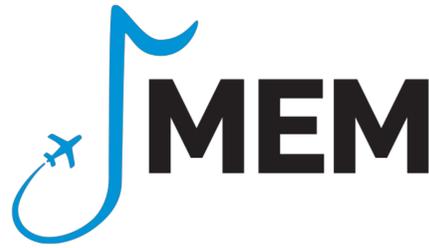


**SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1**  
MEMPHIS INTERNATIONAL AIRPORT



# SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

## MEMPHIS INTERNATIONAL AIRPORT

MEMPHIS SHELBY COUNTY AIRPORT AUTHORITY  
MEMPHIS, TN  
MSCAA PROJECT #: #23-1476-17

**IFB PLAN SET**  
**FEBRUARY 2026**

### UTILITY AND EMERGENCY TELEPHONE NUMBERS

MEMPHIS-SHELBY COUNTY AIRPORT AUTHORITY (MSCAA) - MEMPHIS, TENNESSEE  
EMERGENCIES (901) 922-8333  
AIRPORT COMMUNICATION CENTER (901) 922-8298  
MSCAA OPERATIONS (901) 922-8117  
FAA AIR TRAFFIC CONTROL TOWER (901) 842-8400  
TENNESSE CALL BEFORE YOU DIG (BUD) 811

### OWNER CONTACT INFORMATION

BRIAN TENKHOFF, PE  
DIRECTOR OF DEVELOPMENT  
MEMPHIS SHELBY COUNTY AIRPORT AUTHORITY (MSCAA)  
2491 WINCHESTER ROAD, SUITE 113  
MEMPHIS, TN 38116-3856  
(901) 922-2297

### ENGINEER CONTACT INFORMATION

JASON BURTON, PE - LEAD CIVIL ENGINEER  
FOTH INFRASTRUCTURE & ENVIRONMENT, LLC  
5100 POPLAR AVENUE CLARK TOWER, SUITE 2709A  
MEMPHIS, TN 38137  
(515) 322-0069

### PROPERTY ADDRESS

MEMPHIS INTERNATIONAL AIRPORT  
2491 WINCHESTER ROAD  
MEMPHIS, TENNESSEE 38116

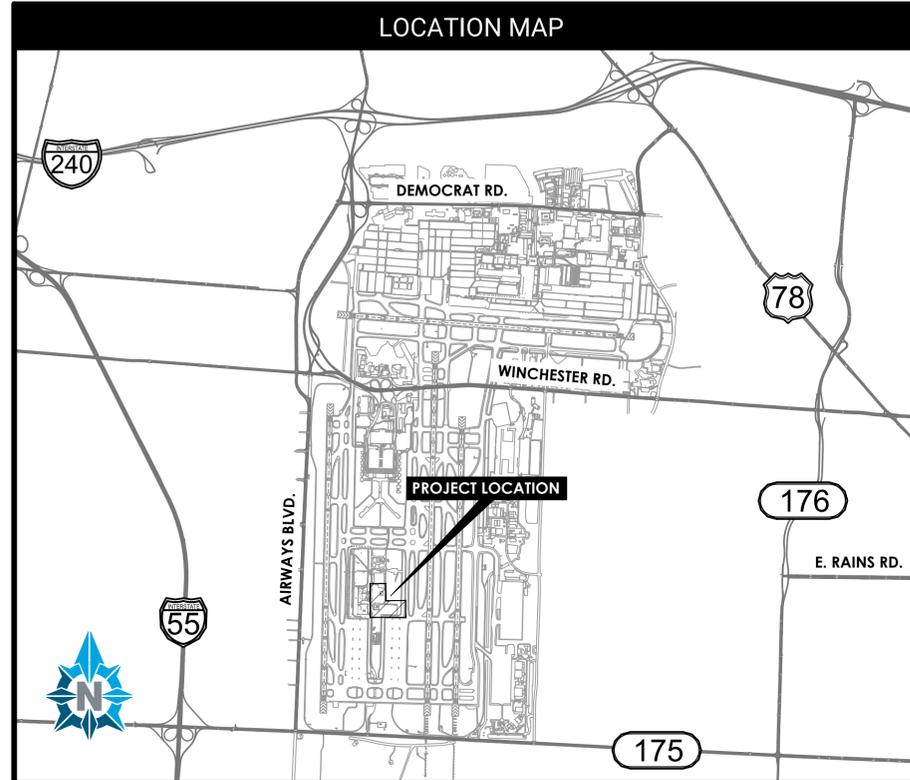
### UTILITY NOTES

WHERE PUBLIC UTILITY FIXTURES ARE SHOWN AS EXISTING ON THE PLANS OR ENCOUNTERED WITHIN THE CONSTRUCTION AREA, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE OWNERS OF THOSE UTILITIES PRIOR TO THE BEGINNING OF ANY CONSTRUCTION. THE CONTRACTOR SHALL AFFORD ACCESS TO THESE FACILITIES FOR NECESSARY MODIFICATION OF SERVICES. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS, AND THEREFORE THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATION AND TO AVOID DAMAGE THERETO. NO CLAIMS FOR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY INTERFERENCE OR DELAY CAUSED BY SUCH WORK.

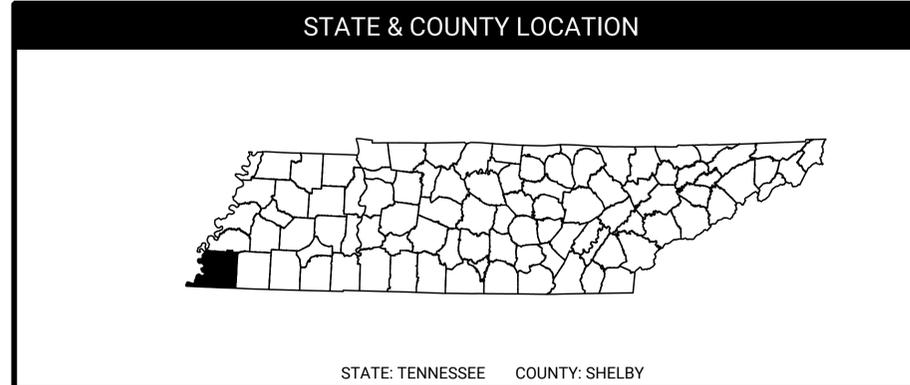
THE CONTRACTOR IS REQUIRED TO UTILIZE THE UTILITY ONE-CALL SERVICE AT (800) 351-1111 AT LEAST 48 HOURS PRIOR TO EXCAVATING ANYWHERE ON THE PROJECT. THE CONTRACTOR MUST ALSO CONTACT THE AIRPORT AND THE FAA AT LEAST 48 HOURS IN ADVANCE FOR LOCATES.

UTILITY CONFLICTS DISCOVERED DURING CONSTRUCTION WILL BE ADDRESSED AT THE TIME OF DISCOVERY.

### LOCATION MAP



### STATE & COUNTY LOCATION



### INDEX OF SHEETS

SHEET NUMBER	SHEET TITLE
GI0.01	TITLE SHEET
GI0.02	SUMMARY OF QUANTITIES
GI1.00	PROJECT OVERVIEW
GC0.01	CONSTRUCTION SAFETY & PHASING NOTES
GC2.01	CONSTRUCTION SAFETY & PHASING OVERVIEW
GC5.01	CONSTRUCTION SAFETY & PHASING DETAILS
CD1.01	DEMOLITION PLAN
CP1.01	PAVING PLAN
CP2.01	PAVING PROFILES
CP5.01	PAVING DETAILS
CJ1.01	JOINTING PLAN
CJ2.01	ELEVATION PLAN - NW
CJ2.02	ELEVATION PLAN - NE
CJ2.03	ELEVATION PLAN - SW
CJ2.04	ELEVATION PLAN - SE
CG1.01	DRAINAGE & EROSION CONTROL PLAN
CG2.01	DRAINAGE PROFILES
CG5.01	DRAINAGE & EROSION CONTROL DETAILS
CG5.02	DRAINAGE & EROSION CONTROL DETAILS
CG5.03	DRAINAGE & EROSION CONTROL DETAILS
CG5.04	DRAINAGE & EROSION CONTROL DETAILS
CG5.05	DRAINAGE & EROSION CONTROL DETAILS
CG5.06	DRAINAGE & EROSION CONTROL DETAILS
CU1.01	UTILITY & FENCING PLAN
CU5.01	UTILITY & FENCING DETAILS
CU5.02	UTILITY & FENCING DETAILS
CU5.03	UTILITY & FENCING DETAILS
CU5.04	UTILITY & FENCING DETAILS





JOB NO.

DRAWN BY:

AJI

CHECKED BY:

JEB

APPROVED BY:

JEB



ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 23-1476-17

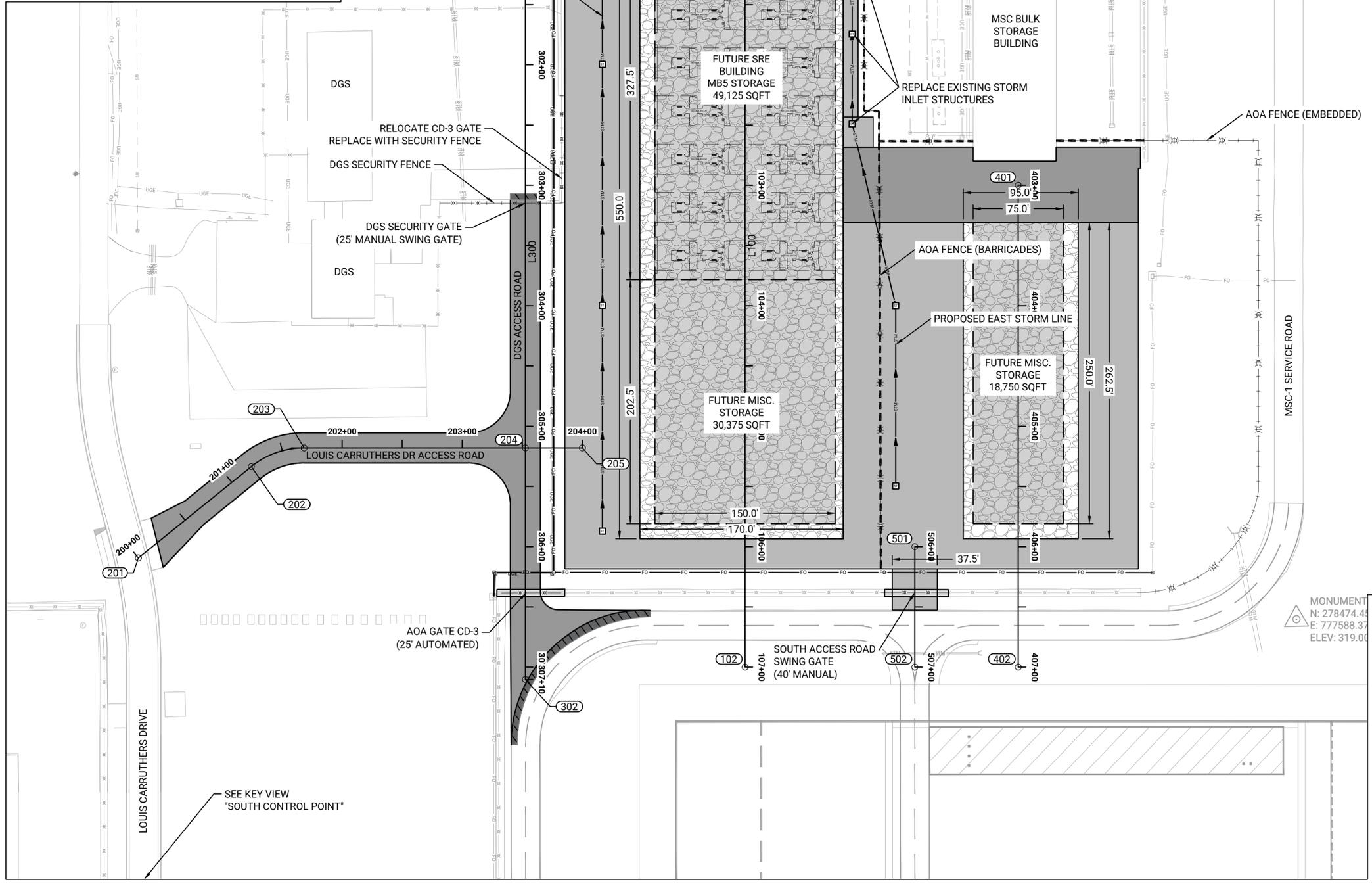
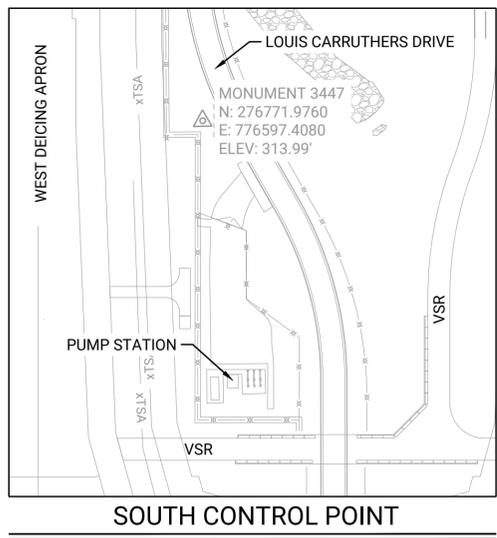
PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE: SUMMARY OF QUANTITIES

DWG. FILE NAME: G11.01-SUMMARY OF QUANTITIES.dwg  
DATE: 2.13.2026  
SCALE: G10.02

ITEM NO.	ITEM CODE	ITEM	UNIT	QUANTITY	AS BUILT
1	C-100-14.1	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1	
2	C-102-5.1	SILT FENCE (TDOT EC-STR-3B)	LF	2,100	
3	C-102-5.2	FILTER SOCK CHECK DAM (TDOT EC-STR-8)	EA	5	
4	C-102-5.3	CATCH BASIN PROTECTION TYPE D (TDOT EC-STR-19)	EA	6	
5	C-102-5.4	FILTER SOCK CULVERT PROTECTION (TDOT EC-STR-19)	EA	7	
6	C-102-5.5	TEMPORARY CONSTRUCTION EXIT	EA	1	
7	C-105-6.1	MOBILIZATION (10%)	LS	1	
8	P-101-5.1	PORTLAND CEMENT CONCRETE PAVEMENT DEMOLITION - 8" THICK FULL DEPTH	SY	1,232	
9	P-101-5.2	BITUMINOUS CONCRETE PAVEMENT DEMOLITION - 5" THICK FULL DEPTH	SY	1,867	
10	P-101-5.3	CRUSHED AGGREGATE BASE COURSE DEMOLITION - 7" THICK FULL DEPTH	SY	1,149	
11	P-101-5.4	CRUSHED AGGREGATE BASE COURSE DEMOLITION - 11" THICK FULL DEPTH	SY	1,867	
12	P-101-5.5	CHAIN LINK FENCE DEMOLITION - 6' TALL	LF	858	
13	P-101-5.6	CHAIN LINK FENCE DEMOLITION - 10' TALL	LF	1,451	
14	P-101-5.7	DEMOLITION OF GUARDRAIL AND CONCRETE MOW APRON	LF	572	
15	P-101-5.8	FIBER OPTIC DUCT BANK DEMOLITION - ALL SIZES	LF	1,300	
16	P-101-5.9	FIBER OPTIC PULL BOX DEMOLITION	EA	3	
17	P-101-5.10	DEMOLITION OF EXISTING STORM DRAIN PIPE - 15" RCP	LF	75	
18	P-101-5.11	DEMOLITION OF EXISTING STORM DRAIN PIPE - 18" RCP	LF	75	
19	P-101-5.12	DEMOLITION OF EXISTING STORM DRAIN PIPE - 24" RCP	LF	8	
20	P-101-5.13	DEMOLITION OF EXISTING STORM DRAIN PIPE - 30" RCP	LF	570	
21	P-101-5.14	DEMOLITION OF EXISTING STORM DRAIN PIPE - 36" RCP	LF	50	
22	P-101-5.15	DEMOLITION OF EXISTING HEADWALL	EA	3	
23	P-101-5.16	DEMOLITION OF EXISTING STORM DRAIN STRUCTURES (INLETS AND DMH)	EA	8	
24	P-101-5.17	DEMOLITION AND CAPPING OF EXISTING WATER LINE	LF	325	
25	P-101-5.18	DEMOLITION AND CLOSING OF EXISTING WATER WELL	EA	1	
26	P-152-5.1	UNCLASSIFIED EXCAVATION	CY	46,820	
27	P-152-5.2	DRAINAGE EXCAVATION	CY	1,500	
28	P-152-5.3	UNDERCUT EXCAVATION	CY	1,405	
29	P-152-5.4	SUBGRADE PROCESSING	SY	9,590	
30	P-209-5.1	CRUSHED AGGREGATE BASE COURSE - 7" THICK (UNDER CONCRETE)	SY	9,995	
31	P-209-5.2	CRUSHED AGGREGATE BASE COURSE - 12" THICK (UNDER ASPHALT)	SY	3,850	
32	P-209-5.2	CRUSHED AGGREGATE SURFACE COURSE - 12" THICK (FUTURE BUILDING GRAVEL PADS)	SY	13,305	
33	P-209-5.3	GEOTEXTILE SEPARATION FABRIC (FUTURE BUILDING GRAVEL PADS)	SY	13,200	
34	P-501-8.1	PORTLAND CEMENT CONCRETE PAVEMENT (8" THICK)	SY	10,025	
36	F-162-5.1	CHAIN LINK FENCE (TEMPORARY AOA FENCE) (6' TALL W/ 3-STRAND BARB WIRE) (INSTALLED ON GRADE)	LF	741	
37	F-162-5.2	CHAIN LINK FENCE (TEMPORARY AOA FENCE) (6' TALL W/ 3-STRAND BARB WIRE) (INSTALLED ON CONCRETE BARRICADES)	LF	995	
38	F-162-5.3	CHAIN LINK FENCE (PERMANENT AOA FENCE) (10' TALL W/ DBL ARM, 6 STRAND BARB WIRE & RAZOR RIBBON INCL MOW STRIP	LF	100	
39	F-162-5.4	CHAIN LINK FENCE - MANUAL DOUBLE SWING GATE (NON-AOA) (6' TALL, 24' TOTAL WIDTH)	EA	1	
40	F-162-5.5	CHAIN LINK FENCE - AUTOMATED SINGLE SLIDING GATE (AOA) (10' TALL, 24' TOTAL WIDTH)	EA	1	
41	F-162-5.6	CHAIN LINK FENCE - MANUAL DOUBLE SWING GATE (AOA) (10' TALL, 40' TOTAL WIDTH)	EA	1	
42	D-701-5.1	24" DIAMETER REINFORCED CONCRETE PIPE (CLASS III)	LF	1,064	
43	D-751-5.1	DOUBLE GRATE INLET IN PAVEMENT	EA	9	
44	D-752-5.1	24" DIAMETER STORMWATER HEADWALL WITH SECURITY GRATE	EA	1	
45	T-904-5.1	SODDING	SY	14,687	
46	T-905-5.1	TOPSOIL	SY	14,687	
47	A-101-3.1	TDOT 402.01 PRIME COAT	GAL	1,150	
48	A-101-3.2	TDOT 403.01 TACK COAT	GAL	50	
49	A-101-3.3	TDOT 407.01 HOT MIX ASPHALT (HMA) PAVEMENT - BINDER COURSE (6" THICK) (TDOT 307 GRADING B-M PG 70-22)	TN	1,275	
50	A-101-3.4	TDOT 411.01 HOT MIX ASPHALT (HMA) PAVEMENT - SURFACE COURSE (2" THICK) (TDOT 411 GRADING D PG 70-22)	TN	425	
51	A-102-3.1	CONSTRUCTION ACCESS, PROJECT SECURITY, AND STAGING AREA	LS	1	
52	A-102-3.2	MAINTENANCE OF TRAFFIC	LS	1	
53	A-103-5.1	OSP FIBER OPTIC CABLE SINGLE MODE 144-STRAND	LF	1,400	
54	A-104-5.1	TRAFFIC RATED FIBER OPTIC PULL BOX	EA	7	
55	A-104-5.2	TRAFFIC RATED ELECTRICAL ELECTRICAL PULL BOX	EA	5	
56	A-105-5.1	CONCRETE ENCASED 2W-2" FIBER OPTIC DUCT BANK W/TRACER WIRE AND DETECTABLE WARNING TAPE (INCL TRENCH AND BACKFILL)	LF	1,330	
57	A-105-5.2	CONCRETE ENCASED 2W-2" ELECTRICAL DUCT BANK W/TRACER WIRE AND DETECTABLE WARNING TAPE (INCL TRENCH AND BACKFILL)	LF	796	
58	A-106-5.1	2 No. 8 AWG 600V W/ NO. 10 GROUND INSTALLED IN DUCT OR CONDUIT	LF	846	

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LEGEND		
EXISTING	PROPOSED	
[Pattern]	[Pattern]	ASPHALT - FULL DEPTH
[Pattern]	[Pattern]	CONCRETE - FULL DEPTH
[Pattern]	[Pattern]	GRAVEL
[Pattern]	[Pattern]	FUTURE BUILDING OUTLINES
SAN	SAN	SANITARY SEWER
STM	STM	STORM SEWER
W	W	WATER
UGE	UGE	ELECTRICAL - UNDERGROUND
FO	FO	FIBER OPTIC
[Symbol]	[Symbol]	AOA FENCE (STANDARD)
[Symbol]	[Symbol]	AOA FENCE (EMBEDDED)
[Symbol]	[Symbol]	AOA FENCE (BARRICADES)
[Symbol]	[Symbol]	PAVEMENT MARKINGS
[Symbol]	[Symbol]	CONTROL POINT
[Symbol]	[Symbol]	POINT CALLOUT
[Symbol]	[Symbol]	ALIGNMENT

- NOTES:
- CONTRACTOR SHALL PROTECT SURVEY MONUMENTS, REFERENCE POINTS, AND BENCHMARKS DURING CONSTRUCTION.
  - PROJECT DATUM NAD83, TENNESSEE US SURVEY FOOT.
  - CONTRACTOR SHALL VERIFY CONTROL POINT LOCATIONS AND ELEVATIONS USING MSCAA'S PAC'S OR SACS'S PRIOR TO CONSTRUCTION.
  - SURVEY CONDUCTED BY ALLWORLD PROJECT MANAGEMENT, LLC ON 07/14/2025.

ALIGNMENT DATA					
P#	DESCRIPTION	NORTHING	EASTING	LATITUDE	LONGITUDE
101	BUILDING-SRE	279145.1792	777144.8687	N035° 02' 01.04"	W089° 58' 49.23"
102	BUILDING-SRE	278445.3681	777128.6099	N035° 01' 54.12"	W089° 58' 49.09"
201	ACCESS-LCD-START	278547.6531	776625.8394	N035° 01' 54.92"	W089° 58' 55.18"
202	ACCESS-LCD-PC	278621.3384	776721.5929	N035° 01' 55.69"	W089° 58' 54.06"
203	ACCESS-LCD-PT	278635.8438	776765.9089	N035° 01' 55.85"	W089° 58' 53.54"
204	ACCESS-INTSCT	278631.5665	776950.0131	N035° 01' 55.88"	W089° 58' 51.32"
205	ACCESS-LCD-END	278630.4636	776997.4853	N035° 01' 55.89"	W089° 58' 50.75"
301	ACCESS-DGS-START	279149.4268	776962.0446	N035° 02' 01.01"	W089° 58' 51.43"
302	ACCESS-DGS-END	278439.3860	776945.5535	N035° 01' 53.98"	W089° 58' 51.28"
401	BUILDING B	278839.9785	777365.2350	N035° 01' 58.11"	W089° 58' 46.44"
402	BUILDING B	278440.0864	777355.9443	N035° 01' 54.16"	W089° 58' 46.35"
501	SOUTH ACCESS	278542.0594	777272.1826	N035° 01' 55.13"	W089° 58' 47.41"
502	SOUTH ACCESS	278442.0864	777269.8599	N035° 01' 54.14"	W089° 58' 47.39"



JOB NO. \_\_\_\_\_

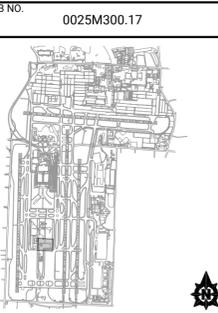
DRAWN BY: AJI

CHECKED BY: WUH

APPROVED BY: JEB

ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17



REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 23-1476-17

PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE: PROJECT OVERVIEW

DWG. FILE NAME: G11.00-PROJECT OVERVIEW.dwg

DATE: 2.13.2026

SHEET NO. G11.00

SCALE: 1" = 50'

CAD FILE: C:\PW\WORKDIR\PW\LEIDB8662\G11.00-PROJECT OVERVIEW.dwg Layout: G11.00 By: HALEY, WILLU

THE CONTRACTOR SHALL COMPLY WITH THE FOLLOWING PROVISIONS. NO DIRECT PAYMENT FOR THIS WORK WILL BE MADE EXCEPT FOR WHERE SPECIFICALLY STATED IN THE PLANS AND/OR SPECIFICATIONS. ALL COSTS FOR MATERIAL, LABOR, EQUIPMENT, ETC., TO COMPLY WITH THESE PROVISIONS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

**GENERAL**

- UTILITY AND EMERGENCY TELEPHONE NUMBERS
  - EMERGENCY: (901) 922-8333
  - TENNESSEE ONE-CALL: (800) 351-1111
  - MSCAA COMMUNICATION/NON-EMERGENCY: (901) 922-8298
  - MSCAA AIRPORT OPERATIONS CENTER: (901) 922-8117
- IN THE EVENT OF A MEDICAL OR POLICE EMERGENCY, THE CONTRACTOR SHALL CALL AIRPORT POLICE FIRST, (901) 922-8333, AND THE AIRPORT OPERATIONS CENTER IMMEDIATELY THEREAFTER. THE OPERATIONS CENTER WILL COORDINATE ANY EMERGENCY RESPONSE.
- IN THE EVENT OF A DECLARED AIRCRAFT EMERGENCY, AIRPORT OPERATIONS PERSONNEL MAY REQUEST THE CONTRACTOR TO TEMPORARILY SUSPEND OPERATIONS AND VACATE THE PREMISE UNTIL THE EMERGENCY EVENT IS SATISFACTORILY ADDRESSED.
- IN THE EVENT OF A DECLARED SEVERE WEATHER EVENT, INCLUDING AN EVENT REQUIRING LOW VISIBILITY OPERATIONS/SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM (LVO/SMGCS) PROCEDURES, AIRPORT OPERATIONS PERSONNEL MAY REQUEST THE CONTRACTOR TEMPORARILY SUSPEND OPERATIONS AND VACATE THE PREMISE UNTIL THE EVENT IS OVER.
- NO SMOKING IS ALLOWED WITHIN THE RESTRICTED AREAS OF THE AIRPORT. NO OPEN FLAMES ALLOWED EXCEPT BY SPECIAL PERMISSION FROM AIRPORT OPERATIONS/PROGRAM MANAGER PERSONNEL. WORK ASSOCIATED WITH TAR KETTLES TO MELT JOINT SEALANT SHALL REMAIN A MINIMUM OF 50 FEET FROM AIRCRAFT AND FUEL VEHICLES.
- THE AIR OPERATIONS AREA (AOA), CONSISTS OF ALL AREAS OF THE AIRPORT LOCATED WITHIN THE PERIMETER SECURITY FENCE. THE CONTRACTOR SHALL NOTIFY THE MSCAA PROJECT ENGINEER AT LEAST 48 HOURS PRIOR TO ANY WORK ON THIS PROJECT.
- THE CONTRACTOR SHALL COORDINATE ALL OPERATIONS WITH THE MSCAA PROJECT ENGINEER AND SHALL SUBMIT A PROPOSED SCHEDULE AT LEAST 5 DAYS PRIOR TO THE PRE-CONSTRUCTION MEETING. REFER TO THE MSCAA FRONT ENDS FOR ADDITIONAL INFORMATION..
- ALL WASTE AND REMOVED ITEMS SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE AIRPORT AND DISPOSED OF LEGALLY AND PROPERLY OFFSITE, UNLESS OTHERWISE NOTED IN THE PLANS.
- ALL UNDERGROUND STRUCTURES (MANHOLES, CATCH BASINS, ETC) ARE CONSIDERED CONFINED SPACE ENTRY. THE CONTRACTOR SHALL TAKE ALL REQUIRED PRECAUTIONS AND COMPLETE THE REQUIRED PERMITS FOR CONFINED SPACE ENTRY.
- IN THE EVENT OF NIGHT TIME OPERATIONS, THE CONTRACTOR MUST SHIELD ALL FLOOD LIGHTS, KEEP LIGHTS POINTED AWAY FROM THE ATCT, AND INCOMING AND DEPARTING AIRCRAFT.
- THE AIRPORT MAY TEMPORARILY SUSPEND CONTRACTOR OPERATIONS IN CERTAIN AREAS TO ADDRESS EMERGENCIES.
- THE PROJECT PHASING PLAN DOES NOT RELIEVE THE CONTRACTOR FROM FOLLOWING OSHA/TOSHA SAFETY REQUIREMENTS.
- CONTRACTOR IS RESPONSIBLE FOR THE ACTIONS OF THEIR EMPLOYEES AS WELL AS THE ACTIONS OF THEIR SUB-CONTRACTOR'S EMPLOYEES. ANY REQUIREMENT REFERENCE HEREIN TO THE CONTRACTOR'S EMPLOYEES SHALL ALSO MEAN THE REQUIREMENT EXTENDS TO THE SUB-CONTRACTOR'S EMPLOYEES.
- CONTRACTOR SHALL COORDINATE ANY CRANE USAGE AND ALL EQUIPMENT OVER 35' WITH MSCAA 45 DAYS IN ADVANCE. IF CONTRACTOR ELECTS TO EXCEED THIS HEIGHT, THE CONTRACTOR IS REQUIRED TO SUBMIT FAA FORM 7460 REGARDING CONSTRUCTION EQUIPMENT HEIGHT AND OBTAIN APPROVAL PRIOR TO STARTING CONSTRUCTION WORK ASSOCIATED WITH THIS EQUIPMENT. SUBMITTAL REVIEW A RECEIVING A RESPONSE FROM THE FAA TYPICALLY TAKES 60-90 DAYS AND APPROVAL OF THE REQUEST IS NOT ALWAYS GUARANTEED.

**COORDINATION**

- WEEKLY CONSTRUCTION PROGRESS MEETINGS WILL BE HELD THROUGHOUT THE DURATION OF THE PROJECT. AT A MINIMUM, REQUIRED ATTENDEES WILL INCLUDE PROJECT SUPERINTENDENT AND FOREMAN OF PRIME CONTRACTOR, AS WELL AS THE PROJECT FOREMAN FOR EACH SUBCONTRACTOR WITH WORK OCCURRING DURING THE CURRENT PERIOD. CONSTRUCTION PHASING AND SAFETY WILL BE A STANDING AGENDA ITEM AT THE WEEKLY CONSTRUCTION PROGRESS MEETINGS.
- THE CONTRACTOR SHALL PROVIDE, PRIOR TO START OF CONSTRUCTION, THE NAME(S) AND 24 HOUR CONTACT PHONE NUMBERS OF THE FIELD FOREMAN WHO WILL BE IN CHARGE.
- AT ALL TIMES WHEN CONSTRUCTION ACTIVITIES ARE BEING PERFORMED ON THIS PROJECT THE PRIME CONTRACTOR MUST HAVE A FOREMAN ON-SITE OR IMMEDIATELY AVAILABLE WHO IS AUTHORIZED TO MAKE DECISIONS REGARDING THE OPERATIONS AND SAFETY OF ALL PERSONNEL EMPLOYED BY THE CONTRACTOR AND SUBCONTRACTORS. EACH DAY, THE DESIGNATED FOREMAN MUST COORDINATE THEIR ACTIVITIES WITH THE AIRPORT OPERATIONS MANAGER FOR THE DAYS WORK.
- CONTRACTOR SHALL COORDINATE WITH THE MSCAA PROJECT ENGINEER AND MSCAA OPERATIONS MANAGER FOR ALL PAVEMENT CLOSURES AND CONSTRUCTION EFFORTS IMPACTING AIRPORT, AIRCRAFT, AND MAINTENANCE OPERATIONS. ADVANCE NOTICE REQUIREMENTS ARE DETAILED ON THE FOLLOWING PAGES AND IN THE CONTRACT DOCUMENTS.
- CONTRACTOR SHALL COORDINATE WITH MSCAA AND PROGRAM MANAGER A MINIMUM OF 24 HOURS PRIOR TO THE ISSUANCE OF ALL NOTAMS RELATED TO THE PROJECT CONSTRUCTION. AIRPORT AND FAA SHALL GENERATE AND ISSUE NOTAMS BASED ON CONTRACTOR CONSTRUCTION SCHEDULE AND FACILITY IMPACTS.
- CONTRACTOR MUST PERFORM THIS WORK IN ACCORDANCE WITH THE PROVISIONS INCLUDED WITHIN THE CONTRACT DOCUMENTS.

**NAVIGATIONAL AID (NAVAID) FACILITIES**

- AIRCRAFT NAVIGATIONAL AIDS (NAVAIDS) PROVIDE VISUAL AND ELECTRONIC INFORMATION WHICH IS USED BY PILOTS WHO OPERATE AND LAND AIRCRAFT AT THE AIRPORT. CONSTRUCTION ACTIVITIES CAN HAVE NEGATIVE IMPACTS ON THE FUNCTIONALITY AND SERVICEABILITY OF NAVAIDS. THE CONTRACTOR MUST COORDINATE THEIR WORK EFFORT AND LIMIT THEIR OPERATIONS SO THAT NAVAIDS ARE NOT IMPACTED.
- CONTRACTOR MUST LIMIT OPERATIONS SO THAT MATERIAL, EQUIPMENT, AND PERSONNEL DO NOT ENTER NAVAID CRITICAL AREAS OR DISTURB POWER TO NAVAID FACILITIES WITHOUT PRIOR COORDINATION WITH THE MSCAA OPERATIONS MANAGER AND MSCAA PROJECT ENGINEER.
- PLANNED NAVAID IMPACTS MUST BE ADDRESSED IN THE CONTRACTORS CONSTRUCTION SCHEDULE. CONTRACTOR IS REQUIRED TO PROVIDE A 45 DAY NOTICE AS WELL AS A MINIMUM 72 HOUR NOTICE TO THE MSCAA OPERATIONS MANAGER AND THE MSCAA PROJECT ENGINEER.

**CONTRACTOR ACCESS**

- NO CONTRACTOR'S VEHICLES OR PERSONNEL WILL BE ALLOWED TO ENTER ONTO OR CROSS ACTIVE AIRFIELD PAVEMENTS OR THEIR SAFETY AREAS WITHOUT A CLASS 3 ESCORT. INCURSION ONTO OR ACROSS AN ACTIVE RUNWAY, TAXIWAY, OR RUNWAY APPROACHES WITHOUT PRIOR APPROVAL IS A SERIOUS VIOLATION THAT WILL SUBJECT THE CONTRACTOR TO THE MAXIMUM FINE ALLOWED.
- THE CONTRACTOR SHALL MEET THE SECURITY AND ACCESS REQUIREMENTS LISTED IN THE CONTRACT DOCUMENTS. REFER TO CSPP PLANS AND SPECIFICATIONS FOR ADDITIONAL INFORMATION.

- THE CONTRACTOR SHALL KEEP ALL PAVEMENTS USED BY THEIR VEHICLES CLEAN AND FREE OF FOD AT ALL TIMES. AT A MINIMUM, PAVEMENTS SHALL BE SWEEPED AT THE END OF EACH WORKING DAY, OR AS DIRECTED BY THE MSCAA PROJECT ENGINEER.
- CONTRACTOR SHALL NOT ENTER INTO, OR PLACE STOCKPILES OR STORE MATERIALS AND FUEL IN THE RUNWAY OBSTACLE FREE ZONE OF ANY ACTIVE RUNWAY WITHOUT PRIOR COORDINATION WITH AIRPORT OPERATIONS STAFF. THE GROUND LEVEL PORTION OF THE OBSTACLE FREE ZONE EXTENDS TO 250' FROM THE CENTERLINE OF ANY ACTIVE RUNWAY.
- VEHICLES DRIVING ON THE AIRPORT MUST GIVE WAY TO ALL AIRCRAFT. DO NOT DRIVE UNDER AIRCRAFT BOARDING BRIDGES. FOLLOW POSTED SPEED LIMIT SIGNS AND DO NOT DRIVE IN A RECKLESS MANNER. REPORT ALL VEHICLE AND AIRCRAFT INCIDENTS, PERSONAL INJURY AND PROPERTY DAMAGE TO AIRPORT OPERATIONS. DRIVE ONLY ON DESIGNATED VEHICLE ROUTES.
- THE CONTRACTOR MUST LIMIT OPERATION OF THEIR EQUIPMENT AND VEHICLES TO THE DEFINED CONSTRUCTION AREAS. DURING NON-CONSTRUCTION PERIODS, THE CONTRACTOR MUST RELOCATE EQUIPMENT AND VEHICLES FROM THE WORK AREA TO THE STAGING AREA.
- CONTRACTOR ACCESS ONTO THE AOA IS LIMITED TO THE GATES SHOWN ON THE PROJECT SAFETY AND PHASING PLANS. NO PERSON SHALL ENTER THE AOA, OR ANY OTHER RESTRICTED AREA, EXCEPT AUTHORIZED PERSONNEL AND ESCORTED BY AN APPROPRIATELY BADGED ESCORT. CONTRACTOR OPERATIONS WITHIN THE AOA ARE LIMITED TO THE AREAS SHOWN ON THE PROJECT SAFETY AND PHASING PLANS. CONSTRUCTION VEHICLES AND PERSONNEL MUST NOT LEAVE THE PROJECT AREAS AT ANY TIME WITHOUT AN APPROVED ESCORT.
- CONTRACTOR EMPLOYEE PERSONAL VEHICLES MAY NOT BE PARKED OR DRIVEN IN THE AOA. CONTRACTOR VEHICLES AND EQUIPMENT ARE ALLOWED INSIDE OF THE PROJECT WORK AREA WITHIN THE AOA. CONTRACTOR VEHICLES AND EQUIPMENT SHALL BE PARKED NO CLOSER THAN 10 FEET FROM ANY SECURITY FENCE.
- THE PHASING PLAN SHEETS DEPICT HAUL ROUTES AND SITE ACCESS FROM SURROUNDING PUBLIC ROADWAYS AND HAUL ROUTES TO THE PROJECT WORK AREA THROUGH THE AIRPORT PERIMETER FENCE. CONTRACTOR ACCESS AND HAULING OPERATIONS ARE STRICTLY LIMITED TO THE HAUL ROUTES SHOWN. CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS, SIGNAGE, IMPROVEMENTS, AND MAINTENANCE TO HAUL ROUTES AS NEEDED TO EFFICIENTLY PERFORM CONSTRUCTION ACTIVITIES, UNLESS SHOWN OTHERWISE ON THE PLANS. FOLLOWING COMPLETION OF CONSTRUCTION CONTRACTOR IS REQUIRED TO RESTORE HAUL ROUTES AND STAGING AND STORAGE AREAS TO THEIR ORIGINAL CONDITION.
- DRIVING PRIVILEGES INSIDE THE AOA ARE LIMITED TO VEHICLES AND PERSONNEL WITH AN OPERATIONAL NECESSITY AND WHO HAVE BEEN BADGED AND APPROVED BY THE MSCAA BADGING OFFICE. TO DRIVE ON ANY PART OF THE AIRPORT OTHER THAN THE WORK AREAS AS DEFINED IN THE PROJECT PHASING PLANS THE CONTRACTOR MUST FIRST COORDINATE WITH AIRPORT OPERATIONS PERSONNEL. ALL VEHICLES OPERATING OUTSIDE OF THE PROJECT WORK AREA MUST BE ESCORTED BY BADGED PERSONNEL. VEHICLE OPERATORS ARE EXPECTED TO FAMILIARIZE THEMSELVES WITH AIRPORT SIGNS AND MARKINGS.
- THE PROJECT PLANS SHOW THE ENTRY POINT(S), CONTRACTOR'S STAGING AREA, AND WORK AREA. THE CONTRACTOR SHALL PROVIDE SECURITY FOR THESE AREAS. THE CONTRACTOR IS TO PROVIDE TO THE AIRPORT, FOR REVIEW AND APPROVAL, ALL SECURITY MEASURES, BARRICADES, AND OTHER MEANS TO BE TAKEN TO SECURE SCHEDULED OPENINGS BETWEEN THE SECURE AND NON-SECURE AREAS, PRIOR TO CREATING THE OPENING. THE AIRPORT PROVIDES SECURITY OVERSIGHT AND PATROLS OF THE AIRPORT, BUT THE CONTRACTOR SHOULD NOT RELY ON THE PATROLS TO PROVIDE FULL-TIME SECURITY.
- IN THE EVENT THE CONTRACTOR IS REQUIRED TO REMOVE AN EXISTING GATE OR PORTION OF THE AOA FENCE, THE CONTRACTOR MUST PROVIDE PERSONNEL WHO ARE BADGED AND APPROVED BY THE AIRPORT OPERATIONS MANAGER TO POSITIVELY CONTROL THE OPENING UNTIL IT HAS BEEN RE-SECURED AND INSPECTED BY THE OPERATIONS CENTER. UNDER NO CIRCUMSTANCES WILL THE CONTRACTOR BE PERMITTED TO LEAVE AN OPENING IN THE AOA FENCE AT THE END OF A WORK DAY.
- LICENSED VEHICLES ARE REQUIRED TO DISPLAY THE FOLLOWING SAFETY & SECURITY ITEMS IN ACCORDANCE WITH THE LATEST VERSION OF FAA AC 150/5210-5:
  - SIGNS: COMPANY SIGNS ARE REQUIRED AT ALL TIMES. COMPANY SIGNS MUST BE AFFIXED TO BOTH SIDES OF THE VEHICLE, INCLUDE THE COMPANY LOGO IN A CONTRASTING COLOR, BE A MINIMUM OF 200 SQUARE INCHES, AND BE APPROVED BY THE AIRPORT.
  - BEACONS: BEACONS ARE REQUIRED AT ALL TIMES. A SINGLE BEACON SHALL BE AFFIXED TO THE UPPERMOST PART OF EACH VEHICLE. BEACONS SHALL BE YELLOW/AMBER ROTATING LIGHTS VISIBLE FROM ANY DIRECTION, INCLUDING THE AIR.
  - FLAGS: CONSTRUCTION WARNING FLAGS ARE NOT REQUIRED FOR LICENSED VEHICLES THAT ARE IN CONSTANT TWO-WAY RADIO COMMUNICATION WITH THE ATCT AND PROPERLY EQUIPPED TO OPERATE IN THE AOA WITH SIGNS AND A BEACON.
- ESCORTED VEHICLES/EQUIPMENT ARE REQUIRED TO DISPLAY THE FOLLOWING SAFETY & SECURITY ITEMS IN ACCORDANCE WITH THE LATEST VERSION OF FAA AC 150/5210-5:
  - FLAGS: CONSTRUCTION WARNING FLAGS ARE REQUIRED AT ALL TIMES FOR ESCORTED VEHICLES/EQUIPMENT. ESCORTED VEHICLES/EQUIPMENT REQUIRING FLAGS INCLUDE BUT ARE NOT LIMITED TO HAUL TRUCKS, CONTRACTOR/SUBCONTRACTOR VEHICLES, SELF-PROPELLED MACHINERY, AND MISCELLANEOUS MOTORIZED EQUIPMENT. FLAGS SHALL BE AFFIXED TO BOTH SIDES OF THE UPPERMOST PART OF THE VEHICLE/EQUIPMENT, BE A MINIMUM OF 3-FOOT BY 3-FOOT WITH AN ORANGE AND WHITE CHECKERED PATTERN, AND HAVE PATTERN SQUARES THAT ARE 1-FOOT BY 1-FOOT, VISIBLE FROM BOTH SIDES. WHEN A BEACON IS PRESENT CONSTRUCTION WARNING FLAGS ARE NOT REQUIRED.

**STOCKPILED MATERIAL**

- DEMOLISHED MATERIAL SHALL BECOME PROPERTY OF THE CONTRACTOR UPON LEAVING THE AOA FENCE. CONTRACTOR SHALL HAUL DEMOLISHED MATERIAL OFF SITE. TOPSOIL AND CLEAN FILL MATERIAL MAY BE WASTED AT MCKELLAR PARK WITH AIRPORT APPROVAL.
- CONTRACTOR TO MANAGE STOCKPILES SO THAT THEY DO NOT ATTRACT WILDLIFE. CONTRACTOR TO MANAGE STOCKPILES SO THAT THEY DO NOT CREATE FOD.
- STOCKPILES SHALL BE NO CLOSER THAN 10 FEET TO A SECURITY FENCE.

**WILDLIFE MANAGEMENT**

- FOOD SCRAPS MUST BE COLLECTED FROM CONSTRUCTION PERSONNEL ACTIVITY.
- ANY ACTIVITY TAKING PLACE THAT CREATES A STANDING BODY OF WATER MUST BE REMEDIED WITHIN 24 HOURS.
- MOWING SCHEDULES HAVE BEEN ESTABLISHED TO MAINTAIN, WHEN POSSIBLE, A HEIGHT OF 6 TO 10 INCHES, TO HELP PREVENT WILDLIFE FROM BECOMING A HAZARD. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN A MAXIMUM GRASS HEIGHT OF 10 INCHES WITHIN THE CONSTRUCTION WORK AREA. THIS ITEM IS NOT ANTICIPATED TO OCCUR ON THIS PROJECT.

**FOREIGN OBJECT DEBRIS (FOD)**

- FOREIGN OBJECT DEBRIS AT AIRPORTS INCLUDES ANY OBJECT FOUND IN AN INAPPROPRIATE LOCATION THAT CAN DAMAGE AIRCRAFT, EQUIPMENT, OR AIRPORT PERSONNEL. ON CONSTRUCTION SITES FOD TYPICALLY IS COMPRISED OF LOOSE GRAVEL, BLOWING SAND, WIRE BRISTLES FROM SWEEPER HEADS, FOOD WRAPPERS, OR MATERIAL PACKAGING.
- THE PRESENCE OF FOD ON AN AIRPORT'S AOA POSES A SIGNIFICANT THREAT TO THE SAFETY OF AIR TRAVEL. FOD HAS THE POTENTIAL TO DAMAGE AIRCRAFT DURING CRITICAL PHASES OF FLIGHT, WHICH CAN LEAD TO CATASTROPHIC LOSS OF LIFE AND AIRFRAME, AND AT THE VERY LEAST INCREASED MAINTENANCE AND OPERATING COSTS.

**METHODS OF FOD CONTROL:**

- CONTRACTOR SHALL PROVIDE TRAINING TO ALL EMPLOYEES WORKING WITHIN THE AOA ON EFFECTIVE FOD MANAGEMENT. TRAINING SHALL INCLUDE DESCRIPTION AND CONSEQUENCES OF FOD, FOD AWARENESS, AND GOOD HOUSEKEEPING PROCEDURES.
- PREVENTING FOD FROM OCCURRING IS THE MOST EFFECTIVE FORM OF FOD MANAGEMENT. CONTRACTOR MUST MONITOR CONSTRUCTION ACTIVITIES AND PROACTIVELY DEVELOP A PLAN TO PREVENT FOD FROM OCCURRING. TYPICAL FOD PREVENTION MEASURES INCLUDE THE USE OF COVERED TRASH CONTAINERS, COVERED LOADS, ZERO TOLERANCE OF LITTERING, AND TYING DOWN ITEMS WHICH MAY BE EASILY WIND BLOWN.
- CONTRACTOR MUST IMMEDIATELY REMOVE ANY DEBRIS FROM ACTIVE AIRFIELD AND HAUL ROUTE PAVEMENTS THAT RESULTS FROM CONSTRUCTION ACTIVITY.
- CONTRACTOR MUST ACTIVELY IMPLEMENT DUST CONTROL MEASURES TO MINIMIZE THE AMOUNT OF DUST ORIGINATING FROM THE WORK AREA, HAUL ROUTES, AND STAGING AND STORAGE AREAS. DUST ON THE AIRFIELD PAVEMENTS WILL NOT BE TOLERATED. IF PROPER MEASURES ARE NOT IMPLEMENTED TO CONTROL DUST, WORK WILL BE STOPPED UNTIL PROPER MEASURES ARE IMPLEMENTED.



JOB NO.

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AJI

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WUH

APPROVED BY:  
JEB



ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17

**REVISIONS**

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 23-1476-17

PROJECT:  
**SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1**

SHEET TITLE:  
**CONSTRUCTION SAFETY & PHASING NOTES**

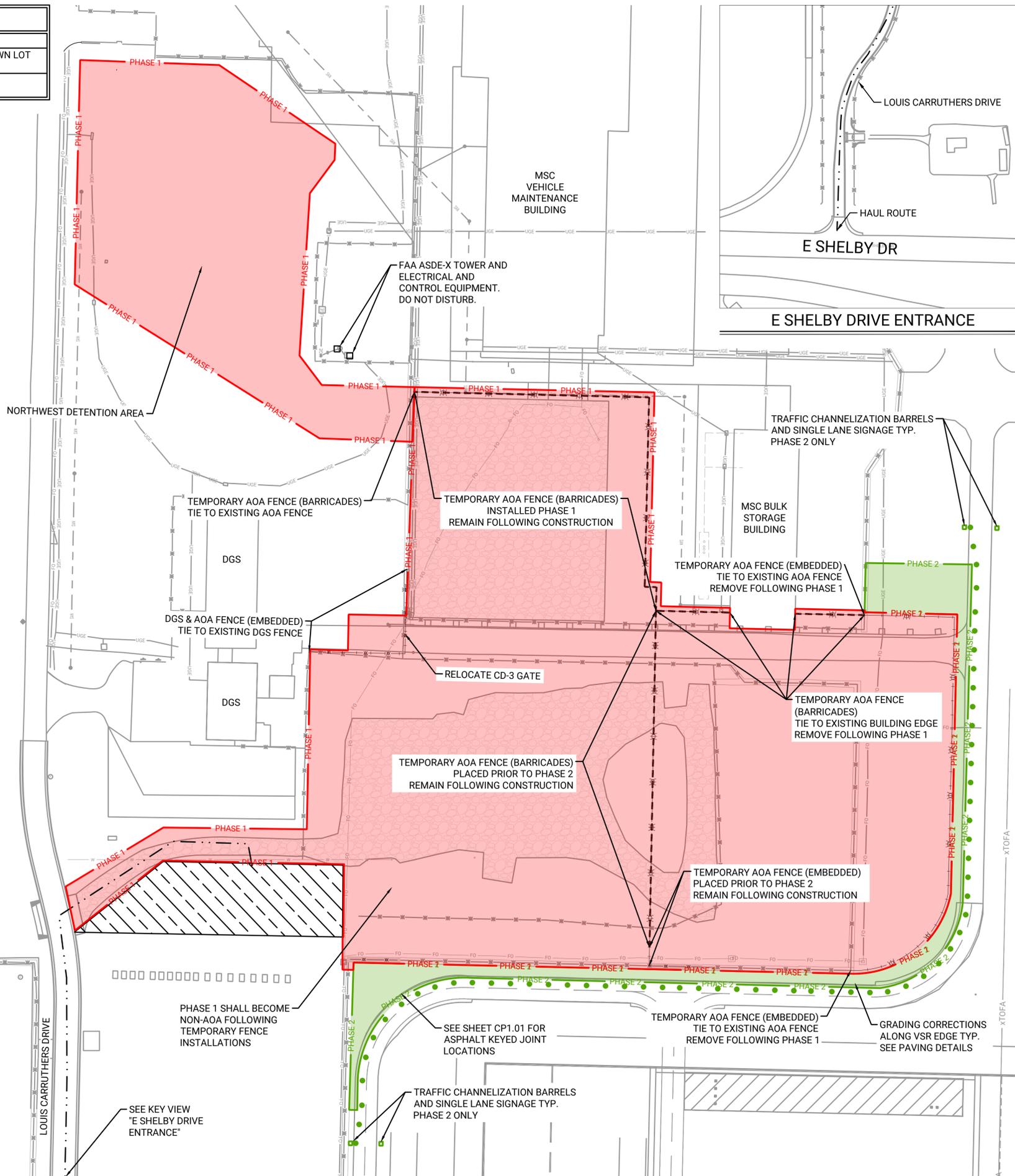
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DATE: 2.13.2026 SHEET NO. GC0.01

AIRFIELD PHASING CLOSURES		
PHASE	DURATION	CLOSURES
1	140 DAYS	MSC SOUTH EQUIPMENT GRAVEL LAYDOWN LOT DGS ACCESS ROAD
2	20 DAYS	VSR SINGLE SOUTHBOUND LANE

- CONDITIONS REQUIRED TO START WORK:
1. NOTICE-TO-PROCEED ISSUED FROM THE MSCAA PROJECT ENGINEER.
  2. APPROVED SUBMITTALS AND SHOP DRAWINGS.
  3. APPROVED CONSTRUCTION SCHEDULE.
  4. TWO WEEK NOTICE PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

NOTE: CONTRACTOR SHALL DISTURB A MAXIMUM OF 3 ACRES AT ONE TIME. DISTURBED AREAS MUST BE COVERED WITH SEED, BASE MATERIAL, OR PAVEMENT PRIOR TO CONTINUING EXCAVATION.



LEGEND	
EXISTING	PROPOSED
	STAGING AREA
	PHASE 1 - WORK LIMITS
	PHASE 2 - WORK LIMITS
	HAUL ROUTE
	AOA FENCE (STANDARD)
	AOA FENCE (EMBEDDED)
	AOA FENCE (BARRICADES)
	TRAFFIC CONTROL DRUM

- PHASING NOTES:
1. THE CONTRACTOR MUST COMPLETE THE PROJECT WITHIN 160 CALENDAR DAYS.
  2. A CALENDAR DAY IS DEFINED AS ANY DAY ON THE CALENDAR. IT INCLUDES SATURDAYS, SUNDAYS, HOLIDAYS, AND NON-WORK DAYS. CONTRACT TIME BASED ON CALENDAR DAYS WILL BEGIN ON THE EFFECTIVE DATE IN THE NOTICE TO PROCEED.
  3. NIGHTTIME OPERATIONS ARE NOT ANTICIPATED ON THIS PROJECT.
  4. LIQUIDATED DAMAGES WILL BE ASSESSED FOR THE REQUIREMENTS DESCRIBED IN THE SPECIFICATIONS. CONTRACT TIME FOR INDIVIDUAL PHASES AND SUB-PHASES WILL BE SUBJECT TO LIQUIDATED DAMAGES.
  5. ALL PHASES AND/OR SUB-PHASES ARE TO BE COMPLETED AS DESCRIBED ON THIS SHEET. IF THE CONTRACTOR WISHES TO COMBINE PHASES OTHER THAN AS NOTED BELOW, THEY MUST FIRST COORDINATE WITH AND OBTAIN WRITTEN APPROVAL FROM THE MSCAA PROJECT ENGINEER.
  6. PHASING AND SUB-PHASING LIMITS SHOWN ARE APPROXIMATE. ANY PROPOSED CHANGES OR DEVIATIONS TO THE PHASE AND/OR SUB-PHASE WORK AREAS OR DURATIONS MUST HAVE PRIOR COORDINATION AND APPROVAL FROM THE MSCAA PROJECT ENGINEER. ADDITIONAL BARRICADES MAY BE NEEDED TO ACCOMMODATE CHANGES TO PHASING AND WORK AREAS. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE ADDITIONAL REQUIRED BARRICADES.
  7. THE CONTRACTOR MUST COORDINATE ALL OPERATIONS WITH THE MSCAA PROJECT ENGINEER AND MUST SUBMIT A PROPOSED SCHEDULE AT LEAST FIVE (5) CALENDAR DAYS PRIOR TO THE PRECONSTRUCTION MEETING. THE SCHEDULE MUST BE UPDATED ON A BIWEEKLY BASIS PRIOR TO SCHEDULING PROGRESS MEETINGS.
  8. THE MSCAA PROJECT ENGINEER MUST BE PROVIDED A MINIMUM OF 48 HOURS NOTICE TO ANY WORK DAY TO ALLOW FOR SCHEDULING OF PERSONNEL FOR OBSERVATION AND TESTING.
  9. STAGING AREAS SHOWN ON THE PLANS ARE APPROXIMATE. THE MSCAA PROJECT ENGINEER WILL DETERMINE THE FINAL LOCATION AND SIZE IN THE FIELD. THE CONTRACTOR IS RESPONSIBLE FOR STORAGE AND SECURITY OF THEIR MATERIALS.
  10. CONTRACTOR SHALL INSTALL AND RECEIVE MSCAA APPROVAL ON ALL TEMPORARY AOA FENCE PRIOR TO REMOVAL OF ANY EXISTING AOA FENCE. SEE FENCING PLANS FOR ADDITIONAL INFORMATION.
  11. CONTRACTOR MUST MAINTAIN A MINIMUM OF 10' DISTANCE BETWEEN STAGED EQUIPMENT, VEHICLES, STOCKPILES, AND AOA FENCE.
  12. ALL HAUL ROUTE AND MAINTENANCE OF TRAFFIC ITEMS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OPERATIONS AND MAINTAINED FOR THE DURATION OF THE PROJECT.



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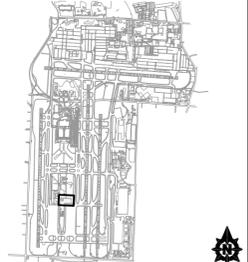
DRAWN BY: AJI

CHECKED BY: WUH

APPROVED BY: JEB

ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17



REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 23-1476-17

PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE: CONSTRUCTION SAFETY & PHASING OVERVIEW

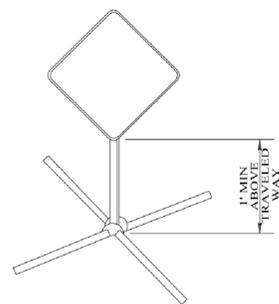
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DATE: 2.13.2026

SCALE: 1" = 60'

SHEET NO. GC2.01

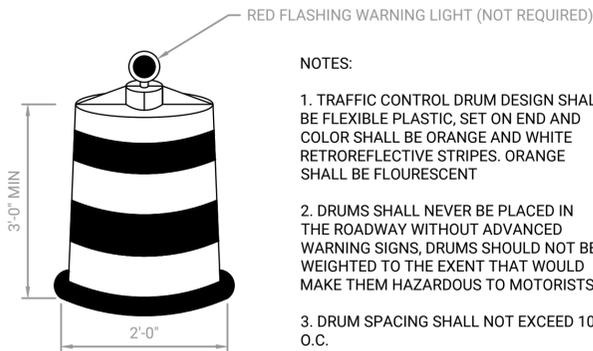
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TYPICAL SIGN INSTALLATION  
(TEMPORARY SUPPORTS)

RIGID OR ROLL-UP SIGN MATERIAL ARE ALLOWED AS PER THE CURRENT ALABAMA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION SECTION 740.02.

**01** TEMPORARY TRAFFIC SIGNAGE  
SCALE: NONE



NOTES:

1. TRAFFIC CONTROL DRUM DESIGN SHALL BE FLEXIBLE PLASTIC, SET ON END AND COLOR SHALL BE ORANGE AND WHITE RETROREFLECTIVE STRIPES. ORANGE SHALL BE FLOURESCENT
2. DRUMS SHALL NEVER BE PLACED IN THE ROADWAY WITHOUT ADVANCED WARNING SIGNS, DRUMS SHOULD NOT BE WEIGHTED TO THE EXENT THAT WOULD MAKE THEM HAZARDOUS TO MOTORISTS.
3. DRUM SPACING SHALL NOT EXCEED 10' O.C.

**02** TRAFFIC CONTROL DRUM  
SCALE: NONE

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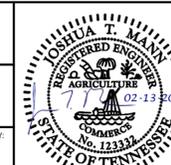


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AJI

CHECKED BY:  
JEB

APPROVED BY:  
JEB



ENGINEER-SUBCONSULTANT

JOB NO.

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

PROJECT:

SNOW REMOVAL  
EQUIPMENT  
BUILDING - PHASE 1

SHEET TITLE:  
CONSTRUCTION  
SAFETY & PHASING  
DETAILS

DWG. FILE NAME  
CS-00-DETAILS.dwg

DATE  
2.13.2026

SHEET NO.

SCALE

GC5.01



0 50 100  
scale feet

### LEGEND

EXISTING	PROPOSED	
		ASPHALT - FULL DEPTH
		ASPHALT - PARTIAL DEPTH
		CONCRETE - PAVEMENT
		STM - STORM SEWER
		W - WATER
		UGE - ELECTRICAL - UNDERGROUND
		OHE - ELECTRICAL - OVERHEAD
		FO - FIBER OPTIC - CABLE & CONDUIT
		FENCE
		GUARDRAIL

### NOTES:

1. THE SEQUENCE OF ALL DEMOLITION AND REMOVALS SHALL BE COORDINATED WITH THE ENGINEER. FIBER OPTIC UTILITY DEMOLITION AND MODIFICATION SHALL BE COORDINATED WITH THE ENGINEER AND APPROVED BY THE OWNER PRIOR TO CONSTRUCTION.
2. CONTRACTOR SHALL PROTECT SURVEY MONUMENTS, REFERENCE POINTS, AND BENCHMARKS DURING CONSTRUCTION.
3. THE CONTRACTOR SHALL REMOVE ALL UNDERGROUND UTILITIES AND ANY OTHER ITEMS IN ACCORDANCE WITH TDEC OR MLGW REQUIREMENTS AND THE TECHNICAL SPECIFICATIONS. THE CONTRACTOR SHALL STRICTLY FOLLOW ALL CITY, STATE, AND FEDERAL GUIDELINES FOR REMOVAL AND DISPOSAL OF THESE FACILITIES.
4. ANY EXISTING UTILITIES WITHIN 10' OF THE BUILDING FOOTPRINT SHALL BE COMPLETELY REMOVED AND DISPOSED OF.
5. PRIOR TO COMMENCING ANY UTILITY WORK, CONTRACTOR SHALL NOTIFY MSCAA OF LOCATIONS WHICH MAY EXPERIENCE A DISRUPTION IN SERVICE. DISRUPTIONS OF SERVICE MUST BE COORDINATED IN ADVANCE WITH MSCAA AND THEY WILL NOTIFY THE TENANT.
6. CONTRACTOR MUST INSTALL NEW FIBER OPTIC INFRASTRUCTURE PRIOR TO ANY FIBER OPTIC DEMOLITIONS. PLANNED FIBER OPTIC OUTAGES MUST BE SUBMITTED FOR ENGINEER AND OWNER APPROVAL.
7. UTILITIES SHOWN ARE LOCATED BY FIELD SURVEY AND RECORD DRAWINGS. ADDITIONAL UNDERGROUND UTILITIES MAY BE ENCOUNTERED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ALERT THE ENGINEER OF ANY UNMAPPED STRUCTURES.
8. ANY EXISTING INFRASTRUCTURE DAMAGED BY THE CONTRACTOR OR SUBCONTRACTORS SHALL BE IMMEDIATELY REPAIR AT THE CONTRACTOR'S EXPENSE. REPAIR METHODS, MATERIALS, TYPES, ETC. SHALL BE SUBJECT TO ENGINEER AND OWNER APPROVAL.
9. ALL ASPHALT AND CONCRETE PAVEMENT DEMOLITION SHALL BE SAWCUT WHERE IT MEETS EXISTING PAVEMENT TO REMAIN. CONTRACTOR SHALL SAWCUT FULL DEPTH EXCEPT IN KEYED JOINT LOCATIONS. SEE PAVING DETAILS FOR KEYED JOINT INFORMATION.
10. CONTRACTOR MUST INSTALL FENCING PER THE PHASING PLAN AND HAVE THAT FENCE INSPECTED AND APPROVED BY MSCAA PRIOR TO REMOVING EXISTING FENCE.

JOB NO. \_\_\_\_\_

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CHECKED BY: WUH

APPROVED BY: JEB

ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 23-1476-17

PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

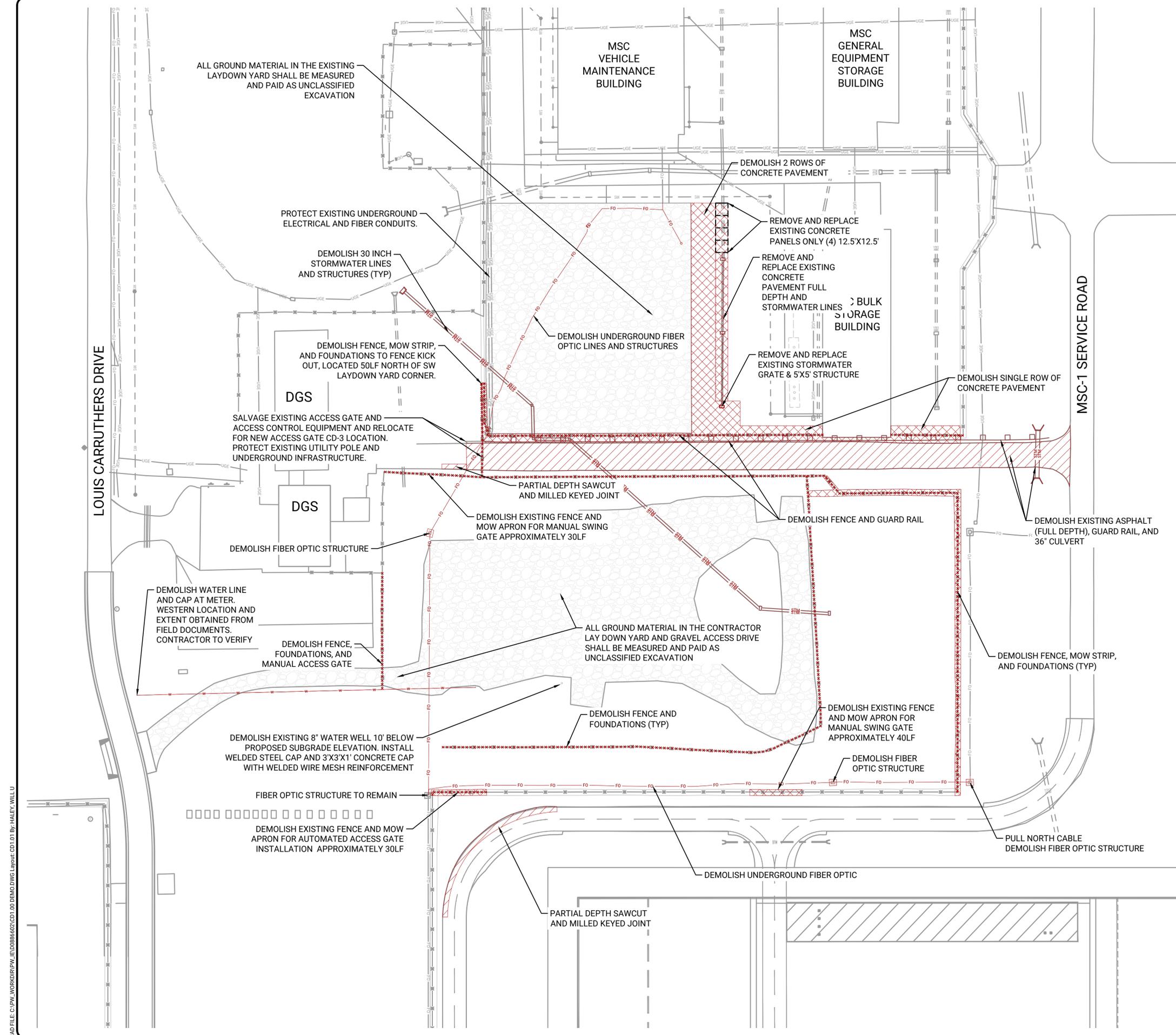
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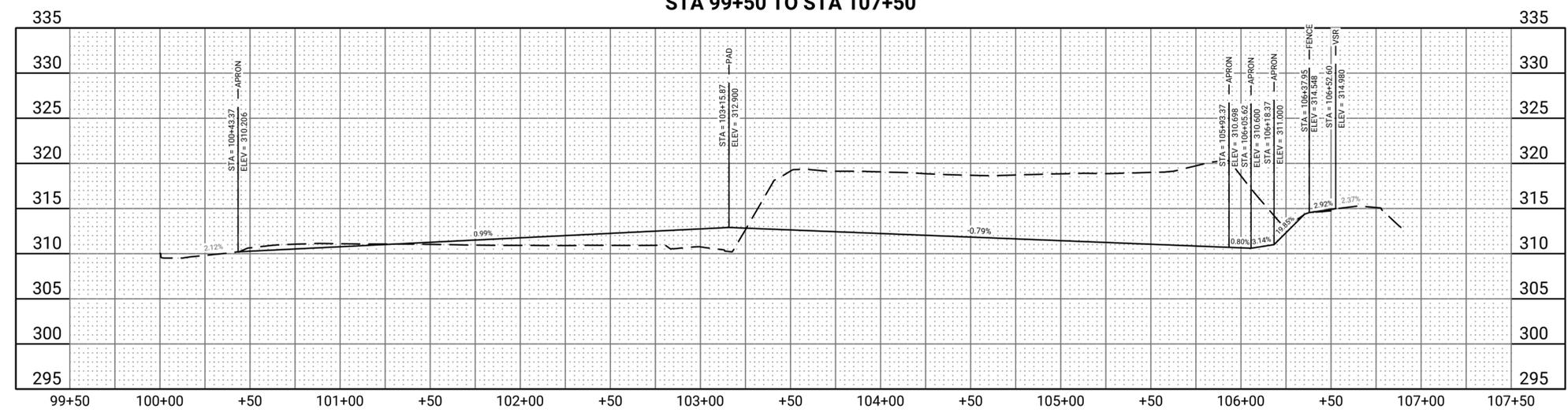


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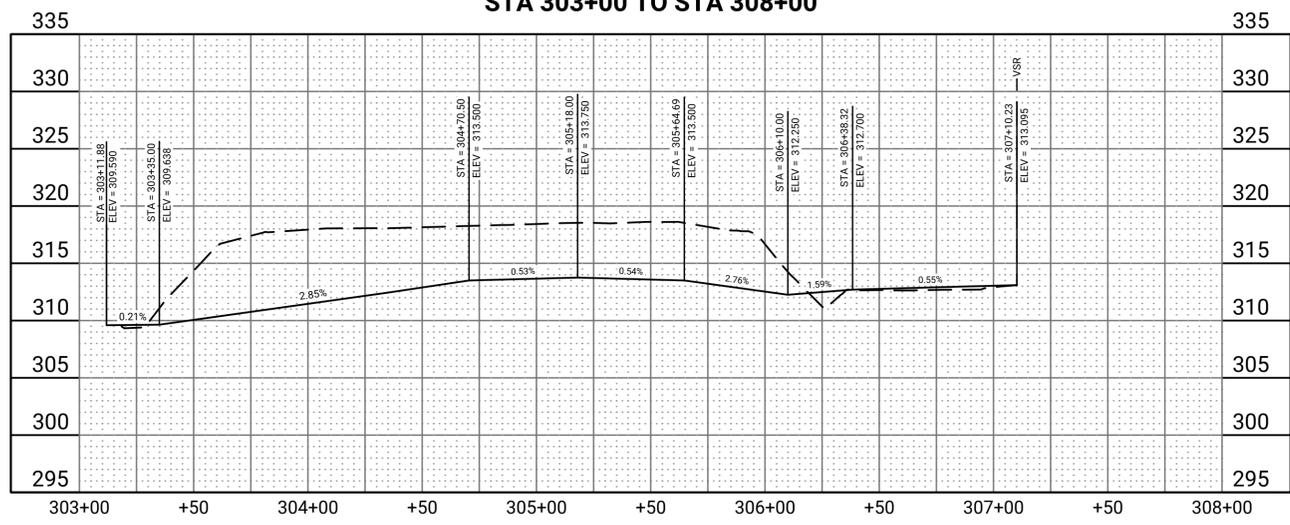




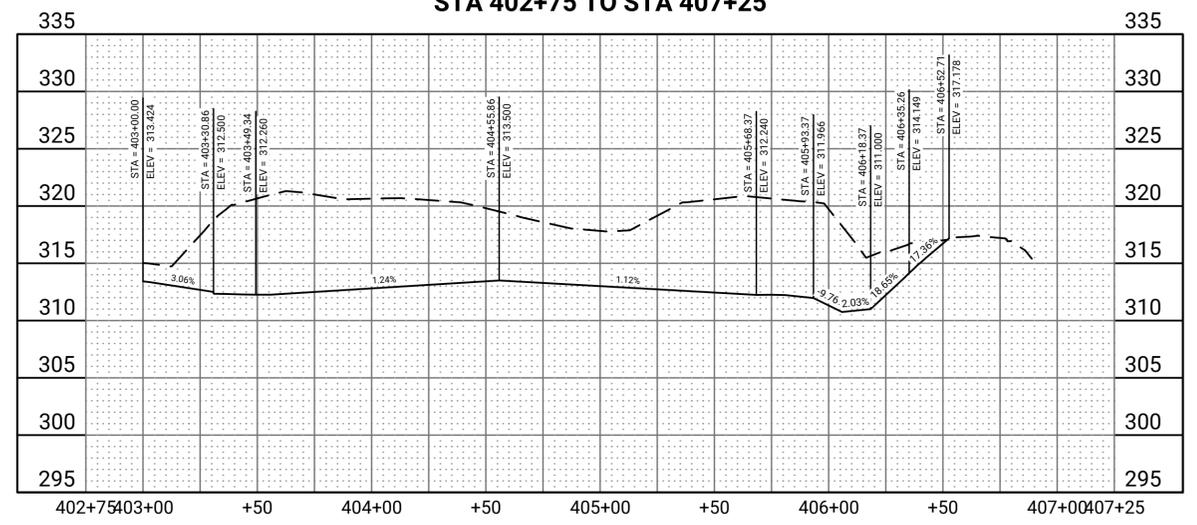
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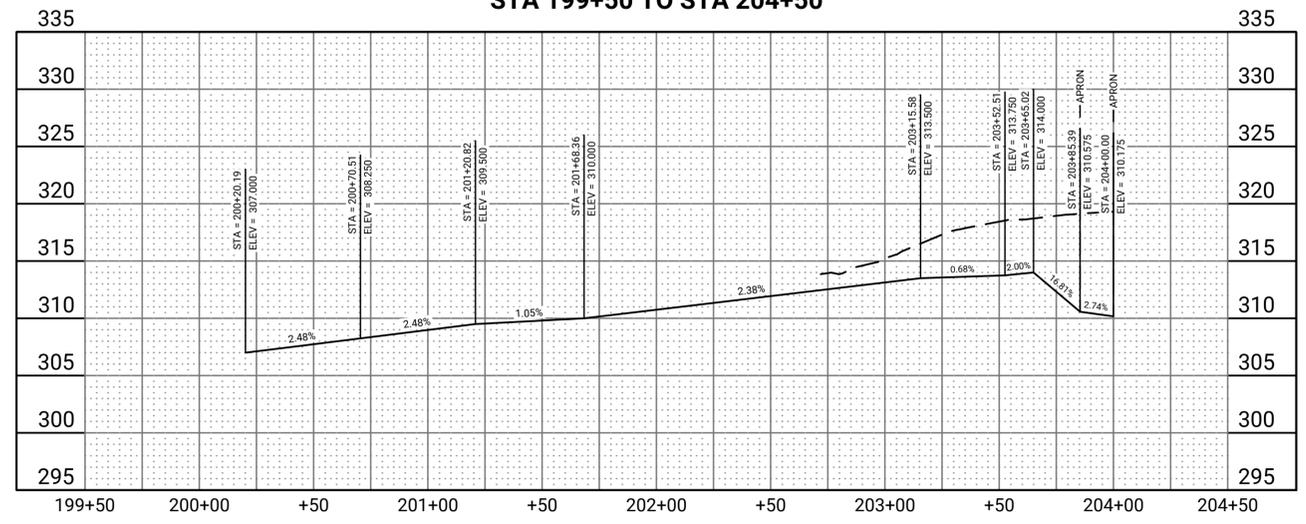
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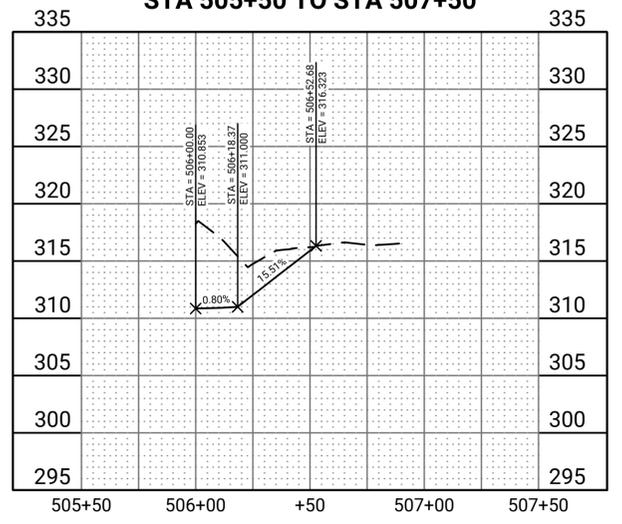
### CL - BUILDING MISC STORAGE B STA 402+75 TO STA 407+25



### CL - ACCESS ROAD LCD STA 199+50 TO STA 204+50



### CL - ACCESS ROAD SOUTH STA 505+50 TO STA 507+50



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AJI

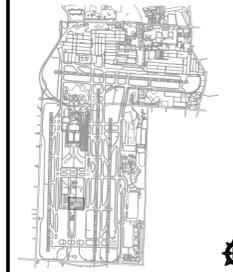
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JEB

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JEB



ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17



#### REVISIONS

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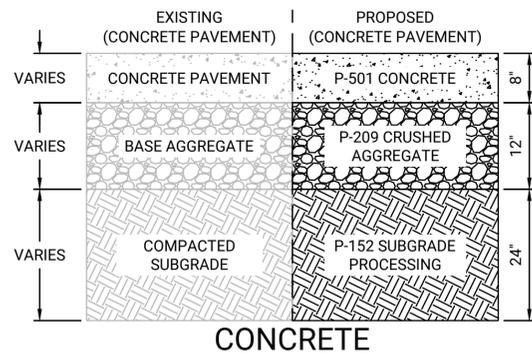
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PROJECT:  
**SNOW REMOVAL  
EQUIPMENT  
BUILDING - PHASE 1**

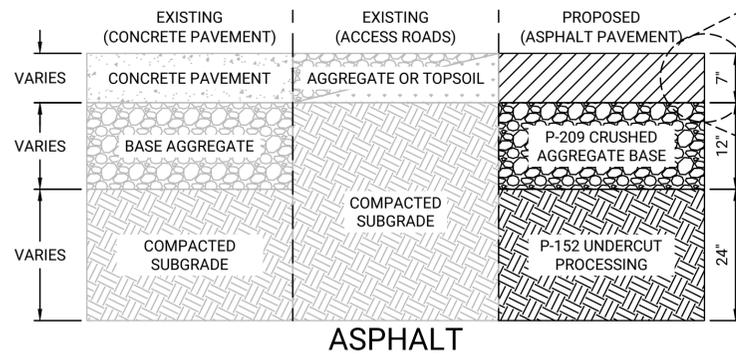
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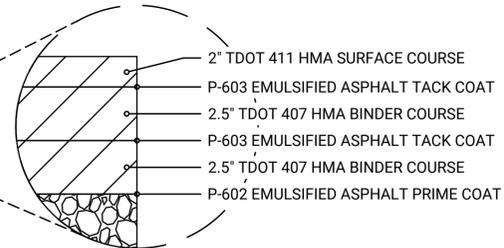
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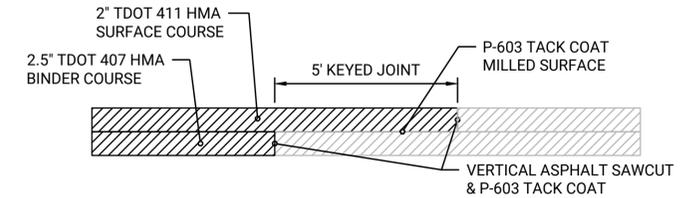
**CONCRETE**



**ASPHALT**



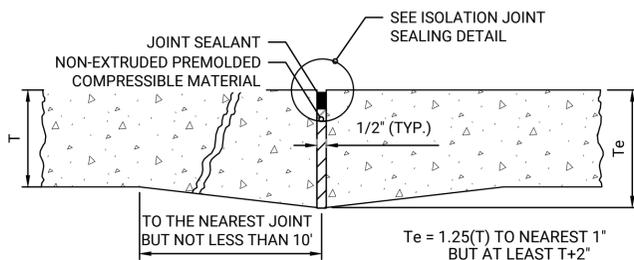
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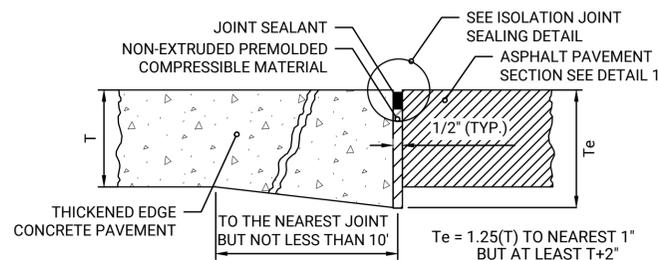
**03 ASPHALT KEYED JOINT**  
SCALE: NONE

NOTE: WHEN THE IN-SITU MATERIAL AT SUBGRADE ELEVATION DOES NOT MEET DENSITY REQUIREMENTS, SUBGRADE PROCESSING SHALL PERFORMED TO A DEPTH OF 24 INCHES.

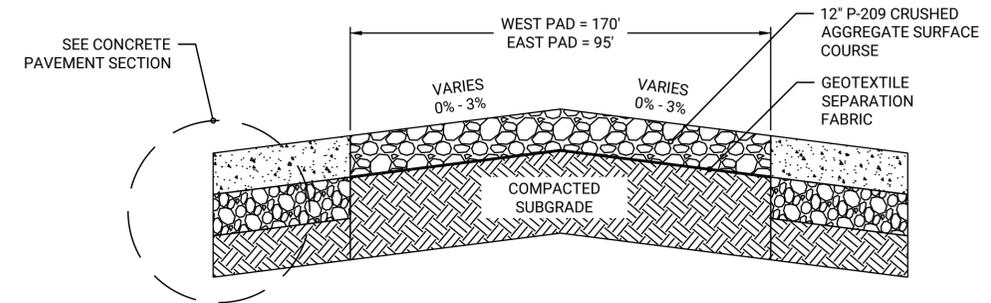
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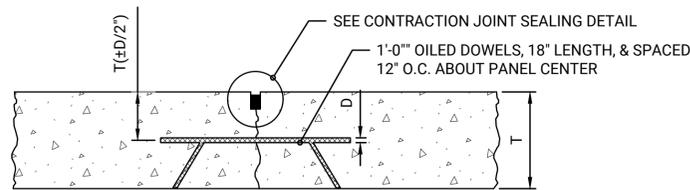
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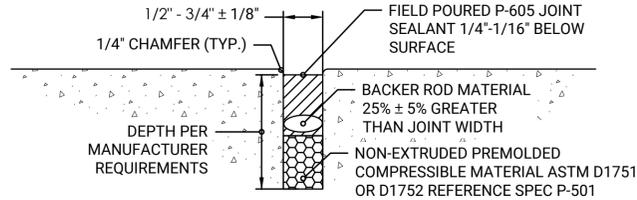
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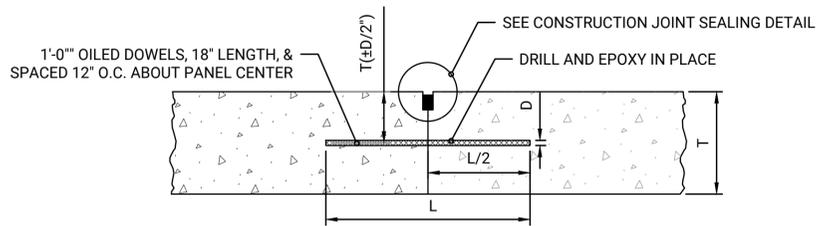
**12 TYPICAL SECTION - GRAVEL PAD**  
SCALE: NONE



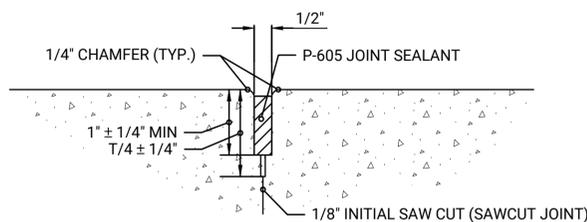
**05 TYPE "C" - DOWELED CONTRACTION JOINT**  
SCALE: NONE



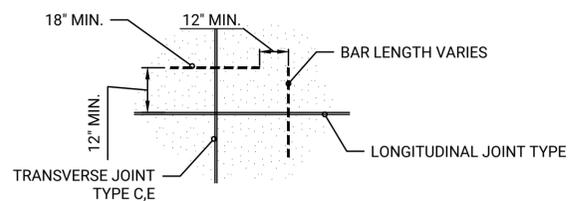
**09 ISOLATION JOINT SEALING**  
SCALE: NONE



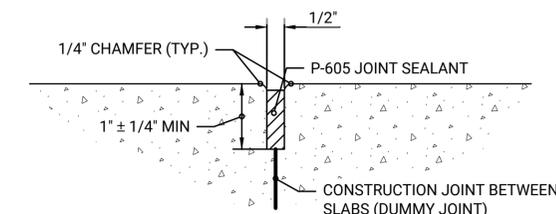
**06 TYPE "E" - DOWELED CONSTRUCTION JOINT**  
SCALE: NONE



**10 CONTRACTION JOINT SEALING**  
SCALE: NONE



**07 POSITION OF DOWELS AT EDGE JOINT TYPE C,E**  
SCALE: NONE



**11 CONSTRUCTION JOINT SEALING**  
SCALE: NONE



JOB NO.  
DRAWN BY: AJI  
CHECKED BY: JEB  
APPROVED BY: JEB  
ENGINEER-SUBCONSULTANT

ENGINEER-SUBCONSULTANT

JOB NO.

REVISIONS		
MARK	DATE	DESCRIPTION

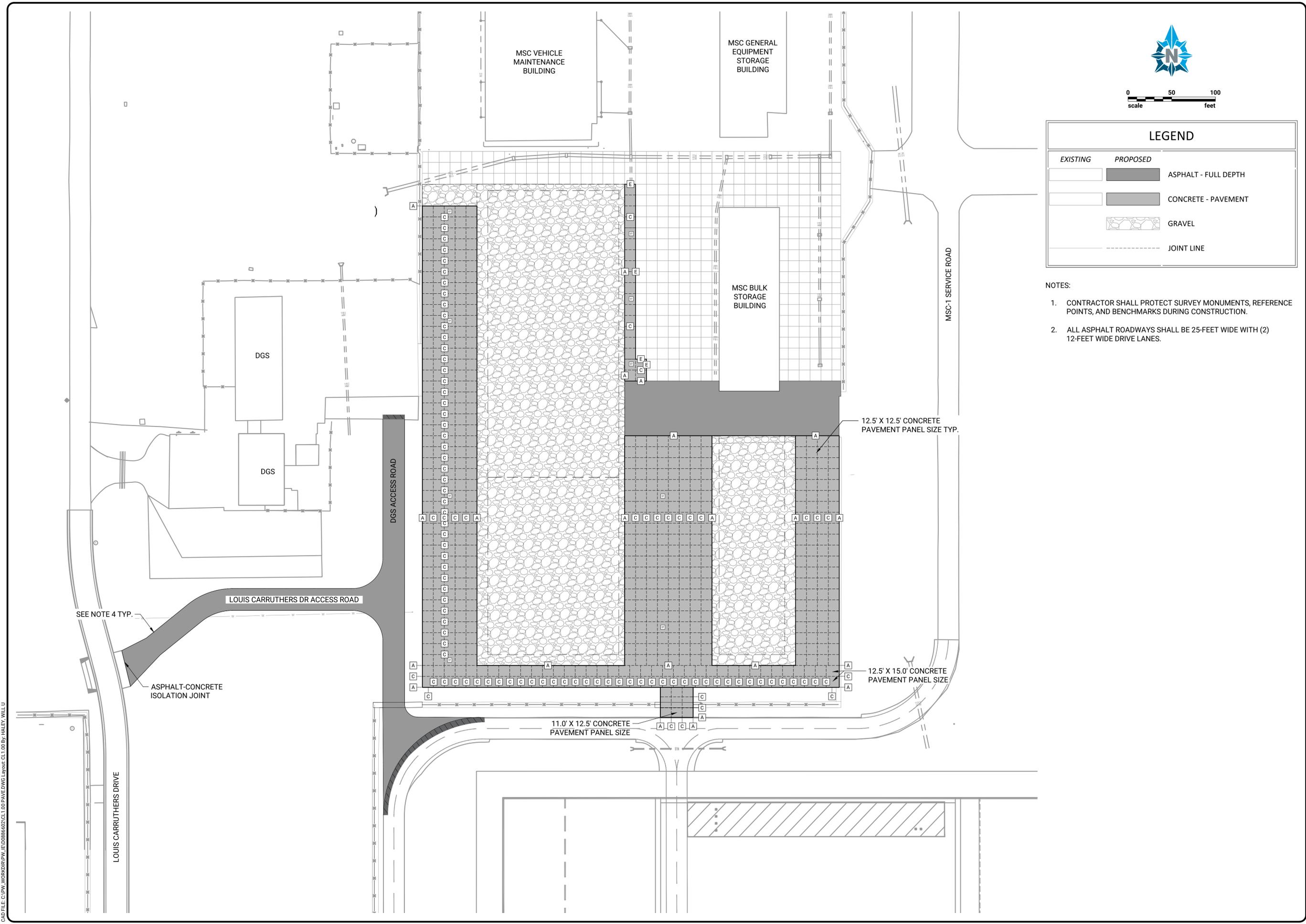
MSCAA PROJ. NO.

PROJECT:  
**SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1**

SHEET TITLE:  
**PAVING DETAILS**

DWG. FILE NAME: CP1.00 PAVE.dwg  
DATE: 2.13.2026  
SCALE: CP5.01

CAD FILE: C:\PW\WORKDIR\PM\LE\DD8662\CP1.00 PAVE.DWG Layout: CP5.01 BY: HALEY, WILLU



LEGEND	
EXISTING	PROPOSED
[White Box]	[Dark Grey Box] ASPHALT - FULL DEPTH
[White Box]	[Medium Grey Box] CONCRETE - PAVEMENT
	[Gravel Pattern Box] GRAVEL
	[Dashed Line] JOINT LINE

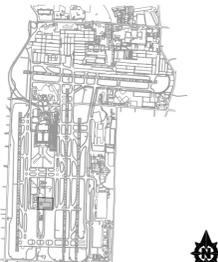
- NOTES:
- CONTRACTOR SHALL PROTECT SURVEY MONUMENTS, REFERENCE POINTS, AND BENCHMARKS DURING CONSTRUCTION.
  - ALL ASPHALT ROADWAYS SHALL BE 25-FEET WIDE WITH (2) 12-FOOT WIDE DRIVE LANES.



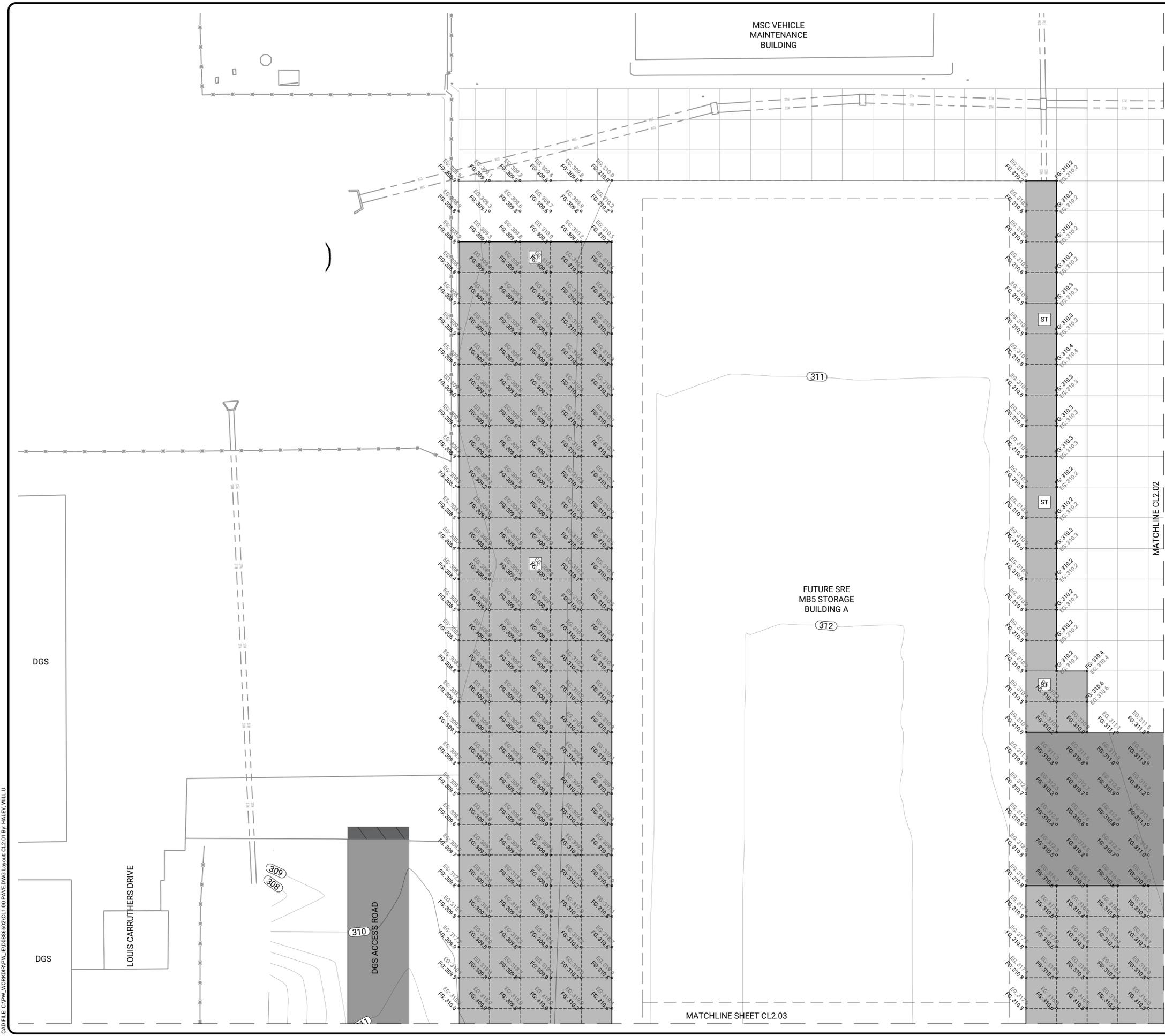
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JOB NO.		
DRAWN BY: AJI		
CHECKED BY: JEB	APPROVED BY: JEB	
ENGINEER-SUBCONSULTANT		
JOB NO. 0025M300.17		
		
REVISIONS		
MARK	DATE	DESCRIPTION
MSCAA PROJ. NO. 23-1476-17		
PROJECT: <b>SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1</b>		
SHEET TITLE: <b>JOINTING PLAN</b>		
DWG. FILE NAME: CL1.00 PAVE.dwg		
DATE: 2.13.2026	SHEET NO. CJ1.01	
SCALE: 1" = 50'		

CAD FILE: C:\PW\WORKDIR\PW\LE\DD8662\CL1.00 PAVEDWG Layout: CL1.00 By: HALEY, WILLU



MSC VEHICLE  
MAINTENANCE  
BUILDING

311

312

FUTURE SRE  
MB5 STORAGE  
BUILDING A

DGS

LOUIS CARRUTHERS DRIVE

DGS ACCESS ROAD

MATCHLINE SHEET CL2.03

MATCHLINE CL2.02



0 20 40  
scale feet

LEGEND

EXISTING	PROPOSED	
[White box]	[Dark grey box]	ASPHALT - FULL DEPTH
[White box]	[Light grey box]	CONCRETE - PAVEMENT
[Dashed line]	[Dashed line]	JOINT LINE

NOTES:

1. CONTRACTOR SHALL PROTECT SURVEY MONUMENTS, REFERENCE POINTS, AND BENCHMARKS DURING CONSTRUCTION.
2. ALL ASPHALT ROADWAYS SHALL BE 25-FOOT WIDE WITH (2) 12-FOOT WIDE DRIVE LANES.



JOB NO.

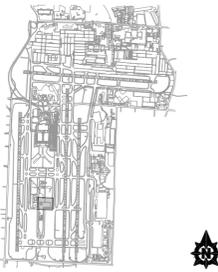
DRAWN BY: AJI

CHECKED BY: JEB

APPROVED BY: JEB

ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17



REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 23-1476-17

PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE: ELEVATION PLAN - NW

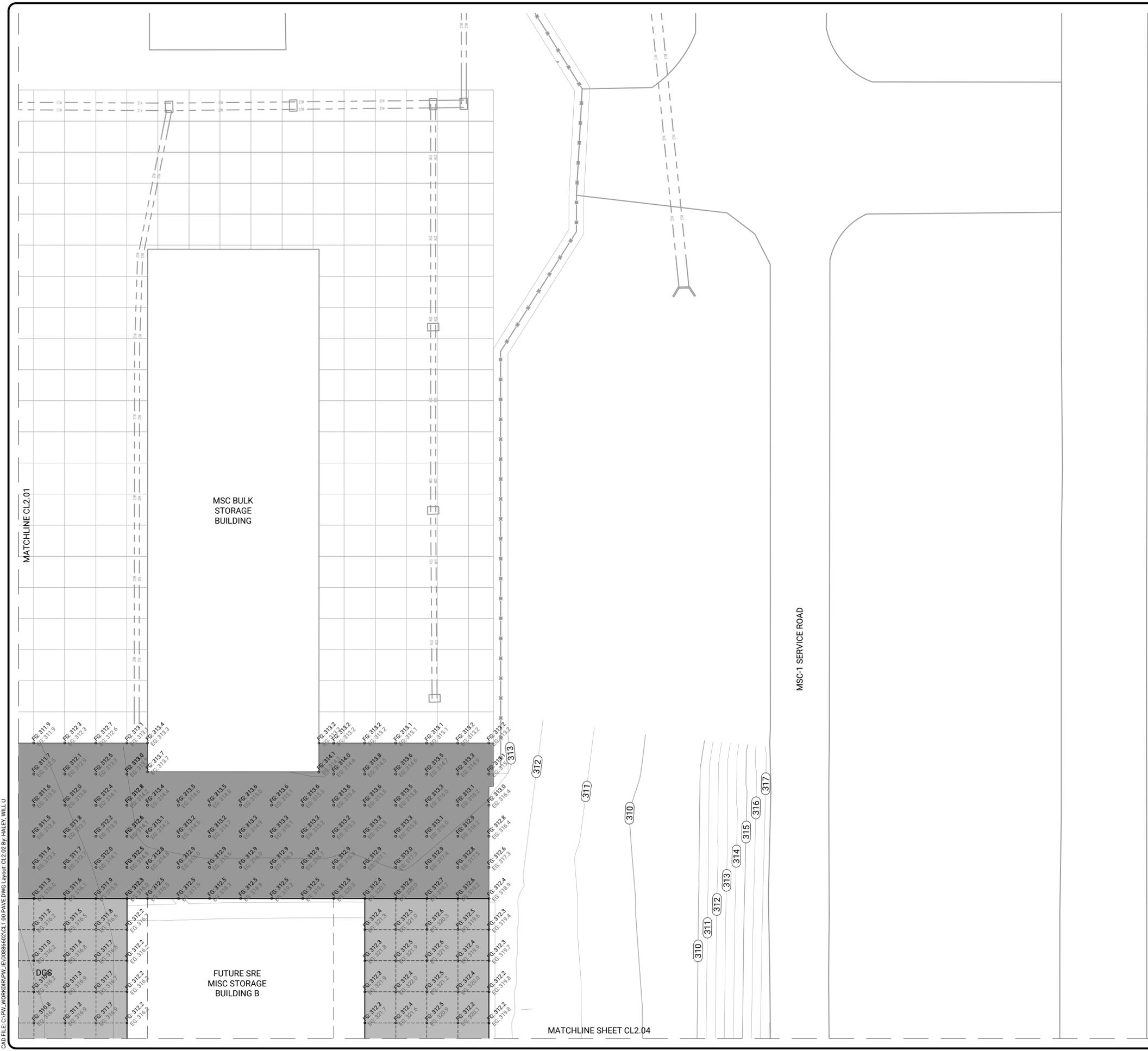
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DATE: 2.13.2026

SCALE: 1" = 20'

SHEET NO. CJ2.01

CAD FILE: C:\PW\WORKDIR\PW\LEID8662\CL1.00 PAVE.DWG Layout: CL2.01 By: HALEY, WILLU



0 20 40  
scale feet

LEGEND		
EXISTING	PROPOSED	
		ASPHALT - FULL DEPTH
		CONCRETE - PAVEMENT
		JOINT LINE

NOTES:

1. CONTRACTOR SHALL PROTECT SURVEY MONUMENTS, REFERENCE POINTS, AND BENCHMARKS DURING CONSTRUCTION.
2. ALL ASPHALT ROADWAYS SHALL BE 25-FOOT WIDE WITH (2) 12-FOOT WIDE DRIVE LANES.



JOB NO.

DRAWN BY:  
AJI

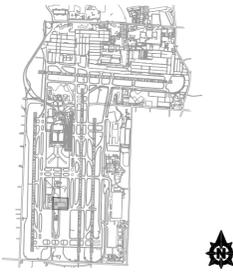
CHECKED BY:  
JEB

APPROVED BY:  
JEB



ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17



REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 23-1476-17

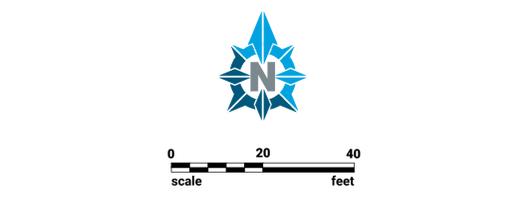
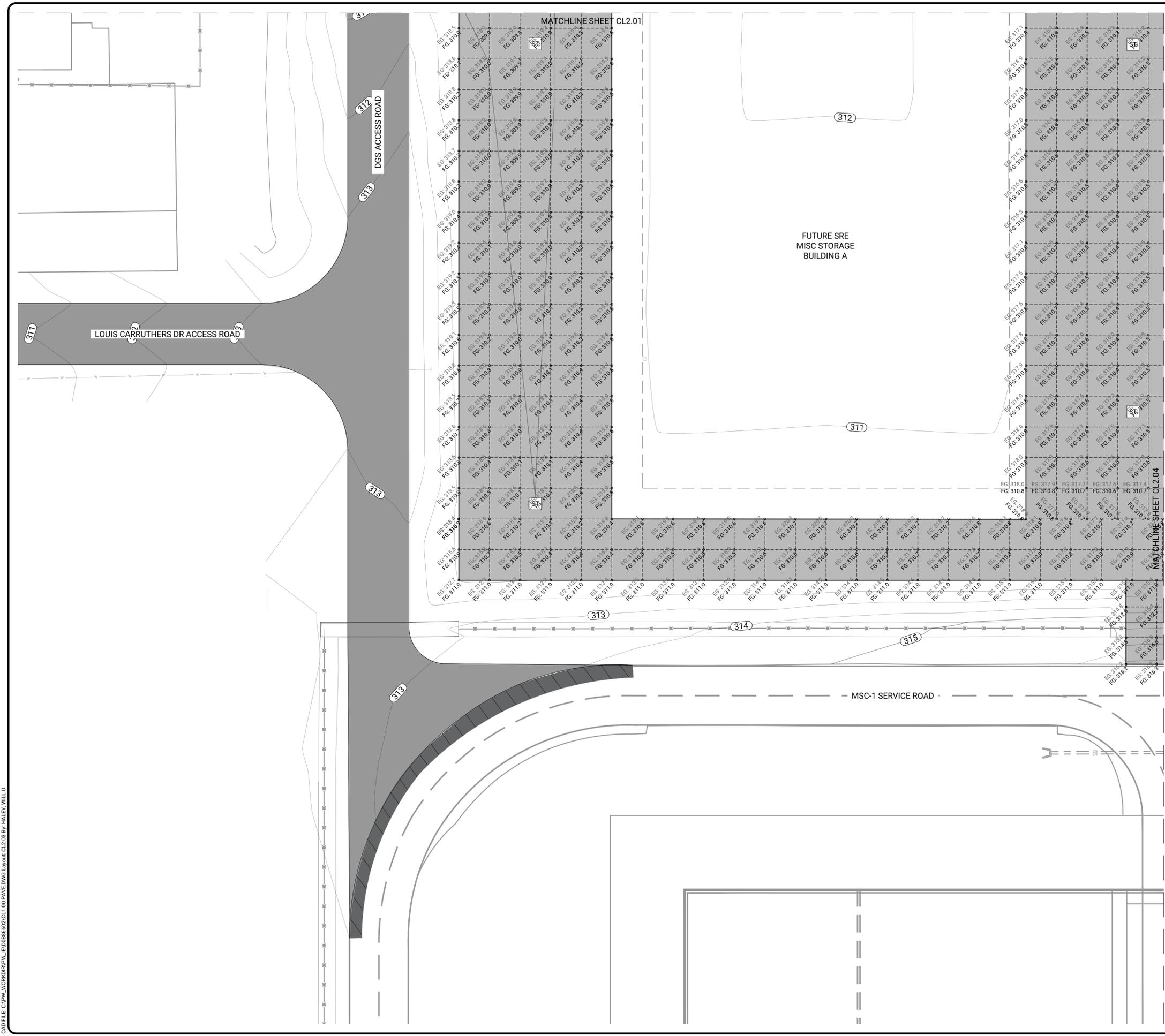
PROJECT:  
**SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1**

SHEET TITLE:  
**ELEVATION PLAN - NE**

DWG. FILE NAME: CL1.00 PAVE.dwg

DATE: 2.13.2026  
SCALE: 1" = 20'  
SHEET NO.: CJ2.02

CAD FILE: C:\PW\WORKDIR\PW\LE\008662\CL1.00 PAVE.DWG Layout: CL2.02 By: HALEY, WILLU



LEGEND	
EXISTING	PROPOSED

ASPHALT - FULL DEPTH  
 CONCRETE - PAVEMENT  
 JOINT LINE

- NOTES:
- CONTRACTOR SHALL PROTECT SURVEY MONUMENTS, REFERENCE POINTS, AND BENCHMARKS DURING CONSTRUCTION.
  - ALL ASPHALT ROADWAYS SHALL BE 25-FEET WIDE WITH (2) 12-FEET WIDE DRIVE LANES.



JOB NO. \_\_\_\_\_

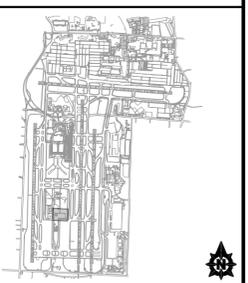
DRAWN BY: AJI

CHECKED BY: JEB

APPROVED BY: JEB

ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17



REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO. 23-1476-17

PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE: ELEVATION PLAN - SW

DWG. FILE NAME: CL1.00 PAVE.dwg

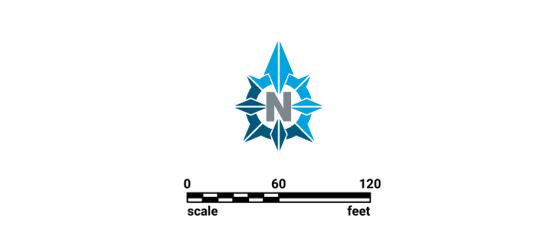
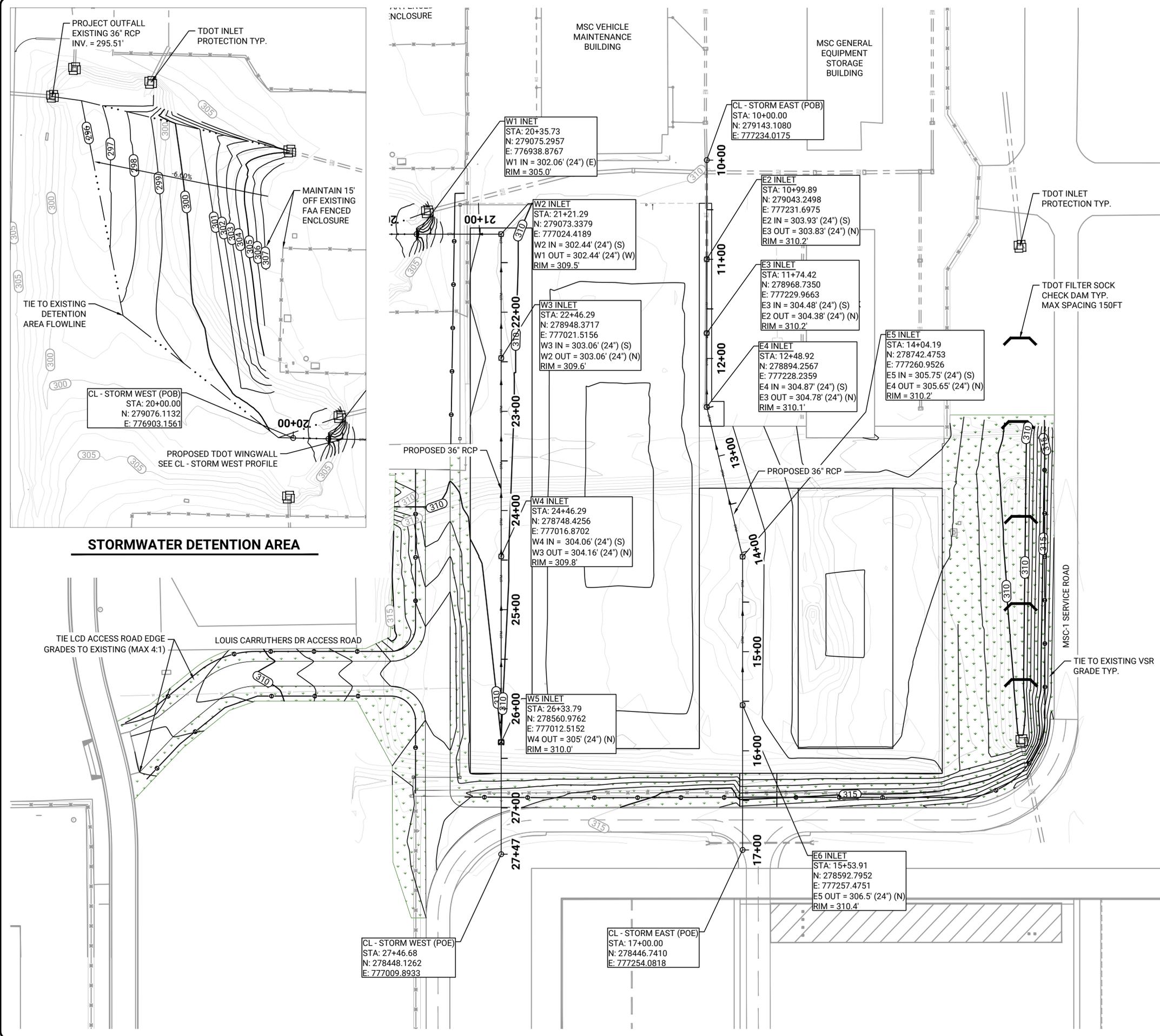
DATE: 2.13.2026

SCALE: 1" = 20'

SHEET NO. CJ2.03

CAD FILE: C:\PW\WORKDIR\PW\LEID8662\CL1.00 PAVE.DWG Layout: CL2.03 By: HALEY, WILL U





LEGEND		
EXISTING	PROPOSED	
--- STM ---	→ STM →	STORM SEWER
---	==	STORM SEWER - PIPE
□ ○ ⊙	■ ⊗ ⊙	STORM SEWER - STRUCTURE
—	—	AOA FENCE
—	—	PAVEMENT MARKINGS
○	○	CONTOUR - MAJOR
—	—	ALIGNMENT
—	—	TOPSOIL/SODDING
—	—	TDOT CULVERT/INLET PROTECTION
—	—	TDOT FILTER SOCK CHECK DAM
—	—	SILT FENCE

- NOTES:
- CONTRACTOR SHALL PRESERVE EXISTING UTILITIES ELEVATION, CASING, CONDUIT, AND CRIBBING/BRACING AT ANY LOCATION WHERE EXISTING UTILITIES CONFLICT WITH PROJECT WORK. ANY DAMAGE TO THE EXISTING UTILITIES THAT ARE NOT TO BE REMOVED SHALL BE CONSIDERED THE RESPONSIBILITY OF THE CONTRACTOR. THEY SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTORS EXPENSE. REPAIR METHODS SHALL BE APPROVED BY THE MSCAA PROJECT ENGINEER.
  - PAVEMENT SHOULDER GRADING SHALL MEET TDOT STANDARD DRAWING RD11-TS-1 MAX SLOPE 4:1 FOR MINIMUM 4FT.
  - SEE PAVING PLAN & PROFILES AND ELEVATION PLANS FOR PAVEMENT AND PAD ELEVATION INFORMATION.
  - CONTRACTOR SHALL VERIFY ELEVATIONS WITH PROVIDED CAD FILES PRIOR TO CONSTRUCTION START AND MEETING ALL SPECIFICATIONS P-152 REQUIREMENTS.



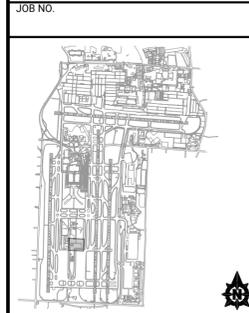
JOB NO.

DRAWN BY: AJI

CHECKED BY: WUH

APPROVED BY: JEB

ENGINEER-SUBCONSULTANT



REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

PROJECT:  
**SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1**

SHEET TITLE:  
**DRAINAGE & EROSION CONTROL PLAN**

DWG. FILE NAME: CG1.00 GD&EC.dwg

DATE: 2.13.2026

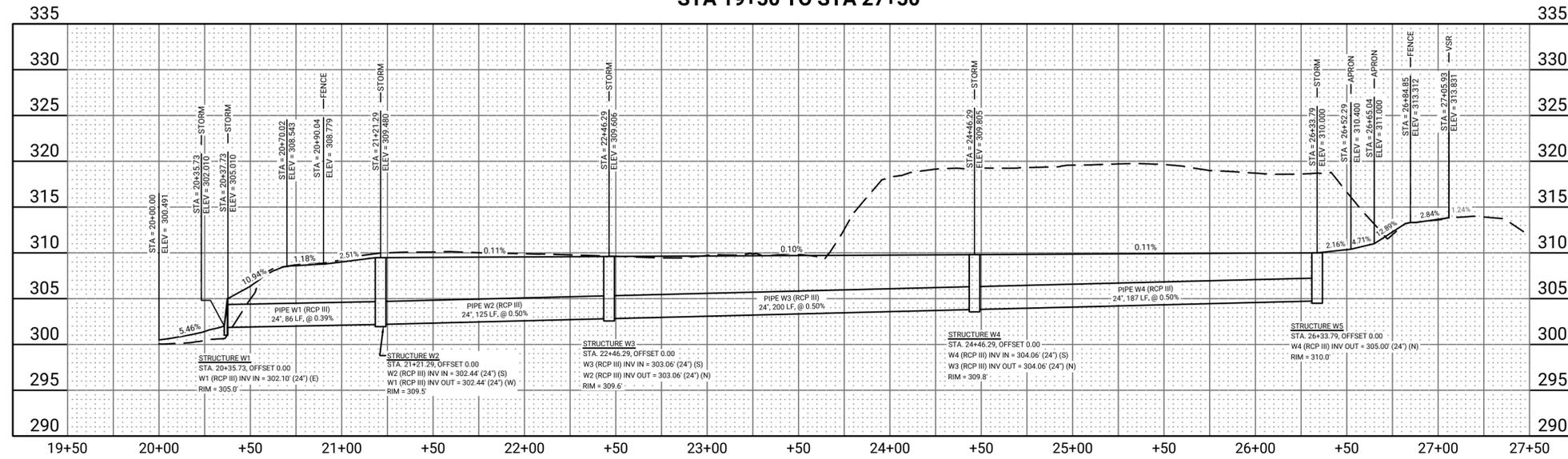
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SHEET NO.: **CG1.01**

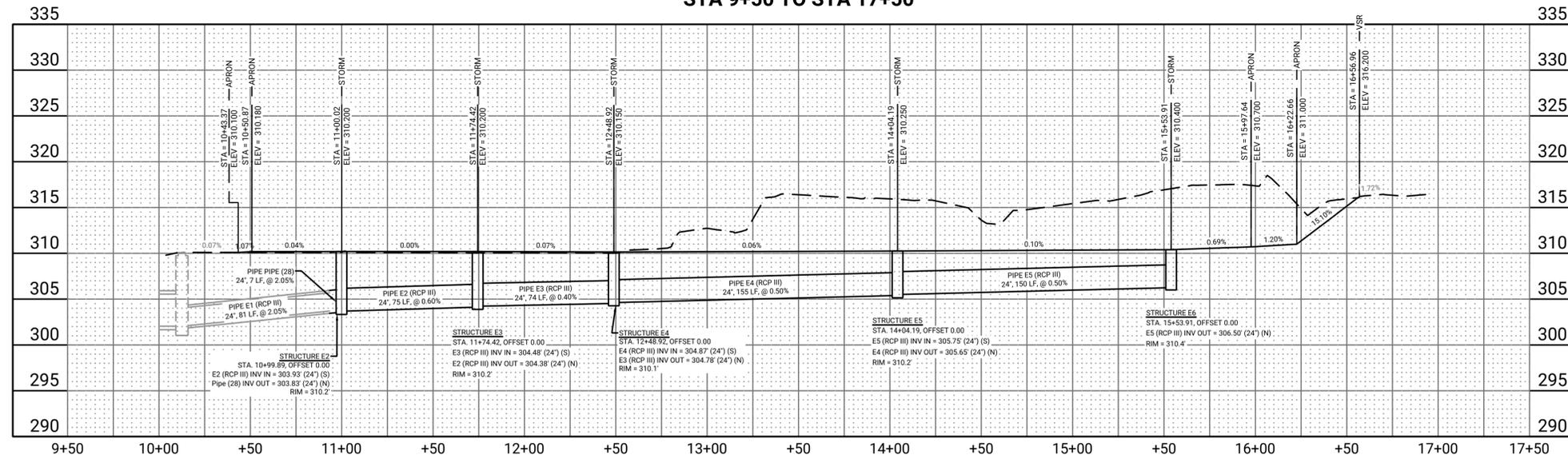
CAD FILE: C:\PW\WORKDIR\PW\LEIDR8662\CG1.00 GD&EC.DWG Layout.dwg 00 By: HALEY, WILL U



### CL - STORM WEST STA 19+50 TO STA 27+50



### CL - STORM EAST STA 9+50 TO STA 17+50



JOB NO.

DRAWN BY:

AJI

CHECKED BY:

JEB

APPROVED BY:

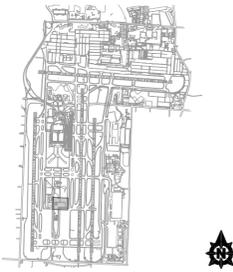
JEB



ENGINEER-SUBCONSULTANT

JOB NO.

0025M300.17



#### REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

23-1476-17

PROJECT:

SNOW REMOVAL  
EQUIPMENT  
BUILDING - PHASE 1

SHEET TITLE:

DRAINAGE PROFILES

DWG. FILE NAME

CPG2.00 PROFILES.dwg

DATE

2.13.2026

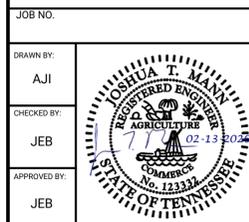
SCALE

SHEET NO.  
CG2.01

CAD FILE C:\PW\WORKDIR\PW\LEID86602\CPG2.00 PROFILES.DWG Layout: CPG2.01 By: HALEY, WILLU







ENGINEER-SUBCONSULTANT

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

PROJECT:

**SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1**

SHEET TITLE:

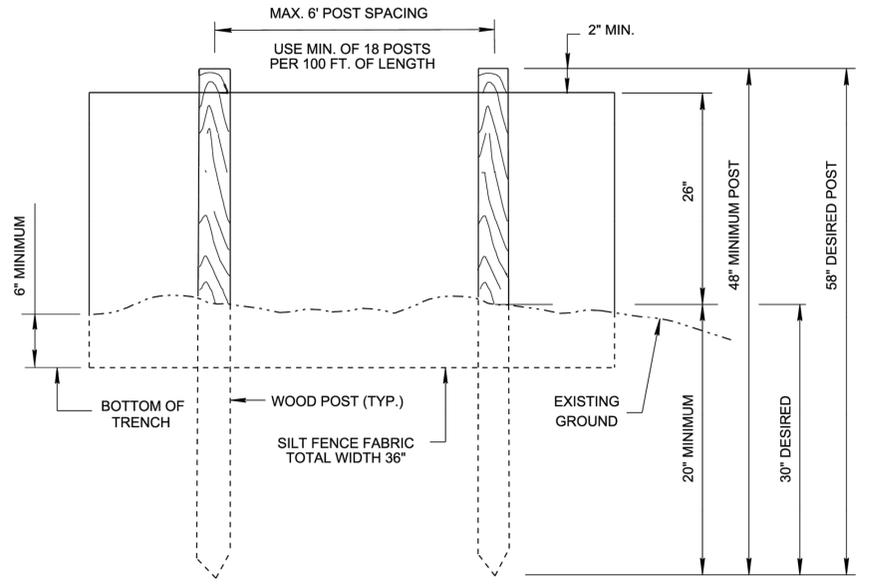
**DRAINAGE & EROSION CONTROL DETAILS**

DWG. FILE NAME: C5.00-DETAILS.dwg

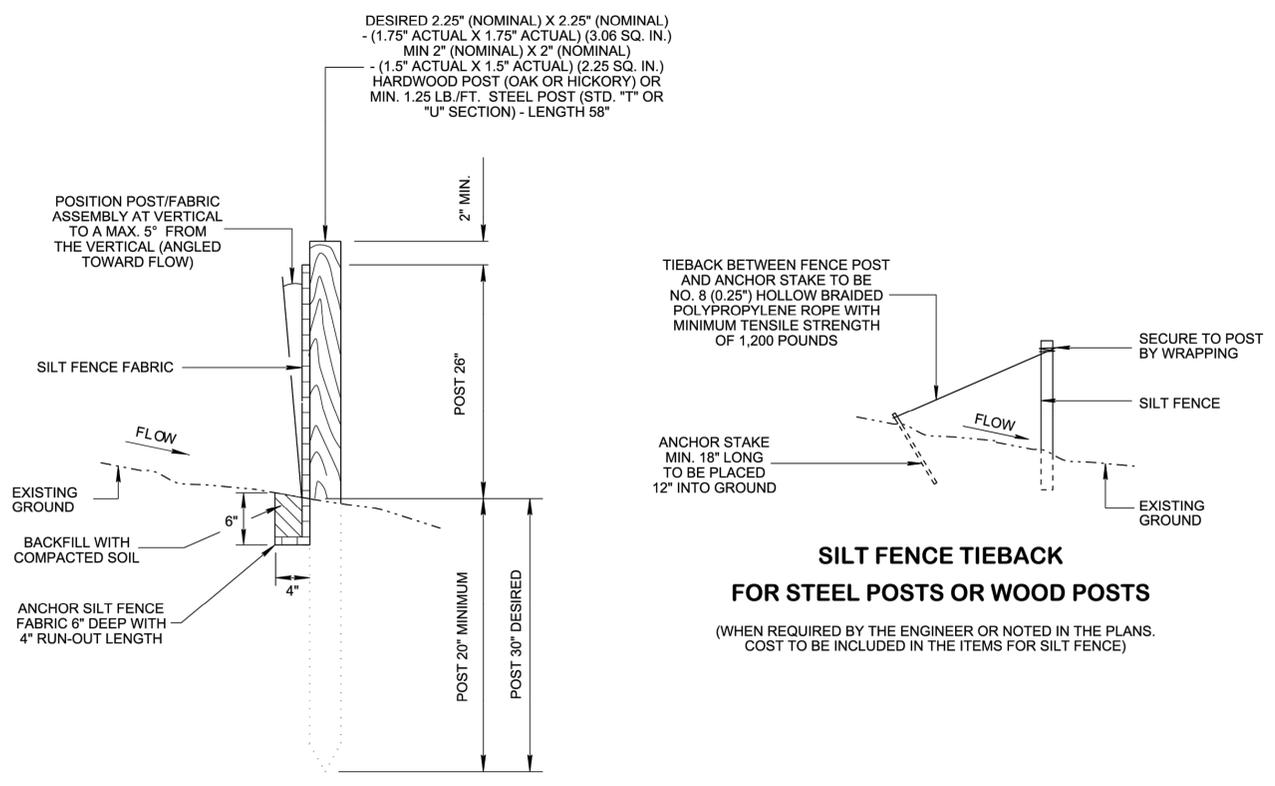
DATE: 2.13.2026  
SCALE: CG5.03

- REV. 12-18-03: MODIFIED TABLE (1) AND GENERAL NOTE (E)
- REV. 7-29-04: CHANGED VALUES IN TABLE (1) FROM MEAN TO MARV VALUES.
- REV. 4-15-06: REMOVED POA SPECS. FROM TABLE (1). ADDED NOTE (L). REVISED TABLE TITLE. REORDERED GENERAL NOTES, REFORMATTED SHEET, REVISED NOTES, MISC. EDITS TO DRAWING.
- REV. 4-1-08: REMOVED TEMPORARY REFERENCE, REVISED NOTES, AND MISC. EDITS TO DRAWING.
- REV. 8-1-12: MINOR EDITS TO GENERAL NOTES.
- REV. 3-16-17: CHANGED SECOND NOTE (M) TO NOTE (N).
- REV. 05-01-20: ADDED AASHTO REFERENCE IN TABLE, UPDATED GENERAL NOTES (K) AND REDREW SHEET.
- REV. 06-15-21: ADDED ALTERNATE POST SIZE AND REVISED POST EMBEDMENT LENGTH.

SILT FENCE FABRIC SPECIFICATIONS	
FABRIC PROPERTY AND TEST METHODS	REQUIRED PHYSICAL PROPERTIES (MARV VALUES OF TEST DATA)
GEOTEXTILE FABRIC TYPE	WOVEN SLIT FILM (PER AASHTO M288)
APPARENT OPENING SIZE (ASTM D4751)	#30 TO #70 STANDARD SIEVE
WATER FLUX (ASTM D4491)	≥ 4 GPM/FT <sup>2</sup>
TENSILE STRENGTH (ASTM D4632)	≥ 120 LB. (WARP DIRECTION) X 100 LB. (FILL DIRECTION)
ULTRAVIOLET STABILITY (AFTER 500 HRS PER ASTM D4355)	≥ 70%
ELONGATION (ASTM D4632)	≤ 20% (MAX)
BURST STRENGTH (ASTM D3786)	≥ 250 PSI
PUNCTURE STRENGTH (ASTM D4833)	≥ 60 LB.
TRAPEZOIDAL TEAR (ASTM D4533)	≥ 50 LB. (WARP DIRECTION) X 40 LB. (FILL DIRECTION)



**ELEVATION VIEW**



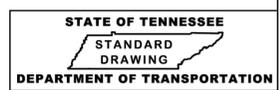
**SECTIONAL VIEW**

EROSION CONTROL PLAN LEGEND: \* SF \* SF \* SF \* SILT FENCE

NOT TO SCALE

**SILT FENCE GENERAL NOTES**

- (A) SILT FENCE IS USED TO INTERCEPT SMALL AMOUNTS OF SEDIMENT AND REDUCE VELOCITY FROM SHEET FLOW ONLY. DO NOT USE IT ADJACENT TO NATURAL WATER RESOURCES (WETLANDS OR STREAMS) OR ACROSS CONCENTRATED FLOW PATHS.
- (B) THE MAXIMUM DRAINAGE AREA SIZE FOR A CONTINUOUS BARRIER SHALL BE 1/4 ACRE PER 100 LINEAR FEET OF FENCE LENGTH UP TO A MAXIMUM DRAINAGE AREA OF 2 ACRES. MAXIMUM SLOPE LENGTH BEHIND FENCE ON UPSLOPE SIDE SHALL BE 110 FEET (AS MEASURED ALONG THE GROUND SURFACE).
- (C) WHEN INSTALLED AT THE TOE OF A SLOPE, SILT FENCE SHOULD BE PLACED 5 FEET TO 7 FEET AWAY FROM THE TOE TO ALLOW SPACE FOR PONDING OF WATER, COLLECTION OF SEDIMENT, AND EASE OF MAINTENANCE AND REMOVAL.
- (D) WHEN TWO SECTIONS OF SILT FENCE FABRIC ADJOIN EACH OTHER THEY SHALL BE JOINED ACCORDING TO THE DETAILS ON STANDARD DRAWING EC-STR-3E.
- (E) MAINTENANCE SHALL BE PERFORMED AS NEEDED; CAPTURED SOIL MATERIAL SHALL BE REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE AND/OR OTHER EVIDENCE OF FILTER CLOGGING IS OBSERVED.
- (F) STEEL POSTS SHALL BE ROLLED FROM HIGH CARBON STEEL AND SHALL HAVE A MINIMUM WEIGHT OF 1.25 LB/FT. POSTS SHALL BE HOT-DIPPED GALVANIZED OR PAINTED WITH HIGH GRADE WEATHER RESISTANT STEEL PAINT. STEEL POSTS SHALL BE EQUIPPED WITH AN ANCHOR PLATE HAVING A MINIMUM AREA OF 14 SQUARE INCHES. POSTS SHALL BE STUDDED, EMBOSSED, OR PUNCHED TO AID IN THE ATTACHMENT OF THE WIRE BACKING. POSTS AND ANCHOR PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A702.
- (G) WHEN STEEL POSTS ARE USED THEY SHALL HAVE A PROJECTION FOR FASTENING WIRE TO THEM. THE WIRE FASTENERS SHOULD BE EVENLY SPACED WITH AT LEAST FIVE PER POST.
- (H) IF THE FILTER MATERIAL IS STAPLED TO THE WOODEN STAKES, HEAVY DUTY WIRE STAPLES WITH ONE-HALF INCH LENGTH AND 1 INCH WIDTH SHALL BE USED AND EVENLY SPACED WITH AT LEAST FOUR PER POST. SILT FENCE FABRIC SHALL NOT BE STAPLED TO TREES.
- (I) SILT FENCES SHOULD BE PLACED ALONG OR NEAR THE GROUND CONTOUR. THE BOTTOM OF FENCE AT GROUNDLINE SHOULD BE ON A ZERO PERCENT (0%) GRADE, PLUS OR MINUS FIVE TENTHS OF ONE PERCENT (0.5%). THE ENDS OF A ROW OF SILT FENCE SHOULD BE TURNED UPSLOPE FORMING A J-HOOK TO FILTER ANY CONCENTRATED FLOW BEHIND FENCE.
- (J) A PREASSEMBLED SILT FENCE MEETING THE REQUIREMENTS OF THIS DRAWING IS ACCEPTABLE IN LIEU OF A FIELD CONSTRUCTED SILT FENCE.
- (K) STATIC SLICING IS THE PREFERRED METHOD OF FENCE INSTALLATION. STATIC SLICING INVOLVES THE INSERTION OF A NARROW CUTTING BLADE PLACED AT THE SPECIFIED ANCHOR DEPTH FOR THE GIVEN FABRIC AS SHOWN ON THE APPLICABLE DETAIL, AND SIMULTANEOUSLY PULLING THE FENCE FABRIC INTO THE TRENCH AS THE TRENCH IS BEING EXCAVATED. ALTERNATE TRENCH-BASED METHODS ARE ALSO ACCEPTABLE. DO NOT USE EQUIPMENT THAT WILL DISTURB WIDER THAN 4" IN-SITU SOIL SUCH AS BACKHOE. FOR TRENCH-BASED INSTALLATIONS, SILT FENCING SHALL BE INSTALLED PER THE FOLLOWING STEPS AND IN THE FOLLOWING ORDER:
  1. EXCAVATE TRENCH A MAXIMUM OF 4 INCHES WIDE AND 6 INCHES DEEP. THE TRENCH SHALL BE HAND-CLEANED FOLLOWING EXCAVATION TO REMOVE BULKY DEBRIS SUCH AS ROCKS, STICKS, AND SOIL CLODS FROM THE TRENCH.
  2. INSTALL FABRIC IN TRENCH.
  3. BACKFILL TRENCH (OVER-FILL) WITH SOIL PLACED AROUND FABRIC.
  4. COMPACT SOIL BACKFILL WITH MECHANICAL EQUIPMENT. DO NOT DAMAGE THE FABRIC DURING COMPACTION (DAMAGED FABRIC SHALL BE REPLACED).
  5. DRIVE AND SET SUPPORT POSTS PER SPACING REQUIREMENTS GIVEN ON THE APPLICABLE FENCE DETAIL. FOR PRE-ASSEMBLED SILT FENCE, DRIVE SUPPORT IN TO GROUND FIRST, FOLLOWED BY FABRIC PLACEMENT IN TRENCH.
  6. ATTACH FABRIC TO THE POSTS USING WIRE TIES OR STAPLES. SPACING AND DENSITY OF TIES OR STAPLES SHALL BE INSTALLED AS DESCRIBED IN NOTES (G) AND (H).
- (L) ONLY SILT FENCE FABRIC LISTED ON THE QUALIFIED PRODUCTS LIST MAY BE USED. ANY PRODUCTS LISTED ON THE QUALIFIED PRODUCTS LIST AS AN APPROVED ALTERNATE MAY ALSO BE USED.
- (M) NOT APPLICABLE
- (N) SEDIMENT SHALL BE REMOVED FROM BEHIND THE SILT FENCE WHEN IT HAS ACCUMULATED TO ONE-HALF THE ORIGINAL HEIGHT OF THE STRUCTURE.



**SILT FENCE**

12-18-2002 EC-STR-3B

CAD FILE: C:\P\WORK\019\019.DWG; 03-00-DETAILS.DWG; LAYOUT: CG5 - SILT FENCE BY: HALEY, WILLU

REINFORCING BAR LIST				
MARK	SIZE	LOCATION	SHAPE	SPACING
6b1	6	BASE	—	7'-8" 12"
6b2	6	BASE	—	9'-2" 12"
5b3	5	BASE	—	7'-8" 12"
5b4	5	BASE	—	9'-2" 12"
* 711	7	TOP	—	5'-8" 6"
* 712	7	TOP	—	7'-2" 6"
* 513	5	TOP	—	2'-11" --
6w1	6	WALLS	—	WALL HEIGHT MINUS 4" 12"
6w2	6	WALLS	—	10'-10" 12"
6w3	6	WALLS	—	4'-8" 12"
6w4	6	WALLS	—	6'-2" 12"

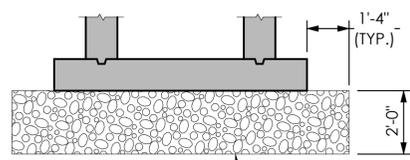
\* EPOXY COATED REINFORCING STEEL

NOTES:

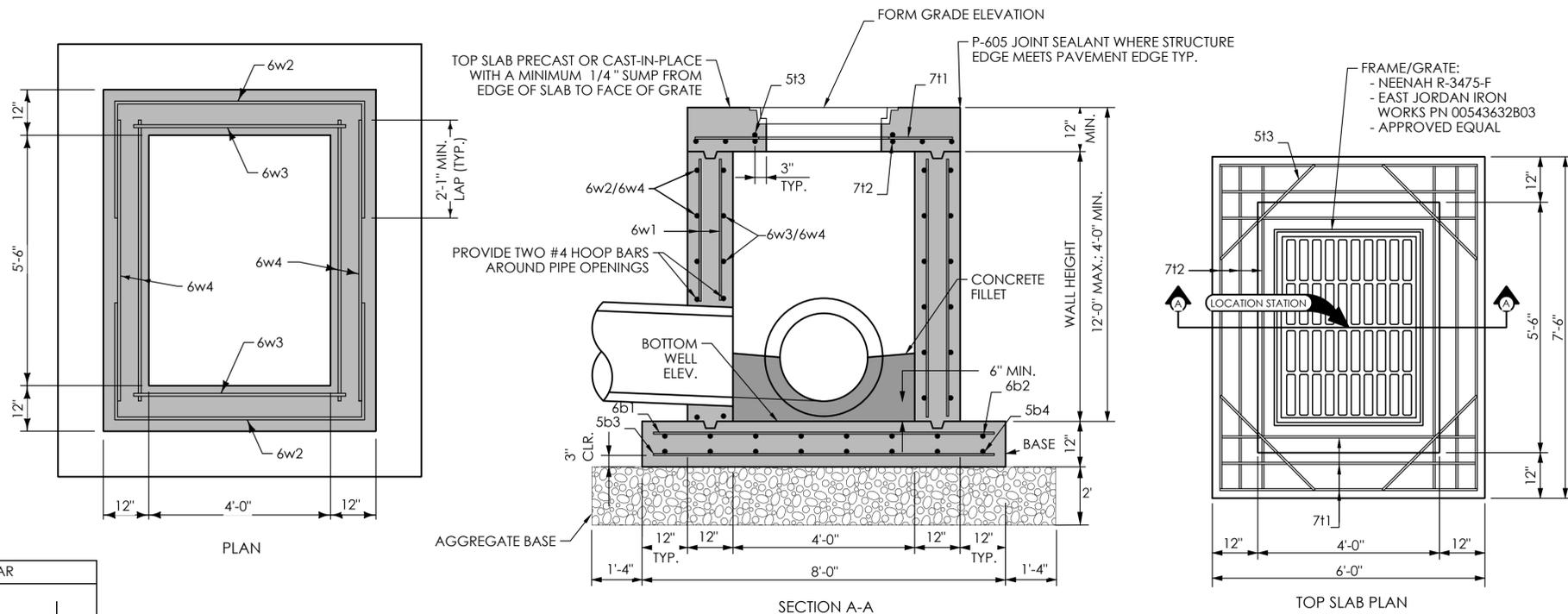
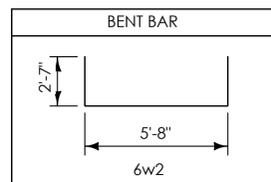
INTAKE FOOTING IS BASED ON AN ALLOWABLE BEARING PRESSURE OF 6000 PSF. THE ALLOWABLE BEARING SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION TO ACHIEVE AN ACCEPTABLE LEVEL OF SETTLEMENT.

AGGREGATE BASE SHALL BE COMPACTED TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY VALUE MODIFIED PROCTOR.

THE MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.

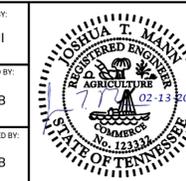


AGGREGATE BASE  
GRANULAR BEDDING DETAIL

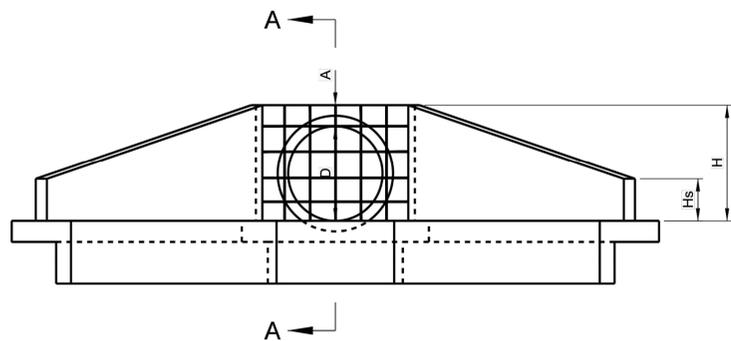


**01** DOUBLE GRATE INLET IN PAVEMENT  
SCALE: NONE

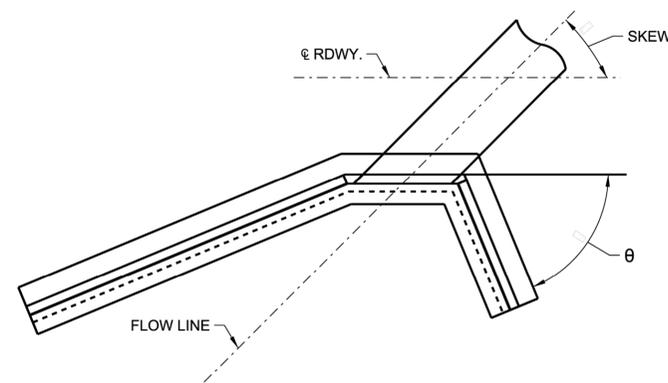



JOB NO.		
DRAWN BY: AJI		
CHECKED BY: JEB		
APPROVED BY: JEB		
ENGINEER-SUBCONSULTANT		
JOB NO.		
REVISIONS		
MARK	DATE	DESCRIPTION
MISCA PROJ. NO.		
PROJECT: <b>SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1</b>		
SHEET TITLE: <b>DRAINAGE &amp; EROSION CONTROL DETAILS</b>		
DWG. FILE NAME: C5.00-DETAILS.dwg		
DATE: 2.13.2026	SHEET NO. <b>CG5.04</b>	

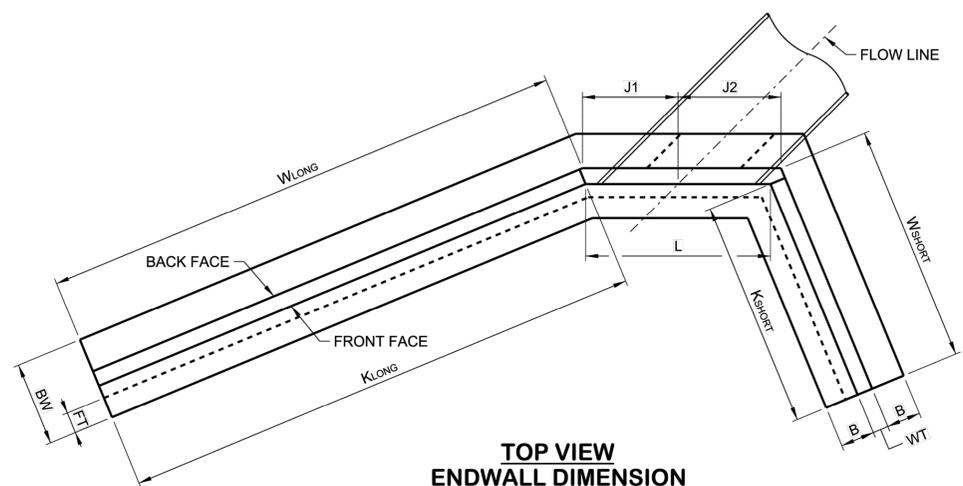
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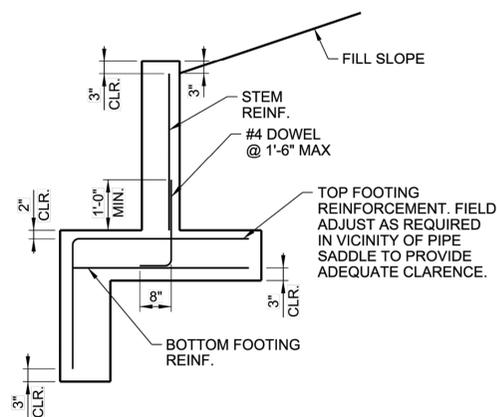
**ELEVATION - ROUND PIPE**



**LOCATION SKETCH**

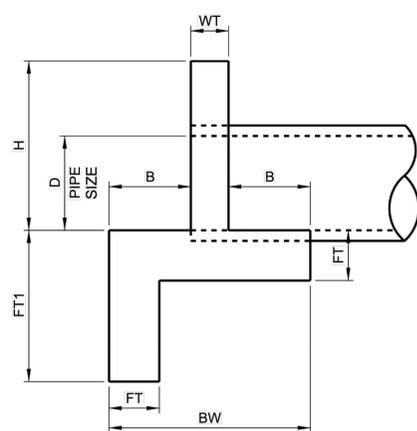


**TOP VIEW  
ENDWALL DIMENSION  
LABELS**



**SECTION A-A \***

(ENDWALL SHOWING REINFORCEMENT DETAILS)



**SECTION A-A \***

(ENDWALL SHOWING DIMENSION LABELS)

\* SECTION IS FOR BOTH ROUND AND OVAL PIPES

**STRUCTURAL DESIGN ASSUMPTIONS**

- 1) ACTIVE EARTH PRESSURE ON FILL SIDE
- 2) UNIT WEIGHT OF BACKFILL = 120 POUNDS PER CUBIC FOOT
- 3) INTERNAL ANGLE OF FRICTION = 28 DEGREES
- 4) COEFFICIENT OF FRICTION BETWEEN BASE AND SUBGRADE = 0.40
- 5) NOMINAL BEARING RESISTANCE = 6000 POUNDS PER SQ. FOOT
- 6) SOIL ON TOE SIDE OF FOOTING TO REMAIN UNDISTURBED

**GENERAL NOTES**

- (A) SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (CURRENT EDITION).
- (B) NOT APPLICABLE
- (C) NOT APPLICABLE
- (D) REINFORCING STEEL: TO BE ASTM A615 GRADE 60. STANDARD CRSI HOOK DETAILS APPLY. SPACING DIMENSIONS ARE CENTER TO CENTER UNLESS OTHERWISE NOTED.
- (E) WELDED WIRE REINFORCEMENT: TO BE AASHTO M221, ASTM A1064. MINIMUM YIELD STRENGTH TO BE 60 KSI. REFER TO STRUCTURAL WELDED WIRE REINFORCEMENT MANUAL OF STANDARD PRACTICE FOR DESIGN AND DETAILING CRITERIA.
- (F) NOT APPLICABLE
- (G) FOUNDATION SHOWN IS FOR PLACEMENT ON SOIL. IF WALL IS PLACED ON SOLID ROCK FOUNDATION, ALTERNATIVE DESIGNS MAY BE SUBMITTED TO THE DEPARTMENT FOR APPROVAL.
- (H) 4" DIAMETER WEEP HOLES AT MAXIMUM 10'-0" CENTER-TO-CENTER ARE TO BE PLACED AT THE LOWEST POINT PRACTICAL FOR PROPER DRAINAGE. THE ENGINEER WILL DETERMINE BOTH HORIZONTAL AND VERTICAL SPACING OF WEEP HOLES. PIPE IS TO BE PAID FOR UNDER THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (I) FOR PROTECTED ENDWALLS ON SKEWS OR FILL SLOPES OTHER THAN THOSE DETAILED, ROUNDING/WARPING OF THE FILL SLOPES NEAR THE ENDWALLS IS PERMISSIBLE.
- (J) PRECASTING IS ALLOWED.
- (K) PROTECTED ENDWALLS MAY NOT BE USED INSIDE THE CLEAR ZONE UNLESS SHIELDED BY GUARDRAIL OR OTHER SAFETY DEVICE.
- (L) SEE D-PEW-2 FOR ROUND PIPE ENDWALL FOR DETAILS AND QUANTITIES.
- (M) SEE D-PEW-3 FOR OVAL PIPE ENDWALL FOR DETAILS AND QUANTITIES.
- (N) DIMENSIONAL AND REINFORCING TOLERANCES WILL BE AS SHOWN IN STANDARD OPERATING PROCEDURE (SOP) 5-3.
- (O) THE CONTRACTOR MAY ELECT TO SUBSTITUTE AN APPROVED ALTERNATE DESIGN.

STATE OF TENNESSEE  
STANDARD DRAWING  
DEPARTMENT OF TRANSPORTATION

PROTECTED ENDWALLS FOR ROUND & OVAL PIPES

(PIPE SIZES 18" TO 72", ALL SKEWS, 2:1 & 3:1 SLOPES)

09-15-21 D-PEW-1

NOT TO SCALE

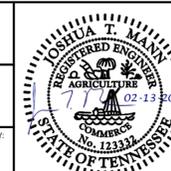


JOB NO.

DRAWN BY:  
AJI

CHECKED BY:  
JEB

APPROVED BY:  
JEB



ENGINEER-SUBCONSULTANT

JOB NO.

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

PROJECT:

SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE:  
DRAINAGE & EROSION CONTROL DETAILS

DWG. FILE NAME  
C5.00-DETAILS.dwg

DATE  
2.13.2026

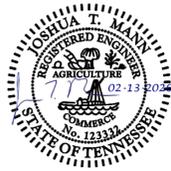
SCALE

SHEET NO.  
CG5.05

CAD FILE: C:\PW\WORK\019\PW\LE\DR\8662\CS\00\DETAILS\DWG\Layout.dwg 07 - WINGWALL BY: HALEY, WILLU



JOB NO.  
 DRAWN BY: AJI  
 CHECKED BY: JEB  
 APPROVED BY: JEB



ENGINEER-SUBCONSULTANT

JOB NO.

REVISIONS		
MARK	DATE	DESCRIPTION

MISCELLANEOUS PROJ. NO.

PROJECT:  
**SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1**

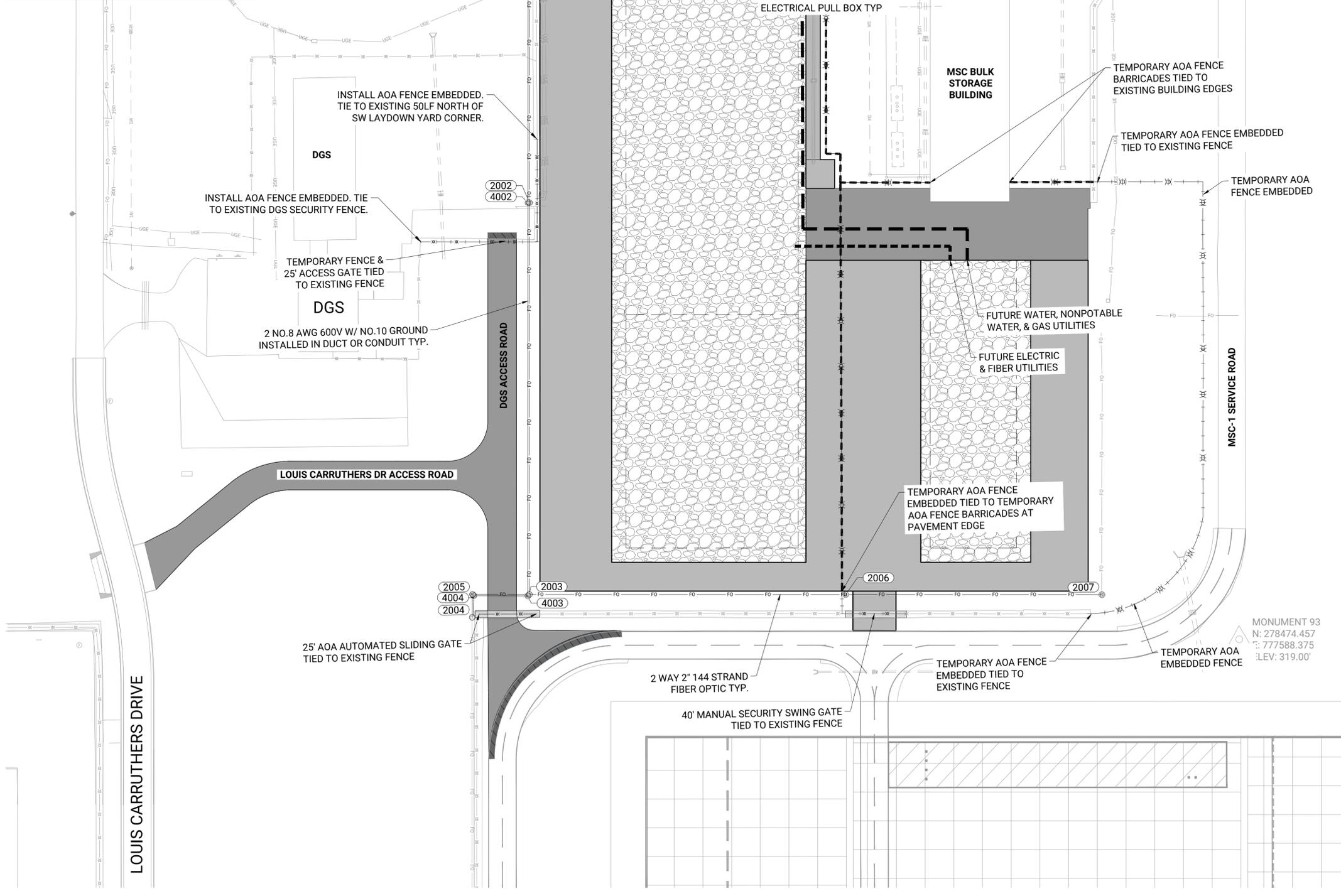
SHEET TITLE:  
**DRAINAGE & EROSION CONTROL DETAILS**

DWG. FILE NAME: C5.00-DETAILS.dwg  
 DATE: 2.13.2026  
 SCALE: CG5.06

### ROUND PIPES

DIAM. D	DIMENSIONS										2:1 SLOPE DIMENSION		2:1 SLOPE ESTIMATED QUANTITIES					3:1 SLOPE DIMENSION		3:1 SLOPE ESTIMATED QUANTITIES										
	WT	A	Hs	H	FT	FT1	SKEW	WING	θ	L	B	BW	J1	J2	W	K	STEM REINF.	BOTTOM FOOTING REINF.	TOP FOOTING REINF.	STEEL REINF* (LBS)	CONC. CU. YDS.	W	K	STEM REINF.	BOTTOM FOOTING REINF.	TOP FOOTING REINF.	STEEL REINF* (LBS)	CONC. CU. YDS.		
18"	6"	6"	1'-6"	2'-0"	9"	1'-6"	90°	BOTH	45°-00'	3'-1"	1'-3"	3'-0"	1'-9"	1'-9"	1'-5"	1'-2 1/2"	WWR @ 0.03 IN <sup>2</sup> /FT	WWR @ 0.03 IN <sup>2</sup> /FT	WWR @ 0.04 IN <sup>2</sup> /FT	21	0.72	2'-1 1/2"	1'-11"	WWR @ 0.03 IN <sup>2</sup> /FT	WWR @ 0.03 IN <sup>2</sup> /FT	WWR @ 0.04 IN <sup>2</sup> /FT	25	0.91		
								LONG	37°-30'	3'-1 5/8"			1'-8 7/8"	1'-9 3/4"	1'-7 3/4"	1'-5 3/4"				21	0.73	2'-5 5/8"	2'-3 1/2"				26	0.93		
								SHORT	52°-30'				1'-3 1/8"	1'-9 3/4"	1'-10 1/8"	1'-7 3/4"				22	0.78	1'-10 3/4"	1'-7 3/4"				27	0.99		
								LONG	30°-00'	3'-3 3/4"			1'-9 1/2"	1'-11 3/8"	2'-0"	1'-10 3/8"				25	0.89	3'-0"	2'-10 3/8"				3'-11"	3'-9 7/8"	31	1.15
								SHORT	60°-00'				1'-11 3/8"	2'-2 1/4"	2'-7 3/8"	2'-6 1/4"				42	1.40	1'-8 3/4"	1'-5 3/8"				4'-2 7/8"	4'-0 3/8"	55	1.87
								LONG	22°-30'	3'-8 3/8"			1'-11 3/8"	2'-2 1/4"	2'-7 3/8"	2'-6 1/4"				43	1.43	3'-11"	3'-9 7/8"				4'-11 1/8"	4'-9 1/8"	56	1.91
24"	6"	1'-0"	2'-0"	3'-0"	9"	2'-0"	90°	BOTH	45°-00'	3'-8 1/2"	1'-3"	3'-0"	2'-0 3/4"	2'-0 3/4"	3'-3 3/8"	3'-1 3/8"	WWR @ 0.07 IN <sup>2</sup> /FT	WWR @ 0.03 IN <sup>2</sup> /FT	WWR @ 0.05 IN <sup>2</sup> /FT	42	1.40	4'-2 7/8"	4'-0 3/8"	WWR @ 0.07 IN <sup>2</sup> /FT	WWR @ 0.03 IN <sup>2</sup> /FT	WWR @ 0.05 IN <sup>2</sup> /FT	55	1.87		
								LONG	37°-30'	3'-9 3/8"			2'-0 3/4"	2'-1 5/8"	3'-3 3/8"	3'-1 3/8"				43	1.43	4'-11 1/8"	4'-9 1/8"				4'-9 1/8"	4'-9 1/8"	56	1.91
								SHORT	52°-30'				2'-0 3/4"	2'-1 5/8"	2'-6 1/4"	2'-3 1/4"				47	1.54	3'-9 3/8"	3'-6 3/8"				6'-0"	5'-10 3/8"	61	2.06
								LONG	30°-00'	4'-0 1/4"			2'-1 3/4"	2'-3 5/8"	2'-3 3/4"	2'-0 1/4"				53	1.78	6'-0"	5'-10 3/8"				7'-4 3/4"	7'-2 5/8"	69	2.39
								SHORT	60°-00'				2'-1 3/4"	2'-3 5/8"	2'-3 3/4"	2'-0 1/4"				68	2.07	3'-5 5/8"	3'-2 1/8"				7'-10 1/8"	7'-8 7/8"	91	2.82
								LONG	22°-30'	4'-6 3/8"			2'-4 3/8"	2'-7 1/4"	5'-2 3/4"	5'-1 1/2"				69	2.12	7'-10 1/8"	7'-8 7/8"				7'-10 1/8"	7'-8 7/8"	93	2.89
30"	6"	1'-0"	2'-0"	3'-6"	9"	2'-3"	90°	BOTH	45°-00'	4'-3 3/4"	1'-3"	3'-0"	2'-4 3/8"	2'-4 3/8"	4'-11 1/8"	4'-9 1/8"	WWR @ 0.09 IN <sup>2</sup> /FT	WWR @ 0.03 IN <sup>2</sup> /FT	WWR @ 0.06 IN <sup>2</sup> /FT	68	2.07	6'-4 3/8"	6'-1 7/8"	WWR @ 0.09 IN <sup>2</sup> /FT	WWR @ 0.03 IN <sup>2</sup> /FT	WWR @ 0.06 IN <sup>2</sup> /FT	91	2.82		
								LONG	37°-30'	4'-4 3/4"			2'-4 1/2"	2'-5 3/8"	4'-11 1/8"	4'-9 1/8"				69	2.12	7'-4 3/4"	7'-2 5/8"				7'-4 3/4"	7'-2 5/8"	93	2.89
								SHORT	52°-30'				2'-4 1/2"	2'-5 3/8"	3'-9 3/8"	3'-6 3/8"				75	2.29	5'-8 1/8"	5'-5 1/8"				5'-8 1/8"	5'-5 1/8"	100	3.12
								LONG	30°-00'	4'-8 3/8"			2'-5 3/4"	2'-7 5/8"	6'-0"	5'-10 3/8"				87	2.66	9'-0"	8'-10 3/8"				11'-9 1/8"	11'-7 7/8"	116	3.63
								SHORT	60°-00'				2'-5 3/4"	2'-7 5/8"	3'-5 5/8"	3'-2 1/8"				109	2.82	5'-2 3/8"	4'-10 7/8"				11'-9 1/8"	11'-7 7/8"	147	3.89
								LONG	22°-30'	5'-4 1/4"			2'-9 1/4"	3'-0 1/8"	7'-10 1/8"	7'-8 7/8"				111	2.89	11'-9 1/8"	11'-7 7/8"				11'-9 1/8"	11'-7 7/8"	151	3.98
36"	6"	1'-0"	2'-0"	4'-0"	9"	2'-6"	90°	BOTH	45°-00'	4'-11 1/4"	1'-3"	3'-0"	2'-8 1/8"	2'-8 1/8"	5'-7 7/8"	5'-5 3/8"	WWR @ 0.12 IN <sup>2</sup> /FT	WWR @ 0.04 IN <sup>2</sup> /FT	WWR @ 0.07 IN <sup>2</sup> /FT	109	2.82	8'-5 7/8"	8'-3 3/8"	WWR @ 0.12 IN <sup>2</sup> /FT	WWR @ 0.04 IN <sup>2</sup> /FT	WWR @ 0.07 IN <sup>2</sup> /FT	147	3.89		
								LONG	37°-30'	5'-0 1/2"			2'-8 1/4"	2'-9 1/4"	6'-6 7/8"	6'-4 7/8"				111	2.89	9'-10 1/4"	9'-8 1/4"				9'-10 1/4"	9'-8 1/4"	151	3.98
								SHORT	52°-30'				2'-8 1/4"	2'-9 1/4"	5'-0 1/2"	4'-9 1/2"				120	3.13	7'-6 3/4"	7'-3 3/4"				12'-0"	11'-10 3/8"	163	4.31
								LONG	30°-00'	5'-4 7/8"			2'-10"	2'-11 7/8"	8'-0"	7'-10 3/8"				139	3.63	12'-0"	11'-10 3/8"				15'-8 1/8"	15'-7"	189	5.02
								SHORT	60°-00'				2'-10"	2'-11 7/8"	4'-7 3/8"	4'-3 7/8"				151	3.52	15'-8 1/8"	15'-7"				15'-8 1/8"	15'-7"	208	4.88
								LONG	22°-30'	6'-2 1/8"			3'-2 1/4"	3'-5 1/8"	10'-5 3/8"	10'-4 1/8"				154	3.61	6'-5 7/8"	6'-1 7/8"				10'-4 1/8"	10'-4 3/4"	212	5.00
42"	6"	1'-0"	2'-0"	4'-6"	9"	2'-6"	90°	BOTH	45°-00'	5'-6 1/2"	1'-3"	3'-0"	2'-11 3/4"	2'-11 3/4"	7'-0 7/8"	6'-10 3/8"	WWR @ 0.16 IN <sup>2</sup> /FT	WWR @ 0.04 IN <sup>2</sup> /FT	WWR @ 0.07 IN <sup>2</sup> /FT	151	3.52	10'-7 1/4"	10'-4 3/4"	WWR @ 0.16 IN <sup>2</sup> /FT	WWR @ 0.04 IN <sup>2</sup> /FT	WWR @ 0.07 IN <sup>2</sup> /FT	208	4.88		
								LONG	37°-30'	5'-8"			3'-0"	3'-1"	8'-2 1/2"	8'-0 1/2"				154	3.61	12'-3 7/8"	12'-1 3/4"				12'-3 7/8"	12'-1 3/4"	212	5.00
								SHORT	52°-30'				3'-0"	3'-1"	6'-3 5/8"	6'-0 5/8"				166	3.90	9'-5 1/2"	9'-2 1/2"				15'-0"	14'-10 3/8"	230	5.42
								LONG	30°-00'	6'-1"			3'-2 1/8"	3'-4"	10'-0"	9'-10 3/8"				193	4.54	15'-0"	14'-10 3/8"				15'-0"	14'-10 3/8"	266	6.31
								SHORT	60°-00'				3'-2 1/8"	3'-4"	5'-9 1/4"	5'-5 3/4"				209	5.51	8'-7 7/8"	8'-4 1/2"				8'-7 7/8"	8'-4 1/2"	288	7.69
								LONG	22°-30'	7'-0"			3'-7 1/8"	3'-10"	13'-0 3/4"	12'-11 5/8"				215	5.65	19'-7 1/8"	19'-6"				19'-7 1/8"	19'-6"	296	7.89
48"	9"	1'-0"	2'-0"	5'-0"	9"	2'-9"	90°	BOTH	45°-00'	6'-2"	1'-6"	3'-9"	3'-4 3/4"	3'-4 3/4"	8'-5 7/8"	8'-2 1/8"	WWR @ 0.10 IN <sup>2</sup> /FT	WWR @ 0.06 IN <sup>2</sup> /FT	WWR @ 0.10 IN <sup>2</sup> /FT	209	5.51	12'-8 3/4"	12'-5"	WWR @ 0.10 IN <sup>2</sup> /FT	WWR @ 0.06 IN <sup>2</sup> /FT	WWR @ 0.10 IN <sup>2</sup> /FT	288	7.69		
								LONG	37°-30'	6'-3 3/4"			3'-4 7/8"	3'-6 1/4"	9'-10 1/4"	9'-7 1/4"				215	5.65	14'-9 3/8"	14'-6 3/8"				14'-9 3/8"	14'-6 3/8"	296	7.89
								SHORT	52°-30'				3'-4 7/8"	3'-6 1/4"	7'-6 3/4"	7'-2 1/4"				232	6.11	11'-4 1/8"	10'-11 5/8"				18'-0"	17'-9 5/8"	320	8.54
								LONG	30°-00'	6'-9 3/8"			3'-7 1/8"	3'-9 7/8"	12'-0"	11'-9 5/8"				270	7.10	18'-0"	17'-9 5/8"				10'-4 3/4"	9'-11 1/2"	372	9.95
								SHORT	60°-00'				3'-7 1/8"	3'-9 7/8"	6'-11 1/8"	6'-5 7/8"				294	6.74	10'-4 3/4"	9'-11 1/2"				10'-4 3/4"	9'-11 1/2"	405	9.42
								LONG	22°-30'	7'-10"			4'-0 3/4"	4'-5"	15'-8 1/8"	15'-6 3/8"				301	6.91	23'-6 1/4"	23'-4 1/2"				17'-3"	16'-11 7/8"	416	9.66
54"	9"	1'-0"	2'-0"	5'-6"	9"	3'-0"	90°	BOTH	45°-00'	6'-11 1/2"	1'-6"	3'-9"	3'-9 1/2"	3'-9 1/2"	9'-10 3/4"	9'-7"	WWR @ 0.12 IN <sup>2</sup> /FT	WWR @ 0.07 IN <sup>2</sup> /FT	WWR @ 0.12 IN <sup>2</sup> /FT	294	6.74	14'-10 1/4"	14'-6 1/2"	WWR @ 0.12 IN <sup>2</sup> /FT	WWR @ 0.07 IN <sup>2</sup> /FT	WWR @ 0.12 IN <sup>2</sup> /FT	405	9.42		
								LONG	37°-30'	7'-1 3/8"			3'-9 3/4"	3'-11 1/8"	11'-6"	11'-3"				301	6.91	17'-3"	16'-11 7/8"				13'-2 7/8"	12'-10 3/8"	416	9.66
								SHORT	52°-30'				3'-9 3/4"	3'-11 1/8"	8'-9 7/8"	8'-5 3/8"				326	7.46	21'-0"	20'-9 5/8"				13'-2 7/8"	12'-10 3/8"	451	10.46
								LONG	30°-00'	7'-7 7/8"			4'-0 3/8"	4'-3 1/8"	14'-0"	13'-9 5/8"				378	8.67	21'-0"	20'-9 5/8"				12'-1 1/2"	11'-8 1/4"	525	12.18
								SHORT	60°-00'				4'-0 3/8"	4'-3 1/8"	8'-1"	7'-7 3/4"				434	8.54	12'-1 1/2"	11'-8 1/4"				27'-5 1/4"	27'-3 1/2"	605	12.00
								LONG	22°-30'	8'-9 7/8"			4'-6 3/4"	4'-10 7/8"	18'-3 1/2"	18'-1 3/4"				444	8.75	27'-5 1/4"	27'-3 1/2"				18'-0 3/8"	17'-8 5/8"	620	12.31
60"	9"	1'-3"	2'-0"	6'-3"	9"	3'-3"	90°	BOTH	45°-00'	7'-6 3/4"	1'-6"	3'-9"	4'-1 1/8"	4'-1 1/8"	12'-0 1/4"	11'-8 1/2"	WWR @ 0.16 IN <sup>2</sup> /FT	WWR @ 0.08 IN <sup>2</sup> /FT	WWR @ 0.14 IN <sup>2</sup> /FT	434	8.54	18'-0 3/8"	17'-8 5/8"	WWR @ 0.16 IN <sup>2</sup> /FT	WWR @ 0.08 IN <sup>2</sup> /FT	WWR @ 0.14 IN <sup>2</sup> /FT	605	12.00		
								LONG	37°-30'	7'-8 7/8"			4'-1 1/2"	4'-2 7/8"	13'-11 1/2"	13'-8 1/2"				444	8.75	20'-11 3/8"	20'-8 1/4"				16'-0 7/8"	15'-8 3/8"	620	12.31
								SHORT	52°-30'				4'-1 1/2"	4'-2 7/8"	10'-8 5/8"	10'-4 1/8"				481	9.47	16'-0 7/8"	15'-8 3/8"				25'-6"	25'-3 5/8"	671	13.33
								LONG	30°-00'	8'-4"			4'-4 3/8"	4'-7 1/4"	17'-0"	16'-9 5/8"				560	11.02	14'-8 5/8"	14'-3 1/2"				33'-3 3/4"	33'-2"	783	15.54
								SHORT	60°-00'				4'-4 3/8"	4'-7 1/4"	9'-9 3/4"	9'-4 5/8"				553	9.93	14'-8 5/8"	14'-3 1/2"				13'-9 5/8"	13'-3 5/8"	772	13.99
								LONG	22°-30'	9'-7 5/8"			4'-11 5/8"	5'-3 7/8"	22'-2 1/2"	22'-0 3/4"				568	10.18	33'-3 3/4"	33'-2"				20'-11 3/8"	20'-8 1/4"	783	15.54
66"	9"	1'-3"	2'-0"	6'-9"	9"	3'-6"	90°	BOTH	45°-00'	8'-2 1/4"	1'-6"	3'-9"	4'-4 7/8"	4'-4 7/8"	13'-5 1/4"	13'-1 1/2"	WWR @ 0.19 IN <sup>2</sup> /FT	WWR @ 0.09 IN <sup>2</sup> /FT	WWR @ 0.15 IN <sup>2</sup> /FT	553	9.93	20'-1 7/8"	19'-10 1/8"	WWR @ 0.19 IN <sup>2</sup> /FT	WWR @ 0.09 IN <sup>2</sup> /FT	WWR @ 0.15 IN <sup>2</sup> /FT	772	13.99		
								LONG	37°-30'	8'-4 5/8"			4'-5 3/8"	4'-6 3/4"	15'-7 1/4"	15'-4 1/4"				568	10.18	23'-4 7/8"	23'-1 7/8"				17'-11 1/2"	17'-7 1/8"	792	14.34
								SHORT	52°-30'				4'-5 3/8"	4'-6 3/4"	11'-11 3/4"	1														

FENCING & UTILITY DATA				
P#	LOCATION	DESCRIPTION	NORTHING	EASTING
2000	FIBER	FIBER	279098.1052	777171.6881
2001	FIBER	FIBER	279102.3784	776984.7593
2002	FIBER	FIBER	278868.0900	776979.2825
2003	FIBER	FIBER	278527.7755	776971.2254
2004	FIBER	FIBER	278508.9895	776921.0870
2005	FIBER	FIBER	278528.9469	776921.7500
2006	FIBER	FIBER	278521.2537	777246.6906
2007	FIBER	FIBER	278515.9750	777469.6523
3000	WATER	WATER	279100.8631	777114.9117
3001	WATER	WATER	279099.3915	777178.2524
4000	ELEC	ELEC	279100.3612	777136.5137
4001	ELEC	ELEC	279103.9079	776983.5446
4002	ELEC	ELEC	278868.1329	776977.9625
4003	ELEC	ELEC	278526.5568	776969.8756
4004	ELEC	ELEC	278527.8980	776922.8770



LEGEND		
EXISTING	PROPOSED	
		ASPHALT - FULL DEPTH
		CONCRETE - FULL DEPTH
		GRAVEL
		SANITARY SEWER
		STORM SEWER - PIPE
		STORM SEWER - STRUCTURE
		WATER
		ELECTRICAL - UNDERGROUND
		FIBER OPTIC
		AOA FENCE (STANDARD)
		AOA FENCE (EMBEDDED)
		AOA FENCE (BARRICADES)
		PAVEMENT MARKINGS
		POINT CALLOUT
		ALIGNMENT

NOTES:

- CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION SHOWN HEREIN. ANY DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER, AND ANY MODIFICATION MUST BE APPROVED BY THE OWNER.
- MSC-1 SERVICE ROAD MUST BE OPEN TO TRAFFIC AT ALL TIMES.
- TEMPORARY AOA FENCING SHALL BE TIED DIRECTLY TO EXISTING AOA FENCING OR MAINTAIN NO MORE THAN A 2 INCH GAP. ALL AOA FENCING MODIFICATIONS SHALL REQUIRE APPROVAL FROM THE ENGINEER AND OWNER.
- TEMPORARY AOA FENCING ON BARRICADES SHALL BE OFFSET 2 FEET FROM PROPOSED PAVEMENT EDGES.
- TEMPORARY AOA FENCING INSTALLED IN GROUND SHALL BE OFFSET 5 FEET FROM EXISTING VSR PAVEMENT EDGES.
- SEE PHASING SHEETS FOR TEMPORARY FENCE PHASING INFORMATION.



JOB NO.

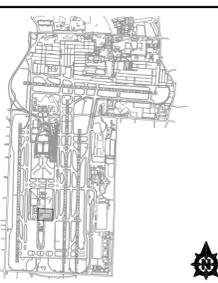
DRAWN BY: AJI

CHECKED BY: WUH

APPROVED BY: JEB

ENGINEER-SUBCONSULTANT

JOB NO.



REVISIONS		
MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

PROJECT:

**SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1**

SHEET TITLE:

**UTILITY & FENCING PLAN**

DWG. FILE NAME	
CU1.00 UTILITY.dwg	
DATE	SHEET NO.
2.13.2026	CU1.01
SCALE	
1" = 50'	

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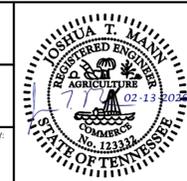


JOB NO.

DRAWN BY:  
AJI

CHECKED BY:  
JEB

APPROVED BY:  
JEB



ENGINEER-SUBCONSULTANT

JOB NO.

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

PROJECT:

**SNOW REMOVAL  
EQUIPMENT  
BUILDING - PHASE 1**

SHEET TITLE:

**UTILITY & FENCING  
DETAILS**

DWG. FILE NAME

C5.00-DETAILS.dwg

DATE

2.13.2026

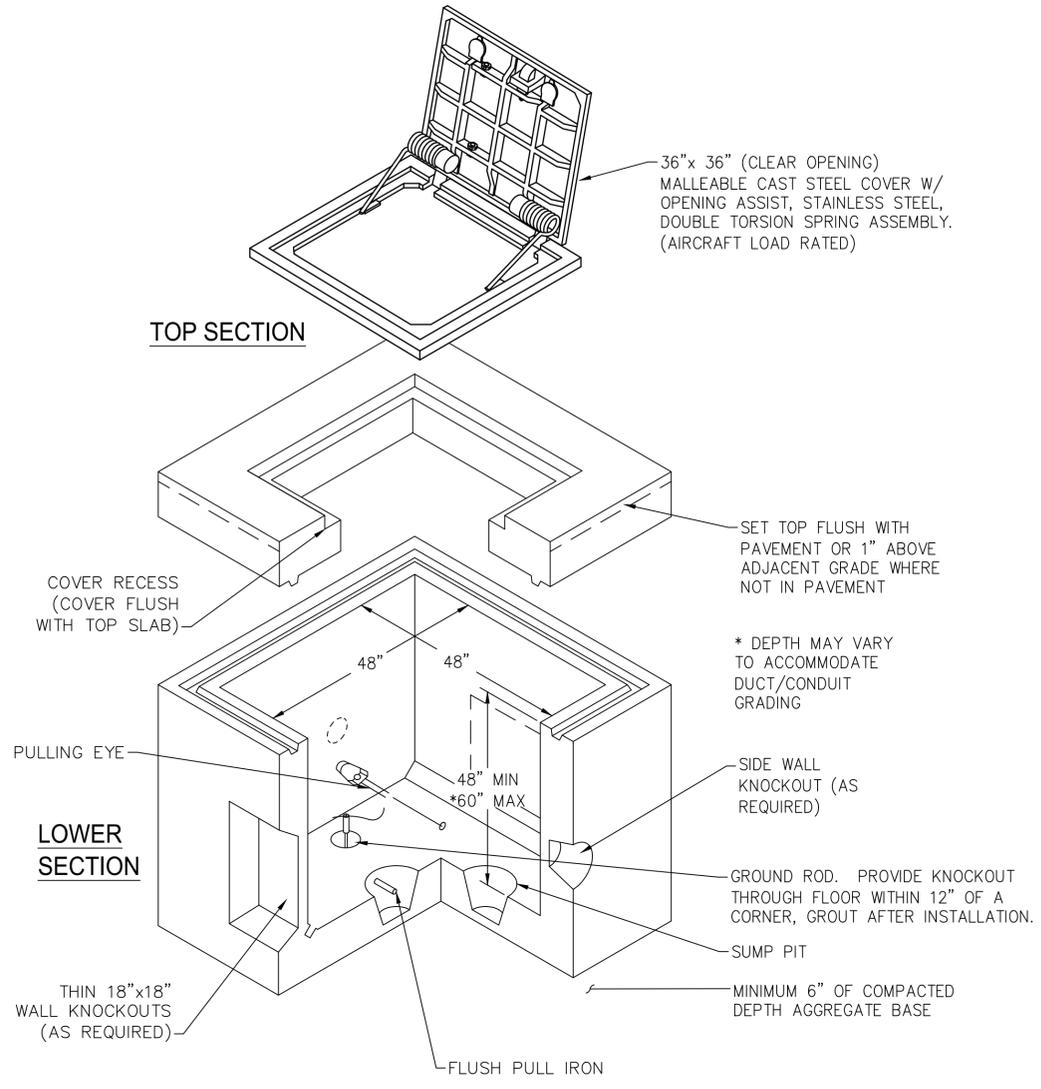
SHEET NO.

CU5.01

SCALE

NOTES:

- PULL BOX SHALL BE HS-20 RATED 4'X4' INTERIOR DIMENSIONS WITH SPRING ASSISTED ACCESS COVER WITH SECURITY BOLTING PROVISION, CABLE RACKS AND ARMS TO FORM THREE LEVELS OF RACKS AROUND INSIDE OF JUNCTION BOX 12", 24" AND 36" ABOVE FLOOR LEVEL, KNOCKOUTS FOR 4W-4" DUCT BANK ON ALL SIDES, AND PULLING EYES. OLDCASTLE PRECAST PRODUCTS OR US CONCRETE PRECAST WITH OPTIONS LISTED ABOVE OR APPROVED EQUIVALENT.
- CONDUITS STUBBED INTO PULL BOX SHALL BE SEALED WITH A WATERPROOF GROUT AND WATER/VERMIN-PROOF MASTIC.
- COUNTERPOISE SHALL PASS THROUGH THE PULL BOX ADJACENT TO THE CONDUITS AND CONNECT TO ONE GROUND ROD WHICH PENETRATES THE FLOOR WITHIN 6" OF A CORNER. LEAVE 6" OF GROUND ROD EXPOSED ABOVE FLOOR LEVEL FOR CONNECTIONS.
- MINIMUM EXCAVATION IS 5'-4" WIDE, 5'-4" LONG; DEPTH AS REQUIRED TO ENSURE A 6" LEVELED AGGREGATE BASE.
- SEAL JOINTS BETWEEN JUNCTION BOX SECTIONS WITH MANUFACTURER RECOMMENDED BUTYL RESIN.
- ALL MATERIALS AND ASSOCIATED HARDWARE IN THE PULL BOXES SHALL BE NON-CORROSIVE MATERIALS.
- CONTRACTOR SHALL GRADE AROUND JUNCTION BOXES AS NECESSARY TO PREVENT SILT/DIRT INFILTRATION INTO JUNCTION BOXES.
- JUNCTION BOX COVERS SHALL BE LABELED "MSCAA COMM FO" OR "MSCAA ELECTRICAL" AS NECESSARY.
- EXTENSION OF EXISTING CONDUITS AND TERMINATION OF CONDUITS SHALL BE INCIDENTAL TO PULL BOX INSTALLATION. NO SEPARATE PAYMENT SHALL BE MADE.
- SAW-CUTTING, REMOVAL, AND REPLACEMENT OF EXISTING PAVEMENT IN KIND TO INSTALL PULL BOX SHALL BE INCIDENTAL TO PULL BOX INSTALLATION. NO SEPARATE PAYMENT SHALL BE MADE.
- THE PRECAST PULL BOX SHALL BE DESIGNED BASED ON THE FOLLOWING:
  - AT-REST LATERAL EARTH PRESSURE: 100 PCF
  - LIVE LOAD ON COVER 250 PSF
  - THE PULL BOX DESIGN SHALL TAKE INTO CONSIDERATION ANY JOINTS IN THE STRUCTURE. PROPER CONSIDERATION SUPPORTED BY CALCULATIONS, SHALL BE GIVEN TO THE LOAD TRANSFER ACROSS ANY JOINTS.
  - REINFORCED CONCRETE DESIGN MAY BE BASED ON ULTIMATE STRENGTH PROCEDURES AS DEFINED IN ACI 318-05. CRACK CONTROL SHALL BE CONSIDERED IN THE DESIGN OF THE STRUCTURE BY LIMITING THE VALUE OF "Z", AS DEFINED IN PARAGRAPH 10.6.4 OF ACI 318-05.
- P-605 JOINT SEALANT SHALL BE USED WHERE PULL BOX EDGES MEET PAVEMENT EDGES.



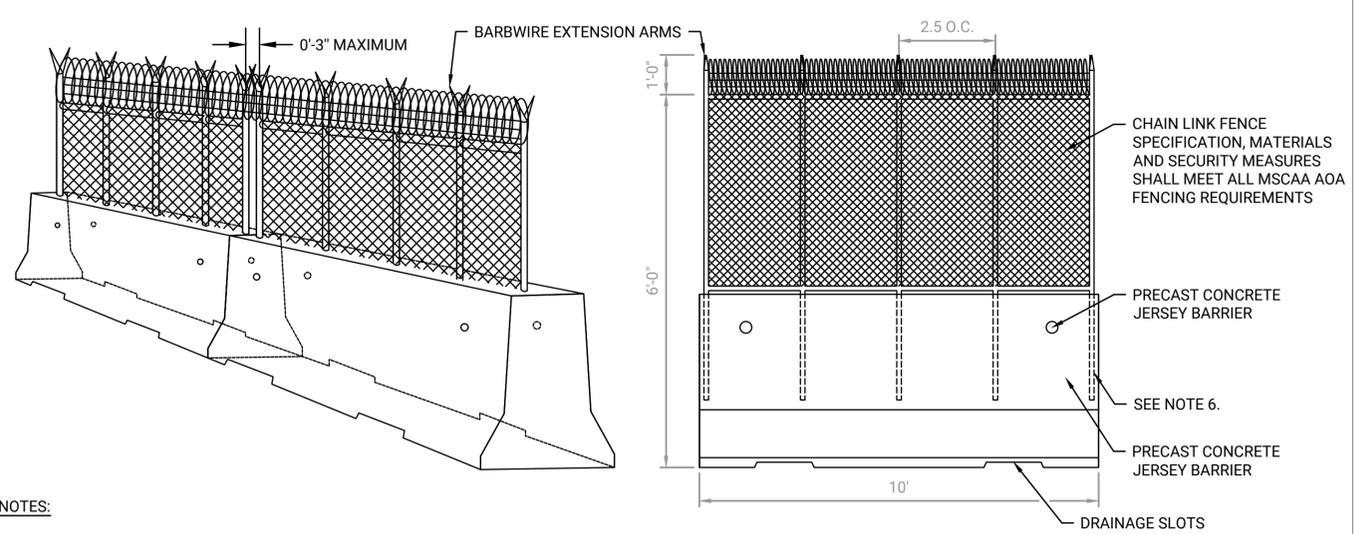
**01 TRAFFIC RATED FIBER OPTIC AND ELECTRICAL PULL BOX**  
SCALE: NONE

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FENCING DATA TABLE				
	MATERIAL	REQUIREMENTS	DIMENSIONS	LOAD CAPACITY
FENCE FABRIC	72", 9-GAUGE ZINC-5% ALUMINUM MISCHMETAL ALLOY WIRE	ASTM F1345, CLASS 2	2 INCH MESH	
POST PIPE	GALVANIZED TUBULAR STEEL PIPE CLASS I. COATINGS TYPE A, EXTERNAL COATING TYPE B, AND INTERNAL COATING TYPE B OR D.	GROUP IA, ASTM F1083, SCHEDULE 40		
LINE & BRACE POST	TYPE I, IN-GROUND EMBEDMENT (TEMPORARY)		4 INCH OD, 4.5 FOOT EMBEDMENT, 1.5 FOOT CONCRETE OD	2.72 LB/FT POST, 3KSI MIN CONCRETE FOOTING
END & CORNER POST	TYPE I, IN-GROUND EMBEDMENT (TEMPORARY)		4 INCH OD, 4.5 FOOT EMBEDMENT, 1.5 FOOT CONCRETE OD	3.65 LB/FT POST, 3KSI MIN CONCRETE FOOTING
GATE POST	TYPE I, IN-GROUND EMBEDMENT (TEMPORARY)		8-5/8 INCH OD, 4.5 FOOT EMBEDMENT, 2.5 FOOT CONCRETE OD	3.65 LB/FT POST, 3KSI MIN CONCRETE FOOTING
TOP RAIL & POST BRACES	TYPE I, 2.27 LB/FT		1.66 INCH OD	2.72 LB/FT
FABRIC TIE WIRE	TIE WIRE SHALL BE ALUMINUM ALLOY. PREFORMED CLIPS OF 6-GAGE, ZINC-COATED, STEEL WIRE MAY BE USED FOR ATTACHING FABRIC TO INTERMEDIATE POSTS.		0.144 INCH OD	
TENSION WIRE	GALVANIZED WIRE		(3) 4 INCH SPACING	
BARBED WIRE	12-1/2 GAUGE ALUMINUM-COATED WIRE WITH 4-POINT BARBS	ASTM A 121, CLASS II	5 INCH SPACING	
EXTENSION ARMS	GALVANIZED			250LB
FITTINGS AND HARDWARE	STEEL FITTINGS AND HARDWARE ZINC COATED	ASTM A 153		
GROUND RODS	COPPER CLAD		5/8 INCH OD, 8 FOOT LENGTH, 500 FOOT SPACING	

### 01 FENCING DATA TABLE

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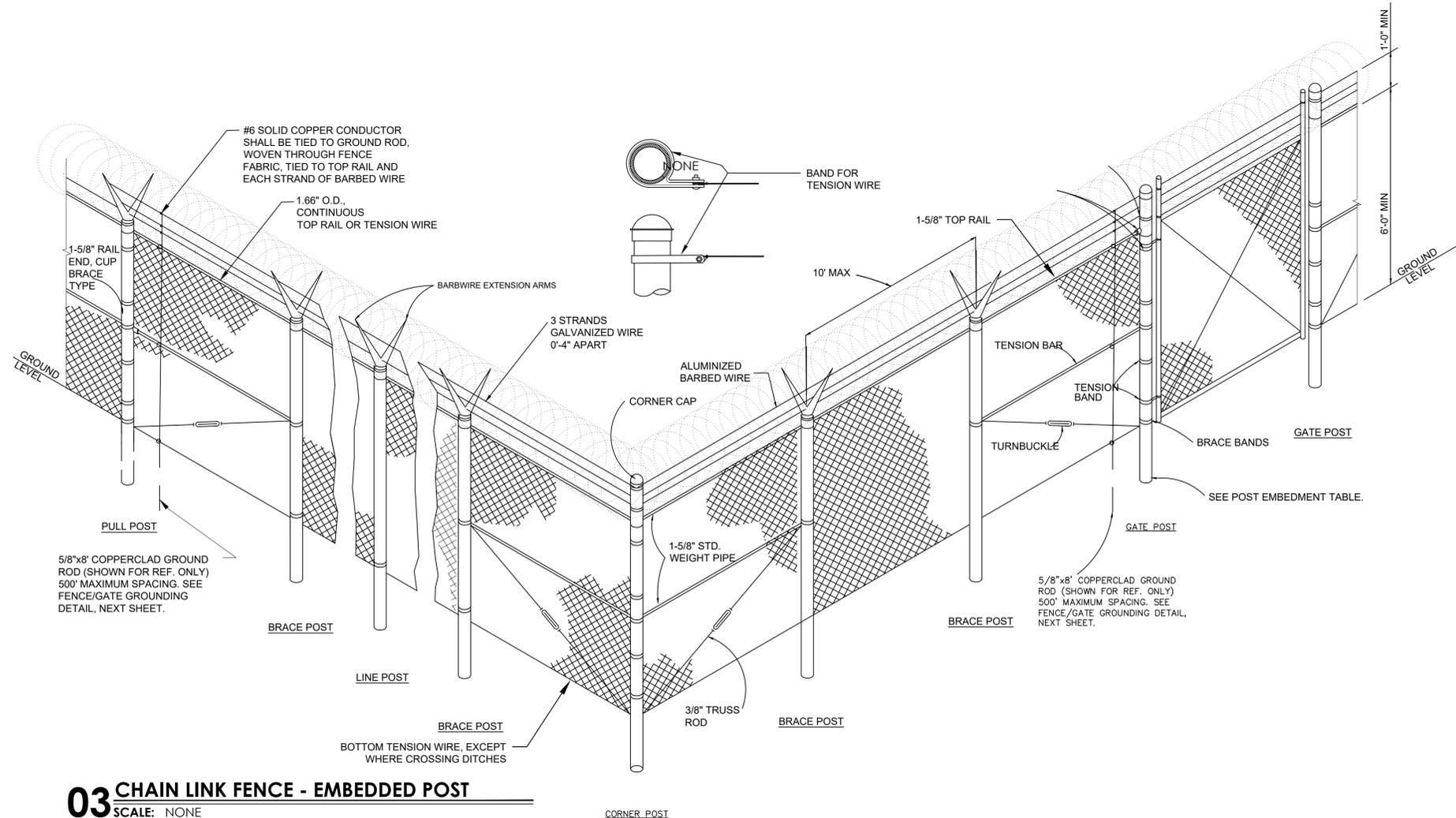


**NOTES:**

1. INSTALLED AT LOCATIONS (APPROXIMATE) AS SHOWN ON THE SAFETY AND PHASING PLANS OR AS DIRECTED BY THE MSCAA PROJECT ENGINEER AND WITH OWNER APPROVAL.
2. BARRICADES ARE CONTINUOUS IN ALL LOCATIONS EXCEPT FOR ACCESS POINTS. NO GAP GREATER THAN 3 INCHES WILL BE PERMITTED IN THE FENCE. ADDITIONAL FENCE FABRIC MAY BE REQUIRED AT GAPS TO ENSURE THEY DO NOT EXCEED THE LIMIT. NO ADDITIONAL PAYMENT WILL BE MADE FOR SECURING FENCE GAPS.
3. FENCING SHALL BE AFFIXED TO CONCRETE BARRICADES BY MANUFACTURER RECOMMENDED METHOD. ATTACHMENT METHODS OF MOUNTING, SLOTTED INSERTS, OR PRECAST SHALL BE APPROVED BY THE MSCAA PROJECT ENGINEER VIA SUBMITTAL PRIOR TO CONSTRUCTION.

### 02 FENCE - BARRICADES

SCALE: NONE



### 03 CHAIN LINK FENCE - EMBEDDED POST

SCALE: NONE

**MEM**

**Foth**

JOB NO.

DRAWN BY: AJI

CHECKED BY: WUH

APPROVED BY: JEB

ENGINEER-SUBCONSULTANT

JOB NO.

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

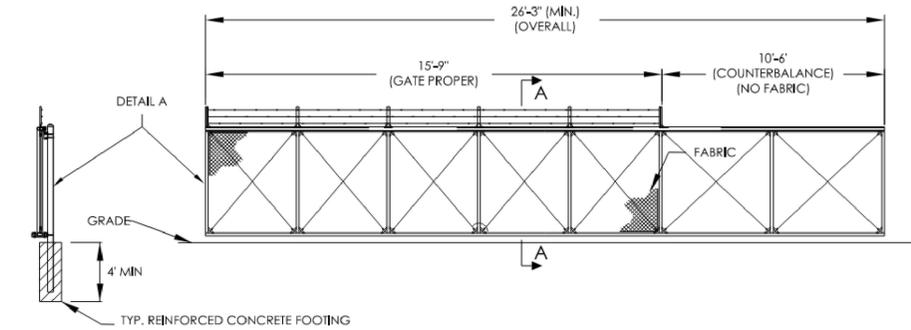
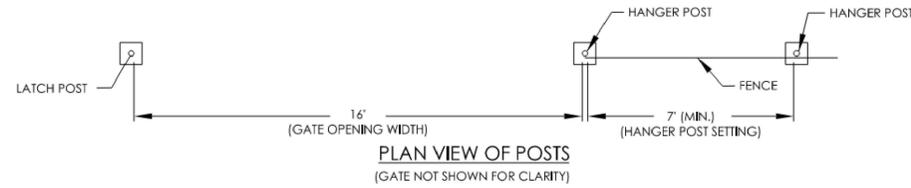
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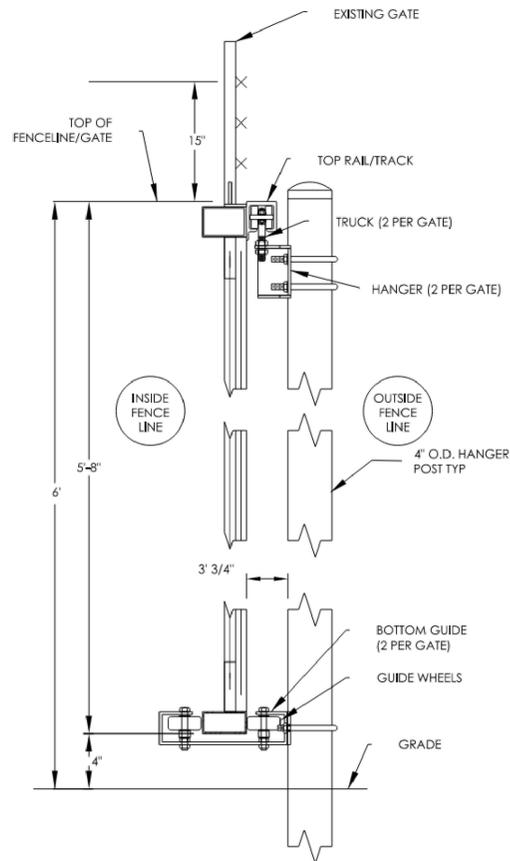
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END VIEW  
(W/POSTS)

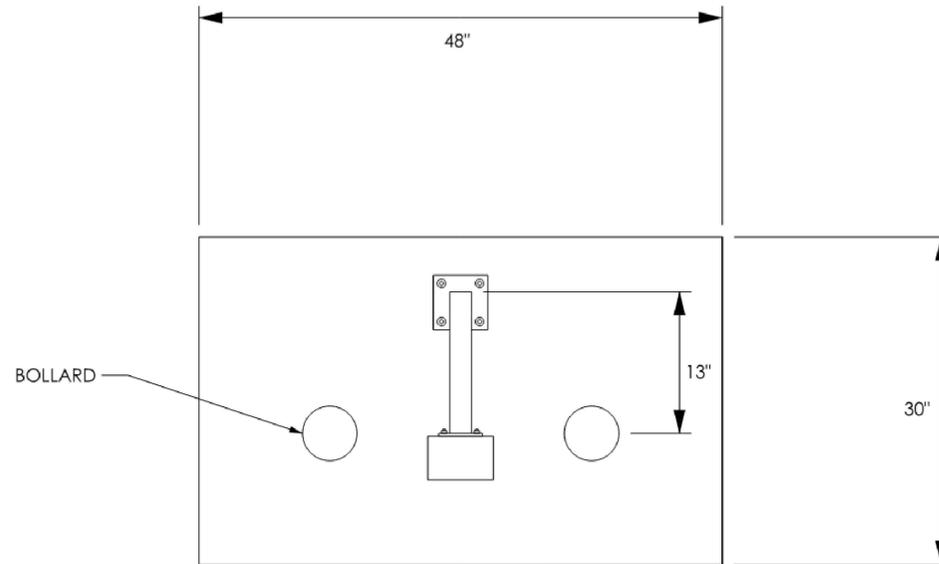
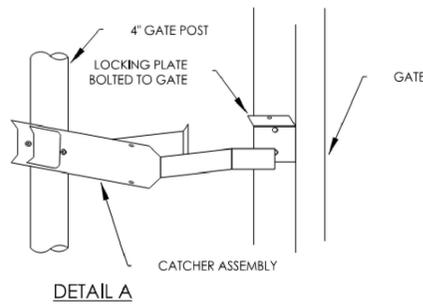
ELEVATION VIEW  
(POSTS NOT SHOWN FOR CLARITY)



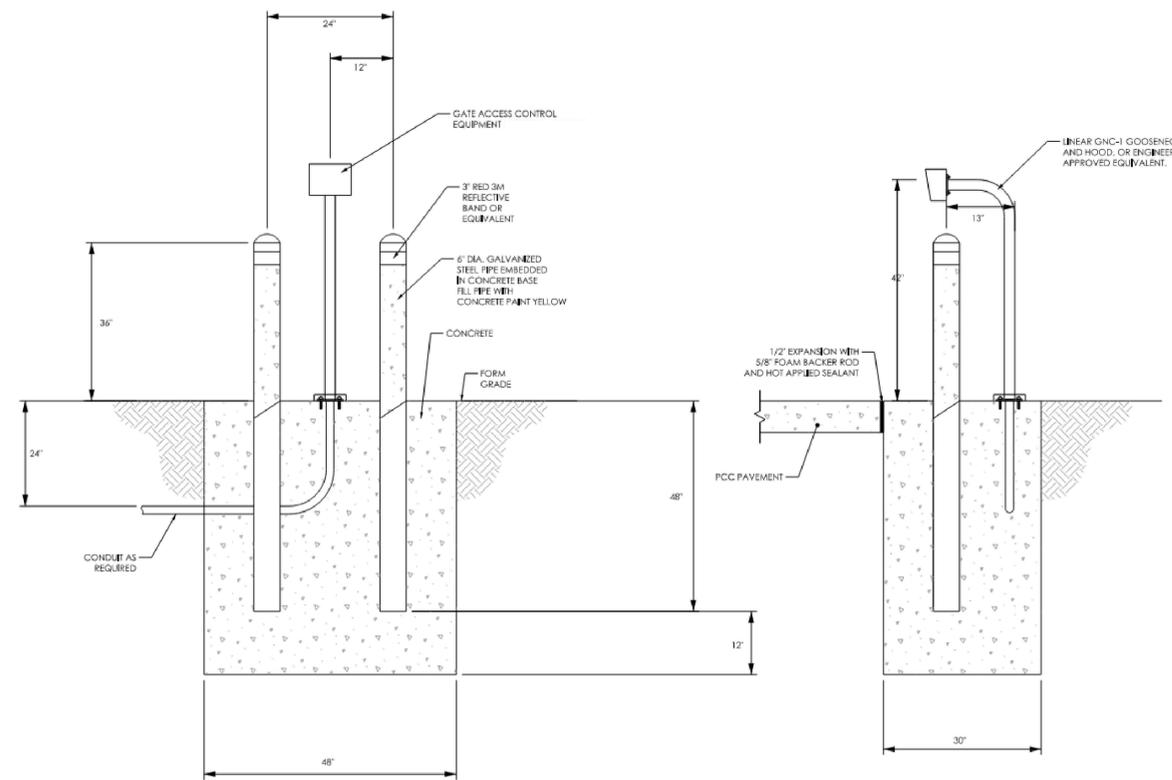
SECTION A-A - GATE PROFILE

NOTES:

1. ACCESS GATE SHALL CONFORM TO MSCAA AOA SECURITY REQUIREMENTS INCLUDING BUT NOT LIMITED TO 10' HEIGHT, FENCE FABRIC, TENSION WIRE, BARBED WIRE, EXTENSION ARMS, AND 3" GAP MAXIMUM GAPS.
2. CONTRACTOR SUBMITTALS AND INSTALLATION SHALL BE SUBJECT TO REVIEW AND APPROVAL BY THE ENGINEER AND OWNER.



BOLLARD



**02 BALLARD LAYOUT AND ACCESS GATE CONTROLS**  
SCALE: NONE

**01 ACCESS GATE DETAIL**  
SCALE: NONE



JOB NO.

DRAWN BY:

AJI

CHECKED BY:

JEB

APPROVED BY:

JEB



ENGINEER-SUBCONSULTANT

JOB NO.

REVISIONS

MARK	DATE	DESCRIPTION

MSCAA PROJ. NO.

PROJECT:

**SNOW REMOVAL  
EQUIPMENT  
BUILDING - PHASE 1**

SHEET TITLE:

**UTILITY & FENCING  
DETAILS**

DWG. FILE NAME

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JOB NO.

REVISIONS

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MSCAA PROJ. NO.

PROJECT:

SNOW REMOVAL  
EQUIPMENT  
BUILDING - PHASE 1

SHEET TITLE:

UTILITY & FENCING  
DETAILS

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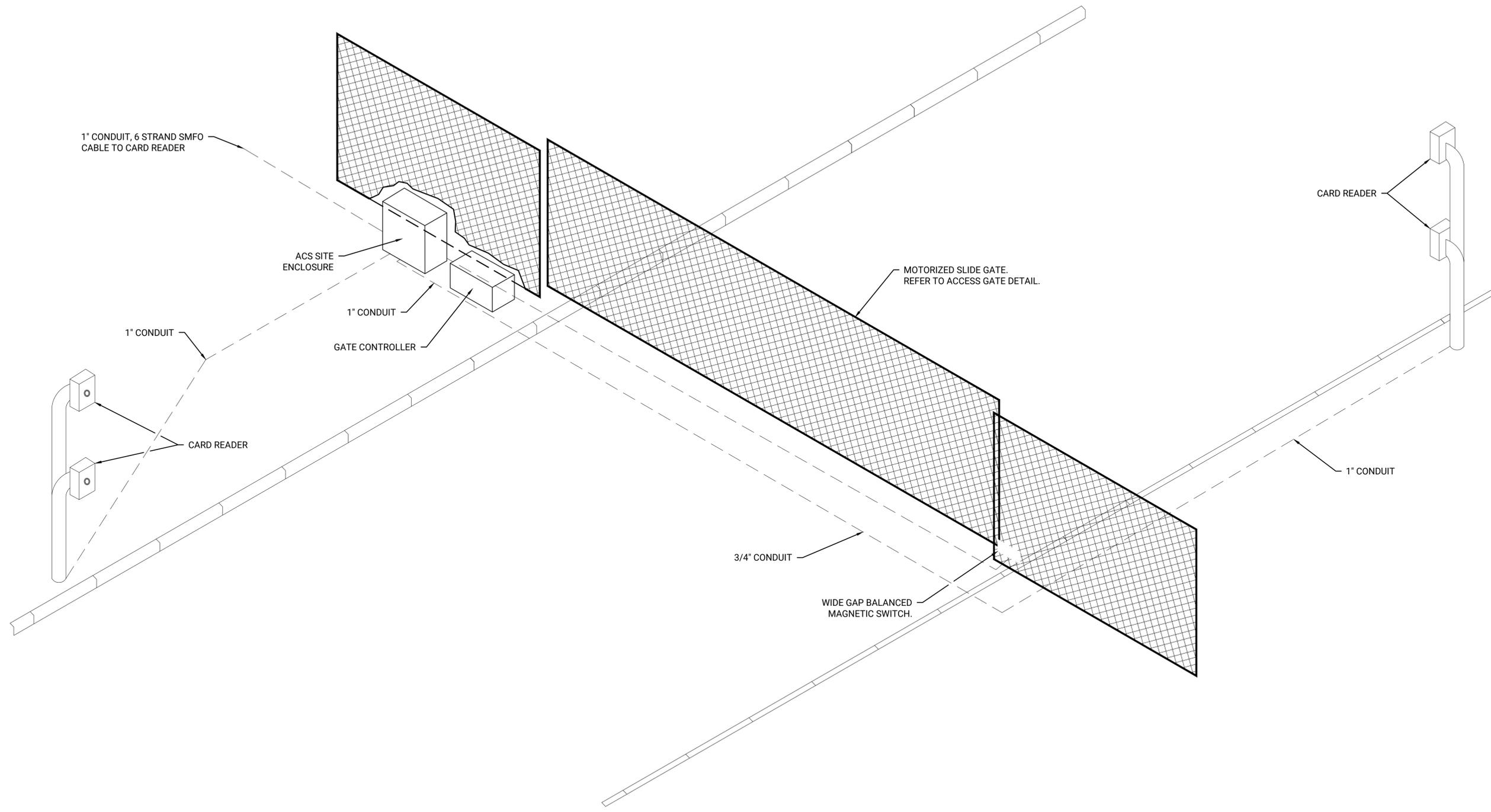
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CU5.04



**01 ACCESS GATE LAYOUT**  
SCALE: NONE

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