GENERAL NOTES

1. EACH CONTRACTOR SHALL OBTAIN, HAVE KNOWLEDGE OF, AND INCORPORATE THE FOLLOWING SAFETY PROVISIONS INTO THE CONSTRUCTION PROJECT:

   ~ OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION - AC 150/5370-2E.
   ~ AIRPORT SAFETY SELF-INSPECTION - AC 150/5200-18C.
   ~ STANDARDS FOR AIRPORT MARKINGS - AC 150/5340-1K.
   ~ PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AIRPORTS - AC 150/5210-5C.

2. FOR OTHER CONDITIONS RELATING TO SAFETY, SEE SPECIFICATIONS.

3. NOTICE TO AIRMEN (NOTAMS) - THE CONTRACTOR WILL PROVIDE THE NECESSARY INFORMATION ON CONSTRUCTION CONDITIONS TO THE OWNER MINIMUM OF SEVEN (7) DAYS PRIOR SO THAT NOTAMS CAN BE ISSUED IN ACCORDANCE WITH ESTABLISHED CRITERIA BY THE OWNER TO THE F.A.A. FLIGHT SERVICE STATION.

4. ALL NON-PAVED AREAS OUTSIDE LIMITS OF CONSTRUCTION AND DESIGNATED STAGING AREA THAT ARE DISTURBED BY THE CONTRACTOR'S WORK, HAUL ROADS, ETC. SHALL BE RESEEDED AND RESTORED TO ORIGINAL CONDITION BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THERE WILL BE NO SEPARATE PAY ITEM FOR THIS WORK.

5. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE STORAGE AND SECURITY OF HIS MATERIAL AND EQUIPMENT AND SHALL ERECT STORAGE FACILITIES AND FENCING AS NECESSARY. THE CONTRACTOR'S STORAGE AND STAGING AREA SHALL BE IN THE LOCATION SHOWN ON DRAWING PL-1. THE STAGING AREA SHALL BE RETURNED TO ORIGINAL CONDITION AT THE CONCLUSION OF THE PROJECT AT NO ADDITIONAL COST TO THE OWNER.

6. CONTRACTOR WILL NOT BE ALLOWED TO USE ANY OF THE EXISTING RUNWAYS OR TAXIWAYS AS PART OF THE HAUL ROAD UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER.

7. ALL CONSTRUCTION TRAFFIC SHALL ENTER AND EXIT THE PROJECT AREA THROUGH THE PROJECT ACCESS ROUTES AS SHOWN ON DRAWING PL-1.

8. CONSTRUCTION STAKE-OUT SHALL BE PERFORMED BY CONTRACTOR IN ACCORDANCE WITH ARTICLE 50-06 OF THE SPECIFICATIONS. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE ALL MEASUREMENTS THAT MAY BE REQUIRED TO LAY OUT THE CONSTRUCTION. THE COST OF STAKING WILL NOT BE PAID FOR DIRECTLY AND WILL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS ITEMS OF WORK.

9. CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND IDENTIFICATION OF ALL EXISTING UTILITIES AND UNDERGROUND PIPELINES IN CONSTRUCTION AREA. ANY DAMAGES TO EXISTING UTILITIES OR UNDERGROUND PIPELINES ON OR OFF AIRPORT PROPERTY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ALL REPAIR WORK SHALL MEET THE APPROVAL OF THE OWNER OF THE DAMAGED UTILITY. NO REIMBURSEMENT WILL BE ALLOWED FOR UTILITY/PIPE REPAIR OR REPLACEMENT.

10. CONTRACTOR SHALL MAINTAIN RADIO COMMUNICATION WITH THE UNICOM GROUND AT ALL TIMES DURING CONSTRUCTION 122.8 MHZ). CONTRACTOR WILL HAVE A WORKING RADIO ON SITE AT ALL TIMES DURING CONSTRUCTION AND SHALL ASSIGN RESPONSIBLE PERSONNEL TO CONTINUOUSLY MONITOR THE APPROPRIATE FREQUENCY. THE CONTRACTOR WILL ALSO PROVIDE THE RESIDENT INSPECTOR WITH APPROVED RADIOS FOR USE DURING THE DURATION OF CONSTRUCTION. THE RADIOS WILL REMAIN THE PROPERTY OF THE CONTRACTOR WHEN THE PROJECT IS COMPLETE.

11. ALL VEHICLES USED ON THE AIRFIELD SHALL MEET FAA REQUIREMENTS FOR MARKINGS AND LIGHTING. (SEE AC 150/5210-5C).

12. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE CLEANUP AND DISPOSAL OF ALL TRASH AND DEBRIS CREATED BY HIS WORK OR PERSONNEL. ALL TRASH AND DEBRIS MUST BE DISPOSED OF OFFSITE.

13. CONTRACTOR WILL PROTECT ALL EXISTING RUNWAY AND TAXIWAY LIGHTS IN THE VICINITY OF THE WORK AREAS THAT ARE DESIGNATED TO REMAIN AND ANY DAMAGE WILL BE REPAIRED AT THE EXPENSE OF THE CONTRACTOR.

14. CONTRACTOR WILL PROVIDE SUFFICIENT BARRICADES ON SITE TO BLOCK OFF AREAS IN WHICH CURRENT WORK IS TAKING PLACE. COORDINATION WITH THE AIRPORT OPERATIONS DEPARTMENT WILL BE NECESSARY IN ORDER TO PLAN DAILY CONSTRUCTION AND GROUND ACTIVITY AND WILL BE REQUIRED PRIOR TO COMMENCING WORK IN EACH SUCCESSIVE PHASE.

15. IN THE EVENT THE CONTRACTOR SERVICES HIS EQUIPMENT ON AIRPORT PROPERTY, ALL OIL AND FLUIDS REMOVED FROM THE EQUIPMENT MUST BE COLLECTED AND DISPOSED OF IN ACCORDANCE WITH THE LOCAL, STATE AND FEDERAL ENVIRONMENTAL LAWS. IF A HAZARDOUS, OR REGULATED MATERIAL IS SPILLED, IT MUST BE PROMPTLY REPORTED TO THE AIRPORT AND CLEANED UP BY THE CONTRACTOR AT HIS EXPENSE.

16. CONTRACTOR SHALL VISIT THE SITE TO DETERMINE EXISTING CONDITIONS PRIOR TO SUBMITTING BID.

17. PRIOR TO DIGGING ANY TRENCHES, CONTRACTOR SHALL NOTIFY ALL UTILITIES (ELECTRIC, GAS, TELEPHONE, WATER, SEWER) AND OBTAIN LOCATIONS OF UNDERGROUND UTILITIES.

18. ANY DAMAGES DONE TO AIRPORT PROPERTY OR UTILITIES (SUCH AS RUNWAY, TAXIWAYS, APRONS, FENCING, EXISTING LIGHTING AND CABLES) WILL BE REPAIRED BY THE CONTRACTOR TO THE APPROVAL OF THE OWNER OF THE FACILITY IN A SATISFACTORY MANNER. THE CONTRACTOR WILL BEAR ALL COSTS FOR REPAIRS.

19. APPROVED CUTS IN PAVEMENT OR CONCRETE SHALL BE MADE USING A PAVEMENT SAW, AND SHALL BE PATCHED TO MATCH THE EXISTING SURFACE IN A MANNER APPROVED BY THE ENGINEER.

20. EXISTING EASEMENTS TO OTHER PROPERTIES SHALL BE MAINTAINED AT ALL TIMES.

21. THE EXISTING AIRPORT PAVEMENTS, ACCESS ROADS, AND HAUL ROUTES MAY NOT BE CAPABLE OF SUPPORTING CERTAIN TYPES OF CONSTRUCTION EQUIPMENT. PRIOR TO BIDDING, THE CONTRACTOR SHALL FULLY SATISFY HIMSELF AS TO THE ABILITY OF THE EXISTING AIRPORT PAVEMENTS TO SATISFACTORILY SUSTAIN THE TYPE OF EQUIPMENT HE PLANS TO USE. CONTRACTOR SHALL SIZE THE EQUIPMENT USED FOR CONSTRUCTION ACCORDINGLY. ANY DAMAGE CAUSED BY HAULING OR ANY OTHER CONSTRUCTION ACTIVITY TO EXISTING PAVEMENT, EXCLUDING SPECIFIED REPAIR WORK, SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

22. AREAS OUTSIDE THE PROJECT LIMITS ARE DESIGNATED AS RESTRICTED AREAS. THE CONTRACTOR'S FORCES ARE PROHIBITED FROM ENTERING RESTRICTED AREAS AT ANY TIME, UNLESS SPECIFICALLY AUTHORIZED BY THE ENGINEER OR AIRPORT OPERATIONS DEPARTMENT.

23. THE ENGINEER SHALL DESIGNATE AREAS TO BE USED BY THE CONTRACTOR FOR THE PARKING OF CONSTRUCTION EQUIPMENT AND VEHICLES WHEN NOT ENGAGED IN THE CONSTRUCTION DURING NON-WORKING DAYS AND NIGHTS AS WELL AS AREAS FOR CONTRACTOR'S EMPLOYEES AUTO PARKING.

24. RUNWAY, TAXIWAY, AND EXISTING APRONS SHALL BE KEPT FREE OF ALL DEBRIS, DIRT, ETC., AT ALL TIMES. ANY SPILLAGE OF EXCAVATION OR OTHER MATERIAL SHALL BE CLEANED UP IMMEDIATELY BY THE CONTRACTOR WITH A MOTOR DRIVEN SWEEPER OR VACUUM AS REQUIRED BY THE ENGINEER. A PROGRAM OF REGULAR RUNWAY, TAXIWAY AND APRON INSPECTION WILL BE PLANNED BY THE CONTRACTOR, THE AIRPORT OPERATIONS DEPARTMENT AND THE ENGINEER.

25. ALL ACTIVE AIRPORT OPERATIONAL AREAS WHICH ARE ADJACENT TO A CONSTRUCTION WORK AREA SHALL BE SEPARATED BY BARRIERS WITH FLASHING OR STEADY RED LIGHTS. NO CONSTRUCTION TRAFFIC WILL CROSS ACTIVE AIRPORT OPERATIONAL AREAS. THE CONTRACTOR SHALL PROVIDE AND INSTALL THE BARRIERS.

26. ANY UNPLANNED, UNAPPROVED, OR ACCIDENTAL SHUTDOWN OR INTERRUPTION OF SERVICE TO ANY LIGHTING CIRCUIT OR NAVIGATIONAL AID REQUIRES IMMEDIATE NOTIFICATION TO THE AIRPORT OPERATIONS DEPARTMENT AND THE ENGINEER AND SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR. THE COST OF MATERIALS AND LABOR REQUIRED TO REPAIR THE LIGHTING CIRCUIT SHALL BE BORNE BY THE CONTRACTOR.

DEMOLITION NOTES

1. THE EXISTING INFORMATION AND CONDITION STATUS PROVIDED IN THESE PLANS IS SOLELY TO ASSIST THE CONTRACTOR IN ASSESSING THE NATURE AND EXTENT OF CONDITIONS WHICH MAY BE ENCOUNTERED DURING THE COURSE OF WORK. ALL CONTRACTORS ARE DIRECTED PRIOR TO BIDDING, TO CONDUCT WHATEVER INVESTIGATIONS THEY MAY DEEM NECESSARY TO ARRIVE AT THEIR OWN CONCLUSION REGARDING THE ACTUAL CONDITIONS THAT WILL BE ENCOUNTERED, AND UPON WHICH THEIR BIDS WILL BE BASED.

2. EXISTING UTILITIES SHOWN ARE TAKEN FROM FIELD SURVEYS, UTILITY LOCATION SERVICE FIELD MARKED LOCATIONS AND AIRPORT AS-BUILT DRAWINGS. HOWEVER, THESE LOCATIONS ARE NOT TO BE CONSIDERED ALL-INCLUSIVE. THE CONTRACTOR SHALL VERIFY EXACT LOCATION, CHARACTER AND NATURE OF ALL EXISTING AND PROPOSED UTILITIES PRIOR TO BEGINNING CONSTRUCTION AND PRIOR TO FABRICATION OF PIPING AND EQUIPMENT TO ENSURE PROPER ASSEMBLY AT TIMES.

3. THE CONTRACTOR SHALL MAKE EXPLORATORY EXCAVATIONS AT ALL INTERSECTIONS OF PROPOSED WORK AND EXISTING UTILITIES. THE EXPLORATORY EXCAVATIONS SHALL BE MADE AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF THE WORK. IF THERE IS A POTENTIAL CONFLICT, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY. INFORMATION ON THE CONFLICT SHALL BE FURNISHED BY THE CONTRACTOR AND SHALL INCLUDE LOCATIONS, ELEVATIONS, UTILITY TYPE, MATERIAL AND SIZE.

4. THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING AND SUPPORTING EXISTING UTILITIES. CARE SHALL BE TAKEN SO AS NOT TO INTERRUPT SERVICE DURING CONSTRUCTION EXCEPT UPON APPROVAL OF THE ENGINEER AND THE CITY OF AIKEN AND WITH PROPER TENANT NOTIFICATION.

5. DEMOLITION OF ALL ITEMS SHALL COMPLY WITH THE REQUIREMENTS OF THE PHASING PLAN. NO UTILITY SHALL BE REMOVED UNTIL THE NEW UTILITY REPLACING THAT UTILITY IS INSTALLED, APPROVED AND OPERATIONAL.

6. WHERE CONFLICTS EXIST BETWEEN NEW AND EXISTING UTILITIES, CONTRACTOR SHALL ADJUST THE NON-GRAVITY LINES UPWARD OR DOWNWARD, DEPENDING ON SITE CONDITIONS, TO REMOVE THE CONFLICT.

7. SEE SITE PLANS FOR ADDITIONAL INFORMATION REGARDING LOCATING DEMOLITION LIMITS.

GRADING NOTES

1. ALL SURVEY INFORMATION IS BASED ON STATE PLANE COORDINATES AND USGS 1983 HORIZONTAL DATUM AND 1988 VERTICAL DATUM.

2. STAKING INFORMATION SHOWN IS TO ASSIST CONTRACTOR IN PROPERLY PRICING HIS BID FOR THIS PROJECT. ACTUAL CAD FILE INFORMATION WILL BE SUPPLIED TO THE SELECTED CONTRACTOR PRIOR TO CONSTRUCTION TO ASSIST IN CONSTRUCTION STAKING. CAD FILES WILL HAVE MORE SPOT ELEVATIONS AND SLOPES FOR THE CONTRACTOR'S CONSTRUCTION STAKE-OUT

3. SPOT ELEVATIONS SHOWN REFERENCE BACK OF CURB, EDGE OF PAVEMENT, BOTTOM OF WALL, FACE OF BUILDING OR SIDEWALK CORNERS.

4. A PORTION OF THE BASE SURVEY USED FOR THIS PROJECT IS BASED ON INFORMATION FROM PRIOR PROJECTS AND AERIAL MAPPING DATA PROVIDED BY OTHERS.. THE CONTRACTOR SHALL STAKE HIS WORK IN THE FIELD FOR COMPARISON TO THE ELEVATIONS AND LOCATIONS SHOWN ON THESE DRAWINGS. IF DISCREPANCIES EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO ANY NECESSARY REVISIONS MAY BE MADE TO THE PLANS.

5. SEE APPLICABLE SITE PAVING SPECIFICATIONS FOR GRADE QUALITY CONTROL REQUIREMENTS THAT WILL BE ENFORCED ON THIS PROJECT.

STAKING NOTES

1. ALL SURVEY INFORMATION IS BASED ON STATE PLANE COORDINATES AND USGS 1983 HORIZONTAL DATUM AND 1988 VERTICAL DATUM.

2. STAKING INFORMATION SHOWN IS TO ASSIST CONTRACTOR IN PROPERLY PRICING HIS BID FOR THIS PROJECT. ACTUAL CAD FILE INFORMATION WILL BE SUPPLIED TO THE SELECTED CONTRACTOR PRIOR TO CONSTRUCTION TO ASSIST IN CONSTRUCTION STAKING.

3. DIMENSIONS SHOWN REFERENCE BACK OF CURB OR EDGE OF PAVEMENT.

4. A PORTION OF THE BASE SURVEY USED FOR THIS PROJECT IS BASED ON INFORMATION FROM PRIOR PROJECTS AND AERIAL MAPPING DATA PROVIDED BY OTHERS. THE CONTRACTOR SHALL STAKE HIS WORK IN THE FIELD FOR COMPARISON TO THE ELEVATIONS AND LOCATIONS SHOWN ON THESE DRAWINGS. IF DISCREPANCIES EXIST, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY SO ANY NECESSARY REVISIONS MAY BE MADE TO THE PLANS.

INITIAL SURVEY LAYOUT

1. A LICENSED PROFESSIONAL SURVEYOR LICENSED IN THE STATE OF SOUTH CAROLINA SHALL ACCOMPLISH SURVEYING AND LAYOUT. USE RUNWAY CENTER LINE AS THE BASELINE AND BENCHMARK.

COORDINATES	
THRESHOLD CENTERLINE END RWY 7	GLIDE SLOPE MAST ℄
N 33° 38' 45.8555"	N 33° 38' 53.83"
W 081° 41' 44.8125"	W 081° 41' 37.88"
ELEV. 514.7' MSL	ELEV. 506.7' (MSL)
HORIZ DATUM: NAD 83	
VERT DATUM: NAD 88	

2. THE SUBCONTRACTOR SHALL PROTECT ALL EXISTING MONUMENTS UNLESS NOTED OTHERWISE ON THE DRAWINGS. ANY MONUMENTS THAT ARE DAMAGED OR DISTURBED SHALL BE RESET BY A PROFESSIONAL SURVEYOR LICENSED IN SOUTH CAROLINA AT NO ADDITIONAL COST.

AIKEN SOUTH CAROLINA

AIKEN MUNICIPAL AIRPORT
AIKEN, SOUTH CAROLINA

THE LPA GROUP
TRANSPORTATION CONSULTANTS
A Unit of Michael Baker Corporation
Columbia, South Carolina
and other Major U.S. Cities

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION — THE LPA GROUP INCORPORATED No. C00448

SOUTH CAROLINA PROFESSIONAL ENGINEER No. 21252 — ANDY D. BUSBEE — 7-28-11

Designer: CKM	Checked by: ADB
Technician: NWM	Project Number: 121913

REVISIONS

No.	Description	Date	By

Project Name:
RUNWAY 7
GLIDE SLOPE PROJECT
BID PACKAGE NO. 1

Drawing Name:
GENERAL NOTES

FAA A.I.P. Project Number:

Date: AUGUST, 2011	Division: AIRPORTS
Scale:	Sheet Number:
	Drawing Number: GN-1

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