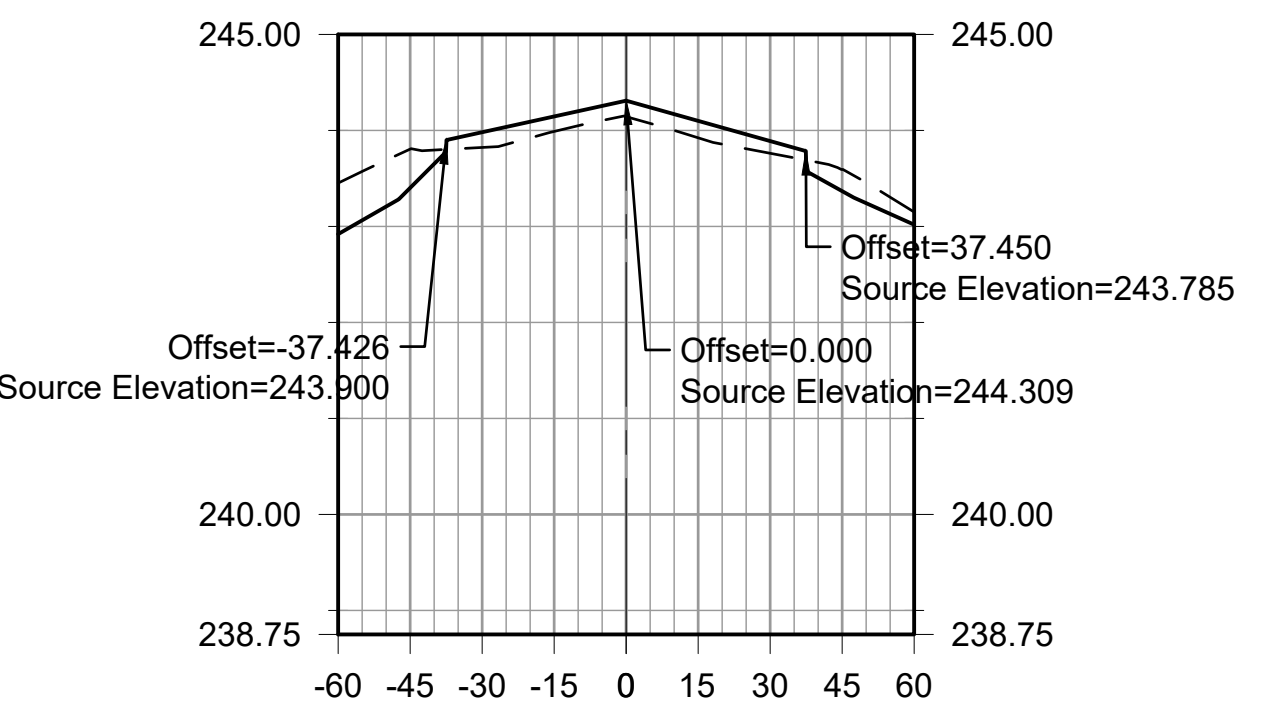
EXISTING ELEVATIONS	243.27	243.45	243.62	243.83	243.99	243.82	243.69	243.65	243.26
PROPOSED ELEVATIONS	242.82	243.18	243.77	243.97	244.16	243.99	243.82	243.20	242.88
PROPOSED GRADE CHANGE (INCHES)	-3.24	1.81	1.67	2.00	2.04	1.52	-5.37		

ALIGNMENT - RUNWAY 18-36
STA: 14+50.00



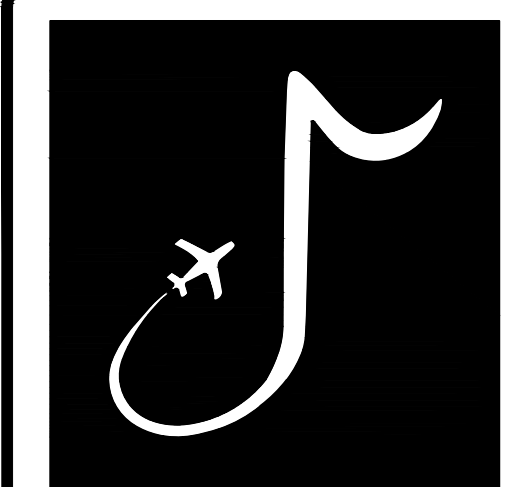
EXISTING ELEVATIONS	243.34	243.56	243.71	243.90	244.05	243.85	243.83	243.82	243.36
PROPOSED ELEVATIONS	242.85	243.25	243.86	244.09	244.31	244.14	243.97	243.29	242.99
PROPOSED GRADE CHANGE (INCHES)	-3.69	1.75	2.28	3.10	3.47	1.73	-6.40		

ALIGNMENT - RUNWAY 18-36
STA: 15+00.00



EXISTING ELEVATIONS	243.45	243.81	243.82	243.99	244.14	243.92	243.76	243.59	243.15
PROPOSED ELEVATIONS	242.92	243.40	243.98	244.15	244.31	244.10	243.89	243.37	243.02
PROPOSED GRADE CHANGE (INCHES)	-4.85	1.91	1.88	1.99	2.11	1.53	-2.70		

ALIGNMENT - RUNWAY 18-36
STA: 15+50.00



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DRAWN BY: ACH
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APPROVED BY: BWR
Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

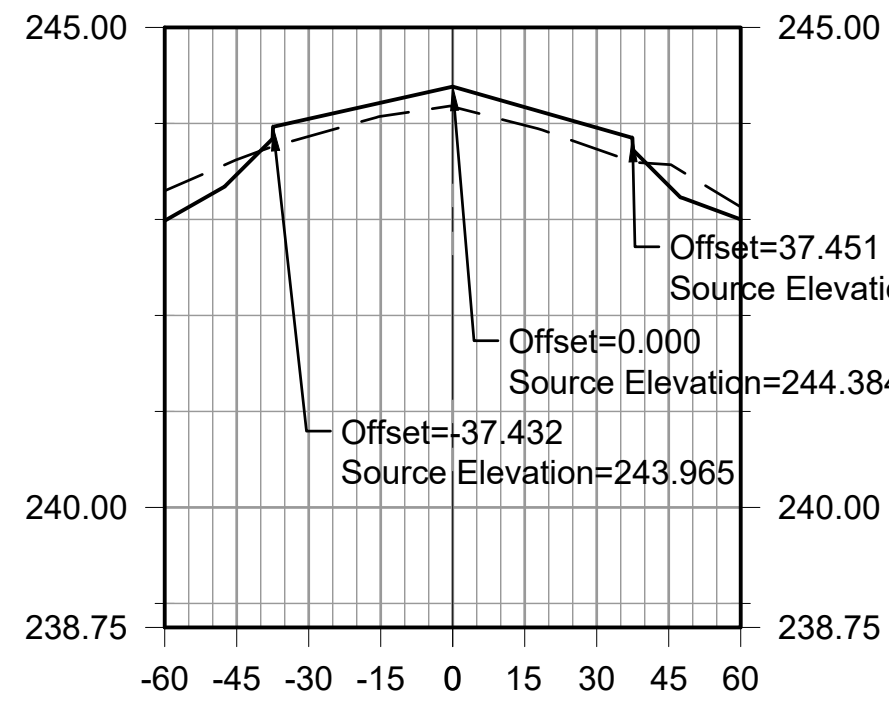
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

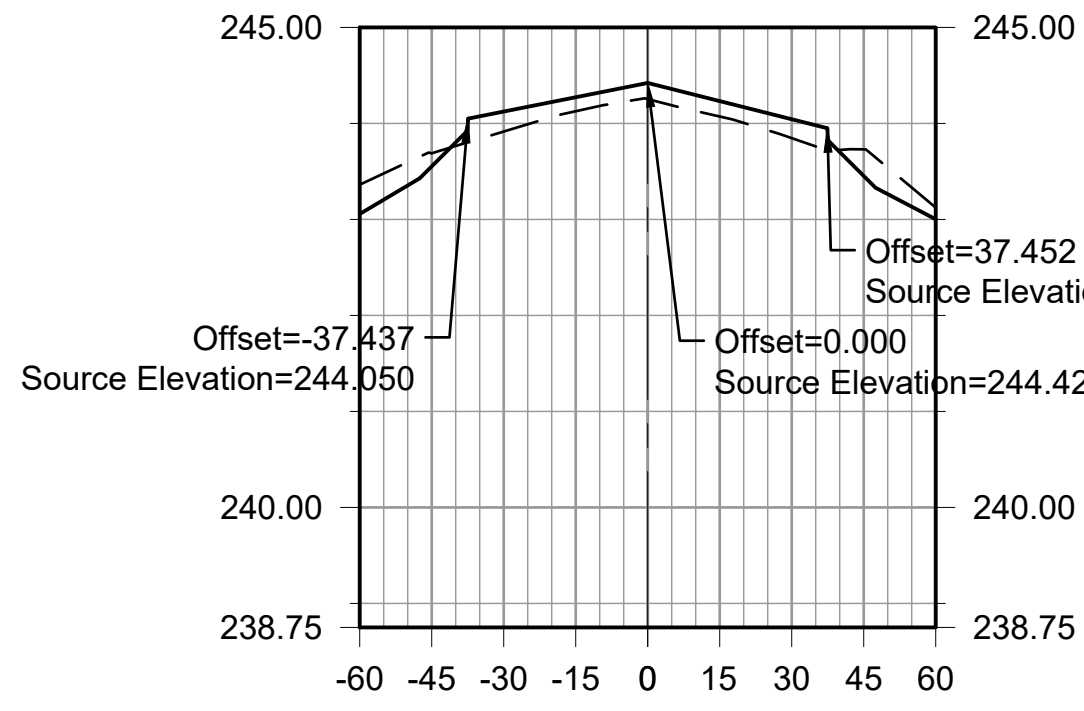
SHEET TITLE: CROSS SECTIONS - RUNWAY 18-36 SHEET 4

DWG. FILE NAME: XS-104
DATE: 02/12/2024
SCALE: AS SHOWN
SHEET NO. 63



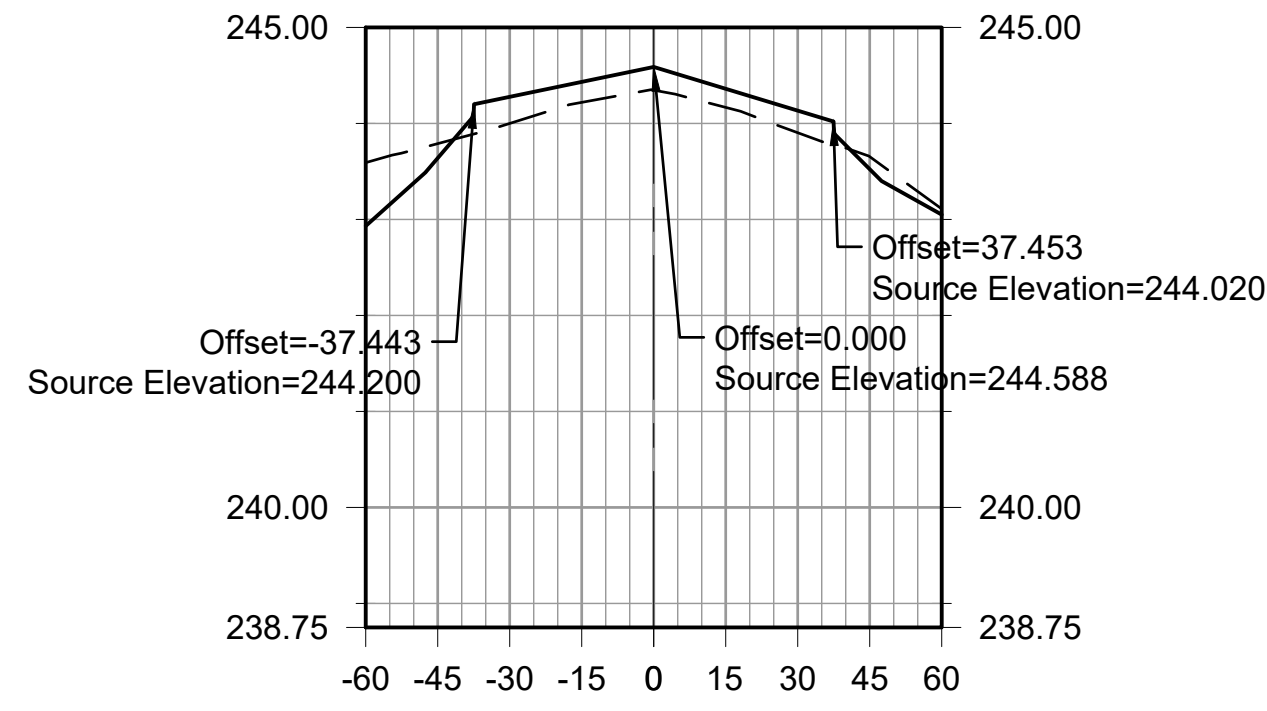
EXISTING ELEVATIONS	243.30	243.62	243.86	244.07	244.17	243.98	243.73	243.57	243.13
PROPOSED ELEVATIONS	242.99	243.47	244.05	244.22	244.38	244.17	243.96	243.35	243.00
PROPOSED GRADE CHANGE (INCHES)	-1.87	2.20	1.71	2.52	2.27	2.68	-2.82		

ALIGNMENT - RUNWAY 18-36
STA: 16+00.00



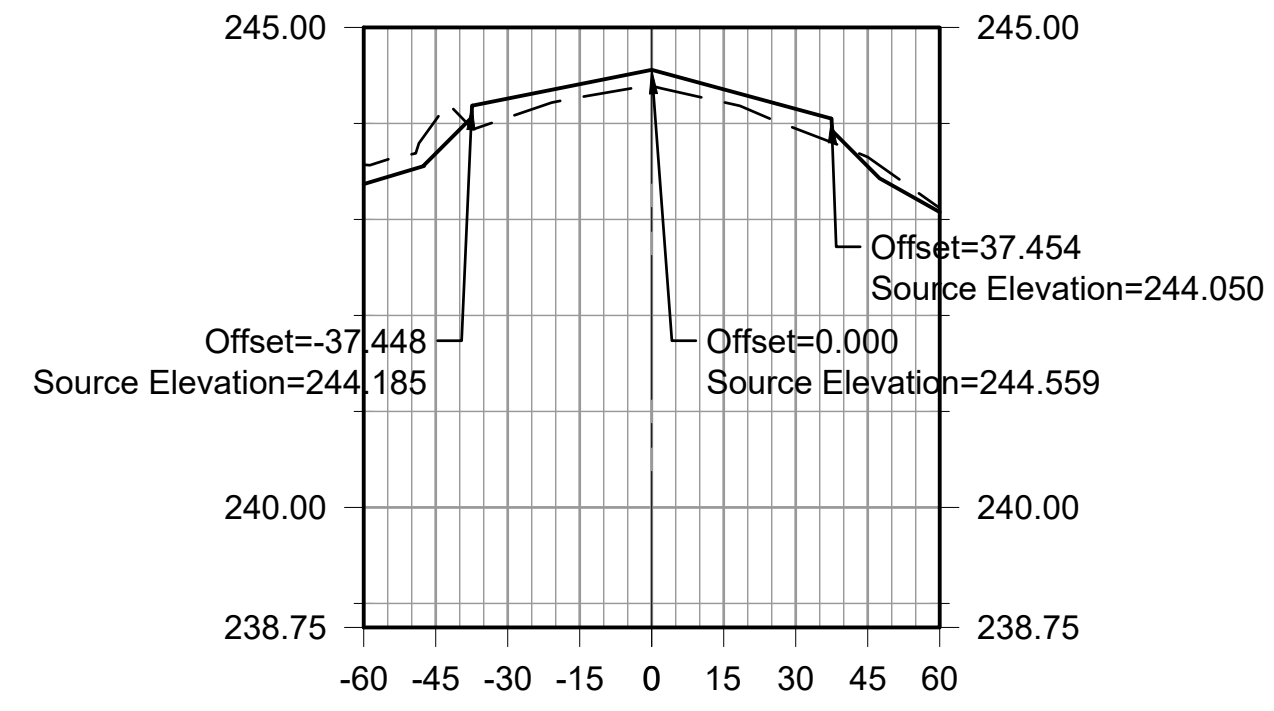
EXISTING ELEVATIONS	243.36	243.69	243.92	244.13	244.25	244.07	243.85	243.73	243.12
PROPOSED ELEVATIONS	243.06	243.55	244.12	244.27	244.42	244.23	244.04	243.45	243.00
PROPOSED GRADE CHANGE (INCHES)	-1.64	2.50	1.74	2.01	1.93	2.36	-3.33		

ALIGNMENT - RUNWAY 18-36
STA: 16+50.00



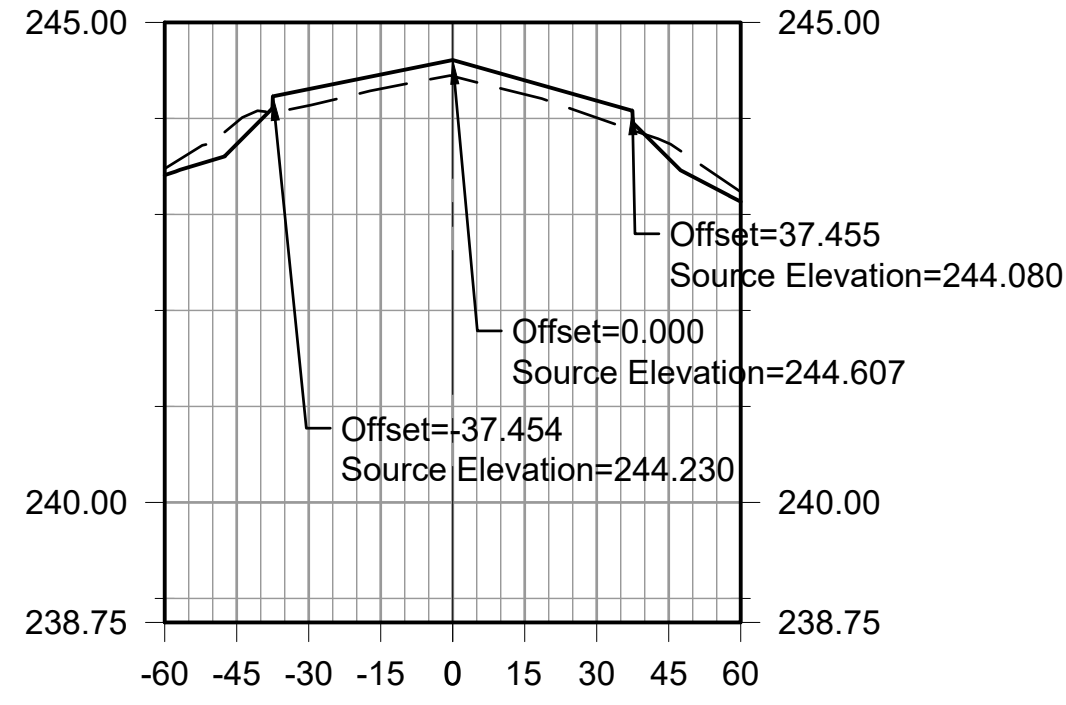
EXISTING ELEVATIONS	243.59	243.79	244.00	244.22	244.35	244.17	243.90	243.65	243.11
PROPOSED ELEVATIONS	242.98	243.64	244.28	244.43	244.59	244.36	244.13	243.52	243.05
PROPOSED GRADE CHANGE (INCHES)	-1.82	3.32	2.56	2.89	2.32	2.76	-1.58		

ALIGNMENT - RUNWAY 18-36
STA: 17+00.00



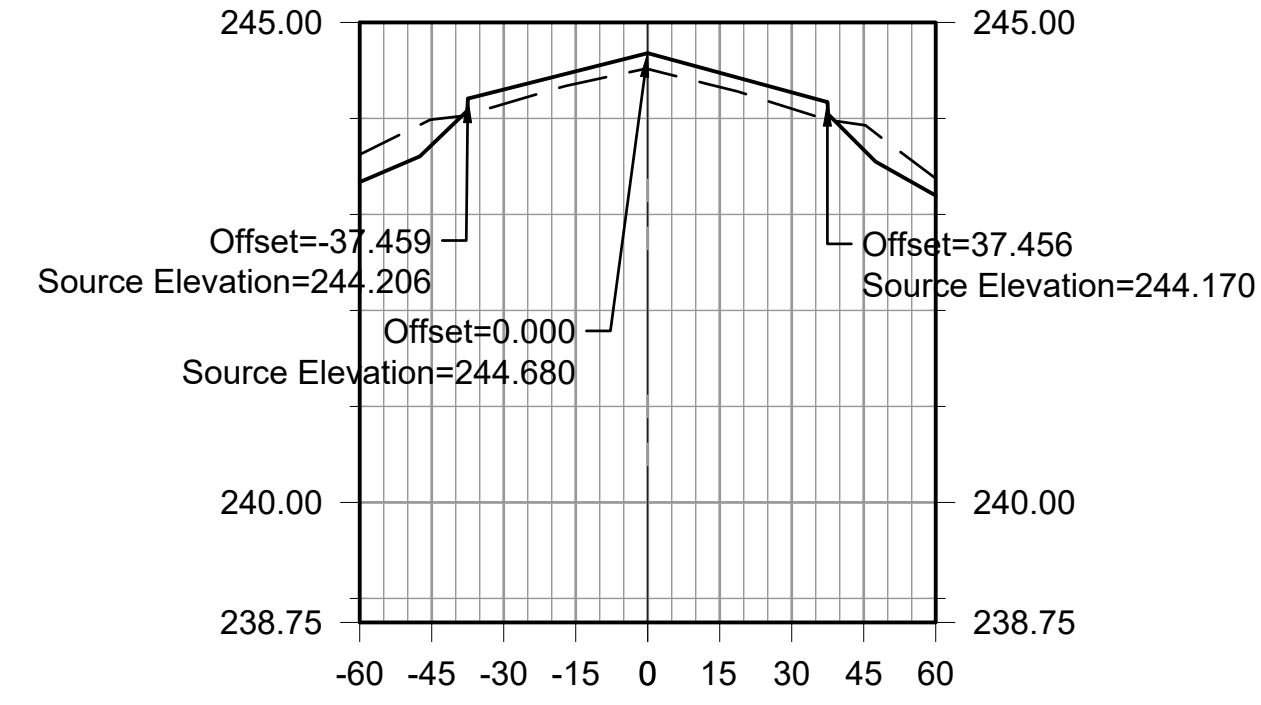
EXISTING ELEVATIONS	243.57	244.04	244.06	244.27	244.39	244.22	243.95	243.65	243.12
PROPOSED ELEVATIONS	243.97	243.69	244.26	244.41	244.56	244.36	244.15	243.55	243.08
PROPOSED GRADE CHANGE (INCHES)	-4.20	2.37	1.63	2.01	1.62	2.45	-1.18		

ALIGNMENT - RUNWAY 18-36
STA: 17+50.00



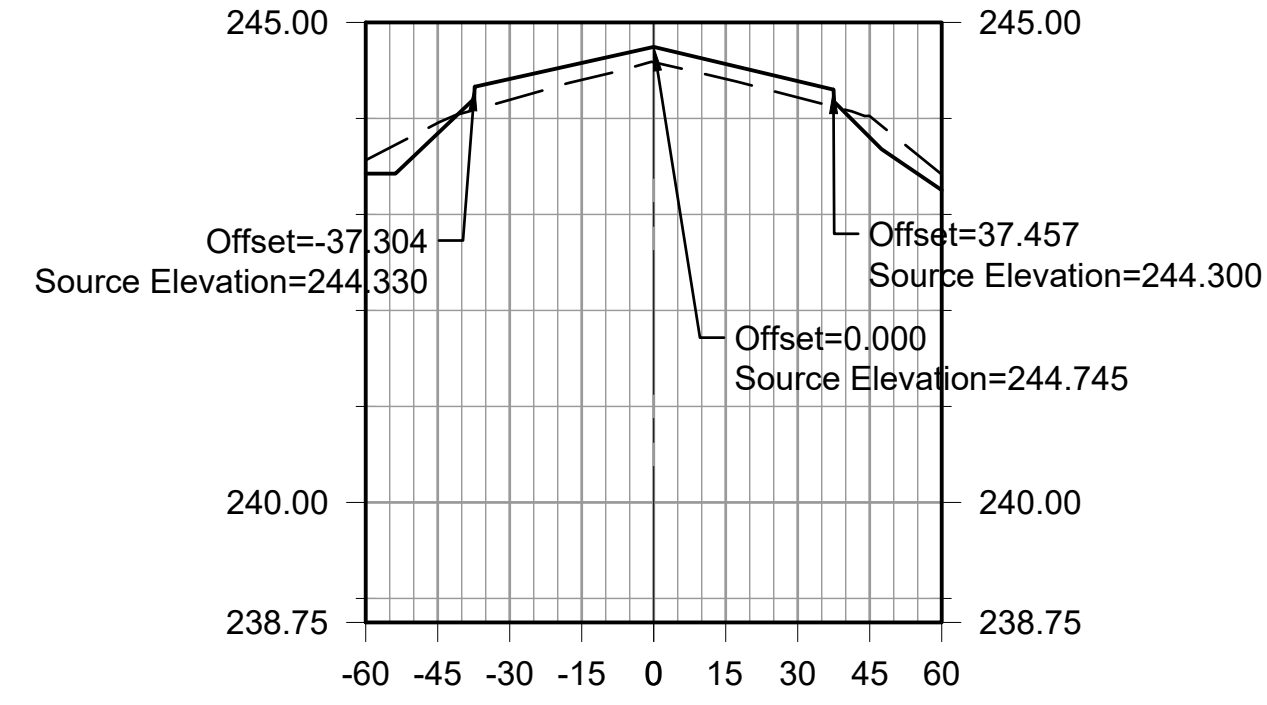
EXISTING ELEVATIONS	243.48	243.96	244.13	244.31	244.44	244.25	244.01	243.74	243.24
PROPOSED ELEVATIONS	243.44	243.73	244.31	244.46	244.61	244.40	244.18	243.58	243.13
PROPOSED GRADE CHANGE (INCHES)	-2.74	2.06	1.78	2.00	1.74	2.14	-1.89		

ALIGNMENT - RUNWAY 18-36
STA: 18+00.00



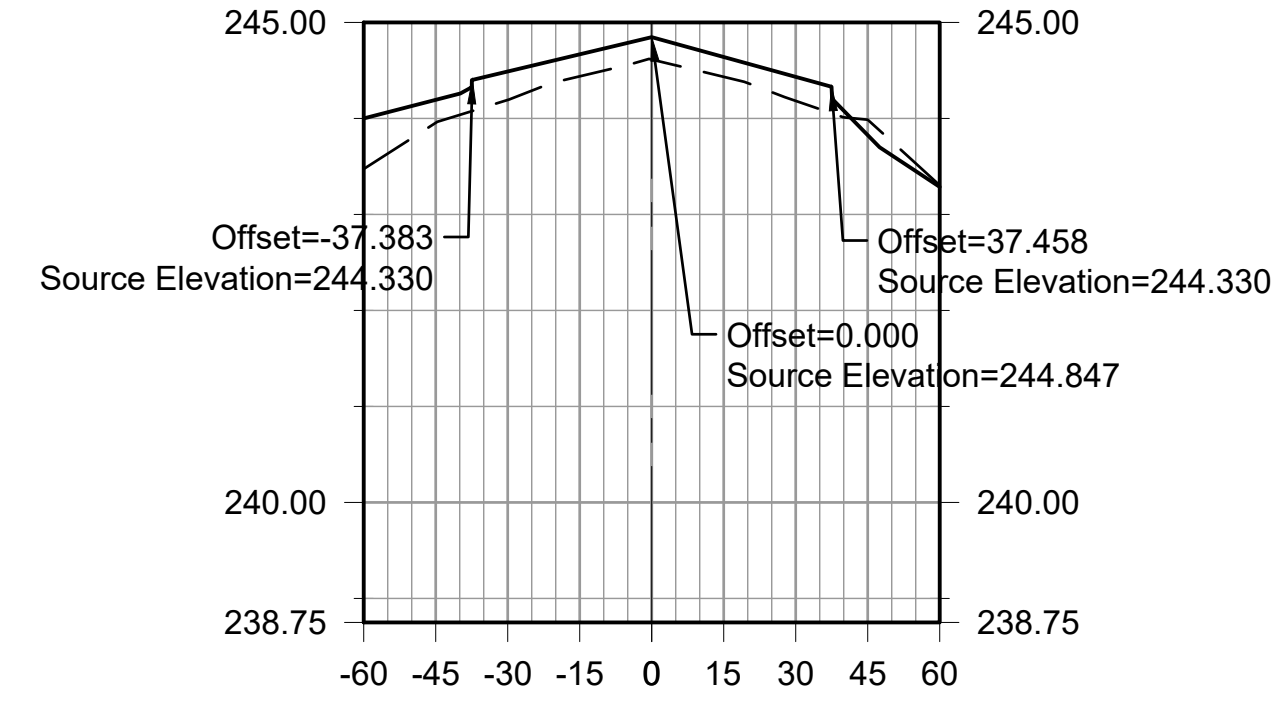
EXISTING ELEVATIONS	243.62	243.99	244.15	244.36	244.51	244.33	244.10	243.93	243.38
PROPOSED ELEVATIONS	243.34	243.72	244.30	244.49	244.68	244.48	244.27	243.67	243.20
PROPOSED GRADE CHANGE (INCHES)	-3.17	1.81	1.55	1.99	1.79	2.04	-3.10		

ALIGNMENT - RUNWAY 18-36
STA: 18+50.00



EXISTING ELEVATIONS	243.56	243.95	244.19	244.40	244.58	244.41	244.22	244.02	243.42
PROPOSED ELEVATIONS	243.43	243.84	244.41	244.58	244.75	244.57	244.39	243.80	243.25
PROPOSED GRADE CHANGE (INCHES)	-1.30	2.62	2.12	1.93	1.87	2.04	-2.64		

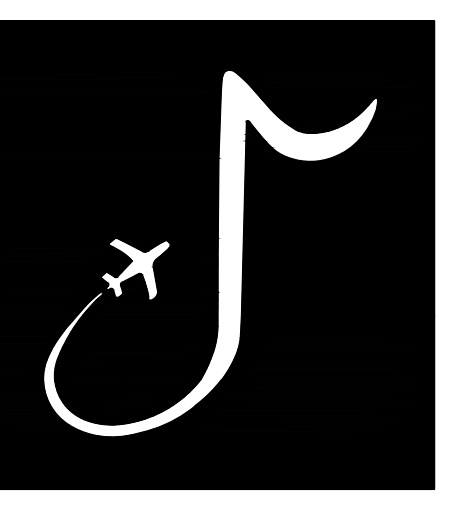
ALIGNMENT - RUNWAY 18-36
STA: 19+00.00



EXISTING ELEVATIONS	243.47	243.95	244.19	244.44	244.61	244.43	244.18	243.99	243.30
PROPOSED ELEVATIONS	244.00	244.19	244.49	244.67	244.85	244.64	244.43	243.83	243.29
PROPOSED GRADE CHANGE (INCHES)	2.87	3.56	2.75	2.81	2.48	3.01	-1.94		

ALIGNMENT - RUNWAY 18-36
STA: 19+50.00

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MEMPHIS INTERNATIONAL AIRPORT
2491 WINCHESTER RD, SUITE 113
MEMPHIS, TENNESSEE
38116-3856

PROGRAM MANAGER / ENGINEER



GARVER, LLC
6831 CRUMPLER BLVD.
SUITE 101
OLIVE BRANCH, MS 38654
(662) 892-7592

JOB NO. 22A20280

DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR
Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

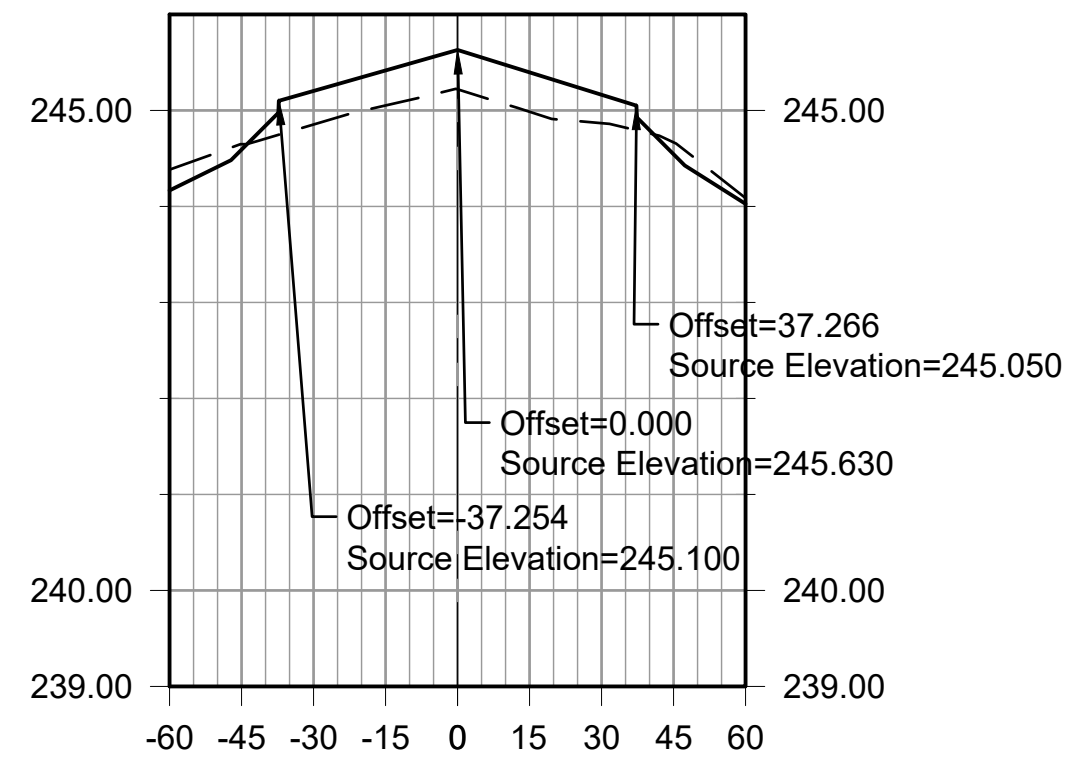
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: CROSS SECTIONS - RUNWAY 18-36 SHEET 5

DWG. FILE NAME: XS-105
DATE: 02/12/2024
SCALE: AS SHOWN
SHEET NO.: 64

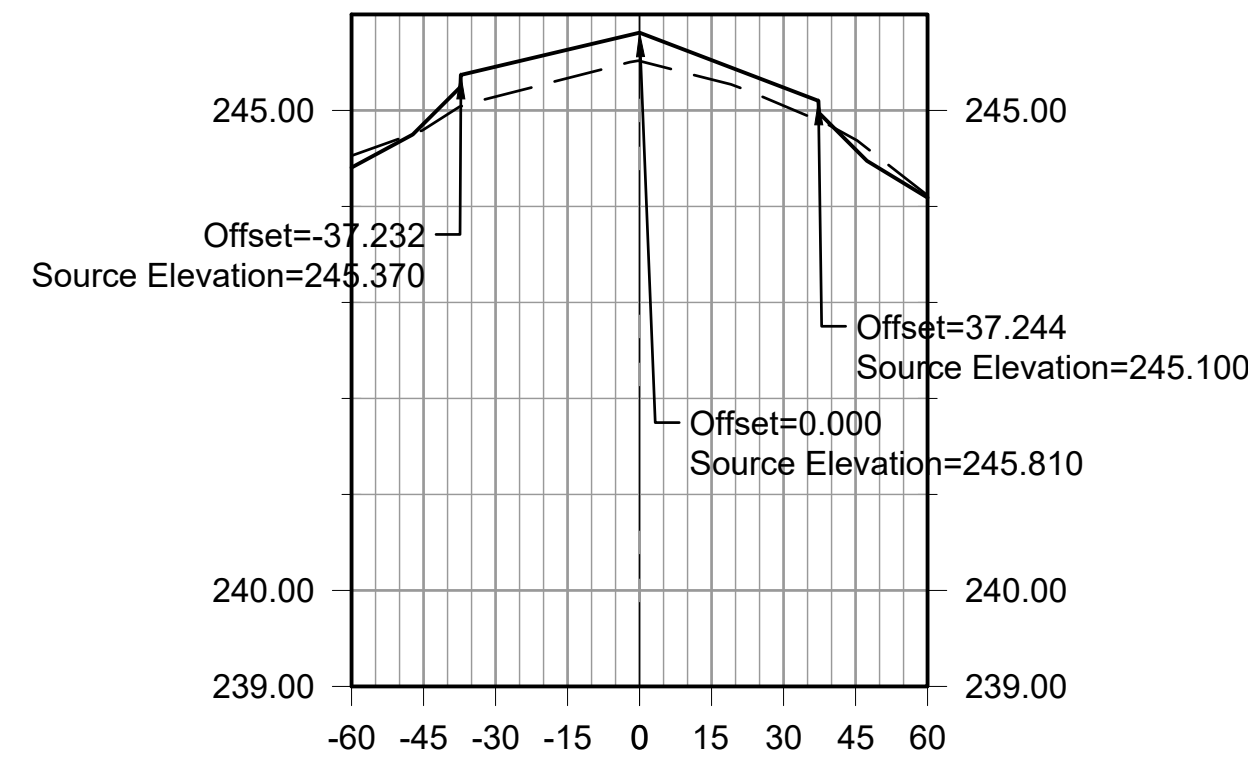


EXISTING ELEVATIONS
244.98
244.65
244.85
245.05
245.22
244.99
244.87
244.67
244.09

PROPOSED ELEVATIONS
244.17
244.59
245.20
245.42
245.63
245.40
245.16
244.54
244.03

PROPOSED GRADE CHANGE (INCHES)
-0.67
4.19
4.38
4.92
4.93
3.55
-1.49

ALIGNMENT - RUNWAY 18-36
STA: 24+00.00

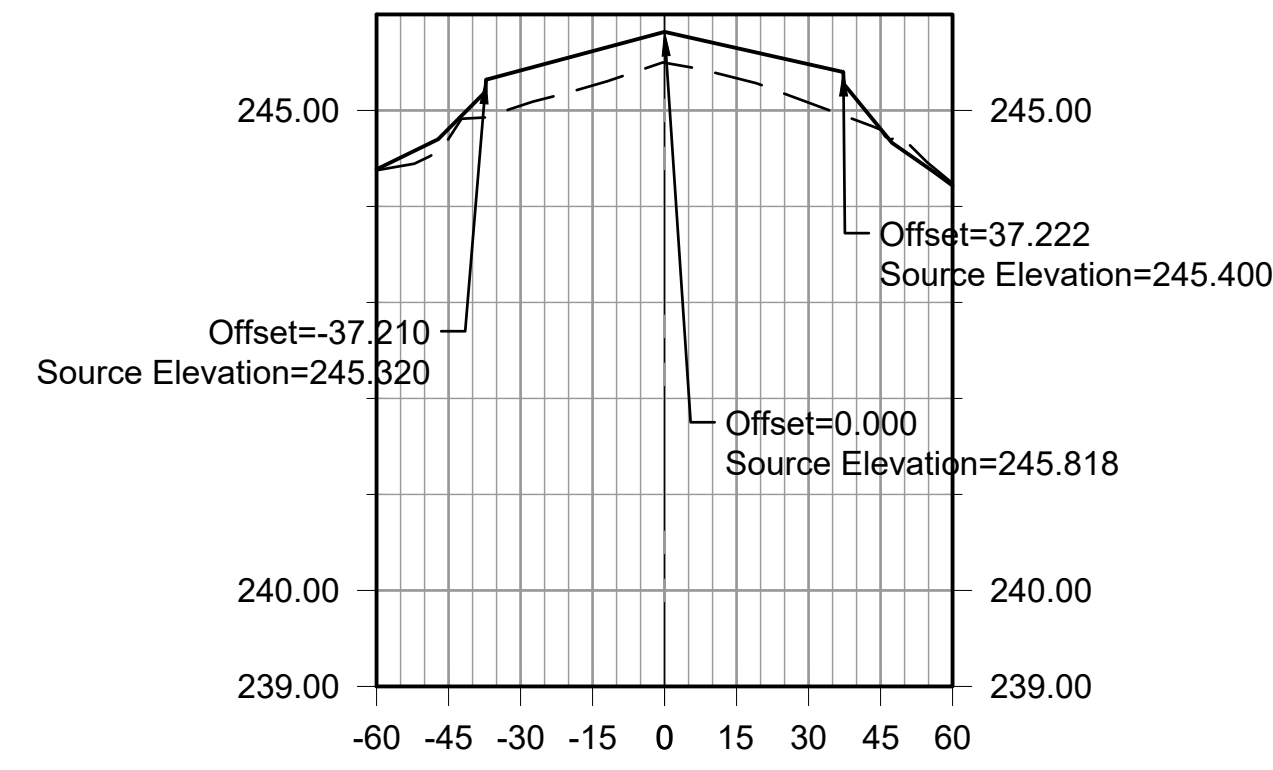


EXISTING ELEVATIONS
244.53
244.80
245.14
245.34
245.51
245.32
245.05
244.70
244.12

PROPOSED ELEVATIONS
244.41
244.86
245.46
245.63
245.81
245.52
245.24
244.59
244.09

PROPOSED GRADE CHANGE (INCHES)
0.72
3.74
3.56
3.54
2.42
2.26
-1.24

ALIGNMENT - RUNWAY 18-36
STA: 24+50.00

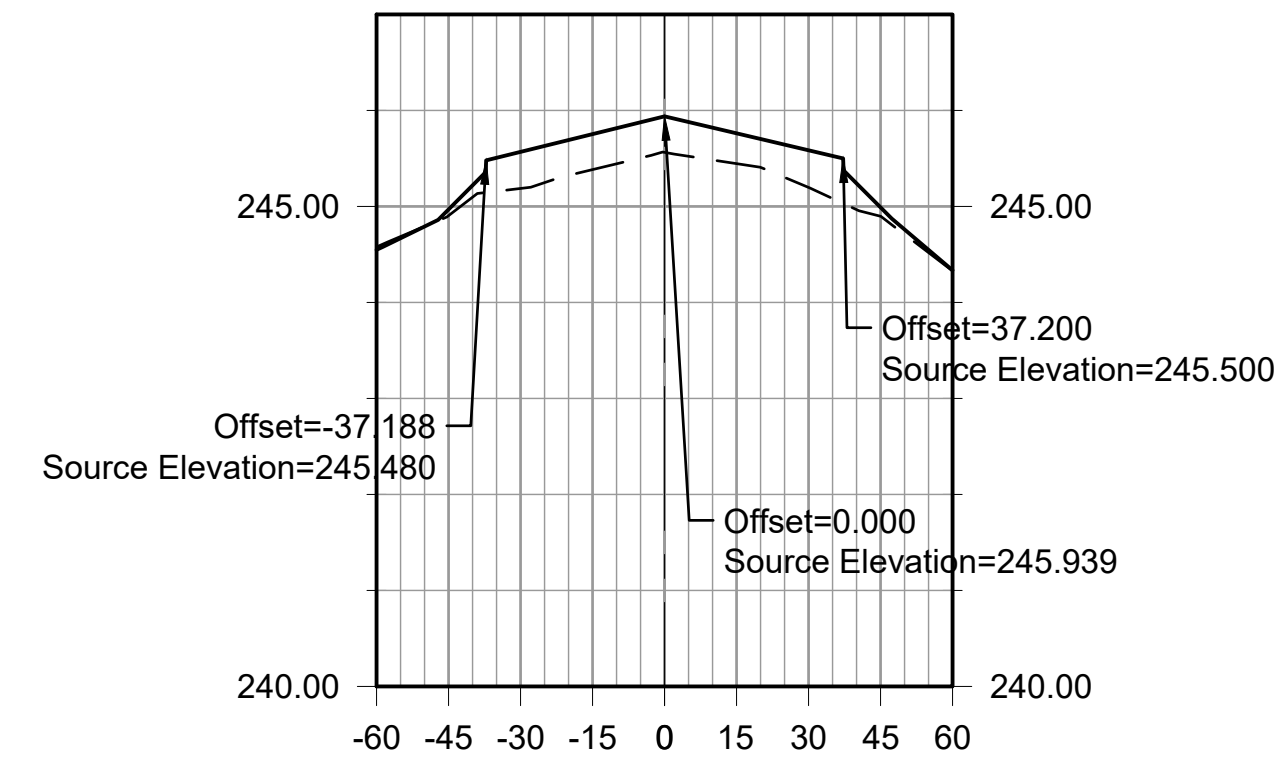


EXISTING ELEVATIONS
244.38
244.71
245.05
245.26
245.50
245.34
245.08
244.80
244.24

PROPOSED ELEVATIONS
244.39
244.81
245.42
245.62
245.82
245.65
245.48
244.81
244.22

PROPOSED GRADE CHANGE (INCHES)
1.26
4.40
4.29
3.85
3.77
4.79
0.07

ALIGNMENT - RUNWAY 18-36
STA: 25+00.00

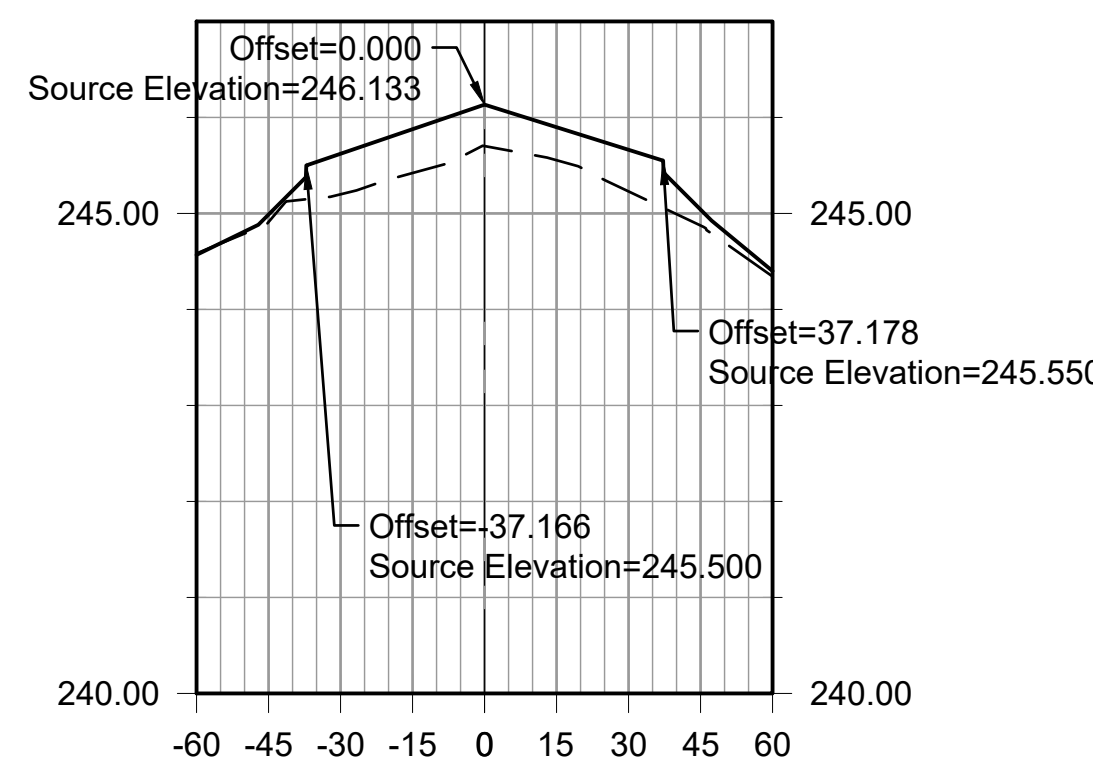


EXISTING ELEVATIONS
244.58
244.91
245.19
245.38
245.56
245.45
245.20
244.90
244.33

PROPOSED ELEVATIONS
244.55
244.97
245.57
245.75
245.94
245.76
245.58
244.99
244.34

PROPOSED GRADE CHANGE (INCHES)
0.77
4.57
4.43
4.51
3.79
4.64
1.11

ALIGNMENT - RUNWAY 18-36
STA: 25+50.00

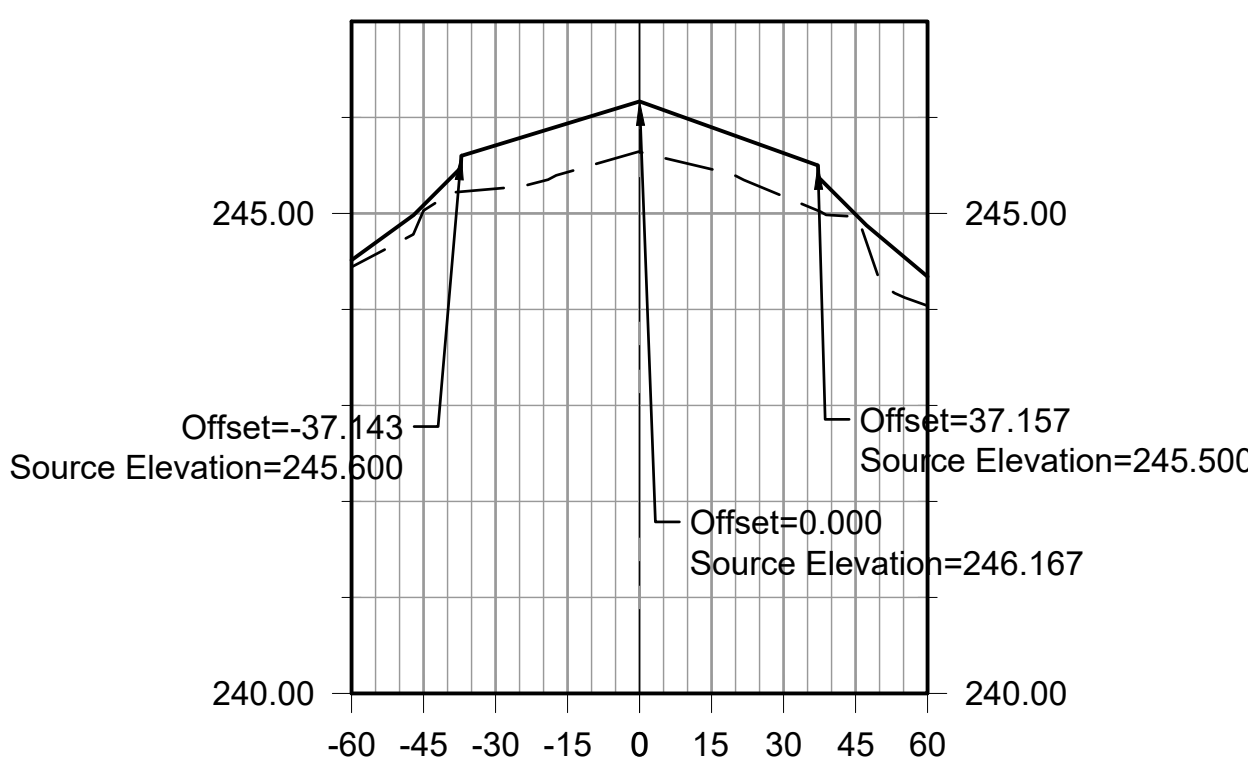


EXISTING ELEVATIONS
244.58
244.91
245.20
245.42
245.70
245.55
245.23
244.87
244.34

PROPOSED ELEVATIONS
244.57
244.99
245.62
245.88
246.13
245.90
245.66
245.04
244.40

PROPOSED GRADE CHANGE (INCHES)
0.94
5.07
5.47
5.18
4.12
5.20
1.98

ALIGNMENT - RUNWAY 18-36
STA: 26+00.00

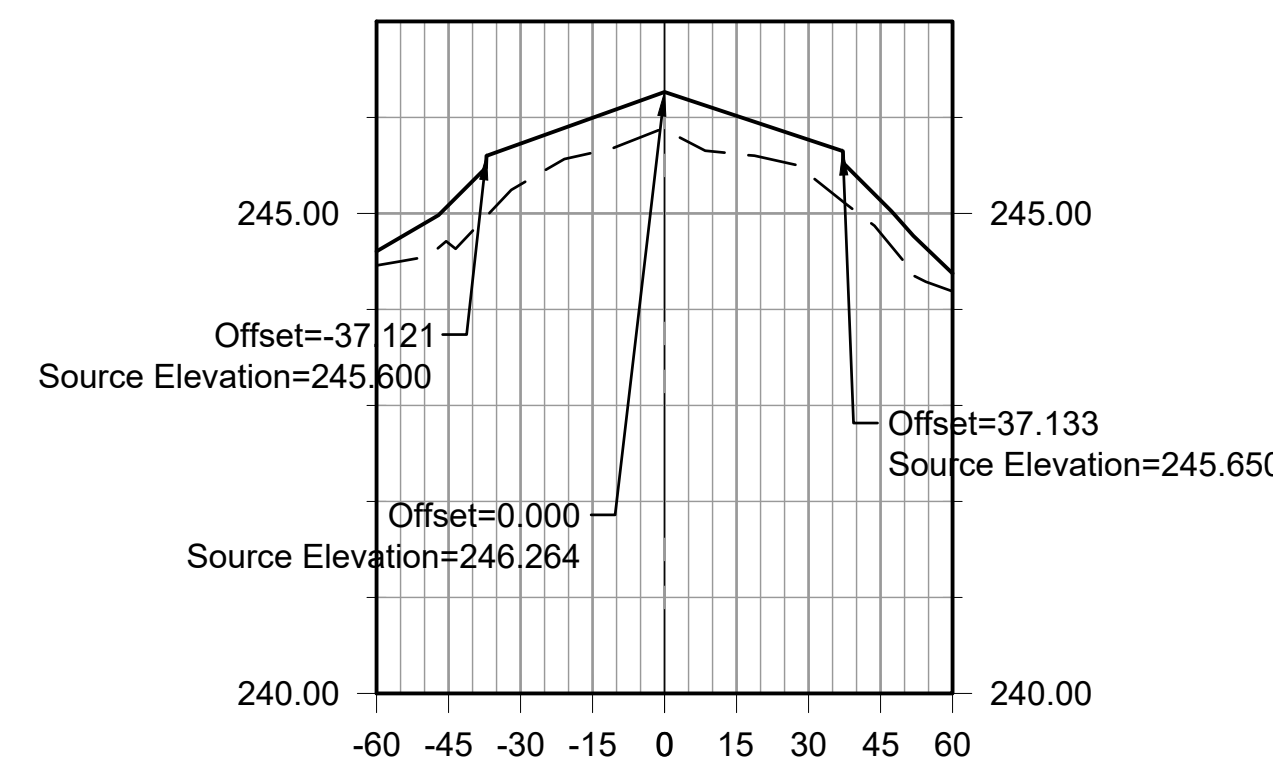


EXISTING ELEVATIONS
244.44
245.03
245.26
245.43
245.64
245.46
245.18
244.97
244.04

PROPOSED ELEVATIONS
244.51
245.09
245.71
245.94
246.17
245.90
245.63
244.99
244.34

PROPOSED GRADE CHANGE (INCHES)
0.69
5.43
6.09
6.31
5.26
5.42
0.27

ALIGNMENT - RUNWAY 18-36
STA: 26+50.00

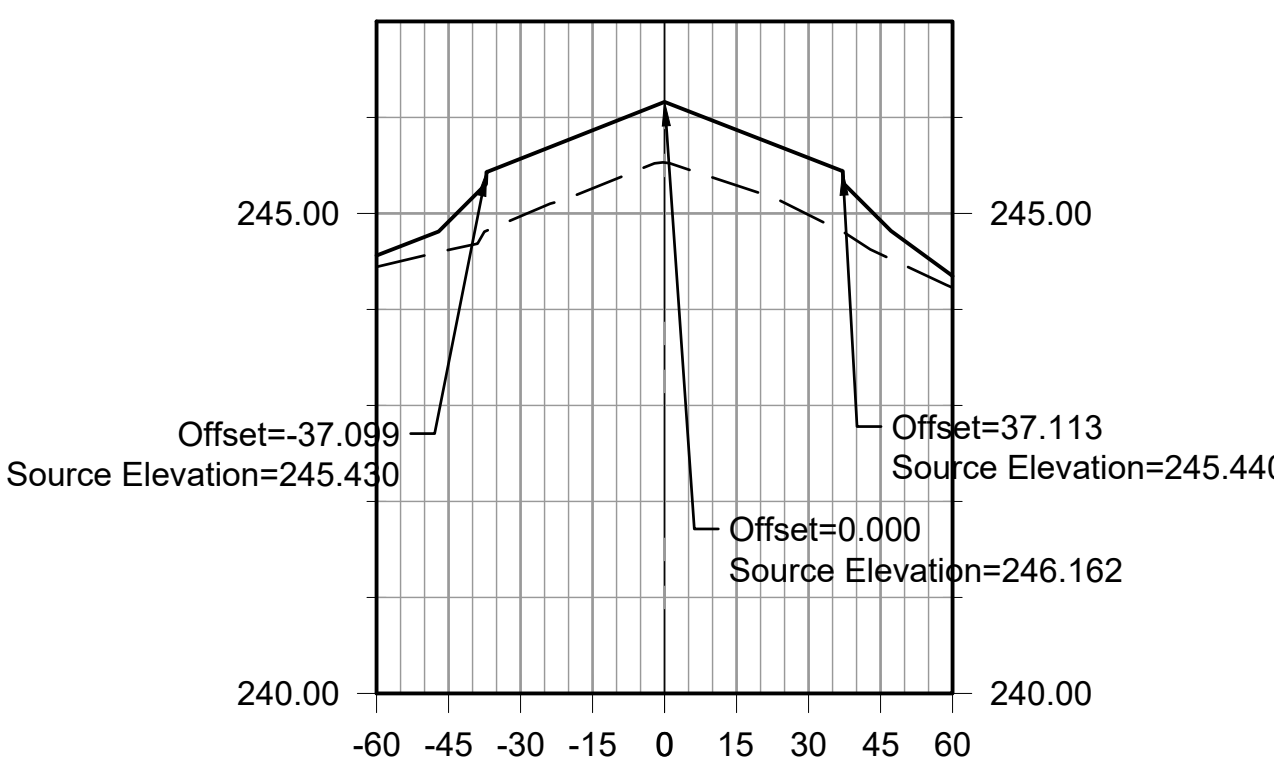


EXISTING ELEVATIONS
244.46
244.69
245.30
245.63
245.87
245.62
245.41
244.79
244.19

PROPOSED ELEVATIONS
244.61
245.09
245.73
246.00
246.26
246.02
245.77
245.14
244.38

PROPOSED GRADE CHANGE (INCHES)
4.76
5.11
4.36
4.70
4.76
4.32
4.12

ALIGNMENT - RUNWAY 18-36
STA: 27+00.00



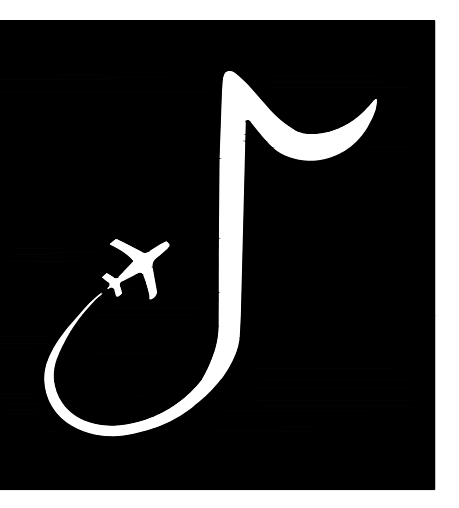
EXISTING ELEVATIONS
244.44
244.62
244.97
245.26
245.53
245.29
244.98
244.58
244.23

PROPOSED ELEVATIONS
244.56
244.91
245.57
245.87
246.16
245.87
245.58
244.93
244.35

PROPOSED GRADE CHANGE (INCHES)
3.54
7.19
7.27
7.59
6.95
7.13
4.21

ALIGNMENT - RUNWAY 18-36
STA: 27+50.00

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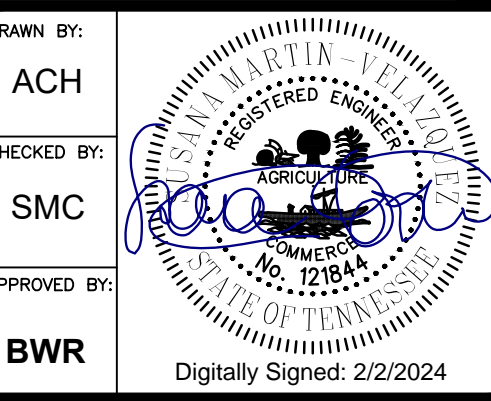
MEMPHIS INTERNATIONAL AIRPORT
2491 WINCHESTER RD, SUITE 113
MEMPHIS, TENNESSEE
38116-3856

PROGRAM MANAGER / ENGINEER



GARVER, LLC
6313 CRUMPLER BLVD.
SUITE 101
OLIVE BRANCH, MS 38654
(662) 892-7592

JOB NO. 22A20280



DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR
Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

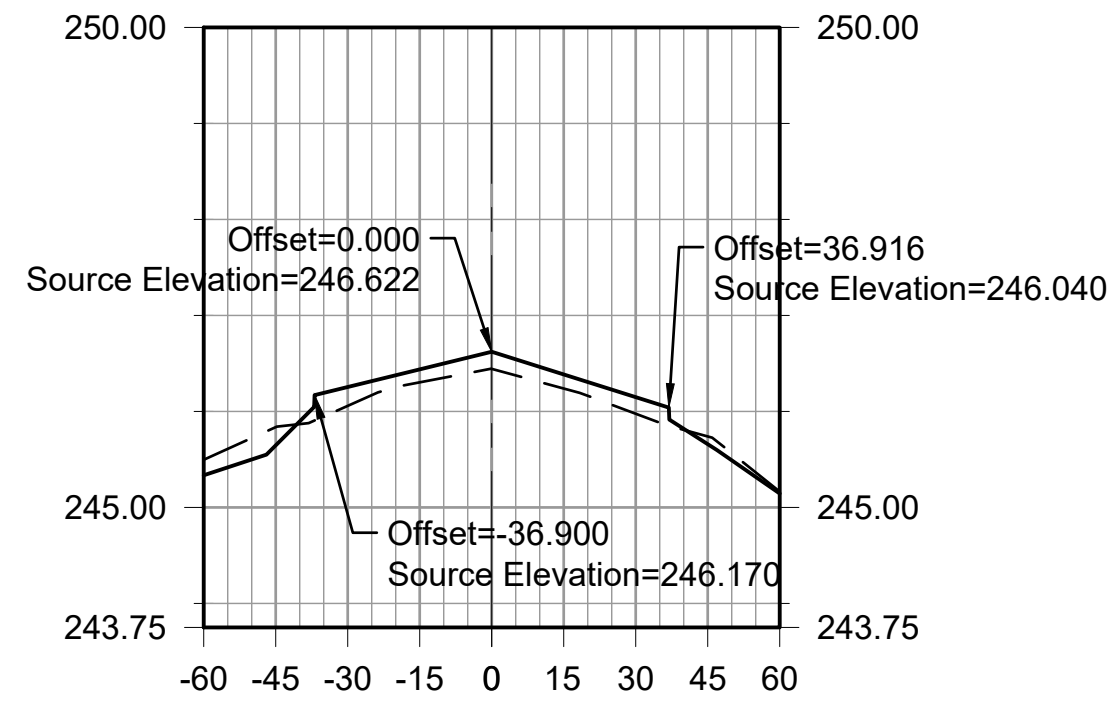
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: CROSS SECTIONS - RUNWAY 18-36 SHEET 7

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DATE: 02/12/2024
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SHEET NO. 66

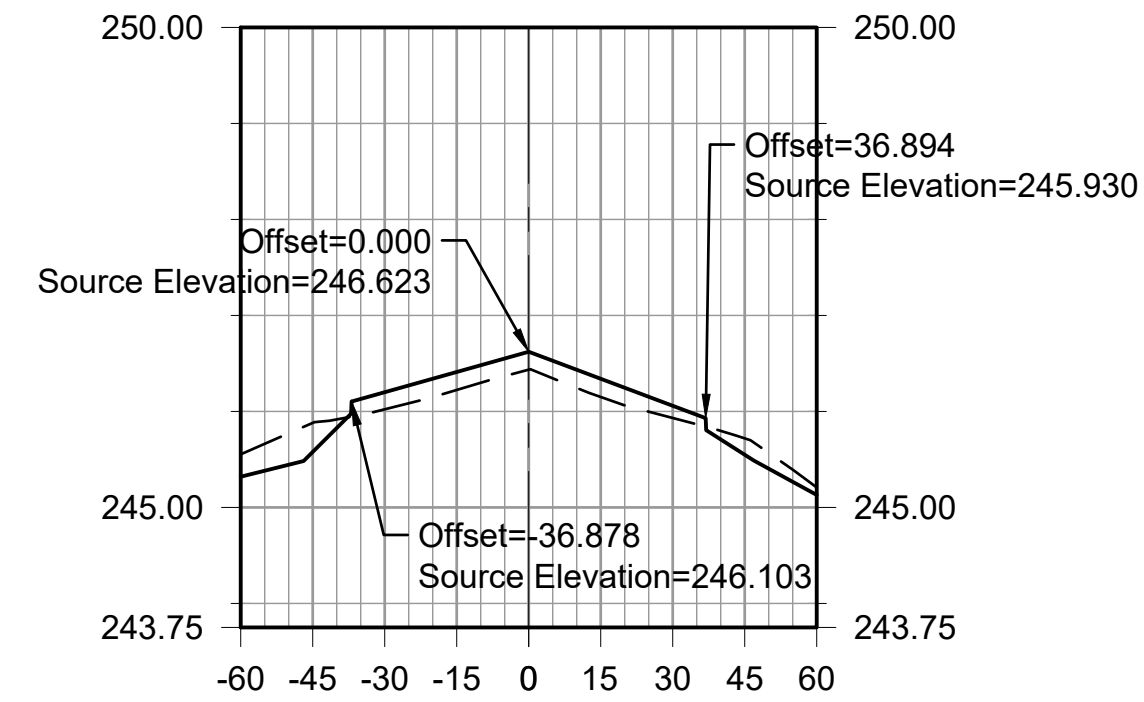


EXISTING ELEVATIONS
-245.50
-245.84
-246.06
-246.30
-246.44
-246.24
-245.98
-245.74
-245.17

PROPOSED ELEVATIONS
-245.33
-245.64
-246.25
-246.44
-246.62
-246.39
-246.15
-245.66
-245.14

PROPOSED GRADE CHANGE (INCHES)
-2.29
2.36
1.62
2.14
1.76
2.07
-0.97

ALIGNMENT - RUNWAY 18-36
STA: 32+00.00

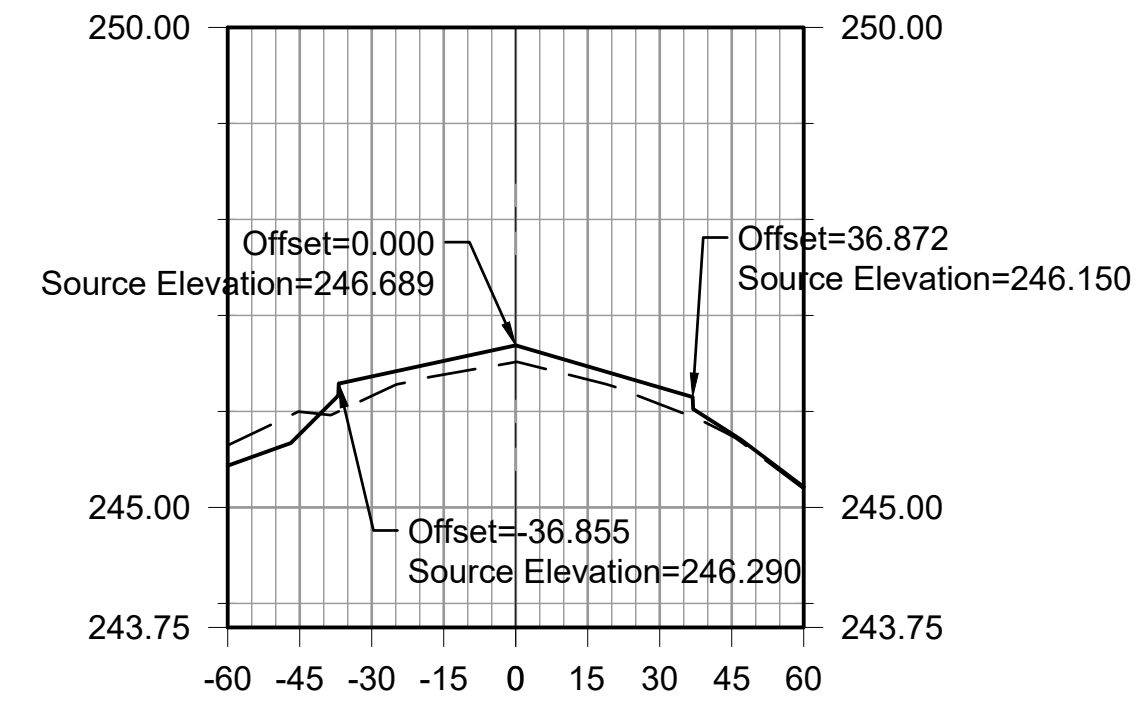


EXISTING ELEVATIONS
-245.55
-245.88
-246.02
-246.22
-246.43
-246.15
-245.93
-245.72
-245.21

PROPOSED ELEVATIONS
-245.32
-245.58
-246.20
-246.41
-246.62
-246.34
-246.06
-245.55
-245.13

PROPOSED GRADE CHANGE (INCHES)
-3.65
2.13
2.25
2.25
2.29
1.52
-2.05

ALIGNMENT - RUNWAY 18-36
STA: 32+50.00

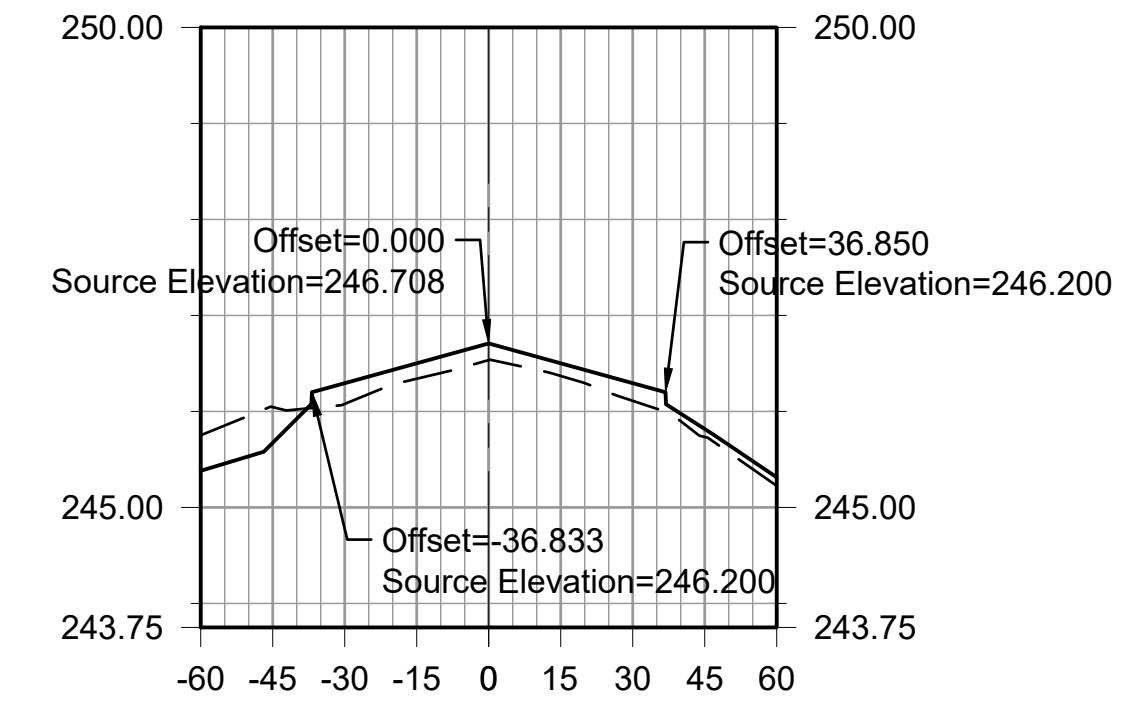


EXISTING ELEVATIONS
-245.65
-246.00
-246.16
-246.38
-246.51
-246.33
-246.08
-245.75
-245.19

PROPOSED ELEVATIONS
-245.44
-245.76
-246.36
-246.53
-246.69
-246.47
-246.25
-245.77
-245.21

PROPOSED GRADE CHANGE (INCHES)
-2.80
2.44
1.71
2.09
1.64
2.09
0.26

ALIGNMENT - RUNWAY 18-36
STA: 33+00.00

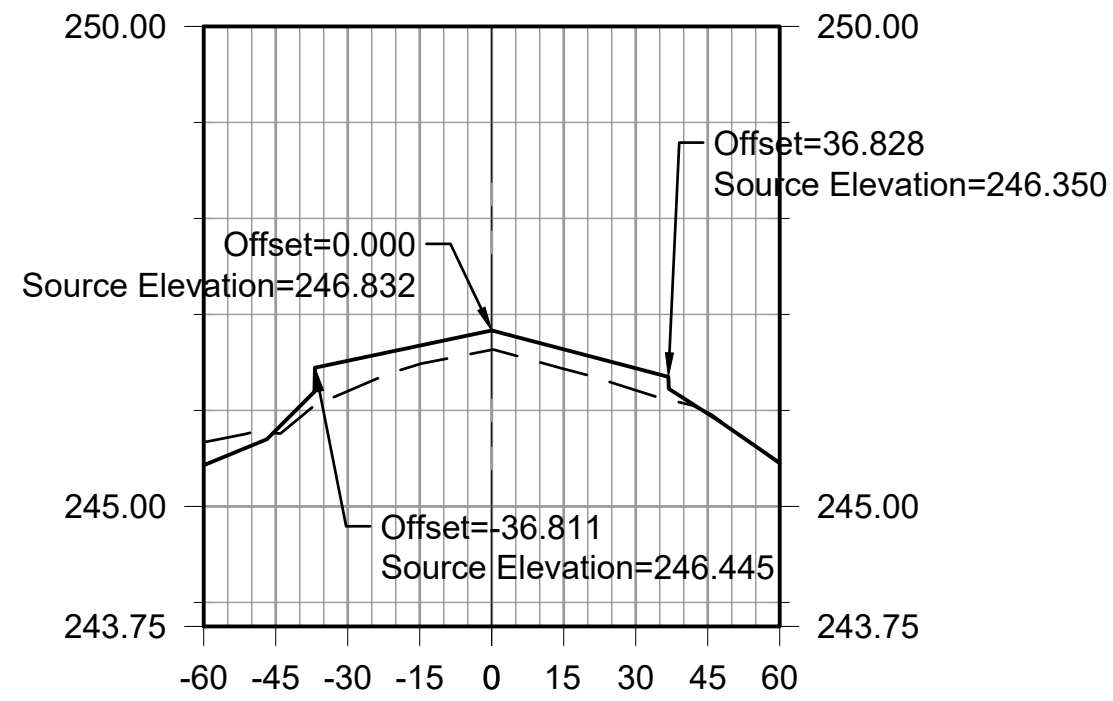


EXISTING ELEVATIONS
-245.75
-246.05
-246.08
-246.34
-246.53
-246.37
-246.11
-245.73
-245.23

PROPOSED ELEVATIONS
-245.38
-245.67
-246.29
-246.50
-246.71
-246.50
-246.29
-245.82
-245.31

PROPOSED GRADE CHANGE (INCHES)
-4.49
2.59
1.93
2.09
1.58
2.20
0.99

ALIGNMENT - RUNWAY 18-36
STA: 33+50.00

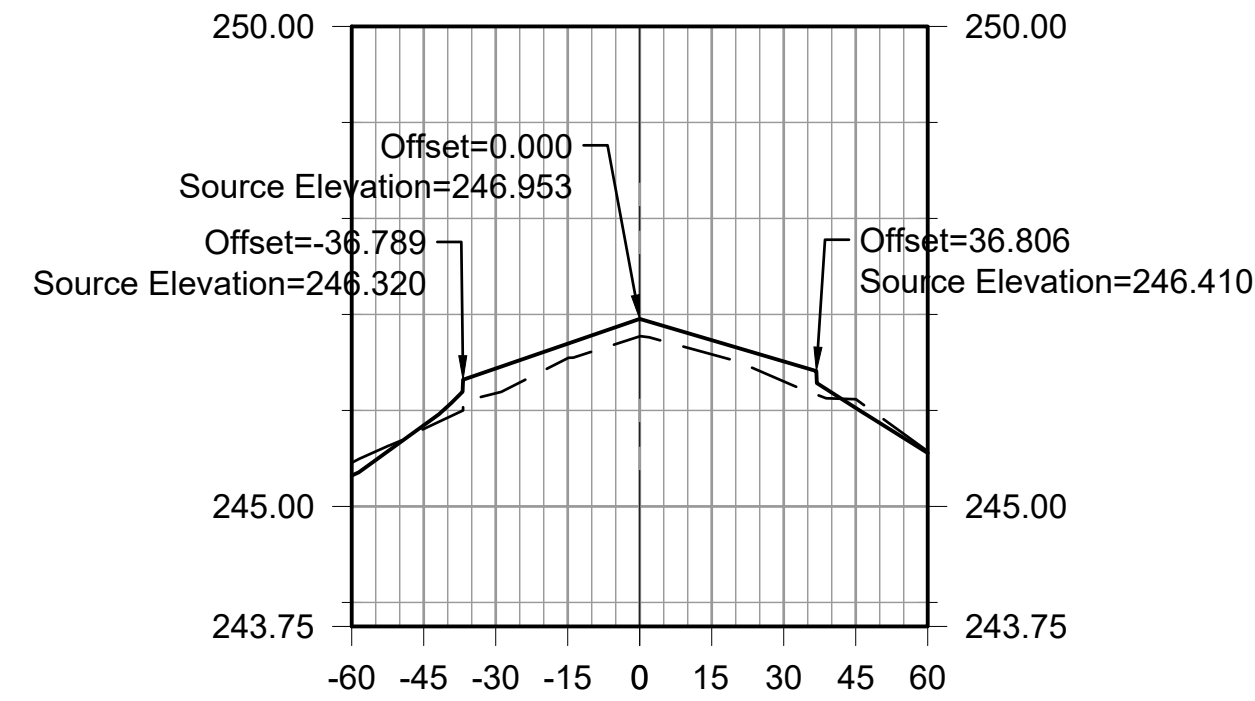


EXISTING ELEVATIONS
-245.67
-245.76
-246.20
-246.48
-246.63
-246.43
-246.21
-245.98
-245.44

PROPOSED ELEVATIONS
-245.43
-245.79
-246.52
-246.67
-246.83
-246.64
-246.44
-245.97
-245.45

PROPOSED GRADE CHANGE (INCHES)
0.32
3.81
2.31
2.41
2.44
2.76
-0.12

ALIGNMENT - RUNWAY 18-36
STA: 34+00.00



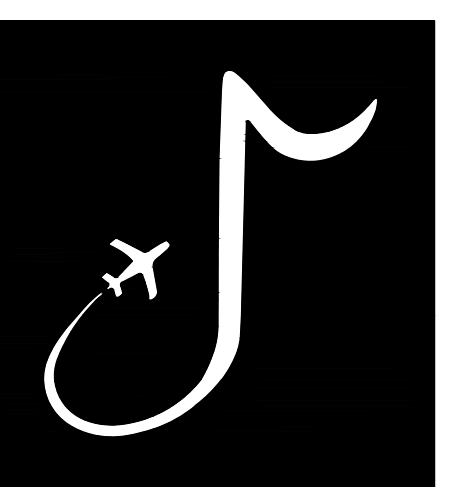
EXISTING ELEVATIONS
-245.46
-245.81
-246.18
-246.54
-246.77
-246.58
-246.30
-246.12
-245.57

PROPOSED ELEVATIONS
-245.32
-245.84
-246.44
-246.70
-246.95
-246.73
-246.51
-246.03
-245.56

PROPOSED GRADE CHANGE (INCHES)
0.45
3.11
1.81
2.19
1.77
2.50
-1.08

ALIGNMENT - RUNWAY 18-36
STA: 34+50.00

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MEMPHIS INTERNATIONAL AIRPORT
2491 WINCHESTER RD, SUITE 113
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38116-3856

PROGRAM MANAGER / ENGINEER



GARVER, LLC
6831 CRUMPLER BLVD.
SUITE 101
OLIVE BRANCH, MS 38654
(662) 892-7592

JOB NO. 22A20280

DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

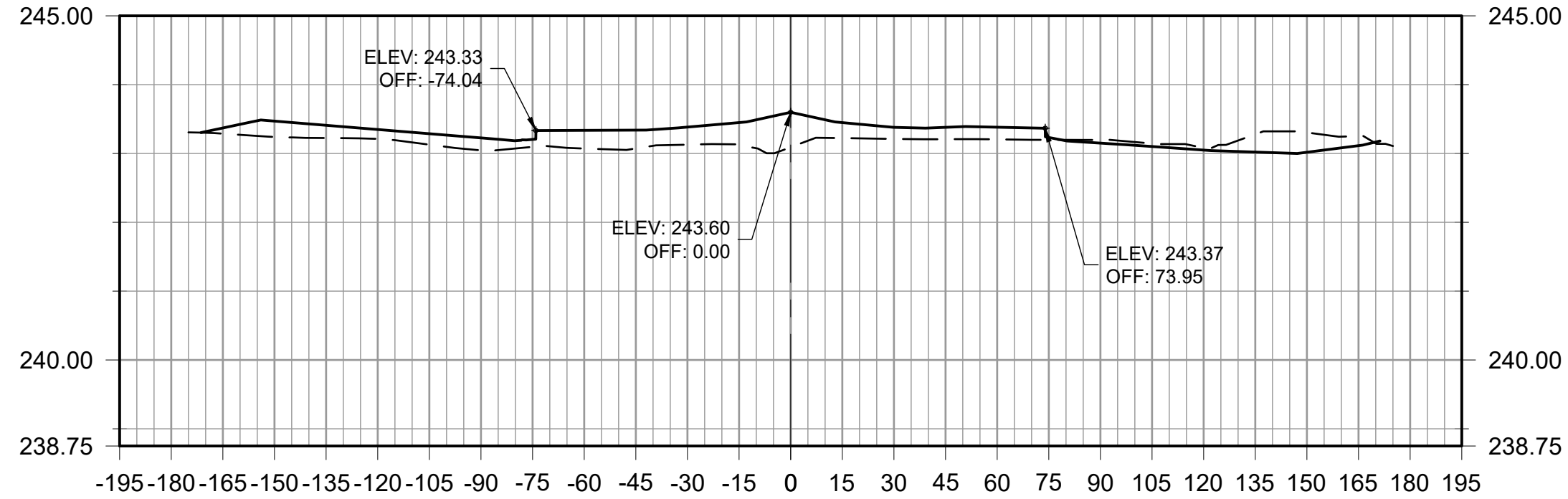
MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: CROSS SECTIONS - RUNWAY 18-36 SHEET 9

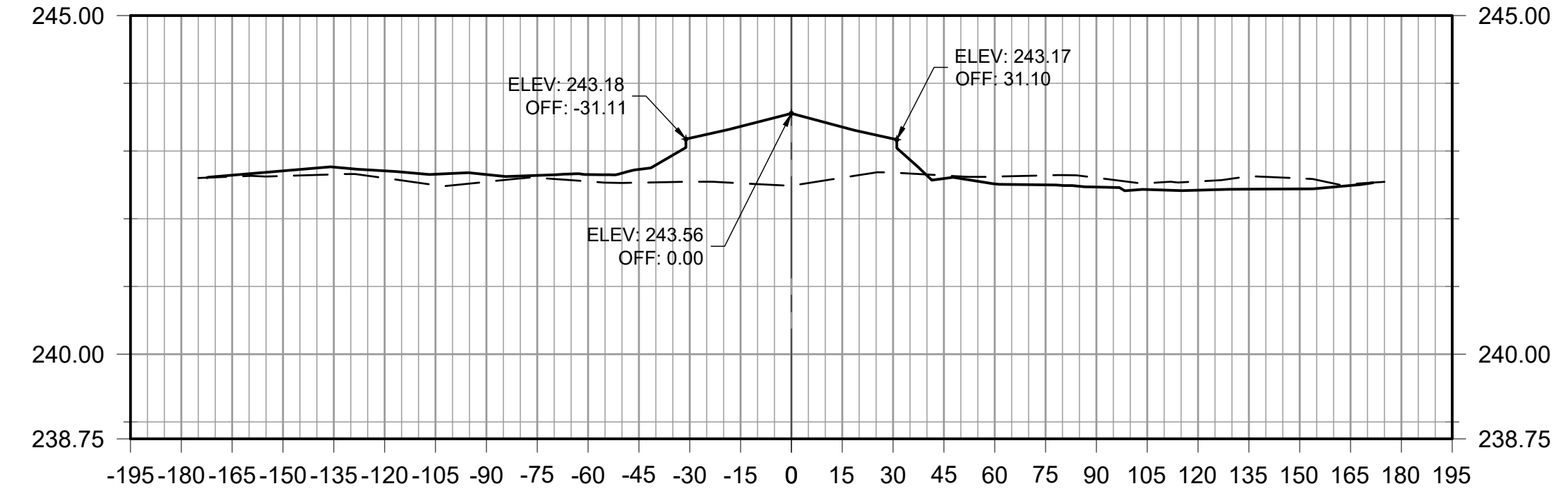
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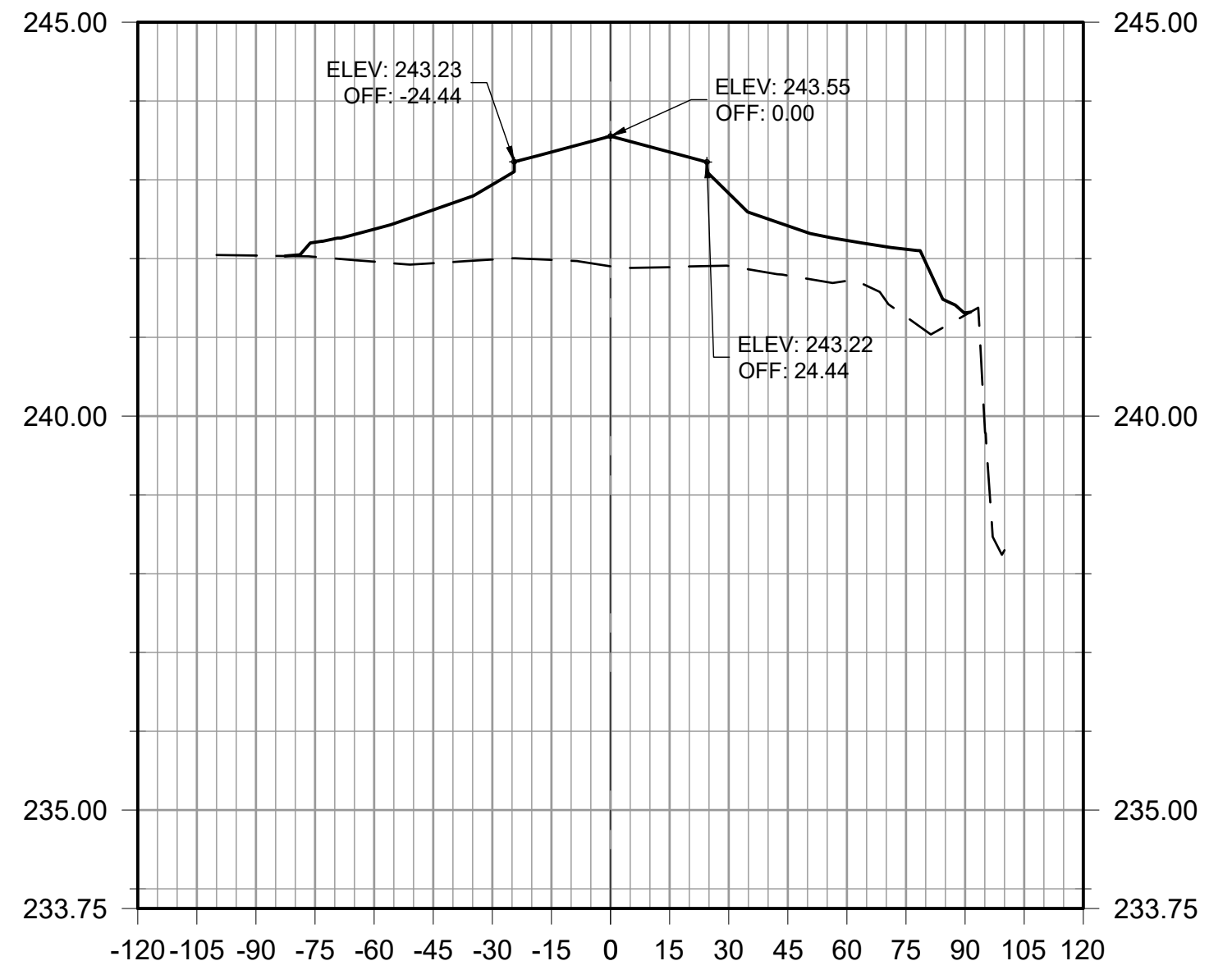
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PROPOSED ELEVATIONS	243.37	243.47	243.41	243.35	243.29	243.23	243.21	243.34	243.34	243.38	243.45	243.60	243.45	243.38	243.38	243.38	243.23	243.15	243.10	243.05	243.02	243.02	243.11

ALIGNMENT - PROPOSED TAXIWAY A2
STA: 100+25.00



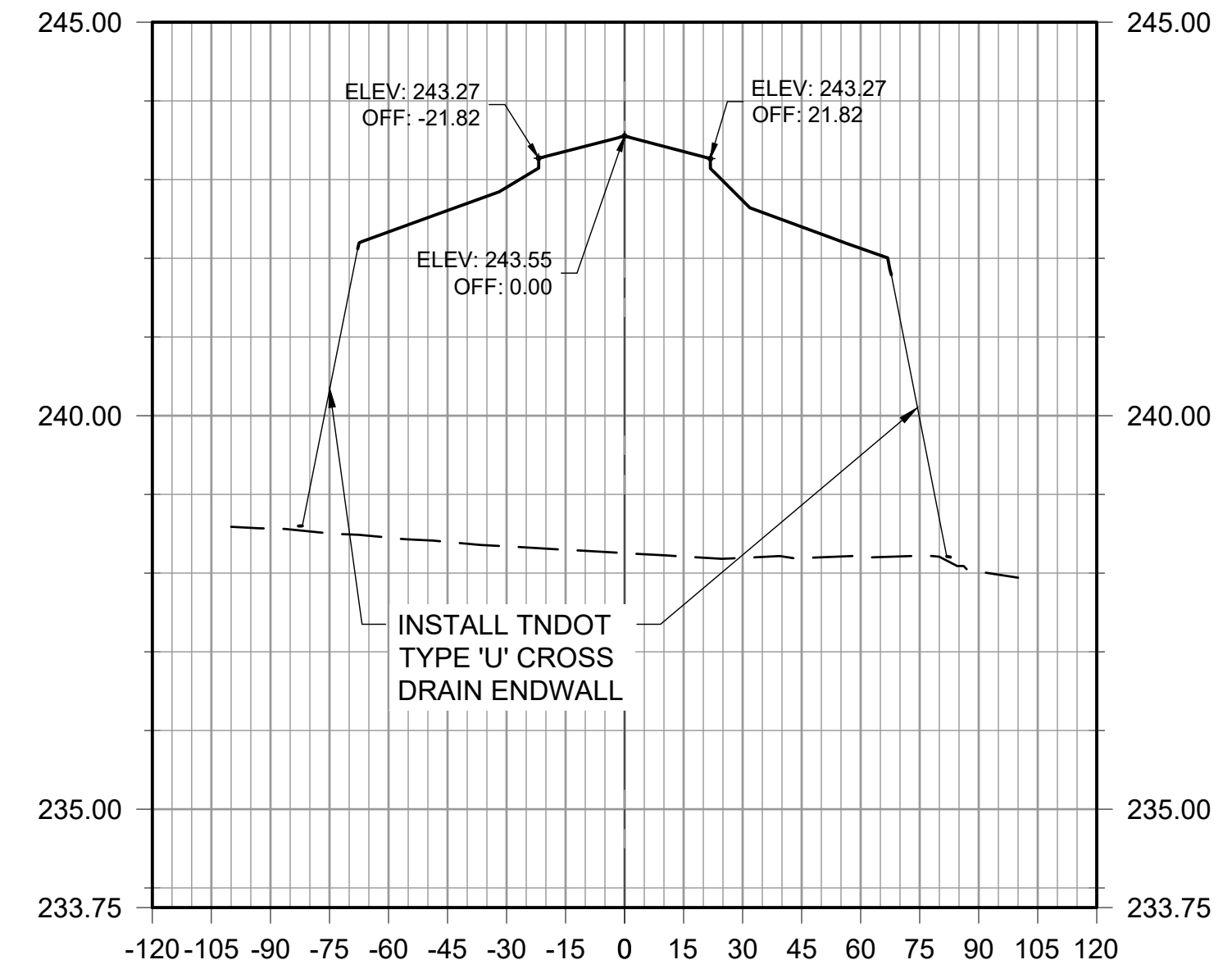
EXISTING ELEVATIONS	242.62	242.63	242.66	242.60	242.50	242.54	242.61	242.55	242.53	242.55	242.52	242.48	242.61	242.68	242.64	242.62	242.64	242.61	242.53	242.55	242.63	242.60	242.51
PROPOSED ELEVATIONS	242.64	242.71	242.76	242.71	242.66	242.65	242.64	242.65	242.73	243.19	243.36	243.56	243.35	243.18	242.59	242.52	242.50	242.47	242.43	242.42	242.44	242.44	242.49

ALIGNMENT - PROPOSED TAXIWAY A2
STA: 100+50.00



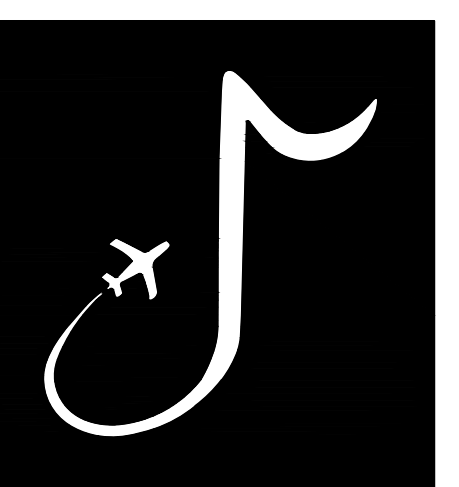
EXISTING ELEVATIONS	242.04	242.02	241.96	241.94	241.99	241.98	241.90	241.89	241.91	241.78	241.72	241.26	241.28
PROPOSED ELEVATIONS	242.21	242.37	242.62	242.94	243.35	243.55	243.35	242.83	242.42	242.23	242.12	241.31	

ALIGNMENT - PROPOSED TAXIWAY A2
STA: 100+75.00



EXISTING ELEVATIONS	238.57	238.50	238.45	238.40	238.34	238.30	238.25	238.21	238.19	238.19	238.21	238.22	238.02
PROPOSED ELEVATIONS	242.34	242.61	242.90	243.36	243.55	243.36	242.73	242.40	242.13				

ALIGNMENT - PROPOSED TAXIWAY A2
STA: 101+00.00



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JOB NO. 22A20280

DRAWN BY: ACH
CHECKED BY: SMC
APPROVED BY: BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER
AIRPORT

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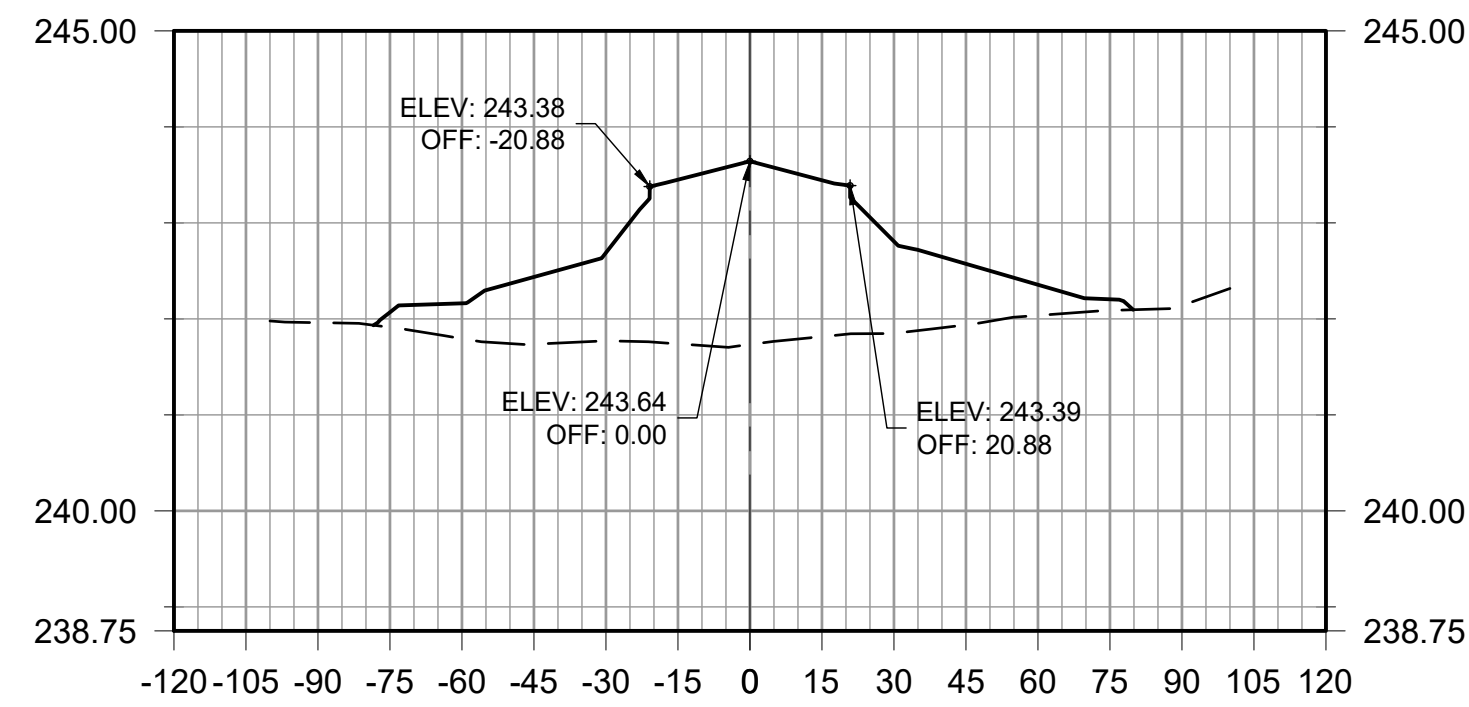
MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER
RUNWAY PAVEMENT
IMPROVEMENTS

SHEET TITLE:
CROSS SECTIONS -
TAXIWAY A2 SHEET 1

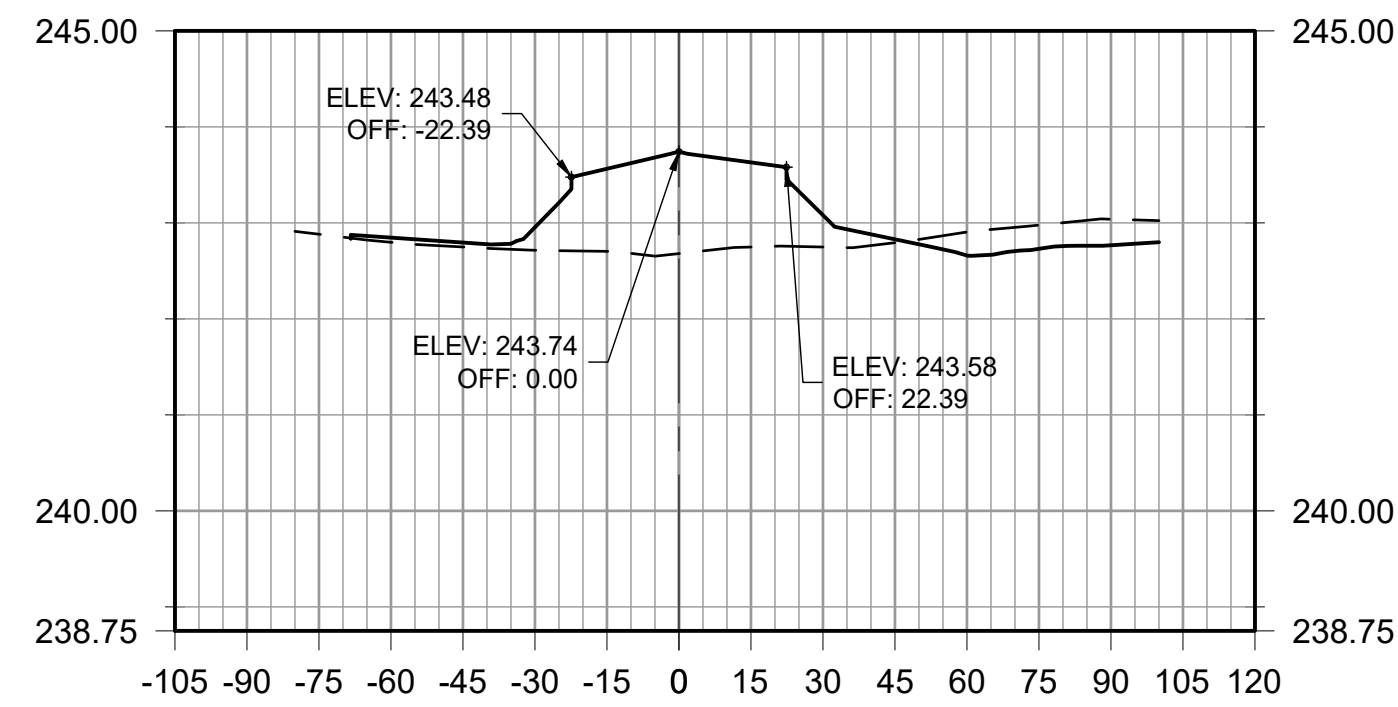
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DATE: 02/12/2024
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SHEET NO. 69

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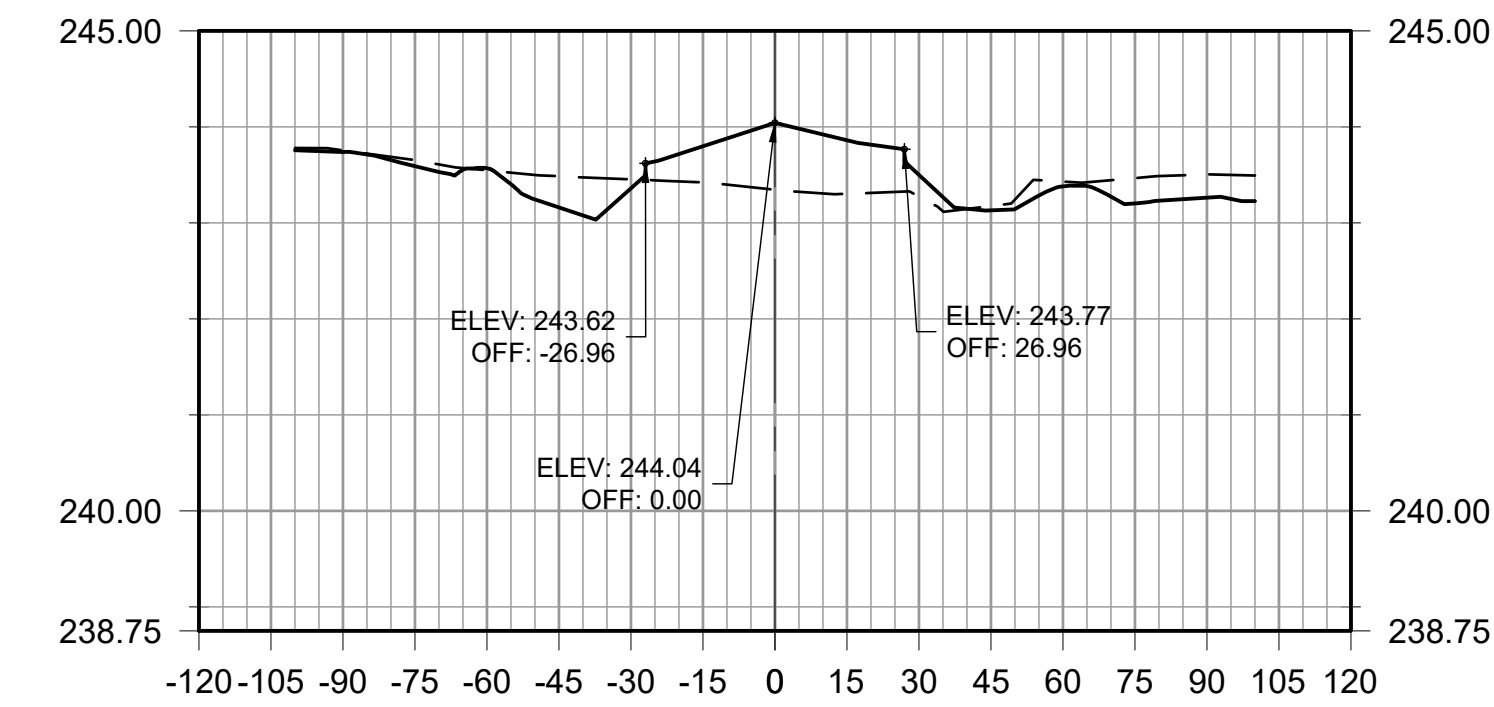
EXISTING ELEVATIONS	241.96	241.91	241.79	241.74	241.77	241.74	241.73	241.81	241.85	241.94	242.04	242.09	242.14
PROPOSED ELEVATIONS	242.07	242.16	242.44	242.69	243.45	243.64	243.44	242.81	242.57	242.36	242.20		

ALIGNMENT - PROPOSED TAXIWAY A2
STA: 101+25.00



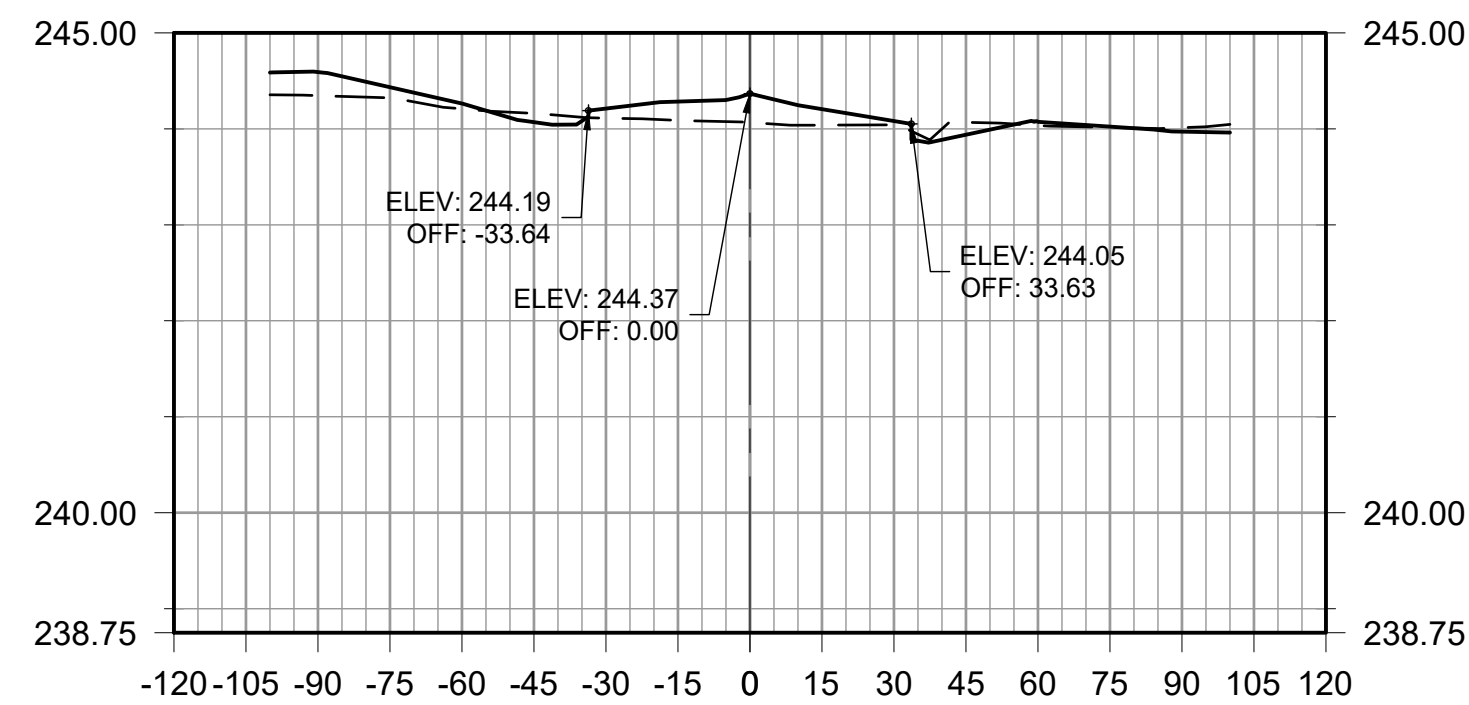
EXISTING ELEVATIONS	242.88	242.80	242.75	242.71	242.70	242.68	242.75	242.75	242.79	242.90	242.98	243.04
PROPOSED ELEVATIONS	242.85	242.79	242.95	243.56	243.74	243.63	243.08	242.83	242.66	242.73	242.77	

ALIGNMENT - PROPOSED TAXIWAY A2
STA: 101+50.00



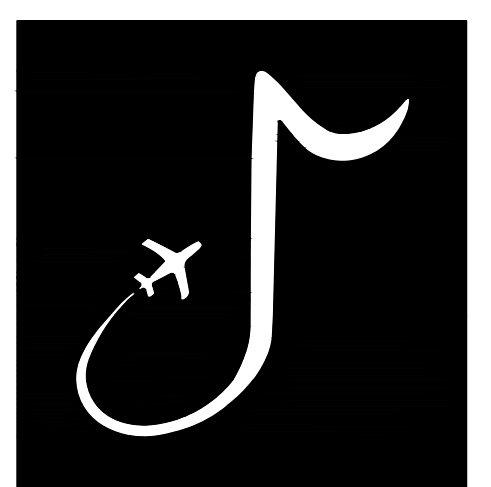
EXISTING ELEVATIONS	243.76	243.65	243.55	243.49	243.45	243.42	243.35	243.30	243.27	243.18	243.43	243.47	243.50
PROPOSED ELEVATIONS	243.74	243.59	243.57	243.16	243.36	243.80	244.04	243.86	243.50	243.13	243.38	243.20	243.26

ALIGNMENT - PROPOSED TAXIWAY A2
STA: 101+75.00



EXISTING ELEVATIONS	244.35	244.32	244.21	244.16	244.11	244.09	244.07	244.04	244.04	244.07	244.04	244.01	244.01
PROPOSED ELEVATIONS	244.59	244.43	244.26	244.07	244.21	244.28	244.37	244.20	244.08	243.94	244.07	244.02	243.97

ALIGNMENT - PROPOSED TAXIWAY A2
STA: 102+00.00



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 APPROVED BY: BWR

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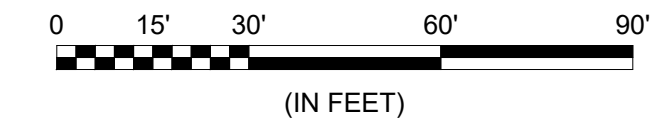
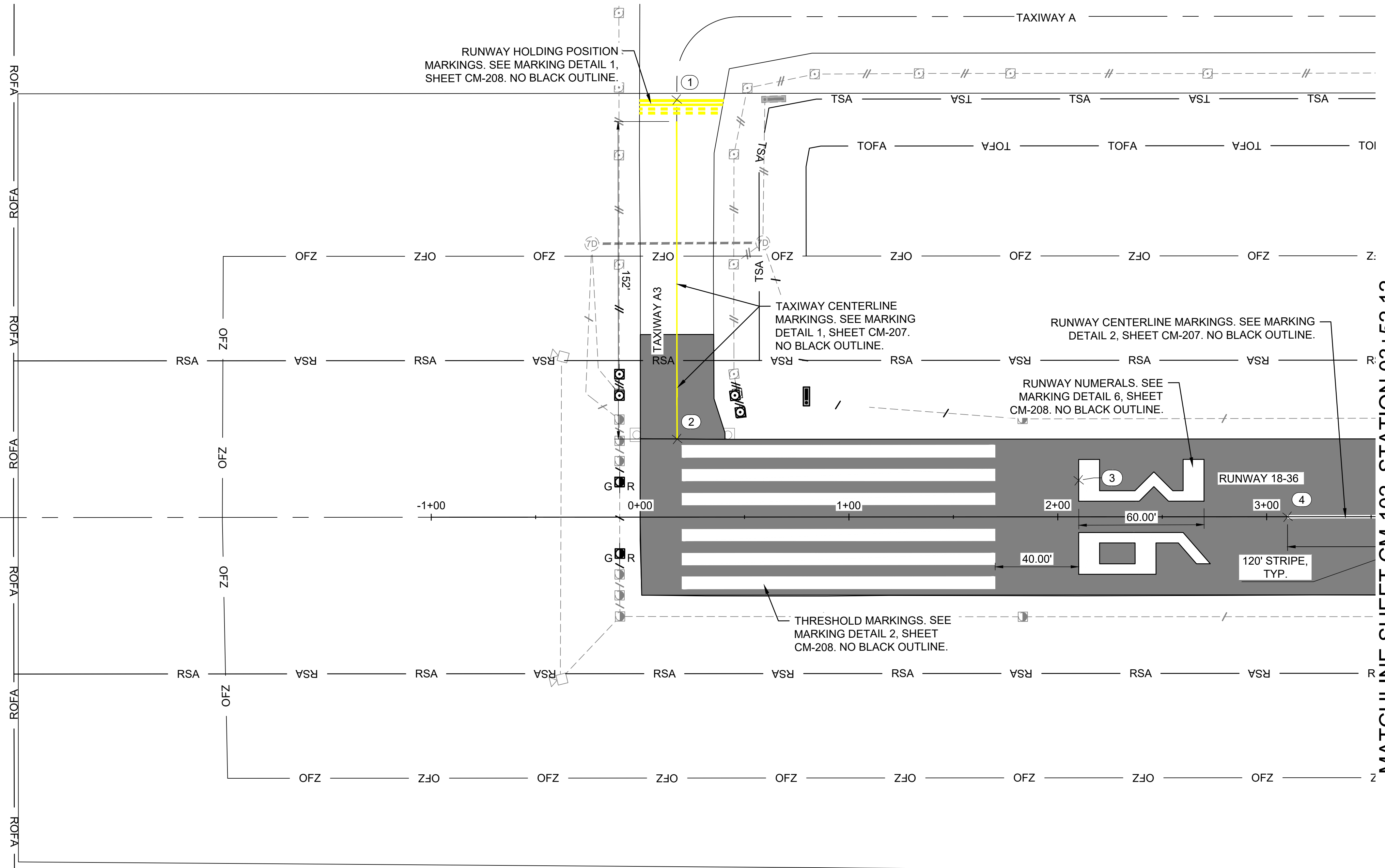
MSCAA PROJ. NO. 22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 CROSS SECTIONS - TAXIWAY A2 SHEET 2

DWG. FILE NAME: XS-202
 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: 70

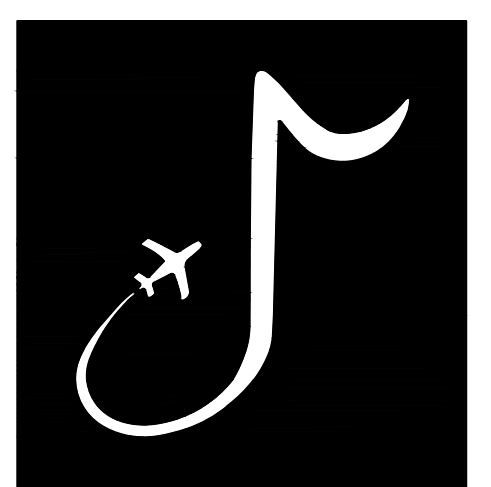
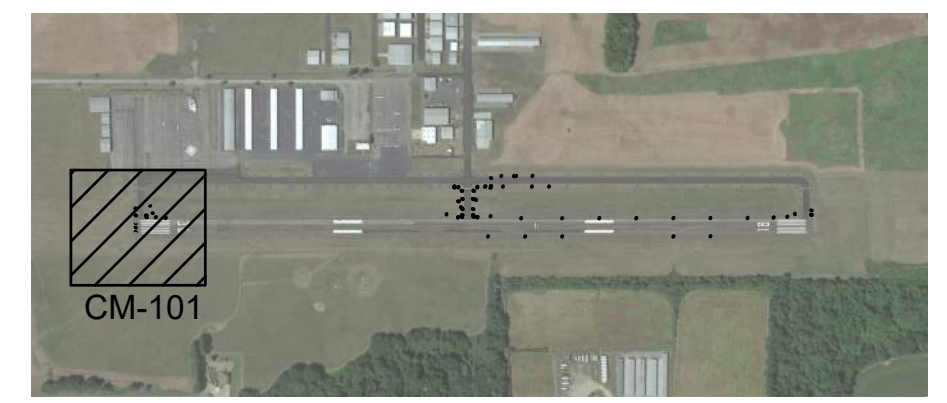
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 Label Plotted By: Hillman, Alyssa C., Plot Style: AECmonochrome.ctb, Plot Scale: 1:1, Plot Date: 2/1/2024 2:03 PM, Plotter Used: AutoCAD PDF (General Documentation).pc3



LEGEND	
	EXISTING MARKINGS
	PROPOSED YELLOW MARKINGS
	PROPOSED WHITE MARKINGS
	RSA — RUNWAY SAFETY AREA
	TOFA — TAXIWAY OBJECT FREE AREA

- NOTES:**
1. SHEET INTENDED TO BE PRINTED IN COLOR.
 2. SEE SHEETS CM-207 AND CM-208 FOR AIRFIELD MARKING LAYOUT DATA AND DETAILS.
 3. MARKINGS ON EXISTING PAVEMENT SHOWN FOR REFERENCE ONLY. MATCH EXISTING MARKINGS AT ALL TIE-INS WHERE EXISTING MARKINGS ARE TO REMAIN.
 4. THE CONTRACTOR WILL BE REQUIRED TO REPAINT ANY MARKINGS THAT ARE OUTSIDE OF THE PROJECT LIMITS WHICH ARE DAMAGED BY THE CONTRACTOR'S OPERATIONS. REPAINTING OF DAMAGED AREAS WILL BE AT THE CONTRACTOR'S EXPENSE.
 5. ANY DISCREPANCIES BETWEEN THESE PLANS AND THE ACTUAL STRIPING PRESENT IN THE FIELD SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO MARKING REMOVAL OR INSTALLATION OPERATIONS.
 6. MARKINGS TO BE REPAINTED SHALL BE CLEANED AND HAVE ANY LOOSE MATERIAL REMOVED PRIOR TO THE NEW APPLICATION.
 7. TEMPORARY QUANTITIES DENOTE FIRST AND SECOND PAVEMENT MARKING APPLICATION AT A 50% RATE WITHOUT GLASS BEADS.
 8. TEMPORARY MARKINGS SHALL NOT RECEIVE BLACK OUTLINE.

MATCHLINE SHEET CM-102, STATION 03+52.12



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MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

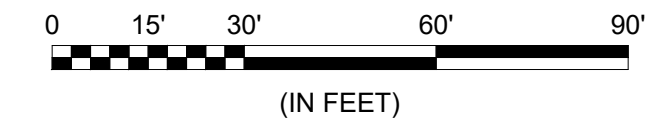
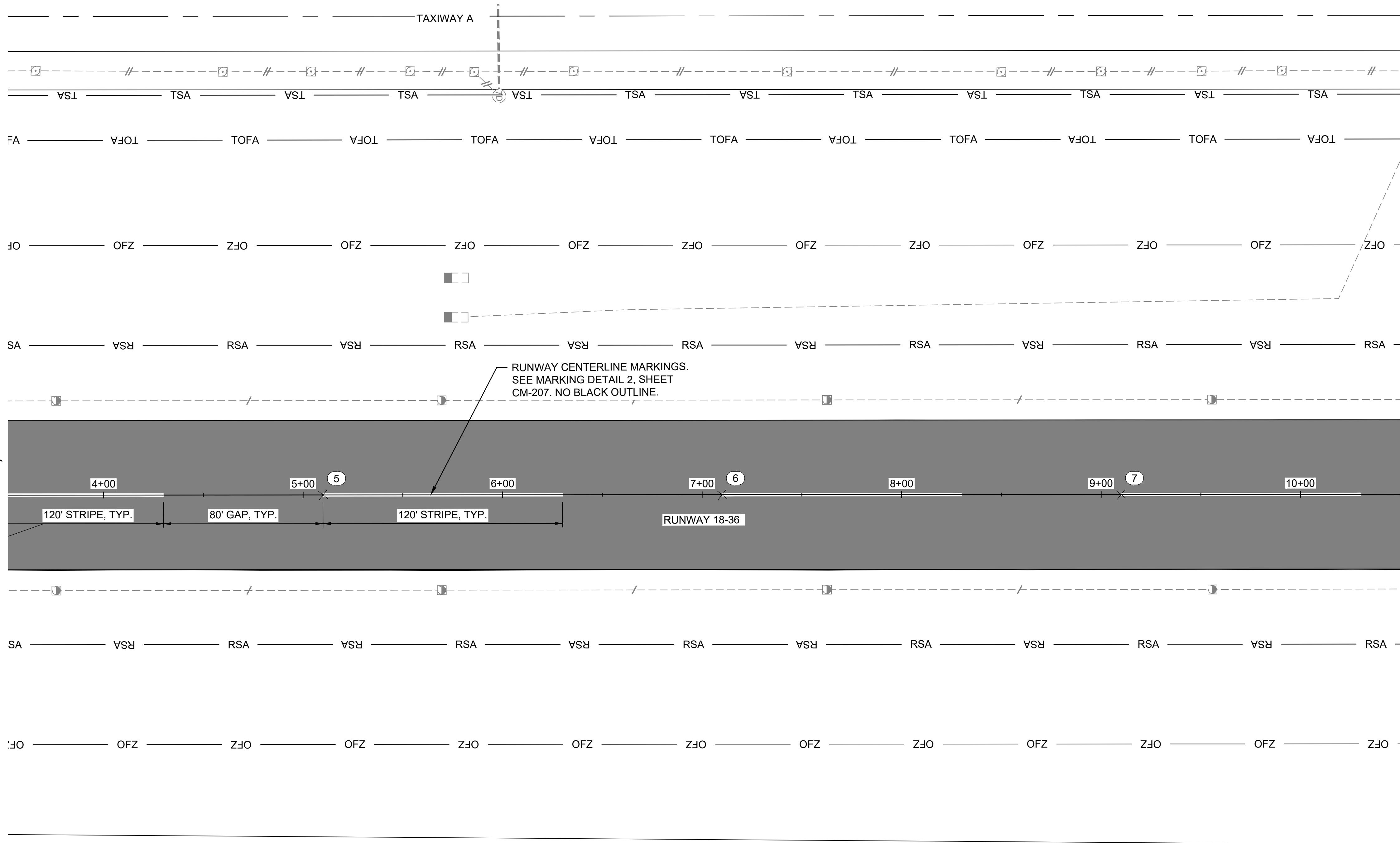
SHEET TITLE: **TEMPORARY MARKING PLAN 1**

DWG. FILE NAME: **CM-101**
 DATE: 02/12/2024 SHEET NO. **71**
 SCALE: AS SHOWN

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MATCHLINE SHEET CM-101, STATION 03+52.12

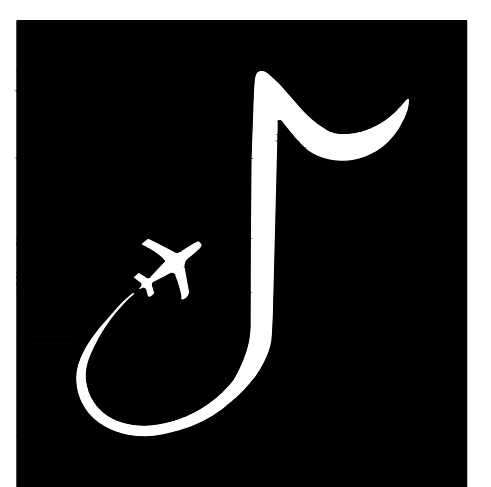
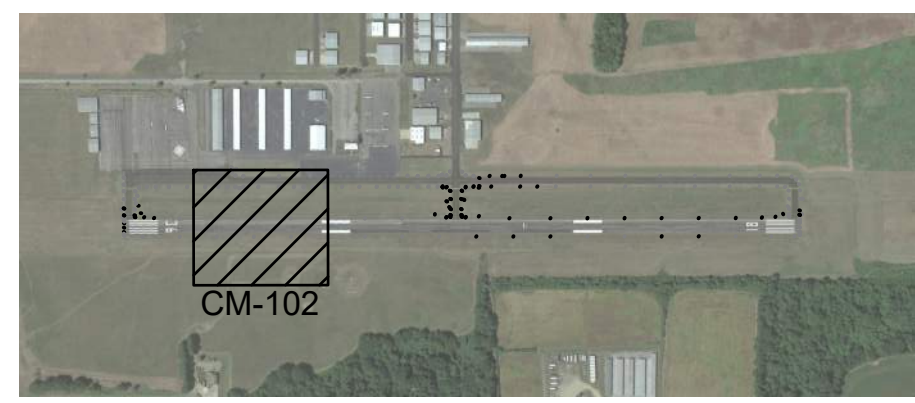
MATCHLINE SHEET CM-103, STATION 10+52.12



LEGEND	
	EXISTING MARKINGS
	PROPOSED YELLOW MARKINGS
	PROPOSED WHITE MARKINGS
	RSA — RUNWAY SAFETY AREA
	TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

- SEE SHEET CM-101 FOR PAVEMENT MARKING NOTES.



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MSCAA PROJ. NO. 22-1458-01

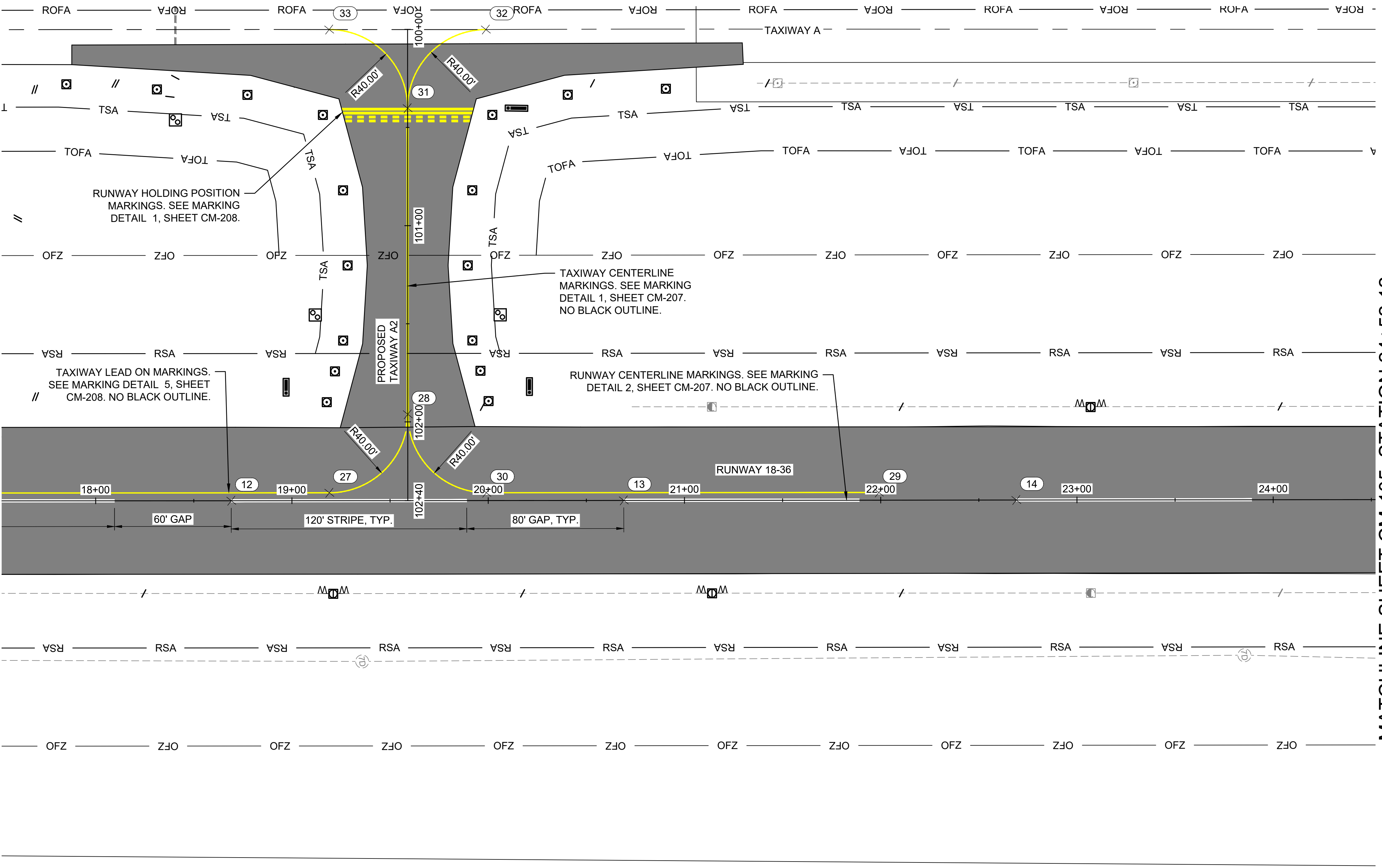
PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: **TEMPORARY MARKING PLAN 2**

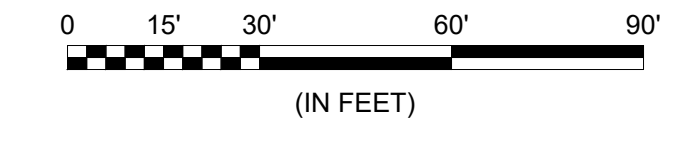
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MATCHLINE SHEET CM-103, STATION 17+52.12



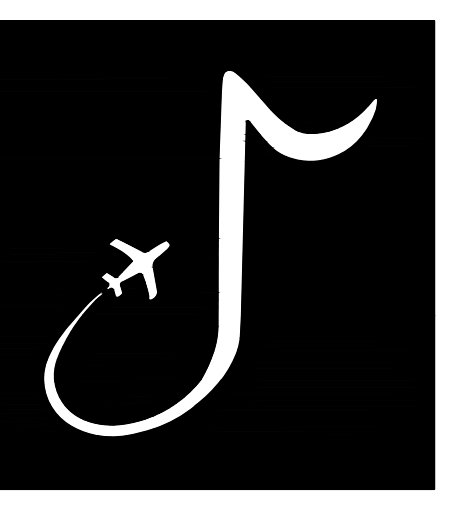
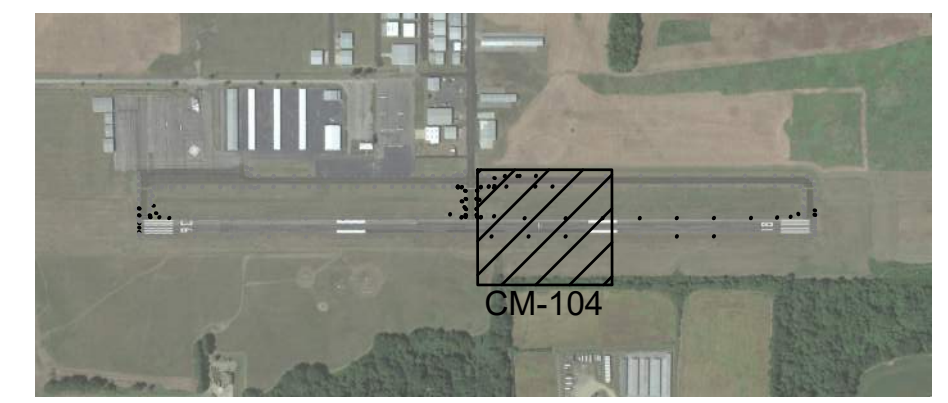
MATCHLINE SHEET CM-105, STATION 24+52.12



LEGEND	
	EXISTING MARKINGS
	PROPOSED YELLOW MARKINGS
	PROPOSED WHITE MARKINGS
	RSA - RUNWAY SAFETY AREA
	TOFA - TAXIWAY OBJECT FREE AREA

NOTES:

- SEE SHEET CM-101 FOR PAVEMENT MARKING NOTES.



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MSCAA PROJ. NO. 22-1458-01

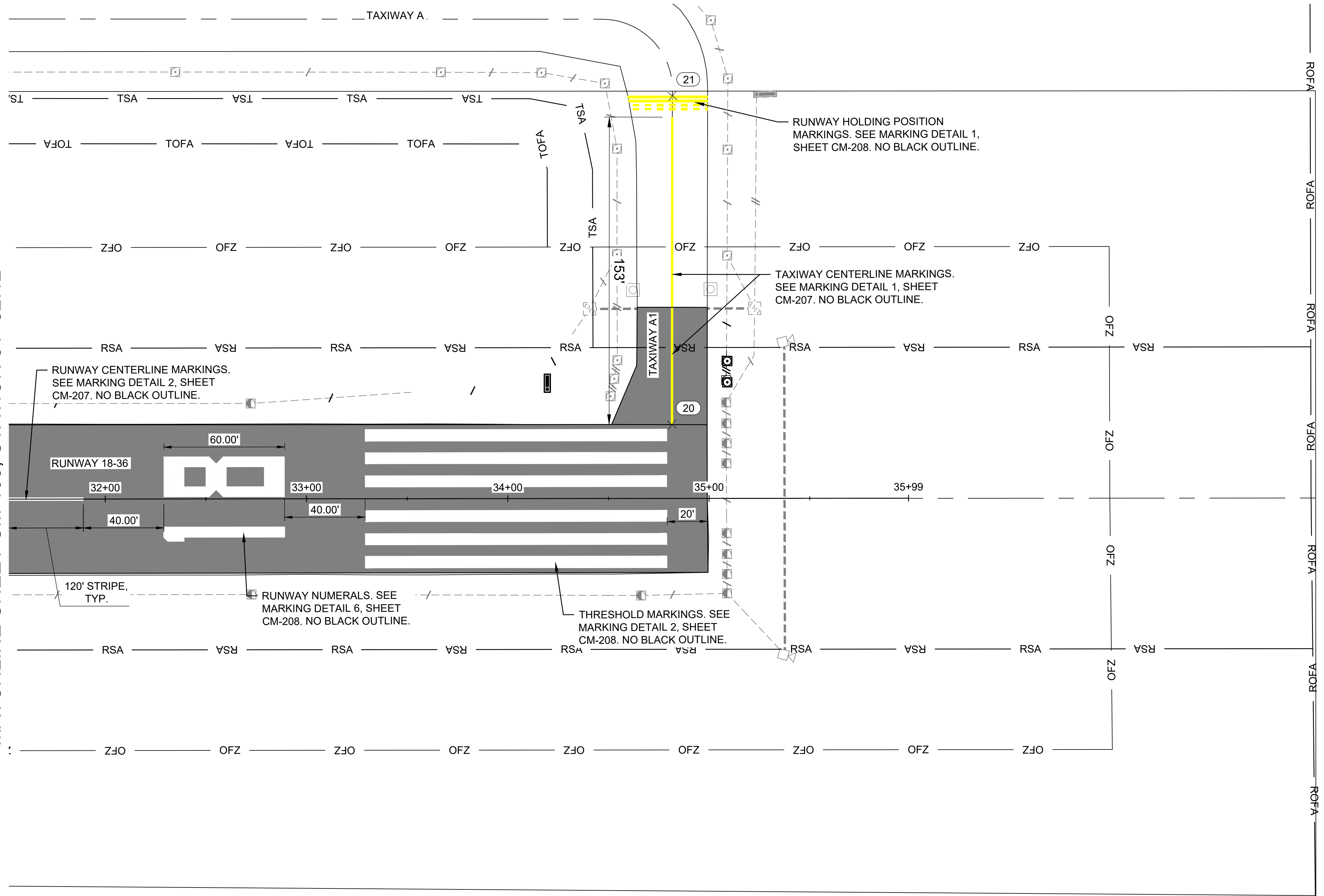
PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: TEMPORARY MARKING PLAN 4

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DATE	02/12/2024
SCALE	AS SHOWN
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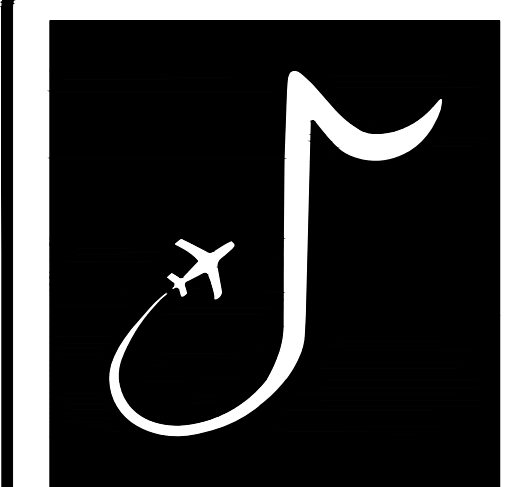
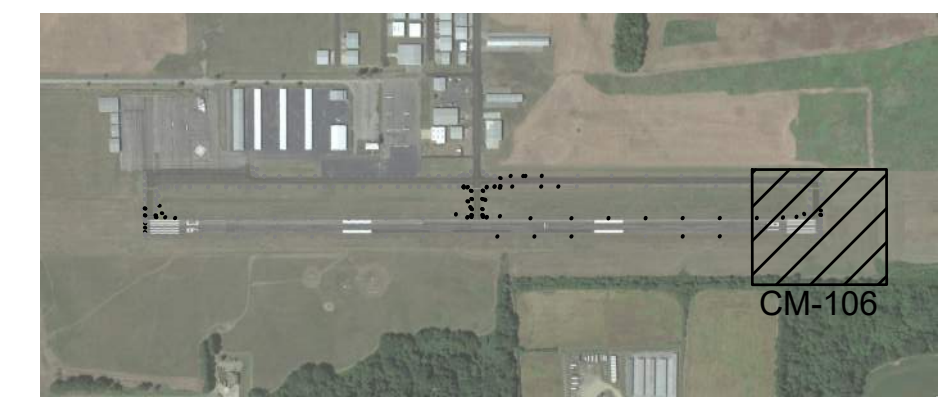
MATCHLINE SHEET CM-105, STATION 31+52.12



LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- PROPOSED WHITE MARKINGS
- RSA — RUNWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:
 1. SEE SHEET CM-101 FOR PAVEMENT MARKING NOTES.



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MSCAA PROJ. NO. 22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

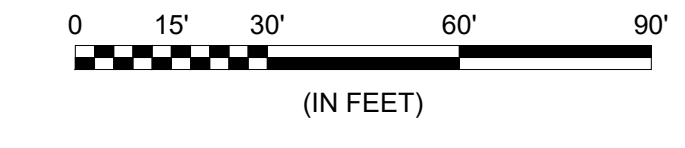
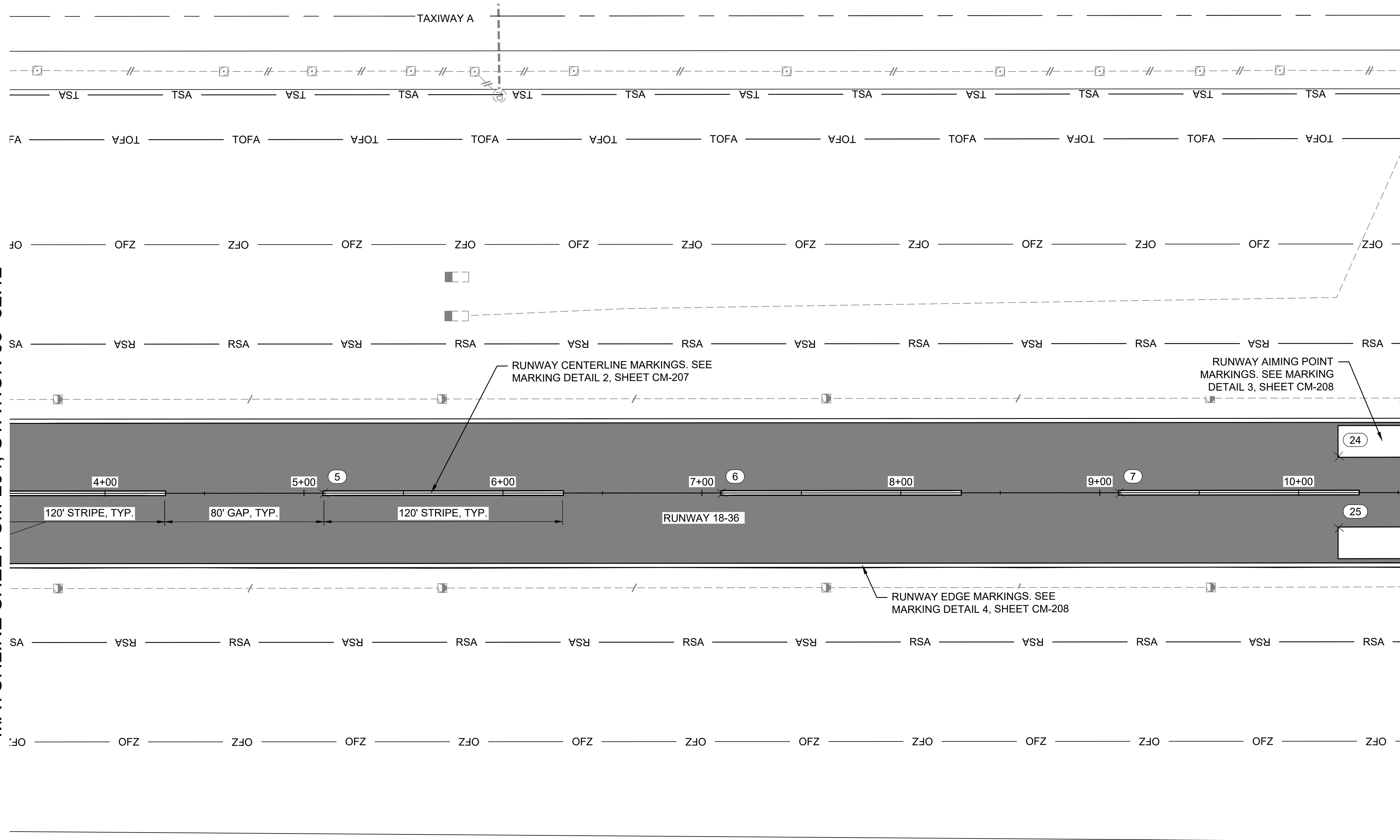
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 TEMPORARY MARKING PLAN 6

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MATCHLINE SHEET CM-201, STATION 03+52.12

MATCHLINE SHEET CM-203, STATION 10+52.12

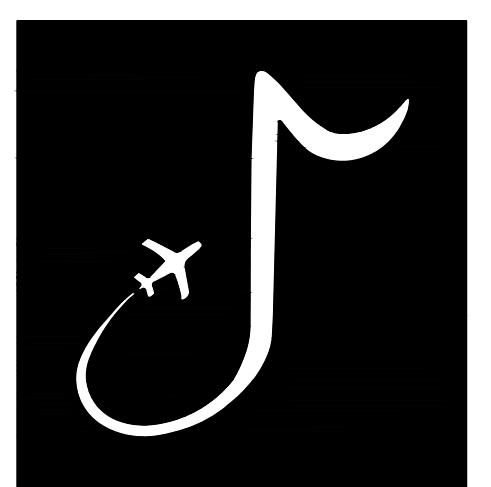
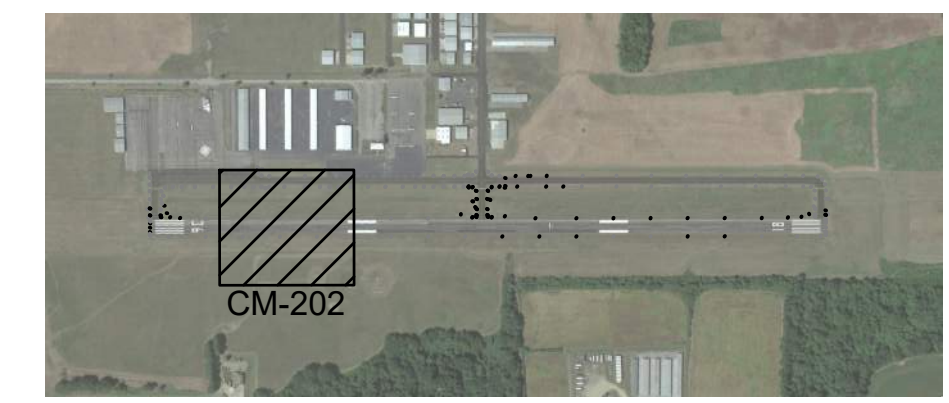


LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- PROPOSED WHITE MARKINGS
- RSA — RUNWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. SEE SHEET CM-201 FOR PAVEMENT MARKING NOTES.



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MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: PERMANENT MARKING PLAN 2

DWG. FILE NAME: **CM-202**

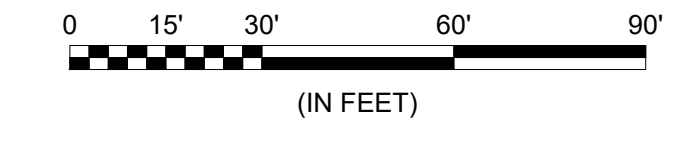
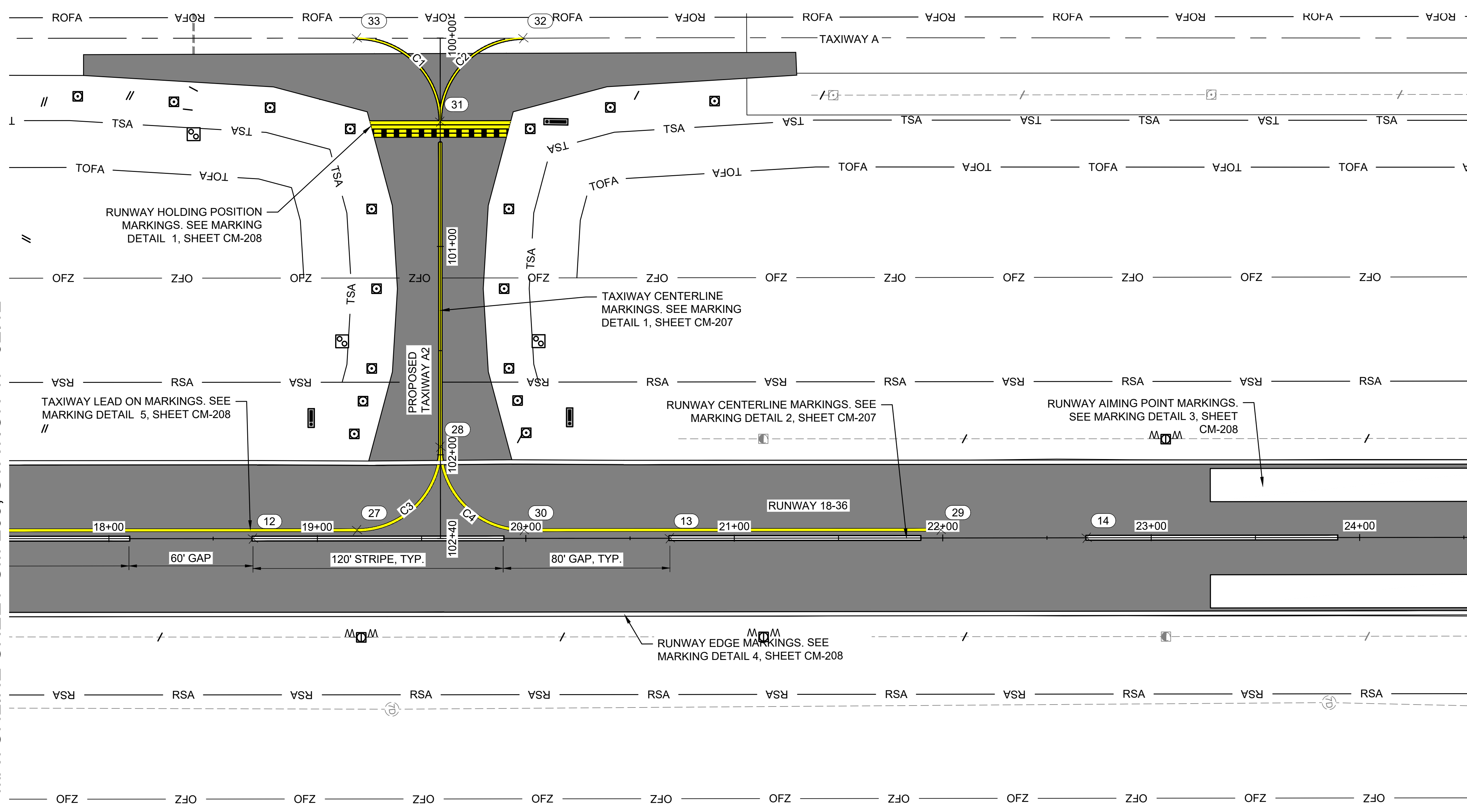
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MATCHLINE SHEET CM-203, STATION 17+52.12

MATCHLINE SHEET CM-205, STATION 24+52.12

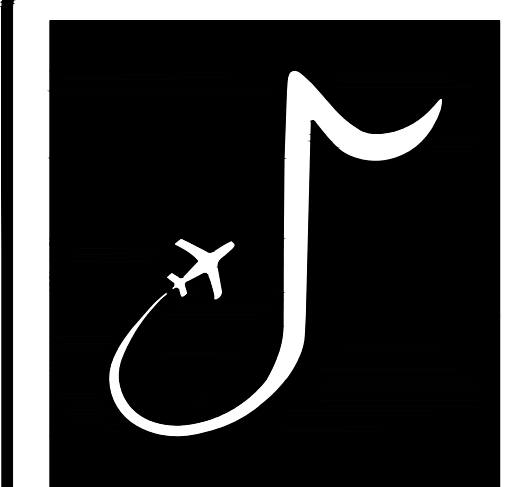


LEGEND

- EXISTING MARKINGS
- PROPOSED YELLOW MARKINGS
- PROPOSED WHITE MARKINGS
- RSA — RUNWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

1. SEE SHEET CM-201 FOR PAVEMENT MARKING NOTES.



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MSCAA PROJ. NO. 22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 PERMANENT MARKING PLAN 4

DWG. FILE NAME: **CM-204**

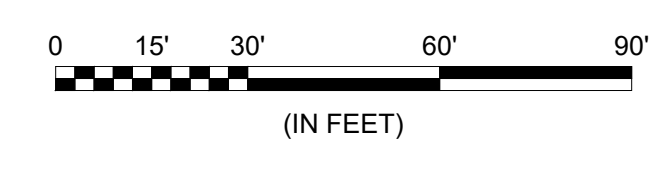
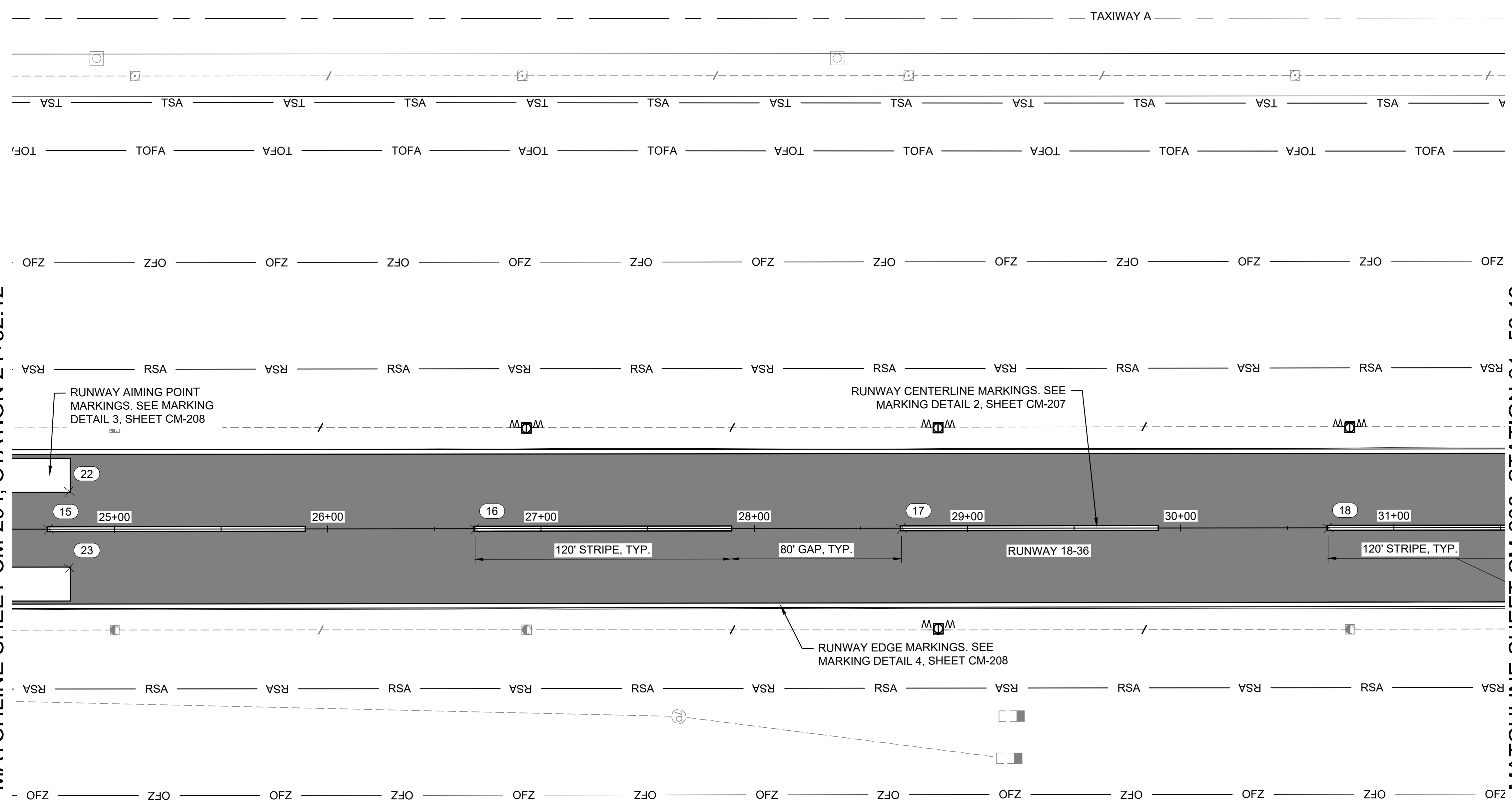
DATE: 02/12/2024	SHEET NO. 80
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MATCHLINE SHEET CM-204, STATION 24+52.12

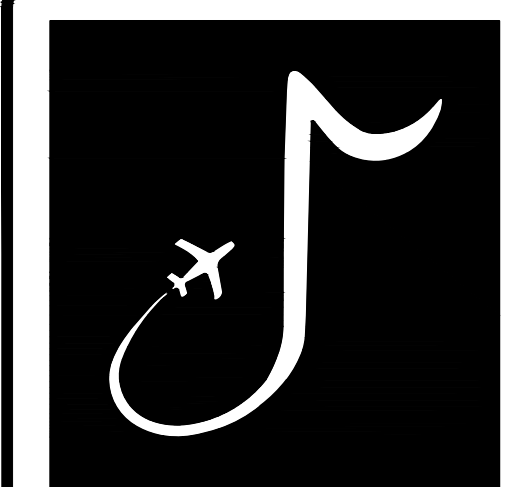
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LEGEND	
	EXISTING MARKINGS
	PROPOSED YELLOW MARKINGS
	PROPOSED WHITE MARKINGS
	RSA - RUNWAY SAFETY AREA
	TOFA - TAXIWAY OBJECT FREE AREA

NOTES:

- SEE SHEET CM-201 FOR PAVEMENT MARKING NOTES.



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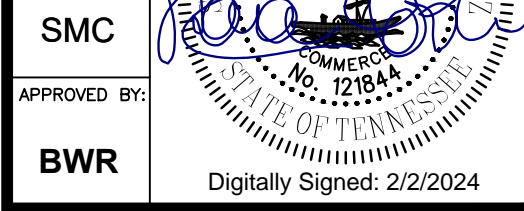
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JOB NO. 22A20280

DRAWN BY: ACH

CHECKED BY: SMC

APPROVED BY: BWR



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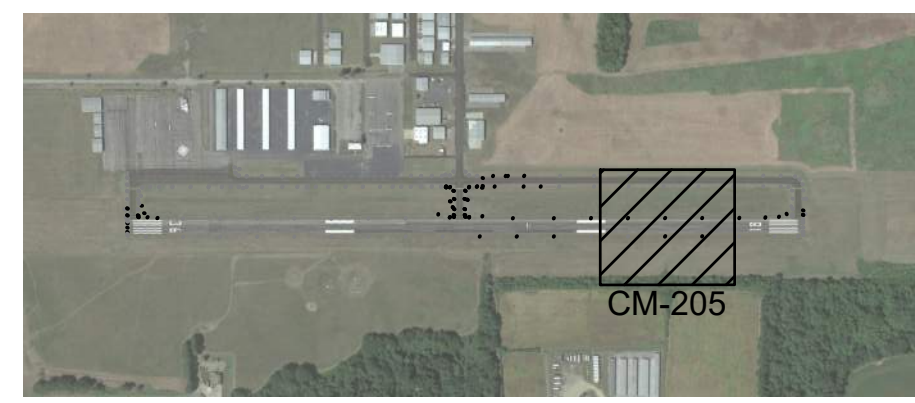
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS

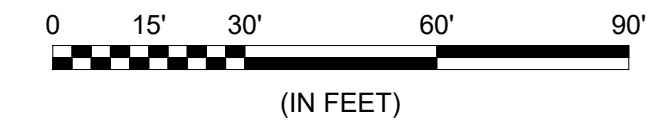
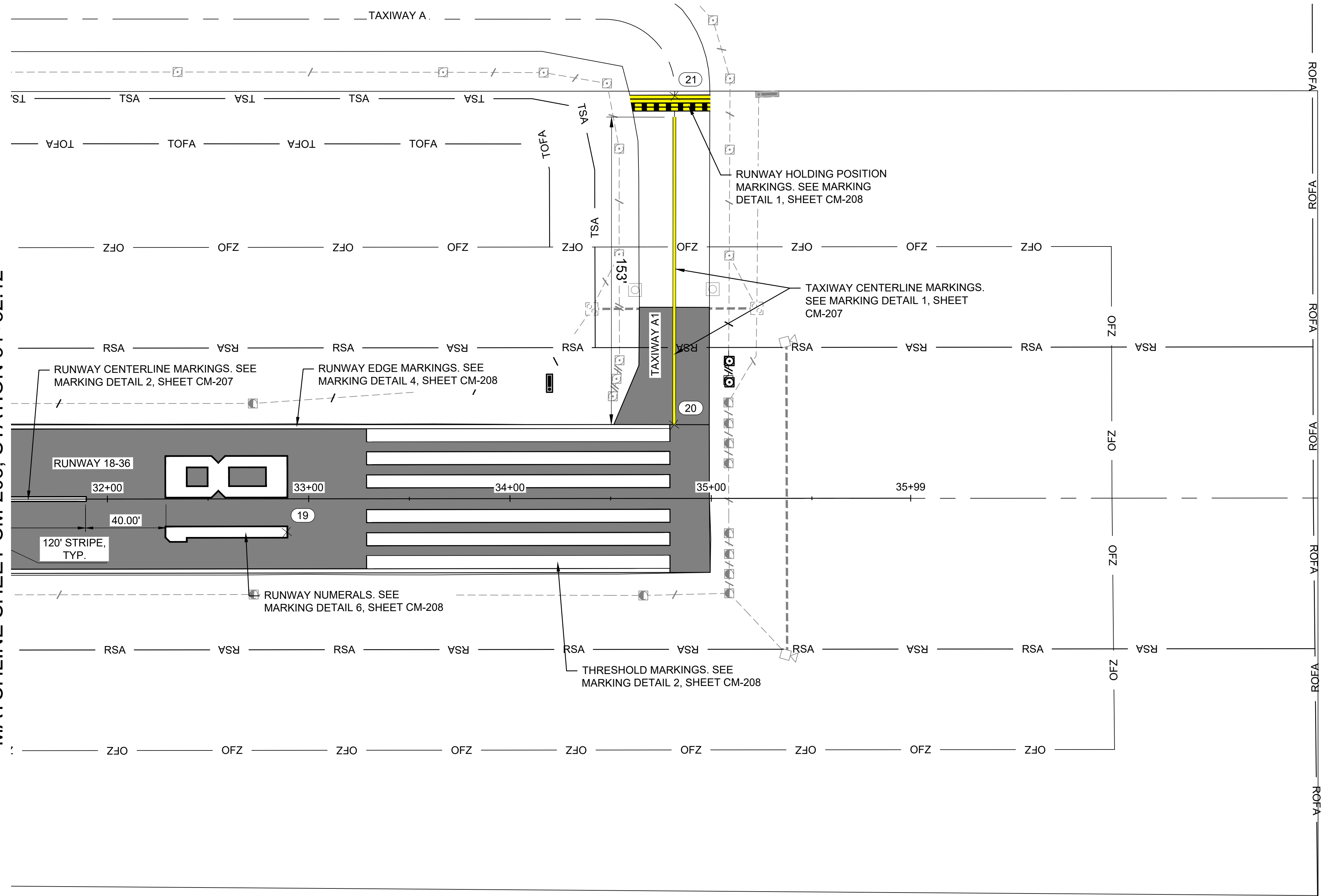
SHEET TITLE:
 PERMANENT
 MARKING PLAN 5

DWG. FILE NAME: CM-205	
DATE: 02/12/2024	SHEET NO. 81
SCALE: AS SHOWN	



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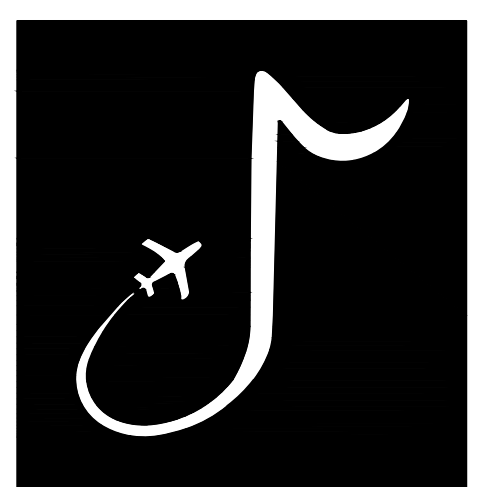
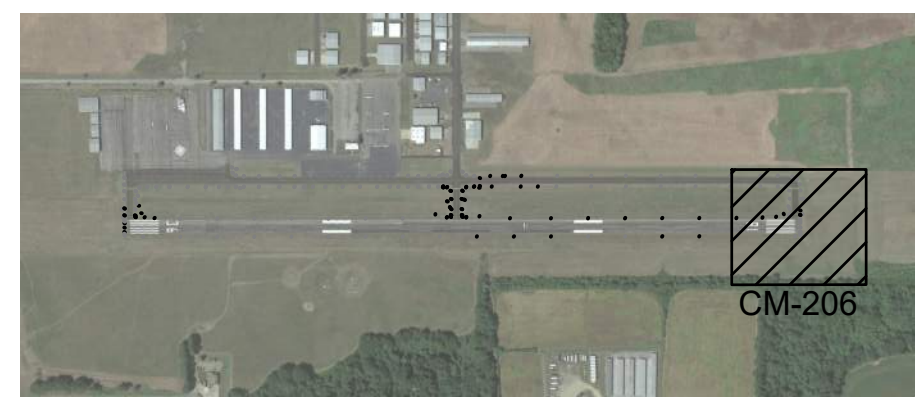
MATCHLINE SHEET CM-205, STATION 31+52.12



LEGEND	
	EXISTING MARKINGS
	PROPOSED YELLOW MARKINGS
	PROPOSED WHITE MARKINGS
	RSA — RUNWAY SAFETY AREA
	TOFA — TAXIWAY OBJECT FREE AREA

NOTES:

- SEE SHEET CM-201 FOR PAVEMENT MARKING NOTES.



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 APPROVED BY: BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: PERMANENT MARKING PLAN 6

DWG. FILE NAME: CM-206
 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: 82

MARKING POINT TABLE

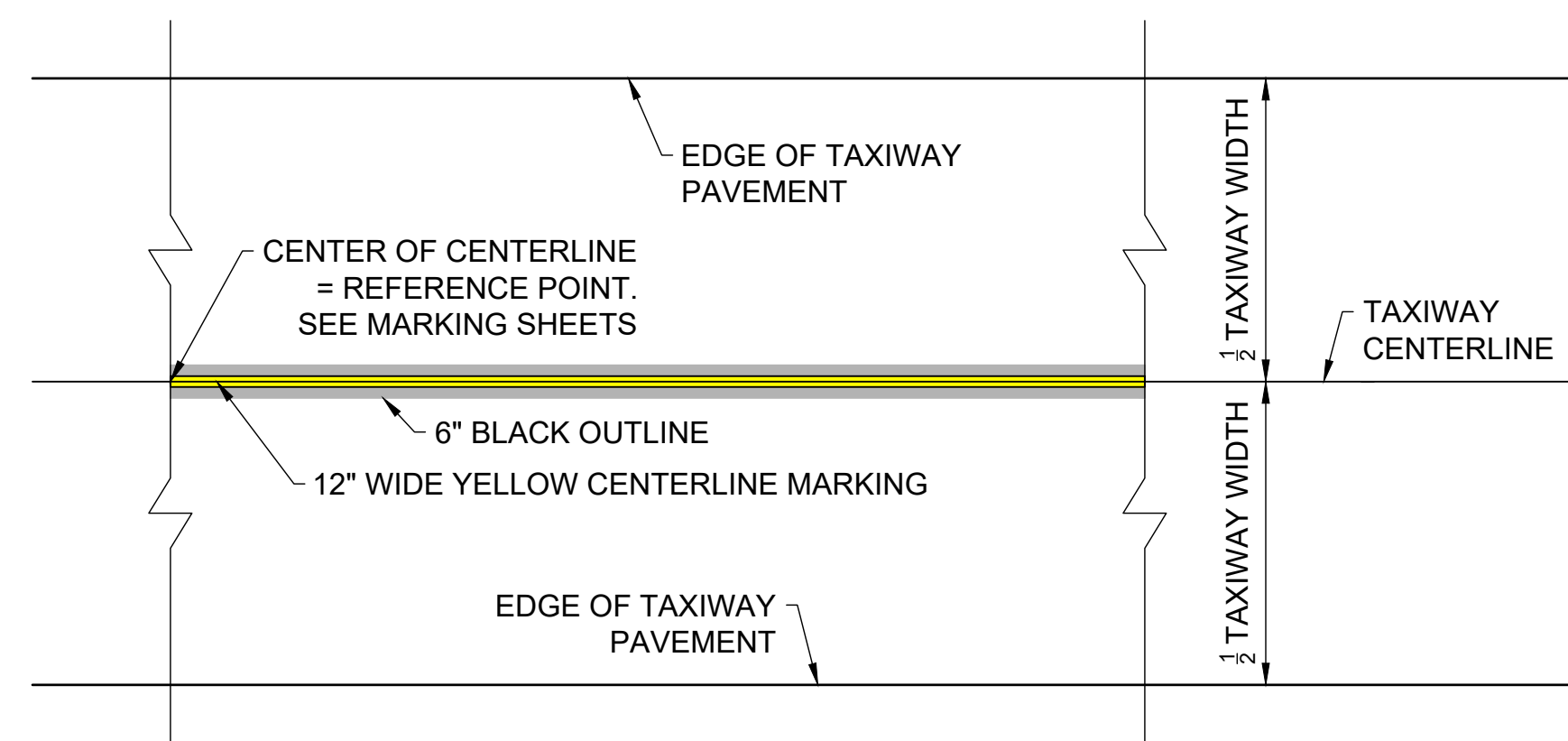
POINT #	NORTHING	EASTING
1	366114.17	794965.43
2	366095.12	795126.90
3	366283.72	795169.26
4	366380.97	795198.38
5	366579.59	795221.87
6	366778.20	795245.36
7	366976.82	795268.85
8	367175.43	795292.34
9	367374.05	795315.83
10	367572.67	795339.32
11	367751.01	795360.41
12	367929.27	795381.49
13	368127.89	795404.92
14	368326.52	795428.31
15	368525.15	795451.70
16	368723.77	795475.08
17	368922.40	795498.47
18	369121.03	795521.86
19	369337.59	795563.97
20	369535.00	795533.66

MARKING POINT TABLE

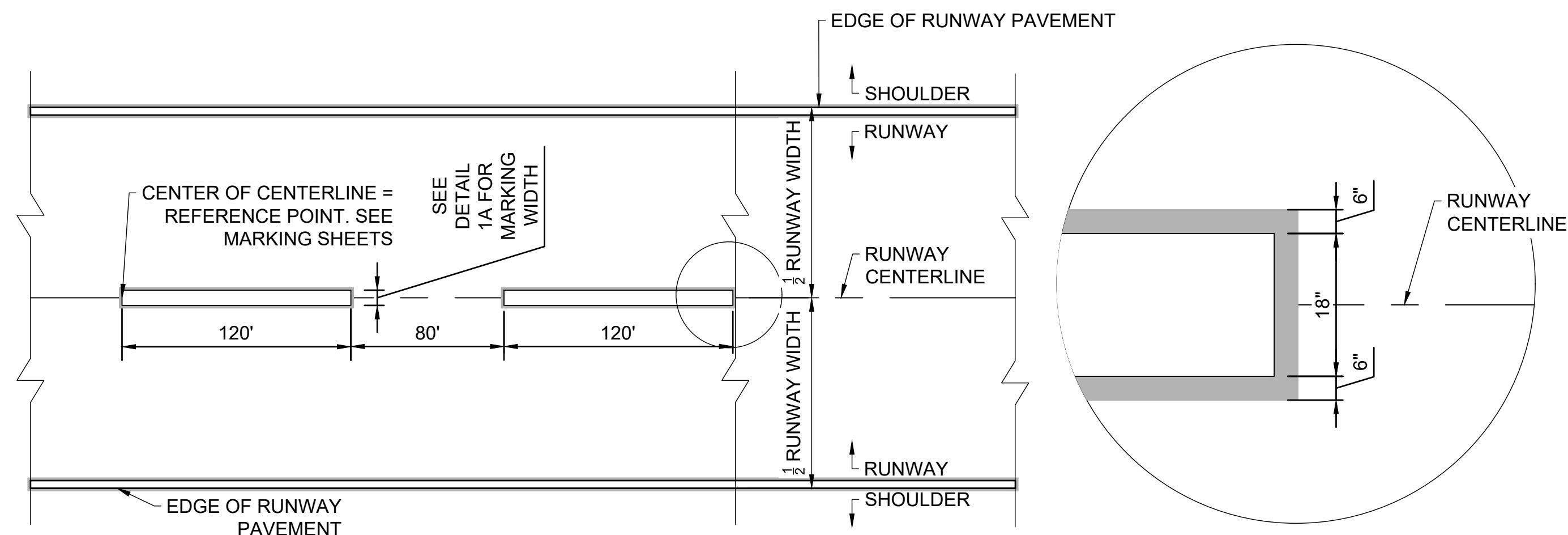
POINT #	NORTHING	EASTING
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22	368536.90	795435.21
23	368532.70	795470.96
24	367088.44	795263.67
25	367084.22	795299.43
26	367780.74	795359.88
27	367979.36	795383.37
28	368023.78	795348.34
29	368257.42	795416.24
30	368058.80	795392.76
31	368042.09	795193.44
32	368086.40	795158.35
33	368007.13	795148.94

MARKING CURVE TABLE

Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C4	16.45	12.19	77.29	N45° 23' 13"E	15.23
C3	16.44	12.19	77.26	S31° 53' 18"E	15.22
C1	19.01	12.19	89.33	S51° 29' 30"W	17.14
C2	18.98	12.19	89.19	S38° 00' 57"E	17.12

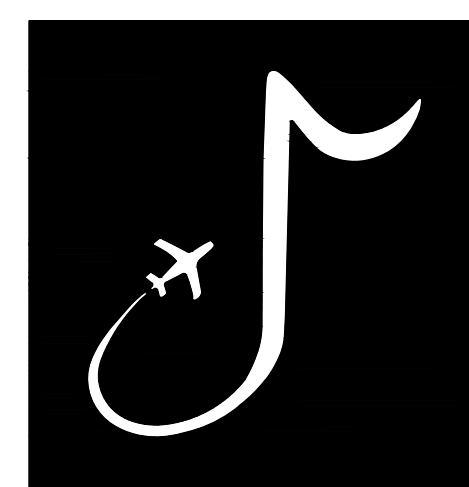


1 TAXIWAY CENTERLINE MARKING
 CM-207 SCALE: NONE
 PAY ITEM SPECIFICATION P-620



2 RUNWAY CENTERLINE MARKING
 CM-207 SCALE: NONE
 PAY ITEM SPECIFICATION P-620

DETAIL 1A



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ACH

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SMC

APPROVED BY:

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CHARLES W. BAKER AIRPORT

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REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:

PAVEMENT MARKING
 PLAN DATA AND
 DETAILS

DWG. FILE NAME

CM-207

DATE

02/12/2024

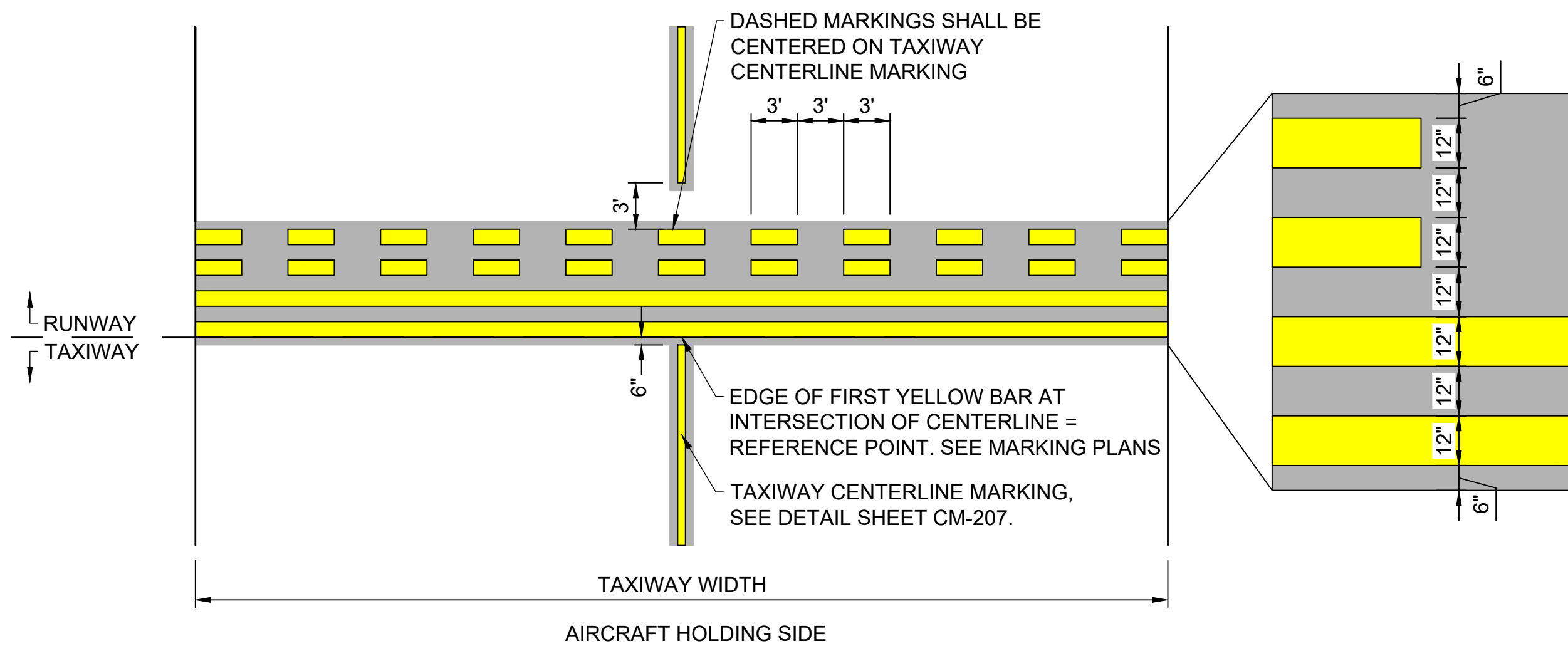
SCALE

AS SHOWN

SHEET NO.

83

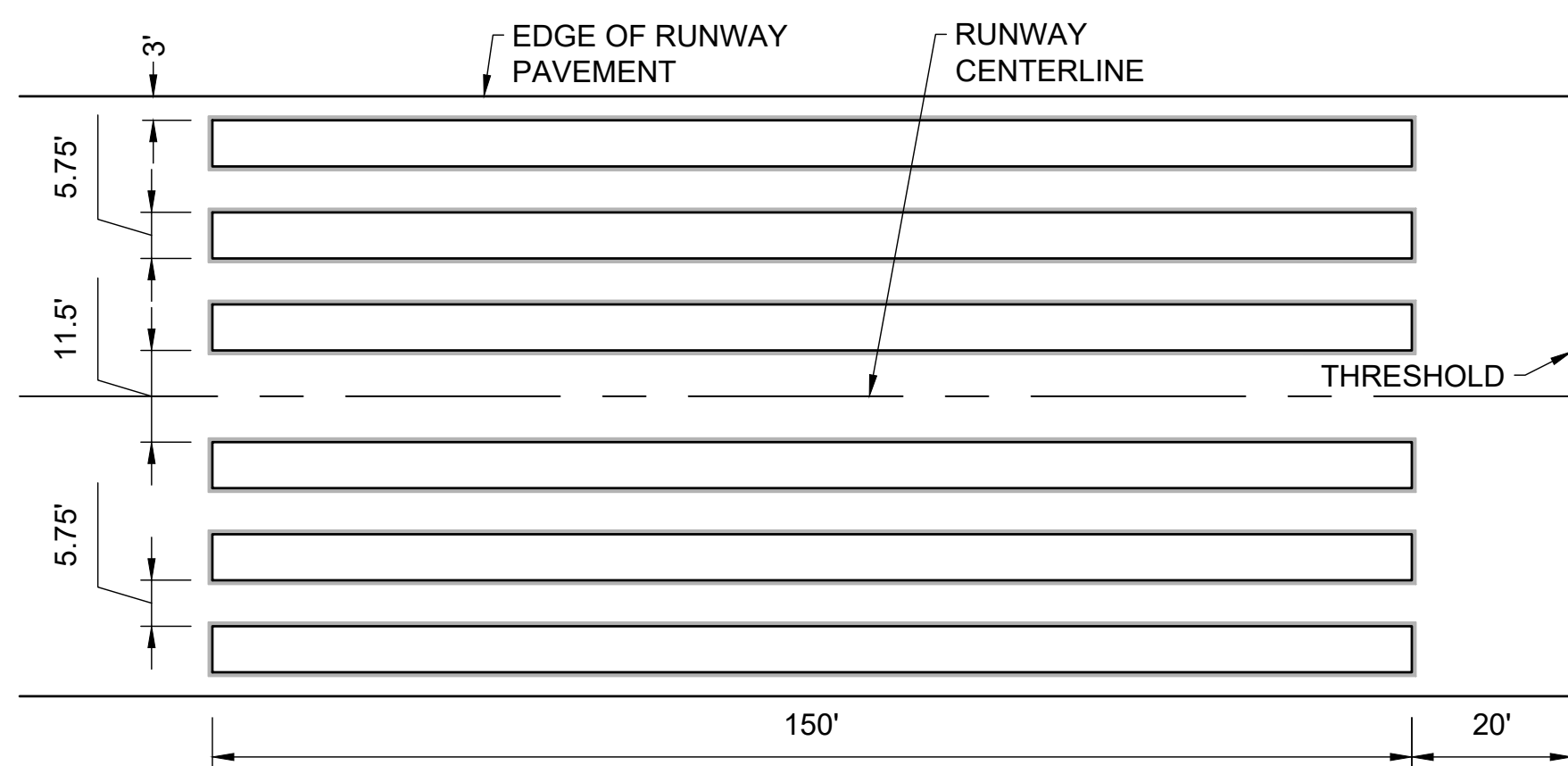
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NOTE:

1. BLACK OUTLINES SHALL BE INSTALLED 6" OFFSET FROM ALL ADJACENT YELLOW PAINT.

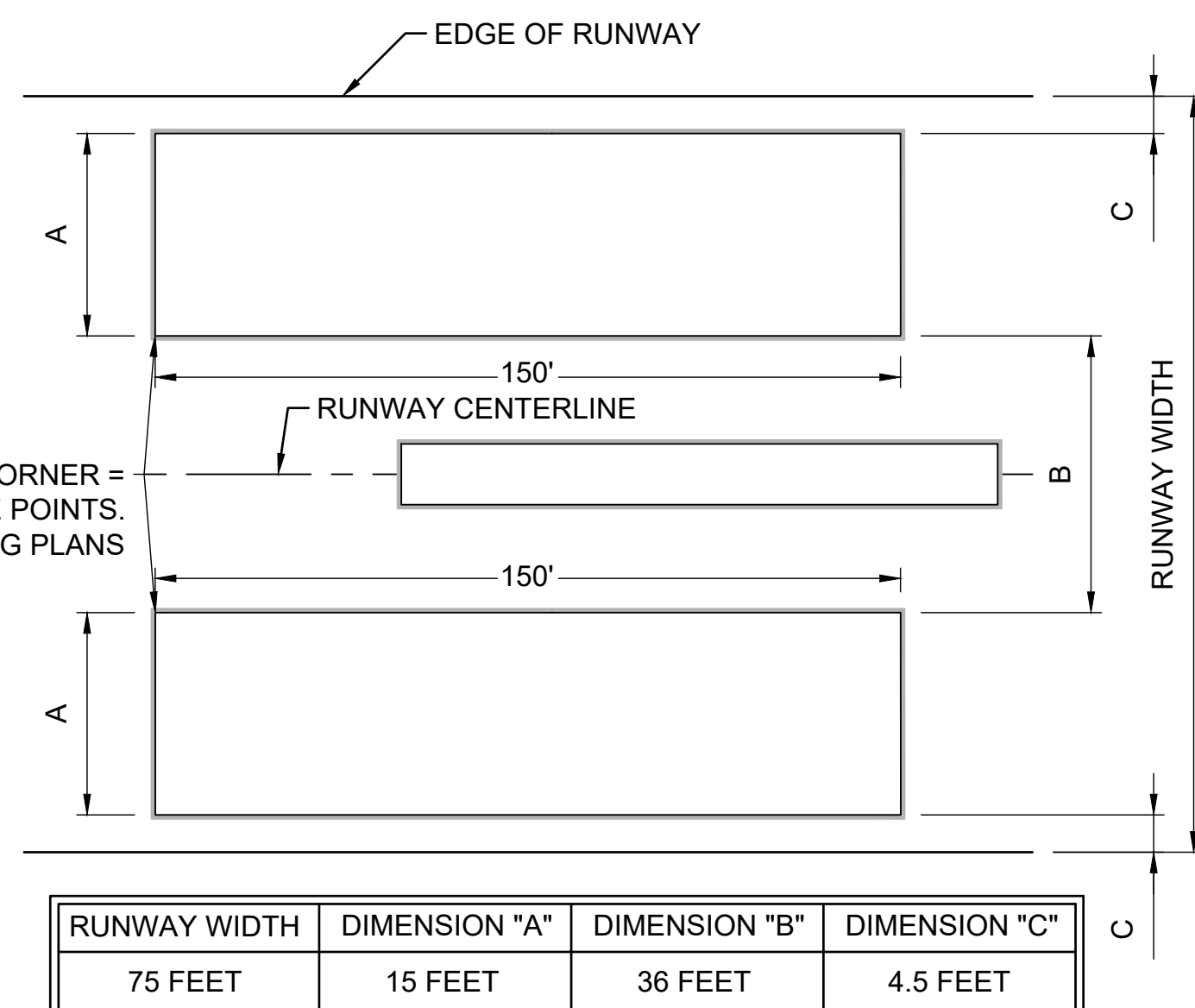
1
CM-208 **RUNWAY HOLDING POSITION MARKING**
SCALE: NONE
PAY ITEM SPECIFICATION P-620



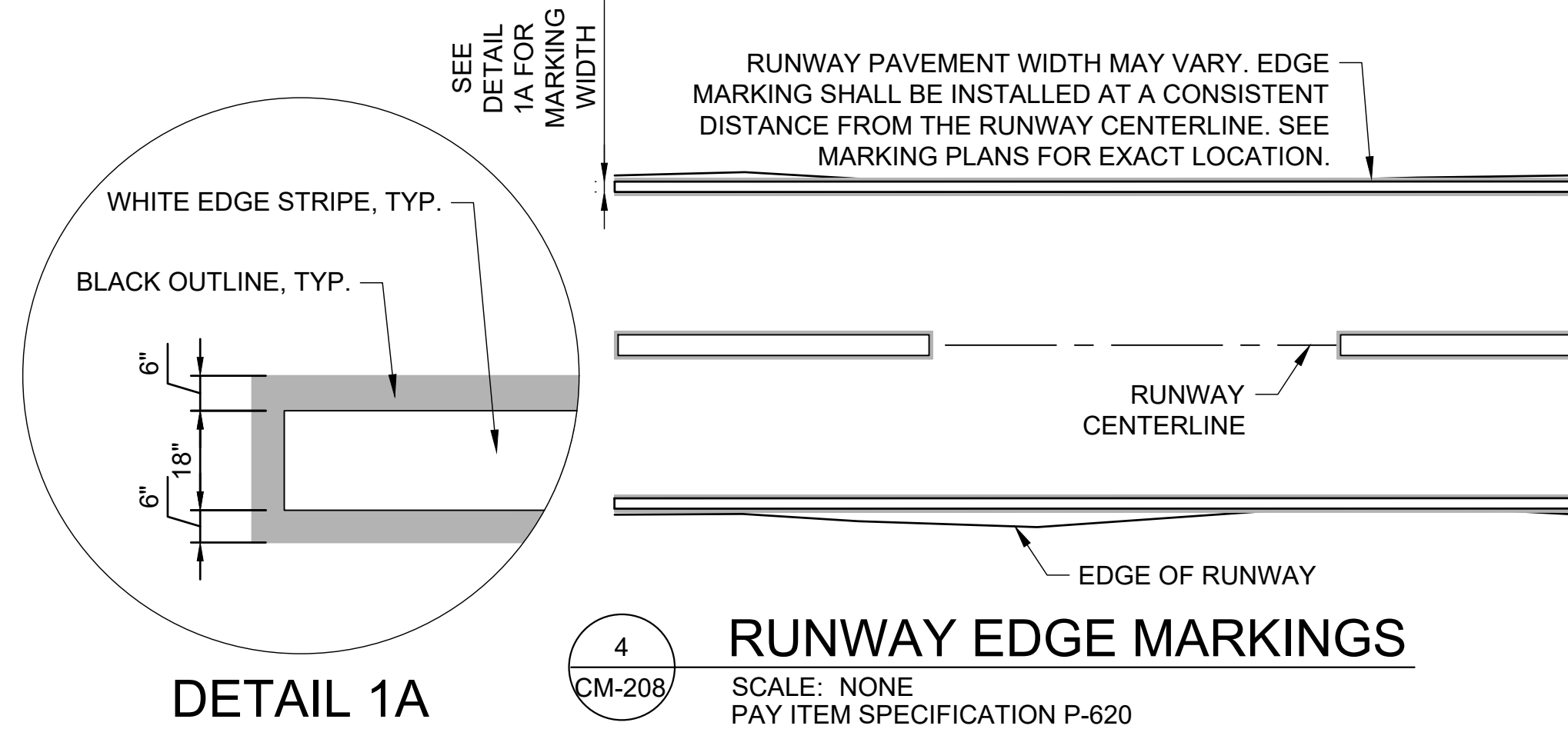
2
CM-208 **RUNWAY THRESHOLD MARKING**
SCALE: NONE
PAY ITEM SPECIFICATION P-620

NOTE:

1. ALL YELLOW AND WHITE MARKINGS SHALL HAVE GLASS BEADS.
2. ALL BLACK MARKINGS SHALL NOT HAVE GLASS BEADS.
3. BLACK OUTLINE SHALL BE 6" OUTSIDE OF YELLOW AND WHITE MARKINGS.
4. DIMENSIONS DO NOT INCLUDE BLACK OUTLINE.

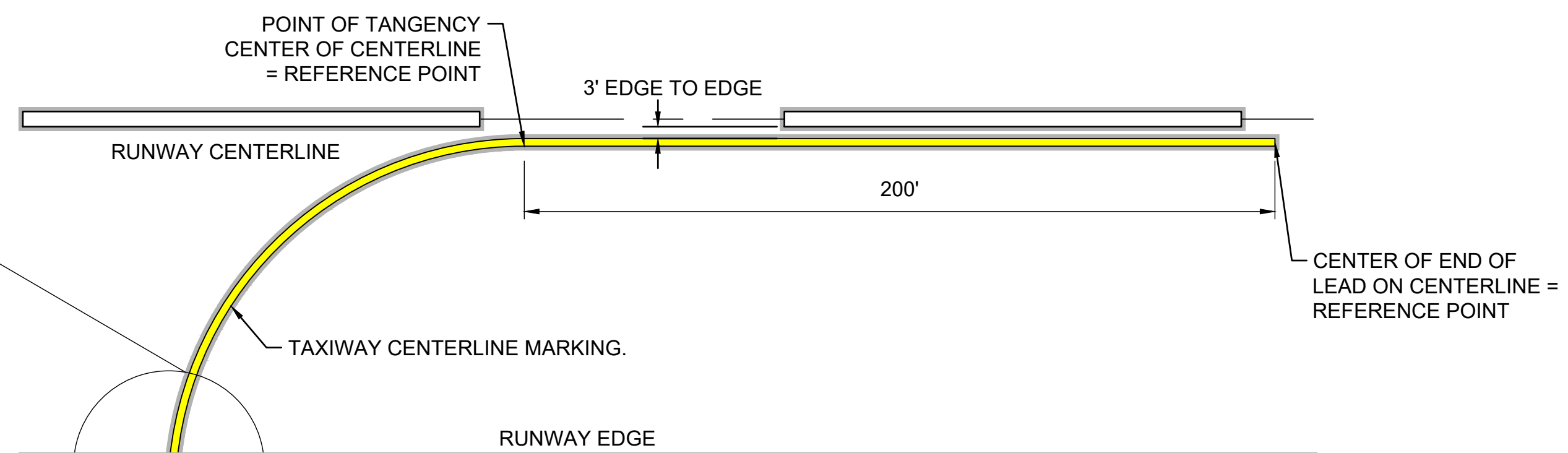


3
CM-208 **RUNWAY AIMING POINT MARKINGS**
SCALE: NONE
PAY ITEM SPECIFICATION P-620



DETAIL 1A

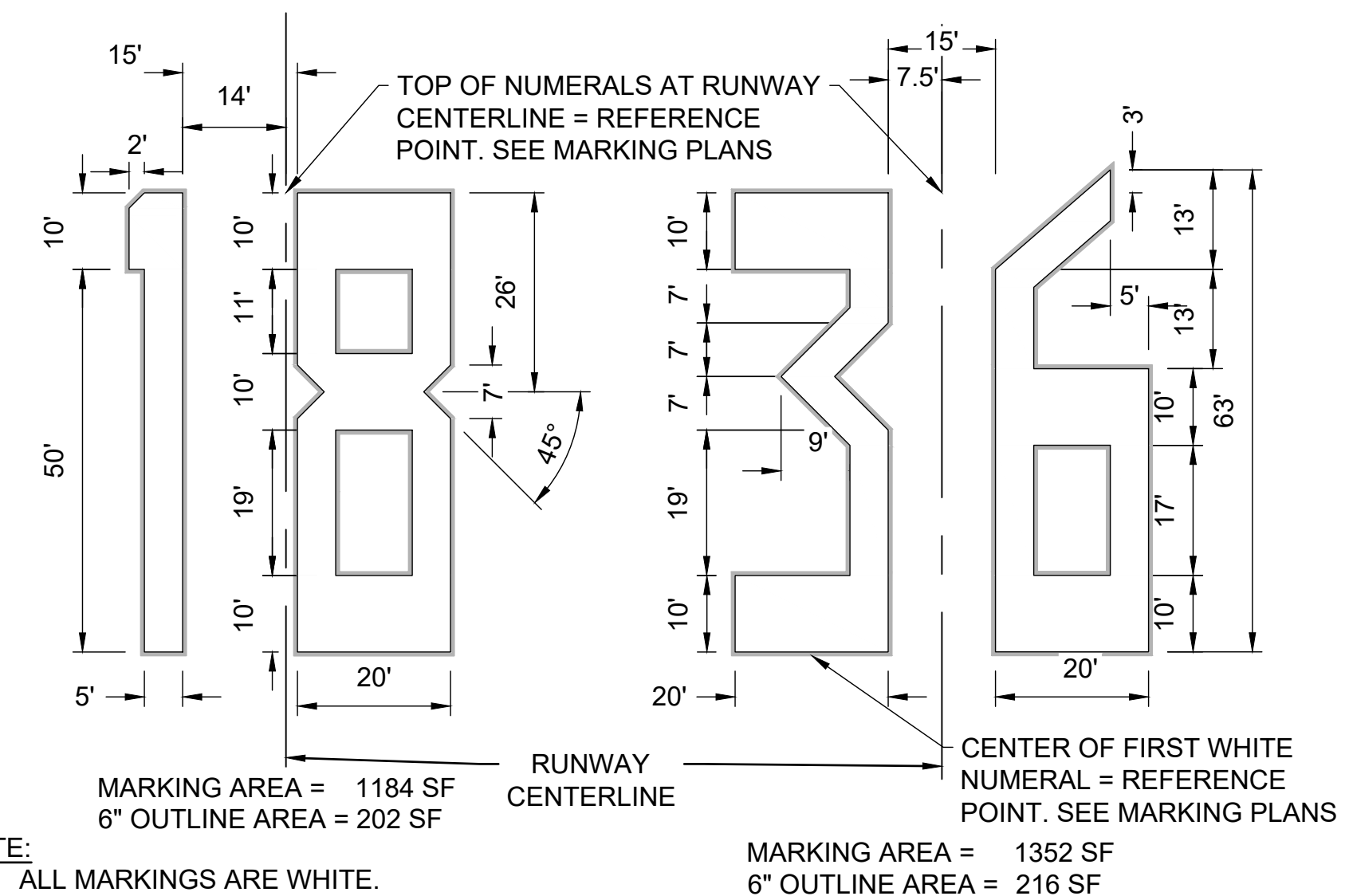
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CM-208 **RUNWAY EDGE MARKINGS**
SCALE: NONE
PAY ITEM SPECIFICATION P-620



NOTE:

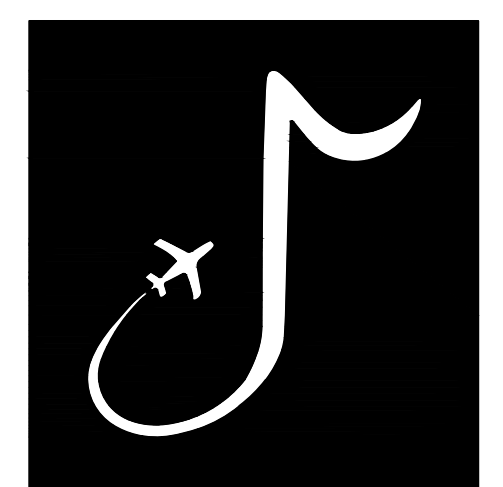
1. BLACK OUTLINES SHALL BE INSTALLED 6" OFFSET FROM ALL ADJACENT YELLOW PAINT.
2. EDGE TO EDGE MEASUREMENT SHALL BE TAKEN FROM EDGES OF WHITE/YELLOW RUNWAY OR TAXIWAY PAINT. BLACK OUTLINES SHALL NOT BE ACCOUNTED FOR IN THIS MEASUREMENT.
3. SEE PLANS FOR TAXIWAY CENTERLINE RADIUS DIMENSIONS.

5
CM-208 **TAXIWAY LEAD ON MARKING**
SCALE: NONE
PAY ITEM SPECIFICATION P-620



6
CM-208 **RUNWAY DESIGNATION NUMERALS AND LETTERS**
SCALE: NONE
PAY ITEM SPECIFICATION P-620

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CHARLES W. BAKER AIRPORT

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REVISIONS		
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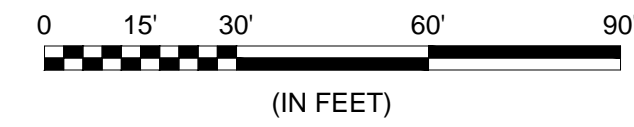
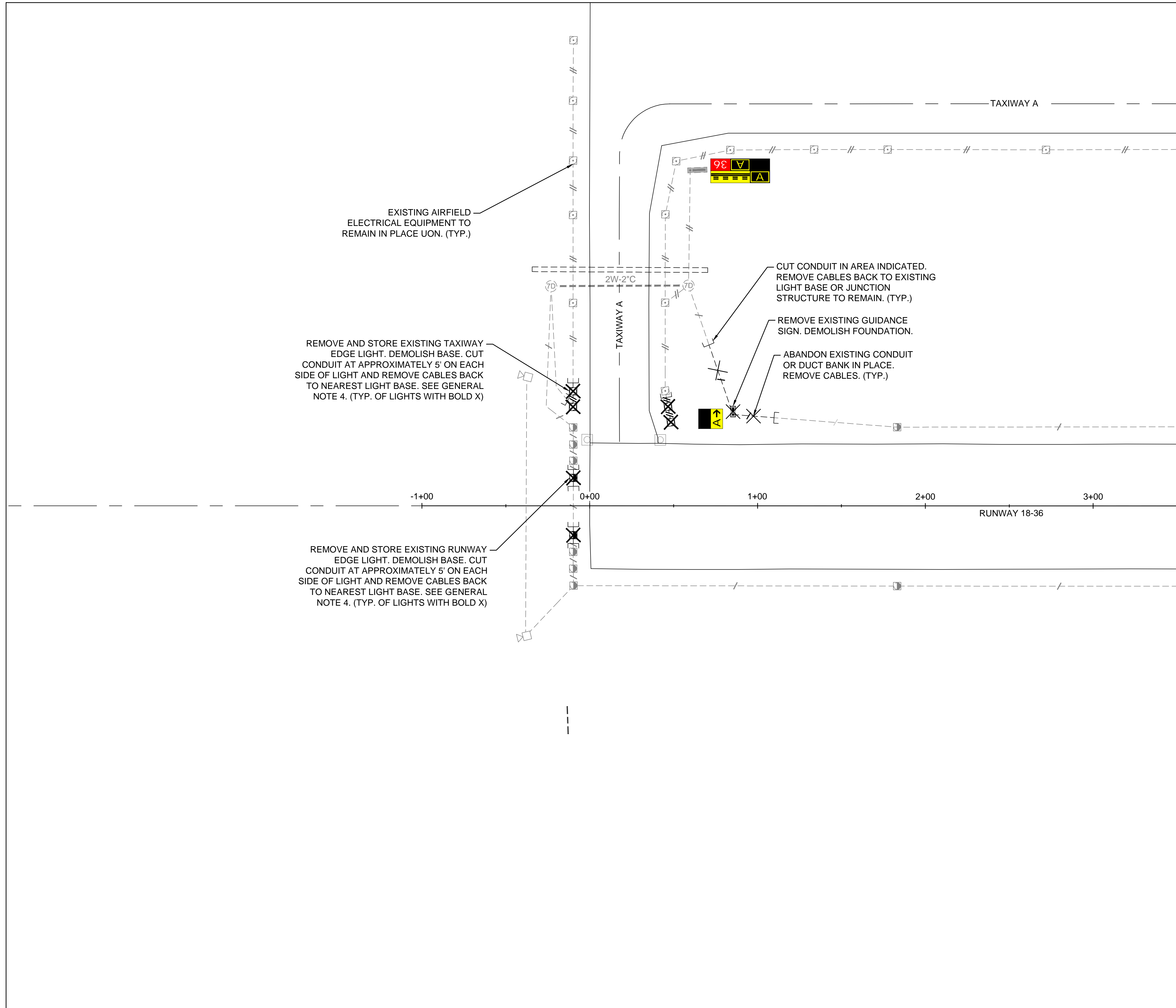
MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: **PAVEMENT MARKING DETAILS**

DWG. FILE NAME: **CM-208**
DATE: 02/12/2024
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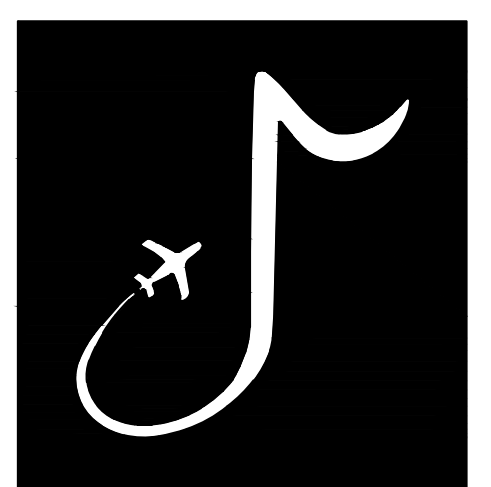


GENERAL NOTES:

1. SEE SHEET EN-001 FOR LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND DEMOLITION NOTES.
2. SEE THE ED-200 SERIES FOR LIGHTING DEMOLITION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.
4. CONTRACTOR MAY REINSTALL REMOVED LIGHT BASES IF THEY ARE DETERMINED TO BE IN ACCEPTABLE CONDITION FOR REINSTALLATION. COORDINATE WITH ENGINEER DURING CONSTRUCTION.

MATCHLINE SHEET ED-102, STATION 03+52.12

KEYMAP



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MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:

LIGHTING REMOVAL PLAN 1

DWG. FILE NAME

ED-101

DATE

02/12/2024

SCALE

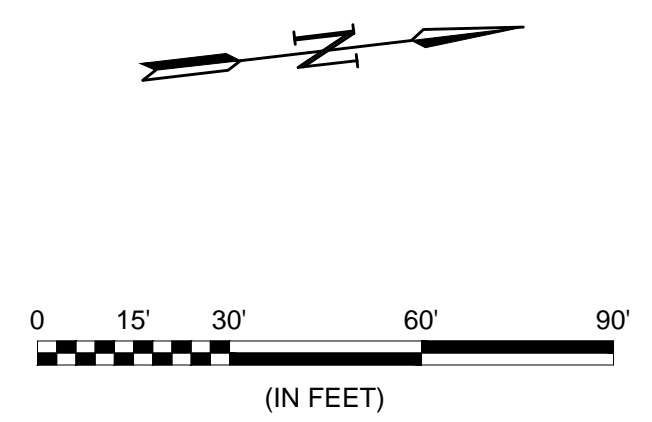
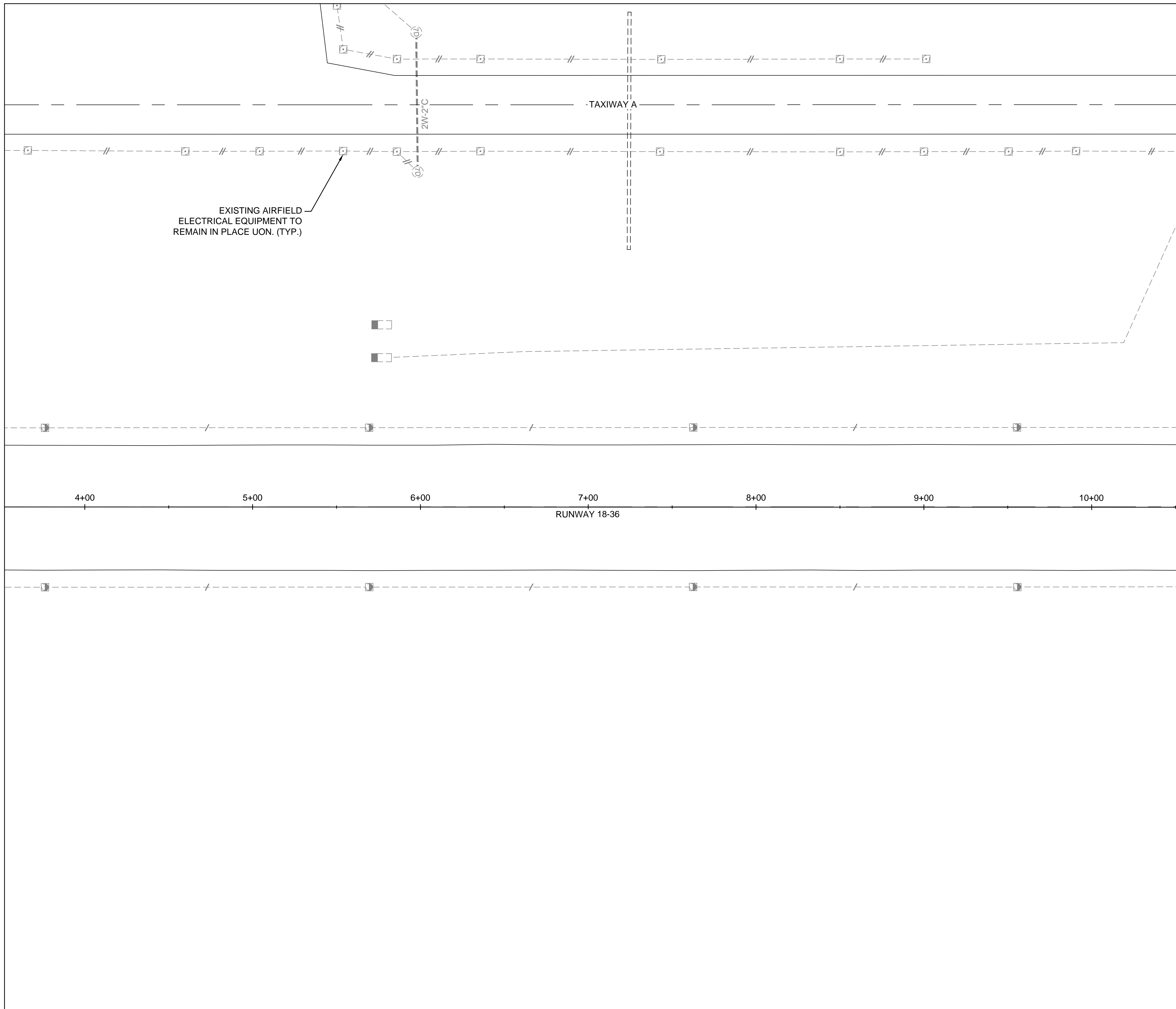
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SHEET NO.

86

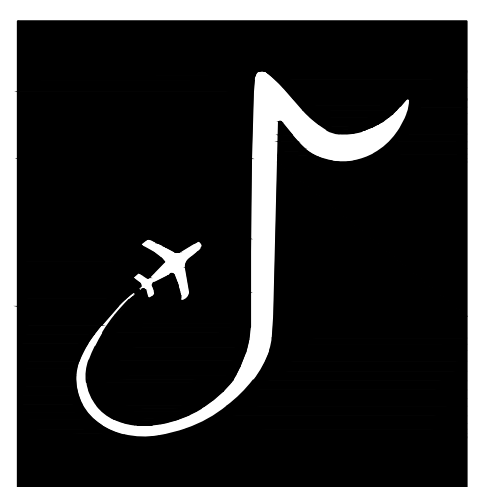
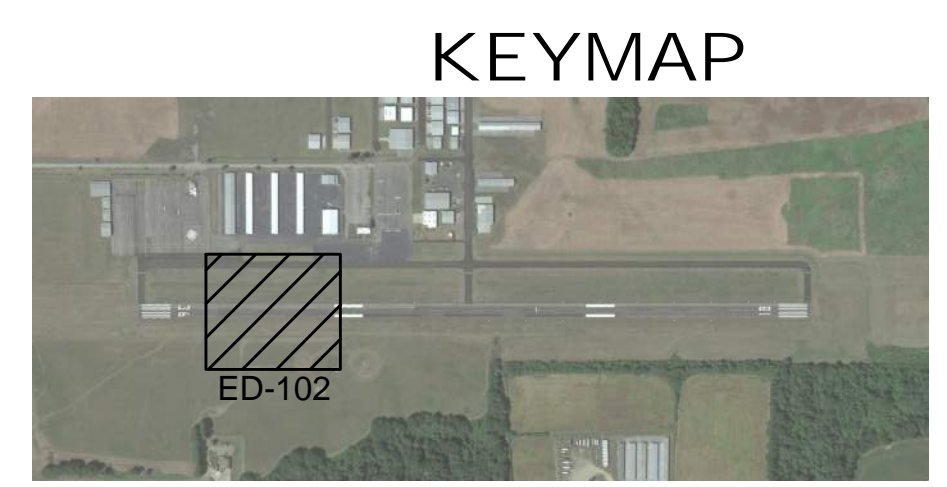
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MATCHLINE SHEET ED-101, STATION 03+52.12



- NOTES:**
- SEE SHEET ED-101 FOR LIGHTING DEMOLITION NOTES.

MATCHLINE SHEET ED-103, STATION 10+52.12



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MSCAA PROJ. NO. 22-1458-01

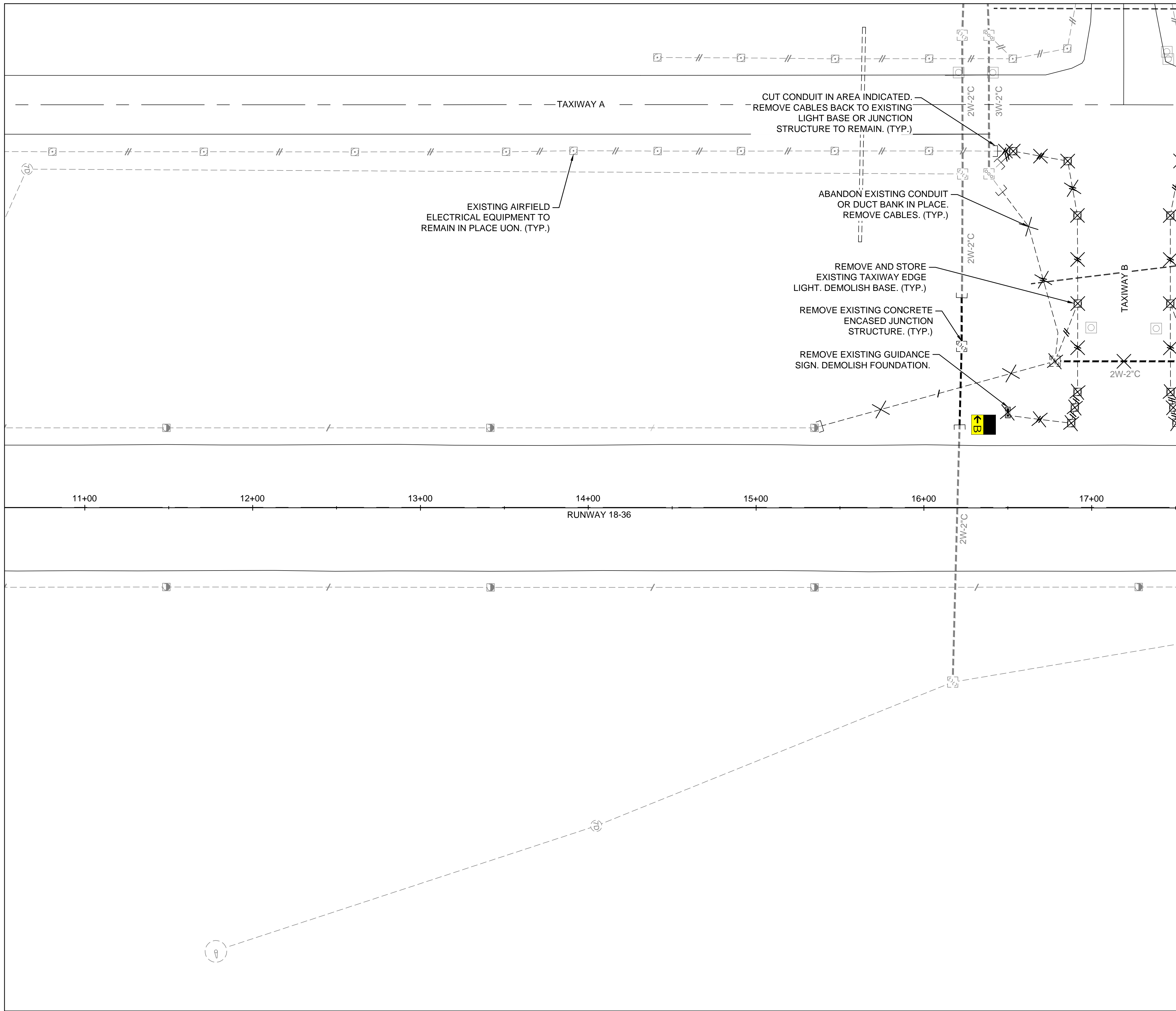
PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:
 LIGHTING REMOVAL PLAN 2

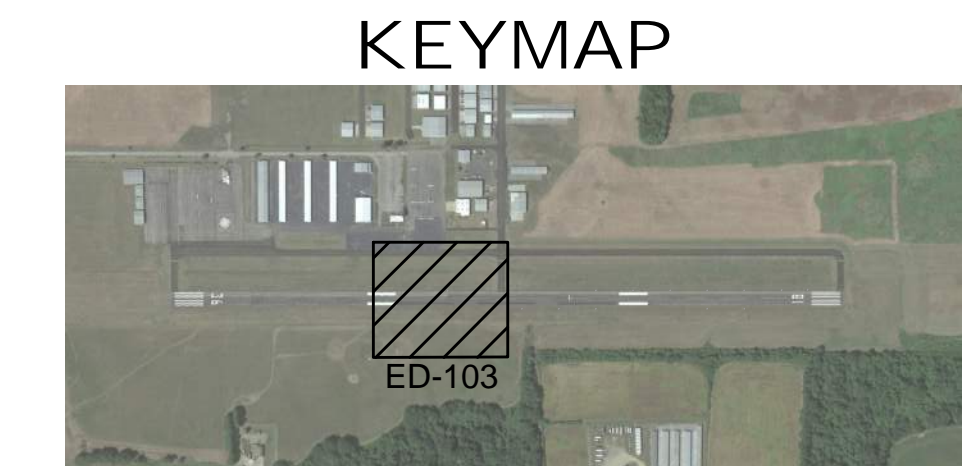
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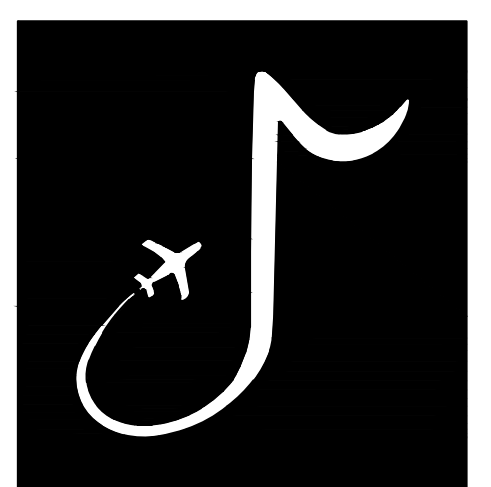
MATCHLINE SHEET ED-102, STATION 10+52.12



MATCHLINE SHEET ED-104, STATION 17+52.12



- NOTES:
- SEE SHEET ED-101 FOR LIGHTING DEMOLITION NOTES.



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 APPROVED BY: [Signature]
 BWR
 Digitally Signed: 2/2/2024

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MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

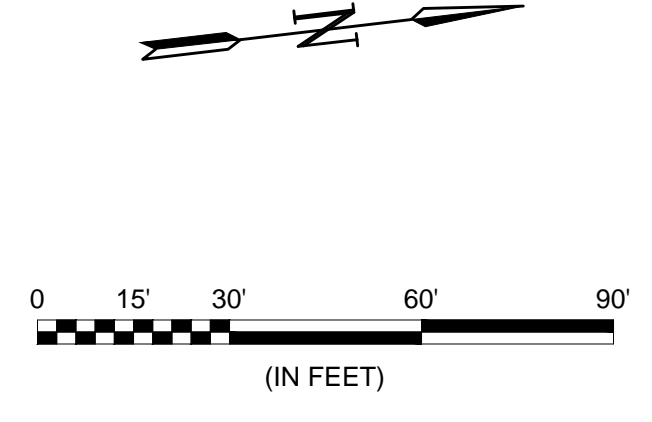
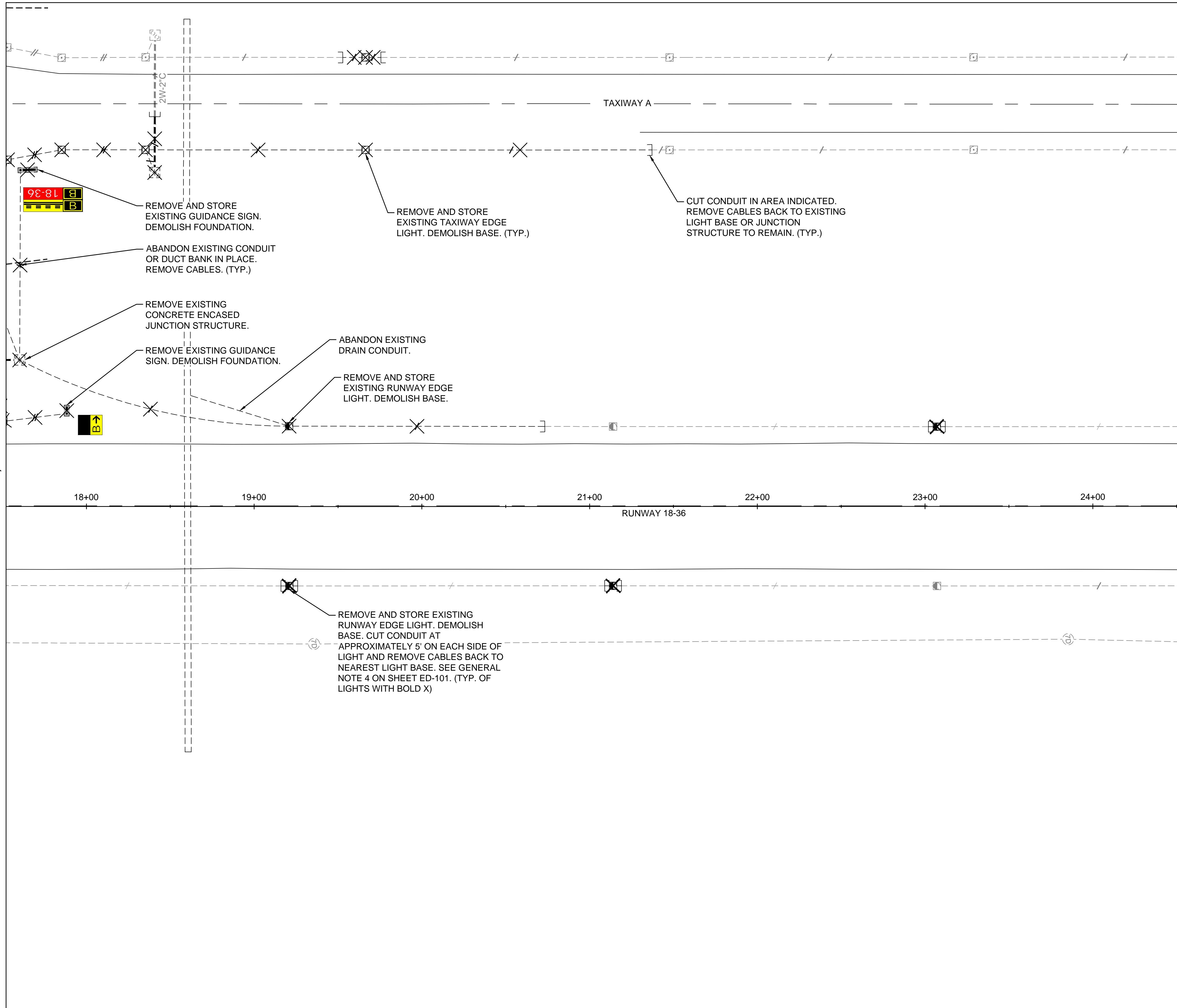
PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: LIGHTING REMOVAL PLAN 3

DWG. FILE NAME: ED-103
 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: 88

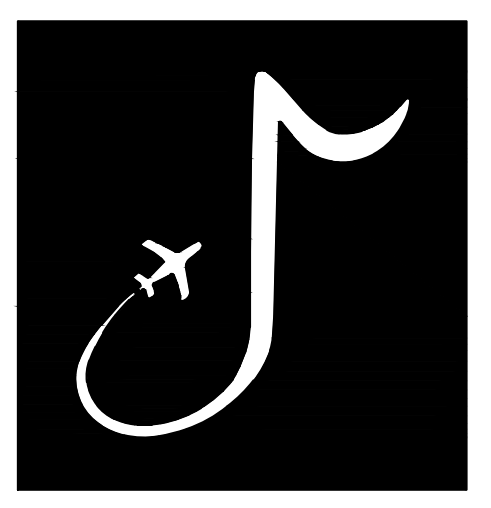
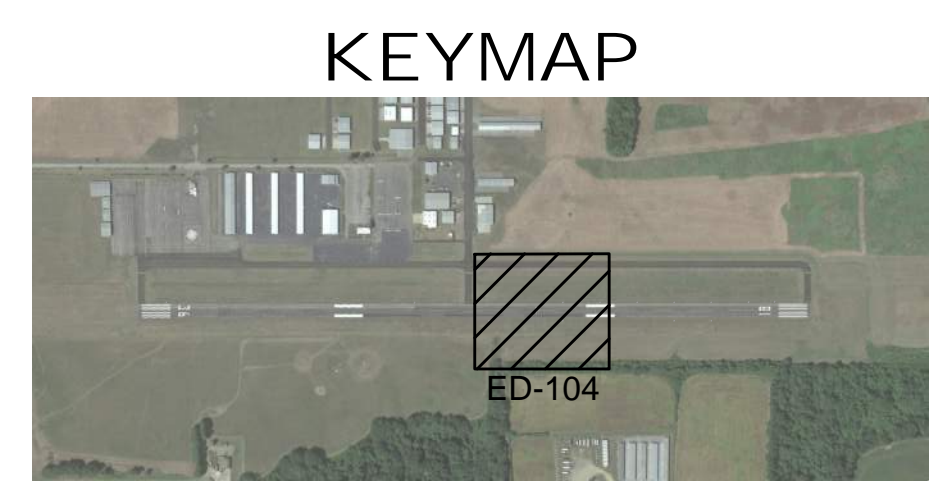
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MATCHLINE SHEET ED-103, STATION 17+52.12



- NOTES:**
- SEE SHEET ED-101 FOR LIGHTING DEMOLITION NOTES.

MATCHLINE SHEET ED-105, STATION 24+52.12



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CHARLES W. BAKER
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 FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
 22-1458-01

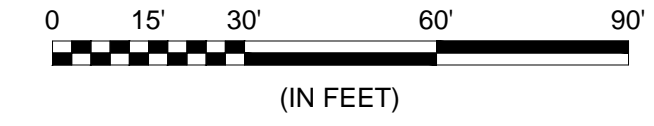
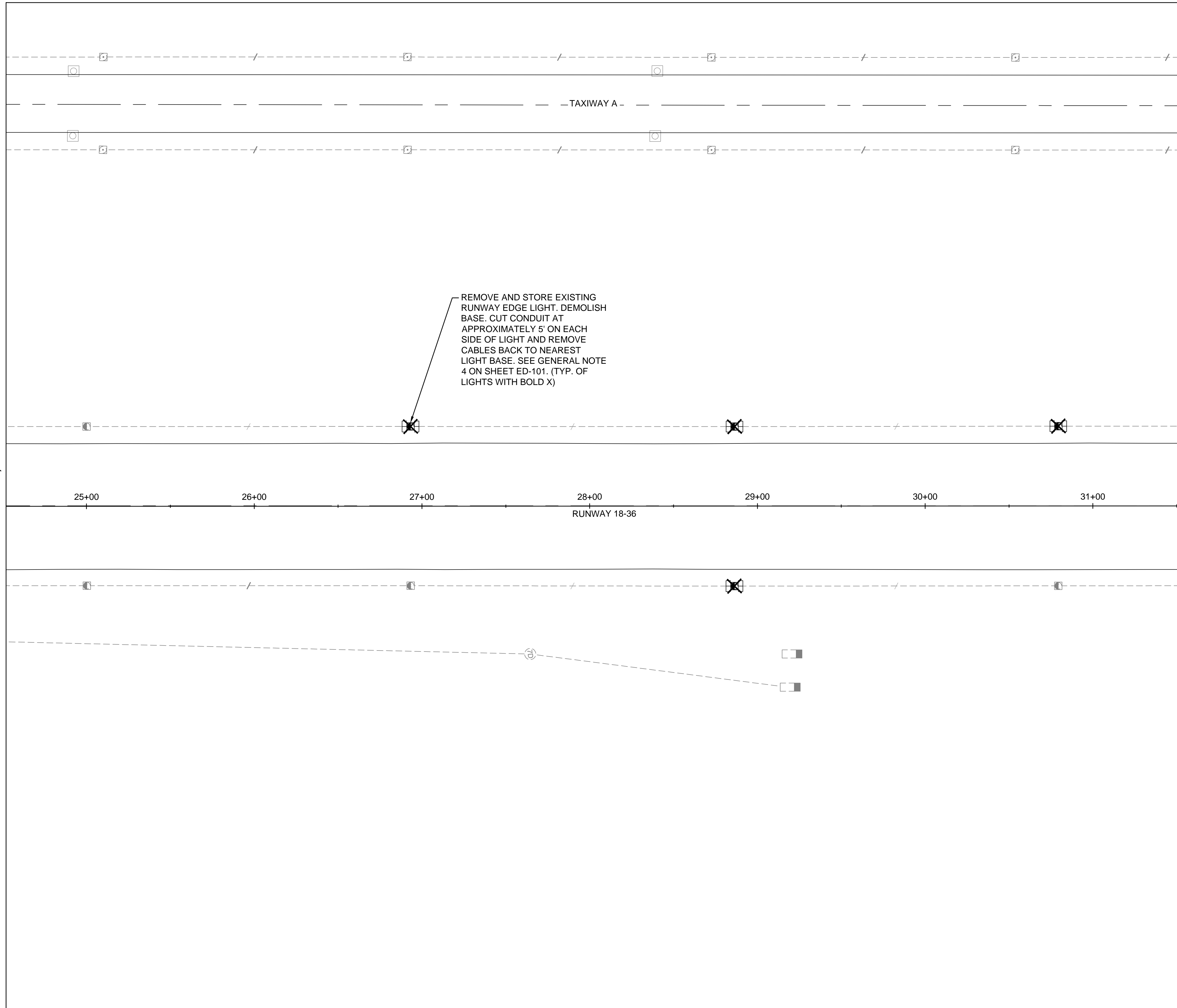
PROJECT:
 CHARLES BAKER
 RUNWAY PAVEMENT
 IMPROVEMENTS

SHEET TITLE:
 LIGHTING REMOVAL
 PLAN 4

DWG. FILE NAME: ED-104
 DATE: 02/12/2024
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 SHEET NO.: 89

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MATCHLINE SHEET ED-104, STATION 24+52.12

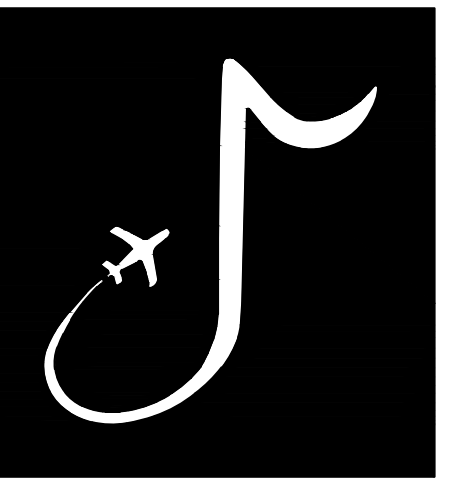


NOTES:

1. SEE SHEET ED-101 FOR LIGHTING DEMOLITION NOTES.

MATCHLINE SHEET ED-106, STATION 31+52.12

KEYMAP



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JOB NO.

22A20280

DRAWN BY:

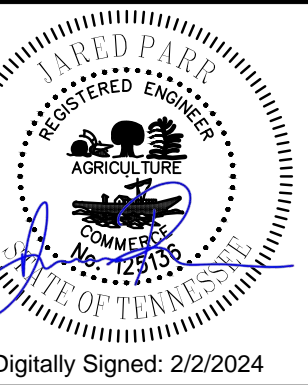
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QDS

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CHARLES W. BAKER AIRPORT

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MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:

LIGHTING REMOVAL
 PLAN 5

DWG. FILE NAME

ED-105

DATE

02/12/2024

SCALE

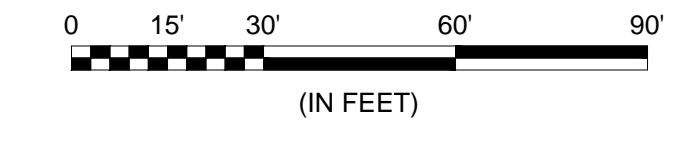
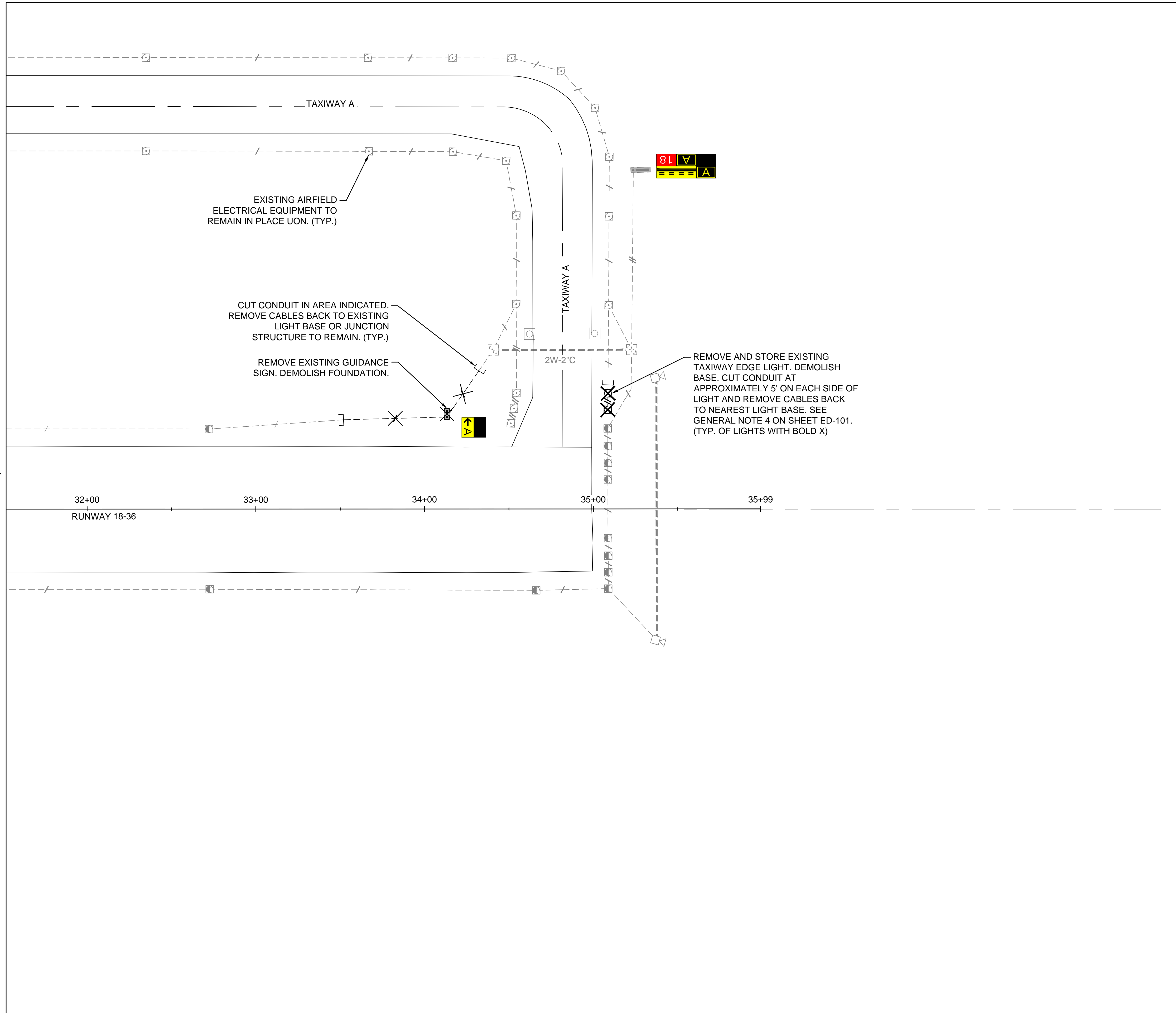
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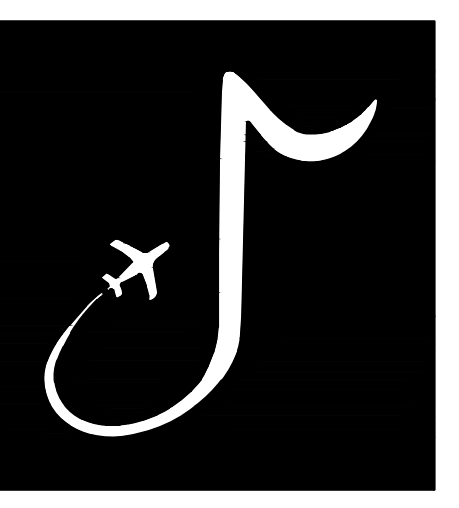
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MATCHLINE SHEET ED-105, STATION 31+52.12



- NOTES:
- SEE SHEET ED-101 FOR LIGHTING DEMOLITION NOTES.

KEYMAP



MEMPHIS INTERNATIONAL AIRPORT
 2491 WINCHESTER RD, SUITE 113
 MEMPHIS, TENNESSEE
 38116-3856

PROGRAM MANAGER / ENGINEER



GARVER, LLC
 6831 CRUMPLER BLVD.
 SUITE 101
 OLIVE BRANCH, MS 38654
 (662) 892-7592

JOB NO. 22A20280

DRAWN BY: KP
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 APPROVED BY: BWR
 Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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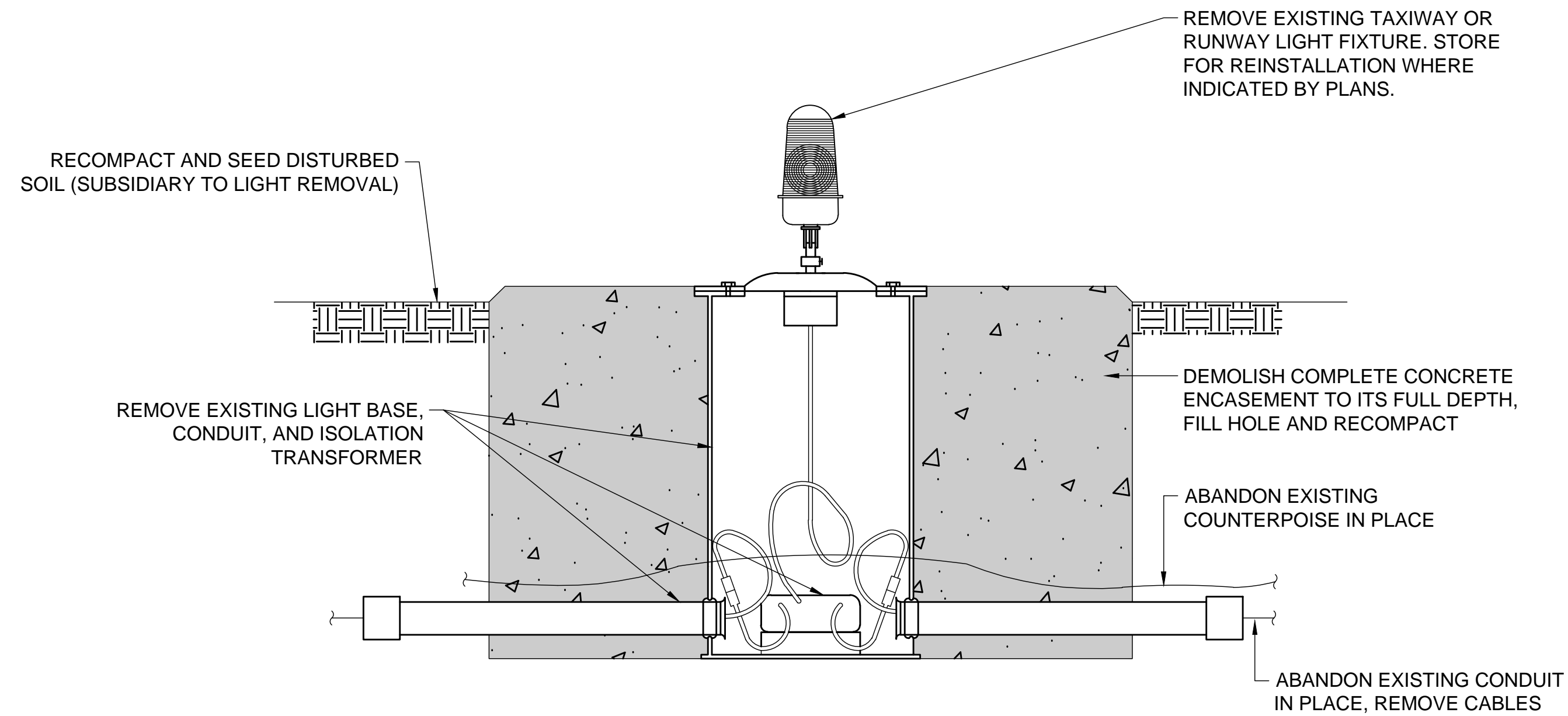
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

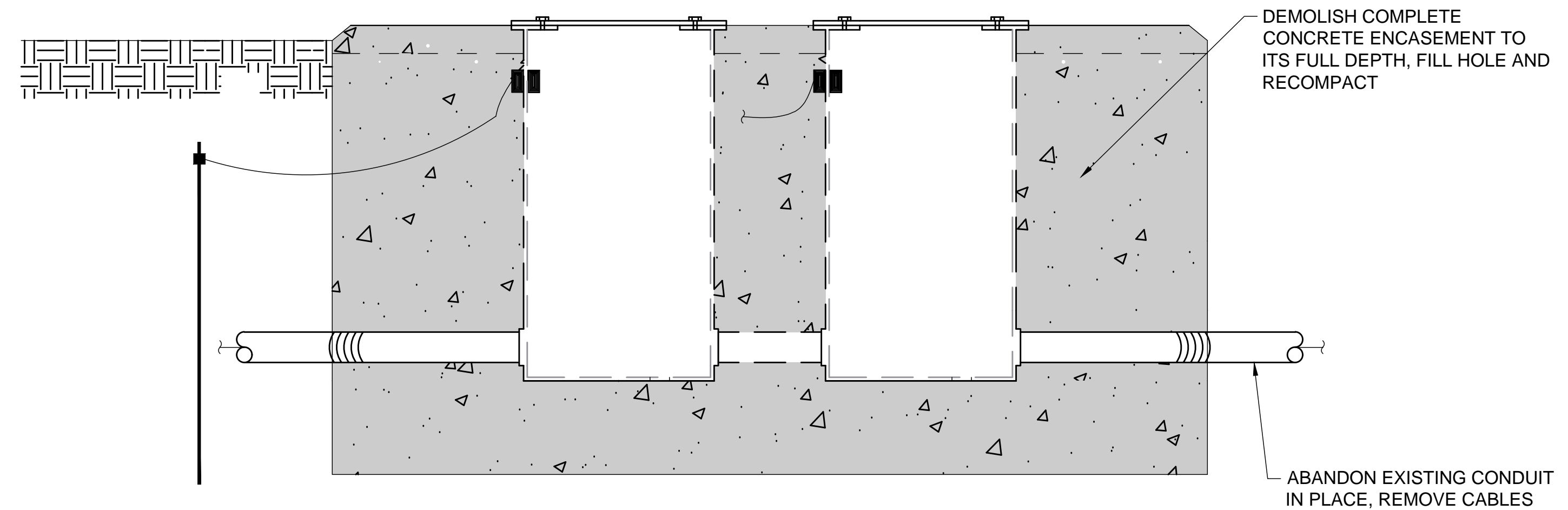
SHEET TITLE: LIGHTING REMOVAL PLAN 6

DWG. FILE NAME: ED-106
 DATE: 02/12/2024
 SCALE: AS SHOWN
 SHEET NO.: 91



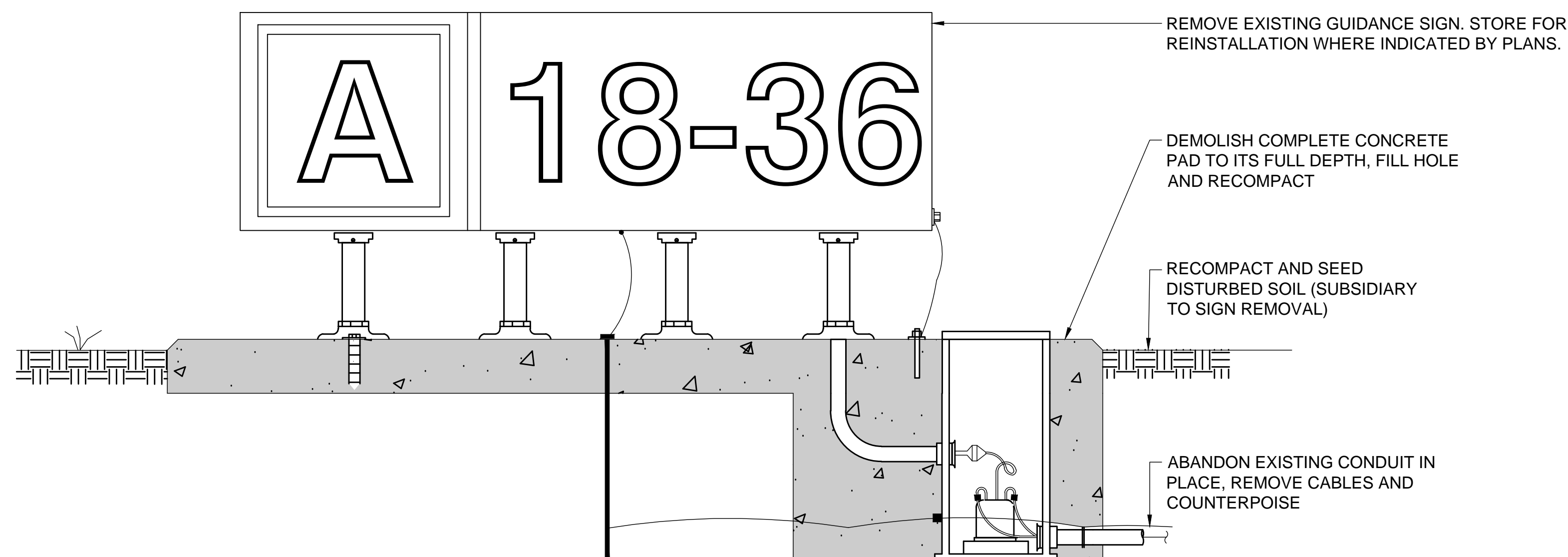
1 BASE MOUNTED EDGE LIGHT REMOVAL
ED-201 SCALE: NONE

(REFERENCE PAY ITEMS:
SS-301-5.1 AND SS-301-5.2)



3 CONCRETE JUNCTION STRUCTURE REMOVAL
ED-201 SCALE: NONE

(REFERENCE PAY ITEM:
SS-301-5.5)



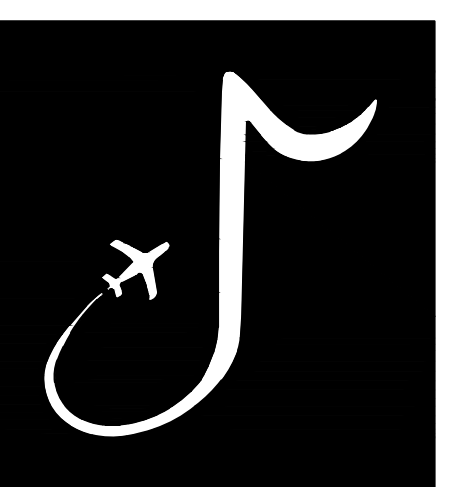
2 BASE MOUNTED SIGN REMOVAL
ED-201 SCALE: NONE

(REFERENCE PAY ITEMS:
SS-301-5.3 AND SS-301-5.4)

REMOVAL NOTES:

1. THE AIRPORT RESERVES THE RIGHT TO SALVAGE USABLE COMPONENTS.
2. ALL LIGHTING AND DEVICES SHALL BE REMOVED BY THE CONTRACTOR. THE ENGINEER AND AIRPORT WILL REVIEW THE REMOVED EQUIPMENT. ITEMS DESIGNATED AS SALVAGE SHALL THEN BE MOVED AND STORED AS DIRECTED BY AIRPORT.
3. ALL ITEMS THAT ARE NOT TO BE SALVAGED SHALL BE CAREFULLY REMOVED FROM THE AIRPORT AND PROPERLY DISPOSED.
4. THE AREA DISTURBED BY THE REMOVAL OPERATION SHALL BE RESTORED TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. THIS SHALL INCLUDE BACKFILLING WITH SELECT FILL, COMPACTION, GRADING, AND SEEDING. AREA RESTORATION SHALL BE SUBSIDIARY TO THE EQUIPMENT PAY ITEM.

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JOB NO.

22A20280

DRAWN BY:

KP

CHECKED BY:

QDS

APPROVED BY:

BWR

Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:

LIGHTING REMOVAL DETAILS

DWG. FILE NAME

ED-201

DATE

02/12/2024

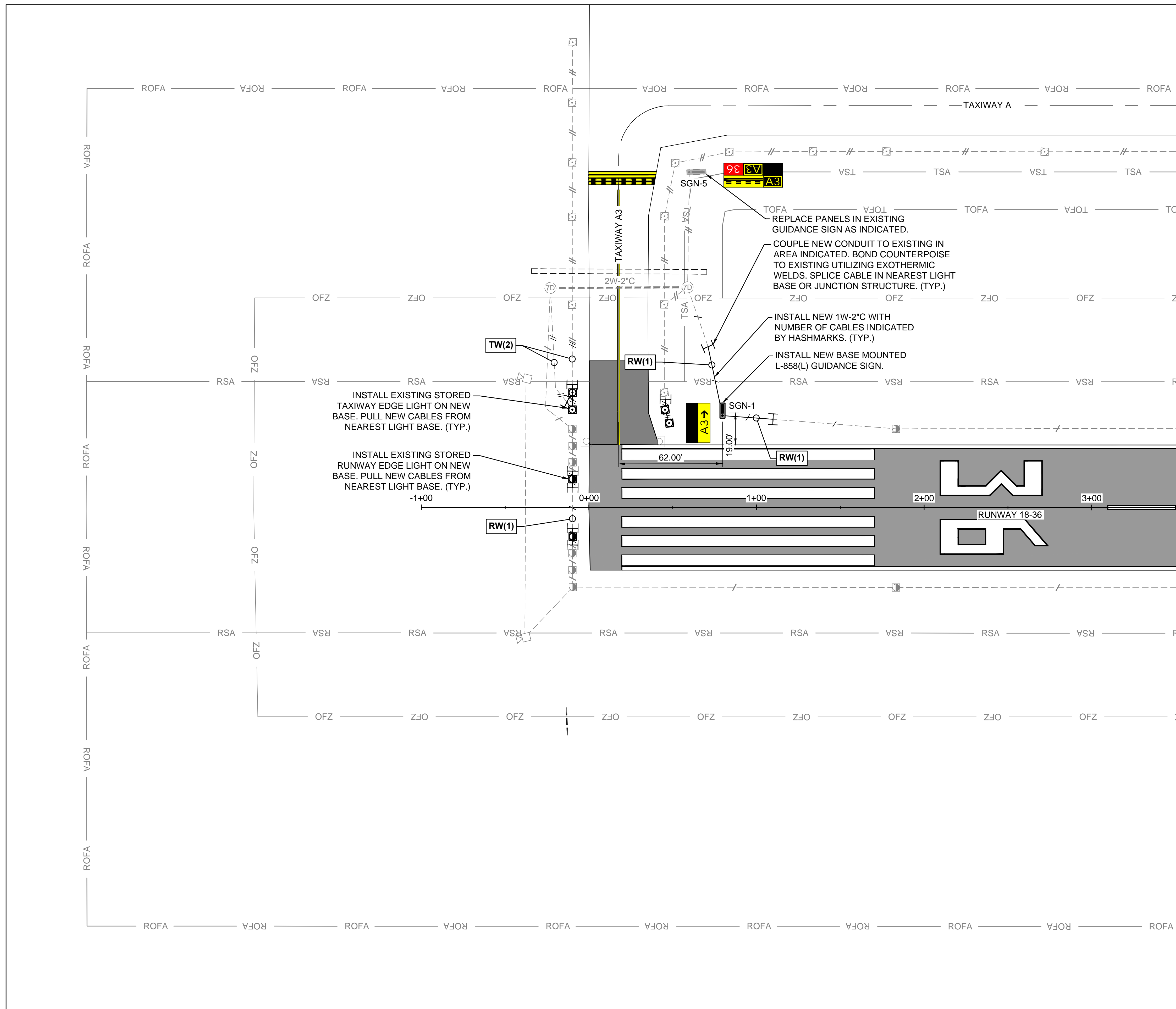
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AS SHOWN

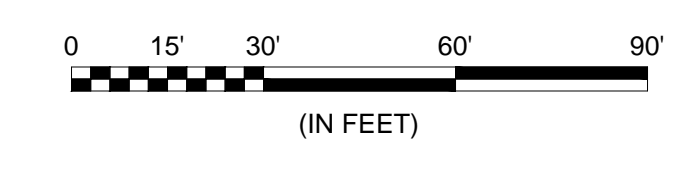
SHEET NO.

92

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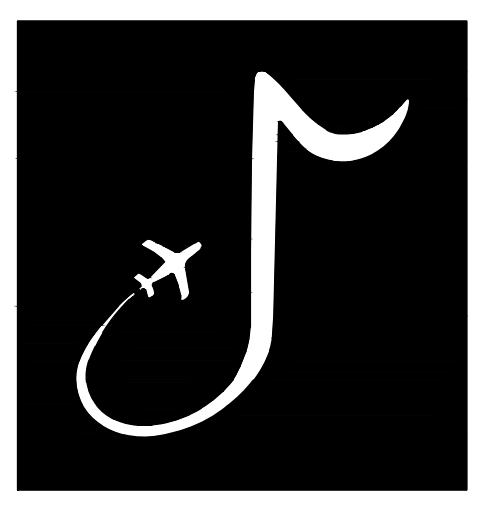
MATCHLINE SHEET EL-102, STATION 03+52.12



GENERAL NOTES:

- SEE SHEET EN-001 FOR LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND DEMOLITION NOTES.
- SEE THE EL-200 SERIES FOR LIGHTING INSTALLATION DETAILS.
- EXISTING CIRCUIT ROUTING IS APPROXIMATE. IF ROUTING DIFFERS IN THE FIELD, COORDINATE WITH ENGINEER.

KEYMAP



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CHARLES W. BAKER AIRPORT

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REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. **22-1458-01**

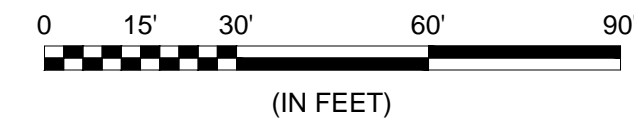
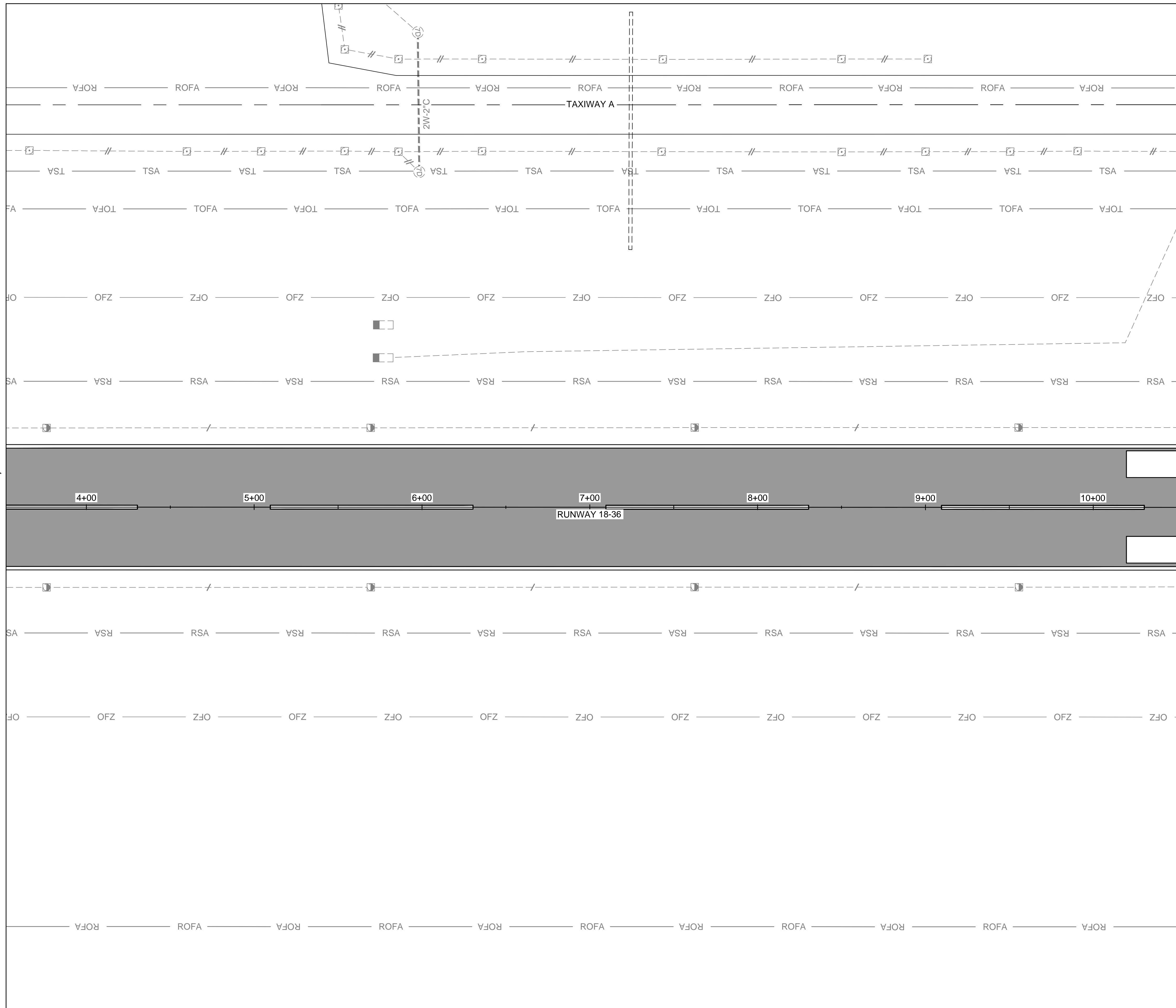
PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: **LIGHTING INSTALLATION PLAN 1**

DWG. FILE NAME: **EL-101**
 DATE: **02/12/2024**
 SCALE: **AS SHOWN**
 SHEET NO.: **93**

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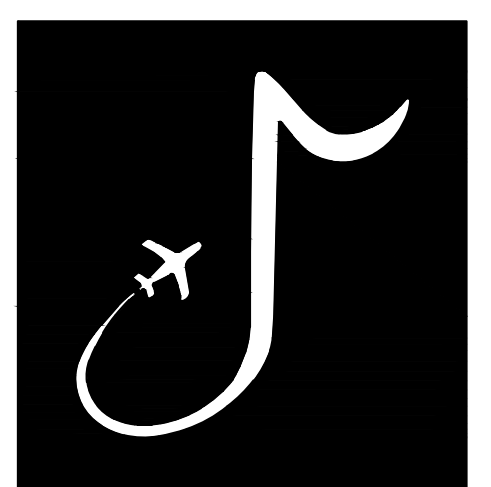
MATCHLINE SHEET EL-101, STATION 03+52.12 MATCHLINE SHEET EL-103, STATION 10+52.12



NOTES:

- SEE SHEET EL-101 FOR LIGHTING DEMOLITION NOTES.

KEYMAP



MEMPHIS INTERNATIONAL AIRPORT
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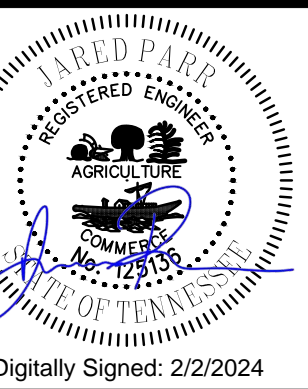
KP

CHECKED BY:

QDS

APPROVED BY:

BWR



Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:

LIGHTING INSTALLATION PLAN 2

DWG. FILE NAME

EL-102

DATE

02/12/2024

SCALE

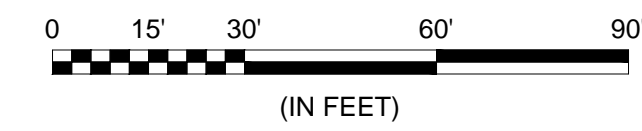
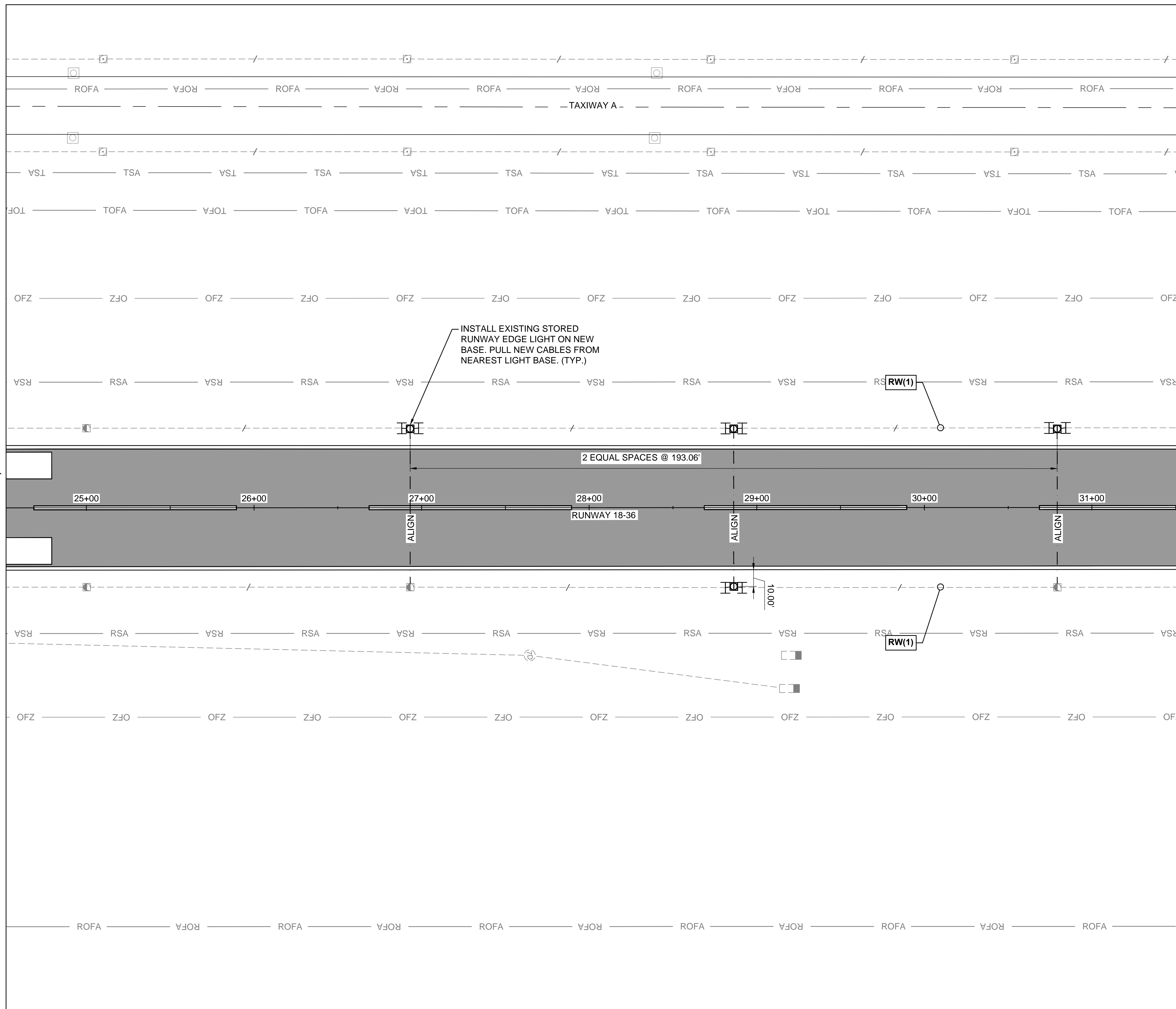
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SHEET NO.

94

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MATCHLINE SHEET EL-104, STATION 24+52.12

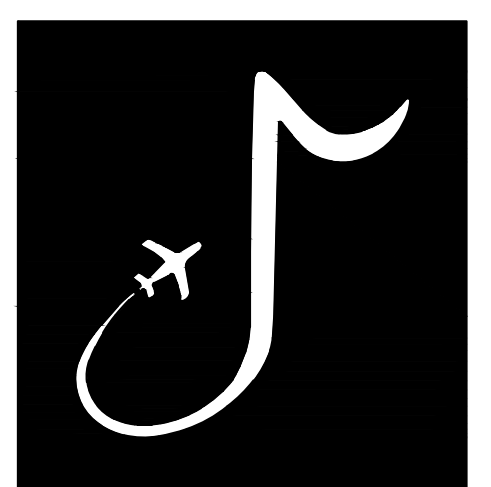


NOTES:

- SEE SHEET EL-101 FOR LIGHTING INSTALLATION NOTES.

MATCHLINE SHEET EL-106, STATION 31+52.12

KEYMAP



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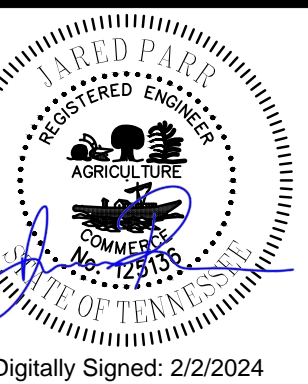
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CHECKED BY:

QDS

APPROVED BY:

BWR



CHARLES W. BAKER
AIRPORT

ISSUED
FOR BID

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER
RUNWAY PAVEMENT
IMPROVEMENTS

SHEET TITLE:

LIGHTING
 INSTALLATION PLAN 5

DWG. FILE NAME

EL-105

DATE

02/12/2024

SCALE

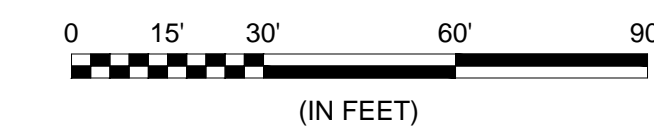
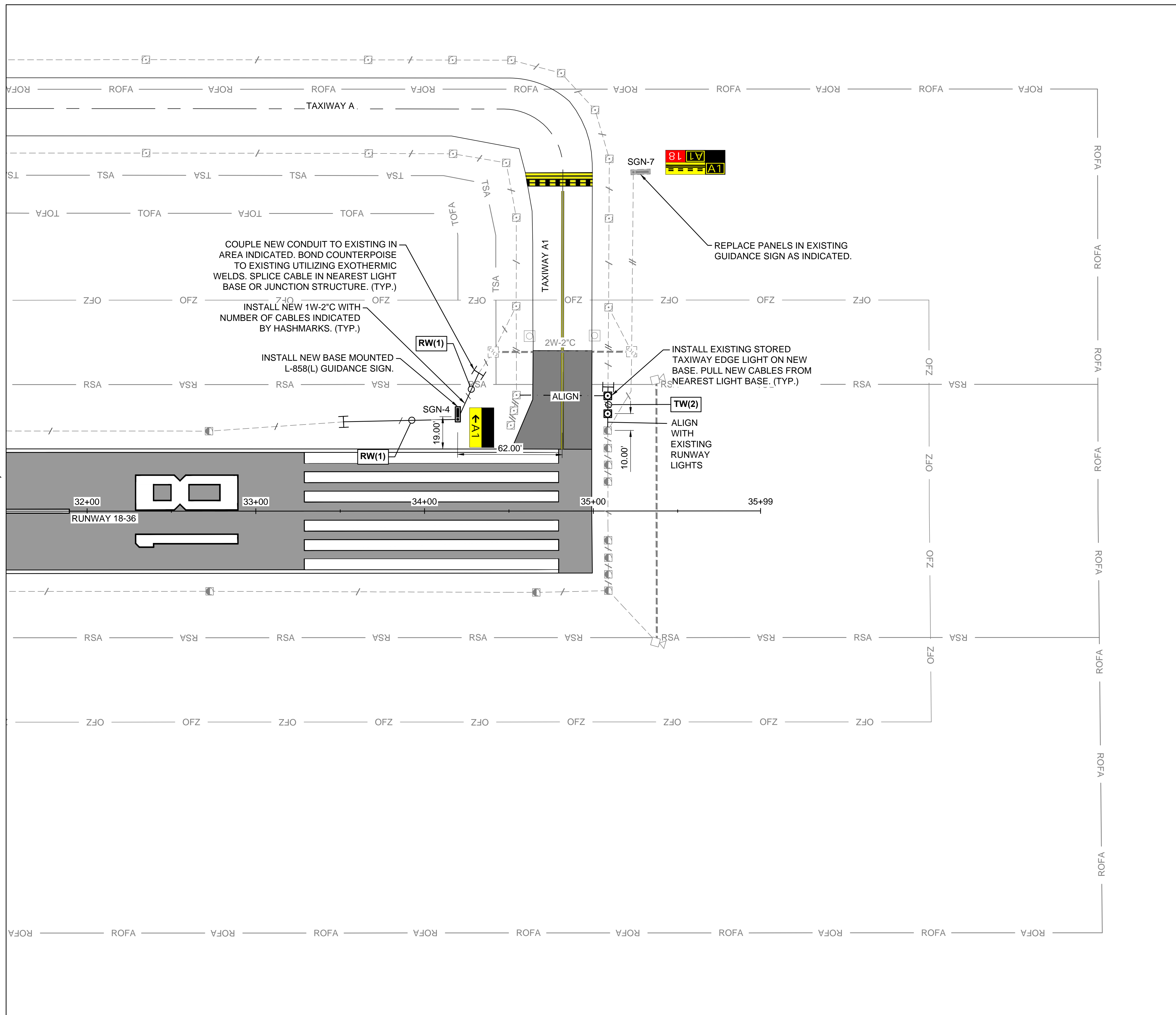
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SHEET NO.

97

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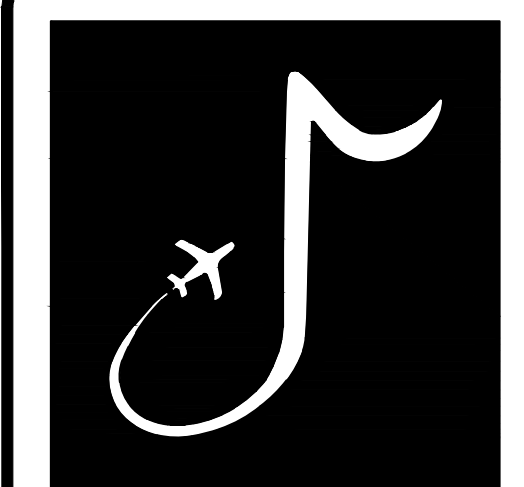
MATCHLINE SHEET EL-105, STATION 31+52.12



NOTES:

- SEE SHEET EL-101 FOR LIGHTING INSTALLATION NOTES.

KEYMAP



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 2491 WINCHESTER RD, SUITE 113
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JOB NO. 22A20280

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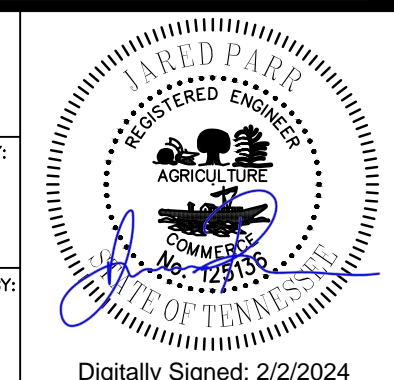
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CHECKED BY:

QDS

APPROVED BY:

BWR



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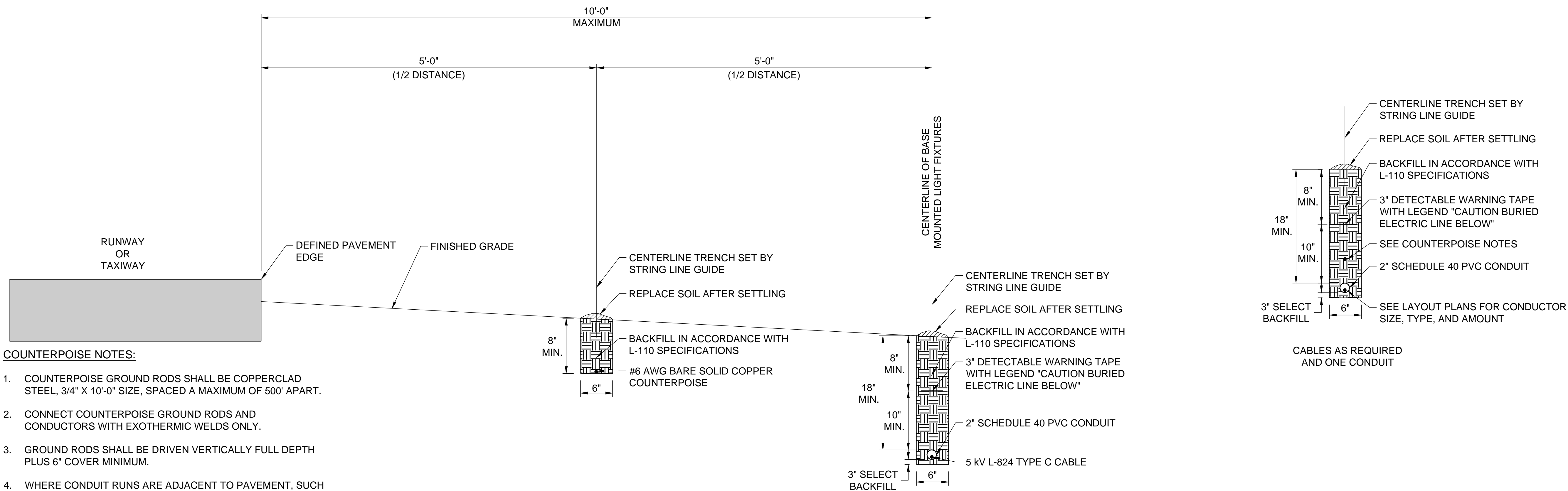
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.
22-1458-01

PROJECT:
CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

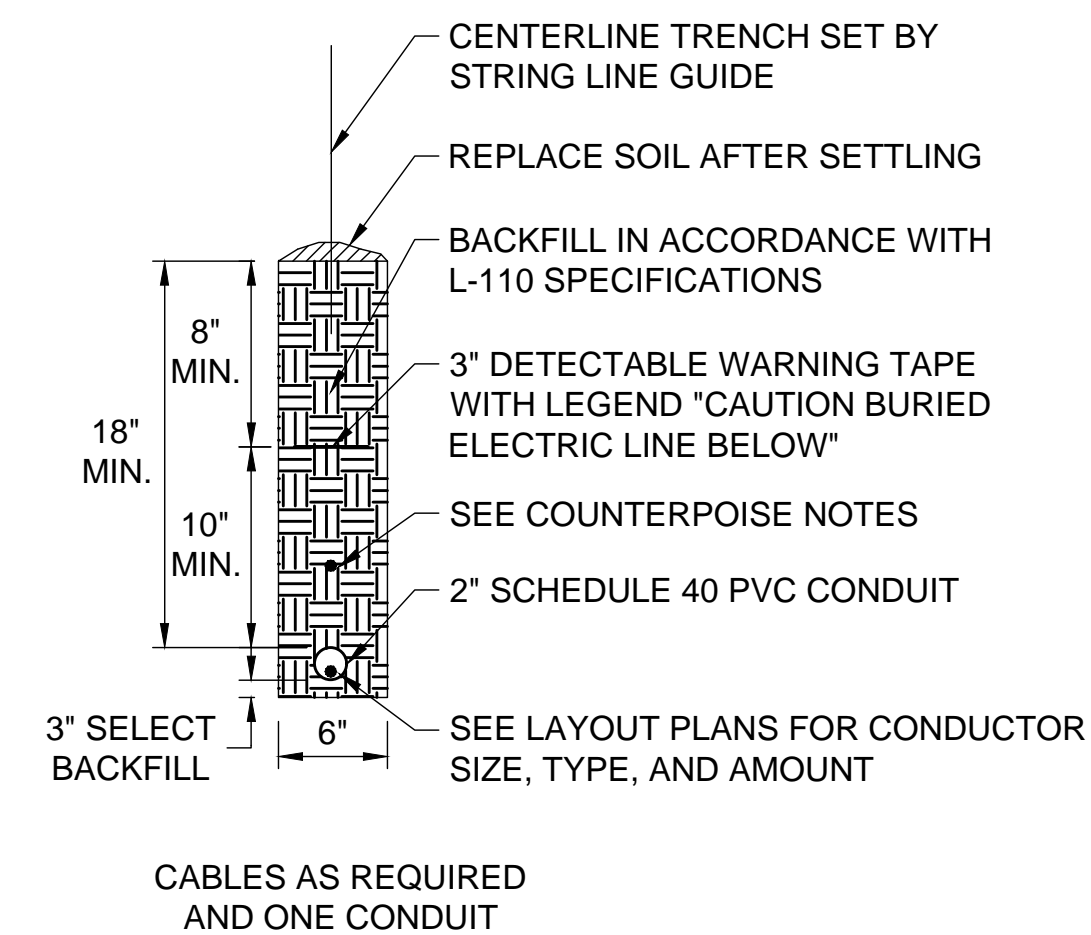
SHEET TITLE:
 LIGHTING
 INSTALLATION PLAN 6

DWG. FILE NAME: **EL-106**
 DATE: **02/12/2024**
 SCALE: **AS SHOWN**
 SHEET NO.: **98**



COUNTERPOISE NOTES:

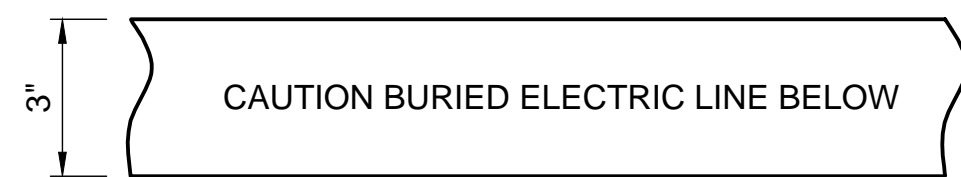
- COUNTERPOISE GROUND RODS SHALL BE COPPERCLAD STEEL, 3/4" X 10'-0" SIZE, SPACED A MAXIMUM OF 500' APART.
- CONNECT COUNTERPOISE GROUND RODS AND CONDUCTORS WITH EXOTHERMIC WELDS ONLY.
- GROUND RODS SHALL BE DRIVEN VERTICALLY FULL DEPTH PLUS 6" COVER MINIMUM.
- WHERE CONDUIT RUNS ARE ADJACENT TO PAVEMENT, SUCH AS ALONG RUNWAY OR TAXIWAY EDGES, THE COUNTERPOISE SHALL BE INSTALLED 8" BELOW GRADE, LOCATED HALF THE DISTANCE FROM EDGE OF PAVEMENT TO THE CONDUIT RUNS.
- WHERE CONDUIT RUNS ARE NOT ADJACENT TO PAVEMENTS, THE COUNTERPOISE SHALL BE INSTALLED 4" MINIMUM ABOVE THE CONDUIT.



CONDUIT TRENCH DETAILS (CURRENT POWERED SYSTEM WITH SEPARATE COUNTERPOISE TRENCH)

(REFERENCE PAY ITEM: L-110-5.1)

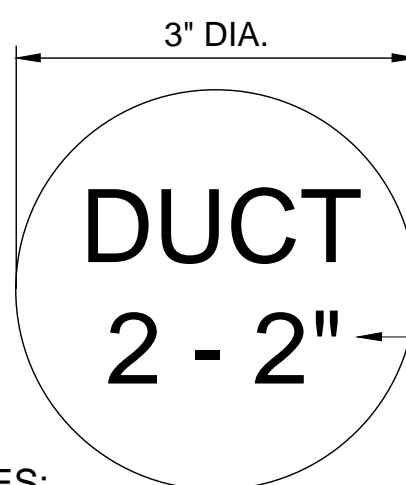
1
EL-201 SCALE: NONE



NOTES:

- POWER MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH RED BACKGROUND AND BLACK LETTERING.
- COMMUNICATION MARKING TAPES SHALL BE DETECTABLE TYPE CONSTRUCTION WITH ORANGE BACKGROUND AND BLACK LETTERING, "TELEPHONE LINE" OR "FIBER OPTIC LINE" RESPECTIVELY.
- TAPE SHALL BE DETECTABLE, DURABLE, HIGHLY VISIBLE, RESISTANT TO ELEMENTS, MEETING AND / OR EXCEEDING ALL INDUSTRY STANDARDS.
- PROVIDE MULTIPLE AND / OR WIDER TAPES FOR WIDER DUCT BANKS. COORDINATE WITH ENGINEER.

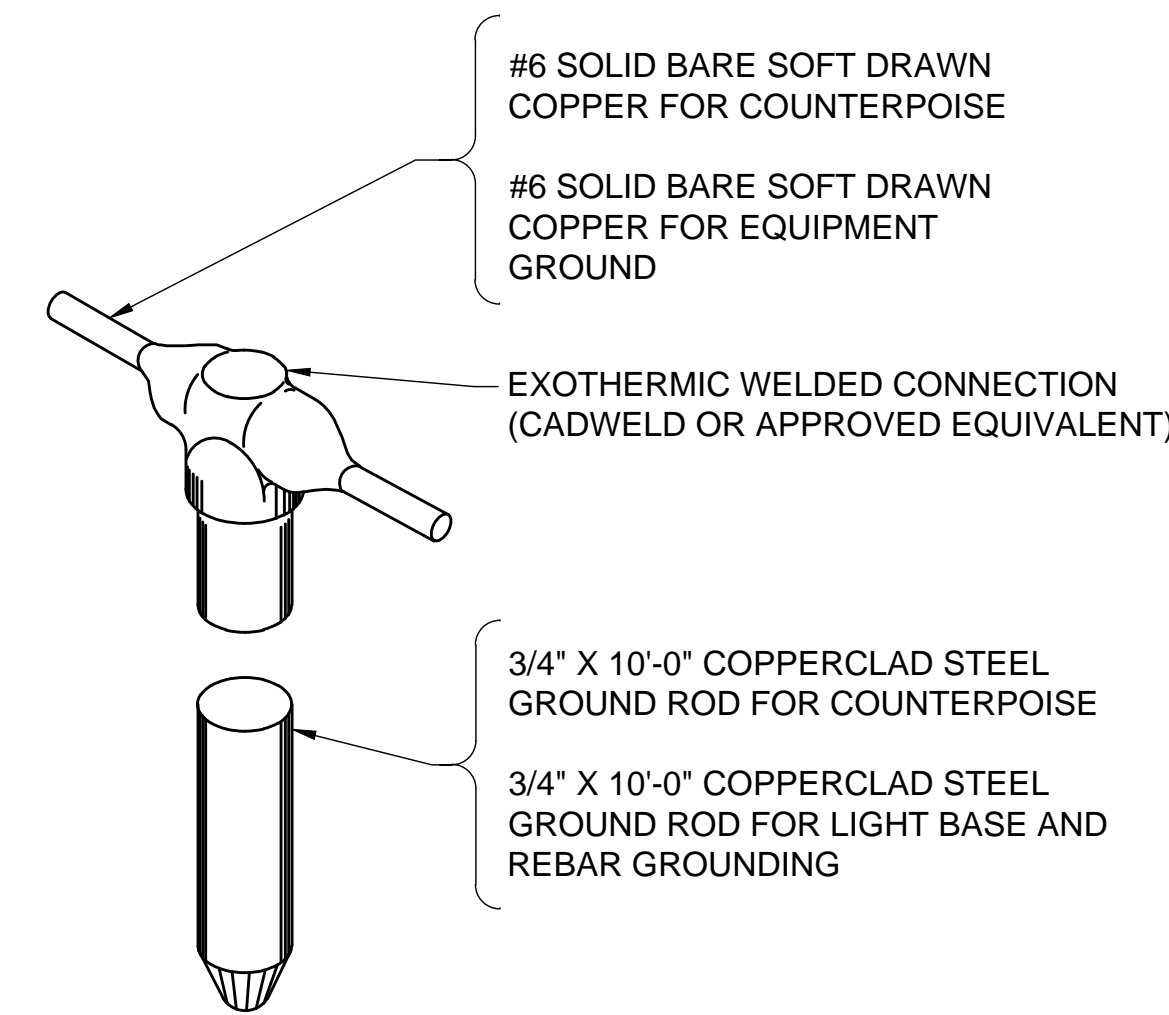
2
EL-201 UNDERGROUND DETECTABLE WARNING TAPE SCALE: NONE



MARKER NOTES:

- PROVIDE 3" DIAMETER FLAT BRONZE MARKER, LETTERS 1/2" HIGH, RECESS MOUNTED FLUSH WITH TOP OF PAVEMENT, EPOXY IN PLACE.
- INSTALL MARKER CENTERED 6" FROM PAVEMENT EDGE.
- COST OF BRONZE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.

3
EL-201 BRONZE PAVEMENT EDGE DUCT MARKER SCALE: NONE

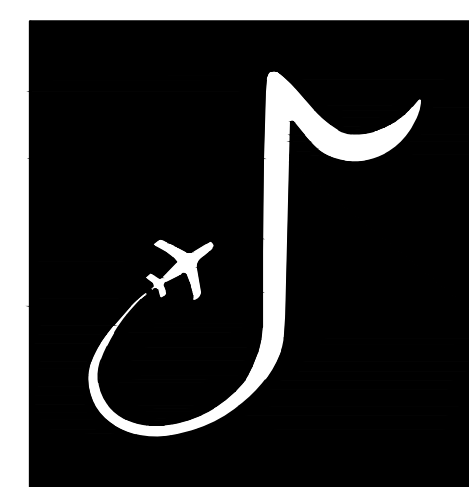


AIRFIELD EQUIPMENT, DUCTS, AND CIRCUITS:

- GROUND RODS SHALL BE INSTALLED NOT MORE THAN 500 FEET APART FOR COUNTERPOISE AND AS SHOWN ON LAYOUT PLAN SHEETS.
- ONE GROUND ROD SHALL BE INSTALLED AT EACH LIGHT BASE FOR GROUNDING THE LIGHT BASE AND ASSOCIATED STEEL REINFORCEMENT.

4
EL-201 TYPICAL GROUND ROD CONNECTION SCALE: NONE

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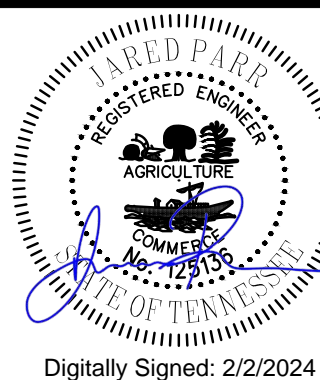
KP

CHECKED BY:

QDS

APPROVED BY:

BWR



Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

22-1458-01

PROJECT:

CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE:

LIGHTING INSTALLATION DETAILS 1

DWG. FILE NAME

EL-201

DATE

02/12/2024

SCALE

AS SHOWN

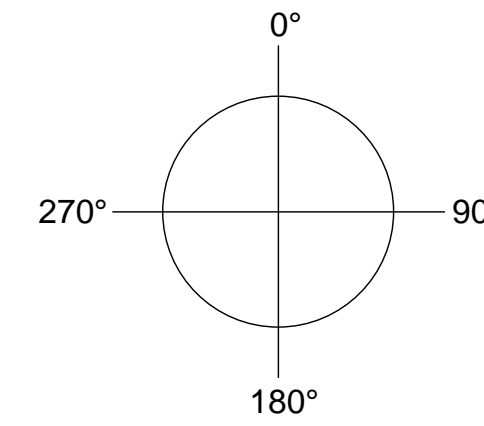
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99

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NEW GUIDANCE SIGN INDEX								
SIGN NO.	DESC.	SIDE 1	SIDE 2	SIZE	STYLE	CLASS	MODE	ARROW ANGLE
1	LEGEND	A3 →	■	1	2	2	2	90°
	TYPE	Y Y	* *					
2	LEGEND	← A2	■	1	2	2	2	270°
	TYPE	Y Y	* *					
3	LEGEND	A2 →	■	1	2	2	2	90°
	TYPE	Y Y	* *					
4	LEGEND	← A1	■	1	2	2	2	270°
	TYPE	Y Y	* *					

ARROW ANGLES



LEGEND:

- L L-858L LOCATION
- Y L-858Y DIRECTION / DESTINATION / BOUNDARY
- R L-858R MANDATORY INSTRUCTION
- B L-858B DISTANCE REMAINING
- * BLANK PANEL

GENERAL NOTES:

- NUMBER OF SIGN LEGEND LETTERS UNDERNEATH EACH SIGN ON NEW GUIDANCE SIGN INDEX INDICATES APPROXIMATE NUMBER OF MODULES ON DESIGNATED SIGN. SIGNS SHALL BE BID ACCORDING TO MODULES SHOWN ABOVE, IF MANUFACTURER UTILIZES LESS MODULES THAN SHOWN ABOVE, INDICATE ON SUBMITTAL OF SIGN LEGEND AS REQUIRED BY THE SPECIFICATIONS.
- ALL SIGNS SHALL BE ON RW EDGE LIGHT CIRCUIT.
- EXISTING SIGN MANUFACTURER IS LUMACURVE.

1
EL-206

NEW GUIDANCE SIGN INDEX

(REFERENCE PAY ITEM: L-125-5.1)

SCALE: NONE

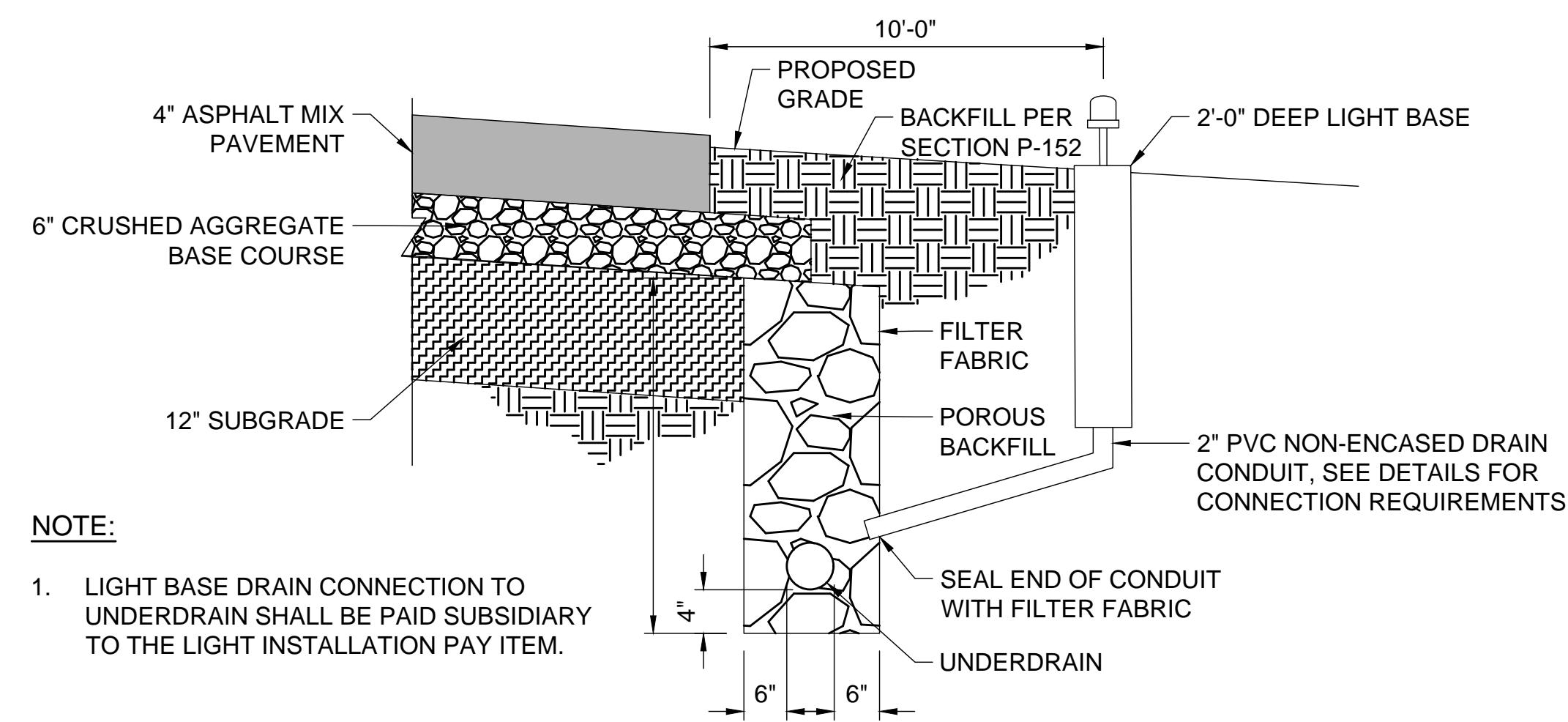
EXISTING GUIDANCE SIGN PANEL REPLACEMENT INDEX									
SIGN NO.	DESC.	EXISTING SIDE 1	EXISTING SIDE 2	ULTIMATE SIDE 1	ULTIMATE SIDE 2	SIZE	STYLE	CLASS	MODE
5	LEGEND	■ ■ ■ ■ A	■ ■ ■ ■ A 36	■ ■ ■ ■ A 3	■ ■ ■ ■ A 3 36	1	2	2	2
	TYPE	Y Y L	* L R	Y Y L	* L R				
6	LEGEND	■ ■ ■ ■ B	■ ■ ■ ■ B 18-36	■ ■ ■ ■ A 2	■ ■ ■ ■ A 2 18-36	1	2	2	2
	TYPE	Y Y L	L R R	Y Y L	L R R				
7	LEGEND	■ ■ ■ ■ A	■ ■ ■ ■ A 18	■ ■ ■ ■ A 1	■ ■ ■ ■ A 1 18	1	2	2	2
	TYPE	Y Y L	* L R	Y Y L	* L R				

(REFERENCE PAY ITEM: L-125-5.2 AND L-125-5.6)

2
EL-206

GUIDANCE SIGN PANEL REPLACEMENT INDEX

SCALE: NONE



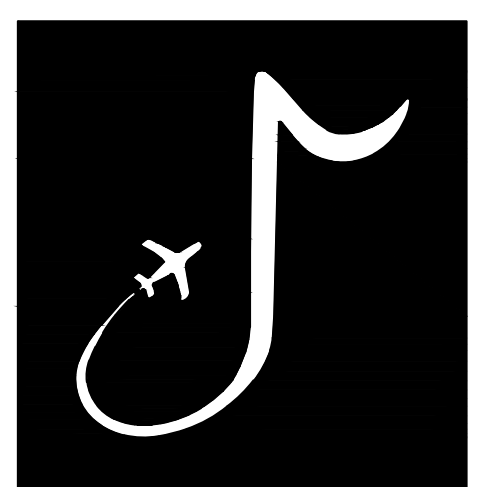
NOTE:

- LIGHT BASE DRAIN CONNECTION TO UNDERDRAIN SHALL BE PAID SUBSIDIARY TO THE LIGHT INSTALLATION PAY ITEM.

3
EL-206

LIGHT BASE DRAIN CONNECTION TO UNDERDRAIN

SCALE: NONE



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JOB NO. 22A20280

DRAWN BY: KP
CHECKED BY: QDS
APPROVED BY: [Signature]
BWR
Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

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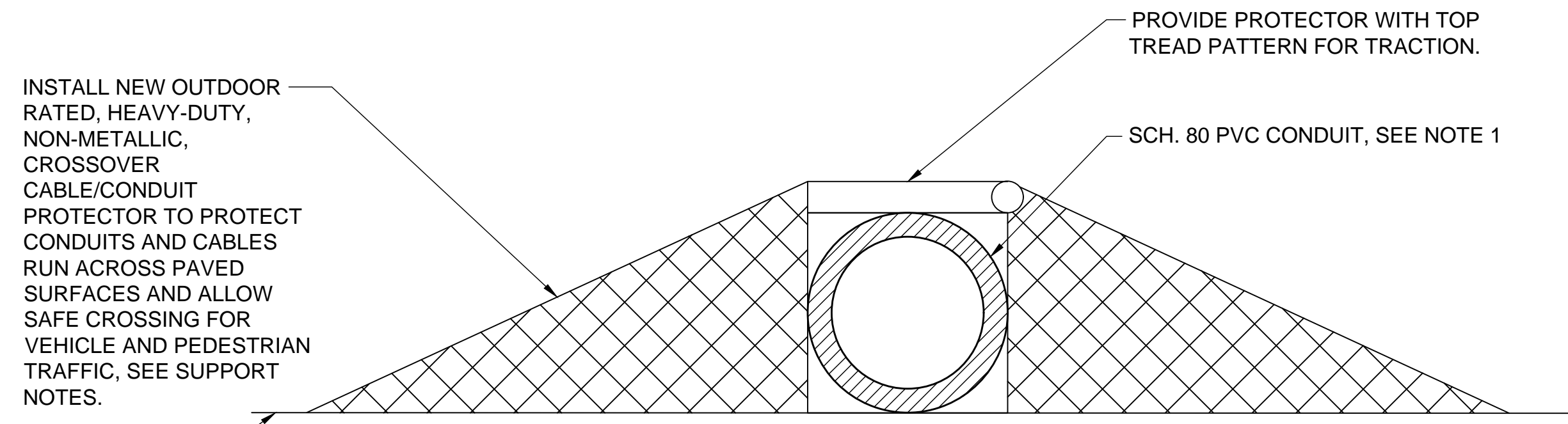
REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS

SHEET TITLE: LIGHTING INSTALLATION DETAILS 6

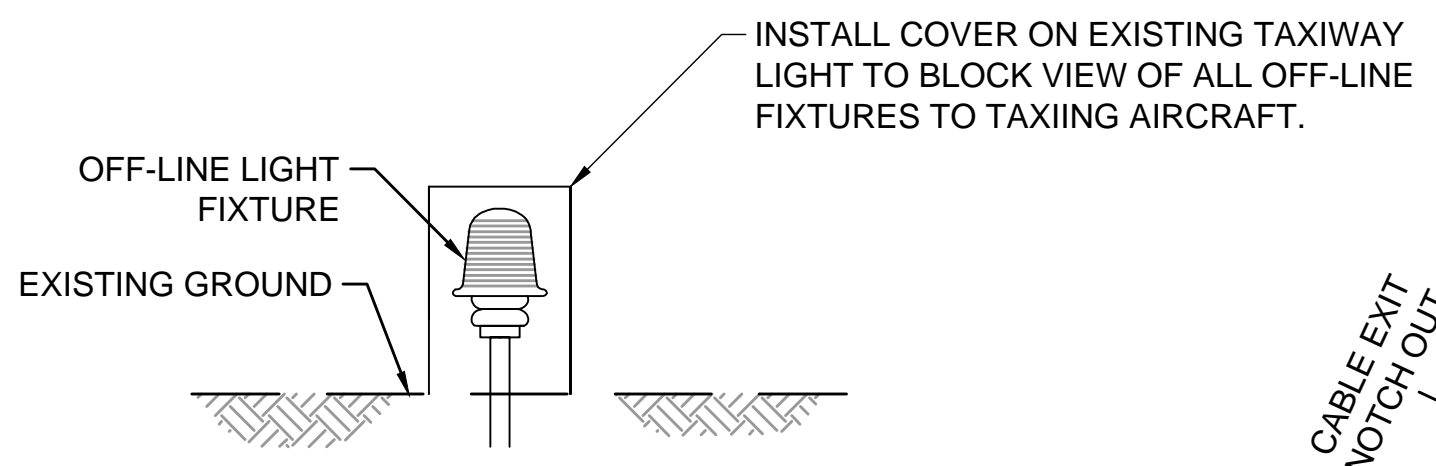
DWG. FILE NAME: EL-206
DATE: 02/12/2024
SCALE: AS SHOWN
SHEET NO.: 104



SUPPORT NOTES:

1. SIZE CONDUIT PER NUMBER OF CABLES.
2. SIZE PROTECTOR PER CONDUIT NUMBER AND SIZES.
3. PROTECTOR SHALL EXTEND PARALLEL TO THE CONDUIT FOR THE ENTIRE LENGTH OF THE CONDUIT WHERE SUBJECT TO LIGHT VEHICULAR TRAFFIC.
4. BOLTS SHALL BE INSTALLED AND TORQUED PER MANUFACTURERS RECOMMENDATIONS TO SECURE AND ANCHOR THE COMPLETE PROTECTION SYSTEM.

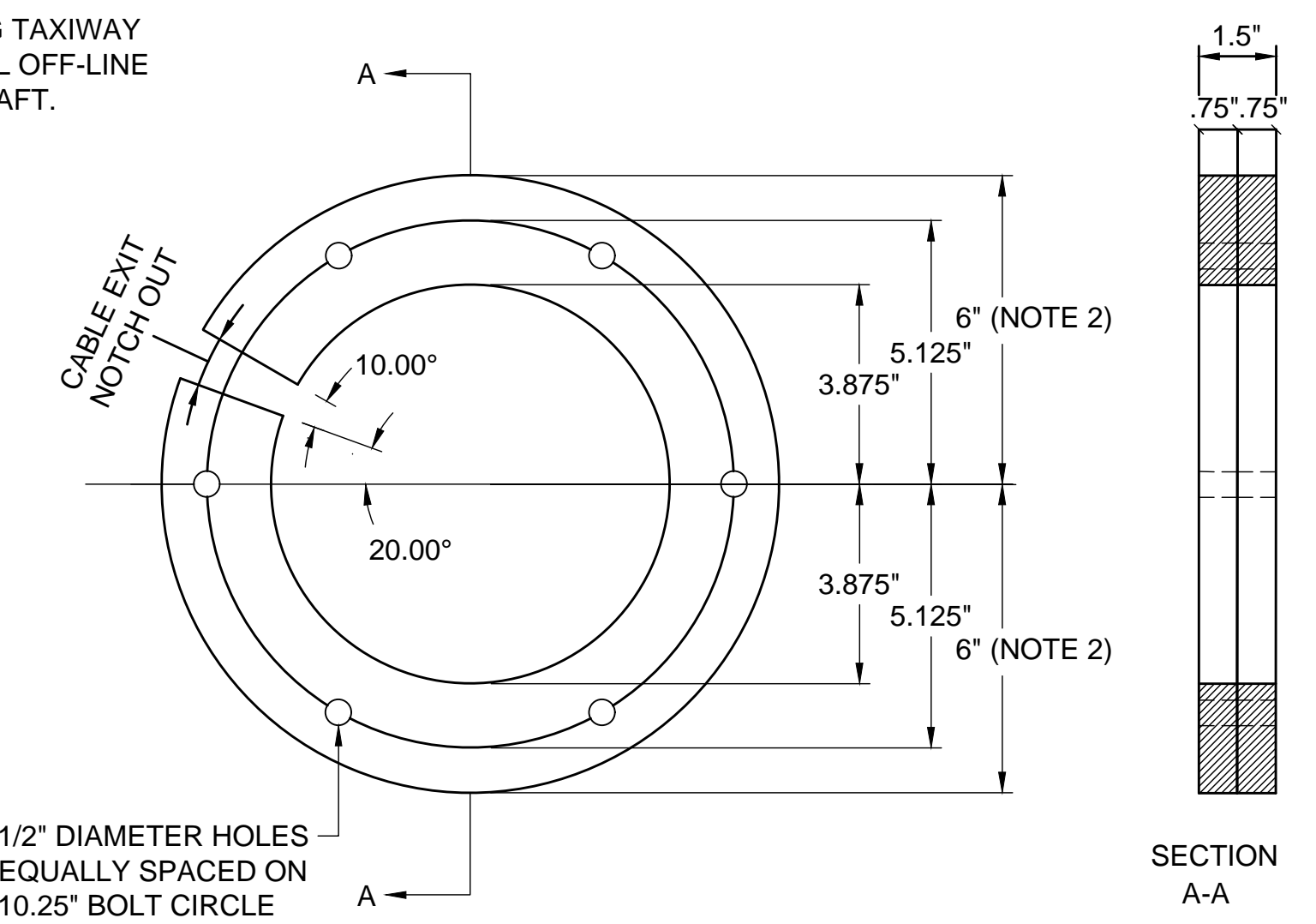
1 ABOVE GROUND TEMPORARY CONDUIT PROTECTOR
 EL-207 SCALE: NONE



NOTES:

1. CONTRACTOR SHALL MAINTAIN THE FIXTURE COVERS IN ACCEPTABLE CONDITIONS AT ALL TIMES.
2. WHEN NO LONGER REQUIRED, THE FIXTURE COVERS SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
3. FIXTURE COVERS SHALL BE SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST, OR OTHER WIND CURRENTS.
4. COST FOR PROVIDING, INSTALLING, MAINTAINING AND REMOVING PVC EDGE LIGHT MASK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR TEMPORARY AIRFIELD LIGHTING.

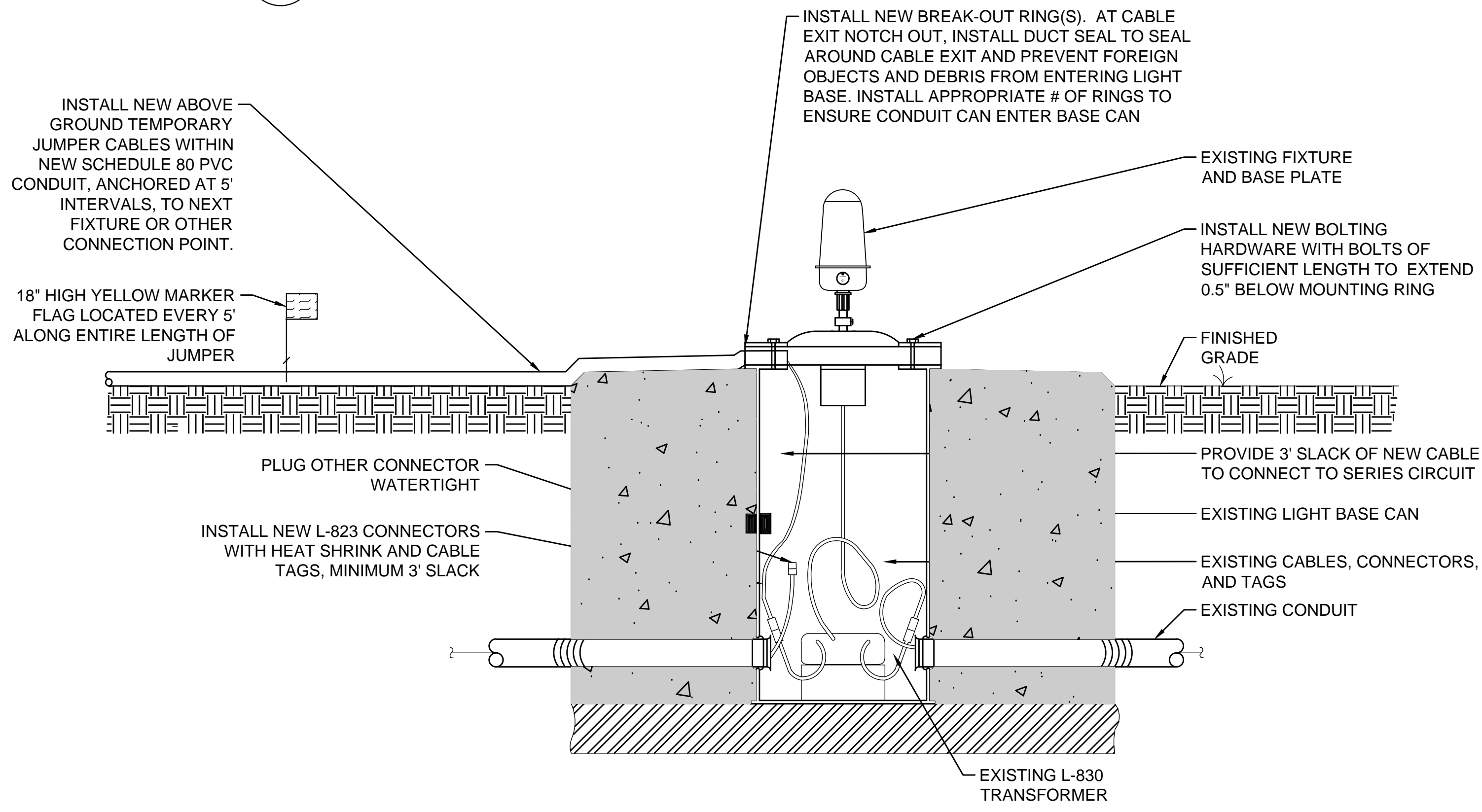
2 LIGHT FIXTURE COVER
 EL-207 SCALE: NONE



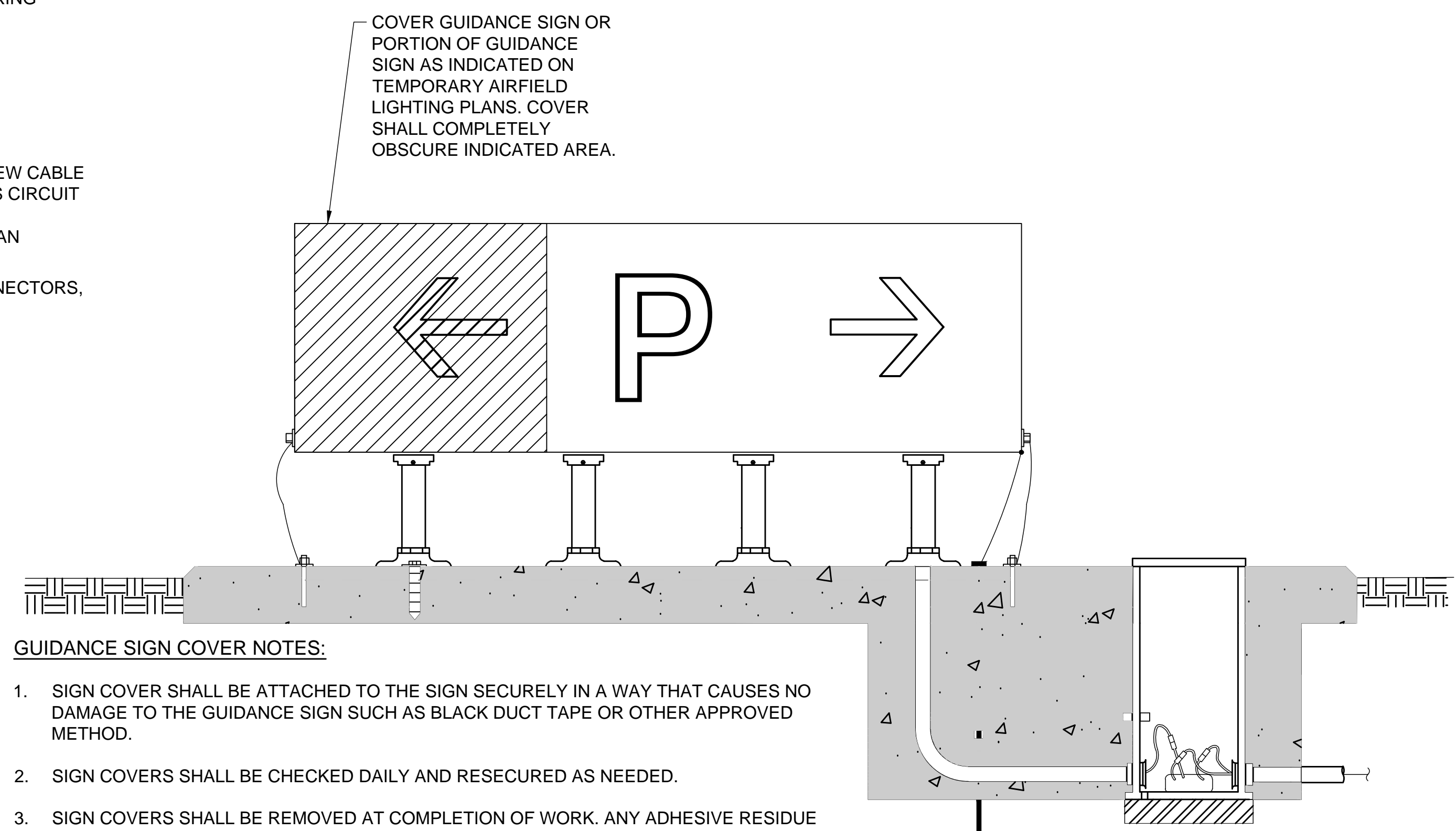
BREAK-OUT RING NOTES:

1. HOLE PATTERN SHALL MATCH EXISTING BASE CAN. PATTERN SHOWN IS FOR 12" L-867B CAN.
2. OUTSIDE DIMENSION SHALL MATCH EXISTING CAN.
3. BREAK-OUT RING SHALL BE FABRICATED FROM 3/4" MARINE GRADE A PLYWOOD WITH 10 MIL POLYURETHANE FINISH APPLIED AFTER TEMPORARY CABLE IS INSTALLED.
4. BREAK-OUT RINGS, ABOVE GROUND CONDUIT, JUMPER CABLES, LUMBER, SUPPORTS, HARDWARE, AND OTHER APPURTENANCES ARE INCIDENTAL TO THE TEMPORARY AIRFIELD LIGHTING PAY ITEM. CONTRACTOR SHALL SUPPLY SUFFICIENT QUANTITY TO SUPPORT ALL RE-WIRING ACTIVITIES.

3 BREAK OUT RING
 EL-207 SCALE: NONE



4 TEMPORARY JUMPER CIRCUIT CONNECTION
 EL-207 SCALE: NONE

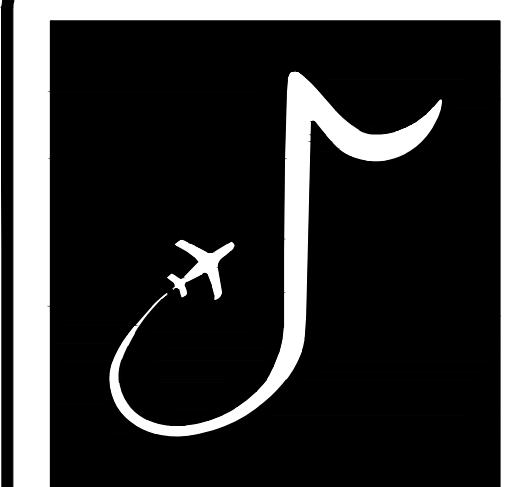


GUIDANCE SIGN COVER NOTES:

1. SIGN COVER SHALL BE ATTACHED TO THE SIGN SECURELY IN A WAY THAT CAUSES NO DAMAGE TO THE GUIDANCE SIGN SUCH AS BLACK DUCT TAPE OR OTHER APPROVED METHOD.
2. SIGN COVERS SHALL BE CHECKED DAILY AND RESECURED AS NEEDED.
3. SIGN COVERS SHALL BE REMOVED AT COMPLETION OF WORK. ANY ADHESIVE RESIDUE SHALL BE COMPLETELY REMOVED AND THE SIGN SHALL BE CLEANED BEFORE PLACING IT BACK IN SERVICE.
4. COORDINATE ALL SIGN COVERS WITH THE ENGINEER AND CONSTRUCTION OBSERVERS PRIOR TO THE WORK.

5 GUIDANCE SIGN COVER
 EL-207 SCALE: NONE

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MEMPHIS INTERNATIONAL AIRPORT
 2491 WINCHESTER RD, SUITE 113
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PROGRAM MANAGER / ENGINEER



GARVER
 GARVER, LLC
 6831 CRUMPLER BLVD.
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 OLIVE BRANCH, MS 38654
 (662) 892-7592

JOB NO. 22A20280

DRAWN BY: KP
 CHECKED BY: QDS
 APPROVED BY: BWR
 Digitally Signed: 2/2/2024

CHARLES W. BAKER AIRPORT

ISSUED FOR BID

REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 22-1458-01

PROJECT: **CHARLES BAKER RUNWAY PAVEMENT IMPROVEMENTS**

SHEET TITLE: **LIGHTING INSTALLATION DETAILS 7**

DWG. FILE NAME: EL-207
 DATE: 02/12/2024
 SCALE: AS SHOWN
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