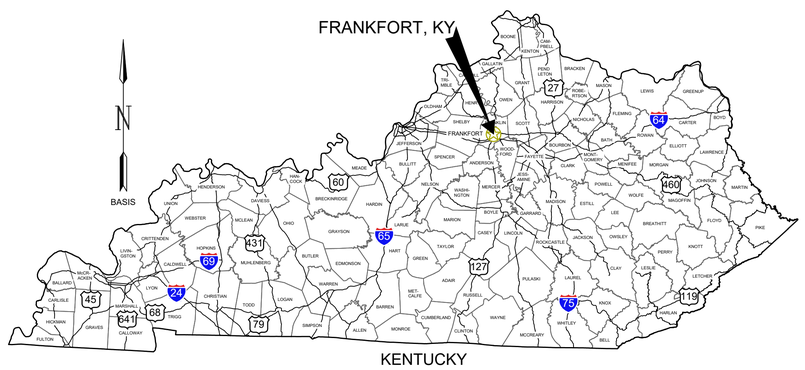
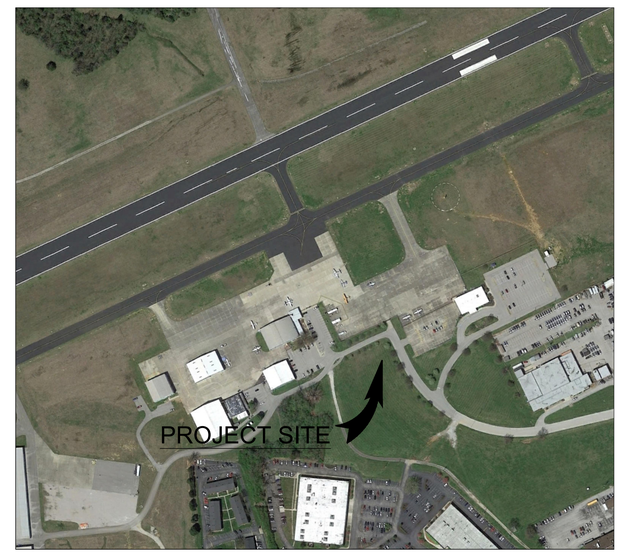
TERMINAL DEVELOPMENT - PHASE 1

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KENTUCKY



LOCATION MAP



VICINITY MAP

NO SCALE

GARVER PROJECT NO. 2301806
APRIL 2025

OWNER: KENTUCKY DEPARTMENT OF AVIATION
90 AIRPORT ROAD
FRANKFORT, KY 40601
CONTACT: wayne simpson (970) 244-9100,
EMAIL: WAYNE.SIMPSON@KY.GOV

CIVIL ENGINEER: GARVER
2525 HARRODSBURG RD
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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

COVER SHEET

JOB NO.: 2402128
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GENERAL NOTES

1. THE TERM "OWNER," AS CONTAINED IN THESE PLANS SHALL REFER TO THE KENTUCKY DEPARTMENT OF AVIATION.

2. THE PRIME CONTRACTOR SHALL PERFORM WITH HIS ORGANIZATION AN AMOUNT OF WORK EQUAL TO AT LEAST 30 PERCENT OF THE TOTAL CONTRACT COST. THE PRIME CONTRACTOR SHALL ENSURE FULL COMPLETION OF ALL THE WORK ELEMENTS WHETHER PERFORMED BY COMPANY FORCES OR BY A SUBCONTRACTOR. THE STATEMENT OF BIDDERS QUALIFICATION FORM IS INCLUDED IN THE FRONT END DOCUMENTS AND SHALL BE SUBMITTED AS A PART OF THE CONTRACTOR'S BID PACKAGE.

3. THE CONTRACTOR SHALL BEGIN WORK NO LATER THAN TEN DAYS (10) AFTER THE NOTICE TO PROCEED IS ISSUED. THE CONTRACTOR'S CONSTRUCTION AND CRITICAL PATH SCHEDULES SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER AND OWNER AT THE PRECONSTRUCTION MEETING AND BEFORE ANY WORK COMMENCES.

4. LEVEL DATUM IS U.S.C. & G.S. ALL MONUMENTS LOCATED WITHIN THE PROPOSED CONSTRUCTION AREA SHALL BE PROTECTED UNLESS OTHERWISE INDICATED ON THE PLANS. THE CONTRACTOR IS REQUIRED TO FURNISH ALL STAKING REQUIRED FOR COMPLETION OF THE JOB FROM THE HORIZONTAL AND VERTICAL CONTROL ESTABLISHED BY THE ENGINEER. ANY DEVIATION REQUIRED FROM THE PLANNED GRADES WILL BE AT THE CONTRACTOR'S EXPENSE AND SHALL BE APPROVED BY THE ENGINEER.

5. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING AROUND ELECTRICAL CABLES. ANY DAMAGE TO THE AIRPORT LIGHTING, NAVAIDS, OR ELECTRICAL SYSTEM CAUSED BY THE CONTRACTOR'S WORK SHALL BE ADDRESSED IMMEDIATELY ON AN AROUND-THE-CLOCK BASIS UNTIL FULLY REPAIRED AND OPERATIONAL AT NO ADDITIONAL COST TO THE OWNER. ANY UTILITY DISRUPTIONS CAUSED BY THE CONTRACTOR SHALL BE REPAIRED IN A TIMELY MANNER AT NO ADDITIONAL COST TO THE OWNER. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UTILITIES PRIOR TO STARTING CONSTRUCTION WORK.

6. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING HAUL ROUTES AND THE INTEGRITY OF THE AIRFIELD'S PAVEMENTS.

7. THE CONTRACTOR SHALL INVENTORY THE AIRPORT'S PRECONSTRUCTION CONDITIONS, INCLUDING ALL AIRPORT ACCESS ROADS AND PAVEMENTS USING PHOTOS AND/OR VIDEOS AND SUBMIT TO THE ENGINEER PRIOR TO ANY CONSTRUCTION/MOBILIZATION. THESE AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF ALL WORK, INCLUDING ANY ASPHALT REPAIR TO COMPLETE THIS RESTORATION WORK DUE TO HAULING, STAGING, OR PARKING SHALL BE CONSIDERED SUBSIDIARY TO SITE PREPARATION. IN ADDITION TO PAVED SURFACES ALL OTHER DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION OR BETTER UPON COMPLETION OF THE PROJECT, THIS INCLUDES BUT NOT LIMITED TO, RUT REPAIR AND RESEEDING. CONTRACTOR MAY PROPOSE ADDITIONAL OR ALTERNATE HAUL ROUTE, BUT SHALL BE APPROVED BY THE ENGINEER AND OWNER PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL PUBLIC ROADWAYS, AIRFIELD PAVEMENTS, AND ALL OTHER PAVED SURFACES FREE FROM TRACKED MUD AND CONSTRUCTION DEBRIS. ALL WORK ASSOCIATED WITH SITE RESTABILIZATION AND/OR PAVEMENT REPAIR SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

8. ALL MATERIALS, EQUIPMENT, AND VEHICLES SHALL BE STORED AND LEFT IN THE CONTRACTOR'S STAGING AREA, NO MATERIALS OR EQUIPMENT SHALL BE STORED WITHIN THE RUNWAY OR TAXIWAY OBJECT FREE AREA AT ANY TIME. CONTRACTOR'S EMPLOYEES SHALL PARK AT AREAS SHOWN ON THE PLANS. THE AIRPORT'S PARKING LOT WILL NOT BE ALLOWED FOR CONTRACTOR EMPLOYEE PARKING OR STAGING AREA.

9. ALL MATERIAL SHALL BE DEPOSITED ON SITE AND IN (APPROXIMATE) LOCATIONS SHOWN ON THE PLANS. FINAL LOCATION OF WASTE MATERIAL SITE SHALL BE FIELD VERIFIED AND APPROVED BY THE ENGINEER PRIOR TO COMMENCING ANY WORK.

10. THE EXISTING FEATURES SHOWN ON THESE PLANS ARE THOSE NOTED IN THE FIELD AND THOSE TAKEN FROM RECORD DRAWINGS. THIS DOES NOT GUARANTEE THAT ALL FEATURES ARE SHOWN ON THE PLANS. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE, QUANTITY, OR LOCATION OF EXISTING FEATURES.

11. THE CONTRACTOR IS REQUIRED TO HAVE AN AUTHORIZED SUPERINTENDENT ON THE JOB SITE AT ALL TIMES WHEN ANY WORK IS BEING COMPLETED. THIS INCLUDES WHEN A SUBCONTRACTOR IS WORKING. THE CONTRACTOR'S PROJECT SUPERINTENDENT SHALL HAVE CONTROL OVER THE CONTRACTOR'S WORK FORCE AND THE KNOWLEDGE AND AUTHORITY TO IMPLEMENT ANY ACTIONS REQUIRED TO ENSURE COMPLIANCE WITH THE PLAN, SPECIFICATIONS, AND THE QUALITY CONTROL PROGRAM. THE CONTRACTOR SHALL REFER TO GENERAL PROVISIONS FOR ADDITIONAL SUPERINTENDENT REQUIREMENTS. THE ENGINEER, OR THEIR REPRESENTATIVE, MUST BE PRESENT WHENEVER ANY WORK IS BEING COMPLETED. THE RESIDENT OBSERVER MUST AGREE ON ALL QUANTITIES AND SIGN OFF ON ALL WORK ITEMS BEFORE THEY CAN BE INVOICED FOR PAYMENT. NO PAYMENT WILL BE MADE FOR WORK COMPLETED WITHOUT THE ENGINEER, OR THEIR REPRESENTATIVE PRESENT.

12. ANY ITEMS REQUIRED TO COMPLETE THE PROJECT, WHICH ARE NOT INDICATED ON THE SUMMARY OF QUANTITIES WITH A SPECIFIC PAY ITEM, SHALL BE INCIDENTAL TO THE CONTRACT. COST FOR SUCH ITEMS SHALL BE CONSIDERED SUBSIDIARY TO SITE PREPARATION.

13. IN THE EVENT OF ANY DISCREPANCIES AND/OR ERRORS FOUND IN THE PLANS, OR IF PROBLEMS ARE ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL BE REQUIRED TO NOTIFY THE ENGINEER BEFORE PROCEEDING WITH ANY WORK. IF THE ENGINEER IS NOT NOTIFIED, THE CONTRACTOR WILL TAKE RESPONSIBILITY FOR THE COST OF THE REVISIONS. THE NOTES CONTAINED IN THE PLANS IN NO WAY INVALIDATED ANY OF THE PROJECT SPECIFICATIONS. IN CASE OF A DISCREPANCY BETWEEN THE PLANS AND SPECIFICATIONS, THE SPECIFICATIONS SHALL GOVERN THE PROJECT.

14. ALL WORK IN CRITICAL AREAS SHALL BE SCHEDULED AND COORDINATED WITH THE AIRPORT REPRESENTATIVE AND THE ENGINEER. THE CONTRACTOR SHALL GIVE THE AIRPORT REPRESENTATIVE AND THE ENGINEER A MINIMUM OF 48-HOUR NOTICE PRIOR TO INITIATING ANY WORK ADJACENT TO OR ON THE RUNWAY OR ANY AIRFIELD PAVEMENTS TO ALLOW TIME FOR NOTAM TO BE ISSUED.

15. ANY AIRPORT PAVEMENT, FACILITIES, LIGHTING, NAVAIDS AND/OR EQUIPMENT DAMAGED OR DESTROYED AS A RESULT OF THE CONTRACTOR'S ACTIONS INSIDE THE AOA SHALL BE COMPLETELY REPAIRED OR REPLACED IN A TIMELY MANNER BY THE CONTRACTOR AT THEIR EXPENSE AND TO THE SATISFACTION OF THE OWNER AND ENGINEER BEFORE REOPENING THE APRON. THE MATERIALS USED FOR THESE REPAIRS SHALL MEET THE FAA AND KYTC SPECIFICATIONS AND SHALL BE APPROVED BY THE ENGINEER. NO EXTENSION OF THE CLOSURE/CONTRACT TIME WILL BE GRANTED IF DAMAGE IS CAUSED BY THE CONTRACTOR'S ACTIONS, AND LIQUIDATED DAMAGES WILL NOT BE WAIVED.

16. HAULING ON EXISTING PAVED ROADS SHALL BE ACCOMPLISHED BY ON-ROAD VEHICLES WHICH SHALL BE REQUIRED TO COMPLY WITH LEGAL LOAD REGULATIONS AND LAWS. DAMAGE TO ANY PAVED AREAS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER TO THE SATISFACTION OF THE ENGINEER USING SPECIFICATIONS PROVIDED IN THIS PROJECT, OR SUPPLIED BY THE ENGINEER. IF HEAVY EQUIPMENT IS TO BE USED ON ANY AIRFIELD PAVEMENT, RUNWAY, TAXIWAY, AND/OR APRON, THE CONTRACTOR SHALL PLACE STEEL PLATES WHERE EVER THE EQUIPMENT WILL CROSS. THESE PLATES WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO DIRECT PAYMENT WILL BE MADE.

17. HAULING SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS. CONTRACTOR SHALL HAVE A DRUM WITH LATCHING / LOCKING TOP AVAILABLE TO CONTAIN ALL EMPLOYEES' TRASH.

18. CARE SHALL BE TAKEN TO PROTECT ANY EDGE LIGHTS AND NAVIGATION EQUIPMENT ADJACENT TO THE RUNWAY, TAXIWAY, AND OTHER AIRFIELD PAVEMENTS DURING THE PROJECT. ANY DAMAGE TO AIRPORT PROPERTY INCLUDING BUT NOT LIMITED TO AIRPORT FACILITIES, ELECTRICAL EQUIPMENT, AND PAVEMENTS MUST BE REPAIRED IMMEDIATELY BY THE CONTRACTOR AND TO THE SATISFACTION OF THE AIRPORT MANAGER.

19. THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS AND CODES IN REGARDS TO SAFETY, NOISE CONTROL, AND EMISSIONS DURING CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR GIVING ALL NECESSARY NOTICES AND OBTAIN ALL PERMITS. CONTRACTOR SHALL ALSO COMPLY WITH ALL CITY, COUNTY, AND STATE TRAFFIC REGULATIONS AND LAWS CONCERNING THE USE OF STREETS, ROADWAYS, AND HIGHWAYS USED FOR HAULING. THE CONTRACTOR SHALL DISCONTINUE OPERATIONS THAT VIOLATE EXISTING LAWS AND REGULATIONS OR CREATE A HAZARD TO TRAFFIC.

20. THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE “MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION”ISSUED BY AGC OF AMERICA, INC., AND THE “SAFETY AND HEALTH REGULATION FOR CONSTRUCTION” ISSUED BY THE UNITED STATES DEPARTMENT OF LABOR. SEE *AC 150/5370-2G - OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION* FOR ADDITIONAL INFORMATION.

21. FINAL CLEANUP OF THE PROJECT AREA INCLUDING THE STAGING, PARKING AREAS, AND MATERIAL STORAGE AREAS, AND ALL OTHER AREAS IMPACTED BY CONTRACTOR'S WORK BEFORE THE RELEASE OF RETAINAGE.

22. THE CONTRACTOR SHALL RECORD VIDEO OF ALL SURFACES THAT WILL BE IMPACTED BY ANY OF HIS WORK OR SUBCONTRACTORS, SUCH AS EXISTING LIGHTING, ROADWAYS, GATES OR AIRCRAFT MOVEMENT AREAS. THE CONTRACTOR SHALL SUBMIT THESE TO THE ENGINEER PRIOR TO ANY WORK ON PROPERTY BEING AIRPORT AND OR COUNTY.

SHEET INDEX

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GI-002	GENERAL NOTES AND SHEET INDEX
GI-003	SUMMARY OF QUANTITIES
GC-001	CONSTRUCTION SAFETY AND PHASING NOTES 1
GC-002	CONSTRUCTION SAFETY AND PHASING NOTES 2
GC-101	CONSTRUCTION SAFETY AND PHASING PLAN
GC-201	CONSTRUCTION SAFETY DETAILS
GC-301	SITE PLAN
CIVIL	
CV-101	EXISTING CONDITIONS & DEMOLITION PLAN
CE-101	EROSION CONTROL PLAN
CE-201	EROSION CONTROL DETAILS
CE-202	SWPPP NOTES
CH-001	GRADING, DRAINAGE, AND EROSION CONTROL NOTES
CH-101	EXISTING DRAINAGE AREA MAP
CH-201	PROPOSED DRAINAGE PLAN
CG-101	PAVING & GRADING PLAN 1
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CG-201	PAVING AND GRADING DETAILS
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CC-101	STORM DRAIN PLAN 1
CC-102	STORM DRAIN PLAN 2
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CU-101	WATER UTILITY PLAN
CU-102	SANITARY SEWER UTILITY PLAN
CF-101	FENCING PLANS
CF-201	FENCING DETAILS
ELECTRICAL AND UTILITIES	
EN-101	ELECTRICAL NOTES
EL-101	ELECTRICAL SITE PLAN
ED-101	ELECTRICAL DETAILS 1
ED-102	ELECTRICAL DETAILS 2
ED-103	ELECTRICAL DETAILS 3
ED-104	ELECTRICAL DETAILS 4
SUPPLEMENTAL DETAILS	
G1	CITY OF FRANKFORT: STANDARD SANITARY SEWER CONSTRUCTION DETAILS
G2	
G3	

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WILLIAM C. ADAMS IV
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Digitally Signed 04/14/2025

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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

GENERAL NOTES AND SHEET INDEX

JOB NO.: 2402128
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BIDDING NOTES

1. AWARD OF CONTRACT WILL BE MADE TO THE RESPONSIVE, RESPONSIBLE, AND QUALIFIED BIDDER WITH THE LOWEST TOTAL COST TO THE OWNER.
2. THE FUNDS ALLOCATED FOR THE PERFORMANCE OF THIS PROJECT ARE LIMITED. THE OWNER RESERVES THE RIGHT TO LIMIT THE SCOPE OF WORK. THIS MAY RESULT IN THE ELIMINATION OF SOME ITEMS OF WORK OR REDUCTION IN QUANTITIES OF SOME ITEMS, ALL OF WHICH WILL BE TO STAY WITHIN THE LIMITS OF AVAILABLE FUNDS.
3. THIS PROJECT IS FEDERALLY FUNDED, THEREFORE THE CERTIFIED PAY RATES ARE APPLICABLE TO THIS PROJECT. THE CERTIFIED PAY RATES ARE LOCATED WITHIN THE CONTRACT DOCUMENTS.

ITEM NO.	SPEC. NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	INSTALLED QUANTITY
0	40178	MOBILIZATION (MAX 10% OF BID)	LS	1	
1	00003	CRUSHED STONE BASE	TON	1640	
2	00005	GEOGRID REINFORCEMENT FOR SUBGRADE	SY	2150	
3	00212	CL2 ASPH BASE 1.00D PG64-22	TON	405	
4	00301	CL2 ASPH SURF 0.38D PG64-22	TON	150	
5	00520	STORM SEWER PIPE-12 IN	LF	55	
6	00521	STORM SEWER PIPE-15 IN	LF	530	
7	00522	STORM SEWER PIPE-18 IN	LF	225	
8	01202	PIPE CULVERT HEADWALL-15 IN (DOUBLE NO SKEW)	EACH	1	
9	01202	PIPE CULVERT HEADWALL-15 IN (DOUBLE WITH SKEW)	EACH	1	
10	01204	PIPE CULVERT HEADWALL-18 IN (U-TYPE)	EACH	1	
11	01310	REMOVE PIPE	LF	25	
12	01314	PLUG PIPE	EACH	2	
13	01449	S & F BOX INLET-OUTLET (15 IN)	EACH	2	
14	01450	S & F BOX INLET-OUTLET (18 IN)	EACH	1	
15	01493	DROP BOX INLET TYPE 2	EACH	1	
16	01577	DROP BOX INLET TYPE 14 (NYOPLAST YARD INLET)	EACH	1	
17	01642	JUNCTION BOX-18 IN	EACH	2	
18	01659	SPRING BOX INLET SPECIAL	EACH	1	
19	01875	STANDARD HEADER CURB	LF	195	
20	02157	PAVED DITCH TYPE 1	SY	40	
21	02210	BORROW EXCAVATION	CY	600	
22	02265	REMOVE FENCE	LF	25	
23	02460	REMOVE TREES OR STUMPS	EACH	20	
24	02569	DEMOBILIZATION	LS	1	
25	02603	FABRIC-GEOTEXTILE CLASS 2	SY	2370	
26	02625	REMOVE HEADWALL	EACH	2	
27	02701	TEMP SILT FENCE	LF	1000	
28	02721	REMOVE CONCRETE	SY	70	
29	04799	CONDUIT-4 IN	LF	180	
30	04821	OPEN CUT ROADWAY	LF	80	
31	08019	CYCLOPEAN RIP RAP	TON	180	
32	15118	S PIPE SPECIAL (4 INCH PVC, GRAVITY)	LF	200	
33	15118	S PIPE SPECIAL (6 INCH PVC, GRAVITY)	LF	8	
34	15092	S MANHOLE (4' DIAMETER)	EACH	1	
35	15099	S MANHOLE TAP EXISTING	EACH	1	
36	17012	EC DUCT - 06 BANK CONCRETE ENCASED	LF	40	
37	17045	EC DIRECTIONAL BORE	LF	180	
38	40000	SITE PREPARATION (SAFETY AND SECURITY)	LS	1	
39	40024	ASPHALT PAVEMENT REMOVAL (ALL DEPTHS)	SY	587	
40	40029	UNSUITABLE EXCAVATION	CY	500	
41	40048	TOPSOILING-4 IN THICK OBTAINED ON SITE	SY	9380	
42	40063	ELEC JCT STRC CLS 1 L-867-16 X 24 IN - INS	EACH	1	
43	40077	PAVEMENT MARKING-YELLOW PAINT	SF	240	
44	40078	PAVEMENT MARKING-WHITE PAINT	SF	50	
45	40095	SEEDING	ACRE	2	
46	40184	UNCLASSIFIED EXCAVATION	CY	1350	
47	40188	ORNAMENTAL VEHICULAR GATE - CANTILEVER	EACH	1	
48	20631ND	INSTALL POLE MOUNTED SIGN	EACH	2	
49	23019EN	ASPHALT MILLING AND TEXTURING	SY	140	
50	23143ED	KPDES PERMIT AND TEMP EROSION CONTROL	LS	1	
51	23250ED	REMOVE GRAVEL ROAD ENTERANCE	SY	105	
52	24580EC	CHAIN LINK FENCE	LF	25	
53	24842EC	OVERFLOW STRUCTURE	EACH	1	
54	24845EC	UTILITY COORDINATION	LS	1	

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CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) - PAGE 1 OF 2

1. COORDINATION

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

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

   C. ~~FAA ATO COORDINATION - COORDINATION WITH THE FAA ATO FOR THE REQUIRED SHUTDOWN OF FAA FACILITIES FOR THIS PROJECT HAS BEEN COMPLETED. THE FAA ATO CONTACT FOR THIS PROJECT IS XXXX (XXX) XXX-XXXX.~~

2. PHASING

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

   A. PHASE ELEMENTS - IF NECESSARY FOR A GIVEN PHASE, EACH PHASE OF THE CONSTRUCTION SAFETY DRAWINGS SHALL DETAIL THE AREAS CLOSED TO AIRCRAFT OPERATIONS, ESTIMATED DURATION OF CLOSURES, TAXI ROUTES, ARFF ACCESS ROUTES, CONSTRUCTION STAGING AREAS, CONSTRUCTION ACCESS AND HAUL ROUTES, NAVAID IMPACTS, LIGHTING AND MARKING CHANGES, AVAILABLE RUNWAY LENGTH, DECLARED DISTANCES, HAZARD MARKING AND LIGHTING, AND REQUIRED LEAD TIME FOR NOTAMS.

   B. CONSTRUCTION SAFETY DRAWINGS - SEE SHEET GC-101 FOR CONSTRUCTION SAFETY DRAWINGS.

3. AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

   A. IDENTIFICATION OF AFFECTED AREAS - SEE ~~"AIRFIELD AREAS OF OPERATION AFFECTED BY CONSTRUCTION" TABLE AND~~ CONSTRUCTION SAFETY DRAWINGS FOR AIRFIELD AREAS OF OPERATIONS AFFECTED BY CONSTRUCTION.

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

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

   PLANNED CONSTRUCTION ACTIVITIES WILL HAVE NO NEGATIVE IMPACTS ON THE FUNCTIONALITY AND SERVICEABILITY OF THE NAVAIDS.

5. CONTRACTOR ACCESS

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

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

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

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

   ~~AT 14 CFR PART 139 CERTIFIED AND TOWERED AIRPORTS, ALL VEHICLE OPERATORS HAVING ACCESS TO THE MOVEMENT AREA MUST BE FAMILIAR WITH AIRPORT PROCEDURES FOR THE OPERATION OF GROUND VEHICLES AND THE CONSEQUENCES OF NONCOMPLIANCE OR BE ESCORTED BY SOMEONE WHO IS:~~

   ~~PERSONNEL ENTERING THE SECURED AREA MUST BE IN POSSESSION OF AND DISPLAY A VALID AIRPORT IDENTIFICATION BADGE AT ALL TIMES OR MUST BE ESCORTED BY A PERSON WITH A VALID AIRPORT IDENTIFICATION BADGE. ANY PERSON WHO IS ESCORTING INDIVIDUALS MUST BE IN DIRECT CONTROL OF THE ESCORTED INDIVIDUALS AT ALL TIMES. ANY PERSON WHO HAS BEEN ISSUED A BADGE, BUT IS NOT IN POSSESSION OF THE BADGE, MAY NOT ENTER THE SECURED AREA OF THE AIRPORT. AIRPORT IDENTIFICATION BADGES MAY BE OBTAINED AT THE LOCATION DURING REGULAR SCHEDULED TIMES FOR ISSUANCE OF BADGES. THERE IS A $XX.00 CHARGE FOR ISSUANCE OF THE BADGE AND $XX.00 CHARGE FOR THE FINGERPRINTING AND BACKGROUND CHECK. ANY BADGES THAT ARE LOST WILL BE SUBJECT TO A $XXX.00 CHARGE AND ALL BADGES MUST BE RETURNED TO THE AIRPORT UPON COMPLETION OF THE PROJECT UNLESS DIRECTED OTHERWISE BY THE AIRPORT. ANY FINE, INCLUDING ANY AND ALL ASSOCIATED COSTS, ASSESSED THE AIRPORT FOR FAILURE TO MAINTAIN SECURITY OF THE AIRPORT WHICH ARE A RESULT OF THE NEGLIGENCE OF THE PRIME CONTRACTOR, ANY OF HIS SUBCONTRACTORS, OR ANY SUPPLY/DELIVERY PERSONNEL, WILL BE ASSESSED TO THE PRIME CONTRACTOR AND SHALL BE DEDUCTED FROM ANY MONIES DUE HIM.~~

   ~~VEHICULAR TRAFFIC LOCATED IN OR CROSSING AN ACTIVE MOVEMENT AREA MUST HAVE A WORKING TWO-WAY RADIO IN CONTACT WITH THE CONTROL TOWER OR BE ESCORTED BY A PERSON IN RADIO CONTACT WITH THE TOWER. THE DRIVER, THROUGH PERSONAL OBSERVATION, SHOULD CONFIRM THAT NO AIRCRAFT IS APPROACHING THE VEHICLE POSITION. CONSTRUCTION PERSONNEL MAY OPERATE IN A MOVEMENT AREA WITHOUT TWO-WAY RADIO COMMUNICATION PROVIDED A NOTAM IS ISSUED CLOSING THE AREA AND THE AREA IS PROPERLY MARKED TO PREVENT INCURSIONS. [TWO-WAY RADIO COMMUNICATIONS (ARE/ARE NOT) REQUIRED BETWEEN CONTRACTORS AND THE (AIRPORT TRAFFIC CONTROL TOWER/FAA FLIGHT SERVICE STATION/AIRPORT AERONAUTICAL ADVISORY STATIONS (UNICOM/CTAF FREQUENCY _____)). RADIO CONTACT (IS/IS NOT) REQUIRED BETWEEN THE HOURS OF XX:XX AND XX:XX. CONTINUOUS MONITORING (IS REQUIRED/OR IS REQUIRED ONLY WHEN EQUIPMENT MOVEMENT IS NECESSARY IN CERTAIN AREAS).]~~

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

6. WILDLIFE MANAGEMENT

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

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

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

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

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

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

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

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

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

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

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

   D. COORDINATION WITH ARFF PERSONNEL - ANY DEACTIVATION OF WATER LINES OR HYDRANTS, REROUTING OF ACCESS ROUTES, OR USE OF HAZARDOUS MATERIALS ON THE AIRFIELD SHALL BE COORDINATED AND APPROVED BY THE AIRPORT'S ARFF PERSONNEL PRIOR TO EXECUTION OF SUCH ACTIVITIES.

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

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

10. INSPECTION REQUIREMENTS

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

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

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

11. UNDERGROUND UTILITIES

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

   KENTUCKY STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-752-6007. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE KENTUCKY ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

12. PENALTIES

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

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

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

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

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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

CONSTRUCTION SAFETY AND PHASING NOTES 1

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:15 PM Plotter used: AutoCAD PDF (General Documentation).pc3

CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) - PAGE 2 OF 2

13. SPECIAL CONDITIONS

NONE.

14. RUNWAY AND TAXIWAY VISUAL AIDS

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

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

- ~~PERMANENTLY CLOSED RUNWAYS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBLITERATING THE THRESHOLD MARKINGS, RUNWAY DESIGNATION MARKINGS, TOUCHDOWN ZONE MARKINGS, AND PLACING RUNWAY CLOSURE MARKERS AT EACH END OF THE RUNWAY AND AT 1,000-FT INTERVALS. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR CLOSED RUNWAY MARKER DETAIL.~~
- ~~TEMPORARILY CLOSED RUNWAYS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING RUNWAY CLOSURE MARKERS ON TOP OF THE RUNWAY DESIGNATION MARKERS. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR CLOSED RUNWAY MARKER DETAIL.~~
- ~~PARTIALLY CLOSED RUNWAYS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING TEMPORARY MARKING AND LIGHTING FOR THE PARTIALLY CLOSED RUNWAY. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR PARTIALLY CLOSED RUNWAY DETAIL.~~
- ~~DISPLACED THRESHOLDS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING TEMPORARY MARKING AND LIGHTING FOR THE DISPLACED THRESHOLD, INCLUDING RELOCATING EXISTING NAVIGATIONAL AIDS. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR TEMPORARY DISPLACED THRESHOLD DETAIL.~~
- ~~PERMANENTLY CLOSED TAXIWAYS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING TAXIWAY CLOSURE MARKERS AT THE ENTRANCE TO BOTH ENDS OF THE CLOSED TAXIWAY. THE CONTRACTOR SHALL ALSO OBLITERATE ALL TAXIWAY CENTERLINE MARKINGS (INCLUDING RUNWAY LEADOFF LINES) FOR THE CLOSED TAXIWAY. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR CLOSED TAXIWAY MARKER DETAIL.~~
- ~~TEMPORARILY CLOSED TAXIWAYS - THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, INSTALLING, AND MAINTAINING TAXIWAY CLOSURE MARKERS AT THE ENTRANCE TO THE CLOSED TAXIWAY FROM THE ADJACENT RUNWAY. THE TAXIWAY CLOSURE MARKERS SHALL BE INSTALLED INSIDE THE RUNWAY SAFETY AREA. THE CONTRACTOR SHALL ALSO FURNISH AND INSTALL LOW PROFILE BARRICADES AT THE ENTRANCE TO THE CLOSED TAXIWAY FROM AN ADJACENT TAXIWAY. BARRICADES SHALL BE INSTALLED OUTSIDE ALL ACTIVE TAXIWAY SAFETY AREAS. SEE DETAILS ON CONSTRUCTION SAFETY DRAWINGS FOR CLOSED TAXIWAY MARKER AND LOW-PROFILE AIRCRAFT BARRICADE DETAILS.~~

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

~~IF APPLICABLE, ALL CONSTRUCTION, ALTERATION, OR REMOVAL OF FAA OWNED EQUIPMENT SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN THE APPROVED FAA REIMBURSABLE AGREEMENT. NO WORK SHALL BE COMPLETED ON FAA OWNED EQUIPMENT PRIOR TO COMPLETION OF THE FAA REIMBURSABLE AGREEMENT.~~

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

15. MARKING AND SIGNS FOR ACCESS ROUTES

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

16. HAZARD MARKING AND LIGHTING

A. PURPOSE - HAZARD MARKING AND LIGHTING PREVENTS PILOTS FROM ENTERING AREAS CLOSED TO AIRCRAFT AND PREVENTS CONTRACTOR PERSONNEL FROM ENTERING AREAS OPEN TO AIRCRAFT.

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

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

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

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

A. RUNWAY SAFETY AREAS (RSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE RUNWAY SAFETY AREA. IF REQUIRED, ADJUSTMENTS TO THE RSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL ENSURE ADEQUATE DISTANCE PROTECTION FOR BLAST PROJECTION, AS NEEDED. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE RSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE RUNWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE RSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE RSA.

B. RUNWAY OBJECT FREE AREAS (ROFA) - NO MATERIAL SHALL BE STOCKPILED INSIDE THE LIMITS OF THE ACTIVE ROFA UNLESS APPROVED BY AIR SPACING THROUGH THE APPROPRIATE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.

C. TAXIWAY SAFETY AREAS (TSA) - NO WORK SHALL BE PERMITTED WITHIN AN ACTIVE TSA. IF REQUIRED, ADJUSTMENTS TO THE TAXIWAY TSA DIMENSIONS THROUGH RESTRICTED OPERATIONS SHALL BE COORDINATED WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE PRIOR TO CONSTRUCTION. ALL OPEN TRENCHES OR EXCAVATIONS WITHIN THE LIMITS OF THE TSA SHALL BE BACK FILLED OR COVERED PRIOR TO OPENING THE TAXIWAY TO OPERATIONS. IN ADDITION, EROSION CONTROL MEASURES SHALL BE PROVIDED IN THE TSA TO PREVENT RUTS, HUMPS, OR DEPRESSIONS INSIDE THE LIMITS OF THE TSA.

D. TAXIWAY OBJECT FREE AREAS (TOFA) - NO CONSTRUCTION SHALL BE PERMITTED INSIDE AN ACTIVE TOFA UNLESS THE TAXIWAY HAS BEEN RESTRICTED TO OPERATIONS REQUIRING A TOFA EQUAL TO THAT OF THE TOFA AVAILABLE. IF REQUIRED, CONSTRUCTION MAY BE PERMITTED INSIDE THE TOFA IF THE TAXIWAY CENTERLINE MARKINGS ARE OFFSET WITH CENTERLINE REFLECTORS OR LIGHTING, OR APPROPRIATE NOTAMS ARE ISSUED. CONSTRUCTION MAY ALSO BE PERMITTED INSIDE THE TOFA IF A FIVE FOOT WING TIP CLEARANCE IS MAINTAINED FOR ALL CONSTRUCTION EQUIPMENT AND VEHICLES. IN THIS SCENARIO, FLAGGERS AND WING WALKERS MUST BE USED TO DIRECT TRAFFIC THROUGH THE CONSTRUCTION SITE.

E. OBSTACLE FREE ZONE (OFZ) - NO PERSONNEL, MATERIAL, OR EQUIPMENT SHALL PENETRATE THE OFZ WHILE THE RUNWAY IS OPEN TO OPERATIONS. THE DIMENSIONS OF THE OFZ ARE AS DEFINED IN FAA AC 150/5300-13 (www.faa.gov).

F. APPROACH/DEPARTURE SURFACES - ALL CONTRACTOR PERSONNEL, MATERIALS, AND EQUIPMENT SHALL REMAIN CLEAR OF THE APPLICABLE THRESHOLD SITING SURFACES AS DEFINED IN CHAPTER 3 OF FAA AC 150/5300-13 (www.faa.gov). CONSTRUCTION ACTIVITIES THAT REQUIRE PENETRATION INTO THE THRESHOLD SITING SURFACE SHALL BE ACCOMPLISH THROUGH DISPLACING OR PARTIALLY CLOSING THE RUNWAY. SUCH CONSTRUCTION ACTIVITIES SHALL REQUIRE COORDINATION WITH THE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE.

19. OTHER LIMITATIONS ON CONSTRUCTION

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

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

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

C. RESTRICTIONS -CONSTRUCTION PERSONNEL SHALL BE RESTRICTED FROM ALL AIRPORT BUILDINGS UNLESS SPECIFICALLY REQUIRED FOR PERFORMANCE OF WORK. CONTRACTOR SHALL PROVIDE PORTA-JOHN AND TRASH CONTAINER WITH AN ATTACHABLE LID TO BE USED BY CONSTRUCTION EMPLOYEES.

D. CONSTRUCTION SAFETY LIMIT - THE RUNWAY SHALL BE CLOSED WHENEVER ANY WORK OR PERSONNEL ARE WITHIN 200' OF THE RUNWAY CENTERLINE. THE CONTRACTOR WILL BE REQUIRED TO STAKE OUT AND FLAG THE CONSTRUCTION SAFETY LIMIT AS SHOWN ON THE SAFETY AND PHASING SHEETS.

E. THE INTENT OF THE CONTRACT DOCUMENTS IS TO ORGANIZE AND CONTROL THE WORK SO IT IS ACCOMPLISHED WITH MINIMUM INCONVENIENCES TO THE AIRPORT AND TO ENSURE THE SAFETY OF THE AIRCRAFT MOVEMENTS AT THE AIRPORT DURING THE CONSTRUCTION PERIOD. ALL WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FAA AC 150/5370-2H, OPERATION SAFETY ON AIRPORTS DURING CONSTRUCTION.

CONTRACTOR SHALL ENSURE ALL EQUIPMENT AND VEHICLES INSIDE THE AIR OPERATIONS AREA HAS A FLAG OR BEACON ATTACHED TO IT AT ALL TIMES.

NOTE:

SOME APPLICABLE SAFETY NOTES, BUT NOT ALL APPLICABLE SAFETY NOTES REQUIRE ON AIRPORT PROJECTS, ARE INCLUDED IN THESE PLANS AND SPECIFICATIONS. CONTRACTOR SHALL ACQUIRE AND MAKE THEMSELVES AWARE OF ALL REQUIREMENTS AND REGULATIONS LISTED IN THE BELOW REFERENCE MATERIALS.

REFERENCE MATERIALS

AC 150/5370-2G	OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION
AC 150/5370-10H	STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS
AC 150/5200-18C	AIRPORT SAFETY SELF INSPECTION
AC 150/5340-1L	STANDARDS FOR AIRPORT MARKINGS
AC 150/5210-5D	PAINTING, MARKING, & LIGHTING OF VEHICLES USED ON AIRPORT
IPRF 01-G-002-05-1	AIRFIELD MARKING HANDBOOK
OSHA PART 1926	SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION
ACG OF AMERICA	MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION

PROJECT CONTACT INFORMATION

AIRPORT MANAGER	DREW UNDERWOOD	502-545-8111
GARVER PM	WILL ADAMS	859-410-2627
FIRE DEPARTMENT	CITY OF FRANKFORT	502-875-8511
ELECTRIC AND WATER	FRANKFORT PLANT BOARD	502-352-4372
SEWER	CITY OF FRANKFORT	502-875-2448
POLICE DEPARTMENT	CITY OF FRANKFORT	502-875-8523

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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

CONSTRUCTION SAFETY AND PHASING NOTES 2

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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DRAWING NUMBER
GC-002

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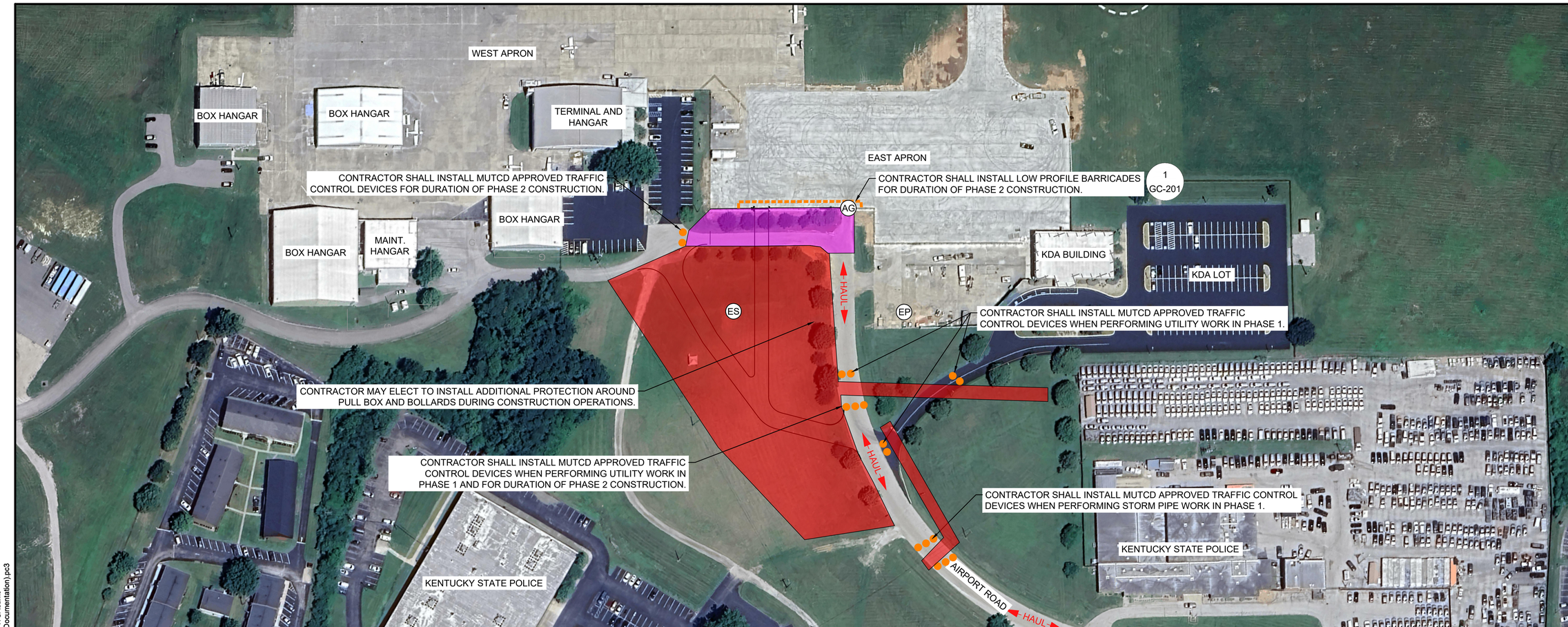


N

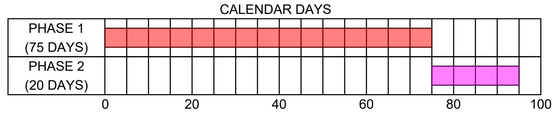
0 100' 200' 400' 600'
(IN FEET)

LEGEND

	PHASE 1 WORK AREA
	PHASE 2 WORK AREA
HAUL	CONTRACTOR ROUTE
AIR	AIRCRAFT ROUTE
ES	EQUIPMENT STORAGE
EP	EMPLOYEE PARKING
AG	ACCESS GATE
	LIGHTED BARRICADE

CONTRACT TIME

CALENDAR DAYS



ITEMS OF WORK

1	PERFORM EARTHWORK, REMOVE TREES, INSTALL UTILITIES EXTENSIONS, CONSTRUCT ROADWAY PAVEMENT SECTION UP THROUGH ASPHALT BASE, CONSTRUCT PARKING LOT AND BUILDING AREA TO SUBBASE, INSTALL DRAINAGE IMPROVEMENTS.
2	INSTALL SAFETY DEVICES, PERFORM EARTHWORK, REMOVE TREES, CONSTRUCT FUEL TRUCK ACCESS ROAD PAVEMENT SECTION THROUGH ASPHALT BASE, RELOCATE GATE AND INSTALL TEMPORARY FENCING, PAVE ASPHALT SURFACE FOR ROAD, REMOVE EXISTING ROADWAY DESIGNATED FOR DEMOLITION, REMOVE SAFETY DEVICES.

1. FAA NOTE: ONLY PHASE 2 HAS ANY AIRSIDE IMPACTS. PHASE 1 WILL BE LANDSIDE ONLY.
2. PRINT NOTE: SHEET SHALL BE PRINTED IN COLOR.
3. SEE CONSTRUCTION SAFETY AND PHASING NOTES FOR ADDITIONAL INFORMATION.
4. LIGHTED BARRICADES SHOWN ARE FOR GRAPHIC PURPOSES ONLY. THE CONTRACTOR SHALL DETERMINE THE QUANTITY OF LIGHTED BARRICADES REQUIRED TO COMPLETE THE WORK AS SHOWN AND MUST BE IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULARS.
5. CONTRACTOR SHALL HAVE AN APPROVED PAVEMENT BROOM OR VACUUM TRUCK AVAILABLE ON SITE AT ALL TIMES. HYDRANTS TO FILL VACUUM TRUCK WILL BE AVAILABLE ON AIRPORT PROPERTY.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING SUFFICIENT LIGHTING TO ADEQUATELY ILLUMINATE THE WORK AREA DURING NIGHTTIME OPERATIONS. PORTABLE LIGHTING SHALL NOT BE ORIENTED IN SUCH A WAY TO CAUSE IMPACT TO AIRPORT OPERATIONS.
7. IN NO EVENT SHALL CONSTRUCTION VEHICLES, EQUIPMENT, OR MATERIALS BE PARKED/STORED WITHIN 10' OF BARRICADES OR ACTIVE AIRFIELD PAVEMENT.
8. PERIMETER FENCE SHALL BE MAINTAINED AT ALL TIMES. TEMPORARY FENCING SHALL BE INSTALLED AS NECESSARY. METHODS FOR TEMPORARY FENCING SHALL BE APPROVED BY THE ENGINEER. TEMPORARY FENCING SHALL BE CONSIDERED SUBSIDIARY TO CONSTRUCTION SAFETY AND SECURITY.

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STATE OF KENTUCKY
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38791
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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

CONSTRUCTION SAFETY AND PHASING PLAN

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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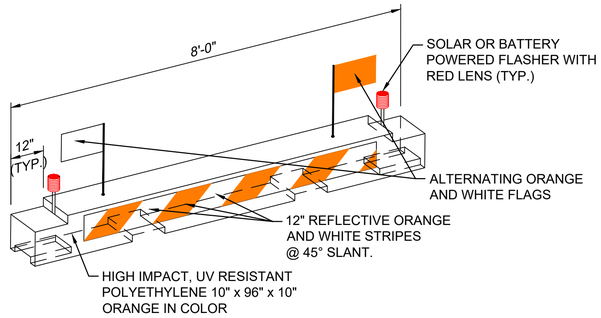


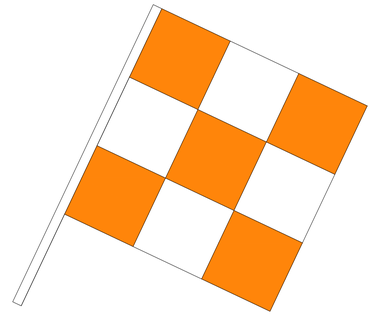
NOTES:

1. INTENDED USE FOR THE FOLLOWING:
   - MARKING/LIGHTING OF TEMPORARY HAZARDS WITHIN THE AOA
   - LONG TERM CLOSURE OF AIRCRAFT ROUTES.
2. INSTALL AT 12' C/C SPACING ALONG FULL WIDTH OF PAVEMENT.
3. BARRICADE SHALL BE EQUIPPED WITH ALTERNATING ORANGE AND WHITE 20"X20" FLAGS. IN ADDITION TO THE FLAGS, THE BARRICADES SHALL BE EQUIPPED WITH FLASHING RED CAUTION LIGHT.
4. BARRICADES SHALL BE WATER-FILLED AND MODULAR TO ASSEMBLE/DISASSEMBLE AND NEST FOR COMPACT STORAGE.
5. THE OWNER SHALL PROVIDE AND THE CONTRACTOR SHALL INSTALL AND MAINTAIN ALL BARRICADES DURING CONSTRUCTION. ALL BARRICADES SHALL REMAIN THE PROPERTY OF CAPITAL CITY AIRPORT AT THE COMPLETION OF CONSTRUCTION.

MULTI-BARRIER LOW PROFILE AIRCRAFT BARRICADE DETAIL

1 / GC-201

SCALE: NONE



NOTES:

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

VEHICLE FLAGS

2 / GC-201

SCALE: NONE

STAGING AREA NOTES

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

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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

CONSTRUCTION SAFETY DETAILS

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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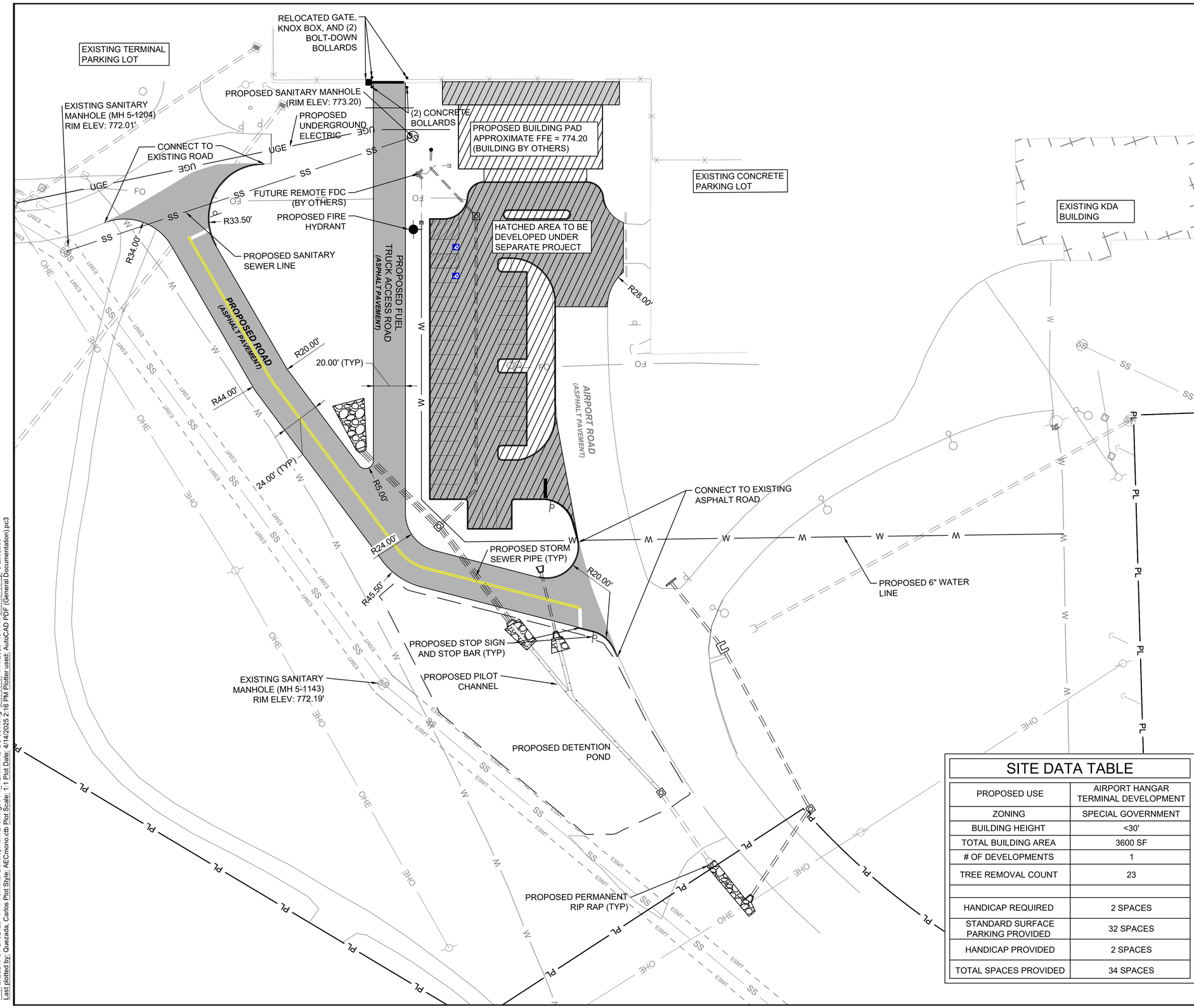


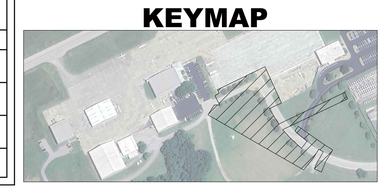
LEGEND

- PROPOSED ASPHALT PAVEMENT
- EXISTING AOA FENCE
- PROPOSED AOA FENCE
- PROPERTY LINE
- PROPOSED DETENTION POND
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- FUTURE REMOTE FDC (BY OTHERS)
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER STRUCTURE
- EXISTING SANITARY SEWER STRUCTURE
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE

SITE DATA TABLE

PROPOSED USE	AIRPORT HANGAR TERMINAL DEVELOPMENT
ZONING	SPECIAL GOVERNMENT
BUILDING HEIGHT	<30'
TOTAL BUILDING AREA	3600 SF
# OF DEVELOPMENTS	1
TREE REMOVAL COUNT	23
HANDICAP REQUIRED	2 SPACES
STANDARD SURFACE PARKING PROVIDED	32 SPACES
HANDICAP PROVIDED	2 SPACES
TOTAL SPACES PROVIDED	34 SPACES

KEYMAP



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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

SITE PLAN

JOB NO.: 2402128
DATE: APRIL 2025
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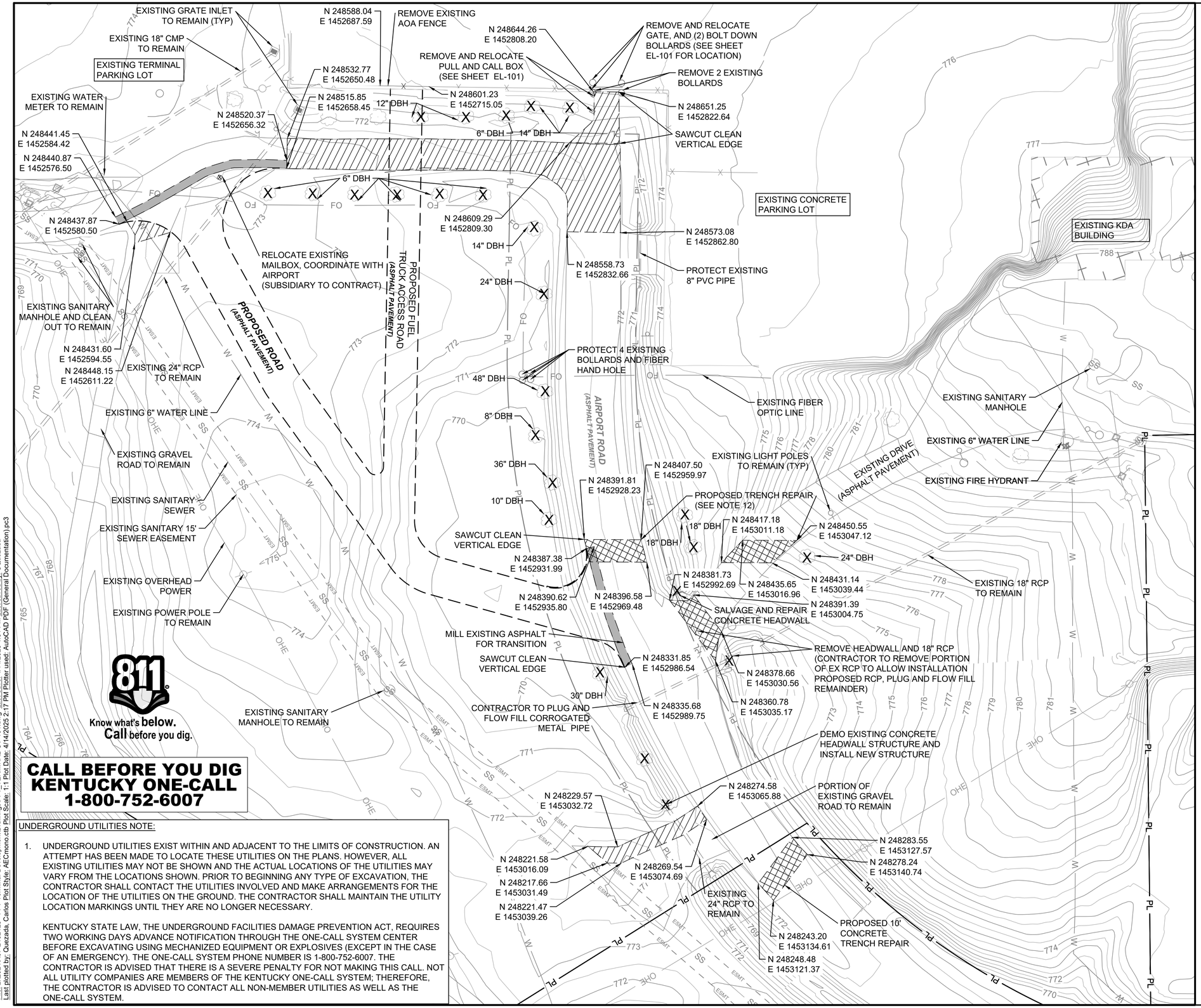


CALL BEFORE YOU DIG
KENTUCKY ONE-CALL
1-800-752-6007

UNDERGROUND UTILITIES NOTE:

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

   KENTUCKY STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-752-6007. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE KENTUCKY ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

0 15' 30' 60' 90'
(IN FEET)

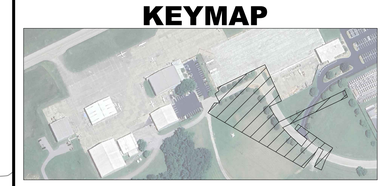
LEGEND

- PAVEMENT AND GRAVEL REMOVAL
- EXISTING PAVEMENT 2" MILLING (FOR TIE-IN)
- UTILITY TRENCH REPAIR
- EXISTING STORM DRAIN PIPE
- EXISTING DRAINAGE STRUCTURE
- XXX — EXISTING CONTOUR
- PL — PROPOSED PROPERTY LINE
- PL — EXISTING PROPERTY LINE
- X — FENCE REMOVAL
- X — TREE REMOVAL (SEE NOTE 10)
- EXISTING TREE
- PROPOSED PAVEMENT LIMITS

DEMOLITION NOTES:

1. CONTRACTOR WILL BE PAID FOR THE SQUARE YARD OF ASPHALT OR CONCRETE PAVEMENT REMOVED UNDER SPECIFICATION P-101 TO THE TOP OF PROPOSED SUBGRADE.
2. THE REMOVAL OF ANY STEEL REINFORCEMENT ENCOUNTERED WITHIN THE EXISTING SECTION WILL NOT BE PAID FOR SEPARATELY, BUT CONSIDERED SUBSIDIARY TO SPECIFICATION P-101.
3. ALL DRAINAGE STRUCTURES AND MATERIAL DEMOLISHED SHALL BE REMOVED FROM THE SITE WITH PAYMENT CONSIDERED SUBSIDIARY TO SPECIFICATION P-101 AND C-105.
4. THE CONTRACTOR SHALL ENSURE A CLEAN AND STRUCTURALLY SOUND JOINT FACE AT THE EDGE OF ALL REMOVED PAVEMENT. ALL WORK, MATERIAL AND EQUIPMENT (SAW CUT, JOINT SPALL REPAIR, ETC.) NECESSARY TO ACHIEVE THIS WILL NOT BE MEASURED FOR SEPARATE PAYMENT BUT WILL BE CONSIDERED SUBSIDIARY TO SPECIFICATION P-101.
5. THICKNESSES AND TYPES OF MATERIALS FOR CONCRETE AND ASPHALT SECTIONS ARE APPROXIMATE. VARIATIONS OF EXISTING PAVEMENT SECTIONS ON-SITE SHALL NOT BE A BASIS FOR ADDITIONAL PAYMENT.
6. ALL PAVEMENT REMOVED SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED AND DISPOSED OF OFF AIRPORT PROPERTY AT THE CONTRACTOR'S OWN EXPENSE.
7. CONTRACTOR SHALL PROTECT ALL UTILITIES, DRAINAGE FACILITIES, AND AIRPORT FACILITIES THAT ARE TO REMAIN DURING CONSTRUCTION. CONTRACTOR SHALL PERFORM THE WORK IN SUCH A MANNER AS NOT TO DAMAGE THE EXISTING UTILITIES. ANY DAMAGE TO THESE UTILITIES ARISING FROM THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY AND AT NO COST TO THE OWNER.
8. DAMAGE TO EXISTING PAVEMENT TO REMAIN SHALL REQUIRE THE CONTRACTOR TO CUT A CLEAN VERTICAL EDGE BEYOND THE DAMAGE AND REMOVE AND REPLACE THE ADDITIONAL PAVEMENT AT NO COST TO THE OWNER. REMOVAL LIMITS SHALL BE APPROVED BY THE ENGINEER.
9. MISCELLANEOUS STRUCTURES EXISTING WITHIN PAVEMENT DEMOLITION EXTENTS, INCLUDING, BUT NOT LIMITED TO BOLLARDS AND AIRCRAFT TIE-DOWNS, ARE SUBSIDIARY TO PAVEMENT REMOVAL.
10. TREE DIAMETER ARE GIVE AS DBH, DIAMETER BREAST HEIGHT, IN INCHES.
11. CONTRACTOR SHALL BE ADVISED THAT THERE ARE TREE STUMPS THAT MAY NEED TO BE REMOVED IN ADDITION TO TREE REMOVAL, PAYMENT SHALL BE PER PROJECT SPECIFICATION
12. CONTRACTOR SHALL REPAIR ROAD TO PREVIOUS CONDITIONS FOLLOWING INSTALLATION OF PIPE
13. THERE ARE STATE OWNED COMMUNICATIONS LINES WITHIN THE PROJECT AREA. CONTRACTOR IS RESPONSIBLE FOR ENSURING THESE LINES ARE LOCATED PRIOR TO START OF CONSTRUCTION
14. ALL WORK REGARDING WATER SERVICE IS TO BE PERFORMED BY THE FRANKFORT PLANT BOARD.

KEYMAP



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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

EXISTING CONDITIONS & DEMOLITION PLAN

JOB NO.: 2402128
DATE: APRIL 2025
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DRAWN BY: CNB/CQ

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Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:17 PM Plotter used: AutoCAD PDF (General Documentation).pc3

0 20' 40' 80' 120'
(IN FEET)

LEGEND

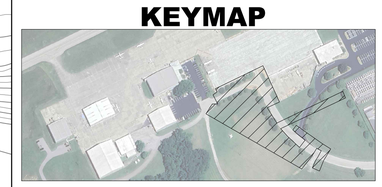
- PROPOSED PAVEMENT LIMITS
- PL — PROPERTY LINE
- XXX — EXISTING CONTOUR
- EXISTING DRAINAGE STRUCTURE
- EXISTING STORM DRAIN
- PROPOSED DRAINAGE STRUCTURE
- STORMWATER FLOW DIRECTION
- ESTIMATED LIMITS OF DISTURBANCE
- ROCK CHECK DAM (3 / CE-201)
- SP — KYTC TEMP SILT FENCE (1 / CE-201)
- KYTC SILT TRAP C (2 / CE-201)
- CONCRETE WASHOUT AREA (4 / CE-201)
- STABILIZED CONSTRUCTION ACCESS (5 / CE-201)
- SEED AND EROSION CONTROL BLANKET
- FLOW ARROW

TOTAL DISTURBED AREA = 3.18 ACRES

NOTES:

1. SEE SHEET CH-001 FOR EROSION CONTROL NOTES.
2. THE TEMPORARY EROSION CONTROL MEASURES SHOWN ON THE PLANS REPRESENT THE ENGINEER'S ESTIMATE OF THE MINIMUM EFFORT NEEDED TO MAINTAIN PROPER EROSION CONTROL DURING CONSTRUCTION. ADDITIONAL MEASURES MAY BE REQUIRED DURING CONSTRUCTION. INSTALLATION OF DEVICES NOT LISTED AS SEPARATE PAY ITEMS SHALL BE CONSIDERED SUBSIDIARY TO "KPDES PERMIT AND TEMP EROSION CONTROL"
3. SEE SHEET CE-201 FOR EROSION CONTROL DETAILS. THE SYMBOLS SHOWN IN THIS SHEET REPRESENT EROSION CONTROL DEVICES FOUND IN THE EROSION CONTROL DETAIL SHEET. THE SYMBOLS ARE NOT TO SCALE AND REPRESENT THE GENERAL LOCATION TO WHICH THE DEVICES SHALL BE PLACED.
4. EROSION AND SEDIMENT CONTROL FEATURES SHALL BE PLACED PRIOR TO THE START OF EXCAVATION OPERATIONS.
5. CONTRACTOR IS RESPONSIBLE FOR EROSION CONTROL AND TEMPORARY SEEDING OF STOCKPILES, BORROW AREAS, AND HAUL ROUTES. THIS WORK IS SUBSIDIARY TO "KPDES PERMIT AND TEMP EROSION CONTROL."
6. EXISTING DRIVE TO REMAIN AS CONSTRUCTION ALLOWS
7. THE CONTRACTOR SHALL INSTALL TEMPORARY EROSION CONTROL DEVICES PRIOR TO BEGINNING GRADING OPERATIONS.
8. THE CONTRACTOR SHALL INSTALL KYTC TURF MAT SLOPE IN CONJUNCTION WITH SEED. KYTC TURF MAT WILL BE SUBSIDARY TO SEEDING PAYMENT.

KEYMAP



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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

EROSION CONTROL PLAN

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CE-101

File: L:\2024\A07-2402128 - FFT Terminal Development\Drawings\FFT_TERMINAL-CE-101.dwg Last Save: 4/14/2025 1:56 PM Last saved by: CQuezada
Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:18 PM Plotter used: AutoCAD PDF (General Documentation).pc3

1 CE-201

KYTC TEMPORARY SILT FENCE WITH WOVEN WIRE FENCE FABRIC STANDARD DRAWING NO. RDX-215-01

SCALE: NONE

2 CE-201

KYTC SILT TRAP TYPE C STANDARD DRAWING NO. RDX-230-01

SCALE: NONE

3 CE-201

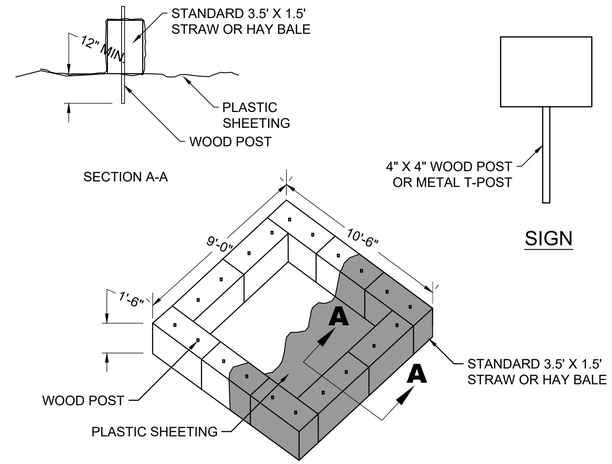
KYTC CHANNEL HABITAT IMPROVEMENT STRUCTURES (DUMPED STONE) STANDARD DRAWING NO. RDX-240-04

SCALE: NONE

4 CE-201

KYTC TURF MAT SLOPE INSTALLATION STANDARD DRAWING NO. SEPIA 22

SCALE: NONE



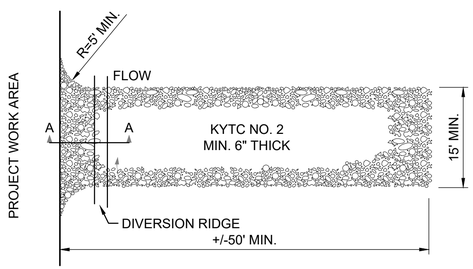
CONCRETE WASH-OUT NOTES:

1. LOCATIONS OF OFF-SITE MATERIALS, STORAGE, WASTE, CONCRETE WASH-OUT, OR BORROW AREAS SHALL BE DETERMINED BY THE CONTRACTOR.
2. PLASTIC SHEETING MUST BE 10 MIL THICK OR TWO 6 MIL PIECES OVERLAPPED.
3. ONCE CONCRETE DRIES, IT CAN BE ROLLED UP IN THE PLASTIC FOR DISPOSAL.
4. HAY BALES MUST BE STAKED WITH POSTS HOLDING PLASTIC LINER IN PLACE AND COVERING ALL BALES. WOODEN POSTS MUST BE 3 FEET IN LENGTH.
5. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ESTABLISH A WASH OUT AREA.
6. THE CONCRETE TRUCK DRIVER AND CONTRACTOR CAN BE CITED FOR WASH OUTS CONDUCTED IN A NON-DESIGNATED AREA.
7. AFTER THE DESIGNATED AREA FOR THE WASH OUT IS DETERMINED, SIGNAGE INDICATING CONCRETE WASH OUT AREA SHALL BE INSTALLED THAT IS VISIBLE TO EXITING VEHICLES. THE SIGN SHALL BE PLACED ON A WOOD POST AND EMBEDDED 12".

5 CE-201

CONCRETE WASH OUT AREA

SCALE: NONE

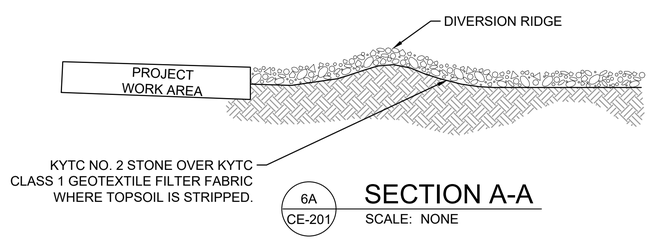


PLAN

6 CE-201

STABILIZED CONSTRUCTION ENTRANCE

SCALE: NONE



6A CE-201

SECTION A-A

SCALE: NONE

NOTES:

1. THE CONTRACTOR SHALL CONSTRUCT A STABILIZED CONSTRUCTION ENTRANCE MEETING THE MINIMUM REQUIREMENTS SHOWN ABOVE.
2. EXITING GRAVEL DRIVE, WHEN NECESSARY, VEHICLES SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO A PUBLIC ROADWAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AREA STABILIZED WITH CRUSHED STONE WITH DRAINAGE FLOWING AWAY FROM BOTH THE STREET AND THE STABILIZED ENTRANCE. ALL SEDIMENT SHALL BE PREVENTED FROM ENTERING ANY STORM DRAIN, DITCH, OR WATERCOURSE USING APPROVED METHODS.
3. THE GRAVEL ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PAVED SURFACES. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PAVED SURFACES MUST BE REMOVED IMMEDIATELY.
4. THE GRAVEL ENTRANCE MUST BE PROPERLY GRADED OR INCORPORATE A DRAINAGE SWALE TO PREVENT RUNOFF FROM LEAVING THE CONSTRUCTION SITE.
5. WHEN SEDIMENT HAS SUBSTANTIALLY CLOGGED THE VOID AREA BETWEEN THE ROCKS, THE AGGREGATE MAT MUST BE WASHED DOWN OR REPLACED. PERIODIC RE-GRADING AND TOP DRESSING WITH ADDITIONAL STONE MUST BE DONE TO KEEP THE EFFICIENCY OF THE ENTRANCE FROM DIMINSHING.
6. PRIOR TO INSTALLATION OF THE ADDITIONAL CONSTRUCTION ENTRANCE, THE CONTRACTOR SHALL COMPLETE THE FOLLOWING:
   - 6.1. LOCATE EXISTING UNDERGROUND UTILITIES AND AIRFIELD ELECTRICAL SYSTEM WITHIN THE PROPOSED CONSTRUCTION ENTRANCE LIMITS.
   - 6.2. SUBMIT MATERIALS, INCLUDING BUT NOT LIMITED TO, GEOTEXTILES, AGGREGATE, FENCING, CULVERTS, AND LOCATION OF ACCESS GATE (IF APPLICABLE) FOR THE ENGINEER'S APPROVAL. MATERIALS AND ACCESS GATE LOCATION (IF APPLICABLE) SHALL BE SUBMITTED TO THE ENGINEER AT LEAST SEVEN (7) CALENDAR DAYS PRIOR TO CONSTRUCTION. FENCING MATERIALS SHALL BE AS SHOWN ON PREVIOUS PLAN SHEET.
7. GRAVEL CONSTRUCTION ENTRANCE SHALL BE AT THE APPROXIMATE LOCATION SHOWN ON THE PLANS. CONTRACTOR MAY PROPOSE ALTERNATIVE LOCATION DURING PRECONSTRUCTION MEETING.
8. AS REQUIRED, THE CONTRACTOR SHALL INSTALL CULVERTS AND CONSTRUCTION ENTRANCE DITCH CROSSING WHERE THE ACCESS ROAD TRAVERSES EXISTING DRAINAGE DITCHES. CONTRACTOR SHOULD NOTE, A CULVERT MAY BE REQUIRED FOR THE LOCAL VEHICULAR ACCESS DRIVE.
9. THE CONTRACTOR SHALL STRIP THE TOP 2-INCHES OF TOPSOIL AND STOCKPILE FOR LATER USE.
10. THE CONTRACTOR SHALL INSTALL GEOTEXTILE FABRIC ON TOP THE PREVIOUSLY STRIPPED GROUND. THE HAUL ROUTE SHALL CONSIST OF AT LEAST 6 INCHES OF KYTC NO. 2 STONE CAPPED BY 2" OF KYTC #57 STONE.
11. MATERIALS USED IN CONSTRUCTION OF STABILIZED ENTRANCE WILL NOT BE MEASURED FOR SEPARATE PAYMENT, BUT SHALL BE CONSIDERED SUBSIDIARY TO "MOBILIZATION".

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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

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0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

EROSION CONTROL DETAILS

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CQ

BAR IS ONE INCH ON ORIGINAL DRAWING
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DRAWING NUMBER

CE-201

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Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:18 PM Plotter used: AutoCAD PDF (General Documentation).pc3

SITE DESCRIPTION

PROJECT LIMITS: KENTUCKY DEPARTMENT OF AVIATION, CAPITAL CITY AIRPORT
FRANKFORT, KY

PROJECT DESCRIPTION: TERMINAL PARKING LOT MILLING, AIRPORT RD IMPROVEMENTS

MAJOR SOIL DISTURBING ACTIVITIES: EARTHWORK (SITE GRADING), ASPHALT CONCRETE PAVEMENT CONSTRUCTION AND REMOVAL, AND UTILITY INSTALLATION

TOTAL PROJECT AREA: 3.18 ACRES

TOTAL AREA TO BE DISTURBED: 3.18 ACRES

WEIGHTED RUNOFF COEFFICIENT:
(AFTER CONSTRUCTION): 0.71

EXISTING CONDITION OF SOIL & VEGETATIVE COVER AND % OF EXISTING VEGETATIVE COVER: EXISTING COVER IS IN GOOD CONDITION WITH FULL GRASS COVERAGE.

NAME OF RECEIVING WATERS: ULTIMATE RECIEVING WATERS IS THE KENTUCKY RIVER APPROXIMATELY 7,800 FT FROM SITE

EROSION AND SEDIMENT CONTROLS

SOIL STABILIZATION PRACTICES:

- X TEMPORARY SEEDING
- X PERMANENT PLANTING, SODDING, OR SEEDING
- ___ MULCHING
- ___ SOIL RETENTION BLANKET
- ___ BUFFER ZONES
- ___ PRESERVATION OF NATURAL RESOURCES

OTHER:

STRUCTURAL PRACTICES:

- X SILT FENCES
- ___ HAY BALES
- ___ ROCK BERMS
- ___ DIVERSION, INTERCEPTOR, OR PERIMETER DIKES
- ___ DIVERSION, INTERCEPTOR, OR PERIMETER SWALES
- ___ DIVERSION DIKE AND SWALE COMBINATIONS
- ___ PIPE SLOPE DRAINS
- ___ PAVED FLUMES
- X ROCK BEDDING AT CONSTRUCTION EXIT
- ___ TIMBER MATTING AT CONSTRUCTION EXIT
- ___ CHANNEL LINERS
- ___ SEDIMENT TRAPS
- ___ SEDIMENT BASINS
- X STORM INLET SEDIMENT TRAP
- ___ STONE OUTLET STRUCTURES
- X CURBS AND GUTTERS
- ___ STORM SEWERS
- X VELOCITY CONTROL DEVICES
- ___ EROSION CONTROL LOGS

OTHER: CONCRETE WASHOUT, KYTC SILT TRAPS, ROCK CHECK DAM

NARRATIVE - SEQUENCE OF CONSTRUCTION (STORM WATER MANAGEMENT) ACTIVITIES:

EROSION AND SEDIMENT CONTROLS SHALL BE INSTALLED AT THE BEGINNING OF THE PROJECT. ONCE INSTALLED, THESE DEVICES WILL BE MAINTAINED DURING THE DURATION OF THE PROJECT.

STORM WATER MANAGEMENT:
EXISTING STORM SEWERS AND DRAINAGE DITCHES WILL BE USED TO REMOVE WATER FROM THE SITE. STORM WATER FROM THE SITE WILL FLOW THROUGH FILTER FABRIC FENCES, OR EROSION CONTROL LOGS AT THE DROP INLETS AND HEADWALLS TO FILTER SEDIMENT FROM STORM WATER RUNOFF BEFORE IT LEAVES THE SITE.

OTHER EROSION AND SEDIMENT CONTROLS:

MAINTENANCE:
ALL EROSION AND SEDIMENT CONTROLS WILL BE MAINTAINED IN GOOD WORKING ORDER. IF A REPAIR IS NECESSARY, IT WILL BE DONE AT THE EARLIEST DATE POSSIBLE, BUT NO LATER THAN 7 CALENDAR DAYS AFTER THE SURROUNDING EXPOSED GROUND HAS DRIED SUFFICIENTLY TO PREVENT DAMAGE FROM HEAVY EQUIPMENT. THE AREAS ADJACENT TO CREEKS AND DRAINAGE WAYS SHALL HAVE PRIORITY FOLLOWED BY DEVICES USED FOR SILT REDUCTION IN THE DISTURBED AREAS.

INSPECTION:
A QUALIFIED AND SKILLED SUPERINTENDENT AND RESIDENT PROJECT REPRESENTATIVE (RPR) SHALL INSPECT STORMWATER BMPS AT LEAST ONCE EVERY 7 DAYS AND WITHIN 24 HOURS OF RAIN EVENT.

WASTE MATERIALS:

HAZARDOUS WASTE (INCLUDING SPILL REPORTING):
NO HAZARDOUS WASTE IS EXPECTED ON THIS PROJECT SHOULD THERE BE A SPILL, THE CONTRACTOR SHALL REPORT IT TO THE PROPER AUTHORITIES WITHIN 24 HOURS.

SANITARY WASTE:
WHEN APPLICABLE, ALL SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR AS NECESSARY OR AS REQUIRED BY LOCAL REGULATION.

OFFSITE VEHICLE TRACKING:

- X HAUL ROADS DAMPENED FOR DUST CONTROL
- X LOADED HAUL TRUCKS TO BE COVERED WITH TARPAULIN
- X EXCESS DIRT ON ROAD REMOVED DAILY
- X STABILIZED CONSTRUCTION ENTRANCE

OTHER:
THE PROPOSED ACTION WOULD REQUIRE PREPARATION AND IMPLEMENTATION OF A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) ASSOCIATED WITH A KENTUCKY POLLUTION DISCHARGE ELIMINATION SYSTEM (KPDES) GENERAL PERMIT FOR CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR SECURING AND OBTAINING ALL NECESSARY PERMITS AND/OR APPROVALS ASSOCIATED WITH:

- PREPARATION AND IMPLEMENTATION OF A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AS AUTHORIZED BY A KENTUCKY POLLUTION DISCHARGE ELIMINATION SYSTEM (KPDES) GENERAL PERMIT FOR CONSTRUCTION. GARVER HAS PREPARED THE PRELIMINARY INFORMATION FOR THE SWPPP. THE CONTRACTOR SHALL REQUEST ADDITIONAL INFORMATION FROM GARVER IN ORDER TO COMPLETE THE SWPPP.
- A KENTUCKY DEPARTMENT FOR ENVIRONMENTAL PROTECTION'S DIVISION OF WATER (DOW) CONSTRUCTION ALONG A STREAM PERMIT.

ADDITIONALLY, THE CONTRACTOR IS RESPONSIBLE FOR LIMITING STREAM IMPACTS TO THOSE SPECIFIED IN THE PLAN SET. IF ADDITIONAL IMPACTS OCCUR, THE CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING AND ABIDING BY A SECTION 404 NATIONWIDE PERMIT FROM THE US ARMY CORPS OF ENGINEERS (USACE).

REMARKS:
DISPOSAL AREAS, STOCKPILES, AND HAUL ROADS SHALL BE CONSTRUCTED IN A MANNER THAT WILL MINIMIZE AND CONTROL THE AMOUNT OF SEDIMENT THAT MAY ENTER RECEIVING WATERS. DISPOSAL AREAS SHALL NOT BE LOCATED IN ANY WETLANDS, BODY OF WATER, OR STREAMBED. CONSTRUCTION STAGING AREAS AND VEHICLE MAINTENANCE AREAS SHALL BE CONSTRUCTED BY THE CONTRACTOR IN A MANNER TO MINIMIZE THE RUNOFF OF POLLUTANTS. ALL WATERWAYS SHALL BE CLEARED AS SOON AS PRACTICAL OF TEMPORARY EMBANKMENT, TEMPORARY BRIDGES, MATTING, FALSE WORK, PILING, DEBRIS OR OTHER OBSTRUCTIONS PLACED DURING CONSTRUCTION OPERATION THAT ARE NOT A PART OF THE FINISHED WORK.

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0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

SWPPP NOTES

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

BAR IS ONE INCH ON ORIGINAL DRAWING
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Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:18 PM Plotter used: AutoCAD PDF (General Documentation).pc3

1. PRIOR TO DISTURBING ANY AREA LARGER THAN 1 ACRE, THE CONTRACTOR SHALL OBTAIN ALL FEDERAL, STATE AND LOCAL PERMITS INCLUDING BUT NOT LIMITED TO NOTICE OF INTENT (NOI). IN ADDITION, CONTRACTOR SHALL PRODUCE AND MAINTAIN APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP). IT IS RECOMMENDED THAT THE CONTRACTOR SUBMIT APPLICABLE DOCUMENTS VIA ONLINE TO EXPEDITE APPROVAL FROM APPLICABLE AGENCIES. AFTER APPLICABLE PERMITS AND PLANS ARE ACCEPTED BY ALL AGENCIES, A COPY SHALL BE GIVEN TO THE ENGINEER PRIOR TO BEGINNING WORK.

2. KENTUCKY DIVISION OF WATER RECOMMENDS THAT "BEST MANAGEMENT PRACTICES" (BMPs) BE UTILIZED TO PREVENT NONPOINT-SOURCES OF WATER POLLUTION AND, THEREBY, CONTROL STORM WATER RUNOFF AND SEDIMENT DAMAGE TO WATER QUALITY AND AQUATIC HABITAT.

3. A COPY OF THE APPROVED EPSC PLANS SHALL BE MAINTAINED, UPDATED, AND READILY AVAILABLE AT THE PROJECT SITE AT ALL TIMES. THE LOCATION OF BMP's PROVIDED BY THE ENGINEER IS FOR REFERENCE AND RECOMMENDATION ONLY. THE CONTRACTOR SHALL DERIVE THEIR OWN PLAN TO COMPLY WITH THE KENTUCKY DIVISION OF WATER (KDOW) REGULATIONS AND BE INSTALLED TO BEST FIT THE ACTUAL FIELD CONDITIONS.

4. PRIOR TO THE COMMENCING LAND DISTURBING ACTIVITIES IN ANY AREA NOT ON THE APPROVED EPSC PLAN, THE CONTRACTOR SHALL SUBMIT A SUPPLEMENT EPSC PLAN TO THE ENGINEER FOR REVIEW AND APPROVAL.

5. ALL EPSC MEASURES ARE TO BE PLACED PRIOR TO OR AS THE FIRST STEPS IN THE CLEARING AND GRADING OPERATIONS. THE CONTRACTOR IS RESPONSIBLE FOR INCLUDING ADDITIONAL EROSION CONTROL MEASURES AS NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.

6. THE DISTURBED AREA LIMITS MUST BE STAKED OUT BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO ANY GRADING OPERATIONS. EROSION CONTROL DEVICES SHALL BE INSTALLED AT THE LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER PRIOR TO ANY GRADING OPERATIONS.

7. THE CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL DEVICES AT LEAST ONCE A WEEK AND AT LEAST ONCE A DAY DURING RAINFALL EVENTS. THE CONTRACTOR SHALL PERFORM ANY REPAIRS OR NEEDED MAINTENANCE (SUCH AS CLEANING) IN ORDER TO ENSURE EFFECTIVE EROSION CONTROL AND SEDIMENT CONTROL.

8. THE CONTRACTOR SHALL MAINTAIN A RECORD OF ALL INSPECTIONS AND MAINTENANCE ACTIVITIES AT THE PROJECT SITE. THE RECORD SHALL BE MADE AVAILABLE TO THE ENGINEER AND KDOW UPON REQUEST.

9. CONTRACTOR TO SOD, SEED, OR INSTALL EROSION CONTROL BLANKET AS SOON AS PRACTICAL TO PREVENT EROSION. WHEN THE SITE IS BROUGHT TO FINAL GRADE, IT MUST BE STABILIZED WITHIN FOURTEEN (14) DAYS. DISTURBED AREAS NOT AT FINAL GRADE MUST BE STABILIZED WITHIN TWENTY ONE (21) DAYS. IF ANY DISTURBED AREAS ARE TO BE LEFT 21 DAYS OR LONGER BEFORE WORK COMMENCES , TEMPORARY SOIL STABILIZATION METHODS ARE TO BE UTILIZED.

10. AREAS OF EROSION WITHIN LIMITS OF CONSTRUCTION SHALL BE REPAIRED BY CONTRACTOR. COST WILL BE CONSIDERED SUBSIDIARY TO OTHER PAY ITEMS AND NO ADDITIONAL PAYMENT WILL BE GIVEN FOR THIS WORK.

11. THE CONTRACTOR SHALL KEEP ON-SITE AND MAINTAIN AT ALL TIMES BMP/SWPPP ENGINEERING DOCUMENTATION AND INSPECTION FORMS TO BE AVAILABLE TO DOW OR ANY OTHER GOVERNMENT ENTITY.

12. DE-WATERING OPERATIONS REQUIRED DURING CONSTRUCTION SHALL BE THE CONTRACTOR'S RESPONSIBILITY AND THIS WORK SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE OWNER.

13. STRIP TOPSOIL AND VEGETATION FROM SITE AND STOCKPILE ON AIRPORT PROPERTY WHERE APPROVED BY AIRPORT AND ENGINEER.

14. THE STRIPPING, CLEARING, AND GRUBBING SHALL EXTEND 10' BEYOND THE CONSTRUCTION LIMITS WHERE POSSIBLE. ANY MATERIALS SUITABLE FOR REUSE AS TOPSOIL MAYBE STOCKPILED AND SUBSEQUENTLY REUSED TO DRESS SLOPES, OTHERWISE THESE MATERIALS SHALL BE WASTED OFF-SITE.

15. REFER TO TECHNICAL SPECIFICATIONS AND GEOTECHNICAL REPORT FOR ADDITIONAL CONSTRUCTION REQUIREMENTS.

15. AFTER INITIAL SITE PREPARATION IS COMPLETE, THE STABILITY OF THE EXPOSED SUBGRADE SHALL BE THOROUGHLY ASSESSED BY THE ENGINEER OR GEOTECHNICAL ENGINEER. THE EVALUATION SHALL CONSISTS OF, BUT NOT LIMITED TO, PROOF ROLL, SHALLOW PIT TEST, ETC. PROOF ROLL SHALL BE PERFORMED IN THE PRESENCE OF THE ENGINEER AND USED TO DETERMINE THE SUITABILITY OF THE EXISTING SUBGRADE. IF THE SUBGRADE PASSES PROOF ROLL, THE EXISTING GROUND SHALL BE COMPACTED IN ACCORDANCE WITH THE REQUIREMENTS AS DETAILED IN "EXCAVATION AND EMBANKMENT" SPECIFICATION P-152. WHERE THE PROOF ROLL TEST FAILS, THE SUBGRADE SHALL BE EXCAVATED AND STABILIZED THEN BACK FILLED AS DESCRIBED IN P-152.

16. TOPSOIL SHALL BE PLACED ON ALL GRADED AREAS AROUND THE NEWLY CONSTRUCTED PAVEMENTS PER T-905. THE TOPSOIL LAYER SHALL BRING ALL TURF AREAS TO FINISH GRADE, AND THE SURFACE AREA SHALL BE ROLLED TO REMOVE LUMPS. FOREIGN MATERIAL SUCH AS ROCKS, LIMBS, STICKS, ETC. SHALL BE COLLECTED AND REMOVED DURING CULTIVATION OPERATIONS.

17. ALL DISTURBED AREAS, INCLUDING WASTE AND BORROW AREAS, ARE TO BE SEEDED (IF CHANNEL LINING IS NOT TO BE PLACED OR A HARD SURFACE SPECIFIED). THE AREA NOTED ON THE PLAN TO BE SEEDED SHALL BE SPREAD WITH A MINIMUM OF 4"OF TOPSOIL, OR AS SPECIFIED IN FAA ITEM T-905. ALL AREAS ARE TO BE DISKED, LEVELED, AND HAND-RAKED. THE TOPSOIL LAYER SHALL BRING ALL TURF AREAS TO FINISH GRADE, AND THE SURFACE AREA SHALL BE ROLLED TO REMOVE LUMPS. FOREIGN MATERIAL SUCH AS ROCKS, LIMBS, STICKS, ETC. SHALL BE COLLECTED AND REMOVED DURING CULTIVATION AND RAKING OPERATIONS.

18. WITH APPROVAL OF THE ENGINEER, ALL DISTURBED AREAS, INCLUDING WASTE AND BORROW AREAS, WITHIN THE LIMITS OF CONSTRUCTION SHALL RECEIVE SEED, MULCH, AND FERTILIZER UPON COMPLETION OF THE FINISH GRADING OPERATIONS.

19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL NEWLY SEEDED, BLANKETED, AND/OR SODDED AREAS ESTABLISH GROWTH TO THE SATISFACTION OF THE ENGINEER PRIOR TO FINAL ACCEPTANCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSURING A STAND OF GRASS THROUGHOUT THE WARRANTEE PERIOD (ONE (1) YEAR FROM THE DATE OF ACCEPTANCE). THERE WILL NOT BE ANY ADDITIONAL COMPENSATION FOR CORRECTIVE ACTIONS NECESSARY AS DEEMED BY THE ENGINEER.

20. THE EROSION CONTROL PLAN CONTAINED IN THIS PLAN SET IS PROVIDED AS A SUGGESTION ONLY AND IT IS THE CONTRACTOR'S RESPONSIBILITY TO COME UP WITH AN APPROVED PLAN. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION, MAINTENANCE, AND THE REMOVAL OF ALL EROSION CONTROL DEVICES AFTER THE GRADING IS STABILIZED AND GROUND COVER HAS BEEN ESTABLISHED OR AS RECOMMENDED BY THE ENGINEER. THE CONTRACTOR SHALL MAKE ALL NECESSARY REPAIRS AS NEEDED WHEN REMOVING THE EROSION CONTROL DEVICES, SUCH AS REPAIRING RUTS, RE-GRADING, RESEEDING AND MULCHING. IF ANY FINES ARE LEVIED AGAINST THE PROJECT FOR IMPROPER INSTALLATION OR BREACH OF THESE DEVICES, THE CONTRACTOR WILL ABSORB ALL COST AND MAKE ALL CORRECTIONS TO BRING THE PROJECT SITE INTO COMPLIANCE.

21. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY EROSION CONTROL MEASURES WHEN THESE DEVICES ARE DEEMED TO BE NO LONGER REQUIRED AFTER GROUND COVER HAS BEEN ESTABLISHED. THIS TASK WILL BE DIRECTED BY THE ENGINEER AND CONSIDERED INCIDENTAL TO THE INSTALLATION AND MAINTENANCE OF THESE ITEMS. THE CONTRACTOR SHALL MAKE ALL NECESSARY REPAIRS AS NEEDED WHEN REMOVING THE EROSION CONTROL DEVICES, SUCH AS REMOVING AND DISPOSING OF COLLECTED SILT, REPAIRING RUTS, RE-GRADING, RESEEDING, AND MULCHING.

22. CONTRACTOR TO PRESENT ANY DISCREPANCIES IN ELEVATIONS SHOWN (BOTH EXISTING AND PROPOSED) IN THESE PLANS TO THE ENGINEER AT LEAST A WEEK PRIOR TO THE START OF CONSTRUCTION TO ENSURE GRADES MATCH EXISTING CONDITIONS AND PROVIDE SMOOTH TRANSITION FROM ADDITION TO EXISTING IN ALL LOCATIONS.

23. ALL EARTHWORK GRADING SHALL PROMOTE POSITIVE DRAINAGE AWAY FROM AIRFIELD PAVEMENTS.

24. IF NEWLY SEEDED, BLANKETED, AND/OR SODDED AREAS REQUIRE WATERING ALONG ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK WITH A 2-WAY RADIO FOR COMMUNICATION WITH THE OWNER AND TO MONITOR ALL AIRCRAFT TRAFFIC DURING THE PLANNED OPERATION. WITH THE APPROVAL OF THE OWNER, THE CONTRACTOR SHALL BE ALLOTTED 1 HOUR TO COMPLETE THE WATERING OPERATION AND REMOVE ALL VEHICLES FROM THE TAXIWAY OBJECT FREE AREAS UPON COMPLETION. THE WATER TRUCK MUST BE ESCORTED BY A PROPERLY FLAGGED VEHICLE AND A NOTAM MUST BE IN EFFECT BEFORE ENTERING THE OFA.

25. THE KPDES PERMIT FOR "STORM WATER POINT DISCHARGES FROM CONSTRUCTION ACTIVITIES" SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE "KENTUCKY EROSION PREVENTION AND SEDIMENT CONTROL FIELD GUIDE."

26. A COPY OF THE "CODE OF FEDERAL REGULATIONS, PART 131 WATER QUALITY STANDARDS" SHALL BE MAINTAINED ON-SITE AND AVAILABLE FOR REFERENCE AT ALL TIMES. THIS PUBLICATION IS AVAILABLE FOR FREE AT WWW.ECFR.GOV.

27. IT IS REQUIRED, AS FOUND IN APPENDIX A OF THE "KENTUCKY EROSION PREVENTION AND SEDIMENT CONTROL FIELD GUIDE," TO SUBMIT A NOTICE OF INTENT (NOI) FORM TO THE KENTUCKY DIVISION OF WATER AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL CHECK WITH THE ENGINEER TO ENSURE THIS (AND ALL OTHER REQUIRED PERMITS) HAVE BEEN SUBMITTED.

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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

GRADING, DRAINAGE, AND EROSION CONTROL NOTES

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

BAR IS ONE INCH ON ORIGINAL DRAWING
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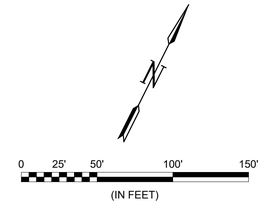
DRAWING NUMBER
CH-001

File: L:\2024\A07-2402128 - FFT Terminal Development\Drawings\FFT_TERMINAL-CH-001.dwg Last Save: 4/14/2025 11:47 AM Last saved by: CNBayer
Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:18 PM Plotter used: AutoCAD PDF (General Documentation).pc3



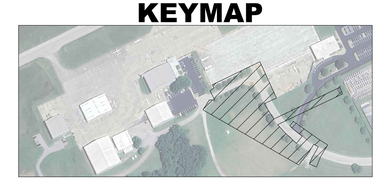
LEGEND

PL	PROPERTY LINE
	EXISTING DRAINAGE BOUNDARY
	FLOW ARROW
XXX	EXISTING CONTOUR
X / #.##	DRAINAGE AREA IDENTIFICATION / DRAINAGE AREA (ACRES)
A	ANALYSIS POINT

EXISTING CONDITIONS RUNOFF HYDROLOGY TABLE

DA I.D.	AREA AC)	WEIGHTED RUNOFF COEFF "C"	TOC MIN	IMPERVIOUS %	INTENSITY (IN/HR) 10 YEAR	INTENSITY (IN/HR) 100 YEAR	DISCHARGE, Q (CFS) 10 YEAR	DISCHARGE, Q (CFS) 100 YEAR	NOTES
A	2.10	0.22	20.00	3%	4.00	5.42	1.85	2.50	EXISTING CULVERT A
B	0.68	0.88	6.00	89%	7.47	9.96	4.47	5.96	EXISTING CULVERT B
C	0.53	0.75	6.00	70%	7.47	9.96	2.97	3.96	EXISTING GRATE INLET
TOTAL:	**3.31**	**0.44**	**-**	**-**	**-**	**-**	**9.29**	**12.42**	

KEYMAP



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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

EXISTING DRAINAGE AREA MAP

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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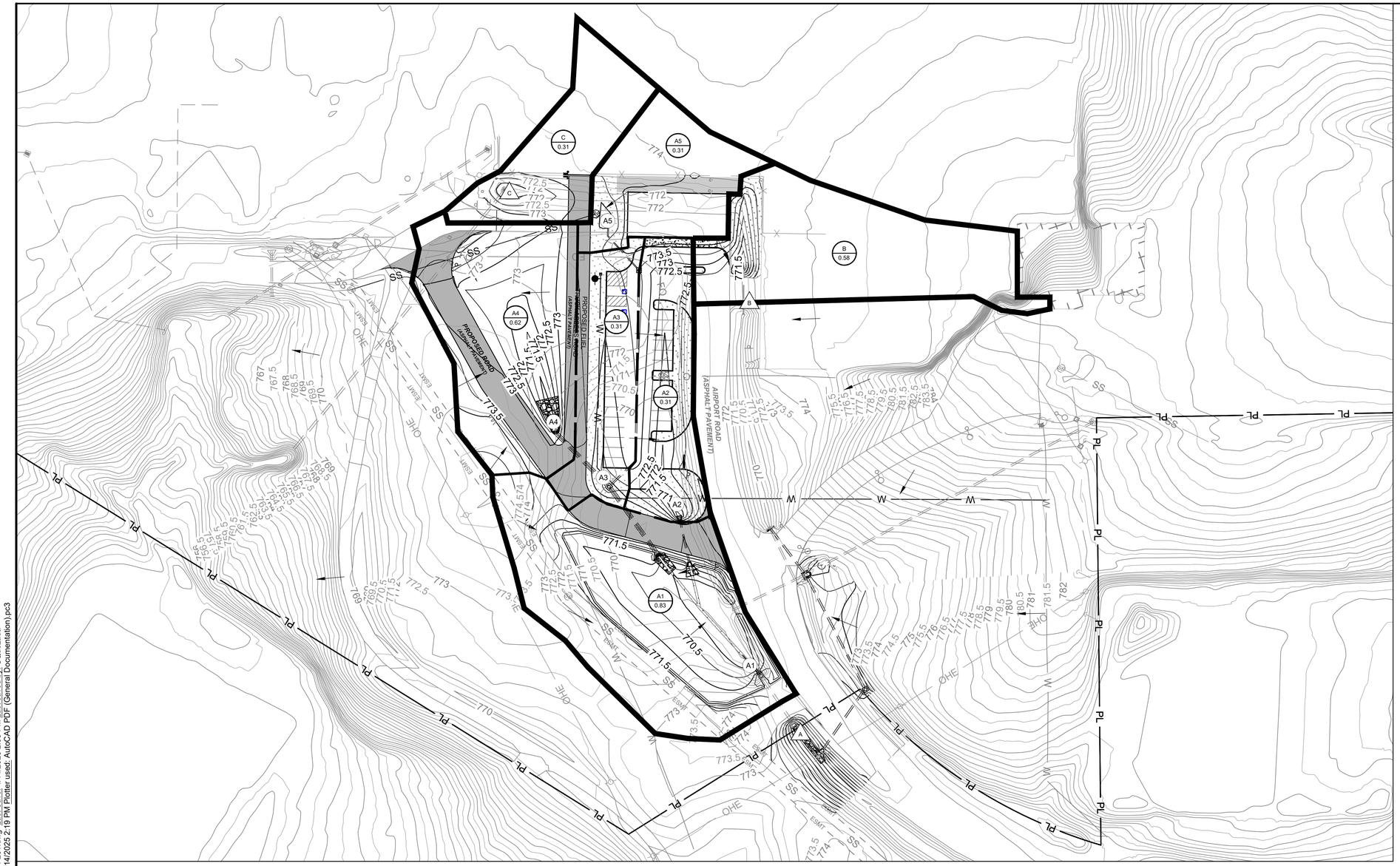


0 20' 40' 80' 120'
(IN FEET)

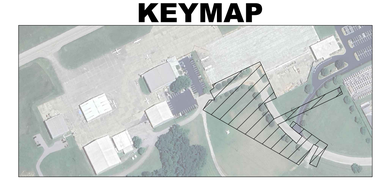
LEGEND

—— PL ——	PROPERTY LINE
— — — —	SUB-BASIN BOUNDARY
━━━━	BASIN BOUNDARY
——►	FLOW ARROW
—— XXX ——	EXISTING CONTOUR
—— XXX ——	PROPOSED CONTOUR
A / #.##	DRAINAGE AREA IDENTIFICATION DRAINAGE AREA (ACRES)
△ A	OUTFALL IDENTIFICATION
A#	INLET IDENTIFICATION

PROPOSED CONDITIONS RUNOFF HYDROLOGY TABLE

DA I.D.	AREA (AC)	WEIGHTED RUNOFF COEFF "C"	TOC (MIN)	IMPERVIOUS %	INTENSITY (IN/HR) 10 YEAR	INTENSITY (IN/HR) 100 YEAR	DISCHARGE, Q (CFS) 10 YEAR	DISCHARGE, Q (CFS) 100 YEAR	NOTES
A	2.38	0.66	10.00	56%	2.49	2.93	3.91	4.60	EXISTING CULVERT A
						OUTFALL	1.82	2.38	
B	0.62	0.89	6.00	90%	7.47	9.96	4.12	5.50	EXISTING CULVERT B
C	0.31	0.80	6.00	73%	7.47	9.96	1.85	2.47	EXISTING GRATE INLET
TOTAL:	**3.31**	**0.71**	**-**	**-**	**-**	**-**	**7.79**	**10.35**	

KEYMAP



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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

PROPOSED DRAINAGE PLAN

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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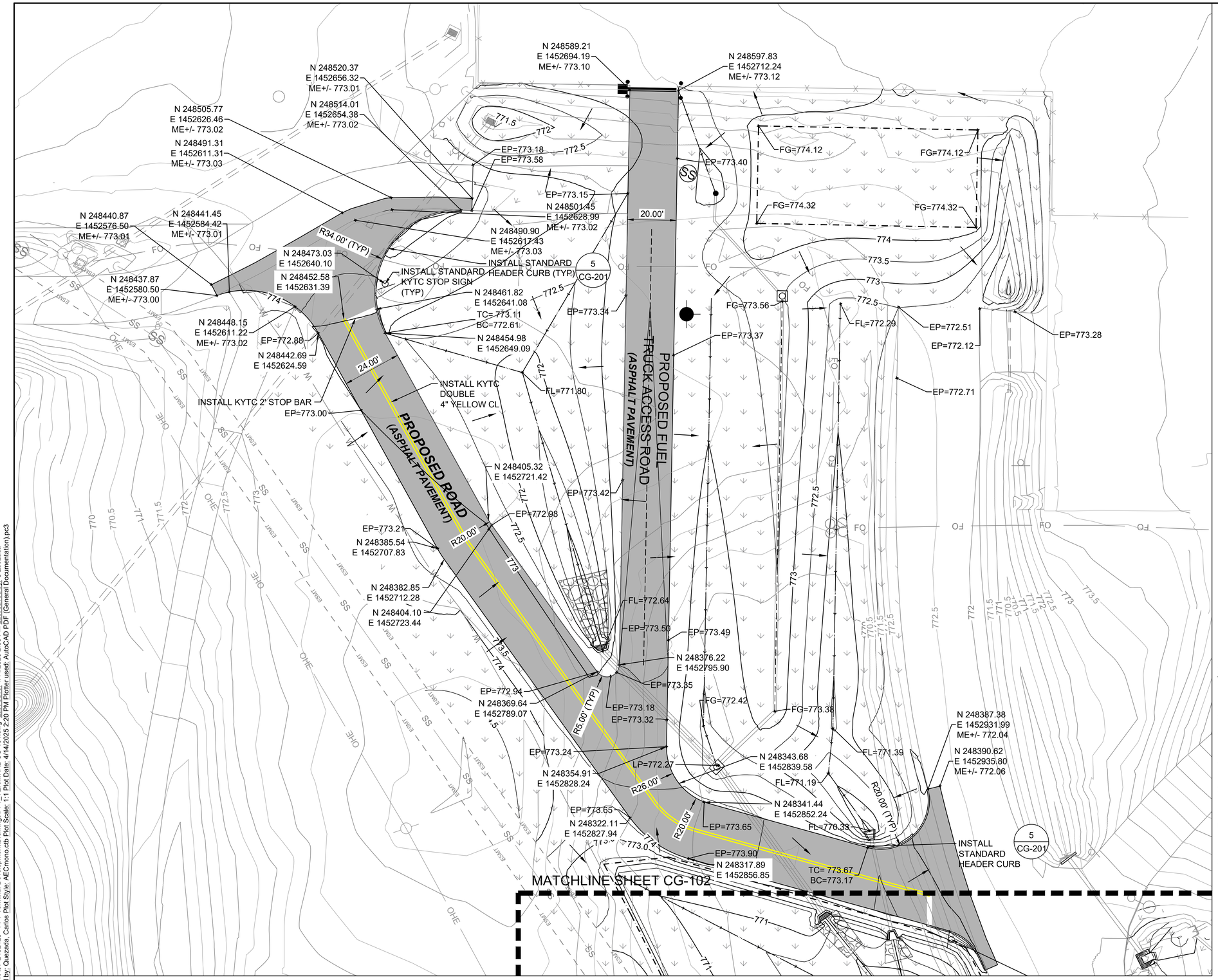


0 10' 20' 40' 60'
(IN FEET)

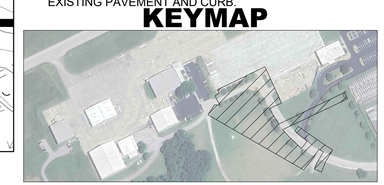
LEGEND

6.00" ROAD PAVEMENT (ASPHALT CONCRETE PAVEMENT) (3 / CG-201)	
	PROPOSED FINISHED GRADE WITH SEEDING
	RIP RAP
	PROPOSED HIGH POINT FEATURES
	PROPOSED SWALE LINE
	PROPOSED RIDGELINE
	PROPOSED STORM DRAIN PIPE
580.0	PROPOSED CONTOUR
580.0	EXISTING CONTOUR
	PROPOSED DRAINAGE STRUCTURE
	EXISTING DRAINAGE STRUCTURE
HP: 582.00	HIGH POINT
LP: 582.00	LOW POINT
TP: 582.00	TOP OF PAVEMENT
BC: 582.00	BOTTOM OF CURB
FG: 582.00	FINISHED GRADE
FL: 582.00	FLOWLINE
EP: 582.00	EDGE OF PAVEMENT
ME+/- 771.40	MATCH EXISTING

NOTES:

1. SEE STORM DRAIN SHEETS CC-101, CC-102 AND CC-201 FOR STORM INFORMATION.
2. SEE SHEET CG-201 FOR GRADING AND PAVING DETAILS
3. CONTRACTOR TO MAINTAIN POSITIVE DRAINAGE THROUGH THE DURATION OF CONSTRUCTION.
4. MAXIMUM ALLOWABLE SLOPE FOR ALL ON-SITE GRADING ACTIVITY IS 4H:1V.
5. NO DIRT FILL, BUILDING, FENCE, WALL, DECK, SWIMMING POOL, OR OTHER IMPROVEMENTS SHALL BE CONSTRUCTED WITHIN AN EROSION HAZARD SETBACK EASTMENT.
6. NO DISTURBANCE SHALL BE ALLOWED WITHIN THE 100-YEAR FULLY DEVELOPED FLOOD PLAIN WITHOUT APPROVED FLOOD STUDY.
7. CONTRACTOR TO MATCH EXISTING ELEVATIONS AND CONSTRUCT SMOOTH TRANSITIONS AT CONNECTIONS TO EXISTING PAVEMENT AND CURB.

KEYMAP



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LICENSED PROFESSIONAL ENGINEER
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REV.	DATE	DESCRIPTION	BY
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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

PAVING & GRADING PLAN 1

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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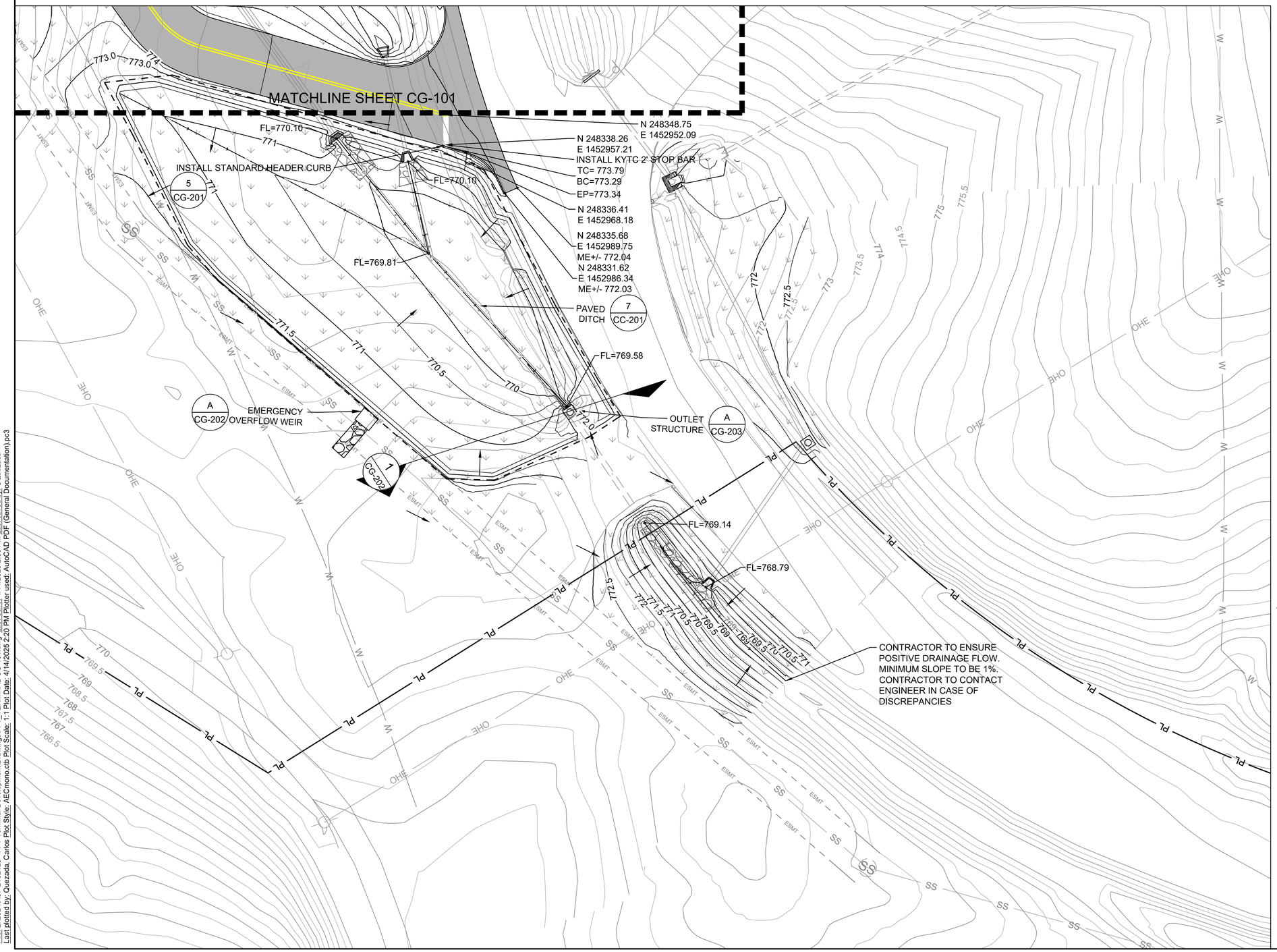


0 10' 20' 40' 60'
(IN FEET)

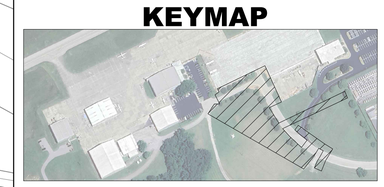
LEGEND

	6.00" ROAD PAVEMENT (ASPHALT CONCRETE PAVEMENT) 3 / CG-201
	PROPOSED FINISHED GRADE WITH SEEDING
	PROPOSED HIGH POINT FEATURES
	PROPOSED STORM DRAIN PIPE
W	EXISTING WATER LINE
580.0	PROPOSED CONTOUR
580.0	EXISTING CONTOUR
	PROPOSED DRAINAGE STRUCTURE
	EXISTING DRAINAGE STRUCTURE
HP: 582.00	HIGH POINT
LP: 582.00	LOW POINT
TP: 582.00	TOP OF PAVEMENT
TC: 582.00	TOP OF CURB
BC: 582.00	BOTTOM OF CURB
FG: 582.00	FINISHED GRADE
FL: 582.00	FLOWLINE
EP: 582.00	EDGE OF PAVEMENT
	DIRECTION OF FLOW
	PROPOSED SWALE LINE

NOTES:

1. SEE SHEET CH-001 FOR PAVING AND GRADING PLAN NOTES.
2. SEE STORM DRAIN SHEETS CC-101, CC-102 AND CC-201 FOR STORM INFORMATION.
3. SEE SHEET CG-201 FOR GRADING AND PAVING DETAILS

KEYMAP



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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

PAVING & GRADING PLAN 2

JOB NO.: 2402128
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CG-102

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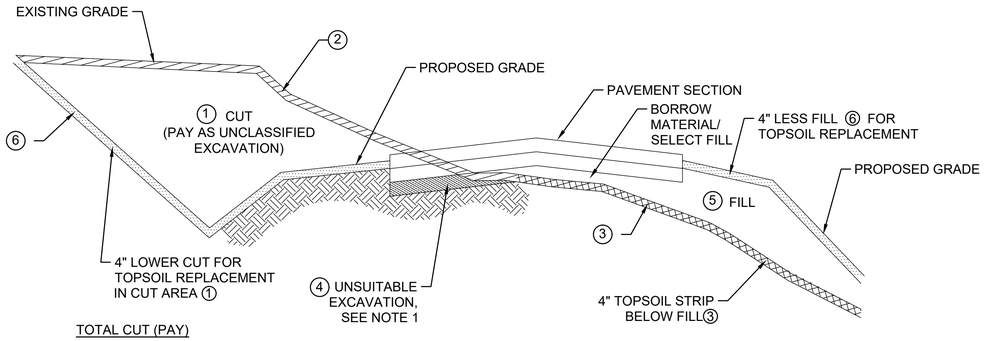


TOTAL CUT (PAY)

1 UNCLASSIFIED VOLUME (FROM CROSS SECTION)

2 + VOLUME TOPSOIL AT CUT (STRIPPED)

3 + VOLUME TOPSOIL BELOW FILL (STRIPPED)

4 + UNSUITABLE EXCAVATION (PAID SEPARATELY)

1 + 2 + 3 = TOTAL VOLUME CUT

TOTAL FILL (PAY)

5 BORROW VOLUME (PAID)

6 + TOPSOIL REPLACEMENT ABOVE FILL AND UNDER CUT (PAID UNDER T-905)

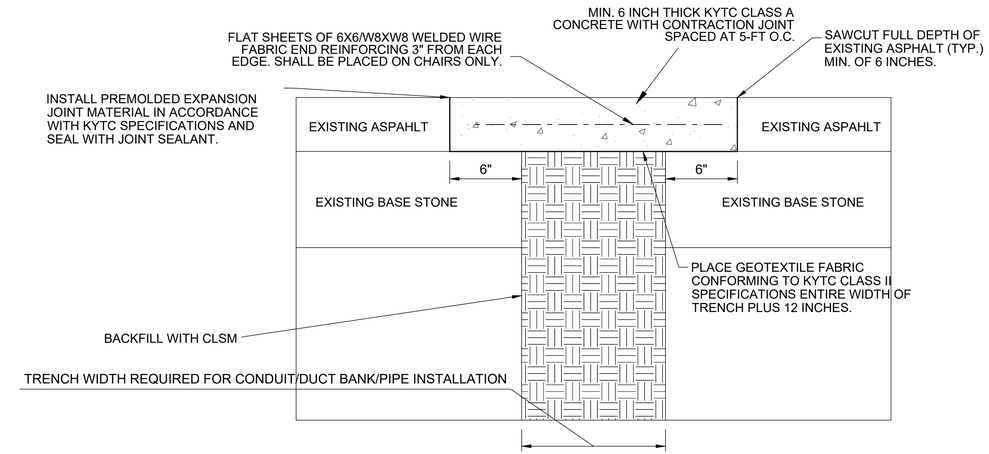
5 + 6 = TOTAL VOLUME FILL

NOTES:

1. UNSUITABLE EXCAVATION SHALL CONSIST OF THE REMOVAL OF EXISTING MATERIAL AND THE REPLACEMENT OF THE REMOVED MATERIAL WITH FILL MATERIAL THAT IS APPROVED BY THE ENGINEER.
2. THE AREA AND DEPTH OF UNSUITABLE MATERIAL EXCAVATION SHALL BE DETERMINED BY THE GEOTECHNICAL ENGINEER AND MEASURED BY THE ENGINEER IN THE FIELD.

1 CG-201 UNCLASSIFIED EXCAVATION VOLUME CALCULATION

SCALE: NONE

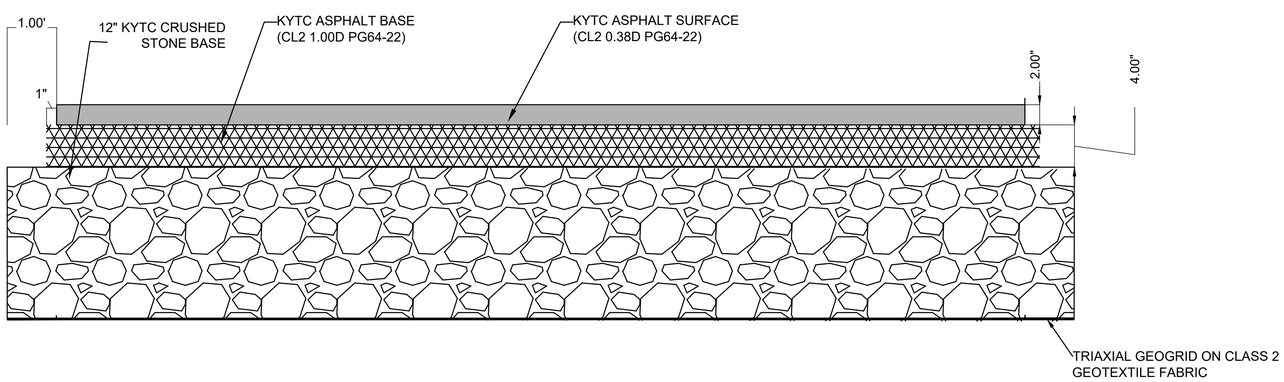


2 CG-201 EXISTING PAVEMENT TRENCH REPAIR

SCALE: NONE

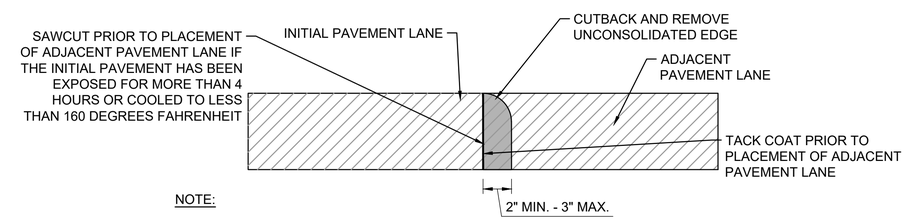
NOTES:

1. CONCRETE SLAB SHALL EXTEND 6 INCHES EITHER SIDE OF THE TRENCH.
2. PLACE KYTC CLASS II GEOTEXTILE FABRIC BELOW PROPOSED CONCRETE SLAB.
3. USE GRADE 60 STEEL FOR WELDED WIRE FABRIC
4. ALL ITEMS REQUIRED TO CONSTRUCTION PAVEMENT TRENCH REPAIR SHALL BE CONSIDERED SUBSIDARY TO THE PAY ITEM "OPEN CUT ROADWAY." ITEM SHALL BE MEASURED BY THE LINEAR FOOT ALONG THE CENTERLINE OF THE CUT.



3 CG-201 TYPICAL ASPHALT PAVEMENT SECTION

SCALE: NONE

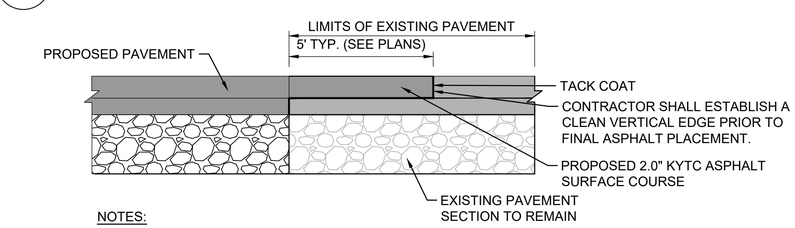


NOTE:

1. SAWCUTTING, REMOVAL/DISPOSAL OF CUTBACK MATERIAL, SURFACE PREP, AND TACK COAT SHALL BE INCIDENTAL TO PAVING BID ITEMS AND WILL NOT BE PAID FOR SEPARATELY.
2. CONTRACTOR SHALL COMPLETE CONTROL STRIP TO DEMONSTRATE CUTBACK PROCEDURE PRODUCES ACCEPTABLE JOINT DENSITIES PRIOR TO PRODUCTION PAVING.
3. LONGITUDINAL JOINTS SHALL BE PLACED AND CUTBACK SUCH THAT A MINIMUM OF 1' OFFSET IS MAINTAINED BETWEEN CONSECUTIVE COURSES.

4 CG-201 ASPHALT LONGITUDINAL CONSTRUCTION JOINT DETAIL

SCALE: NONE



NOTES:

1. ASPHALT TIE-IN SHALL CONSIST OF A 5' TRANSITION AT 2" DEPTH INTO EXISTING ASPHALT. SEE PLANS FOR EXTENTS.
2. CONTRACTOR TO REMOVE ALL REMAINING ROUND EDGES FROM MILLING OPERATION PRIOR TO PAVING.
3. SAWCUTTING, REMOVAL, SURFACE PREP, AND TACK COAT SHALL BE CONSIDERED INCIDENTAL TO PAVING ITEMS AND WILL NOT BE MEASURED OR PAID FOR SEPARATELY.

6 CG-201 PROPOSED PAVEMENT TIE-IN DETAIL

SCALE: NONE

5 CG-201 KYTC CURB AND GUTTER CURBS AND VALLEY GUTTER STANDARD DRAWING NO. RPM-100-11

SCALE: NONE

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Digitally Signed 04/14/2025

REV	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

PAVING AND GRADING DETAILS

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

BAR IS ONE INCH ON ORIGINAL DRAWING
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CG-201

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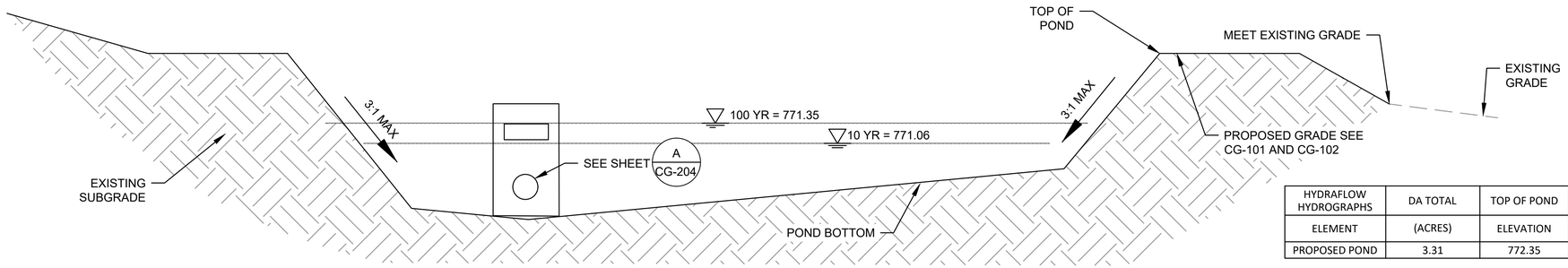
Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:21 PM Plotter used: AutoCAD PDF (General Documentation).pc3



1 CG-202 POND TYPICAL SECTION
SCALE: NONE

NOTE:

1. PROJECT LOCATED ON FEMA FLOOD INSURANCE RATE MAP (FIRM) 21073C0117E, EFFECTIVE DATE DECEMBER 21, 2017.
2. ALL ELEVATIONS BASED ON NAVD88 VERTICAL DATUM.
3. DISCHARGES WERE CALCULATED USING THE RATIONAL AND MODIFIED RATIONAL HYDROGRAPH METHOD.
4. CALCULATIONS WERE PERFORMED IN ACCORDANCE WITH THE STORMWATER PROCEDURES MANUAL FOR THE CITY OF FRANKFORT, KENTUCKY.

HYDRAFLOW HYDROGRAPHS	DA TOTAL	TOP OF POND	PEAK ELEVATION		FREEBOARD (FT)		PEAK VOLUME (AC-FT)		TOTAL VOLUME
ELEMENT	(ACRES)	ELEVATION	10-YR	100-YR	10-YR	100-YR	10-YR	100-YR	(AC-FT)
PROPOSED POND	3.31	772.35	771.06	771.35	1.29	1.00	0.16	0.24	0.54

Pond Report

6

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® by Autodesk, Inc. v2023 — Sunday, 04 / 13 / 2025

Pond No. 1 - Pond A

Pond Data

Contours -User-defined contour areas. Average end area method used for volume calculation. Begining Elevation = 769.38 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	769.38	00	0	0
0.62	770.00	1,571	487	487
1.62	771.00	9,564	5,568	6,055
2.62	772.00	14,931	12,248	18,302
2.97	772.35	15,603	5,343	23,645

Culvert / Orifice Structures

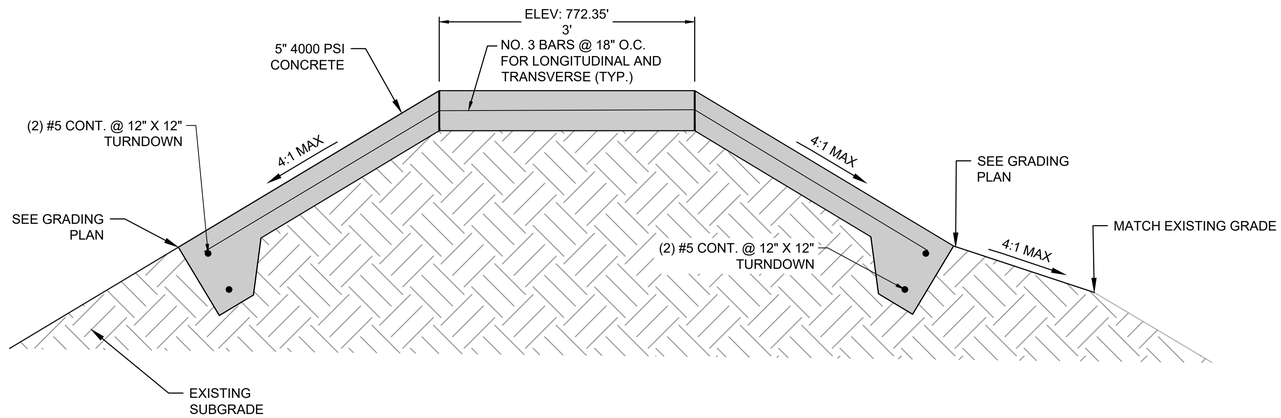
	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 24.00	6.00	0.00	0.00
Span (in)	= 24.00	6.00	0.00	0.00
No. Barrels	= 1	1	0	0
Invert El. (ft)	= 769.38	769.38	0.00	0.00
Length (ft)	= 0.50	0.00	0.00	0.00
Slope (%)	= 0.00	0.00	0.00	n/a
N-Value	= .013	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 16.00	0.33	0.00	0.00
Crest El. (ft)	= 772.00	770.24	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= 1	Rect	---	---
Multi-Stage	= Yes	Yes	No	No

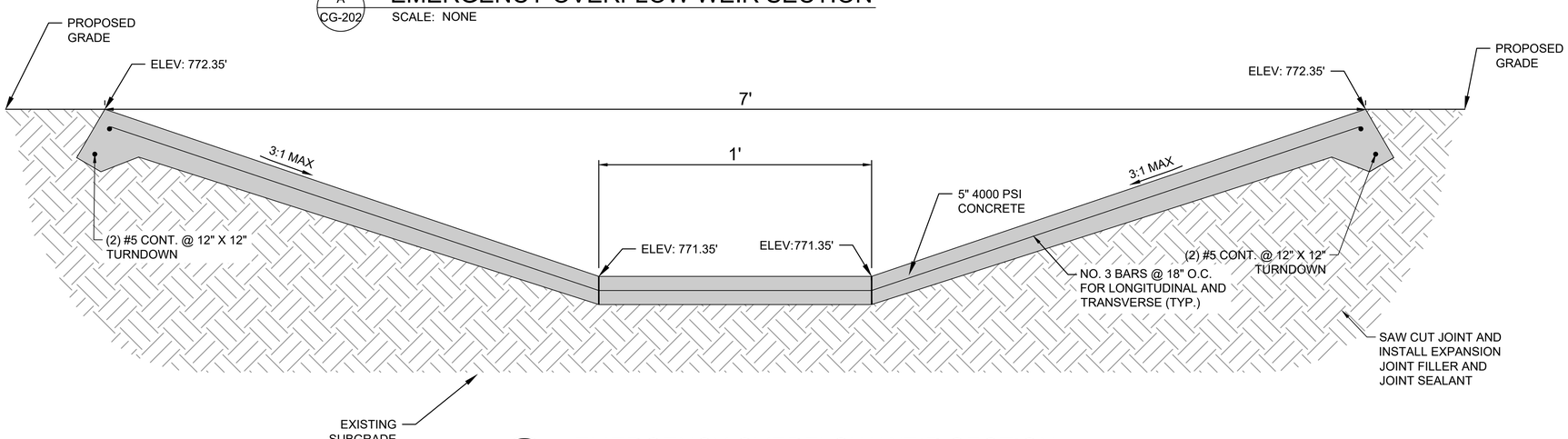
Exfil.(in/hr) = 0.000 (by Wet area)
TW Elev. (ft) = 0.00

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



A CG-202 EMERGENCY OVERFLOW WEIR SECTION
SCALE: NONE

WATER QUALITY VOLUME CALCULATION	
P (IN.)	0.87
I	80%
Rv	0.0572
A (AC)	2.43
WQv (AC-FT)	**0.01**



B CG-202 EMERGENCY OVERFLOW WEIR SECTION
SCALE: NONE

NOTE:

1. LONGITUDINAL JOINTS (PERPENDICULAR TO POND BERM): SAWCUT 1.25" DEEP CRACK CONTROL JOINTS AT 6' O.C. MAX. SPACING WITH SEALANT.
2. TRANSVERSE JOINTS (PARALLEL TO POND BERM): SAWCUT 1.25" DEEP CRACK CONTROL JOINTS AT 6' O.C. MAX. SPACING WITH SEALANT. EVERY 24' OR AT VERTICAL GRADE CHANGES INSTALL A FULL DEPTH EXPANSION JOINT WITH 1/2" COMPRESSIBLE FILLER AND SEALANT, INTERRUPTING REINFORCING.
3. CONTRACTOR SHALL PLACE 3-FT OF SOD ON BOTH SIDES OF CONCRETE DITCH.

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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

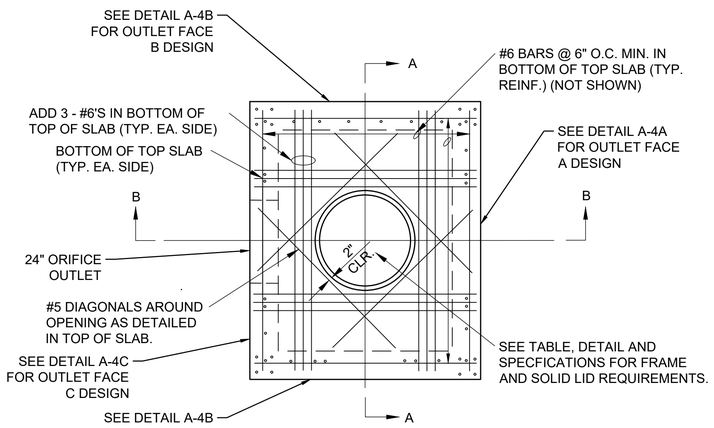
POND DETAILS 1

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

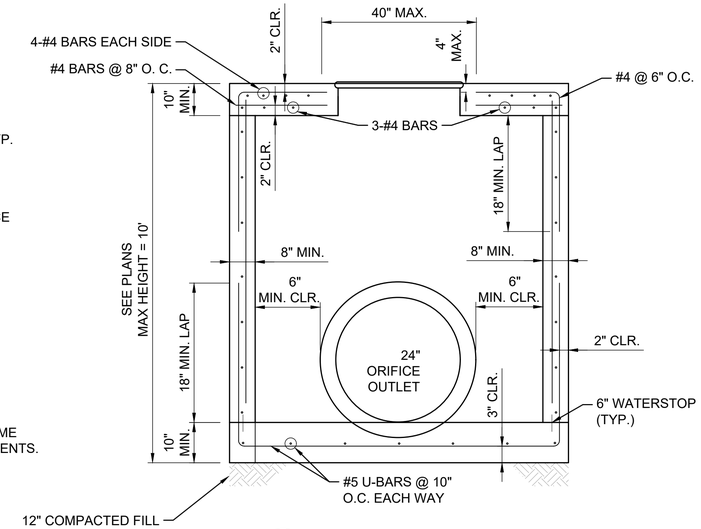
DRAWING NUMBER
CG-202

File: L:\2024\A07-2402128 - FFT Terminal Development\Drawings\FFT_TERMINAL-CG-201.dwg Last Save: 4/14/2025 11:19 AM Last saved by: CNBayer
Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:21 PM Plotter used: AutoCAD PDF (General Documentation).pc3



A-1 CG-203 PLAN
SCALE: NONE

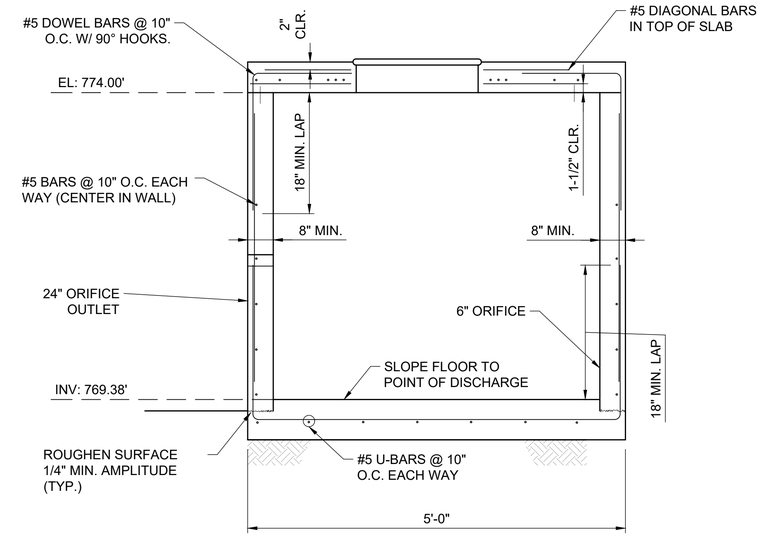
MANHOLE COVER DESIGN PARAMETERS	
MATERIAL	CAST IRON
WHEEL LOADING	40,000 LBS MIN.
OPENING	32" MIN.



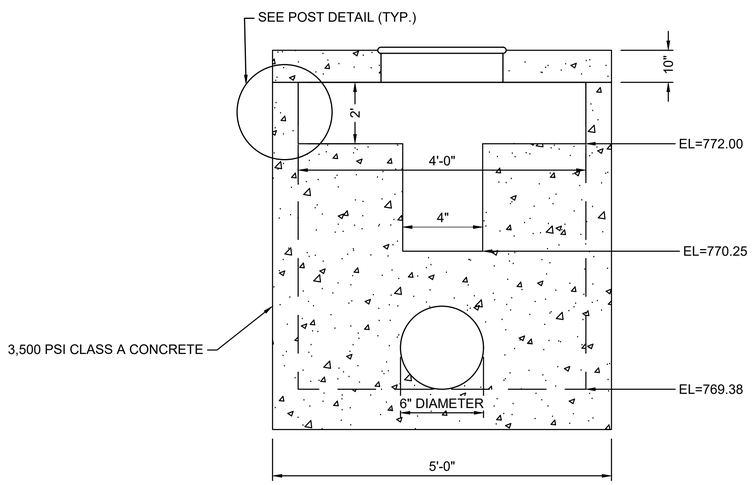
A-2 CG-203 SECTION "A-A"
SCALE: NONE

NOTE:

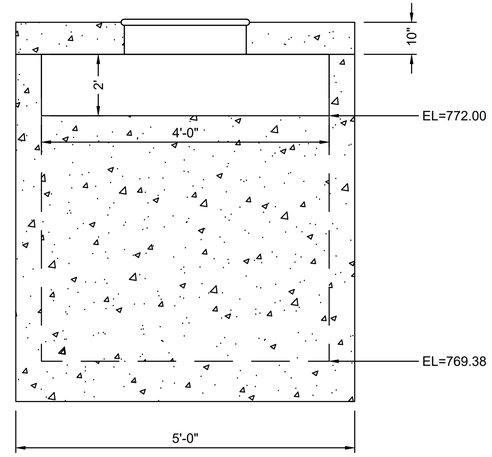
MINIMUM STEEL REINFORCEMENT LAP SHALL BE APPLIED WHERE APPLICABLE. IF THE CONTRACTOR CANNOT MEET THE MINIMUM LAP REQUIREMENT DUE TO THE INLET HEIGHT, THE CONTRACTOR SHALL LAP STEEL THE MAXIMUM AVAILABLE LENGTH.



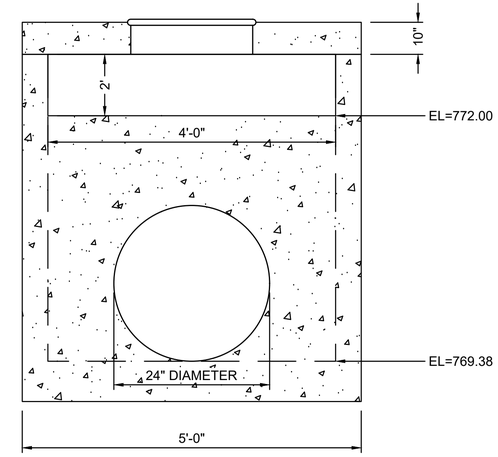
A-3 CG-203 SECTION "B-B"
SCALE: NONE



A-4A CG-203 OUTLET FACE A DESIGN
SCALE: NONE

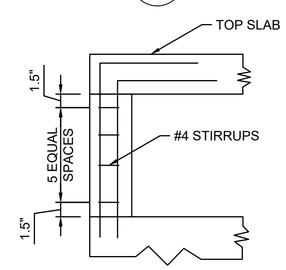


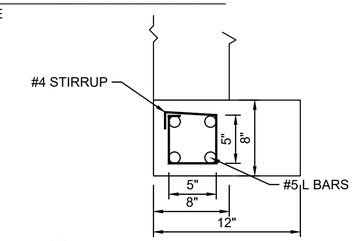
A-4B CG-203 OUTLET FACE B DESIGN
SCALE: NONE



A-4C CG-203 OUTLET FACE C DESIGN
SCALE: NONE

A CG-203 DETENTION POND OUTLET STRUCTURE
SCALE: NONE





A-4D CG-203 POST DETAIL
SCALE: NONE

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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

POND DETAILS 2

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
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DRAWING NUMBER
CG-203

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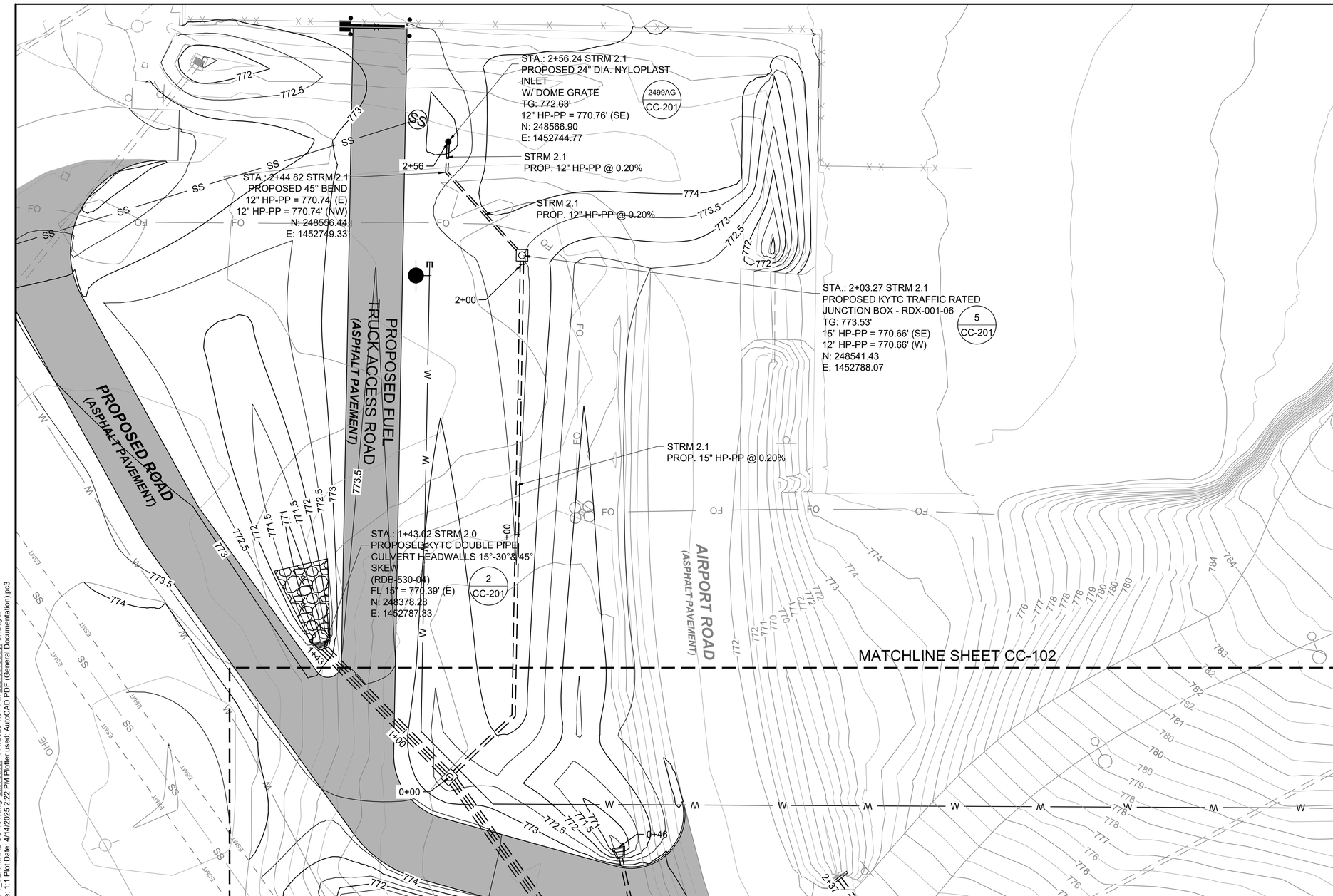
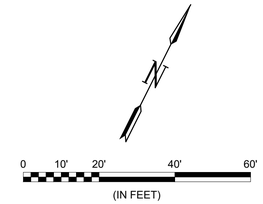




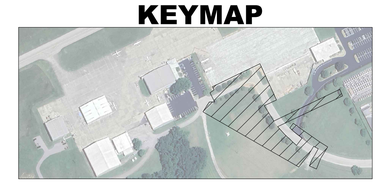
LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. SEE SHEET CC-201 FOR DRAINAGE DETAILS.
2. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
3. CONTRACTOR TO ADJUST ALL MANHOLES, VALVE BOXES, AND STRUCTURES (EXISTING AND PROPOSED) TO PROPOSED GRADE.

KEYMAP



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0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

STORM DRAIN PLAN 1

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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DRAWING NUMBER
CC-101

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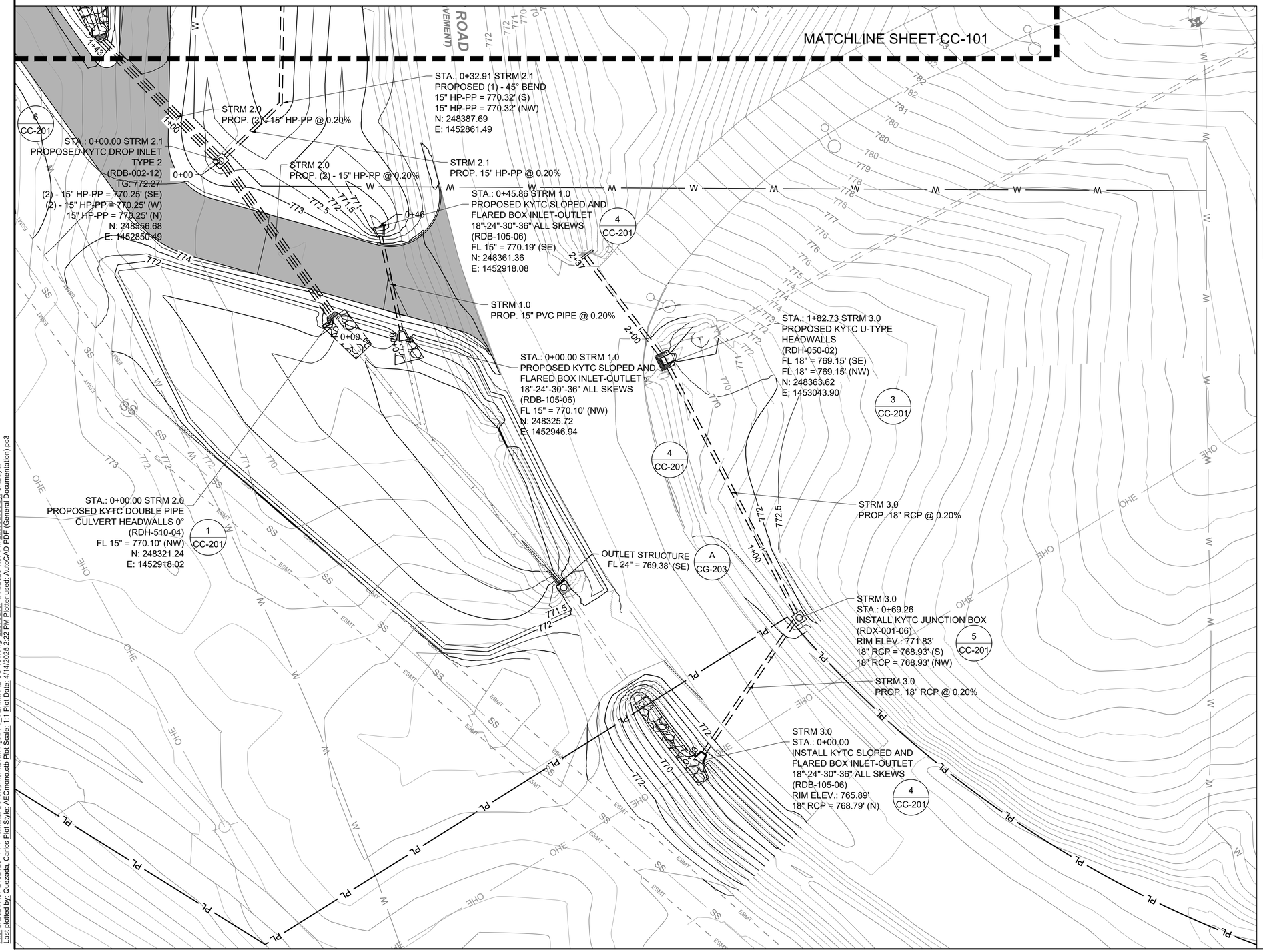


0 10' 20' 40' 60'
(IN FEET)

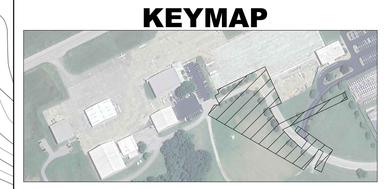
LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- XXX — PROPOSED CONTOUR
- XXX — EXISTING CONTOUR
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. SEE SHEET CC-201 FOR DRAINAGE DETAILS.
2. CONTRACTOR SHALL LOCATE AND CONFIRM LOCATION, SIZE, AND FLOWLINE FOR EXISTING STORM DRAIN LINES IN THE VICINITY OF PROPOSED DRAINAGE INFRASTRUCTURE PRIOR TO BEGINNING WORK ON NEW STORM DRAIN LINES. ALL CONFLICTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO BEGINNING WORK.
3. CONTRACTOR TO ADJUST ALL MANHOLES, VALVE BOXES, AND STRUCTURES (EXISTING AND PROPOSED) TO PROPOSED GRADE.

KEYMAP



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LICENSED PROFESSIONAL ENGINEER
Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

STORM DRAIN PLAN 2

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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DRAWING NUMBER
CC-102

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Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:22 PM Plotter used: AutoCAD PDF (General Documentation).pc3

1 CC-201 KYTC DOUBLE PIPE CULVERT HEADWALLS 0° SKEW
STANDARD DRAWING NO. RDH-510-04
SCALE: NONE

2 CC-201 KYTC DOUBLE PIPE CULVERT HEADWALLS 15°-30° & 45° SKEW
STANDARD DRAWING NO. RDB-530-04
SCALE: NONE

3 CC-201 KYTC U-TYPE HEADWALLS
STANDARD DRAWING NO. RDH-050-02
SCALE: NONE

4 CC-201 KYTC SLOPED AND FLARED BOX INLET - OUTLET 18"-24"-30"-36" ALL SKEWS
STANDARD DRAWING NO. RDB-105-06
SCALE: NONE

5 CC-201 KYTC JUNCTION BOX
STANDARD DRAWING NO. RDX-001-06
SCALE: NONE

6 CC-201 KYTC DROP BOX INLET TYPE 2
STANDARD DRAWING RDB-002-12
SCALE: NONE

7 CC-201 KYTC PAVED DITCH TYPE 1
STANDARD DRAWING RDD-001-06
SCALE: NONE

8 CC-201 KYTC PIPE BEDDING TRENCH CONDITION REINFORCED CONC. PIPE
STANDARD DRAWING NO. RDI-026-01
SCALE: NONE

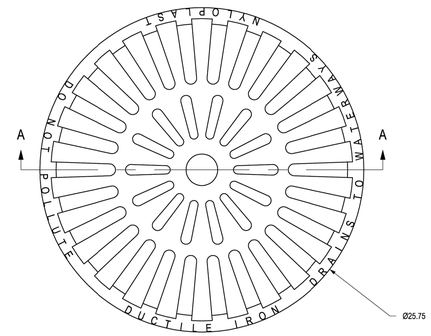
9 CC-201 KYTC CULVERT AND STORM SEWER PIPE TYPES AND COVER HEIGHTS
STANDARD DRAWING NO. RDI-001-10
SCALE: NONE

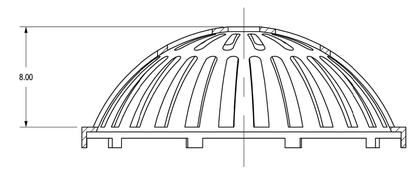
10 CC-201 KYTC PIPE BEDDING TRENCH CONDITION
STANDARD DRAWING NO. RDI-025-06
SCALE: NONE

11 CC-201 KYTC JUNCTION BOX (DIMENSIONS & QUANTITES
STANDARD DRAWING NO. RDX-002-04
SCALE: NONE

2499CGD

APPROX. DRAIN AREA = 270.64 SQ IN
APPROX. WEIGHT = 53.00 LBS





SECTION A-A

DIMENSIONS ARE FOR REFERENCE ONLY
ACTUAL DIMENSIONS MAY VARY
DIMENSIONS ARE IN INCHES
QUALITY: MATERIALS SHALL CONFORM TO ASTM A536 GRADE 70-50-05
PAINT: CASTINGS ARE FURNISHED WITH A BLACK PAINT
LOCKING DEVICE AVAILABLE UPON REQUEST

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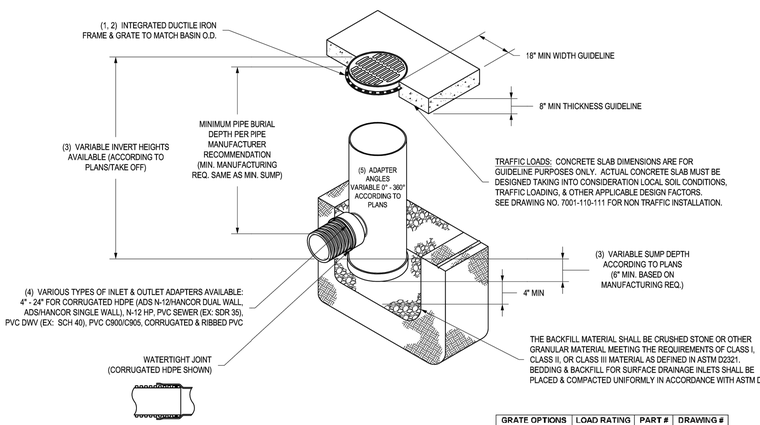
DRAWN BY EBC	MATERIAL DUCTILE IRON	ADS Nyloplast	3130 VERONA AVE BUFORD, GA 30518 PHN (770) 932-2443 FAX (770) 932-2460 www.nyloplast-us.com
DATE 03-08-06			
REVISED BY CCA	PROJECT NO./NAME	TITLE 24 IN DOME GRATE	
DATE 08-30-13			
DWG SIZE A	SCALE 1:6 SHEET 1 OF 1	DWG NO. 7001-110-219	REV E

NYLOPLAST 24" DRAIN BASIN: 2824AG _ _X



GRATE OPTIONS	LOAD RATING	PART #	DRAWING #
PEDESTRIAN	MEETS H-10	2499CGP	7001-110-216
STANDARD	MEETS H-20	2499CGS	7001-110-217
SOLID COVER	MEETS H-20	2499CGC	7001-110-218
DOME	N/A	2499CGD	7001-110-219
DROP IN GRATE	LIGHT DUTY	2401DI	7001-110-075

1 - GRATES/SOLID COVER SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
2 - FRAMES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05.
3 - DRAIN BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR BASINS OVER 84" DUE TO SHIPPING RESTRICTIONS. SEE DRAWING NO. 7001-110-065.
4 - DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ASTM D3212 FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL), N-12 HP & PVC SEWER.
5 - ADAPTERS CAN BE MOUNTED ON ANY ANGLE 0° TO 360°. TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS SEE DRAWING NO. 7001-110-012.

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DRAWN BY EBC	MATERIAL	ADS Nyloplast	3130 VERONA AVE BUFORD, GA 30518 PHN (770) 932-2443 FAX (770) 932-2460 www.nyloplast-us.com
DATE 04-03-06			
REVISED BY NMH	PROJECT NO./NAME	TITLE 24 IN DRAIN BASIN QUICK SPEC INSTALLATION DETAIL	
DATE 03-14-16			
DWG SIZE A	SCALE 1:40 SHEET 1 OF 1	DWG NO. 7001-110-192	REV E

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Last plotted by: Quezada, Carlos Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 2:22 PM Plotter used: AutoCAD PDF (General Documentation).pc3

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STATE OF KENTUCKY
WILLIAM C. ADAMS IV
38791
LICENSED PROFESSIONAL ENGINEER
Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY
0	4/14/25	ISSUED FOR BID	WCA

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

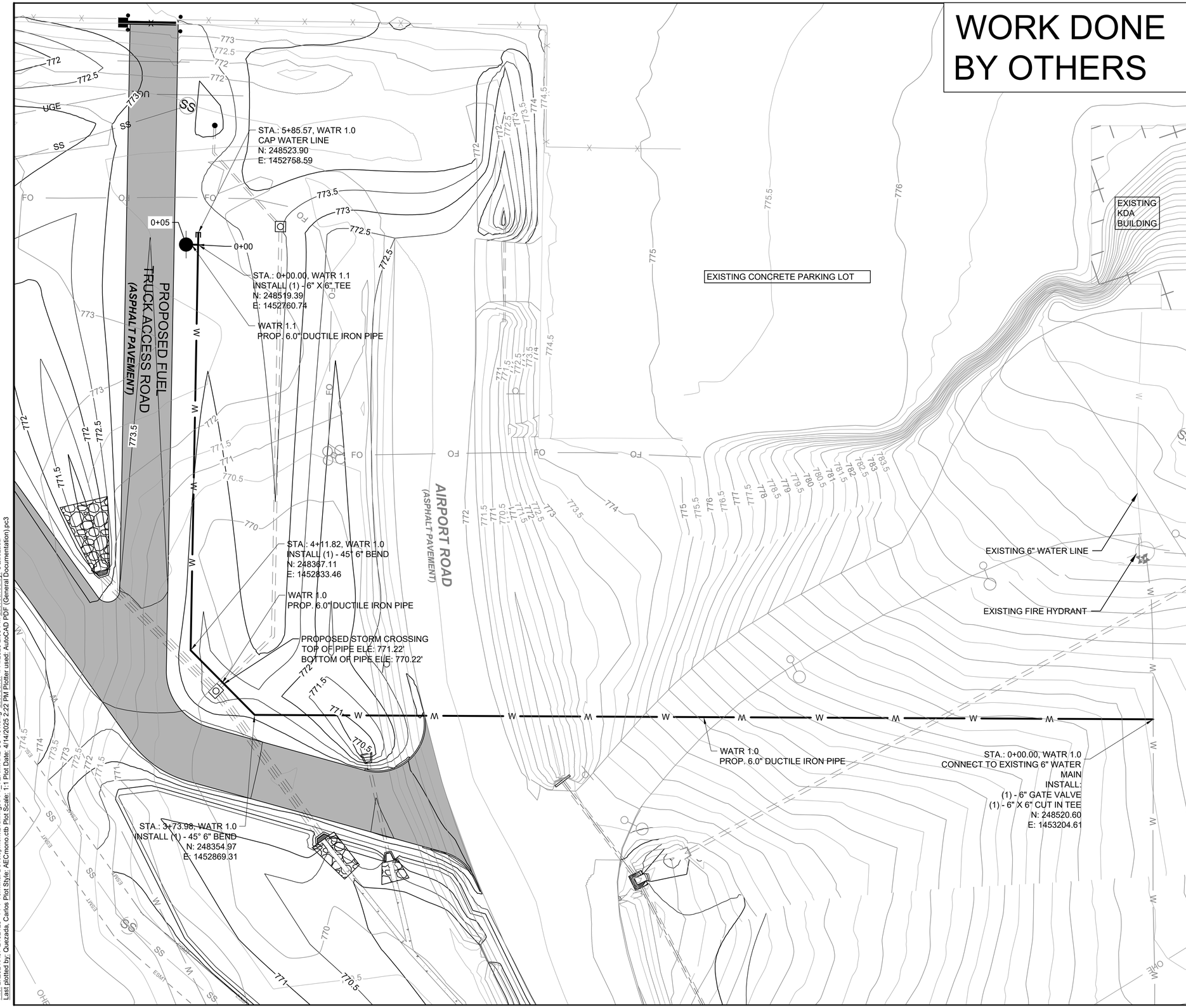
STORM DRAIN DETAILS

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
CC-201

WORK DONE BY OTHERS



0 10' 20' 40' 60'
(IN FEET)

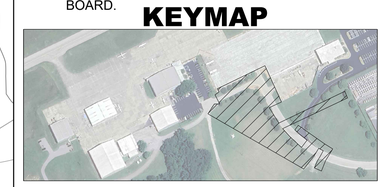
LEGEND

- PROPOSED PAVEMENT
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER STRUCTURE
- EXISTING SANITARY SEWER STRUCTURE
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. THRUST BLOCKING SHALL BE CONSTRUCTED ON ALL WATER LINES AS REQUIRED BY CITY STANDARDS.
2. FIRE HYDRANTS TO BE LOCATED BETWEEN 3-6 FEET BEHIND BACK OF CURB, AND SHALL HAVE 3-FOOT CLEAR SPACE AROUND HYDRANTS.
3. FPB SHALL TAP THE EXISTING LINE, CONSTRUCT THE LINE TO THE FIRE HYDRANT, AND INSTALL THE FIRE HYDRANT. FBP WILL INSTALL THE LINE IN ACCORDANCE WITH FPB CONSTRUCTION STANDARDS
4. ALL UNDERGROUND FIRE LINE AND REMOTE FDC PIPING SHALL BE A MINIMUM OF CLASS 200 / DR 14 OR BETTER. EMBEDMENT SHALL BE NO. 4 CRUSHED STONE. DEPTH OF BURY SHALL BE MINIMUM 48 INCHES FROM GRADE TO THE TOP OF THE PIPE. ALL UNDERGROUND FIRE LINES BEGIN AT THE POINT OF CONNECTION TO THE CIRCULATING PUBLIC/PRIVATE WATER MAIN AND TERMINATE AT THE TOP OF THE SPIGOT PIECE 1 FOOT ABOVE THE FINISHED FLOOR AND NO MORE THAN 5 FEET INSIDE THE BUILDING.
5. CONTRACTOR TO FIELD VERIFY EXISTING UTILITY HORIZONTAL AND VERTICAL LOCATIONS AND CONTACT ENGINEER ON ANY DISCREPENCY.
6. WATERLINE WORK TO BE PERFORMED BY FRANKFORT PLANT BOARD.
7. WATERLINE DEPTH SHALL BE 36" MINIMUM UNLESS DICTATED OTHERWISE BY FRANKFORT PLANT BOARD.

KEYMAP



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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

WATER UTILITY PLAN

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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DRAWING NUMBER
CU-101

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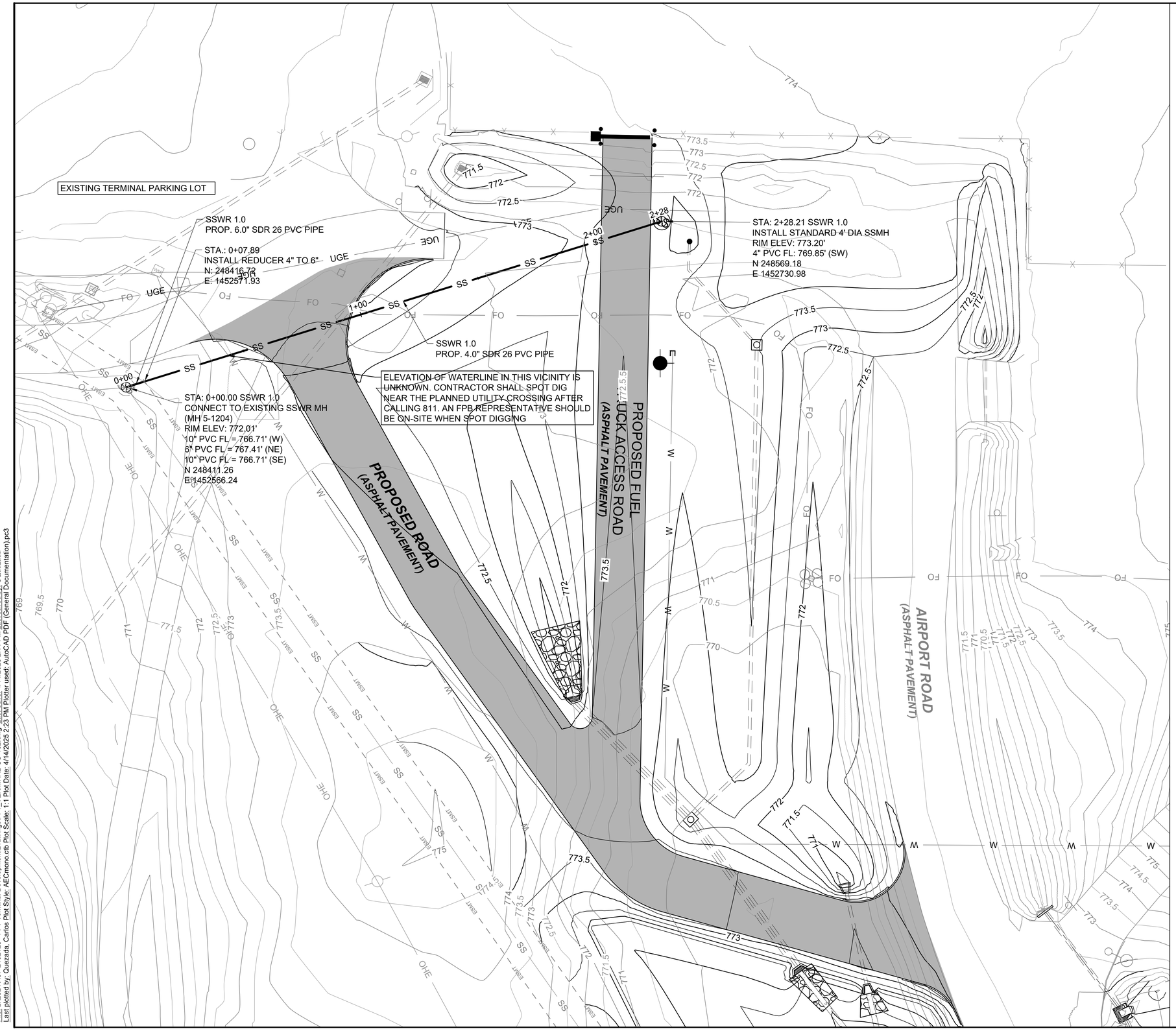

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N

0 10' 20' 40' 60'
(IN FEET)

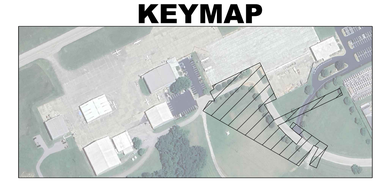
LEGEND

- PROPOSED PAVEMENT
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER STRUCTURE
- EXISTING SANITARY SEWER STRUCTURE
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. SEE SHEET G1-G3 FOR SANITARY SEWER DETAILS.
2. FSD ALLOWS COMMERCIAL CONNECTIONS PERPENDICULAR TO THE SEWER LINE IF DESIRED. IF THE SEWER LATERAL ALIGNMENT IS CHANGED, AN FSD CLEANOUT WILL BE REQUIRED AT THE EASEMENT LINE SINCE IT WILL NOT ACCESS A MANHOLE
3. THE MINIMUM COVER FOR SEWER MAINS SHALL BE 4 FEET.
4. WHERE PIPES ENTER A MANHOLE THERE SHALL BE A MINIMUM OF 0.70 FOOT OF DROP BETWEEN FLOWLINES. WHERE UNEQUAL SIZE PIPES ENTER MANHOLE, CROWN OF PIPE SHALL MATCH ELEVATIONS.
5. SEWER LINES DEEPER THAN 10 FEET MUST USE SDR-26 PIPE OR MATERIAL OF EQUIVALENT PRESSURE RATING PER THE APPROVED MATERIALS LIST.
6. THE LATERAL SHALL ENTER MH5-1204 BETWEEN 0.70 AND 2.00 FEET ABOVE THE OUTLET OF THE MANHOLE. AN INTERNAL DROP INLET, IF NEEDED, SHALL REQUIRE PRIOR APPROVAL FROM FSD.
7. NO DISCHARGE WILL BE ALLOWED UNTIL FRANKFORT SEWER DEPARTMENT WITNESSES INSTALLATION, TESTING, AND APPROVES THE CONNECTION
8. OWNER WILL BE REQUIRED TO PAY A CAPACITY/TAP ON FEE BASED ON THE NUMBER AND SIZE OF THE WATER METERS ON THE PROPERTY. IF THE EXISTING WATER METER IS TO BE UPSIZED THE FEE WILL BE BASED UPON THE DIFFERENCE IN SIZE
9. PRIOR TO INSTALLING THE LATERAL, CONTACT FSD INSPECTOR AT 502-875-2248 TO SCHEDULE A PRECONSTRUCTION MEETING. FSD WILL CCTV TWO SEWER SEGMENTS PRIOR TO CONSTRUCTION; MH 5-1204 TO 5-1143 AND MH5-1143 TO MH 5-1142. UPON COMPLETION OF CONSTRUCTION FSD WILL CCTV THE SAME SEWER SEGMENTS. IF THE PIPE IS DAMAGED DURING CONSTRUCTION OR FILLED WITH CONSTRUCTION DEBRIS, THE CONTRACTOR SHALL REPAIR AND/OR CLEAN THE SEWER LINE AS NEEDED
10. DEVELOPER SHALL PAY A CAPACITY/TAP ON FEE BASED ON WATER METER SIZE

KEYMAP



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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

SANITARY SEWER UTILITY PLAN

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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DRAWING NUMBER
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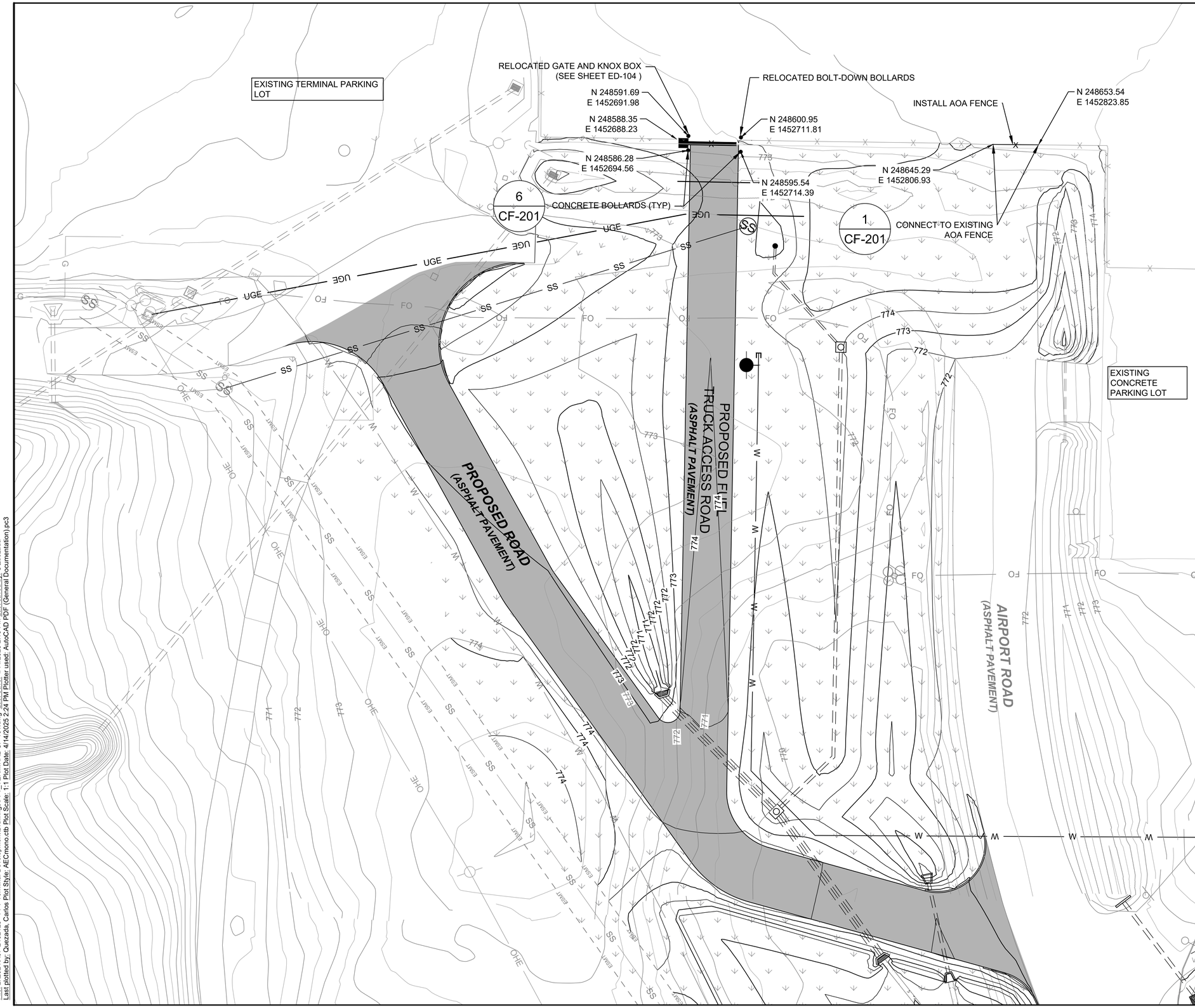


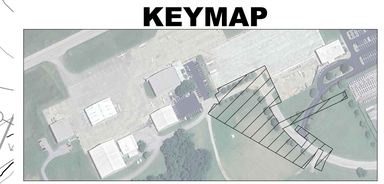
LEGEND

- PROPOSED ASPHALT PAVEMENT
- PROPOSED SEEDING
- EXISTING AOA FENCE
- PROPOSED AOA FENCE
- EXISTING WATER LINE
- PROPOSED WATER LINE
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY SEWER STRUCTURE
- EXISTING SANITARY SEWER STRUCTURE
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE

NOTES:

1. SEE SHEETS CF-201 FOR FENCE DETAILS.
2. THE AOA PERIMETER FENCE MUST BE CONTINOUS AT ALL TIMES. THE CONTRACTOR SHALL ONLY DEMOLISH AND REMOVE FENCE AFTER PROPOSED FENCE OR TEMPORARY AOA FENCE IS INSTALLED IN A MANNER THAT A CONTINOUS AOA PERIMETER IS MAINTAINED AT ALL TIMES. THE CONTRACTOR IS REPONSIBLE FOR MAINTAINING SECURITY OF THE AOA ANY TIME FENCE IS BEING REPLACED. THE CONTRACTOR SHALL RECEIVE APPROVAL FROM AIRPORT OPERATIONS ON THE METHOD OF CONNECTING EXISTING FENCE TO PROPOSED FENCE AT THE START OF FENCE REPLACEMENT WORK.
3. CONTRACTOR SHALL COORDINATE FINAL LOCATIONS OF BOLLARDS WITH ENGINEER AND OWNER

KEYMAP



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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

FENCING PLANS

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: WCA
DRAWN BY: CNB/CQ

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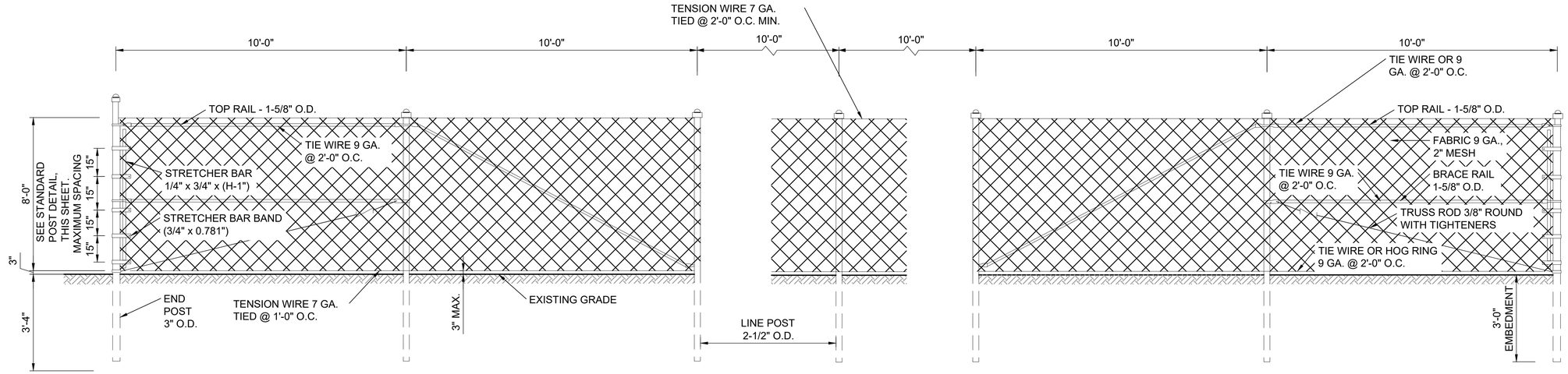


PANEL NOTES: ALL FABRIC, POSTS, NAILS, BRACES, FITTINGS, AND HARDWARE FOR FENCE AND GATES SHALL CONFORM TO ITEM F-162 OF THE SPECIFICATIONS.

1 CF-201 END PANEL

SCALE: NONE

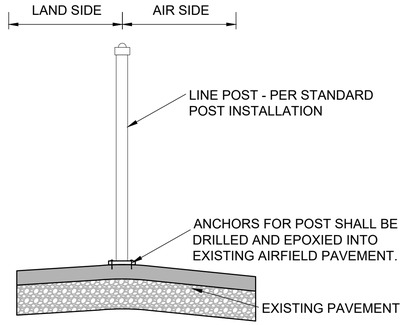
2 CF-201 POST SPACING

SCALE: NONE

BRACE PANEL NOTE: BRACE PANEL SHALL BE PLACED A MAXIMUM OF 400 FEET CENTER TO CENTER FROM END, CORNER, OR BRACE POSTS. ANY BREAKS IN HORIZONTAL ALIGNMENT OF MORE THAN 30 DEGREES SHALL BE CONSIDERED A CORNER.

3 CF-201 BRACE OR CORNER PANEL

SCALE: NONE



NOTES:

1. WHERE TEMPORARY FENCE IS LOCATED ON NATURAL GROUND NOT PAVEMENT, THE POST SHALL BE DRIVEN A MINIMUM OF 2' INTO THE GROUND.

4 CF-201 FENCE POST INSTALLATION

SCALE: NONE

NOTES:

1. ALL FABRIC, POSTS, NAILS, BRACES, FITTINGS, AND HARDWARE FOR FENCE AND GATES SHALL CONFORM TO ITEM F-162 OF THE SPECIFICATIONS.
2. ELECTRICAL GROUND RODS SHALL BE CONSTRUCTED AS GIVEN IN ITEM F-162 OF THE SPECIFICATIONS.
3. END POSTS AT THE EDGE OF A BUILDING SHALL BE CONSTRUCTED, AT MAXIMUM, 3" FROM THE FACE OF THE BUILDING. THE DIAMETER OF THE FOOTING CAN BE ADJUSTED IN THIS INSTANCE. CONTRACTOR SHALL PROTECT THE BUILDING FOUNDATION.
4. PULL PANEL TO BE USED AT SHARP BREAKS IN VERTICAL GRADES OR AS DIRECTED BY THE ENGINEER.
5. BRACE PANEL SHALL BE PLACED A MAXIMUM OF 400 FT CENTER TO CENTER FROM END, CORNER, OR BRACE POSTS. ANY BREAKS IN HORIZONTAL ALIGNMENT OF MORE THAN 30 DEGREES SHALL BE CONSIDERED A CORNER
6. A CORNER POST IS REQUIRED TO BE CONSTRUCTED WHERE THE PROPOSED FENCE CONNECTS TO ANY EXISTING FENCE TO REMAIN.
7. ROCK HAS BEEN ENCOUNTERED AT VARYING DEPTHS AND LOCATIONS OF THE AIRFIELD. CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTING FENCE, GATES, EROSION CONTROL STRIP, ELECTRICAL WORK, AND OTHER RELATED STRUCTURES AT NO EXTRA COST IF ROCK IS ENCOUNTERED. SEE FENCING SPECIFICATIONS (F-162 AND SS-242) FOR MORE DETAIL ON HOW TO CONSTRUCT FENCE WHEN ROCK IS ENCOUNTERED

FEDERAL SPECIFICATION RR-F-191/3F

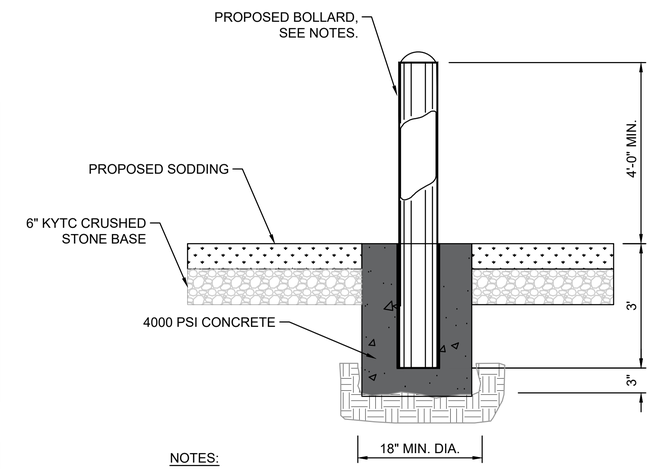
POST TYPE	*FABRIC HEIGHT*	*SIZE*
TERMINAL (END, CORNER, PULL)	UP TO 6 FT	SP3
	OVER 6 FT	SP4
LINE	UP TO 6 FT	SP2
	UP TO 8 FT	SP3
	OVER 8 FT	SP4
GATE LEAF WIDTHS		
GATE	UP TO 6 FT	SP4
	UP TO 13 FT	SP5
	UP TO 18 FT	SP6
	UP TO 23 FT	SP7

STEEL PIPE

SIZE	*OUTSIDE DIAMETER (O.D.)(INCHES)*	*MINIMUM WALL THICKNESS (INCHES)*
SP1	1.660 OD	X 0.111
SP2	1.90 OD	X 0.120
SP3	2.375 OD	X 0.130
SP4	2.875 OD	X 0.160
SP5	4.00 OD	X 0.226
SP6	6.625 OD	X 0.280
SP7	8.625	X 0.322

5 CF-201 FENCE POST DIMENSIONS

SCALE: NONE



NOTES:

1. PROPOSED BOLLARD BASIS OF DESIGN MODEL: TRAFFICGUARD, INC. RP3500 SERIES KEY LOCK REMOVABLE BOLLARD.
2. CONTRACTOR MAY SUBMIT ALTERNATIVE BOLLARD PRODUCTS FOR REVIEW AND APPROVAL VIA THE SHOP DRAWING REVIEW PROCESS. BOLLARD MUST MEET THE FOLLOWING MINIMUM REQUIREMENTS:

   DIAMETER: 6 INCHES
   HEIGHT ABOVE GRADE: 48 INCHES
   REFLECTIVE YELLOW EXTERIOR COATING OR MATERIAL
   BOLLARD MUST BE REMOVABLE WITH A TRAFFIC AND PEDESTRIAN RATED LID
   BOLLARD MUST BE LOCKABLE WITH ANY LOCKS OR LOCKING MECHANISMS CONCEALED FROM PUBLIC VIEW
3. ALTERNATIVE INSTALLATION METHODS IN ACCORDANCE WITH THE BOLLARD MANUFACTURER'S RECOMMENDATIONS MAY BE ACCEPTABLE PENDING REVIEW AS PART OF THE SHOP DRAWING PROCESS.
4. INSTALLATION OF BOLLARDS SHALL BE CONSIDERED SUBSIDIARY TO GATE RELOCTION.

6 CF-201 BOLLARD INSTALLATION DETAIL

SCALE: NONE

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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

FENCING DETAILS

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DRAWN BY: CNB/CQ

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SYMBOL	ITEM DESCRIPTION
	EXISTING EQUIPMENT
	EXISTING AOA FENCE
	EXISTING EQUIPMENT TO BE COMPLETELY DEMOLISHED AND REMOVED, AREA TO BE RESTORED
7D	L-867 LIGHT BASE JUNCTION STRUCTURE, SIZED AS INDICATED
	3/4" x 10' COPPER CLAD STEEL GROUND ROD
	SERIES LIGHTING CIRCUIT WITH COUNTERPOISE, NUMBER OF HASH MARKS INDICATES NUMBER OF CABLES
	CONDUIT CUT/COUPLE POINT
AFG	ABOVE FINISHED GRADE
AOA	AIRCRAFT OPERATIONS AREA
OFA	OBJECT FREE AREA
OFZ	OBSTACLE FREE ZONE
RSA	RUNWAY SAFETY AREA
TSA	TAXIWAY SAFETY AREA
PC	POINT OF CURVATURE
PE	POLYETHYLENE CONDUIT
PT	POINT OF TANGENCY
DEB	DIRECT EARTH BURIED
WP	WEATHERPROOF
UON	UNLESS OTHERWISE NOTED

CAUTION NOTES:

1. UNDERGROUND UTILITIES EXIST WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. AN ATTEMPT HAS BEEN MADE TO LOCATE THESE UTILITIES ON THE PLANS, HOWEVER, ALL EXISTING UTILITIES MAY NOT BE SHOWN AND THE ACTUAL LOCATIONS OF THE UTILITIES MAY VARY FROM THE LOCATIONS SHOWN. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE UTILITIES INVOLVED AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITIES ON THE GROUND. THE CONTRACTOR SHALL MAINTAIN THE UTILITY LOCATION MARKINGS UNTIL THEY ARE NO LONGER NECESSARY.
2. KENTUCKY STATE LAW, THE UNDERGROUND FACILITIES DAMAGE PREVENTION ACT, REQUIRES TWO WORKING DAYS ADVANCE NOTIFICATION THROUGH THE KENTUCKY ONE-CALL SYSTEM CENTER BEFORE EXCAVATING USING MECHANIZED EQUIPMENT OR EXPLOSIVES (EXCEPT IN THE CASE OF AN EMERGENCY). THE ONE-CALL SYSTEM PHONE NUMBER IS 1-800-752-6007. THE CONTRACTOR IS ADVISED THAT THERE IS A SEVERE PENALTY FOR NOT MAKING THIS CALL. NOT ALL UTILITY COMPANIES ARE MEMBERS OF THE KENTUCKY ONE-CALL SYSTEM; THEREFORE, THE CONTRACTOR IS ADVISED TO CONTACT ALL NON-MEMBER UTILITIES AS WELL AS THE ONE-CALL SYSTEM.

ELECTRICAL SAFETY NOTES:

1. LOCKOUT / TAGOUT PROCEDURES SHALL BE FOLLOWED.
2. THE ELECTRICAL RESISTANCE AND INSULATION INTEGRITY OF EACH MODIFIED CIRCUIT SHALL BE TESTED BEFORE THE CIRCUIT IS ENERGIZED.

DEMOLITION NOTES:

1. RESTORE THE DEMOLITION WORK AREAS TO MATCH EXISTING CONDITIONS.
2. LOCATE, IDENTIFY, AND PROTECT EXISTING SERVICES PASSING THROUGH DEMOLITION AREAS AND SERVING OTHER AREAS OUTSIDE THE DEMOLITION LIMITS. MAINTAIN SERVICES TO AREAS OUTSIDE DEMOLITION LIMITS. WHEN SERVICES MUST BE INTERRUPTED, INSTALL TEMPORARY SERVICES FOR AFFECTED AREAS.
3. MAINTAIN AND PROTECT EXISTING SERVICES WHICH TRANSIT THE AREAS AFFECTED BY SELECTIVE DEMOLITION.
4. MAINTAIN CIRCUIT CONTINUITY TO ALL EXISTING SYSTEM EQUIPMENT, DEVICES, ETC., TO REMAIN IN USE WHETHER NOTED ON THE PLANS OR NOT. FIELD VERIFY EXISTING ITEMS TO REMAIN IN USE. WIRING FOR EXISTING DEVICES WHICH MUST BE RE-ROUTED OR WHICH ARE PARTIALLY ABANDONED, SHALL BE RECONNECTED TO SERVICE THE REMAINING DEVICES ON THE CIRCUIT.
5. THE INTENTION OF THE ELECTRICAL DEMOLITION IS TO DISCONNECT AND REMOVE ALL ELECTRICAL WORK MADE VOID BY THE SCOPE OF THE CONSTRUCTION AND ALTERATION. FIELD VERIFY EXACT MATERIAL QUANTITIES REQUIRED TO BE REMOVED.
6. ALL REMOVED MATERIALS, OTHER THAN REMOVED MATERIALS TO BE RELOCATED, OR TURNED OVER TO THE OWNER, SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE PROJECT SITE.
7. COORDINATE ALL DEMOLITION WORK WITH ALL OTHER TRADES.
8. ALL EXISTING ELECTRICAL WORK AND ASSOCIATED RACEWAY AND WIRING WHICH HAS BEEN MADE OBSOLETE BY THE WORK AND / OR IS SHOWN DASHED ON THE ELECTRICAL DEMOLITION DRAWINGS, SHALL BE DISCONNECTED AND REMOVED, UNLESS OTHERWISE NOTED. AN ATTEMPT HAS BEEN MADE TO INDICATE ALL OF THIS WORK, BUT TOTAL ACCURACY IS NOT GUARANTEED.
9. FOR EXISTING ELECTRICAL EQUIPMENT TO BE REMOVED, DEMOLISH ALL EQUIPMENT, DEVICES, CIRCUITS, CONDUITS, BOXES, AND OTHER APPURTENANCES AS REQUIRED FOR A COMPLETE REMOVAL.
10. CUT OFF BOLT PROTRUSIONS, REMOVE ANCHORS, ETC. AT CEILING, FLOOR, OR WALL SURFACES AS REQUIRED. NO SUPPORT ITEMS SHALL BE LEFT IN PLACE.
11. REMOVE, CAP, AND / OR RELOCATE EQUIPMENT, OUTLETS, CONDUIT, WIRE, ETC., WHETHER INDICATED ON THE DRAWINGS OR NOT, AND AS MAY BECOME NECESSARY BECAUSE OF EXISTING FIELD CONDITIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VISIBLY EXAMINE ALL EXISTING AREAS DESIGNATED FOR REMOVAL OR MODIFICATION TO DETERMINE THE CONDUIT AND THE WIRING THAT WILL REQUIRE CAPPING AND / OR REMOVAL. THE CONTRACTOR SHALL BE HELD TO HAVING VISITED THE SITE AND TAKEN ALL EXISTING CONDITIONS INTO CONSIDERATION.
12. WHERE ELECTRICAL EQUIPMENT, CONDUIT, BOXES, AND SUPPORTING HARDWARE ARE REMOVED, PATCH AND FINISH THE SURFACE (WALL AND CEILING) AS REQUIRED TO MATCH THE EXISTING, UNLESS OTHERWISE NOTED.
13. WHERE BURIED CONDUITS EXTENDING OUT OF A CONCRETE SLAB BECOME ABANDONED, CUT AND GRIND THE CONDUITS OFF FLUSH WITH TOP OF SLAB AND PLUG WITH NON-SHRINK WATERPROOF GROUT FILL.

CONSTRUCTION NOTES:

1. THE EXISTING AND THE PROPOSED LOCATIONS OF LIGHTING CABLES ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND IDENTIFYING THE EXISTING LIGHTING CIRCUITS TO DETERMINE THEIR EXACT ROUTING. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEMS IN A WORKING CONDITION UNTIL THE NEW LIGHTING CIRCUITS HAVE BEEN INSTALLED AND TESTED. THE CONTRACTOR SHALL PROACTIVELY AND EXPEDITIOUSLY ACCOMPLISH THIS CABLE IDENTIFICATION WORK PRIOR TO PERFORMING ANY MODIFICATIONS TO THE LIGHTING CIRCUITS. COORDINATE IDENTIFICATION WORK WITH THE OWNER AND ENGINEER AND MAKE ALL CORRECTIONS, ADDITIONS, ETC. ON THE AS-BUILT DRAWINGS.
2. THE CONTRACTOR SHALL BE EXTREMELY CAREFUL WHILE EXCAVATING IN THE AREA OF LIGHTING CIRCUITS. ANY CABLE OR CONDUIT / DUCT WHICH IS NICKED OR DAMAGED DURING EXCAVATION SHALL BE PROPERLY AND EXPEDITIOUSLY SPLICED OR THE LENGTH OF CABLE AND CONDUIT / DUCT REPLACED. A SPLICE OR CONDUIT / DUCT MARKER SHALL BE INSTALLED AT ALL SPLICE OR OTHER REPAIR LOCATIONS MORE THAN 2' AWAY FROM A LIGHT, SIGN, HANDHOLE, MANHOLE, OR JUNCTION STRUCTURE. ALL REPAIR AND / OR REPLACEMENT WORK AND MATERIALS SHALL BE SUPPLIED AND INSTALLED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.
3. ALL ELECTRICAL CABLES SHALL BE CLEARLY IDENTIFIED, LABELED, AND TAGGED AT ALL POINTS WHERE THEY ARE AVAILABLE FOR CONNECTIONS OR INSPECTION, INCLUDING, BUT NOT LIMITED TO MANHOLES, HANDHOLES, PULL BOXES, JUNCTION BOXES, AND LIGHT BASES.
4. LOCKOUT / TAGOUT PROCEDURES SHALL BE PAID FOR BY SS-300 PAY ITEMS UNLESS OTHERWISE NOTED.
5. CONDUITS AND DUCTS UNDER PAVED AREAS SHALL BE CONCRETE ENCASED.
6. CONDUITS AND DUCTS UNDER NON-PAVED AREAS SHALL BE NON-ENCASED, UNLESS OTHERWISE NOTED.
7. DURING CONSTRUCTION, PROTECT ALL EQUIPMENT, DUCTS, CONDUITS, CABLES, ETC. THAT ARE TO REMAIN IN PLACE. WHERE EXISTING ITEMS ARE CUT, BROKEN, OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR PROACTIVELY AND EXPEDITIOUSLY THE ITEMS WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION OR BETTER AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE OWNER AND ENGINEER.

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STATE OF KENTUCKY
DAKOTA L. ELLIS
39051
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

ELECTRICAL NOTES

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: DLE
DRAWN BY: ABC

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DRAWING NUMBER
EN-101

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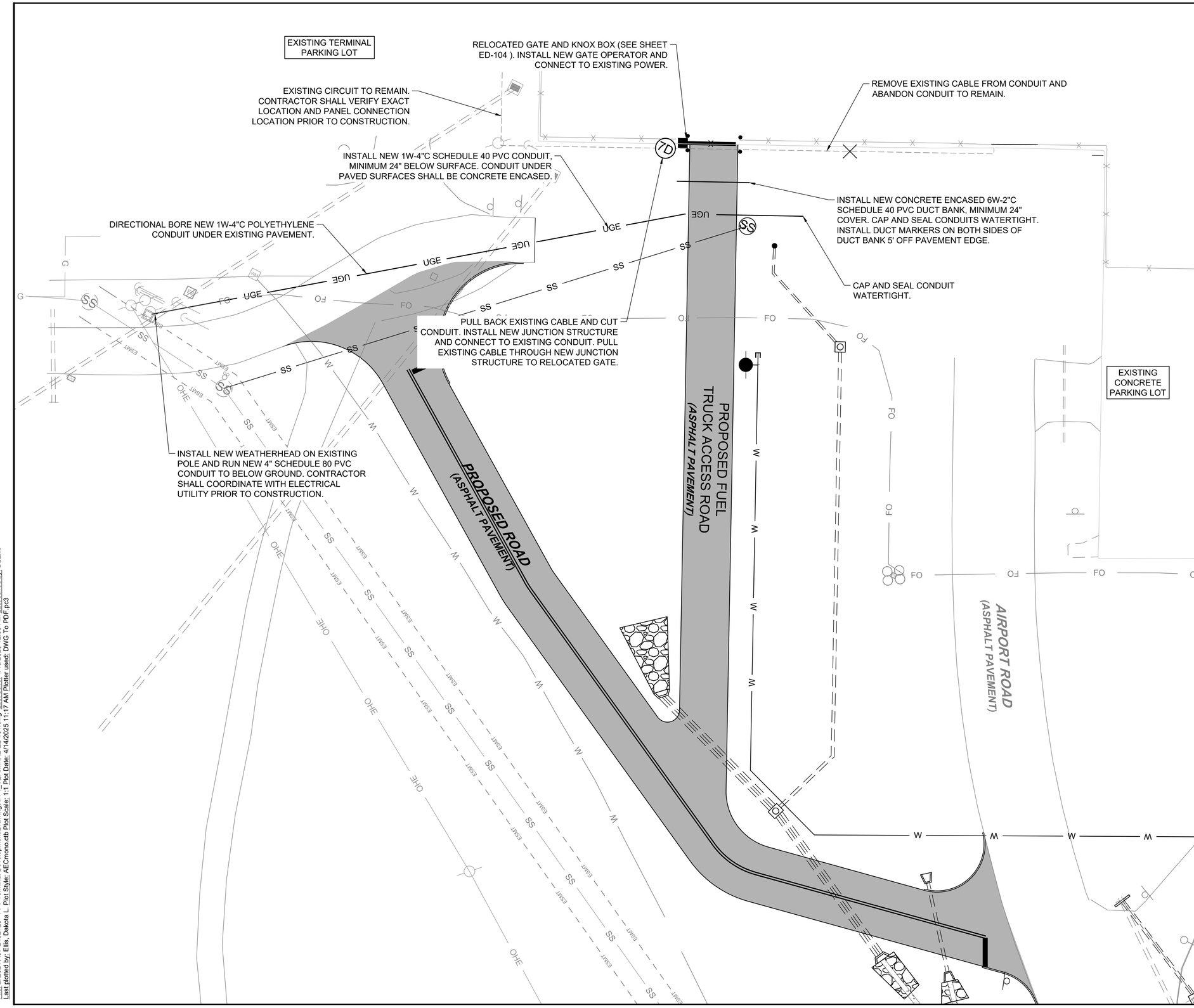
Last plotted by: Ellis, Dakota L. Plot Style: AECmono.ctb Plot Scale: 1:2.5849 Plot Date: 4/14/2025 11:17 AM Plotter used: None



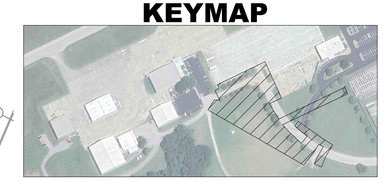
LEGEND

- ROAD PAVEMENT (ASPHALT CONCRETE PAVEMENT)
- PROPOSED UNDERGROUND ELECTRICITY
- EXISTING UNDERGROUND ELECTRICITY
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- PROPOSED DRAINAGE STRUCTURE
- EXISTING DRAINAGE STRUCTURE

GENERAL NOTES:

1. SEE SHEET EN-001 FOR LEGEND, CONSTRUCTION NOTES, CAUTION NOTES, ELECTRICAL SAFETY NOTES, AND DEMOLITION NOTES.
2. SEE SHEET ED-103 FOR FENCE INSTALLATION DETAILS.
3. EXISTING CIRCUIT ROUTING IS APPROXIMATE. CONTRACTOR SHALL LOCATE EXACT CIRCUIT ROUTING PRIOR TO CONSTRUCTION.
4. EXISTING GATE OPERATOR IS POWERED OUT OF EXISTING TERMINAL. CONTRACTOR SHALL VERIFY EXACT LOCATION OF PANEL AND FOLLOW LOCKOUT/TAGOUT PROCEDURES.

KEYMAP



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STATE OF KENTUCKY
DAKOTA L. ELLIS
39051
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

ELECTRICAL SITE PLAN

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: DLE
DRAWN BY: ABC

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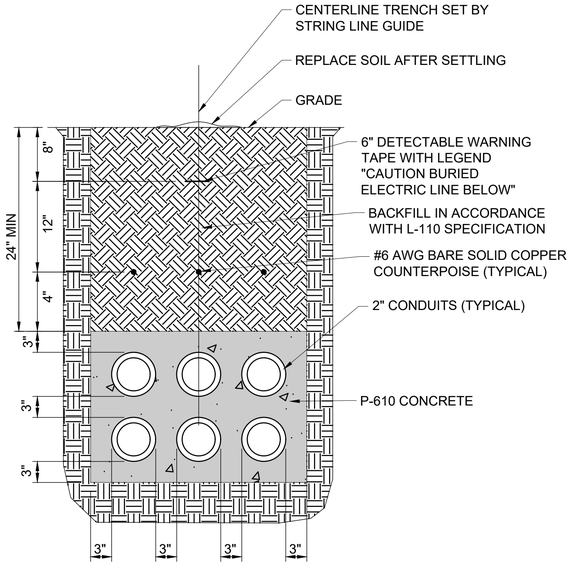
Last plotted by: Ellis, Dakota L. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 11:17 AM Plotter used: DWG To PDF.pc3



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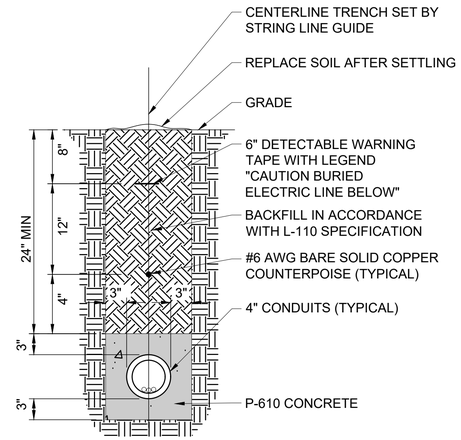
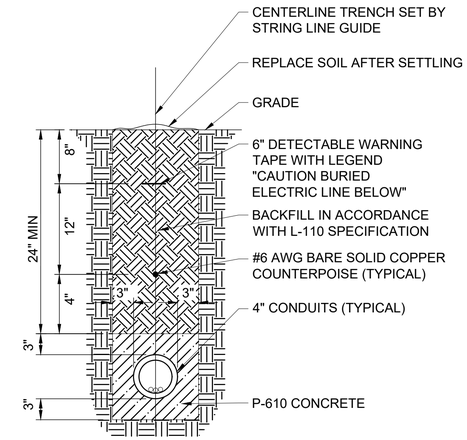


1-WAY



1-WAY

ENCASED NOTES

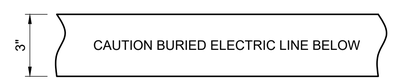
1. COUNTERPOISE WIRES SHALL BE INSTALLED ABOVE MULTIPLE CONDUITS / DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES.
2. INSTALL 3/4" x 10'-0" COPPERCLAD GROUND RODS AT EACH END OF ELECTRICAL DUCT AND BOND COUNTERPOISES USING EXOTHERMIC WELDS.
3. INSTALL CONDUIT SPACERS WITH LOCKING COLLARS AT 5' O.C. SPACING INTERVALS. INSTALL #4 REINFORCING BARS MINIMUM 6" INTO SOIL TO ANCHOR THE ASSEMBLY PRIOR TO PLACING THE CONCRETE ENCASEMENT.
4. INSTALL A COUNTERPOISE 4" ABOVE EACH CONDUIT COLUMN.
5. INSTALL DUCT MARKERS IN ACCORDANCE WITH ADVISORY CIRCULAR 150/5340-30 REQUIREMENTS, INCLUDING AT THE ENDS OF DUCT BANKS.
6. SIMILAR FOR OTHER DUCT SIZES.

1 / ED-101 CONCRETE ENCASED DUCT BANK
SCALE: NONE

NON-ENCASED NOTES:

1. COUNTERPOISE WIRES SHALL BE INSTALLED ABOVE MULTIPLE CONDUITS / DUCT BANKS FOR AIRFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES.
2. INSTALL 3/4" x 10'-0" COPPERCLAD GROUND RODS AT EACH END OF ELECTRICAL DUCT AND BOND COUNTERPOISES USING EXOTHERMIC WELDS.
3. INSTALL CONDUIT SPACERS WITH LOCKING COLLARS AT 5' O.C. SPACING INTERVALS.
4. INSTALL A COUNTERPOISE 4" ABOVE EACH CONDUIT COLUMN.
5. INSTALL DUCT MARKERS IN ACCORDANCE WITH ADVISORY CIRCULAR 150-5340-30 REQUIREMENTS, INCLUDING AT THE END OF DUCT BANKS.
6. SIMILAR FOR OTHER DUCT SIZES.

2 / ED-101 NON-ENCASED DUCT BANK
SCALE: NONE



NOTES:

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

3 / ED-101 UNDERGROUND DETECTABLE WARNING TAPE
SCALE: NONE

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STATE OF KENTUCKY
DAKOTA L. ELLIS
39051
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

ELECTRICAL DETAILS 1

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: DLE
DRAWN BY: ABC

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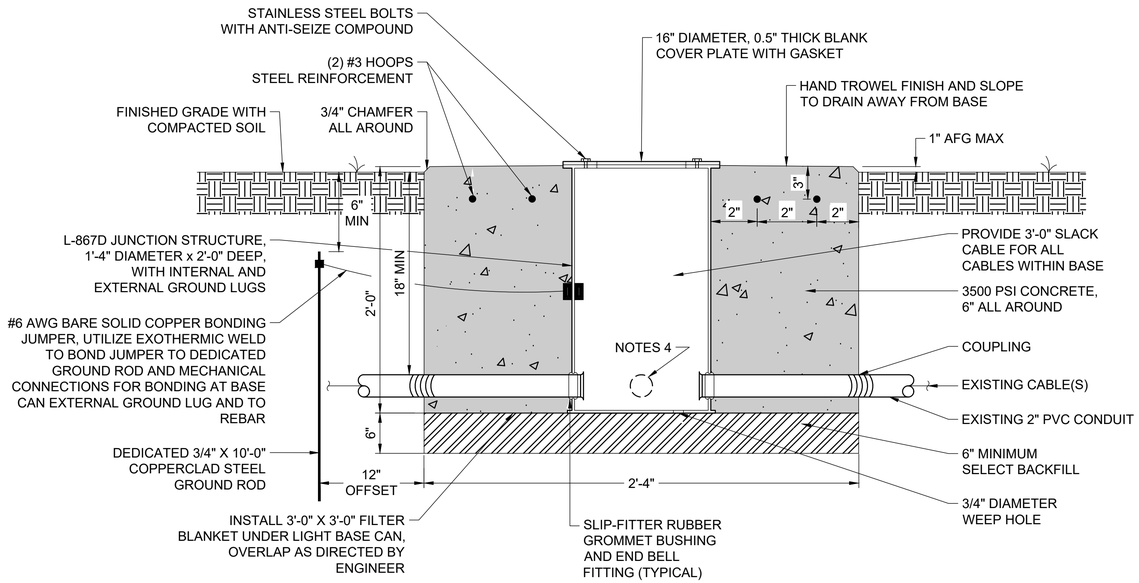
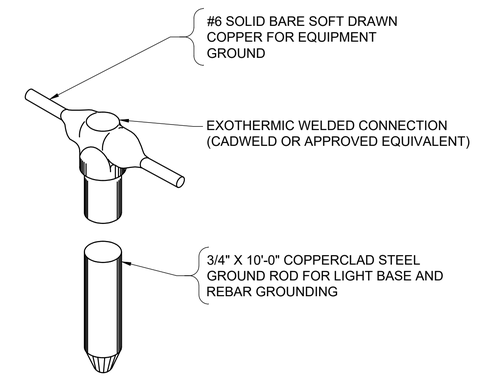


JUNCTION BOX NOTES:

1. PROVIDE MINIMUM 3' SLACK CABLE FOR EACH CABLE ENTERING JUNCTION STRUCTURE.
2. STUBOUTS AND OTHER APPURTENANCES SHALL BE INCLUDED IN THE JUNCTION BOX PAY ITEM.
3. STUBOUTS SHALL BE 1' BEYOND JUNCTION BOX WALL AND INCLUDE A WATERTIGHT FACTORY PLUG.

1 / ED-102 JUNCTION BOX INSTALLATION

SCALE: NONE



2 / ED-102 TYPICAL GROUND ROD CONNECTION

SCALE: NONE

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STATE OF KENTUCKY
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39051
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CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

ELECTRICAL DETAILS 2

JOB NO.: 2402128
DATE: APRIL 2025
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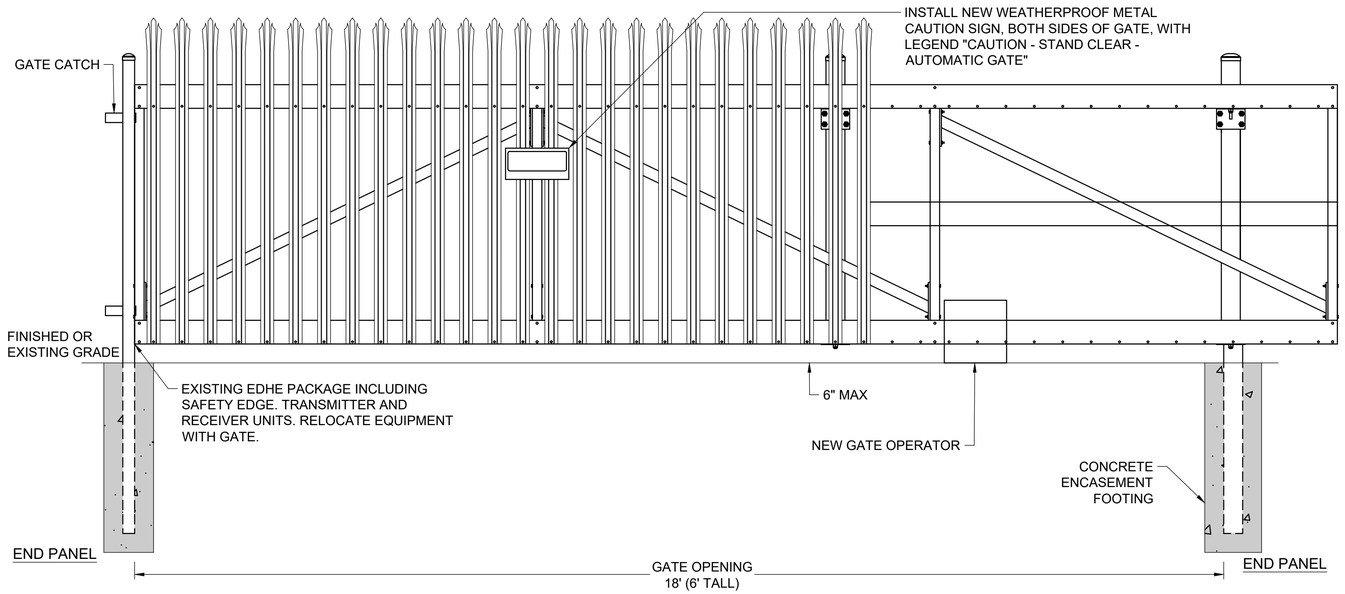


SLIDING GATE NOTES:

1. SLIDING GATE TO BE RELOCATED WITH ALL ACCESSORIES INCLUDING BUT NOT LIMITED TO; SIGNS, JUNCTION BOXES, CARD READER, ETC. GATE OPERATOR AND CHAIN SHALL BE NEW.
2. MAKE ALL FINAL CONNECTIONS FOR A COMPLETE AND FULLY OPERATIONAL SYSTEM.
3. VERIFY ALL DIMENSIONS WITH GATE OPERATOR MANUFACTURER PRIOR TO CONSTRUCTION.
4. INSTALL AND CONNECT GROUND RODS TO BOTH SIDES OF FENCING AT GATE OPERATOR.
5. COORDINATE EXACT LAYOUT WITH OWNER AND ENGINEER IN FIELD PRIOR TO CONSTRUCTION.
6. SEE FENCE GROUNDING DETAILS FOR ADDITIONAL REQUIREMENTS.
7. CONTRACTOR SHALL SUPPLY ALL NEW BOLTS, CABLE, CONDUIT AND GROUND RODS.

1 / ED-103

ELECTRICALLY OPERATED SINGLE CANTILEVERED SLIDING GATE INSTALLATION

SCALE: NONE

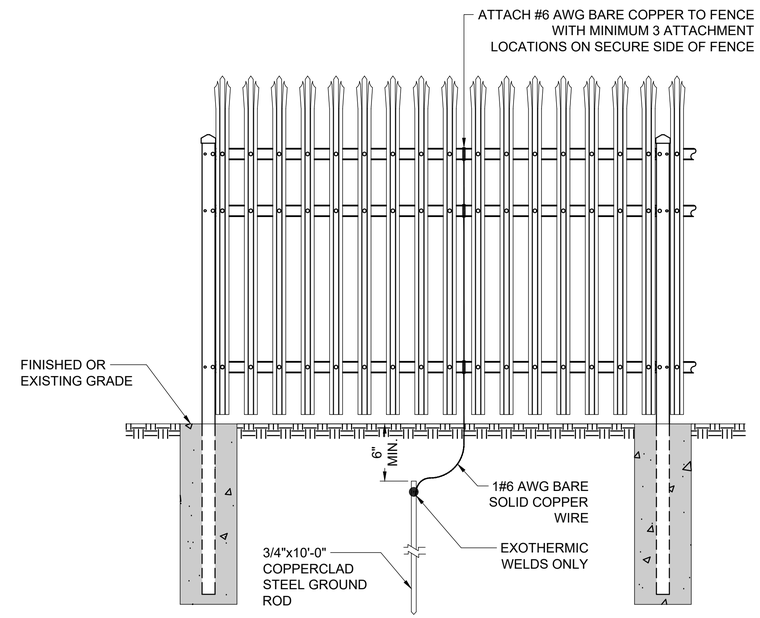
INTERNAL ROLLER ALUNIMUM CANTILEVER SLIDE GATE SPECIFICATIONS:

1. HARDWARE
   - 1.1. ALL GATE HARDWARE; GUIDE ASSEMBLIES AND HANGERS SHALL BE MANUFACTURED FROM MALLEABLE IRON, LOW CARBON OR PRESSED STEEL, GALVANIZED AS PER ASTM A123 AFTER FABRICATION AND FURNISHED BY THE GATE MANUFACTURER.
   - 1.2. LATCHES SHALL HAVE A PROVISION FOR LOCKING DEVICES.
2. GATE POST MATERIAL
   - 2.1. DOUBLE POST ASSEMBLIES ARE REQUIRED FOR SUPPORTING THE GATE/TRACK ON EACH SIDE OF THE FRAME. EACH GATE POST IS A MINIMUM OF 4" O.D. SCHEDULE 40 WEIGHING 9.11 LB/FT OR AS PER SPECIFICATIONS. ALL POSTS SHALL BE SUPPORTED BY CONCRETE FOOTINGS AS SPECIFIED.
   - 2.2. A MINIMUM OF 2 DOUBLE GATE POSTS ARE RQUIRED FOR CANTILEVERING THE TAIL SECTION OF THE GATE. THE LATCH PAST CAN BE EITHER A SINGLE GATE POST OR DOUBLE POST ASSEMBLY TO MATCH THE CANTILEVERING GATE POSTS (TOTAL OF 1 LATCH POST AND 2 DOULBE SUPPORT POSTS MINIMUM).
   - 2.3. DOUBLE POST ASSEMBLIES AT TAIL SECTION TO BE OFFSET TO INSIDE TO ALLOW CLEARANCE BETWEEN GATE FRAME AND POST FOR LINEAR-INDUCTION OPERATOR DRIVE RAIL.
3. GATE POST INSTALLATION
   - 3.1. FOOTING DIAMETER AND DEPTH ARE FUNCTIONS OF SOIL CONDITIONS, WIND LOAD, SIZE OF THE GATE AND POTENTIALLY OTHER JOB-SPECIFIC CONDITIONS. AS SUCH, THE ARCHITECT, ENGINEER OF RECORD OR OTHER TECHNICALLY CAPABLE RESOURCE MUST DETERMINE THE APPROPRIATE FOOTING SPECIFICATIONS.
     - 3.1.1. UNLESS OTHERWISE SPECIFIED, EXCAVATE FOOTINGS TO A DIAMETER A MINIMUM OF 4 TIMES THE DIAMETER AND 6" DEEPER THAN THE BOTTOM OF THE GATE POST. POSTS SHOULD BE SET A MINIMUM DEPTH OF 36" FOR ALL CANTILEVERED GATES. CROWN THE FINISHED CONCRETE AT THE TOP OF THE GRADE TO SHED WATER.
   - 3.2. CHECK EACH POST FOR VERTICAL AND TOP ALIGNMENT.
4. GATE INSTALLATION
   - 4.1. INSTALL GATE PER MANUFACTURER'S INSTRUCTIONS. GATE SHOULD BE SET LEVEL AND TRAVEL FREELY, WITHOUT RESISTANCE OR BINDING.
   - 4.2. ENSURE ALL SAFETY DEVICES AND SIGNS ARE INSTALLED AND IN PROPER WORKING ORDER.
   - 4.3. ATTACH LATCH AND MAKE SURE THAT GATE IS RECEIVED BY LATCH IN A SECURE MANNER.
5. CLEANING
   - 5.1. CLEAN UP DEBRIS AND REMOVE FROM THE SITE.

3 / ED-103

CANTILEVERED SLIDE GATE SPECIFICATIONS

SCALE: NONE



GROUNDING NOTES:

1. ELECTRICAL GROUNDS SHALL BE CONSTRUCTED WHERE A POWER LINE PASSES OVER THE FENCE, AT 500' INTERVALS, AND WITHIN 50' OF EVERY END POST.
2. THE #6 AWG SOLID COPPER CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE GROUND ROD AND SHALL BE CLAMPED TO THE FENCE IN SUCH A MANNER THAT EACH ELEMENT OF THE FENCE IS GROUNDED.
3. FENCE GROUND LOCATIONS SHALL BE IDENTIFIED ON AS-BUILT DRAWINGS.

2 / ED-103

FENCE ELECTRICAL GROUND INSTALLATIONS

SCALE: NONE

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STATE OF KENTUCKY
DAKOTA L. ELLIS
39051
LICENSED PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

ELECTRICAL DETAILS 3

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: DLE
DRAWN BY: ABC

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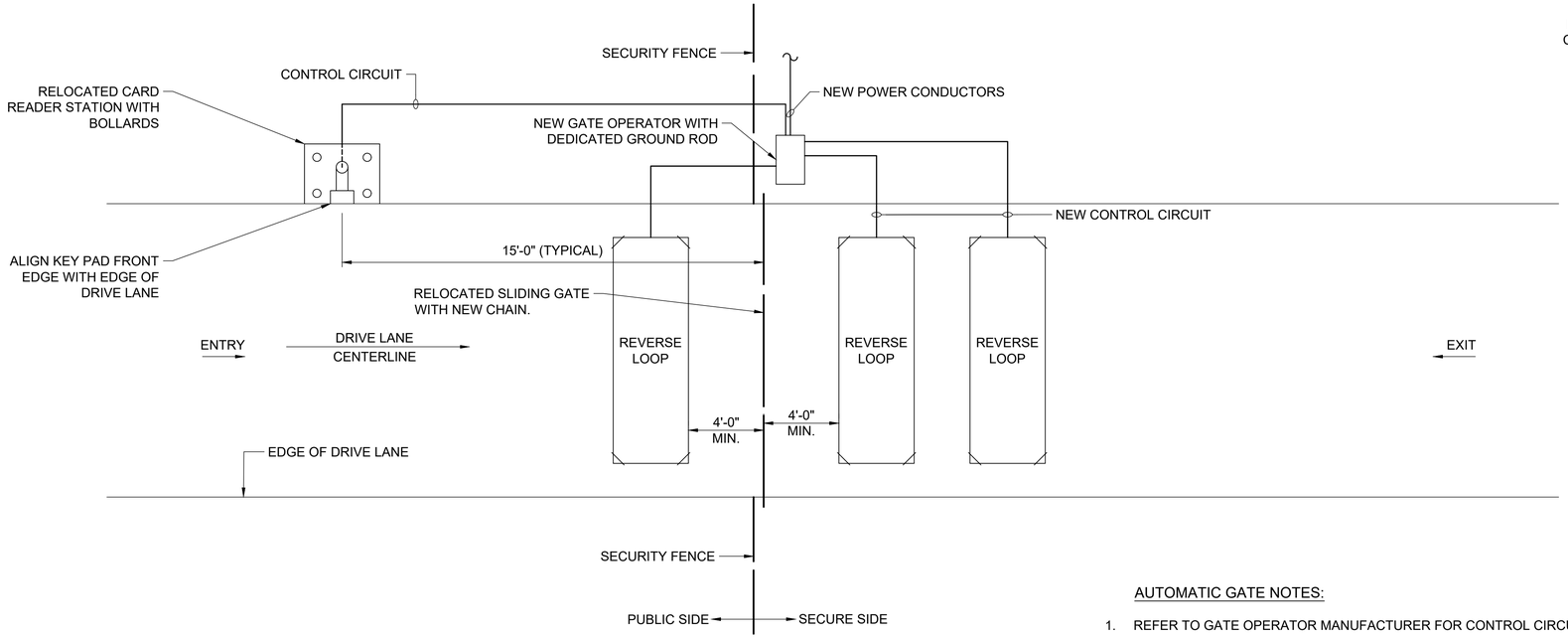
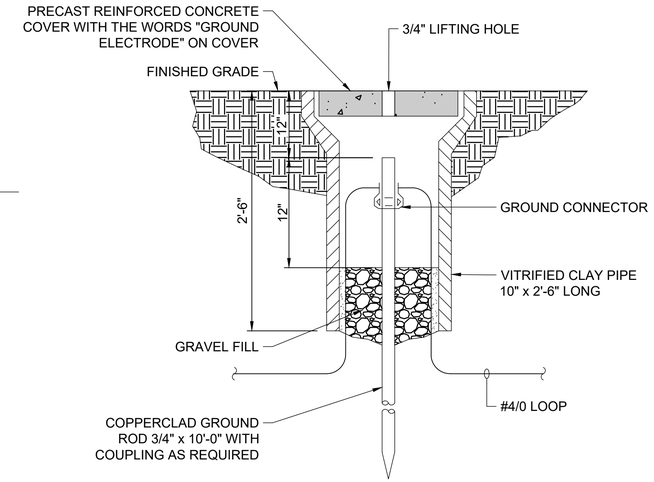


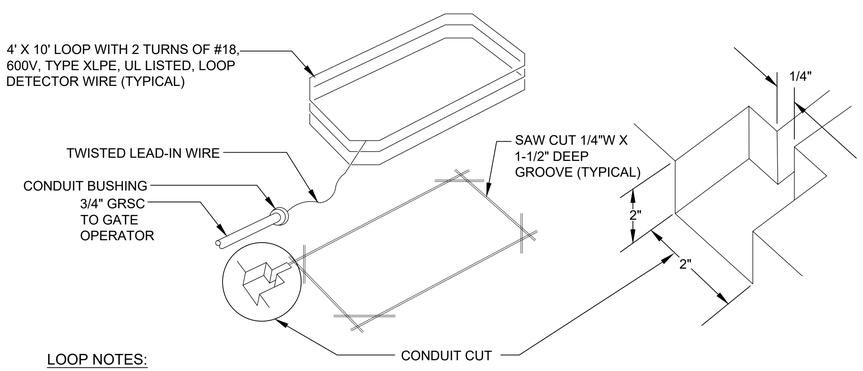
1 ED-104 AUTOMATIC GATE LAYOUT PLAN
SCALE: NONE



2 ED-104 GROUND TEST WELL
SCALE: NONE

AUTOMATIC GATE NOTES:

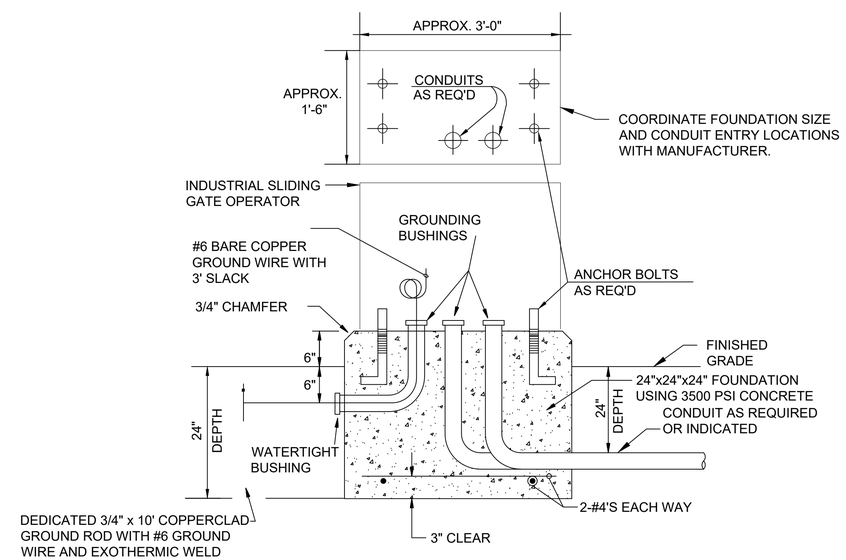
1. REFER TO GATE OPERATOR MANUFACTURER FOR CONTROL CIRCUIT CABLE SIZES.



LOOP NOTES:

1. ALL LOOPS SHALL BE THE SAME SIZE.
2. COORDINATE LAYOUT PRIOR TO ANY WORK. VERIFY ALL DIMENSIONS AND INSTALLATION REQUIREMENTS WITH ELECTRICALLY OPERATED GATE MANUFACTURER PRIOR TO WORK.
3. CALIBRATE, FINE TUNE, AND TEST ALL LOOP DETECTORS.
4. UTILIZE MATCHING ASPHALT SEALANT.

3 ED-104 VEHICLE DETECTOR LOOP DETAIL
SCALE: NONE



4 ED-104 SLIDING GATE OPERATOR FOUNDATION DETAIL
SCALE: NONE

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STATE OF KENTUCKY
DAKOTA L. ELLIS
39051
LICENSED
PROFESSIONAL ENGINEER

Digitally Signed 04/14/2025

REV.	DATE	DESCRIPTION	BY

CAPITAL CITY AIRPORT
KENTUCKY DEPARTMENT OF AVIATION
FRANKFORT, KY

TERMINAL DEVELOPMENT - PHASE 1

ELECTRICAL DETAILS
4

JOB NO.: 2402128
DATE: APRIL 2025
DESIGNED BY: DLE
DRAWN BY: ABC

BAR IS ONE INCH ON ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

DRAWING NUMBER
ED-104

File: L:\2024\A07-2402128 - FFT Terminal Development\Drawings\FFT_TERMINAL-ED-101.dwg Last Save: 4/14/2025 11:04 AM Last saved by: DLEllis
Last plotted by: Ellis, Dakota L. Plot Style: AECmono.ctb Plot Scale: 1:1 Plot Date: 4/14/2025 11:18 AM Plotter used: DWG To PDF.pc3

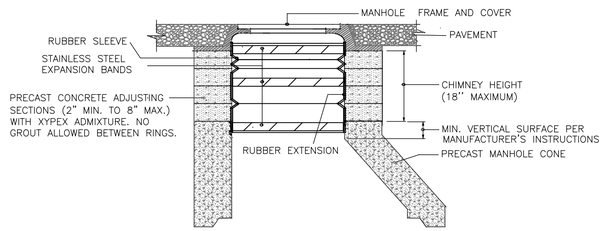
MANHOLE CONSTRUCTION NOTES

1. Manholes with precast base sections or bottom slabs must be provided, unless written permission is obtained prior to construction (See Standard Manhole detail). Invert of manhole shall be preformed by the precast manufacturer and shall contain the Xypex admixture (see Notes 13 & 20)
2. Precast concrete sections and appurtenances shall conform to the ASTM Standard Specifications for precast reinforced concrete manhole sections, designation C478, latest revision.
3. Manholes with precast holes for pipe must be provided with rubber boot (factory installed pipe to manhole gasket) to seal out water. Brick Manholes should be provided with a water stop end seal to seal out water around the incoming pipe at the pipe manhole interface.
4. Base slab is required for Manholes 5 ft. and larger in diameter and for manholes with a depth of 15 ft. or greater. Base slab can be round or square. The nominal dimension shall be 1 ft. wider than O.D. of Manhole. Base section shall be monolithic for 4 ft. diameter manholes.
5. No grout will be allowed at barrel section joints.
   All joints on manhole barrel sections shall have a two-way sealing system:
   - Butyl Mastic joint sealant should be applied on both flat surfaces of the manhole barrel section. Butyl mastic joint sealant is also required between the manhole cone, adjusting sections and frame.
   - Exterior Joint Seals (MAC WRAP or equivalent) shall be installed around each Manhole Barrel Joint. Wrap Strap shall have an Integral Ratcheting Mechanism and not a Strap that requires a Removable Tool.
   - **Exterior joint collars must be inspected by FSD prior to backfilling.**
6. All manholes shall be installed with internal or external manhole frame (chimney) seals (Cretex or equivalent). See detail, this sheet.
7. Invert elevation of inflow pipe shall equal or exceed the invert elevation of the outflow pipe. Minimum vertical drop across Manhole is 0.10 ft. The bench and invert of the manhole shall have a smooth finish.
8. For a vertical drop less than 2.0 feet, a swoop is required to introduce flow in the same direction as flow in the collector pipe. For a vertical drop of 2.0 feet or more through a manhole, a drop manhole is required.

   New manholes shall have precast outside drop construction. Connections to existing manholes shall be inside drop construction.
9. Pipes shall not enter the cone section of the Manhole or within 4 inches of the manhole joints.
10. The manhole lids must have "FSD" cast in the lid. (See Frame and Cover detail, this sheet.)
11. The manhole frames must be anchored with four (4) 5/8" anchor nuts and bolts.
12. Cast-in-place concrete shall be Kentucky Dept. of Highways Class "A", with a minimum 28-day compressive strength of 3,500 PSI.
13. For all manholes, concrete structures, and concrete pipe, Xypex Admix C-1000R with red dye shall be added to the concrete during batching operations to provide chemical resistance and waterproofing. The Xypex Admix C-1000R shall be added at 3.5%, including dye, of the required weight of Portland Cement. The amount of cement shall remain the same and shall not be reduced. A colorant shall be added at the Xypex manufacturing plant.
14. Minimum Manhole diameters based on inflow and outflow pipe sizes (outside diameter) are as follows:

MANHOLE DIA.	MAX. PIPE O.D. ALLOWED*
4 ft.	30 in.
5 ft.	44 in.
6 ft.	51 in.
8 ft.	72 in.

   * For straight through pipes to a 45° deflection. Deflection angles greater than 45° for 12 inch or larger sewers will require special approval of the Frankfort Sewer Department (FSD).
15. **Manholes exceeding 15 feet in depth, manholes 5 ft. or larger in diameter and all drop manholes must be approved by the Frankfort Sewer Department prior to construction. The precast supplier should be given the manhole depth by the Contractor to properly design reinforcement.**
16. All manholes shall be installed with a polyethylene watertight diaphragm (Parsons Rainstopper) under lid. Diaphragm shall have lifting straps and shall not have valves.
17. If an existing manhole is modified, it shall be brought up to current specifications, including testing.
18. **Height of the manhole and angles and pipe diameters of openings are the responsibility of the contractor. It is the Contractor's responsibility to confirm manhole depths in profiles, and pipe diameters and manhole angles for pipes in plan views of the contract drawings. FSD approval does not include the manhole height or positions of the openings.**
19. No steps shall be allowed in manholes. If manholes are delivered with steps they shall be returned to the manufacturer. Any manholes originally produced with steps that are installed shall be removed and replaced.
20. Manhole benches shall have Xypex Admixture.



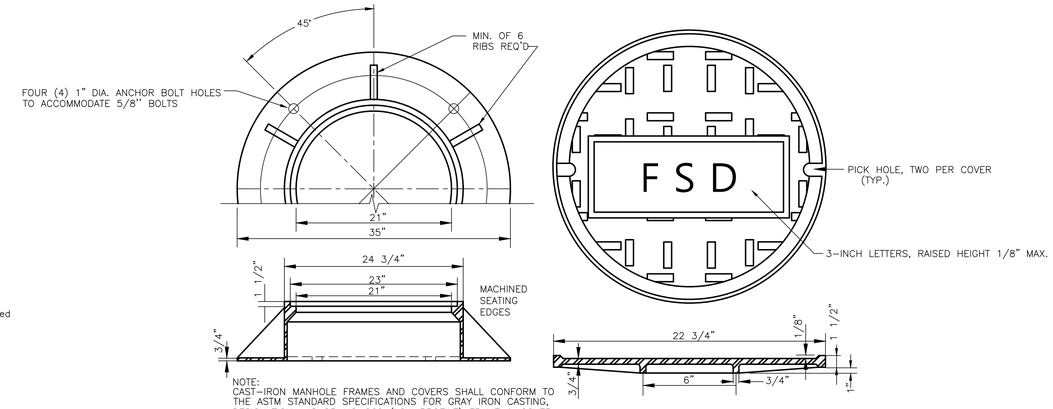
SECTION

NOTES:

1. See manufacturer's instructions for seal and extension combinations needed to span from the frame to the top of the cone on manholes with various chimney heights. Frame offsets or diameter differentials will reduce these span heights.
2. An external chimney seal may be installed instead of an internal chimney seal for new manholes. **Exterior chimney seals must be inspected by FSD prior to backfilling.**
3. Internal chimney seal shall be installed after the manhole passes a vacuum test.

INTERNAL MANHOLE CHIMNEY SEAL W/EXTENSION – PRECAST MANHOLE

NO SCALE



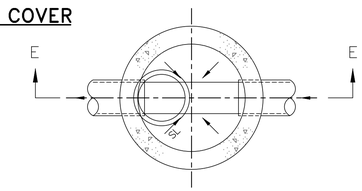
NOTE:
CAST-IRON MANHOLE FRAMES AND COVERS SHALL CONFORM TO THE ASTM STANDARD SPECIFICATIONS FOR GRAY IRON CASTING, DESIGNATION A48 OR MC-260 (LOW PROFILE) FRAME & COVER, LATEST REVISION. FRAME AND COVER SHALL BE MC-350 BY J.R. HOE AND SONS OR APPROVED EQUIVALENT. MINIMUM WEIGHT OF FRAME AND COVER SHALL BE 305 POUNDS.

FRAME

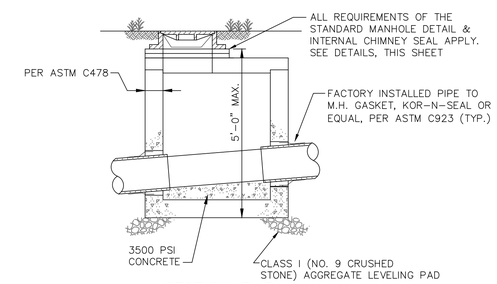
COVER

MANHOLE FRAME AND COVER

N.T.S.



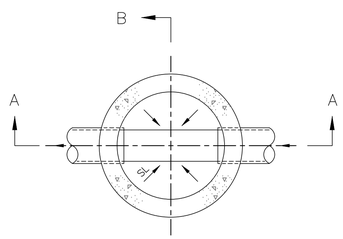
PLAN



SECTION E-E

SHALLOW MANHOLE

N.T.S.



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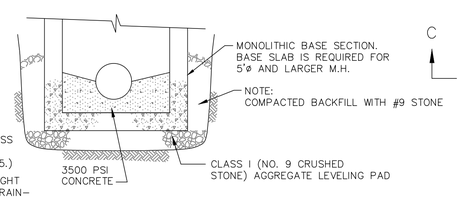
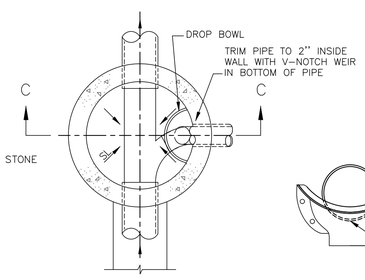
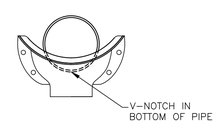


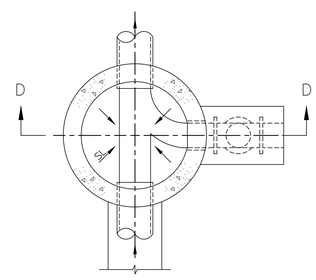
SECTION B-B



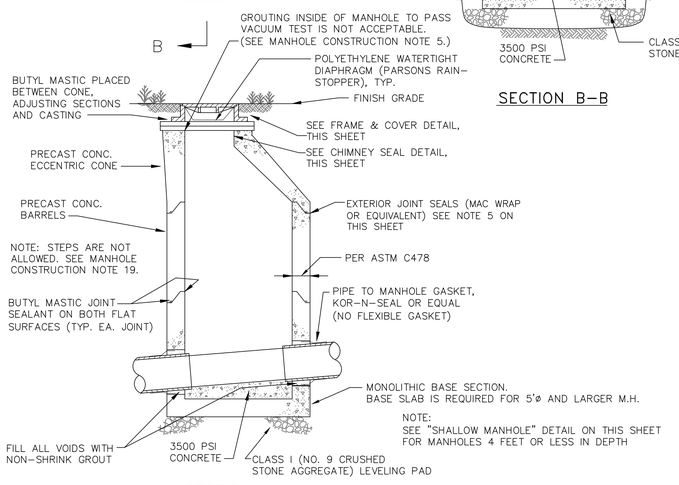
PLAN



DROP BOWL MOUNTING POSITION



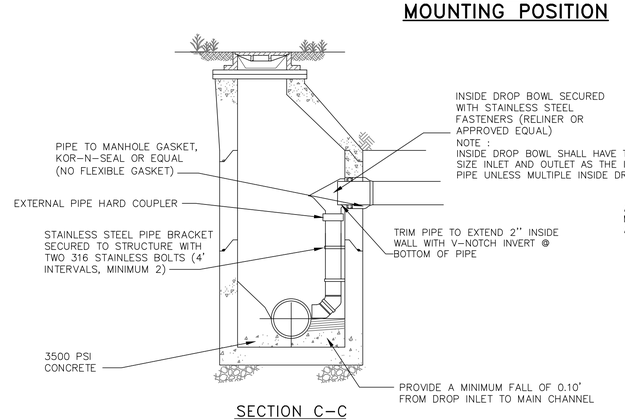
PLAN



SECTION A-A

STANDARD MANHOLE

N.T.S.



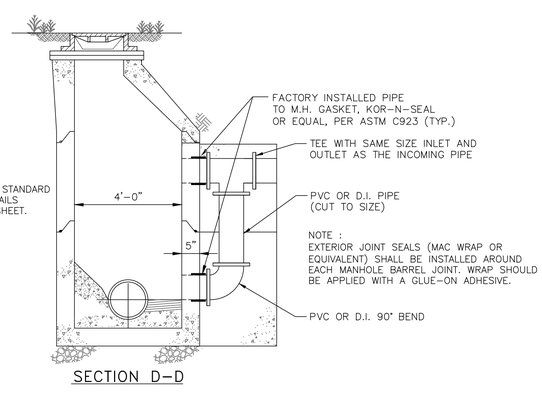
SECTION C-C

INSIDE DROP MANHOLE

N.T.S.

(FOR CONNECTION TO EXISTING MANHOLES ONLY)

ALL REQUIREMENTS OF THE STANDARD MANHOLE AND CHIMNEY DETAILS APPLY. SEE DETAILS, THIS SHEET.



SECTION D-D

PRECAST OUTSIDE DROP MANHOLE

N.T.S.

SEE STANDARD MH DETAIL A-A AND MH CONSTRUCTION NOTES FOR ALL OTHER DETAILS OF DROP MANHOLES

CITY OF FRANKFORT, KENTUCKY
SEWER DEPARTMENT
STANDARD SANITARY SEWER CONSTRUCTION DETAILS

SCALE: N.T.S.
DATE: **OCTOBER 2019**
JOB NO.:
DESIGNED:
DRAWN:
CHECKED:
Q/C:
OWNER APPROVAL:
BY:
TITLE:

REVISIONS:

NO.:	DATE:
ISSUED	MAY 2001
R-1	MARCH 2004
R-2	APRIL 2007
R-3	JANUARY 2010
R-4	SEPTEMBER 2014
R-5	OCTOBER 2019

DRAWING:

G1

OF 3

GENERAL SPECIFICATIONS

1. PVC sewer pipe shall be SDR 35 and shall conform to ASTM D3034. For bury depths greater than 15 feet, SDR 26 PVC pipe or ductile iron pipe (DIP) is required. DIP shall conform to ANSI A21.50 (AWWA C 150) latest revision. DIP must be coated internally with Protecto 401 coating. **Coating must be inspected by the Frankfort Sewer Department (FSD) prior to installation.**
2. Gravity lines, force mains and lateral lines must be encased in #9 crushed stone as shown on standard details. Top: 12 inches. Bottom and Sides: 6 inches. See Case 1 and Case 2 Backfill Detail, this sheet.
3. Mylar sewer line identification tape is required for all gravity sewer mains, force mains and laterals. Tape shall be green metallic back and 3 inches wide.
4. All sewer lines must be installed in a dedicated right–of way or sewer easement. The minimum easement width is 15 feet, with the main line centered in the easement. Easement documents must be prepared, reviewed and approved by the City Attorney. Easements shall be properly recorded, with a copy of the stamped documents provided to FSD. Easements are required for any sewer mains crossing through private property.
5. A complete set of As–Built drawings shall be provided to FSD after the construction has been completed.
6. Each sheet of the As–Built drawings shall be sealed (or stamped), signed, and dated by a Professional Engineer licensed in the Commonwealth of Kentucky. Revisions to the As–Built drawings must be stamped, signed, and dated on each page.
7. Buildings must be set–back from the sewer easement so the building foundation will not be undermined. The set–back must be greater than a 45–degree line from the edge of the trench at the pipe invert to its intersection with the foundation elevation.
8. Sewers on 20% slope or greater shall be anchored securely with concrete (or equivalent) pipe anchors, see drawing G3 for detail.
9. Aerial crossings, when necessary, shall be designed and constructed in accordance with Ten State Standards. Support shall be provided for all pipe joints. The supports shall be designed to prevent frost heave, overturning, and settlement. Precautions against freezing, such as insulation and increased slope, shall be provided. The impact of flood waters and debris shall be considered.
10. FSD requires that each lot have a separate lateral that does not cross into any other lots. The laterals must extend five (5) feet into the lot. Each lot must have a 6–inch double wye installed at the right–of–way, property or easement line. The cleanout stub shall extend 3 to 5 feet above ground. See dwgs. G2 & G3 for details.
11. FSD may issue tap permits only after 1) all installation, 2) the 30 day waiting period, 3) testing and paperwork requirements are met and 4) the easements are approved and recorded.
12. FSD tap permits are issued from the main office at 1200 Kentucky Avenue. FSD will charge a capacity fee for each additional apartment unit, house, or building based on number and size of water meters on lot. See ordinance for details.
13. No sanitary sewer building connection, which is not at least 12 inches above the top of the lowest of the two adjacent public sanitary sewer manholes, shall be connected by gravity drainage.
14. After the plumber has connected the building lateral to the sewer, he shall contact FSD for an inspection of the tie–in. FSD personnel will place a sticker on the structure indicating "approved" or "not approved" and FAX the results to the City–County Planning Office.
15. These drawings and specifications represent standards adopted by the FSD. These drawings are not a substitute for detailed design and engineering. Sewers shall be designed in accordance with the Recommended Standards for Wastewater Facilities, 2004 Edition (Ten States Standards). Construction plans and specifications must be approved by the Kentucky Division of Water (DOW). A construction permit must be obtained from DOW before sewers can be installed.
16. Field changes to approved plans must be authorized by the Design Engineer and submitted to the FSD for review and approval.
17. The FSD reserves the right to check for compliance with the Department's specifications and standards at any time during construction and prior to the Department's acceptance of the sewers. Failure to construct to FSD standards will result in removal and replacement at the contractor's expense.
18. PVC Pipe for Gravity Sewer shall be green or white only.
19. All crushed stone, DGA and earth backfill shall be compacted in 0'–6" lifts (maximum) under and around the sanitary sewer pipe to 1'–0" over top of pipe and 1'–0" lifts (maximum) from 1'–0" over pipe to bottom of 10" concrete cap. Backfill which has not been properly compacted shall be completely removed and replaced at the contractor's expense.
20. Stones or fragmentary rock no larger than 4" in their greatest dimension will not be allowed in top 8" of ground nor within 6" of pipes. No stone or fragmentary rock larger than 12" in their greatest dimension will be allowed for any potion of backfill.
21. If a conflict regarding backfill details exists on State or County roads, State details and County details shall supersede FSD backfill details.

TESTING REQUIREMENTS

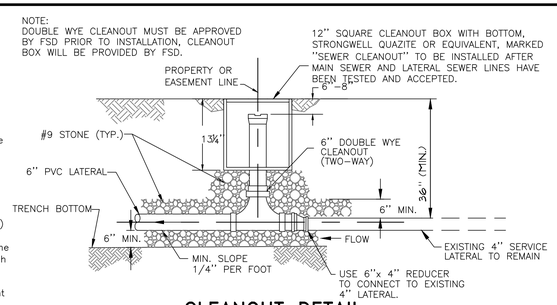
1. The following tests shall be conducted on gravity sewer lines and manholes:
   * Visual inspection **by FSD inspector**
   * Video inspection **by FSD.**
   * Mandrel deflection test (for PVC pipe) **By Contractor**
   * Low pressure air test **By Contractor**
   * Vacuum test for manholes **By Contractor**

   Testing and inspection shall be conducted no earlier than 30 days after final trench backfill. As–built drawings shall be submitted for approval prior to testing. Any re–testing that is required will be subject to charges under the current Review/Inspection/Testing fee schedule as established by City of Frankfort Code of Ordinances No 52.04.G.
2. **After the punch list items are completed and the As-built drawings are received by the FSD, the Contractor shall clean all lines and notify the FSD that the lines are ready to be televised. The FSD will televise the main lines and lateral connections, for a condition evaluation. Repairs, if necessary, shall be made by the Contractor, at the Contractor's expense prior to the acceptance of the sewers.**
3. The Mandrel (go/no–go) device shall be cylindrical in shape and constructed with nine (9) evenly spaced arms of prongs. The Mandrel dimension shall be 95 percent of the flexible pipe's published ASTM average inside diameter. Deflection shall not exceed 5 percent of the pipe's average inside diameter. The Mandrel shall be hand pulled by the contractor through all sewer lines.
4. Low pressure air tests shall be conducted using equipment specifically designed and manufactured for the purpose of testing sewer lines using low pressure air. The equipment shall be provided with an air regulator valve or air safety valve so set pressure in the pipeline cannot exceed 8 psig. The test shall be made on each manhole–to–manhole section of piping after placement of the backfill. At least two minutes shall be allowed for the air pressure to stabilize in the section under test. After the stabilization period, testing will commence in accordance with UNI–B–6, latest revision. The Engineer shall provide testing times for each line segment between manholes to the Contractor, Inspector and FSD. Times shall be based on a 1.0 psig pressure drop.
5. Manholes shall be vacuum tested after installation, backfilling and prior to installation of the chimney seals, with all connections in place. The vacuum test shall include testing of the seal between the cast iron frame and the concrete cone, slab or grade rings. Test equipment for manholes shall be top–mounted.

   A vacuum of 10 inches of mercury shall be drawn on the manhole. The manhole shall be considered to pass the vacuum test if it holds at least 9 inches of mercury for the following time durations:

	Time (Minutes)		
Manhole Depth	4 ft. Dia.	5 ft. Dia.	6 ft Dia.
20 feet or less	1	2	3
20.1 to 30 feet	2	3	4

   If a manhole fails the vacuum test, it shall be repaired and retested. Vacuum test shall be performed prior to installation of the chimney seals.
6. Acceptance testing shall not be scheduled until punchlist items are completed and the as–built drawings have been submitted to the Frankfort Sewer Dept. (FSD). **The contractor must schedule the test 24 hours in advance and will be required to call the morning of the test to ensure FSD personnel are available to witness the test.** The FSD inspector will walk the project first and check for compliance with the Department's Construction Specifications and Standards. personnel must witness all tests. The Director will review the test results.
7. **All tests, <u>except post construction video inspection of new sewer lines</u>, shall be performed by the contractor. The contractor shall provide all equipment, appurtenances, and labor necessary to properly conduct the tests. The contractor is responsible for the ultimate performance of the sewer line and manholes within the above test requirements.**



CLEANOUT DETAIL EXISTING CONNECTION

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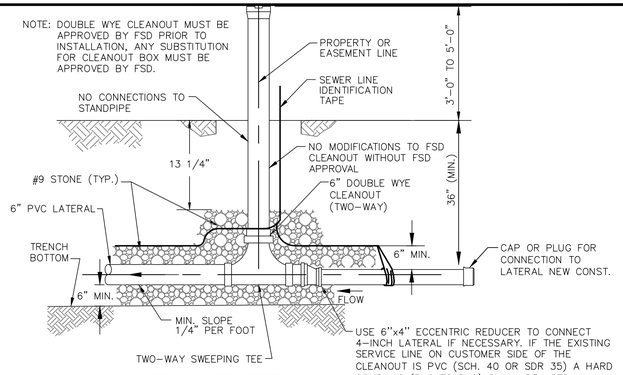
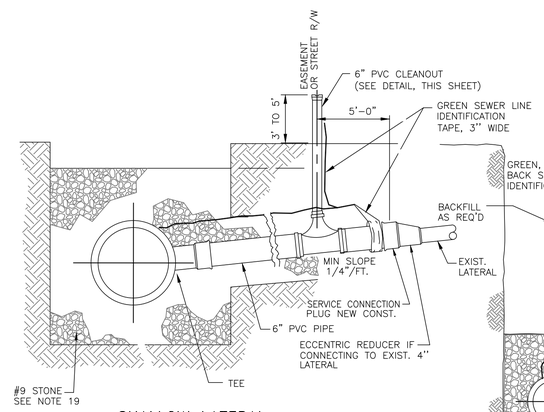
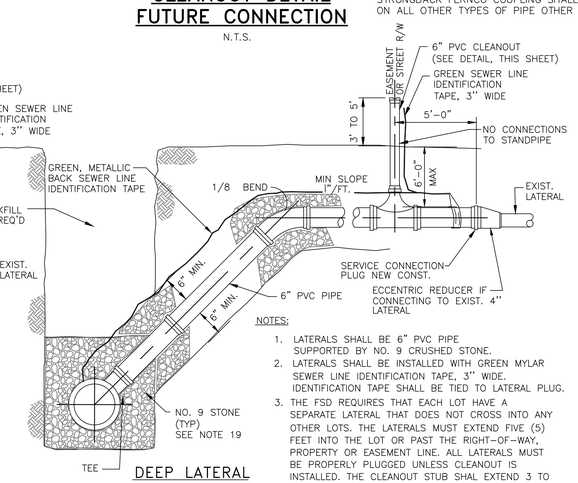


CLEANOUT DETAIL FUTURE CONNECTION

N.T.S.



SHALLOW LATERAL



DEEP LATERAL

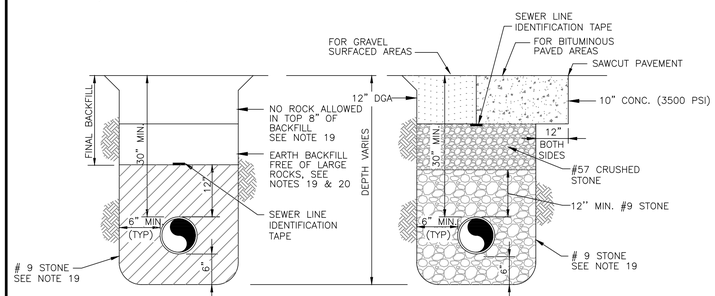
*LATERAL DETAIL

*DOES NOT APPLY TO LATERALS ENTERING MANHOLES

N.T.S.

NOTES:

1. LATERALS SHALL BE 6" PVC PIPE SUPPORTED BY NO. 9 CRUSHED STONE.
2. LATERALS SHALL BE INSTALLED WITH GREEN MYLAR SEWER LINE IDENTIFICATION TAPE, 3" WIDE. IDENTIFICATION TAPE SHALL BE TIED TO LATERAL PLUG.
3. THE FSD REQUIRES THAT EACH LOT HAVE A SEPARATE LATERAL THAT DOES NOT CROSS INTO ANY OTHER LOTS. THE LATERALS MUST EXTEND FIVE (5) FEET INTO THE LOT OR PAST THE RIGHT–OF–WAY, PROPERTY OR EASEMENT LINE. ALL LATERALS MUST BE PROPERLY PLUGGED UNLESS CLEANOUT IS INSTALLED. THE CLEANOUT STUB SHAL EXTEND 3 TO 5 FEET ABOVE GROUND. SEE DWG. G3 FOR DETAILS.
4. ALL MANHOLE CONSTRUCTION NOTES APPLY.
5. ALL LATERALS MUST BE INSTALLED WITH THE EXISTING DIRECTION OF FLOW IN THE SEWER MAIN.
6. NO MODIFICATIONS TO FSD CLEANOUT WITHOUT FSD APPROVAL.



CASE 1 BACKFILL

GRAVITY SEWER IN AREA NOT SUBJECT TO VEHICULAR TRAFFIC

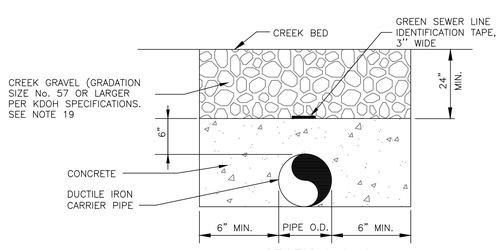
CASE 2 BACKFILL

GRAVITY SEWER IN AREA SUBJECT TO VEHICULAR TRAFFIC.

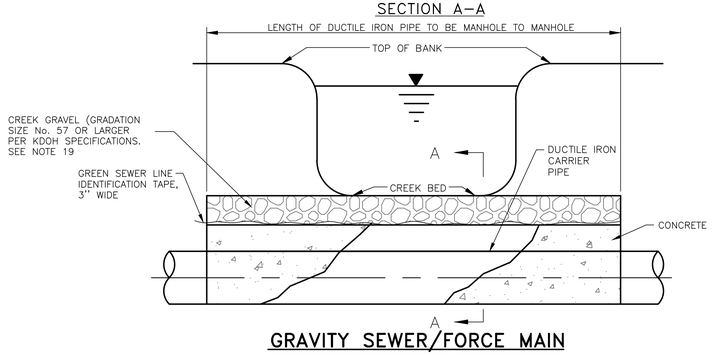
1. TRAFFIC SHALL BE DETOURED OR A PLATE SHALL BE PLACED OVER THE CONCRETE UNTIL 3500 PSI COMPRESSIVE STRENGTH HAS BEEN ATTAINED.
2. DEPTH OF BACKFILL FOR SDR 35 PVC PIPE SHALL NOT EXCEED 15 FEET. DEEPER INSTALLATIONS WILL REQUIRE HEAVY WALL (SDR 26) PVC PIPE OR DUCTILE IRON PIPE.
3. TRENCHES SHALL BE SHORED, SLOPED, OR SHIELDED AS NECESSARY TO PROTECT WORKERS AND CONFORM TO OSHA REGULATIONS.
4. FOR CASE 2 BACKFILL, #9 ROCK SHOULD BE 12" ABOVE PIPE AND THEN #57 SHOULD BE COMPACTED ABOVE THE 12" LATER OF #9'S. THIS SHOULD BE DONE PARTICULARLY FOR LONG DITCHES, SUCH THAT ROAD PLATES ARE NOT REQUIRED.

GRAVITY SEWER & LATERAL LINES TRENCHING AND BACKFILLING DETAILS

N.T.S.



SECTION A–A

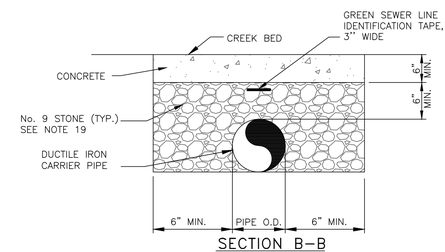


GRAVITY SEWER/FORCE MAIN CREEK CROSSING DETAIL (ERODIBLE BOTTOM)

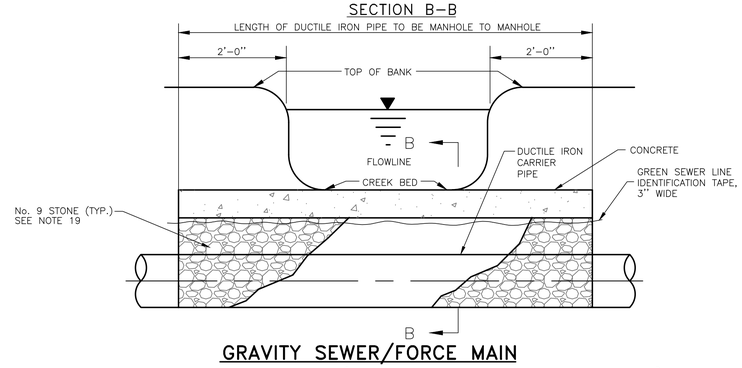
N.T.S.

NOTE FOR BOTH CREEK CROSSING DETAILS :

CONTRACTOR MAY REQUEST APPROVAL TO BORE & JACK CREEK CROSSING WITH STEEL CASING PIPE IN LIEU OF OPEN CUT CREEK CROSSING AT NO ADDITIONAL COST.



SECTION B–B



GRAVITY SEWER/FORCE MAIN CREEK CROSSING DETAIL (NON–ERODIBLE ROCK BOTTOM)

N.T.S.

CITY OF
FRANKFORT, KENTUCKY SEWER DEPARTMENT
STANDARD SANITARY SEWER CONSTRUCTION DETAILS

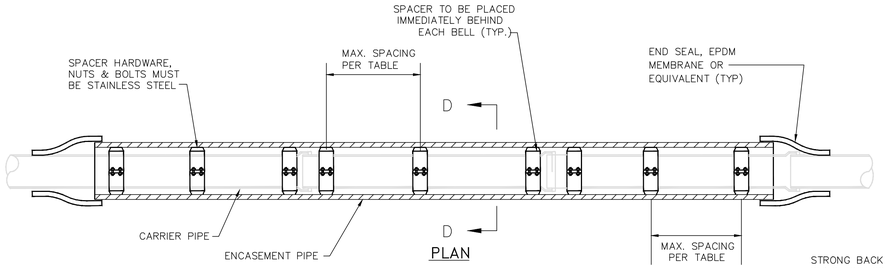
SCALE: N.T.S.
DATE: **OCTOBER 2019**
JOB NO.:
DESIGNED:
DRAWN:
CHECKED:
Q/C:

OWNER APPROVAL:
BY:
TITLE:

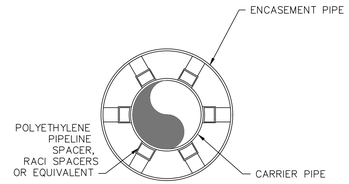
REVISIONS:

NO.:	DATE:
ISSUED	**MAY 2001**
R-1	**MARCH 2004**
R-2	**APRIL 2007**
R-3	**JANUARY 2010**
R-4	**SEPTEMBER 2014**
R-5	**OCTOBER 2019**

DRAWING:
G2
OF 3



PLAN



SECTION D–D

MAXIMUM SPACING DISTANCE FOR PIPELINE SPACERS	
CARRIER PIPE DIA. (INCHES)	MAX. SPACING (FEET)
2–2 1/2	4
3–8	7
10–26	10
28	9
30	8
32	7
34	6
36–38	5.5
40–44	5
46–48	4

TYPICAL ENCASEMENT PIPE INSTALLATION

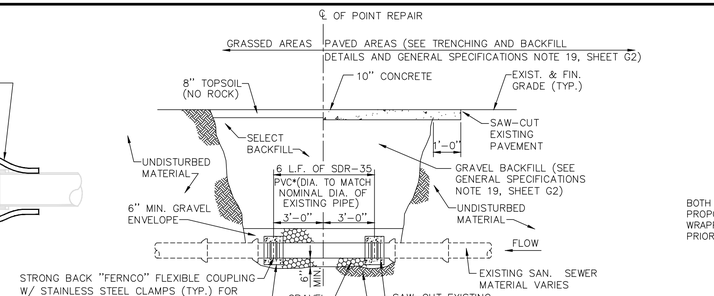
N.T.S.

NOTES:

1. ENCASEMENT PIPE SHALL BE NEW GRADE B STEEL PIPE, INSTALLED WITHOUT BENDS.
2. ALL JOINTS IN ENCASEMENT PIPE SHALL BE WELDED. WELDS SHALL BE SOLID BUTT–WELDS WITH A SMOOTH NON–OBSTRUCTING JOINT INSIDE AND SHALL CONFORM TOAMERICAN WELDING SOCIETY SPECIFICATIONS.
3. MINIMUM ENCASEMENT PIPE WALL THICKNESS SHALL BE AS FOLLOWS, UNLESS USE OF A REDUCED THICKNESS IS SPECIFICALLY GRANTED BY THE FSD:

PIPE NOMINAL DIAMETER (INCHES)	MINIMUM ENCASEMENT PIPE THICKNESS (INCHES)
14 & UNDER	0.250
16–22	0.375
24–36	0.500
42–48	0.625

4. FSD MUST BE ON SITE TO WITNESS INSTALLATION OF CARRIER PIPE.
5. PIPELINE SPACERS SHALL BE SELECTED AND INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS.

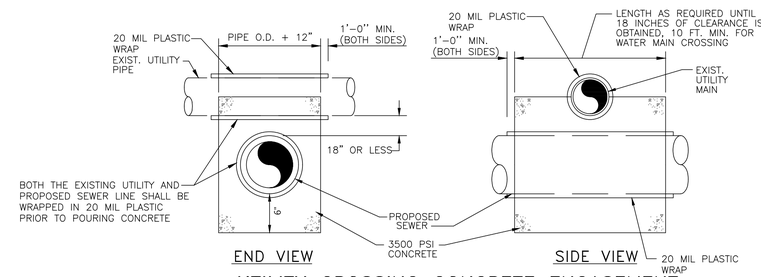


NOTES :

1. UPPER 6" BACKFILL IN GRASSED AREAS IS TO BE TOPSOIL.
2. REPLACEMENT PIPE IS TO BE ONE PIECE.
3. PAVEMENT REPLACEMENT TO CONSIST OF 6" BINDER AND 2" SURFACE COURSE (MIN.)
4. INVERTS OF NEW PIPE TO MATCH EXISTING (TYP.).

* 5. CLASS 52 D.I.P. IS TO BE USED WHERE EXIST. PIPE IS D.I.P.

POINT REPAIR DETAIL for SANITARY SEWERS



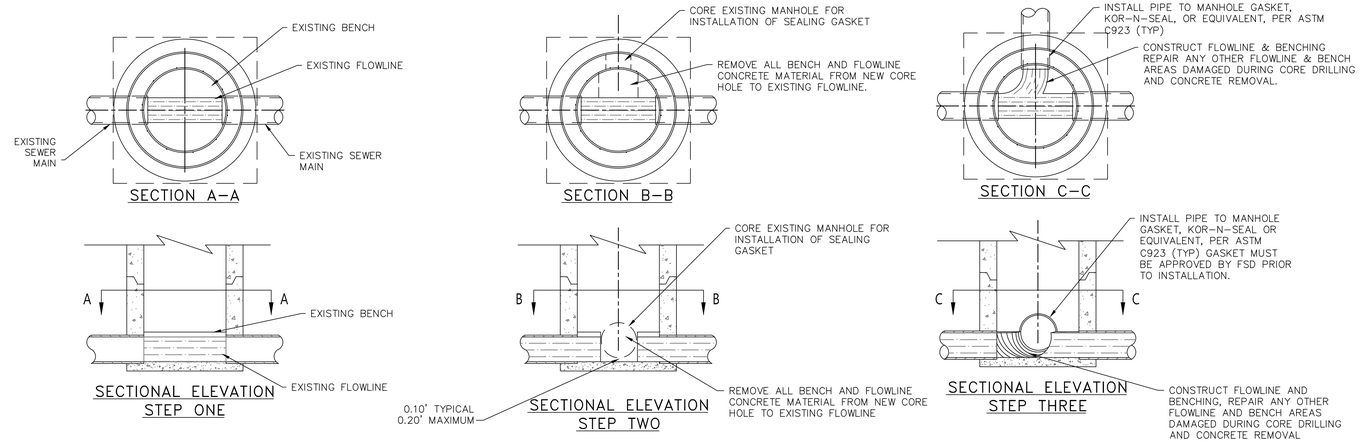
END VIEW SIDE VIEW

UTILITY CROSSING CONCRETE ENCASEMENT

N.T.S.

NOTES :

1. CONCRETE ENCASEMENT SHALL BE USED WHEN THE CLEARANCE BETWEEN THE PROPOSED SANITARY SEWER PIPE AND ANY EXISTING UTILITY MAIN IS 18 INCHES OR LESS. THE CONCRETE SHALL EXTEND TO AT LEAST THE SPRING LINE OF EACH PIPE INVOLVED. PIPE MAY NEED TO BE ANCHORED TO AVOID FLOATATION DURING CONCRETE PLACEMENT.
2. "UTILITY MAIN" INCLUDES UNDERGROUND WATER (MAIN LINE), NATURAL GAS (MAIN LINE), TELEPHONE, ELECTRICAL CONDUIT, STORM SEWER OR TYPICALLY NON–CONTAMINATING FACILITIES.
3. PROPOSED SEWER PIPE TO BE FULLY ENCASED WHETHER ABOVE OR BELOW EXISTING UTILITY PIPE.



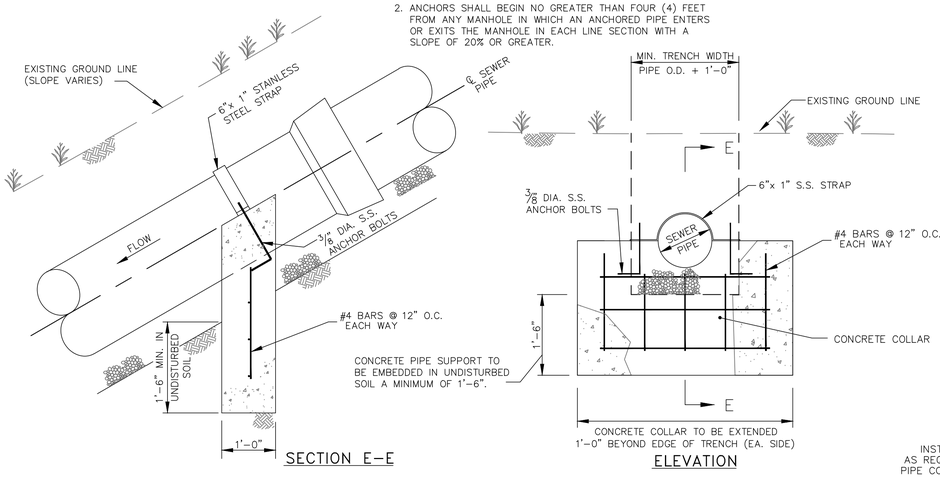
NOTE: FINAL INSTALLATION MUST BE APPROVED BY FRANKFORT SEWER DEPARTMENT PRIOR TO BACKFILLING.

CONNECTION TO EXISTING MANHOLE DETAIL

N.T.S.

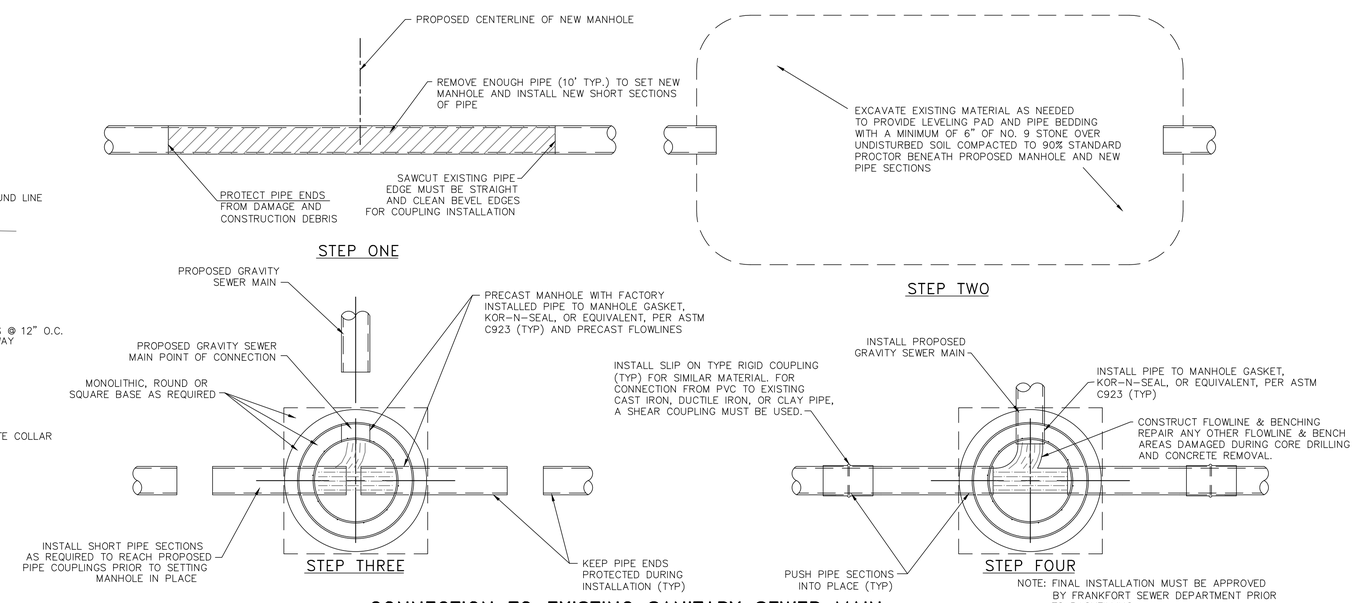
NOTE:

1. ANCHORS SHALL BE SPACED ACCORDING TO TEN STATE STANDARDS (1997 EDITION). SEWERS ON 20 PERCENT (%)SLOPES OR GREATER:
   - NOT OVER 36 FEET CENTER TO CENTER ON GRADES 20 PERCENT (%) AND UP TO 35 PERCENT (%);
   - NOT OVER 24 FEET CENTER TO CENTER ON GRADES 35 PERCENT (%) AND UP TO 50 PERCENT (%);
   - NOT OVER 16 FEET CENTER TO CENTER ON GRADES 50 PERCENT (%) AND OVER.
2. ANCHORS SHALL BEGIN NO GREATER THAN FOUR (4) FEET FROM ANY MANHOLE IN WHICH AN ANCHORED PIPE ENTERS OR EXITS THE MANHOLE IN EACH LINE SECTION WITH A SLOPE OF 20% OR GREATER.



PIPE ANCHOR DETAIL

N.T.S.



NOTE: FINAL INSTALLATION MUST BE APPROVED BY FRANKFORT SEWER DEPARTMENT PRIOR TO BACKFILLING.

CONNECTION TO EXISTING SANITARY SEWER MAIN

N.T.S.

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