

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:

- 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.
- CONTRACTOR SHALL PROTECT SURVEY MONUMENTS, REFERENCE POINTS, AND BENCHMARKS DURING CONSTRUCTION.
- 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.
- ANY EXISTING UTILITIES WITHIN 10' OF THE BUILDING FOOTPRINT SHALL BE COMPLETELY REMOVED AND DISPOSED OF.
- 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.
- 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.
- 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.
- 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.
- 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.
- CONTRACTOR MUST INSTALL FENCING PER THE PHASING PLAN AND HAVE THAT FENCE INSPECTED AND APPROVED BY MSCAA PRIOR TO REMOVING EXISTING FENCE.

JOB NO. 0024M300.17

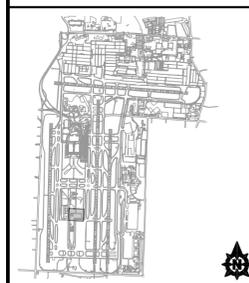
DRAWN BY: AJI

CHECKED BY: WUH

APPROVED BY: JEB

03/10/2026

ENGINEER-SUBCONSULTANT



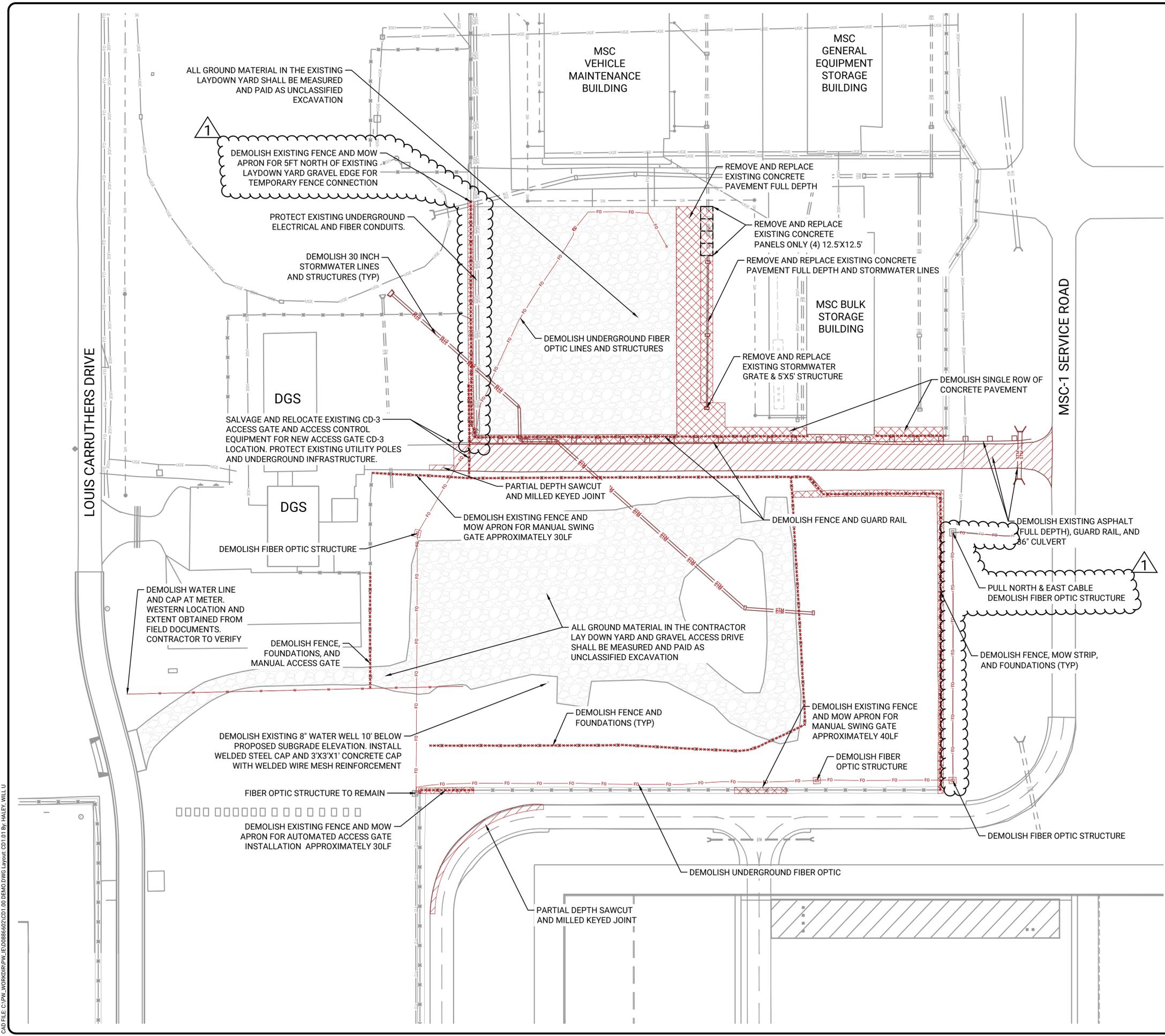
REVISIONS		
MARK	DATE	DESCRIPTION
Δ	03/10/26	ADDENDUM 1

MSCAA PROJ. NO. 23-1476-17

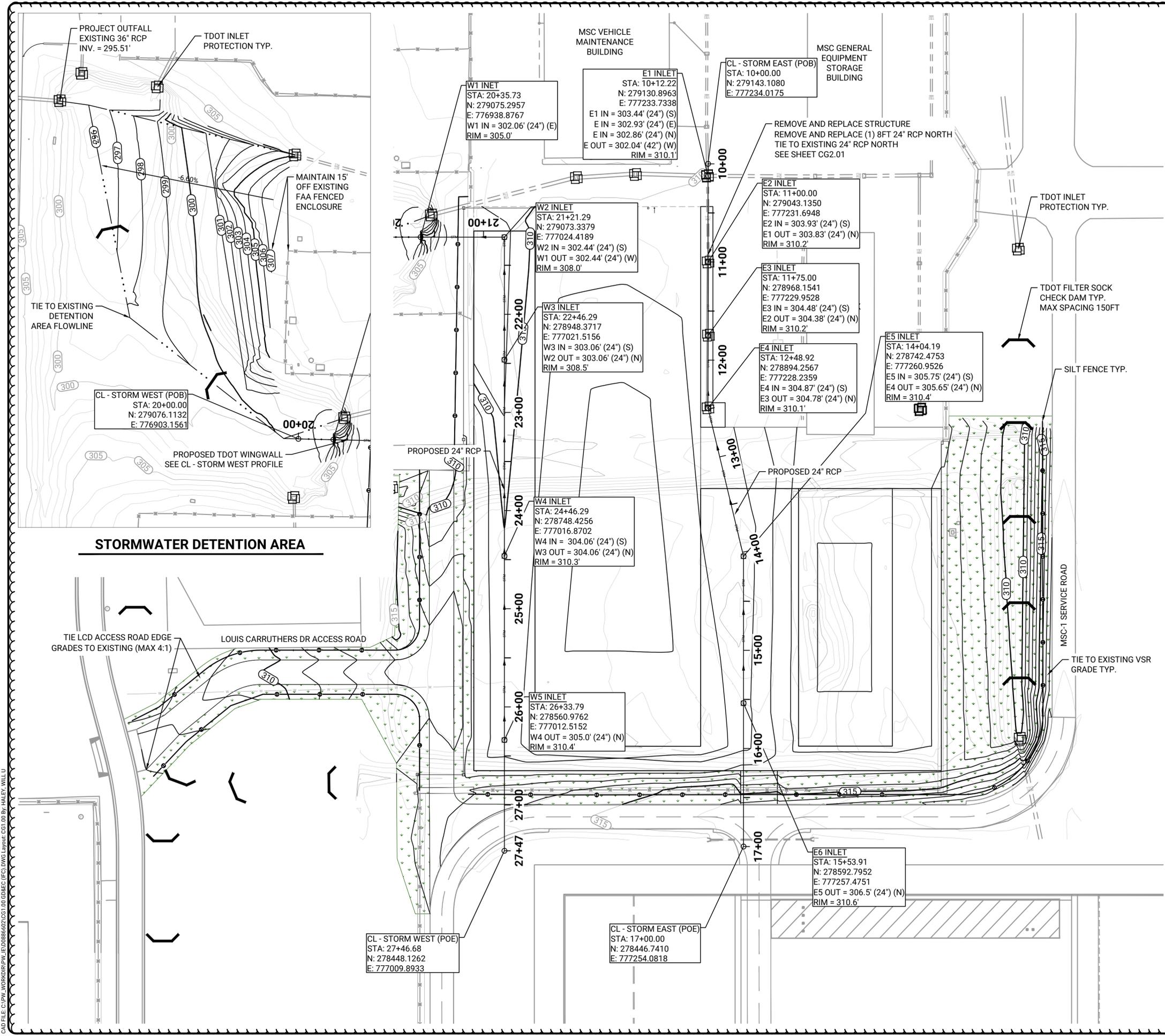
PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE: DEMOLITION PLAN

DWG. FILE NAME: CD1.00 DEMO.dwg	
DATE: 03/10/2026	SHEET NO. CD1.01
SCALE: 1" = 50'	



CAD FILE: C:\PW\WORK\RW\LE\DR8662\CD1.00 DEMO.DWG Layout: CD1.01 By: HALEY, WILL U





0 60 120
scale feet

LEGEND

EXISTING	PROPOSED	DESCRIPTION
--- 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. 0024M300.17

DRAWN BY: AJI

CHECKED BY: WUH

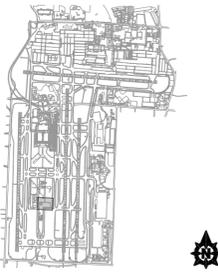
APPROVED BY: JEB



03/10/2026

ENGINEER-SUBCONSULTANT

JOB NO.



REVISIONS		
MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

MSCAA PROJ. NO. 23-1476-17

PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE: DRAINAGE & EROSION CONTROL PLAN

DWG. FILE NAME: CG1.00 GD&EC (IFC).dwg

DATE: 03/10/2026

SCALE: 1" = 50'

SHEET NO. CG1.01

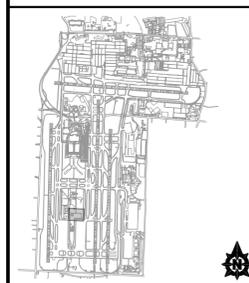
CAD FILE: C:\PW\WORKDIR\PM\LEIDR8662\CG1.00 GD&EC (IFC).DWG Layout: CG1.00 By: HALEY, WILLU



JOB NO. 0024M300.17
 DRAWN BY: AJI
 CHECKED BY: JEB
 APPROVED BY: JEB
 03/10/2026

ENGINEER-SUBCONSULTANT

JOB NO.



REVISIONS

MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

MSCAA PROJ. NO. 23-1476-17

PROJECT:

SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

1

DRAINAGE & EROSION CONTROL OUTFALL PLAN

DWG. FILE NAME: CG1.02 (ADN1).dwg
 DATE: 03/10/2026
 SCALE: 1" = 60'



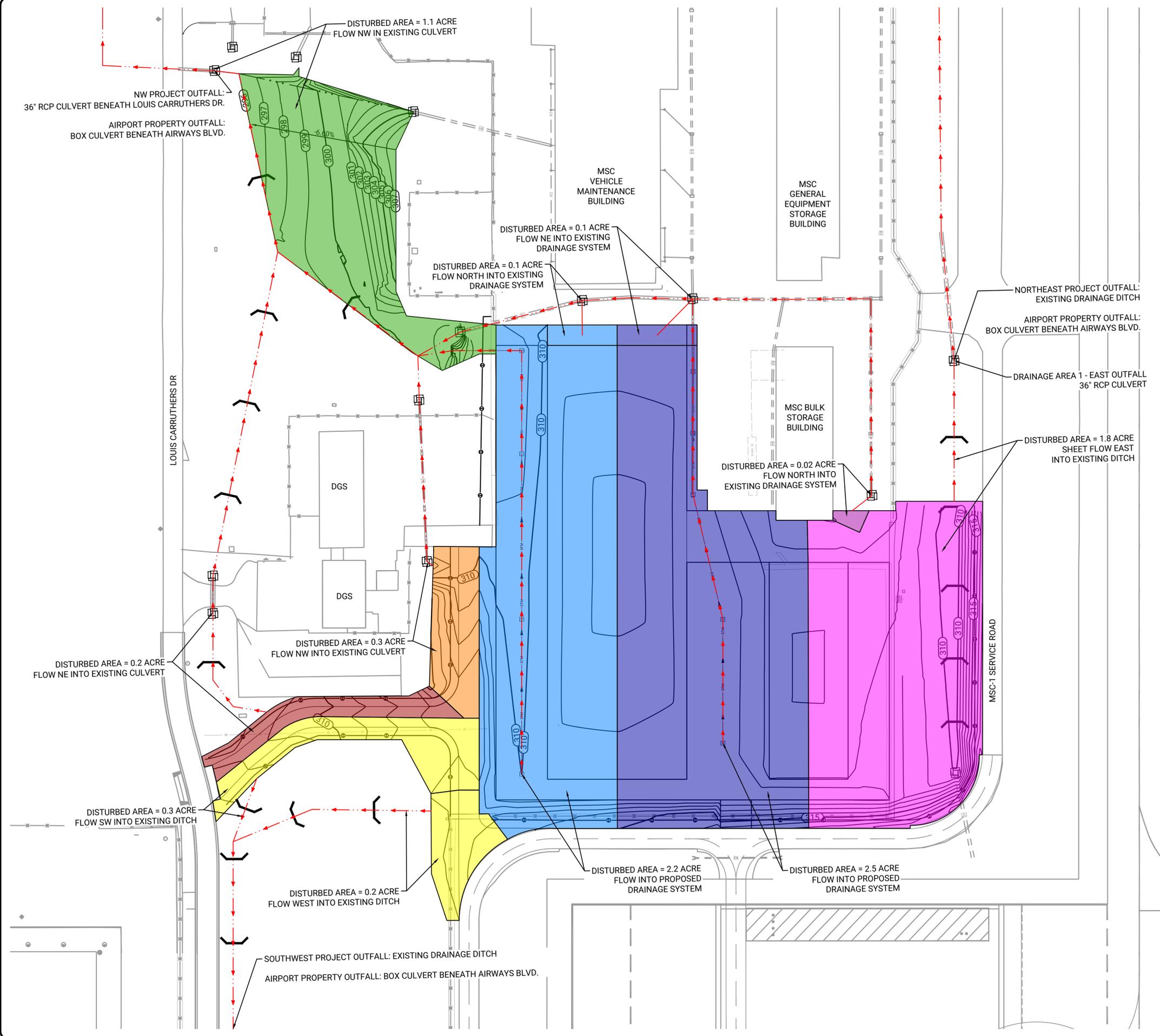
0 60 120
 scale feet

LEGEND

EXISTING	PROPOSED	
		DRAINAGE AREA 1
		DRAINAGE AREA 2
		DRAINAGE AREA 3
		DRAINAGE AREA 4
		DRAINAGE AREA 5
		DRAINAGE AREA 6
		DRAINAGE AREA 7
		DRAINAGE AREA 8
		STORM SEWER - PIPE
		STORM SEWER - STRUCTURE
		AOA FENCE
		CONTOUR - MAJOR
		TDOT CULVERT/INLET PROTECTION
		TDOT FILTER SOCK CHECK DAM
		SILT FENCE

NOTES:

1. DRAINAGE AREAS SHOWN ON THIS SHEET ARE FOR FINAL GRADE STORMWATER RUNOFF REFERENCE ONLY. CONTRACTOR MEANS AND METHODS DURING CONSTRUCTION MAY CAUSE VARYING DRAINAGE AREAS AND FLOWLINES.
2. CONTRACTOR SHALL VERIFY ELEVATIONS WITH PROVIDED CAD FILES PRIOR TO CONSTRUCTION START AND MEETING ALL SPECIFICATIONS P-152 REQUIREMENTS.
3. CONTRACTOR SHALL IMPLEMENT, AND RECEIVE INSPECTION ON, ALL EROSION CONTROL MEASURES PRIOR TO CONSTRUCTION. EROSION CONTROL MEASURES SHALL REMAIN FOR THE DURATION OF THE PROJECT.
4. ALL DISTURBED AREAS TO REMAIN GRASS SHALL BE IMMEDIATELY SODDED FOLLOWING NECESSARY CONSTRUCTION ITEMS WITHIN THE WORK AREA.



CAD FILE: C:\PW\WORKDIR\PM\LE\DRB6602\CG1.02\EP&SC (ADN1).DWG Layout: CG1.02 By: HALEY, WILLU

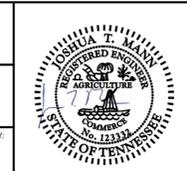


JOB NO. 0024M300.17

DRAWN BY: AJI

CHECKED BY: JEB

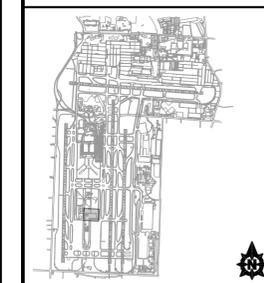
APPROVED BY: JEB



03/10/2026

ENGINEER-SUBCONSULTANT

JOB NO.



REVISIONS

MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

MISCELLANEOUS PROJECT NO. 23-1476-17

PROJECT: SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

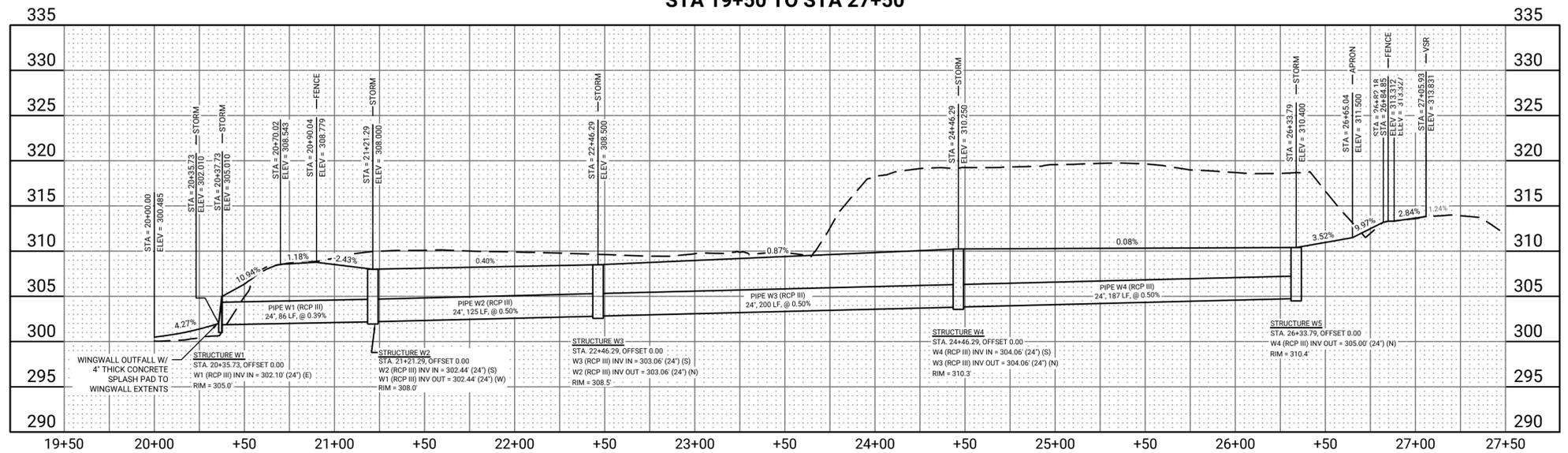
SHEET TITLE: DRAINAGE PROFILES

DWG. FILE NAME: CPG2.00 PROFILES.dwg

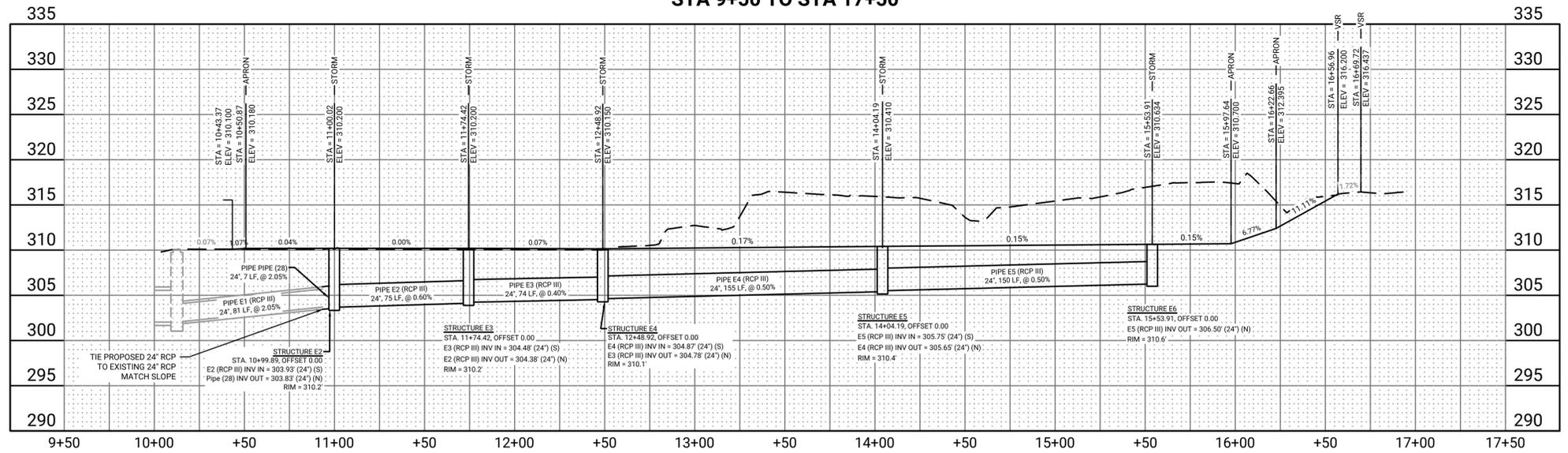
DATE: 03/10/2026 SCALE: 1" = 50'

1

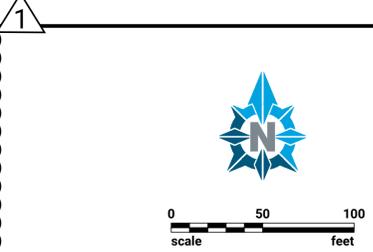
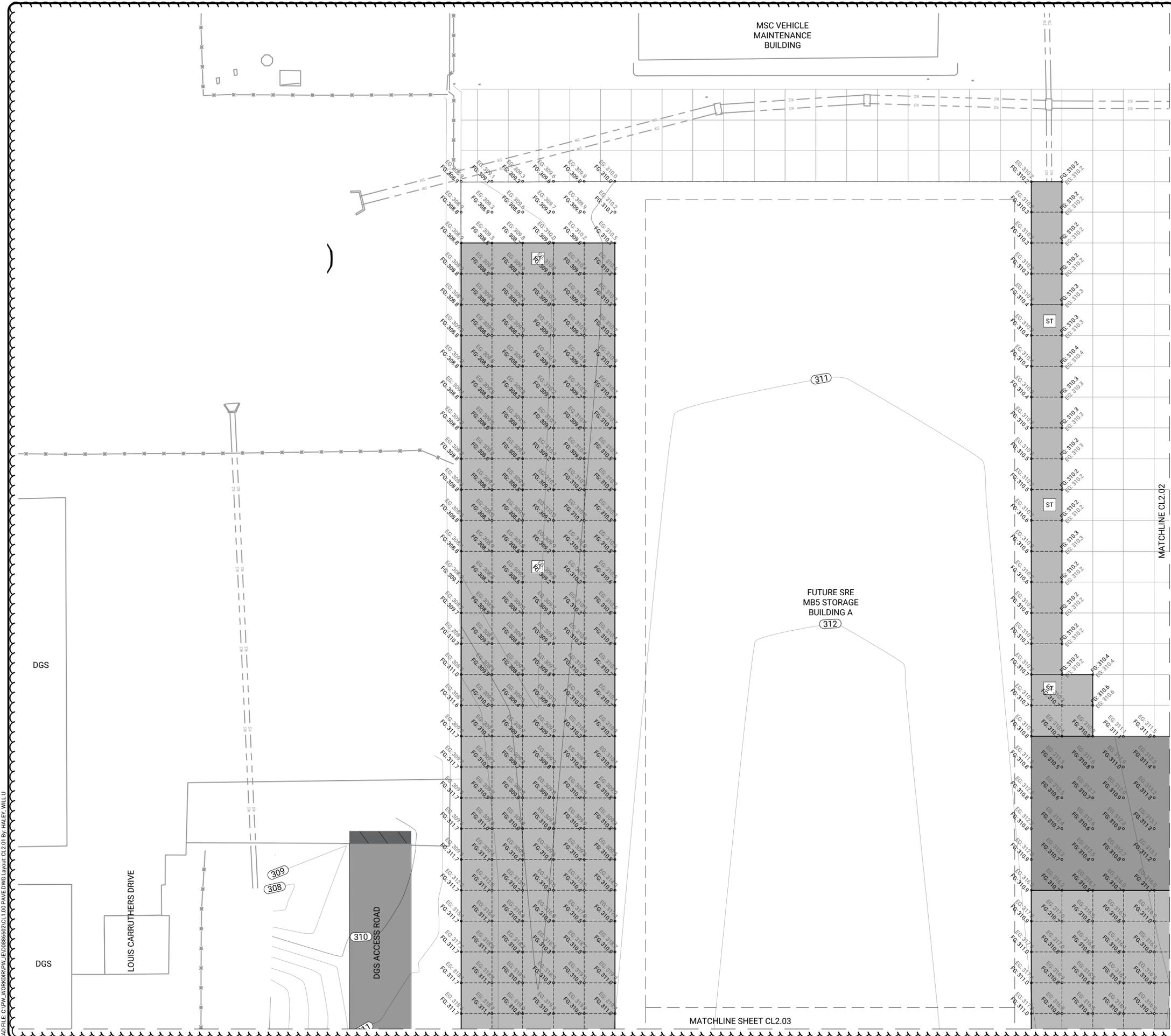
CL - STORM WEST STA 19+50 TO STA 27+50



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



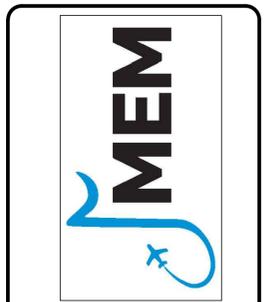
CAD FILE: C:\PW\WORKDIR\PW_LEID886602\CPG2.00 PROFILES.DWG Layout: CPG2.01 By: HALEY, WILLU



LEGEND	
EXISTING	PROPOSED

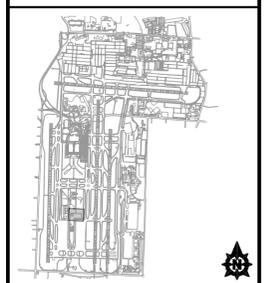
ASPHALT - FULL DEPTH
 CONCRETE - PAVEMENT
 JOINT LINE

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



JOB NO.	0024M300.17
DRAWN BY:	AJI
CHECKED BY:	JEB
APPROVED BY:	JEB
DATE	03/10/2026

ENGINEER-SUBCONSULTANT



REVISIONS		
MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

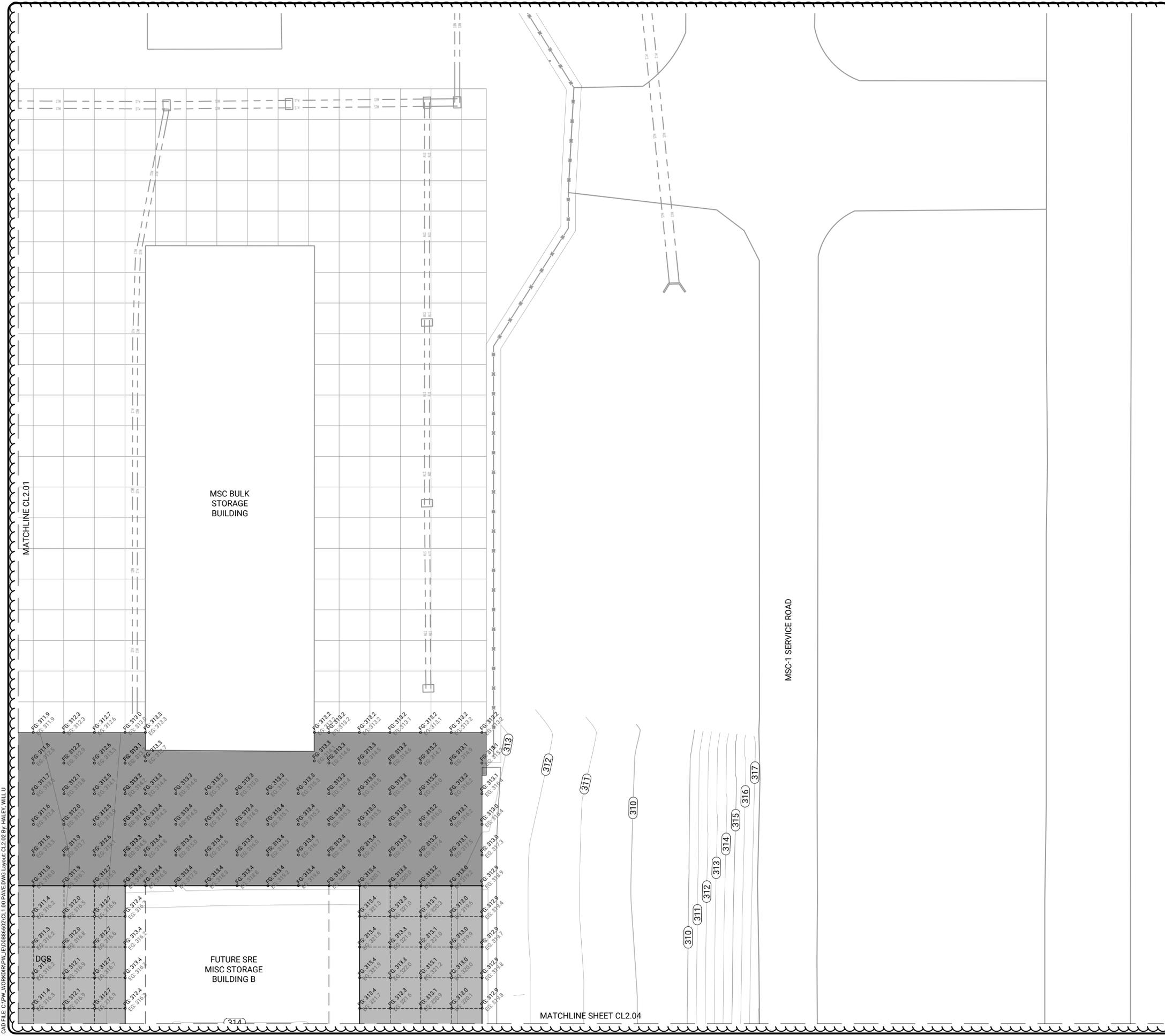
MSCAA PROJ. NO. 23-1476-17

PROJECT:
SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE:
ELEVATION PLAN - NW

DWG. FILE NAME	CL1.00 PAVE.dwg
DATE	03/10/2026
SCALE	1" = 50'
SHEET NO.	CJ2.01

CAD FILE: C:\PW\WORKDIR\PW\LEIDB8662\CL1.00 PAVE.DWG Layout: CL2.01 By: HALEY, WILLU



0 50 100
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.

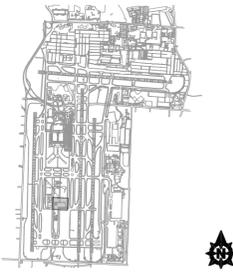


JOB NO.	0024M300.17
DRAWN BY:	AJI
CHECKED BY:	JEB
APPROVED BY:	JEB
	03/10/2026



ENGINEER-SUBCONSULTANT

JOB NO.



REVISIONS

MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

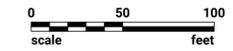
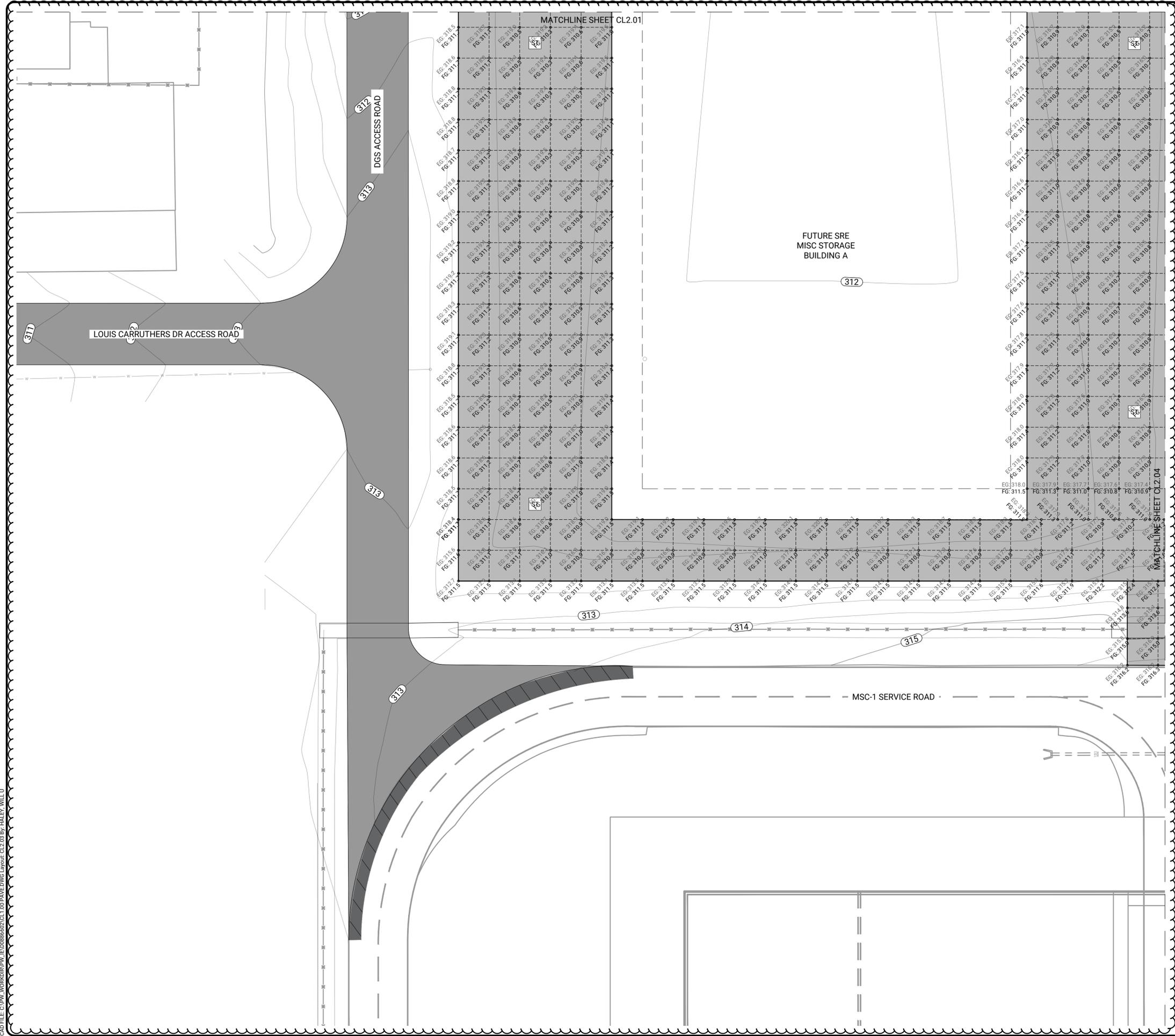
MSCAA PROJ. NO. 23-1476-17

PROJECT:
SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE:
ELEVATION PLAN - NE

DWG. FILE NAME	CL1.00 PAVE.dwg
DATE	03/10/2026
SCALE	1" = 50'
SHEET NO.	CJ2.02

CAD FILE: C:\PW\WORKDIR\PM\LEID8662\CL1.00 PAVE.DWG Layout: CL2.02 By: HALEY, WILLU



LEGEND

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

NOTES:

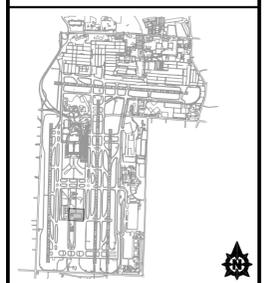
- CONTRACTOR SHALL PROTECT SURVEY MONUMENTS, REFERENCE POINTS, AND BENCHMARKS DURING CONSTRUCTION.
- ALL ASPHALT ROADWAYS SHALL BE 25-FOOT WIDE WITH (2) 12-FOOT WIDE DRIVE LANES.



JOB NO.	0024M300.17
DRAWN BY:	AJI
CHECKED BY:	JEB
APPROVED BY:	JEB
DATE	03/10/2026



ENGINEER-SUBCONSULTANT



REVISIONS		
MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

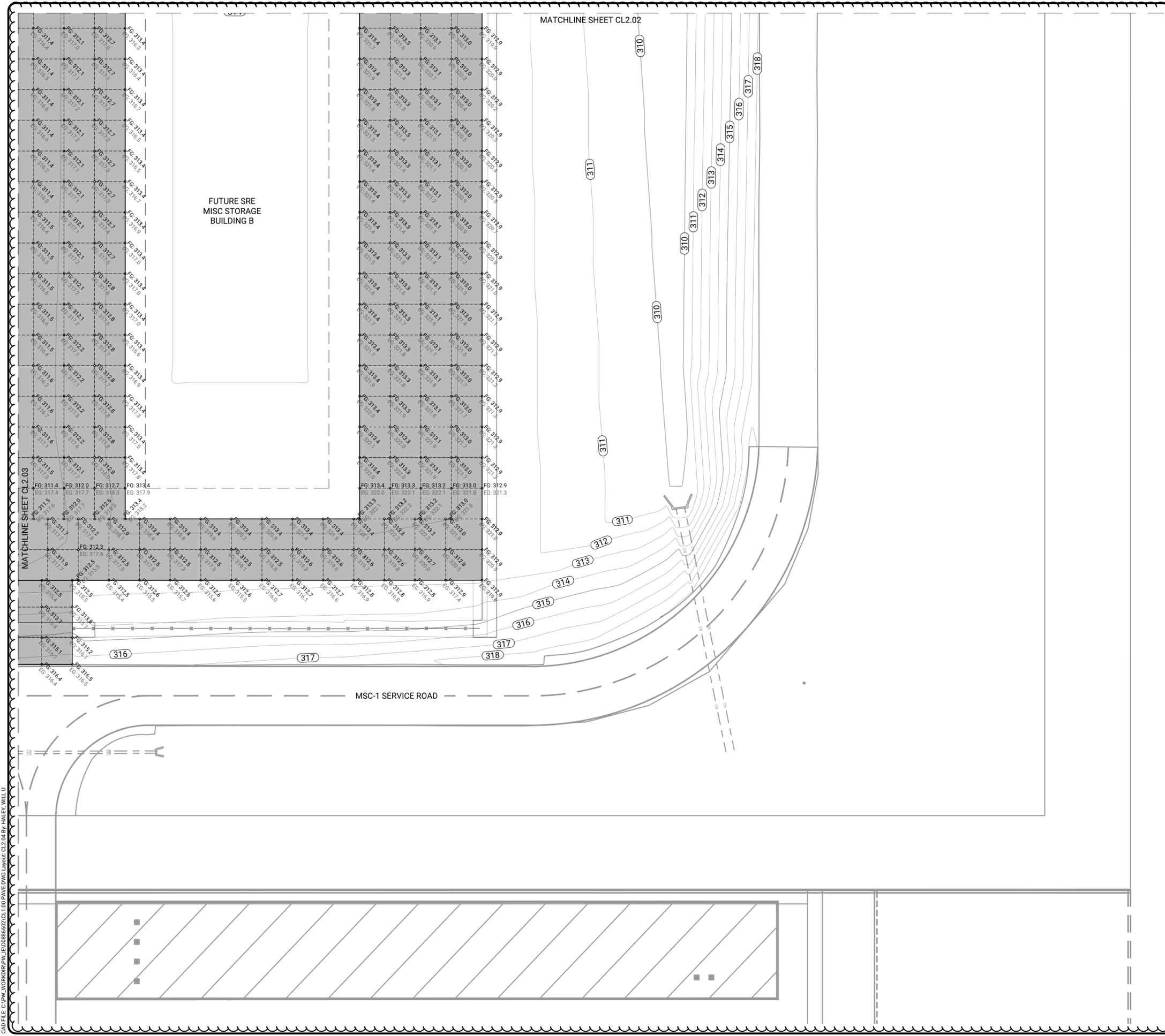
MSCAA PROJ. NO. 23-1476-17

PROJECT:
SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

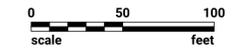
SHEET TITLE:
ELEVATION PLAN - SW

DWG. FILE NAME	CL1.00 PAVE.dwg
DATE	03/10/2026
SCALE	1" = 50'
SHEET NO.	CJ2.03

CAD FILE: C:\PW\WORKDIR\PW\LEIDB8662\CL1.00 PAVE.DWG Layout: CL2.03 By: HALEY, WILL U



1



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. 0024M300.17

DRAWN BY: AJI

CHECKED BY: JEB

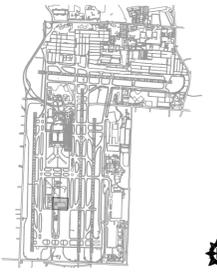
APPROVED BY: JEB



03/10/2026

ENGINEER-SUBCONSULTANT

JOB NO.



REVISIONS

MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

MSCAA PROJ. NO. 23-1476-17

PROJECT:
SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

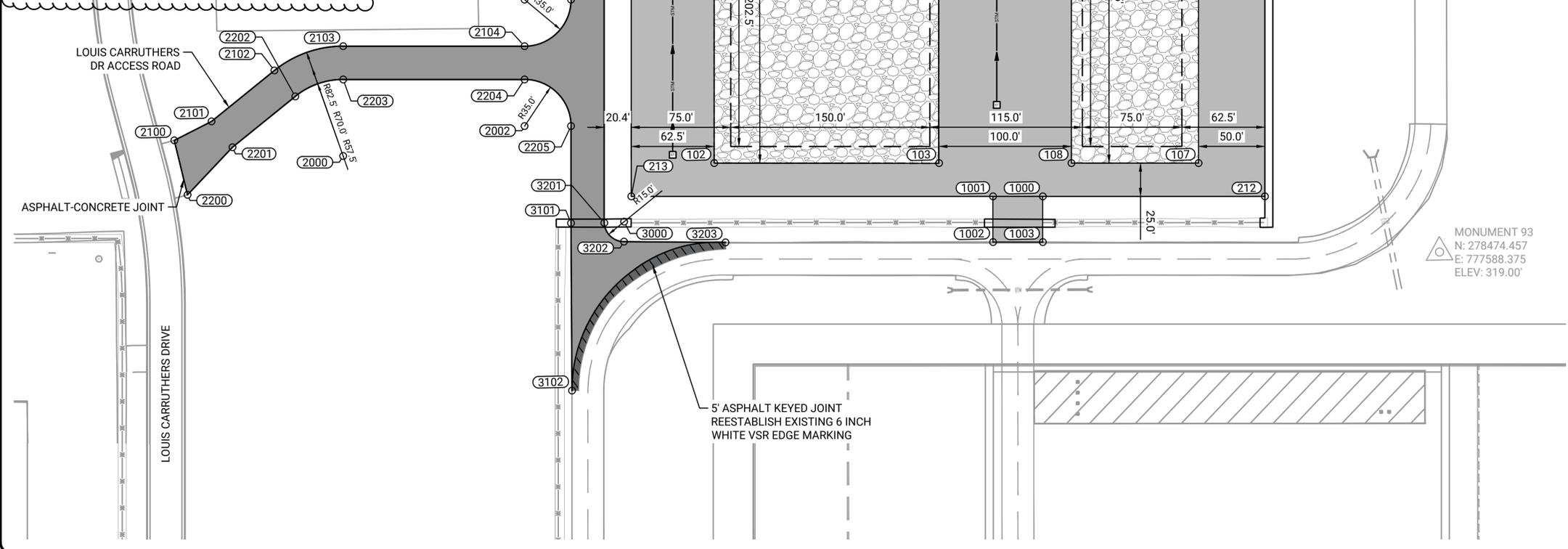
SHEET TITLE:
ELEVATION PLAN - SE

DWG. FILE NAME: CL1.00 PAVE.dwg

DATE: 03/10/2026
SCALE: 1" = 50'
SHEET NO.: CJ2.04

CAD FILE: C:\PW\WORKDIR\PM\LEID8662\CL1.00 PAVE.DWG Layout: CL2.04 By: HALEY, WILL U

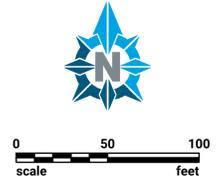
PAVEMENT DATA					
P#	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
2202	ACCESS-LCD	ASP	278611.4320	776729.2161	308.56
2203	ACCESS-LCD	ASP	278623.3472	776765.6186	309.57
2204	ACCESS-LCD	ASP	278620.1731	776902.2403	313.00
2205	ACCESS-LCD	ASP	278584.3695	776936.4179	312.98
2206	ACCESS-DGS	RADIUS	278511.5956	776974.7379	312.94
3100	ACCESS-LCD	ASP-ASP	278837.9187	776942.3089	309.06
3101	ACCESS-LCD	ASP-FNC	278511.4859	776934.7246	312.62
3102	ACCESS-DGS	ASP-ASP	278385.6574	776932.5320	313.24
3200	ACCESS-LCD	ASP-ASP	278837.3382	776967.3021	309.51
3201	ACCESS-LCD	ASP-FNC	278511.0767	776959.7469	312.76
3202	ACCESS-LCD	ASP	278496.6028	776974.2732	313.09
3203	ACCESS-DGS	ASP	278494.2340	777050.7010	314.28
100	SRE	CNC-GRV	279103.8537	777056.3863	310.00
101	SRE	CNC-GRV	279099.9247	777225.4954	310.24
102	SRE	CNC-GRV	278554.0020	777043.6116	310.46
103	SRE	CNC-GRV	278550.0731	777213.0110	310.61
104	SRE	CNC-GRV	278812.4989	777218.9660	310.90
105	SRE	CNC-GRV	278810.1796	777318.7907	313.40
106	SRE	CNC-GRV	278807.9505	777414.5045	313.40
107	SRE	CNC-GRV	278545.5267	777408.4076	312.34
108	SRE	CNC-GRV	278547.7504	777312.6937	312.34
200	SRE	CNC-GRV	279104.9870	776993.4010	308.87
201	SRE	CNC-GRV	279103.8537	777056.3863	310.00
202	SRE	CNC-GRV	279080.3121	776993.3225	308.78
203	SRE	CNC-GRV	279078.8604	777055.8056	310.39
204	SRE	CNC-GRV	278899.9763	777220.9556	310.17
205	SRE	CNC-ASP	278874.9854	777220.2694	310.54
206	SRE	CNC-ASP	278874.4048	777245.2627	310.86
207	SRE	CNC-ASP	278872.4714	777328.4810	313.39
208	SRE	CNC-CNC	278870.8679	777397.4977	313.31
209	SRE	CNC-CNC	278869.2777	777465.9427	313.29
210	SRE	ASP	278855.0529	777465.6122	313.28
211	SRE	ASP-CNC	278806.7946	777464.4911	313.24
212	SRE	CNC	278519.3721	777457.8134	313.50
213	SRE	CNC	278530.4605	776980.5478	312.79
214	SRE	CNC	278923.1079	776989.6702	309.95
1000	ACCESS-S	CNC	278523.2593	777290.5009	313.50
1001	ACCESS-S	CNC	278524.1303	777253.0110	313.50
1002	ACCESS-S	CNC	278489.8290	777252.2141	313.50
1003	ACCESS-S	CNC	278488.9580	777289.7040	313.50
2000	ACCESS-LCD	RADIUS	278565.8627	776764.2831	310.24
2001	ACCESS-LCD	RADIUS	278680.1569	776903.6340	315.38
2002	ACCESS-LCD	RADIUS	278585.1825	776901.4274	316.15
2100	ACCESS-LCD	ASP	278580.5124	776637.3274	306.00
2101	ACCESS-LCD	ASP	278594.1511	776665.7667	306.94
2102	ACCESS-LCD	ASP	278631.2447	776713.9696	308.56
2103	ACCESS-LCD	ASP	278648.3405	776766.1993	309.57
2104	ACCESS-LCD	ASP	278645.1663	776902.8211	313.00
2105	ACCESS-LCD	ASP	278679.3439	776938.6246	313.00
2200	ACCESS-LCD	ASP	278539.4200	776646.3529	315.38
2201	ACCESS-LCD	ASP	278574.3383	776681.0132	306.00



LEGEND

EXISTING	PROPOSED	
		ASPHALT - FULL DEPTH
		CONCRETE - FULL DEPTH
		GRAVEL
		AOA FENCE (STANDARD)
		STORM SEWER - PIPE
		STORM SEWER - STRUCTURE
		PAVEMENT MARKINGS
		POINT CALLOUT
		CONTROL POINT
		ALIGNMENT

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



MONUMENT 93
 N: 278474.457
 E: 777588.375
 ELEV: 319.00'



JOB NO. 0024M300.17

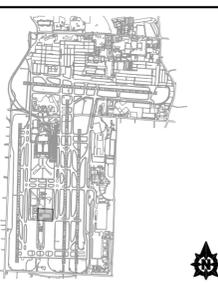
DRAWN BY: AJI

CHECKED BY: WUH

APPROVED BY: JEB

03/10/2026

ENGINEER-SUBCONSULTANT



REVISIONS		
MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

MSCAA PROJ. NO. 23-1476-17

SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

PAVING PLAN

DWG. FILE NAME: CP1.00 PAVE.dwg

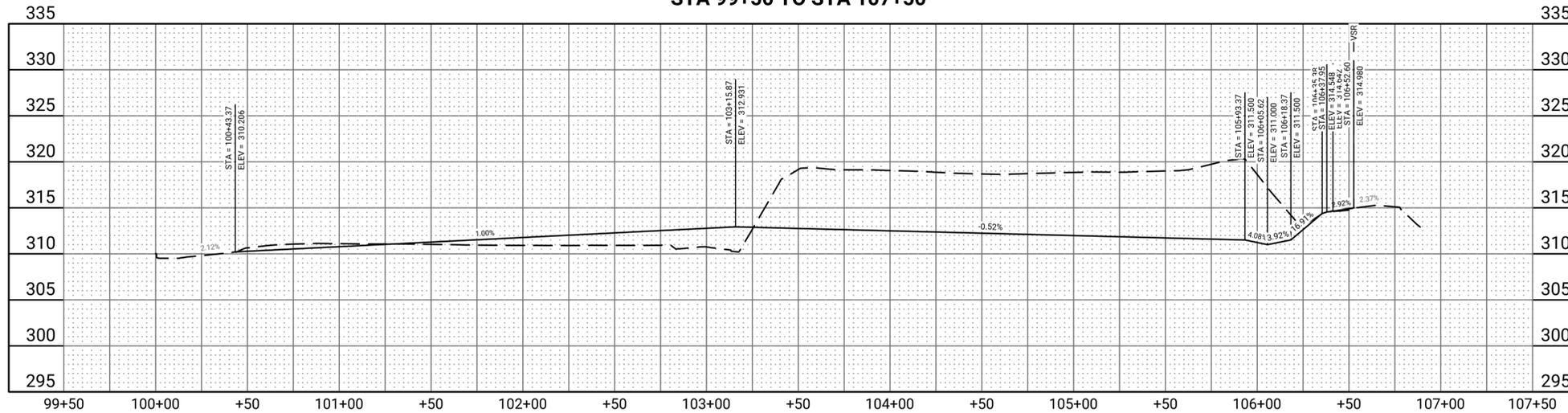
DATE: 03/10/2026

SCALE: 1" = 50'

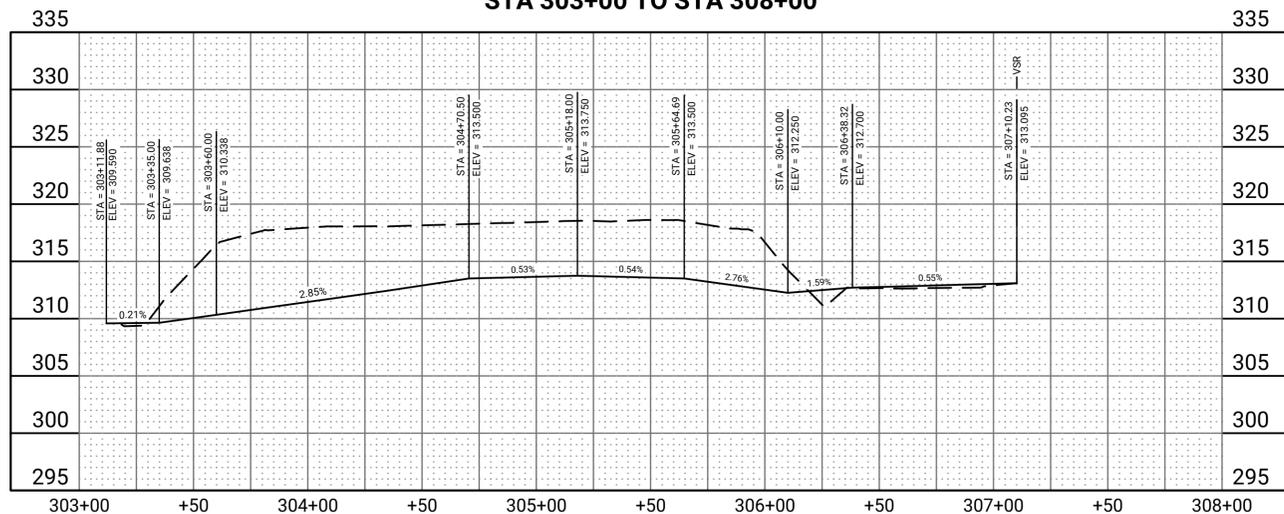
SHEET NO. CP1.01

CAD FILE: C:\PW\WORKDIR\PW\LEID8662\CP1.00 PAVE.DWG Layout: CPT.00 By: HALEY, WILL U

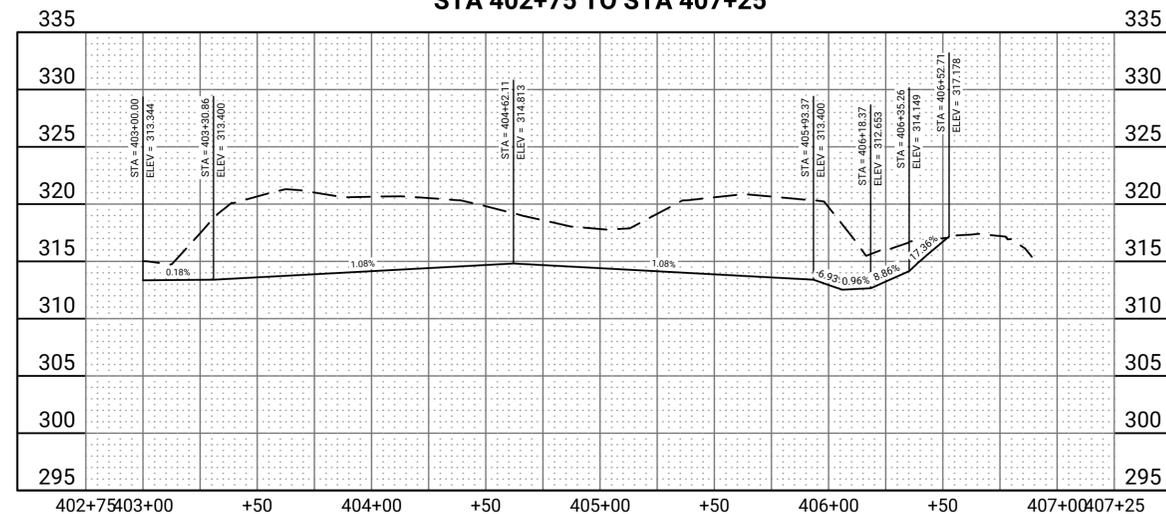
CL - BUILDING SRE
STA 99+50 TO STA 107+50



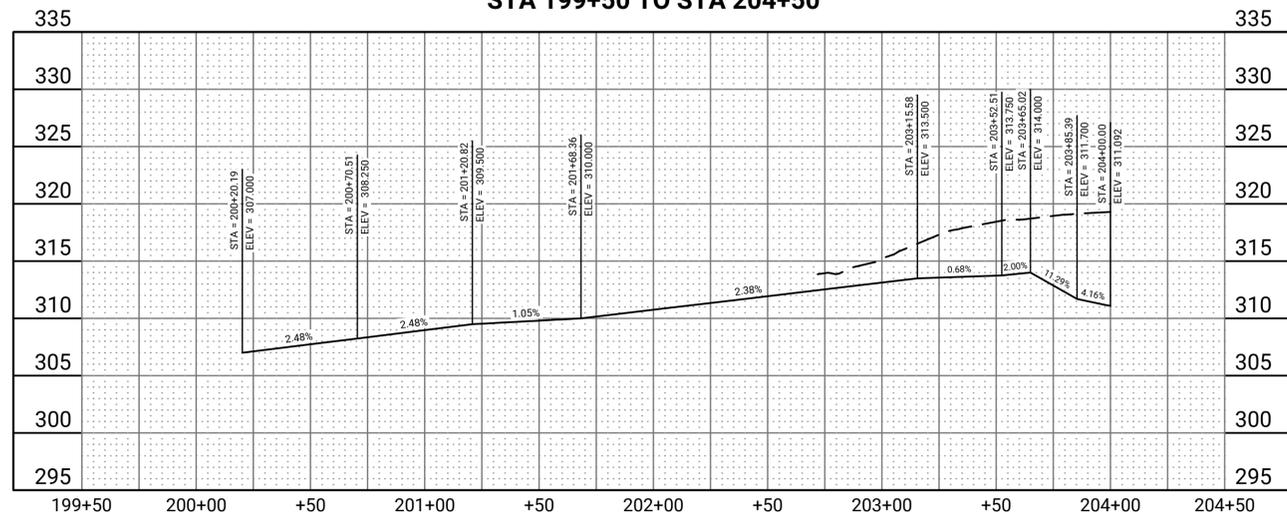
CL - ACCESS ROAD DGS
STA 303+00 TO STA 308+00



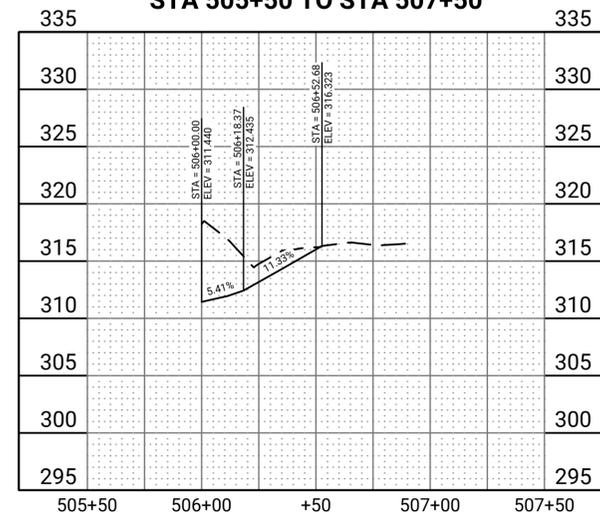
CL - BUILDING MISC STORAGE B
STA 402+75 TO STA 407+25



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



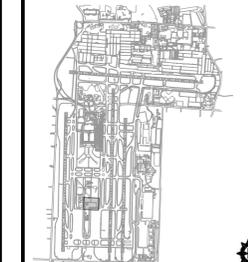
CL - ACCESS ROAD SOUTH
STA 505+50 TO STA 507+50



JOB NO. 0024M300.17
DRAWN BY: AJI
CHECKED BY: JEB
APPROVED BY: JEB
03/10/2026

ENGINEER-SUBCONSULTANT

JOB NO.



REVISIONS		
MARK	DATE	DESCRIPTION
Δ	03/10/26	ADDENDUM 1

MSCAA PROJ. NO. 23-1476-17

PROJECT: SRE BUILDING - PRELIMINARY DESIGN

SHEET TITLE: PAVING PROFILES 1

DWG. FILE NAME: CP2.00 PROFILES.dwg
DATE: 03/10/2026
SCALE: 1" = 50'
SHEET NO.: CP2.01

CAD FILE: C:\PW\WORKDIR\PW\LEID886602\CP2.00 PROFILES.DWG Layout: CP2.01 By: HALEY, WILLU



JOB NO.	0024M300.17
DRAWN BY:	AJI
CHECKED BY:	JEB
APPROVED BY:	JEB
DATE	03/10/2026



ENGINEER-SUBCONSULTANT

JOB NO.

REVISIONS		
MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

MSCAA PROJ. NO. 23-1476-17

PROJECT:
SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

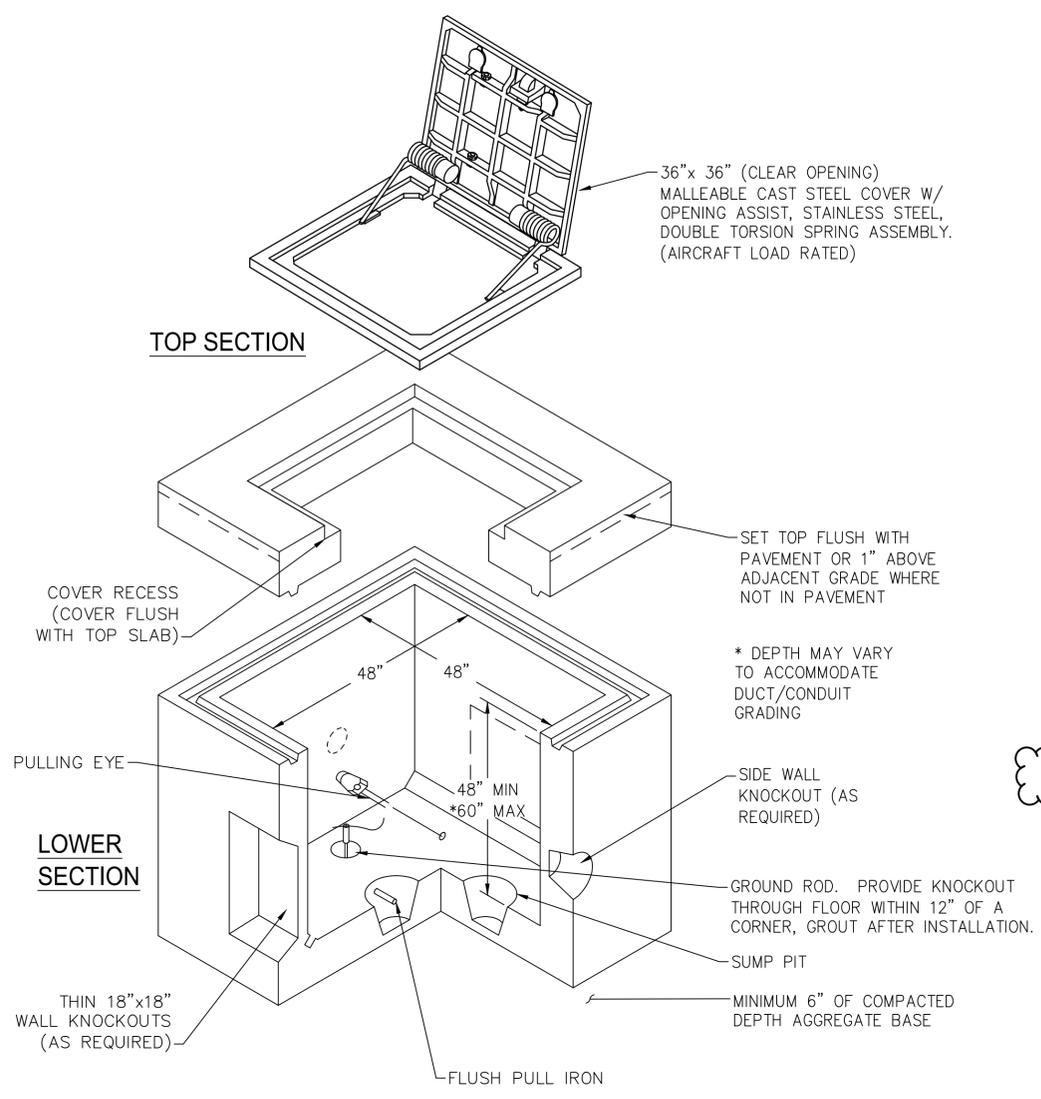
SHEET TITLE:
UTILITY & FENCING DETAILS

DWG. FILE NAME: C5.00-DETAILS.dwg
DATE: 03/10/2026
SCALE: 1" = 50'
SHEET NO.: CU5.01

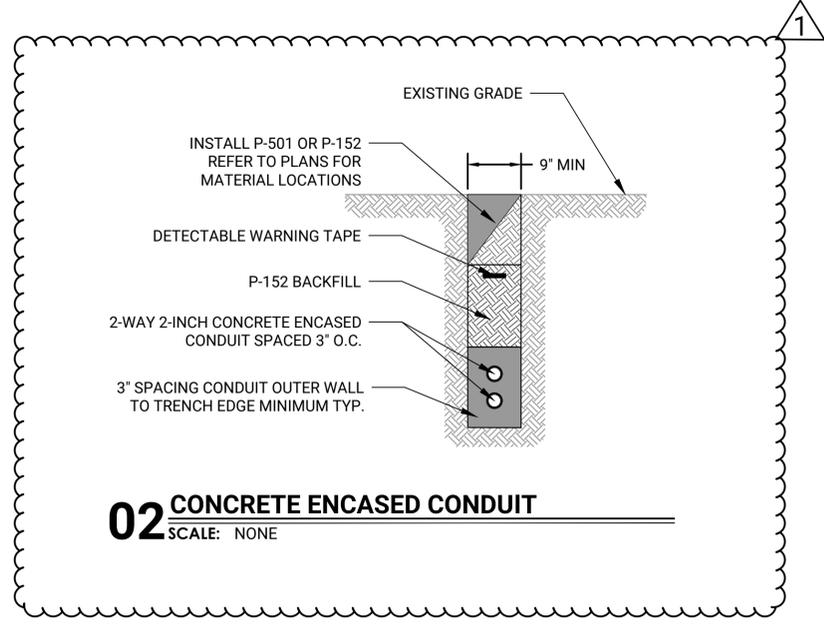
NOTES:

- 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.
- WHERE PULL BOXES ARE LOCATED OUTSIDE OF PAVED AREAS, A 4" THICK, 2' WIDE CONCRETE MOW APRON SHALL BE INSTALLED ON ALL FOUR (4) SIDES OF THE STRUCTURE.



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



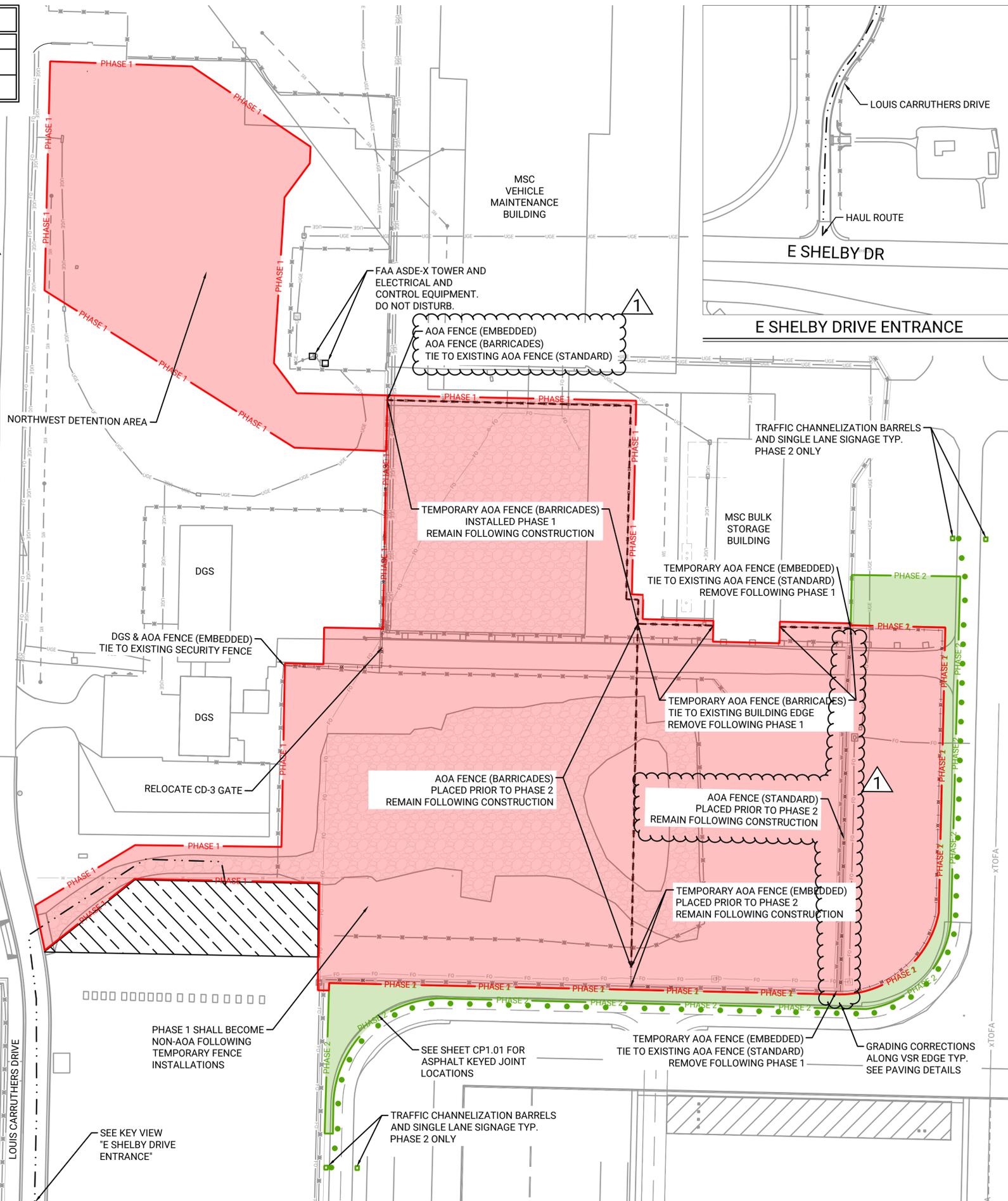
02 CONCRETE ENCASED CONDUIT
SCALE: NONE

CAD FILE: C:\PW\WORK\019\1\DWG\000\DETAILS\DWG\Layout_CU5.dwg - ELEC By: HALEY, WILL U

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. SEE CG1.02 FOR ADDITIONAL INFORMATION.



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

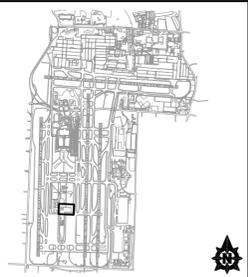
- PHASING NOTES:
1. THE CONTRACTOR MUST COMPLETE THE PROJECT WITHIN 160 CALENDAR DAYS.
 2. A CALENDAR DAY IS DEFINED AS ANY DAY ON THE CALENDAR. IT INCLUDES SATURDAYS, SUNDAYS, HOLIDAYS, AND NON-WORK DAYS. CONTRACT TIME BASED ON CALENDAR DAYS WILL BEGIN ON THE EFFECTIVE DATE IN THE NOTICE TO PROCEED.
 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.



JOB NO.	0024M300.17
DRAWN BY:	AJI
CHECKED BY:	WUH
APPROVED BY:	JEB
DATE	03/10/2026

ENGINEER-SUBCONSULTANT

JOB NO.



REVISIONS		
MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

MSCAA PROJ. NO. 23-1476-17

PROJECT:
SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE:
CONSTRUCTION SAFETY & PHASING OVERVIEW

DWG. FILE NAME	GC2.00-CSPPP_AJI.dwg
DATE	03/10/2026
SCALE	1" = 60'
SHEET NO.	GC2.01

CAD FILE: C:\PW\WORKDIR\PW\LEID88662\GC2.00-CSPPP_AJI.dwg Layout: CSPPP-01.dwg By: HALEY, WILL U



SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

MEMPHIS INTERNATIONAL AIRPORT

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

IFB PLAN SET
 MARCH 2026

SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1
 MEMPHIS INTERNATIONAL AIRPORT

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
 TENNESSEE 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

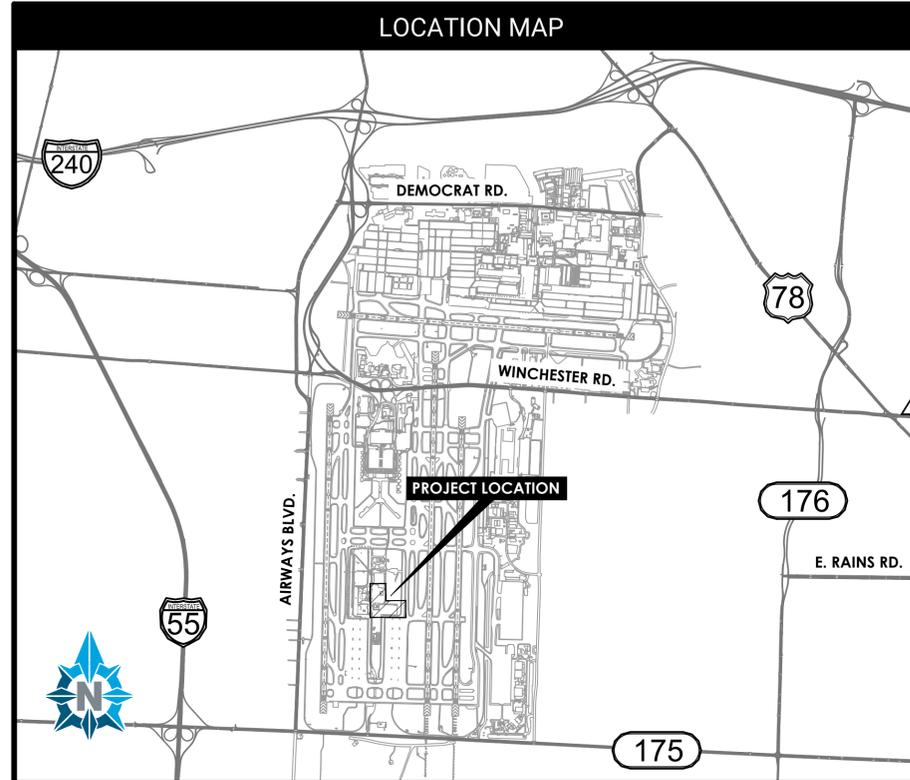
UTILITY NOTES

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.

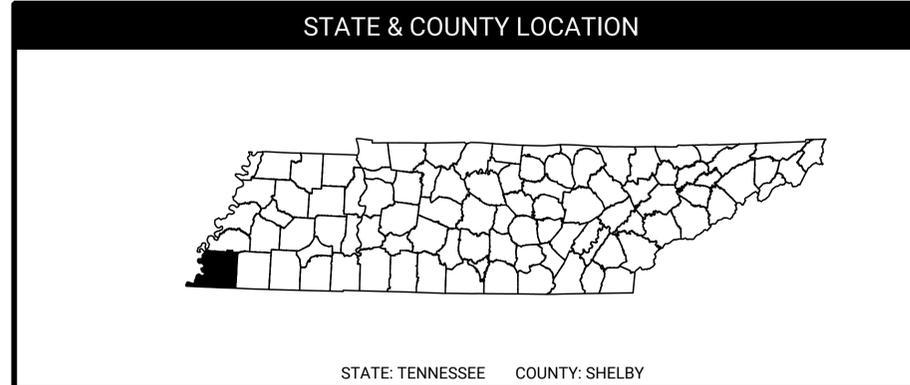
THE CONTRACTOR IS REQUIRED TO UTILIZE THE UTILITY ONE-CALL SERVICE AT (800) 351-1111 AT LEAST 48 HOURS PRIOR TO EXCAVATING ANYWHERE ON THE PROJECT. THE CONTRACTOR MUST ALSO CONTACT THE AIRPORT AND THE FAA AT LEAST 48 HOURS IN ADVANCE FOR LOCATES.

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
CG1.02	DRAINAGE & EROSION CONTROL OUTFALL 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



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	13	
4	C-102-5.3	CATCH BASIN PROTECTION TYPE D (TDOT EC-STR-19)	EA	16	
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	1,638	
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	1,650	
16	P-101-5.9	FIBER OPTIC PULL BOX DEMOLITION	EA	4	
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	287	
39	F-162-5.4	CHAIN LINK FENCE - MANUAL DOUBLE SWING GATE (NON-AOA) (6' TALL, 24' TOTAL WIDTH)	EA	1	
40	F-162-5.5a	CHAIN LINK FENCE - AUTOMATED SINGLE SLIDING GATE (AOA) (10' TALL, 24' TOTAL WIDTH) (GATE CD-3 INSTALLATION ONLY)	EA	1	
41	F-162-5.5b	CHAIN LINK FENCE - AUTOMATED SINGLE SLIDING GATE (AOA) (10' TALL, 24' TOTAL WIDTH) (GATE CD-3 EXISTING ACCESS CONTROL AND MOTORIZED EQUIPMENT RELOCATION)	LS	1	
42	F-162-5.6	CHAIN LINK FENCE - MANUAL DOUBLE SWING GATE (AOA) (10' TALL, 40' TOTAL WIDTH)	EA	1	
43	D-701-5.1	24" DIAMETER REINFORCED CONCRETE PIPE (CLASS III)	LF	1,064	
44	D-751-5.1	DOUBLE GRATE INLET IN PAVEMENT	EA	9	
45	D-752-5.1	24" DIAMETER STORMWATER HEADWALL WITH SECURITY GRATE	EA	1	
46	T-904-5.1	SODDING	SY	14,687	
47	T-905-5.1	TOPSOIL	SY	14,687	
48	A-101-3.1	TDOT 402.01 PRIME COAT	GAL	1,150	
49	A-101-3.2	TDOT 403.01 TACK COAT	GAL	50	
50	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	
51	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	
52	A-102-3.1	CONSTRUCTION ACCESS, PROJECT SECURITY, AND STAGING AREA	LS	1	
53	A-102-3.2	MAINTENANCE OF TRAFFIC	LS	1	
54	A-103-5.1	OSP FIBER OPTIC CABLE SINGLE MODE 144-STRAND	LF	1,750	
55	A-104-5.1	TRAFFIC RATED FIBER OPTIC PULL BOX	EA	8	
56	A-104-5.2	TRAFFIC RATED ELECTRICAL ELECTRICAL PULL BOX	EA	5	
57	A-105-5.1	CONCRETE ENCASED 2W-2" FIBER OPTIC DUCT BANK W/TRACER WIRE AND DETECTABLE WARNING TAPE (INCL TRENCH AND BACKFILL)	LF	1,690	
58	A-105-5.2	CONCRETE ENCASED 2W-2" ELECTRICAL DUCT BANK W/TRACER WIRE AND DETECTABLE WARNING TAPE (INCL TRENCH AND BACKFILL)	LF	796	
59	A-106-5.1	2 No. 8 AWG 600V W/ NO. 10 GROUND INSTALLED IN DUCT OR CONDUIT	LF	846	

1



JOB NO. 0024M300.17
 DRAWN BY: AJI
 CHECKED BY: JEB
 APPROVED BY: JEB
 03/10/2026



ENGINEER-SUBCONSULTANT

JOB NO.

REVISIONS

MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

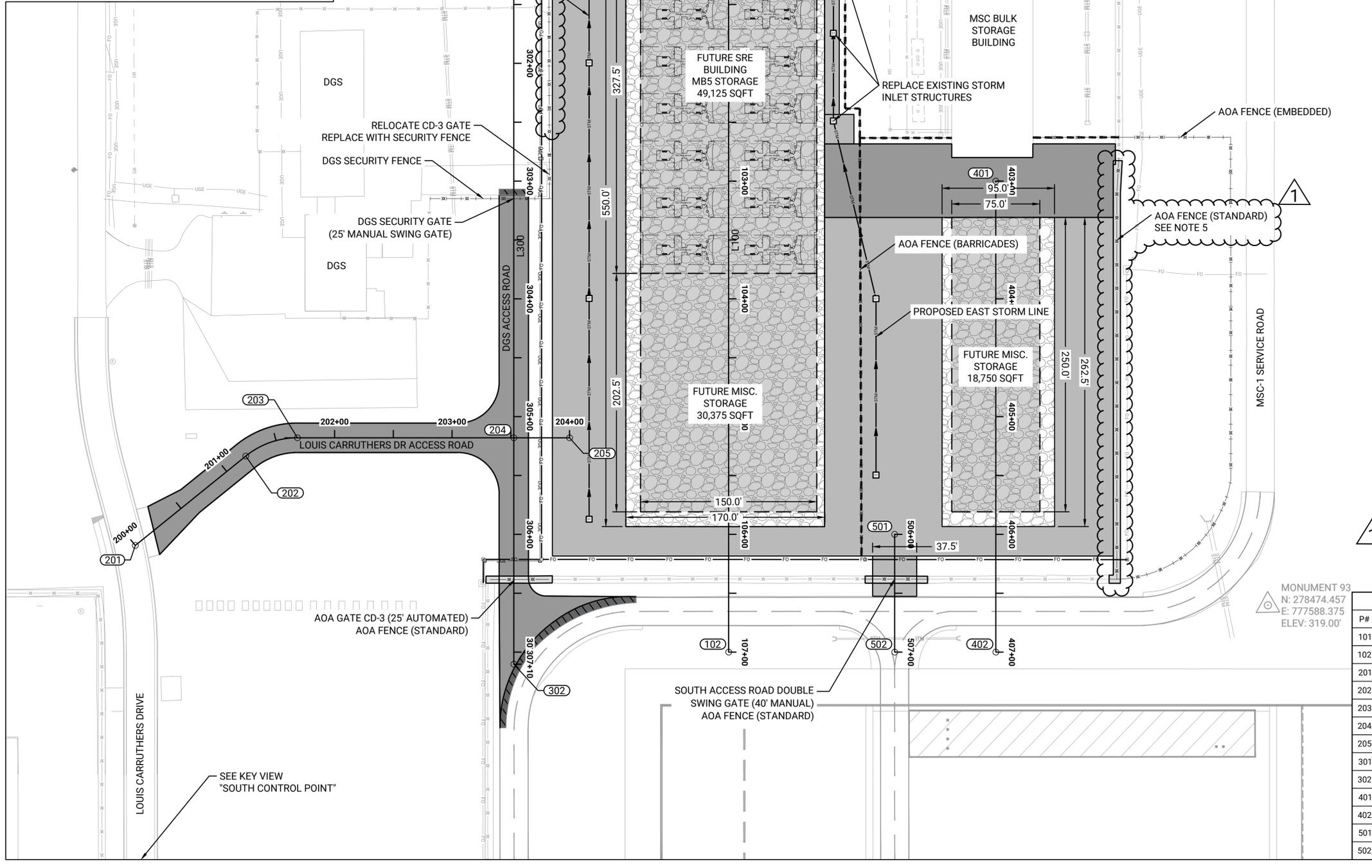
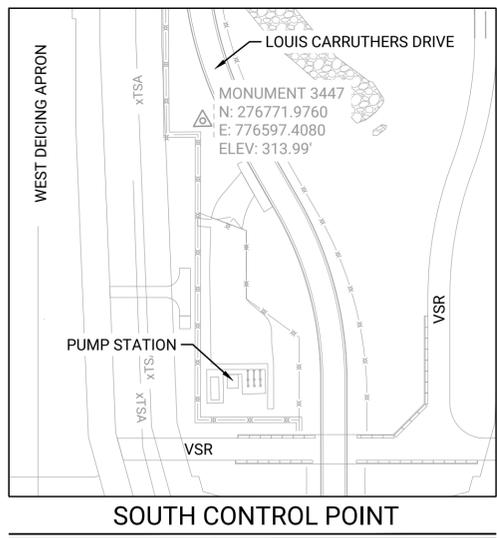
MSCAA PROJ. NO. 23-1476-17

PROJECT:
SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE:
SUMMARY OF QUANTITIES

DWG. FILE NAME: G11.01-SUMMARY OF QUANTITIES.dwg
 DATE: 03/10/2026
 SCALE: 1"=50'
 SHEET NO.: **G10.02**

CAD FILE: C:\PW\WORKDIR\PW\LEID88662\G11.01-SUMMARY OF QUANTITIES.DWG Layout: G11.01 By: HALEY, WILLU



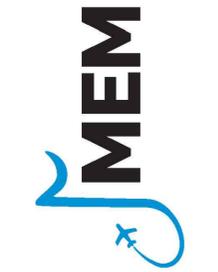
LEGEND

EXISTING	PROPOSED	
		ASPHALT - FULL DEPTH
		CONCRETE - FULL DEPTH
		GRAVEL
		FUTURE BUILDING OUTLINES
		SANITARY SEWER
		STORM SEWER
		WATER
		ELECTRICAL - UNDERGROUND
		FIBER OPTIC
		AOA FENCE (STANDARD)
		AOA FENCE (EMBEDDED)
		AOA FENCE (BARRICADES)
		PAVEMENT MARKINGS
		CONTROL POINT
		POINT CALLOUT
		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.
 - AOA FENCE (STANDARD) SHALL INCLUDE A 6' MOW STRIP AND REMAIN FOLLOWING THE PROJECT. ADDITIONAL INFORMATION WITHIN GC & CU SHEET SERIES.

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. 0024M300.17

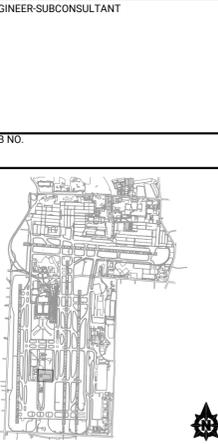
DRAWN BY: AJI

CHECKED BY: WUH

APPROVED BY: JEB

03/10/2026

ENGINEER-SUBCONSULTANT



REVISIONS

MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

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: 03/10/2026

SHEET NO. G11.00

SCALE: 1" = 50'

CAD FILE: C:\PW\WORKDIR\PW\LEID8662\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

- ALL EXCESS EXCAVATION SHALL REMAIN AIRPORT PROPERTY AND BE HAULED TO MCKELLAR PARK.
- 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.

DRAWN BY:
AJI

CHECKED BY:
WUH

APPROVED BY:
JEB



03/10/2026

ENGINEER-SUBCONSULTANT

JOB NO. 0025M300.17

REVISIONS

MARK	DATE	DESCRIPTION
△	03/10/26	ADDENDUM 1

MSCAA PROJ. NO. 23-1476-17

PROJECT:
SNOW REMOVAL EQUIPMENT BUILDING - PHASE 1

SHEET TITLE:
CONSTRUCTION SAFETY & PHASING NOTES

DWG. FILE NAME: GC2.00-CSPP-AJI.dwg

DATE: 3/10/2026 SHEET NO. GC0.01