



CITY OF ATLANTA

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DEPARTMENT OF PROCUREMENT
Adam L. Smith, Esq., CPPO, CPPB, CPPM, CPP,
CIPC, CISCC, CIGPM, CPPC
Chief Procurement Officer
asmith@atlantaga.gov

March 11, 2016

Dear Bidders:

Re: FC-8746, Taxiway Pavement Replacement 2016 at Hartsfield-Jackson Atlanta International Airport

Attached is one (1) copy of **Addendum No. 2**, which is hereby made a part of the above-referenced project.

For additional information, please contact Mr. Philippe Jefferson, Contracting Officer at (404) 865-8565, or via e-mail at pejefferson@atlantaga.gov.

Sincerely,



Adam L. Smith

ALS:pej



Addendum No. 2

Re: FC-8746, Taxiway Pavement Replacement 2016 at Hartsfield-Jackson Atlanta International Airport

March 11, 2016

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This Addendum forms a part of the Invitation to Bid and modifies the original solicitation package and any prior addenda as noted below.

- 1. To answer questions received from prospective bidders; and**
- 2. To provide revisions to the original ITB as stated in the attached documents.**

Bids are due **Wednesday, March 23, 2016**, should be time stamped in no later than 2:00 p.m., and delivered to the address below:

Adam L. Smith, Esq., CPPO, CPPB,
CPPM, CPP, CIPC, CISCC, CIGPM, CPPC
Chief Procurement Officer
Department of Procurement
55 Trinity Avenue, S.W.
Suite 1900
Atlanta, Georgia 30303

**** All other information remains unchanged ****



Addendum No. 2

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Acknowledgment of Addendum No. 2

Bidders must sign below and return this form with Bids to the Department of Procurement, 55 Trinity Avenue, City Hall South, Suite 1900, Atlanta, Georgia 30303 as acknowledgment of receipt of this Addendum.

This is to acknowledge receipt of Addendum No. 2 for **FC-8746, Taxiway Pavement Replacement 2016 at Hartsfield-Jackson Atlanta International Airport** on this the _____ day of _____, 2016.

Legal Company Name of Proponent

Signature of Authorized Representative

Printed Name

Title

Date



Addendum No. 2

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The following questions and/or clarifications were requested by various Contractors:

1. Question Will this project require Exhibit D – OCIP Program Insurance Information Form. This has been a form included in all Hartsfield projects included in the OCIP providing the Prime and total subcontractor insurance amounts removed from the Prime’s bid.

Response *Please see attached OCIP Forms 1 and 2, attached to this addendum.*

2. Question The Experienced Scheduler is a new addition to the essential personnel. Can you please outline the experience you are looking for and whether this position needs to be full time or can be filled by an experienced team member with P6.

Response *The Scheduler should have at least 5 years of experience with project scheduling (cost & resource loaded) and have functioned as scheduler on a minimum of 5 projects of similar size and scope. Scheduling should be a primary role for the person selected but they may perform additional duties as long as the scheduling does not suffer.*

3. Question For this project, will the prime contractor be responsible for, including in their bid, the cost associated with the gate guards securing access to the project site.

Response *Yes, the Contractor is responsible for the cost associated with providing security guards at the access gate to the SIDA. The “project site” is located on the AOA within the SIDA and does not contain additional guards.*

4. Question: If you are an approved paver at Atlanta Hartsfield Jackson Intl Airport, will you be required to also provide the references required of the key contractors.

Response: *No. This information was provided during the FC-8258 RFQ process and does not need to be submitted again.*

5. Question: Please advise the county (Fulton or Clayton) and city (Atlanta or College Park) that the sales and use taxes for Taxiway Pavement Replacement 2016 (FC# 8746) would apply to. Each of the counties and cities have different tax rates.

Response: *Project site is within Clayton County.*



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6. Question: In the proposal and plans the bituminous leveling course is listed as a P-401 asphalt mix. The 12.5mm and the 25.0mm asphalt are listed as GDOT recycled P-402 mixes.
Would the city please consider converting the leveling asphalt mix to the GDOT standard P-402 recycled mix?

Response: *No. The FAA requires that the full depth pavement base be P-401, therefore, the requirement will remain as shown in the Plans and specs. Note that the shoulder pavement can be P-402 as shown in the Plans and specs.*

7. Question: On page 12 of 406, of FC-8746-ITB-Final, in the "Required Bid Submittal Check List", Item #25 requires Exhibit D, OCIP Program Insurance Information Forms (Page 1 and 2). We cannot find these pages in the Bid Package. Will you issue these sheets in an addendum?

Response: *Please see attached OCIP Forms 1 and 2, attached to this addendum.*

8. Question: Since there have been numerous questions asked to date, and an additional Addenda is expected, we respectfully request a 3 week time extension on the bid date.

Response: *Regardless of the volume of plan sheets, the changes in the Addenda have been minor, therefore, a 3 week time extension will not be granted.*



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Re: FC-8746, Taxiway Pavement Replacement 2016 at Hartsfield-Jackson Atlanta International Airport

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THE FOLLOWING ARE CHANGES AND/OR MODIFICATIONS TO THE PROPOSAL DOCUMENTS

1. REVISION TO EXHIBIT "C", FORM A-1, SCHEDULE OF UNIT & LUMP SUM PRICES

Delete: Exhibit "C", Form A-1, Schedule of Unit & Lump Sum Prices, in its entirety.

Replace with: Revised Exhibit "C", Form A-1, Schedule of Unit & Lump Sum Prices, attached to this Addendum No 2.

2. REVISION TO EXHIBIT "E", SCOPE OF WORK & TECHNICAL SPECIFICATIONS

Delete: Exhibit "E", Scope of Work & Technical Specifications, Section SP-8 Aircraft Movement Area (AMA) Escorting, in its entirety.

Replace with: Revised Exhibit "E", Scope of Work & Technical Specifications, Section SP-8 Aircraft Movement Area (AMA) Escorting, attached to this Addendum No 2.

Delete: Exhibit "E", Scope of Work & Technical Specifications, Section SP-156 Temporary Air and Water Pollution, Soil Erosion and Siltation Control, in its entirety.

Replace with: Revised Exhibit "E", Scope of Work & Technical Specifications, Section SP-156 Temporary Air and Water Pollution, Soil Erosion and Siltation Control, attached to this Addendum No 2.

3. REVISION TO EXHIBIT "F", INDEX OF DRAWINGS

Delete: Exhibit "F", Drawings, in its entirety.

Replace with: Revised Exhibit "F", Drawings, attached to this Addendum No 2.

4. ADDITION TO EXHIBIT "D" INSURANCE AND BONDING REQUIREMENTS/ CONSTRUCTION SAFETY AND HEALTH PLAN

Add: Insurance Information Forms 1 and 2, attached to this Addendum No 2.

5. REVISION TO EXHIBIT "I", QUALITY CONTROL PROGRAM

Delete: Exhibit "I", Quality Control Program, in its entirety.

Replace with: Revised Exhibit "I", Quality Control Program, attached to this Addendum No 2.

**CITY OF ATLANTA
DEPARTMENT OF AVIATION
HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT**

TAXIWAY PAVEMENT REPLACEMENT 2016

EXHIBIT "C"

FORM A-1 SCHEDULE OF UNIT & LUMP SUM PRICES

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
SP-1-1	LUMP SUM	L.S., MOBILIZATION, AT _____ _____ PER LUMP SUM				
SP-2-1	ALLOWANCE	AS REQUIRED, PROJECT CONTINGENCY, AT _____ _____ PER ALLOWANCE	1,500,000	00	1,500,000	00
SP-3-1	2	PER., SUSPENSION TIME (7 HOUR CLOSURE), AT _____ _____ PER PERIOD				
SP-3-2	500	MIN., STANDBY TIME, AT _____ _____ PER MINUTE				
SP-3-3	4	PER., DOWN-TIME (5 HOUR CLOSURE), AT _____ _____ PER PERIOD				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
SP-4-1	LUMP SUM	L.S., TRAFFIC CONTROL, AT _____ _____ PER LUMP SUM				
SP-5-1	LUMP SUM	L.S., UTILITY COORDINATION AND SCHEDULING, AT _____ _____ PER LUMP SUM				
SP-6-1	250	HRS., WATERING FOR DUST CONTROL, AT _____ _____ PER HOUR				
SP-7-1	LUMP SUM	L.S., AS-BUILTS, AT _____ _____ PER LUMP SUM				
SP-8-1	LUMP SUM	L.S., AIRCRAFT MOVEMENT AREA (AMA) ESCORTING, AT _____ _____ PER LUMP SUM				
P-101-1	1,000	L.F., BITUMINOUS PAVEMENT CRACK REPAIR, AT _____ _____ PER LINEAR FOOT				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
P-150-1	64,000	S.Y., REMOVAL OF PAVEMENT AND BASE COURSES, VARIABLE THICKNESS, AT _____ _____ PER SQUARE YARD				
P-150-2	2	EA., REMOVE AND RELOCATE SIGN, AT _____ _____ PER EACH				
P-150-3	1	EA., REMOVE AND RELOCATE LIGHT POLE, AT _____ _____ PER EACH				
P-152-1	64,500	S.Y., SELECTIVE GRADING, AT _____ _____ PER SQUARE YARD				
P-152-2	100	C.Y., ROCK EXCAVATION, AT _____ _____ PER CUBIC YARD				
P-152-3	100	C.Y., TRENCH ROCK EXCAVATION, AT _____ _____ PER CUBIC YARD				
P-152-4	315	C.Y., BACKFILL, AT _____ _____ PER CUBIC YARD				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
P-152-5	4,400	C.Y., EXCESS EMBANKMENT, AT _____ _____ PER CUBIC YARD				
P-152-6	30,000	S.Y., SUBGRADE PREPARATION, AT _____ _____ PER SQUARE YARD				
P-152-7	4,000	S.Y., SUBGRADE STABILIZATION GEOTEXTILE, AT _____ _____ PER SQUARE YARD				
P-156-1	LUMP SUM	L.S., SEDIMENT/EROSION CONTROL, AT _____ _____ PER LUMP SUM				
P-156-2	28	EA., INLET SEDIMENT TRAP, AT _____ _____ PER EACH				
P-156-3	80	L.F., BLOCK FILTER, AT _____ _____ PER LINEAR FOOT				
P-156-4	1	EA., SLOTTED BOARD DAM, AT _____ _____ PER EACH				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
P-156-5	9	TON, TYPE 1 RIP-RAP, AT PER TON				
P-156-6	15	TON, TYPE 3 RIP-RAP, AT PER TON				
P-401-1	4,500	TON, BITUMINOUS LEVELING COURSE, AT PER TON				
P-401-2	4,000	TON, BITUMINOUS BASE COURSE, AT PER TON				
P-402-1	2,500	TON, RECYC ASPH CONC 12.5MM SUPERPAVE, GP. 1 OR 2, INCL BIT MATL & H LIME, AT PER TON				
P-402-2	9,200	TON, RECYC ASPH CONC 25MM SUPERPAVE, GP. 1 OR 2, INCL BIT MATL & H LIME, AT PER TON				
P-432-1	1,700	S.Y., MILL BITUMINOUS PAVEMENT, 2" DEPTH, AT PER SQUARE YARD				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
P-501-1	26,500	S.Y., NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 20" THICK, AT _____ _____ PER SQUARE YARD				
P-501-2	5,200	S.Y., REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 20" THICK, AT _____ _____ PER SQUARE YARD				
P-501-3	4,000	S.Y., NON-REINFORCED VARIABLE DEPTH PORTLAND CEMENT CONCRETE PAVEMENT, 20"-26" THICK, AT _____ _____ PER SQUARE YARD				
P-501-4	2,950	S.Y., REINFORCED VARIABLE DEPTH PORTLAND CEMENT CONCRETE PAVEMENT, 20"-26" THICK, AT _____ _____ PER SQUARE YARD				
P-501-5	875	S.Y., NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 16" THICK, AT _____ _____ PER SQUARE YARD				
P-501-6	440	S.Y., REINFORCED VARIABLE DEPTH PORTLAND CEMENT CONCRETE PAVEMENT, 16"-20" THICK, AT _____ _____ PER SQUARE YARD				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
P-501-7	3,775	C.Y., LOW SLUMP, LOW STRENGTH FILL CONCRETE, AT _____ _____ PER CUBIC YARD				
P-501-8	2,500	S.Y., NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT AT TW E10, 16" THICK, AT _____ _____ PER SQUARE YARD				
P-501-9	525	S.Y., REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT AT TW E10, 16" THICK, AT _____ _____ PER SQUARE YARD				
P-501-10	920	S.Y., NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT AT TW E10, 12" THICK, AT _____ _____ PER SQUARE YARD				
P-502-1	1,350	S.Y., GRIND CONCRETE PAVEMENT, AT _____ _____ PER SQUARE YARD				
P-602-1	20,000	GAL., BITUMINOUS PRIME COAT, AT _____ _____ PER GALLON				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
P-603-1	9,500	GAL., BITUMINOUS TACK COAT, AT _____ _____ PER GALLON				
P-605-1	31,100	L.F., COLD APPLIED SEALANT, CONTRACTION, CONSTRUCTION, AND LONGITUDINAL JOINTS, AT _____ _____ PER LINEAR FOOT				
P-605-2	5,700	L.F., ASPHALT/ PCC JOINT, AT _____ _____ PER LINEAR FOOT				
P-605-3	3,600	L.F., COLD APPLIED SEALANT, EXPANSION JOINTS, AT _____ _____ PER LINEAR FOOT				
P-615-1	1,000	S.F., CONCRETE DRAINAGE FLUME, AT _____ _____ PER SQUARE FOOT				
P-621-1	36,100	S.F., PAVEMENT STRIPING AND MARKING REMOVAL, AT _____ _____ PER SQUARE FOOT				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
P-621-2	53,350	S.F., PERMANENT PAVEMENT STRIPING AND MARKING, AT _____ _____ PER SQUARE FOOT				
P-621-3	26,100	S.F., TEMPORARY PAVEMENT STRIPING AND MARKING, AT _____ _____ PER SQUARE FOOT				
P-629-1	2,175	GAL., COAL TAR SEALER/REJUVENATOR, AT _____ _____ PER GALLON				
P-630-1	600	GAL., THERMOPLASTIC COAL TAR EMULSION SEALCOAT, AT _____ _____ PER GALLON				
D-701-1	105	L.F., STORM SEWER, RCP, 24" DIAMETER, CLASS V, AT _____ _____ PER LINEAR FOOT				
D-701-2	105	L.F., PIPE BEDDING TYPE C, AT _____ _____ PER LINEAR FOOT				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
D-701-3	LUMP SUM	L.S., TRENCH AND EXCAVATION PROTECTION, AT _____ _____ PER LUMP SUM				
D-701-4	100	L.F., AIRCRAFT LOAD RATED TRENCH DRAIN, AT _____ _____ PER LINEAR FOOT				
D-701-5	20	L.F., 15" CORRUGATED POLYETHYLENE SLOPE DRAIN PIPE, AT _____ _____ PER LINEAR FOOT				
D-705-1	5,250	L.F., 6" PERFORATED UNDERDRAIN PIPE, AT _____ _____ PER LINEAR FOOT				
D-705-2	7,600	L.F., 8" PERFORATED UNDERDRAIN PIPE, AT _____ _____ PER LINEAR FOOT				
D-705-3	2,025	L.F., 8" NON-PERFORATED CONCRETE ENCASED UNDERDRAIN PIPE, AT _____ _____ PER LINEAR FOOT				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
D-705-4	31	EA, UNDERDRAIN CLEANOUT , AT _____ _____ PER EACH				
D-705-5	2,950	C.Y., COARSE AGGREGATE UNDERDRAIN BACKFILL, #89 STONE, AT _____ _____ PER CUBIC YARD				
D-751-1	3	EA, INLET TYPE "B", AT _____ _____ PER EACH				
D-751-2	1	EA, DRAINAGE MANHOLE, AT _____ _____ PER EACH				
D-751-3	2	EA, RESET EXISTING MANHOLE/INLET TO GRADE, AT _____ _____ PER EACH				
D-751-4	210	C.Y., MISCELLANEOUS CONCRETE, AT _____ _____ PER CUBIC YARD				
D-751-5	1	EA, SLOPE DRAIN INLET AND OUTLET, AT _____ _____ PER EACH				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
T-901-1	30,000	S.Y., SEEDING, AT _____ _____ PER SQUARE YARD				
T-901-2	30,000	S.Y., TEMPORARY SEEDING, AT _____ _____ PER SQUARE YARD				
T-901-3	365	HR., WATERING FOR GRASSED AREAS, AT _____ _____ PER HOUR				
T-904-1	11,100	S.Y., SODDING, AT _____ _____ PER SQUARE YARD				
T-905-1	30,000	S.Y., TOPSOILING, 4-INCH DEPTH, AT _____ _____ PER SQUARE YARD				
T-905-2	11,100	S.Y., TOPSOILING, 2-INCH DEPTH, AT _____ _____ PER SQUARE YARD				
T-908-1	60,000	S.Y., ASPHALT SPRAY MULCHING, AT _____ _____ PER SQUARE YARD				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
U-150-1	36	L.F., INSTALL 36-INCH DIA. SPLIT STEEL SLEEVE AROUND EXISTING WATERMAIN, AT _____ _____ PER LINEAR FOOT				
L-108-1	49,000	L.F., #8 AWG, FAA SPECIFICATION L-824, TYPE "C", 5000 VOLT, AT _____ _____ PER LINEAR FOOT				
L-108-2	18,000	L.F., BARE COUNTERPOISE WIRE, INSTALLED IN TRENCH, INCLUDING GROUND RODS AND EXOTHERMIC WELDED CONNECTION, AT _____ _____ PER LINEAR FOOT				
L-108-3	340	EA, 3/4" X 10' COPPER CLAD STEEL GROUND RODS, FOR SAFETY GROUNDING, AT _____ _____ PER EACH				
L-108-4	670	EA, L-823 CONNECTOR KIT, AT _____ _____ PER EACH				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
L-108-5	1,340	EA, CABLE TAG, AT _____ _____ PER EACH				
L-110-1	6,500	L.F., 2" SCHEDULE 80 PVC DUCT, CONCRETE ENCASED UNDER NEW SHOULDER PAVEMENT, AT _____ _____ PER LINEAR FOOT				
L-110-2	6,500	L.F., 2" SCHEDULE 80 PVC DUCT, CONCRETE ENCASED UNDER NEW PCC PAVEMENT, AT _____ _____ PER LINEAR FOOT				
L-110-3	2,000	L.F., 2" SCHEDULE 40 PVC DUCT, DIRECT EARTH BURIED, AT _____ _____ PER LINEAR FOOT				
L-110-4	3,000	L.F., MANDREL AND SWAB EXISTING 2" CONDUIT, AT _____ _____ PER LINEAR FOOT				
L-110-5	150	L.F., 2-WAY 4" SCHEDULE 80 PVC DUCT, CONCRETE ENCASED, AT _____ _____ PER LINEAR FOOT				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
L-111-1	8	EA., ELECTRIC MANHOLE, AT _____ _____ PER EACH				
L-112-1	LUMP SUM	LS, PHOTOMETRIC TESTING OF THE LIGHTING SYSTEM, AT _____ _____ PER LUMP SUM				
L-116-1	525	L.F., 2-WAY, 4" DIRECTIONAL DRILL – PER LINEAR FOOT, AT _____ _____ PER LINEAR FOOT				
L-116-2	500	L.F., 4-WAY, 4" DIRECTIONAL DRILL – PER LINEAR FOOT, AT _____ _____ PER LINEAR FOOT				
L-120-1	72	EA, L-825C(L) LED TAXIWAY CENTERLINE LIGHT, BI-DIRECTIONAL, GREEN/GREEN ON A NEW L-868B BASE CAN IN NEW PAVEMENT, AT _____ _____ PER EACH				
L-120-2	111	EA, L-852D(L) LED TAXIWAY CENTERLINE LIGHT, BI-DIRECTIONAL, GREEN/GREEN ON A NEW L-868B BASE CASE IN NEW PAVEMENT, AT _____ _____ PER EACH				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
L-120-3	3	EA, L-852C(L) LED TAXIWAY CLEARANCE BAR LIGHT, UNI-DIRECTIONAL YELLOW ON A NEW L-868B BASE CAN IN NEW PAVEMENT, AT _____ _____ PER EACH				
L-121-1	6	EA, L-852T(L) LED TAXIWAY EDGE LIGHT, ON A NEW L-867B BASE CAN IN MILLED SHOULDER PAVEMENT, AT _____ _____ PER EACH				
L-121-2	81	EA, L-852T(L) LED TAXIWAY EDGE LIGHT, ON A NEW L-867B BASE CAN IN NEW SHOULDER PAVEMENT, AT _____ _____ PER EACH				
L-121-3	16	EA, L-852T(L) LED TAXIWAY EDGE LIGHT, ON A NEW L-868B BASE CAN IN NEW FULL STRENGTH PAVEMENT, AT _____ _____ PER EACH				
L-121-4	4	EA, L-852T(L) LED TAXIWAY EDGE LIGHT, INSTALLED ON EXISTING BASE CAN, AT _____ _____ PER EACH				
L-122-1	17	EA, L-858(L) TAXIWAY GUIDANCE SIGN INSTALLED ON NEW CONCRETE BASE, 3-MODULE, AT _____ _____ PER EACG				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
L-122-2	2	EA, L-858(L) TAXIWAY GUIDANCE SIGN INSTALLED ON NEW CONCRETE BASE, 5-MODULE, AT _____ _____ PER EACH				
L-124-1	LUMP SUM	L.S., ELECTRIC AIRFIELD DEMOLITION, AT _____ _____ PER LUMP SUM				
L-124-2	2	EA, REMOVE EXISTING FIXTURE AND INSTALL 3/4" STEEL PLATE ON L-868B BASE CAN (PERMANENT), AT _____ _____ PER EACH				
L-124-3	16	EA, INSTALL 3/4" STEEL PLATE ON EXISTING L-868B BASE CAN (TEMPORARY), AT _____ _____ PER EACH				
L-124-4	4	EA, REMOVE EXISTING FIXTURE AND INSTALL 1/2" STEEL PLATE ON L-867B BASE CAN (TEMPORARY), AT _____ _____ PER EACH				
L-125-1	LUMP SUM	L.S., INSTALLATION OF TEMPORARY EDGE LIGHTING SYSTEM FOR TAXIWAY E-10, COMPLETE, FOR ALL PHASES, AT _____ _____ PER LUMP SUM				

ITEM NO.	PRELIMINARY CONSTRUCTION QUANTITY	ITEM WITH UNIT OR LUMP SUM PRICE WRITTEN IN WORDS	UNIT PRICE IN FIGURES		AMOUNT	
			DOLLARS	CENTS	DOLLARS	CENTS
		TOTAL BASE BID				

SECTION SP-8 AIRCRAFT MOVEMENT AREA (AMA) ESCORTING

01) DESCRIPTION

- a) *This item is intended to compensate the Contractor for all costs incurred in providing aircraft movement area (AMA) escorting and airfield crossing guards as set forth in these specifications.*
1. **Airfield AMA Escort.** *Person that is certified to guide construction vehicles into the aircraft movement area. The person is responsible for the approved and safe escorting of construction vehicles along active taxiways. The AMA Escort communicates with the Air Traffic Control Tower for access to construction sites.*
 2. **Airfield Crossing Guard.** *Person that is staged along a construction haul road at a single taxiway intersection. The person is responsible for the safe crossing of construction vehicles and communicating with the Air Traffic Control Tower to clear or cross the haul road for construction vehicles.*
- b) *When the Contractor is working in the AMA, adjacent to or on active runways and/or taxiways, the Contractor shall arrange for airfield escorting services with an independent Department of Aviation approved contractor (“Escorting Contractor”). The Escorting Contractor must be a separate business entity from the Contractor and must be engaged solely for the purpose of providing escorting services under the Contract and may not provide any other services under the Contract. Contractor may not contract/subcontract with other business entities providing additional services under the Contract unrelated to escort services for the purpose of also providing escort services. For example, if Contractor has engaged the services of ABC Company to provide paving under the Contract, it may not use ABC Company to provide escort services.*
- c) *Only DOA-certified AMA escorts shall provide airfield escorting of all construction vehicles to and from the construction site, regardless of the construction employee having their SIDA and/or a security escort certification. The Contractor shall be responsible for employing sufficient personnel to conduct AMA escorting. Failure to have sufficient AMA-certified airfield escorts on-duty may delay or cancel construction activities located on the AMA.*
- d) *Airfield AMA escorts may escort a maximum of two (2) vehicles at any time. All escorting shall occur only via taxiways; no runway crossings will be permitted. Each operation shall require a specific call to the Air Traffic Control Tower (ATCT). Escort vehicles shall turn on the green strobe light when approval is received from the ATCT and it is safe to proceed. The escort vehicle is to lead the way for the construction vehicles.*
- e) **Prequalification.**
1. *AMA Escorts shall possess one of the following: (1) currently hold an ATL AMA badge for more than 2 years; (2) currently employed by an airport tenant that requires them to hold an AMA badge for daily access to the AMA. . Regardless of qualifications, a candidate will be disqualified if the candidate has been (1) involved in an airfield “surface incident” or “runway incursion” as defined by the FAA; (2) received a suspension or revocation of their AMA or Airfield Crossing Guard License; or (3) is unable to pass the examination.*
 2. *Airfield Crossing Guards shall possess one of the following: (1) have previously or currently holds an ATL AMA badge for more than 1 year; (2) have previously or currently holds an ATL Crossing Guard License; (3) employed or previously employed by the FAA as an Air Traffic Controller; or (4) employed or previously*

employed by an ATL ramp tower and provide ramp controller duties for more than 1 year. Regardless of qualifications, a candidate will be disqualified if the candidate has been (1) involved in an airfield "surface incident" or "runway incursion" as defined by the FAA; (2) received a suspension or revocation of their AMA or Airfield Crossing Guard License; or (3) is unable to pass the examination.

- f) ***Training. The company contracted to provide airfield escorting shall submit potential candidates to the Construction Manager for DOA-Airside Operations Division review and acceptance. Sufficient time should be taken into consideration for qualification review and training. The approved airfield escorting company shall schedule training for potential AMA escorts through the DOA-Airside Operations training course prior to providing airfield escorting duties.***

The AMA escort vehicle drivers shall be trained and familiar with requirements of Hartsfield-Jackson Atlanta International Airport within the SIDA and AMA and communicating on both the City radio frequency and the FAA tower frequencies. Each candidate shall successfully pass a written exam accessing their knowledge of the aircraft movement area prior to receiving AMA driving privileges and the appropriate license prior to entering the AMA.

- g) ***Badging Requirements. AMA Escorts shall be badged and trained in accordance with Exhibit "G", Airport Security Requirements for security and ramp driver safety training and receive an ATL SIDA badge with a driving ("D") and escorting ("E"), if applicable, designation. Airfield Crossing Guards shall meet same requirements.***

- h) ***Aircraft Movement Area Escort and Crossing Guard Vehicles. Escort vehicles shall be distinctly marked and not mistaken for other construction support vehicles and have:***

- 1. A high-intensity green strobe light mounted on the uppermost part of the vehicle structure capable of being turned on/off and an indication light of its status located within the vehicle;***
- 2. Continuous two-way ground control radio communications with the Air Traffic Control Tower; and***
- 3. A City Motorola radio that will be programmed to operate on the Airport's radio system. See Section SP-1 for description of City radios.***

All airfield escort vehicles shall be in compliance for insurance, marking and access in accordance with this contract. The airfield escort vehicle shall be distinctively marked and not mistaken for other construction support vehicles.

- i) ***Ground Control Radios. The Contractor shall be required to obtain and maintain 2-way radios equipped to operate on the ground control frequency used by the FAA's Air Traffic Control Tower. This frequency shall be monitored at all times by the contractor's vehicle escorts while controlling construction traffic across aircraft movement areas to assure proper coordination and safety. The Contractor shall supply one ground control radio for each escort vehicle. Contractor shall utilize Atlanta Communications to purchase and program radios. Contact for Atlanta Communications can be found in SP-1 paragraph 01)e.***

These radios shall become the property of the City upon completion of the project. Contractor shall submit ground control radios to the Engineer. The Contractor is advised that normal delivery time is approximately 4-6 weeks.

Ground control radios shall meet the following requirements:

- 1. Radio units for communication with the FAA Air Traffic Control Tower shall be ICOM-***

A110 or approved equal. Radio should be specifically designed for vehicle mounting and providing a minimum of 30 watts PEP transmit power from a 12 volt power supply. Radios must be capable of operating at full output across the aviation band spectrum. Power connections to the radio must be modified for use with a 12 volt vehicle power outlet.

2. External antennas must be a vehicle magnetic mount type with the antenna element tuned specifically for efficient operation across the aviation band spectrum. The antenna unit must include sufficient coaxial cable length to allow connection to the radio in a normal installation position inside the vehicle and must include a connector compatible with the antenna connector on the chosen radio unit. Contractor must supply one antenna unit per radio purchased.

j) Prior to conducting any airfield escorting duties, DOA will establish an approved construction haul route to be utilized by the escorts to escort the contractors' vehicles to the construction site. Escorts may not alter, amend or create construction haul routes. Escorts are not authorized to close any portion of the AMA for any purpose. All requests shall be made through the project's Construction Manager.

02) BASIS OF PAYMENT

a) Partial payments will be made as follows:

Month after Issuance of the NTP	Cumulative Percent of the Price to be Paid
1	10%
2	25%
3	40%
4	45%
5	50%
6	55%
7	70%
8	85%
9	100%

b) Payment will be made under:

Item SP-8-1 – Aircraft Movement Area (AMA) Escorting – Per Lump Sum.

END OF SECTION SP-8

SECTION P-156 TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION AND SILTATION CONTROL

01) DESCRIPTION

This section shall consist of all work necessary to protect the environment and control erosion and sedimentation at the project site for the duration of the contract in accordance with the provisions of these specifications and the Contractor's approved protection and control plan.

02) CONSTRUCTION METHODS

A. Environmental Protection. The Contractor shall comply with all Federal, State, and local laws and regulations controlling pollution of the environment. He shall take necessary precautions to prevent soil erosion, pollution of streams, lakes, ponds, and reservoirs with fuels, oils, bitumens, chemicals, or other harmful materials and to prevent pollution of the atmosphere from particulate and gaseous matter.

1. Storm Water Discharge.

All discharged storm water, associated with construction activities, to the waters of the State of Georgia shall be in accordance with the limitations, monitoring requirements and other conditions set forth in the provisions of the Georgia Water Quality Control Act (Georgia Laws 1964, p.416 as amended), The Federal Clean Water Act (33 U.S.C. 1251 et seq., as amended) and the Rules and Regulations promulgated to these acts. These requirements include preparation of a detailed, phased erosion control plan prepared by the Contractor, stamped and sealed by a Georgia Registered Engineer *who is also a Level II Certified Design Professional as registered with the Georgia Soil and Water Conservation Commission*. Site Disturbance cannot proceed until this plan is prepared and approved.

2. Soil Erosion.

Prior to construction, submit to Engineer, for acceptance: schedules and methods for accomplishment of temporary erosion and pollution control work, through the various construction phases of the project; proposed method of erosion control on haul roads and borrow sites and plan for disposal of waste materials or erosion control details for other potential sources of pollution.

Include provisions for the periodic removal or accommodation of accumulated sediments in storm sewers, ditches and channels constructed under this contract and similar downstream existing facilities, to the extent necessary to maintain adequate drainage of the construction site and areas upstream thereof and also as required to prevent construction sediments from exiting the airport boundaries via existing water courses.

Plans will also be submitted to the Engineer for acceptance detailing the removal of all sediments from the storm sewers, sediment traps and

basins, ponds, and channels constructed under this Contract, as a part of the Contractor's final cleanup, prior to acceptance.

The Contractor will be required to complete all permanent erosion control features at the earliest practicable time. Temporary pollution and erosion control measures shall be used to correct unforeseen conditions that occur during construction or those that are needed prior to completion of permanent measures. These shall include possible use of temporary grass cover and check dams for erosion control. In the event of unforeseen conditions as described above, supplementary payment may be granted if, in the opinion of the Engineer, the conditions were completely outside of the contractors' control. This may include unusually severe weather conditions (greater than a 25-year storm event), or conditions created by airport operations or other contractors.

In the event that temporary erosion and pollution control measures are required due to the Contractor's negligence, carelessness, or failure to install permanent controls in a timely manner, such work will be performed by the Contractor at his own expense. This work is considered a part of the Contractor's obligation to maintain his approved erosion control plan, and is included in the lump sum pay item for Sediment and Erosion Control. In case of repeated failures on the part of the Contractor to control erosion/pollution, right is reserved by the Engineer to employ outside assistance to provide the necessary corrective measures. Such incurred costs, plus related engineering costs, will be charged to the Contractor and appropriate deductions made from the Contractor's progress payments. The erosion control features installed by the Contractor shall be acceptably maintained by the Contractor during the time that construction work is being performed.

3. Pollutants such as fuels, lubricants, bitumen, raw sewage and other harmful materials shall not be discharged into or near rivers, streams and impoundments or into natural or manmade channels leading thereto. Wash water or waste from concrete mixing or curing operations will not be allowed to enter live streams.
4. Burning of combustible materials will not be allowed within the project limits.

03) MATERIALS

A. Silt Fence.

1. Posts.
 - a. Steel posts may be used. Otherwise, posts shall be wood, at least 3 inches in diameter, and at least 6 feet long and straight enough to provide a fence without notable misalignment.
2. Wire Fabric.
 - a. Wire fence fabric shall be at least 32 inches high and shall have at

least 6 horizontal wires. Vertical wires shall be spaced 12 inches apart. The top and bottom wires shall be at least 10 gauge. All other wires shall be at least 12 gauge.

3. Filter Fabric.

Burlap. Burlap shall weigh at least 6.7 ounces per square yard, and shall have a minimum width of 36 inches.

Synthetic Fabrics. The fabric shall be composed of strong rot-proof synthetic fibers forming a fabric of either the woven or non-woven type. Either type of fabric shall be free of any treatment or coating which might significantly alter its physical properties after installation. The fabric shall contain stabilizers and/or inhibitors to make the filaments resistant to deterioration resulting from exposure to sunlight or heat. The fabric shall be pervious sheet of synthetic fibers oriented into a stable network so that the fibers retain their relative position with respect to each other. The dyes of the fabric shall be finished to prevent the outer yarn from pulling away from the fabric. The fabric shall be free of defects or flaws which significantly affect its physical and/or filtering properties. Sheets of fabric may be sewn or bonded together. No deviation from any physical requirements will be permitted due to the presence of the seam. During all periods of shipment and storage, the fabric shall be wrapped in a heavy-duty protective covering which will protect the fabric from sunlight, mud, dust, dirt, and debris. The fabric shall not be exposed to temperatures greater than 140°F. After the protective covering has been removed, the fabric shall not be left uncovered under any circumstances for longer than 3 days.

The fabric shall meet the following physical requirements:

<u>Physical Property</u>	<u>Test Method</u>	<u>Requirements</u>
Tensile Strength	ASTM D4632	Warp-120 Fill-100 for Type A&B 180 for Type C
Elongation	ASTM D4632	40% max.
AOS (Apparent Opening Size)	ASTM D4751	No. 30 Sieve, Max
Flow Rate (Gal/Min/Sq.Ft.)	GDT-87	25 for Type A&B 70 for Type C
Ultraviolet Stability	ASTM D4632 After 300 hours weathering in accordance with D4355	80
Bursting Strength	ASTM D3786 Diaphragm Bursting Strength Tester.	175-psi min.

The Contractor shall furnish certified test reports with each shipment of material attesting that the fabric meets the requirements of this provision.

4. Installation and Removal.

The silt fence shall be constructed at the locations shown on the plans or at locations directed by the Engineer.

Posts shall be installed so that no more than 3 feet of the post shall protrude above the ground. Fabric shall be attached to the wire fence fabric by wire or other acceptable means.

The Contractor shall maintain the silt fence and shall remove and dispose of silt accumulation at the silt fence when so directed by the Engineer. Fabric shall be removed and replaced whenever it has deteriorated to such extent that it reduces the effectiveness of the silt fence.

Silt fence shall remain in place unless the Engineer directs that it be removed. Silt fence that has been removed will remain the property of the Contractor and may be used at other locations provided it is in a condition acceptable to the Engineer.

B. Filter Stone.

1. Filter stone shall consist of quarry stone that is sound, tough, dense, resistant to the action of air and water, and suitable in all other respects for the purpose intended. The stone shall meet the requirements of #467 stone or #57 as indicated on the plans and as specified in ASTM Standard C-33. The gradation requirements of #467 and #57 stone are as follows:

#467 Stone
Percent of Total Passing, by Weight

Size	2"	1-1/2"	3/4"	3/8"	#4	#200
Percent Passing	100	95-100	35-70	10-30	0-5	0-1

#57 Stone
Percent of Total Passing, by Weight

Size	1-1/2"	1"	1/2"	#4	#8	#200
Percent Passing	100	95-100	25-60	0-10	0-5	0-1

C. Ditch Liner.

1. Ditch liner shall be organic material fiber blankets for ditches and channels which shall be installed and shall be capable of meeting the requirements of the Georgia Department of Transportation Standard Specifications Section 713.

D. Matting for Erosion Control.

1. Erosion control mats or blankets for steep slopes (steeper than 3:1) shall be composed of materials such as excelsior, coconut, or bituminous treated roving installed over previously seeded areas, in accordance with the requirements of Georgia Department of Transportation Standard Specifications Section 713, except that hydraulically applied wood fiber blanket, type II shall not be allowed.

E. Inlet Sediment Traps.

1. *Inlet Sediment Traps shall be installed prior to ground disturbance per the details in the Plans and removed at project completion.*

04) METHOD OF MEASUREMENT

- A. Sediment/Erosion Control is a lump sum and shall not be directly measured for payment. This lump sum will include development and implementation of the Contractor's erosion control plan and all phased or interim measures to implement that plan. The erosion control measures shown on the contract drawings represent the final condition of the project, and only those items and associated quantities indicated on the plans will be measured for payment under the respective unit price items listed below.
- B. The length of silt fence and block filter to be measured shall be the length as shown on the plans, actually placed and approved by the Engineer.
- C. Filter stone shall be measured by the cubic yard, in the approximate quantity shown on the plans or directed by the Engineer, actually placed and accepted.
- D. Sediment excavation, where required to protect basins and streams, or as directed by the Engineer, will not be measured for payment.
- E. No separate measurement will be made for sediment and erosion control at borrow sites.
- F. Inlet protection and slotted board dam shall be measured for payment per each item properly installed, maintained, and then removed at project completion and inclusive of the reestablishment of grass.
- G. ***Rip-Rap of the various types identified shall be measured for payment per ton placed and accepted.***

05) BASIS OF PAYMENT

- A. Payment will be made at the contract lump sum price bid for Sediment/Erosion Control. This price shall be full compensation for design, permitting and conformance with the requirements of Section P-156 (02)(A)(1). This price shall be full compensation for furnishing and installing all materials required to complete the Contractor's phased erosion control plan, including additional silt fences, temporary slope drains, construction entrance/exits, washed filter stone, check dams and other related and incidental items.

Partial payments shall be made as follows:

1. Fifteen percent (15%) of the contract item will be paid when the complete Erosion/Sediment plan has been approved.
 2. Seventy-five percent (75%) of the contract item will be prorated on each partial payment in respect to the percent complete of all work on the contract.
 3. The final ten percent (10%) will be paid when all work is complete and all reports have been submitted.
- B. The unit price items listed in the following paragraphs apply only to final erosion control measures as shown on the plans or as directed by the engineer.
- C. Payment will be made at the contract unit price per linear foot for "Silt Fence" and "Block Filter". This price shall be full compensation for furnishing all materials, labor, equipment, tools and incidentals necessary to complete the item.
- D. No payment will be made for "Sediment Excavation".
- E. Payment shall be made at the contract unit price per each Inlet Sediment Trap and Slotted Board Dam installed and then removed at project completion.
- F. Payment shall be made at the contract unit price per ton for Rip-Rap. This price shall be full compensation for furnishing all materials, labor, equipment, tools and incidentals necessary to complete the item.**
- G. Payment will be made under:
- Item P-156-1 Sediment/Erosion Control - Per Lump Sum
 - Item P-156-2 Inlet Sediment Trap - Per Each
 - Item P-156-3 Block Filter – Per Linear Foot
 - Item P-156-4 Slotted Board Dam – Per Each
 - Item P-156-5 Type 1 Rip-Rap – Per Ton**
 - Item P-156-6 Type 3 Rip-Rap – Per Ton**

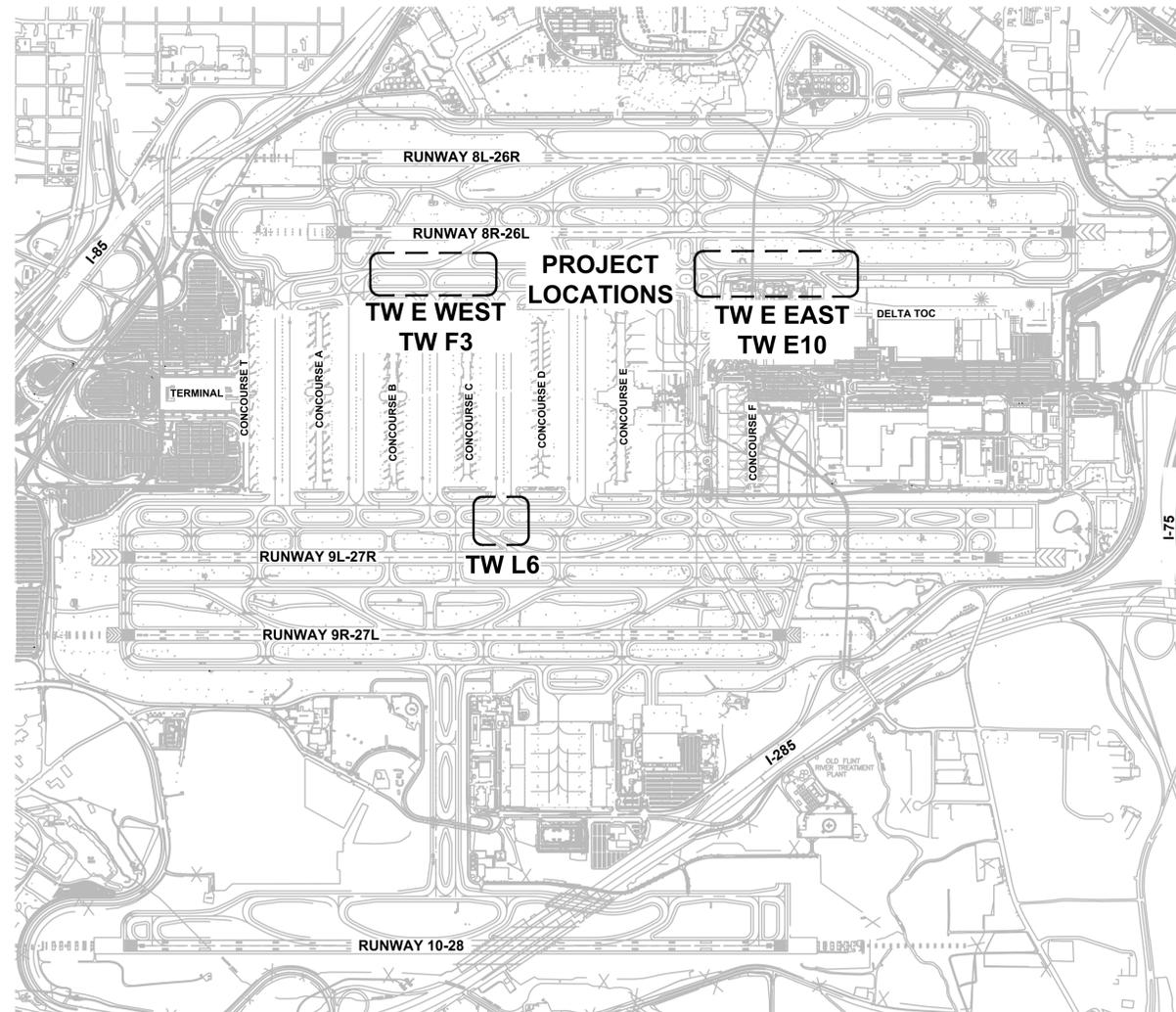
END OF SECTION P-156

CITY OF ATLANTA HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

TAXIWAY PAVEMENT REPLACEMENT 2016

FEBRUARY 16, 2016

ISSUED FOR BID



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

03/07/16 ADDENDUM NO. 2

02/26/16 ADDENDUM NO. 1

NO. DATE ISSUED FOR

REVISIONS

PROJECT TEAM



DESIGN TEAM

DESIGN BY PJJ

DRAWN BY PJJ

CHECKED BY WGS

APPROVED BY SLK

PROJECT INFORMATION

COA CONTRACT No FC-6684

DOA PROJECT No ###

H-IDP WBS No D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

COVER SHEET

SHEET No

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ADDENDUM NO. 2 - 03/07/2016
ADDENDUM NO. 1 - 02/26/2016

NOT ISSUED FOR CONSTRUCTION

NOTES

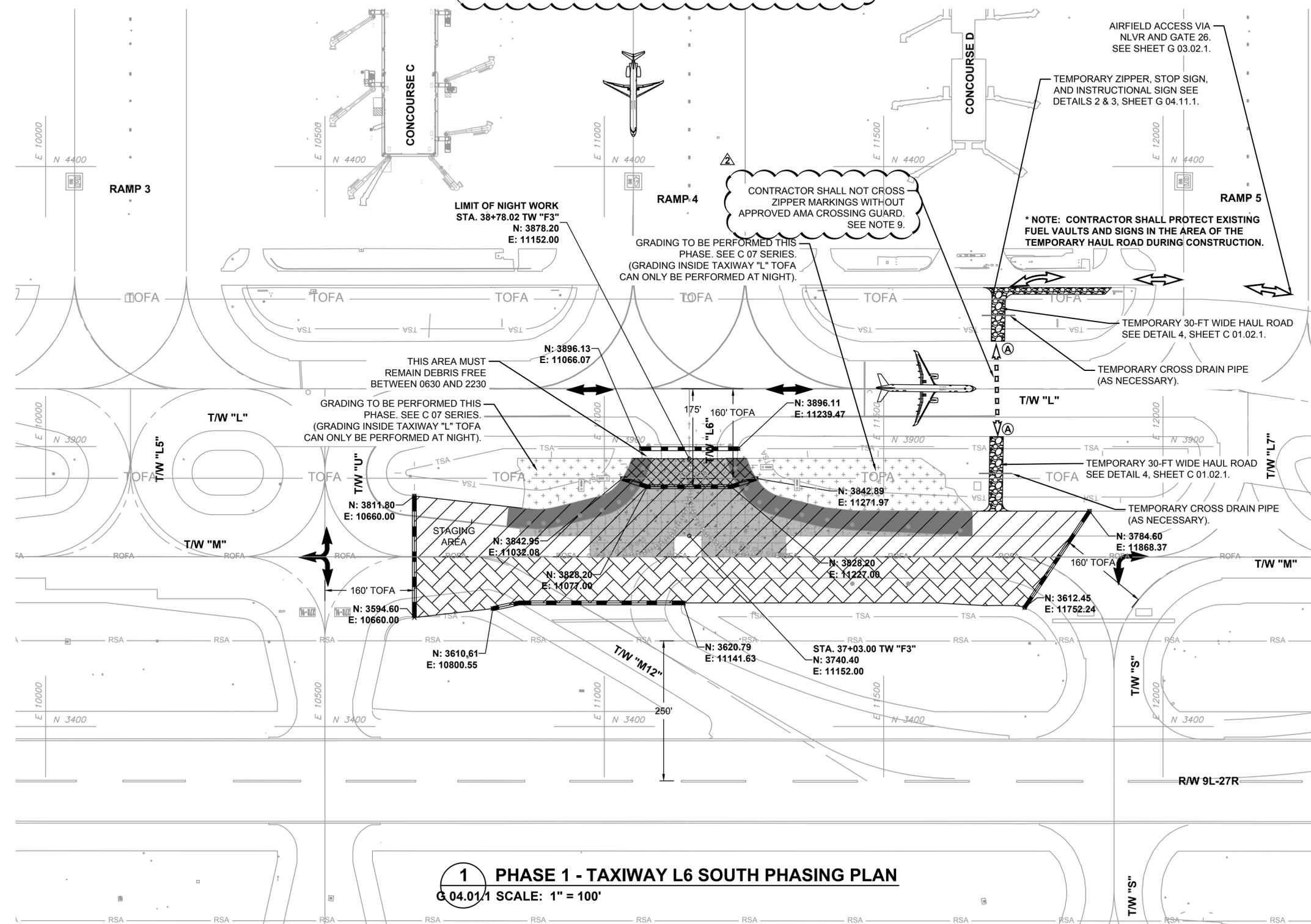
- PHASE 1 SHALL BE COMPLETED AND OPEN TO AIR TRAFFIC WITHIN 14 DAYS (24 HR/DAY) INCLUDING STRIPING AND ELECTRICAL WORK AND EXCLUDING JOINT SEAL. UTILIZING NIGHT TIME CLOSURES, THE CONTRACTOR MAY COMPLETE INITIAL SAWCUTS FOR DEMOLITION UP TO 7 DAYS PRIOR TO BEGINNING OF PHASE AND SHALL COMPLETE JOINT SEAL ACTIVITIES PER P-605.
- OTHER PHASES ARE IDENTIFIED ON SHEETS G 04.02 THROUGH G 04.10 BUT DO NOT HAVE TO PROGRESS IN ORDER. THE OWNER WILL DIRECT THE CONTRACTOR AS TO THE ORDER OF PHASE WORK.
- PHASE 1 DEMOLITION AND PAVING WILL BEGIN AT STA 37+03.00 AND END AT STA 38+78.02. TAXIWAY L6 SOUTH PHASE INCLUDES APPROX. 4933 SY OF AIRFIELD PCC PAVEMENT RECONSTRUCTION.
- LOW PROFILE BARRICADES SHALL BE PLACED OUTSIDE OF THE GROUP V TAXIWAY OFA (160'), UNLESS OTHERWISE NOTED. BARRICADES ARE REQUIRED FOR ALL TAXIWAY CLOSURES.
- CONTRACTOR SHALL BE ADVISED THAT AIRCRAFT TRAFFIC CAN BE EXPECTED

- TO BE HEAVIER FROM 0830 TO 1130 AND 1400 TO 2200.
- CONTRACTOR SHALL ESTABLISH STAGING AREAS OUTSIDE OF ALL TAXIWAY AND RUNWAY OFA'S. NO EQUIPMENT, PERSONNEL, OR STOCKPILED MATERIALS ARE ALLOWED INSIDE OF THE OFA WHILE RUNWAY OR TAXIWAY IS ACTIVE.
- CONTRACTOR IS RESPONSIBLE FOR COVERING ALL SIGNS AND LIGHTING THAT LEAD TO AN ACTIVE WORK AREA AS DIRECTED BY THE FIELD INSPECTOR OR ENGINEER AND UNCOVERING PRIOR TO REOPENING THE AREA.
- CONTRACTOR SHALL TAKE ALL PRECAUTIONS POSSIBLE TO AVOID DAMAGING THERMOPLASTIC MARKINGS. ANY DAMAGE TO THERMOPLASTIC MARKINGS MUST BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CITY.
- AT NO TIME SHALL THE CONTRACTOR CROSS ZIPPER LINE MARKINGS ON THE NLVR TO ACCESS THE PROJECT SITE WITHOUT HAVING AN APPROVED AMA CROSSING GUARD.
- CONTRACTOR'S AMA CROSSING GUARD SHALL MAINTAIN RADIO CONTACT WITH GROUND CONTROL AT ALL TIMES WHILE ON THE JOBSITE.

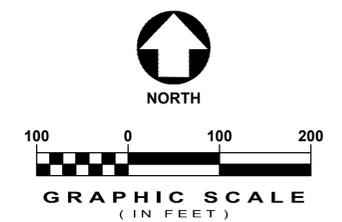
- SEE SHEETS G 04.12.1 THROUGH G 04.20.1 FOR TEMPORARY MARKING AND LIGHT FIXTURE WORK REQUIRED IN EACH PHASE.
- CONTRACTOR SHALL REMOVE TEMPORARY HAUL ROUTE AND DRAIN PIPES IN ENTIRETY AND RESTORE AREA BACK TO EXISTING CONDITIONS INCLUDING SOD AT END OF PHASE.

LEGEND

- PROPOSED ASPHALT PAVING
- PROPOSED PCC PAVING
- TEMPORARY HAUL ROUTE
- LIMITS OF CLOSED PAVEMENT
- LIMITS OF NIGHT WORK (2330 TO 0630 HOURS)
- NO STATIONARY EQUIPMENT PERMITTED IN THIS AREA
- PROPOSED GRADING LIMITS
- LOW PROFILE BARRICADE
- CONTRACTOR HAUL ROUTE
- AIRCRAFT MOVEMENT ROUTE
- PROTECT/COVER EDGE LIGHTS
- AMA CROSSING GUARD LOCATION. TWO AMA CERTIFIED/APPROVED CROSSING GUARDS (CITY APPROVED, CONTRACTOR PAID) REQUIRED TO CONTROL CROSSING VEHICLES.



1 PHASE 1 - TAXIWAY L6 SOUTH PHASING PLAN
 G 04.01.1 SCALE: 1" = 100'



CITY OF ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT
 PROGRAM TEAM
 HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

REVISIONS

NO.	DATE	ISSUED FOR

PROJECT TEAM



DESIGN TEAM	
DESIGN BY	TLR
DRAWN BY	TLR
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION	
COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-IDP WBS No.	D 02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE
 FEBRUARY 16, 2016
 SHEET NAME

PHASE 1 TAXIWAY L6 SOUTH PHASING PLAN

SHEET No

G 04.01.1

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NOT ISSUED FOR CONSTRUCTION

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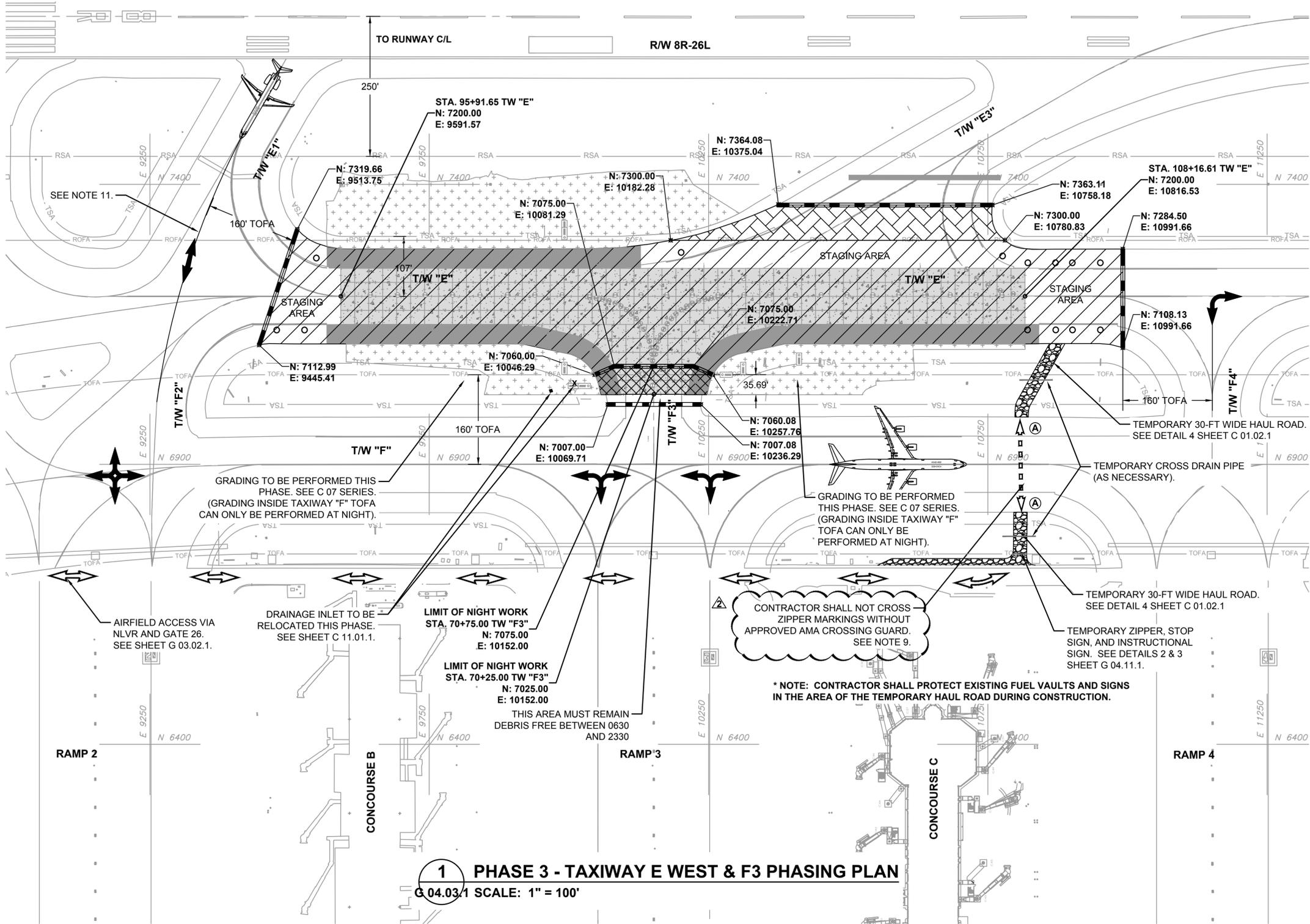
- PHASE 3 SHALL BE COMPLETED AND OPEN TO AIR TRAFFIC WITHIN 21 DAYS (24 HR/DAY) INCLUDING STRIPING AND ELECTRICAL WORK AND EXCLUDING JOINT SEAL. UTILIZING NIGHT TIME CLOSURES, THE CONTRACTOR MAY COMPLETE INITIAL SAWCUTS FOR DEMOLITION UP TO 7 DAYS PRIOR TO BEGINNING OF PHASE AND SHALL COMPLETE JOINT SEAL ACTIVITIES PER P-605.
- OTHER PHASES ARE IDENTIFIED ON SHEETS G 04.01 THROUGH G 04.02 AND SHEETS G 04.04 THROUGH G 04.10 BUT DO NOT HAVE TO PROGRESS IN ORDER. THE OWNER WILL DIRECT THE CONTRACTOR AS TO THE ORDER OF PHASE WORK.
- PHASE 3 DEMOLITION AND PAVING WILL BEGIN AT STA 95+91.65 AND END AT STA 108+16.61. TAXIWAY E WEST AND F3 PHASE INCLUDES APPROX. 16390 SY OF AIRFIELD PCC PAVEMENT RECONSTRUCTION.
- LOW PROFILE BARRICADES SHALL BE PLACED OUTSIDE OF THE GROUP V TAXIWAY OFA (160'), UNLESS OTHERWISE NOTED. BARRICADES ARE REQUIRED FOR ALL TAXIWAY CLOSURES.

- CONTRACTOR SHALL BE ADVISED THAT AIRCRAFT TRAFFIC CAN BE EXPECTED TO BE HEAVIER FROM 0830 TO 1130 AND 1400 TO 2200.
- CONTRACTOR SHALL ESTABLISH STAGING AREAS OUTSIDE OF ALL TAXIWAY AND RUNWAY OFA'S. NO EQUIPMENT, PERSONNEL, OR STOCKPILED MATERIALS ARE ALLOWED INSIDE OF THE OFA WHILE RUNWAY OR TAXIWAY IS ACTIVE.
- CONTRACTOR IS RESPONSIBLE FOR COVERING ALL SIGNS AND LIGHTING THAT LEAD TO AN ACTIVE WORK AREA AS DIRECTED BY THE FIELD INSPECTOR OR ENGINEER AND UNCOVERING PRIOR TO REOPENING THE AREA.
- CONTRACTOR SHALL TAKE ALL PRECAUTIONS POSSIBLE TO AVOID DAMAGING THERMOPLASTIC MARKINGS. ANY DAMAGE TO THERMOPLASTIC MARKINGS MUST BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CITY.
- AT NO TIME SHALL THE CONTRACTOR CROSS ZIPPER LINE MARKINGS ON THE NLVR TO ACCESS THE PROJECT SITE WITHOUT HAVING AN APPROVED AMA CROSSING GUARD.

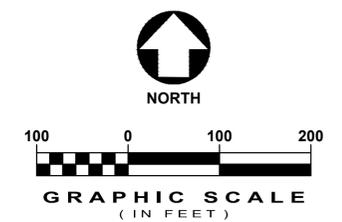
- CONTRACTOR'S AMA CROSSING GUARD SHALL MAINTAIN RADIO CONTACT WITH GROUND CONTROL AT ALL TIMES WHILE ON THE JOBSITE.
- CONTRACTOR SHALL REMOVE TEMPORARY HAUL ROUTE AND DRAIN PIPES IN ENTIRETY AND RESTORE AREA BACK TO EXISTING CONDITIONS INCLUDING SOD AT END OF PHASE.

LEGEND

- PROPOSED ASPHALT PAVING
- PROPOSED PCC PAVING
- TEMPORARY HAUL ROUTE
- LIMITS OF CLOSED PAVEMENT
- LIMITS OF NIGHT WORK (2330 TO 0630 HOURS)
- NO STATIONARY EQUIPMENT PERMITTED IN THIS AREA
- PROPOSED GRADING LIMITS
- LOW PROFILE BARRICADE
- CONTRACTOR HAUL ROUTE
- AIRCRAFT MOVEMENT ROUTE
- PROTECT/COVER EDGE LIGHTS
- AMA CROSSING GUARD LOCATION. TWO AMA CERTIFIED/APPROVED CROSSING GUARDS (CITY APPROVED, CONTRACTOR PAID) REQUIRED TO CONTROL CROSSING VEHICLES.



1 PHASE 3 - TAXIWAY E WEST & F3 PHASING PLAN
G 04.03.1 SCALE: 1" = 100'



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM
HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

REVISIONS	

PROJECT TEAM
ABSolute joint venture

DESIGN TEAM
DESIGN BY: PJJ
DRAWN BY: PJJ
CHECKED BY: WGS
APPROVED BY: SLK

PROJECT INFORMATION
COA CONTRACT No: FC-6684
DOA PROJECT No: ###
H-DP WBS No: D 02.90.017

PROJECT ELEMENT
AIRSIDE

PROJECT NAME
TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR
BID

DATE
FEBRUARY 16, 2016
SHEET NAME

PHASE 3 TAXIWAY E WEST & F3 NORTH PHASING PLAN

SHEET No
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NOT ISSUED FOR CONSTRUCTION

NOTES

1. PHASE 6A SHALL BE COMPLETED AND OPEN TO AIR TRAFFIC WITHIN THE 31 HOUR CLOSURE PERIOD (2330 TO 0630 THE NEXT DAY) INCLUDING STRIPING AND ELECTRICAL WORK AND EXCLUDING JOINT SEAL. WITH EXCEPTION OF PCC TO BE REMOVED IN PHASE 8, JOINT SEAL SHALL BE PERFORMED IN PHASE 6B. UTILIZING NIGHT TIME CLOSURES, THE CONTRACTOR MAY COMPLETE INITIAL SAWCUTS FOR DEMOLITION UP TO 7 DAYS PRIOR TO BEGINNING OF PHASE AND SHALL COMPLETE JOINT SEAL ACTIVITIES PER P-605. CLOSURE MAY ONLY BE PERMITTED MONDAY NIGHT TO WEDNESDAY MORNING OR AS APPROVED BY AIRPORT.
2. OTHER PHASES ARE IDENTIFIED ON SHEETS G 04.01 THROUGH G 04.05 AND G 04.07 THROUGH G 04.10 BUT DO NOT HAVE TO PROGRESS IN ORDER. THE OWNER WILL DIRECT THE CONTRACTOR AS TO THE ORDER OF PHASE WORK.
3. PHASE 6A DEMOLITION AND PAVING WILL BEGIN AT STA 56+82.80 AND END AT STA 57+19.40. PHASE 6A INCLUDES APPROX. 1117 SY OF AIRFIELD PCC

4. PAVEMENT RECONSTRUCTION.
5. LOW PROFILE BARRICADES SHALL BE PLACED OUTSIDE OF THE GROUP V TAXIWAY OFA (160'), UNLESS OTHERWISE NOTED. BARRICADES ARE REQUIRED FOR ALL TAXIWAY CLOSURES.
6. CONTRACTOR SHALL BE ADVISED THAT AIRCRAFT TRAFFIC CAN BE EXPECTED TO BE HEAVIER FROM 0830 TO 1130 AND 1400 TO 2200.
7. CONTRACTOR SHALL ESTABLISH STAGING AREAS OUTSIDE OF ALL TAXIWAY AND RUNWAY OFA'S. NO EQUIPMENT, PERSONNEL, OR STOCKPILED MATERIALS ARE ALLOWED INSIDE OF THE OFA WHILE RUNWAY OR TAXIWAY IS ACTIVE.
8. CONTRACTOR IS RESPONSIBLE FOR COVERING ALL SIGNS AND LIGHTING THAT LEAD TO AN ACTIVE WORK AREA AS DIRECTED BY THE FIELD INSPECTOR OR ENGINEER AND UNCOVERING PRIOR TO REOPENING THE AREA.
9. CONTRACTOR SHALL TAKE ALL PRECAUTIONS POSSIBLE TO AVOID

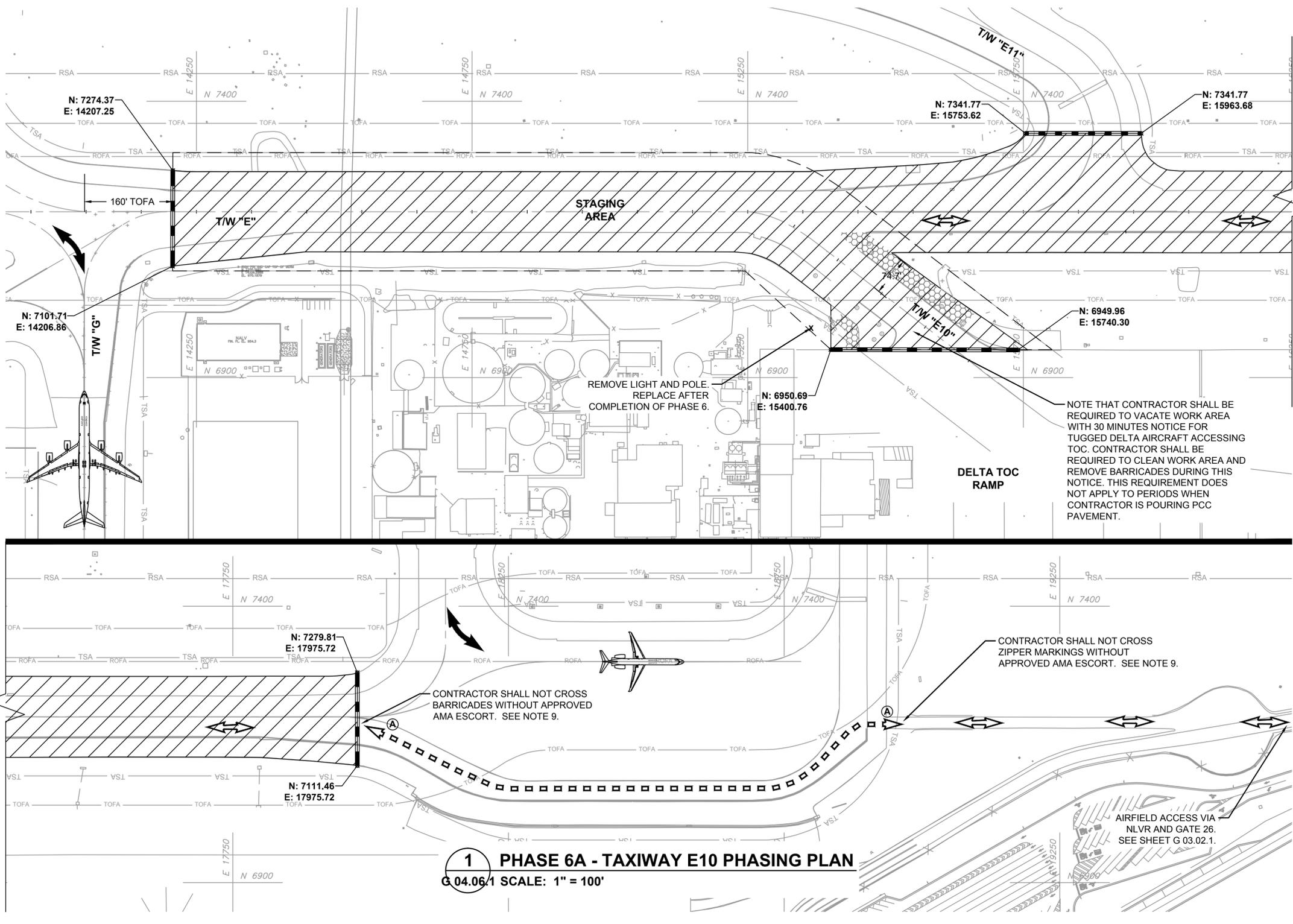
10. DAMAGING THERMOPLASTIC MARKINGS. ANY DAMAGE TO THERMOPLASTIC MARKINGS MUST BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CITY.
11. AT NO TIME SHALL THE CONTRACTOR CROSS ZIPPER LINE MARKINGS ON THE NLVR TO ACCESS THE PROJECT SITE WITHOUT HAVING AN APPROVED AMA ESCORT.
12. CONTRACTOR'S AMA ESCORT SHALL MAINTAIN RADIO CONTACT WITH GROUND CONTROL AT ALL TIMES WHILE ON THE JOBSITE.
13. SEE SHEETS G 04.12.1 THROUGH G 04.20.1 FOR TEMPORARY MARKING AND LIGHT FIXTURE WORK REQUIRED IN EACH PHASE.
14. CONTRACTOR SHALL REMOVE TEMPORARY HAUL ROUTE AND DRAIN PIPES IN ENTIRETY AND RESTORE AREA BACK TO EXISTING CONDITIONS INCLUDING SOD AT END OF PHASE.
15. THE START DATE FOR PHASE 6A SHALL BE DETERMINED BY THE OWNER NOT THE CONTRACTOR.

LEGEND

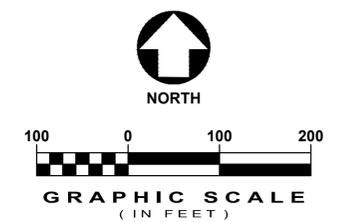
- PROPOSED TEMPORARY TAXIWAY PAVING
- LIMITS OF CLOSED PAVEMENT
- LOW PROFILE BARRICADE
- CONTRACTOR HAUL ROUTE
- AIRCRAFT MOVEMENT ROUTE
- AMA ESCORT LOCATION. TWO AMA CERTIFIED/APPROVED ESCORTS (CITY APPROVED, CONTRACTOR PAID) REQUIRED TO CONTROL CROSSING VEHICLES.

PHASE 6A WORK SCOPE

- DEMOLISH AND REMOVE BITUMINOUS SHOULDER PAVEMENT AND BASE MATERIAL.
- PREPARE SUBGRADE AND PLACE PCC PAVEMENT IN AREA SHOWN IN PLANS.



1 PHASE 6A - TAXIWAY E10 PHASING PLAN
G 04.06.1 SCALE: 1" = 100'



CITY OF ATLANTA, GEORGIA
HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT
PROGRAM TEAM
HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

PROJECT TEAM
ABSolute joint venture

DESIGN TEAM	
DESIGN BY	PJJ
DRAWN BY	PJJ
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION	
COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-JDP WBS No.	D.02.90.017

PROJECT ELEMENT
AIRSIDE

PROJECT NAME
TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR
BID
DATE
FEBRUARY 16, 2016
SHEET NAME

PHASE 6A TAXIWAY E10 PHASING PLAN

SHEET No
G 04.06.1

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NOT ISSUED FOR CONSTRUCTION



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

LEGEND

- PROPOSED TEMPORARY TAXIWAY PAVING
- LIMITS OF CLOSED PAVEMENT
- LOW PROFILE BARRICADE
- CONTRACTOR HAUL ROUTE
- AIRCRAFT MOVEMENT ROUTE
- AMA ESCORT LOCATION. TWO AMA CERTIFIED/APPROVED ESCORT (CITY APPROVED, CONTRACTOR PAID) REQUIRED TO CONTROL CROSSING VEHICLES.

NOTES

1. PHASE 6B SHALL BE COMPLETED AND OPEN TO AIR TRAFFIC WITHIN 3 DAYS (24 HR/DAY) INCLUDING STRIPING AND ELECTRICAL WORK AND EXCLUDING JOINT SEAL. UTILIZING NIGHT TIME CLOSURES, THE CONTRACTOR MAY COMPLETE INITIAL SAWCUTS FOR DEMOLITION UP TO 7 DAYS PRIOR TO BEGINNING OF PHASE AND SHALL COMPLETE JOINT SEAL ACTIVITIES PER P-605.
2. OTHER PHASES ARE IDENTIFIED ON SHEETS G 04.01 THROUGH G 04.06 AND G 04.08 THROUGH G 04.10 BUT DO NOT HAVE TO PROGRESS IN ORDER. THE OWNER WILL DIRECT THE CONTRACTOR AS TO THE ORDER OF PHASE WORK.
3. PHASE 6B DEMOLITION AND PAVING WILL BEGIN AT STA 57+19.40 AND END AT STA 57+66.20 PHASE 6B INCLUDES APPROX. 1410 SY OF AIRFIELD PCC PAVEMENT RECONSTRUCTION.
4. LOW PROFILE BARRICADES SHALL BE PLACED OUTSIDE OF THE GROUP V TAXIWAY OFA (160'), UNLESS OTHERWISE NOTED. BARRICADES ARE REQUIRED FOR ALL TAXIWAY CLOSURES.
5. CONTRACTOR SHALL BE ADVISED THAT AIRCRAFT TRAFFIC CAN BE EXPECTED TO BE HEAVIER FROM 0830 TO 1130 AND 1400 TO 2200.
6. CONTRACTOR SHALL ESTABLISH STAGING AREAS OUTSIDE OF ALL TAXIWAY AND RUNWAY OFA'S. NO EQUIPMENT, PERSONNEL, OR STOCKPILED MATERIALS ARE ALLOWED INSIDE OF THE OFA WHILE RUNWAY OR TAXIWAY IS ACTIVE.
7. CONTRACTOR IS RESPONSIBLE FOR COVERING ALL SIGNS AND LIGHTING THAT LEAD TO AN ACTIVE WORK AREA AS DIRECTED BY THE FIELD INSPECTOR OR ENGINEER AND UNCOVERING PRIOR TO REOPENING THE AREA.
8. CONTRACTOR SHALL TAKE ALL PRECAUTIONS POSSIBLE TO AVOID DAMAGING THERMOPLASTIC MARKINGS. ANY DAMAGE TO THERMOPLASTIC MARKINGS MUST BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CITY.
9. AT NO TIME SHALL THE CONTRACTOR CROSS ZIPPER LINE MARKINGS ON THE NLVR TO ACCESS THE PROJECT SITE WITHOUT HAVING AN APPROVED AMA ESCORT.
10. CONTRACTOR'S AMA ESCORT SHALL MAINTAIN RADIO CONTACT WITH GROUND CONTROL AT ALL TIMES WHILE ON THE JOBSITE.
11. SEE SHEETS G 04.12.1 THROUGH G 04.20.1 FOR TEMPORARY MARKING AND LIGHT FIXTURE WORK REQUIRED IN EACH PHASE.
12. CONTRACTOR SHALL REMOVE TEMPORARY HAUL ROUTE AND DRAIN PIPES IN ENTIRETY AND RESTORE AREA BACK TO EXISTING CONDITIONS INCLUDING SOD AT END OF PHASE.

PHASE 6B WORK SCOPE

- DEMOLISH AND REMOVE BITUMINOUS SHOULDER PAVEMENT AND BASE MATERIAL.
- PREPARE SUBGRADE AND PLACE PCC PAVEMENT IN AREA SHOWN IN PLANS.
- PERFORM JOINT SEAL ON ALL TEMPORARY TAXIWAY PAVING

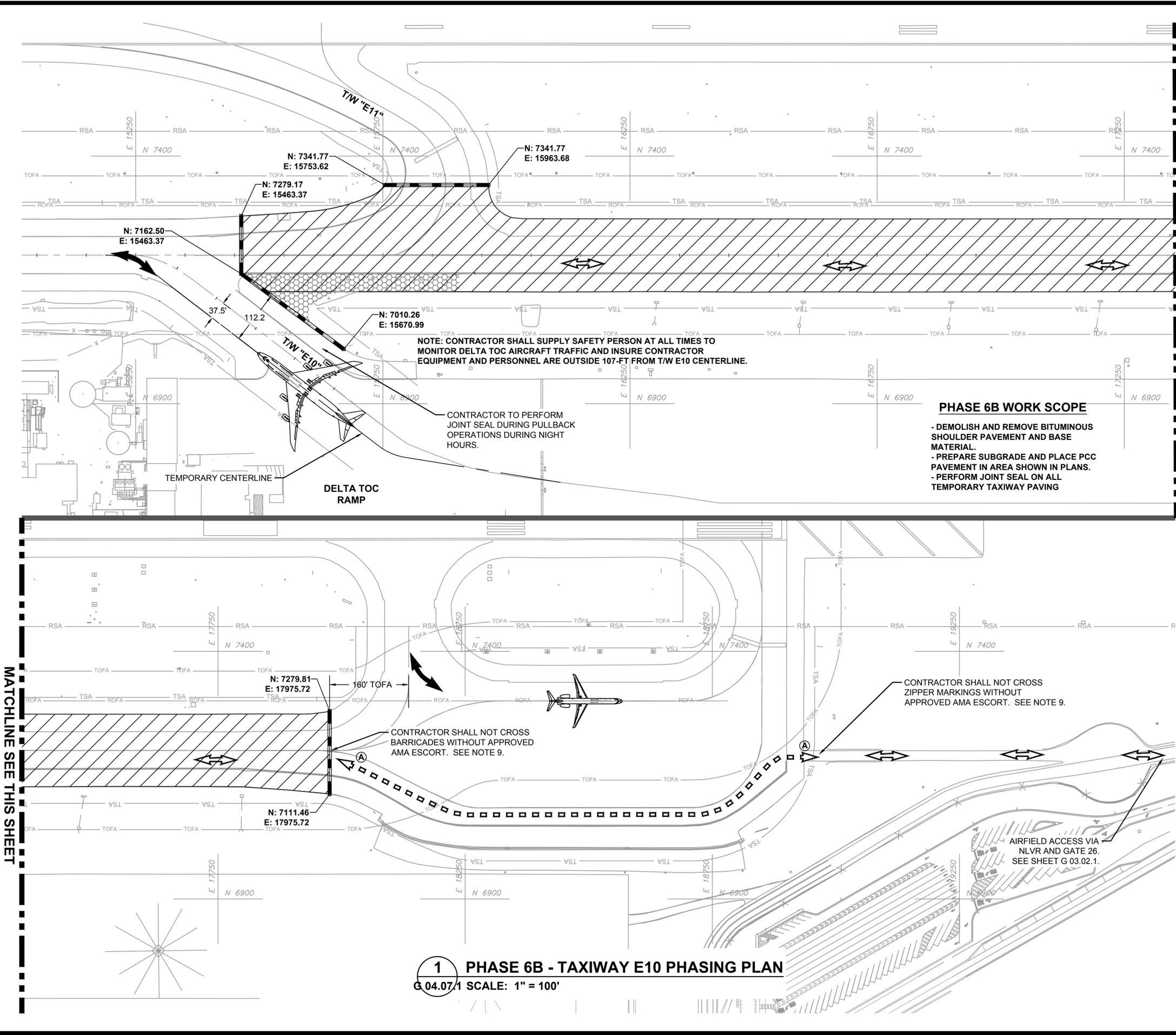
NOTE: CONTRACTOR SHALL SUPPLY SAFETY PERSON AT ALL TIMES TO MONITOR DELTA TOC AIRCRAFT TRAFFIC AND INSURE CONTRACTOR EQUIPMENT AND PERSONNEL ARE OUTSIDE 107-FT FROM T/W E10 CENTERLINE.

CONTRACTOR TO PERFORM JOINT SEAL DURING PULLBACK OPERATIONS DURING NIGHT HOURS.

CONTRACTOR SHALL NOT CROSS ZIPPER MARKINGS WITHOUT APPROVED AMA ESCORT. SEE NOTE 9.

CONTRACTOR SHALL NOT CROSS BARRICADES WITHOUT APPROVED AMA ESCORT. SEE NOTE 9.

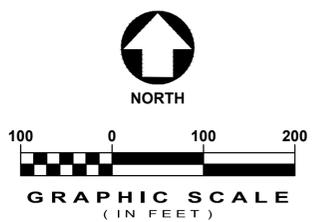
AIRFIELD ACCESS VIA NLVR AND GATE 26. SEE SHEET G 03.02.1.



MATCHLINE SEE THIS SHEET

MATCHLINE SEE THIS SHEET

1 PHASE 6B - TAXIWAY E10 PHASING PLAN
G 04.07.1 SCALE: 1" = 100'



NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

REVISIONS

PROJECT TEAM



DESIGN TEAM

DESIGN BY	PJJ
DRAWN BY	PJJ
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-IDP WBS No.	D 02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE
FEBRUARY 16, 2016
SHEET NAME

PHASE 6B TAXIWAY E10 PHASING PLAN

SHEET No

G 04.07.1

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NOT ISSUED FOR CONSTRUCTION

NOTES

- PHASE 8 SHALL BE COMPLETED WITHIN 31 HOURS (24 HRS/DAY).
- OTHER PHASES ARE IDENTIFIED ON SHEETS G 04.01 THROUGH G 04.09 BUT DO NOT HAVE TO PROGRESS IN ORDER. THE OWNER WILL DIRECT THE CONTRACTOR AS TO THE ORDER OF PHASE WORK.
- LOW PROFILE BARRICADES SHALL BE PLACED OUTSIDE OF THE GROUP V TAXIWAY OFA (160'), UNLESS OTHERWISE NOTED. BARRICADES ARE REQUIRED FOR ALL TAXIWAY CLOSURES.
- CONTRACTOR SHALL BE ADVISED THAT AIRCRAFT TRAFFIC CAN BE EXPECTED TO BE HEAVIER FROM 0830 TO 1130 AND 1400-2200.
- CONTRACTOR SHALL ESTABLISH STAGING AREAS OUTSIDE OF ALL TAXIWAY AND RUNWAY OFA'S. NO EQUIPMENT, PERSONNEL, OR STOCKPILED MATERIALS ARE ALLOWED INSIDE OF THE OFA WHILE RUNWAY OR TAXIWAY IS ACTIVE.
- CONTRACTOR IS RESPONSIBLE FOR COVERING ALL SIGNS AND LIGHTING THAT LEAD TO AN ACTIVE WORK AREA AS DIRECTED BY THE FIELD INSPECTOR OR ENGINEER AND UNCOVERING PRIOR TO REOPENING THE AREA.

- CONTRACTOR SHALL TAKE ALL PRECAUTIONS POSSIBLE TO AVOID DAMAGING THERMOPLASTIC MARKINGS. ANY DAMAGE TO THERMOPLASTIC MARKINGS MUST BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CITY.
- AT NO TIME SHALL THE CONTRACTOR CROSS ZIPPER LINE MARKINGS ON THE NLVR TO ACCESS THE PROJECT SITE WITHOUT HAVING AN APPROVED AMA ESCORT.
- CONTRACTOR'S AMA ESCORT SHALL MAINTAIN RADIO CONTACT WITH GROUND CONTROL AT ALL TIMES WHILE ON THE JOBSITE.
- SEE SHEETS G 04.12.1 THROUGH G 04.20.1 FOR TEMPORARY MARKING AND LIGHT FIXTURE WORK REQUIRED IN EACH PHASE.

LEGEND

-  PROPOSED TAXIWAY SHOULDER
-  LIMITS OF CLOSED PAVEMENT
-  LOW PROFILE BARRICADE
-  CONTRACTOR HAUL ROUTE
-  AIRCRAFT MOVEMENT ROUTE
-  AMA ESCORT LOCATION. TWO ESCORTS (CITY APPROVED, CONTRACTOR PAID) REQUIRED TO CONTROL CROSSING VEHICLES.

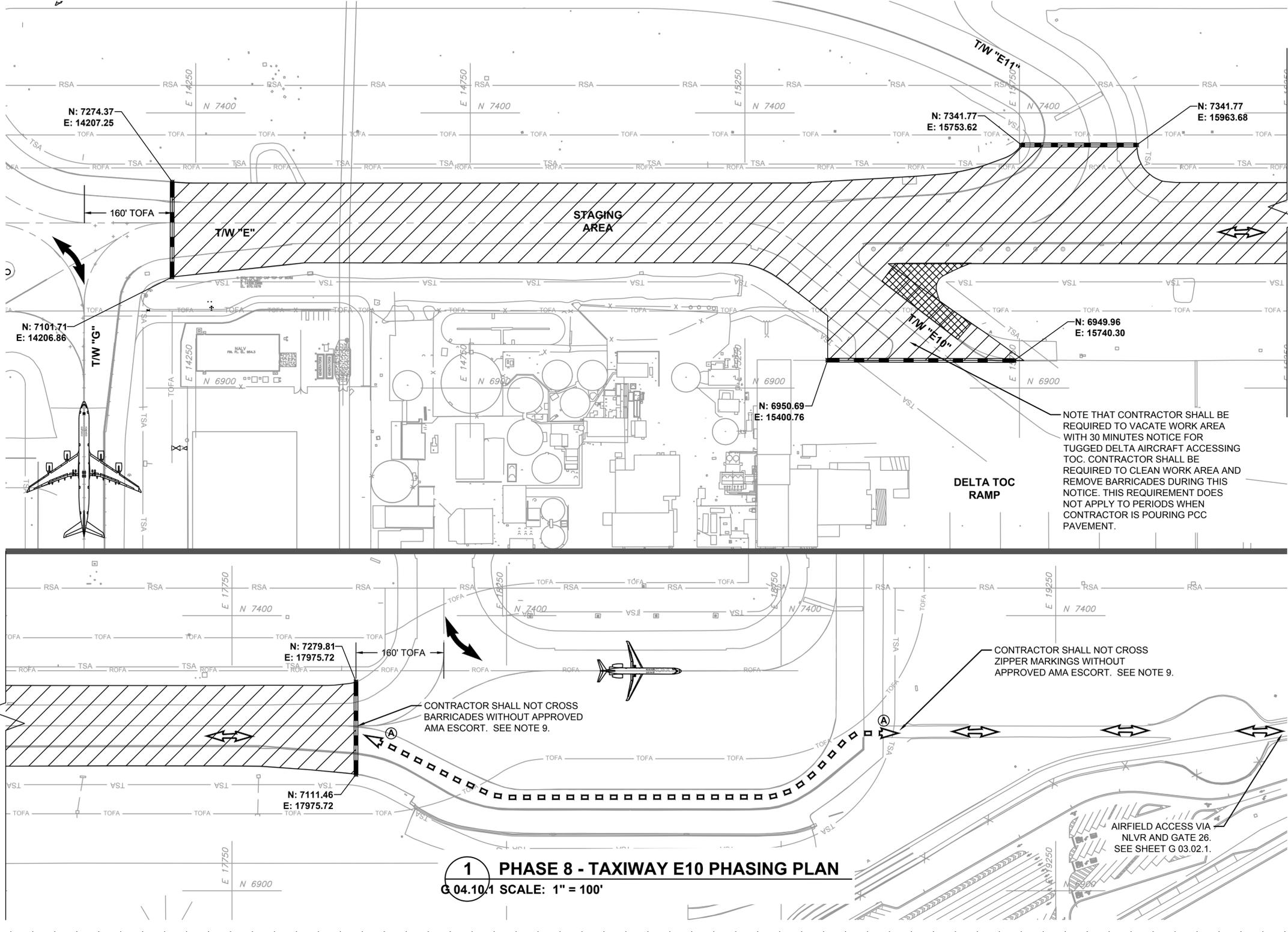
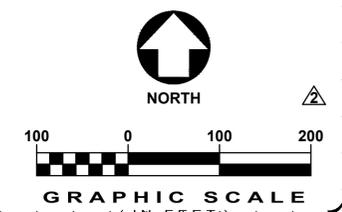
PHASE 8 WORK SCOPE

- DEMOLISH AND REMOVE PCC PAVEMENT AND BASE MATERIAL.
- GRADE AREA WHERE PCC PAVEMENT IS REMOVED.
- INSTALL TW E10 CONDUIT, BASE CANS, AND EDGE LIGHTS.
- INSTALL NEW BASE MATERIAL AND PCC PAVEMENT
- INSTALL DRAINAGE FLUME AND PLACE SOD ON GRADED AREAS.

NOTE THAT CONTRACTOR SHALL BE REQUIRED TO VACATE WORK AREA WITH 30 MINUTES NOTICE FOR TUGGED DELTA AIRCRAFT ACCESSING TOC. CONTRACTOR SHALL BE REQUIRED TO CLEAN WORK AREA AND REMOVE BARRICADES DURING THIS NOTICE. THIS REQUIREMENT DOES NOT APPLY TO PERIODS WHEN CONTRACTOR IS POURING PCC PAVEMENT.

DELTA TOC RAMP

1 PHASE 8 - TAXIWAY E10 PHASING PLAN
G 04.10.1 SCALE: 1" = 100'



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM
HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

REVISIONS		
NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

PROJECT TEAM



DESIGN TEAM

PROJECT INFORMATION
COA CONTRACT No: FC-6684
DOA PROJECT No: ###
H-IDP WBS No: D 02.90.017

PROJECT ELEMENT
AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR
BID

DATE
FEBRUARY 16, 2016
SHEET NAME

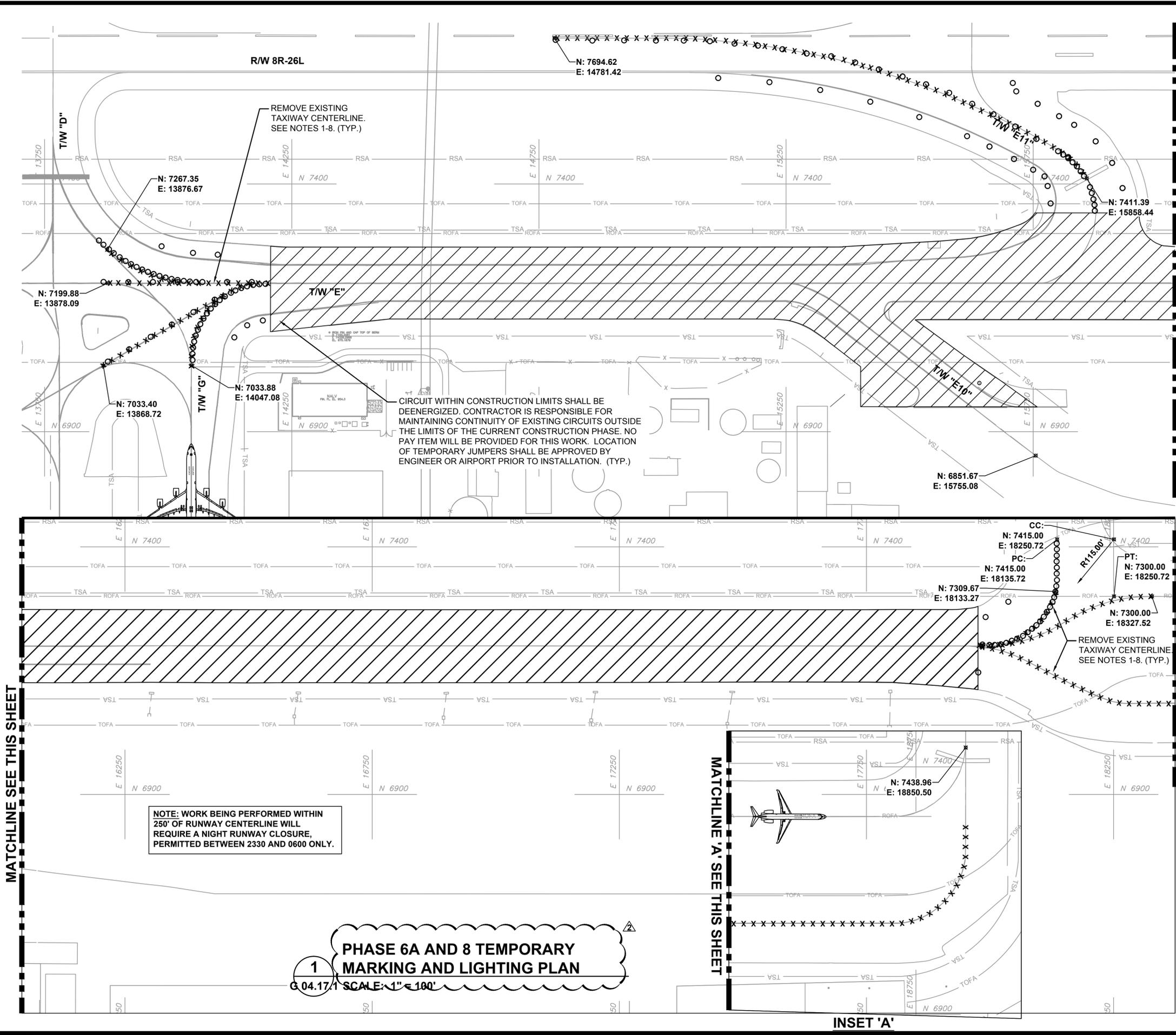
PHASE 8 TAXIWAY E10 PHASING PLAN

SHEET No
G 04.10.1

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MATCHLINE SEE THIS SHEET

MATCHLINE SEE THIS SHEET

MATCHLINE 'A', THIS SHEET

MATCHLINE 'A' SEE THIS SHEET

LEGEND

- PROJECT PHASE WORK LIMITS
- PAVEMENT MARKINGS TO BE REMOVED FOR THIS PHASE ONLY
- DISCONNECT EXISTING LIGHT FIXTURE
- TEMPORARY PAVEMENT MARKING TO BE ADDED FOR THIS PHASE ONLY

NOTES

1. SEE SHEET C 12.05.1 FOR PAVEMENT MARKING NOTES AND DETAILS.
2. SEE CONSTRUCTION PHASING AND SAFETY PLANS.
3. ANY MARKING TO BE REMOVED SHALL BE REMOVED BY WATER BLASTING. NO CHEMICAL PAINT REMOVERS ARE ALLOWED. CONTRACTOR SHALL DEMONSTRATE TO RPR THAT THE PROPER PRESSURE WILL BE USED TO PREVENT PAVEMENT DAMAGE. ALL JOINT SEALANT DAMAGED BY REMOVAL OPERATIONS SHALL BE REPAIRED PER P-605 AT NO COST TO THE OWNER.
4. PAVEMENT MARKING REMOVAL SHALL BE DONE IN ACCORDANCE WITH SPECIFICATION P-621.
5. CONTRACTOR SHALL SURVEY EXISTING TAXIWAY CENTERLINE PRIOR TO REMOVAL, AND REPLACE IN SAME LOCATION WHERE REMOVED.
6. CONTRACTOR SHALL REPLACE ALL MARKINGS REMOVED AT COMPLETION OF CONSTRUCTION FOR EACH PHASE.
7. CONTRACTOR SHALL REMOVE ALL TEMPORARY MARKINGS AT PHASE COMPLETION.
8. CONTRACTOR SHALL REMOVE AND DISCONNECT TAXIWAY CENTERLINE AND EDGE LIGHT FIXTURES FROM CIRCUIT AND REINSTALL WHERE SHOWN. ENGINEER AND AIRPORT OPERATIONS TO VERIFY WHICH LIGHTS IN EACH PHASE. FIXTURES TO BE RECONNECTED AT PHASE COMPLETION.
9. CONTRACTOR SHALL COVER ALL PORTIONS OF AIRFIELD SIGNAGE LEADING TO CLOSED TAXIWAYS OR CONSTRUCTION AREAS.
10. CONTRACTOR SHALL NOT DAMAGE OR REMOVE THERMOPLASTIC "ENHANCED" CENTERLINE MARKINGS LEADING UP TO RUNWAY HOLDING POSITIONS AT ANY LOCATION. ANY DAMAGES TO THERMOPLASTIC MARKINGS WILL BE REPAIRED AT NO COST TO THE CITY.



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

REVISIONS

NO.	DATE	ISSUED FOR

PROJECT TEAM



DESIGN TEAM

DESIGN BY	PJJ
DRAWN BY	PJJ
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-RP WBS No.	D 02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

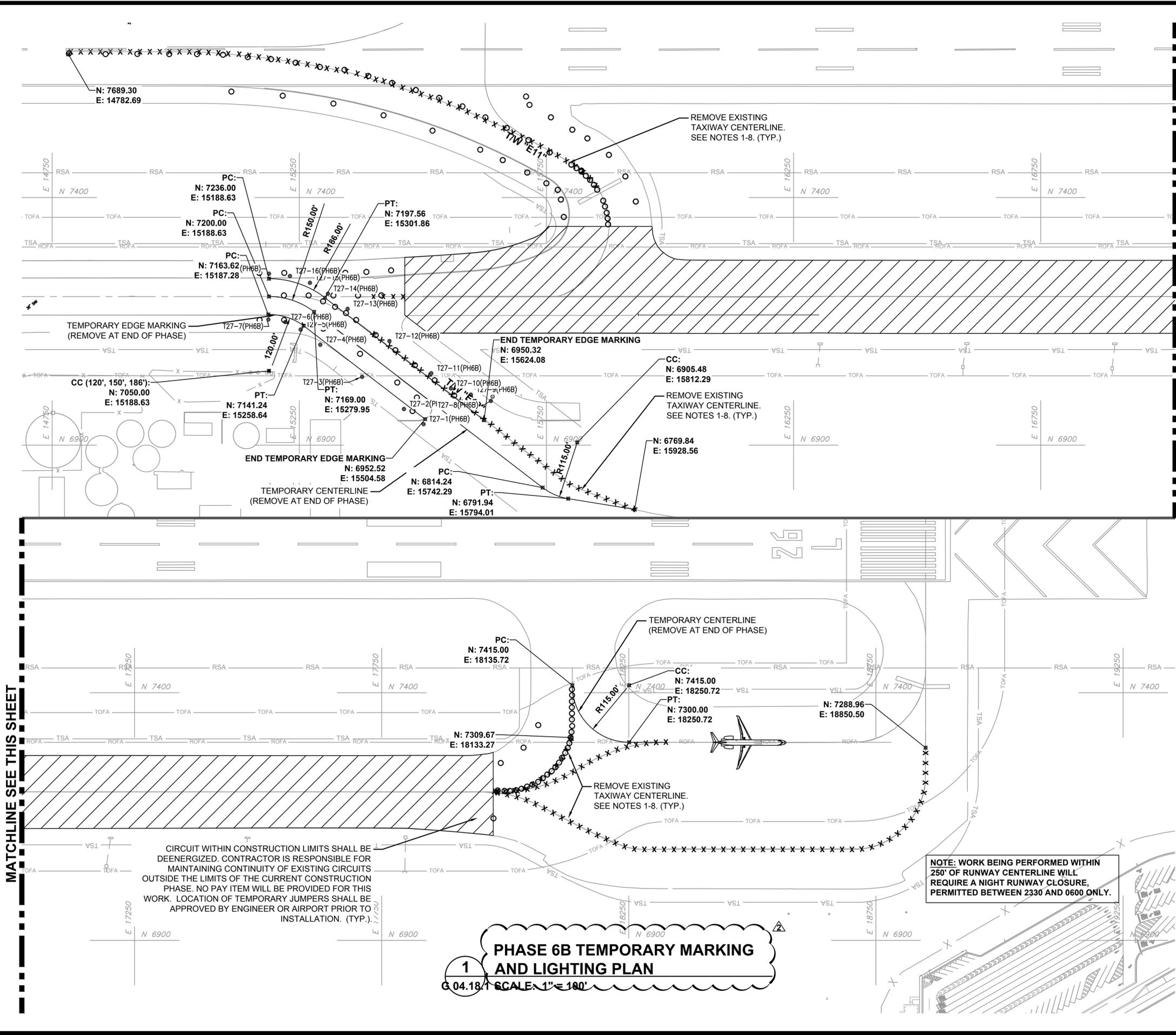
PHASE 6A AND 8 TEMPORARY MARKING AND LIGHTING PLAN

SHEET No.

G 04.17.1

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MATCHLINE SEE THIS SHEET

MATCHLINE SEE THIS SHEET

LEGEND

-  PROJECT PHASE WORK LIMITS
-  PAVEMENT MARKINGS TO BE REMOVED FOR THIS PHASE ONLY
-  DISCONNECT EXISTING LIGHT FIXTURE
-  TEMPORARY PAVEMENT MARKING TO BE ADDED FOR THIS PHASE ONLY

NOTES

1. SEE SHEET C 12.05.1 FOR PAVEMENT MARKING NOTES AND DETAILS.
2. SEE CONSTRUCTION PHASING AND SAFETY PLANS.
3. ANY MARKING TO BE REMOVED SHALL BE REMOVED BY WATER BLASTING. NO CHEMICAL PAINT REMOVERS ARE ALLOWED. CONTRACTOR SHALL DEMONSTRATE TO RPR THAT THE PROPER PRESSURE WILL BE USED TO PREVENT PAVEMENT DAMAGE. ALL JOINT SEALANT DAMAGED BY REMOVAL OPERATIONS SHALL BE REPAIRED PER P-605 AT NO COST TO THE OWNER.
4. PAVEMENT MARKING REMOVAL SHALL BE DONE IN ACCORDANCE WITH SPECIFICATION P-621.
5. CONTRACTOR SHALL SURVEY EXISTING TAXIWAY CENTERLINE PRIOR TO REMOVAL, AND REPLACE IN SAME LOCATION WHERE REMOVED.
6. CONTRACTOR SHALL REPLACE ALL MARKINGS REMOVED AT COMPLETION OF CONSTRUCTION FOR EACH PHASE.
7. CONTRACTOR SHALL REMOVE ALL TEMPORARY MARKINGS AT PHASE COMPLETION.
8. CONTRACTOR SHALL REMOVE AND DISCONNECT TAXIWAY CENTERLINE AND EDGE LIGHT FIXTURES FROM CIRCUIT AND REINSTALL WHERE SHOWN. ENGINEER AND AIRPORT OPERATIONS TO VERIFY WHICH LIGHTS IN EACH PHASE. FIXTURES TO BE RECONNECTED AT PHASE COMPLETION.
9. CONTRACTOR SHALL COVER ALL PORTIONS OF AIRFIELD SIGNAGE LEADING TO CLOSED TAXIWAYS OR CONSTRUCTION AREAS.
10. CONTRACTOR SHALL NOT DAMAGE OR REMOVE THERMOPLASTIC "ENHANCED" CENTERLINE MARKINGS LEADING UP TO RUNWAY HOLDING POSITIONS AT ANY LOCATION. ANY DAMAGE TO THERMOPLASTIC MARKINGS WILL BE REPAIRED AT NO COST TO THE CITY.

CIRCUIT WITHIN CONSTRUCTION LIMITS SHALL BE DEENERGIZED. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING CONTINUITY OF EXISTING CIRCUITS OUTSIDE THE LIMITS OF THE CURRENT CONSTRUCTION PHASE. NO PAY ITEM WILL BE PROVIDED FOR THIS WORK. LOCATION OF TEMPORARY JUMPERS SHALL BE APPROVED BY ENGINEER OR AIRPORT PRIOR TO INSTALLATION. (TYP.)

NOTE: WORK BEING PERFORMED WITHIN 250' OF RUNWAY CENTERLINE WILL REQUIRE A NIGHT RUNWAY CLOSURE, PERMITTED BETWEEN 2330 AND 0600 ONLY.

1
PHASE 6B TEMPORARY MARKING AND LIGHTING PLAN
 G 04.18.1 SCALE: 1" = 100'


 NORTH

 GRAPHIC SCALE
 (IN FEET)


CITY OF ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT
PROGRAM TEAM

 HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

REVISIONS	
NO.	DATE ISSUED FOR
03/07/16	ADDENDUM NO. 2
02/26/16	ADDENDUM NO. 1

PROJECT TEAM


DESIGN TEAM	
DESIGN BY	PJJ
DRAWN BY	PJJ
CHECKED BY	WGS
APPROVED BY	SLK

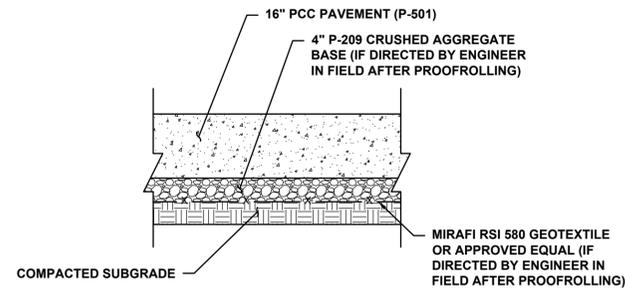
PROJECT INFORMATION	
COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-JDP WBS No.	D.02.90.017

PROJECT ELEMENT
 AIRSIDE

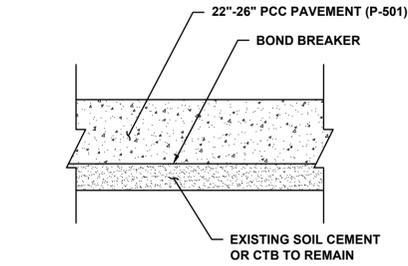
PROJECT NAME
TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR	
BID	
DATE	
FEBRUARY 16, 2016	
SHEET NAME	
PHASE 6B TEMPORARY MARKING AND LIGHTING PLAN	
SHEET No.	
G 04.18.1	

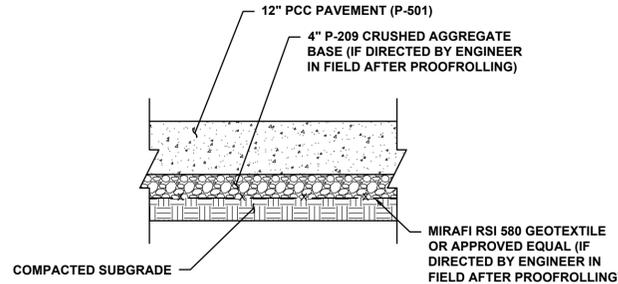
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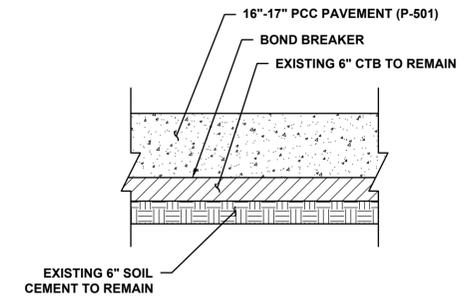
1
TEMPORARY TAXIWAY SECTION
PHASE 6A AND 6B
 0.01.03/1 SCALE: N.T.S.



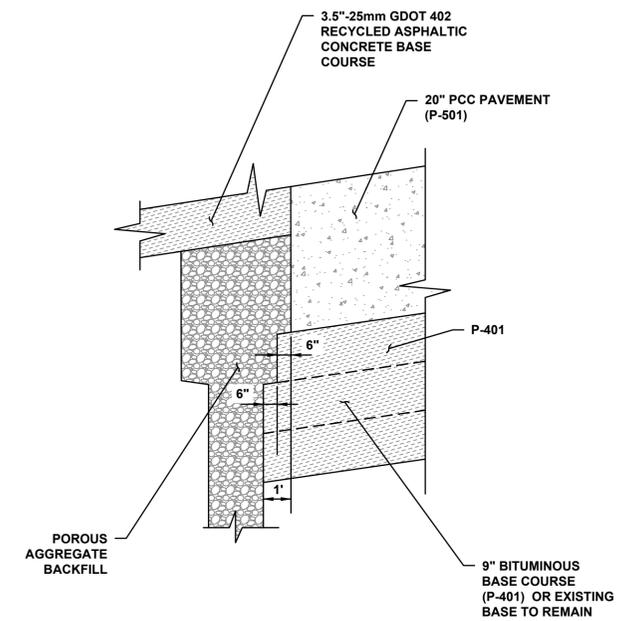
2
TAXIWAY E10 INDIVIDUAL PANEL
REPLACEMENT SECTION
 0.01.03/1 SCALE: N.T.S.



3
TAXIWAY E10 PERMANENT SHOULDER SECTION
PHASE 8
 0.01.03/1 SCALE: N.T.S.



4
TAXIWAY M INDIVIDUAL PANEL
REPLACEMENT SECTION
 0.01.03/1 SCALE: N.T.S.



5
P-401 BASE LEVELING COURSE BENCHING
DETAIL AT UNDERDRAIN INTERFACE
 0.01.03/1 SCALE: N.T.S.

NEW SHEET



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2

REVISIONS

PROJECT TEAM



DESIGN TEAM

DESIGN BY	SLK
DRAWN BY	NA
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No	FC-6684
DOA PROJECT No	###
H-IDP WBS No	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE
FEBRUARY 16, 2016

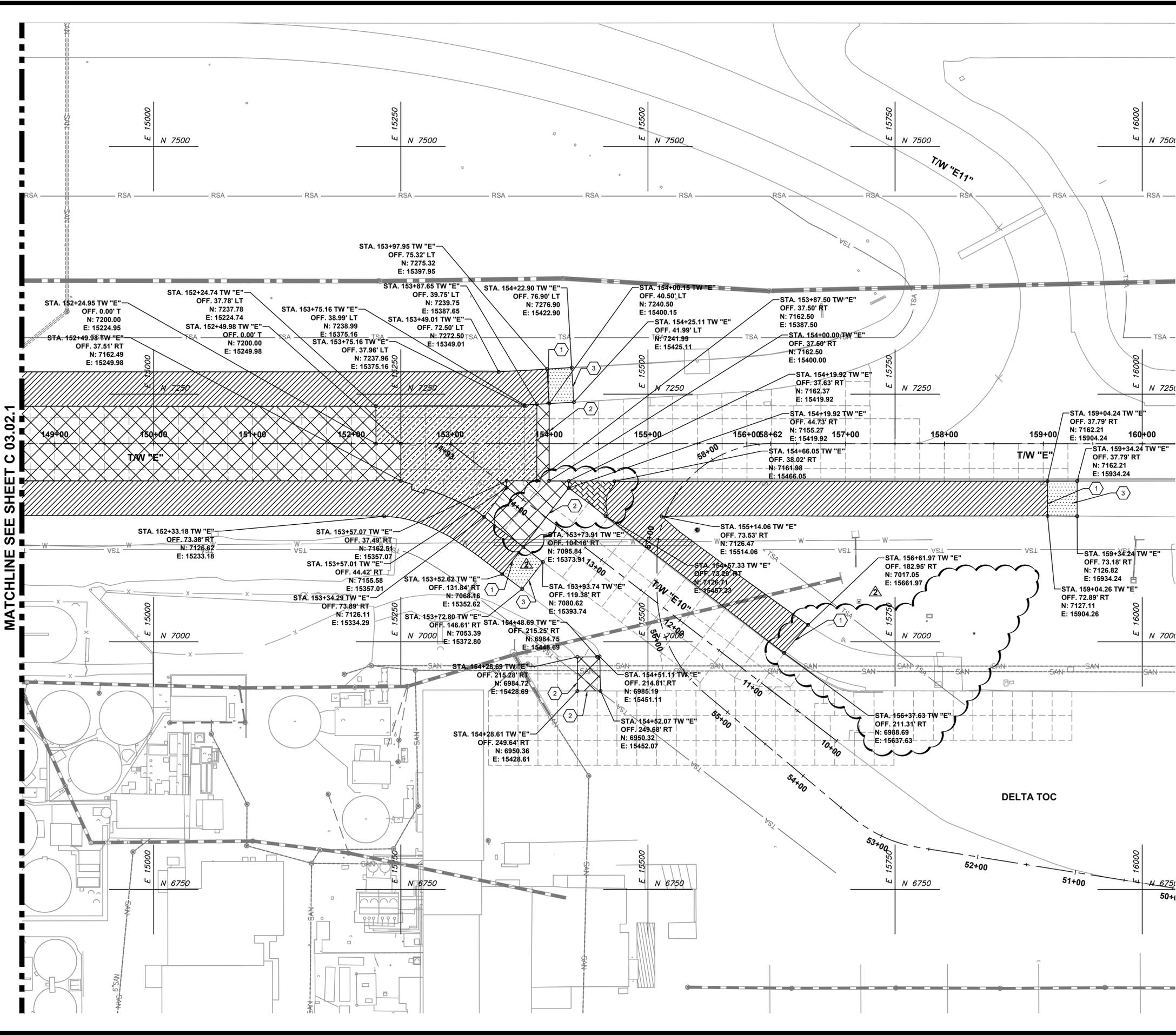
SHEET NAME

PAVEMENT TYPICAL SECTIONS

SHEET No

C 01.03.1

3/8/2016 8:06 AM
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MATCHLINE SEE SHEET C 03.02.1

LEGEND

- REMOVE EXISTING PCC PAVEMENT AND CTB/AGG LAYER
- REMOVE EXISTING PCC PAVEMENT AND BASE IN ENTIRETY
- REMOVE EXISTING ASPHALT SHOULDER W/ BASE
- 2" ASPHALT MILLING
- INDIVIDUAL PANEL REPLACEMENT, SEE DETAIL 10 SHEET C01.01.1

----- SURVEYED JOINTS

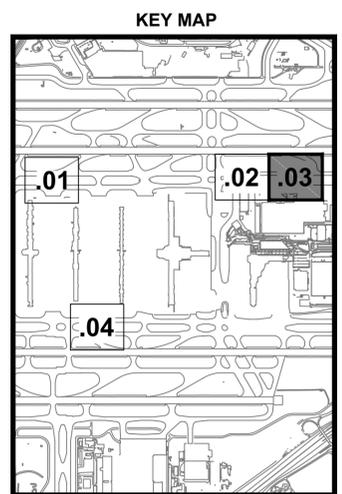
X DEMOLISH EXISTING DRAINAGE STRUCTURE

KEYED NOTES

- ① FULL DEPTH SAWCUT
- ② REMOVE TO EXISTING JOINT SAWCUT FACE OF REMAINING SLAB
- ③ 1" SAWCUT. SEE DETAIL 9, SHEET C 01.01.1

NOTES

1. CONTRACTOR SHALL STAKE ALL LIMITS OF DEMOLITION AND RECEIVE ENGINEER'S APPROVAL PRIOR TO BEGINNING ANY DEMOLITION.
2. CONTRACTOR SHALL REFER TO DETAILS ON SHEET C 01.01.1 FOR ADDITIONAL INFORMATION ON PAVEMENT DEMOLITION.
3. REFER TO SHEET C 11.03.1 FOR UNDERDRAIN DEMOLITION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO EXISTING PAVEMENT. DAMAGED SLABS SHALL BE REPAIRED BY CITY'S PREQUALIFIED PCC REPAIRS CONTRACTOR AT TAXIWAY PAVEMENT REPLACEMENT CONTRACTOR'S COST.



NORTH

GRAPHIC SCALE
(IN FEET)

CITY OF ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM

HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR

03/07/16 ADDENDUM NO. 2

NO.	DATE	ISSUED FOR

PROJECT TEAM

DESIGN BY	PJJ
DRAWN BY	JAH
CHECKED BY	WGS
APPROVED BY	SLK

DESIGN TEAM

DESIGN BY	PJJ
DRAWN BY	JAH
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-DP WBS No.	D 02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

DEMOLITION PLAN

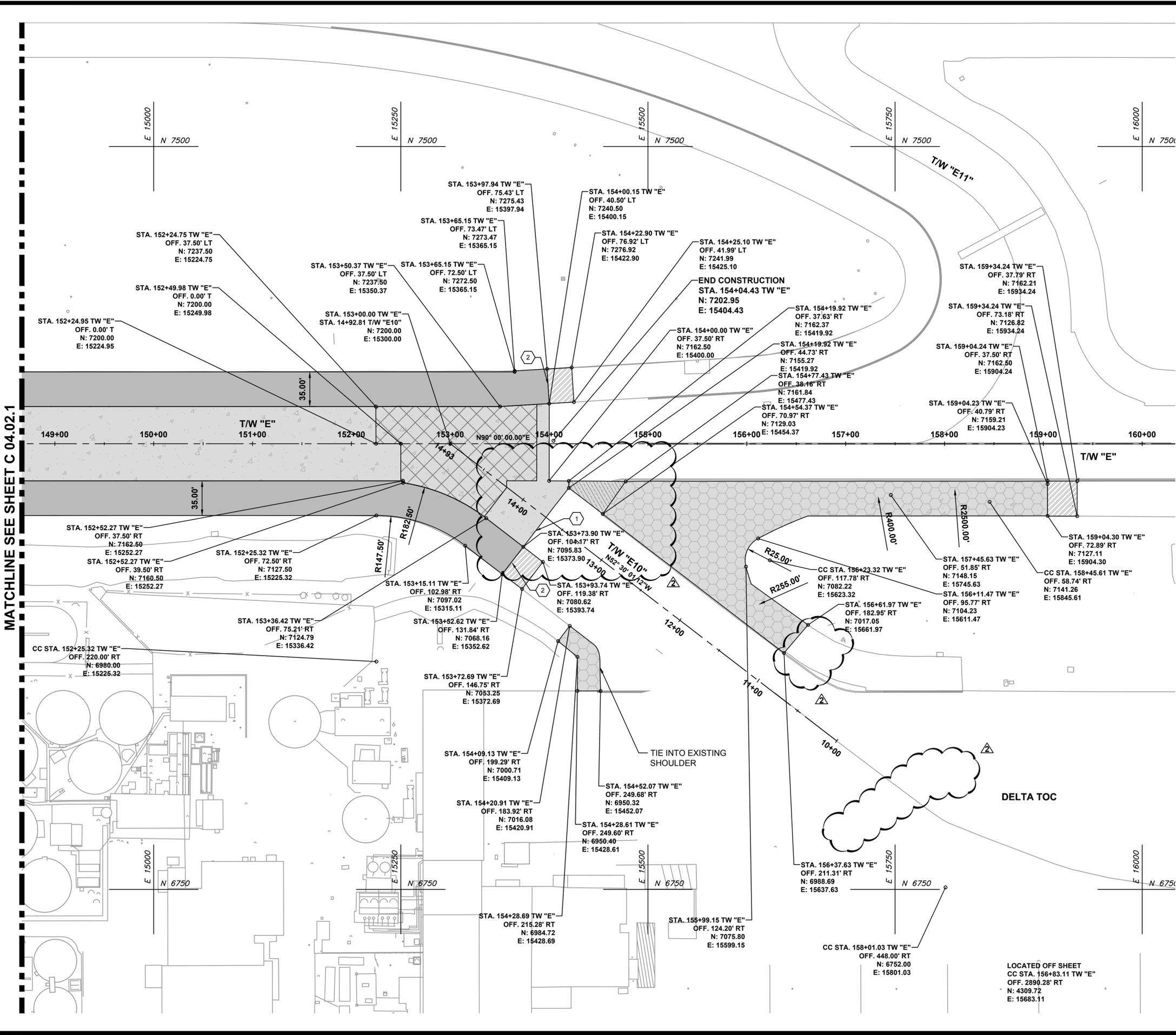
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C 03.03.1

NOT ISSUED FOR CONSTRUCTION

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MATCHLINE SEE SHEET C 04.02.1

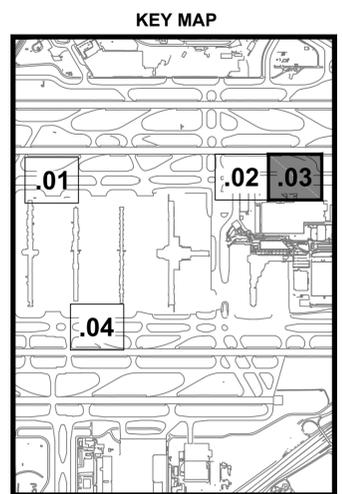


LEGEND

- PROPOSED PCC PAVING WITH BITUMINOUS LEVELING COURSE
- PROPOSED ASPHALT SHOULDER PAVING
- TEMPORARY TAXIWAY PAVEMENT
- 2" ASPHALT OVERLAY
- PROPOSED PCC PAVING WITH BITUMINOUS BASE COURSE
- PROPOSED PCC PANEL REPLACEMENT, SEE DETAIL 2, SHEET C 01.03.1

- ### KEYED NOTES
- 1 CONSTRUCT TO EXISTING SLAB EDGE. SEE DEMOLITION PLANS FOR LIMITS.
 - 2 TIE INTO EXISTING SHOULDER. SEE DEMOLITION PLANS FOR LIMITS. SEE DETAIL 9 SHEET C 01.01.1 FOR OVERLAY TIE-IN.

- ### NOTES
1. ALL COORDINATES SHOWN ON THESE PLANS ARE BASED ON THE H-JAIA GRID SYSTEM.
 2. ALL STATIONS AND OFFSETS ARE REFERENCED TO THE PROPOSED CENTERLINES FOR TAXIWAYS "E", "F3", AND "L6". ALL OTHER CENTERLINES ARE SHOWN FOR REFERENCE ONLY.
 3. SEE SHEETS G 07.01 THRU G 07.03 FOR HORIZONTAL CONTROL DATA.
 4. SEE DEMO PLANS, SHEET C 03.03 FOR PAVEMENT TIE-INS.



NORTH

GRAPHIC SCALE
(IN FEET)

50 0 50 100



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM

HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

REVISIONS	

PROJECT TEAM

ABSolute
joint venture

DESIGN TEAM	
DESIGN BY	PJJ
DRAWN BY	NA
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION	
COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-IDP WBS No.	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

GEOMETRY PLAN

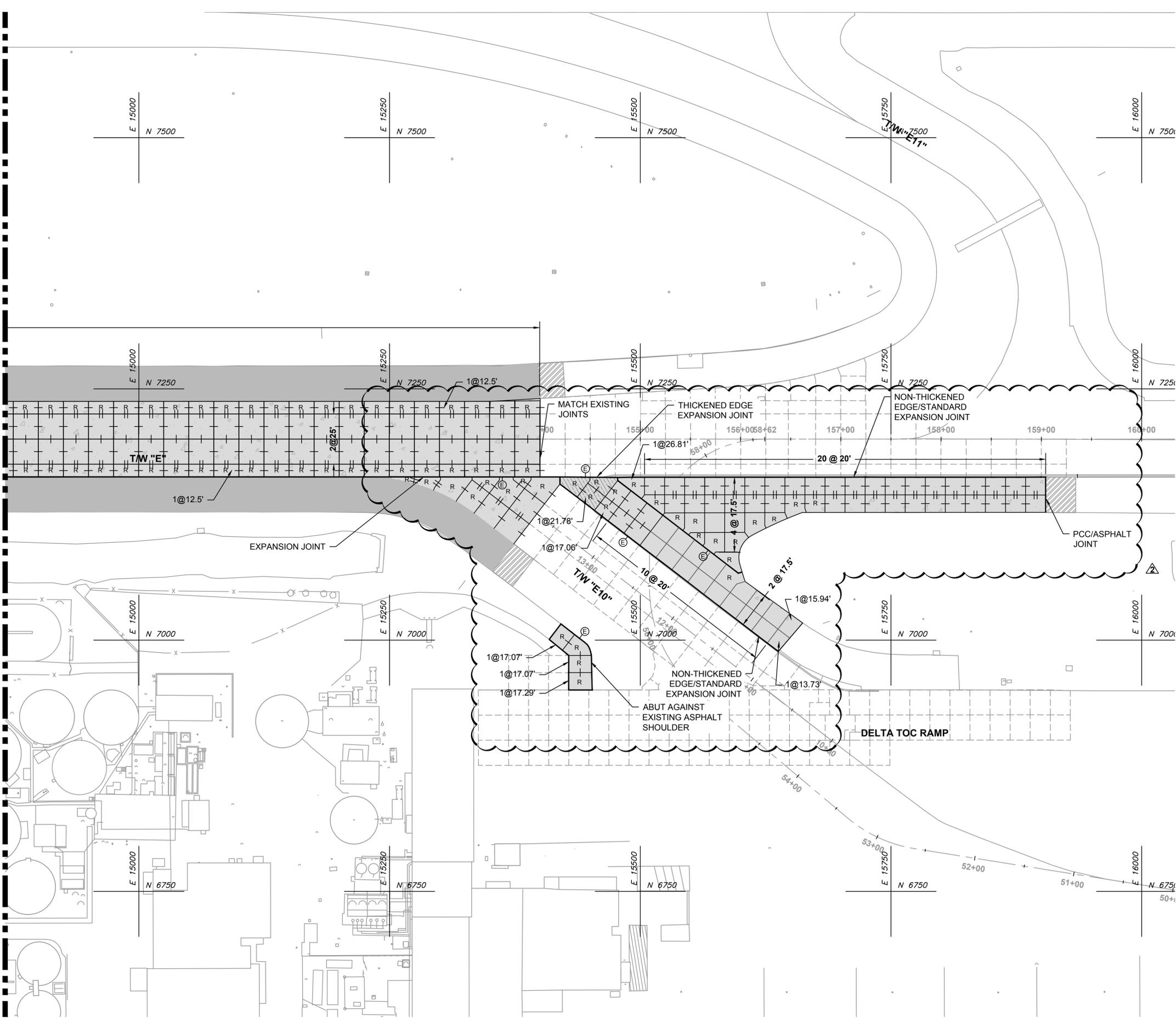
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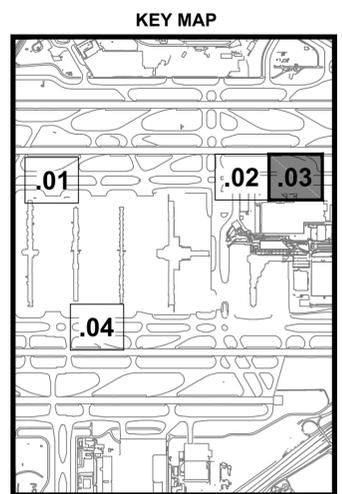
MATCHLINE SEE SHEET C 05.02.1



LEGEND

- R REINFORCED CONCRETE SLAB
- | SMOOTH DOWELED JOINT
- || DEFORMED DOWELED JOINT
- ⊕ THICKENED EDGE EXPANSION JOINT
- ▨ PROPOSED PCC PAVING
- PROPOSED ASPHALT PAVING
- ▨ PROPOSED ASPHALT OVERLAY

- NOTES**
- FOR ALL PROPOSED PCC PAVEMENT TO EXISTING PCC PAVEMENT INTERFACES, JOINT SPACING SHALL MATCH FIELD CONDITIONS.
 - SEE SHEET C 05.09.1 FOR JOINT DETAILS



CITY OF ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM

HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

REVISIONS

NO.	DATE	ISSUED FOR

PROJECT TEAM

DESIGN TEAM

DESIGN BY	PJJ
DRAWN BY	PJJ
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No	FC-6684
DOA PROJECT No	###
H-IDP WBS No	D 02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

JOINT PLAN

SHEET No

C 05.03.1

NOT ISSUED FOR CONSTRUCTION



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
REVISIONS		

PROJECT TEAM



DESIGN TEAM

DESIGN BY	SLK
DRAWN BY	MJI
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-DP WBS No.	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

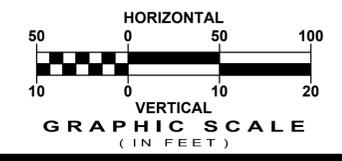
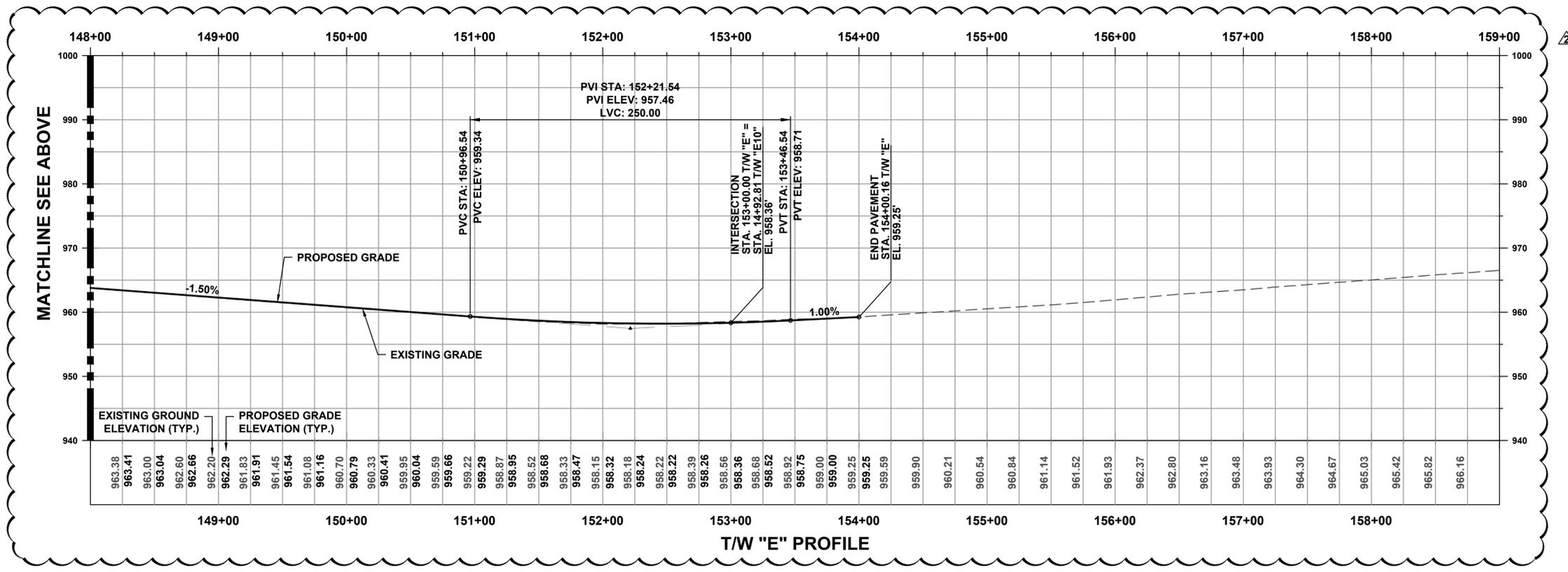
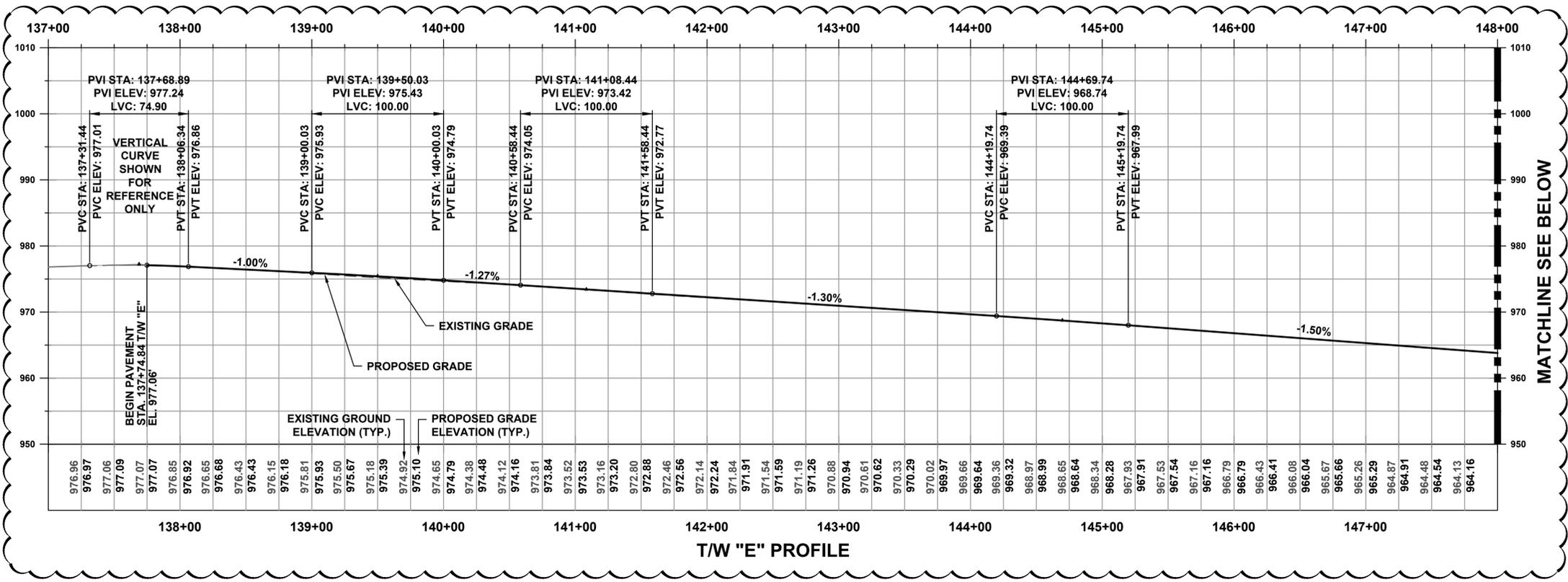
DATE
FEBRUARY 16, 2016

SHEET NAME

PROFILES

SHEET No

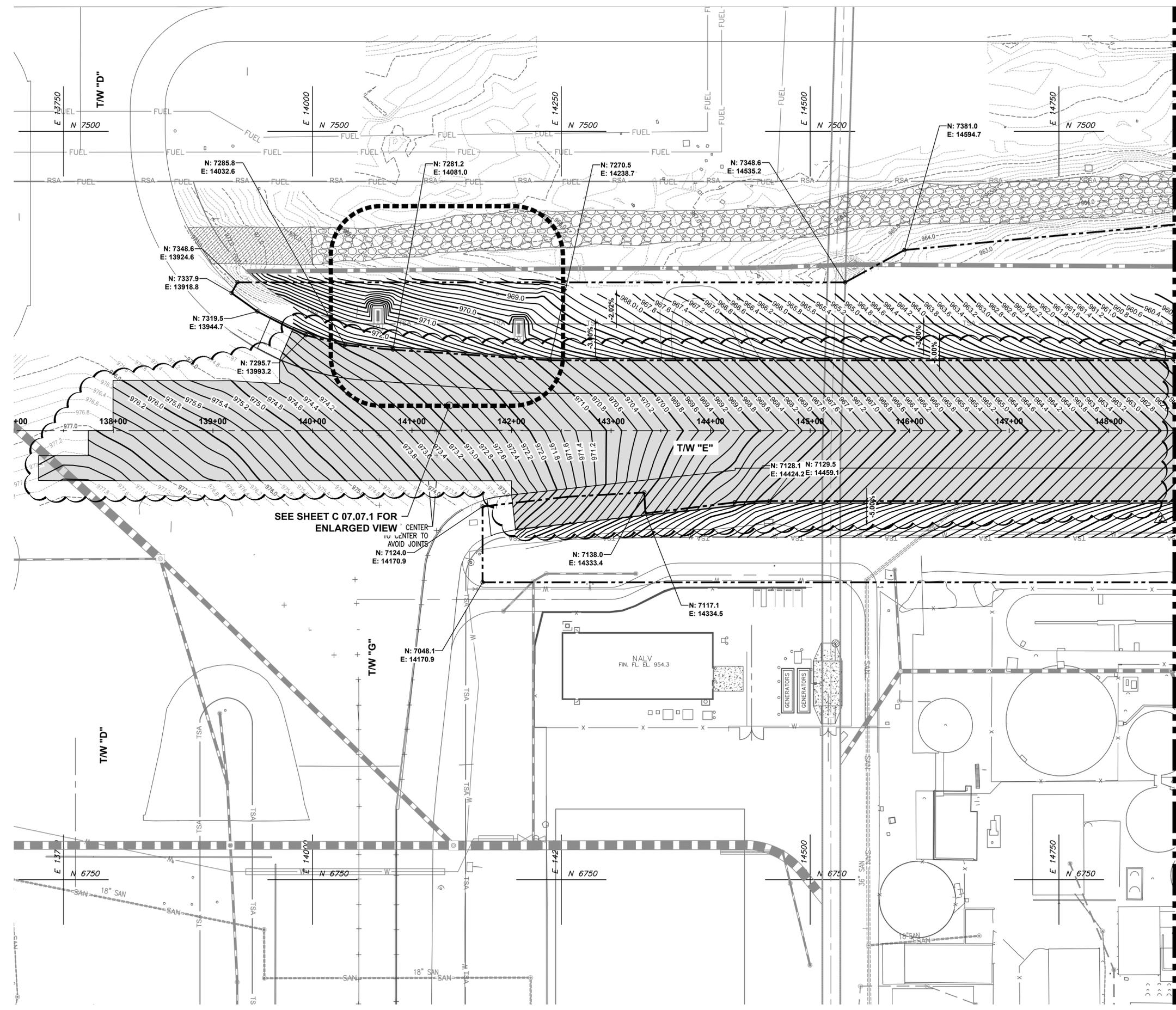
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MATCHLINE SEE SHEET C 07.03.1

LEGEND

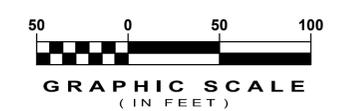
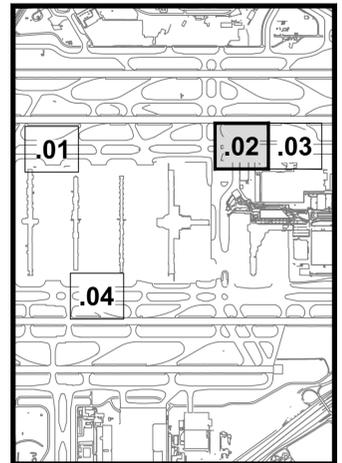
- PROPOSED PAVEMENT REPLACEMENT
- SUPPLEMENTAL SURVEY REQUIRED BY CONTRACTOR (SEE NOTE 1)
- 990.0 PROPOSED MAJOR CONTOUR
- 990.2 PROPOSED MINOR CONTOUR
- 990.0 EXISTING MAJOR CONTOUR
- 990.2 EXISTING MINOR CONTOUR

NOTES

1. AT PROJECT START, CONTRACTOR SHALL SURVEY ALL AREAS SHOWN AND SUBMIT TO ENGINEER PRIOR TO ANY CONSTRUCTION ACTIVITIES, FOR GRADING LIMIT VERIFICATION.
2. CONTRACTOR SHALL SOD AND SEED AREAS AS SHOWN ON SHEETS C 13.21.1 THRU C 13.24.1 AS A MINIMUM. IN ADDITION CONTRACTOR SHALL SOD OR SEED ANY DISTURBED AREAS AS DIRECTED BY THE ENGINEER.
3. REFER TO SHEETS C 07.11.1 THRU C 07.17.1 FOR DETAILED PAVEMENT ELEVATIONS.
4. REFER TO C 08 SHEET SERIES FOR DRAINAGE PLANS AND PROFILES.
5. AT SHOULDER EDGE OF MILL AND OVERLAY AREAS, CONTRACTOR SHALL MAINTAIN A 1.5" DROP AND GRADE TO DRAIN AWAY FROM SHOULDER EDGE AT A 1.5% MINIMUM SLOPE.

SEE SHEET C 07.07.1 FOR ENLARGED VIEW CENTER TO CENTER TO AVOID JOINTS
 N: 7124.0 E: 14170.9

KEY MAP



PROGRAM TEAM
 HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

REVISIONS	
NO.	DATE ISSUED FOR

DESIGN TEAM	
DESIGN BY	MJI
DRAWN BY	MJI
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION	
COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-DP WBS No.	D 02.90.017

PROJECT ELEMENT	
AIRSIDE	
PROJECT NAME	

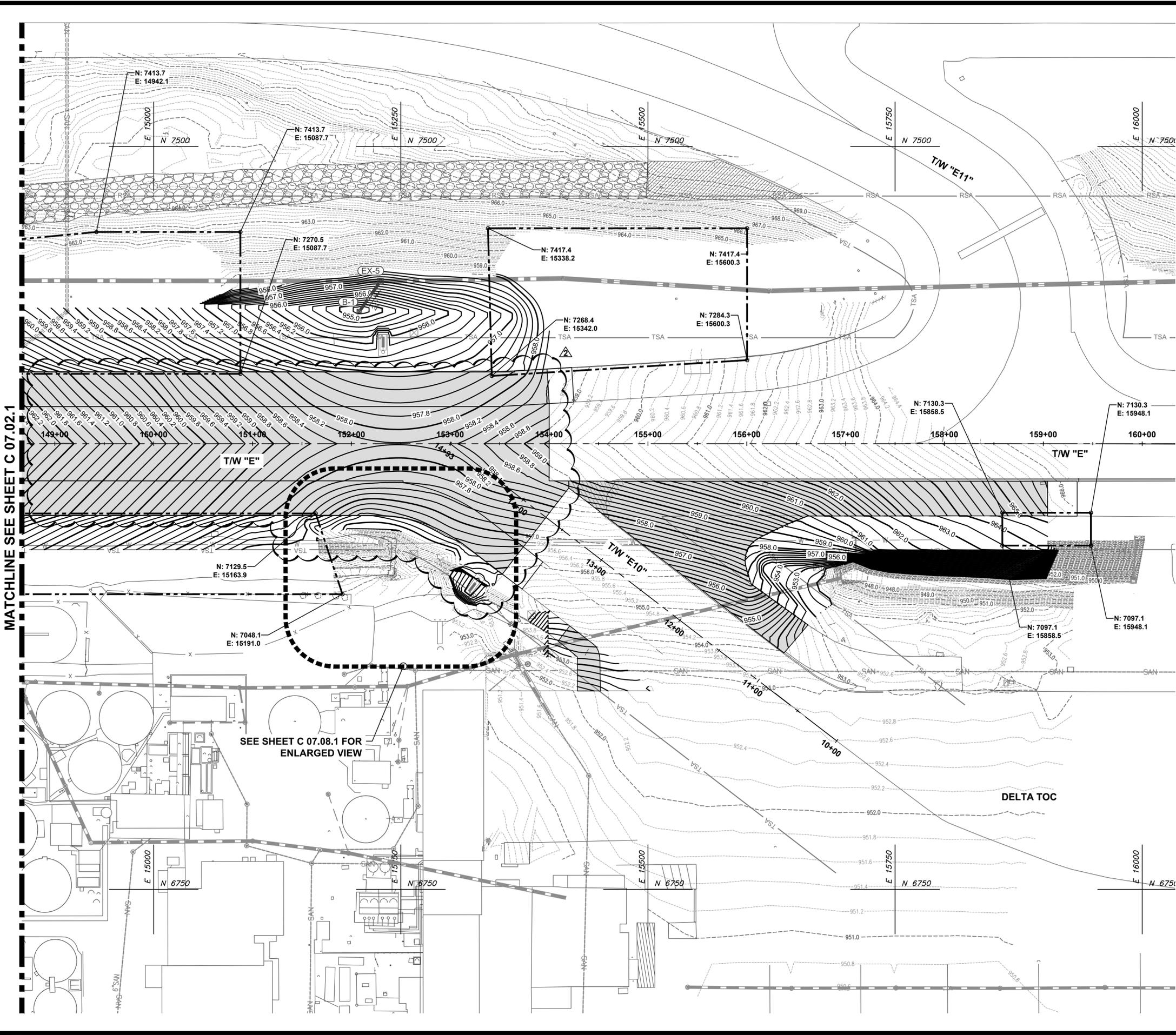
ISSUED FOR	
BID	

SHEET NAME	
GRADING PLAN	

SHEET No	
C 07.02.1	

NOT ISSUED FOR CONSTRUCTION

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MATCHLINE SEE SHEET C 07.02.1

SEE SHEET C 07.08.1 FOR ENLARGED VIEW

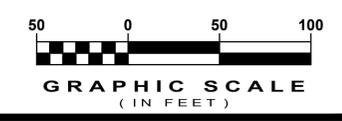
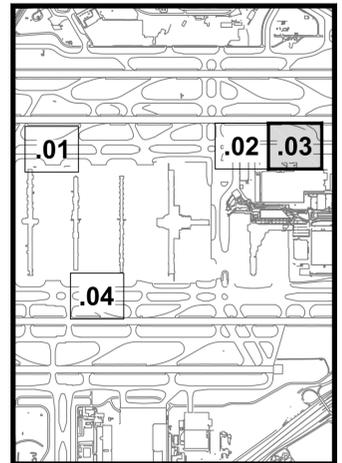
LEGEND

- PROPOSED PAVEMENT REPLACEMENT
- SUPPLEMENTAL SURVEY REQUIRED BY CONTRACTOR (SEE NOTE 1)
- 990.0 — PROPOSED MAJOR CONTOUR
- 990.2 — PROPOSED MINOR CONTOUR
- 990.0 — EXISTING MAJOR CONTOUR
- 990.2 — EXISTING MINOR CONTOUR

NOTES

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3. REFER TO SHEETS C 07.11.1 THRU C 07.17.1 FOR DETAILED PAVEMENT ELEVATIONS.
4. REFER TO C 08 SHEET SERIES FOR DRAINAGE PLANS AND PROFILES.
5. AT SHOULDER EDGE OF MILL AND OVERLAY AREAS, CONTRACTOR SHALL MAINTAIN A 1.5" DROP AND GRADE TO DRAIN AWAY FROM SHOULDER EDGE AT A 1.5% MINIMUM SLOPE.

KEY MAP



PROGRAM TEAM
 HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2

REVISIONS

NO.	DATE	ISSUED FOR

PROJECT TEAM



DESIGN TEAM

DESIGN BY	MJI
DRAWN BY	MJI
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-IDP WBS No.	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE
 FEBRUARY 16, 2016

SHEET NAME

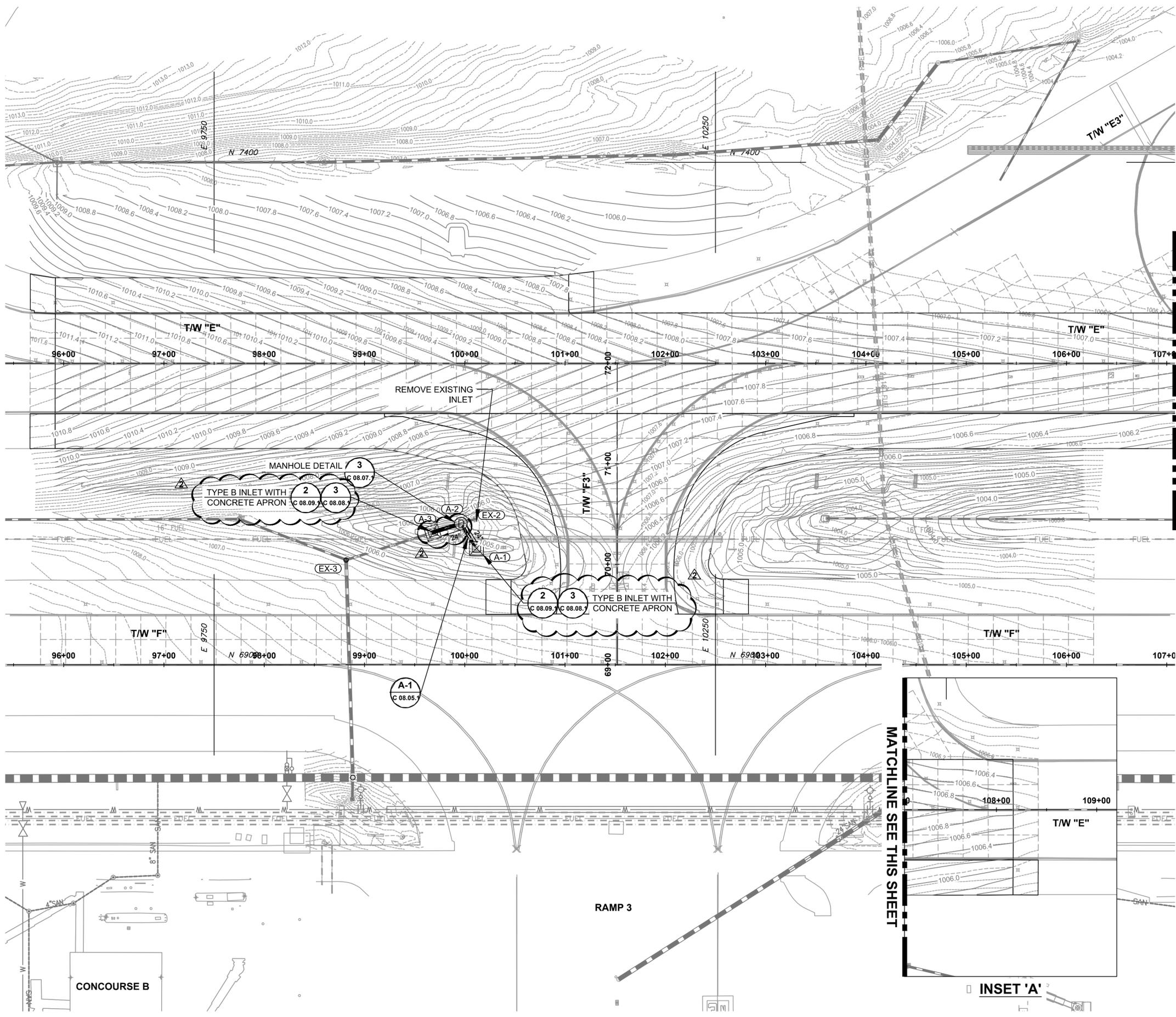
GRADING PLAN

SHEET No.

C 07.03.1

NOT ISSUED FOR CONSTRUCTION

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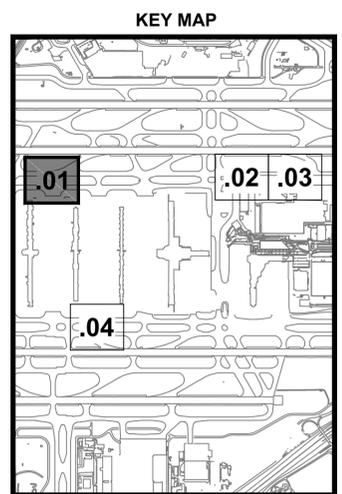


LEGEND

- PROPOSED STORM MANHOLE
- PROPOSED DROP INLET WITH CONCRETE APRON
- PROPOSED STORM DRAINAGE LINE
- PROFILE CROSS REFERENCE

MATCHLINE SEE INSET 'A', THIS SHEET

MATCHLINE SEE THIS SHEET



GRAPHIC SCALE (IN FEET)

50 0 50 100

NORTH

CITY OF ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM

HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

REVISIONS

NO.	DATE	ISSUED FOR

PROJECT TEAM

DESIGN TEAM

DESIGN BY	DDL
DRAWN BY	DDL
CHECKED BY	IDB
APPROVED BY	---

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	-
H-IDP WBS No.	D 02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

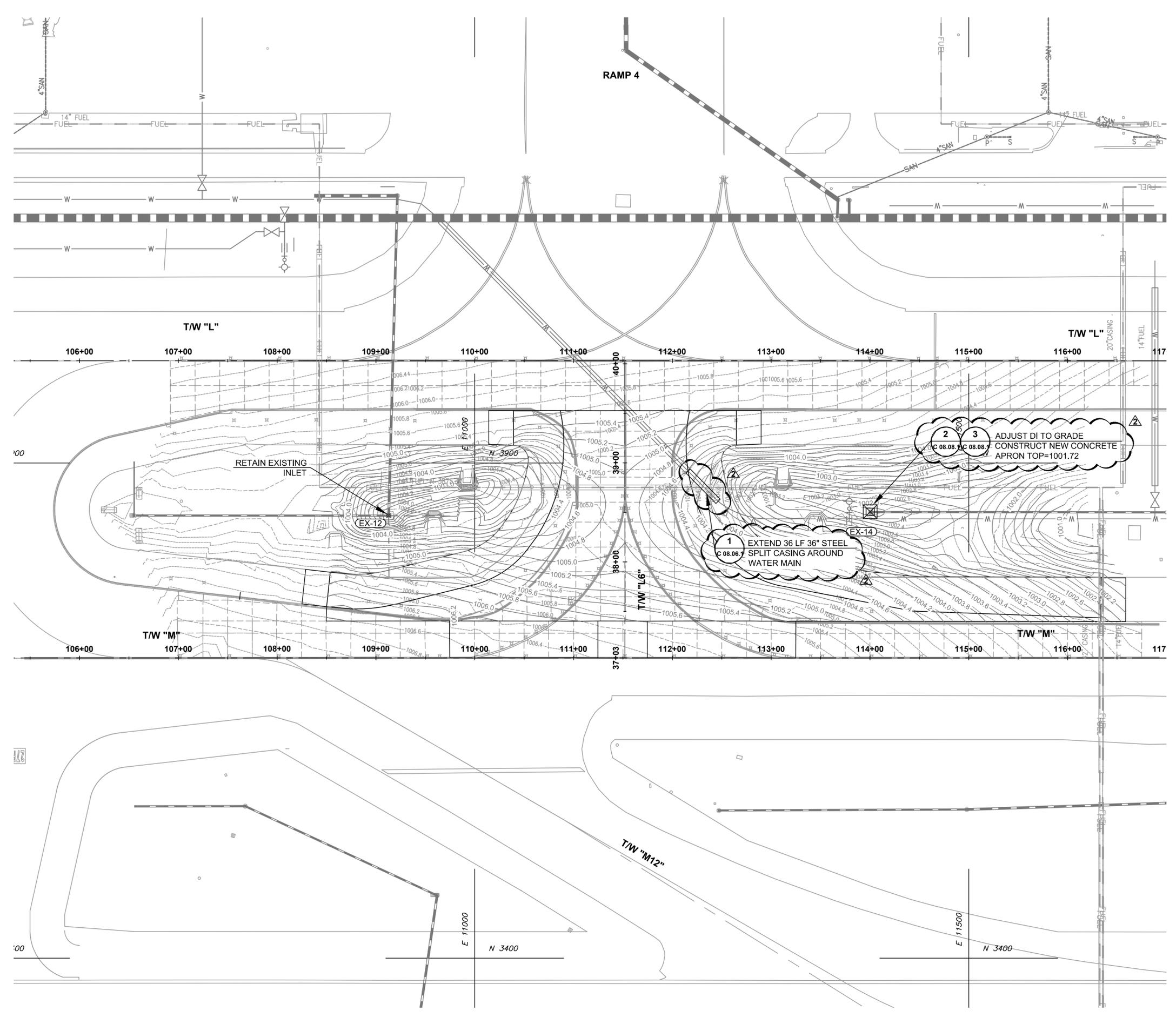
DRAINAGE PLAN

SHEET No.

C 08.01.1

NOT ISSUED FOR CONSTRUCTION

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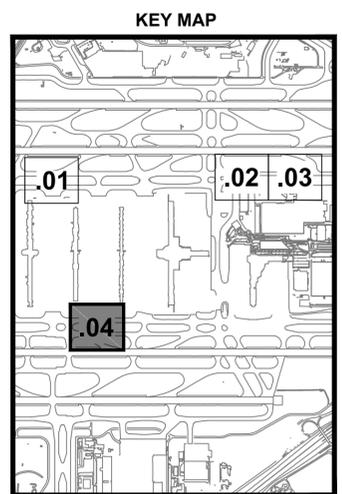


LEGEND

- PROPOSED STORM MANHOLE
- PROPOSED DROP INLET WITH CONCRETE APRON
- PROPOSED STORM DRAINAGE LINE
- PROFILE CROSS REFERENCE

2 ADJUST DI TO GRADE
 3 CONSTRUCT NEW CONCRETE APRON TOP=1001.72

1 EXTEND 36 LF 36" STEEL SPLIT CASING AROUND WATER MAIN



NORTH

GRAPHIC SCALE (IN FEET)

CITY OF ATLANTA, GEORGIA

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM

HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2
02/26/16		ADDENDUM NO. 1

REVISIONS

NO.	DATE	ISSUED FOR

PROJECT TEAM

DESIGN BY	DDL
DRAWN BY	DDL
CHECKED BY	IDB
APPROVED BY	---

DESIGN TEAM

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	-
H-IDP WBS No.	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16 2016

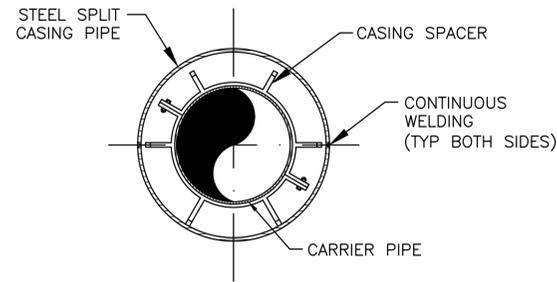
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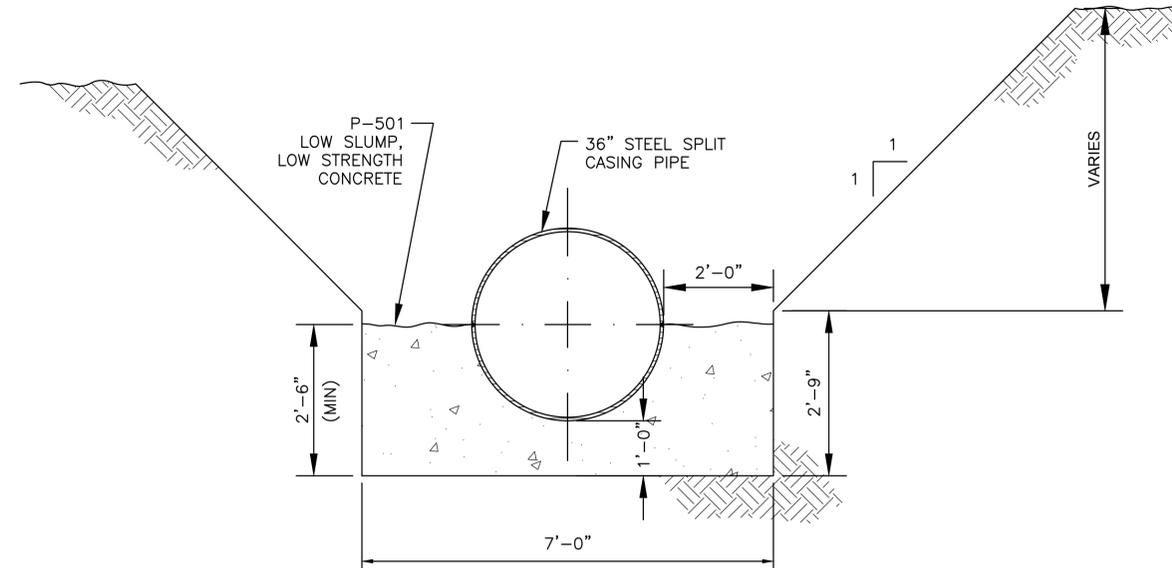
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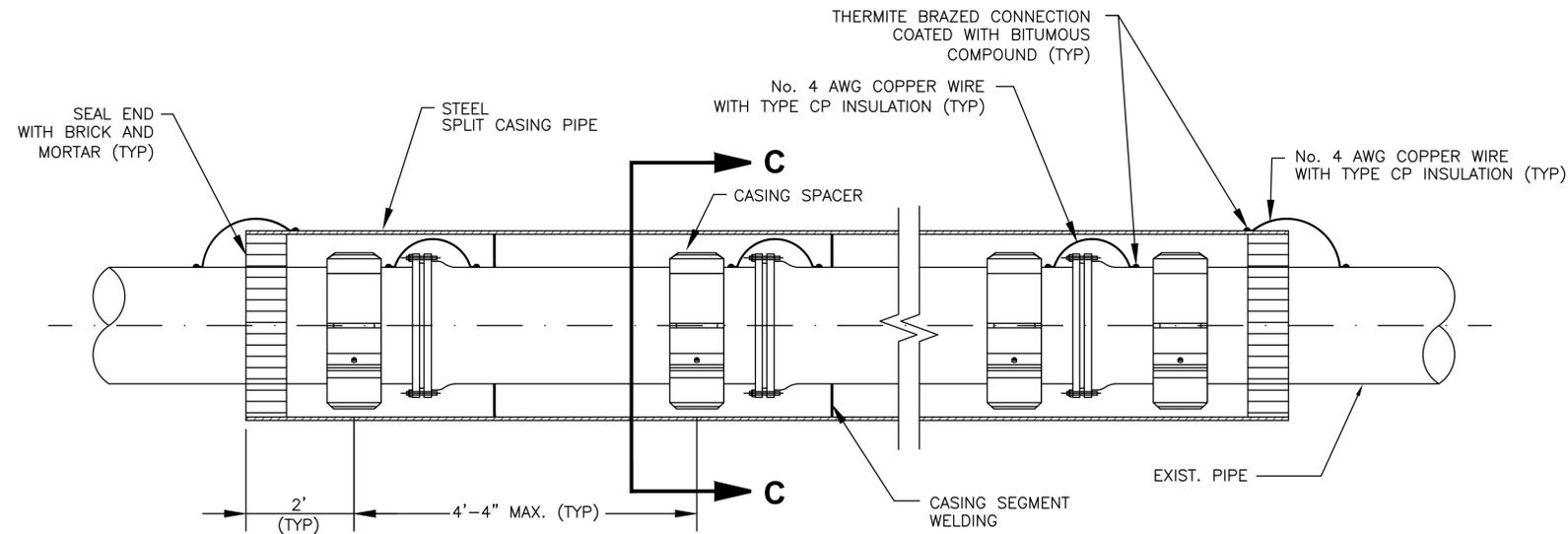
NOT ISSUED FOR CONSTRUCTION



SECTION C-C
NOT TO SCALE



TRENCH DETAIL
NOT TO SCALE



1 UTILITY SLEEVE DETAIL
08.06.1 N.T.S.

NOTES:

- CARRIER PIPE SHALL BE CENTERED WITH CASING BY USE OF CASING SPACERS.
- SPACERS SHALL BE BOLT-ON STYLE WITH A TWO PIECE SOLID SHELL OR A MINIMUM 14 GA. MILD STEEL THICKNESS.
- THE SHELL SHALL BE LINED WITH A RIBBED PVC SHEET OF 0.090" THICKNESS THAT OVERLAPS THE EDGES.
- RUNNERS MADE FROM UHMW POLYMER, SHALL BE ATTACHED TO RISERS AT APPROPRIATE POSITIONS TO PROPERLY LOCATE THE CARRIER WITHIN THE CASING AND TO EASE INSTALLATION.
- RISERS SHALL BE MADE FROM A MINIMUM 14GA MILD STEEL THICKNESS AND SHALL BE ATTACHED TO THE SHELL BY ELECT. WELDING. ALL WELDS SHALL BE FULLY PASSIVATED.
- ALL FASTENERS SHALL BE MADE FROM A MINIMUM 14GA. MILD STEEL. CASING SPACERS SHALL BE MODEL CCS AS MANUFACTURED BY "CASCADE" (CASCADE WATERWORKS MFG. COMPANY), "PSI"(PIPELINE SEAL & INSULATOR, INC.) OR EQUAL.
- BACKFILL WITH LOW SLUMP, LOW STRENGTH CONCRETE SEE DETAIL THIS SHEET.



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2

REVISIONS

PROJECT TEAM



DESIGN TEAM

DESIGN BY	JTH
DRAWN BY	JTH
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	###
H-IDP WBS No.	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

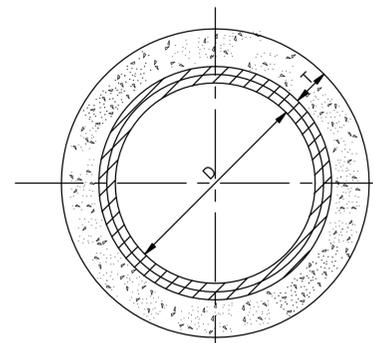
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DRAINAGE DETAILS

SHEET No

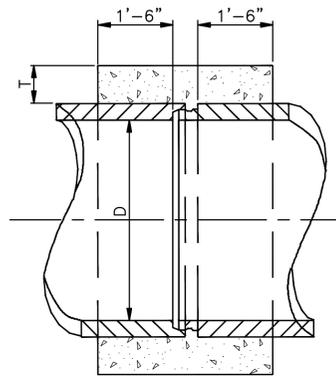
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NEW SHEET

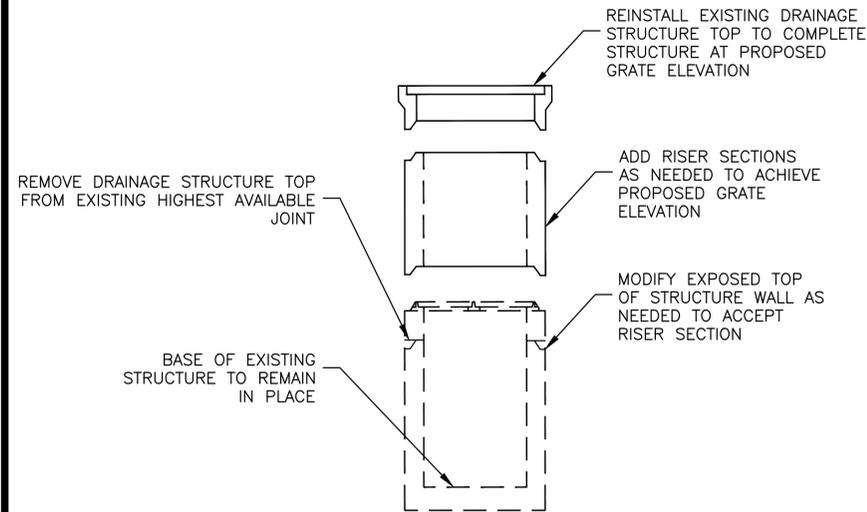


D IN	T IN	As *
15	6	21"
18	6	24"
24	6	30"
30	6	42"
36	6	48"
42	6	54"
48	9	60"
54	9	66"
60	9	72"
66	9	78"
72	12	84"
78	12	90"
84	12	96"
96	12	108"

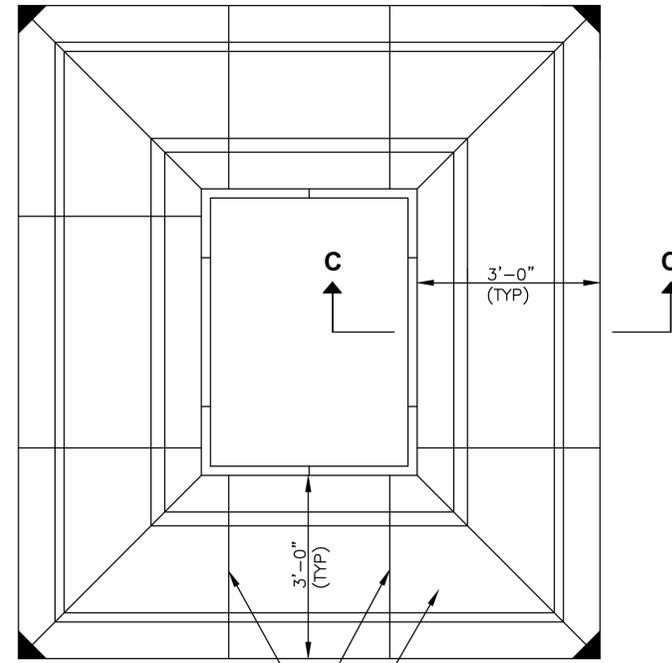
* STEEL CAGE REQUIRED FOR COLLAR IS EQUIVALENT TO CAGE USED IN PIPE SIZE AS SHOWN IN COLUMN As AND FOR SAME CLASS OF PIPE USED.



1 CONCRETE PIPE COLLAR DETAIL (FOR CONNECTING EXISTING PIPE TO PROPOSED PIPE) N.T.S.



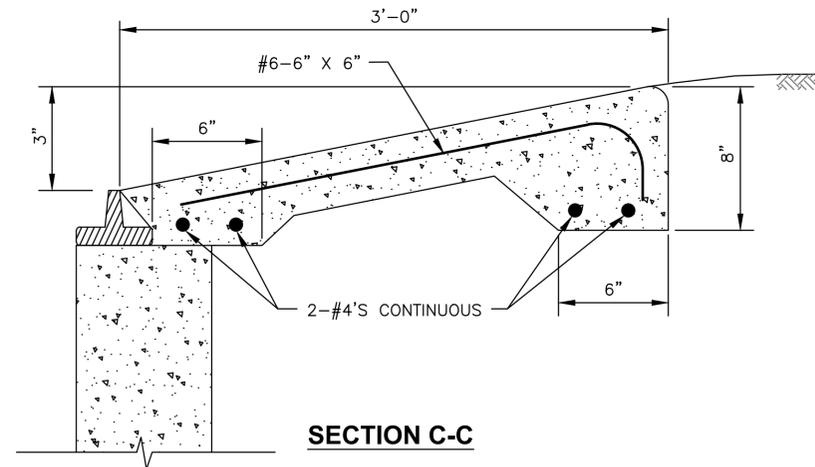
2 RAISE DRAINAGE STRUCTURE TO PROPOSED GRADE N.T.S.



DUMMY GROOVED JOINTS
CONC. APRON 4" THICK
W/ #6-6" X 6" WELDED
WIRE FABRIC FLAT
SHEETS ONLY

PLAN

NOT TO SCALE



SECTION C-C

3 TYPICAL CONCRETE APRON DETAIL FOR INLETS N.T.S.

3/9/2016 8:01 AM C:\PW_WORK\ATKAGAO1\SR47517\DM606452\6586-C 08.06.1-DRAINAGE DETAILS.DWG

NEW SHEET



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2

REVISIONS

PROJECT TEAM



DESIGN TEAM

DESIGN BY	JTH
DRAWN BY	JTH
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No	FC-6684
DOA PROJECT No	###
H-IDP WBS No	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

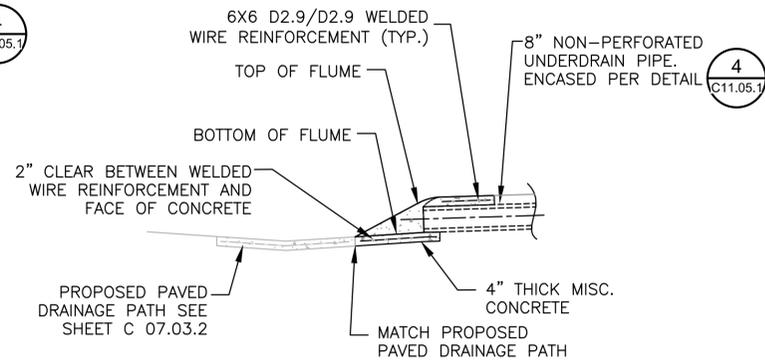
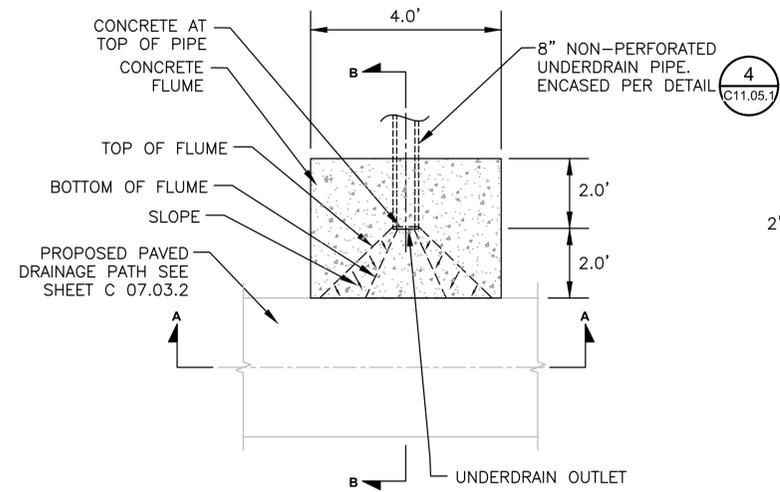
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DRAINAGE DETAILS

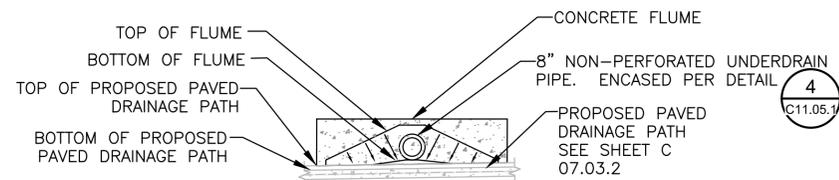
SHEET No

C 08.08.1

NOT ISSUED FOR CONSTRUCTION



SECTION B-B



SECTION A-A

NOTE: CONCRETE TO MEET SPECIFICATIONS OF SECTION D-751. PAYMENT WILL BE " MISCELLANEOUS CONCRETE."

1 UNDERDRAIN CONCRETE OUTFALL
C11.05.2 NTS

NEW SHEET



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

03/07/16 ADDENDUM NO. 2

NO. DATE ISSUED FOR

REVISIONS

PROJECT TEAM



DESIGN TEAM

DESIGN BY	PJJ
DRAWN BY	PJJ
CHECKED BY	WGS
APPROVED BY	SLK

PROJECT INFORMATION

COA CONTRACT No	FC-6684
DOA PROJECT No	-
H-IDP WBS No	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

UNDERDRAIN DETAILS

SHEET No

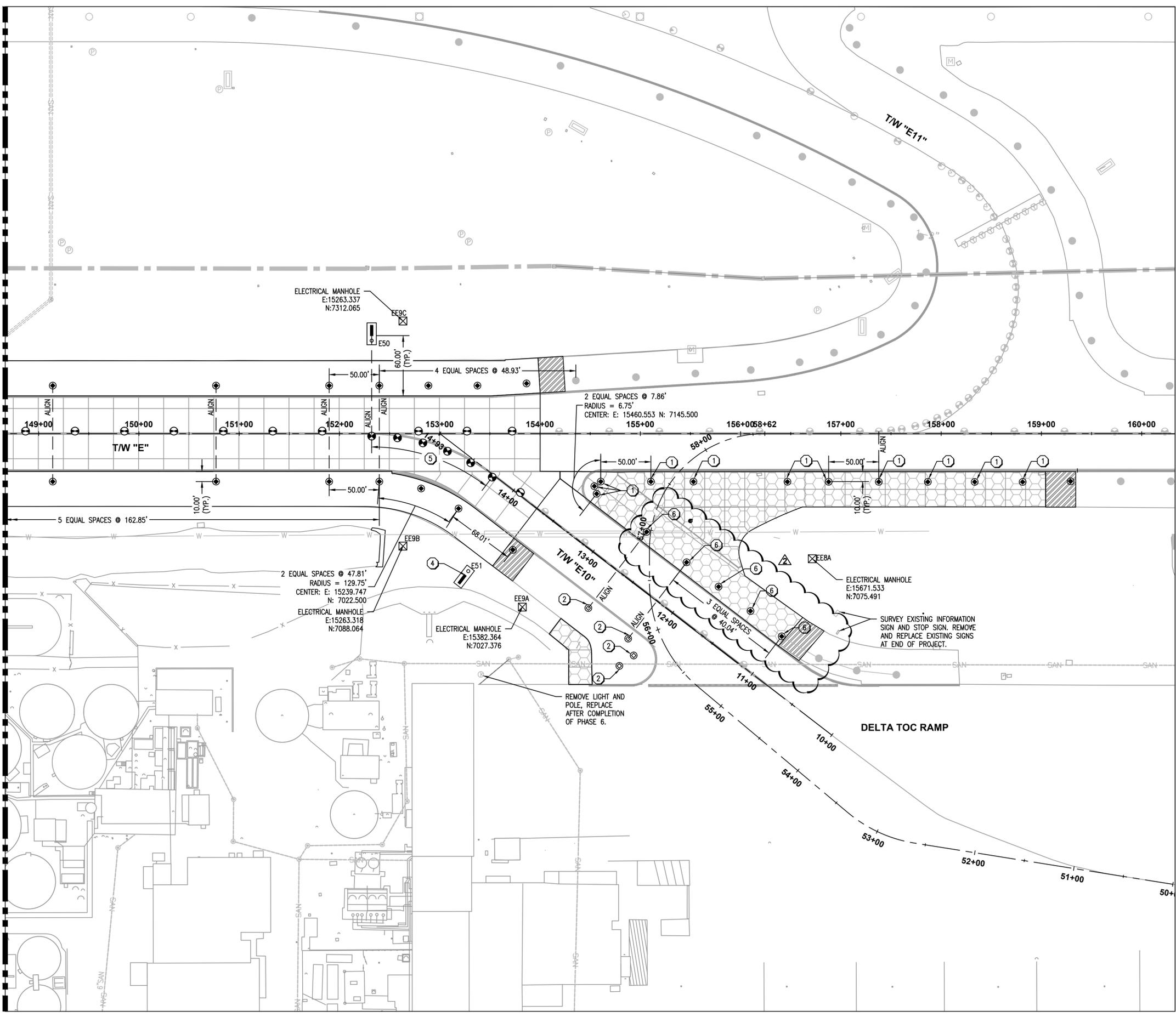
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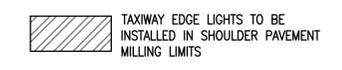


KEYED NOTES

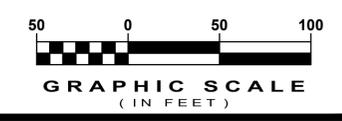
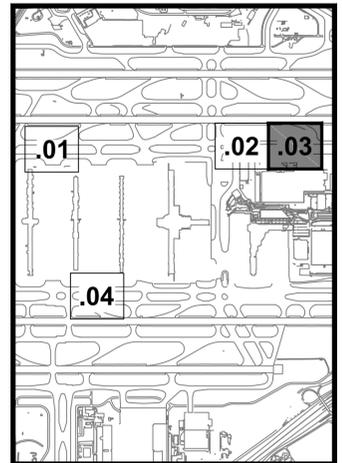
- ① INSTALL NEW 3/4" THICK BLANK LID ON NEW L-868B BASE CAN DURING TEMPORARY OPERATIONS. AFTER TEMPORARY OPERATIONS ARE COMPLETE, REMOVE BLANK COVER AND INSTALL NEW L-852(L) TAXIWAY EDGE LIGHT.
- ② INSTALL NEW 3/4" THICK BLANK LID ON EXISTING BASE CAN DURING TEMPORARY OPERATIONS. AFTER TEMPORARY OPERATIONS ARE COMPLETE, REMOVE BLANK COVER AND INSTALL NEW L-852(L) TAXIWAY EDGE LIGHT.
- ③ SEE FIXTURE ID TABLE FOR LIGHT LOCATION, SPACING SHALL NOT EXCEED 12.50' (±2.0' TO REDUCE JOINT CONFLICTS).
- ④ SURVEY EXISTING SIGN LOCATION, INSTALL NEW SIGN IN SAME LOCATION. ENSURE THE SIGN IS INSTALLED PERPENDICULAR TO THE TAXIWAY CENTERLINE AND IS 60' FROM THE DELINEATED EDGE OF THE TAXIWAY.
- ⑤ SEE FIXTURE ID TABLE FOR LIGHT LOCATION, SPACING SHALL NOT EXCEED 25' (±2.5' TO REDUCE JOINT CONFLICTS).
- ⑥ INSTALLATION OF BASE CANS AND LIGHTS SHOULD OCCUR ONLY DURING FINAL PAVEMENT INSTALLATION. PHASE CONDUIT INSTALLATION AS NEEDED.

GENERAL NOTES:

1. SEE EXISTING CONDITION SHEETS FOR EXISTING UNDERGROUND UTILITY LOCATIONS.
2. CONTRACTOR SHALL STAKE OUT LIGHT FIXTURE AND SIGN LOCATIONS PRIOR TO INSTALLATION. IN LOCATIONS WHERE FIELD CONDITIONS DIFFER FROM LAYOUT INFORMATION PROVIDED, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR DIRECTION AND ENSURE APPROVAL PRIOR TO PROCEEDING.
3. CENTER OF LIGHT SHALL BE NO LESS THAN 2.50' FROM ANY CONSTRUCTION JOINT.
4. SEE FIXTURE AND SIGN ID PLANS FOR SIGN LEGENDS.
5. SEE TAXIWAY E10 PHASE 3 AND 4 TEMPORARY MARKING AND LIGHTING PLANS FOR TEMPORARY LIGHT INSTALLATION.
6. THE CONTRACTOR AND SURVEYOR ARE CAUTIONED THAT THE PLANS SHALL SUPERCEDE THE CAD DRAWINGS IN THE EVENT OF A CONFLICT BETWEEN THE TWO.



KEY MAP



PROGRAM TEAM
 HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
03/07/16		ADDENDUM NO. 2

REVISIONS

NO.	DATE	ISSUED FOR

PROJECT TEAM



DESIGN TEAM

DESIGN BY	JDT
DRAWN BY	JDT
CHECKED BY	CFA
APPROVED BY	NBD

PROJECT INFORMATION

COA CONTRACT No	FC-6684
DOA PROJECT No	
H-IDP WBS No	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE
 FEBRUARY 16, 2016

SHEET NAME

AIRFIELD ELECTRICAL LIGHTING LAYOUT PLAN

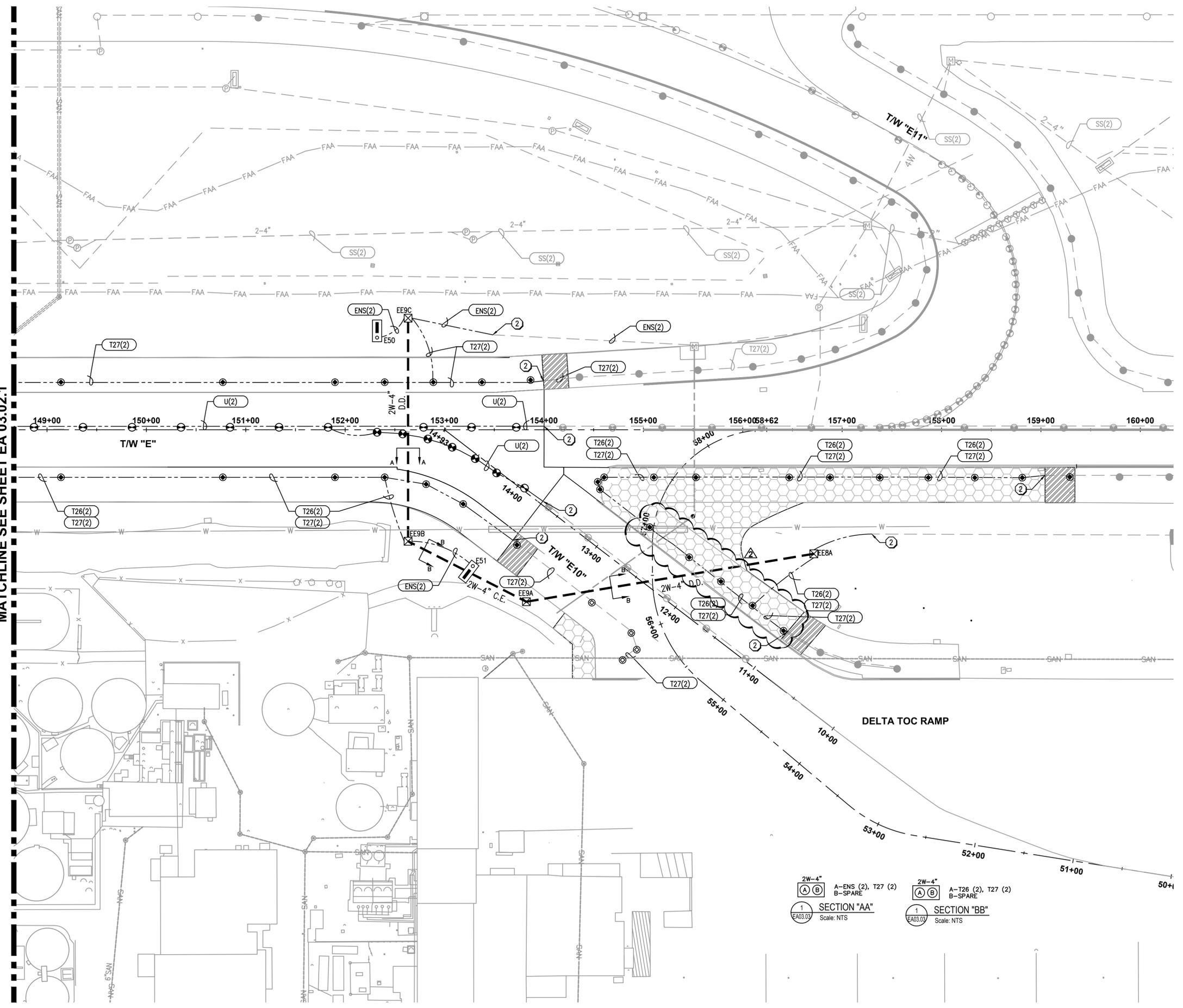
SHEET No

EA 02.03.1

NOT ISSUED FOR CONSTRUCTION

3/7/2016 1:08 PM
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MATCHLINE SEE SHEET EA 03.02.1



KEYED NOTES:

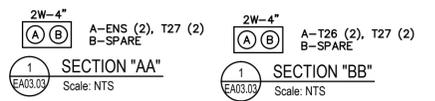
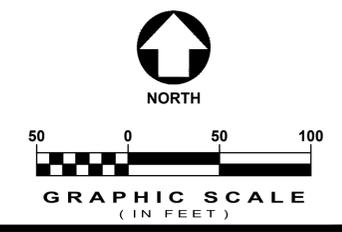
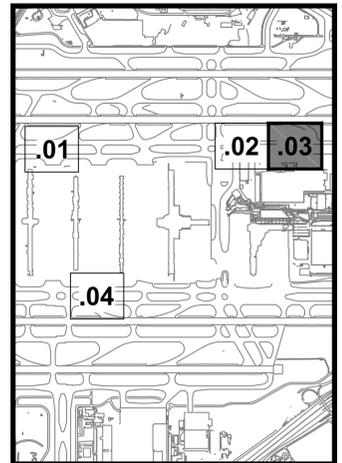
- ① CONNECT NEW CONDUIT TO EXISTING BLANK BASE CAN TO CONNECT TO EXISTING CONDUIT SYSTEM. CONTRACTOR SHALL MAKE ALL NECESSARY CONNECTIONS FOR A COMPLETE WORKING SYSTEM IN PLACE.
- ② CONTRACTOR SHALL INTERCEPT EXISTING CONDUIT/DUCT AND CONNECT TO NEW CONDUIT/DUCT AND EXTEND TO NEW/EXISTING MANHOLE/HANDHOLE/ SIGN/ BASE CAN/CONDUIT SYSTEM. CONTRACTOR SHALL MAKE ALL NECESSARY CONNECTIONS FOR A COMPLETE WORKING SYSTEM IN PLACE.
- ③ INSTALL STEEL PLATE ON EXISTING BASE CANS TO REMAIN. CONDUIT BETWEEN CANS SHALL BE ABANDONED IN PLACE.
- ④ REFERENCE DEMOLITION PLANS FOR CIRCUIT AND NUMBER OF CONDUCTORS IN THIS AREA.

GENERAL NOTES:

1. INSTALL PULL STRING IN ANY UNUSED CONDUIT.

TAXIWAY EDGE LIGHTS INSTALLED IN MILLED SHOULDER. SAW CUT TRENCH FOR NEW CONDUIT INSTALLATION.

KEY MAP



PROGRAM TEAM
 HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

NO.	DATE	ISSUED FOR
1	03/07/16	ADDENDUM NO. 2

REVISIONS

PROJECT TEAM



DESIGN TEAM

DESIGN BY	JDT
DRAWN BY	JDT
CHECKED BY	CFA
APPROVED BY	NBD

PROJECT INFORMATION

COA CONTRACT No	FC-6684
DOA PROJECT No	
H-IDP WBS No	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

AIRFIELD ELECTRICAL LIGHTING CIRCUITING PLAN

SHEET No

EA 03.03.1

NOT ISSUED FOR CONSTRUCTION



CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

03/07/16 ADDENDUM NO. 2

NO. DATE ISSUED FOR

REVISIONS

PROJECT TEAM



DESIGN TEAM

DESIGN BY	JDT
DRAWN BY	JDT
CHECKED BY	CFA
APPROVED BY	NBD

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	
H-IDP WBS No.	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

AIRFIELD ELECTRICAL LIGHTING DETAILS

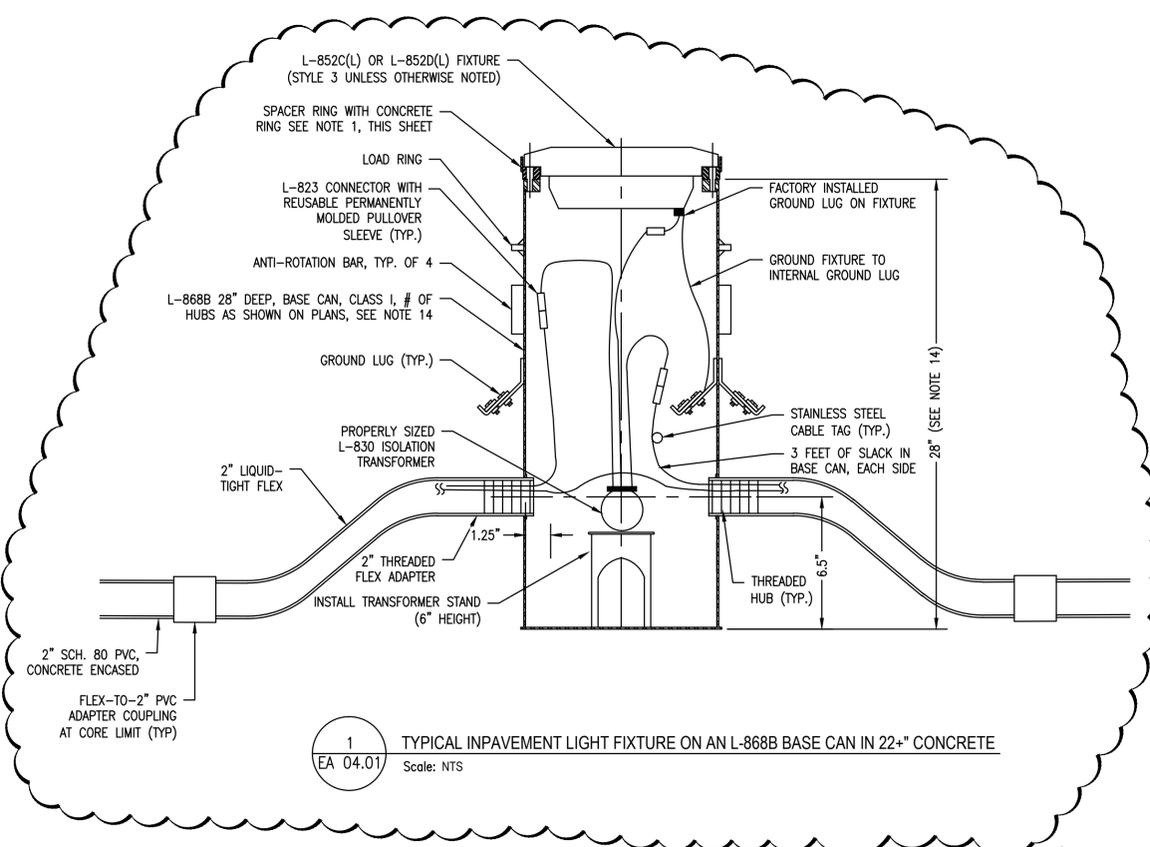
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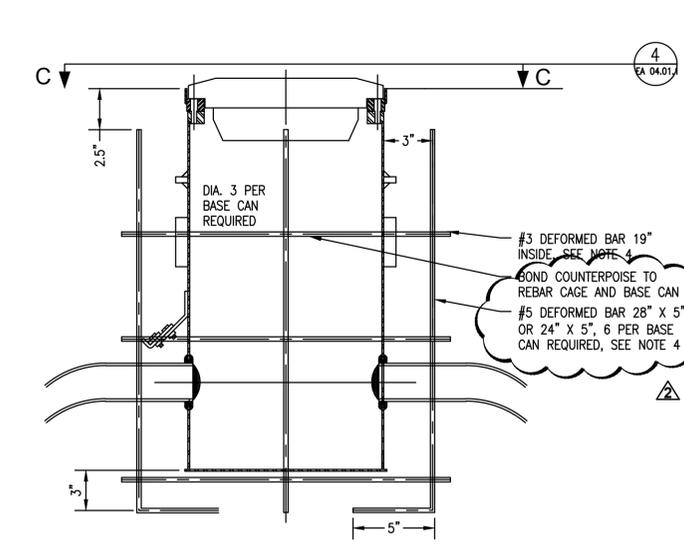
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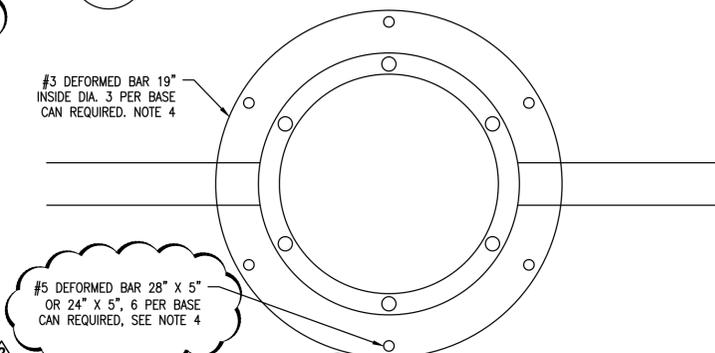
1. THE SPACER RING IS DESIGNED AS A NOMINAL 0.75" THICKNESS. THE SPACER RING MAY BE REQUIRED TO BE THINNER OR THICKER DEPENDING ON BASE CAN INSTALLATION AND PAVING TECHNIQUES. THIS CONTRACTOR SHALL BE RESPONSIBLE TO MEASURE AND DETERMINE THE REQUIRED THICKNESS OF EACH INDIVIDUAL SPACER RING REQUIRED TO PUT THE AIRFIELD LIGHTING FIXTURE AT THE CORRECT ELEVATION, AZIMUTH AND ROTATION PER FAA ADVISORY CIRCULARS, LATEST EDITIONS. THE CONTRACTOR'S BID PRICE FOR EACH LIGHT FIXTURE SHALL INCLUDE FURNISHING AND INSTALLING ALL SPACER RINGS.
2. THE P-605 SEALER SHALL FILL THE VOID TO WITHIN 0.125" OF THE TOP EDGE OF THE CONCRETE RING AT THE LOWEST POINT OF THE CONCRETE RING. ANY OVER POURS SHALL BE REPLACED BY AND AT THE CONTRACTOR'S EXPENSE.
3. ALL AIRFIELD LIGHTING MATERIALS SHALL COMPLY WITH FAA REQUIREMENTS.
4. TWO PIECE BASE CANS MAY BE USED WHERE PAVING INTERFERENCES REQUIRE THEIR USE. THE REBAR CAGE SHALL BE EXTENDED/MODIFIED TO ACCOMMODATE THE TWO PIECE BASE CAN.
5. ALL BASE CAN INSTALLATION TECHNIQUES, METHODS, MATERIALS, ETC., SHALL BE SUBMITTED TO THE RESIDENT ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE START OF WORK.
6. IMMEDIATELY AFTER THE HOLES ARE CORED IN THE BASE COURSE, THE BASE CANS SHALL BE INSTALLED AND THE 3,000 PSI CONCRETE PLACED SO AS TO PREVENT WATER FROM ENTERING THE STABILIZED SUBGRADE.
7. BEFORE PAVING MAY PROCEED THE CONTRACTOR SHALL DEMONSTRATE TO THE RESIDENT ENGINEER THAT THE BASE CANS ARE AT THE CORRECT ELEVATION, AZIMUTH AND ROTATION AND THAT THE PROPER CLEARANCE EXISTS BETWEEN THE BASE CAN AND THE PAVING TRAIN.
8. THE FINISHED PAVEMENT SURFACE SHALL BE PROTECTED FROM FOREIGN SUBSTANCES WHICH COULD CAUSE STAINING, IE. OIL, ETC. THE CONTRACTOR SHALL IMMEDIATELY CLEAN ALL SPILLS AND CORRECT/CLEAN ANY STAINED SURFACES AT THE CONTRACTOR'S EXPENSE.
9. USE ELECTRICALLY CONDUCTIVE SILICONE GREASE AS A SEALANT BETWEEN SEMI-FLUSH FIXTURE AND ADAPTER/SPACER RING IN PLACE OF AN O-RING. USE ELECTRICALLY CONDUCTIVE SILICONE GREASE BETWEEN ADAPTER/SPACER RING AND BASE CAN. DO NOT USE EXCESSIVE AMOUNTS OF SEALANT. THE SEALANT SHALL ACT AS A BARRIER FOR WATER, BUT SHALL NOT EFFECT THE ELECTRICAL CONDUCTIVITY BETWEEN THE BASE CANS AND THE SPACER RINGS.
10. THE FIXTURE MOUNTING BOLTS SHALL EXTEND THRU THE BASE CAN MOUNTING FLANGE INTO THE BASE CAN A MIN. OF 0.50". THE BOLTS SHALL HAVE ENOUGH THREAD LENGTH SO THEY DO NOT SHOULDER OUT BEFORE THE FIXTURE IS SECURELY TIGHTENED.
11. ALL HUBS SHALL BE FACTORY DRILL PRIOR TO GALVANIZING.
12. CONTRACTOR SHALL INSTALL THE REQUIRED NUMBER OF GROUND RODS AT EACH BASE CAN TO OBTAIN THE REQUIRED RESISTANCE MEASUREMENTS AS OUTLINED IN THE PROJECT SPECIFICATIONS.
13. IN-PAVEMENT LIGHT FIXTURE BOLTS SHALL BE TIGHTENED AT THE MANUFACTURER'S RECOMMENDED TORQUE.
14. L-868B BASE CAN DEPTH MAY VARY WITH PAVEMENT SECTIONS.
 - FOR 20" CONCRETE, USE 24" L-868B BASE CAN, OMIT FLEX CONDUIT, AND ORDER HUBS AT A STANDARD HEIGHT (2.5" CENTERED) ABOVE BOTTOM OF BASE CAN.
 - FOR 22+" CONCRETE, USE 28" L-868B BASE CAN DETAIL AS SHOWN.
 - SEE CIVIL PLANS TO DETERMINE REQUIRED BASE CAN DEPTH.
15. TRANSFORMER STANDS SHALL BE INSTALLED IN ALL BASE CANS TO HELP MAINTAIN ACCESS TO CABLES AND TRANSFORMERS.
16. BASE CANS SHALL BE INSTALLED SUCH THAT LIGHTS ARE AIMED CORRECTLY WITHOUT AZIMUTH CORRECTION RINGS.
17. ORIENT THE BASE CANS SUCH THAT THE LIGHT, WHEN INSTALLED, WILL BE PARALLEL TO THE CENTERLINE AT ITS NEAREST POINT.



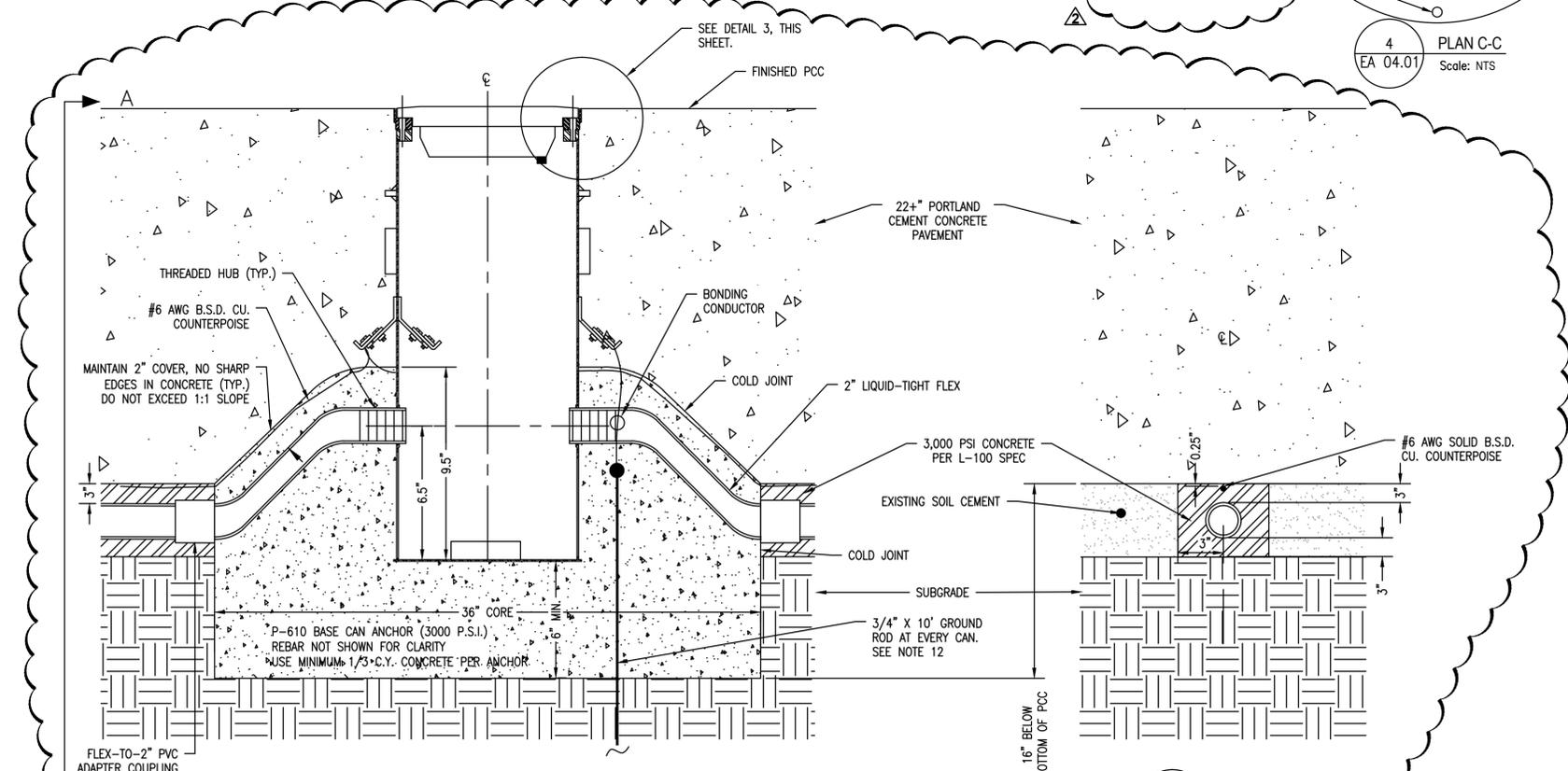
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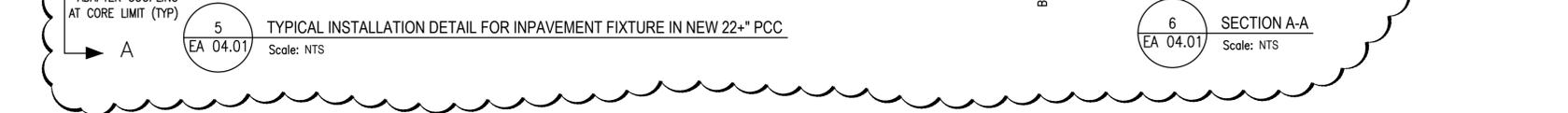
2 REBAR DETAIL FOR ALL L-868B BASE CANS
Scale: NTS



3 SPACER RING INSTALLATION
Scale: NTS



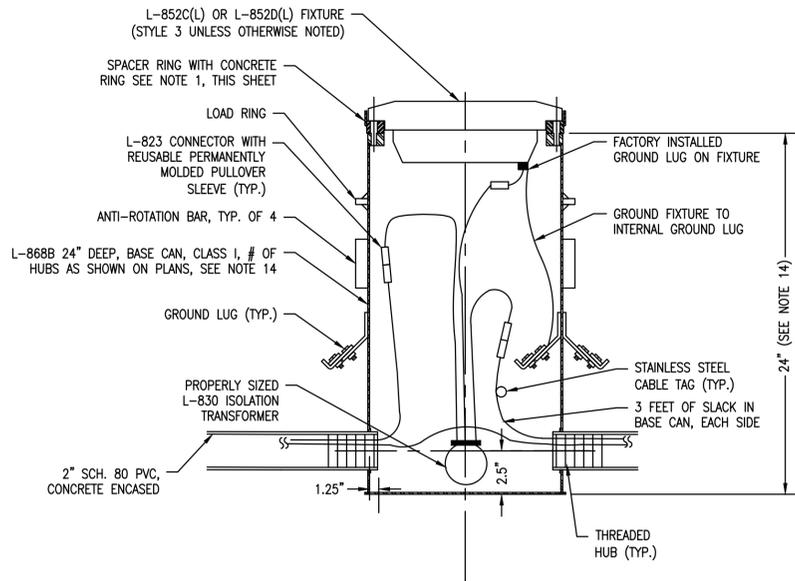
4 PLAN C-C
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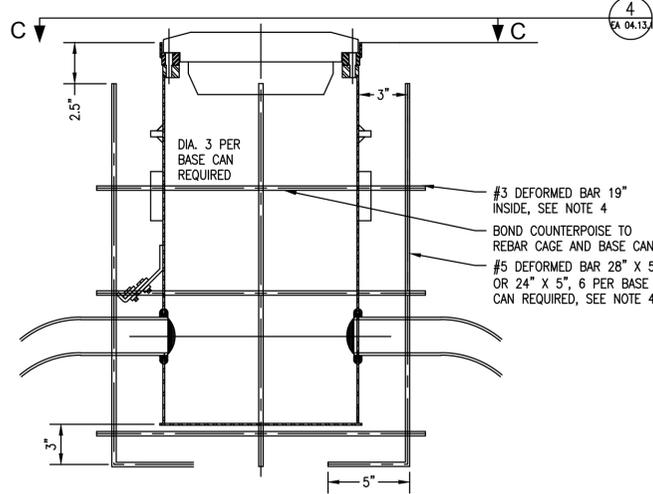
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6 SECTION A-A
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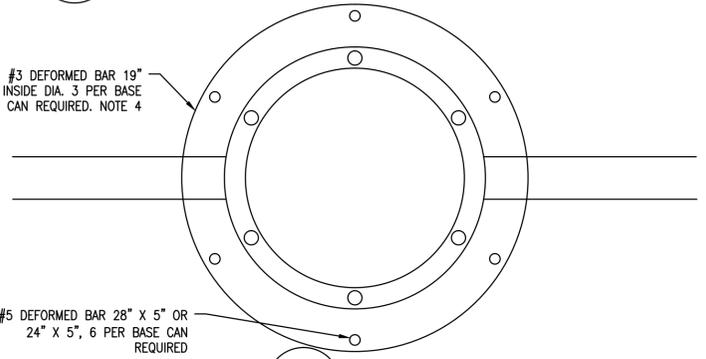
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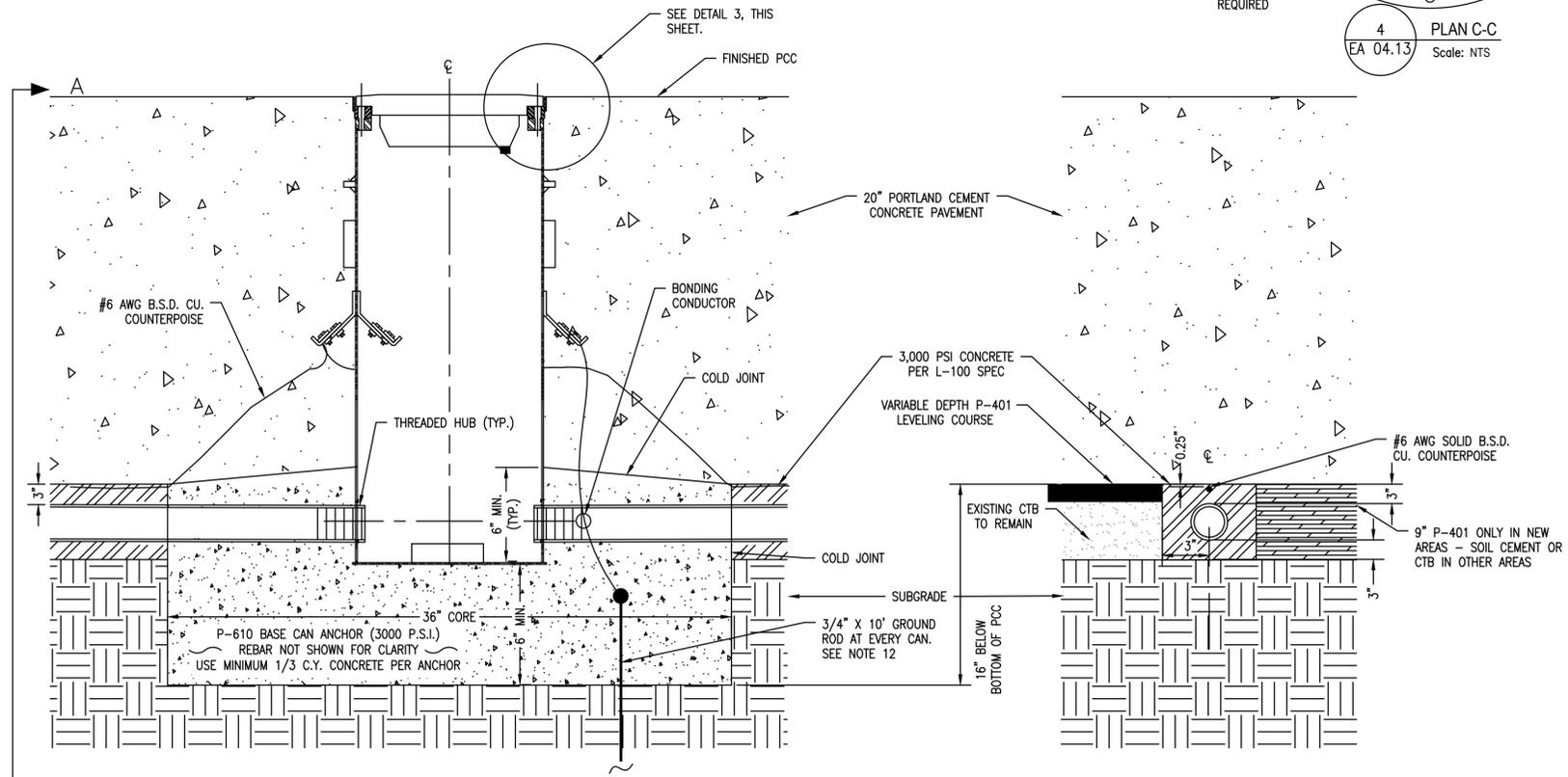
1 TYPICAL INPAVEMENT LIGHT FIXTURE ON AN L-868B BASE CAN IN 20\"/>



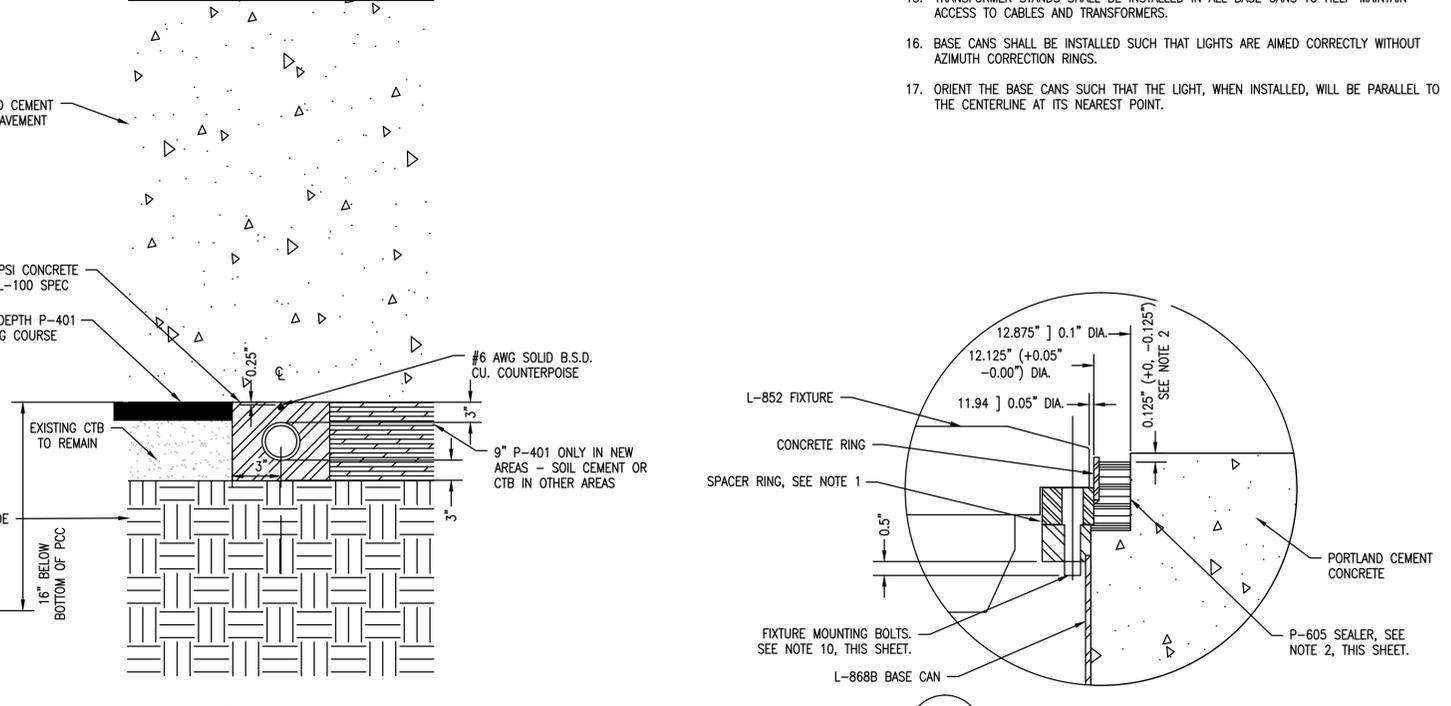
2 REBAR DETAIL FOR ALL L-868B BASE CANS
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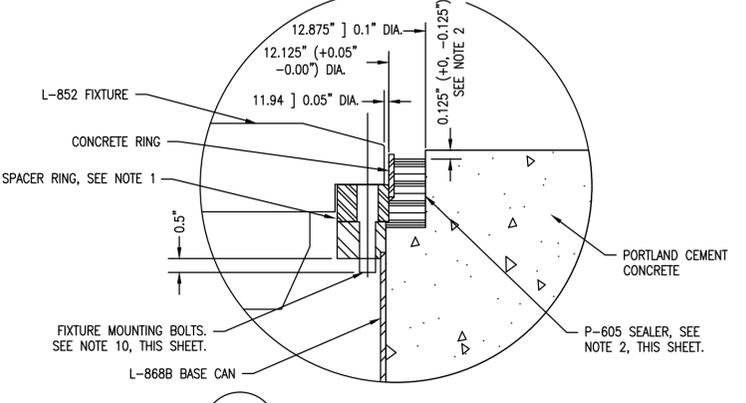
4 PLAN C-C
Scale: NTS



5 TYPICAL INSTALLATION DETAIL FOR INPAVEMENT FIXTURE IN NEW 20\"/>



6 SECTION A-A
Scale: NTS



7 SPACER RING INSTALLATION
Scale: NTS

NOTES:

1. THE SPACER RING IS DESIGNED AS A NOMINAL 0.75" THICKNESS. THE SPACER RING MAY BE REQUIRED TO BE THINNER OR THICKER DEPENDING ON BASE CAN INSTALLATION AND PAVING TECHNIQUES. THIS CONTRACTOR SHALL BE RESPONSIBLE TO MEASURE AND DETERMINE THE REQUIRED THICKNESS OF EACH INDIVIDUAL SPACER RING REQUIRED TO PUT THE AIRFIELD LIGHTING FIXTURE AT THE CORRECT ELEVATION, AZIMUTH AND ROTATION PER FAA ADVISORY CIRCULARS, LATEST EDITIONS. THE CONTRACTOR'S BID PRICE FOR EACH LIGHT FIXTURE SHALL INCLUDE FURNISHING AND INSTALLING ALL SPACER RINGS.
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CITY OF ATLANTA, GEORGIA



HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

PROGRAM TEAM



HARTSFIELD-JACKSON ATLANTA DEVELOPMENT PROGRAM

03/07/16 ADDENDUM NO. 2

NO. DATE ISSUED FOR

REVISIONS

PROJECT TEAM



DESIGN TEAM

DESIGN BY	----
DRAWN BY	----
CHECKED BY	----
APPROVED BY	----

PROJECT INFORMATION

COA CONTRACT No.	FC-6684
DOA PROJECT No.	
H-IDP WBS No.	D.02.90.017

PROJECT ELEMENT

AIRSIDE

PROJECT NAME

TAXIWAY PAVEMENT REPLACEMENT 2016

ISSUED FOR

BID

DATE

FEBRUARY 16, 2016

SHEET NAME

AIRFIELD ELECTRICAL LIGHTING DETAILS

SHEET No

EA 04.13.1

**City of Atlanta, Department of Aviation
Atlanta Hartsfield International Airport Expansion Project
Insurance Program**

Insurance Information Form (Page 1)

Contractor Name:
 Subcontractor To
 (if applicable):
 Address:
 Phone:
 Project Name: _____ Contract No.: _____
 Contract Amount: _____ Est. Payroll: \$ _____
 Est. Start Date: _____ Est. End Date: _____

I. Workers' Compensation Information (Project Site Only):
 (See next two pages for classification codes).

	<u>Classifications</u>	<u>W. C. Code</u>	<u>Current Rate x Payroll</u> <u>Per \$100 of Payroll</u>	<u>Premium</u>
1.	_____	_____	\$ _____ X \$ _____	= \$ _____
2.	_____	_____	\$ _____ X \$ _____	= \$ _____
3.	_____	_____	\$ _____ X \$ _____	= \$ _____
4.	_____	_____	\$ _____ X \$ _____	= \$ _____
5.	_____	_____	\$ _____ X \$ _____	= \$ _____

(Attach Worksheet if more than five codes are used)

Totals: \$ _____ \$ _____

Experience Modifier: X
 Modifier Premium:
 Employers' Liability (Coverage One -B): +
 Total Modified Premiums: \$
 Regular Workers' Compensation Insurer:
 _Experience Rating Date (Policy Effective Date):
 _Interstate Bureau I.D. #
 _Federal Employer I.D.#

**City of Atlanta, Department of Aviation Atlanta
Hartsfield International Airport Expansion Project
Insurance Program**

Insurance Information Form (Page 2)

Classifications Premium	GL Code	Current Rate x Payroll Per \$100/\$1000 of Payroll
II. General Liability:		\$ _____ X \$ _____ = \$ _____
III. Excess/Umbrella Liability		\$ _____ X \$ _____ = \$ _____
IV. Completed Operations (Five Years)		\$ _____ X \$ _____ = \$ _____
V. Lower-Tier Contractor Premium (Excluding Auto):		= \$ _____
VI. Total Premium (I+II+III+IV+V):		\$ _____
VII. Overhead and Profit on Insurance Premiums:		+ \$ _____
VIII. Total Amount Excluded from Bid (VI + VII):		\$ _____

Agreement: Contractor agrees to permit the City of Atlanta or its Agent to inspect the insurance policies and payroll records used in determining the premium cost outlined above. (As per the General Conditions of the Contract).

Signed by: _____ Title: _____

Print Name: _____ Date: _____

Contractor's Insurance Broker or Agent:

Name: _____ Contact: _____

City: _____ Phone: _____
(Include Area Code)

Workers' Compensation Classification Codes

Code	Description
8601	Architect, or Engineer – Consulting
5188	Automatic Sprinkler Head Installation
5190	Cable Installation and Drivers
5403	Carpentry
5437	Carpentry-Trim and Cabinet
5610	Cleaner-Debris Removal
8810	Clerical Office Employees
5213	Concrete Construction
5221	Concrete or Cement Work-Floors, Driveways, Yards or Sidewalks and Drivers
6325	Conduit Construction – For Cables or Wires, and Wires and Drivers
5606	Contractor – Executive Supervisor
6229	Drainage or Irrigation System Construction, and Drivers
6204	Drilling NOC and Drivers
3724	Electrical Apparatus Installation or Repair, and Drivers
7538	Electrical light or Power Line Construction, and Drivers
5190	Electrical Wiring
5160	Elevator Erection or Repair
6217	Grading or Land, and Drivers
6400	Fence Erection – Metal
9521	Floor Covering Installation
6319	Gas, Steam, or Water Main Connection, and Drivers
5462	Glaziers – Away from Shop
6217	Grading or Land, and Drivers
5479	Insulation Work NOC
5057	Iron and Steel Erection
6229	Irrigation System Construction
0042	Landscape Gardening
5022	Masonry
3724	Milwright work, and Drivers
6003	Pile Driving
5183	Plumbing, and Drivers
7219	Rigging, and Drivers
6306	Sewer Construction – All Preparation, and Drivers
Code	Description

5538	Sheet Metal Work – Shop and Outside, and Drivers
5703	Shoring (including Sheeting, Bracing, Decking, etc.)
3726	Tank Erection or Repair – Metal – Within Buildings
5445	Wallboard Installation

Other

HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT

FC-8746; TAXIWAY PAVEMENT REPLACEMENT 2016

EXHIBIT "I", QUALITY CONTROL PROGRAM

1.1 Program Plan.

Prior to commencing work at any work site, Contractor shall prepare and submit a Project specific Quality Control Plan. This plan shall cover controls instituted to assure quality of the Work and the documenting of any other significant quality activities, materials certification and testing submittals, procedural direction, and specific technical instructions.

1.2 General.

The Contractor shall establish, provide, and maintain an effective Quality Control Program. Although guidelines are established and certain minimum requirements are specified herein and elsewhere in the Contract technical specifications, the Contractor shall assume full responsibility for accomplishing the stated purpose. The intent of this section is to enable the Contractor to establish a necessary level of control that will:

- (1) Adequately provide for the production of acceptable quality materials.
- (2) Provide sufficient information to assure both the Contractor and the ENGINEER that the specification requirements can be met.

The Contractor shall be prepared to discuss and present, at the Pre-Construction Conference, his/her understanding of the quality control requirements. The Contractor shall not begin any construction or production of materials to be incorporated into the completed work until the Quality Control Program has been reviewed by the ENGINEER. No partial payment will be made for materials subject to specific quality control requirements until the Quality Control Program has been reviewed. The quality control requirements contained in this section and elsewhere in the Contract technical specifications are in addition to and separate from the acceptance testing requirements. Acceptance testing requirements are the responsibility of the ENGINEER.

1.2.1 Description of Program.

- A. **General Description.** The Contractor shall establish a Quality Control Program to perform inspection of all items of work required by the technical specifications, including those performed by subcontractors. This Quality Control Program shall detail the methods and procedures that will be taken to

ensure conformance to applicable specifications and Contract plans with respect to materials, workmanship, construction, finish, and functional performance. The Quality Control Program shall be effective for control of all construction work performed under this Contract and shall specifically include surveillance required by the technical specifications, in addition to other requirements of this section and any other activities deemed necessary by the Contractor to establish an effective level of quality control.

- B **Quality Control Program**. The Contractor shall describe the Quality Control Program in a written document, which shall be reviewed by the ENGINEER prior to the start of any production, construction, or offsite fabrication. The written Quality Control Program shall be submitted to the ENGINEER for review at least fifteen (15) calendar days before the mobilization.

The Quality Control Program shall be organized to address, at a minimum, the following items:

- (1) Quality control organization;
- (2) Submittals schedule;
- (3) Inspection requirements;
- (4) Quality Control Testing Plan;
- (5) Documentation of quality control inspection activities; and
- (6) Requirements for corrective action when quality assurance and/or acceptance criteria are not met. The Contractor is encouraged to add any additional elements to the Quality Control Program that he/she deems necessary to adequately control all production and/or construction processes required by this Contract.
- (7) Inspection of all materials, construction, plant, and equipment for conformance to the technical specifications, and as required by Section 1.2.
- (8) Performance of all quality control tests as required by the technical specifications and Section 1.2. Certification at an equivalent level, by a state or nationally recognized organization will be acceptable.

1.2.2 Quality Control Organization. The Contractor's Quality Control Program shall be implemented by the establishment of a separate quality control organization. An

organizational chart shall be developed to show all quality control personnel and how these personnel integrate with other management/production and construction functions and personnel. The organizational chart shall identify all quality control staff by name and function, and shall indicate the total staff required to implement all elements of the Quality Control Program, including inspection for each item of work. If necessary, different technicians can be utilized for specific inspection functions for different items of work. The quality control organization shall consist of the following minimum personnel:

- A. **Program Administrator**. The Program Administrator shall be a full-time employee of the Contractor, or a consultant engaged by the Contractor. The Program Administrator shall have a minimum of five (5) years of experience in airport and/or highway construction and shall have had prior quality control experience on a project of comparable size and scope as the Contract.

The Program Administrator shall have full authority to institute any and all actions necessary for the successful implementation of the Quality Control Program to ensure compliance with the Contract plans and technical specifications. The Program Administrator shall report directly to a responsible officer of the construction firm. The Program Administrator may supervise the Quality Control Program on more than one project provided that person can be at the job site within two (2) hours after being notified of a problem.

- B. **Quality Control Technicians**. A sufficient number of quality control technicians necessary to adequately implement the Quality Control Program shall be provided. These personnel shall be either ENGINEERS, engineering technicians, or experienced craftsman with qualifications in the appropriate field and shall have a minimum of two (2) years of experience in their area of expertise. The quality control technicians shall report directly to the Program Administrator and shall perform inspection of all materials, construction, and equipment for conformance to the technical specifications, and as required by Section 1.2.

- C. **Staffing Levels**. The Contractor shall provide sufficient qualified quality control personnel to monitor each work activity at all times.

1.2.3 Submittals Schedule. The Contractor shall submit a detailed listing of all submittals (for example, mix designs, material certifications) and shop drawings required by the technical specifications. The listing can be developed in a spreadsheet format and shall include:

- (1) Specification item number;
- (2) Item description;

- (3) Description of submittal;
- (4) Specification paragraph requiring submittal; and
- (5) Scheduled date of submittal.

1.2.4 Inspection Requirements. Quality control inspection functions shall be organized to provide inspections for all definable features of work, as detailed below. All inspections shall be documented by the Contractor as specified by Section 1.2. Inspections shall be performed daily to ensure continuing compliance with Contract requirements until completion of the particular feature of work. These shall include the following minimum requirements:

- A. During concrete batch plant operation for material production, quality control test results and periodic inspections shall be utilized to ensure the quality of aggregates and other mix components, and to adjust and control mix proportioning to meet the approved mix design and other requirements of the technical specifications. All equipment utilized in proportioning and mixing shall be inspected to ensure its proper operating condition. This applies whether the batch plant is on or off airport property.
- B. During field operations, quality control test results and periodic inspections shall be utilized to ensure the quality of all materials and workmanship. All equipment utilized in placing, finishing, and compacting shall be inspected to ensure its proper operating condition and to ensure that all such operations are in conformance to the technical specifications and are within the plan dimensions, lines, grades, and tolerances specified.
- C. Special Inspections will be performed in accordance with the specifications and local building codes. The results of all these inspections will be provided promptly to the project team. Deficiencies identified shall be issued as a notice of non-compliance to be addressed immediately by the contractor.

1.2.5 Quality Control Testing Plan. As a part of the overall Quality Control Program, the Contractor shall implement a quality control testing plan, as required by the technical specifications. The testing plan shall include the minimum tests and test frequencies required by each technical specification Item, as well as any additional quality control tests that the Contractor deems necessary to adequately control production and/or construction processes. The testing plan can be developed in a spreadsheet fashion. All quality control test results shall be documented by the Contractor as required by Section 1.2.6.

1.2.6 Documentation. The Contractor shall maintain current quality control records of all inspections performed. These records shall include factual evidence that the required inspections have been performed, including type and number of inspections involved; results of inspections; nature of defects, deviations, causes for rejection, etc.; proposed remedial action; and corrective actions taken. These records must cover both conforming and defective or deficient features, and must include a statement that all supplies and materials incorporated in the work are in full compliance with the terms of the Contract. Legible copies of these records shall be furnished to the ENGINEER daily. The records shall cover all work placed subsequent to the previously furnished records and shall be verified and signed by the Contractor's Program Administrator. Specific Contractor quality control records required for the Contract shall include, but are not necessarily limited to, the following records:

1.2.6.1 Daily Inspection Reports. Each Contractor quality control technician shall maintain a daily log of all inspections performed for both Contractor and subcontractor operations on a form acceptable to the ENGINEER. These technician's daily reports shall provide factual evidence that continuous quality control inspections have been performed and shall, as a minimum, include the following:

- (1) Technical specification item number and description;
- (2) Compliance with approved submittals;
- (3) Proper storage of materials and equipment;
- (4) Proper operation of all equipment;
- (5) Adherence to plans and technical specifications; and
- (6) Safety inspection.

The daily inspection reports shall be signed by the responsible quality control technician and the Program Administrator. The ENGINEER shall be provided at least one copy of each daily inspection report on the workday following the day of record

1.2.6.2 Test Reports. The Contractor shall be responsible for establishing a system, which will record all quality control test results. Test results shall be

submitted to the Engineer prior to the start of the next day's work period. When required by the technical specifications, the Contractor shall maintain statistical quality control charts. The test reports shall be signed by the responsible quality control technician. Test reports shall document the following information:

- (1) Technical specification item number and description;
- (2) Test designation;
- (3) Location;
- (4) Date of test;
- (5) Control requirements;
- (6) Test results;
- (7) Causes for rejection;
- (8) Recommended remedial actions; and
- (9) Retests.

1.2.7 Corrective Action Requirements. The Quality Control Program shall indicate the appropriate action to be taken when a process is deemed, or believed, to be out of control (out of tolerance) and detail what action will be taken to bring the process into control. The requirements for corrective action shall include both general requirements for operation of the Quality Control Program as a whole, and for individual items of work contained in the technical specifications. The Quality Control Program shall detail how the results of quality control inspections and tests will be used for determining the need for corrective action and shall contain clear sets of rules to gauge when a process is out of control and the type of correction to be taken to regain process control. When applicable or required by the technical specifications, the Contractor shall establish and utilize statistical quality control charts for individual quality control tests. The requirements for corrective action shall be linked to the control charts.

The ENGINEER will notify the Contractor of any noncompliance with any of the foregoing requirements. The Contractor shall, after receipt of such notice, immediately take corrective action. Any notice, when delivered by the ENGINEER or his designated representative to the Contractor or his/her authorized representative at the site of the work, shall be considered sufficient notice.

In cases where quality control activities do not comply with either the Contractor's Quality Control Program or the Contract provisions, or where the Contractor fails to properly operate and maintain an effective Quality Control Program, as determined by the ENGINEER, the ENGINEER may:

- (1) Order the Contractor to replace ineffective or unqualified quality control personnel or subcontractors.
- (2) Order the Contractor to stop operations until an appropriate corrective action is taken.

1.2.8 Surveillance by the Engineer. All items of material and equipment shall be subject to surveillance by the CITY at the point of production, manufacture or shipment to determine if the Contractor, producer, manufacturer or shipper maintains an adequate quality control system in conformance with the requirements detailed herein and the applicable technical specifications and plans. In addition, all items of materials, equipment and work in place shall be subject to surveillance by the CITY at the site for the same purpose.

Surveillance by the ENGINEER does not relieve the Contractor of performing quality control inspections of either "on-site" or "off-site" Contractor's or subcontractor's work.

1.3 Plan Update.

The Quality Control Plan shall reflect the interfaces between CITY or its designated representatives, Contractor, and other relevant organizational entities. It shall contain all appropriate interface control instructions. The plan shall be updated as necessary during this Contract to reflect any changes in the plan. The Quality Control Plan shall provide for the issuance of a "stop work" order by the Contractor or ENGINEER at any time during the Work when significant adverse quality trends and/or deviations from the approved Quality Control Program are found.